



U.S. Department
of Transportation
**Federal Aviation
Administration**

InFO

Information for Operators

InFO 08036
DATE 6/3/08

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

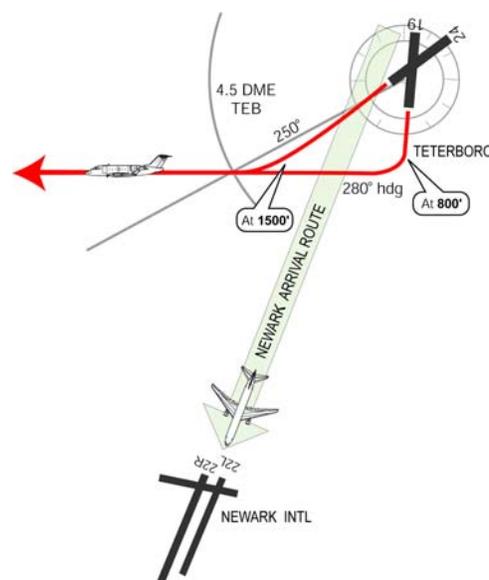
An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Teterboro, New Jersey, TEB-5 SID

Purpose: To alert operators departing Teterboro Airport (KTEB) via the TEB-5 Standard Instrument Departure (SID) of common errors that lead to deviations from the published altitude restrictions.

Background: Teterboro is part of the complex New York City area airspace. The TEB-5 SID is used to route aircraft departing KTEB along a track and at altitudes clear of overhead traffic landing at nearby Newark Liberty International Airport (KEWR).

Discussion: Numerous common errors have been voluntarily reported by pilots to the Aviation Safety Reporting System (ASRS). These reports are among the reasons that the existing TEB-5 SID has been exhaustively reviewed by the Federal Aviation Administration (FAA) and others. However, because of tight constraints on the airspace, the TEB-5 SID remains unchanged and achieving the initial level-off altitude remains critical to safety. Recent charting improvements have been made on commercial charts to emphasize critical altitude restrictions, as shown in the diagram below. Similar improvements are planned for U.S. Government National Aviation Charting Organization (NACO) charts.



The most common failure noted from the ASRS reports involves failure to level off at the initial level-off altitude of 1500' before reaching the TEB 4.5 DME. Reasons given for this failure include:

- Altitude alerter set to an incorrect altitude
- Inadequate crew briefings (CRM)
- Crew was rushed prior to departure
- Crew was fatigued
- Crew was confused due to high traffic volume

Setting the altitude alerter to the initial altitude requiring a level-off is one operating procedure known to be effective in conducting departures of all kinds. Individual operators may consider implementing a further operating procedure specifically restricting the TEB-5 departure to be flown only by the captain.

Recommended Action: Directors of operations, fractional ownership program managers, trainers of pilots, and pilots themselves should be aware of the high number of reported deviations concerning the TEB-5 SID. They should collaborate to ensure that standard operating procedures are developed and explicitly stated in the training programs and manuals used by pilots, specifying briefing requirements and pilots' actions in conducting all SIDs.

For More Information About the Content of This InFO: Contact John Reilly, Aviation Safety Inspector, john.e.reilly@faa.gov (718-553-3225) or Joe Foresto, Eastern Region FAA Safety Team Manager, joseph.forest@faa.gov (718-553.3235).