

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

**October 24, 2018**

**ATTENDANCE**

Renee Spann, Manager Teterboro Airport	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
Juan Rojas, TEB Gov. & Community Affair Rep.	Port Authority of NY & NJ
Ranie Rampersaud, TEB Properties Dept.	Port Authority of NY & NJ
Frederick Dressel, TANAAC Co-Chair	Borough of Moonachie
Gabriel Andino, Manager, Noise Abatement	Teterboro Airport/AvPORTS
Michael Fiscus, Asst. Manager, Noise Abatement	Teterboro Airport/AvPORTS
Zack Miller, Noise Specialist	Teterboro Airport/AvPORTS
Gary Palm, TEB ATCT Manager	FAA
Kevin Thompson	FAA
David Johnson	FAA
Kathy Canestrino, Representative	City of Hackensack
Fritz Rethage, Representative	Borough of Hasbrouck Heights
George Muller, Representative	Borough of Little Ferry
Matthew Garofalow, Representative	Borough of Maywood
Roy Luyster, Representative	Township of Rochelle Park
Paul Griffo, Representative	Borough of Rutherford
Gina Affuso, Representative	Borough of Wood Ridge
Katarzyna Wac, Representing	Congressman Josh Gottheimer
Dave Kingma, guest	Township of Rochelle Park
Melissa Gardner, guest	Township of Teaneck

**TANAAC  
Teterboro Airport  
October 24, 2018  
90 Moonachie Avenue, PA Conference Room  
Minutes Summary**

Mr. Frederick Dressel, TANAAC Co-Chair, called the meeting to order.

Ms. Renee Spann, TANAAC Co-Chair, welcomed attendees and gave an airport construction update.

Ms. Spann reported that there are three significant projects in progress.

- Replacing the electrical circuits damaged in Superstorm Sandy is ongoing. About 50% of the lights have been replaced. The target date for completion is November 2019, however the contractor is ahead of schedule currently.
- Installing the new taxiway V. The old taxiway, (Twy B) was designated an operations hot spot for safety reasons. The new Twy V will alleviate that issue. The contractor is currently working on drainage mitigation as there is significant ponding in the area of the new taxiway, and the pavement cannot be installed until that issue is resolved.
- Phase 1 of the airfield stormwater drainage rehabilitation project is substantially complete. A final inspection is scheduled for October 25. The 2<sup>nd</sup> phase is in stage 3 design with the Port Authority Engineers and is budgeted in the Port Authority Capital Plan. We anticipate this phase to begin next year as the weather allows.
- The Port Authority was asked to look at some possible solutions to the flooding/drainage issues in the area. Recently the Port Authority contracted with Jacobs Civil Consultants to do a Regional Stormwater Drainage Improvement Study. They will be looking specifically at 6 options based on some recommendations they made to the Port Authority in a previous report in 2014. For these options they will look at feasibility, constructability, cost benefit and cost impact, as well as other issues like power access, required permits, wetlands and riparian mitigation. The options are: cleaning and dredging the East and West Riser ditches, a pump at the West Riser tide gate, a force main from Vincent Place pump station to beyond the West Riser tide gate, and underground storage for the West Riser ditch. They may also make additional recommendations. The initial draft of the report is expected sometime in the first quarter of 2019.

Discussion ensued, which included a conversation about how difficult it is for the local municipalities to obtain necessary permits to do any work in the East or West Riser ditches or to do other projects that would help alleviate the flooding issues. The Port Authority experiences the same limitations.

The Port Authority consultant has been talking to the Rebuild By Design group, who is working on the issues arising from East Riser ditch. There is a coordinated communication effort with Jacobs, Rebuild By Design and Bergen County. Ms. Spann made it clear that the Port Authority has no funds allocated for performing the work for any project that might be recommended by the study. Carrying out that work will require a coordinated effort with all entities / municipalities involved.

Ms. Spann also reported on the FAA Reauthorization Bill, which includes 20 provisions related to aircraft noise that make significant strides toward improving FAA accountability to the public on noise, environmental and safety issues. Some items included in the bill are:

- Establishing Regional Noise Ombudsmen – liaisons between the FAA and the public on aircraft noise, pollution and safety issues (within one year)
- A study of an alternative metric rather than DNL65 for measuring noise (within one year)
- A study for phasing out Stage 3 aircraft.

Ms. Spann noted that Teterboro Airport is fortunate to already have a great working relationship and support from our FAA partners.

Ms. Spann turned the meeting over to Mr. Gabriel Andino for Old Business.

## **OLD BUSINESS**

Mr. Andino called on Mr. Tim Middleton to report on the Teterboro Airport Part 150 Study.

- Mr. Middleton reported that the project is still in the process of working on the Noise Compatibility Program (NCP). The consultant expects to have the draft NCP ready for public review and comment during the first quarter of 2019. We should have more detailed information at the January TANAAC meeting.
- The most current information about the study is online. The link to the website is: [http://panynjpart150.com/TEB\\_homepage.asp](http://panynjpart150.com/TEB_homepage.asp)
- Mr. Andino reported that the portable noise monitor that has been located in Rutherford will remain in place until the end of the month. Once it is removed, staff will study the data retrieved and report at the January meeting, including a graph of the peak noise events. Preliminary results indicate about a 55.5 DNL reading.
- Mr. Andino covered some flight tracks for helicopter activity at TEB. The tracks represent 3 days of helicopter arrivals and departures during the prior week. There are 4 helicopter routes at the airport -- north, south, east and west. The tracks indicate that the majority of operations are on the Sierra Route, from the south, which generally follows Moonachie Avenue. Additional slides showed some deviations from the regular routes. The first reason we may see these deviations is that the helicopters are not coming to TEB, but rather transitioning through the airspace. These could be law enforcement or media helicopters for example. Another slide depicted an arrival on the Whiskey route from the west. This operation had to deviate to avoid the fixed wing traffic. Another track showed a helicopter coming from the east on Sierra route that flew over Little Ferry and Moonachie. At this point, the operation was at the pilot's discretion. When that happens, we review the operation to see if and what extenuating circumstances exist. Then we go directly to the operator regarding the noise complaint. Another slide showed a departure to the east along the Echo route. These types of operations sometimes cut across the corner of Little Ferry in order to avoid the fixed wing traffic. Another slide showed a helicopter circling as it waited while a fixed wing operation preceded.

A question was raised about whether helicopters follow the north or south flow that the fixed wing aircraft follow. No, helicopters do not need to be the same flow as the fixed wing aircraft, however there are helicopters that use Instrument Landing System (ILS) approaches, so they would be on the same flow.

Another question was raised about an observed helicopter operation that appeared to turn on the west side of the airport and head north. There are possible scenarios of why this might happen, but without knowing the exact operation, it would be only a guess where that helicopter might be going. However, it is fairly possible that it was a medical helicopter flying to the HUMC helipad.

A discussion ensued about flight tracks information. Web-Trak, the system that the Port Authority uses does distinguish helicopter operations from fixed wing operations. The new Teterboro Airport noise monitors can now be seen on Web-Trak, so that data is available for viewing as well.

## **NEW BUSINESS**

Mr. Andino introduced Dave Johnson from the FAA to report on the Environmental Review process for the proposed new offset approach for Runway 19.

Mr. Johnson reviewed the Environmental Policy, Practices and Processes of the FAA.

First, the FAA must adhere to the National Environmental Policy Act (NEPA) which requires the following:

- All Federal agencies to prepare a detailed statement for major federal actions significantly affecting the quality of the human environment
- Consideration of the environment in decision making, consultation and coordination with federal, state and local agencies, and public disclosure of impacts
- Mandates a process; does not dictate a particular result that must be achieved.
- Establishes the Council on Environmental Quality (CEQ)

The CEQ provides more specific content and a processes for an Environmental Impact Statement (EIS) and introduces and defines other levels of NEPA review / documents such as an Environmental Assessment (EA) and a Categorical Exclusion (CATEX), among other things.

Categorical Exclusion (CATEX) – is a category of actions which do not individually or cumulatively have a significant effect on the human environment and do not require either an EA or an EIS. CATEXes shall provide for extraordinary circumstances in which a normally excluded activity may have significant impacts.

The FAA has further defined CATEX as a category of actions that the agency has determined does not individually or cumulatively have a significant effect on the quality of the human environment.

The FAA requires an Environmental Assessment (EA) to be prepared when the review of the proposed action shows that it is not:

- Categorically excluded
- Involves at least one extraordinary circumstance with the potential to significantly impact the human environment
- Does not normally require an EIS

The purpose of and EA is to determine the significance of the environmental impacts, and to identify and consider alternative means to achieve the agency's objectives.

An EA should include:

- The purpose and need for the proposal
- Alternative courses of action (when necessary)

- The effected environment
- The environmental impacts of the proposed action and alternatives
- A list of agencies and people consulted

It provides for Public disclosure and comment

- Which are used for informed decision-making
- And it facilitates compliance with applicable environmental laws, regulations and Executive Orders.

Based on these policies and procedures, it was determined that the RNAV (GPS) X RWY 19 Offset, which avoids the HUMC will require an EA. The FAA is currently in the process of performing that assessment. Funding has been approved for this undertaking.

The estimated publish date of August 2019 has not changed, however, the outcome of the EA could affect that date, because an EA process could take up to 36 months. The FAA has identified the areas that will be impacted and will work with TANAAC to open a dialogue with those municipalities. The FAA will have an Environmental Specialist at the January TANAAC.

### **Teterboro Airport Activity Report for the first three quarters of 2018**

Mr. Andino reviewed the statistics for the first nine months of 2018.

Total operations for the first three-quarters of the year were 125,672, a decrease of 1.73% over the first three-quarters of 2017. Jet movements were 104,717, which was an increase of 0.33%. Helicopter operations were 16.21% lower than the same period in 2017. Nighttime operations (between 11:00 pm and 6:00 am) were 6,141, which was 4.89% of the total operations.

Mr. Andino also reviewed the LDN(A) (day/night average aircraft noise levels) on the six permanent noise monitors for the first nine months of 2018 compared to first nine months of 2017 levels.

- RMS 1 in Carlstadt showed a 0.1 decibels (dB) decrease.
- RMS 2 in Hasbrouck Heights showed a decrease of 0.7 (dB).
- RMS 3 at the Hackensack University Medical Center (HUMC) showed an increase of 1.0 (dB).
- RMS 4 in Hackensack showed a decrease of 0.8 (dB).
- RMS 5 in Bogota showed an increase of 0.8 (dB).
- RMS 6 in Moonachie had an increase of 1.5 (dB).

There were 2,119 noise complaints related to Teterboro Airport traffic received from 371 residents in the first three-quarters of 2018. This includes 622 complaints from 66 residents in Rutherford, and 423 from 13 residents in South Hackensack. Mr. Andino also included a breakdown of the complaints regarding TEB traffic from 23 non-TANAAC towns for the half. These show Allendale with 298 complaints from 5 residents. Other towns noted were: Cedar Grove had 16 complaints, Hillsdale had 31, Lyndhurst – 36, Mahwah – 31, Oradell – 48, Paramus – 32, Suffern – 15 and Woodcliff Lake had 17. The rest of the towns had 12 or less. Most of the complaints were “too early or too late”, the second highest category was “too loud and too low” and the third was “too frequent”.

Noise violations for the first nine months of 2018 were: 62 first violations, 9 second violations and no aircraft were banned.

## OPEN DISCUSSION

A guest reported that he had tried to place a noise complaint, but got a busy signal. He tried two additional times to call and got a busy signal each time. The only plausible explanation is that there was a malfunction of the phone system, which has never been reported before. Without a specific date and time, it is impossible to identify what the problem could have been. If someone encounters that situation again, please mark the date and time so it could be researched. In addition, if someone is unable to get through on the phone, complaints can also be registered online.

A guest from Teaneck asked about reporting “low and loud” in making a noise complaint and about noise violations on arrivals.

The rules for generating noise violations were originally set up for departures only as most aircraft are powering back on approach, so it is a generally a quieter operation comparatively. Most complaints on arrivals are about the frequency, not the noise. There are noise monitors on the approach routes to Rwy 19, Rwy 24 and Rwy 6. The monitors would capture the noise of those arrivals, and that would be reported in the tally of complaints.

Considering altitudes, most of the aircraft arriving on Rwy 6 or Rwy 19 are on the ILS approach, which establishes and maintains the altitude and angle of descent for aircraft landing at TEB. The instruments on the aircraft alert the pilots if they deviate too much from the prescribed altitude. The ATCT is also watching all aircraft in TEB airspace. The tower gets an alert as well if an aircraft is too low. Even if an aircraft is flying a visual approach, there are designated safe altitudes for those operations also. In addition, the NY TRACON is monitoring and recording aircraft operations in the metropolitan airspace, and can see if an aircraft is deviating too much from the ILS guidance. Teaneck residents are likely seeing arrivals to Rwy 24, which are all visual approaches and that runway has been used frequently lately due to airport construction. These aircraft may appear to be low, but generally they are at a safe altitude. Residents should still report “low and loud” flights if they are concerned.

A question was raised about why there is an increase in the number of noise violations since today’s aircraft are generally quieter than older aircraft. The majority of the noise violations are nighttime operations, and the noise thresholds for a violation are lower. The lower level may be more difficult to achieve even for the newer quieter aircraft. Operators who might be new to TEB, often get their first violation because of the lower noise levels at night, and will contact the noise office for guidance because they don’t want to get a second violation.

Mayor Dressel thanked the Noise Office staff for disseminating information on upcoming military aircraft operations at TEB. It is helpful for officials to have that information for their constituents.

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

The next regular meeting of TANAAC is **January 23, 2019** at 7:00 p.m.