

# TUG Meeting Notes

## September 20, 2023

**Maria Sheridan** and **Scott Marsh**, [PANYNJ](#), *Airport Manager* and *Manager Airport Operations and Security*, respectively, provided an Airport Operations update. [PANYNJ](#)

- June-July-Aug is up 12% over 2022
- YTD is up 3% over 2022
- 710 operations – Thursday, June 15
- Communication upgrades
  - Building 27 – ARFF Garage
  - REILS Rwy 19 & 24
- Oct 10-13 – FAA Annual Airport Inspection
- EMAS on Rwy 24 was damaged by jet blast. Rwy 24 was reduced to 4,850'. Repairs started Sept. 17. Estimated repair duration is 6-8 weeks or more, and will be conducted primarily during overnight hours (2200L – 0600L weekdays, 2200L – 1200L weekends).
- Rwy 6/24 will be closed during these times, weather permitting. Departure delays are possible.
- New control tower – Fall 2024 opening
- 2024 Projects
  - Runway 1/19 Rehab – mill and pave, upgrade lighting to LED
  - Rehab stormwater drainage systems
  - Rwy 01 – Upgrade VASI to PAPI
  - Power distribution upgrades
- High activity days (possible ramp congestion)
  - Sept – UNGA (12-30), Yom Kippur (24-25)
  - Oct – Columbus Day (9)
  - November – Daylight Savings Ends (5), Veterans Day (11), Thanksgiving (23), NYC Tree Lighting (29)
  - December – Haunkkah (7-15), Christmas (25)

**Matthew Petersen**, [FAA](#) *Acting KTEB ATCT Manager* introduced himself to the group and discussed Tower Topics. [FAA](#)

- Matt worked his way up from Tower controller and supervisor
- He's signed up for a tenure of up to 24 months in this position

**Gabe Andino**, [Avports](#), *Manager Noise Abate and Environmental Compliance*, provided an update regarding ongoing and future initiatives to address community concerns. [Teterboro Airport Noise Office](#)

- Pascack area of Bergen County has circulated a petition regarding TEB noise
  - 72% of complaints are related to arrivals
  - 54% submitted via 3<sup>rd</sup> party app
  - 78% submitted by (2) complainants
- Departure noise violations
  - 80db limit on Rwy 24 (2200L – 0700L)
  - "3 strikes and you're out" rule
- Runway 19 Offset Approach – RNAV (GPS) X Rwy 19
  - Helps avoid noise-sensitive areas
  - More likely to be used when it's advertised on ATIS

- Part 150 noise measures were approved by FAA
- “TEB Listens” initiative
  - Online channel that’s targeted toward airport users
  - Can be accessed online or through TEB Flight Crew Handbook App
- Noise plots can be requested by pilots prior to departure. [noiseoffice@teb.com](mailto:noiseoffice@teb.com) or 201-393-0399

**Ralph Tamburro, PANYNJ, Delay Reduction Program Manager** [PANYNJ](#)

- FAA Atlantic Coast Route (ACR) Optimization project
  - Use super high-altitude (40,000’ & above)
- GreenLandings (GreenLandings.net)
  - Optimize traffic flow into any airport in general
  - Provides pilots with real-time airport/airspace info
  - Potentially will reduce flight time, fuel burn, CO2, noise, and ramp congestion
  - Phase 1 (complete) – Data collection
  - Phase 2 (approval to proceed) – Educate TEB operators, pilots and community, and procure funding for Phase 3
- FAA CDM (Collaborative Decision-Making)
  - Current SWAP briefings and planning
  - Enhancing forecast discussion to improve risk assessment
  - Examining PERTI
  - Understanding/managing deviations
  - Review gate returns
  - Reducing miles-in-trail (MIT) restrictions for centers that experienced severe Wx
  - Overall surface management

**Shawn Scott, Scott IPC, President,** presented "What’s new around the globe, nothing looks the same." <https://www.scottipc.com/>

- Space-Based ADS-B
  - Mandate in NAV Canada – various deadlines for Class A, B, C, D, E airspaces
  - ADS-B Out Performance mandates
    - Appropriate transponder with ADS-B Out
    - Have antenna capability for broadcast toward space-based ADS-B satellites
  - Item 18 on flight plan must include “SUR/CANMANDATE”
  - Grace period of 90 days (Nov. 8, 2023)
- NAT Update
  - NAT HLA RVSM planned to increase to FL450
  - NAT OTS now FL340 to FL400
- NAT DOC 007 Update
  - Cruise Climb vs. Block FL clarified
    - Cruise Climb – only allows climb, NOT descent
    - Block Altitude – free to climb or descend at pilot’s discretion
    - Errors – pay attention to Conditional clearances
    - When Able Higher reports should be given when entering Santa Maria OCA
      - Optional for other NAT OCAs
    - Sample Oceanic Checklist
  - Reykjavik (BIRD)
    - 15nm Target-to-Target spacing
    - Surveillance Airspace only: CPDLC required
  - Santa Maria (LPPO) – Space-based ADS-B in Nov 2022
  - Gander (CYQX) – Dec 2022

- Decommissioned last VHF
- NAT Oceanic Clearance Removal – Q1 2024
  - Departure clearance will be oceanic clearance
  - Request for Clearance (RCL)
    - OEP – ETA
    - Requested FL
    - Max FL
    - Requested TRUE Mach
  - Response by ATC: “RCL RECEIVED BY [GANDER]. FLY CURRENT FLIGHT PLAN OR AS AMENDED BY ATC.
  - Route:
    - No distinct route is issued, unless a reroute from the flight plan is required
    - A “CONFIRM ASSIGNED ROUTE” message will still be sent
    - If reroute required, an FMS-loadable uplink clearance will be sent
  - Speed
    - Your requested True Mach is the reference speed
    - Aircraft are expected to fly “Normal Speed” unless cleared to “maintain” a fixed True Mach
    - Crews must advise ATC if speed changes by .02 Mach
  - Flight Level
    - ATC will store any requested FL info. Aircraft shall NOT change FL unless cleared by ATC.
    - Changes required will be issued prior to OEP
    - Expect approval at requested FL, and no higher than Max FL
  - Entry Conditions
    - Enroute AC shall enter oceanic airspace in accordance with current flight plan and ATC-assigned FL
    - Again, no separate oceanic clearance required
  - Contingencies
    - Review State AIPs, ICAO Doc 7030, Doc 4444, and NAT 007 for revised procedures
    - Oct 23, 2023 – New NAT 007 will be issued, addressing removal of oceanic clearance
- Northern Pacific Route System (NOPAC) Re-Design
  - Currently 5 parallel routes between Alaska and Japan. Now reduced to 3.
  - Two most southern routes were removed.
  - Lateral separation reduced from 50nm (RNP 10) to 23nm (RNP 4)
    - Applies FL340 to FL400, requires RNP 4, RCP 240 and RSP 180
  - Phase 2 – Jan 2024
    - New westbound route M523 – FL340 to FL400
  - Mexico & Caribbean
    - Don’t mix Part 91 and 135 rules within Mexico
    - Crews can’t bring ANYTHING that isn’t related to their duties (e.g. golf clubs)
  - U.S. Update
    - Use Preferred Routes
      - Especially in NY Metro area
      - To/from Caribbean for non-radar routes
      - North American Routes (NARs) for NAT traffic
    - Monitor 121.5
    - RVSM

- FAA monitors ADS-B on Mondays only
- RVMS OpSpec/MSpec/LOA B046 required outside U.S.
- New equipment codes for Item 18 in flight plan (AIM Appendix 4, US AIP Appendix 2)
- France Datalink CPDLC Logon Mandate
  - Effective July 13, 2023
  - Must logon to CPDLC to operate above FL 195 if ATN B1 is equipped and operable
- SAFA main areas of concern
  - Private operators need 5% of trip fuel for contingency fuel. Must be listed under “Contingency Fuel.”

**Scott Roesch**, Honeywell, Sr Director Aviation Database Services, and **Jim Johnson**, Sr Manager Flight Technical Services, will present the status of the FMS guided visual, including recent changes to the procedure, and expanded availability to more operators. [Honeywell Nav & Terrain Databases](#)

- FMS Guided Visual – KTEB ILS Rwy 6 Circle-to-Land Rwy 01
  - Easiest to implement, follows existing flight paths
- RNAV H Rwy 1 – full Jeppesen charts and briefing sheet available
- New ILS Z Rwy 6 – Renamed “RNAV H Rwy 1” (Think of “H” as “Honeywell”)
- Current FMS Guided Visuals:
  - KPDK Rwy 34
  - KVMY Rwy 34L
  - KSDL Rwy 21
  - KTRM Rwy 35
- INDS pricing tiers are based on aircraft type

**Dave Belastock**, TUG, President, highlighted the unique facets of the the new ILS Z Rwy 6 IAP.

- Significant differences – new fixes, missed approach procedure, etc.
- Next meeting – December 20, 2023
- Ideas & suggestions for future meetings are welcome!