

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
128.12 269.0
KENNEDY INTL ATIS 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

DEER PARK
117.7 DPK Chan 124

REPUBLIC

JOHN F. KENNEDY INTL

ROBBINSVILLE
113.8 RBV Chan 85

COYLE
113.4 CYN Chan 81

ATLANTIC CITY
108.6 ACY Chan 23

SEA ISLE
114.8 SIE Chan 95
N39°05.73'
W74°48.02'
L-34, H-10-12

CAMRN
N40°01.04' W73°51.66'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 11000 and 250K.

KARRS
N39°50.45'
W73°59.16'

PANZE
N39°40.56'
W74°10.09'

HOGGS
N39°34.97' W74°16.24'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL180
or lowest usable Flight Level.

NOTE: STAR applicable to Turbojet
aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

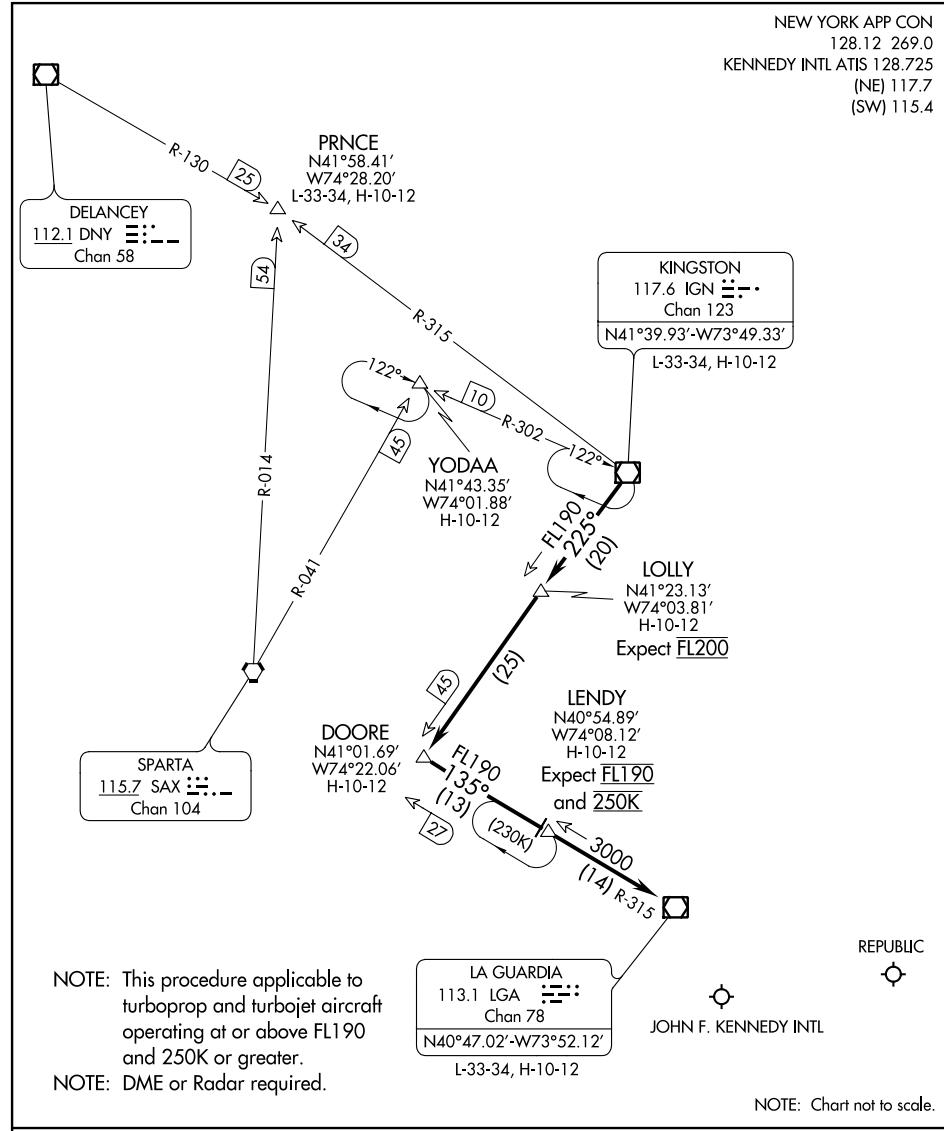
(IGN.IGN1) 13290

ST-610 (FAA)

KINGSTON ONE ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
128.12 269.0
NEDY INTL ATIS 128.725
(NE) 117.7
(SW) 115.4



ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME on IGN R-225 to LOLLY/20 DME, then on IGN R-225 to DOORE INT, then on LGA R-315 to LENDY/14 DME, then on LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

KINGSTON ONE ARRIVAL (IGN.IGN1) 13290

N

LA GUARDIA
113.1 LGA
Chan 78
N40°47.02' -W73°52.12'

REPUBLIC
Radar Beacon

JOHN F. KENNEDY INTL

NOTE: Chart not to scale.

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect FL190 and 250K

NOTE: STAR applicable to Turbojet and Turboprop aircraft capable of operating at 250K or greater at FL190.

NOTE: DME required.

(LVZ, LENDY6) 13290
LENDY SIX ARRIVAL

NEW YORK APP CON
128.12 269.0
KENNEDY INTL ATIS 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

WILKES-BARRE
111.6 LVZ Chan 53
N41°16.37' -W75°41.37'
L-30-33-34, H-10-12

JENNO
N41°09.18' -W75°19.88'
Expect FL230

HARTY
N41°04.27' -W75°05.39'

STILLWATER
109.6 STW Chan 33
N40°59.75' -W74°52.14'

ALLEGTON
117.5 FJC Chan 122

ARRIVAL ROUTE DESCRIPTION

From over LVZ VORTAC on LVZ R-124 to JENNO, then STW R-305 to HARTY INT, then STW R-305 to STW VOR/DME, then from STW VOR/DME on STW R-109 to LENDY, then on LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

PARCH TWO ARRIVAL (RNAV) (PARCH,PARCH2)

(PARCH,PARCH2) 16259
TOPPS △
EBONY △
ALLEX ▲
TUSKY ▲
BRADD ♦
KANNI ♦
WHALE ▲
VITOL ♦
NEW YORK, NEW YORK

NEW YORK APP CON
125.7 128.12 269.0
KENNEDY INTL ATIS 128.725
(NE) 117.7
(SW) 115.4

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.PARCH2):

PLYMM TRANSITION (PLYMM.PARCH2):

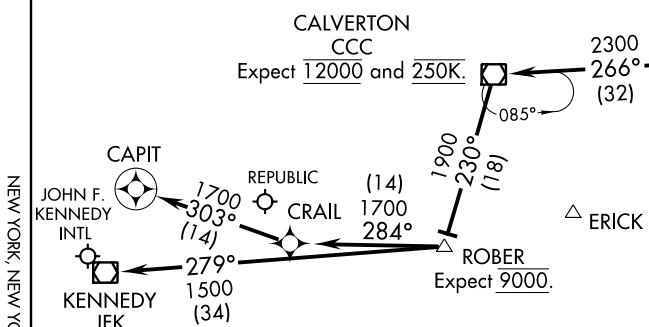
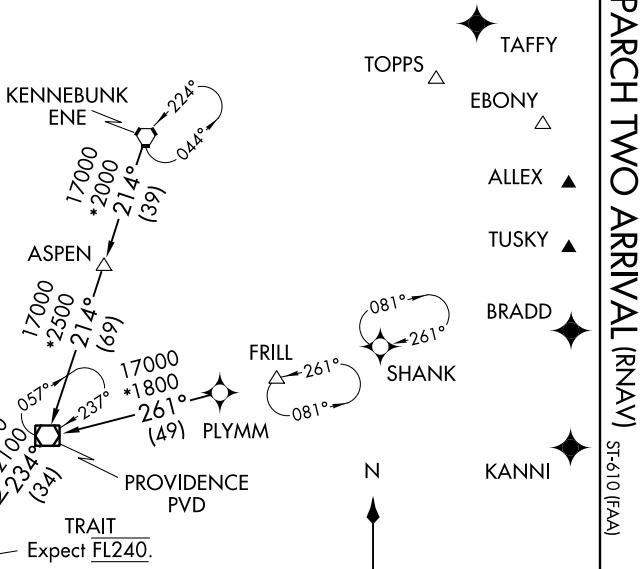
SANDY POINT TRANSITION (SEY.PARCH2):

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence....

LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

LDG Rwy 22R/L: From ROBER via 284° track to CRAL. Then via 303° track to CAPIT, expect radar vectors to final approach course.

LDG Republic (FRG) Airport: Approaching ROBER expect radar vectors to final approach course.



NOTE: Chart not to scale.

NOTE: Procedure applicable to Turbojet aircraft only.

NOTE: Use caution - Parachute jump activity Southeast of CCC VOR/DME at and below 13500' (SR-SS).

NOTE: RADAR Required.

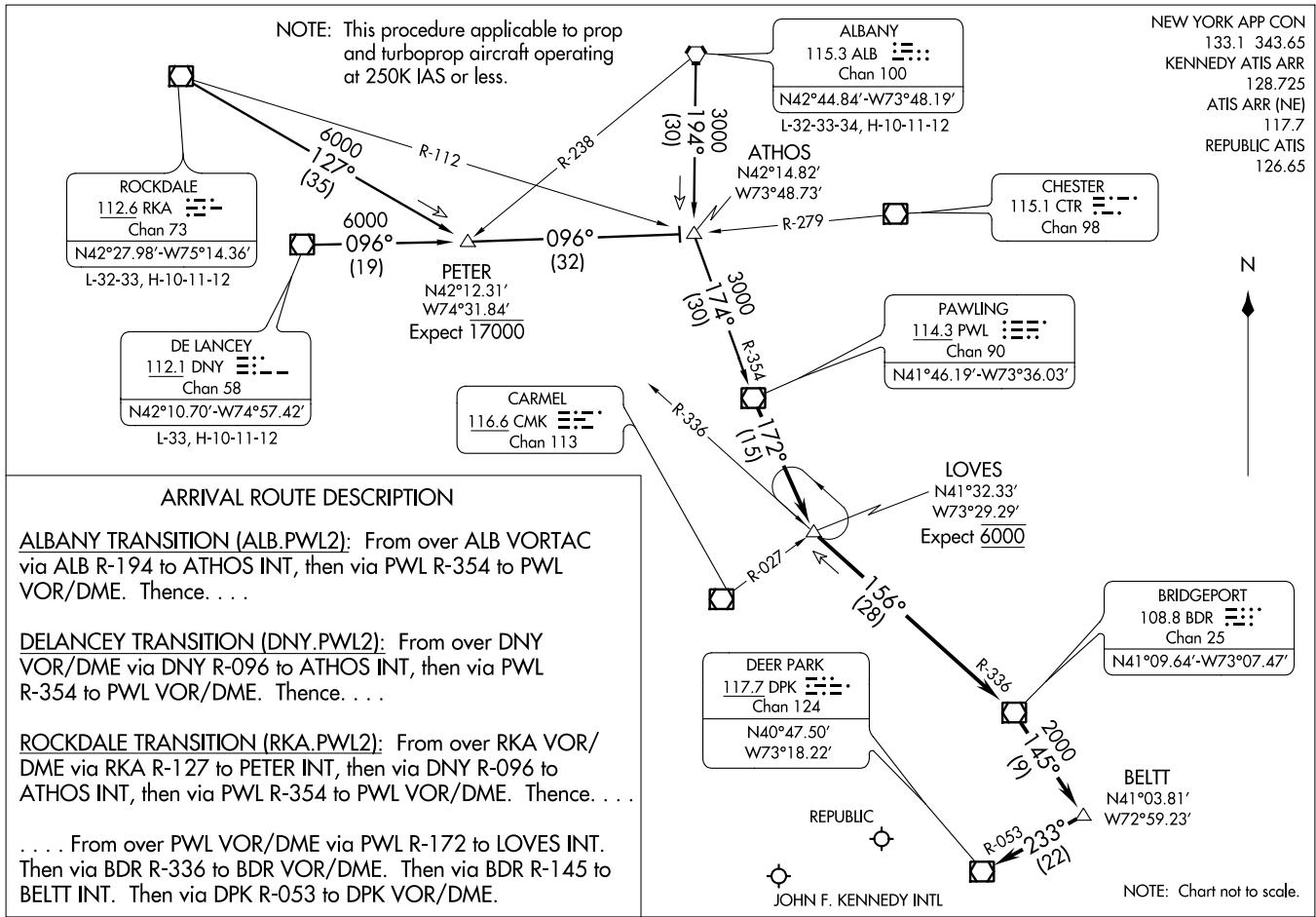
NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS Required.

NEW YORK APP CON
133.1 343.65
KENNEDY ATIS ARR
128.725
ATIS ARR (NE)
117.7
REPUBLIC ATIS
126.65

N

NOTE: Chart not to scale.

PAWLING TWO ARRIVAL
(PWL,PWL2) 12264

ROBER TWO ARRIVAL

SI-610 (FAA)

NEW YORK, NEW YORK

NEW YORK APP CON
125.7 128.12 269.0
KENNEDY INTL ATIS 128.725
(NE) 117.7
(SW) 115.4

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity vicinity
CCC at and below 13500' (SR-SS).

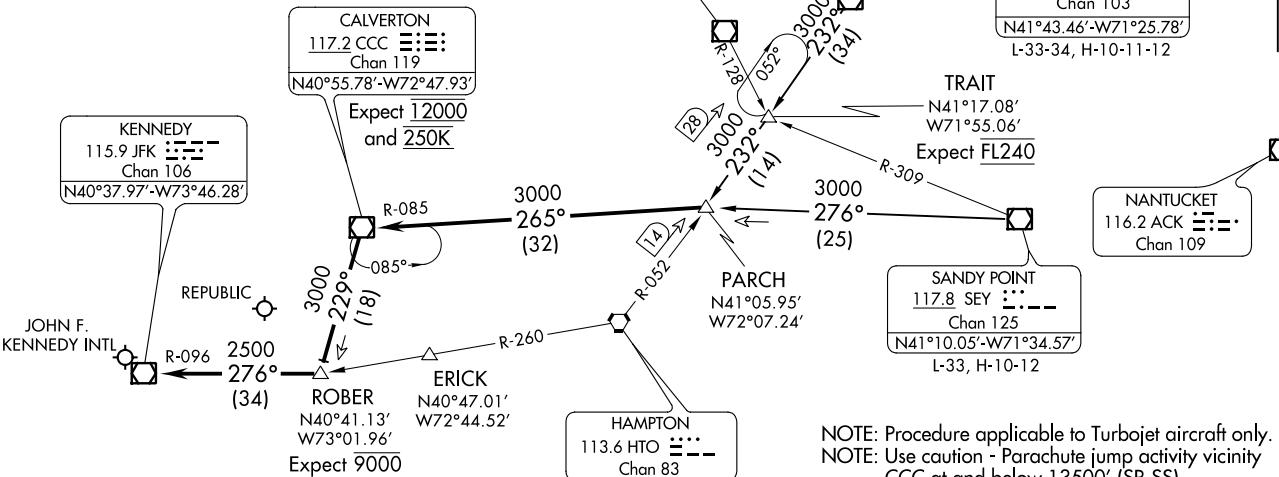
ROBER TWO ARRIVAL
(ROBER.ROBER2) 21JUL16

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.ROBER2): From over ENE VORTAC, via ENE R-217 to ASPEN INT, then via PVD R-033 direct PVD VOR/DME, then via PVD R-234 and HTO R-052 to TRAIT INT, then via HTO R-052 to PARCH INT. Thence....

SANDY POINT TRANSITION (SEY.ROBER2): From over SEY VOR/DME via SEY R-276 to PARCH INT. Thence....

....From PARCH INT via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT, then via JFK R-096 to JFK VOR/DME. Expect radar vectors to final approach course.



NEW YORK, NEW YORK

AL-610 (FAA)

16091

LOC/DME I-TLK <u>111.5</u> Chan 52	APP CRS 135°	Rwy Idg 9093 TDZE 12 Apt Elev 13
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ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW)	NEW
128.725 117.7 115.4	12

**NEW YORK APP CON
128.12 269.0**

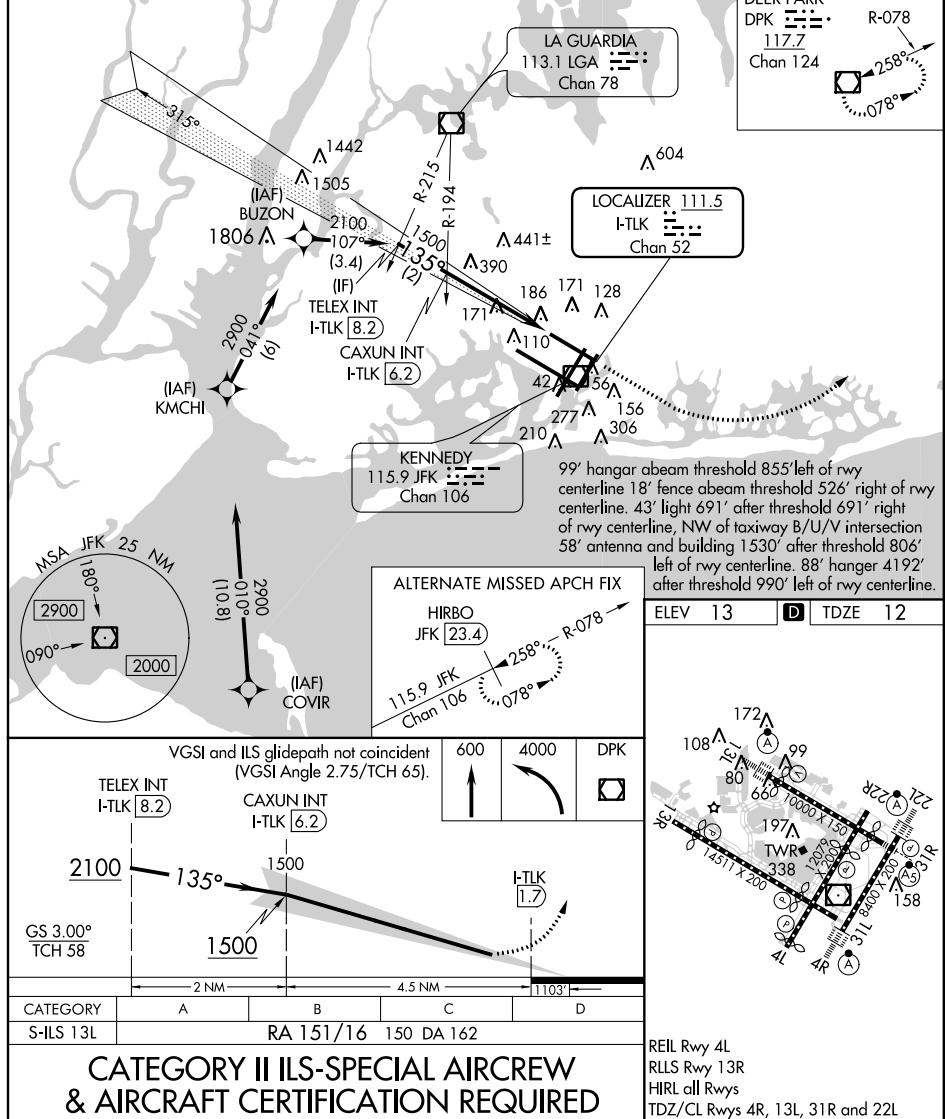
Rwys 4R/2
Rwys 4L/2

KENNEDY TOWER
L and 13L/31R **119.1** 281.55
R and 13R/31L **123.9** 281.55

IND CON	CLNC DEL
121.9	135.05
348.6	348.6

CPDLC

RADAR or GPS REQUIRED



NEW YORK, NEW YORK

Amdt 17 20AUG15

40°38'N 73°47'W

JOHN F KENNEDY INTL (JFK)

U.S. MAIL 101 (GATE IV)

LOC/DME I-TLK	APP CRS	Rwy Idg	9093
<u>111.5</u>	135°	TDZE	12
Chan 52		Apt Elev	13

ILS or LOC RWY 13L

JOHN F KENNEDY INTL (JFK)

JOHN F KENNEDY INTL (JFK)

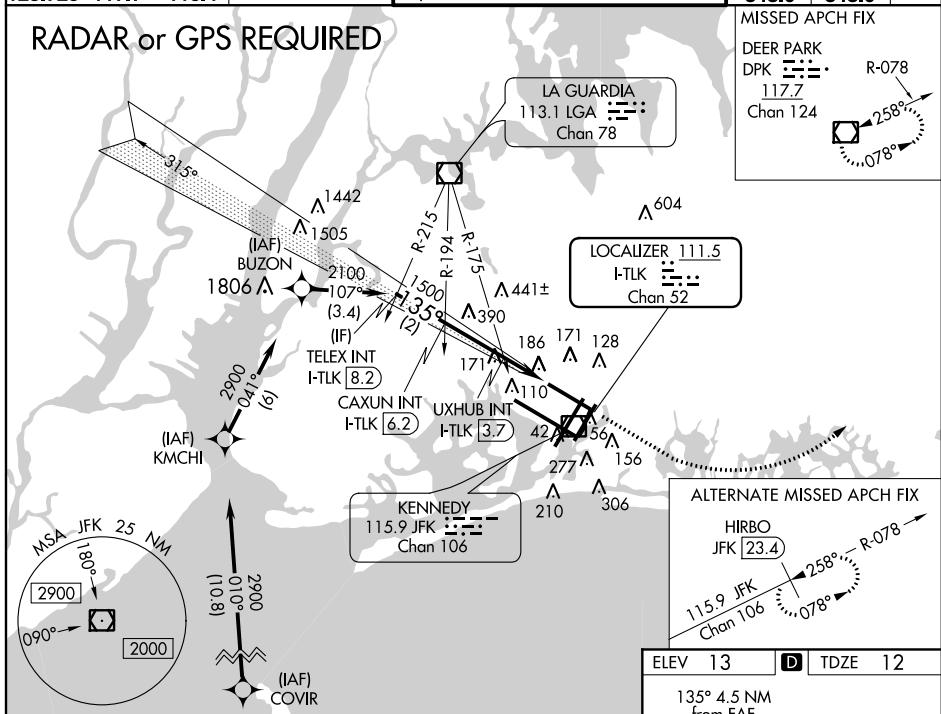
T For inoperative ALSF-2 increase
A S-LOC 13L Cat C/D visibility to 1 $\frac{7}{8}$.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

ATIS (ARR-NE)	NEW YORK APP CON (ARR-SW)	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128-725	117.7	115.4	128.12	269.0	Rwys 4R/22L and 13L/31R 119.1 281.55

RADAR or GPS REQUIRED



The diagram illustrates the relationship between VGS and ILS glidepaths. It shows a runway centerline with various reference points:

- TELEX INT**: Located at 2100 feet, indicated by a vertical dashed line.
- CAXUN INT**: Located at 1500 feet.
- UXHUB INT**: Located at 680 feet.
- GS 3.00° TCH 58**: The ground slope angle.
- VGS Angle 2.75/TCH 65**: The angle of the VGS glidepath.
- I-TLK [8.2]**: Located at 2100 feet, aligned with the VGS angle.
- I-TLK [6.2]**: Located at 1500 feet.
- I-TLK [3.7]**: Located at 680 feet.
- I-TLK [2.9]**: Located at 680 feet, aligned with the GS angle.
- I-TLK [1.7]**: Located at 680 feet, aligned with the ILS localizer angle.
- * LOC only**: A note indicating the localizer component.
- GS 3.00° TCH 58**: The ground slope angle.
- VGS Angle 2.75/TCH 65**: The angle of the VGS glidepath.
- I-TLK [8.2]**: Located at 2100 feet, aligned with the VGS angle.
- I-TLK [6.2]**: Located at 1500 feet.
- I-TLK [3.7]**: Located at 680 feet.
- I-TLK [2.9]**: Located at 680 feet, aligned with the GS angle.
- I-TLK [1.7]**: Located at 680 feet, aligned with the ILS localizer angle.
- * LOC only**: A note indicating the localizer component.

Category	A	B	C	D
S-ILS 13L	218/18	206 (300-½)		
S-LOC 13L	680/24	668 (700-½)	680-1½	668 (700-1½)
C CIRCLING	680-1	667 (700-1)	680-1 ½ 667 (700-1 ½)	680-2 667 (700-2)

The chart displays various flight levels and routes. Key labels include:

- 135**, **4.5 NM from FAF**
- 172**, **108**, **99**, **80**
- 660**, **10000**, **15000**
- TWR** (Traffic Control Room)
- 338**, **197**, **1431**, **X 200**
- 222R**, **221L**, **158**
- 14R**, **14L**
- 135**, **13R**
- 108**, **99**, **80**
- 172**, **197**, **1431**, **X 200**
- 660**, **10000**, **15000**
- TWR** (Traffic Control Room)
- 338**, **197**, **1431**, **X 200**
- 222R**, **221L**, **158**
- 14R**, **14L**
- 135**, **13R**

REIL Rwy 4L
RLLS Rwy 13R
HIRL all Runways
TDZ/CL Runways 4R, 13L, 31R and 22L

PRI STEPDOWN				
S-LOC 13L	440/24	428 (500-½)	440/40	428 (500-¾)
C CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	660-2 647 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

WAAS CH 77519 W04A	APP CRS 045°	Rwy Idg 11010 TDZE 13 Apt Elev 13
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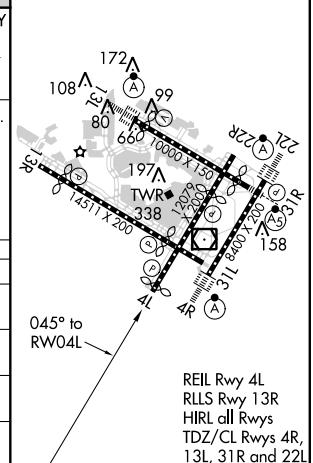
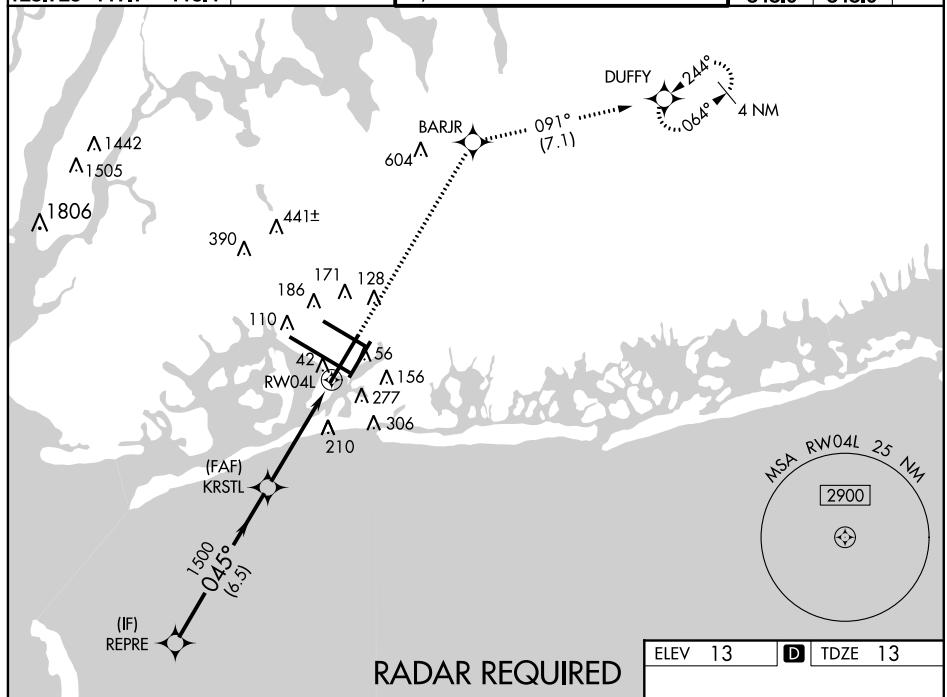
RNAV (GPS) Y RWY 4L

JOHN F KENNEDY INTL (JFK)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 4R, DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 2000 direct BARJ then climbing right turn to 3000 on track 091° to DUFFY and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



NEW YORK, NEW YORK

AL-610 (FAA)

16091

LOC/DME I-JFK 109.5 Chan 32	APP CRS 045°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS or LOC RWY 4R

JOHN F KENNEDY INTL (JFK)

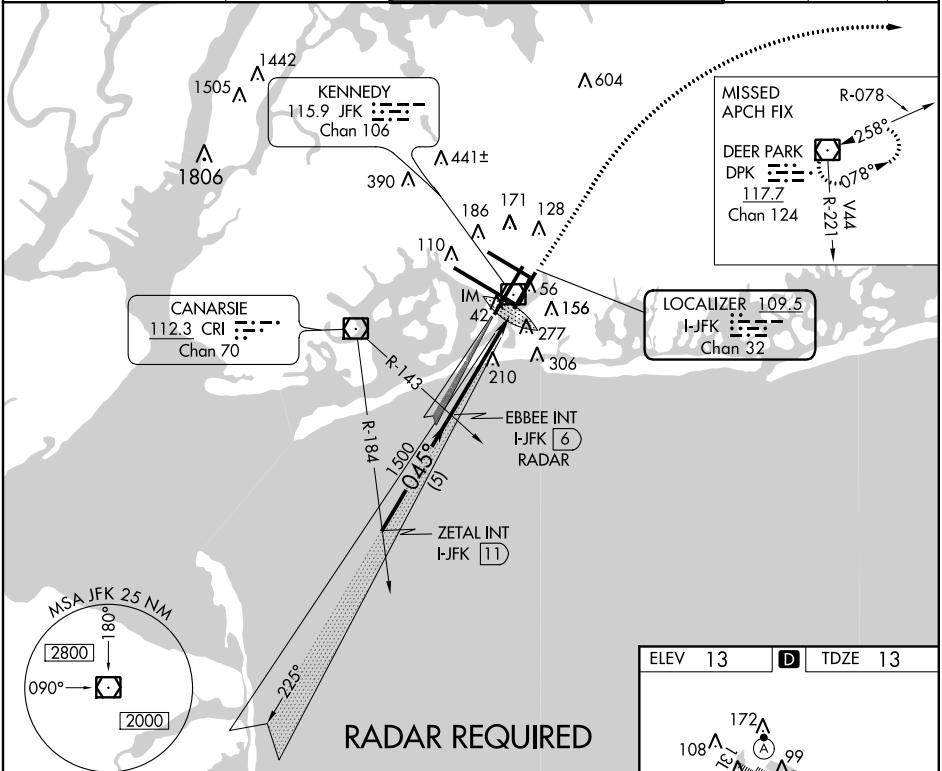
JOHN F KENNEDY INTL (JFK)

T
A Simultaneous approach authorized with Rwy 4L.

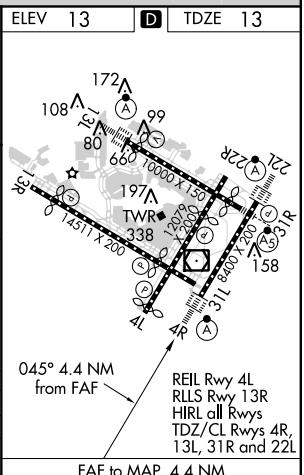
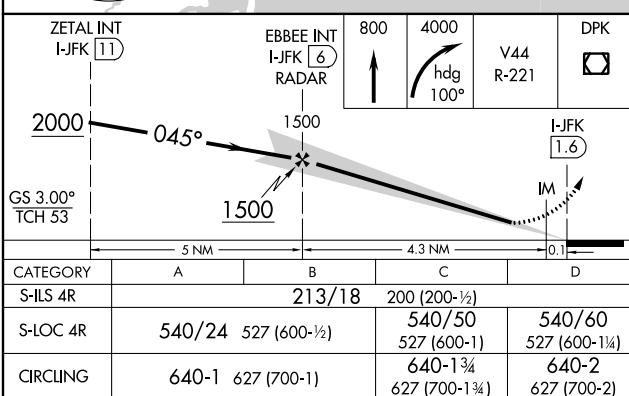
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



RADAR REQUIRED



JOHN F KENNEDY INTL (JFK)

JOHNSON KENNEDY FIELDS (31R)

NEW YORK NEW YORK

Amdt 29C 13DEC12

40°38'N-73°47'W

WAAS CH 40019 W22B	APP CRS 225°	Rwy Idg 12	7795 13
		Apt Elev	

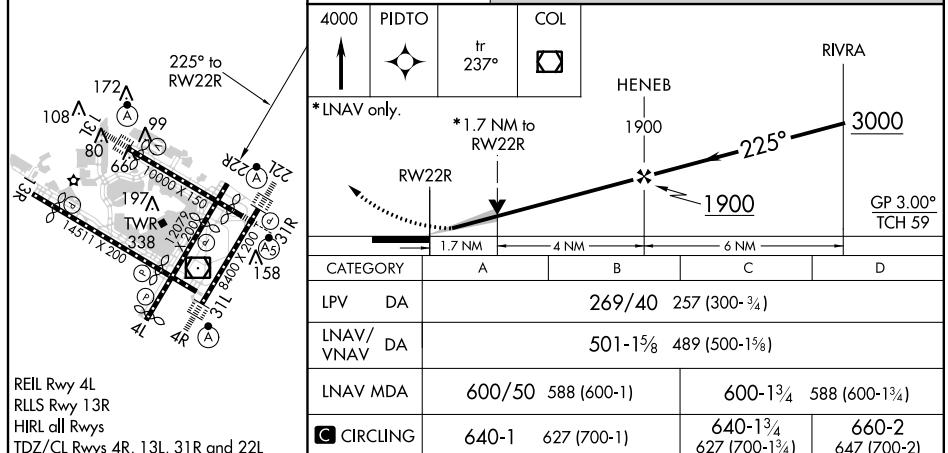
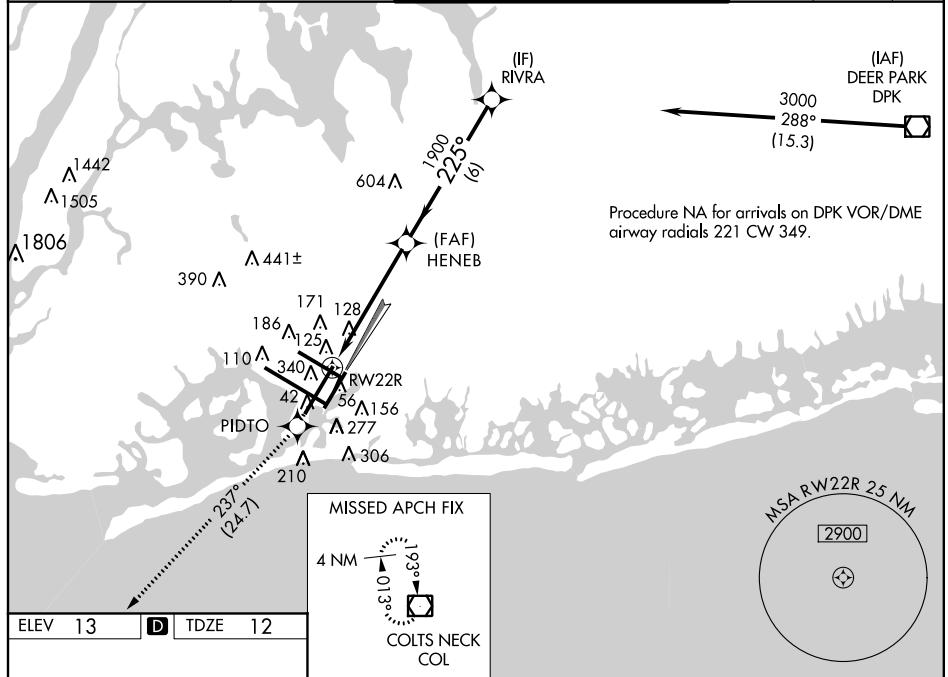
RNAV (GPS) RWY 22R

JOHN F KENNEDY INTL (JFK)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSIED APPROACH:
Climb to 4000 direct
PIDTO and on track 237°
to COL VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



ILS or LOC RWY 31L

JOHN F KENNEDY INTL (JFK)

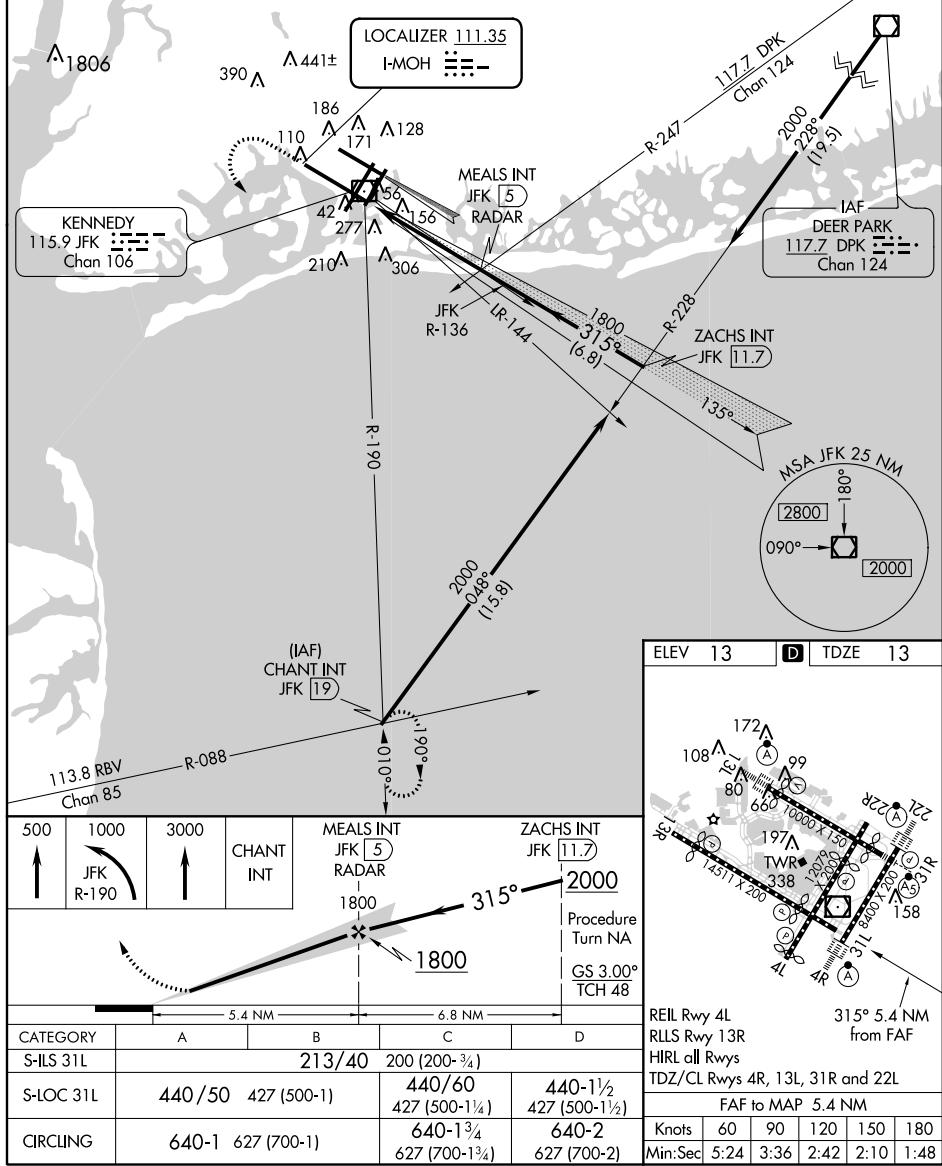
JOHN F KENNEDY INTL (JFK)

LOC I-MOH <u>111.35</u>	APP CRS 315°	Rwy Idg 11248 TDZE 13 Apt Elev 13
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T A Simultaneous approach authorized with Rwy 31R.
DME from JFK VOR/DME.

MISSED APPROACH: Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER Rwy 4R/22L and 13L/31R	119.1	281.55	121.9	135.05	CPDLC
128.725	117.7	115.4	128.12	269.0	Rwy 4L/22R and 13R/31L	123.9	281.55



NEW YORK, NEW YORK

Amdt 10D 18SEP14

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

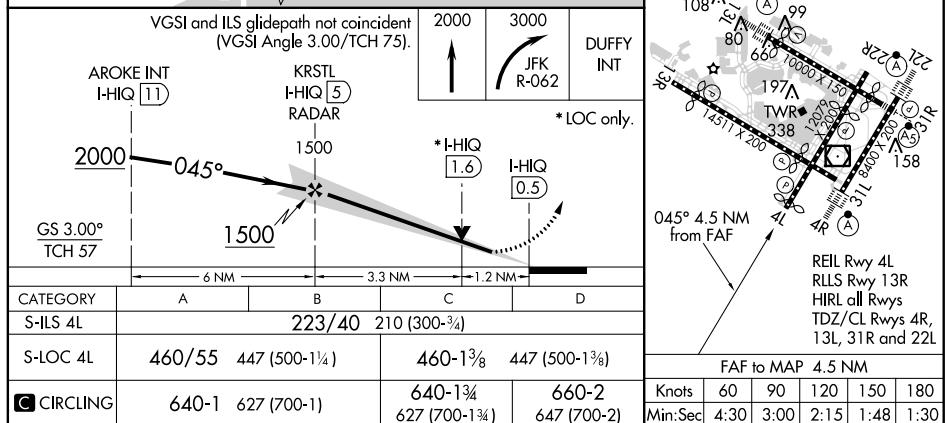
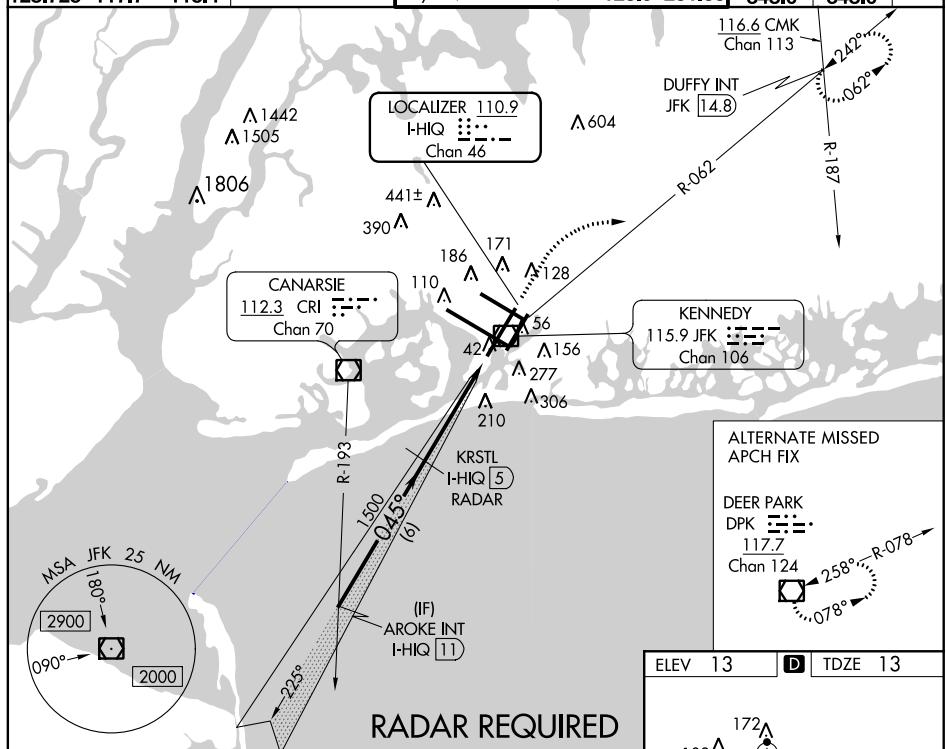
JOHN F KENNEDY INTL (JFK)
ILS or LOC RWY 311

LOC/DME I-HIQ 110.9 Chan 46	APP CRS 045°	Rwy Idg 11010 TDZE 13 Apt Elev 13
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ILS or LOC RWY 4L

JOHN F KENNEDY INTL (JFK)

V A	Simultaneous approach authorized with Rwy 4R. DME or radar required.	MISSIED APPROACH: Climb to 2000 then climbing right turn to 3000 on JFK VOR/DME R-062 to DUFFY INT/JFK 14.8 DME and hold.
ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55 GND CON 121.9 348.6 CLNC DEL 135.05 348.6 CPDLC



NEW YORK, NEW YORK

AL-610 (FAA)

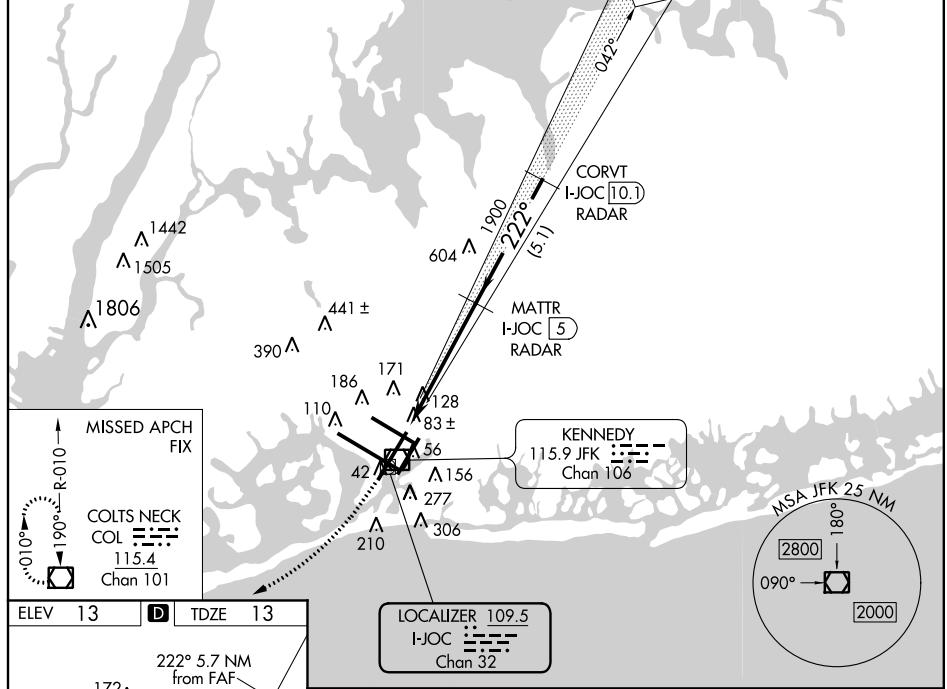
16091

LOC/DME I-JOC	APP CRS	Rwy Idg 7795
109.5	222°	TDZE 13
Chan 32		Apt Elev 13

ILS RWY 22R

JOHN F KENNEDY INTL (JFK)

▼	Simultaneous approach authorized with Rwy 22L.		MISSSED APPROACH: Climb to 700 then climbing right turn to 4000 direct COL VOR/DME and hold.			
ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CINIC DEL	CPDLC	
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6		

RADAR REQUIRED

CATEGORY	A	B	C	D
S-ILS 22R	263/40 250 (300-¾)			
S-LOC 22R	460/50 447 (500-1)		460/60 447 (500-1¼)	460-1½ 447 (500-1½)
CIRCLING	640-1 627 (700-1)			
Knots	60 90 120 150 180		640-1¾ 627 (700-1¾)	640-2 627 (700-2)
Min:Sec	5:42 3:48 2:51 2:17 1:54			

NEW YORK, NEW YORK

Amdt 2A 08MAR12

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

ILS RWY 22R

APP CRS 045°	Rwy Idg 8400
TDZE	13
Apt Elev	13

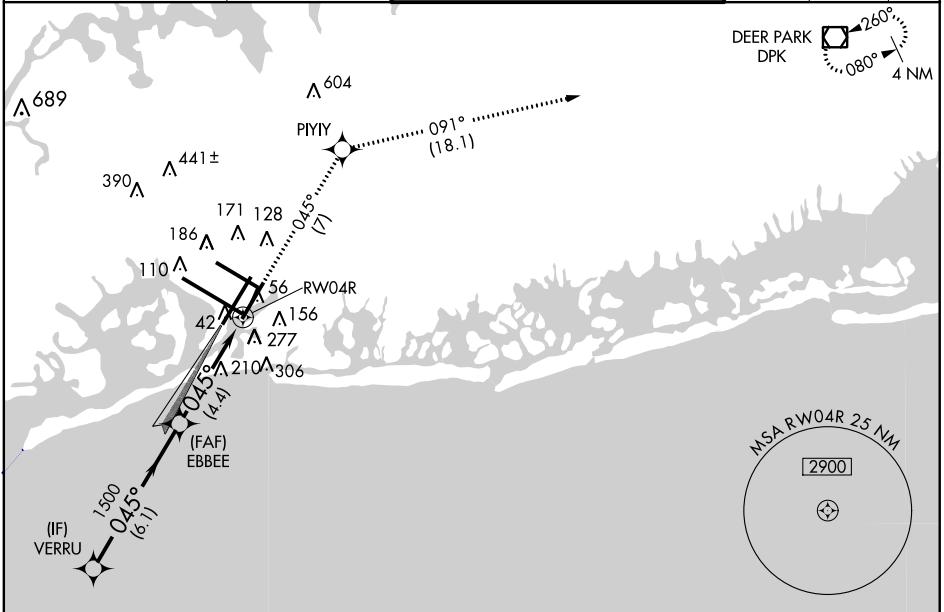
▼ GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). For inoperative ALSF-2, increase RNP 0.30 DA all Cats visibility to 1½. Simultaneous approach authorized with Rwy 4L. Use of FD or AP providing track guidance required during simultaneous operations.

RNAV (RNP) Z RWY 4R

JOHN F KENNEDY INTL (JFK)

MISSIED APPROACH: Climb to 4000 via 045° track to PIYY and via 091° track to DPK VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CINC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9	135.05	

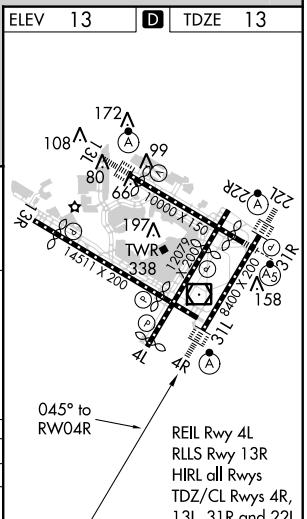


NE-2, 13 OCT 2016 to 10 NOV 2016

NE-2, 13 OCT 2016 to 10 NOV 2016

		ELEV 13	TDZE 13
VERRU			
2000	045°		
GP 3.00° TCH 53			
VERRU	EBBEE	PIYY	DPK
2000	1500	tr 045°	
1500	1500	tr 091°	
GP 3.00° TCH 53			
045°			
6.1 NM			
4.4 NM			
RWY04R			
CATEGORY	A	B	C
RNP 0.30 DA	419/50	406 (500-1)	D

AUTHORIZATION REQUIRED



APP CRS	Rwy Idg	11248
315°	TDZE	13
Apt Elev		13

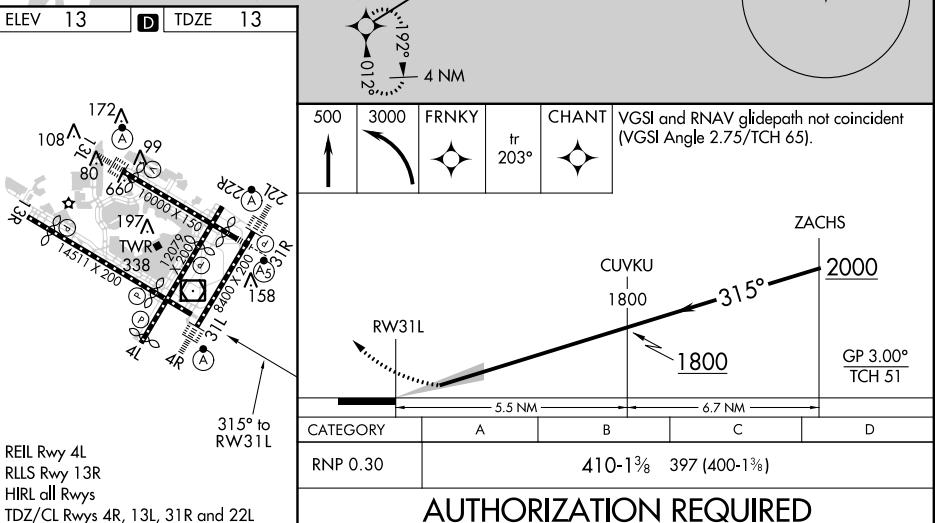
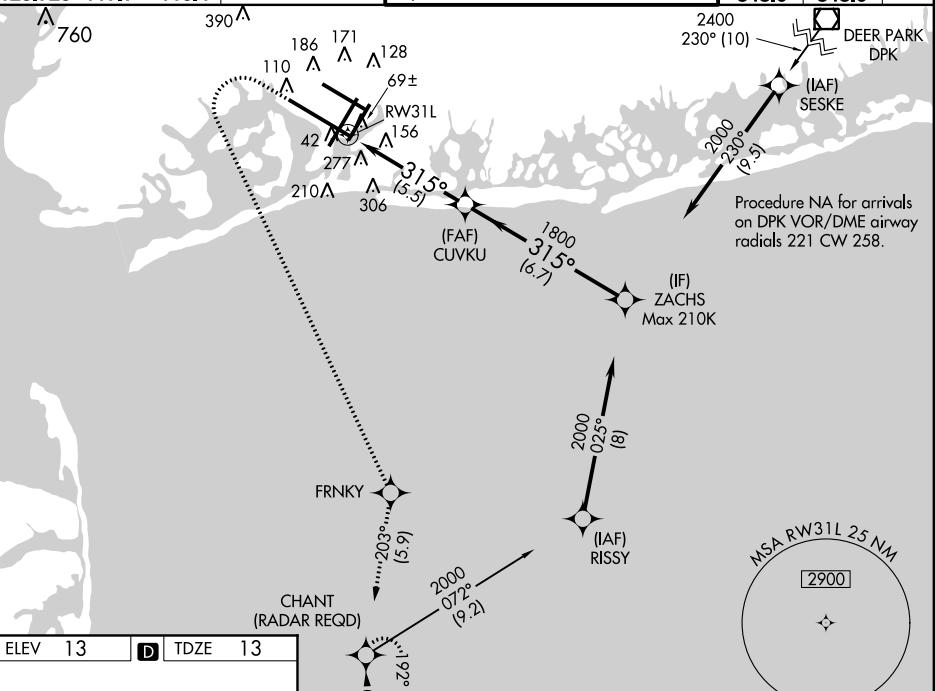
RNAV (RNP) Z RWY 31L

JOHN F KENNEDY INTL (JFK)

▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 31R. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSIED APPROACH: Climb to 500 then climbing left turn to 3000 direct FRNKY and on track 203° to CHANT and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



AUTHORIZATION REQUIRED

NEW YORK, NEW YORK

AL-610 (FAA)

16091

WAAS CH 81819 W04B	APP CRS 045°	Rwy Idg 8400 TDZE 13 Apt Elev 14
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T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F), DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 4L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

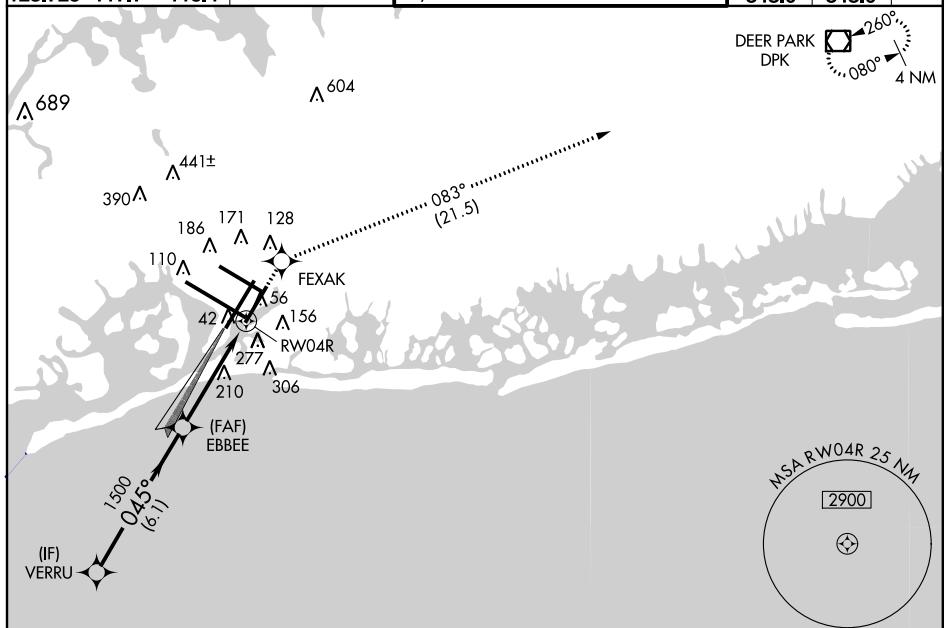
low -15°C (5°F) or approach authorized ions. Use of FD or bus operations.

RNAV (GPS) Y RWY 4R

JOHN F KENNEDY INTL (JFK)

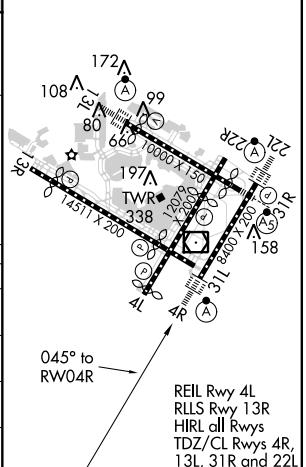
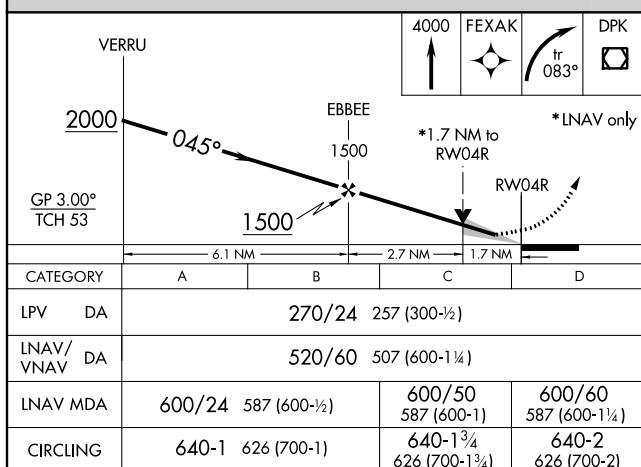
JOHN F KENNEDY INTL (JFK)

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128-725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9	135.05	



RADAR REQUIRED

ELEV 14 D TDZE 13



NEW YORK NEW YORK

NEW YORK, NEW
Amdt 1D 13DEC12

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)
RNAV (GPS) Y RWY 4R

NEW YORK, NEW YORK

AL-610 (FAA)

16091

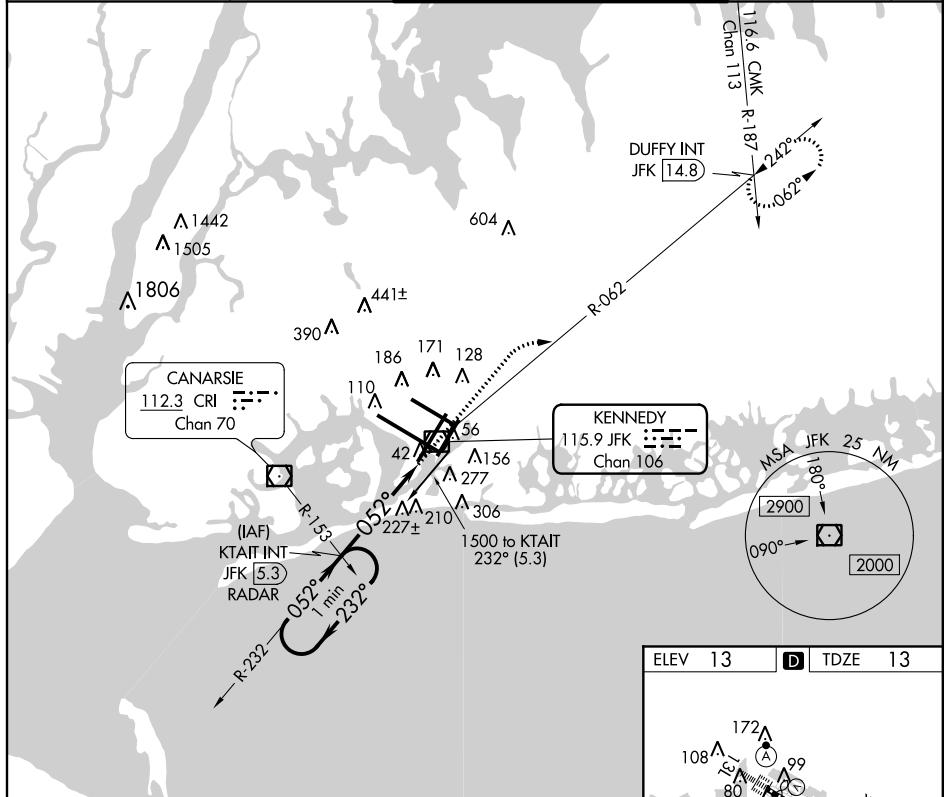
VOR/DME JFK 115.9 Chan 106	APP CRS 052°	Rwy Idg TDZE Apt Elev	11010 13 13
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VOR RWY 4L

JOHN F KENNEDY INTL (JFK)

MISSIED APPROACH: Climb to 2000 then climbing right turn to 3000 on JFK VOR/DME R-062 to DUFFY INT/JFK 14.8 DME and hold.

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6	CPDLC
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CATEGORY	A	B	C	D
S-4L	480/55	467 (500-1 1/4)	480-1 1/4	467 (500-1 1/4)
C CIRCLING	640-1	627 (700-1)	640-1 1/4 627 (700-1 1/4)	660-2 647 (700-2)

NEW YORK, NEW YORK

Amdt 1 15OCT15

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

VOR RWY 4L

REIL Rwy 4L
RLLS Rwy 13R
HIRL all Rwy
TDZ/CL Rwy 4R,
13L, 31R and 22L

FAF to MAP 4.5 NM				
Knots	60	90	120	150
Min:Sec	4:30	3:00	2:15	1:48

LOC/DME I-WY 110.9 Chan 46	APP CRS 225°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS RWY 22L (CAT II & III)

JOHN F KENNEDY INTL (JFK)

JOHN F KENNEDY INTL (JFK)

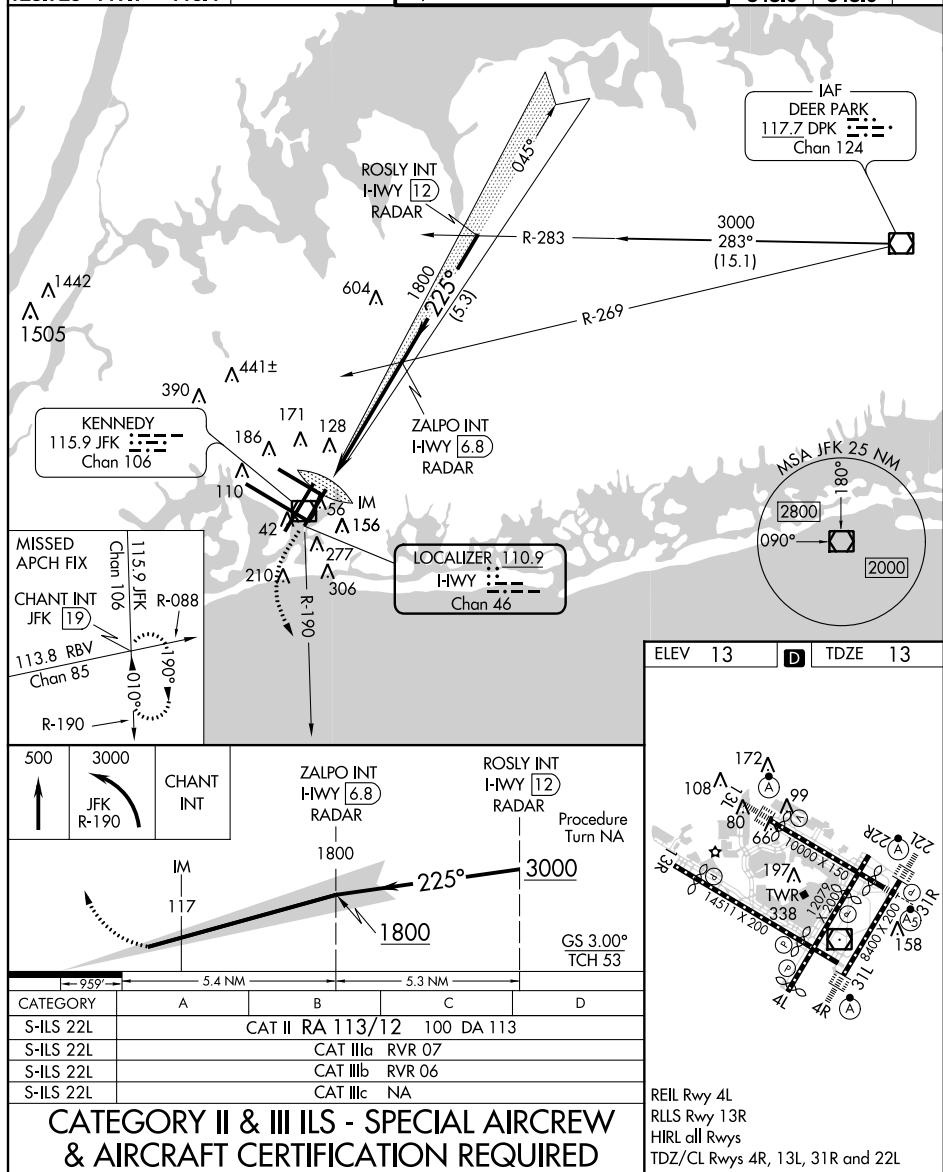
T Simultaneous approach authorized with Rwy 22R.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725	117.7	115.4	128.12	269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55

NE-2, 13 OCT 2016 to 10 NOV 2016



NEW YORK, NEW YORK

Amdt 24B 08MAR12

JOHN F KENNEDY INTL (JFK)

40°38'N-73°47'W

JOHNSON RENDEZVOUS (JRK)

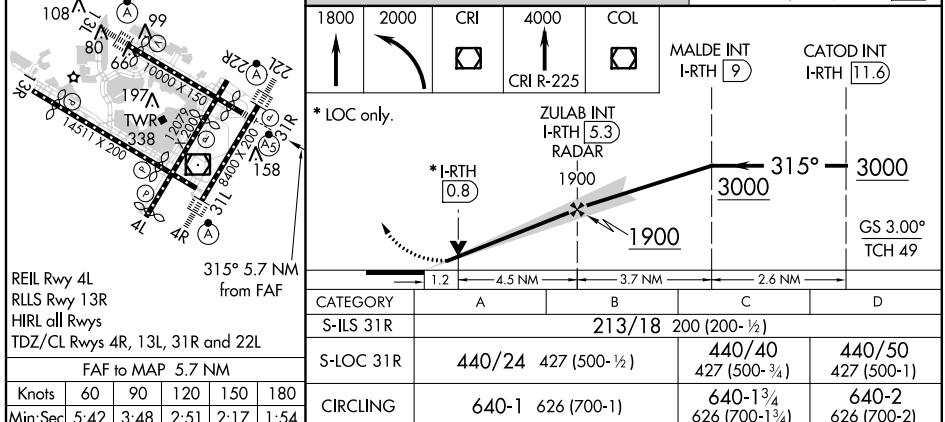
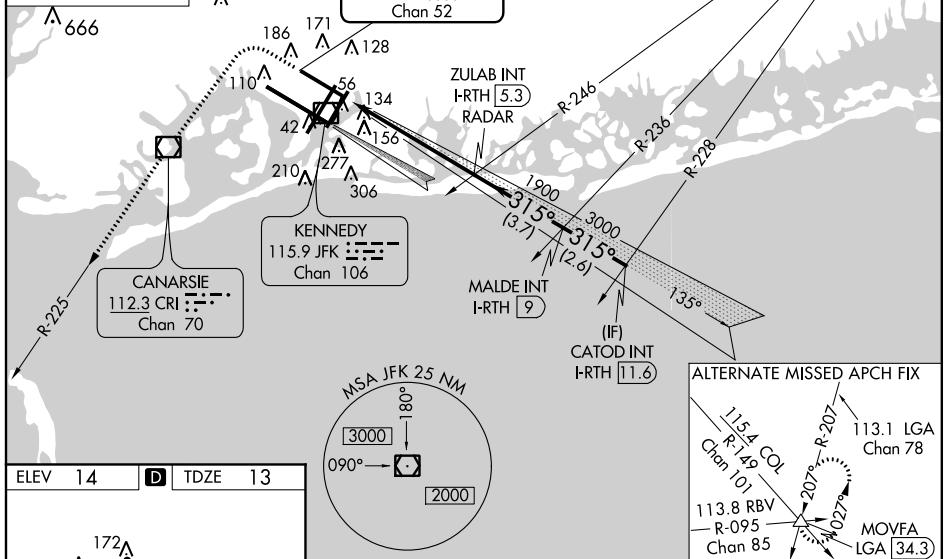
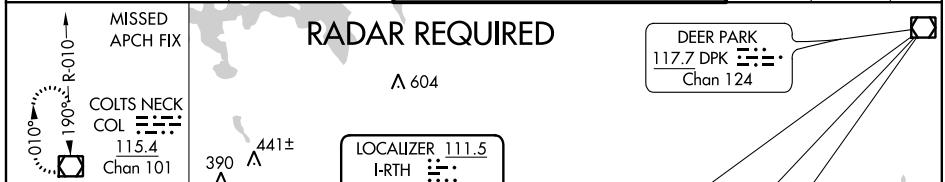
LOC/DME I-RTH 111.5 Chan 52	APP CRS 315°	Rwy Idg 8486 TDZE 13 Apt Elev 14
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ILS or LOC RWY 31R

JOHN F KENNEDY INTL (JFK)

▼ Simultaneous approach authorized with Rwy 31L.
 ▲ MISSED APPROACH: Climb to 1800 then climbing left turn to 2000 direct CRI VOR/DME then climb to 4000 via CRI VOR/DME R-225 to COL VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CNLC DEL 135.05 348.6	CPDLC
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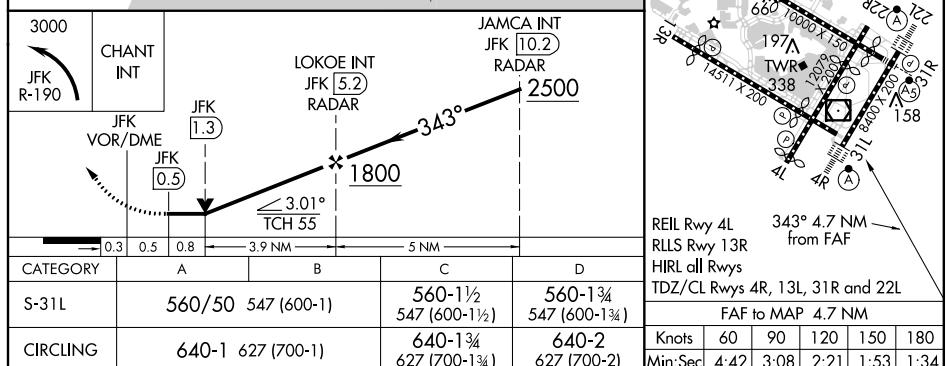
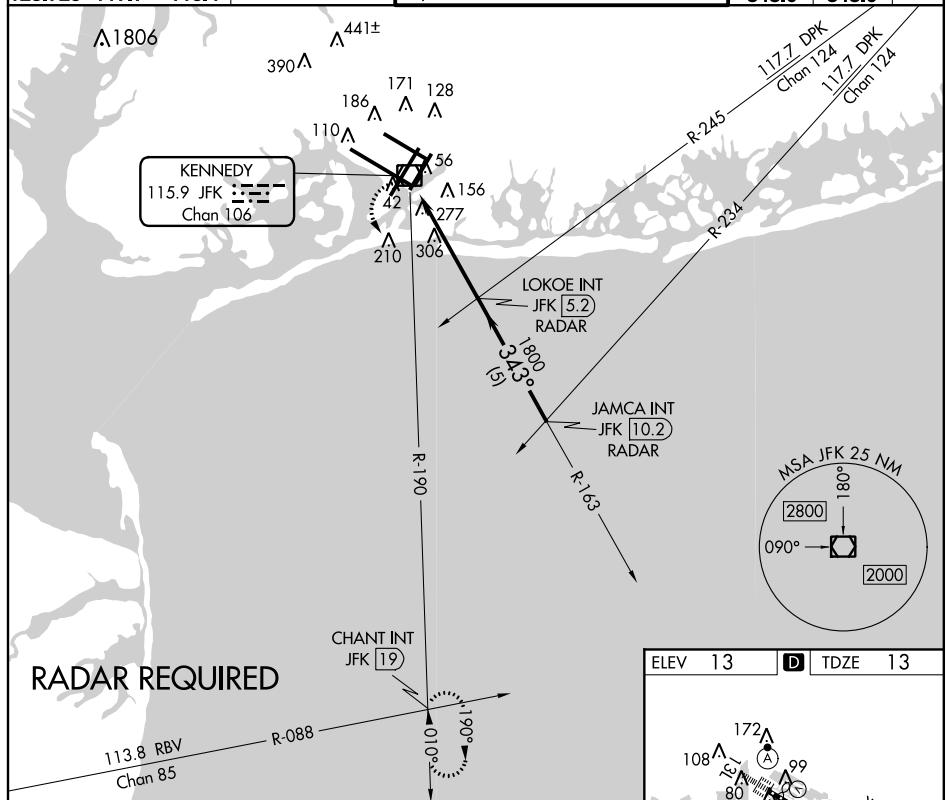


VOR/DME JFK 115.9 Chan 106	APP CRS 343°	Rwy Idg 11248 TDZE 13 Apt Elev 13
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VOR RWY 31L
JOHN F KENNEDY INTL (JFK)

MISSSED APPROACH: Climbing left turn to 3000 via
JFK R-190 to CHANT INT/JFK 19 DME and hold.

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6	CPDLC
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NEW YORK NEW YORK

AL-610 (FAA)

16091

LOC/DME I-JFK
109.5
Chan 32 APP CRS
 045° Rwy Idg 8400
 TDZE 13
 Apt Elev 13

ILS RWY 4R (CAT II & III)

JOHN F KENNEDY INTL (JFK)

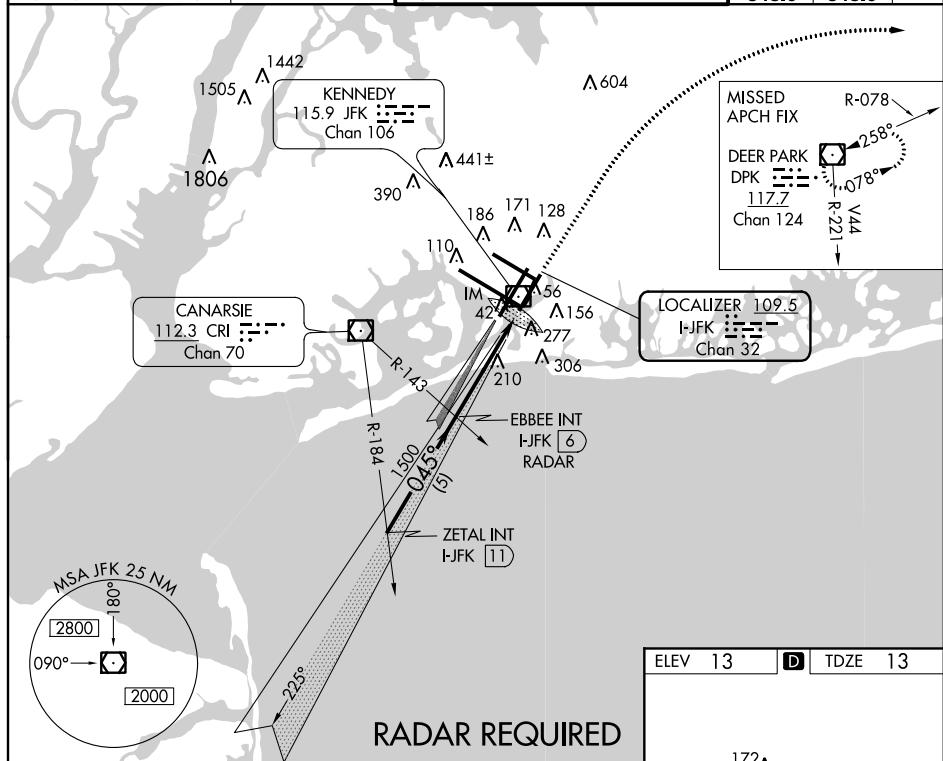
JOHN F KENNEDY INTL (JFK)

T Simultaneous approach authorized with Rwy 4L.
A

ALSF-2
A

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS (ARR-NE)	NEW YORK APP CON (ARR-SW)	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128-725	117.7	115.4	128.12	269.0	Rwys 4R/22L and 13L/31R 119.1 281.55



ZETAL INT
I-JFK [11]

EBBEE INT
I-JFK [6]
RADAR

800

4000

V44
R-221

DPK

2000

045°

1500

IM

GS 3.00°
TCH 53

112

1500

hdg 100°

CATEGORY	5 NM		4.4 NM		
	A	B	C	D	
S-ILS 4R		CAT II	RA 113/12	100	DA 113
S-ILS 4R		CAT IIIa		RVR 07	
S-ILS 4R		CAT IIIb		RVR 06	

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 4L
RLLS Rwy 13R
HIRL all Rwy's
TDZ/CL Rwy's 4R, 13L, 31R and 22L

NEW YORK, NEW YORK
Amdt 28C 13DEC12

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)
ILS RWY 4R (CAT II & III)

NEW YORK, NEW YORK

AL-610 (FAA)

16091

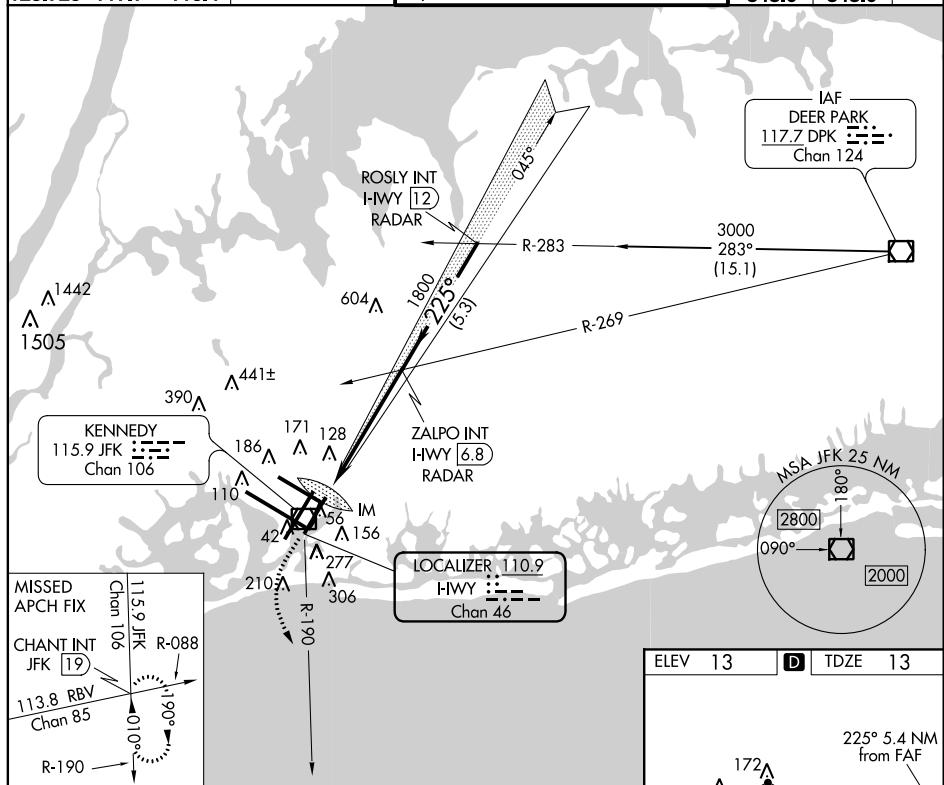
LOC/DME HWY 110.9 Chan 46	APP CRS 225°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS or LOC RWY 22L

JOHN F KENNEDY INTL (JFK)

▼ Simultaneous approach authorized with Rwy 22R.
 ▲ MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



500	3000	CHAN	T	INT
JFK R-190		ZALPO INT	I-WVY	ROSLY INT
113.8 RBV Chan 85		1800	6.8	HWY [12]
R-190		1800	RADAR	RADAR
10.0°		225°		Procedure Turn NA
		3000		
		GS 3.00°		TCH 53
0.2				
CATEGORY	A	B	C	D
S-ILS 22L		213/18	200 (200-1/2)	
S-LOC 22L	460/24	447 (500-1/2)	460/40	460/50
			447 (500-3/4)	447 (500-1)
CIRCLING	640-1	627 (700-1)	640-1 1/4	640-2
			627 (700-1 3/4)	627 (700-2)

NEW YORK, NEW YORK

Amdt 24B 08MAR12

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

ILS or LOC RWY 22L

NEW YORK, NEW YORK

AL-610 (FAA)

16175

APP CRS 225°	Rwy Idg 8400
TDZE 12	Apt Elev 14

RNAV (RNP) Z RWY 22L

JOHN F KENNEDY INTL (JFK)

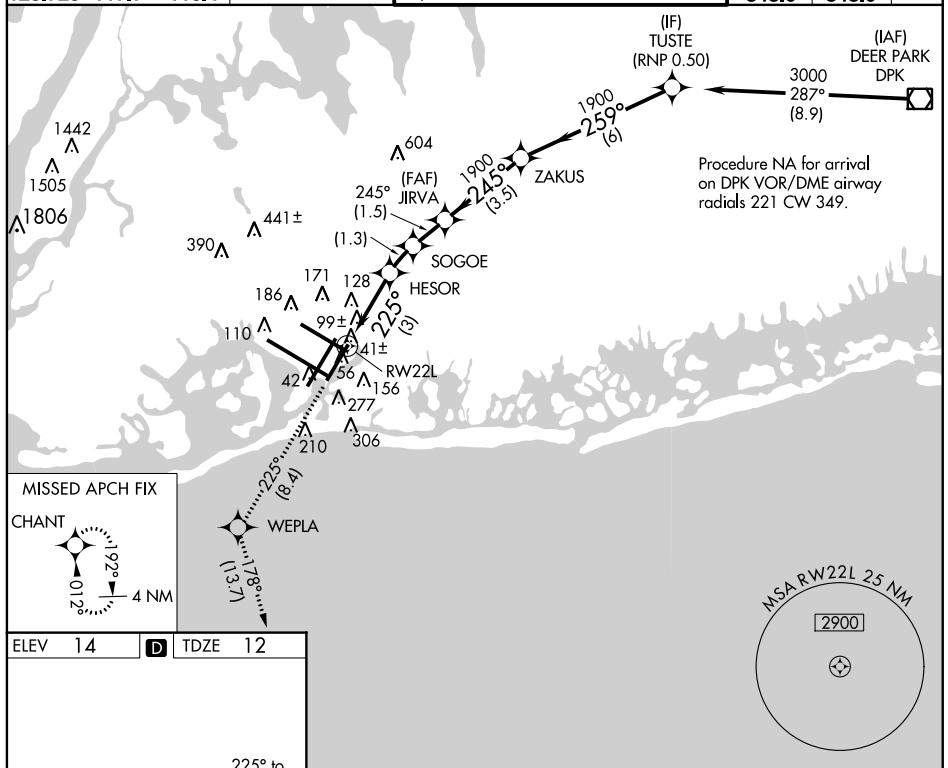
▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). RF required. GPS required. Simultaneous operations authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF, increase RNP 0.20 and RNP 0.30 all Cats visibility to RVR 6000.

ALSF-2

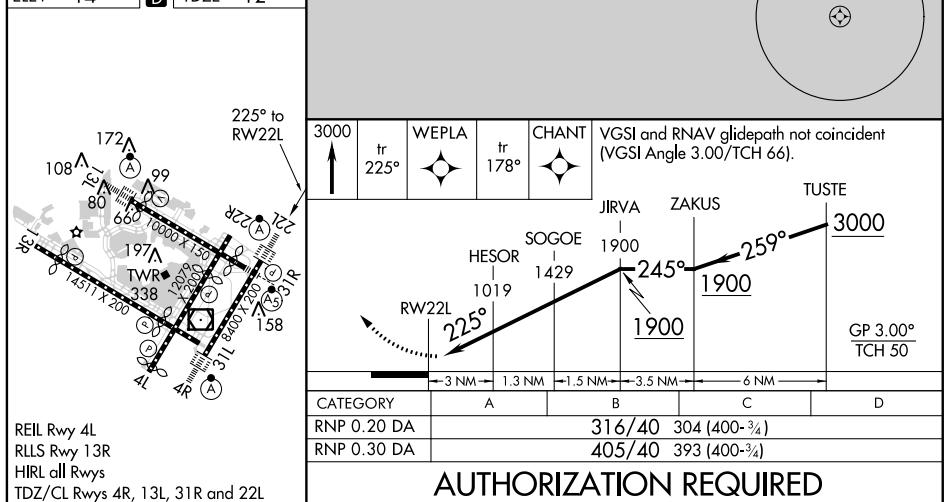


MISSIED APPROACH: Climb to 3000 on track 225° to WEPLA and on track 178° to CHANT and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



ELEV 14 TDZE 12



NEW YORK, NEW YORK

Amdt 1B 23JUN16

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

RNAV (RNP) Z RWY 22L

WAAS CH 97318 W22A	APP CRS 225°	Rwy Idg TDZE Apt Elev	8400 13 13
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RNAV (GPS) Y RWY 22L

JOHN F KENNEDY INTL (JFK)

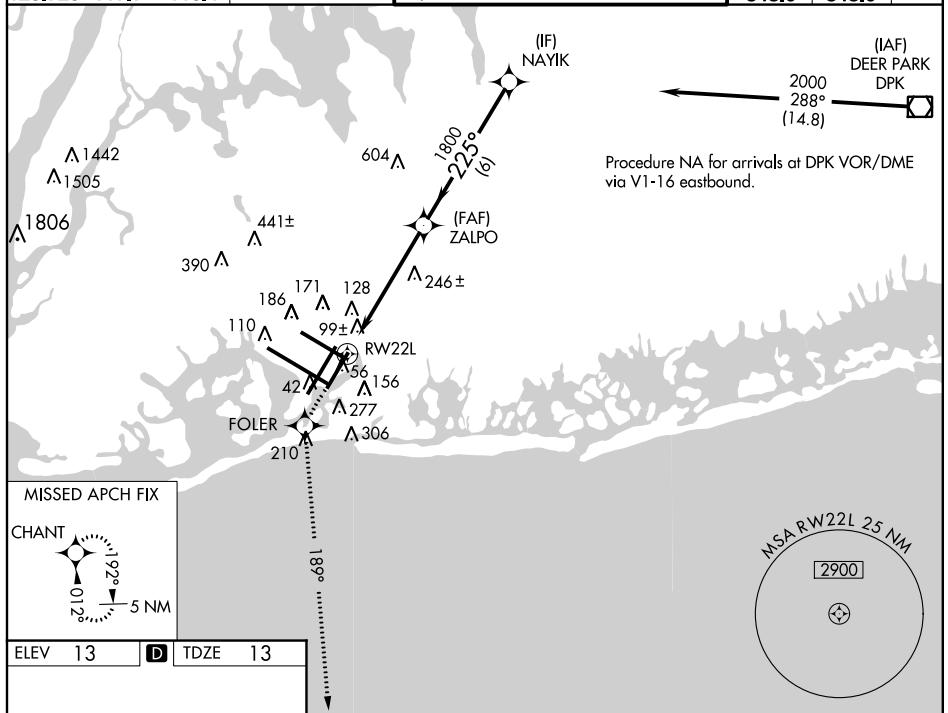
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 22R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

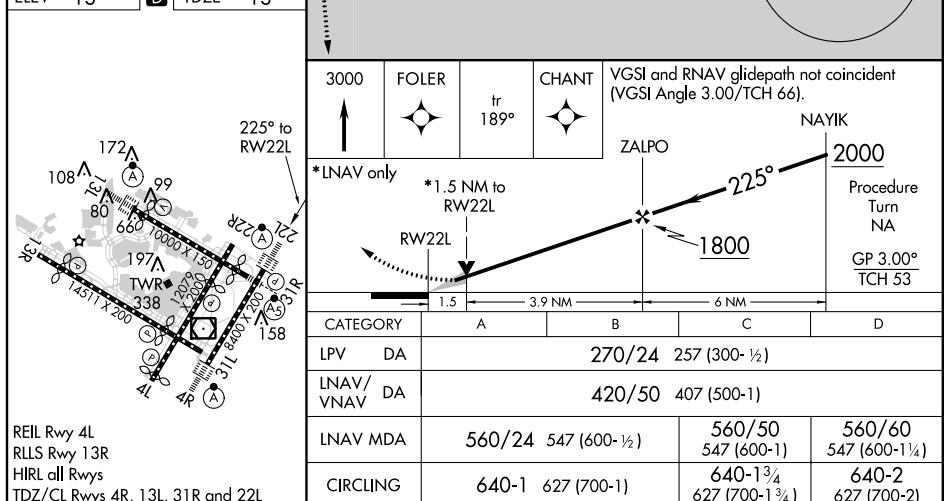


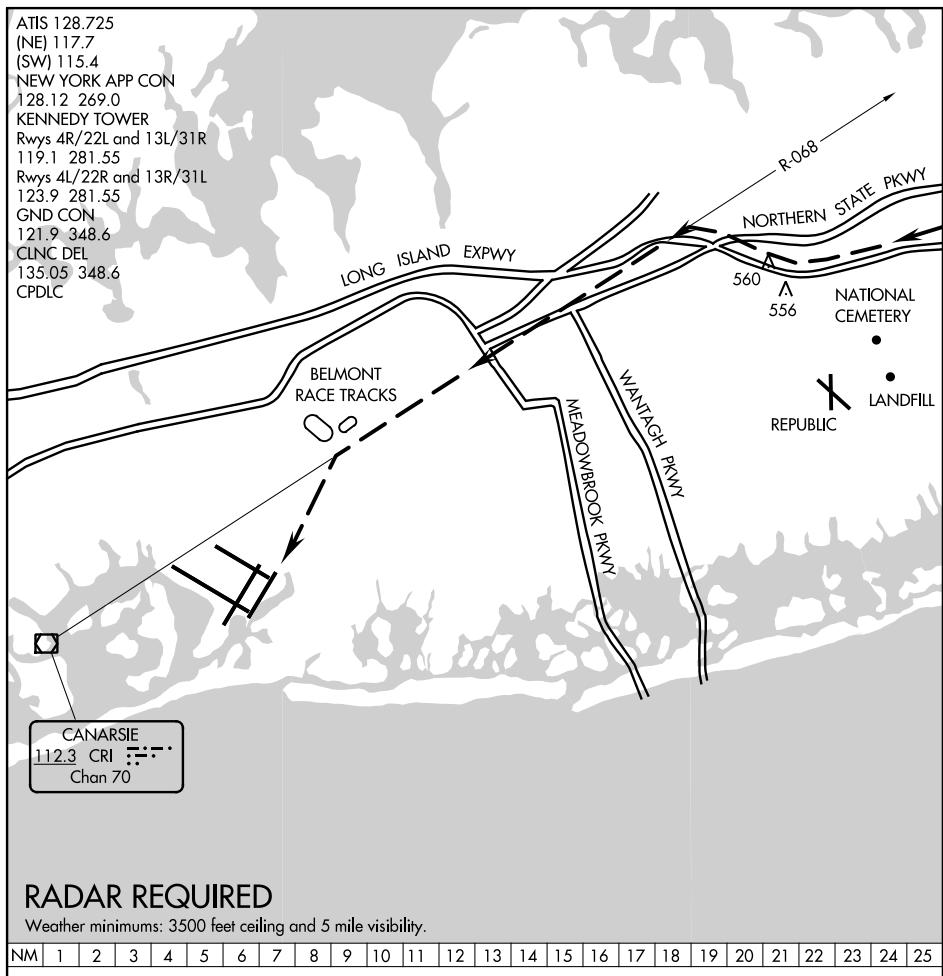
MISSIED APPROACH: Climb to 3000 direct FOLER and via 189° track to CHANT and hold.

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6	CPDLC
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ELEV 13 TDZE 13



BELMONT VISUAL RWY 22LJOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK**BELMONT VISUAL RUNWAY 22L**

When cleared for the Belmont Visual Approach to Runway 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 Runway 22L.

BELMONT VISUAL RWY 22L

Orig 12JUL01

40°38'N-73°47'W

NEW YORK, NEW YORK
JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK

AL-610 (FAA)

16203

VOR/DME CRI <u>112.3</u> Chan 70	APP CRS 041°	Rwy Idg 13R 12468 13L 9093 TDZE 13 Apt Elev 13
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VOR or GPS RWY 13L/13R

JOHN F KENNEDY INTL (JFK)

 For inoperative lead-in lights, procedure NA.	Rwy13L ALSF-2 	MISSIED APPROACH: At or beyond MAP, climbing right turn to 4000 on heading 100° and V-1 to DPK VOR/DME and hold.			
ATIS (ARR-NE) (ARR-SW) 128-725	NEW YORK APP CON 128.12	KENNEDY TOWER Rwy 4R/22L and 13L/31R 119.1 281.55 Rwy 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9	CLNC DEL 135.05	CPDLC
117.7	115.4				

DME or RADAR REQUIRED

RESIDENTIAL

OLD MILL CREEK Distance CRI VOR/DME to lead-in lights 3.2 NM.

PARKWAY

AQUEDUCT RACETRACK

LEFFERTS BLVD

RWY 13R HOTEL 108 RWY 13L

R-295

V-1 R-078

A 186

A 110

A 42

A 56

A 156

A 277

A 306

A 210

A 172

A 108

RESIDENTIAL

SHORE

DMYHL CRI [2.6]

MAP to Rwy 13L 3.6 NM
MAP to Rwy 13R 2.6 NM

CANARSIE 112.3 CRI Chan 70

BROOKLYN CGAS (CLOSED)

KENNEDY 115.9 JFK Chan 106

112.9 SBJ Chan 76 R-105

R-223 (IAF) ASALT INT CRI [6]

1500* VOR/DME 043° (6)

*1000 minimum when authorized by ATC.

ELEV 13 TDZE 13

○ Lead-in light groups

When visual reference established, fly visual to airport via lead-in lights to Rwy 13L or 13R. Close adherence to flight track required for noise abatement.

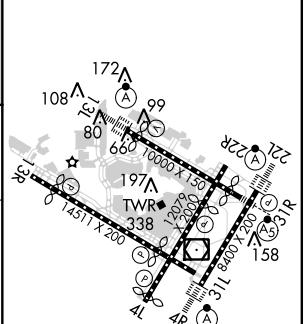
MSA CRI 25 NM
3000 1800 090° 210°

DEER PARK 117.7 DPK Chan 124

V-1 R-078 258 078°

DME or RADAR REQUIRED

ELEV 13 D TDZE 13



† 2000 minimum when authorized by ATC.

+ 1000 minimum when authorized by ATC.

+ 2000 minimum when authorized by ATC

4000

DP

AIRPORT
CRI 6

CRI
VOR/DME

DMYHL
CRI [2.6]
JFK R-295

* 1500

* 1000 minimum when authorized by ATC.

CATEGORY	6 NM		2.6 NM		RLS Rwy 13R HIRL off Rwy TDZ/CL Rwy 4R, 13L, 31R and 22L					
	A	B	C	D	FAF to MAP 2.6 NM					
RLS-13L	800-2	787 (800-2)	800-2 1/4 787 (800-2 1/4)	800-2 1/2 787 (800-2 1/2)	Knots 60 90 120 150 180					
RLS-13R	800-2	787 (800-2)	800-2 1/4 787 (800-2 1/4)	800-2 1/2 787 (800-2 1/2)	Min:Sec	2:36	1:44	1:18	1:02	0:52

NEW YORK NEW YORK

NEW YORK, NEW YORK
Amdt 18D 21 III 16

JOHN F. KENNEDY INT'L (JFK)

VOR or GPS RWY 13L/13R

NEW YORK, NEW YORK

AL-610 (FAA)

16091

APP CRS 315°	Rwy Idg TDZE Apt Elev	8486 12 13
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RNAV (RNP) Z RWY 31R

JOHN F KENNEDY INTL (JFK)

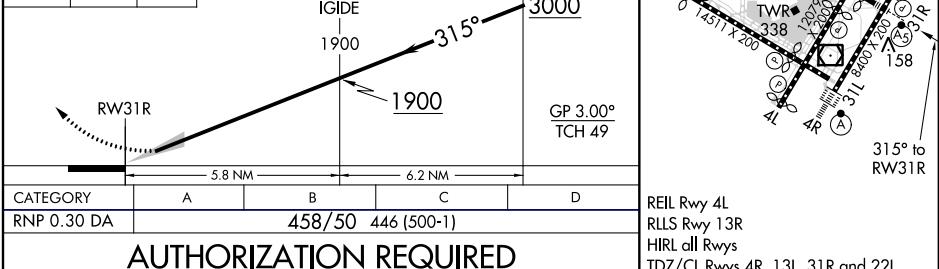
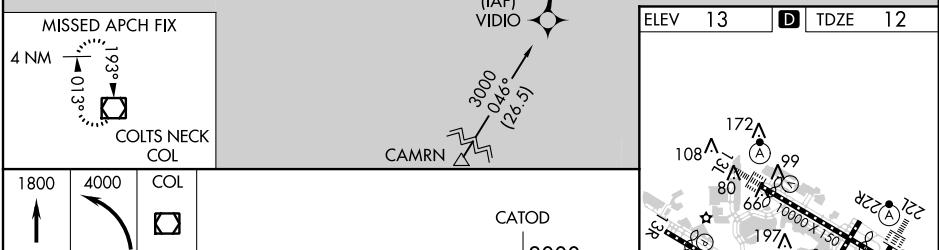
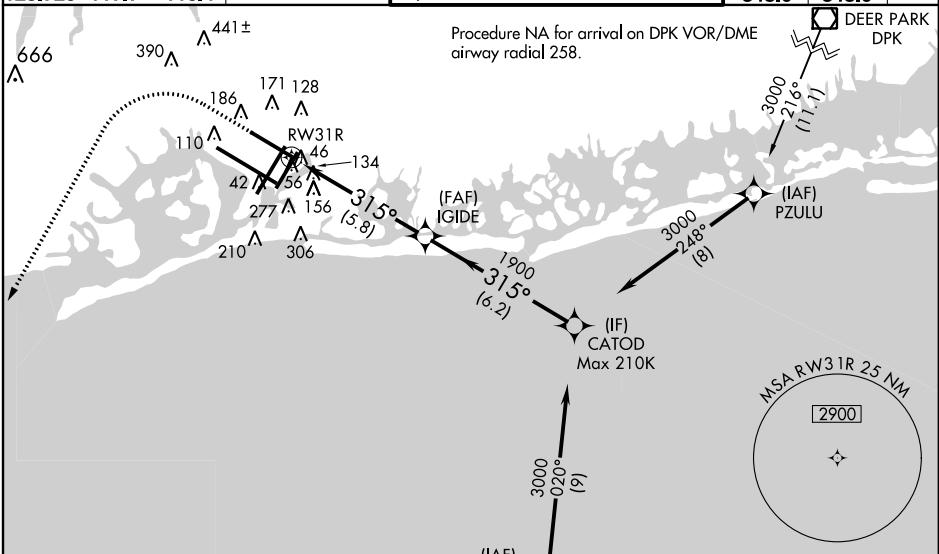


For uncompensated Baro-VNAV systems, procedure NA below -12°C (9°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.30 DA all Cals visibility to 1½ mile.
Simultaneous approach authorized with Rwy 31L. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct COL VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



AUTHORIZATION REQUIRED

NEW YORK, NEW YORK

Amdt 1 24JUL14

JOHN F KENNEDY INTL (JFK)

40°38'N-73°47'W

RNAV (RNP) Z RWY 31R

NEW YORK, NEW YORK

AL-610 (FAA)

16091

VOR/DME JFK	JFK	APP CRS	Rwy Idg	8400
115.9		232°	TDZE	13
Chan 106			Apt Elev	13

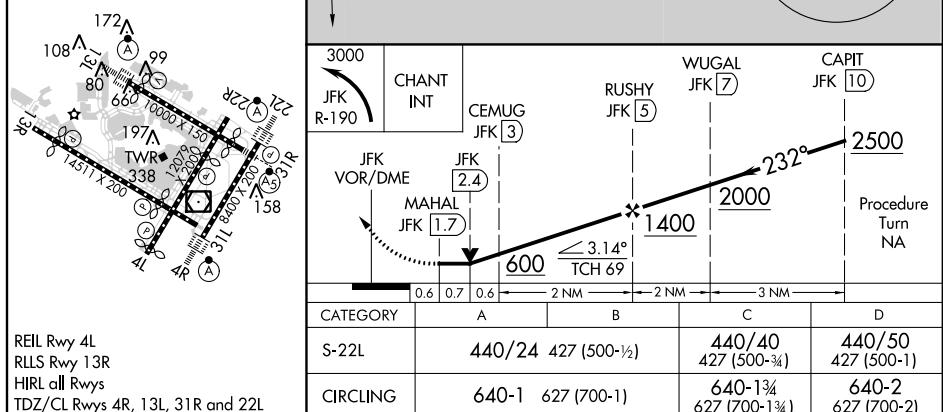
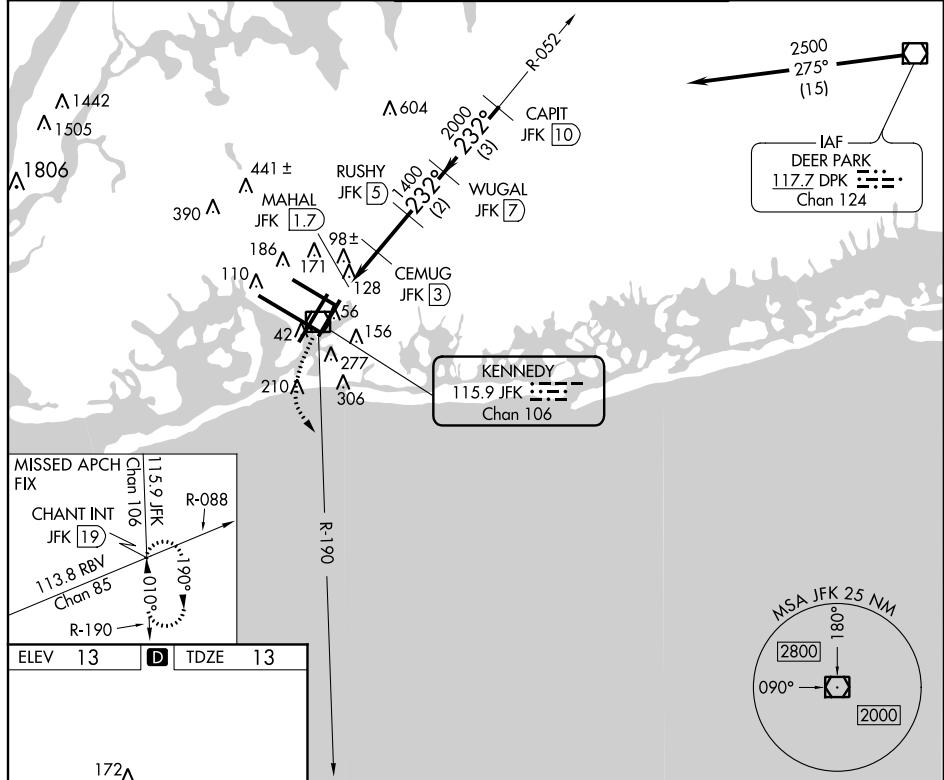
VOR/DME RWY 22L

JOHN F KENNEDY INTL (JFK)

MISSSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.



ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



NEW YORK, NEW YORK

Amdt 4D 06SEP11

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

VOR/DME RWY 22L

NEW YORK, NEW YORK

AL-610 (FAA)

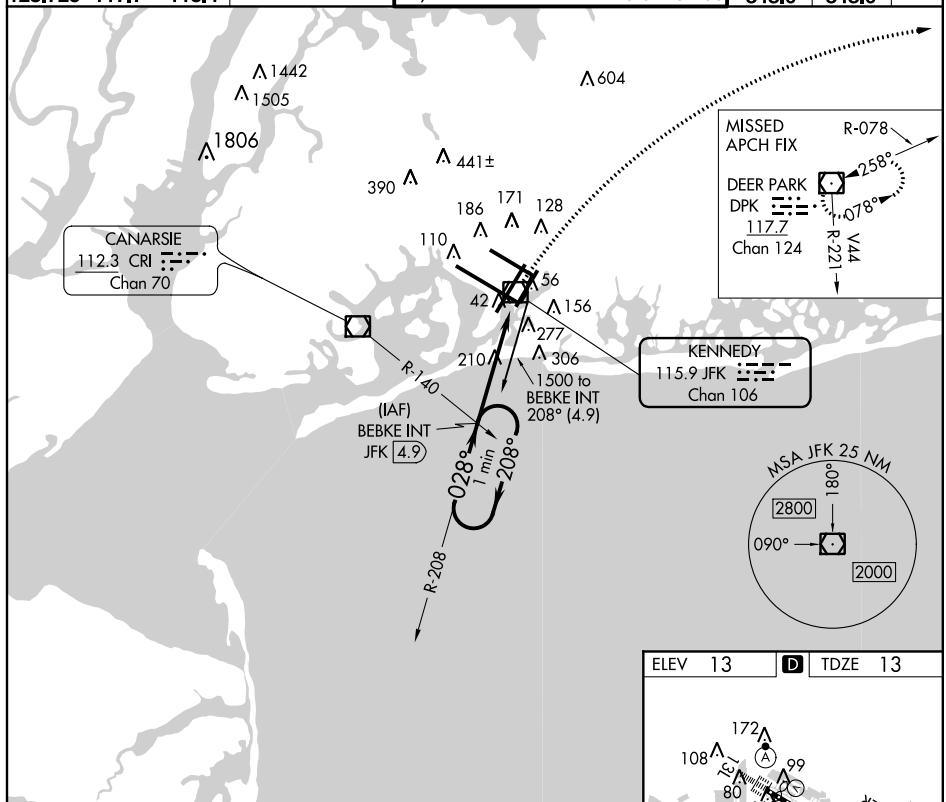
16091

VOR/DME JFK 115.9 Chan 106	APP CRS 028°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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VOR RWY 4R

JOHN F KENNEDY INTL (JFK)

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6	CPDLC
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CATEGORY	A	B	C	D
S-4R	540/24 527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1¼)	
CIRCLING	640-1 627 (700-1)	640-1 ½ 627 (700-1 ½)	640-2 627 (700-2)	

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NEW YORK, NEW YORK

Orig 06SEP01

40°38'N 73°47'W

JOHN F KENNEDY INTL (JFK)

VOR RWY 4R

NE-2, 13 OCT 2016 to 10 NOV 2016

APP CRS 045°	Rwy Idg 11010 TDZE 13 Apt Elev 13
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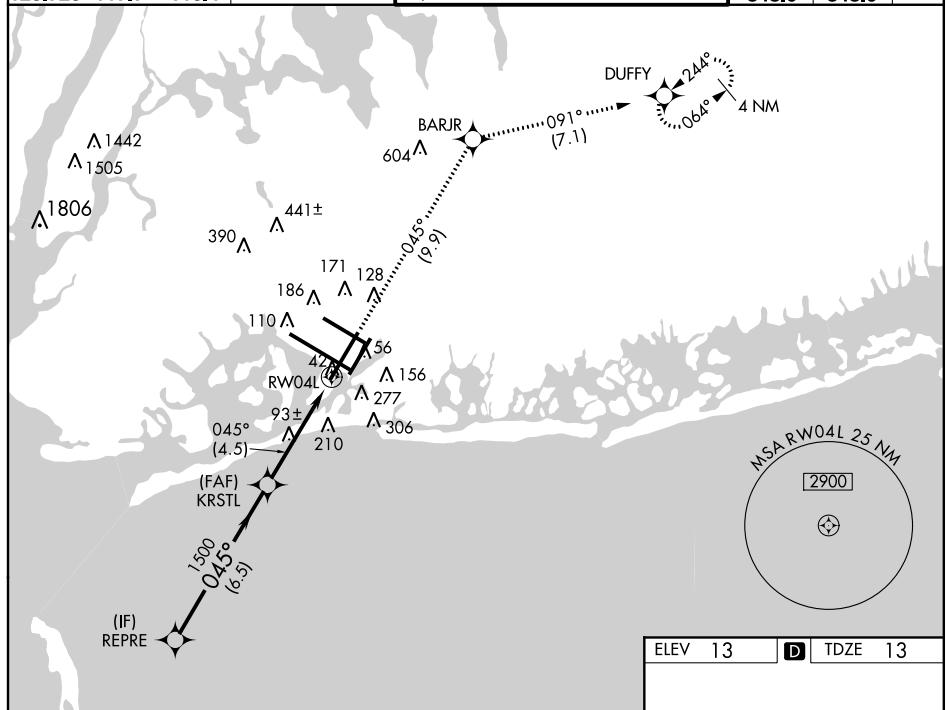
RNAV (RNP) Z RWY 4L

JOHN F KENNEDY INTL (JFK)

▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 4R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSIED APPROACH: Climb to 3000 on track 045° to BARJR and on track 091° to DUFFY and hold.

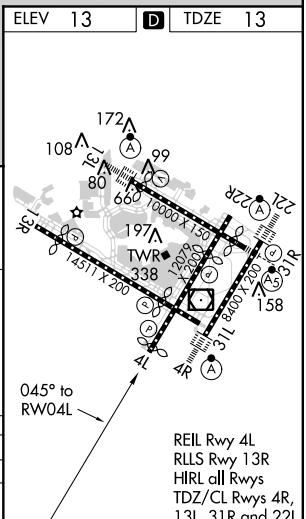
ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128,725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9	135.05	348.6



RADAR REQUIRED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).		3000	BARJR	tr 091°	DUFFY
REPRE		tr 045°			
2000					
GP 3.00°	TCH 57				
1500					
1500					
1500					
6.5 NM					
CATEGORY	A	B	C	D	
RNP 0.30 DA	368/60	355 (400-1 1/4)			

AUTHORIZATION REQUIRED



WAAS CH 45519 W31B	APP CRS 315°	Rwy Idg TDZE Apt Elev	8486 12 13
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RNAV (GPS) Y RWY 31R

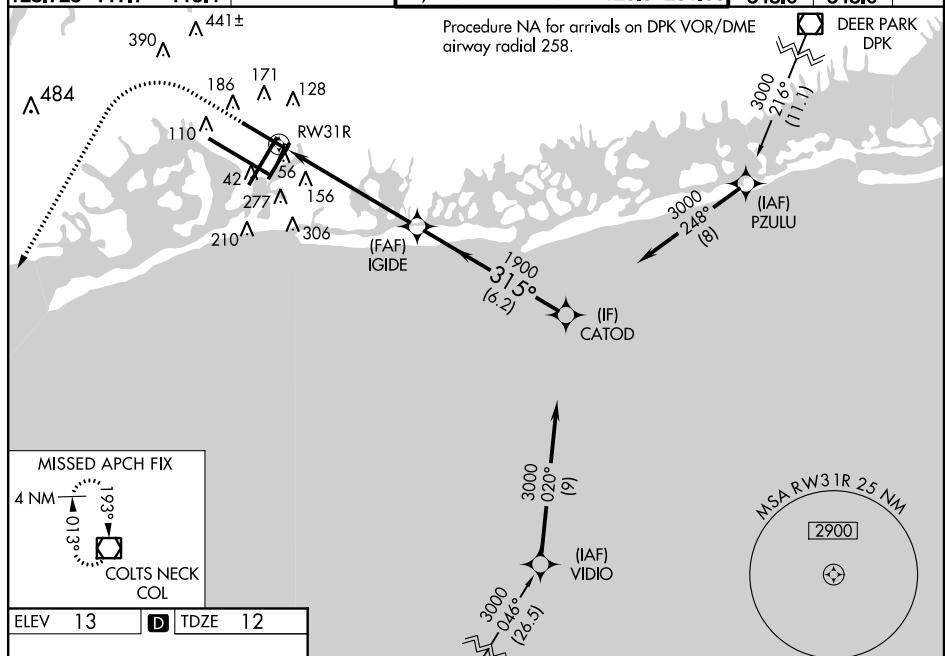
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 31L. DME/DME RNP-0.3 NA. Minimum altitude of CATOD 2000 when authorized by ATC. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

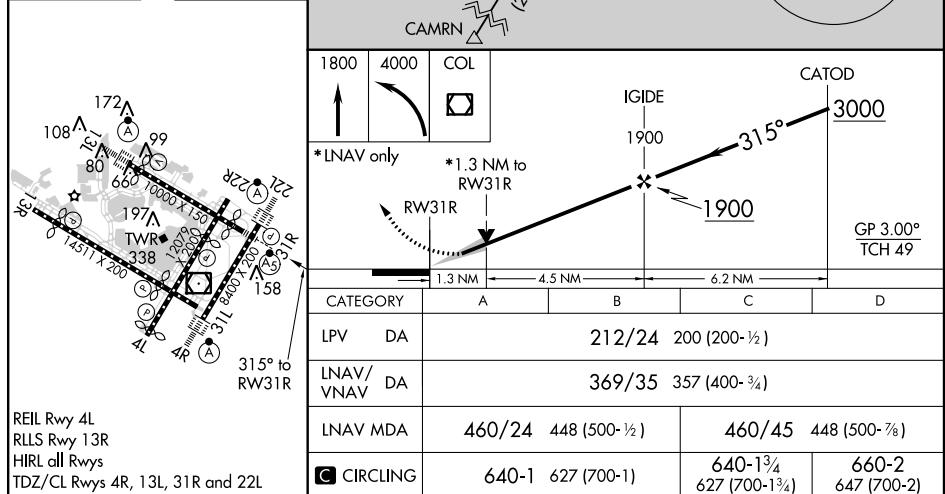


MISSIED APPROACH: Climb to 1800 then climbing left turn to 4000 direct COL VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



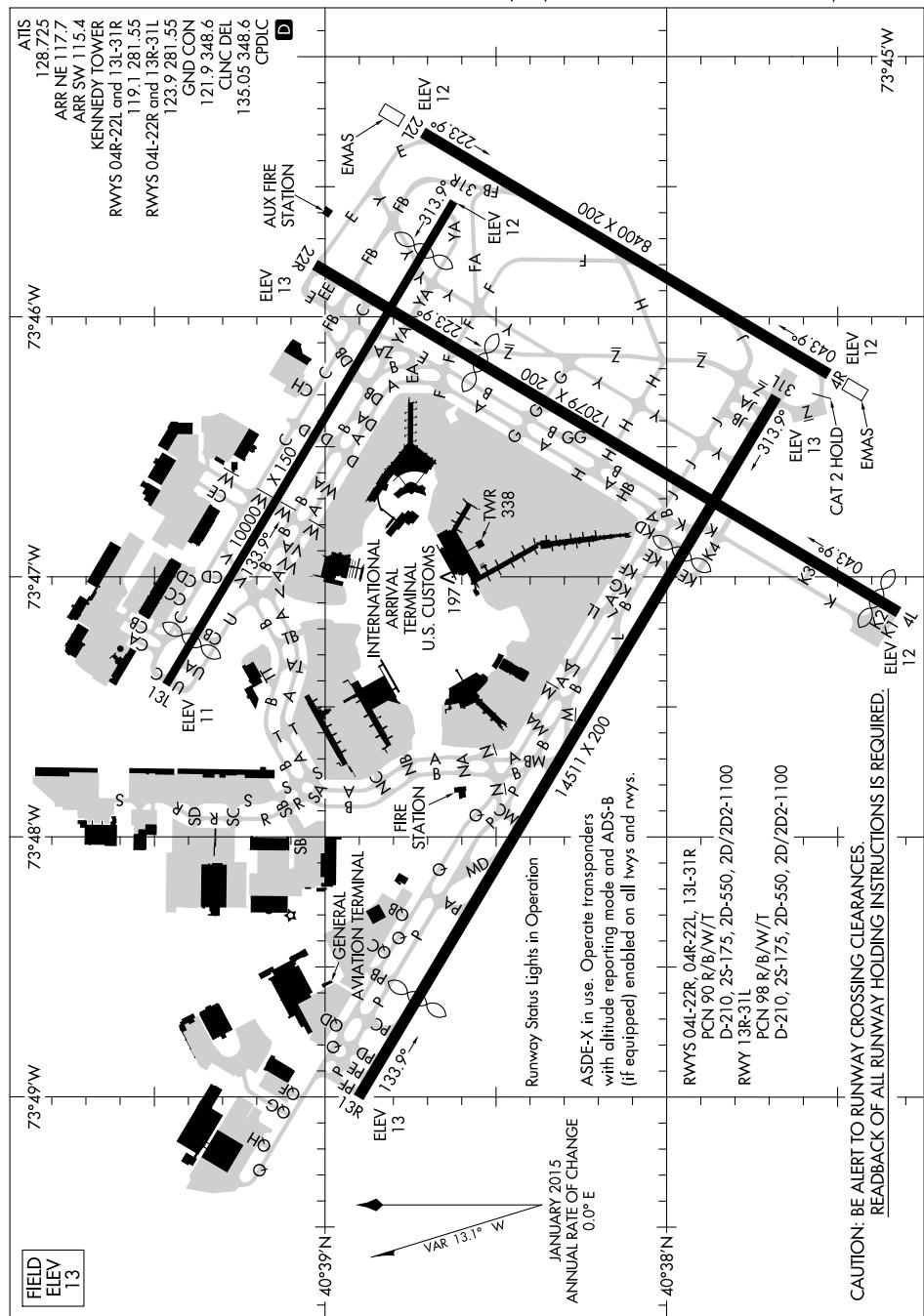
ELEV 13 D TDZE 12



16091

AIRPORT DIAGRAM

AI-610 (FAA)

JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

AIRPORT DIAGRAM

16091

NEW YORK, NEW YORK
JOHN F. KENNEDY INTL (JFK)

NE-2, 13 OCT 2016 to 10 NOV 2016