



TETERBORO AIRPORT

NOISE ABATEMENT RULES AND REGULATIONS

PREFACE

These Rules and Regulations predate the *Airport Noise and Capacity Act of 1990 (ANCA)*

GENERAL

- A. Aircraft operating at Teterboro Airport must abide by the applicable noise rules, as defined in the following paragraphs. Airport noise rules are based upon maximum noise level (MNL) and Federal Aviation Regulations (FAR) Part 36 noise level classification.
1. No jet-powered aircraft may operate at Teterboro Airport without prior approval of the Airport Manager.
 2. No aircraft may operate at Teterboro Airport if such operations shall result in emitted noise above levels prescribed by the Airport Rules and Regulations.
 3. No operations by subsonic Stage Two, low bypass, jet aircraft, exceeding 75,000 pounds maximum certified take-off gross weight (MTOGW), may be planned or scheduled at the airport between the hours of 12:00 midnight and 6:00 a.m..
 4. No operations of subsonic Stage I aircraft are permitted.
- B. Specific details concerning these regulations are provided in the following sections of this document.

DEFINITIONS

- A. *Airport* shall mean Teterboro Airport, Teterboro, New Jersey.
- B. *Airport Manager* shall mean the Airport Manager of Teterboro Airport or his/her designated representative.
- C. *Annex 16* shall mean Annex 16 to the Convention on International Civil Aviation of the International Civil Aviation Organization (ICAO).

- D. *First Violation* shall mean the first violation of the MNL-based noise standard by an individual aircraft.
- E. *Maximum Noise Level* shall mean the maximum level of a noise event, measured in dB(A).
- F. *MNL* shall mean Maximum Noise Level.
- G. *Operations* shall mean an aircraft arrival or departure.
- H. Part 36 of the *Federal Aviation Regulations* or Part 36 shall mean 14 C.F.R., Part 36, including noise levels under Appendix C of that Part.
- I. *Second Violation* shall mean the second violation of the MNL-based noise standard by an individual aircraft.
- J. *Stage Two, Low Bypass Ratio Airplane* shall mean an airplane that complies with the noise levels prescribed in Sections C36.5(a)(2) of Appendix C of Part 36, or in Chapter 2 of Annex 16 (including use of applicable tradeoff provisions), and which is powered by jet engines with a bypass ratio of 3.0 or less.
- K. *Stage Two, Low Bypass Operations* shall mean operations by Stage Two, Low Bypass Ratio airplanes.
- L. *Stage Three Airplane* shall mean an airplane that complies with the noise levels prescribed in Section C36.5(a)(3) of Appendix C of Part 36, or in Chapter 2 of Annex 16 (including use of applicable tradeoff provisions).
- M. *Stage Three Operations* shall mean operations by Stage Three Airplanes.
- N. *Third Violation* shall mean the third violation of the MNL-based noise standard by an individual aircraft.
- |O. *Stage One* shall mean an airplane that does not comply with noise levels required for Stage Two, or Stage Three airplanes as set forth in Title 14 of the Code of Federal Regulations, Chapter 1, Part 36.

APPROVAL TO OPERATE JET AIRCRAFT

- A. In order to use Teterboro Airport, all operators of jet powered aircraft must complete and submit to the Airport Manager, a form entitled "*Request To Operate Jet Powered Aircraft Into Teterboro Airport*".
- B. This form must be completed and submitted by the aircraft owner or operator either before the first operation by any jet-powered aircraft or prior to the first departure by such aircraft. If the form has not been completed and submitted prior to the first arrival at Teterboro Airport, the Captain of the arriving aircraft shall contact the duty Airport Operations Supervisor to request a copy of the form.
- C. Upon presentation of the Request To Operate form to the Captain, the Airport Operations

Supervisor shall provide information to him/her regarding the Teterboro Airport noise regulations.

- D. Approval must be obtained for each jet-powered aircraft the owner or operator plans to operate at Teterboro Airport. Owners or operators may gain approval for more than one aircraft during initial contact with airport management.
- E. Aircraft owners or operators shall advise Teterboro Airport management any time that they have sold, or are no longer in direct control of, an aircraft which has been approved by airport management under the process provided for in these Noise Abatement Rules and Regulations.

MAXIMUM NOISE LEVEL

A. Noise Limits

Takeoffs will be permitted only if they are so planned and conducted that the MNL, as measured on the ground by the Airport Noise Monitoring System, will not exceed the following:

1. Runway 24:

Between the hours of 2200 and 0700 local times - 80 dB(A). At all other times - 90 dB(A).

2. All Other Runways:

Takeoffs from all other runways and helicopter routes originating at the Airport may not exceed 95 dB(A).

B. Violations

1. Whenever an aircraft operation has resulted in emission of a sound level above the prescribed limit, the Airport Manager shall issue a noise violation notification. Such notification shall be mailed, via certified or registered mail, to the address given by the owner or operator on the "Request To Operate Jet Powered Aircraft Into Teterboro Airport" form, or to the registered owner/operator (in the case on non jet aircraft). Failure on the part of the aircraft operator to receive such notification shall not be cause for dismissal of the violation.
2. A record of First Violations and Second Violations shall be kept for two years (from the date of the violation). Upon the second anniversary of the First Violation or Second Violation, the record of that violation shall be expunged. If a record of a Second Violation exists when the record of a First Violation is expunged, the Second record of the Violation shall revert in status to a record of First Violation. Any downgraded violation record shall be expunged on the second anniversary of its original date of occurrence.
3. Aircraft that have three (3) recorded MNL violations shall not be permitted to operate at Teterboro Airport.

C. Exemptions

1. Upon prior approval of the Airport Manager, 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.
2. If Runway 19 is officially closed, by NOTAM, the applicable MNL for Runway 24 shall be 95 dB(A).
3. If the cross-wind component existing at the time of an intended Runway 19 takeoff exceeds the maximum allowable cross-wind component as listed in the operator's handbook for the aircraft being used, the applicable MNL for Runway 24 shall be 95 dB(A).
4. Exemptions may be granted by the Airport Manager, in his or her discretion, in cases where, due to circumstances that could not have been foreseen prior to departure, noise abatement procedures were abandoned in order to assure safety of flight.

D. Appeals

1. Operators may appeal the assessment of a MNL 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.
2. Letters of appeal should clearly state the specific ground upon which the appeal is based. Mitigating circumstances must be verifiable and documented.
3. Letters of appeal may be reviewed by the Teterboro Airport Noise Abatement Advisory Committee (TANAAC), in which case the Advisory Committee may, in its discretion provide comments on the appeal letter to the Airport Manager, within ninety (90) days of the receipt of the appeal letter. The Airport Manager, with or without the advice of TANAAC, shall render a decision concerning the appeal. The decision of the Airport Manager shall be final.
4. All violation records shall remain in effect until a decision on such appeal has been rendered by the Airport Manager. If the violation is overturned by the Airport Manager on appeal the record of violation shall immediately be expunged.

REMOTE NOISE MONITOR LOCATIONS

A. Remote Monitoring Site (RMS) locations are depicted on the Teterboro Airport Minimum Sound Tracks chart, available at the Airport Operations Office, 399 Industrial Avenue, Teterboro, NJ 07608, (201) 288-1775.

B. Fixed RMS locations are as follows:

RMS #1: Carlstadt - Corner of Berry Street and 7th Avenue, 1.9NM from the normal

brake release point at Runway 24 threshold.

RMS #2: Hasbrouck Heights - Hamilton Avenue across the street from the Municipal Building, 0.7NM west of the west boundary of the airport.

RMS #3: Hackensack - Roof of the Hackensack Medical Center, 2.5 NM from the normal brake release point at Runway 01 threshold.

RMS #4: Hackensack - Park Street, 300 feet North of Central Avenue, 1.8 NM north of the northern boundary of the airport.

RMS #5: Bogota - In the yard of the Bogota High School, 2.8NM from normal brake release point at Runway 06 threshold.

RMS #6: Moonachie - Joseph Street, 0.4NM east of Runway 01/19.

| **STAGE ONE OPERATIONS**

Noise Rule

| Effective May 1, 2002, no operations of subsonic Stage I aircraft are permitted.

STAGE TWO OPERATIONS

Noise Rule

No operations by subsonic Stage Two, Low Bypass jet aircraft, exceeding 75,000 pounds maximum certified take-off gross weight (MTOGW), may be planned or scheduled at the airport between the hours of 12:00 midnight and 6:00 a.m..

Operators that violate the 12:00 midnight to 6:00 a.m. restriction may lose all operating privileges at Teterboro Airport, in the discretion of the Airport Manager.

AIRCRAFT/ENGINE MAINTENANCE RUN-UPS

- A. The procedure listed below shall be followed by all persons who engage in aircraft/engine maintenance run-ups.
1. Jet and turbine engine aircraft run-ups are prohibited on ramp areas. Piston powered aircraft, 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. Aircraft shall not be positioned so that propeller slip-stream or engine exhaust is directed at spectators, personnel, hangars, shops or other buildings in such a manner as might cause personal injury, property damage or the actuation of sprinkler systems and/or fire detection systems.
 2. Prior to conducting a maintenance run-up, including piston powered aircraft run-up on ramp areas, the operator shall provide the following information to Airport Operations, at (201) 288-1775.

- a. Operator name.
 - b. Aircraft owner.
 - c. Type of aircraft.
 - d. Aircraft registration number.
 - e. Whether aircraft will be escorted to run-up area.
 - f. Total expected time of run-up operation.
 - g. Engine power settings anticipated and approximate period of time at stated settings.
 - h. Reason for engine run-up.
 - i. Run-up area requested.
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. In an emergency, the Airport Manager, in his or her discretion, may approve maintenance run-ups during other hours -- on a case-by-case basis. Run-up hours may be adjusted, at the discretion of the Airport Manager, if the noise impact on the local community so warrants.
4. All aircraft operators conducting a maintenance run-up must maintain a listening watch on the Teterboro Ground Control frequency (121.9 MHz), if the aircraft is equipped with only one aeronautical communications radio. If the aircraft is equipped with dual aeronautical radios, listening watch shall be maintained on both Teterboro Ground Control and AIRINC (130.575 MHz).
5. Although it is recognized that, under certain wind conditions, operators may favor aircraft headings other than the preferred headings, the Airport Manager reserves the right to reposition aircraft and/or terminate maintenance run-ups. Preferred run-up areas and aircraft headings are as follows:
- a. Taxiway Golf at east extension. Preferred headings are 010 degrees and 190 degrees.
 - b. Taxiway November as close as possible to taxiway Golf. Preferred headings are from 340 degrees to 360 degrees, so that the tail of the aircraft faces into the Lindbergh hangar complex.
 - c. Holding area adjacent to Taxiway Alfa (between Runways 19 and 24). Preferred location is as close to Runway 19 as possible on a heading of 190 degrees.

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

- B. These regulations are set forth in order to provide maximum possible relief to residents of the communities surrounding Teterboro Airport. While the Airport Manager recognizes the need for maintenance run-ups to ensure safety of flight, the Airport Manager asks all aircraft operators to carefully consider the impact of noise on our neighbors and plan run-up activities accordingly.

| VOLUNTARY RESTRAINTS FROM FLYING

- A. Non-Stage Three Compliant Aircraft:
From 2200 (10:00 p.m.) to 0700 (7:00 a.m.) local time.

- B. All Other Aircraft:
From 0000 (midnight) to 0600 (6:00 a.m.) local time.
Non-Essential Flights should not be conducted during this time period.

Teterboro Airport Noise Abatement Rules and Regulations Revised Date: May 31, 2002

| AIRCRAFT – GENERAL Excerpt

AIRCRAFT WEIGHT LIMITS (based on Airport infrastructure limitations)

General Rule 2.1.7

No aircraft having an actual gross weight of over 100,000 pounds, including passengers, cargo, fuel, equipment, etc shall land, takeoff or **taxi** at the Air Terminal without permission of the Manager.

Interpretive Note:

No aircraft may exceed a weight of 100,000 pounds on any area of the Airport (Ramps, Runways and Taxiways).

General Note:

All aircraft capable of ramp weights exceeding 100,000 pounds must submit a Weight and Balance indicating the actual Landing, (TEB) Takeoff (TEB) and Ramp weight (TEB – departures) for aircraft operating on Teterboro Airport.

Weight and Balances are to be mailed to Analysis Department Teterboro Airport, 399 Industrial Avenue, Teterboro, NJ 07608 and Faxed to (201) 288-6512.

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.

PRIORITY RUNWAYS	
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!**

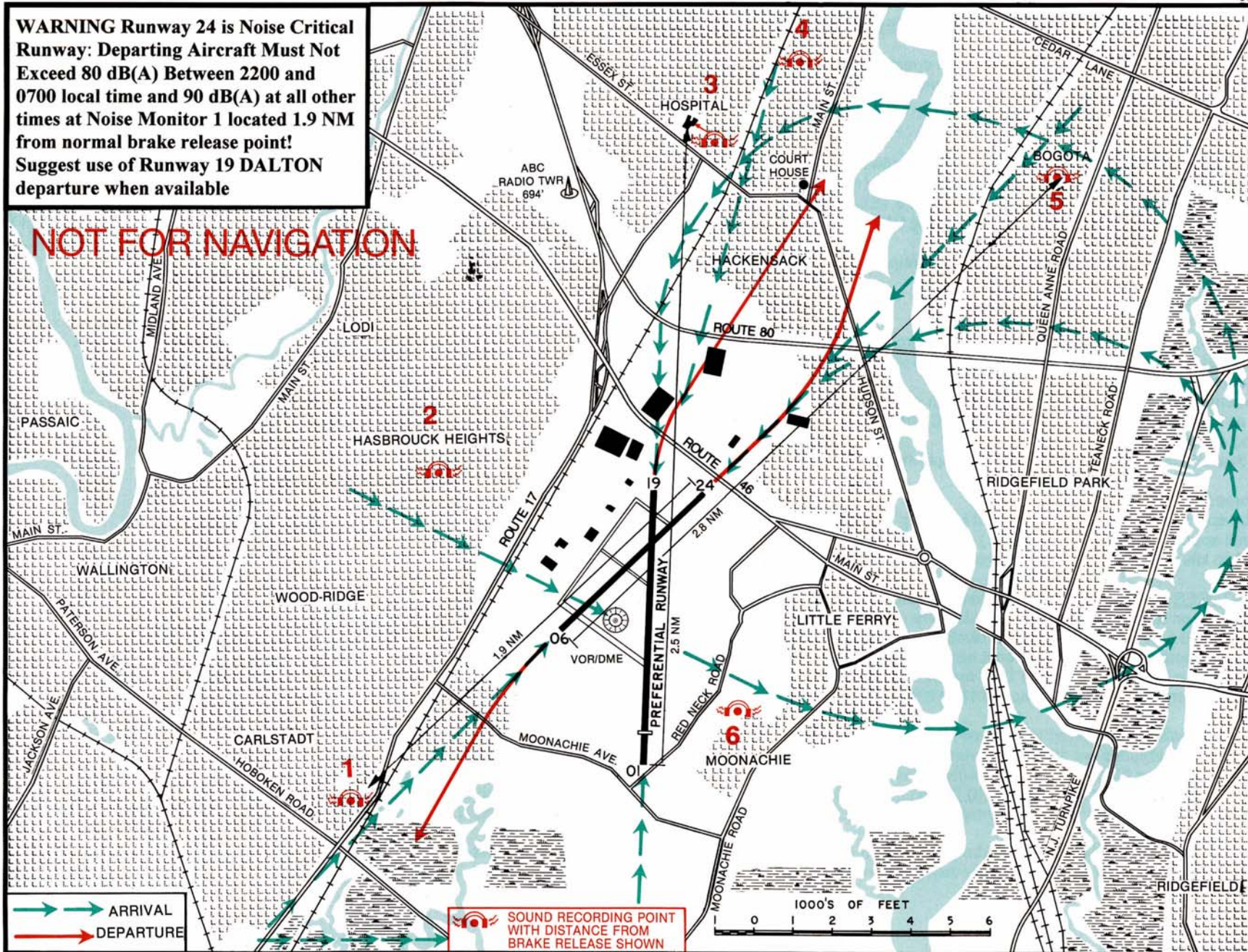
ARRIVALS All arrivals are requested to maintain an altitude of at least 1500 MSL as long as possible.

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).

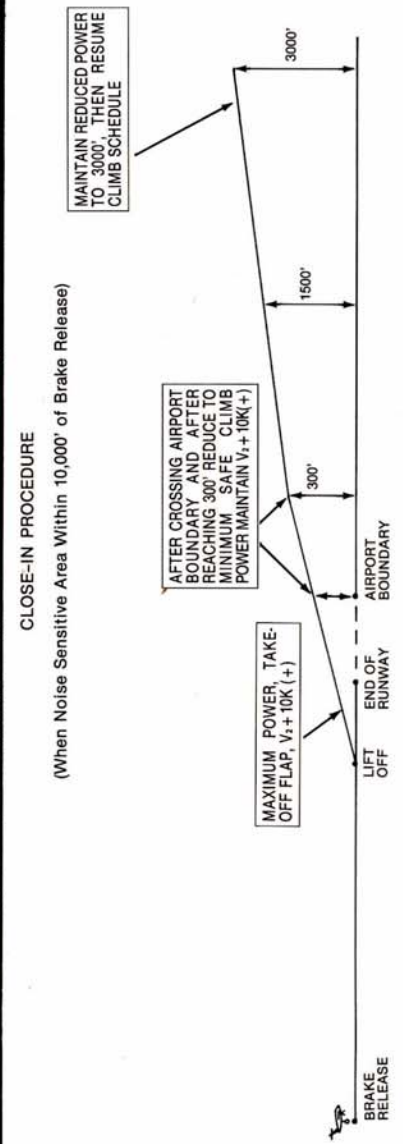
Between the hours of 2200 and 0700 local time aircraft over 12,500 pounds, turbo-jet and those aircraft with known high noise levels should request runway 01 for landing and runway 19 for departures. ATC will accommodate requests provided that a safety hazard is not incurred by landing or departing aircraft.

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



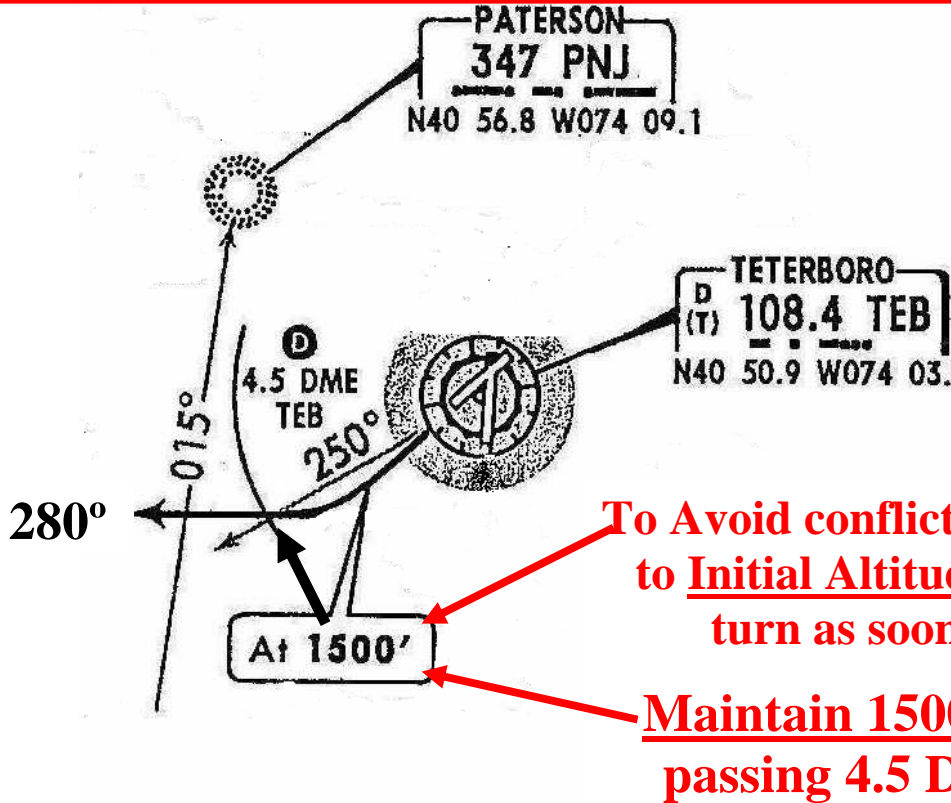
TETERBORO AIRPORT MINIMUM SOUND TRACKS



Awareness Advisory

Runway 24 Teterboro Five Departure

TO MAINTAIN SAFETY FLY THE TETERBORO FIVE DEPARTURE PRECISELY!



ADHERE TO ALL PRINTED PROCEDURE INSTRUCTIONS AND DO NOT DEVIATE UNLESS INSTRUCTED BY ATC!

RWY	INITIAL CLIMB	ALTITUDE
24	Climb runway heading until reaching 1500', then turn RIGHT heading 280°.	DME equipped aircraft: <u>MAINTAIN 1500'</u> until passing 4.5 DME TEB, then climb and MAINTAIN 2000' . NON-DME equipped aircraft: MAINTAIN 1500' until crossing PNJ 015° bearing, then climb and MAINTAIN 2000'

Suggest maximum take-off power to airport boundary (0.6 TEB DME) and then reduce to minimum climb power until reaching 1,500 feet MSL.

NOT FOR NAVIGATION CHECK LATEST JEPPESEN OR NOAA FACILITY DIRECTORY UNDER SPECIAL NOTICES FOR UPTO DATE INFORMATION

KTEB/TEB
TETERBORO

JEPPESEN
31 DEC 04 **(10-3A)**

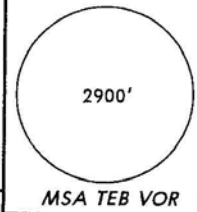
TETERBORO, NJ

NEW YORK
Departure (R)
119.2
126.7

Apt Elev
9'

Trans level: FL 180 Trans alt: 18000'

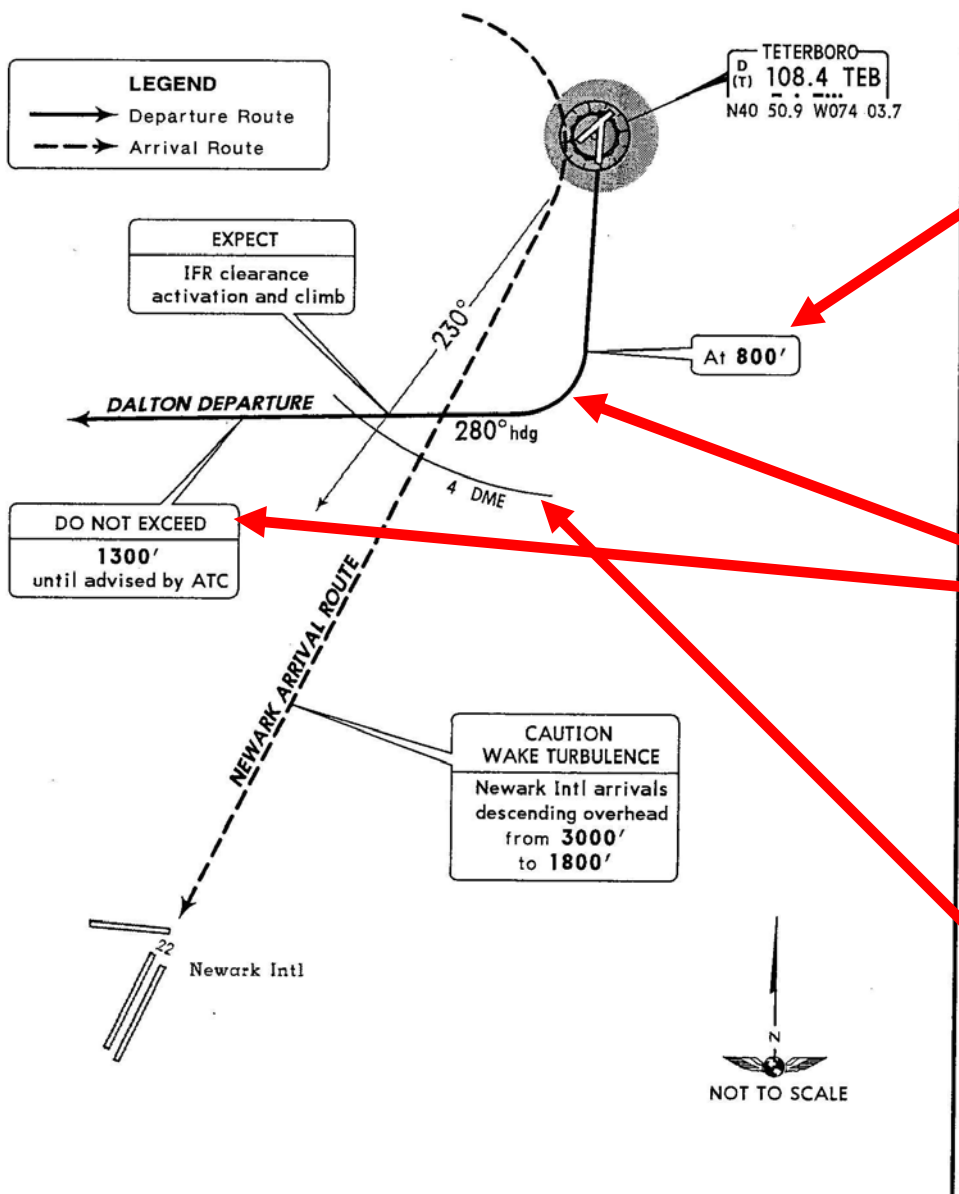
1. Teterboro Airport Rwy 19 VFR departure procedure when Newark Intl is landing Rwy 22 and KTEB is departing Rwy 19.
2. WEATHER MINIMUMS: Ceiling 3000' and visibility 3 miles.
3. Pilots should specifically request this procedure using the departure name.



TO MAINTAIN SAFETY FLY THE DALTON DEPARTURE PRECISELY!

DALTON DEPARTURE
(RWY 19)

SPEED: DO NOT EXCEED 190 KT. IF UNABLE, ADVISE.



To avoid conflicting traffic, climb to 800 feet and then complete turn to 280 degrees as soon as practical. Preferably within 1DME (TEBVOR)

Do NOT EXCEED 1300 MSL without clearance to "CLIMB" from ATC

Do NOT go South of 4 DME Arc unless instructed to by ATC

INITIAL CLIMB	ALTITUDE
MAINTAIN runway heading until 800', then turn RIGHT heading 280°. Complete the turn within 4 DME TEB.	MAINTAIN VFR at or below 1300'.
ROUTING	
EXPECT a climb clearance after crossing TEB R-230. The climb clearance constitutes IFR activation and a clearance to resume normal airspeed. EXPECT control instruction to a departure fix as described in the published Teterboro standard instrument departure (SID).	