

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 10/30/2017	<b>Task #:</b> 2017031535209902006	<b>Request #:</b> 20170315352099
<b>Procedure:</b> VOR/DME-B AMDT 2E			<b>Airport ID:</b> KTEB	<b>Airport:</b> TETERBORO		<b>Reimbursable #:</b> NO
<b>City:</b> TETERBORO	<b>ST:</b> NJ	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 05/24/2018		<b>FICO #:</b>	
<b>Fac ID:</b> TEB		<b>Fac. Type:</b> VOR_DME			<b>Specialist:</b> MIKE MELSEN	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	03/24/2017			QUALITY Digitally signed by		
<b>QA:</b>				36 RUSSELL K CRONK		
<b>Liaison:</b>				CHECKED Jan 30, 2018		
<b>Procedure Comments:</b> ENROUTE-NON						
<b>Remark Type:</b> INFORMATION						
P-NOTAM. 8/8149  REMARK: OBSTACLES ASSOCIATED WITH ADDITION OF NEW CIRC AREAS: CIRCLING CAT A/B OBSTACLE: 441 MSL TOWER 34-000304 AT 404936.00N/0740433.00W, AC 1A (NO CHANGE TO MINIMUMS). CIRCLING CAT C CONTROLLING OBSTACLE: 508 MSL ANTENNA 34-035716 AT 404825.15N/0740413.24W, AC 1A. CIRCLING CAT D OBSTACLE: 675 MSL TOWER 34-001062 AT 404754.36N/0740521.51W, AC 5D.  CONTACT: ALLAN WILL; AJV-5410 LEAD; 405.954.6103.						

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> VOR/DME-B 2E P NOTAM			<b>AIRPORT NAME:</b> TETERBORO		<b>AIRPORT ID:</b> KTEB	<b>SPECIAL CONTROL NO:</b> YP-02-159-18
<b>FAC ID:</b> TEB		<b>CITY:</b> TETERBORO			<b>ST:</b> NJ	<b>ORIG CHART DATE:</b> 05/24/2018
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 2017031535209902006		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: space-between; border-top: 1px solid black; margin-top: 5px;"> <span></span> <span>YES</span> <span>NO</span> </div>	
					<b>CPV COMPLETE?</b>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 03/26/2018	<b>CREW #:</b> VN137	<b>N #:</b>	<b>INSTRUMENT PROCEDURE STATUS:</b> <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> bob s pressler @ 03/26/2018 07:31			<b>PRINTED NAME:</b> PRESSLER, ROBERT STEPHEN			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> SAT/Changes. Possible TYPO with current published NOTAM FDC#8/8149 and MISSED APPROACH instructions. Current published NOTAM instructions say CLIMBING LEFT TURN vs the current amendment 2D approach instructions state CLIMBING RIGHT TURN. If in fact this is a TYPO, NOTAM as currently published requires correction. IF a change from the published amendment 2D to 2E requiring a climbing left VS the published climbing right would require a whole new procedure package w/ MAPS etc. IF a climbing left turn is to be considered, the instructions as stated will not deliler A/C to MAP, a course or track is required to intercept the TEB R-335 to PATRN.						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		



