

TUG Meeting Notes

Wednesday, May 16, 2012

Port Authority Conference Room, 90 Moonachie Ave, Teterboro, NJ 07608

Introductory remarks: New TUG website under development.
NBAA Regional Forum, First Aviation, Teterboro, June 7, 2012.

June 6: NBAA is seeking volunteers to serve on a panel of business aviation professionals to provide career information to local students. NBAA is also seeking people to recruit students to attend the panel discussion. Interested parties should contact TUG via a reply to this email.

Rockwell Collins business aviation products/services: Mike Lewis, Mitch Bernstein, Dianne Tarantino

Mitch Bernstein, Northeast Regional Sales Representative: HUD symbology to include tail strike warning, runway remaining in feet, AOA indicator.

Mike Lewis: benefits of HGS, to include SA CAT I, SA CAT I WAAS/LPV, SA CAT II, SA CAT II WAAS/LPV, RNP .10 Approach, EFVS/EVS, SFVS

10 operators in the room are equipped with HUD/HGS and use it consistently

Retrofit cost = approx. \$500,000.

Dianne Tarantino: Ascend Flight Information Solutions – Flight, Cabin and Maintenance

Flight: Trip planning & support, weather services: reg'l trip support, int'l trip support, flight manager, datalink, flight planning, trip quotes, flight watch, runway analysis, sched & dispatch (FOS), WX, fuel stop analyzer, wt & bal analyzer, etc. One support solution.

Flight Operations System (FOS) Scheduling & Dispatch: comprehensive flight ops mgmt. solution.

Flight Manager (original to Air Routing): Monitor the progress & services for each trip, view text & graphical wx in several formats. Access to Regional Trip Support Tools (online flight planning, datalink message management, wt & bal, rwy analysis, GPS RAIM prediction, wx), critical document repository, archived/historical trip data, billing resources, easy access via internet and now via iPad app.

Rwy analysis can be used to satisfy FAA regulatory requirements.

EU ETS Services

Online Flight Planning: 2 types of subscription.

Datalink through Satcom Direct. Unlimited VHF and Satellite flight deck data link

Dedicated Flight Watch (part of WX services). CDM Participants receive priority handling by ATC, GA Desk acts as a liaison and provides redundancy, increased crew situational awareness (real-time notifications, EDCTs or programs affecting flight), flight following & emergency notifications procedures (SMS).

Wt & Balance (partnered with APG)

Weather Resources: staffed 24/7/365

Fuel Resources

Online International Trip Quotes: calculate upfront costs, integrated fuel stop analyzer

Comm/Nav/Surveillance (CNS) Task Force - NetJets Manager Air Traffic Programs Pete Elmore

CNS - FAA Industry group (part of RTCA, began August 3, 1981):

CAT I standard RVR 2400

CAT I/LPV(<250' HAT) RVR 1800: Autopilot or FD or HUD to DA, RVR (1), 200' DH

SA CAT I/II: All benefits achieved with MALSR lighting only. No ALSF-2 required for SA Cat II. Immediate savings on order of \$6M; difference in price of MALSR and ALSF-2 systems; requires CAT II LOA/Op Specs

SA CAT I RVR 1400: HUD to DH, RVR (1), 150' DH

SA CAT II RVR 1200: Auto Land or HUD to touchdown(=> CAT III certified HUD), RVR (2), 100' DH

2011 forward: SA CAT I -142 eligible now, 28 need RVR install; SA CAT II – 38 eligible now (165% Increase in CAT II), 48 need LOC antenna; upgrade =\$2.4M

SA CAT I: 150' DH(RA), 1400 RVR CAT I minima

Requires: HIRL and MALSR, SSALR, or ALSF, Unrestricted CAT I ILS, Use of HUD to DH, OpSpec, MSpec, or LOA approval (C052)

Will reduce mins at 162 airports, including many Business Aviation fields, including Teterboro.

SA CAT II: TDZL, RCL, and ALSF-2 NOT required

Requires: ILS flight checked to CAT II standards, HIRL and MALSR, SSALR, or ALSF, OpSpec/MSpec/LOA (C059), Chart Note: Reduced Lighting: Requires specific OpSpec, MSpec, or LOA approval and autoland or HUD to touchdown.

Teterboro currently has only 1 RVR, but is slated for an additional RVR in 2013, as well as GS antenna upgrade, to accommodate SA CAT II.

142 Additional Approaches at 110 additional Airports will be served by SA CAT II.

EFVS/SVS/CVS (Combined Vision Systems) Update

AC90-EVS being revised to eliminate 100' DH, such that you need only see the runway through your EFVS.

Looking to use EFVS to reduce SMGCS low vis taxi to 300' RVR.

WAAS Quarterly PAN Report:

95% horizontal accuracy at Denver is 0.527 meter, 95% Vertical Accuracy at Billings .822 meters

ADS-B Mandate in US is 2020. Europe is 2015.

Currently, over 9000 LPVs, LNAV/VNAV and GPS procedures in the country. Adding approximately 500 a year.

PDC – Note: you do not have a legal and valid PDC until you read it all the way to the end of the message (end of clearance), including the Remarks section. The SID may be buried at the bottom of the PDC.

Canada Operations: “Descend and Maintain” means descend and maintain and COMPLY WITH THE RESTRICTION; “Climb and Maintain” means climb and maintain and COMPLY WITH THE RESTRICTION

Dalton 19: elimination of 800’ altitude restriction prior to beginning turn to 280 went into effect on April 5. Some aircraft continue to proceed beyond the 2nm radius. The Dalton 19 Test Program has created a “catch 22”: because the test program requires the same 10nm gap as for the RUUDY 4, crews are not requesting the Dalton 19; because the Test Program is not generating enough data, it continues to be extended. The more data we can gather, and the more accurately we fly the procedure, the greater the likelihood of successful completion of the test program.

ILS 19: Pilots may see a “bump” in the ILS 19 glideslope during VMC when aircraft are taxiing on Q. May occur at FAF and also at mins.

Mandatory Occurrence Reporting - TEB ATCT Staff Specialist Larry Brady.

The following article appeared in a recent issue of Flying Magazine:

When Should a Pilot Lawyer Up?

If you received a phone call from a FSDO inspector questioning something you did as PIC, how would you respond?

By Stephen Pope / Published: Apr 26, 2012



[Enlarge Photo](#)

I attended a meeting last night at Morristown Municipal Airport (MMU) in New Jersey, where officials from the tower and the FAA were on hand to discuss with local pilots the new Mandatory Occurrence Reporting (MOR) system that many have likened to an ATC snitching program.

Here's a quick overview in case you aren't familiar with the MOR process. Starting on January 31 of this year, the U.S. Air Traffic Organization issued an action order instructing controllers to report anything out of the ordinary, including communication errors, pilot deviations from ATC commands and just about anything else that a controller did not expect to happen – whether the blame lies with the pilot, the controller, or perhaps both. In case you're wondering, this is happening at all towered airports and ATC facilities across the country.

The MOR program is part of a broader safety initiative that is actually being driven internationally by ICAO. The idea is to collect as much safety data as possible to identify and correct systemic problems early. That's great. In many ways, the program is very similar to the FAA-funded and NASA-administered Aviation Safety and Reporting System (ASRS), which we pilots like to think of as our "get out of jail free" card since filing an ASRS report gives us a level of protection from punitive certificate action if we screw up.

A number of the pilots who attended the meeting at MMU said they were all for improving safety, but they feared that they could personally be swept up in certificate actions that in the past wouldn't have escalated beyond a tongue lashing from the tower or a discrete phone call. The problem, as many see it, is that the mandatory occurrence reports now end up in the hands of the local FSDO, which then has the duty to investigate an incident and decide whether to escalate a pilot deviation into what could grow into a certificate action.

The FAA official at the meeting, a FAAST Team member who was speaking on behalf of the FSDO, pointed out that if you did something really bad in an airplane, it wouldn't matter: it'd be reported to the FSDO anyway. The MOR program, he said, isn't about getting pilots into trouble, it's about gathering data and improving safety. For instance, say there was an airplane that had a gear problem at three different airports in the span of a month. In the past, the FAA would have no way of tracking that and remedying a potential safety problem. Now, that information could alert the FAA to the potential issue and, at the very least, lead to a phone call from the FSDO to the aircraft owner.

<>This all leads to an interesting question: If the FAA called you on the telephone because something you did in your airplane generated an MOR, how would you respond? ALPA tells its airline pilot members not to say a word to the FAA and instead let their lawyers handle it. AOPA's position is the same, and it's part of the reason it offers its pilot legal services program.

The FAA representative in the room had a different take. He said whether you choose to clam up and contact a lawyer or not should be decided on a case-by-case basis. Did you do something that will likely lead to a certificate suspension or, worse, revocation? In that case, yes, you probably want to speak to your attorney. But what if the FAA is just calling to get your side of the story? If you give a curt "no comment" and hang up on the FSDO inspector, he or she has no choice but to elevate the matter to the next level. If you'd just spent a few minutes on the phone having a friendly conversation – much like you might do with a police officer who pulled you over for something minor while driving – the matter might be quietly dropped, or escalate no further than an administrative action, requiring you to get some extra training but with no certificate action.

It's an interesting philosophical question, and every pilot will respond differently, of course. Let's all hope we never have to make that decision, but let's also understand that we should have an idea of what we'll say long before the telephone ever rings.

Airport Operations Update - Renee Spann, Pam Phillips:

As long as an aircraft with a MTOGW in excess of 100,000 lbs certifies that they will operate at less than 100,000 lbs, they will be permitted to operate at TEB.

TEB PRELIMINARY STATISTICS – APRIL 2012

Aircraft Movements:

- Total monthly aircraft movements for April 2012 were 12,357, a decrease of approx. 4.70% from April 2011
- Total monthly jet movements for April 2012 were 10,225, a decrease of approx. 4.92% from April 2011
- Total year-to-date aircraft movements from January 2012 through April 2012 were 47,520, a decrease of approximately 1.40% from January 2011 through April 2011

Fuel Flow:

- Fuel dispensed in April 2012 as denoted by farm operators was 3,447,158 gallons, a decrease of approximately 2.72% from April 2011
- Fuel dispensed YTD as denoted by farm operators was 13,711,836 gallons sold from January 2012 through April 2012, an increase of approximately 1.19% from January 2011 through April 2011

Wings and Wheels Expo 2012: The New Jersey Aviation Hall of Fame will hold the Teterboro Wings and Wheels Expo on Father's Day weekend, June 16 and 17, 2012.

Renee Spann: SuperBowl 2014 planning in progress. PANYNJ has been brainstorming, and TUG has participated in planning committee meetings. The next planning committee will take place on Thursday, June 14 at 12:30 pm in the Port Authority Conference Room, 90 Moonachie Ave, Teterboro, NJ.

Why was TEB shut down for the President's visit, as opposed to previous visits when the airport was permitted to continue to operate?

An analysis is ongoing regarding this event, as neither the PANYNJ, Teterboro Tower nor NY TRACON were given sufficient notice about the TFR closure to permit a response. Aircraft were permitted to file for Teterboro, but had to divert during the closure. The airport was not technically closed, as it was open to lifeguard, emergency and military operations. General aviation operations were unavailable. The TFR was published late Friday afternoon for a Monday morning event. The President's location on the upper west side of Manhattan, closer to Teterboro than previous visits, generated this Secret Service requirement.

Peter Bellini – Business Aviation Forum Update

The next Business Aviation Forum will take place on Thursday, June 14, 2012 at historic Newark Airport Building 1. The Business Aviation Forum provides the opportunity for business aviation professionals to share with the FAA our unique capabilities and insights in order to shape

infrastructure and procedure development for maximum efficiency. All interested parties are welcome to attend. Agenda to follow.

Tactical Route Coordinator – Ralph Tamburro: NY TRACON participates in a weekly telcon with PANYNJ and Flight Planning Service Providers to coordinate GA's use of underutilize fixes to reduce delays at Teterboro. The Tactical Route Coordinator program has been in place, to one extent or another, for 3 years. The biggest challenge has been staffing. From May 29 – June 8, the TRC position will be evaluated to justify continued funding. NY TRACON is aiming for full-time staffing of this position.

Next Meeting is Wednesday, July 18, 2012: Aeromedical program