

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

ISSUED: February 19, 2013

EFFECTIVE: March 7, 2013

NEW YORK TRACON LETTER TO AIRMEN (LTA) NO. 13-1

SUBJECT: Teterboro (TEB) Runway (RWY) 19 Dalton 2 Departure Procedure.

CANCELLATION: March 6, 2015.

NOTE: This LTA cancels New York TRACON LTA NO. 12-7 (Changes to the Teterboro Runway 19 "Dalton Departure Procedure").

BACKGROUND: TEB RWY 19 departures may conflict with Newark (EWR) RWY22 arrivals. To ensure separation the Dalton 2 Departure Procedure, a visual departure procedure with transition to an IFR clearance, was developed.

PROCEDURES: Pilots should specifically request this procedure using this terminology, "DALTON 2 DEPARTURE PROCEDURE". After departure, TEB RWY 19 Dalton 2 departures must:

1. Turn right heading 280°, complete the turn within the TEB 2.4 DME.
2. Maintain at or below 1,300'.
3. Do not exceed 180 knots.
4. Maintain VFR, if unable advise.
5. Expect a climb clearance west of the EWR ILS 22 final approach course.  
*NOTE: The climb clearance constitutes IFR activation and pilots are expected to resume normal airspeed.*
6. Expect control instructions to a departure fix as described in the published TEB standard instrument departure.
7. In the event of lost communication prior to IFR activation, squawk 7600 and **maintain VFR.**
8. **Aircraft unable to comply with these restrictions must advise TEB tower prior to taxi and request the published standard instrument departure.**



Mark A. Guidod  
Air Traffic Manager: New York TRACON

Attachment

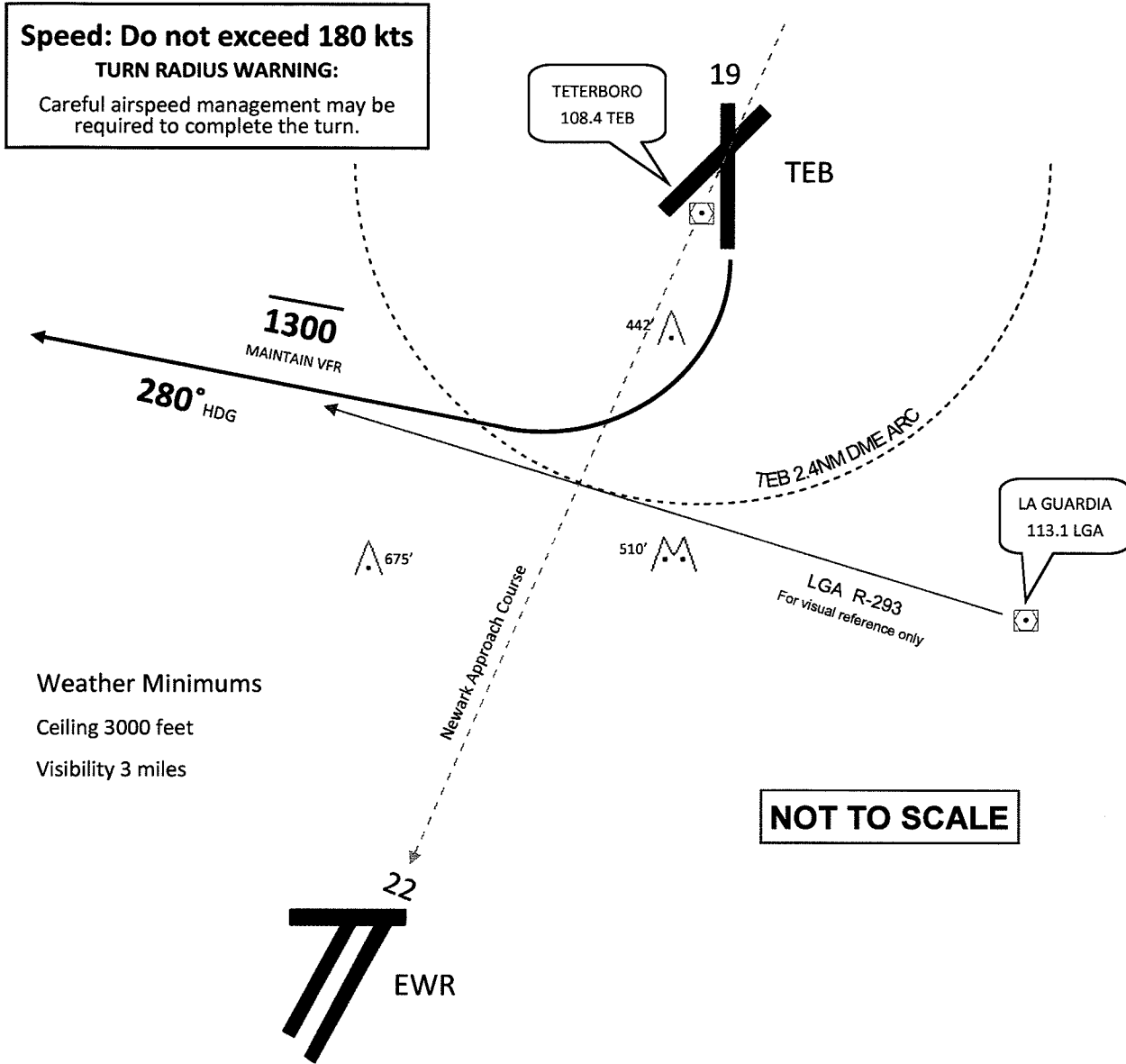
# TERMINAL AREA GRAPHIC NOTICE

(Not to be used for navigation)

Teterboro (TEB) Airport Runway 19 Visual Departure Procedure with transition to an IFR clearance when Newark is landing Runway 22 and Teterboro is departing runway 19.

## “DALTON 2 DEPARTURE PROCEDURE”

PILOTS SHOULD SPECIFICALLY REQUEST THIS PROCEDURE USING THE ABOVE NAME.



### Procedure Instructions

After departure turn right heading **280°**. Maintain at or below **1300'**. Do not exceed **180 kts**. Complete the turn within TEB **2.4 NM** DME. Maintain VFR, if unable advise. Careful airspeed management may be required to complete the turn, depending on takeoff weight and/or aircraft performance.

Expect a climb clearance west of the EWR ILS RWY 22 final approach course. 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.

In the event of lost communication prior to IFR activation, squawk 7600 and maintain VFR.

**Aircraft unable to comply with the restrictions in this chart must advise tower prior to taxi and request the published standard instrument departure.**