

TUG WebEx Meeting Notes

March 19, 2025

David Belastock – TUG President [Teterboro Users Group](#)

- July 8 – Meeting at 10:30am to 1:00pm at TEB Port Authority Building
 - Topic: Reducing risk through technology. Safer approaches using Honeywell Anthem cockpit and guided visual approaches
- Oct. 27 – TEB Aviation Hall of Fame induction ceremony

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

- YTD Total ops down 2% from 2024
- Int'l arrivals are up 1%
- Monday April 21 – busiest day, 632 movements
- Avg daily movements – 447
- May movement numbers are down nearly 20% from 2024 due to FAA equipment issues
- June 12 – highest day at 672 movements, with 647 the day prior
- Construction – stormwater drainage rehab
 - July 4 to Labor Day – at least 5 airport closures (12 hours in duration, Sunday midnight til noon)
- High-volume days – Notify FBOs in advance to avoid gridlock
 - June – World Cup soccer (19, 21st, 23rd)
 - July – Finals (5, 8, 9, 13)
 - August – U.S. Open (Aug 23 – Sep. 7)
 - Labor Day
 - September – traffic historically picks up. Also Fashion Week (Sept. 9 to 18)
 - United Nations General Assembly – Sept. 21-26
- Intersection of Taxiways P & L – runway incursion issues
 - Additional signage has been installed
 - Operators are encouraged to contact airport authorities with any suggestions

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

- Runway incursions are up over 2024 (8 total YTD)
 - Matt speculates that while pilot readbacks are generally correct, there may be a degree of complacency and hesitancy to ask for clarification.
 - Up to 700 runway crossings occur every day at TEB, and there are opportunities for errors by both pilots and ATC.
- SWAP (Severe Weather Avoidance Plans) have been frequent.
 - Pilots should NOT file multiple flight plans to the same destination.
 - Flight plans are normally active up to 2 hours after filed departure times; however, during SWAP, they are active for **3 hours**.
 - Low-level escape routes (SERMN) are often available.
 - If delays are experienced, pilots should advise Clearance Delivery if they're equipped and fueled for alternative escape routes ("Deep Water", SERMN, TEC)

- If ATC advises that the flight will be “capped” at a low altitude (e.g. 8,000 feet), then pilots should expect that route for the entire flight, to be conservative. However, it’s probable that higher altitudes will be available when clear of the weather.
- VIP TFRs – Specific times aren’t always disclosed. COATE, GAYEL and NEION are typically used if west departures aren’t available.
- Tree growth – PANYNJ are working with local proprietors to trim trees that infringe on approach/ departure paths.
- TCAS RAs on the RNAV Y Rwy 19 approach – local pilots are encouraged to communicate with TEB tower while operating in proximity to the airport, even when outside the Class D.

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- TEB and other NY Metro airports have been plagued by ATC equipment and staffing delays.
 - Pilots may consider using other airports, such as HPN, that are further away but less likely to be impacted by delays.
 - Be sure to coordinate with FBOs in advance.
- If pilots lose communication with ATC in the NYC area, then try some other common frequencies (127.6, 126.7, 128.55, or even 121.5)

Ralph Tamburro – PANYNJ, Airport Delay Reduction Manager

- Command Center will publish arrival delays and reroutes on <https://nasstatus.faa.gov/>
- Ralph reviewed the numerous pages available on that website. Operators should review the site while flight planning to review potential impacts of weather, VIP movements, delays, etc.
- The National Severe Weather Playbook (<https://www.fly.faa.gov/PLAYBOOK/pbindex.html>) lists the escape routes, such as SERMN routes.

Andrew Karas – IBAC, IS-BAO Programme Director akaras@ibac.org

Terry Yeomans – IS-BAH Program Director tyeomans@ibac.org <https://ibac.org>

- IS-BAO was established in 2002 to provide a scalable & adaptable standard based on ICAO and industry practices.
- IS-BAO 21st edition will be effective 1 July 2025.
- Current projects: A.I. research support, Next Gen, ICAO RPAS Manual & Safety Management Revision
- Ramp Inspection Programme (RIP) – on-the-spot inspection of aircraft to assess compliance with safety standards (crew licenses, operational documentation, aircraft condition, safety equipment, and cargo handling) to ensure real-time compliance
 - Business aviation – SACA (for E.U. operators) and SAFA (for non-E.U. operators)
 - Over 1,800 inspections (including airlines) in 2024. One-third produced zero findings.
 - France conducts about 2 inspections **per day**, while some other countries might only conduct 2 per year.
 - Most findings are in the “A13 – Flight preparation” area (airworthiness & maintenance, incorrect cruising speeds, inappropriate alternate airports, inaccurate fuel calculations)
 - Beds that are still made-up or cargo inside the cabin (or unsecured in the baggage area) are a common problems, which could inhibit egress

- IS-BAH (Industry Standard for Business Aircraft Handling) – industry-run program established in 2014. Provides Ground-Handling Standards based on ICAO and industry practices.
 - Seeks to maximize ground-handling safety and minimize damage to assets
 - Focuses on safety and value
 - Includes human-trafficking awareness training
 - Operators should look for FBOs that are following an IS-BAH program.

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

- Next TUG meeting will be on September 17, 2025 at 10:00am Eastern.
- July 8 – TUG, Honeywell and PANYNJ will host a discussion on the topic of “reducing risk through technology.”