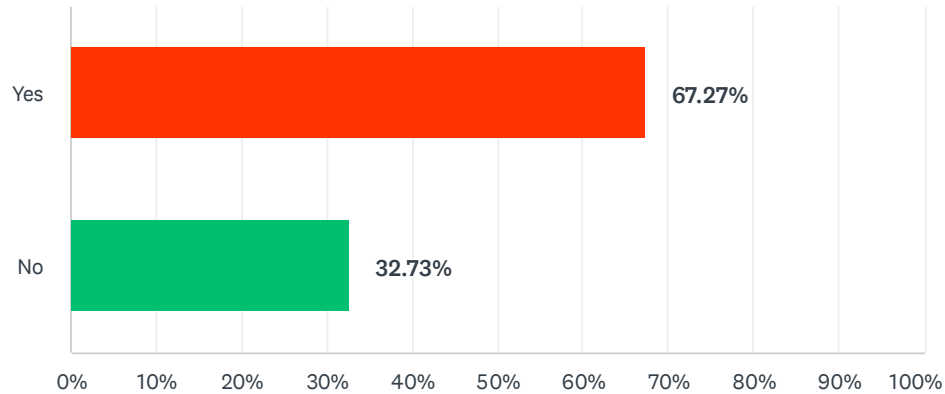


Q1 Have you received a TCAS TA or RA in the past 24 months while operating into or out of Teterboro?

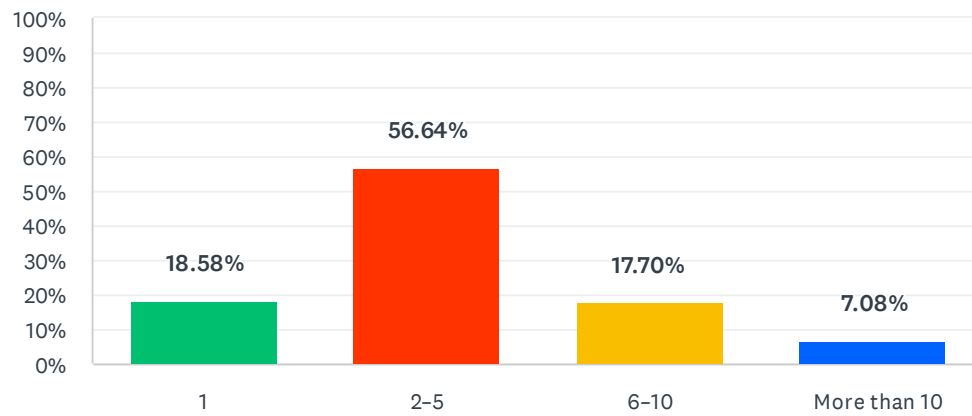
Answered: 165 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	67.27%	111
No	32.73%	54
TOTAL		165

Q2 If yes, how many TA/RA events occurred near Teterboro?

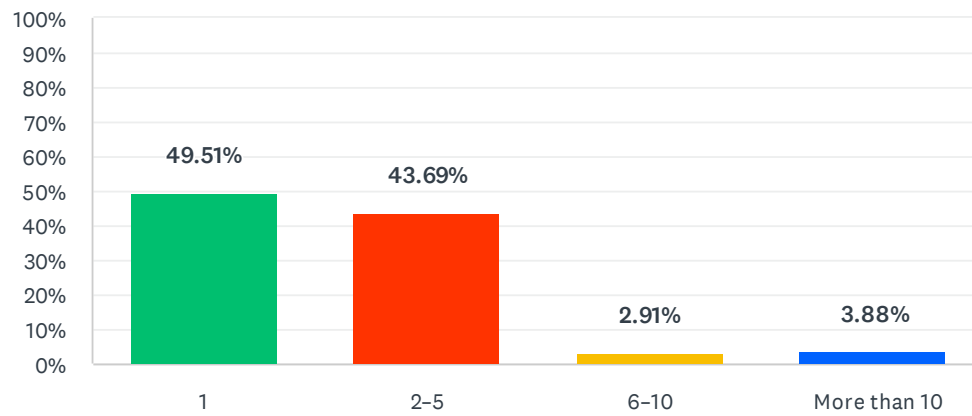
Answered: 113 Skipped: 54



ANSWER CHOICES	RESPONSES	
1	18.58%	21
2-5	56.64%	64
6-10	17.70%	20
More than 10	7.08%	8
TOTAL		113

Q3 How many of those events resulted in a RA?

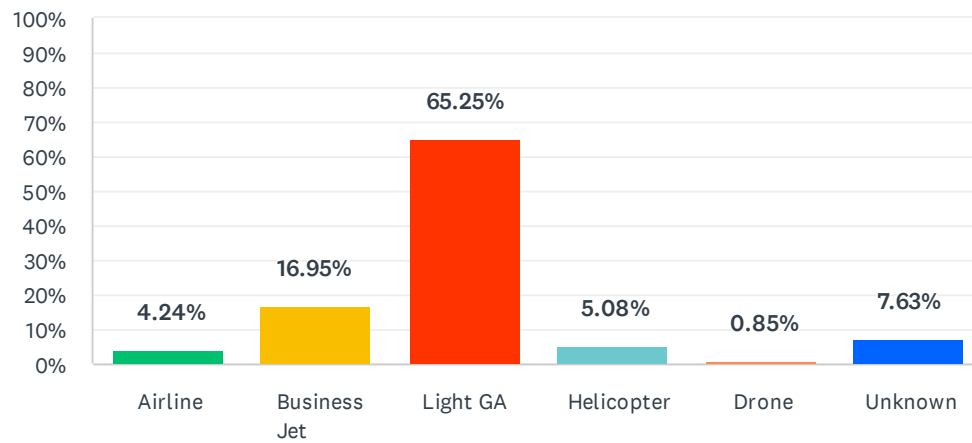
Answered: 103 Skipped: 64



ANSWER CHOICES	RESPONSES	
1	49.51%	51
2-5	43.69%	45
6-10	2.91%	3
More than 10	3.88%	4
TOTAL		103

Q4 What type of aircraft was the conflicting traffic? (Check all that apply)

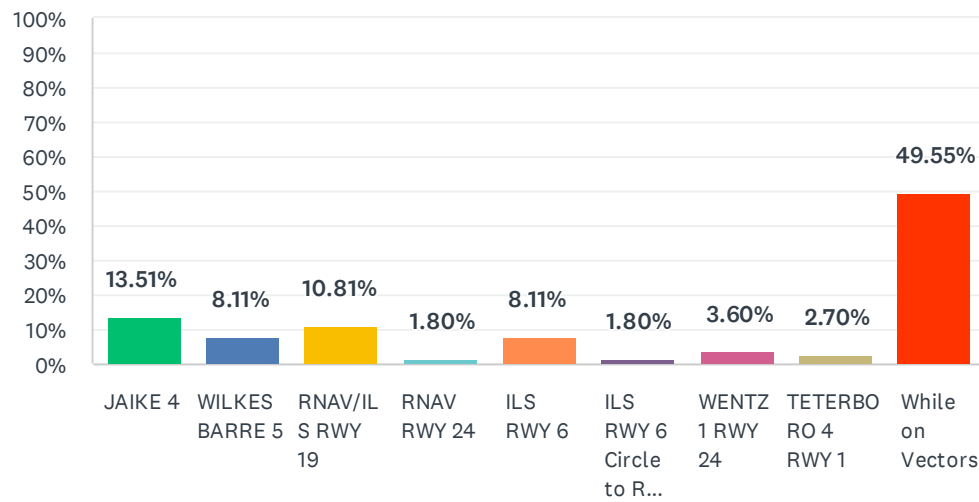
Answered: 118 Skipped: 49



ANSWER CHOICES	RESPONSES	
Airline	4.24%	5
Business Jet	16.95%	20
Light GA	65.25%	77
Helicopter	5.08%	6
Drone	0.85%	1
Unknown	7.63%	9
TOTAL		118

Q5 Where did the RA event(s) occur? (Check all that apply)

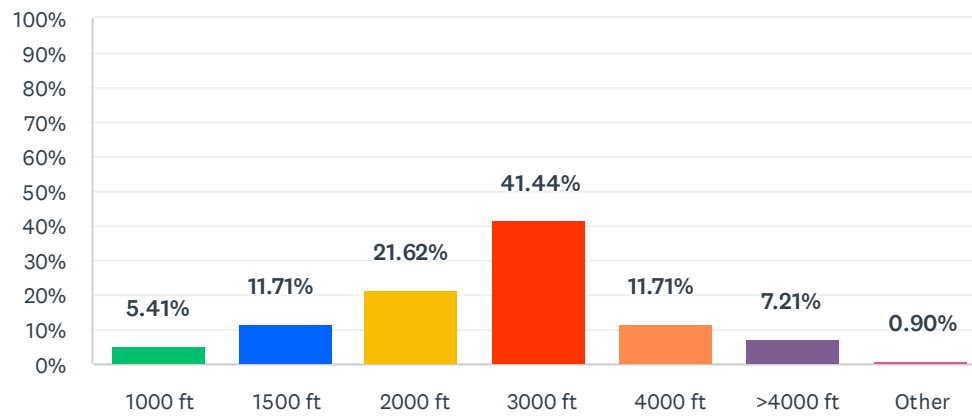
Answered: 111 Skipped: 56



ANSWER CHOICES	RESPONSES	
JAIKE 4	13.51%	15
WILKES BARRE 5	8.11%	9
RNAV/ILS RWY 19	10.81%	12
RNAV RWY 24	1.80%	2
ILS RWY 6	8.11%	9
ILS RWY 6 Circle to RWY 1	1.80%	2
WENTZ 1 RWY 24	3.60%	4
TETERBORO 4 RWY 1	2.70%	3
While on Vectors	49.55%	55
TOTAL		111

Q6 At what altitude(s) did the RA event(s) occur? (Check all that apply)

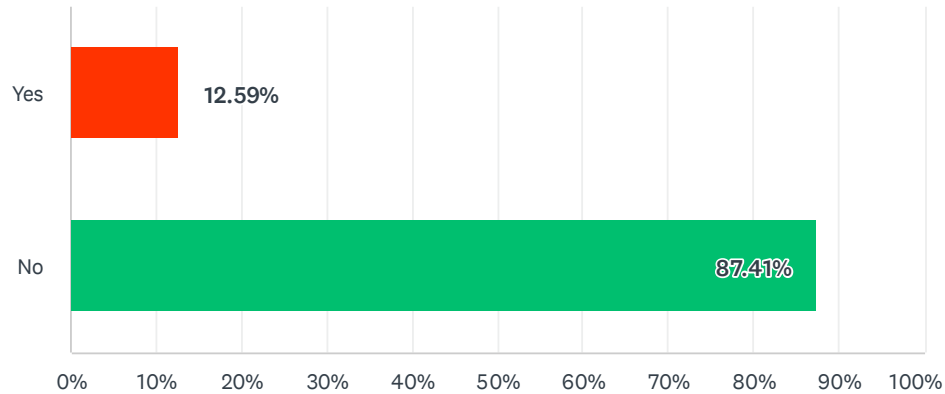
Answered: 111 Skipped: 56



ANSWER CHOICES	RESPONSES	
1000 ft	5.41%	6
1500 ft	11.71%	13
2000 ft	21.62%	24
3000 ft	41.44%	46
4000 ft	11.71%	13
>4000 ft	7.21%	8
Other	0.90%	1
TOTAL		111

Q7 Since RAs are inhibited below 1000 ft AGL, have you ever experienced a TA below 1000 ft on approach to RWY 19?

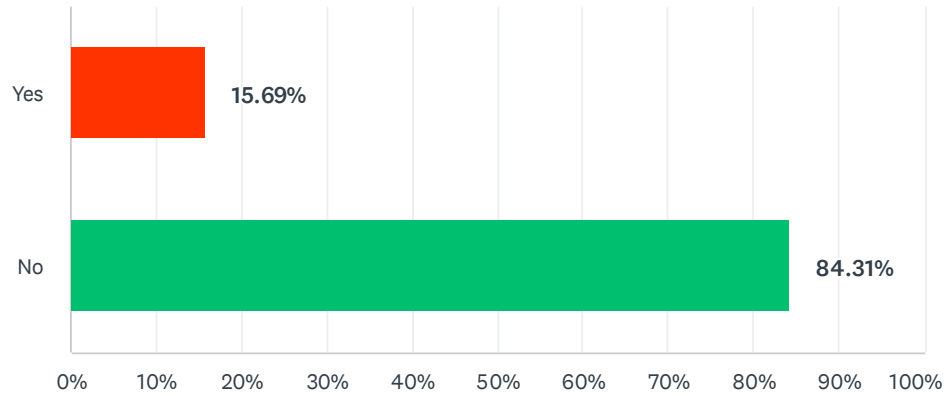
Answered: 135 Skipped: 32



ANSWER CHOICES	RESPONSES	
Yes	12.59%	17
No	87.41%	118
TOTAL		135

Q8 If you answered YES to the previous question, did you need to take evasive action?

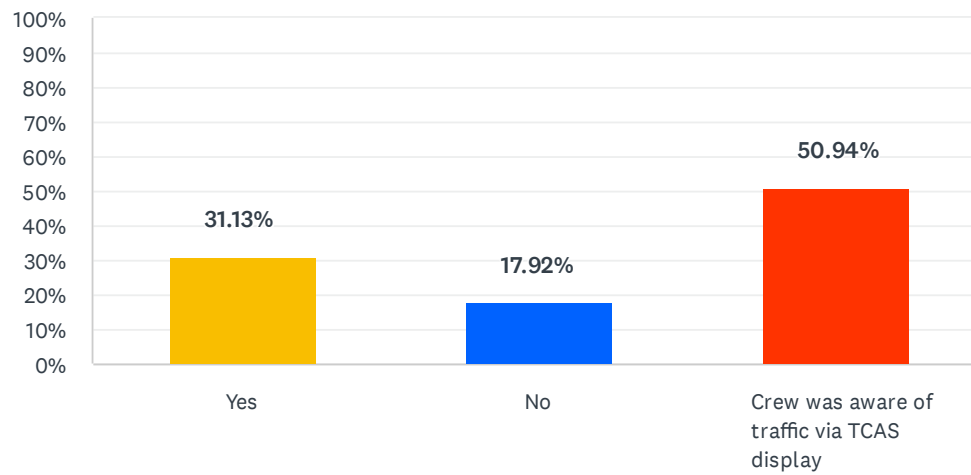
Answered: 51 Skipped: 116



ANSWER CHOICES	RESPONSES	
Yes	15.69%	8
No	84.31%	43
TOTAL		51

Q9 Were you advised by ATC of the traffic prior to the RA?

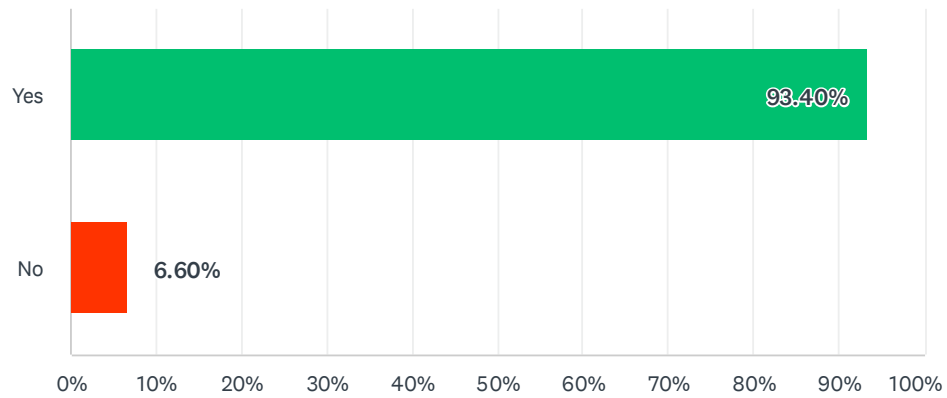
Answered: 106 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	31.13%	33
No	17.92%	19
Crew was aware of traffic via TCAS display	50.94%	54
TOTAL		106

Q10 Did you follow the RA as displayed by the TCAS system?

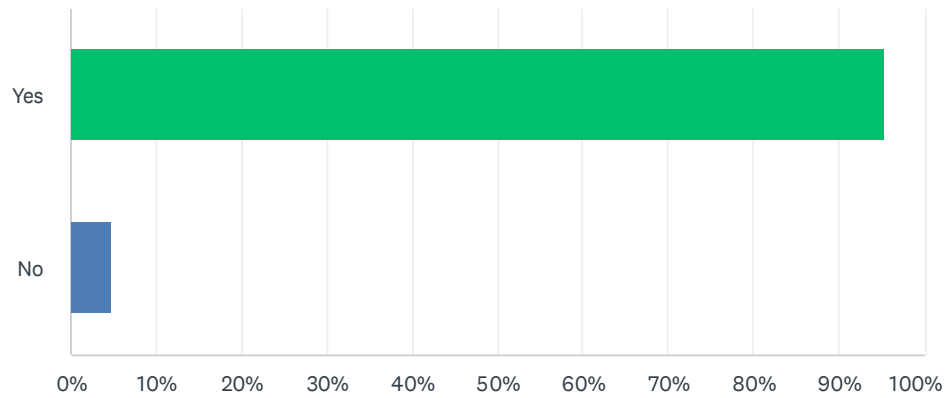
Answered: 106 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	93.40%	99
No	6.60%	7
TOTAL		106

Q11 Did the RA effectively resolve the conflict?

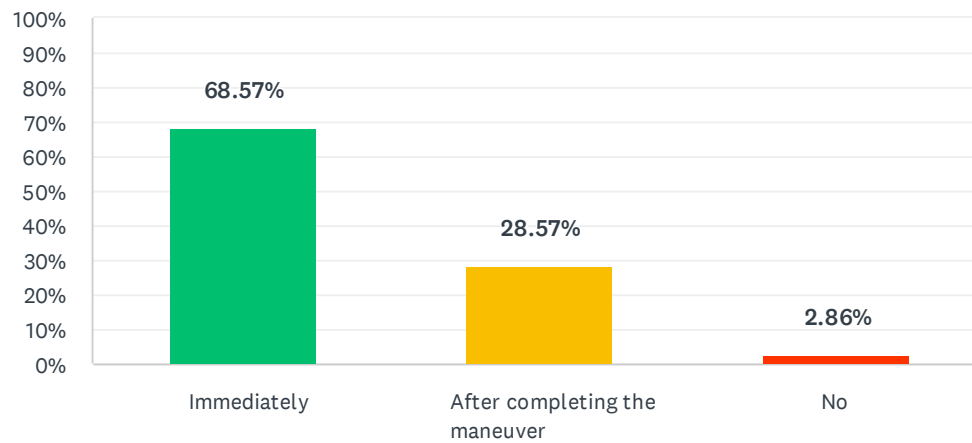
Answered: 105 Skipped: 62



ANSWER CHOICES	RESPONSES	
Yes	95.24%	100
No	4.76%	5
TOTAL		105

Q12 Did you notify ATC of the RA event?

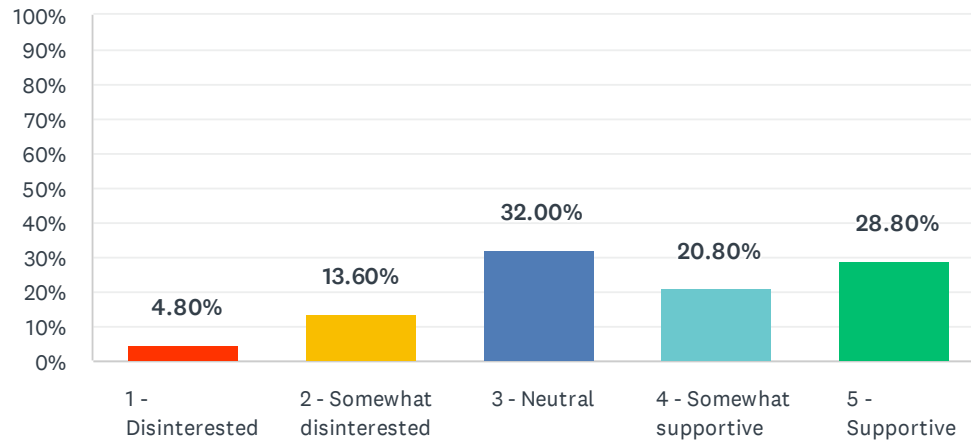
Answered: 105 Skipped: 62



ANSWER CHOICES	RESPONSES	
Immediately	68.57%	72
After completing the maneuver	28.57%	30
No	2.86%	3
TOTAL		105

Q13 On a scale from 1 to 5, how would you describe your interaction with ATC?

Answered: 125 Skipped: 42



ANSWER CHOICES	RESPONSES	
1 - Disinterested	4.80%	6
2 - Somewhat disinterested	13.60%	17
3 - Neutral	32.00%	40
4 - Somewhat supportive	20.80%	26
5 - Supportive	28.80%	36
TOTAL		125

Q14 Please explain your response to the previous question.

Answered: 90 Skipped: 77

#	RESPONSES	DATE
1	ATC does a great job communicating potential conflicts of traffic. This helps in the area of being vectored for an approach. Either to 19, 24 or 06. When it is not very helpful is close into the airport and it is a helicopter. The helicopter RA that I have experienced was when they gained and excepted visual separation but then maneuver to close to our aircraft causing an RA. .	9/5/2025 6:46 PM
2	NY ATC has become more friendly in recent years and the frequency seems a little less congested.	9/4/2025 7:28 PM
3	They try to accommodate you but usually just too busy.	9/4/2025 5:14 PM
4	I feel the controllers have a tough job and are stuck with an impossible task of trying to separate GA traffic at 3000 feet while I am on a vector at 3000 feet.	9/4/2025 2:54 PM
5	ATC in the NY-PHL sectors are overwhelmed with not only IFR traffic volume, but also the VFR traffic that is transiting and training on the immediate margins of Class B airspace	9/4/2025 2:24 PM
6	They seems to be overwhelmed	9/4/2025 11:19 AM
7	It has become a normalization of deviation from normal operations.	9/4/2025 10:41 AM
8	just acknowledge report	9/4/2025 9:22 AM
9	GA traffic are too often cleared 500 ft below IFR traffic which result in TCAS RA	9/4/2025 6:32 AM
10	At times they have provided advisories of traffic in the area but not under control and in all cases have tried to provide appropriate vectors/altitude changes to address the situation.	9/4/2025 1:52 AM
11	We advised that we were going to level off as the TA was below us. Controller questioned us that we were at the same altitude of traffic. The traffic continued to climb after first notification. We got an RA to climb and followed RA guidance.	9/3/2025 6:32 PM
12	They understood, and knew there was possibly going to be an issue.	9/3/2025 5:09 PM
13	They are supportive but very busy when this happens	9/3/2025 5:01 PM
14	N/A	9/3/2025 2:40 PM
15	ATC neither supportive or disinterested.	9/3/2025 2:26 PM
16	N/A Have not had a single TA/RA at KTEB	9/3/2025 1:43 PM
17	It is my opinion that ATC is doing a great job, it tends to be the GA Aircraft flying VFR that are not maintaining altitudes. I only have received TA	9/3/2025 12:42 PM
18	They are very busy and generally do a great job managing the traffic area	9/3/2025 12:06 PM
19	Each party understands that it's busy!	9/3/2025 11:44 AM
20	NY Approach can get very busy and the controllers are very good at dealing with all the traffic. Sometimes they can get frustrated and it feels like they're taking it out on you when you had nothing to do with the conflict that caused the frustration.	9/3/2025 11:07 AM
21	ATC was not in contact with the light aircraft	9/3/2025 11:02 AM
22	seems to be the norm for the area	9/3/2025 10:42 AM
23	I think they are used to it	9/3/2025 10:40 AM
24	New York Center is awesome spacing traffic both arriving and departing	9/3/2025 10:16 AM
25	We made the standard call to ATC, N*****, TCAS-RA and ATC replied roger	9/3/2025 10:15 AM

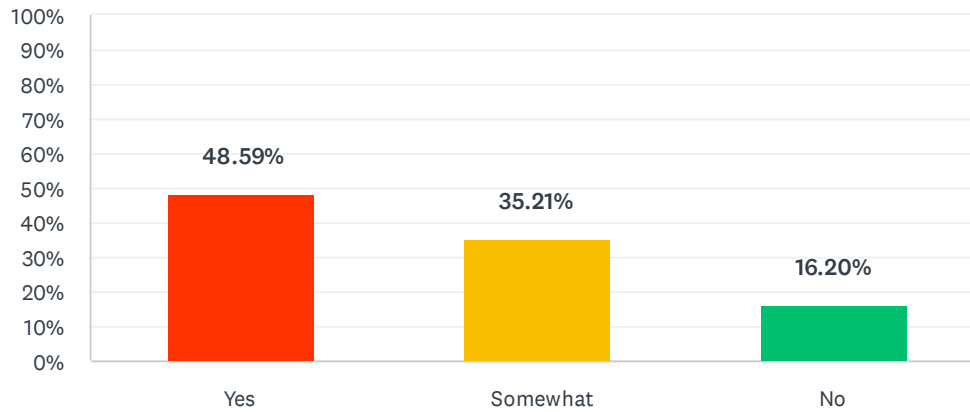
26	They acknowledged the RA	9/3/2025 10:14 AM
27	"CALLSIGN responding to RA" - Us "Roger" -ATC	9/3/2025 10:09 AM
28	This airspace is extremely congested. Encounter in traffic is a common occurrence. ATC doesn't seem to have time to send out additional alerts. Safety reports had been submitted within my company.	9/3/2025 9:42 AM
29	One flight comes to mind. While being vectored from the end of the STAR to the instrument approach we had 5 TA's and 2 back to back RA's with GA traffic between 4,000-3,000 feet. The controller was inundated with other traffic/duties and only gave one traffic alert callout. The RA's were reported and no response to the situation was ever received. All traffic was within 500 ft and at various positions to our flight path.	9/3/2025 9:27 AM
30	The controllers are super busy near TEB. They were very responsive and helpful. Appreciated.	9/3/2025 9:08 AM
31	ATC in and around the TEB airspace has always been professional, even during airspace saturation.	9/3/2025 8:41 AM
32	we share our concerns previously with TEB airport authorities, but they didn't show interest to take it seriously and rather we have to accept the fact that we operate in a busy area and have to expect this to happen.	9/3/2025 2:47 AM
33	Pilot monitoring advised ATC, they responded with another altitude and vector	9/2/2025 9:52 PM
34	Apologized	9/2/2025 9:18 PM
35	ILS RWY 19 the RA occurred on the missed approach with a vector West and climb to 2,000 FT. The problem was NOT related to ATC. It was our awful training and pilot tribe culture of press TOGA with Auto Throttles and the resulting MAX THRUST combined with extremely low landing weights!	9/2/2025 8:02 PM
36	Usually acknowledge the notification of RA, but its becoming very common to receive these.	9/2/2025 7:40 PM
37	The NY TRACON will not change any procedure. Hopefully PHL IS MORE OPEN TO SAFETY.	9/2/2025 7:04 PM
38	Didn't seem to care...	9/2/2025 6:21 PM
39	The response was "Roger"	9/2/2025 5:23 PM
40	Most are very good with a few overloaded controllers doing the best they can.	9/2/2025 5:22 PM
41	I am a helicopter pilot. ATC does their best to fit us into the traffic flow when we are IFR and recognizes our adaptability in the airspace when VFR, enabling us to safely enter and depart the airspace.	9/2/2025 5:14 PM
42	Radio traffic was so busy I don't think the controller really cared.	9/2/2025 4:58 PM
43	They said they don't control that airspace and helicopters don't have to communicate to them even though it is right on the approach path.	9/2/2025 4:56 PM
44	NY ATC are very good at handling the volume of traffic and understand the realities of all the conflicts in that area. I appreciate that they accommodate almost all the traffic there.	9/2/2025 4:51 PM
45	Didn't seem to be that important to them.	9/2/2025 4:49 PM
46	Controller responded appropriately and acknowledged when we returned to previously assigned clearance	9/2/2025 4:27 PM
47	They seem very task saturated and just don't have time. This has gotten worse since it was moved out by TRACON to Philly. They can't handle the work load.	9/2/2025 3:53 PM
48	no problems	9/2/2025 3:49 PM
49	Atc told us about the possible conflict we followed our instruments to avoid the conflict and reported to Atc what we had done	9/2/2025 3:46 PM
50	Flying in and out of TEB for 15 plus years I have never had an issue with ATC.	9/2/2025 3:37 PM
51	Expected more concern, but in defense of ATC, it was busy	9/2/2025 3:31 PM
52	They seemed interested and very relaxed and capable. No drama	9/2/2025 3:30 PM

53	They didnt even ack my transmission of responding to an RA	9/2/2025 3:21 PM
54	TA's and RA's have become so common place and frequent at TEB that it no longer phases anyone when they occur. Every time I have had an issue it has been VFR GA traffic not communicating with ATC. There needs to be a 2 way radio requirement in this airspace.	9/2/2025 3:09 PM
55	Traffic was VFR	9/2/2025 3:07 PM
56	ATC explained they were under staffed for the area.	9/2/2025 3:06 PM
57	ATC said Roger thanks for letting us know	9/2/2025 3:04 PM
58	ATC very accommodating and responsive, but they didn't share the same frustration for the number of RAs encountered.	9/2/2025 2:57 PM
59	ATC TOO BUSY FOR DISCUSSION	9/2/2025 2:52 PM
60	Got a "Roger" response	9/2/2025 2:51 PM
61	Saturated airspace with little time for any variables.	9/2/2025 2:51 PM
62	Always professional controllers willing to help.	9/2/2025 2:50 PM
63	ATC's response/tone was like the event was completely normal.	9/2/2025 2:49 PM
64	I personally have always had great service in the NY airspace	9/2/2025 2:42 PM
65	They acknowledge the issue	9/2/2025 2:42 PM
66	ATC treated the incident as a "matter of fact - to be expected" episode.	9/2/2025 1:18 PM
67	ATC seems acutely aware of the airspace saturation. However, there are only a select few corridors through which they can move aircraft while vectoring. It seems to be too many aircraft for too little airspace. A consideration might be to lower the floor of Class B on the outer rings to push GA traffic out of the radius to pursue flight training maneuvers.	9/2/2025 11:34 AM
68	Sometimes they are too busy to respond or it is hard to get in	9/2/2025 11:31 AM
69	Frequency is always so busy in the terminal area, it is difficult to make an immediate RA call. The N90 move from NY to Philly has only made this worse. Whoever thought that was a good idea didn't do their homework as the execution was terrible and has only made this airspace more dangerous. I feel badly for the controllers, their jobs are stressful enough. I don't know if there is an option to move the controller back to NY TRACON but I hope it is being considered.	8/31/2025 10:44 AM
70	Typical Response in the NYC area, didn't appear to care	8/30/2025 12:08 PM
71	ATC is Authoritarian, Arrogant, not prone on user requirements	8/29/2025 2:46 PM
72	In both recent RA events (<4mo), the GA traffic was not called out to the crew but was observed on the display. The northbound-ish VFR traffic in both cases was in clear conflict with eastbound TEB traffic being vectored for RWY 19.	8/29/2025 1:23 PM
73	NY ATC is superb	8/29/2025 10:16 AM
74	ATC does a good job pointing out traffic, but I think they're limited to what they can do. By the way several with the questions that say " check all that apply" will only allow you to make one selection	8/29/2025 8:50 AM
75	Seems that RA/TAs are so commonplace that ATC is not surprised.	8/29/2025 8:16 AM
76	I have always had positive interactions with ATC in TEB area. Sometimes controllers have been less than polite, but always have been productive.	8/29/2025 8:10 AM
77	Radio was congested	8/29/2025 8:04 AM
78	ATC is overworked and really didn't have time to discuss.	8/29/2025 7:44 AM
79	ATC acknowledges the events then moves on. They are too busy for a discussion	8/29/2025 7:27 AM
80	ATC personnel seem to be overworked and stretched thin. TEB is an extremely busy airport and requires correct staffing levels and even overstaffing due to aircraft having to be handled.	8/29/2025 5:48 AM
81	The VFR traffic flying north to south to the west of TEB is the issue. This is the area AT. has	8/28/2025 8:29 PM

	us on vectors to join the RWY19 approach.	
82	ATV pointed out traffic at our 11 o'clock position showing 2300 feet not talking to we were at 3000 feet defending to 2000 feet for the RNAV runway 24 We received the RA climbs told ATC and then descended back down.	8/28/2025 8:29 PM
83	After reporting the event to ATC, they did not said or explain or mention any action to the airplane causing the RA	8/28/2025 5:38 PM
84	Traffic management load being so high, they do the best they can do.	8/28/2025 5:02 PM
85	Received an RA just as we descended below 1000' agl. Visual on traffic, no maneuvering needed	8/28/2025 4:37 PM
86	Approach is under a lot of pressure due to staffing shortage after the forced move. They can get upset easily.	8/28/2025 4:27 PM
87	It was a while ago but it didn't seem like anything other than routine.	8/28/2025 4:01 PM
88	Mere acknowledgement of the event with no further inquiry by ATC. Filed NASA + Local Safety Report with Company	8/28/2025 3:51 PM
89	No response	8/28/2025 3:39 PM
90	Controller seemed to know of traffic but never advised before hand	8/28/2025 3:39 PM

Q15 Do you feel TCAS TA/RA events have become normalized in this airspace?

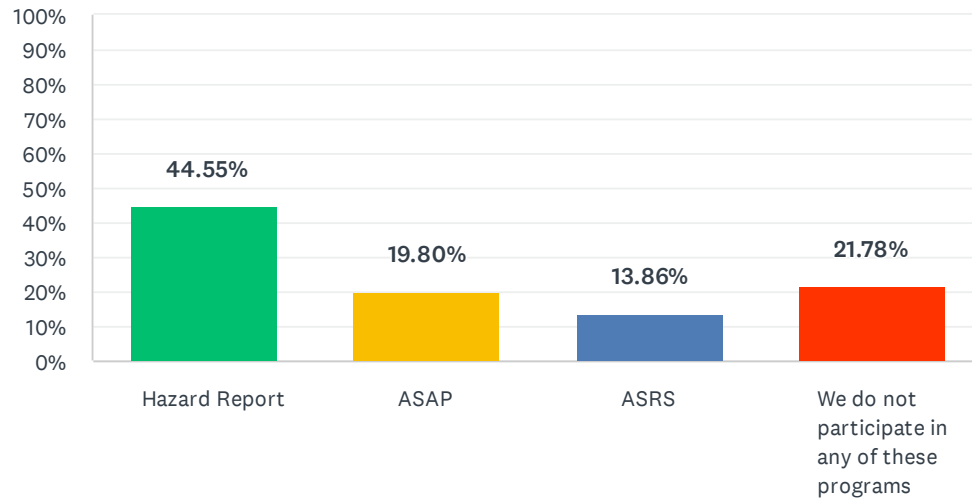
Answered: 142 Skipped: 25



ANSWER CHOICES	RESPONSES	
Yes	48.59%	69
Somewhat	35.21%	50
No	16.20%	23
TOTAL		142

Q16 Did you submit any of the following after the RA event? (Check all that apply)

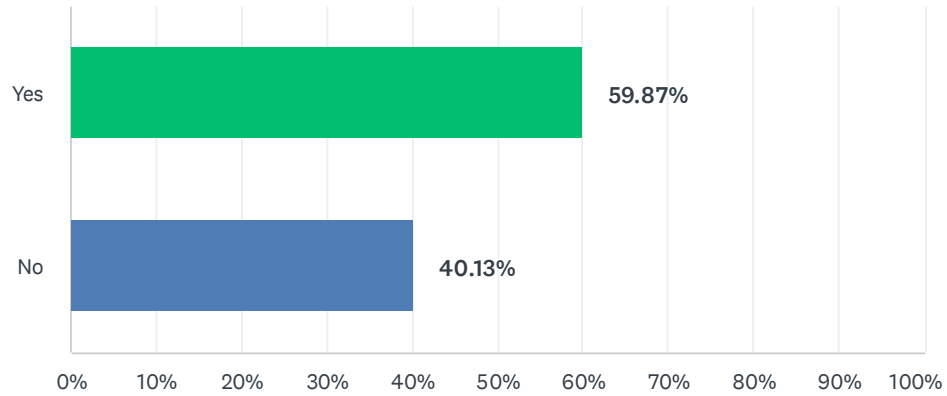
Answered: 101 Skipped: 66



ANSWER CHOICES	RESPONSES	
Hazard Report	44.55%	45
ASAP	19.80%	20
ASRS	13.86%	14
We do not participate in any of these programs	21.78%	22
TOTAL		101

Q17 Does your operation have a FOQA (Flight Operations Quality Assurance) program?

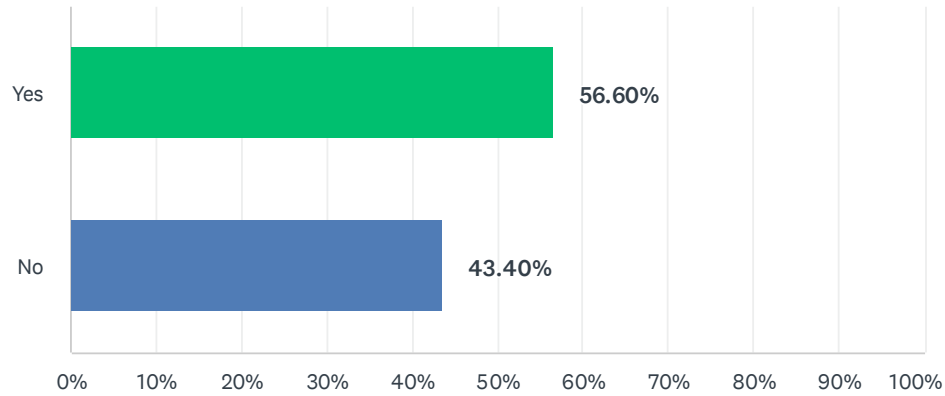
Answered: 152 Skipped: 15



ANSWER CHOICES	RESPONSES	
Yes	59.87%	91
No	40.13%	61
TOTAL		152

Q18 If yes, do you also share FOQA data with ASIAs (Aviation Safety Information Analysis and Sharing)?

Answered: 106 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	56.60%	60
No	43.40%	46
TOTAL		106

Q19 If you participate in FOQA and/or ASAP but do not share with ASIAs, what is your primary reason?

Answered: 35 Skipped: 132

#	RESPONSES	DATE
1	Policy	9/4/2025 1:15 PM
2	no	9/4/2025 11:45 AM
3	Unsure	9/4/2025 10:41 AM
4	Unsure	9/4/2025 9:47 AM
5	Non US operator	9/4/2025 6:32 AM
6	N/A	9/3/2025 7:54 PM
7	Awaiting approval from FAA	9/3/2025 6:32 PM
8	N/A	9/3/2025 2:40 PM
9	N/A	9/3/2025 1:43 PM
10	N/A	9/3/2025 9:27 AM
11	Company has used FOQA punitively in the past.	9/3/2025 8:41 AM
12	Gatekeeper is unaware of ASIAs	9/3/2025 7:40 AM
13	confidentiality	9/3/2025 2:47 AM
14	Approval from DOA pending	9/3/2025 12:09 AM
15	I do not know what AVIATION SAFETY INFORMATION ANALYSIS AND SHARING (ASIAs) is.	9/2/2025 8:02 PM
16	Not familiar with ASIAs	9/2/2025 7:51 PM
17	Unsure if it was shared	9/2/2025 4:58 PM
18	N/A	9/2/2025 3:09 PM
19	Foreign operator	9/2/2025 3:07 PM
20	Not currently set up as a small aviation dept.	9/2/2025 3:06 PM
21	NA	9/2/2025 2:57 PM
22	N/a	9/2/2025 2:53 PM
23	na	9/2/2025 2:51 PM
24	Never looked into it.	9/2/2025 2:50 PM
25	Privacy concerns	9/2/2025 2:42 PM
26	Haven't yet developed the program to that level. User internal organizational processes and procedures.	9/2/2025 11:34 AM
27	We share	9/2/2025 8:17 AM
28	There has been a push for years to have operators share their data with ASIAs; however, I can't think of one instance that it made a difference. To me the data just goes into a black hole and no action is ever taken. If ASIAs data was ever looked at, there would no longer be an issue with TCAS TA/RA events at Teterboro as there would have already been action taken to mitigate. ASIAs is an ineffective program.	8/31/2025 10:44 AM

29	The system will not change with the traffic flow system within NY	8/29/2025 2:46 PM
30	We participate in FOQA, ASAP, and ASIAs	8/29/2025 1:23 PM
31	Privacy	8/29/2025 7:44 AM
32	Not a US based company and aircraft is registered in the Cayman Islands. We do not have access to ASIAs	8/28/2025 8:29 PM
33	We do what our company says to	8/28/2025 8:29 PM
34	N/A	8/28/2025 5:02 PM
35	N/A	8/28/2025 4:27 PM

Q20 Describe a memorable Teterboro TA/RA encounter:

Answered: 61 Skipped: 106

#	RESPONSES	DATE
1	FAF on ILS to RWY 06. Helicopter turned in behind us causing the RA.	9/5/2025 6:46 PM
2	3 on one approach starting at STRAD and ending on the approach for 19.	9/4/2025 2:54 PM
3	We had 2 RA/TA events on 1 20 minute flight from PHL to TEB.	9/4/2025 2:24 PM
4	Wentz 1 departure off of Rwy 24. Cleared to climb to 6000 ASL after passing Wentz. Climbed out of an undercast layer of cloud. As we cleared the cloud deck we noticed a drone directly above us at a distance of less than 1/2 a mile. We altered climb to remain below the drone. We got within a few hundred feet of the device. It was a white quad-copter design. This was reported to ATC and the FAA after landing. No response received.	9/4/2025 11:45 AM
5	A lot	9/4/2025 11:19 AM
6	Been a few years, but had an RA with a light twin. Nothing major.	9/4/2025 10:57 AM
7	Helicopter passing directly below us as we began to intercept Glide slope for ILS 19.	9/4/2025 10:41 AM
8	We were on the initial segment of the RNAV 24 approach to KTEB, between WHEZY and SHREW, level at 2000', flaps 10°, 180kts IAS. Weather was DayVMC with lots of VFR traffic. We had two (2) TA alerts already within the last :15 minutes while being vectored by ATC. ATC advised "aircraft 11 O'Clock 500' above" our altitude. We had the aircraft displayed on TCAS and acquired the traffic visually in sight. It appeared to be a high wing single engine Cessna or similar type of aircraft. We first had a "Traffic" TA announcement, followed a little later by a "Monitor vertical Speed", a Red Box displayed on the target and a red box above the artificial horizon on the PFD. I disconnected autopilot and maintained level flight. It stayed on for a brief moment (estimate 1 second) before "Clear of Conflict" sounded from the TCAS system and we confirmed to intercept the final approach course to the GPS RNAV 24 approach.	9/4/2025 6:32 AM
9	N/A	9/3/2025 7:54 PM
10	< than 300' clearance	9/3/2025 6:32 PM
11	Gliders by SBJ	9/3/2025 5:09 PM
12	1. March 2025. Crew received an RA while being vectored to the ILS 6 circle to runway 1. While on vectors to the localizer near the western constraint of the MMU class D, crew received "maintain level flight." Crew responded to the RA and continued to safe landing. 2. April 2025. Crew received RA being vectored to VINGS for the ILS RUNWAY 6. The aircraft was 10-15 miles from VINGS and was in a descent from 4000 to 3000. RA activated with command to climb. Intruding aircraft was spotted by the crew approximately 500 below. Crew responded to the RA and continued once clear of the conflict. 3. April 2025. During cruise while working with NY Approach Control, aircraft was level at 4,000 feet MSL. NY Approach issued crew a traffic advisory for VFR traffic, and a heading to turn to away from the traffic. TCAS generated an RA advising to "Monitor Vertical Speed" followed soon after by "Climb." Climbed to approximately 4300 feet MSL and cleared the conflict. Flight resumed normally after communication with NY approach of the RA. 4. May 2025. Aircraft west of KTEB being vectored for unspecified approach near the JOKMI intersection. While at assigned altitude of 3000 feet MSL, ATC notified the crew of VFR traffic. Soon after RA was received instructing to "Climb." Crew complied with the advisory, notified ATC, cleared conflict and returned to assigned altitude. 5. June 2025. The crew received a total of four RAs while being vectored to the RNAV Y 19 approach and was on an IFR flight plan. The first and fourth of the sequence were to "Monitor Vertical Speed." The second event in the sequence was an RAs to "Descend," and the third RA was a "Climb." These all occurred while under IFR and being vectored from the west of KTEB. Crew was primarily working with Newark Approach sector and the final RA was on final to runway 19 6. June 2025. The crew received an RA while on the RNAV 24 between SHREW and ANGLE. Crew was descending from 2000 to 1700 at ANGLE and	9/3/2025 2:40 PM

received the RA to "DESCEND." Crew complied and cleared the conflict at 1500 feet MSL. The crew advised ATC, cleared conflict and returned to 1700' per the approach at ANGLE.

13	N/A	9/3/2025 1:43 PM
14	Light GA aircraft was not in comms with ATC. ATC notified us of the traffic which made a turn in our direction, giving us an RA. We followed the RA which then put us in conflict with another aircraft, we followed the secondary instructions and cleared all conflicts	9/3/2025 12:06 PM
15	Usually east and northeast of STW after the Wilkes Barre arrival ends	9/3/2025 11:44 AM
16	Ga aircraft being vectored underneath us 500' and not having the same altimeter causing a RA because they're actually -500'	9/3/2025 11:07 AM
17	Working with the controllers on departures feels rewarding. They are so sharp controlling the airspace. We travel to Teterboro about every two weeks year round and it is always a good feeling	9/3/2025 10:16 AM
18	not applicable	9/3/2025 10:15 AM
19	All of them! This is the only airspace in the country where it is NORMAL to get a TCAS RA.	9/3/2025 9:42 AM
20	As stated above... One flight comes to mind. While being vectored from the end of the STAR to the instrument approach we had 5 TA's and 2 back to back RA's with GA traffic between 4,000-3,000 feet. The controller was inundated with other traffic/duties and only gave one traffic alert callout. The RA's were reported and no response to the situation was ever received. All traffic was within 500 ft and at various positions to our flight path.	9/3/2025 9:27 AM
21	We report through www.tcasreport.com	9/3/2025 9:08 AM
22	Years ago while on the LVZ5 STAR, we encountered a glider with no transponder while descending east of LVZ. We took evasive action.	9/3/2025 8:41 AM
23	most of the time TCA RA happens during vectoring for the approach and during level flight when aircraft crossing within less than 500 ft.	9/3/2025 2:47 AM
24	Multiple encounters of the same type over MMU	9/2/2025 9:52 PM
25	Climbing fast on the Rudy or wentz departures	9/2/2025 9:18 PM
26	ILS RWY 19 the RA occurred on the missed approach with a vector West and climb to 2,000 FT. The problem was NOT related to ATC. It was our awful training and pilot tribe culture of press TOGA with Auto Throttles and the resulting MAX THRUST combined with extremely low landing weights!	9/2/2025 8:02 PM
27	No RA's lately, but low altitude TA's are common while on RNAV arrival routes approaching TEB from the north for RNAV 19	9/2/2025 7:51 PM
28	Vectors to ILS 19 @ 2000', conflict climbed directly across my flight path. We were co altitude at less than a mile.	9/2/2025 6:21 PM
29	Helicopter was transiting east to west probably from city to Morristown. We were on approach to 19 in MVFR. Got the TA and then RA. Was close enough to see the N#. Not a word from ATC or tower about it.	9/2/2025 4:56 PM
30	The aircraft approaching from the right side of the aircraft at the same altitude.	9/2/2025 4:49 PM
31	Too many. Not one stands out.	9/2/2025 3:53 PM
32	This one that I am talking about	9/2/2025 3:46 PM
33	I have not had any in 4 - 6 tris er year into TEB in the last 5 years.	9/2/2025 3:36 PM
34	Being vectored for ILS 19, to the SE of airport, heading basically North and traffic (VFR single engine, not in comms with Approach) was opposite direction just above us.	9/2/2025 3:31 PM
35	I could see the Bonanza pilot's sunglasses	9/2/2025 3:30 PM
36	Approach controller was pissed when we went missed, when we got a TA on approach and couldnt see the VFR traffic. Poor veto from the controller.	9/2/2025 3:21 PM
37	Stabilized on final and a Cirrus flies across final at my altitude.	9/2/2025 3:09 PM

38	Turned into VFR traffic while on vectors. Responded to RA, but calls to ATC were blocked by other aircraft on the frequency until clear of conflict. ATC was miffed that we had deviated from the clearance as "the traffic was VFR, so not a conflict."	9/2/2025 3:07 PM
39	RA led to a TA with another aircraft.	9/2/2025 3:06 PM
40	Primarily after SBJ enroute to VINGS and on the downwind for south operations	9/2/2025 2:57 PM
41	na	9/2/2025 2:51 PM
42	Cause was spacing constraints and time that it took for speed reduction or increases.	9/2/2025 2:51 PM
43	Most of our encounters have been with VFR traffic skirting the base of Class B airspace	9/2/2025 2:42 PM
44	Issued a TA while on vector's for RNAV 19 in the MMU area. The call was stepped on and had to be repeated. In that time, we received an RA for a GA aircraft that was approaching from our left side and climbing to our altitude (3,000'). We followed the RA and climbed above our assigned altitude to avoid the conflict. The information flow from the controller to the aircraft was without time and margin.	9/2/2025 11:34 AM
45	N/A	9/2/2025 8:17 AM
46	encountered fixed wing VFR target moving from north to south after departing runway 1 on the TEB4. We were close to rolling out on the westerly heading when we got the RA. We heard ATC talking to the VFR traffic so we had some situational awareness of the issue but the VFR traffic was, in our opinion, mishandled with the direction and prevailing flow of traffic.	8/31/2025 12:55 PM
47	In general, any time you arrive from the south on the JAIKE and are put on vector from SBJ, typically assigned heading 040-060 and descended to 3000', you are running the TCAS TA/RA gauntlet. There is so much light GA traffic it is rare when you don't get at least a TA. Additionally, when you are given the dog leg vector and descended to 2000' to intercept the FAC to RWY 19 there is a high probability you are going to get a least a TA and probability that will result in an RA. Lastly, when established on the FAC to 19 and descending to 1500' to cross the FAF, TUGGZ, I have received numerous TA/RA events in this segment which is unacceptable.	8/31/2025 10:44 AM
48	Have had a few over the last 15 years on the RUDY departure	8/30/2025 12:10 PM
49	Most of them are manage with a crew briefing integrating TA/RA threat management, which end up as far as we can see the traffic we do not respond to TA/RA. Which is a complete out of sense according the system set up to protect both aircraft. but without a threat management we will have to respond too many time in NY area.	8/29/2025 2:46 PM
50	It has been longer ago then 24 months but while on vectors for ILS RWY 19 a small GA aircraft was right underneath us transitioning around the airspace but then all of a sudden started to climb into us. We did report that and filed FOQA report.	8/29/2025 2:04 PM
51	Having two RA's on a single approach	8/29/2025 8:50 AM
52	Near SBJ, clear summer day. Multiple GA traffic on TCAS. Had to maneuver (climb) after RA from another unknown GA aircraft.	8/29/2025 8:16 AM
53	Nothing in the past two years most of my TA events have been around SBG VOR	8/29/2025 8:14 AM
54	Had a conflict with a Cirrus Aircraft, west of Teterboro while we were being vectored at 3,000' toward Strad Intersection.	8/29/2025 8:10 AM
55	ILS 6 circle to 1, ATC advised of VFR traffic below. They set off a climbing RA. We climbed into another RA for arriving traffic into EWR.	8/29/2025 7:44 AM
56	Pretty much same scenario as mentioned before. This time was RV for ILS 19 from HPN and the GA aircraft was 1500+ ft cruising to the northeast Never saw us we had to climb and then recapture glide path before having to do a missed approach	8/28/2025 8:29 PM
57	We had 2 on the same vector just 6 miles apart, the first one with an RA, which was so closed that our passengers discussed the event upon landing.	8/28/2025 5:38 PM
58	Both of the recent ones have been "MONITOR VERTICAL SPEED" due to light GA traffic 500' below.	8/28/2025 4:27 PM
59	RNAV 19, Visual Conditions, shortly after intercepting the glideslope, a high-wing Cessna	8/28/2025 3:51 PM

encroached our approach path from the SW to NE passing underneath after following guidance of the RA. Without TCAS this would have definitely been a mid-air collision.

60	RA while on vectors at 3000 over the hills lead to a GPWS terrain warning as soon as clear of conflict	8/28/2025 3:39 PM
61	About 15min the ago while being vectored for Rnav 19 light aircraft caused RA event. Traffic was in sight and no escape maneuvers was necessary	8/28/2025 3:39 PM

Q21 Any additional comments or suggestions?

Answered: 54 Skipped: 113

#	RESPONSES	DATE
1	My suggestion would be some kind of change in the airspace close in to the airport on approaches. That seems to be the most risk of the hazard.	9/5/2025 6:46 PM
2	Most of the issues I have had in my career are while being vectored on the downwind for 19 or on the base leg. If we could stay higher and fly slower we might avoid some of the GA traffic.	9/4/2025 7:28 PM
3	Something has to be done with the Class B floor.	9/4/2025 2:54 PM
4	The incident happened June 18th, 2025 at approximately 17:52 Local. This was not a TA/RA situation as the device did not have any form of transponder equipped. I have a screenshot of Foreflight for the approximate location. Roughly 1/2 between WENTZ intersection and our NW turn before KMMU.	9/4/2025 11:45 AM
5	Urgent need for revised airspace and corridors for VFR aircraft. We NEVER get an RA going into KLGA.	9/4/2025 10:41 AM
6	Improved VFR corridors	9/4/2025 6:32 AM
7	This questionnaire is not allowing all selections you are requesting. It is these little glitches that all (FAA, Evaluators, Operators) need to stay on top of and continually work to improve. We cannot become complacent with expectations that all others are doing all that they say they are or what many feel are normal expectations.	9/4/2025 1:52 AM
8	I think the airspace boundaries can be modified to reduce the interactions between big jets and Ga in vicinity of TEB	9/3/2025 7:15 PM
9	Redefine the airspace and make all light GA traffic establish 2 way ATC communications with an identifiable XPDR code especially near arrival/ departure corridors.	9/3/2025 6:32 PM
10	N/A	9/3/2025 2:40 PM
11	Unable to select multiple responses to questions above that ask "(Check all that apply)." Poorly designed survey.	9/3/2025 2:26 PM
12	None	9/3/2025 1:43 PM
13	Functionality of this survey is weird. Question #3, couldn't select zero RA's. Couldn't select more than one answer for "all that apply"	9/3/2025 11:44 AM
14	question 4 of my survey says check all that apply, however the survey will only let me select one answer. My experience in question 4 was one event from an airline and one event from a helicopter	9/3/2025 10:15 AM
15	There seems to be a lot of light GA traffic when on a vector off of SBJ on the JAIKE arrival. It seems like most of the time ATC is not talking to them. I have had ATC turn me to a heading if they see the traffic.	9/3/2025 10:14 AM
16	Create corridors that are protected for KTEB arrivals. I'LL TAKE GUEST EVENTS. I'VE EXPERIENCED HAVE BEEN WELL BEING REDIRECTED FOR AN APPROACH.	9/3/2025 9:42 AM
17	Teb is considered lowest priority when competing for airspace in the region (Verified by a controller over frequency) serving the most amount of business/GA traffic. TA/RA's are increase as are the number of delays, severe weather avoidance program initiatives, limited parking space etc.	9/3/2025 9:27 AM
18	Limit the number of GA activity to 2000 feet during TEB / EWR airspace saturation events until they are 15 miles west and north. Send a GA notice via Ops Grp and AOPA and the local FBOs reminding GA pilots of the high performance airspace they participate in.	9/3/2025 8:41 AM
19	TCAS RAs should never been considered Normal for any airport, and this must be addressed,	9/3/2025 2:47 AM

	and actions need to be set in place,	
20	1. Hand flying technologically advanced airplanes must not be considered intentional risk taking. 2. When pilots abdicate the cognitive work of flight path projection in time and space to the FMS and Auto Throttles bad things happen. 3. When executing a go around with high density surrounding traffic and low initial level off altitudes, the use of TOGA and MAX THRUST is extremely dangerous.	9/2/2025 8:02 PM
21	ATC has always been professional and supportive - but clearly understaffed and task saturated.	9/2/2025 7:51 PM
22	The data from ASIAs HAS SHOWN hot spot on the south bound approaches to TEB for more than ten years and the NY TRACON Failed to respond.	9/2/2025 7:04 PM
23	You are going to have another DCA accident if you don't make a airspace slot that is controlled to protect that airspace	9/2/2025 4:56 PM
24	Make an RNAV procedure to RWY 01 to reduce pilot and controller workload in the busy airspace.	9/2/2025 4:54 PM
25	No	9/2/2025 4:49 PM
26	Part 142 Course(s) (eLearning/Sim) for pilots that don't frequent TEB?	9/2/2025 4:47 PM
27	Keep up the incredible work	9/2/2025 3:30 PM
28	We do not go into TEB but very occasionally - we have encountered no issues	9/2/2025 3:23 PM
29	TEB is like DCA, everyone's luck is going to run out. Very surprised there hasn't been a midair yet.	9/2/2025 3:21 PM
30	Airspace redesign and alert areas designed for flight training from NY satellite airports	9/2/2025 2:57 PM
31	There are a lot of light GA aircraft flying at 2000, 2500, 3500 etc. the 500' spacing is generally not enough to avoid a TA/RA as with altimeter errors, TCAS usually reads about 400' difference to traffic and leads to RAs when both aircraft are in level flight. Ideally, more lateral spacing would help but it is congested airspace and not always possible. Recommend more controlled airspace in the most vulnerable areas to prevent the VFR skirting around without talking to anyone.	9/2/2025 2:53 PM
32	na	9/2/2025 2:51 PM
33	I think for the amount of traffic and tech ATC has avail, they do the best that they can. FSI and CAE could do some training on TUG's most wanted list for the folks that use TEB.	9/2/2025 2:51 PM
34	N/A	9/2/2025 2:50 PM
35	Each TCAS event was with a VFR aircraft. Perhaps designing a VFR corridor or lowering the Bravo airspace will help.	9/2/2025 2:49 PM
36	In and out of TEB about ten times in past fifteen months. No problems.	9/2/2025 2:48 PM
37	TEB airspace has become unreliable due to recent ATC approach controllers move to PHILLY	9/2/2025 8:17 AM
38	Extend the Teterboro Class Delta to provide protections when IFR traffic is establish on the FAC and please lower the outer ring on the Class Bravo. This airspace is an accident waiting to happen.	8/31/2025 10:44 AM
39	I support all efforts to reduce the chances of a TA/RA in the highly congested KTEB terminal airspace	8/30/2025 12:10 PM
40	The obvious answer is to slow aircraft down, but is really hard in this particular airspace.	8/30/2025 12:08 PM
41	no	8/29/2025 2:46 PM
42	Thank you for looking into this. This is almost the exact same situation as the helicopter airliner midair in DCA. I know some feel it is different but you can not help but see the similarities and it needs to get corrected before something tragic happens.	8/29/2025 2:04 PM
43	Really glad to hear about the work to address this issue. I happen to sit on the GE FOQA Steering Committee and have been involved in the discussions for some time now. Fingers	8/29/2025 1:23 PM

crossed the RA issue in TEB and other airports (VNY, BUR, etc) finally gets the attention it deserves.

44	I am the Safety Manager at Wheels Up Private Jets and was asked to complete this by my Chief Pilot. The answers come from 25 Events recorded over the past 24 months. PS Questions 5 and 6 only allow one pick.	8/29/2025 11:54 AM
45	I've heard many many pilots say nothing's gonna change until there's a midair. It's unfortunate that there's this mindset.	8/29/2025 8:50 AM
46	Arrival brings us all down too low / too early. The airlines would stop that in a heartbeat, yet our owners in G650, Global 7500 and large cabin Dassault are blissfully unaware. This has been happening for as long as I can remember. My favorite weather for flying into TEB on the Jaike 4 is wind gusting to 30 kts and 200 and 1/2 mile visibility. Never had a RA/TABwith those conditions. Unfortunately, summertime and clear skies puts us at higher risk.	8/29/2025 8:16 AM
47	ATC is very efficient in and around TEB.	8/29/2025 8:14 AM
48	The Cirrus was inbound to MMU, but had yet to make a call to request entry into their Class D airspace. They were at 3,000'	8/29/2025 8:10 AM
49	SLOW us down. ATC has Biz jets keeping 250 KIAS almost until the base turn when being vectored. This is dangerous with all the VFR traffic. It's a bee hive and the Bravo needs to be extended to the northwest if you're going to keep us this fast.	8/29/2025 7:44 AM
50	Correct levels of ATC staffing is required at TEB.	8/29/2025 5:48 AM
51	Limit VFR traffic to the west of TEB in the north/south flight path corridor to 2000ft.	8/28/2025 8:29 PM
52	ATC does a good job. The airspace is congested Would be nice if on windy days out of the north we were able to make use of the RNAV approach for runway 1	8/28/2025 8:29 PM
53	Move ATC back to New York and increase staffing	8/28/2025 4:27 PM
54	Controllers in the area are always very busy and this particular time forgot to mention said traffic	8/28/2025 3:39 PM