The AGR Local SOP depicts station-specific procedures that differ from Chapter 16 (AGR) of the Ground Operations Manual (GOM) based on airport authority, facility or terminal operator constraints or regulations.

JFK utilizes the following roles:

The **Dispatcher (Move Team Coordinator "MTC")** role is to assign delegate assignments the field with respect to gate placement (gate goal of D – 60) PZ/Hardstand parking, hangar repositions and live flight pushbacks*, as well as log all repositions in coordination with local Station Operations. The Dispatcher physically works from the Station Operations center to create the "tow plan" and updates AML throughout shift. Additional duties include movement delay comments, monitoring and alerting Supervisors of extended reposition holds, and coordinating Crewmember breaks/manpower use with Shift Supervisors, including MSE and end of shift VTO.

The **Driver** is responsible for the safe operation of the Pushback/TBL, as well as maintaining contact with the Brake Rider or control tower during the movement of the aircraft, as needed. Shift responsibilities include completion of CS-100, CS-121, safe operation of the Pushback/TBL before, during and post movement in line with GOM principles, station guidelines and port directives, utilization of extreme caution in areas of dense aircraft placement, communications about support from leadership for high-risk placements (parking and repositions out).

The **Brake Rider** occupies the Flight Deck, runs APU and rides brakes in case of a ground emergency requiring application of brakes, as well as contacts controlling agency and AGR Crewmembers in case of an APU emergency. The Brake Rider must maintain constant communication with the Driver.

The **Safety Observer** is responsible for radio communications in the Pushback/TBL, maintaining situational awareness while wingwalking and chocking the aircraft, as well as maintaining contact with the Brake Rider or control tower during the movement of the aircraft as needed. The Safety Observer serves as the **1** Wingwalker required for TBL repositioning, while **2** Wingwalkers are required at specific hardstand areas listed later in this SOP.

*In order to have repositioning privileges to operate as part of AGR team in JFK, a DR3 driving class must be completed and an updated SIDA badge is required.

The **Support Crewmember** assists in all non-TBL operator functions, serves as a secondary Wingwalker in high-risk reposition locations, assists in pre and post reposition gate preparation including chock, cones, jetbridge placement/removal. Additional duties include clearing buffer zones are clear prior reposition into/out of gate locations and remote parking area.

*At JFK, each aircraft pushback location is assigned a risk level based on specific operational factors. The risk levels are defined as follows:

Low Risk Level
Definition: Operations with minimal chance of causing damage or incident.
Focal Points:
- Push formation with 0–1 focal point for consideration where impact is probable.

Conditions:
- Clear, open area without obstructions.
- Low traffic or no other vehicles nearby.

Medium Risk Level
Definition: Operations with moderate potential for minor damage or operational delays.
Focal Points:
- Push formation with 2 or more focal points, not occurring simultaneously, where impact is probable.

Conditions:
- Slightly congested ramp areas with moderate vehicle or personnel traffic.
- Some challenging maneuvers.

High Risk Level
Definition: Operations with significant chance of damage, injury, or operational disruption.
Focal Points:
- Push formation with 2 or more focal points, occurring simultaneously, where impact is probable.

Conditions:
- Crowded or confined areas with limited maneuvering space.
- Complex maneuvers or aircraft configurations.

GOM Referenced Items:

16.2.2 *****For clearance in/out of gates 1-3 and PZ Hardstand 1-3 and Taxiway G, contact International Air Terminal (IAT) on Frequency 130.775. For all other clearances utilize preprogramed frequencies.

16.3.1 *Live flight departures require an exterior walkaround. AGR Crewmembers with DR3 do not need an escort when attaching or detaching on non-movement areas.

16.3.2 *No panels or cowlings can be open during repositioning on live taxiways per Port Authority (even with Tech Ops documented approval). *For Tech Ops Crewmembers onboard any repositioning aircraft, AGR must ensure they have DR3.

16.4.2 *For international arrivals, Customs and Border Protection (CBP) must be off the aircraft prior to hook-up to the aircraft.

16.6 *DR3 Driving class is typically run by a qualified JetBlue instructor in-house. Documents are tracked and submitted to Port Authority.

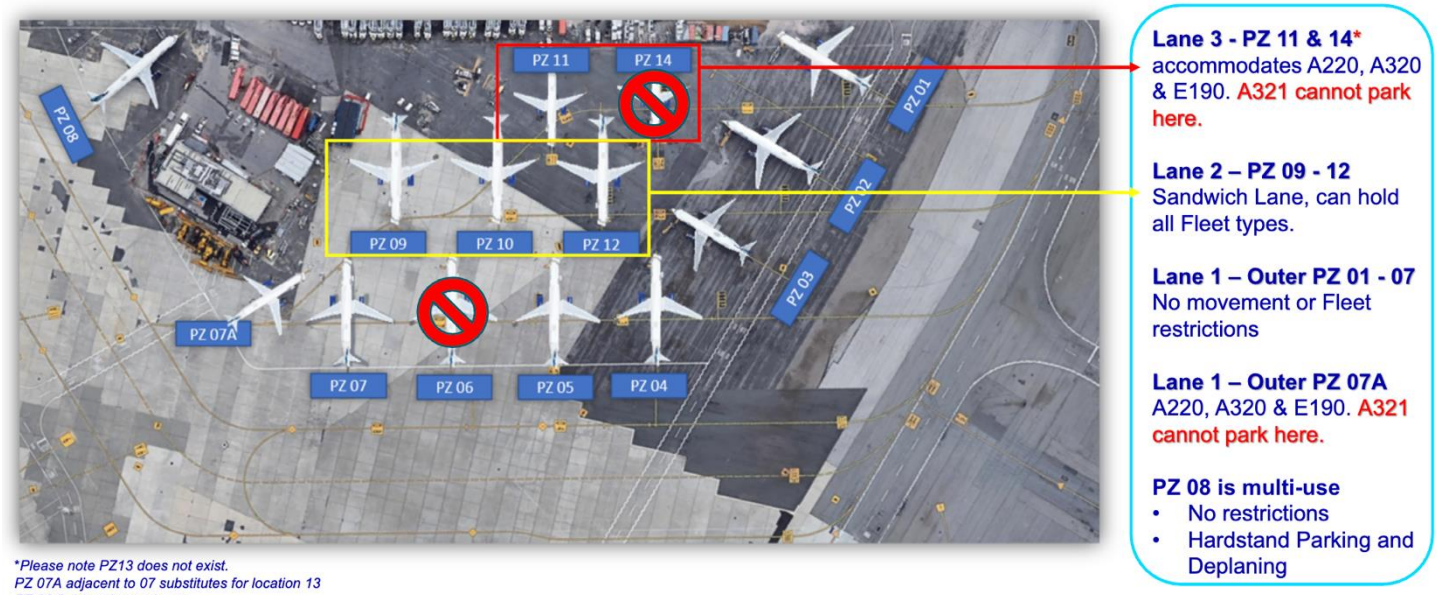
16.7 *TBLs are permitted to reposition via movement areas. Conventional pushback/reverse tow operations require an escort in movement areas.

16.9 *Dark repositioning is permitted in JFK sunrise to sunset when subject to approval by the Port Authority.

JetBlue has all Terminal 5 gates. International gates are within the International Air Terminal (Terminal 4).

*Hardstands are assigned on first-come first-served basis. During deicing operations, the active deicing lane(s) must be clear of parked aircraft and support equipment.

Parcel Zulu (PZ) Parking Area Views Refer to *Figure 1* below for layout details. Note: PZ 06 & 14 are no longer active parking locations



*Please note PZ13 does not exist.
PZ 07A adjacent to 07 substitutes for location 13
PZ 06 & 14 no longer in use

Figure 1

Parcel Zulu Wingwalker Guidance – The AGR Safety Observer will exit the TBL at the VSR (when entering gated locations) and at the boundary line for Parcel Zulu Repositions (this applies to all parking locations in that area). Please take note of the required actions below:

· The driver must perform a brake check and STOP to allow the Safety Observer to exit, prior to entering.
· The Safety Observer must visually inspect the area for hazards in the path/area of movement.
· The driver must always maintain visual contact with the Safety Observer or movement must cease.
· In the event of an uncontrolled hazard, notify leadership asap.
· Please note: 2 Wingwalkers are required for movement into and out of positions 9, 10, 11 & 12.

Parcel Zulu Additional Considerations & Read and Sign– A/C Movement (i.e., Repos in/or out and spot to spot) in this parking location must be conducted under strict observation and guidance of a member of the leadership team at all times. This does not supersede the wingwalker requirement for positions 9, 10, 11, and 12; as such both conditions must be met simultaneously.

The following restrictions are imposed by the June 25, 2025 Read and Sign Document, hereby incorporated within:

Movement Guidelines:

When aircraft are repositioned to/from the back row (PZ9-12) the following guidelines must be followed:

A. PZ09 – Parking is prohibited in PZ05 & PZ06*
B. PZ10 – Parking is prohibited in PZ05 & PZ06*
C. PZ11 – Parking is prohibited in PZ05, PZ06, PZ10 & PZ12*
D. PZ12 – Parking is prohibited in PZ05 & PZ06*

Figure 2A

Figure 2B

Figure 2C

Figure 2D

General Pushback Instructions Refer to *Figures 3* – 23 for layout details.

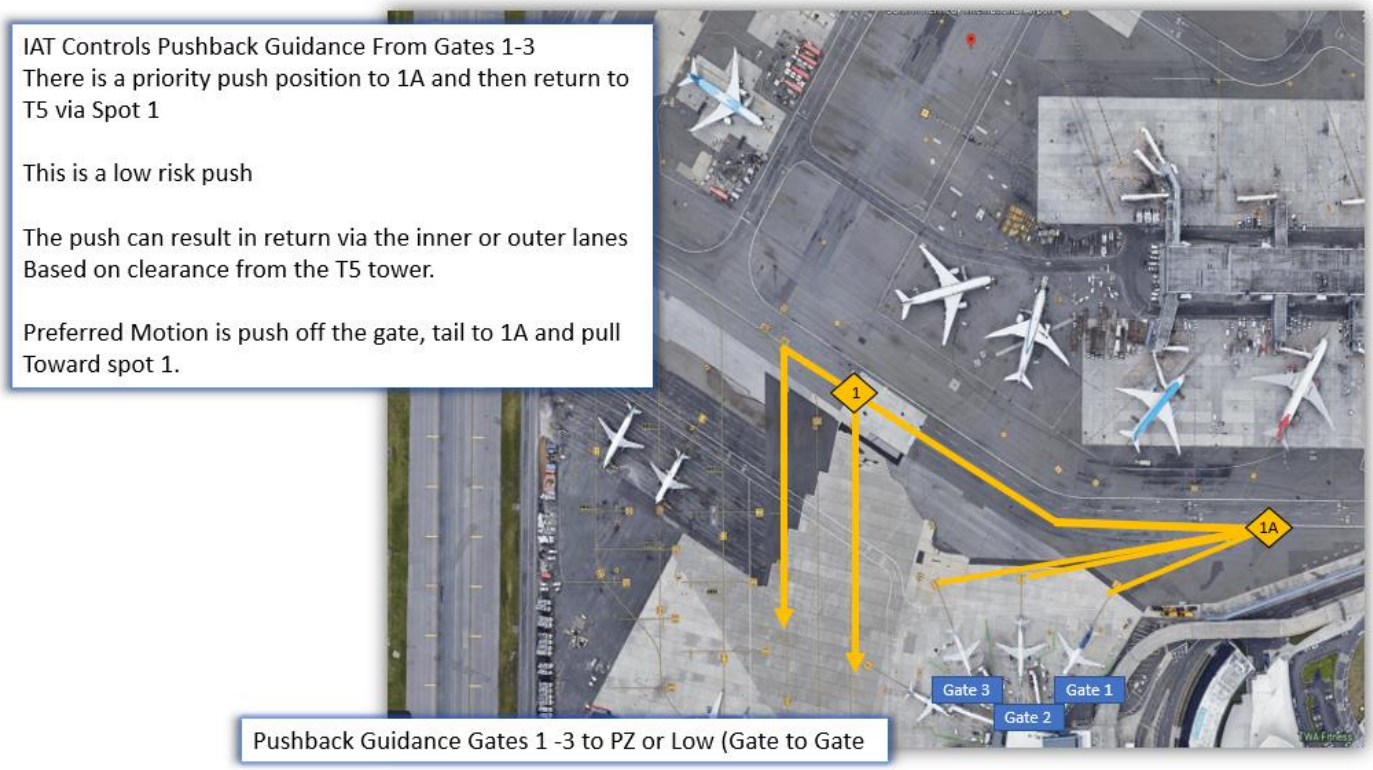


Figure 3

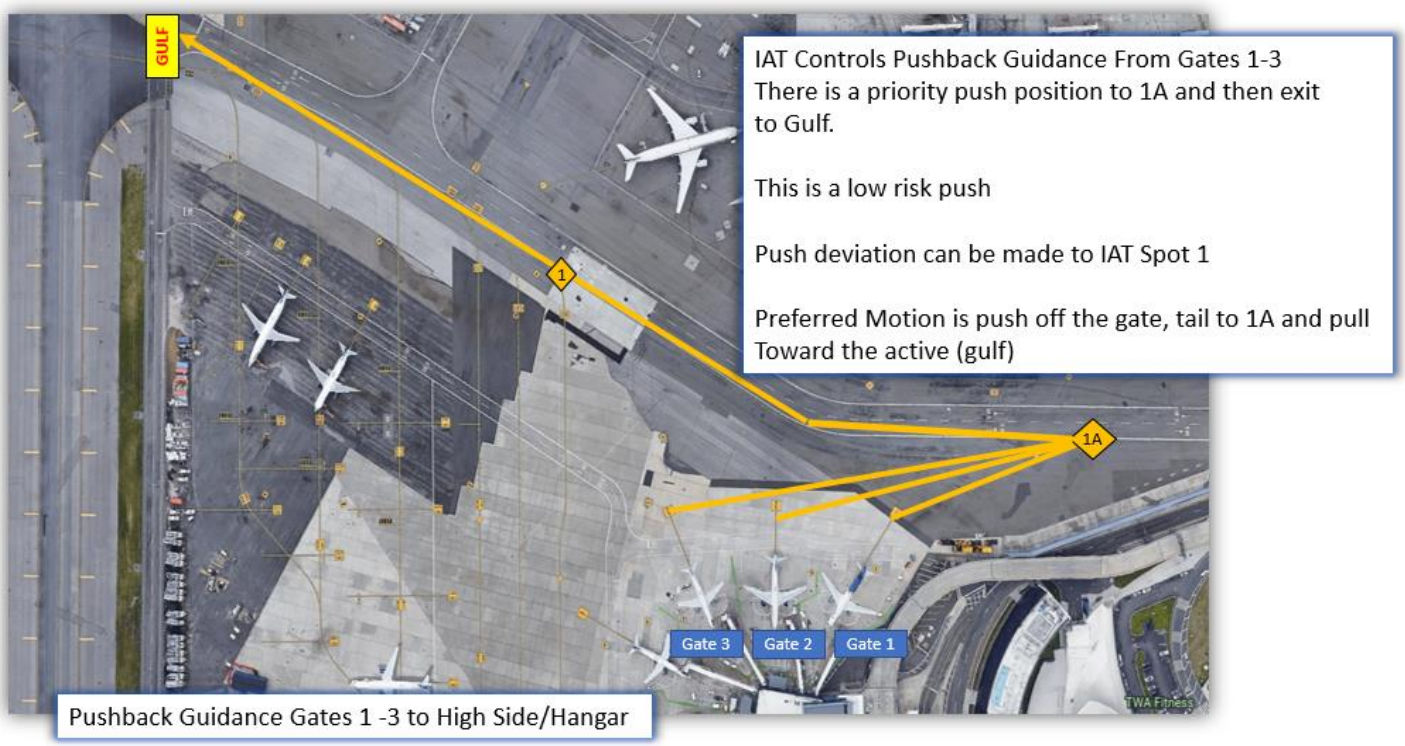


Figure 4

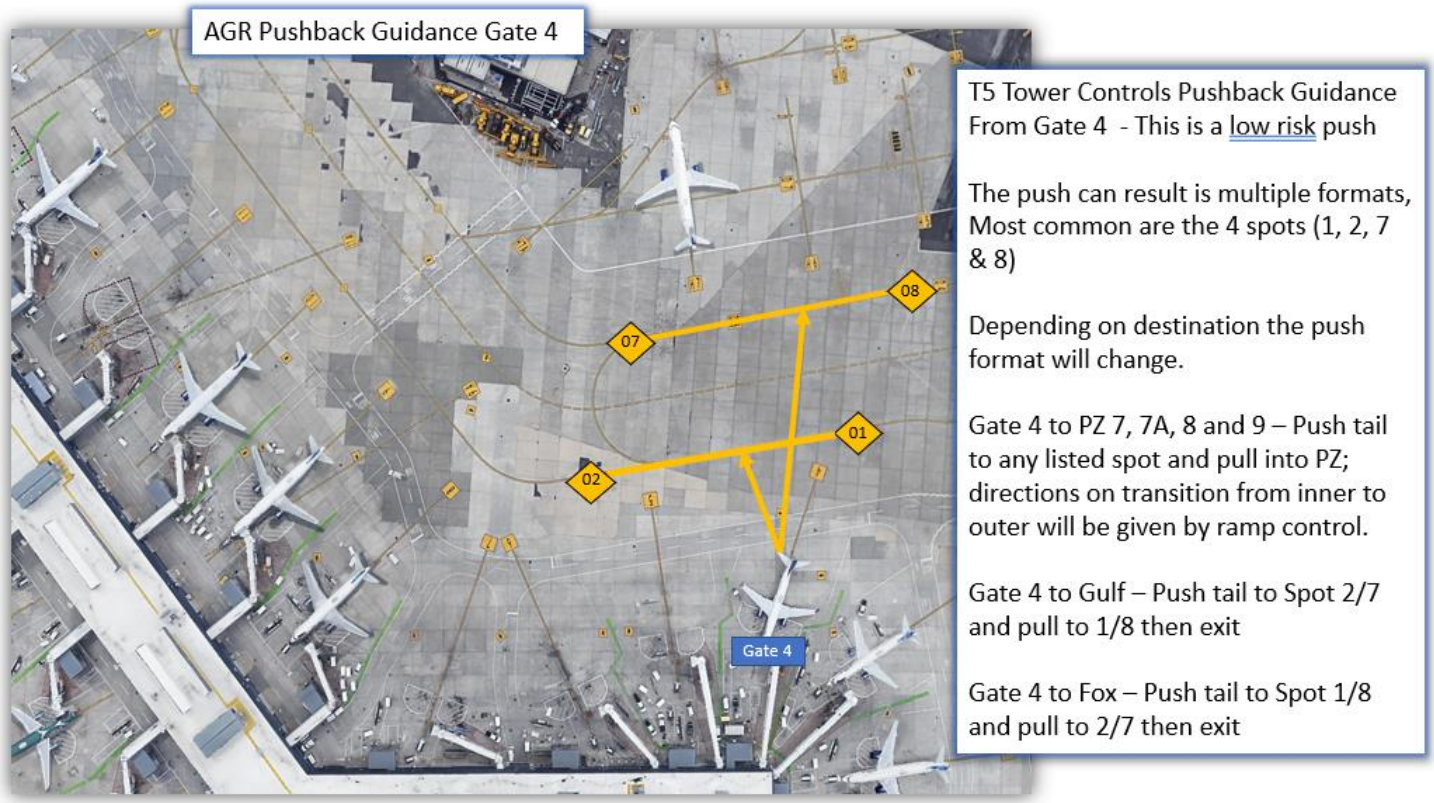


Figure 5

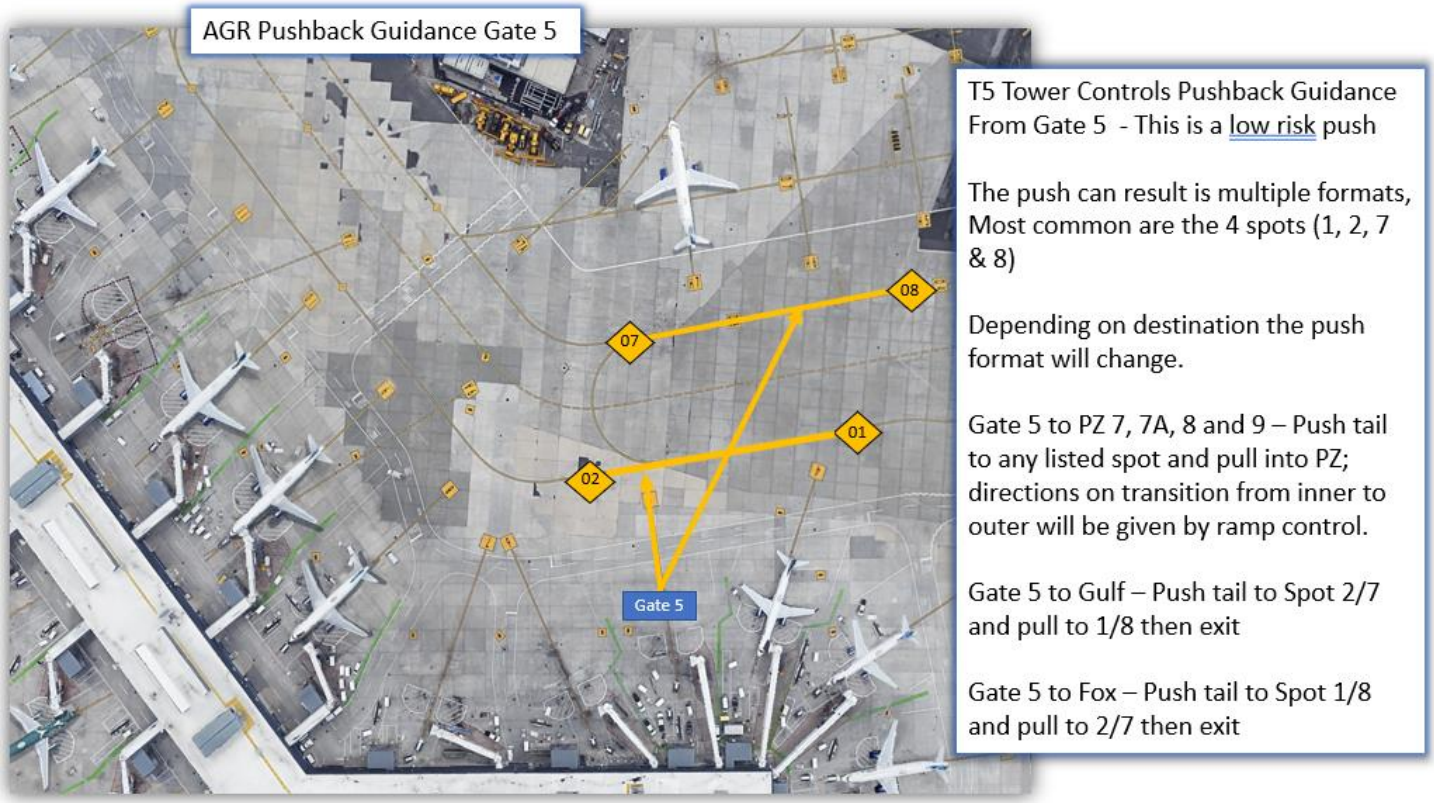


Figure 6

T5 Tower Controls Pushback Guidance From Gate 6 - This is a low-risk push

The push can result is multiple formats, Most common are the 6 spots (1,2,3,6 7 & 8)

Depending on destination the push format will change.

Gate 5 to PZ 7, 7A, 8 and 9 – Push tail to any listed spot and pull into PZ; directions on transition from inner to outer will be given by ramp control.

Gate 5 to Gulf – Push tail to Spot 2/7 and pull to 1/8 then exit

Gate 5 to Fox – Push tail to Spot 1/8 and pull to 2/7 then exit

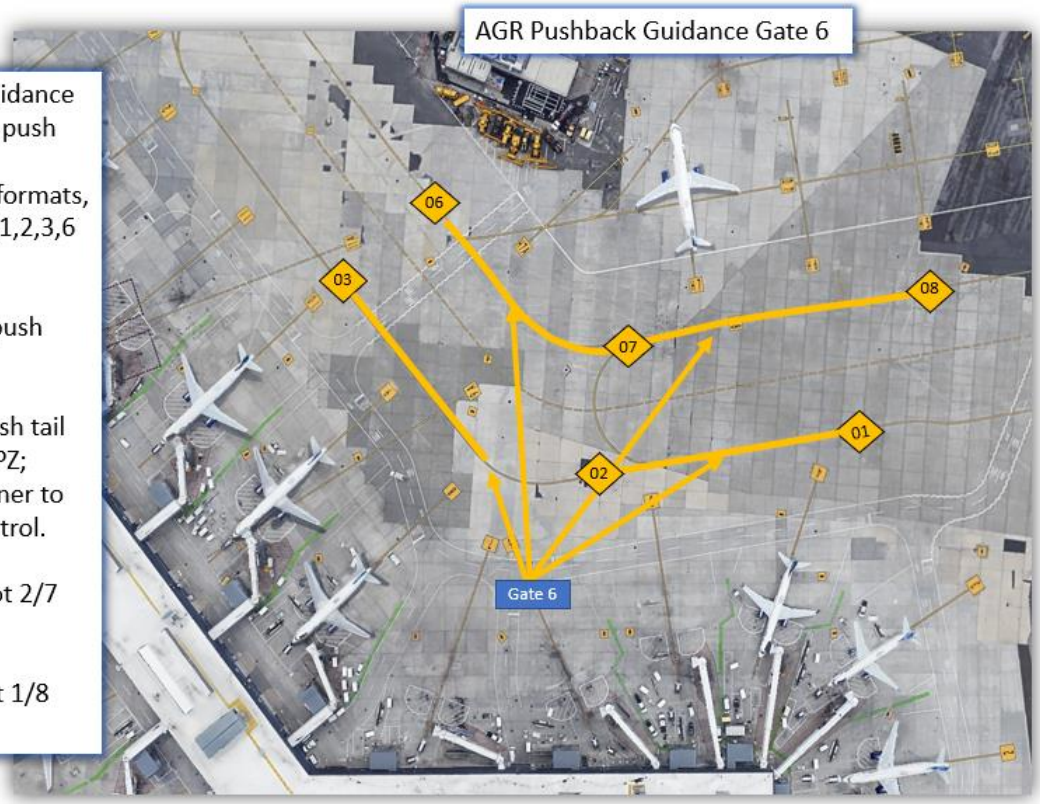


Figure 7

T5 Tower Controls Pushback Guidance From Gate 7 - This is a low-risk push

The push can result is multiple formats, Most common are the 6 spots (1,2,3,6 7 & 8)

Depending on destination the push format will change.

Gate 7 to PZ 7, 7A, 8 and 9 – Push tail to any listed spot and pull into PZ; directions on transition from inner to outer will be given by ramp control.

Gate 7 to Gulf – Push tail to Spot 2/7 and pull to 1/8 then exit

Gate 7 to Fox – Push tail to Spot 1/8 and pull to 2/7 then exit

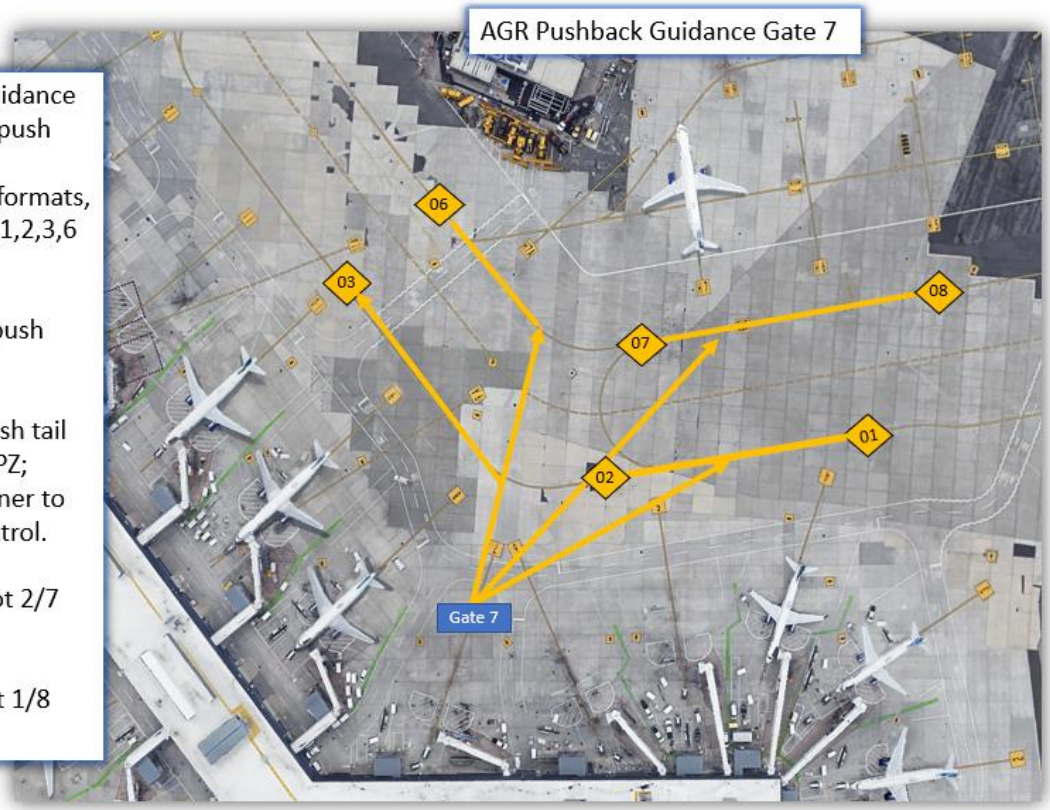


Figure 8

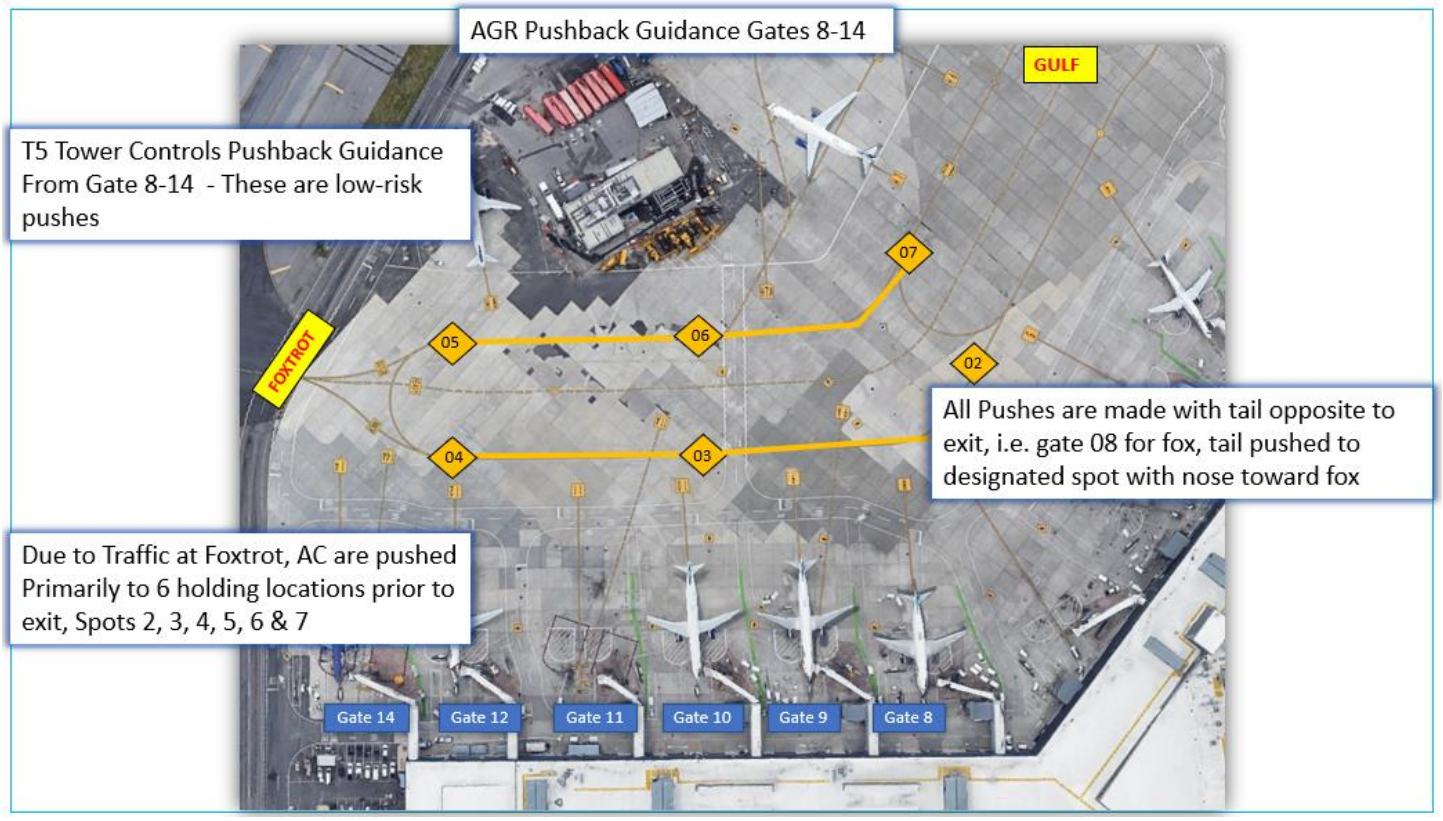


Figure 9

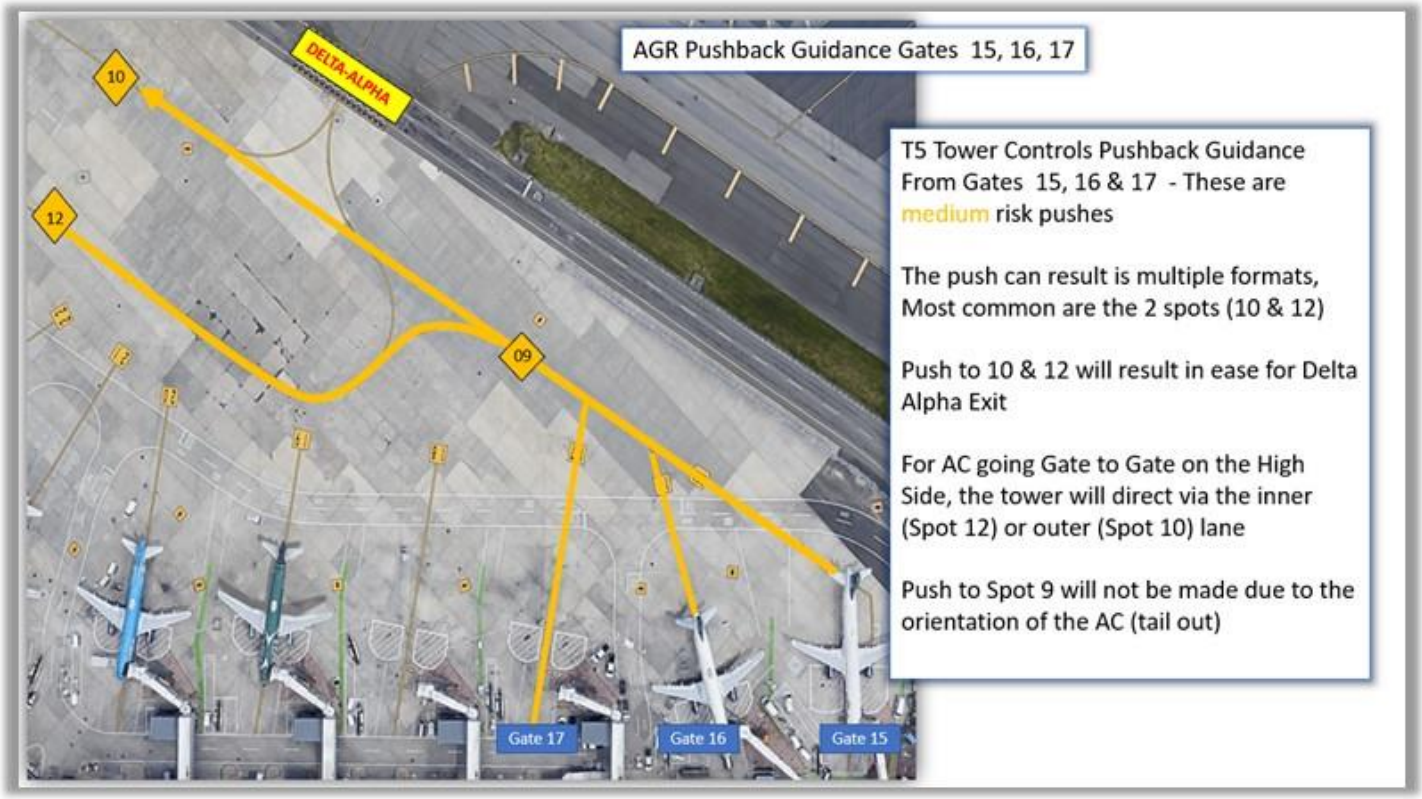


Figure 10

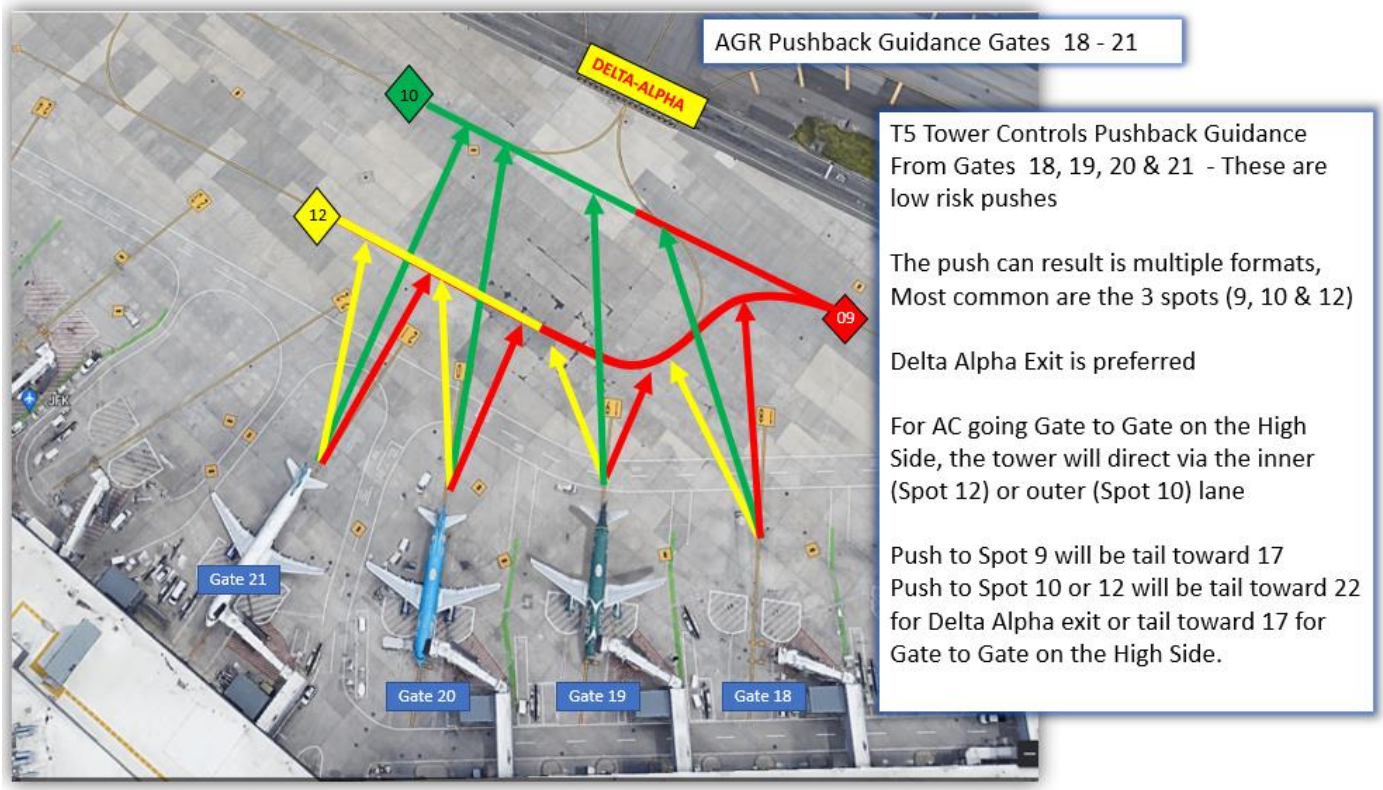


Figure 11

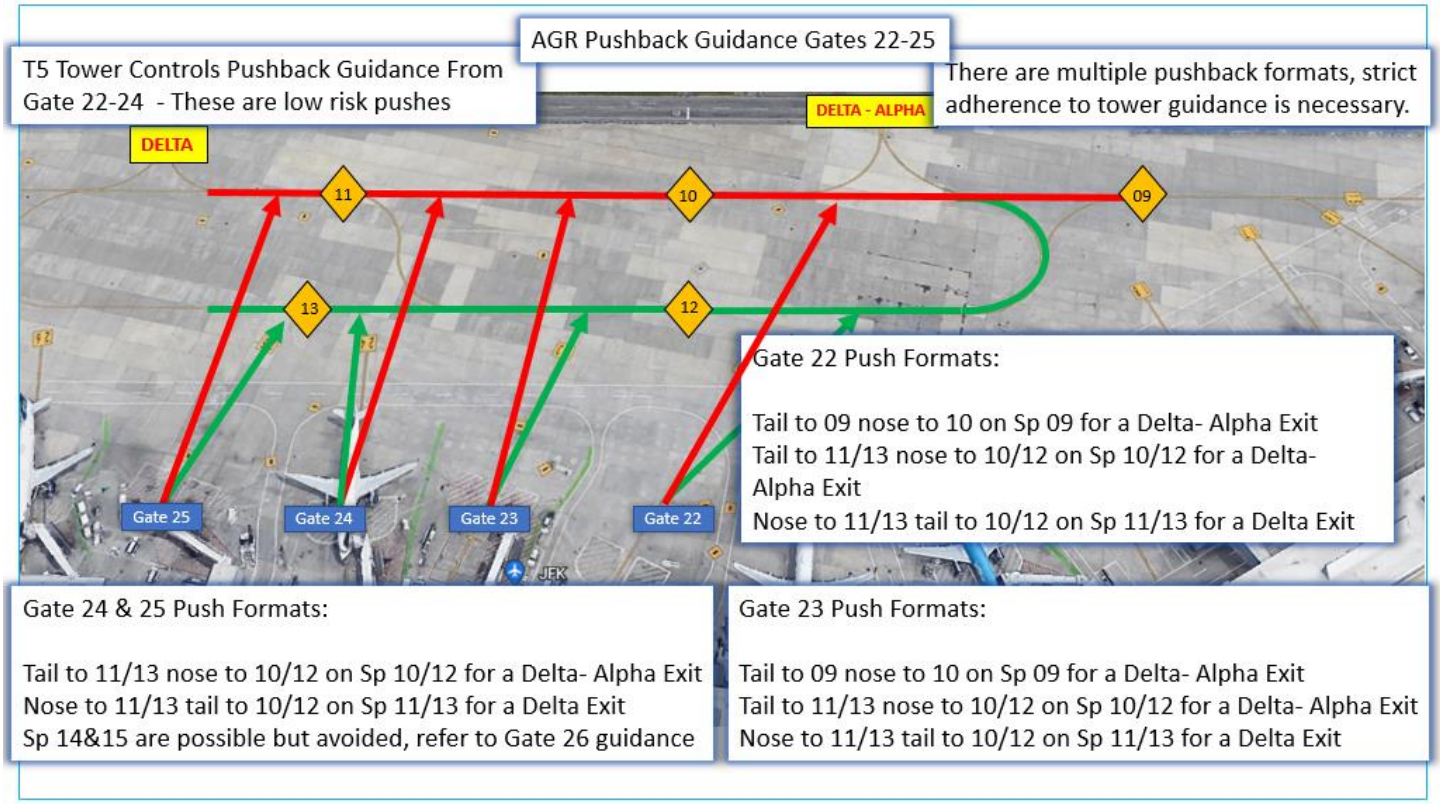
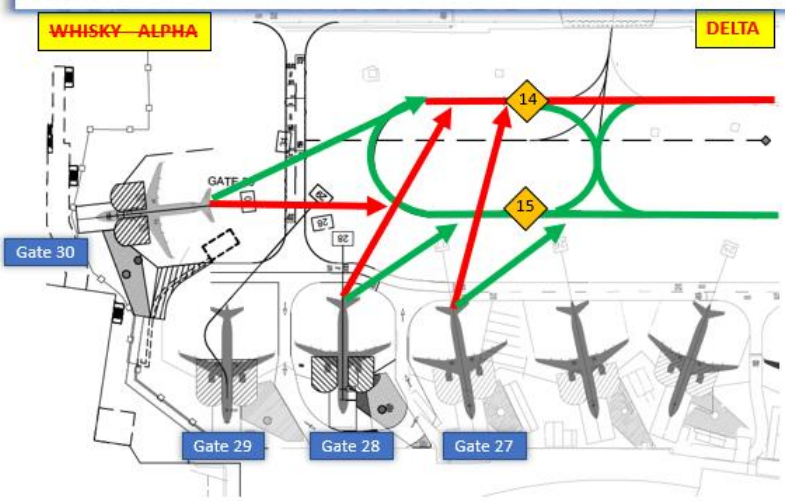


Figure 12

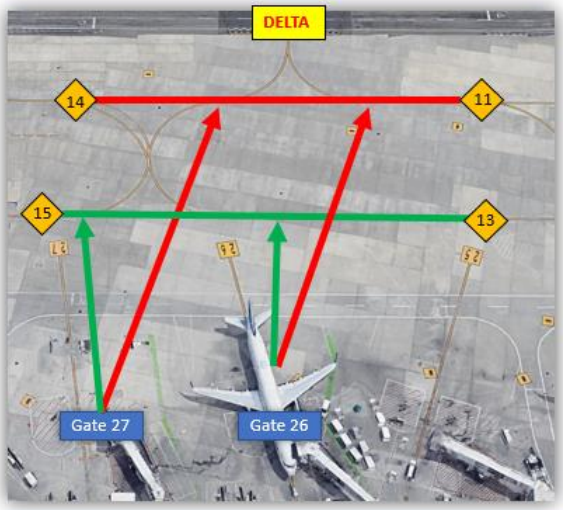
AGR Pushback Guidance Gates 26 & 27, 28-30

Pushback formations and holding Spots are to Spots 11, 13, 14 or 15 for a Delta Exit with :

Exercise Extreme Caution for pushes into or out of Gate 29, 2 Wingwalkers are required; Gate 30 pushes or inverted, for inner, push to outer and curve at end, for outer, push to inner and curve to outer.



T5 Tower Controls Pushback Guidance From Gate 26-30 - These are low risk pushes



Pushback formations and holding Spots are to Spots 11, 13, 14 or 15 for a Delta Exit with :

Tail off the gate into each spot, respectively. I.E Gate 27 to Sp 14, tail to 14 for Delta Exit

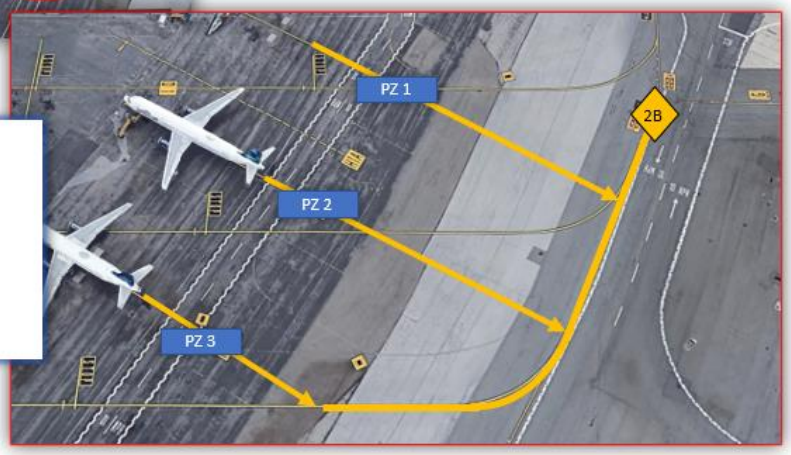
Figure 13

AGR Pushback Guidance Parcel Zulu HS 1 - 3

IAT Controls Pushback Guidance From PZ 1-3,

Clearance is provided by T4 Tower

This is a low risk push



There is a priority push position to 2B and then exit to Gulf.

Push deviation can be made to IAT Spot 1

Preferred Motion is push out the HS, tail to 1 and pull Toward the active (gulf/2B)

Figure 14

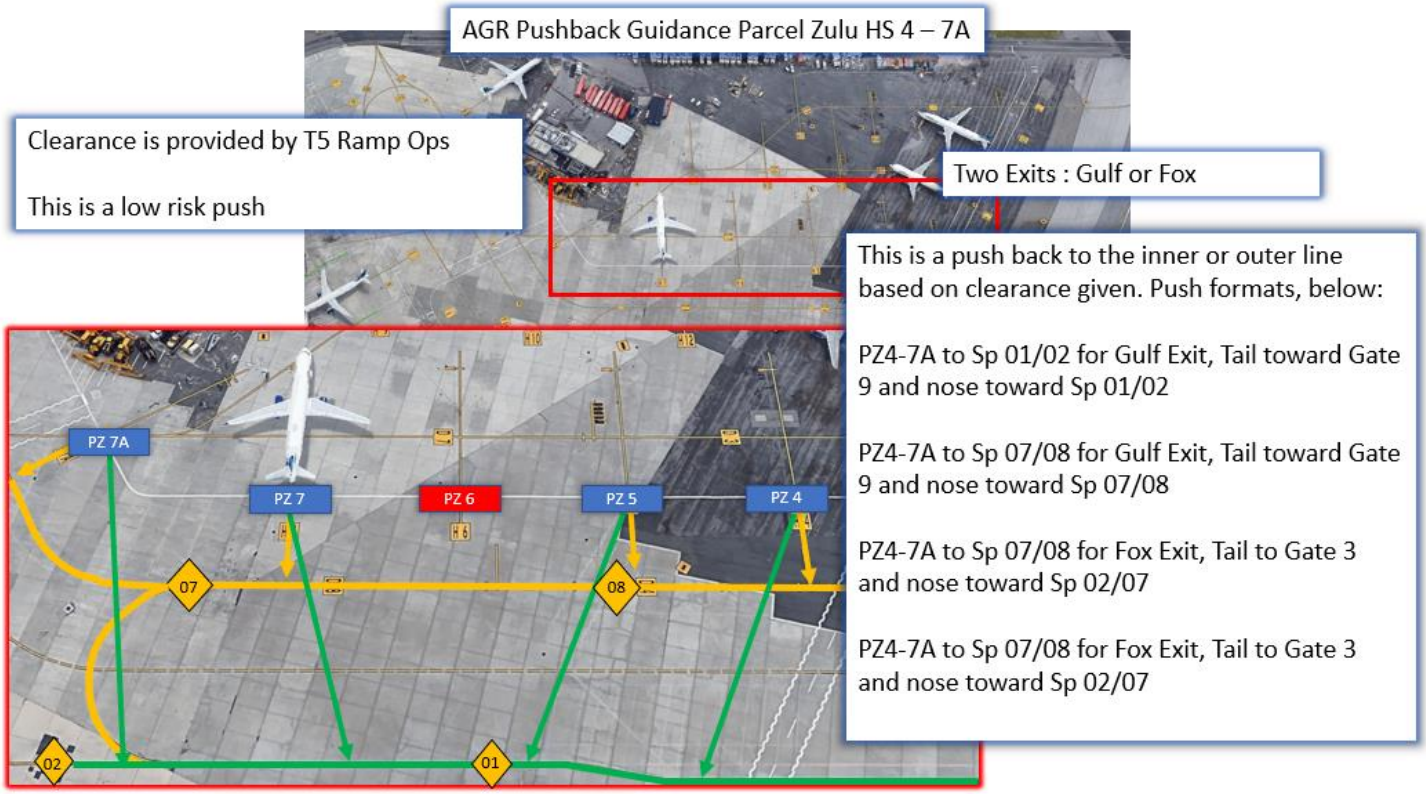


Figure 15

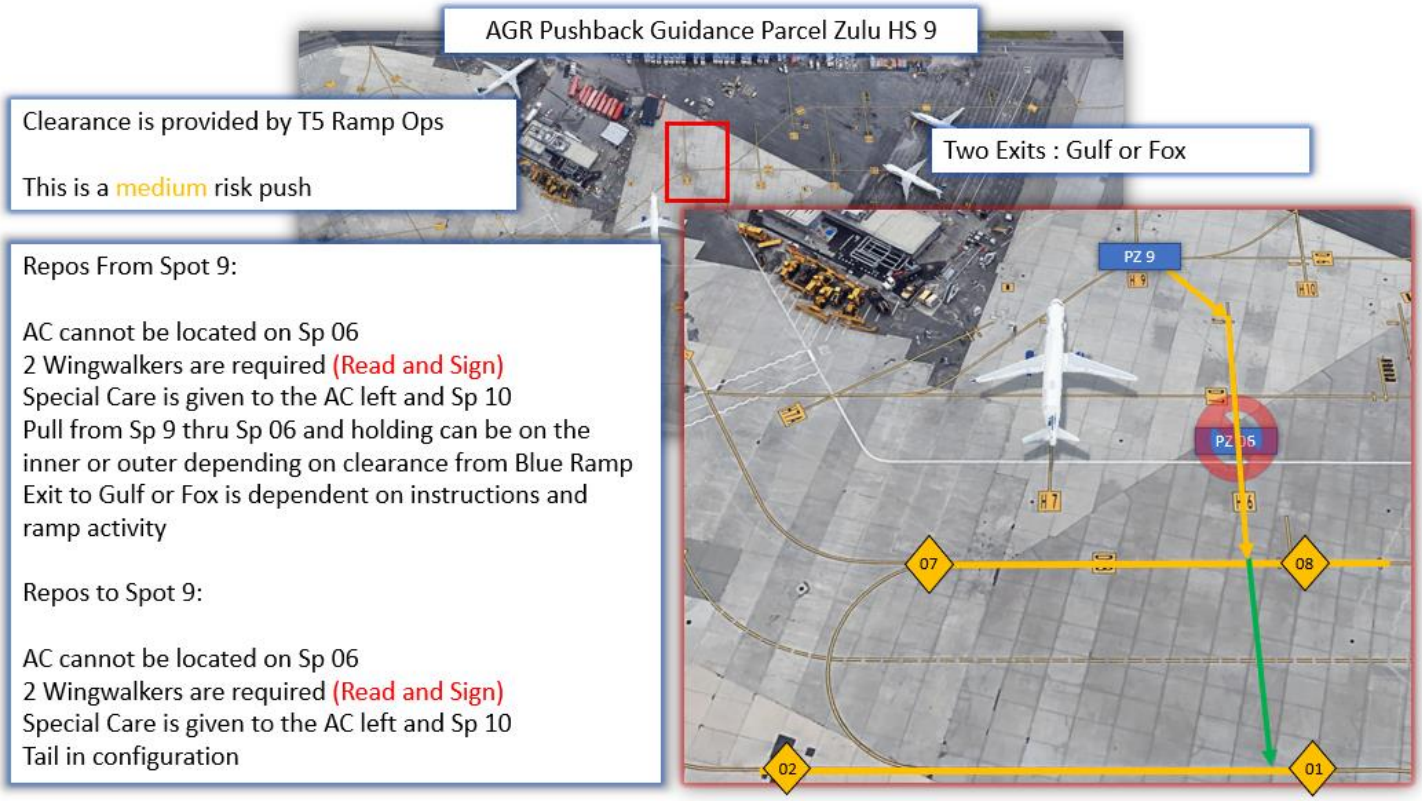


Figure 16

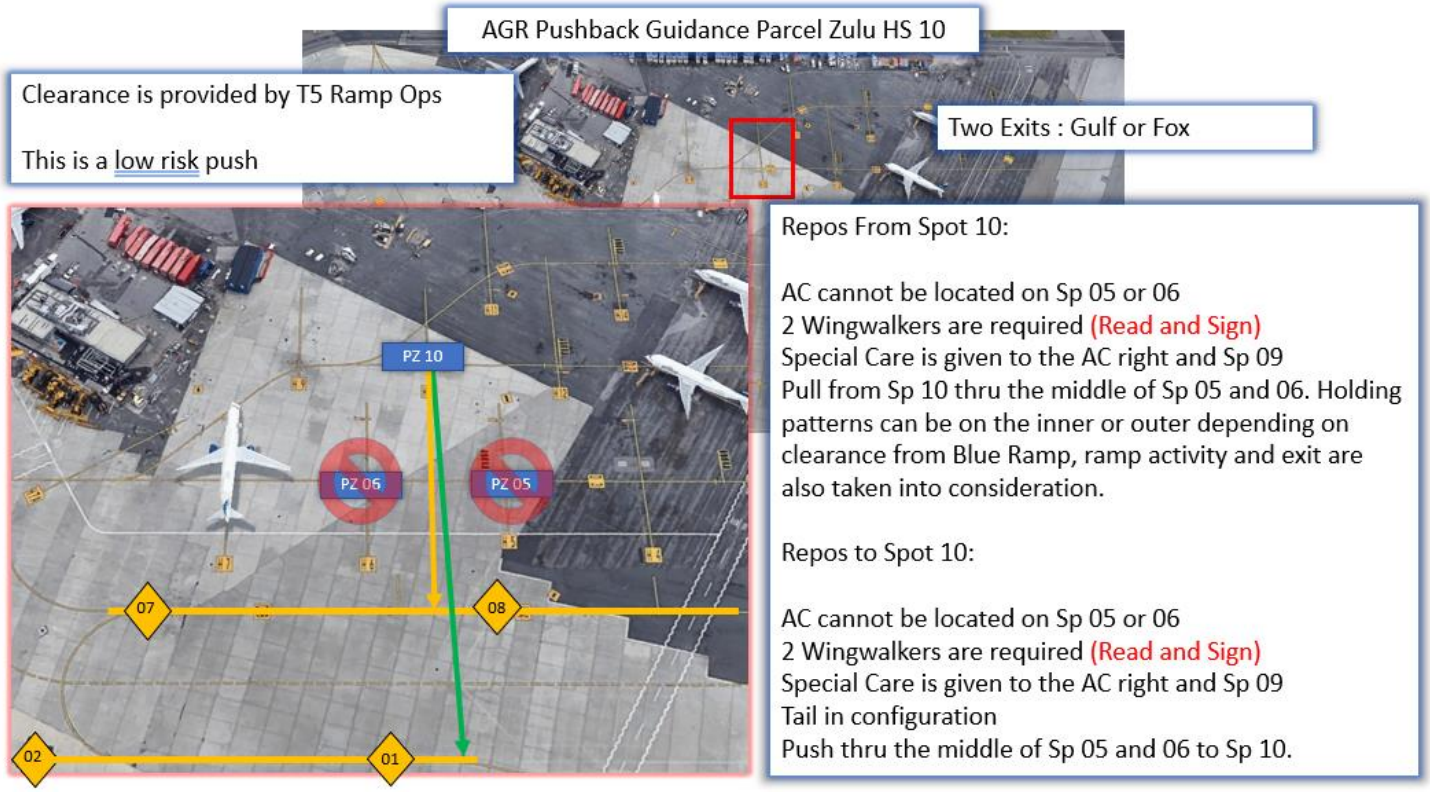


Figure 17

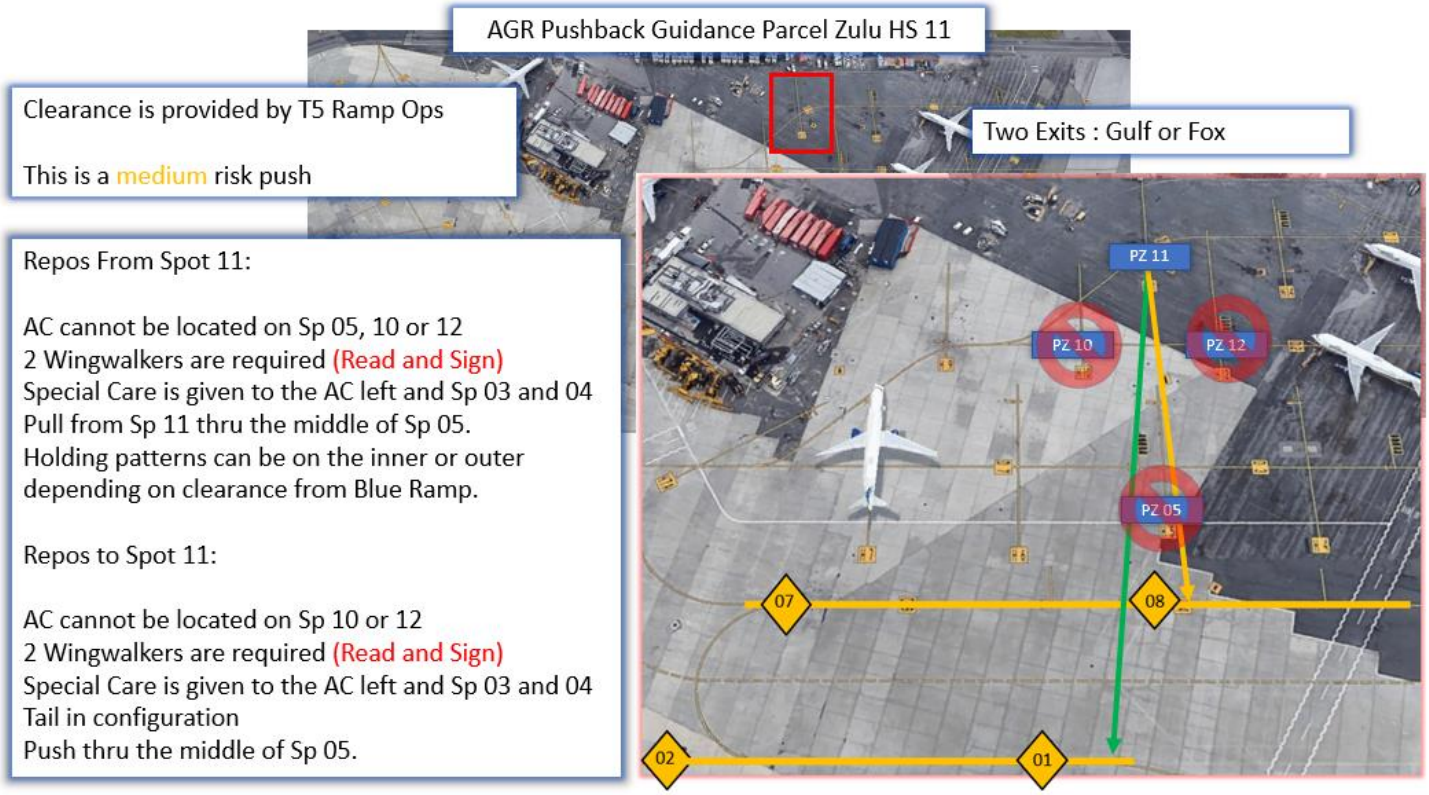


Figure 18

AGR Pushback Guidance Parcel Zulu HS 12

Two Exits : Gulf or Fox

Clearance is provided by T5 Ramp Ops

This is a high risk push

Repos From Spot 12:

AC cannot be located on Sp 05
2 Wingwalkers are required (Read and Sign)
Special Care is given to the AC left and Sp 04
Pull from Sp 12 thru the middle of Sp 05. Holding patterns can be on the inner or outer depending on clearance from Blue Ramp
Alt Pull with Sp 4 empty – straight from Sp 12 to inner/outer

Repos to Spot 12:

AC cannot be located on Sp 05
2 Wingwalkers are required (Read and Sign)
Special Care is given to the AC left and Sp 04
Tail in configuration
Push thru the middle of Sp 05 to Sp 12.
Alt Push with Sp 4 empty – straight inner/outer to Sp 12

Figure 19

AGR Pushback Guidance Hangar 81 / 87

Map From Terminal 5 to H81 and H87

Please note this is a depiction of relative location and not a defined movement path. Please adhere to push directives as given by ramp and ATC.

Figure 20

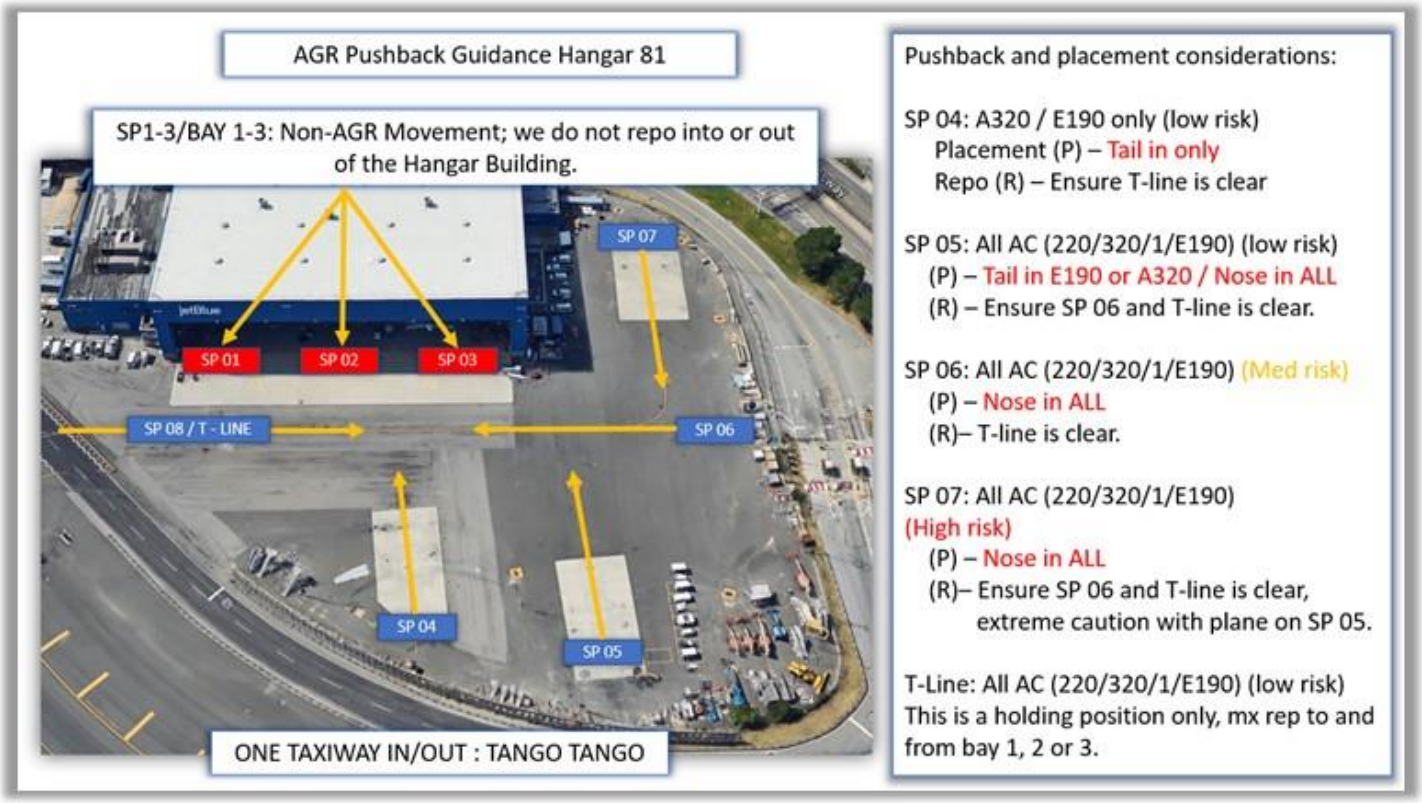


Figure 22

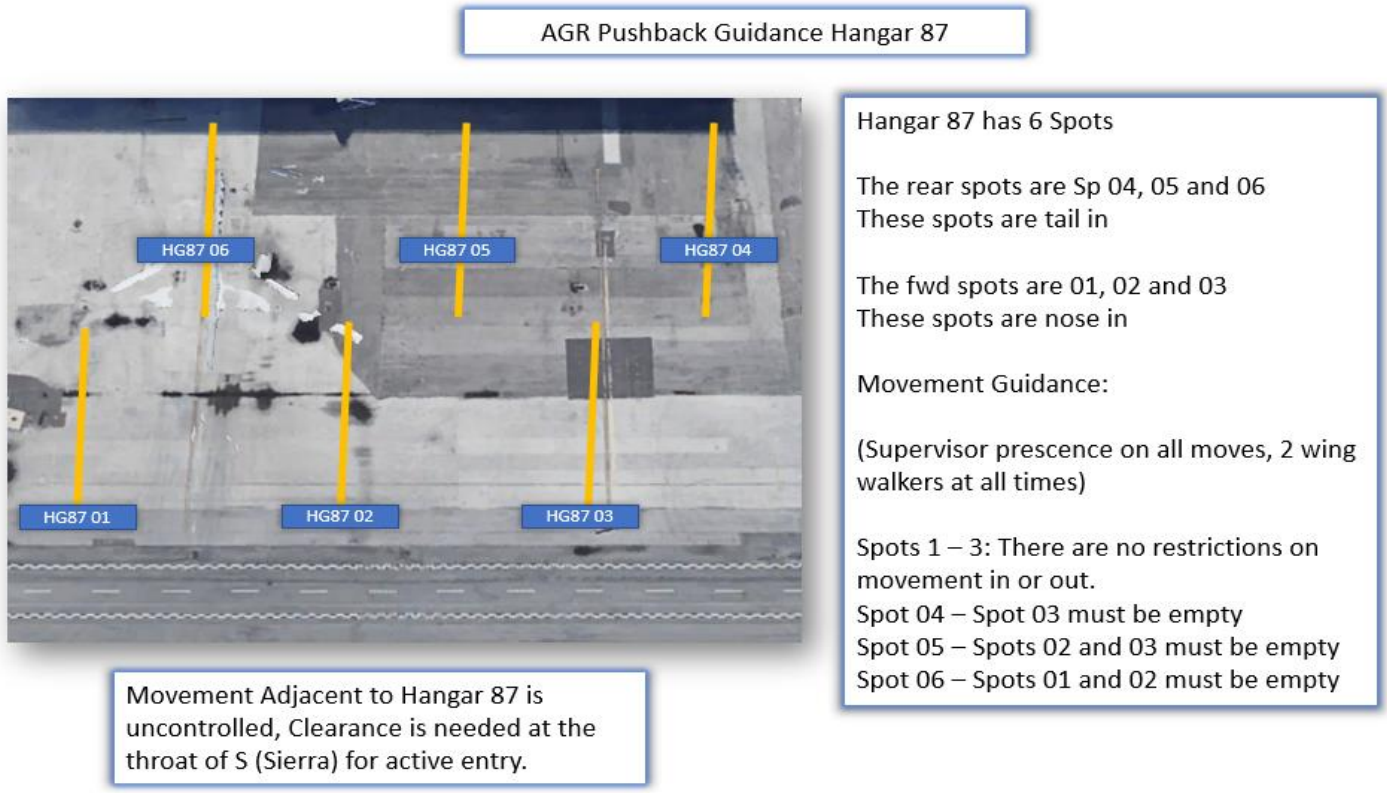


Figure 23