

**TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)  
MEETING**

**SUMMARY OF MINUTES**

**January 27, 2016**

**ATTENDANCE**

Renee Spann, Manager, Teterboro Airport  
Pam Phillips, Manager, Ops and Security  
Rick Vander Wende, Manager Contract Svcs.  
Richard Heslin, GM NJ Airports  
Tim Middleton, Project Manager, Part 150 Study  
Gabriel Andino, Manager, Noise Abatement  
Michael Fiscus, Asst. Manager, Noise Abatement  
Daniel Gardon, Specialist, Noise Abatement  
John Panarello, Manager of Airport Services  
Gary Palm, TEB ATCT Manager  
Frederick Dressel, TANAAC Co-Chair  
Pierre Gaillard, Representative  
Fritz Rethage, Representative  
Kathy Muller, Representative  
Tom Gonnella, Representative  
Peter Kortright, Representative  
Steve Riethof, Representative  
Roy Luyster, Guest  
Carol Skiba, Guest  
Robert Mentzer, Jr., Consultant

Port Authority of NY & NJ  
Teterboro Airport/AvPORTS  
Teterboro Airport/AvPORTS  
Teterboro Airport/AvPORTS  
Teterboro Airport/AvPORTS  
FAA  
Borough of Moonachie  
City of Hackensack  
Borough of Hasbrouck Heights  
Borough of Little Ferry  
Borough of Wood-Ridge  
Bergen County  
AOPA - ASN  
Township of Rochelle Park  
Borough of Hasbrouck Heights  
HMMH, (Part 150 Study Consultant)

**TANAAC**  
**Teterboro Airport**  
**January 27, 2016**  
**90 Moonachie Avenue, PA Conference Room**  
**Minutes Summary**

Renee Spann, Teterboro Airport Manager and TANAAC Co-Chair, called the meeting to order and welcomed attendees. She introduced Kathy Muller, the new representative from the borough of Little Ferry, who replaced Corinne Wehrle. The plaque that the airport made for Corinne in gratitude for her years of service on TANAAC was displayed for viewing. Since she was unable to attend tonight's meeting, the plaque will be presented to her at a future meeting.

Ms. Spann presented some airport information.

- The Port Authority is planning to retain a consultant to study what things Teterboro Airport can do to better serve its customers as part of the Port Authority Optimization Study to focus on its core transportation system. Two consultants responded to the RFP to perform the study and a selection should be made within the next couple of weeks. We expect to have more information at the April meeting of TANAAC.
- Renee provided an update on the "Quiet Visual", the charted visual approach to miss the Hackensack University Medical Center. The proposed approach has failed three different flight checks. The most recent check found that the WABC radio antenna caused the ground proximity alarm to go off in the aircraft. The FAA is considering whether the path can be tweaked so that it is not so close to the antenna and still avoids the hospital. In the mean time, Pam Phillips investigated the possibility of moving the antenna. It is possible; however, the cost to address it would be about \$3M (not including the cost of the land if any were available). The time factor, as well as the cost identified here are major obstacles for this option. We will continue working with the FAA to see what can be done.
  - Mayor Dressel asked whether the hospital is aware that the airport is trying to obtain this alternative approach. And if so, could they be of assistance in this endeavor?
  - It is not clear whether the hospital is aware of the airport's effort in this regard.
  - Perhaps TANAAC should consider contacting the hospital for their input.
  - It was noted that in 2007, a letter was sent from Senators Lautenberg and Menendez, and Congressman Rothman regarding the ILS approach overflying the hospital. We are not sure if the hospital was copied on that letter or not.
  - A question was raised about the type of aircraft used for the flight checks. There are several kinds of aircraft used; however, the aircraft that are used are equipped with special instrumentation to monitor and record the relevant information while flying the proposed route.
- The enhancement of the wildlife fence around the airport has been completed. These enhancements will help provide additional safety by further deterring wildlife from entering the airfield.
- Teterboro Airport received recognition on at least 3 occasions during 2015 by being voted the #1 Business Aviation Airport in the world.

Ms. Spann turned the meeting over to Mr. Gabriel Andino.

As is done each year at the January TANAAC meeting , Mr. Andino reviewed the TANAAC By-laws and Mission Statement. He also briefly reviewed the handout, “Understanding Aircraft Sound and Its Measurement” and the maximum departure noise limit (“Three Strikes and You’re Out”) policy.

## **OLD BUSINESS**

The proposed Charted Visual Flight Procedure (CVFP) for Runway 19 was discussed in Ms. Spann’s opening remarks.

Part 150 Noise Compatibility Study at Teterboro and Newark Airports.

- Mr. Tim Middleton, Project Manager for the study, noted that there will be a meeting of the Technical Advisory Committee (TAC) at TEB on January 29 at 90 Moonachie Avenue in the Port Authority conference room.
- Additional information will be presented by Mr. Robert Mentzer, from HMMH, the consultant performing the study, at the end of the meeting.
- All information about the study is online. The link to the website is:  
[http://panynjpart150.com/TEB\\_homepage.asp](http://panynjpart150.com/TEB_homepage.asp)

## **NEW BUSINESS**

Mr. Andino reported that Teterboro Airport Noise Office staff attended the Annual National Business Aviation Association (NBAA) Convention in November 2015. The Teterboro Airport exhibit was one of 1,100 exhibitors. NBAA estimated about 27,000 people attended the convention. Staff also attended the NBAA Schedulers and Dispatchers Conference earlier this January. About 2,800 were in attendance and there were 517 exhibits at this conference. These meetings provide opportunities to educate a great number of business aviation professionals about such things as Teterboro Airport’s noise abatement rules, the voluntary nighttime curfew, and other community sensitive issues.

Mr. Andino reviewed the statistics for the year 2015.

Total operations for the year were 166,791, an increase of 3.34% over 2014. Jet movements were 137,721. Nighttime operations (between 11:00 pm and 6:00 am) for the year were 8,047, which was 4.83% of total operations. This continues a downward trend in late-night operations for the airport. Stage 2 jet aircraft operations were 299 and accounted for only 0.22% of the total jet operations, which also continues a downward trend. Stage 2 jets were fully banned by the FAA at the end of 2015.

Mr. Andino also reviewed the LDN(A) (day/night average aircraft noise levels) on the 6 permanent noise monitors for the year 2015. There was an increase in noise levels on 3 of the monitors compared to 2014. RMS 1 in Wood-Ridge showed a very slight increase, RMS 3 at Hackensack hospital showed a 1.0 decibel (dB) increase, and RMS 4 in Hackensack showed an increase of 1.2 decibel (dB). RMS 6 in Moonachie showed no increase. RMS 2 and 5 showed decreases of 1.4 and 2.6 decibels (dB) respectively.

In 2015 1,993 Noise complaints were received from 216 residents, which include 788 complaints from Paramus and 513 from Maywood.

With regard to noise violations, there were 109 first violations during 2015; 12 second violations and 1 aircraft was banned.

A question was raised about the noise from helicopters, which presents a particular annoyance to local residents. A discussion ensued about helicopter routes. Helicopters do have prescribed routes to and from the airport, which are designed to avoid the residential areas. However helicopters are sometimes directed by the ATCT to vary their route to avoid fixed wing aircraft. A question was raised about whether a noise violation policy could be developed for helicopters similar to the Airport's "3 Strikes, you're out" noise policy where aircraft could potentially be banned from Teterboro for excessive noise. The FAA Airport Noise and Capacity Act (ANCA) of 1990 prohibits implementing such a policy, (the current noise violation policy existed before that Act and has been grandfathered). Representatives of the noise office has contacted helicopter operators in the past to make them aware of the problem and encourage them to avoid the residential areas as much as possible. Mr. Andino stated that the office can increase these efforts in an effort to reduce the number of helicopters overflying residential areas. It was recommended that the airport discuss the issue with the Eastern Region Helicopter Council (ERHC), which will be done.

Mr. Andino introduced Mr. Robert Mentzer to report on the Part 150 Study at Teterboro Airport.

Mr. Mentzer presented some information about the study. The study began in the spring of 2015 when the consultant began to develop the study protocol. This included determining the methodology, establishing the Technical Advisory Committee, and developing the schedule. The primary focus at this time is developing noise contours for the existing and 5-year forecast conditions. Purposes of the study include defining the roles and responsibilities of all participants (including stakeholders, and interested parties), the technical aspects, the communication strategies, and the procedural matters. As noted previously, a website is provided with additional information. (see previous page of minutes). Mr. Middleton noted that another representative is needed from TANAAC for the TAC.

## **OPEN DISCUSSION**

A question was raised about the status of the new Air Traffic Control Tower (ATCT). Mr. Palm responded that the final soil testing was completed and submitted to NJDEP and the Army Corps of Engineers. If they accept the test results, the design for wetlands mitigation can begin. In addition, Congress has to come up with funding for the mitigation. The FAA is anticipating a decision regarding the soil testing by April.

With no other business to come before the committee, the meeting was adjourned.

The next regular meeting of TANAAC is **April 27, 2016**, at 7:00 p.m.