CAMRN FOUR ARRIVAL

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

NOTE: STAR applicable to Turbojet aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

TURBOJET VERTICAL NAVIGATION

HOGGS

PANZE

KARRS

SEASLIE

ATLANTIC CITY

ROBBINSVILLE

KEARNS

DEER PARK

JOHN F KENNEDY INTL

ARRIVAL ROUTE DESCRIPTION

TURBOJET VERTICAL NAVIGATION

PLANNING INFORMATION

N40°01.04' W73°51.66'

HOGGS

N39°34.97' W74°16.24'

PLANNING INFORMATION

TURBOJET VERTICAL NAVIGATION

CAMRN

 Expect FL180 or lowest usable Flight Level.

Expect 11000 and 250K.

NOTE: Chart not to scale.

AR-2 21

AR-2 21

AR-2 21
ARIVAL 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.
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: STAR applicable to Turbojet and Turboprop aircraft capable of operating at 250K or greater at FL190.

NOTE: DME required.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE, PARCH3):
PLYMM TRANSITION (PLYMM, PARCH3):
SANDY POINT TRANSITION (SEY, PARCH3):

From PARCH via 265° track to CCC VOR/DME. Then via 229° track to ROBER. Thence...

LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 278° track to JFK VOR/DME, expect radar vectors to final approach course.

LDG Rwy 22R/L: From ROBER via 283° track to CRAIL, then via 302° track to CAPIT, expect radar vectors to final approach course.

LDG Republic (FRG) 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 13500’ (SR-SS).

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.
NOTE: This procedure applicable to prop and turboprop aircraft operating at 250K IAS or less.

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 BELIT INT. Then via DPK R-053 to DPK VOR/DME.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.ROBER2): From over ENE VORTAC, via ENE R-217 to ASPEN INT, then via PVD R-033 direct PVD VOR/DME, then via PVD R-234 and HTO R-052 to TRAIT INT, then via HTO R-052 to PARCH INT. Thence....

SANDY POINT TRANSITION (SEY.ROBER2): 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).