

KTEB BRIEFING

Special considerations when using (Teterboro, NJ) KTEB airport.

First timers:

1. When a new airplane registration intends to operate for the first time at KTEB, a prior permission (PPR) is required, the crew will also be met at the FBO by the authorities and be given an information (HOW TO) package. See the link below:

<https://www.faa.gov/sites/faa.gov/files/TEB.pdf>

2. Weight restriction (100,000 lbs) applies in KTEB. See link below:

<https://www.panynj.gov/airports/en/teterboro/teterboro-operations.html>

At the maximum authorized weight of 100,000 lbs for KTEB, and when operated in accordance with (SUPPLEMENT 6) (OPERATIONS AT AIRPORTS WITH MAXIMUM WEIGHT RESTRICTIONS) the Global 7500 ACN is well below the published PCN of 35/F/C/X/T for both 06/24 and 01/19 runways and is considered non-restrictive, add (OPS: AFM SUPPLEMENT 6) in the RMK section of the ICAO flight plan shows operations below 100,000 lbs respecting KTEB limitation. Circling/Traffic Pattern Altitude restriction may be given by the tower as 1,500 feet for large/turbine airplanes, see information excerpt below taken from (JEPPESEN, AIRPORT DATA, NEW JERSEY, KTEB), always seek latest information for KTEB, beware during circling and final descent because of many hard to see obstacles surrounding the airport.

Route

Pubs

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Airport Data - United States

Airport Directory — New Hampshire

Airport Directory — New Jersey

Airport Directory — New Mexico

Airport Directory — New York

Airport Directory — North Carolina

Airport Directory — North Dakota

Airport Directory — Ohio

Airport Directory — Oklahoma

Airport Directory — Oregon

Airport Directory — Pennsylvania

Airport Directory — Rhode Island

Airport Directory — South Carolina

Airport Directory — South Dakota

Airport Directory — Tennessee

Airport Directory — Texas

Airport Directory — Utah

Airport Directory — Vermont

Airport Directory — Virginia

Airport Directory — Washington

Airport Directory — West Virginia

Airport Directory — Wisconsin

Teterboro

8' KTEB TEB -05:00° N40 51.0 W074 03.6

H24 201-393-0855. ATIS H24 201-288-1690. Apt Manager 201-288-1775.

01/19 7000' ASPHALT. SW 50, DW 100, PCN 35/F/C/X/T. LDA 01 6161'. LDA 19 6230'. ASDA 01 6932'. HIRL.

Rwy 19 departure end EMAS.

06/24 6013' ASPHALT. PCN 35/F/C/X/T, SW 50, DW 100. HIRL. MIALS 06.

Rwy 06 departure end EMAS.

Rwy 24 departure end EMAS.

ATND SKD H24. Customs: O/R

Airport closed to motorless aircraft, uncontrolled aircraft & ultralight activity except by prior permission.

Deer and bird activity on and in vicinity of airport.

Aircraft capable of operating above 100,000 lb must submit certification to airport manager verifying aircraft operating weight is less than 100,000 lb. Contact airport operations for forms.

Stage 1 aircraft not permitted to operate at Teterboro airport.

Traffic Pattern Alt: 1500' (1492') for large/turbine aircraft, 1000' (992') for all others.

Aircraft and helicopter noise abatement rules in effect; contact airport noise abatement office 201-393-0399/288-1775 for copy of procedures and rules prior to arrival. Rwy 24 noise critical runway max noise limit of 80 DB between 0300-1200Z and 90 DB all other hours.

Helicopter operations over residential areas below 1000' MSL should be avoided.

All aircraft avoid hospital 1.7 miles north of Rwy 01/19.

F-3, Jet A. JASU. Oxygen.

ABN. Fire B.

Teterboro

8' KTEB TEB -05:00* N40 51.0 W074 03.6

H24 201-393-0855. ATIS H24 201-288-1690. Apt Manager 201-288-1775.

01/19 7000' ASPHALT. PCN 35/F/C/X/T. LDA 01 6161'. LDA 19 6230'. ASDA 01 6932'. HIRL.

Rwy 19 departure end EMAS.

06/24 6013' ASPHALT. SW 50, DW 100, T 100, PCN 35/F/C/X/T. HIRL. MIALS 06.

Rwy 06 departure end EMAS.

Rwy 24 departure end EMAS.

ATND SKD H24. Customs: O/R

Airport closed to motorless aircraft, uncontrolled aircraft & ultra light activity except by prior permission only.

Deer and bird activity in vicinity of airport.

Traffic Pattern Alt: 1500ft MSL (1492' AGL) for large/turbine acft, 1000ft MSL(992' AGL) for all others.

F-3, Jet A. JASU. Oxygen.

ABN. Fire B.

3. Pilot self-briefing prior to first flight in KTEB is mandatory, see the following links:

<https://www.panynj.gov/airports/teb-noise-abatement.html>

4. An iPad application exists for KTEB in the App Store, look under (TEB FCH).
5. Use of KTEB by a G7500 as an alternate airport does not require the >100,000 lbs aircraft certification form.

Approaches: all arrivals in KTEB are heavy workload and require proper preparation and planning

1. When cleared ILS 06, **mandatory level off** at DANDY at 1,500 feet is a **must**, caution; selecting APPR with no other consideration (not selecting VNAV) may cause the airplane to capture the glide slope at a higher altitude and not meet DANDY restriction, depending on the installed avionics, consider selecting NAV and any other vertical mode to vacate present altitude and descend to cross DANDY at 1,500'.
2. When cleared VOR RWY 24 approach, and Jet Aviation is your handler, ATC may offer to sidestep for RWY 19 at a fairly low altitude, watch your airspeed, i.e., Teterboro Learjet accident during circling (N452DA).
3. During VFR conditions the glide slope critical area for ILS RWY 19 may not be protected. Taxiway Quebec is immediately adjacent to the critical area and is heavily utilized. Although fluctuations routinely occur when this situation is present at any airport, it is occurring more frequently at TEB due to the high traffic volume. Based upon this, when the weather is greater than 1000'

ceiling and 3 miles visibility, the LOC RWY 19 approach (no GS) will be the preferred approach, select flight mode appropriately.

Departures: all departures from KTEB are heavy workload and require proper preparation

1. When cleared on RUUDY 6 RNAV departure (RUUDY6.RUDDY) from runway 24, be careful with the 1,500 feet hard altitude restriction at WENTZ, many altitude busts are still reported on a regular basis, verify and confirm VNAV altitude of 1,500' on the route page, if other vertical mode (NON VNAV) selection is made prior to VALTS CAP, the airplane will disregard the 1,500 feet VNAV constraint and will result in an airspace violation.
2. upon pilot's request for the DALTON 2 VFR departure, do not climb above 1,300 feet and maintain a maximum of 180 KIAS, be ready to rapidly access and use any of the multiple SID transitions depicted on TEB2 or RUUDY6 departures.

[https://www.faa.gov/flightInfo/NOTES/2022/Jun/TUG_Enhanced_TEB_RUUDY_6_\(003\).pdf](https://www.faa.gov/flightInfo/NOTES/2022/Jun/TUG_Enhanced_TEB_RUUDY_6_(003).pdf)

General considerations:

1. KTEB has full Datalink capabilities.
 - PRE-DEPARTURE CLEARANCE
 - CPDCL use KUSA for logon.
 - Digital ATIS
 - ATIS by telephone (201-288-1690) same as VHF ATIS

KTEB is very near sea level with an average height of just 8' above sea level and is prone to occasional flooding. Historically the airport has been very well maintained even under heavy snow falls. The departure end of runway 01 has no EMAS. KTEB is a Customs Landing Rights airport.

Subject: Use of Teterboro (TEB) Localizer (LOC) Approach

During VFR conditions the glide slope critical area for ILS RWY 19 is not protected. Taxiway Quebec is immediately adjacent to the critical area and is heavily utilized. Although fluctuations routinely occur when this situation is present at any airport, it is occurring more frequently at TEB due to volume. Based upon this, when the weather is greater than 1000' ceiling and 3 miles visibility, the **LOC RWY 19** approach will be the preferred approach. When the NAV-to-NAV transfer has occurred, selecting NAV in the FCP will prevent (unstable) glide slope intercept, descent using the CDFA/SCDA technique is preferable.

Teterboro ILS 19 Glideslope Perturbation

This article contains relevant information for pilots and maintenance crew. Bombardier was made aware of two distinct reports from business aircraft where after capturing the ILS (Instrument landing System) Runway 19 at Teterboro airport the aircraft experienced unexpected pitch up or pitch down with the autopilot engaged and tracking the glideslope (GS) signal. In both cases the crew disconnected the autopilot, manually flew the aircraft, reengaged the autopilot then re-captured the GS and continued the normal descend and landing.

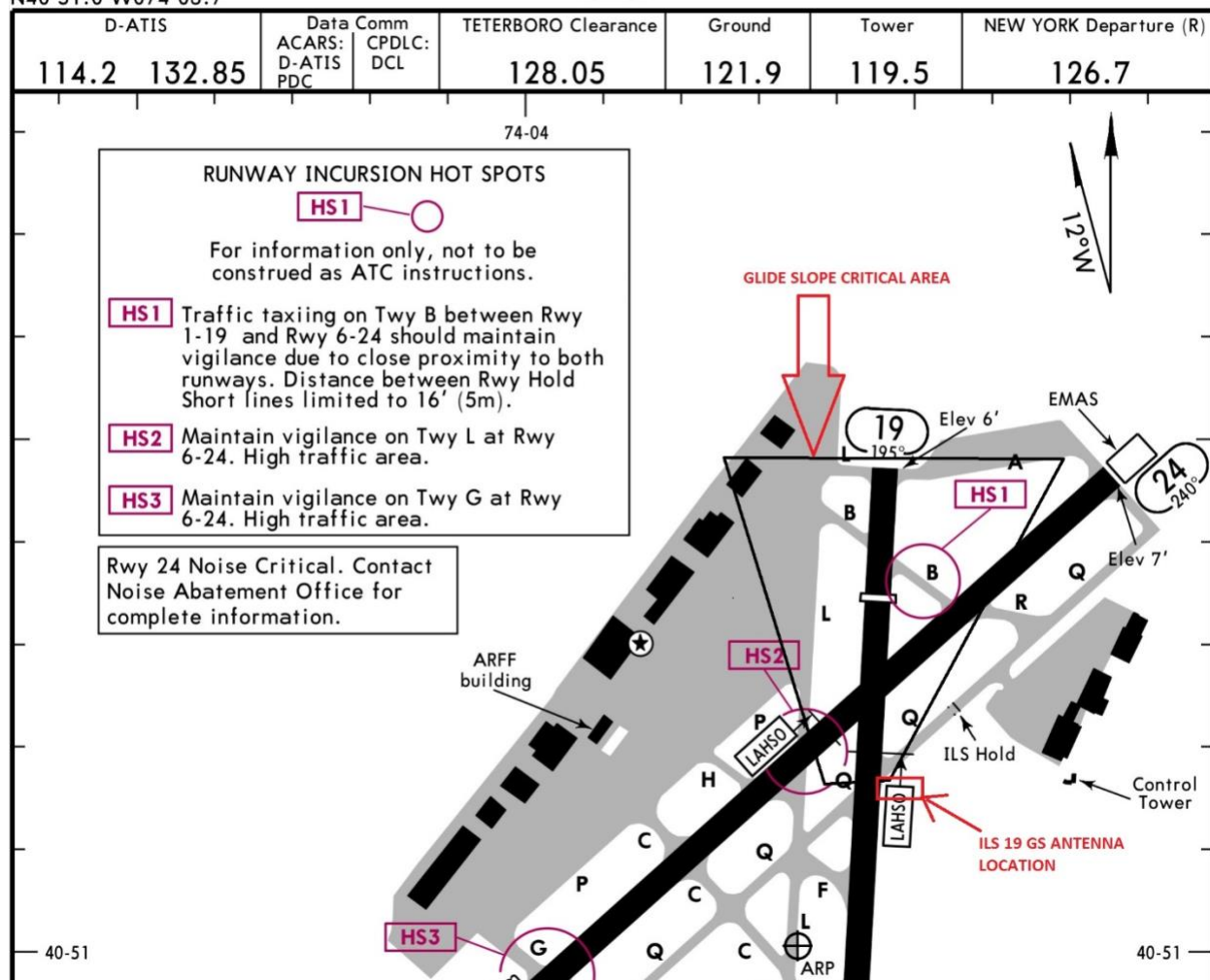
Subsequent investigation concluded that there were no faults present on the aircraft systems at that time but rather a known ILS Glideslope Perturbation, a phenomenon that affects all aircraft types, irrespective of the avionics suites.

The article from the TUG website is reproduced here below for operator's convenience:

Teterboro's unique geometry incorporates a GS antenna for RWY 19 located just south of taxiway Q. The GS Critical Area therefore lies just to the north and incorporates portions of Taxiway Q, Runway 24 and Taxiway B. Per the AIM, KTEB Tower **is not required to protect the GS Critical Area** unless the weather is below 800 and 2, or unless specifically requested to do so by a flight crew. During VMC and when Teterboro is on a southerly flow, aircraft taxiing northbound from Jet Aviation for departure on RWY 24 cross Q from west to east and impinge upon the GS Critical Area. The same phenomenon can occur when an aircraft departs Runway 24 or holds on Taxiway B between Runways 24 and 19. The resulting GS perturbation appears to have caused a number of aircraft to pitch up in an effort to track the momentarily compromised signal. These aircraft have been of various types and avionics suites. Because the perturbation occurs occasionally, is transient in nature, and affects aircraft during a busy phase of flight, the phenomenon has been underreported to ATC.

TUG has recruited the assistance of the Flight Training Providers, FlightSafety International and CAE, to help us heighten awareness of this important issue. Moreover, NBAA has agreed to support us both in disseminating information about this phenomenon and developing a solution. In the meantime, please report any such occurrences to ATC on the appropriate frequency.

And, as a picture is worth a thousand words, here they are:

KTEB/TEBApt Elev **8'**
N40 51.0 W074 03.7**JEPPESSEN**24 AUG 18 **(10-9)****TETERBORO, NJ****TETERBORO**

17173

AIRPORT DIAGRAM

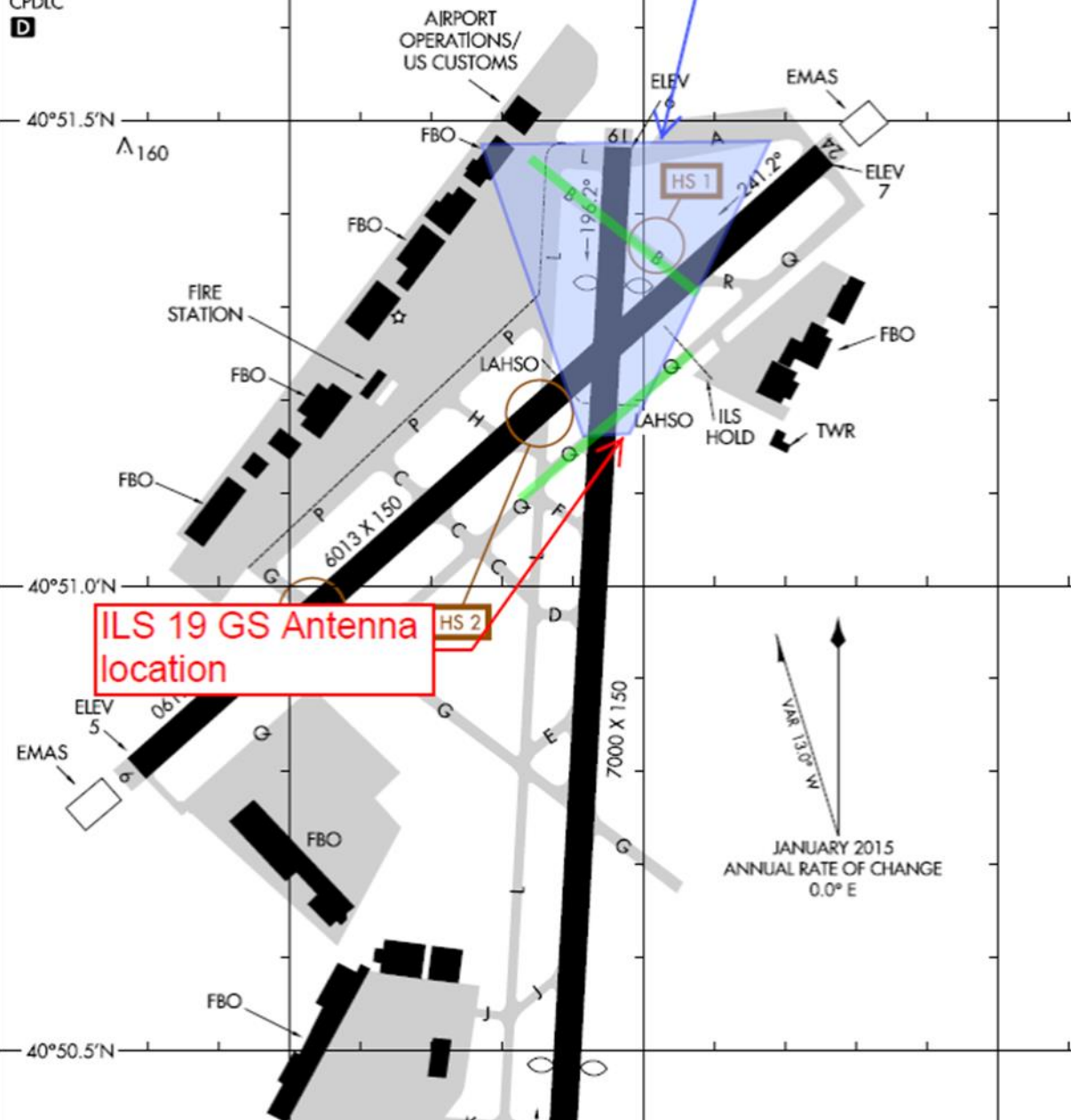
AL-890 (FAA)

TETERBORO (TEB)
TETERBORO, NEW JERSEY

D-ATIS
114.2 132.85
TETERBORO TOWER
119.5
GND CON
121.9
CLNC DEL
128.05
CPDLC

D

FIELD
ELEV
8

GS Critical Area

All Training Service Providers are advised to incorporate the content of this article in their training tools.

The flight crews of all airplane types conducting operations at Teterboro airport are required to be aware of the above-described ILS 19 GS Perturbation and be prepared to manually take control of the aircraft if such GS perturbation is encountered.

It is important to note that unlike NOTAMs, LTAs are generally not accessible using most flight planning tools and services provider and will therefore not be included in a typical flight briefing package.