

Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KTEB airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

Teterboro Airport (KTEB) is a medium sized airport servicing the business and general aviation communities. Its location in Teterboro, New Jersey, just across the Hudson River from New York City makes it a good alternative for individuals and businesses traveling to the NY Metro area. RWYs 06, 19 and 24 have Engineered Materials Arresting Systems (EMAS).

KTEB Tower Administrative Office
Business Phone 201-288-1740
0800 to 1600 M-F

- ✓ RWY 06/24 and RWY 01/19 intersect at the north end of the airport. This allows sufficient runway length to enable Land and Hold Short Operations (LAHSO).
- ✓ A complex taxiway system supports operations and the numerous FBOs that surround the field.
- ✓ Hot Spot 1 is located at the intersection of TWY L and RWY 06/24. Challenges exist at the intersection of TWY H. Pilots have become confused while taxiing on TWY L and have inadvertently taxied/crossed RWY 06/24. RWY 06/24 crosses TWY L at an oblique angle and the south side of the RWY at this intersection is expanded to accommodate crossings at TWY H. This may cause confusion at this location.
- ✓ Pilots have departed KTEB without clearance while only being issued Line Up and Wait (LUAW) instructions. Do not confuse LUAW for a takeoff clearance.
- ✓ Hot Spot 2 involves aircraft taxiing to/from RWY 01/19 via TWY G. Pilots sometimes fail to recognize RWY 06/24 and cross the runway.
- ✓ Pilots are not cleared to cross any RWY, active or not active, without specific clearance.

Airspace

The **airspace** at KTEB is **Class D** with a 2500' MSL ceiling. It underlies New York Class B airspace. Refer to Sectional Chart)

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications Establish communications (controller response)



- Pilot No special certification required.
- Equipment Two-way radio

Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility 3 statute miles
- Distance from Clouds Clear of clouds.
- Communications Must obtain ATC clearance prior to entering/departing
- Pilot Private Pilot Certificate (see AIM for alt requirements)
- Equipment Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out

Cautions

Hot Spots

HS 1 Maintain vigilance on TWY L at RWY 06/24. High traffic area.

HS 2 Maintain vigilance on TWY G at RWY 06/24. High traffic area.

Departure

- ✓ Wrong surface departure exists here.
- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.
- ✓ Aircraft attempt to depart when issued LUAW.
- ✓ Pilots should review taxiway/runway markings, lighting and signage to ensure that they are departing the assigned runway.
- ✓ KTEB RWY 24 RUUDY6 Departure: Strict adherence to the KTEB RUUDY 6 departure procedure is paramount to avoid a potential conflict with traffic landing at EWR. LTA-TEB-47, written for increased public awareness, is found with KTEB NOTAMS at <https://notams.aim.faa.gov/notamSearch/nsapp.html#/>

Landing

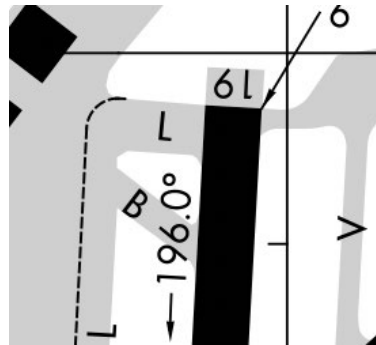
- ✓ RWY 19 VGSI and RNAV Glide-path are not coincident.
- ✓ Published Missed Approach ILS RWY 19: Strict adherence to the KTEB ILS and/or RWY 19 published missed approach procedure is paramount to avoid a potential conflict with traffic landing at EWR. LTA-TEB-48, written for increased public awareness, is found with KTEB NOTAMS at <https://notams.aim.faa.gov/notamSearch/nsapp.html#/>

Surface Risk – Movement Area

- ✓ Runway incursion risks exist here – See Hot Spot Section above.
- ✓ Aircraft that are cleared to taxi to a runway are not authorized to cross another runway unless specific crossing clearance is issued.
- ✓ Daily continuous construction activity all quadrants.



- ✓ When taxiing to runway 24 for departure from the west side of the airport (taxiway Lima), be sure not to inadvertently turn on to taxiway Bravo while on taxiway Lima anticipating to cross runway 19, especially at night. It will require a back-taxi or 180 turn around.



Additional Cautions

- ✓ If ever in doubt about your position or your instructions, ask the TWR.
- ✓ RWY 01/19 has Displaced Threshold.
- ✓ TEB is closed to motorless aircraft, uncontrolled aircraft, and ultralight activity except by prior permission.
- ✓ All aircraft avoid hospital 1.7 miles north of RWY 01/19.
- ✓ Helicopter operations over residential areas below 1000' MSL should be avoided.

Communications

Teterboro Tower (KTEB) operates continuously.

If TWR is NOTAM'd closed:

- ✓ The airspace becomes class E.
- ✓ CTAF Frequency 119.50
- ✓ For Clearance or to Cancel Flight Plan, contact NY TRACON on 128.55; 119.2; 126.7; 127.6 or NY Approach 1-800-645-3206.

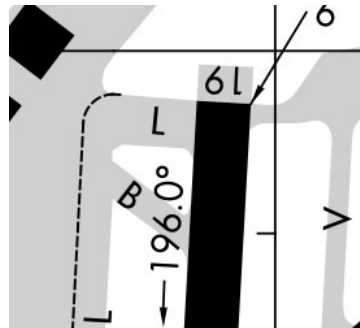
From the KTEB Control Tower

Local information that your KTEB TWR controllers want you to know.

Ground

- When holding short of runway 19 at Lima, eventually departing runway 24, remain on ground control frequency unless otherwise instructed to contact tower.
- When taxiing to runway 24 for departure from the west side of the airport

(taxiway Lima), be sure not to inadvertently turn on to taxiway Bravo while on taxiway Lima anticipating to cross runway 19, especially at night. It will require a back-taxi or 180 turn around.



Takeoff/Departure

- When Departing Runway 24 turn into the holding pad, face and monitor tower.
- If you are turbine powered we will know you're ready to depart upon reaching. No need to state that you are ready in sequence or holding short of runway 24. This will alleviate extra back and forth transmissions from the tower controller to acknowledge.
- Pilots are urged to check Controller Pilot Data Link Communications (CPDLC) and Flight Management Systems (FMS) to ensure that route revisions do not inadvertently delete the RUUDY SIX DEPARTURE (RNAV)
- For KTEB Runway 19 Visual Departure Procedure with transition to an IFR clearance when Newark is landing Runway 22 and Teterboro is departing runway 19, visit [Chart Supplement](#).

Arrival/Landing

- KTEB RNAV (GPS) X RWY 06 is primary approach to RWY 06
- RNAV (GPS) X RWY 19 approach is an alternate instrument approach procedure that is designed to reduce the impact of aircraft noise at the Hackensack University Medical Center and surrounding residential areas. The approach is available upon pilot request.
 - Visit [TEB Airport Noise Office - Aircraft Noise \(panynj.gov\)](#) for information about this preferred procedure.

Special Traffic (Military / Commercial / Helicopter, etc.)

- Helicopter operations over residential areas below 1000 feet MSL should be avoided.
- Visit [Chart Supplement](#) for KTEB Helicopter Routes

Additional Information at KTEB

- Engineered Materials Arresting System (EMAS) located on RWYs 06/24 and

departure end of RWY 19

- All Aircraft avoid Hospital 1.7 miles North of RWY 01/19
- Aircraft and Helicopter noise abatement rules in effect
Contact Airport Noise Abatement Office (201-393-0399 or 201-288/1775) for copy of procedures and rules prior to arrival.
RWY 24 noise critical RWY. Maximum noise limit of 80 dB between 2200-0700 and 90 dB all other hours.
- Be careful not to depress your microphone PTT button with your knee or other parts of your body. Frequently and pilots can be heard running their checklists, blocking other transmissions.
- KTEB has a comprehensive noise program to reduce aircraft noise on surrounding communities. The KTEB Airport Noise Office actively enforces mandatory noise limits for aircraft departures.
The Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC) works with airport management and the FAA to provide efficient flight operations while maintaining the quality of life for surrounding communities.
- Visit [TEB Airport Noise Office - Aircraft Noise \(panynj.gov\)](http://panynj.gov) to learn more about the TANAAC and for links to the following:
 - KTEB Flight Crew Handbook
 - RWY 19 Noise Abatement Approach
 - KTEB Flight Crew Handbook Mobile App
 - Whispertrack...Fly the Quiet Route
- Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

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