**TUG Meeting Notes – Sept. 21, 2022**

* This virtual online meeting was hosted by Joe Dickinson, TUG Vice President.
* **Ed Bolen, NBAA, President** <https://NBAA.org>
  + COVID-19 caused strong business aircraft sales and introduced new customers to business aviation.
  + Legislation regarding helicopter operations around East Hampton and Manhattan are potentially precedent-setting concerns.
  + “Flight-shaming” is also occurring in the political sector. NBAA is pushing back against these efforts, and emphasized business aviation’s efforts in Sustainable Aviation Fuels (SAF), improved technologies, and other efficiencies.
    - Despite being responsible for less than 0.5% of all emissions, the business aviation community is very active in sustainability efforts.
  + Airlines have spent significant money trying to take over the ATC system for their own benefit
  + NBAA is working hard on attracting, developing, and retaining business aviation talent
  + NBAA Business Aviation Convention & Exhibition (BACE) – October 18-20 in Orlando, FL
* **Jeff Timmerman, GE Digital, Aviation Software, Account Director, Business Aviation** https://www.ge.com/digital/applications/flight-analytics/flightpulse
  + FlightPulse: Designed by pilots, for pilots, FlightPulse provides access to data like never before.
  + Makes C-FOQA data available to pilots
  + Preflight module provides aggregated data from across the operation for more informed fuel decisions and departure briefings
  + Postflight module provides secure access to data from a pilot’s individual flight history, to analyze their own operation of the aircraft in relation to their peers, and self-discover areas to optimize operations.
  + Need to be a C-FOQA customer first.
* **Jim Johnson, Honeywell, Senior Manager, Flight Technical Services**, will preview Honeywell's proposed FMS Advisory Guidance RNAV-V procedure designed to enhance safety by assisting pilots with lateral and vertical guidance when executing the KTEB ILS 6, Circle Rwy 1. <https://aerospace.honeywell.com/us/en/products-and-services/industry/business-jet>
  + Honeywell developed a proposed FMS Advisory Guidance RNAV-Visual procedure designed to enhance safety by assisting pilots with lateral and vertical guidance when executing the KTEB ILS 6, Circle Rwy 1.
    - TEB Runway 1 – easiest to implement, follows existing flight paths, prototype for future instrument approach, allows ATC to easily manage eligible aircraft
    - Provides FMS path guidance that is retrievable from NAV database
    - Provides lateral and vertical guidance. Must monitor ILS raw data.
    - Tested on engineering and training sims. Chart has been developed. Issuing to a limited number of Honeywell operators for testing.
    - RNAV (RNP) approach may be developed if needed.
  + VFR waypoints for ILS 6 Circle 1
    - Developed by FAA Airspace Procedures Office
    - Scheduled to be published Nov. 3, 2022
    - Assists pilots during circling maneuver
* **Maria Sheridan and Scott Marsh, PANYNJ Airport Manager and Manager Airport Operations and Security** <https://www.panynj.gov/airports/teterboro.html>
  + Rwy 6/24 weekend closures are complete, now only closures 2200L to 0630L
  + Two more airport closures for runway grooving – Oct 9 & 16, midnight to noon
  + ILS 19 back in service in November
  + New signs & markings at Taxiway L to mitigate 6/24 runway incursions
  + Stub taxiways on Taxiway L will be named L1, L2, L3…L8 during Runway 1/19 rehab in 2024
* **Jason Beim, FAA KTEB ATCT Manager** <https://www.faa.gov>
  + RUUDY 6 – Lateral & vertical pilot deviations continue. Pilots should verify that the procedure is loaded into the FMS (sometimes DCL push-to-load can inadvertently delete the procedure from the FMS).

**Next virtual meeting will be held on Wednesday, December 14.**