

TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)
MEETING
SUMMARY OF MINUTES
Virtual Meeting
October 27, 2021, 6:00PM

ATTENDANCE

Maria Sheridan, TANAAC Co-Chair	Port Authority of NY & NJ
Paul Griffo, TANAAC Co-Chair	Borough of Rutherford
Scott Marsh, Teterboro Airport - Manager Operations and Security	Port Authority of NY & NJ
Rick Vander Wende, Teterboro Airport - Manager Contract Services	Port Authority of NY & NJ
James Gill, General Manager NJ Airports	Port Authority of NY & NJ
Ralph Tamburro, Program Manager	Port Authority of NY & NJ
Ayo Olanipekun, Program Manager	Port Authority of NY & NY
Juan Rojas, Sr External Relation Client Manager	Port Authority of NY & NJ
Cheryl Ann Albiez, Sr Public Information Officer	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
Joseph Dickinson, TUG	Teterboro Users Group
Veda L Simmons	FAA
Gary Palm	FAA
Anthony J Barrett	FAA
Vanessa Shiners	FAA
Alex Gertsen, Director Airports & Ground Infrastructure	NBAA
Lauren Gonnelli for Congressman Gottheimer	NJ 5 th Congressional District
Kathy Canestrino, Deputy Mayor	City of Hackensack
Councilman Ron Kistner	Borough of Hasbrouck Heights
Councilman George Muller	Borough of Little Ferry
Councilman Lou Roer	Borough of Maywood
Roy Luyster, Representative	Township of Rochelle Park
Dave Kingma, Representative	Township of Rochelle Park
Councilwoman Jacquie Gadaleta	Borough of Woodcliff Lake
Steve Chandoha, President, FBO Operations	Meridian Teterboro
Steve Reithof	Aviation Hall of Fame & Museum
Claudia Patterson	Guest
Alex Puk (Westwood)	Guest
Diana Frankel (Saddle River)	Guest
Kelly Epstein	Guest
Gerald Weber (Hackensack)	Guest
Cindy Gibbs	Guest

John Brown (Maywood)

Guest

Thomas Lahey

Guest

Leonard Castino (Hackensack)

Guest

Lynn Paulison (Demerest)

Guest

Mary Pocsik (Westwood)

Guest

**TANAAC
Teterboro Airport
October 27, 2021 – 6PM
Virtual Meeting
Minutes Summary**

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

NEW BUSINESS

Gabe Andino started the meeting with a review of the agenda items to be discussed during the meeting. He followed this with a brief overview of the history of TANAAC and he then 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 or who were guests from the community.

Mr. Andino commenced with the first discussion item on the agenda which was an update on the *FAA RNAV (GPS) Runway 19 Offset Procedure*. Mr. Andino presented a slide which summarized the outreach methods used to educate airport users about this RNAV offset procedure. Mr. Andino then passed the meeting over to Veda Simmons to provide an update.

Veda Simmons provided a briefing as follows:

The FAA RNAV (GPS) Runway 19 Offset Procedure became available for use on July 1st. Ms. Simmons then address the following questions:

Why can't the RNAV Offset be assigned as the primary approach during the day?

Ms. Simmons first wanted to reminded everyone that when it was requested that the FAA create this flight procedure by TANAAC it was supposed to service as a supplement to the current ILS not the primary. *“Not all aircraft are currently willing or able to fly this approach. When working multiple flights to the same airport, aircraft normally need to be on the same approach to ensure safety, separation, and efficiency. There are conflicts between the RNAV approach and procedures at other airports. The FAA is responsible to look at the safety of all flights to all airports in the vicinity and to make sure that one approach does not conflict with other airports procedures. We must ensure that the highest level of safety occurs at all times between all airports. Operators and pilots are free to request the RNAV approach at any time even when not advertised. Controllers will evaluate the current real time situation and approve the approach when traffic and complexity allow.”*

Can you please explain what airspace complexities mean?

“Airspace complexities take into account the number of aircraft and the proximity of other aircraft and other airports. For instance, this area has many airports in close proximity, including but not limited to, Newark, Caldwell, Morristown, TEB, LGA, and even White Plains. The flight paths of these airports often cross and they shift based on wind and traffic volume.”

In order to demonstrate the complexities of flight paths in our area Ms. Simmons shared a slide presentation showing an overlay created by N90 (New York TRACON) showing flight routes of aircraft arriving and departing at JFK, Teterboro, LaGuardia and Westchester County Airport on a single day.

Gary Palm explained that N90 is an acronym for the New York Terminal Radar Approach Control (TRACON) which is a radar facility that serves the metroplex area. Mr. Palm also explained that the data the TRACON provided was for approach and departure paths into facilities in the area on a single day. The first series of slides provided arrivals and the next series of slides provided departures. Each approach and departure path for each airport was reflected in a different color on the overlay. The final slide showed a summary page of all arrivals and departures on a single day from JFK, Teterboro, LaGuardia and Westchester County Airport and demonstrated visually the aircraft complexity in the area.

How are runway selections made?

“Runway selections are made based on runway availability, which would mean runway closures, taxiway closures, airport construction, weather, weather and wind conditions, and operational efficiencies. For example, airport throughput and delays.”

Maria Sheridan pointed out that Teterboro traffic is guided by the runway in use at Newark.

Mr. Palm further clarified this statement by adding that since Newark and Teterboro are so close their flight paths have to align with each other. The traffic flow has to be in the same direction. The governing force for Teterboro flights is the direction that Newark will be using for departures and arrivals. For example, if Newark wants to remain on a South flow, then Teterboro would have to remain on a South flow as well.

Ms. Sheridan asked for more detail on what made up controller workload and how would this impact use of the alternate approach procedure?

Mr. Palm responded that air traffic controllers were dealing with many complexities, however, the focus is in an efficient and safe operation. The controller at the approach control who is making the decision of what approach to use will base it on the most safe, efficient, and orderly way possible. Teterboro tower determines the runway use based on certain conditions, as previously stated, and dependent on what Newark is doing. Newark will override Teterboro if the need at Newark is greater than at Teterboro.

Ms. Sheridan then opened the floor up to questions from TANAAC members.

City of Hackensack Deputy Mayor, Kathy Canestrino asked that given the information about airspace provided by Ms. Simmons, how could there be no conflicts with the current Runway 19 approach, but airspace conflicts with the new alternate approach that was just one mile to the west.

Ms. Simmons responded that the question that she was addressing was what air space complexities meant. That is what she was addressing in her presentation.

Ms. Canestrino asked a followed-up question regarding what operational data has been collected for the new approach. How many aircraft have flown the new approach? How many pilots asked to fly the new approach and were denied?

Ms. Sheridan responded that we have part of that data. The Noise Office has been tracking statistics on activity that we have access to by listening to night activity and keeping tabs during the day. What we do not have is who may have requested and been denied because we don't have access to the TRACON frequencies.

Ms. Sheridan mentioned that the Teterboro Users Group (TUG) has put out a survey to its membership that includes some questions that would help gauge if anyone had requested the approach and been denied. This

survey is open until November 1st and may help in obtaining additional information in addition to what has been gathered already by the facility.

Ms. Sheridan asked Mr. Andino to share any information on what we have been able to track internally.

Mr. Andino shared a slide reflecting the RNAV X Runway 19 Usage for the period of July 1, 2021 to October 26, 2021 as follows:

Total RWY 19 Arrivals	Total Offset Arrivals	% of Offset Arrivals	Total RWY 19 Arrivals 10:00PM – 7:00AM	Total Offset Arrivals 10:00PM to 7:00AM	% of Offset Arrivals
16,478	132	0.8%	1,608	121	7.5%

This data is a reflection of the tracking of aircraft activity in the 40-to-50-mile radius of the TRAICON area. The data reflects the usage of the GPS X approach for Runway 19 for the period of July 1st through October 26th. They compiled the total number of arrivals on a daily basis starting July 1st. Then they isolated the number of arrivals that they were able to identify as having flown the alternate approach. They further broke this down to reflect daytime and nighttime hours. The alternate route is used more primarily during nighttime hours. The results are reflected in the chart above.

Ms. Canestrino expressed disappointment in the number of aircraft using the approach and asked what measures the airport has taken to communicate the availability of the approach and what plan does the airport have to increase the number of aircraft using the approach.

Ms. Sheridan responded by clarifying that this was a two-part question. The first part Mr. Andino will speak to during the next few slides of his presentation. As far as a plan for higher usage Ms. Sheridan said she would have to defer to the FAA for response. She clarified her position by stating *“To be very clear the Port Authority operates the ground, the airfield, and creates a safe landing and takeoff environment. It does not operate anything above the ground. The Port Authority does not operate the airspace. We are not in any control of the airspace; we can communicate as we are doing in this forum and other such forms, but the Port Authority does not operate the airspace”*. Therefore, the second part of the questions from Ms. Canestrino will be deferred to the FAA for response.

Ms. Canestrino asked if the airport has been in contact with airport users. Ms. Sheridan replied that aircraft using the airport contact FAA air traffic controllers to arrive and depart the airport and its surrounding airspace. The airport invoices the aircraft operator after they land but does not speak to them directly prior to landing at the airport nor do they provide permission to land at the airport. That said, the Noise Office has gone to great lengths to get the word out through multiple venues.

Mr. Andino added that after the July TANAAC meeting the Noise Office embarked on several different methods of outreach to connect with operators and inform them of the existence of the new approach, the availability of it, as well as the areas to avoid such as noise sensitive areas of Hackensack, and to provide other operational factors that come into play with the approach. This was a collaborative effort between Teterboro Airport, the FAA, and industry groups such as the National Business Aviation Association (NBAA) and Teterboro Users Group (TUG). The outreach included:

- FAA published a Letter to Airmen on June 21 advising pilots of new alternate approach
- NBAA published an article titled *“Pilots Encouraged to Request RNAV X Approach for TEB Night Ops”*. The article was sent to over 11,000 members.

- TUG has posted updates on the procedure's implementation as well as best practice guidance on their website and mailing list.
- The approach was presented and discussed at the September TUG meeting.
- The TEB Noise Office distributed a bulletin with detailed approach information to over 5,000 aircraft operators.
- The TEB Noise Office updated the Flight Crew Handbook publication and mobile app to include the new approach procedure.
- Approach information was posted on the TEB Noise Office website.
- A note about the availability of the new approach is included in landing fee invoices.

The Noise Office has used as many different channels as they could find to get the word out to the flight community. The approach is always available for request. The airport's goal is to provide awareness of the approach and the information to the airport users. From that point it is left to the aircraft operators and air traffic control to utilize the approach when conditions permit.

Ms. Canestrino responded that the airport knows who the airport users are since they are their customers. Can the airport write a letter to the companies that use the airport and explain the concerns of the communities under the approach path and ask that they use the alternate approach?

Mr. Andino replied that the Noise Office did just that by distributing a bulletin which explained the availability of the approach, the reasons behind it and outlining the noise sensitive areas in Hackensack such as the hospital, and detailed information about the approach. This was done in conjunction with the Teterboro Users Group and was sent to over five thousand individual aircraft operators who had flown into Teterboro Airport within the last three years.

Ms. Canestrino asked Mr. Andino if he had noticed in the difference in the approach usage after distributing the bulletin. Mr. Andino replied that there was an uptick in usage of the approach at night, but this increase might also be attributed to the FAA advertising the alternate approach as the designated approach in use for the airport during the nighttime hours. The reason for the increase might be a combination of these two measures but at the moment he is not able to determine how much the mailing factored into the increase compared to the FAA's action.

At this point Ms. Sheridan invited comment from the FAA.

Mr. Palm added that as time goes on, usage of the approach should increase but that would ultimately be up to the pilot community.

Ms. Canestrino asked that the approach usage statistics be included in future TANAAC meeting presentations.

At this point Ms. Sheridan invited comment from the rest of the TANAAC members.

Since no further comments were brought forward by TANAAC members Ms. Sheridan opened the floor up to comments from non-TANAAC members.

Woodcliff Lake Councilwoman Jacquie Gadaleta commented that she was grateful for the response provided by Mr. Andino and the airport Noise Office with regard to her inquiries related to aircraft noise. She stated that she had received emails from several residents in Woodcliff Lake and other nearby communities related to the high volume of air traffic in their area. In addition to that, she was surprised to hear that usage of the new alternate approach had been so low. She shared that those residents in her area have been considering organized demonstrations at the airport to bring media attention to their concerns. She asked if the FAA

could provide additional training to controllers to utilize the alternate approach more frequently. She also asked if a working group can be formed consisting of TANAAC members, the Port Authority, and the FAA to find a viable solution.

Ms. Sheridan thanked Jacquie for her comments. She deferred to the FAA for response to Jacquie's comments regarding the training of controllers.

Mr. Palm responded that there have been roundtables held between TANAAC, TRACON and other government officials in the past and that is something that could be pursued. He asked both Ms. Canestrino and Ms. Gadaleta what amount of usage of the new approach they would consider to be a success. Ms. Gadaleta said that at this point she would be happy with 10 percent, anything to show improvement, but less than 1 percent is not successful. Ms. Canestrino added that she would be encouraged so long as progress was being shown. She would not be happy with 5 or 10 percent but she understood that we would have to start small and continue to grow the number of flights using the new approach.

Mr. Palm responded that as we head into the winter months, areas north of the airport may notice less overflights of aircraft as winds will typically shift and the airport will operate in a northerly flow. That is, aircraft will land on either Runway 1 or Runway 6 more often which would reduce the number of arrivals on Runway 19. Because of this, statistics related to the number of aircraft using the new alternate approach to Runway 19 may be affected as this runway is used less often for arrivals during the winter months.

Ms. Sheridan asked if any other non-TANAAC members would like to comment.

Maywood resident Mr. John Brown and Westwood resident Mr. Alex Puk provided comments about the alternate approach and its usage. A discussion about the different approaches into the airport and the factors behind their usage ensued, with Mr. Palm and Mr. Ayo Olanipekun, Aviation Project Manager for the Port Authority, providing answers to questions asked.

Ms. Sheridan then opened the floor to the next non-TANAAC participant who requested time before the committee.

Demarest resident Lynn Paulson asked about a recent increase in low flying aircraft over her community.

Mr. Andino responded that the air traffic Ms. Paulson noticed was related to aircraft on approach to land on Runway 24 at Teterboro. This path has been in existence for years and though it is used less often, there are occasions where it may be used for an extended period of time due to wind conditions, runway availability or other factors.

Maywood Councilman Lou Roer suggested that the airport collect feedback from pilots landing at Teterboro regarding the new approach. This feedback could include whether or not the aircraft had equipment to fly the new approach and whether they chose to fly the new approach or the existing approach and why.

Ms. Sheridan commented that TUG was in the process of conducting a survey of its members on this topic. Dave Belastock of TUG added that the survey includes several topics including questions on usage of the alternate approach. Once the information is available it will be shared with the FAA and the Port Authority. The information will be qualitative and not hard data and they will be happy to share it when the survey is complete.

At this point Ms. Sheridan introduced Ayo Olanipekun to discuss updates to the 14 CFR Part 150 Study.

Mr. Olanipekun provided the following update:

The draft proposal was made available for public comment between September 1st and October 15th. A public workshop and hearing took place on September 30th. Comments were received during the public hearing, via email and via letter. Comments came from Maywood, Woodcliff Lake, Carlstadt, Mahwah and Rutherford. Comment topics included flight routes, flight frequency, current noise abatement measures, quality of life issues, altitude of aircraft, number of consecutive flights, sleep disturbance, effect of children being able to learn because of noise exposure, interference to speech and television, questions on the need for so many flights into and out of Teterboro, the impact to the value of real estate in the area and public safety risk due to low flying aircraft over residential areas. These comments and data are to all be added to the final record. This draft will be submitted to the FAA for review. This review period takes 180 days. The program is expected to be finalized by early 2022. A record of decision will be released next year. They continue moving forward with this project and Mr. Olanipekun thanked everyone for their patience during this process.

At this point Mr. Olanipekun turned to meeting back over to Ms. Sheridan. Ms. Sheridan opened the floor to questions. Since no questions were presented, Ms. Sheridan turned the meeting over to Mr. Andino to present the Airport Statistical Report.

Gabe Andino shared a slide presentation of the statistical report for the period of January to September 2021 as follows:

Airport Activity

We had 96,128 total aircraft movements from January to September of this year. This was an increase of 51.41% over 2020. Traffic volume has been steadily increasing over the last few months.

In September 2021 Teterboro had an average of 444 daily movements as opposed to September 2020 when we had an average of 232 daily movements. Flight activity at Teterboro has begun to rebound from the record low numbers experienced during 2020.

We had 5,256 nighttime operations (between 11:00 pm and 6:00 am) which accounted for 5.48% of total aircraft movements at night. This is an increase in nighttime operations from this time last year.

Runway 19 arrival usage was above average between June 2021 and September 2021. This increase was the result of weather and the extended closure of Newark Airport Runway 4R/22L for construction which caused Newark Air Traffic Control to operate in a “south flow” configuration most of the time. Since air space overlaps, Teterboro air traffic must operate on the same configuration as Newark airport (flights must depart and arrive in the same direction at both airports).

Noise Violations

We had a total of 57 first time violations, 4 second violations and 1 third violation in which case permission to land at Teterboro was withdrawn. Violations are up compared to this time in 2020, but average when compared to pre-pandemic years.

Runway Utilization

Runway 19 was the most utilized Runway for arrives for 55.41% of flights. Departing aircraft utilized Runway 24 for 55.69% of flights.

Helicopters utilized the south route for both arrivals and departures an average 75% of the time.

LDN(A) Portable Noise Monitor Stations (Average Day/Night Aircraft Noise)

RMS 101 (7th & Berry Street in Carlstadt) – 36.5 decibels

RMS 102 (Hamilton Street in Hasbrouck Heights) – 57.2 decibels

RMS 103 (Prospect Ave – Hackensack) – 60.3 decibels

RMS 104 – (Park Street – Hackensack) – 51.6 decibels

RMS 105 – (Bogota High School) – 50.6 decibels

RMS 106 – (Joseph Street – Moonachie) – 50.6 decibels

Noise levels are average compared to 2019 levels.

Noise Complaints

We had a total of 27,678 noise complaints which came from a total of 248 callers. Of this total number of complaints, 20,906 complaints came from only 8 callers.

The top five noise complaints from TANAAC member towns show Maywood had the most complaints with 21, 321, followed by Hackensack with 2,627, Rutherford with 591, South Hackensack with 290 and Carlstadt with 137. The rest of the member towns ranged from 28 complaints to 0 complaints.

The top five noise complaints from non-TANAAC towns show Woodcliff Lake had the most complaints with 879, followed by Lyndhurst with 746, Mahwah with 335, Warwick with 195 and Hillsdale with 43. The rest of the non-member towns ranged from 39 to 1 complaint(s).

Nature of Complaints – (Reason for Complaint)

The great majority of callers indicated “Too Low & Loud” as the reason for their noise complaint with 21,475 callers choosing this reason. This was followed by “General Complaint” with 2,585 callers choosing this reason. The rest were “Too Frequent” 692 callers, “Too Loud” 657 callers, “Too Early/Late” 524 callers, “Excessive Vibration” 408 callers and “Too Low” 63 callers.

Regional Complaints

The majority of complaints are coming from areas to the north and south of the airport. With a small outlier group of complaints coming from the White Plains NY area which is to the far north-east of the airport.

Some general discussion regarding the noise statistics took place with Kathy Canestrino from Hackensack, John Brown from Maywood and Lou Roer from Maywood all providing comments on the statistics provided.

CLOSING REMARKS

Paul Griffo provided closing remarks confirming the nature of TANAAC as a community-based entity that was developed to address concerns such as those that have been expressed during this meeting. TANAAC has an impact, but change takes time and he wanted to stress that some of the issues raised tonight regarding the offset approach will be addressed with time. He urged everyone to use caution and give things time to have happen. “Change does not happen instantly”. Study the data and look at it over time.

Gabe Andino and Maria Sheridan wished Gary Palm well and thanked him for his 30 years of service and for all he has done for Teterboro Airport and wished him well in his retirement. The TANAAC community

wished him well. Gary Palm thanked everyone. Anthony Barrett Jr. will be taking over for Gary Palm once he retires at the end of the year.

OPEN DISCUSSION

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

The next TANAAC meeting is scheduled for **January 26, 2022**