

TETERBORO AIRPORT

KTEB

Elevation 8'

Teterboro, NJ

[Airport Website](#)

Airport Overview

Teterboro Airport (ICAO: **KTEB**, FAA LID: **TEB**) is a general aviation relief airport located in the boroughs of Teterboro, Moonachie, and Hasbrouck Heights in Bergen County, in the U.S. state of New Jersey. It is owned and managed by the Port Authority of New York and New Jersey and operated by AFCO AvPORTS Management. The airport is in the New Jersey Meadowlands, 12 miles from Midtown Manhattan, which makes it very popular for private and corporate aircraft.

Teterboro Airport covers 830 acres at an elevation of 9 feet above mean sea level.

Teterboro is the oldest operating airport in the New York and New Jersey metropolitan area. Designated as a "reliever" airport, Teterboro's focus is on removing the smaller and slower aircraft from the regional air traffic that would cause major congestion at the Port Authority's commercial airports.



Longest Runway	Lowest Published Approach Minimums
<p>RWY 01-19: 7000 x 150'</p>	<p>ILS RWY 6: 206 (200') RVR 18</p>



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Runway	Surface	Runway Length	Runway Width	LDA	GA/TCH
01	ASPH-GRVD	7000	150	6161	V 3.46°/59'
19	ASPH-GRVD	7000	150	6230	P 3°/57'
06	ASPH-GRVD	6013	150	6013	-
24	ASPH-GRVD	6013	150	6013	P 3.2°/46'

ATC

TOWER: 119.5/125.1

Yes

No

Notes: ARFF Index B. Full time tower operations.

AF/D Notes of Interest

- CLSD TO MOTORLESS ACFT - UNCTLD ACFT & ULTRALIGHT ACTIVITY EXCEP BY PRIOR PERMISSION.
- DLY CONS CONST ACT ALL QUADRANTS.
- ACFT CAPABLE OF OPERATING ABV 100,000 POUNDS MUST SUBMIT CERTIFICATION TO AMGR VERIFYING AIRCRAFT OPERATING WEIGHT IS LESS THAN 100,000 LBS. CONTACT AIRPORT OPERATIONS AT 201-288-1775 FOR FORMS.
- RWY 19 VGSI AND RNAV GLIDEPATH NOT COINCIDENT.
- TEB RNAV (GPS) X RWY 06 IS PRIM RNAV APCH TO RWY 06.
- ALL ACFT AVOID HOSPITAL 1.7 MILE NORTH OF RWY 01/19.
- DEER AND BIRD ACT ON AND INVOF ARPT.
- HEL OPNS OVER RESIDENTIAL AREAS BLO 1000 FT MSL SHOULD BE AVOIDED.
- ACFT & HELICOPTER NOISE ABATEMENT RULES IN EFF; CTC ARPT NOISE ABATEMENT OFC 201-393-0399/288-1775 FOR COPY OF PROCEDURES & RULES PRIOR TO ARR. RY 24 NOISE CRITICAL RY MAX NOISE LIMIT OF 80 DB BETWEEN 2200-0700 & 90 DB ALL OTR HRS.
- STAGE 1 ACFT NOT PERMITTED TO OPR AT TETERBORO ARPT.
- ARPT OPS FREQUENCY 130.575.
- TPA 1500 FT MSL FOR LARGE/TURBINE ACFT; 1000 FT MSL FOR ALL OTHERS.
- EMAS NON-STD ARRESTING GEAR/SYSTEM: ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS) 250 FT IN LENGTH BY 170 FT WIDTH LCTD AT DEP END RWY 06.
- ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS) 355 FT IN LENGTH BY 162 FT WIDTH LCTD AT DEP END RWY 19.
- ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS) 348 FT IN LENGTH BY 162 FT WIDTH LCTD AT DEP END RWY 24.

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Terrain/Obstacles

- Close-in towers up to 675' MSL all quadrants.
- To the north there is a structure rising to 693' MSL within 2 NM.
- Tower up to 1806' MSL located approx 7 NM S of arpt.
- Tower up to 1048' MSL approx 4 NM W of arpt.

Safety Factors

- Terrain– Skyscrapers
- Powerlines close to approach end of Runways
- Multiple Towers
- Congested airspace
- Hot Spots
- Circling Approaches
- Departure procedures require strict adherence to avoid traffic and airspace violations.

Approach Review

RWY 01	RWY 06	RWY 19	RWY 24
VASI, VOR/DME-B	ILS, LOC, RNAV(RNP), RNAV(GPS), VOR/DME,	PAPI, ILS, LOC, RNAV (RNP), RNAV(GPS), Visual	PAPI, VOR

Reference Documents (Double-Click on icon to retrieve)

(AFD)	(AD)	TEB Flight Handbook	TEB Noise Abatement
			

Accident/incident History

A search of available databases yielded 150 reports from 10/31/2017 to 10/31/2022. Eliminating the various wildlife strikes of which there were many, the remaining reports are all operational errors. The prevailing incidents were runway incursions due to lack of familiarity with the airport and lack of diagram use, as well as several airframe specific maintenance items, and the almost daily reports of SID/STAR violations. Also prevalent are multiple ground handling mis-haps involving tight parking spaces at the various FBO's. The uniqueness of the ASRS Database allows us to view hazard reports that did not result in any damage or injury. Those reports indicate many TAWS reports for buildings on arrivals to Runway 19, as well as several circling approaches that went poorly. Based on the wealth of data, the conclusion can be made that the majority of incidents at Teterboro are due to human factors, lack of airspace/airport knowledge, and handling errors. One additional item of note are the sheer number of NMAC events occurring in and around Teterboro's airspace.

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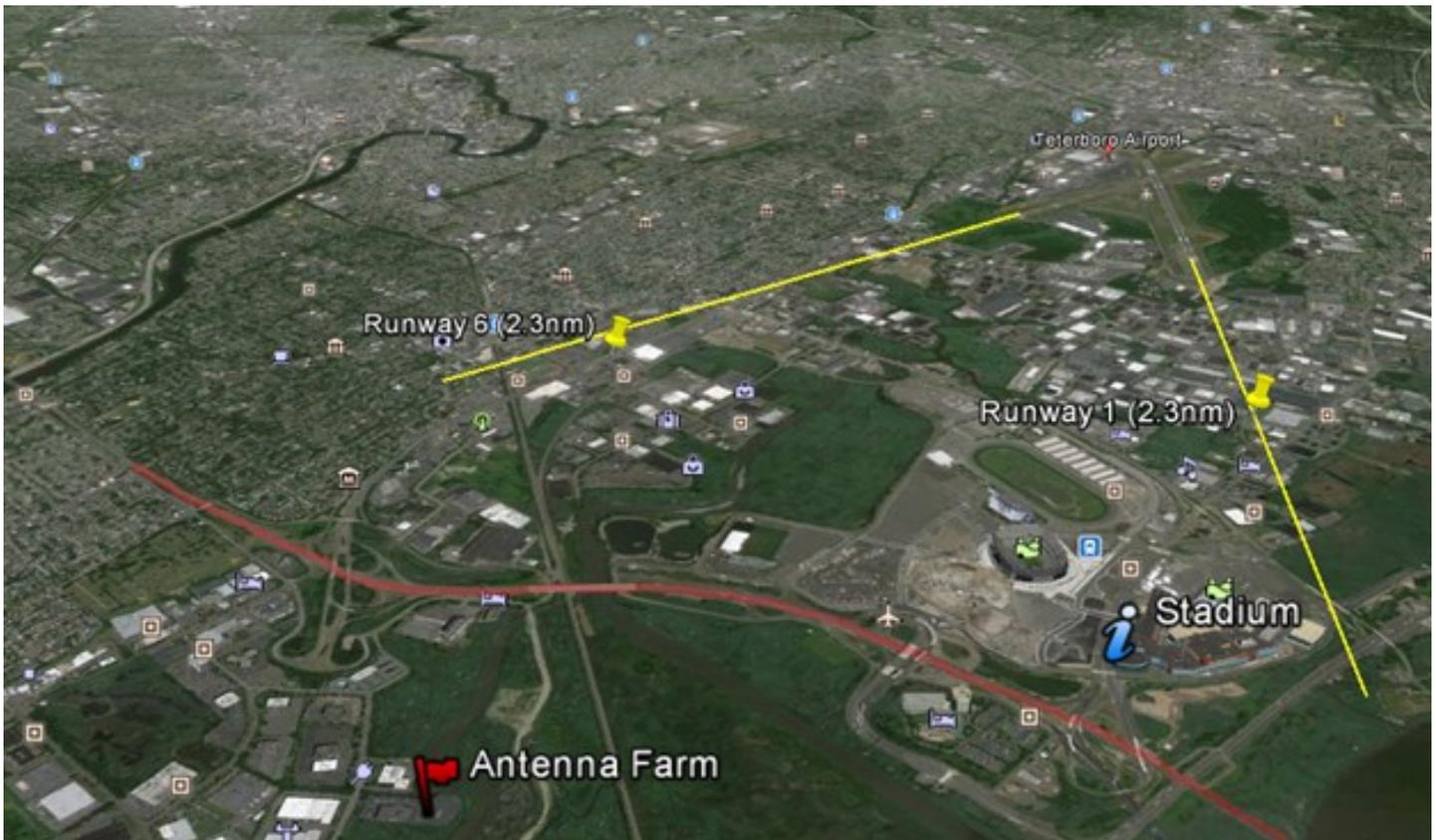
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Local Information

Local traffic uses Route 3 as a landmark to determine when to begin the circle to land maneuver from the ILS RWY 6 to RWY 01. Route 3 is slightly more than 2.3 nautical miles from the threshold to RWY 06 and runs perpendicular to the localizer. When flying the approach to RWY 06, pilots will turn right 90 degrees abeam Route 3. While following Route 3 and abeam the stadium, begin the left turn to join the final course to RWY 01. This guidance is not intended to keep the flight within the protected airspace radius when performing a circling approach. The guidance should be used as a reference tool to help with maintaining situational awareness. It is still the pilots' responsibility to stay within the protected area when performing a circle to land maneuver. The following Google Map overlay shows Route 3 highlighted in red.

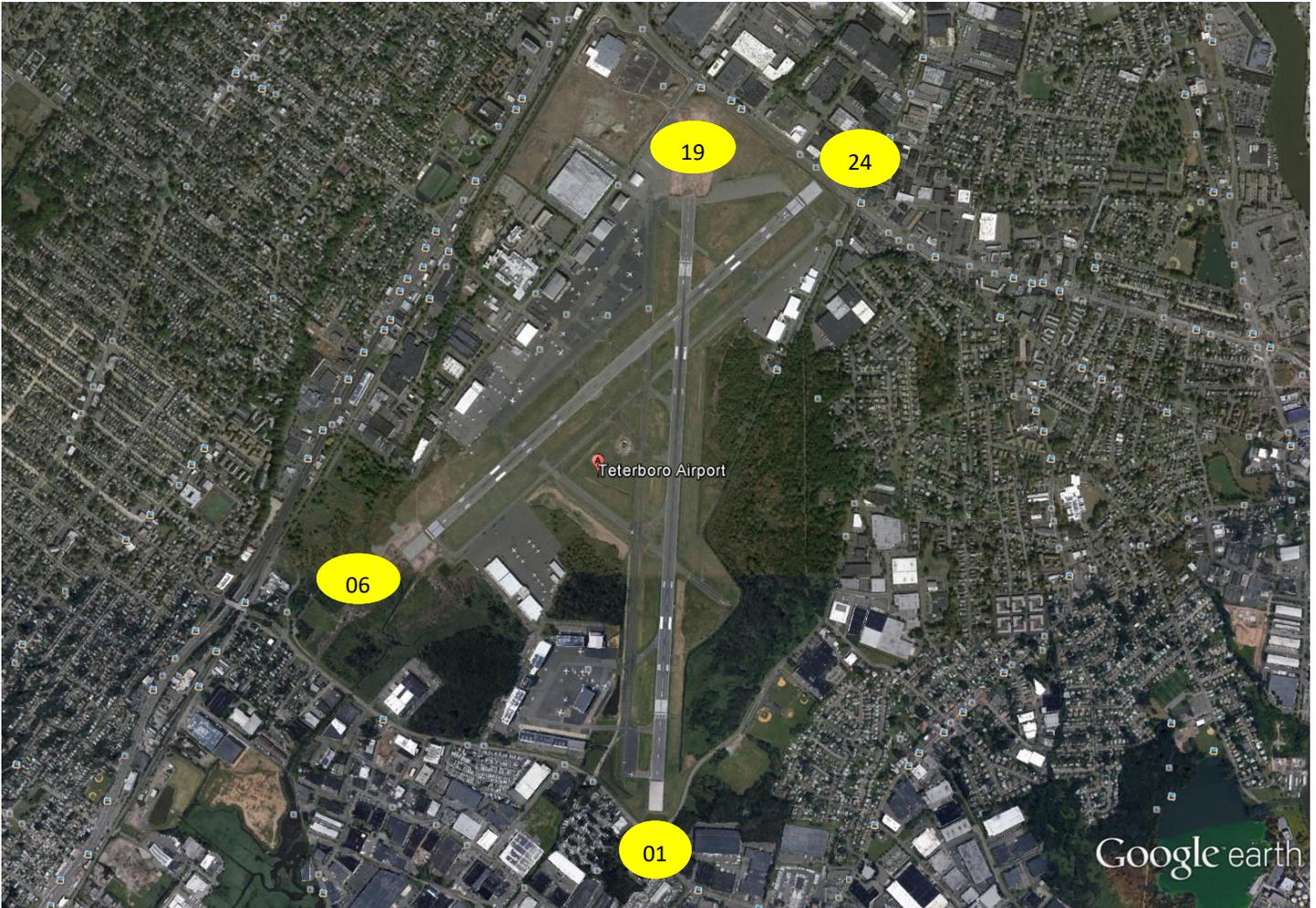


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Use extreme caution for a 694' MSL (653' AGL) antenna 2 miles from the RWY 19 threshold slightly west of centerline.



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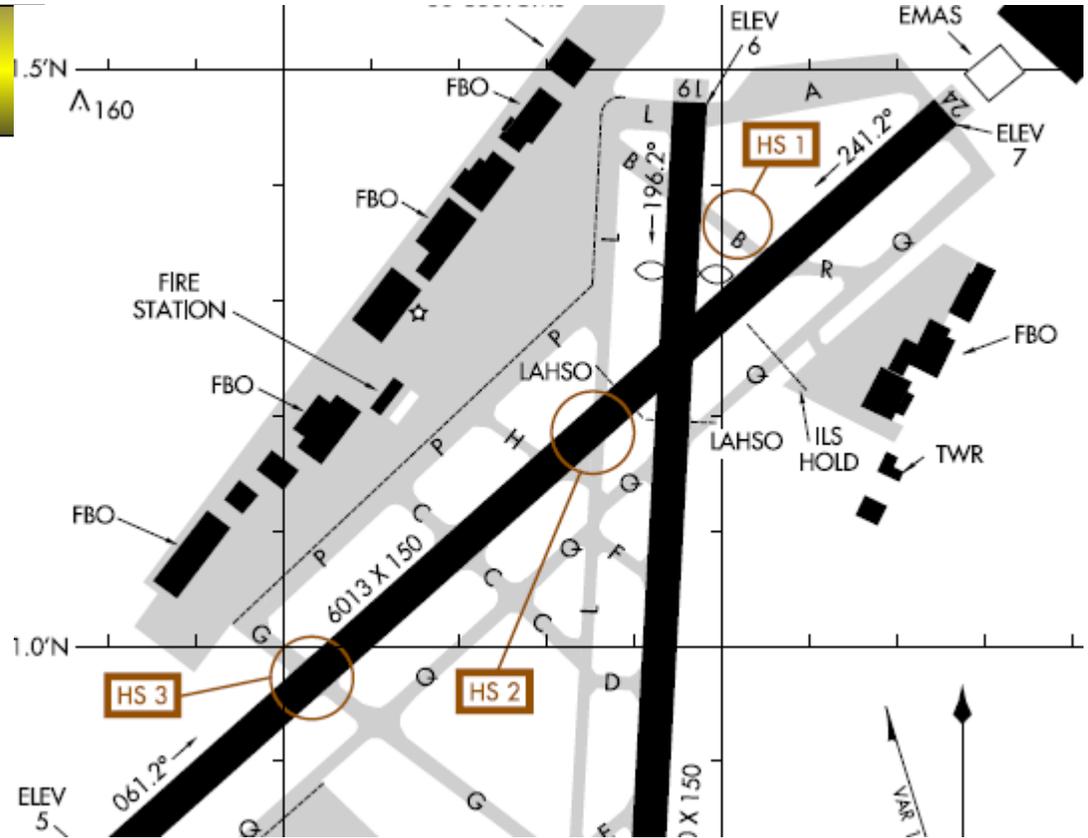
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CAUTION

Airport Hot Spots



KCDW

11mi

KTEB

10mi

KLGA

KMMU

11mi

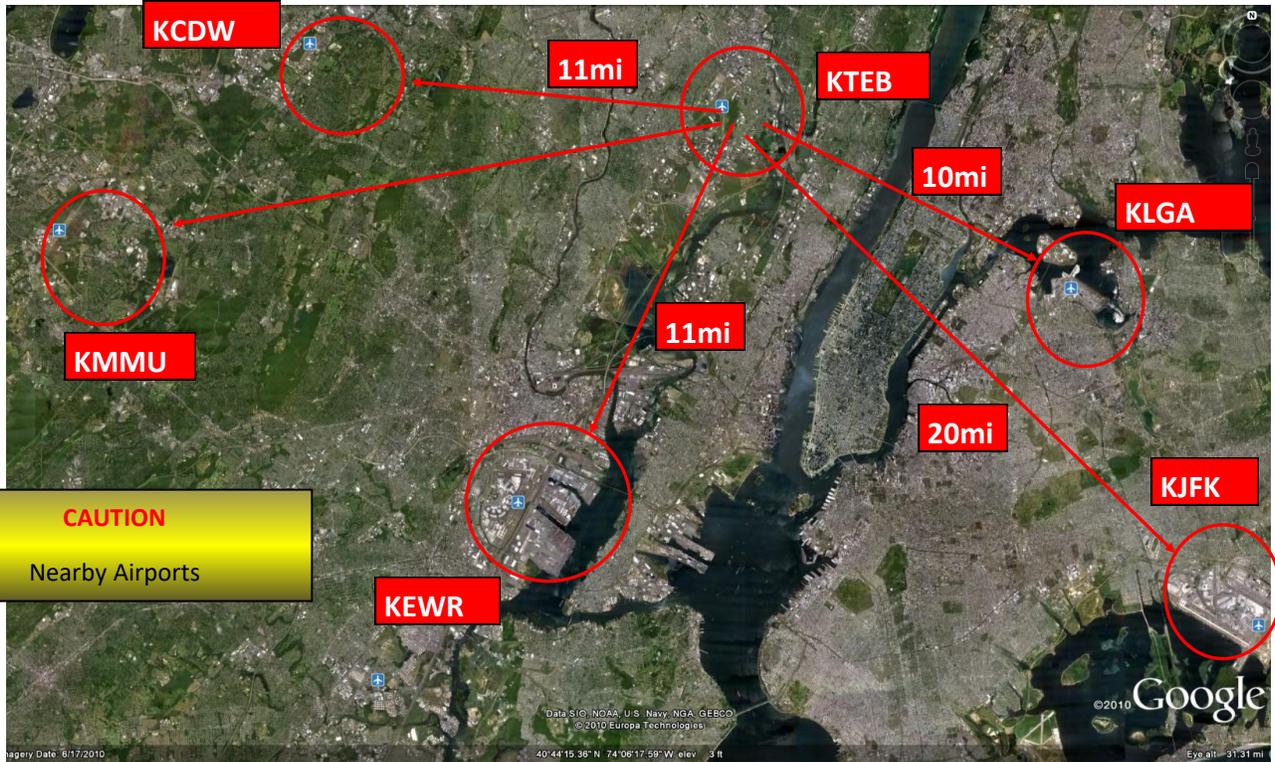
20mi

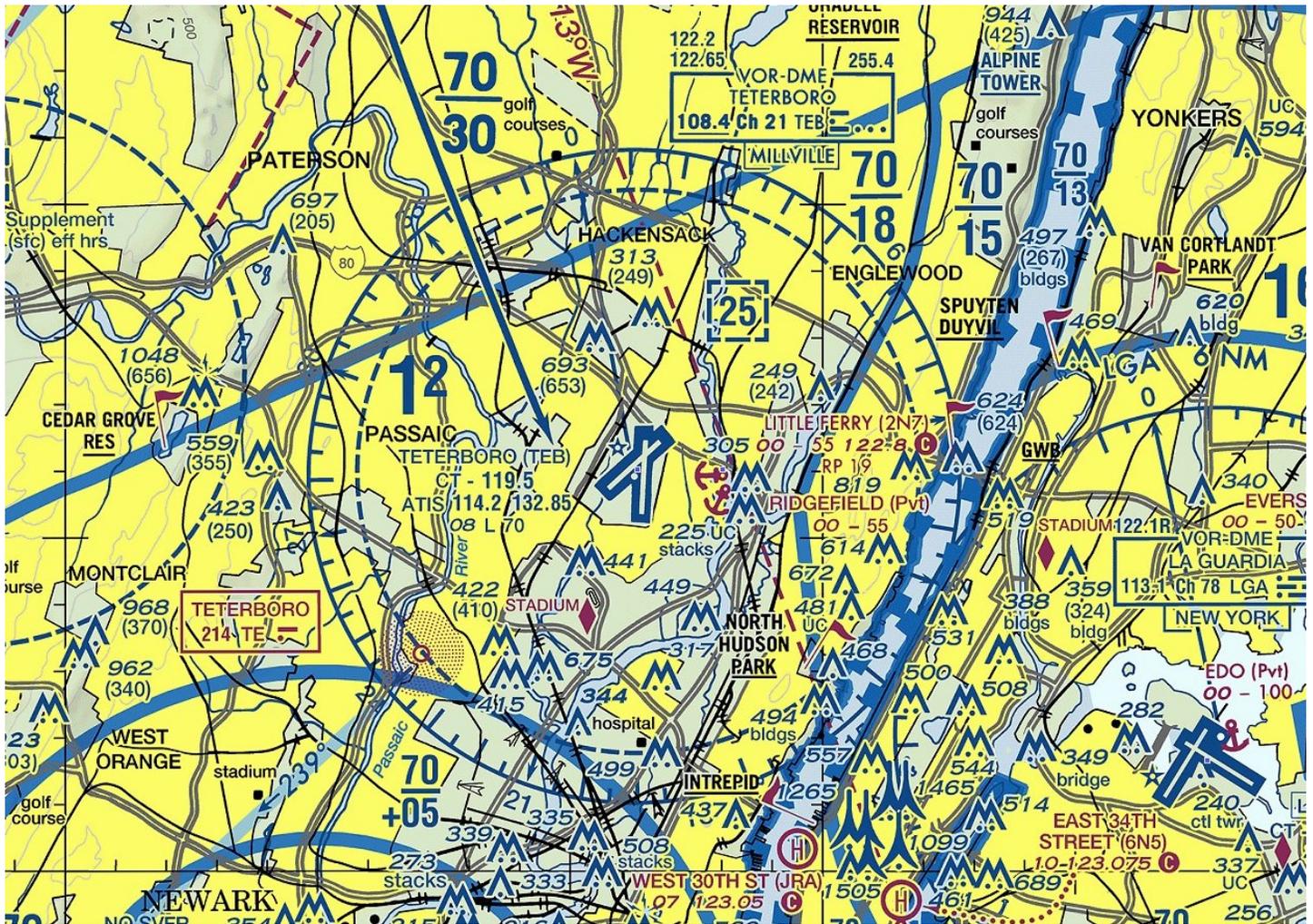
KJFK

KEWR

CAUTION

Nearby Airports





Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Congested Airspace	
Terrain– Multiple Skyscrapers	
Departure procedures require strict adherence to avoid traffic and air-space violations.	
Airport Hot Spots.	
Circling Approaches	
Powerlines close to approach end of Runways	