21 April 2015

MEMORANDUM

Subj: Minutes from the 20 April 2015 FAA Business Aviation Forum

The following are meeting minutes from the BAF held at the FAA’s Eastern Regional Office.

1. NY Update (Kathleen Moclair-Shea, NY APIO) / (Bill Ruggiero)

* Special Authorization (SA) CAT II Update
	+ HPN (SA) CAT II for RWY 16 was published on 15 November 2014
	+ ISP (SA) CAT II for RWY 06 is on schedule for 06 December 2015
	+ TEB (SA) CAT II for RWY 06 was initially scheduled for 10 November 2016 but that date has been pushed back. The delay is a result of Teterboro looking to install a perimeter road around the airport that will impact the Localizer antenna location.
		- As possible alternative would be for Teterboro to install GBAS antennas allowing for each runway to have a GLS approach similar to EWR.
		- The cost for this project would be roughly $2.5 million. The FAA would support the installation due to the system’s flexibility but would not be able to provide any funding.
		- Teterboro is below CAT I minimums an average of 30 hours per year in the months of Jan/Feb.
* Teterboro Tower Replacement
	+ This has been a lengthy project that has dragged on for years due to environmental impact studies.
	+ Presently two out of the three environmental permits have been obtained with the final permit approval expected in May/June.
	+ Timeline for design approval is 2017 with the new Tower being commissioned in 2020.
* SWAP (Severe Weather Avoidance Plan)
	+ Last year SWAP was highly successful and the FAA is highly optimistic for continued success during the upcoming summer season. A couple of reminders were addressed:
		- Operators should file their own weather avoidance routes to reduce ground delays.
			* It is important that the new weather avoidance flight plan be filed at least 45 minutes prior to scheduled departure.
			* The earlier the flight plan is filed the better!
		- Once up and into the route structure ATC will be able to take advantage and leverage Business Aviation aircraft capabilities – the issue is getting us airborne.
		- Utilize SERMAN low-level routes to DC.
		- Utilize AZEZU (off-coast) Routes for flights to Florida.
		- TEB/MMU traffic should consider utilizing PARKE J6 / J91 vice WHITE (most utilized and busiest departure fix going south) to go south.
		- HPN/FRG should consider utilizing BEADS to go south.
		- Review the FAA Operational Information System (OIS) page for current reroutes: <http://www.fly.faa.gov/ois/>
		- Review Advisories Database that can be found by going to “Products” on the following page: <http://www.fly.faa.gov/Products/products.jsp>
	+ Collaborative Trajectory Options Program (CTOP)
		- A question was asked if this program was available but the group was told it was not ready for implementation.
		- Here is a link to information about this proposed program: http://www.nbaa.org/ops/airspace/tfm/tools/ctop.php

2. Unmanned Aircraft Systems (Bill Gianetta)

* Reviewed applicable sections of Public Law 112-95 (Title III – Safety, Subtitle B –UAS) that governs integration of unmanned aircraft systems into the national airspace system (NAS). http://www.gpo.gov/fdsys/pkg/PLAW-112publ95/pdf/PLAW-112publ95.pdf
* In particular, sections 333 (special rules for certain unmanned aircraft systems) and section 336 (special rules for model aircraft) were addressed.
* There are three distinctive UAS groups; public operations (governmental), civil operations (non-governmental), model aircraft (hobby or recreation only). The operational guidelines are detailed on the FAA’s website: <https://www.faa.gov/uas/>

3. Automatic Dependent Surveillance – Broadcast (ADS-B) (Preston Barber)

* A thorough review of the FAA’s implementation of ADS-B infrastructure plan was provided.
* The FAA is well ahead of installing all requisite ground equipment to support the mandated January 1st , 2020 ADS-B Out requirement.

4. Procedures Update (Mark Guiod, N90)

* TEB Charted Visual (CVFP 19)
	+ The new procedure will be published on May 28th, 2015. This route avoids overflying the hospital by keeping the aircraft tracking over main roadways.
* FMS labeling issues with TEB RNAV (GPS) X RWY 6
	+ Topic was raised to see if operators were experiencing any issues but the group remained quiet.
* RUDDY 5 Modification:
	+ Due to the frequency of deviations (2-3 per month) causing the FAA to generate Risk Analysis Events (RAEs) due to loss of separation, the FAA is looking to make some modifications to the RUDDY 5 to eliminate these events. In particular;
		- They are planning on making a graphical change to the altitudes at both WENTZ and TASCA placing the word “mandatory” and rearranging the placement of these altitudes on the chart to draw more attention to the initial altitude of 1500 feet.
		- They are also contemplating a speed restriction of 180 knots for the departure. The group requested the speed restriction be no less than 190 knots.
			* With the majority of the deviations being altitude related the speed restriction seems to be overkill as it will not prevent the altitude excursions.
		- They requested to get to word out to the Training centers (FSI / CAE) to emphasize this departure during simulator training.
		- Another potential avenue to reach the masses would be FAAST Team blast.
* JFK Runway Closure Impact
	+ A temporary approach, LGA RNAV (GPS) RWY 13, was published on April 2nd to help alleviate the potential closure of Teterboro during certain conditions.
	+ The NY TRACON expects to complete training for this approach within a few days so they can utilize this procedure.
* Elimination of TEB VOR RWY 24 approach
	+ It was requested that the FAA not eliminate this approach until the RNAV (GPS) RWY 24 approach is certified and published.
* FAA’s NY-Area Airport Slot Plan
	+ The issue was brought up by the group but the FAA was unable to comment on the plan since the Notice of Proposed Rulemaking (NPRM) was still open for comment.
	+ The NBAA representative encouraged operators to submit their comments by May 8th, 2015.
* Future Business Aviation Forums
	+ The FAA is going to send out a survey requesting the group provide input as to the frequency of future BAF meetings.