

Minutes of TUG Meeting – November 19, 2014

Dave Belastock, TUG President

- Dave welcomed everyone to the meeting, and announced some changes to the organization. Geoff Couture's strong contributions to TUG were recognized, and he will continue assisting TUG as a member of the Board of Directors. Jim Dramis of FlightSafety International has now humbly accepted the role of Vice President.
- TUG now has a YouTube channel at:
<https://m.youtube.com/channel/UC2N0YjhILBwSjYH42FzSX2g>
- Two TUG-generated informational videos can be found there, on the Dalton 2 VFR Departure, and on the proposed Charted Visual Flight Procedure for Runway 19.

Pam Phillips, Airport Operations

- Sept. 2014 saw 15,503 operations, up 6.93% from Sept. 2013.
- Oct. 2014 saw 15,378 operations, up 5.64% from Oct. 2013.
- Sept. 18 was the busiest day of the month, with 674 operations.
- Oct. 10 was the busiest day of the month, with 664 operations.
- September had 7 days with over 600 operations, and October had 8 days over 600.
- The busiest days are Wednesdays & Thursdays.
- The Chief Pilot Webinar had over 130 attendees. (Pam will send TUG the presentation.)
- Some operators have experienced frustration about the ongoing airport construction, and are wondering why it is necessary. Operators are reminded that the construction is necessary to repair damage from Hurricane Sandy.
- Taxiway Bravo is slated for removal in 2016 or 2017.
- Construction projects will be scheduled during nights and weekends whenever possible, to minimize the impact on operations.
- Additional airport maintenance staff will be hired in 2015 for better efficiency.

Group Discussion

- Construction at Kennedy, beginning in April 2015, will necessitate the use of Runways 13L and 13R. This will force LGA onto a Runway 13 flow, which will severely impact Teterboro operations.
- Perhaps Newark can use steeper (3.5-degree) glideslopes to create greater vertical separation from TEB? This idea was presented in the past and was rejected for ATC reasons; however, it will be explored again.

Gary Palm – Manager, TEB Tower

- Issues such as delays should be communicated to Gary and his team in the TEB Tower.
- A Charted Visual Flight Procedure (CVFP) to Runway 19, which follows Route 17 South, is in the works. A primary concern was to avoid the hospital in Hackensack.
- Dave Belastock shared a recent TCAS resolution advisory that he experienced while on vectors for the ILS 19. VFR traffic operating (perfectly legally) just north of TEB's Class D

airspace has created several collision hazards to aircraft on this approach. How can this risk be mitigated? Can TEB's Class D airspace be extended to the north?

Larry Brady – Staff Specialist, DOT/FAA

- Formal deicing occurs when precipitation is actively falling.
- Pilot must request deicing. When this happens, FBOs are contacted and a formal deicing program is in effect.
- 5 minutes between departures = 12 departures per hour during deicing. TRACON will adjust the arrival rates accordingly.
- Prior to deicing, pilots must have:
 1. IFR clearance
 2. All pax and crew on board
 3. Baggage and fuel loaded
 4. Except for deicing, aircraft is ready to taxi
- Formal deicing program ends when active freezing/frozen precipitation event has ended.
- After receiving clearance, pilots should NOT contact Tower until after their deicing has been completed.
- Each FBO has 2 deicing trucks.
- Use of Type IV fluid has the potential of increasing the number of hourly departures.
- Pilots should call Clearance Delivery or airport operations for field conditions. Do NOT contact Ground or Tower for this information.

Al Rabasca – Ops Manager, Signature Flight Support

- Members are reminded that the procedures in Al's presentation, although industry-standard, are specific to Signature Flight Support.
- Signature will NEVER apply Type IV only. They require Type I, then Type IV. Type IV is designed to shear off the wing ONLY if Type I is applied underneath it.
- Aircraft will NOT be deiced with engines running due to safety concerns for deicing personnel.
- Standard procedure is to start deicing the left wing, then tail, then right wing. However, deviations to this procedure can usually be accommodated if the pilot specifically requests it.

Russ Lawton – Director of Safety Management, Air Charter Safety Foundation

- The Air Charter Safety Foundation (ACSF), <http://www.acsf.aero/>, was founded in 2007 by National Air Transportation Association (NATA), who was concerned about the air charter industry safety record after several high-profile accidents.
- ACSF is a non-profit 501(c)3 organization.
- Its goals include achieving a standardized and consistent audit process using an ISO-compliant format, similar to those of airlines.
- ACSF doesn't perform the actual audits. They create the standards and handle the qualification of independent auditors.
- ACSF Industry Audit Standard is an add-on module to the ARGUS Platinum.
- 2009-2013 hull loss statistics:

- U.S. Part 121 = .148 per 100,000 flight hours
- Part 135 business jets = .54 per 100,000 flight hours
- ACSF-IAS Registered Operators = .16 per 100,000 flight hours
- ACSF staffs a toll-free Illegal Charter Hotline at 888-SKY-FLT1 (888-759-3581).
- The Aviation Safety Action Program (ASAP, <http://www.acsf.aero/asap-resources/>) is designed to identify critical incidents, and their root causes, to prevent future accidents.
- Leading sources of pilot-related incidents are:
 - Altitude deviations
 - Course deviations
 - Company procedure deviations
 - Maintenance operations
 - Manuals/logbook paperwork
- 90,000 ASAP reports come in annually. 84% are sole-source reports, e.g. nobody else except the flight crew was aware of the deviation. This indicates how much trust is placed in the system.
- Russ reminded everyone of an excellent Teterboro Airport informational resource that is available at www.airportflightcrewbriefing.com/teterboro/
- March 10-11, 2015 – Air Charter Safety Symposium at NTSB Training Center near Dulles, VA. Topic – “How Do You Know You’re Safe?” <http://www.acsf.aero/symposium/>
- For any questions or concerns, contact:
 - Bryan Burns: bburns@acsf.aero
 - Russ Lawton: rlawton@acsf.aero
 - 888-SAFE-135 (888-723-3135)
- Please see Mr. Lawton’s presentation here: http://teterborousersgroup.org/wp-content/uploads/2014/11/ACSF_Russ-Lawton.pdf

Rudy Steintal

- Wings and Wheels – June 20-21. Support is needed, and the event organizers are in search of military aircraft from World War I to the Korean War era for display.
- Santa arrives on December 6. Admission for children are free, and \$7 for adults.

Closing Remarks – Dave Belastock

- The next TUG meeting will be held on Jan. 21, 2015.
- Members are encouraged to share their ideas for future meeting presentations. TUG exists to serve its constituency, so please let us know what we can do for you.
- We wish all our members and their families a happy and healthy holiday season!