

TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)

SUMMARY OF MEETING – 1st Quarter 2022

Virtual Meeting

April 27, 2022, 6:00PM

ATTENDANCE

Maria S. Sheridan, (TANAAC Co-Chair) Manager, Teterboro Airport	Port Authority of NY & NJ
Scott Marsh, Manager - Operations & Security Teterboro Airport	Port Authority of NY & NJ
Rick Vander Wende, Manager - Contract Services Teterboro Airport	Port Authority of NY & NJ
Ralph Tamburro, Program Manager	Port Authority of NY & NJ
Cheryl Ann Albiez, Senior Public Information Officer	Port Authority of NY & NJ
Juan Rojas, Senior External Relation Client Manager	Port Authority of NY & NJ
Tina Lado, Intergovernmental Affairs	Port Authority of NY & NJ
Gabriel Andino, Manager Noise Abatement	Teterboro Airport/Avports
Michael Fiscus, Asst Manager Noise Abatement	Teterboro Airport/Avports
John Kastens, Manager Airport Services	Teterboro Airport/Avports
Veda L Simmons, Community Engagement Officer	FAA
Deputy Mayor Kathy Canestrino	City of Hackensack
Councilmember Ron Kistner	Borough of Hasbrouck Heights
Councilmember George Muller	Borough of Little Ferry
Councilmember Louis Roer	Borough of Maywood
Councilmember Sam Conoscenti	Borough of Maywood
Gina Affuso	Borough of Wood-Ridge
Mayor Perrin Mosca	Township of Rochelle Park
Roy Luyster	Township of Rochelle Park
Mayor John Glidden	Borough of Closter
Mayor John Ruocco	Borough of Hillsdale
Mayor Mike Ghassali	Borough of Montvale
Councilmember Dieter Koelling	Borough of Montvale
Mayor Keith Misciagna	Borough of Park Ridge
Mayor Joanne Minichetti	Borough of Upper Saddle River
Councilmember Sarah Drennan	Borough of Upper Saddle River
Theodore F. Preusch	Borough of Upper Saddle River
Mayor Carlos Rendo	Borough of Woodcliff Lake
Councilmember Jacquie Gadaleta	Borough of Woodcliff Lake
Mayor Peter Calamari	Township of Washington
Peter Kortright	Bergen County Div of Community Development
SeonJik Jank (Assemblywoman Parks Office)	NJ District 37
David Belastock	Teterboro Users Group
Joseph Dickinson	Teterboro Users Group
Patrick Andrewin	Guest
Lisa Boulander	Guest
Jennifer W. Burke	Guest
Diana Castino	Guest
Dianne Didio	Guest
Lynn Paulison	Guest
Aviad Yitshak-Sade	Guest
Suzana Sternberg	Guest

TANAAC – 1st Quarter 2022
Teterboro Airport
April 27, 2022 – 6PM
Virtual Meeting
Minutes Summary

Maria Sheridan TANAAC Co-Chairperson welcomed the committee members and guests to the meeting.

NEW BUSINESS

Gabe Andino started the meeting by providing a review of the agenda items. Gabe Andino then turned the meeting over to Scott Marsh for an update on construction projects at Teterboro Airport.

Scott Marsh provided the following summary of construction at the airport:

- Runway 6/24 Rehabilitation project is in progress and is scheduled to continue from April 2022 to April 2023. The scope of work for this project includes resurfacing the runway and upgrading the lighting to LED lights as part of our effort to make Teterboro airport as sustainable as possible.
 - Work is taking place at night and on weekends as follows:
 - Runway 6/24 Overnight Closures - April 2022 through April 2023
 - Sunday, Tuesday, Wednesday, and Thursday 10:30PM to 6:30AM
 - Monday 10:30PM to 8:30AM Tuesday
 - Runway 6/24 Weekend Closures - May 2, 2022 through August 31, 2022
 - Total of seven 38-hour closures from Friday 10:00PM to noon on Sunday
 - Runway 6/24 Weekend Closure from October 1, 2022 through November 30, 2022
 - Total of six 12-hour closures from Sunday 12:01AM to noon on Sunday
 - Airport Weekend Closures from July 1, 2022 through August 31, 2022
 - Total of six 38-hour closures from Friday 10:00PM to noon on Sunday
 - Airport Weekend Closures from October 1, 2022 through November 30, 2022
 - Total of two 12-hour closures from Sunday 12:01AM to noon on Sunday

Scott Marsh then turned the meeting back over to Gabe Andino.

Gabe Andino provided a statistical report on Teterboro Airport activity for the 1st quarter of 2022 as summarized here:

Aircraft Movements:

The airport had a total of 36,662 movements during the 1st quarter of 2022. This was a 50.44% increase in movements over last year. 1,944 of these movements were between the hours of 11:00PM and 6:00AM. Nighttime flights made up 5.30% of total movements.

Noise Violations:

The airport has a robust noise program in place for departing aircraft. There is an established decibel level that cannot be exceeded when aircraft depart either runway at Teterboro airport. Violation notices are sent to

those who exceed the limit with a potential for the aircraft to be banned if they exceed noise limits three times within a two-year period. For the 1st quarter of 2022 the airport had a total of 11 first time violations and 1 second time violation.

Runway Utilization:

51.59% of arriving flights utilized Runway 19. 61.26% of departures utilized Runway 24.

Helicopter Routes

The southern route to and from Manhattan was the primary helicopter route used for over 78.59% of arrivals and over 79.34% of departures.

Day/Night Aircraft Noise Average – LDN(A):

RMS 101 - (7th & Berry Street in Carlstadt) – 54.4 decibels (+1.9)
RMS 102 - (Hamilton Street in Hasbrouck Heights) – 34.6 decibels (-3.5)
RMS 103 - (Prospect Ave – Hackensack) – 60.6 decibels (+3.4)
RMS 104 - (Park Street – Hackensack) – 51.2 decibels (-1.0)
RMS 105 - (Bogota High School) – 48.4 decibels (+1.7)
RMS 106 - (Joseph Street – Moonachie) – 50.8 decibels (+0.1)

Noise levels increased in comparison to 2021 levels. They were similar to 2019 levels. Noise level increases were consistent with the increase in traffic volume and increased usage of runway 19 for arrivals when compared with the first quarter of 2021.

Noise Complaints:

The airport received 17,357 total noise complaints during the first quarter of 2022 from 529 complainants. Complaints were up compared to both 2020 and 2021.

Noise Complaints - TANAAC Member Communities (Within 5-mile range of the airport):

Maywood had the highest number with 7,166 complaints from 4 complainants. One Maywood resident registered 7,111 complaints using a third-party application. Hackensack had the next highest with 947 complaints from 13 complainants. This was followed by Teaneck with 396 complaints from 35 complainants, South Hackensack with 184 complaints from 2 complainants and Rutherford with 138 complaints from 17 complainants. The rest of the communities had a number of total complaints ranging from 17 to 0 for the quarter.

Noise Complaints – Non-TANAAC Member Communities (Outside of 5-mile range of the airport):

Washington Township had the highest number of complaints with 3,810 complaints from 33 complainants. Newark was the next highest with 1,358 complaints from 6 complainants. Upper Saddle River had 922 complaints from 63 complainants. 724 of these complaints came from 11 residents using a third-party application. This was followed by Cresskill with 436 complaints from 12 complainants, Airmont with 284 complaints from 2 complainants, Park Ridge with 281 complaints from 32 complainants and, Woodcliff Lake with 237 complaints from 20 complainants. Woodcliff Lake figures included 178 complaints from 2 resident using a third-party application. The rest of the communities had a number of total complaints ranging from 100 to 1 for the quarter.

Noise Complaints – Nature of Disturbance:

The reason given for the great majority of complaints was *Too Loud & Low* with 14,689. The second highest reason was *General Complaint/All Inclusive* with 1,332, *Too Low* with 616, *Too Loud* with 415, *Too Early/Too Late* with 166 and *Too Frequent* with 127.

Noise Complaints – Regional Complaints

The majority of complaints from within a 5-mile radius of the airport came from Hackensack, South Hackensack, Teaneck, and Maywood to the north of the airport. Lyndhurst, Carlstadt, Rutherford, and Wood-Ridge to the south of the airport. Most complaints in these areas were the result of increases in air traffic following lows during the pandemic. A larger volume of complaints from within a 20-miles radius of the airport came from areas to the north in Upper Bergen County. The reason for the uptick in these areas was arriving traffic using Runway 19 and Runway 24.

A portable noise monitor will be stationed at the Woodcliff Lake Municipal Building for 3 months to monitor noise levels in that area. The Municipal Building is located on a path just north of the UNVIL waypoint, (the initial approach fix waypoint for arrivals to Runway 19), which makes the Municipal Building a good location in which to collect noise level data in that area. The Noise and Environmental Office will also be testing a *virtual noise monitor system* via software that can model the noise levels, speed, and altitude, of aircraft. They will be comparing these results with the results obtained from the portable noise monitor stationed in Woodcliff Lake. If the data is comparable, the virtual noise monitor system will be used for other locations/communities to gather data and knowledge on noise levels. The preliminary data from this test will be reported at the July TANAAC meeting.

At this point Gabe Andino opened the floor to questions/comments on the statistical portion of the meeting.

Several elected officials and community members spoke as summarized here:

Kathy Canestrino, Deputy Mayor of Hackensack, expressed concern that noise levels over Hackensack were increasing. According to her information frequency of aircraft as loud as 76 decibels to 85 decibels flying over the Prospect Street area of Hackensack was increasing. She was hoping to hear about some plan to address this.

Carlos Rendo, Mayor Woodcliff Lake, thanked the Noise and Environment Office for installing a temporary noise monitoring station at the Woodcliff Lake Municipal Building and expressed his hope that this would provide insight into the noise levels over his community. He also made an observation that during the past weekend he noticed an increase in air traffic between the hours of 8PM to 9PM on Sunday night.

Jacque Gadaleta, Councilperson from Woodcliff Lake, thanked the Noise and Environmental Office for installing the noise monitoring station in Woodcliff Lake. She observed that based on statistics presented during this meeting many resident in her community were adversely effected by the air traffic over the area. She had hope that the FAA and the airport can come up with a way to help encourage the use of the alternate route and find ways to reduce noise over their area especially during summer months when people want to be outside more.

Lynn Paulison, resident of Demarest, expressed concerns over the frequency and noise of aircraft over her area especially during the hours of 4:00 in the morning until 4:00 at night. She expressed concern about her inability to sit in her backyard and enjoy a barbecue or have people over because the noise made it not enjoyable. She proposed that the airport considers limiting the time of flights over the area to three hours a day. She also requested, when at all possible, that communities be giving prior notification regarding flight volume over the area so that they can make plans for outdoor activities such as graduations, parties, and barbecues.

John Glidden, Mayor of Closter, observed that his community was next to Demarest, and they have also seen an increase in noise complaints this past year. He wanted to know the reasons for this increase.

Gabe Andino clarified that Runway 19 had scheduled maintenance closures over the past few months which pushed traffic over to Runway 24. In addition, wind conditions during the winter and spring favored the use of Runway 24 for arrivals more than 19 on some days. Construction at the airport and an increase in traffic volume also contributed to an uptick in traffic in the Closter and Demarest area. Fortunately, with the commencing of the rehabilitation work to Runway 6/24, which is scheduled to take place from April 2022 through April 2023, closures to Runway 6/24 on weeknights and weekends will result in a reduction of air traffic over the Closter and Demarest areas during those times. In addition, as wind conditions change during the summer months Runway 24 will be utilized less and Runway 19 will be utilized more. This will result in less air traffic over that area.

Jennifer Burke, resident of River Vale asked if River Vale was getting a noise monitoring station as well. She also expressed her concerns about the amount of air traffic over the northern River Vale area.

Gabe Andino explained that there has not been a request made by River Vale for a portable monitor.

Jennifer Burke wanted to know the process for requesting a noise monitoring station.

Gabe Andino explained that a request can be made to the Teterboro Airport Noise and Environmental Office by a representative from the Mayor's Office or Borough Hall. A written request via email or letter would need to be sent. Most initial requests are made at TANAAC meetings.

Jennifer Burke inquired about the type of compliance monitoring that was taking place for the nighttime voluntary curfew time for non-essential flights and asked if any fines had been enacted for flights that violated this.

Gabe Andino explained that the Noise and Environmental Office monitors air traffic at the airport for flights during nighttime hours. FAA rules prevent the leveling of fines, so enforcement is strictly voluntary. Any flight that is identified as a non-essential flight will be contacted by the Noise and Environment Office and discouraged from using the airport during those nighttime periods. Federal regulations require the airport to be open 24 hours a day. The best that can be done is to reach out to operators to elicit their cooperation and to try to discourage non-essential flying during nighttime hours.

Jennifer Burke continued by asking if statistics were available identifying nighttime flights and who is responsible for them and if these statistics are publicly available.

Gabe Andino explained that we have those statistics, but they are not publicly available.

Jennifer Burke then requested if they would be available under the Open Public Records Act.

Gabe Andino responded that yes, they could be requested under the Open Public Records Act. The request would need to be directed to the Port Authority of NY&NJ. Information can be found on the Port Authority website.

Jennifer Burke questioned if the increase in aircraft related noise was related to a 2018 flight pattern change which allowed for reduced altitudes of flights. She questioned whether this had any impact on the increase in traffic and number of noise complaints being received.

Gabe Andino explained that the satellite-based navigation systems, known as NextGen, allowed airports to implement new procedures for aircraft in and out of their airspace. The satellite-based navigation changes under NextGen including new procedures implemented recently at Teterboro, and an increase in flights following the pandemic years of 2020 and 2021 have contributed to an increase in noise complaints.

Jennifer Burke asked if any contingency plans have been put in place to address complaints given that the changes implemented under NextGen have been challenged in the courts in a few states.

Gabe Andino responded that there have been no legal challenges to flight procedures here at Teterboro. The FAA follows the National Environmental Policy Act (NEPA) when implementing any procedural changes and is compliant with environmental assessment rules when developing new flight procedures.

Peter Kortright made a motion for the TANAAC board members to be more proactive towards these northern Bergen County towns and not wait for a written request from a town before placing a noise monitor in the area. He requested that more noise monitoring stations be purchased and placed in communities now before waiting for resolutions from Mayors of these northern Bergen County towns. Peter Kortright requested that an executive session be held to address this once Paul Griffo was better and not wait for the next TANAAC meeting in July.

Maria Sheridan thanked Peter Kortright and said that she would present this motion to Paul Griffo, Co-chairperson for consideration during an executive session of the TANAAC members once Mr. Griffo was feeling better.

OLD BUSINESS

Gabe Andino continued the meeting with the next item on the agenda which was the 14 CFR Part 150 Study.

Ayo Olanipekun, who was scheduled to present this topic at the meeting tonight, was unable to attend. Gabe Andino provided the following update summary in his absence:

The Noise Compatibility Plan was submitted to the FAA for review. The next step is for the FAA to provide their comments on this Plan. It could take up to a maximum of 180-days before comments are received back from the FAA. Once comments are received, the Noise Compatibility Plan document is updated and submitted for final review and acceptance to the FAA. An update on the status of the Part 150 Study will be provided at the July TANAAC meeting.

Gabe Andino then moved on to the next item on the agenda which was an update on the RNAV (GPS) X Runway 19 Offset Procedure.

Gabe Andino provided a slide containing utilization data for the Runway 19 Offset Procedure as summarized below:

Runway 19 Arrivals:			
24 Hours	Total Arrivals	RNAV(GPS) X Arrivals	% of RNAV(GPS) X Arrivals
3 rd Quarter 2021	12,734	120	0.94%
4 th Quarter 2021	13,104	21	0.16%
1 st Quarter 2022	8,965	79	0.88%

Runway 19 Arrivals:			
10:00p.m. to 7:00a.m.	Total Arrivals	RNAV(GPS) X Arrivals	% of RNAV(GPS) X Arrivals
3 rd Quarter 2021	1,216	115	9.46%
4 th Quarter 2021	1,129	8	0.71%

1 st Quarter 2022	767	76	9.91%

The Offset Approach is being advertised during nighttime hours on the Airport Terminal Information System (ATIS). This system provides a recording that is broadcast over radio frequencies which provides information to pilots on weather conditions, winds, runways in use, and approaches in use at that time at the airport. The Offset Approach is advertised during the nighttime hours on the ATIS, and it is also available for pilots to request at any other time provided that the conditions permit the use of the approach. There are certain visibility minimums that need to be in effect for that approach to be utilized.

At this point Gabe Andino opened the floor to questions/comments as summarized here:

Joanne Minichetti, Mayor of Upper Saddle River, thanked Peter Kortright for suggesting that an executive meeting be held to consider more monitors be brought into usage for towns in the northern Bergen County area. She expressed concern that the northern Bergen County towns have started to see an increase in complains about the number of flights over the area. She reiterated her request, originally expressed in her letter to the TANAAC committee in January, that towns from the northern Bergen County region be allowed to have representation on the TANAAC board.

Kathy Canestrino expressed her extreme displeasure at the low number of flights utilizing the alternate approach especially during the daytime. She once again requested that the Offset Approach be advertised during the daytime hours in a similar manner to what is being done at night. She was extremely concerned with the noise levels over her town and was adamant about some type of plan be looked into to advertise the offset procedure during the day.

Veda Simmons, Community Engagement Office for the FAA, explained that the Air Traffic Group has not advertised the Offset Approach on the ATIS during daytime hours because of air space complexity issues that are present during daytime hours. The Offset Approach is available for pilots to request at all times provided conditions are favorable for its use. It is only broadcast on the ATIS during nighttime hours. The air traffic manager at Teterboro has been meeting with the Teterboro Users Group to try to encourage voluntary usage of the approach. It is not the FAA’s purview to advertise the procedure, that would be upon the airport and upon Kathy Canestrino’s constituents and her groups to do that.

Maria Sheridan clarified that the advertising that Kathy Canestrino was speaking about was the advertising of the approach on the ATIS. Not the marketing of the approach to her constituency.

Veda Simmons clarified that Kathy Canestrino, and her constituents could raise the level of awareness about this offset approach.

Kathy Canestrino was extremely displeased with this answer. She reiterated her concern that noise numbers and flights were going up over the Prospect Street area in Hackensack and expressed her disappointment that the FAA and the airport were not doing more to advertise the Offset Approach to pilots during the day. She expressed her concerns that they were not offering to assist her in a more proactive manner by coming up with a new plan or strategy to market this Offset Approach to pilots for use during the day and that this was having an impact on her community.

Sam Conoscenti, Councilmember for the Borough of Maywood, questioned the data on the Runway 19 Offset Approach Utilization slide compared to slides presented at prior meetings.

Gabe Andino explained that the slide format had changed to allow the data to be broken up into quarters. This will allow them to identify trends and present the data in a neater way. Any apparent discrepancy in

data from prior slides was due to data cut offs which caused some of the number to be revised on the current slides.

Keith Misciagna, Mayor of the Borough of Park Ridge, and President of the Pascack Valley Mayor's Association, inquired about the status of his membership request. He sent a letter in February requesting membership. He also questioned why a letter to update him on the status of this request was not sent and requested that one be sent as soon as possible.

Maria Sheridan explained that the TANAAC community co-chairperson, Paul Griffo, was currently ill and that his request was currently pending an executive session of TANAAC members and a final decision. The question of membership for northern Bergen County towns was something that Paul Griffo was working on. The Pascack Valley Mayor's Association membership request requires that a decision be made by the current TANAAC committee members to determine if the bylaws could be changed in order for the membership request to take place. Currently there is no timeline on when this decision will take place because of Paul Griffo's illness. They will be provided with information on their request once Paul Griffo is recovered enough to assist with this process.

Jennifer Burke had a question related to the Pascack Valley Mayor's Association request for membership on the TANAAC Committee. She questioned if the bylaws permit the committee to move ahead with the membership request in the absence of the community co-chairperson, Paul Griffo.

Maria Sheridan explained that the process requires that the community co-chairperson be involved to host an executive session of the TANAAC committee.

At this point Gabe Andino moved on to the last topic on the agenda which was TANAAC Membership.

Gabe Andino remarked that comments have been made with regard TANAAC membership during tonight's meeting. Progress on a decision to the membership question currently before the committee has been delayed due to the illness of the community co-chairperson, Paul Griffo. Once he is better and returns, the matter will be addressed and a decision will be made.

CLOSING REMARKS

Maria Sheridan thanked everyone for attending tonight's meeting. With no other business to come before the committee, Maria Sheridan adjourned the meeting at 7:13PM. The next TANAAC meeting is scheduled for Wednesday, July 27th at 6PM and will be held virtually.