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

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Date: Sept. 22, 2006
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 RNGRR/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....
DIEFILD 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/40° 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 Light on fence beginning 249° from DER, 316° left of rwy centerline, 10° AGL/22' MSL.

Rwy 4L: Multiple Trees beginning 129° 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: Electric Equipment 106° from DER, 416° left of rwy centerline, 10° AGL/17' MSL. Obstruction Light on GS Amenna 1046° from DER, 141° left of rwy centerline, 27° AGL/40' MSL.

Rwy 13L: 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, 129° AGL/140° MSL.

Rwy 31L: Tree 2078' from DER, 236° left of rwy centerline, 79° AGL/91° MSL. Bush 253° from DER, 530° left of rwy centerline, 13° AGL/14° MSL.

Rwy 31L: Tree 652° from DER, 654° left of rwy centerline, 39° AGL/52° MSL. Tree 551' from DER, 646° right of rwy centerline, 30° AGL/45° MSL. Multiple light poles beginning 1422° 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 obstructions 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.
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right 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: Rwys 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.
Rwys 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwys 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.
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.