

TUG WebEx Meeting Notes March 19, 2025

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

- 2024:
 - 173,499 movements (up 0.6% over 2023)
 - 148, 700 jet movements (up 1.4% over 2023)
 - 9,432 international arrivals (up 3% over 2023)
 - Average daily movements: 473
- YTD 2025:
 - Total ops: Jan. 11,923. Feb. 12,172.
 - Jet ops: Jan. 10,637. Feb. 11,090
 - YTD ops: Jan. 11,923. Feb. 24,095 (Down 0.7% from 2024)
 - YTD International arrivals: Jan. 814. Feb. 1,514. (Down 3%)
 - Highest activity: 628 on Friday, Feb. 14
 - YTD Daily Average: 408 movements
- Runway 1/19 rehab project is ending in April. LED lights were installed.
- Stormwater drainage system project – starting April 2025. Work will be performed at night as much as possible.
- Taxiway Lima exits from Runway 1/19 have been renamed L1 through L8. Airport signs have been updated.
- High Traffic Outlook:
 - March 2025
 - St. Patrick’s Day – March 17
 - Spring Break Departures – Last 2 weeks of March
 - April 2025
 - Masters Golf – April 7 to 13
 - Passover – April 12 to 20
 - Easter – April 20
 - May 2025
 - Kentucky Derby – May 3
 - Mothers Day – May 11
 - College Graduations – May 10 to 18
 - Memorial Day – May 26
 - June 2025
 - Belmont Stakes – June 7
 - Tony Awards – June 8
 - US Open Golf (Oakmont, PA) – June 9 to 15
 - July 4th Departures – starting June 25

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

- WENTZ 1 Departure – began using in August 2024. Only 4 lateral or vertical deviations between then and now.
- Ramp Gridlock – crews should make reservations with your FBO prior to arrival or departure. To allow maximum flexibility to operators, TUG has not endorsed any kind of PPR (Prior Permission Required) system.
- SWAP season is approaching. There have already been 3 events in the past 2 weeks. ATC prefers to keep aircraft on the ramp until routes start opening up. So again, notifying the FBO of your movements is important. Operators should watch NOTAMs for TFRs.
- Upcoming Construction – runway closures due to drainage work and Runway 1/19 rehab.
- After receiving a Push-to-Load CPDLC-DCL reroute, some FMS units drop the SID waypoints. Crews should always double-check that the SID is still loaded after receiving such a reroute.
- TCAS RA events have occurred frequently to the northwest of TEB.
- A security event recently occurred at TEB, where an armed individual gained ramp access through an FBO and boarded an aircraft with the crew on board. He was quickly apprehended by Port Authority Police.

John Frearson – International Airline Captain (retired) & Former Australian Regulator

- Even with the best machines and training, the flight crew remains the last line of defense against accidents.
- John has done extensive work in studying the absolute latest time that a decision could be made to avert an accident.
- During the last minute of an approach, crews are typically ill-prepared to initiate a go-around. Sometimes, managers can send conflicting messages about safety vs. schedule.
- When doubt exists about safety during takeoff or landing, there's typically a division between the crew about whether it's safe to proceed. This is where the crew is vulnerable.
- Perhaps at a certain point in the approach, the entire crew should agree on whether it's safe to proceed.
- John's recommendations:
 - Chief Pilots and crew members should be required to study various historical accidents.
 - Managers should study how many times a particular incident has ALMOST happened.
 - Include more role-playing scenarios in simulator training.
 - Practice last-second rejected landings in the simulator.
- Proceed with landing ONLY if you're happy with the approach when crossing the runway threshold.
- John welcomes your input. johnfrearson@mac.com

Becky L. Hooey – PhD, Director of the NASA Aviation Safety Reporting System (ASRS)

- <http://asrs.arc.nasa.gov>
- ASRS is a confidential, voluntary, non-punitive, and independent safety reporting system. It provides a way for the entire aviation community to share information and avoid mistakes that other crews have made.
- Over 2.2 million reports have been filed over 48 years. About 131,000 reports are made annually.
- After submission, each report is reviewed within 3-5 days, and coded & matched to similar events for a better understanding. A receipt for the report will be sent to the submitter via U.S. Mail. This receipt should be saved, as it is the ONLY proof of submission. Electronic receipts are currently not available, but perhaps they will be in the future.
- These reports contain rich descriptions which can be mined for contextual and contributing factors.
- The Search functionality can be used, for example, during preflight planning to a particular airport to identify and mitigate potential issues or errors.
- ASRS holds monthly conference calls with the FAA to discuss the reports. They also issue a monthly newsletter named “Callback.” Sign up to receive it at <https://lp.constantcontactpages.com/su/n7xieMi/callback>
- Over 1,500 reports have been submitted by controllers or pilots at TEB.
 - Runway Incursions (one involved a near-miss by only 10 feet)
 - Low Altitude Alerts (TAWS obstacle warning while circling to Runway 1)
 - High-Density Traffic / VFR Traffic (TCAS RA with Reversal occurred during vectors to RNAV Rwy 19)
- How could an operator use these reports when operating at TEB?
 - Classroom or simulator training
 - Organizational ops briefings
 - Preflight briefings
- Contact Becky at Becky.L.Hooey@nasa.gov

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

- Next meeting will be on June 18, 2025.