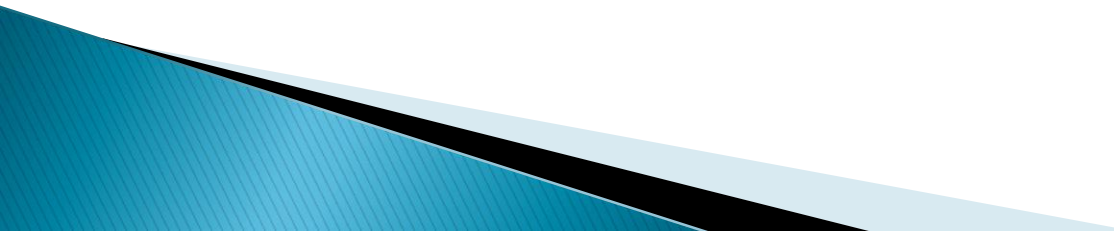


KTEB Chief Pilot Webinar

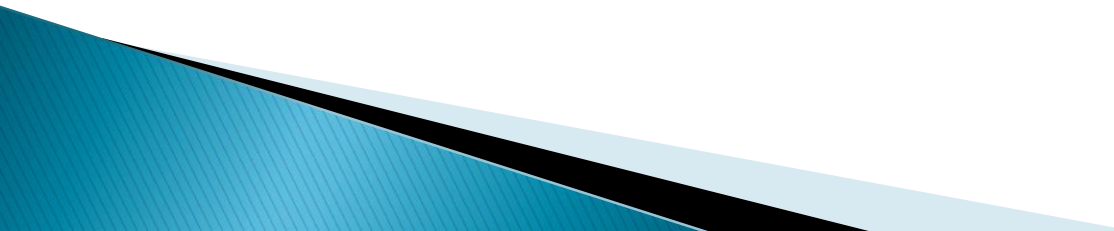
June 10, 2014

1100 EST

Webinar Guidelines

- ▶ Please mute your phone, questions will be entertained by email.
 - ▶ During the presentations please submit any questions to tle@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
- 

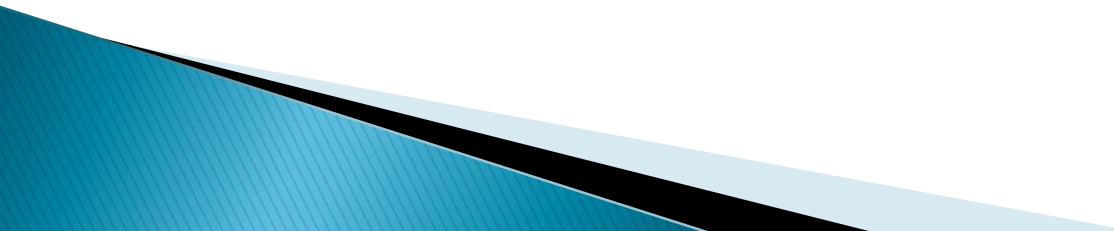
Presenters

- 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

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.

Teterboro Airport

Obstruction Update



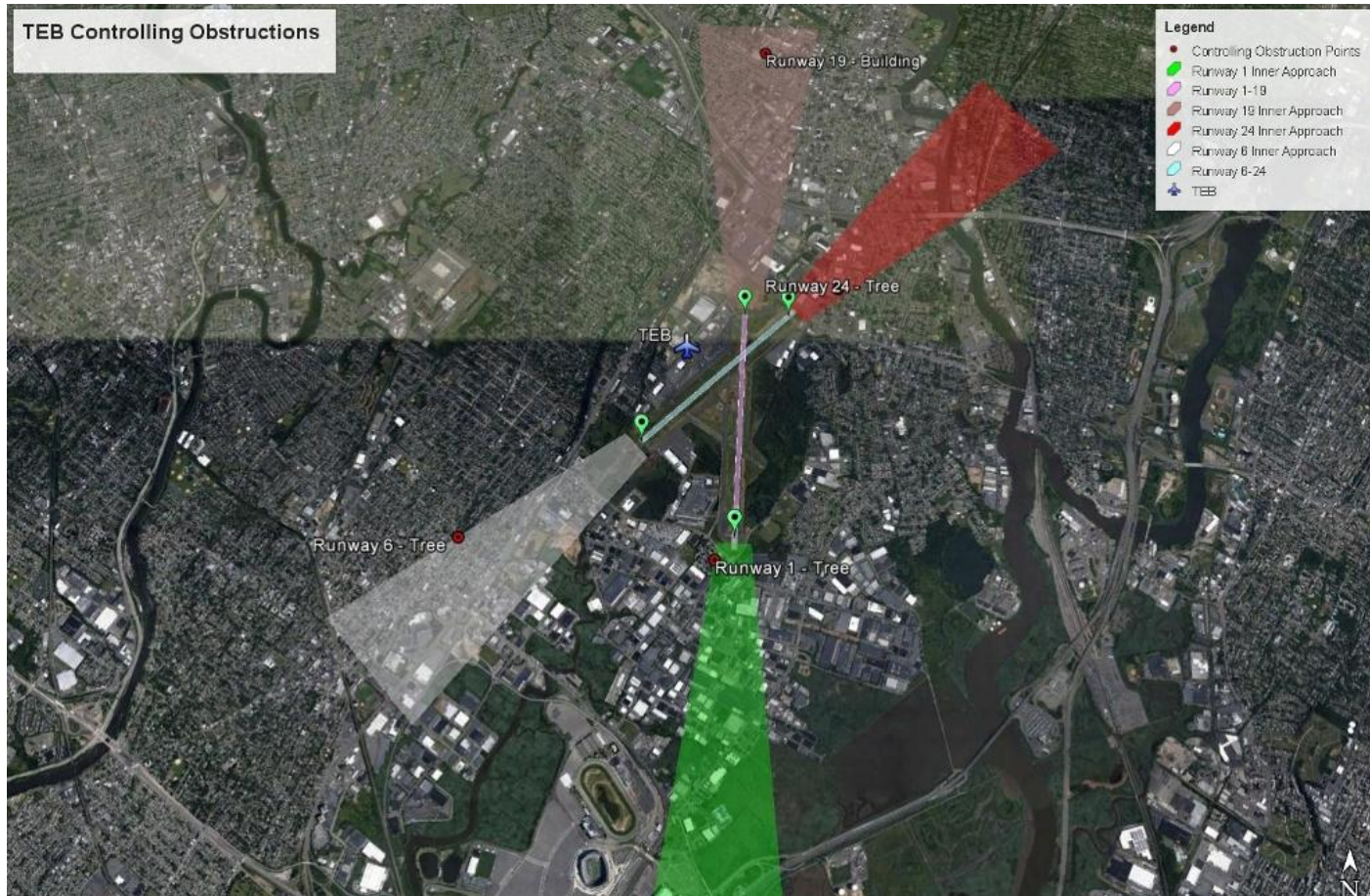
Google earth

Imagery Date: 6/17/2010 40°50'44.50" N 74°03'48.89" W elev 5 ft eye alt 5365 ft

Obstacles Removed

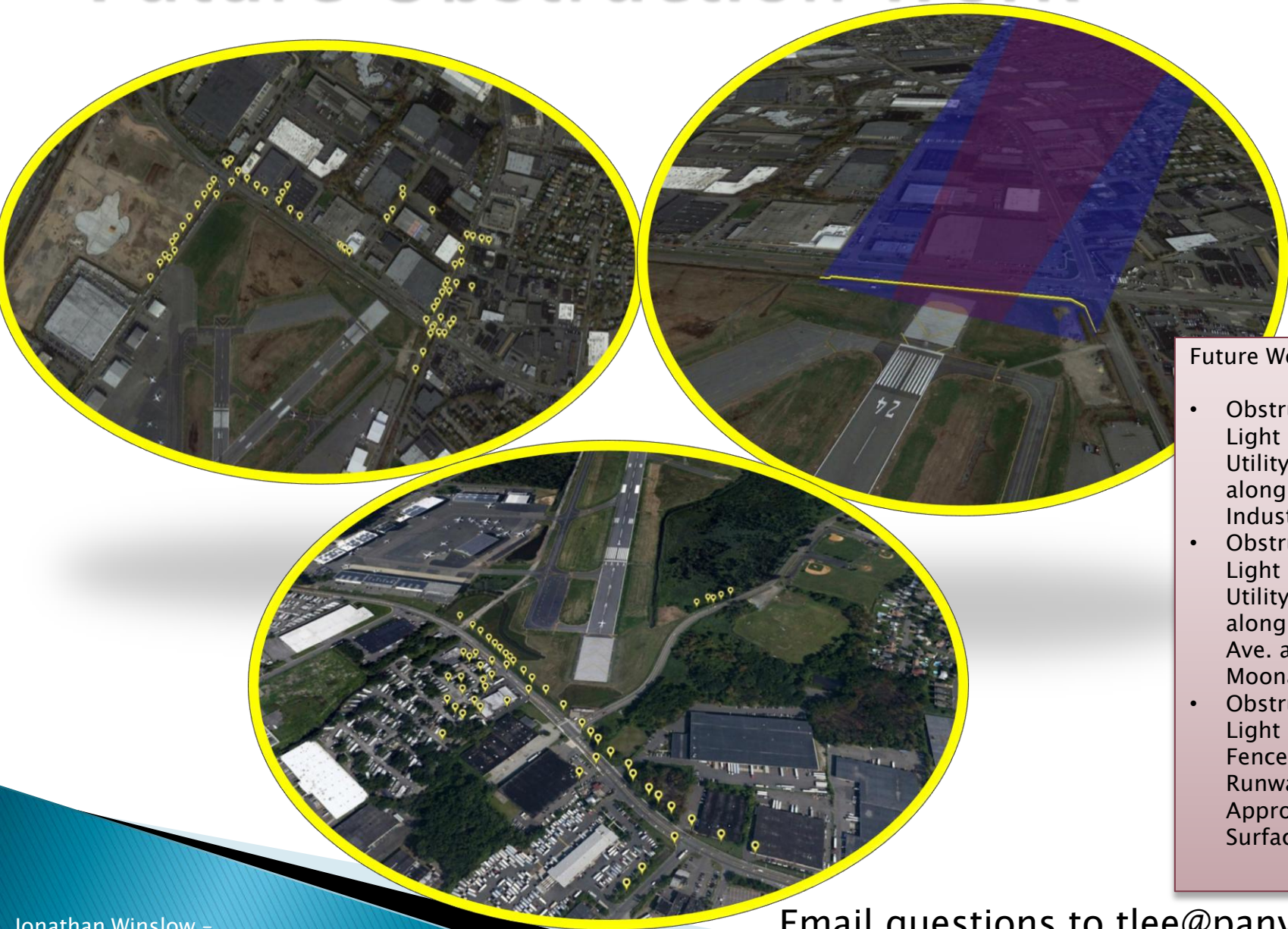


New Controlling Obstructions



Runway 6 - Tree • Runway 1 - Tree • Runway 24 - Tree • Runway 19 - Building (Hackensack Hospital)

Future Obstruction Work



Future Work:

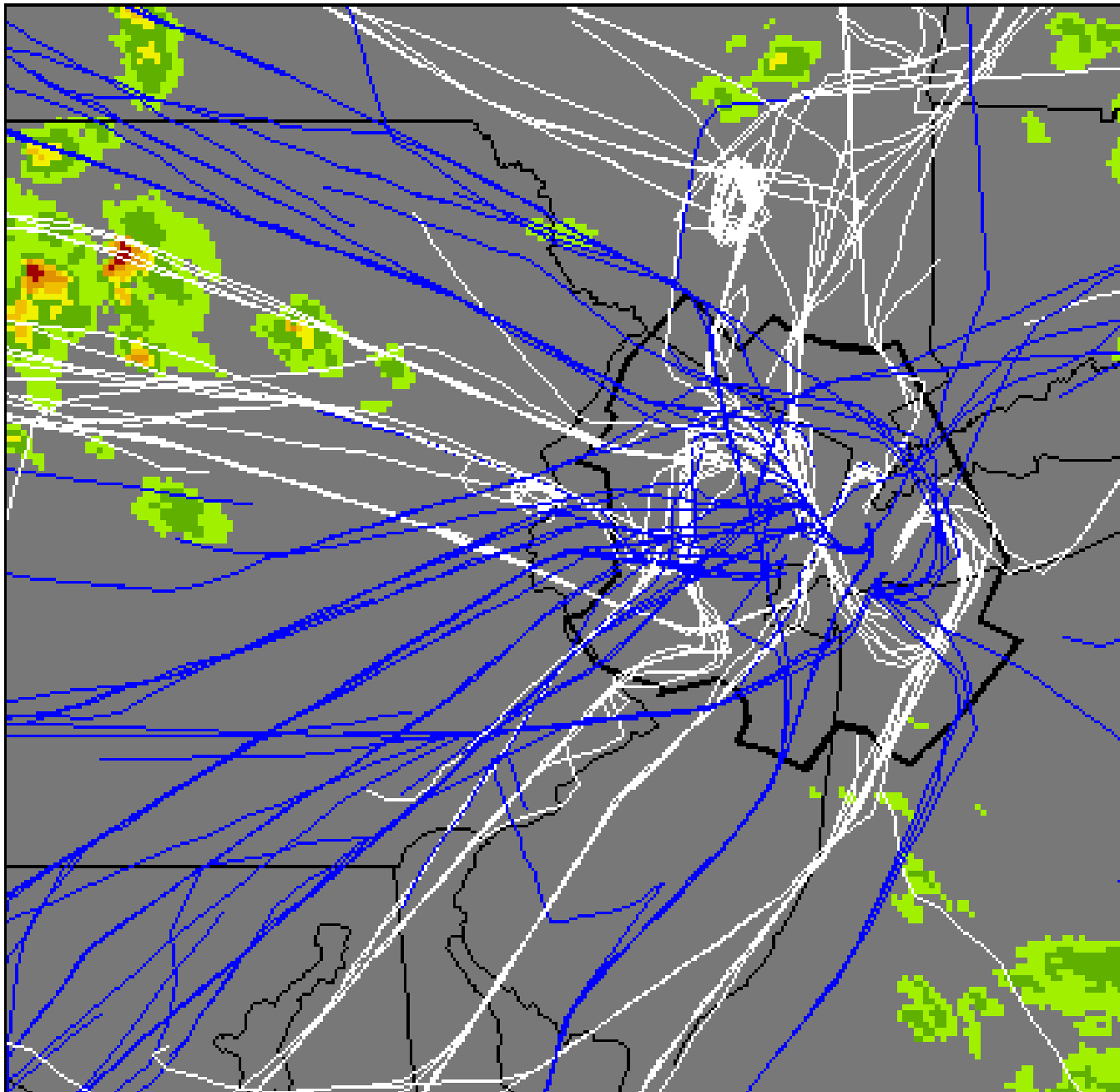
- Obstruction Light New Utility Poles along Rt. 46 and Industrial Ave.
- Obstruction Light New Utility Poles along Redneck Ave. and Moonachie Ave.
- Obstruction Light Perimeter Fence Within Runway 24 Inner Approach Surface

Severe Weather Avoidance Plan (SWAP)

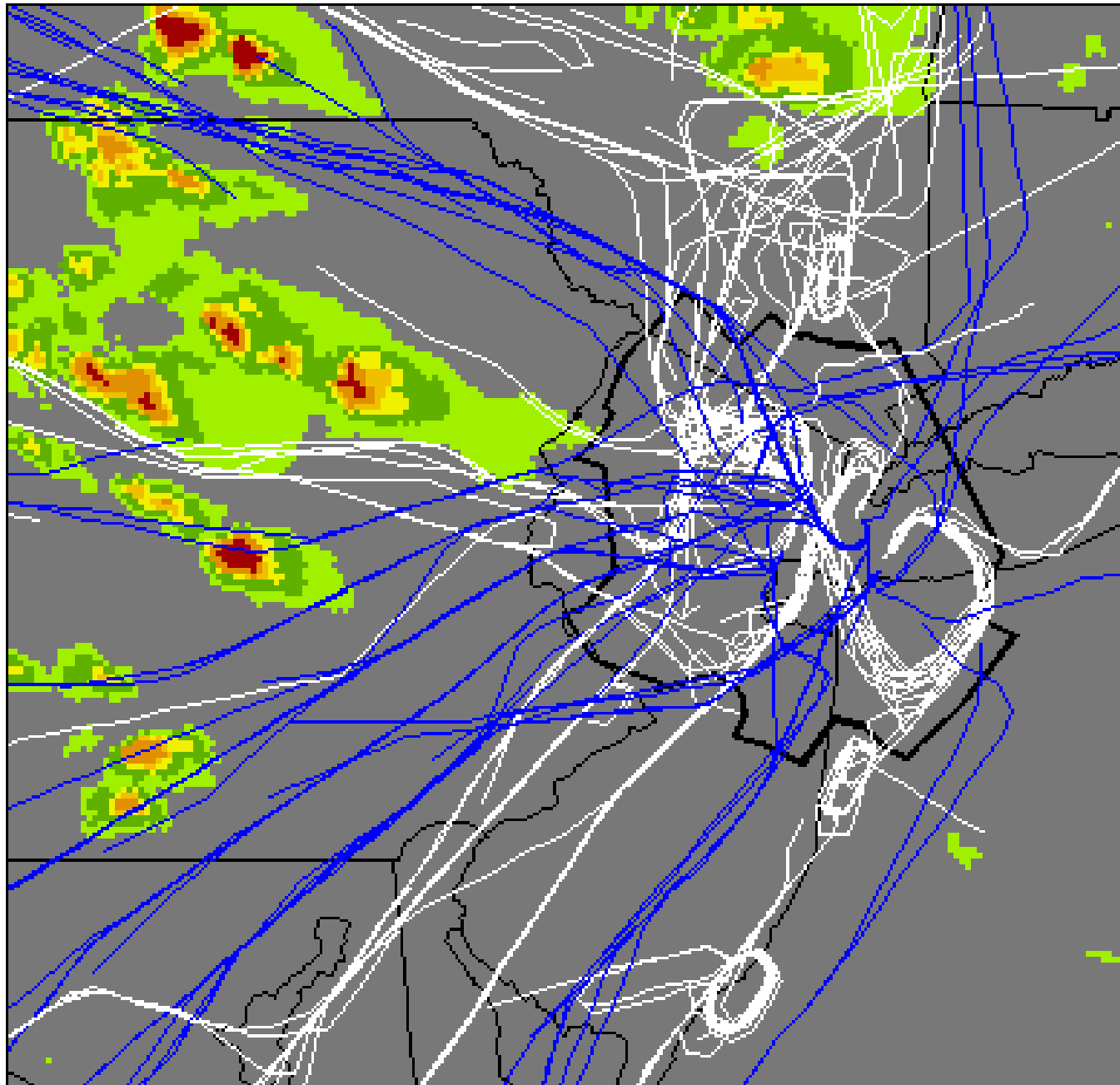
Arrivals in WHITE
Departures BLUE

Presenters: Ralph Tamburro, Gary Palm & Dean Snell

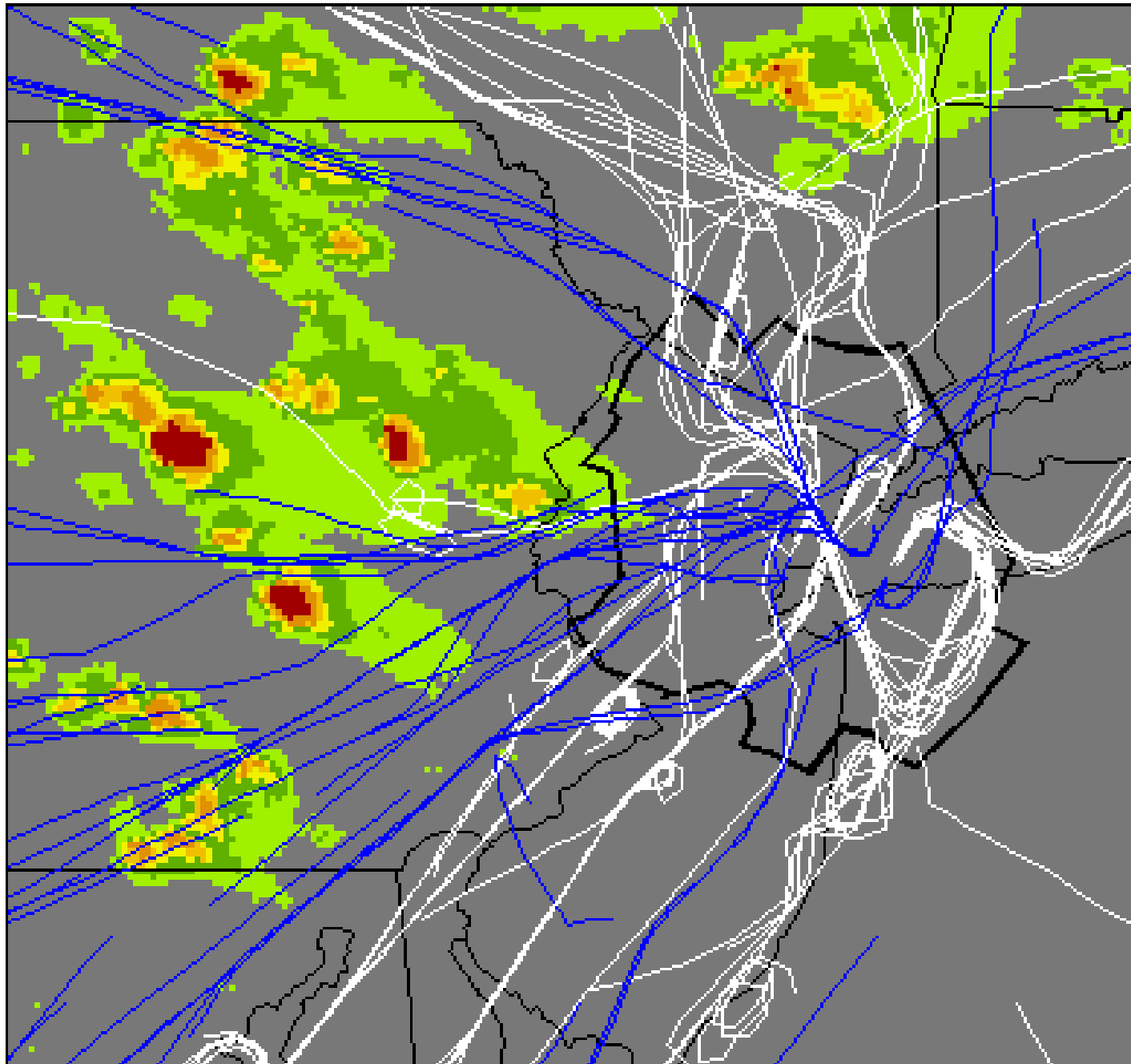
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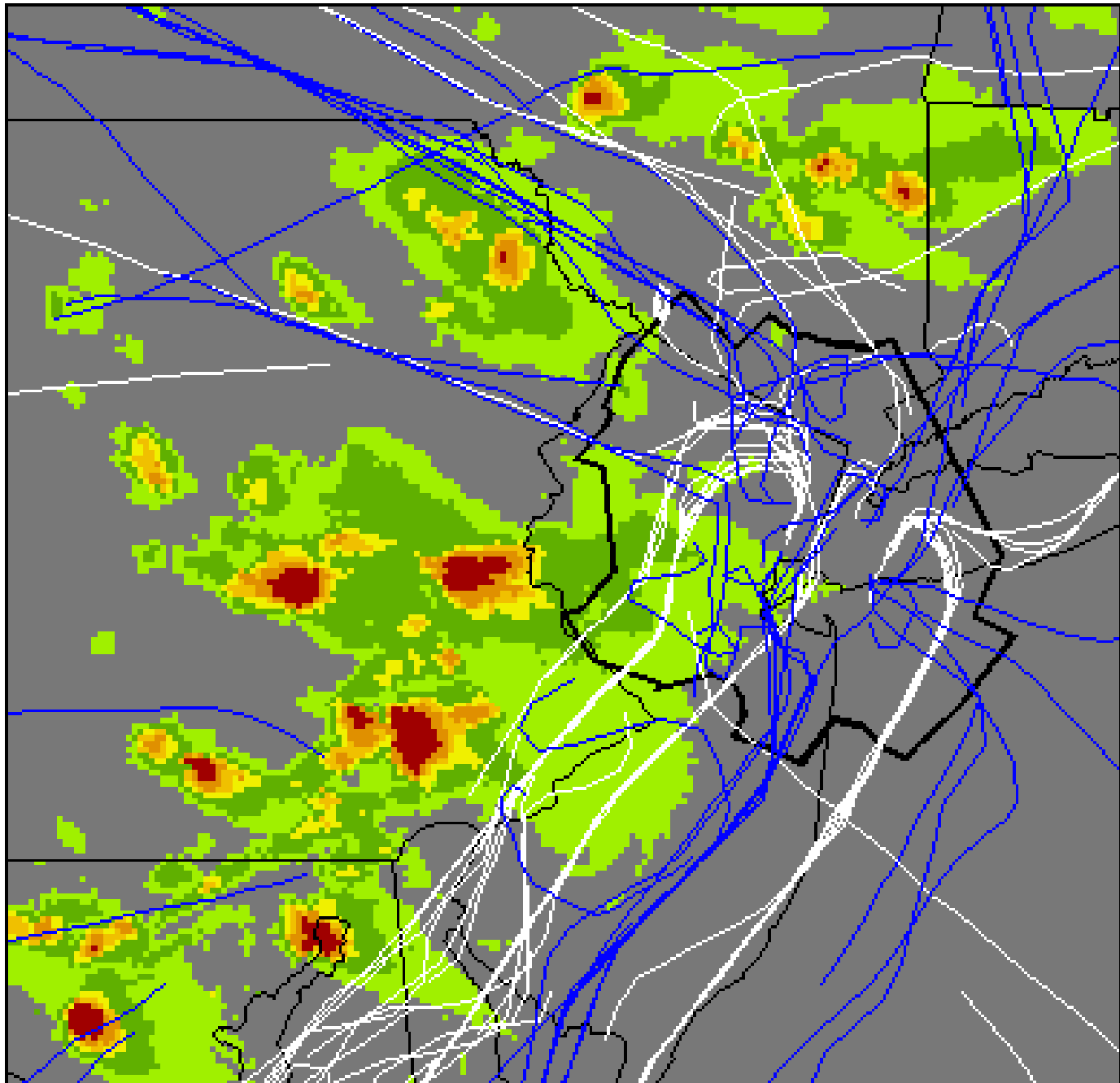
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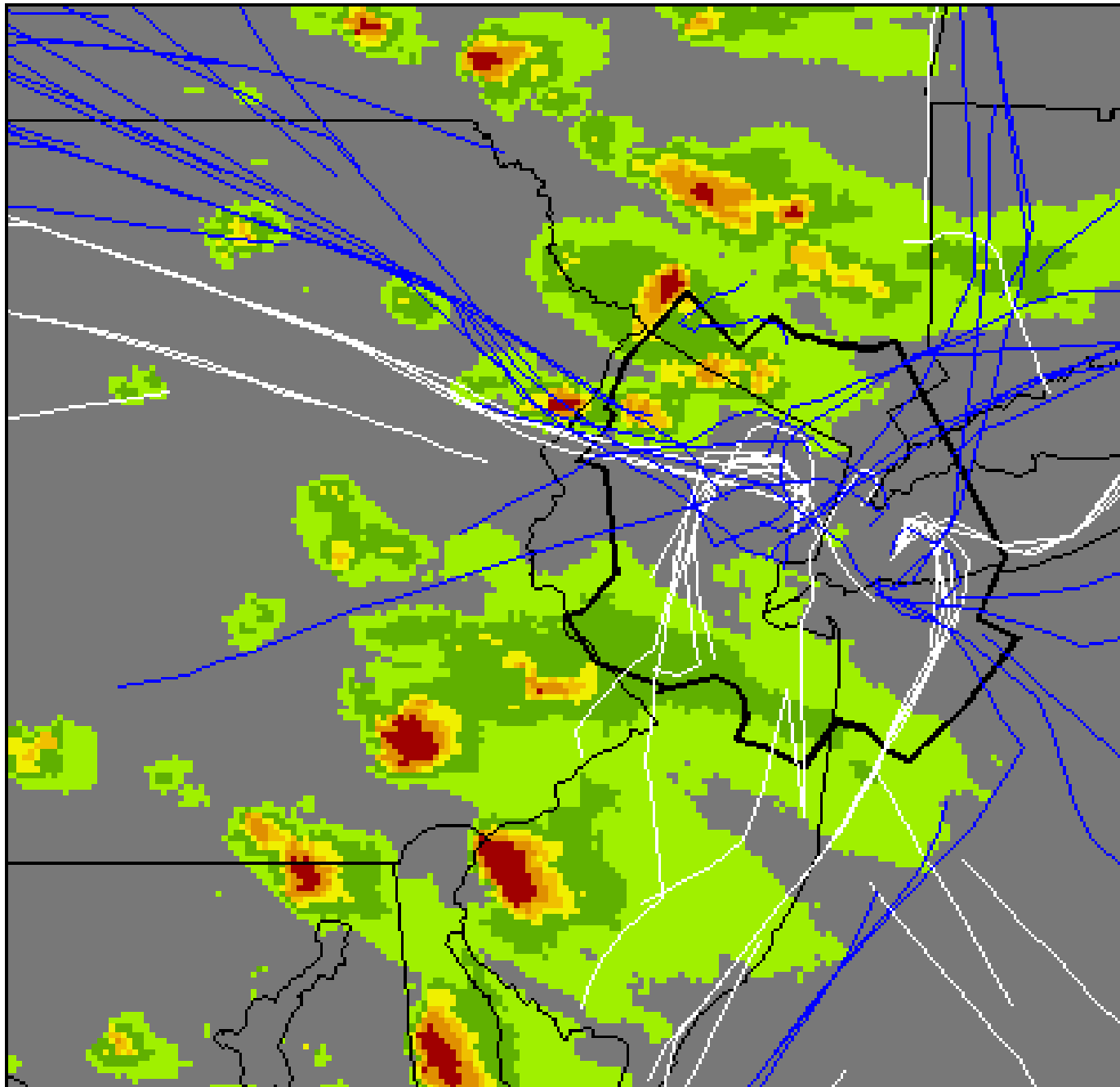
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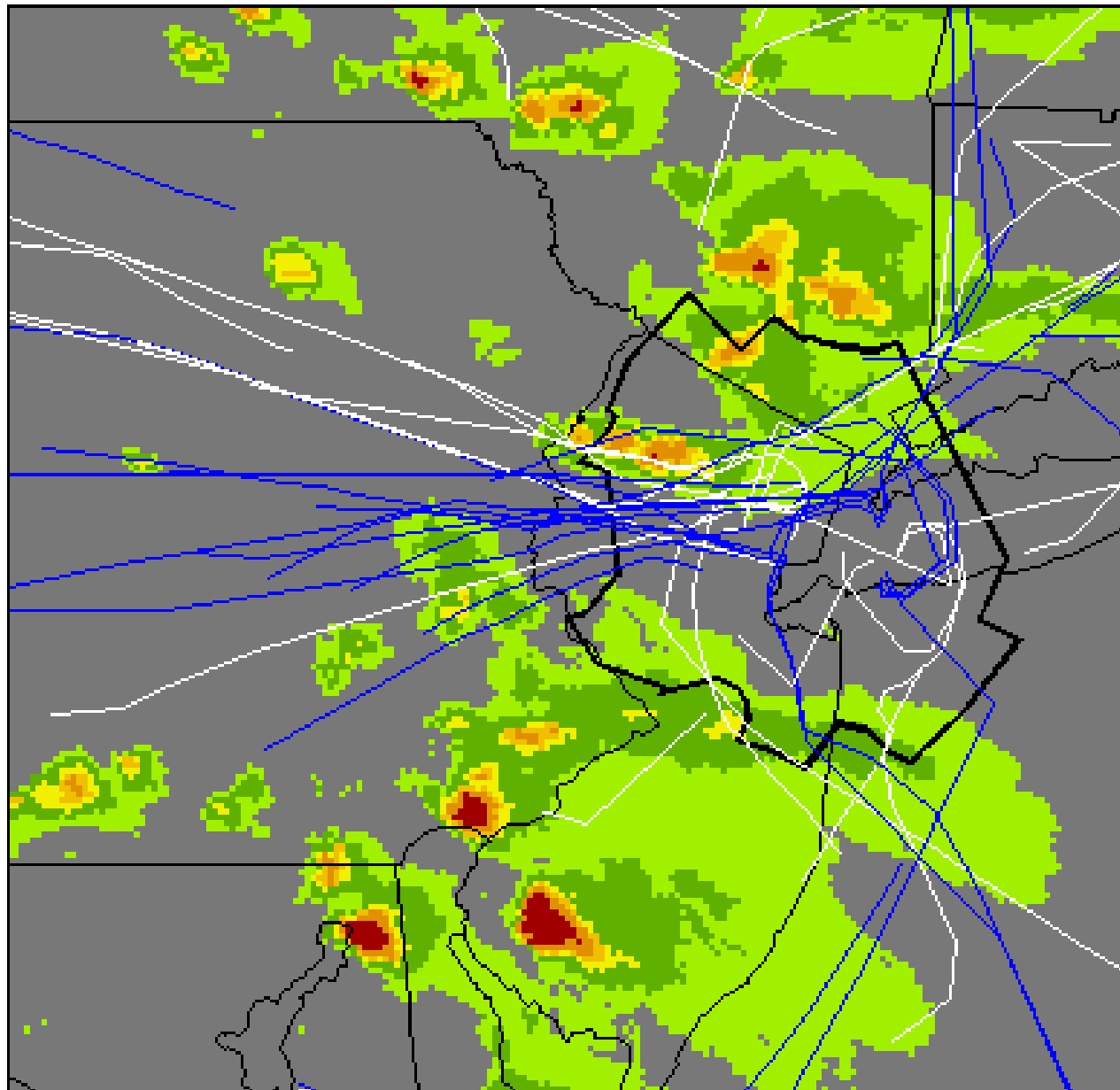
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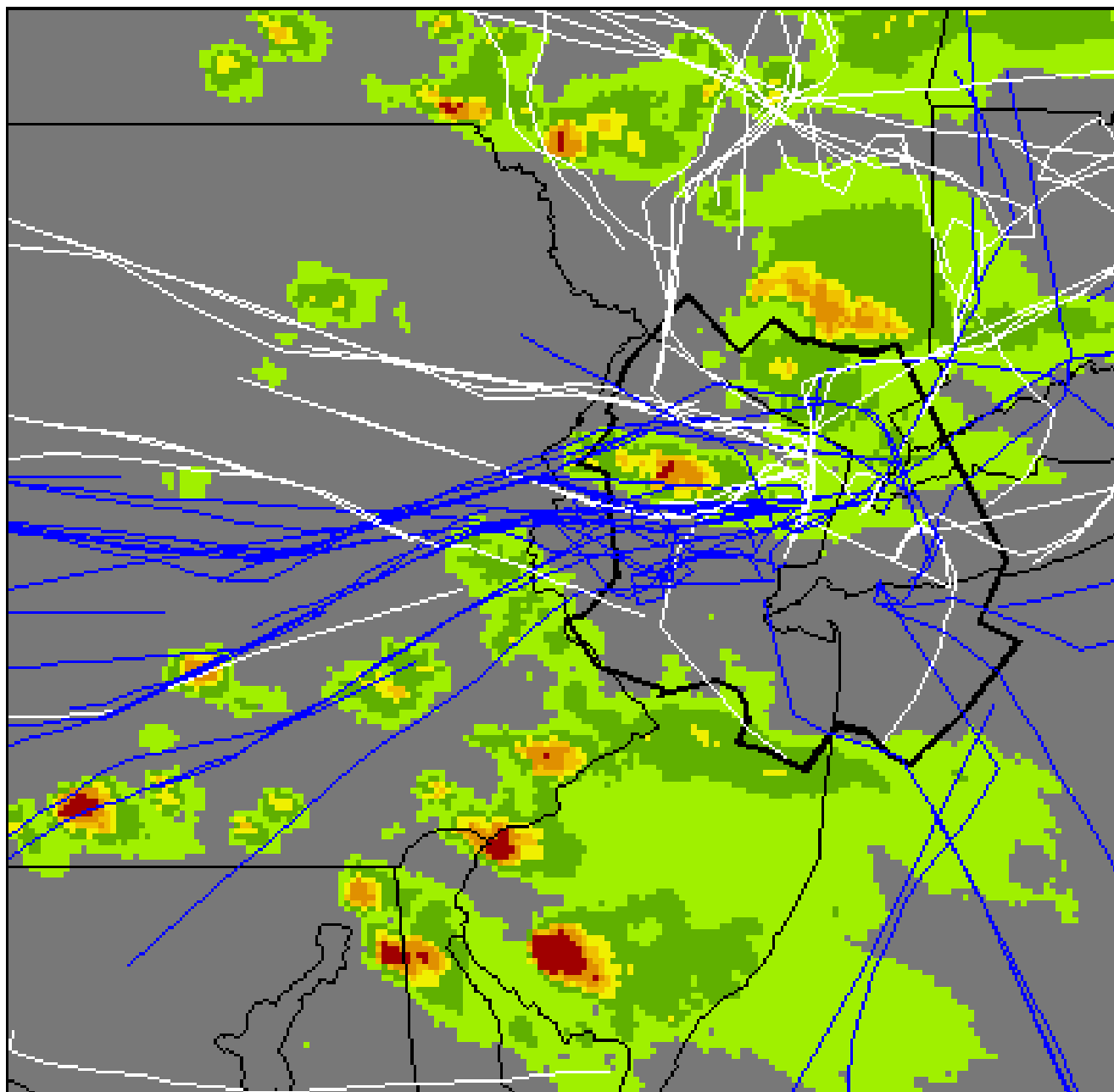
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2014/05/22 21:14:59



2014/05/22 21:29:59



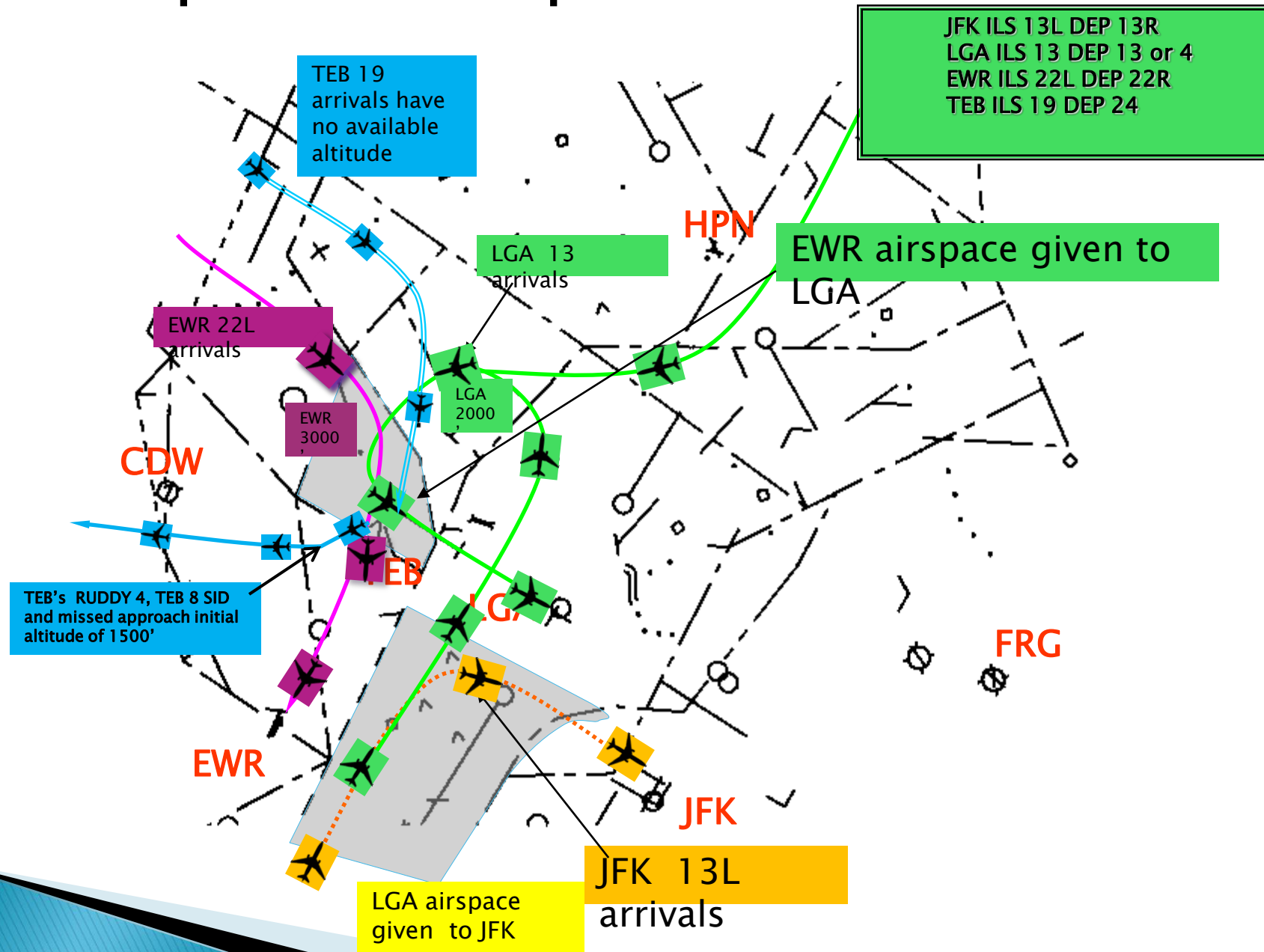
SWAP (MEASURES)

- 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

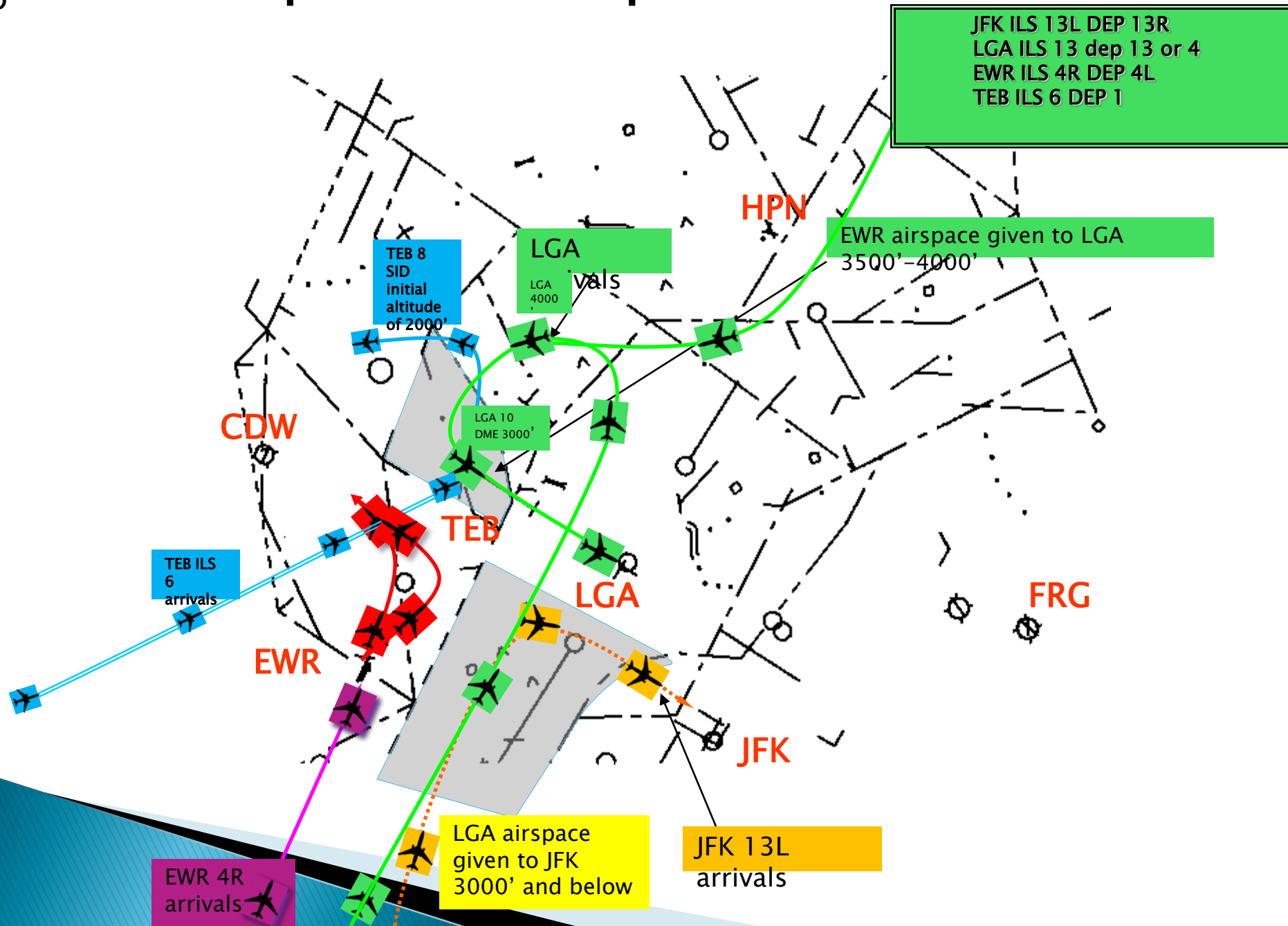
LGA ILS 13 IMPACTS ON TEB

Presenter: Ralph Tamburro

Proposed Airspace Flow EWR 22L



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 tle@panynj.gov

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

<https://www.faasafety.gov/files/notices/2013/Oct/00890RUUDY.PDF>

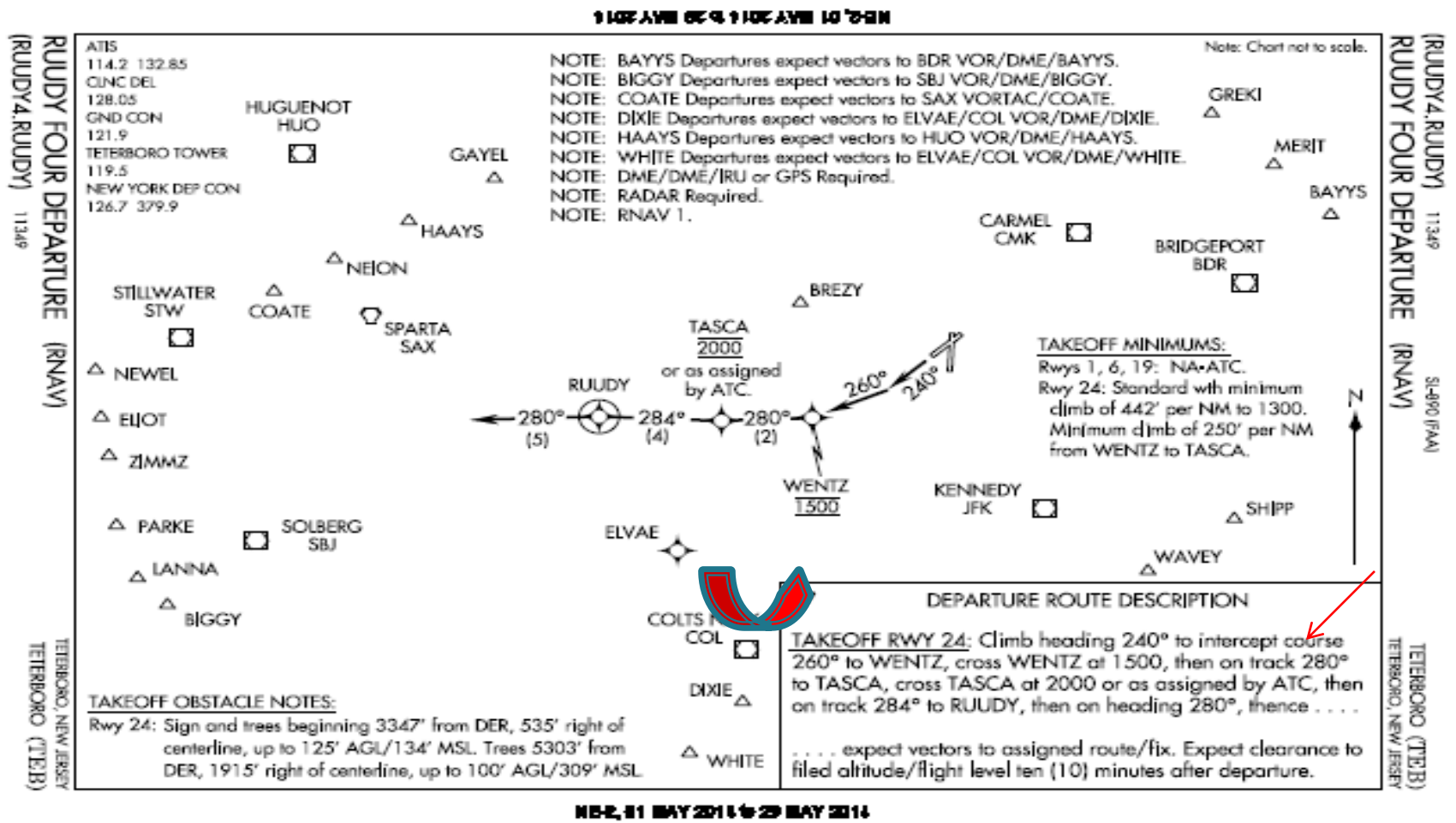
<https://www.faasafety.gov/files/notices/2013/Oct/00890TETERBORO.PDF>

https://www.faasafety.gov/files/notices/2013/Oct/00890TETERBORO_C.PDF

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!



DALTON 2

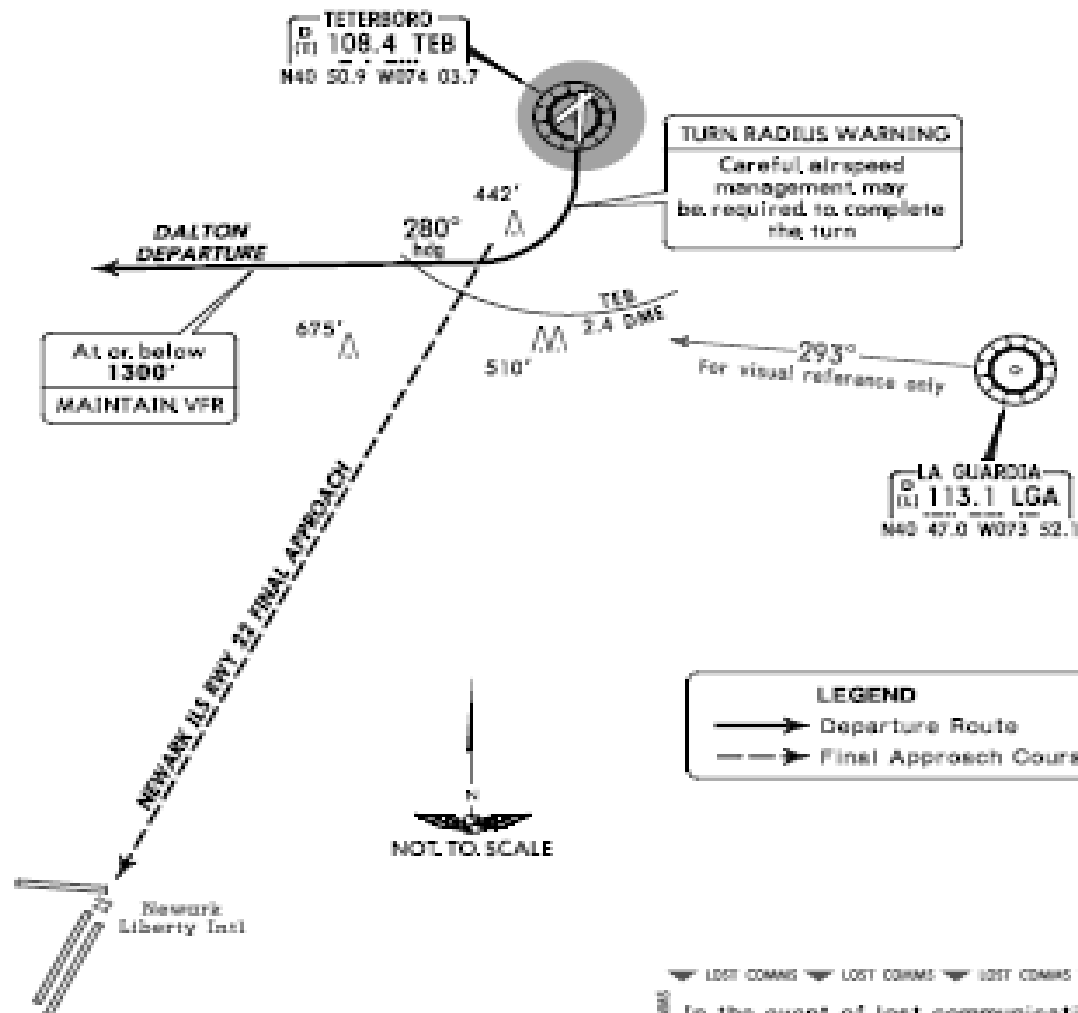
- Not being used as in past years
- Pilots must REQ procedures
- Controllers will not answer about delays
- Ask and you shall receive (pilots may change departure procedure later if needed)
- We can only track use and relay information when procedure is REQ and used
- If you use procedure pilots should review and ensure compliance with all restrictions

DALTON 2 DEPARTURE

DALTON TWO DEPARTURE

(RWY 19)

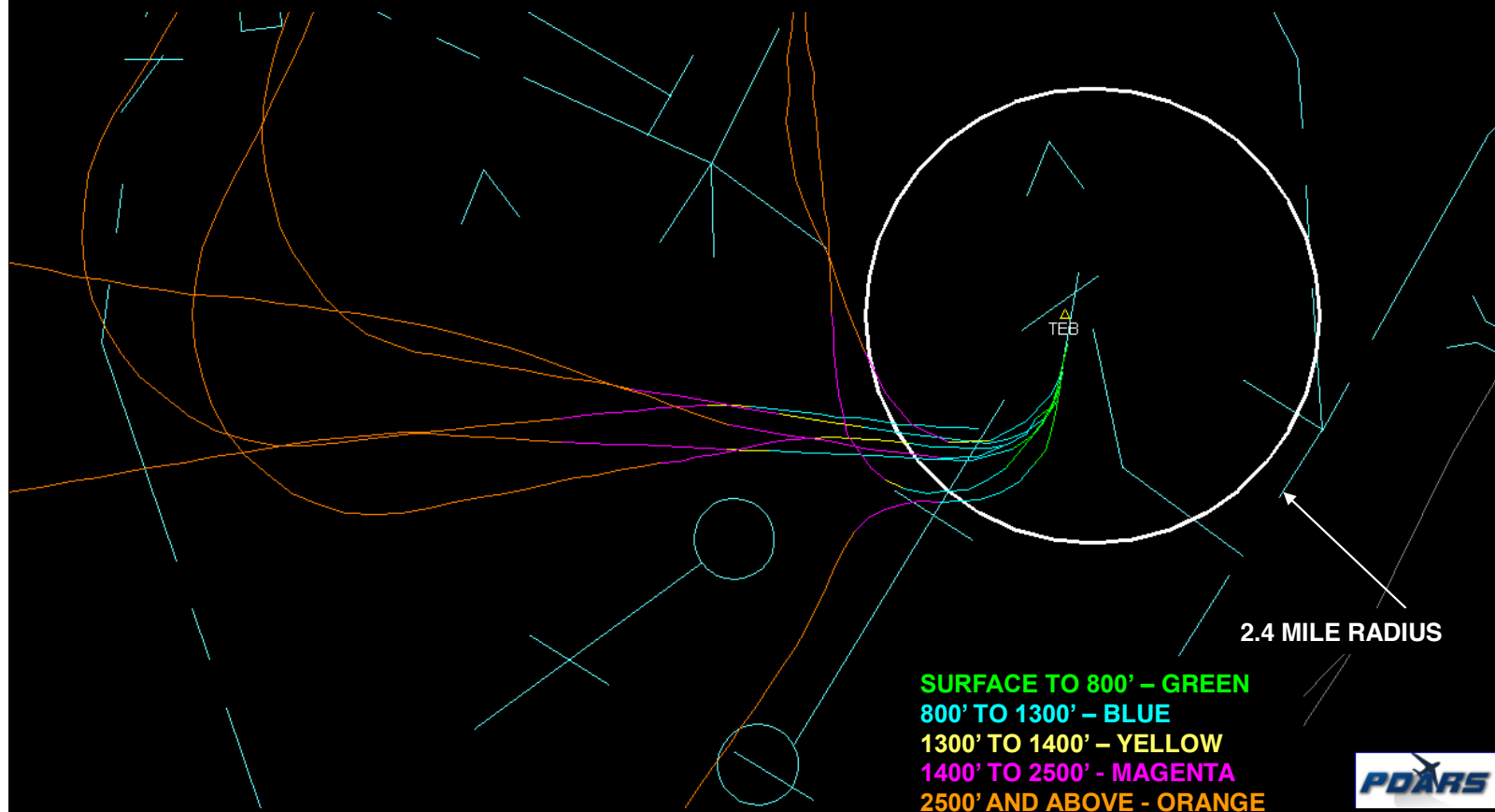
~~SPEED~~ DO NOT EXCEED 180 KT

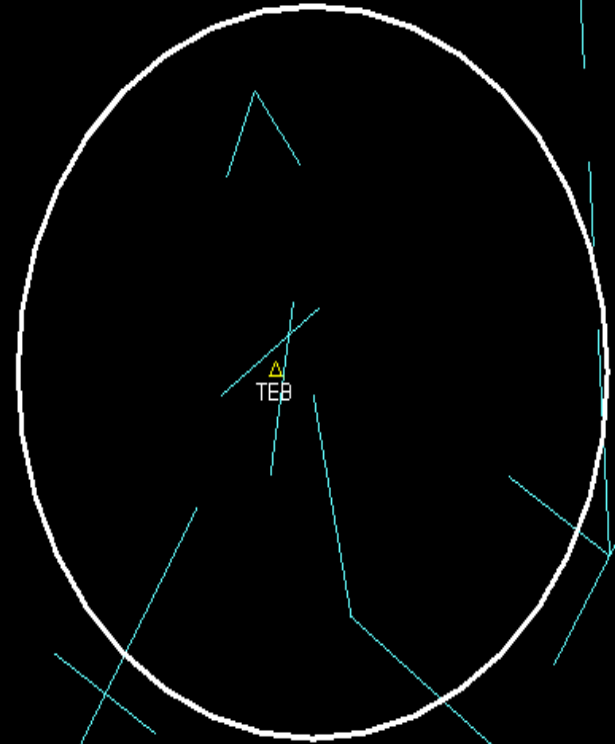


LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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

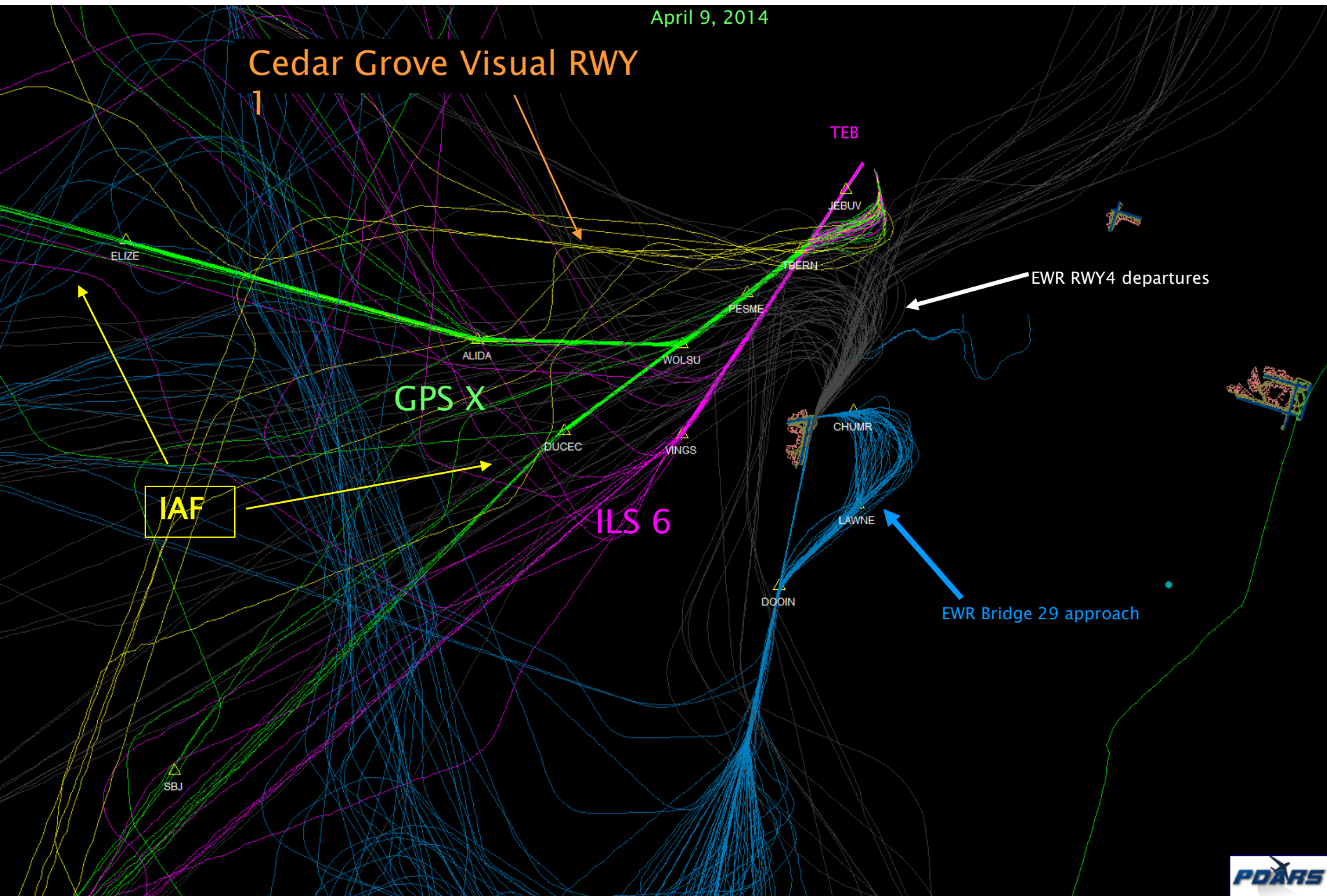
TEB DALTON DEPARTURES





Interaction between EWR and TEB

April 9, 2014



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.

Reporting Wildlife Aircraft Strikes at TEB



Reporting Wildlife Aircraft Strikes at TEB

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.



FINAL NOTES

Follow up questions–Please email tleee@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>



Webinar Questions & Answers

- 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.
<http://www.faa.gov/search/default.aspx?keywords=notc4984>
- 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.