

# TUG 2020 Year in Review

To say 2020 was a different kind of year would be an understatement; however, through the various challenges the Teterboro Users Group (TUG) remained proactive throughout 2020 in serving the interests of the airport and business aviation communities. Out of an abundance of caution, TUG cancelled the first scheduled meeting of the year back in mid-March due to the outset of Covid-19. Once it was clear that the pandemic would not allow in-person meetings, TUG like many other organizations transitioned to virtual meetings. While we look forward to meeting again in person, these virtual meetings continue to be a nexus of Operations, Regulatory, Advocacy and Industry professionals. We continue to strive to develop meaningful TUG meeting programs to better serve an educational purpose in the furtherance of operational safety and efficiency. During this past year we were honored to have the following individuals contribute their professional expertise during our virtual TUG meetings:

- **Maria Sheridan**, PANYNJ KTEB Airport Manager and **Scott Marsh**, KTEB Manager Airport Operations and Security provided Airport Operations updates, with particular emphasis on airport recommendations and strategies for dealing with the coronavirus and airport Covid-19 statistical updates. <http://www.panynj.gov/airports/teterboro.html>
- **Ralph Tamburro** PANYNJ Delay Reduction Program Manager, and **Lonnie Bowlin**, Aerospace Engineering and Research Associates (AERA) Program Support Manager presented the "Teterboro Green Landings" Delay Reduction Initiative, powered by ATH "Attila", as well as an update on Northeast Corridor initiatives, High Performance Escape routes for TEB/HPN departures, and LGA Expressway 31 approach procedures. <https://panynj.gov>
- **Curt Rademaker**, FAA Manager, NAS Efficiency, Systems Operations Services, described the agency's programs designed to reduce NAS delay minutes by 3% in the coming year. <https://www.faa.gov>
- **Gary Palm**, FAA KTEB ATCT Manager presented Tower Topics that included a discussion of the newly published RNAV (GPS) X and Y Rwy 19 and RNAV (GPS) Rwy 24 IAPs, as well as the new Tower construction update. <https://www.faa.gov>
- **Craig R Esslinger**, NY TRACON Support TENY, Airspace Planning and Procedures, discussed Traffic Management in the COVID-19 environment, increasing use of the RNAV (GPS) X Rwy 6, compliance with the RUUDY 6 RNAV SID, and the new RNAV (GPS) Y Rwy 19 and RNAV (GPS) Rwy 24 IAPs. <https://www.faa.gov>
- **Scott Moore**, FAA NY TRACON Support Manager, and **Christine West**, Airspace and Procedures Specialist, provided status updates regarding Teterboro's new IAPs, as well as a briefing on N90 ATC Zero contingencies. <https://www.faa.gov>
- **Heidi Williams**, NBAA Director Air Traffic Services and Infrastructure, and **Abby Smith**, FAA Lead on AIS Reform, discussed the work of the Aeronautical Information System (AIS) Reform Coalition, who have been working for the past year to modernize NOTAMs, digitize information and align with ICAO practices that allow operators to more safely and effectively navigate the globe while ensuring access to the most up to date and timely flight information. <https://nbaa.org>
- **Karen Bohannon**, FAA Enterprise Solutions and Engineering Manager, **Justin Prasai**, Project Designer, and **Hawar Muhammad**, TFMS General Engineer presented a review of the FAA's newly redesigned [fly.faa.gov](http://fly.faa.gov) website.

- **Jason Hayward, Isabelle Grazon, and Jacques Sauvetre**, Universal Weather and Aviation General Manager STN and Senior Representatives for South France, respectively, shared their experience and expertise regarding UK/EU business aviation travel procedures. <https://www.universalweather.com>
- **Basel Sabbagh**, U.S. Customs and Border Protection Supervisory CBP Officer provided Teterboro's CBP international operations procedures during the COVID-19 pandemic and answered operator questions.
- **FBO Managers** from Teterboro's world class FBOs made themselves available to answer operator specific Covid-19 questions regarding what to expect when availing yourself of their services and facilities.
- **Gerri Kania**, Medaire Strategic Account Director and her team provided an in-depth review of Covid-19 resources and addressed business aviation concerns with respect to COVID-19. <https://www.medaire.com>
- **Dr. Paulo Alves**, Medaire Global Director Aviation Health, discussed COVID-19 testing for business aviation, and shared the latest information regarding best practices for disease prevention. <https://www.medaire.com>
- **Adam Mackenzie**, Saab Sensis Program Manager discussed the advantages of his company's solution(s) that utilize(s) ADS-B Out data to manage traffic at the four PANYNJ airports as one integrated unit for the purpose of mitigating delays. <https://saab.com/saab-sensis/air-traffic-management/>
- **ATH Group** representatives presented the advantages of their Attila Process, which utilizes Required Time of Arrival (RTA) to make small/timely corrections to each aircraft's speed as necessary to drive the overall traffic situation to a more optimal solution. <https://www.athgrp.com/attila.html>
- **Phil Tyler**, Scott International Procedures Business Development Manager demonstrated their "ScottPlot" electronic plotting tool, which is integrated with international procedures training programs and resources. <http://scottipc.com/scottplot>

### **Additional TUG Involvement:**

**PANYNJ Weekly COVID-19 Virtual Meetings:** In addition to our regularly scheduled TUG meetings, TUG participated in weekly virtual PANYNJ Covid-19 meetings. These meetings were instrumental in keeping all Teterboro tenants updated on current Covid federal and state guidance, and also provided the status of reported Covid cases across all Teterboro agencies. Additionally, TUG contributed invaluable input to PANYNJ's COVID-19 Best Practices document that provided users and operators with general guidance, international arrival information, protocols, best practices and additional user requested information.

**Newly Designed TUG Website:** With the drastic reduction in operational missions, TUG's Board of Directors took advantage of this extra "down-time" to redesign the TUG website ([teterborousersgroup.org](http://teterborousersgroup.org)). Our new website now features a menu tab that should make it easier for our users to locate applicable data more effectively. The menus are broken down into "Home Page" (featuring Latest News), "About TUG" (highlighting TUG achievements, Board of Director Listing and Business members), Operations (featuring COVID-19, Airport, Airspace/procedures, CBP/Customs, Winter Operations sections), "Meetings" (containing minutes and presentations for TUG, Airport Manager, and Chief Pilot meetings, organized by year), "Membership" (describing how flight departments can become paid TUG members, "Contact Us" (featuring an easy form for operators to send TUG questions, comments and suggestions). We hope our users find our new website informationally useful and easy to navigate.

**RNAV (GPS) Approach Issues to RWY 06:** Early in 2020 TUG became aware that NY TRACON was advertising TEB RNAV (GPS) X RWY 06 as the active approach while ILS RWY 06 was inoperative. This resulted in several operators being unable to commence the approach due to limitations of their flight management system (FMS). In addition, this approach poses some unique limitations, as it is one of only 14 approaches worldwide where the missed approach point is not co-located with the runway. This approach procedure does not include the runway as a waypoint in the FMS, and will thus result in a loss of both lateral and vertical guidance at JEBUV. TUG engaged in comprehensive discussions with FAA ATC, PANYNJ, an FMS OEM and NBAA in an effort to identify solutions to limit future usage of this approach in favor of the RNAV (GPS) Y RWY 06. Unfortunately, NY TRACON airspace constraints rendered this objective impossible for the time being. In order to widely promulgate information regarding the use of this approach, NY TRACON published Letter to Airman LTA-N90-81. Commencing in April 2021 the ILS RWY 06 will be unavailable for several months due to necessary equipment upgrades, and RNAV (GPS) X RWY 06 will be prioritized as the default IAP during a northerly flow. As awareness is the key, Operators are advised to train and prepare accordingly.

**RNAV (GPS) Y RWY 19 and RNAV (GPS) RWY 24 Approaches:** Both approaches were published back in May of this past year. Unfortunately, COVID restrictions impacted ATC's ability to conduct required training, delaying implementation. However, as NY TRACON has now met nearly all training requirements, the RNAV (GPS) Y RWY 19 is currently in use, and the RNAV (GPS) 24 is expected to be utilized early in 2021. In fact, The RNAV (GPS) Y RWY 19, which is an overlay to the ILS 19 that eliminates GS perturbation safety concerns, will become the default approach when operating on a southerly flow. Nevertheless, the ILS RWY 19 will remain available to pilots on request.

**RNAV (GPS) X Rwy 19:** This offset approach has been designed to shift noise away from residential areas, but is expected to be published in 2021 due to delays in Environmental Assessment.

**OpsGroup Engagement:** We've continued to coordinate with and support the mission of OpsGroup to educate the business aviation community, particularly with respect to the unique considerations associated with BizAv operations at Teterboro Airport. In addition, TUG was privileged to contribute to the OpsGroup's Covid-19 Super Manual.

**NBAA Support:** We proactively collaborated with NBAA's Brittany Davies, Heidi Williams and Dean Snell, as well as representatives from other aviation association user groups. In addition, we are grateful to the NBAA's Certified Aviation Manager (CAM) Board, represented by Tyler Austin, for supporting our virtual TUG meetings and awarding ¼ point toward CAM recertification for participation in each meeting.

**Charitable Contributions to the Community:** While we are fiscally conservative and cognizant of TUG's treasury, we felt it important to support our local community, especially given the unique challenges many faced due to Covid. TUG made modest contributions to support those FBO hourly employees who were furloughed due to the dramatic reduction in economic activity directly resulting from the COVID-19 pandemic. FBO managers equitably distributed Target gift cards, provided by TUG, based on need. In addition, we contributed to Teterboro's 27<sup>th</sup> Annual Gift Drive for the Center for Hope and Safety. This charity supports victims of domestic violence, including emotional, economic, sexual and physical abuse.

Most of all, we have continued to cultivate productive working relationships with airport, regulatory and industry decision makers to facilitate operational, procedural and infrastructure enhancement for the benefit of our collective stakeholders.

Bottom-line, none of this would have been possible without our “users” steadfast support and participation in our programs and activities. While we would have preferred to have had in-person TUG meetings, we were gratified to average over 75 virtual participants for each of our three GoToMeeting events. We hope that you all found our TUG meetings informative, worthwhile, and filled with “takeaways” to better understand Teterboro operations. We’re honored to serve as the voice of Teterboro’s business aviation community, and look forward to continued progress in 2021.

We wish you, your families, colleagues and organizations a healthy, happy holiday season, and a safe and prosperous New Year!

Very sincerely,

Your Teterboro Users Group Board of Directors,

Dave Belastock, Joe Dickinson, Lisa Sasse, Carlos Correa, Jim Dramis, Pete Elmore, Chris DiCara, Gary Charlton, Susanne Kelly, Joe Ritorto and Bill Thomas