TEB Quiet Visual RWY 19
6-month Test Results

Presented to: Teterboro TANAAC
By: FAA
Date: June 15, 2017
TEB Quiet Visual RWY 19

History of the development of the Quiet Visual Runway 19 approach:

• The Teterboro Airport Noise Abatement and Advisory Committee (TANAAC) discussed the subject in a meeting in January 2007. The concern was close proximity of the ILS Runway 19’s flight path to the Hackensack Medical Center and noise impacts to the surrounding area.

• TANAAC approached the FAA Administrator to design a new approach to address the issues. A letter dated January 8, 2007, signed by Senators Lautenberg and Menendez, and Congressman Rothman supporting an alternative procedure was forwarded to the Administrator. The letter requested the FAA and the Port Authority of NY & NJ examine the possibility of designing a new approach to move aircraft away from the Hackensack Medical Center and surrounding area.
Random Dates of Tracks to TEB RWY 19 (In Green)
Average Altitude of Aircraft on ILS Runway 19 near Hackensack Medical Center is 750 feet
TEB Quiet Visual RWY 19

• In 2008, work began to design a new procedure.

• In 2011, a design to avoid the Hackensack Medical Center and reduce noise was proposed by a member of the airport’s flying community. This proposal appeared to resolve the issues and was forwarded to the FAA Flight Procedures Office for development.

• Between 2012 and 2013, the basic design went through various iterations from several groups (FAA Article 48 work group, Teterboro Users Work Group (TUG), National Business Aviation Association and Flight Check Pilots). TANAAC continued to press for progress and a final resolution.
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• In 2015, a final design was completed.

• In February 2016, the new Quiet Visual Runway 19 approach passes flight check inspection.

• On April 4, 2016, FAA began testing the procedure not to exceed 6 months.
TEB Quiet Visual RWY 19

Date of Publication:
March 31, 2016

Weather Minima:
• Ceiling: 3,500 feet
• Visibility: 5 nautical miles
TEB Quiet Visual RWY 19 (blue)

(STRAD-SKUBY-SLANE- ARRTY-ESSON)
TEB Quiet Visual RWY19 Procedure (BLUE)

Random RWY 19 Arrival Tracks (Green)

Hackensack Medical Center
04/19/2016
All Traffic Landing Runway 19
Including 1 Aircraft Flying the Quiet Visual Approach
06/20/2016
All Traffic Landing Runway 19
Including 57 Aircraft Flying the Quiet Visual Approach
TEB Quiet Visual RWY 19 Test
June 15, 2017
06/26/2016
All Traffic Landing Runway 19
Including 20 Aircraft Flying the Quiet Visual Approach
19
TEB Quiet Visual RWY 19 Test
June 15, 2017

08/07/2016
All Traffic Landing Runway 19/24
Including 1 Aircraft Flying the
Quiet Visual Approach
All Traffic Landing Runway 19/24
Including 1 Aircraft Flying the Quiet Visual Approach
09/14/2016
All Traffic Landing Runway 19
Including 1 Aircraft Flying the
Quiet Visual Approach
Total of 234 Aircraft Participated in the 6-month Test Period
TEB Quiet Visual RWY 19

- FAA published the procedure in charts with waypoints depicted for visual reference points; however they were not coded by the FAA.
- A third party charting company published the procedure in their books and software providing coding for the waypoints. This coding loaded the waypoints into an aircraft’s Flight Management System (FMS) along with the procedure.
  - A week or so after the test began the third party charting company removed the waypoint coding because the procedure may be considered an RNAV VISUAL.
    - **NOTE:** General Aviation pilots are not authorized to fly RNAV VISUAL procedures.
Once the coding of the waypoints was removed, pilots had to manually enter the waypoints into the aircraft’s FMS. Manual entry of the waypoints increases a pilot’s workload and requires a lot of “heads-down” time when they are supposed to flying the aircraft and looking out of the windows for traffic and obstructions. Due to pilots refusing to fly the procedure during the 6-month test, it was determined the Quiet Visual RWY 19 would not be made permanent.
Questions?