

# **TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)**

## **SUMMARY OF MEETING**

**Virtual Meeting**

**January 25, 2023, 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
Cheryl Ann Albiez, Media Relations	Port Authority of NY & NJ
Jacob Attwood, Project Manager Aviation	Port Authority of NY & NJ
Tina Lado, Director Community Affairs	Port Authority of NY & NJ
Juan Rojas, Government and Community Relations Representative	Port Authority of NY & NJ
Nicholas Simeonidis, Manager Physical Plant & Redevelopment	Port Authority of NY & NJ
Doug Stearns, Aviation Operations Officer	Port Authority of NY & NJ
Ralph Tamburro, Program Manager	Port Authority of NY & NJ
Matthew Murray,	Port Authority of NY & NJ
Gabriel Andino, Manager Noise Abatement	Teterboro Airport/Avports
Michael Fiscus, Asst Manager Noise Abatement	Teterboro Airport/Avports
Matthew Reese, Noise Abatement Specialist	Teterboro Airport/Avports
Bruno Eiras, Manager Airport Operations	Teterboro Airport/Avports
John Kastens, Manager Airport Services	Teterboro Airport/Avports
Veda L Simmons, Community Engagement Officer	FAA
Cindy Gibbs	Bridge-Net International
Paul Griffo - TANAAC Co-Chair	Borough of Rutherford
Deputy Mayor Kathy Canestrino	City of Hackensack
Ron Kistner, Councilperson	Borough of Hasbrouck Heights
Councilmember Louis Roer	Borough of Maywood
Councilmember Sam Conoscenti	Borough of Maywood
David Kingma	Township of Rochelle Park
Roy Luyster	Township of Rochelle Park
Peter Kortright III	Bergen County Government
David Belastock	Teterboro Users Group
Joseph Dickinson	Teterboro Users Group
Shay Battle (Representative for Congressman Josh Gottheimer)	NJ 5 <sup>th</sup> Congressional District
John Esposito	Signature Flight Support - Teterboro
Pablo Navarrete	Signature Flight Support - Teterboro
Gina Affuso	Guest
John Brown	Guest
Diana Castino	Guest
Joseph Cicchelli	Guest
Lois DiTommaso	Guest
Audrey Herget	Guest
Warren Feldman	Guest
Nancy Gross	Guest
Audrey Herget	Guest
David Herman	Guest
Mike Kazigian	Guest
Bill McKeever	Guest

Clint Morrow  
George Muller  
Dianne Parnofiello  
Dave Sherman  
Mary Ellen Stickel  
201-873-3118  
201-913-3022

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**TANAAC – 4<sup>th</sup> Quarter 2022**  
**Teterboro Airport**  
**January 25, 2023 – 6PM**  
**Virtual Meeting**  
**Minutes Summary**

Maria Sheridan, Manager, Teterboro Airport and TANAAC Co-Chairperson, welcomed the committee members and guests to the meeting. She reviewed meeting protocols with the group prior to the start of the meeting.

**NEW BUSINESS**

Gabe Andino, Manager, Teterboro Airport Noise Abatement & Environmental Compliance Office, reviewed the agenda for the meeting.

Ms. Sheridan then turned the meeting over to Paul Griffo, TANAAC Chairperson & Representative from the Borough of Rutherford.

Paul Griffo welcomed everyone to the meeting and thanked them for coming. He proceeded to provide the group with a brief history of TANAAC, its purpose, and the things it can and cannot do as summarized here:

TANAAC was formed by local elected officials as a community group on February 26, 1987 with the purpose of establishing a meaningful dialogue between the airport community and local residential communities to enhance the quality of life for residents while ensuring the efficient operation of the airport. TANAAC is an advisory committee made up of elected officials from towns within a 5-mile radius of Teterboro Airport. TANAAC also includes Bergen County officials, member of the aviation community, the Teterboro Airport Manager, the FAA Air Traffic Control Tower (ATCT) Manager and Fixed Based Operators (FBOs) and heads of corporate flight departments. Meetings are open to the public.

In 1987, as part of a campaign promise made by then Congressman Robert Torricelli, permanent noise monitors were installed in areas around the airport to monitor departing aircraft noise. These noise monitors are permanently placed and cannot be moved. Maximum noise limits were implemented at that time. These monitors collect data on noise levels as aircraft depart Teterboro Airport. As part of its Fly Quiet Program, the airport began to issue violation notices to those aircraft that exceed maximum noise limits. Three violation notices for an aircraft accumulated over a two year period are cause for an aircraft to be permanently banned from Teterboro Airport.

15 years ago, the TANAAC committee asked the FAA to consider a request to come up with a way to reduce the amount of arrival aircraft noise over the Hackensack University Medical Center and the surrounding area. After much study, hard work and effort, the FAA developed the RNAV GPS X Offset approach to Runway 19. This approach is currently in use as an option for pilots coming in from north of the airport over the Prospect Avenue and Hackensack University Medical Center area.

As an advisory committee, TANAAC has the ability to advise the FAA about documented aircraft noise issues using real data (obtained using standardized methods, equipment, and noise metrics). TANAAC can request that the Teterboro Airport Noise Office deploy portable noise monitors to record/analyze aircraft noise when requested by a municipality. It can vote to reinstate an aircraft that has been banned from the airport as the result of noise violations. TANAAC has no power to direct the FAA to make changes to approach or departure routes. It has no ability to control pilots or determine what available routes they

choose to fly. It has no power to alter flights, determine days or times of flights, control when the airport is open or closed, alter the maximum weight limit of aircraft departing or arriving at Teterboro Airport, or restrict airport operations in any way. If suggestions are made that fall outside of the realm of TANAAC's ability, then other options can be explored with Federal and local leaders and elected officials.

TANAAC governing By-Laws are available online at the following address:

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

Ms. Sheridan then turned the meeting over to Scott Marsh, Teterboro Airport Manager, Operations & Security, for an update on airport related construction.

Mr. Marsh provided the following operations report for the airport:

- FAA Construction of new Air Traffic Control Tower (ATCT)
  - Construction continues and is moving ahead on schedule. The new ATCT is anticipated to be fully operational by the Fall of 2024.

Mr. Marsh then turned the meeting back over to Ms. Sheridan and Mr. Griffo.

Ms. Sheridan introduced Jacob Attwood, Program Manager from the Port Authority Aviation Noise Office, who provided a presentation on the *14 CFR Part 150 Study – TEB Noise Compatibility Program Record of Approval (ROA)* as summarized here:

The Noise Compatibility Program (NCP) document was submitted to the FAA on July 15, 2022 for review. It received FAA Record of Approval (ROA) on January 10, 2023. 30 measures were approved under the NCP which included 13 noise abatement measures, 4 land use measures, and 13 programmatic measures. Some measures are already in place. All new measures were approved because they showed noise benefits inside the 65 DNL contour. Three noise abatement measures were disapproved.

The full NCP 14 CFT Part 150 can be found on the following address:

- [http://www.panynjpart150.com/TEB\\_ROA.asp](http://www.panynjpart150.com/TEB_ROA.asp)

Federal Register Notice was published on January 17, 2023 and can be found on the following address:

- <https://www.federalregister.gov/documents/2023/01/17/2023-00651/approval-of-teterboro-airport-teb-noise-compatibility-program>.

With regard to implementation, 18 measures are already in place, 6 measures will be initiated within one year, 2 measures will be initiated within two years and 6 measures remain to be scheduled.

Mr. Attwood then turned the program over to Cindy Gibbs, from Bridge-Net International, who provided a presentation of the *Port Authority of NY&NJ Fly Quiet Programs* as summarized here:

The Fly Quiet Program is a voluntary effort by the Port Authority, airlines, aircraft operators and the FAA air traffic controllers to encourage the voluntary use of quieter aircraft, noise abatement flight procedures and preferential runways.

The program is made up of three pieces which are, (1) an Awareness Campaign, (2) Data Reporting and (3) Benefits beyond the 65 DNL contour.

All 4 area airport will have Fly Quiet Programs (FQP). New programs are being established at JFK, LGA and EWR airports. Teterboro Airport (TEB) already has a well-established Fly Quiet Program which will be enhanced.

Planned enhancements to Teterboro include initiatives such as improving reporting capabilities to include more real time reporting of noise data.

Teterboro's existing program includes the following:

- Permission to operate jet aircraft must be granted by the Airport Manager.
- All aircraft operating at Teterboro must abide by applicable noise rules.
- Mandatory Maximum Noise Level (MNL) requirements are in place for departures at all runways.
- Voluntary restraint for non-essential flights between 23:00 and 6:00.
- Use of preferred runway for departures during 22:00 and 7:00.

Teterboro Airport will continue its “*Good Neighbor Award*”. This is an award given to operators who have had no noise violations and did not fly any flights during late night hours, for one full calendar year.

New Fly Quiet Programs were initiated at JFK, LGA and EWR in June 2022. Recommendations will come from Part 150 studies.

In September/October 2022 all four airports had their first FAA/stakeholders meeting. By May 2023 they intend to have a draft Fly Quiet Program for each airport and by November 2023 they intend to be ready to implement, publish and report on a program for each airport publicly.

Ms. Gibbs went on to discuss the new *Runway 19 Offset Procedure* dashboard as summarized here:

As part of the Fly Quiet Program the Runway 19 RNAV GPS Offset approach will be tracked. An interactive dashboard will track and report on the use of the RNAV GPS Offset approach to Runway 19 and provide frequent updates on utilization metrics. Data and analysis provided by the PANYNJ ANOMS noise tracking system will be loaded into an interactive web-based dashboard report. The data available will be regularly updated. This web-based dashboard will require a password to access and is currently available for use.

Ms. Sheridan then turned the meeting back over to Mr. Andino.

Mr. Andino introduced Matthew Reese, Noise Abatement Specialist, and Michael Fiscus, Assistant Manager Noise Abatement Office, who gave brief presentations on the noise abatement outreach efforts currently taking place both locally and nationally.

Mr. Reese summarized the outreach efforts on the local level as described here:

Mr. Reese presented a slide presentation detailing efforts with regard to an outreach campaign whose goal was to reach pilots and operators at the local level. Phase 1 of this campaign was recently completed. It began with two posters. The first poster was called “3 Strikes and You’re Out” and was created to address noise violations taking place for Runway 24 departures occurring between 10 PM and 7AM, which impact communities southwest of the airport. The second poster was called “Fly Neighborly – Try a New Approach” and was designed to help focus on the need for aircraft operators and their pilots to utilize the

RNAV GPS X Offset to Runway 19 Approach. These posters were both included in the newest version of the Teterboro Airport Flight Crew Handbook, which is available both in print and online through the Apple App store, Google store, as well as the Port Authority Website, making them easily accessible and a part of the standard briefing to pilots. The next step was to approach FBO's to ask for cooperation in displaying the posters on their premises. Signature Flight Support, Jet Aviation, Atlantic Aviation and Meridian all supported the efforts and allowed the posters to be hung in locations where pilots would see them on a daily basis. In addition to the posters, coffee mugs were created which display a custom RNAV GPS X Offset to Runway 19 design on one side and the words "Teterboro Airport" on the other side. These mugs were personally delivered to pilots in the lobby at each FBO, on the field to pilots at their airplanes for full noise abatement briefings shortly after they landed, and in some cases to pilots before they were getting ready to take off. Mr. Reese thanked the FBO's for graciously allowing them into their facilities to spread the word. As a result of these outreach efforts, members of the noise office have spoken with hundreds of pilots face to face to spread the message about the three strikes noise violation policy and the RNAV GPS X Offset to Runway 19 approach. This campaign reflects their continuing efforts to promote these elements of the Fly Quiet Program.

At this point, Ms. Reese turned the meeting over to Mr. Fiscus, who was attending the NBAA Schedulers and Dispatchers Conference in Nashville, Tennessee, for an update on outreach efforts being conducted on the national level.

Mr. Fiscus described outreach efforts on the regional and national level as summarized here:

Mr. Fiscus was attending the NBAA Schedulers and Dispatchers conference with a booth exhibiting Teterboro Airport, information about the noise abatement program, and materials promoting the RNAV GPS X Offset approach to Runway 19. Ms. Fiscus distributed materials reflecting efforts by the airport to spread the word about these noise abatement efforts directly to flight planners, operators and crew members who attended this conference.

Mr. Andino continued the meeting by providing a Statistical Report for the full year of 2022 as summarized below:

#### Aircraft Movements – Full Year 2022:

The airport had a total of 167,137 movements in 2022. This reflected a 16.09% increase in movements over last year. Traffic movements are now more in-line with pre-pandemic numbers although movements are still down slightly compared to 2019 numbers by 1.69%. 8,234 of these movements were between the hours of 11:00PM and 6:00AM. Nighttime flights made up 4.93% of total movements. Nighttime movements are down slightly from last year by .69% but are on par with 2019 numbers.

#### Runway Utilization – Full Year 2022:

The most utilized runway for arrivals continues to be Runway 19 with 57.20% of arriving flights using this runway in 2022. The most utilized runway for departures was Runway 24 with 59.54% of departing flights using this runway. This usage reflected more of a south flow (aircraft coming and going in a southerly direction) pattern than average during 2022. Runway use depends on many factors including prevailing winds.

#### Helicopter Route Utilization – Full Year 2022

The southern route to and from Manhattan continues to be the primary helicopter route used for 72.59% of arrivals and 80.04% of departures.

#### RNAV (GPS) X Runway 19 Offset Approach Utilization – 4<sup>th</sup> Quarter 2022

Runway 19 Arrivals: 24 Hours – During the 4th Quarter of 2022 we had a total of 11,612 arrivals, 333 of them utilized the offset approach. This reflects an overall 24 hour usage of 2.87%.

Runway 19 Arrivals: (Nighttime) - 10:00PM – 9:00AM – 1,081 of arrivals occurred during nighttime hours, 329 of them utilized the offset approach. This reflects a usage of the offset approach of 30.43% during nighttime hours.

#### Noise Violations - Full Year 2022:

The airport issued a total of 55 first time violations and 4 second time violations in 2022. The number of violations issued were down compared to last year. Three violations within a two year period can result in an aircraft being banned from Teterboro Airport.

#### Day/Night Aircraft Noise Average – DNL(A) – Full Year 2022:

RMS 101 – (7<sup>th</sup> & Berry Street in Carlstadt) – 57.1 decibels (-0.4 decrease 2021/2022)  
RMS 102 – (Hamilton Street in Hasbrouck Heights) – 36.1 decibels (-0.5 decrease 2021/2022)  
RMS 103 – (Prospect Ave – Hackensack) – 61.2 decibels (+0.6 increase 2021/2022)  
RMS 104 – (Park Street – Hackensack) – 53.1 decibels (+1.1 increase 2021/2022)  
RMS 105 – (Bogota High School) – 47.7 decibels (-0.7 decrease 2021/2022)  
RMS 106 – (Joseph Street – Moonachie) – 51.7 decibels (+0.9 increase 2021/2022)  
RMS 109 – (Pascack Road – Woodcliff Lake) – 46.1 decibels (8/22/2022 to 11/20/2022)  
RMS 110 – (Mountain Way – Rutherford) – 57.4 decibels (11/22/2022 to 1/16/23)

#### Noise Complaints - Full Year of 2022:

The airport received 83,182 noise complaints in 2022 from 1,217 individual households in 2022. Third party applications logged 38,369 of these complaints from a total of 60 residents. Residents have a variety of ways to register complaints including phone calls, via the online complaint form, and through third-party applications.

#### Aircraft Noise Complaints – TANAAC Member Communities (Within 5-mile radius of the airport):

The top 3 communities with the most noise complaints in 2022 were Maywood which registered 32,822 complaints from 15 residents, (One Maywood resident registered 32,822 of those complaints all by himself using third party application software.), Hackensack registered 6,196 complaints from 82 residents, and Rutherford registered 3,765 complaints from 81 residents.

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

The top 5 communities with the most noise complaints in 2022 were Newark which registered 13,975 complaints from 17 residents, Washington Township registered 7,429 complaints from 68 residents, Lyndhurst registered 2,811 complaints from 26 residents. Upper Saddle River registered 1,913 complaints from 71 residents and Tenafly registered 1,537 complaints from 78 residents.

#### Noise Complaints – Nature of Disturbance – Full Year 2022:

The top 5 reason given for the majority of complaints during 2022 was *Too Loud & Low* with 67,474. The second highest reason was *Too Loud* with 6,546, *General Complaint/Other* with 6,346, *Too Frequent* with 1,294, and *Too Low* 1,294.

Noise Complaints – Regional Complaints – 4<sup>th</sup> Quarter 2022:

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 East Rutherford to the south of the airport. A larger volume of complaints from within a 20-miles radius of the airport came from areas to the north in Upper Bergen County.

Portable Noise Monitor Reports:

*Monitor Site RMS 109 – 32 Pascack Road, Woodcliff Lake NJ*

A temporary portable noise monitor was installed in Woodcliff Lake at the request of TANAAC and the Borough of Woodcliff Lake. This monitor collected data for a three month period from August 11, 2022 to November 20, 2022. The monitor was located approximately 11.3 miles north of the center of the airport and was adjacent to the instrument approach path for arrivals to Runway 19.

The results are outlined in the following tables:

Aircraft Day/Night Average Sound Level (DNL) and Noise Events at RMS 109*		
Month	DNL (Aircraft Noise)	DNL (Normal Community Noise)
August (22-31)	43.8	60.1
September (1-30)	45.7	58.7
October (1-31)	46.3	57.5
November (1-20)	47.0	56.1
Total	46.1	58.1

\*Average noise levels are measured using the Day/Night Average Sound Level (DNL). DNL is a long-term weighted average that adds a 10 decibel(dB) penalty to any noise events occurring between 10:00 PM and 7:00AM. DNL is the federally mandated system used by the FAA and airport to measure aircraft noise exposure levels.

Under FAA Part 150 regulations 65 DNL and above is considered to be non-compatible with airport operations. Anything below this is compatible with airport operations and more in line with nuisance noise.

Number of Aircraft Noise Events Above Threshold (NAT) at RMS 109*				
Month	NAT 65dB – Total Number of Events	NAT 65dB – Daily Average Number of Events	NAT 70dB – Total Number of Events	NAT 70dB – Daily Average Number of Events
August (22-31)	288	29	34	3
September (1-30)	1,335	45	159	5
October (1-31)	1,286	41	180	6
November (1-20)	928	46	127	6
Total	3,837	47	500	6

\*Individual aircraft noise events were measured using the Maximum Noise Level (Lmax) metric. Lmax is the maximum/peak level that noise reaches during an aircraft overflight. Lmax values for RMS 109 ranged from 63dB to 81dB during the monitoring period.

*Monitor Site FMS 110 – 172 Mountain Way, Rutherford, NJ*

A temporary portable noise monitor is currently installed in Rutherford at the request of TANAAC and the Borough of Rutherford. This monitor is collecting data for a three month period. The date presented here reflects the period of November 22, 2022 to January 16, 2023. The monitor is located approximately 3 miles



southwest of the center of the airport and is adjacent to departures from Runway 24 and the instrument approach path for Runway 6.

The results are outlined in the following tables:

Aircraft Day/Night Average Sound Level (DNL) and Noise Events at RMS 110*		
Month	DNL (Aircraft Noise)	DNL (Normal Community Noise)
November (22-30)	55.9	58.8
December (1-31)	57.9	59.5
January (1-16)	57.3	56.9
Total	57.5	58.1

\*Average noise levels are measured using the Day/Night Average Sound Level (DNL is a long-term weighted average that adds a 10 decibel(dB) penalty to any noise events occurring between 10:00 PM and 7:00AM. DNL is the federally mandated system used by the FAA and airport to measure aircraft noise exposure levels.

Under FAA Part 150 regulations 65 DNL and above is considered to be non-compatible for operations. Anything below this is compatible with airport operations and more in line with nuisance noise.

Number of Aircraft Noise Events Above Threshold (NAT) at RMS 110*				
Month	NAT 65dB – Total Number of Events	NAT 65dB – Daily Average Number of Events	NAT 70dB – Total Number of Events	NAT 70dB – Daily Average Number of Events
November (22-30)	1,269	141	655	73
December (1-31)	4,996	161	3,567	115
January (1-16)	2,033	119	1,475	87
Total	8,298	151	5,697	104

\*Individual aircraft noise events were measured using the Maximum Noise Level (Lmax) metric. Lmax is the maximum/peak level that noise reaches during an aircraft overflight. Lmax values for RMS 110 ranged from 63dB to 80dB during the monitoring period.

#### RMS 110 - Flight Track Analysis – Single Day:

Flight track data captured for a single day on December 6, 2022 and December 12, 2022. The results are summarized below:

##### December 6, 2022 (TEB Departures):

- A total of 640 TEB movements occurred. 302 departures and 339 arrivals.
- 273 TEB departures flew within ½ a mile of RMS 110.
- The majority of TEB departures were at approximately 1,500 feet above RMS 110.

##### December 12, 2022 (TEB Arrivals):

- A total of 504 TEB movements occurred. 237 departures and 267 arrivals.
- 261 TEB arrivals flew within ½ mile of RMS 110.

- The majority of TEB arrivals were at approximately 800 feet above RMS 110.

At this point Ms. Sheridan opened the meeting up to questions from TANAAC committee members as summarized here:

Kathy Canestrino, Deputy Mayor of Hackensack, observed that she was happy with the outreach program and efforts conducted by the Teterboro Airport Noise Office staff to try to get the word out about the RNAV GPS X Offset approach to Runway 19. She particularly liked the Good Neighbor Award that is part of the Fly Quiet Program and mentioned that this might be used to encourage increased utilization of the offset flight path as well. She thanked Gabe Andino and expressed her appreciation for his efforts to always be available to assist her. She was encouraged with the data that showed a 30% usage of the RNAV GPS X Offset approach to Runway 19 during nighttime hours, and she hopes that this will encourage use during the daytime hours as well. She thanked Gabe Andino and was grateful for his continued help and support. She then went on to say that the presentation was very well done but that she took exception to some of Mr. Griffo's remarks during his opening presentation on the limits of TANAAC. She felt that the TANAAC committee was there to encourage discussion and understanding, and to try to solve problems together by working with the FAA and the airport community. She felt that TANAAC should encourage two way conversations and should be able to hear the concerns from residents of all communities in an open dialogue.

Ms. Sheridan thanked Ms. Canestrino for her remarks and moved on to the next question.

Paul Griffo, resident of Rutherford and TANAAC Co-Chair, observed that his presentation was not a reflection on Ms. Canestrino or on her efforts on behalf of the community of Hackensack to push for the use of the offset approach. He observed that he was not trying to stop conversation, but his intent was to educate the community so that they could have reasonable expectations as to what TANAAC can and cannot do. Issues and topics can always be discussed and talked about but there are things that are within the ability of TANAAC and things that are outside the realm of its ability and he wanted to make that clear in his presentation.

Mr. Griffo went on to comment about the noise levels in Rutherford of arriving aircraft as they approach to land at Teterboro Airport. He wanted to revisit the idea of approaching the FAA to request the possibility of displacing landing aircraft to slightly eastward towards Rt 17. He felt that this would take away the noise burden of the landing aircraft over residential areas in Rutherford. He wanted the FAA look at this and perhaps come up with a procedure that would help.

Ms. Sheridan questioned if the 230 degree departure, which was included in the Part 150 Study objectives, would help Rutherford in any way. She suggested that the Noise Office look into this and perhaps start a conversation with the FAA about it. She went on to say that since members of the FAA were present at the meeting and that they should feel free to join the conversation at any point.

At this point Ms. Sheridan went on to the take questions and comments from members of the public who were attending tonight's meeting as summarized below:

Mary Ellen Stickel, resident from Washington Township, expressed her appreciation for the presentation and with the TANAAC committee for listening to residents. She agreed with Ms. Canestrino that using something like the Good Neighbor Award to encourage use of the offset procedure over Rt. 17 was a good idea. She was concerned about volume and noise of aircraft over her community especially on the weekends and she proposed the use of the offset procedure over Rt. 17 be considered during the weekend or at least one weekend day (either Saturday or Sunday) to allow residents to enjoy outside activities without constant aircraft noise overhead. She went on to ask for greater detail on the three strikes violation policy currently in place at the airport.

Mr. Andino explained that if a departing aircraft exceeds noise limits, as measured by permanent noise monitors stationed around the airport, the aircraft operator receives a certified letter by mail (and sometimes they also receive a phone call and and/or email) advising them of the exceedance. If an aircraft receives three violation notifications within a two year period, they will be banned from landing at Teterboro Airport. This program is unique, and Teterboro Airport is allowed to have it because it was put in place with the FAA in the late 1980s and allowed to remain under grandfather status. Unfortunately, any changes to the program would nullify our grandfather status and risk us losing this program. No monetary fines can be issued.

Ron Kistner, Council President for the Borough of Hasbrouck Heights, and Borough Administrator for the Borough of Allendale observed that he was also very impressed with the presentation, and he found the reports very informative. He will present this information at the February 4<sup>th</sup> Hasbrouck Heights Council work session and to the Mayor of Allendale for presentation during their next administrative session.

Nancy Gross, Resident of Woodcliff Lake, inquired about the land acquisition that was included as part of the Part 150 NCP. She wanted to know where the land was located.

Mr. Attwood responded that the land slated for acquisition was within the 65 DNL and involved the parcel of land containing a mobile home park next to Teterboro Airport. No plans are in the works to acquire residential homes at this time.

Ms. Gross followed up with a question about the “NextGen” in the NCP.

Mr. Attwood clarified that “NextGen” stood for next generation and referred to the FAA initiative to modernize the national airspace using more precise modern technology to improve the air traffic system and allow aircraft to fly more accurately while lowering emissions and fuel use. The downside to this is that in some areas where it has been tested people have noticed changes to noise levels (sometimes an increase) as they use more precise navigation that has allowed aircraft to be more condensed over certain areas. “NextGen” is not a Port Authority initiative but an FAA initiative. If/when the FAA brings this “Next Gen” to the New York/New Jersey area the FAA want to be sure that the public is being represented, the Port Authority is being represented, and that the FAA can engage with them.

Ms. Veda Simmons, FAA Engagement Officer, added to this by saying that this is the FAA’s ongoing multi-billion dollar infrastructure program to modernize the national airspace. This is an ongoing program. For most of the new flight procedures that come out, she and other subject matter experts attend round tables and working groups to explain the entire flight procedure. That’s how the FAA community engagement gets involved. They attend these sessions to make sure that the FAA gets all the information they need from the neighborhoods and from the public.

With regard to the noise monitors set up by Senator Torricelli in 1987, Ms. Gross wondered about the tracking of flights. Specifically, she questions if we had any data to show how many planes were flying back then.

Mr. Scott Marsh confirmed that in 1986 the airport had 218,922 flight movements, in 1987 we had 176,129 flight movements and in 2022 we had 167,137 flight movements.

Lois DiTommaso, resident of Rutherford, spoke about the offset approach to Runway 19 and asked if a similar study could be performed by the FAA for aircraft arriving to Runway 6 to move planes away from flying over Rutherford residential areas and instead overfly nearby Rt. 17. She went on to say that the noise and volume of aircraft was causing a quality of life issue for Rutherford residents. On a typical day she has over 300 flights travel over her house, and although the sound may not be over the FAA decibel limit for noncompatible sound level, it does present a constant annoyance and a quality of life issue for herself and her

neighbors especially in the summer when windows are open, and people are outside. She was hoping that the FAA could study a plan to move aircraft over to Rt. 17 in the Rutherford area (which is south of the airport) in the same manner they did for Hackensack (which is north of the airport).

She added that on days when there is low cloud ceiling, she, and her neighbors experience strong fuel smells. Neighbors have also seen oil slicks on swimming pool surfaces and debris on their houses. She request an environmental study be performed on air quality, ground water and surface pollutants in Rutherford along the area of the flight path to the approach to Runway 6. She feels that this environmental study should also extend to nearby East Rutherford and Carlstadt as they may also be effected.

In addition, she asked if the FAA Part 150 plan called for arrivals, during nighttime voluntary curfew hours, to use Runway 1 instead of Runway 6. She said currently nighttime flights are arriving Runway 6 and they wake residents up and disturb their sleep. She observed that it seems that the choice of flying was in the hands of the pilots and residents did not have any choice. She concluded by saying that it just “was not fair”.

Mr. Attwood explained that unfortunately the Part 150 NCP Noise Abatement Measure 5, which was an offset approach to Runway 6, was not approved by the FAA for purposes of Teterboro Airport’s Part 150 program. The Part 150 study has specific guidelines that focus on mitigating noise impacts in areas identified as being noncompatible with airport operations. When the FAA looked into the Runway 6 offset approach under Part 150, it had to prove a reduction in the 65 DNL contour. Unfortunately, this criteria was not met, leading to the measure not being approved for the NCP. This does not mean that this could not be looked into separately at a later time, but under the FAA Part 150 a Runway 6 offset approach was outside of the scope for this specific study. Mr. Attwood went on to say that Part 150 Noise Abatement Measure 4, related to the offset approach for Runway 19 was also disapproved, but outside of the Part 150 it was able to be researched and implemented. Just because a Runway 6 offset approach was disapproved under the Part 150 does not mean it cannot be implemented in the future under a different method.

Mr. Griffo added that, on behalf of Rutherford residents, he had asked the FAA to look into, and work with TANAAC and the Port Authority, to look at the possibility of an offset approach to Runway 6 which would move aircraft traffic away from the east side of Rutherford to over Rt 17. He would encourage an environmental study be performed to compare with studies done in the past. It may show a problem that needs to be addressed in a timely manner. He further observed that they had asked the FAA look into a Runway 6 Offset approach in the past and had been told, within a very short period of time, that the offset could not be looked at. He was hoping that they could get a better response from the FAA than that. He encouraged Rutherford residents to continue to pursue the request for a Runway 6 offset approach with the FAA (and various elected officials at the Federal, State, and local levels) to ask, “why can’t they do that.”

Ms. Simmons added that if this approach was something that TANAAC was interested in pursuing they should submit a proposal, and she would be happy to look at it. She does not have any first-hand knowledge about it, but she requested that they go through the normal process at this point to submit a proposal for a new flight procedure to the FAA so that they can look into it.

Mr. Andino clarified the complexity of runway utilization by saying that many things can effect which runway is in use at any given time. One factor is weather, primarily wind direction. Aircraft generally take off and land into the wind for better performance and safety purposes. Typically, the runway in use has to match wind direction. Certain runways are equipped with an Instrument Landing System (ILS) or the GPS equivalent. At Teterboro Airport, not every runway has this technology. Teterboro is also dependent on traffic flow at nearby airports such as Newark. Runways in use at Newark effect the runways in use at Teterboro. Traffic at Teterboro has to follow the same direction as traffic taking off and landing at Newark. Efficiency is also a factor in getting planes moving in a timely manner. Depending on how busy the airport is some runways are more efficient to use than others. Runway 1 has little to no residential land use nearby

making this an ideal runway for arriving traffic at Teterboro, unfortunately, there are airspace constraints to this that are presented by Newark Airport. Since Newark is so close to Teterboro Airport Newark Airport traffic affects Teterboro Airport's traffic including when it can and when it cannot use Runway 1. These airspace complexities requiring coordinating with nearby airports all come into play when Air Traffic Control determines which runways can be in use at any given time at Teterboro Airport.

John Brown, resident of Maywood, commented that he has not seen anything improve and utilization of the RNAV GPS X Offset to Runway 19 Approach is not enough to have any noticeable impact. He observed that the volume of flights seems to be more of an issue than noise at this point. He further observed that the current RNAV GPS X Offset to Runway 19 Approach was obviously geared for only nighttime use and is actively discouraged for daytime use by the FAA due to the volume and complexity of traffic during daytime hours.

Ms. Sheridan observed that Mr. Brown was correct, and that the FAA has stated several times that during the daytime hours air traffic controller work load and air space complexity make the approach unsuitable for use.

Warren Feldman, resident of Woodcliff Lake, observed that in his opinion it was obvious that Teterboro Airport is the preferred choice for business and private aviation travel for people who want to fly into and out NYC and surrounding areas. He commended Mr. Andino and the rest of the Noise Office staff for the efforts they continue to put forth, in conjunction with the FAA, to incrementally bring about change. He was grateful with the way alternative routes were being considered and the way the constant flow of air traffic over neighborhoods was being addressed. He observed that this was a problem that would not be solved overnight, and he was impressed with the energy applied by this group of professionals who worked to continue bringing the Port Authority together with the FAA to make it possible, through hard work and cooperation, to continue to make changes to improve this situation.

Ms. Sheridan echoed Mr. Feldman's sentiments and was proud of the work that the Teterboro Airport Noise Office continue to do every day.

## **CLOSING REMARKS**

Ms. Sheridan thanked everyone for attending tonight's meeting and expressed her appreciation for the varied ideas discussed. Mr. Griffio also thanked everyone present and expressed his opinion that there was a lot of work to be done.

The next TANAAC meeting is scheduled for **Wednesday, April 26, 2023**.

With no further business to come before the committee the meeting was closed by Ms. Sheridan at 7:32PM.