

TUG WebEx Meeting Notes

March 18, 2026

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

- Dave welcomed everyone to today's action-packed meeting.
- ¼ point of CAM credit is available for each TUG meeting.

Sherri Smith – Airport Manager, and

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

- YTD 2025
 - Total ops are up 0.07%. Jet ops up 1.5%. Int'l arrivals up 3%
 - Avg. 473 daily movements
- 2026 numbers are comparable to same time in 2025
 - Feb. 24,604 movements, up 2.1% from 2025
 - 640 movements on Feb. 12
 - Avg. 417 movements per day
- Construction
 - New airport beacon – scheduled completion July 2026
 - "Old" ATCT removal – work begins March 23. No impact to airside operations. Completion scheduled for end of 2026.
- FIFA World Cup – 8 dates at MetLife Stadium
 - June 13 – 1800L (Saturday) – Brazil vs. Morocco
 - June 16 – 1500L (Tuesday) – France vs. Senegal
 - June 22 – 2000L (Monday) – Norway vs. Senegal
 - June 25 – 1600L (Thursday) – Ecuador vs. Germany
 - June 27 – 1700L (Saturday) – Panama vs. England
 - June 30 – 1700L (Tuesday) – Knock-Out Round
 - July 5 – 1600L (Sunday) – Knock-Out Round
 - July 19 – 1500L (Sunday) - Final
- Sail 4th – July 3 to July 9
 - Military activity near TEB, in addition to the FIFA match
- March Events
 - Spring Break departures – Last 2 weeks of March
- April Events
 - Passover – April 4 to 9
 - Easter – April 5
 - Masters Golf – April 6 to 12
- May Events
 - Kentucky Derby – May 2
 - Mother's Day – May 10
 - College Completions and Graduations – May 9 to 17

- Preakness – May 16
- Memorial Day – May 25
- June Events
 - Belmont Stakes – June 6
 - Tony Awards – June 7
 - FIFA World Cup – June 11 to July 19
 - U.S. Open Golf (Oakmont, PA) – June 18 to 21

Matt Petersen – Air Traffic Manager, [FAA](#)

- Traffic levels are up at TEB. Operations would have been higher if not for several large snow events in early 2026.
- Scott convenes daily with TEB FBOs to coordinate operations.
- FIFA matches
 - It's difficult to foresee exactly when air traffic will be heavy. Operators are implored to make reservations (and adhere to them) with your FBOs. TFRs around MetLife Stadium (3nm ring, no loitering, no impact to IFR operations) are likely.
- Sail 4th Event
 - TFRs around Hudson River should be anticipated
- Some operators have been changing their destination to TEB while airborne to avoid delays. Pilots are DISCOURAGED from doing this, as it greatly complicates ATC operations.
- Go-Around procedures at TEB
 - A recent go-around on the RNAV 19 approach climbed to over 2,000', rather than leveling at the published 1,500'.
 - Matt is soliciting input from the pilot community on how to prevent such errors.
 - Dave Belastock emphasized the importance of flight crews briefing the Missed Approach procedure carefully and setting their Altitude Selector (ASEL) appropriately.
 - Matt added that pilots should expect ATC to instruct them to "Fly the published missed" if a go-around is needed.
 - An official RNAV (GPS) Rwy 1 approach is now available at TEB as of March 2026.
 - At the VGF (Visual Guidance Fix), pilots must have the runway in sight to continue the approach.
 - The Missed Approach Procedure calls for a "climb to 1,300' on the FMS lateral path to Rwy 1" along with several step-up altitude restrictions. This can be very complicated from an automation-management perspective.
 - The FAA InFO on Approaches with VGF can be found here: [FAA InFO on VGF](#)
 - Other changes include:
 - ILS Z Rwy 6:
 - DANDY now mandatory at 1,300' (instead of 1,500' previously)
 - VINGS now mandatory at 2,000' (instead of "at or above" previously)
 - DA and visibility minima have been increased on several approaches.
 - VFR Traffic transitioning the TEB Rwy 19 approach course from west to east have been causing TAs and RAs for TEB traffic. The RAs occurring here are 5x the national average.

- FAA has agreed to form a Safety Risk Assessment panel (SRA) to quantify the problem and find solutions.

Simon Innocent – Sr. Director, [Honeywell Aerospace](#)

- GNSS jamming and spoofing are growing threats to aviation safety and operational reliability.
- Honeywell is evolving its avionics solutions (with the IRS at their core) to protect business aviation operators.
- GPS Jamming
 - An RF signal interferes with (or overpowers) signals from GPS satellites, rendering GPS unavailable
 - GPS can be unavailable for minutes or hours during operations within an affected region
- GPS Spoofing
 - Counterfeit GPS signals overpower legitimate GPS signals and deceives the receivers, causing them to compute incorrect position, navigation and time (PNT)
 - Regions where spoofing may occur generally coincide with areas that also see jamming
- Honeywell's LASEREF VI (L6) IRS has new software that detects jamming and spoofing.
 - Spoofing Monitors:
 - Detection of spoofing and output of spoofing status message for use by downstream systems
 - Protection of IR Alignments
 - Protection from starting hybrid solution in spoofed environments
 - Protection of hybrid solution in flight (hybrid coasting when spoofing encountered)
 - Jamming Monitors:
 - LASEREF VI software update also implements a GPS Jamming monitor that detects drop in GPS satellite signal-to-noise ratio, as well as loss of tracked satellites
 - GPS receivers often behave as if jammed while in the presence of spoofing
 - Detection of jamming is annunciated in a new GPS Jamming/Spoofing output message
 - Dec. 2026 is the target availability date of the software, pending approval of the solution from aircraft OEMs. Deployment to begin in early 2028.
 - Phase 1: Focused on navigation resilience
 - GPS spoofing monitors in LR6 IRS (P/N HG2100BB06)
 - FMS automated reconfiguration of sensors upon IRS spoofing detection
 - CAS message
 - Phase 2:
 - GPS receiver update to protect other downstream consumers of GPS data

John Cox – CEO, [Safety Operating Systems](#)

- FAA is embracing SMS implementation in numerous facets of aviation.
- NTSB recommends any Part 91 turbine operator have an SMS in place.
- “We’re not required to have it” or “We’re just a small operation” are becoming weak arguments for failing to implement SMS. SMS systems are scalable and applicable to any operation.
- SMS includes a formal process of risk identification and mitigation.
 - How well does your SMS system function, both reactively and proactively?
- Safety initiatives like SMS require support from the very highest levels of company management and senior leadership.
 - There is a definite business/financial case to support SMS implementation.
- In the aftermath of a serious accident or incident, significant media coverage will occur – partly because serious airline and business aircraft accidents are so rare.
 - An effective Emergency Response Plan is critical, as John emphasized from a real-world example.
- Runway excursions are the most common risk but result in the fewest injuries.
- Most fatalities occur during inflight loss-of-control accidents. Upset Prevention and Recovery training is critical.
- The question John asks companies is, “How do you determine an acceptable level of risk?”
- The main point of John’s presentation is that, regardless of our high levels of safety, we must get better.
- Procedural non-compliance is the biggest issue in flight operations, along with failing to properly document the procedures.
- Operators should review 14 CFR Part 5, which discusses SMS.
- Implementing an SMS program can be intimidating without deep knowledge of the topic. Operators are encouraged to seek assistance from professional SMS companies.

Gabe Andino – Noise Abatement and Environmental Compliance Manager, [Avports](#) and

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

- Good Neighbor Awards (existing program)
 - No noise violations
 - No “quiet hours” flights (11pm to 6am)
 - Goals for program updates
 - Encourage better performance and increase participation
 - Add new awards that expand to all operators – especially those with the most flights
 - Proposed scoring system will include noise violations, quiet hours operations, fleet noise quality, and engagement
- FlyQuiet program scoring system and online dashboard
 - April-May 2026: Share the Dashboard with operators
- The TEB Noise Office can be contacted at noiseoffice@teb.com for questions or feedback

Ralph Tamburro – Airport Delay Reduction Program Manager, [PANYNJ](#)

- GreenLandings – discussions on funding are ongoing.
- SWAP is a focus item, specifically weather forecasting and planning.
 - Possibility of TEB Tower issuing reroutes instead of Center.
 - Pre-Planned Departure Recovery – allowing departures to resume as soon as weather conditions improve
- FAA eIPP program – designed to accelerate the safe deployment of eVTOL and advanced air mobility aircraft through public/private partnerships

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

- March 19 – chart supplement for crossing TEB Rwy 19 final approach course
- Pilots should report all RAs through the proper channels
- Next meeting – Wednesday, June 17