

## GENERAL

**Overview.** The airspace surrounding New York City is one of the busiest in the world due to the close proximity of three major Class B airports (KJFK, KLGA, KEWR) and multiple high volume Class D and C airports. 30% of all air traffic operating in the United States originates or terminates in this area. The sheer volume, plus the close proximity of the airports, adds to the overall complexity of the airspace making it a challenge for pilots.



**Emphasis Item(s).** Pilots that are beginners should avoid operating into or out of KJFK due to the complex procedures often used.

The following have been recognized as common errors made by pilots while operating into and out of Kennedy:

- Failure to communicate quickly and effectively.
- On departure, failure to engage lateral navigation or initiate a turn to an assigned heading at 400 AFE.
- Failure to fly the correct departure procedure or instruction.
- Failure to set the correct altitude in the MCP.
- Reducing speed without prior authorization.
- Unable to properly fly unique approach procedures (e.g. VOR 13L/R, VOR/DME 22L)

**Caution**

Taxiway alignment is essential for wingtip clearance on ramps and taxiways.

There are various taxiway restrictions for large aircraft and large wingspans, see the airport diagram for more details.

**Scenery.** There are multiple add-on sceneries available for Kennedy International. If using FSX/P3D, we strongly recommend that you download one because they incorporate recent taxiway changes that are not included in the default scenery. If you decide to fly with scenery not included in the approved list, then make every effort to follow the controllers' instructions referencing the published taxiway diagrams.

FSX/P3D Approved	X-Plane Approved
<ul style="list-style-type: none"><li>➤ Drzewiecki Design has probably the most up-to-date Kennedy scenery. You can purchase it by <a href="#">clicking here</a>.</li></ul>	<ul style="list-style-type: none"><li>➤ Default scenery included in updates.</li><li>➤ Drzewiecki Design also is up-to-date. You can purchase it by <a href="#">clicking here</a>.</li></ul>

## COMMUNICATIONS

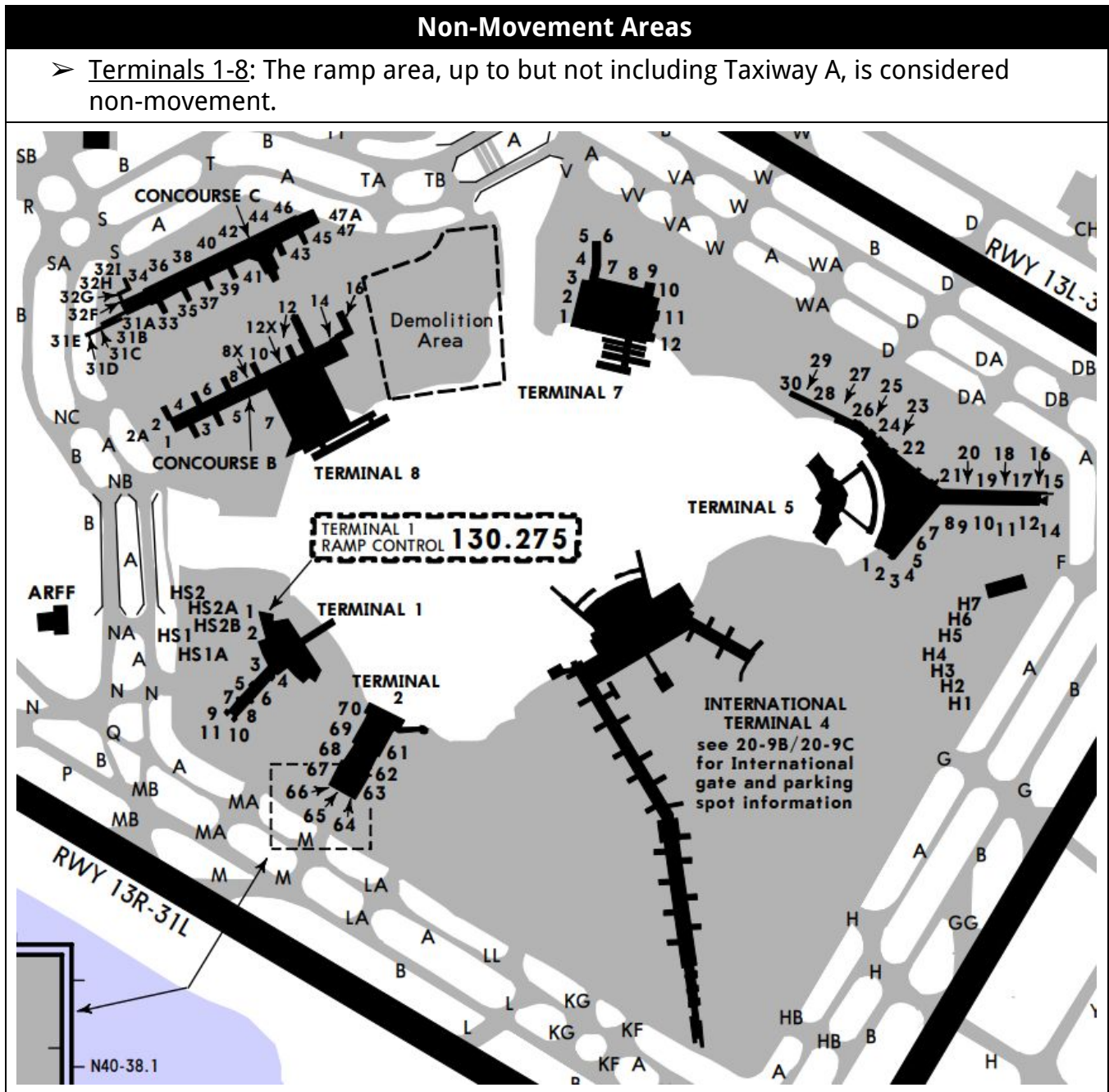
**Uncontrolled Operations.** The following frequencies should be utilized only when POSCON ATC is offline.

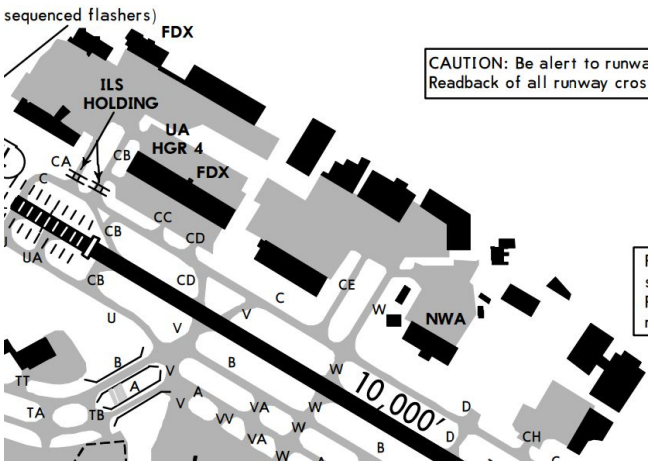
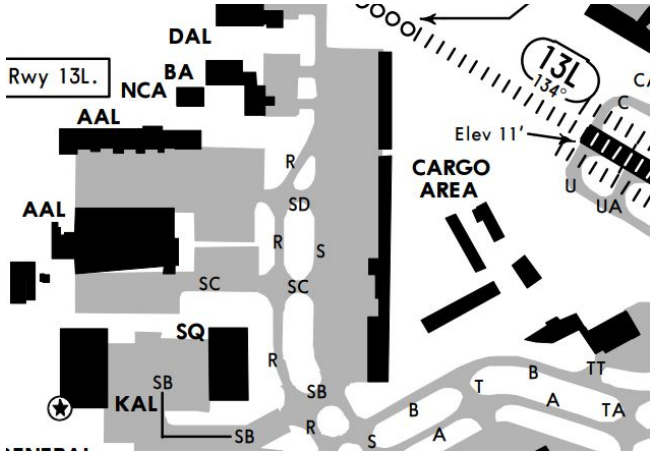
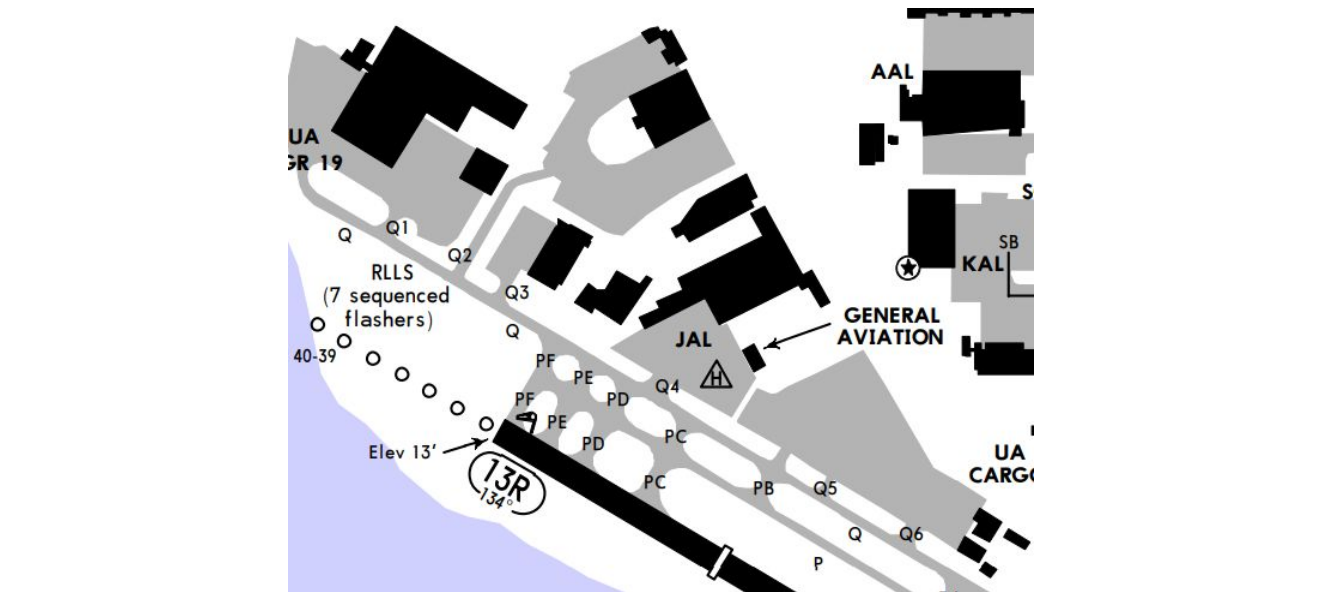
Station	VHF Frequency
Kennedy ATIS (ARR/DEP)	128.725
CTAF	119.100

**Controlled Operations.** Reference published charts.

## GATES & PARKING

**Non-Movement Areas.** All ramps, terminals, and cargo parking areas are controlled by the Port Authority of New York and New Jersey (PA NYNJ) which is not currently simulated on POSCON. Do not call ATC for clearance to start and push. When you are ready to taxi, simply call ATC holding short of the movement area.



Non-Movement Areas	
<p>➤ <u>East Cargo Parking</u>: Up to but not including Taxiway C, is considered non-movement.</p>	<p>➤ <u>North Cargo Parking</u>: Up to but not including Taxiway B, is considered non-movement.</p>
	
<p>➤ <u>West Cargo Parking</u>: Up to but not including Taxiway Q, is considered non-movement.</p>	
	

**Gate Assignments. Reserved.**

## DEPARTURE

**Flight Planning.** Do not file a departure procedure (e.g. JFK5, SKORR4, BETTE6, etc.), instead Clearance Delivery will assign all aircraft a departure procedure as part of the IFR clearance.

If departing to the North Atlantic Track System (NATS), make sure to comply with [ZBW North Atlantic Advisory message](#) which contains the preferred routes from KJFK to the track system.

### ● Note ●

BETTE6, GREKI6, HAPIE6, and MERIT6 departures are only used for aircraft departing KJFK for the North Atlantic Track System (NATS). Clearance Delivery may or may not elect to utilize them.

**Departure Clearances (DCL).** Reserved.

**Pushback and Startup.** Clearance to push and start is not required.

**Taxi Clearance.** Call for taxi only when holding short of the movement area (defined as taxiways and runways). Pilots can expect the following taxiway directions from ATC:

- Taxiway A: Clockwise
- Taxiway B: Counter-clockwise

**Expediting.** Listen intently for takeoff instructions. Once you receive takeoff clearance, you are expected to depart immediately. Slow moving traffic often requires ATC to alter operations which can result in delays.

### Caution

Once airborne and passing **400 feet AFE**, promptly turn to fly the assigned heading or published climb procedure. Delaying your turn or turning in the wrong direction could result in your aircraft conflicting with traffic.

**Frequency Change.** Only switch frequency to New York Departure when instructed. Query ATC if you have not been told to contact New York Departure passing 2,000 feet MSL.

## ARRIVAL

**Arrival Route.** The following table outlines the arrival routes pilots can *expect* to be assigned by ATC inbound to KJFK. For planning purposes, you can enter the appropriate arrival in your FMS/FMC; however, understand that the route you fly is always subject to change by ATC.

Aircraft Type	Inbound From	Transitions	Route
Jets or 250+ KIAS	Southwest, South	SIE	CAMRN4
	Southeast	via KZWY	OWENZ CAMRN
	Northwest, North	LVZ	LENDY6
	North, Northeast	IGN	IGN1
	Northeast, East	ENE, PLYMM, SEY	PARCH3/ROBER2
Slow Props	West, North	RKA, DNY, ALB	PWL2
	East	via V16, V46	CCC V46 DPK
	South	Via V184, V229, V44	PANZE V184 ZIGGI

**Descent Planning.** Since none of the arrivals into KJFK are “descend via” arrivals, the altitudes associated with the procedure are not automatically programmed in your FMS/FMC. Manually set all *EXPECT* altitudes in your FMS/FMC for proper descent planning.

## APPROACH & LANDING

**Overview.** Flight Operations Quality Assurance (FOQA) data indicates a high level of unstabilized approaches being flown into the KJFK airport. While not classified as a Special Airport per OpSpec, special care needs to be exercised when attempting the following approaches:

- Parkway Visual Rwy 13L/R
- VOR or GPS Rwy 13L/R
- RNAV (RNP) Rwy 13L/R
- Belmont Visual Rwy 22L
- VOR DME Rwy 22L
- RNAV (RNP) Z Rwy 22L

**Stabilized Approaches.** In order to maintain a stabilized approach throughout these approaches, we suggest the following:

- Check FMS/FMC progress page and ensure the aircraft is slowed to no greater than 170 KIAS within 5NM from touchdown.
- Put the gear and flaps down early. Be fully configured and on speed by 1,000 feet above the touchdown zone elevation.
- Take note of any crosswind and make sure to not overshoot the final. ATC cares most that the aircraft's ground track is established on the proper course to the airfield.
- Tune any associated ILS frequency and course so as to have "vertical" guidance for reference. Be mindful not to track the localizer though!

### Caution

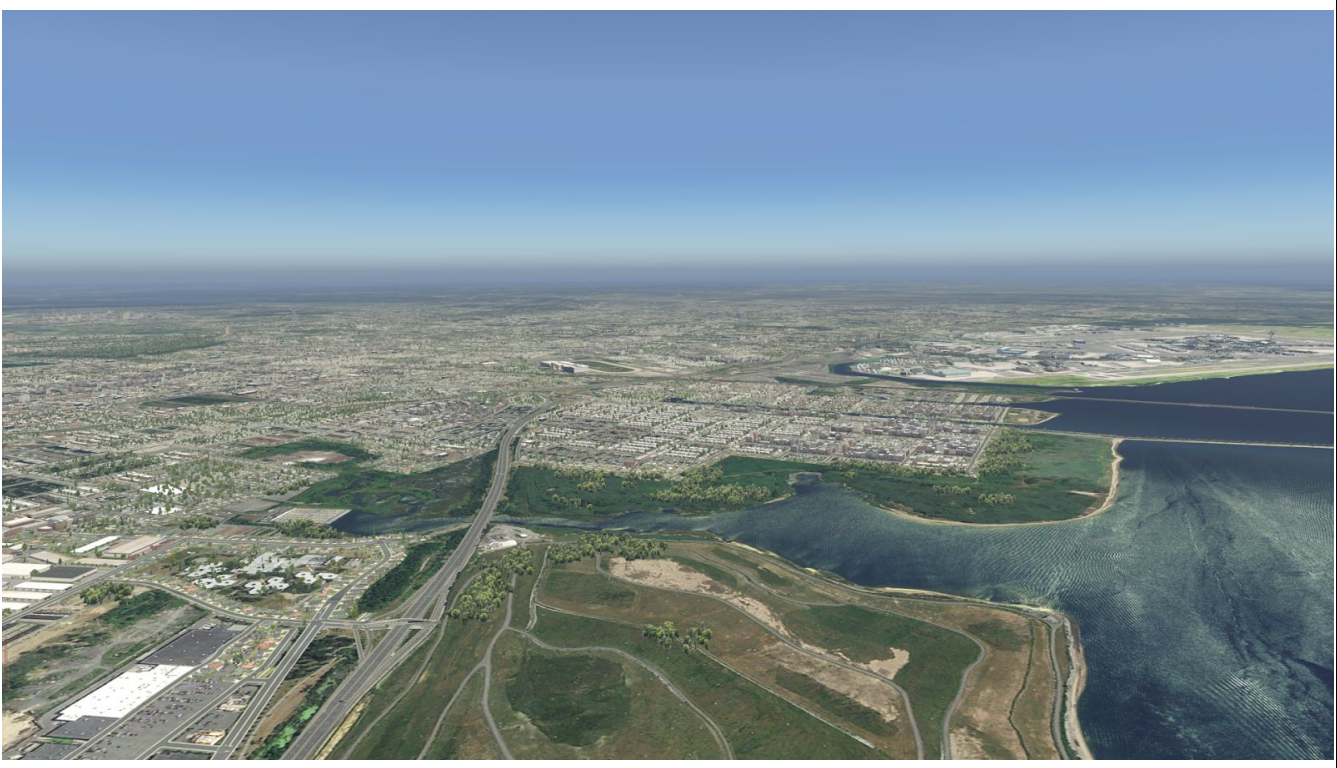
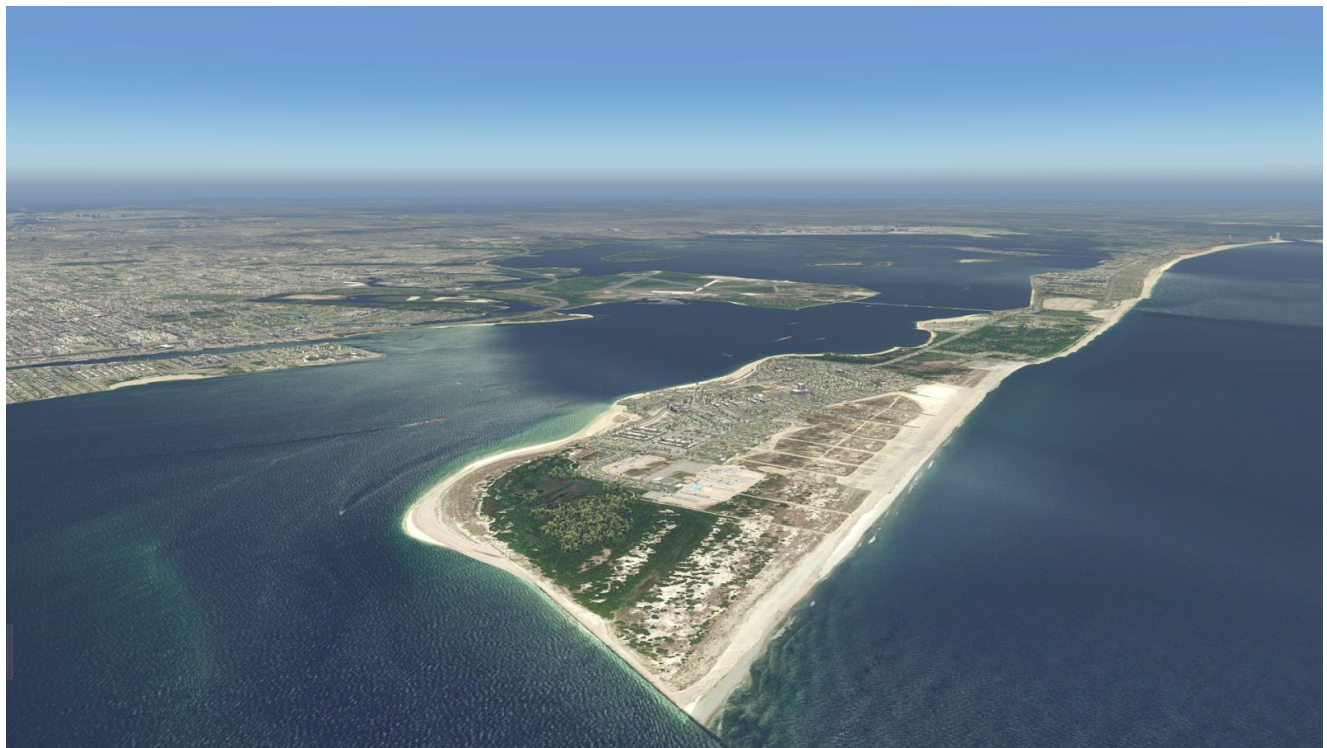
Under no circumstances shall pilots swing "wide" in order to establish on a localizer while conducting these special approach procedures.

**Clearing the Runway.** After landing it is imperative to ensure the aircraft is completely clear of the runway, this includes ensuring all portions of the tail are clear of the hold short line. To accomplish this, ATC expects that if arriving aircraft are unable to establish contact with ATC, then they will turn onto a parallel taxi. The following taxiway directions shall be complied with:

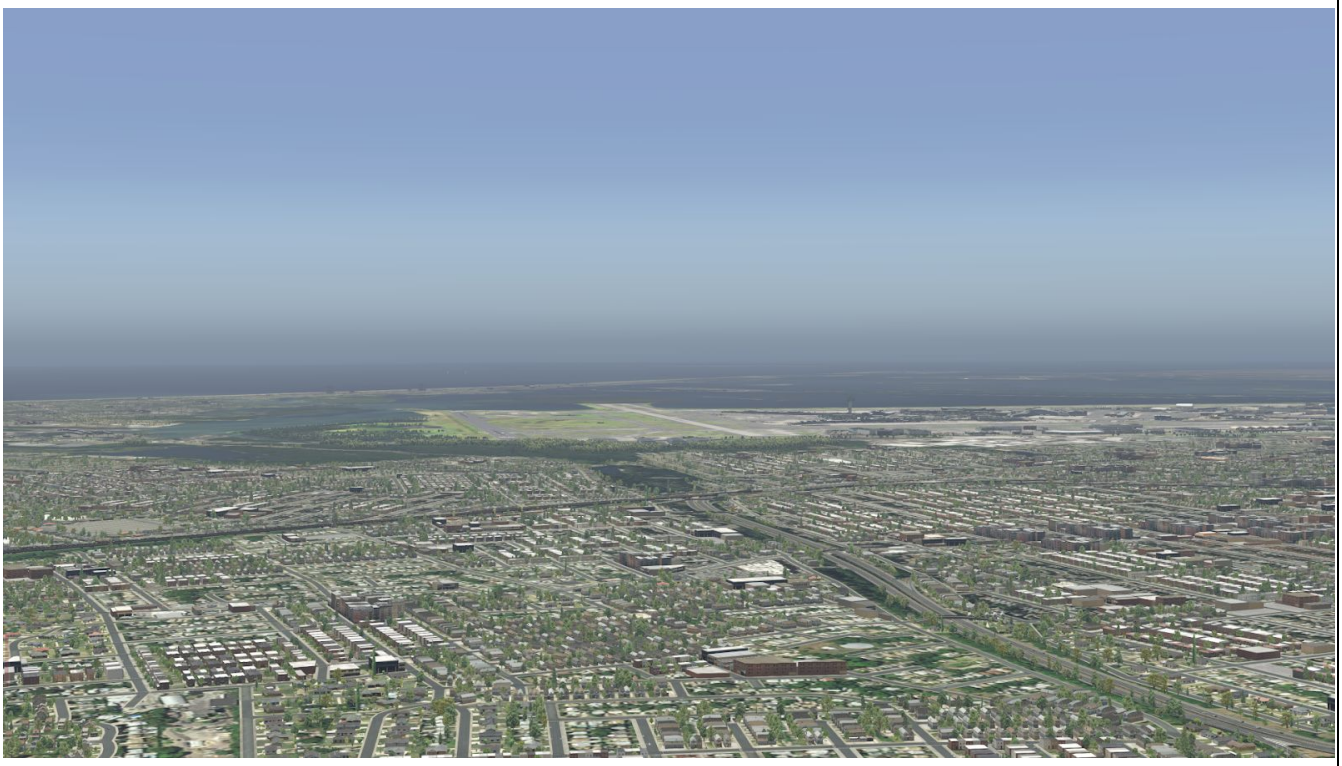
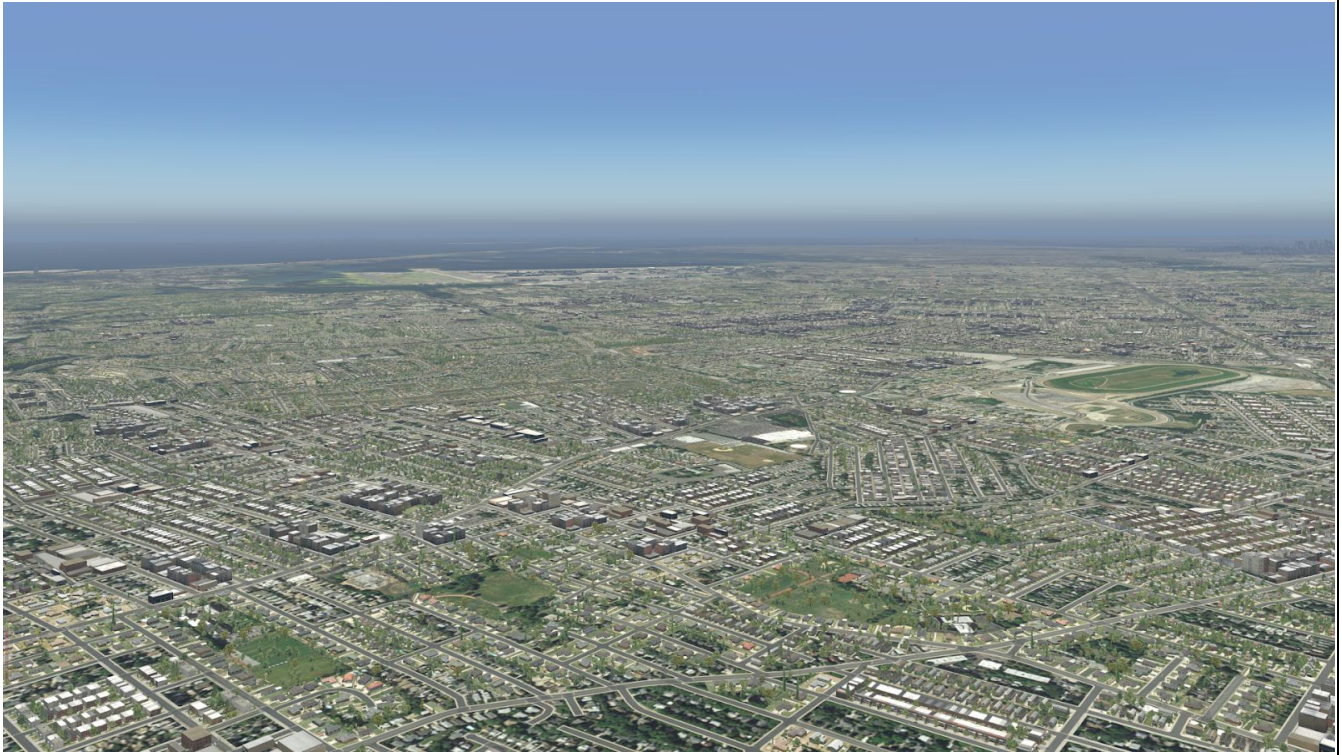
- Taxiway A: Clockwise
- Taxiway B: Counter-clockwise



**Parkway Visual Rwy 13L/R or  
VOR or GPS Rwy 13L/R or  
RNAV (RNP) Rwy 13L/R**



**Belmont Visual Rwy 22L or  
VOR DME Rwy 22L or  
RNAV (RNP) Z Rwy 22L**



***Intentionally Left Bank***