**BEBS 1C PBN Approaches to TEB RWY 6/1**

**Candidate Scenario Description:** Incorporate RNAV/ RNP w/ RF legs into Charted Visual Flight Procedure (CVFP) to TEB RWY 6 and RWY 1.

**Theme:** Keeps airport visual arrival rates for extended period using PBN capabilities and de-conflicts operations between TEB and EWR.

| Operational Description | Concise description of Operational Scenario | Tracking existing Charted Visual Flight Procedures (CVFP) to incorporate RNAV/ RNP 0.3 w/ RF legs for TEB RWY 6 and RWY 1. Landing on RWY 6 and RWY 1 are favored operations at TEB. This operation allows increased landing opportunity during lower weather and/or specific wind conditions.

This procedure substantially lessens the requirements for ILS RWY 6, which conflicts with EWR operations to RWY 22L/R and RWY 4L/R.

Provide PBN equipped a/c priority handling during lower than visual approach vectoring minimums.

| Target Operational Time Frame | 2012 to 2015 |

| Technology (equipage) Targeted | Technology or equipage associated with this operational candidate | PBN -- RNAV RNP 0.3 w/RF leg is enabled by:
1. GPS with Approach Capability, or
2. RNP capable FMC with multi-scan DME/DME and GPS sensors, and
3. Advanced NAV Display capable of RF legs

| Impact on equipped and capable a/c | • Provides IAP with vertical guidance and lower minimums. |

| Impact to non-equipped or not capable a/c | • Non-equipped must use higher approach minimums with no vertical guidance
• May experience greater delays due to requesting the ILS Rwy 6 |
Impact on NAS efficiency or capacity (positive, neutral, negative)

- This reduces dependent operations between the airports
- Supports simultaneous independent operations
- Reduces interaction between TEB and EWR for configuration changes
- Increases efficiency and capacity by enabling TEB to stay in a most efficient configuration for a longer period of time