

# Minutes of TUG Meeting – September 16, 2015

## Dave Belastock - TUG President

- Dave welcomed the group and facilitated introductions and kicked off a busy meeting agenda. He also covered several topics.
- TUG leadership participated in an FAA Working Group Meeting concerning the excessive Pilot Deviations (nearly 70 per year) while departing on the RUUDY FIVE RNAV Departure procedure. The PDs are both lateral and vertical in nature and conflict with arriving traffic to RWY 22L/R into EWR. Some potential mitigations being researched include:
  - Replacing the initial departure heading that intercepts a course to WENTZ with an instruction to fly an RNAV course directly to WENTZ.
  - Maintaining a single departure altitude of 1500 feet.
  - Decluttering of the chart. Consideration to splitting the pictorial and procedural text to two pages.
  - Color-coding the chart to better highlight the altitude constraint at WENTZ.
- On October 15<sup>th</sup> new terminal procedures will be published for the following:
  - TEB RNAV (GPS) Y RWY 19 – The missed approach has been amended, and use of this procedure will eliminate exposure to ILS 19 GS perturbations.
  - TEB RNAV (GPS) RWY 24
- The TEB Quiet Visual RWY 19 CVFP failed its second flight check due to difficulty identifying charted visual landmarks. The FAA is reworking the procedure, and publication may be delayed until March of 2016.
- The next TUG meeting is scheduled for November 18<sup>th</sup>.

## Renee Spann – Airport Manager

- July saw 13,468 movements, up 8.5% from the previous year.
- August saw 12,337 movements, up 3.0% from the previous year.
- Fuel dispensed is up 1.87% from the same period in 2014.
- The airport expects to be extremely busy in the near future due to Fashion Week, UNGA, and the Papal visit.

## Pam Phillips – Manager, Operations & Security PANYNJ

- The recent Pilot Survey was successful and the results will soon be posted on the TUG website as well as through the NBAA.
  - Based on the survey there seems to be confusion concerning GBAS approaches: Presently on board equipment for GBAS approaches is not yet available for business aircraft.
  - Costs to equip aircraft for GBAS as well as training requirements have yet to be determined.
  - GBAS does have the potential to provide CAT II minimums as well as curved approach paths to runway ends that may help to deconflict TEB from other NY/NJ airports.
  - The airport is planning for a fall Chief Pilot webinar and welcomes agenda

## Larry Brady – Staff Specialist, TEB Tower

- Labor Day was exceptionally busy with 757 operations compared to a daily norm in the mid-450 range.
- Operators are encouraged to contact their FBOs in advance to prevent delays. Recently a FBO had to close its ramp for several hours due to unanticipated traffic.
- We are entering the busy season (Labor Day through Christmas) so prior planning is key.
- Be aware of the upcoming Papal, UNGA and POTUS TFRs. There will be minimal impact for IFR traffic but helicopter operations are likely to be significantly impacted.
- Winter De-icing procedures are being reviewed and finalized.

## Dean Saucier – NBAA Northeast Regional Representative

- Several hot topics that NBAA is watching closely:
- FAA Privatization: As the government looks for ways to reduce costs, they have targeted the FAA and Air Traffic services.
  - One of the major issues that is concerning for business jets is that privatization would likely favor commercial carriers over business jet traffic.
  - Business Round table is in favor of privatization. Look to see if your corporation is affiliated with the Business Round Table. If so, your organization might be sending the wrong message.
  - Privatization would result in additional fees.

- o Presently there is no bill in place.
- CO Emission Requirements:
  - o The U.S. Government is looking to impose the same regulations that currently exist in Europe.
  - o The business jet industry has already said they will cut emissions by 50% by 2025.
  - o Aircraft account for less than 3% of worldwide emissions.
- CBP Initiative:
  - o Looking at ways to improve customs procedures for business aviation. Exploring programs such as TSA Pre-Check, Global Entry, and the streamlining of eAPIS.
- East Hampton Airport (HTO):
  - o The fear is that if the town of East Hampton wins its court appeal. this might result in the loss of use of hundreds of airports across the country.
  - o The business aviation community is watching this case closely because the outcome will likely set a precedent for other airports across the country.
- EWR, LGA, JFK Slot Program:
  - o 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.
  - o Although the comment period has ended, no slots have yet been affected.
  - o NBAA does not see this going into effect. Instead they are arguing for increasing the present slot numbers.

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

- The 42<sup>nd</sup> Annual Aviation Hall of Fame Museum Induction Dinner will be held on September 29<sup>th</sup>. There is still room and advertising openings available. TUG has supported the event by sponsoring a quarter-page ad in the associated Propwash Journal.
- Wings and Wheels 2016 is scheduled for June 17<sup>th</sup> and 18<sup>th</sup>. Looking for vendors, aircraft, and other support.
- Details of these events can be found on the Museum's website: <http://www.njahof.org/calendar.htm>

### **Shelley Ewalt – McBreen & Kopko**

- The Town of East Hampton is attempting to use noise concerns and creative interpretation of legislation to severely restrict HTO operations.
- “Friends of the East Hampton Airport” has retained a team of attorneys who are fighting to eliminate restrictions, maintain safe operating conditions, and ensure fair fees for general aviation in HTO.
- The Town has not actually done noise measurement studies in the last 10 years; rather they are logging complaints as the primary metric of noise annoyance, as justification for restrictions.
- On April 16<sup>th</sup>, 2015 the town voted and passed three (3) restrictions.
  - o “Mandatory Curfew” from 1100-1900 local every day.
  - o “Noisy” Aircraft Curfew from 2000-0900 local every day.
  - “Noisy” Aircraft = any airplane or rotorcraft with an EPNdB at approach (AP) level of 91.0 or greater.
  - EPNdB stands for Effective Perceived Noise Level in decibels. It is a measure of the relative loudness of an aircraft pass-by event. The FAA uses this metric in the certification of aircraft per Part 36 of the FARs.
  - The Town of East Hampton has listed its “Noisy” aircraft by make and model number on their website.
  - EPNdB is not the FAA's accepted method of determining compatible airport operations. The industry standard is the day/night average (DNL) which defines the around the airport within which the noise level is <65 DNL.
  - The town utilized the flight manual EPNdB levels as defined during approach.
  - Be aware that the airport's AFD does not specifically define the above restrictions.
- As of July 2<sup>nd</sup>, 2015, the two curfew restrictions are in effect, and any operator found in violation is subject to severe fines.
- A third restriction, which would limit operations by “Noisy” aircraft to one trip per week during the summer season (May-September), was struck down in U.S. District court.
- In 1990 the Airport Noise and Capacity Act (ANCA) established standards or limitations for aircraft noise.
  - o Individual airports could impose a variety of noise-based restrictions (curfews, aircraft type, fines, etc...), but ...
  - o ANCA required any airport that proposed restrictions on Stage 2 (all Helicopters) or Stage 3 aircraft to follow mandatory procedures, including:

- ▪ Proposed restrictions must be available for public comment at least 180 days prior to enactment
- ▪ Airport operators must perform and publish a costs/benefit analysis of the proposed restriction and comparisons to alternatives that would not involve restricting usage
- ▪ Approval by the FAA
- o ANCA says that all airport operators must comply with ANCA; additionally those that did not comply would lose their eligibility for federal funding under the Airport Improvement Program (AIP) and would not be entitled to assess passenger facility charges (PFCs).
- · The Town of East Hampton acknowledged that it did not attempt to comply with ANCA mandatory procedures and takes the position that it will not take AIP federal funding.
- o The Town argues that ANCA does not apply to them.
- o The Town's position is that ANCA does not prohibit noise-based restrictions because ANCA offers a choice – either comply with ANCA or lose “future” eligibility for AIP funds and PFCs.
- o The district court sided with the Town on the ANCA issue.
- · An appeal to the preliminary injunction on ANCA (and other issues) has been made to the 2nd Circuit Court.

### **Dr. Woody Saland – Dassault Falcon Jet, Director of Avionics Programs**

- Beginning on September 17<sup>th</sup>, 2015 the FAA has mandated that Temperature Compensation procedures be followed at over 200 airports in the United States.
- The old adage, “when going from High to Low, Look out Below” holds true when going from hot to cold.
- Charted approach procedures are based on True Altitudes relative to Mean Sea Level (MSL).
- The altitude in your aircraft is relative to the following:
  - o Pressure Altitude = Flight Levels (29.92)
  - o True Altitude = Indicated (MSL) or height above Sea Level
  - o Absolute Altitude = Radar Altimeter or height above terrain
- In the aircraft we can see three different altitudes: Indicated Barometric Altitude, Radar Altitude and GPS altitude. GPS altitude is based upon geocentric ellipsoid and is not relevant for cockpit use, except indirectly through EGPWS.
- Woody discussed the history and advent of the “sensitive” altimeter invented by Paul Kollsman back in 1929.
- Although this “sensitive” altimeter can be adjusted so that when we land we are at the airport altitude, it only assumes an ISA adiabatic lapse rate for temperature while airborne.
- Therefore, based on temperature we may be higher or lower than indicated since the temperature may not be ISA.
- (3) Operational Considerations if temperature is much colder than standard:
  - o Height above the terrain will be decreased.
  - o FMS will fly a vertical path lower than the VASI.
  - o ATC Minimum Vectoring Altitudes (MVA) may not be increased due to cold temperature in the United States. \*\*Flight Crews should take this into consideration when operating in mountainous terrain.\*\*
- FAA NOTAM concerning Cold Temperature Altitude Corrections has been issued and is mandatory as of September 17<sup>th</sup>, 2015.
- [https://www.faa.gov/air\\_traffic/publications/notices/media/09-17-15-NTAP.pdf](https://www.faa.gov/air_traffic/publications/notices/media/09-17-15-NTAP.pdf)
- Look for the new “snow flake” on the NOS chart or “Cold Temperature Altitude Correction Required” in the notes section on Jeppesen approach plates.
- Determine to which segment(s) the T-comp requirement applies. Small aircraft may require manual calculations while larger cabin aircraft may have temperature compensation built into their FMS.
- Pilots should review and become familiar with the “Action” section of the Cold Temperature Restricted Airports section in the FAA NOTAM.
- It is important to note that pilots must notify ATC if they are making altitude corrections on segments not listed in the NOTAM.
- Although not discussed or mandated, pilots should discuss temp compensation when departing out of high mountainous terrain airports.
- See Woody's presentation on the home page of our TUG website: [www.teterborousersgroup.org](http://www.teterborousersgroup.org).

### **Giselle Samuely – Avionica Director of Business Development**

- Discussed how her company's Complete Immediate Data Transmission and FOQA Analysis Solution leads to safer flying and safer airports.

- The mini QAR MKIII is a solid-state, small and lightweight, quick access recorder. There are over 8,000 installed worldwide including prestigious airlines, militaries and business jets and turboprops.
- The miniQAR is STC'd on over 150 aircraft models worldwide.
- avSYNC is a web-based service that enables the automated downloading of aircraft flight data. It attaches to the miniQAR MKIII.
- It will record and transmit flight data to the avSYNC Administrator Server over the internet via an encrypted VPN tunnel.
- FOQA programs are voluntary in the United States but mandated under EASA.
- The FOQA interface, SARA, provides a dashboard that can display all your activities, trends and deviations on a desktop, tablet or smartphone.
- FOQA data can be analyzed and returned to the user through the SARA system within minutes after flight to allow for immediate feedback and recall by the flight crew. This provides a maximum return on experience.
- Contact Avionica at: [sales@avionica.com](mailto:sales@avionica.com) 786-544-1100
- See Giselle's presentation on the home page of our TUG website: [www.teterborousersgroup.org](http://www.teterborousersgroup.org)