

JFK Airport Committee

New York Community Aviation Roundtable



Monday, September 12th, 2022

7:00 - 9:00 PM

Zoom Meeting

Chairperson: Barbara E. Brown

Executive Board

Dan Mundy, 1- Vice Chair

Michele Keller, 2- Vice Chair

*Patrick Evans, Recording Secretary
, Corresponding Secretary*

Bill Huisman, Facilitator

Agenda

- | | | |
|--|------------------------------|------|
| 1. Welcome | | 7:00 |
| 2. Roll Call/Introductions | | 7:10 |
| 3. Minutes | <i>Patrick Evans</i> | |
| 4. JFK Redevelopment Project Progress Report | <i>Stacy Gilbert, PANYNJ</i> | 7:15 |
| 5. JFK Standard Runway Flight Patterns--Review | Ralph Tamburro, PANYNJ | 7:30 |
| 6. JFK Part 150 Study Update | PANYNJ | 7:50 |
| 7. Airport Noise--PANYNJ Monthly Reports vs EQA NOISY Data | Barbara Brown | 8:00 |
| 8. Election of Officers | | 8:15 |
| 9. Effective Membership/Member Participation | | 8:30 |
| 10. Public Comment (Time Permitting) | | 8:55 |
| 11. Adjournment | | 9:00 |

JFK Redevelopment Program

NYCAR JFK Airport Committee Meeting

09.12.2022



T7: 48 YEARS OLD
AND UNDERSIZED

T6: VACANT
SINCE 2011

T5: OPENED IN
2008

T4: EXPANDED IN
2010 AND 2013

T3: VACANT SINCE
2014

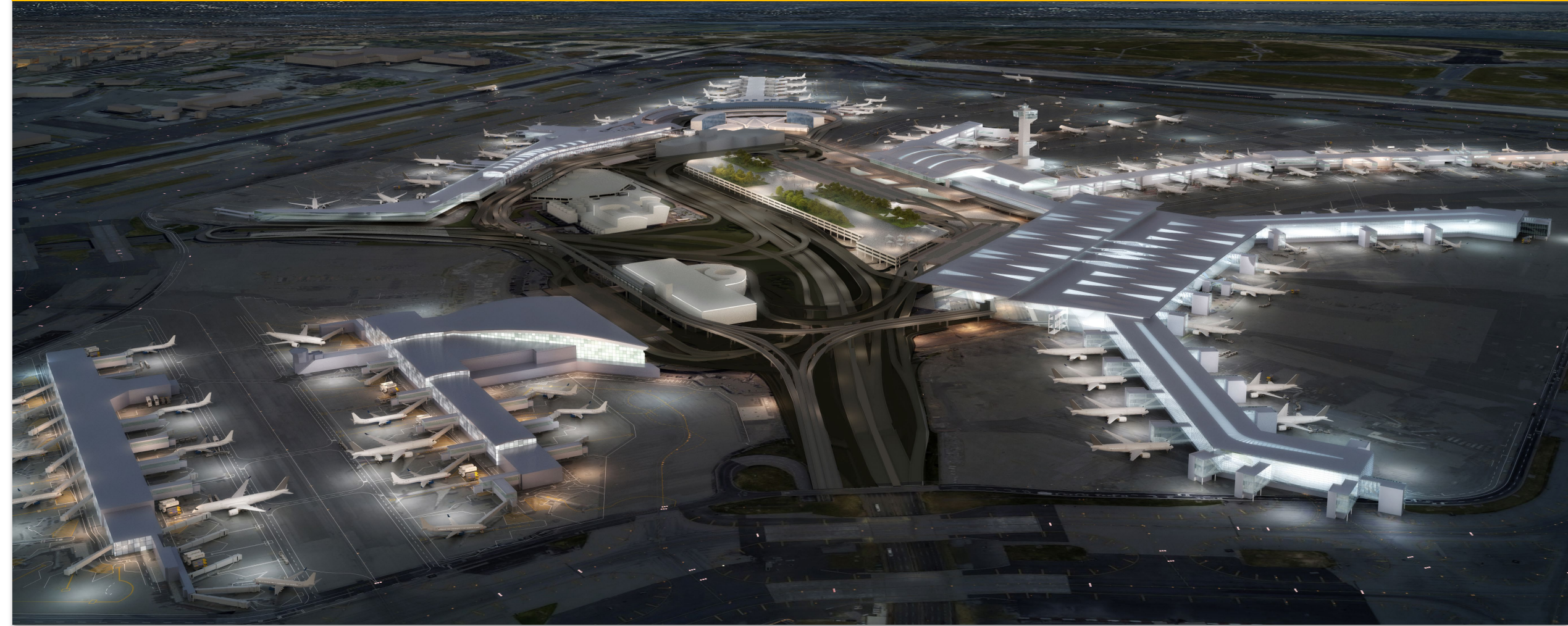
JFK TODAY

T8: OPENED IN 2005

TERMINAL 2
56 YEARS OLD
AND UNDERSIZED

TERMINAL 1
20 YEARS OLD
AND UNDERSIZED

A New JFK



JFK Redevelopment: Program Overview

Terminal 1
(New Terminal One)

- **\$9.5B new terminal; open 2026**

Terminal 6
(JFK Millennium Partners)

- **\$4+B new terminal; open 2025**

Terminal 4
(Delta Air Lines and JFKIAT)

- **\$1.5B expansion / renovation; open 2023**

Terminal 8
(American Airlines)

- **\$400M expansion / renovation; open 2022**

***Transformative \$15+ billion of private investment
across 4 terminals***

JFK Redevelopment: Program Overview

Private investment = \$15 Billion

PANYNJ investment = \$2.9 Billion

Leveraging public dollars at a 5:1 ratio

Total JFK investment = \$18 Billion

JFK Community roundtable

September 12, 2022

**PORT
AUTHORITY
NY NJ**

AIR LAND RAIL SEA



JFK arrivals and departures

9/11/2022 3:30 pm

through

9/12/2022 3:30 pm

24-hour period

Arrivals in Green

Departures in Blue

Land 22L/22R

Depart 22R/31L

Land 4R/4L

Depart 4L/31L



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JFK Runways

- JFK has 4 runways
- 8 runway ends
- Runway numbers are based the magnetic heading to the nearest 10 degrees dropping the last digit
- Left or Right is used when there is a parallel pair of runways

JFK Runways

- Prior to 2012 these same configurations were used; however, we were limited to the VOR/DME approach 22L (today the RNAV/GPS X 22L is used) whenever LGA was departing runway 13 and JFK was departing 22R AND 31L. The primary complaints received were related to this approach to runway 22L.
- The LGA runway 13 TNNIS climb allowed for the use of the ILS 22L and 22R.
- Balancing the use of the ILS's 22L/R vs the RNAV GPS X 22L approaches would provide some benefits to the communities but this is dependent on volume at the airport

Acronyms and phrases

- ILS – Instrument Landing System – radio signal aligns aircraft with the runway and provides vertical guidance to the runway.
- Glideslope – Part of the ILS system that provide vertical guidance
- Vector – Controller issued heading to guide aircraft
- Dispersal Headings – two or more paths assigned to a departure, off a runway
- Headings – paths based on a 360-degree compass
- VAP – Visual Approach – Pilot will maintain separation from other arrivals and line up with the runway
- RNAV GPS – type of approach that uses GOS technology

JFK runway configurations

Primary runway configurations used

- Land 13L/22L Depart 13R
- Land 22L Depart 22R
- Land 22L/22R depart 22R/31L
- Land 31R/31L depart 31L
- Land 31R/31L depart 31L
- Land 4R/4L depart 4L
- Land 4R/4L depart 4L/31L
- Land 13L depart 13R

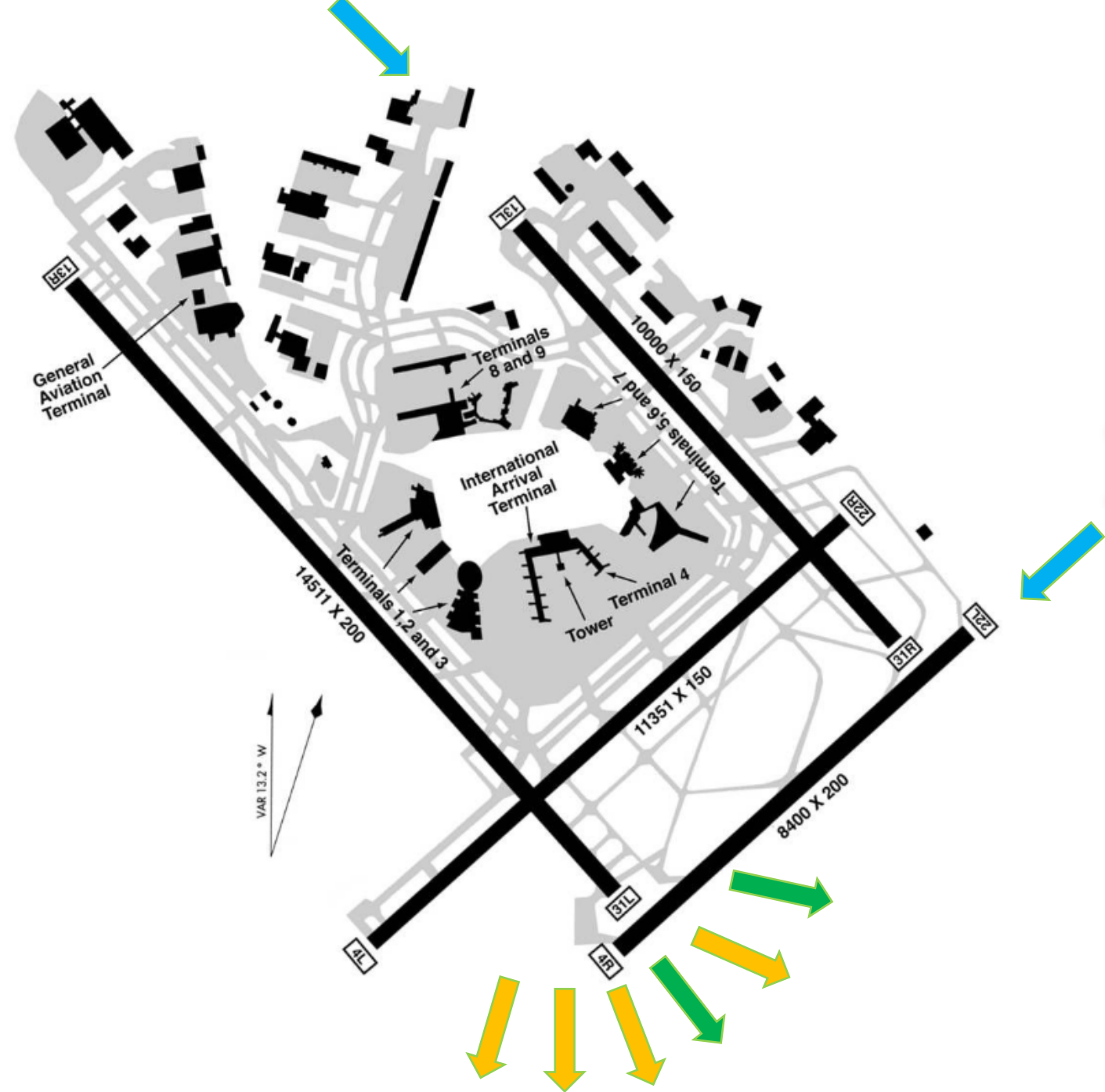
JFK runway configurations

LAND 13L/22L

DEPART 13R

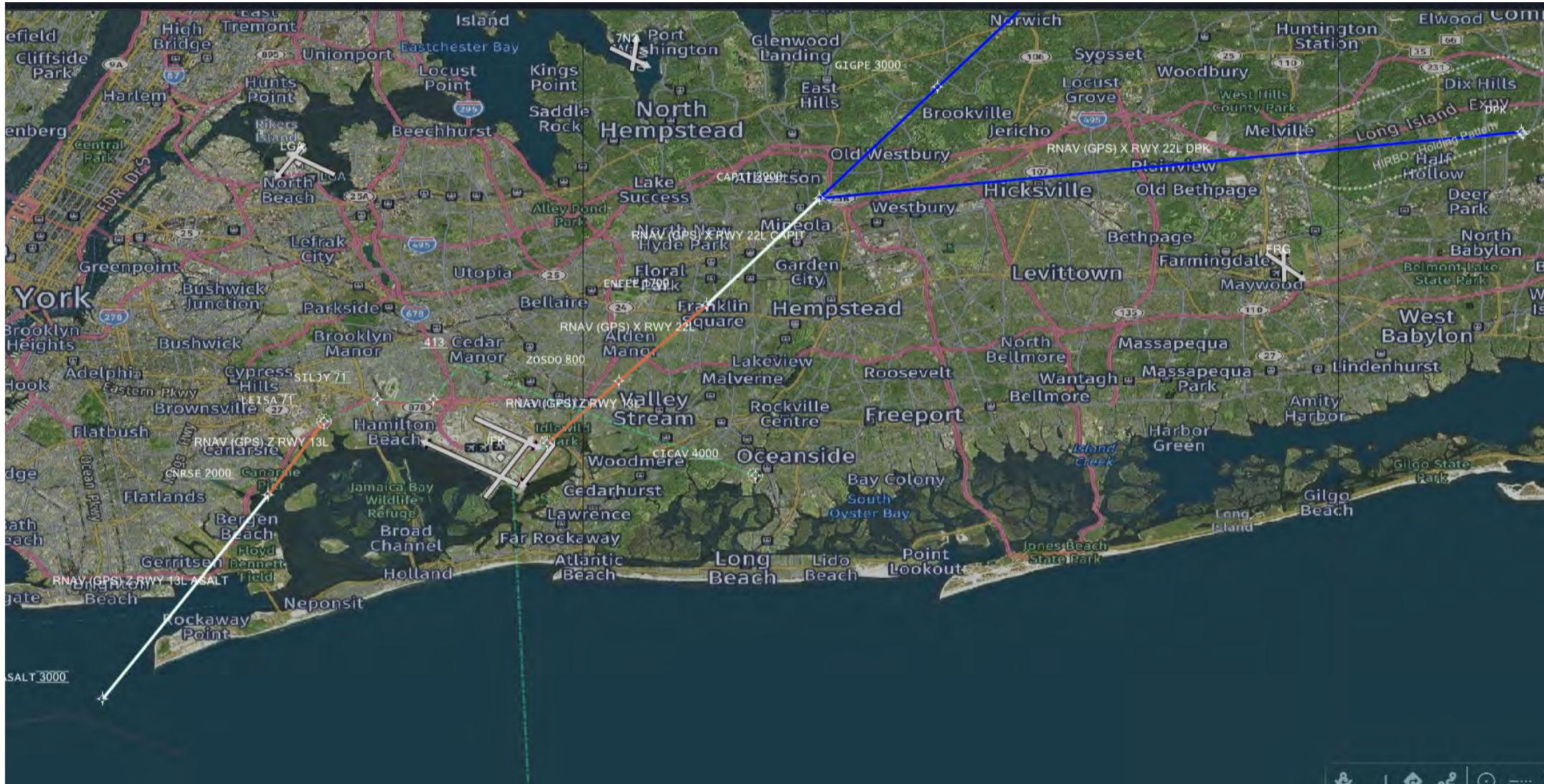
Most efficient arrival configuration

Dispersal headings off 13R



JFK

RNAV GPS X 22L
RNAV GPS Z 13L

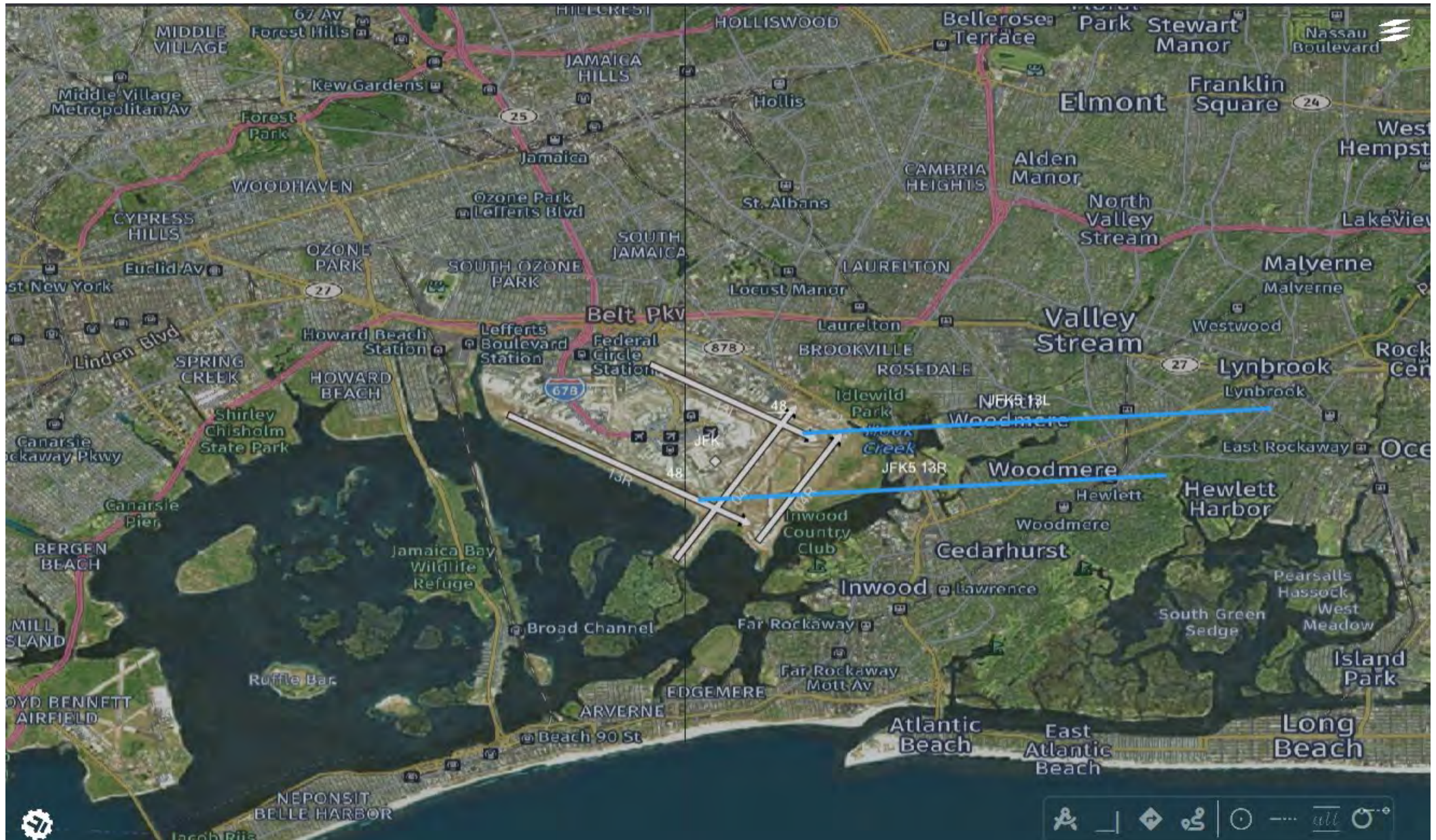


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13L and 13R
departures

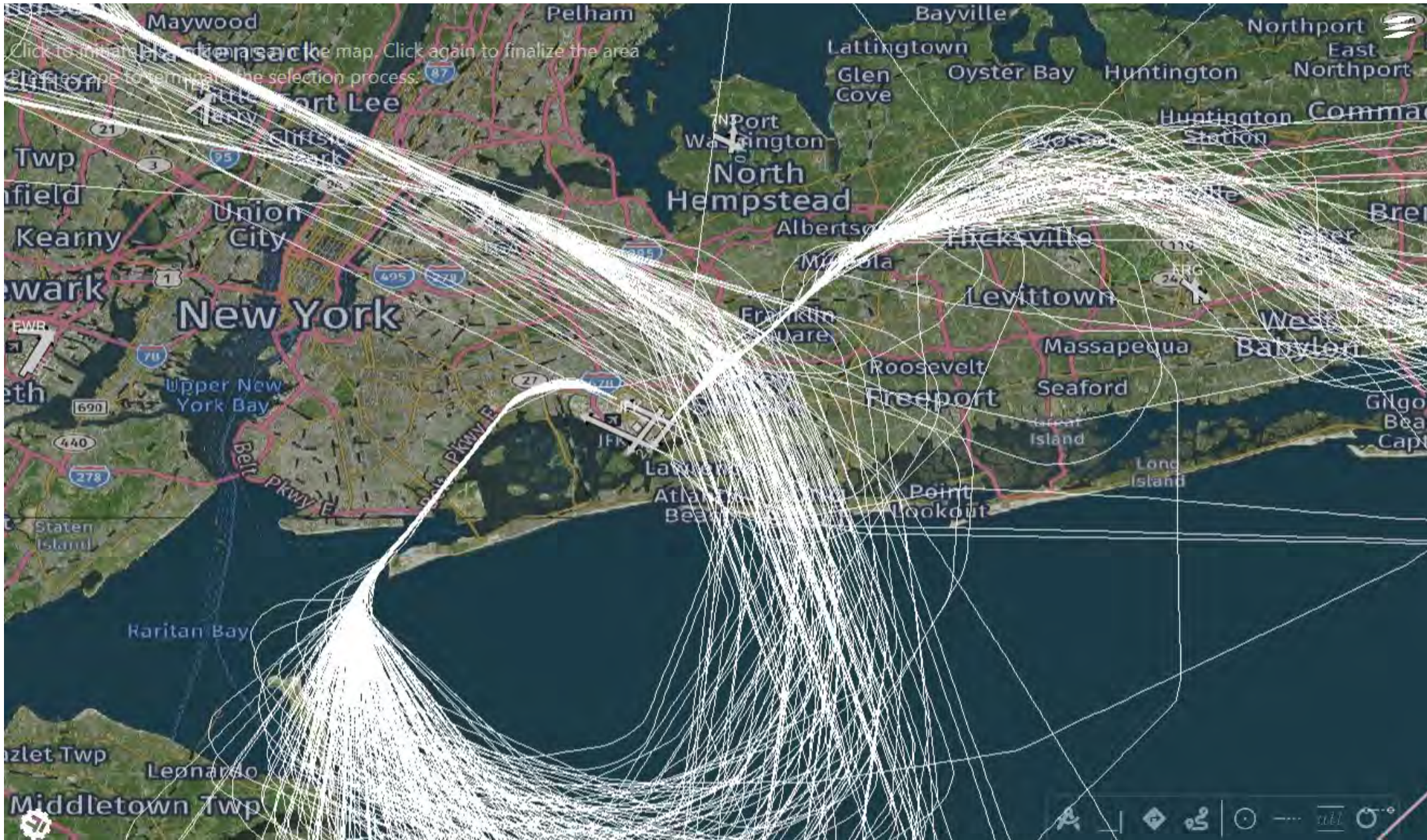
Departure
headings are
assigned by ATC



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Runway 13L
and 22L Arrivals



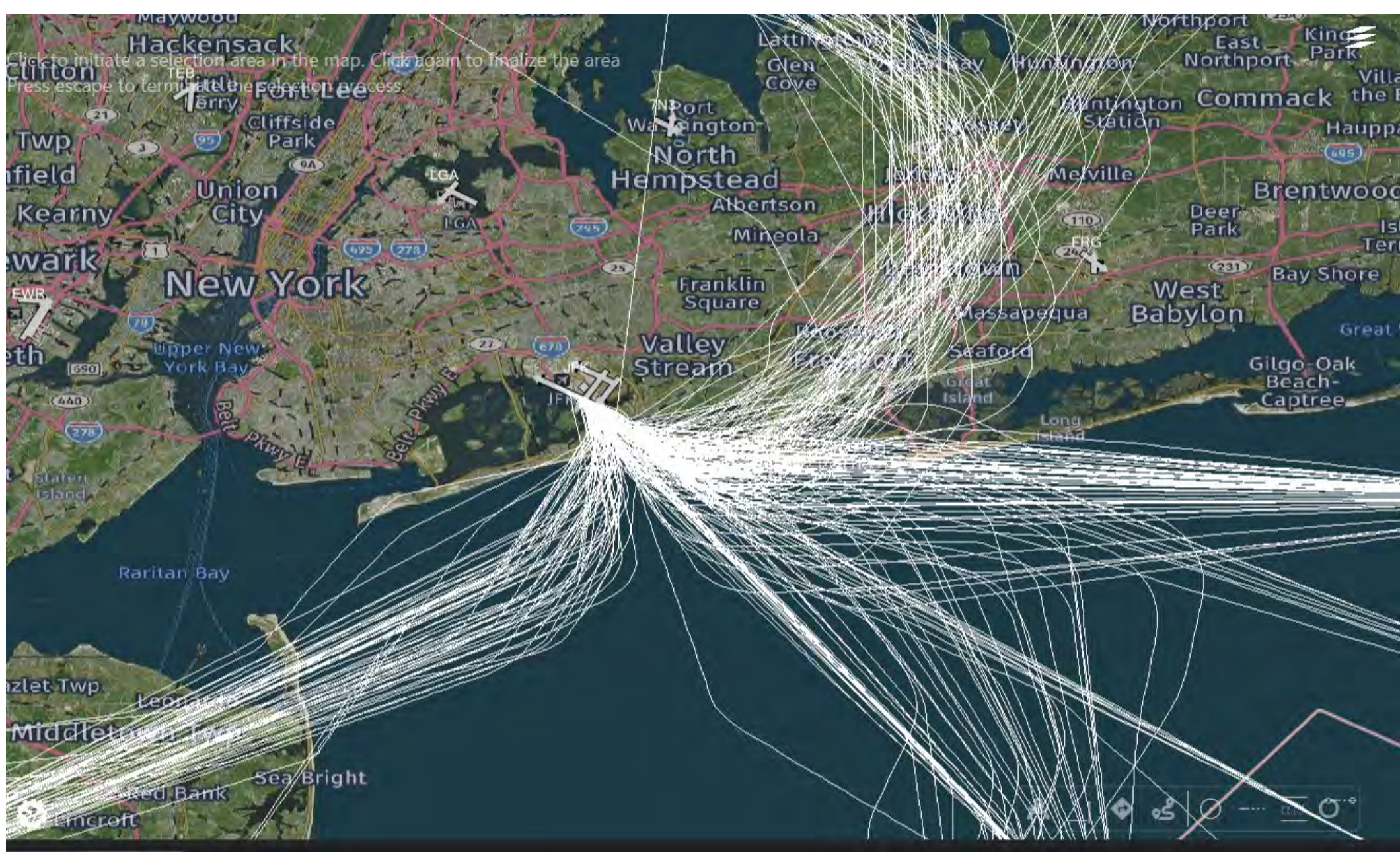
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13R departures

S
Dispersal headings

110, 130, 150, 180



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Runway 13L/22L arrivals and 13R departures



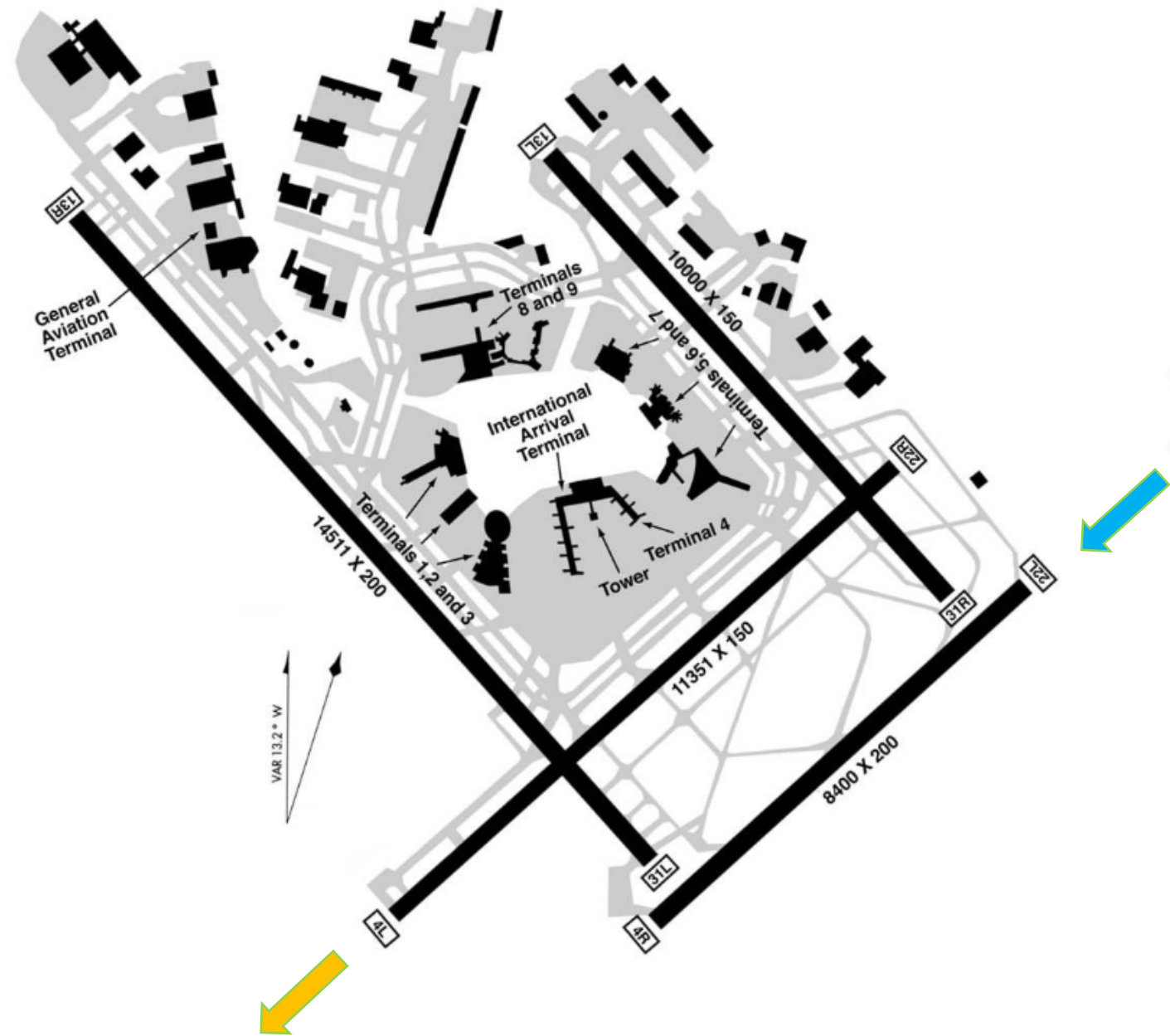
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JFK runway configurations

LAND 22L

DEPART 22R

Used during severe weather events due to surface flexibility

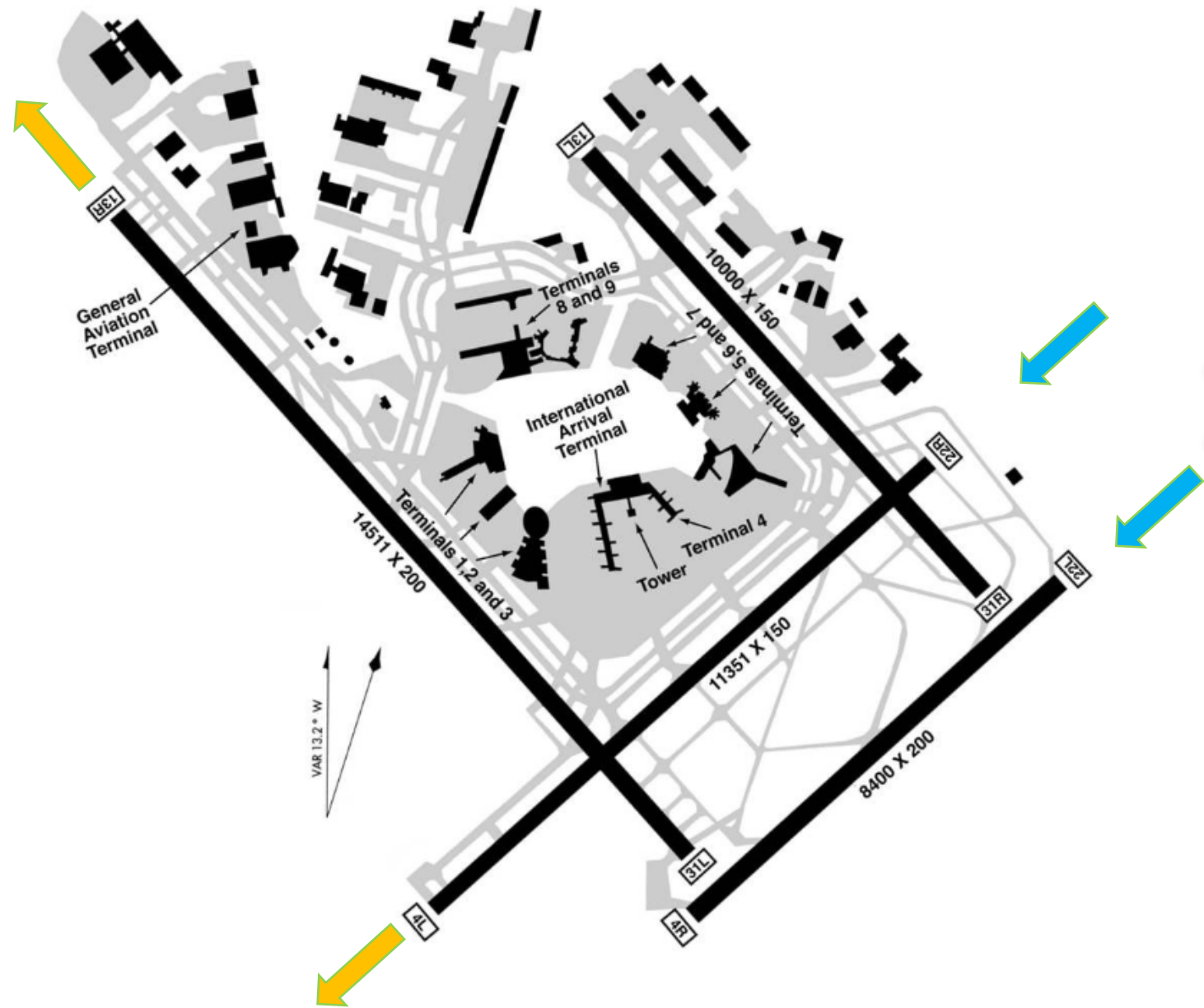


JFK runway configurations

LAND 22L/22R

DEPART 22R/31L

Most efficient departure configuration



JFK

6 approach paths to 22L

ILS 22L

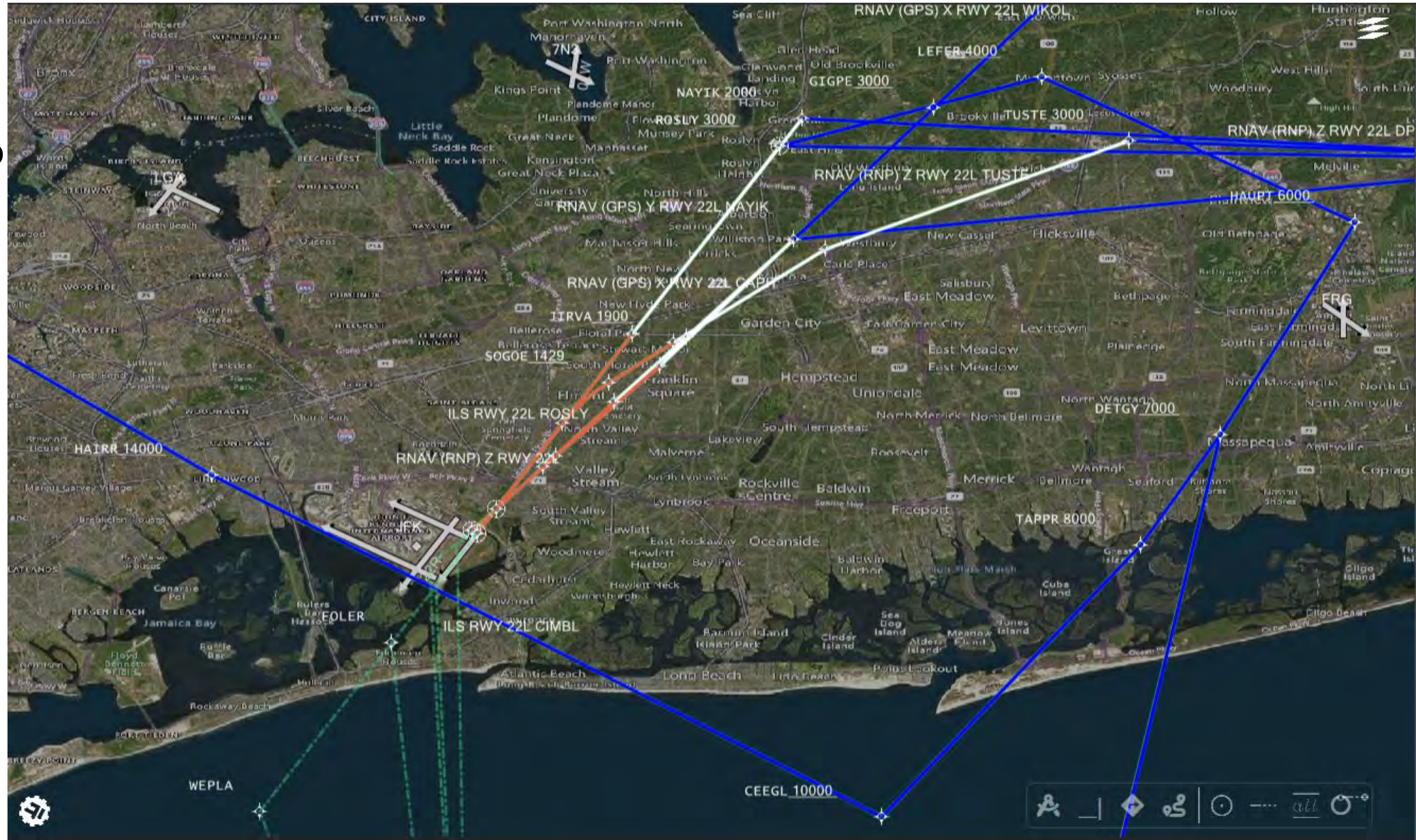
RNAV GPS X 22L

RNAV GPS Y 22L

RNAV GPS Z 22L

Belmont Visual

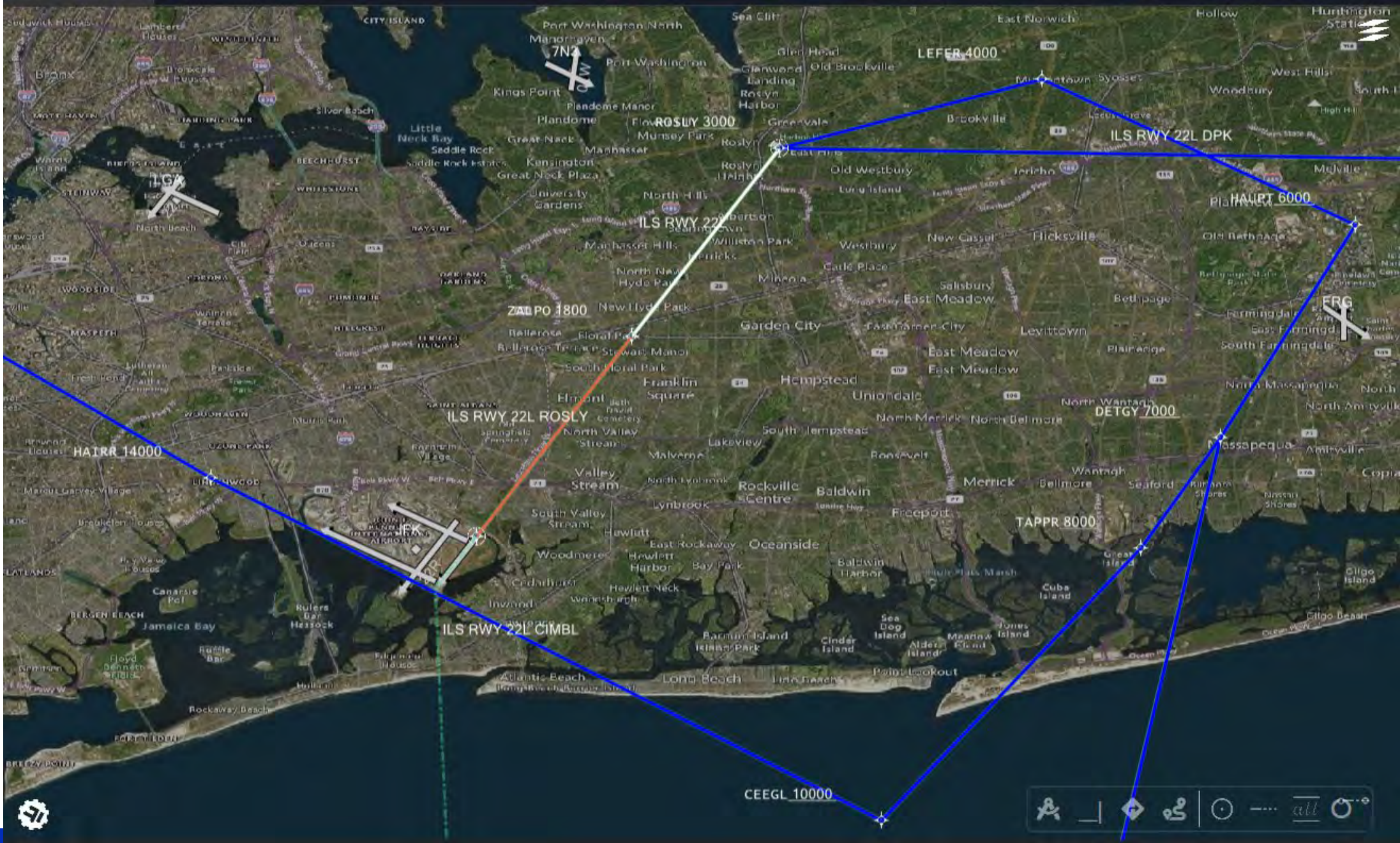
VOR/DME 22L



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ILS 22L
approach
used most
often

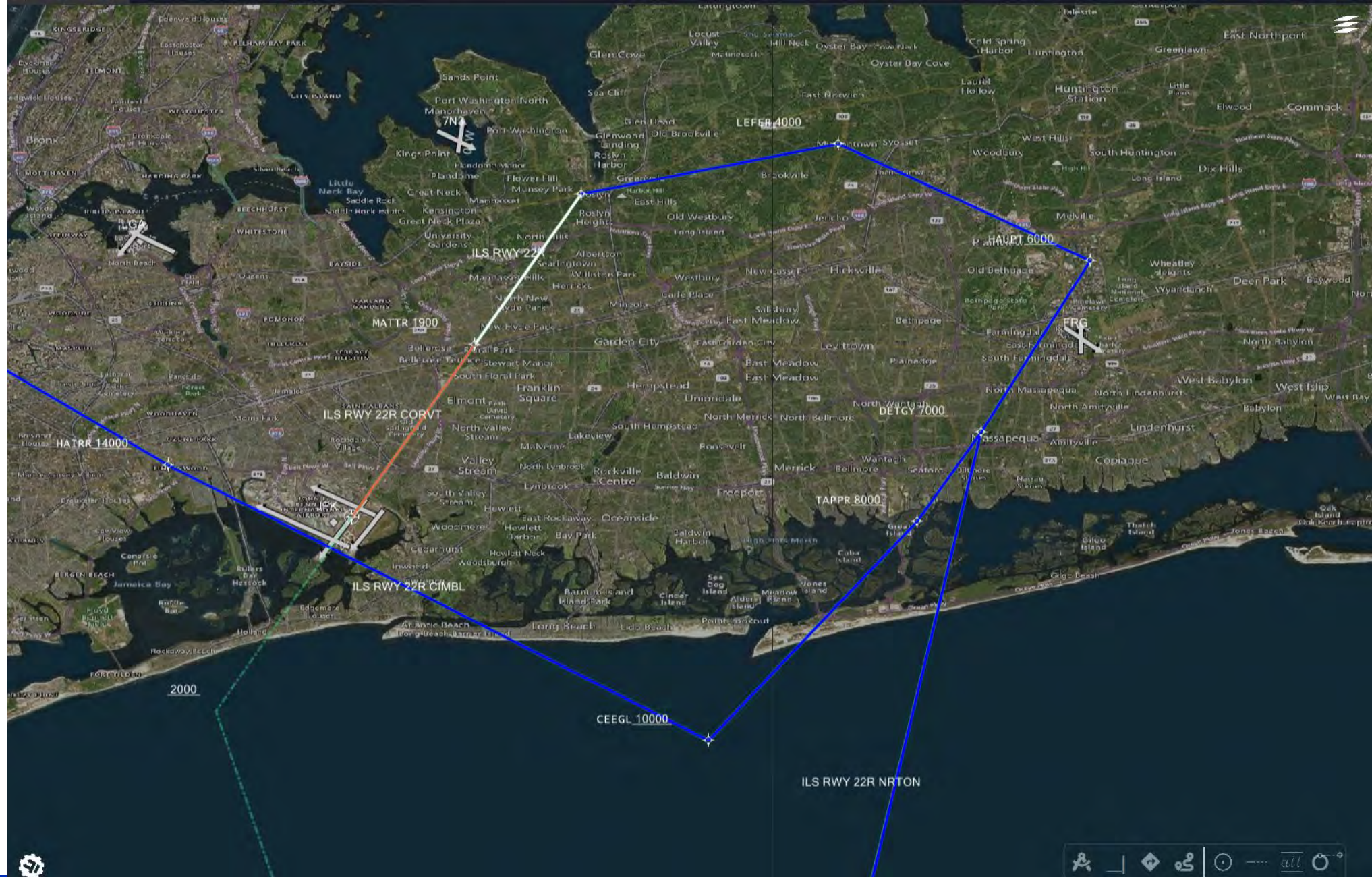


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ILS 22R approach

Used in conjunction with ILS 22L



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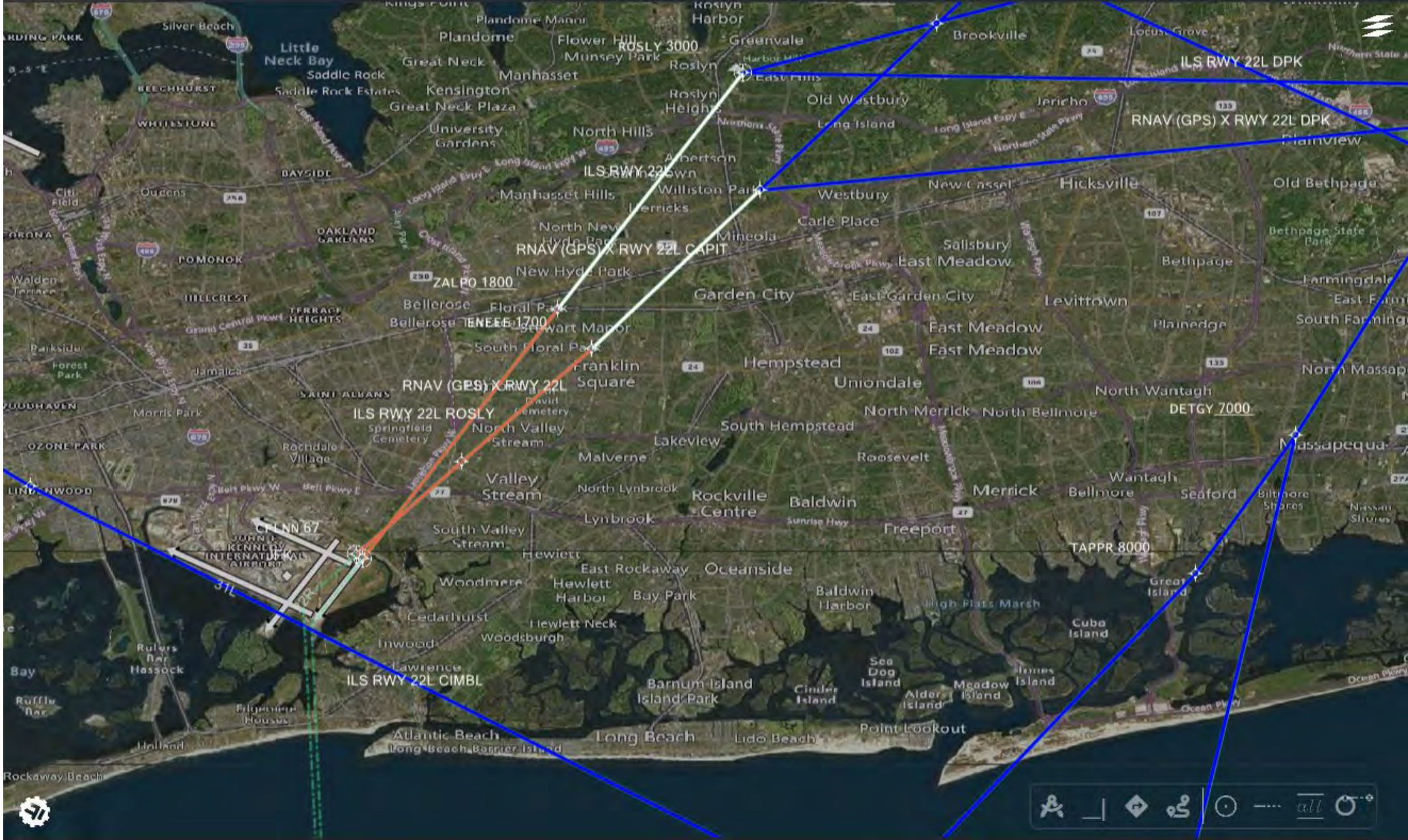


AIR LAND RAIL SEA

JFK

ILS 22L approach

RNAV/GPS X Approach 22L



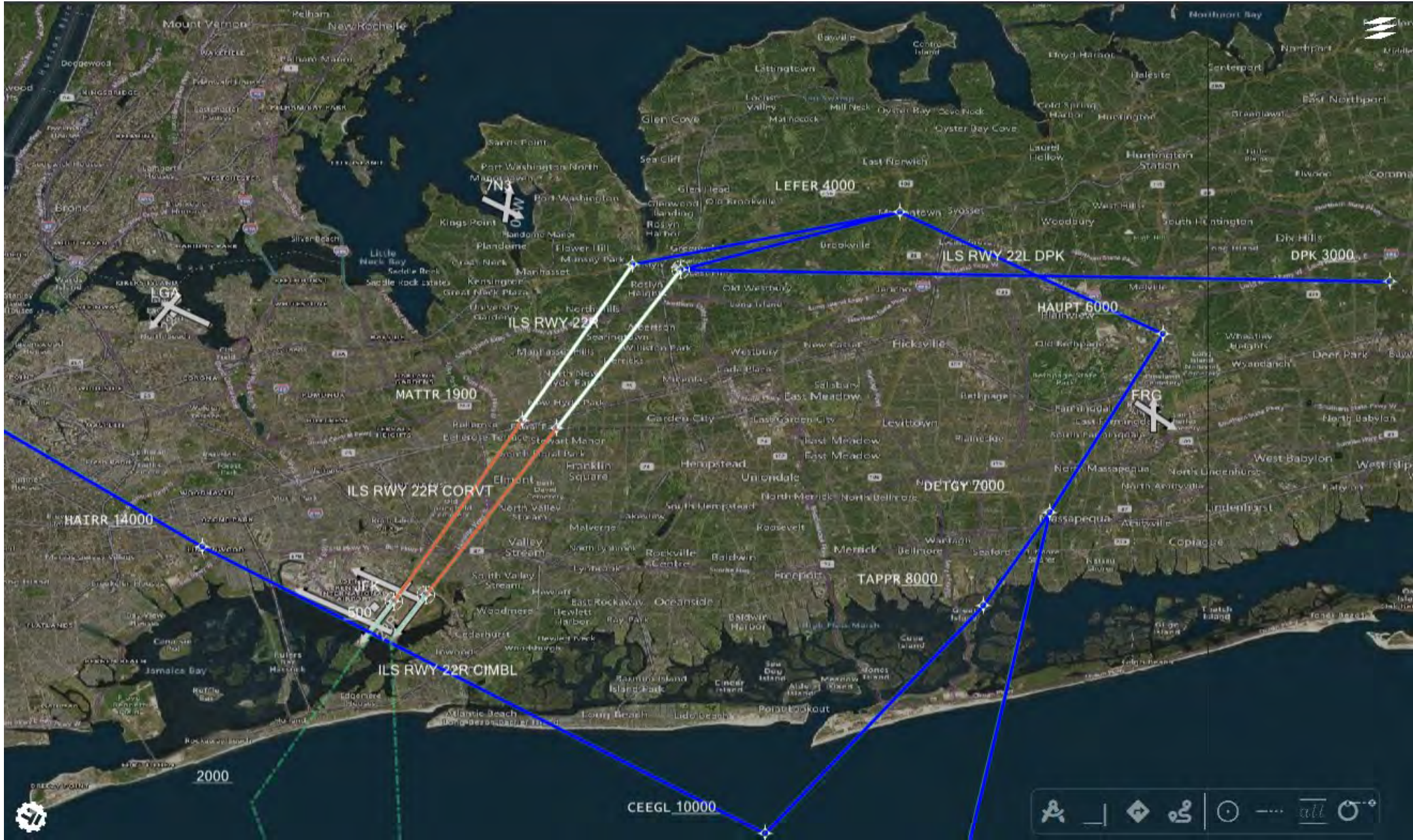
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ILS 22L
ILS 22R

Used during
higher volume
periods

22R is a shared
runway between
arrival and
departures

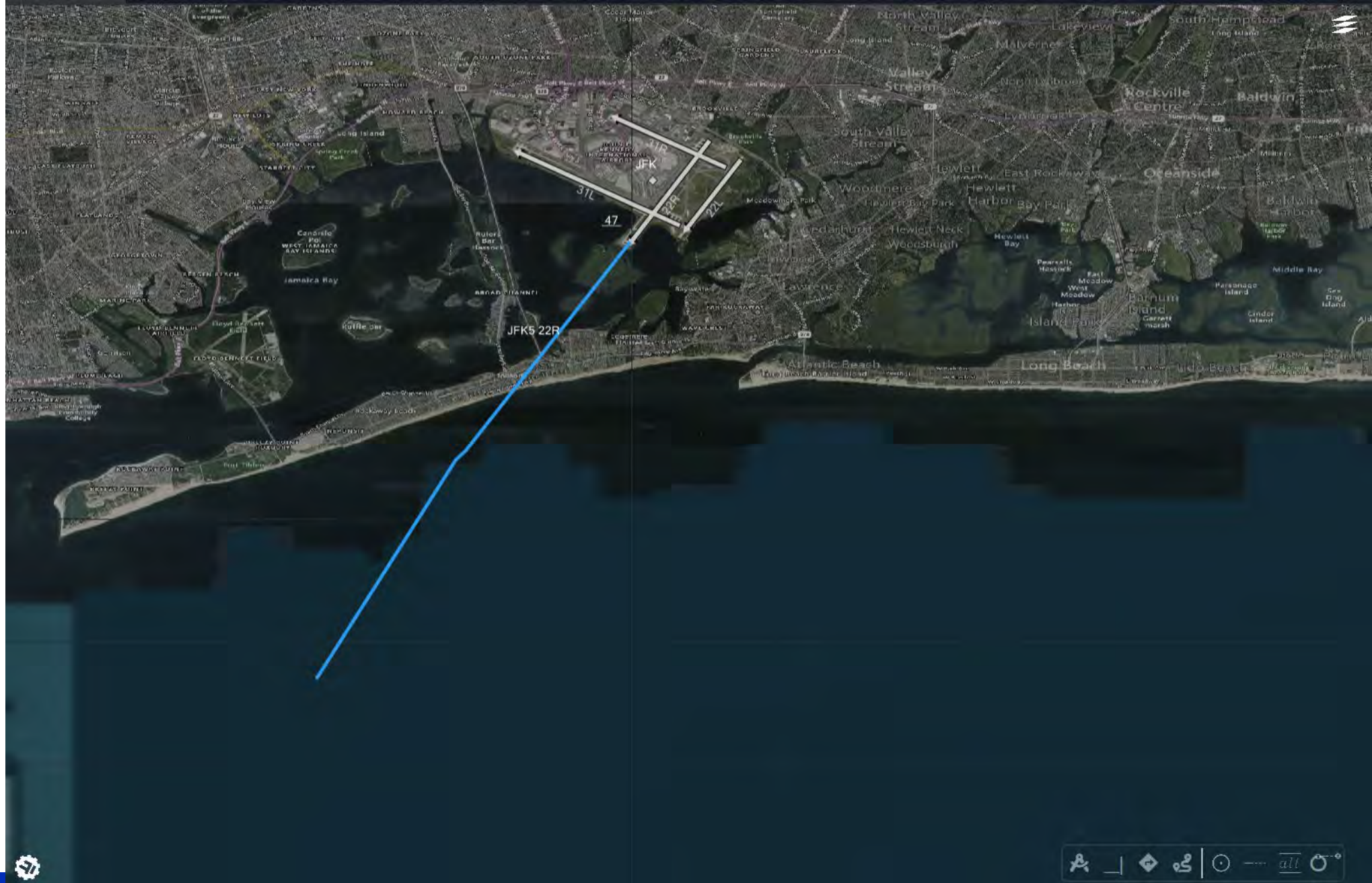


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22R
departures

Fly runway
heading



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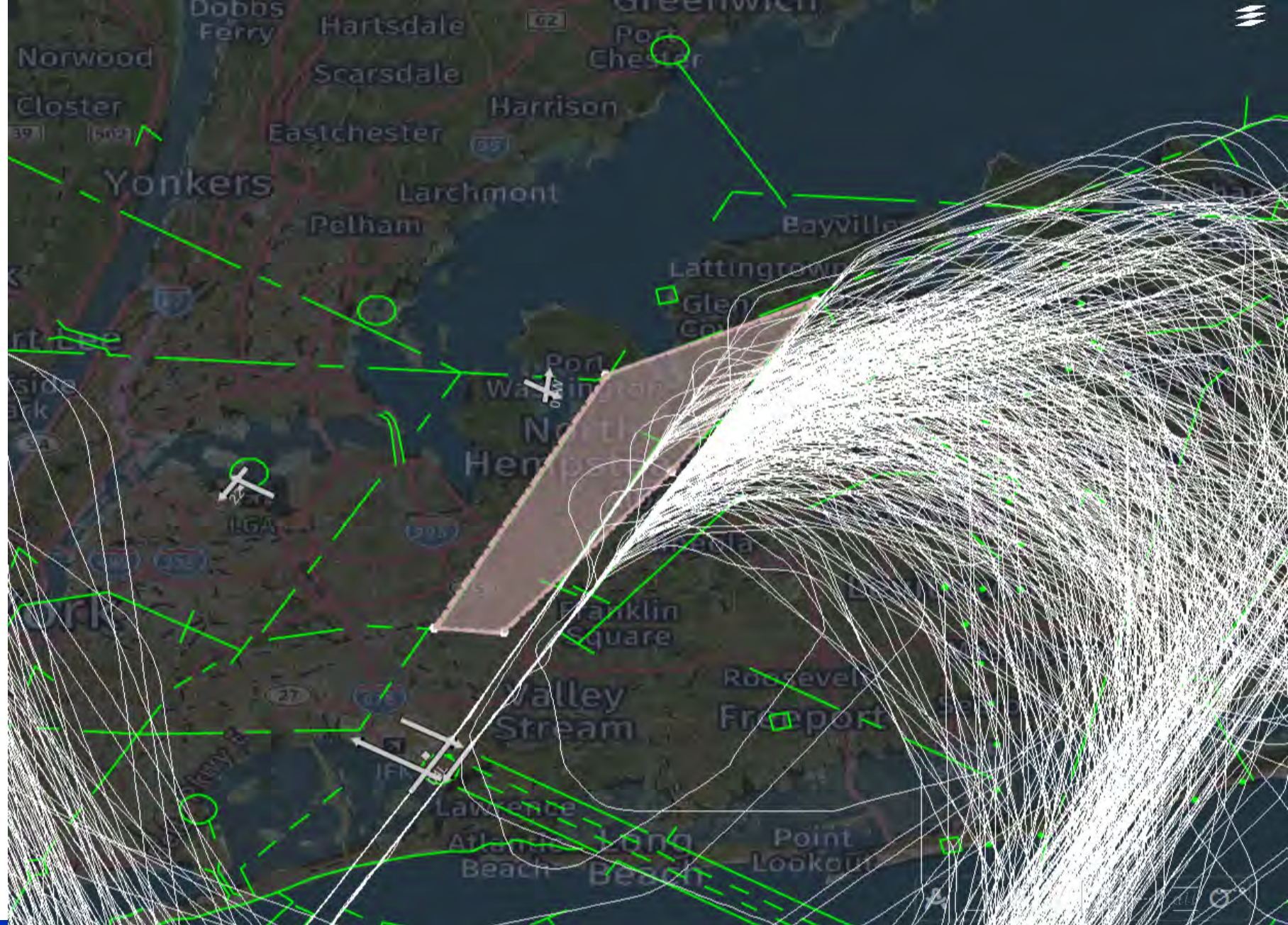
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AIR LAND RAIL SEA

JFK

Arrivals to 22L and 22R are forced to lower altitudes because of airspace shared between LGA and JFK

JFK traffic must be at 2000 and 3000'



JFK

ILS 22L approach
ILS 22R approach

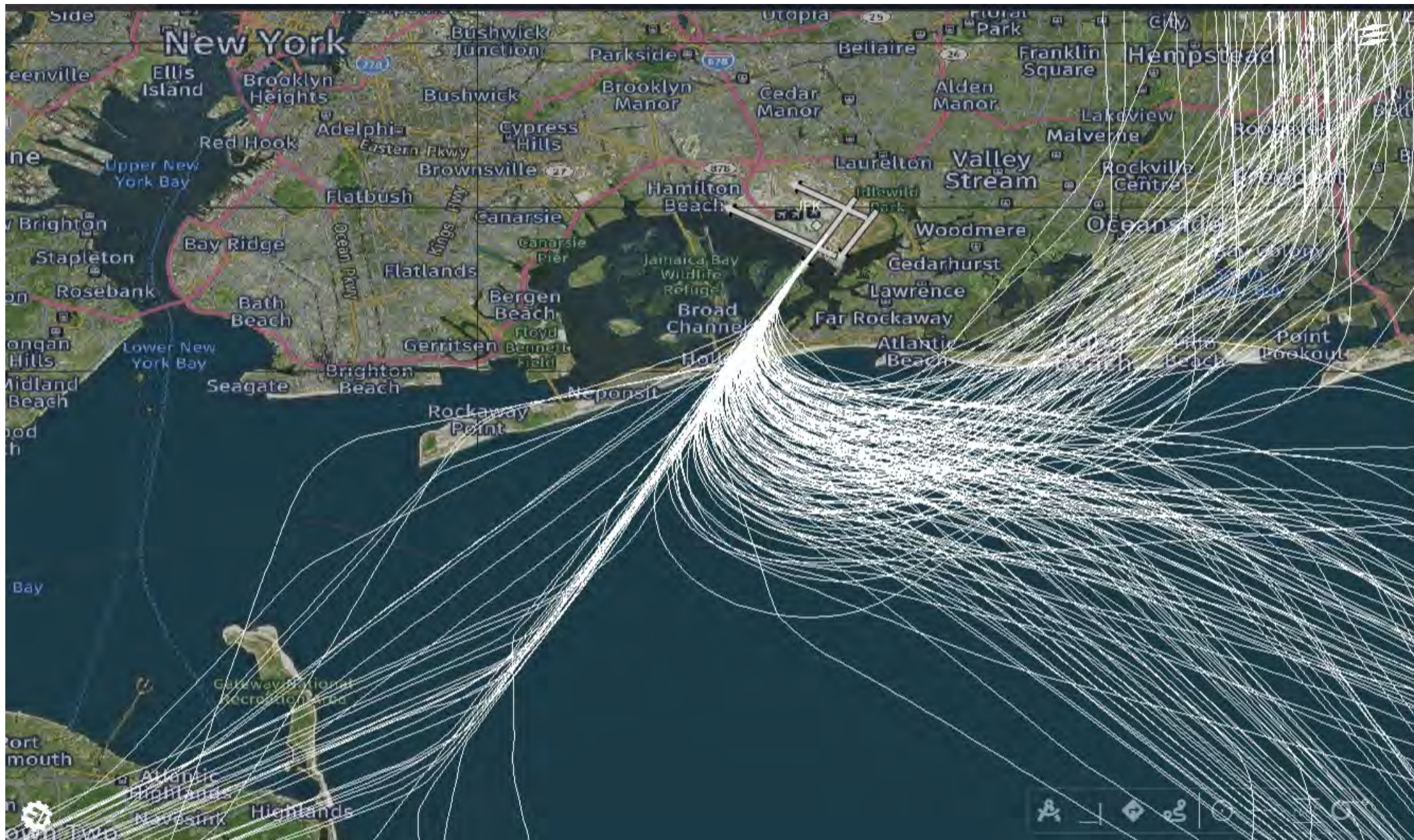


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22R
departures

Fly runway
heading
Initially



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22R and 31L
departures used
simultaneously



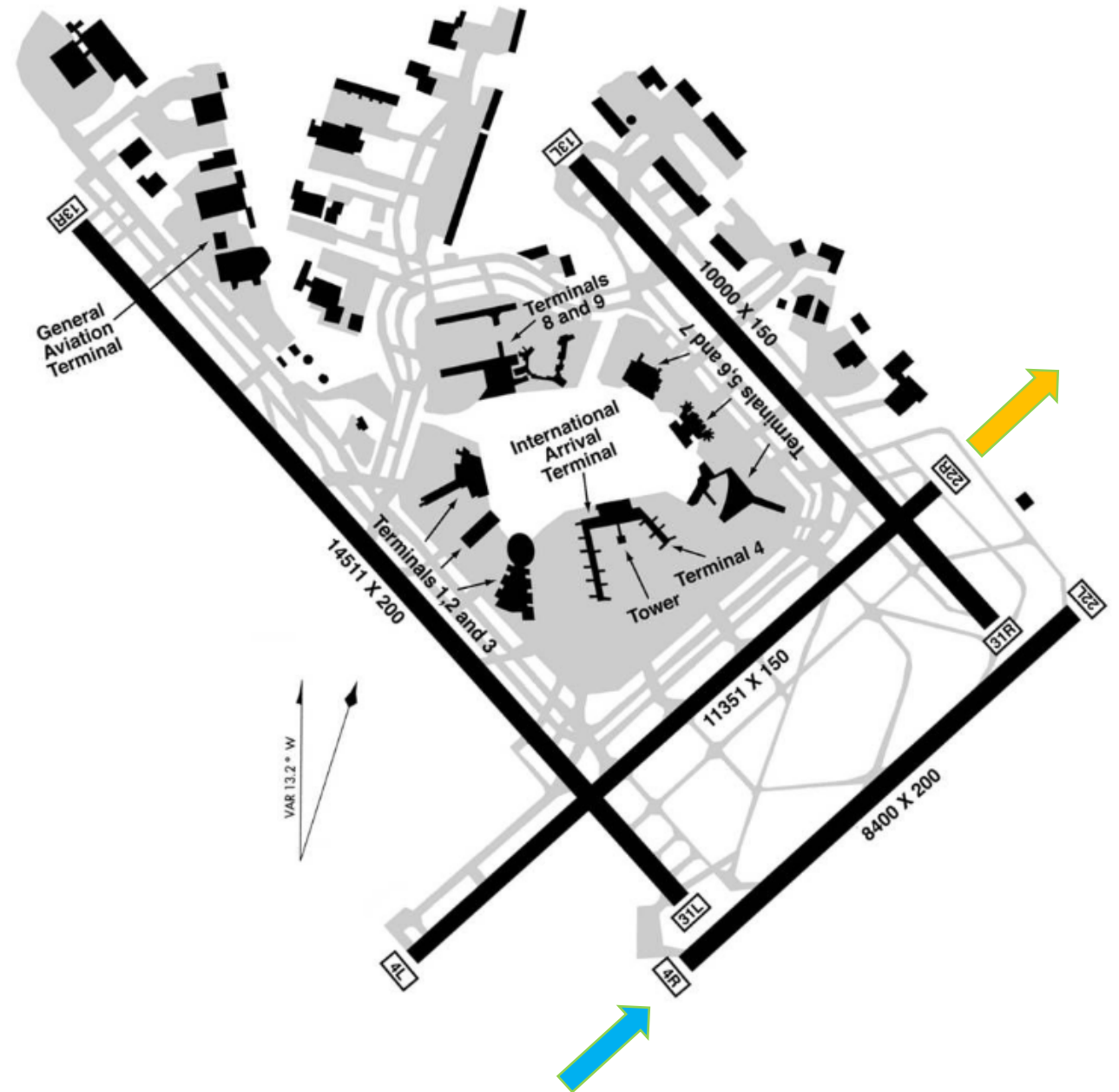
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JFK runway configurations

LAND 4R

DEPART 4L

Typically used during snow events or inclement weather



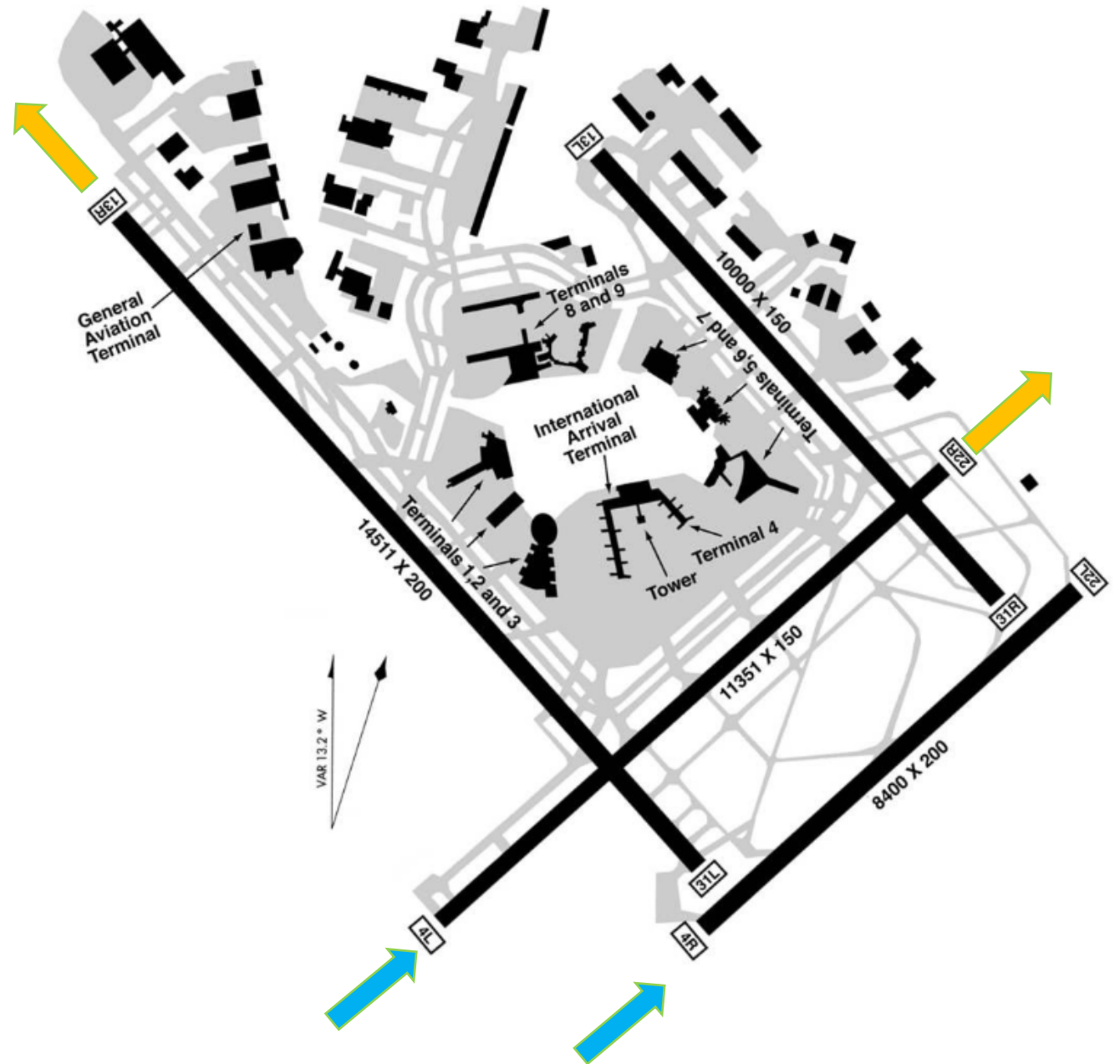
JFK runway configurations

LAND 4R/4L

DEPART 4L/31L

4R primary arrival
runway

4L primary departure
runway



JFK

ILS 4R

Primary arrival runway



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ILS 4L

Secondary arrival
runway

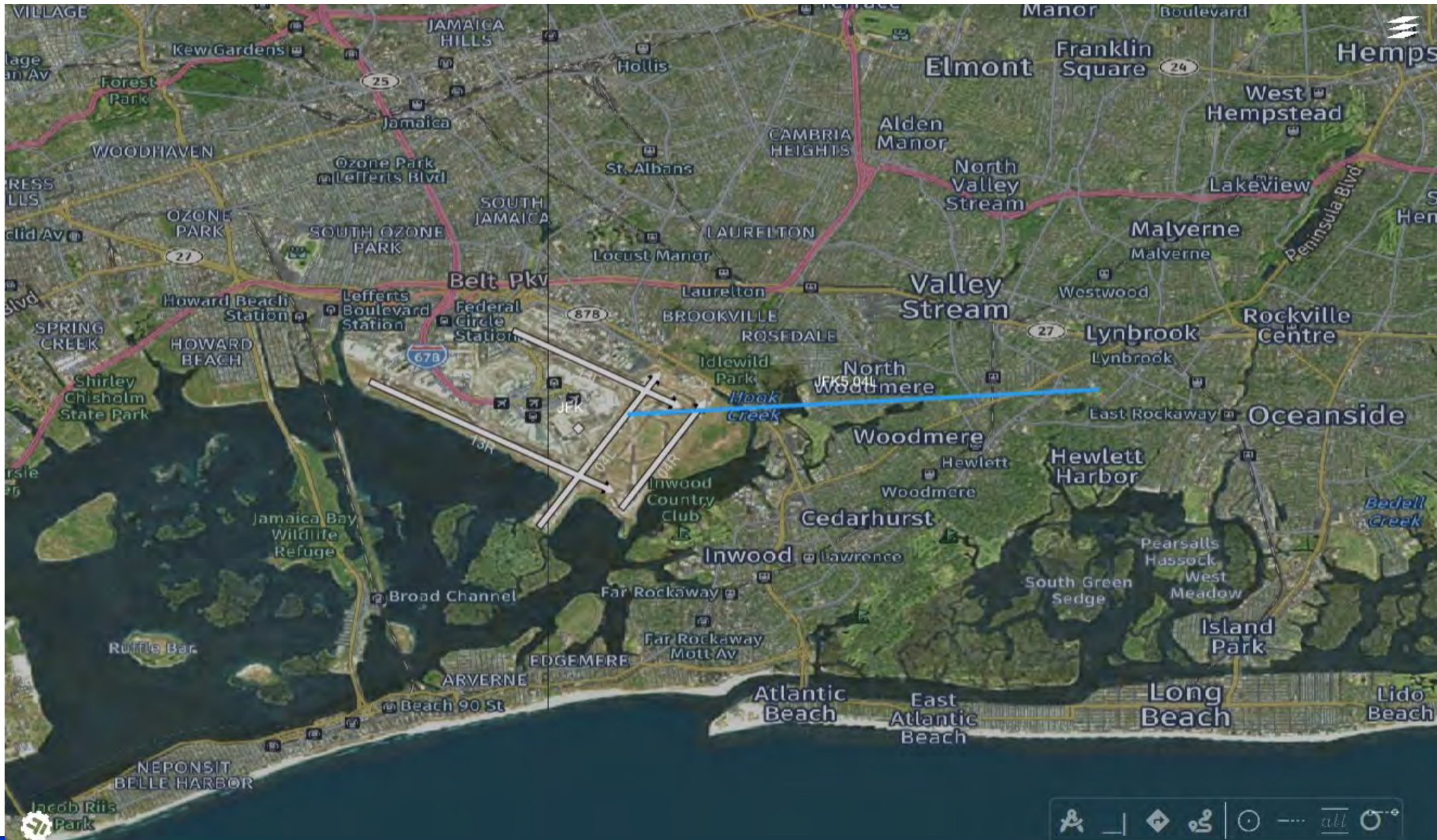


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4L departures

Assigned a 099 degree heading

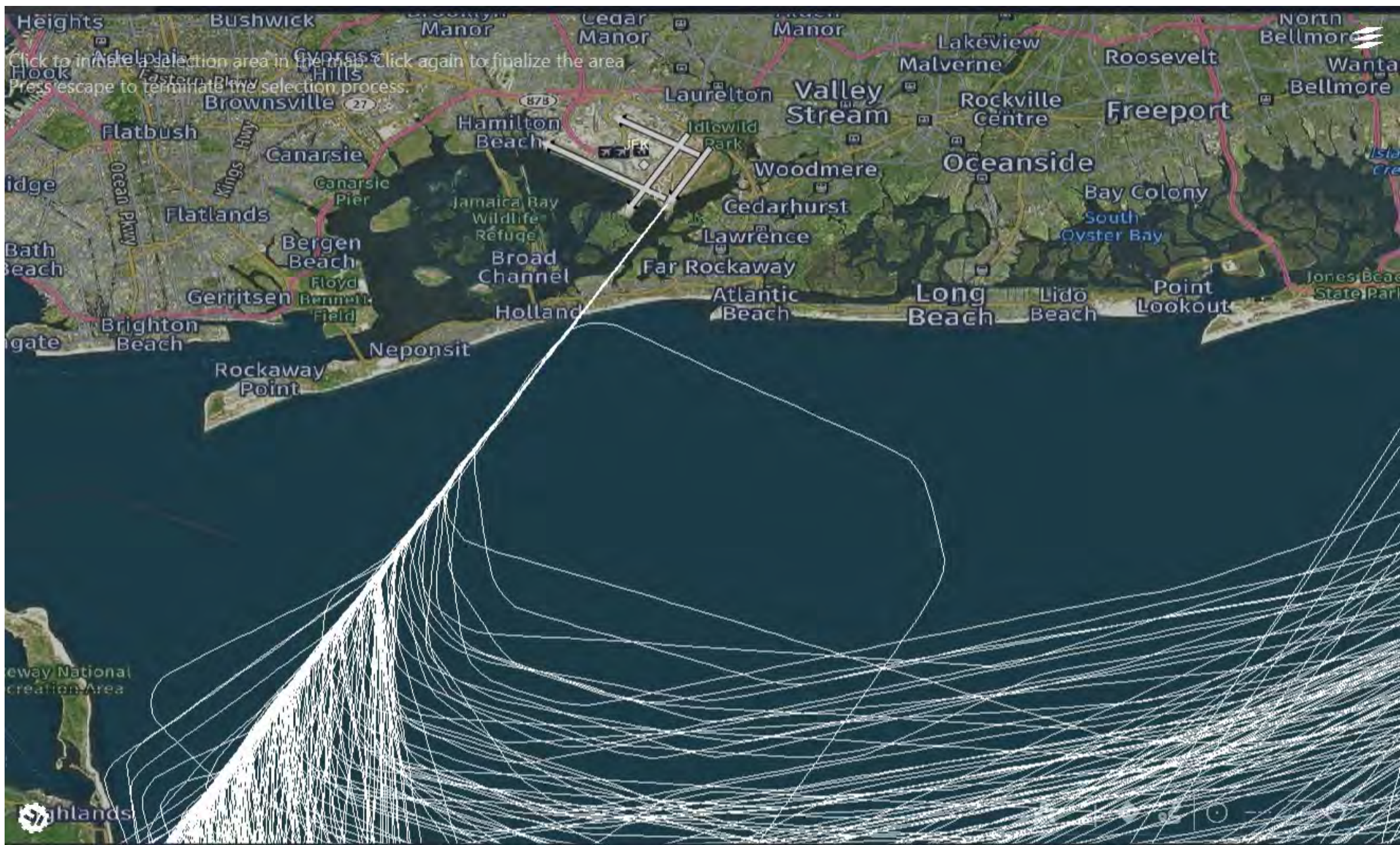


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4R arrivals

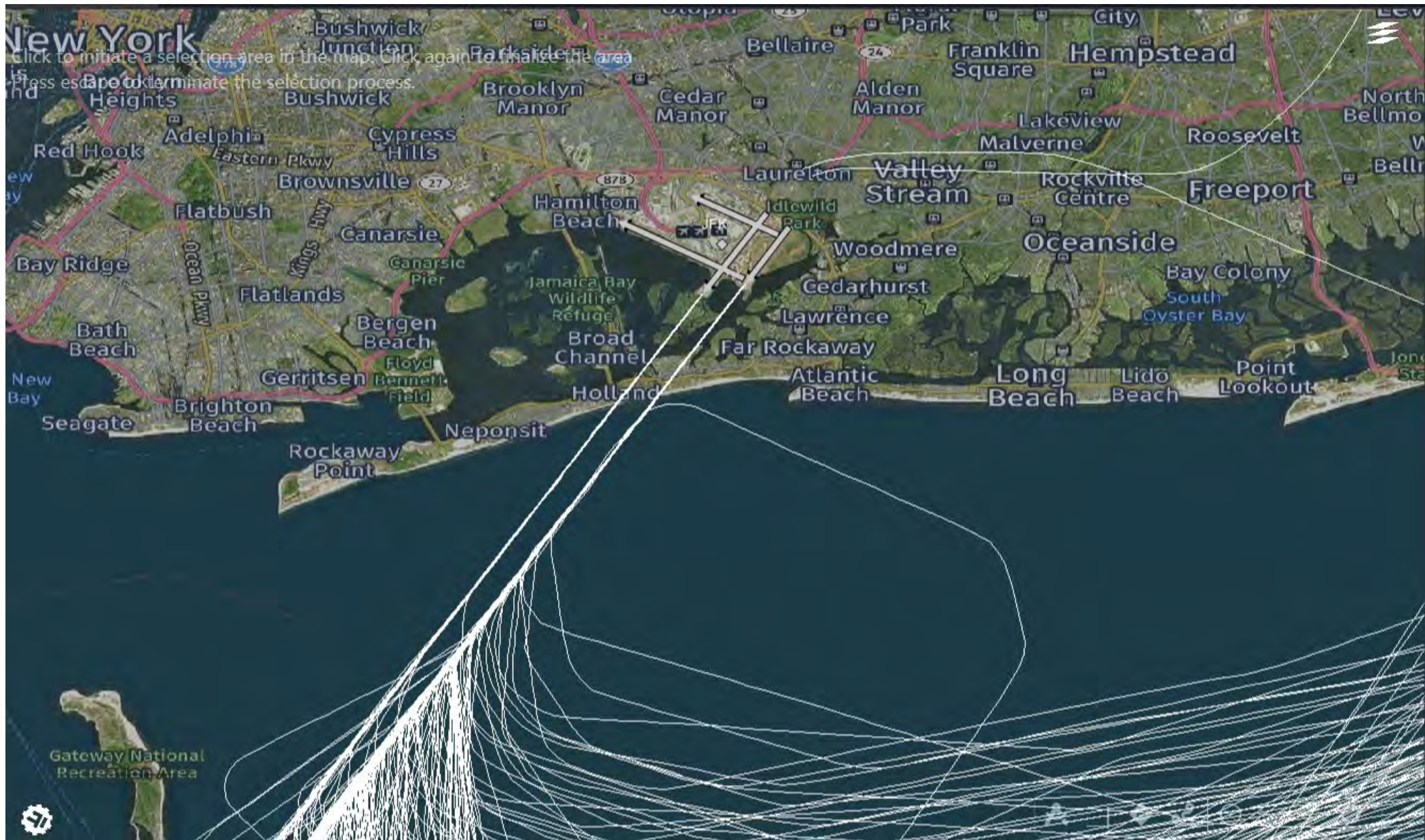
Primary
arrival
runway



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4R and 4L arrivals

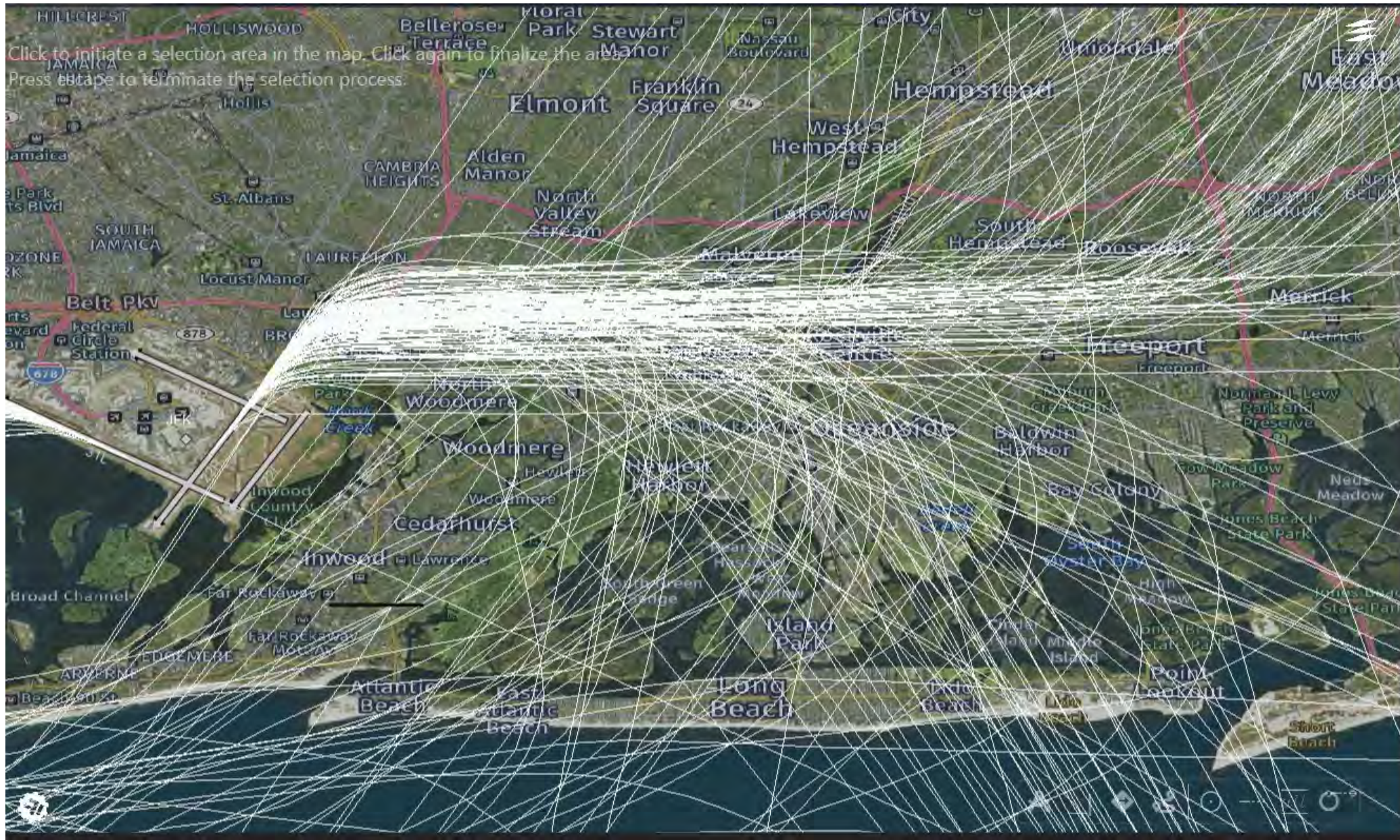


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4L departures

Assigned a
099-degree
heading

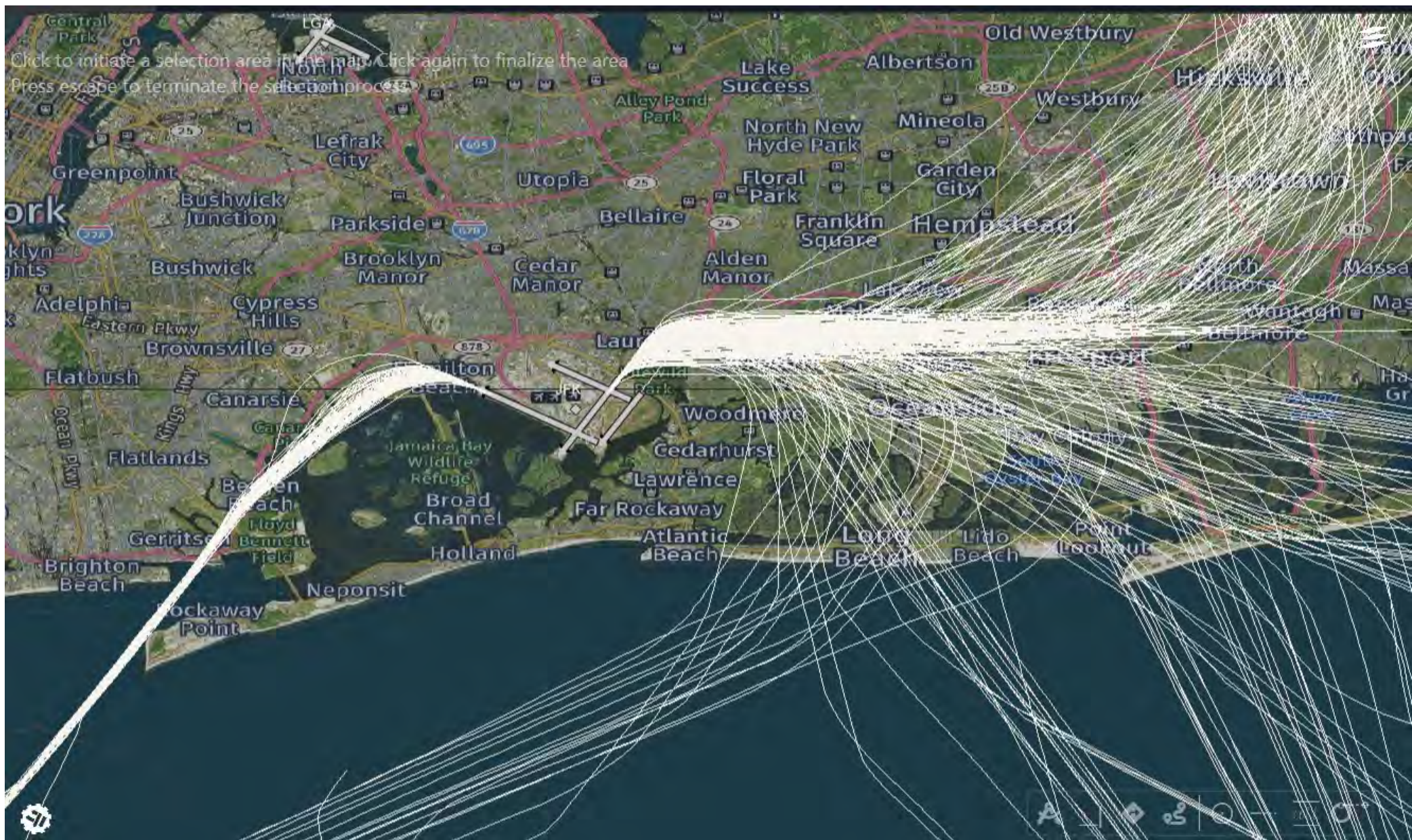


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4L and 31L
departures

Assigned
runway is
based on
destination
and departure
fix



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Arrive 4R and
4L

Depart 4L and
31L



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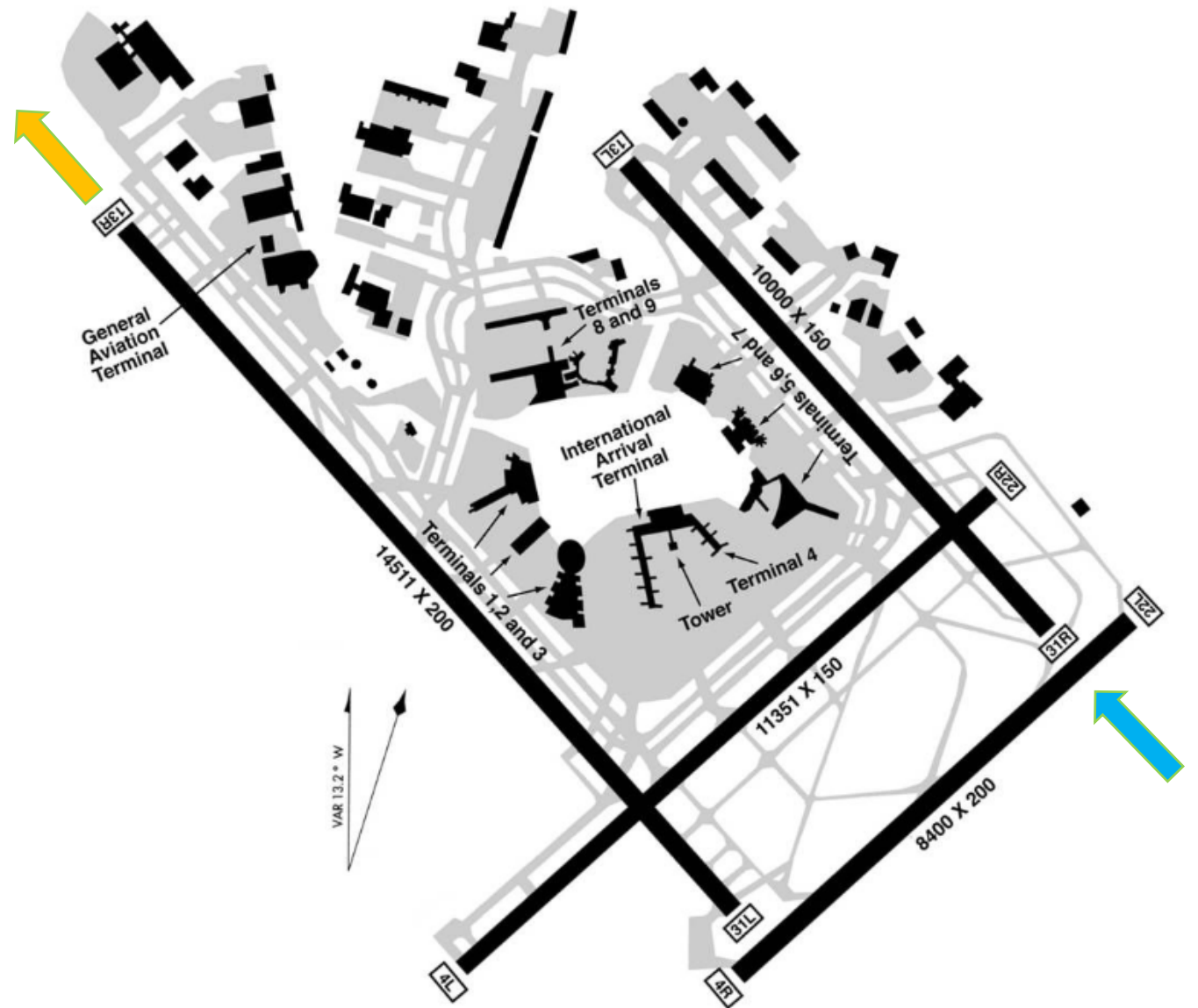
JFK runway configurations

LAND 31R

DEPART 31L

31R primary arrival
runway

Occasional 31R
departure

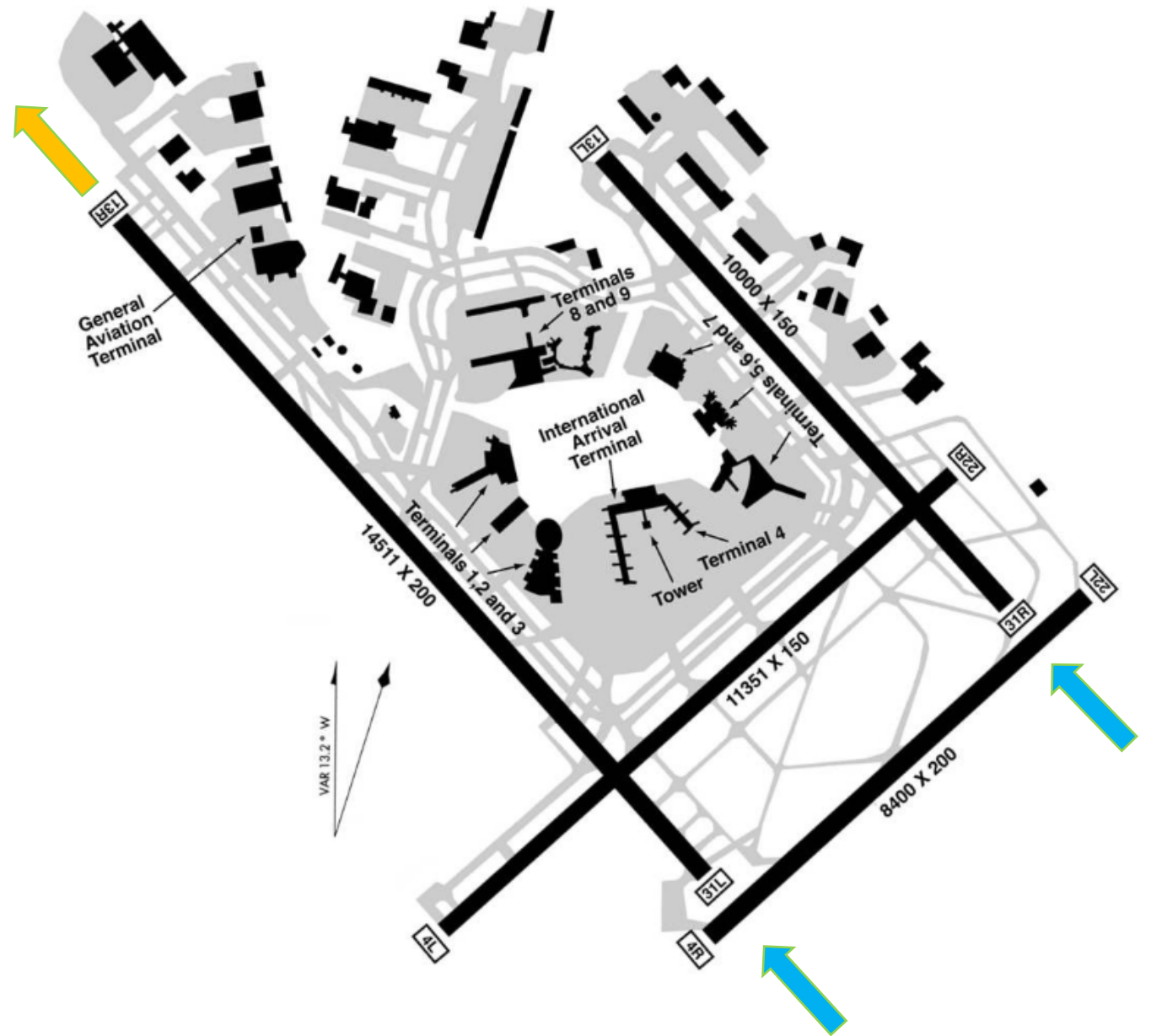


JFK runway configurations

LAND 31R/31L

DEPART 31L

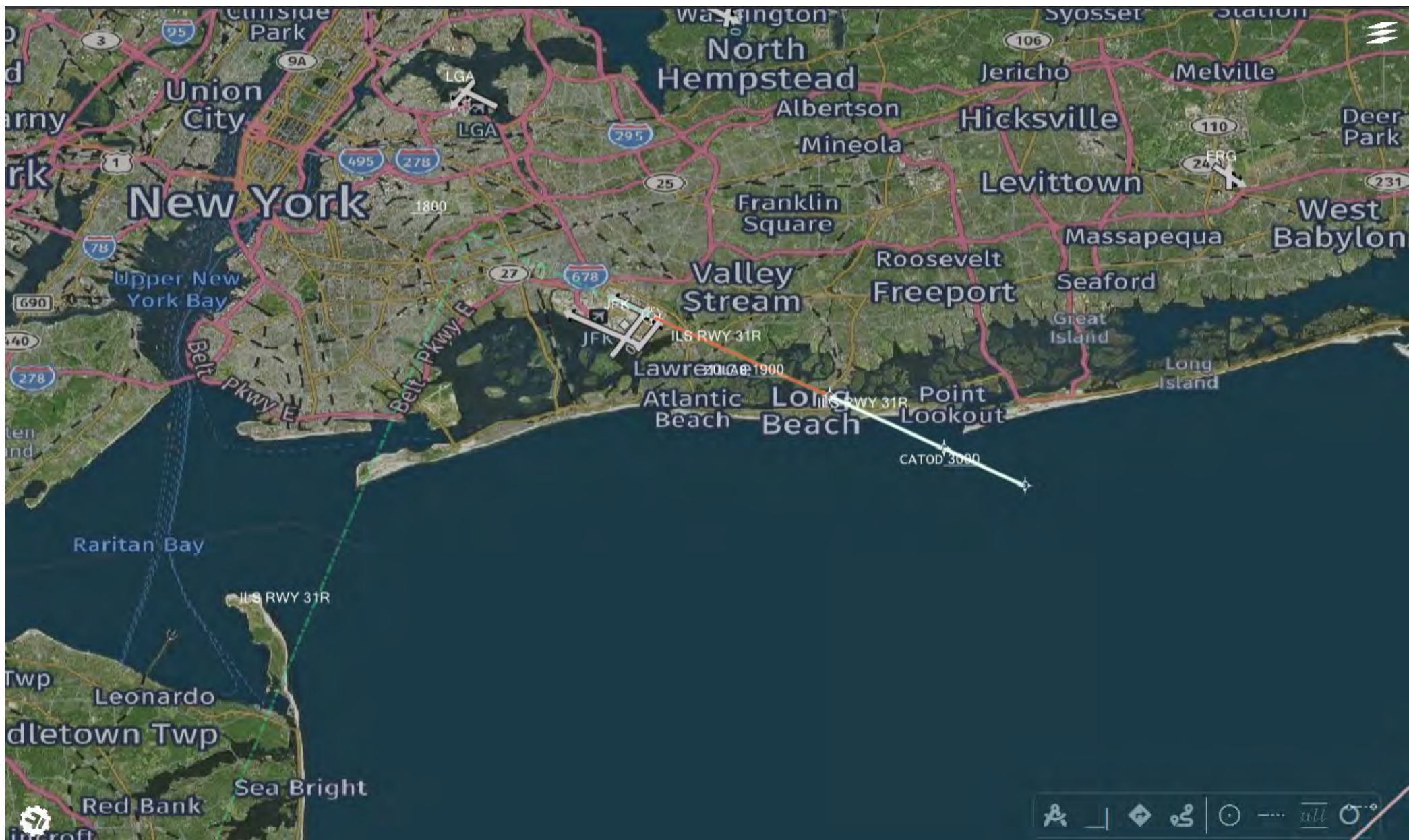
31L secondary arrival runway



JFK

ILS 31R

Primary arrival runway



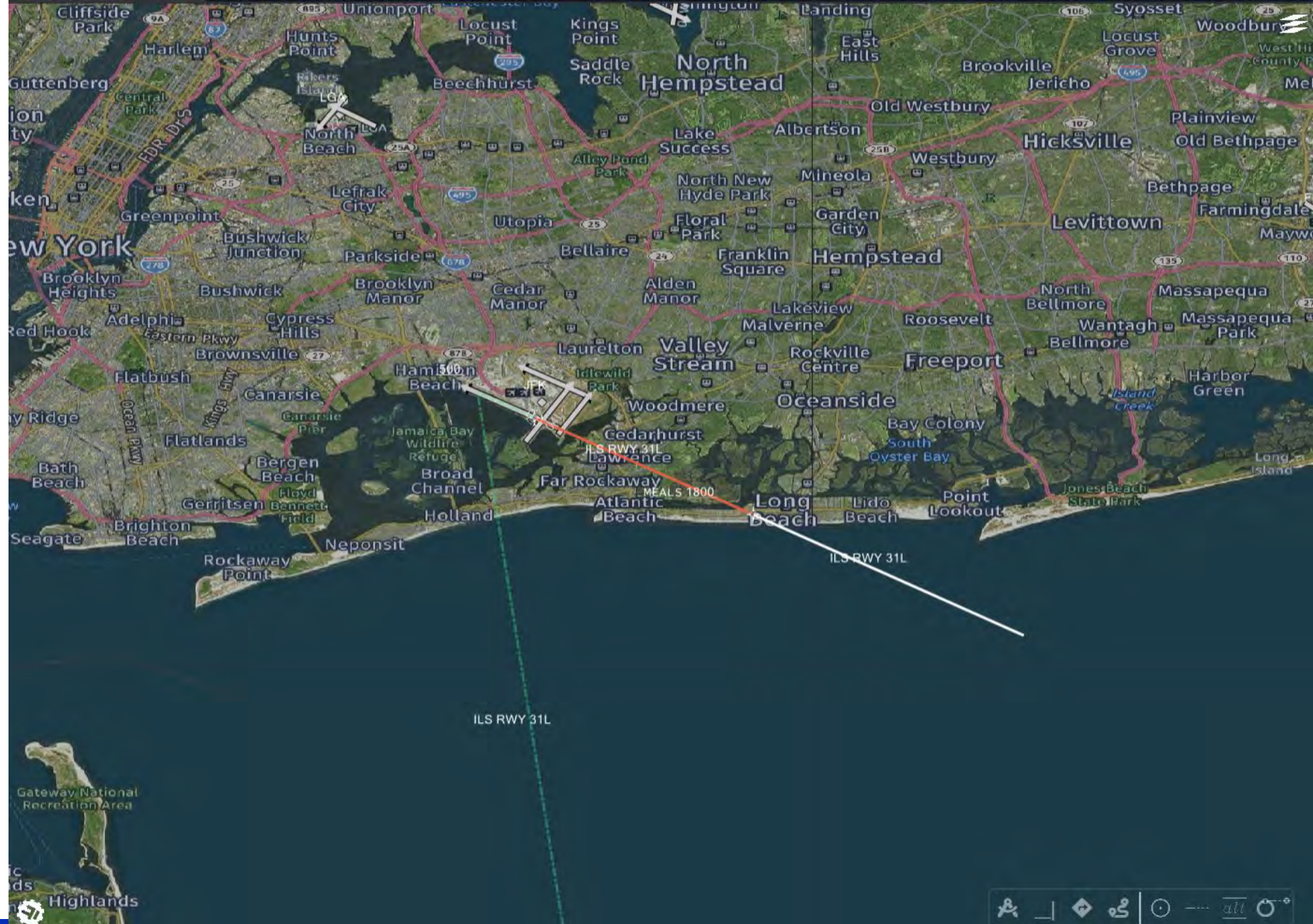
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ILS 31L/VAP

Secondary landing runway.

Typically use a visual approaches to this runway.



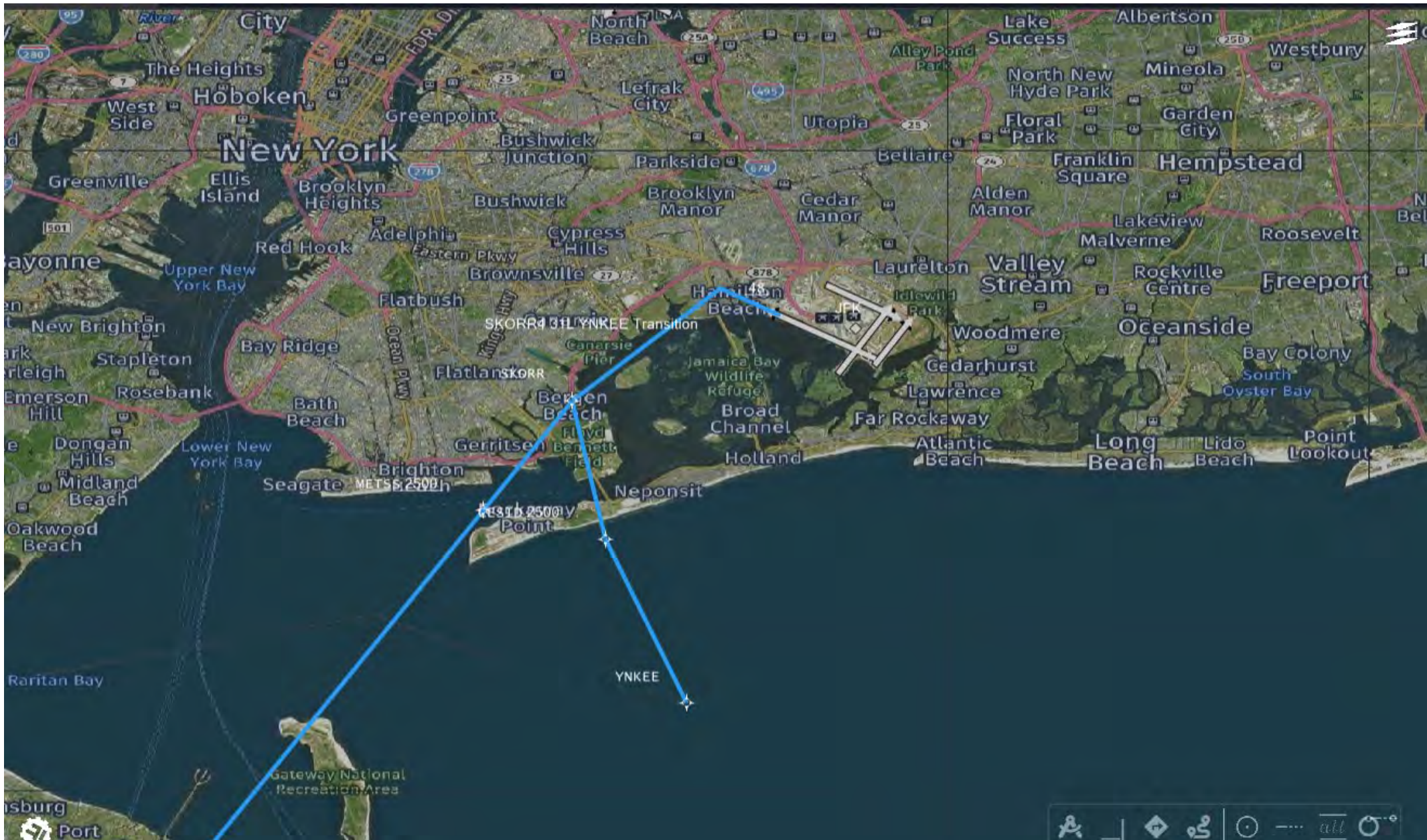
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31L
departures

Primary
departure
runway
RNAV Dept
2 transitions

YNKEE
RNGRR



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31R arrivals

Mostly fall
and winter

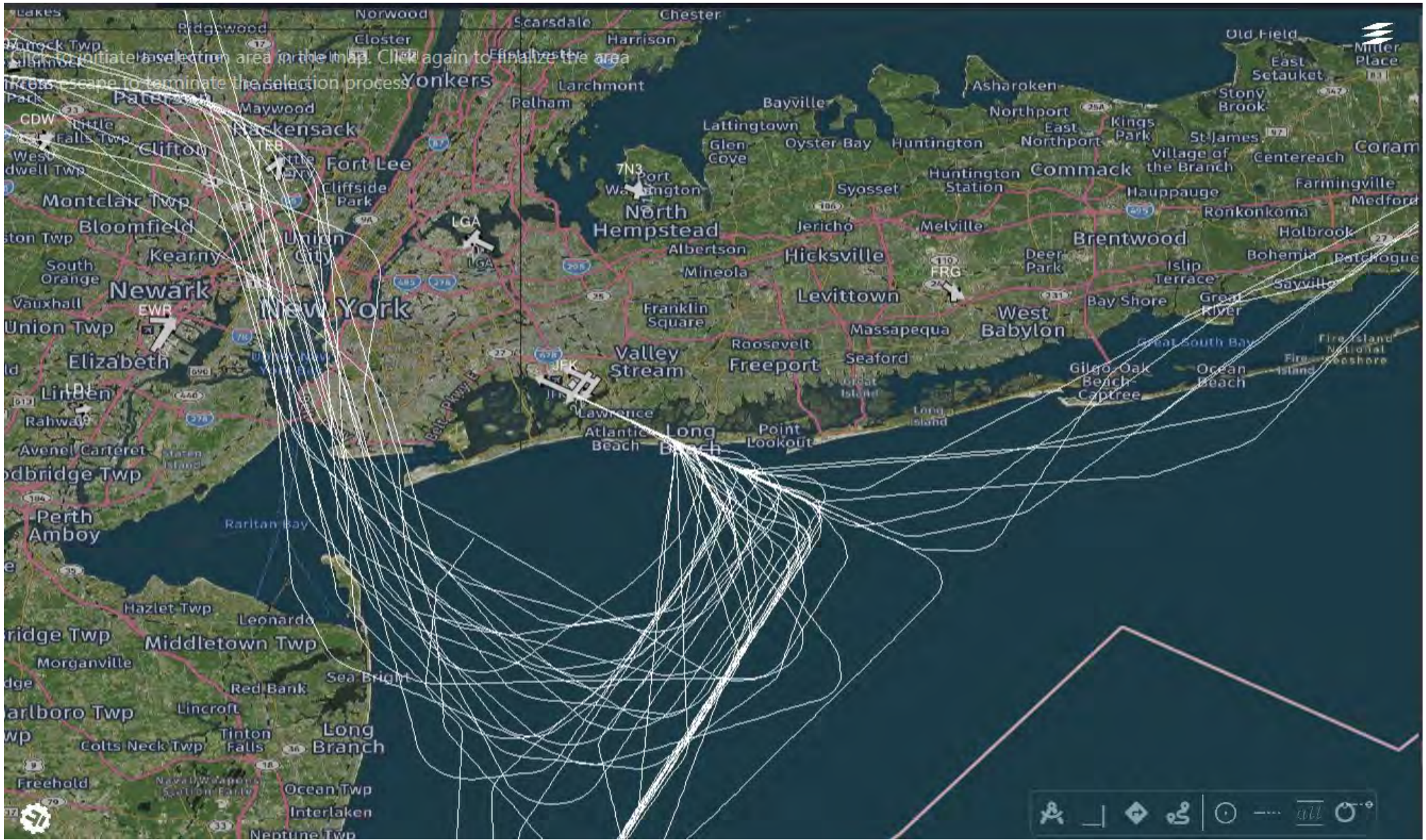


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31L arrivals

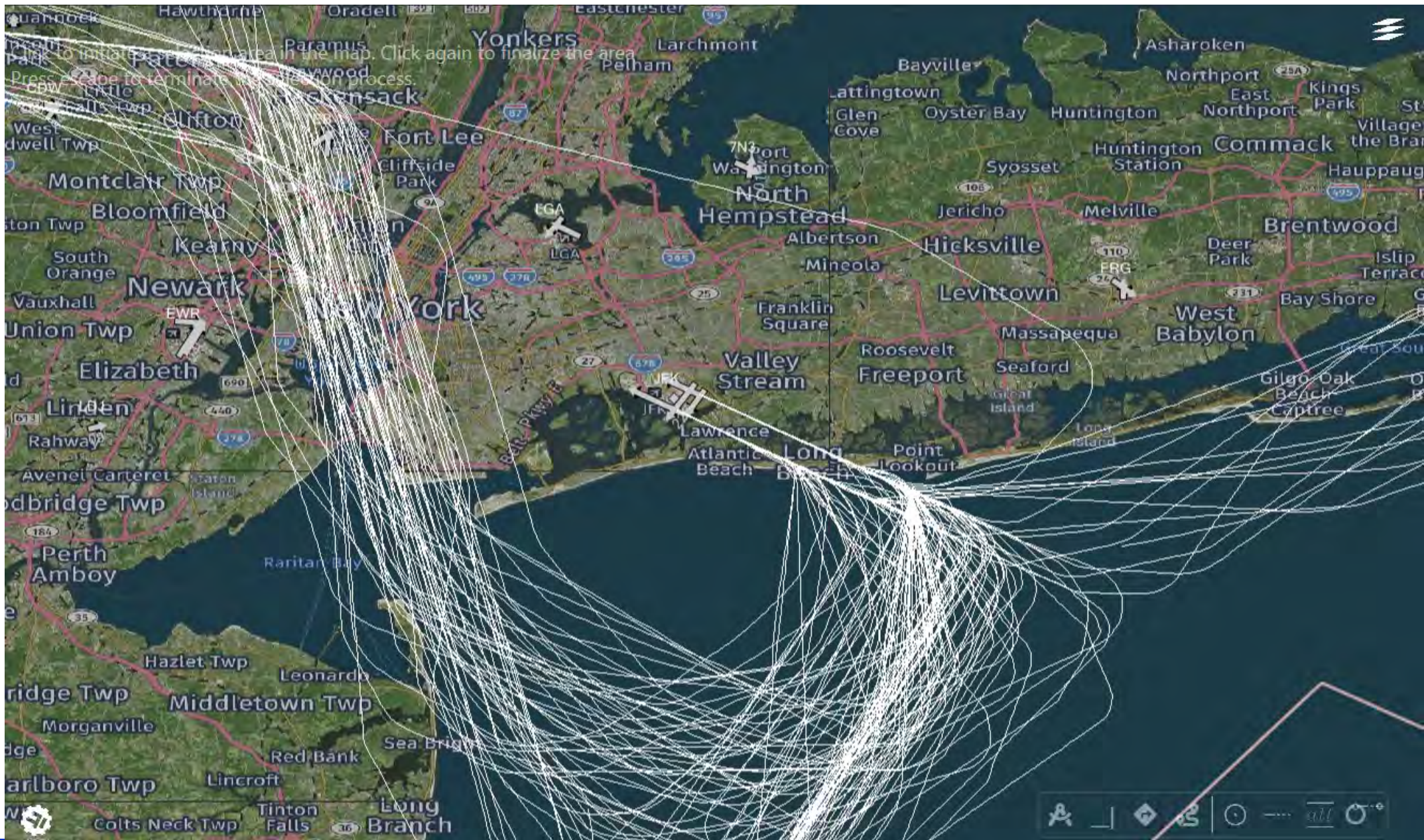
Secondary
arrival
runway



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31R and 31L
arrivals

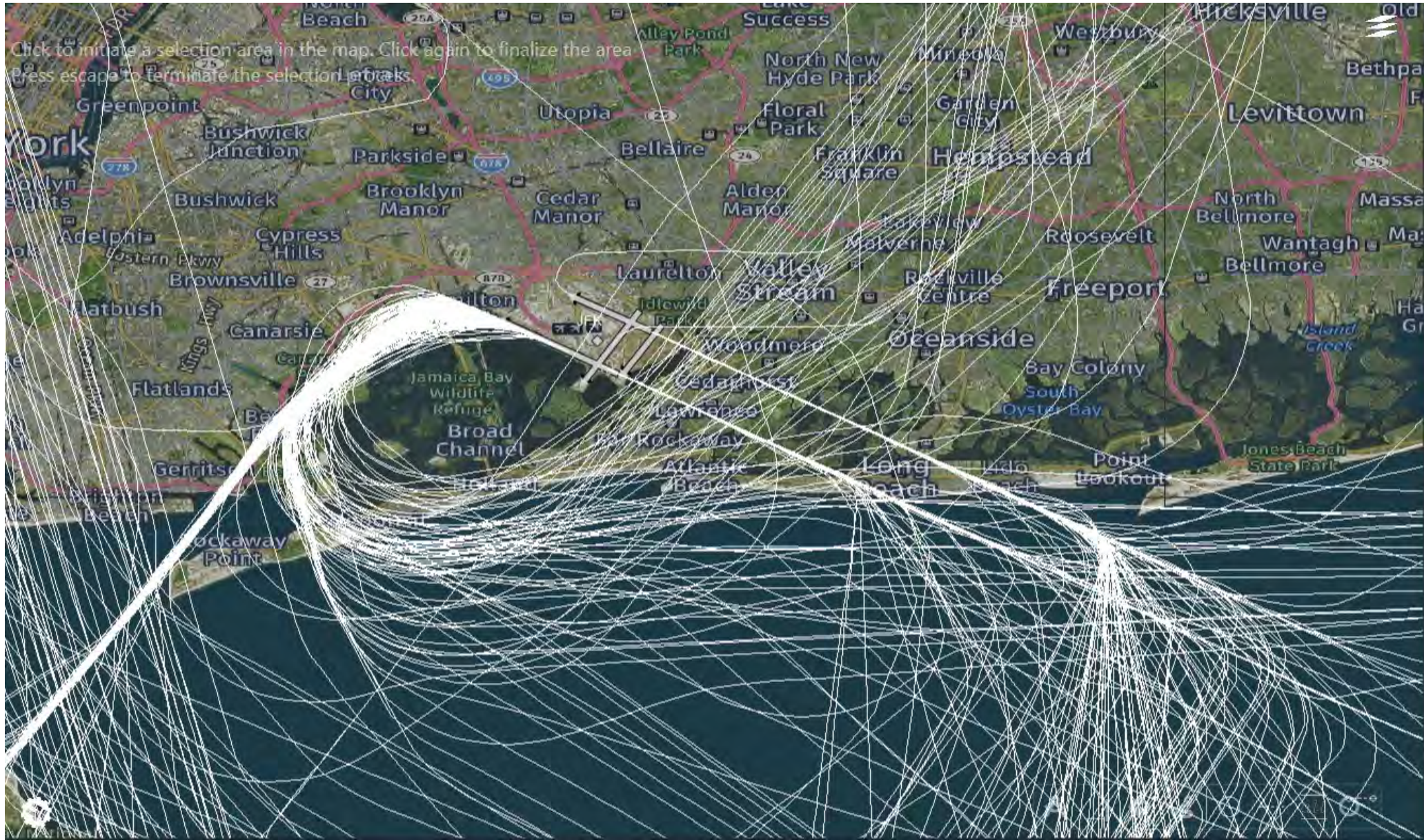


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31R/31L
arrivals and
departures

One aircraft
did depart
31R with a
right turn



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JFK runway configurations

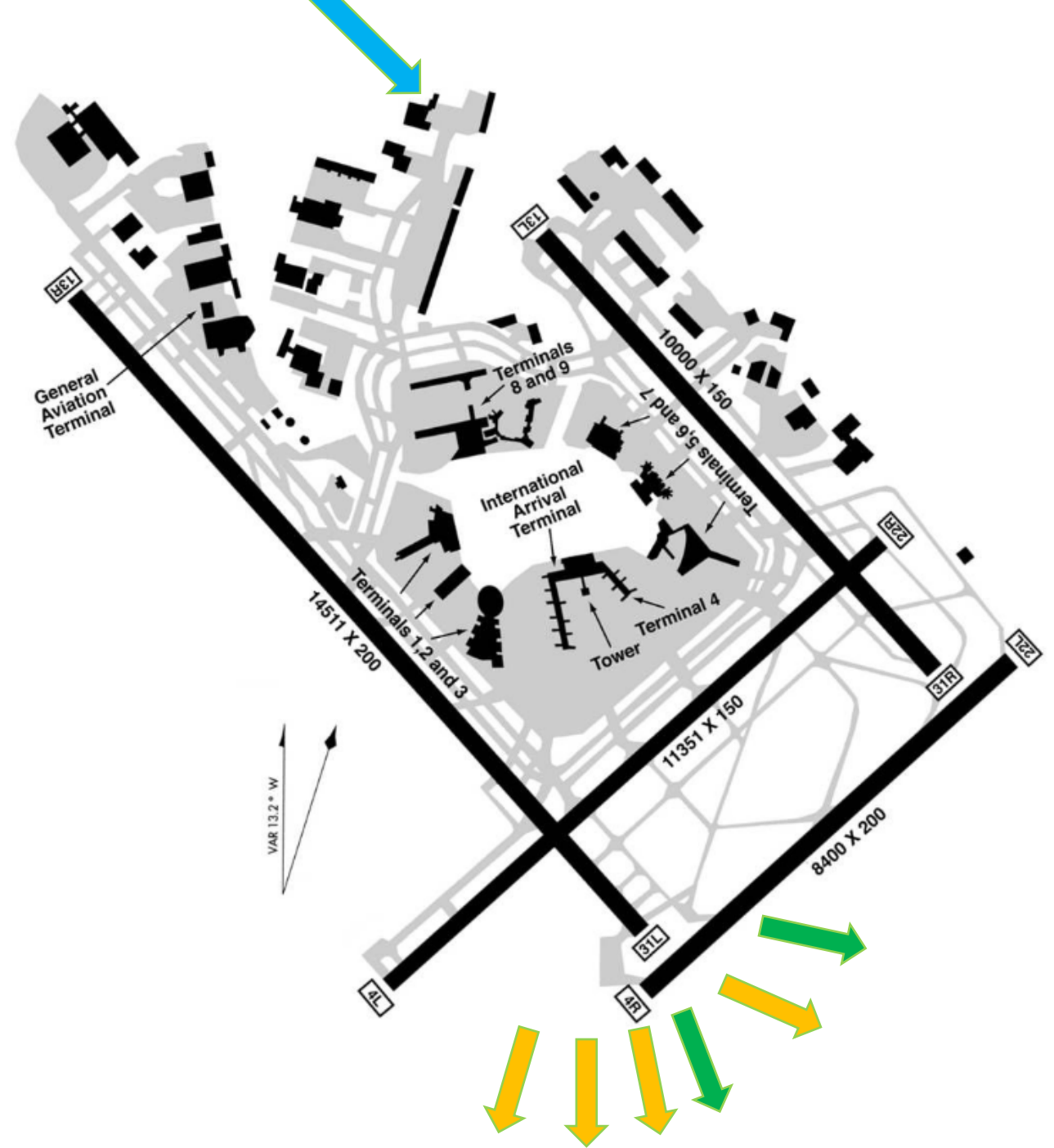
LAND ILS 13L

DEPART 13R

Poor arrival configuration

Dispersal heading off 13R

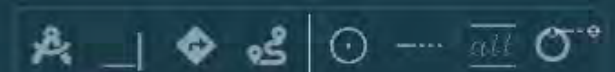
Seldom used due to conflicts with other airports





Click to initiate a selection area in the map. Click again to finalize the area.
Press escape to terminate the selection process.

22 Fly

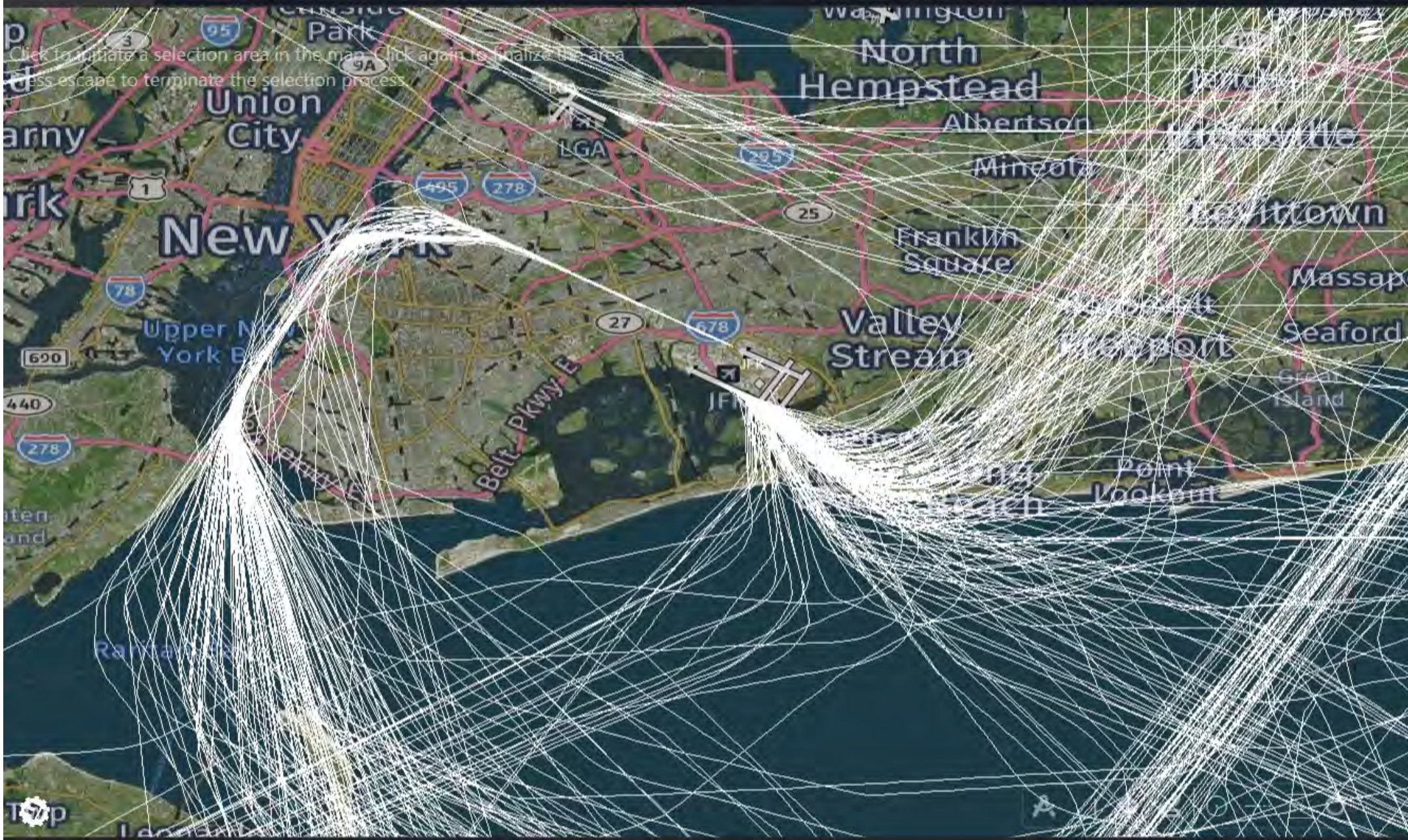


JFK

ILS 13L

Depart 13R

Uses LGA airspace



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Questions?



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