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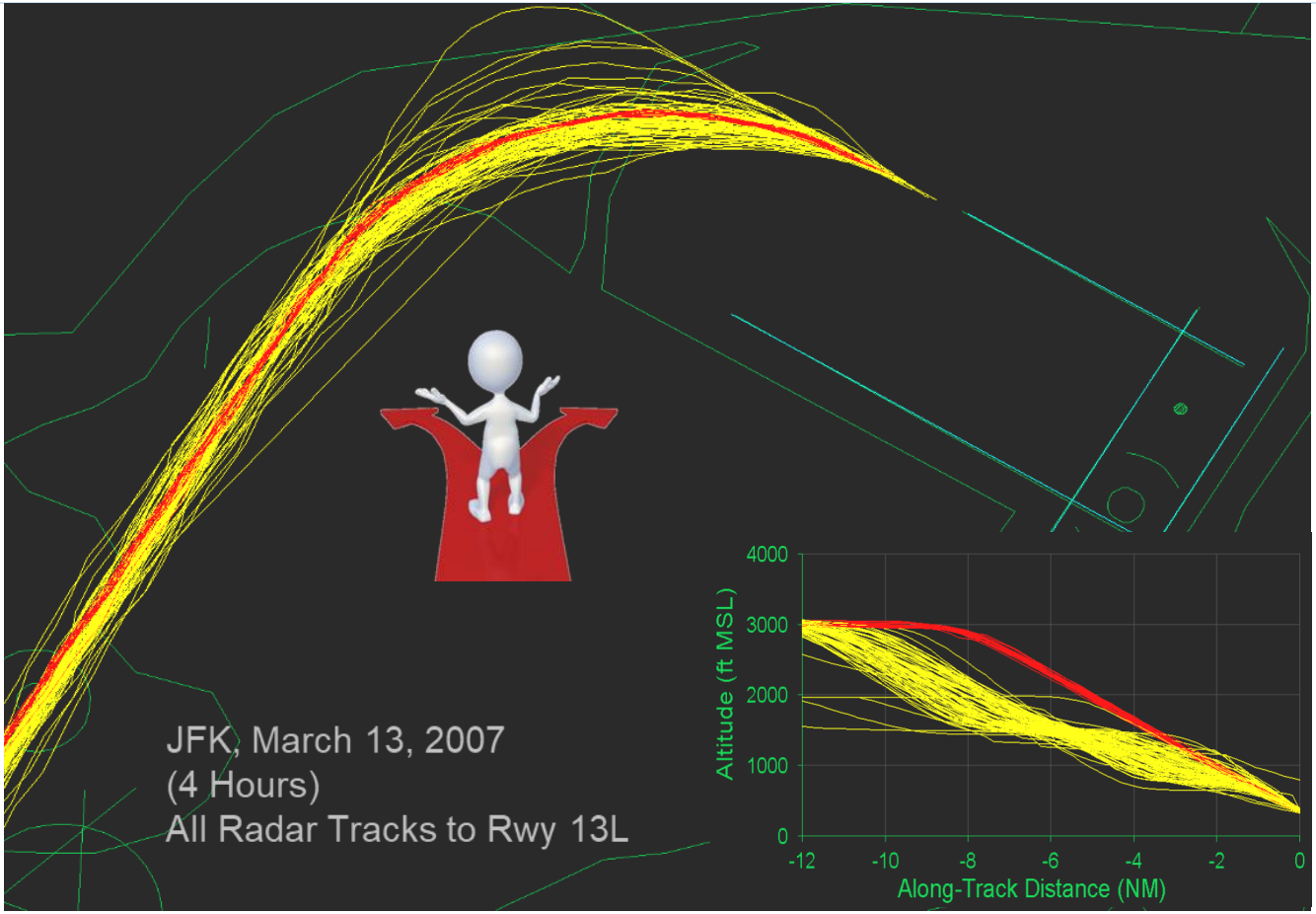
John F. Kennedy, Intl. Canarsie Approach Briefing

Captain Joe DeVito | Technical Pilot

JFK RNAV VISUALS TO RWY 13L & R

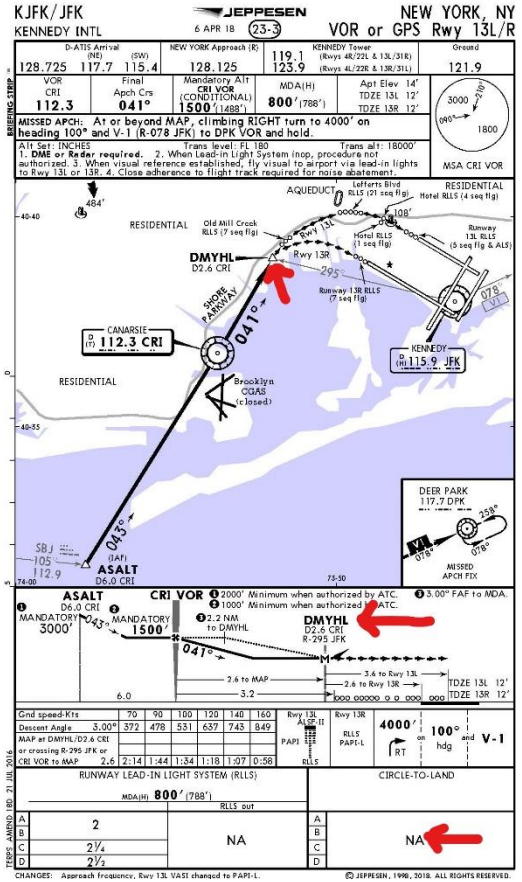
FDC 7/0366 (A1655/17) - SPECIAL JOHN F KENNEDY INTL,NEW YORK, NY. RNAV VISUAL RWY 13L, AMDT 2... RNAV VISUAL RWY 13R, AMDT 2... **PROCEDURE NA.** 02 MAR 17:45 2017 UNTIL 02 MAR 17:45 2018 ESTIMATED. CREATED: 02 MAR 17:44 2017

A LITTLE HISTORY FIRST



Old Way Of Doing Business
(Canarsie VOR 13L & R)

- Normally would have been a circling approach
  (Operates using FAA waivers one of which requires flashing lead-in light systems along path to runway)
- After MAP (DMYHL) waypoint 3.6 miles remain to be flown to reach runway 13L
- Step-Down Non-precision approach
  (No vertical guidance throughout procedure)
  (No lateral guidance after DYMHL waypoint)



Our Path To RNP/AR Ops At JFK

2004 JetBlue, FAA & Mitre began work on RNP approaches to 13L & R to solve the challenges with the VOR “Canarsie” 13L & R approach.

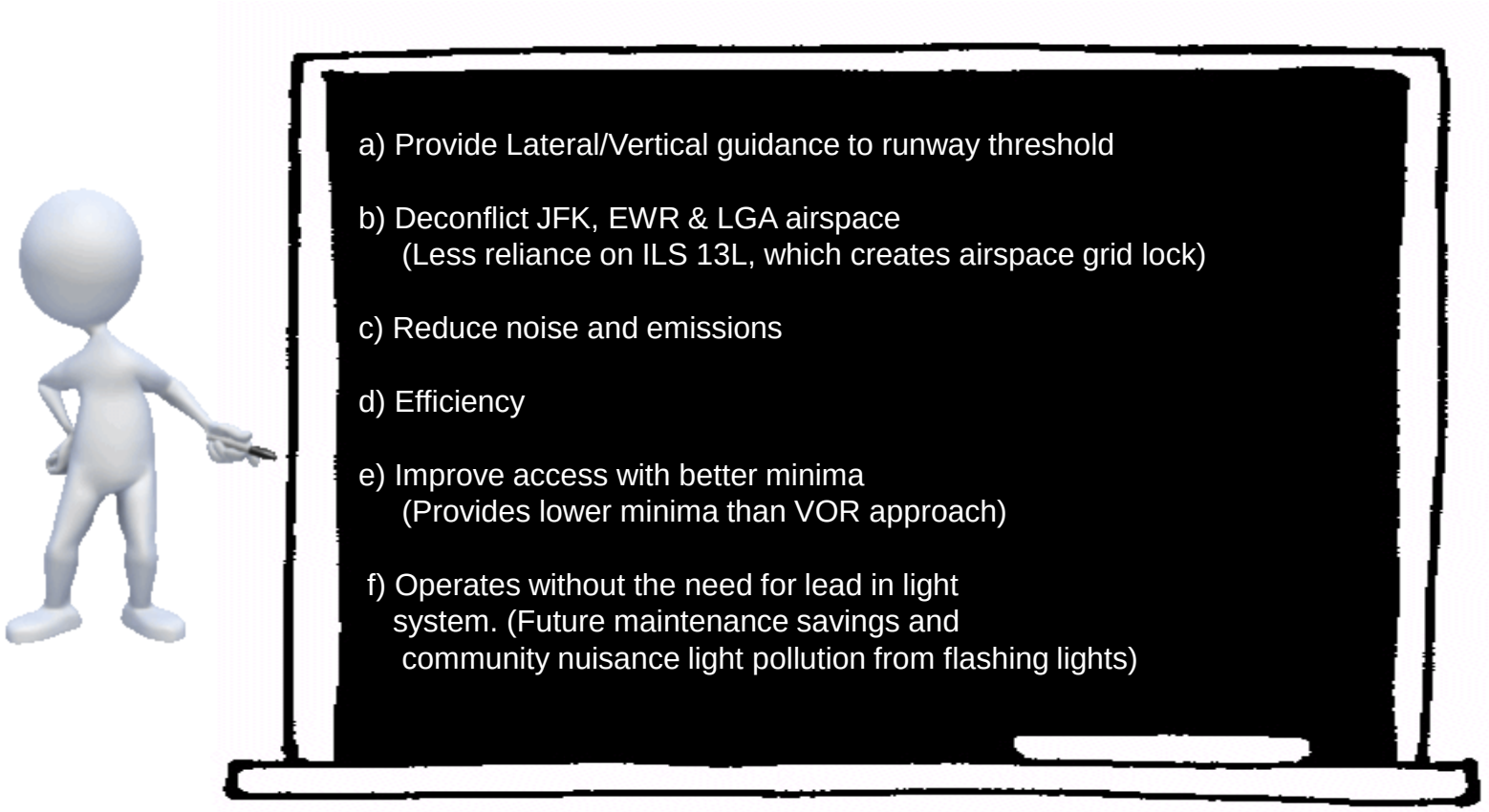
January 2009 JetBlue became the first Airbus Operator in the Americas to receive RNP/AR OpSpec C384 approval.

July 2009 OpSpec C081 authorization was received to fly the “Special” RNP/AR’s to 13L & R.

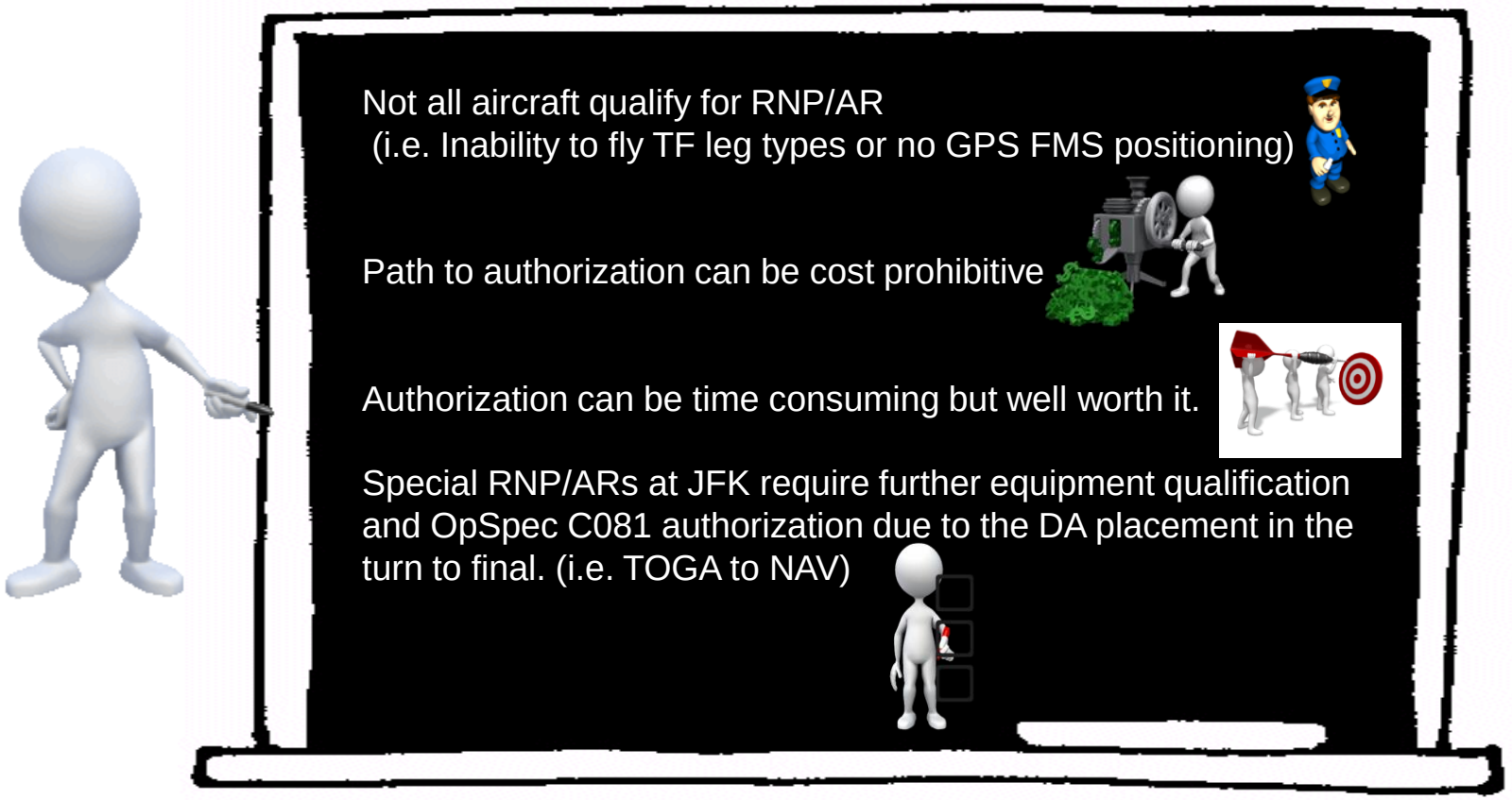
November 2010 JetBlue became the very first Embraer operator to receive RNP/AR OpSpec C384 authorization.

May 2014 JetBlue and New York Tracon (N90) sign a LOA whereby all JetBlue aircraft are assigned the “special” JFK RNP/AR’s to 13L and R regardless of weather.

Issues We Were Addressing



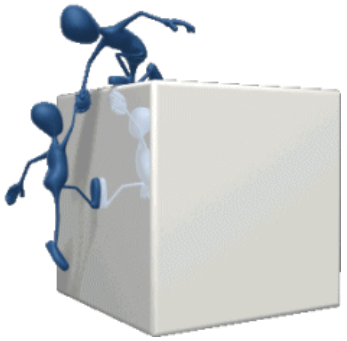
Challenges of RNP/AR



A Work Around Was Set In Place

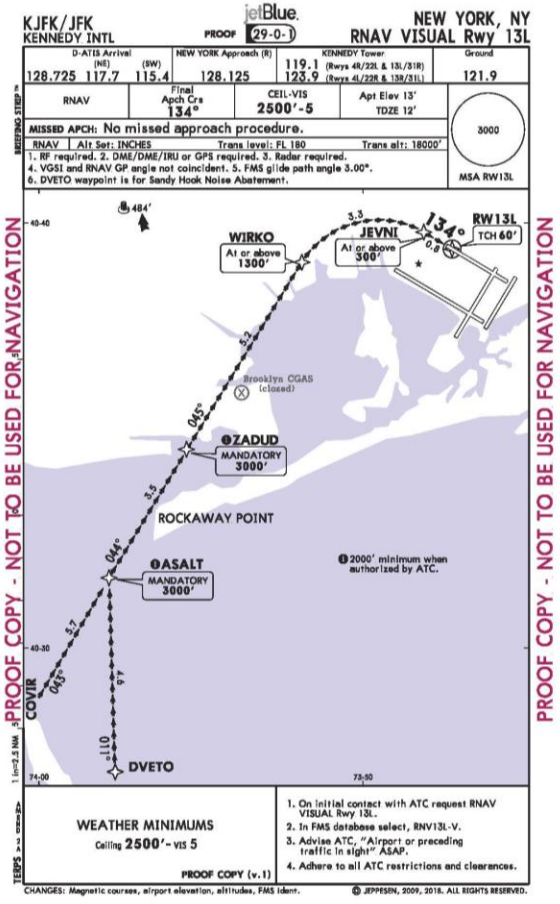
While some air carriers were in the C384 application process of RNP/AR or challenged with aircraft that could not qualify, an interim solution for both situations was needed to address the FOQA conclusions in a timely manner.

Therefore, JetBlue as the lead carrier, instituted the RNAV Visuals for 13L and 13R based completely off the design of the RNP's. As a result the aviation community gained all the safety and operational benefits, with the exception of IFR operations.



Side by Side Comparison of RNAV RNP and RNAV VISUAL

(Notice Chart Format Difference)



Procedural Issues Encountered

FAA Order 8260.55

11. Roles and Responsibilities.

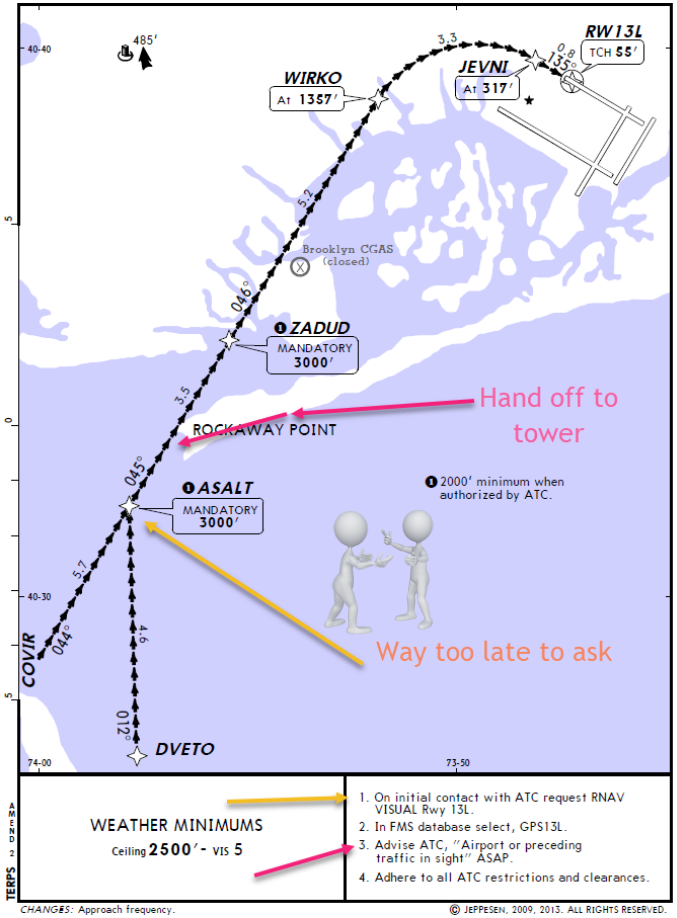
a. Operator and Pilot.

1) Operators must train their pilots on RVFP. This training must include RVFP phraseology, procedures, and requirements specified on any associated 8260-7b forms.

2) The RVFP must be coded in the aircraft RNAV system database and retrievable by name (i.e., line-selectable). Pilots are not authorized to build these procedures manually.

3) Pilots must request the RVFP on initial contact with the controlling agency, unless previously coordinated.

4) Pilots must report the airport or preceding traffic in sight to receive clearance for an RVFP.



Aircraft Participation Issue

Some aircraft cannot fly the RF version limiting participation

KJFK/JFK
KENNEDY INTL

jetBlue
22 NOV 13 29-0-1

NEW YORK, NY
RNAV VISUAL Rwy 13L

D-ATIS Arrival			NEW YORK Approach (R)	KENNEDY Tower		Ground
(NE)		(SW)				
128.72	117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

RNAV	Final Apch Crs 135°	CEIL-VIS 2500-5	Apt Elev 14′ TDZE 12′

MISSED APCH: No missed approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RF required. 2. DME/DME IRU or GPS required. 3. Radar required.
4. VGSI and RNAV GP angle not coincident. 5. FMS glide path angle 3.00°.
6. DVETO waypoint is for Sandy Hook Noise Abatement.

3000′

MSA RW13L

Authorization & ATC Logistics Issue

Not all carriers are authorized. Therefore, controllers can't plan on everyone using them.

U.S. Department of Transportation
Federal Aviation Administration

Operations Specifications

C081 . Special Instrument and RNAV Visual Flight Procedures **HQ Control: 10/26/2015**
HQ Revision: 010

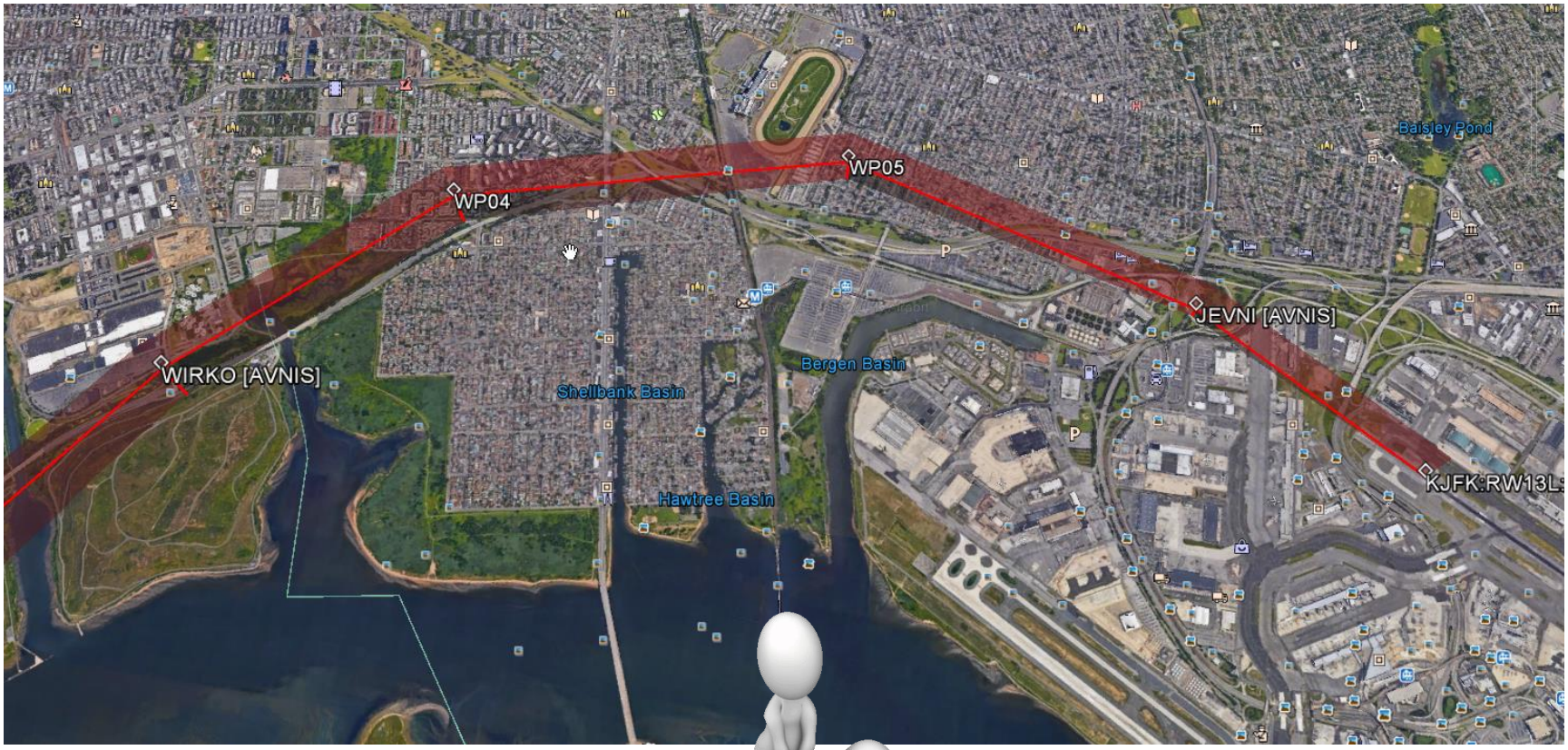
a. The certificate holder is authorized to conduct special instrument approach procedure (IAP), departure procedure, Standard Terminal Arrival (STAR) and RNAV Visual Flight Procedure (RVFP) operations specified by airport and procedure name, as listed in Table 1 of this operations specification.

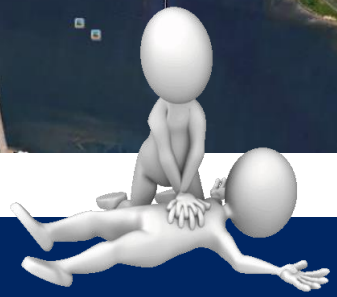
Table 1—Authorized Airports, Procedures and Airplanes

Airport Identifier (ICAO)	Procedure Name, ORIG or AMDT NO.	Airport State	Airplane M/M/S	Limitations and Provisions
KJFK; NEW YORK/JOHN F. KENNEDY INTL, NY.	RNAV(RNP) RWY 13L AMDT 3	NY	E190-100, A320-232 & A321-231	
KJFK; NEW YORK/JOHN F. KENNEDY INTL, NY.	RNAV(RNP) RWY 13R AMDT 3	NY	E190-100, A320-232 & A321-231	
KJFK; NEW YORK/JOHN F. KENNEDY INTL, NY.	RNAV VISUAL RWY 13L AMDT 2	NY	E190-100, A320-232 & A321-231	
KJFK; NEW YORK/JOHN F. KENNEDY INTL, NY.	RNAV VISUAL RWY 13R AMDT 2	NY	E190-100, A320-232 & A321-231	
KLGA; NEW YORK/LA GUARDIA, NY.	RNAV VISUAL RWY 31 AMDT ORIG	NY	E190-100, A320-232 & A321-231	
KBOS; BOSTON/GENERAL E L LOGAN	RNAV VISUAL	MA	E190-100, A320	

1st Proposed Solution

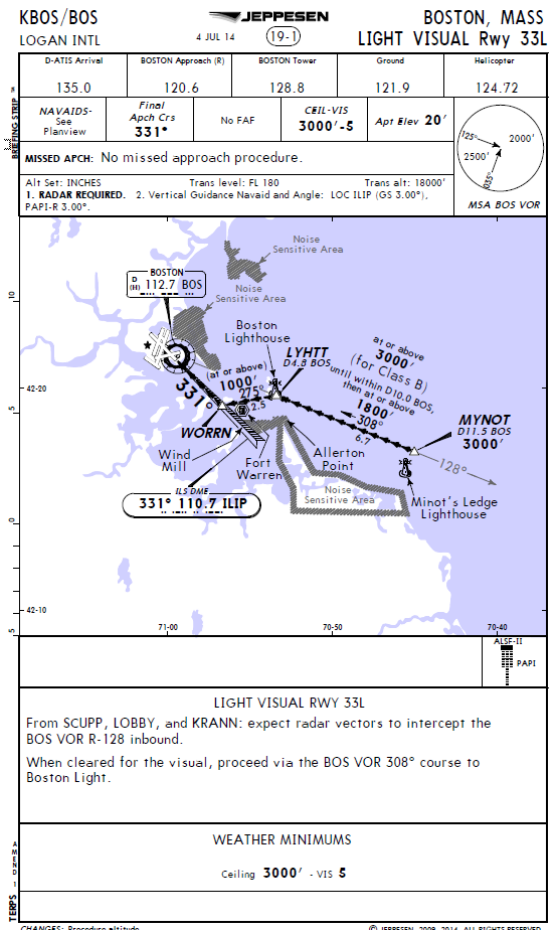
(Short Term Fix) Publish TF version of the RVIS for maximum participation.

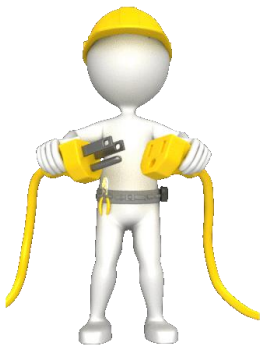


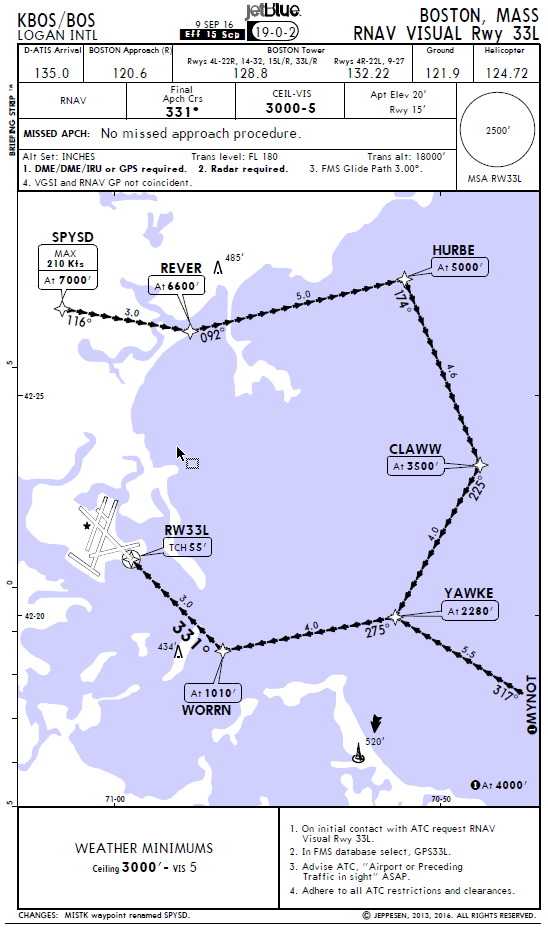


2nd Proposed Solution

Make RVFP's Public







The Workload Ahead

OpSpec Paragraph C077 change for air carriers

(4) For a visual approach without a CVFP - The flightcrew must be able to establish and maintain visual contact with the airport or maintain visual contact with the traffic to be followed as directed by ATC. In addition, the following provisions at the airport during the approach must be met:

Standard Visual Approach Covered Here.

(a) Reported visibility must be as specified in Se not lower than a visibility of three miles and reported ceiling must be 1,000 feet or

(b) When in the terminal area with the reported visibility not lower than three miles and ceiling not reported, the flightcrew may conti to a landing if the runway of intended landing is in sight and the flightcrew can maintain visual with the runway throughout the approach and landing, and

Where is RVFP????

(c) Ceiling and cloud clearan w the flightcrew to maintain the minimum altitudes prescribed in Section 131, as applicable for the airspace class in which the flight is operated.

(5) For a CVFP - The flig contact with the airport or the charted visual landmark(s) for the CVFP through landing. In addition, the weather conditions at the airport at the time of the reported to be at or above the weather minima established for the CVFP, but never lower than the VFR landing weather minima stated in Section 121.649 in uncontrolled airspace.

Charted Visual Covered Here

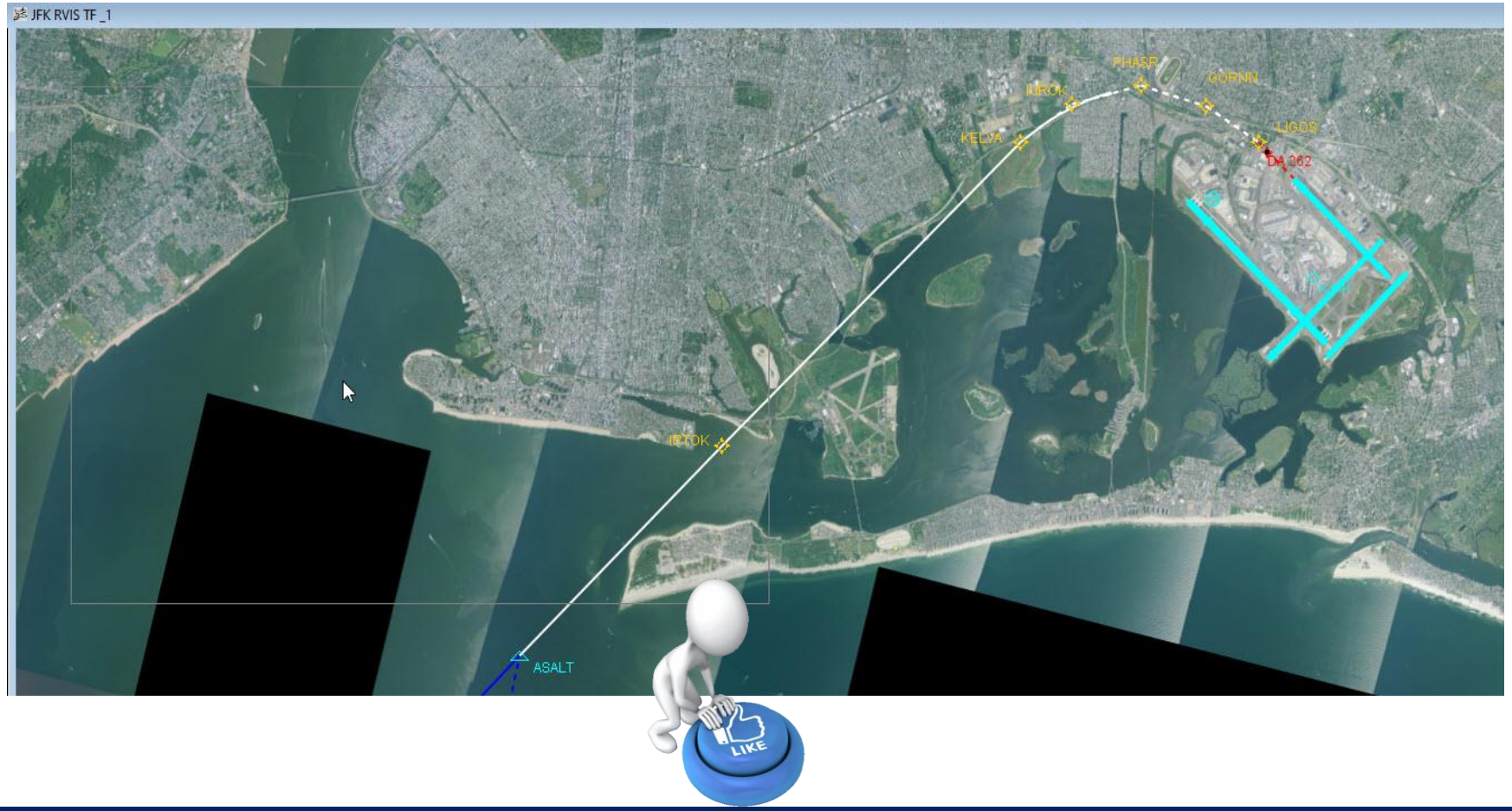
Publications That Need Modification (To Name A Few)

- FAA Order 7110.65
- FAA Order 8260.55
- AIM
- FAA Order 8260.19
- FAA Order 8900.1
- Pilot/Controller Glossary
- FAA Aeronautical Handbook

3rd Proposed Solution

(Long Term Fix) Publish public RNAV (GPS) IAP using TF legs only

Note: In final stages of consideration with the FAA



We Need Everyone's Help

- Increase advertisement of the procedures to the aviation community
- Educate on proper conduct of the procedures
- Assist in the approval process where needed
- Push for RVFP’s to be made public

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