

**S4522 CNMMT FRV1325 GMME→KTEB**

**Attention:** This route has not yet been filed and is subject to change.  
Please confirm routing with ARINCDirect or ATC prior to flight.

----- OPERATIONAL FLIGHT PLAN -----

FLIGHT: FRV1325 PF[ ] PM[ ] PIC \_\_\_\_\_  
DATE : 23Jan24 PF[ ] PM[ ] SIC \_\_\_\_\_  
ADDL \_\_\_\_\_

COMMANDER SIGNATURE: \_\_\_\_\_

OPS TYP: IFR [ ] VFR [ ] COMM. [ ] PRIVATE [ ] FERRY [ ] EDTO [ ]  
CMDR. CERTIFIES W/HIS SIGNATURE THAT OFF IS CALC. ACC. AFM, AND HAS  
READ THE ROUTE/AERODROME BRIEFING. AERODROME CAT: A[ ] B[ ]

-----FLIGHT INFO-----

-----TIME-----

ACFT : GLF5 REG: CNMMT ETD: 0900 ETA: 1656  
: GMME-KTEB FL: 430 MET: 221200Z

FROM : GMME/RABAT/SALE INTL OFF BLK : T/O TIME :  
TO : KTEB/TETERBORO ON BLK : LDG TIME :  
ALT1 : ----/ BLK TIME : FLT TIME :  
ALT2 : ----/ BLK FUEL :  
TALT : ----/ LDG FUEL : BURN OFF :  
RALT : /

-----WEIGHT-----

-----FUEL-----

LBS		LBS	
DOW	: 48897	TRIP	: 07:56 21031
PAYLOAD	: 0	CF 5%	: 00:24 1052
ZFW	: 48897	FINAL RES:	00:30 1048
T/O FUEL	: 23131	ALT(----):	00:00 0
TOW	: 72028	TAXI	: 300
TRIP FUEL	: 21031	MIN REQ	: 23431
ELW	: 50997	EXTRA	: 0
MTOW	: 91000	RAMP	: 08:51 23431
MLW	: 75300	ADDIT	:
MZFW	: 54500	RAMP	:

-----MISC-----

-----ATC CLEARANCE-----

GMME : N34 03.1 W006 45.1  
DEP/ARR EL 00272 /00008  
GRD DIST : 03336 NM  
G/C DIST : 03163 NM  
WC / W/V : M044/264/051  
ISA DEV : M03  
CREW : FLIGHTDECK CABIN  
CRUISE : M83  
CREW COMP: FLTDECK CABIN  
ATC ROUTING: GMME BISMII1B BISMII R975 SAK UH899 IBALU BEXAL VABEM  
LUTAK 38N020W 42N030W 45N040W 46N050W SUPRY GRAYY BITRA Q475 TUSKY  
COPLY BOS BAF MOBBS SAGES V489 COATE DCT KTEB

RVSM	GND: LH SB RH	TOC: LH SB RH	1H: LH SB RH
CHK	2H: LH SB RH	3H: LH SB RH	4H: LH SB RH
FEET	5H: LH SB RH	6H: LH SB RH	TOD: LH SB RH

PERFORMANCE CARD: T/O RWY \_\_\_\_\_ CONDITION: [ ] DRY [ ] WET [ ] CONT.  
ASS TEMP V1 VR V2 VT ATOW T/O TRIM VAPP VREF  
PERFORMANCE CARD: LDG RWY \_\_\_\_\_ CONDITION: [ ] DRY [ ] WET [ ] CONT.  
RCAM: VAPP: VREF: ALW: LDTA: Meters

ATIS DEP:

ATIS ARR:

IDENT FREQ FIR	LAT /LONG	AWY FL	MORA W/V	MT TAT	TAS GS	DIST REM	TIME ACC	ETO RETO ATO	MINREQ REMAIN ACT	FF RMK
GMME	N34 03.1 W006 45.1					3336			23131	
RW21	N34 03.9 W006 44.5	DCT 003	081/012	032 +27	000 000	0000 3336	0:00 0:00		22079 23131	0000
ME601	N33 52.0 W006 45.0	BISM1B 096	050/011	183 +06	CLB CLB	0012 3324	0:08 0:08		21332 22384	5934
BISMI	N33 38.8 W006 53.6	BISM1B 167	083/020	209 -09	CLB CLB	0015 3309	0:02 0:10		21007 22059	8195
GMM	CASABLANCA	UIR								
SAK 413.0	N33 31.3 W007 40.6	R975 303	5500 088/021	260 -44	CLB CLB	0040 3269	0:05 0:15		20403 21455	6878
GMM	CASABLANCA	UIR								
ODAXA	N33 59.6 W008 14.5	UH899 408	3600 310/006	316 -64	CLB CLB	0040 3229	0:05 0:20		19974 21026	4967
TOC	N34 09.4 W008 26.4		1800 /	316 /	CLB CLB	0014 3215	0:02 0:22		19853 20905	3815
LAPNO	N34 10.1 W008 27.2	UH899 430	1800 322/015	316 -63	468 454	0001 3214	0:00 0:22		19847 20899	2748
IBALU	N34 26.7 W008 47.3	UH899 430	1100 017/014	316 -64	468 461	0023 3191	0:03 0:26		19701 20753	2827
BEXAL	N35 58.0 W011 26.9	DCT 430	1100 035/011	307 -64	468 468	0159 3031	0:21 0:46		18722 19774	2820
LPPC	LISBON	FIR								
VABEM	N36 32.9 W013 19.4	DCT 430	1100 030/006	294 -63	469 470	0097 2934	0:12 0:59		18144 19196	2793
LPPC	LISBON	FIR								
LUTAK	N37 00.0 W015 00.0	DCT 430	1100 311/001	292 -64	468 467	0085 2849	0:11 1:10		17640 18692	2780
LPPO	SANTA MARIA	OCEANIC	FIR							
3820N	N38 00.0 W020 00.0	DCT 430	1100 250/014	289 -65	467 455	0246 2603	0:32 1:42		16162 17214	2754
LPPO	SANTA MARIA	OCEANIC	FIR							

IDENT FREQ FIR	LAT /LONG	AWY FL	MORA W/V	MT TAT	TAS GS	DIST REM	TIME ACC	ETO RETO ATO	MINREQ REMAIN ACT	FF RMK
SC	N38 07.3 W020 15.7	S-CLB 450	1100 /	306 	CLB  CLB	0014 2588	0:02 1:44		16044 17096	3420
4230N	N42 00.0 W030 00.0	DCT 450	1100 234/079	306  -58	474 430	0505 2083	1:10 2:54		12951 14003	2659
SC	N42 08.1 W030 22.8	S-CLB 470	1100 /	305 	CLB  CLB	0019 2065	0:03 2:56		12814 13866	3147
4540N CZQX	N45 00.0 W040 00.0 GANDER OCEANIC FIR	DCT 470	1100 242/049	305  -52	481 447	0453 1611	1:01 3:57		10140 11192	2645
4650N CZQX	N46 00.0 W050 00.0 GANDER OCEANIC FIR	DCT 470	1100 274/050	295  -54	479 429	0426 1186	0:58 4:55		07679 08731	2552
SUPRY CZQX	N45 30.0 W052 00.0 GANDER DOMESTIC FIR	DCT 470	1100 280/053	267  -54	479 432	0089 1096	0:12 5:07		07170 08222	2471
GRAYY CZQM	N45 44.8 W056 42.6 MONCTON FIR	DCT 470	1100 279/065	292  -53	480 415	0199 0897	0:28 5:36		06008 07060	2463
BITRA CAN	N45 06.4 W061 52.7 Canada	DCT 470	2400 286/079	279  -55	478 406	0222 0676	0:32 6:08		04707 05759	2415
SCOTS	N44 30.0 W064 00.0	Q475 470	2700 285/078	266  -55	477 413	0098 0578	0:14 6:22		04144 05196	2371
TUSKY KZBW	N43 33.9 W067 00.0 BOSTON ARTCC	Q475 470	2400 282/085	264  -57	476 405	0141 0437	0:21 6:43		03330 04382	2330
SC KZBW	N43 18.9 W067 52.9 BOSTON ARTCC	S-CLB 510	1800 /	265 	CLB  CLB	0041 0395	0:06 6:49		03057 04109	2544
COPLY USA	N42 29.9 W070 33.5 United States of America	DCT 510	1800 281/079	265  -60	472 406	0128 0267	0:19 7:08		02360 03412	2206
BOS 112.7	N42 21.4 W070 59.4	DCT 510	1700 279/080	261  -60	472 403	0021 0247	0:03 7:12		02246 03298	2192

IDENT FREQ FIR	LAT /LONG	AWY FL	MORA W/V	MT TAT	TAS GS	DIST REM	TIME ACC	ETO RETO ATO	MINREQ REMAIN ACT	FF RMK
BAF 113.0	N42 09.7 W072 43.0	DCT 510	4700 277/078	276 -60	473 397	0078 0169	0:12 7:23		01815 02867	2184
MOBBS	N42 07.5 W073 15.6	DCT 510	4800 274/077	278 -60	472 396	0024 0144	0:04 7:27		01681 02733	2170
TOD	N42 05.5 W073 43.8	 510	5200 /	278 	DSC  DSC	0021 0123	0:03 7:30		01566 02618	2173
SAGES	N42 02.8 W074 19.2	DCT 417	5200 270/104	278 -64	DSC DSC	0027 0097	0:04 7:35		01502 02554	880
FILPS	N41 56.5 W074 23.7	V489 384	5200 264/125	221 -62	DSC DSC	0007 0090	0:01 7:36		01488 02540	759
WEARD	N41 45.7 W074 31.5	V489 306	5200 254/080	221 -44	DSC DSC	0012 0077	0:02 7:38		01462 02514	799
CAMMO KZNY	N41 37.5 W074 33.1	V489 265	5200 264/061	201 -34	DSC DSC	0008 0069	0:01 7:39		01445 02497	850
NEW YORK ARTCC										
HUO 116.1 KZNY	N41 24.6 W074 35.5	V489 199	5200 268/058	201 -19	DSC DSC	0013 0056	0:02 7:41		01416 02468	917
NEW YORK ARTCC										
LEMOR KZNY	N41 17.8 W074 38.1	V489 163	5200 267/058	208 -13	DSC DSC	0007 0049	0:01 7:42		01398 02450	962
NEW YORK ARTCC										
COATE	N41 08.2 W074 41.7	V489 122	5200 264/048	208 -07	DSC DSC	0010 0039	0:02 7:44		01368 02420	1034
RW01	N40 50.4 W074 03.6	DCT 000	196 279/028	DSC +09	0039 DSC	0:13 0000	7:56		01048 02100	1513
KTEB	N40 51.0 W074 03.7	DCT 000	010 279/028	000 +12	0000 DSC	0:00 0000	7:56		01048 02100	0

CLIMB: 27 MIN 121 NM 2407 LBS  
DESCENT: 31 MIN 123 NM 0609 LBS

(FPL-FRV1325-IM  
-GLF5/M-SDFGHIJ1J5RWXYZ/LB1D1  
-GMME0900  
-N0468F430 BISM1B BISM1 R975 SAK UH899 IBALU DCT BEXAL DCT VABEM DCT  
LUTAK/M083F430 DCT 38N020W/M083F450 DCT 42N030W/M083F470 DCT 45N040W  
DCT 46N050W/N0479F470 DCT SUPRY DCT GRAYY DCT BITRA Q475  
TUSKY/N0472F510 DCT COPLY DCT BOS DCT BAF DCT MOBBS DCT SAGES V489  
COATE DCT  
-KTEB0756  
-PBN/A1B1C1D1O1S1T1 DAT/1FANS2PDC CPDLX SUR/260A CANMANDATE  
REG/CNMMT EET/LPPC0047 LPPO0110 38N020W0142 42N030W0254 CZQX0357  
45N040W0357 46N050W0455 CZQM0535 KZBW0643 KZNY0740 SEL/EJDG  
CODE/0200AC OPR/Royal Moroccan Air Force)

REMARKS:

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RAIM Prediction for 23-JAN-2024

RAIM computation performed using **TSO 129** at mask angle of **5.0** with **FD**.

**Important:** RAIM prediction does not take ground-based interference into account.

Always check GPS Notams in addition to the RAIM prediction computation.

**Enroute:** No Outage

**(GMME) GPS NPA:** No Outage

**(KTEB) GPS NPA:** No Outage

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WGS84 Great Circle Distance: 3155 nm / EU-ETS Benchmark Distance: 5938 km (3206 nm)

**Load Manifest**  
**CNMMT, FRV1325, G-550, BR710**

Departure Airport: GMME    Destination Airport: KTEB    Date of Flight: 23-Jan-2024

Item	Mass(lbs)	cg(%MAC)	Last Minute Change
Basic Empty Mass (BEM)	47409	43.82	
Pilots	510		
Aircraft Items	912		
Cabin Crew	0		
Dry Operating Mass (DOM)	48897	39.84	
Passengers	0		
Passenger 1    0 lbs    Passenger 2    0 lbs			
Passenger 3    0 lbs    Passenger 4    0 lbs			
Passenger 5    0 lbs    Passenger 6    0 lbs			
Passenger 7    0 lbs    Passenger 8    0 lbs			
Passenger 9    0 lbs    Passenger 10    0 lbs			
Passenger 11    0 lbs    Passenger 12    0 lbs			
Passenger 13    0 lbs    Passenger 14    0 lbs			
Passenger 15    0 lbs			
Cabin Cargo	0		
Cargo	0		
Zero Fuel Mass (ZFM)	48897	39.84	
ZFM Fwd CG Limit		34.5	
ZFM Aft CG Limit		45.0	
Fuel	23431		
Ramp Mass (RM)	72328	29.76	
Taxi	300		
Takeoff Fuel	23131		
Takeoff Mass (TOM)	<b>72028</b>	<b>29.79</b>	
Takeoff Trim (20 DEG FLAPS)	<b>11.58</b>		
Takeoff Limit	Not Calculated		
Maximum Allowable Takeoff Mass (MATOM)	Not Calculated		
Enroute	21031		
Landing Mass (LDM)	50997	38.96	
Landing Limit	Not Calculated		

**< Values with a \*\*\* Denotes a Mass or cg that Exceeds a Limit >**

Pilot In Command  
Signature: \_\_\_\_\_

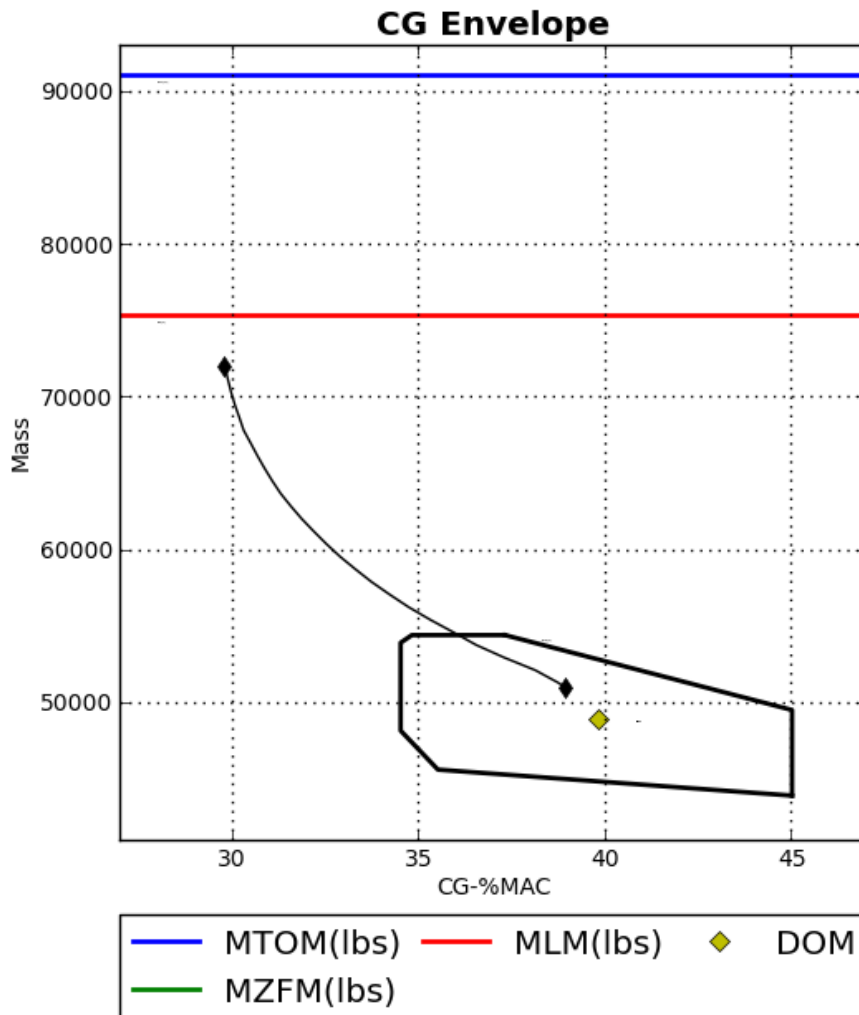
Second in Command  
Signature: \_\_\_\_\_

Other Crew Member  
Signature: \_\_\_\_\_

Number on Board:     3  
Number of Passengers:   0  
Trip Number:  
\* PIC Comments:

**Load Manifest**  
**CNMMT, FRV1325, G-550, BR710**

Departure Airport: GMME    Destination Airport: KTEB    Date of Flight: 23-Jan-2024



Zero fuel gross weight CG must be within the allowable Zero Fuel Gross Weight CG Envelope. The fueled airplane CG will then be within limits for all fuel loads.



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**Performance Data**


Performance data could not be computed.

# FlightRisk Assessment

GMME at 0900Z 23 Jan to KTEB at 1656Z

Computed On	22 Jan 2024 1434Z
ID	5933737
Tail	CNMMT (GLF5)
Ruleset	EASA OPS

## General Advisories

 General
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The planned sortie duration is greater than 6 hrs.

You may need to select a destination alternate.

965-CAT.OP.MPA.180(b) | [Reference](#)

No advisories for Pilot, Pre-Flight, Taxi Out, Departure, Enroute, Arrival, Approach, Landing, Taxi In.

## GMME Advisories (Departure)

No Departure advisories for GMME.

## KTEB Advisories (Arrival)

No Arrival advisories for KTEB.

# GMME

RABAT/SALE INTL  
Depart 23 Jan 2024 0900Z 10:00 AM local

## GMME Weather

						DAY
CEILING	COVER	VISIBILITY	PHENOMENA	WINDS	TEMPERATURE	Sunrise: 0729Z (8:29 AM)
Unlimited	Clear	4.35 SM	None Reported	100° 4KTS	9° C 5° C Dew Point	Sunset: 1747Z (6:47 PM)

## METAR

GMME 221430Z 04009KT 360V080 6000 NSC 20/08 Q1030 NOSIG  
Retrieved from NOAA at 22 Jan 2024 1434Z

## TAF

TAF TAF GMME 221100Z 2212/2318 04009KT 6000 NSC  
TEMPO 2218/2310 10004KT 7000 NSC  
BECMG 2312/2316 36010KT  
Retrieved from NOAA at 22 Jan 2024 1434Z





## GMME Runway Performance

	03	21
Crosswind	4	-4
Headwind	1	-1
Warnings		

## GMME Safety NOTAMs

Class	Text
Ground Ops	
Aerodrome	<p>A0963/23   Effective 15 Dec 2023 0800Z  Q) GMMM/QFAHG/IV/M/A/000/999/3403N00645W005  A) GMME B) 2312150800 C) 2403131800 D) 0800-1800  E) GRASS CUTTING ON THE MVT AREA (EDGE OF THE RUNWAY AND TAXIWAYS)  PRESENCE PERSONS AND EQPT WILL BE VACATED 15MN BEFORE EACH MVT.  CAUTION RECOMMENDED.</p>
Aerodrome	<p>A0979/23   Effective 21 Dec 2023 1734Z  Q) GMMM/QMKHW/IV/M/A/000/999/3403N00645W005  A) GMME B) 2312211734 C) 2403201900 D) 0800-1900  E) LIGHTING WORKS RELATED TO THE REALIZATION OF A NEW ACFT PRKG AREA.  PRESENCE PERSONS AND EQPT WILL BE VACATED 15MN BEFORE EACH MOV.  CAUTION RECOMMENDED.</p>
Takeoff and Landing	
Obstruction	<p>A0804/23   Effective 30 Oct 2023 1134Z  Q) GMMM/QOBCE/IV/M/AE/000/004/3402N00645W001  A) GMME B) 2310301134 C) 2401282359  E) <b>OBST</b> (CRANE7)(340207.18N 0064519.49W) ERECTED 38M BEYOND THR 03  AND 625M RIGHT RCL, 18M AGL, 106M MSL.  LIGHTED DAY AND NIGHT  LENGTH OF THE BOOM =50M  CAUTION RECOMMENDED  GND-FL004</p>
Obstruction	<p>A0805/23   Effective 30 Oct 2023 1200Z  Q) GMMM/QOBCE/IV/M/AE/000/015/3402N00645W001  A) GMME B) 2310301200 C) 2401282359  E) <b>OBST</b> (CRANE6)(340209.47N 0064518.66W) ERECTED 109M BEYOND THR 03  AND 608M RIGHT RCL, 30M AGL, 114.83M MSL.  LIGHTED DAY AND NIGHT  LENGTH OF THE BOOM =50M  CAUTION RECOMMENDED.  GND-FL015</p>
Obstruction	<p>A0806/23   Effective 30 Oct 2023 1202Z  Q) GMMM/QOBCE/IV/M/AE/000/015/3402N00645W001  A) GMME B) 2310301202 C) 2401282359  E) <b>OBST</b> (CRANE5)(340212.13N 0064516.70W) ERECTED 205M BEYOND THR 03  AND 608M RIGHT RCL, 25M AGL, 109.83M MSL.  LIGHTED DAY AND NIGHT  LENGTH OF THE BOOM =50M  CAUTION RECOMMENDED.  GND-FL015</p>
Obstruction	<p>A0807/23   Effective 30 Oct 2023 1204Z  Q) GMMM/QOBCE/IV/M/AE/000/004/3402N00645W001  A) GMME B) 2310301204 C) 2401282359  E) <b>OBST</b> (CRANE4)(340214.38N 0064515.89W) ERECTED 275M BEYOND THR 03  AND 589M RIGHT RCL, 18M AGL, 106M MSL.  LIGHTED DAY AND NIGHT  LENGTH OF THE BOOM =50M  CAUTION RECOMMENDED  GND/FL004</p>
Obstruction	<p>A0808/23   Effective 30 Oct 2023 1205Z  Q) GMMM/QOBCE/IV/M/AE/000/004/3402N00645W001  A) GMME B) 2310301205 C) 2401282359  E) <b>OBST</b> (CRANE3)(340213.42N 0064519.21W) ERECTED 205M BEYOND THR 03  AND 531M RIGHT RCL, 22M AGL, 113M MSL.  LIGHTED DAY AND NIGHT  LENGTH OF THE BOOM =50M  CAUTION RECOMMENDED  GND-FL004</p>
Obstruction	<p>A0809/23   Effective 30 Oct 2023 1206Z  Q) GMMM/QOBCE/IV/M/AE/000/004/3402N00645W001  A) GMME B) 2310301206 C) 2401282359  E) <b>OBST</b> (CRANE2)(340211.35N 0064520.73W) ERECTED 131M BEYOND THR 03  AND 531M RIGHT RCL, 18M AGL, 106M MSL.  LIGHTED DAY AND NIGHT  LENGTH OF THE BOOM =50M  CAUTION RECOMMENDED  GND-FL004</p>
Obstruction	<p>A0810/23   Effective 30 Oct 2023 1207Z  Q) GMMM/QOBCE/IV/M/AE/000/004/3402N00645W001  A) GMME B) 2310301207 C) 2401282359  E) <b>OBST</b> (CRANE1) (340208.94N 0064522.50W) ERECTED 44M BEYOND THR 03  AND 531M RIGHT RCL, 22M AGL, 110M MSL.  LIGHTED DAY AND NIGHT  LENGTH OF THE BOOM =50M  CAUTION RECOMMENDED  GND-FL004</p>

Obstruction	A0839/23   Effective 10 Nov 2023 0001Z Q) GMMM/QOBCE//V/M/AE/000/010/3401N00648W001 A) GMME B) 2311100001 C) 2402082359 E) <b>OBST</b> CRANE ERECTED ATOP MED 6 TWR LOCATED AT 340108.7N 0064818.1W ALTITUDE: 257.71M HEIGHT: 252.21M
	Approach
Procedure	A0835/23   Effective 07 Nov 2023 1418Z Q) GMMM/QPIAW//NBO/A/000/999/3403N00645W005 A) GMME B) 2311071418 C) PERM E) ILSY RWY 21 WEF 24 MAR 2022 (AD2 GMME-39-2-2 AND DATA) SUPPRESSED
Procedure	V0468/23   Effective 02 Nov 2023 0001Z Q) GMMM/QPICH//BO/A/000/999/3403N00645W005 A) GMME B) 2311020001 C) 2401250001 E) [US DOD PROCEDURAL NOTAM] INSTRUMENT APPROACH PROCEDURE CHANGED ILS Z RWY 21; CAT ABCD MINIMA TO READ 640/1200M 402 (400-1200M).
Procedure	V0469/23   Effective 02 Nov 2023 0001Z Q) GMMM/QPICH//BO/A/000/999/3403N00645W005 A) GMME B) 2311020001 C) 2401250001 E) [US DOD PROCEDURAL NOTAM] INSTRUMENT APPROACH PROCEDURE CHANGED ILS Y RWY 21; CAT ABCD MINIMA TO READ 640/1200M 402 (400-1200M).
Procedure	V0545/23   Effective 04 Dec 2023 1059Z Q) GMMM/QPIAU//BO/A/000/999/3403N00645W005 A) GMME B) 2312041059 C) 2402220001 E) [US DOD PROCEDURAL NOTAM] INSTRUMENT APPROACH PROCEDURE <b>NOT AUTHORIZED</b> VOR RWY 21.
Procedure	V0546/23   Effective 04 Dec 2023 1100Z Q) GMMM/QPIAU//BO/A/000/999/3403N00645W005 A) GMME B) 2312041100 C) 2402220001 E) [US DOD PROCEDURAL NOTAM] INSTRUMENT APPROACH PROCEDURE <b>NOT AUTHORIZED</b> ILS Y RWY 21.
Procedure	V0547/23   Effective 04 Dec 2023 1110Z Q) GMMM/QPIAU//BO/A/000/999/3403N00645W005 A) GMME B) 2312041110 C) 2402220001 E) [US DOD PROCEDURAL NOTAM] INSTRUMENT APPROACH PROCEDURE <b>NOT AUTHORIZED</b> ILS Z RWY 21.

 Closure  Contamination  May not be effective yet at time of interest  May be expired at time of interest  Construction

16 NOTAMs retrieved from Federal NOTAM System (FAA) at 22 Jan 2024 1434Z.

### GMME Risk Ratings

There are no risk ratings for this airfield.

[Enter a Risk Rating](#)

### GMME Procedures

No information to display

[View all Procedures](#)

### GMME Services

City	RABAT
Country	Morocco
Elevation	272 feet above sea level
Location	34° 3' N, 6° 45' W
Time Zone	Africa/Casablanca
UTC Offset	UTC 0 hours
Daylight Savings	UTC +1 hours
Tower	YES
Operations Schedule	NON 24 HOURS INCLUDING HOLIDAYS RAMADAN : MON-FRI : 0900-1430
Fuel	100LL, A1
ARFF	Class 8

Airport of Entry	YES
Military/Civil Joint Use	YES
Military Landing Rights	NO

KTEB

TETERBORO  
Arrive 23 Jan 2024 1656Z 11:56 AM local

KTEB Weather

CEILING	COVER	VISIBILITY	PHENOMENA	WINDS	TEMPERATURE	DAY
4500 FT	Broken at 4500 FT AGL	6 SM	None Reported	280° 5KTS	3° C -2° C Dew Point	Sunrise: 1214Z (7:14 AM) Sunset: 2201Z (5:01 PM)

METAR  
KTEB 221351Z 26005KT 10SM CLR M03/M10 A3057 RMK AO2 SLP350 T10331100  
Retrieved from NOAA at 22 Jan 2024 1434Z

TAF  
KTEB 221421Z 2214/2318 26005KT P6SM FEW250  
FM221800 23009KT P6SM SCT200  
FM230700 VRB03KT P6SM BKN070  
FM231500 28005KT P6SM BKN045  
Retrieved from NOAA at 22 Jan 2024 1434Z


KTEB Runway Performance

	01	19	24	06
Crosswind	-5	5	3	-3
Headwind	0	0	4	-4
Warnings				

KTEB Safety NOTAMs

Class	Text
Ground Ops	
Aerodrome	01/004   Effective 03 Jan 2024 0206Z Q) KZNY/QFAXX/IV/NBO/A/000/999/4051N07403W005 A) KTEB B) 2401030206 C) 2402010459 E) AP WILDLIFE HAZARD DEER, FOX
Takeoff and Landing	
 Aerodrome	01/114   Effective 24 Jan 2024 1230Z Q) KZNY/QMRLC/IV/NBO/A/000/999/4051N07403W005 A) KTEB B) 2401241230 C) 2401241700 E) RWY 01/19 <b>CLSD</b>
Departure	
Procedure	2/5319   Effective 16 Mar 2022 2044Z Q) ZNY/undefined/NBO/A/000/999/4051N07403W025 A) KTEB B) 2110071416 C) 2205191416EST E) SID TETERBORO, TETERBORO, NJ. TETERBORO FOUR DEPARTURE... DIXIE AND WHITE DEPARTURES: <b>NA</b> EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, COL VOR <b>OUT OF SERVICE</b> .
Procedure	3/5061   Effective 26 Sep 2023 1508Z Q) ZNY/QPDCH/I/NBO/A/000/999/4051N07403W025 A) KTEB B) 2110071415 C) 2205191415EST E) SID TETERBORO, TETERBORO, NJ. TETERBORO FOUR DEPARTURE... COATE, ELIOT, NEWEL, ZIMMZ DEPARTURES: <b>NA</b> EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.,

	SAX VOR <b>OUT OF SERVICE</b> .
Procedure	<p>3/6328   Effective 14 Dec 2023 2232Z  Q) ZNY/QPDCH/I/NBO/A/000/999/4051N07403W025  A) KTEB B) 2207070308 C) 2302160308EST  E) SID TETERBORO, TETERBORO, NJ.  TETERBORO FOUR DEPARTURE...  DEPARTURE PROCEDURE NOTE: BREZY DEPARTURE <b>NA</b> EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS,  IGN VOR/DME <b>OUT OF SERVICE</b>.</p>
Procedure	<p>3/6817   Effective 28 Nov 2023 2132Z  Q) ZNY/QPDAO/I/NBO/A/000/999/4051N07403W025  A) KTEB B) 2205162328 C) 2212262328EST  E) SID TETERBORO, TETERBORO, NJ.  TETERBORO FOUR DEPARTURE...  NOTE: PARKE DEPARTURE VIA BWZ R-250 <b>NA</b> EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS,  BWZ VOR/DME <b>OUT OF SERVICE</b>.</p>
Aerodrome	<p>3/8567   Effective 21 Dec 2023 1710Z  Q) KZNY/undefined/NBO/A/000/999/4051N07403W005  A) KTEB B) 2312211710 C) 2405061710EST  E) TEB TETERBORO, TETERBORO, NJ.  TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 8A...  ADD TAKEOFF OBSTACLE NOTE: RWY 19, TEMPORARY CRANE 590FT FROM DER, 2FT LEFT OF CENTERLINE, 30FT AGL/ 35FT MSL (2021-AEA-2062-NRA).  ALL OTHER DATA REMAINS AS PUBLISHED.</p>
Approach	
Procedure	<p>3/1005   Effective 10 Aug 2023 0901Z  Q) KZNY/QPIX/I/NBO/A/000/999/4051N07403W005  A) KTEB B) 2308091518 C) 2403201517EST  E) TEB TETERBORO, TETERBORO, NJ.  RNAV (GPS) X RWY 6, AMDT 3...  CHANGE PLANVIEW NOTE TO READ: PROCEDURE <b>NA</b> FOR ARRIVALS AT COATE ON V252 NORTHBOUND AND V116-188, T218 NORTHWEST BOUND.</p>
Landing	
Aerodrome	<p>12/061   Effective 13 Dec 2023 1622Z  Q) KZNY/QLPAS/I/BO/A/000/999/4051N07403W005  A) KTEB B) 2312131622 C) 2410312359  E) RWY 01 PAPI <b>UNUSABLE</b></p>
Aerodrome	<p>12/062   Effective 13 Dec 2023 1651Z  RWY 01 VASI (V4R) GPA 3.5DEG AVBL  2312131651-2410312359</p>
Unclassified	
Obstruction	<p>01/003   Effective 01 Jan 2024 2158Z  Q) KZNY/QOLAS/I/M/AE/000/005/4051N07403W005  A) KTEB B) 2401012158 C) 2402012359  E) TOWER LGT (ASR 1042783) 404817.00N0740626.00W (3.5NM SW TEB) 413.1FT (410.1FT AGL) <b>U/S</b></p>
Obstruction	<p>01/061   Effective 16 Jan 2024 0059Z  Q) KZNY/QOLAS/I/M/AE/000/005/4051N07403W005  A) KTEB B) 2401160059 C) 2402012359  E) TOWER LGT (ASR 1042784) 404813.00N0740626.00W (3.5NM SW TEB) 413.1FT (410.1FT AGL) <b>U/S</b></p>
Obstruction	<p>01/133   Effective 22 Jan 2024 1341Z  Q) KZNY/QOBXX/I/M/000/4051N07403W005  A) KTEB B) 2401221341 C) 2401292200  E) CRANE (ASN 2023-AEA-15636-OE) 404857N0740353W (2.1NMS TEB) 134FT (125FT AGL)  FLAGGED AND LGTD</p>
Obstruction	<p>12/029   Effective 06 Dec 2023 1348Z  Q) KZNY/QOLAS/I/M/AE/000/003/4051N07403W005  A) KTEB B) 2312061348 C) 2401312359  E) TOWER LGT (ASR 1040101) 404914.80N0740404.00W (1.8NM S TEB) 237.9FT (237.9FT AGL) <b>U/S</b></p>
Obstruction	<p>12/113   Effective 31 Dec 2023 2317Z  Q) KZNY/QOLAS/I/M/AE/000/004/4051N07403W005  A) KTEB B) 2312312317 C) 2402292359  E) TOWER LGT (ASR 1045377) 404758.00N0740632.00W (3.8NM SW TEB) 311.0FT (306.1FT AGL) <b>U/S</b></p>
Obstruction	<p>12/114   Effective 31 Dec 2023 2317Z  Q) KZNY/QOLAS/I/M/AE/000/004/4051N07403W005  A) KTEB B) 2312312317 C) 2402292359  E) TOWER LGT (ASR 1045373) 404748.00N0740616.00W (3.8NM SSW TEB) 311.0FT (306.1FT AGL)  <b>U/S</b></p>
Obstruction	<p>12/115   Effective 31 Dec 2023 2318Z  Q) KZNY/QOLAS/I/M/AE/000/005/4051N07403W005  A) KTEB B) 2312312318 C) 2402292359  E) TOWER LGT (ASR 1045375) 404753.00N0740623.00W (3.8NM SW TEB) 410.8FT (405.8FT AGL) <b>U/S</b></p>

 Closure
 Contamination
 May not be effective yet at time of interest
 May be expired at time of interest
 Construction

## KTEB Chart Supplement

Special Notices	
NJ, KTEB Helicopter Routes	
NJ, KTEB Dalton 2 Departure Procedure	
NJ, KTEB Helicopter Routes	
NJ, KTEB Dalton 2 Departure Procedure	
Remarks	
CLSD TO MOTORLESS ACFT - UNCTLD ACFT & ULTRALIGHT ACTIVITY EXCEP BY PRIOR PERMISSION.	
DLY CONS CONST ACT ALL QUADRANTS.	
ACFT CAPABLE OF OPERATING ABV 100,000 POUNDS MUST SUBMIT CERTIFICATION TO AMGR VERIFYING AIRCRAFT OPERATING WEIGHT IS LESS THAN 100,000 LBS. CONTACT AIRPORT OPERATIONS AT 201-288-1775 FOR FORMS.	
TEB RNAV (GPS) X RWY 06 IS PRIM RNAV APCH TO RWY 06.	
ALL ACFT AVOID HOSPITAL 1.7 MILE NORTH OF RWY 01/19.	
DEER AND BIRD ACT ON AND INVOF ARPT.	
HEL OPNS OVER RESIDENTIAL AREAS BLO 1000 FT MSL SHOULD BE AVOIDED.	
ACFT & HELICOPTER NOISE ABATEMENT RULES IN EFF; CTC ARPT NOISE ABATEMENT OFC 201-393-0399/288-1775 FOR COPY OF PROCEDURES & RULES PRIOR TO ARR. RY 24 NOISE CRITICAL RY MAX NOISE LIMIT OF 80 DB BETWEEN 2200-0700 & 90 DB ALL OTR HRS.	
STAGE 1 ACFT NOT PERMITTED TO OPR AT TETERBORO ARPT.	
A26 ARFF INDEX B EQUIPMENT COVERAGE PRVDD.	
RWY 01/19 DTHR CNTRLN LGTS OTS INDEFLY.	
RWY 01 67 FT TREE DIST 1200 FT, 400 FT RIGHT, 16:1 BASED ON DTHR.	
RWY 19 APCH RATIO 25:1 TO DTHR.	
A82 ARPT OPS FREQUENCY 130.575.	
E147 TPA 1500 FT MSL FOR LARGE/TURBINE ACFT; 1000 FT MSL FOR ALL OTHERS.	
EMAS NON-STD ARRESTING GEAR/SYSTEM: ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS) 250 FT IN LENGTH BY 170 FT WIDTH LCTD AT DEP END RWY 06.	
ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS) 355 FT IN LENGTH BY 162 FT WIDTH LCTD AT DEP END RWY 19.	
ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS) 348 FT IN LENGTH BY 162 FT WIDTH LCTD AT DEP END RWY 24.	
FOR RADAR SVC BLO 1800 FT CTC TEB ATCT FREQ 119.5.	

## KTEB Risk Ratings

Risk	Date	Pilot Comments
Taxi Out		
No recent risk ratings.		
Departure – 30 day high: 0, 1 year high: 0		
5	30 Jan 2023	On Departure STOP climb at 1500ft sharp. GLF6   24   RUUDY SIX (RNAV) <a href="#">Vote Up</a>   <a href="#">Vote Down</a>
3	10 Oct 2011	Many errors occur when using the Dalton 19 Departure. The Teterboro Tower and the Teterboro Users Group (TUG) have published training material discussing the procedure and the common errors that have been observed. Details are available from flight planning service providers. The highlights for using this procedure are: 1. The crew must specifically request this DP from Clearance Delivery. 2. The DP is a VFR departure and you become IFR after a clearance is received from New York Departure. 3. The initial turn must be made after climbing through 800 feet and within 2 DME of the TEB VOR. GLF5   19   VFR <a href="#">Vote Up</a>   <a href="#">Vote Down</a>
2	04 Aug 2010	Used the Dalton 5 departure - VERY easy to get faster than 190 knots on this departure. F900   19   Diverse Departure <a href="#">Vote Up</a>   <a href="#">Vote Down</a>
2	31 Aug 2011	GLEK   01   TETERBORO SIX <a href="#">Vote Up</a>   <a href="#">Vote Down</a>
3	26 May 2010	H25B   24   RUUDY TWO (RNAV) <a href="#">Vote Up</a>   <a href="#">Vote Down</a>
2	23 May 2012	F900   24   RUUDY FOUR (RNAV) <a href="#">Vote Up</a>   <a href="#">Vote Down</a>
Arrival – 30 day high: 0, 1 year high: 0		
3	08 May 2019	Glider operations in the vicinity of the "MUGZY" intersection on the "Wilkes Barre 4 Arrival." There are two gliderports south or the fix. GL5T   WILKES-BARRE FOUR <a href="#">Vote Up</a>   <a href="#">Vote Down</a>

2	09 Feb 2016	<p>ATC required descent 58 miles before calculated top of descent. Resulted in approximately 200 extra lbs fuel burn.</p> <p>LJ45   WILKES-BARRE FOUR  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
2	03 Oct 2017	<p>Various step down fixes. Busy NYC airspace.</p> <p>F2TH   JAIKE THREE (RNAV)  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
2	30 Jun 2010	<p>F900   WILKES BARRE THREE  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
Approach – 30 day high: 0, 1 year high: 0		
4	14 Feb 2017	<p>ATC typically clears for the ILS 6, saying Maintain 2,000 until established, cleared for the ILS 6 approach. They don't mention the MANDATORY crossing altitude at Dandy of 1,500'. If you maintain 2,000, and capture the GS from that altitude, you will be above Dandy by about 200', which potentially puts you in harms way of EWR traffic crossing overhead. Take time to brief this approach carefully, and make sure you cross Dandy at 1,500, intercept the GS after that fix.</p> <p>GLF4   ILS OR LOC RWY 06  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
2	09 Feb 2016	<p>Prior to the end of the STAR at STW, ATC cleared us direct to VINGS then about 5 miles from VINGS gave a vector of 080 to intercept the localizer and descend to 2000'. This required a quick switch from an LNAV mode to a HDG and VOR/LOC display and arming the approach along with selection of VS to descent. With the clearances and switching there was potential to miss the DANDY mandatory crossing restriction at 1500'. The controller reminded us 4 miles prior to DANDY of the restriction. There is potential to remain at 2000' as per the clearance in the vector from STW and intercept the GS, which would result in a DANDY crossing at approximately 1800'.</p> <p>LJ45   ILS OR LOC RWY 06  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
4	03 Oct 2017	<p>Initiate turn ASAP after TORBY.  Maneuver just outside of the stadium and arena to roll out - 1.6 nm from touch-down at 500 ft. Overflying the stadium permitted when necessary for operational or safety of flight purposes. Fly visual approach as high as 1,300 feet, not at circling minimums.  Avoid late/steep turns when maneuvering to Runway 1.</p> <p>F2TH   ILS OR LOC RWY 06  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
4	08 Dec 2019	<p>ILS 19 circle to 24. Begin your turn at TUGGZ.</p> <p>F2TH   ILS OR LOC RWY 19  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
3	04 Nov 2018	<p>ILS 19 glideslope antenna is immediately adjacent to taxiway 19. During VMC conditions, the ILS critical area is not protected, and taxiing aircraft can interfere with the glideslope signal. ASRS data indicates that this has caused numerous altitude deviations, especially when flown with the autopilot engaged. [The glideslope signal interference causes the aircraft vertical mode to transition early to glideslope mode while still well below glideslope, resulting in the aircraft climbing above assigned altitude to try to center the electronic glidepath.]</p> <p>GLF4   ILS OR LOC RWY 19  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
2	23 Aug 2020	<p>On the missed procedure for ILS 19 there is a mandatory crossing restriction of 1500 ft at BUBGE.</p> <p>C25A   ILS OR LOC RWY 19  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
3	10 Sep 2018	<p>There are mandatory crossing altitudes. Most importantly while on the approach and near TBERN expect course deflection due the smart turn and course change of 15 degrees.</p> <p>GL5T   RNAV (RNP) Z RWY 06  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
3	17 Oct 2021	<p>encountered large flock of canada geese on approach.</p> <p>F900   RNAV (GPS) RWY 24  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
Landing – 30 day high: 0, 1 year high: 0		
4	08 Dec 2019	<p>ILS 19 circle to 24. Begin your turn at TUGGZ.</p> <p>F2TH   24  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
4	03 Oct 2017	<p>Busy congested airspace. Brief early and thoroughly. KLGA and KEWR are nearby.</p> <p>F2TH   01  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
Taxi In – 30 day high: 0, 1 year high: 0		
2	14 Feb 2017	<p>Crews are cautioned to stop after exiting the runway and contact Ground control prior to further movement on taxiways. Crews have been reported by ATC to FAA for taxiway movement prior to proper clearance from Tower or Ground.</p> <p>GLF4  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>
2	15 Mar 2016	<p>When airport configuration is landing RWY 06 departing RWY 01 unable to exit RWY 06 via taxiway B due to runway incursion risk.</p> <p>GLF6  <a href="#">Vote Up</a>   <a href="#">Vote Down</a></p>



[Enter a Risk Rating](#)

## KTEB Procedures



[View all Procedures](#)

## KTEB Services

**City** TETERBORO  
**State** New Jersey  
**Country** United States of America  
**Elevation** 8 feet above sea level  
**Location** 40° 51' N, 74° 4' W  
**Proximity** 1 mile southwest of city center

**Time Zone** America/New\_York  
**UTC Offset** UTC -5 hours  
**Daylight Savings** UTC -4 hours  
**Tower** YES  
**Attendance (M/D/H)** ALL/ALL/ALL  
**Lighting** SS-SR  
**Airspace** Class D  
**Operations Schedule** 24

**Fuel** 100LL, A  
**ARFF** Class IV A  
**Oxygen** BULK: HIGH/LOW  
BOTTLED  
**Repairs** Airframe: MAJOR  
Engine: MAJOR

**Airport of Entry** NO  
**Military/Civil Joint Use** NO  
**Military Landing Rights** YES  
**Landing Rights Airport** YES

Risk assessment computed on **22 Jan 2024 1434Z**.

Information in this report is based on the data available at the time it was run. Links to content outside the report may reference information that is later updated or deleted.

Pilot currency tracking was not enabled for this risk assessment.

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End of FlightRisk Assessment