

TUG WebEx Meeting Notes

June 16, 2021

Scott Marsh – PANYNJ, KTEB Operations & Security Manager

- COVID Protocols are still in effect (masks and social distancing are still required).
- COVID Best Practices document has been kept updated.
- Flight Operations are trending up. They are slightly above 2020 levels but still nearly 30% below 2019 levels.
- ILS RWY06 upgrade project is underway and will not be fully functional until early October. In the interim pilots can expect to be cleared for the RNAV(GPS) “X” RWY06.
- RWY06/24 Intersection repairs are ongoing and will occasionally result in airport closures. NOTAMs will reflect these closures, but are planned in each instance for Saturdays to Sundays from noon to noon.
- New Tower construction is well underway. Due to the requirement to have a crane (300’), crews can expect to see approach minima raised for ALL approaches. Crews should review NOTAMs carefully.
- Other local airports (EWR, MMU and HPN) all have construction projects ongoing.

Gary Palm – FAA, KTEB ATCT Manager

- Gary will be retiring at the end of December 2021. Anthony “AJ” Barret will be taking over.
- Several new Controllers have been certified in the Tower.
- Runway Safety Action Team (RSAT) meeting will take place concurrently with the Chief Pilot Webinar on September 21st

Heidi Williams – NBAA Director of Air Traffic Services and Infrastructure

- Operators should consider joining the NBAA’s Air Traffic Services (ATS), as they provide great value when route planning, especially during weather and high demand events.
- Heidi discussed the FAA’s plan to physically relocate the Newark area from NY Approach Control to Philadelphia Approach Control.
- No airspace redesign is planned, and the FAA expects this to be a seamless transition.
- Move was a result of New York TRACON Controller staffing shortfalls.
- Philadelphia is in the process of populating all requisite hardware and Controller stations.
- Controllers will be going through a hybrid training curriculum.
- The transfer of control is expected to take place at the end of September 2021.
- This change has the potential to cause “efficiency” delays, as Controllers will not only be new but also will no longer be in the same room. As a result, coordination will have to take place via phone.

Steve Costa – NATCA N90 EWR Area Rep

- 10 EWR controllers are moving to Philly to help facilitate the transition.

Jim Shultz – FAA TENY General Manager

- FAA and NATCA coordinating the Philadelphia Controller training syllabus.
- While the FAA is not making any airspace changes, these may come later but will take more time to develop.
- FAA is sending out a job bid to attract more Certified Professional Controllers (CPCs) to Philadelphia.
- FAA's Oklahoma City training center has stood up a training lab to assist with training.

Dave Belastock – TUG President

- PANYNJ is in the process of developing a Fly Quiet Program for JFK, LGA and EWR.
- Teterboro already has an established "Fly Quiet" program from 2200-0700 Local.
- Crews unfamiliar with Teterboro are often unaware of this program, unless they have done their due diligence and reviewed the TUG and/or PANYNJ Teterboro website guidance.
- ATIS during the "Fly Quiet" hours often advertises Runway 24 as the departure runway. The preferred runway during southerly flow "Fly Quiet" hours is Runway 1/19 on the Teterboro 3 SID. The Dalton 2 Visual Departure may also be available upon request, offering the possibility of reduced departure delays.
- TUG is working with the Teterbor Tower to determine if the southerly flow departure runway during these hours can be changed to Rwy 19, or whether an advisory can be added to ATIS specifying that the preferred noise abatement departure runway is Rwy 19.
- If a Tail Number is associated with more than 2 noise violations within a two year period, that tail will be prohibited from operating at Teterboro. Such a policy may disproportionately affect fractional operators who over time utilize multiple crews in a single tail.

Ralph Tamburro – PANYNJ Delay Reduction Program Manager

- Discussed the FAA's Planning, Execution, Review, Training and Improvement (PERTI) advanced operational plan
 - This plan is developed each afternoon following a 1430 phone call, and it contains weather overview, terminal/enroute initiatives, extended outlook, VIP movements and rocket launches.
 - While the PERTI Plan covers the entire NAS, Ralph customizes the PERTI plan for NY/NJ airports.
 - If you would like to receive the PERTI Plan with customized NY/NJ notes, send Ralph an email at rtamburro@panynj.gov and he will add you to his distribution list.
- TEB/HPN Escape Routes
 - The Port Authority, NBAA and FAA have been working on high performance escape routes for Teterboro and White Plains.
 - A number of operators have successfully tested several proposed routes.
 - These routes will initially route operators to the northeast, with a rapid climb (>24K) required prior to proceeding on course.
 - More info to follow as it becomes available.

- The Port Authority has applied for a grant to begin testing the GreenLandings Initiative to help alleviate arrival and departure delays.
- There is also a possibility that Teterboro may look at the PACER (MITRE) departure management tool that has been in place at Las Vegas to alleviate departure delays.

Bob Mason – The Daedalus Group

- Introduced the 3-5-2 Decision Making Process
 - (3) Steps you “Must” Do
 - (5) Steps you “Should” Do (time dependent)
 - (2) Steps to “Evaluate”
- The Daedalus Group has numerous Leadership Courses for those interested.
- The PPT brief also has a link for operators to view the 3-5-2 Decision Making Video Course free.

Divya Chandra, PhD and Andrea Sparko – U.S. DOT Volpe National Transportation Systems Center

- Looking for pilot volunteers to assist with modernization of the NAS
- They have (3) sessions available (23 June @ 1500, 29 June @ 1200, 01 July @ 0900)
- Anyone that is interested should email Andrea at: Andrea.Sparko@dot.gov

Kevin Hoffman – Janus Aerospace President and CEO of the “Suitcase Sling”

- Innovative product that can either be loose equipment or STC’d for your aircraft.
- This low-profile, light-weight (<50 lbs), remote-controlled apparatus will load your bags and/or cargo while mitigating potential back injuries.
- OEMs are planning to offer this tool as an optional item during aircraft purchase, or you can buy this directly from Janus.
- Cost is will be between \$30-50K.
- This item is expected to be available in the next 9-12 months.

****Next TUG Meeting will be on Wednesday, September 15th. If possible, we are hoping to offer a hybrid TUG meeting****