

Scott Marsh – PANYNJ – Manager, Airport Operations and Security

Sept 2021 – up 91% vs. Sept. 2020; YTD ops up 53% vs. 2020

Oct 2021 – up 110% over Oct. 2020; YTD ops up 60% over 2020

Nov 2021 – up 137% over Nov. 2021; YTD ops up 66% over 2020; 12 days over 600 ops; 1 day over 700 ops

Runway 6/24 rehab will now begin in April 2022, ending April 2023

Most work will occur April to November 2022

Sun, Tues, Wed, Thurs – 6/24 closure 2230L to 0630L

Mon – 6/24 closure 2230L to 0830L

Weekend 6/24 Closures:

- 38-hour closures – Friday 2200L to 1200L Sunday
- 12-hour closures – Sunday 0001L to 1200 Sunday

Airport Closures

- 38-hour closures – Friday 2200L to 1200 Sunday (July 1 to Aug 31)
- 12-hour closures – Sunday 0001L to 1200L Sunday (Oct 1 to Nov 30)

Airfield Construction

- ILS 19 System Upgrade – scheduled April to Oct. 2022
- FAA Control Tower – minimums raised on approaches. Anticipated opening in 2024.
- EWR 4R/22L Rehab – night and weekend runway closures
- TEB COVID-19 Guidance
 - Mask requirement extended thru March 18, 2022
 - Arriving int'l travelers – need negative COVID test within 1 day of arrival

James Schultz III – FAA – Traffic Management Officer

Training for Philly Approach will occur locally, not in Oklahoma City

Philly RADAR room, training facility, and other infrastructure have been rebuilt

Dave Belastock – Teterboro Users' Survey

- Runway 19 is preferred for departures after 2200L for noise mitigation, regardless of what's advertised on ATIS.
- TEB4 and DALTON2 departures are available for Runway 19.
- However, pilots MUST request the DALTON2. It will NOT be solicited by ATC.
- Although ATC may advise you of an "indefinite delay" with the DALTON2, it will most always expedite your departure.

Ralph Tamburro – PANYNJ – Delay Reduction Manager

- TEB/HPN Escape Routes
 - Allows for high-performance climb to avoid volume & weather delays
 - Test flight conducted in March was successful
 - Utilized GREKI as a departure fix to access west gate airways during volume or weather events

- Aircraft easily made altitude restrictions (FL260 30nm south of PWL)
- See fly.faa.gov under ZNY
- AZEZU Routes – now renamed WATRS
 - Available on <https://fly.faa.gov/PLAYBOOK/pbindex.html>
- ADS-B sensor was installed at TEB
- Arrival demand management using GreenLandings

Darrin Broadwater – NTSB Senior Aviation Accident Analyst

- Investigative Reports
 - Preliminary report issued within about 2 weeks
 - Factual report issued 6 to 18 months later
 - Final report issued 1 to 2 months after Factual
- NTSB’s Case Analysis and Reporting Online (CAROL) tool
 - See the “Search CAROL” button on NTSB home page, www.nts.gov
 - Provides monthly list of accidents since 1962
 - Accident rate data published as “Statistical Reviews”

Jim Johnson, Dave Rogers, and Derek Fielder – Honeywell – Manager, Flight Technical Services, Technical Pilot, and Training Specialist (respectively)

- Aspen (KASE)
 - RNP is an untapped resource that brings approaches to underserved airports
 - New ASE approach has been approved by FAA: RNAV (RNP) N Rwy 15
 - Approach angle reduced from 6.5 degrees to 3.5 degrees
 - Visibility reduced from 3sm to 1-1/4sm
 - Procedure was approved without any new training requirements
 - Lower minimums (537’ vs. 2383’)
 - Stabilized glide angle
 - Guided missed approach for safe extraction
 - Ability to conduct approaches with CAT D aircraft
 - Authorized at night
- Eagle (KEGE)
 - RNP approach in process
 - Minimums reduced from 3sm to ½ sm
- Teterboro (TEB)
 - Investigating the possibility of applying RNP to Teterboro, e.g. ILS Rwy 6 circle-to-land Rwy 1
 - Honeywell is proposing an RNP 0.3 procedure with RF (Radius-to-Fix) capability

Next meeting – March 16, 2022