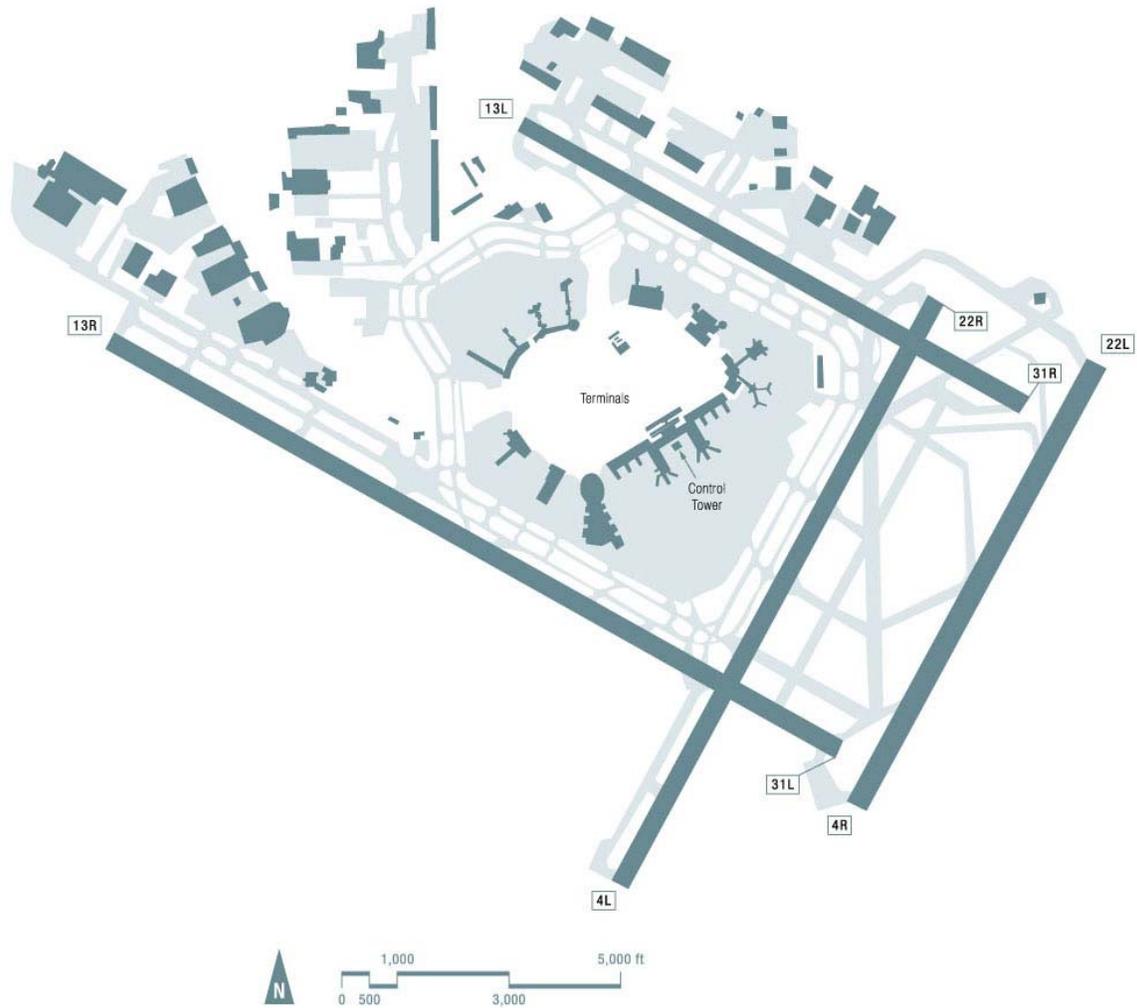


NEW YORK – New York John F. Kennedy International (JFK)



NEW YORK – New York John F. Kennedy International Airport (JFK)

Benchmark Results

- The capacity benchmark for New York John F. Kennedy International Airport today is 75-87 flights per hour (arrivals and departures) in Optimum weather. The benchmark remains the same in Marginal conditions.
- The benchmark rate decreases slightly to 64-67 flights per hour in IFR conditions, for the most commonly used runway configuration in these conditions. Throughput may be less when ceiling and visibility are low, or when other runway configurations are in use due to wind direction or for noise abatement.
- Note that these benchmarks do not represent balanced operations. Rather, there are more departures than arrivals in each scenario. Greater total throughput may be possible during arrival or departure peaks.
- If the facility reported rates are significantly unbalanced (i.e., unequal numbers of arrivals and departures), the benchmark rates will be unbalanced as well. The facility reported rates reflect current operations at the airport during a busy hour, but such unbalanced rates cannot be sustained for extended periods.
- The most frequently used configuration at JFK in all weather conditions involves operations on Runways 31R and 31L. During periods of arrival demand, both runways are used for arrivals but only Runway 31L is used for departures. Conversely, during periods of departure demand, both runways are used for departures but arrivals mainly use Runway 31R. In IFR conditions, most departures will use Runway 31L.
- JFK consistently uses instrument approaches and radar separation between arrivals, possibly due to the high proportion of international airlines in the traffic mix. Consequently, CEFR (which would allow suitably equipped aircraft to maintain visual separations in Marginal conditions) is not expected to have a significant effect on the benchmark rates at JFK.
- The following charts compare actual hourly traffic with the calculated capacity curves for JFK. A few points lie outside the capacity curves, especially in IFR. There are many possible reasons why this may occur without affecting operational safety. A different runway configuration, with two departure runways, may have been in use rather than the one modeled. Efficient aircraft sequencing or above-average pilot and controller performance can contribute to higher throughputs. Also, actual weather conditions during the hour may have been better than the hourly readings in the database, allowing the use of different ATC procedures.

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the airport or for the individual programs.

The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

NEW YORK – New York John F. Kennedy International Airport (JFK)

Weather	Scenario	Configuration	Procedures	Benchmark Rate (per hour)
Optimum Rate Ceiling and visibility above minima for visual approaches (2000 ft ceiling and 4 mi visibility) <i>Occurrence: 86%</i>	Today	Arrivals on Runways 31R (and 31L) Departures on 31L (and 31R) <i>Frequency of Use: 57% in Optimum conditions</i>	Instrument approaches, radar separation	75-87
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		87
Marginal Rate Below visual approach minima but better than instrument conditions <i>Occurrence: 5%</i>	Today	Arrivals on Runways 31R (and 31L) Departures on 31L (and 31R) <i>Frequency of Use: 33% in Marginal conditions</i>	Instrument approaches, radar separation	75-87
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		87
IFR Rate Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles) <i>Occurrence: 9%</i>	Today	Arrivals on Runways 31R (and 31L) Departures on 31L (and 31R) <i>Frequency of Use: 28% in IFR conditions</i>	Instrument approaches, radar separation	64-67
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		67

NOTE: Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

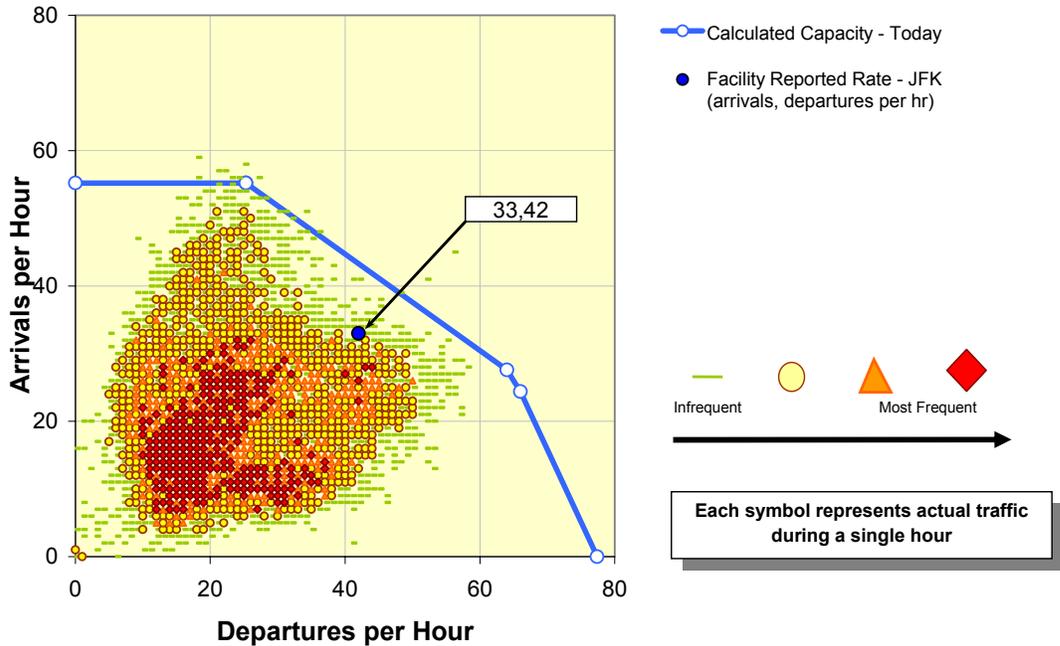
Planned Improvements at JFK are not expected to affect the benchmark rates. These improvements include:

- Airspace redesign and RNAV arrival/departure routes, which would improve operational efficiency but not affect the benchmark configuration.
- PRM, which would allow simultaneous instrument approaches to Runways 22R and 22L (which is not the benchmark configuration).
- CEFR, for reduced in-trail separations between arrivals in Marginal conditions. However, JFK uses instrument approaches and radar separations today even in Optimum conditions, and so is unlikely to take advantage of CEFR capabilities.

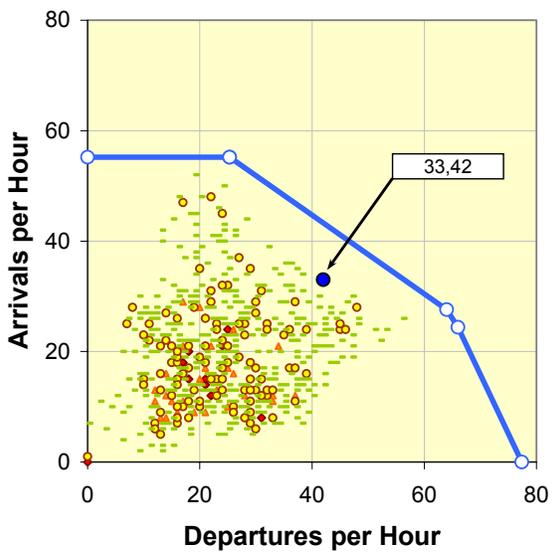
Additional information on these improvements may be found in the Introduction and Overview of this report, under “Assumptions.”

Calculated Capacity (Today) and Actual Throughput

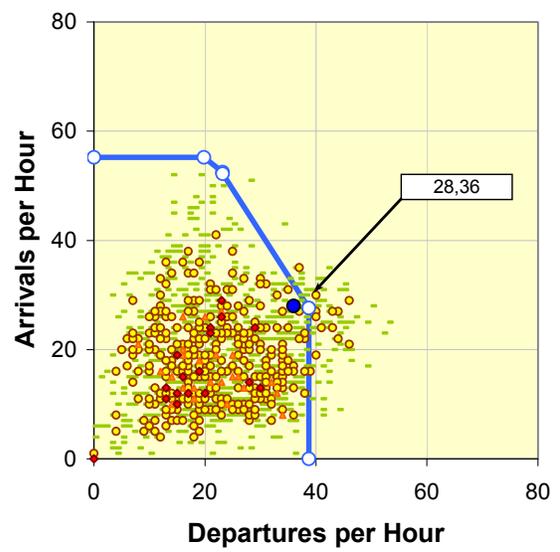
Optimum Rate



Marginal Rate



IFR Rate



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were reviewed by ATC personnel at JFK.