

TUG WebEx Meeting Notes

December 18, 2024

Sherri Smith – Airport Manager, and Scott Marsh – Manager, Ops & Security [PANYNJ](#)

- YTD operations are flat from 2023. International arrivals are up 3% YTD.
- Oct. 2024 saw the highest number of movements in 17 years at 141,396.

Matthew Petersen – FAA, Acting KTEB ATCT Manager [PANYNJ](#)

- New Tower officially opened Oct. 20, 2024.
- New ground radar system (SAI, Surface Awareness) allows aircraft with ADS-B Out to be seen on the airport surface. It's not as sophisticated as an ASDI, but it significantly improves situational awareness for controllers.
- Ramp congestion and gridlock can be an issue on busy days. Many days exceed 700 total movements, which is historically higher than ever. This is the first year that FBOs put out PPR (Prior Permission Required) notifications to flight crews, which helps alleviate ramp congestion. Crews should always notify their FBOs well in advance of their arrival, and file flight plans as early as possible. Communication is key!
- When Gate Holds are in effect, crews checking-in on the Gate Hold frequency should NOT call them until all passengers are aboard and doors are closed. Crews shouldn't try to cheat the system when they hear of delays.
- PARKE and Deep Water escape routes are available to alleviate congestion over WHITE intersection.
- Rwy 1 at Kilo intersection departure will be available 11pm – 6am to reduce noise.
- TCAS RAs on final for Rwy 19 – TEB, MMU and HPN managers will hold a meeting (possibly with NBAA and AOPA) to stress the importance of light aircraft not "cutting across" the Rwy 19 approach, just north of TEB Class D.
- The question of "How do pilots know their position in the queue during Gate Holds?" was asked. Matt responded that your queue position doesn't necessarily translate to your takeoff position. There are many factors, such as direction of flight, which may affect actual departure time. Also, pilots are discouraged from asking their queue position, as it creates frequency congestion.
- A follow-up question was, "Why can't TEB Tower send us our queue position via CPDLC?" Matt responded that the Departure Clearance (DCL) system doesn't allow them to send random messages, only clearances.
- The question of "Why does HPN seem to frequently dodge delays?" was asked. The answer is simply, "Due to volume." TEB typically has a significantly higher demand than airports like HPN and MMU.
- Combining New York and Philadelphia Approach has had some challenges, including communication losses and controller staffing triggers, which have led to extensive flight delays.
 - Ralph Tamburro (Airport Delay Reduction Manager, PANYNJ) indicated that HPN has a separate approach control, whereas TEB/MMU/CDW are combined, which increases workload.
 - He foresees some improvement with Philly staffing triggers, but still anticipates some sporadic issues. There are additional controllers in the training pipeline.

John Esposito – General Manager of TEB Signature East <https://www.signatureaviation.com/>

- Penalties for operators who no-show on their reservation, or arrive without making a reservation, are being assessed with financial penalties in the form of additional fees.
- As of Jan. 1, 2025, a mandatory reservation policy will be implemented for EVERY Signature facility at TEB. However, those fees won't be implemented until Feb. 1, 2025, in order to give operators time to acquaint themselves with that policy.
- This will help reduce ramp congestion due to unannounced arrivals.
- The question of "How will this be implemented (computer, phone call, etc.)? And, what do operators do if no reservations are available at the desired time?" Answer: Reservations can be made on the Signature website, via phone, or via email. As for how reservations are managed, if one Signature TEB location can't accept your reservation, Signature will reach out to their other Signature TEB facilities to see if any reservations are available.

Heidi Williams – NBAA <https://nbaa.org/>

- Staffing triggers are being seen almost daily at Philadelphia Approach.
- NBAA will continue disseminating alerts when staffing triggers are anticipated.
- Crews should check the [National Airspace System](#) website to determine impacts.

Drone Sightings

- Pilots should report drone sightings to TEB Tower, and/or on the FAA website.
- Illegal drone operations can also be reported to local FAA FSDOs.
https://www.faa.gov/about/office_org/field_offices/fsdo

Gabe Andino – Manager, Noise Abatement and Environmental Compliance

- The RNAV (GPS) X Rwy 19 approach, with its 13-degree offset final approach, reduces noise over populated areas, and is typically only utilized at night during good weather. However, there are plans to extend this approach into daytime hours.
- When this approach is advertised on ATIS, pilots are encouraged to accept the procedure whenever possible. If unable, notify Newark Approach on initial contact.

Sonnie Bates, PhD. – Wyvern Ltd. <https://www.wyvernltd.com/>

- As a prelude, reference the Flight Safety Foundation's "Learning From All Operations" document: [Learning-from-All-Operations-FINAL.pdf](#)
- ICAO data indicates that turbulence-related injuries and accidents are on the rise, and is the biggest safety risk in aviation. Sonnie related a personal experience over the NAT, where an area of severe turbulence was forecast on the edge of their flight path. The aircraft banked about 30 degrees, startling the passengers. Due to a CRM issue, the other pilot didn't think turbulence would be a problem.
- Atmospheric data shows an increase in frequency of Clear-Air Turbulence (CAT) in recent decades. Models indicate that it will continue to increase.
- Turbulence is responsible for 71% of all weather-related accidents. It's involved in 38% of Part 121 accidents in from 2009 – 2018.

- An NTSB study shows that most turbulence-related accidents occur during descent. Delta Airlines reduced their turbulence injuries by 44% by restricting the times that their flight attendants can be out of their seats serving passengers.
- It's been found that the faster clouds dissipate, the stronger the turbulence. Pilots should utilize forecasted turbulence charts available on sites such as NOAA. Also, pay attention to the "shear rate" values on the flight plan.
- Real-time crowdsourcing tools are also available, such as <https://skypath.io/>
- Key takeaways:
 - Turbulence is an understated risk.
 - The key to mitigation is detection and communication to flight attendants.
 - Every operator needs a well-formulated plan to detect, analyze, communicate, and mitigate turbulence encounters.

Hagay Makov – VP Business Development, SkyPath <https://skypath.io/>

- In 75% of turbulence-related injuries, information about that area of turbulence existed and was available.
- SkyPath requires only an iPad, and will alert crews in real-time when they're approaching an area of turbulence.
- A free 30-day trial is available. <https://skypath.io/>

Courtney Easton – V.P. Development, Corporate Angel Network <https://www.corpangelnetwork.org/>

- Founded in 1981, Corporate Angel Network (CAN) is a 501(c)(3) nonprofit organization whose mission is to help cancer patients access the best treatment centers in the United States by arranging free travel on corporate aircraft. This reduces the patient's physical, emotional and financial stress by providing a seat on a corporate flight.
- They have over 500 partners, including half of the Fortune 500 companies.
- Both live and empty legs are utilized.
- Their proprietary software matches patient schedules with flight department schedules.
- Upon request, CAN will provide a letter confirming the charitable donation, which can be provided to accountants.
- Over 850 flights from TEB have been completed since 2017.
- Operators interested in supporting CAN may reach out to Courtney at:
 - ceaston@corpangelnetwork.org
 - Main office: 914-328-1313
 - Cell: 703-304-2662

Dave Belastock – President, TUG <https://teterborousersgroup.org/>

- Next meeting will be on March 19, 2025.
- TUG wishes everyone a Happy Holiday Season and New Year!