

ILS Z OR LOC Z RWY 6, AMDT 30

6/12/2023

REQUESTED BY: FAA

PRB RESULT: RETURN FOR REWORK

WAIVER: NO HAZARD IDENTIFIED

COMMENTS:

1. FLIGHT VALIDATION DOCUMENTATION MISSING.
2. 8260-3 TERMINAL ROUTES: ADD PBN MISSED APPROACH (IAW 8260.19I, 8-6-4.A(6)(A).
3. 8260-3 ALTERNATE: ADD "ILS - STANDARD" (IAW 8260-19I, 8-6-11.B(6).
4. UPDATE 8260-2: VINGS, LEESY, DANDY, TEBLE AND UBUCK TO REFLECT FIX TYPE: RADAR (IAW 8260.3E 2-9-4).

ADMINISTRATIVE NOTES:

1. 8260-9 MISSED APPROACH: TARGETS DETERMINES MISSED APPROACH AIRSPACE 997 AAO 405512.00N/0742421.00W.
2. 8260-2 UBUCK REMARKS: CHANGE "EVELUATION TO EVALUATION".
3. VERIFY FPT HAS CONFIRMED ATC HAS THE LOCATION AND ALTITUDES OF THE WAYPOINTS IDENTIFIED IN COMMENTS #4 ABOVE.

1. FC SAT PC ADDED

2. 8260-3 MA ADDED

3. ADDED.

4. Coordinated with ATC for DANDY to be defined as a Radar fix in addition to a WP. On a case by case basis for ATC traffic flow (or upon request), ATC will vector aircraft to final via DANDY. DANDY is already depicted on the ATC radar video map. It was inadvertently removed from the 8260-2 during the previous submittal for this chart date. VINGS, LEESY, TEBLE AND UBUCK are WPs for the RNAV transitions to final and the RNAV missed approach and are not required to be defines as Radar fixes.

Eric Suski, AJV-A431 Manager

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 08/10/2023	APWS Task ID: 7FF033D834AC4A2EB181BC29416C4E30	APWS Project ID: 3EB2695E7D37400EA5472BF81BAA0033
Procedure: ILS Z OR LOC Z RWY 6 AMDT 30		Enroute: NO	Specialist: Prassada, Parnell		Agreement Number:
Airport ID: KTEB			Airport City: TETERBORO		State: NJ
Facility ID: TEB	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>ACTIVE DATA USED.</p> <p>MISSED APPROACH REDESIGNED TO DECONFLICT TRAFFIC FROM N90 AREA AIRSPACE.</p> <p>HYBRID PROCEDURE ESTABLISHED, INCORPORATED PBN SEGMENTS (INITIAL, INTERMEDIATE, AND MISSED APPROACH) TO SUPPORT CONVENTIONAL FINAL SEGMENT.</p> <p>WAIVER (1): MAXIMUM ALTITUDE RESTRICTION IN THE MISSED APPROACH SEGMENT.</p> <p>LOA (1): APPROVAL FOR MANDATORY ALTITUDE IN THE INTERMEDIATE SEGMENT.</p> <p>CONTACT ERIC SUSKI: AJV-A431, 405-954-7331</p> <p>06/23/2023: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/01/2022.</p> <p>1. UPDATED FIX DANDY AS RADAR.</p> <p>2. ADDED PBN MISSED APPROACH TO TERMINAL ROUTES.</p> <p>3. ADDED "ILS – STANDARD" TO ALTERNATE MINIMUMS.</p> <p>4. CHANGED TERMINAL ROUTE DANDY TO TORBY LOM FROM RNAV TO GROUND BASED AND THE COURSE FROM 060.07 TO 060.16.</p> <p>5. ADDED SOLBERG VOR/DME REV 29 TO PACKAGE AND 8260-2 FILE.</p> <div><div>Digitally signed by <b>ERIC N SUSKI</b> Jun 29, 2023</div><div>QUALITY 50 CHECKED</div></div>					

<b>FIPC BASIC FORM</b>							
<b>PROCEDURE:</b> ILS Z OR LOC Z RWY 6 AMDT 30			<b>AIRPORT NAME:</b> TETERBORO		<b>AIRPORT ID:</b> KTEB	<b>SPECIAL CONTROL NO:</b> YP-05-124-23	
<b>FAC ID:</b> TEB		<b>CITY:</b> TETERBORO			<b>ST:</b> NJ	<b>ORIG CHART DATE:</b> 08/10/2023	
<b>DFL TYPE:</b> PROC/AR	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b> 7FF033D834AC4A2EB181BC29416C4E30		
<b>PREFLIGHT NOTES</b>							
<b>REVIEWER:</b> jorge a malcun					<b>DATE:</b> 06/06/2023		
<b>COMMENTS:</b>					<b>CHECK ONE:</b>		
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					<b>CPV COMPLETE?</b>		X
<b>PROCEDURE RESULTS</b>							
<b>INSPECTION DATE:</b> 06/06/2023		<b>CREW #:</b> VN109	<b>N #:</b> N75	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> jorge a malcun @ 06/06/2023 17:48			<b>PRINTED NAME:</b> MALCUN, JORGE ALBERTO			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<b>FLIGHT INSPECTOR REMARKS:</b> FLOWN SAT as requeste.							
<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>

**1. FLIGHT PROCEDURE IDENTIFICATION:**

Teterboro, New Jersey  
Teterboro Airport (TEB)  
ILS Z OR LOC Z RWY 6

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

The missed approach incorporates a maximum altitude restriction that is lower than the clearance limit altitude. Order 8260.3E paragraph 2-8-1 states, in part, "The missed approach procedure must be simple, specify a charted missed approach altitude (altitude at clearance limit), and a clearance limit fix/facility. When required by obstacles or deemed operationally advantageous, the missed approach may also specify an interim "climb-to" altitude to identify a turn point. Any other interim altitude restriction is not permitted."

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

Air traffic control requests a maximum altitude restriction/hold-down altitude of 2000 MSL at TEBLE to ensure separation from overhead traffic landing runway 13 into LaGuardia at 3000 feet.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. No penetrations of the 40:1 surface exist between the MAP and TEBLE at the hold-down altitude of 2000 feet.
2. The controlling obstacle for the hold-down segment is an AAO with a height of 750 feet MSL (405812.39N/0741008.85W). Applying 1000 feet of ROC + rounding 750 feet to 800 feet = 1800 feet of altitude required. Greater than standard level surface ROC is achieved within the hold-down segment by requiring aircraft to cross TEBLE at or below 2000 feet MSL.
3. The procedure is RADAR REQUIRED to provide radar monitoring of aircraft executing the missed approach.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

1. Publishing 2 variants of each published approach to RWY 6 in order to have 2 separate published missed approach procedures, adding to complexity, possible confusion, and increased ground to air communications.
2. Coding an alternate missed approach for each RWY 6 approach, waiver required and users would have to pay to upgrade FMS to allow for 2 coded missed approaches.
3. Air traffic metering of flights into Teterboro and LaGuardia airports would result in excessive arrival and departure delays, as well as capacity reduction for both airports.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
01/05/23	AJV-A430	MANAGER

**SIGNATURE**

Eric N. Suski

*Digitally signed by*

**ERIC N SUSKI**

May 12, 2023

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
		Wade Terrell Signed By: Wade Terrell Wed Jun 28 2023 08:15:58 GMT-05:00:00 (Central Standard Time)



# FAA

## Aviation Safety

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### Memorandum

Date: 06/27/2023

To: Manager, Instrument Flight Procedures Coordination Team

From: Manager, Flight Technologies and Procedures Division

Prepared by: Flight Procedures & Airspace Group

Subject: Approval Request; Memorandum Dated 06/27/2023

Wade Terrell  
Signed By: Wade Terrell Wed Jun  
28 2023 08:15:59 GMT-05:00:00  
(Central Standard Time)

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Your request to chart a mandatory crossing altitude of 1500 feet at DANDY on the "ILS Z OR LOC Z RWY 6, AMDT 30" at Teterboro, Teterboro, NJ was discussed at the Flight Standards Procedure Review Board on 06/08/2023 and is approved.

Please direct all inquiries to Sherri Hubbard, PRB Lead, Flight Procedures and Airspace Group, at (405) 954-6618.

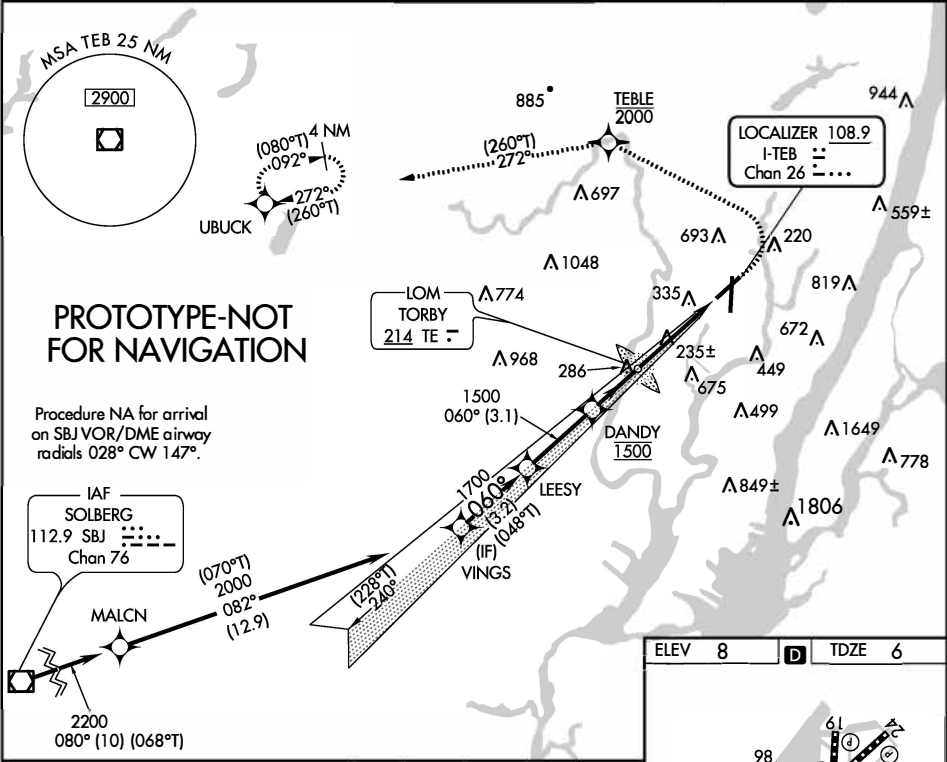
Attachments

LOC I-TEB <b>108.9</b> Chan 26	APP CRS <b>060°</b>	Rwy Idg <b>6013</b> TDZE <b>6</b> Apt Elev <b>8</b>
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ILS Z or LOC Z RWY 6  
TEREBORO (TEB)

RNP APCH - GPS. RADAR required. Circling NA for Cts B, C and D northwest of Rwy 6 and 19.	MALSR 	MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct TEBLE, cross TEBLE at or below 2000, then climb to 3000 on track 272° to UBUCK and hold.
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D-ATIS <b>114.2 132.85</b>	NEW YORK APP CON <b>127.6 379.9</b>	TEREBORO TOWER <b>119.5</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.05</b>	CPDLC
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	VINGS	LEESY	DANDY	TORBY LOM	UBUCK
	2000	1700	1500	1270	1000
	GS 3.00° TCH 53				
	3.2 NM	3.1 NM	2.2 NM	3.8 NM	
CATEGORY	A	B	C	D	
S-ILS 6	206/18	200 (200-½)			
S-LOC 6	560/24	554 (600-½)	560/60	554 (600-1)	
CIRCLING	760-1	752 (800-1)	820-2½ 812 (900-2½)	1040-3 1032 (1100-3)	

ELEV 8	TDZE 6
TDZ/CL Rwy 6 and 19 REIL Rwy 1, 6, 19 and 24 HIRL Rwy 1-19 and 6-24	
FAF to MAP 3.8 NM	
Knots	60 90 120 150 180
Min:Sec	3:48 2:32 1:54 1:31 1:16

TETERBORO, NEW JERSEY

OLD

22139

LOC I-TEB <b>108.9</b>	APP CRS <b>060°</b>	Rwy Idg TDZE Apt Elev	<b>6013</b> <b>6</b> <b>8</b>
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**ILS or LOC RWY 6**  
TETERBORO (TEB)

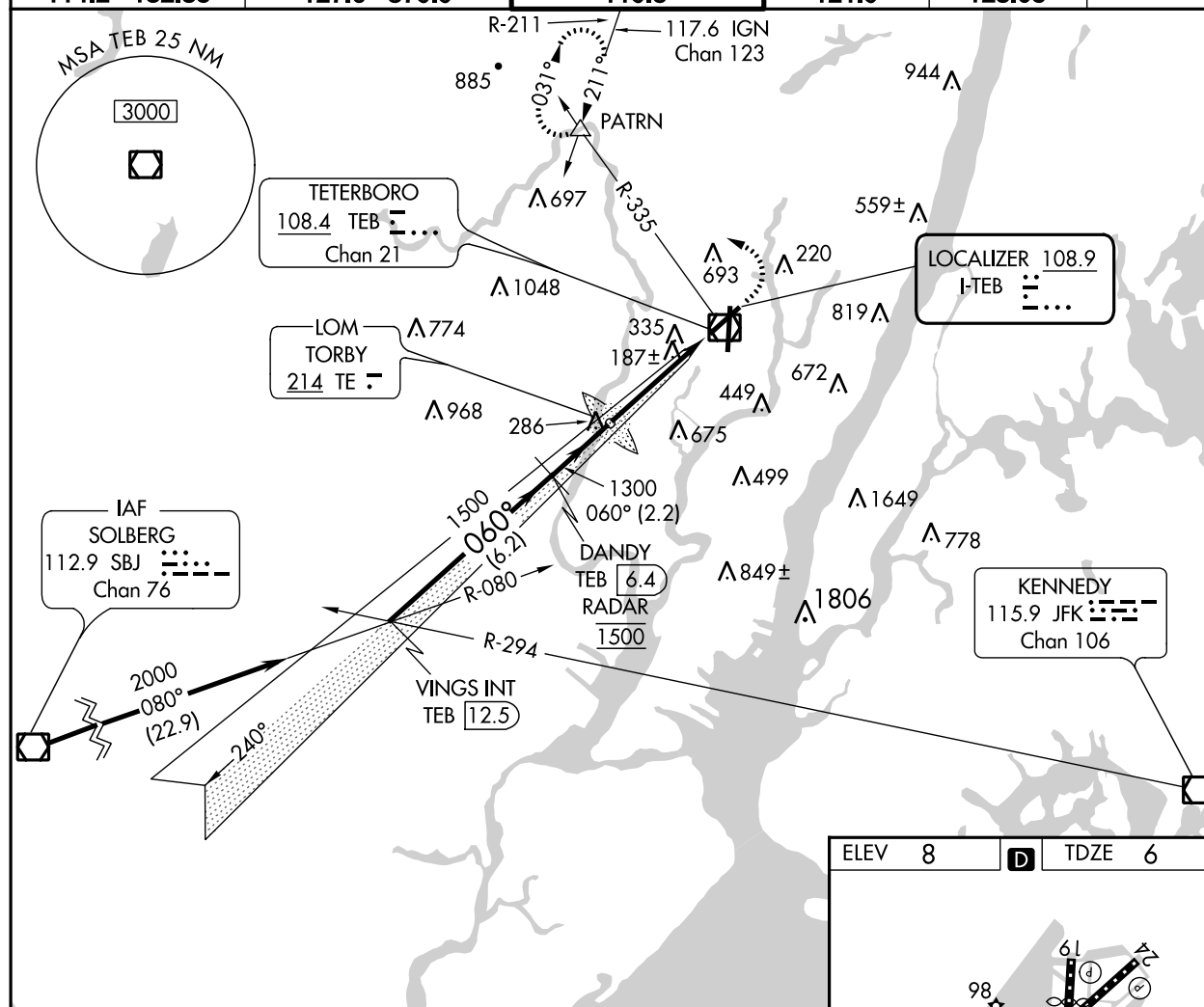
DME or RADAR required. ADF required for LOC only.

▼ DME from TEB VOR/DME. For inop ALS, increase LOC Cat C/D visibility to 1 3/8 SM.  
▲ Circling NA Cats B, C, and D northwest of Rwy 6 and 19. When Circling to Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.



MISSED APPROACH:  
Climb to 1000, then climbing  
left turn to 2500 on TEB R-335  
to PATRN INT and hold.

D-ATIS <b>114.2 132.85</b>	NEW YORK APP CON <b>127.6 379.9</b>	TETERBORO TOWER <b>119.5</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.05</b>	CPDLC
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VINGS INT TEB 12.5		DANDY TEB 6.4 RADAR		1000 ↑	2500 TEB R-335	PATRN △
Procedure Turn NA		TORBY LOM 1284				
2000		1500				
GS 3.00° TCH 53		1300				
6.2 NM		2.2 NM		3.8 NM		
CATEGORY	A	B	C	D		
S-ILS 6	206/18		200 (200-½)			
S-LOC 6	500/24	494 (500-½)	500/50	494 (500-1)		
CIRCLING	760-1 752 (800-1)	760-1¼ 752 (800-1¼)	820-2½ 812 (900-2½)	1040-3 1032 (1100-3)		

NE-2, 11 AUG 2022 to 08 SEP 2022







