FLIGHT CREW HANDBOOK

Teterboro Airport Quiet Flying Program

2/23

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Airport Teterboro
THE PORT AUTHORITY OF NY & NJ

SECTION ONE

Noise Abatement Rules & Regulations

QUIET FLYING PROGRAM

SECTION ONE

Noise Abatement Rules & Regulations

QUIET FLYING PROGRAM

Teterboro Airport (TEB) is a noise sensitive airport due to the close proximity of residential communities. The Teterboro Airport Quiet Flying Program is designed to assist flight crews with abiding by the applicable noise regulations and recommended noise abatement practices in order to reduce the Airport's noise profile. Please help TEB be a good neighbor by following the policies and procedures outlined in this handbook.

TETERBORO AIRPORT NOISE ABATEMENT PROGRAM OVERVIEW

- No jet-powered aircraft may operate at TEB without approval of the Airport Manager. Operators of jet aircraft new to the Airport or who have changed owner/operator must submit a Permission to Operate form to the Airport Manager. A copy of the form is available on Page 21.
- All aircraft operating at TEB must abide by the applicable noise rules as defined in this handbook.
- Mandatory Maximum Noise Level (MNL) requirements are in place for departures off of all runways.
- Voluntary restraints from flying are in place for Stage 2 jets at all times and non-essential flights between 23:00 and 06:00 local time.

MAXIMUM NOISE LEVELS

Takeoffs shall not exceed the following MNL as measured by the Airport Noise Monitoring System:

Runway 24:
22:00 local – 07:00 local: 80 dB(A)
All other times: 90 dB(A)

All Other Runways (including helicopter routes): 95 dB(A)

Violations

Aircraft that exceed these limits shall be issued a noise violation. Aircraft that have received three (3) noise violations in a two-year span shall not be permitted to operate at TEB.

Notifications of noise violations will be sent to the operator via registered mail. Failure on the part of the operator to receive notification shall not be cause for dismissal of the violation.

A record of First Violation and Second Violation shall be kept for two years from the date of the violation. Upon the second anniversary, the record of that violation shall be expunged.

Exemptions

Operators may conduct up to two flight tests, or “Noise Plots”, on any one aircraft at TEB. These tests may be conducted for the purpose of evaluating noise abatement procedures. Permission for such tests will not be granted if there is a record of a Second Violation for the aircraft involved. For more information see Page 19.

If Runway 19 is officially closed, by NOTAM, the applicable MNL for Runway 24 shall be 95 dB(A).

If the cross-wind component existing at the time of departure on Runway 19 exceeds the maximum allowable cross-wind component for the aircraft being used, the applicable MNL for Runway 24 shall be 95 dB(A).

Exemptions may be granted by the Airport Manager, in his or her discretion, in cases where, due to unforeseen circumstances, noise abatement procedures were abandoned in order to assure safety of flight.

Appeals

Operators may appeal the assessment of a noise violation. Letters of appeal must be received by the Airport Manager within thirty (30) days of the date that the violation notification was received by the operator.

Letters of appeal should clearly state the specific ground upon which the appeal is based. Mitigating circumstances must be verifiable and documented. All violation records shall remain in effect until a decision on the appeal is made by the Airport Manager. If the violation is overturned, the record of violation shall immediately be expunged.

VOLUNTARY RESTRAINTS FROM FLYING

The Teterboro Airport noise program includes a voluntary restraint of all non-essential aircraft operations between the hours of 23:00 and 06:00 local.

If an operator does not abide by the voluntary restraint, they will receive a letter informing them of the program and reminding them that only essential flights should be conducted during the restraint period.

PREFERENTIAL RUNWAY USE

Between the hours of 22:00 and 07:00 local time all aircraft over 12,500 pounds, jet aircraft and those aircraft with high noise levels should request Runway 01 for landing when airport traffic is landing to the north and Runway 19 for departures when airport traffic is departing to the south.

REVERSE THRUST

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

AIRCRAFT/ENGINE MAINTENANCE RUN-UPS

1) Jet and turbine engine aircraft run-ups are prohibited on ramp areas. Piston powered aircraft run-ups, 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-ups 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) Preferred run-up areas and aircraft headings are as follows:
    a) 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.
    b) Taxiway G at east extension. Preferred headings are 010 degrees and 190 degrees.

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

AIRCRAFT WEIGHT LIMITS

No aircraft having an actual gross weight over 100,000 pounds shall operate at TEB without prior approval from the Airport Manager. Aircraft with a maximum design taxi weight greater than 100,000 lbs. must be operated with MGLW and MGTOW less than 100,000 lbs. at TEB. A 100,000 Pound Aircraft Certification form and accompanying weight and balance documentation certifying compliance with this restriction must be provided to the TEB Operations Department prior to both arrival and departure.

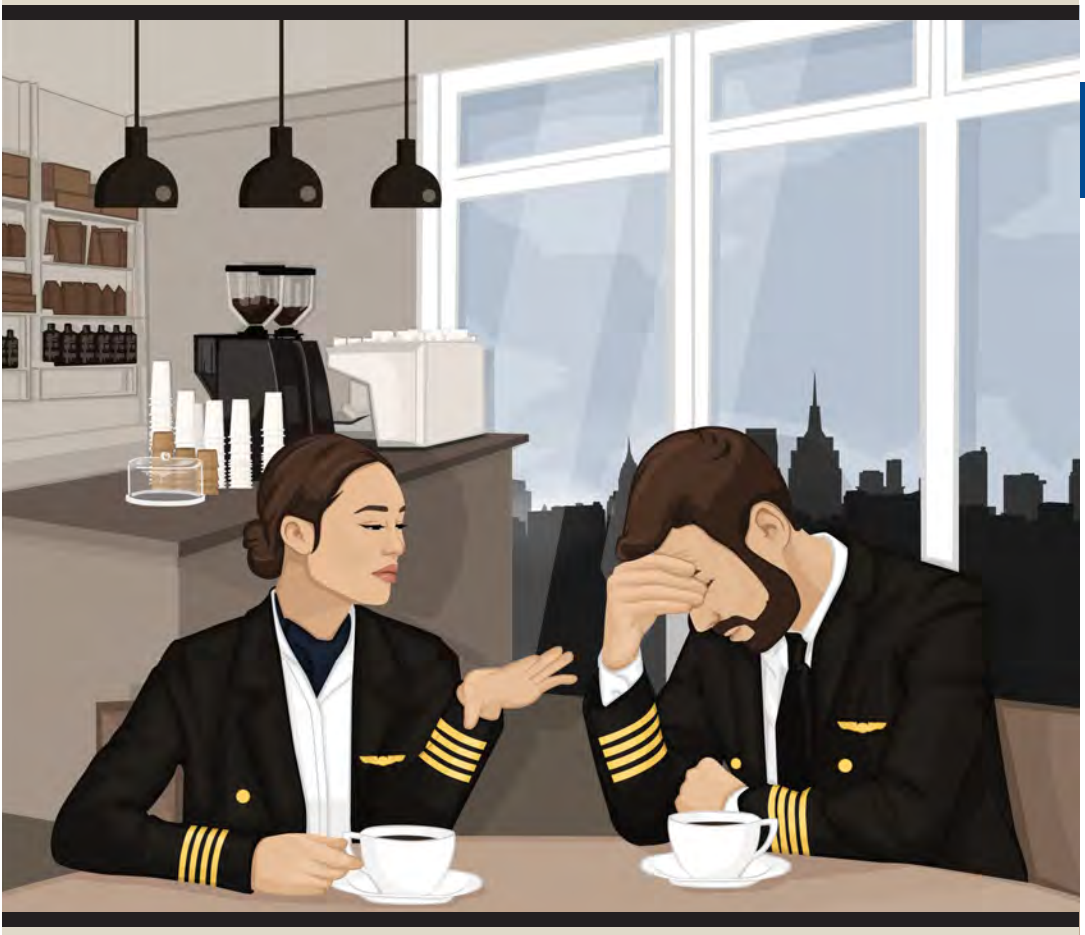
Airport Teterboro
THE PORT AUTHORITY OF NY & NJ

SECTION TWO

Noise Abatement Procedures

QUIET FLYING PROGRAM

3 STRIKES AND YOU'RE OUT!



RUNWAY 24 DEPARTURES
80dB LIMIT 2200L-0700L

DOWNLOAD THE APP
FOR MORE INFORMATION

SECTION TWO

Noise Abatement Procedures

QUIET FLYING PROGRAM

DEPARTURE PROCEDURES – 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 many aircraft types, including Stage 3 and Stage 4 jets. Pilots must utilize noise abatement procedures to avoid exceeding this noise limit.

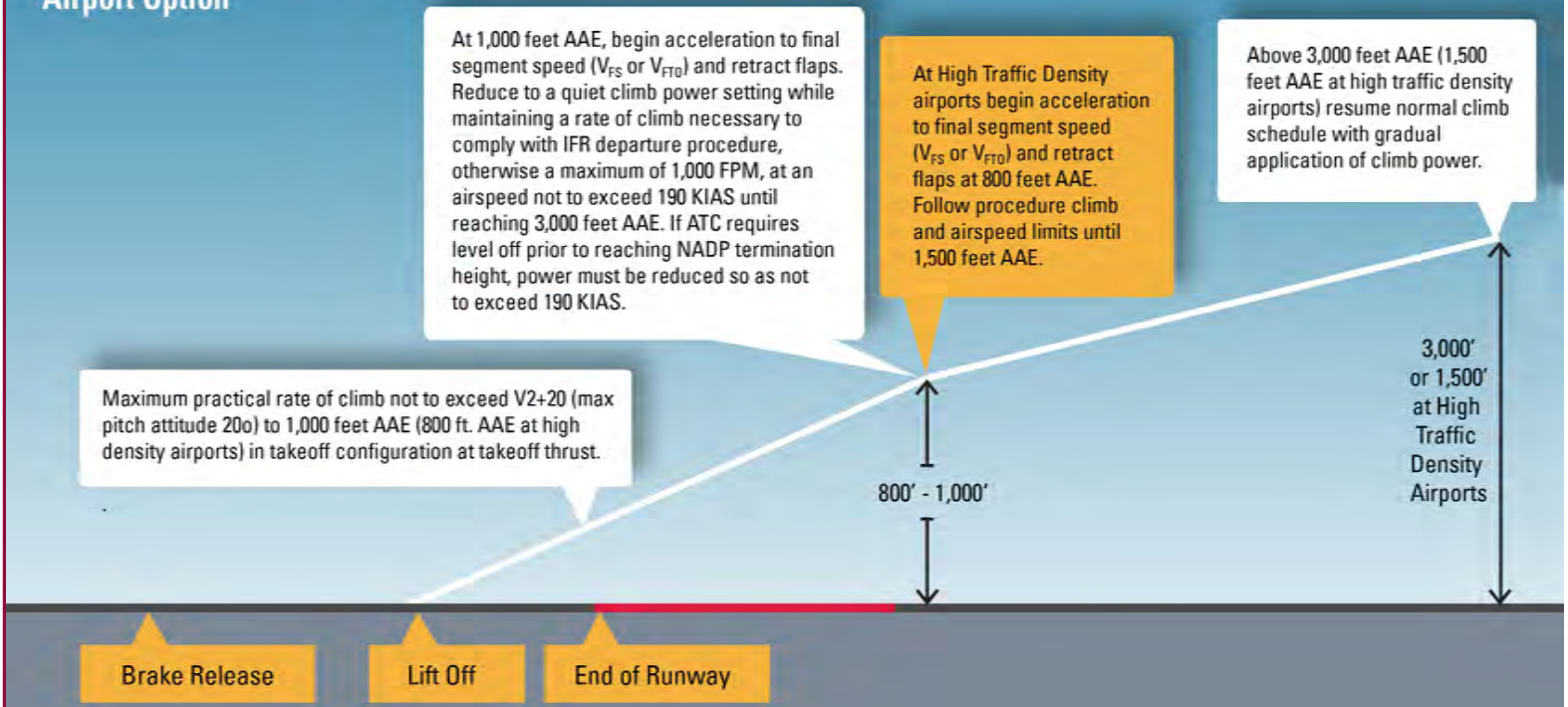
NBAA Recommended Noise Abatement Departure Procedure (High Density Airport):

1) Climb at maximum practical rate not to exceed V2 + 20 KIAS (maximum pitch, altitude 20 degrees) to 800 feet AAE in takeoff configuration at takeoff thrust.
2) At 800 feet AAE, begin acceleration to final segment speed (VFS or VFT0) and retract flaps. Reduce to a quiet climb power setting while maintaining a rate of climb necessary to comply with IFR departure procedure, otherwise a maximum of 1,000 FPM at an airspeed not to exceed 190 KIAS, until reaching 1,500 feet AAE. If ATC requires level off prior to reaching NADP termination height, power must be reduced so as not to exceed 190 KIAS.
3) Above 1,500 feet AAE resume normal climb schedule with gradual application of climb power.
4) Ensure compliance with applicable IFR climb and airspeed requirements at all times.

The diagram on the following page provides a visual representation of the procedure.

NOTE: These recommended procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operation, and are not intended to conflict with FAA instructions, regulations, or procedures.

NBAA Noise Abatement Departure Procedure With High-Density Airport Option



Notes: No configuration changes below 400 ft. (except landing gear retraction). Ensure compliance with applicable IFR climb and airspeed requirements. For a takeoff with an initial assigned altitudes within 1,500′ of the airport elevation (AAE), pilots may elect to climb at V2+20 in the takeoff configuration until necessary for level-off at the assigned altitude. This recommended procedure is not intended to preempt the responsibilities of the pilot-in command for safe aircraft operation. Ensure compliance with applicable IFR climb and airspeed requirements and ATC instructions.

DEPARTURE PROCEDURES – 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 preferred for departures to the south between 22:00 and 07:00 local time. Request Runway 19 when contacting ATC prior to taxi.

RUNWAY 19 DALTON TWO DEPARTURE

VFR departure with transition to IFR shortly after takeoff. Recommended to minimize departure delays. Weather minimum requirement is 3000 ft. ceiling and 3 SM visibility.

Pilots MUST BE FAMILIAR WITH THE DALTON TWO AND FLY IT PRECISELY. Pilots MUST SPECIFICALLY REQUEST THE DALTON TWO FROM ATC PRIOR TO DEPARTURE.

1) To avoid conflicting traffic, after departure turn right to 280°. Maintain at or below 1300 ft.. Complete the right turn within TEB 2.4 NM DME.
2) Maintain VFR at or below 1300 ft. MSL. Do not exceed 180 KTS. Careful airspeed management may be required to complete the turn, depending on takeoff weight and/or aircraft performance.
3) Do not exceed 1300 ft. MSL or go south of the 2.4 NM DME arc unless instructed by ATC.
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. Expect control instruction to a departure fix as described in the published TEB SID.
5) In the event of lost communication prior to IFR activation, squawk 7600. Maintain VFR.

For more information refer to the Dalton Two diagram on the following page, as well as the current Jeppesen or FAA publication.

RUNWAY 19 VFR DEPARTURES (OTHER THAN DALTON TWO)

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

NOTE: These recommended procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operation, and are not intended to conflict with FAA instructions, regulations, or procedures.

Dalton Two Departure

KTEB/TEB
TETERBORO

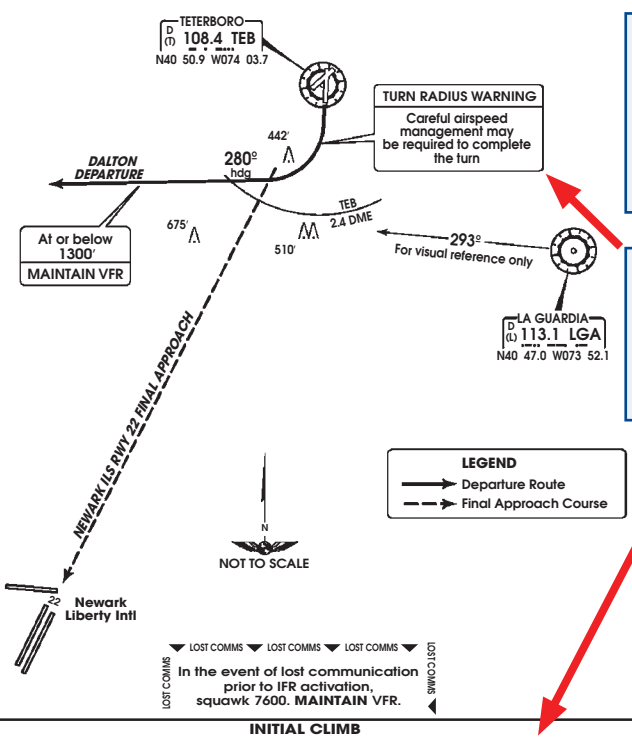
JEPPESEN
1.MAR 13 10-3

TETERBORO, NJ
VFR DEPARTURE

NEW YORK Departure (R)	Apt Elev	
126.7 119.2	9′	Trans level: FL180 Trans alt: 18000′ 1. Teterboro Airport Rwy 19 VFR departure procedure with transition to an IFR clearance when Newark Liberty Intl is landing Rwy 22 and Teterboro is departing Rwy 19. 2. WEATHER MINIMUMS: Ceiling 3000′ and visibility 3 miles. 3. Pilots should specifically request this procedure using the departure name. 4. Aircraft unable to comply with the restrictions in this chart must advise lower prior to taxi and request the published SID.

DALTON TWO DEPARTURE
(RWY 19)

SPEED: DO NOT EXCEED 180 KT



INITIAL CLIMB

After departure, turn RIGHT heading 280°. MAINTAIN at or below 1300′. Complete the turn within TEB 2.4 DME. MAINTAIN VFR, If unable advise. Careful airspeed management may be required to complete the turn, depending on take-off weight and/or aircraft performance.

ROUTING

Expect a climb clearance WEST of the KEWR ILS Rwy 22 final approach course. The climb clearance constitutes IFR activation and pilots are expected to resume normal airspeed. EXPECT control instruction to a departure fix as described in the published Teterboro standard Instrument departure (SID).

CHANGES: Completely revised.

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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 CLEARENCE DELIVERY

ATTENTION: TURN RADIUS WARNING AND INITIAL ALTITUDE RESTRICTIONS

MAINTAIN SAFETY: STRICT COMPLIANCE TO ALL PROCEDURES IS MANDATORY!

DEPARTURE PROCEDURES - Runway 1 and Runway 6

IFR departures incorporated into SID. VFR departures 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.

APPROACH AND LANDING PROCEDURES

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

IFR

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.

VFR (And 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° 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.

NOTE: These recommended procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operation, and are not intended to conflict with FAA instructions, regulations, or procedures.

FLY NEIGHBORLY
TRY A NEW APPROACH
FLY RNAV GPS X to RUNWAY 19
Airport Teterboro
DOWNLOAD THE APP
FOR MORE INFORMATION

RNAV (GPS) X RWY 19 Approach

The RNAV (GPS) X RWY 19 approach is an alternative Instrument Approach Procedure 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.

Additional information is available on the following diagrams.

TETERBORO, NEW JERSEY AL-890 (FAA) 20366

WAAS CH 49043 W19B	APP CRS 182°	Rwy ldg 6230 TDZE 6 Apt Elev 8

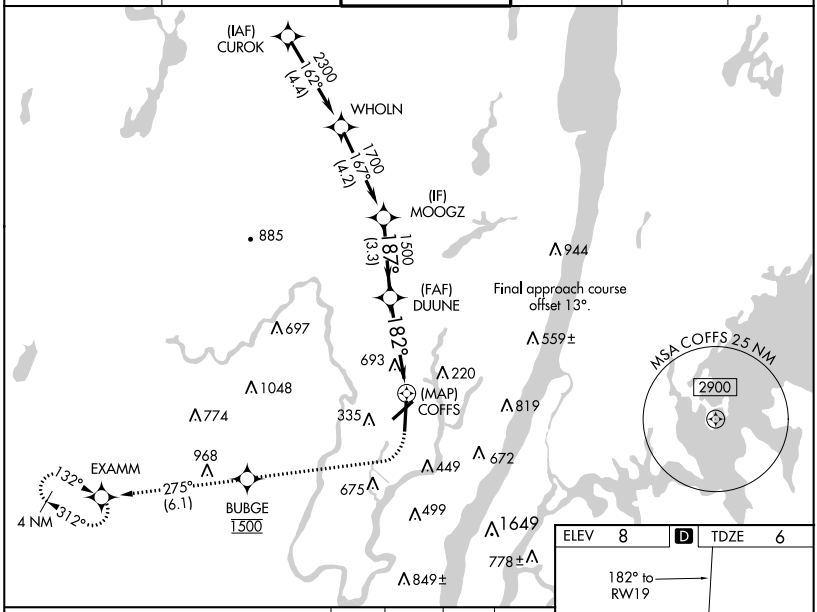
RNAV (GPS) X RWY 19
TETERBORO (TEB)

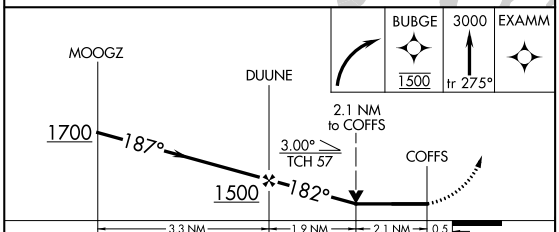
RNP APCH. RADAR required.

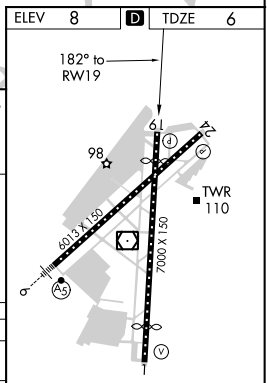
Rwy 19 helicopter visibility reduction below ¾ SM NA. Circling NA for Cats B, C, D northwest of Rwy 06-19.

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	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	







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

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)

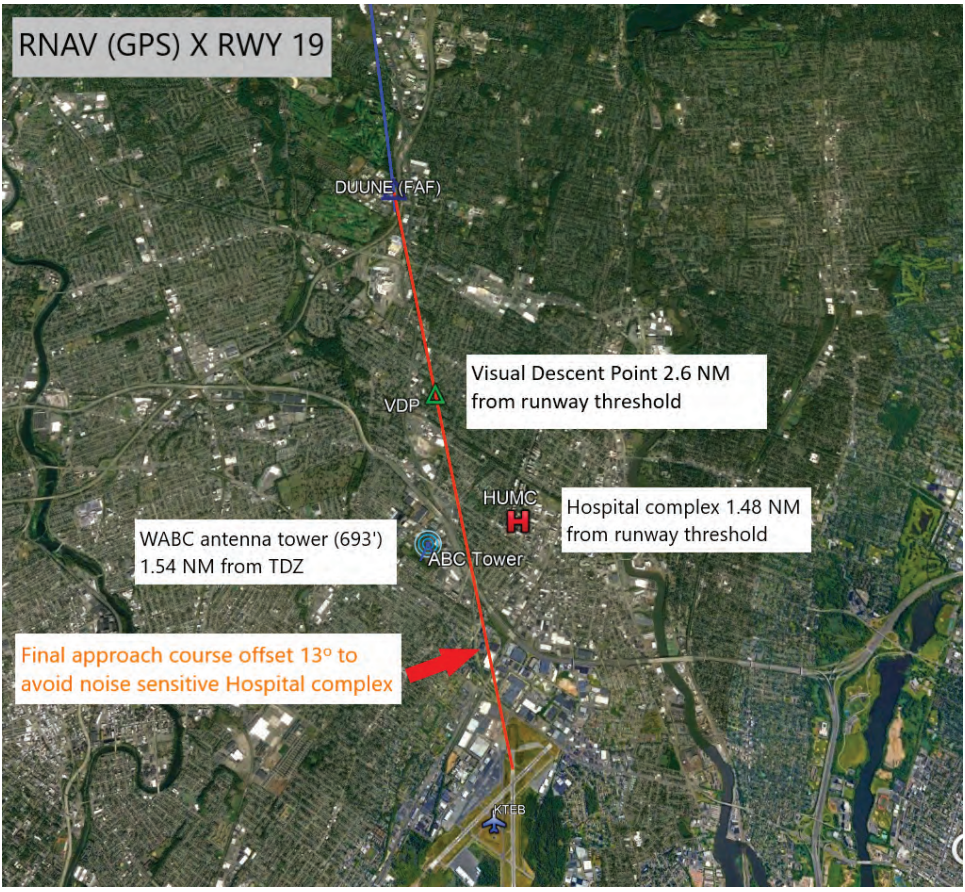
TETERBORO, NEW JERSEY
Orig 31DEC20

40°51'N-74°04'W

TETERBORO (TEB)
RNAV (GPS) X RWY 19

NE-2, 17 JUN 2021 to 15 JUL 2021

NE-2, 17 JUN 2021 to 15 JUL 2021

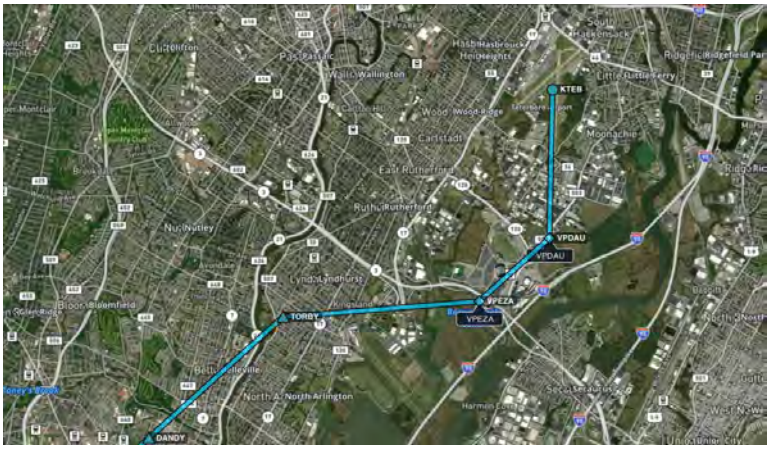

RNAV (GPS) X RWY 19
DUUNE (FAF)
Visual Descent Point 2.6 NM
from runway threshold
VDP
HUMC
Hospital complex 1.48 NM
from runway threshold
WABC antenna tower (693')
1.54 NM from TDZ
ABC Tower
Final approach course offset 13° to
avoid noise sensitive Hospital complex
KTEB

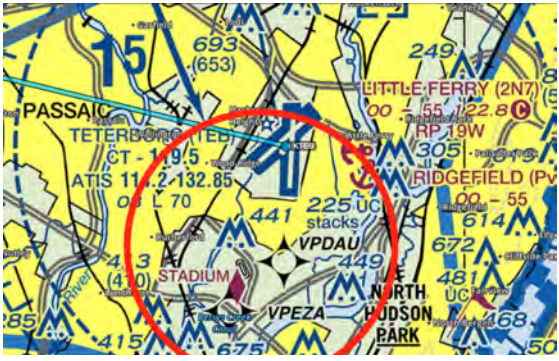
ILS 6 Circle Runway 1 Approach

The FAA has published two new VFR waypoints that will assist pilots in visually executing the circling portion of the ILS 6 Circle RWY 1 approach procedure. Runway 1 is a preferred arrival runway for noise abatement when the airport is in a "north flow" configuration (Arrivals landing on either Runway 1 or Runway 6). These waypoints enhance the precision and stability of the Runway 1 approach.
The waypoints are:

VPEZA (404827.35N/0740449.37W), located .5 nm SW of MetLife Stadium
VPDAU (404912.97N/0740342.22W), located .5 nm east of the Race Track
The bearing/distance from TORBY to VPEZA are: 097.39° / 2.38 NM;
The bearing/distance from VPEZA to VPDAU are 060.19° / 1.14 NM; and
The bearing from VPDAU to RWY 1 is 015.21° / 1.23 NM

These waypoints can be drawn from FMS databases to enhance pilot situational awareness. The graphics below depict the location of the waypoints in relation to the airport.





NOISE PLOT INFORMATION

Operators may conduct up to two flight tests on any one aircraft at Teterboro Airport. These tests may be conducted for the purpose of evaluating noise abatement procedures. 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 with tail number or call sign, estimated time of departure, approximate weight and contact information. Office hours are Monday-Friday from 08:00 am to 05:00 pm. During all other times please leave a message for a noise plot request.

Teterboro Airport Noise Abatement Office
Phone: (201) 393-0399
Fax: (201) 440-2416
Email: noiseoffice@teb.com

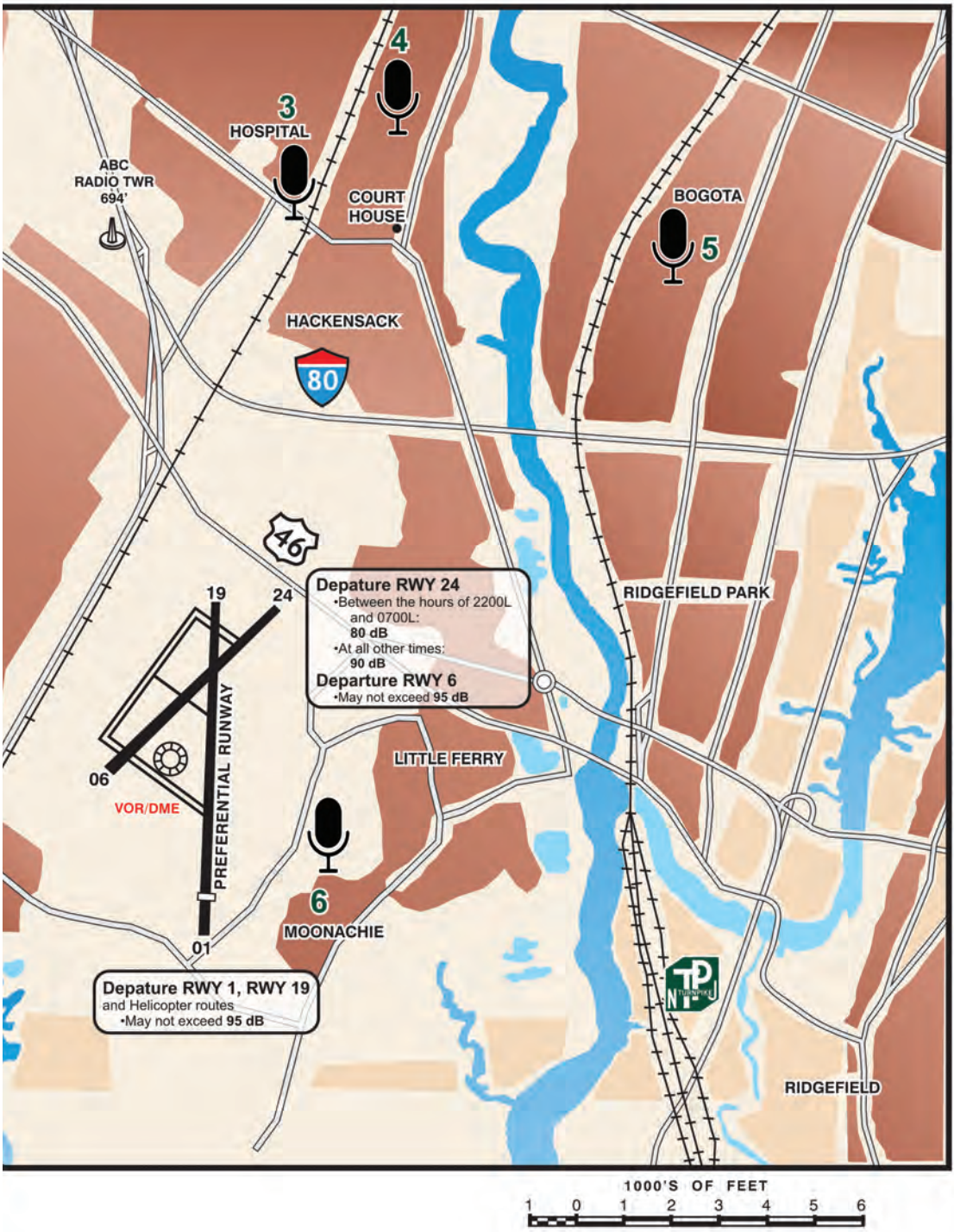
Noise plots must be requested prior to departure; include contact information. Departures are still subject to noise violations after the two-plot request limit.

Noise Monitor Locations

Remote Noise Monitoring Site (RMS) Locations

- **RMS 1** - **Carlstadt** 1.9 NM from brake release point at Runway 24 threshold.
- **RMS 2** - **Hasbrouck Heights** 0.7 NM west of the airport boundry.
- **RMS 3** - **Hackensack University Medical Center** 2.5 NM from break release point at Runway 01 threshold.
- **RMS 4** - **Hackensack** 1.8 NM north of airport boundary.
- **RMS 5** - **Bogota** - 2.8 NM from break release point at Runway 06 threshhold.
- **RMS 6** - **Moonachie** 0.4 NM east of Runway 01/19.

- **Voluntary Nighttime Curfew is in effect between 23:00 and 06:00 for all non-essential flights.**
- **Between 22:00 and 07:00 pilots should request Runway 01 for landing to the north and Runway 19 for departure to the south.**


4
3
HOSPITAL
ABC
RADIO TWR
694'
COURT
HOUSE
BOGOTA
5
HACKENSACK
80
46
Depature RWY 24
•Between the hours of 2200L and 0700L:
80 dB
•At all other times:
90 dB
Departure RWY 6
•May not exceed 95 dB
19
24
RIDGEFIELD PARK
PREFERENTIAL RUNWAY
06
VOR/DME
LITTLE FERRY
6
MOONACHIE
01
Depature RWY 1, RWY 19
and Helicopter routes
•May not exceed 95 dB
RIDGEFIELD
1000'S OF FEET
1 0 1 2 3 4 5 6

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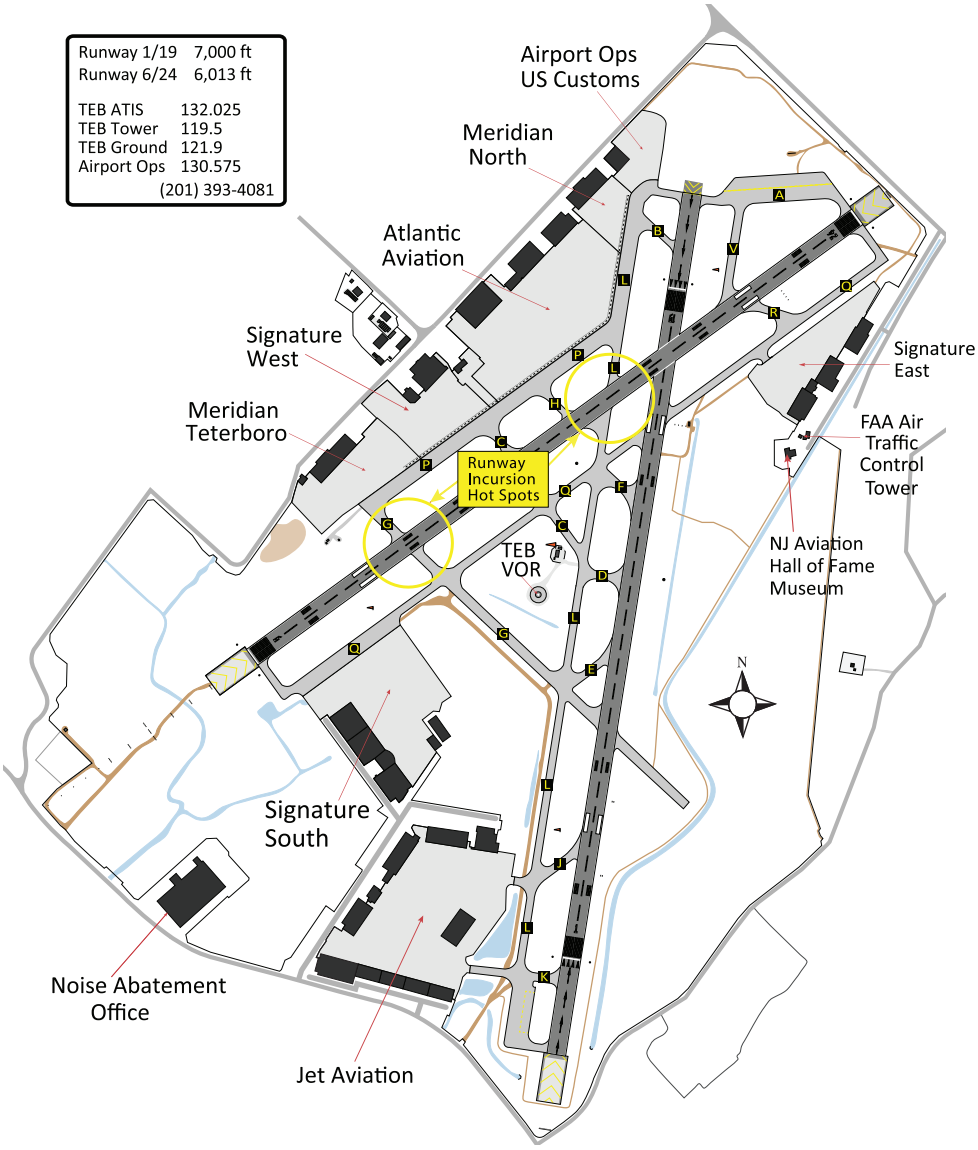

Airport Teterboro
THE PORT AUTHORITY OF NY & NJ

SECTION THREE

Permission To Operate Jet Aircraft

QUIET FLYING PROGRAM

No jet-powered aircraft may operate at TEB without approval of the Airport Manager.

Teterboro Airport
THE PORT AUTHORITY OF NY & NJ

SECTION THREE

Permission To Operate Jet Aircraft

QUIET FLYING PROGRAM

Name of Operator / Firm / Owner: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Country: _____

Chief Pilot: _____ Phone: _____ Fax: _____

E-mail: _____

Tail Number: _____ Call Sign: _____ Aircraft Type: _____ MGTOW: _____ Noise Stage: _____

Tail Number: _____ Call Sign: _____ Aircraft Type: _____ MGTOW: _____ Noise Stage: _____

Tail Number: _____ Call Sign: _____ Aircraft Type: _____ MGTOW: _____ Noise Stage: _____

Tail Number: _____ Call Sign: _____ Aircraft Type: _____ MGTOW: _____ Noise Stage: _____

*** Note: NO Aircraft may weigh in excess of 100,000 pounds on any Teterboro Airport paved surface.**

I hereby request permission to operate the above list of jet aircraft and any additional jet aircraft to be operated by the above named operator into Teterboro Airport. I understand that all aircraft must comply with the Teterboro *Rules and Regulations*. I understand that such permission is subject to the following terms:

1. Takeoffs will be permitted only if they are so planned and conducted so that the maximum noise level (MNL) as measured on the ground in the communities shown on the "Teterboro Airport Minimum Sound Track" chart will not exceed the levels detailed in Items "A" and "B" below, or such levels as may be established in the future.

   A. Runway 24 Departure: Between the hours of 2200 and 0700 Local time 80 dB(A) MNL – all other times 90 dB(A) MNL.

   B. All other runways: departures 95 dB (A) MNL

   When aircraft weight, wind, temperatures and other operational data as set forth in the approved airplane flight manuals, route manuals and/or pilots' operating manuals are such that a take-off planned in accordance therewith will produce a higher noise level than that stated in A. and B. above, measured at the remote noise monitoring sites, such take-off will not be permitted.

2. All Operations conducted pursuant to the above conditions shall also be subject to all Federal Aviation Administration (FAA) and/or other governmental authority applicable rules, regulations and/or procedures.

3. Your departure will be monitored at the Noise Monitoring Points indicated on the enclosed manual pages. Any observance of an aircraft exceeding the MNL at these points will be promptly brought to your attention. Repeated violations will result in withdrawal of permission for you to operate at this facility.

Authorized Company Representative: _____ Date: _____

Airport Manager: _____ Date Permission Granted**: _____

Teterboro Airport | 111 Industrial Ave. | Teterboro, New Jersey 07608 | Phone (201) 393-0399 (Noise Office) | Fax (201) 440-2416

* See The Port Authority of NY & NJ Air Terminal Rules & Regulations section XVI. Teterboro Airport 2.1.7.
**Approval of aircraft operations is contingent on TEB policy in effect on date of approval and may be withdrawn if Airport policy changes.

Notes:

Notes:

Airport Teterboro

THE PORT AUTHORITY OF NY & NJ

Teterboro Airport Noise Abatement Office

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Teterboro Airport

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