



TETERBORO AIRPORT (TEB)

PILOT INFORMATION

Updated: 03/07/2023

TEB Tower Administrative Office
Business Phone 201-288-1740
Open 0800L to 1600L – Monday through Friday



**Federal Aviation
Administration**

Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

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IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- [Aeronautical Information Services](#)
- [Airport Construction](#)
- [Airport Diagram](#)
- [Chart Supplement](#)
- [From the Flight Deck Videos](#)
- [Hot Spots](#)
- [NOTAMS](#)
- [VFR Charts](#)

Some Advisory Circulars for Reference

- ❖ [AC 90-66B Non-Towered Airport Flight Operations \(faa.gov\)](#) Subject: Non-Towered Airport Flight Operations – 2/25/19
- ❖ [AC 91-73B \(faa.gov\)](#) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- ❖ [AC 91-92 \(faa.gov\)](#) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- ❖ [AC 90-48E \(faa.gov\)](#) Subject: Subject: Pilots' Role in Collision Avoidance – 10/20/22

TEB Specific Section

Teterboro Airport 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).

1. From the Flight Deck (FTFD) Video Notes

- RWY 6/24 and RWY 1/19 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 6/24. Challenges exists at the intersection of TWY H. Pilots have become confused while taxiing on TWY L and have inadvertently taxied/crossed RWY 6/24. RWY 6/24 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 TEB 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 1/19 via TWY G. Pilots sometimes fail to recognize RWY 6/24 and cross the runway.
- Pilots are not cleared to cross any RWY, active or not active, without specific clearance.

2. Airspace

The airspace at TEB 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 |

3. 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

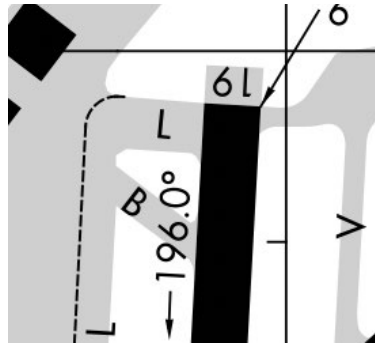
- ✓ Wrong surface departure exists here.
- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.
- ✓ Aircraft attempt to depart when issued LUAW.
- ✓ Pilots should review taxiway/runway markings, lighting and signage to ensure that they are departing the assigned runway.
- ✓ TEB RWY 24 RUUDY6 Departure: Strict adherence to the TEB 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 TEB 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 TEB 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 TEB 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.

4. Communications

Teterboro Tower (TEB) operates continuously.

If TWR is NOTAM'd closed:

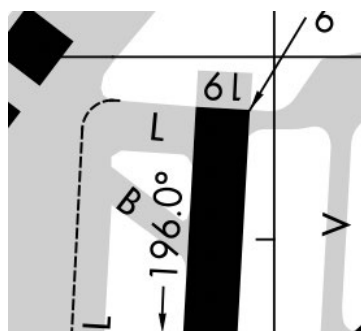
- ✓ The airspace becomes class E.
- ✓ CTAF Frequency 119.50
- ✓ For Clearance or to Cancel Flight Plan, contact NY TRACON on 128.55; 119.2; 126.7; 127.6 or NY Approach 1-800-645-3206.

5. From the TEB Control Tower

Local Information that your TEB 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 TEB 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

- TEB 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 TEB Helicopter Routes

6. Additional Information at TEB

- Engineered Materials Arresting System (EMAS) located on RWYs 06/19 and 24
- 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.
- TEB has a comprehensive noise program to reduce aircraft noise on surrounding communities. The TEB 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 \(panynj.gov\)](https://panynj.gov/teb-airport-noise-office-aircraft-noise) to learn more about the TANAAC and for links to the following:
 - TEB Flight Crew Handbook
 - RWY 19 Noise Abatement Approach
 - TEB Flight Crew Handbook Mobile App
 - Whispertrack...Fly the Quiet Route

End of TEB Specific Section

General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check for proper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklist may come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling to below VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageous to use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish to talk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- The clearance must be requested by the pilot.
- If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft must be certified for IFR flight.
- A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- You may depart for another destination
- You may transition
- You may enter and land
- You may do touch and go landings

End of General Section