

**Renee Spann - PANYNJ Teterboro Airport Manager**

**Scott Marsh - Teterboro Manager for operations and security**

**Gary Palm - FAA Teterboro ATC Tower Manager**

- Overall year to date jet aircraft movement are up versus 2017. In the month of August specific movements were down versus August 2017, however, fuel sales were higher and so this is suggestive of an increase in larger aircraft operations.
- The highest aircraft movement day for August was on the 16<sup>th</sup> where 544 overall aircraft movements were recorded. This is not correlated with the highest delay day of August 3<sup>rd</sup>, however, where extraneous factors such as weather and/or TFR restrictions contributed to 125 delays to operations due to the Bedminster TFR. Operations at Teterboro Airport remain efficient on days where SWAP, TFR restrictions, or extraneous events are not in effect.
- Operators are advised that Taxiway Bravo between runways 19 and 24 has been decommissioned (this is Notamed as a permanent closure). This area between runways 19 and 24 is planned to be used for the construction of a new taxiway “Victor” that will lead off of runway 6/24 towards the Alpha holding pad and is scheduled to be completed by August of 2019. Thus operators that utilize Signature East or having to clear customs near Atlantic Aviation and accustomed to using Taxiway Bravo, should note that it may take a bit more time to transit this area as the routing will be a bit more circuitous than normal.
- The next Chief Pilot webinar is scheduled for October 29, 2018.
- Operators are now being advised to notify Gary Palm (Teterboro Air Traffic Control Tower manager) and copy Larry Brady (Staff Specialist) of specific dates and times with tail number of instances where very lengthy delays are experienced with regards to being able to depart Teterboro Airport on the Dalton 2 departure procedure.  
Gary Palm: [Gary.Palm@faa.gov](mailto:Gary.Palm@faa.gov)  
Larry Brady: [Larry.Brady@faa.gov](mailto:Larry.Brady@faa.gov)

**Mark Zee – Founder of the Flight Service Bureau (FSB) now known as OpsGroup2018**

- The Notam system is outdated and long overdue for a complete revamp. MH17 is a case study of how even well renown international operators could have improved the safety of their global flight operations by having access to prioritized and plain language notifications to safety of flight risks.
- We are moving from a world of centralized data aggregation towards one where informational flows are more timely, decentralized and crowd-sourced. The requirement for the proper vetting and notification of pertinent and up to date safety of flight issues around the world given the ubiquity of informational flows is paramount – and this is where the OpsGroup comes in.
- To learn about the scope of services to include Airport Spy and OpsFox network please visit <https://opsgroup2018.com>.

**Dr. Martin Smith – CEO of the Presage Group**

## Breaking down situational awareness



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- Of the nine components of Situations Awareness – Company Support for safety has a disproportionate effect on the other eight components of crew/pilot overall situational awareness. Company support or lack thereof literally “sets the tone”.
- One notable psychological phenomenon related to the Go-Around decision is the need to “prime the pump”. There should be an explicit operational awareness to address the psychological preparedness on the part of a crew to Go- Around.
- Study data suggests that there seems to be a tendency towards a “normalization of deviance” by crews whereby excursions to a stabilized approach are handled by callouts and a subsequent return to stabilized conditions regardless of where in the approach and landing phase it occurs. A correction action such as the establishment of a “final gate” whereby deviations from a “stable approach” should trigger a Go-Around rather than a subsequent action to return to stabilized parameters or to save a landing.
- The full report and its findings can be found at <http://presagegroup.com>