

TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)

SUMMARY OF MEETING

Virtual Meeting

October 25 2023, 6:00PM

ATTENDANCE

Maria S. Sheridan, Manager Teterboro Airport and TANAAC Co-Chairperson	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
Ralph Tamburro, Program Manager	Port Authority of NY & NJ
Juan Rojas, Government & Community Relations Representative	Port Authority of NY & NJ
Gabriel Andino, Manager Noise Abatement	Teterboro Airport/Avports
Michael Fiscus, Assistant Manager Noise Abatement	Teterboro Airport/Avports
Brandon A'Hara, Manager Airport Operations	Teterboro Airport/Avports
Veda L. Simmons, Community Engagement Officer	FAA
Deputy Mayor Kathy Canestrino	City of Hackensack
Councilmember George Cronk	Borough of East Rutherford
Councilmember George Muller	Borough of Little Ferry
Councilmember Sam Conoscenti	Borough of Maywood
Paul J Griffo, TANAAC Co-Chairperson	Borough of Rutherford
Roy Luyster	Township of Rochelle Park
Dave Kingma	Township of Rochelle Park
Peter Kortright III	Bergen County Government
Joseph Dickinson	Teterboro Users Group (TUG)
John Brown	Guest
Connie Carpenter	Guest
Diana Castino	Guest
Melanie Harada	Guest
Gregory Hoffmann	Guest
Matthew Murray	Guest
Ellen Raber	Guest
Andrea Slowikowski	Guest
Mary Ellen Stickel	Guest

TANAAC – 4th Quarter - 2023
Teterboro Airport
October 25, 2023 – 6PM
Virtual Meeting
Minutes Summary

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

Ms. Sheridan turned the meeting over to Paul Griffo, Co-Chair for his opening remarks.

Mr. Griffo welcomed everyone to the meeting and shared his hopes for a productive meeting.

NEW BUSINESS

Ms. Sheridan proceeded with the first item on the agenda and 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.
- 2024 Airport Construction Projects
 - Runway 1/19 Rehabilitation
 - Mill and Pave
 - Upgrade Lighting Systems to LED
 - Rehabilitation of Stormwater Drainage Systems
 - Multiple locations around the airport, airside, and landside

OLD BUSINESS

Ms. Sheridan turned the meeting over to Mr. Gabe Andino, Manager, Teterboro Airport Noise Abatement Office who proceeded with the next item on the agenda which was the *Letter of Request to FAA for Proposed Noise Abatement Measures*.

Mr. Andino provided an update as summarized here:

The TANAAC committee letter of request was submitted to the FAA in June of 2023. The four measures requested in the letter are as follows:

1. Review the feasibility of developing and publishing an offset approach procedure to Runway 6.

2. Implement a Published Approach Procedure to Runway 1 and increase usage of this runway for arrivals.
3. Increase usage of the RNAV (GPS) X RWY 19 Approach during daytime hours by advertising this procedure on the TEB Automatic Terminal Information Service (ATIS) as the approach in use during daytime hours on Saturdays and non-peak daytime hours on Sundays.
4. Review the feasibility of increasing aircraft altitude at the Initial Approach Fix, UNVIL, for the ILS RWY 19 and RNAV (GPS) X RWY 19 approaches from 2,000 ft. to 3,000. Ft.

At this point Mr. Andino deferred to Ms. Veda Simmons, FAA Community Engagement Officer for an update on the status of these measures.

Ms. Simmons confirmed that the letter was currently being reviewed and they were in discussions with the FAA Regional Administrator on all four measures.

Ms. Sheridan observed that they seemed to be making progress on one or two of these items and she deferred to Mr. Tamburo for his observation on the progress taking place so far.

Mr. Ralph Tamburo, Port Authority Program Manager, confirmed that they were in discussion on all items and that the Runway 1 approach procedure was moving ahead and the FAA is on track to publish a procedure by February of 2025. They were also in discussion in regard to the Runway 19 Offset Approach.

Mr. Andino continued the meeting by providing an update on the *14 CFR Part 150 Noise Compatibility Program (NCP) Update* as summarized here:

The Part 150 NCP was formally approved at the start of 2023. Measures for noise abatement and noise program measures came out of this which the Port Authority will be pursuing over the next few years. They are in the process of determining the first steps in the implementation of some of the noise abatement procedures outlined in this document. These involve runway use, the development of new approach and departure procedures, and include some other areas such as how operations are performed at night.

Mr. Andino continued under old business by addressing the next item on the agenda which was an inquiry regarding congestion pricing at Teterboro Airport as summarized here:

A question about the possible use of congestion pricing was brought up during the prior TANAAC meeting.

- The question relates to a notice in the Federal Register dated September 10, 2023.
- The use of congestion, or peak pricing, at airports is allowed by the FAA under very narrow circumstances. GA airports do not align with FAA criteria regarding peak pricing. This type of arrangement would conflict with FAA regulations regarding airport access.
- Teterboro Airport is currently NOT considered by the FAA to be excessively congested.
- Traffic volume at Teterboro Airport varies since General Aviation (GA) airports do not offer scheduled airline service. Implementation of congestion or peak pricing arrangements would not be practical.
- The Port Authority will not be pursuing such a measure at this time.

Ms. Sheridan then turned the meeting to Mr. Andino for the Noise Office Statistical report.

Mr. Andino provided a brief summary of recent operator outreach efforts taking place at the airport this quarter. Noise Office staff attended the *NBAA Business Aviation Exhibition and Convention (BACE)* in early

October. During this event they promoted noise abatement measures in place at Teterboro Airport and promoted the use of the RNAV (GPS) X RWY 19 Approach to the pilot community.

AIRPORT STATISTICS

Mr. Andino continued the meeting by providing a Statistical Report for the 3rd quarter of 2023 for the period of January 1st to September 30th as summarized below:

Aircraft Movements:

The airport has had a total of 124,551 movements year to date so far for 2023. This reflected a 3.02% increase in movements over last year at this time. These totals were on par with 2019 figures. We had 6,230 nighttime movements between the hours of 11:00PM and 6:00AM. Nighttime flights made up 5.00% of total movements.

Noise Exceedance Violations:

The airport issued a total of 47 first time violations and 1 second time violation year to date. Violation notices issued were up compared to this time last year. The airport has a policy of “three strikes and you are out”. This means that three violations notices issued within a two year period can result in an aircraft being banned from Teterboro Airport permanently.

Runway Utilization:

The most utilized runway for arrivals continues to be Runway 19 with 51.74% of arriving flights using this runway. The most utilized runway for departures was Runway 24 with 55.57% of departing flights using this runway.

Helicopter Route Utilization:

The southern route to and from Manhattan continues to be the primary helicopter route used for 77.43% of arrivals and 77.82% of departures.

RNAV (GPS) X Runway 19 Offset Approach Utilization – 3rd Quarter 2023:

Runway 19 Arrivals: 24 Hours – Out of a total of 10,049 arrivals, 237 utilized the offset approach. This reflects an overall 24 hour usage of 2.36%.

Runway 19 Arrivals: (Nighttime) - 10:00PM – 7:00AM – Out of a total of 849 arrivals occurred during nighttime hours, 235 utilized the offset approach. This reflects a usage of 27.68% during nighttime hours.

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

RMS 101 – (7th & Berry Street in Carlstadt) – 57.0 decibels (-0.1 decrease)

RMS 102 – (Hamilton Street in Hasbrouck Heights) – 34.8 decibels (-1.1 decrease)

RMS 103 – (Prospect Ave – Hackensack) – 60.4 decibels (-0.7 decrease)

RMS 104 – (Park Street – Hackensack) – 53.0 decibels (+1.1 increase)

RMS 105 – (Bogota High School) – 47.8 decibels (+0.7 decrease)

RMS 106 – (Joseph Street – Moonachie) – 51.5 decibels (+.1 change)

Noise Complaints:

The airport received 53,046 noise complaints from 599 complainants. 26,093 of these complaints came from 34 complainants using third-party application software to automatically register complaints.

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

The communities that registered the most complaints were Maywood with 22,200 complaints from 9 residents, (One Maywood resident registered 21,899 of those complaints all by themself.) Rutherford registered 2,619 complaints from 39 residents, and Hackensack registered 2,257 complaints from 42 residents. (Six Hackensack residents registered 1,783 of those complaints using third party application software.)

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

The communities that registered the most noise complaints were Newark with 15,584 complaints from 17 residents, Lyndhurst which registered 3,283 complaints from 23 residents and Tenafly which registered 1,287 complaints from 18 residents. (One Tenafly resident registered 1,181 of these complaints using third party application software.)

Noise Complaints – Nature of Disturbance:

The top reasons given for the majority of complaints was *Too Loud & Low* with 43,243, *Too Loud* with 8,562, *General Complaint/Other* with 535, *Too Early, or Late* with 395, *Too Low* 151 and *Too Frequent* with 149.

Noise Complaints – Regional Complaints

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.

OPEN DISCUSSION

At this point Ms. Sheridan opened the meeting to questions and comments from TANAAC committee member towns as summarized below:

Peter Kortright, from Bergen County government, questioned an apparent pattern of noise complaints from the more northern towns in Bergen County and from towns closer to the airport and he wondered why there seemed to be a gap in complaints from the towns in between. He questioned why this could be happening.

Mr. Andino responded that this gap may be related to knowledge of the ways to register noise complaints. Interest in aircraft noise and information on how to register a noise complaint has been more readily discussed and shared by citizens in towns in the northern region of Bergen county (who have been actively involved with the airport/FAA over noise and routinely attend TANAAC meetings) and in towns closer to the airport (who are also very actively involved with the airport/FAA over noise and routinely attend TANAAC meetings). Towns in between, such as Paramus, are apparently less actively involved with the airport/FAA about noise.

Mr. Kortright asked if anyone had conducted a study of the route and compared it with complaints to see if there was any correlations between the actual route taken by an aircraft and complaints received. In addition, he asked if there was any way to track elevation of aircraft and compare it with complaints received along the route.

Mr. Andino explained that the airport Noise Office does this type of analysis as part of the investigation process when they receive a noise complaint. When a complaint is received the Noise Office staff identify the source of the complaint, the type of operation (i.e., arrival/departing traffic), the procedure that was being followed, the approach path taken along with other data/information collected about the flight. This

information is maintained in a database by the Noise Office and shared with the FAA and used for reporting purposes.

Mr. Kortright asked Mr. Andino to provide this data analysis for the next TANAAC meeting.

Councilman George Cronk of East Rutherford asked if there was any value in the use of a graph reflecting the altitude of planes coming in. He asked if a graph showing arriving aircraft's glide slope could also be provided during the next TANAAC meeting..

Mr. Andino said the airport Noise Office would put together the information requested by Mr. Kortright and Mr. Cronk and provide this data at the next TANAAC meeting.

Councilman Cronk also asked if there was any data available on planes that flew lower than the suggested glide path.

Mr. Andino said the airport Noise Office does not track that type of data (unless a call is made to report a low flying aircraft), however aircraft altitude is monitored by the Air Traffic Control Tower/FAA for flights into and out of TEB.

Cathy Canestrino, Deputy Mayor of Hackensack, commented that she was disappointed that only two flights used the alternate route during daytime hours this past quarter and she reiterated that daytime usage was the bigger issue for her residents. She also observed that she was glad that Noise Office staff had promoted use of the Route 17 offset approach during the recent NBAA Convention. She asked what type of feedback they received on this from aircraft operators.

Mr. Andino explained that they received predominantly positive feedback. Operators mentioned that familiarity with the route was a large part of the dynamic since there was a learning curve associated with the route, but once they were familiar with the route they had no issues with using it.

Deputy Mayor Canestrino commented that this backed up her attempts to get the FAA to make the alternate route the preferred route during daytime hours on lower volume days. She observed that once operators became more familiar with the route they would be more comfortable using it more often. She hoped that they would continue to pursue this issue to get this accomplished.

Deputy Mayor Canestrino went on to ask when the TANAAC letter was sent to the FAA.

Ms. Sheridan explained that the letter was sent to the FAA at the end of June and that the TANAAC committee was still waiting for an official response from the FAA. She went on to say that it was her understanding that Ms. Simmons was working on a response with the FAA Regional Administrator and that they anticipate receiving a response shortly.

Deputy Mayor Canestrino commented that it was disheartening that the committee had not received a response and it was almost November already.

Deputy Mayor Canestrino went on to ask if the TANAAC towns could help promote the Taxpayers for Aircraft Noise Solutions (TANS) petition which was currently circulating by members in the Pascack Valley area. She added that the town of Park Ridge passed a resolution in support of this petition, and that Hackensack had also passed a resolution supporting this during their recent council meeting. Hackensack also passed a resolution in support of encouraging mayors of other towns to support the petition.

Deputy Mayor Canestrino went on to ask if one of the permanent noise monitors currently stationed near Hackensack Hospital could be moved to the Hillers School or if she could get a portable noise monitor for the school.

Mr. Andino explained that they could not move the permanent noise monitors, or they would risk losing their grandfather status. The Noise Office can provide her with a temporary portable monitor for the Hillers School. He asked that Ms. Canestrino send him an email with the details and Noise Office staff would be in contact with her to set it up.

Councilman Sam Conoscenti of the Borough of Maywood wanted to know if aircraft taking the Route 17 Offset Approach turned for final approach nearer to Route 4 or if they continued along Route 17 until they were closer to the airport before making the turn in preparation for landing.

Mr. Andino explained that the turn takes place south of Route 4. Guidance provided to pilots is to visually reference high-rise buildings and the hospital in Hackensack as landmarks so that they don't make the turn for the approach too early or too late. Pilots will generally turn somewhere within two miles from the airport which is just prior to the WABC antenna in Lodi. This means the turn generally falls near the Maywood/Hackensack border.

Mr. Roy Luyster, representative from Rochelle Park, observed that aircraft appear to be taking off from Teterboro at a higher altitude which seems to be reducing noise. He also observed some Newark flights in his area lately. He complimented the men and women in the Air Traffic Control Tower and said they were doing a very good job. He observed that he was still trying to reach some staff from the Port Authority and the FAA in order to have a discussion with them, but that overall, everything looked good over Rochelle Park.

Mr. Paul Griffo, representative from Rutherford, asked for additional details on why Tenafly had over a thousand complaints recently.

Mr. Andino explained that aircraft on an approach to Runway 24 would impact towns to the northeast of the airport such as the Tenafly area. This approach is not used often (under 10% of approaches use this runway) but if wind direction dictate it's use then this could mean increased traffic over those towns, including Tenafly, which could cause an increase in complaints from that area.

Mr. Griffo went on to question if the Runway 1 approach for landing, to be published by the FAA in February of 2025, was being used now.

Mr. Andino explained that the Runway 1 approach for landing being used now requires pilots to follow the ILS for Runway 6 and then make a turn to the east over the Lyndhurst area, circle around MetLife stadium in Rutherford, and land. Since this is a visual approach it's use is restricted. It cannot be used during certain weather conditions and in certain visibility conditions. In February of 2025 the FAA will be publishing a GPS approach to Runway 1, this will allow the approach to be used with instruments in the cockpit. This will allow it to be a more stable, safer and repeatable approach. Other runways at Teterboro already have GPS or RNAV approaches. Once this approach is published it will become readily available for all pilots for use. This should result in increased use of the approach for landing and since it will take flights away from residential areas it should be a benefit for towns such as Rutherford.

Mr. Griffo observed that people in the Rutherford area will be very happy to hear this. He added that he also supports the installation of a portable noise monitor at the Hillers School in Hackensack as requested by Deputy Mayor Canestrino.

At this point Ms. Sheridan opened the meeting to questions and comments from guests as summarized below:

Ms. Mary Ellen Stickel, resident of Washington Township, thanked the committee for the presentation and inquired about the typical audience attending the NBAA Convention.

Mr. Andino explained that the convention was primarily attended by people involved in all areas of the business aviation industry. This included pilots, aircraft owners and manufacturers, businesses with ties to the business aviation industry, aircraft services, sales and marketing, and tourism. The target audience, for the purposes of the Noise Office, were airport users. This included pilots and flight crews, aircraft operators, charter companies and management firms that manage aircraft and anyone else involved in using the airport.

Ms. Stickel asked if the purpose in attending was to promote increased usage of Teterboro Airport.

Mr. Andino replied “No, it was not”.

Ms. Stickel went on to question security measures at Teterboro airport and asked if the airport had TSA checks.

Mr. Andino replied that General Aviation airports operated differently than commercial airports when it came to security. General Aviation airports do not have TSA agents, however they do have stringent security measures that they are required to follow.

Ms. Sheridan explained that General Aviation (GA) passengers are known to pilots and flight crews prior to the flight. GA flights are generally business travelers flying for major corporation or guests flying a charter flight. In all cases the names of passengers are cleared by the aircraft operator through the National Database Registry. GA airports all have required security checks. Fixed Base Operators (FBO) are required to follow very strict FAA regulations for security. Anyone airside must be cleared by the Fixed Base Operator’s security team and all passengers are fully vetted by the operator and are known to the flight crew prior to the flight. General Aviation airports do not handle random people like at a commercial airport so since passengers are known to the FBO, the pilot and the crew, security is handled differently.

Ms. Stickel went on to ask how international passengers were handled.

Ms. Sheridan explained that Teterboro Airport has a US Customs and Border Patrol (USCBP) office on site and that people traveling internationally were required to be cleared by US customs.

Ms. Stickel also mentioned that she was part of the group Taxpayers for Aircraft Noise Solutions (TANS) and that anyone interested in joining the group, or signing the current petition that was circulating, could email the group at TANSPVNJ@gmail.com for information. Information was also available on the Park Ridge Borough website (under the “committees” tab).

Mr. John Brown, resident of Maywood, thanked the committee for tonight’s presentation and for their answer to his questions on congestion pricing which he had brought up during the January TANAAC meeting. He observed, (in response to Mr. Griffo’s question about the number of complaints from Tenafly) that the data presented tonight indicates that the majority of complaints from Tenafly came from one person using third-party software. With regard to Deputy Mayor Canestrino’s request for a monitor for the Hillers School, he observed that the Hillers School was only 1,200 ft from Hackensack Hospital (which already had a permanent monitor) and that placement of a noise monitor at the school might be duplicating data and might not show much difference than what was reflected at the hospital. He went on to comment on the emphasis placed on the number and location of complaints. He felt that it was a possibility that a lot of

people (himself included) have stopped registering complaints because they were tired of registering repeated complaints with “nothing ever getting done”.

Ms. Ellen Raber asked if there was any feedback from the FAA with regard to the question she brought up at the July TANAAC meeting about the system used by the FAA to register noise complaints. Her main issue with the system was that it took too much time to log in the information for each aircraft and that it should be simplified. She asked when could she expect to receive a response on this from the FAA.

Ms. Sheridan confirmed that her office had not had any feedback from the FAA on this subject. Ms. Sheridan said she would forward the request to Ms. Simmons, the Community Engagement Officer for the FAA, for reply.

Mr. Andino followed up by asking Ms. Raber to forward to him the details on the website she was using. He wanted to look at the site to see if the site she was using was indeed an FAA sponsored website.

Ms. Raber asked if someone from the TANAAC committee could forward the link to the petition currently circulating by the TANS group.

Mr. Kortright suggested that Ms. Raber consult the Park Ridge website for the information on the TANS petition or contact a TANS committee representative directly.

Mr. Gregory Hoffmann, Councilman from Park Ridge, explained that the link to the TANS petition was on the Park Ridge borough website. He went on to say that Park Ridge had passed a resolution in favor of the TANS petition. The petition requests that the FAA consider making the RNAV (GPS) X RWY 19 approach the preferred route especially on weekends. He then asked Mr. Andino to bring up the Regional Complaints slide from the presentation, and pointed out that he was seeing a higher number of complaints concentrated in the area near the Woodcliff Lake reservoir down into the Pascack Valley area. He asked if TANAAC would reconsider their rule that membership be limited to boroughs within a 5 miles radius of Teterboro Airport because other areas (outside of this range) were being affected and he felt that they were not adequately represented.

Mr. Griffo said they would take Mr. Hoffman’s request into consideration.

CLOSING REMARKS

Ms. Sheridan thanked everyone for attending tonight’s meeting and expressed her appreciation for the varied ideas presented. Mr. Griffo also thanked everyone for attending.

The next TANAAC meeting is scheduled for **Wednesday, January 24, 2024.**

With no further business to come before the committee the meeting was closed by Ms. Sheridan.