

As a follow-up to the Runway 19 alternate approach (RNAV (GPS) X RWY 19) discussion at the July TANAAC meeting, the following information is in response to questions by TANAAC members.

**1) What steps have the Port Authority of New York & New Jersey (PANYNJ) and the aviation community taken to promote the development and usage of an alternate approach procedure for Runway 19 at Teterboro Airport (TEB)?**

PANYNJ has partnered with TANAAC since 2007 to pursue an alternate approach for Runway 19 to reduce aircraft noise over the Hackensack University Medical Center, which has led to engaging with the airport user community and the FAA to develop an offset approach to the runway. This engagement led to the creation of an acceptable solution which eventually led to the RNAV (GPS) X RWY 19 approach that went into effect on July 1<sup>st</sup>, 2021.

Outreach undertaken:

The PANYNJ, the Teterboro Users Group (TUG) and the National Business Aviation Association (NBAA) worked together to advertise the availability of this new approach to aircraft operators. The following outreach has been conducted:

- The FAA published a Letter to Airmen on June 21 advising pilots that the new alternate approach would be available for use effective July 1;
- NBAA published an article titled [“Pilots Encouraged to Request RNAV X Approach for TEB Night Ops”](#). The article was sent as part of their daily news e-mail to registered members. NBAA boasts a membership of over 11,000 companies which includes most business aviation operators that use TEB;
- TUG has been posting updates on the procedure’s implementation on their website and mailing list, which has 472 subscribers; and,
- TUG has also posted best practice guidance for the approach on their website to further pilot familiarity.

Aircraft arriving to TEB for the first time are provided with noise abatement procedure information. Additional outreach currently in progress:

- TEB, FAA, TUG and NBAA are meeting on a regular basis to review approach usage and outreach strategy;
- Approach information will be posted on the TEB Noise Office website by September 15<sup>th</sup>;
- The TEB Noise Office is developing a bulletin with detailed approach information that will be sent to over 5,000 aircraft operators who have operated at the airport in recent years. This bulletin will be distributed by September 15<sup>th</sup>;
- The Noise Office is in the process of updating its Flight Crew Handbook publication and associated mobile app to include information on the approach. Both updates will be completed by September 15<sup>th</sup>;
- TUG will be discussing the new approach at their next member meeting on September 15<sup>th</sup>; and,

- A note about the availability of the new approach along with a link to find additional information will be included in landing fee invoices beginning October 1. TEB sends out an average of 1,500 invoices per month.

**2) How often will the approach be utilized?**

The RNAV (GPS) X RWY 19 must be requested by the flight crew prior to landing at TEB and must be approved by FAA Air Traffic Control (ATC). According to the FAA, the new procedure will not be available for use during periods of poor weather/low visibility (for larger aircraft, the minimum cloud ceiling is 1,000 ft and minimum required visibility is 3 miles) or high traffic volume due to complexity of the airspace and air traffic controller workload. The FAA has advised that the best opportunity for the alternative approach procedure to be used is during the overnight hours when air traffic demand and complexity for the New York and New Jersey metropolitan area is reduced. The approach will be available at all times, but ATC may not grant approval if the above conditions exist at the time of the request.

**3) How many flights have used the new alternate procedure so far?**

The FAA regulates and controls the airspace; therefore, the flight crews make their requests directly to the FAA and not with the Airport. The FAA is compiling flight data to quantify usage of the approach over the first few months. We expect the FAA to provide more detailed usage information in time for the next TANAAC meeting on October 27th.

**4) Is the new approach available in aircraft Flight Management Systems (FMS)?**

All current published Instrument Flight Procedures are available in FMS databases and updated whenever changes are made. The RNAV (GPS) X RWY 19 approach has been available in FMS databases since its publication date of December 31, 2020. Pilots can select the RNAV (GPS) X RWY 19 approach from the aircraft's FMS to fly the approach. Once selected, pilots will be able to access the approach waypoints, flight path and altitude guidance.

**5) Can the airport incentivize operators to request and use the new approach?**

Federal grant assurances specifically relating to economic nondiscrimination do not permit the PANYNJ to provide any sort of incentive, monetary or otherwise, to operators using the airport.