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**FOR INFORMATION ONLY. FOR LATEST INFORMATION REFER TO JEPPESEN AND NOTAMS.**

### **NEW YORK KENNEDY INTL**

**JFK / KJFK  
USA**

**Airport category**

A319/A320/ A321	A330-200	A330-300	A340-500	A340-600	777-300ER 777-200F
B	B	B	B	B	B



*For the airport charts see: Jeppesen e-link for windows online*

Summary	
Airport Type	Public
Elevation (AMSL)	13 ft / 4 m
Coordinates	N 40°38.4 W 073°46.7
Website	<a href="http://www.panynj.gov/airports/jfk.html">http://www.panynj.gov/airports/jfk.html</a>

**Runways:** 13R/31L: 4423m, 13L/31R: 3048m, 04L/22R: 3460m, 04R/22L 2560m.

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[Click here for Introduction to JFK Operations Presentation](#)

**General:**

- ➔ High workload airport
- ➔ Busy ATC environment
- ➔ Number of runways with displaced threshold, offset final approach course and/or no visual path guidance

[Click here for US Ops Specs](#). This includes information on:

- ➔ Conversion Tables
- ➔ Weather Minimums
- ➔ Takeoff Minimums
- ➔ Approach & Landing Minimums
- ➔ Other Pertinent Information

**Reporting an Illness:**

- ➔ [Click here for Notifying Public Health about Ill Passengers or Crew on Flights Arriving in the United States](#)

**Restrictions:**

- ➔ As per US OPS SPECS max allowed crosswind limit for AUTOLAND is 15 knots

**Ground Congestion:**

- ➔ [Click here for Surface Flow Metering Procedures](#)

**Taxiways:**

- ➔ [Click here for Enhanced Taxiway Centerlines](#)
- ➔ [Click here for A340-600 / 777-300ER Taxiway Restriction Plan - No Turn Intersection](#)
- ➔ [Click here for Gate A6 Terminal 4 Temporary Taxi Instructions](#)

**New Start-up Positions:**

- ➔ [Terminal 4 Operations Bulletin # 10-27](#)
- ➔ [New Start-up Position 2A](#)

**Refuelling with Passengers Onboard / Embarking / Disembarking**

No restriction.

 <p>الإتحاد ETIHAD AIRWAYS The National Airline of the United Arab Emirates</p>	<p><b>ROUTE INFORMATION MANUAL AIRPORT BRIEFS NEW YORK</b></p>	<p>Chapter: 2 Page: 3 Rev: 74 Date: 10 SEP 14</p>
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## ATC Phraseology and Q and A's

### ATC phraseology

- ✈ From September 30 2010, the words "Line Up and Wait" will replace the words "Position and Hold" to instruct a pilot to enter the runway to await take-off clearance. Under the new "Line Up and Wait" phraseology, the controller will:
  - State your call-sign;
  - State the departure runway;
  - State "Line Up and Wait";

**Exercise Caution.** Be aware the phrase "Traffic Holding in Position" will continue to be used to advise other aircraft that traffic has been authorised to "Line Up and Wait" on an active runway.

### Arrival

- ✈ Expect ENE 4 arrival followed by radar vectors.
- ✈ Normally, preferential Rwy's for landing are: 13L, 22L, 31R and 04R.
- ✈ **A thorough review of the approach plates in Jeppesen e-link is MANDATORY.**
- ✈ Very heavy bird activity around the airfield.
- ✈ Very heavy traffic in the area (other major airports include Newark and La Guardia).
- ✈ A.T.C often issues clearance without waiting for your read-back, if any doubt request confirmation.
- ✈ Expect the controllers to use non standard phraseology.
- ✈ Clearances are issued very fast and with a very strong accent.
- ✈ Expect early descent (even beyond 200 NM), adjust fuel required accordingly.
- ✈ Runway changes can occur several times during the approach be ready for re-briefing.
- ✈ Very noise sensitive airport.
- ✈ Separation from the preceding traffic will be minimum, manage speed accordingly.
- ✈ Tailwind during the approach is not unusual.
- ✈ Complex taxi procedures (make full use of the 4 cockpit crew).
- ✈ Normal parking is at terminal 4 (international terminal), gate is normally 27 or 29. Review chart 20-9B for Ramp control procedures.
- ✈ Ground frequency is usually very busy.
- ✈ If weather conditions become marginal, you can expect holding clearance.
- ✈ VOR approaches are common, review VOR or GPS Rwy 13L/R.
- ✈ For the VOR or GPS Rwy 13L approach, there is a difference between actual slope and RWY'S VASIs. Late during the approach you could be switched to the parallel Rwy.
- ✈ ILS approaches 04L & 22L share same frequency. ILS 04R & 22R share same frequency. ILS 13L & 31R share same frequency.
- ✈ ILS 22 R is offset by 2 degrees.
- ✈ VOR 22L is offset by 8 degrees.

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- ✈ Be aware Rwy's 13R, 13L, 31R, 31L, 22R, 22L have displaced thresholds.

## Departure

- ✈ Clearance can be requested any time even long time before start up. ATC might request to read back the whole clearance until AUH.
- ✈ Engine start up only after being pushed back to the designated point.
- ✈ Normally, de-icing is done in the alley after push-back. Only in extreme circumstances is de-icing allowed at the gate (such as APU failure). In that case they would allow de-ice at the gate and then allow the ASU to be connected and start.
- ✈ Please be reminded that fuel type supplied at JFK and ORD airports is **JET A** type.
- ✈ **Review carefully in JEP VIEW the charts for DEPARTURE FLOW / GATEHOLD.**
- ✈ Expect GREKI 3 Departure.
- ✈ Expect once airborne radar vectors to cope for traffic separation.
- ✈ Crew will be guided by ground services through immigration to the aircraft.
- ✈ Long security checks and cleaning.

## Alternate airports

*For the alternate airport charts see Skybook/navigation menu/Jeppesen E-link On-line.*

*The alternates listed below are the company preferred alternates.*

*Always refer to your OFP for your designated alternates for the flight.*

Alternate	IATA	ICAO	Track (°T)	Distance (nm)
Newark	EWR	KEWR	280	18
Philadelphia	PHL	KPHL	249	81
Baltimore	BWI	KBWI	251	159
Boston	BOS	KBOS	050	162
Toronto	YYZ	CYYZ	305	318