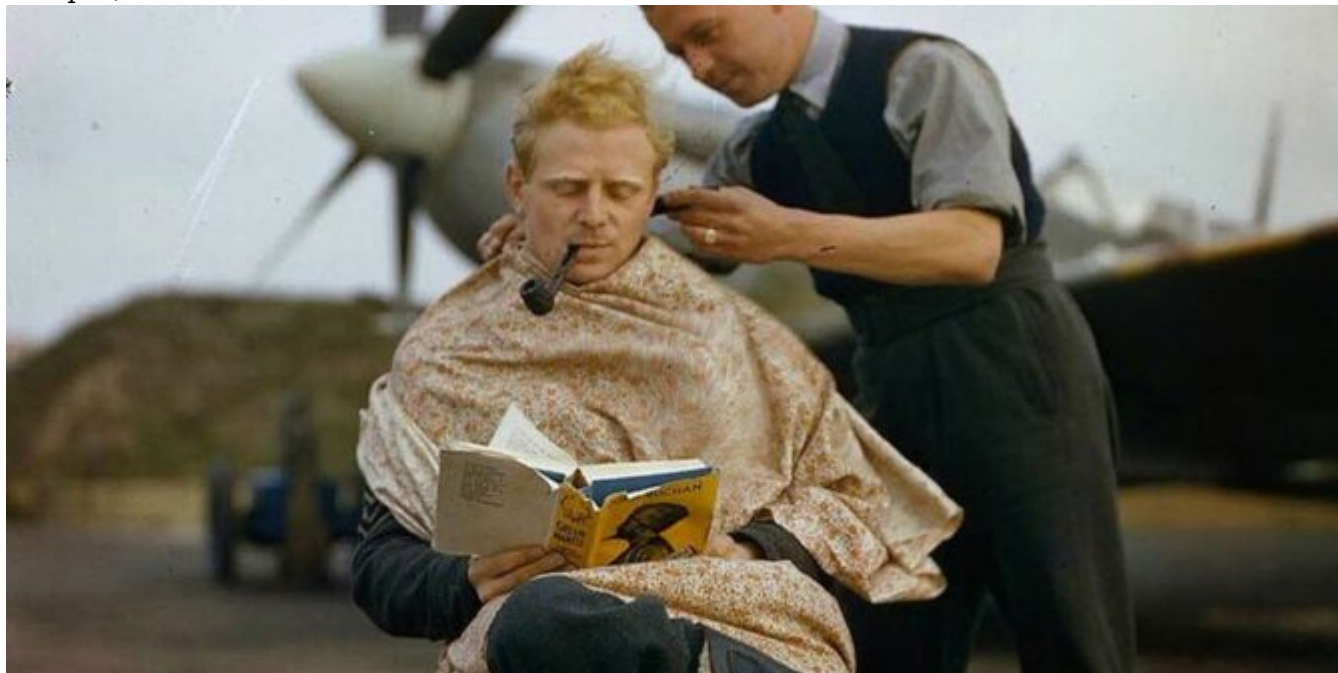


Introducing: Airport Operational Lowdowns

written by Opsgroup Team

23 April, 2021



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

KLGA/LA GUARDIA	04/22	7001'/2134m	ILS CAT I
<i>H24</i>	13/31	7003'/2135m	ILS CAT I

KEWR/NEWARK	04L/22R	11,000/3353m	ILS CAT III
<i>H24</i>	04R/22L	10,000/3048m	ILS CAT III

KJFK/NEW YORK	13R/31L	14,511'/4423m	NPA
<i>H24</i>	04L/22R	12,079'/3682m	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

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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