

**KJFK/ JFK**  
Apt Elev **13'**  
N40 38.4 W073 46.7

D-ATIS Departure	Data Comm ACARS: D-ATIS PDC, TWIP	KENNEDY Clearance (Cpt)	Ground
<b>128.725</b>		<b>135.05</b>	<b>121.9</b>
Tower:			
<b>119.1</b> (Rwys 4R/22L & 13L/31R)			
<b>123.9</b> (Rwys 4L/22R & 13R/31L)			
General Aviation Terminal UNICOM			
<b>122.95</b>			<b>135.9</b>

**CAUTION:** Rwy 13R can be confused with Rwy 13L. Rwy 31R holding position markings at Rwy 4L/22R southeast side obscured. Rwy 13L holding position markings at Rwy 4L/22R northwest side obscured. Periodic fire department training adjacent apch end of Rwys 22L and 22R. Continuous taxiway maintenance activities at numerous locations. Airt operational and taxiway restrictions exist for A380, B747-800, B777-300ER, A340-600 and A350-1000. Please Contact JFK Airport Operations for more info. Taxiway A between Twy NA & Twy NB aircraft speed restriction of 17 KT/20 MPH maximum for A380, B747-800, B747-400, B777-300ER, B777-200, A340, A330, B787, and A350. A380 and B747-800 aircraft taxi speed restricted to 17 KT/20 MPH on all taxiways. Twy NB closed to SB turns at Twy A. Aircraft are not permitted to stop on either Taxiway A or B bridges. Taxiway K runup pad closed to aircraft with wingspan more than 140' (43m).

**RUNWAY INCURSION HOT SPOTS**  
See 20-9A for description of Hot Spots

CHANGES: Airport name, notes.

**JEPPESSEN**  
6 JUN 25  
Eff 12 Jun 20-9

**NEW YORK, NY**  
**JOHN F. KENNEDY INTL**

© JEPPESSEN, 1998, 2025. ALL RIGHTS RESERVED.

KJFK/JFK

JEPPESEN

6 JUN 25

20-9A

Eff 12 Jun

JOHN F KENNEDY INTL

NEW YORK, NY

GENERAL

Flocks of birds on and in vicinity of airport.  
High volume of low level VFR traffic, 500' and below, along shoreline south of JFK.  
Low-level wind shear alert system.  
Terminal Doppler Weather Radar.  
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.  
Rwy status lights in operation.  
Para-sail and banner towing operations 1000' and below in upper and lower New York bays including Rockaway inlet indefinitely.  
Converging operations on Rwy 13R and 22L conducted via arrival distance window.  
Rwy 13R and 13L right traffic.

ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		
			LANDING BEYOND		
			Threshold	Glide Slope	TAKE-OFF WIDTH
4L	HIRL CL TDZ PAPI-L (angle 3.00°)	grooved RVR	11,619' 3541m	10,532' 3210m	11,351' 3460m
22R	HIRL CL 1 PAPI-L (angle 3.00°)	grooved RVR	8,655' 2638m	7529' 2295m	200' 61m

1 Unusable beyond 8° right of centerline.  
2 LDA 11,010' (3356m).  
3 LDA 7795' (2376m).

4R	HIRL CL ALSF-II TDZ 4 5 PAPI-L	grooved RVR	7395' 2254m	7442' 2268m	200' 61m
22L					

4 Angle 3.00°.  
5 Horizontal offset 4° to left.

13L	HIRL CL ALSF-II 6 RLLS TDZ 7 PAPI-L	grooved RVR	9093' 2772m	7992' 2436m	200' 61m
31R	HIRL CL MALSR TDZ 8 PAPI-R	grooved RVR	8973' 2735m	8165' 2489m	

6 Uses the 1000' light station of the ALS only with CRI VOR approaches and is angled toward AQUEDUCT. Also 5 SFLs from 1200'-2000' and a 5 SFL grouping approx 1 mile from rwy plus 1 adjacent forming apch. Apch gate angled 35° south of rwy centerline designed to provide earlier ident of rwy environment.  
7 Angle 3.00°, PAPI rotated 10° right of runway centerline. Unusable left of runway centerline.  
8 Angle 3.00°.  
9 LDA 8486' (2587m).

13R	HIRL CL RLLS 10 PAPI (angle 3.00°)	grooved RVR	12,467' 3800m		200' 61m
31L	HIRL CL PAPI-L (angle 3.00°)	grooved RVR	11,247' 3428m	10,144' 3092m	

10 Horizontal offset 22° left.

TERPS

TAKE-OFF

RWYS 4R, 13R, 22L					
LOWER THAN STANDARD					
OpSpec Authorization Required					
2 operating RVRs are required. All operating RVRs are controlling.					
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD	
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	3 & 4 Eng	1 & 2 Eng
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) MID RVR 16	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4		
Rwy 31R					
With Mim climb of 230'/NM to 2400'					
LOWER THAN STANDARD					
OpSpec Authorization Required					
Both RVRs are required & controlling					
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD	
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	3 & 4 Eng	1 & 2 Eng
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 31L					
With Mim climb of 250'/NM to 2400'					
LOWER THAN STANDARD					
OpSpec Authorization Required					
2 operating RVRs are required. All operating RVRs are controlling.					
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD	
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	3 & 4 Eng	1 & 2 Eng
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) MID RVR 16	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4		
RWYS 4L, 22R, 13L					
LOWER THAN STANDARD					
OpSpec Authorization Required					
Both RVRs are required & controlling					
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD	
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	3 & 4 Eng	1 & 2 Eng
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4	RVR 24 or 1/2	RVR 50 or 1

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Maintain vigilance Twy K and Twy J complex intersection close proximity to Rwy 4L and Rwy 31L.

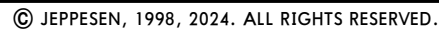
(For TAKEOFF OBSTACLE NOTES see 20-9A1)

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available		Authorized Only When Local Weather Available	
ILS Rwy 4L ILS Rwy 4R ILS Rwy 13L ILS Rwy 31L ILS Rwy 31R	LOC Rwy 4L	RNAV (GPS) Y Rwy 4L	RNAV (GPS) Y Rwy 4L
	LOC Rwy 4R	RNAV (GPS) X Rwy 4R	RNAV (GPS) X Rwy 4R
	LOC Rwy 13L	RNAV (GPS) Y Rwy 22L	RNAV (GPS) Y Rwy 22L
	LOC Rwy 31L	RNAV (GPS) Y Rwy 22R	RNAV (GPS) Y Rwy 22R
ILS Rwy 22L ILS Rwy 22R	LOC Rwy 31R	RNAV (GPS) Y Rwy 31R	RNAV (GPS) Y Rwy 31R
	VOR Rwy 4R	RNAV (RNP) Z Rwy 22L	RNAV (RNP) Z Rwy 22L
	VOR Rwy 31R	RNAV (RNP) Z Rwy 31L	RNAV (RNP) Z Rwy 31L
	VOR Rwy 31L	RNAV (RNP) Z Rwy 31R	RNAV (RNP) Z Rwy 31R
A	600-2	800-2	1000-3
B			
C			
D			

CHANGES: Airport name, alternate minimums.

© JEPPESEN, 1998, 2025. ALL RIGHTS RESERVED.



KJFK/JFK



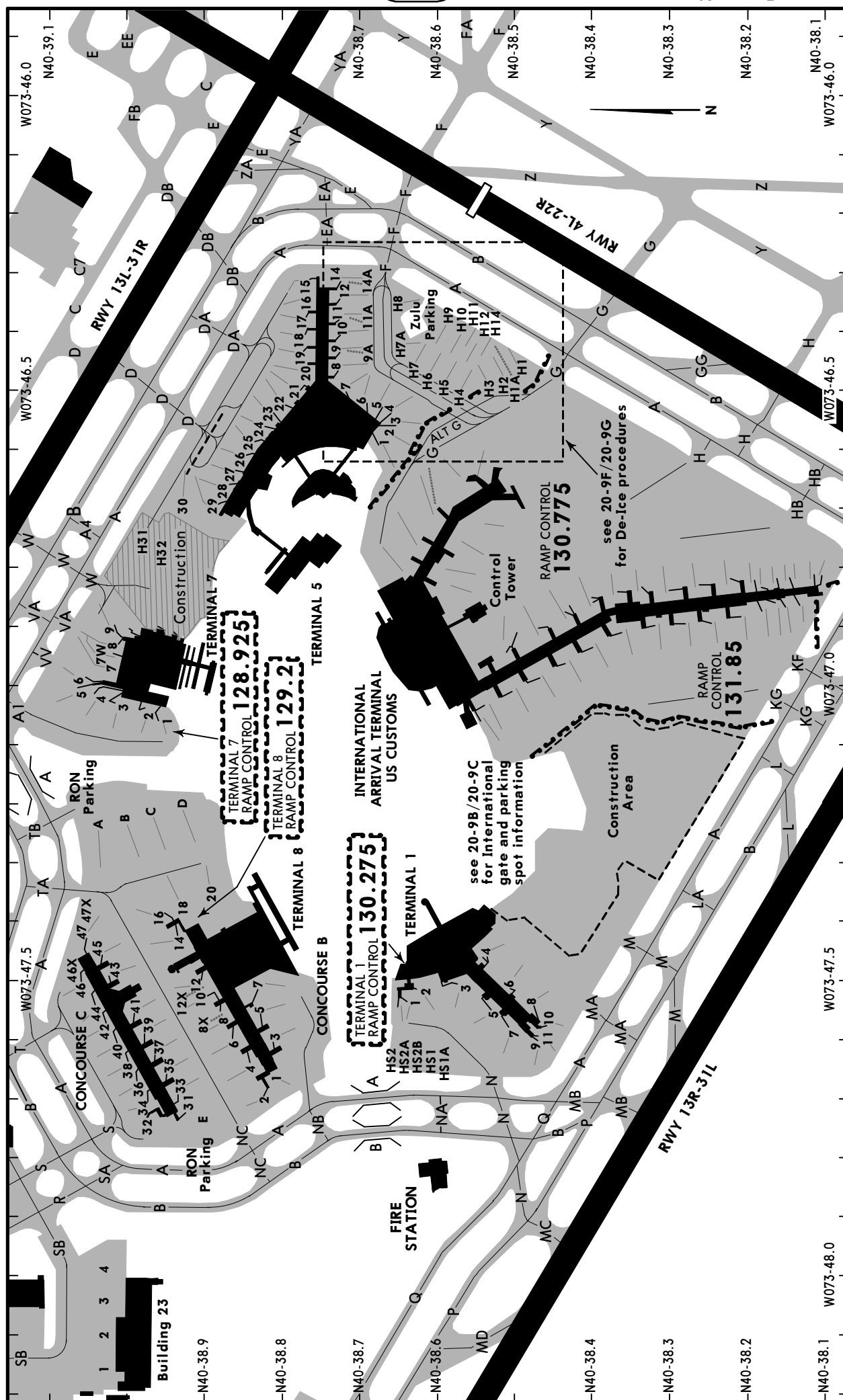
NEW YORK, NY  
KENNEDY INTL

PARKING GATE COORDINATES			
GATE/SPOT No.		COORDINATES	
Intl Terminal 4		South of Intl Terminal 4	
A CONCOURSE		61, 61A, 61B	
2, 2A, 2B, 3	N40 38.6 W073 46.9	62 thru 63B	N40 38.4 W073 46.7
4, 5	N40 38.6 W073 46.8	72, 73, 73A, 73B	N40 38.3 W073 46.7
6, 6A	N40 38.5 W073 46.8	74	N40 38.2 W073 46.7
7 thru 7B	N40 38.6 W073 46.8	78, 78B	N40 38.3 W073 46.6
8	N40 38.5 W073 46.8		
9, 10	N40 38.6 W073 46.7	78A	N40 38.4 W073 46.7
11, 12	N40 38.5 W073 46.7	79, 79A, 79B	N40 38.4 W073 46.6
14 thru 17	N40 38.5 W073 46.7		
19, 21	N40 38.5 W073 46.8	West of Intl Terminal 4	
B CONCOURSE		85	N40 38.4 W073 47.1
20, 20A, 20B, 22	N40 38.5 W073 47.1	86, 87, 88	N40 38.3 W073 47.1
24, 25, 25A, 25B	N40 38.5 W073 47.0	89, 90	N40 38.2 W073 47.1
26	N40 38.4 W073 47.0	98, 99	N40 38.4 W073 47.4
27, 27B	N40 38.5 W073 47.0		
28	N40 38.4 W073 47.0		
29 thru 29C	N40 38.4 W073 46.9		
30	N40 38.4 W073 47.0		
31	N40 38.4 W073 46.9		
32	N40 38.3 W073 46.9		
33	N40 38.4 W073 46.9		
34, 35	N40 38.3 W073 46.9		
36	N40 38.2 W073 46.9		
37	N40 38.3 W073 46.9		
38	N40 38.2 W073 46.9		
39	N40 38.3 W073 46.9		
41 thru 43	N40 38.2 W073 46.9		
46, 47	N40 38.2 W073 46.9		
48	N40 38.1 W073 46.9		
49	N40 38.2 W073 46.9		
53, 55	N40 38.1 W073 46.8		

KJFK/JFK

JEPPesen  
31 JAN 25 20-9D

NEW YORK, NY  
KENNEDY INTL



CHANGES: Terminal 7 gates/ramp control/construction.

© JEPPESEN, 1998, 2025. ALL RIGHTS RESERVED.

KJFK/JFK



NEW YORK, NY  
KENNEDY INTL

PARKING GATE COORDINATES			
GATE/SPOT No.	COORDINATES	GATE/SPOT No.	COORDINATES
Terminal 1		Terminal 7	
1 thru 3	N40 38.6 W073 47.5	1, 2	N40 39.0 W073 47.1
4 thru 6	N40 38.5 W073 47.5	3, 4	N40 39.0 W073 47.0
7 thru 11	N40 38.5 W073 47.6	5, 6	N40 39.1 W073 47.0
HS1, HS1A, HS2B	N40 38.6 W073 47.6	7, 7W	N40 39.0 W073 47.0
HS2, HS2A	N40 38.7 W073 47.6	8, 9	N40 39.0 W073 46.9
Terminal 5		Terminal 8	
1 thru 3	N40 38.7 W073 46.6	10, 12, 12X	N40 38.9 W073 47.5
4 thru 8	N40 38.7 W073 46.5	14, 16, 18	N40 38.9 W073 47.4
9 thru 11A	N40 38.7 W073 46.4	20	N40 38.9 W073 47.3
12, 14A	N40 38.7 W073 46.3	Concourse B	
15, 16	N40 38.8 W073 46.3	1, 2	N40 38.8 W073 47.7
17 thru 19	N40 38.8 W073 46.4	3 thru 5	N40 38.8 W073 47.6
20 thru 23	N40 38.8 W073 46.5	6, 8, 8X	N40 38.9 W073 47.6
24, 25	N40 38.8 W073 46.6	7	N40 38.8 W073 47.5
26, 27	N40 38.9 W073 46.6	Concourse C	
28 thru 30	N40 38.9 W073 46.7	31	N40 39.0 W073 47.7
H31	N40 39.0 W073 46.7	32, 34, 36	N40 39.0 W073 47.7
H32	N40 39.0 W073 46.8	35	N40 38.9 W073 47.6
Zulu Parking		37 thru 42	N40 39.0 W073 47.6
H1, H1A, H2	N40 38.5 W073 46.4	43 thru 45	N40 39.0 W073 47.5
H3	N40 38.5 W073 46.5	46, 46X	N40 39.0 W073 47.5
H4, H5	N40 38.6 W073 46.5	47, 47X	N40 39.0 W073 47.4
H6, H7, H7A	N40 38.6 W073 46.5	Building 23	
H8	N40 38.6 W073 46.3	1, 2	N40 39.0 W073 48.1
H9 thru H12	N40 38.6 W073 46.4	3, 4	N40 39.0 W073 48.0
H14	N40 38.5 W073 46.4	RON Parking	
De-Ice		A, B	N40 39.0 W073 47.3
D1	N40 38.5 W073 46.4	C	N40 39.0 W073 47.2
D2	N40 38.5 W073 46.5	D	N40 38.9 W073 47.2
D3, D4	N40 38.6 W073 46.5	E	N40 38.9 W073 47.7
D5, D6	N40 38.6 W073 46.4		
D7, D8	N40 38.6 W073 46.5		

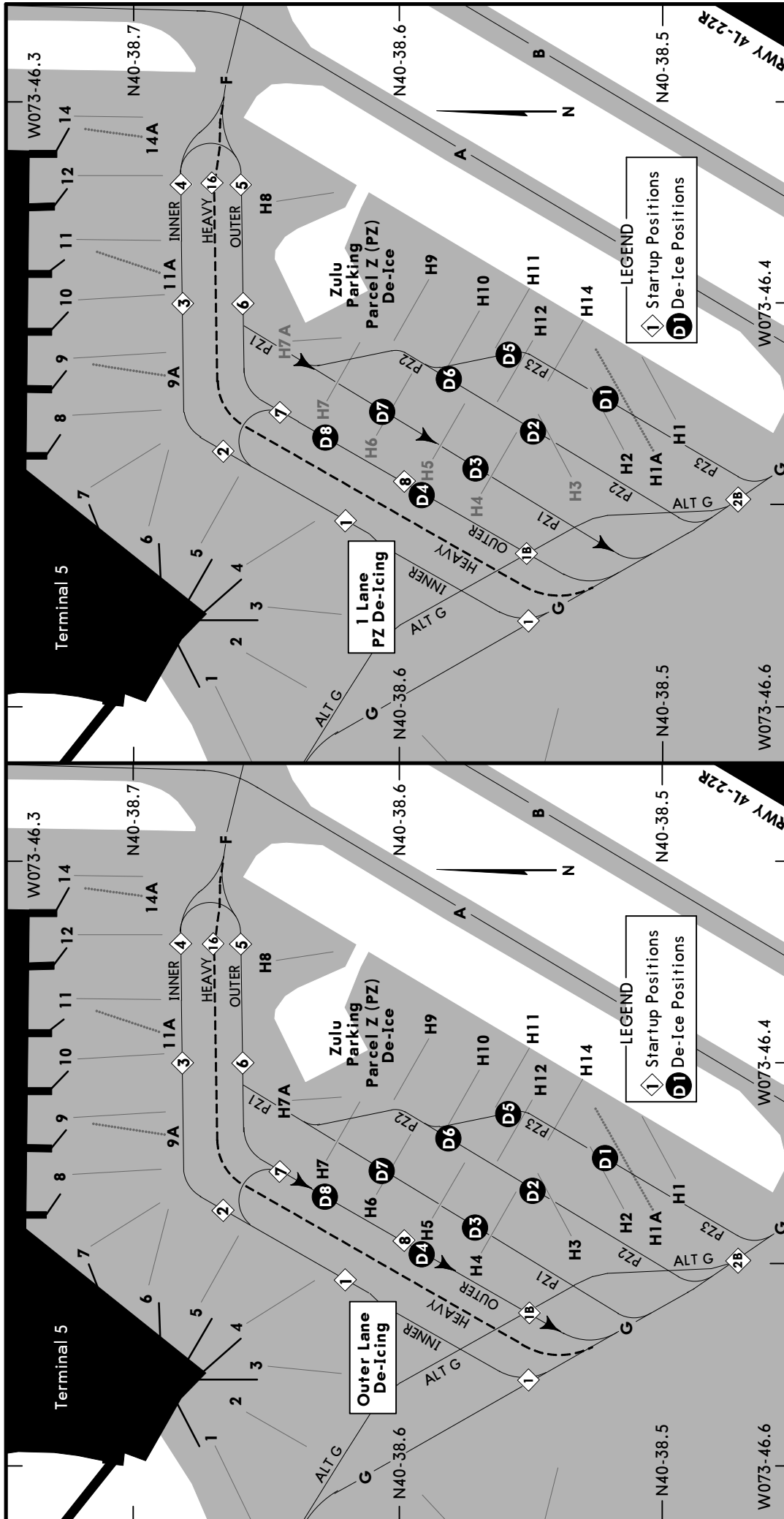
CHANGES: Terminal 5 gates, Terminal 7 gates.

© JEPPESEN, 1998, 2025. ALL RIGHTS RESERVED.

KJFK/JFK

22 NOV 24  
20-9F

NEW YORK, NY  
KENNEDY INTL



**De-icing Layout 1/Outer Lane D4 & D8**  
D4 & D8 occupies the outer lane and reduces the flow of traffic on the lower gates to the inner lane for both inbound and outbound traffic; Startup positions 7 & 8 are unusable for pushback.  
14 Parking Spots.  
\*Please note PZ8/H8 does not reside in/or encumber any of the de-icing lanes.

**De-icing Layout 2/Lane D3 & D7**  
D7 & D3 occupies the first PZ lane and as a result, 6 parking spaces are lost; H3-H7A.  
8/14 Parking Spots remain; H1, H2, H8-H14.  
\*Please note PZ8/H8 does not reside in/or encumber any of the de-icing lanes.

CHANGES: ALT G taxilane and startup positions added.

© JEPPESEN, 2024. ALL RIGHTS RESERVED.

© JEPPESEN, 2024. ALL RIGHTS RESERVED.