

John F. Kennedy International Airport

IATA/ICAO CODE: JFK/KJFK
 CITY: New York
 STATE: NY
 COUNTRY: USA

AIRPORT CONTACT

Information updated by the Port Authority of NY & NJ 2/2011

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ELEVATION: 13 Ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
04R/22L	8400	-	3/3	200
04L/22R	11351	-/2696	3/3	150
13R/31L	14511	2043/3263	-/3	250
13L/31R	10000	905/1030	3/3	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Noise Sensitive Airport 24 Hours.

Terms and Conditions for the Operation of Jet Aircraft

1. Aircraft noise departure limit of 112.9 PNdB on takeoff recorded by noise monitors located in the first community off the end of each runway.

2. All operations conducted pursuant to the above conditions shall also be subject to the ATC Procedures and Rules and Regulations prescribed by the FAA including, but not limited to, limitations as to gross weight for runway lengths, temperature and wind conditions, as to other safety criteria and other requirements imposed by governmental authority.

3. Special Air Traffic Rules-Part 93, High Density Airport, prior reservation required.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

FAA Air Traffic Control rotational and preferential runway system.

OPERATING QUOTA

High Density Rule in effect*

Scheduled U.S. air carrier and foreign air carrier arrivals and departures are not to exceed 81 per hour from 0600L through 2259L.

* Reference FAA Order “Operating Limitations at New York’s John F. Kennedy International Airport” Docket FAA-2007-29320, 14 CFR Part 93.

ENGINE RUN-UP RESTRICTIONS

- 1. No jet engine shall be run-up except in areas authorized by the Airport Duty Manager at (718) 244-3800.
- 2. No operator may run-up more than one aircraft at a time.
- 3. No jet engine shall be run-up above "part power" (not exceeding 80% power) for more than one minute at a time and not more than one engine at a time between the hours of 0700L and 2200L.
- 4. Between 2200L-0700L hours, no jet engine shall be run-up above "part power" for more than 30 seconds and not more than one engine at a time.
- 5. No jet engine run-up for aircraft maintenance will be permitted at take-off power day or night.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE (NOISE MONETARY CHARGE)

Aircraft noise departure limit of 112 PNdB (perceived noise level in decibels) on takeoff recorded by noise monitors located in the first community off the end of each runway. An aircraft operator is assessed a monetary charge of \$250.00 for each aircraft departure that violates this rule.

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1983	Schools that are in or had previously been in the 65+ DNL contours. As of 2005: 17 schools completed 7 more still active
Purchase Assurance for Homeowners Located Within the Airport Noise	none	-

Contours		
Avigation Easements	none	-
Zoning Laws	none	Subject to New York City zoning laws. The Port Authority does not have jurisdiction.
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	unknown	Airport parking areas Community baseball & soccer fields Recreational Parks Construction of aircraft noise barriers
Population within each noise contour level relative to aircraft operations	2000	70-75 DNL 550 65-70 DNL 43,272 ----- 65+ = 43,822
	2006	70-75 DNL 2,311 65-70 DNL 34,091 ----- 65+ = 36,430
Airport Noise Contour Overlay Maps	Based on 2003 Operations	2006 Noise Contour
Total Cost of Noise Mitigation Programs to Date	1959	Cost of completed schools = \$26.8 mil. Total Board allocation for JFK active schools = \$77.8 mil Estimated cost of development & maintenance of JFK's Aircraft Noise Abatement Monitoring System and various aircraft noise models & studies = \$13 mil
Source of Noise Mitigation Program Funding for Aircraft Noise	1959	FAA Airport Improvement Program & Port Authority of NY & NJ

NOISE MONITORING SYSTEM



The noise monitoring system is operational 24 hours a day to monitor all jet aircraft take-offs and monitor compliance with a departure noise limit of 112 PNdB. See Noise Level Limits.

Distance from Noise Monitors from Brake Release			
RWY	FEET	MILES	Right/Left C/L
13R	20,200	3.8	400 R
13L	14,200	2.7	100 R
31L	19,251	3.6	389 L
31R	16,550	3.1	500 L
04L	15,650	3.0	200 L
22R	21,900	4.2	300 L

FLIGHT TRACK MONITORING SYSTEM
Airport Noise and Operations Monitoring System (ANOMS)

NOISE LEVEL LIMITS - DEPARTURE NOISE LIMITS
Noise produced by a departing aircraft shall not exceed 112PNdB (perceived noise level in decibels) as measured by noise monitors located in the community nearest to the runway of departure under the flight path of the departing aircraft. At John F. Kennedy International

Airport, an aircraft operator is assessed a monetary charge of \$250.00 for each aircraft departure that violates this rule.

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS

High Density Airport, prior reservation required.

Effective January 1, 2000 all aircraft 75,000 pounds and over must be certified Stage 3 or better noise level.