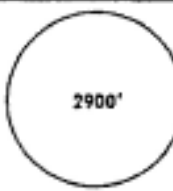


NOT FOR NAVIGATION CHECK LATEST JEPPESEN OR NOAA FACILITY DIRECTORY UNDER SPECIAL NOTICES FOR UPTO DATE INFORMATION

KTEB/TEB
TETERBORO

JEPPESEN
31 DEC 04 (10-3A)

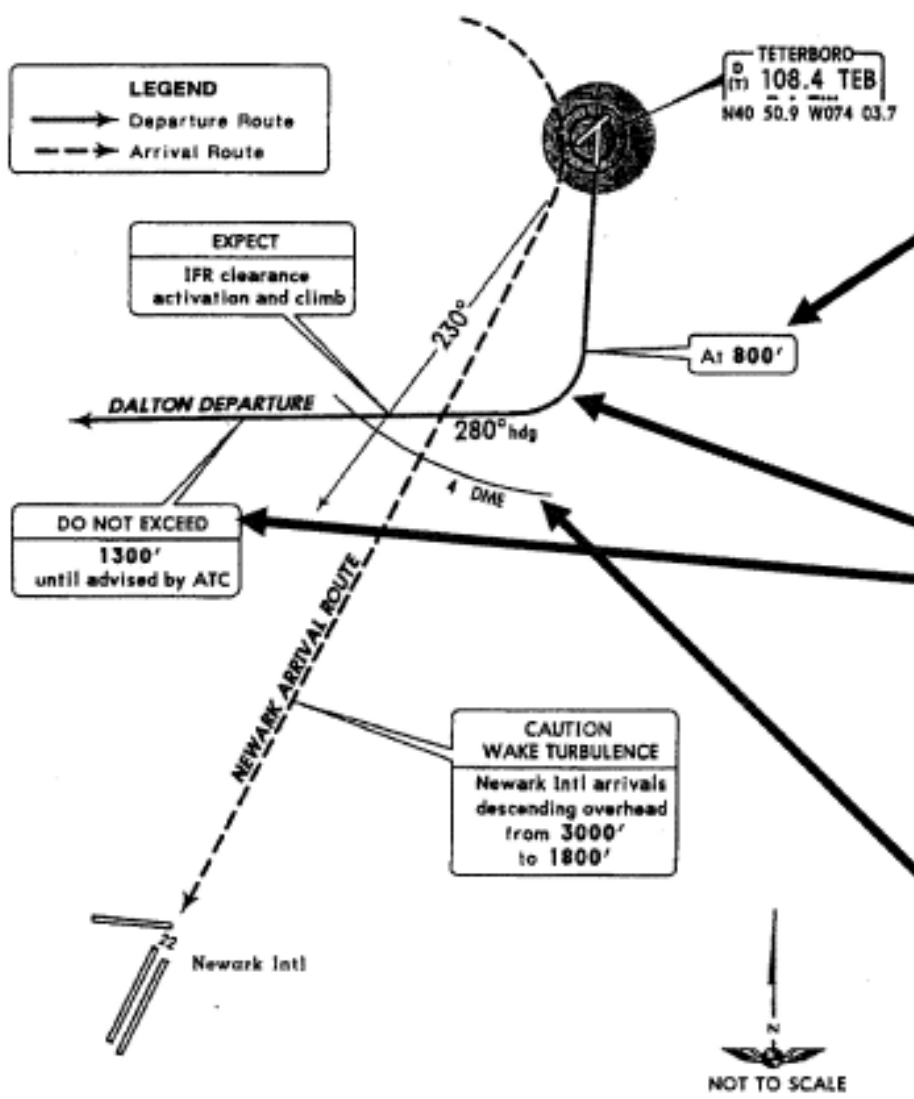
TETERBORO, NJ

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.	
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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).	

CHANGES: None.

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