


APP CRS	Rwy Idg	<b>8400</b>
<b>234°</b>	TDZE	<b>12</b>
	Apt Elev	<b>13</b>

## RNAV (GPS) X RWY 22L

JOHN F KENNEDY INTL (JFK)

<p>RNP APCH - GPS.</p> <p><b>T</b></p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.</p>	<p>ALSF-2</p> <p></p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct CHANT and hold.</p>
--	--	---

D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER Rwys 4R/22L and 13L/31R Rwys 4L/22R and 13R/31L	GND CON	CLNC DEL	CPDLC
128,725 117.7 115.4	128.125 269.0	119.1 281.55 123.9 281.55	121.9 348.6	135.05 348.6	

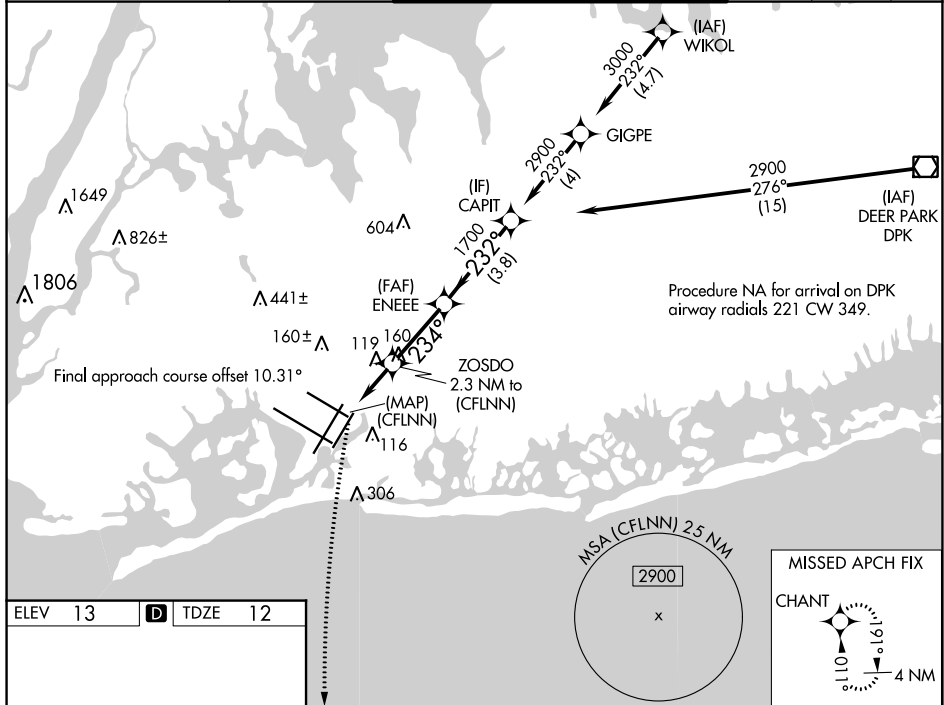


Figure 1 is an example of a 4th Class Instrument Approach Chart. The chart includes a plan view of the airport with runways 13L, 13R, 22L, 22R, 4L, and 4R. It shows the glidepath for Runway 22L, starting at 234° and 2900 feet, with a 3.00° glide slope. The chart also displays the VGSB and RNAV glidepaths, which are not coincident. The VGSB glidepath starts at 234° and 2900 feet, while the RNAV glidepath starts at 232° and 2900 feet. The chart includes a table of approach data for Runway 22L, showing the category, LNAV/VNAV, LNAV MDA, and Circling MDA for various runways.

CATEGORY	A	B	C	D
LNAV/VNAV	DA	413/40	401 (400-¾)	
LNAV MDA	440/24	428 (500-½)	440/40	428 (500-¾)
CIRCLING	640-1	627 (700-1)	680-1¾ 667 (700-1¾)	680-2 667 (700-2)

NE-2, 13 JUL 2023 to 10 AUG 2023

NE-2. 13 JUL 2023 to 10 AUG 2023