

**TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)
MEETING
SUMMARY OF MINUTES**

July 26, 2017

ATTENDANCE

Members and Staff

Renee Spann, Manager, Teterboro Airport	Port Authority of NY & NJ
Scott Marsh, Manager Ops and Security	Port Authority of NY & NJ
Rick Vander Wende, Manager Contract Services	Port Authority of NY & NJ
Tim Middleton, Project Manager, Part 150 Study	Port Authority of NY & NJ
Gabriel Andino, Manager, Noise Abatement	Teterboro Airport/AvPORTS
Michael Fiscus, Asst. Manager, Noise Abatement	Teterboro Airport/AvPORTS
Daniel Gardon, Specialist, Noise Abatement	Teterboro Airport/AvPORTS
Gary Palm, TEB ATCT Manager	FAA
Ted Zimmerman, TEB ATCT Ops Manager	FAA
Ron Stull, Representative	Borough of Carlstadt
Kathleen Canestrino, Deputy Mayor	City of Hackensack
Fritz Rethage, Representative	Borough of Hasbrouck Heights
George Muller, Representative	Borough of Little Ferry
Rick DeHeer, Representative	Borough of Maywood
Frederick Dressel, TANAAC Co-Chair	Borough of Moonachie
Hugo Poli, Commissioner	Village of Ridgefield Park
Ken Goffstein, Representative	Township of Teaneck
Peter Kortright, Representative	Bergen County
Ian Godfrey, Representing	Office of Bill Pascrell

Guests

Steve Riethof	AOPA-ASN / AHOF
Pierre Gaillard	City of Hackensack
Roy Luyster	Township of Rochelle Park
Tom Panso	Borough of Woodcliff Lake
Carol Skiba	Coalition for Public Health & Safety
Eileen Modeste	Atlantic Aviation, TEB
Christie Emden	Atlantic Aviation, TEB
David Fegelman	Good Neighbor Award Recipient
Gid Fisher	Good Neighbor Award Recipient
Pamela King	Good Neighbor Award Recipient

FAA Presenters

Jim Peters
David Swanson
Kevin Thompson
David Johnson

Teterboro Airport
July 26, 2017
90 Moonachie Avenue, PA Conference Room
Minutes Summary

Mayor Fred Dressel, TANAAC Co-Chair, called the meeting to order and welcomed attendees. He began the meeting with introductions of the TANAAC Committee.

Ms. Renee Spann, TANAAC Co-Chair presented some airport information.

She announced that, as discussed at the last meeting, the noise abatement/TANAAC information on the Port Authority website has been enhanced for easier access. A demonstration of the website was presented at the meeting. By going to www.panynj.gov, one can access the Teterboro homepage and the access point to the noise abatement/TANAAC information is located in the lower right corner of that page. By clicking on the topics, one can view information about TANAAC, the Part 150 Study, the Noise Office, and WebTrak.

In June, the Teterboro Airport Community Benefit Fund hosted the annual scholarship luncheon at which 10 students from local high schools each received a \$1,200 scholarship. The students qualified for the award to pursue higher education in math, science or other aviation related subject and were nominated by their schools. The airport scholarship program has been one of the most rewarding community outreach projects we do at the airport. The students, their families and the school counsellors always appreciate receiving the award.

Renee turned the meeting over to Scott Marsh to report on construction at the airport.

Mr. Marsh noted that the project to improve the airfield drainage should be starting in September. The work will require some closures of Runway 1-19 in the early stages of the project.

There will be an airport closure on August 12 from 5 a.m. to 11 a.m. for painting in the runway intersection. The rain date will be August 19.

OLD BUSINESS

Mr. Timothy Middleton, Port Authority Project Manager for the study, reported on the 14 CFR Part 150 Study.

- Mr. Middleton reported that the noise exposure maps were approved by the FAA on June 15, and published on June 22. This completes Phase 1 of the study.
- Phase 2 is the Noise Compatibility Program, which includes proposals for noise mitigation. The options, which will be discussed at the Technical Advisory Committee (TAC) meetings, will be included in a report to the FAA, and that report will be subject to public hearings.
- The Study consultants have met with officials from every jurisdiction around the airport and will continue to communicate information to them.
- A TAC meeting scheduled on Thursday, November 9, June 29, 2017, at 90 Moonachie Avenue.
- Tim will have more information at the TANAAC meeting in October.
- Mr. Middleton reiterated the importance of the public's input and participation in this study.

- All information about the study is online. The link to the website is: http://panynjpart150.com/TEB_homepage.asp

NEW BUSINESS

Mr. Gary Palm introduced some FAA subject matter experts who had come to the meeting to speak on the ILS approach to Runway 19 and some options being explored for a possible offset approach to that runway.

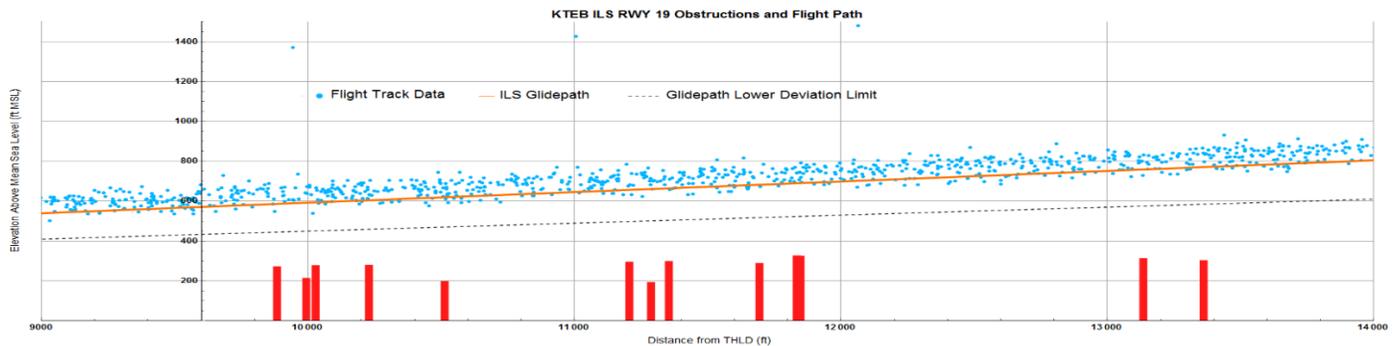
Mr. David Swanson, from the Eastern Region Flight Standards Office, presented information relative to the Instrument Landing System (ILS) 19.

General ILS information:

- Instrument landing systems have been in use for commercial air operations since the mid-1940s.
- There are currently over 1,500 published ILS approaches in the United States and territories.
- Every ILS approach is developed in accordance with the United States Standard for Terminal Instrument Procedures (TERPS) criteria, inspected by FAA Flight Inspection, and periodically re-evaluated by procedure specialists and Flight Inspection.

Teterboro Airport ILS

- The ILS is a precision approach.
- ILS RWY 19 was originally published 06/17/1999.
- It was designed in accordance with TERPS, FAA Order 8260.3 (as amended)
- The FAA design team surveyed the area, calculated obstructions, and determined the flight path with all that data by using mathematical formulas according to the rules of TERPS.
- Electronic signals are transmitted from equipment at the airport that establish the vertical and lateral path for the ILS 19.
- Aircraft receive the electronic signals and the guidance is displayed in the cockpit. The aircraft can electronically follow this path (auto pilot).
- ILS Glide path is the vertical path flown and referenced in the cockpit. The standard glide path is a 3-degree descent. The localizer keeps the aircraft on the path laterally.
- The ILS gives the best opportunity for the pilot to accurately control the aircraft onto the runway.
- A Lower Deviation Limit altitude is established. Aircraft must discontinue flying the ILS if they drop below that limit.
- There is also an Obstacle Clearance Surface (OCS) established, which is well below the ILS Glide path, and also well below the Lower Deviation Limit.
- No obstacle is allowed to penetrate the OCS.
- The OCS represents an absolute limit that provides for safe operations, considering all contributing elements.
- Aircraft generally get on the ILS approach about 5 to 6 miles out from the airport.
- Any off-set to the ILS approach is limited by design and must comply with the criteria mandated in TERPS.



A brief question and answer session followed the presentation.

Mr. David Johnson, from the FAA office in Atlanta, Georgia, presented some information about offset approaches to Runway 19.

- Instrument Flight Rules (IFR)
 - IFR means navigating entirely on instruments, or under ATC control.
 - When any pilot flies under IFR, they are required to be under the direction of Air Traffic Control (ATC), who direct the Captain regarding the aircraft direction course, speed, altitude.
- Visual Flight Rules (VFR)
 - VFR flight is based on the principle of “see and avoid.”
 - VFR usually means that you are flying without definite control from ATC.
 - However, there are certain airspace rules that require a pilot to speak to ATC even when flying VFR.
- Some reasons that an offset ILS approach to Runway 19 is deemed unfeasible
 - There is a 693-foot-tall ABC Antenna in the path of flight.
 - Loss of glideslope.
 - Weather minimums will be raised.
- In order to retest the Quiet Visual approach, the following must be considered:
 - Environmental analysis is required prior to retest.
 - Greater operator commitment to use the procedure would be required prior reinvesting in environmental analysis.
 - Previous test was underutilized because operators prefer to fly utilizing instruments versus a visual procedure.
 - FAA cannot require the Pilot in Command to fly this procedure.
 - The approach is only available in VFR daytime only.
 - TANAAC’s support and request would be required.
- Two options are presently being considered by the FAA:
 - RNAV(RNP) Runway 19
 - It may be feasible to mimic current Quiet Visual flight path.
 - Use of technology would enhance confidence and consistency, reduce complexity of terminal operations, and reduce the risk of communication errors.
 - Currently there are a limited number of qualified pilots to fly RNP approaches.
 - RNAV(GPS) Offset Runway 19
 - Avoid overflying Hackensack Hospital

- Navigation waypoints will be coded
- Current operators more than likely to use this approach over the Quiet Visual
- Can be used in VFR and IFR conditions

After a question and answer period, Ms. Spann turned to meeting over the Mr. Gabriel Andino to present the Good Neighbor Awards. The FAA will present more information about the RNAV approaches at the October TANAAC meeting.

Mr. Andino shared some information about the Awards.

- The awards are presented to companies that did not have any noise violations nor operations during the voluntary curfew hours in 2016.
- They are presented to both based aircraft and frequent users of the airport. Non-based operators must have at least 100 flights.
- There are 16 companies who received the award this year:
 - 2J2G LLC
 - ARC REAL ESTATE PARTNERS
 - ARGO AVIATION LLC
 - CITIZENS BANK
 - CORNING INC - AVIATION DEPT
 - EVERTZ MICROSYSTEMS LTD
 - FEDEX CORPORATION
 - GOLD AVIATION SERVICES INC.
 - L BRANDS INC
 - MEREDITH CORPORATION
 - MORRIS, WILLIAM C.
 - NORTHWESTERN MUTUAL LIFE INS CO
 - *Based Winners*
 - OLIVER STERLING
 - PLANESENSE INC.
 - RICHARDSON AVIATION
 - SBJ AVIATION LLC

Two of those companies, ARC Real Estate Partners, and L Brands, Inc., were in attendance and received their plaques in person. The other plaques will be mailed.

A Congratulatory letter from U.S. Senator Cory Booker’s office to six of the winners, recognizing them for receiving a Good Neighbor Award multiple years. Recipient companies were

- Citizens Bank
- FedEx
- William C. Morris
- SBJ Aviation, LLC
- Meredith Corporation
- L Brands Inc.
- Evertz Microsystems Ltd.

Ms. Spann congratulated the recipients and expressed her appreciation for their efforts to “fly quiet”.

Mr. Andino reviewed the statistics for the first half of 2017.

Total operations for the six months were 87,257, an increase of 3.95% over the first half of 2016. Jet movements were 71,252, which was an increase of 5.77%. Nighttime operations (between 11:00 pm and 6:00 am) for the half-year were 4,196, which was 4.81% of total operations.

Mr. Andino also reviewed the LDN(A) (day/night average aircraft noise levels) on the six permanent noise monitors for the first half of 2017. RMS 1 in Wood-Ridge showed a very slight increase. RMS 2 in Hasbrouck Heights, RMS 3 at Hackensack hospital, RMS 5 in Bogota, and RMS 6 in Moonachie all showed decreases. RMS 4 in Hackensack showed a 1.0 decibel increase.

In the first half of 2017, 1,009 Noise complaints related to Teterboro Airport traffic were received from 272 residents, which include 304 complaints from Rutherford and 109 from South Hackensack. Mr. Andino also included a breakdown of the complaints regarding TEB traffic from thirty non-TANAAC towns for the first half of 2017. A total of 388 complaints were received from residents mostly north of the airport. These numbers include 67 complaints from Ho-Ho-Kus, 38 complaints from Waldwick, 39 from Stockholm, and 43 complaints Woodcliff Lake.

With regard to noise violations, there were 55 first violations during the first half of 2017, which was equal to the same period in 2016. There were 7 second violations and 2 aircraft were banned.

OPEN DISCUSSION

Mr. Andino brought a request before the committee from Mr. Paul Griffo for a portable noise monitor to be located in Rutherford. The committee unanimously approved the request. TEB Noise Office staff will work with Mr. Griffo to fulfill the request.

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

The next regular meeting of TANAAC is **October 25, 2017**, at 7:00 p.m.