

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 06-02

October 18 – 19, 2006

Recommendation Document

Subject: JFK ONE SID: Inserting the word “transition” in place of the word “climb” in the procedure text.

Background/Discussion: The JFK NINE SID is being revised on Sept 28th and will be named the JFK ONE SID. The issue we are encountering is that the transitions on this SID are called “climbs” i.e. the “Idlewild climb”. These climbs are really transitions. The biggest issue is that the term climb is not recognized as an ARINC 424 transition and therefore these transitions are not coded in the FMC navdatabase. The use of the term "Climb" can be misleading to flight crews not familiar with local area practices.

Recommendations: Continental Airlines recommends that the term transition be used in the place of the term climb. This will provide the opportunity to code the departure into the various Flight Management Systems databases and provide flight crews with procedural lateral and vertical guidance. This would also allow for standard terminology to be used by pilots and ATC.

Comments: This recommendation affects

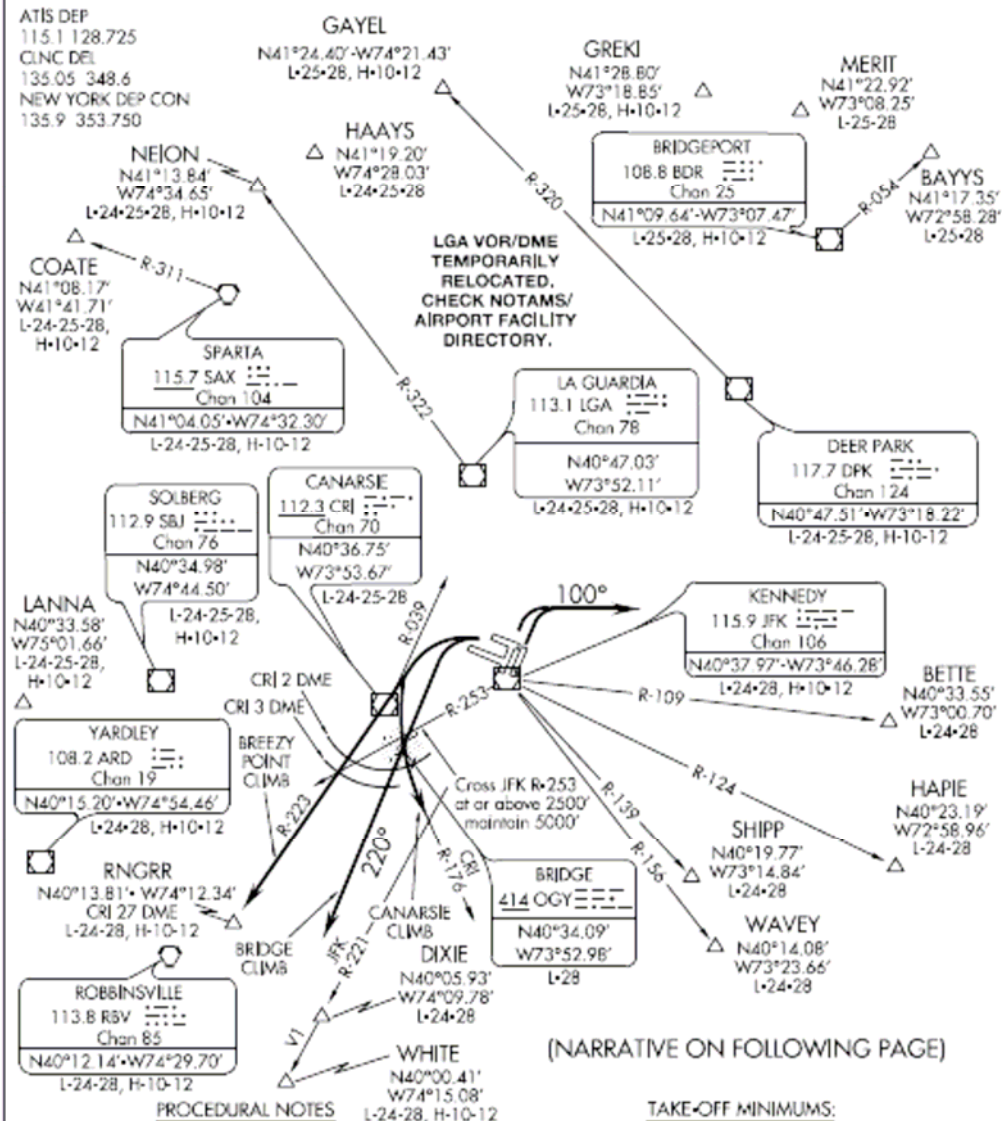
Submitted by: Mitch Scott
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Date: Sept. 22, 2006

06271

KENNEDY ONE DEPARTURE

SL-610 (FAA)

NEW YORK/JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK



NE-2, 28 SEP 2006 to 26 OCT 2006

NE-2, 28 SEP 2006 to 26 OCT 2006

PROCEDURAL NOTES

NOTE: RADAR REQUIRED.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPIE departures expect vectors to JFK R-124.

NOTE: RBV departures expect vectors to RBV after RINGRR.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156.

NOTE: WHITE departures expect vectors to V1.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R, 31R: STANDARD.

Rwy 13R: 300-1½ or STANDARD with minimum climb of 250' per NM to 300'.

Rwy 31L, all climbs: STANDARD with minimum obstacle climb of 210' per NM to 2000', ATC Climb Gradients: BREEZY POINT CLIMB, 343' per NM to 2500', BRIDGE CLIMB, 534' per NM to 2500', CANARSIE CLIMB, 440' per NM to 2500'.

Rwy 31R, ATC Climb Gradients: BREEZY POINT CLIMB, 287' per NM to 2500', BRIDGE CLIMB, 431' per NM to 2500', CANARSIE CLIMB, 357' per NM to 2500'.

NOTE: Chart not to scale.

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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Climbing right turn to 5,000 feet via heading 100°, Thence....

TAKE-OFF RUNWAYS 13L/R: Climb via assigned heading, maintain 5,000 feet, Thence....

TAKE-OFF RUNWAYS 22L/R: Climb heading 225°, maintain 5,000 feet, Thence....

GATEWAY CLIMB*: Intercept the JFK VOR/DME R-232 southwest bound until 5 DME, then turn left heading 220°, maintain 5,000 feet, Thence....

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-223 to RINGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

BRIDGE CLIMB**: Climbing left turn direct OGY NDB, then via heading 220°, make turn east of CRI R-039. Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....

DLEWILD CLIMB***: Climbing right turn to 2000 feet via heading 090°, remain within JFK 2.5 DME ****, Thence....

....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

- To be assigned during the period 2200-0700 local.
- ADF Required.
- To be assigned by ATC to NON-TURBOJET AIRCRAFT.
- If unable to remain within JFK 2.5 DME, advise ATC.

TAKE-OFF OBSTACLES:

Rwy 4L: Taxiing Aircraft 691' from DER, 390' left or right of rwy centerline, 64' AGL/77' MSL Cross DER at or above 35' AGL/47' MSL Tree 1824' from DER, 180' right of rwy centerline, 63' AGL/79' MSL Tree 1847' from DER, 88' left of rwy centerline, 54' AGL/67' MSL Multiple Obstruction Lights on Fence beginning 249' from DER, 316' left of rwy centerline, 10' AGL/22' MSL.

Rwy 4R: Multiple Trees beginning 1294' from DER, 687' left of rwy centerline, up to 63' AGL/76' MSL Tree 524' from DER, 613' right of rwy centerline, 20' AGL/33' MSL.

Rwy 13L: Elec Equipment 106' from DER, 416' left of rwy centerline, 10' AGL/17' MSL Obstruction Light on GS Antenna 1046' from DER, 141' left of rwy centerline, 27' AGL/40' MSL.

Rwy 13R: Obstruction light on tank 1.12 NM from DER, 211' right of rwy centerline, 215' AGL/227' MSL Obstruction light on GS antenna 361' from DER, 405' left of rwy centerline, 32' AGL/45' MSL Obstruction light on fence 98' from DER, 6' right of rwy centerline, 10' AGL/24' MSL Tower 4690' from DER, 1386' right of rwy centerline, 127' AGL/140' MSL.

Rwy 31L: Tree 2076' from DER, 436' left of rwy centerline, 79' AGL/91' MSL Bush 257' from DER, 530' left of rwy centerline, 13' AGL/25' MSL.

Rwy 31R: Tree 752' from DER, 654' left of rwy centerline, 39' AGL/ 52' MSL Tree 561' from DER, 646' right of rwy centerline, 30' AGL/43' MSL Multiple light poles beginning 1442' from DER, 336' left of rwy centerline, up to 44' AGL/67' MSL Vehicle on road 281' from DER, 501' left of rwy centerline, 15' AGL/26' MSL Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of rwy centerline, up to 17' AGL/31' MSL Obstruction light on pole 625' from DER, 359' right of rwy centerline, 28' AGL/31' MSL Approach light 190' from DER, 8' right of rwy centerline, 5' AGL/18' MSL Fence 410' from DER, 352' right of rwy centerline, 10' AGL/23' MSL.

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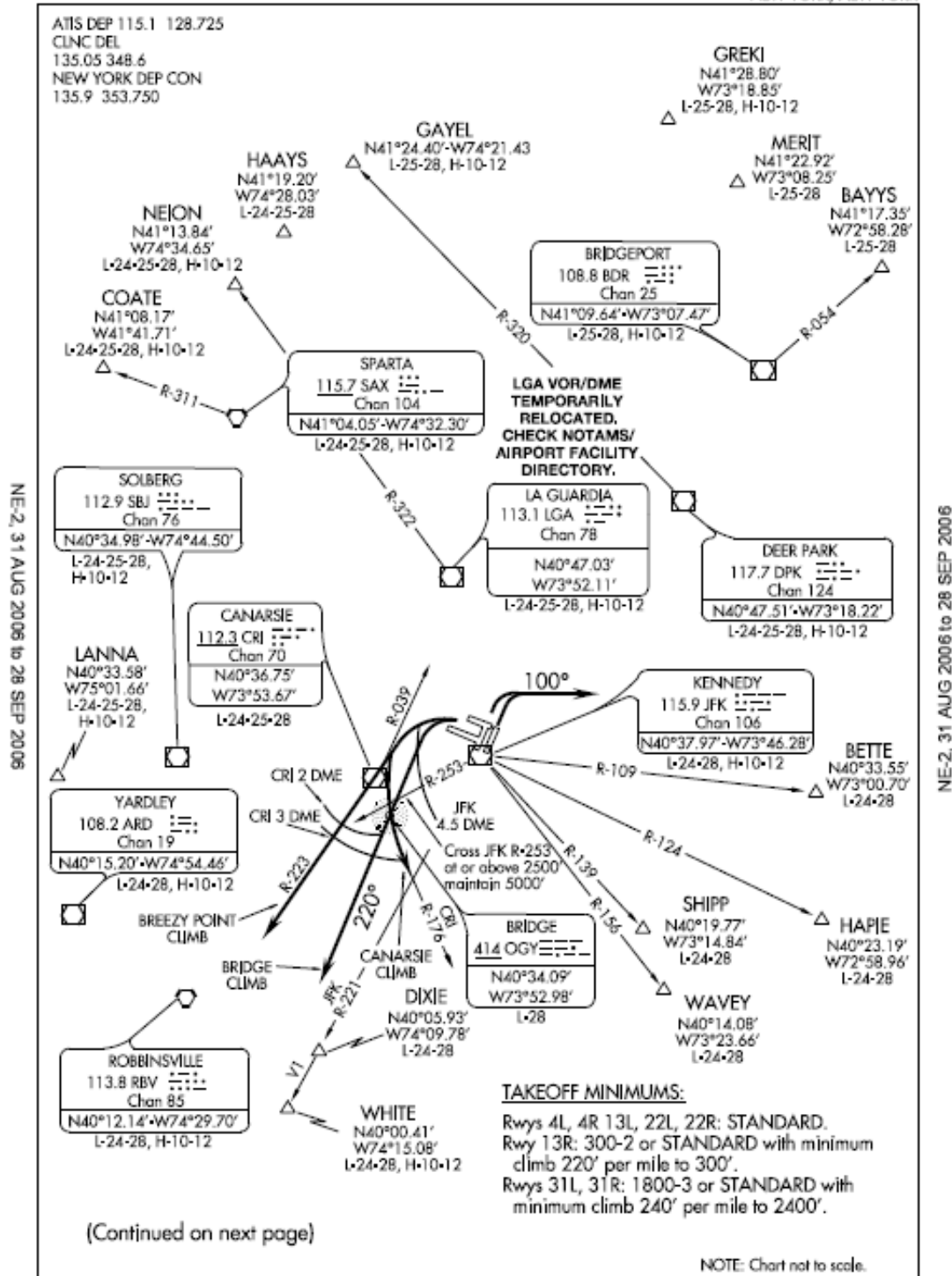
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KENNEDY NINE DEPARTURE

SL-610 (FAA)

NEW YORK/JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

ATIS DEP 115.1 128.725
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NEW YORK DEP CON
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NE-2, 31 AUG 2006 to 28 SEP 2006

NE-2, 31 AUG 2006 to 28 SEP 2006

KENNEDY NINE DEPARTURE

06215

NEW YORK, NEW YORK
NEW YORK/JOHN F. KENNEDY INTL (JFK)

03191

KENNEDY NINE DEPARTURE

SL-610 (FAA)

NEW YORK/JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 13/L/R: Climb on assigned departure heading, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet. Thence....

GATEWAY CLIMB:*Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet. Thence....

TAKE-OFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

IDLEWILD CLIMB:**Turn right climb on heading 090°, remain within JFK 2.5 DME***, maintain 3,000 feet. Thence....

....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

*To be assigned during the period 2200-0700 local.

**To be assigned by ATC to NON-TURBOJET AIRCRAFT.

*** If unable to remain within JFK 2.5 DME advise ATC.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPIE departures expect vectors to JFK R-124.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156

NOTE: WHITE departures expect vectors to V1.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at above 35' AGL/47' MSL.

Rwy 4R, cross DER at or above 21' AGL/33' MSL.

Rwy 13L, cross DER at or above 3' AGL/15' MSL.

Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 31 AUG 2006 to 28 SEP 2006

NE-2, 31 AUG 2006 to 28 SEP 2006

KENNEDY NINE DEPARTURE

03191

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MEETING 06-02: Mr. Mitch Scott, Continental Airlines, submitted and briefed the issue. The JFK NINE SID is being revised on Sept 28th and will be named the JFK ONE SID. The issue we are encountering is that the transitions on this SID are called "climbs" i.e. the "Idlewild climb". These climbs are really transitions. The biggest issue is that the term climb is not recognized as an ARINC 424 transition and therefore these transitions are not coded in the FMC navdatabase. The use of the term "Climb" can be misleading to flight crews not familiar with local area practices. Continental Airlines recommends that the term transition be used in the place of the term climb. This will provide the opportunity to code the departure into the various Flight Management Systems databases and provide flight crews with procedural lateral and vertical guidance. This would also allow for standard terminology to be used by pilots and ATC. Mr. Tom Schneider, AFS-420, stated that this subject is not a charting issue and does not belong in the ACF. The JFK SIDs, are old, non-standard procedures that do not conform to current TERPs 8260.46 criteria. The transition should be redesigned by the Air Traffic facility/TRACON. Mr. Scott stated that the same situation exists at LaGuardia. Mr. Scott explained that the problem was first taken to the TRACON and they recommended that the issue be taken to the ACF. Ms. Pamela Coopwood, FAA Terminal Airspace Procedures, will work with Mr. Scott to resolve the issue offline. They will take the matter to the responsible NY ATC authority with a recommendation to change the procedures to be compatible with current FAA practice and guidance. **ACTION:** Continental Airlines.

MEETING 07-01: Mr. Mitch Scott, Continental Airlines, pulled the LaGuardia transition/climb issue from the ACF and recommended closing the issue.
CLOSED.