

Minutes of TUG Meeting – December 16, 2015

Dave Belastock, TUG President

- This meeting, normally scheduled for November, was moved to December to avoid conflicts with the NBAA convention.
- Dave welcomed everyone to the meeting, followed by introductions.
- Mid- 2016 – Departure Clearances (DCL) at TEB will be available via CPDLC. This allows departure clearances to be uploaded automatically into the aircraft's flight management system. However, business aircraft are not yet able to take advantage of this technology.

Renee Spann – Airport Manager

- Sept 2015 – 15,575 operations (up 0.46% from Sept 2014)
- Oct 15,770 (up 2.55% from Oct 2014)
- Nov 14,992 (up 6.7% from Nov 2014)
- Wed & Thurs are usually the busiest days.
- Next year, Taxiway B will be replaced with Taxiway V, and will result in airport closures. More details to follow at next TUG meeting.

Pam Phillips – Manager, Operations & Security PANYNJ

- FBOs are being consulted to determine the best dates for 2016 airport closures.
- FBOs are encouraged to engage their tenants and customers to determine closure dates that will result in the least impact.
- To help reduce airport gridlock, operators should notify their FBOs prior to arrival – even if it's only a few hours' notice.

Gary Palm – Manager, TEB Tower

- Taxiway B is not usable when airport is on a north flow. Pilots should exit Runway 6 at the end of the runway, not at an intersection.
- Runway Safety Action Team (RSAT) meeting is being planned.
- CPDLC Departure Clearance (DCL)
- RUUDY 5 Departure – high rate of vertical and lateral deviations. Efforts were made to improve charting and design of the procedure to help reduce deviations.
- A spirited discussion of Teterboro departures ensued.
- RNAV/GPS Rwy 19 & RNAV/GPS Rwy 24 – Planned for March 31, 2016 publication
- "Quiet 19" CVFP – flight checks have failed due to lack of identifiable landmarks and EGPWS obstacle warnings. Alternatives to the proposed procedure were discussed.

Larry Brady – Staff Specialist, DOT/FAA

- De-Ice & Anti-Ice procedures were discussed.
- See Larry's presentation here: <http://teterborousersgroup.org/wp-content/uploads/2015/12/Teterboro-Pilots-Deicing-Procedures-2015-2016.ppt>

Captain Gary Cooke – Chair, NBAA Birdstrike Working Group

- Advise ATC and Airport Operations of any strikes or near-strikes of wildlife.
- TEB will attempt to identify the species that caused the problem.
- Airport Ops is capable of taking samples of the wildlife remnants (blood smears, feathers, etc.) for submission to the Smithsonian for analysis.
- The Aeronautical Information Manual contains detailed guidance on bird strike procedures.
- FAA information: http://www.faa.gov/airports/airport_safety/wildlife/resources/

Glenn B. King – Director of Advanced Pilot Training, NASTAR Center

- Glenn focused on the physiological aspects of flight training, specifically:
- Upset Prevention & Recovery Training
 - Loss of Control continues to be a leading cause of accidents. The statistics haven't significantly improved in the past 10 years.
 - Improper procedures, spatial disorientation, poor energy management, distractions, and improper recovery techniques are contributing factors.
 - Hexapod motion simulators are not capable of providing sustained acceleration cues and sustained motion.
 - Positive/negative g's, startle effect, and environmental conditions are not available in most Level C & D simulators.
 - Upset training should replicate real-world flying characteristics in a safe environment.
 - In the case of aerobatic training in an aircraft, pilots should verify that their insurance company will cover any mishaps. (It probably won't.)
 - NASTAR uses a multi-axis centrifuge to simulate realistic g-forces.
 - \$3,200 for a 1-1/2 day program in Southampton, PA.
- Altitude Physiology Training
 - Familiarize trainees with the physical, physiological, and psychological stresses of high-altitude flight.
 - Crew (not just pilots) should experience the symptoms of hypoxia during training.
 - Hypoxia symptoms are not the same for everyone, and they change with age, medical conditions and stress. Crews should share their hypoxia symptoms.
 - Hypoxia training should be received at least once every 3 years.
 - \$825 per person for ¾ of a day.
- Spatial Disorientation / Situational Awareness Training
 - Spatial disorientation is simply the inability of the pilot to determine "which way is up."
 - Countermeasures: turn on autopilot; transfer control to other pilot; get out of IMC; ask for help from ATC; understand and trust your instruments.
 - Clues to loss of SA: ambiguous information; confusion; non-flying duties; see and avoid; poor communication.
 - Think ahead; double-check mode transitions; fly the plan; navigate-communicate-manage. When confused, go back to the last thing you were aware of.
 - \$850 for a 1-day training program.
- Glenn graciously offered a discount for TUG members.
- See Glenn's presentation here: http://teterborousersgroup.org/wp-content/uploads/2015/12/NASTAR_Presentation.pptx

Andrea Schmidt – Lead Cabin Safety Instructor, FlightSafety International (TEB)

- Topic: In-Flight Food Handling and Safety
- Considerations: number of pax, budget, cultural preferences, medical concerns & allergies, personal likes/dislikes, crew meals, time of day, flight time, destination, weather.
- Equipment considerations: Oven/microwave; chiller; storage options; extra catering-size tins.
- Other options besides caterers: restaurants; delicatessens; hotels; supermarkets..
- Be familiar with aircraft stock – check periodically for expiration.
- Wash hands whenever appropriate – after handling raw meat; touching hair, face or body; taking out garbage, etc.
- Wearing gloves is essential for safe food handling.
- The flow of food:
 - Prevent cross-contamination
 - Prevent time-temperature abuse
- See Andrea's presentation here: http://teterborousersgroup.org/wp-content/uploads/2015/12/FoodSafety_2015.pptx

Dean Snell – NBAA

- Traffic management initiatives – each day has different volume.
- Deep-water AZEZU route is available (and under-utilized).
- Ground delay programs will be in effect at TEB, HPN, MMU and CDW on the Sunday after New Years (Jan. 3).
- See fly.faa.gov for additional information.

Closing Remarks – Dave Belastock

- 2016 membership drive is starting. Members are encouraged to submit their membership dues at their earliest convenience. Simply choose your membership level and click the **Join Now** button here: <http://teterborousersgroup.org/join-tug/>
- Friday, Jan 29, 2016 – TEB noise meeting at 90 Moonachie Ave. Open to public.
- Next meeting will be Wednesday, Feb. 17.
- Happy and safe holidays to everyone!