

Attention: This service is new and still being tested. Please let us know if something doesn't look right. Send your feedback with name and phone number to: contact@myzmanim.com.



Zmanim approximations for JFK → TLV flights departing on Tuesday, August 27, 2013

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From: (JFK) New York, United States
 To: (TLV) Tel-Aviv, Israel
 Distance: 5661 miles / 9111 km
 All times are in New York time.
 Daylight saving time

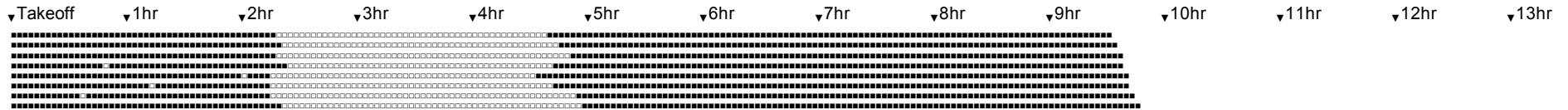


Takeoff	Dawn עלות השחר במעלות 16.1	Earliest Talis זמן ציצית ותפילין מעלות 10.2	Sunrise הנץ החמה	Latest Shema ס"ז קריאת שמע גר"א ובעל התניא	Latest Shachris ס"ז תפילה גר"א ובעל התניא	Midday חצות היום	Earliest Mincha מנחה גדולה לחומרא	Sunset שקיעת החמה
□ 11:50 - 12:00 am	2:13a - 2:37a	2:34a - 2:58a	3:08a - 3:28a	4:56a - 5:14a	5:32a - 5:52a	6:50a - 7:08a	7:11a - 7:28a	After
□ 12:00 - 12:10 am	2:18a - 2:43a	2:40a - 3:03a	3:13a - 3:33a	5:00a - 5:19a	5:36a - 5:56a	6:53a - 7:12a	7:15a - 7:32a	After
□ 12:10 - 12:20 am	2:23a - 2:48a	2:45a - 3:09a	3:18a - 3:38a	5:04a - 5:23a	5:42a - 6:01a	6:57a - 7:16a	7:18a - 7:36a	After
□ 12:20 - 12:30 am	2:29a - 2:54a	2:51a - 3:14a	3:23a - 3:43a	5:08a - 5:28a	5:46a - 6:05a	7:01a - 7:19a	7:22a - 7:40a	After
□ 12:30 - 12:40 am	2:33a - 2:58a	2:56a - 3:19a	3:28a - 3:49a	5:13a - 5:33a	5:51a - 6:09a	7:05a - 7:24a	7:26a - 7:44a	After
□ 12:40 - 12:50 am	2:39a - 3:03a	3:01a - 3:24a	3:33a - 3:54a	5:17a - 5:37a	5:56a - 6:14a	7:10a - 7:28a	7:29a - 7:47a	After
□ 12:50 - 1:00 am	2:44a - 3:08a	3:06a - 3:30a	3:39a - 3:59a	5:22a - 5:42a	6:00a - 6:19a	7:14a - 7:32a	7:33a - 7:52a	After
□ 1:00 - 1:10 am	2:51a - 3:12a	3:11a - 3:34a	3:43a - 4:04a	5:26a - 5:47a	6:05a - 6:24a	7:18a - 7:37a	7:38a - 7:56a	After
□ 1:10 - 1:20 am	2:56a - 3:18a	3:17a - 3:38a	3:49a - 4:10a	5:32a - 5:52a	6:09a - 6:28a	7:22a - 7:42a	7:42a - 8:00a	After
□ 1:20 - 1:30 am	3:02a - 3:23a	3:21a - 3:44a	3:54a - 4:15a	5:37a - 5:56a	6:13a - 6:32a	7:26a - 7:46a	7:47a - 8:05a	After
□ 1:30 - 1:40 am	3:08a - 3:28a	3:27a - 3:48a	3:59a - 4:20a	5:42a - 6:01a	6:18a - 6:37a	7:31a - 7:50a	7:51a - 8:09a	After
□ 1:40 - 1:50 am	3:13a - 3:33a	3:32a - 3:54a	4:04a - 4:25a	5:47a - 6:06a	6:22a - 6:41a	7:36a - 7:55a	7:54a - 8:13a	After
□ 1:50 - 2:00 am	3:19a - 3:38a	3:38a - 3:58a	4:10a - 4:29a	5:51a - 6:11a	6:27a - 6:47a	7:41a - 8:00a	7:59a - 8:18a	After
□ 2:00 - 2:10 am	3:24a - 3:42a	3:43a - 4:02a	4:14a - 4:35a	5:57a - 6:16a	6:32a - 6:51a	7:46a - 8:04a	8:04a - 8:23a	After
□ 2:10 - 2:20 am	3:30a - 3:47a	3:49a - 4:08a	4:19a - 4:39a	6:02a - 6:20a	6:36a - 6:57a	7:51a - 8:09a	8:08a - 8:27a	After
□ 2:20 - 2:30 am	3:35a - 3:53a	3:54a - 4:12a	4:24a - 4:44a	6:07a - 6:25a	6:42a - 7:01a	7:55a - 8:14a	8:13a - 8:32a	After
□ 2:30 - 2:40 am	3:40a - 3:57a	3:59a - 4:18a	4:29a - 4:48a	6:12a - 6:30a	6:46a - 7:06a	8:00a - 8:18a	8:18a - 8:37a	After
□ 2:40 - 2:50 am	3:45a - 4:02a	4:04a - 4:22a	4:34a - 4:52a	6:17a - 6:36a	6:52a - 7:10a	8:05a - 8:24a	8:23a - 8:41a	12:05p - 12:17p

•Please see the following page for important notes. •The zmanim above were prepared on Monday, August 26, 2013 based on 8 past flights, since Friday, August 09, 2013. •Print this table for any flight at MyZmanim.com. •Copyright ©2013 MyZmanim.com. Permission is granted to copy and distribute this page in its original form only. [638]

Flight-path segments
 ●●●●●● Reported
 ○○○○○○ Projected

Flight graphs:



Using in-flight zmanim

Upon takeoff, check the box beside the current time span. The zmanim times that apply for the duration of your flight are the ones that appear in the checked row.

All zmanim are in terms of local time at the *origin airport*. As such, we recommend you don't set your watch to local destination time until your flight lands.

In the above table, **two times** were provided for each zman. These two times define the time span during which the given zman is expected (but not guaranteed) to occur. (This is based on the assumption that your flight will follow a similar path to one or more of the 8 most recent flights we have on file.) Of the two times, the time that is more lenient in the given situation may not be used.

Depending on the circumstances, we will sometimes provide **one time** for each zman. Where one time is provided, it is an approximation of when the given zman is likely to occur. When using this time, one must add a substantial span in the direction of stringency.

Some zmanim will occur while your flight is en route; others will not. "Before" indicates that the given zman may occur before takeoff. "After" indicates that the given zman may occur after landing. "X" indicates that we were unable to calculate the given zman, usually because the aircraft is passing through the arctic region where the zman does not occur.

Zmanim accuracy

When preparing in-flight zmanim, we analyze actual flight-paths from previous flights to ensure that our results are as accurate as possible.

However, because air-travel routes are not entirely predictable, the degree of precision achieved when computing zmanim on the ground cannot be matched when computing zmanim for the airplane. Therefore, one should not rely on these zmanim to the last minute; rather, one should distance himself as much as possible from the relevant "zmanim boundaries".

Of course, if you'd be told that your flight is being diverted to a completely different route, the above zmanim would not apply.

Flight graphs

(For Advanced Users)

What are those graphs all about? Each of the flight-paths we analyze is compiled from a variety of different data sources. While we try our best to piece together all of the data and arrive at a complete flight path, often there are gaps in coverage. To fill the gaps, we *project* what the flight path must have been during that time.

The flights analyzed while preparing the above zmanim are represented by a series of **flight graphs**. These graphs illustrate which segments were *reported to us* and which segments are *based on projections*. Unless otherwise stated, each point on the graph represents an interval of 3 minutes.

What's the difference if it's Reported or Projected?

The difference concerns the reliability of zmanim which occur during the given segment. Projections assume that the aircraft will continue to the next known point along a direct route (great circle path). However, there are often deviations from this route and some flights deviate considerably. Therefore, 1) A zman which occurs during a *reported segment* is more reliable than one which occurs during a *projected segment*. 2) Where multiple zmanim occur during a reported segment, those which occur near the ends of the segment are more reliable than those which occur toward the middle. 3) Some flights do not follow the most direct route. (For example, El Al flights from Tel Aviv to Hong Kong follow a circuitous route to avoid flying over certain Arab countries.) On these flights, zmanim that occur during a **projected** segment do not apply.