

# TUG Meeting Notes – August 17, 2016

## Introductions

- TUG Vice President welcomed everyone to the meeting, and facilitated introductions.

## Airport Operations

- June operations saw 15,271 movements, up 3.54% from last year.
- The busiest day in June was 699 operations on Thursday, June 9.
- July operations saw 13,026 movements, down 3.28% from July 2015. YTD movements are 94,951, up 0.91% from 2015.
- Fuel sales in July were 3,293,486 gallons, down 4.12% from July 2015. However, YTD sales are up 1.47%.
- Highest daily activity in July was 565 operations on Thursday, July 17.
- 544 international arrivals occurred in July.

## Teterboro Quiet Visual Rwy 19

- Since April, the Quiet Visual 19 approach has been flown only 241 times.
- It was temporarily available in Jeppesen's navigation database, but has since been removed due to not conforming with Jeppesen standards for visual approaches.
- The waypoints can be entered manually; however, these waypoints are for reference only. The approach should NOT be flown in NAV mode, since the resulting flight track will not keep the aircraft on the intended course.
- Concerns have also been expressed over the ABC Antenna, which looms nearly 700' tall in close proximity to the runway.

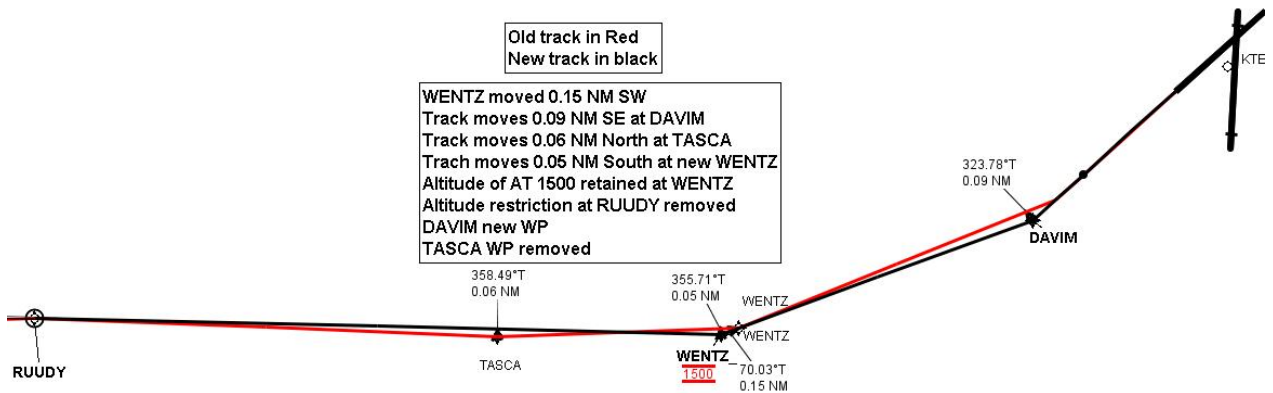
## Air Traffic Operations

- Severe Weather Avoidance Procedures (SWAP) season is upon us. Weather delays have recently gotten the attention of air carriers, since Airspace Flow Programs and Ground Delays cannot adequately manage the
- JFK Rwy 4R/22L will be temporarily closed beginning in late February 2017
- This will force JFK to operate on Rwy 13L/R more often, which will force LGA to Rwy 13, which in turn effectively shuts down TEB.
- Dean Snell from NBAA indicated that an RNAV 13 approach to LGA (previously issued as a special temporary procedure) is now undergoing an environmental study. This approach would de-conflict LGA and TEB traffic, thus allowing TEB to operate normally.

## RUUDY 5 Departure

- Controllers have indicated that numerous vertical and lateral deviations are occurring with aircraft attempting to negotiate the RUUDY 5 RNAV Departure.
- An analysis of NASA's ASRS reports revealed that the vast majority of these deviations are related to various Human Factors issues.
- On July 12, members of TUG Leadership met with the FAA at the New York TRACON to discuss proposals to streamline and simplify the RUUDY 5 procedure.

- The new proposed procedure will:
  - Create a new waypoint, DAVIM, along the extended centerline of Rwy 24
  - Move WENTZ slightly (0.15 nm SW), retaining the AT 1500' constraint
  - Eliminate TASCA and its corresponding 2000' constraint
  - Retain the TOP ALTITUDE 2000' constraint
- Anticipated benefits of these changes include:
  - Increases chart clarity and reduces clutter
  - Simplifies the procedure for ease of execution
  - Establishes aircraft earlier on the procedural track
  - Provides a more consistent lateral track
  - Reduces crew workload
  - Enhances safety
  - Minimizes environmental impact
- Pending a favorable environmental study, the anticipated publication date of the new RUUDY 6 procedure is March 2, 2017.



**FEATURED SPEAKER: Mark Zee**

- Mark Zee, the founder of Flight Service Bureau (<http://fsbureau.org>), is a self-described “recovering Air Traffic Controller, former Airline pilot and operations manager now on a mission to fix International flight ops.”
- He heads the Airline Cooperative, a group of 200 international airlines that work together and share information.
- Mark delivered a compelling presentation entitled “Failures in International Flight Ops,” which illustrated some compelling examples of things that have gone wrong during international trips.
- He can be contacted at [mark@flightx.org](mailto:mark@flightx.org).

**Closing Remarks – Jim Dramis**

- Jim thanked the participants, and reminded everyone of the next meeting on October 19.