

**TETERBORO AIRPORT NOISE ABATEMENT PROCEDURES — BASED ON NBAA RECOMMENDED FLIGHT PROCEDURES** (as applicable to Teterboro Airport)

The Pilot-in-Command has the responsibility to be a good neighbor by combining both operational safety with noise abatement procedures. The prerequisite for an acceptable noise abatement procedure is that it will ensure operational safety. Secondly, it will produce the lowest possible sound level over noise sensitive areas. Listed below are the recommended noise abatement procedures for Teterboro Airport.

**I. Take-Off "Close-In" Procedures**

**Note: Runway 24 is the Noise Sensitive Runway, departures exceeding 80 dB(A) between 2200 and 0700 local time and 90.0 dB(A) at all other times will be in violation of airport noise rules!**

1. Use FAA approved procedure, manufacturer's recommendations, or accelerate to  $V_2+10$  (+)KIAS. The (+) symbol is inserted to allow speed acceleration beyond  $V_2+10$  KIAS, **BUT NOT TO EXCEED 190 KIAS.**  
Runway 24 departures: Suggest maximum take-off power to the airport boundary (0.6 TEB DME).
2. After crossing the airport boundary, and after reaching 300 feet MSL, continue using FAA approved procedure, manufacturer's recommendations, or reduce to minimum safe climb power and maintain  $V_2+10$  (+) KIAS, **BUT NOT TO EXCEED 190 KIAS.**
3. Flight path outbound from take-off shall conform to required heading, but shall not require any turn below 300 feet MSL and not more than a 15° bank.
4. Above 3,000 feet MSL resume normal climb schedule.

**II. Approach and Landing Procedures**

**A. VFR (And Visual Approaches)**

1. Inbound flight path will not require more than a 20° bank to follow noise abatement track.
2. Initial inbound altitude for noise areas should be a descending path from authorized altitude.
3. IAS will be reduced to a maximum of 180 knots (if practical) at 1,500 feet MSL.
4. Traffic pattern airspeed shall be, at a maximum IAS of 160 knots (if practical), with minimum applicable flap.
5. Maintain the highest allowable altitude as long as practical, or as directed by ATC, utilizing a 3° glide slope from a point 2 miles prior to the runway threshold (until touch-down).
6. Landing flaps should be delayed as long as practical.
7. Reverse thrust at power settings other than idle power should be avoided, except when necessary for operational safety.

**B. IFR**

1. Inbound flight path will be per ATC clearance.
2. Maintain IAS and altitudes as directed by approach control (ATC) or aircraft operating flight manual.
3. Use applicable minimum flaps to the final approach fix (outer marker, etc.) with landing flaps setting delayed until required.
4. Reverse thrust at power settings other than idle power should be avoided except when necessary for operational safety.

<b>PRIORITY RUNWAYS</b>	
Departures	Arrivals
1. 19	01
2. 01	06
3. 06	19
4. 24	24

**VFR DEPARTURES** (IFR departures incorporated into SID'S)

Runway 19 Climb on runway heading to 800 feet before proceeding on course (Turns should be commenced at or beyond the airport boundary).  
Runways 01 and 06 turn to a heading of 040° climbing to 1500 feet before proceeding on course (Turn 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).  
Runway 24 climb on a heading of 230° to 1500 feet before proceeding on course. Suggest maintain maximum take-off power to the airport boundary (0.6 TEB DME) and then reduce to minimum safe climb power. **Do not exceed 1500 MSL unless directed to by ATC!**

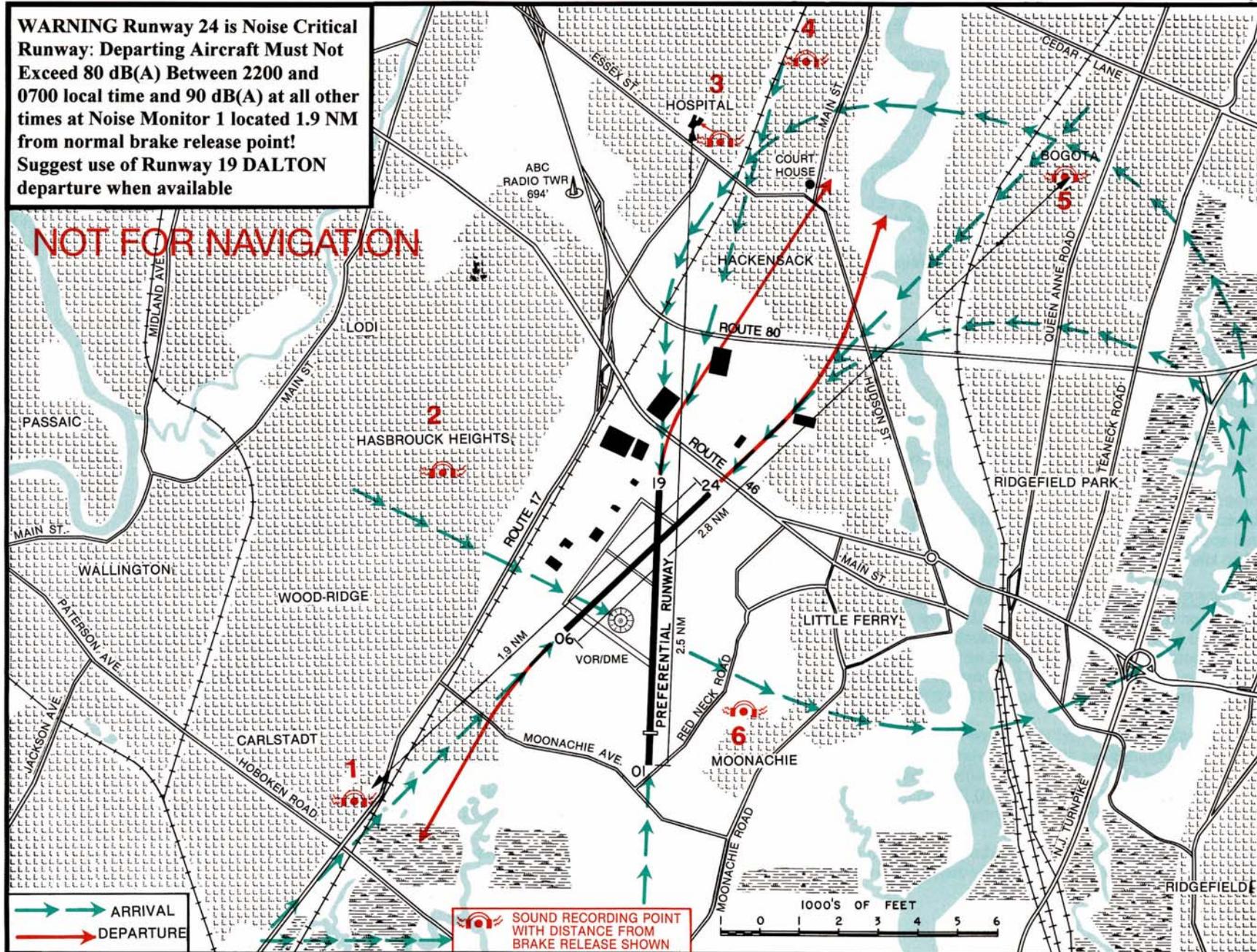
**ARRIVALS** All arrivals are requested to maintain an altitude of at least 1500 MSL as long as possible.

**Note:** Traffic pattern altitudes are 1500 feet for large and turbo-jet powered aircraft and 1000 feet for all other aircraft.  
VFR landings on runways 01 and 06 — Aircraft arriving from the south remain east of Route 17 and make approach over the marshes.  
All aircraft landing on runways 19 and 24 **AVOID DIRECT FLIGHT OVER THE HOSPITAL AREA**, two (2) miles north of the airport (noise monitor 3).  
VFR aircraft landing on runways 19 and 24 remain over the Hackensack River or Overpeck Creek (just east of I-95 N. J. Turnpike).

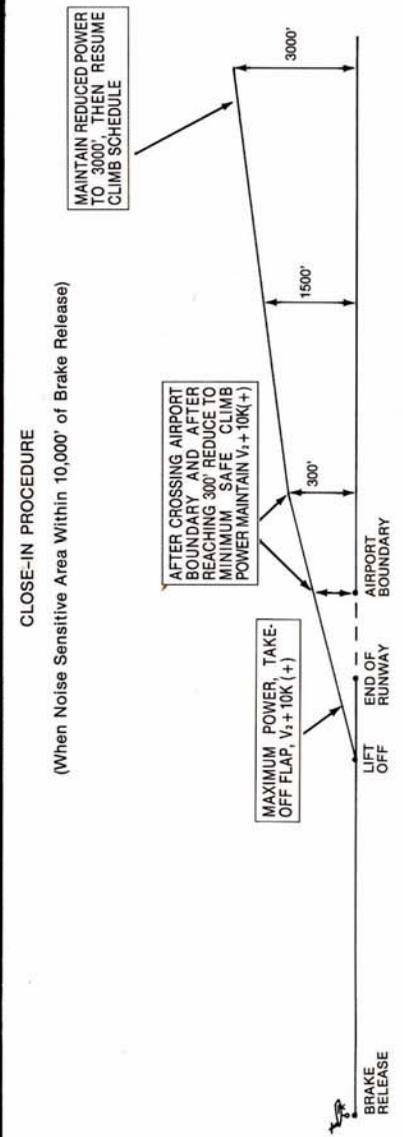
Between the hours of 2200 and 0700 local time aircraft over 12,500 pounds, turbo-jet and those aircraft with known high noise levels should request runway 01 for landing and runway 19 for departures. ATC will accommodate requests provided that a safety hazard is not incurred by landing or departing aircraft.

**WARNING Runway 24 is Noise Critical Runway: Departing Aircraft Must Not Exceed 80 dB(A) Between 2200 and 0700 local time and 90 dB(A) at all other times at Noise Monitor 1 located 1.9 NM from normal brake release point! Suggest use of Runway 19 DALTON departure when available**

**NOT FOR NAVIGATION**



### TETERBORO AIRPORT MINIMUM SOUND TRACKS



**SOUND RECORDING POINT WITH DISTANCE FROM BRAKE RELEASE SHOWN**