

TUG Meeting Notes – October 19, 2016

Introductions

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

Airport Operations

- Airport ops statistics are available here: <http://teterborousersgroup.org/wp-content/uploads/2016/10/Monthly-Stats-August-and-September-2016.pdf>
- There will likely be drainage-improvement projects scheduled in 2017 for certain areas of the airport where water ponding occurs.
- The TEB Chief Pilot Webinar will be held on October 26, 2016 at 11am EST.
 - The planned agenda includes: Winter Operations (including new runway condition reporting), Runway Safety Action, Airspace Procedures update, GBAS update
 - Log In Details: <https://panynj.webex.com/panynj/j.php?MTID=m2894401f3fd75b6f52792b245c08c842>
 - Meeting number (access code): 739 218 602
Meeting password: olive
 - JOIN BY PHONE
+1-855-282-6330 US TOLL FREE
+1-415-655-0003 US TOLL
 - For calling from outside the US please consult information on attached link below:
 - Global call-in numbers: <https://panynj.webex.com/panynj/globalcallin.php?serviceType=MC&ED=506081612&tollFree=1>

RUUDY 5 Departure

- TUG has worked extensively with the FAA to redesign the Teterboro RUUDY 5 departure.
- 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
- The original estimated publication date of March 2, 2017, will likely slip due to the required environmental studies.

Takeoff and Landing Performance Assessment (TALPA)

- John Kastens (Airport Operations manager) and Gary Palm (TEB Tower Manager) shared the following presentations:
 - http://teterborouersgroup.org/wp-content/uploads/2016/10/TALPA_TUG-10-19-2016.pdf
 - <http://teterborouersgroup.org/wp-content/uploads/2016/10/2016-09-01-FAA-Training-Takeoff-and-Landing-Performance-Assessment-TALPA.pdf>

East Hampton (HTO) Curfew Violations

- Shelley Ewalt, partner at the law firm McBreen & Kopko (<http://www.mklawny.com/>) in Princeton, NJ, informed us that the town of East Hampton has issued criminal summonses to several aircraft operators who violated curfews at the airport.
- Two curfews exist: An 11pm to 7am restriction on ALL aircraft, and a “noisy aircraft” restriction from 8pm to 9am for aircraft with an Effective Perceived Noise Level (EPNdB) of greater than 91 decibels during approach.
- The owning entities of the violated aircraft have a mandatory court appearance on Oct. 31. This situation is creating a potentially dangerous precedent, and Shelley and her team are challenging the legality of the summonses.
- Another concern is the possibility that summonses could have been sent to a P.O., a bank, or some other place, in which case the operator may not even be aware of the summons.
- If anyone has received a summons from HTO, or knows someone who has been affected, then contact Shelley Ewalt at 703-399-6078, or sewalt@mklawny.com

FEATURED SPEAKER: Walter Randa, President, Leading Edge Deicing Specialists

- Walter Randa is one of the world’s foremost experts on the topic of aircraft icing.
- His company produces portable machines that de-ice and anti-ice corporate aircraft at a fraction of the cost of traditional methods. <http://www.iceangels.ca/>
- Walter discussed the importance of using the proper amount of anti-icing fluid, since too little fluid would render the application completely ineffective.

Jeff Wustrak, Lead CRM Instructor, FlightSafety International

- Jeff demonstrated the capabilities of FlightSafety’s Live Learning system, which allows Clients, via a computer/iPad and Internet connection, to “attend” a class that’s led by a remotely-located Instructor.
- All participants can interact in real-time with the Instructor, as well as with each other.
- For a complete catalog of eLearning and Live Learning courses, visit:
 - <https://elearning.flightsafety.com/>
 - <https://elearning.flightsafety.com/livelearning.html>

Closing Remarks – Jim Dramis

- Jim thanked the participants, and solicited the group’s feedback on whether or not to hold the next meeting in December or January, due to proximity to the holidays.
- The majority on January 18.