

<div><div>▼</div></div>	<div>DEPARTURE ROUTE DESCRIPTION</div> <div>TAKEOFF RUNWAY 1: Climbing right turn heading 040° to TEB 2.3 DME, then turn left heading 280°, maintain 2000, thence</div> <div>TAKEOFF RUNWAY 6: Climbing left turn heading 040° to TEB 2.3 DME, then turn left heading 280°, maintain 2000, thence</div> <div>TAKEOFF RUNWAY 19: Climb on heading 195° to 900, then climbing right turn to 2000 heading 280°, maintain 2000 (do not climb above 2000), thence</div> <div>TAKEOFF RUNWAY 24: Climb on heading 240° to 1500 (do not climb above 1500), then turn right heading 280°, cross TEB 4.5 DME at 1500 (non-DME aircraft cross COL R-011 at 1500), then climb and maintain 2000, thence</div> <div>. . . . as per notes or via vector to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.</div> <div>PROCEDURAL NOTES:</div> <div>BAYYS Departures expect vectors to BDR/BDR R-054.</div> <div>BIGGY Departures expect vectors to SBJ/SBJ R-237.</div> <div>BREZY Departures expect vectors to IGN R-217 to BREZY.</div> <div>COATE Departures expect vectors to SAX/SAX R-311.</div> <div>ELIOT Departures expect vectors to SAX R-252. ELIOT authorized for all aircraft types but restricted to a final altitude of 14000 to 16000.</div> <div>GAYEL Departures expect vectors to DPK R-320.</div> <div>HAAYS Departures expect vectors to HUO.</div> <div>LANNA Departures expect vectors to SBJ/SBJ R-274.</div> <div>MERIT Departures expect vectors to LGA R-055.</div> <div>NEION Departures expect vectors to LGA R-322.</div> <div>NEWEL Departures expect vectors to SAX R-264. NEWEL authorized only for jet aircraft requesting a final altitude of FL180 and above.</div> <div>PARKE Departures expect vectors to BWZ R-250.</div> <div>WAVEY Departures expect vectors to JFK/JFK R-156.</div> <div>WHITE/DIXIE Departures expect vectors to COL R-350 or ELVAE/COL. Thence WHITE on COL R-204 or DIXIE on COL R-192.</div> <div>ZIMMZ Departures expect vectors to SAX R-250. ZIMMZ authorized for all aircraft types but restricted to final altitude of FL180 and above.</div>
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