

TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)

MEETING

SUMMARY OF MINUTES

Virtual Meeting

July 28, 2021, 6:00PM

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
Ralph Tamburro, Program Manager	Port Authority of NY & NJ
Ayo Olanipekun, Program Manager	Port Authority of NY & NJ
Juan Rojas, Sr External Relation Client Manager	Port Authority of NY & NJ
John Kastens, Manager Airport Services	Teterboro Airport/Avports
Gabe Andino, Manager Noise Abatement	Teterboro Airport/Avports
Michael Fiscus, Asst. Manager Noise Abatement	Teterboro Airport/Avports
Zachary Miller, Specialist Noise Abatement & Compliance	Teterboro Airport/Avports
Bruno Eiras, Assistant Operations Manager	Teterboro Airport/Avports
David Belastock, TUG	Teterboro Users Group
Veda L Simmons	FAA
Gary Palm	FAA
Luisa Peralta-Surla	FAA
Steve Chandoha, President, FBO Operations	Meridian Teterboro
Kathy Canestrino, Deputy Mayor	City of Hackensack
Councilwoman Jacquie Gadaleta	Borough of Woodcliff Lake
Councilman Doug Herrick	Borough of Maywood
Councilwoman Karen Surak	Borough of Moonachie
Councilman Robert Robbins	Township of Bogota
Councilman Ron Kistner	Borough of Hasbrouck Heights
Roy Luyster, Representative	Township of Rochelle Park
Dave Kingma, Representative	Township of Rochelle Park
Warren Feldman, Guest	Township of Woodcliff Lake
Wanda Portorreal, Planner	Bergen County Dept Parks & Recreation
Jen Margolis	Guest
Mary Pocsik	Guest

**TANAAC
Teterboro Airport
July 28, 2021
Virtual Meeting
Minutes Summary**

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

NEW BUSINESS

Gabe Andino shared a slide presentation of the statistical report for the first half of 2021 as follows:

We had 58,952 total aircraft movements during the first six months of this year compared to last year. This was an increase of 34.32% over 2020. Traffic is still lower than what it was pre-pandemic, however, we are seeing a gradual increase.

Nighttime operations (between 11:00 pm and 6:00 am) accounted for 5.64% of total aircraft operations. This is an increase over operations from this time last year when we were closer to 4.80%. This increase is attributed to the increase in critical cargo flights during those hours, specifically medivac flights and traffic in support of COVID testing. Quest Diagnostics operates a lab in Teterboro, and we have seen an increase in samples being flown in for Quest during the nighttime hours.

As the result of increased traffic, we experienced an increase in noise exceedances for the first six months of this year compared to last year. We had 34 first time noise violations, 5 second time violations, and 1 third time violation, which resulted in the aircraft being banned from landing at Teterboro. This ban is currently under appeal.

Runway 19 was the most utilized Runway for arrivals for 43.70% of flights. Departing aircraft utilized Runway 24 most frequently with 50.05% of flights.

LDN(A) (day/night average aircraft noise levels) from the six permanent noise monitors for the first six months of 2021 compared to 2020 reflect the following changes:

- RMS 101 (7th & Barry Street in Carlstadt) reflected an increase of 2.1 decibels (dB).
- RMS 102 (Hamilton Street in Hasbrouck Heights) reflected an increase of 3.5 decibels (dB).
- RMS 103 (20 Prospect Avenue at Hackensack University Medical Center (HUMC)) reflected an increase of 1.6 decibels (dB).
- RMS 104 (Park Street in Hackensack) reflected an increase of 2.7 decibels (dB).
- RMS 105 (Bogota High School in Bogota) reflected an increase of 0.7 decibels (dB).
- RMS 106 (Joseph Street in Moonachie) reflected an increase of 3.8 decibels (dB).

All six permanently placed noise monitors trended upwards for noise levels. The biggest increases took place at site 102 in Hasbrouck Heights and site 106 in Moonachie. These two sites reflect a smaller sample size of flights, since they are not directly over the ends of each runway, therefore any slight increase in light aircraft or helicopter traffic near these areas will reflect a larger change in noise than at the other four

monitored sites. This does not necessarily mean more traffic over these areas. It is just a statistical variance. The other four sites reflected an increase in noise concurrent with the increase in traffic.

During the first six months of this year, we received 16,454 noise complaints from 117 residents. This includes 12,376 complaints from 5 person who utilized a third-party applications to automatically register complaints. Overall noise complaints are up.

Complaints from TANAAC towns included Maywood with 13,030 complaints from 4 residents (12,207 of these complaints were received from 1 resident using a third-party application), Hackensack with 984 complaints from 9 residents, Rutherford with 431 complaints from 18 residents, and South Hackensack with 238 from 2 residents, Carlstadt with 104 complaints from 6 residents, Little Ferry with 16 complaints from 4 residents, Moonachie with 6 complaints from 1 resident, Wood-Ridge with 5 complaints from 4 residents, Hasbrouck Heights with 4 complaints from 4 residents and Bogota with 2 complaints from 1 resident. The remaining TANAAC towns has no complaints.

Complaints from non-TANAAC towns showed that Lyndhurst had the most complaints with 745 complaints from 2 residents, Woodcliff Lake was next with 182 complaints from 4 residents (165 of these complaints were from 2 residents utilizing a third party application to automatically register complaints), Warwick had 65 complaints from 1 resident, Saddle River had 29 complaints from 2 residents, Mahwah and Paramus each had 24 complaints from 3 residents, Westwood had 12 complaints from 3 residents, and South Plainfield and Lodi each had 10 complaints from 1 resident.. The remaining non-TANAAC towns averaged less than 10 complaints combined with most towns only registering no complaints or a single complaint by 1 resident.

The top five reasons given for complaints were “Too Loud and Low” (12,553), “Too Frequent” (664), “Too Loud” (554), Too Early or Late (460), and “Excessive Vibration” (407).

Regional complaints reflected that areas located predominately to the north of the airport had the most complaints with a lesser amount of complains coming from the south.

OLD BUSINESS

Ayo Olanipekun provided an update on the Part 150 Study as follows:

Progress had been delayed due to the pandemic, but the study is back on track and things are moving forward again. Currently draft Noise Compatibility Program (NCP) studies are under review with the FAA. This review is expected to be completed by early August. The NCPs are anticipated to be available for public review by September and extend into October. The goal is for public workshops and hearings to take place during the second week in October, however, this time frame has not been finalized. All public sessions will take place virtually. Once the public comments period is closed the next step will be for the NCPs to be submitted for an 180-day final review with the FAA. It is anticipated that these NCPs will be finalized by early to mid-2022.

Maria requested that Ayo give a brief explanation, for the benefit of new TANAAC members, about the NCP process.

Ayo Olanipekun provided the following explanation:

NCP stands for *Noise Compatibility Program*. There are four NCPs currently involved in this program. One each for Newark, La Guardia, Teterboro and JFK. The Port Authority has hired consultants who use available technology to come up with noise abatement and land compatibility use plans for these four airports to reduce noise levels in surrounding communities. The program was

started in 2017 and continues to compile a comprehensive database of studies and analysis to determine what conditions are present with regard to noise issues in these communities. Some results of these studies are in place already and some are still in the research phase. The overall purpose is to help mitigate noise in the local communities around the four major airports.

Ayo Olanipekun then opened the meeting up for questions/comments about the Part 150 Study.

Kathy Canestrino expressed her appreciation for the progress that was being made under the Part 150 Study, however she had concerns with regard to the increased noise affecting Hillers Elementary School in Hackensack. In the past the school did not meet the average noise limit of 65 LDN (Day Night Noise Level) and did not qualify for the program at the time. The school is now exceeding that decibel level on a routine basis. The school is currently not air conditioned and they are unable to open windows due to noise from aircraft. This has become a quality-of-life issue for the children at the school. The school is located just below the Hackensack University Medical Center (HUMC) and is in the flight path for aircraft going to Teterboro Airport. She requests that the Hillers Elementary School be looked at again and be considered in the noise compatibility program.

Ayo Olanipekun responded that they are hoping that the information coming from the NCPs will provide a more holistic view of the entire area including the area of the Hillers school. Ayo was not familiar with the specifics of the Hillers Elementary School; however, he will keep her concerns in mind.

There were no other questions or comments on this topic and Maria Sheridan turned the meeting over to Gary Palm and Veda Simmons for the next item on the agenda.

Gary Palm provided a brief update on Teterboro Air Traffic Control Tower (ATCT) Operations:

The ATCT is back to normal operations, fully staffed, and training has commenced. Construction of the new ATCT is underway and is progressing on schedule.

At this point Gary Palm turned the meeting over to Veda Simmons.

Veda Simmons provided the following update on the FAA RNAV Runway 19 Offset Procedure:

The FAA developed a procedure at the request of the Port Authority and TANAAC. The procedure provides a viable alternative approach to Runway 19 that will help reduce the number of aircraft flying over Hackensack University Medical Center (HUMC) and the surrounding residential area. The agency started using the procedure on July 1st. The procedure has been available for use for a little less than one month at this time.

Veda Simmons then opened the meeting up for questions/comments about the Offset Procedure.

Kathy Canestrino questioned how many flights had used the new alternate procedure so far.

Veda Simmons responded that the procedure was too new, and the FAA did not have that information available yet. She will try to have that information available for the next TANAAC meeting scheduled for October 27th. The FAA has advertised the procedure and has met with members of the National Business Aviation Association (NBAA) and the Teterboro Users Group (TUG) to let them know that this new procedure was available for use.

Gary Palm added that they do not maintain records on that type of information. The TRACON will accumulate that data and provide that information.

Kathy Canestrino requested that the data be provided to the TANAAC members as soon as it was available from TRACON.

Gary Palm said they would have it for her by the next TANAAC meeting scheduled for October 27th.

Kathy Canestrino expressed concern about the delay in having to wait for this data until October. She requested that some type of a plan be developed for moving forward. She indicated that she had been talking to Marie Gardner (FAA Eastern Region Acting Regional Administrator) who advised her of several steps that could be taken proactively on this. Kathy asked if anyone could verify that all users have the alternative flight path loaded into their Flight Management System (FMS) so that it is available for them to use.

Gary Palm responded that the approach was being advertised through the appropriate systems. The users are the deciding factor for what they put in their Flight Management System (FMS). Air Traffic Control (ATC) has no control over that. All ATC can do is make the approach available, and what the users decide to do with it is entirely up to them.

Kathy Canestrino felt that all the time, money and effort put into this alternative route would be a failure if they just “sat on their hands” and “hoped” that users would use the alternate route. She felt that steps should be taken to proactively advertise the new route to strongly encourage users to implement the route. It was her understanding that the pilots had to request the approach and her goal is to see pilots request this route for use as frequently as possible. She also felt that a method should be developed to “incentivize” the use of the alternate route. She believes that the airport and pilot community want to be good neighbors and if they knew that the alternate route would benefit the area, they would request it more frequently. She requested the support of Teterboro Airport in getting users to ask for this alternative route more of the time.

Gary Palm clarified that the approach has been published, advertised and is available to every single operator in the country that comes to the airport. It is up to the pilots and companies to install it in their FMS. This is not something that ATC can do. They make the route available just as they make all other approaches available to the users of this system.

Ayo Olanipekun clarified that the approach is very new and there is a cycle on which FMS databases are updated. This alternate approach is too new so it will take a little while until pilots are more aware of it. By the October TANAAC meeting they will have a much better outlook on the usage data for the alternative approach.

Kathy Canestrino continued to pursue her point that data should be collected as soon as possible and be made available sooner to all TANAAC members so that everyone can monitor the use of the alternate approach and make plans for how things are to proceed. She is very concerned about the increased traffic and noise volume over the Hackensack area.

Gabe Andino reiterated Ayo Olanipekun’s comments that FMS databases are updated to coincide with the FAA’s flight procedure publication cycle in which all available procedures are published every 56 days. FMS databases are routinely updated to keep up with changes, and the RNAV approach for Runway 19 would have been made available when the procedure was first published in December 2020. Notifications about the new alternate approach were sent to appropriate organizations. The Noise and Environmental office has also taken steps internally to extend awareness of this route via emails, mobile app, and via TUG. It will take time for pilots to get on board with the alternate route.

Jackie Gadaleta of Woodcliff Lake commented that she is happy this approach has been established. She understands there is a learning curve. Her concern is that Teterboro Airport is doing all it can to encourage the use of this alternate route.

Mary Pocsik (Westwood resident) commented. She bought her house in Westwood in September of last year and was not aware of plane noise since it was during COVID, but she has now experienced increased noise and would not have bought her house if she would have known about it. She and her husband are currently planning to move out of the area because of this. She is happy that the new route may mitigate the noise over the area and hopes that the new route will be used as much as possible.

Warren Feldman (Woodcliff Lake Resident) echoed the comments of others in support of the alternate approach.

Mary Pocsik asked if any hurdles besides pilot awareness of the route existed to prevent use of the alternate route.

Gary Palm said that the only other hurdles would be weather conditions and air traffic control complexity.

Roy Luyster questioned the location of the turn for the alternate approach.

Gary Palm said that he will get back to him on this question since he did not have that information with him during the meeting.

Dave Kingma questioned the degree of the turn pilots would need to make on the alternate approach.

Ayo Olanipekun explained that the current approach is on a 195-degree heading straight into the runway. The alternate approach flight path is set to a 182-degree heading which is a 13-degree offset on approach to the runway.

Ralph Tamburro commented that an offset approach is not unusual and that airports throughout the country use these type of offset approaches regularly.

Maria Sheridan posted a link in the meeting chat to the FAA website containing a press release published about the alternate approach:

<https://www.faa.gov/news/updates/?newsId=97907>

There were no other questions or comments on this topic and Maria Sheridan continued with the next item on the agenda which was the confirmation vote for Paul Griffo as Co-Chairperson:

Maria Sheridan explained that a motion was made during the last TANAAC meeting, held on April 28th, and the current co-chairperson, Paul Griffo, was re-nominated for a second two-year term. Per the TANAAC by-laws, the confirmation vote was to take place during tonight's meeting. All TANAAC committee members or their representatives are eligible to vote.

At this point Maria Sheridan called on each TANAAC committee member (or their representative) present at tonight's meeting to cast their verbal "Yea" or "Nay" vote for the confirmation of Paul Griffo for a second two-year term as TANAAC committee co-chairperson.

A vote was then called, and Paul Griffo was unanimously confirmed for a second two-year term with 100% "yea" votes. There were no "nay" votes.

Paul Griffo thanked the committee for his confirmation and is looking forward to a successful and productive term.

OPEN DISCUSSION

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

The next TANAAC meeting is scheduled for **October 27, 2021**

As a follow-up to the Runway 19 alternate approach (RNAV (GPS) X RWY 19) discussion at the July TANAAC meeting, the following information is in response to questions by TANAAC members.

1) What steps have the Port Authority of New York & New Jersey (PANYNJ) and the aviation community taken to promote the development and usage of an alternate approach procedure for Runway 19 at Teterboro Airport (TEB)?

PANYNJ has partnered with TANAAC since 2007 to pursue an alternate approach for Runway 19 to reduce aircraft noise over the Hackensack University Medical Center, which has led to engaging with the airport user community and the FAA to develop an offset approach to the runway. This engagement led to the creation of an acceptable solution which eventually led to the RNAV (GPS) X RWY 19 approach that went into effect on July 1st, 2021.

Outreach undertaken:

The PANYNJ, the Teterboro Users Group (TUG) and the National Business Aviation Association (NBAA) worked together to advertise the availability of this new approach to aircraft operators. The following outreach has been conducted:

- The FAA published a Letter to Airmen on June 21 advising pilots that the new alternate approach would be available for use effective July 1;
- NBAA published an article titled [“Pilots Encouraged to Request RNAV X Approach for TEB Night Ops”](#). The article was sent as part of their daily news e-mail to registered members. NBAA boasts a membership of over 11,000 companies which includes most business aviation operators that use TEB;
- TUG has been posting updates on the procedure’s implementation on their website and mailing list, which has 472 subscribers; and,
- TUG has also posted best practice guidance for the approach on their website to further pilot familiarity.

Aircraft arriving to TEB for the first time are provided with noise abatement procedure information. Additional outreach currently in progress:

- TEB, FAA, TUG and NBAA are meeting on a regular basis to review approach usage and outreach strategy;
- Approach information will be posted on the TEB Noise Office website by September 15th;
- The TEB Noise Office is developing a bulletin with detailed approach information that will be sent to over 5,000 aircraft operators who have operated at the airport in recent years. This bulletin will be distributed by September 15th;
- The Noise Office is in the process of updating its Flight Crew Handbook publication and associated mobile app to include information on the approach. Both updates will be completed by September 15th;
- TUG will be discussing the new approach at their next member meeting on September 15th; and,

- A note about the availability of the new approach along with a link to find additional information will be included in landing fee invoices beginning October 1. TEB sends out an average of 1,500 invoices per month.

2) How often will the approach be utilized?

The RNAV (GPS) X RWY 19 must be requested by the flight crew prior to landing at TEB and must be approved by FAA Air Traffic Control (ATC). According to the FAA, the new procedure will not be available for use during periods of poor weather/low visibility (for larger aircraft, the minimum cloud ceiling is 1,000 ft and minimum required visibility is 3 miles) or high traffic volume due to complexity of the airspace and air traffic controller workload. The FAA has advised that the best opportunity for the alternative approach procedure to be used is during the overnight hours when air traffic demand and complexity for the New York and New Jersey metropolitan area is reduced. The approach will be available at all times, but ATC may not grant approval if the above conditions exist at the time of the request.

3) How many flights have used the new alternate procedure so far?

The FAA regulates and controls the airspace; therefore, the flight crews make their requests directly to the FAA and not with the Airport. The FAA is compiling flight data to quantify usage of the approach over the first few months. We expect the FAA to provide more detailed usage information in time for the next TANAAC meeting on October 27th.

4) Is the new approach available in aircraft Flight Management Systems (FMS)?

All current published Instrument Flight Procedures are available in FMS databases and updated whenever changes are made. The RNAV (GPS) X RWY 19 approach has been available in FMS databases since its publication date of December 31, 2020. Pilots can select the RNAV (GPS) X RWY 19 approach from the aircraft's FMS to fly the approach. Once selected, pilots will be able to access the approach waypoints, flight path and altitude guidance.

5) Can the airport incentivize operators to request and use the new approach?

Federal grant assurances specifically relating to economic nondiscrimination do not permit the PANYNJ to provide any sort of incentive, monetary or otherwise, to operators using the airport.