

TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)
MEETING
SUMMARY OF MINUTES
October 25, 2017

ATTENDANCE

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 Svcs.	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
Zachary Miller, Specialist, Noise Abatement	Teterboro Airport/AvPORTS
John Panarello, Manager of Airport Services	Teterboro Airport/AvPORTS
Gary Palm, TEB ATCT Manager	FAA
Ted Zimmerman	FAA
Maria Aviles	FAA
Jim Peters	FAA
Frederick Dressel, TANAAC Co-Chair	Borough of Moonachie
Kathy Ferris, Representative	Borough of Bogota
Ron Stull, Representative	Borough of Carlstadt
Kathy Canestrino, Dep. Mayor	City of Hackensack
Fritz Rethage, Representative	Borough of Hasbrouck Heights
George Muller, Representative	Borough of Little Ferry
Rick DeHeer, Representative	Borough of Maywood
Paul Griffo, Representative	Borough of Rutherford
Frank Cagas, Mayor	Township of South Hackensack
Ken Goffstein, Representative	Township of Teaneck
Frank Valenzuela, Mayor	Township of Rochelle Park
Peter Kortright, Representative	County of Bergen
Ian Godfrey, Representative	Congressman Pascrell
John Esposito, Guest	Jet Aviation, Teterboro
Steve Riethof, Guest	APOA/ ASN/ AHOF
Pierre Gaillard, Guest	City of Hackensack
Roy Luyster, Guest	Township of Rochelle Park

The following attended the meeting as guests representing the Condo Board in Hackensack:
Joe Korn, Bruce McPherson, Mary Ann Gargano, Frank and Judy Albolino, Gerald Weber, Eric Simon,
Nathan Riley Jr., David Lender, Annette Jadboeule, Murray Runin, Connie Booies, Margaret King, Dorothy
Moropoli, Gale Willis

*(please note that this roster of attendees is taken directly from the sign-in sheet provided at the meeting.
Therefore, persons may have been in attendance who are not listed here and/or names may be spelled
incorrectly due to difficulty in reading some handwriting.)*

TANAAC
Teterboro Airport
October 25, 2017
90 Moonachie Avenue, PA Conference Room
Minutes Summary

Fred Dressel, TANAAC Co-Chair, called the meeting to order and welcomed attendees. He noted that a letter was received from Rochelle Park about being represented at TANAAC. He welcomed Rochelle Park Mayor, Frank Valenzuela to the table.

Roll call of TANAAC members present was made.

Ms. Renee Spann announced two upcoming construction projects for Signature Flight Support, one at their East location and the other at their South location. Each project will include the construction of hangars, (two at the south location and one at the east location with office space); additional ramp space and vehicle parking. Signature has received their permits from NJDEP and has submitted application to the Army Corps of Engineers.

Mr. Scott Marsh reviewed construction at the airport.

- Currently, work is taking place to improve airfield drainage in 2 areas of the airfield.
- Upcoming projects include:
 - The replacement of airfield electrical circuits that were damaged in Superstorm Sandy.
 - The replacement of Taxiway B to help improve aircraft movements in a critical area of the airfield.
 - Resurfacing Taxiways L, G, and P.

Mr. Gabriel Andino briefly reviewed an article citing new quieter aircraft technology that will be required in 2018. This technology will meet stricter noise criteria and reduce the average noise level from the current technology by 7dB.

OLD BUSINESS

Mr. Andino turned the meeting over to Mr. David Johnson, Mr. Joey Medders and Mr. Kevin Thompson who reported on two proposed alternate landing approaches for Runway 19 at Teterboro Airport. The options explored were designed to avoid overflying the Hackensack University Medical Center (HUMC), have coded waypoints, increase operator use, and be available in VFR and IFR conditions.

- Option 1 - TEB RNAV (RNP) RWY 19 – This route mimics the former Quiet Visual route, but would utilize on-aircraft technology. This meets all the criteria listed above with the exception of increase operator use. This procedure requires aircraft to be equipped with costly new navigation equipment and pilots to have received costly training. Not many current users of Teterboro have this technology and training so consequently this approach would not be utilized by many aircraft. It is the less viable option.
- Option 2 – TEB RNAV (GPS) X RWY 19 – This route also mimics the former Quiet Visual route and would not require new costly equipment in aircraft. This procedure meets all the criteria above except it can only be used in VFR conditions. It would be limited to when the ceiling is at least 1000 feet and visibility is greater than 3 miles. This procedure is a more viable option because it doesn't require additional costly equipment or training, but relies on technology that aircraft already have. It

cannot be flown when weather / visibility is a factor, but it does move some flights away from the HUMC. It will introduce more activity over Rochelle Park and Maywood however.

- The FAA has given TANAAC some time to review and discuss these options and has requested that a decisional letter from TANAAC be sent to them before March 16, 2018 as to whether they would like the FAA to pursue these options.

Questions and answers were part of the presentation. Some points from that part of the discussion included, but were not limited to the following:

- At this time, the GPS approach is the most preferred option. The RNP technology will likely be more readily available in the future, so that approach can be revisited as more and more operators acquire that equipment.
- Both of these proposed procedures are off-set procedures.
- The FAA would make the alternate approach a permanent approach. Therefore, there would not be a testing period as took place with the Quiet Visual.
- The current GPS technology provides vertical but not lateral guidance.
- Both proposed approaches are equally as safe as the ILS approach. Safety is the FAA's primary mission.
- These proposals are in addition to the current ILS approach. They would not replace it. They would offer some relief for the HUMC, but also would shift some of the burden to other areas, particularly Rochelle Park and Maywood.
- Pilots would still have the option of utilizing the ILS approach regardless of which option is pursued.
- With the GPS approach option, only the ILS approach will still be used in bad weather.
- The FAA reiterated that the first directive for their design of these alternate approaches was to provide some relief to the HUMC.
- The timeframe for development and implementation of the route that is selected by TANAAC would be around 16-18 months.

Mr. Tim Middleton spoke about the Part 150 Noise Compatibility Study at Teterboro and Newark Airports.

The November Technical Advisory Committee (TAC) meeting for the Teterboro Airport Part 150 study will focus on the development of the Noise Compatibility Program (NCP). The meeting will take place on November 9 from 1 to 4 p.m. at 90 Moonachie Avenue.

The meeting agenda includes: a discussion on the NCP Document Outline; what is required to be addressed by regulation and the formatting and structure of the final document.

Additionally, an in depth discussion on potential Noise Abatement measures, including:

- Review of NCP discussion from TAC Meeting #12
- Additional evaluation of intersection departures from Taxiway K on Runway 1
- Additional evaluations of the 230 degree heading for Runway 24 departures
- Central maintenance run-up location evaluation
- Evaluation of community proposed arrival procedures
- Recommended combination noise abatement cases evaluation
- Existing TEB restrictions

The meeting will conclude with a discussion of upcoming Part 150 milestones, and the next required steps in the NCP process.

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

Mr. Andino noted that a portable noise monitor was installed at a residence in Rutherford at the beginning of September as requested at the last TANAAC meeting. The monitor will remain in place for 6 months. Staff will review the readings regularly during this time. Following a brief discussion, the Mayor of South Hackensack expressed interest in having the portable monitor in his town due to the noise from helicopter operations.

NEW BUSINESS

The FAA made another presentation regarding the agency's Community Outreach.

Mr. Joey Medders talked about the FAA community involvement policies.

- The FAA would brief TANAAC on all changes coming to TEB.
- They would provide information to TANAAC regardless of the size or scope of the change.
- The FAA welcomes community input and will continue to work with the TANAAC representatives to address community concerns.

To that end, he noted two new procedures that are being implemented.

- TEB RNAV Transition to ILS and RNAV (GPS) RWY 19
 - Decouples TEB from Essex County and Morristown Airports, allowing independent flow of air traffic to each airport instead of one at a time.
 - Proposed publication is March 2019.
- TEB RNAV (GPS) RWY 24
 - Provides lower minimums than the current VOR Approach
 - Decouples TEB from LGA providing better flow of air traffic between TEB and LGA.
 - Proposed Publication is March 2019.

A brief discussion followed the presentation.

Mr. Andino reviewed the statistics for the first three quarters of 2017.

Total operations for the nine months were 127,881, an increase of 2.69% over the same nine-month period of 2016. Jet movements were 104,373, which was an increase of 4.73%. Nighttime operations (between 11:00 pm and 6:00 am) for the three quarters were 6,285, which was 4.91% 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 three quarters of 2017 compared to the same time period in 2016. RMS 1 in Wood-Ridge was static, RMS 2 in Hasbrouck Heights showed a slight decrease, RMS 3 at Hackensack hospital also showed a slight decrease, RMS 4 in Hackensack showed a slight increase, RMS 5 in Bogota also showed a slight increase, and RMS 6 in Moonachie all showed a 3.6 decibel (dB) decrease.

In the first nine months of 2017, 1,693 Noise complaints related to Teterboro Airport traffic were received from 460 residents, which include 542 complaints from Rutherford, 185 from South Hackensack and 124 from Hackensack. Mr. Andino also included a breakdown of the complaints regarding TEB traffic from thirty-two non-TANAAC towns for the first three quarters of 2017. A breakdown of those complaints by town includes 76 complaints from Ho-Ho-Kus, 61 from Woodcliff Lake, 60 from Ramsey and 50 from Stockholm. In addition, Mahwah, Waldwick and Paramus had 40, 41, 45 complaints respectively. The majority of the complaints fell in the categories of: “low and loud”, “too early/too late” and “too frequent”.

With regard to noise violations, there were 63 first violations during the first nine months of 2017, which was lower than the same period in 2016 (89). There were 9 second violations and 2 aircraft were banned.

OPEN DISCUSSION

Given the request from the FAA for a directional letter regarding the proposed new RNAV approach to Runway 19, it was determined that a special meeting of TANAAC was necessary to discuss and determine how the committee wanted to direct the FAA. It was decided that the committee would meet in Executive Session on November 29.

A group, Concerned Residents Along Flightpath of Teterboro (C.R.A.F.T), from Rutherford had proposed an alternate approach to Runway 24. Mr. Griffo asked the status of that proposal. It is currently with the FAA for review. It has also been reviewed in the Part 150 Study.

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

The next regular meeting of TANAAC is **January 24, 2018**, at 7:00 p.m.