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Airport Information For KJFK
Terminal Charts For KJFK
Revision Letter For Cycle 01-2015
Change Notices
Notebook

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General Information

Location: New York NY USA
IATA Code: JFK
Lat/Long: N40° 38.4' W073° 46.7'
Elevation: 13 ft

Airport Use: Public
Magnetic Variation: 13.1°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1219 Z
Sunset: 2143 Z,

Runway Information

Runway: 04L
Length x Width: 11351 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, Centerline

Runway: 04R
Length x Width: 8400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13L
Length x Width: 9999 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 905 ft

Runway: 13R
Length x Width: 14511 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft

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Lighting: Edge, ALS, Centerline
Displaced Threshold: 2043 ft

Runway: 22L
Length x Width: 8400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22R
Length x Width: 11351 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, Centerline
Displaced Threshold: 2696 ft

Runway: 31L
Length x Width: 14511 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, Centerline
Displaced Threshold: 3263 ft

Runway: 31R
Length x Width: 9999 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1030 ft

Communication Information

ATIS 115.4 (136°-315°) Arrival Service
ATIS 117.7 (316°-135°) Arrival Service
ATIS 128.725
Kennedy Tower 123.9
Kennedy Tower 119.1
Kennedy Ground Control 121.9
Kennedy Ground Control 121.65 Secondary
Kennedy Ramp/Taxi Control 130.275
Kennedy Ramp/Taxi Control 130.775
Kennedy Pre-Taxi Clearance 135.05 Pre-Departure Clearance
New York Approach Approach Control 134.35 Secondary
New York Approach Approach Control 132.4 Secondary
New York Approach Approach Control 128.125 Initial Contact
New York Approach Approach Control 126.8 Secondary
New York Approach Approach Control 125.7
New York Approach Approach Control 123.7 Secondary
New York Approach Approach Control 118.4 Secondary
New York Approach Approach Control 109.5 Secondary
New York App TCA 128.55 (231°-270°)
New York App TCA 127.6 (270°-330°)
New York App TCA 126.4 (329°-71°)

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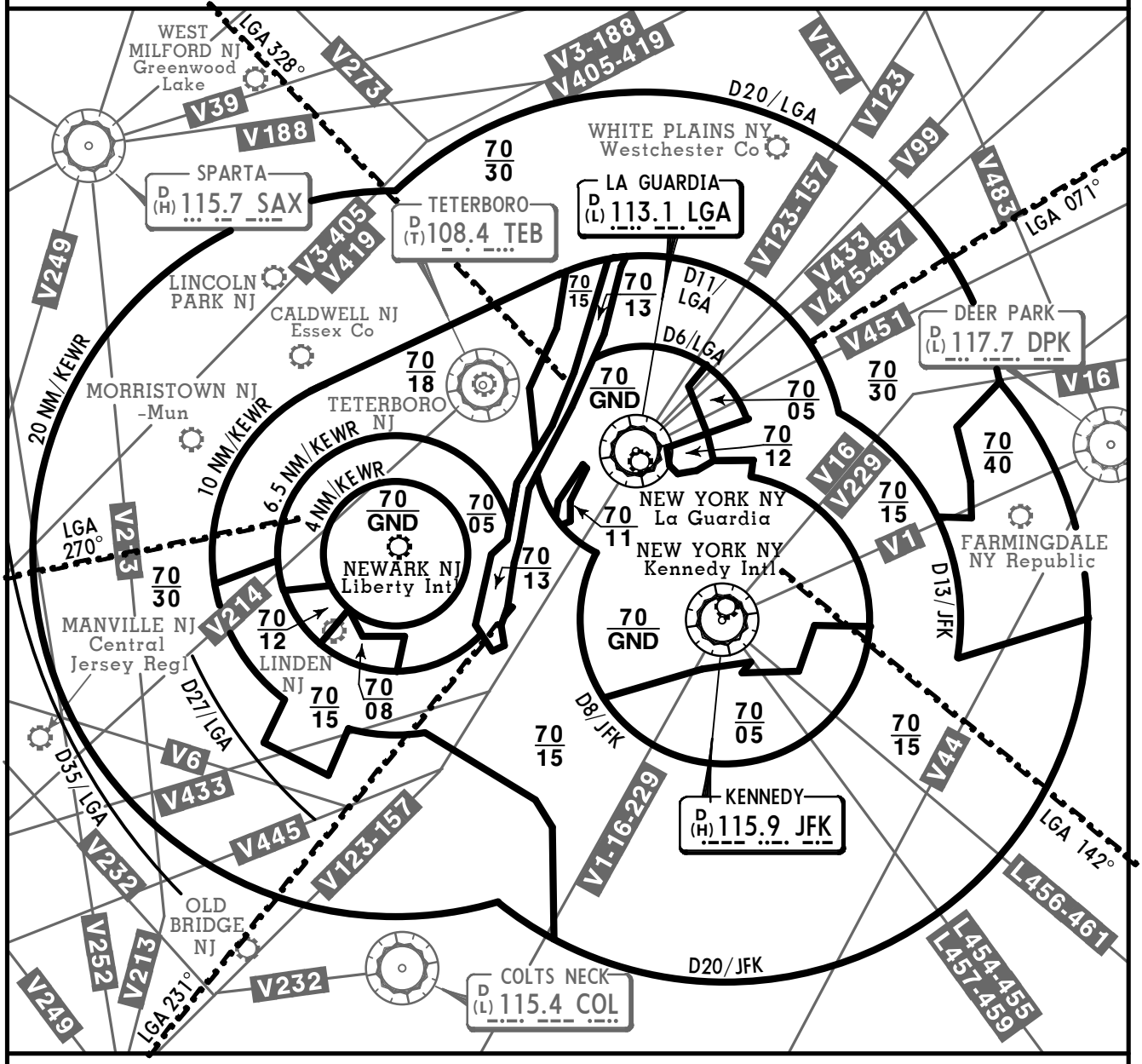
New York App TCA 120.55 (329°-71°)
Kennedy TCA 125.25 At or below 2000 ft Out to 8 mi.
New York Departure Departure Control 135.9
New York Departure Departure Control 134.35 Secondary
New York Departure Departure Control 124.75 Secondary
New York Departure Departure Control 123.7 Secondary
Kennedy Intl Unicom 122.95
Gate Hold Gate Control 125.05
Delta Gate Control 131.375
American Gate Control 129.2
New York Flight Service Station 122.1 RCO
New York Flight Service Station 115.9 RCO

NEW YORK TERMINAL CONTROL
CLASS B VFR COMMUNICATIONS

LGA 328°-071° **New York App** 126.4 120.55
LGA 071°-142° **New York App** 125.7
LGA 142°-231° **New York App** 128.12
LGA 231°-270° **New York App** 128.55
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 LA GUARDIA APT **La Guardia 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.

CHANGES: Communications.

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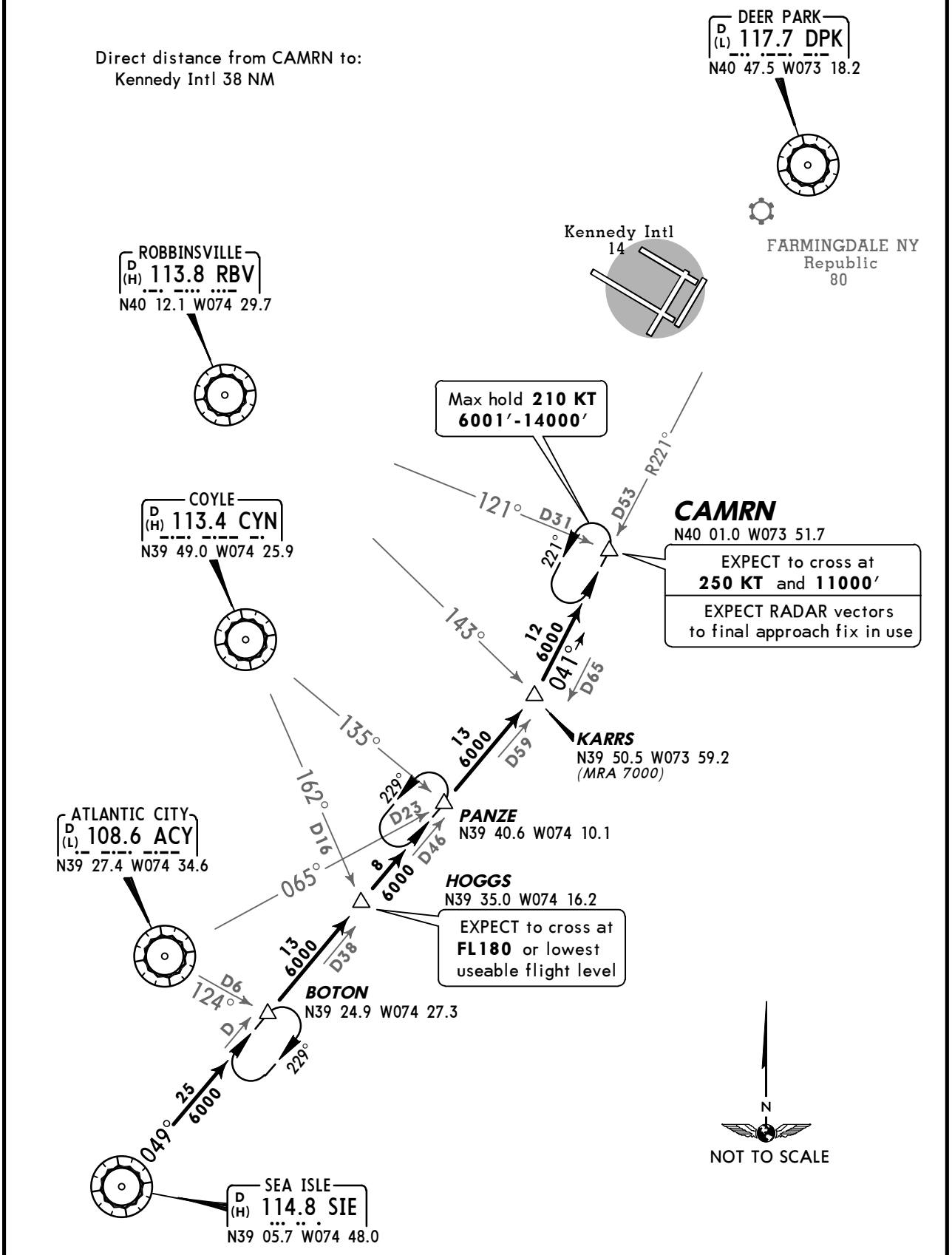
D-ATIS Arrival			Apt Elev	Alt set: INCHES
	NE	SW	See Graphic	Trans level: FL180 Trans alt: 18000′
128.72	117.7	115.4		Applicable to turbojet aircraft only.

CAMRN FOUR ARRIVAL (SIE.CAMRN4)



ROUTING

From over SIE via SIE R-049 and DPK R-221 to CAMRN. EXPECT RADAR vectors to final approach fix in use.

CHANGES: None.

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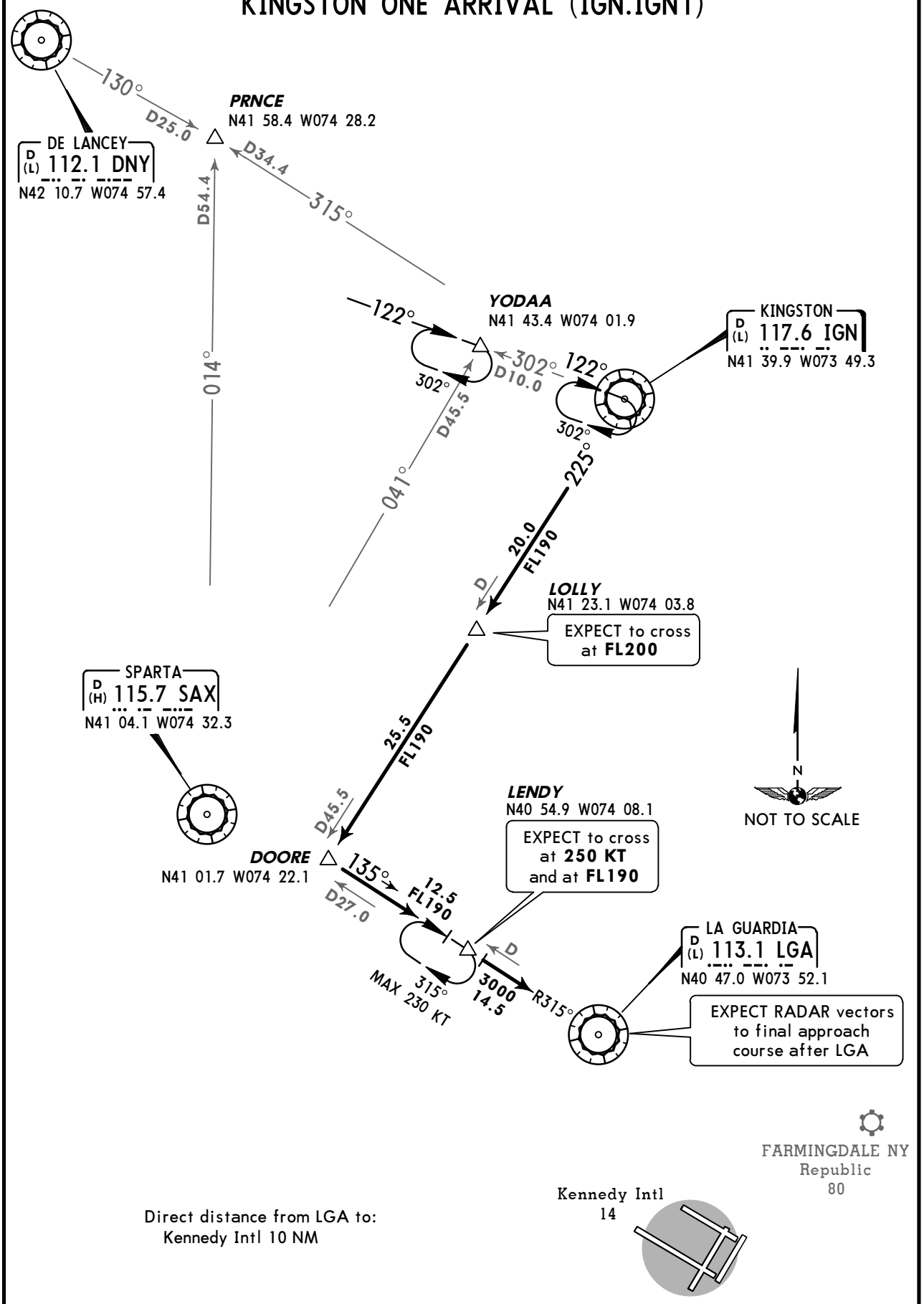
D-ATIS Arrival			Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
	NE	SW		1. This procedure applicable to turboprop and turbojet aircraft operating at or above FL190 and 250 KT or greater.
128.72	117.7	115.4		**2. DME or RADAR required.**

KINGSTON ONE ARRIVAL (IGN.IGN1)



Direct distance from LGA to:
Kennedy Intl 10 NM

ROUTING

From over IGN on IGN R-225 to LOLLY, then on IGN R-225 to DOORE, then on LGA R-315 to LENDY, then on LGA R-315 to LGA. EXPECT RADAR vectors to final approach course after LGA.

CHANGES: Procedure renumbered, formations.

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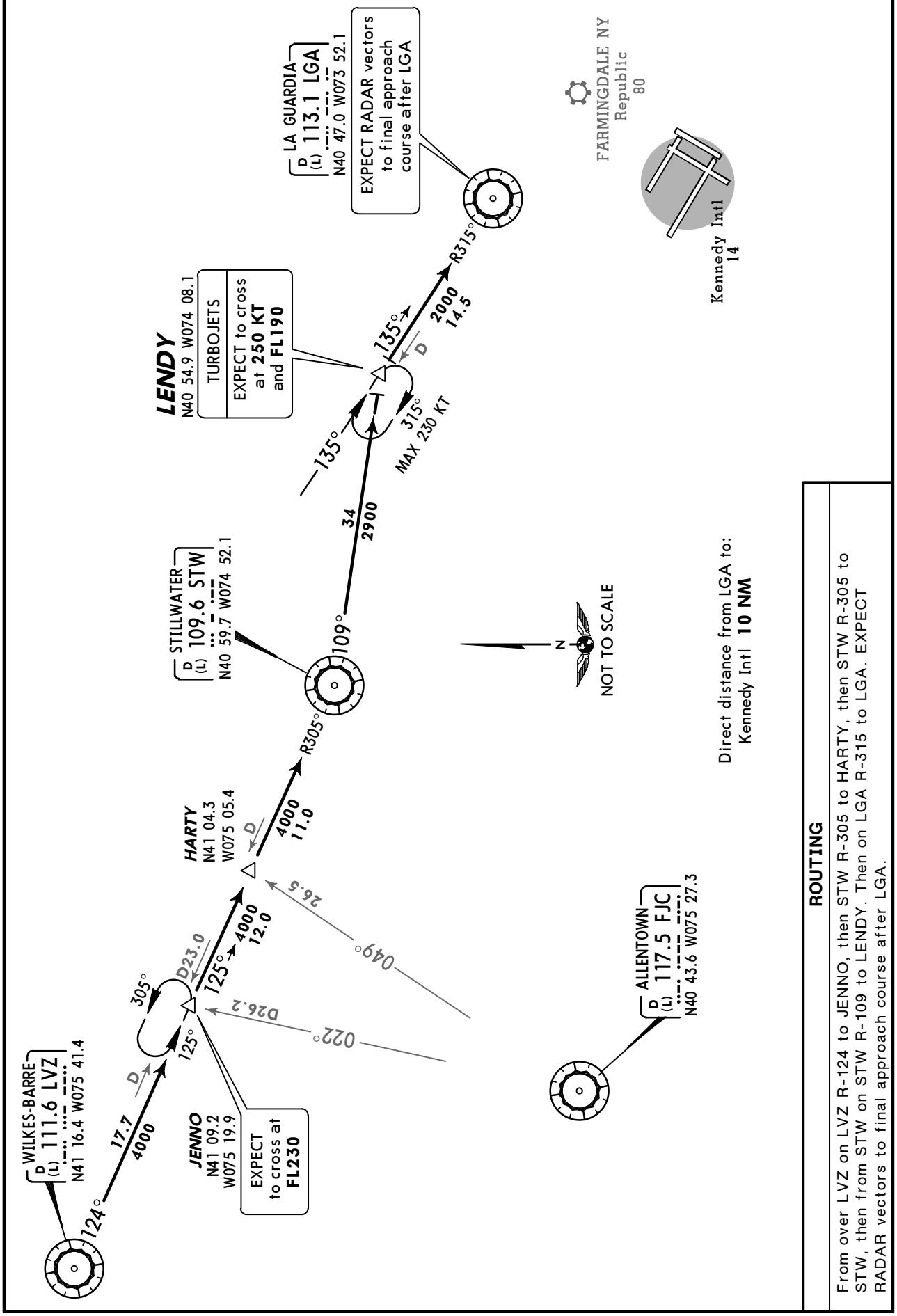
D-ATIS Arrival			Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
128.72	NE 117.7	SW 115.4		1. Applicable to turboprop and turbojet aircraft capable of operating at 250 KT or greater at FL190. **2. DME required.**

LENDY SIX ARRIVAL (LVZ.LENDY6)



ROUTING

From over LVZ on LVZ R-124 to JENNO, then STW R-305 to HARTY, then STW R-305 to STW, then from STW on STW R-109 to LENDY. Then on LGA R-315 to LGA. EXPECT RADAR vectors to final approach course after LGA.

CHANGES: Crossing restrictions revised.

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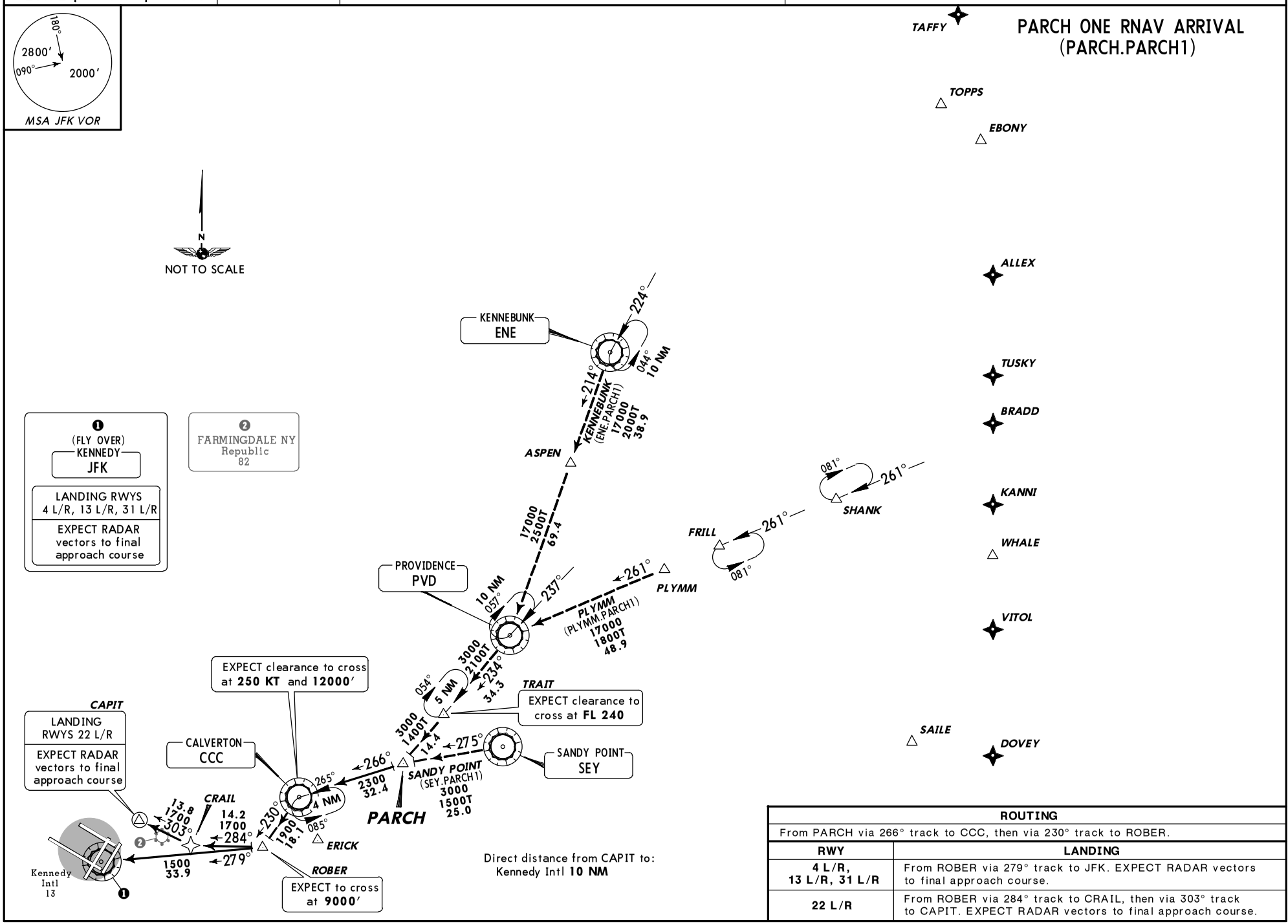
D-ATIS Arrival			Apt Elev	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	4. Procedure applicable to turbojet aircraft only.
128.72	NE 117.7	SW 115.4	See graphic	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.	5. Use CAUTION - parachute jump activity SOUTHEAST of CCC at and below 13500′ (from sunrise to sunset).

PARCH ONE RNAV ARRIVAL (PARCH.PARCH1)



ROUTING	
From PARCH via 266° track to CCC, then via 230° track to ROBER.	
RWY	**LANDING**
4 L/R, 13 L/R, 31 L/R	From ROBER via 279° track to JFK. EXPECT RADAR vectors to final approach course.
22 L/R	From ROBER via 284° track to CRAIL, then via 303° track to CAPIT. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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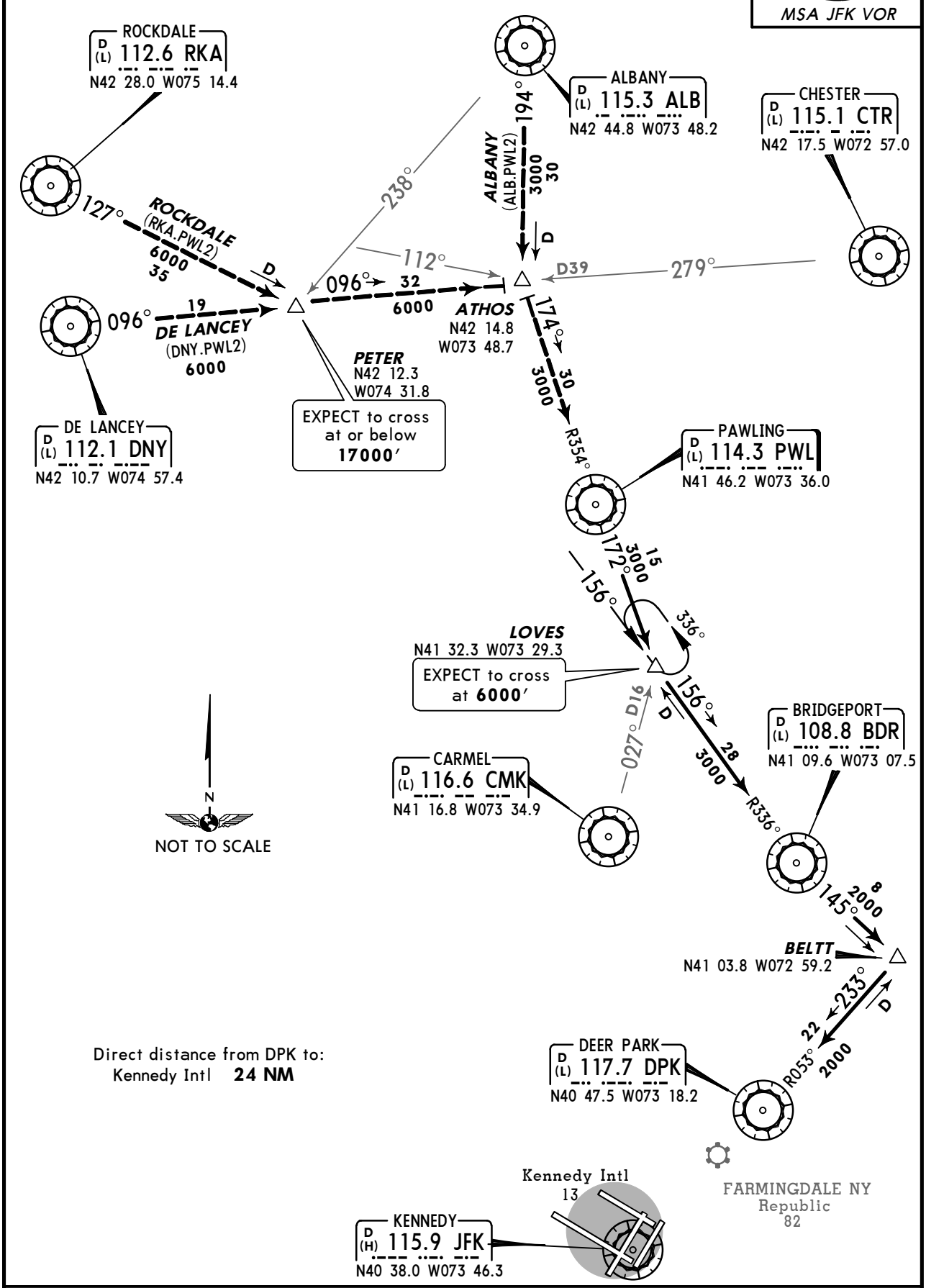
D-ATIS Arrival			Apt Elev See graphic	Alt set: INCHES Trans level: FL 180 Trans alt: 18000′ Applicable to prop and turboprop aircraft operating at 250 KT or less.
NE	SW			
128.72	117.7	115.4		

PAWLING TWO ARRIVAL (PWL.PWL2)



ROUTING

From over PWL via PWL R-172 to LOVES, then via BDR R-336 to BDR, then via BDR R-145 to BELTT, then via DPK R-053 to DPK.

CHANGES: ATHOS, LOVES and PETER formations.

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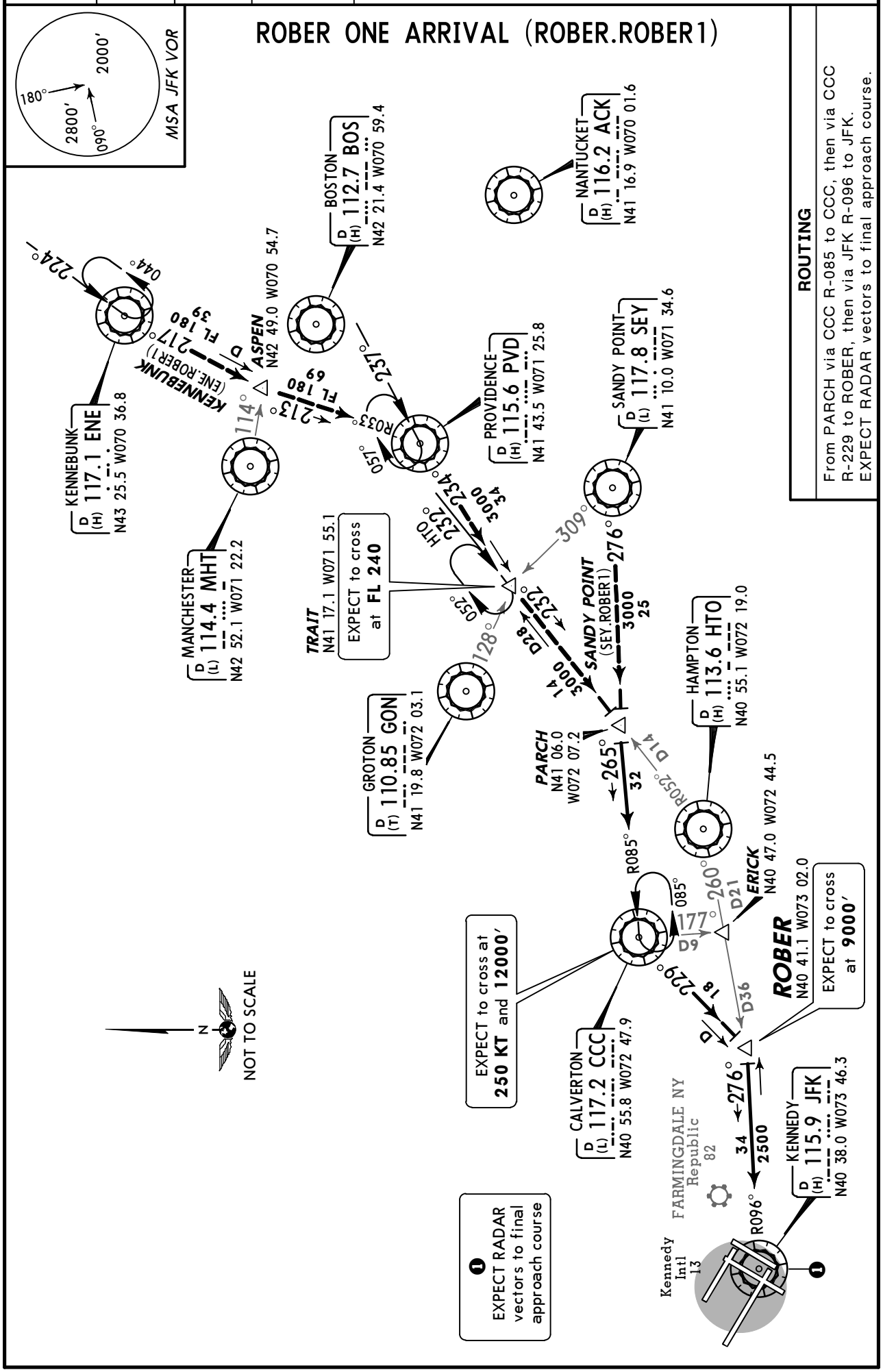
D-ATIS Arrival			Apt Elev	Alt set: INCHES Trans level: FL 180 Trans alt: 18000′
	NE	SW	See graphic	1. Procedure applicable to turbojet aircraft only.
128.72	117.7	115.4		2. Use CAUTION - parachute jump activity in the vicinity of CCC at and below 13500′ (from sunrise to sunset).

ROBER ONE ARRIVAL (ROBER.ROBER1)



ROUTING

From PARCH via CCC R-085 to CCC, then via CCC R-229 to ROBER, then via JFK R-096 to JFK.
EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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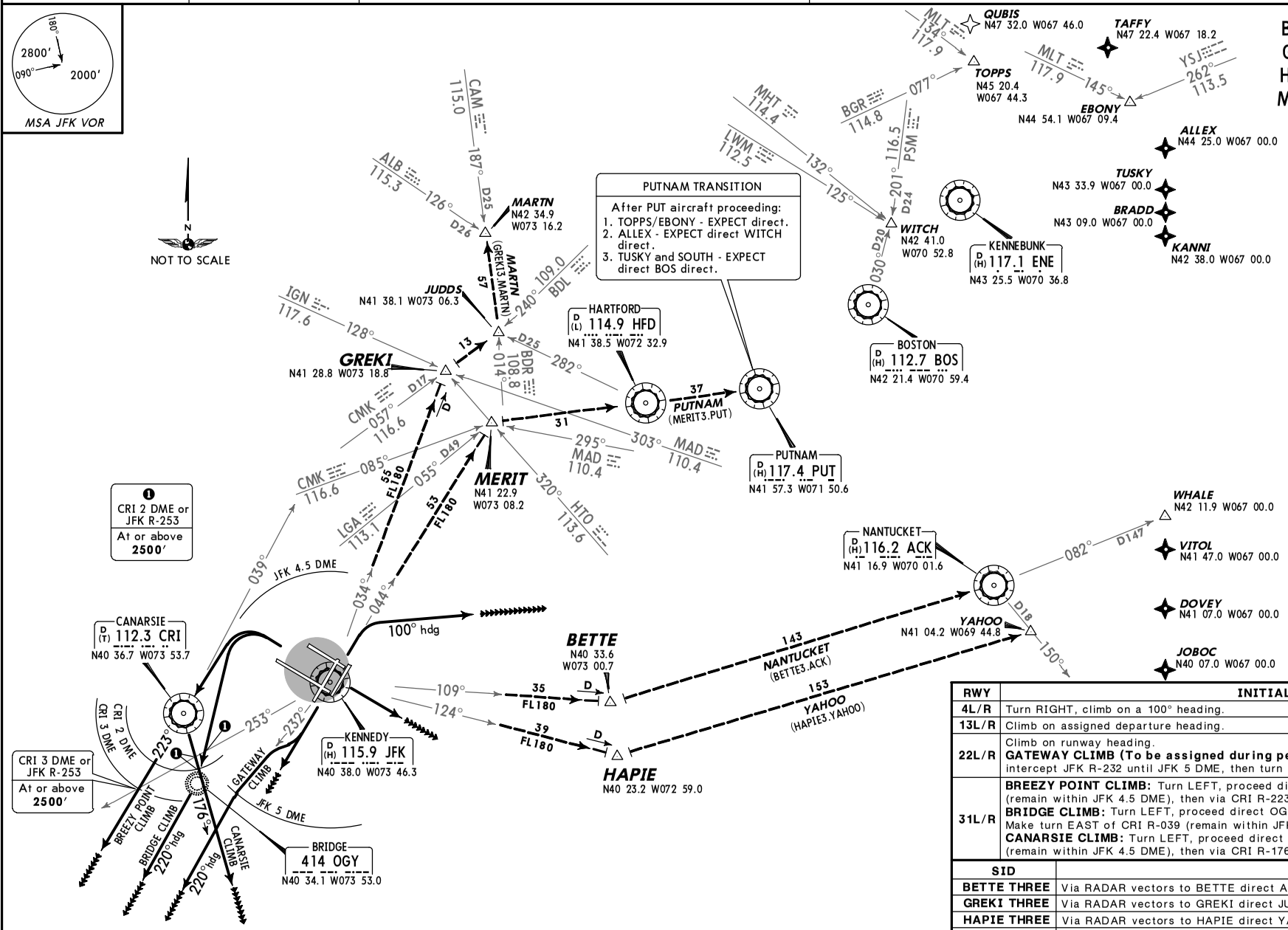
NEW YORK Departure (R)	Apt Elev		
135.9	14′	Trans level: FL180 Trans alt: 18000′	**1. RNAV equipped aircraft only.** 2. NORTH American Route (NAR) aircraft only.

BETTE THREE DEPARTURE (BETTE3.BETTE)
GREKI THREE DEPARTURE (GREKI3.GREKI)
HAPIE THREE DEPARTURE (HAPIE3.HAPIE)
MERIT THREE DEPARTURE (MERIT3.MERIT)



These SIDs require take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L,13L, 22L/R: Standard (or lower than standard, if authorized).
Rwy 13R: 300-2 or standard (or lower than standard, if authorized) with minimum climb gradient of 220′ per NM to **300′.**
Rwys 31L/R: 1800-3 or standard (or lower than standard, if authorized) with minimum climb gradient of 240′ per NM to **2400′.**

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
240′ per NM	300	400	600	800	1000	1200

NOTE:
Cross departure end of runway:
ALL DEPARTURES:
Rwy 4R: at or above 21′ AGL/33′ MSL.
Rwy 13L: at or above 3′ AGL/15′ MSL.
Rwy 13R: at or above 35′ AGL/47′ MSL.
Rwys 31L/R: at or above 35′ AGL/47′ MSL.
BETTE, HAPIE, MERIT DEPARTURES:
RWY 4L: at or above 22′ AGL/34′ MSL.
GREKI DEPARTURE:
RWY 4L: 64′ AGL taxiing aircraft 691′ from DER, 390′ LEFT or RIGHT of Rwy centerline. Cross DER at or above 35′ AGL/47′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
4L/R	Turn RIGHT, climb on a 100° heading.	MAINTAIN 5000′
13L/R	Climb on assigned departure heading.	
22L/R	Climb on runway heading. **GATEWAY CLIMB (To be assigned during period 2200-0700 LT):** Turn RIGHT, intercept JFK R-232 until JFK 5 DME, then turn LEFT to a 220° heading.	
31L/R	**BREEZY POINT CLIMB:** Turn LEFT, proceed direct CRI. Make turn EAST of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. **BRIDGE CLIMB:** Turn LEFT, proceed direct OGY, then fly a 220° heading after OGY. Make turn EAST of CRI R-039 (remain within JFK 4.5 DME). **CANARSIE CLIMB:** Turn LEFT, proceed direct CRI. Make turn EAST of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176.	

SID	ROUTING	
BETTE THREE	Via RADAR vectors to BETTE direct ACK.	EXPECT clearance to filed altitude/flight level 10 minutes after departure.
GREKI THREE	Via RADAR vectors to GREKI direct JUDDS, direct MARTN.	
HAPIE THREE	Via RADAR vectors to HAPIE direct YAHOO.	
MERIT THREE	Via RADAR vectors to MERIT direct HFD, direct PUT.	

CHANGES: None.

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NEW YORK Departure (R) 135.9

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.
4. TOWIN Transition ATC assigned only.

DEEZZ THREE RNAV DEPARTURE (DEEZZ3.DEEZZ)

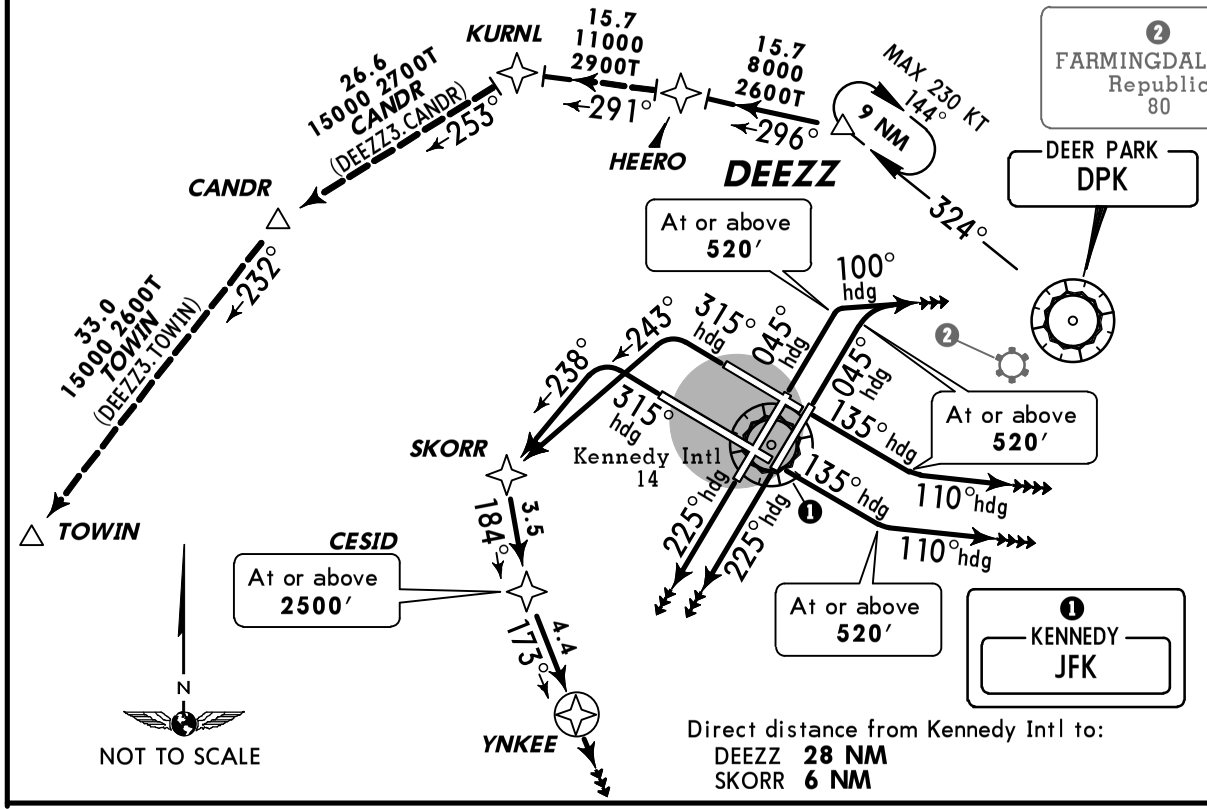
RWY	INITIAL CLIMB	ALTITUDE
4L/R	Climb heading 045° to **520′,** then climbing RIGHT turn to heading 100° or as assigned by ATC.	MAINTAIN 5000′
13L/R	Climb heading 135° to **520′,** then climbing LEFT turn to heading 110° or as assigned by ATC.	
22L/R	Climb heading 225° or as assigned by ATC.	
31L	Climb heading 315° to intercept course 238° to SKORR, then on track 184° to cross CESID at or above **2500′,** then on track 173° to YNKEE, then on track 173° or as assigned by ATC.	
31R	Climb heading 315° to intercept course 243° to SKORR, then on track 184° to cross CESID at or above **2500′,** then on track 173° to YNKEE, then on track 173° or as assigned by ATC.	

ROUTING

EXPECT vectors to DEEZZ, then on depicted route to HEERO. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 13L, 22L/R: Standard (or lower than standard, if authorized).
Rwy 13R: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 250′ per NM to **300′.**
Rwy 31L: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to **1400′.** ATC climb of 440′ per NM to **2500′.**
Rwy 31R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to **1400′.** ATC climb of 357′ per NM to **2500′.**

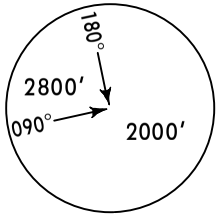
Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250
357′ per NM	446	595	893	1190	1488	1785
440′ per NM	550	733	1100	1467	1833	2200
500′ per NM	625	833	1250	1667	2083	2500



Direct distance from Kennedy Intl to:
DEEZZ **28 NM**
SKORR **6 NM**

OBSTACLES

Rwy 4L: Taxiing aircraft and fences beginning 249′ from DER, 316′ LEFT of centerline, up to 79′ AGL/93′ MSL. Taxiing aircraft 706′ from DER, 472′ RIGHT of centerline, up to 79′ AGL/93′ MSL.
Rwy 4R: Trees beginning 1294′ from DER, 687′ LEFT of centerline, up to 62′ AGL/76′ MSL. Trees beginning 523′ from DER, 613′ RIGHT of centerline, up to 19′ AGL/33′ MSL.
Rwy 13L: Electrical equipment and glideslope antenna beginning 105′ from DER, 140′ LEFT of centerline, up to 26′ AGL/40′ MSL.
Rwy 13R: Glideslope antenna 420′ from DER, 405′ LEFT of centerline, 36′ AGL/45′ MSL. Fence and transmission tower beginning 157′ from DER, 5′ RIGHT of centerline, up to 139′ AGL/140′ MSL. Tank 1.1 NM from DER, 2115′ RIGHT of centerline, 215′ AGL/227′ MSL.
Rwy 31R: Fence, vehicles on road, poles and trees beginning 282′ from DER, 14′ LEFT of centerline, up to 55′ AGL/67′ MSL. Fence, approach lights, poles, and trees beginning 190′ from DER, 8′ RIGHT of centerline, up to 29′ AGL/43′ MSL.



MSA JFK VOR

CHANGES: Procedure revised, renumbered.

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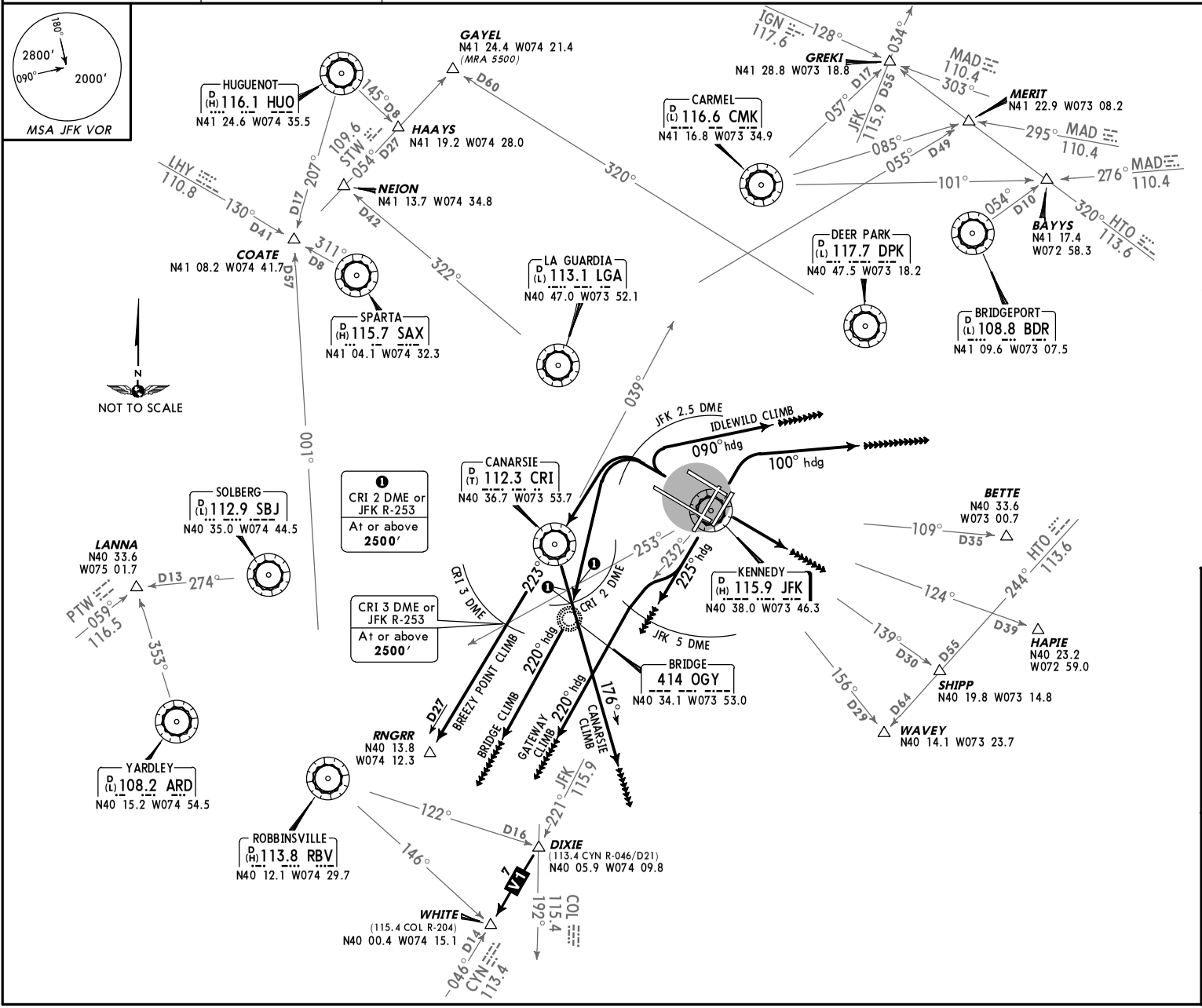
NEW YORK Departure (R)	Apt Elev	Trans level: FL 180 Trans alt: 18000′
135.9	14′	**RADAR required.**



KENNEDY ONE DEPARTURE (JFK1.JFK)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 13L, 22L/R: Standard (or lower than standard, if authorized).
Rwy 13R: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 250′ per NM to **300′.**
Rwy 31L: ALL CLIMBS: Standard (or lower than standard, if authorized) with a minimum obstacle climb of 210′ per NM to **2000′** and ATC climb gradients of:
BREEZY POINT CLIMB: 343′ per NM to **2500′.**
BRIDGE CLIMB: 534′ per NM to **2500′.**
CANARSIE CLIMB: 440′ per NM to **2500′.**
Rwy 31R: Standard (or lower than standard, if authorized) with ATC climb gradients of:
BREEZY POINT CLIMB: 287′ per NM to **2500′.**
BRIDGE CLIMB: 431′ per NM to **2500′.**
CANARSIE CLIMB: 357′ per NM to **2500′.**

Gnd speed-KT	75	100	150	200	250	300
210′ per NM	263	350	525	700	875	1050
250′ per NM	313	417	625	833	1042	1250
287′ per NM	359	478	718	957	1196	1435
343′ per NM	429	572	858	1143	1429	1715
357′ per NM	446	595	893	1190	1488	1785
431′ per NM	539	718	1078	1437	1796	2155
440′ per NM	550	733	1100	1467	1833	2200
534′ per NM	668	890	1335	1780	2225	2670

NOTE:
Cross departure end of runway:
Rwy 4L: At or above 35′ AGL/47′ MSL.

OBSTACLES
For TAKEOFF OBSTACLE NOTES See 20-3OB1

RWY	INITIAL CLIMB
4L/R	Climbing RIGHT turn to **5000′** via heading 100°.
13L/R	Climb via assigned heading. **MAINTAIN 5000′.**
22L/R	Climb heading 225°. **MAINTAIN 5000′.** **GATEWAY CLIMB (To be assigned during period 2200-0700 LT):** Intercept JFK R-232 SOUTHWEST bound until JFK 5 DME, then turn LEFT heading 220°. **MAINTAIN 5000′.**
31L/R	**BREEZY POINT CLIMB:** Climbing LEFT turn direct to CRI. Make turn EAST of CRI R-039, then via CRI R-223 to RNGRR. **MAINTAIN 5000′.** **BRIDGE CLIMB: (ADF required):** Climbing LEFT turn direct to OGY, then via heading 220°. Make turn EAST of CRI R-039. **MAINTAIN 5000′.** **CANARSIE CLIMB:** Climbing LEFT turn direct to CRI. Make turn EAST of CRI R-039, then via CRI R-176. **MAINTAIN 5000′.** **IDLEWILD CLIMB: (To be assigned by ATC to Non-turbojet aircraft):** Climbing RIGHT turn to **2000′** via heading 090°. Remain within JFK 2.5 DME. If unable to remain within JFK 2.5 DME, advise ATC.

ROUTING

Via vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

BAYYS Departures	EXPECT vectors to BDR/BDR R-054.
BETTE Departures	EXPECT vectors to JFK R-109.
COATE Departures	EXPECT vectors to SAX/SAX R-311.
DIXIE Departures	EXPECT vectors to JFK R-221.
HAPIE Departures	EXPECT vectors to JFK R-124.
RBV Departures	EXPECT vectors to RBV after RNGRR.
SHIPP Departures	EXPECT vectors to JFK R-139.
WAVEY Departures	EXPECT vectors to JFK R-156.
WHITE Departures	EXPECT vectors to V-1.

CHANGES: Reindexed, airport elevation, formations.

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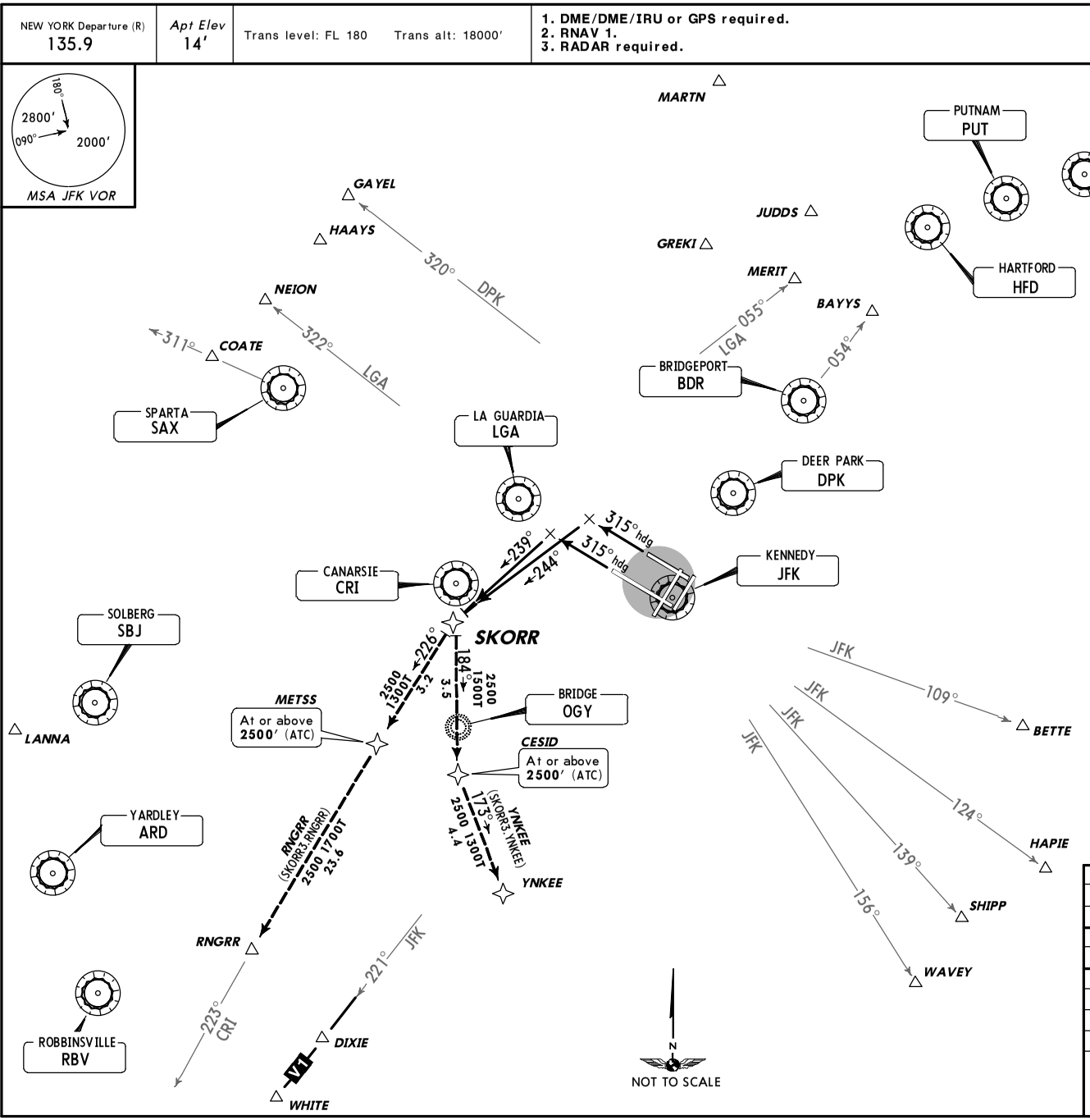
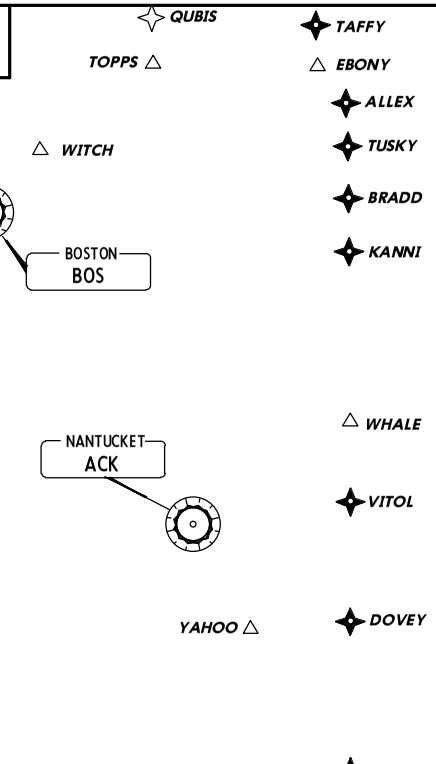
SKORR THREE RNAV DEPARTURE (SKORR3.SKORR)

NEW YORK Departure (R)	Apt Elev	Trans level: FL 180 Trans alt: 18000′	
135.9	14′		1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.





Direct distance from Kennedy Intl to:
SKORR **6 NM**

OBSTACLES
For TAKEOFF OBSTACLES see 20-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 13L/R, 22L/R: Not authorized - Noise Abatement.
Rwy 31L/R: Standard (or lower than standard, if authorized), with a minimum climb of 500′ per NM to **513′** then ATC climb of 276′ per NM to **2500′.**

Gnd speed-KT	75	100	150	200	250	300
276′ per NM	345	460	690	920	1150	1380
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
31L	Climb heading 315° to intercept course 239° to SKORR.	MAINTAIN 5000′
31R	Climb heading 315° to intercept course 244° to SKORR.	

ROUTING

EXPECT clearance to filed altitude/flight level 10 minutes after departure.

VIA	NORTH AMERICAN ROUTES
BETTE	EXPECT RADAR vectors to BETTE direct ACK.
GREKI	EXPECT RADAR vectors to GREKI direct JUDDS, direct MARTN.
HAPIE	EXPECT RADAR vectors to HAPIE direct YAHOO.
MERIT	EXPECT RADAR vectors to MERIT direct HFD, then direct PUT, then: -TOPPS or EBONY EXPECT direct. -ALLEX via direct WITCH direct. -TUSKY and SOUTH EXPECT direct BOS direct.

CHANGES: Reindexed (SEAVIEW SID cancelled).

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TAKEOFF OBSTACLE NOTES

KENNEDY DEPARTURE:

- RWY 4L:

  TAXIING AIRCRAFT 691' FROM DER, 390' LEFT OR RIGHT OF RWY CENTERLINE, 64' AGL/77' MSL. CROSS DER AT OR ABOVE 35' AGL/47' MSL. TREE 1824' FROM DER, 180' RIGHT OF CENTERLINE, 63' AGL/79' MSL. TREE 1847' FROM DER, 88' LEFT OF CENTERLINE, 54' AGL/67' MSL. MULTIPLE OBSTRUCTION LIGHTS ON FENCE BEGINNING 249' FROM DER, 316' LEFT OF CENTERLINE, 10' AGL/22' MSL.

- RWY 4R:

  MULTIPLE TREES BEGINNING 1294' FROM DER, 687' LEFT OF CENTERLINE, UP TO 63' AGL/76' MSL. TREE 524' FROM DER, 613' RIGHT OF CENTERLINE, 20' AGL/33' MSL.

- RWY 13L:

  ELECTRICAL EQUIPMENT 106' FROM DER, 416' LEFT OF CENTERLINE, 10' AGL/17' MSL. OBSTRUCTION LIGHT ON GS ANTENNA 1046' FROM DER, 141' LEFT OF CENTERLINE, 27' AGL/40' MSL.

- RWY 13R:

  OBSTRUCTION LIGHT ON TANK 1.12 NM FROM DER, 2116' RIGHT OF CENTERLINE, 215' AGL/227' MSL. OBSTRUCTION LIGHT ON GS ANTENNA 361' FROM DER, 405' LEFT OF CENTERLINE, 32' AGL/45' MSL. OBSTRUCTION LIGHT ON FENCE 98' FROM DER, 6' RIGHT OF CENTERLINE, 10' AGL/24' MSL. TOWER 4690' FROM DER, 1386' RIGHT OF CENTERLINE, 127' AGL/140' MSL.

- RWY 31L:

  TREE 2076' FROM DER, 436' LEFT OF CENTERLINE, 79' AGL/91' MSL. BUSH 257' FROM DER, 530' LEFT OF CENTERLINE, 13' AGL/25' MSL.

- RWY 31R:

  TREE 752' FROM DER, 654' LEFT OF CENTERLINE, 39' AGL/52' MSL. TREE 561' FROM DER, 646' RIGHT OF CENTERLINE, 30' AGL/43' MSL. MULTIPLE LIGHT POLES BEGINNING 1442' FROM DER, 336' LEFT OF CENTERLINE, UP TO 44' AGL/67' MSL. VEHICLE ON ROAD 281' FROM DER, 501' LEFT OF CENTERLINE, 15' AGL/26' MSL. MULTIPLE OBSTRUCTION LIGHTS ON POLES AND FENCE BEGINNING 365' FROM DER, 15' LEFT OF CENTERLINE, UP TO 17' AGL/31' MSL. OBSTRUCTION LIGHT ON POLE 625' FROM DER, 359' RIGHT OF CENTERLINE, 28' AGL/31' MSL. APPROACH LIGHT 190' FROM DER, 8' RIGHT OF CENTERLINE, 5' AGL/18' MSL. FENCE 410' FROM DER, 352' RIGHT OF CENTERLINE, 10' AGL/23' MSL.

SKORR RNAV DEPARTURE:

- RWY 31L:

  TREE 2076' FROM DER, 436' LEFT OF CENTERLINE, 79' AGL/91' MSL. BUSH 257' FROM DER, 530' LEFT OF CENTERLINE, 13' AGL/25' MSL.

- RWY 31R:

  TREE 752' FROM DER, 654' LEFT OF CENTERLINE, 39' AGL/52' MSL. TREE 561' FROM DER, 646' RIGHT OF CENTERLINE, 30' AGL/43' MSL. MULTIPLE LIGHT POLES STARTING 1442' FROM DER, 336' LEFT OF CENTERLINE, UP TO 44' AGL/67' MSL. VEHICLE ON ROAD 281' FROM DER, 501' LEFT OF CENTERLINE, 15' AGL/26' MSL. MULTIPLE OBSTRUCTION LIGHTS ON POLES AND FENCE STARTING 366' FROM DER, 15' LEFT OF CENTERLINE, UP TO 17' AGL/31' MSL. OBSTRUCTION LIGHT ON POLE 625' FROM DER, 359' RIGHT OF CENTERLINE, 28' AGL/31' MSL. APPROACH LIGHT 190' FROM DER, 8' RIGHT OF CENTERLINE, 5' AGL/18' MSL. FENCE 410' FROM DER, 352' RIGHT OF CENTERLINE, 10' AGL/23' MSL.

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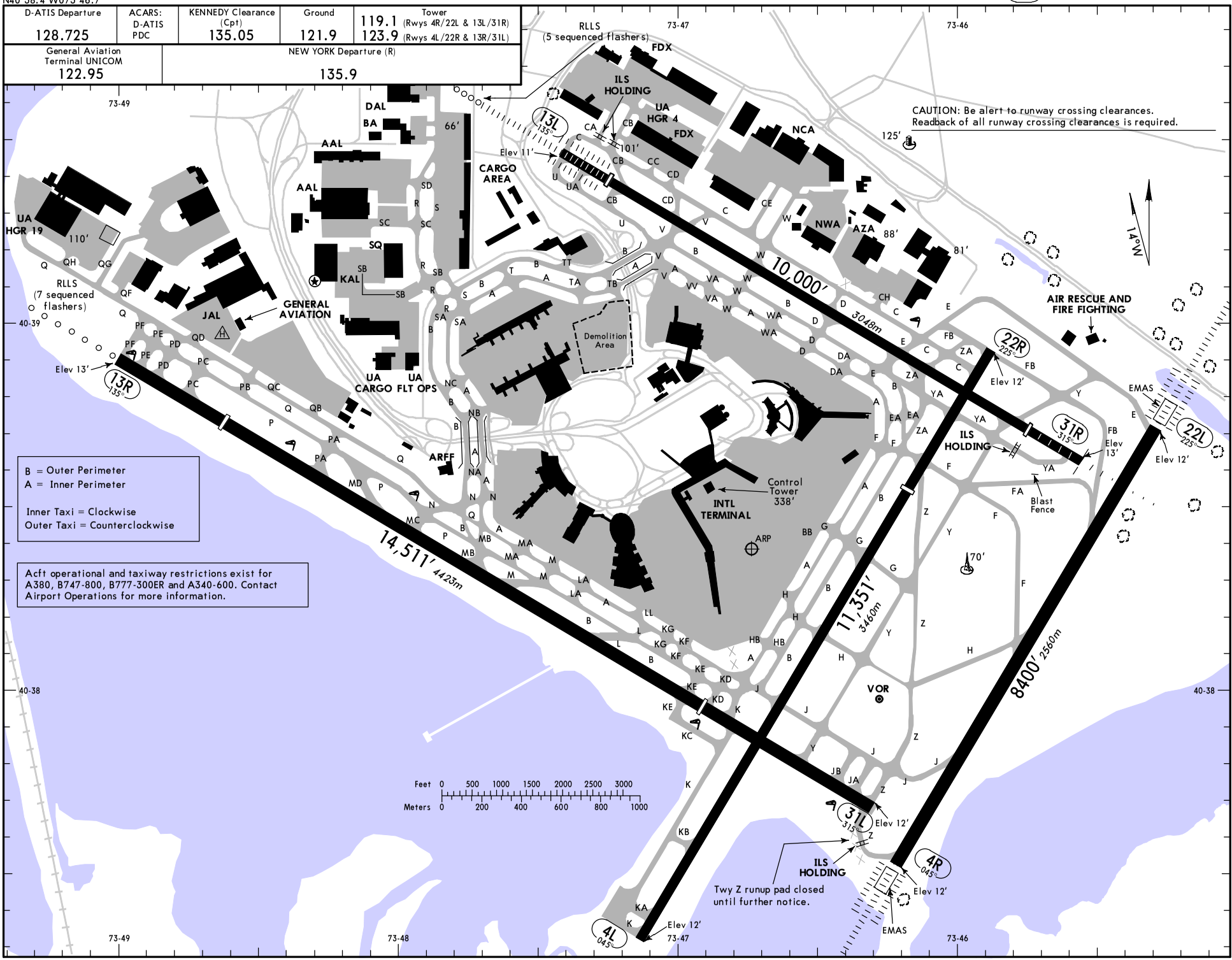
D-ATIS Departure	ACARS: D-ATIS PDC	KENNEDY Clearance (Cpt)	Ground	Tower
128.725		135.05	121.9	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)

General Aviation Terminal UNICOM	NEW YORK Departure (R)
122.95	135.9



CHANGES: Airport elevation, Rwy 13L lighting, Twy Z runup pad note.

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GENERAL
Birds on and in vicinity of airport.
Low-level wind shear alert system.
ASDE-X surveillance system in use. Operate transponders with Mode C on all taxiways and runways.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4L	HIRL CL PAPI-L (angle 3.0°)	grooved	RVR		10,261' *3128m*		150' *46m*
22R	HIRL CL	grooved	RVR	8655' *2638m*	7530' *2295m*		
4R	HIRL CL ALSF-II TDZ	grooved	RVR		7393' *2253m*		200' *61m*
22L	HIRL CL ALSF-II TDZ ❶PAPI-L	grooved	RVR		7440' *2268m*		

❶ Angle 3.00°

13L	HIRL CL ALSF-II ❷RLLS TDZ ❸VASI	grooved	RVR	9095' *2772m*	7989' *2435m*		150' *46m*
31R	HIRL CL MALSR TDZ	grooved	RVR	❹8483' *2586m*	8158' *2487m*		

❷ Uses the 1000' light station of the ALS only with CRI VOR approaches and is angled toward AQUEDUCT. Also 5 SFLs from 1200'-2000' and a 4 SFL grouping approx 1 mile from rwy plus 1 adjacent forming an apch gate are angled 35° south of rwy centerline designed to provide earlier ident of rwy environment.
❸ Unusable left of centerline. Angle 2.75°. ❹ Last 487' *148m* unavailable for landing distance computations.

13R	HIRL CL RLLS ❺PAPI-L (angle 3.00°)	grooved	RVR	12,468' *3800m*			200' *61m*
31L	HIRL CL PAPI-L (angle 3.00°)	grooved	RVR	11,248' *3428m*	10,145' *3092m*		

❺ Offset 22 degrees left to support VOR or GPS Rwy 13R and PARKWAY VISUAL Rwy 13R. Rwy has second PAPI-L with transitional TCH and angle 3.00°.

TAKE-OFF

Rwys 4L, 4R, 13L, 22L, 22R

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 31R

With Mim climb of 230'/NM to 2400'

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 31L

With Mim climb of 250'/NM to 2400'

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 13R

With Mim climb of 250'/NM to 300'

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1½

FOR FILING AS ALTERNATE

	ILS Rwy 4L ILS Rwy 4R ILS Rwy 13L ILS Rwy 22L ILS Rwy 22R ILS Rwy 31L ILS Rwy 31R	LOC Rwy 4L LOC Rwy 4R LOC Rwy 13L LOC Rwy 22L LOC Rwy 22R LOC Rwy 31L LOC Rwy 31R VOR Rwy 4L VOR Rwy 4R VOR DME Rwy 22L	VOR Rwy 31L RNAV (GPS) Y Rwy 4L RNAV (GPS) Y Rwy 4R RNAV (GPS) Y Rwy 22L RNAV (GPS) Rwy 22R RNAV (GPS) Y Rwy 31L RNAV (GPS) Y Rwy 31R RNAV (RNP) Z Rwy 22L RNAV (RNP) Z Rwy 31L RNAV (RNP) Z Rwy 31R	VOR Rwy 13L/13R	Other
A B C D	700-2	800-2		1000-3	NA

CHANGES: Rwy 31R usable length, Rwy 13L/31R notes.

AMEND 8

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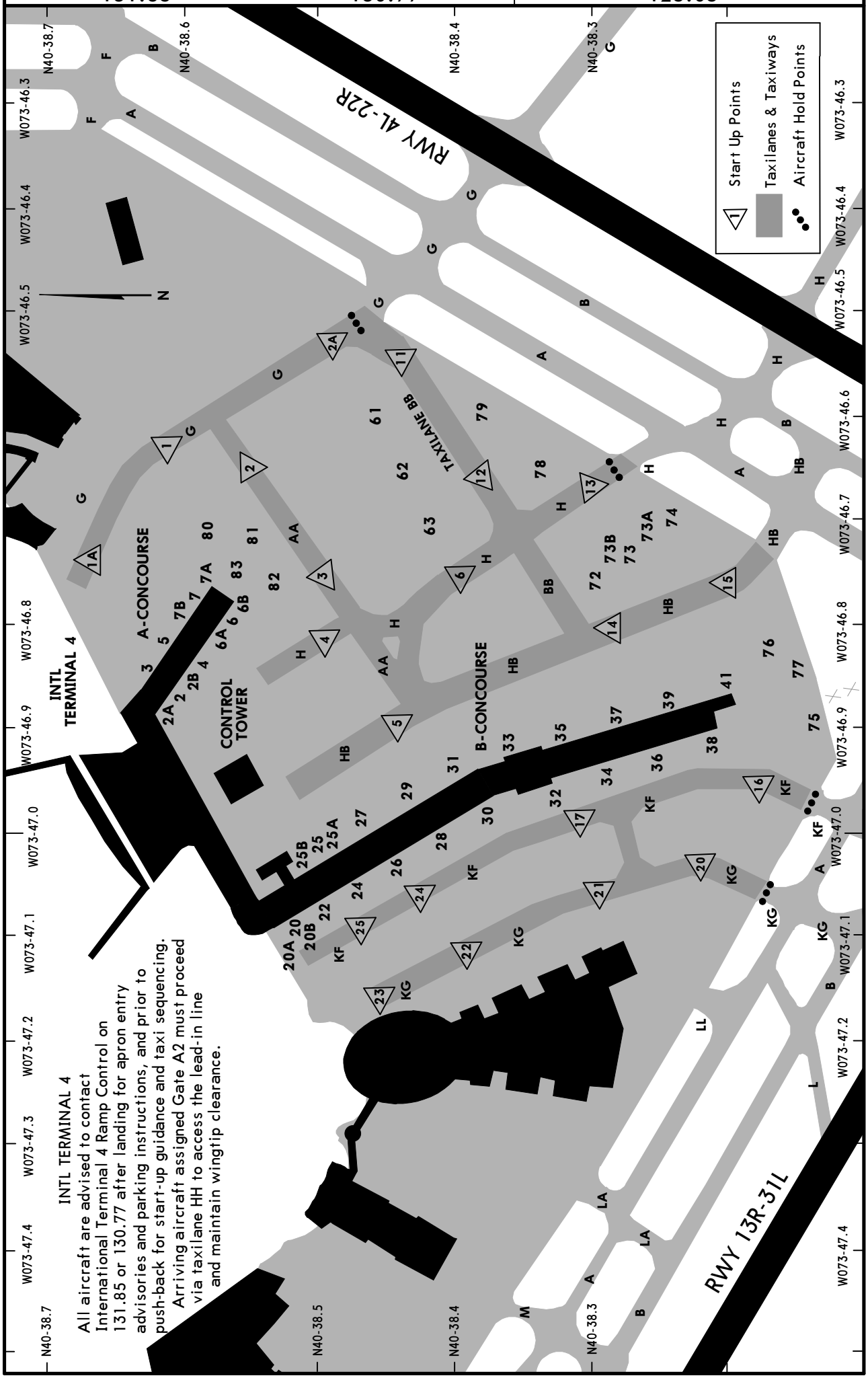
Intl Terminal 4 Ramp Control (Entering/exiting on Twys KG & KF)	Intl Terminal 4 Ramp Control (Entering/exiting on Twys H & G)	Gate Hold
131.85	130.77	125.05



INTL TERMINAL 4

All aircraft are advised to contact International Terminal 4 Ramp Control on 131.85 or 130.77 after landing for apron entry advisories and parking instructions, and prior to push-back for start-up guidance and taxi sequencing.

Arriving aircraft assigned Gate A2 must proceed via taxilane HH to access the lead-in line and maintain wingtip clearance.

CHANGES: Hot Spots removed.

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PARKING GATE COORDINATES

GATE/SPOT No.	COORDINATES
Intl Terminal 4	
2, 2A, 2B	N40 38.6 W073 46.9
3 thru 7B	N40 38.6 W073 46.8
20, 20A, 20B, 22	N40 38.5 W073 47.1
24	N40 38.5 W073 47.1
25, 25A, 25B	N40 38.5 W073 47.0
26	N40 38.4 W073 47.0
27	N40 38.5 W073 47.0
28 thru 30	N40 38.4 W073 47.0
31	N40 38.4 W073 46.9
32, 34, 36	N40 38.3 W073 46.9
33, 35, 37	N40 38.3 W073 46.8
38	N40 38.2 W073 46.9
39, 41	N40 38.2 W073 46.8

GATE/SPOT No.	COORDINATES
South of Intl Terminal 4	
61	N40 38.5 W073 46.6
62, 63	N40 38.4 W073 46.7
72, 73, 73A/B , 78	N40 38.3 W073 46.7
74	N40 38.2 W073 46.7
76	N40 38.2 W073 46.8
75, 77	N40 38.1 W073 46.9
79	N40 38.4 W073 46.6
80, 81	N40 38.6 W073 46.7
82	N40 38.5 W073 46.8
83	N40 38.6 W073 46.8

CHANGES: None.

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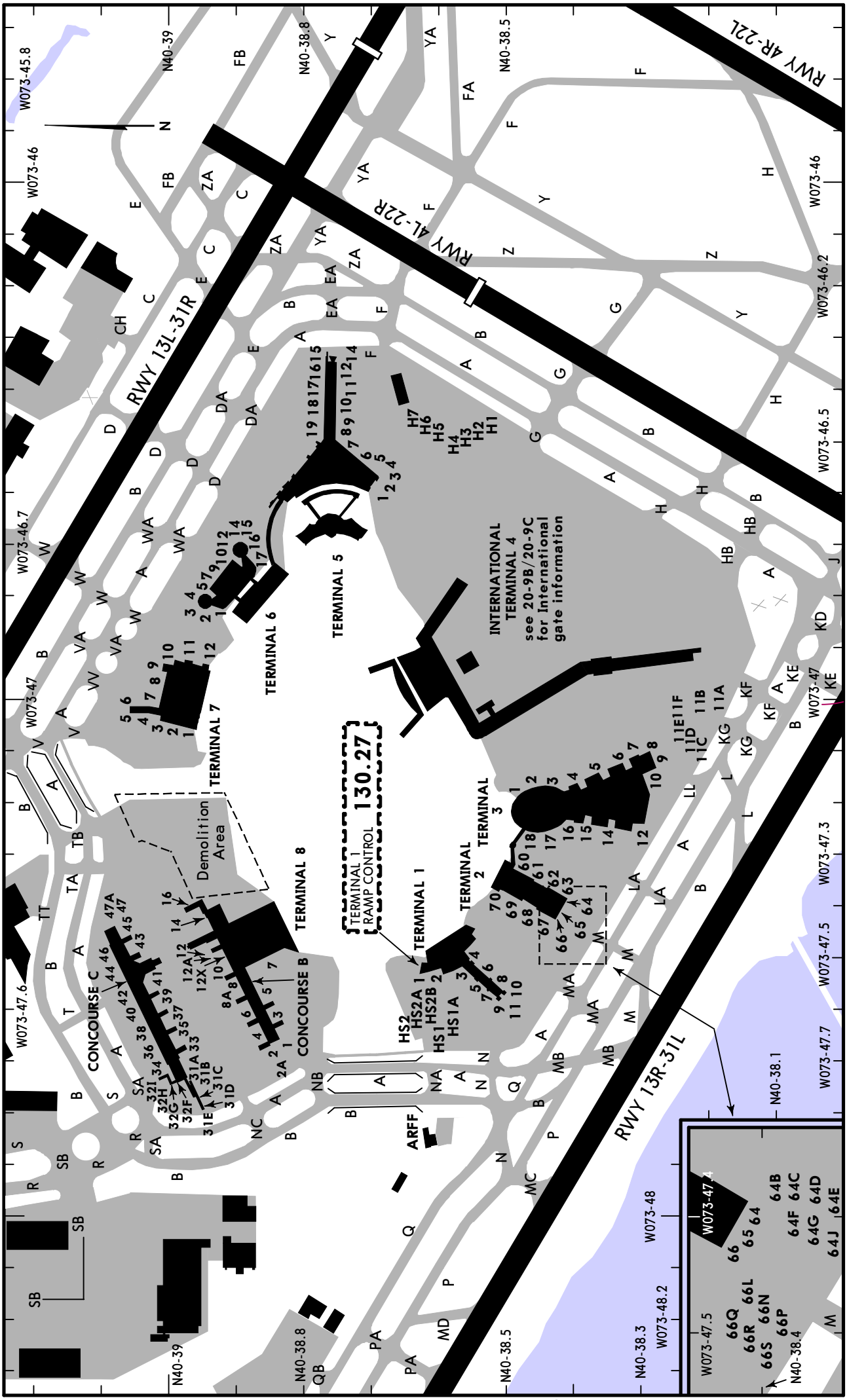

CHANGES: Terminal 2 parking spots.

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PARKING GATE COORDINATES

GATE No.	COORDINATES
Terminal 1	
1 thru 3	N40 38.6 W073 47.5
4 thru 6	N40 38.5 W073 47.5
7	N40 38.5 W073 47.6
8	N40 38.5 W073 47.5
9 thru 11	N40 38.5 W073 47.6
HS1	N40 38.6 W073 47.7
HS1A, HS2	N40 38.6 W073 47.6
HS2A, HS2B	N40 38.6 W073 47.6
Terminal 2	
60, 61	N40 38.5 W073 47.3
62 thru 64	N40 38.4 W073 47.4
65 thru 67	N40 38.4 W073 47.4
68 thru 70	N40 38.5 W073 47.4
64 B thru J	N40 38.4 W073 47.4
66 L thru S	N40 38.4 W073 47.5
Terminal 3	
1, 2	N40 38.5 W073 47.2
3, 4	N40 38.4 W073 47.2
5	N40 38.4 W073 47.1
6 thru 10	N40 38.3 W073 47.1
11A, 11B, 11F	N40 38.2 W073 47.0
11C, 11D, 11E	N40 38.2 W073 47.1
12, 14	N40 38.3 W073 47.2
15, 16	N40 38.4 W073 47.2
17	N40 38.4 W073 47.3
18	N40 38.5 W073 47.3
Terminal 5	
1 thru 3	N40 38.7 W073 46.6
4 thru 9	N40 38.7 W073 46.5
10 thru 12	N40 38.7 W073 46.4
14	N40 38.7 W073 46.3
15	N40 38.8 W073 46.3
16 thru 18	N40 38.8 W073 46.4
19	N40 38.8 W073 46.5
H1, H2	N40 38.5 W073 46.5
H3 thru H7	N40 38.6 W073 46.5
Terminal 6	
1, 2	N40 38.9 W073 46.8
3, 4	N40 39.0 W073 46.8
5, 7	N40 38.9 W073 46.8
9, 10, 12	N40 38.9 W073 46.7
14 thru 17	N40 38.9 W073 46.7
Terminal 7	
1, 2	N40 39.0 W073 47.1
3, 4	N40 39.0 W073 47.0
5, 6	N40 39.1 W073 47.0
7, 8	N40 39.0 W073 47.0
9 thru 11	N40 39.0 W073 46.9
12	N40 38.9 W073 46.9
Terminal 8	
10, 12	N40 38.9 W073 47.5
12A, 12X	N40 38.9 W073 47.5
14, 16	N40 38.9 W073 47.4
Concourse B	
1, 2, 2A	N40 38.8 W073 47.7
3	N40 38.8 W073 47.6
4 thru 6	N40 38.9 W073 47.6
7	N40 38.9 W073 47.5
8, 8A	N40 38.9 W073 47.6
Concourse C	
31A, 31B	N40 39.0 W073 47.7
31C	N40 39.0 W073 47.8
31D, 31E	N40 38.9 W073 47.8
32F thru 34	N40 39.0 W073 47.7
35	N40 39.0 W073 47.6
36	N40 39.0 W073 47.7
37 thru 41	N40 39.0 W073 47.6
42	N40 39.1 W073 47.6
43	N40 39.0 W073 47.5
44	N40 39.1 W073 47.5
45	N40 39.1 W073 47.4
46	N40 39.1 W073 47.5
47, 47A	N40 39.1 W073 47.4

CHANGES: Terminal 2 gate numbers and coordinates.

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DEPARTURE FLOW PROCEDURES/GATEHOLD PROCEDURES

Departure Flow procedures will be used during peak periods of departure traffic.

1. DEPARTURE FLOW PROCEDURES:

a. Obtain the ATIS information.

b. After receiving your ATC clearance, contact Kennedy Ground on 121.9 when ready to taxi and advise which taxiway you will exit the ramp area.

c. When the pilot advises that the aircraft is ready to taxi, Ground Control shall instruct the pilot to 'MONITOR Ground Control on (frequency) and WAIT FOR A CALL.'

NOTE: At this time if the departure delay is increasing, Gatehold may issue an 'Expect Taxi Time.' This is the beginning of the transition to Gatehold procedures.

2. GATEHOLD PROCEDURES:

a. Obtain the ATIS information, which will include the broadcast: 'Gatehold Procedures in effect'.

b. After receiving ATC clearance, contact Kennedy Gatehold on 125.05.

c. When Severe Weather Avoidance Plan (SWAP) procedures are in effect, the ATIS information will include a broadcast to that effect. Pilots may be instructed to contact Gatehold on initial contact for delay information.

d. Gatehold will issue an 'Expect Taxi Time' to the flight crew predicated on the delay factors involved:

(1) Restrictions:

(a) Enroute (Miles in Trail)

(b) Local

(c) Expected Departure Clearance Time (EDCT)

(d) Airport Conditions (Closures)

(e) Weather

(2) Proposed departure time.

NOTE: This time cannot be earlier than the current time or the filed proposed time on the flight progress strip.

e. To ensure the integrity of the departure flow, the flight crew must ensure push back and engine start to meet issued taxi times.

f. When operationally advantageous, Gatehold will issue an 'Expect Engine Start Time.' Examples: excessive delays, weather, etc.

g. As delay changes occur, pilots can expect to receive updated information, therefore flight crews shall monitor and maintain radio contact with Gatehold at all times. Failure to respond to two (2) successive calls or the inability to taxi at the issued taxi time, will require the aircraft to be re-sequenced into the departure flow at a later time.

NOTE: Failure to monitor Gatehold after being instructed to remain on the frequency for any update/revision, shall terminate ATC liability for any delays incurred.

h. Flight crews of commuter/general aviation aircraft that cannot transmit/receive unless engine(s) are running, shall advise Gatehold so that an alternate procedure can be arranged.

i. When the pilot advises that the aircraft is ready to taxi, Gatehold shall instruct the pilot to 'MONITOR Ground Control on (frequency) and WAIT FOR A CALL.'

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DEPARTURE FLOW PROCEDURES/GATEHOLD PROCEDURES

3. GENERAL INFORMATION

a. Every reasonable effort will be made to provide advance information on the implementation of these procedures, either via the ATIS or the Atlanta IDS4 systems.

b. Departure delays will be computed allowing for an average taxi time of fifteen (15) minutes. This time may be increased during periods when taxi operations are restricted due to weather elements, field conditions, etc.

4. DEFINITIONS

The following definitions shall be used in accordance with the Pilot/Controller Glossary:

Expected Departure Clearance Time (EDCT) - The runway release time assigned to an aircraft in a controlled departure time program and shown on the flight progress strip as an EDCT.

Monitor - (When used with communication transfer) listen on a specific frequency and stand by for instructions. Under normal circumstances do not establish communications.

Proposed Departure Time (P Time) - The time a scheduled flight will depart the gate (scheduled operators) or the actual runway off time for nonscheduled operators. For EDCT purposes, the Air Traffic Control System Command Center (ATCSCC) adjusts the 'P' time for scheduled operators to reflect the runway off times.

Severe Weather Avoidance Plan (SWAP) - An approved plan to minimize the affect of severe weather on traffic flows in impacted terminal and/or ARTCC areas. SWAP is normally implemented to provide the least disruption to the ATC system when flight through portions of airspace is difficult or impossible due to severe weather.

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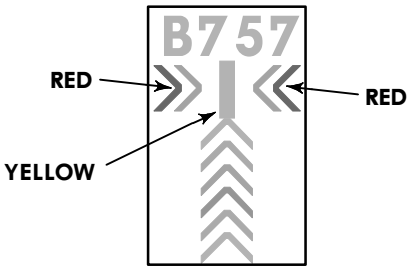
PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3

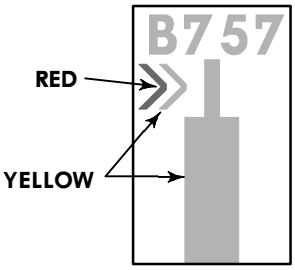
SAFEDOCK SYSTEM
READY Ø9:55

B757
ACTIVE



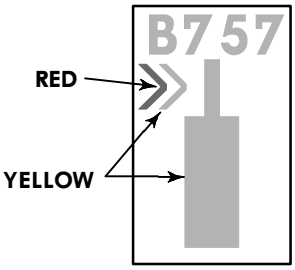
Local panel after start of the Safedock system.
Check that the correct aircraft type is displayed. The "floating" arrows indicate that the system is activated.
Type display does not differentiate between aircraft series except for A340-600 (A346) and B777-300ER (B773) aircraft.

B757
TRACKING



Follow the Lead-in line.
When the closing rate indication turns yellow the aircraft has been caught by the laser and being identified.
Watch the yellow arrow for direction and position in relation to the yellow center line indicator for correct azimuth guidance. A flashing red arrow indicates the direction to turn.

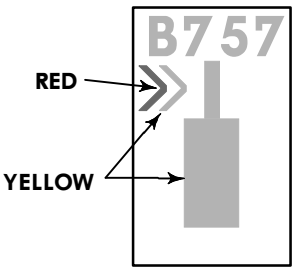
B757
IDENTIFIED



When the aircraft is 12 meters from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of the LED's for each half meter the aircraft advances into the gate.

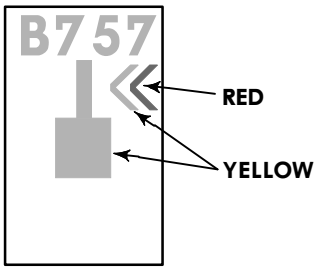
CAUTION: Pilots are cautioned to reduce speed immediately as the display begins to extinguish rows of lights, indicating remaining distance to the stopping point. Each row represents only 1/2 meter from the stopping point. There are 24 rows, indicating 12 meters to the stopping point. Failure to reduce speed may result in overshooting the stopping position.

B757
IDENTIFIED



The aircraft is 10 meters from the stop position. The yellow aircraft symbol indicates aircraft that is to the left of the centerline and the flashing red arrow shows the direction to turn.

B757
IDENTIFIED



The aircraft is 4 meters from the stop-position. The yellow arrow indicates that the aircraft is to the right of the centerline and the flashing red arrow shows the direction to turn.

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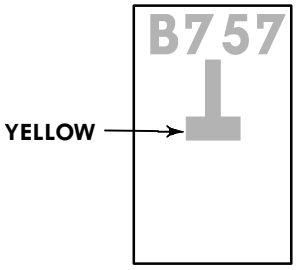
PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3 (cont'd)

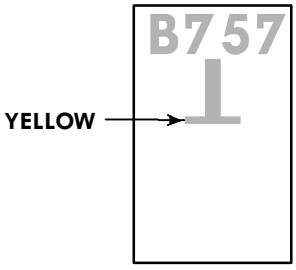
B757
IDENTIFIED

The aircraft is 2 meters from the stop position. The aircraft is on the centerline.



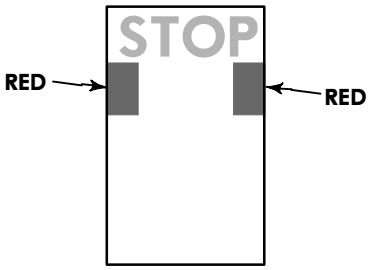
B757
IDENTIFIED

The aircraft is 0.5 meter from the stop position.
The aircraft is on the centerline.



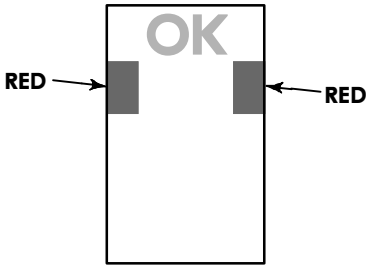
B757
STOP

When the correct stop position is reached, the display will show, "STOP" and red LED lights will be lit. All yellow closing rate LED:s will be switched off.



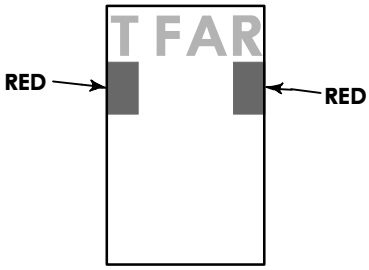
B757
DOCKING OK 9:58

When the aircraft is correctly parked "OK" will be displayed after a few seconds.



B767
TOO FAR

If the aircraft has overshot the stop position, "T(oo) FAR" will be displayed.

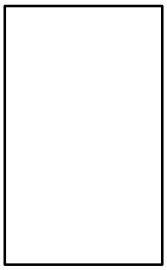


B767
PARKED 9:58

The gate will be closed as long as the aircraft is parked. The system will automatically report block off time to gate management system when the aircraft leaves the gate.

B767
FREE CLOSED 9:58

After the aircraft has left the gate, the system will be "Free closed" until cleared by ground personel.



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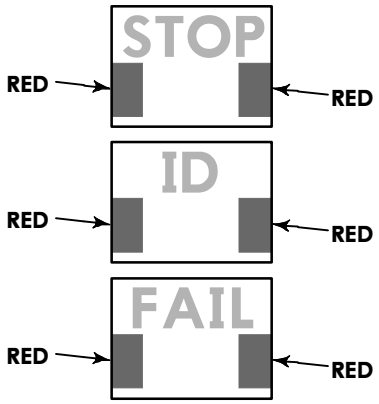
PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3 (cont'd)

B767
ID FAIL

As the aircraft advances in the gate, it will be identified.
If identification is not made 12 meters before the stop position, the system shows "STOP" and then "ID FAIL".
Wait for the system to be restarted or for manual guidance.



SAFEDOCK Type 3 DISTANCES

Pilot Information

Operator's Information

Terminal

DGS

STOP

6-50 M

6 M

12 M

50-80 M

~100 M

Too Far

Closing Rate information

Azimuth Guidance

Identification

STOP
RED

B757
RED
YELLOW

B757
RED
YELLOW

B757
RED
YELLOW

DOCKING. OK

STOP
RED

Latest accepted Identification,

Identification Failed

ID. OK 1

ID. FAILED

Closing Rate Information, Azimuth Guidance and Identification.

TRACKING

CAUGHT

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KJFK/JFK
KENNEDY INTL

JEPPESEN

22 NOV 13 (21-1)

NEW YORK, NY
ILS or LOC Rwy 4L

BRIEFING STRIP™

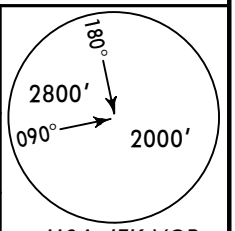
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14′
IHIQ 110.9	045°	KRSTL 1500′(1488′)	212′(200′)	TDZE 12′

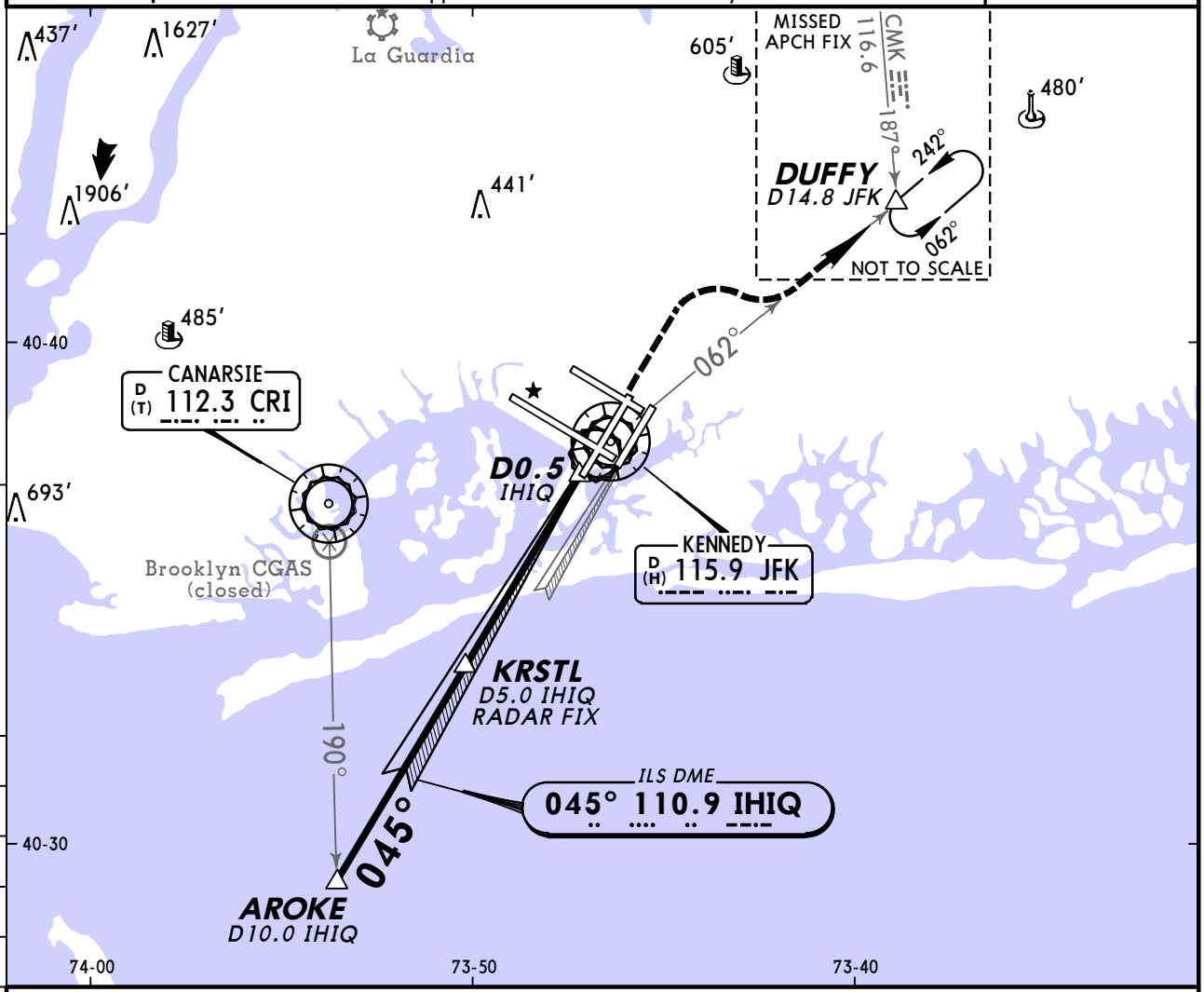
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ outbound via JFK VOR R-062 to DUFFY INT/D14.8 JFK and hold.

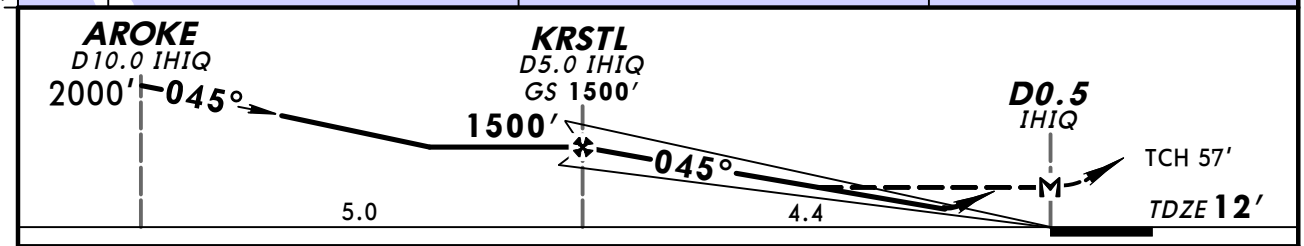
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 4R.



MSA JFK VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 IHIQ or KRSTL to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

PAPI-L	2000′ ↑	3000′ ↱ RT	JFK via 115.9 R-062	DUFFY

STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND	
ILS DA(H) 212′(200′)		1 LOC (GS out) MDA(H) 400′(388′)	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	90	640′(626′)-1
B			120	
C			140	640′(626′)-1¾
D		RVR 60 or 1¼	165	640′(626′)-2

1 Radar or DME required.

TERPS AMEND 10B 13 DEC 2012

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

22 NOV 13 (21-2)

NEW YORK, NY
ILS or LOC Rwy 4R

BRIEFING STRIP ™

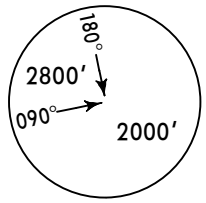
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72	117.7 115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R)	123.9 (Rwys 4L/22R & 13R/31L)	121.9

LOC IJFK	Final Apch Crs	GS EBBEE	ILS DA(H)	Apt Elev 14′
109.5	045°	1500′ (1488′)	212′ (200′)	TDZE 12′

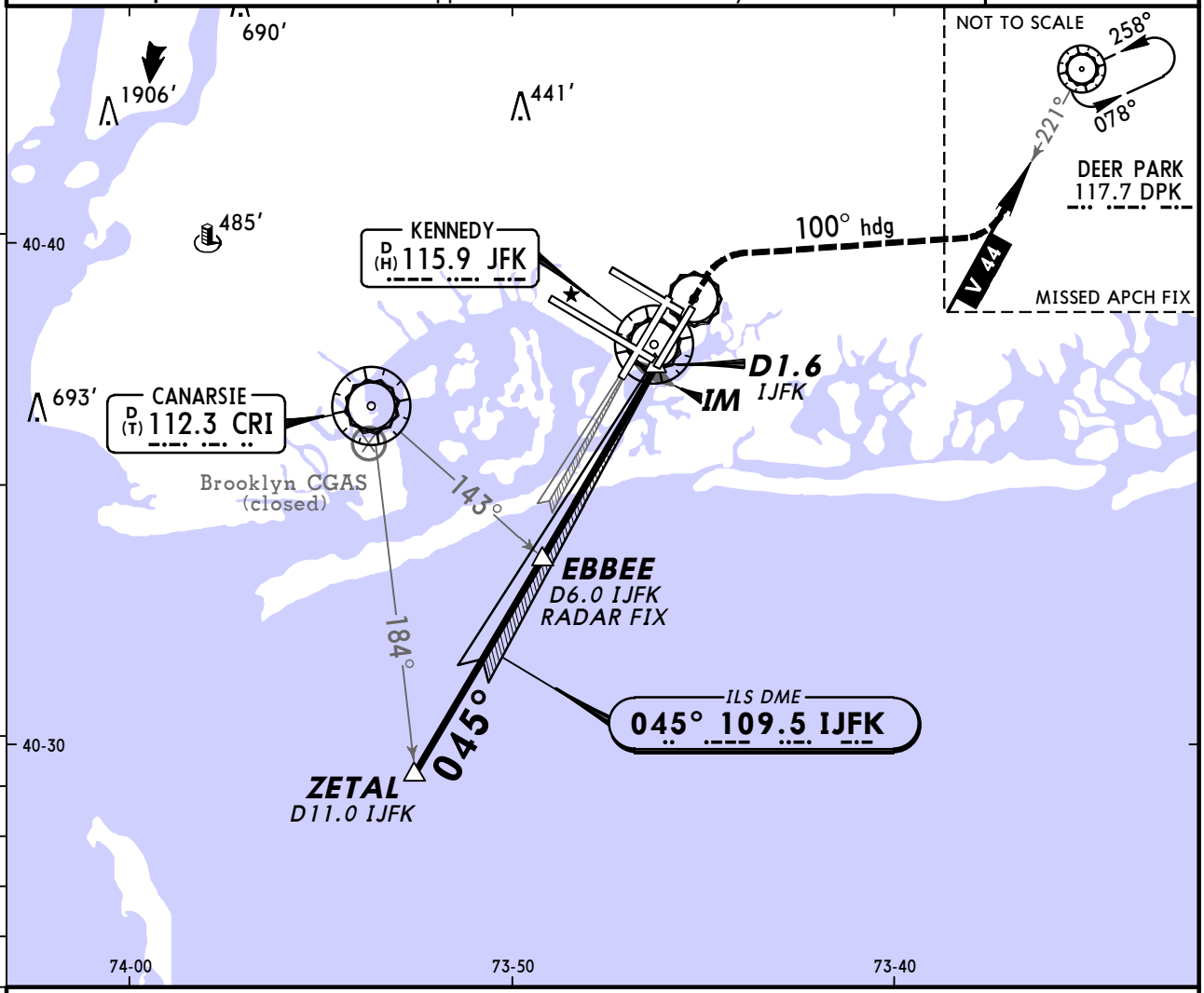
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 4000′ via heading 100° and V-44 to DPK VOR and hold.

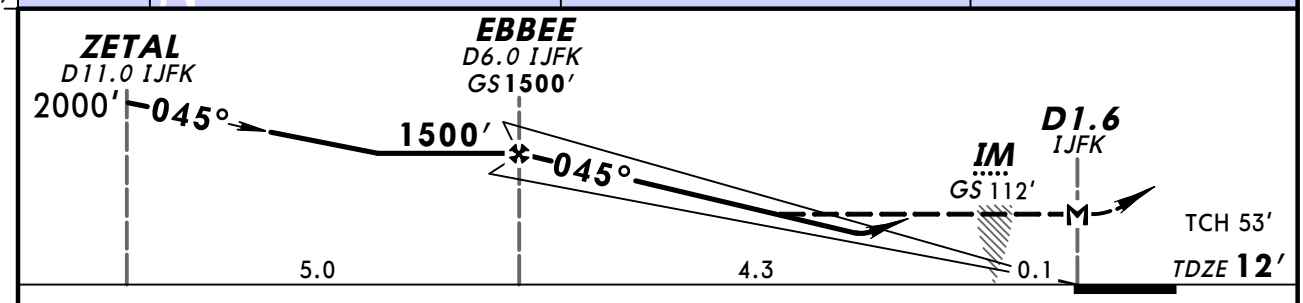
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 4L.



MSA JFK VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.6 IJFK or EBBEE to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

ALSF-II

800′

4000′ RT via 100° hdg and V-44

STRAIGHT-IN LANDING RWY 4R

	ILS DA(H) 212′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 540′ (528′)	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	640′ (626′)-1
B						120	
C				RVR 50 or 1	1½	140	640′ (626′)-1¾
D				RVR 60 or 1¼	1¾	165	640′ (626′)-2

TERPS AMEND 29C 13 DEC 2012

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

22 NOV 13 (21-2A)

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

BRIEFING STRIP™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72	117.7 / 115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R)	123.9 (Rwys 4L/22R & 13R/31L)	121.9

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IJFK 109.5	045°	EBBEE 1500′ (1488′)	NA	Refer to minimums		RA 112′ DA(H) 112′ (100′)	14′ TDZE 12′

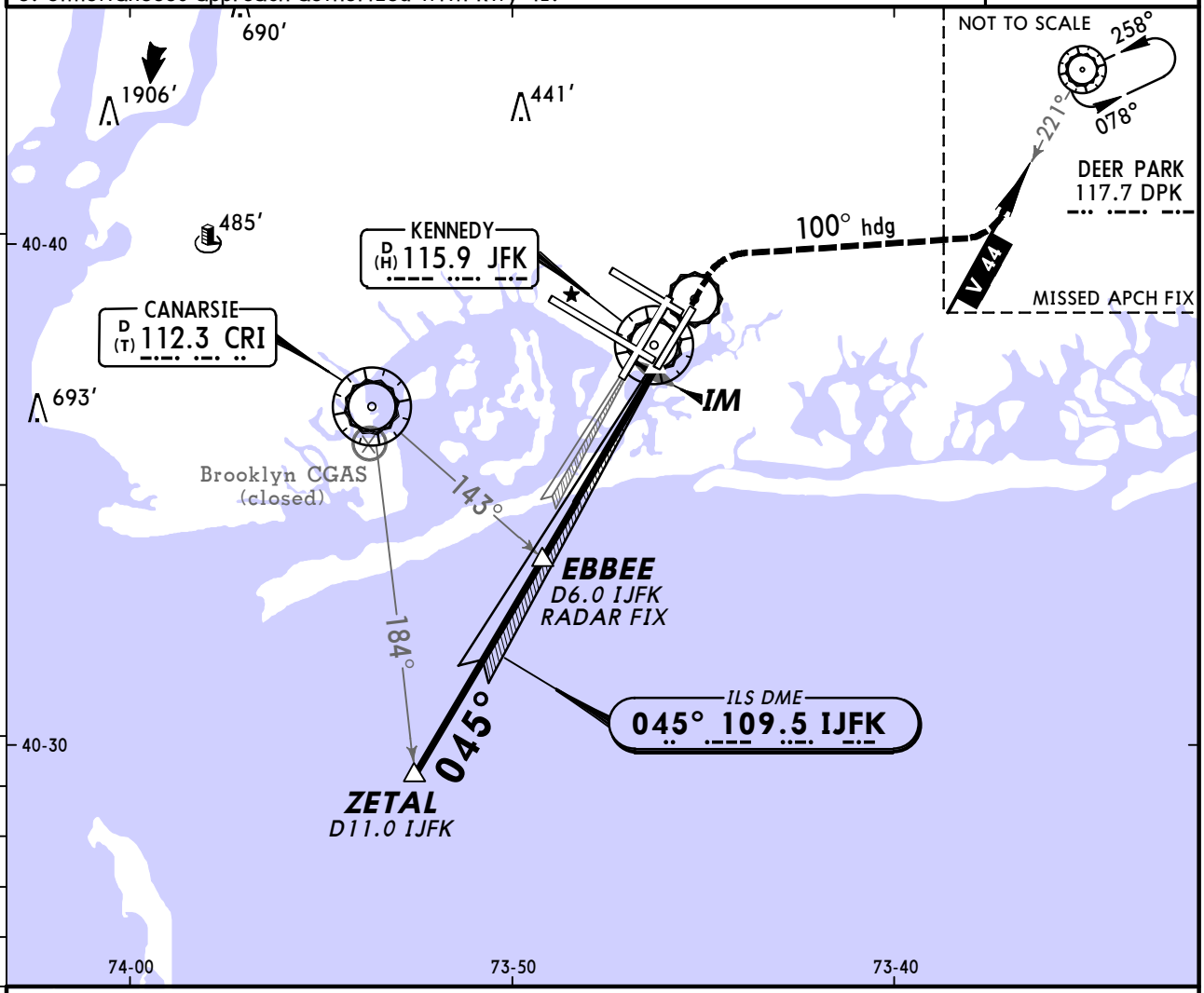
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 4000′ via heading 100° and V-44 to DPK VOR and hold.

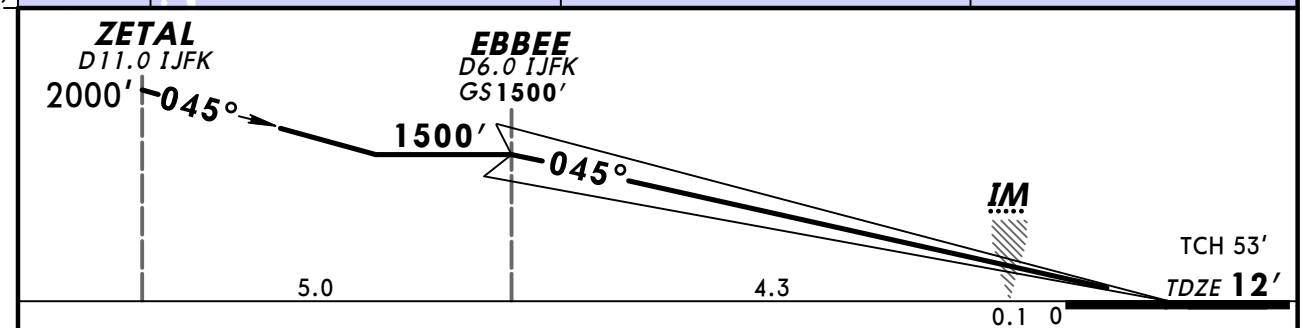
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar required.

3. Simultaneous approach authorized with Rwy 4L.

MSA JFK VOR: 180°, 2800′; 090°, 2000′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II | 800′ | 4000′ RT via 100° hdg and V-44

STRAIGHT-IN LANDING RWY 4R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 112′ DA(H) 112′ (100′)
RVR 6	RVR 7	RVR 12

TERPS AMEND 29C 13 DEC 2012

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

22 NOV 13 (21-3)

NEW YORK, NY
ILS or LOC Rwy 13L

BRIEFING STRIP

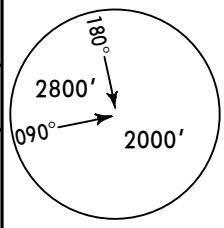
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

LOC ITLK	Final Apch Crs	GS CAXUN	ILS DA(H)	Apt Elev 14′
111.5	135°	1500′ (1488′)	217′ (205′)	TDZE 12′

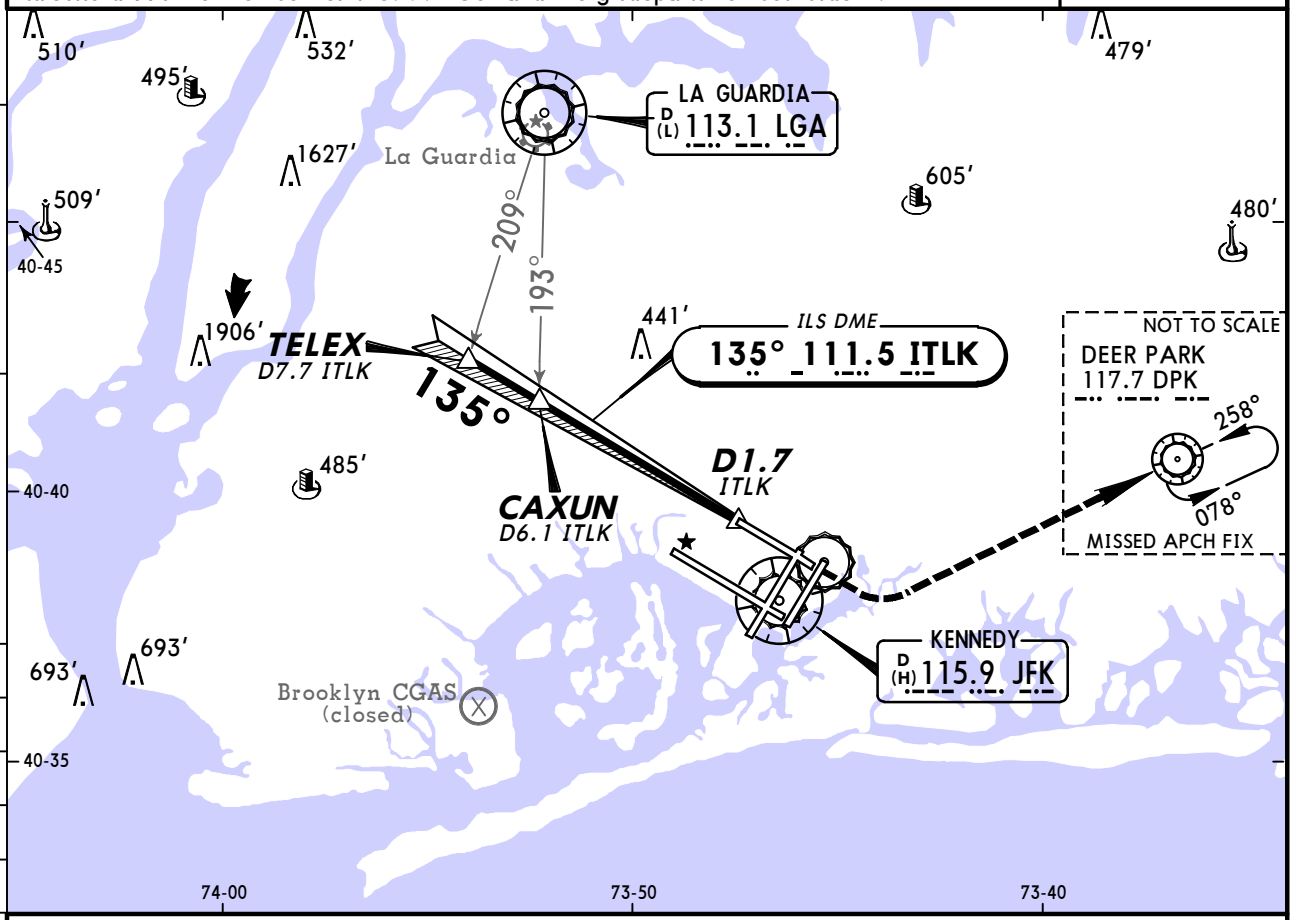
MISSED APCH: Climb to 600′ then climbing LEFT turn to 4000′ direct to DPK VOR and hold.

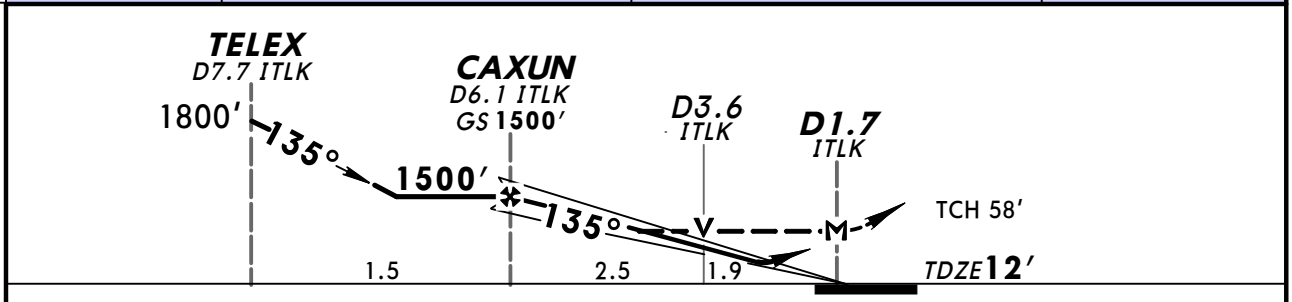
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. 99′ hangar abeam threshold 855′ left of centerline. 3. 18′ fence abeam threshold 526′ right of centerline. 4. 43′ light 691′ after threshold 691′ right of centerline, Northwest of taxiway B, U, V intersection. 5. 58′ antenna and building 1530′ after threshold 806′ left of centerline. 6. 88′ hangar 4192′ after threshold 990′ left of centerline. 7. VGSI and ILS glidepath not coincident.



MSA JFK VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.7 ITLK or CAXUN to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

ALSF-II VASI VASI LDIN | 600′ | 4000′ LT | D | DPK 117.7

STRAIGHT-IN LANDING RWY 13L

	ILS DA(H) 217′(205′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 680′(668′)	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	680′(666′)-1
B						120	
C				RVR 60 or 1 1/4	1 3/4	140	680′(666′)-1 3/4
D				1 1/2	2	165	680′(666′)-2

AMEND 16B TERPS

CHANGES: Approach frequency.

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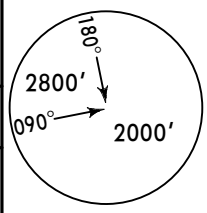
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

LOC	Final Apch Crs	GS	CAT II ILS		
ITLK 111.5	135°	CAXUN 1500′(1488′)	RA 151′ DA(H) 162′(150′)	Apt Elev 14′ TDZE 12′	

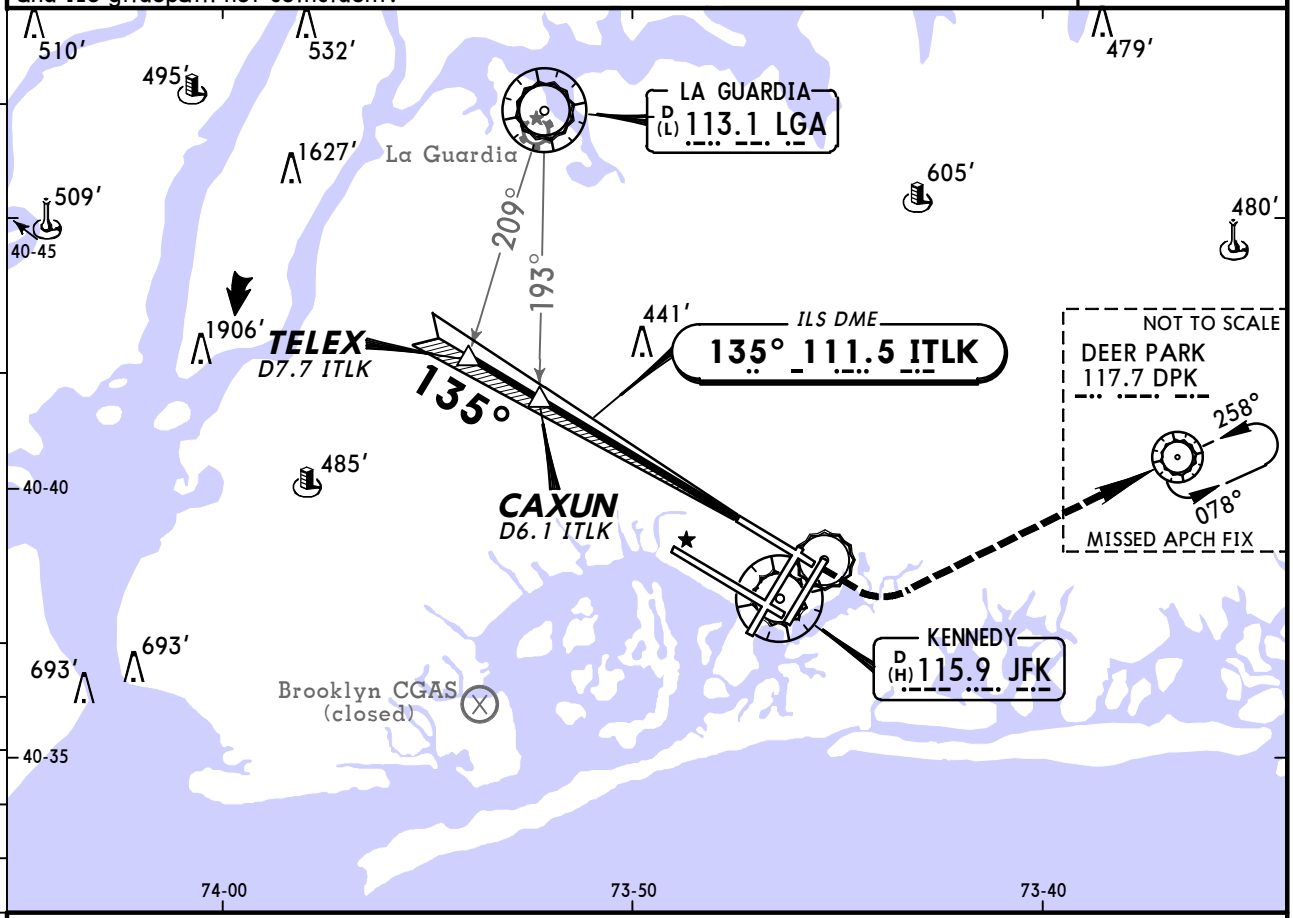
MISSED APCH: Climb to 600′ then climbing LEFT turn to 4000′ direct to DPK VOR and hold.

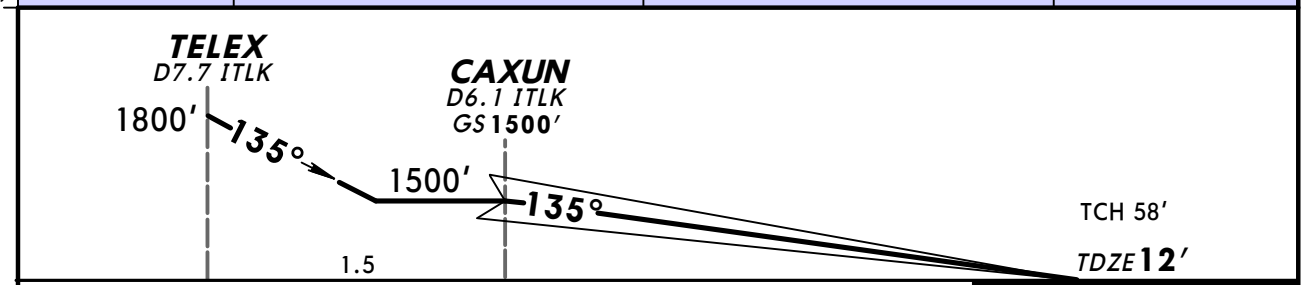
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft certification required. 2. Radar required. 3. 99′ hangar abeam threshold 855′ left of centerline. 4. 18′ fence abeam threshold 526′ right of centerline. 5. 43′ light 691′ after threshold 691′ right of centerline, Northwest of taxiway B, U, V intersection. 6. 58′ antenna and building 1530′ after threshold 806′ left of centerline. 7. 88′ hangar 4192′ after threshold 990′ left of centerline. 8. VGSI and ILS glidepath not coincident.



MSA JFK VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II VASI VASI LDIN | 600′ | 4000′ LT | D | DPK 117.7

STRAIGHT-IN LANDING RWY 13L
CAT II ILS
RA 151′
DA(H) 162′ (150′)

RVR 16

AMEND 16B

TERPS

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

22 NOV 13 (21-4)

NEW YORK, NY
ILS or LOC Rwy 22L

BRIEFING STRIP ™

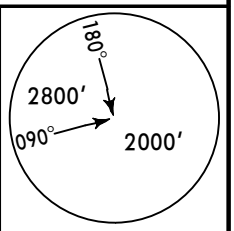
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72	117.7 115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14′
IIWY 110.9	225°	ZALPO 1800′ (1787′)	213′ (200′)	TDZE 13′

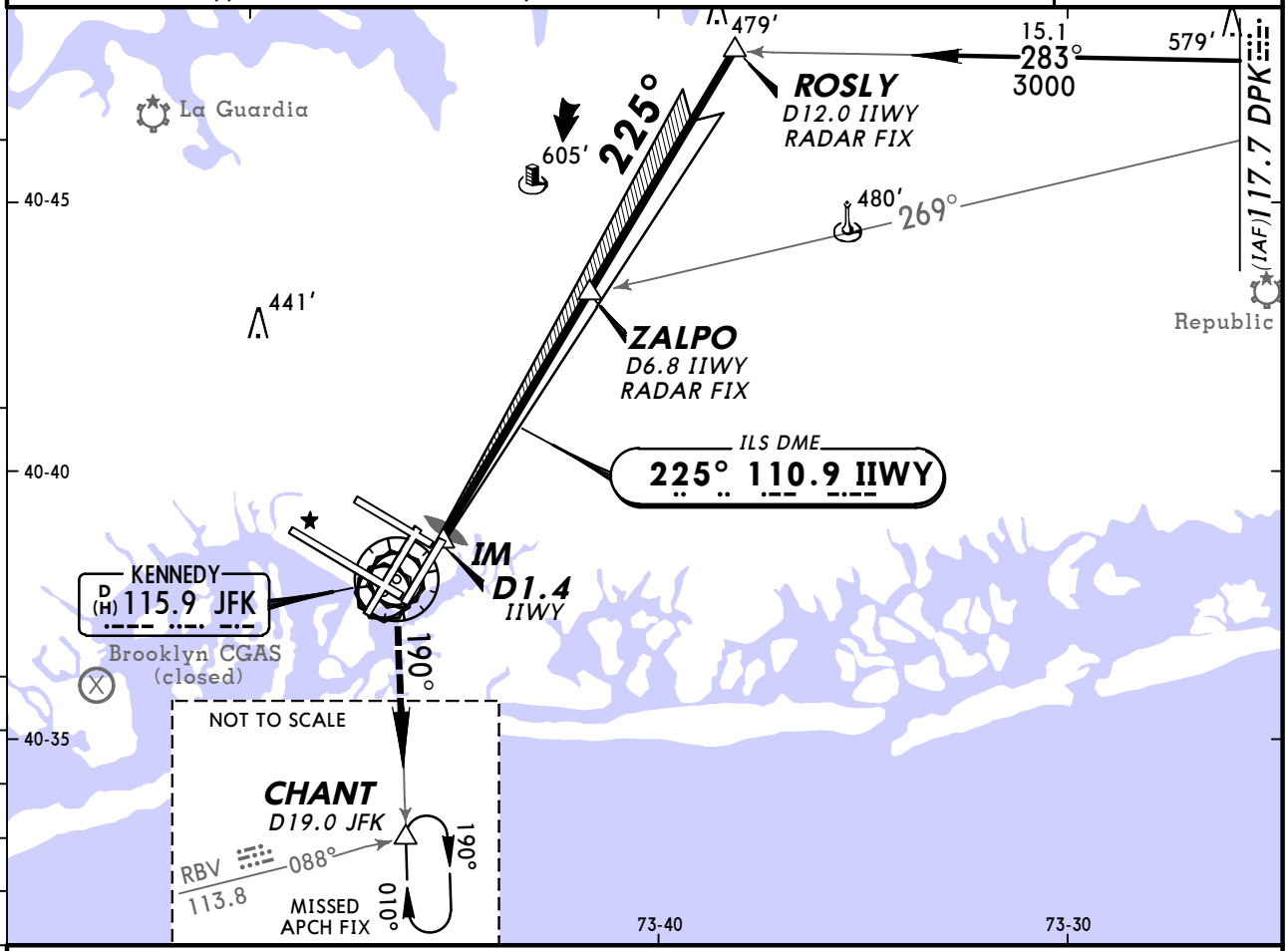
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ outbound via JFK VOR R-190 to CHANT INT/D19.0 JFK and hold.

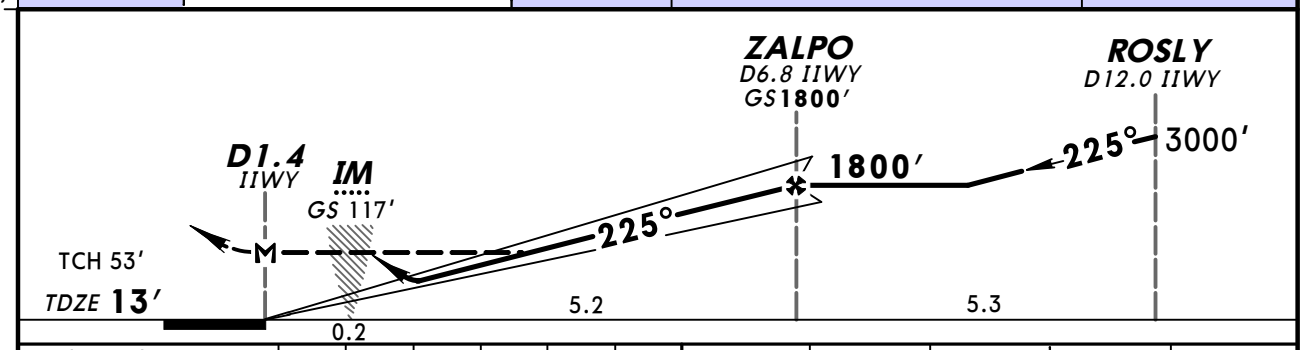
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 22R.



MSA JFK VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.4 IIWY or ZALPO to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-II PAPI | 500′ | 3000′ LT | JFK via 115.9 R-190 | CHANT

STRAIGHT-IN LANDING RWY 22L

	ILS DA(H) 213′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 460′ (447′)	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	640′ (626′) -1
B						120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4	140	640′ (626′) -1 3/4
D				RVR 50 or 1	1 1/2	165	640′ (626′) -2

TERPS AMEND 24B 8 MAR 2012

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

22 NOV 13 (21-4A)

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

BRIEFING STRIP ™

D-ATIS Arrival			NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72	(NE) 117.7	(SW) 115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

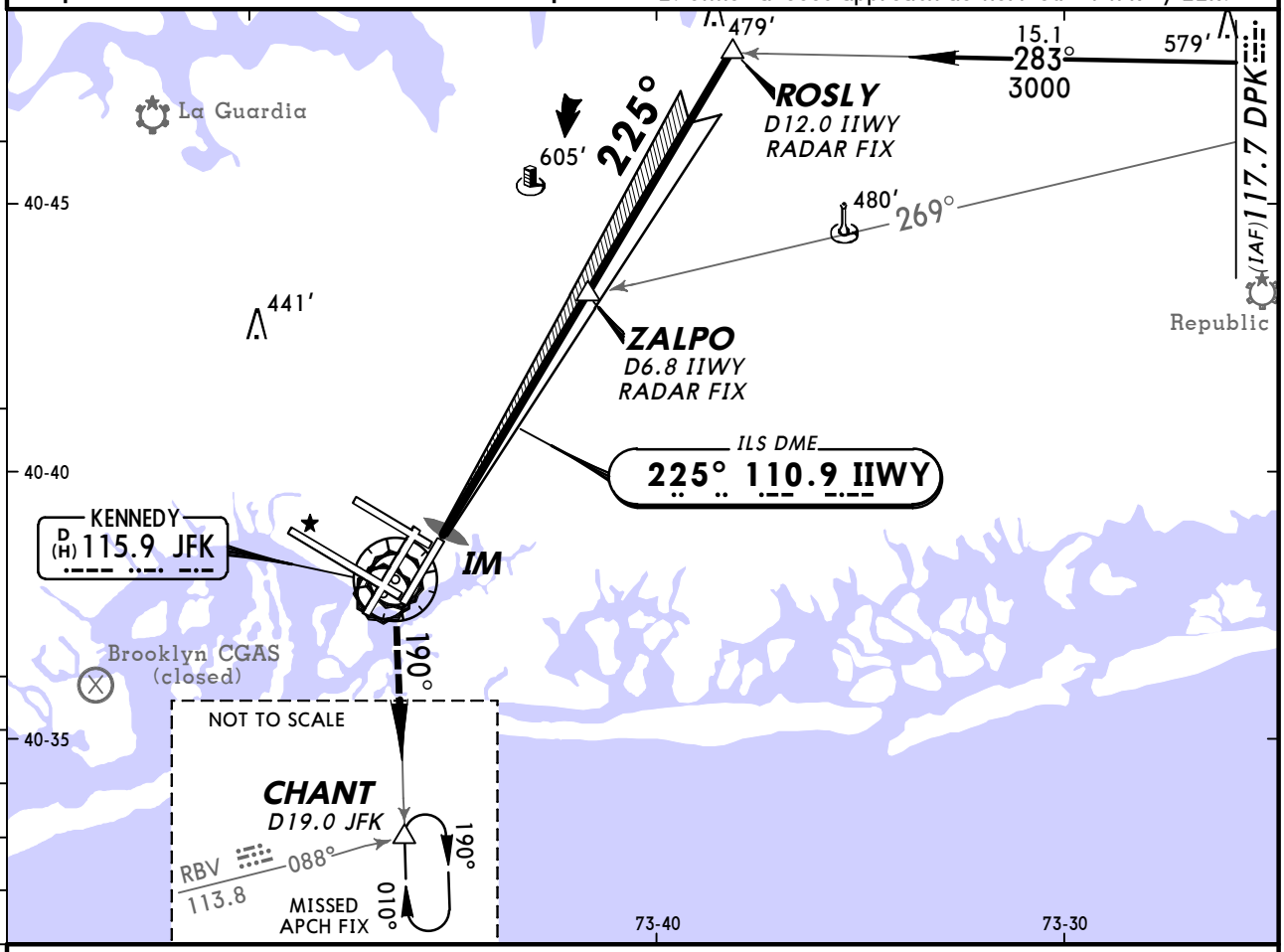
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IIWY 110.9	225°	ZALPO 1800′ (1787′)	NA	Refer to Minimums		RA 113′ DA(H) 113′(100′)	14′ TDZE 13′

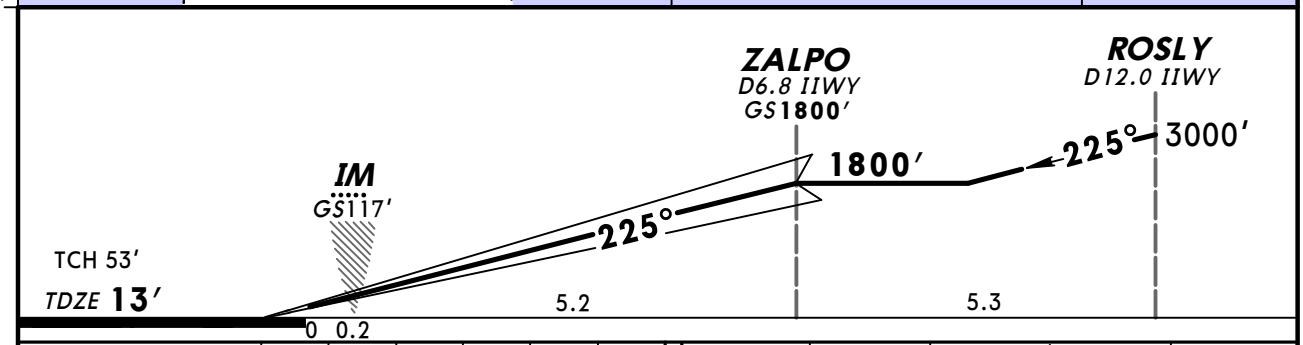
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ outbound via JFK VOR R-190 to CHANT INT/D19.0 JFK and hold.

180° 2800′ 090° 2000′ MSA JFK VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 22R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 500′ | 3000′ LT | JFK via 115.9 R-190 | CHANT

STRAIGHT-IN LANDING RWY **22L**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 113′ DA(H) 113′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 24B 8 MAR 2012

CHANGES: Approach frequency.

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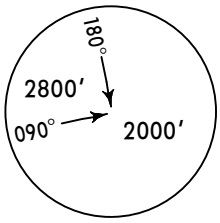
D-ATIS Arrival			NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72	(NE) 117.7	(SW) 115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		121.9

LOC	Final Apch Crs	GS	ILS	Apt Elev 14′
IJOC		MATTR	DA(H)	TDZE 13′
109.5	222°	1900′ (1887′)	263′ (250′)	

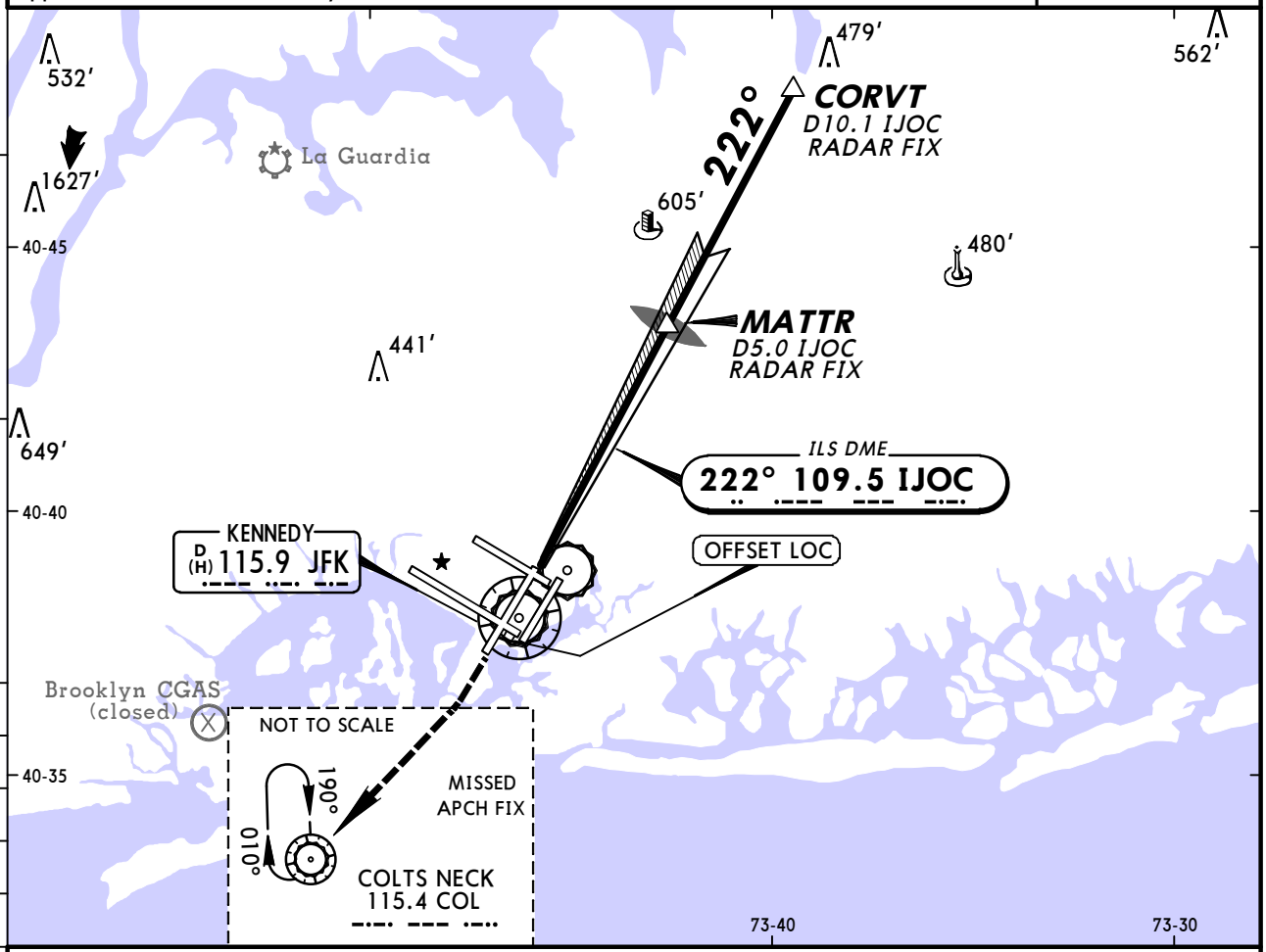
MISSED APCH: Climb to 700′ then climbing RIGHT turn to 4000′ direct COL VOR and hold.

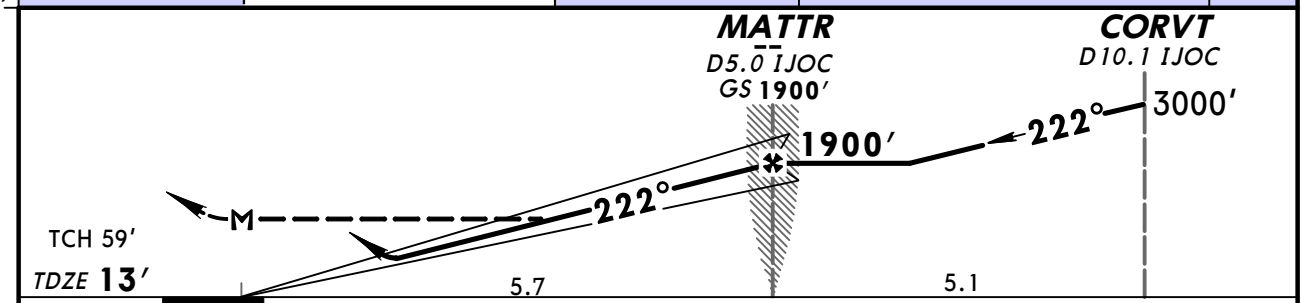
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar Required. 2. Simultaneous approach authorized with Rwy 22L. 3. Final approach course crosses rwy centerline extended 2512′ from threshold.



MSA JFK VOR





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

700′ ↑ | 4000′ ↱ RT | D→ | COL 115.4

STRAIGHT-IN LANDING RWY22R			CIRCLE-TO-LAND	
ILS DA(H) 263′(250′)		LOC (GS out) MDA(H) 460′(447′)	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	90	640′(626′)-1
B			120	
C		RVR 60 or 1¼	140	640′(626′)-1¾
D		1½	165	640′(626′)-2

TERPS AMEND 2A 8 MAR 2012

CHANGES: Approach frequency.

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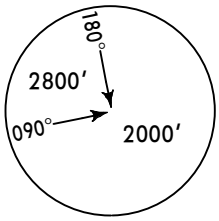
BRIEFING STRIP™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

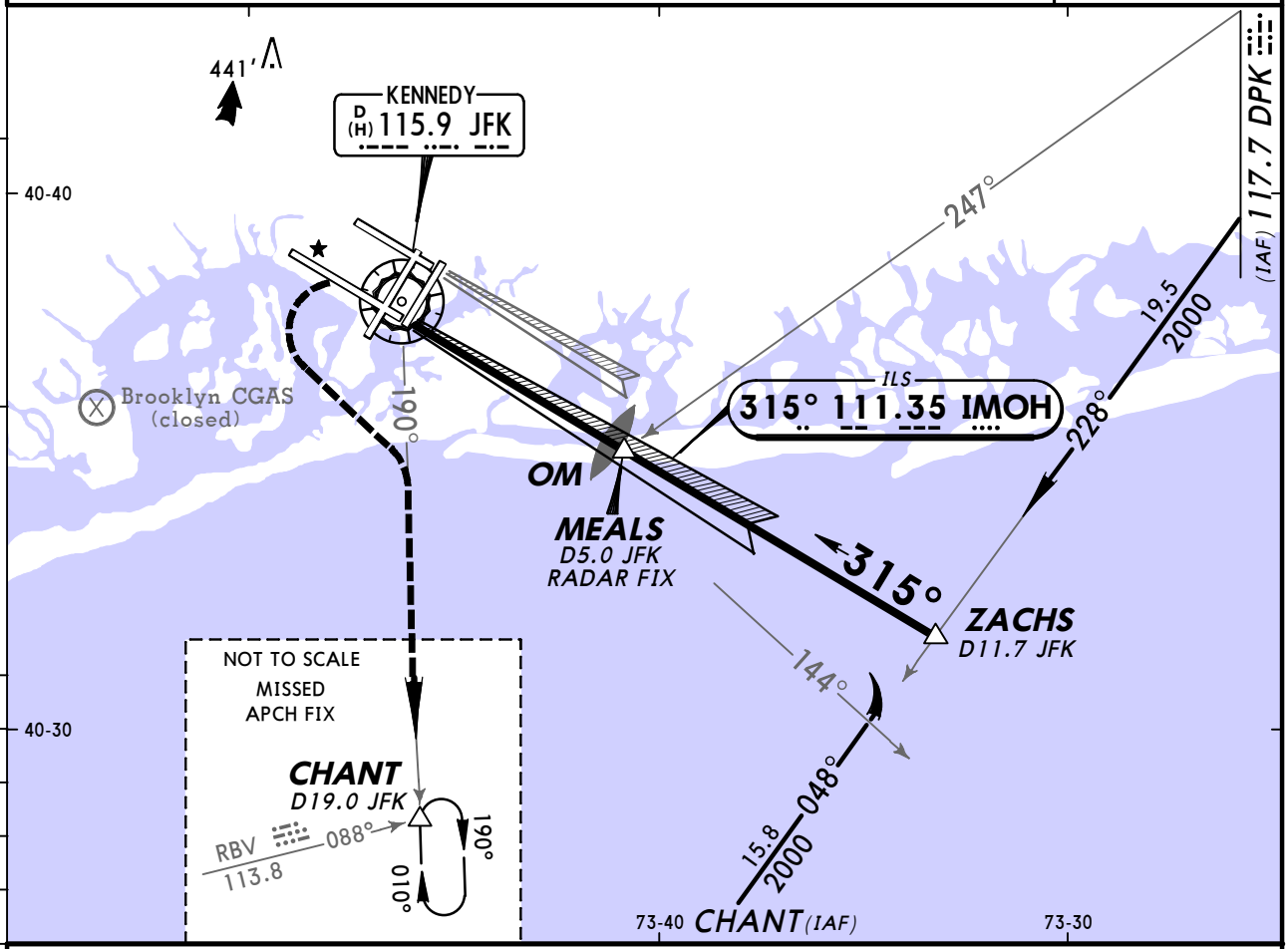
LOC IMOH	Final Apch Crs	GS MEALS	ILS DA(H)	Apt Elev 14′
111.35	315°	1800′(1787′)	213′(200′)	TDZE 13′

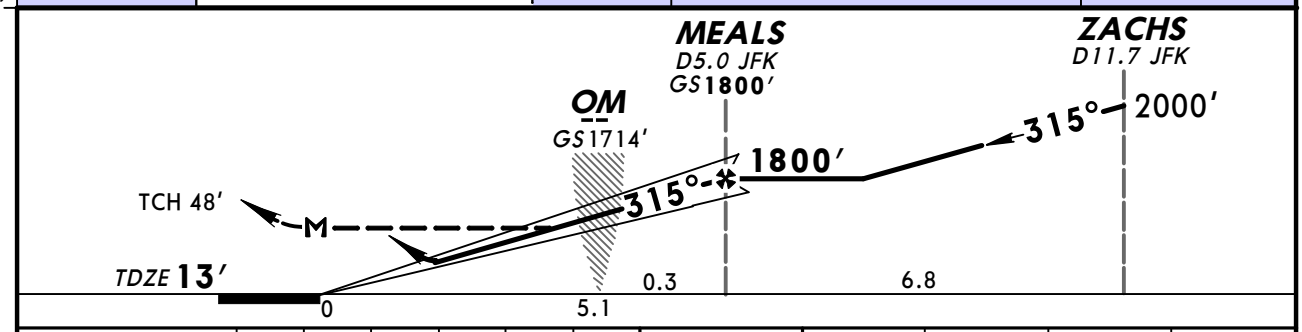
MISSED APCH: Climb to 500′ then climbing LEFT turn to 1000′ until intercepting JFK VOR R-190 outbound, then climb to 3000′ outbound via JFK VOR R-190 to CHANT INT/D19.0 JFK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME from JFK VOR. 2. Simultaneous approach authorized with Rwy 31R.



MSA JFK VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MEALS to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

PAPI-L	500′	1000′ LT	JFK 115.9 R-190

STRAIGHT-IN LANDING RWY 31L

	ILS DA(H) 213′(200′)	LOC (GS out) MDA(H) 440′(427′)
A	RVR 40 or ¾	RVR 50 or 1
B		
C		RVR 60 or 1¼
D		1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(626′) -1
120	
140	640′(626′) -1¾
165	640′(626′) -2

TERPS AMEND 10D 18 SEP 2014

CHANGES: Note.

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BRIEFING STRIP™

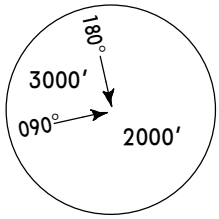
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

LOC IRTH	Final Apch Crs	GS ZULAB	ILS DA(H)	Apt Elev 14′
111.5	315°	1900′ (1887′)	213′ (200′)	TDZE 13′

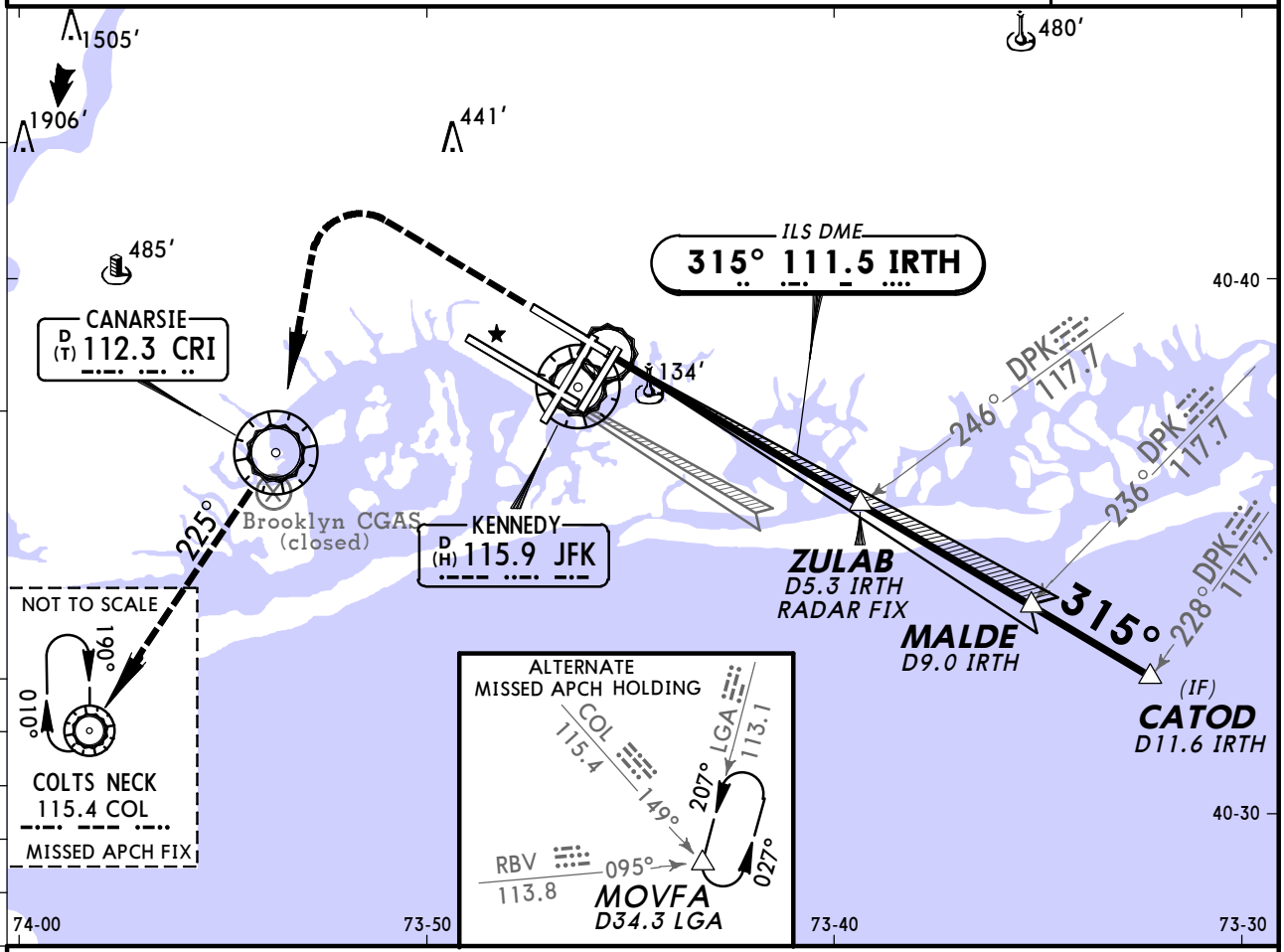
MISSED APCH: Climb to 1800′ then climbing LEFT turn to 2000′ direct CRI VOR then climb to 4000′ outbound via CRI VOR R-225 to COL VOR and hold, or as directed by ATC.

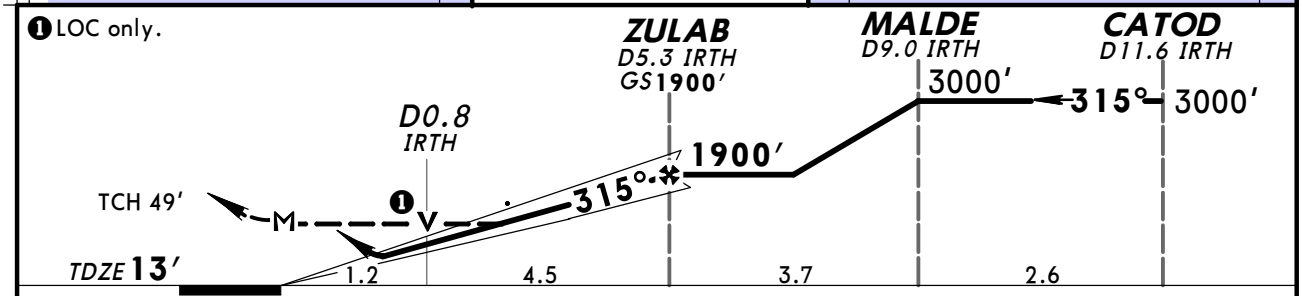
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 31L.



MSA JFK VOR





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

MALSR | 1800′ | 2000′ LT | D | CRI 112.3

STRAIGHT-IN LANDING RWY 31R

	ILS DA(H) 213′ (200′) FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 440′ (427′)	RAIL out	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	640′ (626′) -1
B							120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4		140	640′ (626′) -1 3/4
D				RVR 50 or 1	1 1/2		165	640′ (626′) -2

TERPS AMEND 15D 18 SEP 2014

CHANGES: Notes modified.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

22 NOV 13 (22-1)

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

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		121.9

WAAS	Final Apch Crs	Minimum Alt KRSTL	LPV DA(H)	Apt Elev 14′
Ch 77519 W-04A	045°	1500′ (1488′)	280′ (268′)	TDZE 12′

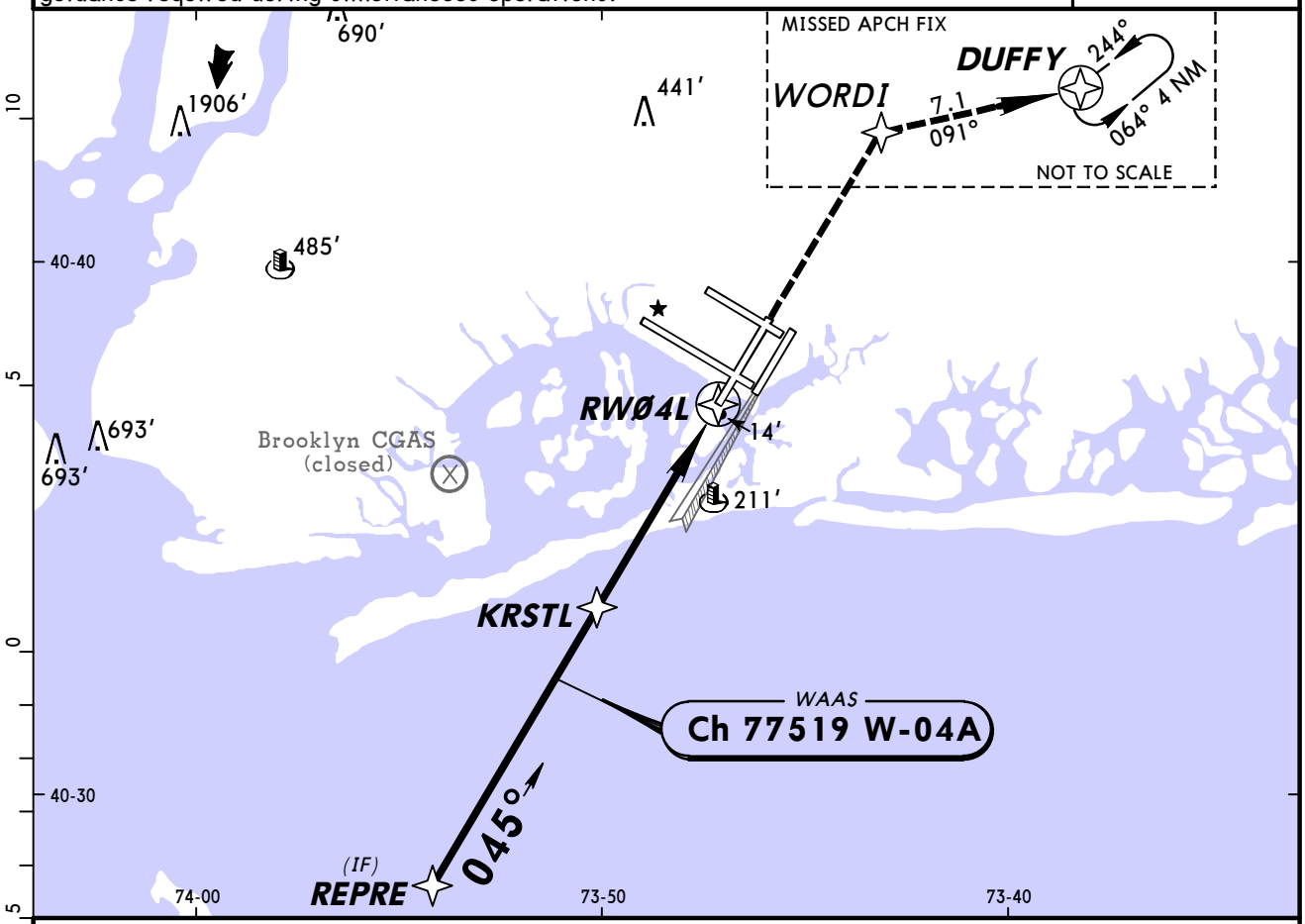
MISSED APCH: Climb to 2000′ direct WORDI then climb to 3000′ on 091° track to DUFFY and hold.

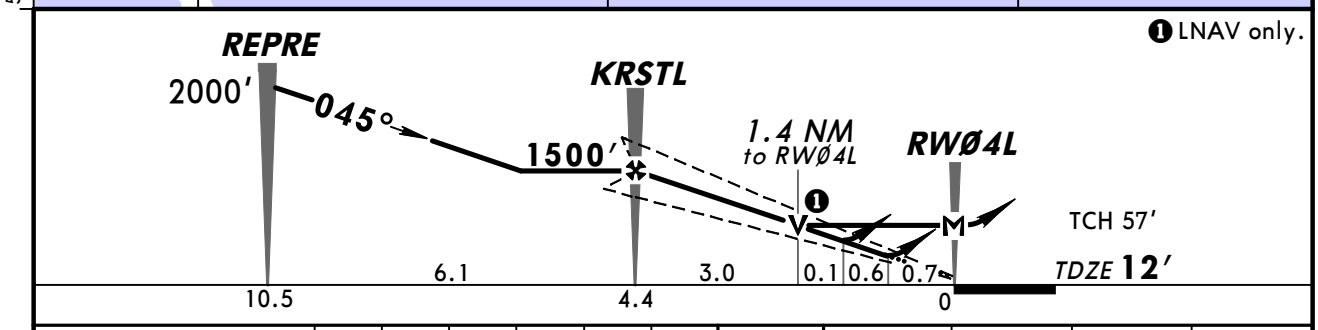
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 4R. 6. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.

2900′

MSA RWØ4L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4L						

PAPI-L 2000′ ↑ WORDI

STRAIGHT-IN LANDING RWY 4L				CIRCLE-TO-LAND	
	LPV DA(H) 280′(268′)	LNAV/VNAV DA(H) 480′(468′)	❶ LNAV MDA(H) 540′(528′)	Max Kts	MDA(H)
A	RVR 50 or 1	1½	RVR 50 or 1	90	640′(626′)-1
B				120	
C			1½	140	640′(626′)-1¾
D			1¾	165	640′(626′)-2

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1C 13 DEC 2012

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

22 NOV 13 (22-2)

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

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 14′
Ch 81819 W-04B	045°	EBBEE 1500′ (1488′)	269′ (257′)	TDZE 12′

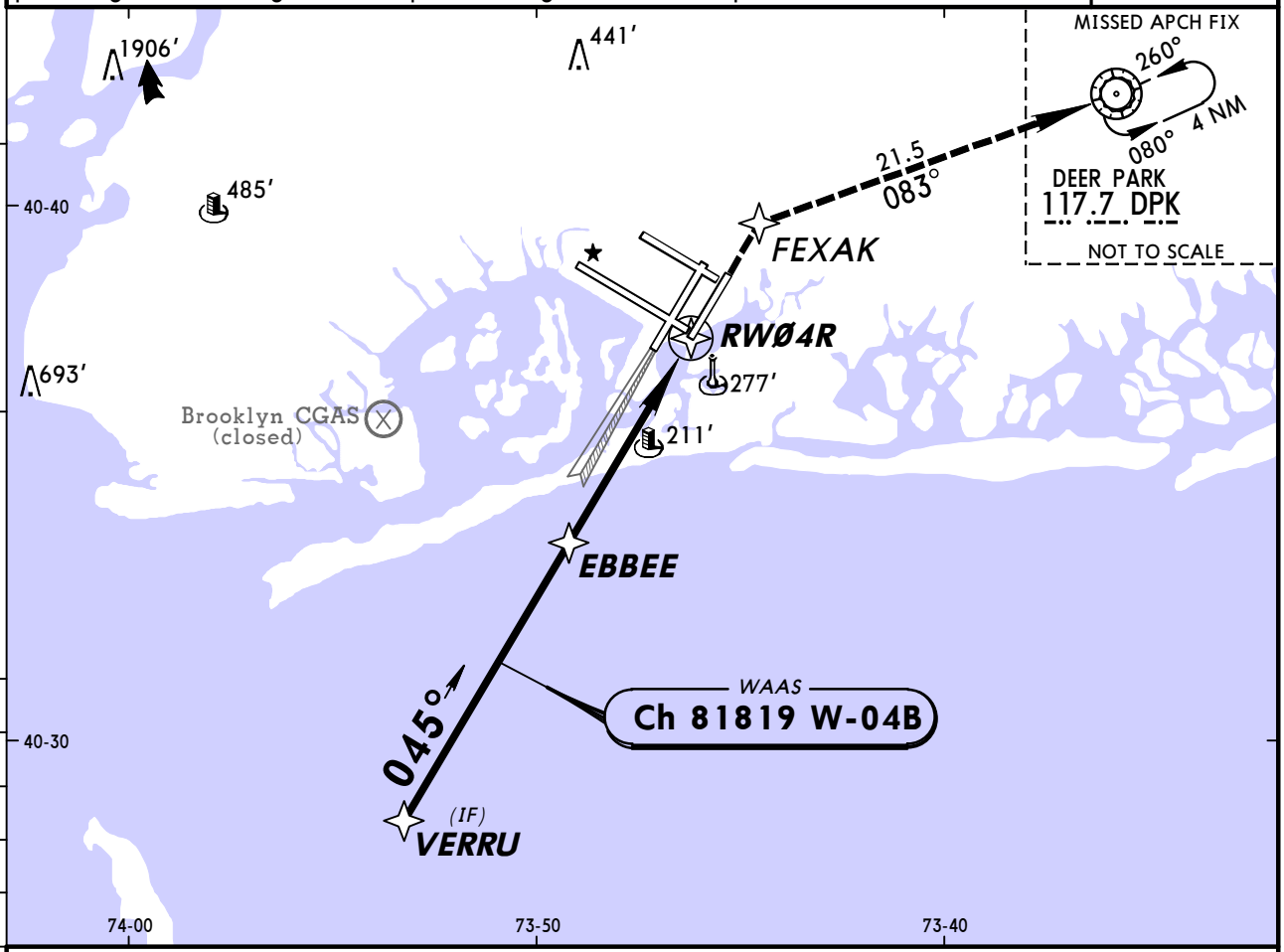
MISSED APCH: Climb to 4000′ direct FEXAK and RIGHT turn on 083° track to DPK VOR and hold.

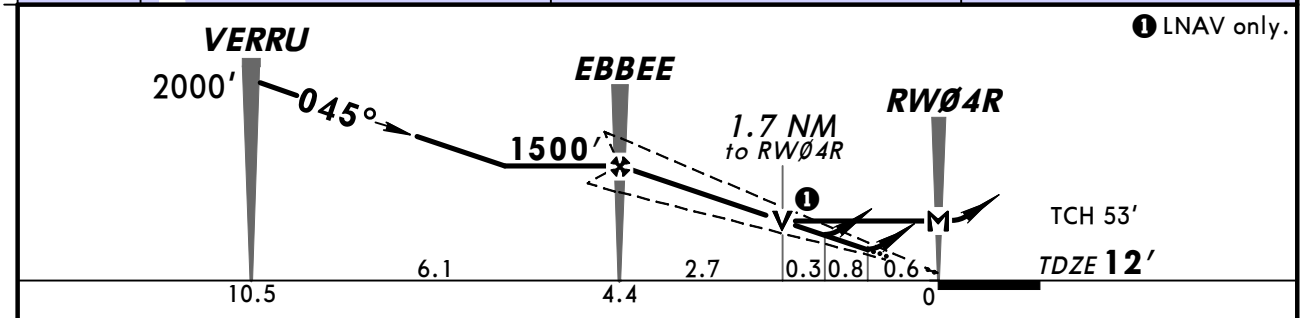
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 4L. 5. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.

2900′

MSA RWØ4R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4R							

ALSF-II

4000′

FEXAK

STRAIGHT-IN LANDING RWY 4R

	LPV DA(H) 269′(257′)		LNAV/VNAV DA(H) 519′(507′)		❶ LNAV MDA(H) 600′(588′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(626′)-1
120	
140	640′(626′)-1¾
165	640′(626′)-2

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1D 13 DEC 2012

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

12 SEP 14
Eff 18 Sep

(22-3)

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

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72	117.7 115.4	128.12	119.1 123.9	(Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)	121.9

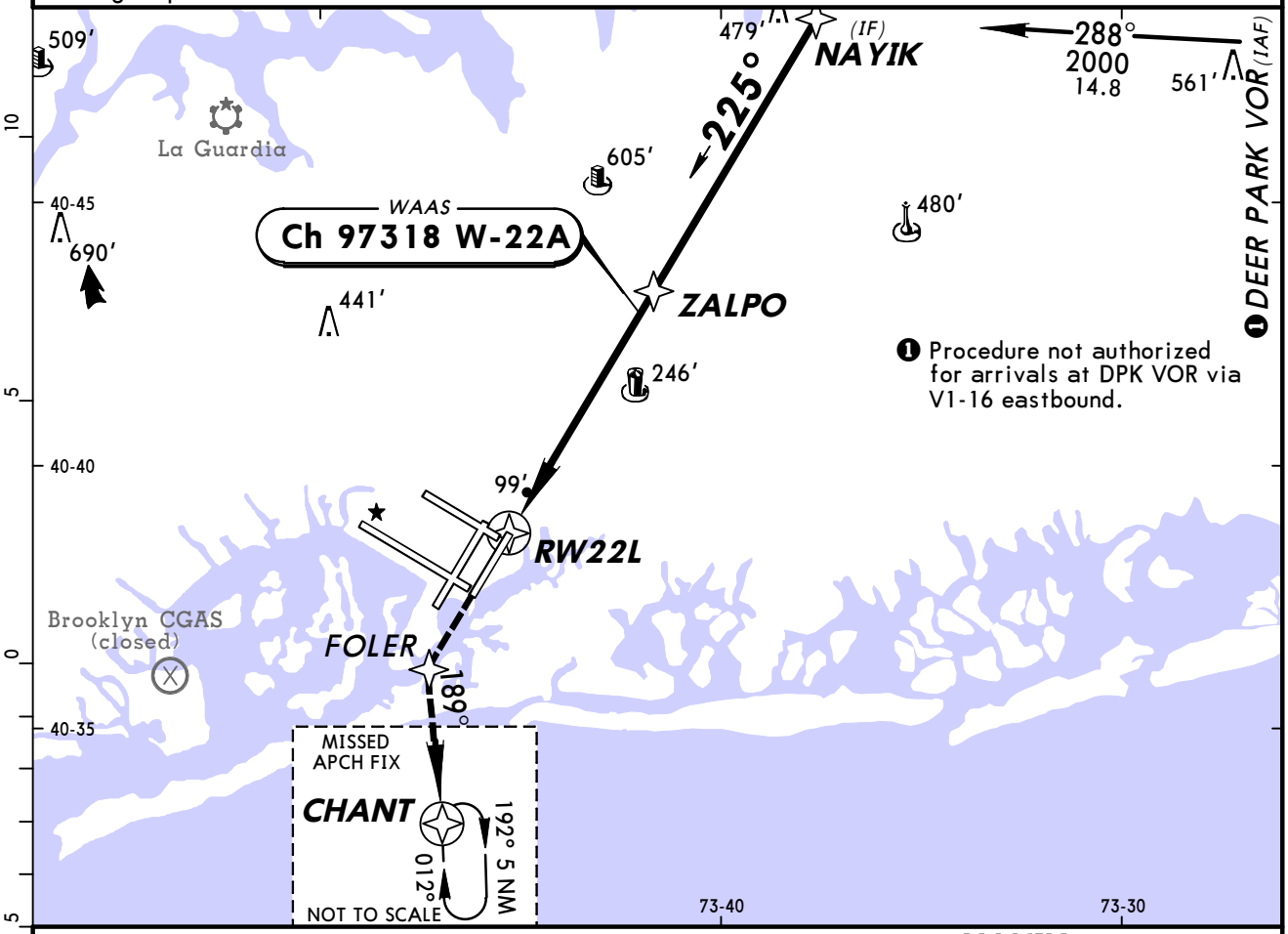
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 13′
Ch 97318 W-22A	225°	ZALPO 1800′ (1788′)	270′ (258′)	TDZE 12′

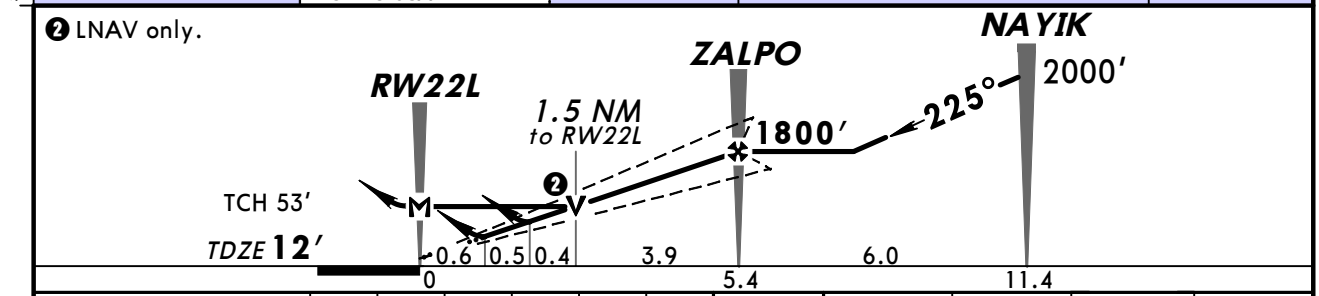
MISSED APCH: Climb to 3000′ direct FOLER and via 189° track to CHANT and hold.

2900′ MSA RW22L

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

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13°C (8°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 22R. 5. LNAV procedure not authorized during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22L						

ALSF-II PAPI 3000′ FOLER

STRAIGHT-IN LANDING RWY 22L

	LPV DA(H) 270′(258′)		LNAV/VNAV DA(H) 420′(408′)		LNAV MDA(H) 560′(548′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(627′)-1
120	
140	640′(627′)-1¾
165	640′(627′)-2

TERPS AMEND 1C 8 MAR 2012

CHANGES: TDZE, airport elevation.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

12 SEP 14 (22-4) Eff 18 Sep

NEW YORK, NY
RNAV (GPS) Rwy 22R

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		121.9

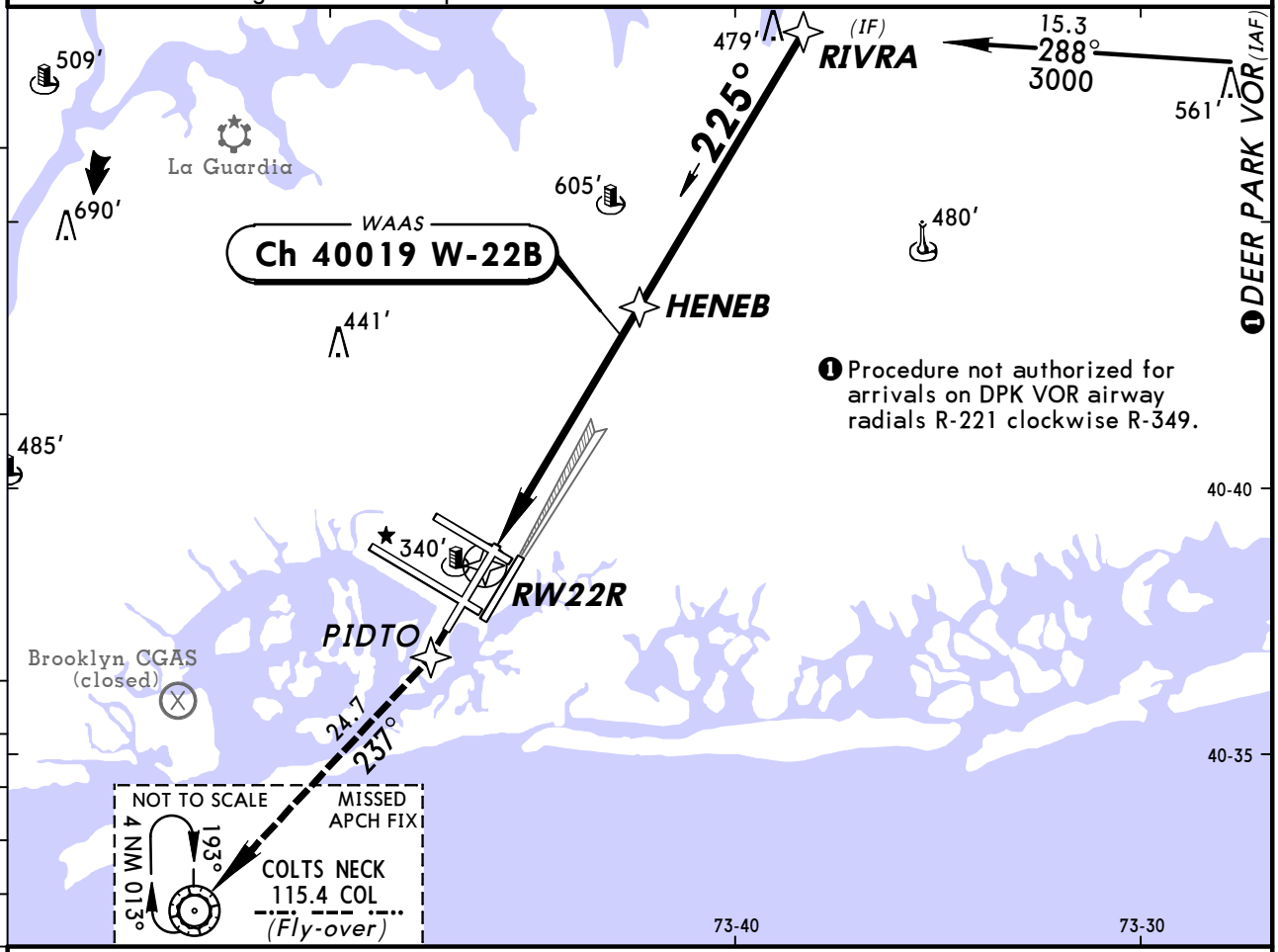
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 13′
Ch 40019 W-22B	225°	HENEB 1900′ (1888′)	269′ (257′)	TDZE 12′

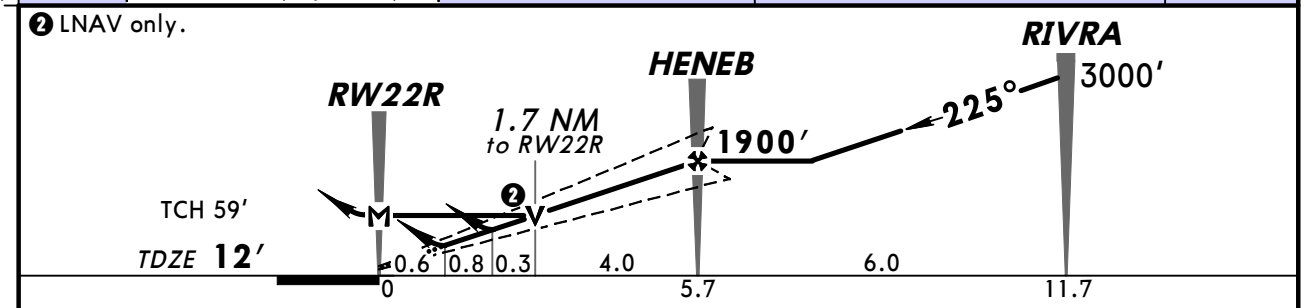
MISSED APCH: Climb to 4000′ direct PIDTO and on track 237° to COL VOR and hold.

2900′ MSA RW22R

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

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with ILS or LOC Rwy 22L, ILS Rwy 22L CAT II & III, RNAV (GPS) Y Rwy 22L. 5. LNAV procedure not authorized during simultaneous operations.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW22R							

4000′ ↑ | D | PIDTO

TERPS STRAIGHT-IN LANDING RWY **22R**

	LPV DA(H) 269′(257′)	LNAV/VNAV DA(H) 501′(489′)	LNAV MDA(H) 600′(588′)
A	RVR 40 or ¾	1⅝	RVR 50 or 1
B			
C			1¾
D			

CIRCLE-TO-LAND

Ⓒ Max Kts	MDA(H)
90	640′(627′)-1
120	
140	640′(627′)-1¾
165	660′(647′)-2

TERPS AMEND 1D 18 SEP 2014

CHANGES: MSA, transition altitude, TDZE, airport elevation, minimums.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

18 JUL 14
Eff 24 Jul

22-5

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

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72	117.7 115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 13′
Ch 50119 W-31A	315°	CUVKU 1800′ (1787′)	213′ (200′)	TDZE 13′

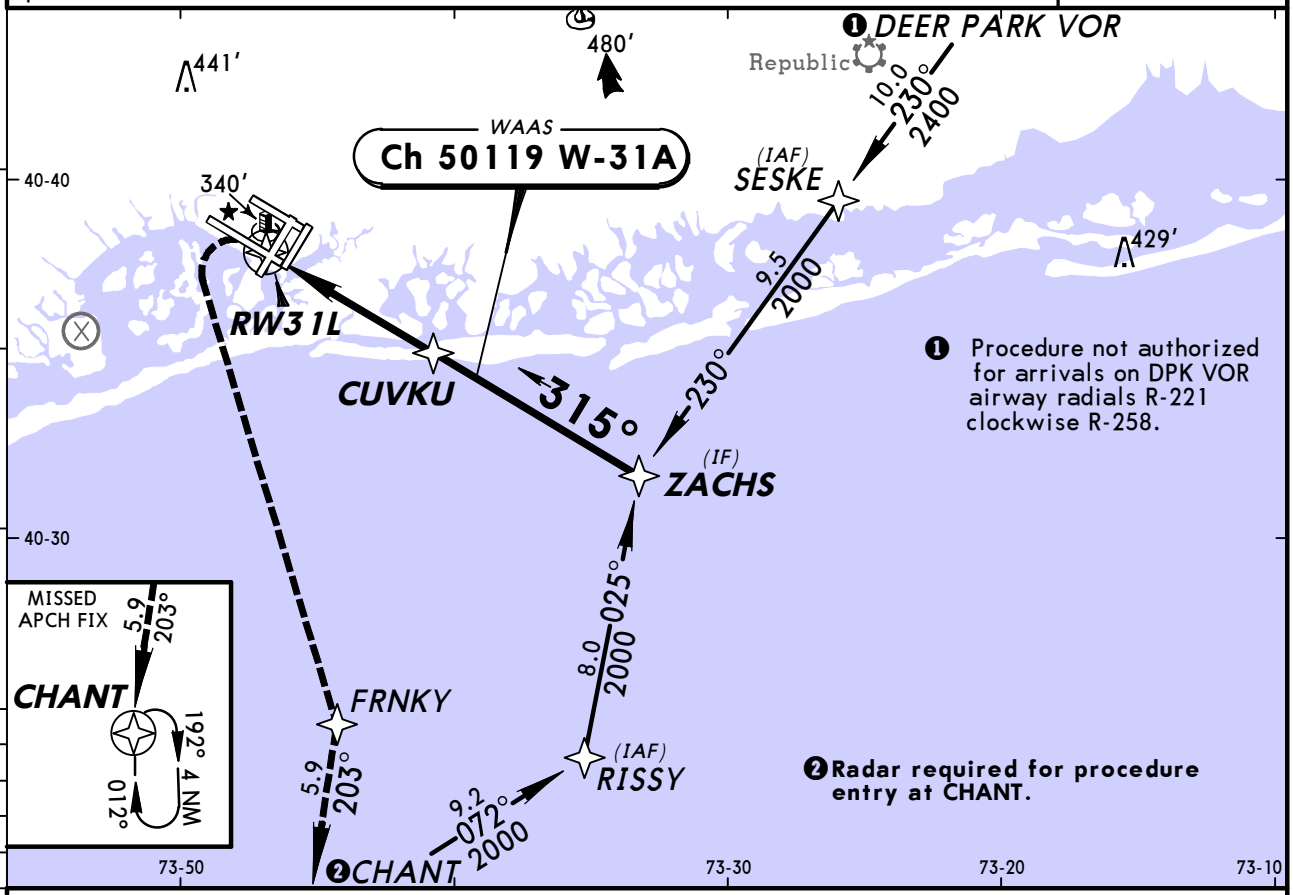
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ direct FRNKY and on 203° track to CHANT and hold.

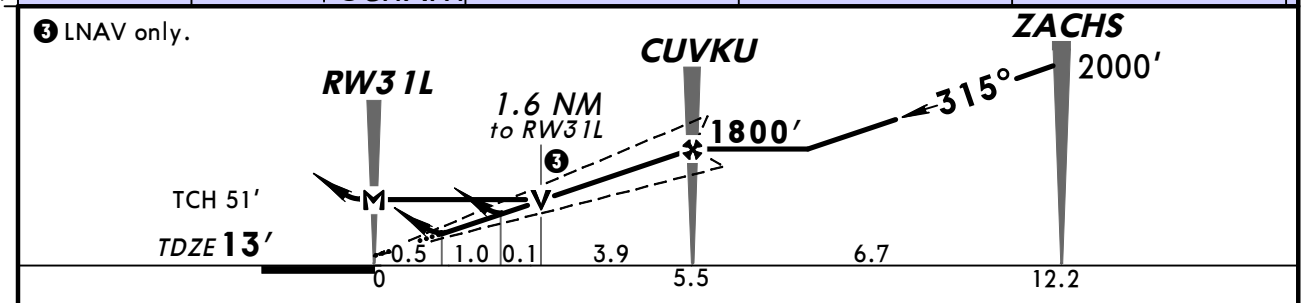
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 31R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. LNAV procedure not authorized during simultaneous operations.

2900′

MSA RW31L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31L						

PAPI-L 500′ 3000′ LT FRNKY

TERPS STRAIGHT-IN LANDING RWY **31L** CIRCLE-TO-LAND

	LPV DA(H) 213′(200′)	LNAV/VNAV DA(H) 541′(528′)	LNAV MDA(H) 600′(587′)	Cat C Max Kts	MDA(H)
A	RVR 40 or ¾	1¾	RVR 55 or 1	90	640′(627′)-1
B				120	
C			1¾	140	640′(627′)-1¾
D				165	660′(647′)-2

TERPS AMEND 2 24 JUL 2014

CHANGES: Re-indexed, procedure.

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BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.725 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

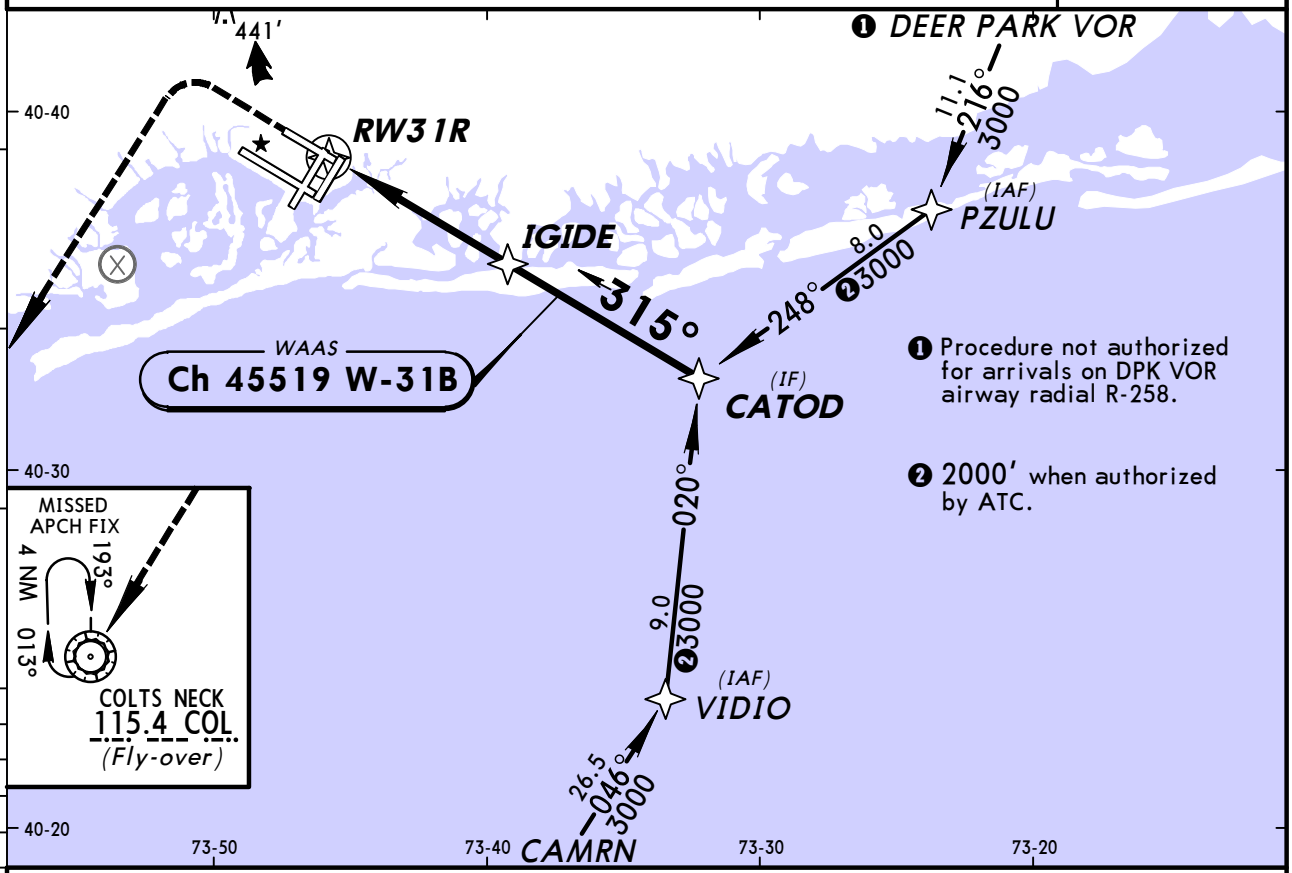
WAAS	Final Apch Crs	Minimum Alt IGIDE	LPV DA(H)	Apt Elev 13'
Ch 45519 W-31B	315°	1900' (1888')	212' (200')	TDZE 12'

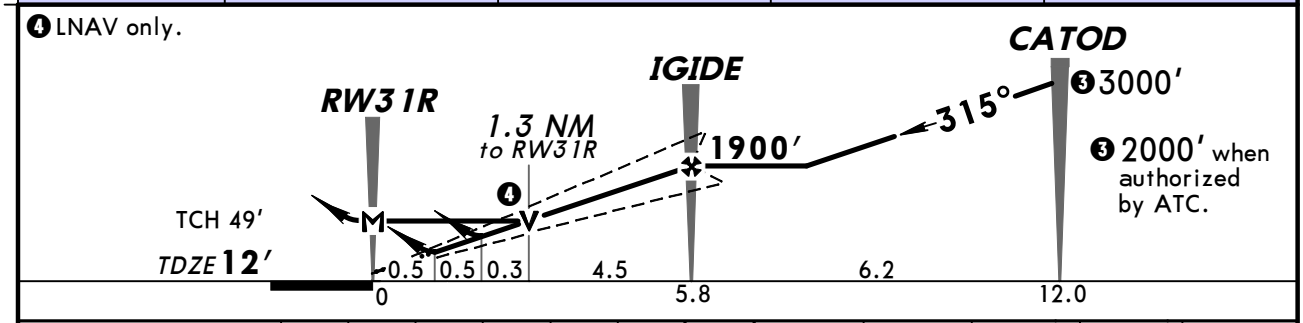
MISSED APCH: Climb to 1800' then climbing LEFT turn to 4000' direct COL VOR and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 31L. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations.

2900'
MSA RW31R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31R						

MALSR | 1800' | 4000' LT | COL 115.4

TERPS STRAIGHT-IN LANDING RWY **31R**

	LPV DA(H) 212'(200')		LNAV/VNAV DA(H) 369'(357')			LNAV MDA(H) 460'(448')		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 35 or 5/8	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 45 or 7/8	RVR 55 or 1	1 3/8
D								

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640'(627')-1
120	
140	640'(627')-1 3/4
165	660'(647')-2

TERPS AMEND 2 24 JUL 2014

CHANGES: Re-indexed, procedure.

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BRIEFING STRIP™

KENNEDY D-ATIS (Arrival)			NEW YORK Approach (R)
	(NE)	(SW)	
128.725	117.7	115.4	128.12

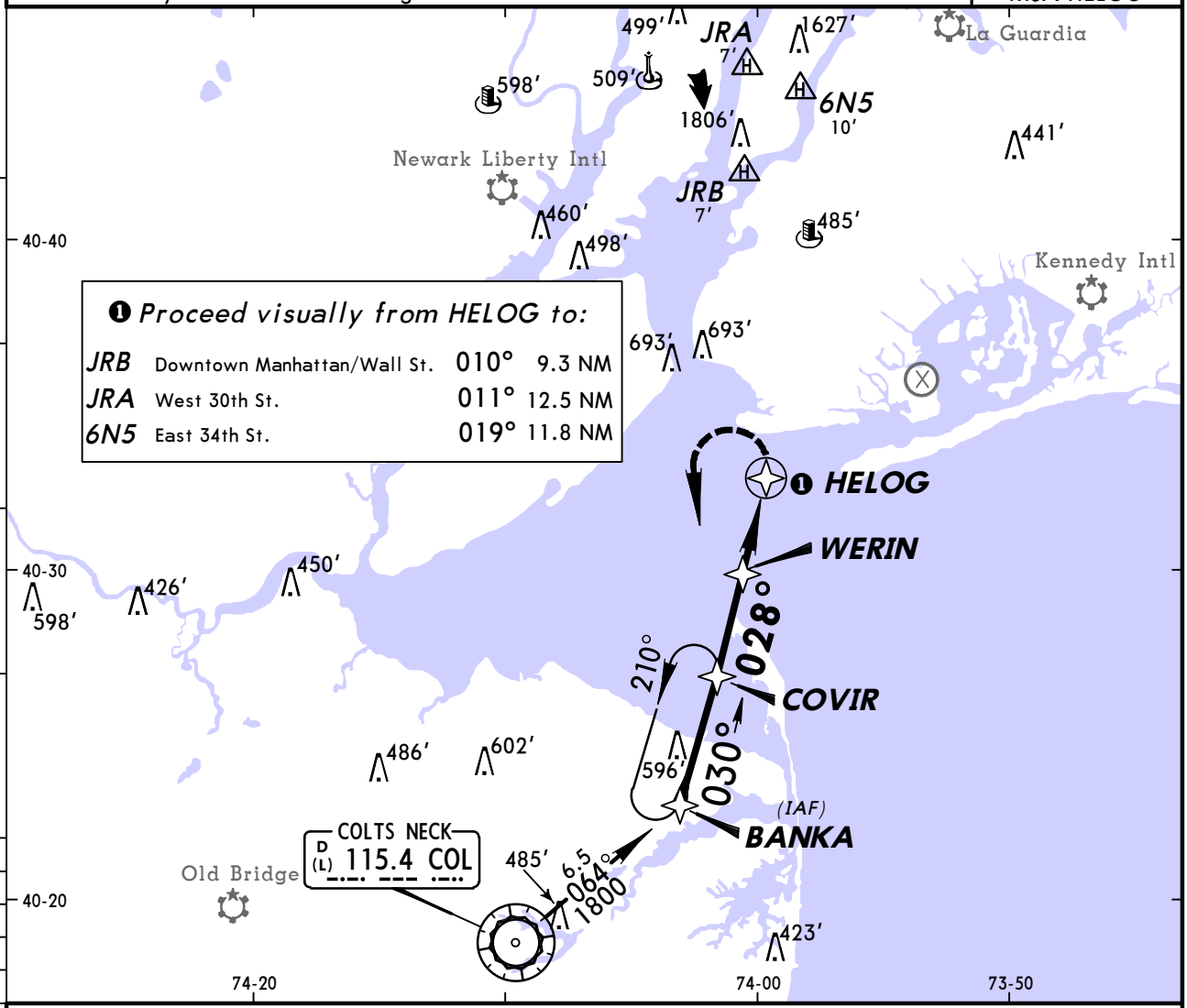
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	See Planview for Area Helipad Elevations
	028°	WERIN 1800′ (1766′)	500′ (466′)	

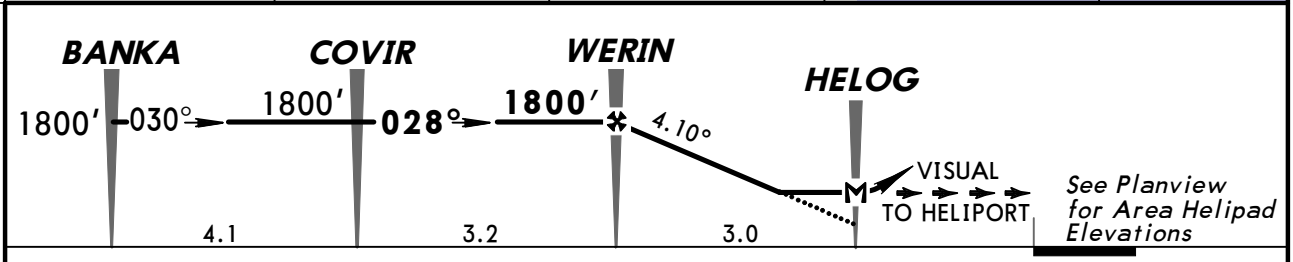
MISSED APCH: Climbing LEFT turn to 1800′ direct COVIR and hold.

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

1. Proceed VFR from HELOG or conduct the specified missed approach.
2. Limit final and missed approach airspeed to 70 KIAS.
3. Use Kennedy Intl altimeter setting.

2600′
MSA HELOG





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	4.10°	508	653	726	871	1016	1161
MAP at HELOG							

1800′ LT COVIR

LANDING **H-028°**

MDA(H) **500′** (466′)

TERPS AMEND A

COPTER

3/4

CHANGES: Re-indexed, D-ATIS frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

22 NOV 13 (22-20)

NEW YORK, NY
RNAV (RNP) Z Rwy 4L

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		121.9

RNAV	Final Apch Crs	Mandatory Alt KRSTL	RNP 0.30 DA(H)	Apt Elev 14′
	045°	1500′ (1488′)	361′ (349′)	TDZE 12′

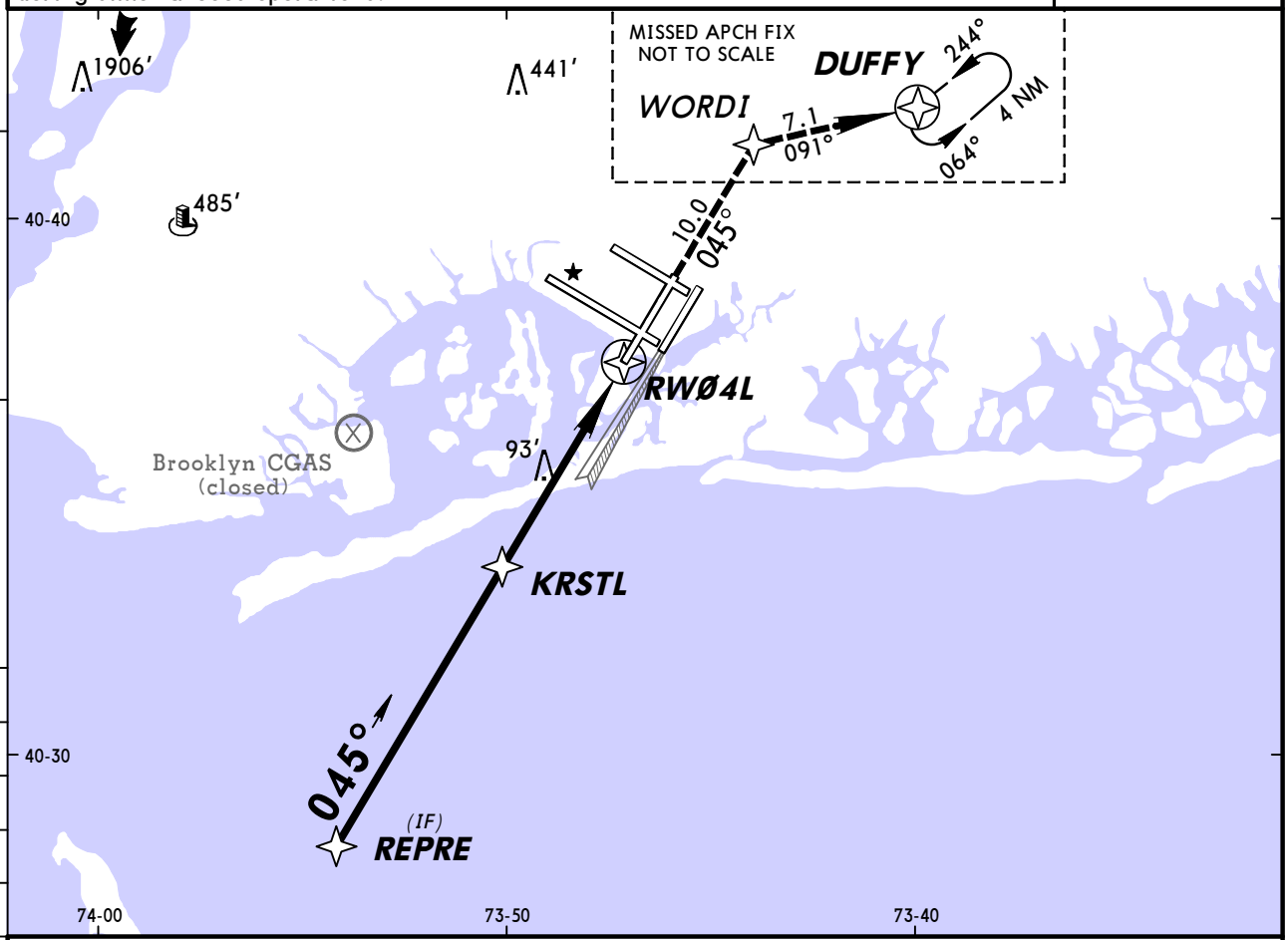
MISSED APCH: Climb to 3000′ via 045° track to WORDI and via 091° track to DUFFY and hold.

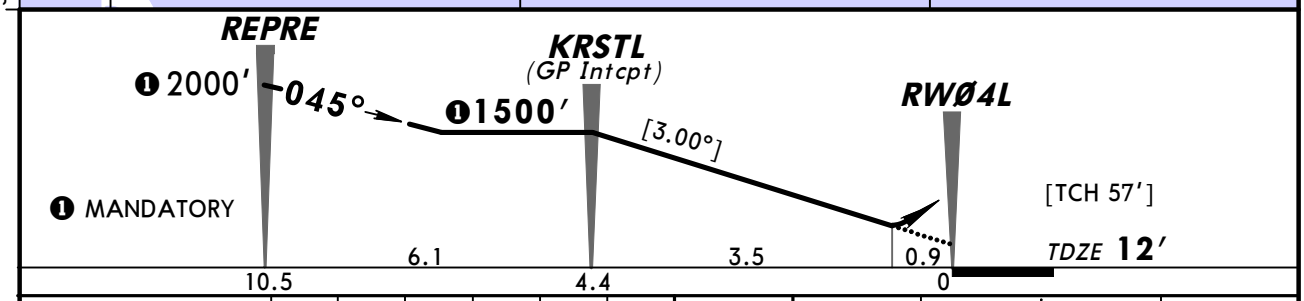
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (9°F) or above 48°C (118°F). 5. Visibility reduction by helicopters not authorized.
6. VGSI and RNAV glidepath not coincident. 7. Simultaneous approach authorized with Rwy 4R. 8. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.

2900′

MSA RWØ4L





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

PAPI-L | 3000′ via 045° | WORDI

STRAIGHT-IN LANDING RWY **4L**

RNP 0.30

DA(H) **361′** (349′)

A	RVR 60 or 1¼
B	
C	
D	

TERPS AMEND 0B 13 DEC 2012

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN
22 NOV 13 (22-21)

NEW YORK, NY
RNAV (RNP) Z Rwy 4R

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

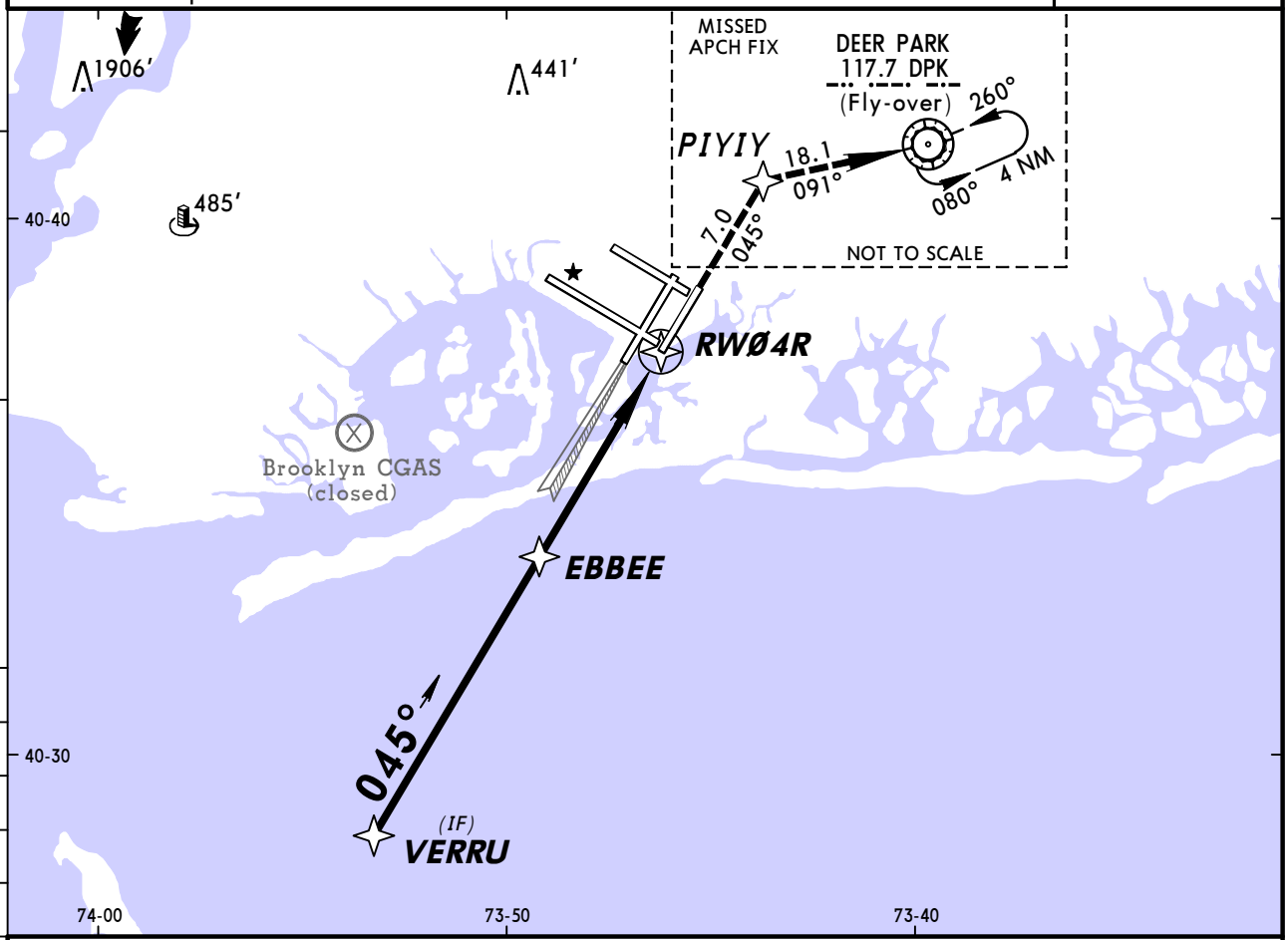
RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H)	Apt Elev 14′
	045°	EBBEE 1500′ (1488′)	418′ (406′)	TDZE 12′

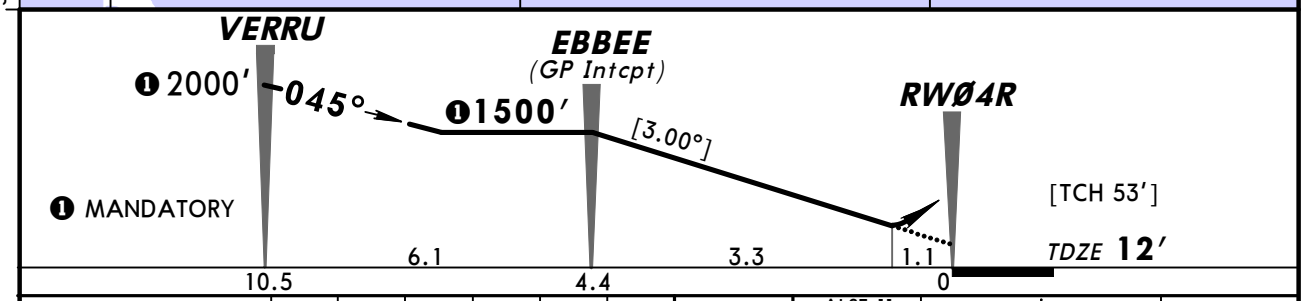
MISSED APCH: Climb to 4000′ via 045° track to PIYIY and via 091° track to DPK VOR and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (9°F) or above 48°C (118°F). 5. Simultaneous approach authorized with Rwy 4L. 6. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.

2900′
MSA RWØ4R





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II

4000′ via 045° PIYIY

STRAIGHT-IN LANDING RWY 4R
RNP 0.30
DA(H) **418′** (406′)

		ALS out
A	RVR 50 or 1	1½
B		
C		
D		

TERPS AMEND 0B 13 DEC 2012

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

18 JUL 14
Eff 24 Jul

(22-22)

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

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.725 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

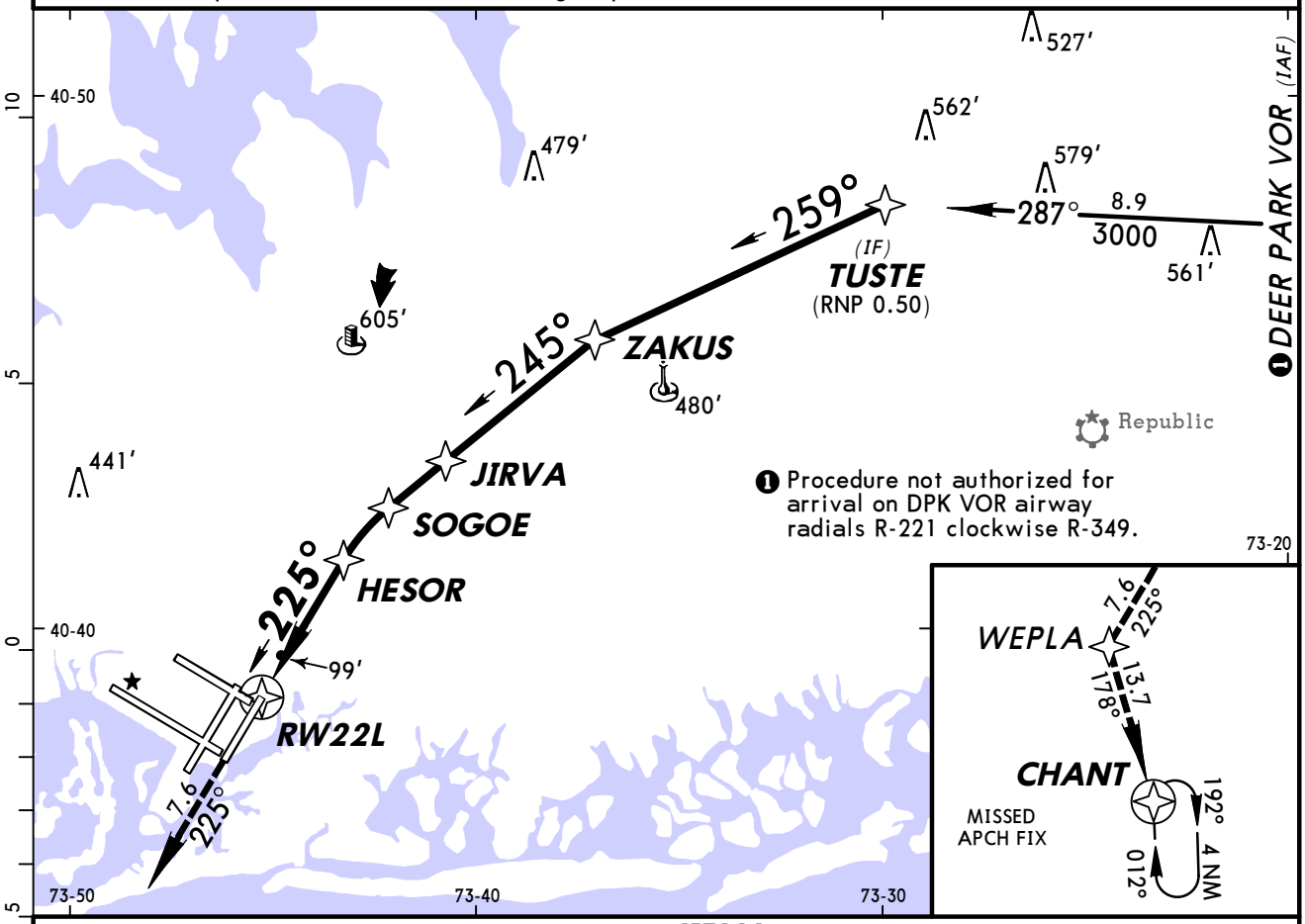
RNAV	Final Apch Crs	Minimum Alt JIRVA	RNP 0.20 DA(H)	Apt Elev 13′ Rwy 22L 13′
	225°	1900′ (1887′)	317′ (304′)	

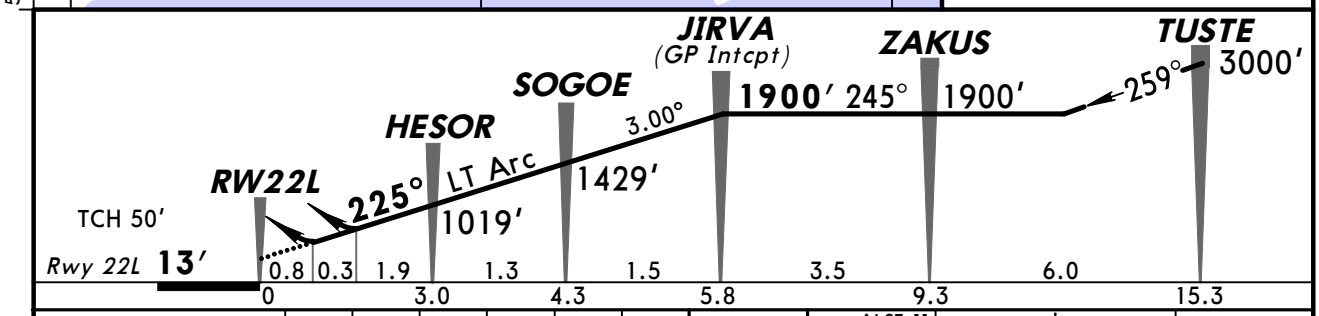
2900′
MSA RW22L

MISSED APCH: Climb to 3000′ on track 225° to WEPLA and on track 178° to CHANT and hold.

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

1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. Simultaneous approach authorized with ILS Rwy 22R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II
PAPI
3000′ on 225°
WEPLA

TERPS

STRAIGHT-IN LANDING RWY **22L**

	RNP 0.20 DA(H) 317′ (304′)		RNP 0.30 DA(H) 406′ (393′)	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1⅛	RVR 40 or ¾	RVR 60 or 1⅛
B				
C				
D				

TERPS AMEND 1 27 JUN 2013

CHANGES: Airport elevation.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

18 JUL 14
Eff 24 Jul

22-23

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

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.725 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		121.9

RNAV	Final Apch Crs	Minimum Alt CUVKU	RNP 0.30 DA(H)	Apt Elev 13′
	315°	1800′ (1787′)	410′ (397′)	TDZE 13′

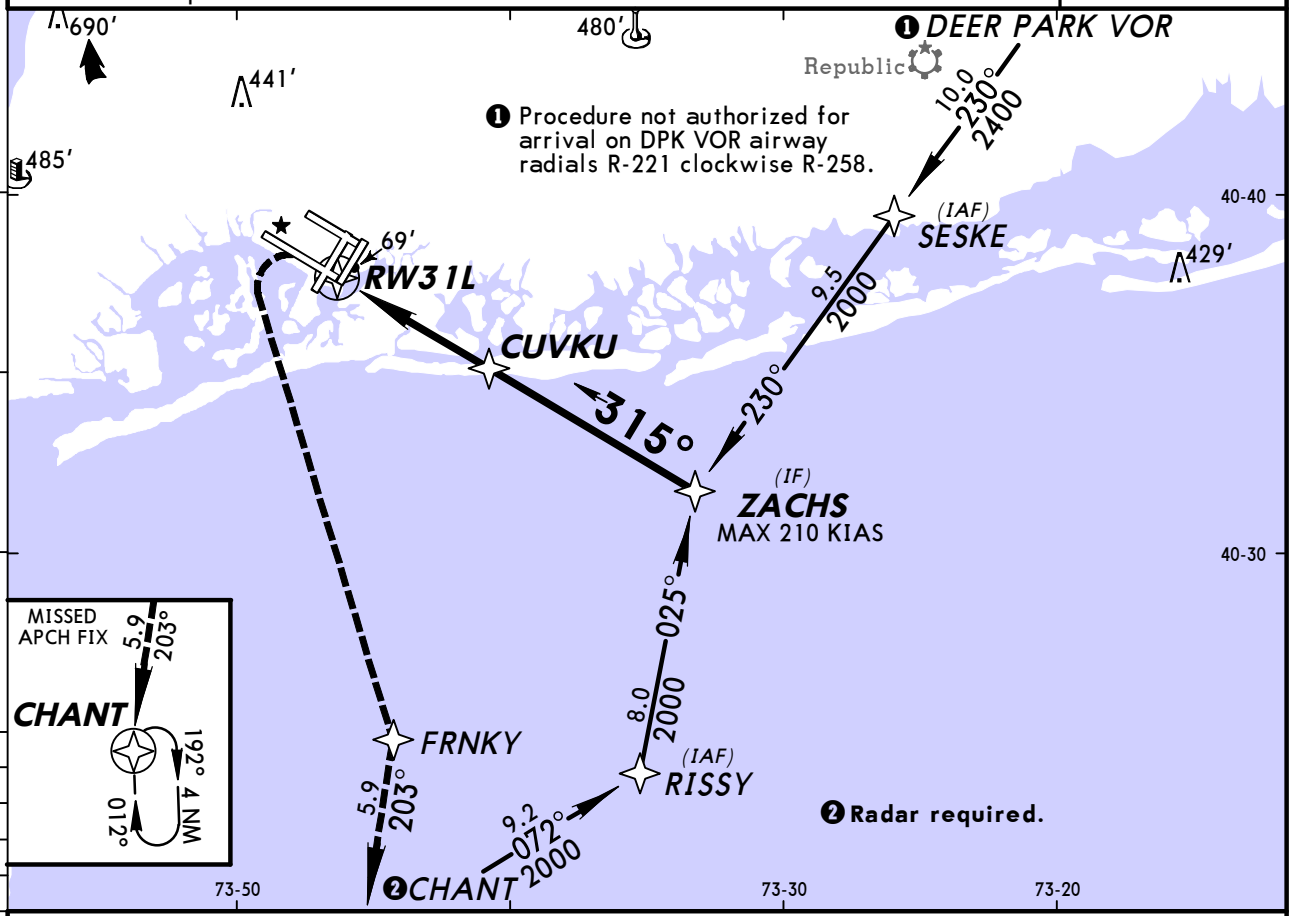
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ direct FRNKY and on 203° track to CHANT and hold.

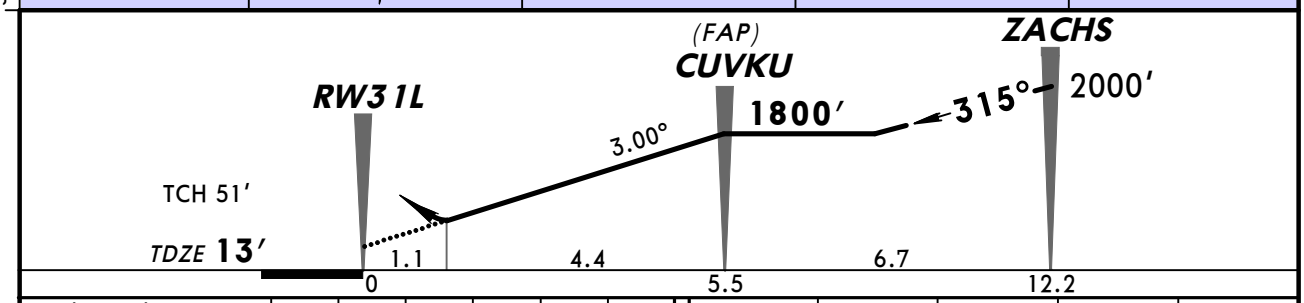
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 31R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2900′

MSA RW31L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at DA						

PAPI-L | 500′ ↑ | 3000′ ← LT | D | FRNKY

TERPS

STRAIGHT-IN LANDING RWY **31L**

RNP 0.30

DA(H) **410′** (397′)

A	
B	
C	1⅜
D	

TERPS AMEND 1 24 JUL 2014

CHANGES: D-ATIS frequency, procedure.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

18 JUL 14
Eff 24 Jul

22-24

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

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.725 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

RNAV	Final Apch Crs	Minimum Alt IGIDE	RNP 0.30 DA(H)	Apt Elev 13′
	315°	1900′ (1888′)	458′ (446′)	TDZE 12′

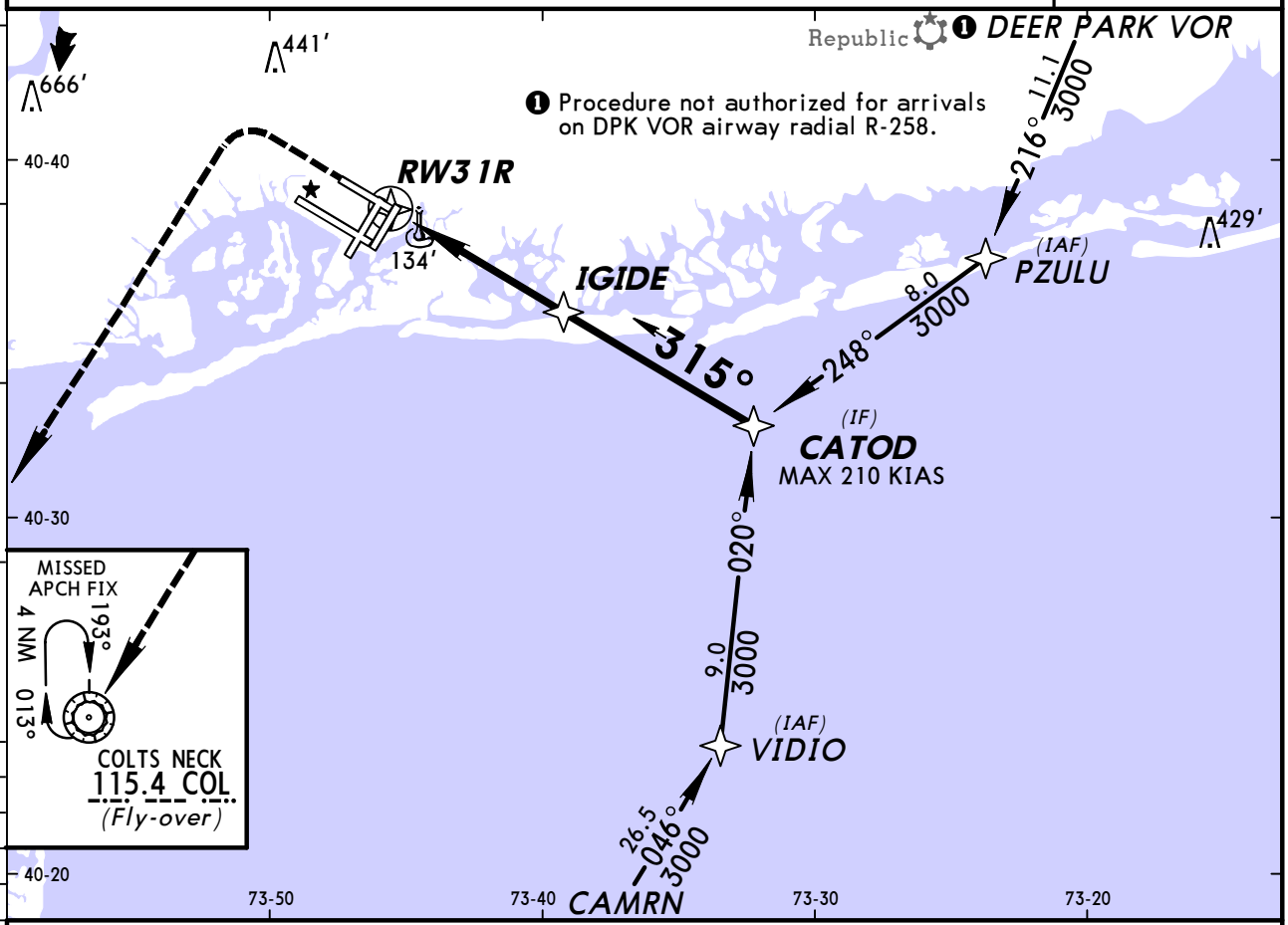
MISSED APCH: Climb to 1800′ then climbing LEFT turn to 4000′ direct COL VOR and hold.

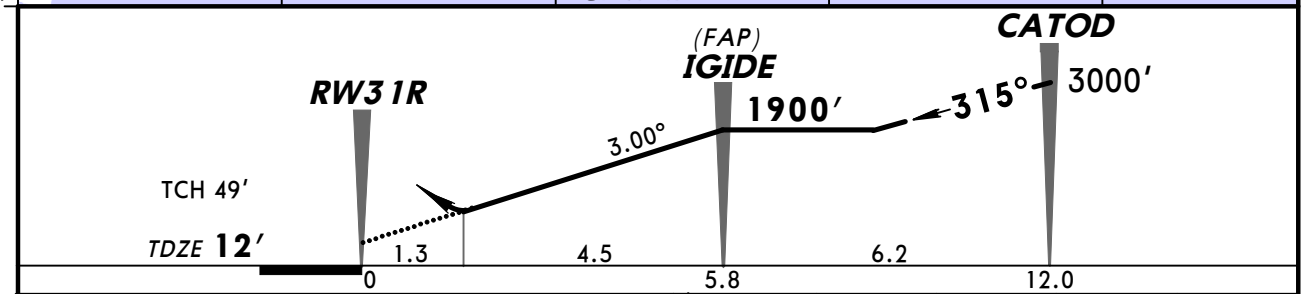
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F).
4. Simultaneous approach authorized with Rwy 31L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2900′

MSA RW31R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at DA						

MALSR | 1800′ | 4000′ LT | D | COL 115.4

TERPS

STRAIGHT-IN LANDING RWY **31R**
RNP 0.30
DA(H) **458′** (446′)

	RAIL out	ALS out
A, B, C, D	RVR 50 or 1	RVR 55 or 1	1½

TERPS AMEND 1 24 JUL 2014

CHANGES: D-ATIS frequency, procedure.

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KJFK/JFK
KENNEDY INTL

JEPPESEN
22 NOV 13 (23-1)

NEW YORK, NY
VOR Rwy 4L

BRIEFING STRIP TM

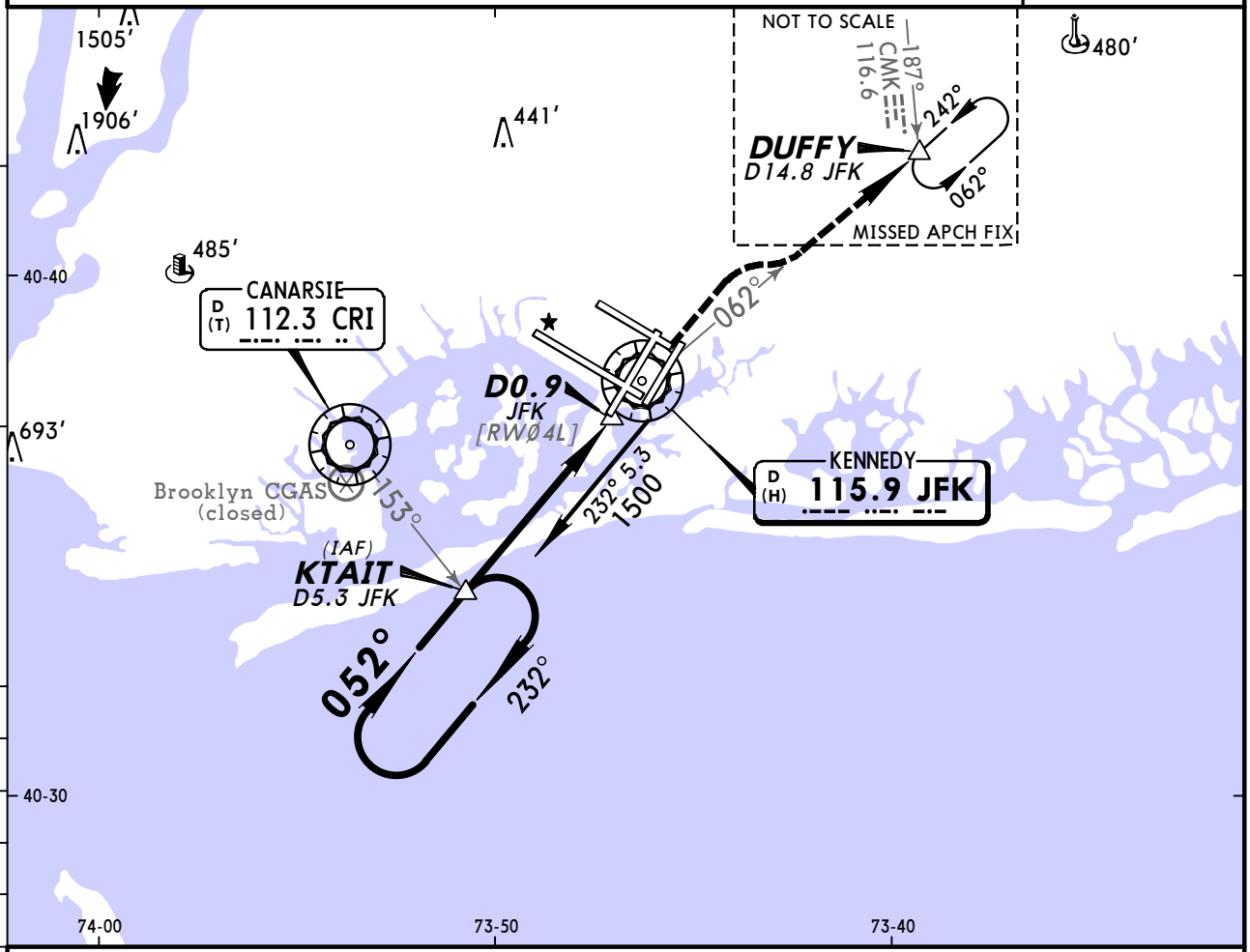
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

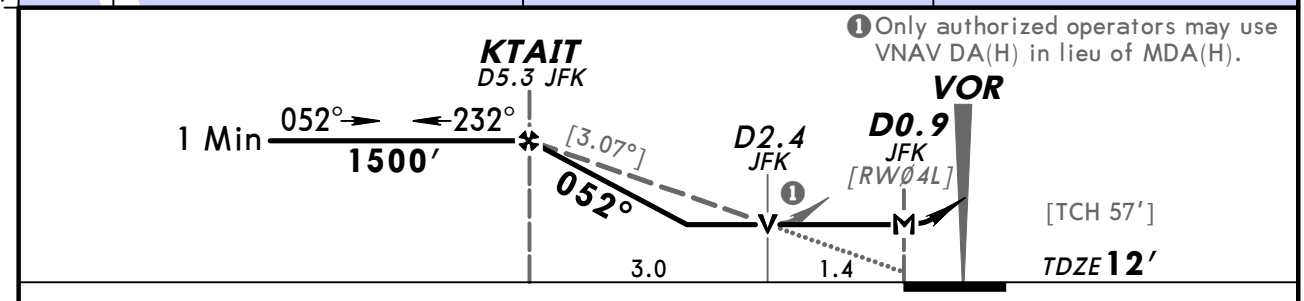
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 14′
JFK 115.9	052°	KTAIT 1500′ (1488′)	540′ (528′)	TDZE 12′

MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ outbound via JFK VOR R-062 to DUFFY INT/D14.8 JFK and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA JFK VOR
180°
2800′
090°
2000′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07°]	380	489	543	652	760	869
MAP at D0.9 JFK or KTAIT to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

PAPI-L | 2000′ ↑ | 3000′ ↗ RT | JFK via 115.9 R-062 | DUFFY

STRAIGHT-IN LANDING RWY 4L		CIRCLE-TO-LAND	
MDA(H) 540′ (528′)		Max Kts	MDA(H)
A	RVR 50 or 1	90	640′ (626′) - 1
B		120	
C	1½	140	640′ (626′) - 1¾
D	1¾	165	640′ (626′) - 2

AMEND 0A TERPS

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN
22 NOV 13 (23-2)

NEW YORK, NY
VOR Rwy 4R

BRIEFING STRIP

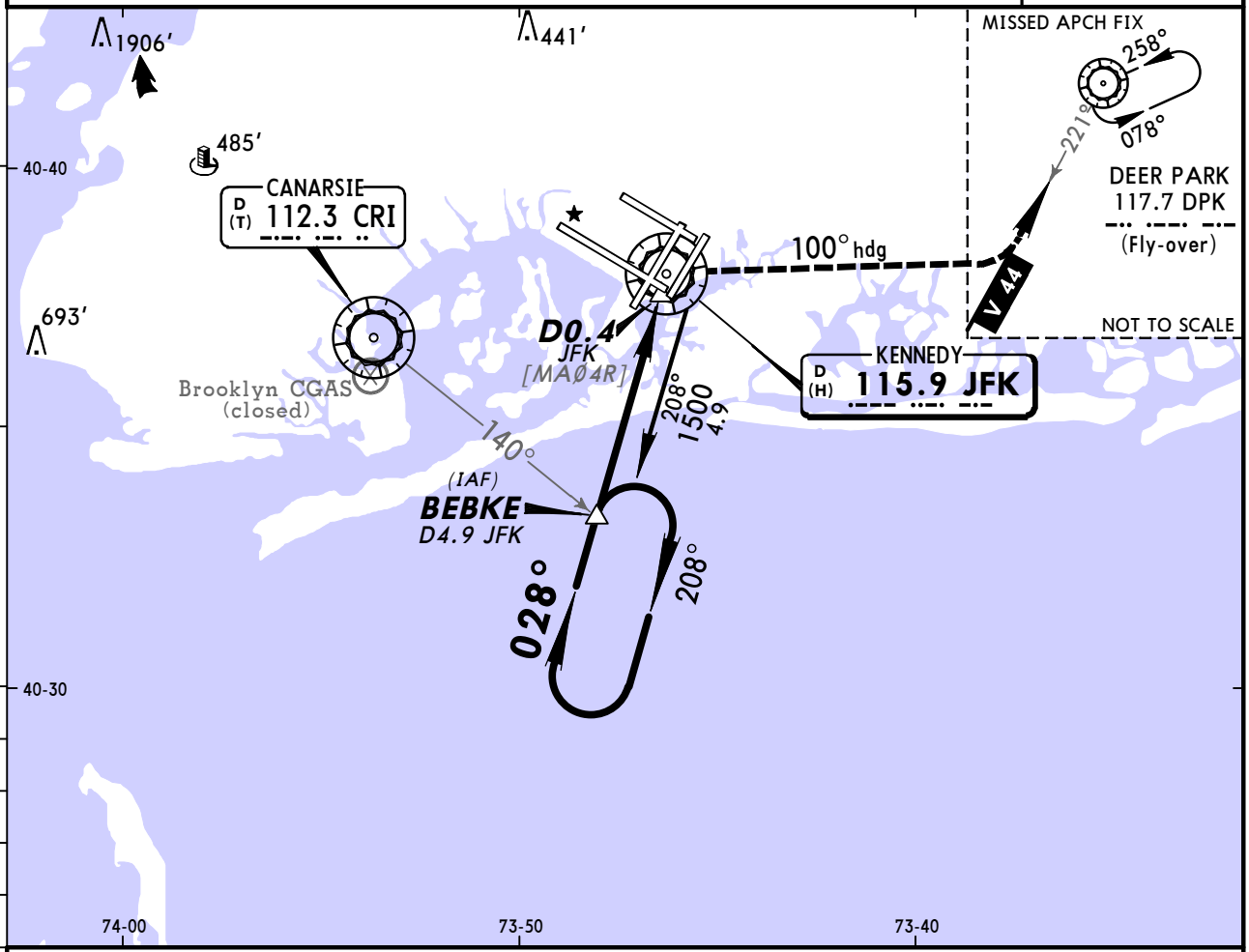
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

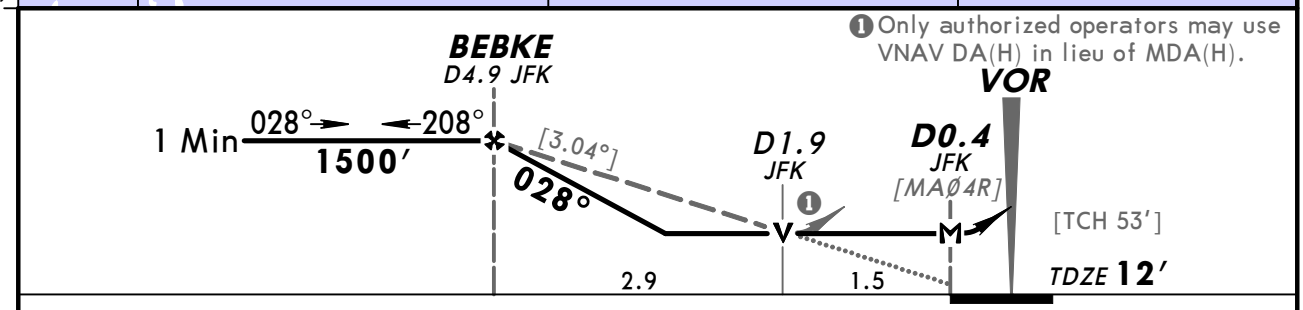
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 14′
JFK 115.9	028°	BEBKE 1500′ (1488′)	540′ (528′)	TDZE 12′

MISSED APCH: Climbing RIGHT turn to 4000′ via heading 100° and V-44 to DPK VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA JFK VOR: 180°, 2800′; 090°, 2000′





Gnd speed-Kts	70	90	100	120	140	160
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

ALSF-II

4000′ RT via 100° hdg and V-44 | DPK 117.7

STRAIGHT-IN LANDING RWY 4R

MDA(H) 540′(528′)

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D	RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(626′)-1
120	
140	640′(626′)-1¾
165	640′(626′)-2

TERPS AMENDO

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

15 AUG 14 (23-3)

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

BRIEFING STRIP

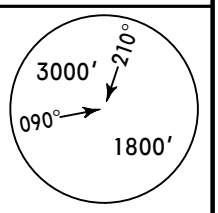
D-ATIS Arrival			NEW YORK Approach (R)	KENNEDY Tower		Ground
128.725	(NE) 117.7	(SW) 115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

VOR	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / TDZE 13L / TDZE 13R
CRI 112.3	041°	CRI VOR (CONDITIONAL) 1500′ (1488′)	800′ (788′)	14′ / 12′ / 12′

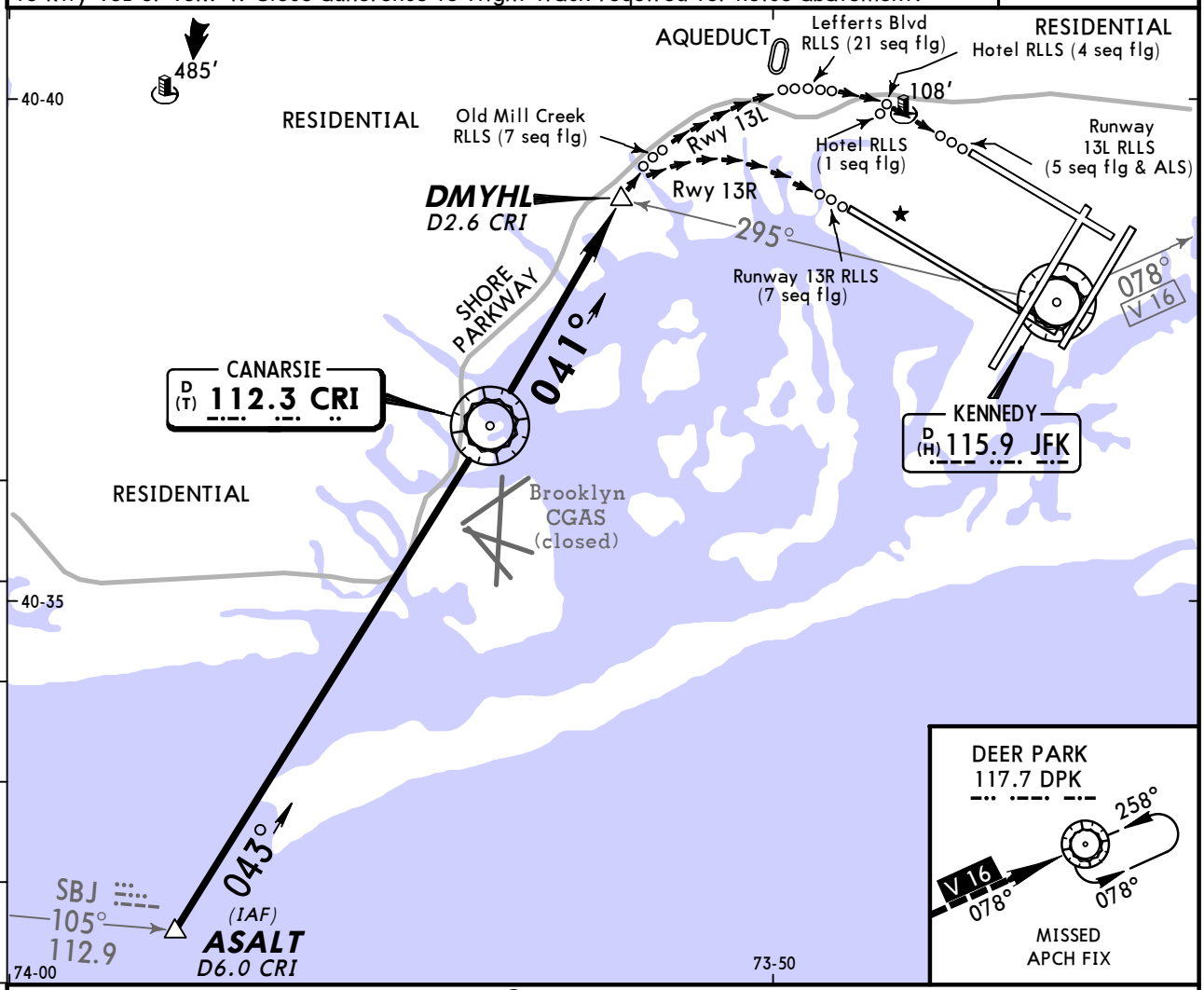
MISSED APCH: At or beyond MAP, climbing RIGHT turn to 4000′ via heading 100° and V-16 (R-078 JFK) to DPK VOR and hold.

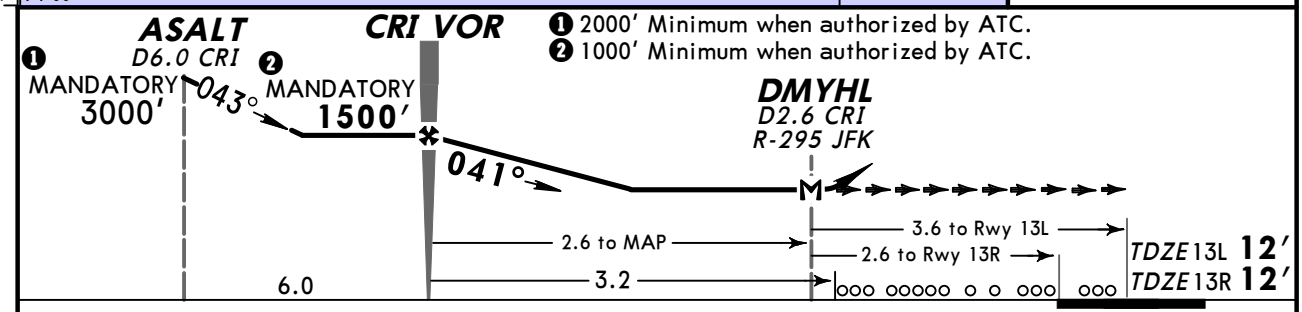
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.



MSA CRI VOR





Gnd speed-Kts	70	90	100	120	140	160
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

Rwy 13L: ALSF-II, VASI, VASI, RLLS

Rwy 13R: RLLS, PAPI-L

4000′ RT via 100° hdg and V-16

RUNWAY LEAD-IN LIGHT SYSTEM (RLLS) RWYS 13L/R MDA(H) 800′ (788′)			CIRCLE-TO-LAND	
		RLLS out		
A	2	NA	A	NA
B			B	
C	2¼		C	
D	2½		D	

TERPS AMEND 18C 15 NOV 2012

CHANGES: RLLS revised.

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KJFK/JFK
KENNEDY INTL

JEPPESEN

15 AUG 14 (23-4)

NEW YORK, NY
VOR DME Rwy 22L

BRIEFING STRIP ™

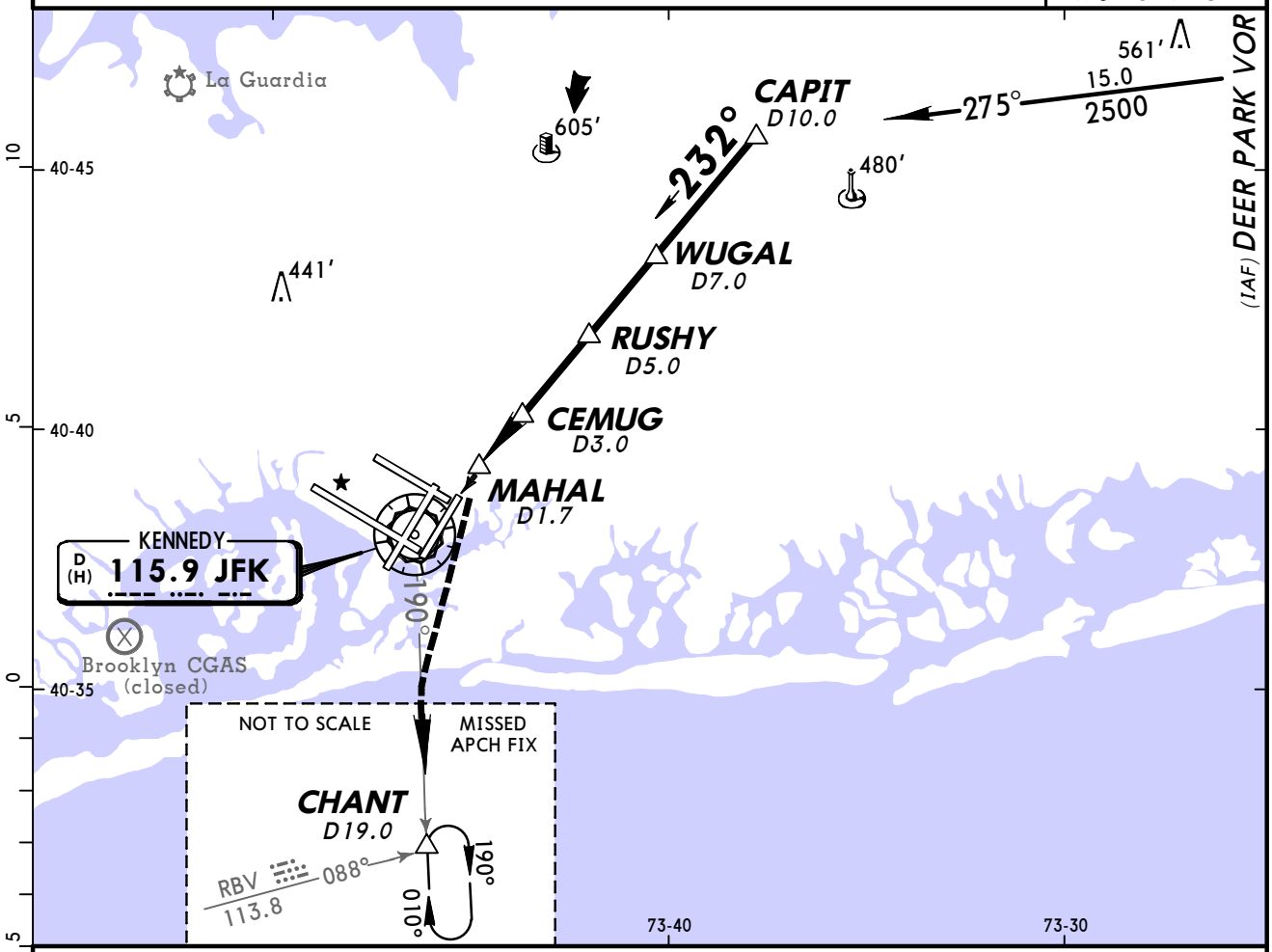
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.725	117.7 115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R)	123.9 (Rwys 4L/22R & 13R/31L)	121.9

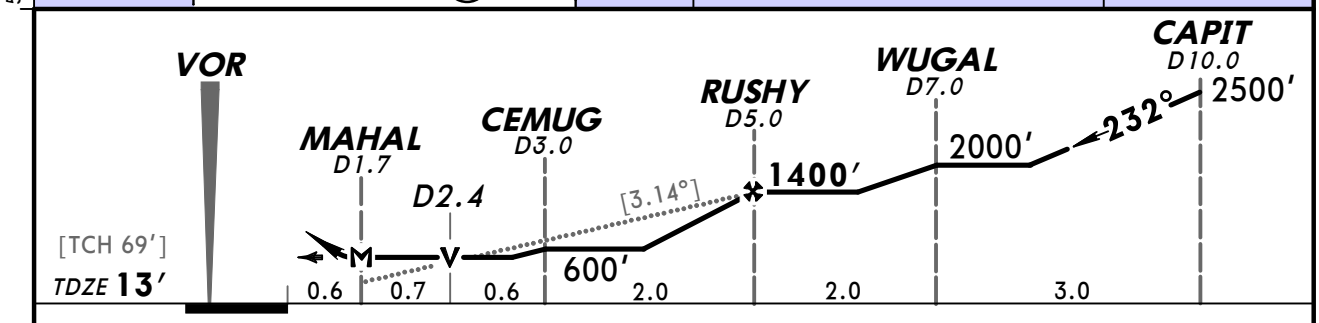
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 14′
JFK 115.9	232°	RUSHY 1400′ (1387′)	440′ (427′)	TDZE 13′

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′

MSA JFK VOR: 180° 2800′; 090° 2000′





Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle [3.14°]	389	500	556	667	778	889
MAP at MAHAL						

ALSF-II, PAPI, LT

3000′ via JFK 115.9 R-190 CHANT

STRAIGHT-IN LANDING RWY 22L

MDA(H) 440′(427′)

		ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 50 or 1	90	640′(626′)-1
B			120	
C	RVR 40 or ¾	RVR 60 or 1¼	140	640′(626′)-1¾
D	RVR 50 or 1	1½	165	640′(626′)-2

CIRCLE-TO-LAND

AMENDED TERPS

CHANGES: None.

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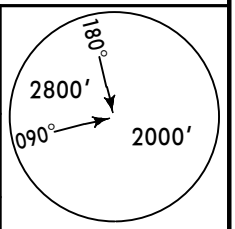
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 14′
JFK 115.9	343°	LOKOE 1800′ (1787′)	560′ (547′)	TDZE 13′

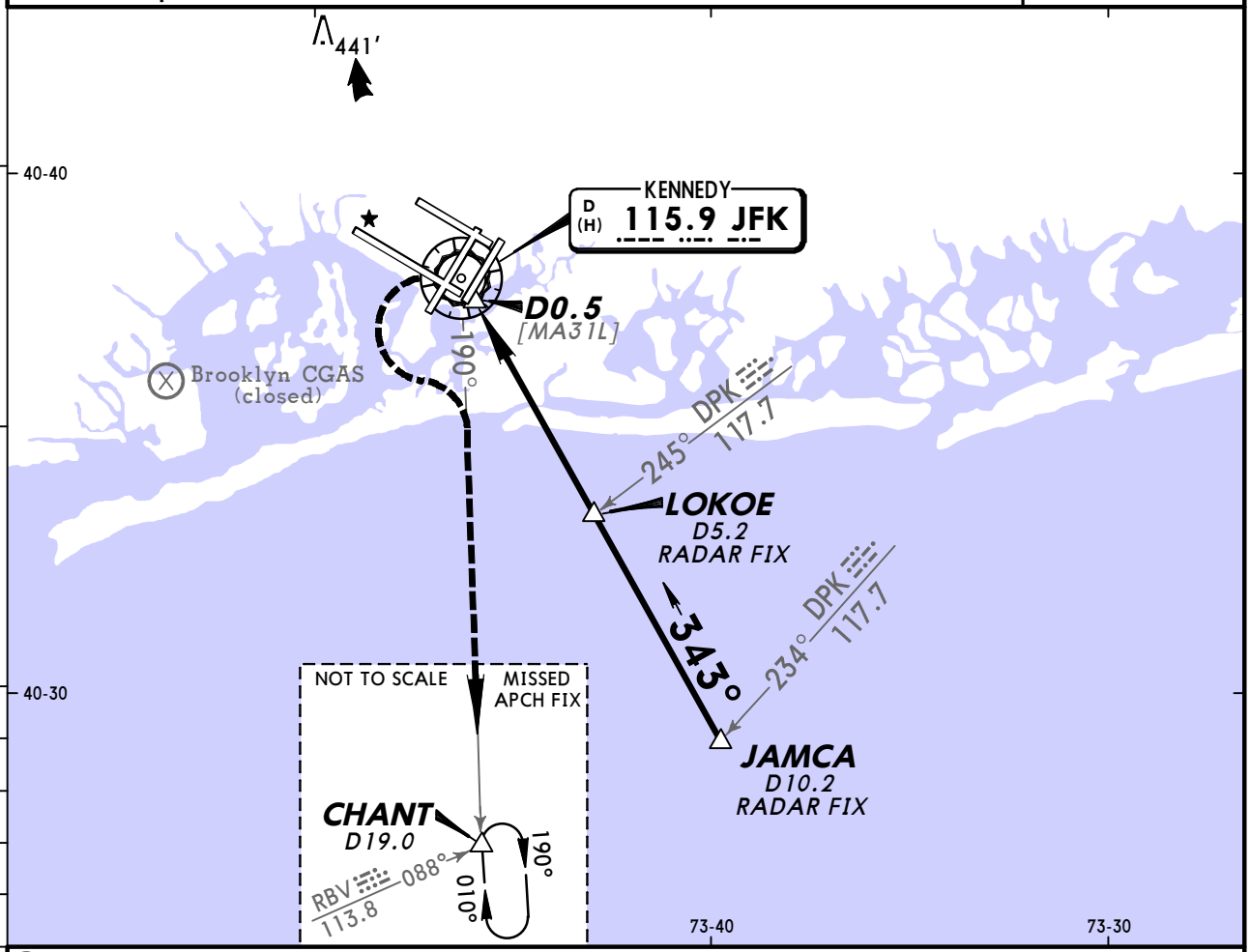
MISSED APCH: Climbing LEFT turn to 3000′ outbound via JFK VOR R-190 to CHANT INT/D19.0 and hold.

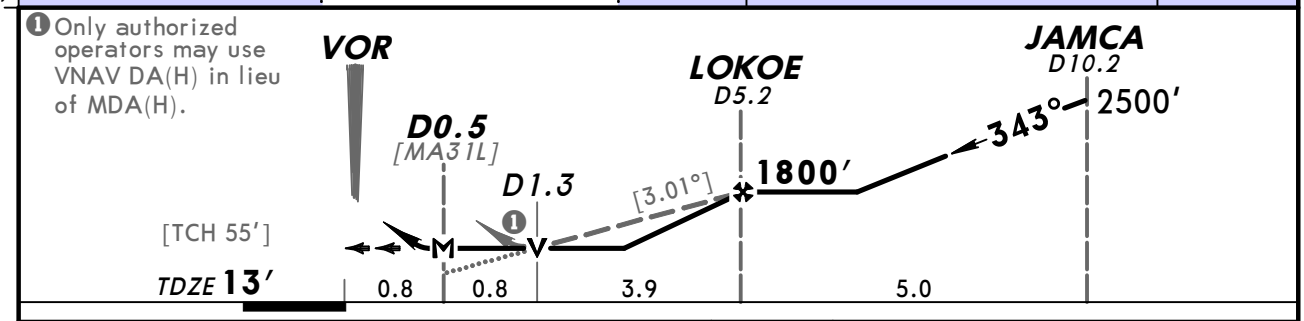
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required.



MSA JFK VOR





Gnd speed-Kts		70	90	100	120	140	160
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

PAPI-L 3000′ LT via JFK 115.9 R-190 CHANT

STRAIGHT-IN LANDING RWY 31L		CIRCLE-TO-LAND	
MDA(H) 560′ (547′)		Max Kts	MDA(H)
A	RVR 50 or 1	90	640′ (626′)-1
B		120	
C	1½	140	640′ (626′)-1¾
D	1¾	165	640′ (626′)-2

AMENDO TERPS

CHANGES: Approach frequency.

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BRIEFING STRIP™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

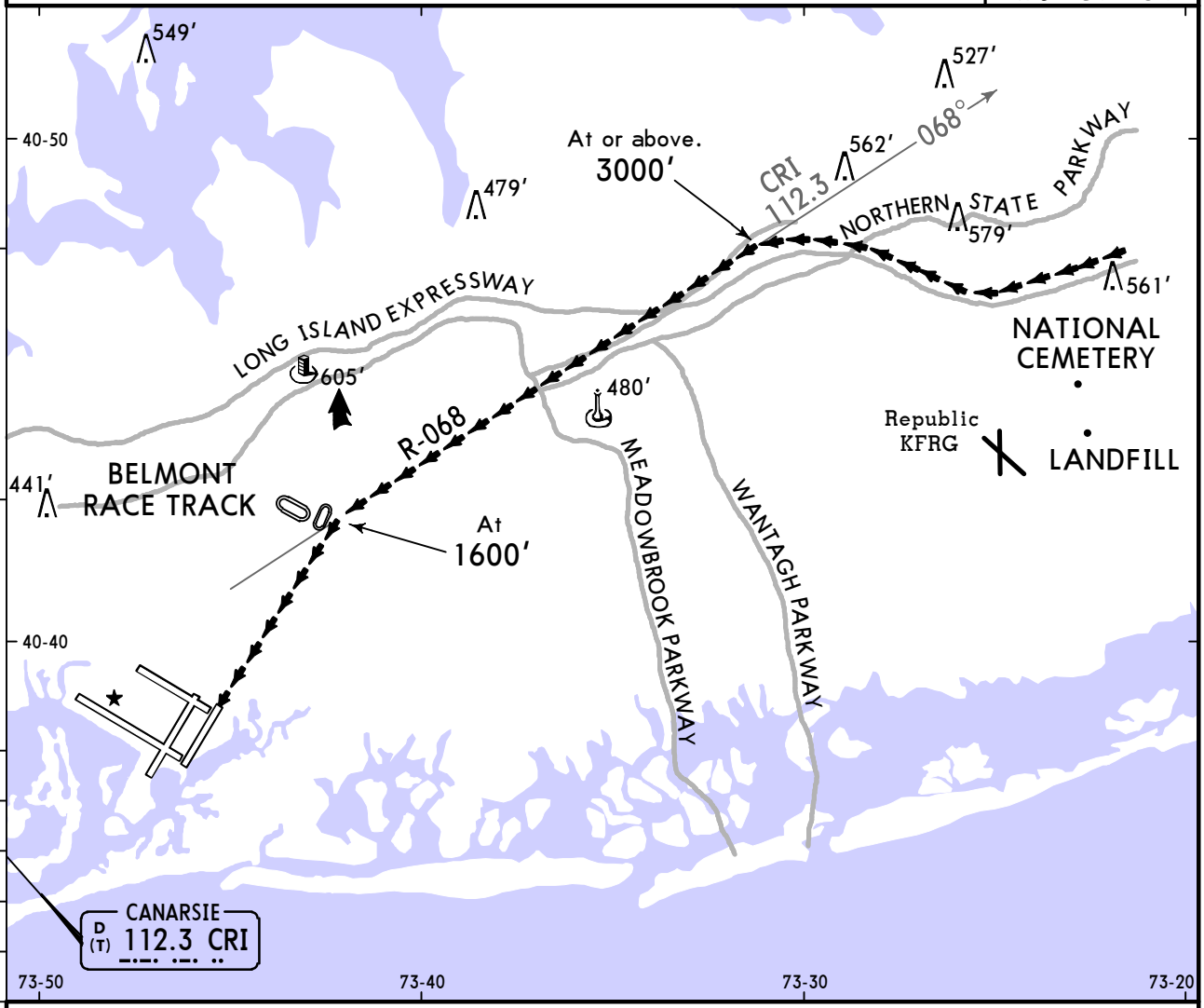
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3500-5	Apt Elev 14′

MISSED APCH: No missed approach procedure.

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

1. Radar required. 2. Rwy 22L Vertical Guidance Navaid and Angle: PAPI-L 3.00°.

2800′ 210° 090° 1800′
MSA CRI VOR



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

TERPS AMEND 0

WEATHER MINIMUMS

Ceiling **3500′** - VIS 5

CHANGES: None.

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(29-2) PARKWAY VISUAL Rwy 13L/R

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

NAVAIDS-	Final Apch Crs		CEIL-VIS	
See Planview	Refer to Planview	No FAF	2500-3	Apt Elev 14′

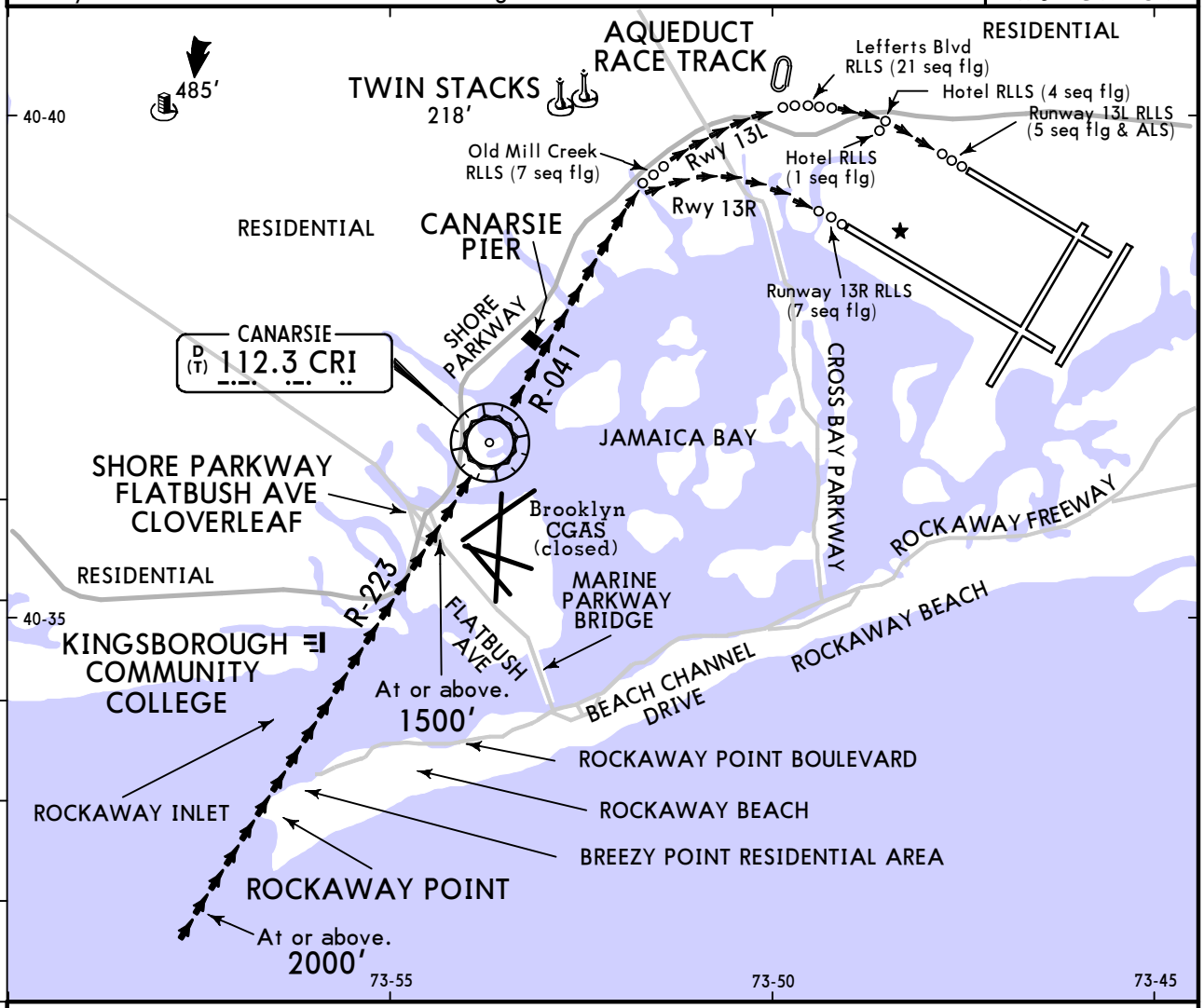
MISSED APCH: No missed approach procedure.

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

1. **Radar required.**
2. Rwy 13L Vertical Guidance Navaid and Angle: VASI 2.75°.
3. Rwy 13R Vertical Guidance Navaid and Angle: PAPI-L 3.00°.

2800′ 210° 090° 1800′

MSA CRI VOR



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	Rwy 13R
ALSF-II VASI VASI RLLS	RLLS PAPI-L

WEATHER MINIMUMS

Ceiling **2500′**- VIS 3

TERPS AMEND 1 29 MAY 2014

CHANGES: RLLS revised.

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Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NEW YORK, NY (KENNEDY INTL - KJFK)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KJFK