NEW YORK (JFK/KJFK)

Elevation 14ft

CATEGORY B

No video brief currently available.

GENERAL

- Kennedy International is located on Long Island 10nm SE of the city.
- Apart from Jamaica Bay to the S, the airfield is surrounded by densely-populated, noise sensitive communities on all sides.

Threats

CFIT
- Refer to ARRIVAL section for details on approach platform altitudes, lack of approach lighting and PAPIs/VASIs

Mid Air Collision
- Very busy air traffic environment with airports La Guardia 9nm N and Newark 16nm W.
- Numerous light aircraft along the Long Island shoreline and parachute jumping aircraft operate in the vicinity of Calverton (CCC VOR) up to 13,500ft
- Due to the volume and complexity of air traffic it is common for arrival aircraft to be vectored in to New York Class B airspace and then back out again. Areas include:
  - Rwy 4L/R, South of the airport and East of Colt's Neck VOR (COL) at 3,000ft and 4,000ft
  - Rwy 13L/R, South of the airport and East of COL at 3,000ft and 4,000ft
  - Rwy 22L/R, NE of the airport and SE of Deer Park VOR, below Class B at 3,000ft through the Farmingdale cut-out and NE of the airport below Class B at 2,000ft
  - Rwy 31L/R, SE of the airport at 3,000ft and 4,000ft

Loss of Control - Inflight
- Bird hazard exists

Runway Incursion
- Risk exists during both arrival and departure due to the complex taxiway network and busy traffic environment

Special Considerations
- If fuel reserves are low advise ATC in good time. Diversions take about 15 mins to arrange.

ARRIVAL

Diversion Airports			
NEWARK	EWR/KEWR	018 nm/280°T	CAT A
PHILADELPHIA	PHL/KPHL	081 nm/235°T	CAT A
BALTIMORE	BWI/KBWI	160 nm/236°T	CAT B
BOSTON	BOS/KBOS	162 nm/050°T	CAT B

- Others which may be used include: Washington DC, Montreal, Toronto, Detroit, Charlotte, Windsor Locks and Newburgh Stewart.

Initial Approach

- The STAR is usually followed by radar vectors to final approach
- ATC often impose speed control during arrival which should be strictly followed
- Crew should be mindful that combinations of Rwy direction configurations may be in use at any one time
- Last minute runway changes and side step requests are frequent.

Approach

NW Configuration (31L/R)

- False localiser and glideslope capture have been experienced on ILS 31R
- Most frequently used throughout the winter months with the northerly and northwesterly winds
- Arriving Rwy 31R and departing Rwy 31L
- 1430L to 1730L arrivals may also use 31L due to demand. A **side-step manoeuvre** from Rwy 31R to 31L is sometimes requested by ATC on short finals. Careful consideration should be given to manoeuvring requirements and the Stable Approach Criteria before acceptance.
- Rwy 31L has no approach lighting

SW Configuration (22L/R)

- Arriving 22L while departing 22R
- Configuration used when required by wind and weather conditions and during the day to comply with Rwy rotation commitments and allow for maintenance on the 13s/31s.
- When making an approach to Rwy 22L it is normal practice to fly the VOR approach. The offset avoids conflict with departing La Guardia traffic, once visual and inside 4 miles it is acceptable to adjust to the centreline.
- Recently resurfaced Rwy 22L is significantly darker in appearance than Rwy 22R. This has caused crews to misidentify the correct runway during VOR approaches. Crews should anticipate and brief the correct visual picture and mitigate the risk of lining up on the incorrect runway centreline

- Occasionally, by either ATC or pilot request, a switch to Rwy 22R may be requested.

Ensure the following points are fully briefed before beginning an approach to Rwy 22R:

- Rwy 22R ILS approach – LOC offset which may give an unusual picture on becoming visual with the runway
- LOC may give unhelpful indications on the flight deck but GP should still be used for vertical guidance
- No approach lighting
- Only runway lighting is edge and centreline lighting. Landing threshold is marked by change in edge light colour from red to green. There is no cross bar denoting the landing threshold.

Note: The lack of vertical guidance and lighting can lead to crews becoming high on the descent profile. This has led to glidepath deviations and GPWS cautions on a number of occasions.

NE Configuration (04L/R)

- Arriving Rwy 04R while departing 04L
- Configuration is typically required during poor weather, when the airport encounters northeasterly winds, sometimes accompanied by significant rain, snow or fog.
- Used during the day to comply with Rwy rotation commitments and to allow for maintenance on the 13s/31s
- Used with strong E and NE winds. Avoids using ILS 13L as long as feasible because of the resulting negative impact to TEB (Teterboro) and LGA airports
- Rwy 04R arrival aircraft are requested to IMMEDIATELY advise ATC in the event of a missed approach as this is critical to separation from 04L departure aircraft
- Rwy 04L has no approach lighting.

SE Configuration (13L/R)

- Departures from 1800L are normally 13R and 13L due to demand (most efficient in terms of airport capacity and therefore most frequently used in summer months with the southerly sea breeze)
- No ILS on 13R
- ILS 13L is not an ATC preferred approach option in this configuration, generally used when weather conditions demand – primarily for noise reasons
- When Rwy 13L is used, crews should expect ATC to clear the aircraft for the VOR 13L.
- In strong crosswind conditions it is recommended to disconnect the autopilot earlyier than the minimum disconnect height to get a feel for the conditions and minimise corrections closer to the ground. Crews should brief the expected point where the autopilot will be disconnected.
- Ensure Stable Approach Criteria (SAC) is achieved prior to 1000ft aal.
- On the CRI approach a crew may be stabilised laterally only at approximately 500ft aal. It is therefore close to the SOP stabilised lateral parameters and careful monitoring of the bank angle by the PNF turning onto the extended centreline is required. A good appreciation of the

wind direction and its consequence for the final turn is also important in order to achieve less than a 15° bank angle below 500 feet aal.

- ATC will often ask crews to maintain 180kt to CRI (5.2 or 6.2NM to the thresholds), which makes a stabilised approach significantly harder. It is recommended that crews make the request to the approach controller as early as possible (i.e. before turning for ASALT) for a suitable speed at this point, possibly 160kt.

- If weather conditions are good, cross CRI at 1500ft and hold level until intercepting the 3 degree descent path for 13L or R. If the weather is marginal it is important to get down to 850ft by the missed approach point (DMYHL) in order to have a chance of picking up the lead in lights. Having achieved this altitude, hold level flight for the initial stages of the visual segment for 13L although with cloud base at minimum a gradual descent may be required to remain in VMC.

- A continuing descent from DMYHL is required for landing on 13R.

- At DMYHL there is 3.6nm to run for 13L and 2.6nm for 13R. This means that when crossing DMYHL at 850ft, a crew is approximately 230ft low on profile for a 3 degree glide to 13L. Therefore if you keep descending this slope deficit increases and by getting even lower on profile it becomes harder to see the runway environment, PAPIs, etc. For this reason it is easier to hold level from DMYHL for 13L when weather conditions allow, until reaching the 3 degree visual indication, then set up the required rate of descent to keep on the profile.

- From DMYHL follow the curved lead-in lights to the runway. Often this approach will be flown with a south-westerly wind meaning crews must anticipate the turn onto the runway centreline. Data shows that in such conditions the start of the turn is often started too late with a consequent requirement for excessive bank angles to line up with the extended centreline.

Additional Briefing Considerations

- Approaches can often be shortened by ATC increasing the risk of rushed/unstable approaches

- Initial descent is often required well before the FMS calculated descent point. Early and comprehensive briefing is recommended.

- Taxiing and Ground Operations at JFK needs to be thoroughly briefed

GROUND

Taxiing

- If APU is INOP, ground power will be connected via the Jet Bridge. In order to do this, the jet bridge must be connected to the aircraft prior to connecting the cables. For departures, the jet bridge will have to remain attached to the aircraft after doors are closed whilst an engine is started using power from the jet bridge. Once this is completed, the jet bridge will be removed.

- ATC expect aircraft to vacate runways expeditiously without blocked exit taxiway

- Tower will normally give initial taxi instructions before transfer to ground. If they don't, or difficulty is encountered contacting ground then vacate and turn on to the first taxiway - do NOT block the exit. Even if you turn the wrong way, ATC are quite happy that you have kept exits unblocked.

- Landing 31R it is tempting to vacate at Twy V which offers easy access to the Terminal 7 ramp – however, be aware that there could be two frequencies (Ground and Ramp) to talk to before proceeding and any difficulty here could lead to the runway exit being blocked.

- The basic sense of the taxiways is that A (the inner) is used clockwise and B (the outer) is anti-clockwise, but care is required especially at night or in the snow. The apron roadways are frequently better marked than the taxyway centrelines and so crews should use caution about their proximity to other aircraft and lamp standards.

- If landing on rwy 31L crews should exit at either PD or PE onto taxiway P. Also note that twy ZA between C and rwy 22R is much narrower than it appears to be on the chart – use great caution. Taxyway B bridges can be used by the B747-436 without weight restriction although crews should avoid stopping on the bridges due to a lack of escape slide clearance.

- BAV aircraft will normally use Terminal 7, entering by V, VV, VA or W. Parking is likely to be on Stands 2 to 6. A380s park at Terminal 4.

- Note there are taxi route restrictions for the B777-300ER and A380.

Parking

- It is essential you enter the ramp by the correct entry for your gate – it is not possible to taxi from one entry point to another.

- All manoeuvring areas at JFK are restrictive and reduced engine taxi is not recommended

DEPARTURE

- KENNEDY, MERIT, BETTE & HAPIE departures are normally assigned to aircraft returning to Europe via the NAT OTS.

- CARD notes on Noise Abatement procedures

- Certain BAV flights are scheduled to arrive at LHR shortly after 0600L; although JFK taxy times are unpredictable crews should still make every effort to ensure that ETA at LHR is not before that time.

- Long delays on taxy out are common; the flight plan should include extra fuel for this contingency.

- Pushback will usually be “at your discretion” as ramps are not controlled by ATC. However, if pushback is required on to Twy A then clearance MUST be obtained from JFK Ground before pushback is commenced.

A318 Departures

- Crew must advise ATC that 2 minutes wake turbulence separation behind a heavy is required when requesting taxi on the ground control frequency. This will assist ATC as otherwise 5 miles radar separation behind a heavy would routinely be applied.

- Rwy 04L departure aircraft can expect to fly Rwy heading to 1.5 DME, then turn right to 100°. This is to provide separation from possible missed approaches to 04R, who are also required to turn right to 100° so as to avoid LGA airspace

- Controllers may instruct departing aircraft to turn right to 100° prior to 1.5 DME at pilot’s discretion when arriving aircraft are not a factor.

WEATHER

- Summers warm with occasional heatwaves. Thunderstorms most prevalent May-Sep. Risk of sea fog in Apr and May.
- Winters cold with snow, sleet or rain. Heavy snow falls are a possibility. Slow moving warm fronts just off the coast bring low cloud and poor visibility which can be persistent.
- Washington is often the most reliable alternate during widespread poor weather.

OPERATIONAL INFORMATION

Handling Agent	British Airways
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times