

Minutes of TUG Meeting – 3/20/2013

Introduction

Opening Introduction came from Gary Charlton from FlightSafety International.

Ralph Tamburro – Traffic Manager, NY Tracon

- Teterboro's "Dalton 2" VFR departure procedure became effective on March 7, 2013.
- Major changes to the procedure include requiring the turn to 280° to be completed by 2.4 DME (instead of 2.0 DME previously), and reducing the maximum speed to 180 knots (190 previously).
- Due to inclement weather, only two aircraft have flown the procedure to date. However, both aircraft flew the procedure correctly.
- During the next 6 months, the flight path of each aircraft that flies the procedure will be carefully monitored to evaluate performance.

Renee Spann – Manager TEB Airport

- February 2013 saw 11,105 movements at TEB, down 8.32% from Feb. 2012.
- Jet operations were down 0.9% to 9,617 from this time the previous year.
- February 2013 fuel sales are down 6.4% to 3,291,103 gallons. Year-to-date fuel sales are down 0.03% at 6,659,084 gallons.
- There has been a downward trend in the number of operations during the past 12 months. It was theorized that numerous days of adverse weather (including Hurricane Sandy and snowstorms) may be contributing factors, but the impact of those specific days has not yet been examined.

Pam Phillips – Port Authority of NY & NJ

- This winter has brought 38 inches of snowfall to TEB so far this year.
- Numerous construction projects are planned for the airport, including:
 - A bottom rail on the airport perimeter fence, to enhance security
 - Engineered Materials Arresting System (EMAS) on the departure end of Runway 24
 - A patrol road to allow vehicles to circumnavigate the airport without crossing runways
 - Runway/taxiway signs damaged by Hurricane Sandy will be replaced with LED-lighted signs
- A bald eagle was recently spotted on the airport. Pilots are encouraged to report wildlife issues.
- NOTAMs that prohibit circling to Runway 1 at night have been published by the FAA, apparently without the airport management's – or ATC's – knowledge.
 - It was suggested that towers and trees are the reason for these NOTAMs.
 - Leo Prusak (Manager of Tactical Operations, FAA) expanded on this issue by discussing the problems that cell towers are creating.
 - These towers – sometimes built without FAA knowledge or the required paperwork – have caused Minimum Vectoring Altitudes (MVAs) to be raised in the northern NJ area.
 - Consequently, TEB, CDW, and MMU will be treated as a single airport, since higher MVAs will prevent their traffic from being separated by altitude. These MVA changes will adversely impact traffic flow to and from those airports.

Leo Prusak – Manager of Tactical Operations, FAA

- Leo gave a presentation on SWAP (Severe Weather Avoidance Plan), and discussed recommendations by the New York Action Team to mitigate the likelihood of holding and diversions due to thunderstorms.
- During periods of severe weather, thunderstorms create constraints in traffic flow.
- Due to the fact that storm cells are constantly moving, any routing solutions are not likely to last for long.
- Waiting until the airports are overwhelmed, and then attempting to tactically fix the problem, has proven to be a poor way of dealing with storms.
- There are approximately 100 severe-weather days per year in the NY area. A review of past weather data indicates that most thunderstorms occur over northern NJ.
- Analysis indicated that, 75% of the time, forecasts accurately predicted the presence of these storms, indicating that flow-control problems could have been proactively averted.
- Since 20% of the worst-weather days resulted in a disproportionate two-thirds of all flight diversions, the New York Action Team recommends:
 - Eliminating problems associated with arrivals by taking them out of the equation completely.
 - Reducing arrivals early in the SWAP process will result in flight delays of 2-3 hours, but it must be accepted that this solution is needed to avoid unnecessary holding and diversions, which are wasteful for both airlines and passengers.
 - The decision to delay arriving flights before they take off should be based on the 4-hour forecast, which will be accurate 75% of the time.

Sean Scott – Scott International Procedures, LLC

- Sean's company, Scott International Procedures, LLC (www.scottipc.com) is a highly-acclaimed provider of full Initial and Recurrent training on International Procedures.
- Sean gave an interesting presentation that focused on the differences in phraseology between FAA and ICAO communication standards, and how misinterpretations could easily result in a deviation, incident or accident.
- A major theme of the discussion was the importance of knowing where to find the necessary information and resources before embarking on an international trip.
- The TUG members and Board wish to express their sincere gratitude for Sean's generous sponsorship of the luncheon following today's meeting.

END OF MINUTES