

KTEB Chief Pilot Webinar

November 13, 2014

1300 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

- Winter Operations
 - Airport Procedures
 - ATCT Procedures
- Port Authority Airports–Construction Potentially Impacting TEB
- Approach & Departure Procedures
 - Charted Visual Procedure for runway 19
 - Dalton 2
 - Night time Operations
- TUG Meeting
- Upcoming Issues & Spring Webinar Items

Presenters

- Pam L. Phillips, Mgr., Operations & Security, Port Authority of NY & NJ, TEB
- John Kastens, Mgr., Airport Operations, AvPORTs, TEB
- Larry Brady, KTEB Air Traffic Control Tower Operations Support Specialist, FAA
- Ralph Tamburro, Delay Reduction Project Manager, Port Authority of NY & NJ, Aviation Dept.
- Warren Strickland, NYAPIO, FAA
- Dean Snell, Asst., Mgr., Air Traffic Services, NBAA

Teterboro Airport Snow & Ice Control



John Kastens
Airport Operations

Pre-Storm

Snow Team:

- Airport Ops
- Airport Maintenance
- PANYNJ Management
- Teterboro ATCT
- Fixed Base Operators (FBOs)
- Landside Snow Removal Contractor

Pre-Storm Briefing

- Between Airport Ops, Airport Maintenance & PANYNJ Management.
- Significant events include all FBO's.
- Compare Weather Forecasts to determine Operational need.
- Planning of Personnel for event.
- Coordinate with landside Snow Removal Contractor.

Snow & Ice Control Equipment



Multi-Function Equipment
(plow/broom/blower)



Plow Truck

Snow & Ice Control Equipment



Rotary Snow Blower



Liquid Chemical Truck

Snow & Ice Control Equipment

Chemicals & Abrasive Materials

- Potassium Acetate (Liquid)

- Primary application used to prevent ice bonding to pavement.

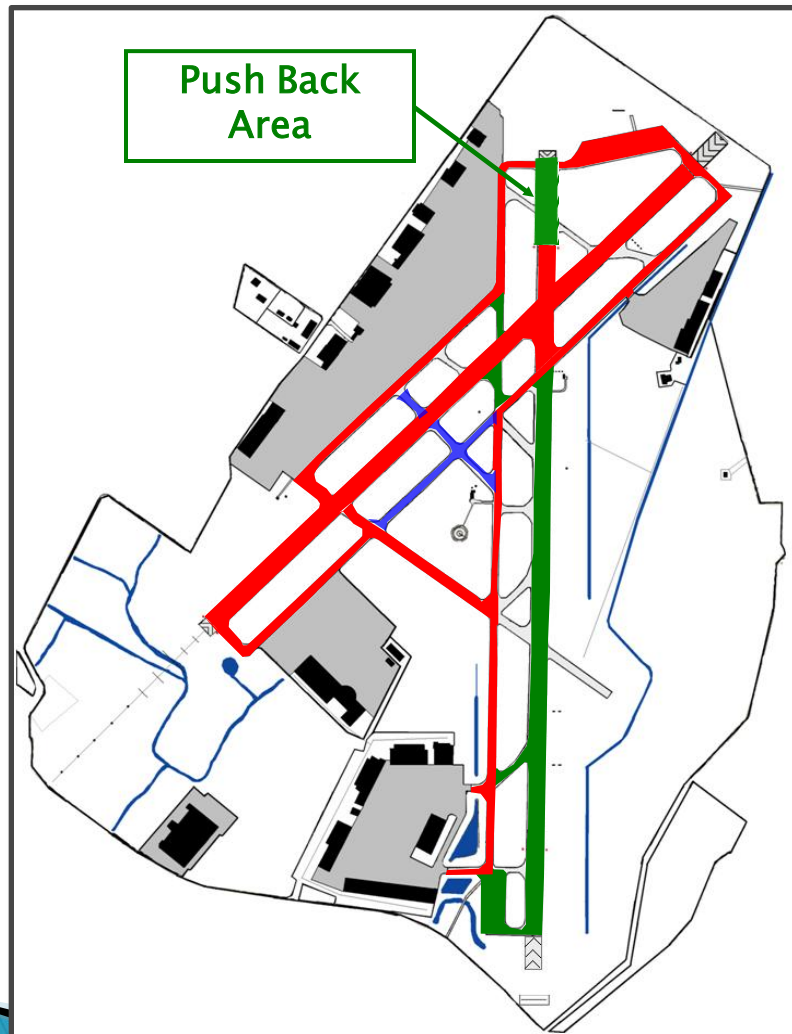
- Sodium Acetate (Solid)

- Secondary applicator used to melt ice on runway and taxiways.

- Sand

**All 3 meet FAA-approved specifications.*

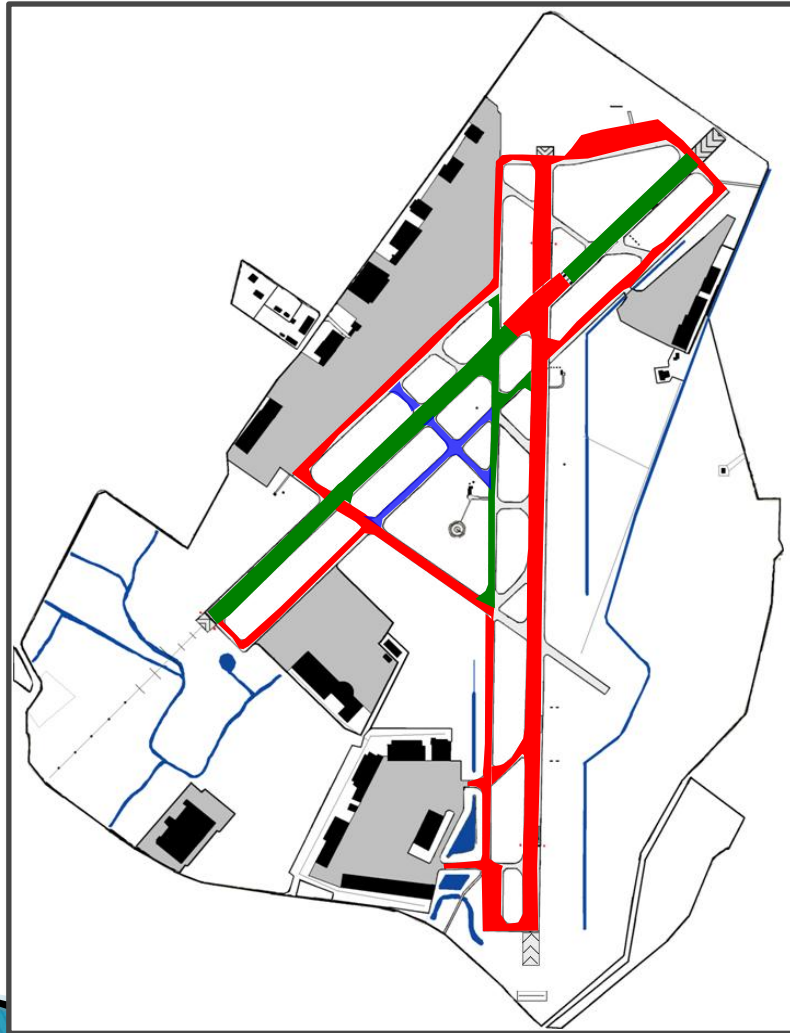
North Flow Priority RWY 6



North Flow Priority Runway 6

- Priority 1
- Priority 2
- Priority 3
- Priority 4 – all other movement areas

South Flow Priority RWY 19



South Flow Priority Runway 19

- Priority 1
- Priority 2
- Priority 3
- Priority 4 – all other movement areas

Snow Removal Criteria

Runway Surface Assessment & Reporting

As per AC 150/5200-30: *Airport Winter Safety & Operations*:

- FAA no longer recommends providing friction measurements to pilots.
 - *No correlation between **MU** value & Braking Action*
- Friction measurement values are used (internally) by Airport Ops to track *trends* of changing runway conditions.
- **MU** values will not be transmitted via NOTAM system or communicated to the Air Traffic Control Tower.

Snow Removal Criteria

Requirements for Runway Closures

As per AC 150/5200-30: *Airport Winter Safety & Operations*, the following circumstances require the prescribed action by the airport operator:

- A single **NIL PIREP** requires that the runway be **CLOSED** before the next operation. The runway must remain closed until the airport operator is satisfied that the NIL condition no longer exists.
- When surface conditions are deteriorating and previous PIREPs indicated GOOD or MEDIUM (FAIR) braking action, **two (2) consecutive POOR PIREPS** require the airport operator to conduct a runway assessment.

Snow Removal Criteria

Braking Action Reporting

LOA between TEB ATCT & PANYNJ:

- Any time a braking action of NIL is reported to ATCT, regardless of aircraft type, that runway shall be immediately considered **closed** and ATCT shall not permit any further operations on that runway until notified by Airport Ops.
- Airport Ops will immediately inspect runway and make determination on runway status.

Communication & Safety

AOA Ops Supervisor (TEB 99)

- Single POC between Airport Ops, Airport Mx & ATCT.
- Continuously monitor & assess runway conditions.
- Issue all Field Condition Reports via NOTAM system.

Airport Ops Snow Desk (TEB 98)

- Coordinate runway closures with ATCT and TRACON.
- Coordinate De-Icing Program between ATCT & FBOs.
- Monitor PIREPs to identify deteriorating runway conditions.

Snow Removal Summary

- Reviews conducted after each event
- Goal is to measure the snow removal efforts from the customer's perspective
- Specifics from each event are presented at the monthly Manager's meetings from November through April

Note: Please email any questions to tle@panynj.gov

Pilots Deicing Responsibilities

Larry Brady,
KTEB FAA ATCT Operations Support Specialist

Pilot's Deicing Responsibilities

- ▶ In order for the TEB Formal Deicing Program (FDP) to be in effect, freezing/frozen precipitation must be in progress.
- ▶ Fixed Based Operator (FBO) during an Event and prior to deicing notifies Airport Operations of their intentions to deice; unless a FDP is already in effect.
- ▶ Airport Operations advises all FBOs: **“A Formal Deicing Program Is Now In Effect”**.
- ▶ First step for pilots: A Pilot makes a request to FBO for deicing “during an Event”.

Pilot's Deicing Responsibilities

- ▶ The Rate of Departures will be based on the intensity, type of precipitation, surface conditions and the number of runways in use during the event.
 - 6 minutes between departures = 10 departures per hour
 - 5 minutes between departures = 12 departures per hour
 - 4 minutes between departures = 15 departures per hour
 - 3 minutes between departures = 20 departures per hour
- ▶ Arrival rate will be adjusted to manage the above departure rates.
- ▶ Prior to Deicing an A/C, the Ramp Boss shall ensure that the Pilot & A/C has:
 1. IFR clearance: After receiving their clearance, Pilots are requested not to contact TEBT until after their deicing has been completed.
 2. All passengers & crew are on board.
 3. All baggage and fuel have been loaded.
 4. And except for deicing, the A/C is in a ready to taxi status.

Pilot's Deicing Responsibilities

- ▶ Note: Pilots should obtain their IFR clearance as soon as available. If an Expect Departure Clearance Time (EDCT) is issued, the Pilot will inform the Ramp Boss of this departure restriction. The Ramp Boss shall make every effort to comply with this restriction by adjusting the Deicing lineup so that the A/C can depart at the issued time. EDCT is a wheels up time.
- ▶ Prior to deicing, TEBT will verify the departure's destination is accepting traffic and is good to go.

Pilot's Deicing Responsibilities

- ▶ The Ramp Boss will inform TEB ATC of any A/C on their ramp who does not require deicing and is ready for departure.
- ▶ TEB ATC will make every attempt to accommodate the request without penalizing any FBO or previously sequenced A/C.
- ▶ The Ramp Boss will advise/signal the Pilot when deicing is complete.
- ▶ After deicing is complete, Pilots will contact Ground Control when ready to taxi.
- ▶ The use of type IV fluid, although increasing the time parameter for departures, will not alter the initial prerequisites of this procedure. What type IV fluid does offer is the ability to have A/C safely waiting for departure. By taking advantage of any missed departure or arrival slots, type IV has the potential of increasing the total number of hourly departures.

Pilot's Deicing Responsibilities

- ▶ Should a Runway closure occur stopping departures, a Deicing pause will take effect. Expect a Deicing restart to be initiated prior to the Runway reopening.
- ▶ Times will change but the sequence will remain the same.
- ▶ Airport Operations, as the official weather observers on the Airport, will coordinate with TEBT when the active freezing/frozen precipitation event has ended thereby canceling the Formal Deicing Program. A/C may continue to be deiced and if the demand warrants, Gate Hold procedures may remain in effect; however, the Formal Program will be terminated.
- ▶ Operations will inform the FBOs when the Formal Deicing Program has ended.
- ▶ TEBT will also announce on all active frequencies when the FDP has ended

Note: Please email any questions to tle@panynj.gov

Port Authority Airports– Construction Potentially Impacting TEB

Ralph Tamburro, Delay Reduction
Project Manager, Port Authority of NY &
NJ, Aviation Dept.

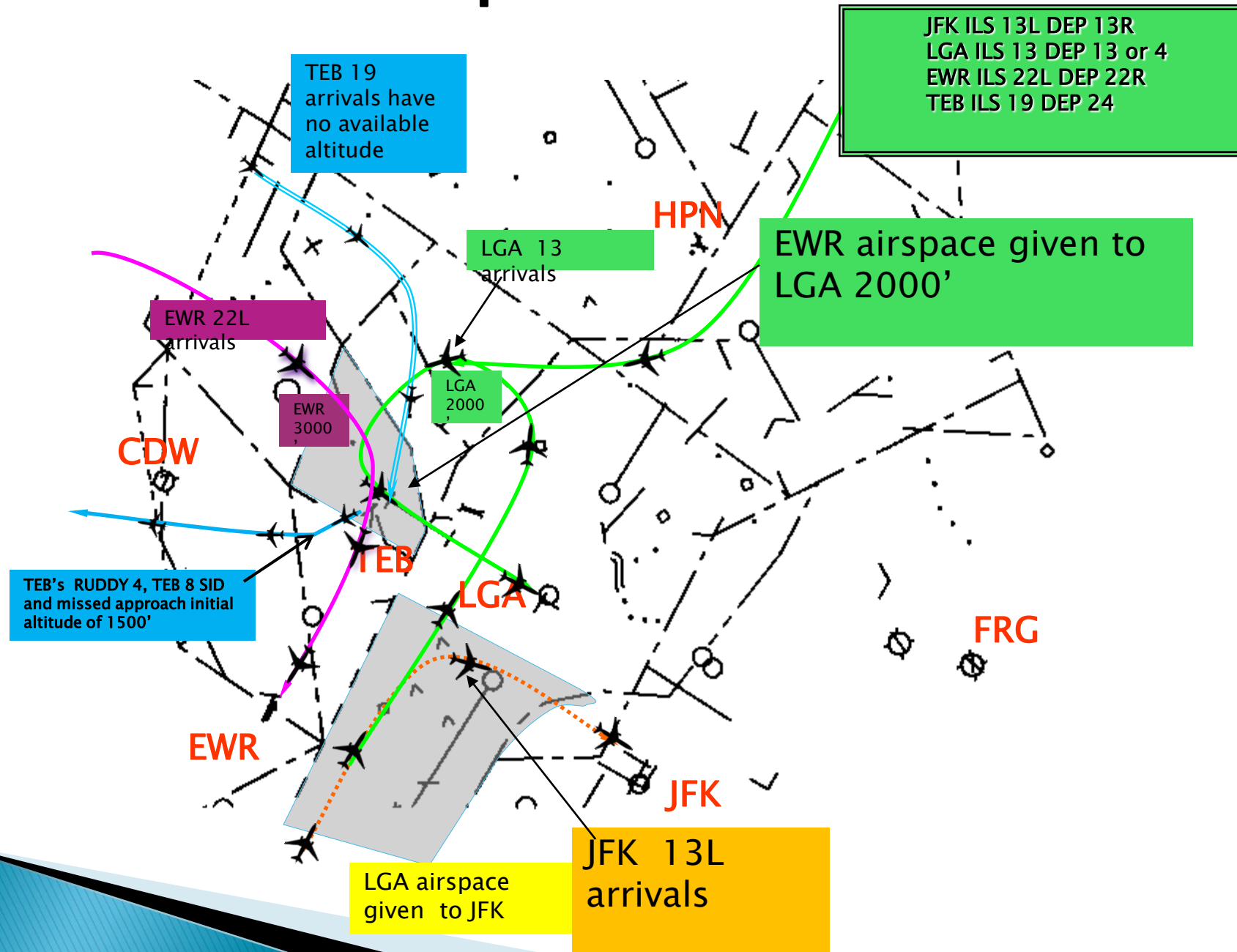
Port Authority Major Construction projects

- EWR/TEB: no major project scheduled for 2015.
- LGA: RSA dead line of 2015
 - Runway 4/22 RSA, This could potentially increase the use of the ILS 13 as well.
 - Runway 13/31 RSA work, 13/31 rehabilitation.
 - These closures will be 10 pm to 7 am with extend weekend closures typically Friday night at 2200 lcl through Sunday at 12 noon during the off peak times.

Port Authority Major Construction projects

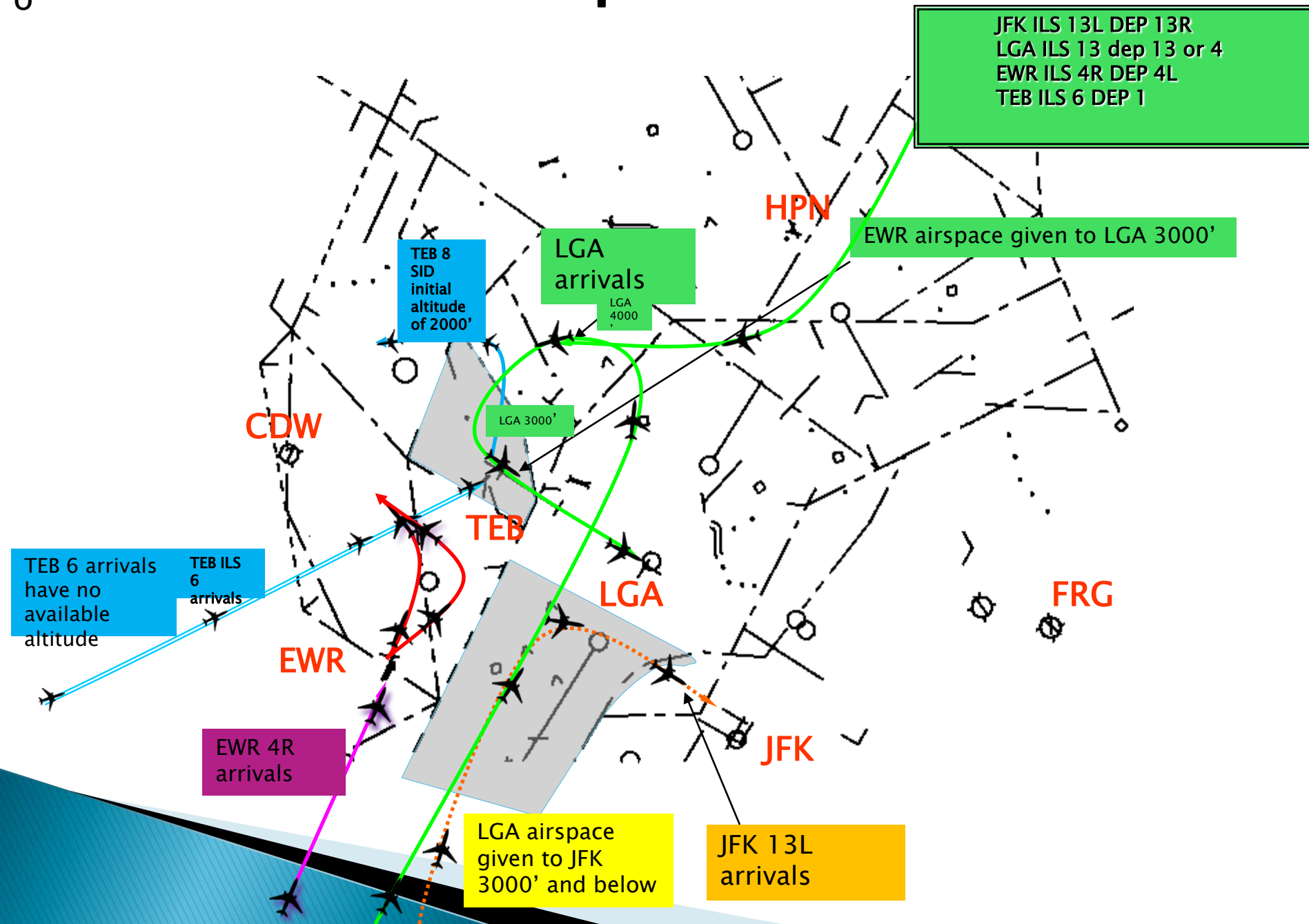
- JFK will have two major closures during the spring summer of 2015:
 - 13L/31R will close from March 1 through April 9, 2015. This will have minimal impacts on the rest of the NY airspace.
 - 4L/22R will close from April 10 through September 21, 2015. This closure will present many issues for the NY airspace but the primary concern is the increased use of the ILS 13 operation.
- Port authority conducts a weekly telcon with a look at the forecasted weather for the week and any potential conflicts in the operation. Currently an internal telcon but we will extend an invitation to the Customers and the FAA beginning early next year.
- The following slides explain the impacts of the ILS 13 on the operation and why it impacts TEB more than the others.

Current Airspace Flow EWR 22L



Current Airspace Flow EWR 4R

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More on LGA ILS 13 Impacts to TEB

When LGA goes to the ILS Runway 13 Configuration;

- TEB goes into a 1st or 2nd Tier Ground Stop for Arrivals.
- TEB arrivals already airborne go into holding. (They can't run LGA and TEB arrivals simultaneously). They will accumulate TEB arrivals in the holding pattern and run them the last 10–15 minutes of the hour (LGA arrivals are stopped while they run the TEB arrivals).
- Low Rate TEB Ground Delay Program may go into effect if they expect to stay on the ILS 13 configuration for an extended period of time.
- The TEB Ground Stops and/or Ground Delay Program will be extended until they are able to come off the ILS 13 configuration.

Please email any
questions to
tle@panynj.gov

TEB Chartered Visual Flight Procedure (CVFP) 19 Noise Reduction Alternative

Presented to: TANAAC

By: Warren Strickland, NYAPIO

Date: Oct 29, 2014



Federal Aviation
Administration

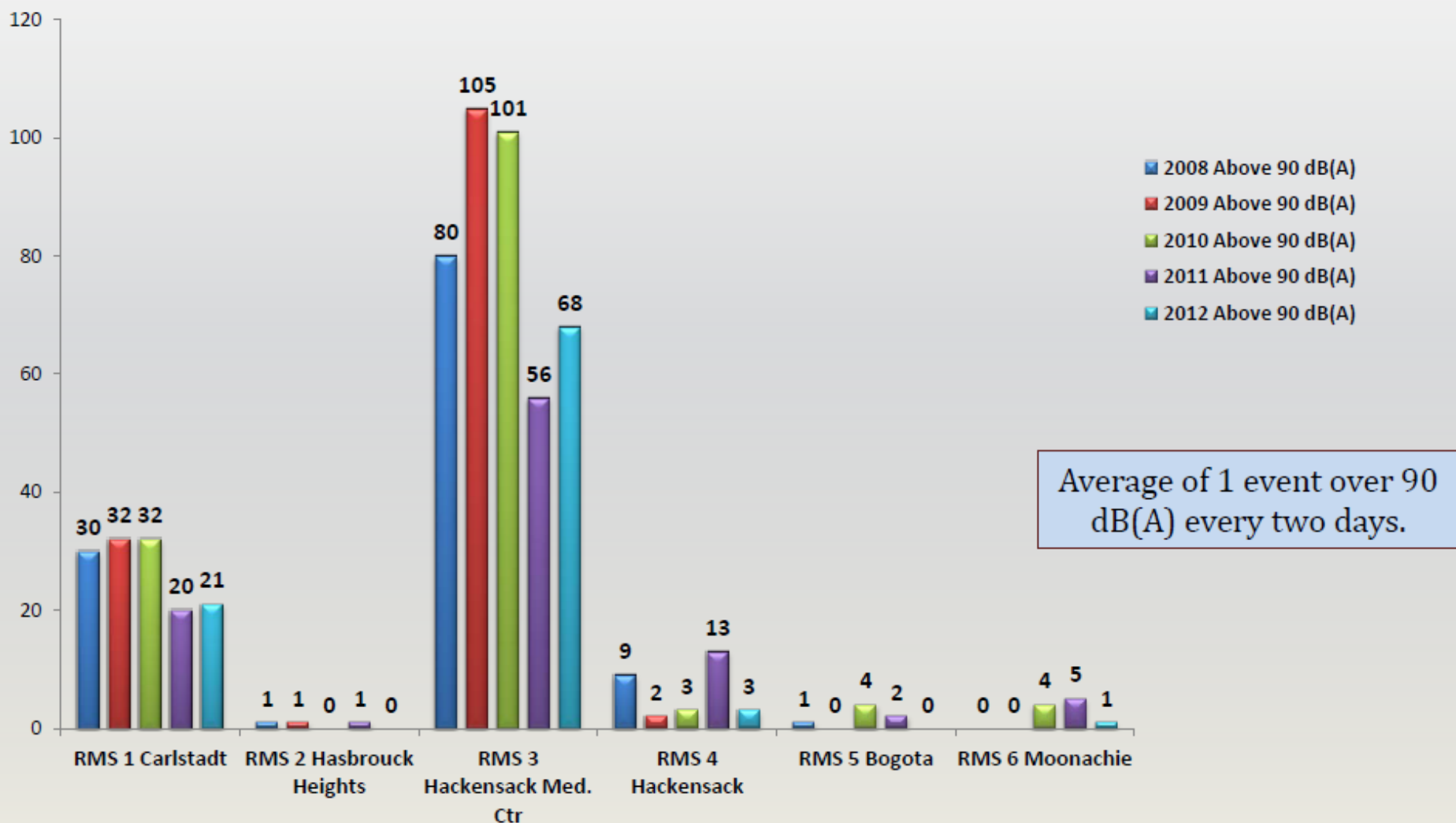


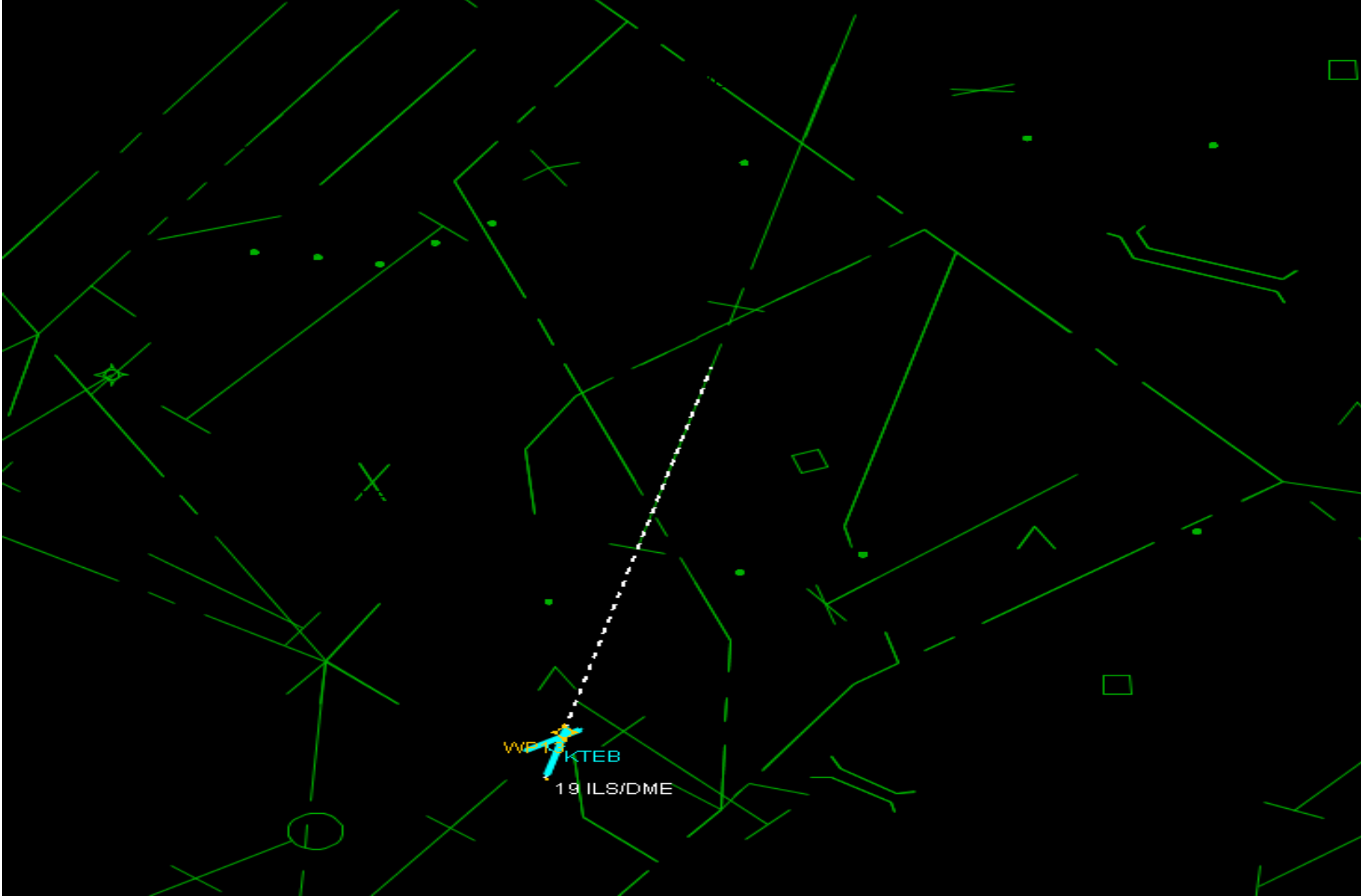
TEB RY Usage

- A Review of 2012 and 2013 data shows TEB was VFR 80% of the time and 50% of that time they landed on RY19.
- A request was made to see if the noise level over the hospital could be reduced.

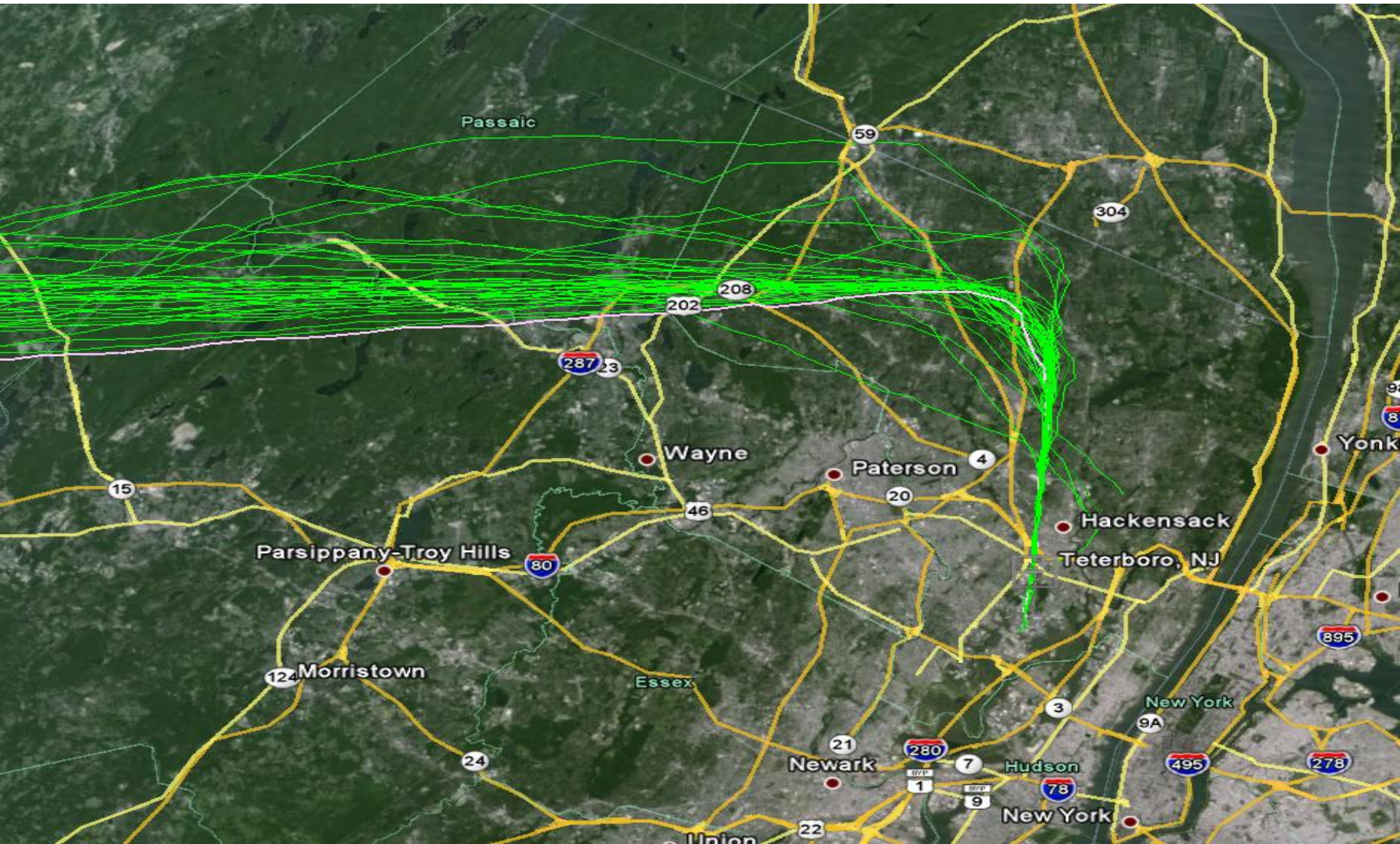


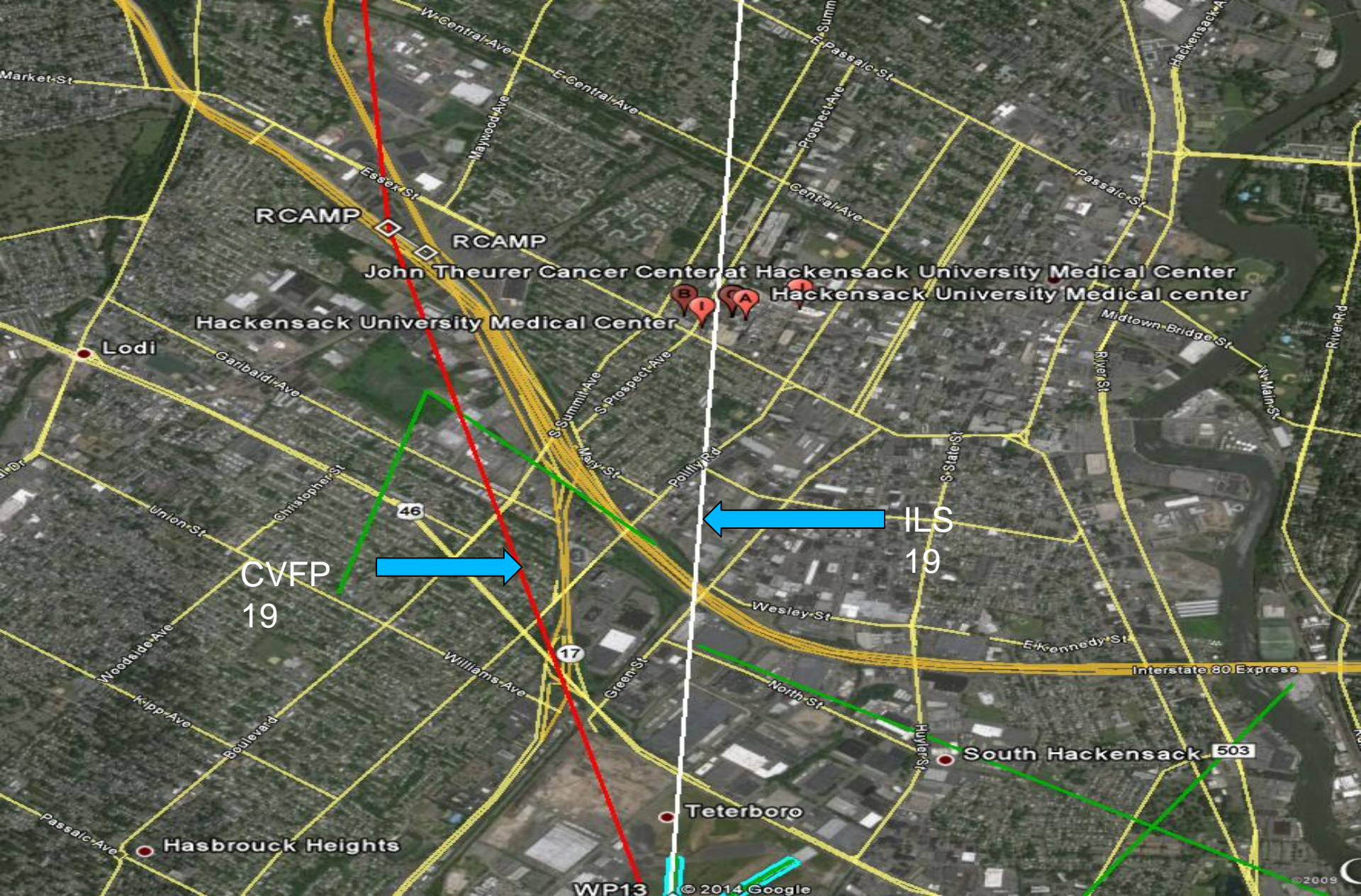
Noise Events Above 90 dB(A) – Half Year





ILS 19 tracks









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DALTON 2

- Pilots must Request 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 REQUESTED and used.
- If you use procedure, pilots should review and ensure compliance with all restrictions.
- Flight Safety has recently completed a video of the departure.

Late-night Noise Abatement Procedures

- If operating at TEB between 2300L and 0600L please help us to reduce the airport's noise footprint:
 - Use manufacturer or company recommended noise abatement departure procedure.
 - Use minimum safe reverse thrust upon landing.
 - Request preferential runways:
 - Runway 19 for departures (Request DALTON TWO to avoid delays) when airport is in South Flow.
 - Runway 1 for arrivals (conditions permitting) when airport is in North Flow.

TUG MEETING November 19th

- Air Charter Safety Foundation Presentation– Russ Lawton.
- Aircraft Deicing from the Line Service Perspective–Al Rabasca, Signature Flight.

Upcoming Issues & Spring Webinar Items

- ▶ RNAV Transitions being created to keep flows to satellites segregated.
- ▶ Spring Webinar: Review of Winter Ops, ARFF, RSAT, Construction, others?

Email questions to tle@panynj.gov

FINAL NOTES

Follow up questions–Please email tlee@panynj.gov

Next Webinar–Spring 2015, please submit agenda suggestions to Pam Phillips at pwalden@panynj.gov

Helpful websites:

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

<http://nbaa.org>

<http://fly.faa.gov>

<http://teterborousersgroup.org>

Post Webinar Q & A

- ▶ Q: Our home base tower (KCGF) and KCLE Tower have not received word that FAA recommends towers not give MU reports to pilots. Can you provide additional information or document from FAA?
 - Related question: I was not aware of (changes to field condition reports–ATC not providing MU values to pilots).
- ▶ A: Advisory Circular 150/5200-30C Airport Winter Safety & Operations references MU values in Chapter 5. Runway Surface Assessment and Reporting (5-1.b and 5-3.)
http://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5200_30c_consolidated.pdf
The key point is that the FAA has not been able to identify a consistent and usable correlation between MU values and airplane braking performance. Because of that, the FAA no longer recommends providing friction measurements to pilots as an objective assessment of the braking action that could be expected on the runway.
- ▶ Q: During the formal deicing program, what action puts an aircraft “in the queue” for departure?
- ▶ A:
 1. Obtain their IFR clearances from TEBT Clearance Delivery as soon as available.
 2. Contact their FBO Deicing Boss/Ramp Manager to be listed for deicing.

Post Webinar Q & A

- ▶ Q: We have significant concern with the new charted visual approach and how close the path would put us to the two towers (693' MSL) just south of I-80 near short final. How is this being assessed and mitigated?
 - Other related questions: This approach looks like it goes very close to the ABC antenna. There is a 700' tower in the approach corridor you are proposing, has this been taken into consideration?
- ▶ A: Since this is a VFR procedure the plan was to identify the towers on the chart and the verbiage would request pilots to remain west of the hospital and east of the towers. Pilot safety is paramount so we expect some deviations in the flight path depending on a pilot's familiarity with the landmarks.

Post Webinar Q & A

- ▶ Q: Charted Visual 19– Any chance of creating a few waypoints for the “visual” procedure for better situational awareness for the arrival?
- ▶ A: When the final procedure gets charted the names depicted in the presentation are already reserved and will be RNAV waypoints that coincide with the visual landmarks.

Post Webinar Q & A

- ▶ Q: How far is the hospital from the approach end of runway 19?
- ▶ A: Approximately 1.5 NM.
- ▶ Q: How will the proposed CVFP 19 impact the Helicopter November route?
- ▶ A: Both are VFR operations utilizing the same or close to the same route. Based on the demand, the Tower Controller will apply the proper procedures and traffic advisories or will issue an alternate route.

Post Webinar Q & A

- ▶ Q: NBAA ATC Desk indicates that the use of the Dalton departure de-conflicts one with EWR traffic and provides more departure flexibility and less delays, but TEB controllers say that requesting Dalton departure will incur a greater delay because one must be worked into/sequenced with the EWR traffic. Which is it?
- ▶ A: The IFR departures off of 19 at TEB need to be worked into the EWR final and requires at least a 10 mile gap between arrivals. The Dalton 2 separation is reduced to 5 miles with the possibility of reducing the spacing even more with increased usage. After we collect enough data from flight tracks etc., we may be able to reduce the Dalton 2 gap to no gap requirement which is the intent of the procedure. Check out the link for a video courtesy of Flight Safety. The more folks that request it, the better our position may be to make it even more advantageous.
- ▶ <https://www.youtube.com/watch?v=gDKuPB2l0UA>

Post Webinar Q & A

- ▶ Q: What is being done to mitigate/resolve the ILS 19 glideslope “anomaly” as aircraft cross on RY 24 or taxiway Q?
- ▶ A: When at or above a ceiling of 800 feet and/or visibility 2 miles the ILS Glide Slope (GS) critical area is not protected. Therefore aircraft will be taxiing in the ILS GS critical area which will have an impact on the GS signal. Flying a Localizer only approach with the use the PAPI for descent will eliminate the GS anomaly. Also an RNAV approach is being modified and another being developed for Runway 19 that will somewhat overlay that of the ILS approach.