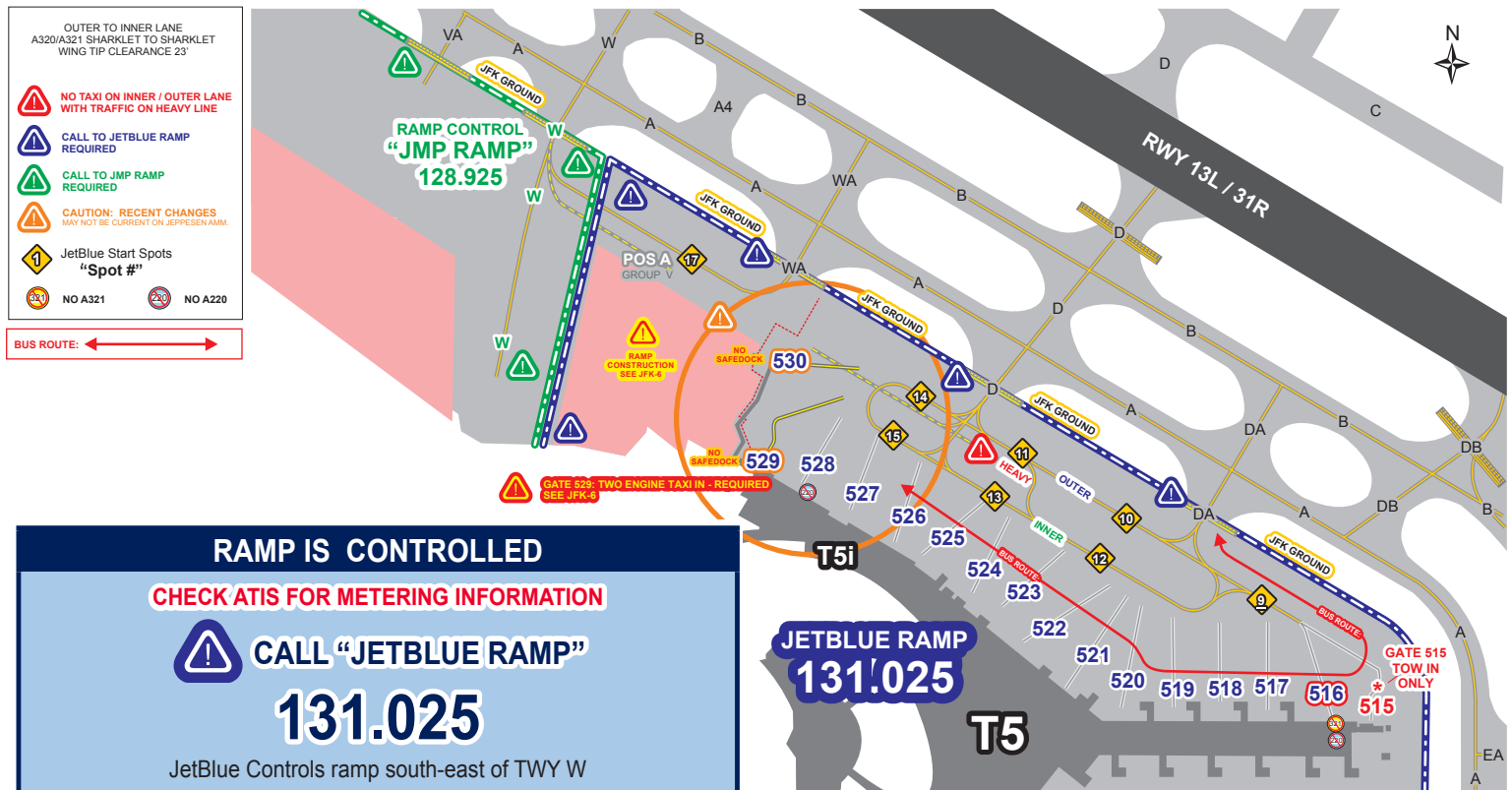


T5 NORTH



T5 NORTH RAMP NOTES:

- **GATES 515-527 ACCESS VIA TWY D AND DA.**
Dual lane access to gates 522-527. Single lane to gates 515-521
- **GATE 515: TOW IN REQUIRED**
- **GATE 520 - 521: Caution converging lead in lines.**
Be aware of aircraft alignment.
- **BUS ROUTE:** Be aware of increased ground traffic near gates ramp area near Gate 525 through Gate 515 and TWY DA.

CONTROL:

- **BLUE METERING PROGRAM: SEE JFK-16**
- Contact JetBlue Ramp for TMAT
- Confirm TMAT 5 minutes prior to pushback.

START SPOTS:

- **Spots 9-14: On north side of T5 on current single taxi lane.**
(An additional lane may be added.)

INTERNATIONAL ARRIVALS:

T-5i is the primary arrival location for JetBlue international arrivals. Customs is not available at T-5i 24 hours a day, therefore selected late night arrivals may still arrive at T-4 (IAT). SEE JFK-8.

Gate 24: Arrivals will ground deplane using air stairs and turboway.

U.S. CUSTOMS / IMMIGRATIONS NOTES: SEE JFK-11

T5 SOUTH + IAT

[CLICK TO VIEW T5 NORTH](#)

RAMP IS CONTROLLED

**CHECK ATIS
FOR METERING INFORMATION**

**CALL "JETBLUE RAMP"
131.025**

JetBlue Controls entire ramp
north-east of TWY G except
T5 Gates 501 - 503.

ALL GATES

**** CALL PRIOR TO PUSH BACK ****

See departure notes for blue metering and
expanded notes for JFK PUSH BACK /
START JFK-16

"JFK OPS" 136.525

T5 SOUTH RAMP NOTES:

- GATES 506, 507, 508 CAUTION: DIVERGING LEAD IN LINES.**
Be aware of aircraft alignment.
- GATE 509, 511, 514 CAUTION: HEAVY JET LINES**
Be aware of multiple lead in lines.
Narrow body lines are 90° to terminal. Heavy jet lines 509A, 511A, 514A are angled approaching from the left of narrow body lines.
- NEW ALTERNATE TAXILANE G - SEE DIAGRAM**
- Dual lane access to gates 504-514 Gates 501-503.
Expect entry via TWY G / IAT RAMP.
- Gates 504-514 expect entry via TWY F

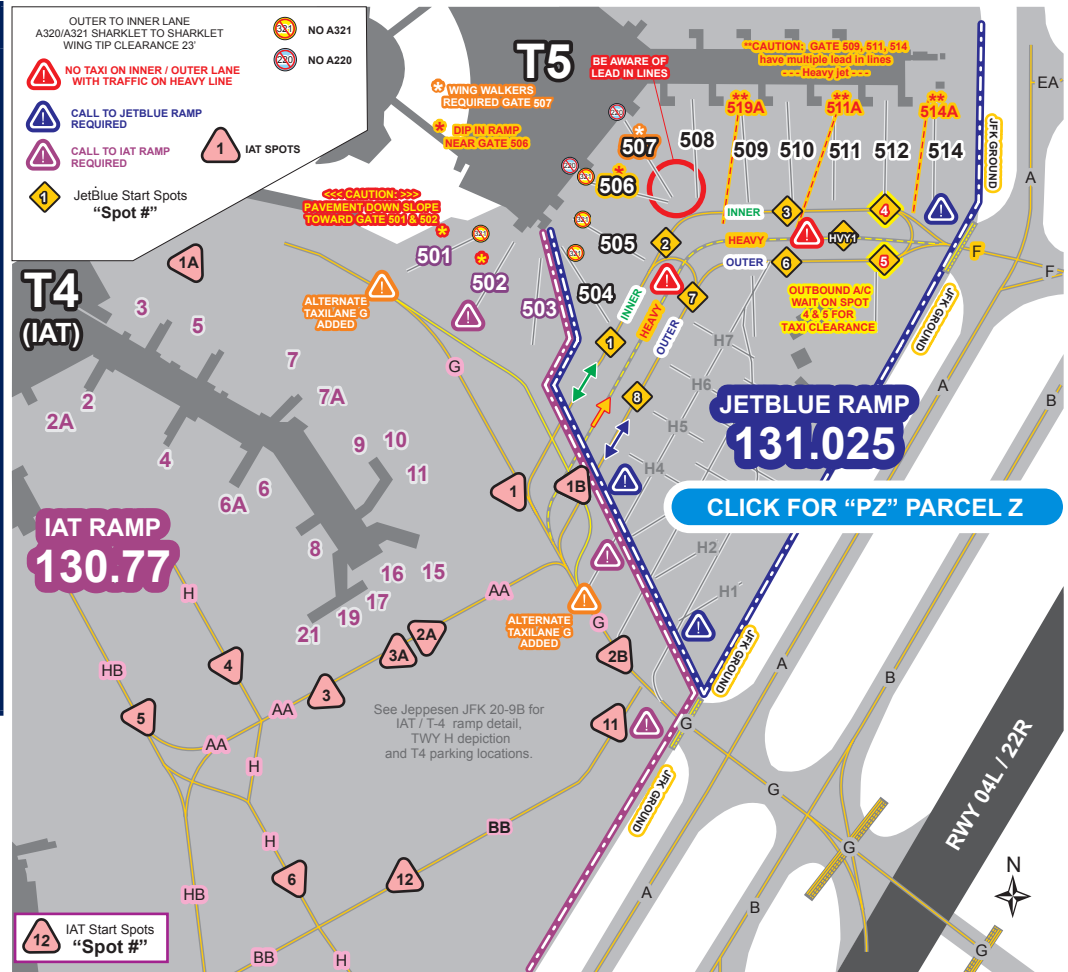
INOP SAFEDOCK REPORTED AT GATE 507
(full parking crew required)

START SPOTS:

- Spots 1-8: on south side of T5 on inner/outer taxi lanes.
NOTE: At start point 4 and 5 do not taxi out until cleared to taxi by both JetBlue Ramp and JFK Ground.
This is to maintain access to TWY F.
CAUTION: IAT / T5 similar Start Spots: 1, 1A, and 2

CONTROL:

- BLUE METERING PROGRAM: SEE JFK-16**
- Contact JetBlue Ramp for TMat
- Confirm TMat 5 minutes prior to push back.



T-4 (IAT) RAMP IS CONTROLLED

**TRANSIT / ARRIVAL AND DEPARTURE
CALL IAT RAMP CONTROL**

130.77

JFK RAMP (T5) GATES 501-503
REQUIRE PERMISSION FROM IAT (T4) RAMP CONTROL FOR PUSH
BACK ON TO TWY G

AT IAT GATES (T4) AND ONCE ON IAT RAMP
CALL IAT RAMP CONTROL FOR PUSH BACK & TAXI.

T5 GATE 501-503 AND ALL IAT RAMP PUSH BACKS:

IAT ramp procedures only allow for a push back crew of two.
Normally JetBlue has four push back crew members.
Be extra vigilant and aware of where the entire push crew is
before releasing the parking brake and taxiing the aircraft.

- INTERNATIONAL ARRIVALS: SEE JFK-10**

“PZ” PARCEL Z - PARKING

RAMP IS CONTROLLED

CHECK ATIS

FOR METERING INFORMATION



CALL "JETBLUE RAMP"

131.025

JetBlue Controls entire ramp
north-east of TWY G except
T5 Gates 501 - 503.

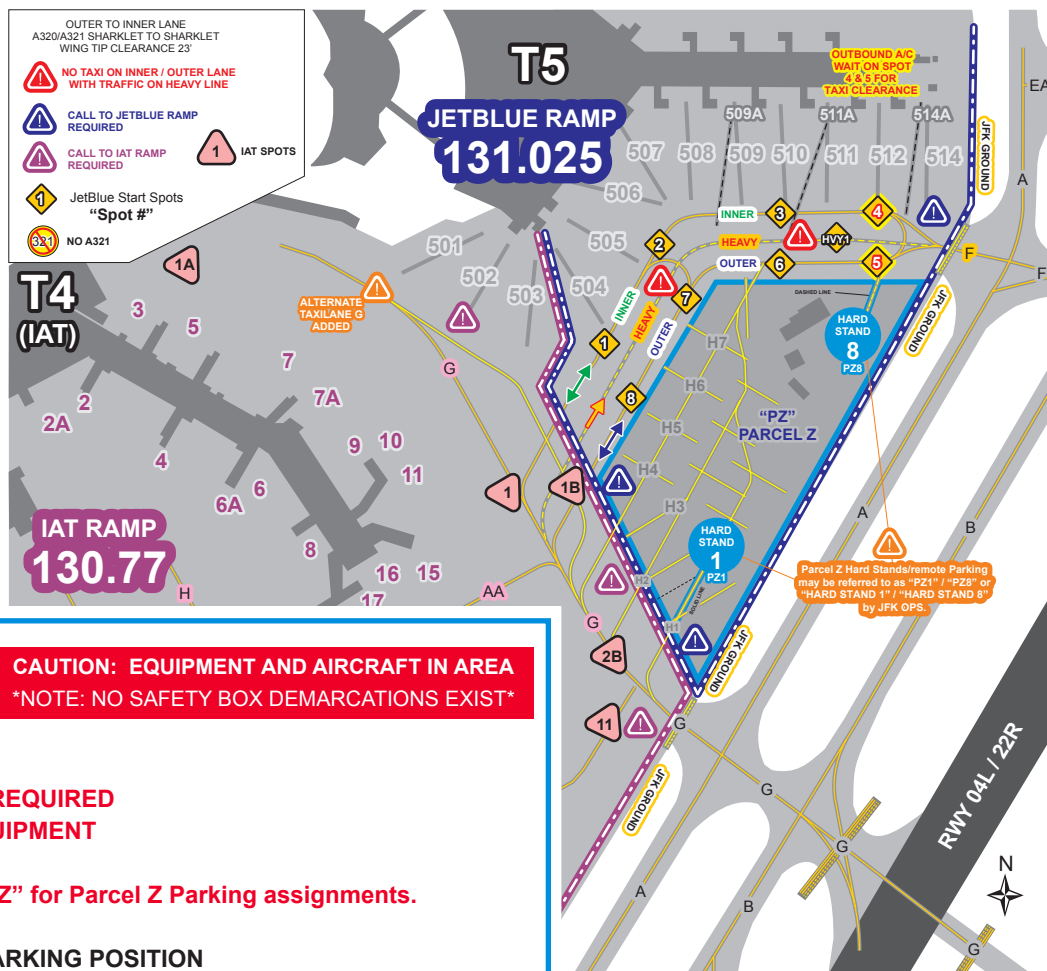
ALL GATES

**** CALL PRIOR TO PUSH BACK ****

See departure notes for blue metering and expanded notes for

JFK PUSH BACK / START JFK-16

“JFK OPS” 136.525



“PZ” PARCEL Z PARKING:

CAUTION: EQUIPMENT AND AIRCRAFT IN AREA

NOTE: NO SAFETY BOX DEMARCATIONS EXIST

- WING WALKERS AND MARSHALLER REQUIRED
- VISUALLY CLEAR THE AREA FOR EQUIPMENT
- ACARS in-range report will indicate "PZ" for Parcel Z Parking assignments.

CALL JFK OPS 136.52 TO CONFIRM PARKING POSITION

and required ground servicing equipment.

HARDSTAND 1 (PZ1): CALL IAT RAMP 130.77 APPROACHING TWY G

- Entry from taxiway G, right turn shortly after entry
- Following dashed lead in line marked P1
- Follow marshalling crew.

NOTE: HARDSTAND 1 (PZ1) - is not H1 as depicted on Jeppesen AMM

HARDSTAND 8 (PZ8): CALL JETBLUE RAMP 131.025 APPROACHING TWY F

- Entry from taxiway F, Left turn shortly after entering the ramp
 - TWY G may be utilized as alternate routing if directed by JetBlue Ramp.
- During single-engine taxi consider left 90° turn into parking
- Follow solid lead in line marked H8

NOTE: HARDSTAND 8 (PZ8) - is not H1 as depicted on Jeppesen AMM

HARDSTAND 9 - 12 (PZ9 - PZ12): Two wingwalkers required for moves into/out

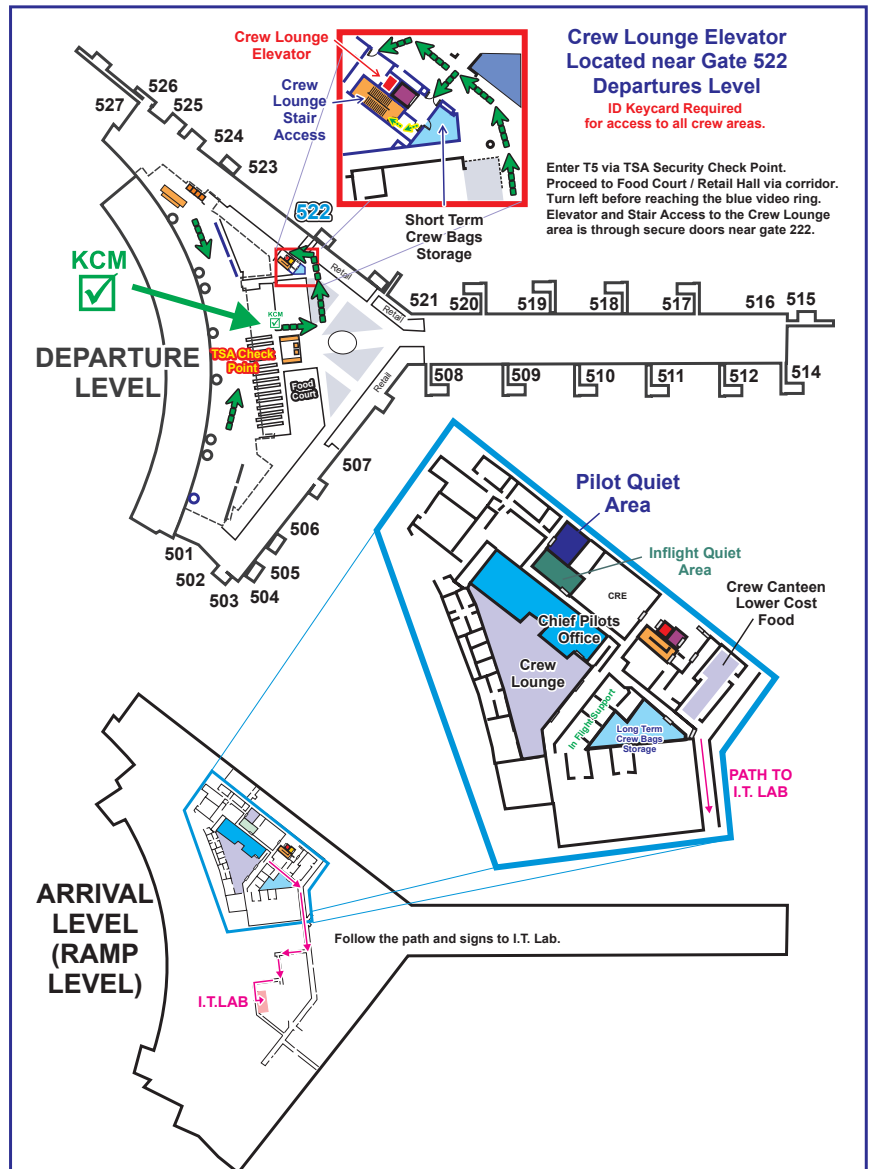
HARDSTAND 6 & 14 (PZ6 & PZ14): NO LONGER ACTIVE PARKING LOCATIONS

[CLICK TO VIEW T5 NORTH](#)

CLICK TO VIEW T5 SOUTH

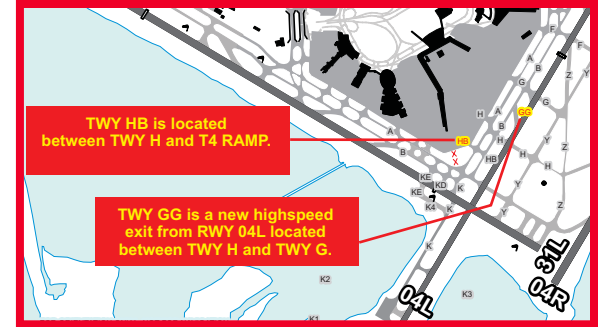
JFK T-5 INTERIOR ORIENTATION:

- Crew Administration and Lounge access via Departures Level through secured access doors.
- Crew Lounge Area Access Doors exist on interior side of terminal corridor near Gate 522.
- Stairwell access is straight ahead.
- Small crew bag storage is available opposite of the main crew elevator doors.
- Long term crew bag storage available on lower level.
- FFDO lockers available.

**T5i CUSTOMS ORIENTATION**[Click Here](#)

GENERAL CAUTIONS:

- **RWY 04R / 22L EMAS EQUIPPED. SEE APP F: EMAS**
- **SOME RAMPS AND TAXIWAYS NOT VISIBLE FROM THE TOWER**
- **MULTIPLE AREA VOR ISSUES: CHECK NOTAMS FOR IMPACT**
- **CHECK NOTAMS FOR TAXIWAY AND AIRPORT CONSTRUCTION**



TERMINAL 5 JET BRIDGE CAUTIONS:



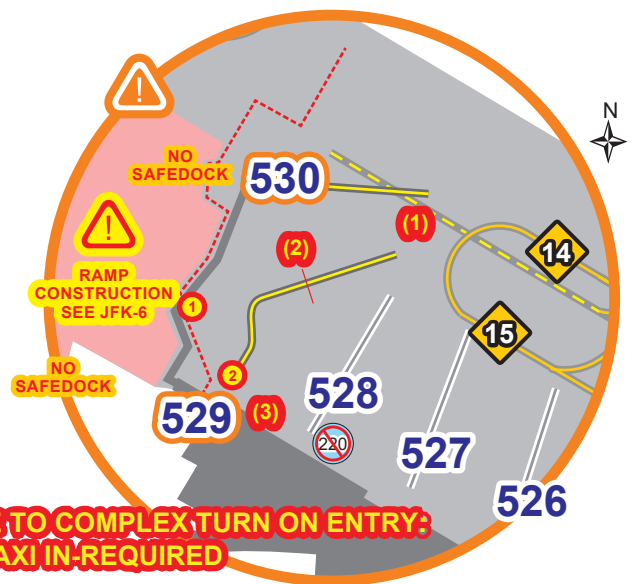
All T5 gate are equipped with enhanced auto-level safety systems. In addition to the level sensing wheel, a safety shoe is installed that detects aircraft / jet bridge movement that may endanger aircraft main cabin door by signaling either a stop of upward jet bridge movement or a downward command.

- **SAFETY SHOE MUST BE KEPT FREE AND CLEAR TO OPERATE NORMALLY**
- **KEEP CREW AND CUSTOMER BAGGAGE AWAY FROM AREA**
- Inadvertent contact may result in auto level malfunction which could damage aircraft

CAUTION: RAMP CONSTRUCTION

BE AWARE OF THE FOLLOWING THREATS:

- **MEN AND EQUIPMENT IN AREA**
- **HIGH AND LOW CONCRETE BARRICADES**
- **NO SAFEDOCK: GATE 529, 530**
- **JETBLAST HAZARD:**
Use minimum thrust necessary for aircraft movement.



**GATE 529 • DUE TO COMPLEX TURN ON ENTRY:
TWO ENGINE TAXI IN-REQUIRED**

- (1) AIRCRAFT STOPS, AWAITS MARSHALLER #1 PRIOR TO CONTINUING..
- (2) MARSHALLER #1 STOPS AIRCRAFT, HANDS OFF TO MARSHALLER #2
- (3) MARSHALLER #2 COMPLETES PARKING PROCEDURE..

1 2 MARSHALLER POSITIONS

ARRIVAL:

- Expect STAR with radar vectors to follow.
- ARRIVALS FROM THE WEST:
 - Expect vectors to descend east of KJFK after due to airspace issues with other high volume airports in the region.

SPECIAL CONSIDERATIONS:

RUNWAY CONFIGURATION CHANGES:

JFK ATC may delay runway changes until required by weather. Expect operations up to 10 knots of tail wind and/or high cross winds.

AIRSPEED:

ATC commonly requests speed of not less than 180 KIAS to the marker or FAF on approaches.

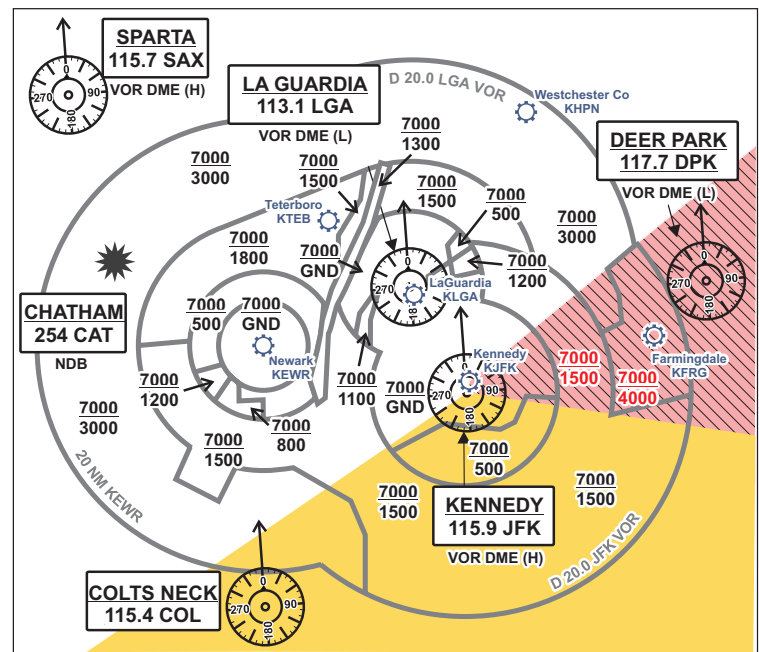
EXPEDITED DESCENT:

JFK approach may vector aircraft over LGA at or above 15,000 feet, followed by a descent nearing Manhattan Island and subsequent approach clearance. If cleared from above 10,000 feet to between 3000 to 1500 feet, this is a hint that ATC is expecting an expedited descent. This time and fuel saving maneuver has unofficially been dubbed the “**Crowbar Arrival**”, a reference to descending “at the rate of a falling crowbar.” **SPEED LIMITS REMAIN IN EFFECT!** Inform ATC if unable to expedite descent.

ADDITIONAL PARKING LOCATIONS: SEE JFK-12

CLASS B AWARENESS:

- ATC ADVISES: Be aware of potential for radar vectors to KJFK may extend beyond Class B limits either laterally or vertically after initially penetrating Class B boundaries.
- **SPEED LIMITS BELOW CLASS B APPLY: 200 KIAS – MAX!**
- See illustration at right for trend analysis:



KJFK - CLASS B HOT SPOT: ATC vectors beyond or below the Class B airspace limits may occur in the shaded area indicated above.

ATC trend data indicates this most often occurs **BEYOND CLASS B** south of KJFK and east of Colts Neck VOR (COL) at between 3,000 - 4,000 MSL while on vectors for RWY 13L/13R, 31L/31R, and 04L/04R.

Additional areas exist to the north of KJFK and south east of Deer Park VOR (DPK) while on vectors to RWY 22L/22R. In this case the vectors are **BELOW CLASS B** in the vicinity of Farmingdale KFRG.

ARRIVAL CAUTIONS:

- **ALL APPROACHES - CHECK NOTAMS FOR MODIFIED MISSED APPROACH INSTRUCTIONS**
- **SPECIAL CONSIDERATIONS - ARRIVALS RWY 13L / 13R: SEE NEXT PAGE**



FMS ISSUE: KINGSTON ## ARRIVAL

(For aircraft that have not been updated to FMGC H3)

The FMGS “smart turn” cuts the corner on 90° turns approaching IGN VOR and *DOORE* intersections resulting in ATC issues. Use of a PBD 3 to 5 miles ahead of the IGN VOR and *DOORE* has been proven to reduce this issue. (*Technique – not procedure!*)

An appropriate “approach VIA” must be selected in the FMGS in order to have full approach with all fixes present. Failure to do so will result in only the FAF being loaded in FMGS.

SPECIAL CONSIDERATIONS: ARRIVALS RWY 13L / 13R

- **CHECK NOTAMS FOR MODIFIED MISSED APPROACH PROCEDURES**
- **RNAV (RNP) RWY 13L / RNAV (RNP) RWY 13R:**
 - ATC may assign RNAV (RNP) approaches as primary approaches when RWY 13L and/or 13R is in use.
 - By letter of agreement ATC may assign JetBlue arrivals RNAV (RNP) RWY 13L when ATIS states:
RNAV (GPS) Z RWY 13L , or **VOR OR GPS RWY 13L / VOR OR GPS RWY 13R** in use
 - UNLESS RNP CAPABILITY IS DOWNGRADED (E.G. MEL), DO NOT REQUEST RNAV (GPS) Z RWY 13L
 - **5G ISSUES MAY FORCE USE OF ALTERNATE APPROACH: SEE CURRENT 5G NOTAMS FOR SPECIFIC FLEET TYPE**
 - IF DESIRING A DIFFERENT APPROACH THAN ASSIGNED, ADVISE NY APPROACH ON INITIAL CONTACT.

ALL FLEETS - FMS ISSUE: RNP 13L VS RNAV 13L-V

Be aware of the differences between approach types when selecting approach from FMS database:

- **RNP 13L IS A FULL IFR APPROACH** with a published missed approach procedure.
(RNAV (RNP) RWY 13L - Jeppesen 22-26)
- **RNAV 13L-V IS A CODED VISUAL APPROACH**, which has **no published missed approach procedure**.
(Parkway Visual - RWY 13L/13R - Jeppesen 29-2)

Despite the approach way points being the same, inadvertently loading the visual procedure in lieu of the IFR procedure may lead to issues in the event of missed approach. Select items from the FMS database carefully.

- **VOR OR GPS RWY 13L / VOR OR GPS RWY 13R**

- **CONSIDER USE OF RNAV (RNP) RWY 13L in lieu of VOR or GPS RWY 13L / VOR or GPS RWY 13R**

- Use company NOTAM provided MDA and DDA that correspond to MAP crossing altitude at *DMYHL*
 - Manage descent to cross CRI VOR as cleared by ATC
 - AS PUBLISHED 1500' (MANDATORY)
 - ATC MAY ISSUE 2000' (WEATHER PERMITTING)

COMPANY NOTAM – KJFK

KJFK VOR OR GPS RWY 13L/R
FOR ALL JETBLUE AIRCRAFT
VOR or GPS 13L...MDA 1220' SET DDA OF 1270'
VOR or GPS 13R...MDA 900' SET DDA OF 950'
DO NOT ACCEPT CLEARANCE TO CROSS CRI AT 1,000'

(CHECK COMPANY NOTAMS FOR CURRENT INFORMATION)

- **ATC SHOULD NOT ASSIGN / NOR SHOULD JETBLUE CREWS ACCEPT CLEARANCE TO CROSS CRI VOR AT 1000'**

- Disengage Autopilot & Flight Director when continuing below minimums as per SOP

- **ILS RWY 13L:**

- **CAUTION: RUNWAY LIGHT MISIDENTIFICATION MAY OCCUR DURING LOW VISIBILITY**

- Flight crews have reported confusion caused by bright ramp / roadway lights in the cargo area just short of RWY 13L threshold.
 - Be aware of displaced threshold
 - VASI will be OFF during use of ILS RWY 13L
 - Be aware: *TELEX* is 5.9 miles from the runway
CAXUN the FAF is slightly closer to the runway than other ILS configurations. Adjust speed and configuration accordingly.

INTERNATIONAL ARRIVAL AT T-4 (IAT):

Contact JetBlue Operations 136.525 in range for gate assignment.

Advise when on ground and heading to the gate.

CALL IAT RAMP CONTROL 130.77

Call IAT RAMP prior to entering to coordinate taxiway entry point.
Arrivals advise JFK ground control of which entry is needed.

Call IAT ramp again when entering and follow taxi instructions.

- Gate parking can be at any of the IAT gates
- Hard stand 61-69 may be used in the event gates are unavailable
(See Jeppesen 20-9B)
- **COORDINATE ALL MOVEMENT WITH IAT RAMP CONTROL**

When parkign on hard stand verify the plans for the aircraft with JFK OPS 136.525.

JFK OPS may advise of requirement to power down aircraft or leave aircraft with APU running.
If in doubt, ask! Aircraft may be handle with two options:

- 1) Secured for RON. Reminder: Use appropriate Securing Checklist.
- 2) Relocated by Move Team with super-tug. Refer to FCOM for towbar-less tug operations.

Reminder: Terminal 4 International Air Terminal (IAT) Ground handling by Evergreen.
If experiencing an issue with Ground Handling, contact JFK OPS 136.525 for assistance.

SAFEDOCK ADVISORY:

**T-4 (IAT) SAFEDOCK SYSTEM
NOT TO BE USED BY JETBLUE
UNTIL FURTHER NOTICE**

Marshal crew / procedures required.

BE AWARE: IAT/T4 RULES PROHIBIT MOVEMENT OF JET BRIDGE WITH #1 ENGINE RUNNING.

USE APU ON ARRIVAL

- **IF APU INOPERATIVE:** Arrive via two engine taxi. Keep #2 engine running until jet bridge is moved forward and GPU connected.
- **Confirm GPU availability if APU is inoperative.** Coordinating a different gate may be necessary.

ARRIVAL GATES: See Jeppesen 20-9B / AMM.

JETBLUE PRIMARY GATE IS B22.

Other available gates may be assigned.

- **GATE A2B TOW IN REQUIRED IF GATE A2A OCCUPIED.**
- **GATE A2B TOW IN REQUIRED IF GATE A4 OCCUPIED BY HEAVY AIRCRAFT.**

CAUTION: GATES A6, A7 and B20, B25, B27, B30, B1 have multiple lead-in lines.

Use caution to follow the correct taxi line corresponding to gate assignment
(e.g. Gate A7, A7A, A7B See illustration at right.)

HARD STANDS:

Crew and customers are bused to aircraft from T4/ IAT Gate B23 for all hard stands.
Hard Stand 61-79 may be used in the event gates are unavailable.

CAUTION: HARD STANDS HS 61, 63, 66, 72, 73, 78, 79 have multiple lead-in lines.
Follow the correct taxi line which corresponds with assigned hard stand (e.g. HS 61A, 61B).

CAUTION: IAT GATE 7 - MULTIPLE CONFIGURATIONS

Single Aircraft Configuration

Gate 7 - Centerline: A320

BE AWARE OF JETBRIDGE
CONFIGURATION

Dual Aircraft Configuration

Gate 7A - Centerline: A320

Gate 7B - Centerline: A320

BE AWARE OF JETBRIDGE
CONFIGURATION

U.S. CUSTOMS AND IMMIGRATION PROCEDURES:

HOURS: T5 - 0530-2300L* DAILY / T4 (IAT) - 24 HOURS DAILY

Be prepared to present the following documents upon request:

- 1 - **GENERAL DECLARATION – UPDATE: ALL FLIGHTS INBOUND TO U.S. USE E-GENDEC.**
- 2 - **PASSENGER MANIFEST** (ALL PASSENGERS LISTED / paper or electronic copy.)
- 3 - **CARGO MANIFEST** (IF CARGO CARRIED / paper or electronic copy.)

Non-revenue passengers must use normal passenger customs procedures.

* Customs hours may vary due to staffing levels.

Utilize Customs & Immigration lanes (or Global Entry) as directed by Customs Officers on duty. (Lanes available may change by staffing levels.)

T5i U.S. CUSTOMS ENTRY DOOR PROTOCOL

* When arriving T5i entering customs the following strict protocol must be followed to open doors

PROTOCOL AND PROCEDURE:

- Authorized AO Crew member must press the button and request opening with CBP team
- CBP views through the camera and approves the person requesting entry
- CBP unlocks the swipe key and the **AUTHORIZED AO AGENT swipes their SIDA card**
- Once the SIDA code is accepted the alarm is disarmed and the door can be opened
- **FLIGHT CREW ARE NOT SIDA AUTHORIZED AT JFK** - This procedure must be done by JFK AO Crew Member

DO NOT ATTEMPT TO OPEN DOOR WITHOUT ASSISTANCE FROM AUTHORIZED AO CREW MEMBER!

WARNING: CBP MAY ASSESS FINES TO THOSE WHO VIOLATE THIS PROTOCOL

BE AWARE: If the door is breached CBP will lock the door and will not authorize use until they fully understand the cause. This may result in a jam up at the door as all the customers and AO end up at the door waiting while a very loud alarm will sound. Resulting delays may also be significant and may cause delays on the next flight segment, missed crew connections, or possibly a missed commute opportunity.



ADDITIONAL PARKING LOCATIONS AT JFK FOR RON / IROP:

The following locations are planned for additional overflow parking:

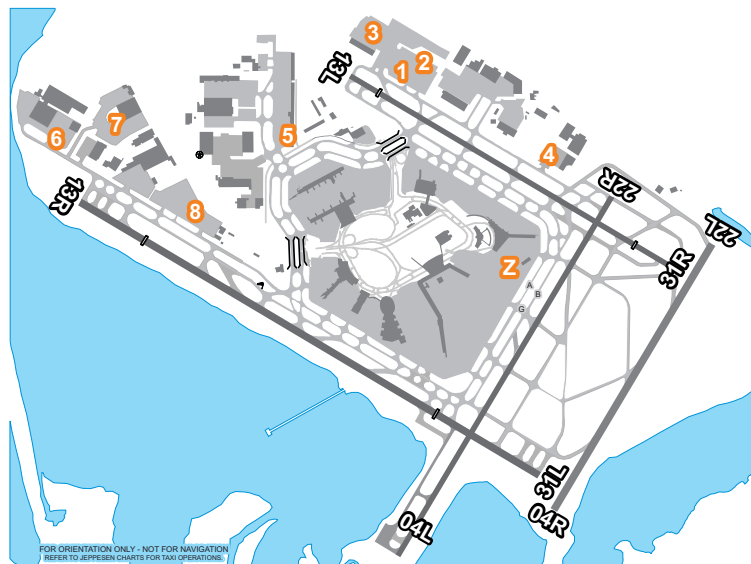
Z. Parcel Z / De-ice Pad (See JFK De-ice)

1. Cargo (South Side)
2. Cargo (North Side)
3. Building 260 (North side)
4. Building 83 (North side)
5. Hangar 7 (South side) not recommend due to pavement conditions.
6. Hangar 19 (East or West side) (old Pan Am hangar)
7. Hangar 17 (Old Tower Air - GA terminal)

Use of these locations are on an adhoc basis.
Entry/ Exit procedures for each location vary.

For additional assistance, inquire with clarification from JFK ground control.

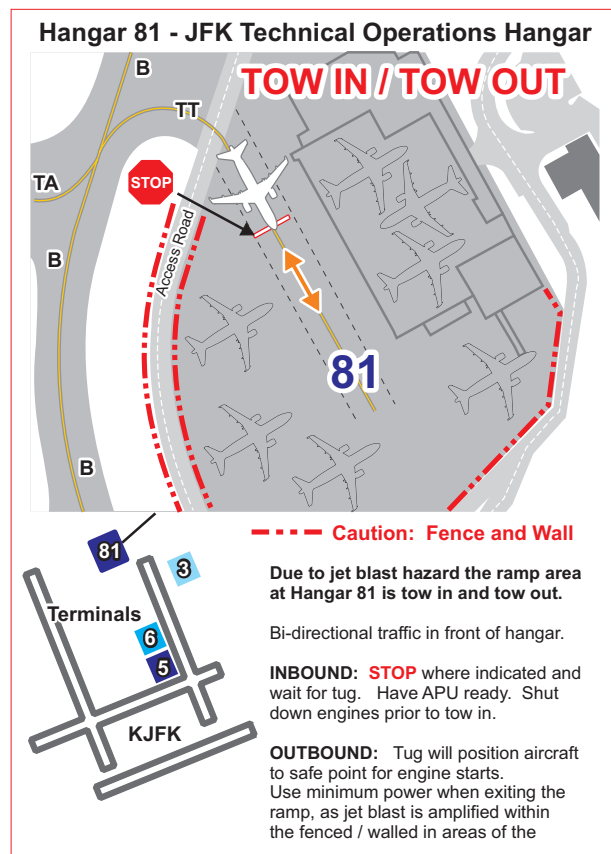
As JFK undergoes project updates and decommissioning of selected facilities some location references may become outdated.

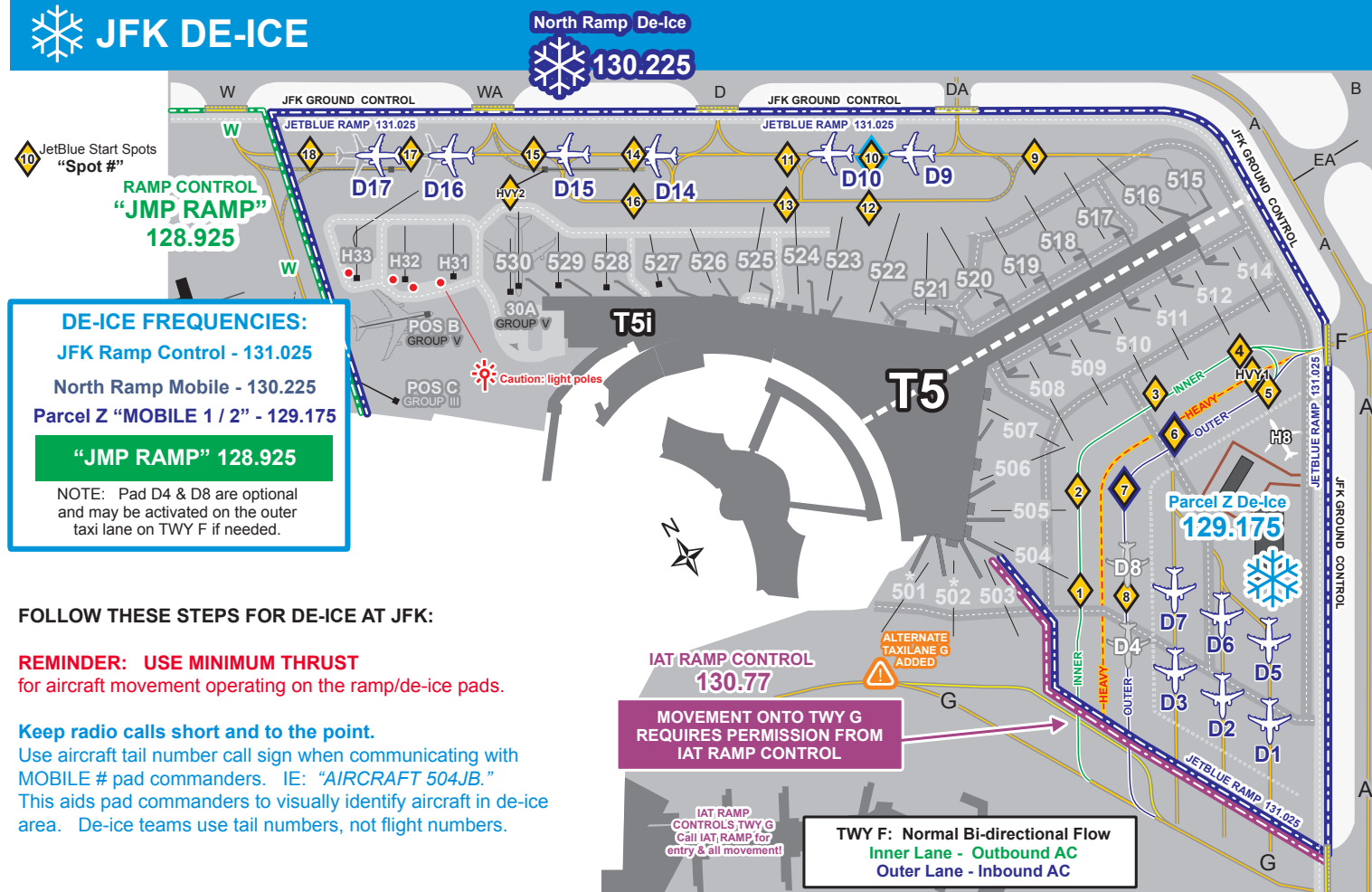
**JETBLUE HANGAR 81**

LOCATION: NW of RWY 13L / 31R between TWY TA and TT on TWY B.

FOR SAFETY:

- **TOW IN / TOW OUT REQUIRED** due to jet blast hazard to men and equipment
- Stop where indicated in the diagram at right, or as directed by ground personnel.
- When departing, please use minimal thrust to reduce jet blast hazard.





JETBLUE RAMP WILL METER AIRCRAFT TO THE DE-ICE PADS



A220 FCOM 1

- 1.) At T5 ramp when ready for push back call “**JETBLUE RAMP**” on 131.025 stating “**[CALLSIGN] REQUIRES DE-ICE.**”

GATES 501 - 514 USE PARCEL Z PADS D1 - D8.
GATES 515 - 530 USE PADS D9 - D17.

ENTER AT SPOT 6 OR 7 ON SOUTH RAMP.
ENTER AT SPOT 10 ON NORTH RAMP.

- ## 2.) JETBLUE RAMP WILL ISSUE PUSH BACK INSTRUCTIONS

NOTE: Aircraft may be pushed directly on de-ice pad or a normal start point for taxi to de-ice under aircraft power. Inform push back crew of requirements and if you will be taxiing or towed.

NOTE: FOLLOW ME TRUCKS MAY BE UTILIZED. SEE APPENDIX G: GROUND SERVICE EQUIPMENT

- 3.) Upon reaching the de-ice pad entry point contact the mobile pad commander directly on the following frequencies:

SOUTH RAMP (PARCEL Z) - 129.175

NORTH RAMP - 130.225

- 4.) The mobile pad commander (MOBILE ##) will issue instructions to move up in queue to assigned pad number.
Remain alert for calls from the pad commander to the aircraft using aircraft tail # as a call sign.
- 5.) NOTE: ASSIGNED PAD CONFIGURATION MAY CHANGE DEPENDING ON AIRCRAFT VOLUME.
Pad D4, D8 and additional remote locations may be added as needed.
Under normal operations pads D4 and D8 will not be active in order to keep both the Inner and Outer Taxi lanes on TWY F clear.
- 6.) After the A/C is stopped on the pad, the pad commander (MOBILE ##) will ask to PIC to confirm "**PARKING BRAKE IS SET.**"
- 7.) Pad commander (MOBILE ##) will direct the flight crew to configure for de-icing and ask flight crew to confirm the brakes are set.
Pilot will reply "**A/C # _____ PREPARED FOR SPRAYING AND BRAKES ARE SET**".
The trucks will not approach aircraft until this formal confirmation is completed.
- 8.) Pad commander will reconfirm de-icing requirements. (Type I / I or I / IV etc. or de-ice only) and stay in contact during the entire application process.

>>> JFK DE-ICE CONTINUED NEXT PAGE >>>

JFK DE-ICE PLAN: CONTINUED

- **DO NOT ACTUATE FLIGHT CONTROLS, TRIM THS, USE THE APU BLEED, OR START/STOP ENGINES AT ANYTIME**
- **JFK DE-ICE CONFIGURATION IS CURRENTLY PLANNED FOR APU OFF / BOTH ENGINES RUNNING**
- **DURING THE DE-ICE APPLICATION, CHECK HOLD OVER TIMES!**

9.) AT COMPLETION OF THE FINAL APPLICATION THE PAD COMMANDER WILL STATE 4 REQUIRED ITEMS:

1.) Type of fluid, 2.) Mixture ratio, 3.) Time of the beginning of the final application, and 4.) Confirm that the aircraft is clean.

CAPTAINS ARE REQUIRED TO READ BACK THE INFORMATION FOR ACCURACY. (TM-TC) For example:

Ground crew:

"A/C # ___, AIRCRAFT WAS DE-ICED WITH TYPE 4 AT 100%. FINAL APPLICATION BEGAN AT 1531. A/C IS CLEAN."

Pilot:

"A/C #___ COPY: TYPE FOUR AT 100% . FINAL APPLICATION BEGAN AT 1531 AND A/C IS CLEAN."

After read back the Pad commander will notify crew when aircraft is clear of all equipment and that you may taxi clear of the de-ice area.
Use minimal thrust as necessary to avoid jet blast hazard to men and equipment working behind aircraft.

10.) After completion of de-ice process contact appropriate ramp control for taxi.

Pads D1-D8 call **IAT RAMP 130.77** prior to movement on to TWY G.
For Pads D9-D17 call **JETBLUE RAMP 131.025**.

All aircraft exiting TWY W must contact **JMP RAMP 128.925** prior to movement onto TWY W

When on TWY G or as cleared by IAT - **HOLD SHORT OF TWY A – STOP** and call **JFK GROUND** for taxi clearance for departure.

NOTE: DO NOT USE SINGLE ENGINE TAXI PROCEDURES IN DE-ICE AREA

IMPORTANT!!

**IF AT ANY TIME A FLIGHT NO LONGER QUALIFIES FOR TAKE OFF
USING THE FLOW CHART LISTED IN FCOM / HOTS
RETURN FOR ANOTHER DE-ICE/ANTI-ICE PROCEDURE.
CONTACT JFK OPERATIONS FOR RE-SEQUENCE.**

A330 PARKING: GATES 509A, 511A, 514A*A330 operation plan is evolving - be prepared for changes!*

- A330 operations are planned for the south side of Terminal 5.
- New taxi lane lines are being added to accommodate this larger Group V aircraft.
- START POSITIONS FOR CENTER TAXI LANE HAVE NOT BEEN DESIGNATED**

See notes below:

RAMP IS CONTROLLED

CHECK ATIS FOR METERING INFORMATION

CALL "JETBLUE RAMP"
131.025

JetBlue Controls ramp north of TWY G

ALL GATES CALL FOR PUSH BACK
See departure notes for blue metering and expanded notes for JFK PUSH BACK / START JFK-16

"JFK OPS" 136.525

A320/321 PARKING SEE JFK-1

- SAFEDOCK will not be used for A330**

GATE OCCUPANCY:

A330 will occupy the space of two narrow body JetBlue gates at T5.

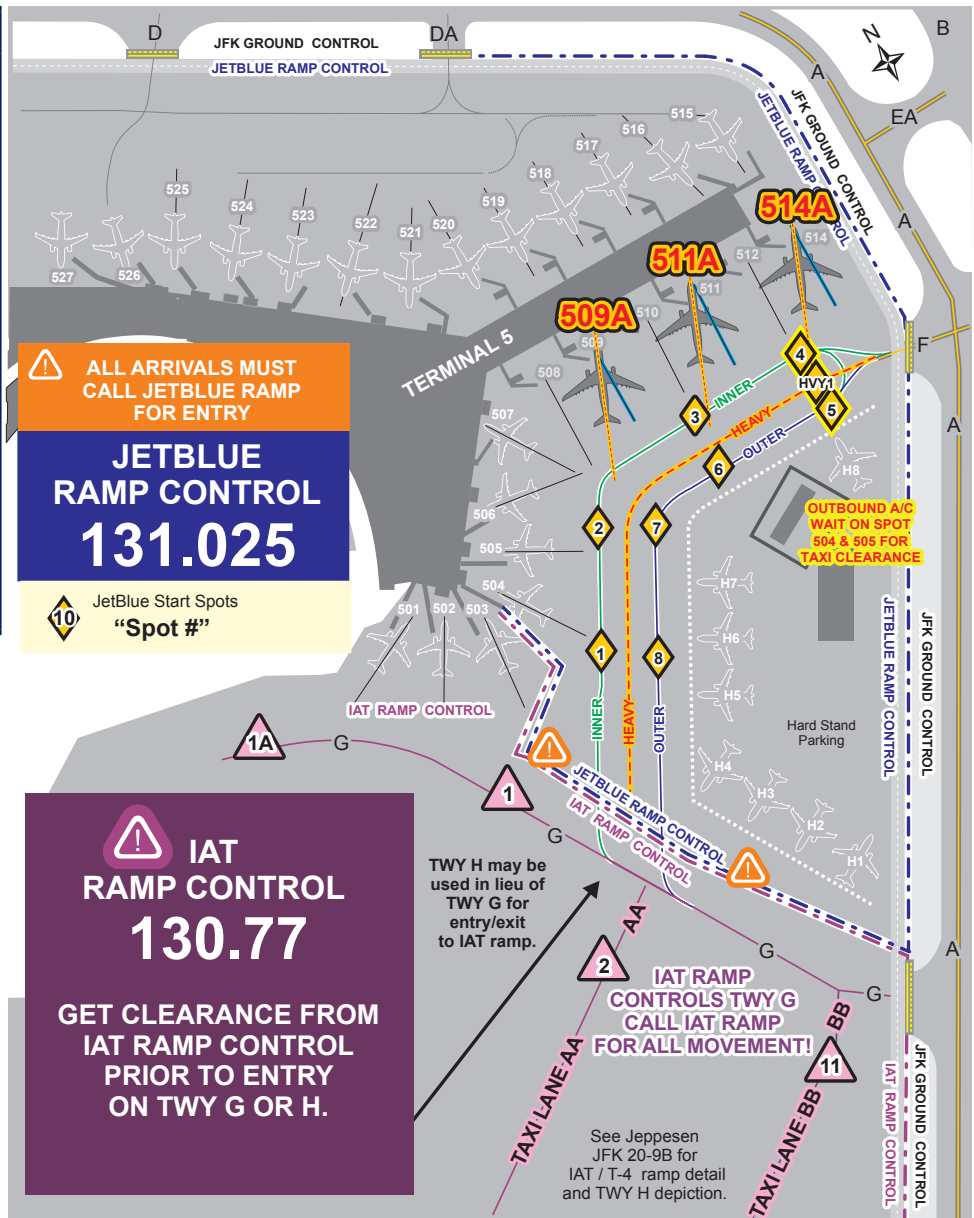
Gate 509A = Gate 508 + 509

Gate 511A = Gate 510 + 511

Gate 514A = Gate 512 + 514

CENTER TAXI LANE:

Expect entry via TWY G and to exit via TWY F

- USE APPROPRIATE LEAD IN LINES.**ARRIVALS:**

CALL IAT RAMP ON 130.77 prior to entering TWY G.

Contact JetBlue Ramp Control 131.025 when approaching the center taxi lane.

DEPARTURES:

Call JetBlue Ramp Control 131.025 for push back and engine start.

Metering program: SEE NEXT PAGE

DEPARTURE:

- **CHECK ATIS FOR METERING:** See Blue Metering Program Below.
- **BE AWARE OF SPEED / ALTITUDE RESTRICTIONS**
- **CODED DEPARTURE ROUTES (CDR):** Flights may be rerouted with Coded Departure Routes

JFK PUSH BACK / START PROCEDURES:

AFTER BLUE METERING PROCEDURES COMPLETED

- **CALL JETBLUE RAMP CONTROL FOR PUSH BACK.**

State call sign and gate number.

- *"JetBlue ramp, JetBlue 123, push back Gate 506."*

Ramp Control will issue push back clearance with start position and direction of planned taxi.

- *"JetBlue 123 cleared for push back, Spot 2, exit FOXTROT."*

Captain shall relay same clearance to the push back crew.

Push Back crew will: Push the AC to Spot 2, and align aircraft for taxi to exit via TWY F.

Note: The alternative in this case would be to "exit Golf" which will require taxi South via TWY F to hold short of TWY G. Permission must be granted from IAT Ramp prior to entering TWY G toward TWY A.

**IN ALL CASES CONTACT JFK GROUND CONTROL
PRIOR TO MOVEMENT / TAXI ON TWY A**

FOR GATE 501 - 503 PUSH BACK ONTO TWY G:

- **CALL JETBLUE RAMP CONTROL WHEN READY TO PUSH**
(For metering/flow plan)
- **CALL IAT RAMP 130.77 FOR PUSH BACK ON TWG "G"**
Inform ground crew: "Cleared to push back on to TWY G, IAT SPOT ##"



INSECTICIDE SPRAYING PRIOR DEPARTURE TO JAMAICA:

If insecticide spraying for Jamaican destinations cannot be accomplished in JFK the flight may still depart.

Jamaican authorities will conduct the spraying upon arrival in Jamaica per local agreement.

T5 GATE 501-503 AND ALL T4 (IAT) PUSH BACKS:

IAT Ramp authorizes two person push back crews. JetBlue normally has four push back crew members.

Be aware of push back crew's position before releasing the parking brake and taxiing the aircraft.

BLUE METERING PROGRAM: SEE INFO NOTICE 2010F07

- **ATIS WILL BROADCAST WHEN METERING PROCEDURES ARE IN EFFECT**
- **RAMP CONTROL** will issue the TMAT (Target Movement Area entry Time)
- **RAMP CONTROL** will issue Metering Location
- **MUST NOT TAXI EARLY** (airline will be penalized)
- **MUST MONITOR JETBLUE RAMP CONTROL** when you have TMAT (ETT)
- **MUST CONFIRM 5 MINUTES PRIOR THAT TMAT IS VALID**
- Once validated, flight will be released for taxi

From JetBlue Ramp:

- *A TMAT once issued should be verified five minutes prior*
- *Please read back the TMAT*

From JFK Tower:

- *Please be ready to accept RWY 22R intersection YA departure to assist with JFK traffic management.*

We appreciate your help!

DEPARTURE CAUTIONS:

- **ATC ADVISORY ON CLIMB PROFILE:**

ATC has advised that they expect 250 KIAS climb until 10,000 ft. for all JFK departures, except when specifically cleared otherwise.

Avoid separation issues: Advise ATC if planning to climb slower than 250 KIAS.

- **THREAT OF PARALLEL DATA:**

JFK RWY 04L/22R and 04R/22L often require significantly different aircraft configurations and V-speeds.

FOQA analysis has indicated flights have departed these runways with data from the parallel runway.
(e.g. using data from the longer runway 04L/22R for a runway 04R/22L departure)

Carefully verify the performance data (e.g. Flaps / V-speeds) is entered / up-linked for the actual runway of intended use.