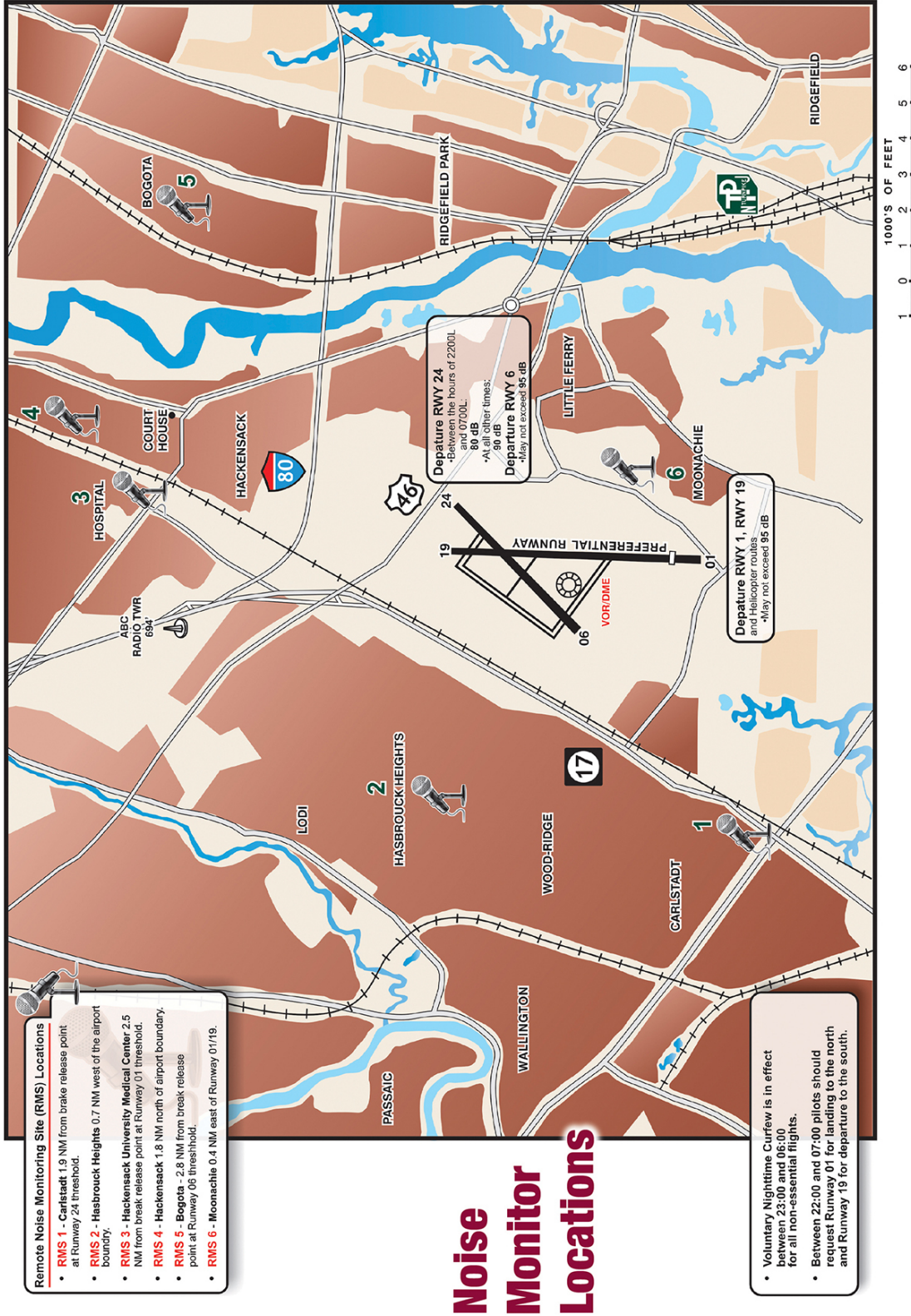


Diagram #1: TEB Noise Monitor Locations

All Aircraft Categories / All Runways



KTEB	Teterboro Airport Teterboro, New Jersey, United States
-------------	--

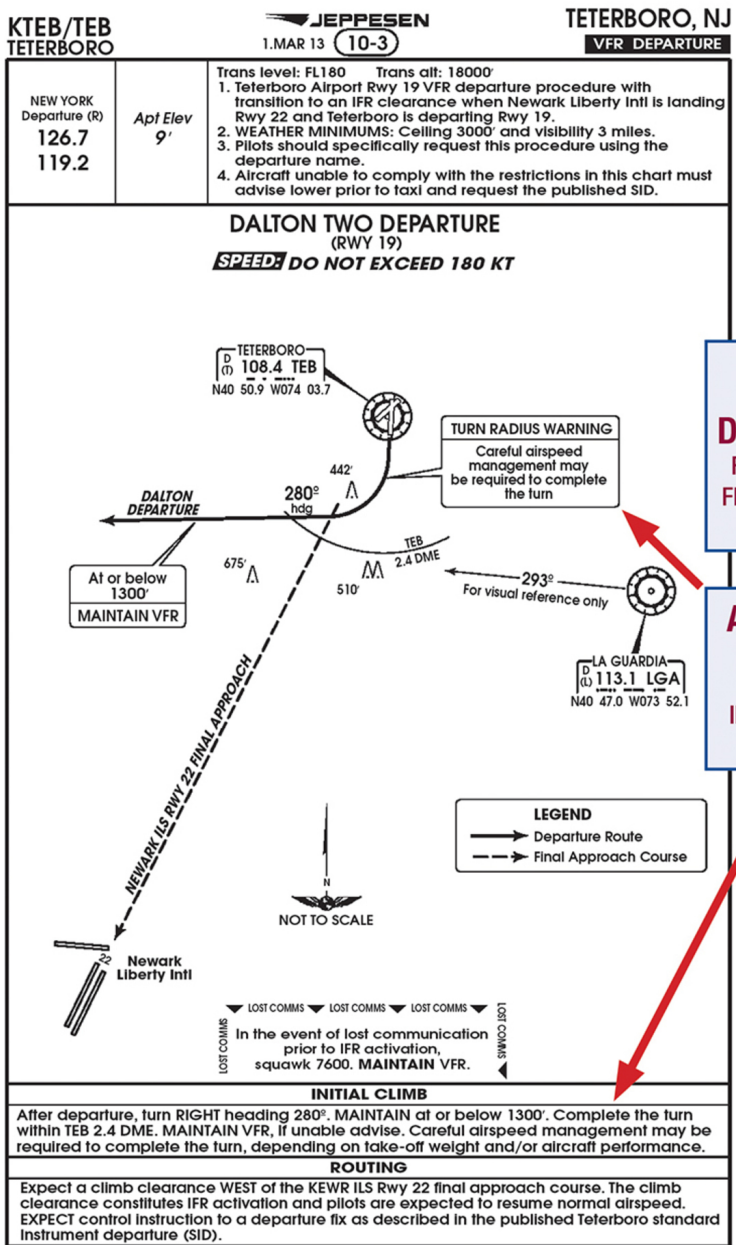
Noise Sensitivity Level: HIGH

Diagram #2: Dalton Two Departure for Runway 19

Aircraft Categories: A, B, C, D & E / Runway 19



Dalton Two Departure



NOT FOR NAVIGATION, CHECK LATEST JEPPESEN OR NOAA FACILITY DIRECTORY UNDER SPECIAL NOTICES FOR UP-TO-DATE INFORMATION.

PILOTS MUST REQUEST THE DALTON TWO FOR RUNWAY 19 FROM CLEARANCE DELIVERY

ATTENTION: TURN RADIUS WARNING AND INITIAL ALTITUDE RESTRICTIONS

MAINTAIN SAFETY: STRICT COMPLIANCE TO ALL PROCEDURES IS MANDATORY!

CHANGES: Completely revised.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

KTEB	Teterboro Airport Teterboro, New Jersey, United States	Noise Sensitivity Level: HIGH
-------------	--	--------------------------------------

Diagram #3: Runway 19 RNAV Offset Approach

Aircraft Categories: A, B, C, D & E / Runway 19

TETERBORO, NEW JERSEY AL-890 (FAA) 20366

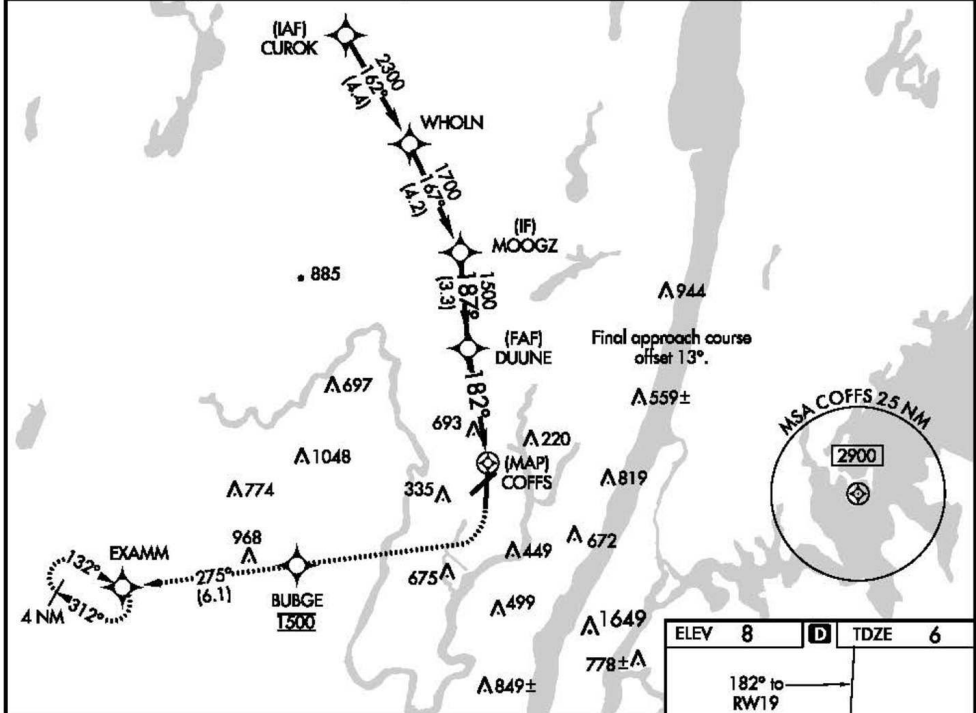
RNAV (GPS) X RWY 19
TETERBORO (TEB)

RNP APCH. RADAR required. Rwy 19 helicopter visibility reduction below 3/4 SM NA. Circling NA for Cats B, C, D northwest of Rwy 06-19.	MISSED APPROACH: Climbing right turn direct BUBGE, cross BUBGE at 1500, then climb to 3000 on track 275° to EXAMM and hold, continue climb-in-hold to 3000.
---	---

D-ATIS	NEW YORK APP CON	TETERBORO TOWER	GND CON	CLNC DEL	CPDLC
114.2 132.85	127.6 379.9	119.5	121.9	128.05	

NE-2, 17 JUN 2021 to 15 JUL 2021

NE-2, 17 JUN 2021 to 15 JUL 2021



MOOGZ 1700 187°	DUUNE 1500 182°	COFFS 3000 tr 275°	EXAMM
3.3 NM		1.9 NM	
2.1 NM to COFFS 3.00° TCH 57			
CATEGORY A 880-1 874 (900-1)	B 880-1 1/4 874 (900-1 1/4)	C 880-2 1/2 874 (900-2 1/2)	D 874 (900-2 1/2)
LNAV MDA 960-1 1/4 954 (1000-1 1/4)	960-1 1/2 954 (1000-1 1/2)	960-3 954 (1000-3)	954 (1000-3)
CIRCUNG 960-1 1/4 952 (1000-1 1/4)	960-1 1/2 952 (1000-1 1/2)	960-3 952 (1000-3)	1040-3 1032 (1100-3)

ELEV 8	TDZE 6
--------	--------

TDZ/CL Rwy 6 and 19
REIL Rwy 1, 6, 19 and 24
HIRL Rwy 1-19 and 6-24

TETERBORO, NEW JERSEY TETERBORO (TEB)

Orig 31DEC20 40°51'N-74°04'W **RNAV (GPS) X RWY 19**

Diagram #4: Runway 19 RNAV Offset Approach

Aircraft Categories: A, B, C & D / Runway 19

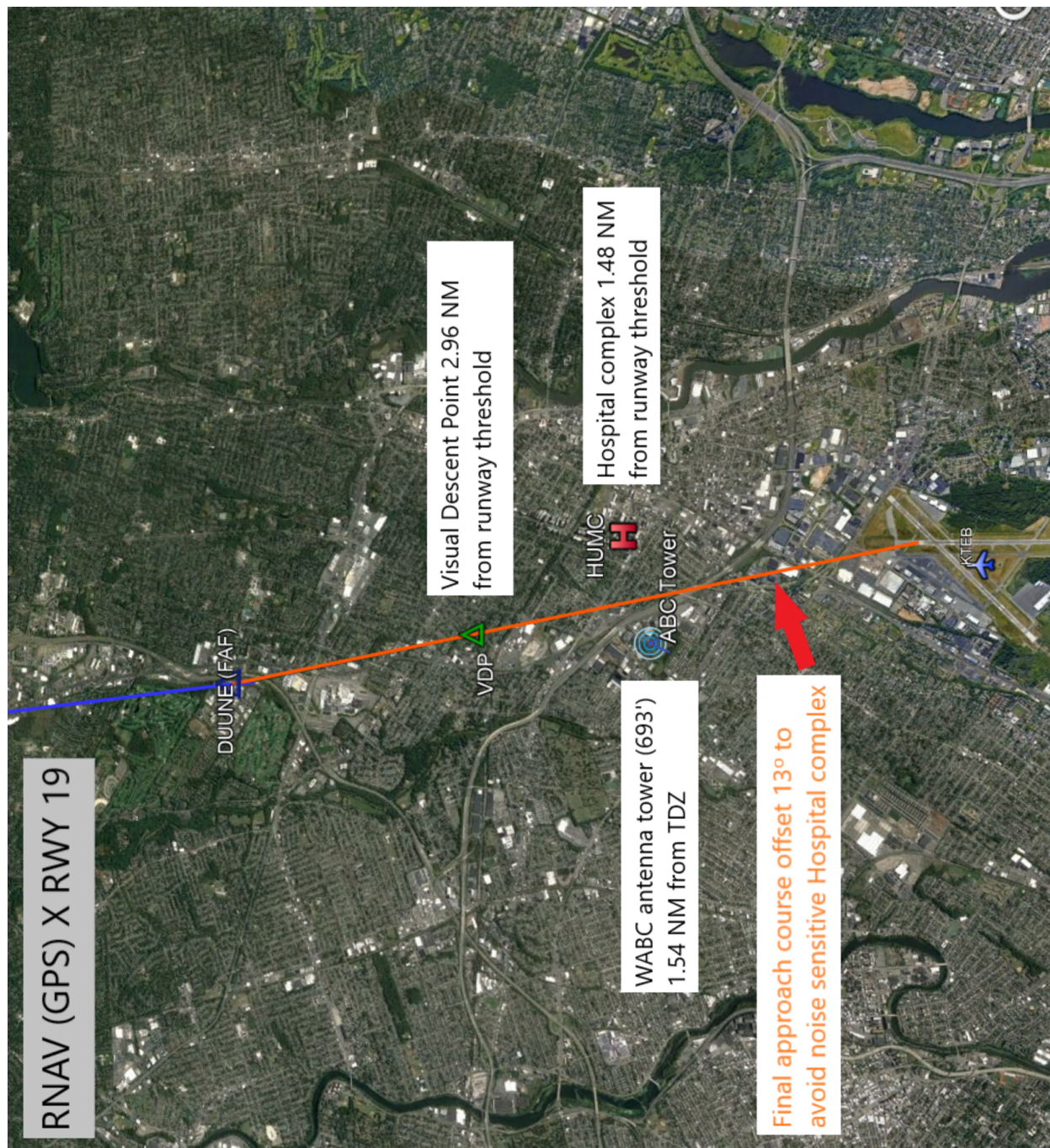


Diagram #5: TEB Helicopter Routes
 Aircraft Category HELI



Noise Abatement Rules And Regulations

1-2
5/17

KTEB**Teterboro Airport**
Teterboro, New Jersey, United StatesNoise
Sensitivity
Level:**HIGH****OVERVIEW**

Teterboro Airport (TEB) is a noise sensitive airport due to the proximity of residential communities. Please help TEB be a good neighbor by following the airport's noise regulations and recommended noise abatement practices.

The TEB Noise Office encourages pilots to always use noise abatement best practices when operating at TEB.

MANDATORY RESTRICTIONS**All Aircraft Categories / All Runways**

Maximum Noise Level (MNL) requirements are in place for all departures:

- 80 dB(A) departure limit on Runway 24 from 22:00 to 07:00 local.
- 90 dB(A) departure limit on Runway 24 from 07:00 to 22:00 local.
- 95 dB(A) departure limit on Runways 01, 19 and 06 at all times.
- 95 dB(A) departure limit for helicopters at all times.

Three (3) violations of the MNL in a 2-year span will lead to the revocation of the aircraft's permission to operate at TEB. Please refer to the Departures section for more information.

If Runway 19 is closed by NOTAM, or cross-wind component does not allow for a 19 departure, the MNL for Runway 24 is 95 dB(A).

Aircraft with a gross weight of over 100,000 LBS. are not allowed to operate at TEB.

CURFEWS**All Aircraft Categories / All Runways**

Voluntary Restraint from Flying for all non-essential flights between 23:00 and 06:00 local time.

ARRIVALS**Aircraft Categories: A, B, C, D & E / Runway 19**

RECOMMEND USE OF RNAV (GPS) X RWY 19 APPROACH for arrivals to RWY 19 (see diagram)

- 1) Available by request to NY Approach
- 2) Final approach course has a 13 degree offset from runway heading to avoid noise sensitive area
- 3) Avoid direct overflight of Hackensack University Medical Center and surrounding buildings. Medical Center is located 1.5 NM from RWY 19 threshold
- 4) Pilots are advised to thoroughly brief the procedure prior to arrival.

Aircraft Categories: A, B, C, D & E / All Runways

IFR Approach and Landing Procedure

- 1) Maintain airspeed and altitudes directed by approach control or aircraft operating flight manual.
- 2) Use applicable minimum flaps to the final approach fix (outer marker, etc.)
- 3) At final approach fix, or no more than 4 miles from the runway threshold, extend landing gear. Landing flaps setting should be delayed at pilot's discretion to enhance noise abatement.
- 4) Reverse thrust at power settings other than idle power should be avoided, except when necessary for operational safety.

Aircraft Categories: A, B, C, D & E / All Runways

VFR Approach and Landing Procedure (includes visual approaches)

- 1) Initial inbound altitude for noise sensitive areas should be a descending path from authorized altitude.
- 2) Traffic pattern airspeed shall be at a maximum of 160 kts. (if practical) with minimum applicable flap. Note: Traffic pattern altitudes are 1,500 ft. for large and jet-powered aircraft and 1,000 ft. for all other aircraft.
- 3) Maintain the highest allowable altitude as long as practical, or as directed by ATC, utilizing a 3 degree glide slope from a point 2 miles prior to the runway threshold.
- 4) At final approach fix, or no more than 4 miles from the runway threshold, extend landing gear. Landing flaps setting should be delayed at pilot's discretion to enhance noise abatement.
- 5) Reverse thrust at power settings other than idle power should be avoided, except when necessary for operational safety.

DEPARTURES**Aircraft Categories: A, B, C, D & E / Runway 24**

Runway 24 is designated as the Noise Sensitive Runway.

Maximum Noise Level for departures is 80 dB(A) between 22:00 and 07:00 local time and 90 dB(A) at all other times.

Exceeding these noise limits will be in violation of airport noise rules.

The 80 dB(A) noise limit in effect after 22:00L is the most commonly exceeded by most aircraft types, including Stage 3 and Stage 4 jets. Pilots must utilize noise abatement procedures to avoid exceeding this noise limit.

Use FAA approved procedure, manufacturer's recommendations, or NBAA recommended noise abatement departure procedures when using Runway 24.

KTEB**Teterboro Airport**
Teterboro, New Jersey, United StatesNoise
Sensitivity
Level:**HIGH****Aircraft Categories: A, B, C, D & E / Runway 19**

Runway 19 Maximum Noise Level is 95 dB(A) at all times.
Exceeding this noise limit will be in violation of airport noise rules.

Runway 19 is the preferred departure runway between 22:00 - 07:00 when traffic is departing to the south. Request Runway 19 when contacting Clearance Delivery prior to taxi.

"Dalton Two" Departure - VFR departure with transition to IFR shortly after takeoff. Departures on Runway 19 using the SID may be subject to delays for required separation from nearby aircraft approaching EWR RWY 22. The Dalton 2 is recommended to minimize departure delays. Weather minimum requirement is 3000 ft. ceiling and 3 SM visibility.

PILOTS MUST BE FAMILIAR WITH THE DALTON 2 AND FLY IT PRECISELY.
PILOTS MUST SPECIFICALLY REQUEST THE DALTON 2 FROM ATC CLEARANCE DELIVERY PRIOR TO DEPARTURE.

- 1) After departure turn right to 280°. Complete the right turn within TEB 2.4 DME.
- 2) Maintain VFR at or below 1300 ft. MSL. Do not exceed 180 Kts.
- 3) DO NOT exceed 1300 ft. MSL or go south of the 2.4 DME arc unless instructed by ATC. Careful airspeed management may be required to complete the turn within the arc.
- 4) Expect a climb clearance west of the EWR ILS RWY 22 final approach course. The climb clearance constitutes IFR activation and pilots are expected to resume normal airspeed.
- 5) Expect control instruction to a departure fix as described in the published TEB SID.
- 6) In the event of lost communication prior to IFR activation, squawk 7600. Maintain VFR.

For more information refer to the "Dalton Two" diagram and/or the current Jeppesen or FAA publication.

Aircraft Categories: A, B, C, D & E / Runway 19

Runway 19 IFR departures incorporated into SID.

VFR departures from Runway 19 (other than Dalton) climb on runway heading to 800 ft. before proceeding on course. Turns should be commenced at or beyond the airport boundary.

Aircraft Categories: A, B, C, D & E / Runways: 01 & 06

Runway 01 and 06 Maximum Noise Level is 95 dB(A) at all times.
Exceeding this noise limit will be in violation of airport noise rules.

IFR departures incorporated into SID.

VFR departures to the north/northeast from Runways 01 and 06 turn to a heading of 040° climbing to 1500 ft. before proceeding on course (Turns should be commenced prior to the end of the runway [altitude permitting], or as soon as possible thereafter, but aircraft should not be established on a 040° heading prior to the runway main intersection).

VFR departures to the west should commence turn after crossing the airport boundary.

PREFERENTIAL RUNWAYS**Aircraft Categories: A, B, C, D & E**

Runway 1 is the preferred runway for arrivals between 22:00 and 07:00 local time when aircraft are approaching from the south and Runway 6 is in use for arrivals. Request Runway 1 when contacting Tower.

Runway 19 is the preferred runway for departures between 22:00 and 07:00 local time when aircraft are departing to the south and Runway 24 is in use for departures. Request Runway 19 when contacting ATC prior to taxi.

PREFERENTIAL INSTRUMENT PROCEDURES**Aircraft Categories: A, B, C, D & E / Runway 19**

RECOMMEND USE OF RNAV (GPS) X RWY 19 APPROACH for arrivals to RWY 19 (see diagram)

- 1) Available by request to NY Approach
- 2) Final approach course has a 13 degree offset from runway heading to avoid noise sensitive area
- 3) Avoid direct overflight of Hackensack University Medical Center and surrounding buildings. Medical Center is located 1.5 NM from RWY 19 threshold
- 4) Pilots are advised to thoroughly brief the procedure prior to arrival.

KTEB**Teterboro Airport**
Teterboro, New Jersey, United StatesNoise
Sensitivity
Level:**HIGH****REVERSE THRUST****Aircraft Categories: A, B, C, D & E / All Runways**

To minimize noise, reverse thrust at power settings other than idle should be avoided, except when necessary for operational safety.

ENGINE RUNUP

1) Jet and turbine engine aircraft run-ups are prohibited on ramp areas. Piston powered aircraft, when positioned away from buildings and vehicles, may be conducted on ramp areas. Caution should be exercised in order to prevent undue noise and prop blast on airport tenant areas.

2) Prior to conducting a maintenance run-up, including piston powered aircraft run-up on ramp areas, the operator shall contact Airport Operations at (201) 288-1775 to request a run-up.

3) All maintenance run-ups shall be conducted between the hours of 8:00 a.m. and 8:00 p.m., Monday through Saturday, or between the hours of 12:00 p.m. and 6:00 p.m. on Sundays.

4) Run-ups performed by Stage 2 jets are strongly discouraged.

Preferred run-up areas and aircraft headings are as follows:

a) Taxiway G at east extension. Preferred headings are 010 degrees and 190 degrees.

b) Holding area adjacent to Taxiway A (between Runways 19 and 24). Preferred location is as close to Runway 19 as possible on a heading of 190 degrees.

Run-ups may be assigned in other locations at the discretion of the Airport Manager.

COMMUNITY GROUPS/INFOThe Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)- <https://aircraftnoise.panynj.gov/tanaac/>**STAGE II**

No operations by Stage II jet aircraft are permitted at TEB.

FLIGHT TRACK MONITORING

Flight tracks are monitored by the Airport Noise Monitoring System (ANMS)

NOISE MONITORING

TEB has six Remote Monitoring Sites (RMS) that measure aircraft noise levels.

RMS 1: Carlstadt - 1.9 NM from the normal brake release point at Runway 24 threshold.

RMS 2: Hasbrouck Heights - 0.7 NM west of the western boundary of the airport.

RMS 3: Hackensack - 2.5 NM from the normal brake release point at Runway 01 threshold.

RMS 4: Hackensack - 1.8 NM north of the northern boundary of the airport.

RMS 5: Bogota - 2.8 NM from normal brake release point at the Runway 06 threshold.

RMS 6: Moonachie - 0.4 NM east of Runway 01/19.

See "TEB Noise Monitor Locations" diagram for location of monitors.

NOISE PLOT INFORMATION

To evaluate the effectiveness of noise abatement take-off procedures, operators may conduct up to two flight tests (noise plots) on any one aircraft at TEB. Permission for such tests will not be granted if there is a record of a Second Violation for the aircraft involved.

To request a noise plot contact the Noise Abatement Office at (201)393-0399 or at noiseoffice@teb.com with tail number or call sign, estimated time of departure, and approximate takeoff weight.

Noise plots must be requested prior to departure and include contact information. Noise plots may be requested at any time, however departures are still subject to noise violations after the two-plot request limit. To obtain noise plot results contact the noise office four (4) days after departure.

KTEB**Teterboro Airport**
Teterboro, New Jersey, United StatesNoise
Sensitivity
Level:**HIGH****HELICOPTER PROCEDURES****Aircraft Category HELI**

PLEASE AVOID OVERFLIGHTS OF RESIDENTIAL AREAS WHENEVER POSSIBLE.

Except on the Meadowland Route, helicopters are requested to use at least 1000 feet MSL as long as possible for arrival and as soon as possible for departures. Helicopters using the Meadowlands Route should maintain 500 feet MSL and 1000 MSL when advised by Air Traffic Control.

When flying the Helicopter Routes unless noted, maneuver to/from runway extended centerlines. Follow ATC instructions as needed to avoid fixed-wing aircraft.

For your reference, a map of the Helicopter Routes is provided in the Images/Diagrams section of this site.

Aircraft Category HELI

ECHO Route - North through East

ARRIVAL: From the George Washington Bridge (GWB) to I-80 and south to TEB.

DEPARTURE: Depart north to I-80 and east to GWB. NOTE: LGA tower 126.05 or 263.0.

Aircraft Category HELI

NOVEMBER Route - North/Northwest

ARRIVAL: From Garden State Plaza (Routes 4 and 17), proceed south along Rt. 17 until abeam the WABC-AM antenna and then direct to TEB; remain west of the runways but avoid low-level overflight of residential area west of Rt. 17.

DEPARTURE: Remain west of the runways and proceed north along Rt. 17 to Garden State Plaza.

Aircraft Category HELI

Sierra - South/Southeast

AVOID RESIDENTIAL AREAS to the east and south of airport; Stay South of Moonachie Avenue

ARRIVAL: For helicopters below 6,000 pounds MTOGW, or low noise exposure profiles, proceed west from the Lincoln Tunnel via Rt. 3 and the I-95 East Extension, or from North Hudson Park*, to the Vincent Lombardi Service Area and west along Moonachie Ave. direct to TEB.

DEPARTURE: East along Moonachie Ave., direct to the Vincent Lombardi Service Area and then to the Lincoln Tunnel or North Hudson Park* (Lincoln Tunnel traffic should follow I-95 East Extension and Route 3).

*Helicopters over 6,000 pounds MTOGW, or with high noise profiles, should avoid the Park.

Aircraft Category HELI

Whiskey - South through West

ARRIVAL: From the intersection of Route 3 and the Garden State Parkway, proceed east along Route 3 to Rt.17/Berry's Creek Bridge then direct to TEB.

DEPARTURE: Depart south along Rt. 17 to Berry's Creek Bridge/Rt. 3; proceed west along Rt. 3 to the Garden State Parkway. Helicopters requesting this route direct to EWR must advise TEB tower.

Please remain east of Rt. 17 whenever possible.

Aircraft Category HELI

Meadowlands (Preferred between 2200L and 0700L)

AVOID RESIDENTIAL AREAS

ARRIVAL: From the Lincoln Tunnel, proceed west via Rt. 3 and north along the east extension of I-95 to the Vincent Lombardi Service Area; southwest to the Meadowlands Sports Complex and cross between Giants Stadium and the Race Track and intercept Berry's Creek; north to TEB.

DEPARTURE: Follow Berry's Creek south to the Sports Complex, turn northeast between Giants Stadium and the Race Track to the Vincent Lombardi Service Area, then south along the east extension of I-95 and east along Rt. 3 to the Lincoln Tunnel.

Aircraft Category HELI

Other reference coordinates (approximate)

GWB (NJ): 400 51' 13" N/730 57' 49" W
 Gray Cliff (aka, George's): 400 50' 03" N/740 03' 12" W
 Lincoln Tunnel (NJ): 400 45' 45" N/740 01' 25" W
 Lombardi Service Area: 400 49' 29" N/740 01' 45" W
 Meadowlands Sports Complex: 400 48' 57" N/740 04' 31" W
 North Hudson Park: 400 48' 51" N/740 00' 01" W
 WABC-AM tower: 400 52' 50" N/740 04' 10" W

KTEB**Teterboro Airport**
Teterboro, New Jersey, United StatesNoise
Sensitivity
Level:**HIGH****NBAA PROCEDURES**

Our airport recommends use of NBAA procedures, please see the appendix.

AIRPORT CONTACT INFORMATION

Name	Gabriel Andino	Teterboro Airport
Title	Manager - Noise Abatement & Environmental	90 Moonachie Ave.
Noise Hotline	Compliance	Teterboro NJ 07608
Phone	201-288-8828	
Fax	201-393-0399	
Email	201-440-2416	
Web Address	gandino@teb.com	

ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
See http://whispertrack.com/pdf/faa_handbook.pdf

$$V_{REF} = 1.3 \times V_{SO}$$

TEMPORARY INFORMATION (NONE)

PATTERN ALTITUDES (NONE SPECIFIED. REFER TO FAA A/FD.)

INTERSECTION TAKEOFFS (NO RESTRICTIONS)

APU USE (NO RESTRICTIONS)

FLIGHT TRAINING (NO RESTRICTIONS)

STAGE III (NO RESTRICTIONS)

NOISE ORDINANCE (NONE)

PRIOR PERMISSION (PPR) OPERATIONS (NONE)

AOPA NOISE AWARENESS STEPS (NOT APPLICABLE)

