

TUG Meeting Notes – May 9, 2017

Introductions

- TUG President Dave Belastock welcomed the group to the meeting, and facilitated introductions of all present.

Steve Riethof, NJ Aviation Hall of Fame Museum

- Wings and Wheels Expo will be held at Caldwell Airport (KCDW) on September 23-24.
- Steve announced that TUG will be this year's recipient of an award from the Museum.

Scott Marsh – TEB Manager of Operations

- July 2017 – movements up 1% to 13,177. Jet movements up 4.5% to 9,789 movements. Up 3.65% over last year.
- August 2017 – 13,080 movements (up 1.9%). Jet 9,857 (up 5.5% from 2016).
- Up 3.4% in August – 111,497 movements year-to-date.
- Chief Pilots Webinar – Tuesday, Sept. 26. Scott will email the details.
- New project at TEB – improving airport drainage. Construction begins Oct. 2. Runway/taxiway closures will be delayed as long as possible, likely until late October.

Gary Palm – TEB Tower Manager

- The Chief Pilots Webinar will include a Runway Safety Action Team (RSAT) briefing. RSAT seeks to identify areas of improvements to airport surface movements.
- Bedminster TFRs – work is underway to help expedite TEB departures by utilizing COATE intersection.
- Several operators reported significant reroutes over western PA, as well as holding, when the TFR is in effect, and stressed the need to carry extra fuel when operating into the NYC area.

Update on HR 2997, ATC Privatization Bill

- Dean Snell expressed concern that the proposed ATC Board would have primarily airline interests.
- Delays at TEB could get much worse if the Bill passes.
- Business aviation community members are encouraged to continue reaching out to their elected representatives to oppose this Bill.

Dean Snell – NBAA Manager Air Traffic Services and Jim McClay – ATS Project Manager

- Discussed NBAA's Air Traffic Services, and outline the various FAA ATC Traffic Management Tools available to the general public.
- Air Traffic Services (ATS) Overview
 - Provide equitable representation of business aviation
 - Provide real-time information to NBAA members on what's happening in the National Airspace System (NAS)
 - Provide representation in Collaborative Decision Making (CDM) Workshops
- Terminology
 - www.nbaa.org/ops/airspace/tfm/glossary

- Traffic Management Initiatives (TMI)
 - Traffic Flow Management (TFM) – craft of managing flow of air traffic in the NAS based on capacity and demand.
 - Two types of TMIs:
 - Terminal – ground delay programs (GDP), ground stops
 - Ground Stop – Exists for a specific airport. No EDCT is given; only times at which the situation will be re-examined.
 - Ground Delay Program
 - Enroute – Airspace flow programs, reroutes, miles-in-trail
 - Reroutes – Preferred Routes, CDRs, and Playbook routes
 - Causes
 - Weather, Volume, Equipment, Other
 - Scope must be defined when TMI is in effect. Can be expressed in distance from airport, ATC Centers, or Tiers. (First Tier are the affected Centers, and Second Tier are the Centers that adjoin them).
- FAA Web Resources
 - www.fly.faa.gov – excellent source for real-time information on delays and reroutes within the NAS
 - AAR = Airport Acceptance Rate
 - PR = Program Rate (aircraft per hour)
 - DA = Delay Assignment
 - POE = Possibility of Extension (% likelihood)
- Questions
 - SERMN = Sway Escape Route Metro NY
 - NBAA offers a subscription to Air Traffic Services to provide flight-specific assistance.

**Joey Medders – FAA Operations Support Group, North Team Manager
and David S. Johnson – FAA Operations Support Specialist**

- TEB Conceptual Procedure Designs, for possible future implementation, were presented,
- ILS 19 with RNAV transition – resembles the Quiet Visual 19
- TEB RNAV Rwy 24 is being proposed. Straight-in minima will be higher (700' MSL) than the current VOR Rwy 24 approach (540' MSL). This approach will require an environmental study
- SILNT ONE Departure – for nighttime departures (midnight to 6am). Similar to RUUDY departure, but avoids noise monitors, and places the aircraft near industrial (rather than residential) areas.
- Interestingly, there have been changes to procedural design criteria, which can change approach minima. However, the FAA will NOT automatically re-evaluate any procedures against the updated criteria UNLESS a request for a change is submitted.
- FAA has a Procedure Gateway where requests for procedural changes can be submitted.

Closing

- The next meeting will be held on Wednesday, November 15, 2017.