



Federal Aviation  
Administration

## Runway 19 Dalton Departure

Gary Palm  
Air Traffic Manager  
Teterboro Air Traffic Control Tower

Teterboro, NJ

March 19, 2012



## Runway 19 Dalton Departure Procedure

- Training session
- Current issues
- Critical requirements



Federal Aviation  
Administration

June 8, 2011

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## Identified Safety Issues

1. Past incident data related to this procedure disclosed that pilots on occasion have exceeded its 1,300 foot altitude restriction and have violated Class B airspace.
2. Teterboro departures fly directly below and in close proximity to, heavy jet aircraft descending on final approach to land at Newark.

**\* CAUTION WAKE TURBULENCE**



## Where is the procedure posted?

- Jeppesen charts
- NOAA (AFD)
- Teterboro Airport website  
<http://www.teb.com/airports/teb-noise.html>
- NATA website  
<http://www.airportflightcrewbriefing.com/teterboro/>



# 19 DALTON PLATE

- ADF
- JEP

TERMINAL AREA GRAPHIC NOTICE  
(Not to be used for Navigation)  
Teterboro (TEB) Airport Runway 19 VFR Departure Procedure with Transition to an IFR Clearance when Newark is landing Runway 22 and Teterboro is departing Rwy 19.  
**'DALTON DEPARTURE PROCEDURE'**

PILOTS SHOULD SPECIFICALLY REQUEST THIS PROCEDURE USING THE ABOVE NAME.

LEGEND  
 ———▶ Departure Route  
 - - - -▶ Arrival Route

WEATHER MINIMUMS  
Ceiling 3000 feet and  
Visibility 3 miles

FREQUENCIES  
 132.85 TEB ATIS  
 128.05 TEB CLEARANCE DELIVERY  
 121.9 TEB GROUND CONTROL  
 119.5 TEB TOWER

AFTER DEPARTURE, TURN RIGHT HEADING 280. COMPLETE THE RIGHT TURN WITHIN 2 DME FROM TEB. MAINTAIN VFR AT OR BELOW 1300 FT; DO NOT EXCEED 190 KNOTS. IF UNABLE, ADVISE.

EXPECT A CLIMB CLEARANCE AFTER CROSSING THE TEB R-230. THE CLIMB CLEARANCE CONSTITUTES IFR ACTIVATION AND PILOTS ARE EXPECTED TO RESUME NORMAL AIRSPEED. EXPECT CONTROL INSTRUCTION TO A DEPARTURE FIX AS DESCRIBED IN THE PUBLISHED TEB STANDARD INSTRUMENT DEPARTURE.

NOTE: CAUTION WAKE TURBULENCE. NO WAKE TURBULENCE SEPARATION IS PROVIDED FROM NEWARK RWY 22 ARRIVAL TRAFFIC DESCENDING OVER TEB FROM 3000' TO 1800'.

IN THE EVENT OF LOST COMMUNICATION PRIOR TO IFR ACTIVATION, SQUAWK 7600. MAINTAIN VFR.

## Critical Components (part 1)

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IN THE EVENT OF LOST COMMUNICATION PRIOR TO IFR ACTIVATION, SQUAWK 7600. MAINTAIN VFR.

- Pilot *must Specifically* request procedure by *name*.
- Weather minimums  
"Ceiling 3000 feet and visibility 3 miles"

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LEGEND

→ Departure Route

← Arrival Route

**WEATHER MINIMUMS**  
Ceiling 3000 feet and  
Visibility 3 miles

**FREQUENCIES**

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128.05	TEB CLEARANCE DELIVERY
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## Critical Components (part 2)

- **Speed restriction.**  
*“Do not exceed 190 knots”*

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Visibility 3 miles

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## Critical Components (part 3)

- **Initial climb out and turn restriction.**  
*“AFTER DEPARTURE, TURN RIGHT HEADING 280”*

*Pilots should use caution, as there are two towers within 4 NM DME of Teterboro, to the south, 510 feet high, and southwest, 695 feet high.*

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**AFTER DEPARTURE, TURN RIGHT HEADING 280. COMPLETE THE RIGHT TURN WITHIN 2 DME FROM TEB. MAINTAIN VFR AT OR BELOW 1300 FT; DO NOT EXCEED 199 KNOTS. IF UNABLE, ADVISE.**

**EXPECT A CLIMB CLEARANCE AFTER CROSSING THE TEB R-290. THE CLIMB CLEARANCE CONSTITUTES IFR ACTIVATION AND PILOTS ARE EXPECTED TO RESUME NORMAL AIRSPEED. EXPECT CONTROL INSTRUCTION TO A DEPARTURE FIX AS DESCRIBED IN THE PUBLISHED TEB STANDARD INSTRUMENT DEPARTURE.**

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**IN THE EVENT OF LOST COMMUNICATION PRIOR TO IFR ACTIVATION, SQUAWK 7600. MAINTAIN VFR.**

## Critical Components (part 4)

- **Altitude restrictions.**  
*"Maintain VFR  
 At or Below 1300 feet"*

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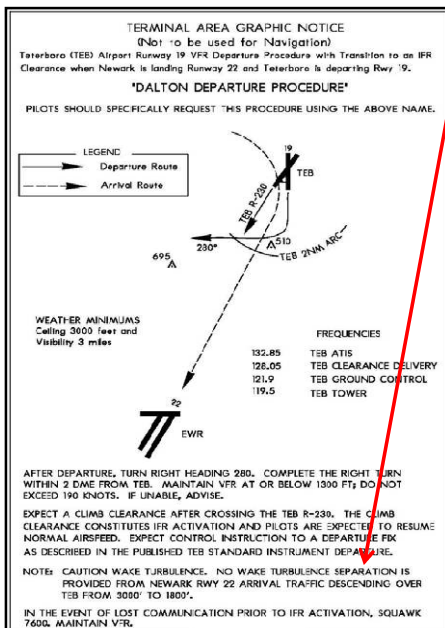
## Critical Components (part 5)

- **NORDO PROCEDURE (New)**  
*"In the event of lost  
 communication prior to IFR  
 activation, squawk 7600.  
 Maintain VFR"*

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## WAKE TURBULENCE ADVISORY

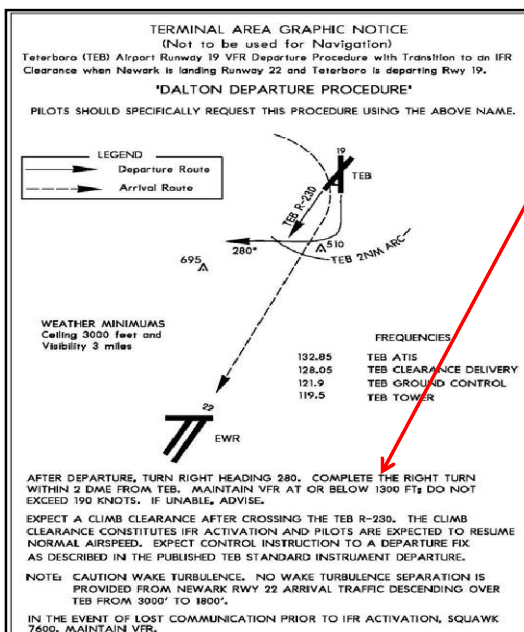
*“Caution wake turbulence. No wake turbulence separation is provided from Newark RWY 22 arrival traffic descending over TEB from 3000' to 1800' ”*



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## TURN RADIUS

*“Turn must be completed at or within the 2NM Arc”*



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## Changes and Summation (Part 1)

### Changes implemented:

- **Informative Warnings:**
  - **Caution wake turbulence.** No wake turbulence separation is provided from Newark Runway 22 arrivals descending over Teterboro from 3,000' to 1800'.
  - **Lost Communications.** In the event of lost communication prior to IFR activation, squawk 7600. Maintain VFR.
  - **2 Mile ARC,** effective with June 2011 publication



## Changes and Summation (Part 2)

- **On April 05, 2012 – eliminate the restriction which had aircraft turning right to heading 280 at 800 feet (aircraft can now commence the turn prior to reaching 800 feet).**
- **It is imperative we ensure strict compliance with all of the components of the Dalton Departure Procedure to maintain the highest level of safety within the complex airspace structure between Teterboro and Newark.**



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
NEW YORK TRACON  
1515 STEWART AVE  
WESTBURY, NY 11590

ISSUED: April 4, 2012

EFFECTIVE: April 5, 2012

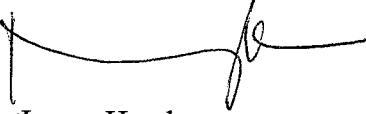
NEW YORK TRACON LETTER TO AIRMEN NO. 12-7

SUBJECT: Changes to the Teterboro (TEB) Runway 19 "Dalton Departure Procedure"

CANCELLATION: April 4, 2014

Effective April 5, 2012, a change will be introduced to the existing "Dalton Departure Procedure" at TEB for departing Runway 19. The requirement to fly runway heading and climb to 800 feet and then turn to 280 degrees has been removed and replaced with, "after departure turn right heading 280. Complete the right turn within 2 DME of TEB."

All other aspects of the "Dalton Departure Procedure" remain the same.



 James Hayden  
Acting Air Traffic Manager: New York TRACON



Effective April 5, 2012, replace the current Dalton Departure Procedure Terminal Area Graphic Notice in the NE Airport/Facility Directory (A/FD) with the following entry:

