

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

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.

AIRPORT ID TEB	PROCEDURE NAME ILS Z OR LOC Z RWY 6	ORIGINAL/AMENDMENT 31	CITY TETERBORO	STATE NJ
AIRPORT ELEVATION 8	TDZE 6	SUPERSEDED ILS Z OR LOC Z RWY 6	DATED 08/10/2023	MAG VAR 12W
FACILITY I-TEB	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE 05/16/2024	EPOCH YEAR 1980
			CANCEL/SUSPEND	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
SBJ VOR/DME	IAF	MALCN		TF	FB	1.00	080.35	10.00	2200
MALCN		VINGS		TF	FB	1.00	082.48	12.85	2000
VINGS	IF	LEESY		TF	FB	1.00	060.00	3.16	1700
LEESY		DANDY/RADAR		TF	FB	1.00	060.03	3.10	1500
DANDY/RADAR		TORBY INT/4.93 DME					060.16	2.09 (I-TEB)	1300
TORBY INT/4.93 DME	FAF	3.90 NM AFTER TORBY INT/4.93 DME OR AT 1.03 DME	MAP				060.16	3.90 (I-TEB)	
3.90 NM AFTER TORBY INT/4.93 DME OR AT 1.03 DME	MAP	1000 MSL		CA			060.16		1000
1000 MSL		TEBLE		DF	FB	1.00			2000
TEBLE		UBUCK		TF	FO	1.00	271.93	12.43	3000

MISSED APPROACH

MAP:

ILS: DA
LOC: 3.90 NM AFTER TORBY INT/4.93 DME OR AT 1.03 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 2000 DIRECT TEBLE, CROSS TEBLE AT OR BELOW 2000, THEN CLIMB TO 3000 ON TRACK 271.93 TO UBUCK AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT VINGS
- FAC: 060.16 FAF: TORBY INT/4.93 DME DIST FAF TO MAP: 3.90 DIST FAF TO THLD: 3.90
- MIN ALT: VINGS 2000, LEESY 1700, DANDY/RADAR 1500, TORBY INT/4.93 DME 1300
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1022
- MIN GS INCPT: 1300 GS ALT AT PFAF: TORBY INT/4.93 DME 1300 OM: MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 53.4
- MSA FROM: TEB VOR/DME 2900



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA FOR CATS B, C AND D NW OF RWYS 6 AND 19.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON SBJ VOR/DME AIRWAY RADIALS 028 CW 147.

ADDITIONAL FLIGHT DATA:

CHART AT OR BELOW 2000 AT TEBLE.

HOLD E, RT, 271.75 INBOUND.
FAS OBST: 320 AAO 404747N/0740737W.
CHART VDP AT 2.66 DME.
DISTANCE VDP TO THLD 1.63 NM.
CHART MANDATORY 1500 AT DANDY.

MINIMUMS:

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

ALTERNATE: NA ILS: STANDARD; LOC: STANDARD - CAT C 900-2 1/2, CAT D 1100-3

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
S-ILS 06	206	1800	200	206	1800	200	206	1800	200	206	1800	200				
S-LOC 06	580	2400	574	580	2400	574	580	1 1/4	574	580	1 1/4	574				
CIRCLING	760	1	752	760	1	752	820	2 1/2	812	1040	3	1032				

CHANGES - REASONS

- ALL REFERENCE TO "TORBY LOM" (FAF) CHANGED TO "TORBY INT/4.93 DME" - TORBY LOM DECOMMISSIONED.
- LOC MISSED APPROACH POINT CHANGED FROM "3.80 NM AFTER TORBY LOM" TO "3.90 NM AFTER TORBY INT/4.93 DME OR AT 1.03 DME" - TORBY LOM DECOMMISSIONED AND FAF/PFAF LOCATED AT OPTIMUM LOCATION.
- DISTANCE FAF TO MAP/THLD CHANGED FROM "3.80" TO "3.90" - FINAL APPROACH FIX RELOCATED 577 FEET SOUTHWEST.
- UPDATED LINE 5, DELETED DISTANCE TO THLD FROM OM 3.80 - FACILITY DECOMMISSIONED.
- UPDATED LINE 6, DELETED OM: 1270 - FACILITY DECOMMISSIONED.
- ADDED VDP AT 2.66 DME DISTANCE VDP TO THLD 1.63 NM - FINAL FACILITY ADDED DME.
- DELETED 7:1 OBSTACLE 320 AAO 404748N/0740735W - RELOCATED FAF 577 FEET SOUTHWEST.
- DANDY/RADAR TO TORBY LOM DISTANCE CHANGED FROM "2.19" TO DANDY/RADAR TO TORBY INT/4.93 DME "2.09" - TORBY LOM DECOMMISSIONED AND FAF RELOCATED 577 FEET SOUTHWEST.
- FAS OBST CHANGED FROM "FAS OBST: 300 AAO 404815N/0740715W" TO "FAS OBST: 320 AAO 404747N/0740737W" - FAF RELOCATED AND NEW MAP STUDY.
- S-LOC 6 MDA/HAT CHANGED FROM "560/554" ALL CATS TO "580/574" ALL CATS AND VISIBILITY CATS C AND D FROM "RVR 6000" TO "1 1/4 SM" - NEW CONTROLLING OBSTACLE.

03/15/2024: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 02/13/2024.

1. PROFILE LINE 6 CHANGED FROM "MIN GP INCPT: 1300" TO "MIN GS INCPT: 1300" AND FROM "GP ALT AT PFAF: GP INTCP 1300" TO "GS ALT AT PFAF: TORBY INT/4.93 DME 1300". - UPDATED FORM FORMAT AND CORRECTED PFAF LOCATION.



AIRPORT ID
TEB

PROCEDURE NAME
ILS Z OR LOC Z RWY 6

ORIGINAL/AMENDMENT
31

CITY
TETERBORO

STATE
NJ

COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA**

OTHER: ZNY, NY TRACON, TEB ATCT, AMGR

FLIGHT CHECKED BY
PENDING

OFFICE

DATE

DEVELOPED BY
FRANK JACKSON JR

Digitally signed by
MICHAEL A MCCARTNEY
Mar 15, 2024

OFFICE
AJV-A431

DATE
08/07/2023

APPROVED BY
JOHNNIE BAKER

OFFICE
AJV-A430

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> KTEB	<u>PROCEDURE NAME</u> ILS Z OR LOC Z RWY 6	<u>AMDT NO.</u> 31	<u>CITY</u> TETERBORO	<u>STATE</u> NJ	<u>AIRPORT ELEVATION</u> 8	<u>FACILITY</u> I-TEB
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
SBJ VOR/DME

TO
MALCN

RNP DISTANCE PAT MAP HAT HMAS
 10.00

<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>
AAO	403715.00N/0744812.00W	1024	164	98	4E	1000					2100
TERRAIN	403703.00N/0743439.00W	672 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM
MALCN

TO
VINGS

RNP DISTANCE PAT MAP HAT HMAS
 12.85

<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>
TOWER (34-000182)	403717.36N/0743013.55W	949	250	50	4D	1000					2000
TERRAIN	403809.00N/0742830.00W	623 (600)								AS1000	1600

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
KTEB

PROCEDURE NAME
ILS Z OR LOC Z RWY 6

AMDT NO.
31

CITY
TETERBORO

STATE
NJ

AIRPORT ELEVATION
8

FACILITY
I-TEB

INTERMEDIATE

FROM
VINGS TO
LEESY

RNP DISTANCE PAT MAP HAT HMAS
3.16

<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>
AAO	404409.00N/0741730.00W	807	164	98	4E	500				AC98 AT295	1700
TERRAIN	404433.00N/0741706.00W	603 (600)								AS1000	1600

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
LEESY TO
DANDY/RADAR

RNP DISTANCE PAT MAP HAT HMAS
3.10

<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>
AAO	404545.00N/0741606.00W	804	164	98	4E	500				AC98 SA-135 AT233	1500
TERRAIN	404636.00N/0741403.00W	269 (300)								AS1000	1300

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM
DANDY/RADAR

TO
TORBY INT/4.93 DME

<u>RNP</u>	<u>DISTANCE</u> 2.09	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<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>
AAO	404751.00N/0741230.00W		453	164	98	4E	500				AC98 DG249	1300
TERRAIN	404815.00N/0740921.00W		216 (200)								AS1000	1200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:
AFS APPROVAL LETTER FOR MANDATORY ALTITUDE IN INTERMEDIATE SEGMENT AT DANDY.
FINAL: ILS

FROM
GP INTCP

TO
RW06

<u>RNP</u>	<u>DISTANCE</u> 3.90	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200			<u>HMAS</u>					
<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>
								ASC				206

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



FINAL: LOC

<u>FROM</u> TORBY INT/4.93 DME	<u>TO</u> 3.90 NM AFTER TORBY INT/4.93 DME OR AT 1.03 DME
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<u>RNP</u>	<u>DISTANCE</u> 3.90	<u>PAT</u>	<u>MAP</u> 3.90 NM AFTER TORBY INT/4.93 DME OR AT 1.03 DME	<u>HAT</u> 574	<u>HMAS</u>
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<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>
AAO	404746.64N/0740737.09W	320	50	20	2C	250					580

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

MISSED APPROACH : ILS

<u>FROM</u> DA	<u>TO</u> UBUCK
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<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u> 38
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<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>
							ASC				3000
AAO	405512.00N/0742421.00W	1178	164	98	4E	1000					2200
TERRAIN	405512.00N/0740539.00W	977 (1000)								AS1500	2500

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



MISSED APPROACH : LOC

FROM
3.90 NM AFTER TORBY INT/4.93 DME OR AT 1.03 DME

TO
UBUCK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u> 330
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<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>
							ASC				3000
AAO	405512.00N/0742421.00W	1178	164	98	4E	1000					2200
TERRAIN	405512.00N/0740539.00W	977 (1000)								AS1500	2500

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

CIRCLING ALL CATS CAT A CAT B CAT C CAT D CAT E NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TOWER (34-000304)	404936.00N/0740433.00W	1.30	752	441	20	3	1A	300			760
CATEGORY B											
TOWER (34-000304)	404936.00N/0740433.00W	1.81	752	441	20	3	1A	300			760
CATEGORY C											
ANTENNA (34-040256)	404827.01N/0740406.69W	2.83	812	508	20	3	1A	300			820
CATEGORY D											
TOWER (34-001062)	404754.36N/0740521.51W	3.70	1032	675	500	50	5D	300		AC50	1040

CIRCLING REMARKS:

CIRCLING RESTRICTION: CIRCLING NA FOR CAT B/C/D NORTHWEST OF RWY 06 AND RWY 19 PER ATC REQUEST - ENABLES KTEB AIRSPACE CONTAINMENT.



MSA

CENTER **RADIUS**
TEB VOR/DME 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	339	25.4	1808	20	3	1A	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

WAIVER FOR MISSED APPROACH 2000 FT HOLD-DOWN ALTITUDE FROM DA/THLD TO FIX TEBLE:
HOLD-DOWN CONTROLLING OBSTACLE: 750 AAO 405812.39N/0741008.85W, 1000 FT ROC APPLIED. MIN ALTITUDE 1800.

MISSED APPROACH EVALUATED USING 200 KIAS SPEED RESTRICTION AT TEBLE TO CONTAIN VA-DF LEG WITHIN WIND SPIRAL BOUNDARIES. MISSED APPROACH IS WHOLLY CONTAINED WITHIN LATERAL BOUNDARIES OF KEWR/N90 CLASS B AIRSPACE, WHICH RESTRICTS AIRSPEED TO 200 KIAS PER CFR 91.117(C). SPEED RESTRICTION NOT CHARTED.

CONVENTIONAL INITIAL, INTERMEDIATE, AND MISSED APPROACH SEGMENTS CHANGED TO PBN TRANSITIONS (RNAV GPS) DUE TO AIRSPACE CONSTRAINTS. INTERMEDIATE SEGMENT DESIGNED AS RNAV GPS BECAUSE USING A CONVENTIONAL INTERMEDIATE RESULTS IN A MUCH LARGER OBSTACLE IDENTIFICATION SURFACE, WHICH IN TURN REQUIRES AN INCREASE TO THE FIX CROSSING ALTITUDE AT DANDY FROM 1500 TO 1600. MANDATORY ALTITUDE OF 1500 AT DANDY, ALONG WITH MISSED APPROACH HOLD-DOWN ALTITUDE AT TEBLE OF AT/BELOW 2000, ARE REQUIRED TO ACCOUNT FOR TRAFFIC FLOW TO/FROM KJFK AND KEWR. ALL FUTURE CHANGES TO THESE ALTITUDE RESTRICTIONS MUST BE COORDINATED WITH FTP/ATC PRIOR TO ANY MODIFICATION.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

TEB TOWER, NYC APP CON, ACY TRACON

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

WX REMARKS:

BACKUP ALTIMETER NOT REQUIRED DUE TO REDUNDANT LOCAL SOURCE.

<u>PRIMARY NAVAID</u> I-TEB	<u>MONITOR POINT</u> TEB TOWER	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW01 - HIRL, REIL, C/LINE, PAPI-4L	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	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 4.9	<u>TCH</u> 53.4	<u>ELEV GS ANTENNA</u> 4.3	<u>DISTANCE FROM RWY</u> 1022	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 24		
20:1			
32 BUILDING (34-020850) 405131.41N/0740309.74W (8.91)	22 TRAVERSE_WAY (34-039070) 405130.32N/0740311.13W (6.57)		
22 TRAVERSE_WAY (34-035635) 405130.72N/0740310.53W (3.5)			

PENETRATIONS REMARKS:

ALL CIRCLING 20:1 PENETRATIONS TO RWY 24 ARE LIGHTED, VGSI NOTE NOT REQUIRED.

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT VEGETATION PER FPT.

WAIVER (1): MAXIMUM ALTITUDE RESTRICTION IN THE MISSED APPROACH SEGMENT.

LOA (1): APPROVAL FOR MANDATORY ALTITUDE IN THE INTERMEDIATE SEGMENT.

DOCUMENT HAS BEEN EDITED USING PDF FEATURE TO COMPLY WITH EXISTING REGULATIONS.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



AIRPORT ID
KTEB

PROCEDURE NAME
ILS Z OR LOC Z RWY 6

AMDT NO.
31

CITY
TETERBORO

STATE
NJ

AIRPORT ELEVATION
8

FACILITY
I-TEB

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	3.59
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.99
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	048.16
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	6.73
WIDTH OF	INITIAL	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INITIAL	SEGMENT CONTAINING 1500FT POINT	048.00
HIGH TERRAIN IN	INITIAL	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD
COORDINATES (IF STR-IN) 405048.22N/0740413.06W

ARP COORDINATES 405100.40N/0740339.00W

RUNWAY APCH END
AND DIST FURTHEST FROM ARP RUNWAY 1 DISTANCE 0.69 NM

FAF
COORDINATES 404811.99N/0740802.57W

FIX NAME
COORDINATES IF VINGS: 404236.79N/0741612.91W

REMARKS



AIRPORT ID
KTEB

PROCEDURE NAME
ILS Z OR LOC Z RWY 6

AMDT NO.
31

CITY
TETERBORO

STATE
NJ

AIRPORT ELEVATION
8

FACILITY
I-TEB

PART E: PREPARED BY

NAME
FRANK JACKSON JR

OFFICE
AJV-A431

DATE
08/07/2023

TITLE
AERONAUTICAL INFORMATION SPECIALIST

