

## TUG Meeting Notes – June 15, 2016

### TEB CPDLC-DCL (Departure Clearance)

- TEB Tower reports several instances of pilots receiving – and accepting – a route clearance via CPDLC, but neglecting to load the appropriate waypoints to their FMS.
- Pilots are reminded to load any route changes into their FMS.
- Tower can “push” updated CPDLC clearances to flight crews at any time prior to takeoff, but not after that. However, there was one instance where a crew received a new CPDLC clearance immediately after takeoff. This clearance was sent erroneously.

### Noise Abatement

- There have been instances of pilots drifting left of course while departing RWY 24 (in an apparent attempt to avoid the noise sensor), resulting in conflicts with overhead EWR traffic.
- Pilots are reminded to fly all procedures exactly as published.
- It was brought up that when requesting the DALTON Departure to be a good neighbor the departure delays have been excessive.
  - After 2300 ATC staffing goes down to only 2 controllers and they're working all traffic. This issue of ATC staffing is going to get worse. By the end of the year ATC is losing 14 controllers while only gaining 6 controllers resulting in a net loss of 8 controllers and a wealth of experience. ATC staffing is already at critically low numbers as they are supposed to have 50 controllers but only have 34. With the impending loss they are going to be down to 26 controllers and no Supervisors. It takes nearly 2 years to fully train and certify new controllers.
  - It takes time for the controllers to build the requisite traffic separation gap to accommodate the departure.
  - To minimize departure delays, it is recommended that pilots contact the tower at startup and advise them that they will be requesting the DALTON when departing to the south.
  - Another possibility is that TEB will begin utilizing the TEB1 off RWY19 vice the RUUDY for all departures during noise abatement hours.

### NBAA

- JFK will be closing RWY 4R in January 2017 for several months, which will create issues when LGA is forced to utilize ILS RWY 13. Under certain weather conditions this forces TEB into a ground stop condition.
- FAA is looking at temporarily reinstating the LGA RNAV(GPS) RWY13 to help mitigate TEB closures.
- Not all airline fleets are capable of flying the RNAV 13 approach. Specifically, Delta is looking at removing MD88 flight from LGA during this time period.
- HTO Update: on June 20<sup>th</sup> the court case will begin with the Friends of East Hampton. It is expected that the judge will throw the case back to the FAA to make a determination. Expect appeals to follow.
- Watch for TFRs near Philadelphia for the upcoming Democratic Convention around July 25-28. There is a potential for conflict on the JAIKE THREE arrival.

## Airport Operations

- Beginning Friday, June 17<sup>th</sup> at 2300 local TEB will be closed until 1100 Saturday, June 18<sup>th</sup> for electrical repairs at the runway intersections.
- The airport is having a RVR survey conducted for RWY 6 that potentially could lower takeoff minimums for that runway.
- From 5-15 July LOC for RWY 6 will be inoperable. Aircrew should expect to receive clearance for the RNAV(GPS) Y RWY 6 during this time.
- April 2016 movements were down 5%, with fuel sales down only slightly.
- YTD – up 1% on activity & fuel
- April 6 & 21 – 605 operations
- May 2016 – 12,736 jet ops (up very slightly)
- 8 days with over 600 operations in May (686 on May 17)
- Wednesdays & Thursdays averaged over 600 operations in May
- Tuesdays & Thursdays averaged well over 500 operations in May'

## QUIET VISUAL RWY 19 Update

- The test period for this approach began on April 4<sup>th</sup>, but to date only one aircraft has flown this approach.
- The charting errors have been corrected on both the Jeppesen and NOS charts.
- Most FMS have coded the approach in their databases, making the approach easy to load.
- The FAA is requesting that this be the advertised approach in use when landing RWY 19 so they can collect noise data from the feeder points STRAD and SKUBY that they plan to utilize as feeder fixes for both the proposed RNAV(GPS) RWY19 and RNAV(GPS) RWY24 approaches.
- An operator expressed reluctance to accept this procedure due to its proximity to the nearly 700-foot-tall ABC tower in close proximity to the visual flight path.
- FAA must run a noise-screening tool on the Quiet Visual 19, as well as a possible future RNAV 24 procedure, simultaneously. If the Quiet Visual 19 is rejected by pilots, then the RNAV 24 evaluation could be delayed as well.
- Pilots always have the option to not accept this approach. In that situation Approach will either vector you for a visual or ILS.
- **Pilots are reminded that this is a VISUAL approach.** Although the depicted waypoints might be in the FMS database, **the procedure should NOT be flown in LNAV** – this will cause the aircraft to deviate away from the published track due to FMS turn anticipation. The aircraft should remain over Route 17 as much as possible.
- The idea of doing simulator studies on the Quiet Visual 19 was presented. After ascertaining whether the required landmarks are in the simulators' visual database, FlightSafety will begin working on analysis of ground tracks using its Level D simulators.
- Kevin Thompson at the FAA is looking for feedback from pilots on this procedure.  
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**FEATURED SPEAKER: James Albright – Webmaster, [www.code7700.com](http://www.code7700.com)**

- Topic: How to Become a Pre-Accident Investigator
- G4 seems to have worst Gulfstream accident record.
- Mr. Albright examined several Gulfstream accidents, and believes that each accident could have been predicted and prevented.
- Pre-accident investigator skills:
  1. Curiosity → Knowledge
  2. Skepticism → Expertise – questioning all knowledge before accepting it. Don't accept conventional wisdom.
  3. Empathy → Understand what could go wrong, and devise a solution. It could happen to you!
  4. Passion → Spread the word.
- Slow-Onset Hypoxia is one of his “killer items.” He recommends performing pressurization checks while climbing through 10,000 feet, and at regular intervals during flight.
- Risk-mitigation strategies involve imagining the potential failure modes of your aircraft and its man-machine interface, and implementing procedures to prevent such occurrences.
- Mr. Albright has authored 3 books, which can be purchased on Amazon:
  1. Flight Lessons 1: Basic Flight
  2. Flight Lessons 2: Advanced Flight
  3. International Operations Flight Manual
- TUG would like to extend its sincere thanks to Mr. Albright for sharing his expertise with such a thoroughly informative and interesting presentation!

**Closing Remarks – Dave Belastock**

- The next meeting will be held on Wednesday, August 17.
- Have a safe and enjoyable summer!