

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
 Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT</u> TETERBORO	<u>AIRPORT ID</u> KTEB	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 19	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> TETERBORO	<u>STATE</u> NJ	
<u>AIRPORT ELEVATION</u> 8	<u>TDZE</u> 6	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 19	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 05/24/2018	<u>MAG VAR</u> 12W	<u>EPOCH YEAR</u> 1980
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
STRAD	IAF	SKUBY		TF	FB	1.00	131.31	4.88	2800
SKUBY		NIPIE		TF	FB	1.00	131.37	4.88	2600
NIPIE		UNVIL		TF	FB	1.00	150.01	5.84	2100
UNVIL	IF	TUGGZ	PFAF	TF	FB	1.00	195.19	5.84	1500
TUGGZ	FAF	RW19	MAP	TF	FO	0.30	195.21	4.52	
RW19	MAP	500 MSL		CA			195.21		500
500 MSL		BUBGE		DF	FB	1.00			1500
BUBGE		EXAMM		TF	FO	1.00	274.75	6.09	3000

**MISSED APPROACH**

**MAP:**

LPV: DA  
 LNAV/VNAV: DA  
 LNAV: RW19

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 500 THEN CLIMBING RIGHT TURN DIRECT BUBGE, CROSS BUBGE AT 1500, THEN CLIMB TO 3000 ON TRACK 274.75 TO EXAMM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF (IAF)

2. PROFILE STARTS AT UNVIL

3. FAC: 195.21      PFAF: TUGGZ      DIST PFAF TO MAP: 4.52      DIST PFAF TO THLD: 4.52

4. MIN ALT: UNVIL 2100, TUGGZ 1500

5. DIST TO THLD FROM OM:      MM:      IM:      150 HAT:      213 HAT: 0.50      GS ANT:      MM:      IM:

6. MIN GP INCPT: 1500      GP ALT AT PFAF : TUGGZ 1500      OM:      MM:      IM:

7. GP ANGLE: 3.00      34:1: IS CLEAR      20:1: IS CLEAR      TCH: 54.3

8. MSA FROM: RW19 2900

PBN REQUIREMENTS NOTE:

RNP APCH.  
RADAR REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA FOR CATS B, C, D NW OF RWY 06-19.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -14°C OR ABOVE 54°C.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 1500 AT BUBGE.  
CHART CIRCLING ICON.  
CHART VDP AT 2.79 NM TO RW19\*  
\*LNAV ONLY  
WAAS CHANNEL #97736  
REFERENCE PATH ID: W19A  
CHART FAS OBST: 693 TOWER 405250N/0740409W.  
340 AAO 405550N/0740240W.  
HOLD NW, RT, 132.00 INBOUND  
LTP HAE: -30.1 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ NA WHEN LOCAL WEATHER NOT AVAILABLE.; CAT A, B, C, D 1100-4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	219	3/4	213	219	3/4	213	219	3/4	213	219	3/4	213			
LNAV/VNAV DA	1096	4	1090	1096	4	1090	1096	4	1090	1096	4	1090			
LNAV MDA	960	1 1/4	954	960	1 1/2	954	960	3	954	960	3	954			
CIRCLING	960	1 1/4	952	960	1 1/2	952	960	3	952	1040	3	1032			



**CHANGES - REASONS**

1. REMOVED SEGMENTS WULVI TO NYGTS AND NYGTS TO RW19. - NEW INTERMEDIATE AND FINAL.
2. ADDED INITIAL SEGMENT FROM STRAD TO SKUBY, SKUBY TO NIPIE, NIPIE TO UNVIL. - ATC REQUEST.
3. ADDED INTERMEDIATE SEGMENT FROM UNVIL TO TUGGZ. - ATC REQUEST.
4. ADDED FINAL SEGMENT FROM TUGGZ TO RW19. - ATC REQUEST.
5. CHANGED MISSED APPROACH FROM "CLIMB TO 420 THEN IMMEDIATE CLIMBING RIGHT TURN TO 3000 DIRECT MORN'S AND HOLD" TO "(DO NOT EXCEED 210 KIAS UNTIL BUBGE) CLIMB TO 500 THEN CLIMBING RIGHT TURN DIRECT BUBGE, CROSS BUBGE AT OR BELOW 1500, THEN CLIMB TO 3000 ON TRACK 274.75 TO EXAM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000". -ATC REQUESTED MISSED TO AVOID NEWARK TRAFFIC.
6. UPDATED LINE 2 FROM "PROFILE STARTS AT WULVI" TO "PROFILE STARTS AT UNVIL". - NEW INTERMEDIATE FIX.
7. UPDATED FAC FROM 195.20 TO 195.21. - NEW FAF.
8. UPDATED PFAF INFORMATION FROM NYGTS TO TUGGZ. - NEW FAF.
9. UPDATED LINE 4 MIN ALTITUDE FROM "WULVI 2000, NYGTS 1500" TO "UNVIL 2100, TUGGZ 1500". - NEW FAF AND INTERMEDIATE FIX.
10. UPDATED DISTANCE TO THLD FROM HAT FROM "212 HAT: 0.49 NM" TO "213 HAT: 0.50 NM". - NEW HAT.
11. UPDATED LINE 7 34:1 FROM "34:1 IS NOT CLEAR" TO "34:1 IS CLEAR" AND ADDED 20:1 IS CLEAR. - NO 20:1 OR 34:1 PENETRATIONS.
12. UPDATED TCH FROM 54.8 TO 54.3. - TO MATCH ILS DESIGN TCH.
13. UPDATED MSA FROM "RW19 3000" TO "RW19 2900". - NEW CONTROLLING OBSTACLE.
14. REMOVED EQUIPMENT REQUIREMENTS NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY. - NEW INITIALS.
15. UPDATED NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -12C (11F) OR ABOVE 54C (130F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -14C OR ABOVE 54C". - NEW 5 YEAR HISTORICAL DATA AND IAW 8260.19H 8-6-9 S.
16. ADDED NOTE CAUTION: ON MISSED APPROACH, DO NOT EXCEED 1500 UNTIL PASSING BUBGE. - AT OR BELOW ALTITUDE AT 1500 DUE TO NEWARK TRAFFIC OVERHEAD.
17. UPDATED NOTE FROM "CIRCLING RWY 24 NA AT NIGHT" TO "WHEN CIRCLING TO RWY 24 AT NIGHT, OPERATIONAL VGSI REQUIRED REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD". - IAW 8260.19H 8-6-9 O (2) (H).
18. ADDED "CHART MAXIMUM 1500 AT BUBGE" TO ADDITIONAL FLIGHT DATA. - AT OR ABOVE ALTITUDE AT 1500 DUE TO NEWARK TRAFFIC OVERHEAD.
19. UPDATED VDP FROM "2.82 MILES TO RW19\* \*LNAV ONLY" TO "2.79 NM TO RW19\* \*LNAV ONLY". - VDP DISTANCE UPDATED.
20. UPDATED CHART FAS OBSTACLE FROM "694 TOWER 405250N/0740409W" TO "693 TOWER 405250N/0740409W". - UPDATED OBSTACLE DATA.
21. REMOVED "CHART 1049 TWR 405153N/0741202W" FROM ADDITIONAL FLIGHT DATA. - NO LONGER REQUIRED.
22. ADDED 340 AAO 405550N/0740240W TO ADDITIONAL FLIGHT DATA. - IAW 8260.3D 2-9-10.
23. UPDATED HOLDING PATTERN FROM "SW, RT, 061.25 INBOUND" TO "NW, RT, 132.00 INBOUND" IN ADDITIONAL FLIGHT DATA. - NEW MISSED APPROACH HOLDING FIX.
24. UPDATED LPV DA/HAT FROM "218/212" TO "219/213". - NEW MISSED APPROACH PENETRATING OBSTACLE.
25. UPDATED LNAV/VNAV DA/HAT FROM "1090/1084" TO "1096/1090". - NEW CONTROLLING OBSTACLE.
26. UPDATED FAS DATA LTP LAT/LONG FROM "405120.6860N/0740332.8025W" TO "405120.7535N/0740332.8030W". - UPDATED DATA.
27. UPDATED FAS DATA FPAP LAT/LONG FROM "404951.6705N/0740339.3555W" TO "404951.7375N/0740339.3595W". - UPDATED DATA.
28. UPDATED FAS DATA LENGTH OFFSET FROM "0856" TO "0848". - UPDATED DATA.
29. UPDATED LTP ORTHOMETRIC HEIGHT AND FPAP ORTHOMETRIC HEIGHT FROM "+00017" TO "+00019". - UPDATED DATA.
30. UPDATED CRC REMAINDER FROM "9C5DC017" TO 6B3684F0". - LTP LAT/LONG, FPAP LAT/LONG, TCH, LENGTH OFFSET, LTP ORTHOMETRIC HEIGHT AND FPAP ORTHOMETRIC HEIGHT DATA CHANGED.
31. UPDATED ALTERNATE MINIMUMS FROM "STANDARD @ CAT A, B 1000-2, CAT C 1000-3, CAT D 1100-3" TO "CAT A, B, C, D 1100-4, NA WHEN LOCAL WEATHER NOT AVAILABLE". - IAW 8260.3D 3-4-1 AND 8260.19H 8-6-11B.
32. REMOVED CHART PLANVIEW NOTE: LIMIT MISSED APPROACH TO 225 KIAS. - IAW 8260.19H, SPEED RESTRICTION LISTED IN MISSED.

12/17/19: THIS IS AN UPDATED COPY OF THE FORMS DEVELOPED ON 07/12/19.

1. UPDATED THE MISSED APPROACH INSTRUCTIONS FROM "(DO NOT EXCEED 210 KIAS UNTIL BUBGE) CLIMB TO 500 THEN CLIMBING RIGHT TURN DIRECT BUBGE, CROSS BUBGE AT OR BELOW 1500, THEN CLIMB TO 3000 ON TRACK 274.75 TO EXAM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000." TO "CLIMB TO 500 THEN CLIMBING RIGHT TURN DIRECT BUBGE, CROSS BUBGE AT 1500, THEN CLIMB TO 3000 ON TRACK 274.75 TO EXAM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000".
2. REMOVED NOTE "CHART NOTE: WHEN CIRCLING TO RWY 24 AT NIGHT, OPERATIONAL VGSI REQUIRED. REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD".

02/07/20: THIS IS AN UPDATED COPY OF THE FORMS DEVELOPED ON 07/12/19.

1. UPDATED ADDITIONAL FLIGHT DATA NOTE FROM "CHART MAXIMUM 1500 AT BUBGE" TO "CHART MANDATORY 1500 AT BUBGE".
2. REMOVED NOTE "CAUTION: ON MISSED APPROACH, DO NOT EXCEED 1500 UNTIL PASSING BUBGE".
3. UPDATED CHANGE-REASON 23 FROM "UPDATED HOLDING PATTERN FROM "SW, RT, 061.25 INBOUND" TO "NE, RT, 132.00 INBOUND"" TO "UPDATED HOLDING PATTERN FROM "SW, RT, 061.25 INBOUND" TO "NW, RT, 132.00 INBOUND"".





FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KTEB
RUNWAY	RW19
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W19A
LTP/FTP LATITUDE	405120.7535N
LTP/FTP LONGITUDE	0740332.8030W
LTP/FTP ELLIPSOIDAL HEIGHT	-00301
FPAP LATITUDE	404951.7375N
FPAP LONGITUDE	0740339.3595W
THRESHOLD CROSSING HEIGHT (TCH)	00054.3
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0848
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	6B3684F0

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00019
FPAP ORTHOMETRIC HEIGHT	+00019



FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
TETERBORO	KTEB	RNAV (GPS) Y RWY 19	1	TETERBORO	NJ	8	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM  
STRAD

TO  
SKUBY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	4.88											
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.AAO	411209.00N/0741924.00W		1519	164	98	4E	1000					2600
2.TERRAIN	411206.00N/0741736.00W		1315 (1300)								AS1500	2800

COMPUTATIONS

ALT      KIAS      KTAS      HAA      VKTW      TR      BA      DTA      COURSE CHANGE      DVEB      VEB OCS      RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM  
SKUBY

TO  
NIPIE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	4.88										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.AAO	410718.00N/0741200.00W	1323	164	98	4E	1000					2400
4.TERRAIN	410718.00N/0741200.00W	1122 (1100)								AS1500	2600

COMPUTATIONS

ALT      KIAS      KTAS      HAA      VKTW      TR      BA      DTA      COURSE CHANGE      DVEB      VEB OCS      RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM  
NPIE

TO  
UNVIL

RNP	DISTANCE 5.84	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TOWER (36-000380)	410646.60N/0740533.50W		868	50	20	2C	1000					1900
6.TERRAIN	410548.00N/0740754.00W		623 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM  
UNVIL

TO  
TUGGZ

RNP	DISTANCE 5.84	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.AAO	410106.00N/0740427.00W		568	164	98	4E	500				AC98 AT334	1500
8.TERRAIN	410106.00N/0840427.00W		367 (400)								AC1000	1400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM  
TUGGZ

TO  
RW19

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.52		DA		213							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC			MA13	219

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM  
TUGGZ

TO  
RW19

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.52		DA		1090							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9.TOWER (34-000006)	405250.00N/0740409.00W		693	20	3	1A		23.33:1				1096

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:





FINAL: LNAV

FROM  
TUGGZ

TO  
RW19

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.52		RW19		954							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9.TOWER (34-000006)	405250.00N/0740409.00W		693	20	3	1A	250					960

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LPV

FROM  
DA

TO  
EXAMM

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
					46							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
10.TOWER (34-000304)	404936.00N/0740433.00W		441	20	3	1A		ASC				3000
11.TOWER (34-001044)	404826.51N/0741424.49W		968	50	20	1A	1000					2000
12.TERRAIN	404857.00N/0741354.00W		702 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LNAV/VNAV

FROM  
DA

TO  
EXAMM

RNP	DISTANCE	PAT	MAP	HAT			HMAS 935					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
10.TOWER (34-000304)	404936.00N/0740433.00W		441	20	3	1A		ASC				3000
11.TOWER (34-001044)	404826.51N/0741424.49W		968	50	20	1A	1000					2000
12.TERRAIN	404857.00N/0741354.00W		702 (700)								AS1500	2200

COMPUTATIONS

ALT      KIAS      KTAS      HAA      VKTW      TR      BA      DTA      COURSE CHANGE      DVEB      VEB OCS      RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LNAV

FROM  
RW19

TO  
EXAMM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 860					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
10.TOWER (34-000304)	404936.00N/0740433.00W		441	20	3	1A		ASC				3000
11.TOWER (34-001044)	404826.51N/0741424.49W		968	50	20	1A	1000					2000
12.TERRAIN	404857.00N/0741354.00W		702 (700)								AS1500	2200

COMPUTATIONS

ALT      KIAS      KTAS      HAA      VKTW      TR      BA      DTA      COURSE CHANGE      DVEB      VEB OCS      RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
9.TOWER (34-000304)	404936.00N/0740433.00W	1.30	952	441	20	3	1A	300		SI	960
CATEGORY B											
9.TOWER (34-000304)	404936.00N/0740433.00W	1.81	952	441	20	3	1A	300		SI	960
CATEGORY C											
13.ANTENNA (34-040256)	404827.01N/0740406.69W	2.83	952	508	20	3	1A	300		SI	960
CATEGORY D											
14.TOWER (34-001062)	404754.36N/0740521.51W	3.70	1032	675	500	50	5D	300		AC50	1040

CIRCLING REMARKS:

MSA

CENTER  
RW19

RADIUS  
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (36-000266)	411230.55N/0742121.42W	340	25.1	1808	20	3	1A	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

**COMMUNICATIONS WITH**  
ZNY ARTCC, TEB TOWER, NEW YORK APP CON

<b><u>WX SERVICE</u></b> ASOS	<b><u>LOCATION</u></b> KTEB	<b><u>HRS OPERATION</u></b> 24	<b><u>ALTIMETER SOURCE</u></b> KTEB	<b><u>DISTANCE</u></b> 0	<b><u>SERVICE-A</u></b> Y	<b><u>ADJUSTMENTS</u></b> 0
<b><u>BACK-UP WX SERVICE</u></b>	<b><u>LOCATION</u></b>	<b><u>HRS OPERATION</u></b>	<b><u>ALTIMETER SOURCE</u></b>	<b><u>DISTANCE</u></b>	<b><u>SERVICE-A</u></b>	<b><u>ADJUSTMENTS</u></b>

**WX REMARKS:**

<b><u>PRIMARY NAVAID</u></b>	<b><u>MONITOR POINT</u></b>	<b><u>HRS OPERATION</u></b>	<b><u>CAT</u></b>
<b><u>APPROACH AND RUNWAY LIGHTING SYSTEM</u></b>		<b><u>RUNWAY MARKINGS</u></b>	<b><u>RUNWAY VISUAL RANGE</u></b>
RW01 - HIRL, REIL, C/LINE, VASI-4R		PIR-G	
RW06 - TDZ, MALSR, HIRL, REIL, C/LINE		PIR-G	APPROACH, ROLL OUT
RW19 - TDZ, HIRL, REIL, C/LINE, PAPI-4L		PIR-G	
RW24 - HIRL, REIL, C/LINE, PAPI-4L		PIR-G	

<b><u>GLIDESLOPE ANGLE</u></b> 3.00	<b><u>ELEV RWY THRESHOLD</u></b> 6.1	<b><u>TCH</u></b> 54.3	<b><u>ELEV GS ANTENNA</u></b>	<b><u>DISTANCE FROM RWY</u></b>	<b><u>VGSI ANGLE</u></b> 3.00	<b><u>TCH</u></b> 57.3
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**FINAL APPROACH COURSE AIMING**

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	763
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE		

**CRITICAL TEMPERATURES**

<b><u>CRITICAL LOW</u></b> -14C	<b><u>CRITICAL HIGH</u></b> +54C	<b><u>ACT</u></b> -14C	<b><u>APT ISA</u></b> +14.98C
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**CRITICAL TEMPERATURE REMARKS:**

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2014-2018).  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 955 HIGH TEMP 1260.



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 24		
20:1			
32 BUILDING (34-020850) 405131.41N/0740309.74W (8.9)		22 TRAVERSE_WAY (34-039070) 405130.32N/0740311.13W (6.56)	
22 TRAVERSE_WAY (34-035635) 405130.72N/0740310.53W (3.49)			

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or  
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

WAIVER REQUESTED: ORDER 8260.3D PARAGRAPH 2-8-1; TO USE A MAXIMUM ALTITUDE IN THE MISSED APPROACH.  
BACK UP ALTIMETER NOT PUBLISHED, REDUNDANT WEATHER SOURCES AVAILABLE.  
LPV SLOPE: 34:1  
LNAV/VNAV SLOPE: 23.33:1  
AVERAGE VEGETATION ASSUMED TO BE 100 FEET PER FPT.  
SPEED RESTRICTION OF -210 KIAS IS REQUIRED TO BUILD THE MISSED APPROACH IN TARGETS. IT IS NOT DOCUMENTED DUE TO THE UNDERLYING CLASS B AIRSPACE WITH A SPEED LIMIT ASSOCIATED PER AFS REQUEST.  
ALL OF THE 20:1 PENETRATIONS TO RWY 24 ARE LIGHTED.

RESTRICTED CIRCLING CATS B/C/D PER ATC REQUEST WHICH HELPS TEB AIRSPACE CONTAINMENT.

ORDER 8260.3 CHAPTER 2 APPLIED TO 340 AAO 405549.74N/0740239.68W.

ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT</u> TETERBORO	<u>AIRPORT ID</u> KTEB	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 19	<u>AMDT NO.</u> 1	<u>CITY</u> TETERBORO	<u>STATE</u> NJ	<u>AIRPORT ELEVATION</u> 8	<u>FACILITY</u> RNAV
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.58
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.25
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	183.21
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	167
DISTANCE FROM	THLD	TO 1500FT POINT	9.96
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.52
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	183.19
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	367
THRESHOLD COORDINATES (IF STR-IN)	405120.75N/0740332.80W		
ARP COORDINATES	405100.40N/0740339.00W		
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 1 DISTANCE 0.69 NM		
FAF COORDINATES	405551.74N/0740312.81W		
FIX NAME COORDINATES	IF UNVIL: 410142.02N/0740247.07W		
REMARKS			
NO ADDITIONAL AIRSPACE REQUIRED			
THLD DISPLACED 763FT, ACTUAL COORDINATES: 405128.28N/0740332.24W.			

QUALITY  
18  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> CHRISTINE BAYSE	<u>OFFICE</u> AJV-A432	<u>DATE</u> 07/12/2019	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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