



RNAV (GPS) X RWY 19 Approach Procedure

On July 1, 2021, the RNAV (GPS) X RWY 19 approach became available as an alternative IAP for Runway 19 designed to reduce aircraft noise impacts at the nearby Hackensack University Medical Center (HUMC) and surrounding residential areas. The approach path generally follows New Jersey State Route 17 and features an offset final approach leg to avoid direct overflight of the HUMC. The Teterboro Airport Noise Abatement Office encourages operators to request this approach when TEB Runway 19 is in use for arrivals as it is an integral part of the airport's noise abatement program.

The RNAV (GPS) X approach is available upon pilot request. The procedure may also be advertised on ATIS as the approach in use during off-peak periods, particularly during the hours of 22:00L to 07:00L. Approach availability is subject to weather conditions, controller workload and traffic volume/complexity.

Operators are advised of the following approach characteristics and best practices:

1. The approach features a 13-degree offset final, LP and LNAV minima, relatively high MDA and visibility minima, and a Visual Descent Point (VDP).
2. The WABC-AM antenna tower is near the final approach segment. The tower is located 1.54 nm from the touchdown point. A crew following the procedure on the chart-specified 3-degree path will reach the Visual Descent Point (VDP), 2.6 nm from the runway threshold, at the LNAV MDA of 960', placing the aircraft 267' above and 1.06 nm NNW of the ABC antenna tower. The crew may at this point maneuver as necessary to be stabilized on final approach no later than 500'.
3. Pilots should commence their turn to align with the runway at the VDP. Pilots wishing to commence this turn earlier must first coordinate with ATC.
4. Pilots are encouraged to minimize their noise signature in the vicinity of the HUMC complex, which is located 1.03 nm SSE of the VDP and 1.48 nm from the runway threshold.
5. Flight crews should become familiar with these approach characteristics, and consider weather conditions, obstacle clearance and other adverse factors prior to requesting or accepting the approach from NY TRACON.

WAAS CH 49043 W19B	APP CRS 182°	Rwy Idg TDZE Apt Elev	6230 6 8
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RNAV (GPS) X RWY 19

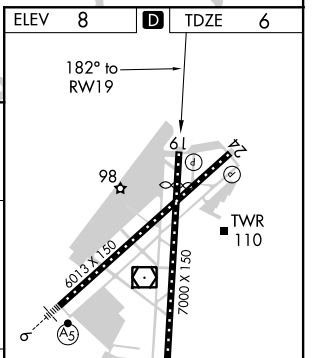
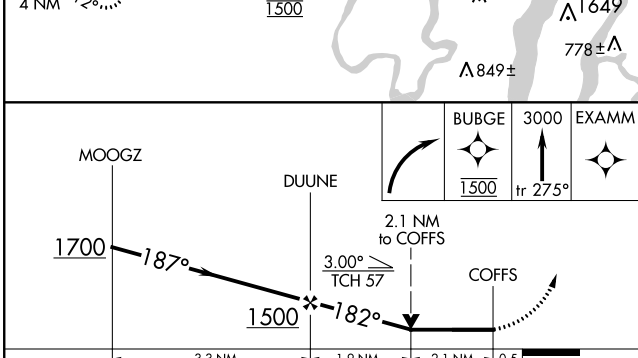
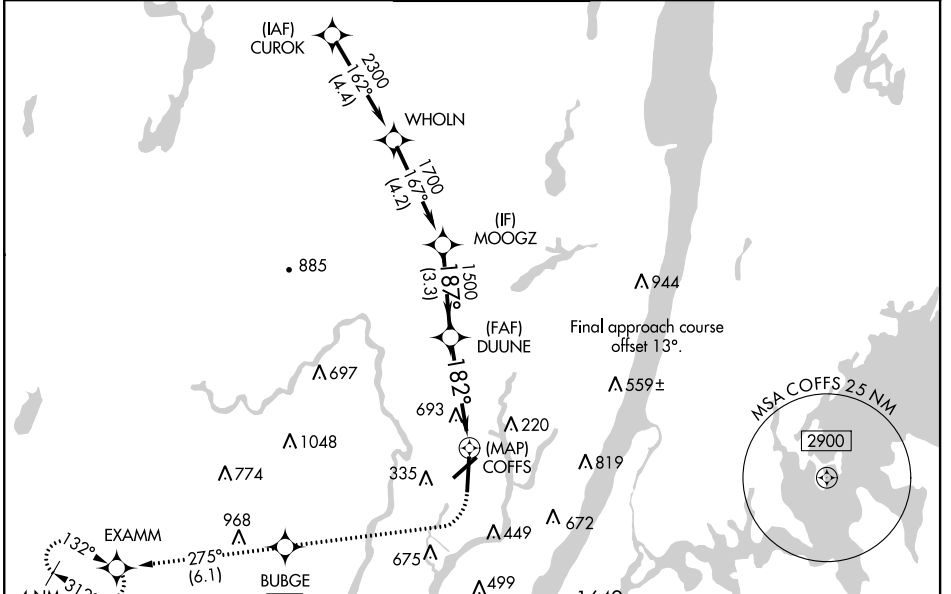
TETERBORO (TEB)

RNP APCH. RADAR required.

▽
▲ Rwy 19 helicopter visibility reduction below ¾ 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 114.2 132.85	NEW YORK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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CATEGORY	A	B	C	D
LP MDA	880-1 874 (900-1)	880-1¼ 874 (900-1¼)	880-2½	874 (900-2½)
LNAV MDA	960-1¼ 954 (1000-1¼)	960-1½ 954 (1000-1½)	960-3	954 (1000-3)
C CIRCLING	960-1¼ 952 (1000-1¼)	960-1½ 952 (1000-1½)	960-3 952 (1000-3)	1040-3 1032 (1100-3)

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

NE-2, 17 JUN 2021 to 15 JUL 2021

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RNAV (GPS) X RWY 19

DUUNE (FAF)

VDP

Visual Descent Point 2.6 NM from runway threshold

WABC antenna tower (693')
1.54 NM from TDZ

ABC Tower

HUMC
H

Hospital complex 1.48 NM from runway threshold

Final approach course offset 13° to avoid noise sensitive Hospital complex



KTEB

