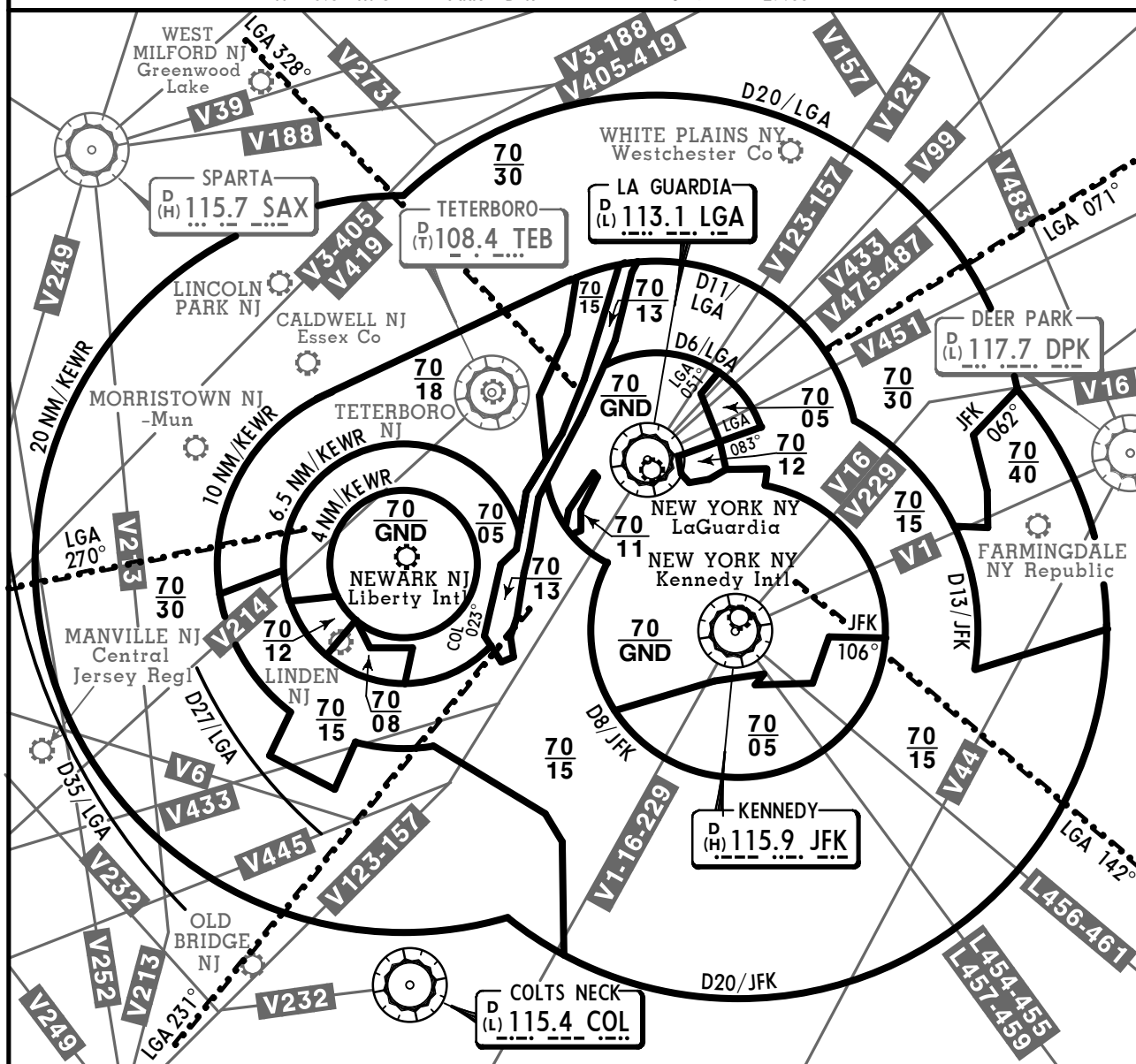


NEW YORK CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

LGA 329°-071° New York App 126.4 120.55
 LGA 142°-231° New York App 128.12
 LGA 270°-328° New York App 127.6
 2000' AND BELOW WITHIN 8 NM OF KENNEDY INTL Kennedy Twr 125.25
 WITHIN 6 NM OF LAGUARDIA APT LaGuardia Twr 126.05
 WITHIN 6.5 NM OF NEWARK LIBERTY INTL Newark Twr 127.85



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
 SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR FLIGHTS- Aircraft operating within the New York Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS-

1. Arriving aircraft should contact the appropriate approach control on the frequency depicted for the sector of flight with reference to the La Guardia VORDME. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

Alt set: INCHES
Trans level: FL180
1. RADAR required. 2. Jet aircraft only.

CAMRN
EXPECT
A+ 250 KT
11000
EXPECT RADAR
vectors to final
approach course

HOGGS
EXPECT
FL180
or lowest usable
flight level

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KJFK/JFK
JOHN F KENNEDY INTL

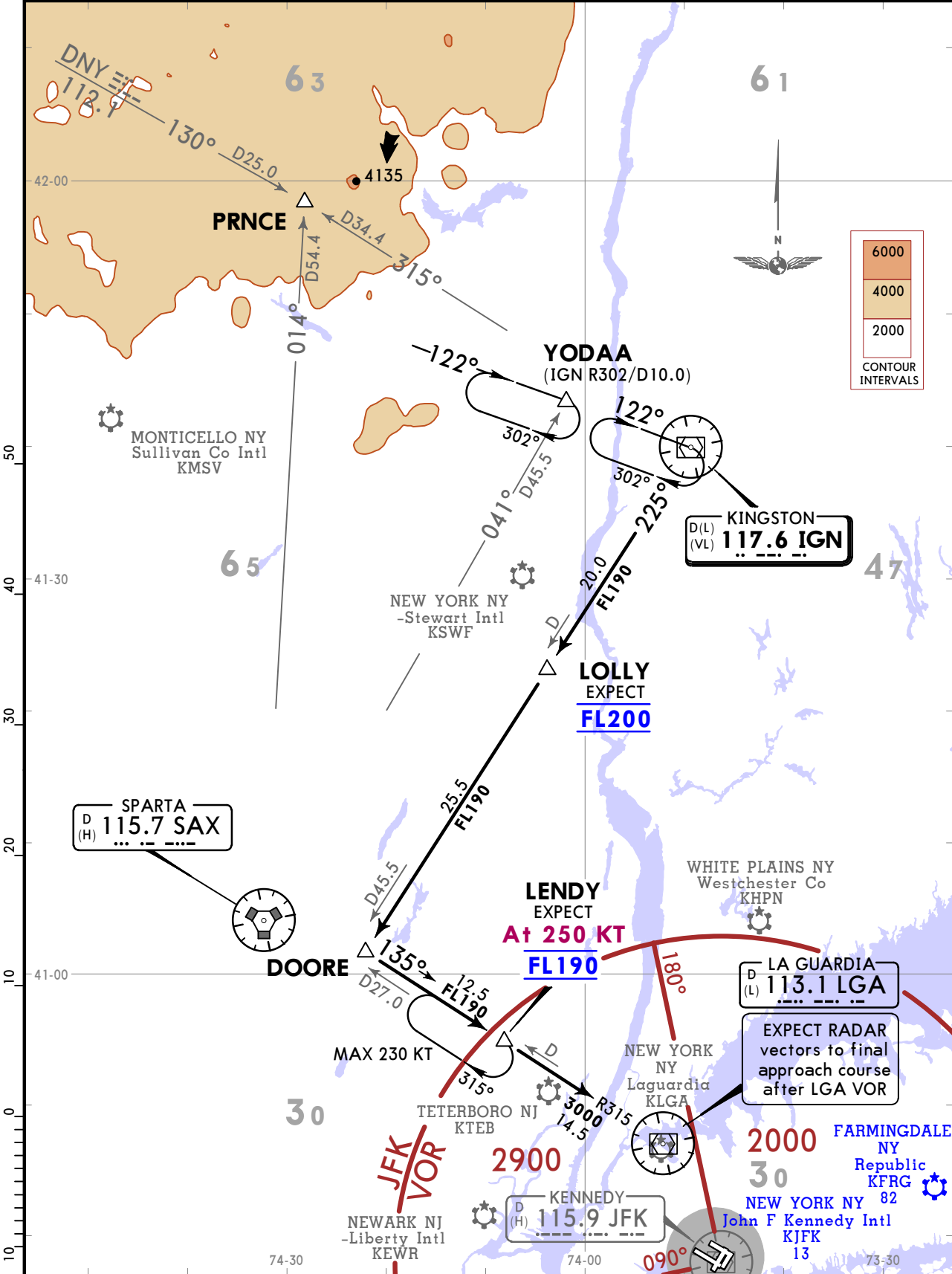
JEPPESSEN
6 JUN 25 **(20-2A)** **Eff 12 Jun**

NEW YORK, NY
STAR

D-ATIS Arrival	Apt Elev	Alt Set: INCHES
128.725 117.7 115.4	See graphic	Trans level: FL180
		DME or RADAR required.

KINGSTON 1 ARRIVAL (IGN.IGN1)

SPEED RESTRICTION
This procedure is applicable to turboprop and turbojet aircraft
operating at or above FL190 and 250 KT or greater.

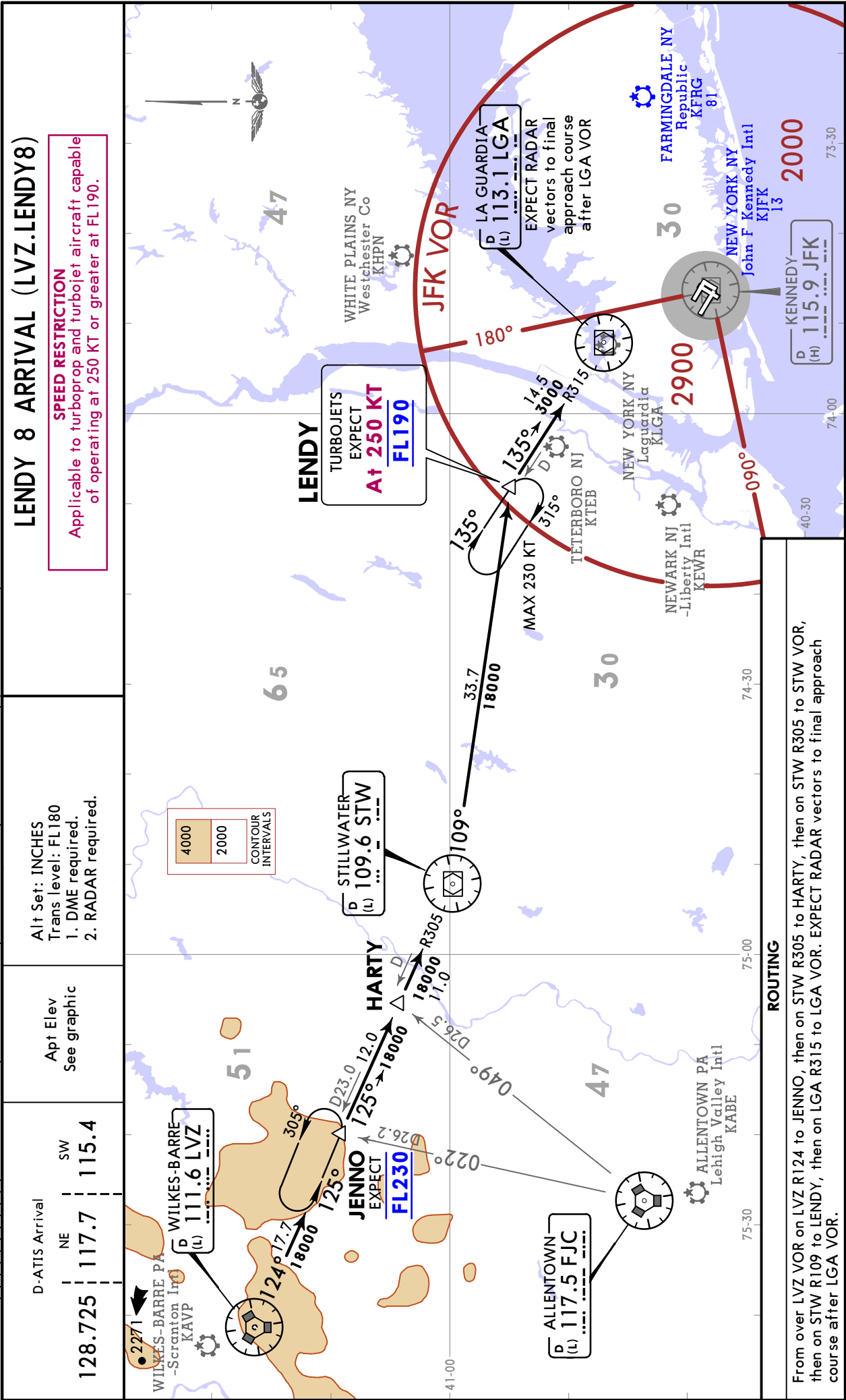


ROUTING
From over IGN VOR on IGN R225 to LOLLY, then on IGN R225 to DOORE, then on LGA R315 to LENDY, then on LGA R315 to LGA VOR. EXPECT RADAR vectors to final approach course after LGA VOR.

KJFK/JFK
JOHN F KENNEDY INTL

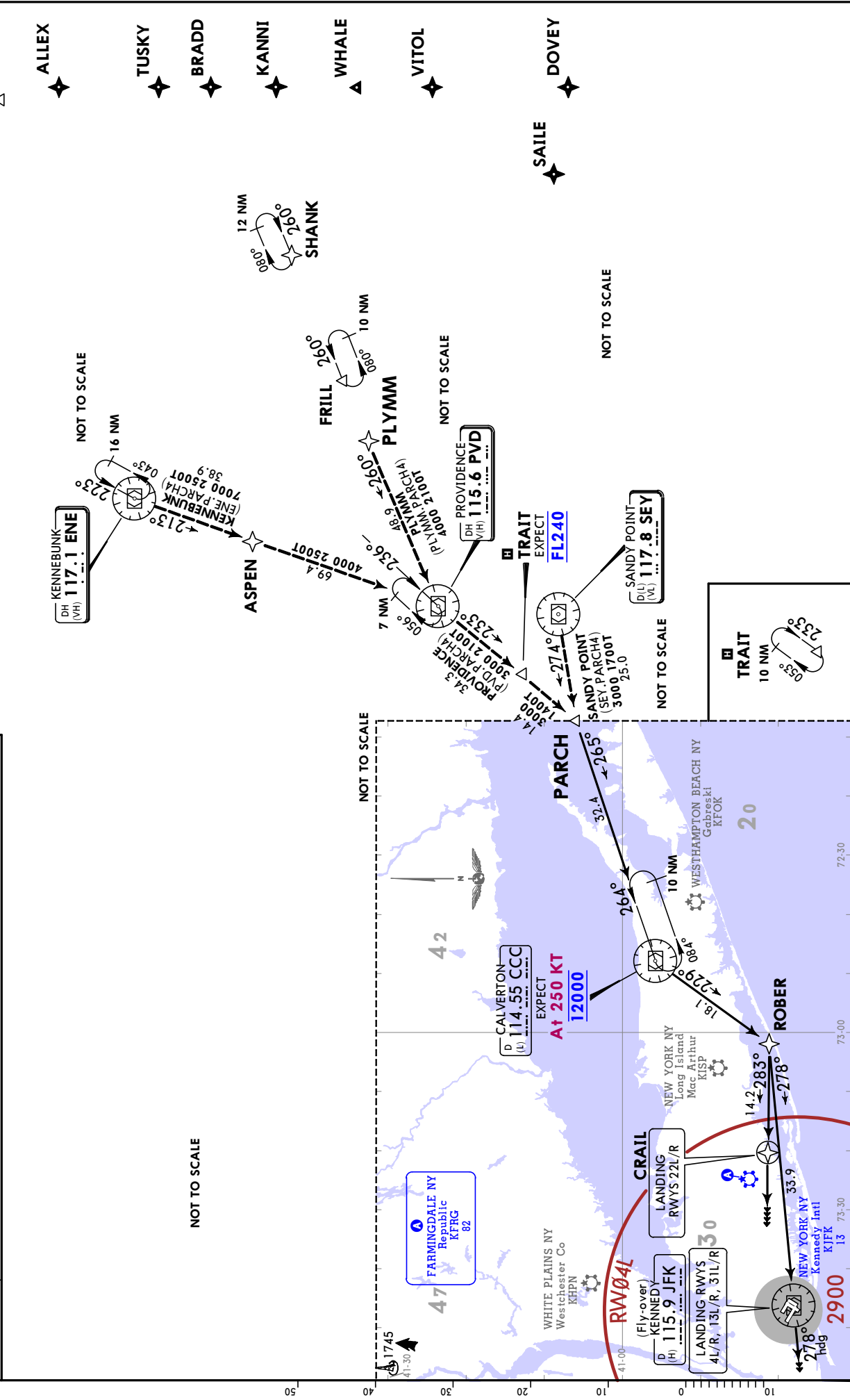
JEPPESSEN
28 OCT 22 (20-2B) Eff 3 Nov

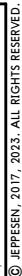
NEW YORK, NY
STAR



D-ATIS Arrival	Apt Elev See graphic	RNAV 1 - DME/DME/IRU or GPS		Alt Set: INCHES		Trans level: FL180	PARCH 4 RNAV ARRIVAL (PARCH.PARCH4) (ALL RWYS)
		1. RADAR required.	2. Jet aircraft only.	3. PVD transition - ATC assigned only.	4. Use CAUTION - parachute jump activity SOUTHEAST of CCC VOR at or below 14500 (from sunrise to sunset).		
128.725	117.7	NE	SW				

ROUTING	
From PARCH on track 265° to CCC VOR, then on track 229° to ROBER.	
RWY	LANDING
4L/R, 13L/R, 31L/R	From ROBER on track 278° track to JFK VOR, then on heading 278°. EXPECT RADAR vectors to final approach course.
22L/R	From ROBER on track 283° to CRAIL, then on track 283°. EXPECT RADAR vectors to final approach course.





KJFK/JFK
KENNEDY INTL

JEPPESSEN

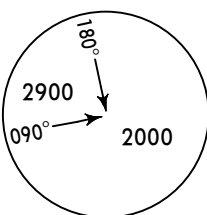
NEW YORK, NY

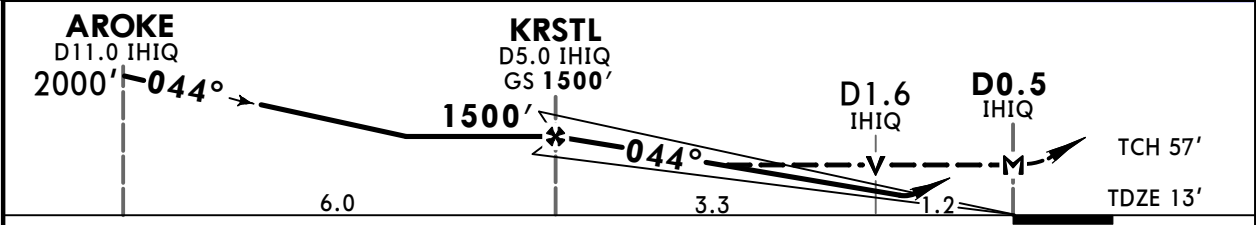
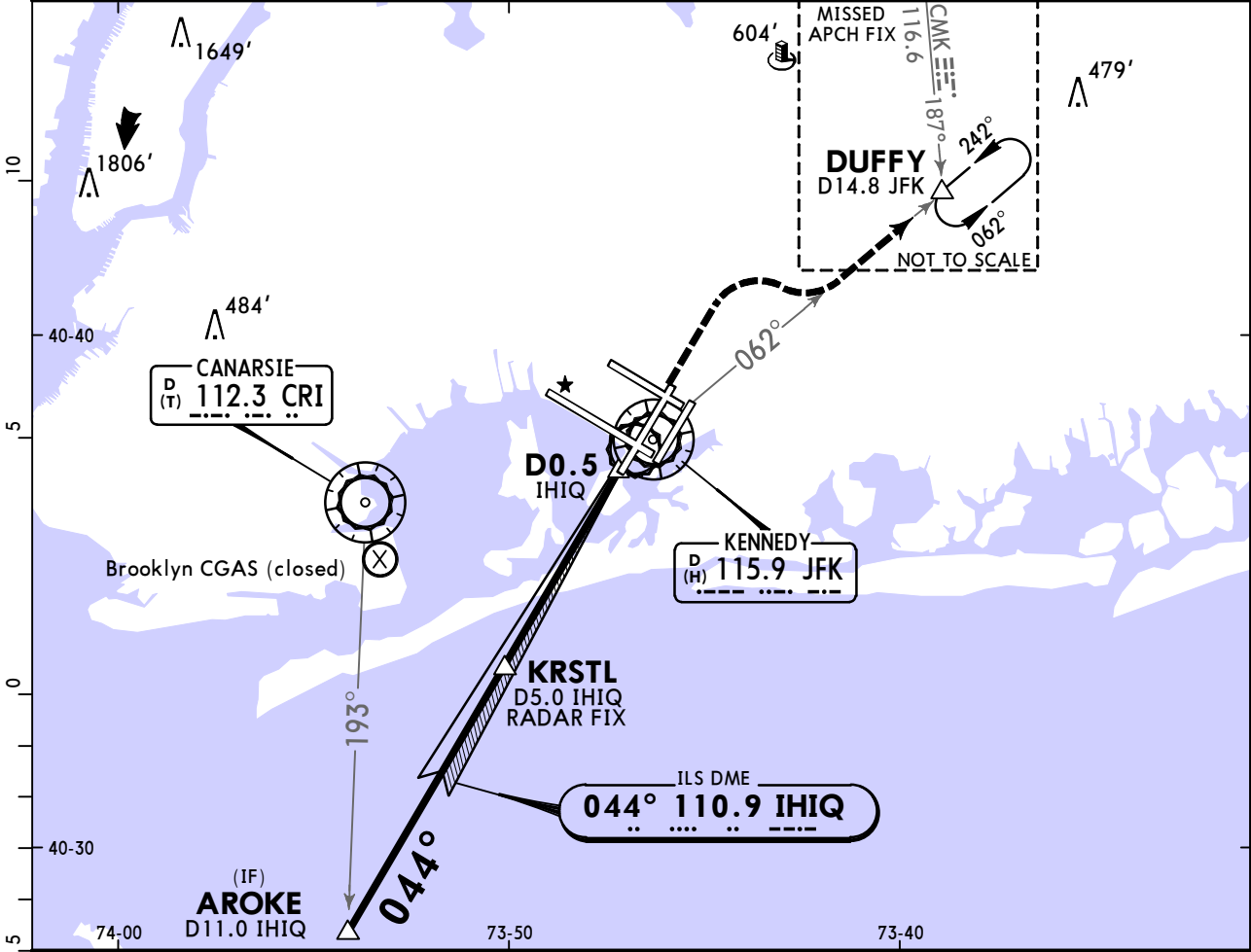
23 DEC 22

(21-1)

Eff 29 Dec

ILS or LOC Rwy 4L

D-ATIS Arrival (NE) (SW) 128.725 117.7 115.4			NEW YORK Approach (R) 128.125		KENNEDY Tower 123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		Ground 121.9			
LOC IHIQ 110.9		Final Apch Crs 044°		KRSTL 1500' (1487')		ILS DA(H) 231' (218')		Apt Elev 13' TDZE 13'		
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' outbound on JFK VOR R-062 to DUFFY INT/D14.8 JFK and hold.										
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'				
1. Radar Required for procedure entry. 2. DME or Radar required for LOC only. 3. Simultaneous approach authorized. 4. Autopilot coupled approach NA below 200 FT MSL. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75').										
MSA JFK VOR										



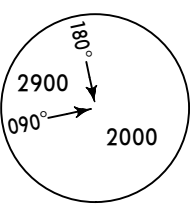
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	3000'	JFK on 115.9 R-062	DUFFY
GS	3.00°	372	478	531	637	743		↑	RT		
MAP at D0.5 IHIQ or KRSTL to MAP	4.5	3:51	3:00	2:42	2:15	1:56					

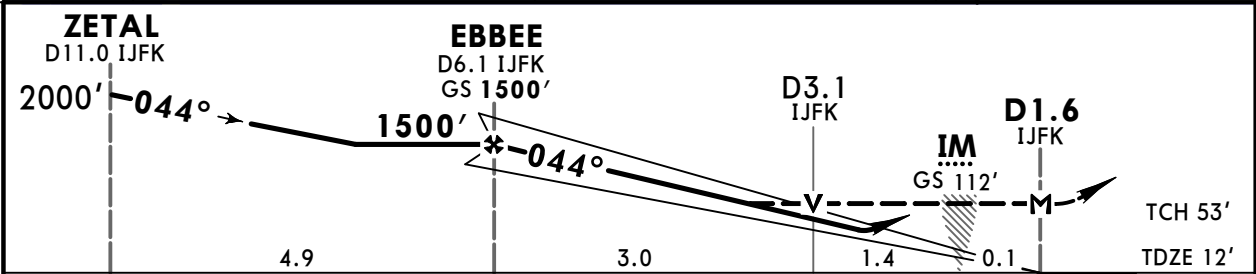
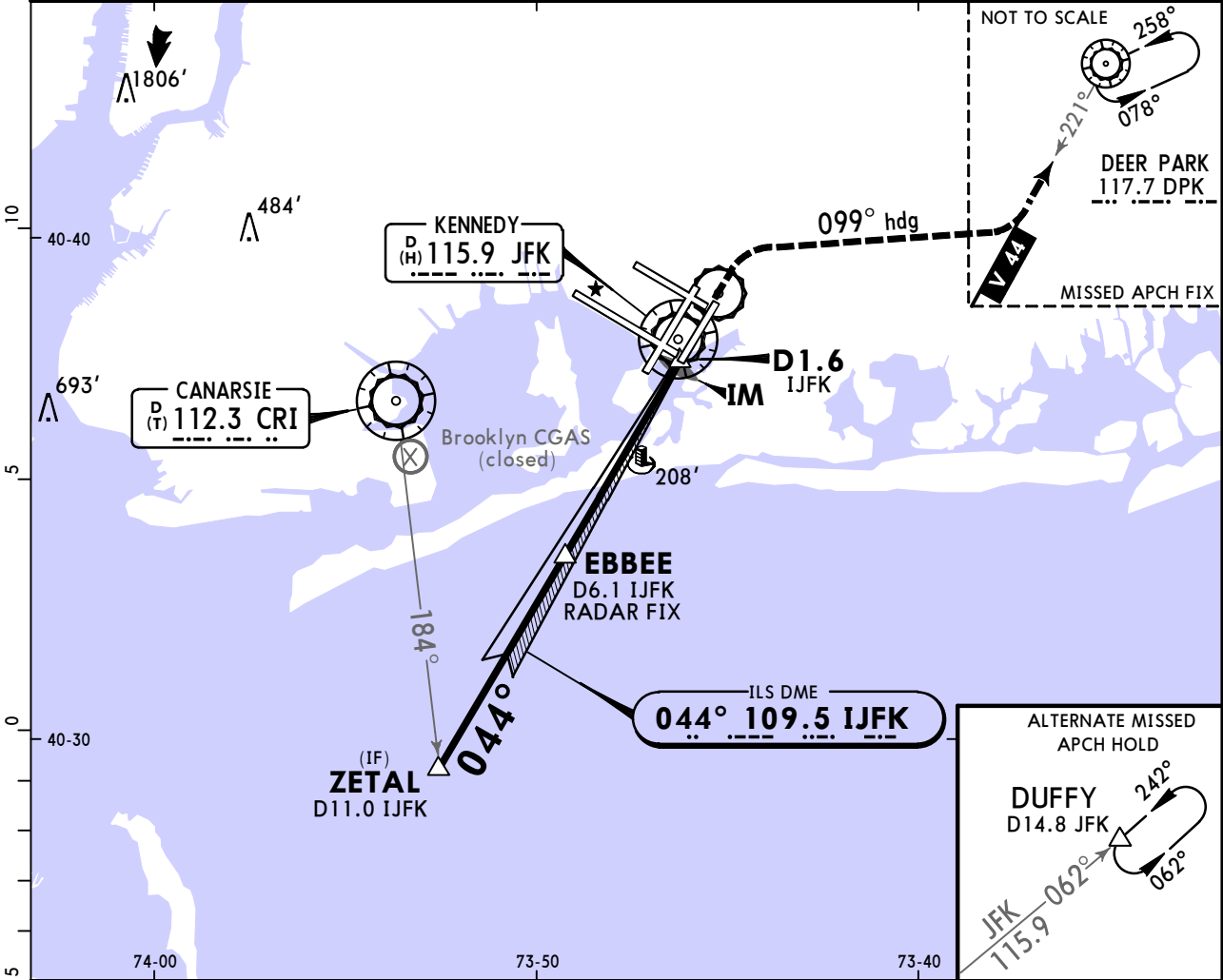
TERPS				STRAIGHT-IN LANDING RWY 4L				CIRCLE-TO-LAND			
ILS		LOC (GS out)		DA(H) 231' (218')		MDA(H) 460' (447')		Max Kts		MDA(H)	
A								90		640' (627') -1	
B								120		700' (687') -2	
C								140		700' (687') -2 1/4	
D								165			

KJFK/JFK
KENNEDY INTL


15 MAY 20 (21-2) Eff 21 May

NEW YORK, NY
ILS or LOC Rwy 4R

BRIEFING STRIP ™	D-ATIS Arrival (NE) (SW) 128.725 117.7 115.4			NEW YORK Approach (R) 128.125		KENNEDY Tower (Rwys 4R/22L & 13L/31R) 119.1 (Rwys 4L/22R & 13R/31L) 123.9		Ground 121.9	
	LOC IJFK 109.5	Final Apch Crs 044°	EBBEE 1500' (1488')		ILS DA(H) 212' (200')		Apt Elev 13' TDZE 12'		
	MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' heading 099° and V-44 to DPK VOR and hold.								
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
	1. Radar required for procedure entry. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 69').								
MSA JFK VOR									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		800'	4000'	099°	and	V-44
GS	3.00°	372	478	531	637	743	849	PAPI		↑	RT	hdg	
MAP at D1.6 IJFK or EBBEE to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41						

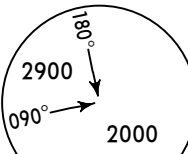
TERPS STRAIGHT-IN LANDING RWY 4R						CIRCLE-TO-LAND	
ILS			LOC (GS out)				
DA(H) 212' (200')			MDA(H) 540' (528')				
FULL		TDZ/CL out	ALS out	ALS out		Max Kts	MDA(H)
A		1		RVR 24 or 1/2	RVR 50 or 1	90	640' (627') - 1
B	RVR 18	RVR 24	RVR 40			120	
C	or 1/2	or 1/2	or 3/4	RVR 55 or 1	1 1/2	140	680' (667') - 1 3/4
D						165	680' (667') - 2

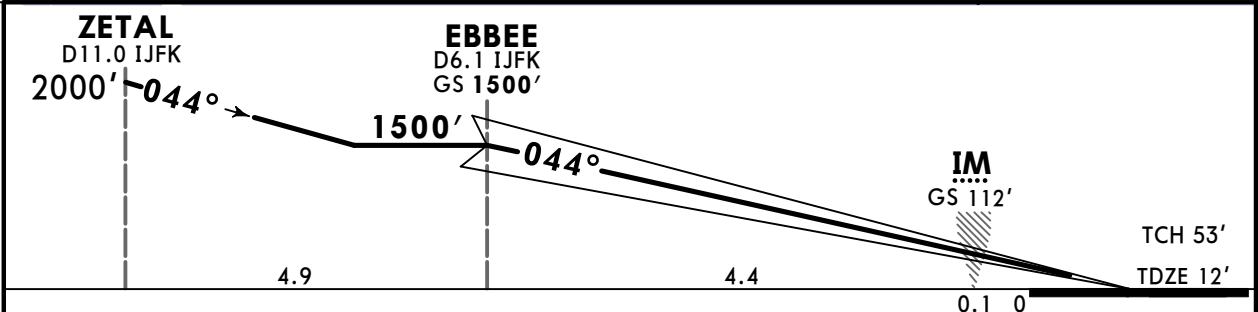
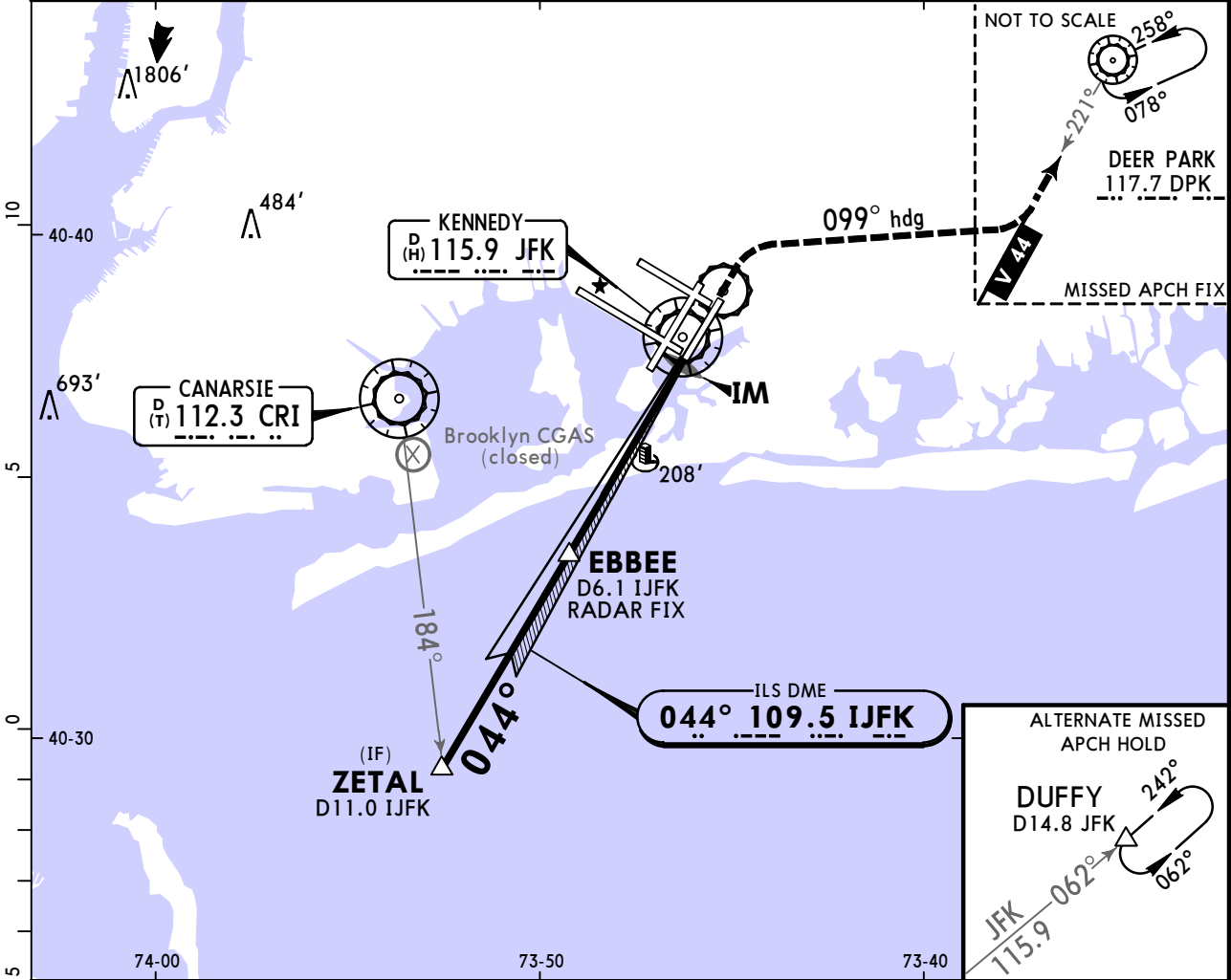
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KJFK/JFK
KENNEDY INTL

JEPPESSEN
15 MAY 20
Eff 21 May 21-2A

NEW YORK, NY
ILS Rwy 4R CAT II & III

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground	
128.725		117.7	115.4		128.125		119.1 123.9	121.9
LOC IJFK 109.5	Final Apch Crs 044°	EBBEE 1500'(1488')		CAT III Refer to minimums	CAT II RA 112' DA(H)112' (100')		Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' heading 099° and V-44 to DPK VOR and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Special Aircrew & Acft Certification Required. 2. Radar required for procedure entry. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 69').								
MSA JFK VOR								



Gnd speed-Kts	70	90	100	120	140	160	<div><div>ALSIF-II</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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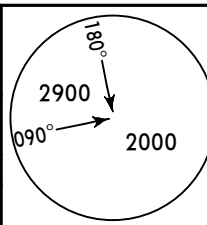
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CAT III ILS						CAT II ILS RA 112' DA(H) 112' (100')					
RVR 6						RVR 12					

KJFK/JFK KENNEDY INTL

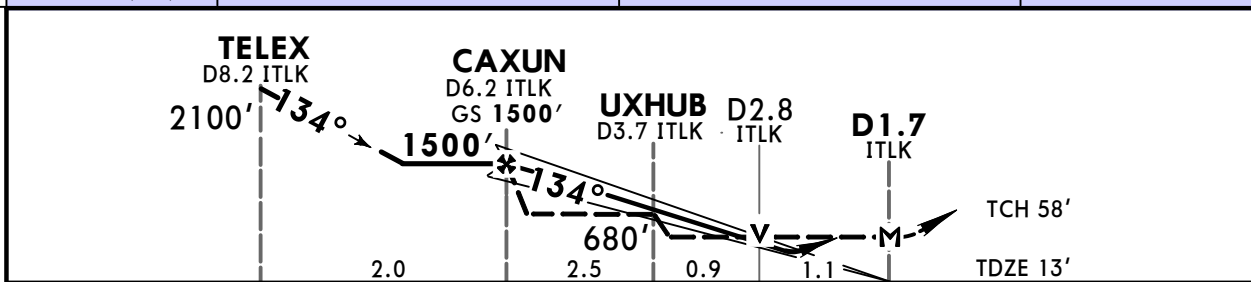
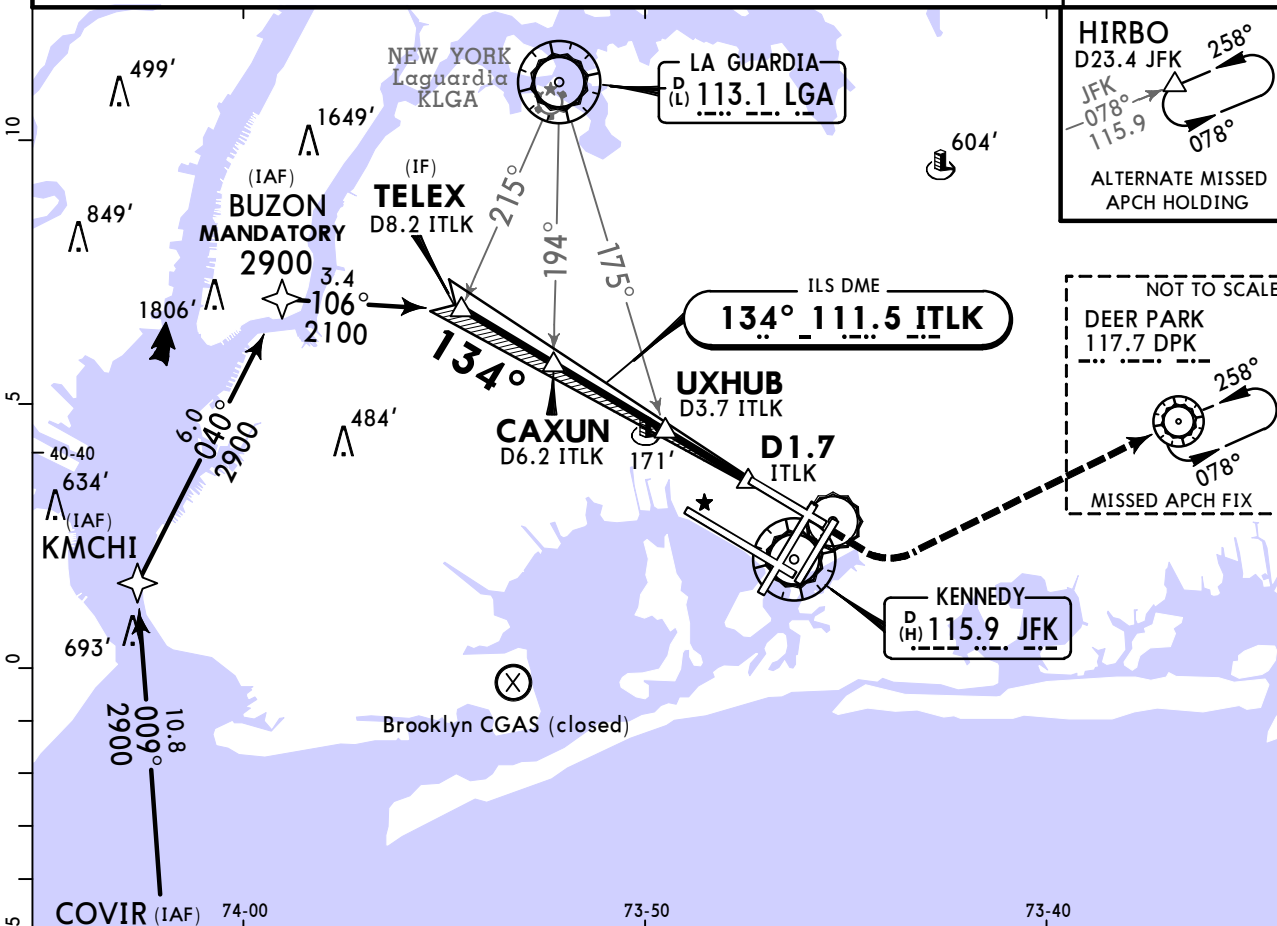
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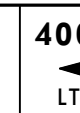
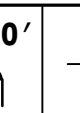
NEW YORK, NY
ILS or LOC Rwy 13L

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.725 117.7 115.4			128.125		119.1 123.9		121.9		
LOC ITLK 111.5		Final Apch Crs 134°		CAXUN 1500' (1487')		ILS DA(H) 213' (200')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' direct DPK VOR and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
RNAV-1 GPS or Radar required for procedure entry. From COVIR, KMCHI, BUZON: RNAV 1-GPS required.									
VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74').									

MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	372	478	531	637	849				
MAP at D1.7 ITLK or CAXUN to MAP	4.5	3:51	3:00	2:42	2:15	1:56				

TERPS				STRAIGHT-IN LANDING RWY 13L				CIRCLE-TO-LAND			
ILS				LOC (GS out)							
DA(H) 213' (200')				MDA(H) 440' (427') With UXHUB				MDA(H) 680' (667') Without UXHUB			
TDZ/CL out				ALS out				ALS out			
A				RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	Max Kts	With UXHUB	Without UXHUB	
B								90	640'(627')-1	680'(667')-1	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	1 1/2	1 7/8	140	700'(687')-2	700'(687')-2	
D								165	700'(687')-2 1/4	700'(687')-2 1/4	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Minimums, VDP, topography, format.

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KJFK/JFK
KENNEDY INTL

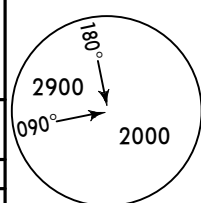
JEPPESSEN
23 DEC 22

21-3A

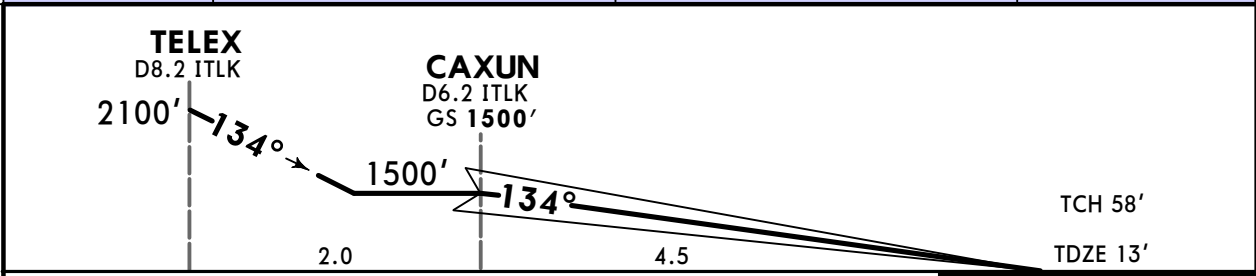
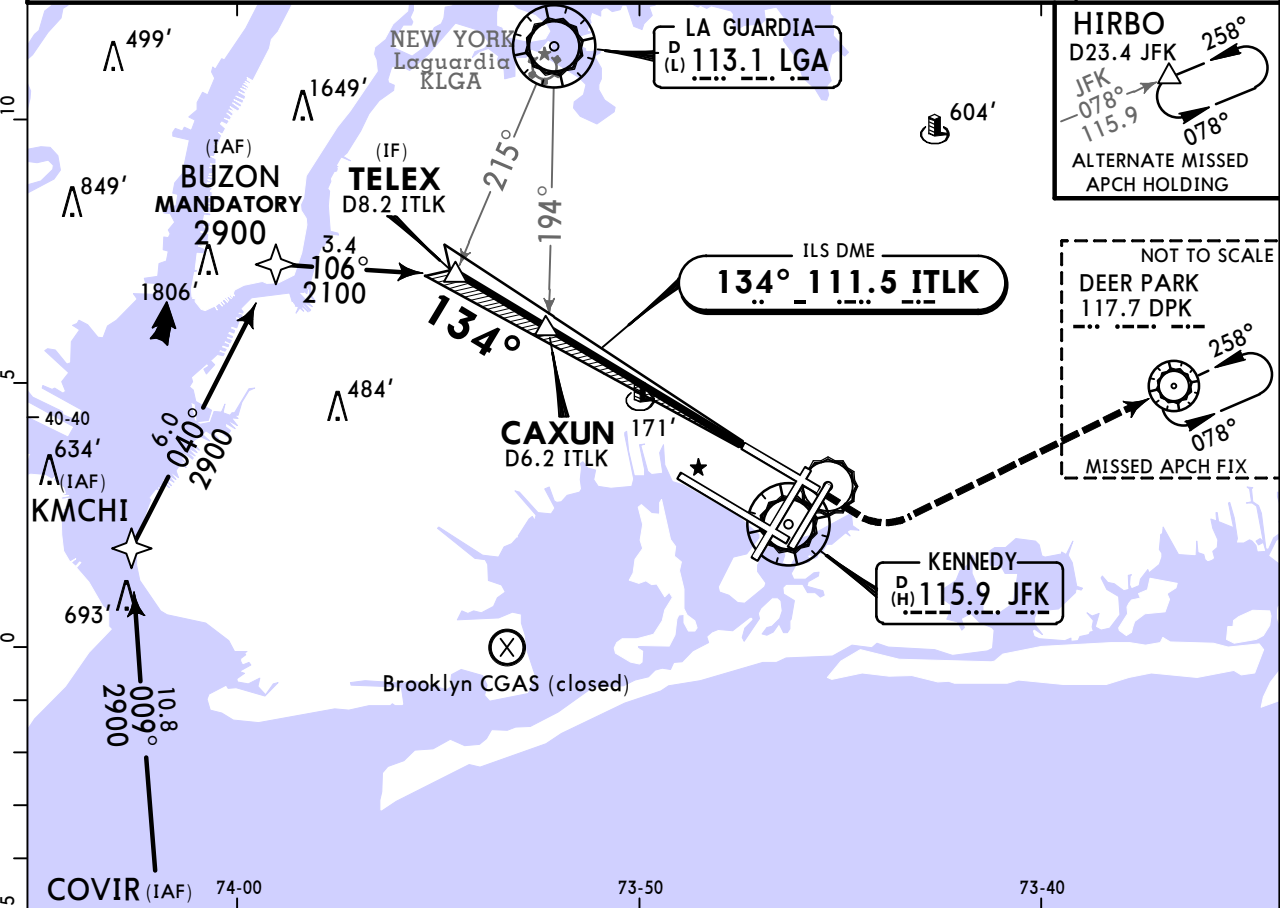
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
NEW YORK, NY
ILS Rwy 13L CAT II

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.725 117.7 115.4			128.125		119.1 123.9		121.9		
LOC ITLK 111.5		Final Apch Crs 134°		CAXUN 1500'(1487')		CAT II ILS RA 150' DA(H) 163'(150')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' direct to DPK VOR and hold.									
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'			
RNAV-1 GPS or Radar required for procedure entry. From COVIR, KMCHI, BUZON: RNAV 1-GPS required.									
1. Special Aircrew & Acft certification required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74').									

MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		600'	4000'		DPK 117.7
GS	3.00°	372	478	531	637	743	PAPI		↑	← LT		
							RLLS					

TERPS STRAIGHT-IN LANDING RWY 13L
CAT II ILS
RA 150'
DA(H) 163' (150')

RVR 16

KJFK/JFK

KENNEDY INTL

JEPPESSEN

25 DEC 20

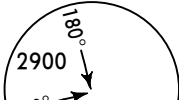
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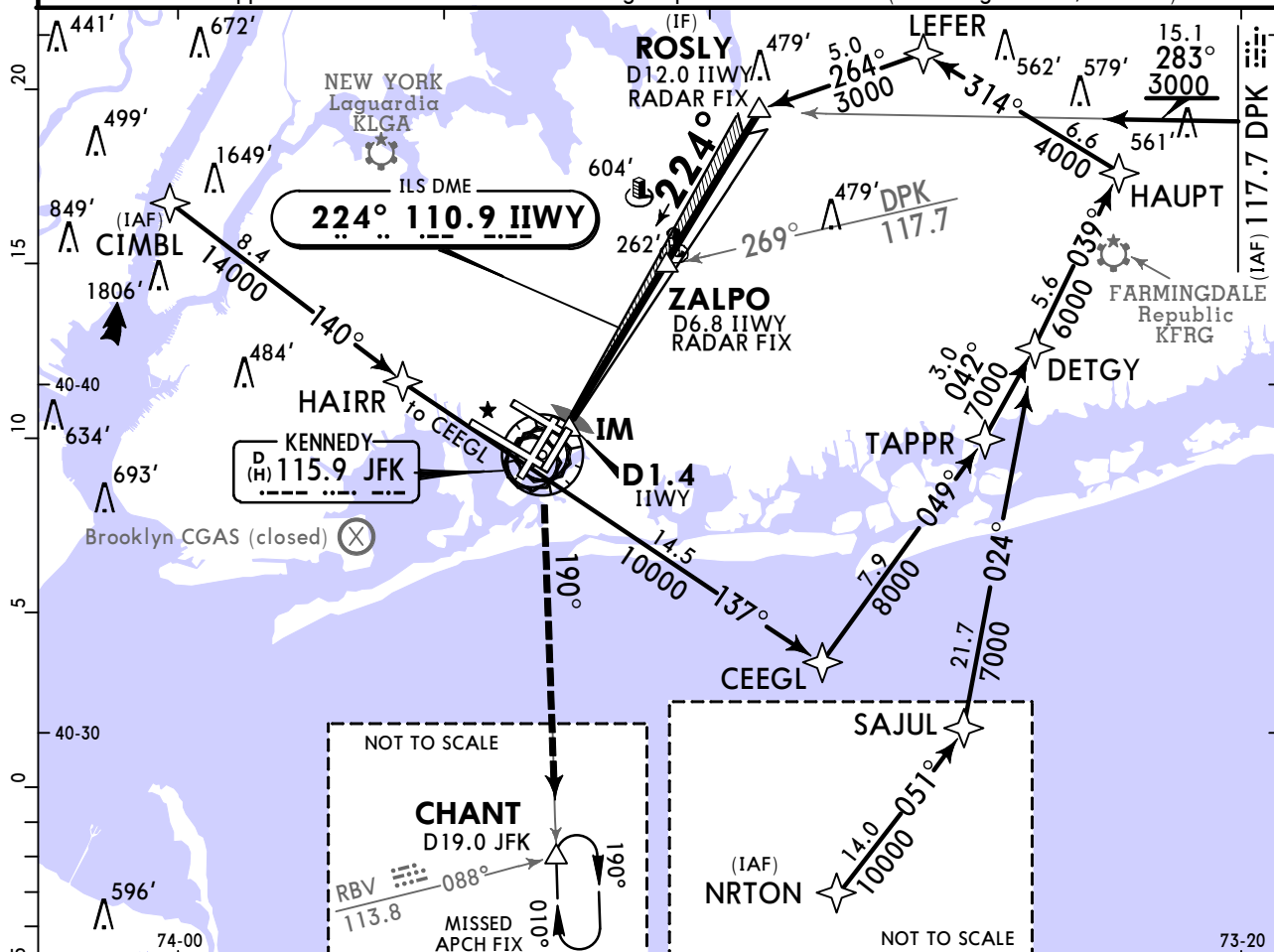
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NEW YORK, NY
ILS or LOC Rwy 22L

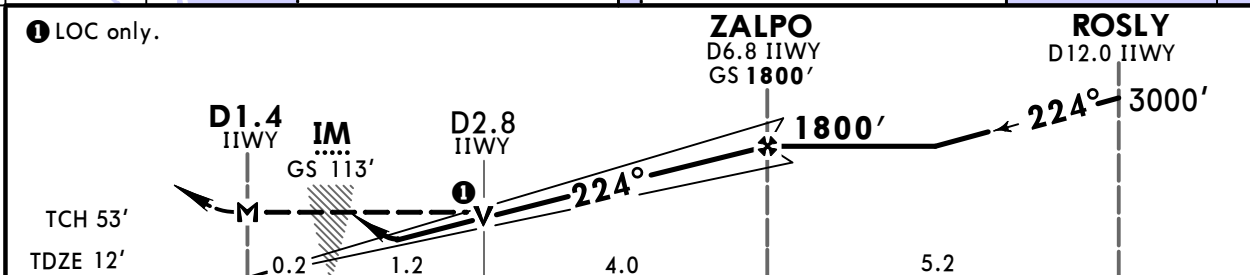
BRIEFING STRIP

TM

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.725 117.7 115.4			128.125		119.1 123.9		121.9		
LOC IIWY 110.9		Final Apch Crs 224°		ZALPO 1800' (1788')		ILS DA(H) 212' (200')		Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' outbound on JFK VOR R-190 to CHANT INT/D19.0 JFK and hold.								 MSA JFK VOR	
Alt Set: INCHES				Trans level: FL 180				Trans alt: 18000'	
RNAV 1-GPS or Radar required for procedure entry. From CIMBL, NRTON: RNAV 1-GPS Required.									
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 66').									



① LOC only.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	500'	3000'	JFK	CHANT
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	115.9	R-190
MAP at D1.4 IIWY or ZALPO to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04				

TERPS			STRAIGHT-IN LANDING RWY22L				CIRCLE-TO-LAND		
ILS			LOC (GS out)				<div>C</div>	Max Kts	MDA(H)
DA(H) 212'(200')			MDA(H) 520'(508')						
FULL		TDZ/CL out	ALS out	ALS out					
A	RVR 18 or 1/2	<div>1</div>	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	640'(627') - 1	
B							120		
C							140		680'(667') - 1 3/4
D							165		
RVR 18 with Flight Director as Assistant or HUD to DA									

① RVR 18 with Flight Director or Autopilot or HUD to DA.

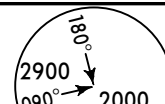
CHANGES: Approach transition altitudes. amendment, topo.

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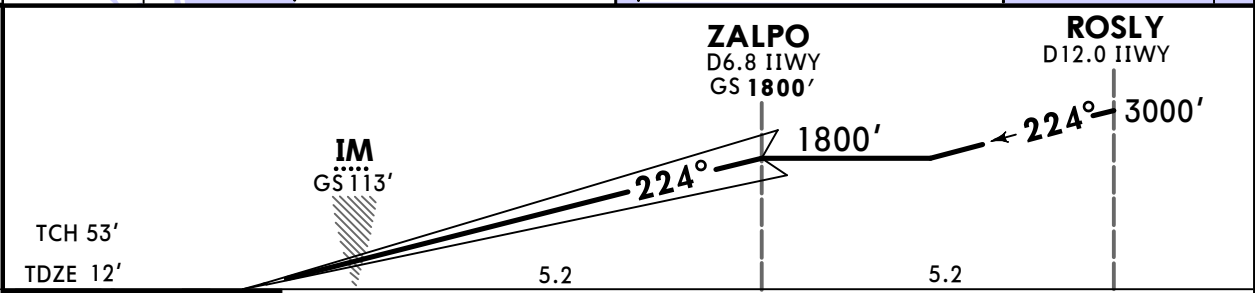
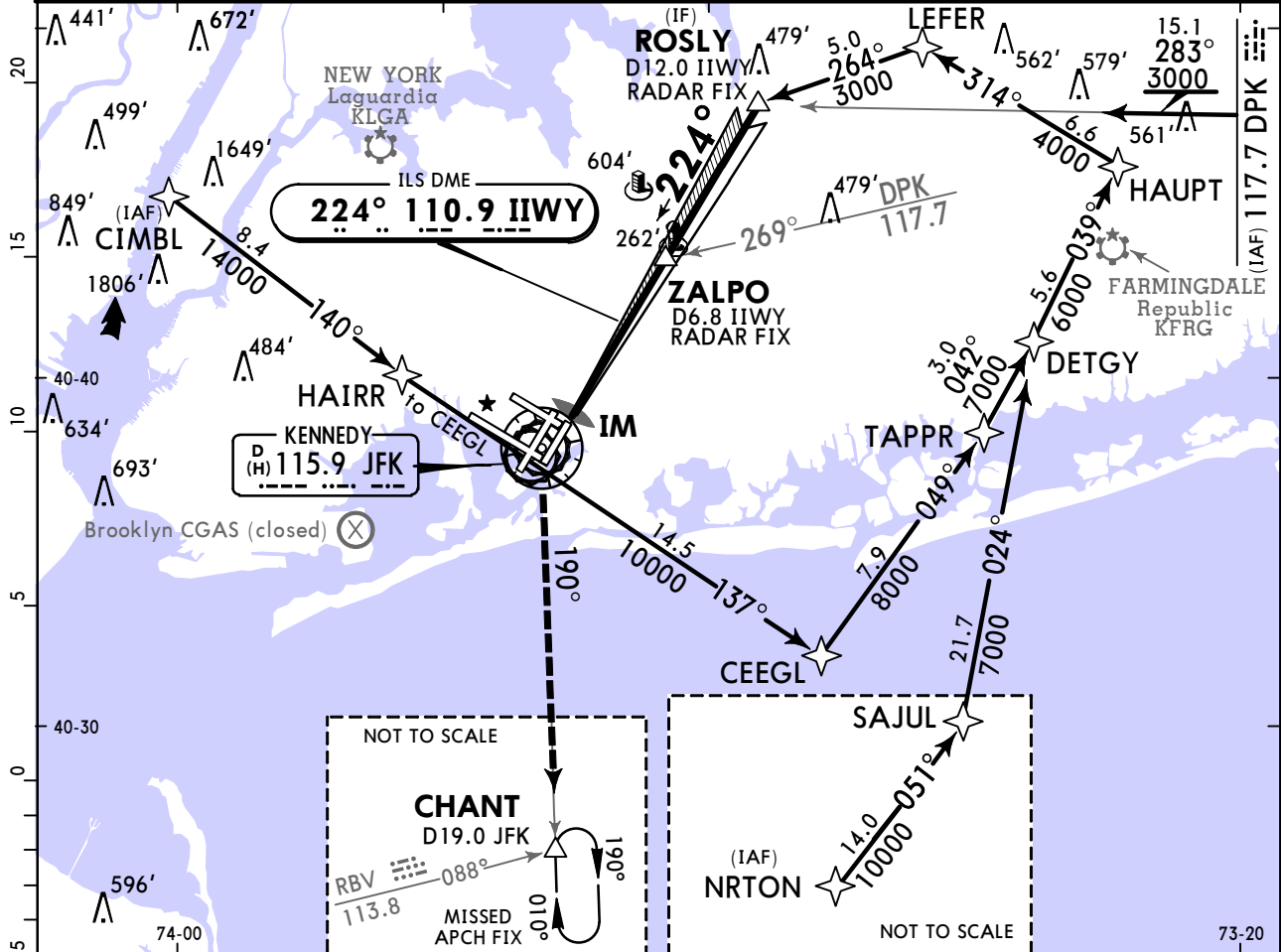
KJFK/JFK
KENNEDY INTL

JEPPESSEN
25 DEC 20
Eff 31 Dec 21-4A

NEW YORK, NY
ILS Rwy 22L CAT II & III

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground	
128.725 117.7 115.4			128.125		119.1 123.9		121.9	
LOC IIWY 110.9	Final Apch Crs 224°	ZALPO 1800' (1788')		CAT III Refer to Minimums	CAT II RA 113' DA(H) 112'(100')	Apt Elev 13' TDZE 12'		
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' outbound on JFK VOR R-190 to CHANT INT/D19.0 JFK and hold.								

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
RNAV 1-GPS or Radar required for procedure entry. From CIMBL, NRTON: RNAV 1-GPS Required.
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 66').



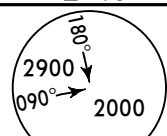
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	500' ↑	3000' LT	JFK on 115.9 R-190	CHANT
GS	3.00°	372	478	531	637	743					

TERPS		STRAIGHT-IN LANDING RWY 22L	
CAT III ILS		CAT II ILS RA 113' DA(H) 112'(100')	
RVR 6		RVR 12	

KJFK/JFK
KENNEDY INTL

JEPPESSEN
25 DEC 20
Eff 31 Dec (21-5)

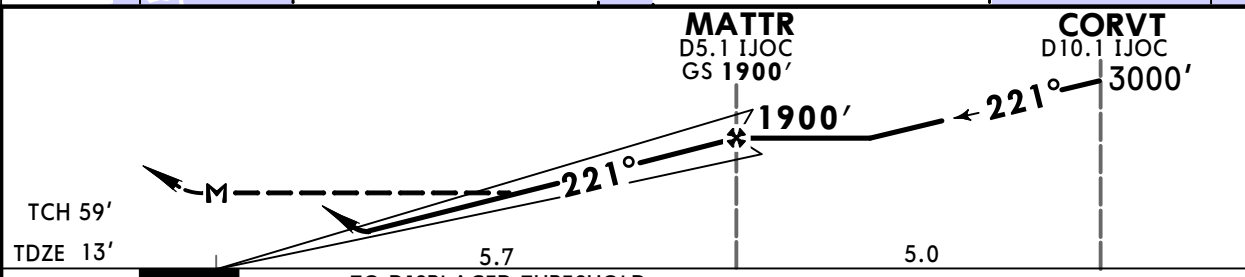
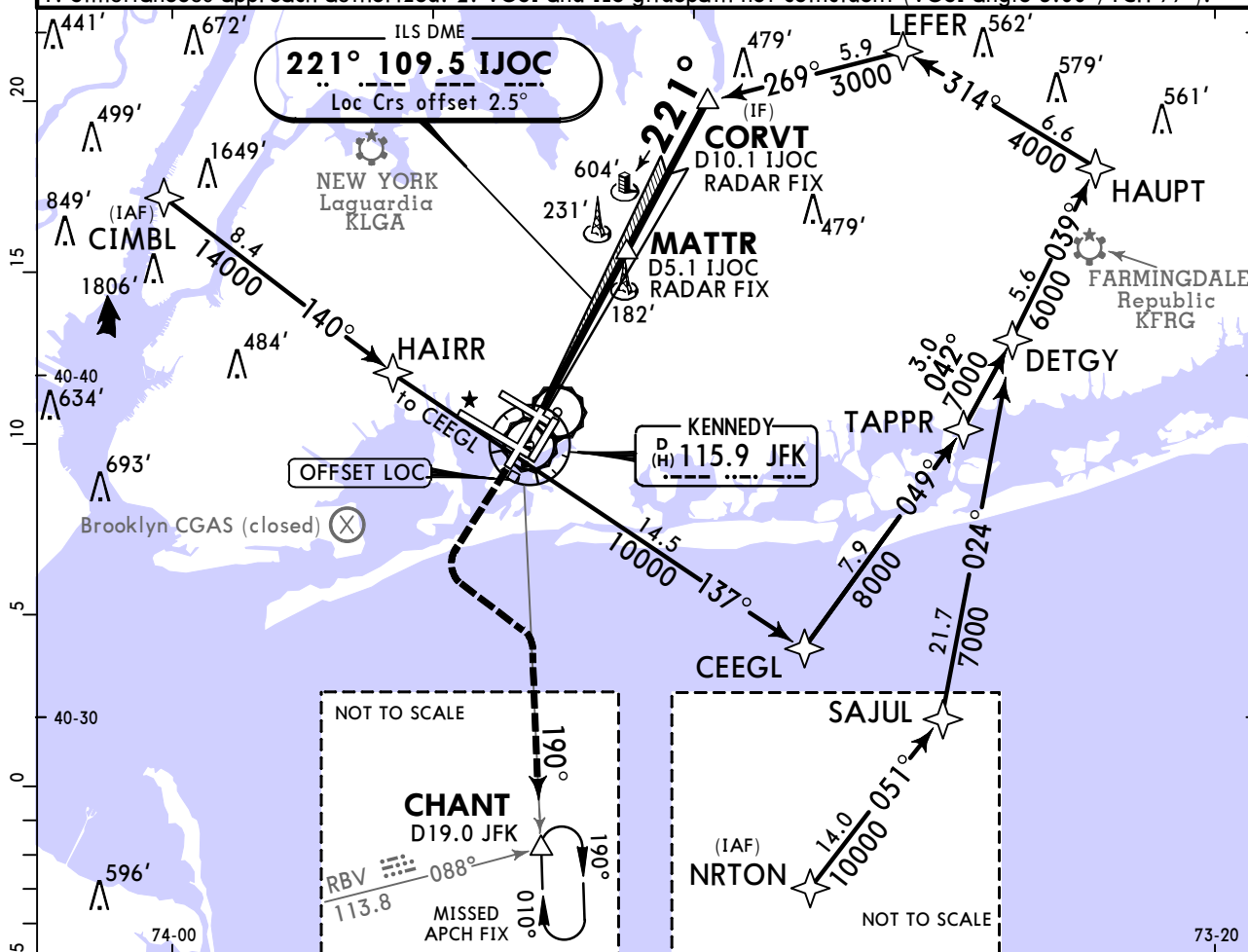
NEW YORK, NY
ILS or LOC Rwy 22R

BRIEFING STRIP TM	D-ATIS Arrival (NE) (SW) 128.725 117.7 115.4			NEW YORK Approach (R) 128.125		KENNEDY Tower 123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		Ground 121.9		
	LOC IJOC 109.5		Final Apch Crs 221°		MATTR 1900' (1887')		ILS DA(H) 263' (250')		Apt Elev 13' TDZE 13'	
	MISSED APCH: Climb to 2000' then climbing LEFT turn to 4000' outbound on JFK VOR R-190 to CHANT INT and hold.								 MSA JFK VOR	

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

RNAV 1-GPS or Radar required for procedure entry. From CIMBL, NRTON: RNAV 1-GPS Required.
DME or Radar required.

1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 77').



TO DISPLACED THRESHOLD							
Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849
MATTR to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

TERPS		STRAIGHT-IN LANDING RWY22R		CIRCLE-TO-LAND	
ILS DA(H) 263' (250')		LOC (GS out) MDA(H) 460' (447')		<div><div>C</div><div>Max Kts</div><div>90</div><div>120</div><div>140</div><div>165</div></div>	MDA(H) _____
A	RVR 40 or $\frac{3}{4}$	RVR 55 or 1			640' (627') - 1
B					
C					680' (667') - 1 $\frac{3}{4}$
D		1 $\frac{3}{8}$			680' (667') - 2

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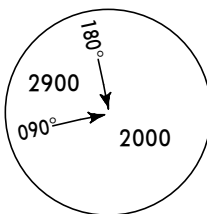
KJFK/JFK
KENNEDY INTL

JEPPESSEN
13 OCT 23 (21-7)

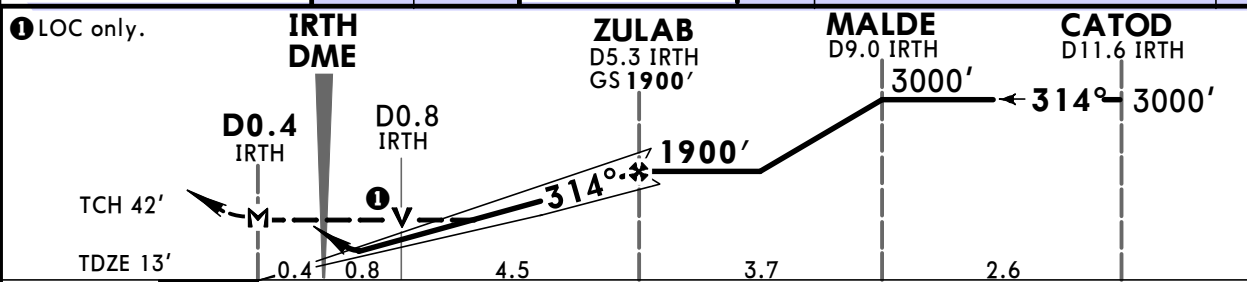
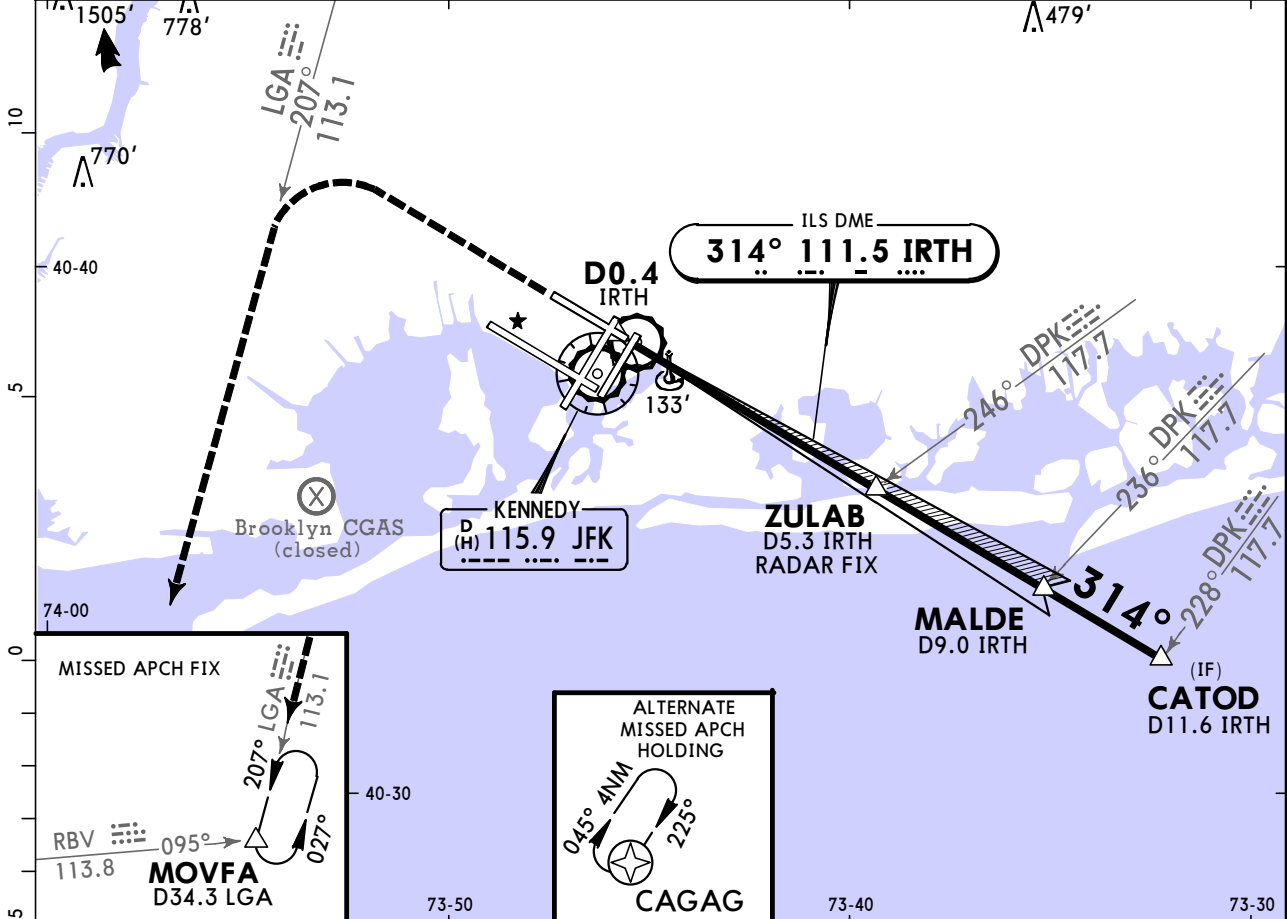
NEW YORK, NY
ILS or LOC Rwy 31R

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.725 117.7 115.4			128.125		119.1 123.9		121.9		
LOC IRTH 111.5		Final Apch Crs 314°		ZULAB 1900' (1887')		ILS DA(H) 212' (200')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 1800' then climbing LEFT turn to 4000' outbound on LGA VOR R-207 to MOVFA INT/D34.3 LGA and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Radar required for procedure entry. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 54').									



MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160	<div>MALSR</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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TERPS				STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND			
ILS				LOC (GS out)				CIRCLE-TO-LAND			
DA(H) 212' (200')				MDA(H) 440' (428')				MDA(H)			
FULL				RAIL/ALS out				Max Kts			
A								90			
B								120			
C								140			
D								165			

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: FAF crossing height.

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KJFK/JFK
KENNEDY INTL

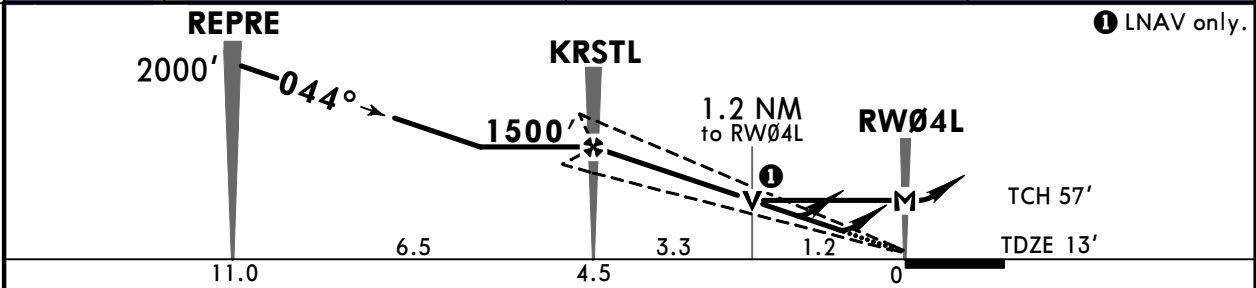
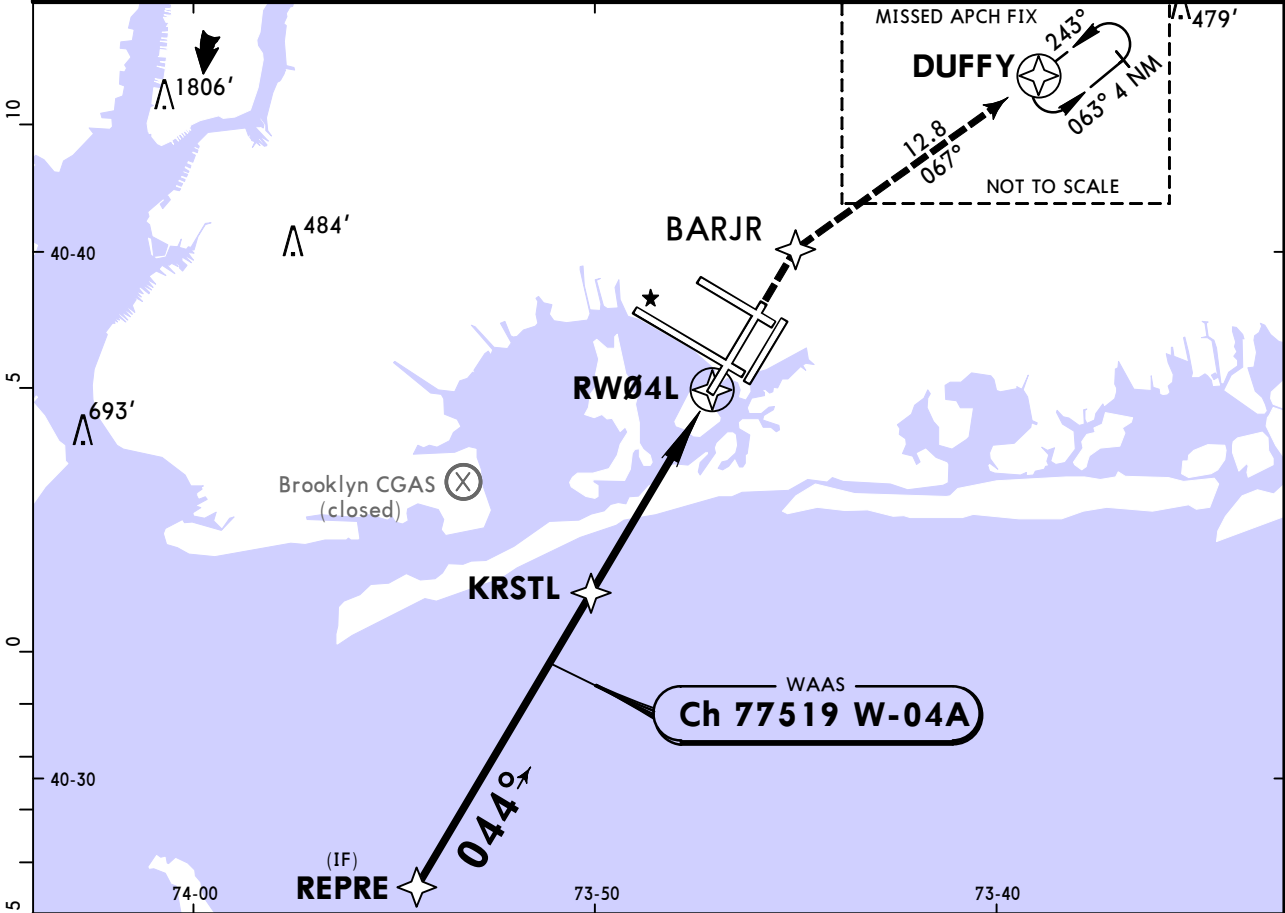
24 JUN 22 (22-1)

NEW YORK, NY
RNAV (GPS) Y Rwy 4L

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground
128.725	117.7	115.4	128.125		123.9 119.1		121.9
WAAS Ch 77519 W-04A		Final Apch Crs 044°		KRSTL 1500' (1487')	LPV DA(H) 232' (219')	Apt Elev 13' TDZE 13'	<div>2900</div> <div>MSA RW04L</div>
MISSED APCH: (Do not exceed 210 KT until BARJR) Climb to 3000' direct BARJR and track 067° to DUFFY and hold.							
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSi and RNAV glidepath not coincident (VGSi angle 3.00°/TCH 75').							

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 75').



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	D➔	BARJR
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW04L										

TERPS			STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND		
LPV		DA(H) 232' (219')	LNAV/VNAV		DA(H) 329' (316')	LNAV		MDA(H) 480' (467')
A	RVR 40 or 3/4	RVR 50 or 1	RVR 55 or 1		1 3/8	Max Kts	MDA(H)	
B						90	640' (627') - 1	
C						120	680' (667') - 1 3/4	
D						140	680' (667') - 2	

CHANGES: REIL removed, chart format.

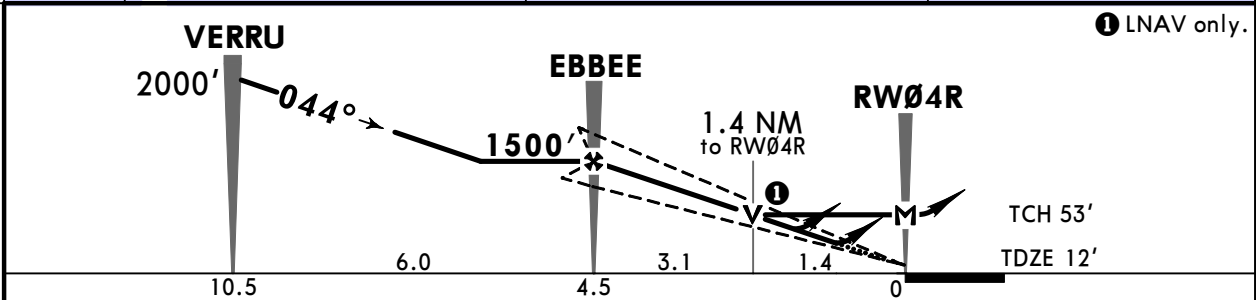
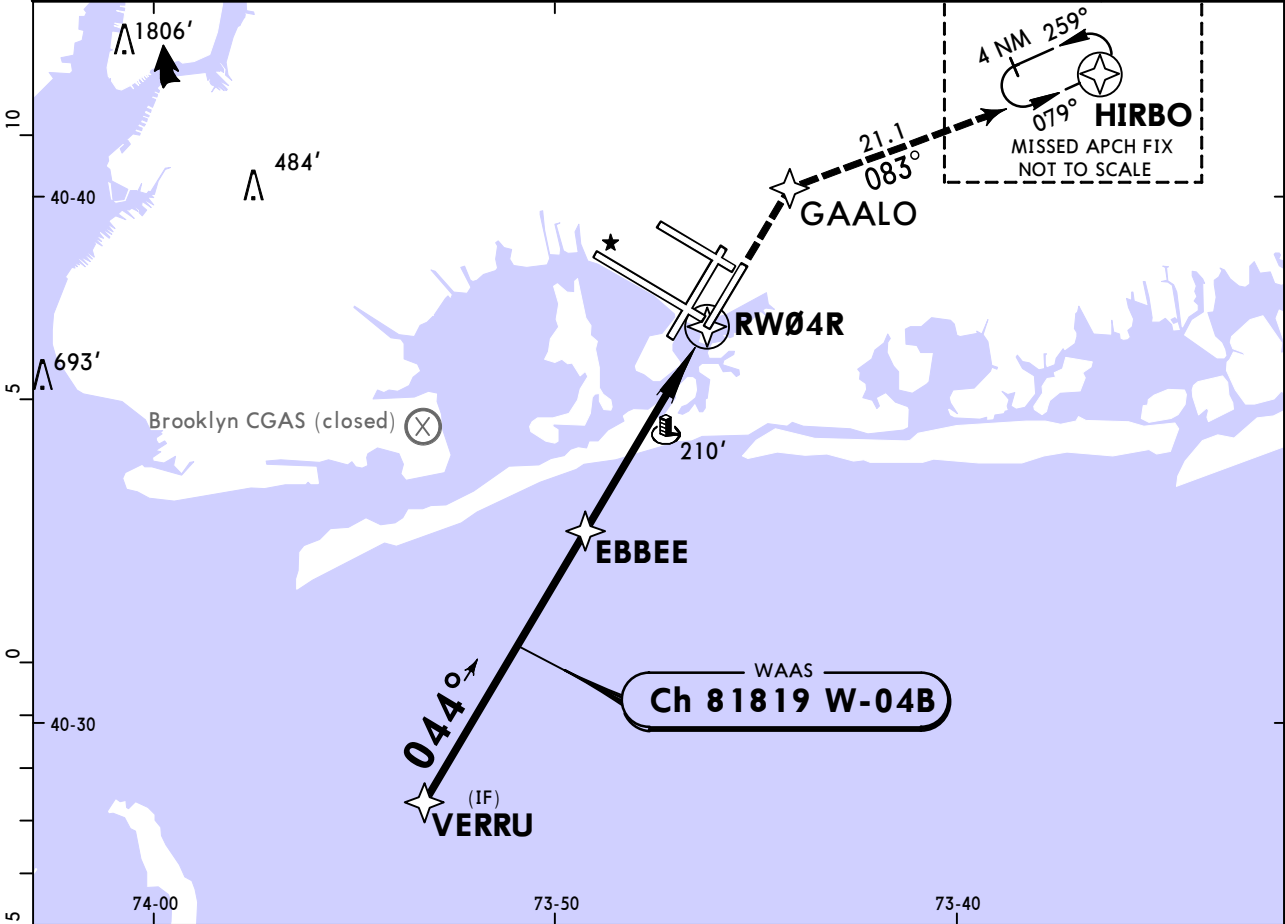
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KJFK/JFK
KENNEDY INTL

JEPPESSEN
24 JUN 22 22-2

NEW YORK, NY
RNAV (GPS) Y Rwy 4R

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.725 117.7 115.4			128.125		119.1 123.9		121.9		
WAAS Ch 81819 W-04B		Final Apch Crs 044°		EBBEE 1500' (1488')		LPV DA(H) 212' (200')		Apt Elev 13' TDZE 12'	
MISSED APCH: (Do not exceed 210 KT until GAALO) Climb to 4000' direct GAALO and on track 083° to HIRBO and hold.								<div>2900</div> <div>MSA RW04R</div>	
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69').									



Gnd speed-Kts	70	90	100	120	140	160	<div><div>ALSIF-II</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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TERPS				STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND	
LPV DA(H) 212'(200')		LNAV/VNAV DA(H) 369'(357')		LNAV MDA(H) 520'(508')					
TDZ/CL out		ALS out		ALS out		ALS out		Max Kts	MDA(H)
A								90	640'(627') - 1
B	RVR 18	RVR 24	RVR 40	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 50 or 1	120	680'(667') - 1 3/4
C	or 1/2	or 1/2	or 3/4			RVR 55 or 1	1 3/8	140	680'(667') - 2
D								165	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.									

CHANGES: Chart format.

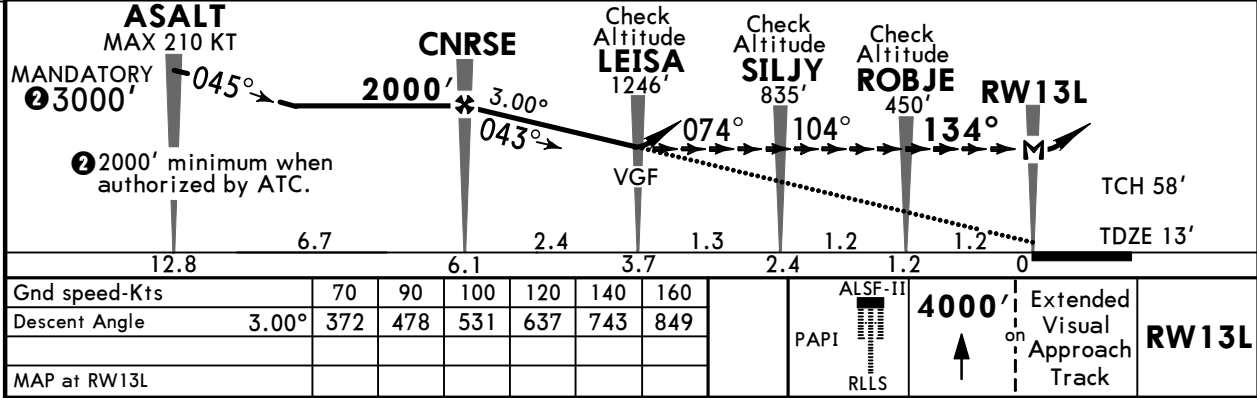
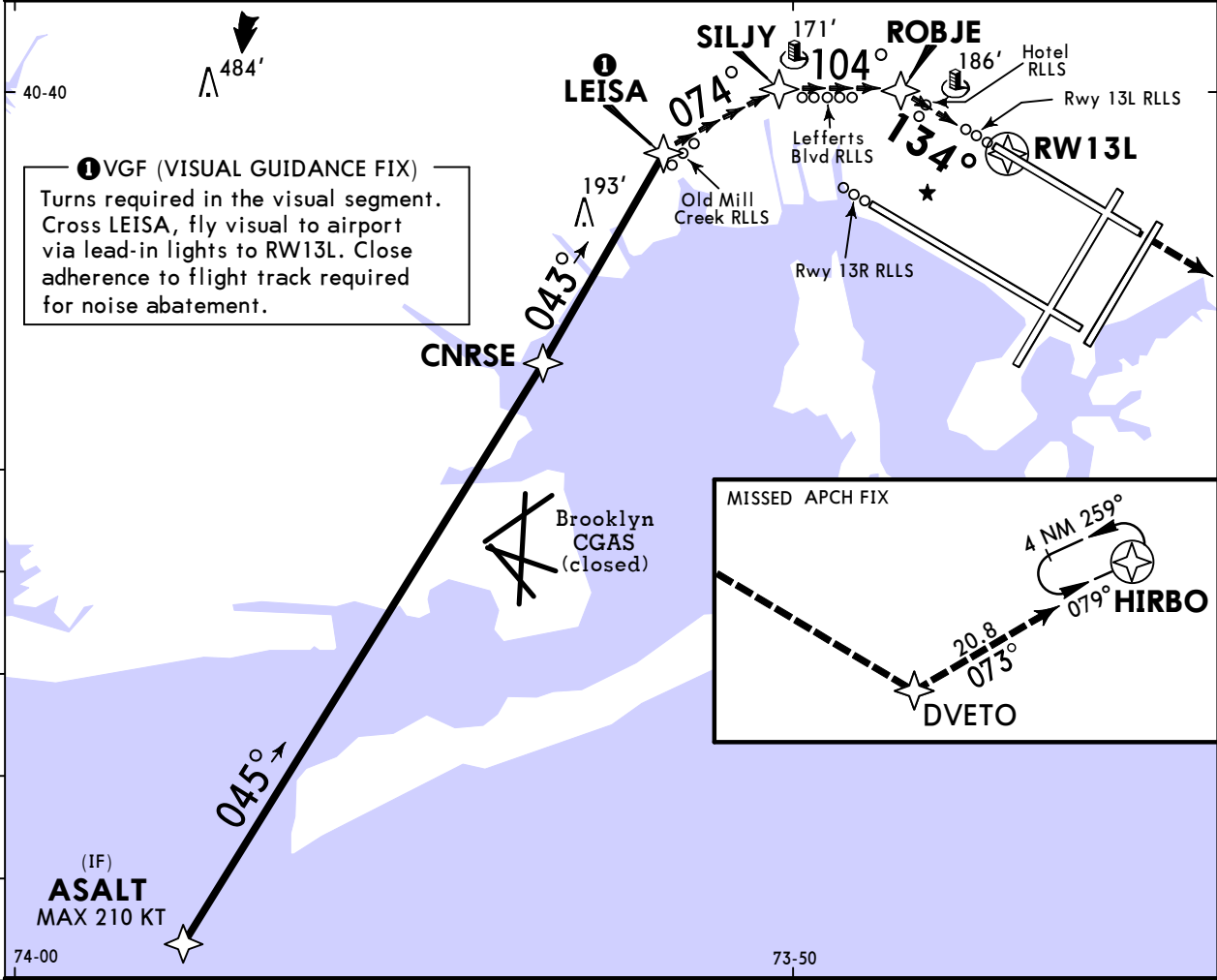
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KJFK/JFK
KENNEDY INTL

JEPPESSEN
30 AUG 24
Eff 5 Sep (22-3)

NEW YORK, NY
RNAV (GPS) Z Rwy 13L

D-ATIS Arrival (NE) (SW) 128.725 117.7 115.4			NEW YORK Approach (R) 128.125		KENNEDY Tower (Rwys 4R/22L & 13L/31R) 119.1 123.9 (Rwys 4L/22R & 13R/31L)		Ground 121.9	
RNAV	Final Apch Crs 134°	CNRSE 2000' (1987')		MDA(H) 1260' (1247')		Apt Elev 13' TDZE 13'		<div>2900</div> <div>MSA RW13L</div>
MISSED APCH: (Do not exceed 210 KT until DVETO) Climb to 4000' on the extended visual approach track to RW13L, then direct DVETO and track 073° to HIRBO and hold.								
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180			Trans alt: 18000'			
1. Radar required. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 74').								



TERPS		STRAIGHT-IN LANDING RWY 13L	
LNAV		MDA(H) 1260' (1247')	
ALS out		RLLS out	
A			
B	2	2½	4
C			
D			

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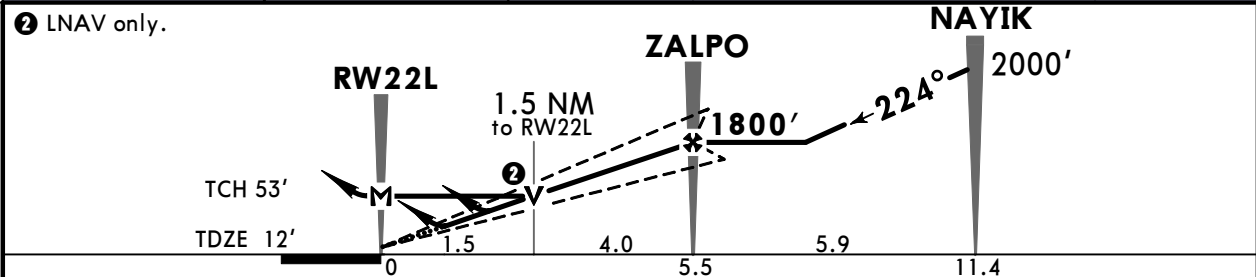
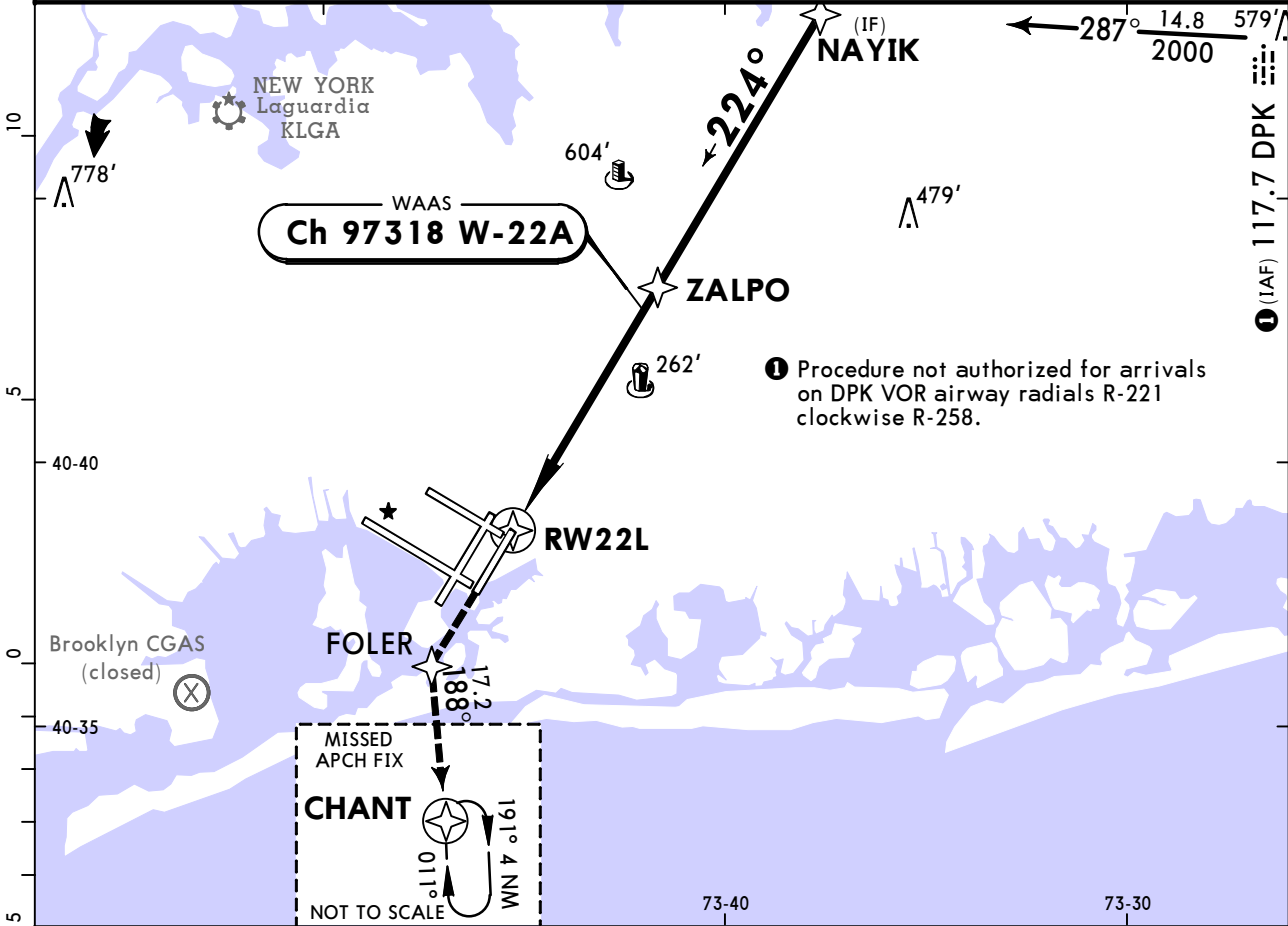
JEPPESSEN
30 AUG 24
Eff 5 Sep 22-4

NEW YORK, NY
RNAV (GPS) Y Rwy 22L

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground	
128.725	117.7	115.4	128.125		119.1 123.9			121.9
WAAS Ch 97318 W-22A		Final Apch Crs 224°		ZALPO 1800' (1788')		LPV DA(H) 269' (257')		Apt Elev 13' TDZE 12'
MISSED APCH: Climb to 3000' direct FOLER and on 188° track to CHANT and hold.								<div>2900</div> <div>MSA RW22L</div>

RNP Apch Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C.
2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot providing RNAV track
guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous
operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 66').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		3000'	D→	FOLER
Glide Path Angle	3.00°	372	478	531	637	743	PAPI				
MAP at RW22L											

TERPS				STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV		C		Max		MDA(H)	
DA(H) 269' (257')		DA(H) 419' (407')		MDA(H) 560' (548')		Kts					
TDZ/CL out		ALS out		ALS out		ALS out					
A											
B	RVR 18	RVR 24	RVR 40	RVR 50 or 1	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 50 or 1	90		640' (627') - 1	
C	or 1/2	or 1/2	or 3/4					120		680' (667') - 1 3/4	
D								140		680' (667') - 2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

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9 JUL 21 **(22-5)**

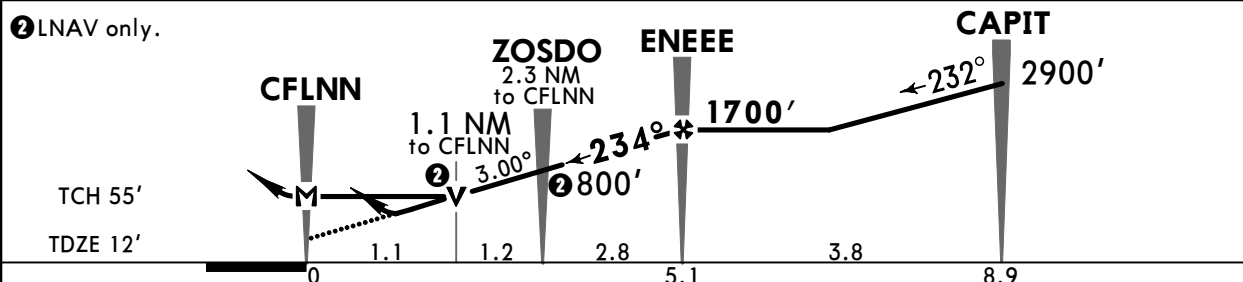
NEW YORK, NY
RNAV (GPS) X Rwy 22L



BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.725 117.7 115.4			128.125		119.1 123.9		121.9		
RNAV		Final Apch Crs 234°		ENEEE 1700' (1688')		LNAV/VNAV DA(H) 413' (401')		Apt Elev 13' TDZE 12'	
MISSED APCH: Climbling LEFT turn to 3000' direct CHANT and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
RNP Apch - GPS									
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -14°C or above 54°C. 2. Final approach course offset 10.31°. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 66').									
MSA CFLNN									



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	 PAPI LT	 3000' D→	CHANT
Descent Angle	3.00°	372	478	531	637	743			
LNAV/VNAV: MAP at DA									
LNAV: MAP at CFLNN									

TERPS				STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
LNAV/VNAV				LNAV				C			
DA(H) 413' (401')				MDA(H) 440' (428')				Max Kts			
ALS out				ALS out				MDA(H)			
A								90			
B								120			
C	RVR 40 or 3/4	RVR 60 or 1/4		RVR 24 or 1/2	RVR 50 or 1			140			
D				RVR 40 or 3/4	RVR 60 or 1/4			165			

CHANGES: Missed approach text, notes.

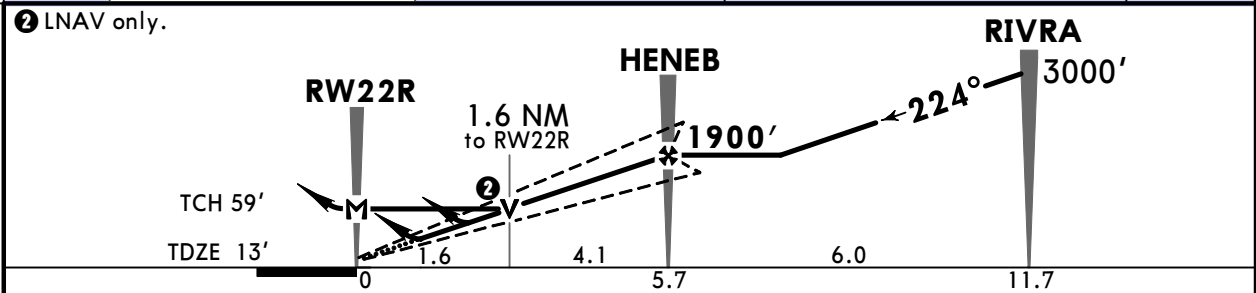
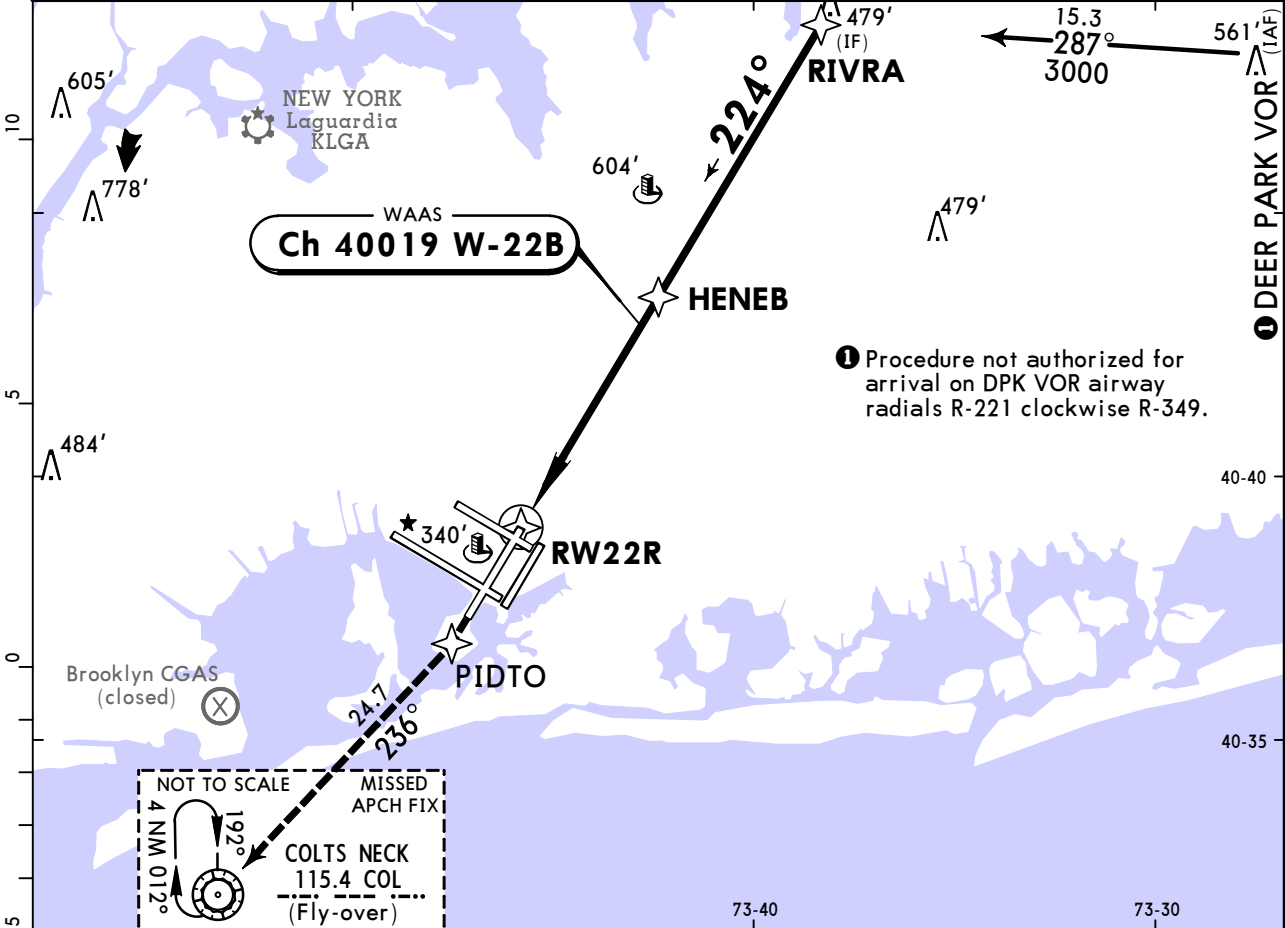
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9 JUL 21 (22-6)

NEW YORK, NY
RNAV (GPS) Rwy 22R

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground		
128.725 117.7 115.4			128.125		123.9 119.1		121.9		
WAAS Ch 40019 W-22B		Final Apch Crs 224°		HENEB 1900' (1887')		LPV DA(H) 269' (256')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 4000' direct PIDTO and on track 236° to COL VOR and hold.								<div>2900</div> <div>MSA RW22R</div>	
RNP Apch	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGS1 and RNAV glidepath not coincident (VGS1 angle 3.00°/TCH 77').									



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		4000'	D→	PIDTO
Glide Path Angle	3.00°	372	478	531	637	743					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW22R											

TERPS					STRAIGHT-IN LANDING RWY 22R			CIRCLE-TO-LAND		
LPV		LNAV/VNAV		LNAV	RVR	55 or 1	1 3/4	Max Kts	MDA(H)	
DA(H) 269' (256')		DA(H) 501' (488')		MDA(H) 600' (587')						
A	RVR 40 or 3/4	1 5/8						90	640' (627') - 1	
B								120		
C								140	680' (667') - 1 3/4	
D								165	680' (667') - 2	

CHANGES: None.

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13 OCT 23 (22-7)

NEW YORK, NY
RNAV (GPS) Y Rwy 31L

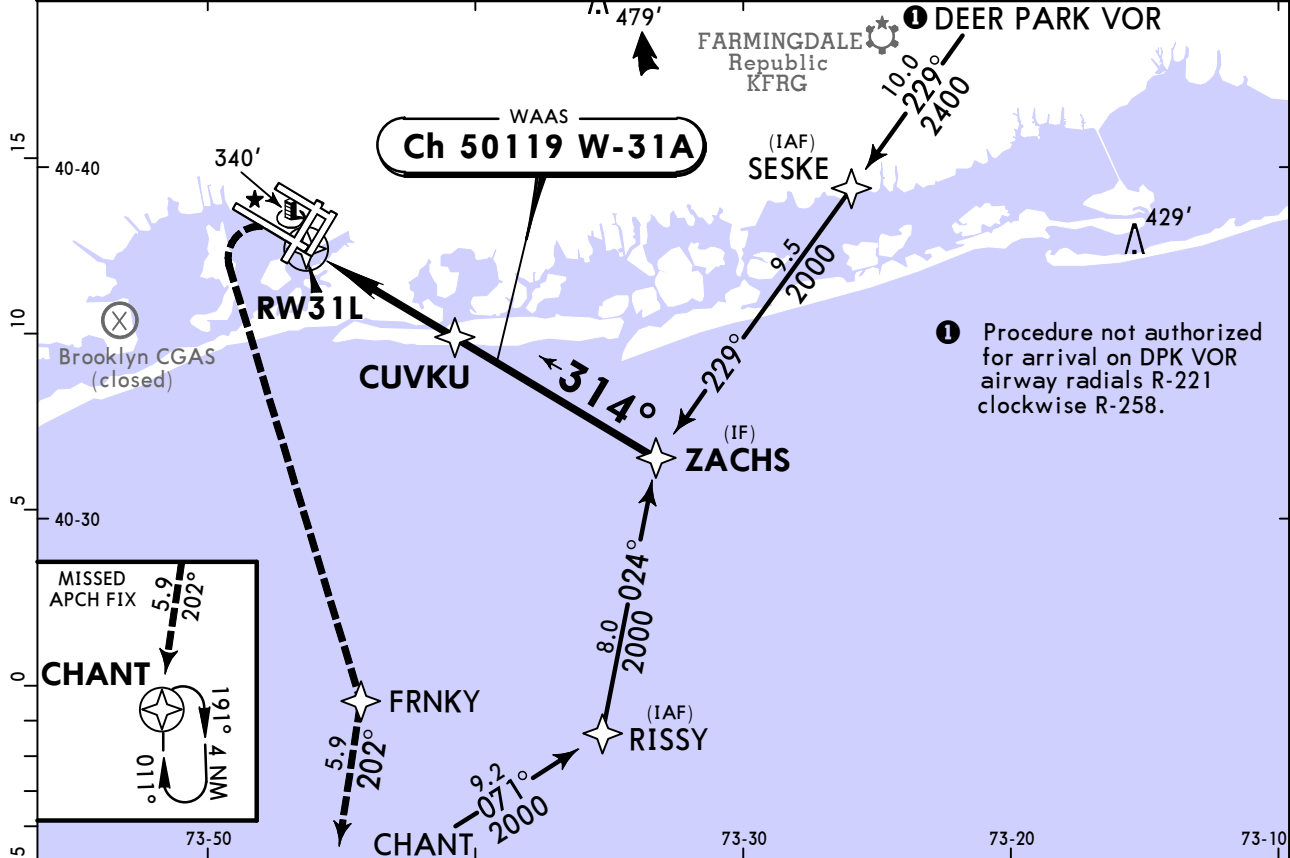
BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower		Ground
128.725 117.7 115.4			128.125		123.9 119.1 <small>(Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)</small>		121.9
WAAS Ch 50119 W-31A		Final Apch Crs 314°		CUVKU 1800' (1787')		LPV DA(H) 213' (200')	Apt Elev 13' TDZE 13'
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct FRNKY and on 202° track to CHANT and hold.							
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSi and RNAV glidepath not coincident (VGSi angle 3.00°/TCH 74').							

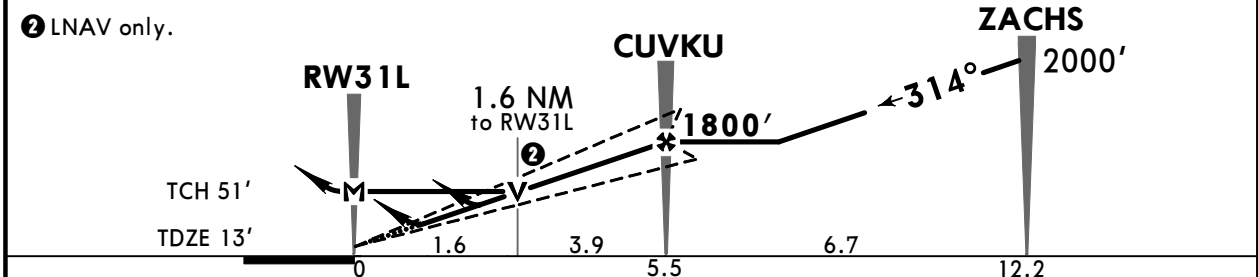
2900

MSA RW31L

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 74').



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	500'	3000'	D→	FRNKY
Glide Path Angle	3.00°	372	478	531	637	849		↑	LT		
MAP at RW31L											

TERPS		STRAIGHT-IN LANDING RWY 31L			CIRCLE-TO-LAND	
LPV		LNAV/VNAV	LNAV	<div><div>C</div><div>Max Kts</div></div>	MDA(H)	
DA(H) 213'(200')		DA(H) 541'(528')	MDA(H) 600'(587')		MDA(H)	
A	RVR 40 or ¾	1¾	RVR 55 or 1		90	640'(627') - 1
B			1¾		120	
C					140	680'(667') - 1¾
D					165	680'(667') - 2

TERPS AMEND 2B 21 MAY 2020

CHANGES: TCH updated in briefing strip, chart format.

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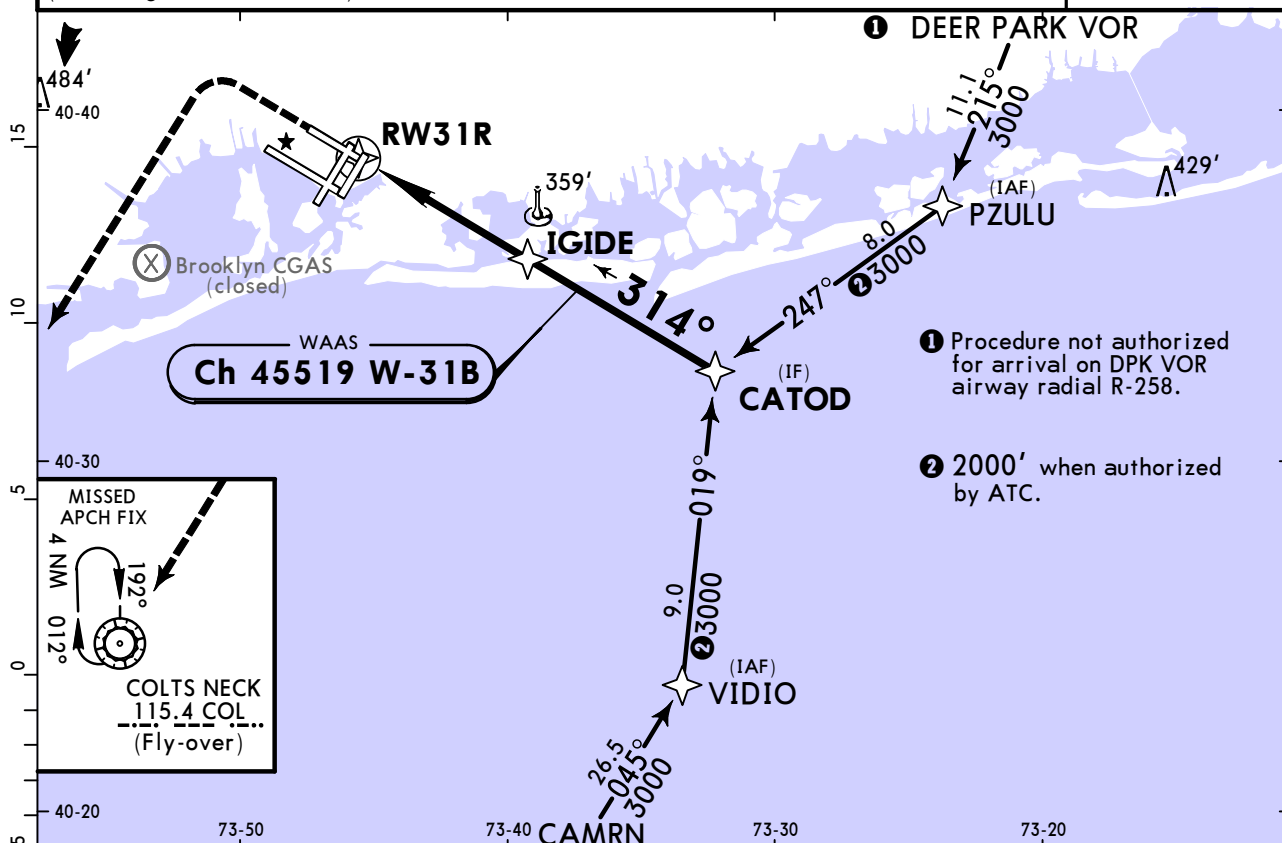
KJFK/JFK
KENNEDY INTL

JEPPESEN
15 MAY 20
Eff 21 May (22-8)

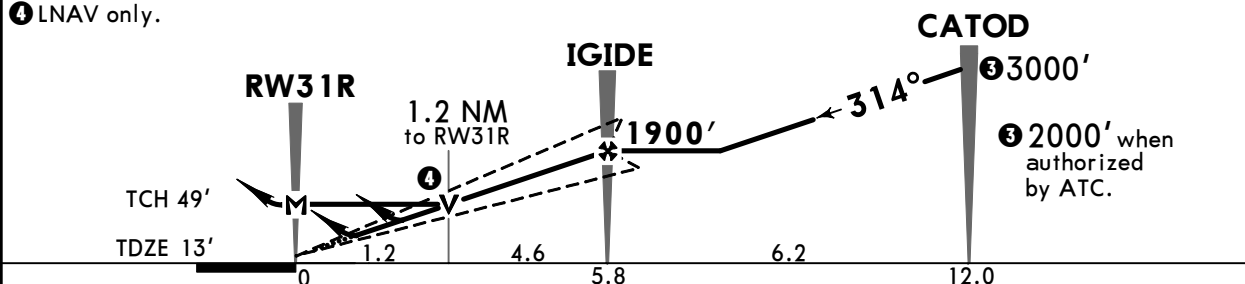
NEW YORK, NY
RNAV (GPS) Y Rwy 31R

BRIEFING STRIP™


D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.725 117.7 115.4			128.125		119.1 123.9		121.9		
WAAS Ch 45519 W-31B		Final Apch Crs 314°		IGIDE 1900' (1887')		LPV DA(H) 213' (200')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 1800' then climbing LEFT turn to 4000' direct COL VOR and hold.								<div>2900</div> <div>MSA RW31R</div>	
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 54').									



④ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1800'	4000'	COL
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	LT	115.4
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW31R										

TERPS		STRAIGHT-IN LANDING RWY 31R						CIRCLE-TO-LAND	
LPV			LNAV/VNAV			LNAV			Max Kts
DA(H) 213'(200')			DA(H) 369'(356')			MDA(H) 460'(447')			
	TDZ/CL out	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		MDA(H)	
A									
B		1							
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 35 or 5/8	RVR 55 or 1	RVR 24 or 1/2	RVR 50 or 1		
D						RVR 45 or 7/8	1 3/8		
1 RVR 18 with Flight Director or Autopilot or HUD to DA.									
								90	640'(627')-1
								120	
								140	680'(667')-1 3/4
								165	680'(667')-2

① RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

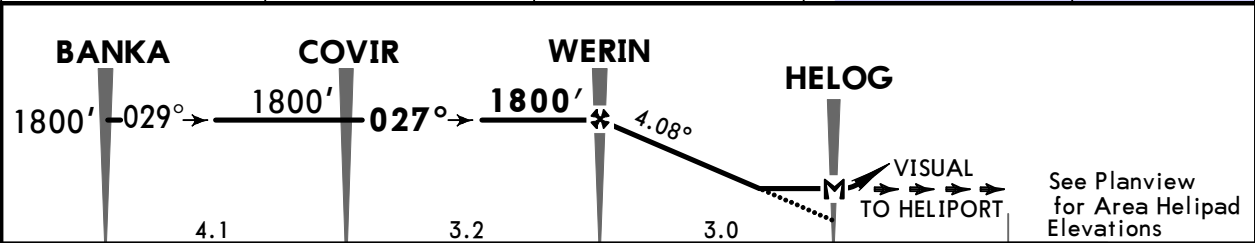
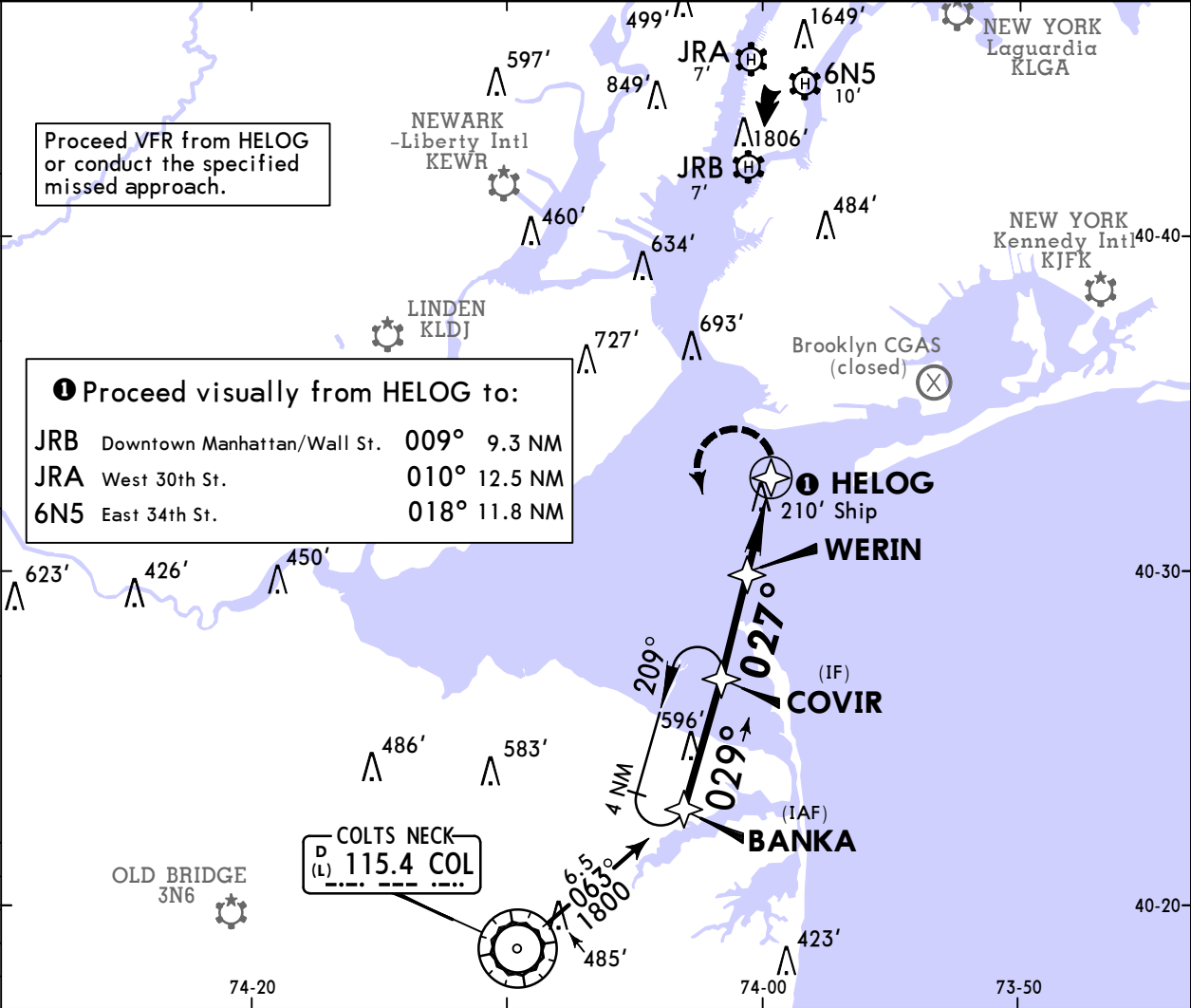
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KJFK/JFK
KENNEDY INTL

JEPPESSEN
14 FEB 25
Eff 20 Feb 22-9

NEW YORK, NY
COPTER RNAV (GPS) 027

KENNEDY D-ATIS (Arrival)			NEW YORK Approach (R)		
(NE) (SW)					
128.725	117.7	115.4	128.125		
RNAV	Final Apch Crs 027°	WERIN 1800' (1767')	MDA(H) 500' (467')	See Planview for Area Helipad Elevations	<div>2900</div> <div>MSA HELOG</div>
MISSED APCH: Climbing LEFT turn to 1800' direct COVIR and hold.					
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. Limit final and missed approach airspeed to 70 KT.					
2. Use John F Kennedy Intl altimeter setting.					



Gnd speed-Kts	70	90	100	120	140	160	<div>1800'</div> <div>LT</div>	<div>COVIR</div>
Descent Angle	4.08°	506	650	722	867	1011		
MAP at HELOG								

LANDING H-027°
LNAV
MDA(H) **500'** (467')

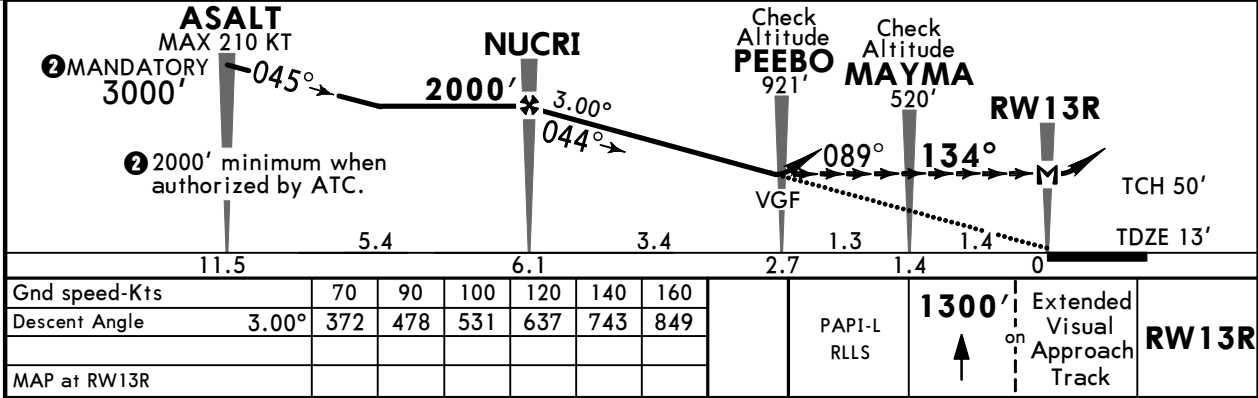
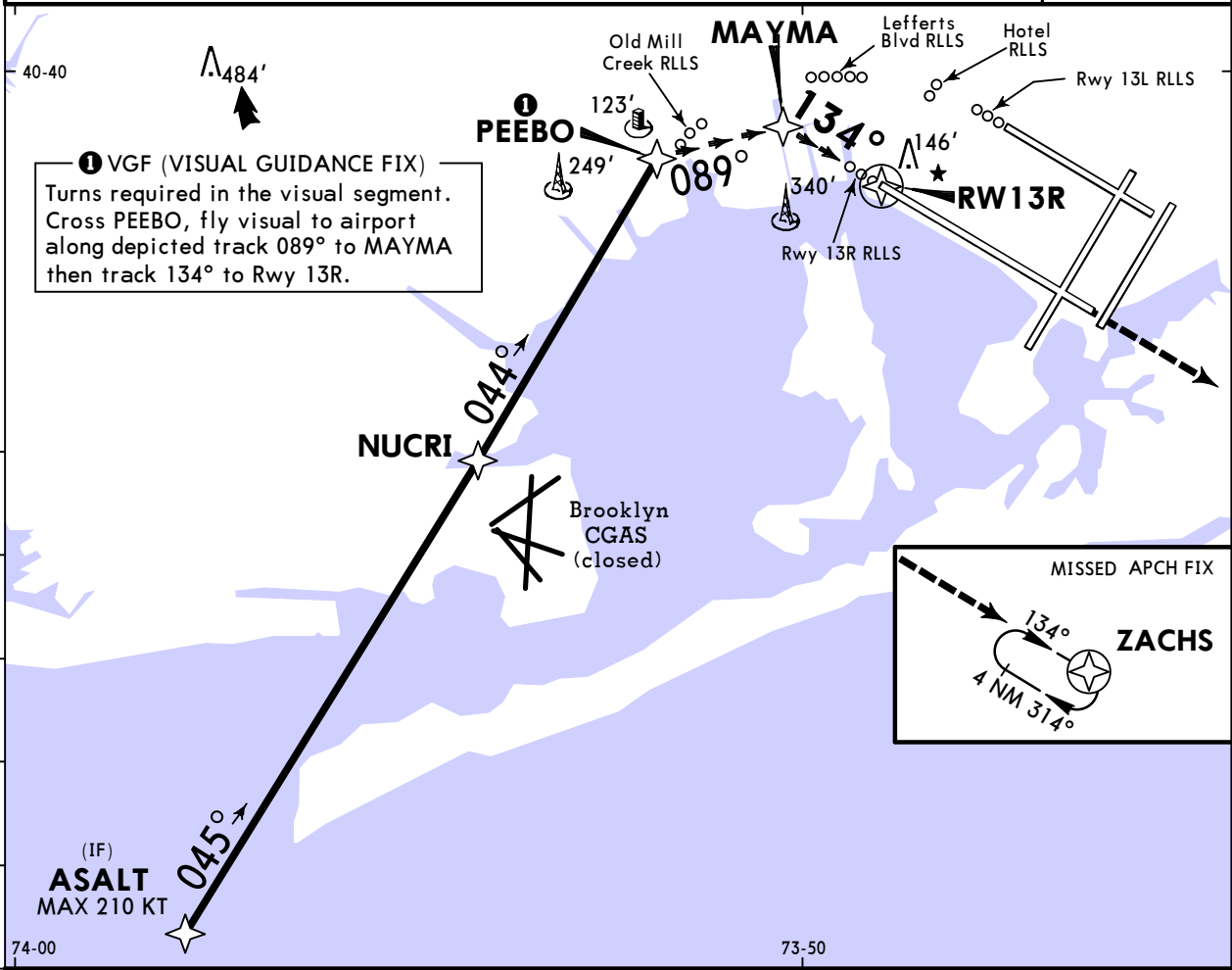
COPTER
3/4

KJFK/JFK
KENNEDY INTL

JEPPesen
30 AUG 24
Eff 5 Sep 22-10

NEW YORK, NY
RNAV (GPS) Z Rwy 13R

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground
128.725	117.7	115.4	128.125		123.9 119.1		121.9
RNAV	Final Apch Crs 134°	NUCRI 2000' (1987')		MDA(H) 940' (927')	Apt Elev 13' TDZE 13'		<div>2900</div> <div>MSA RW13R</div>
MISSED APCH: (Do not exceed 185 KT until RW13R) Climb to 1300' on the extended visual approach track to RW13R, then climb to 2000' direct ZACHS and hold.							
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'		
RNP Apch-GPS							
1. Radar required. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 79').							



TERPS									
STRAIGHT-IN LANDING RWY 13R									
LNAV									
MDA(H) 940' (927')									
RLLS out									
A									
B									
C									
D									

KJFK/JFK
KENNEDY INTL

JEPPESSEN
13 OCT 23 22-22

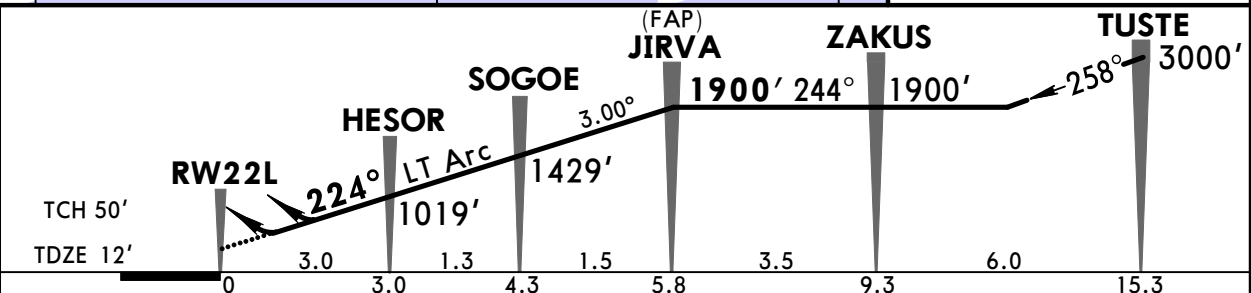
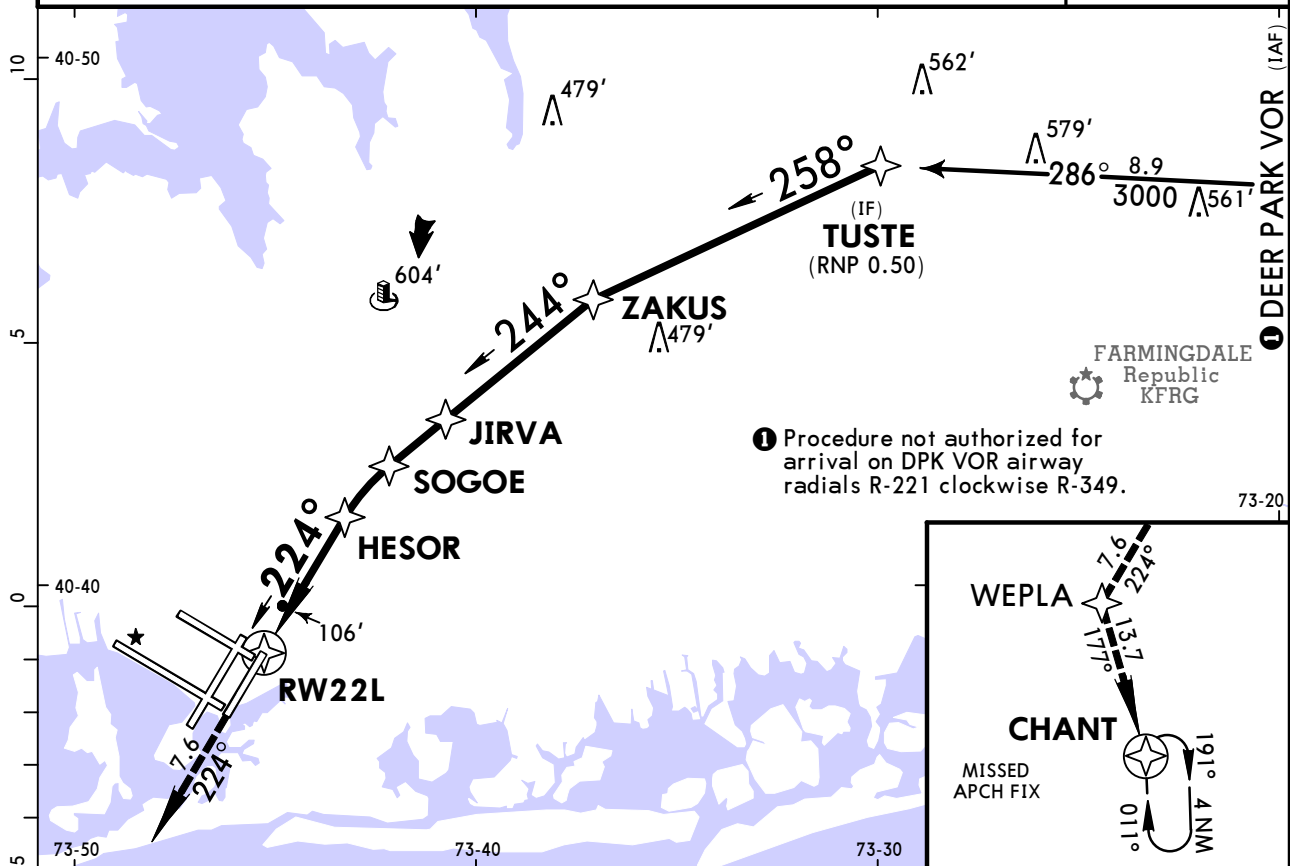
NEW YORK, NY
RNAV (RNP) Z Rwy 22L

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.725 117.7 115.4			128.125		119.1 123.9		121.9		
RNAV		Final Apch Crs 224°		JIRVA 1900' (1888')		RNP 0.20 DA(H) 361' (349')		Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 3000' on track 224° to WEPLA and on track 177° to CHANT and hold.								<div>2900</div> <div>MSA RW22L</div>	
Alt Set: INCHES				Trans level: FL 180					
RNP AR Apch				RF required.					
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 3. Simultaneous approach authorized. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 66°).									

RNP AR Apch RF required.

1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 3. Simultaneous approach authorized. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 66').



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000' on 224° WEPLA
Glide Path Angle 3.00°	372	478	531	637	743	849		

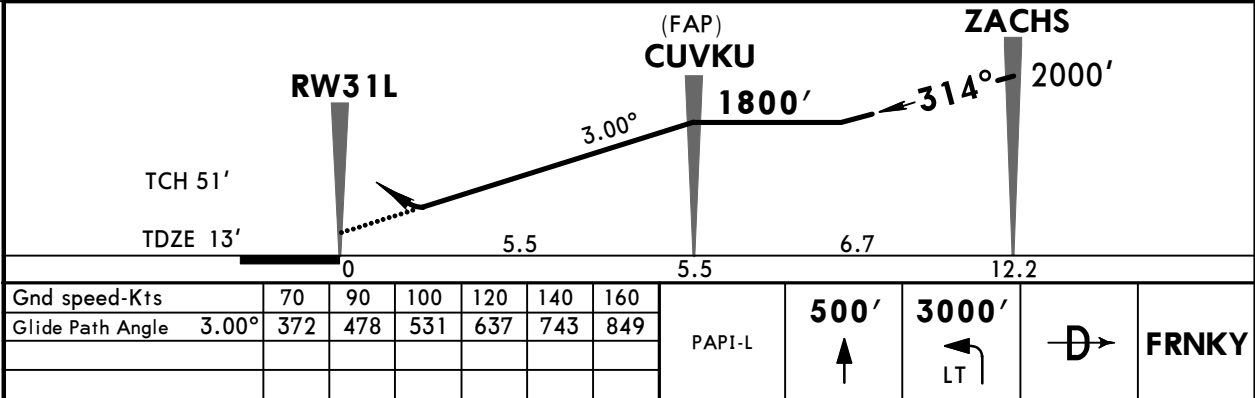
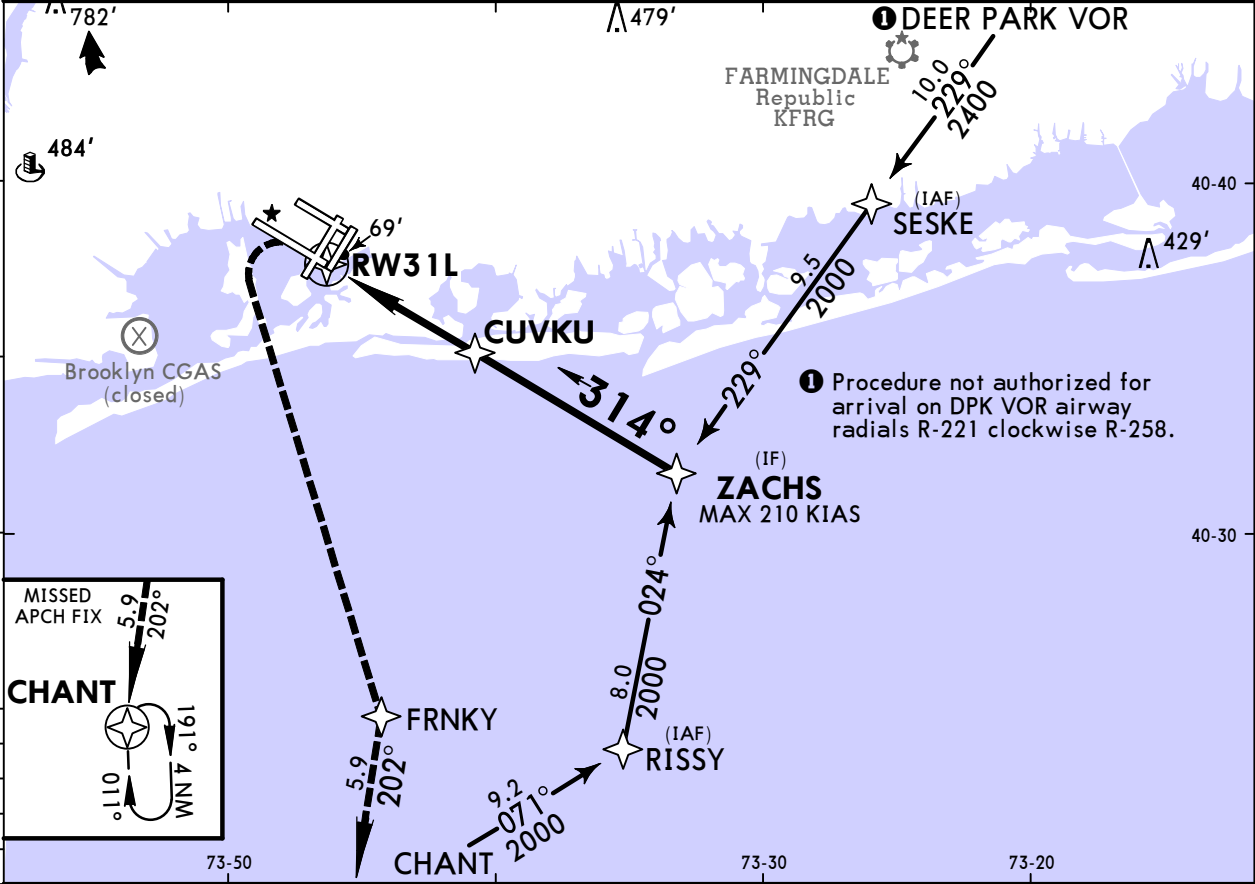
TERPS				STRAIGHT-IN LANDING RWY 22L			
RNP 0.20 DA(H) 361' (349')				RNP 0.30 DA(H) 421' (409')			
ALS out				ALS out			
A	RVR 40 or 3/4			RVR 55 or 1			RVR 40 or 3/4
B							
C							
D							

KJFK/JFK
KENNEDY INTL

13 OCT 23 22-23

NEW YORK, NY
RNAV (RNP) Z Rwy 31L

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground			
128.725 117.7 115.4			128.125		123.9 119.1		121.9			
RNAV		Final Apch Crs 314°		CUVKU 1800' (1787')		RNP 0.30 DA(H) 410' (397')		Apt Elev 13' TDZE 13'		<div>2900</div> <div>MSA RW31L</div>
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct FRNKY and on 202° track to CHANT and hold.										
RNP AR Apch		Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 3. Use of Flight Director or or Autopilot required during simultaneous operations 4. Simultaneous approach authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 74').										



TERPS STRAIGHT-IN LANDING 31L									
RNP 0.30									
DA(H) 410' (397')									

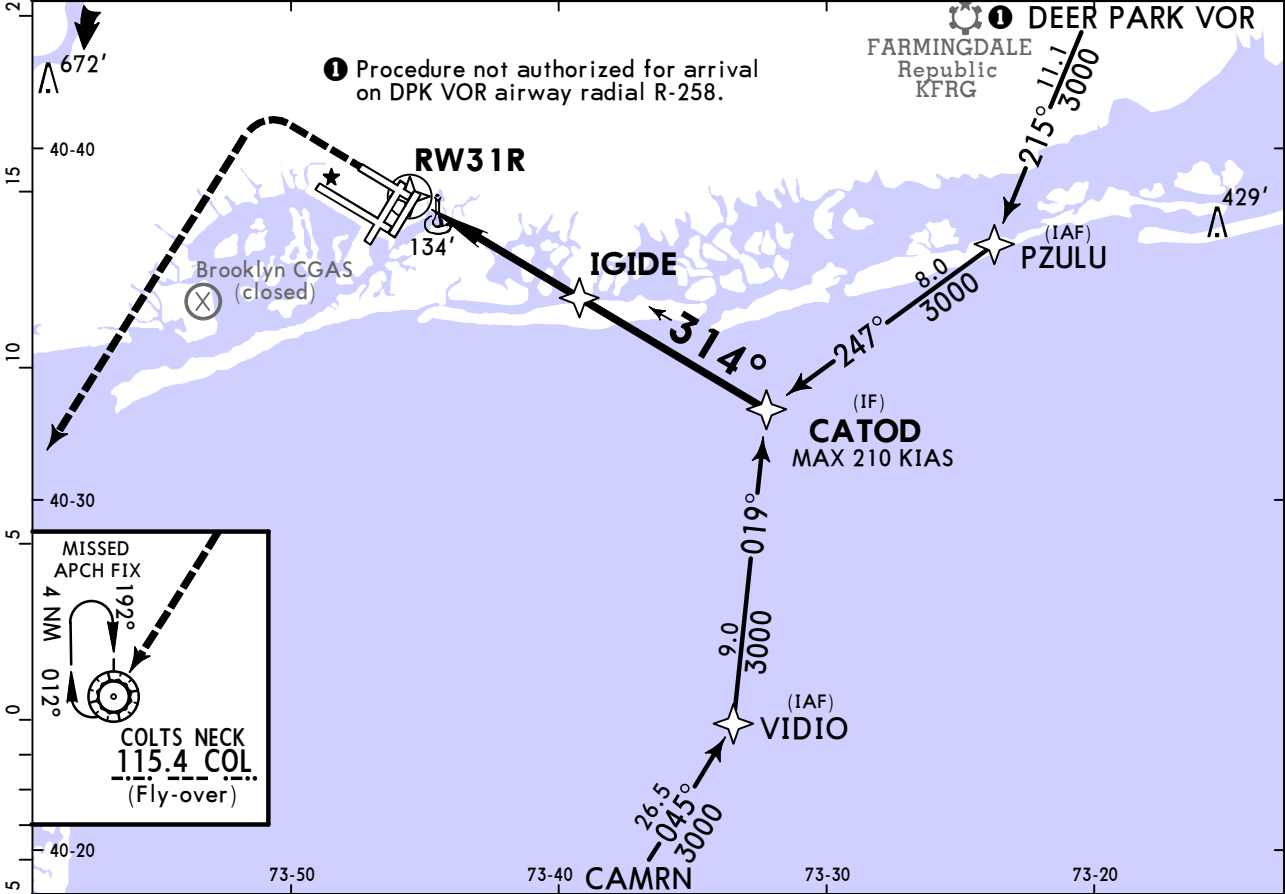
A	<div>1 3/8</div>
B	
C	
D	

KJFK/JFK
KENNEDY INTL

20 MAR 20
22-24

NEW YORK, NY
RNAV (RNP) Z Rwy 31R

D-ATIS Arrival (NE) (SW) 128.725 117.7 115.4			NEW YORK Approach (R) 128.125		KENNEDY Tower (Rwys 4R/22L & 13L/31R) 119.1 123.9 (Rwys 4L/22R & 13R/31L)		Ground 121.9	
RNAV		Final Apch Crs 314°	IGIDE 1900' (1888')		RNP 0.30 DA(H) 458' (446')		Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 1800' then climbing LEFT turn to 4000' direct COL VOR and hold.								<div>2900</div> <div>MSA RW31R</div>
RNP AR Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 3. Simultaneous approach authorized. 4. Use of Flight Director or Autopilot required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 54').								



--	--	--	--	--	--	--	--

TERPS		STRAIGHT-IN LANDING RWY 31R	
		RNP 0.30	
		DA(H) 458'(446')	
		RAIL/ALS out	
A	RVR 50 or 1		1½
B			
C			
D			

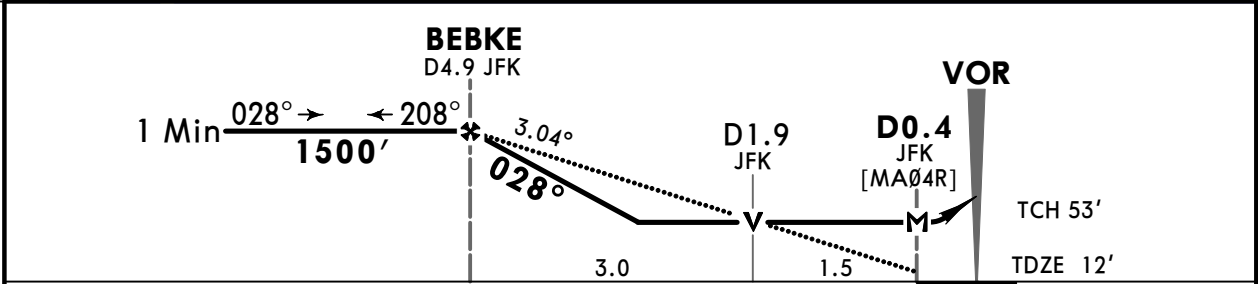
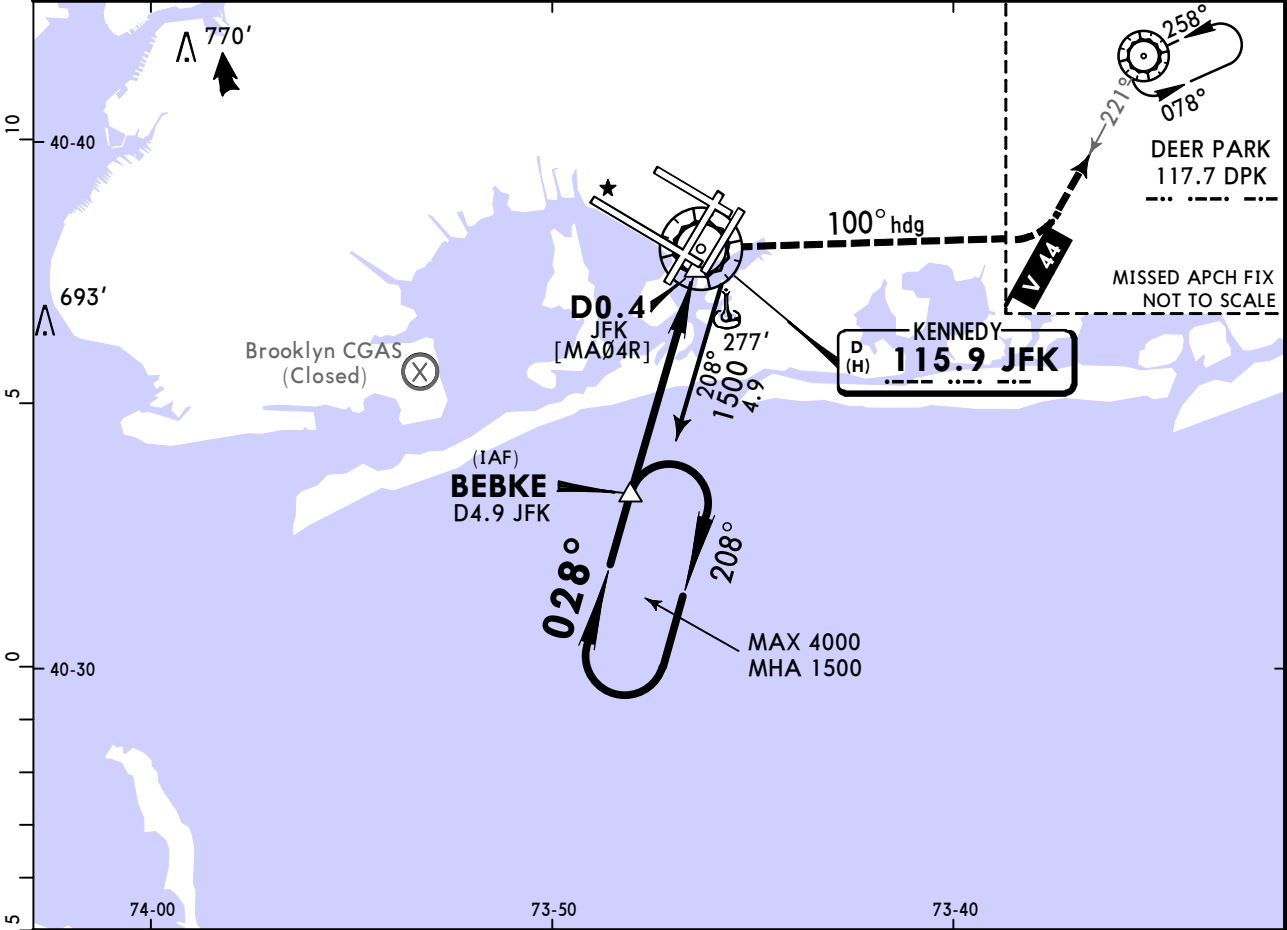
KJFK/JFK
KENNEDY INTL

14 APR 23 **23-2** Eff 20 Apr

NEW YORK, NY
VOR Rwy 4R

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.725 117.7 115.4			128.125		119.1 123.9		121.9
VOR JFK 115.9	Final Apch Crs 028°	BEBKE 1500' (1488')		MDA(H) 540' (528')		Apt Elev 13' TDZE 12'	<p>2900 2000 180° 090°</p>
MISSED APCH: Climbing RIGHT turn to 4000' on heading 100° and V-44 to DPK VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME or Radar required for procedure entry. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 69').							
MSA JFK VOR							



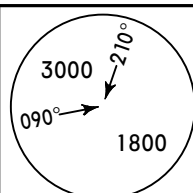
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000' on RT	100° hdg and V-44	DPK 117.7
Descent angle 3.04°	376	484	538	645	753	861				
MAP at D0.4 JFK or BEBKE to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39				

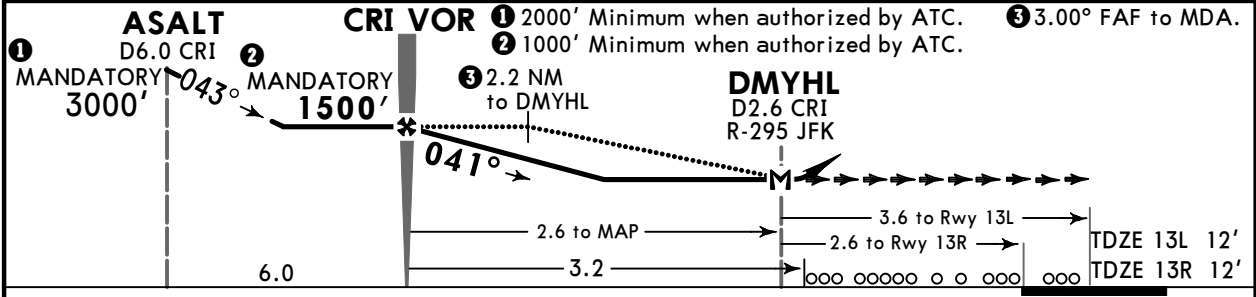
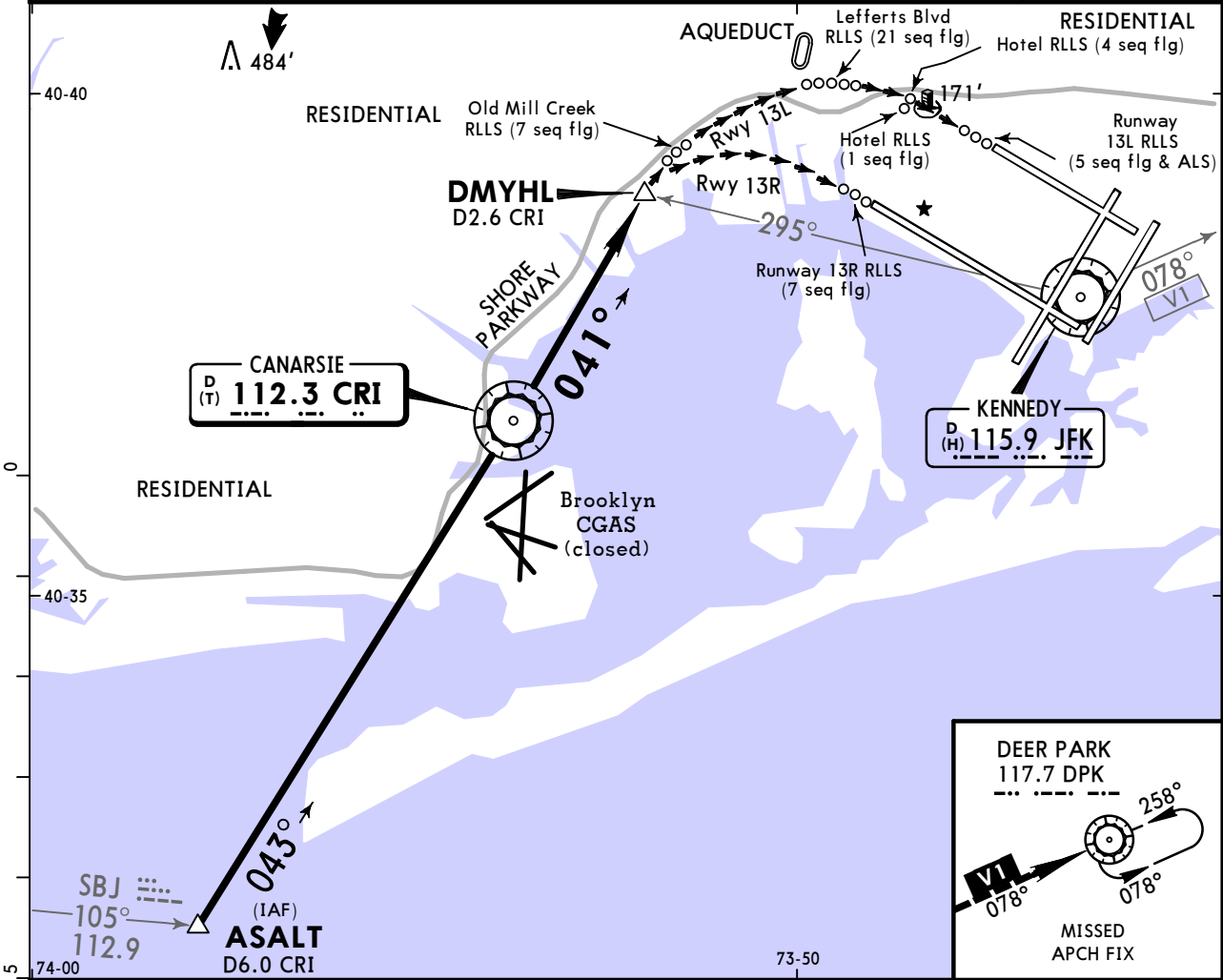
TERPS				STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND			
				MDA(H) 540' (528')				C			
				ALS out				Max Kts			
								MDA(H)			
A	RVR 24 or 1/2			RVR 50 or 1			90	640' (627') - 1			
B							120				
C	RVR 50 or 1			1 1/2			140	680' (667') - 1 3/4			
D	RVR 60 or 1 1/4			1 3/4			165	680' (667') - 2			

KJFK/JFK
KENNEDY INTL

JEPPESSEN
11 APR 25
Eff 17 Apr (23-3)

NEW YORK, NY
VOR or GPS Rwy 13L/R

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R)		Ground
128.725	117.7	115.4	128.125	119.1 123.9 (Rwys 4L/22R & 13R/31L)		121.9
VOR CRI 112.3	Final Apch Crs 041°	Mandatory Alt CRI VOR (CONDITIONAL) 1500' (1488')	MDA(H) 800' (788')	Apt Elev 13' TDZE 13L 12' TDZE 13R 12'	 MSA CRI VOR	
MISSED APCH: At or beyond MAP, climbing RIGHT turn to 4000' on heading 100° and V-1 (R-078 JFK) to DPK VOR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. When Lead-in Light System inop, procedure not authorized. 3. When visual reference established, fly visual to airport via lead-in lights to Rwy 13L or 13R. 4. Close adherence to flight track required for noise abatement.						



Gnd speed-Kts	70	90	100	120	140	160	Rwy 13L ALSF-II	Rwy 13R	4000'	100°	V-1
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	PAPI RLLS	RT	hdg	
MAP at DMYHL/D2.6 CRI or crossing R-295 JFK or CRI VOR to MAP	2.6	2:14	1:44	1:34	1:18	1:07	0:58				
RUNWAY LEAD-IN LIGHT SYSTEM (RLLS)						CIRCLE-TO-LAND					
MDA(H) 800' (788')						RLLS out					
A	2	NA				A	NA				
B						B					
C	2 1/4					C					
D	2 1/2					D					

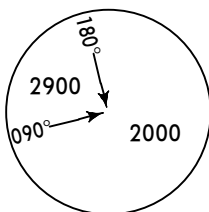
CHANGES: Reverse side procedure cancelled.

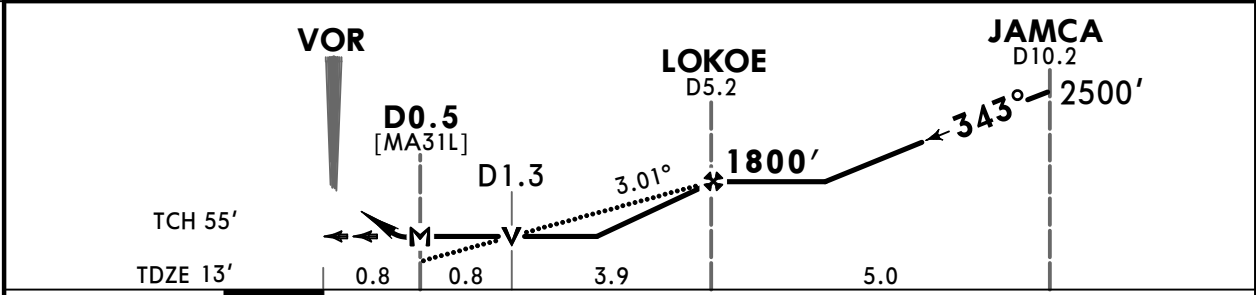
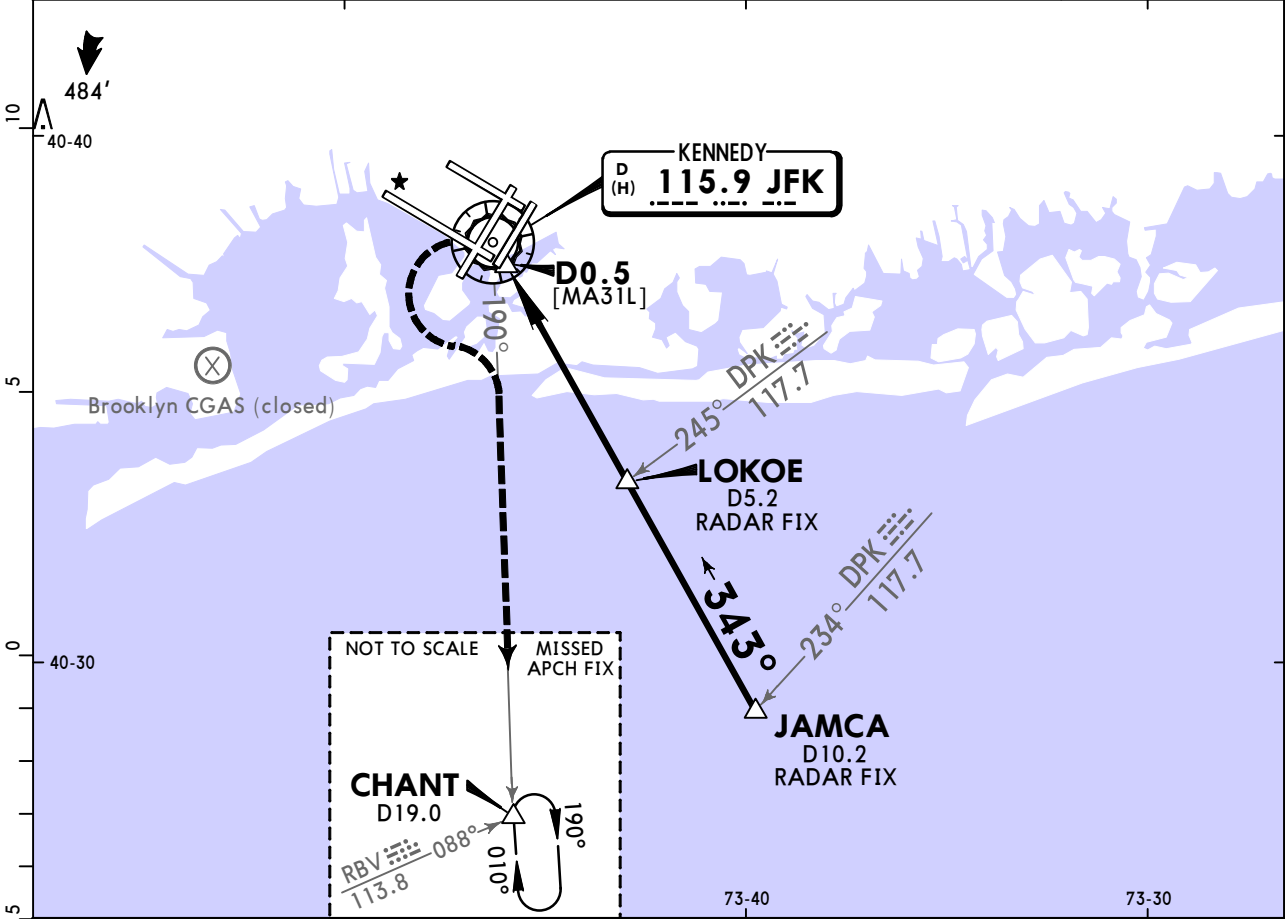
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KJFK/JFK
KENNEDY INTL

13 OCT 23 **(23-5)**

NEW YORK, NY
VOR Rwy 31L

BRIEFING STRIP™	D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground
	128.725	117.7	115.4	128.125		123.9 119.1		121.9
	VOR JFK 115.9	Final Apch Crs 343°	LOKOE 1800' (1787')		MDA(H) 560' (547')	Apt Elev 13' TDZE 13'		
	MISSED APCH: Climbing LEFT turn to 3000' outbound via JFK VOR R-190 to CHANT INT/D19.0 and hold.							
	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
	1. Radar required. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 74').							
MSA JFK VOR								



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	<div>3000'<div>←</div>LT</div> <div>via 115.9 R-190</div> <div>JFK</div>	CHANT
Descent Angle 3.01°	373	479	532	639	745	852			
MAP at D0.5 or									
LOKOE to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46			

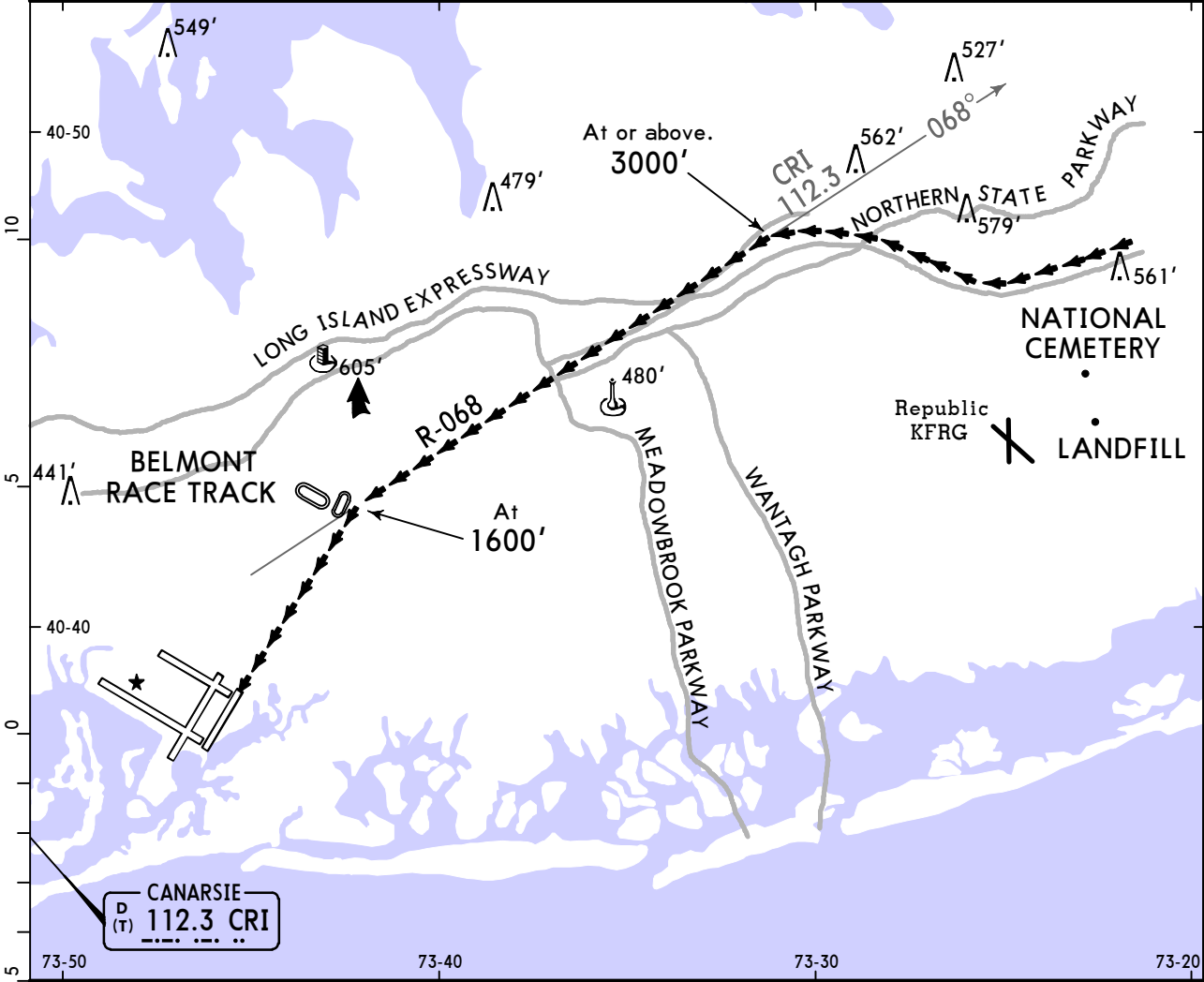
TERPS ORIG-B			CIRCLE-TO-LAND		
MDA(H) 560' (547')			Max Kts		
A	RVR 55 or 1		90	640' (627') - 1	
B			120		
C	1 5/8		140	680' (667') - 1 3/4	
D			165	680' (667') - 2	

KJFK/JFK
KENNEDY INTL

JEPPESEN
13 OCT 23 (29-1)

NEW YORK, NY
BELMONT VISUAL Rwy 22L

D-ATIS Arrival (NE) (SW) 128.72 117.7 115.4			NEW YORK Approach (R) 128.125	KENNEDY Tower (Rwys 4R/22L & 13L/31R) 119.1 123.9 (Rwys 4L/22R & 13R/31L)	Ground 121.9
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3500-5	Apt Elev 14'	
MISSED APCH: No missed approach procedure.					
Alt Set: INCHES 1. Radar required. 2. Rwy 22L Vertical Guidance Navaid and Angle: PAPI-L 3.00°.					
Trans level: FL 180			Trans alt: 18000'		



BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Rwy 22L, follow the Long Island Expressway WESTBOUND until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain EAST of Belmont Race Track and proceed direct to JFK Rwy 22L.

ALSF-II
PAPI

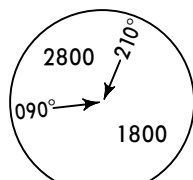
WEATHER MINIMUMS

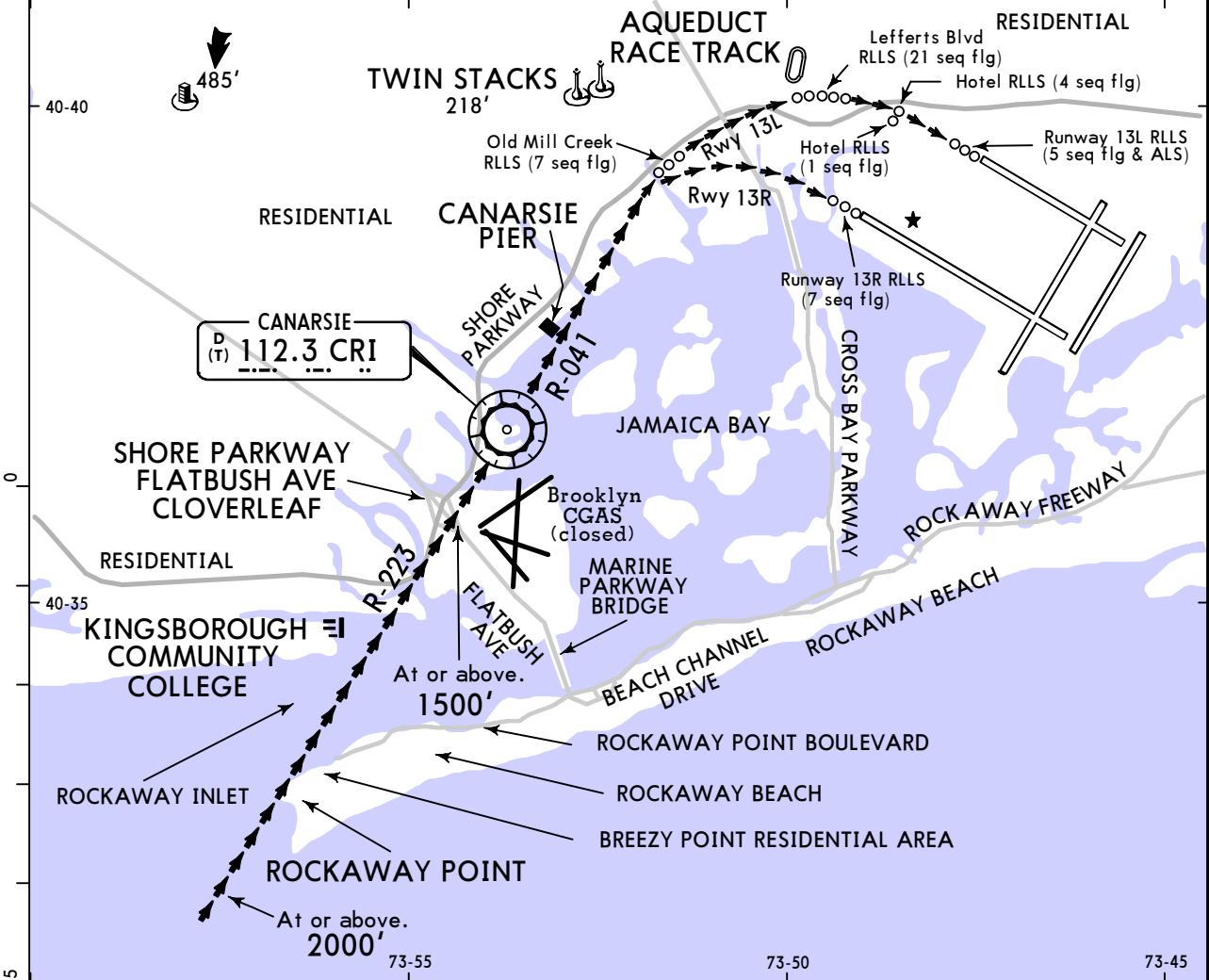
Ceiling **3500'** - VIS **5**

KJFK/JFK
KENNEDY INTL

JEPPesen
13 OCT 23

NEW YORK, NY
(29-2) PARKWAY VISUAL Rwy 13L/R

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.72	117.7	115.4	128.125	119.1 123.9		121.9
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF		CEIL-VIS 2500-3	Apt Elev 14'	
MISSED APCH: No missed approach procedure.						
Alt Set: INCHES 1. Radar required. 2. Rwy 13L Vertical Guidance Navaid and Angle: PAPI-L 3.00°. 3. Rwy 13R Vertical Guidance Navaid and Angle: PAPI 3.00°.						
Trans level: FL 180			Trans alt: 18000'			



PARKWAY VISUAL RWY 13L/R

When cleared for Parkway Visual to Rwy 13L/R, maintain at or above 2000' until abeam Rockaway Point. Remain WEST of Rockaway Point, thence EAST of Kingsborough Community College. Remain EAST of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500'. Remain EAST of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and the Twin Stacks.

Runway 13L continue descent after passing the Twin Stacks.

Rwy 13L ALSF-II PAPI RLLS		Rwy 13R PAPI RLLS
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WEATHER MINIMUMS

Ceiling 2500' - VIS 3