**TUG Meeting Notes – 12/16/2020**

**Maria Sheridan**

* Airport operations are down about 50% from 2019 due to COVID-19
* Heavy snow is expected in the NYC area Dec. 16-17
* 32 positive COVID tests at TEB, 27 have returned to work
* TEB and Port Authority received accreditation for COVID safety

**John Kastens**

* ILS Rwy 6 hardware will be replaced in 2021
* April – Sept runway closures will be likely, and RVR transmitters will also be impacted
* New Tower construction is underway

**FAA Efficiency Performance Initiatives**

* Curt Rademaker
  + NAS Efficiency Performance Initiatives 2020/2021 – goal is 3% reduction in delays
  + MIT (Mile-in-Trail) Stringency
    - Traffic is currently 30% down due to COVID, but Mile-in-Trail is down 90%, which indicates great progress
    - Pilots can expect more departure reroutes, which will lead to reduced delays and reduced MIT
  + Program Compliance
    - An EDCT training program for controllers has been created
    - Pilots can expect to see a stricter adherence to EDCTs in order to minimize impact to arrival airports
    - If pilots anticipate an earlier or later departure, pilots should notify Tower of their updated schedule
  + Arrival Fix Balancing
    - Helps maximize throughput at destination airport
  + Airspace Flow Programs (AFP)
    - Refine and adapt Flow Constrained Area (FCA) design, using new tools
    - ATC will provide industry with FCA-based reroutes as an alternative to AFPs
  + NTML-TMI Reporting (National Traffic Management Log)
* NY and Philadelphia TRACONs will be consolidated in 2021

**NY TRACON Procedures & ATC Zero Update**

* Scott Moore (NY TRACON)
  + In case of COVID, controllers can quickly move to another area to prevent “ATC Zero” events
  + Gander went “ATC Zero” for 8 hours on Dec. 14. Are these considered “Lost Comm” events, and how should pilots respond to these situations?
  + Ops Group wrote an article concerning this topic: <https://ops.group/blog/planning-for-atc-zero-events-in-oceanic-airspace/>
* Christine West
  + ILS 19 with RNAV Transition will be primary approach when on a southwest flow
  + Use of transition will depend upon controller workload and traffic
  + RNAV 24 is not being utilized due to training requirements and COVID staffing levels

**PANYNJ Northeast Corridor Initiatives**

**Paulo Alves – MedAire COVID-19 Testing for BizAv Crew & Pax**

* COVID-19 Test Types
  + Genetic – looks for virus genetic material
    - PCR / LAMP (required by most countries)
    - Nasal secretions & saliva
  + Antigen
    - Tests for a specific protein (CoV spike protein) from nasal secretions
  + Antibody
    - Tests for antibodies developed against viral particles
* Test Performance – Sensitivity & Specificity
  + Too sensitive: increases False Positives
* Viral load and antibody production
  + Viral load = how many copies of the virus in your system
  + Viral load peaks shortly after onset of symptoms. Most infectious when 2 days before onset of symptoms, up to 10 days after peak.
* Reasons for testing
  + Diagnostic – high positive predictive value / high specificity
  + Screening – high negative predictive value / high sensitivity
  + Contact tracing – good sensitivity / rapid turnover
  + Compliance – aligned with regulatory requirements
  + Surveillance – long-lasting detection
* Testing on the 5th day after arrival at destination is about equal in virus mitigation to a 14-day quarantine

**Phil Tyler – Scott International Procedures – "ScottPlot"**

* Goal is to create standalone tool for electronic plotting, and to provide training to update pilots on the app’s functionality
* Charting app can plot globally, anywhere in the world
* Accepts flight plan package routes from all flight plan providers
* Active GPS tracking generates Position Reports & 10-minute checks
* Phase-of-flight-based, customizable checklists
* Generates a PDF Journey Logbook (Master Document)
* More info at [www.scottipc.com/scottplot](http://www.scottipc.com/scottplot)

**Ralph Tamburro – Delay Reduction Manager, PANYNJ**

* TEB/HPN Escape Routes
  + Allows high-performance aircraft to utilize climb performance to climb above congestion
  + Park Visual LGA Rwy 31 (with RNAV waypoints) – for repeatable ground tracks and noise abatement – anticipated April 2021
  + Other initiatives:
    - Surface surveillance of TEB using ADS-B
    - Arrival demand management using ATH Group
    - Departure management using PACER (Las Vegas KLAS tool)