

The New York City RFE

Pilot Briefing

Introduction

Thank you for joining the New York City RFE! We look forward to welcoming you for this exciting event. In this document you will find general event information, rules for participation, and standard operating procedures. Please familiarise yourself with the procedures of your chosen airports so that you and your controllers can enjoy a safe and expeditious flow of traffic into NYC!

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Event Overview and Rules

- **This is a *multi-airport* Real Flight Event (RFE)!**
- That means you **MUST** reserve and fly one of the real flights in our [BOOKING SYSTEM](#).
- Make sure to use the exact callsign, fly the correct aircraft type, start or end your flight at the correct gate, and depart or arrive as close to on-time as possible.
- KLGa and KEWR terminals and taxiways have changed in the last few years, so please use an up-to-date scenery (links below).
- Most gates will be used by multiple flights during the event, so we ask that
 - arriving aircraft please **disconnect within 5 minutes** after parking
 - departing aircraft **do not connect more than 15 minutes** before your departure time.

- *This will be a busy event!*
- You may be asked to enter holds, comply with speed restrictions, or deviate from your filed route, so be ready.
- Understand the procedures you will be flying, speak clearly, and keep your radio transmissions short.
- Remember - Aviate, Navigate, Communicate.
- **ALL USA charts are FREE** on [Skyvector](#)!!
- Feel free to check out our [ATC Standard Operating Procedures](#) for these airports, from which much of the material below is pulled.

Standard Operating Procedures

General Overview

- New York's three major airports (KJFK, KLGa, KEWR), are the focal points of one combined New York Class B Airspace, and are separated only by 8 to 15 miles.
- The SIDs, STARs, and approach procedures at all three airports are accordingly designed to separate the approach and departure areas of each airport, and allow them (partial) autonomy when selecting runway configuration.
- Almost every IFR procedure in the New York approach airspace involves **radar vectors**.
- All SIDs and STARs with radar vectors include them in the routing description and on the chart.

Departure Procedures

- All pilots departing via a radar vectored SID will be vectored to one of the valid [New York Approach Departure Gates](#) (fixes) and from there onto airways, STARs, or direct to other fixes. In most cases, Simbrief will choose an appropriate departure gate as your first fix, and will not assign the SIDs (e.g. "DCT MERIT"). This is as expected.
- Most commonly, you will be assigned the default radar vectored SIDs:
 - JFK5
 - LGA7
 - EWR5
- Some SIDs are "hybrid":
 - you will fly an RNAV routing that ends in a heading and subsequent radar vectors to your departure fix
 - You will be given radar vectors to an RNAV routing that will end at an airway or a departure fix
- One SID (EWR.PORTT4 22R) is purely RNAV to the departure gate.
- In the US, we use the **C.R.A.F.T.** phraseology for initial IFR clearance.
 - **C**learance → "Cleared to <destination>"
 - **R**oute → "via the <SID> (<transition>/<radar vectors>), then as filed"
 - **A**ltitude → "maintain <ALT>/climb via SID, expect flight level XXX one-zero minutes after departure"
 - **F**requency → "departure frequency XXX.XXX"
 - **T**ransponder → "squawk XXXX"

Taxiing

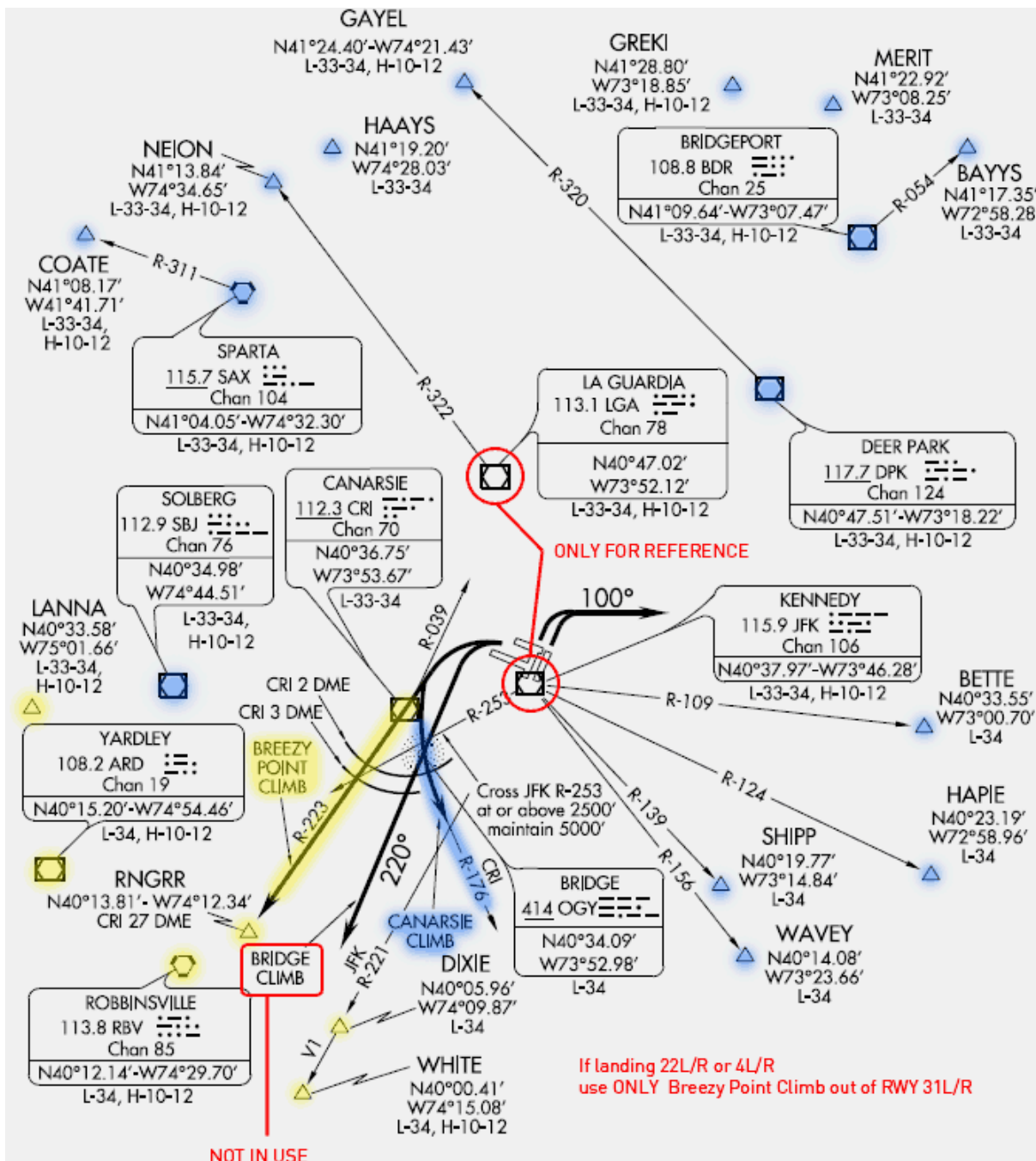
- At KEWR and KJFK, you may be assigned an intersection departure, depending on traffic load (and if able). Most intersection departures still provide nearly 10,000ft of runway.
 - Phraseology example: "AAL123, runway 31L at K, taxi via A, K, hold short runway 31L"
 - No "holding point" phraseology in USA - "runway <num> **at** <intersection>"
- If it is busy, ground control might tell you to "monitor Tower" when you are in the departure sequence - this means you should **not call** the tower, just listen to the frequency and wait for your instruction. The Tower sees you 😊

KJFK – SIDs

Departure Procedures out of KJFK are intended to bring traffic away from NY City airspace due to close proximity to the other major airports. It's important to pay attention to the SID chart instruction and ATC clearance. The **initial climb** for all runways is always **5000**. Primary departure runways are: 4L, 13L/R, 22R, or 31L. You might be assigned an intersection departure, depending on traffic load.

SID	RWY
JFK5	31L

When departing via JFK5 SID from runway 31L you need to make a left turn initially to avoid flying into KEWR & KLGA airspace, there are only 2 types of possible climbs to turn. If your first fix is RBV, ARD, DIXIE, or WHITE - fly the **Breezy Point climb** (heading 225). Any other fix fly the **Canarsie climb** (heading 175).



SID	RWY
SKORR5 (RNAV)	31L

This SID is only used for 31L and has 2 transitions and requires RNAV.

If your first fix is RBV, ARD, DIXIE, or WHITE expect RNGRR (“Ranger”) transition.
Any other fix, expect YNKEE (“Yankee”) transition. After transition, expect radar vectors to first fix.

SID	RWY
JFK5	4L

Once airborne you need to turn right on heading 100 to stay clear of KLGa airspace.

SID	RWY
JFK5	22R

Simply fly heading 225.

SID	RWY
JFK5	13L/13R

You will get 13L or 13R depending which one is closer to your parking. Tower will give an initial heading during the take-off clearance.

IFR Clearance Phraseology Examples

RWY 31L via Canarsie Climb:

“Cleared to Boston Intl airport via the Kennedy# departure, Canarsie Climb, radar vectors MERIT, then as filed. Maintain 5000, expect FL230 10 minutes after departure. Departure frequency 120.5, squawk 1501.”

RWY 31L via Breezy Point Climb:

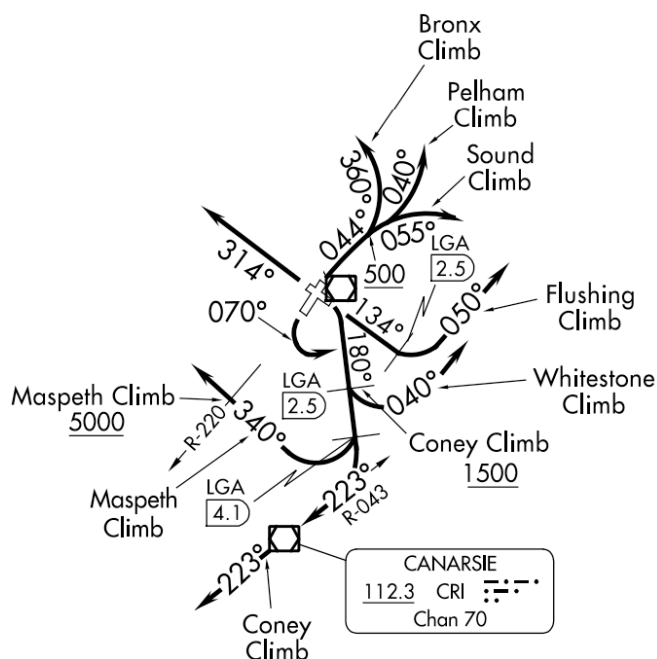
“Cleared to Richmond airport via the Kennedy# departure, Breezy Point climb, radar vectors WHITE, then as filed. Maintain 5000, expect FL230 10 minutes after departure. Departure frequency 120.5, squawk 1501.”

RWY 22R/13LR/4L:

“Cleared to Boston Intl airport via the Kennedy# departure, radar vectors MERIT, then as filed. Maintain 5000, expect FL230 10 minutes after departure. Departure frequency 120.5, squawk 1501.”

KLGA – SIDs

KLGA has very specific climbouts for each runway due to its location between JFK and KEWR. Here we can see the LGA7 SID with all possible climbouts.



Runway	Climb	Destination Direction
4	Bronx climb	West
4	Pelham climb	North
4	Sound climb	All
31	Heading 314 or by ATC	All
22	Heading 070	All
13	Flushing climb	North/All
13	Whitestone climb	North/All
13	Coney climb	South
13	Maspeth climb	West

Certain climbs are sometimes unused depending on configuration of JFK and noise abatement procedures. You may fly a climb that initially takes you away from your direction of flight, but your DEP controller will vector you around once high enough. The **top altitude** for all SIDs is **5000**.

IFR Clearance Phraseology Example

“Cleared to Miami Intl airport via the LaGuardia7 departure, coney climb, radar vectors WHITE, then as filed. Climb via the sid, expect FL300 10mins after departure. Departure frequency 122.8, squawk 1234.”

KLGA also has equivalent RNAV SIDs for RWY 13 and 22.

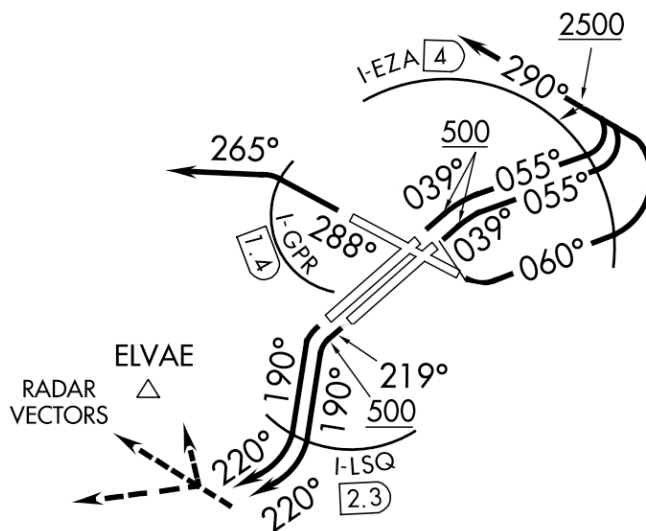
SID	Pronunciation	Runway	Remarks	Waypoint
GLDMN#	Goldman	13	Vectors after GLDMN	All
TNNIS#	Tennis	13	Vectors after TNNIS	All
NTHNS#	Nathans	13	Vectors after ASALT	RBV WHITE DIXIE WAVEY SHIPP
HOPEA#	Ho-pe-a	22	Vectors after ASALT	RBV WHITE DIXIE WAVEY SHIPP
JUTES#	Jutes	22	Vectors after TNNIS	All

IFR Clearance Phraseology Example

“Cleared to Miami Intl airport via the HOPEA3 departure, radar vectors WHITE, then as filed. Climb via the sid, expect FL300 10mins after departure. Departure frequency 122.8, squawk 1234.”

KEWR – SIDs

Departure Procedures out of KEWR are designed to bring traffic west of NYC and the other NYC airports. The standard SID is EWR5.



SID	RWY
EWR5	4L

Once airborne, fly heading 055 to stay clear of KTEB airspace, then turn left heading 290 not lower than 2500.

SID	RWY
EWR5	22R

Once airborne fly heading 190 due to noise abatement requirements until 2.3 DME. Then turn right 220 again.

SID	RWY
PORTT4	22R

RNAV SID with a transition. No radar vectors, your transition is a departure gate and will likely put you on a J airway.

Top altitude on **4L** is **3000**.

Top altitude on **22R** is **2500**.

IFR Clearance Phraseology Example

“Cleared to Atlanta Intl airport via the Newark# departure, radar vectors BIGGY, then as filed. Maintain 2500, expect FL360 one-zero (10) minutes after departure. Departure frequency 119.2, squawk 2301.”

“Cleared to Atlanta Int’l airport via the PORTT4 departure, BIGGY transition, then as filed. Climb via SID, expect FL360 one-zero (10) minutes after departure. Departure frequency 119.2, squawk 2301”

Arrival Procedures

- All STARs into New York have radar vectors – the route ends on a heading, and the APP controller vectors you into sequence for an approach.
- Most STARs are not RNAV STARs and do not have vertical guidance/altitude restrictions.
- If you are flying a STAR that says ‘expect <ALTITUDE>’ at a fix, this does not constitute an altitude restriction.
 - Your controller will clear you to descend separately from your STAR clearance
 - They most likely will tell you to “(descend at pilot’s discretion to) cross <FIX> at <ALTITUDE>”.
 - Your FMC likely won’t put these ‘expect’ altitudes as hard VNAV restrictions, so if you are given a “cross <FIX> at <ALTITUDE>” clearance, you may have to enter the restriction or otherwise manage your descent to make it.
- RNAV STAR with altitude restrictions:
 - *“Descend via the <STAR>, (“except maintain <ALTITUDE>”), altimeter XX.XX”*
 - You can start descent at your discretion to meet the altitude restrictions (and possibly speed restrictions) of the STAR.
 - You may also be cleared for the STAR without being cleared to “descend via” (e.g. *“Cleared <STAR>, (call for descent)”*). This constitutes clearance to fly the route only.
- Non-RNAV STAR or RNAV with no altitude restrictions:
 - *“Cleared <STAR>, (call for descent)”*.
 - *“Cleared <STAR>, descend at pilot’s discretion to cross <FIX> at <ALTITUDE>, (altimeter XX>XX)”*

Approach Procedures

- There are no STARs that end directly at an IF or IAF – you will be vectored to your approach.
- Most likely you will fly an ILS approach, but there are often times where there is only an RNAV (or even a visual) approach in use at your airport, due to airspace constraints.

- You may be vectored to an IAF (or in the case of RNAV approach, cleared direct to an IF/IAF), so be ready to transition back to NAV if needed. Most likely you will be vectored directly to final if flying an ILS approach.
- Some of New York's RNAV approaches are tricky, with tight, descending turns. Make sure you are slow enough during the approach. The most common are,
 - LGA.RNAV X 31
 - JFK.RNAV Z 13L
- New York mostly uses RNAV approaches in lieu of the older charted visual approaches, but you may be assigned one of these:
 - EWR's Stadium Visual 29
 - LGA's Park Visual 31
 - JFK's Parkway Visual 13L
- If assigned a charted visual approach, the APP controller will confirm you have sight of the airport or one of the visual reference points on the chart.

Ground Layouts and Recommended Sceneries

- Please make sure you have up-to-date scenery installed!
- LGA and EWR terminals and taxiways have changed dramatically in the last few years, and your gate assignments will reflect that. The sceneries we have recommended below are up-to-date.

KJFK

- MSFS2020
 - Asobo default (already installed)
 - [Inibuilds \(payware\)](#)
- X-Plane
 - [X-Codr \(free\)](#)
- P3D
 - [Drzeweicki design \(KJFK,KLGA,KTEB bundle\) \(payware\)](#)

KEWR

- MSFS2020
 - [Orbx \(Drzeweicki Design\) \(payware\)](#)
- X-Plane
 - [X-Plane Gateway \(free\)](#)
- P3D
 - [Final Approach Simulations \(payware\)](#) - be advised, the Terminal A in this scenery is from when it was under construction, so it may not be modelled correctly. I was unable to find any other scenery that had the correct Terminal A. So if you fly KEWR in P3D, book a flight at the B or C gates 😊

KLGA

- MSFS2020
 - [MKStudios \(payware\)](#)
 - [Flightsim.to \(free\)](#)
- X-Plane
 - [Feel There \(payware\)](#)
- P3D
 - [Drzweicki design \(KJFK, KLGA, KTEB bundle\) \(payware\)](#)

KJFK Cargo Parking

If you are flying a cargo flight into or out of KJFK, your ramp assignment in the RFE booking site can be located in the chart below.

