

# **NYC – Hamptons Southern Route**

Meeting with N90 yielded a possible south route from the Hamptons to NYC.

Elements:

- North POU – Hudson River STAR
- JFK Airspace
- Southern Arrival & Departure Routes

KJFK

STAR

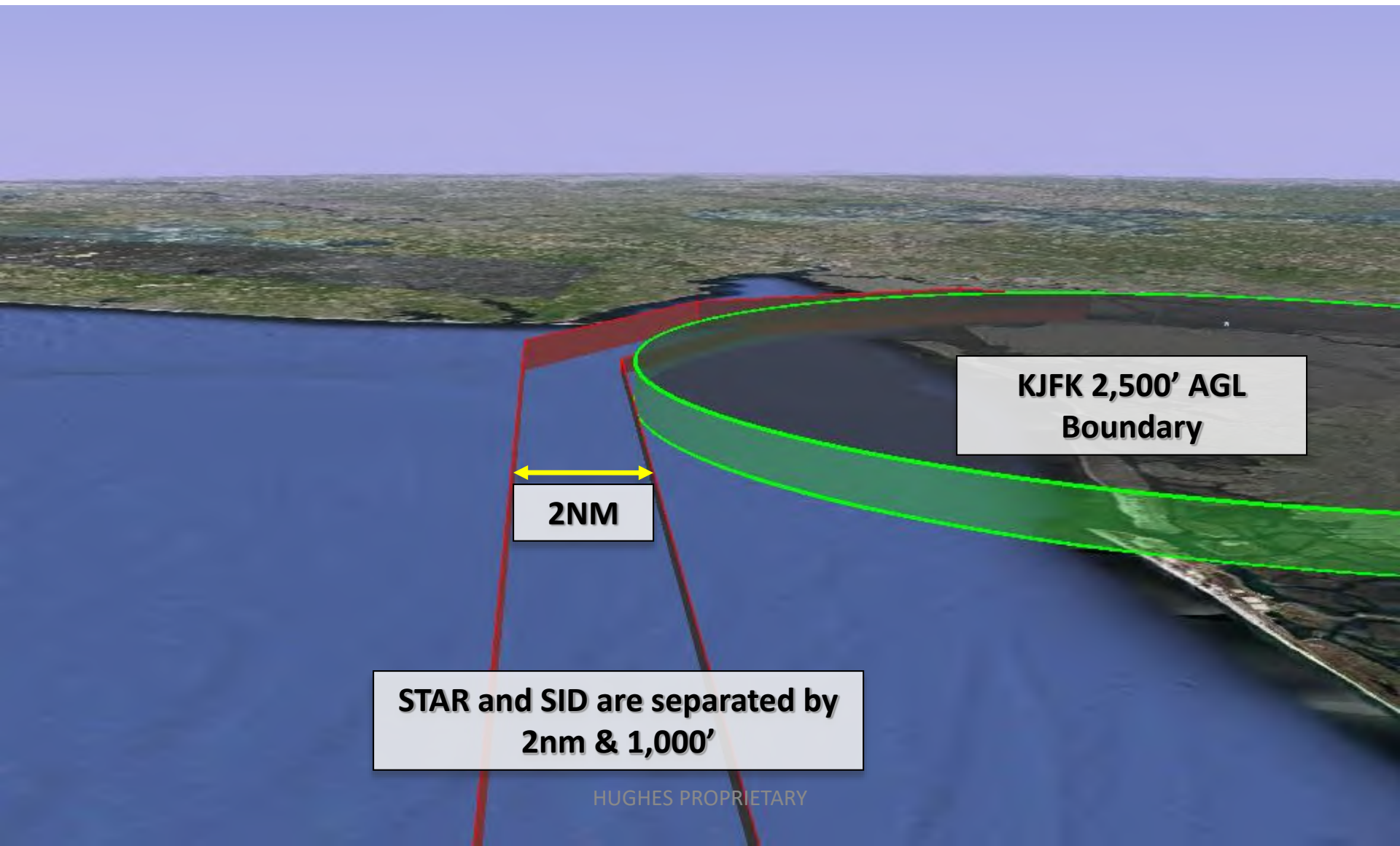
SID

N90 requested an 11nm buffer from JFK. Both routes are off shore & vertically separated.

**NYC – HAMPTON SID**  
**2,000' MSL**

Brookhaven (HWV), 135 Dawn Dr, Shirley, NY 11964  
95-WM FLOYD

**HAMPTON – NYC STAR**  
**1,000' MSL**

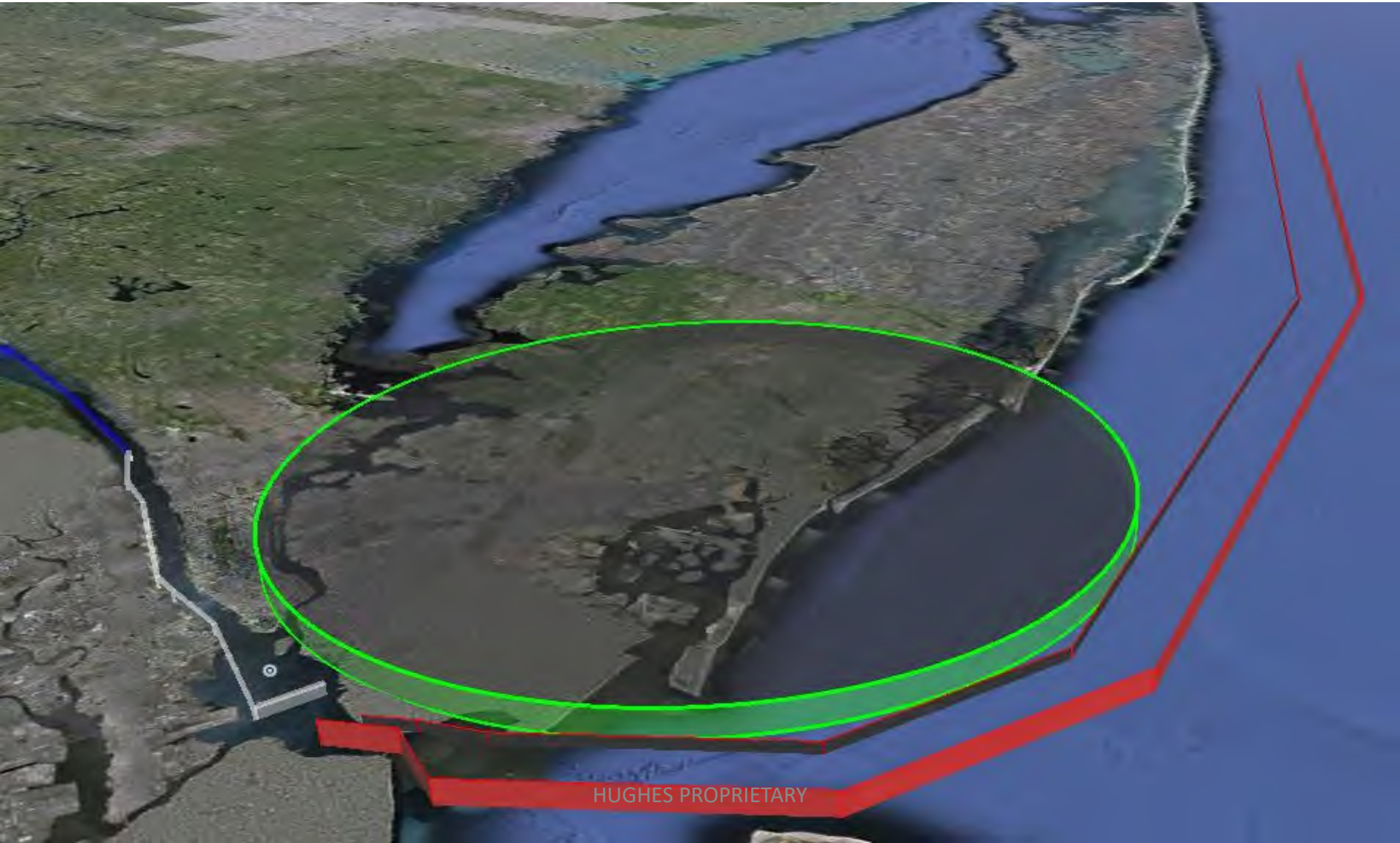


**KJFK 2,500' AGL  
Boundary**

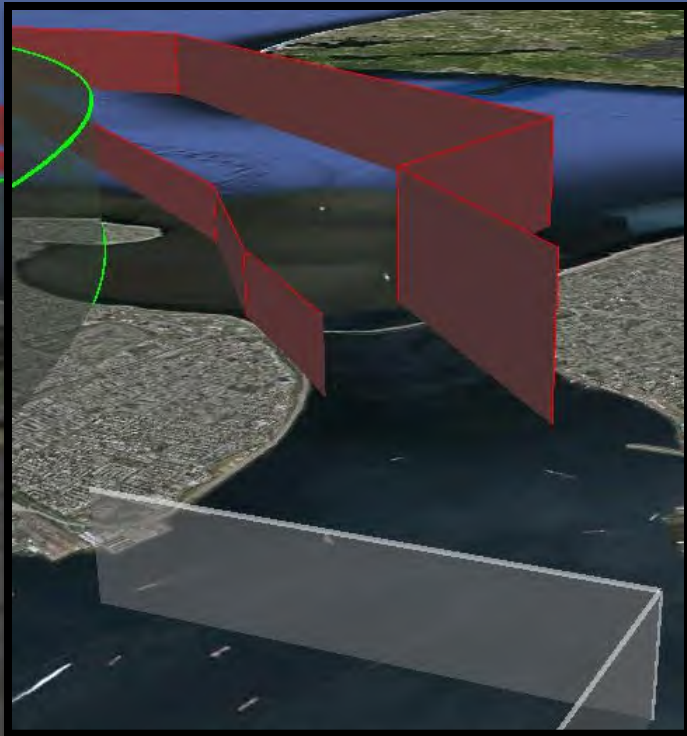
**2NM**

**STAR and SID are separated by  
2nm & 1,000'**

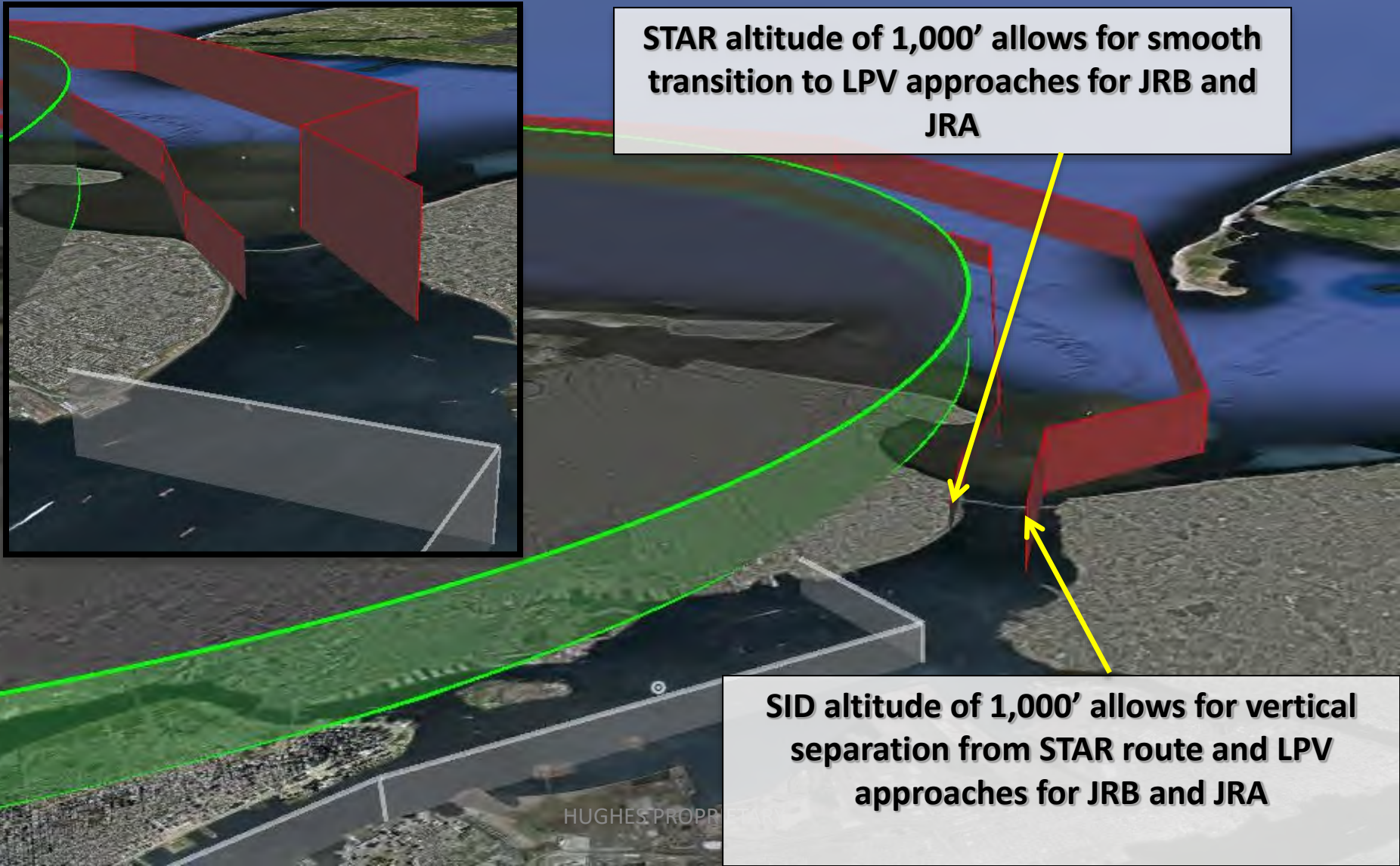
Path remains clear of JFK boundary area



Path Origins & Ends

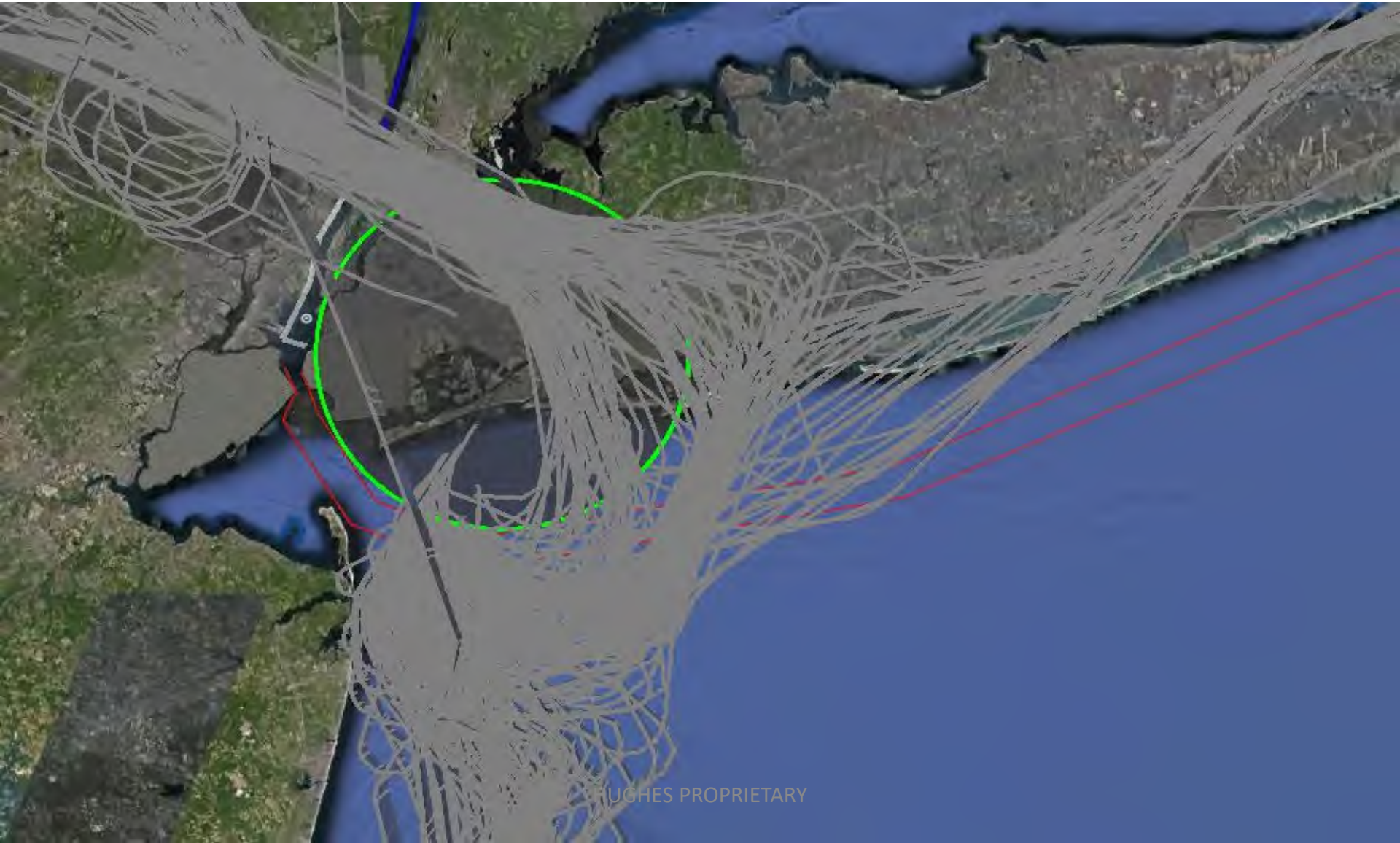


**STAR altitude of 1,000' allows for smooth transition to LPV approaches for JRB and JRA**



**SID altitude of 1,000' allows for vertical separation from STAR route and LPV approaches for JRB and JRA**

Arrival flow to JFK Runway 4L/R



Arrival Traffic to JFK will stay above STAR and  
SID paths. Wake Vortex will be mitigated

The top of the grey lines are the altitude of  
passing aircraft

Aircraft altitudes are average  
3,000' providing 1,000' vertical  
separation

2,500' at GREEN Line

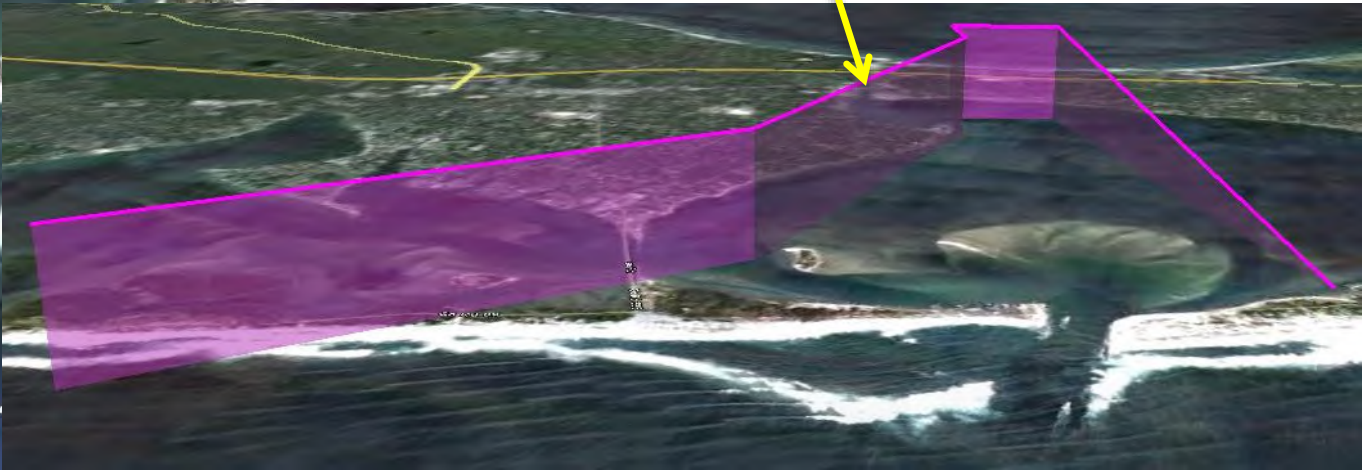
2,000' at top of RED Line



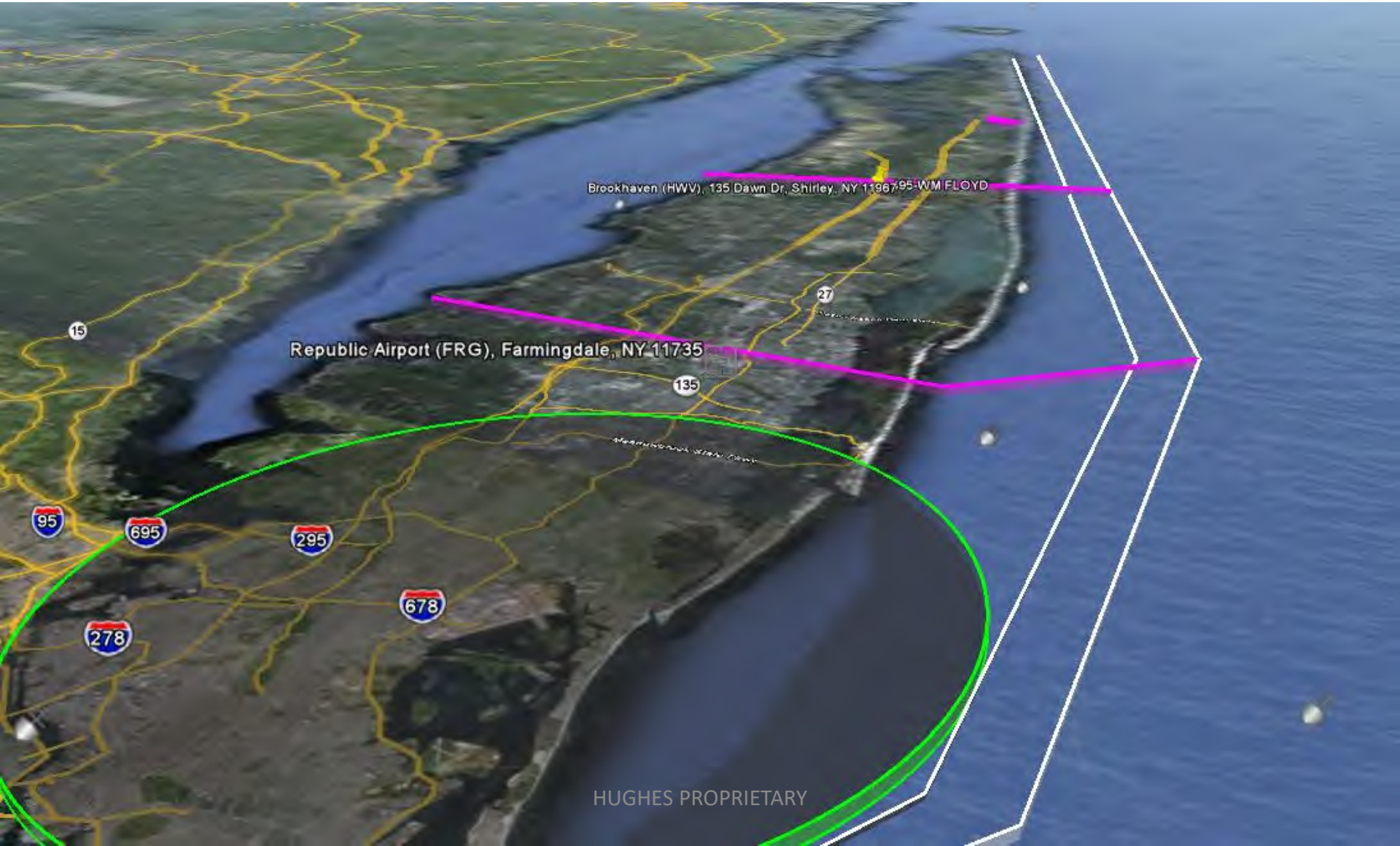
**K87N – Hampton Heliport Approach**



**K87N Approach**



**SID & STAR w/ Long Island Cross Over Paths**



**SID & STAR w/ Long Island Cross Over Paths**

