BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000’. Navigate on CRI R-068 till abeam Belmont Race Track at 1600’. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.
Use John F Kennedy Intl altimeter setting.

Misssed Approach: Climbing left turn to 1800 direct COVIR and hold.

Proceed VFR from HELOG WP or conduct the specified missed approach.

Limit final and missed approach to 70K.

Limit final and missed approach to 70K.

Proceed VFR from MAP.
**ILS RWY 13L (CAT II)**

**JOHN F KENNEDY INTL (JFK)**

**NEW YORK, NEW YORK**

**AL-610 (FAA)**

<table>
<thead>
<tr>
<th>LOC/DME I-TLK</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>APT Elev</th>
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<tr>
<td>111.5</td>
<td>134°</td>
<td>9093</td>
<td>12</td>
<td>13</td>
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**NEW YORK APP CON**

| NEW YORK APP CON | 128.725 | 117.7 | 115.4 |

**KENNEDY TOWER**

<table>
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<th>TDZE</th>
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**MISSED APCH FIX**

**V**

**CLNC DEL**

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**CPDLC**

<table>
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<tr>
<th>121.9</th>
<th>348.6</th>
</tr>
</thead>
</table>

**ALSF-2**

**MISSING APCH FIX**

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

**RNAV 1-GPS or RADAR required for procedure entry.**

**From COVIR, KMCHI, BUZON: RNAV-1 GPS required.**

**AIRCRAFT CERTIFICATION REQUIRED**

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

**NE-2, 10 SEP 2020 to 08 OCT 2020**

**Amdt 18B 08NOV18**

**40°38'N-73°47'W**

**AMT ELEV 13 TDZE 12**

** CATEGORY A | B | C | D |
<table>
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<tr>
<td>S-ILS 13L</td>
<td>RA 150/16</td>
<td>150 DA 162</td>
<td></td>
</tr>
</tbody>
</table>
NEW YORK, NEW YORK
AL-610 (FAA)
ILE-610 (FAA)

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

Radar required for procedure entry.

Simultaneous approach authorized.

**MISSED APPROACH:** Climb to 800 then climbing right turn to 4000 heading 099° and V44 to DPK VOR/DME and hold.

**ALS-2**

**NEW YORK APP CON**

**KENNEDY TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

**NE-2, 10 SEP 2020 to 08 OCT 2020**

**NE-2, 10 SEP 2020 to 08 OCT 2020**

**NEW YORK, NEW YORK**

Amdt 308 21MAY20

40°38'N-73°47'W

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

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
ILS or LOC RWY 22L

JOHN F KENNEDY INTL (JFK)

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

Simultaneous approach authorized.

NEW YORK, NEW YORK

LOC/DME I-IWY 110.9

APPR CRS 224°

Rwy Idg 8400

TDZE 12

Apt Elev 13

MALF-2

RNAV 1-GPS or RADAR required for procedure entry.

From CIMBL, NRTON: RNAV 1-GPS required.

NEW YORK APP CON

128.725 117.7 115.4

KENNEDY TOWER

128.125 269.0

Rwys 4R/22L and 13L/31R

Rwys 4L/22R and 13R/31L

GND CON 121.9

CLNC DEL 135.05

CPDLC 348.6

DEER PARK 117.2

DPK 6.8

ZALPO INT 12

KIM 25

TO DETGY

LOCALIZER 110.9

LEFEX

R-190

HAIRR

JFK 25 NM

MAA

090°

2000

2900

1800

ELEV 13

TDZE 12

224° 5.5 NM from FAF

224° 5.5 NM

REIL Rwy 4L

RILS Rwy 13L and 13R

HIRL all Rwy

TD2/CL Rwy 4L, 4R, 13L, 22L and 31R

FAP to MAP 5.5 NM

KNOTS

60 90 120 150 180

MIN:SEC

5:30 3:40 2:45 2:12 1:50

MISSED APCH FIX

CHANT INT JFK [19]

113.8 RBV R-088 Chan 85

(IAF) CIMBL

500 3000

CHANT INT R-190

I-IWY 1.4

*LOC only.

I-IWY 2.8

* LOC only.

VGSI and ILS glidepath not coincident

(VGSI Angle 3.00/TCH 66).

5:30 3:40 2:45 2:12 1:50

GS 3.00°

TCH 53

Kat:Sec

60 90 120 150 180

MIN SEC

5:30 3:40 2:45 2:12 1:50

CIRCLING

640-1 627 (700-1)

680-13/4 667 (700-13/4)

680-2 667 (700-2)

MIN:SEC

5:30 3:40 2:45 2:12 1:50

NEW YORK, NEW YORK

Amdt 25A 21MAY20

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

ILS or LOC RWY 22L

NEW YORK, NEW YORK

AL-610 (FAA)

20254

NE-2, 10 SEP 2020 to 08 OCT 2020
ILS or LOC RWY 22R

John F Kennedy Intl (JFK)

RNAV 1-GPS or RADAR required for procedure entry.

From CIMBL, NRTHON: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 on JFK VOR/DME R-190 to CHANT INT and hold.

GA 300°

GS 3.00°

TCH 59

5.7 NM

5 NM

CATEGORY

A  B  C  D

S-ILS 22R  263/40  250 (300-340)

S-LOC 22R  460/55  447 (500-1)  460-1/5  447 (500-1/5)

C CIRCLING  640-1  627 (700-1)  680-1/2  667 (700-1/2)  680-2

NEW YORK, NEW YORK

Amdt 3A  21MAY20

40°38'N-73°47'W

John F Kennedy Intl (JFK)
**ILS or LOC RWY 31L**

**JOHN F KENNEDY INTL (JFK)**

**NEW YORK, NEW YORK**

**AL-610 (FAA)**

**20254**

**New York, New York**

**Amdt 11B 21MAY20**

**40°38’N-73°47’W**

**TDZE 13**

**ELEV 13**

**LOC I-MOH 111.35**

**APP CRS 314°**

**Rwy Idg 11248**

**TDZE 13**

**Apt Elev 13**

---

**Simultaneous approach authorized.**

- DME from JFK VOR/DME.
- Simultaneous reception of I-MOH and JFK DME required.

**ILS or LOC RWY 31L**

**JOHN F KENNEDY INTL (JFK)**

**NEW YORK, NEW YORK**

**AL-610 (FAA)**

**20254**

**NEW YORK, NEW YORK**

**Amdt 11B 21MAY20**

**40°38’N-73°47’W**

**TDZE 13**

**ELEV 13**

**LOC I-MOH 111.35**

**APP CRS 314°**

**Rwy Idg 11248**

**TDZE 13**

**Apt Elev 13**

---

**Simultaneous approach authorized.**

- DME from JFK VOR/DME.
- Simultaneous reception of I-MOH and JFK DME required.

**ILS or LOC RWY 31L**

**JOHN F KENNEDY INTL (JFK)**

**NEW YORK, NEW YORK**

**AL-610 (FAA)**

**20254**

**NEW YORK, NEW YORK**

**Amdt 11B 21MAY20**

**40°38’N-73°47’W**

**TDZE 13**

**ELEV 13**

**LOC I-MOH 111.35**

**APP CRS 314°**

**Rwy Idg 11248**

**TDZE 13**

**Apt Elev 13**

---

**Simultaneous approach authorized.**

- DME from JFK VOR/DME.
- Simultaneous reception of I-MOH and JFK DME required.
ILS or LOC RWY 31R
JOHN F KENNEDY INTL (JFK)

NEW YORK, NEW YORK

LOC/DME I-RTH
111.5
Chan 52

APP CRS
314°

Rwy Idg
8486

TDZE
13

Apt Elev
13

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 on LGA VOR/DME R-207 to MOVFA INT/LGA 34.3 DME and hold.

40°38'N-73°47'W
**ILS or LOC RWY 4L**

**JOHN F KENNEDY INTL (JFK)**

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

**CIRCLING**

**CATEGORY A**

**LOC/DME I-HIQ**

**110.9**

**Rwy Idg** 11010

**TDZE** 13

**Apt Elev** 13

**NEW YORK APP CON** 128.125 269.0

**NEW YORK, NEW YORK**

**AL-610 (FAA)**

**KENNEDY TOWER** 119.1 281.55

**GND CON** 121.9 348.6

**CLNC DEL** 135.05 348.6

**CPDLC**

**D-ATIS**

**[ARR/DEP] [ARR-NE] [ARR-SW]**

128.725 117.7 115.4

**NE-2, 10 SEP 2020 to 08 OCT 2020**

**SIMULTANEOUS APPROACH AUTHORIZED.**

**Radar required for procedure entry. DME or radar required for LOC only.**

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).**

**Category A**

**S-ILS 4L**

223/40

210 (300-350)

**S-LOC 4L**

460/55

447 (500-1)

460-1°8

447 (500-1°8)

**C CIRCLING**

640-1

627 (700-1)

680-1°4

667 (700-1°4)

667 (700-2)

680-2

667 (700-2)

**MIN.SEC**

4:30

3:00

2:15

1:48

1:30

**NEW YORK, NEW YORK**

Amdt 11D 21 MAY 2020

40°38'N-73°47'W
When cleared for Parkway Visual to Runway 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 Twin Stacks.
Runway 13L continue descent after passing the Twin Stacks.
RNAV (GPS) RWY 22R
JOHN F KENNEDY INTL (JFK)

Missed approach: Climb to 4000 direct PIDTO and on track 236° to COL VOR/DME and hold.

Procedure NA for arrival on DPK VOR/DME airway radials 221 CW 349.

LNAV procedure NA during simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

D-ATIS
[ARR/DEP][ARR-NE] [ARR-SW]
128.725 117.7 115.4

NEW YORK APP CON
Rwys 4R/22L and 13L/31R
128.125 269.0

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

GND CON
121.9 348.6

CLNC DEL
135.05 348.6

CPDLC

NE-2, 10 SEP 2020 to 08 OCT 2020

NEW YORK, NEW YORK
Amdt 1G 21MAY20

40°38'N-73°47'W
For uncompensated Baro-VNAV systems, procedure NA below -1.2°C (11°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to RVR 6000.

For uncompensated Baro-VNAV systems, procedure NA below -1.2°C (11°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to RVR 6000.

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For uncompensated Baro-VNAV systems, procedure NA below -1.2°C (11°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to RVR 6000.

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For uncompensated Baro-VNAV systems, procedure NA below -1.2°C (11°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to RVR 6000.

For uncompensated Baro-VNAV systems, procedure NA below -1.2°C (11°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to RVR 6000.

For uncompensated Baro-VNAV systems, procedure NA below -1.2°C (11°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to RVR 6000.

For uncompensated Baro-VNAV systems, procedure NA below -1.2°C (11°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to RVR 6000.
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

**MISSED APPROACH:** Climb to 500 then climbing left turn to 3000 direct FRNKY and on track 202° to CHANT and hold.

Procedure NA for arrival on DPK VOR/DME airway radials 221 CW 258.

**RNAV (RNP) Z RWY 31L**

**JOHN F KENNEDY INTL (JFK)**

**RNAV (RNP) Z RWY 31L**

**JOHN F KENNEDY INTL (JFK)**

**NEW YORK, NEW YORK**

**APP CRS** 314°

**Rwy Idg** 11248

**TDZE** 13

**Apt Elev** 13

**NEW YORK APP CON**

**128.125 269.0**

**KENNEDY TOWER**

**Rwy 4R/22L and 13L/31R**

**Rwy 4L/22R and 13R/31L**

**DEER PARK**

**DSK**

**STEPS**

**RNAV (RNP) Z RWY 31L**

**MAZ RW31L 25 NM**

**2000**

**ZACHS**

**CHART**

**RSY**

**VIDR**

**ZACHS**

**210K**

**FRNKY**

**Rwx Idg**

**Apt Elev**

**RW31L**

**314° to**

**RW31L**

**RNP 0.30 DA**

**410-1°B 397 (400-1.3°)**

**AUTHORIZATION REQUIRED**

**NEW YORK, NEW YORK**

**Amdt 1A 19JUL18**

**40°38'N-73°47'W**

**JOHN F KENNEDY INTL (JFK)**

**RNAV (RNP) Z RWY 31L**

**JOHN F KENNEDY INTL (JFK)**

**NEW YORK, NEW YORK**

**Amdt 1A 19JUL18**

**40°38'N-73°47'W**

**RNP 0.30 DA**

**410-1°B 397 (400-1.3°)**

**AUTHORIZATION REQUIRED**
RNAV (RNP) Z RWY 31R

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

Procedure NA for arrival on DPK VOR/DME airway radial 258.

1800 then climbing left turn to 4000 direct COL VOR/DME and hold.

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 54).

**AUTHORIZATION REQUIRED**
RNAV (RNP) Z RWY 4R

JOHN F KENNEDY INTL (JFK)

MISSED APPROACH: (Do not exceed 210K until GAALO) Climb to 4000 direct GAALO and track 083° to HIRBO and hold.

For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized.

NEW YORK, NEW YORK

APP CRS 044°
Rwy Idg 8400
TDZE 12
Apt Elev 13

RNAV (RNP) Z RWY 4R

JOHN F KENNEDY INTL (JFK)

AUTHORIZATION REQUIRED

NEW YORK, NEW YORK

Amdt 1A 19JUL18

40°38’N-73°47’W
RNAV (GPS) X RWY 22L
JOHN F KENNEDY INTL (JFK)

**RNAV (GPS) X RWY 22L**

**NEW YORK, NEW YORK**

**RNAV (GPS) X RWY 22L**

**NEW YORK, NEW YORK**

**ORIG 10SEP20**

**40°38’N-73°47’W**

**RNAV (GPS) X RWY 22L**

**NEW YORK, NEW YORK**

**ORIG 10SEP20**

**40°38’N-73°47’W**
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

**MISSING APPROACH:** Climb to 3000 direct FOLER and on track 188° to CHANT and hold.

Apt Elev 13

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66). Use of FD or AP providing RNAV track guidance required during Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

**MISSING APPROACH:** Climb to 3000 direct FOLER and on track 188° to CHANT and hold.

Apt Elev 13

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66). Use of FD or AP providing RNAV track guidance required during Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

**MISSING APPROACH:** Climb to 3000 direct FOLER and on track 188° to CHANT and hold.
**RNAV (GPS) Y RWY 31L**

**JOHN F KENNEDY INTL (JFK)**

---

**Simultaneous approach authorized.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.

**RNAV (GPS) Y RWY 31L**

**JOHN F KENNEDY INTL (JFK)**

---

**Procedure NA for arrival on DPK VOR/DME airway radials 221 CW 258.**

**VGSI and RNAV glidepath not coincident.**

**LNAV only.**

**3.7 NM**

**4.7 NM**

**500 3000 FRNKY 202° to CHANT**

**TSR**

---

**RNAV (GPS) Y RWY 31L**

**JOHN F KENNEDY INTL (JFK)**

---

**NEW YORK, NEW YORK**

**Amdt 2B 21MAY20**

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**RNAV (GPS) Y RWY 31L**

**JOHN F KENNEDY INTL (JFK)**

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**NEW YORK, NEW YORK**

**Amdt 2B 21MAY20**

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**Amdt 2B 21MAY20**
RNAV (GPS) Y RWY 4L

JOHN F KENNEDY INTL (JFK)

Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

**MISSED APPROACH:** (Do not exceed 210K until BARJR) Climb to 3000 direct BARJR and track 067° to Duffy and hold.

**V**

**NEW YORK, NEW YORK**

**AL-610 (FAA)**

**NE-2, 10 SEP 2020 to 08 OCT 2020**
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1½ SM.

**RNAV (GPS) Y RWY 4R**

**JOHN F KENNEDY INTL (JFK)**

**MISSING APPROACH:** (Do not exceed 210K until GAALO) Climb to 4000 direct GAALO and on track 083° to HIRBO and hold.
DME required.

- Rwys 22L helicopter visibility reduction below 1 SM NA.
- For inop ALS, increase S-22L Cat A/B visibility to RVR 5500.

MISSED APCH
Fix

- Chant Int JFK 19
- Rwy 13L Rwy 13R
- R-190

NEW YORK APP CON
Rwys 4R/22 and 13L/31
Rwys 4L/22R and 13R/31
119.1 281.55
123.9 281.55
121.9 348.6
135.05 348.6

CLNC DEL
CPDLC

Chan 106 12
TDZE 12

NEW YORK, NEW YORK

VOR RWY 22L
JOHN F KENNEDY INTL (JFK)

MISSED APPROACH: Climbing left turn to 3000 on JFK VOR/DME R-190 to CHANT INT/19 DME and hold.

For inop ALS, increase S-22L Cat A/B visibility to RVR 5500.
VOR RWY 31L
JOHN F KENNEDY INTL (JFK)

MISSED APPROACH. Climbing left turn to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.
DME or RADAR required for procedure entry.

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

VGS I and descent angles not coincident (VGS Angle 3.00/TCH 75).

RADAR JFK 5.3
KTAIT 232° (5.3)
RADAR

052° 232°

3.02° 3.02°

3000 3000

DUFFY INT JFK R-062

2000 052°

FAF to MAP 4.5 NM

1500 to KTAIT 232° (5.3)

KTAIT JFK 5.3

One Minute Holding Pattern

6000 1500

052° 052°

3.3 NM 1.2

CATEGORY A B C D

S-4L 480/55 467 (500-1) 480-1 467 (500-1½)

CIRCLING 640-1 627 (700-1) 680-1 667 (700-1½) 667 (700-1½) 667 (700-2)

NEW YORK, NEW YORK

20254

VOR RWY 4L

JOHN F KENNEDY INTL (JFK)

NEW YORK, NEW YORK

AL-610 (FAA)

115.9

Ch 106

DME or RADAR required for procedure entry.

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

VGS I and descent angles not coincident (VGS Angle 3.00/TCH 75).

RADAR JFK 5.3
KTAIT 232° (5.3)
RADAR

052° 232°

3.02° 3.02°

3000 3000

DUFFY INT JFK R-062

2000 052°

FAF to MAP 4.5 NM

1500 to KTAIT 232° (5.3)

KTAIT JFK 5.3

One Minute Holding Pattern

6000 1500

052° 052°

3.3 NM 1.2

CATEGORY A B C D

S-4L 480/55 467 (500-1) 480-1 467 (500-1½)

CIRCLING 640-1 627 (700-1) 680-1 667 (700-1½) 667 (700-1½) 667 (700-2)

NEW YORK, NEW YORK

20254

VOR RWY 4L

JOHN F KENNEDY INTL (JFK)

NEW YORK, NEW YORK

AL-610 (FAA)

115.9

Ch 106

DME or RADAR required for procedure entry.

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

VGS I and descent angles not coincident (VGS Angle 3.00/TCH 75).

RADAR JFK 5.3
KTAIT 232° (5.3)
RADAR

052° 232°

3.02° 3.02°

3000 3000

DUFFY INT JFK R-062

2000 052°

FAF to MAP 4.5 NM

1500 to KTAIT 232° (5.3)

KTAIT JFK 5.3

One Minute Holding Pattern

6000 1500

052° 052°

3.3 NM 1.2

CATEGORY A B C D

S-4L 480/55 467 (500-1) 480-1 467 (500-1½)

CIRCLING 640-1 627 (700-1) 680-1 667 (700-1½) 667 (700-1½) 667 (700-2)
For inop lead-in lights, procedure NA.

- **A** 112.3
  - Chan 70
  - CRI
  - APP CRS 041°
  - DME 2468
  - TDZE 13
  - Apt Elev 123.9

**VOR or GPS RWY 13L/R**

**JOHN F KENNEDY INTL (JFK)**

- **MISSED APPROACH:** At or beyond MAP, climbing right turn to 2000 on heading 100° and V-1 to DPK VOR/DME and hold.

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**NEW YORK APP CON**

- **Rwy 13L**
  - ALSF-2
  - A
  - A
  - 281.55
  - GND CON 121.9
  - CINC DEL 135.05
  - CPDLC 348.6

**NEW YORK, NEW YORK**

- **Amdt 18D 21JUL16**
- **40°38’N-73°47’W**
- **411**
- **4408**
- **4410**
- **4413**

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**VOR or GPS RWY 13L/R**

**JOHN F KENNEDY INTL (JFK)**

**NEW YORK, NEW YORK**

- **Chan 70**
  - CRI

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**TDZE 13**

- **DME or RADAR REQUIRED**

**LEADING LIGHTS**

- **090°**
  - **210°**
  - **1800**

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**NE-2, 10 SEP 2020 to 08 OCT 2020**