

# TUG Online Meeting Notes

## September 18, 2024

### Dave Belastock – TUG, President

Dave welcomed the attending participants and presenters.

### Sherri Smith – PANYJ, KTEB Airport Manager

- Sherri (pronounced “shə-REE”) introduced herself as the new KTEB Airport Manager and shared her vision for the future of the airport.
- She has held numerous aviation roles, including with PANYNJ as Manager of Concessions
- Sherri has a policy of “Listen, learn and deliver” to promote safety through excellent service
- [Teterboro Airport of Port Authority New York and New Jersey \(panynj.gov\)](https://panynj.gov)

### Brandon A’Hara (for Scott Marsh – PANYNJ, Manager of Ops & Security)

- YTD airport ops for down 2% from 2023
- International arrivals are flat from 2023
- Busiest day 636 ops on Thurs, June 27
- Numbers are likely to pick up in September
- FAA Construction
  - RWY 01 PAPI commissioned Aug. 14, 2024
  - NAVAIDs Power Distribution Upgrades – final stages completion by October
- RWY 1/10 Rehabilitation
  - Mill and pave, upgrade lighting systems to LED
  - Hours of work:
    - Weeknights: 10pm – 7am
    - Weekends: 10pm Fri – 12pm Sun
- AIRPORT CLOSURES
  - 12-hour duration (Sundays 0000L – 1200L)
- Rehabilitation of Stormwater Drainage Systems (commencing in 2025)
  - Multiple locations around the airport
- Taxiway Designation Changes (January 2025)
  - New designations: L1 through L8 (between TWY L and RWY 1/19)
  - Complies with Advisory Circular AC 150/5340-18G
- High Traffic Volume Outlook – **Schedule flight activities in advance with FBOs to avoid delays!**
  - September
    - UNGA – Sept. 10-30, General Assembly Sept. 24-28
    - JetNet iQ Business Aviation Summit – Sept. 24-25
  - October
    - Rosh Hashana – Oct. 2-4
    - Yom Kippur – Oct. 11-12
    - Columbus Day – Oct. 14
  - November
    - Daylight Savings ends – Nov. 3
    - Veterans Day – Nov. 11
    - Thanksgiving Day – Nov. 28

- NYC Christmas Tree Lighting – Nov. 29
  - December
    - Christmas Day – Dec. 25
    - Hanukkah – Dec. 25 to Jan. 2, 2025
- The concern of activism/demonstrations that could affect the airport was brought up. John Kastens indicated that the airport management briefs this possibility, and communicates any anticipated issues to the FBOs.
- [Teterboro Airport of Port Authority New York and New Jersey \(panynj.gov\)](https://panynj.gov)

**Matthew Petersen – FAA, Acting KTEB ATCT Manager**

- WENTZ1 Departure is being used instead of the RUUDY6. No altitude deviations have occurred, but there was still one lateral deviation.
- VFR aircraft often transition just north of TEB, outside the Class D Airspace. Advise TEB if a TCAS RA occurs. Similar issues may occur southwest of the airport on approach to RWY 6.
  - To help mitigate Resolution Advisories, the topic of redesigning NY Class B Airspace, or extending TEB Class D Airspace further north, was discussed.
  - If an RA is received, always follow TCAS RA guidance.
- Moving into new Tower Oct. 19-20. A Surface Awareness system, based on ADS-B, will be installed and operational by Dec. 2024 or Jan. 2025.
- Ramp Congestion
  - Each day, FBOs send Tower a report of their proposed traffic.
  - 150 to 200 “popup” aircraft arrive each day, who don’t have a reservation. FBOs are often not prepared for these last-minute arrivals.
  - There is currently no demand for a slot program.
  - The airport wants to avoid Ground Stops just because one FBO is full.
  - Pilots are reminded to make FBO reservations well ahead of time.
- On the ILS RWY 6, do NOT intercept the glideslope outside of DANDY, or the aircraft will be too high at the 1,500’ mandatory altitude.
- [Federal Aviation Administration \(faa.gov\)](https://faa.gov)

**Gabe Andino – Avports, Manager of Noise Abatement and Environmental Compliance**

- 14 CFR Part 150 Noise Compatibility Program (NCP)
  - Involves creation of Noise Exposure Maps and Noise Compatibility Programs for JFK, LGA, EWR and TEB.
  - Noise Exposure Map (NEM) identifies an airport’s present and future noise exposure, and the land uses which aren’t compatible with those noise patterns.
  - Land uses that are identified within the 65 DNL (Day/Night Average Noise Level) contour are considered noncompatible with airport operations.
  - A Noise Compatibility Program (NCP) identifies steps the airport operator has taken (or proposes to take) to reduce or prevent the introduction of noncompatible land uses.
  - TEB’s NCP was approved by the FAA in January 2023 and includes 30 approved noise-mitigation measures.
  - Four new measures were approved by FAA:
    1. RWY 24 departure, turn to 230 degrees at night. Procedure is contingent upon a revised approach procedure for EWR to allow separation with TEB departures.

2. Encourage intersection departures from TWY K on RWY 1 at night. This reduces noise impact on communities behind the runway end. Will be included in TEB Flight Crew Handbook and other noise abatement publications.
  3. Design and implement a centralized aircraft run-up pad (near TWY Q) for engine maintenance runs.
  4. Implement a published approach to RWY 1 and increase its usage at night. Currently, there is no published approach of any kind to RWY 1, with pilots using the ILS RWY 6 and circling to RWY 1. Procedure would enhance safety by adding lateral and advisory guidance to the runway.
- RWY 19 Arrival Noise Concerns
    - ILS or RNAV RWY 19 has become the most-frequently used approach to TEB. Overflies Hackensack University Medical Center and several nearby high-rise residential buildings.
    - RNAV (GPS) X RWY 19 – alternate published approach that follows NJ Rt. 17 corridor and features an offset final approach course to minimize noise impact.
    - TEB Noise Office is seeking pilot feedback on the RNAV (GPS) X RWY 19 approach. Feedback can be submitted to TUG, or directly to the Noise Office at 201-393-0399 or [noiseoffice@teb.com](mailto:noiseoffice@teb.com)
  - [Avports | Airport Operations & Management](#)

#### **Mike McCall – PCAire, President and CEO**

- Mike addressed the risks of cosmic radiation to flight crews at typical bizjet altitudes in comparison to other occupations, and effective management of that radiation through monitoring.
- He is a veteran of the Canadian Navy and studied radiation during a doctoral program.
- Galactic Cosmic Radiation (GCR) – originates outside our solar system from exploding stars (supernovas). Highly energetic particles.
  - The majority of incoming particles are deflected and dispersed by the Earth's magnetic field.
  - Our Sun also ejects radioactive particles in a stream. This stream is directed around the Earth's magnetic field, and acts as a shield against GCRs. The intensity of the Sun's ejections varies on an 11-year cycle. Large solar storms happen only every 10-50 years.
- Particles collide with our atmosphere and produce other particles and rays. Below 25,000 feet, this complex spectrum of particles cannot be measured by normal detectors.
- Armed with sensitive detectors, Mike flew along with the Canadian Air Force and Air Canada for 3 years to learn about this radiation.
- Radiation Terminology
  - The amount of radiation a body absorbs is referred to as Dose.
  - In SI units, this dose is measured in Sieverts. Flight doses are in the 5-75 micro-Sv range.
- GCR is higher at the poles, and lower at the equator.
- On a typical flight between YYR and BOS, there was a 36% increase in dose between FL 350 & 450, and a 40% increase between FL 300 and 450.
- Studies over the last 20 years demonstrate that aircrew are, by far, the highest-exposed occupation. Aircrew are mandated to monitor radiation doses in Europe. Most countries don't require any collection data for aircrew.
  - Health Canada 2023 study indicates the probability in our lifetime of developing cancer is about 43%. Flight crew risk only goes up by about 0.03%; however, it's important to monitor, nonetheless.

- International regulators recommend a yearly limit of 6 mSv/year. Pregnant flight crew should be limited to 1 mSv/year.
- The only ways to minimize radiation exposure are to fly less, fly at lower altitudes, or fly at lower latitudes.
- Although airlines won't significantly change their flight profiles to reduce radiation exposure, they could potentially alter the schedules or routes of individual flight crewmembers to manage their exposure.
- The PCAire Application
  - PCAire was developed to be a practical tool for assessing and monitoring aircrew exposure.
  - The program computes radiation exposure at any location or altitude in the world, based on measurements taken on actual flights.
  - PCAire works directly with airline mandates to meet regulatory requirements or proactive disclosure, and is certified for use in the E.U., Canada, Australia, Israel, and other countries.
- [PCAire | Airline Crew Radiation Monitoring | Ottawa, Ontario](#)

#### **Nicolaus Dmoch –Founder of RateMyCRM; BizJet Captain, www.Safety Investigator**

- Nicolaus discussed the challenges associated with securing honest CRM feedback for flight department personnel, and the need for more effective CRM training.
- He has experience in regional airlines and business aviation. Over his career, he's observed that pilots seldom receive feedback on their CRM skills.
  - As an example, aviation's worst accident (747 collision in Tenerife) was caused by poor CRM of one of those captains, who was also KLM's Chief Flying Instructor.
- A common theme in accidents is the failure of First Officers to speak up when they perceive a problem. Similarly, Captains fail to speak up to avoid damaging relationships, and out of concern about embarrassing the FO.
- How we *want* to come across and how we *do* come across may be two completely different things. Some of our actions may be contradictory to how we want to lead.
- Our current training and checking environment may not provide sufficient feedback to reinforce good CRM skills and discourage poor ones.
- Nowadays, the biggest obstacle to pilots "speaking up" isn't an excessive authority gradient – it's concern about ruining the atmosphere, damaging relationships, or being a killjoy.
- In EASA, JARTEL NoTechs have been developed by Human Factors experts, and are a mandatory element of check rides. They evaluate cooperation, leadership skills, situational awareness, and decision-making.
  - However, pilots could modify their behavior during check ride in an effort to pass.
- RateMyCRM utilizes anonymous feedback from pilots that you've flown with.
  - Perception of Self/Others contrasts how you think you are with how others see you, using 12 attribute categories.
  - There are no negative attributes, only opposites on scales, e.g. Serious & quiet vs. Talkative & sociable
  - For each graph, your perception of yourself is shown as a grey line, and feedback from others is shown in blue, helping to identify areas of disconnect.
- [hello@ratemycrm.aero](mailto:hello@ratemycrm.aero) – advise Nicolaus that you're a TUG member, and he will graciously provide free access to his CRM tool.
- [RateMyCRM](#)

## Ralph Tamburro – PANYNJ, Airport Delay Reduction Program Manager

- Current initiatives
  - GreenLandings.net
    - Looks at current traffic situation, and recommends inflight speed changes to reduce arrival delays
    - Benefits include increased on-time arrival, reduced flight time, reduced ramp congestion
    - Currently in Phase 2: Educate TEB operators, pilots, and local community about GreenLandings operation and benefits; coordinate with FAA.
  - FAA CDM workgroup – SWAP 2024 and Beyond
    - Tower-initialized reroutes
    - Additional escape routes
    - Pathfinder process – route resumption process
    - ZNY as a departure-only center?
  - Vianair (producer of next-generation airport software) – Surface view with ADS-B receiver
    - Multi-function program for procedure design, noise analysis, performance metrics tracking, airspace efficiency, and allows system replays
    - Combines FAA System-Wide Information Management (SWIM) with real-time surveillance
  - Ramp congestion / Gridlock
    - Working with GreenLandings and Vianair to manage arrival demand, and provide a forecast of TEB's potential for gridlock
    - FBO input and user collaboration will be critical
    - Thoughts and ideas are welcome!
  - Florida Regional Strategy (FLRS) workgroup
    - Florida has experienced significant increase in demand since COVID, leading to high delays and inefficiencies
    - NY area is impacted directly by this situation, with miles-in-trail restrictions
    - Standardized, data-driven processes and decisions to ensure predictable operation for all stakeholders (ATC, airlines, GA, airports)
  - Pathfinder Test
    - Operators can determine a path around weather, and submit it to ATC for approval in real time
    - Will likely appear in 2025
- Questions? [rtamburro@panynj.gov](mailto:rtamburro@panynj.gov), 917-828-7741
- [Teterboro Airport of Port Authority New York and New Jersey \(panynj.gov\)](https://www.panynj.gov/)

## Dave Belastock – TUG, President

The next online meeting will be held on Wednesday, December 18, 2024.