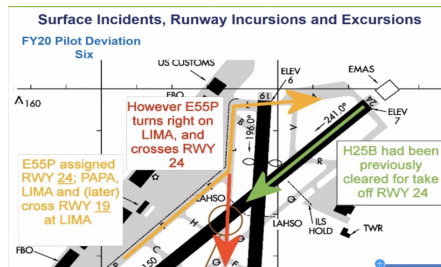


The FAA and Port Authority of NY and NJ held a Runway Safety Action Team (RSAT) meeting on Aug 10th. The majority of the people on the call were from the FAA and Port Authority, although a few operators participated as well.

Here are the bulleted highlights:

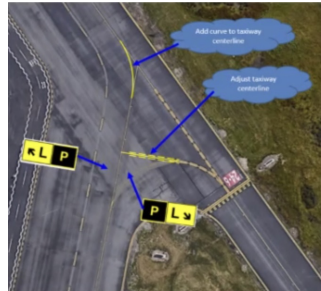
- Runway Safety data throughout the NAS (Towered Airports only), for FY2019
 - Runway Incursions: 1753
 - Surface Incidents: 415
 - Runway Excursions: 340
 - This averages out to be 5.5 events/day.
- Wrong surface (landing/departure) data from 2016-2020
 - Wrong surface landings: 1146
 - Wrong surface departures: 743
 - GA is responsible for over 84% in both instances.
 - Over 82% of these incidents occur during daylight hours.
- An FAA-produced Teterboro-specific operational video was played for participants. The video highlighted the airfield's Hot Spots.
 - They discussed adding more information about the Hot Spot areas to the airport diagram.
 - This was met with some resistance, since pilots don't specifically know why there is a Hot Spot; they understand only that it is there, and that particular attention is required. Additionally, more info on the taxiway diagram only compounds the clutter.
- Review of actual incidents at Teterboro
 - The most recent event occurred on June 18th when a Phenom 300 incorrectly turned south from Papa onto Lima and crossed runway 24 while a Hawker was departing runway 24. The Hawker was able to rotate prior to Lima but only cleared the Phenom by 10 feet.



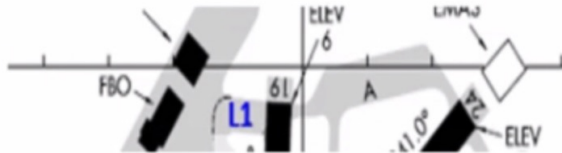
- As a result of the Phenom/Hawker incident, the Tower has implemented a mitigation measure, and the FAA and Port Authority have developed several proposed short and long term "airfield enhancements."
 - Tower Mitigation Measure (already implemented)
 - Tower/Ground controllers will not provide runway crossing instructions until an aircraft is approaching the taxiway/runway crossing point.
 - Short-term enhancements
 - New elevated taxiway signage



- Improved taxiway surface-painted direction signage



- Re-designate the entrance taxiway at the intersection of Lima and Rwy 19 as L1 or Alpha.



- Long-term enhancements
 - Phased re-designation of entrance/exit taxiways connecting parallel taxiways to both runways (L1 - L8 etc...).



- Plan going forward is to include these proposed airfield enhancements to the "Action Item" plan.
 - FAA and Port Authority will be reaching out to operators for input (This topic will be addressed at next TUG meeting, 15 Sep)
 - Another planning meeting will likely be convened.
 - Having this item on the "Action Plan" will allow for it to be tracked and monitored.
 - Plan is to have a "Draft Action Item" plan within the next 60-90 days.
 - Funding for proposed changes will need to be procured.
- Feedback
 - The FAA and Port Authority are looking for feedback and any suggestions. They provided their email addresses so operators can reach out to them.