

TUG Meeting Notes – 9/15/2021

Maria Sheridan & Jonathan Seibert (representing Scott Marsh) – KTEB Manager / Airport Operations & Security

- 63 COVID cases at TEB, 60 have returned to work
- Masks are required inside any buildings at TEB
- June ops up 147% vs. 2020, but down 15% vs. 2019
- July ops up 115% vs. 2020, but down 6% vs. 2019
- Aug ops up 95%, but down 4% vs. 2019
- Construction
 - Rwy 6/24 interim repairs
 - Nightly closures as required
 - Airport CLOSURE for grooving at runway intersection
 - Oct 2 10pm (Sat) to Oct 3 6am (Sun)
 - EMAS repairs – Rwy 6/24 – completed 9/8/21
 - ILS Rwy 6 upgrade – ILS out of service until October
 - New Control Tower under construction
 - EWR 4R/22L Rehab
 - MMU drainage project, nightly & weekend closures
- Hurricane Ida (9/1/21 to 9/2/21)
 - Over 7" of rain
 - Airport was closed 9/2/21 at 0510L, until 9/3/21 at 1500L
 - Extensive Area of Operations flooding, debris left by receding water, poor landscape access due to flooding

Gary Palm (FAA) – KTEB ACTC Manager

- COVID is mitigated and staffing level is at 100%
- New Control Tower construction is progressing
- RNAV X Rwy 19 went active on July 1, 2021 (typically advertised on ATIS 2200L to 0600L)
- June 18 – runway incursion at TEB – aircraft crossed Rwy 24 without clearance, nearly resulting in a collision with a departing aircraft
 - FAA is soliciting community input, and is looking at ATC procedures and airport infrastructure changes to help prevent any future event.
 - Provide input to: Gary.palm@faa.gov, gandio@teb.com, ajbarrett@faa.gov

Garbiel Andino – AvPorts Noise Abatement & Environmental Compliance Manager

- RNAV (GPS) X RWY 19
 - ILS 19 (and subsequent RNAV Y 19) is most-frequently used approach to TEB
 - Approach overflies Hackensack University Medical Center and nearby high-rise residential buildings
 - Local community has complained about noise
 - RNAV X 19 follows Rt. 17, and has an offset final approach course to minimize noise impact
 - Approach is available upon request, subject to ATC volume and weather
 - Currently the approach is most likely to be available at night

- Numerous operators have expressed discomfort with the proximity of the approach to the ABC Antenna
- Operators having input on this approach should be sent to the FAA
- Provide input to: Gary.palm@faa.gov, gandio@teb.com, ajbarrett@faa.gov

Steve Costa (FAA) – N90 EWR Area NATCA Representative

- NY TRACON transfer to Philadelphia will not happen in 2021
- NY TRACON is currently training new controllers

Bob Rufli – Pentastar VP & Director of Flight Operations

- “Improve Your Safety Performance and Reporting Culture”
- Air Charter Safety Foundation
 - Industry Audit Standards
 - Aviation Safety Action Program (ASAP) Management
 - Flight Data Monitoring Management
 - Mentorship for small operators
- “It’s not that you HAVE an SMS, it’s what you DO with an SMS.” -- Robert Sumwalt
- Effective Safety Program
 - Management Attitude
 - Employees’ Attitude
 - They need to feel involved, and be involved
 - Need to shape the culture, and manage the process
- ASAP is a voluntary FAA program that enhances safety
- Third-Party ASAP Management
 - Assist with Memorandum of Understanding (between your company and FAA)
 - Coordinate Event Review Committee (ERC) meetings
 - Non-voting member of your ERC
 - Provides required training
 - Tracks all appropriate info
 - File FAA-required quarterly reports

Kyle Quakenbush – Mitre, Aviation Systems Engineering Lead

Chad Brewer – FAA, Office of Accident Investigation & Prevention Integrated Safety Teams

Jens Hennig -- GAMA, VP of Operations

- Practical application of Aviation Safety Information Analysis and Sharing (ASIAS) dashboard for strengthening safety risk management
- ASIAS is a collaborative gov’t and industry initiative using data-sharing and analysis to proactively discover safety concerns before accidents or incidents occur, leading to timely mitigation and prevention
- Data are de-identified and solely used for safety.
- Airport Safety Events Metric Overview (ASEMO) – shows airport-specific historic safety information for the airports of intended use
 - Operators can input their departure, arrival and alternate airports, and a safety awareness report will be generated that can be shared with the crew.
 - Here is some of the info that may be included: unstable approach, altitude deviations, TCAS/RA data, and much more...

- ASIAs publishes a quarterly newsletter that highlights studies that the General Aviation – Issues Analysis Team (GA-IAT) is conducting, as well as tips on how to utilize the dashboard.
- What are some of the paths that allow you access to ASIAs data and participation:
 - ASAP Program
 - Flight Data Monitoring/FOQA
- ASIAs program has generated 22 General Safety Enhancements. These include the following:
 - TCAS/RA events study throughout the NAS.
 - Stabilized Approach Risks – found that unstable approaches occurred long before the approach had even commenced. This study generated a FFAST newsletter addressing stabilized approach and landing criteria that can be found here: https://www.faa.gov/news/safety_briefing/2018/media/se_topic_18-09.pdf
- ASIAs has also focused upon eliminating false TAWS warnings in mountainous terrain areas. They helped refine the software “logic” so that the system would not generate false reports. As a result of their efforts, 98% of these false warnings have been eliminated.
- A Pilot/Operator provided an example of how they have utilized their ASIAs access to proactively mitigate risk. He used Scottsdale TCAS/RA events as an example. The data showed that the majority (>90%) of TCAS/RAs there occurred between 4000-7000 feet. All pilots were briefed to be especially alert while operating between these altitudes.
- ASIAs Dashboard Training.
 - It is offered at InfoShare; next event is in Pittsburgh in the beginning of November, or...
 - Contact Chad, Kyle or Jens for one-on-one training.
 - Chad.brewer@faa.gov
 - kquakenbush@mitre.org
 - jhennig@gama.aero