

# JFK Roundtable

Presented to: JFK Roundtable

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**Federal Aviation  
Administration**

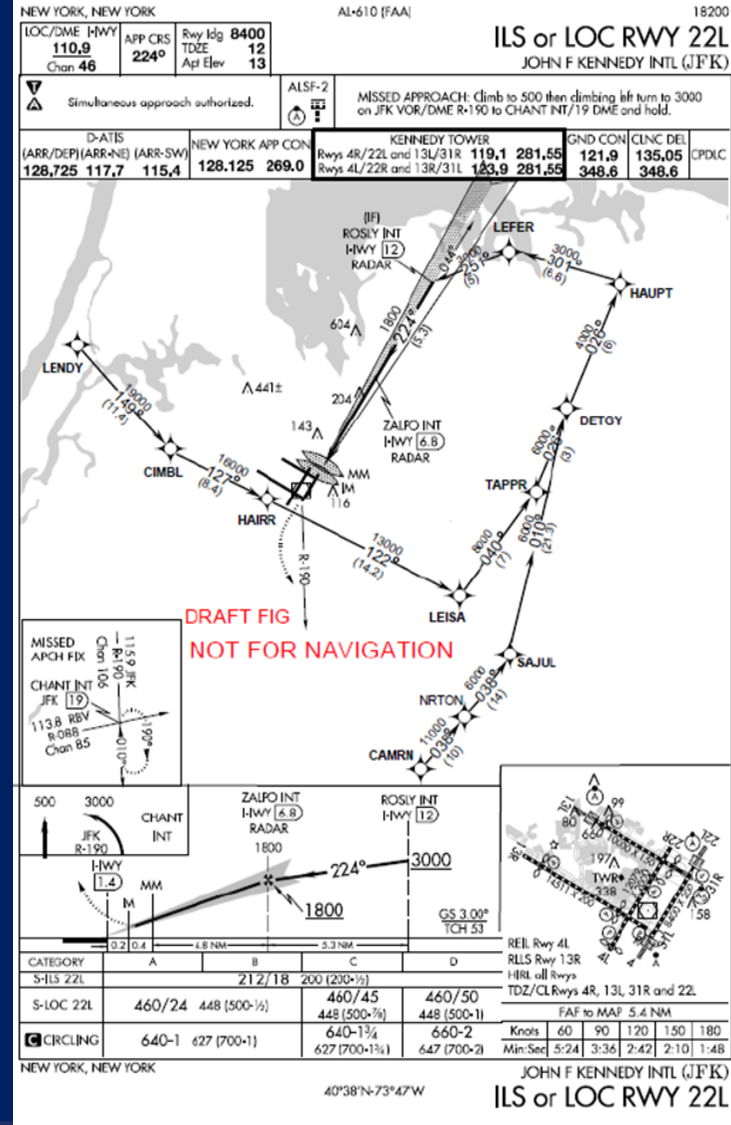


# Improving Operations

In order to address the noise concerns of the local communities, the FAA commits to undertake and support the following actions:

- ❑ When operationally feasible, the FAA will make every effort to maintain arrival aircraft at their highest possible altitudes for the arrival phase of flight, as long as practical. Maintaining aircraft at higher altitudes is dependent on all aircraft remaining in their allotted airspace, adhering to current procedures, and complying with all FAA rules and regulations.
- ❑ As part of our normal, periodic evaluation of existing routes, we will consider whether there are feasible modifications that could lessen impacts on residential areas and noise-sensitive landmarks. Any new routes intended to provide noise relief will be evaluated to avoid simply shifting noise from one residential neighborhood to another.

# RNAV Transition JFK Runway 22L and 22R



# RNAV Transition JFK Runway 22L and 22R

## ☐ Procedure Description

- ☐ Add RNAV transitions to the JFK ILS RWY 22L/R approach so arrivals from LENDY and CAMRN can be cleared for a continuous descent from entry altitude to the ILS Intermediate Fix.

## ☐ Procedure Usage

- ☐ Procedure will be used after midnight.
  - ☐ Low arrival/departure volume and minimal complexity

## ☐ Procedure Benefits

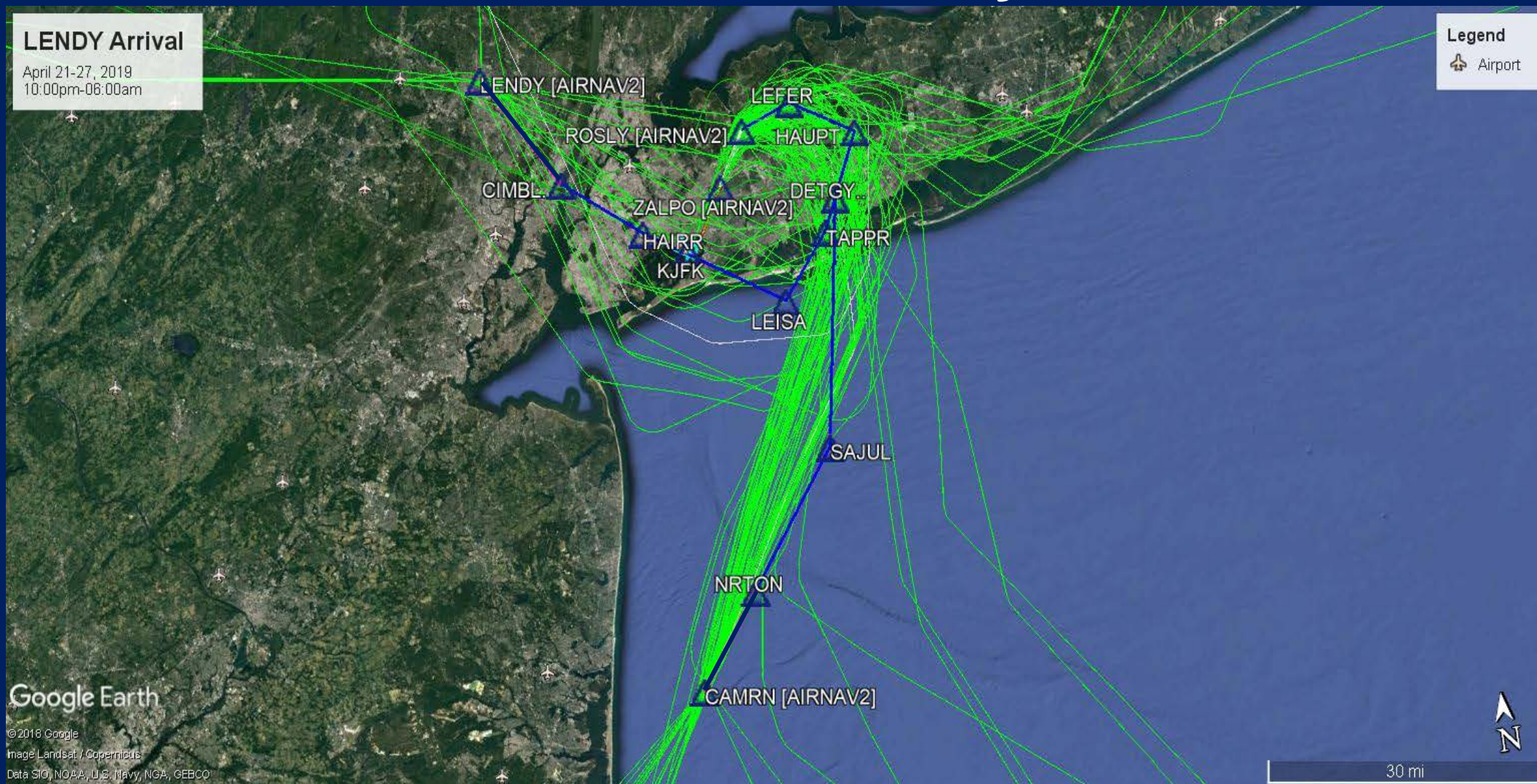
- ☐ Procedure will keep aircraft higher over noise sensitive communities in Nassau County.
- ☐ Involves the continuous, gradual descent of aircraft on a constant slope at idle or at minimal low power settings
- ☐ Airframe noise is reduced by the delayed deployment of flaps and landing gear until established on final approach

## ☐ Publication of procedure

- ☐ November 7, 2019



# RNAV Transition JFK Runways 22L and 22R



## Continuous Descent Final Approach (CDFA)

