

TUG Meeting Notes – September 20, 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 the Fred L. Wehran Aviation Achievement Award at this year's 44th Annual Induction Dinner.
- This award represents the cumulative efforts of TUG's founding fathers, including Joe Ritorto, Bill Mack, and Peter Bellini, as well as our members' ongoing contributions. Congratulations to all on this well-deserved recognition!

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. This work will be phased and timed for off-peak hours initially with little impact to operations. Later work projected for the winter will be detailed in the next TUG meeting and might include some operational impacts.

Gary Palm – TEB Tower Manager

- Gary introduced Ted Zimmerman, new operations manager for Teterboro Tower. His role will be to assist Gary with operational and administrative functions related to air traffic control at the airport.
- Through the RSAT committee, there is an ongoing review of air traffic operations and statistics which include runway incursions and incidents. The focus is on improving safety, efficiency and best practices for resolutions.
- Gary reiterated that operations to Teterboro Airport should continue to be extra vigilant when the Bedminster TFR is in effect. As detailed in past TUG meeting minutes, it cannot be overstated that operators should plan on lengthy delays and or re-routes around the TFR when planning to arrive and depart Teterboro Airport. West gates continue to be shut down for departures.
- Operators have reported that arrivals from the South (FL area), have been routed via inland routes through the Atlanta area eventually winding up on the Wilkes Barre Four arrival. Operators that do get over water routes to the North have been re-cleared through Northeast routes that approach New Haven CT then through southwestern Massachusetts (Mobbs intersection) then on normal routing into Teterboro from that area. These delays have added up to 45 minutes of flight time for operators.

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

- The main objective behind this NBAA service to its membership is two-fold: to ensure that business aviation get equitable treatment in the National Airspace System (NAS) and for dynamic information distribution.
- Business aviation's interests are represented in the NAS planning and execution stage for ground delay programs, airspace flow programs, and ground stops and reroutes. FAA Air Traffic Managers are provided information on expected volume increases due to seasonal/special events. Business aviation through the ATS also has a voice in FAA Collaborative Decision Making (CDM) workgroups.
- Information distribution services include reporting on the above listed issues as well as providing insight on anticipated impacts, alternatives and route specific information affecting flight operations.
- Air Traffic Services provides information on Traffic Flow Management (TFM) which looks at overall flow in the National Airspace System and does so through strategic collaboration with the Air Traffic Control System Command Center (ATCSCC) in Virginia.
- The ATS services provide insight and actionable information related to Traffic Management Initiatives (TMIs) which can be broken down into two types:
 1. Terminal – Ground delay programs and ground stops (most restrictive form of TMI. Key insight is that ground stops do NOT result in EDCTs. Ground *delay* programs, however, do result in EDCTs to spread out demand rather than stop it. These TMIs are for specific airports only.
 2. Enroute – Airspace flow programs, reroutes and miles in trail. These manage traffic through specific enroute airspaces and can result in EDCTs. A key insight is to not re-file within 45 minutes from departure or anytime with an EDCT – work with clearance or call ATS for tactical options.
- Major causes for the above programs result from weather, volume, airport related constraints and other (aircraft incidents).
- Operators are advised to familiarize themselves with www.fly.faa.gov website. Specific emphasis should include the “FAA Playbooks” which contain low the altitude escape routes during SWAP (SERMN routes). Operators are advised to query ATC on the availability, when operationally feasible, as ATC will not always offer them.
- ATS recommends that operators also familiarize themselves with the airport arrival demand charts on the FAA website <http://www.fly.faa.gov/aadc/> An airport can be selected and information related to actual demand and projected demand as measured

against airport capabilities can be used for tactical and predictive purposes to proactively avoid potential traffic management initiatives.

- Jim's excellent presentation can be found here: <http://teterborousersgroup.org/wp-content/uploads/2017/09/TUG-ATS-presentation-Sept-2017.pdf>

**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.