

## **Minutes of TUG Meeting – March 18, 2015**

### **Jim Dramis, TUG Vice President**

- Jim filled in for President Dave Belastock, who had an out-of-country work commitment. After welcoming everyone, Jim reviewed the meeting agenda and facilitated group introductions.

### **Renee Spann – Airport Manager**

- Jan 2015 saw 11,034 movements, down 6.3% from Jan 2014 (due to last year's Super Bowl).
- Feb 2015 saw 11,823 movements up 6.2% from Feb 2014. This number was lower than usual due to the impacts of snow events.
- Renee introduced two new Port Authority employees. Please welcome them to the TEB and TUG families!
  - Timothy Middleton – Program Manager, Part 150 Noise Compatibility Studies
  - Ari Alinsky – Program Manager, Airport Lighting Inspection/Repair

### **Timothy Middleton – Port Authority, Program Manager – FAR Part 150 Noise Study**

- Timothy is the Program Manager for a Part 150 study of noise compatibility that includes EWR, TEB, LGA and JFK. Tim will manage the studies of EWR and TEB. The Part 150 noise analysis process (a 3-to-5 year project) analyzes current flight tracks, future flight tracks, and noise patterns around airports. It is a highly detailed FAA process, and includes the receipt of funds for noise mitigation. The Technical Advisory Committee, which includes the Port Authority and other contractors, will collect information from airport users, land owners, and other stakeholders in an attempt to provide an optimal solution.
- Tim will reach out to TUG in the near future. Bi-monthly meetings will be held on the noise studies.

### **Ari Ellinsky – Port Authority, Manager – Construction, Wildlife and Security**

- Ari is responsible for investigating the extent of damage to airport lighting circuits as a result of Hurricane Sandy.
- Depending on the amount of damage, the contractor can complete lighting project in as little as 10-12 days, or as much as 22-24 days.
- The examination will result primarily in taxiway closures, but runway closures will also occur.
- Runway closures will be done at night whenever possible. However, some runway closures will occur during the daytime, since all lights will need to be shut down during inspection.
- Days with the least airport impact will be selected, typically 5:30am – 2pm runway closures.
- Construction starts Monday March 23.
- No further dates have been set yet. The contractor is flexible.

### **Group Discussion**

- The topic of the FAA's recent NOTAM on Cold Temperature Restricted Airports was brought up by Woody Saland and Jim Dramis.
- FAA conducted a risk analysis on all airports in the National Airspace System with instrument approaches, and identified several hundred airports where obstacle clearance could be compromised at and below certain temperatures.
- This NOTAM, which becomes effective on September 17, 2015, requires altitudes in certain approach segments at certain airports to be temperature-compensated when the temperature is below specified values.
- For more information, see the NOTAM here: <http://teterborousersgroup.org/wp-content/uploads/2015/03/InFO15002.pdf>

### **Gary Palm – Manager, TEB Tower**

- Pilot deviations at TEB have been occurring when instructed to hold short of Runway 1 on Taxiway Bravo. Most deviations have been stopped by controllers.
- When airport is on a north flow, Runway 6 is used for arrivals, and Runway 1 for departures.
- Time studies were done on Runway 6 landings, and it was actually much faster for aircraft to exit at the end of Runway 6 than to exit on Bravo. Based on these results, aircraft landing on Runway 6 will be instructed to exit at the end of the runway.
- Plans are underway for Taxiway B to be eliminated, and replaced with a taxiway leading from Runway 6 to the Taxiway Alpha pad. Construction due to begin in 2016.

### **Rudy Steintal – Aviation Hall of Fame of New Jersey**

- Open cockpit events – held on specific Saturdays & Sundays: March 28/29, May 16/17, July 25/26, Sep 26/27, Nov 14/15 from 10am – 4pm. These events will feature Convairs, Coast Guard helicopters and other aircraft.
- 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. Looking for vendors, aircraft, and other support. B-17, plus two older Navy dive bombers.
- Details of these events can be found on the Museum's website, <http://www.njahof.org/calendar.htm>

### **Dr. Earl Weener – Member, National Transportation Safety Board (NTSB)**

- NTSB is an independent federal agency charged with determining probable causes of accidents.
- Board members are nominated by the President, and confirmed by Senate.
- It reports to Congress.
- Its goals are to learn from accidents; provide recommendations to reduce accidents and increase safety; conduct safety studies; conduct Forums and Symposiums; maintain an official civil aviation accident database; and evaluate effectiveness of emergency responses to HAZMAT accidents. Provides family assistance following accidents.

- Most Wanted List 2015 – Distractions, Substance Impairment, Fitness for Duty, Loss of Control, Procedural Compliance
- 2013 – 1297 accidents investigated (1222 were GA, 221 were fatal). 2014 numbers are similar.
- GA numbers have been flat for the past decade. GA accident rate remains at 6-7 accidents per 100,000 hours
- Corporate operations are safest – less than 1 accident per 100,000 hours.
- Business operations (owner-flown) – about 2 accidents per 100,000 hours.
- Instructional flying – 4-6 accidents per 100,000 hours.
- Personal flying – 10-12 per 100,000 hours. Has gone up 25% in past 10 years. Some of the increase is explained by experimental/homebuilt aircraft. 1,000 homebuilts are being registered each year – more than production aircraft.
- Main accident causes in past few years - Loss of control, powerplant failure, CFIT, non-CFIT terrain collisions, VFR into IMC, and component failure other than powerplant.
- Airline accident rate has decreased by more than 80% in the past decade.
- 5 of the Top 10 goals for accident reduction:
  - **Disconnection from Deadly Distractions** – use of cellphones, laptop computers, etc. during ALL modes of transportation. Aviation emphasis – sterile cockpit, appropriate use of Personal Electronic Devices (PEDs), manage distractions
  - **End Substance Impairment in Transportation** – autopsies of fatally-injured pilots indicate that 11% had potentially impairing drugs in their systems, such as Benadryl.
    - For guidance on medications, see FAA publications – “Medications and Flying,” “Guide for Aviation Medical Examiners”. Also see the General Aviation Joint Steering Committee (GAJSC) 2013 letter to pilots.
    - **Impairment duration is 5x the dosing suggestion** (e.g. 40 hours impairment if medication is to be taken every 8 hours).
  - **Fitness for Duty** – FAA Medical certificate measures fitness at exam time, but pilots must self-assess at all times. Pilots should obtain proper rest to avoid fatigue. Focus on medical conditions, such as Obstructive Sleep Apnea.
  - **Loss of Control (LOC)** – More than 40% of GA accidents during 2001-2011 were due to LOC. Most deadly flight phases – approach to landing, maneuvering, and climb. Personal flying accounted for 521 LOC accidents from 2008-2013.
    - Loss of Control Working Group published their findings in 2012.
    - Safety Enhancements Identified:
      - Angle of Attack – stall occurs at a specific AOA, not necessarily on a speed. Aftermarket AOA indicators are available for light piston aircraft. Stall recovery – emphasize reducing angle of attack.
      - Aeronautical Decision-Making
      - Stabilized Approach
      - Single Pilot Cockpit Resource Management (CRM)
      - Medication effects
      - Weather technologies

- **Strengthen Procedural Compliance** – more than a dozen commercial aircraft accidents in the last 10 years related to this. Implement well-developed procedures, train them, and emphasize & reinforce operations on those procedures.
- Investigation Process
  - Go-Team is dispatched from Washington headquarters to major transportation accidents
  - Arrival on-scene – coordinate with local authorities, establish ops center, confirm security arrangements.
- NTSB accident files are online at [www.nts.gov](http://www.nts.gov).

**Closing Remarks – Jim Dramis**

- The next TUG meeting will be held on May 20, 2015. Hope to see you there!