Webinar Guidelines

- Please mute your phone, questions will be entertained by email.
- During the presentations please submit any questions to tlee@panynj.gov and we will answer as many as possible at the end of all presentations.
- Any questions not answered during the webinar will be answered over the next several days.
Agenda

- Construction Overview
- Obstructions
- SWAP & Severe weather reroutes
- Impacts from LGA on runway 13
- Approach & Departure Procedures
  - TEB 8
  - RUUDY 4
  - Dalton 2
  - GPS X for runway 6
  - Use of VOR–A on VFR days in lieu of ILS 19 with a circle
- Wildlife
Presenters

- Pam L. Phillips, Mgr., Operations & Security, Port Authority of NY & NJ, TEB
- John Kastens, Mgr., Airport Operations, AvPORTs, TEB
- Jonathan Winslow, Project Manager, Port Authority of NY & NJ, Aviation Dept.
- Ralph Tamburro, Project Manager, Port Authority of NY & NJ, Aviation Dept.
- Gary Palm, KTEB Air Traffic Control Tower Manager, FAA
- Robert Thorson, FAASTeam Program Mgr., FAA
- Dean Snell, NBAA, Air Traffic Services
- Terri Umbrello, Wildlife Specialist, USDA
TETERBORO AIRPORT

Runway Safety Area (RSA) Improvement Runway 1 Departure End

Presenter: John Kastens
Existing Issues – TEB Rwy 1 Overrun

- Does not meet current FAA standard because of the existing grade and presence of wetlands
- Existing RSA is approximately 90’ long
Current Dimensions – TEB Rwy 1 Overrun
Planned Improvement – TEB Rwy 1 Overrun

- Available space to accommodate RSA is approx. 972’ long by 500’ wide
- Industrial Avenue limits achieving the full 1,000’ long by 500’ wide standard RSA dimension
  - FAA typically accepts RSA improvements that meet 90% of the length required (900’) as meeting the new standard
Planned Improvement – TEB Rwy 1 Overrun
Impacts to Pilots During Construction

- Construction work will require closures of Runway 1–19.
  - Closures likely from 0600L to 1400L; and/or
  - Overnight hours.

- Estimated construction schedule is 4 to 5 months, starting this month.

- Closures are carefully scheduled in order to minimize impacts to customers so PLEASE be sure to check NOTAMS regularly for specific dates/times.

Presenter: John Kastens

Email questions to tlee@panynj.gov
Presenter: Jonathan Winslow
Obstacles Removed

- Runway 6 Approach – 100’s of trees removed/trimmed – All remaining trees below Part 77 Surfaces
- Runway 1 Approach – All trees removed/trimmed below the 20:1 Visual Surface – Night Operations OK
- Runway 24 Approach – All trees removed/trimmed below the 20:1 Visual Surface – Night Operations OK
New Controlling Obstructions

Runway 6 – Tree • Runway 1 – Tree • Runway 24 – Tree • Runway 19 – Building (Hackensack Hospital)
Future Work:

- Obstruction Light New Utility Poles along Rt. 46 and Industrial Ave.
- Obstruction Light New Utility Poles along Redneck Ave. and Moonachie Ave.
- Obstruction Light Perimeter Fence Within Runway 24 Inner Approach Surface

Jonathan Winslow – JWINSLOW@PANYNJ.GOV

Email questions to tlee@panynj.gov
SWAP (MEASURES)

➢ Tactical operations is looking at more flexible route options with an expanded weather ‘look ahead’

➢ Operations out of TEB may find low altitude routing (where available) as a more advantageous way of minimizing weather delays

➢ Since most low alternate routes are below 10,000 feet operations should be prepared with additional fuel & flight times. do not expect higher altitudes

➢ Low altitude routes, known as ‘sermon’ routes, are limited to specific destinations

➢ Not all routes are available during certain WX events

➢ Alternate Routing: www.fly.faa.gov

Email questions to tlee@panynj.gov
LGA ILS 13 IMPACTS ON TEB

Presenter: Ralph Tamburro
Proposed Airspace Flow EWR 22L

- TEB 19 arrivals have no available altitude
- EWR 22L arrivals
- LGA 13 arrivals
- EWR airspace given to LGA
- LGA airspace given to JFK
- JFK ILS 13L DEP 13R
- LGA ILS 13 DEP 13 or 4
- EWR ILS 22L DEP 22R
- TEB ILS 19 DEP 24
LGA airspace given to JFK 3000' and below

JFK ILS 13L DEP 13R
LGA ILS 13 dep 13 or 4
EWR ILS 4R DEP 4L
TEB ILS 6 DEP 1

EWR airspace given to LGA 3500'–4000'

LGA 4000

LGA 10
DME 3000'

TEB 8
SID initial altitude of 2000'

TEB ILS 6 arrivals

TEB ILS 6 arrivals

EWR 4R arrivals

LGA airspace given to JFK 3000' and below

JFK 13L arrivals

CDW

HPN

EWR

LGA

JFK

FRG

Proposed Airspace Flow EWR 4R
Upcoming Issues

- LGA RSA project beginning Jun 2014
- JFK 4L/22R closure April through Sept 2015

- Proposed RNAV approach to LGA 13 will help situation
- Additional Proposals

Email questions to tlee@panynj.gov

Presenter: Ralph Tamburro
HTTP://FAASafety.gov/Notices

Notices

FAA Safety Team
FAASTeam

FAASTeam Notice
Type: FAR Part 91/135 Turbojet Operators
Notice Date: Monday, October 28, 2013
Notice Number: NOTC4984

Improper Use of Teterboro RNAV Departures - RUUDY FOUR
This posting will be removed on Monday, November 28, 2016

The improper filing and acceptance of RUUDY Four departures (RNAV) at Teterboro airport (KTEB) by aircraft not RNAV 1 capable, has contributed to an unacceptable increase in lateral Pilot Deviations (PDs). Vertical PDs have also increased due to improper automation management and knowledge of Instrument Departure Procedures. The risk of a near mid air collision (NMAC) with arrivals at Newark Liberty Airport (KEWR) makes the precise navigation on departure, both laterally and vertically, critical.

For this reason it is imperative that operators whose aircraft equipment do not meet the RNAV 1 requirements of FAA Advisory Circular AC 90-100 utilize the Teterboro Eight Departure (TEB8.TEB). Pilots electing to use an RNAV system as substitute or alternate means of navigation in lieu of using conventional NAVAIDs on the Teterboro Eight Departure must meet the requirements of AC 90-108. Regardless of the pilot's selection of departures, increased awareness of position and appropriate automation procedures on departure is critical in maintaining separation from KEWR arrivals.

Airport Flight Crew brief can be found at http://www.panynj.gov/airports/teb-flight-crew-briefing.html

Departure Procedures


For additional questions, please contact Bob Thorson, TEB FAASTeam Program Manager at 201-556-6600 extension 242.
Ruudy Four Departure requires aircraft equipment capable of RNAV 1

- Check your AFM/POH for equipment capability compliance
- 1500 is the first altitude, *intercept* the 260 course!

Email questions to tlee@panynj.gov

Presenter: Bob Thorson
Not being used as in past years

Pilots must REQ procedures

Controllers will not answer about delays

Ask and you shall receive (pilots may change departure procedure later if needed)

We can only track use and relay information when procedure is REQ and used

If you use procedure pilots should review and ensure compliance with all restrictions

Presenters: Gary Palm & Ralph Tamburro
DALTON 2 DEPARTURE

SPEED: DO NOT EXCEED 180 KT

TURNADIUS WARNING
Careful airspeed management may be required to complete the turn.

LEGEND
- Departure Route
- Final Approach Course

NOT TO SCALE

In the event of lost communication prior to IFR activation, squawk 7600. MAINTAIN VFR.
2.4 MILE RADIUS

SURFACE TO 800’ – GREEN
800’ TO 1300’ – BLUE
1300’ TO 1400’ – YELLOW
1400’ TO 2500’ - MAGENTA
2500’ AND ABOVE - ORANGE
Interaction between EWR and TEB

Cedar Grove Visual RWY

GPS X

ILS 6

EWR RWY4 departures

EWR Bridge 29 approach

IAF

Presenters: Ralph Tamburro & Dean Snell

Email questions to tlee@panynj.gov
Use of VOR–A in lieu of ILS 19 with a circle

- In order to use DME A, Air Traffic would have to suspend departures off of 24.
- Other options are being looked at.

Presenters: Ralph Tamburro & Gary Palm

Email questions to tlee@panynj.gov
Reporting Wildlife Aircraft Strikes at TEB

Presenter: Terri Ombrello
What is a wildlife strike?

1. A strike between wildlife and aircraft has been witnessed.
2. Evidence or damage from a strike has been identified on an aircraft.
3. Bird or other wildlife remains, whether in whole or in part, are found:
   - Within 250ft of a runway centerline or within 1,000 feet of a runway end.
   - On a taxiway
4. The presence of birds or other wildlife on or off the airport had a significant negative effect on a flight (i.e., aborted takeoff, aborted landing, high-speed emergency stop, or the aircraft left pavement area to avoid collision with wildlife).
Reporting Wildlife Aircraft Strikes at TEB

What to do when evidence of a wildlife strike is found on an aircraft

• This includes carcasses, whole or in part, and “snarge” (blood, tissue, and feather remains)

1. Call TEB Operations at (201) 393–4081

2. Operations staff will respond to collect any carcasses or take a snarge sample.

3. The bird strike will be entered into the FAA Wildlife Strike Database

4. If the bird or wildlife remains cannot be visually identified, a sample is sent to the Smithsonian Institution's Feather Identification Lab.

Presenter: Terri Umbrello

Email questions to tlee@panynj.gov
FINAL NOTES

Follow up questions–Please email tlee@panynj.gov

Next Webinar–November 2014, please submit agenda suggestions to Pam Phillips at pwalden@panynj.gov

Helpful websites:

http://www.panynj.gov/airports/teb-flight-crew-briefing.html

http://fly.faa.gov

http://teterborousersgroup.org
At what point could we expect to climb on a “sermon” route? Should I assume this point would be 100 nm after the weather, 500 nm after the weather?

You should expect not to be able to climb at all, however you could file to someplace like Detroit and then once past the weather, change destination, the controller may or may not be able to accommodate depending on workload.

What are the airports served by the sermon routes?

http://www.fly.faa.gov/PLAYBOOK/pbindex.html
Then expand Playbook and expand Airway Closures

How are the sermon routes accessed? Are they offered by ATC, or requested by the operator/crew?

It could be either but it’s better if the crew requests it of Local ATC.

What are the peak times during the day that make time sharing between EWR and TEB better than others?

Your best bet when LGA is on 13 is between 10PM to 7AM.
Webinar Questions & Answers

- What advantage is there for an aircrew for requesting the Dalton 2 departure rather than the Teterboro 8? Will it always/sometimes/rarely provide for fewer delays?
  - The answer is yes. The spacing required on the Teb 8 is approx 10 miles in between 2 EWR arrivals whereas the Dalton2 would only require 5 mile spacing. The 5 mile spacing is much easier to provide than 10. The increased usage of the procedure will also validate its needs and benefits.

- The RUUDY Four link did not work, please provide link.

- Why is an EMAS not being installed in lieu of the RSA?
  - Runway 1 RSA already has the standard 1,000 feet of space, it’s just not properly graded and drained.

- How much of the RSA work at TEB is scheduled to occur during low volume overnight hours?
  - All RSA work that requires a runway closure will be conducted at night.