## **TUG Meeting Minutes July 19, 2017**

## Featured Speaker: Renee Spann – Teterboro Airport Manager Scott Marsh – PA of NY/NJ Manager of Operations

- Renee Spann reported that airport movements year-to-date are up 4.5% which approximates about 66,000. The airport recorded a high of about 675 operations just on June 8<sup>th</sup>, with eight other days in June recording above 600 daily operations. Operations are high and expected to increase.
- Scott detailed several on-going airport construction projects as well as their effect on operations. Of note, is an airport closure scheduled for August 12<sup>th</sup> from 05:00 11:00 local time. As a matter of course, operators are to keep abreast of local airport Notams for the latest and most current information.

## Featured Speaker: Gary Palm – KTEB Air traffic Control Manager Larry Brady – KTEB Staff Specialist

- The Bedminster TFR continues to be very challenging overall to all NY area reliever airports such as TEB, MMU, HPN and for GA operations at EWR.
- Operators are reminded to try their best to not have operations scheduled (flight planned) within 45 minutes of the scheduled start of the TFR as there is a highly likelihood of delays to precede the TFR as well as the potential for the TFR to commence early.
- Of note for those who cannot avoid operating to and from the NY area reliever airports; the only departure gates available during the TFR are the northern gates (GAYEL, HAAYS, NEION and COATE). All west gates are shut down and not available (ZIMMZ, PARKE, LANNA and BIGGY). South and East gates are unaffected. Operators are advised that when severe weather comes into play during the TFR, there may be no getting out as remaining gates are shut down due to weather. For flights that depart during the TFR to the Southwest, expect to be kept below 22,000ft until passing central PA due to higher altitude military aircraft operations supporting the TFR.
- For arrivals (during the TFR) from the South/Southwest, expect very lengthy delays and or extensive re-routes going through western Pennsylvania (Southwest arrivals) and through New England (Southern arrivals). If the west gates are closed for departures, this airspace is also not available for GA arrivals.
- The best mitigation practice for operating during a TFR is to treat it as if SWAP (severe weather avoidance plan) is in effect for the NY area reliever airports.
- In September and lasting until December, airport construction will resume in LGA necessitating ILS approaches to runway 13. Teterboro airport operations will be impacted and operators are advised to plan for possible delays when LaGuardia is using the ILS to 13. When feasible, the RNAV to 13 at LGA will be in use which will then not impact Teterboro, but that requires higher minima (better than 600ft and ½ mile).

• Operators are advised to expect the publication of the RUUDY 6 RNAV departure coming around October. The Teterboro Users Group, will provide information on the new procedure when it becomes available.

#### **Group Discussion: Best practices for Teterboro Circling Approaches**

- The room discussion expanded on the article in the "Code7700" website titled: "Teterboro Circling Conundrum" by noted author and pilot James Albright <a href="http://code7700.com/kteb\_circling\_conundrum.htm">http://code7700.com/kteb\_circling\_conundrum.htm</a>.
- Key insights provided by those in attendance are that the Teterboro tower does keep an eye on crosswinds and prefers to only use this procedure when the weather provides at least a 1500ft ceiling with good visibility.
- Teterboro tower personnel have advised that operators are authorized to overfly the stadium during this procedure for operational necessity when landing at Teterboro airport and when they are in contact with Teterboro tower for this circle to land to runway 1 visual approach. Teterboro tower personnel maintain a dialogue with stadium personnel and advise them of when this may happen especially during stadium use.
- Many different operational techniques were offered for consideration, but ultimately the differences in aircraft and their avionics capability, training programs and operator profiles make one solution too impractical to derive. However, a key insight from the discussion was that operators flying the circle to runway 1 visual approach NOT delay the turn to base after TORBY. A prompt turn after passing TORBY intersection was the best remedy against getting behind the aircraft, especially when the winds are strong and gusting from the West to Northwest.
- Beyond the expeditious turn upon passing TORBY, operators should develop their training programs to derive best practices that work for their unique operation.

# Featured Speaker: James Buckner – Honeywell GoDirect flight support services; senior technical manager

- James detailed Honeywell's flight planning, communications and weather tracking enhancements to subscribers. The service formally known as GDC has grown from 60 support personnel to now over 400 staff. The service supports all satellite communication networks.
- The mobile devise is now becoming very important in the last hour before departure as crews are now more focused on the customer service aspect of their operations. To this end, Honeywell has strong offerings that recognize the mobile device's importance and this can be reviewed at: https://aerospace.honeywell.com/en/MobileApp
- Operators are advised that new versions of software are coming out at about a 6 month cadence, as opposed to typical 2 to 3 year cycles for older hardware.

• Honeywell hopes to launch by NBAA 2017 their "crowd source weather" capability and so operators should stay tuned for that.

## Featured Speaker: Bob Ocon – NY Center Traffic Management Specialist John Coppola – NY Center Manager Analyst for Traffic Management

- Operators are reminded that they should file on an appropriate route when they plan to operate into and out of the NY area reliever airports. Gate and routing information can be found on the Teterboro Users Group website.
- If not filed via the appropriate routings, operators should amend their flight plans rather than just file another flight plan. Actual controllers, rather than software have to physically go through every individual flight plan and change routings that do not conform manually. Adding flight plans rather than amending them will cause operators greater delays in their departures.

## Featured Speaker: Tim Middleton – PA NY/NJ Part 150 Program Manager Mary Ellen Eagan, Bob Mentzer – TEB Part 150 study team

- There were a handful of operators who will be receiving recognition from Senator Cory Booker's office for their adherence to the voluntary restraints program relating to not operating during very late hours (11pm to 6am). Interestingly enough, the majority of "good neighbor" awards are going to operators whose aircraft are not based at Teterboro Airport.
- The TEB part 150 study team explained in detail the findings of their study that included noise signature outlays from each runway. Key takeaways include coming recommendations to continue to mitigate noise from runway 24 departures and arrivals. These can include a shift in the initial heading flown off of runway 24 to reduce noise signatures for departures. For arrivals, a shift towards recommendations for more runway 1 landings could be recommended.
- Each shift in operation from a specific runway has consequences for stakeholder communities on the other end as Teterboro Airport is surrounded by heavily populated areas. As an example, a recommendation to initiate more departures from taxiway Kilo on runway 1, in order to reduce noise near the mobile home park, has the potential to result in lowered flight profiles which could increase noise to the north of the airport.
- The Part 150 noise study team is expecting to submit their report to the FAA by month's end and further discussions on noise abatement will then ensure which could see one or more recommendations being implemented. More information to follow as it develops.