

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
 127.4 269.0
 KENNEDY INTL ATIS ARR 128.725
 (NE) 117.7 (SW) 115.4
 REPUBLIC ATIS
 126.65

DEER PARK
 117.7 DPK
 Chan 124

JOHN F. KENNEDY INTL

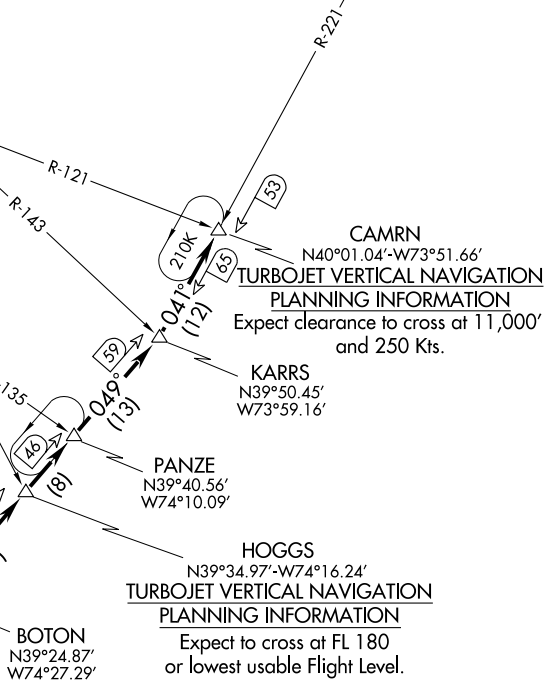
REPUBLIC

ROBBINSVILLE
 113.8 RBV
 Chan 85

COYLE
 113.4 CYN
 Chan 81

ATLANTIC CITY
 108.6 ACY
 Chan 23

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



CAMRN
 N40°01.04'-W73°51.66'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect clearance to cross at 11,000'
 and 250 Kts.

KARRS
 N39°50.45'
 W73°59.16'

PANZE
 N39°40.56'
 W74°10.09'

HOGGS
 N39°34.97'-W74°16.24'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect to cross at FL 180
 or lowest usable Flight Level.

Note: STAR applicable to Turbojet aircraft only.

NOTE: Chart not to scale.

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

NE-2, 31 MAY 2012 to 28 JUN 2012

NE-2, 31 MAY 2012 to 28 JUN 2012

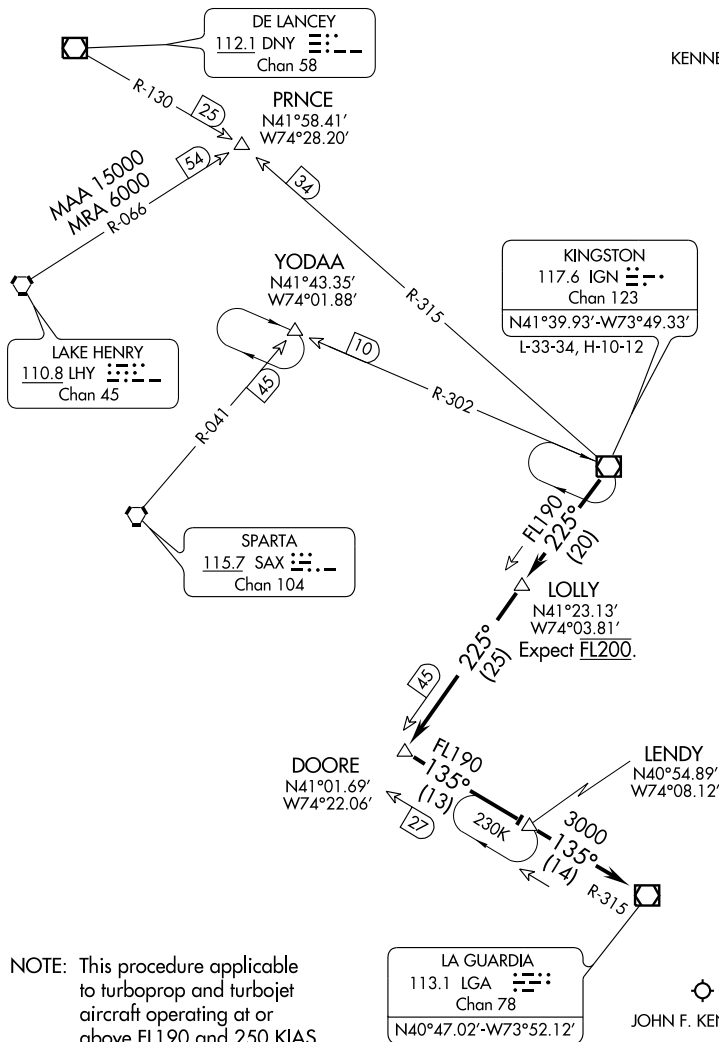
CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

KINGSTON NINE ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
 127.4 269.0
 KENNEDY INTL ATIS ARR 128.725
 (NE) 117.7
 (SW) 115.4



NE-2, 31 MAY 2012 to 28 JUN 2012

NE-2, 31 MAY 2012 to 28 JUN 2012

NOTE: This procedure applicable to turboprop and turbojet aircraft operating at or above FL190 and 250 KIAS or greater.

NOTE: DME or Radar required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

KINGSTON NINE ARRIVAL

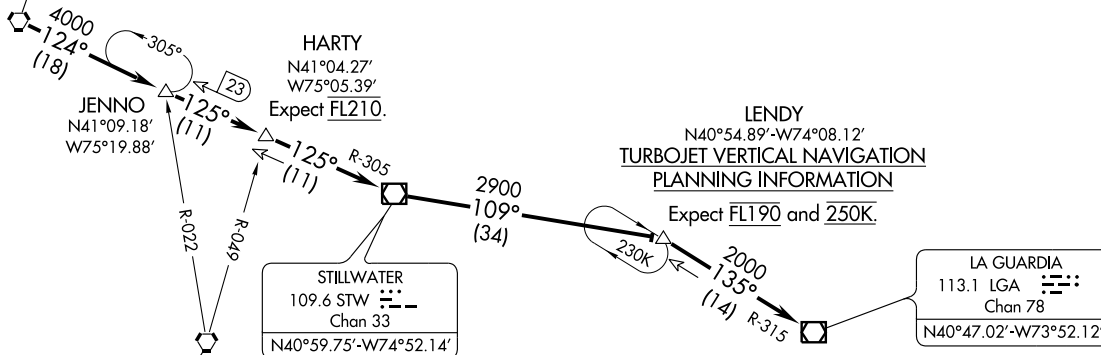
NEW YORK, NEW YORK

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

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

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

NOTE: DME required.



ARRIVAL ROUTE DESCRIPTION

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

NOTE: Chart not to scale.

PARCH ONE ARRIVAL (RNAV)
 (PARCH.PARCH1) 10042

PARCH ONE ARRIVAL (RNAV)
 (PARCH.PARCH1) 10042

ST-610 (FAA)

NEW YORK, NEW YORK

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

ARRIVAL ROUTE DESCRIPTION

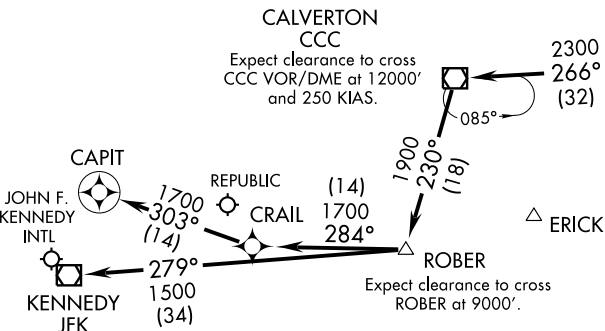
- KENNEBUNK TRANSITION (ENE.PARCH1)
- PLYMM TRANSITION (PLYMM.PARCH1)
- SANDY POINT TRANSITION (SEY.PARCH1)

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

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

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

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

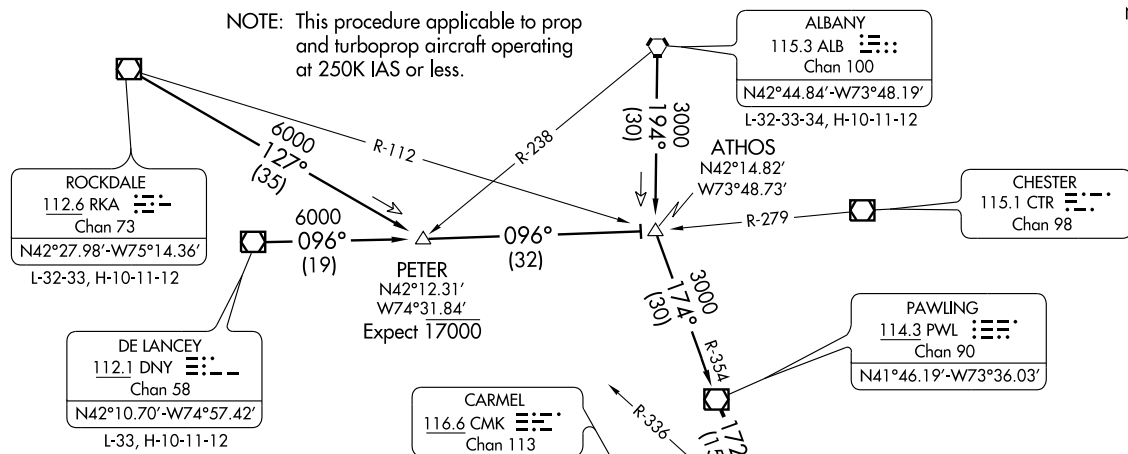


- NOTE: Procedure applicable to Turbojet aircraft only.
- NOTE: Use caution - Parachute jump activity Southeast of CCC VOR/DME at and below 13,500 feet (SR-SS).
- NOTE: RADAR Required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS Required.

NOTE: Chart not to scale.

NEW YORK, NEW YORK

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



NOTE: This procedure applicable to prop and turboprop aircraft operating at 250K IAS or less.

ROCKDALE
112.6 RKA
Chan 73
N42°27.98'-W75°14.36'
L-32-33, H-10-11-12

DE LANCEY
112.1 DNY
Chan 58
N42°10.70'-W74°57.42'
L-33, H-10-11-12

CARMELE
116.6 CMK
Chan 113

ALBANY
115.3 ALB
Chan 100
N42°44.84'-W73°48.19'
L-32-33-34, H-10-11-12

ATHOS
N42°14.82'
W73°48.73'

CHESTER
115.1 CTR
Chan 98

PAWLING
114.3 PWL
Chan 90
N41°46.19'-W73°36.03'

LOVES
N41°32.33'
W73°29.29'
Expect 6000

BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64'-W73°07.47'

DEER PARK
117.7 DPK
Chan 124
N40°47.51'
W73°18.22'

BELTT
N41°03.81'
W72°59.23'



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.

NOTE: Chart not to scale.

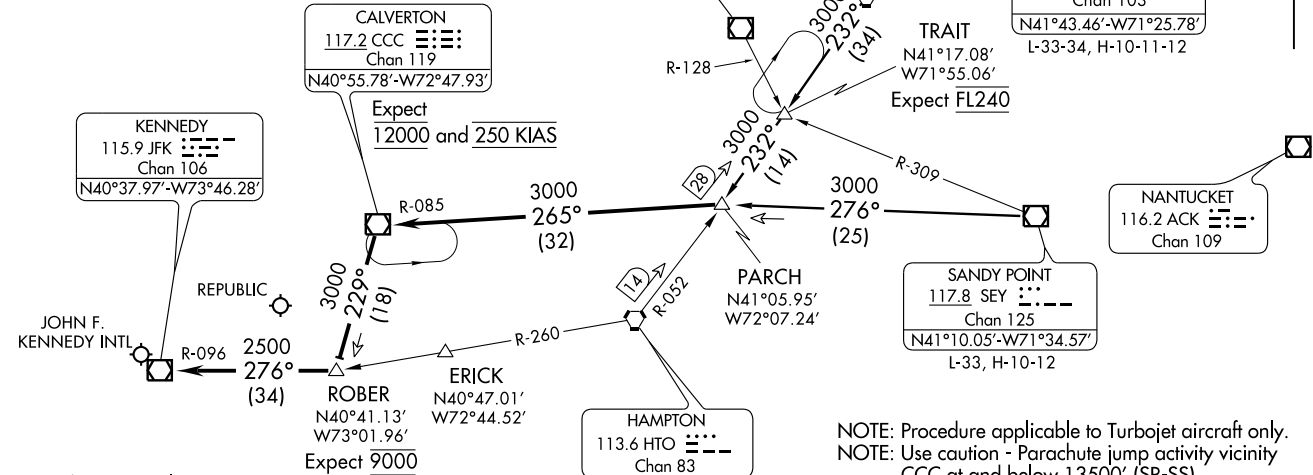
ROBER ONE ARRIVAL
(ROBER.ROBER1) 111.81

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.ROBER1): From over ENE VORTAC, via ENE R-217 to ASPEN INT, via direct PVD VORTAC, then via PVD R-234 to TRAIT INT, then via HTO R-052 to PARCH INT. Thence

SANDY POINT TRANSITION (SEY.ROBER1): From over SEY VOR/DME via SEY R-276 to PARCH INT. Thence

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



NOTE: Chart not to scale.

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

(ROBER.ROBER1) 111.81
ROBER ONE ARRIVAL

ST-610 (FAA)

NEW YORK, NEW YORK

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125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

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