

# Introducing: Airport Operational Lowdowns

Opsgroup Team

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**Ever been bamboozled when flying into airports you've never been to before?** You're on your approach and all looks good – straightforward, easy, no threats – and then, they cut 50nm off your arrival track and suddenly you're high and fast and this is when your co-pilot (who has been there before) turns around and says – *"Oh yeah, they always do that!"*

Or what about that airport where they built a really big hanger in a really silly spot, and you don't find out about the wind shear off it until you are there, at 30 feet, battling with it?

## Calling All Pilots...

- All pilots who operate into random, challenging or interesting airports.
- All pilots who do not operate into the same airports regularly.
- And all operators, ATC, anyone with a bit of knowledge about an airport for that matter.

Following on from our OpsChat where some of you raised the idea of **briefings on specific airports**, we have started to put these together...

## What's the idea?

The idea is a lot of pilots, particularly corporate folk (but this is still for everyone) might not have **access to loads of shared information** on specific airports. If you do not fly somewhere regularly, or do not work for a big airline, then the only information you will have on certain airports is what you can read off the charts and in the AOs.

But we all know there are airports out there which have specific challenges you only discover when you operate in. The **useful, practical, operational stuff**. The threats, risks and gotchas that you discover with experience.

## Introducing: Operational Lowdowns

Our *Operational Lowdowns* are our new way of trying to share this information between you all.

If you have experience going into an airport and spotted something unusual, odd, tricky or interesting then send in that Airport Spy report. Or even drop us an email with a full lowdown about it.

If you are operating into a new airport and want some additional info before you go, then check the airport on our Airport Spy app – there might already be a Lowdown Briefing in there. If there isn't, let us know and we will do some digging and try and put one together for you.

## Sharing is caring...

... and it is also **safety!**

Knowing about specific operational challenges, environmental threats and tricky procedures before you get there, so you can BRIEF about it and come up with a plan to mitigate any risks, is important.

So we hope you find these useful, and **keep getting in touch** with info you have to share, and what info you would like to know.

Take a look at the Operational Lowdown for KTEB if you want to see what we're talking about [👉](#)



The Lowdown on:

# KTEB/Teterboro

New York

USA

## THE BASICS

**HOURS:** H24 **TIMEZONE:** UTC-4/-5 **SLOTS:** NO

**RUNWAYS:** 01/19 7000FT / 2134M x 46M ILS CATI (19) RNAV  
06/24 6013FT / 1833M x 46M ILS CATI (06) RNAV

**FACILITIES:** MAJOR MAINTENANCE / HANDLING / FUEL / CUSTOMS

## THE BIG

**HIGH DENSITY AIRSPACE - SPECIAL RULES APPLY**

**STRICT NOISE RESTRICTIONS**

**LOW APPROACH PLATFORM ALTITUDE (1500' / 1300')**

## THE OPS

**AIRSPACE:** UNCONTROLLED TRAFFIC OPERATING IN VICINITY  
IF LGA IS USING 13 EXPECT BIG DELAYS

**APPROACH:** ALTITUDE CONSTRAINTS ON APP/MAPP  
OFTEN ASKED TO CIRCLE TO 01/24 & ITS A TRICKY ONE

**TAXI:** COMPLICATED TAXIWAYS & HOTSPOTS

## THE ALTERNATES

<b>KLGA/LA GUARDIA</b> <i>H24</i>	04/22 13/31	7001'/2134m 7003'/2135m	ILS CAT I ILS CAT I
<b>KEWR/NEWARK</b> <i>H24</i>	04L/22R 04R/22L	11,000/3353m 10,000/3048m	ILS CAT III ILS CAT III
<b>KJFK/NEW YORK</b> <i>H24</i>	13R/31L 04L/22R	14,511'/4423m 12,079'/3682m	NPA ILS CAT I

## THE ENVIRONMENT

**RAIN:** 3-4" APR-OCT STORMS CAN CAUSE BIG DISRUPTION

**IMC:** ABOUT 12% OF THE TIME

**WIND** NW 12KTS DEC-MAY SW 8KTS JUN-NOV

**TEMPS:** HIGHS OF 29°C / LOWS OF 0°C

## THE CONTACTS

**ATIS:** 114.2

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## THE OTHER

**AIRSPACE:** IT REALLY IS BUSY HERE SO KEEP A GOOD LOOK OUT. ITS UNDER NY AIRSPACE

**NOISE ABATEMENT:** THEY ARE SUPER STRICT. 3 STRIKES AND YOU'RE OUT. NEW OPERATORS NEED TO REGISTER WITH KTEB OPS TO CONFIRM FEES AND NABT PROC ACKNOWLEDGMENT

**MAX A/C:** A/C LIMITED TO MAX 100,000 LBS