

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

January 22, 2020

ATTENDANCE

Maria Sheridan, TANAAC Co-Chair	Port Authority of NY & NJ
Paul Griffo, TANAAC Co-Chair	Borough of Rutherford
Scott Marsh, Manager Operations and Security	Port Authority of NY & NJ
Rick Vander Wende, Manager Contract Svcs	Port Authority of NY & NJ
Juan Rojas, Mgr. Government and Community Relations	Port Authority of NY & NJ
Gabriel Andino, Manager, Noise Abatement	Teterboro Airport/AvPORTS
Michael Fiscus, Asst. Manager, Noise Abatement	Teterboro Airport/AvPORTS
Zack Miller, Noise Specialist	Teterboro Airport/AvPORTS
John Kastens, Manager, Operations	Teterboro Airport/AvPORTS
Kevin Thompson	FAA
Peter Kortright, Representative	Bergen County
Kathy Canestrino, Representative	City of Hackensack
Fritz Rethage, Representative	Borough of Hasbrouck Heights
Roy Luyster, 1 st Alternate	Township of Rochelle Park
Dave Kingma, 2 nd Alternate	Township of Rochelle Park
Lauren Gonnelli, Representing	Rep. Josh Gottheimer
Jacquie Gadaleta, guest	Borough of Woodcliff Lake
Warren Feldman, guest	Borough of Woodcliff Lake

Guests who signed in, or were known to be present from Hackensack:

Jennette Jandowsa, Naomi Weber, Jerry Weber

TANAAC
Teterboro Airport
January 22, 2020
90 Moonachie Avenue, PA Conference Room
Minutes Summary

Ms. Maria Sheridan, TANAAC Co-Chair welcomed the committee and introductions were made by the TANAAC members present at the table.

Mr. Marsh reported on the current construction projects at the airport.

- The replacement of all the electrical circuits on the airfield damaged by Superstorm Sandy is drawing to a close.
- Repaving of taxiways G, L and P is also nearing completion. In addition to the repaving, light fixtures on these taxiways were upgraded to LED lights.
- The rehabilitation of Runway 6/24 should begin in late spring. This project is scheduled for nighttime and weekend work. In addition to the pavement rehab, it will also include upgrading the runway light fixtures to LED lights.
- Also in the spring, phase 2 of the stormwater drainage project will get underway. This is part of the continuing effort of the airport to improve drainage and reduce flooding at/around the airport. This work will be daytime hours.
- Preliminary site work should start in the fall on the new Air Traffic Control Tower at TEB. This project is in the design phase currently.

Mr. Marsh turned the meeting over to Mr. Gabriel Andino for New Business.

NEW BUSINESS

Mr. Andino noted that the committee packets include handouts explaining “Noise Metrics”, “Maximum Noise Level (Lmax)”, and the “Overview, Membership, Mission Statement and By-Laws of TANAAC”.

Mr. Andino presented the 2019 Year-End Statistics.

Total operations for the year were 170,003, a decrease of 1.22% over the year-end of 2018. Jet movements were 143,068, which was a decrease of 0.88%. Helicopter operations were 5.01% lower than in 2018. Nighttime operations (between 11:00 pm and 6:00 am) were 8,125, which was 4.78% of the total operations. Percentages of Jet operations by stage were: 74.36% Stage 3 aircraft and 21.84% Stage 4 aircraft. Mr. Andino also reviewed a chart depicting the percentage of aircraft movements utilizing each runway.

Noise violations for 2019 were: 76 first violations, 4 second violations and no aircraft were banned.

The LDN(A) (day/night average aircraft noise levels) on the six permanent noise monitors for 2019 compared to 2018 levels are as follows:

- RMS 1 in Carlstadt showed a 0.1 decibels (dB) decrease from the level in 2018.
- RMS 2 in Hasbrouck Heights showed a decrease of 0.4 (dB).
- RMS 3 at the Hackensack University Medical Center (HUMC) showed a decrease of 1.6 (dB).
- RMS 4 in Hackensack showed a 0.7 increase over the 2018 (dB) level.

- RMS 5 in Bogota showed a decrease of 0.2 (dB).
- RMS 6 in Moonachie showed an increase of 1.2 (dB).

There were 22,188 noise complaints related to Teterboro Airport traffic received from 735 residents in 2019. This includes 18,866 complaints from 7 people who utilized Third Party Applications. Maywood complaints were 18,325 from 31 residents; of that number 17,995 complaints were received from 1 resident using the Third-Party Application. Additionally, there were 504 complaints from 48 residents in Rutherford, 483 complaints from 349 callers in Hackensack, , and 442 from 9 residents in South Hackensack. The remaining TANAAC towns totaled 164 complaints from 62 residents.

A breakdown of the complaints regarding TEB traffic from 45 non-TANAAC towns for 2019 showed Woodcliff Lake with 1,218 complaints from 56 residents (which included 744 from 2 residents using a Third Party Application); Allendale with 440 complaints from 3 residents; Lyndhurst with 147 complaints from 16 residents; Westfield with 95 complaints, (which included 89 from 1 resident using a Third Party Application); Franklin Lakes with 54 complaints from 4 residents; and Oradell with 34 complaints from 3 residents. None of the rest of the towns had more than 26 complaints. Most of the complaints were “too early or too late” (907); followed by “too loud and low” (792)*; followed by and “too frequent” (774). *This does not include the 18,866 Third Party Application complaints, which are automatically registered as too loud and low.

There were 1,200 Flight Crew Briefings in 2019. These briefings are done by one on one conversations that operations staff have with individual pilots / flight crews when they fly into at Teterboro, or scheduled visits by the Airport Noise Office to aircraft facilities. The crews are advised of the airport’s rules and regulations, especially highlighting the noise restrictions and voluntary nighttime curfew.

OLD BUSINESS

Mr. Andino reported on the Part 150 Study.

- We are getting close to the end of the study. The draft report, which includes the plan for mitigating noise concerns, has been submitted to the FAA.
- We expect to have a Public Workshop regarding the plan sometime in March 2020. The location is yet to be determined, but it will probably be close to airport.
- The FAA will then review the plan incorporating public comments and when it is approved, work will begin on the mitigation recommendations.
- The most current information about the study is online. The link to the website is:
http://panynjpart150.com/TEB_homepage.asp

Mr. Andino called on Mr. Kevin Thompson to report on the proposed RNAV GPS alternate approach to Runway 1-19 that avoids the Hackensack University Medical Center.

Mr. Thompson reviewed some of the information that was presented at the Public Meeting on January 8 at the Sheraton Hotel in Mahwah. Copies of the draft Environmental Assessment Report were made available to the committee and guests. Mr. Thompson urged people to post their comments on the website which is:

https://www.faa.gov/air_traffic/community_involvement/teb/

The comment period ends on January 30. After that time, no more comments will be received. At that point the FAA will review all the comments received and determine how to proceed. As long as there isn’t

overwhelming negative feedback that would require additional study or need to be addressed, the publish date for the approach is anticipated in late March.

A discussion ensued, which included, but was not limited to:

- What is the anticipated number of flights that will use this approach? Estimated that it would be about 34%. Weather impacts the ability to utilize this approach.
- The ILS will still be in use, this new approach will off-load some flights from that. The FAA's first and foremost directive is safety. All FAA designed approaches meet very strict safety standards.
- Almost every aircraft can fly an RNAV GPS approach because it has this level of technology and it is a very common type of approach that pilots use.
- Are there incentives that can be given to pilots to encourage them to use this new approach? No. The airport can work to raise awareness of the approach via the Teterboro Users Group and various aviation industry groups. But pilots must adhere to FAA instructions.

Ms. Canestrino urged her TANAAC colleagues to comment favorably for this approach on the FAA site. This has been something that TANAAC has been working on for many years because the committee has long recognized the need to relieve some of the traffic from the Hackensack University Medical Center. Ms. Canestrino also expressed thanks to the group and the FAA for their hard work.

OPEN DISCUSSION

Discussions continued with Hackensack residents citing their sustained concerns.

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

The next regular meeting of TANAAC is **April 22, 2020 at 7 p.m.**