

Factual Report – Attachment 22
TEB ILS06 Flight Inspection

OPERATIONAL FACTORS

CEN17MA183

Flight Inspection Technical Support Subteam
Flight Inspection Records

NTSB INFORMATION REQUEST #17-186

TEB (ILS Runway 06) – Teterboro, NJ

			A	TEB	ILS/G	10/18/2011	NJ	VN064	VN029	S	Y-09-280-11	-17
			A	TEB	ILS/G	10/22/2011	NJ	VN046	VN214	SI	Y-10-170-11	21
			A	TEB	ILS/G	10/30/2011	NJ	VN231	VN305	SI	Y-10-170-11	22
			A	TEB	ILS/G	11/08/2011	NJ	VN109	VN106	SI	Y-10-170-11	37
			A	TEB	ILS/G	11/09/2011	NJ	VN109	VN106	SI	Y-10-170-11	
			A	TEB	ILS/G	12/01/2011	NJ	AD003	VN237	S	Y-11-363-11	39
			A	TEB	ILS/G	12/17/2011	NJ	VN262	VN305	S	Y-10-170-11	PM 1
			A	TEB	ILS/G	06/21/2012	NJ	AD057	VN332	S	Y-02-229-12	21
			A	TEB	ILS/L	06/21/2012	NJ	AD057	VN332	P		PML
			A	TEB	ILS/G	10/06/2012	NJ	VN231	VN332	S	Y-06-194-12	PM 27
			A	TEB	ILS/G	03/04/2013	NJ	VN120	VN314	P		P 39
			A	TEB	ILS/L	03/04/2013	NJ	VN120	VN314	P		PL
			A	TEB	ILS/G	12/17/2013	NJ	VN262	VN076	P		PM 25
			A	TEB	ILS/L	12/17/2013	NJ	VN262	VN076	P		PML
			A	TEB	ILS/G	07/02/2015	NJ	VN324	VN347	P		PM 26
			A	TEB	ILS/L	07/02/2015	NJ	VN324	VN347	P		PML
			A	TEB	ILS/G	01/31/2017	NJ	VN053	VN076	P		PM 44
			A	TEB	ILS/L	01/31/2017	NJ	VN053	VN076	S	Y-01-138-17	PML

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FLIGHT INSPECTION REPORT INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
TEB	F	NJ	US	AEA	12/17/11
LOCATION			RUNWAY	CATEGORY	INSP TYPE
TETERBORO			06	I	S

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN262	VN258	VN305	N83
ACM			FIFO
			ACY

3. FACILITY INFORMATION

LOCALIZER		DME	
OFFSET		COMPASS LOCATOR	
GLIDE SLOPE	Inspected	LIGHTING SYSTEM	
LDA		75 MHz MARKERS	
SDF		SIAP	
TLS		PUBLICATIONS	
OTHER*		COMD WIDTH	
		COMD ANGLE	3.00
		GLIDE SLOPE TYPE	CE - Capture Effect
		FACILITY STATUS	
		F/C	
		G/S Unrestricted	
		B/C	
		ILS CLASS. SYS. <input type="checkbox"/> <input type="checkbox"/>	
		INSP. CRITERIA	
		ROLLOUT	

4. NOTAMs

Previous NOTAM "10/129 TEB NAV ILS RWY 6 GP OTS" to be cancelled by maintenance

5. REMARKS

Special Y-10-170-11 -- Repeat user complaint from 9/9/11 of erratic signal prior to capturing glide slope. Trees were removed from glide slope area. Tilt and CBP Tilt for left side of glide slope path met tolerances. Airways facility engineer, Kevin Bittinger, was satisfied with all results. All checks were satisfactory.

Periodic with monitors requirements met on glide slope.

** Remarks are required for fields marked with an asterisk*

6. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART I)

A. FRONT COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width						
Symmetry						
Modulation						
Clearance 150						
Clearance 90						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Structure-Z 4						
Structure-Z 5						
Vert. Polar.						
Alignment						
Identification						
Power Ratio						
Loc Only Structure						

B. BACK COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width						
Symmetry						
Modulation						
Clearance 150						
Clearance 90						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Vert. Polar.						
Alignment						
Identification						

7. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART I)

ILS-2 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			2.99			
Modulation			80.7			
Width			0.71			
Structure Below Path			2.03			
Symmetry			49.1			
Structure-Z 1			4/4.64			
Structure-Z 2			9/1.46			
Structure-Z 3			5/0.29			
Angle Alignment "B-C"			-9/0.54			
Angle Alignment "C-T"			-3/0.14			
Angle Alignment "T"			+19/+5			

8. INSTRUMENT LANDING SYSTEM DATA - MARKER WIDTH(s)

- A. OM
- B. MM
- C. IM

* Remarks are required for fields marked with an asterisk

9. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART II)

A. FRONT COURSE MONITOR	TX1 CD	TX 1 INITIAL	TX 1 FINAL	TX 2 CD	TX 2 INITIAL	TX 2 FINAL	B. BACK COURSE MONITOR	TX1 CD	TX 1 INITIAL	TX 1 FINAL	TX 2 CD	TX 2 INITIAL	TX 2 FINAL
Usable Dis./Pwr Setting							Usable Dis./Pwr Setting						
Course Width (Wide)							Course Width (Wide)						
Clearance 150							Clearance 150						
Clearance 90							Clearance 90						
Course Width (Narrow)							Course Width (Narrow)						
Clearance 150							Clearance 150						
Clearance 90							Clearance 90						
Alignment R													
Alignment L													

10. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART II)

		TX 1	TX 2	PATH ANGLE				PATH WIDTH				STRUCTURE BELOW PATH									
				TX 1 INITIAL	TX 1 FINAL	TX 2 INITIAL	TX 2 FINAL	TX1 INITIAL	TX1 FINAL	TX2 INITIAL	TX2 FINAL	TX1 INITIAL	TX1 FINAL	TX2 INITIAL	TX2 FINAL						
A. ANTENNA DEPHASE	ADVANCE	15°			2.97				0.82					1.87							
	RETARD	12°			2.96				0.67					1.67							
B. MAIN SIDEBAND DEPHASE	ADVANCE																				
	RETARD																				
C. PATH ANGLE LOWERED TO LIMIT																					
D. PATH ANGLE RAISED TO LIMIT																					
E. PATH WIDTH NARROWED TO LIMIT																					
F. PATH WIDTH WIDENED TO LIMIT																					
G. ATTEN. MIDDLE ANT TO LIMIT																					
H. ATTEN. UPPER ANT TO LIMIT																					
		1.6DB			2.91				0.75					2.01							
I. USABLE DISTANCE / PWR SET.																					
J. CLEARANCE BELOW PATH																					
K. MODULATION EQUALITY																					
L. PHASING																					
M. Front Course Area Where Phasing Was Conducted																					
NM								MSL								TX	1	150 Hz		90 Hz 2.99	
N. MEAN WIDTH/SYMMETRY																					
O. TILT																					
P. BEST FIT STRAIGHT LINE								R. TRANSVERSE STRUCTURE				TX1 uA	TX1 Hz	TX2 uA	TX2 Hz						
ARDH	GPI/TH DIS.	RDH	AIM PT ELEV	OFFSET	RADIUS	ALT	LEFT OF CL	5	150												
					5NM	1600'	RIGHT OF CL	11	90												
Q. GLIDE SLOPE AIMING POINT								S. RADIO ALTIMETER													
LATITUDE				LONGITUDE																	

* Remarks are required for fields marked with an asterisk

FLIGHT INSPECTION REPORT INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
TEB	F	NJ	US	AEA	06/21/12
LOCATION			RUNWAY	CATEGORY	INSP TYPE
TETERBORO			06	I	S

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN048	VN324	VN332	N83
ACM			FIFO
			ACY

3. FACILITY INFORMATION

LOCALIZER	Inspected	DME	TEB	Inspected/Sat	FACILITY STATUS
OFFSET		COMPASS LOCATOR		Inspected/Sat	F/C Restricted
GLIDE SLOPE	Inspected	LIGHTING SYSTEM		Inspected/Sat	G/S Unrestricted
LDA		75 mHz MARKERS		Inspected/Sat	B/C
SDF		SIAP			ILS CLASS. SYS. <input type="checkbox"/> I <input type="checkbox"/> E
TLS		PUBLICATIONS		Sat	INSP. CRITERIA
OTHER*		COMD WIDTH	5.00		ROLLOUT
		COMD ANGLE	3.00		
		GLIDE SLOPE TYPE	CE - Capture Effect		

4. NOTAMs

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5. REMARKS

Special# Y-02-229-12 Ensure GS supports transistion from left of course. Previous history indicated trees was probable cause. Trees removed however, unknown extent and if trees remaining affect transition when trees are with leaves. Engineering requested a transverse structure-type manuever CW and CCW. Completed SAT. Surveillance of glide slope performed along with transverse structure. Information emailed to Kevin Bittenger, on site engineer at time of inspection.

Restricted area low clearances:
Normal: 90hz 246/19.5
Wide: 90hz 230/21.8

Periodic with monitors requirements met on localizer.

** Remarks are required for fields marked with an asterisk*

6. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART I)

A. FRONT COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			4.86			
Symmetry			49.3			
Modulation			40.7			
Clearance 150			261/22.6			
Clearance 90			347/10.5			
Structure-Z 1			2/4.23			
Structure-Z 2			5/0.74			
Structure-Z 3			4/0.04			
Structure-Z 4			4/0.02			
Structure-Z 5			1/1.66			
Vert. Polar.			S			
Alignment			2R			
Identification			S			
Power Ratio						
Loc Only Structure						

B. BACK COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width						
Symmetry						
Modulation						
Clearance 150						
Clearance 90						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Vert. Polar.						
Alignment						
Identification						

7. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART I)

ILS-2 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			2.93			
Modulation			81.2			
Width			0.70			
Structure Below Path			2.04			
Symmetry			50.3			
Structure-Z 1			5/5.79			
Structure-Z 2			6/1.78			
Structure-Z 3			3/0.53			
Angle Alignment "B-C"			-17/0.53			
Angle Alignment "C-T"			-11/0.15			
Angle Alignment "T"			+6/+2			

8. INSTRUMENT LANDING SYSTEM DATA - MARKER WIDTH(s)

- A. OM
- B. MM
- C. IM

** Remarks are required for fields marked with an asterisk*

9. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART II)

A. FRONT COURSE MONITOR	TX1 CD	TX 1 INITIAL	TX 1 FINAL	TX 2 CD	TX 2 INITIAL	TX 2 FINAL	B. BACK COURSE MONITOR	TX1 CD	TX 1 INITIAL	TX 1 FINAL	TX 2 CD	TX 2 INITIAL	TX 2 FINAL
Usable Dis./Pwr Setting							Usable Dis./Pwr Setting						
Course Width (Wide)			5.33				Course Width (Wide)						
Clearance 150			210/22.7				Clearance 150						
Clearance 90			330/15.0				Clearance 90						
Course Width (Narrow)							Course Width (Narrow)						
Clearance 150							Clearance 150						
Clearance 90							Clearance 90						
Alignment R													
Alignment L													

10. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART II)

	TX 1	TX 2	PATH ANGLE				PATH WIDTH				STRUCTURE BELOW PATH						
			TX 1 INITIAL	TX 1 FINAL	TX 2 INITIAL	TX 2 FINAL	TX1 INITIAL	TX1 FINAL	TX2 INITIAL	TX2 FINAL	TX1 INITIAL	TX1 FINAL	TX2 INITIAL	TX2 FINAL			
A. ANTENNA DEPHASE	ADVANCE																
	RETARD																
B. MAIN SIDEBAND DEPHASE	ADVANCE																
	RETARD																
C. PATH ANGLE LOWERED TO LIMIT																	
D. PATH ANGLE RAISED TO LIMIT																	
E. PATH WIDTH NARROWED TO LIMIT																	
F. PATH WIDTH WIDENED TO LIMIT																	
G. ATTEN. MIDDLE ANT TO LIMIT																	
H. ATTEN. UPPER ANT TO LIMIT																	
			TX 1		TX 2		N. MEAN WIDTH/SYMMETRY										
I. USABLE DISTANCE / PWR SET.							TX		ANGLE ABOVE								
J. CLEARANCE BELOW PATH									ANGLE BELOW								
K. MODULATION EQUALITY									WIDTH								
L. PHASING									SYMMETRY								
M. Front Course Area Where Phasing Was Conducted							O. TILT										
NM			MSL				TX	150 Hz		90 Hz							
P. BEST FIT STRAIGHT LINE					R. TRANSVERSE STRUCTURE			TX1 uA	TX1 Hz	TX2 uA	TX2 Hz						
ARDH	GPI/TH DIS.	RDH	AIM PT ELEV	OFFSET	RADIUS	ALT	LEFT OF CL										
							RIGHT OF CL										
Q. GLIDE SLOPE AIMING POINT							S. RADIO ALTIMETER										
LATITUDE			LONGITUDE														

* Remarks are required for fields marked with an asterisk

FLIGHT INSPECTION REPORT INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
TEB	F	NJ	US	AEA	10/06/12
LOCATION			RUNWAY	CATEGORY	INSP TYPE
TETERBORO			06	I	S

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN231	VN111	VN332	N83
ACM			FIFO
			ACY

3. FACILITY INFORMATION

LOCALIZER		DME		FACILITY STATUS
OFFSET		COMPASS LOCATOR		F/C
GLIDE SLOPE	Inspected	LIGHTING SYSTEM		G/S Unrestricted
LDA		75 mHz MARKERS		B/C
SDF		SIAP		ILS CLASS. SYS. <input type="checkbox"/> <input type="checkbox"/>
TLS		PUBLICATIONS		INSP. CRITERIA
OTHER*		COMD WIDTH		ROLL OUT
		COMD ANGLE	3.00	
		GLIDE SLOPE TYPE	CE - Capture Effect	

4. NOTAMs

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5. REMARKS

Special# Y-06-194-12: Maintenance Request: Optimize facility and establish references. Ensure GS no false path on left side of localizer course. Tilt on course and 90 Hz side required with CBP. Completed SAT.

Special request Tilt angle 90hz side 3.03°, and CBP SAT.

Periodic with monitors requirements met on glide slope.

** Remarks are required for fields marked with an asterisk*

6. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART I)

A. FRONT COURSE

ILS-1 ALTITUDE

B. BACK COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width						
Symmetry						
Modulation						
Clearance 150						
Clearance 90						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Structure-Z 4						
Structure-Z 5						
Vert. Polar.						
Alignment						
Identification						
Power Ratio						
Loc Only Structure						

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width						
Symmetry						
Modulation						
Clearance 150						
Clearance 90						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Vert. Polar.						
Alignment						
Identification						

7. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART I)

ILS-2 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			3.02			
Modulation			80.9			
Width			0.70			
Structure Below Path			2.15			
Symmetry			50.0			
Structure-Z 1			2/4.09			
Structure-Z 2			7/1.44			
Structure-Z 3			2/0.44			
Angle Alignment "B-C"			+6/0.58			
Angle Alignment "C-T"			+6/0.15			
Angle Alignment "T"			+22/+6			

8. INSTRUMENT LANDING SYSTEM DATA - MARKER WIDTH(S)

- A. OM
- B. MM
- C. IM

** Remarks are required for fields marked with an asterisk*

9. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART II)

A. FRONT COURSE MONITOR	TX1 CD	TX 1 INITIAL	TX 1 FINAL	TX 2 CD	TX 2 INITIAL	TX 2 FINAL	B. BACK COURSE MONITOR	TX1 CD	TX 1 INITIAL	TX 1 FINAL	TX 2 CD	TX 2 INITIAL	TX 2 FINAL
Usable Dis./Pwr Setting							Usable Dis./Pwr Setting						
Course Width (Wide)							Course Width (Wide)						
Clearance 150							Clearance 150						
Clearance 90							Clearance 90						
Course Width (Narrow)							Course Width (Narrow)						
Clearance 150							Clearance 150						
Clearance 90							Clearance 90						
Alignment R													
Alignment L													

10. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART II)

		TX 1	TX 2	PATH ANGLE				PATH WIDTH				STRUCTURE BELOW PATH			
				TX 1 INITIAL	TX 1 FINAL	TX 2 INITIAL	TX 2 FINAL	TX1 INITIAL	TX1 FINAL	TX2 INITIAL	TX2 FINAL	TX1 INITIAL	TX1 FINAL	TX2 INITIAL	TX2 FINAL
A. ANTENNA DEPHASE	ADVANCE	19°			3.06				0.76				1.67		
	RETARD	19°			2.97				0.75				1.89		
B. MAIN SIDEBAND DEPHASE	ADVANCE														
	RETARD														
C. PATH ANGLE LOWERED TO LIMIT															
D. PATH ANGLE RAISED TO LIMIT															
E. PATH WIDTH NARROWED TO LIMIT															
F. PATH WIDTH WIDENED TO LIMIT					3.01				0.77				2.06		
G. ATTEN. MIDDLE ANT TO LIMIT															
H. ATTEN. UPPER ANTTTO LIMIT		1.6DB			2.93				0.68				2.13		
			TX 1				TX 2	N. MEAN WIDTH/SYMMETRY							
I. USABLE DISTANCE / PWR SET.								TX				ANGLE ABOVE			
J. CLEARANCE BELOW PATH												ANGLE BELOW			
K. MODULATION EQUALITY												WIDTH			
L. PHASING												SYMMETRY			
M. Front Course Area Where Phasing Was Conducted								O. TILT							
NM				MSL				TX	150 Hz	90 Hz					
P. BEST FIT STRAIGHT LINE					R. TRANSVERSE STRUCTURE			TX1 uA	TX1 Hz	TX2 uA	TX2 Hz				
ARDH	GPI/TH DIS.	RDH	AIM PT ELEV	OFFSET	RADIUS	ALT	LEFT OF CL								
							RIGHT OF CL								
Q. GLIDE SLOPE AIMING POINT					S. RADIO ALTIMETER										
LATITUDE			LONGITUDE												

* Remarks are required for fields marked with an asterisk

FLIGHT INSPECTION REPORT INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
TEB	F	NJ	US	AEA	03/04/13
LOCATION			RUNWAY	CATEGORY	INSP TYPE
TETERBORO			06	I	P

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN120	VN137	VN314	N78
ACM			FIFO
			ACY

3. FACILITY INFORMATION

LOCALIZER	Inspected	DME	
OFFSET		COMPASS LOCATOR	Inspected/Sat
GLIDE SLOPE	Inspected	LIGHTING SYSTEM	Inspected/Sat
LDA		75 MHz MARKERS	Inspected/Sat
SDF		SIAP	Sat
TLS		PUBLICATIONS	Sat
OTHER*		COMD WIDTH	5.00
		COMD ANGLE	3.00
		GLIDE SLOPE TYPE	CE - Capture Effect

FACILITY STATUS	
F/C	Restricted
G/S	Unrestricted
B/C	
ILS CLASS. SYS.	I <input type="checkbox"/> E <input type="checkbox"/>
INSP. CRITERIA	
ROLLOUT	

4. NOTAMs

02/04/09 LOC unusable byd 15 left of course

5. REMARKS

Periodic requirements met.

Previous localizer restriction remains in effect. See above.

*Unable to report low clearances in the restricted area left of course due to signal unlocks.

** Remarks are required for fields marked with an asterisk*

6. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART I)

A. FRONT COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			4.97			
Symmetry			49.3			
Modulation			41.0			
Clearance 150			206/22.5			
Clearance 90			338/14.9			
Structure-Z 1			4/4.34			
Structure-Z 2			5/0.94			
Structure-Z 3			3/0.04			
Structure-Z 4			2/0.39			
Structure-Z 5			2/0.53			
Vert. Polar.			S			
Alignment			3R			
Identification			S			
Power Ratio						
Loc Only Structure						

B. BACK COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width						
Symmetry						
Modulation						
Clearance 150						
Clearance 90						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Vert. Polar.						
Alignment						
Identification						

7. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART I)

ILS-2 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			3.04			
Modulation			80.7			
Width			0.69			
Structure Below Path			2.27			
Symmetry			51.2			
Structure-Z 1			9/4.94			
Structure-Z 2			8/1.55			
Structure-Z 3			4/0.17			
Angle Alignment "B-C"			+8/0.46			
Angle Alignment "C-T"			+12/0.14			
Angle Alignment "T"			+29/+8			

8. INSTRUMENT LANDING SYSTEM DATA - MARKER WIDTH(S)

- A. OM
- B. MM
- C. IM

** Remarks are required for fields marked with an asterisk*

FLIGHT INSPECTION REPORT INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
TEB	F	NJ	US	AEA	12/17/13
LOCATION			RUNWAY	CATEGORY	INSP TYPE
TETERBORO			06	I	P

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN262	VN324	VN076	N75
ACM			FIFO
			ACY

3. FACILITY INFORMATION

LOCALIZER	Inspected	DME	
OFFSET		COMPASS LOCATOR	
GLIDE SLOPE	Inspected	LIGHTING SYSTEM	Inspected/Sat
LDA		75 MHz MARKERS	Inspected/Sat
SDF		SIAP	
TLS		PUBLICATIONS	Sat
OTHER*		COMD WIDTH	5.00
		COMD ANGLE	3.00
		GLIDE SLOPE TYPE	CE - Capture Effect

FACILITY STATUS	
F/C	Restricted
G/S	Unrestricted
B/C	
ILS CLASS. SYS.	I <input type="checkbox"/> E <input type="checkbox"/>
INSP. CRITERIA	
ROLLOUT	

4. NOTAMs

Previous restriction dated 02/04/09 remain in effect.

5. REMARKS

Lowest Clearances in Area of Restriction:
 Normal: 225µA /21.7° 90HZ
 Wide: 204µA /22.0° 90HZ

Periodic With Monitors Met.

* Remarks are required for fields marked with an asterisk

6. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART I)

A. FRONT COURSE

 ILS-1 ALTITUDE

B. BACK COURSE

 ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			5.00			
Symmetry			49.4			
Modulation			42.1			
Clearance 150			197/22.8			
Clearance 90			326/14.9			
Structure-Z 1			3/4.04			
Structure-Z 2			4/0.74			
Structure-Z 3			4/0.11			
Structure-Z 4			4/0.08			
Structure-Z 5			2/0.51			
Vert. Polar.			S			
Alignment			1L			
Identification			S			
Power Ratio						
Loc Only Structure						

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width						
Symmetry						
Modulation						
Clearance 150						
Clearance 90						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Vert. Polar.						
Alignment						
Identification						

7. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART I)

 ILS-2 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			3.05			
Modulation			84.0			
Width			0.71			
Structure Below Path			2.14			
Symmetry			48.1			
Structure-Z 1			2/4.91			
Structure-Z 2			8/3.17			
Structure-Z 3			3/0.56			
Angle Alignment "B-C"			+17/0.56			
Angle Alignment "C-T"			+22/0.14			
Angle Alignment "T"			+43/+11			

8. INSTRUMENT LANDING SYSTEM DATA - MARKER WIDTH(S)

- A. OM
- B. MM
- C. IM

** Remarks are required for fields marked with an asterisk*

FLIGHT INSPECTION REPORT INSTRUMENT LANDING SYSTEM

1. FLIGHT INSPECTION REPORT HEADER

IDENT	OWNER	STATE	CTRY	REGION	INSPECTION DATE(S)
TEB	F	NJ	US	AEA	07/02/15
LOCATION			RUNWAY	CATEGORY	INSP TYPE
TETERBORO			06	I	P

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN324	VN137	VN347	N81
ACM			FIFO
			ACY

3. FACILITY INFORMATION

LOCALIZER	Inspected	DME	
OFFSET		COMPASS LOCATOR	Inspected/Unsat*
GLIDE SLOPE	Inspected	LIGHTING SYSTEM	Inspected/Sat
LDA		75 mHz MARKERS	Inspected/Sat
SDF		SIAP	
TLS		PUBLICATIONS	Sat
OTHER*		COMD WIDTH	5.00
		COMD ANGLE	3.00
		GLIDE SLOPE TYPE	CE - Capture Effect

FACILITY STATUS	
F/C	Restricted
G/S	Unrestricted
B/C	
ILS CLASS. SYS.	I <input type="checkbox"/> E <input type="checkbox"/>
INSP. CRITERIA	
ROLL OUT	

4. NOTAMs

!TEB 07/006 (KTEB A1952/15) TEB NAV ILS RWY 6 TORBY LOM OUT OF SERVICE 1507020538-1507032000EST. Issued through AOCC by AF MX. FICO SW notified.

5. REMARKS

*NDB inop during inspect and MX unable to turn it on. NOTAM issued, see NOTAM block.

Lowest Clearances in Area of Restriction:

Normal: 240µA /21.7° 90HZ

Wide: 196µA /22.6° 90HZ

Periodic with monitors requirements met.

** Remarks are required for fields marked with an asterisk*

6. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART I)

A. FRONT COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			5.02			
Symmetry			49.2			
Modulation			42.1			
Clearance 150			203/22.8			
Clearance 90			329/14.9			
Structure-Z 1			3/4.08			
Structure-Z 2			3/0.59			
Structure-Z 3			3/0.53			
Structure-Z 4			4/0.03			
Structure-Z 5			2/0.54			
Vert. Polar.			S			
Alignment			CL			
Identification			S			
Power Ratio						
Loc Only Structure						

B. BACK COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width						
Symmetry						
Modulation						
Clearance 150						
Clearance 90						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Vert. Polar.						
Alignment						
Identification						

7. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART I)

ILS-2 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			3.06			
Modulation			83.2			
Width			0.69			
Structure Below Path			2.23			
Symmetry			48.3			
Structure-Z 1			4/5.50			
Structure-Z 2			7/0.91			
Structure-Z 3			3/0.55			
Angle Alignment "B-C"			+7/0.57			
Angle Alignment "C-T"			+2/0.15			
Angle Alignment "T"			+9/+2			

8. INSTRUMENT LANDING SYSTEM DATA - MARKER WIDTH(s)

- A. OM
- B. MM
- C. IM

** Remarks are required for fields marked with an asterisk*

FLIGHT INSPECTION REPORT ILS

1. FLIGHT INSPECTION REPORT HEADER

IDENT	STATE	CTRY	INSPECTION DATE(S)
TEB	NJ	US	01/31/2017
LOCATION	RUNWAY	CATEGORY	INSP TYPE
TETERBORO	06	I	S

2. CREW INFORMATION

PIC	SIC	MS	A/C NO
VN053	VN422	VN076	N67
ACM	FIFO		ACY
			ACY

3. FACILITY INFORMATION

LOCALIZER	Inspected	DME	TEB	VDME	Inspected/Sat	FACILITY STATUS
OFFSET		COMPASS LOCATOR			Inspected/Sat	F/C Restricted
GLIDE SLOPE	Inspected	LIGHTING SYSTEM			Inspected/Sat	G/S Unrestricted
LDA		75 mHz MARKERS			Inspected/Sat	B/C
SDF		SIAP(s) VERIFIED			Sat	ILS CLASS. SYS. <input type="checkbox"/> I <input type="checkbox"/> E
TLS		PUBLICATIONS			Sat	INSP. CRITERIA
OTHER*		COMD WIDTH		5.00		ROLLOUT
		COMD ANGLE		3.00		
		GLIDE SLOPE TYPE		CE - Capture Effect		

4. NOTAMs

--

5. REMARKS

Special Number: Y-01-138-17, During PM type check Mx requesting initial tolerances after replacement of the localizer antennas. Completed Satisfactorily.

Lowest Clearances in Area of Restriction: Normal: 90Hz Side: 88/16.4
Wide: 90Hz Side: 38/16.6

ILS-1s flown CCW for repeatable Widths.

Periodic with monitors requirements met.

* Remarks are required for fields marked with an asterisk

6. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART I)

A. FRONT COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width			5.06			
Symmetry			49.0			
Modulation			40.4			
Clearance 150			184/22.0			
Clearance 90			247/15.0			
Structure-Z 1			3/4.58			
Structure-Z 2			6/0.76			
Structure-Z 3			5/0.00			
Structure-Z 4			5/0.39			
Structure-Z 5			2/0.53			
Vert. Polar.			S			
Alignment		6R	CL			
Identification			S			
Power Ratio						
Loc Only Structure						

B. BACK COURSE

ILS-1 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Course Width						
Symmetry						
Modulation						
Clearance 150						
Clearance 90						
Structure-Z 1						
Structure-Z 2						
Structure-Z 3						
Vert. Polar.						
Alignment						
Identification						

7. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART I)

ILS-2 ALTITUDE

	TX 1			TX 2		
	CD	INITIAL	FINAL	CD	INITIAL	FINAL
Angle			3.05			
Modulation			80.1			
Width			0.71			
Structure Below Path			2.23			
Symmetry			48.9			
Structure-Z 1			2/4.20			
Structure-Z 2			8/2.71			
Structure-Z 3			4/0.22			
Angle Alignment "B-C"			+26/0.15			
Angle Alignment "C-T"			+65/0.03			
Angle Alignment "T"			+68/+18			

8. INSTRUMENT LANDING SYSTEM DATA - MARKER WIDTH(S)

A. OM

B. MM

C. IM

* Remarks are required for fields marked with an asterisk

9. INSTRUMENT LANDING SYSTEM DATA - AZIMUTH (PART II)

A. FRONT COURSE MONITOR	TX1 CD	TX 1 INITIAL	TX 1 FINAL	TX 2 CD	TX 2 INITIAL	TX 2 FINAL	B. BACK COURSE MONITOR	TX1 CD	TX 1 INITIAL	TX 1 FINAL	TX 2 CD	TX 2 INITIAL	TX 2 FINAL
Usable Dis./Pwr Setting							Usable Dis./Pwr Setting						
Course Width (Wide)		5.70	5.67				Course Width (Wide)						
Clearance 150			163/21.9				Clearance 150						
Clearance 90			260/15.0				Clearance 90						
Course Width (Narrow)							Course Width (Narrow)						
Clearance 150							Clearance 150						
Clearance 90							Clearance 90						
Alignment R													
Alignment L													

10. INSTRUMENT LANDING SYSTEM DATA - GLIDE SLOPE (PART II)

A. ANTENNA DEPHASE	TX 1	TX 2	PATH ANGLE				PATH WIDTH				STRUCTURE BELOW PATH					
			TX 1 INITIAL	TX 1 FINAL	TX 2 INITIAL	TX 2 FINAL	TX1 INITIAL	TX1 FINAL	TX2 INITIAL	TX2 FINAL	TX1 INITIAL	TX1 FINAL	TX2 INITIAL	TX2 FINAL		
ADVANCE	19°			3.06				0.71					1.94			
RETARD	19°			3.03				0.85					1.78			
B. MAIN SIDEBAND DEPHASE																
ADVANCE																
RETARD																
C. PATH ANGLE LOWERED TO LIMIT																
D. PATH ANGLE RAISED TO LIMIT																
E. PATH WIDTH NARROWED TO LIMIT																
F. PATH WIDTH WIDENED TO LIMIT				3.04				0.83					2.09			
G. ATTEN. MIDDLE ANT TO LIMIT																
H. ATTEN. UPPER ANT TO LIMIT	1.6dB			2.94				0.72					2.23			
		TX 1		TX 2		N. MEAN WIDTH/SYMMETRY										
I. USABLE DISTANCE / PWR SET.						TX				ANGLE ABOVE						
J. CLEARANCE BELOW PATH										ANGLE BELOW						
K. MODULATION EQUALITY										WIDTH						
L. PHASING										SYMMETRY						
M. Front Course Area Where Phasing Was Conducted										O. TILT						
NM					MSL					TX		150 Hz		90 Hz		
P. BEST FIT STRAIGHT LINE					R. TRANSVERSE STRUCTURE					TX1 uA	TX1 Hz	TX2 uA	TX2 Hz			
ARDH	GPI/TH DIS.	RDH	AIM PT ELEV	OFFSET	RADIUS	ALT	LEFT OF CL									
										RIGHT OF CL						
Q. GLIDE SLOPE AIMING POINT					S. RADIO ALTIMETER											
LATITUDE					LONGITUDE											

* Remarks are required for fields marked with an asterisk

VIEW NOTAM DRAFT

Draft Details

HOWARD HAWKINS
AVN-110
(405)954-2252
06/10/13

To: USNOF

8651
FDC 3/NNNN KTEB TEB FI/P IAP TETERBORO, TETERBORO, NJ

ILS OR LOC RWY 6 AMDT 29F
CHART NOTE: WHEN RWY 1 VGS I INOP, CIRCLING RWY 1 NA AT NIGHT
THIS IS ILS OR LOC RWY 6 AMDT 29G

REASON: ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS:
RWY 1 20:1 PENETRATIONS:
86 TREE (34-020889) 405010.03N/0740334.54W (2.44)

[Redacted]
LEAD, AVN-102

CC: *[Redacted]*
AVN-101
AVN-110
FPO EST

*5/24/13
8
7
CHECKED*

ADDITIONAL COMMENTS: RWY 24 20:1 PENETRATIONS: ***LIT***
33 BLDG (34-020850) 405131.41N/0740309.74W (8.54)

Duration (WEF)

Effective Date:	Effective Until Date:
Effective Time (GMT):	Effective Until Time (GMT):
Effective UTC:	Effective Until UTC:

Draft Details

Draft ID:	200702091331170252160004900002		
USNOF Working ID:	USNOF Published ID:		
Create Date:	05/07/13	Stage:	DEVELOPMENT BRANCH
Cancelled By:		Status:	IN DEVELOPMENT
Cancelled Date:		Owner:	COXCHRIS
Submission Responsibility:			

I WANT TO: PRINT THIS NOTAM DRAFT

VIEW NOTAM DRAFT	
Draft Details	
<p>ERIC VALDEZ AVN-110 (405)954-4608 07/23/2012</p> <p>To: USNOF</p> <p>FDC 2/0190 KTEB TEB FI/P IAP TETERBORO, TETERBORO, NJ</p> <p>ILS OR LOC RWY 6 AMDT 29E S-LOC 6 MDA 480/HAT 474 ALL CATS. MSA FROM TEB VOR/DME 3000. DELETE NOTE: SIMULTANEOUS RECEPTION OF I-TEB AND TEB DME REQUIRED. THIS IS ILS OR LOC RWY 6 AMDT 29F</p> <p>REASON: ANT 225 MSL 404932.60 N/0740633.50 W (SR1, 2C AC).</p> <p>DARRYEL ADAMS</p> <p>LEAD, AVN-102</p> <p>CC: AVN-101 AVN-110 FPO EST</p> <p>ADDITIONAL COMMENTS: NEW WORLD TRADE CENTER UNDER CONSTUCTION BECOMES MSA CONTROLLING OBSTACLE.</p>	
Duration (WEF)	
Effective Date:	Effective Until Date:
Effective Time (GMT):	Effective Until Time
Effective UTC:	(GMT):
	Effective Until UTC:
Draft Details	
Draft ID:	201207171129520863740000100001
USNOF Working ID:	12-048038
USNOF Published ID:	2/0190
Create Date:	07/17/12
Stage:	USNOF
Cancelled By:	Status: ISSUED
Cancelled Date:	Owner:
Submission Responsibility:	Branch

I WANT TO:

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Draft Details

DAVID PARKER
AVN-110
(405)954-0283
07/06/2010

To: USNOF

FDC 0/0117 KTEB F/P TETERBORO, TETERBORO, NJ

ILS OR LOC RWY 6 AMDT 29D
TERMINAL ROUTE: VINGS INT/TEB 12.5 DME TO DANDY/TEB 6.4 DME/RADAR CHANGE
MANDATORY ALTITUDE 1500 TO MINIMUM ALTITUDE 1500.
CHART MANDATORY ALTITUDE 1500 AT DANDY/TEB 6.4 DME/RADAR IN PLANVIEW.
THIS IS ILS OR LOC RWY 6 AMDT 29E

REASON: CHANGE SEGMENT ALTITUDE FROM MANDATORY TO MINIMUM ALTITUDE.

GEORGE DAVIS
MANAGER, AVN-110

CANCELLED

CC:
AVN-101
AVN-110
FPO EST

ADDITIONAL COMMENTS:
CC:
ZNY
AVN-100
AVN-150
AVN-500
AJR-32

Duration (WEF)

Effective Date:	Effective Until Date:
Effective Time (GMT):	Effective Until Time (GMT):
Effective UTC:	Effective Until UTC:

Draft Details

Draft ID:	200702091331170252160001100001	USNOF Published ID:	0/0117
USNOF Working ID:	10-038675	Stage:	USNOF
Create Date:	05/14/10	Status:	ISSUED
Cancelled By:		Owner:	
Cancelled Date:			
Submission Responsibility:	Branch		

I WANT TO: PRINT THIS NOTAM DRAFT



VIEW NOTAM DRAFT

Draft Details

RONALD SALPINO
AVN-110
(405)954-8816
03/05/10

To: USNOF

FDC 0/~~NNNN~~ ⁷²⁹⁶ KTEB F/I/P TETERBORO, TETERBORO, NJ

ILS OR LOC RWY 6 AMDT 29C
S-ILS 6 DA 206/HAT 200, VISIBILITY RVR 1800 ALL CATS.
S-LOC 6 MDA 440/ HAT 434 ALL CATS, CAT A-B VISIBILITY RVR 2400, CAT C VISIBILITY RVR 4000, CAT D VISIBILITY RVR 5000.
DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS ALL CATS VISIBILITY TO RVR 6000, INCREASE S-LOC 6 CATS A/B VISIBILITY TO RVR 5000.
DELETE MISSED APPROACH: CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 2500 VIA TEB R-335 TO PATRN INT AND HOLD.
CHART MISSED APPROACH: CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 2500 ON TEB R-335 TO PATRN INT AND HOLD.
DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTES NA.
CHART FAS OBST: 187 TREE 405006.61N/0740538.78W.
THIS IS ILS OR LOC RWY 6 AMDT 29D

REASON: OBS KTEB0029 AND 34-000535 HAVE BEEN LOWERED FROM 129 AMSL TO 103.5 AMSL. FLIGHT CHECK PRIOR TO ISSUING P-NOTAM

GEORGE DAVIS
MANAGER, AVN-110

CANCELLED

CC: [REDACTED]
AVN-101
AVN-110
FPO EST

ADDITIONAL COMMENTS:

Duration (WEF)

Effective Date:	Effective Until Date:
Effective Time (GMT):	Effective Until Time (GMT):
Effective UTC:	Effective Until UTC:

Draft Details

Draft ID:	200702091331170252160000700001	USNOF Working ID:	USNOF Published ID:
Create Date:	02/26/10	Stage:	DEVELOPMENT BRANCH
Cancelled By:		Status:	IN DEVELOPMENT
Cancelled Date:		Owner:	SALPINOR
Submission Responsibility:			

[REDACTED] WANT TO:

WANT TO
QUALITY
CHECKED

VIEW NOTAM DRAFT

Draft Details

KELLY DEAN
AVN-110
(405)954-9941
09/25/09

To: USNOF

9/2482
FDC-~~9/NNNN~~ KTEB F/P TETERBORO, TETERBORO, NJ

ILS OR LOC RWY 6 AMDT 29B
S-ILS 6 DA 356/HAT 350, VIS 4000 ALL CATS.
S-LOC 6 VIS CATS A/B RVR 4000.
CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.
CHART NOTE: DME FROM TEB VOR/DME. SIMULTANEOUS RECEPTION OF I-TEB AND TEB DME REQUIRED.
CHART NOTE: DME OR RADAR REQUIRED.
CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 6 ALL CATS VISIBILITY TO RVR 6000, INCREASE S-LOC 6 CATS A/B VISIBILITY TO RVR 5000.
DELETE DANDY INT/TEB 6.4 DME.
ADD DANDY/TEB 6.4 DME/RADAR.
DELETE JFK R-308.
THIS IS ILS OR LOC RWY 6 AMDT 29C

REASON: NEW OBSTACLE (KTEB0029) RESULTS IN RAISING DA. FIX DANDY DOES NOT MEET CRITERIA TERPS PARA 287 CRITERIA USING JFK TO FIX THE INTERSECTION.

PETER GETZ *for M* [REDACTED]
MANAGER, AVN-110

CC: AVN-101
 AVN-110
FPO EST

CANCELLED

ADDITIONAL COMMENTS: ZNY, AJR-32, AVN-100/150/500

Duration (WEF)

Effective Date:	Effective Until Date:
Effective Time (GMT):	Effective Until Time (GMT):
Effective UTC:	Effective Until UTC:

Draft Details

Draft ID:	200702091331170252160000600001		
USNOF Working ID:	USNOF Published ID:		
Create Date:	09/02/09	Stage:	DEVELOPMENT BRANCH
Cancelled By:		Status:	IN DEVELOPMENT
Cancelled Date:		Owner:	DEANKELL
Submission Responsibility:			

I WANT TO: PRINT THIS NOTAM DRAFT



MITCH NUGENT

AVN-110

11/25/02

20213904

TO: USNOF

FDC 2/ 2203

TEB FI/P TETERBORO, TETERBORO, NJ

ILS RWY 6 AMDT 29A

MISSED APPROACH: CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 2500 VIA TEB R-335 TO PATRN INT AND HOLD.

THIS IS ILS RWY 6 AMDT 29B

REASON: INCREASED MISSED APPROACH ALTITUDE DUE TO AIRSPACE REQUIREMENTS.

RICK A. WEBB
MANAGER, AVN-110

CC:

NYC FPO

ATA-110

AVN-100

AVN-110

AVN-160

AVN-512

ASAC

2/2203 - FI/P TETERBORO TETERBORO, NJ. ILS RWY 6, AMDT 29A ... MISSED APPROACH: CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 2500 VIA TEB R-335 TO PATRN INT AND HOLD. THIS IS ILS RWY 6, AMDT 29B. WIE UNTIL UFN

MCDONALD

AVN-110

(
7/14/99

ATA-110, OEX-T-AVN-110

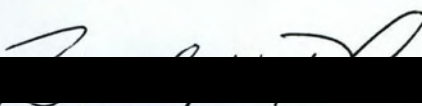

FDC 9/5012 TEB FI/P, TETERBORO, TETERBORO, NJ


ILS RWY 6, AMDT 29...

DELETE ALL REFERENCES TO MM

THIS IS ILS RWY 6, AMDT 29A.. →

REASON: MM DECOMMISSIONED



BRADLEY W. RUSH
MANAGER AVN-110
NORTHEAST FLIGHT PROCEDURES
DEVELOPMENT BRANCH

CC: NYC FPO
AVN100 (READ FILE)
AVN110 /
AVN160 

U. S. Department of Transportation
Federal Aviation Administration

**ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE
FAR PART 97.29**

Bearings, headings, courses, 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 in feet RVR.

TERMINAL ROUTES				MISSED APPROACH	
FROM	TO	COURSE AND DISTANCE	ALTITUDE	ILS: AT THE DH.	LOC: 3.80 MILES AFTER TORBY LOM OR AT DME FIX.
SBJ VOR/DME (IAF)	VINGS INT/TEB 12.50	080.24/22.84	2000		
VINGS INT	DANDY INT/TEB 6.35	080.15/6.16 (I-TEB)	1500*		
DANDY INT	TORBY LOM	080.15/2.19 (I-TEB)	1300		
				CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 VIA TEB R-335 TO PATRN INT AND HOLD <i>2500 TL-03-01</i>	
				ADDITIONAL FLIGHT DATA: HOLD NE, RT 211 INBOUND FAS OBST: 258 TREE 404851/0740818 CHART 288 TOWER 404808/0740828	

- PT NA SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)
- PROFILE STARTS AT VINGS
- FAC: 080.15 FAF: TORBY LOM DIST FAF TO MAP: 3.80 THLD: 3.80
- MIN. ALT: VINGS 2000, DANDY MANDATORY 1500, TORBY LOM 1300
- DIST TO THLD FROM OM: 3.80 MM: *22* IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 1023
- MIN GS INCPT: 1300 GS ALT AT: _____ *TL99-17* OM: 1284 MM: *257.4* IM: _____
- GS ANGLE: 3.00 TCH: 53 *TL99-17*
- MSA FROM: TEB VOR/DME 2900

MAG VAR: 12W EPOCH YEAR: 80

MINIMUMS

TAKEOFF: <input type="checkbox"/> STANDARD <input checked="" type="checkbox"/> X SEE FAA FORM 8260-15 FOR THIS AIRPORT	ALTERNATE: N/A	ILS: #	LOC: STANDARD <input checked="" type="checkbox"/>												
CATEGORY	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 6	206	2400	200	206	2400	200	206	2400	200	206	2400	200			
S-LOC 6	520	2400	514	520	2400	514	520	5000	514	520	6000	514			
CIRCLING	760	1	751	760	1 1/4	751	760	2 1/4	751	820	2 3/4	811			

NOTES: CIRCLING NA CATS B, C & D NW OF RWY 6 AND 19

CATS A & B 800-2, CAT C 800-2 1/4, CAT D 900-2 3/4
⊙ CAT C 800-2 1/4, CAT D 900-2 3/4

CITY AND STATE TETERBORO, NJ	ELEVATION: 9 TDZE: 6 AIRPORT NAME: TETERBORO	FACILITY IDENTIFIER: I-TEB	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: 28 JAN 99 TL26 ILS RWY 6. AMDT 29	SUP: AMDT: 28 DATED: 26 JUN 96
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U. S. Department of Transportation
Federal Aviation Administration

**ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE
FAR PART 97.29**

Bearings, headings, courses, 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 in feet RVR.

TERMINAL ROUTES				MISSED APPROACH	
FROM	T O	COURSE AND DISTANCE	ALTITUDE	ILS: AT THE DH.	LOC: 3.80 MILES AFTER
SBJ VOR/DME (IAF)	VINGS INT/TEB 12.50	080.24/22.94	2000	TORBY LOM	OR AT DME FIX.
VINGS INT	DANDY INT/TEB 6.35	060.15/6.16 (I-TEB)	1500*	CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 VIA TEB R-335 TO PATRN INT AND HOLD <i>2500 TL-03-01</i>	
DANDY INT	TORBY LOM	060.15/2.19 (I-TEB)	1300	ADDITIONAL FLIGHT DATA: HOLD NE, RT 211 INBOUND FAS OBST: 258 TREE 404851/0740818 CHART 286 TOWER 404808/0740828	
			*MANDATORY		

- PT NA SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)
- PROFILE STARTS AT VINGS
- FAC: 060.15 FAF: TORBY LOM DIST FAF TO MAP: 3.80 THLD: 3.80
- MIN. ALT: VINGS 2000, DANDY MANDATORY 1500, TORBY LOM 1300
- DIST TO THLD FROM OM: 3.80 MM: 02 IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 1023
- MIN GS INCPT: 1300 GS ALT AT: TL-99-17 OM: 1284 MM: 257.4 IM: _____
- GS ANGLE: 3.00 TCH: 53 *TL-99-17*
- MSA FROM: TEB VOR/DME 2900

MAG VAR: 12W EPOCH YEAR: 80

MINIMUMS

TAKEOFF:	STANDARD	X	SEE FAA FORM 8260-15 FOR THIS AIRPORT	ALTERNATE: N A	ILS: #	LOC: STANDARD @									
CATEGORY	A			B			C			D			E		
	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HAA	DH/ MDA	VIS	HAT/HA
S-ILS 6	234	2400	228	234	2400	228	234	2400	228	234	2400	228			
S-LOC 6	520	2400	514	520	2400	514	520	5000	514	520	6000	514			
CIRCLING	760	1	751	760	1 1/4	751	760	2 1/4	751	820	2 3/4	811			

NOTES: CIRCLING NA CATS B, C & D NW OF RWY 6 AND 19

CATS A & B 800-2, CAT C 800-2 1/4, CAT D 900-2 3/4
@ CAT C 800-2 1/4, CAT D 900-2 3/4

CITY AND STATE	ELEVATION: 9 TDZE: 6	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP:
TETERBORO, NJ	AIRPORT NAME: TETERBORO	I-TEB	ILS RWY 6. AMDT 29	AMDT: 28
				DATED: 26 JUN 95

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	COORDINATES OF FACILITIES 405129.81N-0740311.88W	REQUIRED EFFECTIVE DATE •														
COORDINATED WITH: <table style="width:100%; border: none;"> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/> ATA</td> <td style="text-align: center;"><input type="checkbox"/> AAT</td> <td style="text-align: center;"><input checked="" type="checkbox"/> ALPA</td> <td style="text-align: center;"><input checked="" type="checkbox"/> APA</td> <td style="text-align: center;"><input checked="" type="checkbox"/> AOPA</td> <td style="text-align: center;"><input checked="" type="checkbox"/> NBAA</td> <td style="text-align: center;"><input checked="" type="checkbox"/> OTHER (specify)</td> </tr> <tr> <td colspan="7" style="border-top: 1px solid black; padding-top: 5px;">NYC FPO, TEB ATCT, NY TRACON, NJ DEP OF AVIA, APT MGR</td> </tr> </table>			<input checked="" type="checkbox"/> ATA	<input type="checkbox"/> AAT	<input checked="" type="checkbox"/> ALPA	<input checked="" type="checkbox"/> APA	<input checked="" type="checkbox"/> AOPA	<input checked="" type="checkbox"/> NBAA	<input checked="" type="checkbox"/> OTHER (specify)	NYC FPO, TEB ATCT, NY TRACON, NJ DEP OF AVIA, APT MGR						
<input checked="" type="checkbox"/> ATA	<input type="checkbox"/> AAT	<input checked="" type="checkbox"/> ALPA	<input checked="" type="checkbox"/> APA	<input checked="" type="checkbox"/> AOPA	<input checked="" type="checkbox"/> NBAA	<input checked="" type="checkbox"/> OTHER (specify)										
NYC FPO, TEB ATCT, NY TRACON, NJ DEP OF AVIA, APT MGR																
FLIGHT CHECKED BY																
NAME: DURLEY J. FELDER	FIFO ACY	DATE: 06/27/98														
DEVELOPED BY																
NAME: M. E. MCDONALD	FIFO AVN-110	DATE: 03/09/98														
APPROVED BY																
NAME: BRADLEY W. RUSH MANAGER	FIFO AVN-110	DATE: NOV 24 1998														
CHANGES: 1. MOVE FAF FROM DANDY INT TO TORBY LOM 2. LOWERED LOC MINIMUMS 80 FT 3. INCREASED ILS MINIMUMS 28 FT 4. VIS CHANGED TO RVR VALUES																
REASONS: 1. ALIGNED ILS WITH FMS/ILS AND COPTER ILS RWY 6 2. OBSTACLE EVALUATION 3. 34:1 PENETRATION 4. RVR INSTALLED * CONCURRENT WITH PUBLICATION OF FMS/ILS RWY 6, ORIGINAL																

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.		
INITIAL	SBJ VOR/DME	VINGS INT	1. TOWER (31-0182)	403717/0743014	950 (5E)	1000	AT 50	2000/2000		
			2. TERRAIN	403703/0743439	673		AS 1000	1673		
INTERMEDIATE	VINGS INT	DANDY INT	3. TOWER (31-0195)	404715/0741517	822 (5E)	500 ⁹⁴⁹	AC 125 AT 53	1500/1500		
			4. TERRAIN	404642/0741530	653		#			
INTERMEDIATE STEPDOWN	DANDY INT	TORBY LOM	5. T-L TWR (31-0147)	404808/0740828	286 (4D)	500	AT 514	1300/1300		
			6. TERRAIN	404815/0740921	217		#	1217		
FINAL ILS	GS INTCP	DH				ASC		206/200		
FINAL LOC	TORBY LOM	THRESHOLD	7.100 TREE	404851/0740818	258 (2C)	250		508/520		
2. PROCEDURE TURN NA										
3. MISSED APPROACH	MAP:	DH/THRESHOLD	PATRN INT					2000		
	ELEV:	96/270								
4. CIRCLING AREA	DISTANCE	H T. A B V. A R P T.								
CATEGORY A	1.3 NM	REQUIRED	ACTUAL	350	751	8. TOWERS (31-0304)	404936/0740433	442 (1A)	300	742/760
CATEGORY B	1.5 NM			450	751	8.		442 (1A)	300	742/760
CATEGORY C	1.7 NM			450	751	8.		442 (1A)	300	742/760
CATEGORY D	2.3 NM			550	811	9. TOWERS (31-0306)	404827/0740407	510 (1A)	300	810/820
CATEGORY E	4.5 NM			550						
5. MINIMUM SAFE ALTITUDES				PRIMARY NAVAID: TEB VOR/DME						
SECTOR	OBSTRUCTION	BRG / DIST	ELEVATION	M S A	SECTOR	OBSTRUCTION	BRG / DIST	ELEVATION (MSL)	M S A	
360-360	TOWER(33-0266)	339/25.36	1812 (5E)	2900						
CITY AND STATE		AIRPORT & ELEVATION	9	FACILITY	PROCEDURE AND AMENDMENT NO:		REGION			
TETERBORO, NJ		TETERBORO		I-TEB	ILS RWY 6, AMDT 29		AEA			

NOTES / EXPLANATIONS FROM OPPOSITE SIDE OF FORM:

AMIS DATA TAKEN FROM NOS SURVEY 11/13/94.

AIRSPACE DATA PROVIDED ON SEPARATE COVER.

CHANGED FAF FROM DANDY INT TO TORBY LOM TO ALIGN THE FINAL APPROACH WITH THE COPTER ILS AND THE FMS/ILS.

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH :		2. WEATHER SERVICE		3. ALTIMETER SETTING		
TEB ATCT NY TRACON		N W S	OTHER:		SOURCE: KTEB	
		F A A	CONTRACT		DISTANCE: 0	
		A / C	LOCATION: ON AIRPORT		HOURS REMOTE OPERATION: 0	
SATISFACTORY ON:		HRS OPTN: 24		ADJUSTMENT: 0		
<input checked="" type="checkbox"/> V H F		<input checked="" type="checkbox"/> U H F		<input type="checkbox"/> H F		
4. MONITOR STATUS	PRIMARY			SECONDARY		
	NAVAID: I-TEB			NAVAID: JFK VOR/DME		
	MONITOR POINT: TEB ATCT			MONITOR POINT: NY FSS		
	HRS	CAT 1	24	HRS	CAT 1	24
OPTN:	CAT 3		OPTN:	CAT 3		
5. AIRSPACE	FLOOR OF CONTROLLED AIRSPACE UNDER FAC				CONTROL AREA	
	CONTROL ZONE: #				TRANSITION AREA	
6. APPROACH & RUNWAY LIGHTING	ALS		<input checked="" type="checkbox"/>	REIL 1/19/24		
	(S) SALS			TDZ		
	<input checked="" type="checkbox"/> MALSR 6			C/LINE		
	<input checked="" type="checkbox"/> HIRL 1/6/19/24		<input checked="" type="checkbox"/>	OTHER (Specify) VASI-4L 19/24		
	MIRL			VASI-4R 1		
7. RUNWAY MARKINGS	ALL WEATHER PIR-G 6/24				8. RUNWAY VISUAL RANGE	
	INSTRUMENT NPI-G 1/19				APPROACH 6	
					ROLL OUT	
9. GLIDE SLOPE	G S ANGLE: 3.00		ELEV RWY THRESHOLD:			
	DISTANCE FROM RWY: THLD:1023'		ELEV GS ANTENNA:			
			THRESHOLD CROSSING HEIGHT: 53.4			
10. FINAL APPROACH COURSE AIMING	<input checked="" type="checkbox"/>	RUNWAY THRESHOLD		F T. FROM THRESHOLD		
	<input checked="" type="checkbox"/>	ON CENTERLINE		F T. FROM CENTERLINE		
11. WAIVERS OF STANDARDS	NUMBER OF WAIVERS ON FILE			DATES OF APPROVAL		
	ONE			2/15/95		
PART C - REMARKS:						
WAIVER GRANTED TO TERPS PARAGRAPH 332B, OBSTACLE(BILLBOARD) PENETRATES THE 34:1						
#CLASS D AIRSPACE 24 HRS						
* 949' TOWER LOCATED 2256FT INTO INTERMEDIATE SECONDARY						
TERPS PARAGRAPH 289, 286' T-L TWR 404808/0740828						
PART D - PREPARED BY:				DATE:		
M. E. MCDONALD				03/09/98		
TITLE:				OFFICE:		
AIS				AVN-110		