

## **TUG WebEx Meeting Notes**

### **September 17, 2025**

#### **Joe Dickinson – TUG Vice-President [Teterboro Users Group](#)**

- Joe filled in for TUG President Dave Belastock, who was traveling but still attended most of the meeting, and welcomed the presenters and attendees.

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

- YTD 105,896 ops (1% down from 2024)
- YTD Int'l Arrivals 6,086 (up 3% from 2024)
- Wednesday, Sept 3 was busiest day at 435 ops
- Sherri thanks the pilot community for supporting the noise-reduction efforts
- Current projects
  - Stormwater drainage rehab – Night and/or weekend single-runway closures
- Historically high-traffic days:
  - September
    - UNGA – Sept. 5-26 (21-26)
    - Ryder Cup – Sept. 23-28
    - Rosh Hashana – Sept. 22-24
  - October
    - Yom Kippur – Oct 1-2
    - Columbus Day – Oct. 13
  - November
    - Daylight savings ends – Nov. 2
    - Veterans Day – Nov. 11
    - Thanksgiving Day – Nov. 27
  - December
    - NYC Tree Lighting – Dec. 3
    - Hanukkah – Dec. 14-22
    - Christmas Day – Dec. 25
- Hot Spot situational awareness
  - Runway hold-short signs have been installed on BOTH sides of runway entrances
  - Elevated and in-pavement Runway Guard Lights (yellow flashing)
  - Surface-painted signs on BOTH sides of runway entrances
  - Enhanced taxiway centerlines (dashed lines on either side of taxiway centerline)
  - The subject of possible Runway Status Lights (RWSL), in the form of Stop Bars and Runway Entrance Lights (REL), was raised, but the airport currently has no plans for upgrading to this system.

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

- This is Matt's last TUG meeting as TEB ACTS manager. He'll be returning to a supervisory role but will remain active in TEB operations. TUG extends our warm thanks to Matt for his outstanding service to TUG and the airport community.
- Ramp gridlock situation has been improving thanks to
- Surrounding facilities (CDW, N07) have been provided with awareness of TCAS issues on approach to Rwy 19
- Pilots requesting Runway 19 at night (for noise purposes) should advise TEB ATC as soon as possible. TRACON needs to build a 10-mile gap in EWR arrivals to accommodate. Tower may say there's an "indefinite delay" for departure, but usually the delay is short.
- RNAV Rwy 1 approach is in progress.
- Watch for TFRs related to UNGA and VIP ops.
- Pilots are encouraged to clarify with ground controllers any time a taxi instruction is in question.

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- Considering the recent collision at DCA, TUG reached out to Shelby Balogh, Principal Analytics Engineer at GE Aerospace.
- A review of data was conducted, and Mr. Balogh is share his analysis with TUG as outlined below. His full presentation can be found on the TUG website.

**Shelby Balogh – GE Aerospace Principal Analytics Engineer** [Flightpulse](#) | [GE Aerospace](#)

- C-FOQA TCAS TA/RA Analysis
  - Data collected from 2,000 aircraft and 600+ flight departments, from airlines to GA jets
  - TCAS alerts are based on time:
    - 1,000' to 2,350' – 25 seconds for TA, 15 seconds for RA
    - 2,350' to 5,000' – 30 seconds for TA, 20 seconds for RA
    - Inhibited Areas
      - RAs inhibited Below 1,000' AGL
      - TAs inhibited below 500' AGL
    - TCAS Response – to achieve required separation, pilots must begin a 0.25g maneuver and achieve a 1,500 ft/min vertical rate within 5 seconds.
      - For subsequent RAs, pilot response is 0.35g maneuver to 2,500 ft/min vertical rate within 2.5 seconds.
    - Conflict Resolution – RAs are concluded when required vertical separation is achieved (300'). After an RA, an audible "Clear of conflict" message is generated, and the aircraft may return to its assigned altitude.
  - In 2018, TEB experienced 24 RAs per 1,000 arrivals. This number has increased to 37 in 2025 (representing a 55% increase) while the United States average is only 5.3 per 1,000 arrivals, indicating that TEB experiences RAs at a rate more than 7 times the national average.
  - At 410 average operations per day, this equates to a likelihood of 6 to 9 RAs \*per day\* at TEB.

- Analysis of RA locations indicates that RAs are most likely to occur between 1,500' and 3,000' altitude and between 5-12 nm north of TEB. Two-thirds of the incidents had an estimated vertical separation of 300'.
- Many of the RAs seem to occur northwest of TEB while flying eastbound toward the Rwy 19 approach. Blind spots on northbound high-wing aircraft might be contributing to the issue.
- Most RAs occur in VFR weather (47.4 per 1,000). MVFR (7.5) and IFR (2.8) rates are significantly lower.
- Shelby assesses that TEB arrivals are most likely to experience RAs below 5,000'. He suggests a Class B airspace extension up to 30nm from TEB, as well as lowering the floor of the Class B airspace, to provide an adequate level of safety for aircraft.

**Jim Allerdice – Vianair Advisor, Procedures Design, ATC** [Vianair](#)

**Ralph Tamburro – PANYNJ Delay Reduction Manager** [PANYNJ](#)

- In a recent survey, 2/3 of pilots reported a TA or RA during the past 24 months while operating near TEB. Most events occurred while being vectored for approach at 3,000'.
- About half of respondents indicated that Tas and RAs have become normalized in the TEB area.
- Maintaining 250 KIAS near the airport has also been identified as a factor that contributes to RAs. Although ATC often permits or encourages these speeds below Class B near TEB, pilots are encouraged to follow the "200 KIAS limit below Class B" regulation under FAR 91.117.
- Survey results are available on the TUG website, <https://teterborousersgroup.org>

**Clint Morrow – Bridgenet International Vice President** [BridgeNet International](#)

**Adeel Yusuf – PANYNJ Manager Environmental Services** [PANYNJ](#)

- TEB Good Neighbor Awards criteria: NO noise level violations and NO Quiet Hours flights (11pm to 6am). Most prior award winners have relatively few (~100) annual flights.
- Proposed Program Updates
  - Goal – add new awards that include operators with the most flights, and encourage better performance and participation
  - Approach – Maintain all elements of Quiet Flying Program, create expanded award opportunities, and add a dashboard scoring system
- Potential Engagement Categories – Meeting participation (FQP Focus Group, TUG), pilot training/educational materials on Fly Quiet, documentation on sustainability practices, login to FQP Dashboard Reporting site once per quarter

**Joe Dickinson – Vice-President, TUG** <https://teterborousersgroup.org/>

- Rudy Steinthal indicated that the NJ Aviation Hall of Fame induction dinner will be Oct. 27, 2025. <https://njahof.org/>
- Joe thanked all of the presenters and attendees for their participation.
- Next TUG meeting will be on December 17, 2025 at 10:00am Eastern.