

Introducing: Airport Operational Lowdowns

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

Mothballs & Maintenance: The Risks of Long Term Storage

Opsgroup Team
23 April, 2021



It's a strange time for aviation right now: closed countries, fewer passengers, and a lot of aircraft being moved into hangars – not to see the sky again for some time. The long-term storage of aircraft is leading to some unforeseen issues...

We reported on some these before, but we thought now might be a good time to give another quick summary because **aircraft are starting to fly again** – in particular the 737 Max which is back in the skies of Canada, the US, and soon Europe as well.

The Dangers of Long-Term Storage...

There have been a lot of incidents attributed to aircraft coming out of long-term storage. Wizzair fell foul of some bugs in 2020, an Aeroflot had a bit of a mishap after it was only partially ready to go back flying...

Both the US and EASA safety regulators have **raised concerns about certain issues for aircraft coming out of long-term storage**, so in case your airplane is currently stashed away, read on.

Nesting Nasties

We mentioned this one before, but with Covid dragging on, we figured it might be worth a reminder.

It sounds nightmarish, but insects have been known to build lairs deep inside aircraft probes, where even the most eagle-eyed walk-around check might not spot them.

And these critters have led to an alarming trend of **airspeed problems for aircraft new out of storage**.

Check out our earlier article on the risks of this here, and be sure to do an **in-depth check** of your aircraft's nook and crannies before taking to the skies again.

Batteries Not Included

Aircraft with **Nickel-Cadmium batteries** (which is most of them, unless they have newer lithium ion ones) are suffering from **premature power loss**.

Embarrassing for the batteries, and dangerous for the pilots.

When disconnected, these batteries can lose their capacity, and when they are plugged back in again, they might not regain it – leading to **a lot less time of usefulness** that you think you have.

A battery not providing the performance you are expecting on that already bad day when you drop down to emergency power levels, is going to make it a really, really bad day...

What can you do? Well, EASA recommend that aircraft approval holders work with battery manufactures to check out this new found phenomenon, but in the meantime – if you are waking your airplane up from a long term hibernation, make sure its ticker is ticking properly with **a full maintenance check**, before you head out for a spin.

Clean as a Whistle

Disinfecting is big right now, what with this old pandemic thing. But a lot of the cleaning agents that can kill Covid, can also **damage your airplane**.

Damage to screens, fogging and misting from liquid pooling in out of sights areas, and some alcohol based substances 'crazing' up windows (alcohol crazes most of us up, but on windows it can cause fine cracks, and permanent damage) are all risks of using the **wrong cleaning fluids**.

There is also a chance long-term use of certain cleaning agents might start to corrode parts and **increase the flammability of the interior**, and even cause some shorting of the circuitry.

So, the FAA and EASA have issued guidance suggesting you **check which disinfectants are suitable for your aircraft type**. That seems sensible. Their recommendations on how to clean are here, and you can find links to anti-Covid approved cleaning agents that you can check with your aircraft manufacturer before spritzing your plane.

Check your flappers

Back in July 2020, the FAA issued an airworthiness directive for 737 Classics and NGs because, when stored for just 7 days, they can start to suffer from **corrosion on the Bleed Air 5th stage check valve**.

What's the risk here? Only a little case of **double engine failure**, according to the directive. Thankfully, they also recommend a fairly straight forward check to confirm your valve and its flapper plate are flapping as they should.

What else can you do?

EASA recommend operators carry out **extra checks when bringing an aircraft back into service**. These include engine runs, flight control manoeuvrability and brake checks.

To be safe, they suggest you do it on **20% of your fleet**, and to be extra safe, they suggest you consider flight checks on **the first 10% returning to the skies**. Don't rush these checks. It takes 3-5 days to ready an aircraft for long term storage, so it probably takes the same to bring them out again.

And don't forget about your pilots! Pilots don't fare much better in long term storage either. Like their aircraft, they need consistent use, and without it, you're going to have to spend a bit longer getting them airworthy again. (We would suggest you let them clean themselves though, and it's probably best not to ask how their flapper valve is functioning ☹)

Some other stuff to read

- [IATA Operations Info](#)
- [FlightGlobal Airworthiness concerns](#)