

**General Info**

New York NY, USA  
 N 40° 39.0' W 73° 48.6' Mag Var: 13.6°W  
 Elevation: 13'  
 New York Sectional

Public, Control Tower, IFR, Landing Fee, Jet Starting Unit available,  
 Low Level Wind Shear Alert System, Rotating Beacon, Customs  
 Fuel: 100LL, Jet A  
 Oxygen: High Pressure, High Pressure Bottle  
 Repairs: Major Airframe, Major Engine

Time Zone Info: Eastern Time GMT-5:00 uses DST

**Runway Info**

Runway 04L-22R 11351' x 150' asphalt  
 Runway 04R-22L 8400' x 200' asphalt  
 Runway 13L-31R 10000' x 150' asphalt  
 Runway 13R-31L 14572' x 150' asphalt

Runway 04L (44.8°M) TDZE 12'  
 Lights: Edge, Centerline, REIL  
 Runway 04R (44.8°M) TDZE 13'  
 Lights: Edge, ALS, Centerline, TDZ  
 Runway 13L (134.7°M) TDZE 13'  
 Lights: Edge, ALS, Centerline, TDZ  
 Right Traffic  
 Displaced Threshold Distance 905'  
 Runway 13R (134.7°M) TDZE 13'  
 Lights: Edge, ALS, Centerline  
 Right Traffic  
 Displaced Threshold Distance 2606'  
 Runway 22L (224.8°M) TDZE 13'  
 Lights: Edge, ALS, Centerline, TDZ  
 Runway 22R (224.8°M) TDZE 13'  
 Lights: Edge, Centerline  
 Displaced Threshold Distance 2696'  
 Runway 31L (314.7°M) TDZE 13'  
 Lights: Edge, Centerline  
 Displaced Threshold Distance 3324'  
 Runway 31R (314.7°M) TDZE 13'  
 Lights: Edge, ALS, Centerline, TDZ  
 Displaced Threshold Distance 1030'

**Communications Info**

ATIS **115.4** Arrival Service  
 ATIS **117.7** Arrival Service  
 ATIS **128.725** Arrival Service  
 ATIS **115.1** Departure Service  
 Kennedy Tower **119.1**  
 Kennedy Tower **123.9**  
 Kennedy Ground Control **121.9**  
 Kennedy Ground Control **121.65** Secondary  
 Kennedy Ramp/Taxi Control **130.275**  
 Kennedy Ramp/Taxi Control **130.775**  
 Kennedy Clearance Delivery **135.05**  
 Kennedy Pre-Taxi Clearance **135.05** Pre-Departure Clearance  
 New York Approach Control **134.35** Secondary  
 New York Approach Control **132.4** Secondary  
 New York Approach Control **126.8** Secondary  
 New York Approach Control **123.7** Secondary  
 New York App TCA **125.25**  
 New York App TCA **127.85**  
 New York App TCA **126.05**  
 New York App TCA **119.95**  
 New York App TCA **128.55** (231°-270°)  
 New York App TCA **127.6** (270°-328°)  
 New York App TCA **127.4** (142°-231°)  
 New York App TCA **126.4** (328°-71°)  
 New York App TCA **125.7** (71°-142°)  
 New York App TCA **120.55** (328°-71°)  
 New York Departure Control **135.9**  
 New York Departure Control **134.35**  
 New York Departure Control **124.75** Secondary  
 New York Departure Control **123.7**  
 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

**Notebook Info**

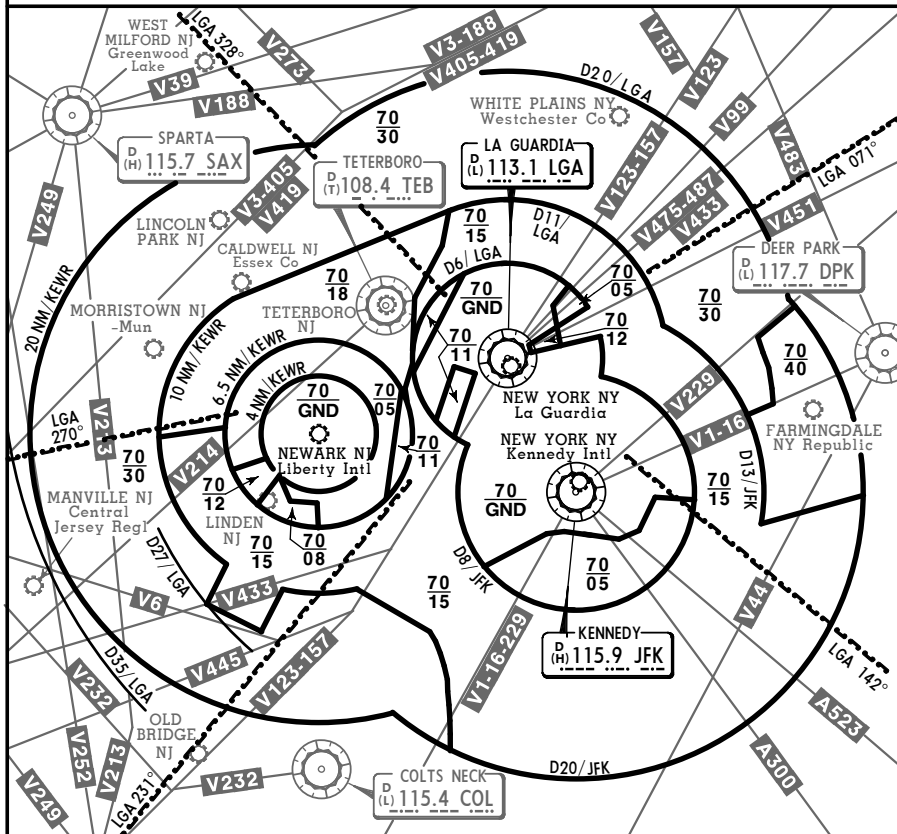
JEPPESEN

4 MAY 07 10-1B

NEW YORK, NY

NEW YORK TERMINAL CONTROL  
 CLASS B VFR COMMUNICATIONS

LGA 328°-071° New York App 126.4 120.55  
 LGA 142°-231° New York App 127.4  
 LGA 270°-328° New York App 127.6  
 Kennedy Twr 125.25  
 La Guardia Twr 119.95(N), 126.05(S)  
 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.

KJFK/JFK  
 KENNEDY INTL

JEPPESEN

NEW YORK, NY

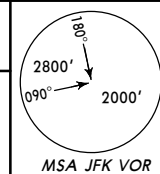
20 MAY 05 20-2

STAR

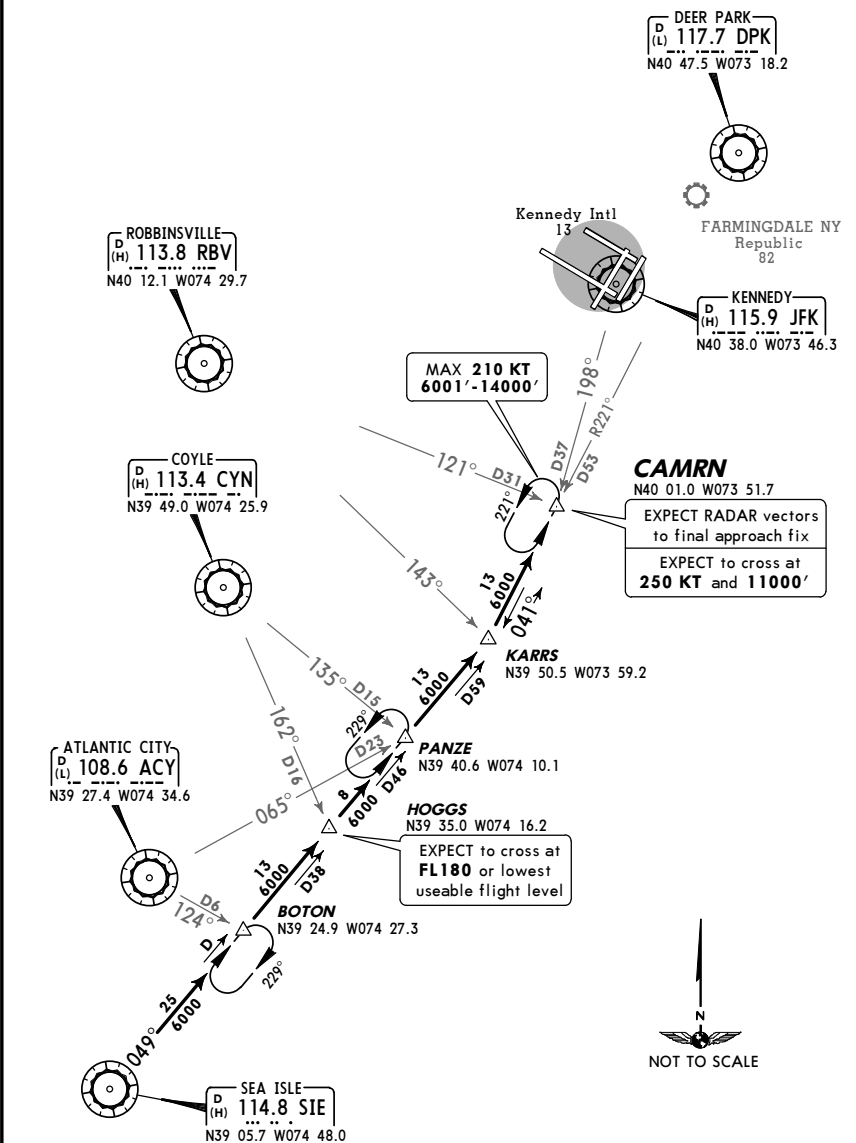
D-ATIS Arrival  
 NE SW  
**128.72 | 117.7 | 115.4**

Apt Elev  
 See graphic

Alt set: INCHES  
 Trans level: FL 180 Trans alt: 18000'  
 Applicable to turbojet aircraft only.



CAMRN FOUR ARRIVAL (SIE.CAMRN4)



ROUTING

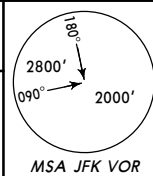
From over SIE via SIE R-049 and DPK R-221 to CAMRN. EXPECT RADAR vectors to final approach fix in use.

KJFK/JFK  
 KENNEDY INTL

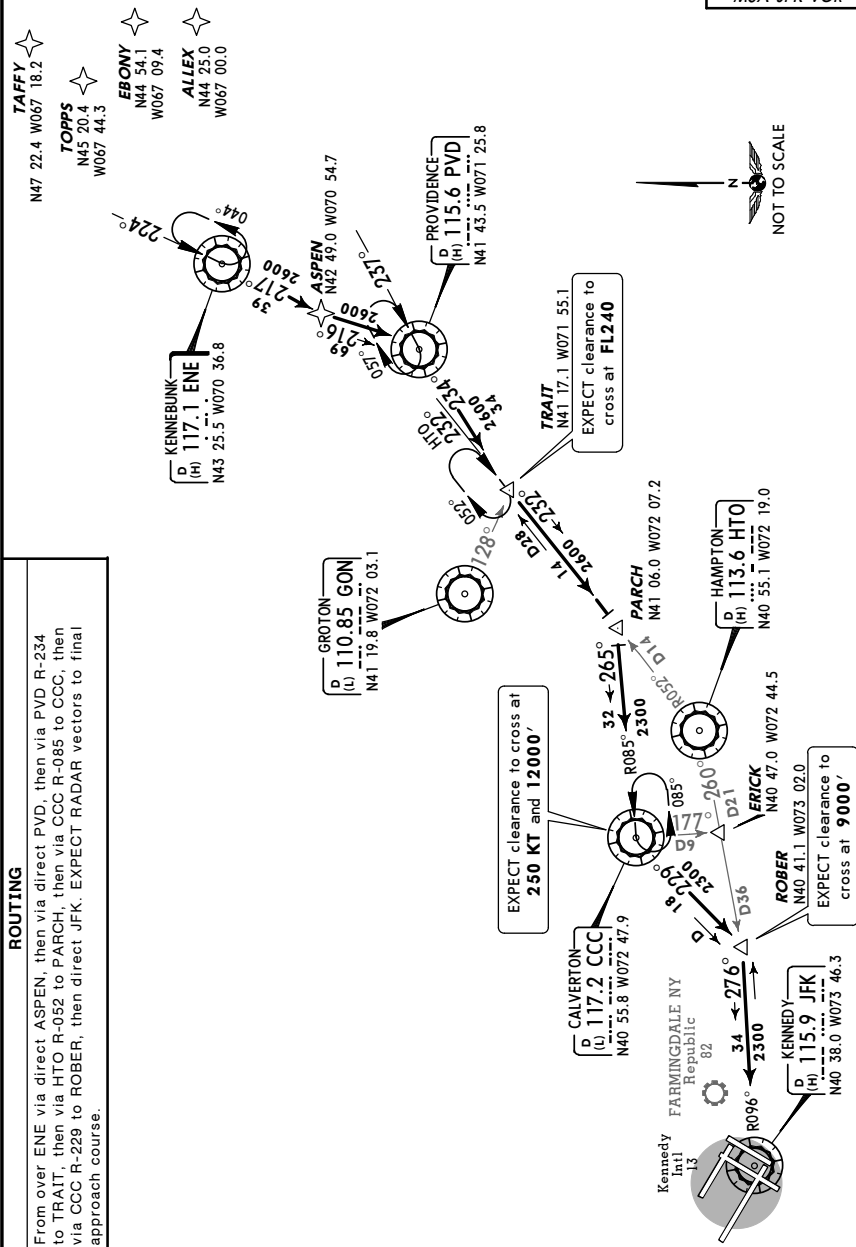
JEPPesen  
 20 MAY 05 (20-2A)

NEW YORK, NY  
 STAR

D-ATIS Arrival	NE	SW	Apt Elev See graphic	Alt set: INCHES Trans level: FL 180 Trans alt: 18000' Inertial equipped aircraft only.
128.72	117.7	115.4		



KENNEBUNK FOUR ARRIVAL (ENE.ENE4)



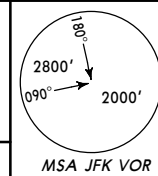
**ROUTING**  
 From over ENE via direct ASPEN, then via direct PVD, then via PVD R-234 to TRAIT, then via HTO R-052 to PARCH, then via CCC R-085 to CCC, then via CCC R-229 to ROBER, then direct JFK. EXPECT RADAR vectors to final approach course.

KJFK/JFK  
 KENNEDY INTL

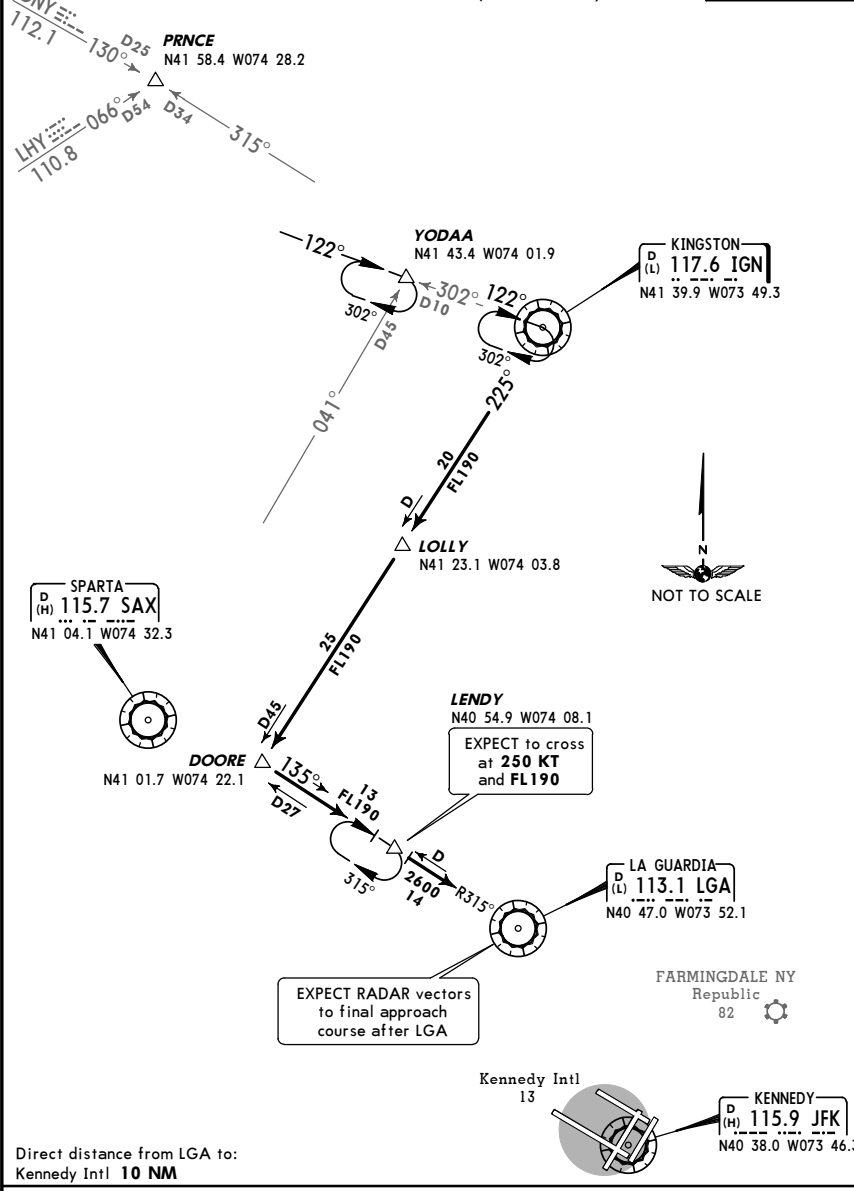
JEPPesen  
 29 JUN 07 (20-2B) Eff 5 Jul

NEW YORK, NY  
 STAR

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



KINGSTON EIGHT ARRIVAL (IGN.IGN8)



Direct distance from LGA to:  
 Kennedy Intl 10 NM

ROUTING

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

KJFK/JFK  
 KENNEDY INTL

JEPPESEN  
 29 JUN 07 (20-2C) Eff 5 Jul

NEW YORK, NY  
 STAR

D-ATIS Arrival	NE	SW
<b>128.72</b>	<b>117.7</b>	<b>115.4</b>

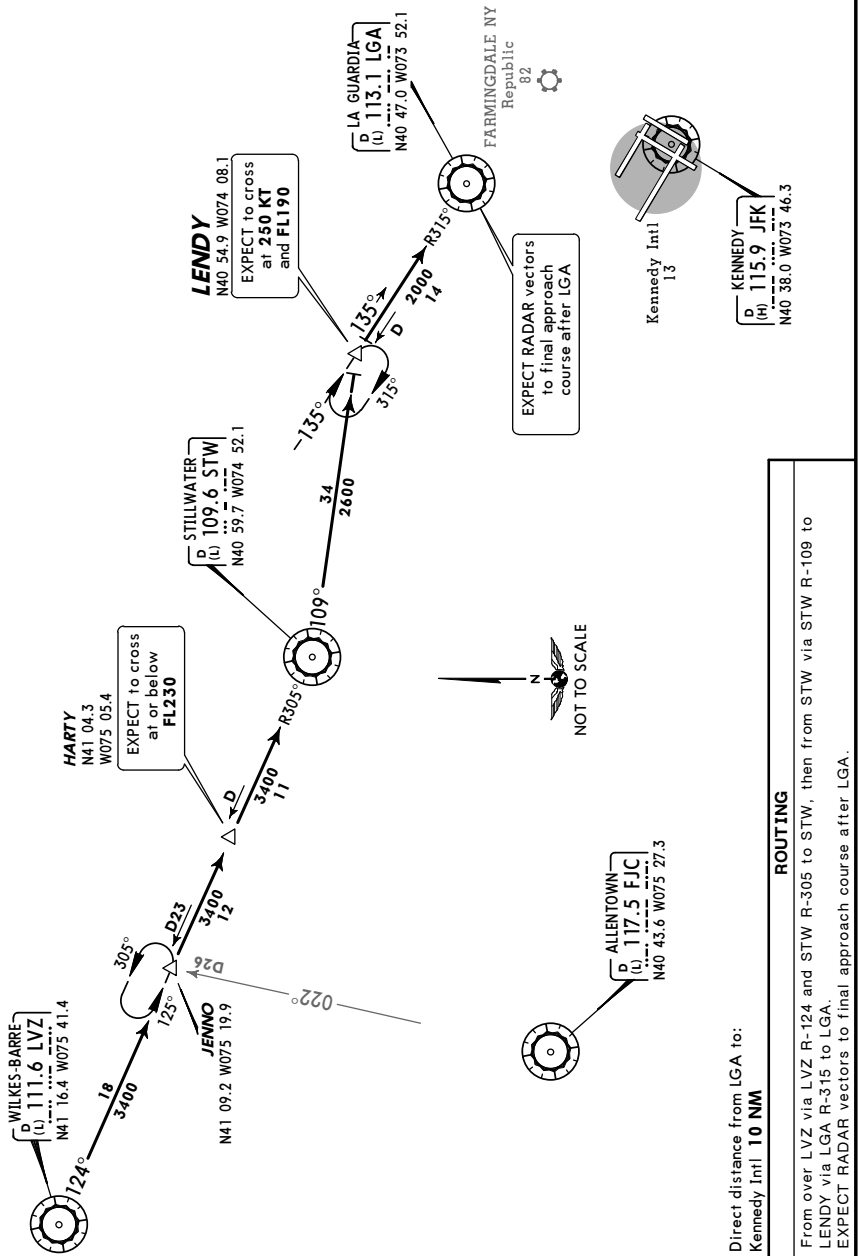
Apt Elev See graphic

Alt Set: INCHES  
 Trans level: FL180 Trans alt: 18000'  
 Applicable to turboprop and turbojet aircraft capable of operating at 250 KT or greater at FL190.

2800' 090° 2000'

MSA JFK VOR

**LENDY FIVE ARRIVAL (LVZ.LENDY5)**



KJFK/JFK  
 KENNEDY INTL

JEPPESEN  
 20 MAY 05 (20-2D)

NEW YORK, NY  
 STAR

D-ATIS Arrival	NE	SW
<b>128.72</b>	<b>117.7</b>	<b>115.4</b>

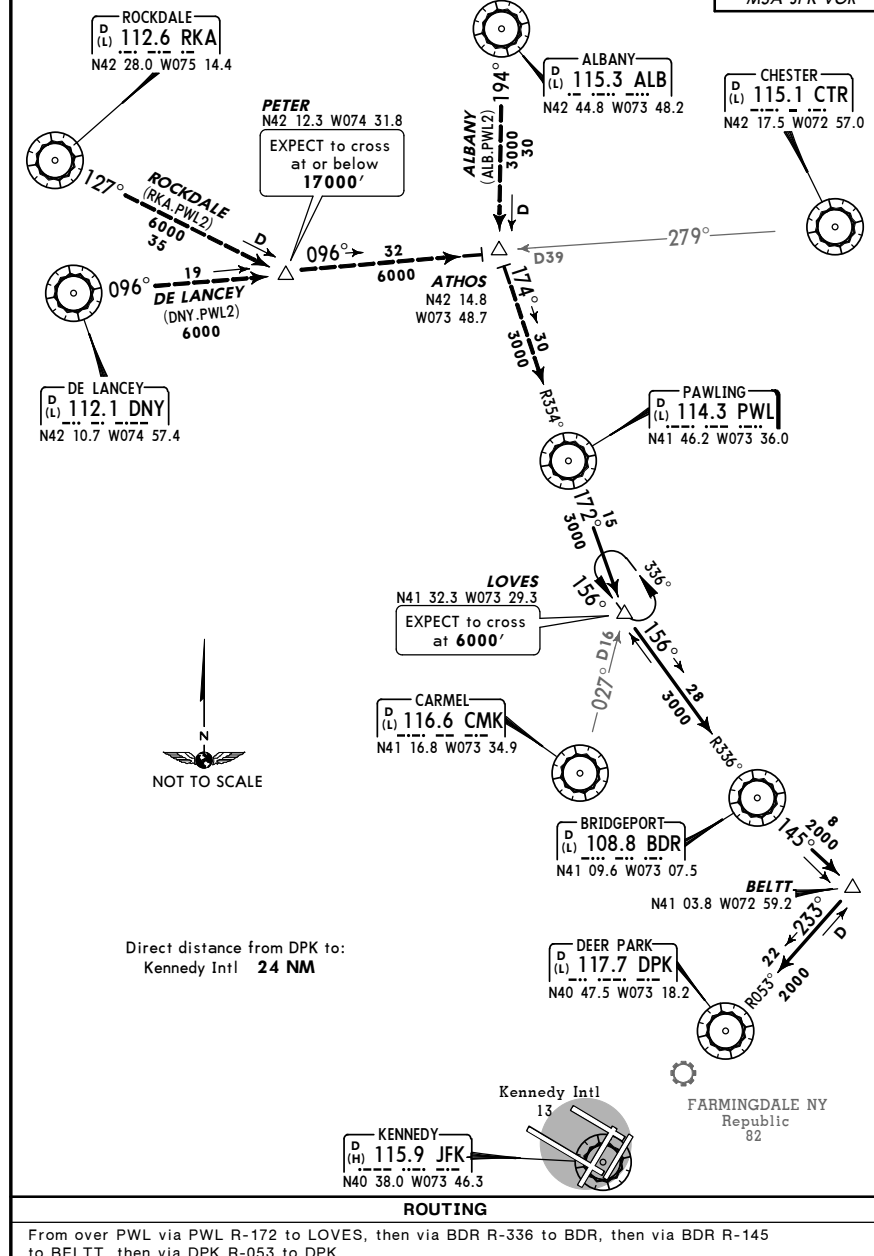
Apt Elev See graphic

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

2800' 090° 2000'

MSA JFK VOR

**PAWLING TWO ARRIVAL (PWL.PWL2)**  
**SPEEDS APPLICABLE TO PROP AND TURBOPROP AIRCRAFT OPERATING AT 250 KT OR LESS**



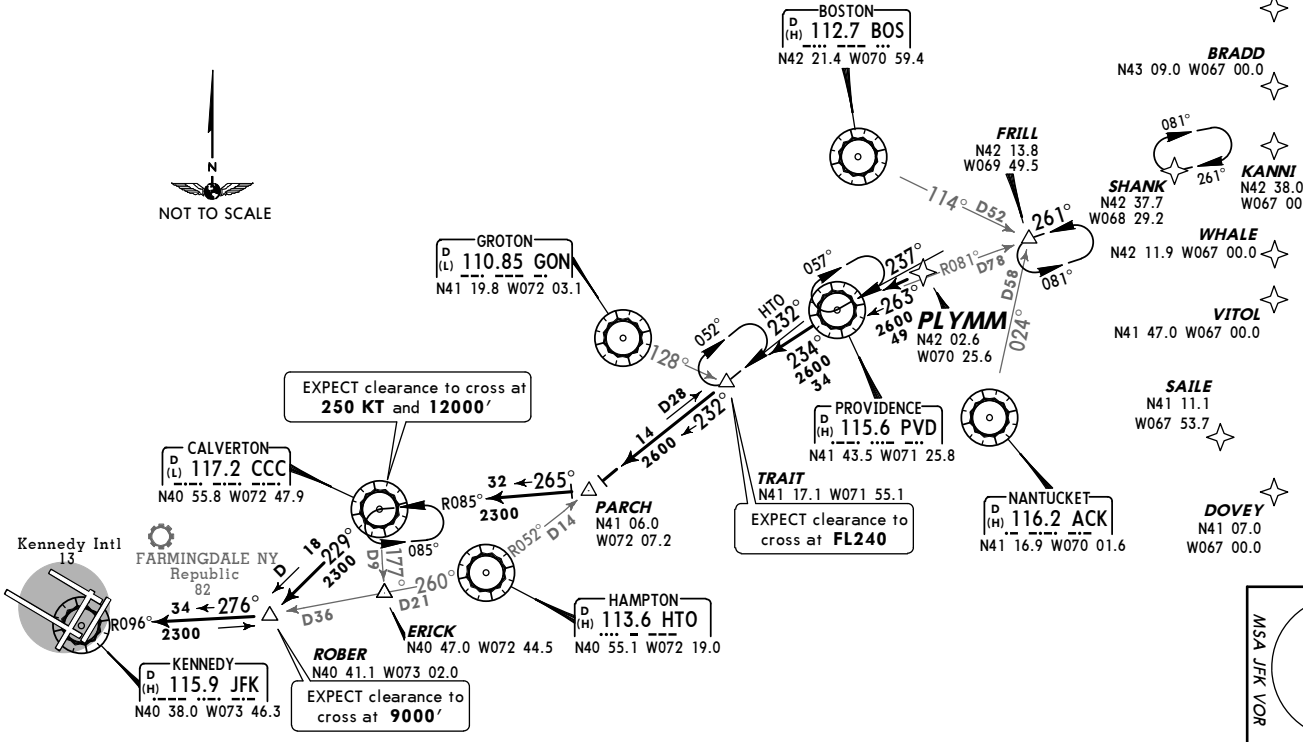
**KJFK/JFK**  
**KENNEDY INTL**  
 20 MAY 05 **20-2E**  
**JEPPESSEN**  
**STAR**  
**NEW YORK, NY**

D-ATIS Arrival  
 NE SW  
**128.72** | **117.7** | **115.4**  
 Apt Elev: See graph  
 Alt set: INCHES  
 Trans level: FL 180  
 Inertial equipment required.  
 Trans alt: 18000'

**PLYMOUTH FOUR ARRIVAL (PLYMM.PLYMM4)**

**ROUTING**

From over PLYMM via direct PVD, then via PVD R-234 to TRAIT, then via HTO R-052 to PARCH, then via CCC R-085 to CCC, then via CCC R-229 to ROBER, then direct JFK. EXPECT RADAR vectors to final approach course.

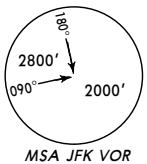


NEW YORK Departure (R)  
**135.9**

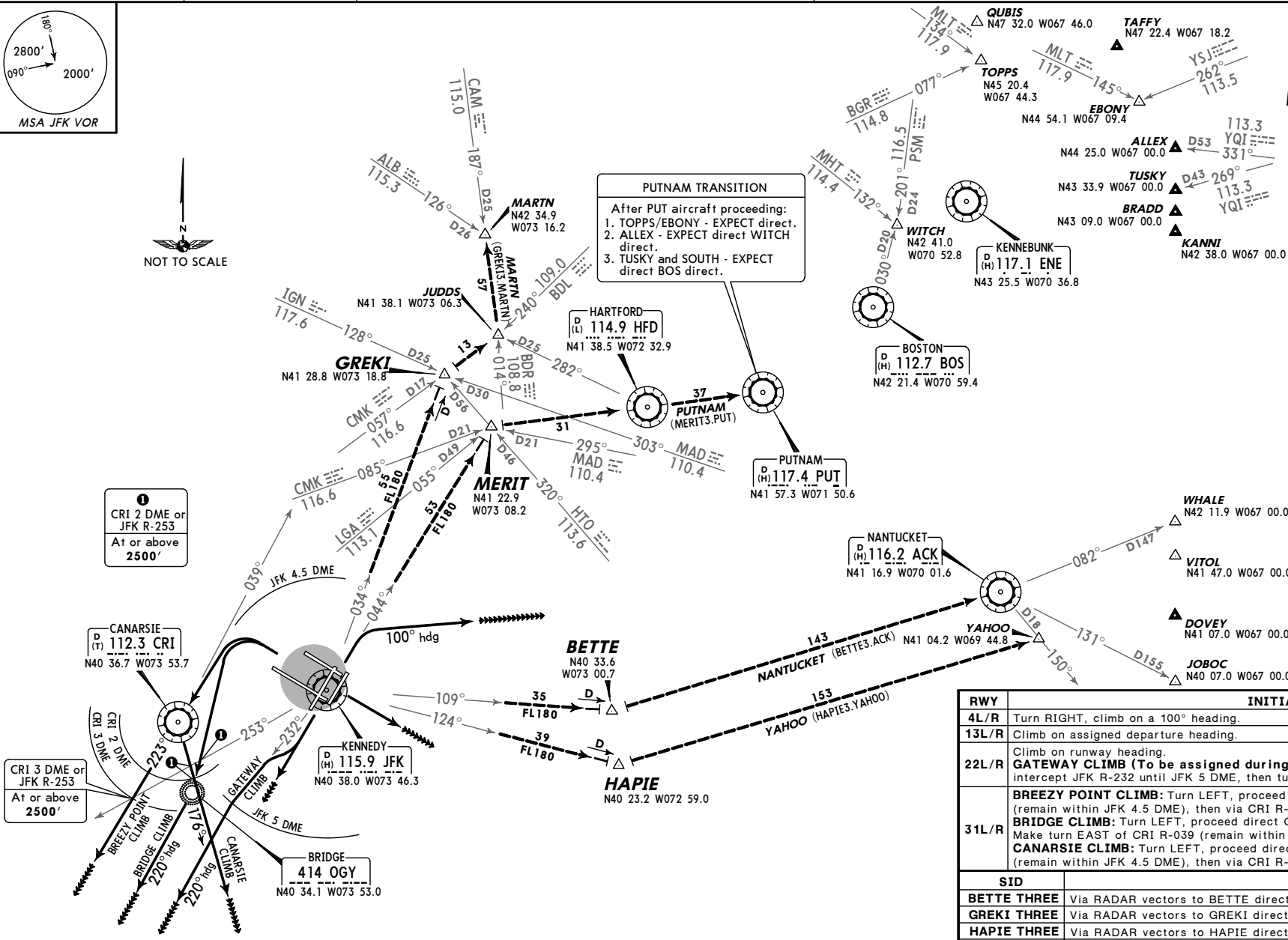
Apt Elev  
**13'**

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):  
 Rwy 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'**.  
 Rwy 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.  
 Rwy 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. <b>GATEWAY CLIMB (To be assigned during period 2200-0700 LT):</b> Turn RIGHT, intercept JFK R-232 until JFK 5 DME, then turn LEFT to a 220° heading.	
31L/R	<b>BREEZY POINT CLIMB:</b> Turn LEFT, proceed direct CRI. Make turn EAST of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. <b>BRIDGE CLIMB:</b> 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). <b>CANARSIE CLIMB:</b> 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
<b>BETTE THREE</b>	Via RADAR vectors to BETTE direct ACK.
<b>GREKI THREE</b>	Via RADAR vectors to GREKI direct JUDDS, direct MARTN.
<b>HAPIE THREE</b>	Via RADAR vectors to HAPIE direct YAHOO.
<b>MERIT THREE</b>	Via RADAR vectors to MERIT direct HFD, direct PUT.

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

NEW YORK Departure (R)  
**135.9**

Apt Elev  
**13'**

Trans level: FL180 Trans alt: 18000'  
 RADAR required.

**KENNEDY ONE DEPARTURE**

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rws 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.

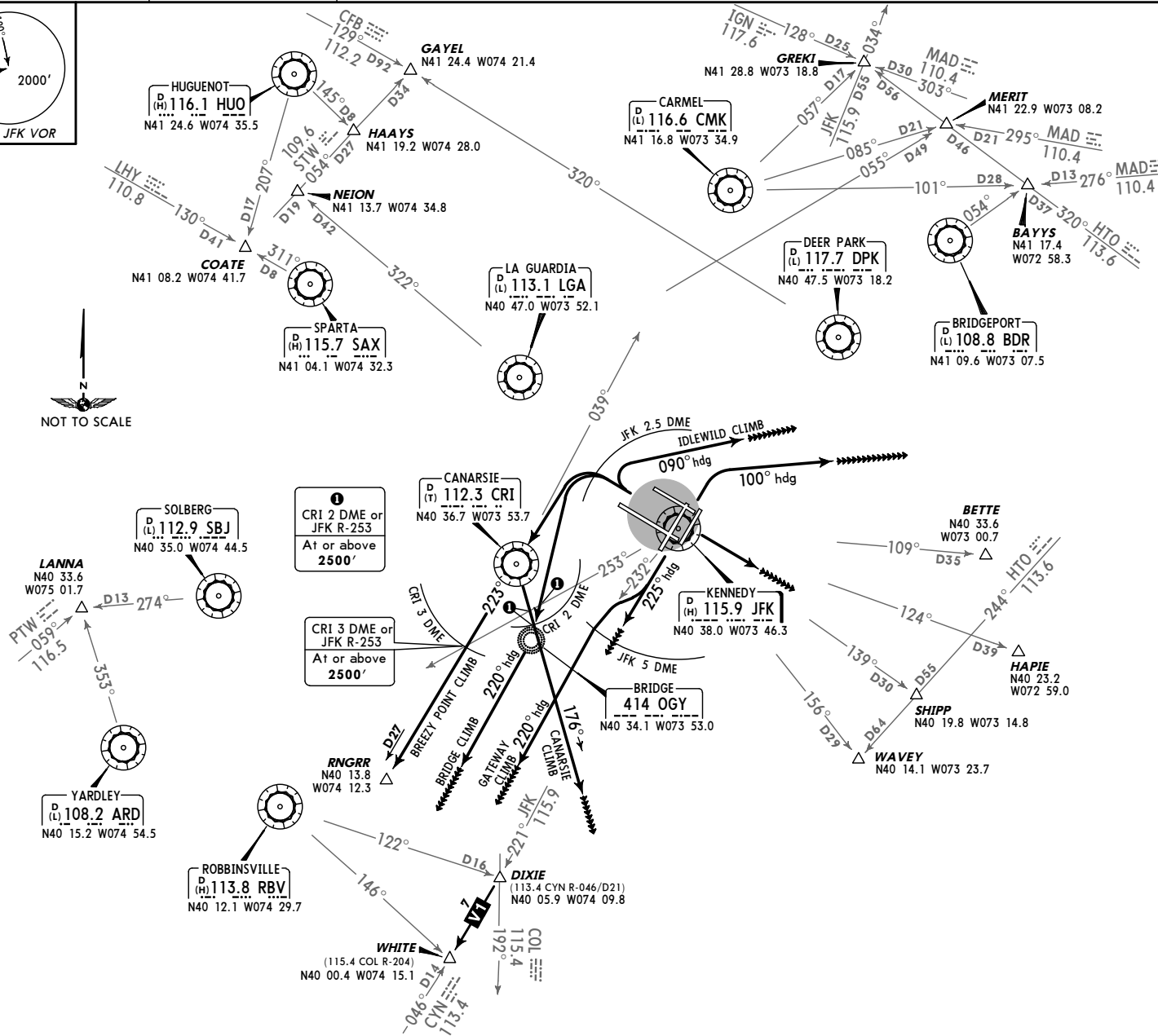
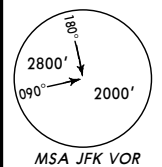
**OBSTACLES**  
 For TAKEOFF OBSTACLE NOTES See 20-30B1

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



KJFK/JFK  
 KENNEDY INTL

SKORR ONE RNAV DEPARTURE  
 (SKORR1.SKORR)

NEW YORK Departure (R) **135.9** Apt Elev **13'** Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.

QUBIS

TAFFY

EBONY

ALLEX

TUSKY

BRADD

KANNI

WHALE

VITOL

DOVEY

JOBOC

Direct distance from Kennedy Intl to:  
 SKORR 5 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwy 4L/R, 13L/R, 22L/R: Not authorized - Noise Abatement.  
 Rwy 31L: Standard (or lower than standard, if authorized), with minimum climb gradient of 210' per NM to 2000'.  
 Rwy 31R: Standard (or lower than standard, if authorized).

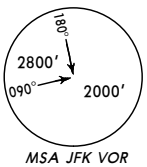
This SID requires a minimum climb gradient of 500' per NM to 500', then 280' per NM to 2500' (ATC).

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
280' per NM	350	467	700	933	1167	1400
500' per NM	625	833	1250	1667	2083	2500

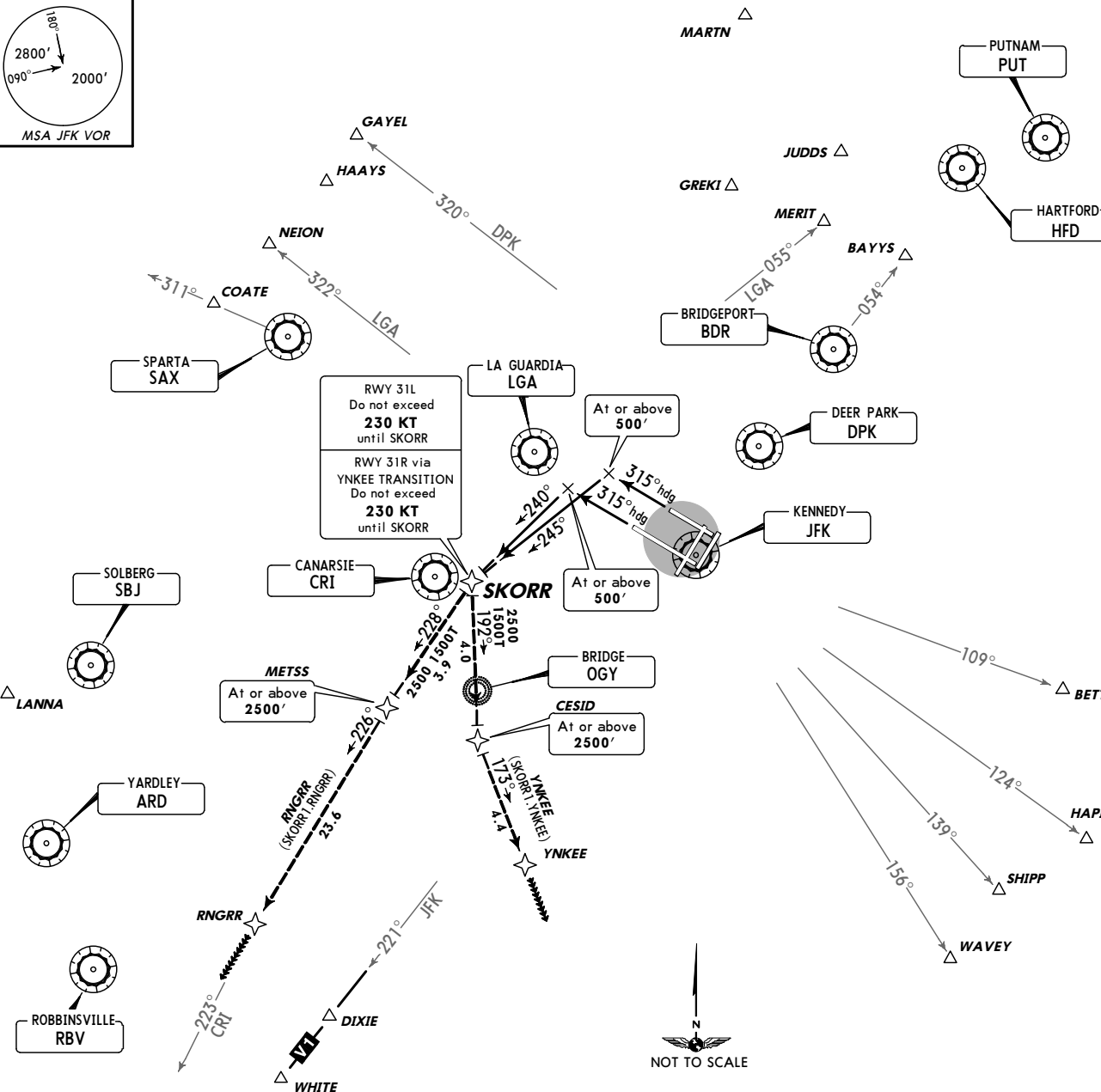
OBSTACLES

Rwy 31L: Tree 2075' from DER, 435' LEFT of centerline, 79' AGL/91' MSL. Bush 256' from DER 529' LEFT of centerline, 13' AGL/ 25' MSL. Terrain 381' LEFT of DER 0' AGL/14' MSL. Rwy 31R: Approach light 189' from DER, 8' RIGHT of centerline, 5' AGL/18' MSL. Light pole 713' from DER, 14' LEFT of centerline, 18' AGL/31' MSL. Multiple fence and light poles from 409' to 624' from DER, RIGHT of centerline from 10' AGL/ 23' MSL to 30' AGL/ 43' MSL. Multiple light poles and tree 281' to 1641' from DER, LEFT of centerline from 13' AGL/26' MSL to 54' AGL/67' MSL.

RWY	INITIAL CLIMB
31L	Climb via 315° heading to at or above 500', then via 240° course to SKORR. Do not exceed 230 KT until passing SKORR.
31R	Climb via 315° heading to at or above 500', then via 245° course to SKORR. Via YNKEE transition: Do not exceed 230 KT until passing SKORR.
ROUTING	
EXPECT clearance to filed altitude/flight level 10 minutes after departure.	
ALTITUDE	
MAINTAIN 5000'	
NORTH AMERICAN ROUTES	
VIA	
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.



MSA JFK VOR



NOT TO SCALE



**KJFK/JFK**  
**KENNEDY INTL**

**JEPPESEN**  
 9 MAR 07 **20-3C** Eff 15 Mar

**NEW YORK, NY**  
**SID**

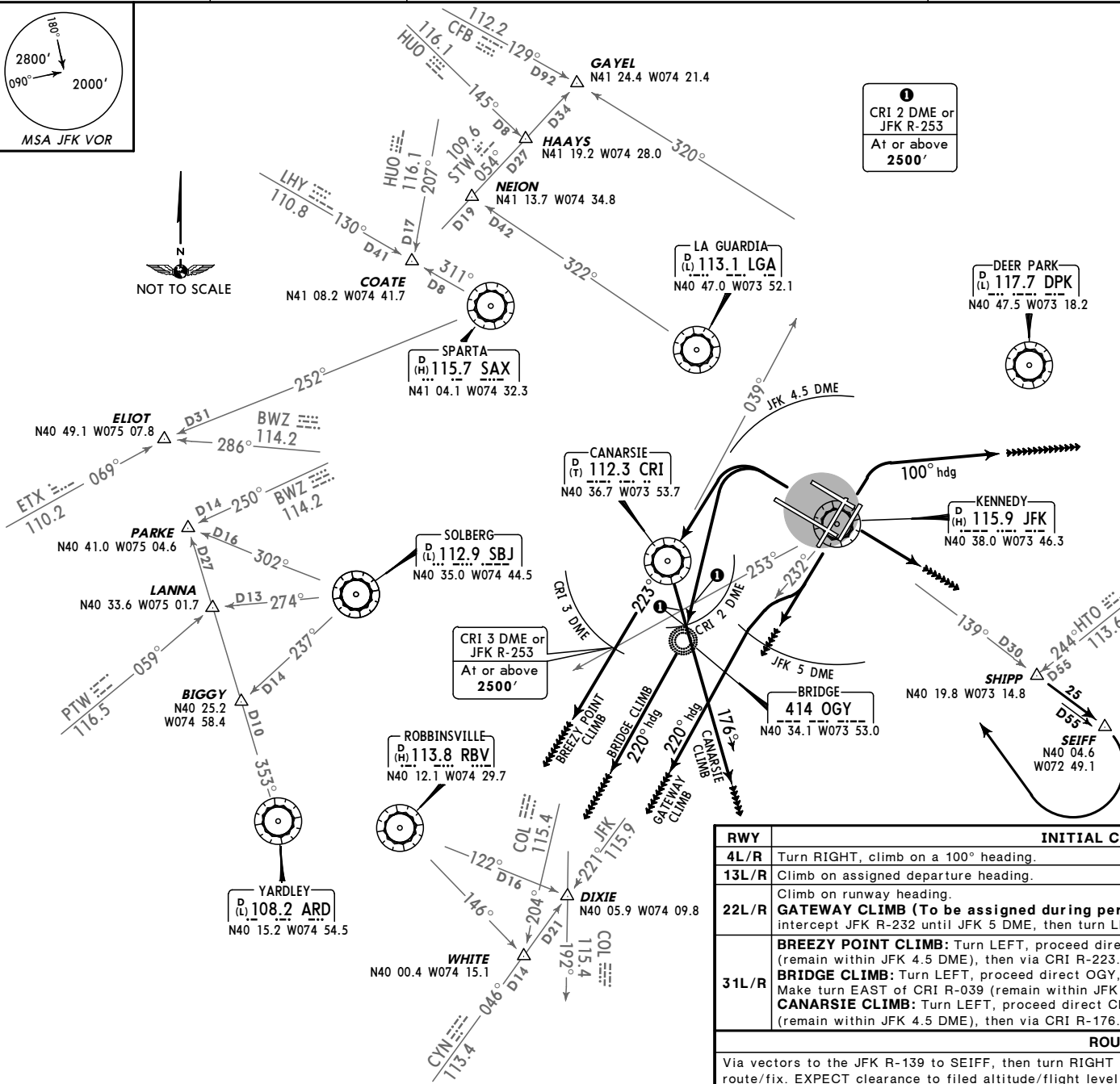
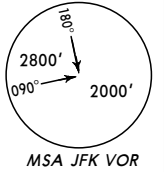
NEW YORK Departure (R)  
**135.9**

Apt Elev  
**13'**

Trans level: FL 180 Trans alt: 18000'

1. RNAV equipped aircraft only.
2. This procedure requires overwater flight not to exceed 50 miles.
3. SID to be used when assigned by ATC only.
4. COATE departures EXPECT vectors to SAX or SAX R-311.

**SEAVIEW TWO DEPARTURE**



**1**  
 CRI 2 DME or  
 JFK R-253  
 At or above  
**2500'**

CRI 3 DME or  
 JFK R-253  
 At or above  
**2500'**

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwy 4L/R, 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'**.  
 Rwy 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:  
 Rwy 4L: at or above 22' AGL/34' MSL.  
 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.  
 Rwy 31L/R: 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.	
22L/R	<b>GATEWAY CLIMB (To be assigned during period 2200-0700 LT):</b> Turn RIGHT, intercept JFK R-232 until JFK 5 DME, then turn LEFT to a 220° heading.	
31L/R	<b>BREEZY POINT CLIMB:</b> Turn LEFT, proceed direct CRI. Make turn EAST of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223.	
	<b>BRIDGE CLIMB:</b> 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).	
	<b>CANARSIE CLIMB:</b> Turn LEFT, proceed direct CRI. Make turn EAST of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176.	

**ROUTING**  
 Via vectors to the JFK R-139 to SEIFF, then turn RIGHT proceed direct to JFK. EXPECT vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

KJFK/JFK

22 SEP 06  
Eff 28 Sep

JEPPESEN

20-30B1

NEW YORK, NY  
KENNEDY INTL

## TAKEOFF OBSTACLE NOTES

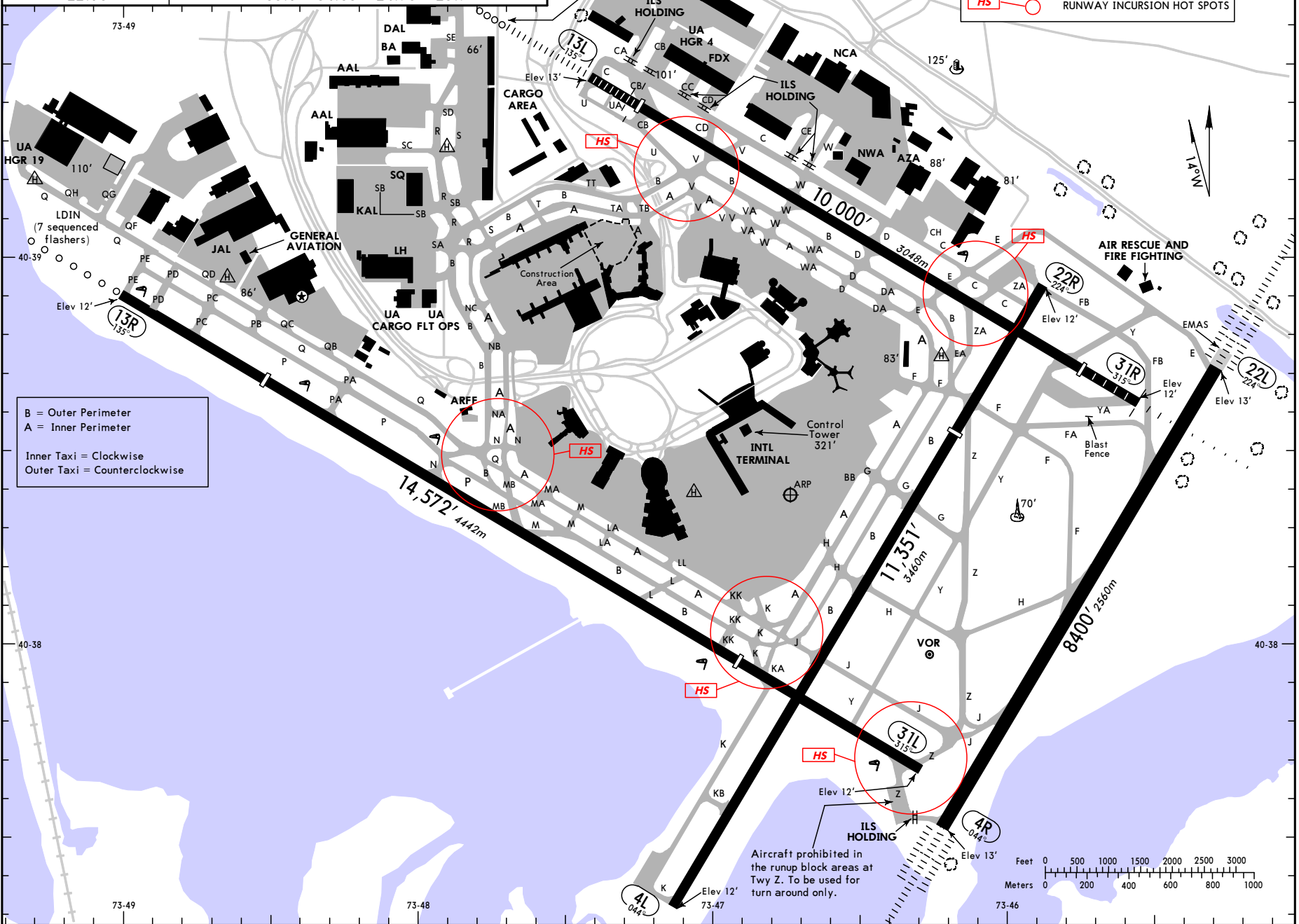
- RWY 4L:  
TAXIING AIRCRAFT 691' FROM DER, 390' LEFT OR RIGHT OF RWY CENTERLINE, 64' AGL/77' MSL. CROSS DER AT OR ABOVE 35' AGL/47' MSL. TREE 1824' FROM DER, 180' RIGHT OF CENTERLINE, 63' AGL/79' MSL. TREE 1847' FROM DER, 88' LEFT OF CENTERLINE, 54' AGL/67' MSL. MULTIPLE OBSTRUCTION LIGHTS ON FENCE 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:  
ELEC 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.

**KJFK/JFK**

Apv Elev 13'  
 N40 38.4 W073 46.7

D-ATIS Departure 115.1 VOT 115.1	ACARS: D-ATIS PDC	KENNEDY Clearance (Cpt) 135.05	Ground 121.9	Tower 119.1 123.9 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)
General Aviation Terminal UNICOM 122.95		NEW YORK Departure (R) 135.9 134.35 124.75 123.7		

**HS** RUNWAY INCURSION HOT SPOTS



B = Outer Perimeter  
 A = Inner Perimeter  
 Inner Taxi = Clockwise  
 Outer Taxi = Counterclockwise

Aircraft prohibited in the runup block areas at Twy Z. To be used for turn around only.



KJFK/JFK

JEPPESEN  
 2 NOV 07 (20-9A)

NEW YORK, NY  
 KENNEDY INTL

**GENERAL**  
 Birds in vicinity of airport.  
 Low-level wind shear alert system.

RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF	WIDTH
	Threshold	Landing Beyond	Threshold	Landing Beyond		
4R	HIRL CL ALSF-II TDZ	RVR	7393'	2253m		200' 61m
22L	HIRL CL ALSF-II TDZ ② PAPI-R	RVR	7440'	2268m		

① Grooved  
 ② Angle 3.0°

4L	HIRL CL REIL ③ PAPI-L	grooved	RVR	10,261'	3128m	150' 46m	
22R	HIRL CL	grooved	RVR	8655'	2638m	7530'	2295m

③ Angle 3.0°

13R	HIRL CL LDIN VASI	grooved	RVR	11,966'	3647m	150' 46m	
31L	HIRL CL	grooved	RVR	11,248'	3428m	10,145'	3092m

13L	HIRL CL ALSF-I LDIN TDZ VASI	RVR	9095'	2772m	7989'	2435m	150' 46m
31R	HIRL CL MALSR	RVR	8970'	2734m	8158'	2487m	

④ Grooved

TAKE-OFF										Other
Rwys 4R, 22L			Rwy 31L			Rwy 13R			Other	
CL & RCLM any RVR out, other two req.	Adequate Vis Ref	STD	With Min climb of 210'/NM to 2000'		With Min climb of 250'/NM to 300'		CL & RCLM any RVR out, other two req.	Adequate Vis Ref		
1 & 2 Eng	TDZ RVR 6	RVR 16 or 1/4	RVR 50 or 1	TDZ RVR 6	RVR 16 or 1/4	RVR 50 or 1	TDZ RVR 6	RVR 16 or 1/4	RVR 50 or 1	300-1 1/2
3 & 4 Eng	Mid RVR 6	RVR 24 or 1/2	Rollout RVR 6	Mid RVR 6	RVR 24 or 1/2	Rollout RVR 6	Mid RVR 6	RVR 24 or 1/2	Rollout RVR 6	

Rwys 4L, 13L, 22R, 31R		
CL & RCLM	Adequate Vis Ref	STD
1 & 2 Eng	TDZ RVR 10	RVR 50 or 1
3 & 4 Eng	Rollout RVR 10	RVR 24 or 1/2

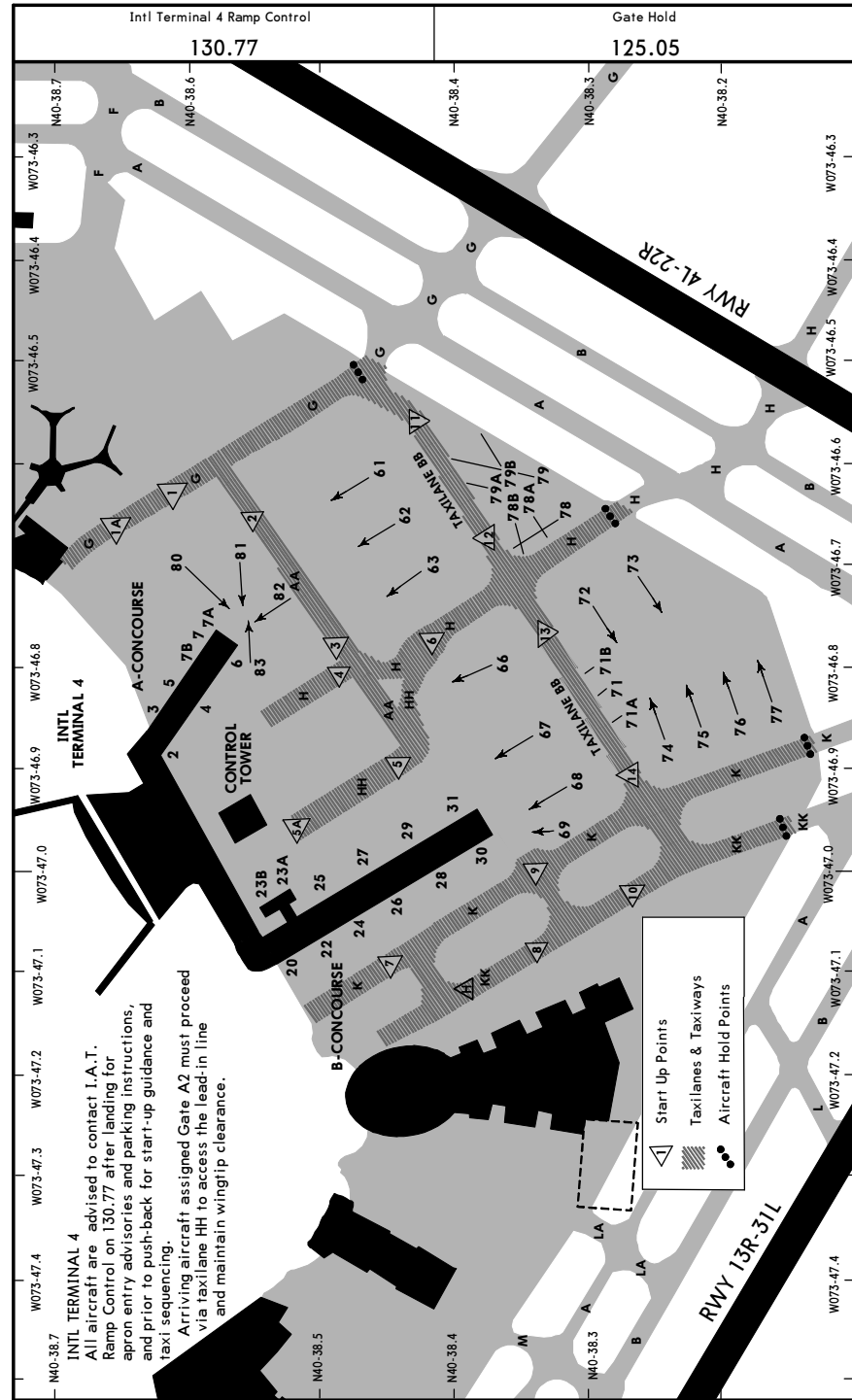
FOR FILING AS ALTERNATE

	Precision	VOR Rwy 13L/R	Other
A			
B	700-2	1000-3	800-2
C			
D			

KJFK/JFK

JEPPESEN  
 13 JUL 07 (20-9B)

NEW YORK, NY  
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JEPPesen  
 13 JUL 07 (20-9C)

NEW YORK, NY  
 KENNEDY INTL

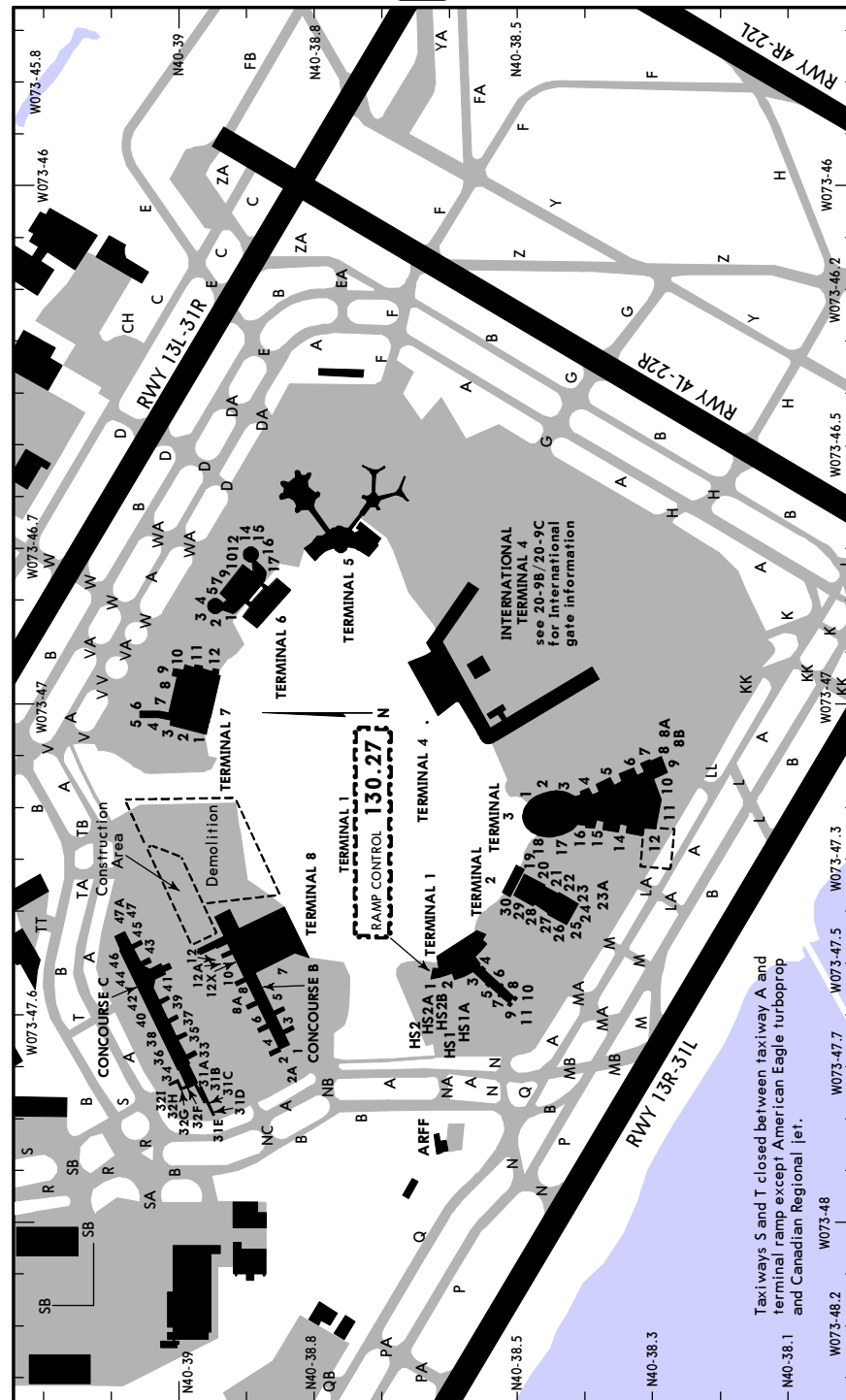
**PARKING GATE COORDINATES**

GATE/SPOT No.	COORDINATES	GATE/SPOT No.	COORDINATES
<b>Intl Terminal 4</b>		<b>South of Intl Terminal 4</b>	
2	N40 38.6 W073 46.9	61	N40 38.5 W073 46.6
3 thru 7B	N40 38.6 W073 46.8	62, 63	N40 38.5 W073 46.7
20, 22	N40 38.5 W073 47.1	66	N40 38.4 W073 46.8
23A, 23B	N40 38.5 W073 47.0	67	N40 38.4 W073 46.9
24	N40 38.5 W073 47.1	68	N40 38.3 W073 46.9
25	N40 38.5 W073 47.0	69	N40 38.3 W073 47.0
26	N40 38.4 W073 47.0	71, 71A, 71B	N40 38.2 W073 46.8
27	N40 38.5 W073 47.0	72	N40 38.3 W073 46.8
28, 29, 30	N40 38.4 W073 47.0	73	N40 38.3 W073 46.7
31	N40 38.4 W073 46.9	74	N40 38.3 W073 46.8
		75 thru 77	N40 38.2 W073 46.8
		78, 78A	N40 38.3 W073 46.7
		78B	N40 38.4 W073 46.7
		79	N40 38.3 W073 46.6
		79A, 79B	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

KJFK/JFK

JEPPesen  
 28 DEC 07 (20-9D)

NEW YORK, NY  
 KENNEDY INTL



KJFK/JFK

**JEPPESSEN**  
 28 DEC 07 (20-9E)

NEW YORK, NY  
 KENNEDY INTL

**PARKING GATE COORDINATES**

GATE No.	COORDINATES	GATE No.	COORDINATES
<b>Terminal 1</b>		<b>Terminal 7</b>	
1 thru 3	N40 38.6 W073 47.5	1, 2	N40 39.0 W073 47.1
4 thru 6	N40 38.5 W073 47.5	3, 4	N40 39.0 W073 47.0
7	N40 38.5 W073 47.6	5, 6	N40 39.1 W073 47.0
8	N40 38.5 W073 47.5	7, 8	N40 39.0 W073 47.0
9 thru 11	N40 38.5 W073 47.6	9 thru 11	N40 39.0 W073 46.9
HS1	N40 38.6 W073 47.7	12	N40 38.9 W073 46.9
HS1A, HS2	N40 38.6 W073 47.6	<b>Terminal 8</b>	
HS2A, HS2B	N40 38.6 W073 47.6	10, 12,	N40 38.9 W073 47.5
<b>Terminal 2</b>		12A, 12X	N40 38.9 W073 47.5
19, 20	N40 38.5 W073 47.3	<b>Concourse B</b>	
21 thru 26	N40 38.4 W073 47.4	1, 2, 2A	N40 38.8 W073 47.7
27 thru 30	N40 38.5 W073 47.4	3	N40 38.8 W073 47.6
<b>Terminal 3</b>		4, 6	N40 38.9 W073 47.6
1, 2	N40 38.5 W073 47.2	5, 7, 8A, 8	N40 38.9 W073 47.5
3, 4	N40 38.4 W073 47.2	<b>Concourse C</b>	
5	N40 38.4 W073 47.1	31D, 31E	N40 38.9 W073 47.8
6 thru 10	N40 38.3 W073 47.1	31C thru 36	N40 39.0 W073 47.7
11, 12, 14	N40 38.3 W073 47.2	37 thru 41	N40 39.0 W073 47.6
15, 16	N40 38.4 W073 47.2	42	N40 39.1 W073 47.6
17	N40 38.4 W073 47.3	43, 44, 46	N40 39.1 W073 47.5
18	N40 38.5 W073 47.3	45, 47, 47A	N40 39.1 W073 47.4
<b>Terminal 6</b>			
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		

KJFK/JFK

**JEPPESSEN**  
 10 FEB 06 (20-9F)

**AIRPORT**  
 NEW YORK, NY  
 KENNEDY INTL

**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.'

AIRPORT

KJFK/JFK

10 FEB 06

JEPPESEN

20-9G

NEW YORK, NY  
KENNEDY INTL

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 (ATC-SCC) 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.

JEPPESEN

28 JUL 06 20-9H

KJFK/JFK

VISUAL DOCKING GUIDANCE SYSTEM

NEW YORK, NY  
KENNEDY INTL

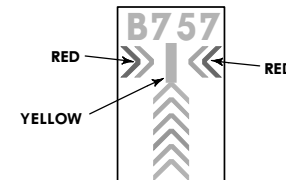
PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3

SAFEDOCK SYSTEM  
READY 09:55

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.

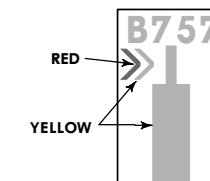
Type display does not differentiate between aircraft series except for A340-600 (A346) and B777-300ER (B773) aircraft.



B757  
TRACKING

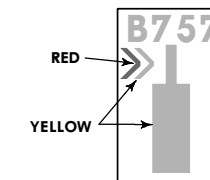
Follow the Lead-in line. When the closing rate indication turns yellow the aircraft has been caught by the laser and being identified.

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

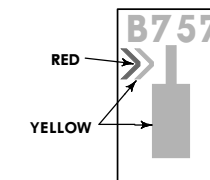
When the aircraft is 12 meters from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of the LED's for each half meter the aircraft advances into the gate.



**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.**

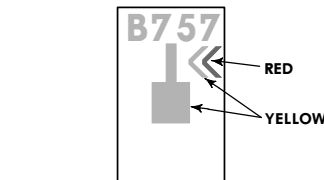
B757  
IDENTIFIED

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.



**KJFK/JFK**

**JEPPESEN**  
 28 JUL 06 (20-9J)

**NEW YORK, NY**

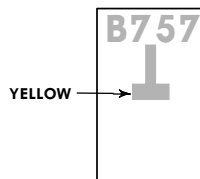
**VISUAL DOCKING GUIDANCE SYSTEM**

**KENNEDY INTL**

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

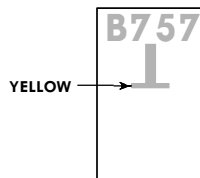
**B757 IDENTIFIED**

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



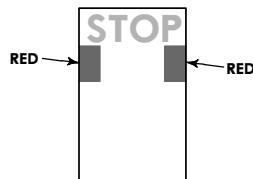
**B757 IDENTIFIED**

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



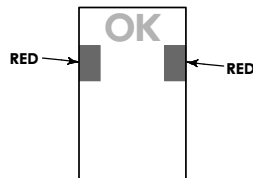
**B757 STOP**

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.



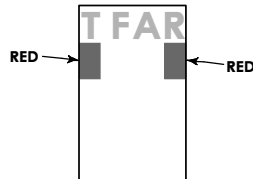
**B757 DOCKING OK 9:58**

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



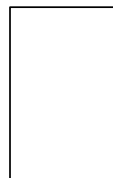
**B767 TOO FAR**

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 personnel.

**KJFK**

**JEPPESEN**  
 20 JUL 01 (20-9K)

**NEW YORK, NY**

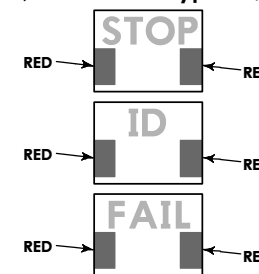
**VISUAL DOCKING GUIDANCE SYSTEM**

**KENNEDY INTL**

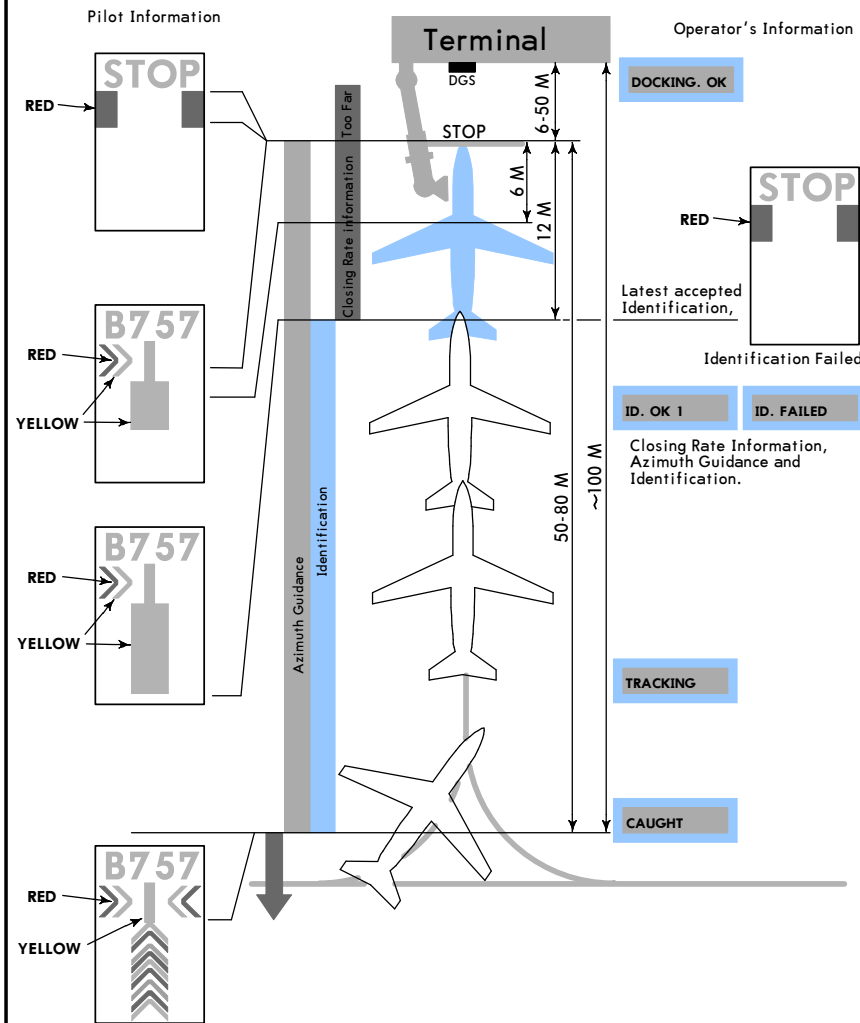
**PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3 (cont'd)**

**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**

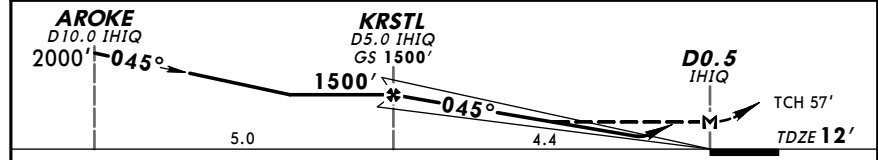
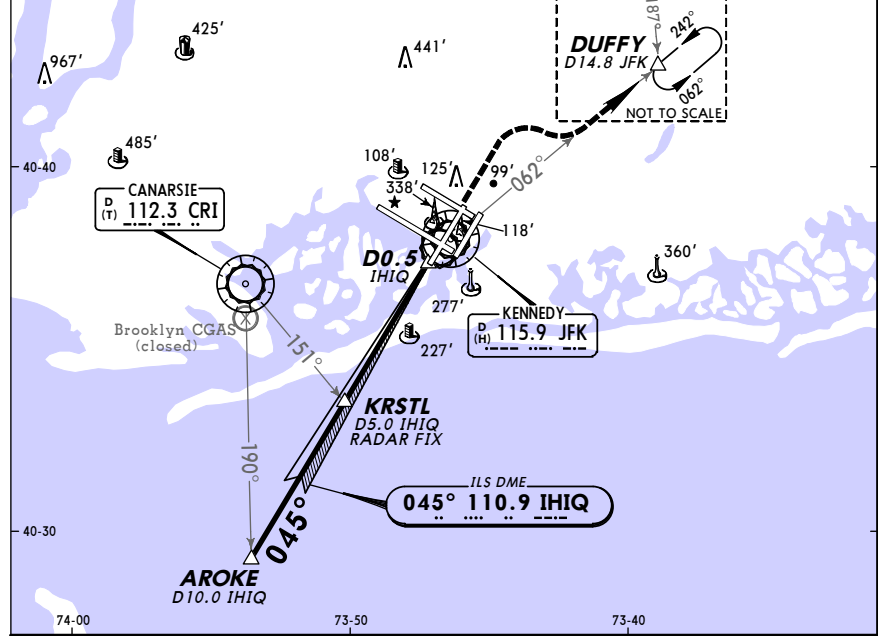




**KJFK/JFK** NEW YORK, NY  
 KENNEDY INTL ILS Rwy 4L  
 9 FEB 07 (21-1)

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72	117.7	115.4	127.4	123.9 119.1 (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		121.9
LOC IHIQ	Final Apch Crs	GS	ILS DA(H)	Apt Elev 13'		
110.9	045°	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.



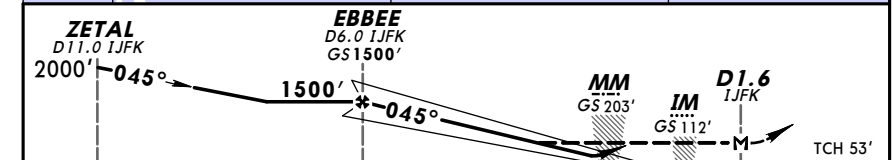
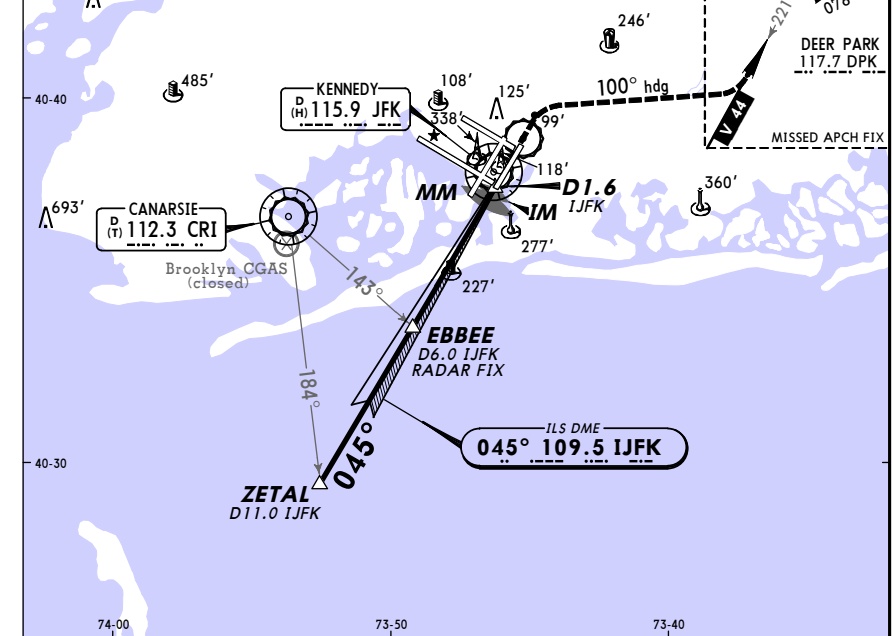
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000'	3000'	JFK via 115.9 R-062	DUFFY	
GS	3:00°	3:77	4:48	5:38	6:46	7:53		8:61				
MAP at D0.5 IHIQ or KRSTL to MAP	4.4	3:46	2:56	2:38	2:12	1:53		1:39				

STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND		
ILS DA(H) 212' (200')		LOC (GS out) MDA(H) 400' (388')	MDA(H)		
A			90	640' (627') - 1	
B			120	640' (627') - 1	
C	RVR 40 or 3/4	RVR 50 or 1	140	640' (627') - 1 3/4	
D		RVR 60 or 1 1/4	165	640' (627') - 2	

**KJFK/JFK** NEW YORK, NY  
 KENNEDY INTL ILS Rwy 4R  
 10 MAR 06 (21-2)

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72	117.7	115.4	127.4	119.1 123.9 (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		121.9
LOC IJFK	Final Apch Crs	GS	ILS DA(H)	Apt Elev 13'		
109.5	045°	1500' (1487')	213' (200')	TDZE 13'		

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.



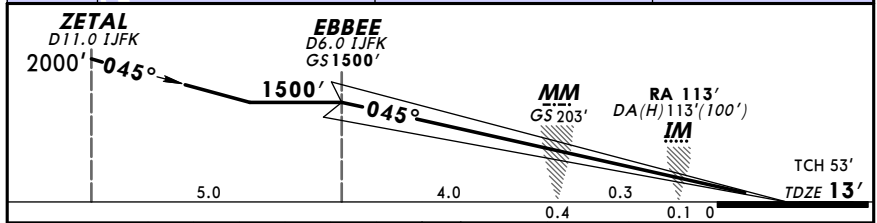
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	800'	4000'	100°	V-44
GS	3:00°	3:77	4:48	5:38	6:46	7:53	8:61				
MAP at D1.6 IJFK or EBEBE to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39				

STRAIGHT-IN LANDING RWY 4R			CIRCLE-TO-LAND		
ILS DA(H) 213' (200')		LOC (GS out) MDA(H) 540' (527')	MDA(H)		
A			90	640' (627') - 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	120	640' (627') - 1	
C		RVR 40 or 3/4	140	640' (627') - 1 3/4	
D			165	640' (627') - 2	

**KJFK/JFK** NEW YORK, NY  
 KENNEDY INTL 10 MAR 06 (21-2A) ILS Rwy 4R CAT II & III

D-ATIS Arrival (NE)			NEW YORK Approach (R)		KENNEDY Tower		Ground	
128.72	117.7	115.4	127.4		119.1	123.9		121.9
LOC IJFK			CAT IIIC		CAT IIIB		CAT IIIA	
109.5	045°	GS EBBEE 1500' (1487')	NA		Refer to minimums		RA 113' DA(H) 113' (100')	
Final Apch Crs			CAT IIIC		CAT IIIB		Apt Elev 13'	
109.5			1500'		113'		13'	

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.

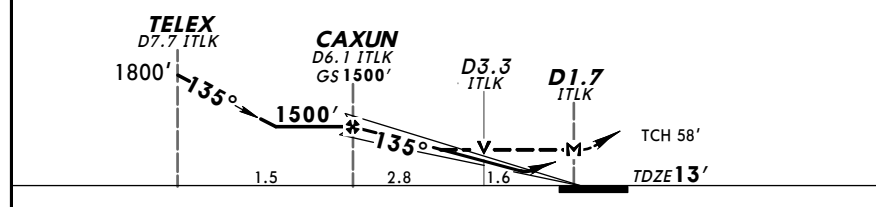
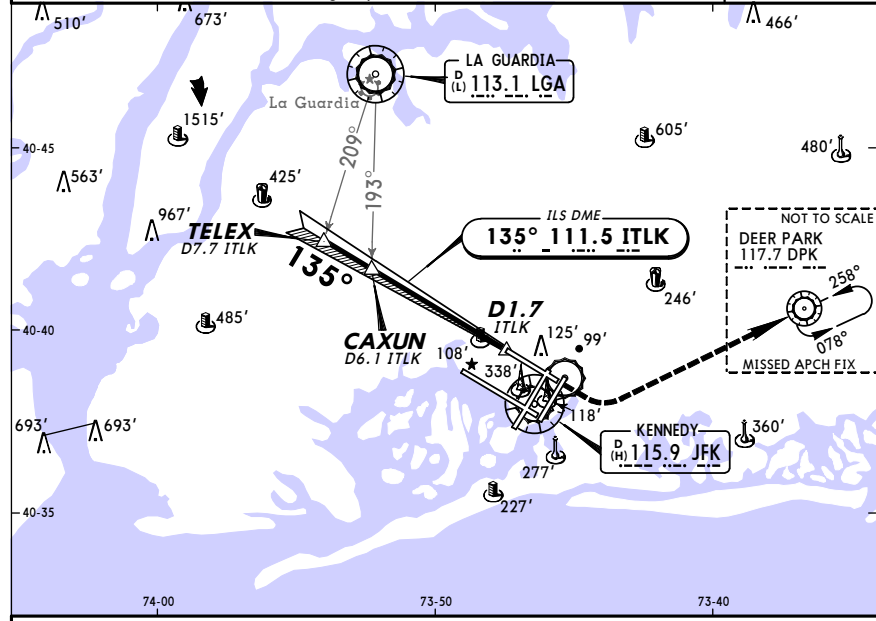


Gnd speed-Kts		70	90	100	120	140	160	ALSF-II		800'	4000'	100°	V-44
Gs		3.00°	377	484	538	646	753	861			↑	RT	via hdg
MAP at D1.7 ITLK or CAXUN to MAP 4.4		3:46	2:56	2:38	2:12	1:53	1:39						
CAT IIIB ILS		STRAIGHT-IN LANDING RWY 4R			CAT IIIA ILS		CAT II ILS						
RVR 6		RVR 7			RVR 12								

**KJFK/JFK** NEW YORK, NY  
 KENNEDY INTL 24 FEB 06 (21-3) ILS Rwy 13L

D-ATIS Arrival (NE)			NEW YORK Approach (R)		KENNEDY Tower		Ground	
128.72	117.7	115.4	127.4		119.1	123.9		121.9
LOC IJFK			CAT IIIC		CAT IIIB		CAT IIIA	
111.5	135°	GS CAXUN 1500' (1487')	ILS DA(H) 218' (205')		Apt Elev 13'		TDZE 13'	
Final Apch Crs			CAT IIIC		CAT IIIB		Apt Elev 13'	
111.5			1500'		218'		13'	

MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' direct to DPK VOR and hold.  
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 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.



Gnd speed-Kts		70	90	100	120	140	160	ALSF-I		600'	4000'	DPK 117.7
Gs		3.00°	377	484	538	646	753	861			↑	LT
MAP at D1.7 ITLK or CAXUN to MAP 4.4		3:46	2:56	2:38	2:12	1:53	1:39					
STRAIGHT-IN LANDING RWY 13L		LOC (GS out)			CIRCLE-TO-LAND							
ILS DA(H) 218' (205')		FULL			ALS out		ALS out					
RVR 18 or 1/2		RVR 24 or 1/2			RVR 40 or 3/4		RVR 24 or 1/2		RVR 50 or 1			
RVR 6		RVR 7			RVR 12		RVR 50 or 1		RVR 60 or 1/4			

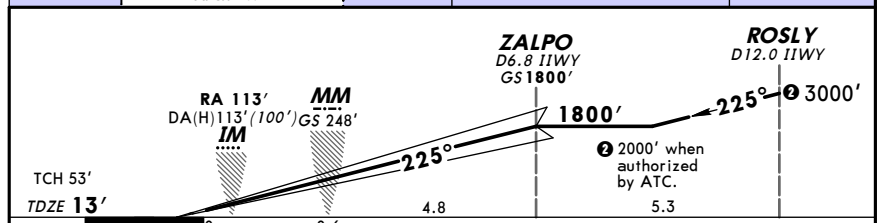
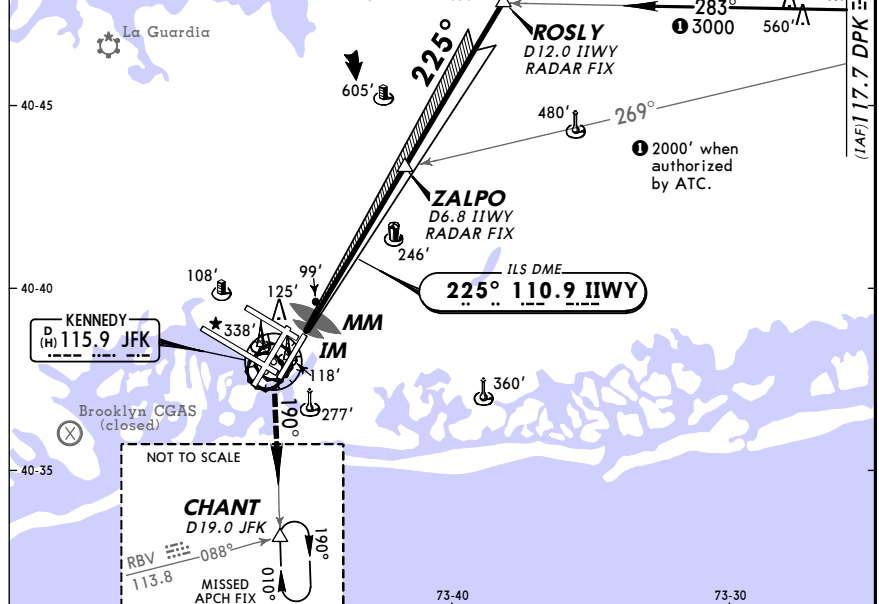


**KJFK/JFK** **JEPPESEN** **NEW YORK, NY**  
 KENNEDY INTL 10 MAR 06 (21-4A) ILS Rwy 22L CAT II & III

D-ATIS Arrival (NE)			NEW YORK Approach (R)		KENNEDY Tower		Ground
128.72	117.7	115.4	127.4		119.1	123.9	121.9
(SW)					(Rwys 4R/22L & 13L/31R)		
LOC 11WY	Final Apch Crs 225°	GS ZALPO 1800' (1787')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 113' DA(H) 113'(100')	Apt Elev 13' TDZE 13'

MISSED APCH: Climb to 500' then 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



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	500'	3000'	JFK	CHANT
GS	3.00°	377	484	538	646	861	PAPI	LT	via 115.9 R-190		

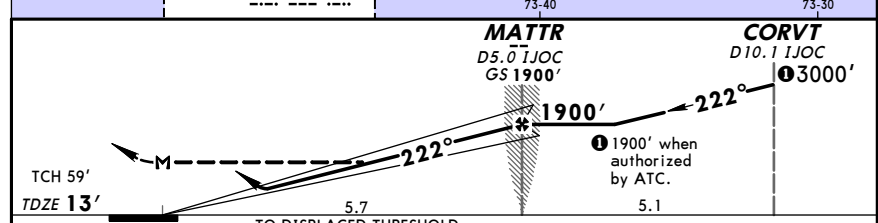
STRAIGHT-IN LANDING RWY 22L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 113' DA(H) 113'(100')
NA	RVR 6	RVR 7	RVR 12

**KJFK/JFK** **JEPPESEN** **NEW YORK, NY**  
 KENNEDY INTL 10 MAR 06 (21-5) ILS Rwy 22R

D-ATIS Arrival (NE)			NEW YORK Approach (R)		KENNEDY Tower		Ground
128.72	117.7	115.4	127.4		123.9	119.1	121.9
(SW)					(Rwys 4L/22R & 13L/31R)		
LOC IJOC	Final Apch Crs 222°	GS MATTR 1900' (1887')	ILS DA(H) 263'(250')	Apt Elev 13'	TDZE 13'		

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' MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160		700'	4000'	COL
GS	3.00°	377	484	538	646	861			RT	115.4
MATTR to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08			

STRAIGHT-IN LANDING RWY 22R		CIRCLE-TO-LAND
ILS DA(H) 263'(250')	LOC (GS out) MDA(H) 460'(447')	Max Kts MDA(H)
		90 640'(627')-1
RVR 40 or 3/4	RVR 50 or 1	120 640'(627')-1 3/4
	RVR 60 or 1/4	140 640'(627')-2
	1 1/2	165 640'(627')-2

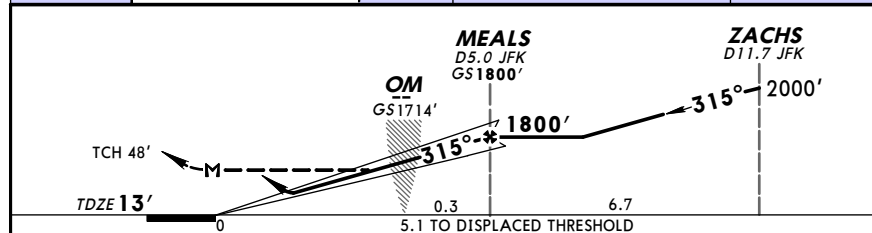
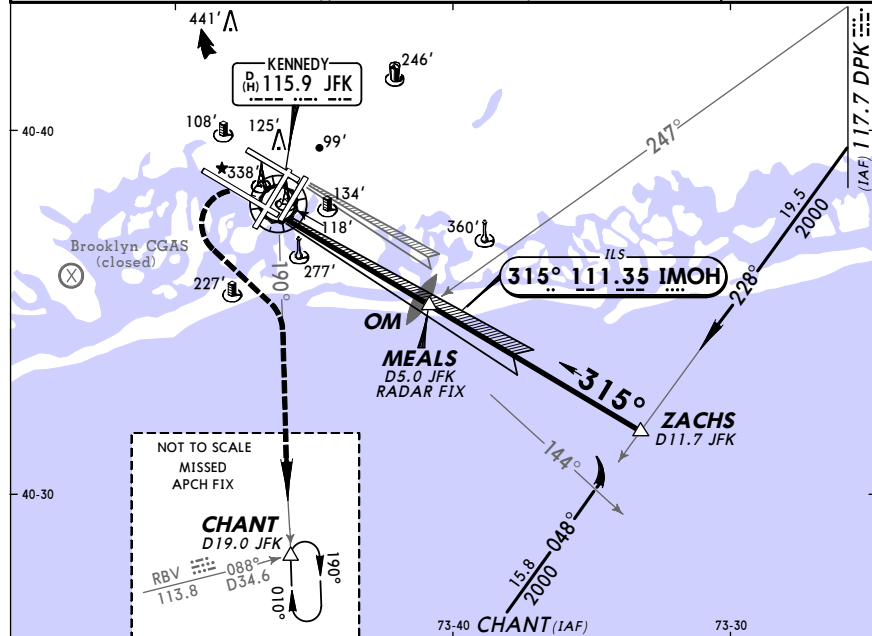


**KJFK/JFK**  
 KENNEDY INTL

JEPPESEN  
 19 OCT 07 (21-6) Eff 25 Oct

**NEW YORK, NY**  
 ILS Rwy 31L

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72	117.7	115.4	127.4	123.9 119.1		121.9
LOC IMOH			Final Apch Crs	GS MEALS	ILS DA(H)	Apt Elev 13'
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°	3:77	4:48	5:38	6:46	7:53	8:61		500'	1000'	JFK 115.9 R-190	
MEALS to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02					

STRAIGHT-IN LANDING RWY 31L				CIRCLE-TO-LAND			
ILS DA(H) 213' (200')		LOC (GS out) MDA(H) 440' (427')		Max Kts		MDA(H)	
A				90	640' (627') - 1		
B				120	640' (627') - 1		
C	RVR 40 or 3/4		RVR 60 or 1/4	140	640' (627') - 1 1/4		
D			1 1/2	165	640' (627') - 2		

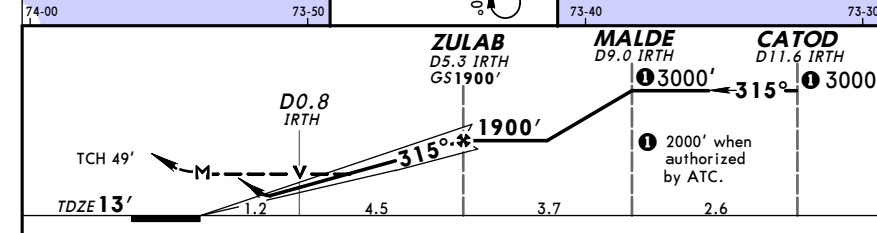
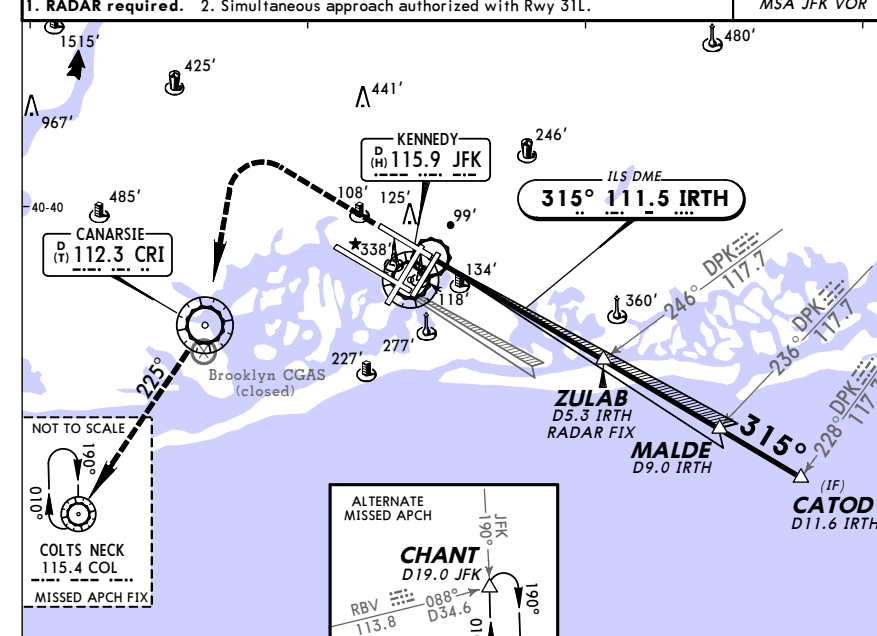
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**KJFK/JFK**  
 KENNEDY INTL

JEPPESEN  
 19 OCT 07 (21-7) Eff 25 Oct

**NEW YORK, NY**  
 ILS or LOC Rwy 31R

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72	117.7	115.4	127.4	119.1 123.9		121.9
LOC IRTH			Final Apch Crs	GS ZULAB	ILS DA(H)	Apt Elev 13'
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' via CRI VOR R-225 to COL VOR and hold. 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°	3:77	4:48	5:38	6:46	7:53	8:61		MALSR	1800'	2000'	CRI 112.3
ZULAB to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08					

STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND			
ILS DA(H) 213' (200')		LOC (GS out) MDA(H) 440' (427')		Max Kts		MDA(H)	
A				90	640' (627') - 1		
B				120	640' (627') - 1		
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	140	640' (627') - 1 1/4		
D			1 1/2	165	640' (627') - 2		

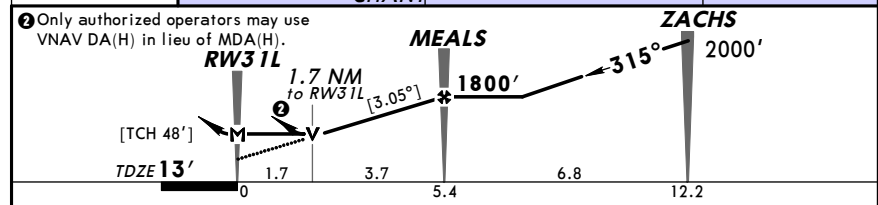
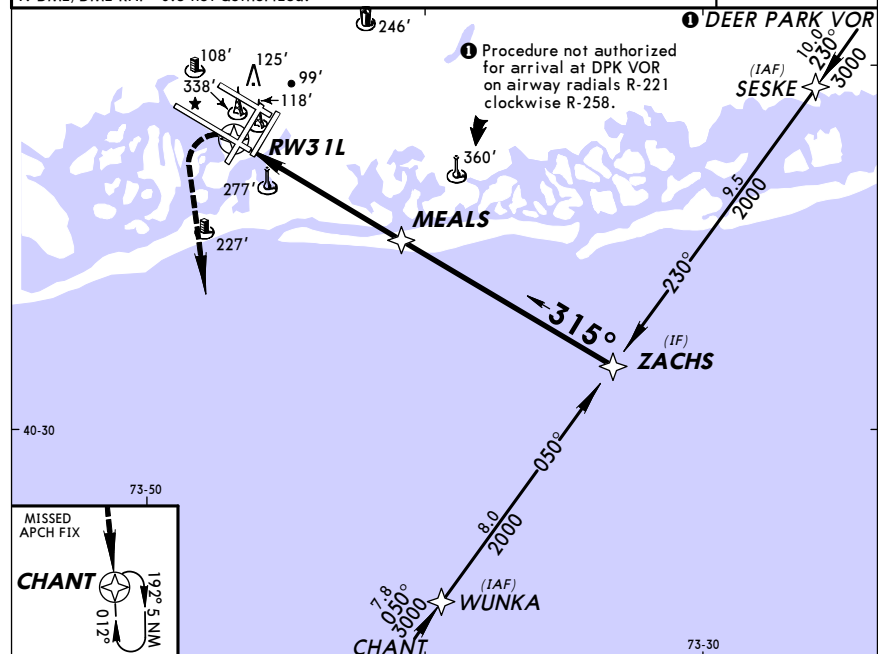
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**KJFK/JFK**  
**KENNEDY INTL**  
 9 MAR 07 **22-5** Eff 15 Mar RNAV (GPS) Y Rwy 31L

D-ATIS Arrival (NE)		NEW YORK Approach (R)		KENNEDY Tower		Ground	
128.72	117.7	115.4	127.4	123.9	119.1	121.9	
RNAV		Final Apch Crs 315°	Minimum Alt MEALS 1800' (1787')	LNAV MDA(H) 600' (587')	Apt Elev 13'	Ground 2600'	
MISSED APCH: Climbing LEFT turn to 3000' direct CHANT and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA RW31L	
1. DME/DME RNP -0.3 not authorized.							

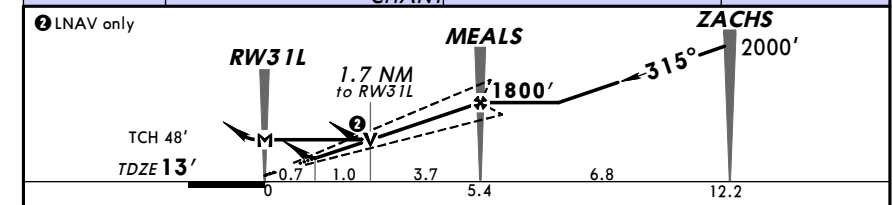
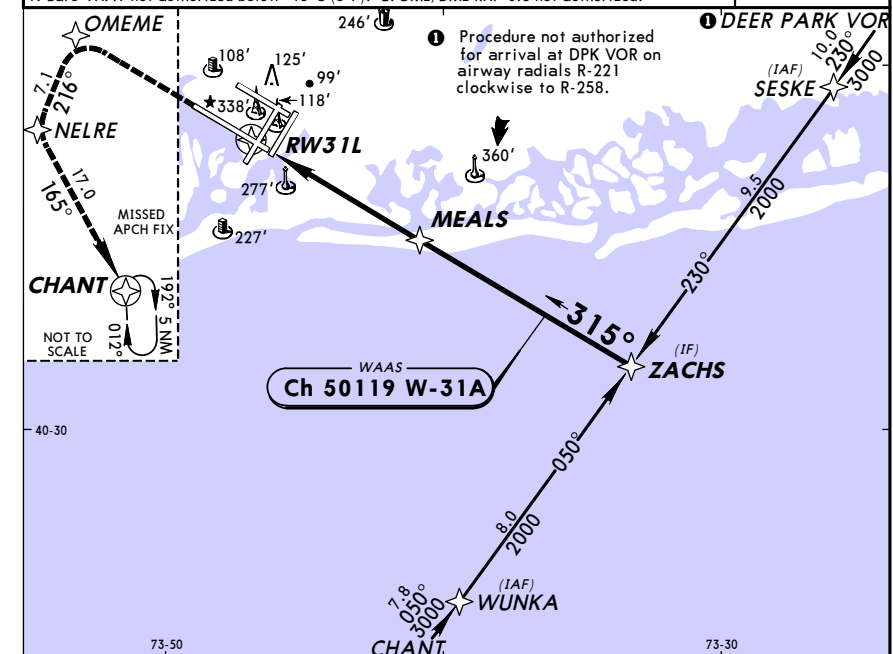


Gnd speed-Kts	70	90	100	120	140	160		3000'	↔	CHANT
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW31L										

STRAIGHT-IN LANDING RWY 31L				CIRCLE-TO-LAND			
LNAV				LNAV/VNAV			
MDA(H) 600'(587')				MDA(H) 600'(587')			
A	RVR 50 or 1			Max Kts	MDA(H)		
B				90	640'(627')-1		
C				120			
D				140	640'(627')-1 3/4		
				165	640'(627')-2		

**KJFK/JFK**  
**KENNEDY INTL**  
 9 MAR 07 **22-6** Eff 15 Mar RNAV (GPS) Z Rwy 31L

D-ATIS Arrival (NE)		NEW YORK Approach (R)		KENNEDY Tower		Ground	
128.72	117.7	115.4	127.4	123.9	119.1	121.9	
WAAS Ch 50119 W-31A		Final Apch Crs 315°	Minimum Alt MEALS 1800' (1787')	LPV DA(H) 270' (257')	Apt Elev 13'	Ground 2600'	
MISSED APCH: Climb to 2000' direct OMEME and LEFT turn via 216° track to NELRE then climbing LEFT turn to 3000' via 165° track to CHANT and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA RW31L	
1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.3 not authorized.							



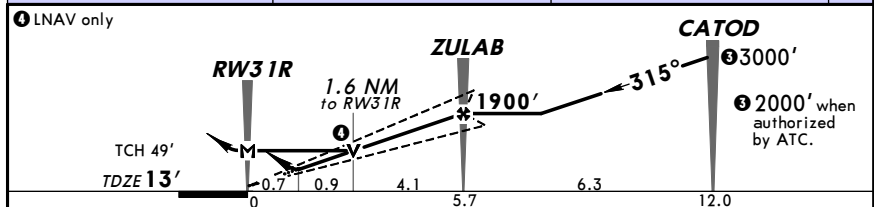
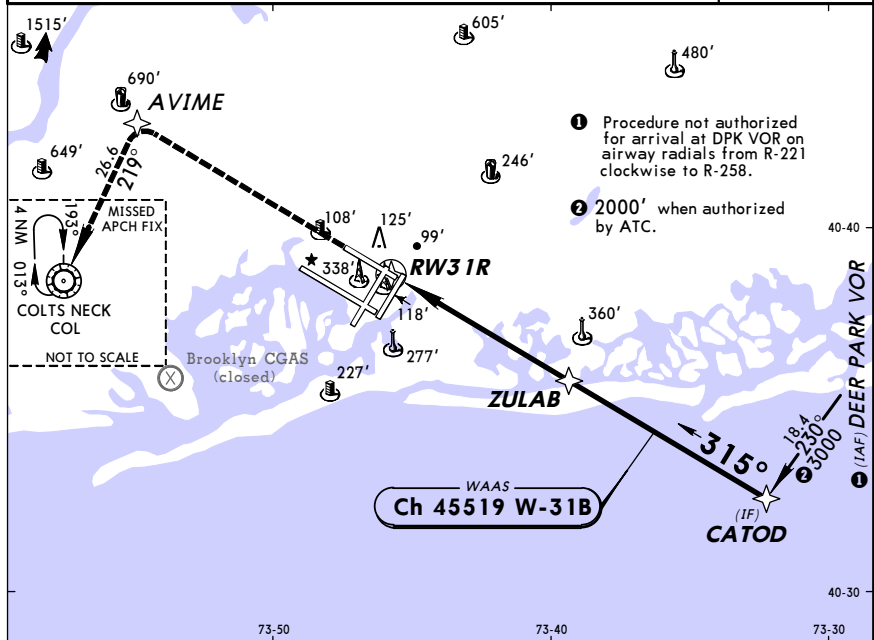
Gnd speed-Kts	70	90	100	120	140	160		2000'	↔	OMEME
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW31L										

STRAIGHT-IN LANDING RWY 31L				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV		LNAV	
DA(H) 270'(257')		DA(H) 600'(587')		MDA(H) 600'(587')		MDA(H)	
A	RVR 40 or 3/4			Max Kts	MDA(H)		
B				90	640'(627')-2		
C				120			
D				140	640'(627')-2		
				165			



**KJFK/JFK**  
**KENNEDY INTL**  
 10 MAR 06 (22-7) **JEPPESEN**  
**NEW YORK, NY**  
**RNAV (GPS) Rwy 31R**

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R)		Ground
128.72	117.7	115.4	127.4	119.1 123.9	121.9
WAAS <b>Ch 45519</b> W-31B	Final Apch Crs <b>315°</b>	Minimum Alt <b>ZULAB</b> 1900' (1887')	LPV (CONDITIONAL) DA(H) <b>270' (257')</b>	Apt Elev <b>13'</b> TDZE <b>13'</b>	2600'
<b>MISSED APCH:</b> Climb to 2000' direct AVIME then climbing LEFT turn to 4000' via 219° track to COL VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Baro VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.3 not authorized.					MSA RW31R

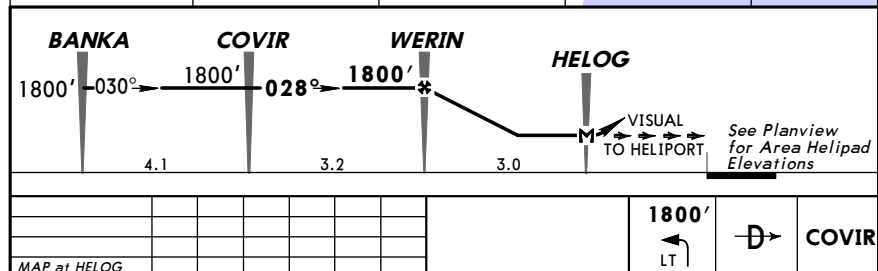
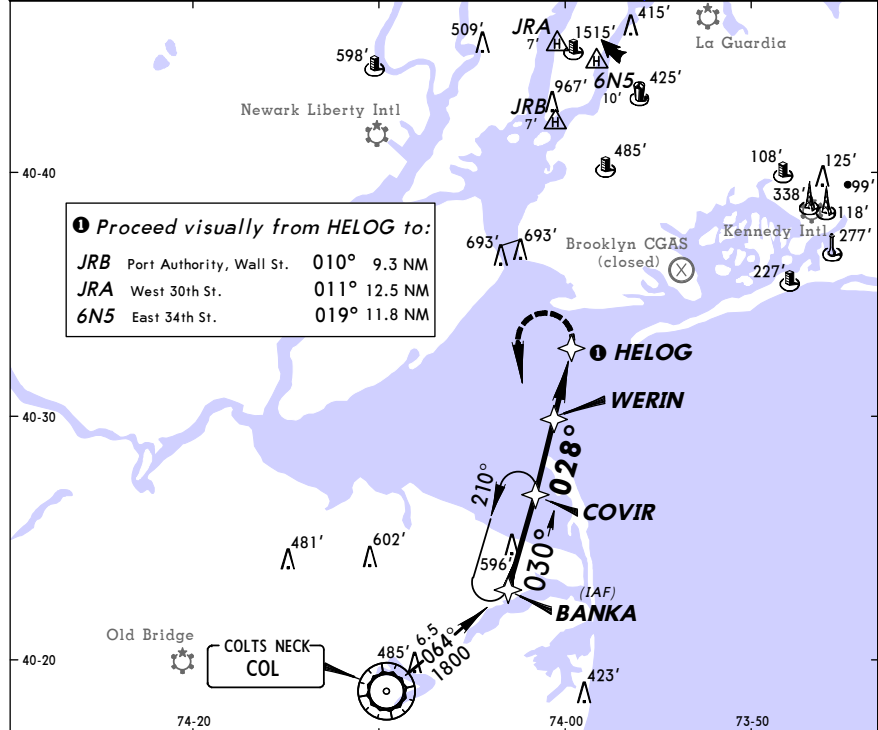


Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	→	AVIME
Glide Path Angle	3.00°	372	478	531	637	743	849			

	STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND	
	LPV DA(H) 270'(257')		LNAV/VNAV DA(H) 420'(407')		LNAV MDA(H) 580'(567')	
	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts
A				RVR 24 or 1/2	RVR 40 or 3/4	90
B				RVR 50 or 1	RVR 50 or 1	120
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	1 1/2	140
D				RVR 60 or 1 1/4	1 3/4	165

**KJFK/JFK**  
**KENNEDY INTL**  
 19 MAY 06 (22-8) **JEPPESEN**  
**NEW YORK, NY**  
**COPTER RNAV (GPS)-028°**

KENNEDY D-ATIS (Arrival) (NE) (SW)			NEW YORK Approach (R)	
128.72	117.7	115.4	127.4	
RNAV	Final Apch Crs <b>028°</b>	Minimum Alt <b>WERIN</b> 1800' (1767')	MDA(H) <b>500' (467')</b>	See Planview for Area Helipad Elevations
<b>MISSED APCH:</b> 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



MAP at HELOG				1800'	→	COVIR
LANDING H-028°						
MDA(H) 500' (467')						
3/4						

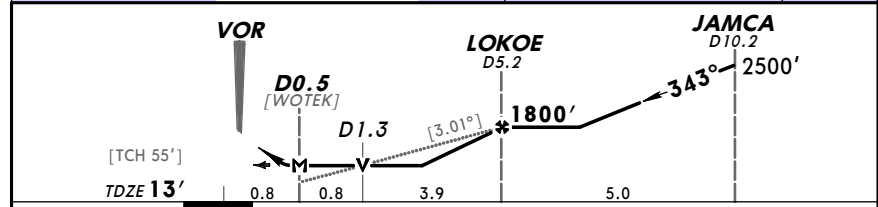
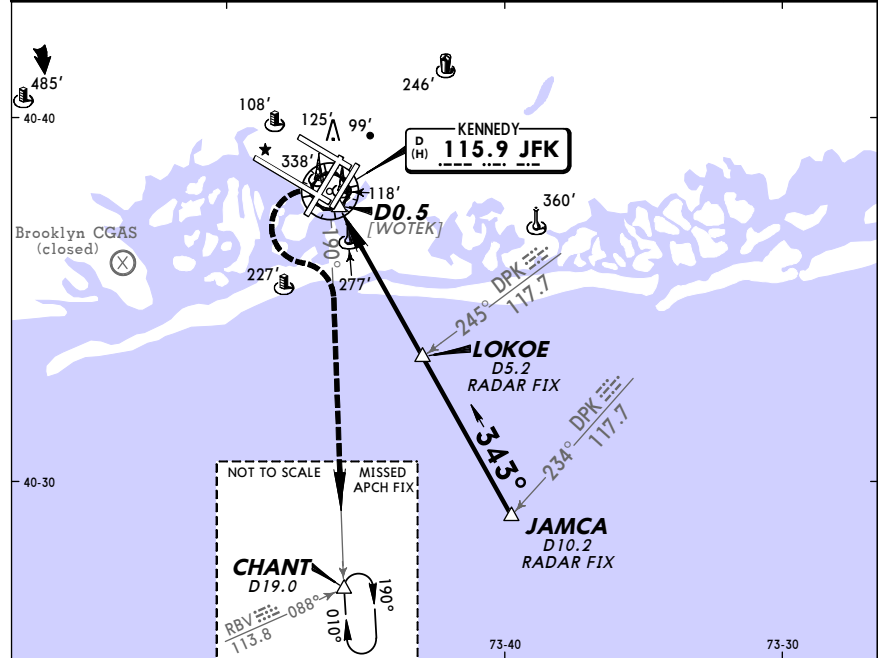




**KJFK/JFK**  
 KENNEDY INTL  
 NEW YORK, NY  
 VOR Rwy 31L

JEPPesen  
 10 MAR 06 (23-5)

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground
128.72	117.7	115.4	127.4	123.9	119.1	121.9
VOR JFK	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 13'		
115.9	343°	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	3000' via 115.9 JFK LT R-190 CHANT
Descent angle [3.01°]	373	479	532	639	745	852	
MAP at D0.5 or LOKOE to MAP	4.7	4:02	3:08	2:49	2:21	2:01	

STRAIGHT-IN LANDING RWY 31L			CIRCLE-TO-LAND		
MDA(H) 560' (547')			Max Kts		
			MDA(H)		
A	RVR 50 or 1		90	640' (627') - 1	
B			120		
C	1½		140	640' (627') - 1¾	
D	1¾		165	640' (627') - 2	

**KJFK/JFK**  
 KENNEDY INTL  
 NEW YORK, NY  
 BELMONT VISUAL Rwy 22L

JEPPesen  
 30 JAN 04 (29-1)

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.72	117.7	115.4	127.4	119.1	123.9	121.9
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS	Apt Elev 13'		
			3500-5			
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-R 3.00°.						MSA CRI VOR



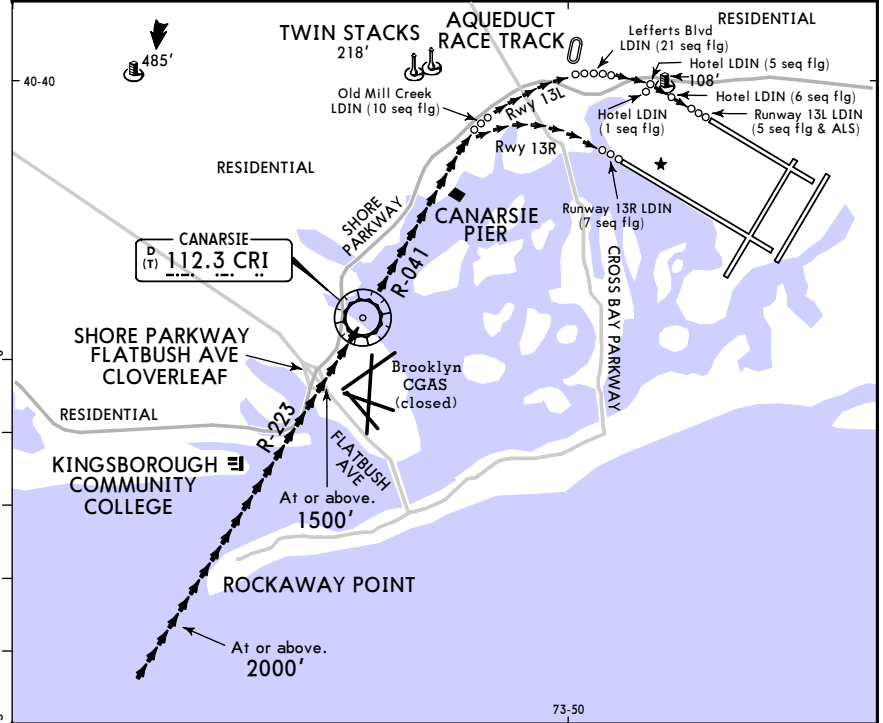
**BELMONT VISUAL RUNWAY 22L**

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	
<b>WEATHER MINIMUMS</b>	
Ceiling <b>3500'</b> - VIS 5	

**KJFK/JFK** **NEW YORK, NY**  
**KENNEDY INTL** 30 JAN 04 **(29-2)** **PARKWAY VISUAL Rwy 13L/R**

D-ATIS Arrival (NE)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R)		Ground
128.72	117.7	115.4	127.4	119.1	123.9	121.9
NAVAIDS- See Planview			No FAF	CEIL-VIS	Apt Elev 13'	
Final Apch Crs Refer to Planview				<b>2500-3</b>		
<b>MISSED APCH:</b> No missed approach procedure.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. RADAR required.						
2. Rwy 13L and 13R Vertical Guidance Navaid and Angle: VASI 3.00°.						
<b>MSA CRI VOR</b>						



**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 ALS-1 VASI VASI LDIN	Rwy 13R VASI LDIN
---------------------------------------	-------------------------

**WEATHER MINIMUMS**

Ceiling **2500** - VIS **3**

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