

**A Summary of the Teterboro Airport Manager’s Meeting
Port Authority
TEAMS Virtual Meeting
90 Moonachie Avenue
October 12, 2022 10:30AM**

This meeting took place as a video/audio conference call via Microsoft TEAMS.

Welcome

Maria Sheridan welcomed everyone to the Teterboro Airport Manager’s meeting and thanked everyone for attending.

COVID-19 Update

Maria provided an update as summarized here:

As of today, the airport has had a total of 153 reported coronavirus cases. All 153 of these cases have recovered and returned to work.

Maria reminded everyone that FEMA cloth masks can still be obtained at the Manager’s Office by contacting Patty Salvato at pasalvato@panynj.gov or 201-807-4020. Masks are option at airports and public transit hubs.

Airport Management Report

Maria provided the following statistics report for September 2022:

	2022	2021	% Change
Month A/C Ops	16,775	13,340	26%
Monthly Jet Ops	14,065	11,284	25%
YTD A/C Ops	120,897	96,128	26%
Fuel (gallons)	5,950,929	4,664,853	28%
YTD Fuel	41,149,659	32,309,788	27%
Int’l Arrivals	914	632	45%
YTD Int’l Arrivals	6,523	3,850	69%

Highest Activity Day: 758 – Wednesday, September 8th

Day(s) with operations over 600: 14 Over 700: 3

The airport had a total of 16,775 operations during September. This was up 26% compared to this same month last year. Year to date we had a total of 120,897 total movements. This was up 25%. We pumped 5,950,929 gallons of fuel during September. Year to date we pumped 41,149,659 gallons of fuel. This was up 27% from last year. International arrivals were up 45% with 914 flights during the month. Year to date international arrivals were up 69%. The highest day for activity occurred on Wednesday, September 8th when we had 758 aircraft movements. We had 3 days with over 700 movements and 14 days with over 600 movements.

Airport Operations Report

Scott Marsh provided an update on Airport Operations as summarized here:

Airfield Construction Project Updates

- Runway 6/24 Rehabilitation – 2022 to 2023 – Rehabilitation work to Runway 6/24 started in April 2022 and will continue thru April 2023. This work involves weekday and overnight closures to Runway 6/24.
 - Grooving work has been completed along the runway.
 - A 12-hour closure is scheduled for Sunday, October 16th from 12AM to 12PM.
- Hours of Work/Staging are as follows:
 - Runway 6-24 Weeknight Closures (April 2022 thru April 2023):
 - Sunday, Tuesday, Wednesday, and Thursday – 10:30PM to 6:30AM the following morning.
 - Monday 10:30PM to 8:30AM Tuesday.
 - Runway 6-24 Weekend Closures: (May 2nd thru November 30th)
 - 12-hour closures – Sunday 12:01AM to noon Sunday (October 1st thru November 30th – Total of 6).
 - Airport Weekend Closures:
 - 12-hour closures – Sunday 12:01AM to noon Sunday (October 1st thru November 30th – Total of 2).
- FAA Construction (Summer 2022)
 - ILS RWY 19 System Upgrade: Work commenced on July 11th and will continue until November 7th.
 - Full ILS will be returned to service on **November 7th**.
 - PAPI (RWY 19) has returned to service.
 - RWY 06 Rollout RVR has returned to service.
- FAA Construction (2023)
 - The following FAA projects are scheduled to take place in 2023:
 - RWY 01 VASI upgraded to PAPI
 - Power Distribution Upgrades:
 - RWY 01 VASI/PAPI and REILs
 - RWY 06 LOC
 - RWY 06 GS
 - RWY 24 PAPI
 - ASOS (Automated Weather System)

- FAA Construction - ATCT Control Tower - Original 300' crane was replaced with a 231' crane on May 19, 2022.
 - NOTAMs issued due to the 231' crane:
 - FDC 2/6498 TEB IAP – ILS or LOC RWY 6, AMDT 291...S-ILS 6 DA221/HAT 215 ALL CATS.
 - FDC 2/6497 TEB IAP – RNAV (GPS) Y RWY 19, AMDT 1...LPV DA281/HAT 275 ALL CATS.
 - FDC 2/6496 TEB IAP – ILS or LOC RWY 19, AMDT 1...S-ILS 10 DA281/HAT 275 ALL CATS.

It is anticipated that crane work will be completed, and the NOTAM removed by the end of the month.

Local Airport Update

- Newark (EWR) Airport:
 - RWY 4L/22R Interim Rehabilitation
 - Multiple periods of runway closures.
 - Taxiway Z Rehabilitation
- JFK Airport:
 - RWY 4L/22R Interim Rehabilitation
 - Multiple runway closures of 96-hours and 24-hours.
 - Taxiway C Rehabilitation
- Morristown (MMU) Airport:
 - RWY 23 Glide Slope and MALSR upgrades

FAA Annual Certification Inspection – October 25, 26 and 27 - A comprehensive inspection of the entire airfield will take place on October 25, 26 and 27, including fuel related inspections at the FBO fuel farms and fuel trucks. FBOs are reminded to be sure that fuel trucks maintain a 10-foot separation from each other and are parked at least 50 feet from buildings and aircraft. In addition, any open items/issues should be corrected prior to the inspections.

Addendum: *The FAA Annual Certification Inspections have been postponed. New dates are to be determined.*

Events Outlook – October / November – Scott Marsh provided a list of upcoming events for the months of October and November as follows:

- October Events:
 - Yom Kippur – October 4th to October 5th
 - Columbus Day/Indigenous Peoples' Day – October 5th
 - BRAVO CON-NYC – October 13th to October 17th
- November Events:
 - Daylight Savings Time ends – November 6th
 - Election Day – November 8th

- Veterans Day – November 11th
 - Getaways – November 2nd to 4th and November 9th to 10th
 - Returns – November 14th to 15th
- Thanksgiving Day – November 24th
 - Getaways – November 16th to 18th and November 22nd to 23rd
 - Returns – November 28th to 29th

The airport community is reminded to keep these events in mind and plan ahead in order to avoid congestions/gridlock at the airport. Users are encouraged to work with FBOs to make sure facilities are available to accommodate arrival times and days especially during some of these events.

Airport Security Update

Scott Marsh provided an update on security items as summarized here:

- Operations Audit Update – Operations staff performed 150 ID audits in the month of September. They found one ID badge issue which was subsequently corrected. In addition, the airport had 47 successful VIP movements during UNGA. Scott thanked PAPD, Operations and the FBOs for their efforts during UNGA and for another successful month in keeping the airport secure.
- Airport ID Badge Accountability and Ramp Access - It is important to keep ramps as secure as possible. Scott Marsh reminded the airport community that only individuals with a valid ID badge and the proper access privileges should be allowed access to ramps. It is the FBO’s responsibility to monitor ramp access for their facility and to know who is on their ramps and what their access privileges are. Anyone without access privileges should be under a positive escort when on the ramp.

Airport Operations Report

Dan Snyder provided a construction report for the Resident Engineer’s Office on the progress on the Rehabilitation of Runway 6-24 project as summarized here:

The *Runway 6-24 Rehabilitation project* was awarded on March 14th. Construction commenced on March 22, 2022. The General Contractor on the project is *Tilcon of New York, Inc.*

Contract Milestones	
Scheduled Completion Date	Description
August 31, 2022	Complete all asphalt milling and paving work, excluding grooving.
November 30, 2022	Complete all electrical light systems work, including photometric testing, except Runway 6-24 TDZs.
April 28, 2023**	Complete all remaining work.

**Currently the project is ahead of schedule and work is anticipated to be completed December 2022.

Work that has been completed:

- All grooving work has been completed for Runway 6/24 and a portion of 1/19.

- Runway Centerline, Guard Bar, TDZ, and LAHSO systems have also been completed.
- Taxiway Centerline Systems are completed.
- Airfield striping will take place this weekend.

Items Remaining to be completed and estimated completion dates:

- Runway Edge Lights – Week of October 17th
- REILS – End of October
- Landscaping/Seeding – Week of October 17th
- Photometrics – Week of November 14th
- Replacement of 1 pavement weather sensor – Mid-December
- Any additional work requested by TEB facility – To be determined

Snow & Ice Control – 2022-2023 Winter Season (November 2022 to April 2023)

Jonathan Seibert provided the following report on the 2022/2023 snow season:

- Preparedness Actions
 - Snow and Ice Control Plan (SICP) Review has been submitted and is currently pending FAA approval.
 - Operations & Maintenance training is in progress
 - FBO Snow Briefing will take place on October 19th at 10AM via Microsoft Teams
 - TEB ATCT Snow Removal Ops Training will take place on October 20th
 - Equipment Operator Dry Run training is scheduled for October 31st (weather permitting)
- Snow Clearing Strategy
 - During a snow storm Operations will focus on keeping one primary runway open. The non-priority runway will be closed for the duration of the storm. This strategy was deployed over the last two snow seasons and proved successful.
 - The benefits of this strategy are safer runway surface conditions and flexibility to plow as needed, reduced closure lengths to 30 minutes or less, less disruption to the NAS (to allow NY TRACON to plan better for Teterboro arrivals), reduces lengthy hold times, and allows for safer operating conditions for plows and aircraft operators by reducing the likelihood of vehicle incursions or ground collisions.
 - The drawbacks of this strategy are longer clear up time on the non-priority runway after the storm has concluded.

FAA Report

Jason Beim was unable to attend today's meeting. No update was provided.

Questions/Discussion

Dave Belastock (TUG) requested that Operations send them written materials for pilot procedures for anti-icing/de-icing.

Dave Belastock further went on to update the group on a couple other items.

As winds begin to favor the west and the northwest it becomes increasingly likely pilots will fly the ILS 6 Circle to Runway 1. The FAA will publish two VFR way points to appear on sectional charts and to appear in FMS data bases starting with the November 3rd database. One point puts aircraft on to a left base for Runway 1 and the other to a final approach to Runway 1. These are optional for pilots to use. TUG will be disseminating information about this. This will provide enhanced guidance, situational awareness and more predictable tracks laterally and vertically. TUG is working with Honeywell on a trial with a few select operators drawable from a Honeywell FMS database. Pilots will be able to insert into their flight management systems an advisory guidance that will provide highly predictable and repeatable lateral and vertical guidance to Runway 1. A few operators will participate in this trial program for now in anticipation of this becoming more widely available for use by the pilot community.

NY State legislature has passed a bill that will allow individuals citizens in NY to seek monetary reparations for noise generated from rotorcraft. This can have a negative effect on rotorcraft operations. NBAA has reached out to the business aviation community to encourage the Governor of NY to Veto this legislation. Dave encouraged people to go on the TUG website (<https://teterborousersgroup.org>) or NBAA website(<https://nbaa.org>) and click on the link to submit a pre-formatted message that would go to elected officials about this bill.

Joe Dickenson (TUG) commented that this bill applied to everyone all the way down to the FBOs that fuel the helicopters as being open to potential litigation.

Wildlife Management Report

USDA Biologist Terri Riotto provided the following update:

Average Number of Birds per Survey – 20 birds were observed per survey in September. This was average compared to the historic averages for this time of year. October may see an increase in activity due to the Fall migration.

Birds per Survey by Guild - Observations by guild consisted mainly of Doves & Pigeons, Small Perching Birds, Blackbirds, and Raptors.

On-Airport Observations by Guild:

- Doves & Pigeons – 36.59%
- Small Perching Birds – 26.83%
- Blackbirds – 19.51%
- Raptors – 13.01%

Raptor Relocation Program:

Raptor activity increased in September. In total, 35 Raptors were trapped and relocated during September. So far this year, 88 Raptors have been relocated as part of this program.

Wildlife Strikes:

Kestrels are the species most involved in strikes at the Teterboro airport. The USDA continues to make an effort to trap and relocate these species from the airfield to try to reduce the number of strikes at the airport. We had a total of 10 wildlife strikes during September.

A summary of these strikes is as follows:

Species	Strikes	Comments
American Kestrel	3	
Brown-headed cowbird	1	Was ingested into an engine while the aircraft was taxiing to depart.
Eastern red bat	1	
Killdeer	1	
Osprey	1	A damaging strike occurred to an aircraft on approach to Runway 19 in the area of 5 nautical miles north of TEB airport. A snarge sample was obtained and the species was ultimately determined to be an Osprey.
Peregrine falcon	1	This was a banded bird so information regarding the origins of this bird are pending.
Snarge	2	Two snarge samples were collected off airport and are awaiting identification.

Wildlife strikes in September were average compared to historic numbers.

Deer mating season commences September/October so activity may increase. Everyone is reminded to notify Airport Operations should they spot a deer in the area. Be mindful to keep all gates secure and closed when not in use.

Noise-Office Report

Gabe Andino provided an update as follows:

Noise Complaints

The number of complaints were up significantly during September. We had a total of 7,949 total complaints from 190 individual callers. 799 of these complaints were for aircraft noise during nighttime hours of 10:00PM to 7:00AM. Year to date we have had a total of 60,718 total complaints from 1,061 callers.

The majority of complaints from communities within a 5-mile radius of the airport continue to come from Hackensack and Maywood located to the North of the airport. These complaints typically are related to arrival traffic on approach to Runway 19. We had a few days where we were landing aircraft to Runway 6, which caused an increase in noise complaints from Rutherford and Carlstadt located to the South of the airport.

The majority of complaints by communities within a 20-mile radius of the airport continue to come from the upper Northern Bergen County areas and are the result of arrivals to Runway 19. Complaints have increased from these areas due to increased air traffic at the airport during the Fall.

Noise Violations

We had a slight increase in violations this month. The airport issued 11 first time violations, 1 second time violation and 5 warnings during September. Year to date we issued 46 first time violations, 3 second time violation, and 23 warnings. Overall noise violations are down for the year.

Quarterly TANAAC Meeting

The Quarterly TANAAC meeting will take place on Wednesday, October 26th at 6:00PM. This meeting will continue to be held virtually via Microsoft Teams. Please contact Gabe Andino at gandino@teb.com with any questions or to request a link to the meeting.

Open Discussion:

Dave Belastock asked if they are able to tell if the increased number of complaints coming in are the result of an organized community effort regarding noise.

Gabe Andino responded that yes, in some cases the complaints being received were part of a coordinated effort by community leaders to encourage people to submit complaints. This has contributed to an increase in the number of noise complaints received recently, especially from communities to the north.

Joe Dickenson commented that the alternate approach was being advertised at night and he wondered if they had seen any increase in the use of this alternate approach.

Gabe responded that they were in the process of compiling data and that yes, they were seeing a more consistent use of the alternate approach, (when conditions permitted) during the time from 10PM to 6AM. They are starting to see a good number flying this approach.

Barbara Briccola requested clarification regarding ID Badges. She wondered what the red and blue stripe on the ID badges meant.

Scott Marsh and Jonathan Siebert both clarified that a blue stripe on the ID badge was strictly limited to Operations staff, Port Authority Police, ARFF, Airport Maintenance staff and Airport Management staff. This blue stripe provides for unlimited access at the airport and is not issued to anyone outside of the previously named groups. FBOs are *only* given ID badges with a red stripe on them which restricts access to each particular FBO's ramp only. In a case in which an FBO has an *accountability system* in place to allow for monitoring/tracking of instances of additional access allowed onto the ramps of a nearby FBO, then the initial FBO of issuance is ultimately responsible for all access which takes place under this arrangement. All ramp access by individuals or entities without a proper access privileges/ID badge must be under a positive escort while on the ramp. FBOs are responsible for monitoring who is on their ramps and what access privileges they have been granted.

Upcoming Events:

- TANAAC Meeting – October 26th – 6:00PM – (To be held virtually)

- Part 139 Certification Inspection – October 25th to 27th (*Inspections have been Postponed*)
- Manager’s Meeting – November 9th – 10:30PM (To be held virtually)