DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 099°, thence . . . .

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence . . . .

TAKEOFF RUNWAYS 22L/R: Climbing heading 224°, thence . . . .

* GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 219°, thence . . . .

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence . . . .

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence . . . .

. . . . via RADAR vectors to BETTE, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.
NOTE: Chart not to scale.

TOWIN DEPARTURE (RNAV)

D-ATIS
128.725

CLNC DEL
135.05 348.6

CPDLC
GND CON
121.9 348.6

KENNEDY TOWER
Rwys 4R/22L and 13L/31R
119.1 281.55
Rwys 4L/22R and 13R/31L
123.9 281.55

NEW YORK DEP CON
135.9 353.75

KURNL

HEERO

DEEZZ

TOP ALTITUDE: 5000

NOTE: DME/DME/IRU or GPS required.

NOTE: Radar Required.

NOTE: RNAV 1.

NOTE: TOWIN transition ATC assigned only.

TOWIN

DEER PARK

DPK

NOTE: Chart not to scale.

TAKOFF MINIMUMS


Rwy 13R: 300-1½ or Standard with minimum climb of 250' per NM to 300.

Rwys 31L/R: Standard with minimum climb of 500' per NM to 1400.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4L/R: Climb heading 044° to 520, then climbing right turn heading 099° or as assigned by ATC, thence . . . .

TAKEOFF RWYS 13L/R: Climb heading 134° to 520, then climbing left turn heading 109° or as assigned by ATC, thence . . . .

TAKEOFF RWYS 22L/R: Climb heading 224° or as assigned by ATC, thence . . . .

TAKEOFF Rwy 31L: Climb heading 314° to intercept course 237° to SKORR, then on track 183° to cross CESID at or above 2500, then on track 172° to YNKEE, then on heading 172° or as assigned by ATC, thence . . . .

TAKEOFF Rwy 31R: Climb heading 314° to intercept course 242° to SKORR, then on track 183° to cross CESID at or above 2500, then on track 172° to YNKEE, then on heading 172° or as assigned by ATC, thence . . . .

. . . . expect vectors to DEEZZ, then on track 295° to HEERO. Maintain 5000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

CANDR TRANSITION (DEEZZ5.CANDR)
TOWIN TRANSITION (DEEZZ5.TOWIN)
TOP ALTITUDE: 5000

TAKEOFF MINIMUMS

NOTE: RADAR required.
*NOTE: DME required. To be assigned during the period of 2200-0700 local.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 099°, thence . . .

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence . . .

TAKEOFF RUNWAYS 22L/R: Climb heading 224°, thence . . .

* GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 219°, thence . . .

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence . . .

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence . . .

. . . via RADAR vectors to GREKI, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

JUDDS TRANSITION (GREKI6.JUDDS): From over GREKI INT to JUDDS INT via CMK R-057.
TAKEOFF MINIMUMS:

NOTE: RADAR required.
* NOTE: DME required. To be assigned during the period of 2200-0700 local.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 099°, thence.

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence.

TAKEOFF RUNWAYS 22L/R: Climb heading 224°, thence.

* GATEWAY CLimb: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 219°, thence.

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLimb: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence.

CANARSIE CLimb: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence.

... via RADAR vectors to HAPIE, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.
NOTE: Chart not to scale.

D-ATIS
128.725
CLNC DEL
135.05 348.6
CPDLC
NEW YORK DEP CON
135.39 353.75

NOTE:

NOTE: RADAR required.
NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: BETTE departures expect vectors to JFK R-109.
NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.
NOTE: DIXIE departures expect vectors to JFK R-222.
NOTE: HAPIE departures expect vectors to JFK R-109.
NOTE: RBV departures expect vectors to RBV after RNRR.
NOTE: SHIPP departures expect vectors to JFK R-139.
NOTE: WAVEY departures expect vectors to JFK R-156.
NOTE: WHITE departures expect vectors to V1.

WHITE departures expect vectors to V1.

NOTE: DME required. To be assigned during the period of 2200-0700 local.

**NOTE:** To be assigned to non-turbojet aircraft. If unable to remain within JFK 2.5 DME, advise ATC.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 099°, thence . . . .

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence . . . .

TAKEOFF RUNWAYS 22L/R: Climbing heading 224°, thence . . . .

* GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 219°, thence . . . .

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223 to RNGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2500, thence . . . .

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence . . . .

** IDLEWILD CLIMB: Climbing right turn to 2000 heading 090° (remain within JFK 2.5 DME), thence . . . .

. . . . via RADAR vectors to assigned route/fix, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.
TAKEOFF MINIMUMS:

NOTE: RADAR required.
* NOTE: DME required. To be assigned during the period of 2200-0700 local.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 099°, thence . . . .

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence . . . .

TAKEOFF RUNWAYS 22L/R: Climb heading 224°, thence . . . .

*GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 219°, thence . . . .

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence . . . .

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence . . . .

. . . . via RADAR vectors to MERIT, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

PUTNAM TRANSITION (MERIT6.PUT): From over MERIT INT to HFD VOR/DME via HFD R-253, then via HFD R-072 and PUT R-253 to PUT VOR/DME.
NOTE: Chart not to scale.

NE-2, 10 SEP 2020 to 08 OCT 2020
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31R: Climb heading 314° to intercept course 243° to SKORR. Thence . . . .

TAKEOFF RUNWAY 31L: Climb heading 314° to intercept course 238° to SKORR. Thence . . . .

. . . . maintain 5000, expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR4.RNGRR):
YNKEE TRANSITION (SKORR4.YNKEE):

NOTE: North American routes via...
...BETTE expect radar vectors to BETTE direct ACK VOR/DME.
...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 VOR/DME then direct PUT VOR/DME then...
...TOPPS or EBONY expect direct.
...ALLEX via direct WITCH direct.
...TUSKY and south expect direct BOS VOR/DME direct.