

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

July 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 Services	Port Authority of NY & NJ
Doug Stearns, Aviation Operations Officer	Port Authority of NY & NJ
James Gill, General Manager, NJ Airports	Port Authority of NY & NJ
Ayo Olanipekun, Program Manager	Port Authority of NY & NJ
Ralph Tamburro, Program Manager	Port Authority of NY & NJ
Stephanie Lezcano, Community Relations Rep	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, Airport Services	Teterboro Airport/AvPORTS
Gary Palm, TEB ATCT Manager	FAA
Lisa Burrows	FAA
Veda Simmons	FAA
Arlene Salac	FAA
Alex Gertsen	NBAA
Dave Belastock	TUG
Lauren Gonnelli, Representing	Congressman Josh Gottheimer
Kathy Canestrino, Deputy Mayor	City of Hackensack
Devin Baker, Representing	Assembly Woman Valerie Huttle
Doug Herrick, Representative	Borough of Maywood
Roy Luyster, Representative	Township of Rochelle Park
Dave Kingma, Representative	Township of Rochelle Park

TANAAC
Teterboro Airport
July 22, 2020
Audio/Video Meeting via held via Webex
Minutes Summary

Ms. Maria Sheridan, TANAAC Co-Chair welcomed the committee members and thanked them for participating under the current audio/video format. Mr. Paul Griffo, TANAAC Co-Chair also welcomed everyone to the meeting.

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

- Construction projects scheduled for the 2020 Summer season have been put on hold as the result of the pandemic. We are awaiting guidance from the Port Authority on the status of capital projects going forward.
- All current active projects have been completed. We are working to keep the airport up to our current regulatory standards on a daily basis in conjunction with our Operations and Maintenance Staff.

Mr. Gary Palm provided an FAA report.

- New tower is moving along. The interior design and layout plans were finalized this week. They are hoping to break ground in late 2020 or early 2021. The initial groundbreaking will address earthwork first and the groundbreaking on the ATCT itself will take place sometime after.
- Air traffic is extremely low.
- Staffing is holding out well and things are stable.

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

NEW BUSINESS

Mr. Andino shared a slide presentation of the Statistical Report for the first half of the year 2020.

Aircraft movements for the first half of the year were way below normal with a total of 43,890, a decrease of 47.37% over 2019. Monthly Operations reflected a considerable drop off in movements in April to 1,354 for the month. We saw a slight rebound starting in May, and June had 4,920 total movements. This is still way below normal operational levels. Nighttime movements (between 11:00 pm and 6:00 am) are down 50% with a total of 2,107 which represents 4.80% of the total aircraft movements at the airport. Following the daytime trend, April saw a drop in nighttime movements to 106 for the month of April. This rebounded slightly in May and June had 272. This is still way below normal levels. Many of these flights were medical in nature involving transporting patients to and from the area. We also saw an increase in flights for Quest Diagnostics flying lab samples.

Noise violations for departing aircraft for the first half of 2020 were down significantly with 13 first violations, 1 second violation and no aircraft were banned.

Runway utilization has remained the same with Runway 19 used as the predominant runway for arrivals and Runway 24 used for more than half of aircraft departures in 2020. Helicopters continue to use the southern route most often. Totals for all helicopter routes have decreased significantly with the downturn in air traffic.

The LDN(A) (day/night average aircraft noise levels) on the six permanent noise monitors and the one portable noise monitor reflect noise levels are down by approximately 50% which is consistent with air traffic movements being down. The results are as follows:

- RMS 1 in Carlstadt showed a 2.8 decibels (dB) decrease from the level in 2019.
- RMS 2 in Hasbrouck Heights showed a decrease of 1.6 (dB).
- RMS 3 at the Hackensack University Medical Center (HUMC) showed a decrease of 3.2 (dB).
- RMS 4 in Hackensack showed a decrease of 2.5 (dB) level.
- RMS 5 in Bogota showed a decrease of 2.5 (dB).
- RMS 6 in Moonachie showed an increase of 3.8 (dB).
- RMS 8 in South Hackensack showed a reading of 51.1 (dB) since its inception on January 23, 2020.

We had 12,042 noise complaints related to Teterboro Airport traffic received from 95 residents. This includes 10,495 complaints from 11 people who utilized Third Party Applications. Maywood complaints were 10,509 from 4 residents; of that number 10,180 complaints were received from 1 resident using the Third-Party Application. Additionally, there were 306 complaints from 14 residents in Rutherford, 458 complaints from 14 callers in Hackensack, and 187 from 1 resident in South Hackensack. The remaining TANAAC towns totaled 31 complaints from 11 residents. We had an increase in noise complaints even though we had a reduction in the number of complainants. This was predominately the result of one person using a third-party application to register complaints in an excessive manner.

A breakdown of the complaints from 45 non-TANAAC towns showed Woodcliff Lake with 118 complaints from 7 residents (which included 54 from 2 residents using a Third Party Application), Allendale with 66 complaints from 1 resident, Warwick with 58 complaints from 1 resident using a Third Party Application, Fort Lee with 45 complains from 1 resident, Saddle River with 36 complaints from 2 residents, South Plainfield had 30 complaints from 1 resident, Lyndhurst had 32 complaints from 2 residents and Mahwah had 28 complaints from 2 residents. None of the remaining towns had more than 25 complaints.

The reasons given for complaints were “too loud and low” (10,614), followed by “too early or too late” (455), “excessive vibration” (321) and “too frequent” (253). When using the Third-Party Application to file complaints, the default setting will automatically register complaints as “too loud and low”. This can result in the data being skewed for this category. In addition, one or two users are selecting several categories at once when filing a complaint via the online portal caused some of the categories to increase this year, including the “excessive vibration” category. The majority of complaints came from the Hackensack and Maywood area and mainly involve arrivals to runway 19 and runway 24. Complaints from Rutherford were mixed and mainly involve departure traffic and some arrivals coming in to runway 6 from the south. Other complaints from communities to the far north involve aircraft approaching and landing using runway 19 or runway 24. The north to south traffic path appears to be leading to the majority of complains from northern Bergen county.

COMMENTS AND QUESTIONS

Mr. Paul Griffo inquired if the Maywood caller had 10,000 actual flights flying over his house this past year. Gabe Andino responded that yes, each complaint registered on the Third-Party Application by a complainant automatically correlates to an actual flight. The data presented reflect only Teterboro flights.

Mr. Dave Belastock questioned whether any of the 10,180 made by the one complainant involved any flight irregularities such as low altitude alerts or any deviation from any lateral or vertical profile in arrival or departure. Gabe Andino responded that there was no evidence that anything out of the ordinary was involved in the complaints from this one resident.

Mr. Belastock further inquired about what weight was being attributed to data that was in excess of other complainants, and how this was being handled. Mr. Andino responded that data like this has to be looked at in its proper context in comparison with the rest of the community. With regard to weight, more regard is given to the actual residents and how many residents are complaining versus the number of actual complaints being registered. The data is compiled and provided to the proper authorities in each town on a monthly basis.

Mr. Gary Palm questioned whether each complaint from this resident in Maywood was tied to an individual flight movement or had there been multiple complains involving one operation. Gabe Andino responded that the Third-Party Application being used by this resident is basically a button that is tied to his computer/Wi-Fi which registers a complaint when pushed. The app uses flight tracking data that is available to the public to tag to an individual flight in proximity of the source location. This resident is basically clicking a button every time a plane flies over his house.

Mr. Doug Herrick, of the Maywood Borough council, requested more information on this particular resident's situation be provided to him. He also requested the name of the Third-Party Application used by the resident. Mr. Andino responded that his office would be in touch with Mr. Herrick to provide him with any information that he required. Reports on activity are routinely provided to the Mayor of Maywood's office. The Third-Party Application is called "Airnoise" and it tracks aircraft proximity from a point of location (such as a person's house) but it does not record decibel levels.

FAA REPORT

Ms. Sheridan turned the meeting over to Ms. Veda Simmons from the FAA to discuss FAA RNAV (GPS) Runway 19 Offset Procedure.

Ms. Simmons, an FAA Community Engagement Officer for the Eastern Region, introduced Ms. Lisa Burrows an FAA Air Traffic Control Specialist for the Eastern Service Center who provided a slide presentation of the RNAV (GPS) Runway 19 Offset Procedure update.

Some of the highlights of her presentation included:

- The presentation focused on the Environmental Assessment (EA) which is underway in accordance with NEPA and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures.
- A 30-day public review period of a draft proposal was held December 30, 2019 to January 30, 2020. Comments were received and will be addressed in the final environmental assessment.
- In January 8, 2020 the FAA conducted a public workshop in Mahwah, NJ.
- NEPA Section 106 requires the FAA to consider the impact the proposed flight procedure may have on historic properties. Bergen County was identified as an Area of Potential Effect (APE) with 796 historic properties.
- In February and March, the FAA collaborated with the NJ Historic Preservation Office (NJHPO) to determine the most appropriate ways to address their requests for additional consultation and research requirements.
- In May NJHPO concurred with the FAA that the TEB Offset project has no effect on historic properties.
- In August the FAA will issue an environmental determination and public notification and in December 2020 the procedure will be scheduled for publication.
- Air Traffic (AT) training has been suspended nationally because of COVID-19. AT training and implementation of the procedure is planned to proceed in early 2021.
- FAA will continue to update TANAAC at regularly scheduled meetings and through PANYNJ.

Ms. Sheridan questioned if the training was to resume before early 2021 could they be trained before the end of 2020. Ms. Burrows responded that at this point it is a possibility but currently no training dates or deadlines have been established. This is nationally based. The procedure could still not be used until after publication, so usage would start in early 2021 at the earliest.

Mr. Andino reported on the Part 150 Study.

- The Part 150 study is currently on pause.
- The public meeting and workshop schedule for March 12th was cancelled and will be rescheduled as a virtual meeting. The details for this are being worked out.

Mr. Andino then requested Ayo Olanipekun provide further clarification on Part 150 Study.

Mr. Olanipekun continued the report on Part 150 Study.

- The Public Workshop and public meeting scheduled for March 12th was cancelled due to internal reasons. They are currently trying to get the process restarted with the Port Authority.
- They are working on transitioning in-person workshops to virtual meetings in collaboration with consultants and stakeholders to arrange this.

OPEN DISCUSSION

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

The next regular meeting of TANAAC is scheduled for **October 28, 2020 at 6 p.m.** to be held virtually.