

TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)

SUMMARY OF MEETING

Virtual Meeting

January 26, 2022, 6:00PM

ATTENDANCE

Maria S. Sheridan, (TANAAC Co-Chair) Manager, Teterboro Airport	Port Authority of NY & NJ
Paul Griffo, (TANAAC Co-Chair)	Borough of Rutherford
Ralph Tamburro, Program Manager	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
Cheryl Ann Albiez, Sr Public Information Officer	Port Authority of NY & NJ
Juan Rojas, Sr External Relation Client Manager	Port Authority of NY & NJ
Sabrina de la Vega, Leadership Fellow	Port Authority of NY & NJ
Tina Lado, Intergovernmental Affairs	Port Authority of NY & NJ
Ayo Olanipekun, Program Manager	Port Authority of NY & NJ
James Gill, General Manager NJ Airports	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
Bruno Eiras, Assistant Operations Manager	Teterboro Airport/Avports
Veda L Simmons	FAA
Kathleen Moclair-Shea	FAA
Mayor Joanne Minichetti	Mayor – Borough of Upper Saddle River
Mayor John Ruocco, Hillsdale	Mayor - Borough of Hillsdale
Mayor Mauro Tucci	Mayor – Township of Nutley
Deputy Mayor Kathy Canestrino	Deputy Mayor - City of Hackensack
Councilmember Jo-Ellen Granquist	Councilmember - Borough of Bogota
	Councilmember - Borough of Hasbrouck Heights
Councilmember Ron Kistner	Councilmember - Borough of Maywood
Councilmember John Roer, Borough of Maywood	Councilmember - Borough of Montvale
Councilmember Dieter Koelling	Councilmember - Borough of Montvale
Councilmember Douglas Arendacs	Councilmember - Borough of Ramsey
Councilmember Jane Woods	Councilmember - Borough of Woodcliff Lake
Councilmember Jacquie Gadaleta	Councilmember - Little Ferry
Councilmember George Muller	NJ 5 th Congressional District
Thomas Bushnauska (Congressman Gottheimer)	Bergen County Division of Community Development
	Representative, Township of Rochelle Park
Peter Kortright	Teterboro Airport - Meridian
Dave Kingma	Teterboro Airport - Signature Flight Support
Steve Chandoha	Teterboro Users Group
Pablo Navarrete	Teterboro Users Group
David Belastock	NBAA
Joseph Dickinson	Guest
Alex Gertsen	
Theodore F.Preusch	

John Brown	Guest
Gina Affuso	Guest
Roy Luyster	Guest
Sam Conoscenti	Guest
Diana Castino	Guest
Fred Rubel	Guest
Sarah Drennan	Guest
Thomas Bushnauskas (Hawthorne)	Guest
Diana Frankel	Guest
Mary Ellen Stickel	Guest
Warren Feldman	Guest
Mike Kazigian	Guest
A Jankowski	Guest
Jane Woods	Guest

TANAAC
Teterboro Airport
January 26, 202 – 6PM
Virtual Meeting
Minutes Summary

Maria Sheridan and Paul Griffo TANAAC Co-Chairpersons welcomed the committee members and guests to the meeting.

NEW BUSINESS

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

Scott Marsh provided the following overview of construction projects at the airport:

- The Runway 6/24 Rehabilitation project will take place in 2022 and 2023. This project was delayed due to Covid and is expected to commence in April 2022.
 - Work is scheduled to take place at night and on weekends.
 - Runway 6/24 Overnight Closures from April 2022 through April 2023
 - Every Sunday, Tuesday, Wednesday, and Thursday 10:30PM to 6:30AM
 - Every Monday 10:30PM to 8:30AM
 - Runway 6/24 Weekend Closures from 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
- Work on the new Air Traffic Control Tower (ATCT) continues and is on schedule for a 2024 commissioning.

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

Gabe Andino gave a brief overview of the history of TANAAC and a provided a review of the noise abatement rules regarding maximum noise levels and violations at Teterboro Airport for the benefit of those present who were new to TANAAC and guests from the community.

A copy of the TANAAC governing by-laws are available online at the following address:

<https://aircraftnoise.panynj.gov/tanaac-by-laws/>

Gabe Andino followed with a statistical report on Teterboro Airport activity for the full year of 2021 as summarized here:

Aircraft Movements:

The airport had 143,975 total movements in 2021. This included 8,093 nighttime movements between the hours of 11:00PM and 6:00AM.

Noise Violations:

The airport had a total of 72 first time violations and 7 second time violations. Permission to land at Teterboro Airport was withdrawn from one aircraft due to a third time noise violation.

Runway Utilization & Helicopter Routes:

Runway 19 was the primary runway in use for arrivals with a little over 56% of arrivals. Runway 24 was the primary runway in use for departures at a little under 63% of departures using this runway. Most of the traffic in 2021 was on a north to south flow.

The southern route to and from Manhattan was the primary helicopter route used for over 76% of arrivals and over 77% of departures.

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

- RMS 101 - (7th & Berry Street in Carlstadt) – 57.5 decibels
- RMS 102 - (Hamilton Street in Hasbrouck Heights) – 36.6 decibels
- RMS 103 - (Prospect Ave – Hackensack) – 60.6 decibels
- RMS 104 - (Park Street – Hackensack) – 52.0 decibels
- RMS 105 - (Bogota High School) – 48.4 decibels
- RMS 106 - (Joseph Street – Moonachie) – 50.8 decibels

Noise increased in comparison to 2020 figures but was down compared to 2019 levels.

Noise Complaints:

The airport received 43,480 total noise complaints in 2021 from 654 callers. 31,272 of these complaints were from 9 individuals whose complaints were automatically logged via a third-party application. Complaints were up compared to both 2019 and 2020 figures.

Noise Complaints - TANAAC Member Communities:

Residents from Maywood, Hackensack, Rutherford, South Hackensack Carlstadt, Teaneck and Wood-Ridge logged the most noise complaints in 2021. Maywood logged 30,888 complaints from 13 callers, including 29,449 complaints from one individual using a third-party application to automatically register complaints. Hackensack logged 4,220 complaints from 52 callers. Rutherford logged 918 complaints from 39 callers. South Hackensack logged 411 complaints from 3 callers, Carlstadt logged 117 complaints from 16 callers, Teaneck logged 85 complaints from 23 callers and Wood-Ridge logged 74 complaints from 15 callers. The remaining TANAAC towns each had a number of complaints ranging from 40 to 0.

Noise Complaints – Non-TANAAC Member Communities:

Residents from Woodcliff Lake, Mahwah, Lyndhurst, Upper Saddle River, Cresskill, Warwick and Park Ridge logged the most noise complaints in 2021. Woodcliff Lake logged 1,872 complaints from 20 callers, including 1,685 complaints from two individuals using a third-party application to automatically register complaints. Mahwah logged 1,316 complaints from 56 callers. Lyndhurst logged 1,109 complaints from 10 callers. Washington Township logged 484 complaints from 17 callers. Upper Saddle River logged 473 complaints from 149 callers, including 53 complaints from 2 callers using a third-party application to

automatically register complaints. Cresskill logged 330 complaints from 5 callers, Warwick logged 250 complaints from 1 caller and Park Ridge logged 135 complaints from 20 callers. The remaining non-TANAAC towns each had a number of complaints ranging from 85 to 1.

Noise Complaints – Nature of Disturbance:

The reason given for the great majority of complaints was *Too Loud & Too Low* with 33,671 callers using this reason for their complaint. The second highest reason was *General Complaint/Other* with 4,362 callers using this. These were followed to a lesser degree by *Excessive Vibration* with 1,334 callers using this, *Too Loud* with 1,041 callers using this, *Too Frequent* with 1,003 callers using this, *Too Early/Too Late* with 686 callers using this and *Too Low* with 133 callers using this reason.

Noise Complaints – Regional Complaints:

The majority of complaints from a 5-mile radius of the airport came from Hackensack, South Hackensack, Teaneck and Maywood to the north and Lyndhurst, Carlstadt, Rutherford and Wood-Ridge to the south. Most complaints are the result of increases in air traffic coming back during 2021 following the lows from the pandemic in 2020. A large volume of complaints within 20-miles radius of the airport came from areas to the north in Upper Bergen County.

Gabe Andino then opened the floor to questions.

Kathy Canestrino, Deputy Mayor of Hackensack, questioned whether the construction on Runway 6/24 would impact any other runways and if so how.

Scott Marsh responded that arrivals on a south flow to Runway 19 will be normal. Departures on a south flow off of Runway 19 may route more aircraft over the Meadowlands area. Departures on a north flow off Runway 1 will be normal. Arrivals on a north flow will proceed from southwest of the airport and then circle to land on Runway 1 over the Meadowlands area. Traffic volume is expected to remain the same.

Kathy Canestrino mentioned the increase in sound levels over HUMC and requested additional data on the altitude level of aircraft flying over that area that were measured at a decibel level of 90 or greater.

Gabe Andino will provide this data to Kathy Canestrino as requested.

Mauro Tucci, Mayor Township of Nutley, questioned how noise issues are identified and resolved.

Gabe Andino responded that noise monitors capture decibel levels of departing and arriving aircraft at specific points. Data is then logged and recorded. Aircraft operators are contacted as necessary regarding departure noise exceedances. Data on ongoing problems or trends is provided to the FAA for feasible solutions.

Mauro Tucci asked for the contact information a resident could use if they had a question regarding aircraft noise.

The Teterboro Airport Noise Abatement and Environment Compliance Office can be reached at 201-393-0399 or via email at noiseoffice@teb.com.

Joanne Minichetti, Mayor Borough of Upper Saddle River noted that Upper Saddle River complaints started in the Summer when flight paths were changed. This has effected quality of life for residents in the area for the past six months. She asked if there could be consideration given to moving the flights to fly more over Route 17 and away from their residential area.

Gabe Andino responded. The TANAAC committee is here to receive and acknowledge residents' concerns. The FAA is in charge of airspace and can effect changes to flight paths and routes taken by aircraft. A little further into the meeting program some of her concerns were addressed by the FAA.

Joanne Minichetti reminded the board about the letter she sent requested that they consider a motion to allow towns such as Upper Saddle River which are further afield than 5 miles from Teterboro Airport, but still affected by aircraft noise, to have a seat on the TANAAC committee.

OLD BUSINESS

Gabe Andino then turned the meeting over to Ayo Olanipekun for a Part 150 Study Update.

A public review period was held late last year including a workshop and public hearing. Comments received during the public hearings are currently being reviewed and data compiled into a recommendation report. This public comments review phase should be completed within the next ten days.

The next step (which is anticipated to take place in early February 2022) will be to send the recommendations to the FAA for an initial 30-day review and comment period. The document will then be modified/updated to include the FAA's comments. The finished document will then be sent back to the FAA for a 180-day final review period. The last step is for the FAA to issue a *Record of Approval*. At this point the recommendations would be implemented as policy/procedures.

Ayo Olanipekun turned the meeting back over to Gabe Andino who introduced Veda Simmons, FAA Community Engagement Officer, for an update on the FAA RNAV (GPS) X Runway 19 Offset Approach Procedure.

The offset procedure became available for use on July 1st 2021. The procedure is currently available upon pilot request. The Automatic Terminal Information Service (ATIS) has been updated and the alternate approach will be advertised on overnight flights going forward. It is up to pilots to request the alternate approach when feasible to do so. No other updates have taken place since the last TANAAC meeting.

Veda Simmons then opened the floor to questions.

Kathy Canestrino questioned how many flights used the offset procedure.

Veda Simmons responded that the FAA does not track those figures. She suggested that tracking data on the use of the offset procedure may be something that the Port Authority was working on.

Kathy Canestrino requested that the airport send her data on the usage of the alternate approach since this information is important to her and to residents of her community. Kathy further went on to request if there was any way that the alternate approach could be use during the daytime hours.

Veda Simmons responded that they would not be able to use the approach during the day due to the timing and complexity of the flight procedure.

Kathy Moclair-Shea, FAA Program Integration Office, added to this. Right now, they are not able to advertise the procedure during the day because of the complexity of the approach and also because not all pilots are accepting the procedure. They are looking for the pilot community to become more comfortable with the alternate approach and have a higher acceptance rate. The airport has a system called the "Automatic Terminal Information Service" (ATIS), which basically announces to the pilots what approaches

are in use at that time. The ATIS is updated with the flight routes and weather information. It is up to the pilot to decide which advertised approach they want to use.

Kathy Canestrino questioned why the alternate approach could not be advertised during the day to let pilots have the option to choose the approach if they want.

Kathy Moclair-Shea responded they have been working for several years on this procedure and trying to find a solution. Advertising the new procedure during the day is more communication for air traffic controllers when they are integrating pilots to the approach that they will accept. Currently, everyone is still learning and becoming comfortable with the new procedure, so the FAA is offering it only at night for now.

Jacque Gadaleta, Councilperson from Woodcliff Lake, commented that aircraft noise was adversely affecting the quality of life of Woodcliff Lake residents. She questioned if the runway construction work at Newark airport had been completed and if this would reduce flights coming over their area. She also asked if letters/emails went out to customers to advise them of the availability of the alternate approach and what responses have they received so far.

Gabe Andino responded that over the summer Newark Airport had an extended runway closure which forced aircraft onto a south flow. Teterboro had to follow that same pattern and aircraft began going over her area at a higher rate than normal. The runway at Newark is still closed at night and on weekends. Traffic patterns should return to normal over her area later this spring when that project is completed. With regard to the second part of her question, letters and emails were sent out in September. They have not received much feedback to those letters/emails at this point.

Jacque Gadaleta confirmed that she would tell her residents that air traffic should return to normal over their area once the Newark construction is completed in April and that the airport was actively promoting the alternate approach.

Mary Ellen Stickel, Washington Township resident, expressed her concerns at the volume of aircraft and noise over her area especially over the weekends.

John Brown, Resident of Maywood, was concerned that there was no data available on usage of the alternate approach by the FAA.

Kathy Moclair-Shea responded that they do not have a means to track usage data on the approach. The data that was provided at the last meeting was provided by the Port Authority.

Gabe Andino further clarified that the Noise Office has access to flight track data and is able to identify usage. They did not include it in the slide presentation, but they would present it separately for discussion. Overall usage of the approach has gone down since this data was last presented at the October TANAAC meeting, with 0.5% of flights landing on Runway 19 utilizing the new approach.

John Brown expressed concern that the usage was going down. He observed that people should not be surprised that the pilots are choosing a “straight in” approach instead of taking the alternate approach which involves making a turn.

Alex Gertsen, Director NBAA, has been assisting the airport in advertising the approach. He questioned at what times the alternate approach was being advertised at night on the ATIS.

Kathy Moclair-Shea said she would find out the hours and let them know. *Addendum: FAA has indicated that the alternate approach will be advertised on ATIS between the hours of 10:00PM and 7:00AM.*

John Ruocco, Mayor of Hillsdale, questioned the FAA on why pilots were reluctant to use the alternate approach.

Kathy Moclair-Shea responded that it would be best to ask the pilot community directly. Feedback the FAA has received so far indicates that pilots may be uncomfortable with the ABC radio tower that is near the approach path. In addition, offset approaches are generally not the preferred approach for pilots to use. They generally prefer to be on a straight-line approach to the runway.

Roy Luyster, Rochelle Park resident, requested that Ayo Olanipekun call him back with regard to the Part 150 study.

Roy Luyster requested a phone number for the FAA's New York Office.

Kathy Moclair-Shea said she would contact him after the meeting to assist him with his request.

Peter Kortright, Bergen County Community Development, wanted to know if there was a pilot association for Teterboro which could provide feedback on the approach.

Gabe Andino responded that the Teterboro Users Group (TUG) regularly meets to discuss operational matters at the airport. The group is made up of pilots and representatives from various flight departments and aircraft operators. The new approach has been regularly discussed at meetings and information exchanged between the airport and pilots.

Joanne Minichetti confirmed that she was also looking for the alternate flight path over route 17 to be utilized.

Paul Griffo, Rutherford representative and Committee Co-Chair, questioned a comment brought up earlier about what the "*right approach to use*" was. He added that he was under the impression that the offset approach would be available for use during all hours and not just exclusively at night.

Gabe Andino stated that the alternate approach is available at all times upon request. It is being advertised on the ATIS at night. At night there is less traffic and congestion, so it is the best time to introduce the approach to pilots.

Ayo Olanipekun followed this up by stating that there is no real right or wrong approach, it would be more accurate to say the preferred approach for conditions at the time.

Gabe Andino continued the meeting by showing a couple of slides of data on Flight Tracks by Altitude showing aircraft arrivals to Runway 19 over northern Bergen County over a 24-hour period. This information was presented to answer a question from the previous meeting regarding aircraft flying at low altitude over the Woodcliff Lake area. Flights are at 3,000 to 5,000 feet as they enter terminal airspace. Flights are at 2,000 to 3,000 feet over northern Bergen County as they line up on an instrument approach to get ready for landing. These altitudes are well within FAA's acceptable limits.

MEMBERHIP PROPOSAL

Gabe Andino passed the meeting over to Paul Griffo to address the proposal currently before the board to allow towns outside of the 5-mile radius of Teterboro airport to join TANAAC as a member.

Paul Griffo provided a brief overview on the origin of TANAAC and reiterated that TANAAC is a non-political group. TANAAC has no power to compel the FAA to do anything. It is strictly an advisory committee that can make suggestions to the FAA but has no power beyond that.

The membership proposal was brought to the attention of the TANAAC committee by Joanne Minichetti, Mayor of Upper Saddle River. In a letter to the TANAAC committee she requested that her town and towns in her area, which are outside of the 5-mile radius of Teterboro Airport, be allowed to have a seat on the TANAAC committee.

Joanne Minichetti reiterated her request for the committee to consider her request for representation by mayors in her area and also for Congressmen Gottheimer and assembly people from District 39 be allowed to join the committee to speak for their residents.

Paul Griffo commented that all towns are currently free to attend TANAAC meetings and to speak with the same weight as the rest. Mayors also have to right to write directly to the FAA to express concerns for their towns. In order to consider her request a meeting of the TANAAC members would have to take place and a vote taken. Any changes would involve a change to the TANAAC by-laws.

Open Discussion

Warren Feldman, resident of Woodcliff Lake, commented on the benefits of TANAAC and the good work that they have done and requested that they seriously consider dispersion of flights, raising minimum altitudes of flights over Woodcliff Lake and diverting a share of air traffic to Newark Airport

Paul Griffo commented that Teterboro Airport was groomed to be the type of airport that it is.

Gabe Andino commented that our role as a general aviation airport is to provide relief to the larger airports in the area. We accommodate traffic from NY and NJ corporations to keep commerce in this area moving. This is a very populated area of the country. The by-product is sometimes large traffic volume and the noise associated with a busy area of the country.

Peter Kortright brought up the idea that environmental impacts on people of color should be considered as well when discussing noise issues over communities, particularly with regard to shifting traffic to Newark Airport.

Fred Rubel, resident of Hillsdale, requested that TANAAC be more inclusive of communities farther away from the airport who are impacted by noise. In addition, he questioned allowing slots for planes landing at Teterboro or limiting flights on weekends.

Maria Sheridan responded that Teterboro was not a slot-controlled airport and that any changes to flights would have to be taken up with the FAA. The airport maintains a safe landing and takeoff environment. The FAA regulates the airspace. Ayo Olanipekun agreed with Maria Sheridan on this.

Gabe Andino requested that those who would like to be added to a mailing list should contact them at noiseoffice@teb.com.

CLOSING REMARKS

Maria Sheridan and Paul Griffo thanked everyone for attending tonight's meeting. With no other business to come before the committee, Maria Sheridan adjourned the meeting.

The next TANAAC meeting is scheduled for Wednesday, April 27th at 6PM and will be held virtually.