**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.**