TETERBORO AIRPORT – CHIEF PILOT MEETING

via WebEx

September 29, 2020 at 13:00 EST

PORT AUTHORITY NY NJ
AIR LAND RAIL SEA

Airport Teterboro
THE PORT AUTHORITY OF NY&NJ

TETERBORO AIRPORT – CHIEF PILOT MEETING

September 29, 2020

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All phones will be placed on mute during the presentation.

Please submit any questions through the 'chat' feature on the WebEx or email smarsh@panynj.gov

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PORT AUTHORITY NY NJ
AIR LAND RAIL SEA

AGENDA

1. Welcome
2. Introduction of Airport Manager
3. Airport Activity update
4. Runway Safety Action Team (RSAT) Brief – TEB 2020
5. Winter Operation Brief
6. RVR RWY 24 Update
7. RWY 19 & 24 RNAV (GPS) Approaches
8. Covid-19 update

TETERBORO AIRPORT – CHIEF PILOT MEETING

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PORT AUTHORITY NY NJ
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Teterboro Airport Manager

Maria Sheridan

TETERBORO AIRPORT – CHIEF PILOT MEETING

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➢Airport Activity

	2020	2019	% ▲
Jan–Aug A/C Ops	55,530	108,513	-48.83
Jan–Aug Jet Ops	47,461	90,173	-47.37
Jan–Aug Int'l Arr.	2,418	5,371	-54.98

➢Airport Construction

➢Airport Certification – Annual Inspection

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Runway Safety Action Team (RSAT) Brief

Teterboro Airport

FY2020 Runway Safety Action Team (RSAT)

TEB ATCT

Gary A. Palm ATM TEB

Federal Aviation Administration

Introduction

- Welcome to the Runway Safety Action Team (RSAT)
  - Air Traffic Manager: Gary A. Palm
  - Airport Manager: Maria Sheridan
  - Airport Ops and Security Mgr.: Scott Marsh
  - TEB NATCA: Joseph Biancospino
  - Airport Operations: Jonathan Seibert / Bruno Eiras
  - Airport Services Manager: John Kastens

Agenda

- Runway Safety Briefing
  - Overview of the RSAT Process
  - Definitions and National Statistics
  - National Trends and Topics
- RSAT Open Discussion
  - Local Incident History
  - Local Action Item Review
  - Identify local risk factors and/or current initiatives
  - Stakeholder / User Perspectives
- Outcome: Develop RSAP and Action Items

RSAT Process Overview

- Purpose: To bring local stakeholders together at least once per year to identify and mitigate the risks of significant surface events at your airport.
- Process:
  - Review Incident History
  - Review Action Item History
  - Discuss Current Concerns
  - Create FY2021 Runway Safety Action Plan and Action Items

Definitions

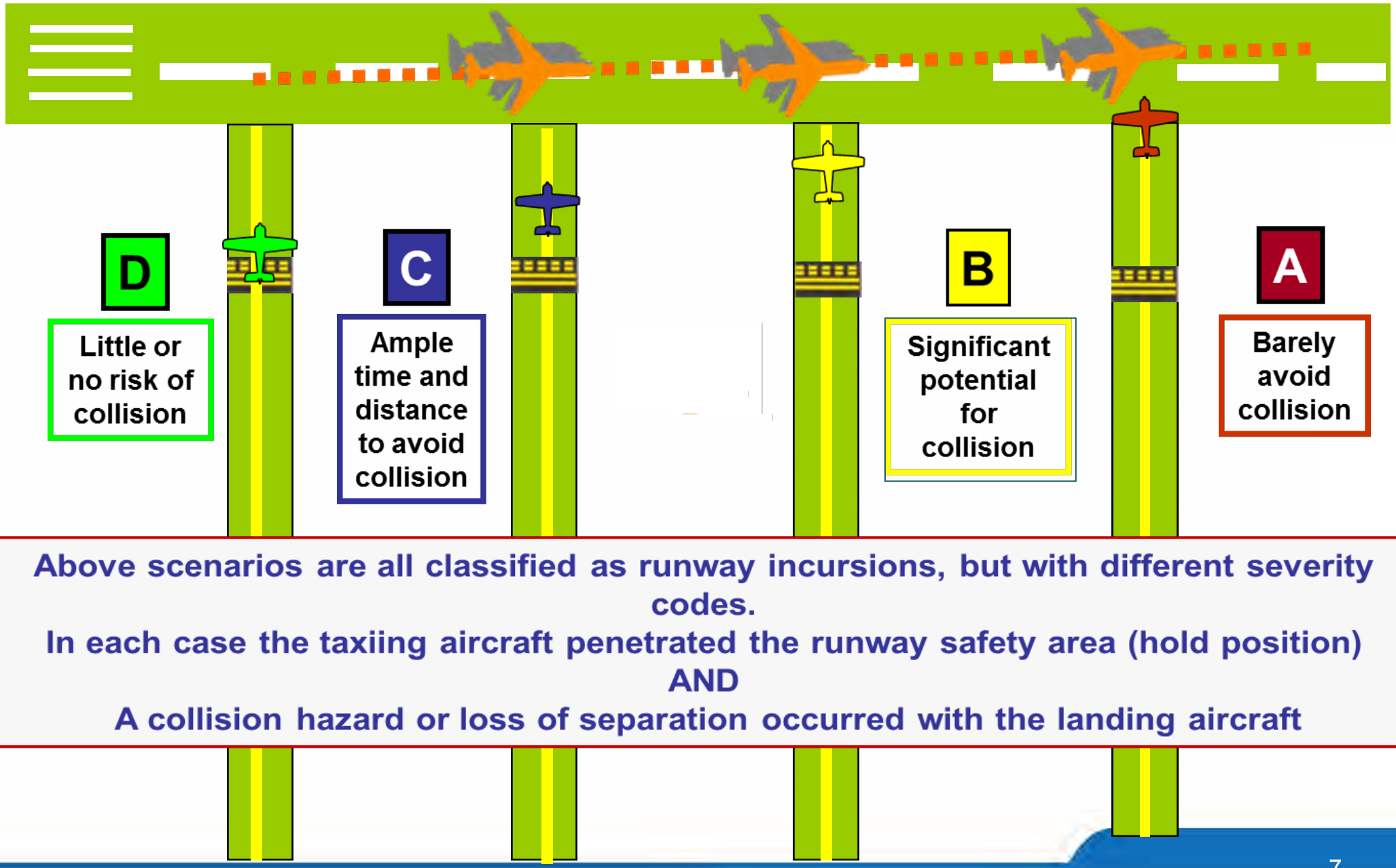
- **Runway Incursion**: The incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft. (This includes the Runway Safety Area (RSA).)
- **Runway Excursion**: A veer off or overrun off the runway surface.
- **Surface Incident**: Unauthorized or unapproved movement within the designated movement area (excluding runway incursions) or an occurrence in that same area associated with the operation of an aircraft that affects or could affect the safety of flight.

Definitions

Types of Surface Events:

- **Operational Incident (OI)** – A surface event attributed to ATCT action or inaction.
- **Pilot Deviation (PD)** – A surface event caused by a pilot or other person operating an aircraft under its own power.
- **Vehicle or Pedestrian Deviation (VPD)** – A surface event caused by a vehicle driver or pedestrian
- **Other** – Surface events which cannot clearly be attributed to a mistake or incorrect action by an air traffic controller, pilot, driver, or pedestrian will be classified as “other.” These events would include incursions caused by equipment failure or other factors.

Definitions - Severity Category



Above scenarios are all classified as runway incursions, but with different severity codes.

In each case the taxiing aircraft penetrated the runway safety area (hold position) AND

A collision hazard or loss of separation occurred with the landing aircraft

Incursions

- Runway Incursions

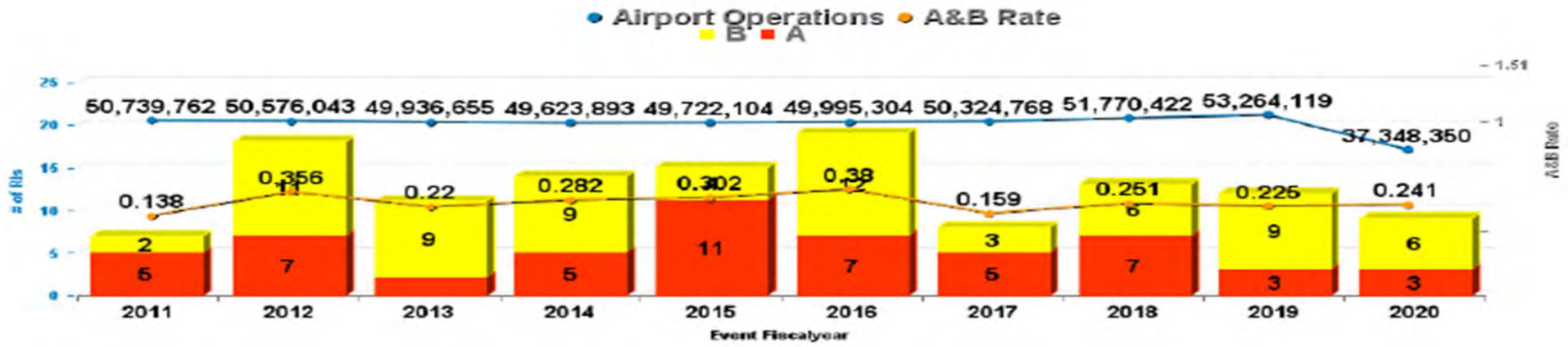
AJI-14 Surface Events
Monthly Surface Safety Report V2 PDF

Fiscal Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Airport Ops	50,739,762	50,576,043	49,936,655	49,623,893	49,722,104	49,995,384	50,324,768	51,770,422	53,264,119	37,348,350
AAL	27	25	42	53	59	55	53	51	49	31
ACE	24	31	37	24	33	60	49	57	53	35
AEA	90	146	114	159	146	133	175	159	142	82
AGL	126	154	172	139	192	218	261	275	243	106
ANE	29	25	44	22	44	30	63	67	62	28
ANM	95	96	121	110	125	155	186	176	202	86
ASO	178	199	231	222	268	248	284	336	309	182
ASW	143	184	172	185	189	242	224	251	251	146
AWP	243	290	309	351	403	419	443	435	450	239

Significant Incursions

AJI-14 Surface Events
Monthly Surface Safety Report V2 PDF

Significant Runway Incursions



Fiscal Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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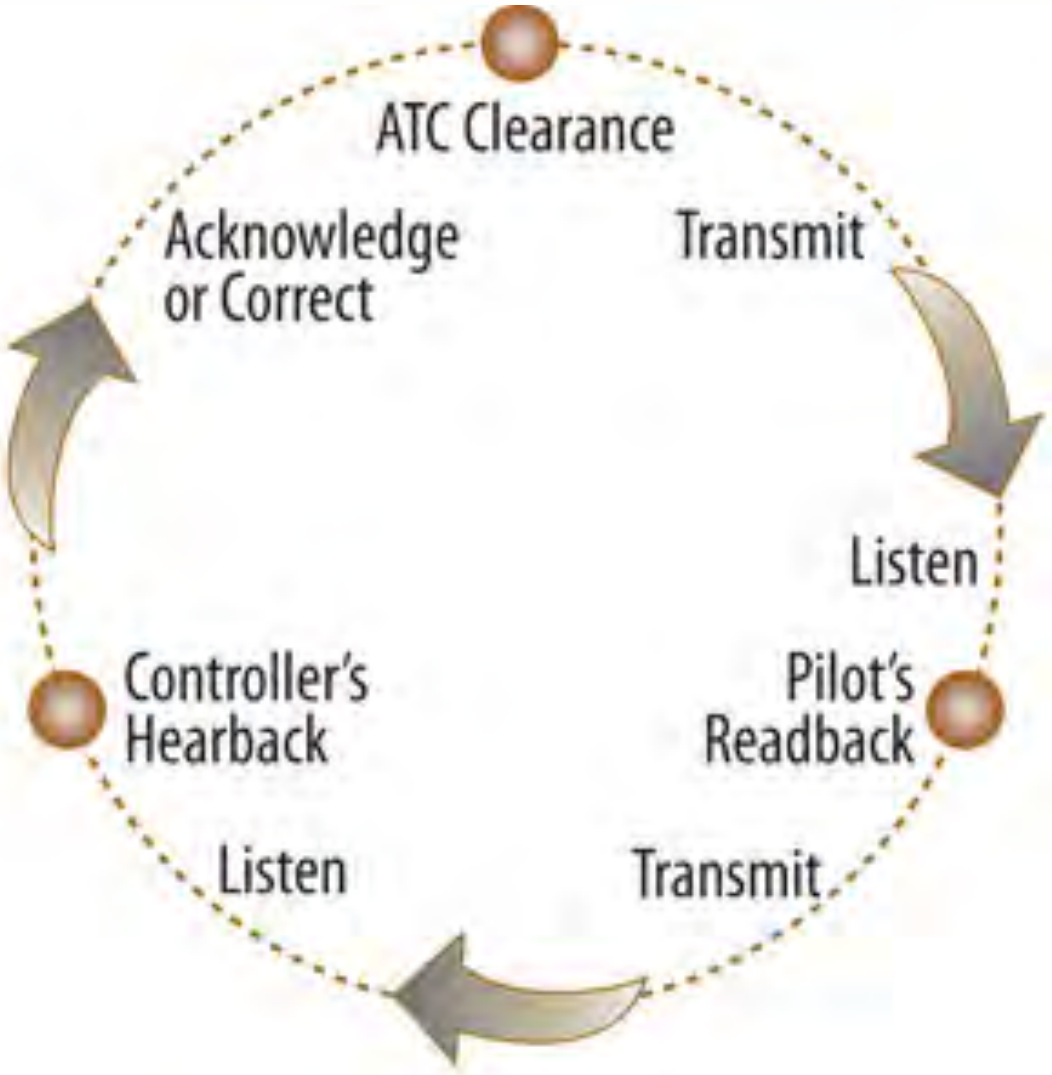
AAL			1		1	1		1		
ACE				1	1	1		1		
AEA		2	3	1	2	2	1	1	2	1
AGL	4	5		6	3	2			2	
ANE							2			1
ANM	1	2		2	1	1	1	1		
ASO		4	1	1	3	3	1	2	3	2
ASW	1		1		2	5		2	3	2
AWP	1	5	5	3	2	4	3	5	2	3
Sum:	7	18	11	14	15	19	8	13	12	9

Communications

- Communication continues to be a contributing factor in many runway incursions.

Close the Loop



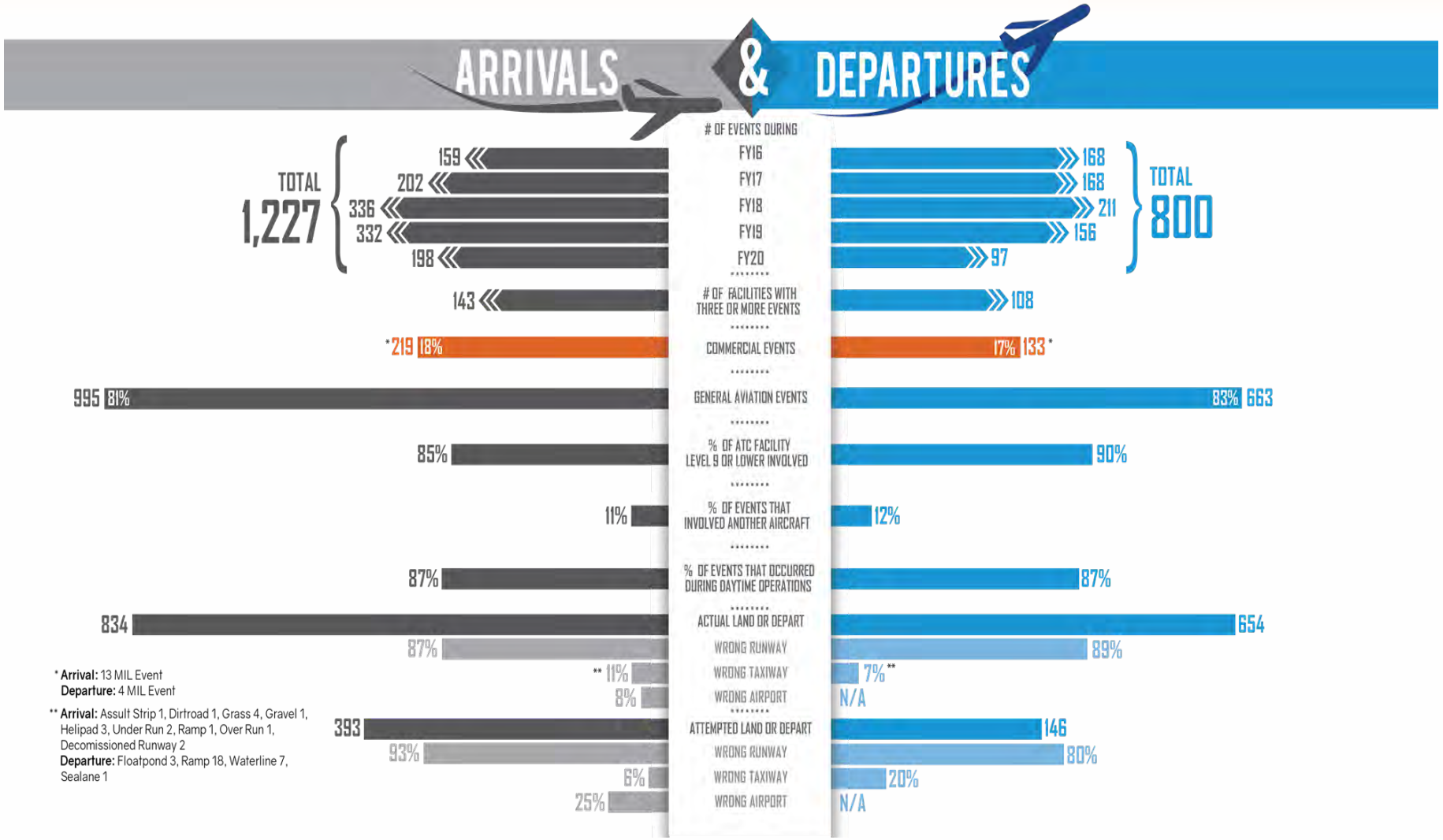
Communication Best Practices

- Complete Read back / Hear back loop
- Use Prescribed Phraseology and Standard Format
- Maintain Situational Awareness – pay attention to transmissions to other aircraft/vehicles on frequency
- Employ appropriate Speech Rate
- Ask for clarification when unsure of instructions

Wrong Surface Landings

- Wrong Surface Landings include wrong runway, taxiway, and wrong airport landings.
- Common geometric factors include:
  - Parallel runways
  - Closely aligned runway ends
  - Parallel taxiways confused for runways

Wrong Surface Operations



Pilot Expectation Bias

- Pilot expectation bias is the most common contributory factor in wrong surface landings, typically because the clearance received was outside of what he/she expected as “normal practice.”

Wrong Surface Mitigations

To mitigate the risk of wrong surface operations, every user of the airfield can:

- Review the Airport Diagram prior to operation
- Review Visual Cues – Runway versus Taxiway
  - Paint: White or Yellow
  - Lights: White or Blue/Green
- Use common Verbal Cues – Use of “Active Runway”
- Be familiar with Runway Holding Position Markings
- “Close the Loop” with Read back / Hear back

Runway Excursions

- Lead to more runway accidents than all other causes combined.*
- Estimated annual cost: $900 Million
- Causes
  - Unstable Approaches
  - Runway Contamination
  - Adverse Weather / Wind Conditions
  - Mechanical Failure
  - Pilot Error

Runway Excursions

- Possible Mitigations:
  - Stabilized approach below 500’ in VMC and 1000’ in IMC
  - Minimize late runway changes and short approaches
  - Ensure timely and accurate weather and surface condition reports
  - Ensure proper runway selection given the conditions: runway length, contamination, wind speed and direction

Local Discussion Topics

- The following slides are provided to review local events and to promote discussion regarding local concerns, surface risks, and potential mitigations at this airport.
- Potential solutions (action items) will be noted and addressed in a later section.

TEB EVENTS/INCIDENTS

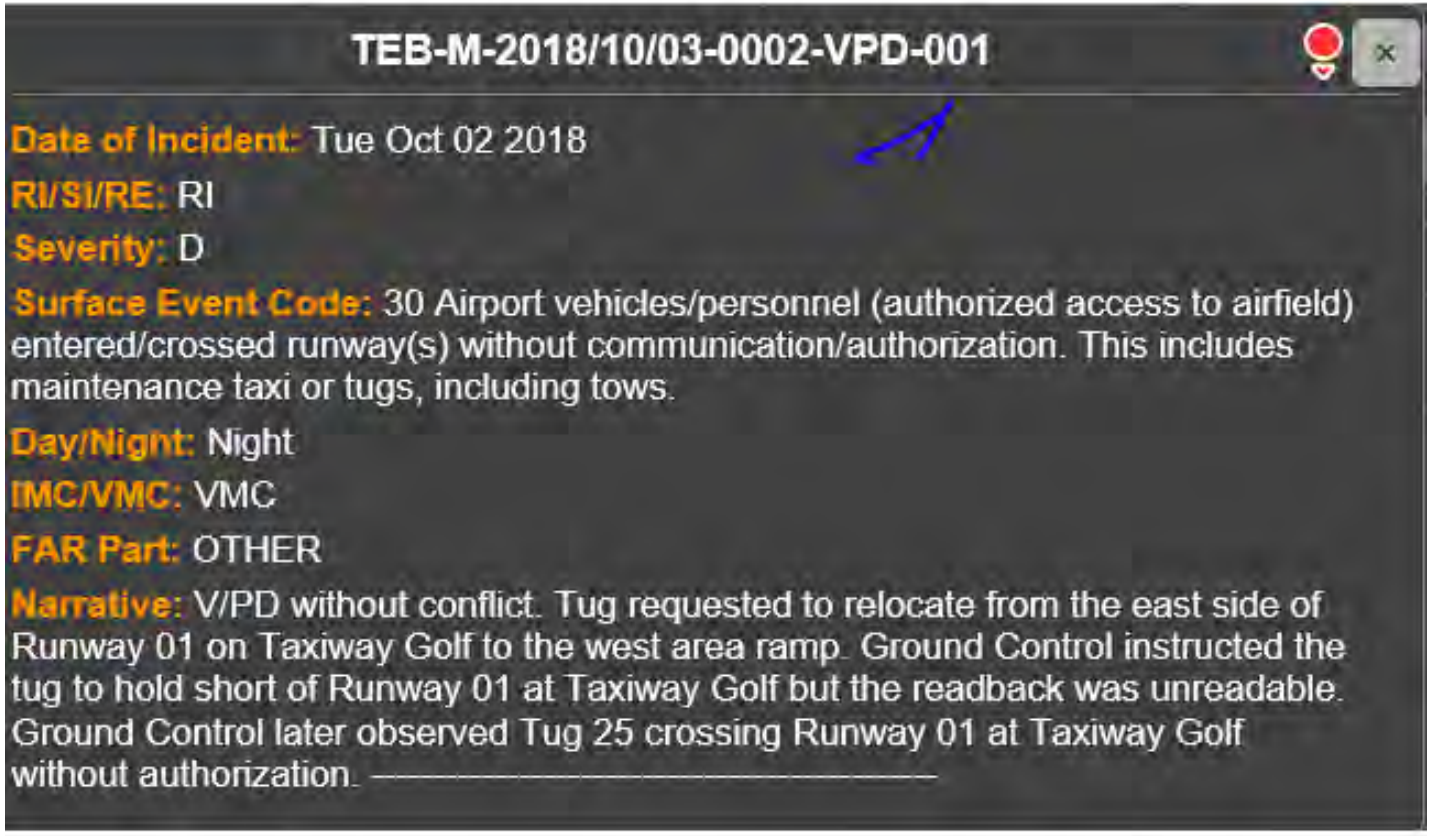
Oct 2018 thru Sept 2020

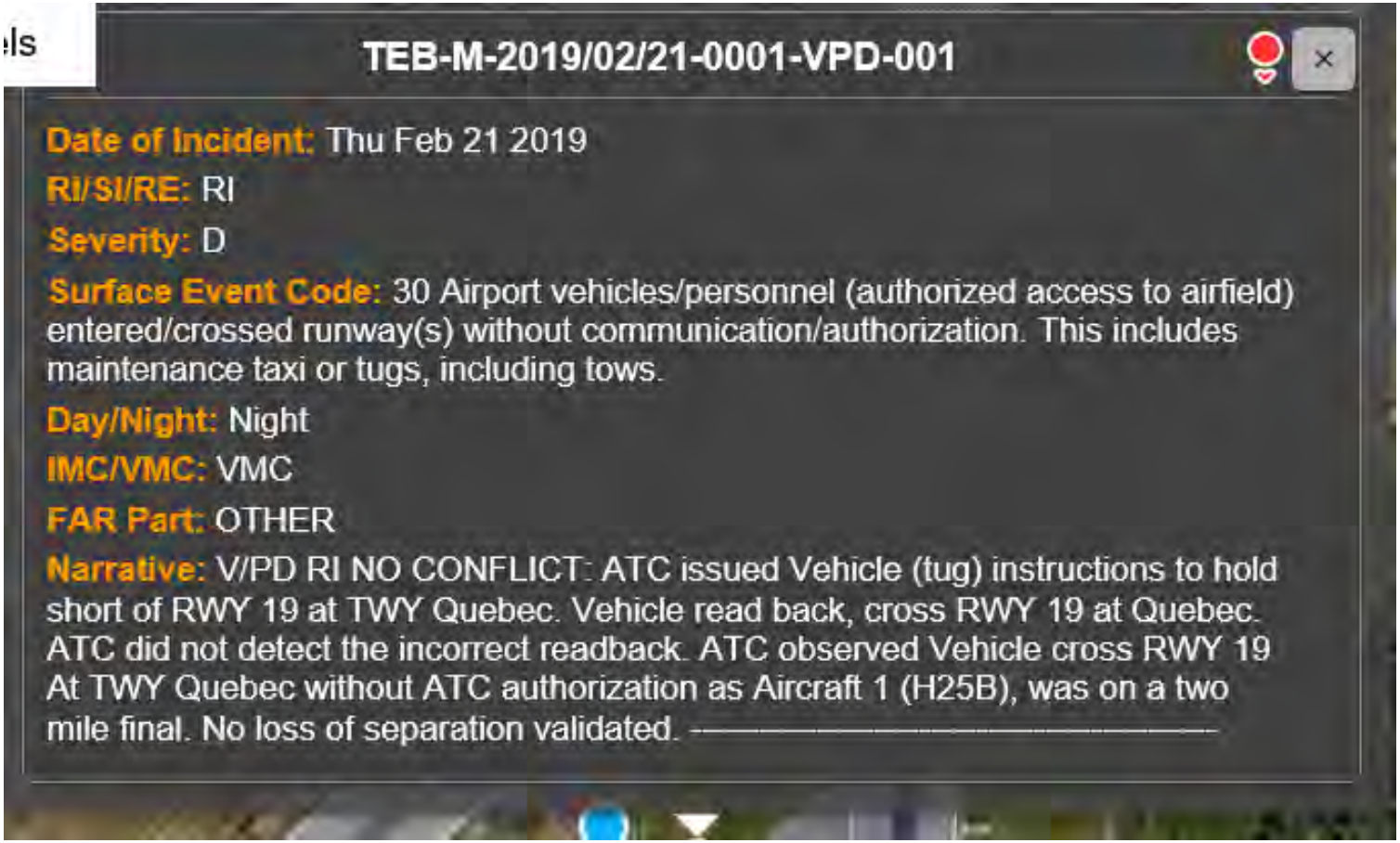
5-Runway/Safety Area Incursions

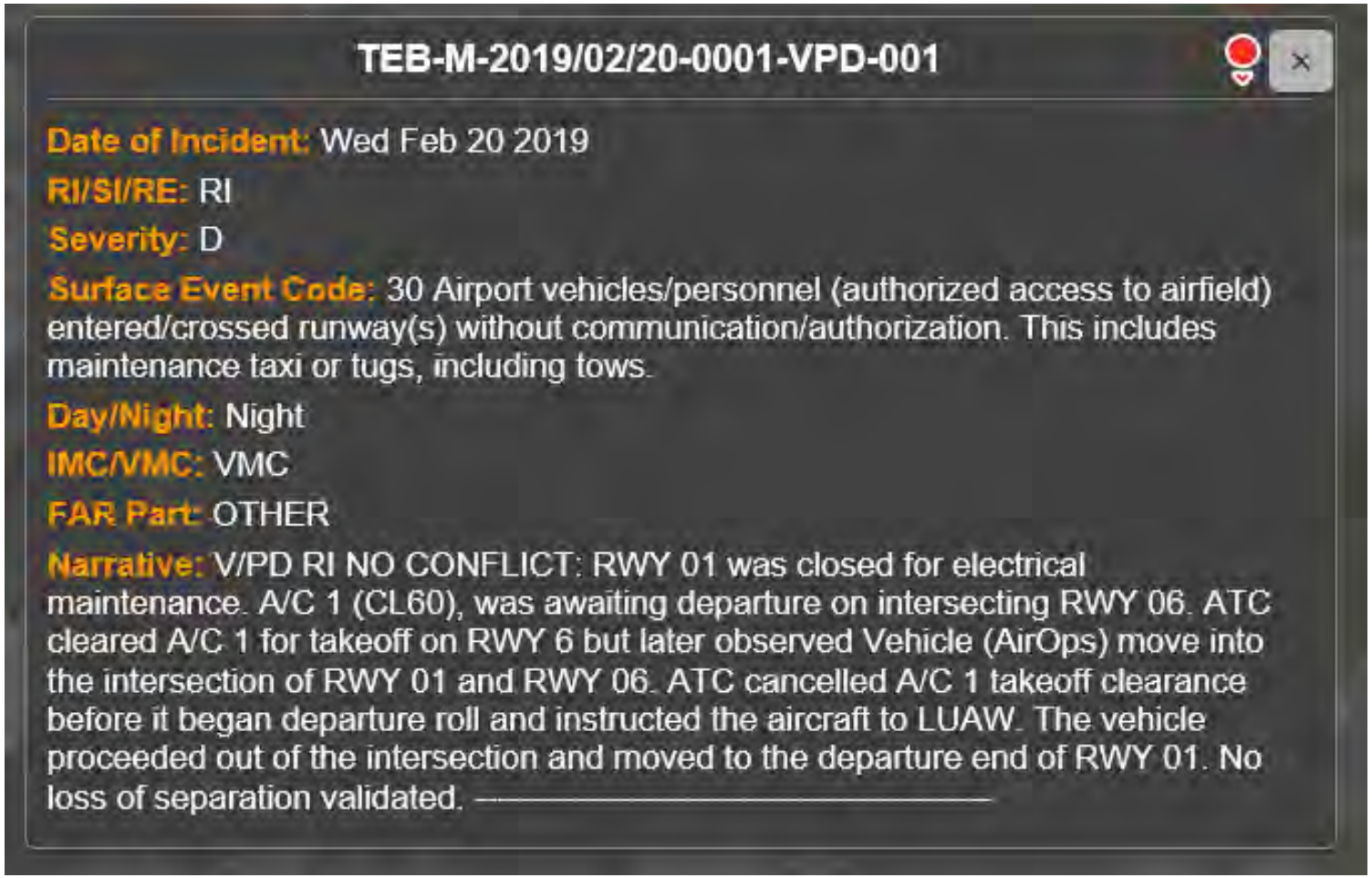
2-Depts w/o Clearance

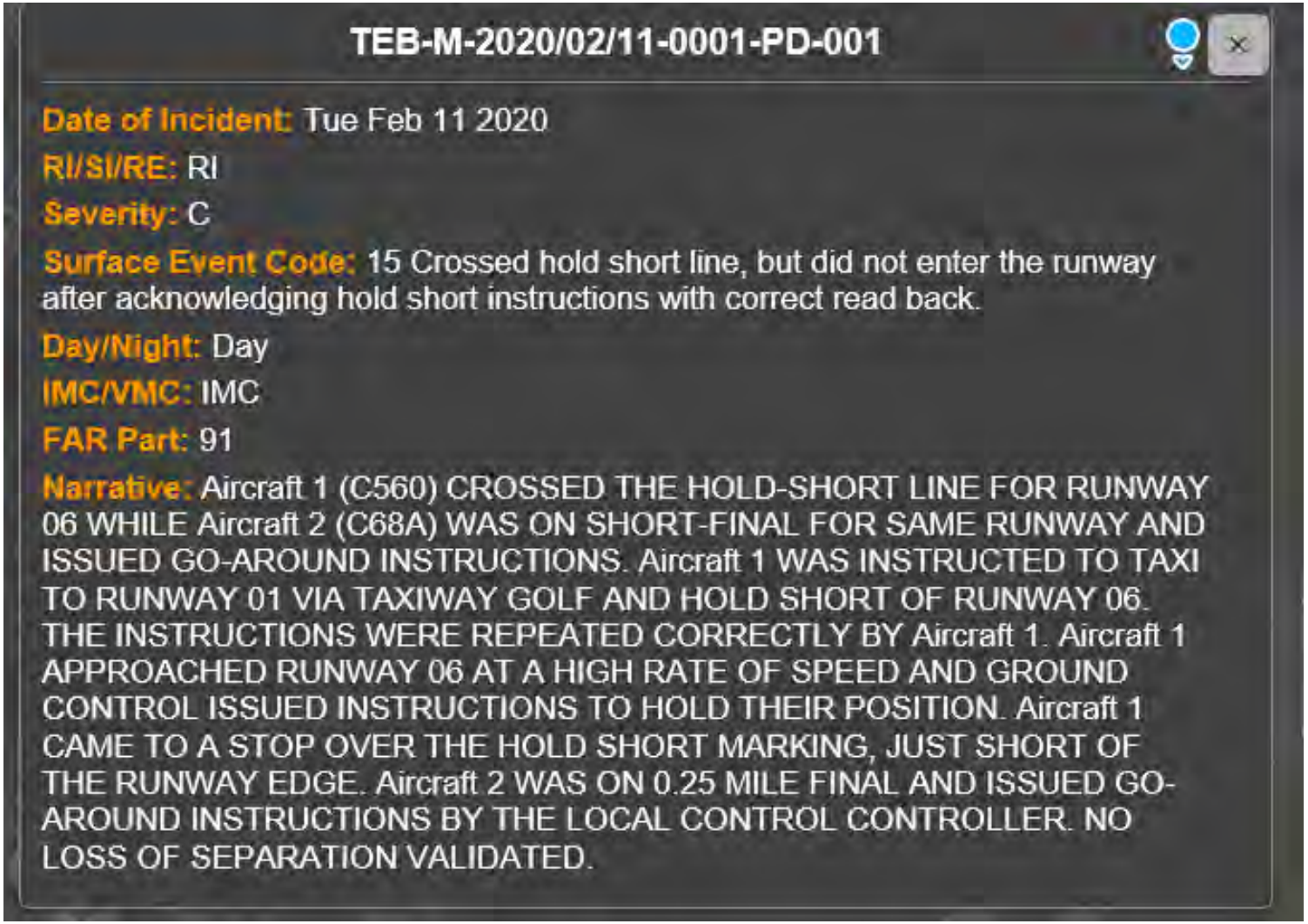
3-Vehicle Incursions

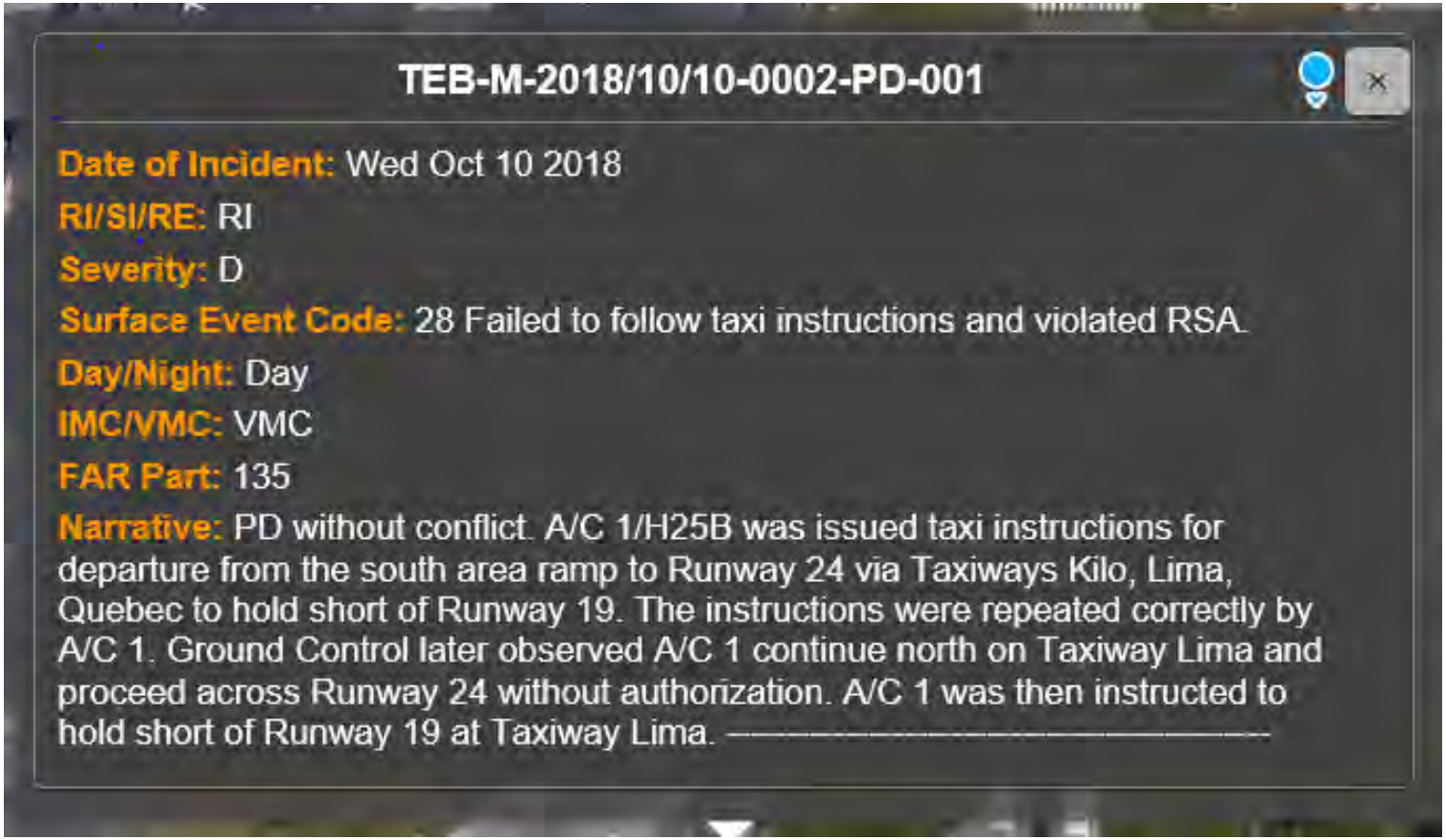

Legend

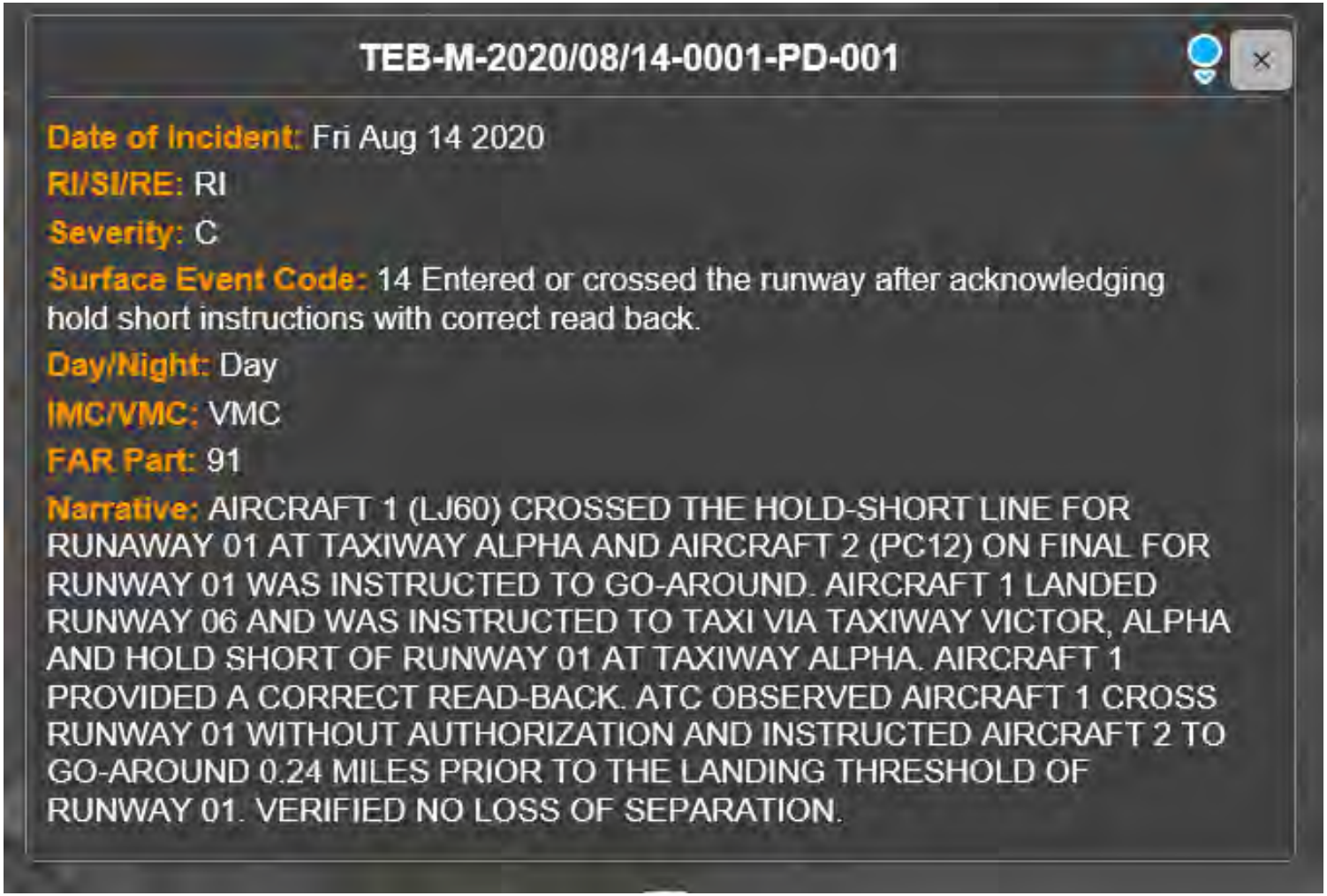

TEB-M-2018/10/03-0002-VPD-001
Date of Incident: Tue Oct 02 2018
RI/SI/RE: RI
Severity: D
Surface Event Code: 30 Airport vehicles/personnel (authorized access to airfield) entered/crossed runway(s) without communication/authorization. This includes maintenance taxi or tugs, including tows.
Day/Night: Night
IMC/VMC: VMC
FAR Part: OTHER
Narrative: V/PD without conflict. Tug requested to relocate from the east side of Runway 01 on Taxiway Golf to the west area ramp. Ground Control instructed the tug to hold short of Runway 01 at Taxiway Golf but the readback was unreadable. Ground Control later observed Tug 25 crossing Runway 01 at Taxiway Golf without authorization.

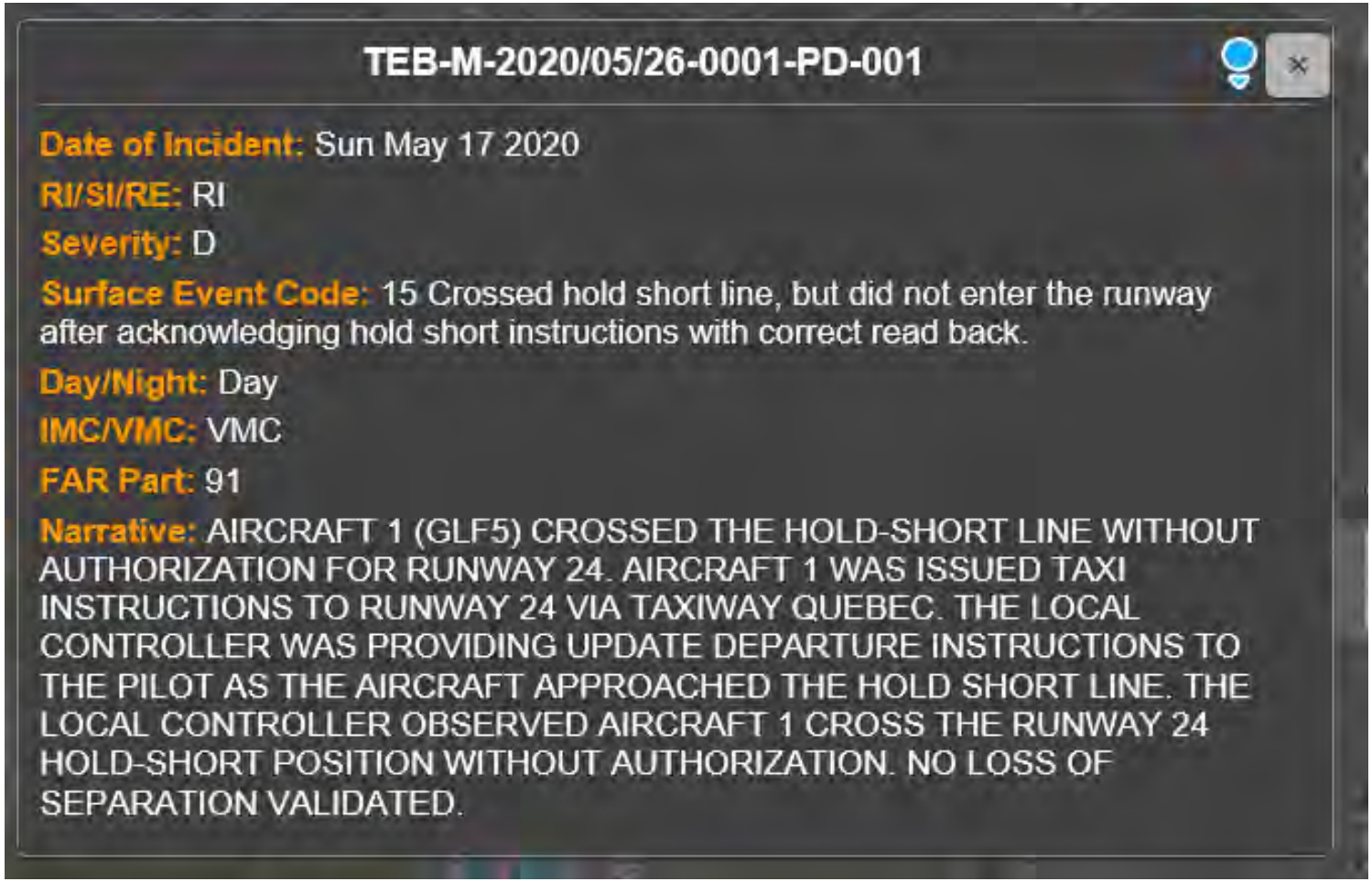

els
TEB-M-2019/02/21-0001-VPD-001
Date of Incident: Thu Feb 21 2019
RI/SI/RE: RI
Severity: D
Surface Event Code: 30 Airport vehicles/personnel (authorized access to airfield) entered/crossed runway(s) without communication/authorization. This includes maintenance taxi or tugs, including tows.
Day/Night: Night
IMC/VMC: VMC
FAR Part: OTHER
Narrative: V/PD RI NO CONFLICT: ATC issued Vehicle (tug) instructions to hold short of RWY 19 at TWY Quebec. Vehicle read back, cross RWY 19 at Quebec. ATC did not detect the incorrect readback. ATC observed Vehicle cross RWY 19 At TWY Quebec without ATC authorization as Aircraft 1 (H25B), was on a two mile final. No loss of separation validated.

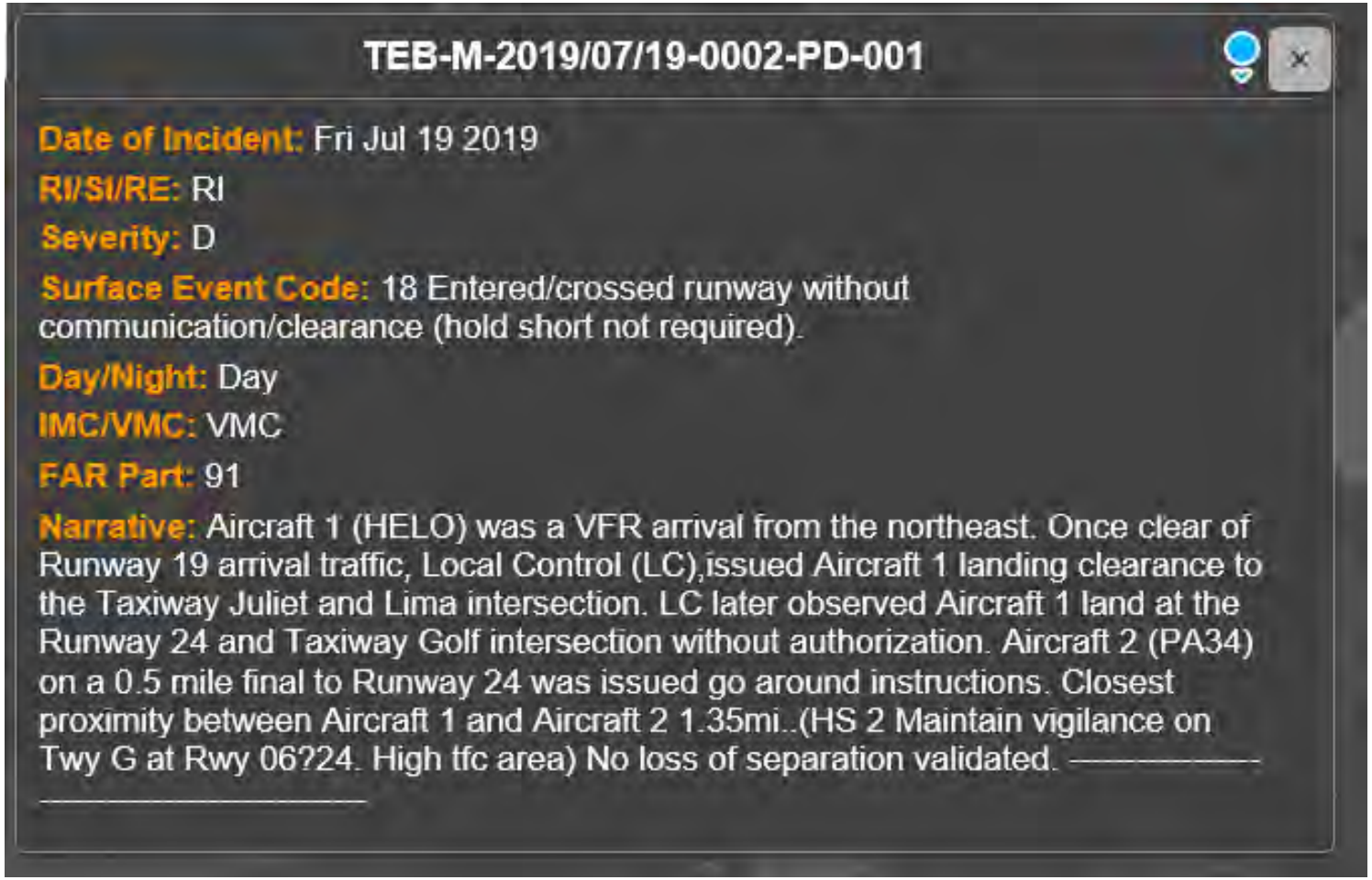

TEB-M-2019/02/20-0001-VPD-001
Date of Incident: Wed Feb 20 2019
RI/SI/RE: RI
Severity: D
Surface Event Code: 30 Airport vehicles/personnel (authorized access to airfield) entered/crossed runway(s) without communication/authorization. This includes maintenance taxi or tugs, including tows.
Day/Night: Night
IMC/VMC: VMC
FAR Part: OTHER
Narrative: V/PD RI NO CONFLICT: RWY 01 was closed for electrical maintenance. A/C 1 (CL60), was awaiting departure on intersecting RWY 06. ATC cleared A/C 1 for takeoff on RWY 6 but later observed Vehicle (AirOps) move into the intersection of RWY 01 and RWY 06. ATC cancelled A/C 1 takeoff clearance before it began departure roll and instructed the aircraft to LUAW. The vehicle proceeded out of the intersection and moved to the departure end of RWY 01. No loss of separation validated. ----------

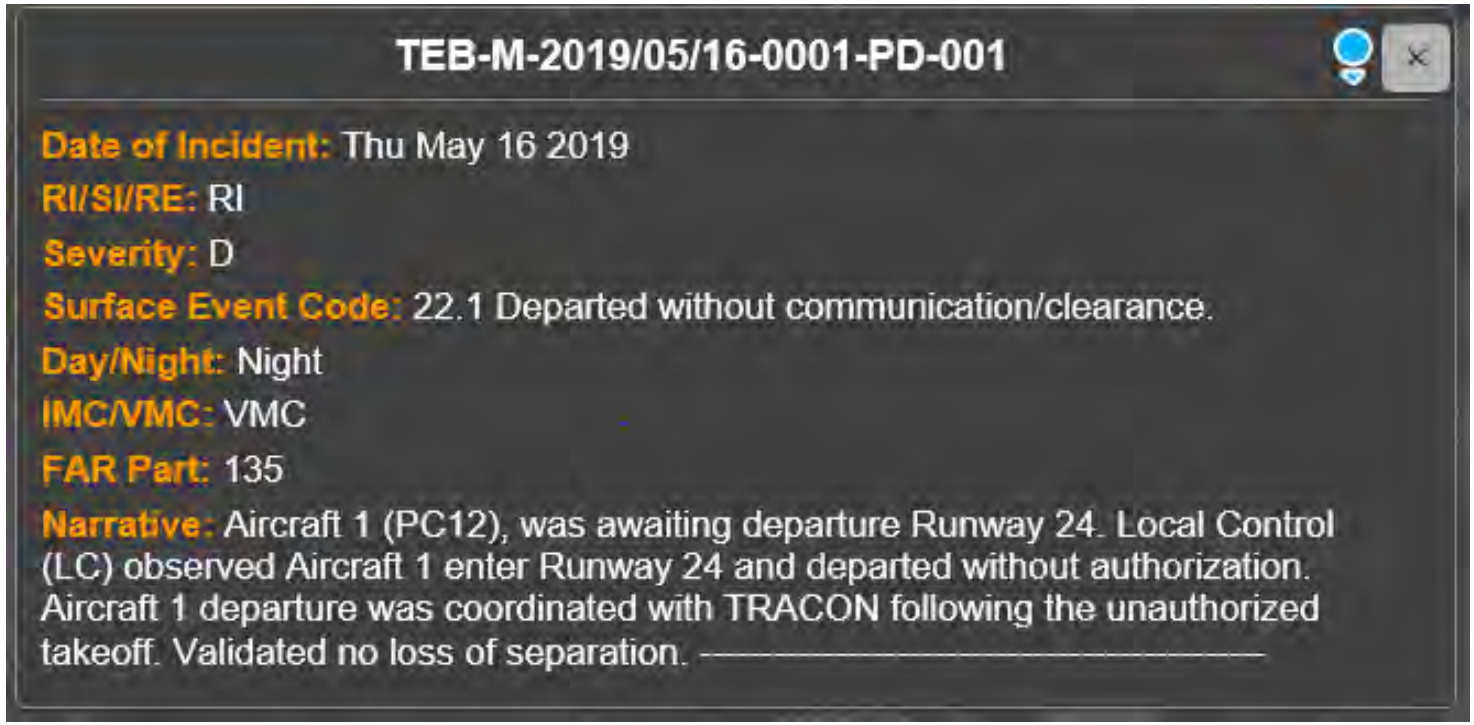

TEB-M-2020/02/11-0001-PD-001
Date of Incident: Tue Feb 11 2020
RI/SI/RE: RI
Severity: C
Surface Event Code: 15 Crossed hold short line, but did not enter the runway after acknowledging hold short instructions with correct read back.
Day/Night: Day
IMC/VMC: IMC
FAR Part: 91
Narrative: Aircraft 1 (C560) CROSSED THE HOLD-SHORT LINE FOR RUNWAY 06 WHILE Aircraft 2 (C68A) WAS ON SHORT-FINAL FOR SAME RUNWAY AND ISSUED GO-AROUND INSTRUCTIONS. Aircraft 1 WAS INSTRUCTED TO TAXI TO RUNWAY 01 VIA TAXIWAY GOLF AND HOLD SHORT OF RUNWAY 06. THE INSTRUCTIONS WERE REPEATED CORRECTLY BY Aircraft 1. Aircraft 1 APPROACHED RUNWAY 06 AT A HIGH RATE OF SPEED AND GROUND CONTROL ISSUED INSTRUCTIONS TO HOLD THEIR POSITION. Aircraft 1 CAME TO A STOP OVER THE HOLD SHORT MARKING, JUST SHORT OF THE RUNWAY EDGE. Aircraft 2 WAS ON 0.25 MILE FINAL AND ISSUED GO-AROUND INSTRUCTIONS BY THE LOCAL CONTROL CONTROLLER. NO LOSS OF SEPARATION VALIDATED.

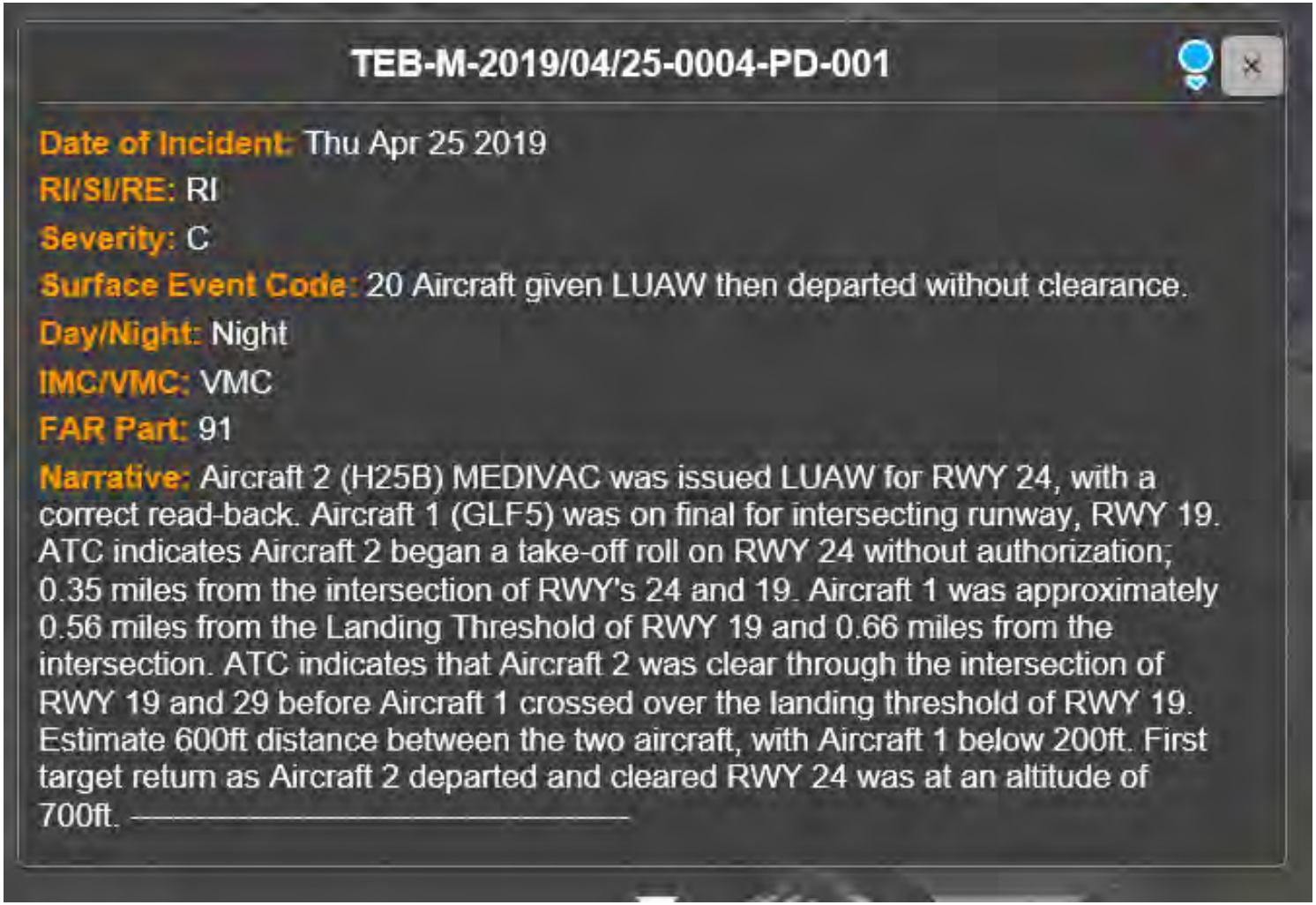

TEB-M-2018/10/10-0002-PD-001
Date of Incident: Wed Oct 10 2018
RI/SI/RE: RI
Severity: D
Surface Event Code: 28 Failed to follow taxi instructions and violated RSA.
Day/Night: Day
IMC/VMC: VMC
FAR Part: 135
Narrative: PD without conflict. A/C 1/H25B was issued taxi instructions for departure from the south area ramp to Runway 24 via Taxiways Kilo, Lima, Quebec to hold short of Runway 19. The instructions were repeated correctly by A/C 1. Ground Control later observed A/C 1 continue north on Taxiway Lima and proceed across Runway 24 without authorization. A/C 1 was then instructed to hold short of Runway 19 at Taxiway Lima. ----------


TEB-M-2020/08/14-0001-PD-001
Date of Incident: Fri Aug 14 2020
RI/SI/RE: RI
Severity: C
Surface Event Code: 14 Entered or crossed the runway after acknowledging hold short instructions with correct read back.
Day/Night: Day
IMC/VMC: VMC
FAR Part: 91
Narrative: AIRCRAFT 1 (LJ60) CROSSED THE HOLD-SHORT LINE FOR RUNAWAY 01 AT TAXIWAY ALPHA AND AIRCRAFT 2 (PC12) ON FINAL FOR RUNWAY 01 WAS INSTRUCTED TO GO-AROUND. AIRCRAFT 1 LANDED RUNWAY 06 AND WAS INSTRUCTED TO TAXI VIA TAXIWAY VICTOR, ALPHA AND HOLD SHORT OF RUNWAY 01 AT TAXIWAY ALPHA. AIRCRAFT 1 PROVIDED A CORRECT READ-BACK. ATC OBSERVED AIRCRAFT 1 CROSS RUNWAY 01 WITHOUT AUTHORIZATION AND INSTRUCTED AIRCRAFT 2 TO GO-AROUND 0.24 MILES PRIOR TO THE LANDING THRESHOLD OF RUNWAY 01. VERIFIED NO LOSS OF SEPARATION.


TEB-M-2020/05/26-0001-PD-001
Date of Incident: Sun May 17 2020
RI/SI/RE: RI
Severity: D
Surface Event Code: 15 Crossed hold short line, but did not enter the runway after acknowledging hold short instructions with correct read back.
Day/Night: Day
IMC/VMC: VMC
FAR Part: 91
Narrative: AIRCRAFT 1 (GLF5) CROSSED THE HOLD-SHORT LINE WITHOUT AUTHORIZATION FOR RUNWAY 24. AIRCRAFT 1 WAS ISSUED TAXI INSTRUCTIONS TO RUNWAY 24 VIA TAXIWAY QUEBEC. THE LOCAL CONTROLLER WAS PROVIDING UPDATE DEPARTURE INSTRUCTIONS TO THE PILOT AS THE AIRCRAFT APPROACHED THE HOLD SHORT LINE. THE LOCAL CONTROLLER OBSERVED AIRCRAFT 1 CROSS THE RUNWAY 24 HOLD-SHORT POSITION WITHOUT AUTHORIZATION. NO LOSS OF SEPARATION VALIDATED.


TEB-M-2019/07/19-0002-PD-001
Date of Incident: Fri Jul 19 2019
RI/SI/RE: RI
Severity: D
Surface Event Code: 18 Entered/crossed runway without communication/clearance (hold short not required).
Day/Night: Day
IMC/VMC: VMC
FAR Part: 91
Narrative: Aircraft 1 (HELO) was a VFR arrival from the northeast. Once clear of Runway 19 arrival traffic, Local Control (LC),issued Aircraft 1 landing clearance to the Taxiway Juliet and Lima intersection. LC later observed Aircraft 1 land at the Runway 24 and Taxiway Golf intersection without authorization. Aircraft 2 (PA34) on a 0.5 mile final to Runway 24 was issued go around instructions. Closest proximity between Aircraft 1 and Aircraft 2 1.35mi..(HS 2 Maintain vigilance on Twy G at Rwy 06?24. High tfc area) No loss of separation validated. ———————————


TEB-M-2019/05/16-0001-PD-001
Date of Incident: Thu May 16 2019
RI/SI/RE: RI
Severity: D
Surface Event Code: 22.1 Departed without communication/clearance.
Day/Night: Night
IMC/VMC: VMC
FAR Part: 135
Narrative: Aircraft 1 (PC12), was awaiting departure Runway 24. Local Control (LC) observed Aircraft 1 enter Runway 24 and departed without authorization. Aircraft 1 departure was coordinated with TRACON following the unauthorized takeoff. Validated no loss of separation. ----------


TEB-M-2019/04/25-0004-PD-001
Date of Incident: Thu Apr 25 2019
RI/SI/RE: RI
Severity: C
Surface Event Code: 20 Aircraft given LUAW then departed without clearance.
Day/Night: Night
IMC/VMC: VMC
FAR Part: 91
Narrative: Aircraft 2 (H25B) MEDIVAC was issued LUAW for RWY 24, with a correct read-back. Aircraft 1 (GLF5) was on final for intersecting runway, RWY 19. ATC indicates Aircraft 2 began a take-off roll on RWY 24 without authorization; 0.35 miles from the intersection of RWY's 24 and 19. Aircraft 1 was approximately 0.56 miles from the Landing Threshold of RWY 19 and 0.66 miles from the intersection. ATC indicates that Aircraft 2 was clear through the intersection of RWY 19 and 29 before Aircraft 1 crossed over the landing threshold of RWY 19. Estimate 600ft distance between the two aircraft, with Aircraft 1 below 200ft. First target return as Aircraft 2 departed and cleared RWY 24 was at an altitude of 700ft. ———————————————

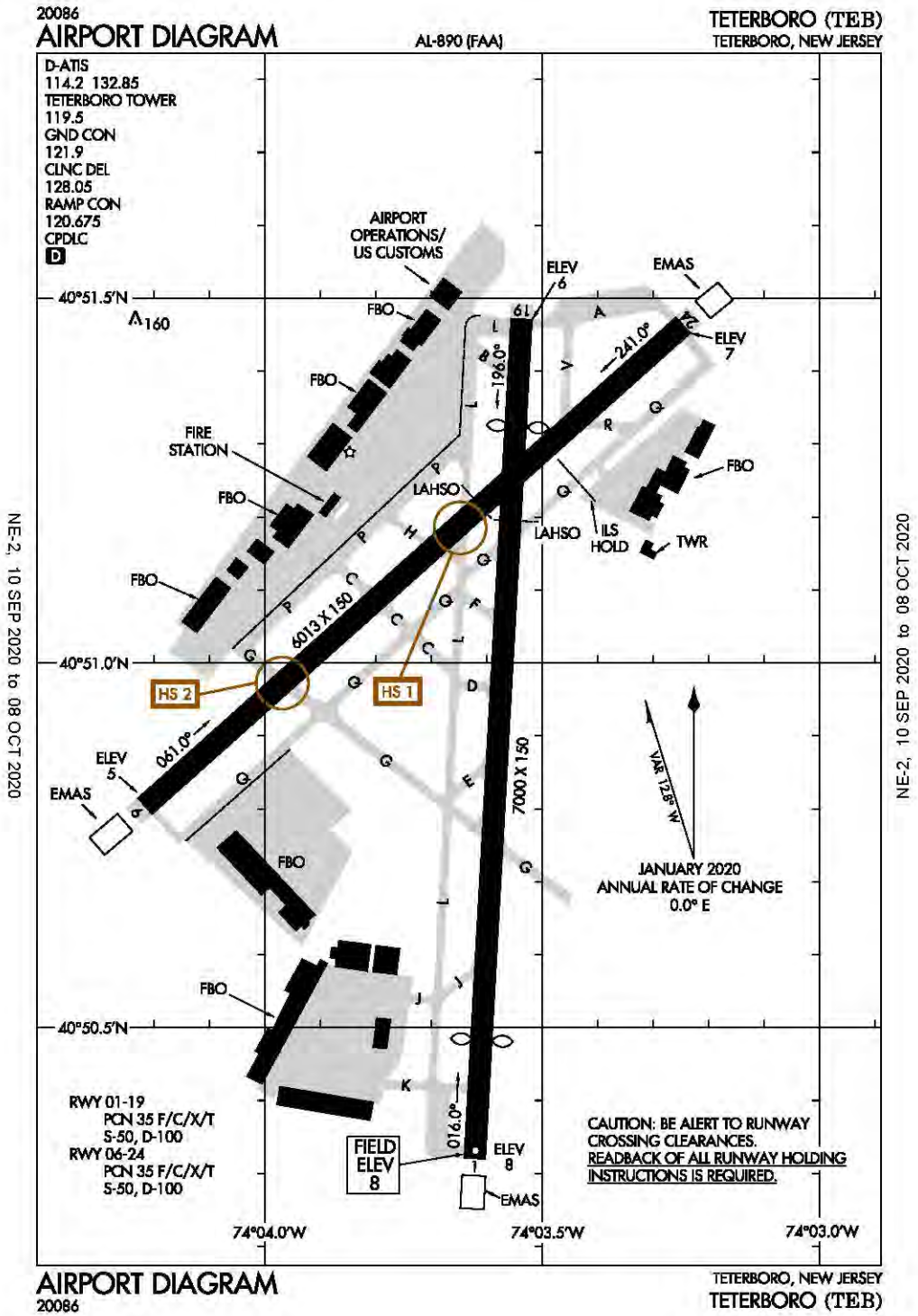
Surface Safety Issues

- Runway Incursions.
- Collision with aircraft or other vehicles.
- Unfamiliar with local procedures.
- Unauthorized operations.
- Impacts to the NAS.
- Safety of personnel and property.
- How do we Mitigate/Eliminate causes?

Geometry

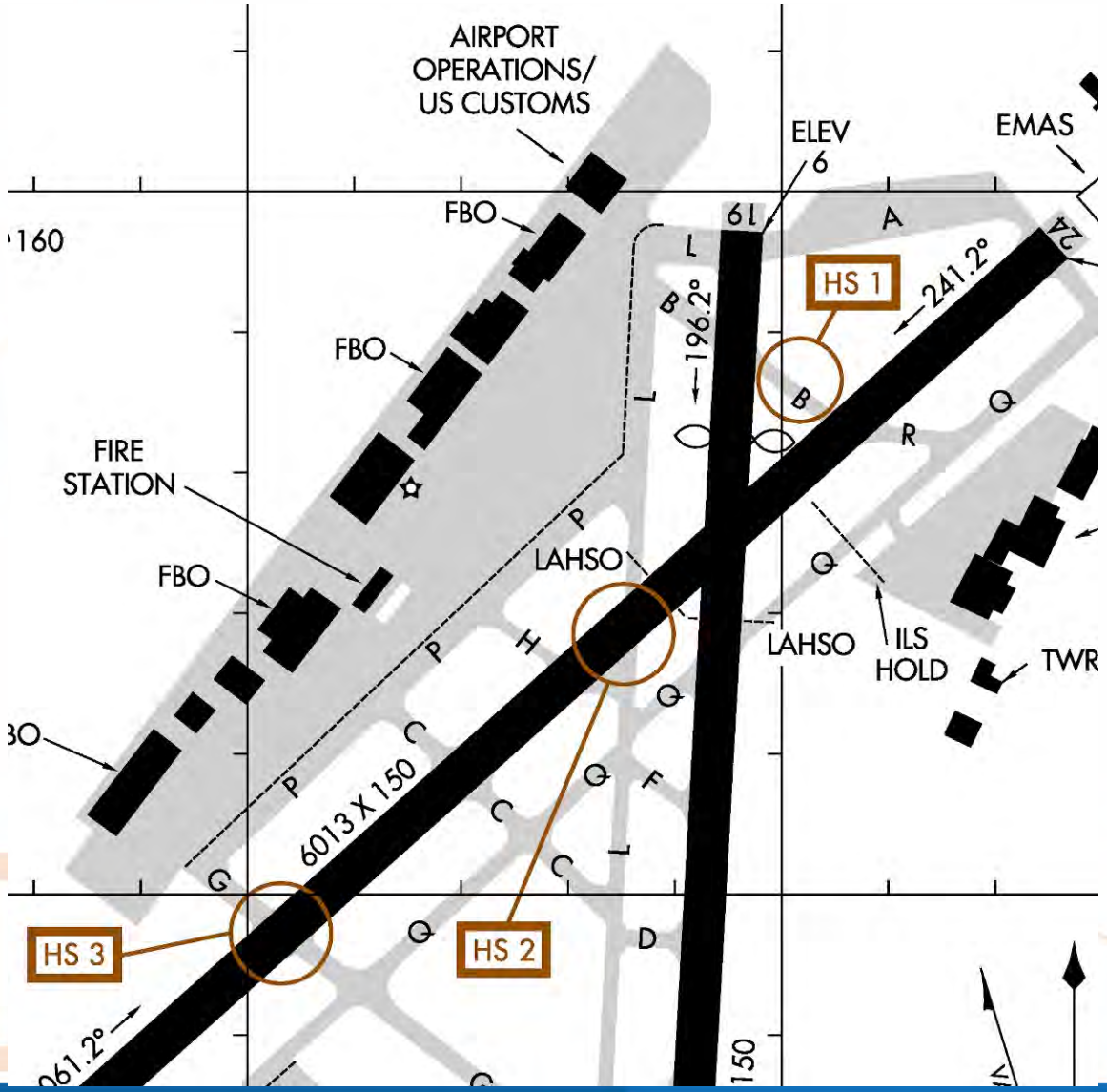
Does your airport geometry:

- Have any collocated runway thresholds?
- Have parallel runways with offset thresholds?
- Lead to crossings in the middle third of runway (high-energy area)?
- Have unusual marking and/or signage placement?
- Lack a full length parallel taxiway?
- Have direct/short ramp to runway taxi routes?
- Have taxiways in-line with the runway?
- Have intersections with more than three directional choices?
- Have any wide expanses of pavement at a taxiway/runway intersection?
- Have any taxiways entrances at other than a 90 degree angle to the runway?
- Have any taxiways coinciding with the intersection of two runways?


20086
AIRPORT DIAGRAM
AL-890 (FAA)
TETERBORO (TEB)
TETERBORO, NEW JERSEY
D-ATIS
114.2 132.85
TETERBORO TOWER
119.5
GND CON
121.9
CLNC DEL
128.05
RAMP CON
120.675
CPDLC
D
AIRPORT OPERATIONS/ US CUSTOMS
ELEV 6
EMAS
ELEV 7
FBO
FIRE STATION
LAHSO
ILS HOLD
TWR
6013 X 150
7000 X 150
HS 2
HS 1
061.0°
241.0°
196.0°
016.0°
ELEV 5
ELEV 8
FIELD ELEV 8
40°51.5'N
40°51.0'N
40°50.5'N
74°04.0'W
74°03.5'W
74°03.0'W
A160
VAR 12.8° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E
RWY 01-19
PCN 35 F/C/X/T
S-50, D-100
RWY 06-24
PCN 35 F/C/X/T
S-50, D-100
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NE-2, 10 SEP 2020 to 08 OCT 2020
NE-2, 10 SEP 2020 to 08 OCT 2020
AIRPORT DIAGRAM
20086
TETERBORO, NEW JERSEY
TETERBORO (TEB)

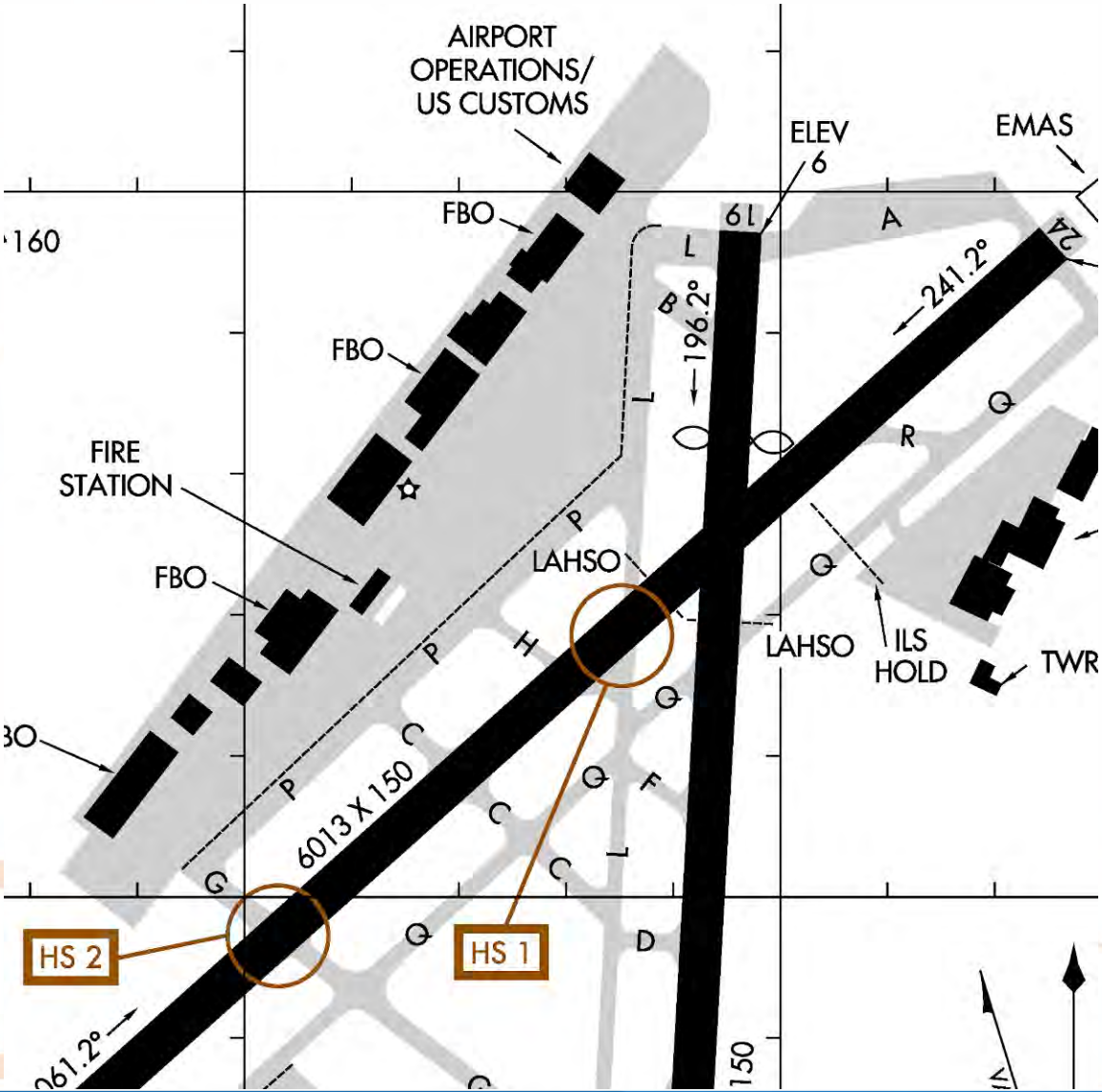
Hot Spots

Legacy BRAVO Taxiway and Hotspot as HS1…



Hot Spots

..one less hotspot!



Construction

- Non-standard Taxi routes.
- Obstructions i.e. cones & barriers.
- Construction equipment.
- Non-airport personnel.
- Unusual signage and or lighting.
- Reduced Runway length, displaced thresholds.

Best Practices Acft & Vehicles

- ➢ Be familiar with vehicle access roads/routes.
- > Alternative vehicle routes (Public Roads).
- > Procedures for approaching active runways for crossing or other needs.
- ➢ Pilot or Operator situational awareness (other aircraft or vehicle movements).
- ➢ Asking for assistance.
- ➢ Read applicable NOTAMS.
- > Hear-back, read-back.

New Action Items

- Action Items are non-regulatory, voluntary, and flexible.
- Each action item should be specific and include a point of contact and anticipated/expected completion date.
- There are no new proposals this year however, we should not stop seeking new ways to improve safety. Please refer any thoughts, questions, ideas or comments to Air Traffic or the PANYNJ. Don't hold back!

Helpful web site and email address

Construction status Web Site:

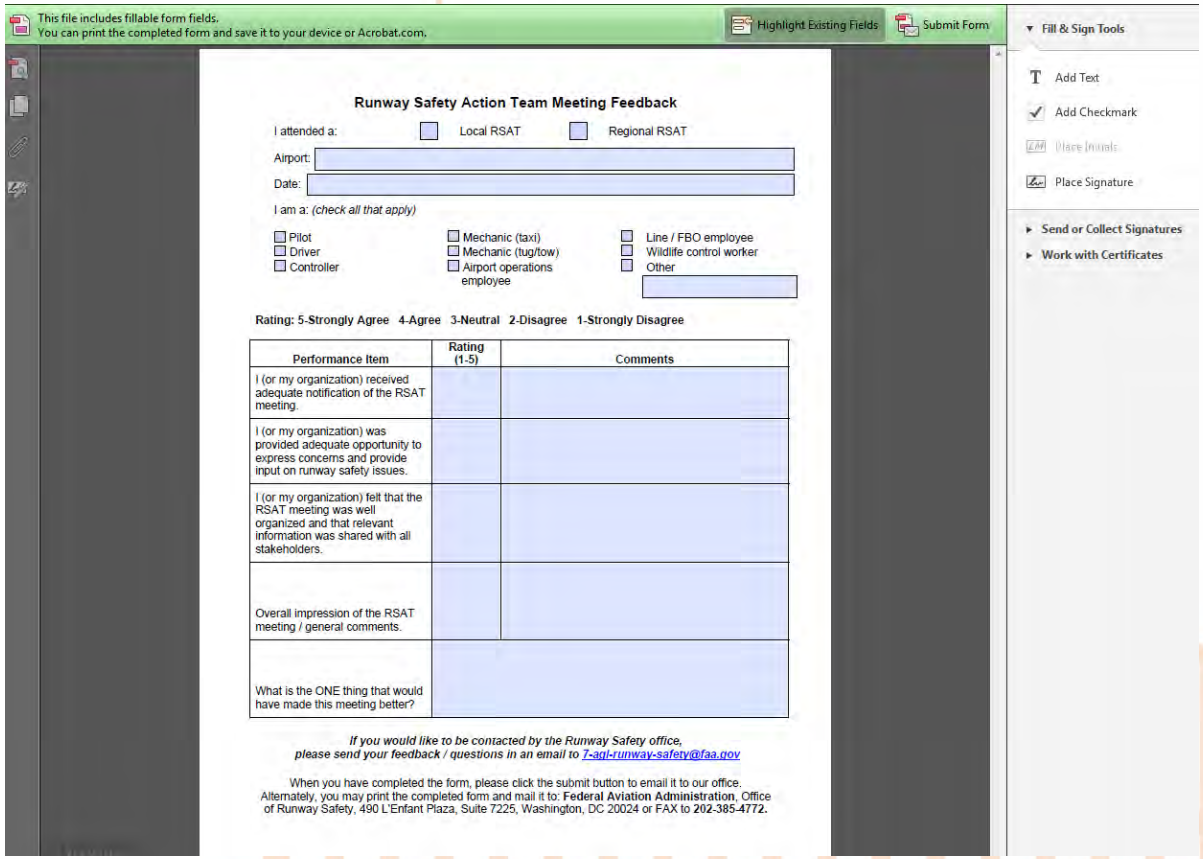
- https://nfdc.faa.gov/xwiki/bin/view/NFDC/Construction+Notices
- Use the Chrome browser for better viewing

FAA's Airport Construction Advisory Council email address:

- Constructioncouncil@faa.gov

Runway Safety Action Team Meeting

https://ksn2.faa.gov/atos/Home/ajs4/agl/Shared Documents/RSAT Resources/Runway Safety Action Team Meeting Feedback Form.pdf



This file includes fillable form fields. You can print the completed form and save it to your device or Acrobat.com

Use the button in the upper right to Submit the form

Adjourn

Please ensure you contact us at the below email address with any questions or suggestions you may have.

Gary.palm@faa.gov

Thank you for your participation!

VIDEO RESOURCES

- https://www.faa.gov/airports/runway_safety/videos/

- https://www.youtube.com/watch?v=oXRf7-SSE-8&feature=youtu.be

Wrong Surface Operations

- U-Tube:

- https://youtu.be/511-s_j35cI

TETERBORO AIRPORT – CHIEF PILOT MEETING

September 29, 2020

PORT AUTHORITY NY NJ
AIR LAND RAIL SEA

Winter Operation Brief

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Congratulations!!!

Airport Maintenance and Operations teams

Teterboro Airport
Snow & Ice Control
2020-2021 Season

Chief Pilot Webinar

September 29, 2020

Snow & Ice Control Equipment

Equipment

- Multifunction Equipment (plow/broom/blower)
- Liquid Chemical Sprayers
- Heavy duty & Light duty plows
- Rotary blowers

Chemicals & Abrasive Materials

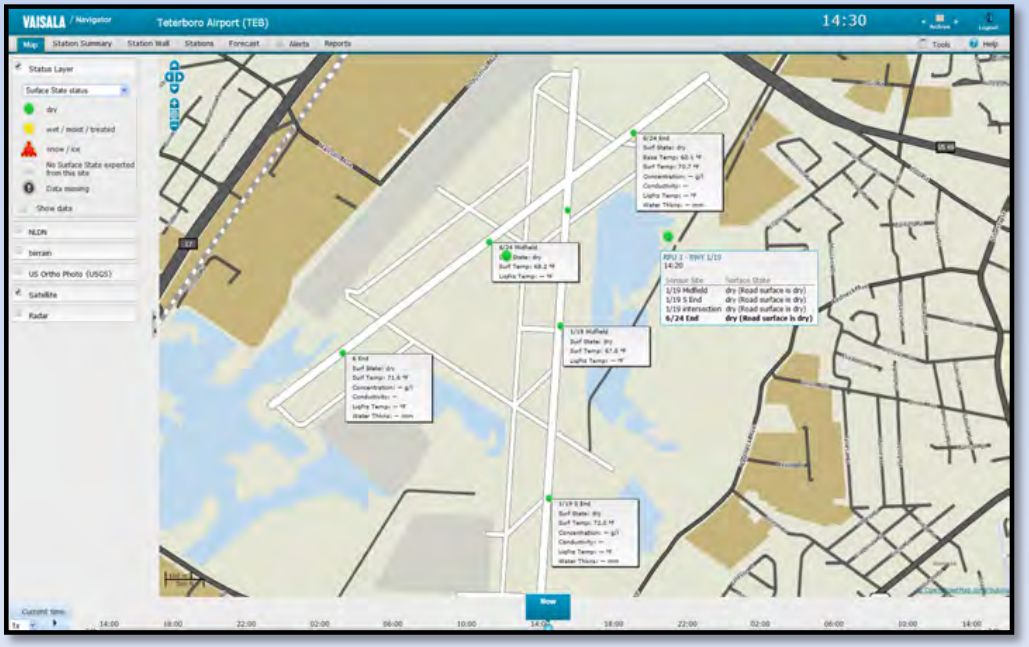
- Potassium Acetate (Liquid)
  - —Primary applicator used to prevent ice bonding to pavement
- Sodium Acetate (Solid)
  - —Secondary applicator used to melt ice on runway and taxiways
- Sand

**All 3 meet FAA-approved specifications.*

Snow & Ice Control Equipment

Runway Weather Information System (RWIS)

- In-Pavement Surface Sensors that provide:
  - Pavement Temperature
  - Air Temperature
  - Dew Point
  - Chemical Strength
  - Trend Info



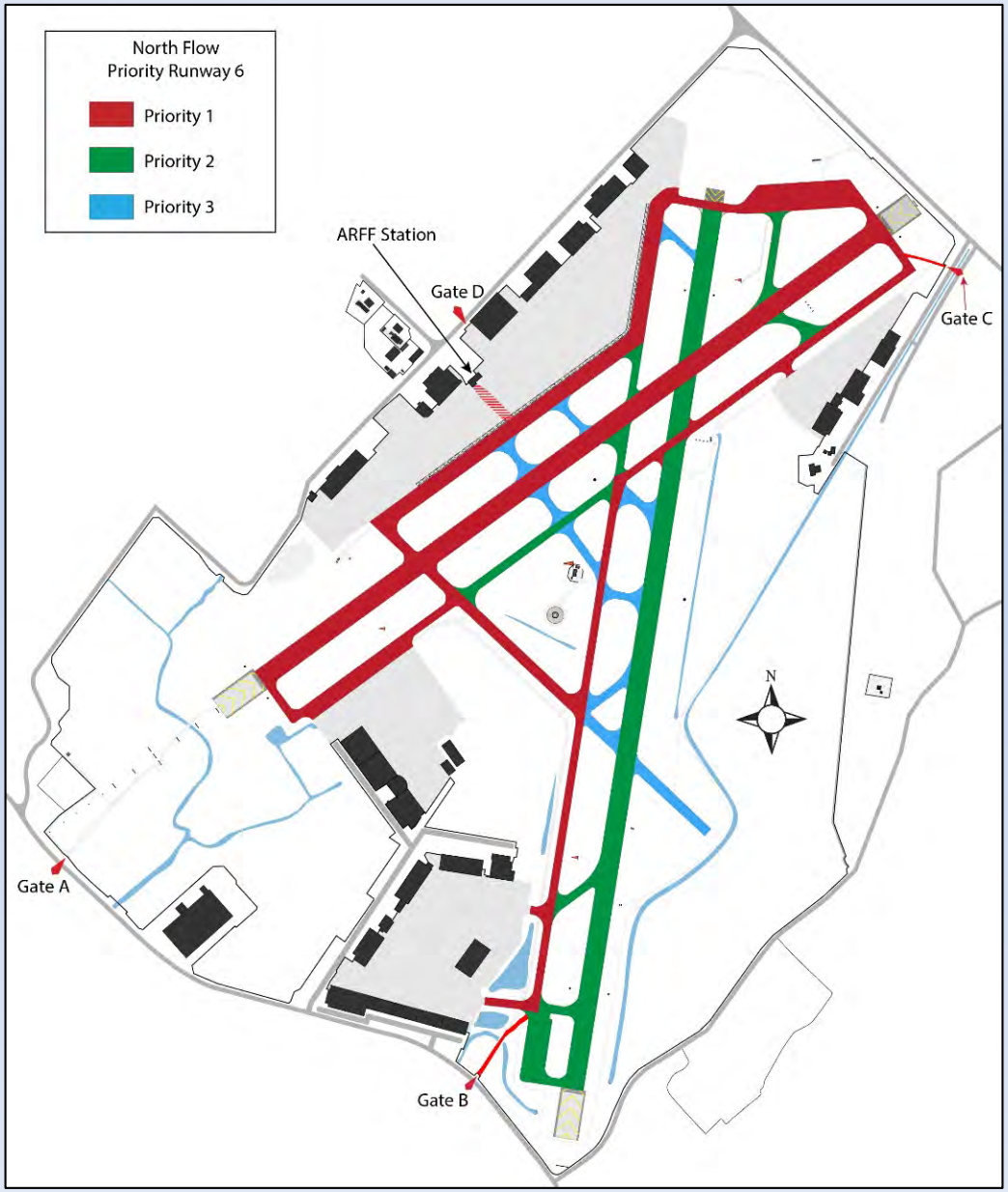
Snow Clearing Strategy

- Tested during the 2019-2020 snow season
- Shift in snow clearing priority to maintaining single runway safety rather than two runways
- Focus snow removal efforts on primary runway
  - Close non-priority runway for the duration of the storm

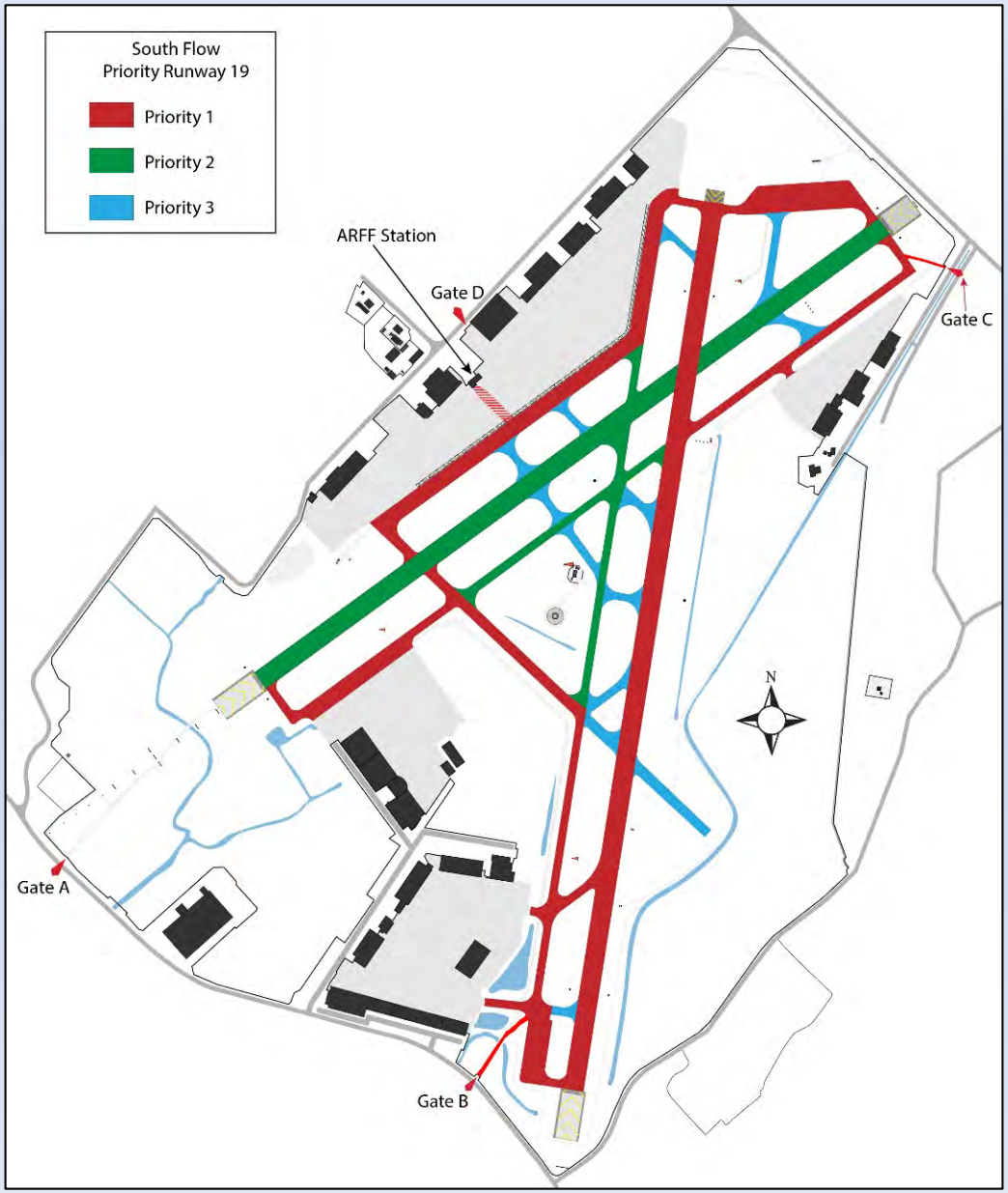
Snow Clearing Strategy

- Benefits
  - Safer runway surface conditions – more flexibility to plow as needed
  - Reduce closure lengths to 30 minutes or less
  - Less disruption to the NAS – allows NY TRACON to plan better for TEB arrivals
  - Reduces lengthy holding times
  - Safer operating conditions for plow and aircraft operators – reduces the likelihood of a vehicle incursion or ground collision
- Drawbacks
  - Longer clean up time for the non-priority runway at the end of the storm

North Flow Priority - RWY 6



South Flow Priority - RWY 19



Snow Removal Criteria

Braking Action Reporting

LOA between TEB ATCT and PANYNJ:

- Any time braking action of **NIL** is reported to ATCT, regardless of aircraft type, that the runway shall be immediately considered **CLOSED** and ATCT shall not permit any further operations on that runway until notified by Airport Operations
- Airport Operations will immediately inspect runway and make determination on runway status

Communication & Safety

AOA Ops Supervisor (TEB 99)

- Single POC between Airport Ops, Airport Mx & ATCT
- Continuously monitor & assess runway conditions
- Issue all Field Condition Reports via NOTAM system

Airport Ops Snow Desk (TEB 98)

- Coordinate runway closures with ATCT and TRACON
- Coordinate De-Icing Program between ATCT & FBOs
- Monitor PIREPs to identify deteriorating runway conditions

Aircraft Deicing Program

Deicing Program

- The Formal Deicing Program is *initiated* when a pilot requests to be deiced during a freezing or frozen precipitation event
- FBO will advise Airport Ops of the request

Deicing Program Notification

- Once an FBO has notified Airport Ops with the need to deice an aircraft, notification is made by Airport Ops to all FBO's and ATCT

Snow Removal Summary

- Reviews conducted after each event
- Goal is to measure the snow removal efforts from the customer's perspective
- Specifics from each event are presented at the monthly Manager's meetings from November through April

Thank You

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RVR RWY 24 Update

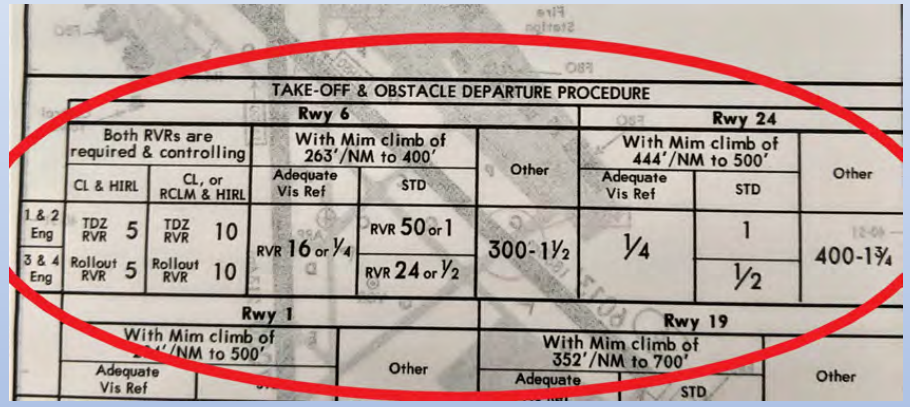
Teterboro Airport Runway 24 RVR

Chief Pilot Webinar

September 29, 2020

Teterboro Airport Runway 06/24 RVR

- During a previous year, a runway 06 roll-out runway visual range (RVR) sensor was installed at Teterboro Airport.



TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

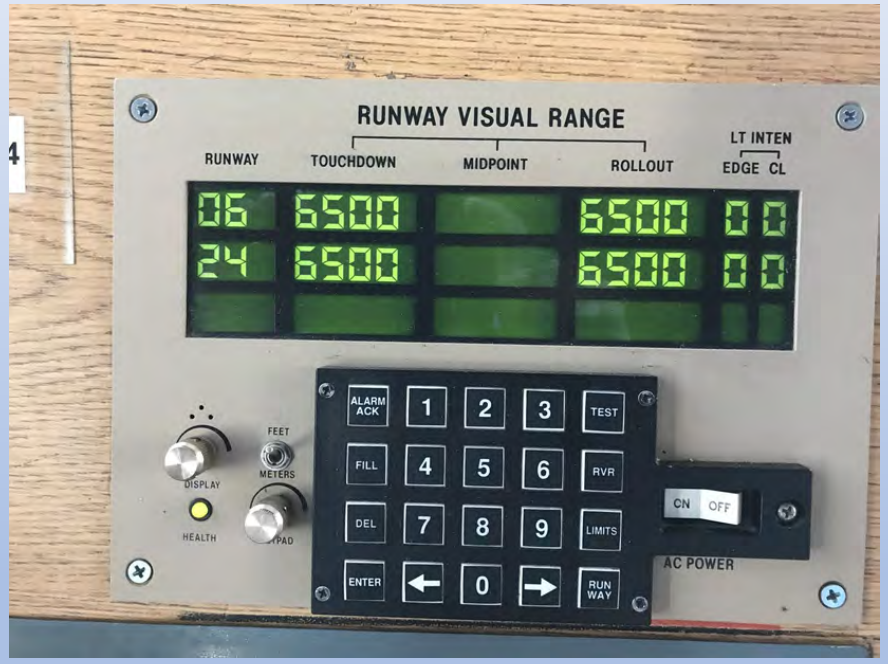
	Rwy 6					Rwy 24		
	Both RVRs are required & controlling		With Mim climb of 263'/NM to 400'		Other	With Mim climb of 444'/NM to 500'		Other
	CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	TDZ RVR 5	TDZ RVR 10	RVR 16 or ¼	RVR 50 or 1	300-1½	¼	1	400-1¾
3 & 4 Eng	Rollout RVR 5	Rollout RVR 10		RVR 24 or ½			½	

	Rwy 1			Rwy 19		
	With Mim climb of [illegible]'/NM to 500'		Other	With Mim climb of 352'/NM to 700'		Other
	Adequate Vis Ref	[illegible]		Adequate	STD	

- One of the benefits of the installation was a lower departure minimum for runway 06 to 500 feet RVR.
- A member of the pilot community asked if the two RVR sensors on runway 06 could benefit runway 24.

Teterboro Airport Runway 06/24 RVR Tower Cab Display

- Runway 06 touchdown and roll-out RVR confirmed by FAA as having a reciprocal benefit for runway 24.
- Teterboro ATCT now has the RVR data for both runway 06/24 ends
- Runway 06 and runway 24 departures will have the same published departure minimums.



Updated Airport Master Record

- Runway 24 RVR data was updated in the Airport Master Record on August 27, 2020.

- Update will be reflected on FAA charts during the next publication date of November 5, 2020.

TETERBORO AIRPORT – CHIEF PILOT MEETING

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RWY 19 & 24 RNAV (GPS) Approaches

TEB RNAV (GPS) RWY 19 Offset

Description and Benefits:

- ❑ Avoids overflying Hackensack Hospital
- ❑ Waypoints will be coded
- ❑ Can be used in VFR and IFR conditions

Environmental Review:

- ❑ Complete. Finding of no significant impact record of decision (FONSI ROD) was signed 9/10/20.

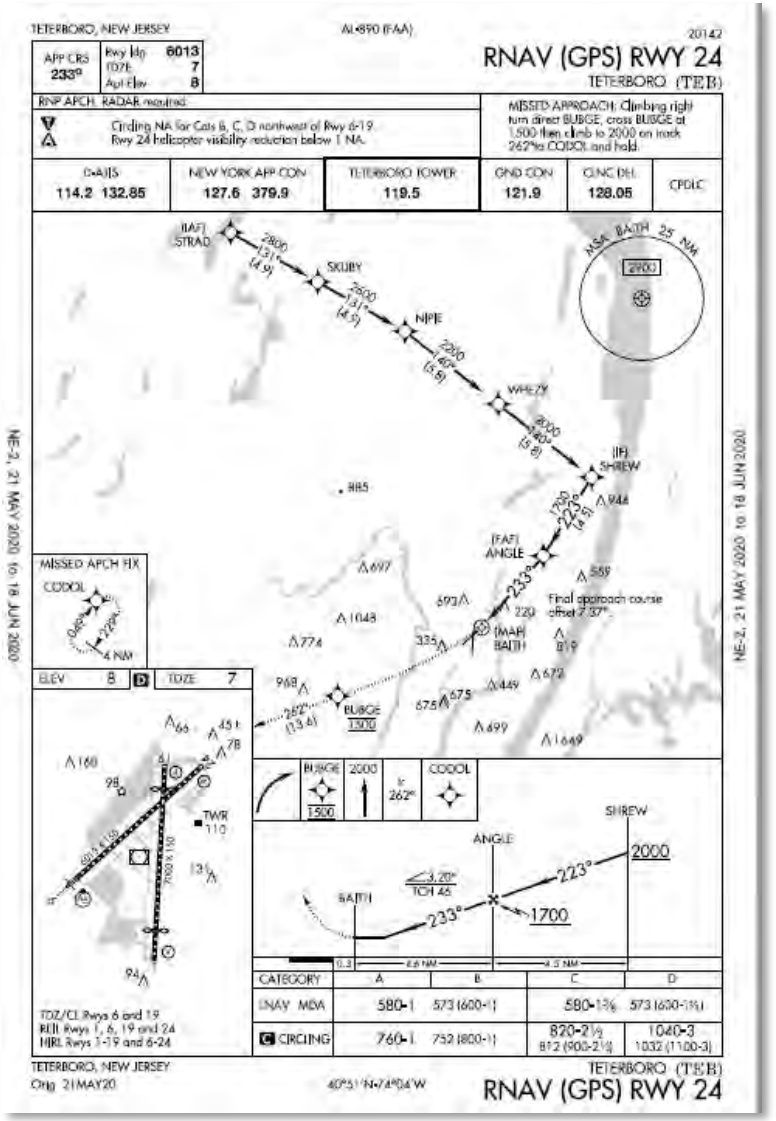
Status

- ❑ ATC Training on hold due to COVID-19
- ❑ Procedure may be NA pending ATC training completion.

Publication Date: 12/31/20

TEB RNAV (GPS) RWY 24

!FDC 0/2668 TEB IAP TETERBORO, TETERBORO, NJ. RNAV (GPS) RWY 24 ORIG ... PROCEDURE NA 2005211152-2012311152EST



Federal Aviation Administration

TEB RNAV (GPS) RWY 24

Description and Benefits:

- ❑ New procedure for RNAV (GPS) RWY 24 - Adds an additional procedure in addition to RWY 24 VOR. The new procedure provides a repeatable track to RWY 24 that enhances safety and increases efficiency.

Environmental Review:

- ❑ Complete

Status:

- ❑ ATC Training on hold due to COVID-19
- ❑ Procedure NA pending ATC training completion.

Publication Date:

- ❑ 05/21/2020

NJ AIRPORTS GROUP PRESENTATION – TEB

NEW ATCT

- DESIGN BUILD CONTRACT AWARDED IN SEPTEMBER 2019.
- CONSTRUCTION CURRENTLY SCHEDULED TO START ***OCTOBER 2020*** AND BE COMPLETED JULY 2023.
- ANTICIPATED COMMISSIONING FALL 2024.

Federal Aviation Administration

NJ AIRPORTS GROUP PRESENTATION – TEB

TEB RWY 6 ILS REPLACEMENT

- REPLACE MK 1F GS AND LOC WITH THE NEW ILS 420 SYSTEM
  - SYSTEM OUTAGE WILL BE APPROXIMATELY 90 DAYS
  - CONSTRUCTION 45 DAYS.
  - INSTALLATION OF ELECTRONIC EQUIPMENT 30 DAYS.
  - FLIGHT CHECK 10 TO 15 DAYS.
- THE LOC CAN RETURN TO SERVICE AFTER 60 DAYS (LOC ONLY)!
- ***CURRENTLY SCHEDULED TO ADVERTISE THE BID PACKAGE OCTOBER 2020 AND TENTATIVE CONSTRUCTION START 3RD QUARTER FY-21***

TETERBORO AIRPORT – CHIEF PILOT MEETING

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Covid -19 Update

Thank You!

PORT AUTHORITY NY NJ

AIR LAND RAIL SEA