

## Minutes of TUG Meeting – May 20, 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

- March saw 13,386 movements, up 8.58% from the previous March. Fuel dispensed was 4,130,855 gallons, up 7.15% from March 2014.
- April increased to 14,068 movements, up 6.9% from April 2014. Fuel dispensed was 4,013,033 gallons, up 7.03% from April 2014.
- Year-to-date, fuel dispensed is up 3.15% from the same period in 2014.
- The busiest days were Wednesday, March 4 (642 movements) and Thursday, April 23 (647 movements).
- **TEB will experience a brief closure on Saturday, May 30 from 6am to 9am.** Crews will be working at the runway intersection, performing electrical, painting, and grass-cutting maintenance.
- On April 18, a full-scale exercise took place to test incident response and communication.
- On April 24, TEB hosted a Career Day, which allowed 75 high school students to meet with the FAA and TSA.
- TEB is in the early stages of a Part 150 noise study, which is occurring at several other Port Authority airports as well.

### Pam Phillips – Manager, Operations & Security PANYNJ

- A summary of the Chief Pilot Webinar will be posted on the TUG website in the near future. About 100 individuals participated in the event.
- PANYNJ is soliciting opinions on the following topics:
  - RVR requirements for Runway 6
  - GBAS vs. CAT II approach for Runway 6
  - Nighttime use of the runways
- Taxiway B will be replaced with a high-speed taxiway.

### Gary Palm – Manager, TEB Tower

- Gary's request for an RSAT (Runway Safety Action Team) webinar was approved. This initiative reviews incidents over the past 5 years, and tries to mitigate future problems.
- Topics include runway crossings, procedural changes, and vehicle movements.
- The Charted Visual Flight Path to Runway 19 should be published soon – possibly in June.
- The new RNAV Rwy 13 approach to LGA will allow continued use of Runway 19 at TEB. However, Dean Snell from NBAA indicated that time-sharing may still occur between TEB and LGA/EWR.

### **Dean Saucier – NBAA Northeast Regional Representative**

- Community noise-complaint issues, which were mostly resolved at TEB, have somehow migrated to East Hampton Airport (HTO) on Long Island.
- No court injunctions have been imposed yet, but town officials are poised to implement a set of noise and access restrictions. However, the federal government supports the issuance of a temporary restraining order to prevent the town from implementing restrictions at the airport until June 8. This restraining order will give FAA adequate time to study and respond to implications of a federal lawsuit that questions whether the restrictions comply with federal law and FAA regulations.
- NBAA is confident that any restrictions imposed by local officials will not be enforceable.
- The business aviation community is watching this case closely, because the outcome will likely set a precedent for other airports across the country.
- EWR proposes to reduce General Aviation slots to 1 per hour. LGA will hold steady at 3 slots per hour, and JFK is proposing 2 per hour.

### **Anthony Battista & Stephen Walsh – Aviation Attorneys and Partners, Condon & Forsyth LLP**

- Condon & Forsyth has offices in NYC and Los Angeles. They represent major airline carriers in litigation matters, and also represent the Southwest Airlines Pilots' Association.
- There are 3 documents that all pilots should be aware of:
  - The Pilot's Bill of Rights – problems could become worse if you don't know your rights.
  - DOT Order 2150.3B – the "bible" for enforcement actions. Lists procedures that FAA inspectors must use.
  - Flight Standards Information Management System – handbook that FAA inspectors use.
- Per the Pilot's Bill of Rights, a pilot must receive a notice of any investigation. Response is not necessary, but there could be consequences if the pilot appears uncooperative.
- Whether to respond or not is an important decision. Those who choose to speak to FAA often get into more trouble.
- ASRS/ASAP reports should be filed within 10 days if the pilot suspects he/she has committed a possible violation.
- FAA won't necessarily release all available information in the initial reports that are sent to the pilot.
- Pilots are entitled to ATC data.
- New Pilot's Bill of Rights (introduced Feb. 2015) proposes to:
  - Allow pilots to appeal administrative decisions to Federal Court
  - Limit FAA's subpoena powers without judicial review
- If only administrative action (warning letter, re-training, etc.) rather than punitive action (certificate suspension/revocation) appears likely, then pilots are encouraged to discuss the matter with FAA.
- Be careful what you post online! FAA will gather information from Facebook, Instagram, bar receipts, hotel records, etc.
- If FAA requests an Informal Conference, they are either trying to resolve the case quickly (good), or to gather additional evidence (bad). But 99% of cases are resolved in this phase.
- Exercising all available appeals could cost a pilot up to \$300,000.

- A common issue has involved the definition of “congested areas” vs. “other than congested areas.” These terms have no official definition and are largely subjective.
- Pilots requiring legal services may contact Anthony Battista at [abattista@condonlow.com](mailto:abattista@condonlow.com)
- See their presentation [here](#).

#### **Susan DePaiva and Ron Clements – FlightSafety Cabin Safety Program**

- Halon works on all types of fires – A, B & C.
- However, the extinguisher must be backed up with non-combustible liquids in order to cool the burned material and prevent recurrence of the fire.
- Lithium batteries tend to experience thermal runaways while they’re charging. Don’t handle or thermally insulate these fires! Instead, pour water on them.
- Consumers should purchase charging equipment that is produced by the electronic device’s original manufacturer to ensure quality products.
- Ron discussed oxygen masks, and demonstrated how difficult breathing and communication can be while wearing a mask at high cabin altitudes.

#### **Steve Reithof – NJ Aviation Hall of Fame & Museum**

- 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 rides will be available for \$450.
- Details of these events can be found on the Museum’s website, <http://www.njahof.org/calendar.htm>

#### **Oscar Janssen – Pilot, American Express Flight Department**

- American Express is sponsoring this program, titled “Professionalism, Human Factors, and Fit-4-Duty.”
- Speakers will include Robert Sumwalt, NTSB Board Member; Leigh White, President of Alertness Solutions; Pat Daly, President of Convergent Performance; and Charles Lattarulo, Director of American Express Healthy Minds Program.
- Complimentary continental breakfast and a BBQ lunch will be provided.
- The venue address is:  
Powelton Club  
29 Balmville Road  
Newburgh, NY 12550
- Space is limited to 150 persons. RSVP to Linda Andrews, not later than June 10, to [linda.andrews@aexp.com](mailto:linda.andrews@aexp.com).
- Include individual name, company name, email address, and phone number.
- Attire: BUSINESS CASUAL or UTILITY UNIFORM – No jeans allowed.
- See the [invitation here](#).

#### **Closing Remarks – Jim Dramis**

- The next TUG meeting will be held on July 15, 2015. Hope to see you there!