

TUG Meeting Notes – 12/18/2019

Dave Belastock – TUG President

- Dave welcomed the group and facilitated introductions.

Maria Sheridan – Teterboro Airport Manager, and Scott Marsh – Manager Airport Operations and Security

- TEB operations are somewhat reduced, but on par with 2018
- Construction – 4 projects:
 - AOA light circuit replacement (will finish in January 2020)
 - Taxiway V – opened on Nov. 22, 2019
 - Rehab of Taxiways G, L and P – replacing centerline lights with LEDs
 - Rehab of Runway 6/24 – planned start in April 2020, resulting in nightly closures 2230-0630 until November 2020. Also, from Memorial Day to Labor Day, the runway will be closed from 0000L to 1200L. Additionally, there will be (3) 38-hour airport closures and (1) 24-hour closure within that period.
- RNAV Rwy 19, as well as an RNAV Rwy 24, are currently under development.
- Dalton 19 has not been used enough for TRACON to become comfortable with it. Pilots desiring this departure should request it from Tower as early as possible.

Gary Palm – KTEB ATCT Manager

- Delay reductions of about 65% have been implemented.
- New control tower is being designed. Breaking ground June/July 2020, finishing in 2024.

Bob Ocon – Traffic Management Support Specialist

- WHITE is used by EWR, LGA, HPN, and TEB for traffic heading down the East Coast.
- For flights destined to Florida, the AZEZU offshore routes were designed. These routes are about 200nm longer, but result in fewer delays.
- The AZEZU waypoint has disappeared, but route namesake remains.
- Fort Fisher and Oceana radar sites MUST be operational, unless aircraft is ADS-B equipped, to use the AZEZU route.
- Have the AZEZU route available (fly.faa.gov) in case you need to request it.
- AZEZU can also be useful when heading northbound, especially if any Airspace Flow Programs are in effect due to weather.
- Many J-routes will be disappearing soon, and will be replaced by Q-routes.

Ed Bolen – NBAA President, and Christa Lucas – VP Government Affairs

- As a result of NBAA constituency contacting our legislators on Capitol Hill, we have a 5-year bill for refunding and modernizing the FAA.
- Safety improvement remains a major focus of NBAA.
- Sustainability (including the use of sustainable fuels) is also a goal, particularly since environmental issues have been a huge political issue in 2019.
- Workforce – need to focus on internships and mentoring to attract a new generation of people to the industry.
- Innovation – drones, urban air mobility, supersonic flight, civilian spaceflight. Aviation companies and technology companies are beginning to merge.
- NBAA is helping NEXGEN (including ADS-B) become a reality, but privacy of operators remained an issue until recent legislation from October.
- HR-5118 – Go to www.nbaa.org/action to support this workforce legislation.
- NBAA also opposes legislation seeking to eliminate helicopter traffic around NYC.

Eric Chang – *Tri-Chairman General Aviation Issues Analysis Team (GA-IAT) (MITRE)*, Chad Brewer – *FAA*, and Jens Hennig – *GAMA*

- General Aviation TCAS Directed Study
- ASIAS (Aviation Safety Information Analysis and Sharing) information is NOT used for enforcement
- Deep dive events at Boeing Field (BFI), Teterboro (TEB), and Van Nuys (VNY) to find TCAS hot spots.
- Outreach with TEB – telecon set up by TUG and attended by 50 operators
- Study methodology – uses characterization of known hotspots to find other hotspots; look for similarities to share best practices.
- Majority of interactions are TEB departures with crossing VFR traffic below.

Brenda and Kevin Martin – *Owners, Jersey Ridge Soaring at Blairstown Airport*

- Blairstown gliders – most active on weekends. 20 to 40 flights per day. Shut down when Trump is in Bedminster.
 - Gliders are NOT transponder-equipped, but technology is improving and reducing the weight of such devices...although not necessarily reducing the cost.
 - Typically active during weekends in spring, summer and fall.
 - Gliders are normally found underneath cloud bases, circling up to within minimum VFR cloud clearance requirements, and then proceeding on their desired route.
 - Glider pilots are trained and taught to NOT linger around MUGZY.
 - However, there are race courses that transit the MUGZY area.

Rick Malczynski – *Founder, Business Aviation Safety Consortium (BASC)*

- Rick is a former Naval Aviator, Part 91 pilot, accredited IS-BAO Auditor, and current Part 121 pilot.
- BASC focuses on a continuous-improvement approach to IS-BAO and SMS audits, rather than treating audits and audit preparation as a one-time event.
- Utilizes FOQA and self-reporting safety data to identify trends and proactively anticipate potential problem areas.
- <https://aviationconsortium.com/>
- Contact BASC at 860.866.8650 or rick@aviationconsortium.com

Don Argintar – *Pilot and Software Developer, PlotNG*

- Internet-based solution, utilizes email as an input, with output to ForeFlight
- Email from flight planning provider is sent to PlotNG, which parses the data automatically, with no manual data-entry required.
- This data is loaded into ForeFlight, which then graphically depicts NAT tracks, ETPs, crossing restrictions, and simplifies 10-minute checks.
- <https://fly.plotng.com>
- https://fly.plotng.com/resources/plotNG_User_Guide.pdf
- don@plotng.com

Dave Belastock – *TUG President*

- Our next meeting will be held on Wednesday, March 18, 2020
- TUG Leadership wishes all of our constituents a happy and healthy holiday season and New Year!