

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 07/11/2024	APWS Task ID: 4B3CD78581E74E35BF2F3D4659EB622D	APWS Project ID: 57D3C3DC9A5A4311975D31CBEB685565
Procedure: WENTZ ONE (RNAV)		Enroute: YES	Specialist: Johnsen, Daniel		Agreement Number:
Airport ID: KTEB			Airport City: TETERBORO		State: NJ
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: New procedure using active data for KTEB airport and runways. 8260-1 (1): Level surface ROC reduction less than 1000 feet. Contact Allan Will, AJV-A423, (405) 954-6103. 3/22/24: This is an updated copy of the form developed on 1/9/24. 1. Deleted all stand-alone fixes -- FPT request to reduce chart clutter. 8260-2: Removed BAYYS, BREZY, CMK, COATE, COL, DIXIE, ELIOT, ELVAE, GAYEL, GREKI, HAAYS, LANNA, MERIT, NEION, NEWEL, PARKE, SHIPP, SBJ, WAVEY, WHITE, and ZIMMZ. 8260-2 BIGGY, HUO, SAX, and STW: 1. Deleted WENTZ ONE at KTEB in fix use.					



FIPC DME/DME FORM						
PROCEDURE: WENTZ ONE (RNAV)			AIRPORT NAME: TETERBORO		AIRPORT ID: KTEB	SPECIAL CONTROL NO: YG-03-089-24
FAC ID: WENTZ1		CITY: TETERBORO			ST: NJ	ORIG CHART DATE: 07/11/2024
DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 4B3CD78581E74E35BF2F3D4659EB622D		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT	
					YES	NO
					CPV COMPLETE? ☒ X	
PROCEDURE RESULTS						
INSPECTION DATE: 03/20/2024	CREW #: VN137	N #:	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☐ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: bob s pressler @ 03/22/2024 08:37			PRINTED NAME: PRESSLER, ROBERT STEPHEN			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS: TT SAT.						
DME/DME STATUS: ☒ SAT ☐ UNSAT		SPECIALIST SIGNATURE: david c-ctr cook @ 03/27/2024 11:37			PRINTED NAME: Dave Cook	
SPECIALIST REMARKS: No ESV's to certified. Procedure table topped.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

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REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT	
					YES	NO
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PROCEDURE RESULTS						
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FLIGHT INSPECTOR SIGNATURE: bob s pressler @ 03/22/2024 08:37			PRINTED NAME: PRESSLER, ROBERT STEPHEN			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS: TT SAT.						
DME/DME STATUS: ☐ SAT ☐ UNSAT		SPECIALIST SIGNATURE:			PRINTED NAME:	
SPECIALIST REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

1. FLIGHT PROCEDURE IDENTIFICATION:

TETERBORO, NJ
KTEB
WENTZ (RNAV) SID

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAA Order 8260.3F paragraph 13-6-1 Maximum Altitude Restrictions. A level surface obstacle evaluation must be conducted whenever a maximum, mandatory, or block altitude restriction is charted on a SID. The maximum altitude, the mandatory altitude, and the upper limit of a block altitude must provide the en route ROC specified in paragraph 14-2-1.

FAA Order 8260.3F paragraph 14-2-1a. Obstacle Clearance, Primary Area. Non-mountainous areas. The minimum ROC over areas not designated as mountainous under 14 CFR Part 95 is 1000 feet. Request to reduce level surface ROC from 1000 ft to 500 ft from WENTZ to RUUDY.

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

When KEWR is landing RWY 22L/R, the arrivals cross overhead the WENTZ SID departure path at 2500 ft MSL between the KTEB RWY 24 DER and DAVIM. To maintain the required separation, KTEB departures on the WENTZ (RNAV) SID must be tunneled under the KEWR arrivals and maintain 1500 ft MSL until cleared higher by ATC.

The volume of arrivals to KEWR combined with the volume of departures from KTEB creates a situation where sequencing departures between arrivals and providing the required ATC separation between the two flight paths is untenable. In this situation, if aircraft departing on the WENTZ (RNAV) SID climb above 1500 ft MSL prior to WENTZ, those departures will violate the standard separation requirements set forth in the current FAAO 7110.65.

There have been numerous Air Traffic Safety Action Program reports filed identifying publishing 2000 ft MSL as the top altitude as a safety issue.

The WENTZ (RNAV) SID must be modified to prevent KTEB departures from climbing above 1500 ft MSL prior to WENTZ. Reducing the top altitude from 2000 ft MSL to 1500 ft MSL will accomplish the stated objective, mitigate risk to the National Airspace System (NAS), and reduce any confusion for aircrews.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

a. The 40:1 surface area is clear to the RUUDY waypoint.

b. RADAR is required. N90 will monitor lateral and vertical tracks of every departing aircraft for any necessary intervention.

c. ATC will display the controlling obstacle between WENTZ and RUUDY, 968 ft MSL TOWER (34-001044). KEWR and associated RWY 22 L/R Final Approach Course(s) will be depicted on WENTZ (RNAV) SID Chart.

d. FAA Order 8260.3F paragraph 2-5-3, Intermediate Approach Segment Based on Straight Courses, states the maximum segment length is 15 NM and the optimum length is 10 NM, with a required ROC of 500 ft. RUUDY is 9.65 NM from the airport. If an RNAV instrument approach procedure was constructed over the reverse of the WENTZ (RNAV) SID ground track to land at KTEB RWY 24 where the intermediate fix is RUUDY and the PFAF is WENTZ, 500 ft of ROC would protect arrivals to RWY 24 and be within standard criteria. In contrast, departures over this same area will be ascending, which further increases the margin of safety compared to the above hypothetical intermediate segment.

e. Aircraft will remain on the SID and departures will be cleared to an altitude of at least 2000 ft MSL (MVA) between WENTZ and RUUDY waypoints.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Departure redesign. The proximity of KEWR and KCDW to the departure end of KTEB RWY 24 severely limits alternative standard instrument departure design options. Allowing aircraft to continue climbing to 2000 ft MSL and providing level surface of 1000 ft of ROC. This results in costly delays resulting from forced halts in KTEB departures to allow KEWR arrivals to pass. It also results in losses of separation between KTEB departing aircraft and arriving aircraft into KEWR.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

ESA PBN Co-Leads
N90 TRACON
TETERBORO USER GROUP (TUG)
MBAA

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-A423	MGR

SIGNATURE
Digitally signed by
ALLAN WILL
Mar 26, 2024

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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TETERBORO (KTEB)
TETERBORO, NJ
WENTZ (RNAV) ONE, ORIG
SCALE 1:500,000

CG/CGTA
307 MSL TREE

968 MSL TOWER 34-001044



