

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KJFK

Terminal Charts For KJFK

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: NEW YORK NY USA
ICAO/IATA: KJFK / JFK
Lat/Long: N40° 38.40', W073° 46.72'
Elevation: 13 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 13.0° W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1015 Z
Sunset: 2335 Z

Runway Information

Runway: 04L
Length x Width: 12079 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, Centerline, TDZ
Displaced Threshold: 460 ft

Runway: 04R
Length x Width: 8400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13L
Length x Width: 10000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft

Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 907 ft

Runway: 13R
Length x Width: 14511 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 2043 ft

Runway: 22L
Length x Width: 8400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22R
Length x Width: 12079 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, Centerline
Displaced Threshold: 3425 ft

Runway: 31L
Length x Width: 14511 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, Centerline
Displaced Threshold: 3263 ft

Runway: 31R
Length x Width: 10000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1027 ft

Communication Information

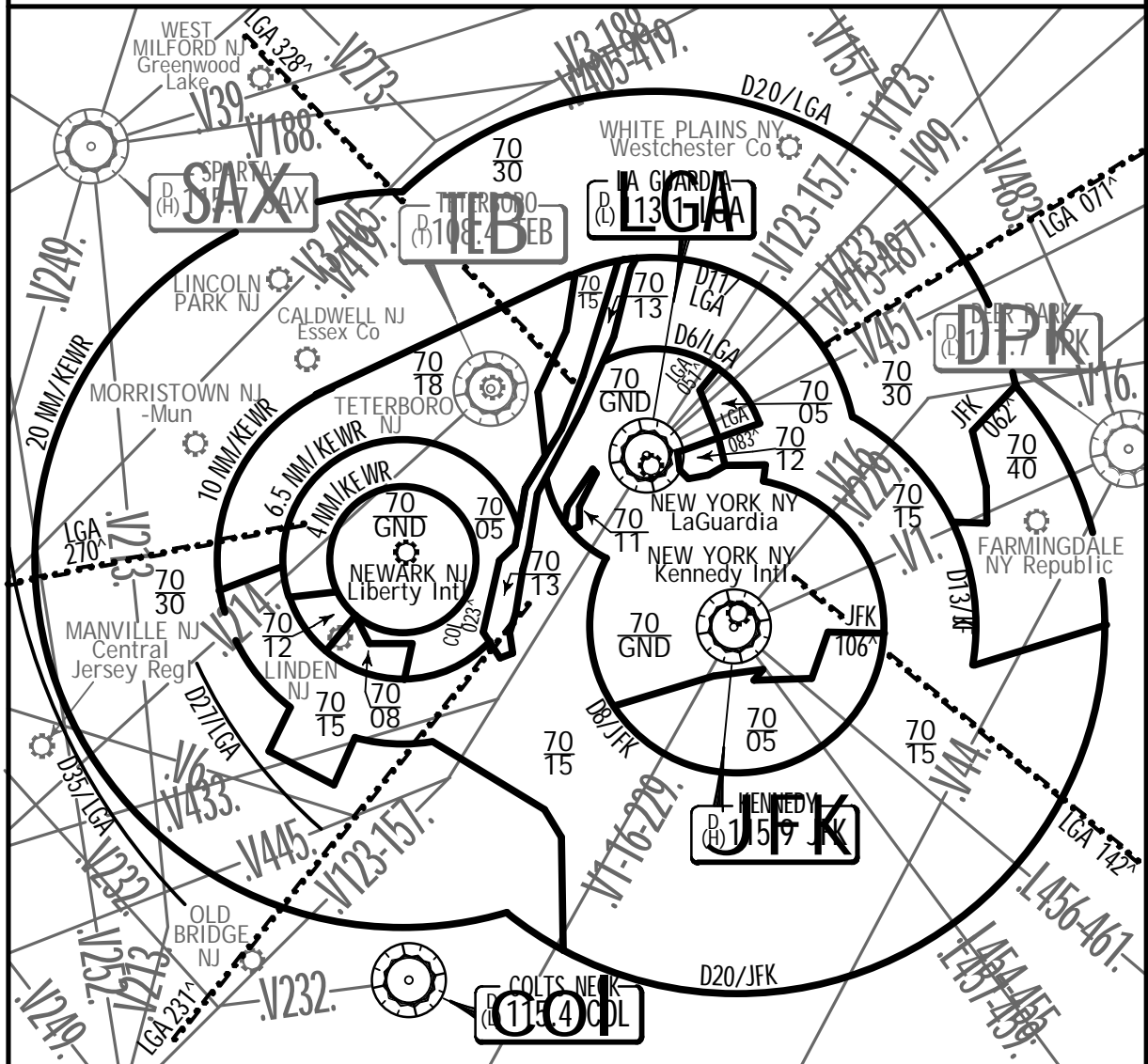
ATIS: 115.400 Arrival Service
ATIS: 117.700 Arrival Service
ATIS: 128.725
Kennedy Tower: 119.100
Kennedy Tower: 123.900
Kennedy Ground: 121.900
Kennedy Ground: 121.650 Secondary
Kennedy Ramp/Taxi: 125.050
Kennedy Ramp/Taxi: 131.850

Kennedy Ramp/Taxi: 130.775
Kennedy Ramp/Taxi: 130.275
Kennedy Clearance Delivery: 135.050
Kennedy Clearance Pre-Taxi: 135.050
New York Approach: 109.500 Secondary
New York Approach: 118.400 Secondary
New York Approach: 123.700 Secondary
New York Approach: 125.700
New York Approach: 126.800 Secondary
New York Approach: 128.125 Initial Contact
New York Approach: 134.350 Secondary
New York Approach: 132.400 Secondary
Kennedy Terminal Control Area: 125.250 At or below 2000 ft Out to 8 mi.
New York Departure: 123.700 Secondary
New York Departure: 124.750 Secondary
New York Departure: 134.350 Secondary
New York Departure: 135.900
Kennedy UNICOM: 122.950
Delta Gate: 131.375
New York FSS: 122.100 RCO
New York FSS: 115.900 RCO
American Gate: 129.200

NEW YORK CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

LGA 329 [^] -071 [^]	New York App 126.4	120.55	LGA 071 [^] -142 [^]	New York App 125.7
LGA 142 [^] -231 [^]	New York App 128.12		LGA 231 [^] -270 [^]	New York App 128.55
LGA 270 [^] -328 [^] New York App 127.6				
2000' AND BELOW WITHIN 8 NM OF KENNEDY INTL Kennedy Twr 125.25				
WITHIN 6 NM OF LAGUARDIA APT LaGuardia Twr 126.05				
WITHIN 6.5 NM OF NEWARK LIBERTY INTL 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.

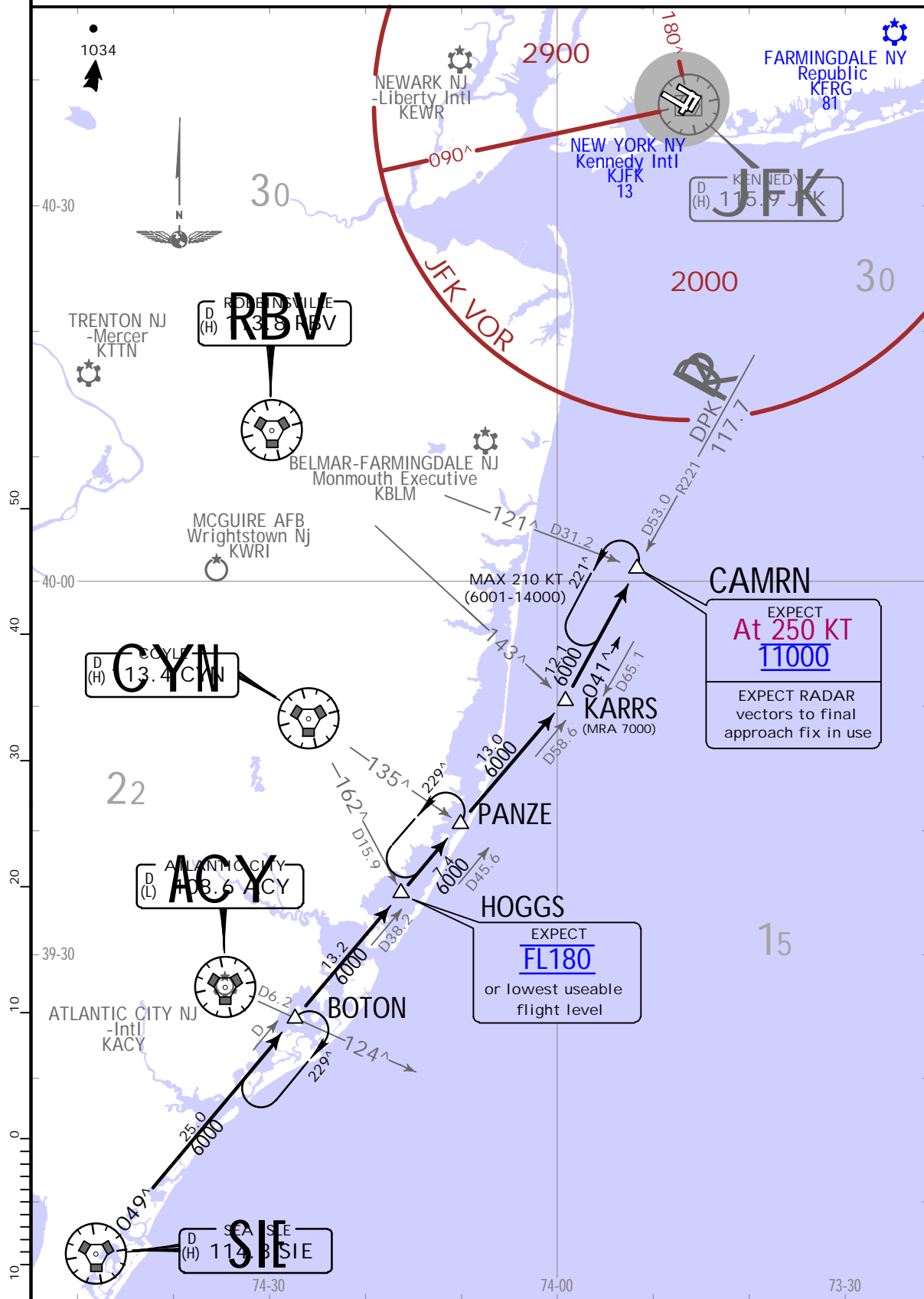
KJFK/JFK
KENNEDY INTL

JEPPESSEN
26 NOV 21 (20-2) .Eff.2.Dec.

NEW YORK, NY
.STAR.

D-ATIS Arrival			Apt Elev	Alt set: INCHES
128.725	117.7	115.4	See graphic	Trans level: FL180
Applicable to turbojet aircraft only.				

CAMRN 4 ARRIVAL (SIE.CAMRN4)



ROUTING
From over SIE VOR via SIE R049 and DPK R221 to CAMRN. EXPECT RADAR vectors to final approach fix in use.

KJFK/JFK
KENNEDY INTL

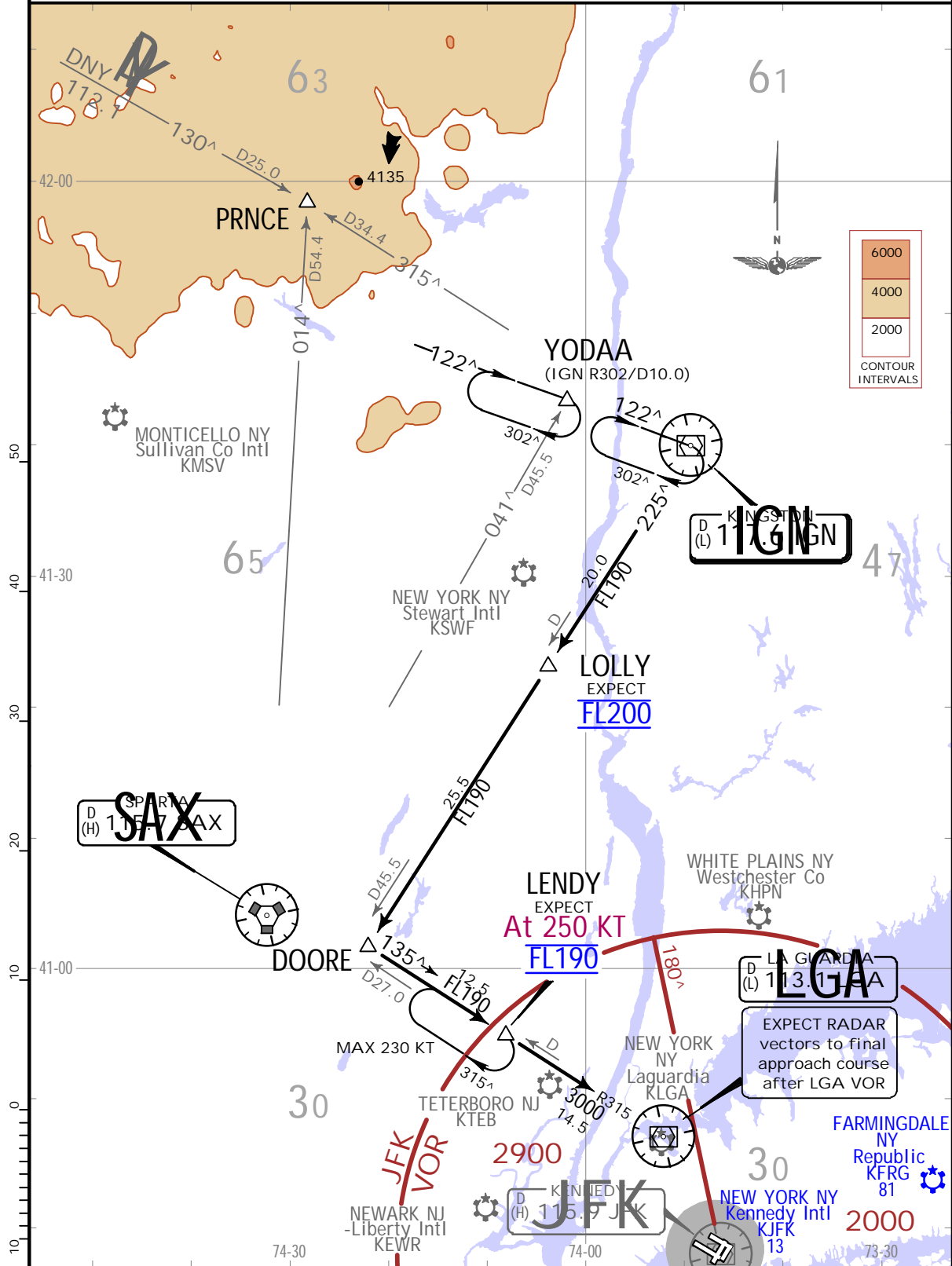
26 NOV 21 **20-2A** .Eff.2.Dec.

NEW YORK, NY
STAR.

D-ATIS Arrival			Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 DME or RADAR required.
128.725	NE 117.7	SW 115.4		

KINGSTON 1 ARRIVAL (IGN.IGN1)

SPEED RESTRICTION
This procedure is applicable to turboprop and turbojet aircraft operating at or above FL190 and 250 KT or greater.



ROUTING
From over IGN VOR on IGN R225 to Lolly, then on IGN R225 to DOORE, then on LGA R315 to LENDY, then on LGA R315 to LGA VOR. EXPECT RADAR vectors to final approach course after LGA VOR.

KJFK/JFK

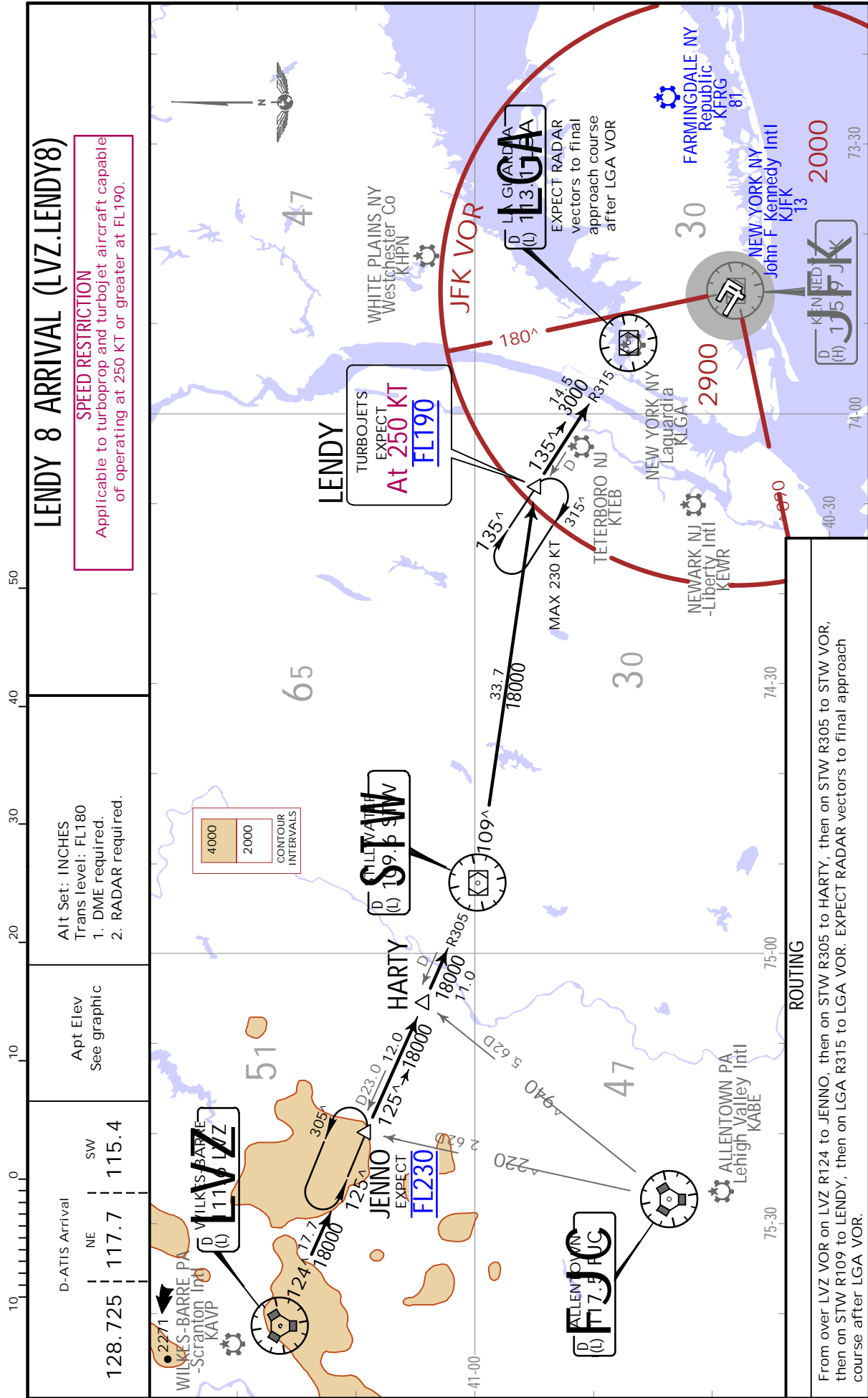
JOHN F KENNEDY INTL

JEPPESEN

28 OCT 22 (20-2B) .Eff.3.Nov.

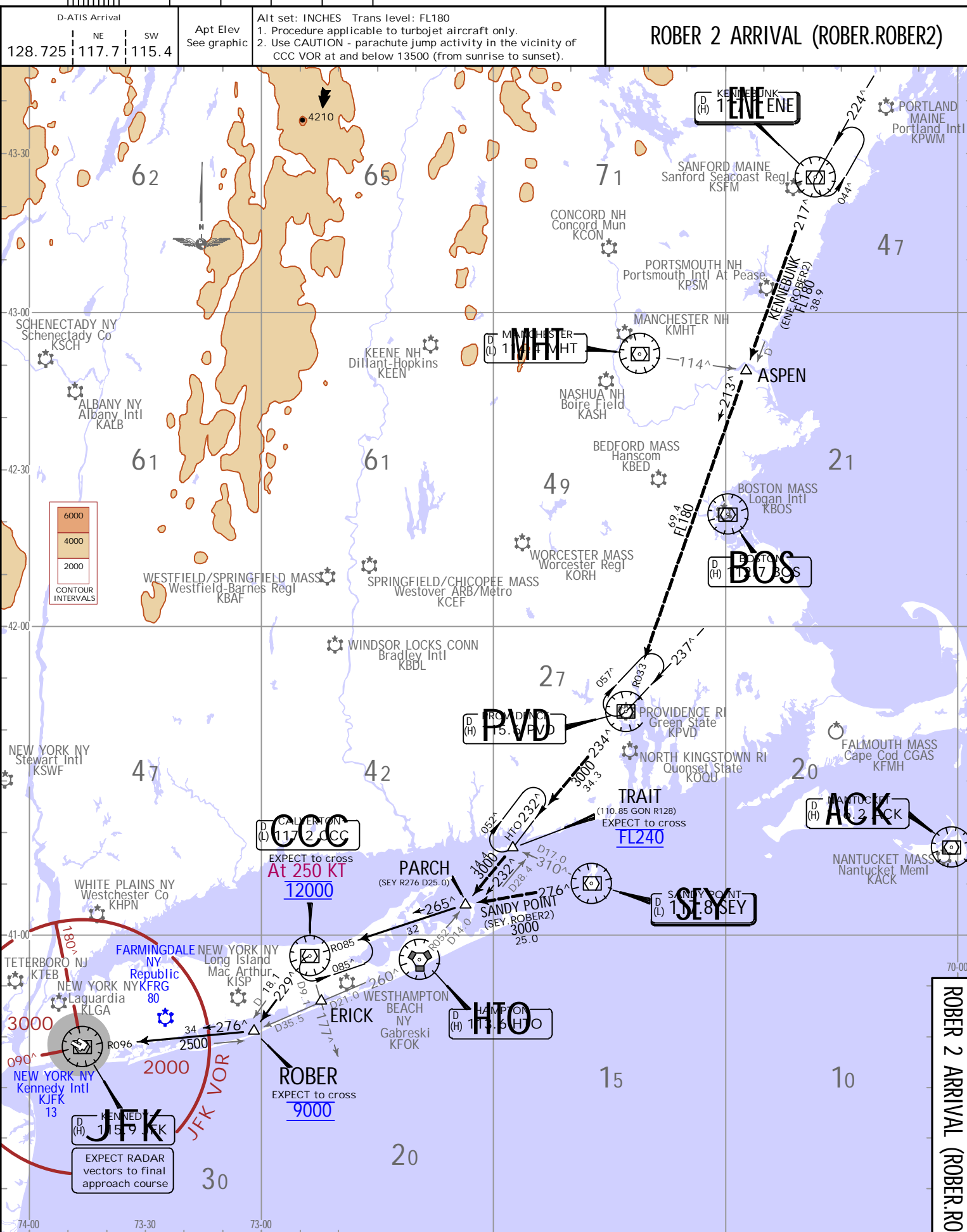
NEW YORK, NY

.STAR.



CHANGES:
TRAIT Formation

KJFK/JFK
KENNEDY INTL



JEPPISEN
NEW YORK, NY
STAR.

JEPPESEN NEW YORK, NY
 26 NOV 21 (20-3) .EFF. 2.Dec. .RNAV.SID.

DEEZZ 5 RNAV DEPARTURE (DEEZZ5.DEEZZ)

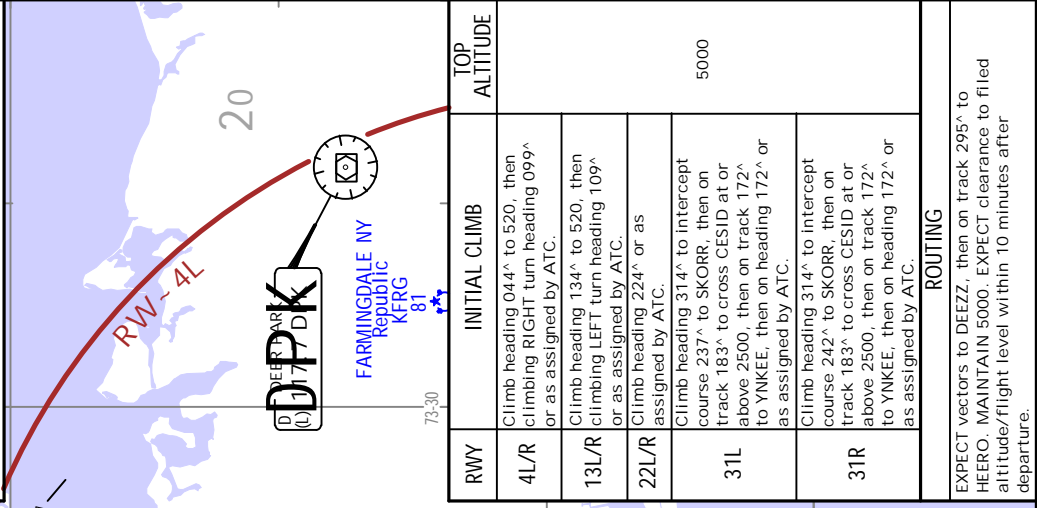
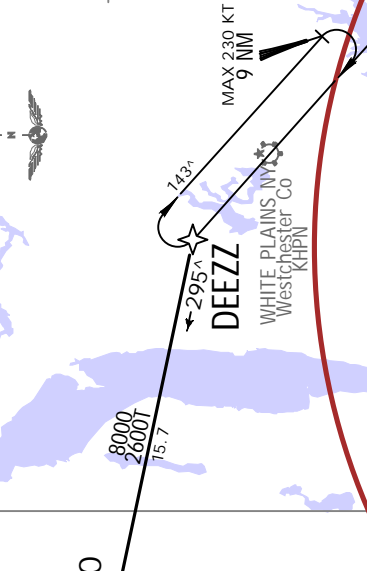
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 4L/R: 13L, 22L/R: Standard (or lower than standard, if authorized).
 Rwy 13R: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 250 per NM to 300.
 Rwy 31L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 1400.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
500 per NM	625	833	1250	1667	2083	2500

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (20-30B1)

NEW YORK
 Departure (R)
 135.9

Trans alt: 18000
 DME/DME/IRU or GPS required RNAV 1
 1. RADAR required.
 2. TOWIN Transition ATC assigned only.
 3. Also serves KFRG.



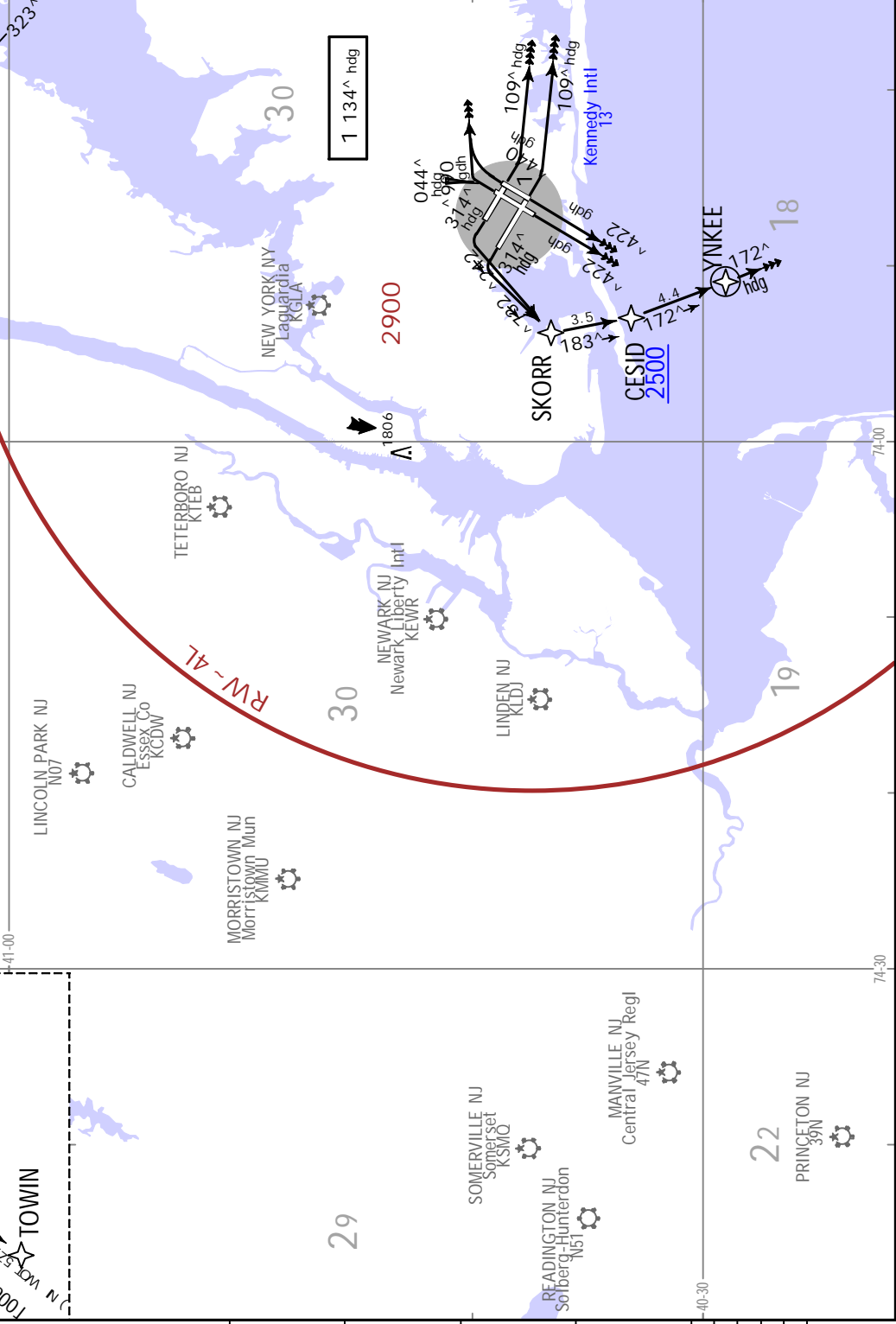
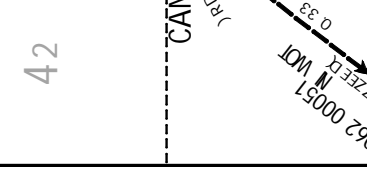
RWY	INITIAL CLIMB	TOP ALTITUDE
4L/R	Climb heading 044° to 520, then climbing RIGHT turn heading 099° or as assigned by ATC.	
13L/R	Climb heading 134° to 520, then climbing LEFT turn heading 109° or as assigned by ATC.	
22L/R	Climb heading 224° or as assigned by ATC.	
31L	Climb heading 314° to intercept 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.	5000
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.	

ROUTING
 EXPECT vectors to DEEZZ, then on track 295° to HEERO. MAINTAIN 5000. EXPECT clearance to filed altitude/flight level w/ in 10 minutes after departure.

KJFK/JFK
 KENNEDY INTL

NEW YORK
 Departure (R)
 135.9

Trans alt: 18000
 DME/DME/IRU or GPS required RNAV 1
 1. RADAR required.
 2. TOWIN Transition ATC assigned only.
 3. Also serves KFRG.



KJFK/JFK
JOHN F. KENNEDY INTL

NEW YORK, NY
.RNAV.SID

JEPESEN
3 MAR 23 (20-3C)

NEW YORK Departures (R)	135.9	Apt Elev	13			
Trans alt:	18000					
RNAV 1	DME/DME/IRU or GPS required					
	1. RADAR required.					
	2. Departing Rwy 31L requires expedited intercept of outbound course 238° to SKORR.					
SKORR 5 RNAV DEPARTURE (SKORR5.SKORR) (RWYS 31L/R)						
TAKEOFF OBSTACLE NOTES See TAKEOFF OBSTACLE NOTES page (20-30B2).						
TAKEOFF MINIMUMS: RWys 4L/R, 13L/R, 22L/R: Not authorized - Noise Abatement RWys 31L/R: Standard with a minimum climb of 500 FT/NM to 3000.						
	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500
INITIAL CLIMB						
RWY 31L	Climb on heading 314° to intercept course 238° to SKORR.					
RWY 31R	Climb on heading 314° to intercept course 243° to SKORR.					
ROUTING						
MAINTAIN 5000 EXPECT clearance to filed altitude/flight level 10 minutes after departure.						
VIA	NORTH AMERICAN ROUTES					
BETTE	EXPECT RADAR vectors to BETTE direct ACK VOR.					
GREKI	EXPECT RADAR vectors to GREKI direct JUDDS direct MARTN.					
HAPIE	EXPECT RADAR vectors to HAPIE direct YAHOO.					
MERT	EXPECT RADAR vectors to MERT direct HFD VOR, then direct PUT VOR, then -TOPPS or EBONY EXPECT direct. -ALLEX via direct SWITCH direct. -TUSKY and SOUTH EXPECT direct BOS VOR direct.					
INITIAL CLIMB & TRANSITIONS						
NOT TO SCALE						

NOT TO SCALE

QUBIS ✦

TOPPS Δ

NOT TO SCALE

WITCH Δ

BOSS (D) (H)

PUT (D) (H)

NOT TO SCALE

ACK (D) (H)

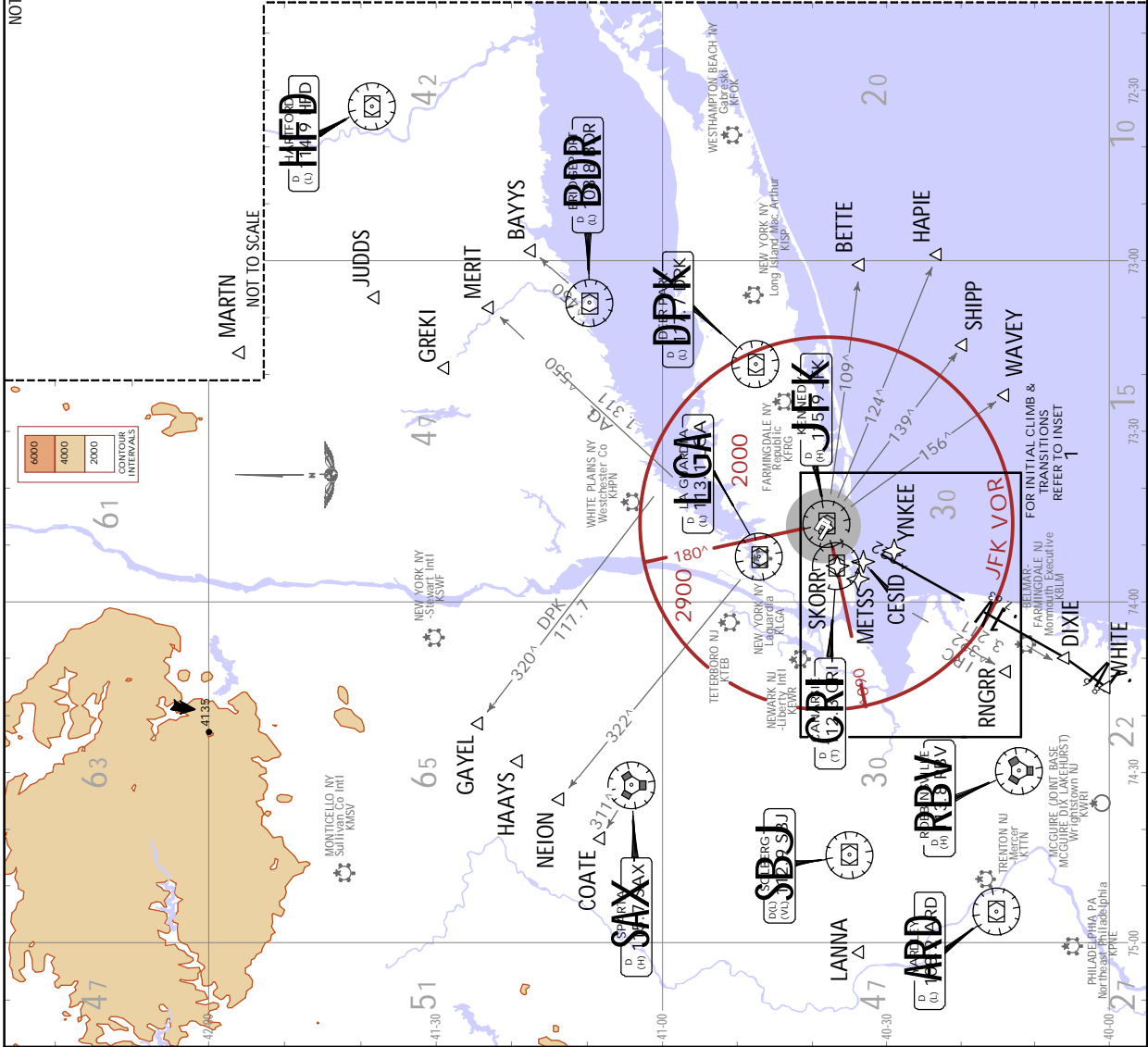
YAHOO Δ

DOVEY ✦

NOT TO SCALE

JOBOC ▲

NOT TO SCALE



KJFK/JFK



 26 NOV 21 (20-3OB1) .Eff.2.Dec.

 NEW YORK, NY
 KENNEDY INTL

TAKEOFF OBSTACLE NOTES

I DEEZZ RNAV AND KENNEDY DEPARTURES:

- RWY 4L:
 FENCE AND LIGHT POLES BEGINNING 94 FROM DER, 466 RIGHT OF CENTERLINE, UP TO 7 AGL/22 MSL. LOCALIZER 204 FROM DER, ON CENTERLINE, 6 AGL/21 MSL. TOWER, LIGHT POLES, UTILITY POLES, FENCE, AND BUILDING BEGINNING 212 FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15 AGL/28 MSL. TREES BEGINNING 400 FROM DER, 765 RIGHT OF CENTERLINE, UP TO 79 AGL/92 MSL. TREES BEGINNING 77 FROM DER, 655 LEFT OF CENTERLINE, UP TO 74 AGL/87 MSL.

- RWY 4R:
 LIGHTS BEGINNING 6 FROM DER, 4 RIGHT OF CENTERLINE, UP TO 2 AGL/13 MSL.
 LIGHTS BEGINNING 6 FROM DER, 5 LEFT OF CENTERLINE, UP TO 2 AGL/13 MSL.
 LIGHTS 10 FROM DER, ON CENTERLINE, 2 AGL/13 MSL. TREES BEGINNING 493 FROM DER, 468 RIGHT OF CENTERLINE, UP TO 34 AGL/48 MSL. TREES BEGINNING 1757 FROM DER, 626 RIGHT OF CENTERLINE, UP TO 57 AGL/66 MSL. TREES BEGINNING 1274 FROM DER, 477 LEFT OF CENTERLINE, UP TO 73 AGL/76 MSL.

- RWY 13L:
 SIGN AND LIGHTS BEGINNING 2 FROM DER, 2 RIGHT OF CENTERLINE, UP TO 3 AGL/14 MSL. LIGHTS 11 FROM DER, ON CENTERLINE, 2 AGL/13 MSL. SIGN, ELECTRICAL EQUIPMENT, AND LIGHTS BEGINNING 11 FROM DER, 3 LEFT OF CENTERLINE, UP TO 3 AGL/14 MSL. POLE AND SIGN BEGINNING 254 FROM DER, 523 RIGHT OF CENTERLINE, UP TO 9 AGL/20 MSL. ROD 1119 FROM DER, 140 LEFT OF CENTERLINE, 39 AGL/58 MSL. TREES BEGINNING 1774 FROM DER, 1 RIGHT OF CENTERLINE, UP TO 72 AGL/91 MSL.

- RWY 13R:
 LIGHTS BEGINNING 4 FROM DER, 40 RIGHT OF CENTERLINE, UP TO 3 AGL/14 MSL.
 LIGHTS BEGINNING 4 FROM DER, 15 LEFT OF CENTERLINE, UP TO 3 AGL/14 MSL.
 BUILDINGS, TOWER, AND GLIDESLOPE ANTENNA BEGINNING 418 FROM DER, 404 LEFT OF CENTERLINE, UP TO 39 AGL/58 MSL. TRANSMISSION TOWERS BEGINNING 4749 FROM DER, 1385 RIGHT OF CENTERLINE, UP TO 139 AGL/140 MSL.

- RWY 22L:
 LIGHTS BEGINNING 3 FROM DER, 4 LEFT OF CENTERLINE, UP TO 2 AGL/13 MSL.
 LIGHTS BEGINNING 4 FROM DER, 5 RIGHT OF CENTERLINE, UP TO 2 AGL/13 MSL.
 LIGHTS 5 FROM DER, ON CENTERLINE, 2 AGL/13 MSL. TREES BEGINNING 433 FROM DER, 578 LEFT OF CENTERLINE, UP TO 27 AGL/31 MSL.

- RWY 22R:
 LIGHTS BEGINNING ABEAM DER, 55 RIGHT OF CENTERLINE, UP TO 2 AGL/13 MSL.
 FENCE, LIGHTS, AND BUSHES BEGINNING ABEAM DER, 54 LEFT OF CENTERLINE, UP TO 8 AGL/19 MSL.

- RWY 31L:
 LIGHTS BEGINNING 9 FROM DER, 80 RIGHT OF CENTERLINE, UP TO 3 AGL/14 MSL.
 LIGHTS BEGINNING 10 FROM DER, 80 LEFT OF CENTERLINE, UP TO 2 AGL/13 MSL.
 TREES 2075 FROM DER, 435 LEFT OF CENTERLINE, UP TO 87 AGL/91 MSL.

KJFK/JFK



 26 NOV 21 (20-3OB2) .Eff.2.Dec.

 NEW YORK, NY
 KENNEDY INTL

TAKEOFF OBSTACLE NOTES (CONTD)

I DEEZZ RNAV AND KENNEDY DEPARTURES (CONTD):

◦ RWY 31R:

LIGHTS BEGINNING 8 FROM DER, 3 LEFT OF CENTERLINE, UP TO 2 AGL/13 MSL. LIGHTS 10 FROM DER, ON CENTERLINE, 2 AGL/13 MSL. LIGHTS BEGINNING 10 FROM DER, 3 RIGHT OF CENTERLINE, UP TO 2 AGL/13 MSL. ELECTRICAL SYSTEM, ELECTRICAL BOX, AND LIGHTS BEGINNING 101 FROM DER, ON CENTERLINE, AND LEFT AND RIGHT OF CENTERLINE, UP TO 7 AGL/18 MSL. APPROACH LIGHTS BEGINNING 200 FROM DER, ON CENTERLINE, UP TO 9 AGL/27 MSL. FENCES, LIGHTS AND POLES BEGINNING 146 FROM DER, 115 LEFT OF CENTERLINE, UP TO 19 AGL/30 MSL. LIGHTS AND TREES BEGINNING 553 FROM DER, 191 RIGHT OF CENTERLINE, UP TO 34 AGL/48 MSL. LIGHTS AND POLES BEGINNING 1443 FROM DER, 334 LEFT OF CENTERLINE, UP TO 55 AGL/67 MSL. POLE 2162 FROM DER, 562 RIGHT OF CENTERLINE, 54 AGL/66 MSL. ANTENNA 3916 FROM DER, 1550 RIGHT OF CENTERLINE, 111 AGL/130 MSL.

SKORR RNAV DEPARTURE:

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 STARTING 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 STARTING 366 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.

D-ATIS Departure	128.725	Data Comm ACARS: DCL PDC: TWIP	122.95
General Aviation Terminal UNICOM	122.95		
Ground	121.9	KENNEDY Clearance (CPT)	135.05
Tower	119.1	(Rwys 4R/22L & 13L/31R)	
	123.9	(Rwys 4L/22R & 13R/31L)	
NEW YORK Departure (R)	135.9		

CAUTION: Rwy 13R can be confused w/ th Rwy 13L.

CAUTION: Be alert to runway crossing clearances. Readback of all runway crossing clearances is required.

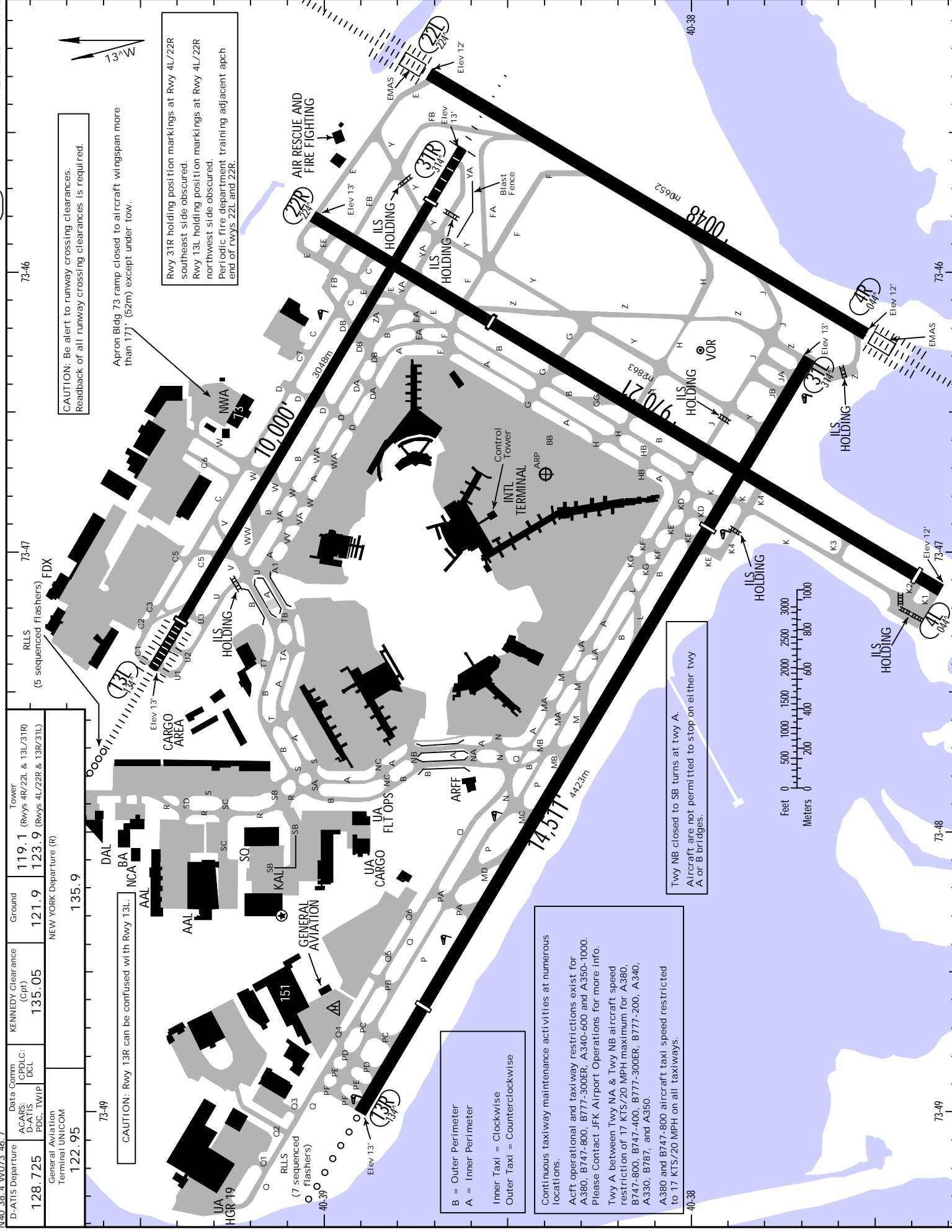
Apron Bldg 73 ramp closed to aircraft wingspan more than 171' (52m) except under tow.

Rwy 31R holding position markings at Rwy 4L/22R southeast side obscured.
Rwy 13L holding position markings at Rwy 4L/22R northwest side obscured.
Periodic fire department training adjacent apch end of rwys 22L and 22R.

Twy NB closed to SB turns at twy A. Aircraft are not permitted to stop on either twy A or B bridges.

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

Continuous taxiway maintenance activities at numerous locations.
A/cft operational and taxiway restrictions exist for A380, B747-800, B777-300ER, A340-600 and A350-1000. Please Contact JFK Airport Operations for more info.
Twy A between Twy NA & Twy NB aircraft speed restriction of 17 KTS/20 MPH maximum for A380, B747-800, B747-400, B777-300ER, B777-200, A340, A330, B787, and A350.
A380 and B747-800 aircraft taxi speed restricted to 17 KTS/20 MPH on all taxiways.



2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng		1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 24 or 1/2		RVR 50 or 1	
Mid RVR 5	Mid RVR 10				
Rollout RVR 5	Rollout RVR 10				

Rwys 4L, 22R, 13L

Both RVRs are required & controlling.		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng		1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 24 or 1/2		RVR 50 or 1	
Rollout RVR 5	Rollout RVR 10				

Rwy 31L

With Mfm climb of 250' /NM to 2400'

(For TAKEOFF OBSTACLE NOTES see 20-9A1)

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng		1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 24 or 1/2		RVR 50 or 1	
Mid RVR 5	Mid RVR 10				
Rollout RVR 5	Rollout RVR 10				

Authorized Only When Local Weather Available		Authorized Only When Local Weather Available	
LOC Rwy 4L	LOC Rwy 4R	LOC Rwy 4L	LOC Rwy 4R
LOC Rwy 13L	LOC Rwy 31L	LOC Rwy 13L	LOC Rwy 31L
VOR Rwy 4L	VOR Rwy 4R	VOR Rwy 4L	VOR Rwy 4R
VOR Rwy 13L	VOR Rwy 31L	VOR Rwy 13L	VOR Rwy 31L
ILS Rwy 4L	ILS Rwy 4R	ILS Rwy 4L	ILS Rwy 4R
ILS Rwy 13L	ILS Rwy 31L	ILS Rwy 13L	ILS Rwy 31L
ILS Rwy 51R		ILS Rwy 51R	
FOR FILING AS ALTERNATE		FOR FILING AS ALTERNATE	
RNAV (GPS) Y Rwy 4L	RNAV (GPS) Y Rwy 4R	RNAV (GPS) Y Rwy 4L	RNAV (GPS) Y Rwy 4R
RNAV (GPS) X Rwy 22L	RNAV (GPS) X Rwy 22R	RNAV (GPS) X Rwy 22L	RNAV (GPS) X Rwy 22R
RNAV (GPS) Y Rwy 22L	RNAV (GPS) Y Rwy 22R	RNAV (GPS) Y Rwy 22L	RNAV (GPS) Y Rwy 22R
RNAV (GPS) Y Rwy 31L	RNAV (GPS) Y Rwy 31R	RNAV (GPS) Y Rwy 31L	RNAV (GPS) Y Rwy 31R
RNAV (RNP) Z Rwy 4L	RNAV (RNP) Z Rwy 4R	RNAV (RNP) Z Rwy 4L	RNAV (RNP) Z Rwy 4R
RNAV (RNP) Z Rwy 13L	RNAV (RNP) Z Rwy 13R	RNAV (RNP) Z Rwy 13L	RNAV (RNP) Z Rwy 13R
RNAV (RNP) Z Rwy 31L	RNAV (RNP) Z Rwy 31R	RNAV (RNP) Z Rwy 31L	RNAV (RNP) Z Rwy 31R
Authorized Only When Local Weather Available		Authorized Only When Local Weather Available	
ILS Rwy 22L	ILS Rwy 22R	ILS Rwy 22L	ILS Rwy 22R
LOC Rwy 22L	LOC Rwy 22R	LOC Rwy 22L	LOC Rwy 22R
RNAV (GPS) Z Rwy 13L	RNAV (GPS) Z Rwy 13R	RNAV (GPS) Z Rwy 13L	RNAV (GPS) Z Rwy 13R
Other		Other	
A	600-2	800-2	800-2
B	600-2	800-2	800-2
C	600-2	800-2	800-2
D	600-2	800-2	800-2

GENERAL
 Birds on and in vicinity of airport.
 High volume of low level VFR traffic, 500' and below, along shoreline south of JFK.
 Low-level wind shear alert system.
 Terminal Doppler Weather Radar
 ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
 Rwy status lights in operation.

ADDITIONAL RUNWAY INFORMATION

RWY	THRESHOLD	LANDING BEYOND	USABLE LENGTHS		TAKE-OFF WIDTH			
			Threshold	GLIDE Slope				
4L	HIRL CL TDZ	PAPI-L (angle 3.00°)	grooved	RVR 2	11,619' 3541m	10532' 3210m	11,351' 3460m	200' 61m
22R	HIRL CL	PAPI-L (angle 3.00°)	grooved	RVR 3	8654' 2638m	7529' 2295m		

1 Unusable beyond 8' right of centerline.
 2 LDA 11070' 3356m.
 3 LDA 7794' 2376m.

4R	HIRL CL ALSF-II TDZ	4 PAPI-L	grooved	RVR	7395' 2254m	7442' 2268m	200' 61m
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4 Angle 3.00°

13L	HIRL CL ALSF-II	5 RLLS TDZ	6 PAPI-L	grooved	RVR 9093' 2772m	7992' 2436m	200' 61m
31R	HIRL CL MALSR TDZ	7 PAPI-R	grooved	RVR 8	8973' 2735m	8165' 2489m	

5 Uses the 1000' light station of the ALS only with CRI VOR approaches and is angled toward ACQUEDUCT.
 Also 5 SFLs from 1200'-2000' and a 5 SFL grouping approx 1 mile from rwy plus 1 adjacent forming apch.
 Apch gate angled 35° south of rwy centerline designed to provide earlier ident of rwy environment.
 6 Angle 3.00°, unusable left of Rwy centerline.
 7 Angle 3.00°.
 8 LDA 8486' 2587m.

13R

HIRL CL RLLS	9 PAPI-L (angle 3.00°)	grooved	RVR 12,468' 3800m		200' 61m
31L	HIRL CL	PAPI-L (angle 3.00°)	grooved	RVR 11,248' 3428m	10,144' 3092m

9 Offset 22 degrees left to support VOR or GPS Rwy 13R and PARKWAY VISUAL Rwy 13R.

TAKE-OFF

Rwys 4R, 13R, 22L

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng		1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 24 or 1/2		RVR 50 or 1	
Mid RVR 5	Mid RVR 10				
Rollout RVR 5	Rollout RVR 10				

Rwy 31R

With Mfm climb of 230' /NM to 2400'

Both RVRs are required & controlling.		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng		1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 24 or 1/2		RVR 50 or 1	
Rollout RVR 5	Rollout RVR 10				

KJFK/JFK


JEPPESEN
 16 SEP 22 (20-9A1)

NEW YORK, NY
 KENNEDY INTL

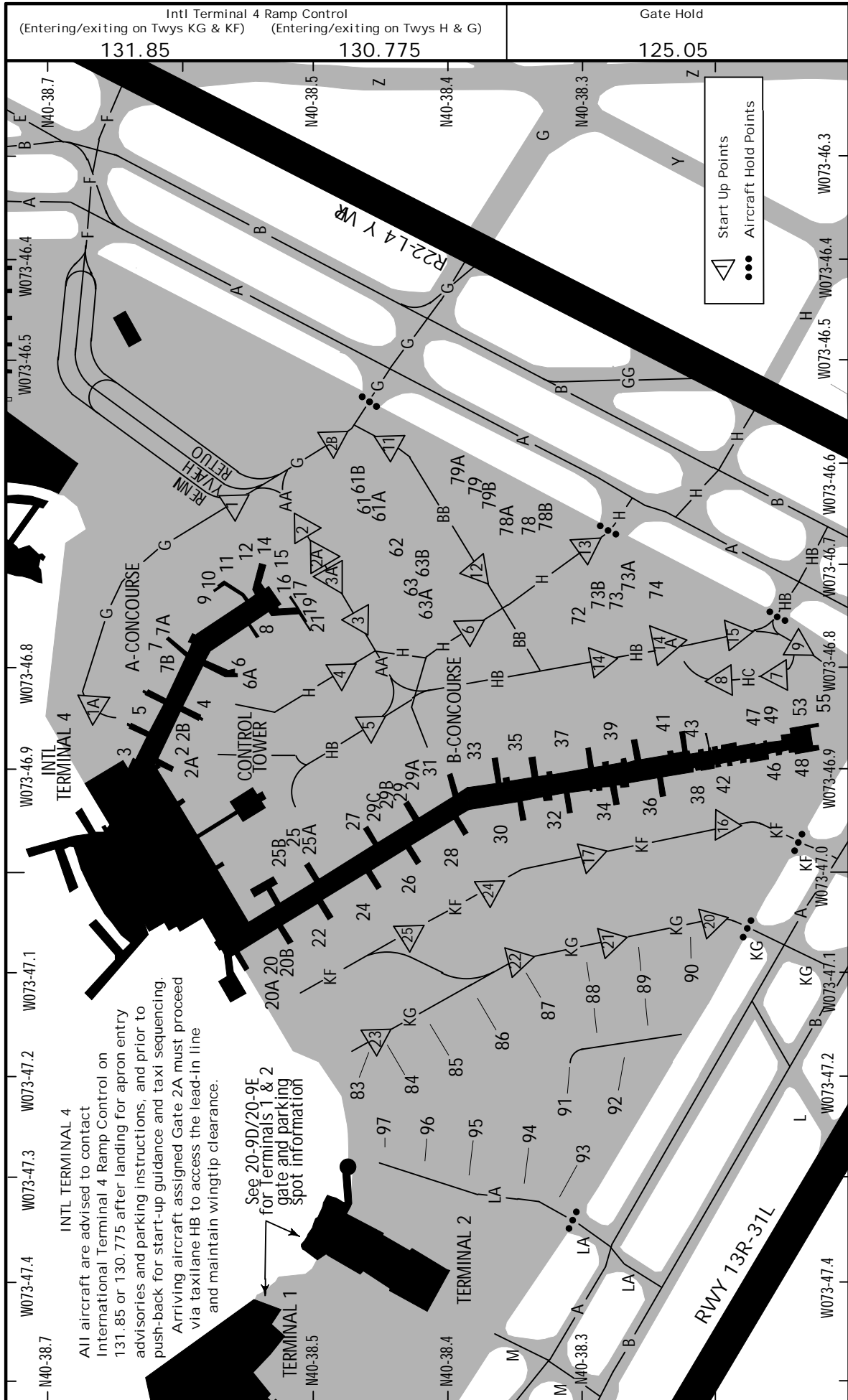
ODP TAKEOFF OBSTACLE NOTES

- RWY 4L:
Fence and light poles beginning 94' from DER, 466' right of centerline, up to 7' AGL/22' MSL. Localizer 204' from DER, on centerline, 6' AGL/21' MSL. Tower, light poles, utility poles, fence and building beginning 212' from DER, left and right of centerline, up to 15' AGL/28' MSL. Trees beginning 400' from DER, 765' right of centerline, up to 79' AGL/92' MSL. Trees beginning 77' from DER, 655' left of centerline, up to 74' AGL/87' MSL.
- RWY 4R:
Lights beginning 6' from DER, 4' right of centerline, up to 2' AGL/13' MSL. Lights beginning 6' from DER, 5' left of centerline, up to 2' AGL/13' MSL. Lights 10' from DER, on centerline, 2' AGL/13' MSL. Trees beginning 493' from DER, 468' right of centerline, up to 34' AGL/48' MSL. Trees beginning 1757' from DER, 626' right of centerline, up to 57' AGL/66' MSL. Trees beginning 1274' from DER, 477' left of centerline, up to 73' AGL/76' MSL.
- RWY 13L:
Sign and lights beginning 2' from DER, 2' right of centerline, up to 3' AGL/14' MSL. Lights 11' from DER, on centerline, 2' AGL/13' MSL. Sign, electrical equipment, and lights beginning 11' from DER, 3' left of centerline, up to 3' AGL/14' MSL. Pole and sign beginning 254' from DER, 523' right of centerline, up to 9' AGL/20' MSL. Rod 1119' from DER, 140' left of centerline, 39' AGL/58' MSL. Trees beginning 1774' from DER, 1' right of centerline, up to 72' AGL/91' MSL.
- RWY 13R:
Lights beginning 4' from DER, 40' right of centerline, up to 3' AGL/14' MSL. Lights beginning 4' from DER, 15' left of centerline, up to 3' AGL/14' MSL. Buildings, tower, and glideslope antenna beginning 418' from DER, 404' left of centerline, up to 39' AGL/58' MSL. Transmission towers beginning 4749' from DER, 1385' right of centerline, up to 139' AGL/140' MSL.
- RWY 22L:
Lights beginning 3' from DER, 4' left of centerline, up to 2' AGL/13' MSL. Lights beginning 4' from DER, 5' right of centerline, up to 2' AGL/13' MSL. Lights 5' from DER, on centerline, 2' AGL/13' MSL. Trees beginning 433' from DER, 578' left of centerline, up to 27' AGL/31' MSL.
- RWY 22R:
Lights beginning abeam DER, 55' right of centerline, up to 2' AGL/13' MSL. Fence, lights, and bushes beginning abeam DER, 54' left of centerline, up to 8' AGL/19' MSL.
- RWY 31L:
Lights beginning 9' from DER, 80' right of centerline, up to 3' AGL/14' MSL. Lights beginning 10' from DER, 80' left of centerline, up to 2' AGL/13' MSL. Trees 2075' from DER, 435' left of centerline, up to 87' AGL/91' MSL.
- RWY 31R:
Lights beginning 8' from DER, 3' left of centerline, up to 2' AGL/13' MSL. Lights 10' from DER, on centerline, 2' AGL/13' MSL. Lights beginning 10' from DER, 3' right of centerline, up to 2' AGL/13' MSL. Electrical system, electrical box, and lights beginning 101' from DER, on centerline, and left and right of centerline, up to 7' AGL/18' MSL. Approach lights beginning 200' from DER, on centerline, up to 9' AGL/27' MSL. Fences, lights, and poles beginning 146' from DER, 115' left of centerline, up to 19' AGL/30' MSL. Lights and trees beginning 553' from DER, 191' right of centerline, up to 34' AGL/48' MSL. Lights and poles beginning 1443' from DER, 334' left of centerline, up to 55' AGL/67' MSL. Pole 2162' from DER, 562' right of centerline, 54' AGL/66' MSL. Antenna 3916' from DER, 1550' right of centerline, 111' AGL/130' MSL.

KJFK/JFK

JEPPesen
3 MAR 23 20-9B

NEW YORK, NY
KENNEDY INTL



Intl Terminal 4 Ramp Control (Entering/exiting on Twys KG & KF)	Gate Hold (Entering/exiting on Twys H & G)
131.85	125.05
130.775	

INTL TERMINAL 4
All aircraft are advised to contact International Terminal 4 Ramp Control on 131.85 or 130.775 after landing for apron entry advisories and parking instructions, and prior to push-back for start-up guidance and taxi sequencing. Arriving aircraft assigned Gate 2A must proceed via taxiway HB to access the lead-in line and maintain wingtip clearance.

See 20-9D/20-9F for terminals 1 & 2 gate and parking spot information

KJFK/JFK



NEW YORK, NY
KENNEDY INTL

PARKING GATE COORDINATES

GATE/SPOT No.	COORDINATES	GATE/SPOT No.	COORDINATES
Intl Terminal 4 A CONCOURSE		South of Intl Terminal 4	
2, 2A, 2B, 3	N40 38.6 W073 46.9	61, 61A, 61B	N40 38.5 W073 46.6
4 thru 7B	N40 38.6 W073 46.8	62 thru 63B	N40 38.4 W073 46.7
8	N40 38.5 W073 46.8	72, 73, 73A, 73B	N40 38.3 W073 46.7
9, 10	N40 38.6 W073 46.7	74	N40 38.2 W073 46.7
11, 12	N40 38.5 W073 46.7	78, 78B	N40 38.3 W073 46.6
14 thru 17	N40 38.5 W073 46.7	78A	N40 38.4 W073 46.7
19, 21	N40 38.5 W073 46.8	79, 79A, 79B	N40 38.4 W073 46.6
B CONCOURSE		West of Intl Terminal 4	
20, 20A, 20B, 22	N40 38.5 W073 47.1	83	N40 38.5 W073 47.2
24, 25, 25A, 25B	N40 38.5 W073 47.0	84 thru 86	N40 38.4 W073 47.2
26	N40 38.4 W073 47.0	87 thru 89	N40 38.3 W073 47.1
27	N40 38.5 W073 47.0	90	N40 38.2 W073 47.1
28	N40 38.4 W073 47.0	91, 92	N40 38.3 W073 47.2
29 thru 29C	N40 38.4 W073 46.9	93, 94	N40 38.3 W073 47.3
30	N40 38.4 W073 47.0	95 thru 97	N40 38.4 W073 47.3
31	N40 38.4 W073 46.9		
32	N40 38.3 W073 46.9		
33	N40 38.4 W073 46.9		
34, 35	N40 38.3 W073 46.9		
36	N40 38.2 W073 46.9		
37	N40 38.3 W073 46.9		
38	N40 38.2 W073 46.9		
39	N40 38.3 W073 46.9		
41 thru 43	N40 38.2 W073 46.9		
46, 47	N40 38.2 W073 46.9		
48	N40 38.1 W073 46.9		
49	N40 38.2 W073 46.9		
53, 55	N40 38.1 W073 46.8		

KJFK/JFK



NEW YORK, NY

3 MAR 23

20-9E

KENNEDY INTL

PARKING GATE COORDINATES

GATE/SPOT No.	COORDINATES	GATE/SPOT No.	COORDINATES
Terminal 1		Terminal 7	
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 thru 11	N40 38.5 W073 47.6	5, 6	N40 39.1 W073 47.0
HS1, HS1A, HS2B	N40 38.6 W073 47.6	7, 8	N40 39.0 W073 47.0
HS2, HS2A	N40 38.7 W073 47.6	9 thru 11	N40 39.0 W073 46.9
Terminal 2		12	N40 38.9 W073 46.9
60	N40 38.5 W073 47.3	Terminal 8	
61, 62	N40 38.4 W073 47.3	10, 12, 12X	N40 38.9 W073 47.5
63 thru 68	N40 38.4 W073 47.4	14, 16, 18	N40 38.9 W073 47.4
69, 70	N40 38.5 W073 47.4	20	N40 38.9 W073 47.3
98, 99	N40 38.4 W073 47.5	Concourse B	
Terminal 5		1, 2, 2A	N40 38.8 W073 47.7
1 thru 3	N40 38.7 W073 46.6	3 thru 5	N40 38.8 W073 47.6
4 thru 8	N40 38.7 W073 46.5	6, 8, 8X	N40 38.9 W073 47.6
9 thru 11	N40 38.7 W073 46.4	7	N40 38.8 W073 47.5
12, 14	N40 38.7 W073 46.3	8, 8X	N40 38.9 W073 47.6
15, 16	N40 38.8 W073 46.3	Concourse C	
17 thru 19	N40 38.8 W073 46.4	31A, 31B	N40 39.0 W073 47.7
20 thru 23	N40 38.8 W073 46.5	31C, 31D, 31E	N40 38.9 W073 47.8
24, 25	N40 38.8 W073 46.6	32F thru 32G	N40 38.9 W073 47.8
26, 27	N40 38.9 W073 46.6	32H, 32I, 34, 36	N40 39.0 W073 47.7
28 thru 30	N40 38.9 W073 46.7	35	N40 38.9 W073 47.6
H1	N40 38.5 W073 46.4	37 thru 42	N40 39.0 W073 47.6
H2, H3	N40 38.5 W073 46.5	43 thru 46	N40 39.0 W073 47.5
H4, H5	N40 38.6 W073 46.5	47, 47X	N40 39.0 W073 47.4
H6, H7	N40 38.6 W073 46.4	Building 23	
H31	N40 38.9 W073 46.7	1, 2	N40 39.0 W073 48.1
H32, H33	N40 39.0 W073 46.8	3, 4	N40 39.0 W073 48.0
H34	N40 38.9 W073 46.8	RON Parking	
		A, B	N40 39.0 W073 47.3
		C	N40 39.0 W073 47.2
		D	N40 38.9 W073 47.2

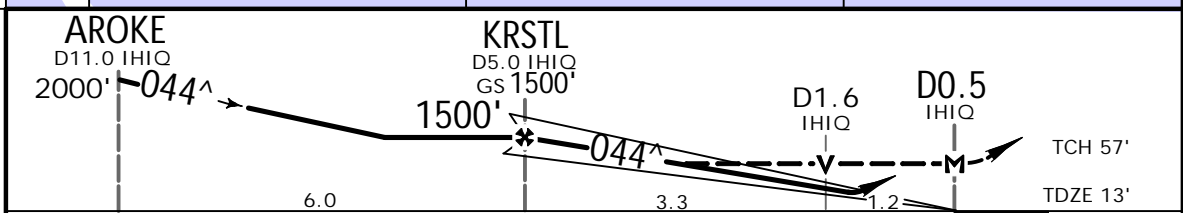
KJFK/JFK

KENNEDY INTL

JEPPESSEN
23 DEC 22 (21-1) .Eff.29.Dec.

NEW YORK, NY
ILS or LOC Rwy 4L

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)	Ground
128.725	117.7	115.4	128.125	123.9 119.1	121.9
LOC IHQ 110.9	Final Apch Crs 044 [^]	KRSTL 1500' (1487')	ILS DA(H) 231' (218')	Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' outbound on 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 for procedure entry. 2. DME or Radar required for LOC only. 3. Simultaneous approach authorized. 4. Autopilot coupled approach NA below 200 FT MSL. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75').					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	3000'	JFK on R-062	DUFFY	
GS	3.00 [^]	372	478	531	637	743						849
MAP at D0.5 IHQ or KRSTL to MAP	4.5	3:51	3:00	2:42	2:15	1:56						1:41

.TERPS.		STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND		
ILS DA(H) 231' (218')		LOC (GS out) MDA(H) 460' (447')			Max Kts		
RVR 40 or 3/4		RVR 55 or 1			MDA(H)		
		1 3/8			90		
					120		
					140		
					165		

TERPS AMEND 11E 29 DEC 2022

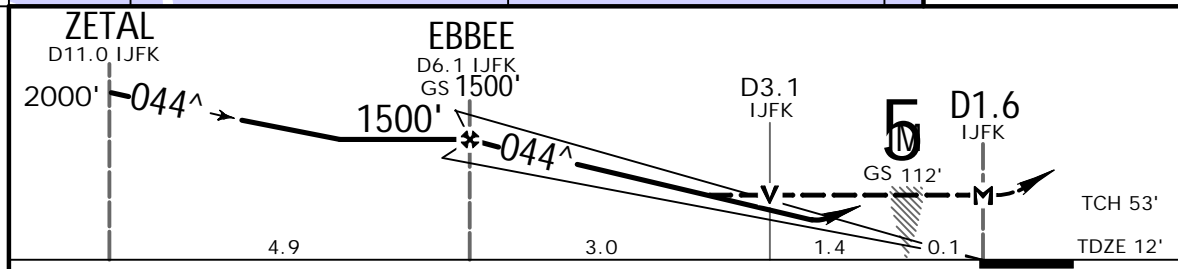
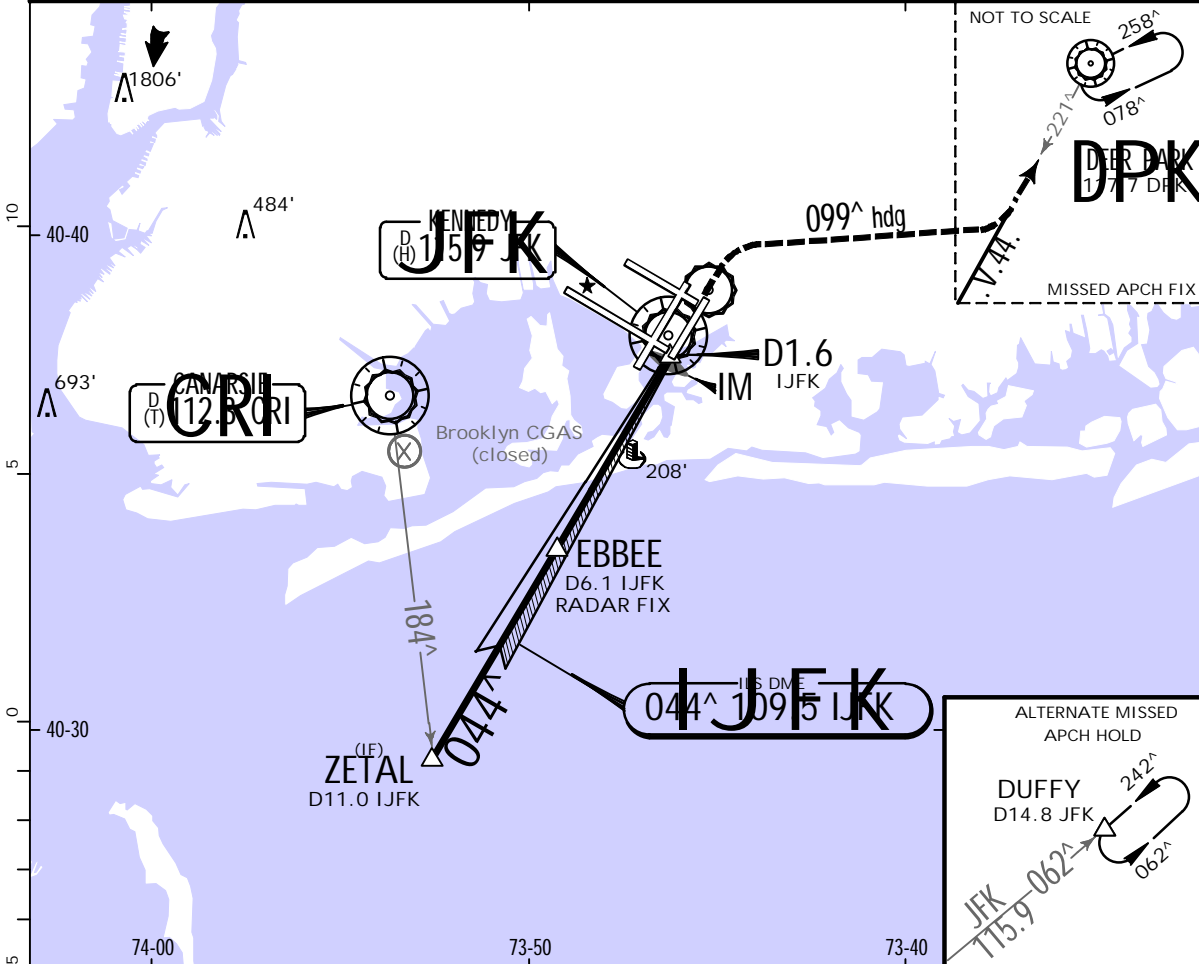
KJFK/JFK

KENNEDY INTL

JEPPESEN
15 MAY 20 **(21-2)** .Eff.21.May.

NEW YORK, NY
ILS or LOC Rwy 4R

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground	
128.725	117.7	115.4	128.125		119.1	123.9	121.9	
LOC IJFK 109.5	Final Apch Crs 044[^]		EBBEE 1500' (1488')		ILS DA(H) 212' (200')		Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' heading 099 [^] and V-44 to DPK VOR and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Radar required for procedure entry. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00 [^] /TCH 69').								
								MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	800'	4000'	099 [^] hdg	and V-44
GS	3.00 [^]	372	478	531	637	849					
MAP at D1.6 IJFK or EBBEE to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41				

TERPS.						STRAIGHT-IN LANDING RWY 4R		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 212' (200')			ALS out			MDA(H) 540' (528')		ALS out		Max Kts	
FULL			TDZ/CL out			ALS out		ALS out		90	
A			RVR 18 or 1/2			RVR 24 or 1/2		RVR 50 or 1		120	
B			RVR 24 or 1/2			RVR 55 or 1		1 1/2		140	
C			RVR 40 or 3/4							165	
D										640'(627') -1	
										680'(667') -1 3/4	
										680'(667') -2	

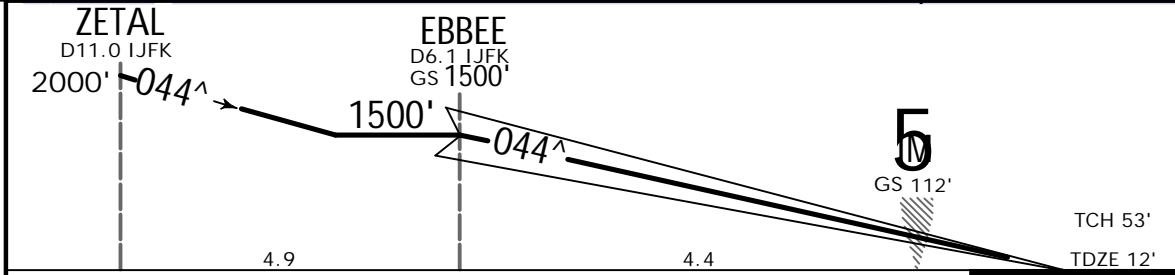
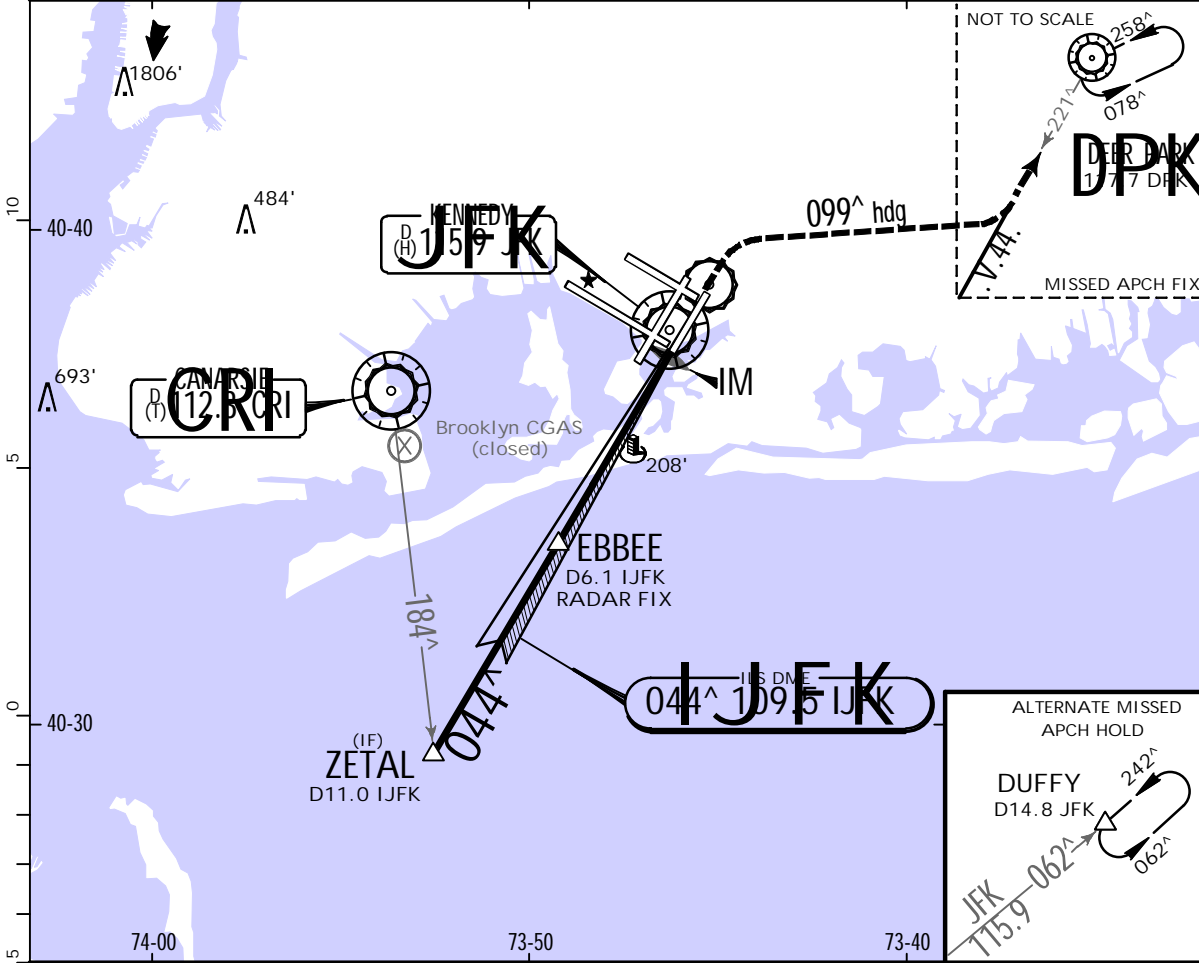
TERPS AMEND 30B 21 MAY 2020
1 RVR 18 with Flight Director or Autopilot or HUD to DA.
CHANGES: Notes, minimums, alternate missed approach. | JEPPESEN, 1998, 2020. ALL RIGHTS RESERVED.

KJFK/JFK
KENNEDY INTL

JEPPESEN
15 MAY 20
Eff. 21 May. (21-2A)

NEW YORK, NY
ILS Rwy 4R CAT II & III

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.725	117.7	115.4	128.125	119.1	123.9	121.9
LOC IJFK 109.5	Final Appch Crs 044 [^]	EBBEE (1488')	CAT III Refer to minimums	CAT II RA 112' DA(H)112' (100')	Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' heading 099 [^] 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 for procedure entry. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00 [^] /TCH 69').						MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	800'	4000'	099 [^] hdg	and V-44
GS	3.00 [^]	372	478	531	637	743		849	↑	↻ RT	

TERPS.			STRAIGHT-IN LANDING RWY 4R			CAT II ILS RA 112' DA(H) 112' (100')		
CAT III ILS			RVR 6			RVR 12		

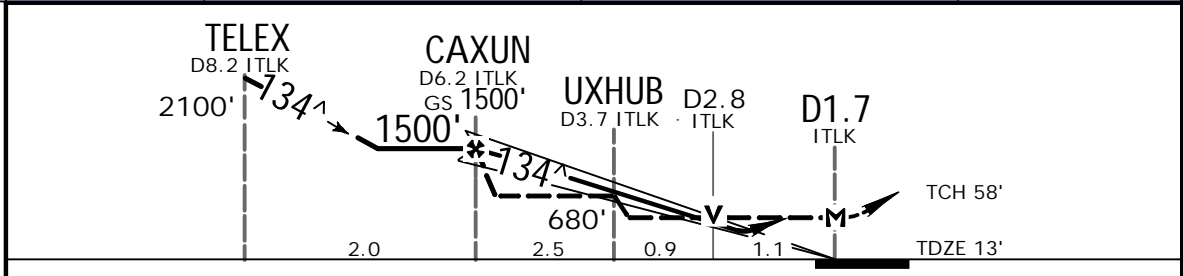
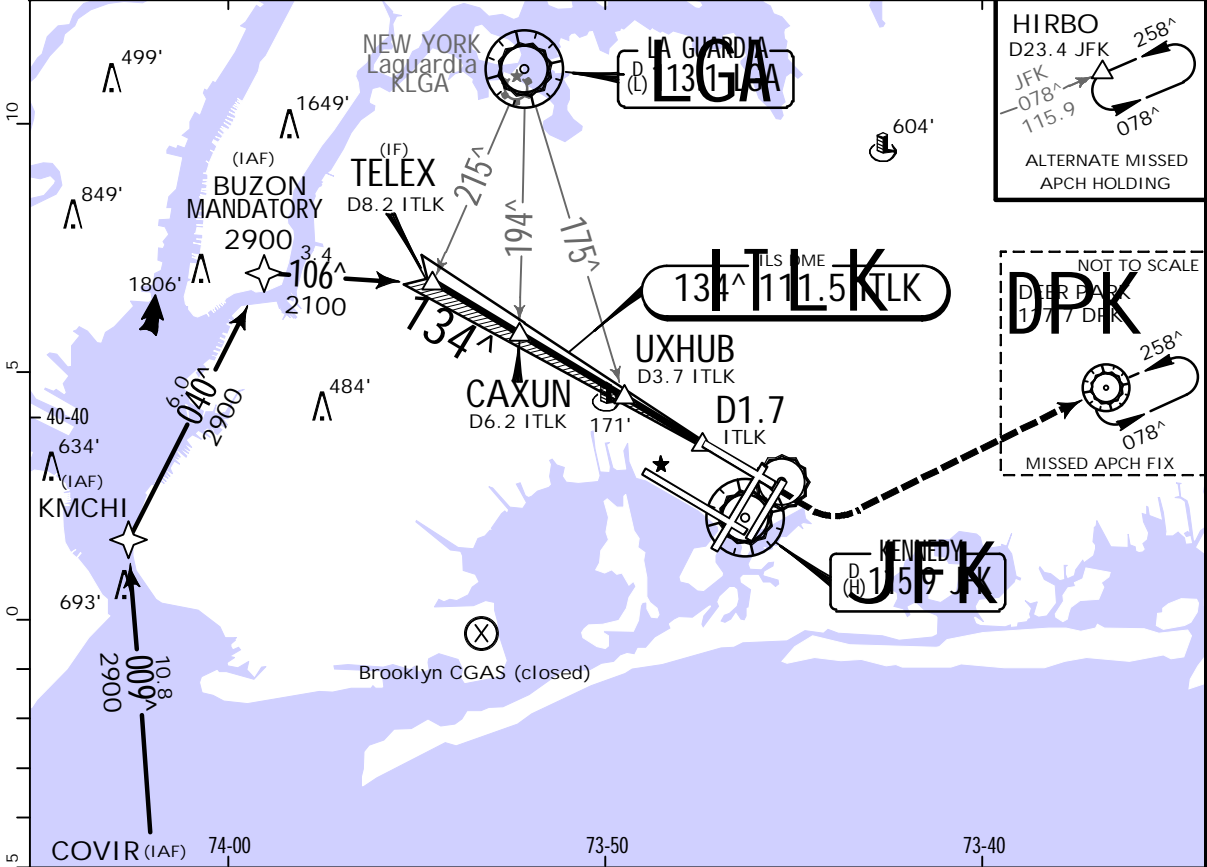
TERPS AMEND 30B 21 MAY 2020

KJFK/JFK
KENNEDY INTL

JEPPESEN
23 DEC 22
Eff. 29 Dec. (21-3)

NEW YORK, NY
ILS or LOC Rwy 13L

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)	Ground
128.725	117.7	115.4	128.125	119.1 123.9	121.9
LOC ITLK 111.5	Final Apch Crs 134^	CAXUN 1500' (1487')		ILS DA(H) 213' (200')	Apt Elev 13' TDZE 13'
MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' direct DPK VOR and hold.					
Alt Set: INCHES			Trans level: FL 180	Trans alt: 18000'	
RNAV-1 GPS or Radar required for procedure entry. From COVIR, KMCHI, BUZON: RNAV 1-GPS required.					
VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74').					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI RLS	600'	4000'	DPK 117.7
GS	3.00^	372	478	531	637	849		↑	←	
MAP at D1.7 ITLK or CAXUN to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41			

	STRAIGHT-IN LANDING RWY 13L				CIRCLE-TO-LAND			
	ILS		LOC (GS out)		With UXHUB		Without UXHUB	
	DA(H)	213' (200')	MDA(H)	440' (427')	MDA(H)	680' (667')		
			With UXHUB	Without UXHUB				
	IDZ/CL out	ALS out	ALS out	ALS out	Max Kts	MDA(H)	MDA(H)	
A					90	640'(627')-1	680'(667')-1	
B					120	700'(687')-2	700'(687')-2	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	140	700'(687')-2	700'(687')-2	
D					165	700'(687')-2 1/4	700'(687')-2 1/4	

TERPS AMEND 18D 29 DEC 2022
1 RVR 18 with Flight Director or Autopilot or HUD to DA.
CHANGES: Minimums, VDP, topography, format. | JEPPESEN, 1998, 2022. ALL RIGHTS RESERVED.

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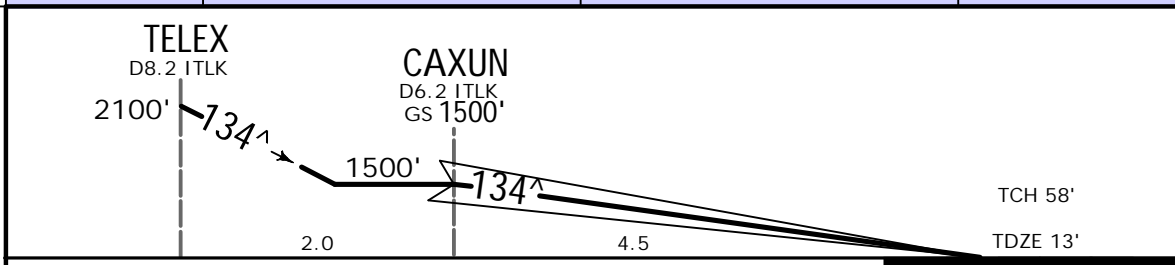
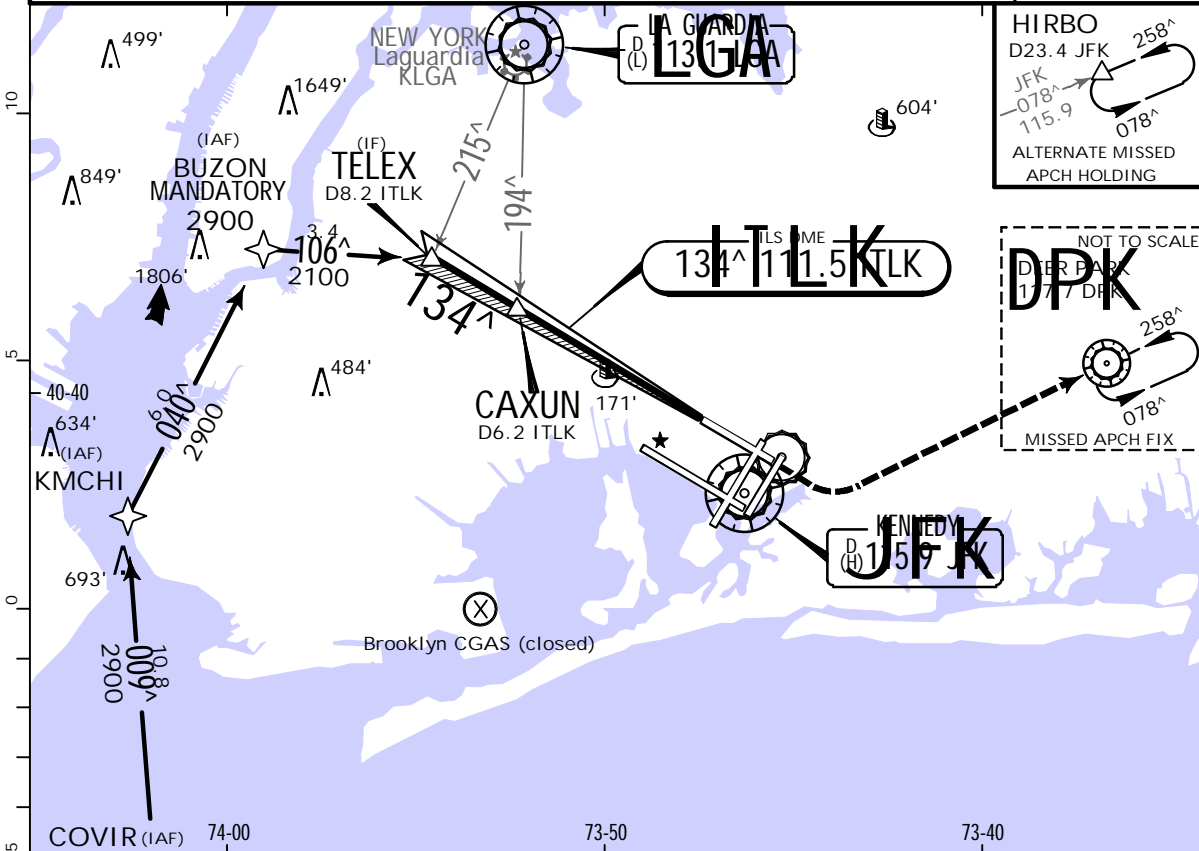


23 DEC 22

(21-3A) .Eff.29.Dec.

NEW YORK, NY
ILS Rwy 13L CAT II

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.725	117.7	115.4	128.125	119.1	123.9	121.9
LOC ITLK 111.5	Final Apch Crs 134^	CAXUN 1500' (1487')	CAT II ILS RA 150' DA(H) 163' (150')	Apt Elev 13' TDZE 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'	
RNAV-1 GPS or Radar required for procedure entry. From COVIR, KMCHI, BUZON: RNAV 1-GPS required.						
1. Special Aircrew & Acft certification required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00^/TCH 74').						MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI RLLS	600' ↑ 4000' ← LT	DPK 117.7
GS	3.00^	372	478	531	637	849			

.TERPS. STRAIGHT-IN LANDING RWY 13L
CAT II ILS
RA 150'
DA(H) 163' (150')

RVR 16

TERPS AMEND 18D 29 DEC 2022

KJFK/JFK

KENNEDY INTL



NEW YORK, NY

ILS or LOC Rwy 22L

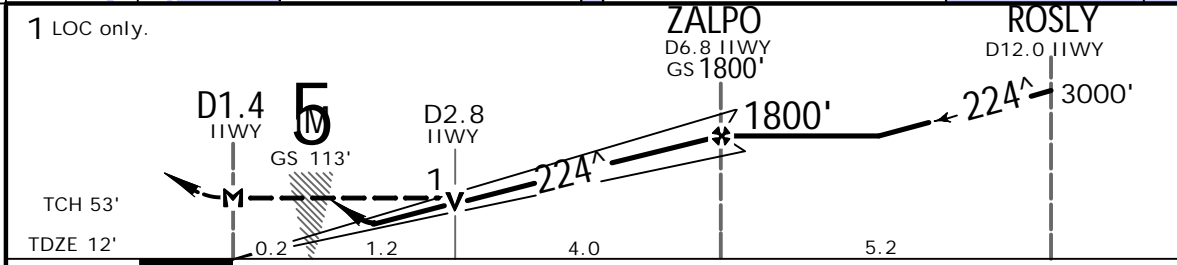
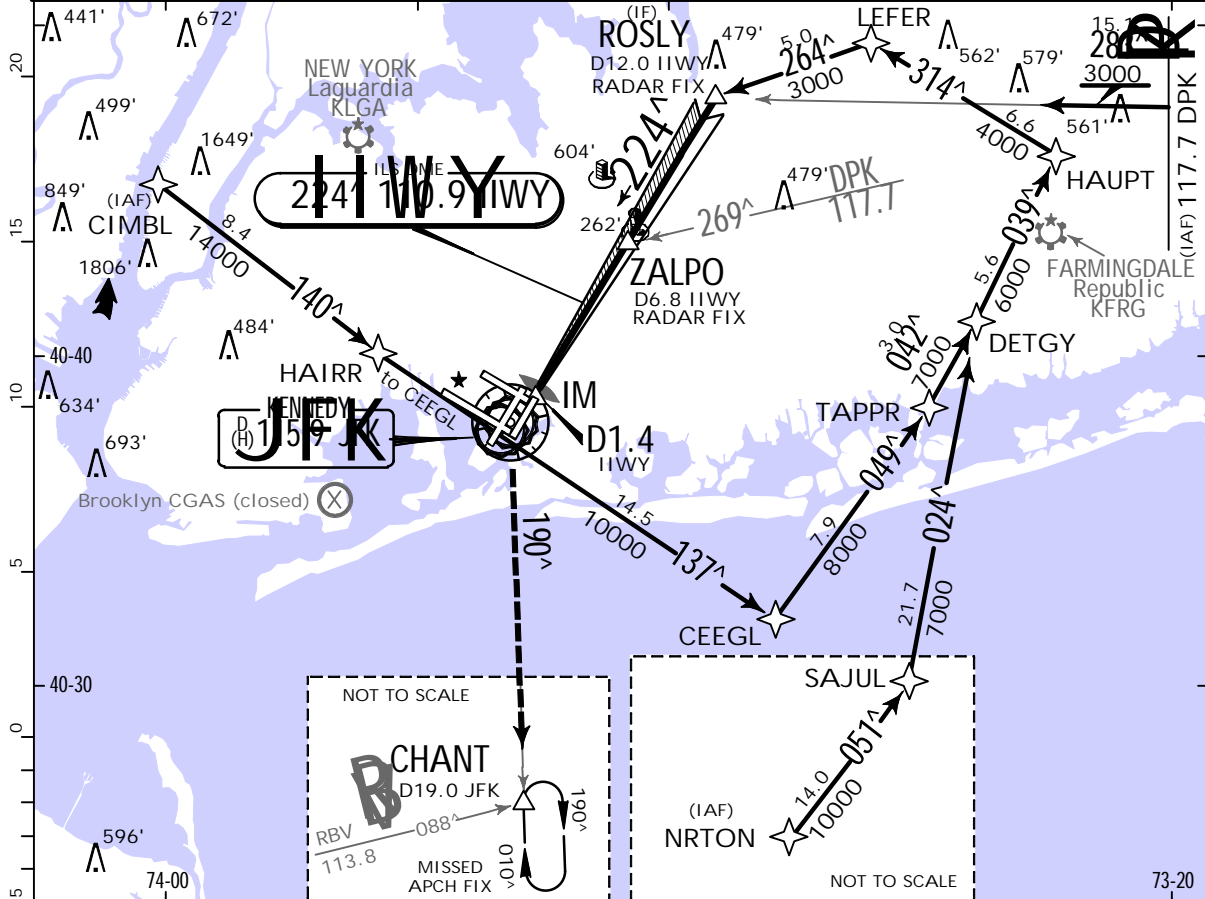
25 DEC 20

21-4

.Eff.31.Dec.

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.725	117.7	115.4	128.125	119.1	123.9	121.9
LOC IIWY 110.9	Final Apch Crs 224 [^]	ZALPO 1800' (1788')	ILS DA(H) 212' (200')	Apt Elev 13'	TDZE 12'	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' outbound on JFK VOR R-190 to CHANT INT/D19.0 JFK and hold.						

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 RNAV 1-GPS or Radar required for procedure entry. From CIMBL, NRTON: RNAV 1-GPS Required.
 1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 66').



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	500'	3000'	JFK on 115.9 R-190	CHANT
GS	3.00 [^]	372	478	531	637	743					
MAP at D1.4 IIWY or ZALPO to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04				

TERPS AMEND 26 31 DEC 2020	.TERPS. STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND	
	ILS DA(H) 212' (200')		LOC (GS out) MDA(H) 520' (508')		Max Kts	MDA(H)
	FULL	TDZ/CL out	ALS out	ALS out		
	A				90	640'(627') -1
	B				120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		140	680'(667') -1 3/4
D					165	680'(667') -2
1	RVR 18 with Flight Director or Autopilot or HUD to DA.					

KJFK/JFK

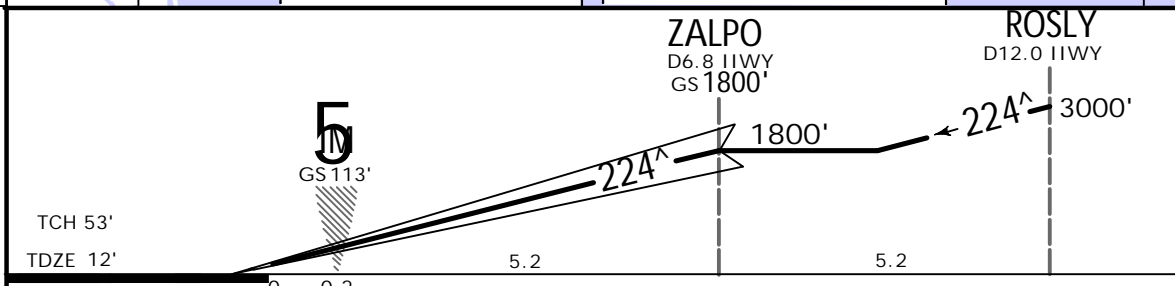
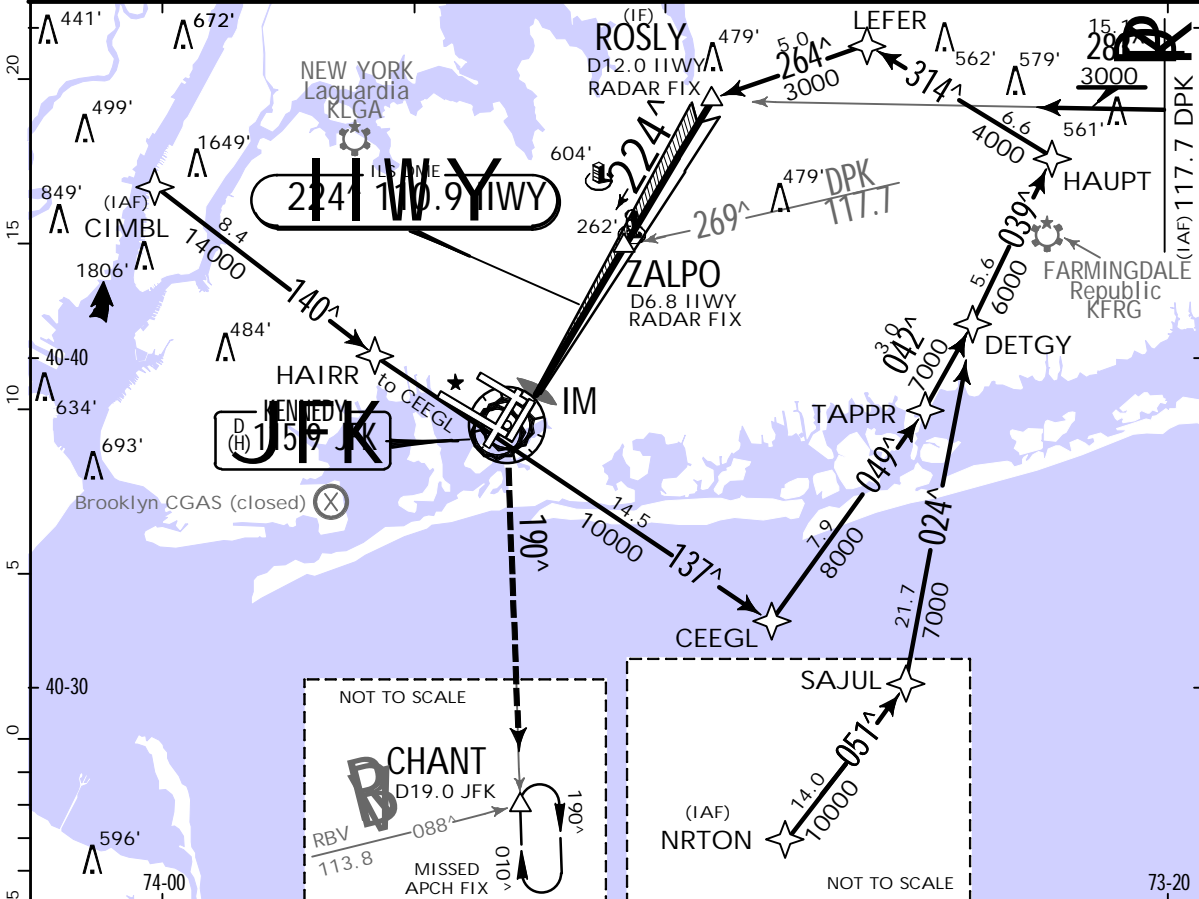
KENNEDY INTL

JEPPesen
 25 DEC 20
 .Eff.31.Dec. (21-4A)

NEW YORK, NY

ILS Rwy 22L CAT II & III

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.725	117.7	115.4	128.125	119.1	123.9	121.9
LOC IIWY 110.9	Final Apch Crs 224 [^]	ZALPO 1800' (1788')	CAT III Refer to Minimums	CAT II RA 113' DA(H) 112' (100')	Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' outbound on JFK VOR R-190 to CHANT INT/D19.0 JFK and hold.						MSA JFK VOR
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
RNAV 1-GPS or Radar required for procedure entry. From CIMBL, NRTON: RNAV 1-GPS Required.						
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00 [^] /TCH 66').						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	500'	3000'	JFK on R-190 115.9	CHANT
GS	3.00 [^]	372	478	531	637	743					

TERPS.	STRAIGHT-IN LANDING RWY 22L	
	CAT III ILS	CAT II ILS RA 113' DA(H) 112' (100')
	RVR 6	RVR 12

KJFK/JFK

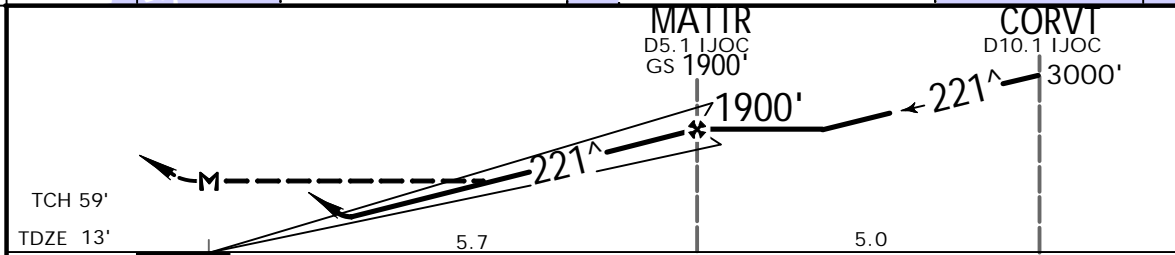
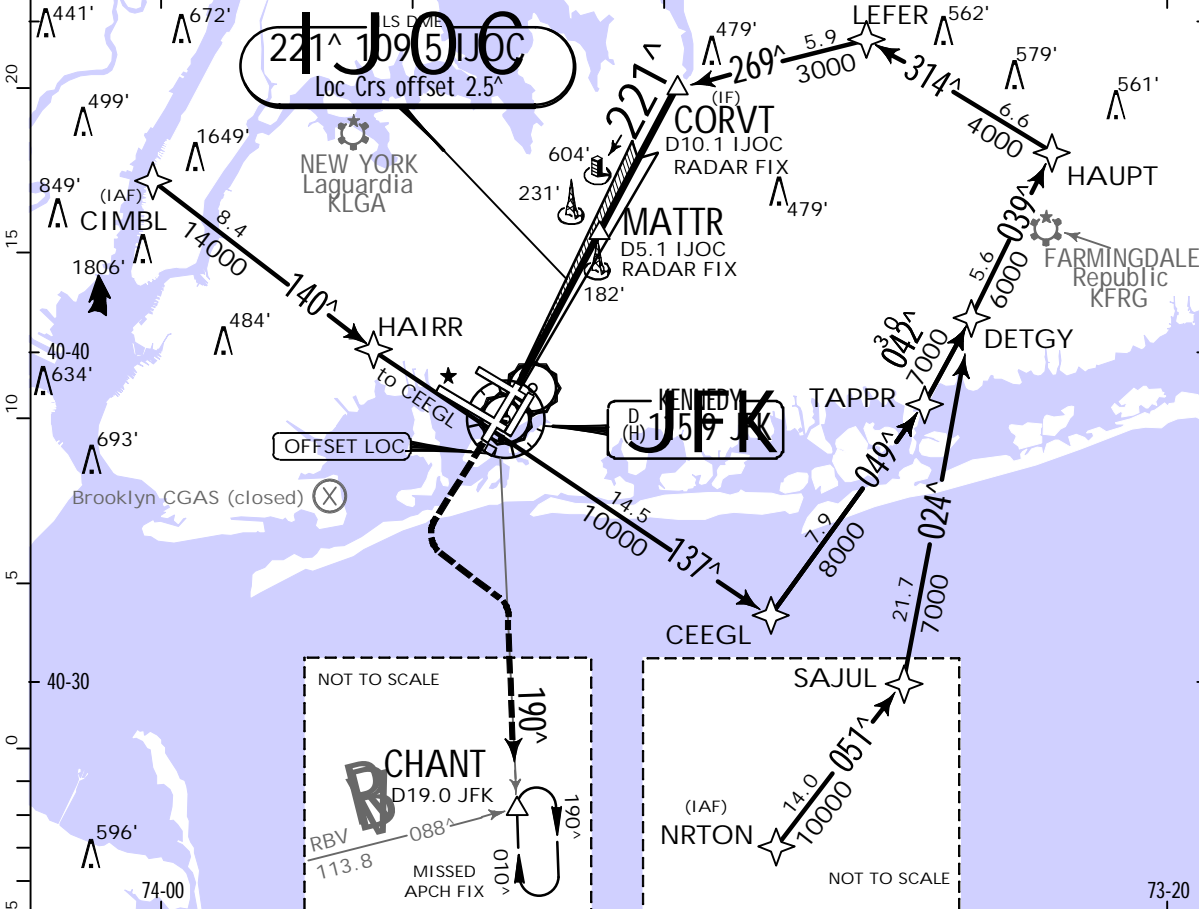
KENNEDY INTL

JEPPesen
25 DEC 20
.Eff. 31 Dec. (21-5)

NEW YORK, NY

ILS or LOC Rwy 22R

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground	
128.725 117.7 115.4			128.125		123.9 119.1		121.9	
LOC IJOC 109.5		Final Apch Crs 221 [^]		MATTR 1900' (1887')		ILS DA(H) 263' (250')		Apt Elev 13' TDZE 13'
MISSED APCH: Climb to 2000' then climbing LEFT turn to 4000' outbound on JFK VOR R-190 to CHANT INT and hold.								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
RNAV 1-GPS or Radar required for procedure entry. From CIMBL, NRTON: RNAV 1-GPS Required. DME or Radar required.								
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00 [^] /TCH 77').								



TO DISPLACED THRESHOLD							
Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00 [^]	372	478	531	637	743	849
MATTR to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

TERPS.				STRAIGHT-IN LANDING RWY22R				CIRCLE-TO-LAND			
ILS DA(H) 263' (250')				LOC (GS out) MDA(H) 460' (447')							
RVR 40 or 3/4				RVR 55 or 1				Max Kts 90 MDA(H)			
A				B				120			
C				140				640' (627') -1			
D				165				680' (667') -1 3/4			
				1 3/8				680' (667') -2			

TERPS AMEND 4 31 DEC 2020

KJFK/JFK

KENNEDY INTL



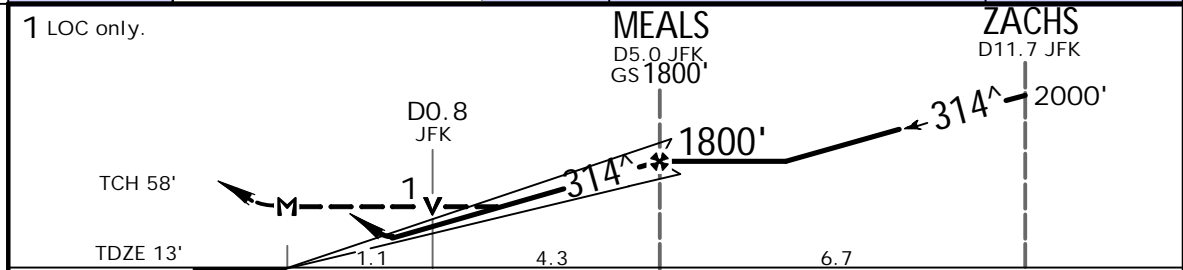
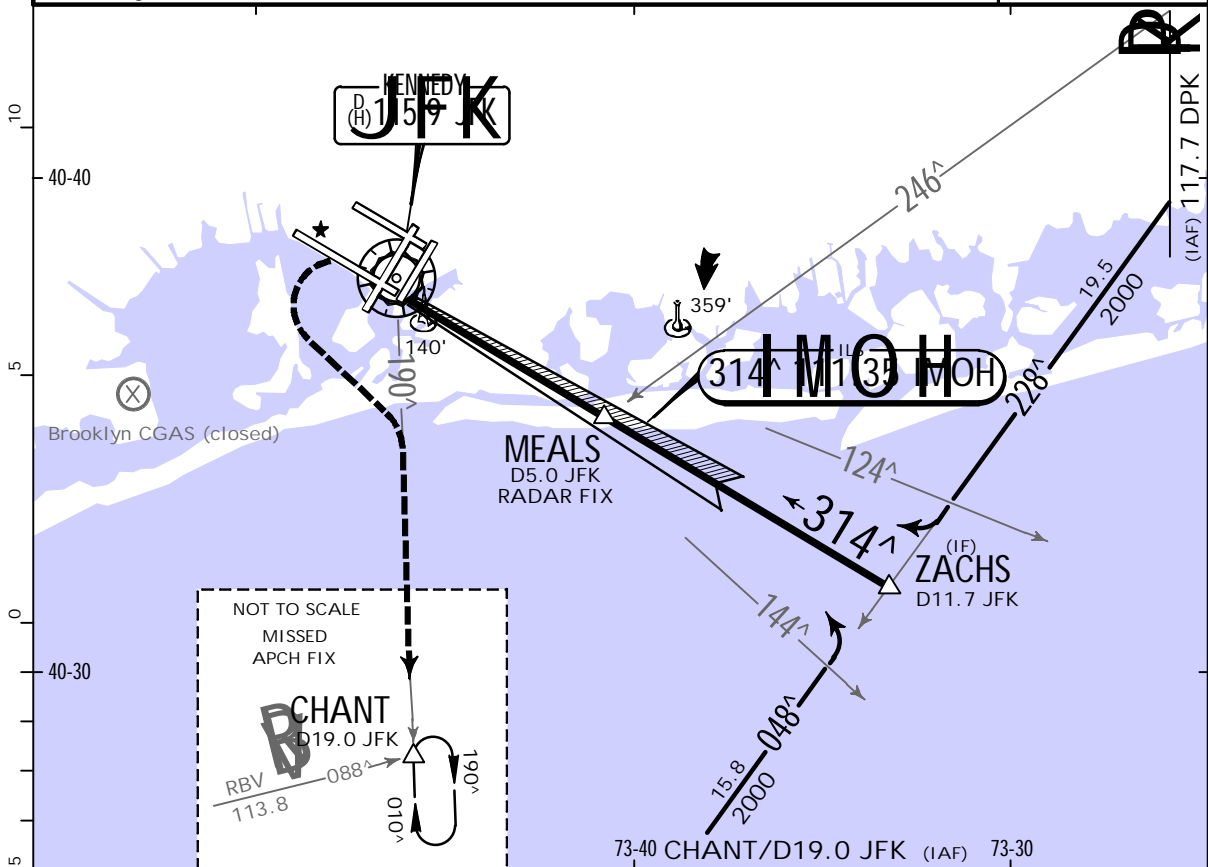
15 MAY 20

(21-6). Eff. 21 May.

NEW YORK, NY

ILS or LOC Rwy 31L

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower		Ground
128.725	117.7	115.4	128.125	123.9 119.1	(Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)	121.9
LOC IMOH 111.35	Final Apch Crs 314 [^]	MEALS 1800' (1787')	ILS DA(H) 213' (200')	Apt Elev 13' TDZE 13'		
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' intercepting JFK VOR R-190 outbound to CHANT INT/D19.0 JFK and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. DME from JFK VOR. Simultaneous reception of IMOH and JFK DME required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 67').						
						MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	500'	3000'	JFK 115.9 R-190
GS	3.00 [^]	372	478	531	637	849				
MEALS to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02			

TERPS.		STRAIGHT-IN LANDING RWY 31L		CIRCLE-TO-LAND	
ILS		LOC (GS out)			Max Kts MDA(H)
DA(H) 213' (200')		MDA(H) 440' (427')			
A	RVR 40 or 3/4	RVR 55 or 1		90	640'(627') -1
B				120	680'(667') -1 3/4
C		140	680'(667') -2		
D		165	680'(667') -2		

TERPS AMEND 11B 21 MAY 2020

KJFK/JFK

KENNEDY INTL



15 MAY 20

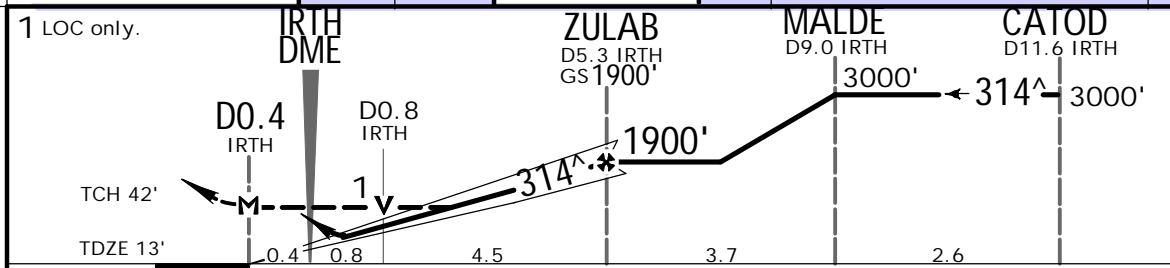
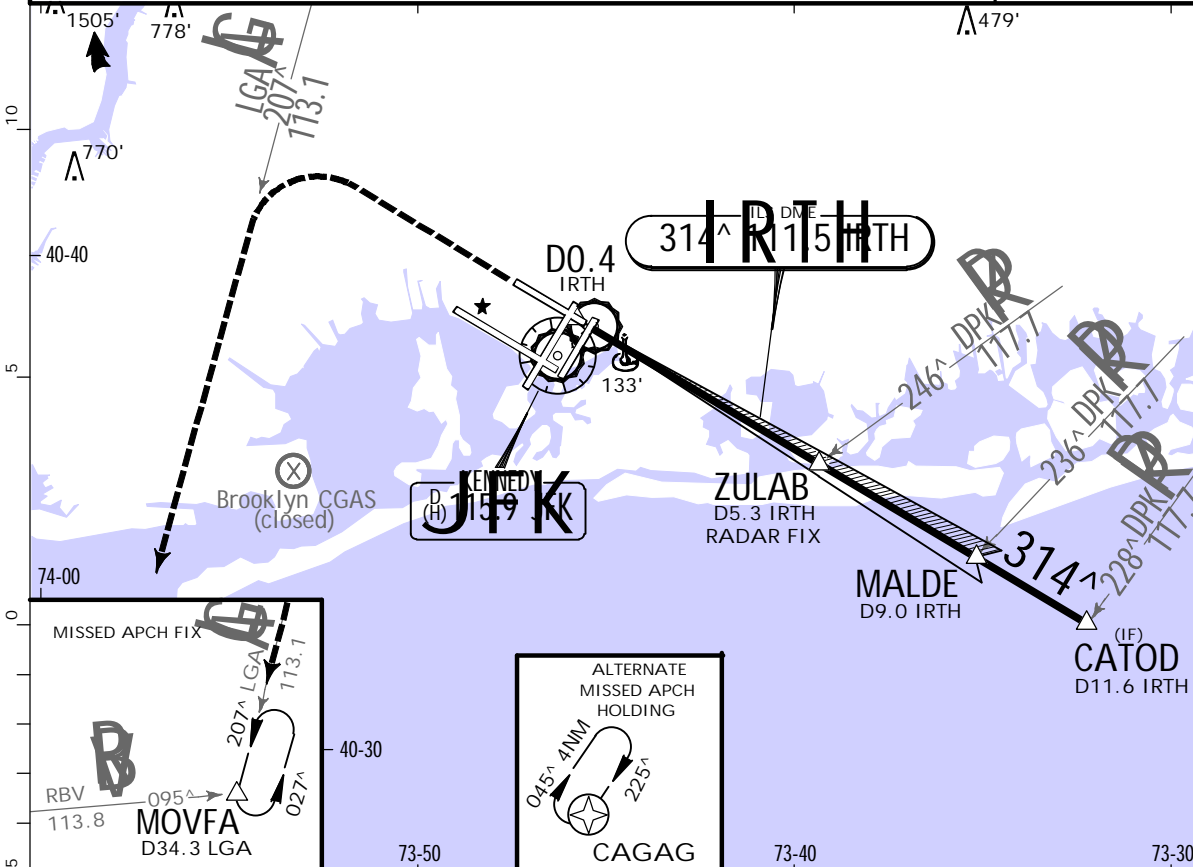
(21-7)

.Eff.21.May.

NEW YORK, NY

ILS or LOC Rwy 31R

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.725	117.7	115.4	128.125	119.1	123.9	121.9
LOC IRTH 111.5	Final Apch Crs 314 [^]		ZULAB 1900' (1888')	ILS DA(H) 212' (200')	Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 1800' then climbing LEFT turn to 4000' outbound on LGA VOR R-207 to MOVFA INT/D34.3 LGA and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Radar required for procedure entry. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00 [^] /TCH 54').						
						MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1800'	4000'	LGA 113.1 R-207
GS	3.00 [^]	372	478	531	637	849				
MAP at DO.4 IRT H or ZULAB to MAP	5.7	4:53	3:48	3:25	2:51	2:27				

.TERPS.					STRAIGHT-IN LANDING RWY 31R			CIRCLE-TO-LAND			
ILS DA(H) 212' (200')			LOC (GS out) MDA(H) 440' (428')								
FULL		IDZ/CL out	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		Max Kts		
		1			RVR 24 or 1/2		RVR 50 or 1		90		
RVR 18 or 1/2		RVR 24 or 1/2	RVR 40 or 3/4		RVR 40 or 3/4		RVR 60 or 1/4		120		
									140		
									165		
									640'(627') -1		
									680'(667') -1 3/4		
									680'(667') -2		
1 RVR 18 with Flight Director or Autopilot or HUD to DA.											

KJFK/JFK
KENNEDY INTL

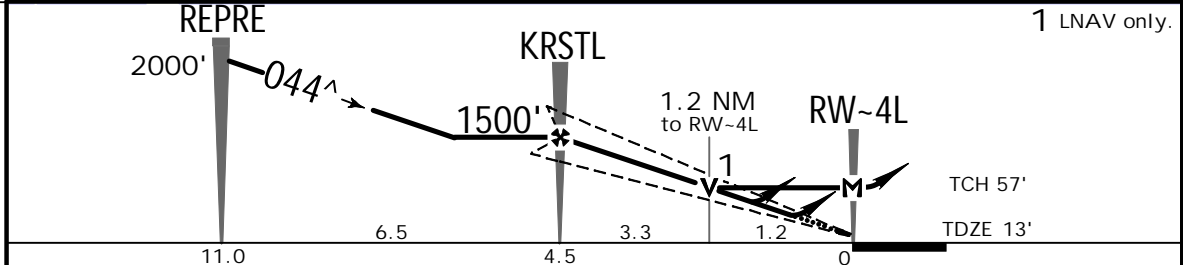
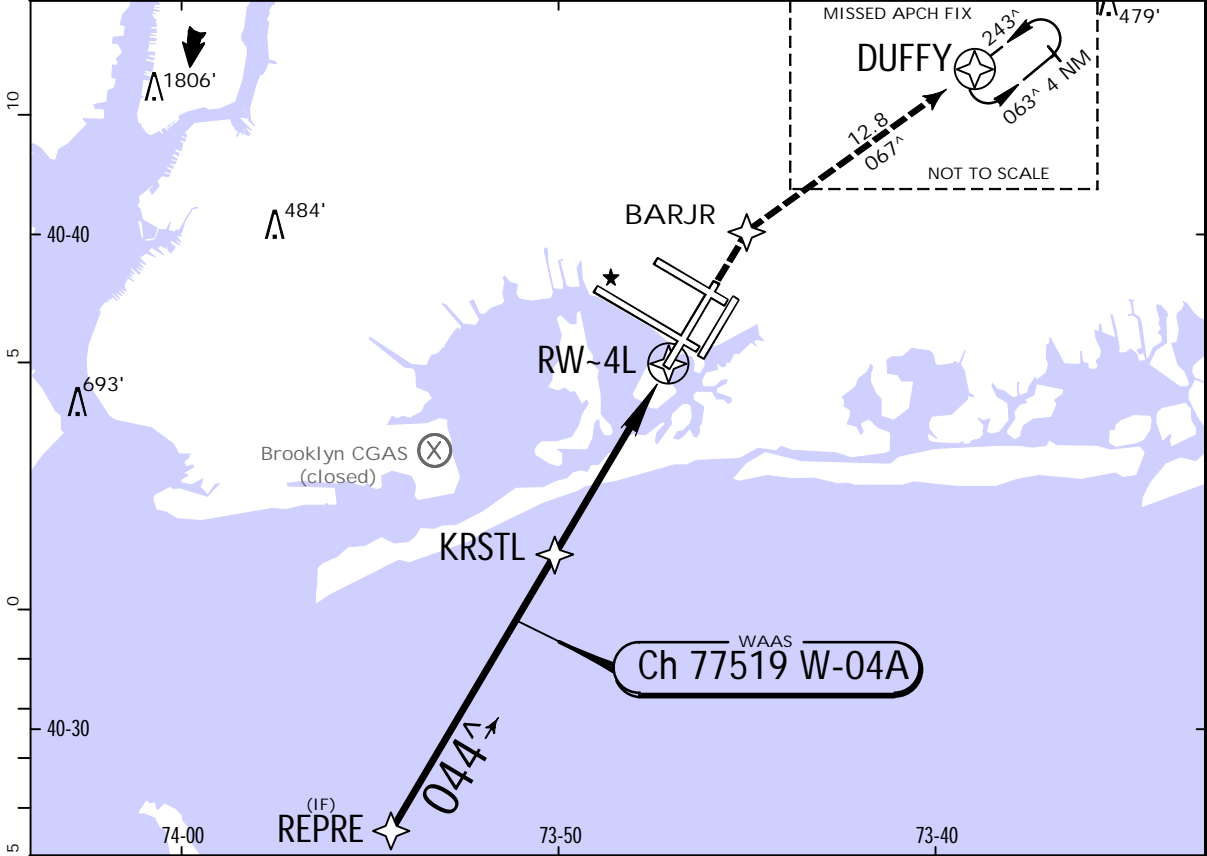


NEW YORK, NY
RNAV (GPS) Y Rwy 4L

24 JUN 22

(22-1)

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground	
128.725 117.7 115.4		128.125		123.9 119.1		121.9	
Ch 77519 W-04A		Final Apch Crs 044 [^]		KRSTL 1500' (1487')			
		LPV DA(H) 232' (219')		Apt Elev 13' TDZE 13'			
MISSED APCH: (Do not exceed 210 KT until BARJR) Climb to 3000' direct BARJR and track 067 [^] to DUFFY and hold.							
RNP Apch		Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'
<p>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00[^]/TCH 75').</p>							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	D →	BARJR
Glide Path Angle	3.00 [^]	372	478	531	637	849				
MAP at RW-4L										

TERPS AMEND 3B 21 MAY 2020	.TERPS.			STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND			
	LPV DA(H) 232' (219')		LNAV/VNAV DA(H) 329' (316')		LNAV MDA(H) 480' (467')			MDA(H)		
	RVR 40 or 3/4		RVR 50 or 1		RVR 55 or 1			90	640'(627') - 1	
					1 3/8			120	680'(667') - 1 3/4	
								140	680'(667') - 2	
						165		680'(667') - 2		

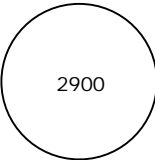
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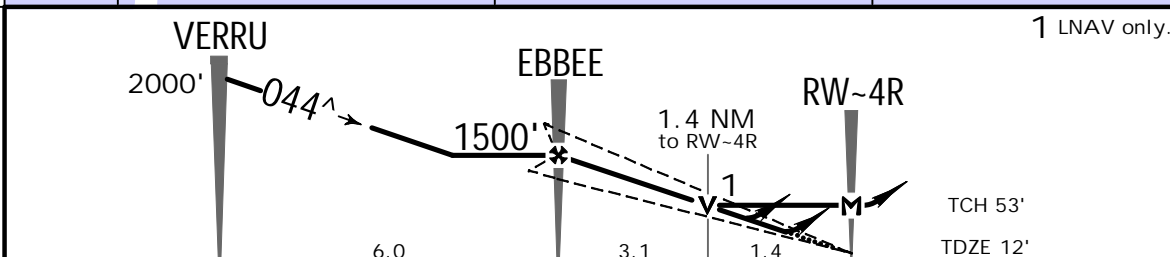
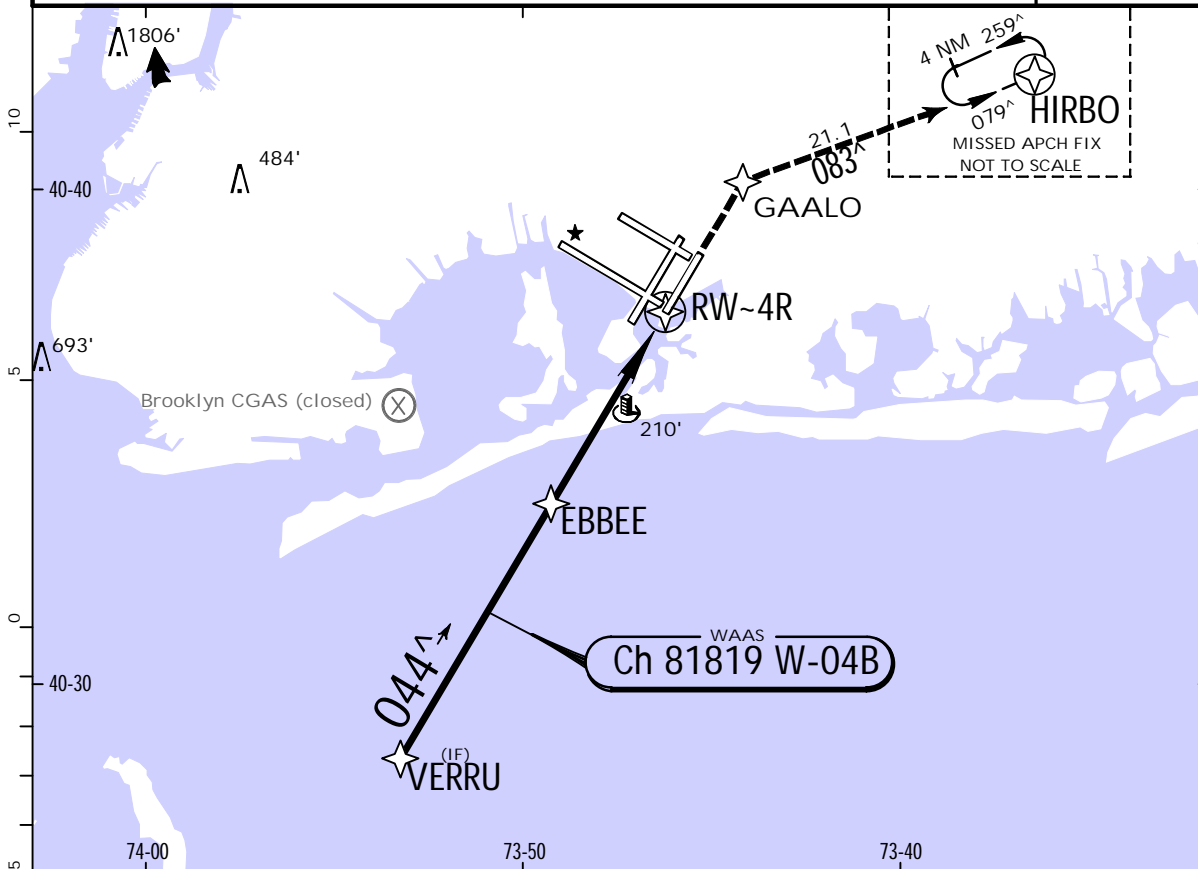
KJFK/JFK

KENNEDY INTL


JEPPESSEN
24 JUN 22 **(22-2)**

NEW YORK, NY
RNAV (GPS) Y Rwy 4R

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground			
128.725 117.7 115.4		128.125		119.1 123.9		121.9			
WAAS Ch 81819 W-04B		Final Apch Crs 044[^]		EBBEE 1500' (1488')		LPV DA(H) 212' (200')			
				Apt Elev 13' TDZE 12'		 <p>2900 MSA RW-4R</p>			
<p>MISSED APCH: (Do not exceed 210 KT until GAALO) Climb to 4000' direct GAALO and on track 083[^] to HIRBO and hold.</p>									
RNP Apch		Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'	
<p>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12[^]C or above 54[^]C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00[^]/TCH 69[^]).</p>									



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II PAPI	4000'	D →	GAALO
Glide Path Angle	3.00 [^]	372	478	531	637	849				
MAP at RW-4R										

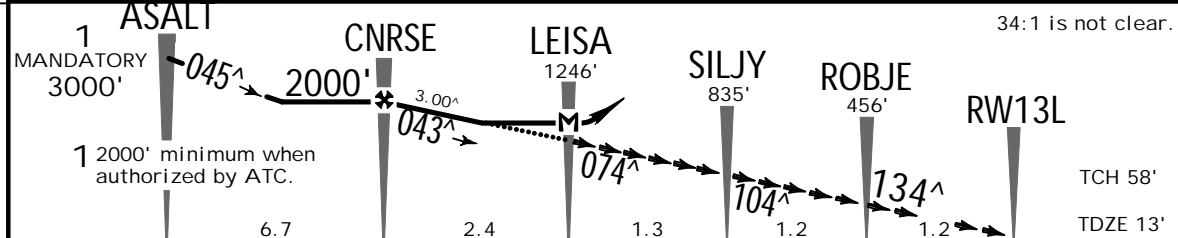
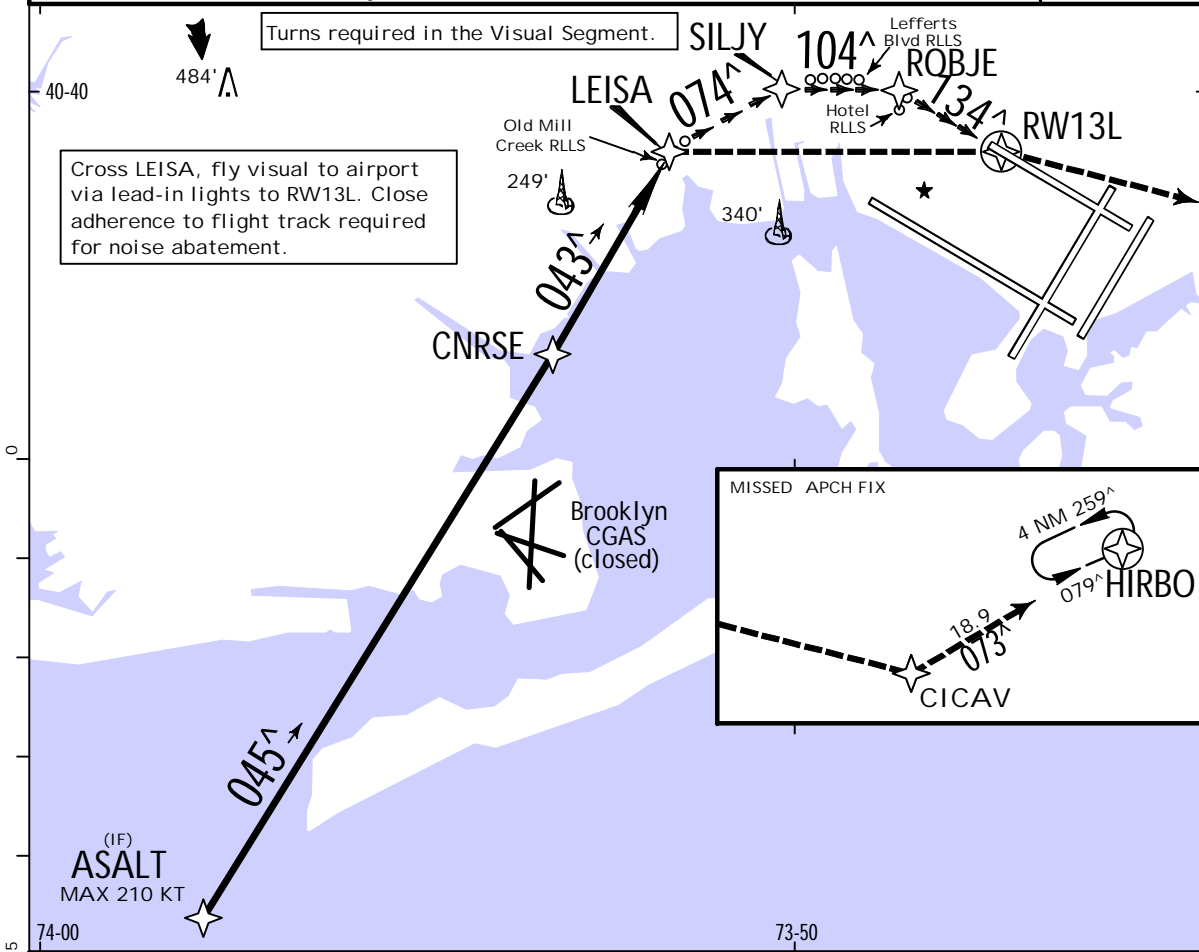
TERPS AMEND 2B 21 MAY 2020	TERPS.		STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND			
	LPV DA(H) 212' (200')		LNAV/VNAV DA(H) 369' (357')		LNAV MDA(H) 520' (508')			Max Kts		
	TDZ/CL out ALS out		ALS out		ALS out				MDA(H)	
	A						90	640'(627') -1		
	B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	RVR 24 or 1/2	RVR 50 or 1	120	680'(667') -1 3/4
C						RVR 55 or 1	1 3/8	140	680'(667') -2	
D								165		
1 RVR 18 with Flight Director or Autopilot or HUD to DA.										

KJFK/JFK
KENNEDY INTL

JEPPESEN
11 JUN 21
Eff. 17 Jun. (22-3)

NEW YORK, NY
RNAV (GPS) Z Rwy 13L

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground
128.725 117.7 115.4		128.125		123.9 119.1		121.9
RNAV	Final Apch Crs 134[^]	CNRSE	2000' (1987')	LNNAV MDA(H) 1260' (1247')	Apt Elev 13' TDZE 13'	2900
MISSED APCH: (Do not exceed 210 KT until CICA V) Climb to 4000' on FMS lateral path to RW13L, then direct CICA V and track 073 [^] to HIRBO and hold. If unable to follow the FMS lateral path, turn to heading 100 [^] , then climb to 4000' direct CICA V and track 073 [^] to HIRBO and hold.						
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'		MSA RW13L
1. Radar required. 2. VGSI and descent angle not coincident (VGSI angle 3.00 [^] /TCH 74').						
3. Database coded to the runway.						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI RLLS	4000'	FMS on LATERAL PATH	RW13L
Descent Angle	3.00 [^]	372	478	531	637	743				
MAP at LEISA										

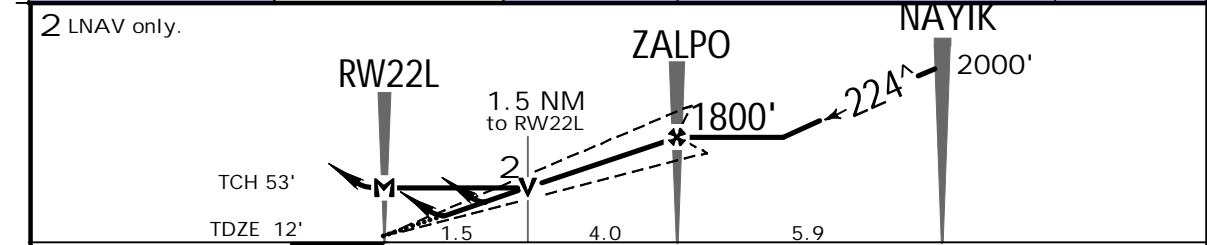
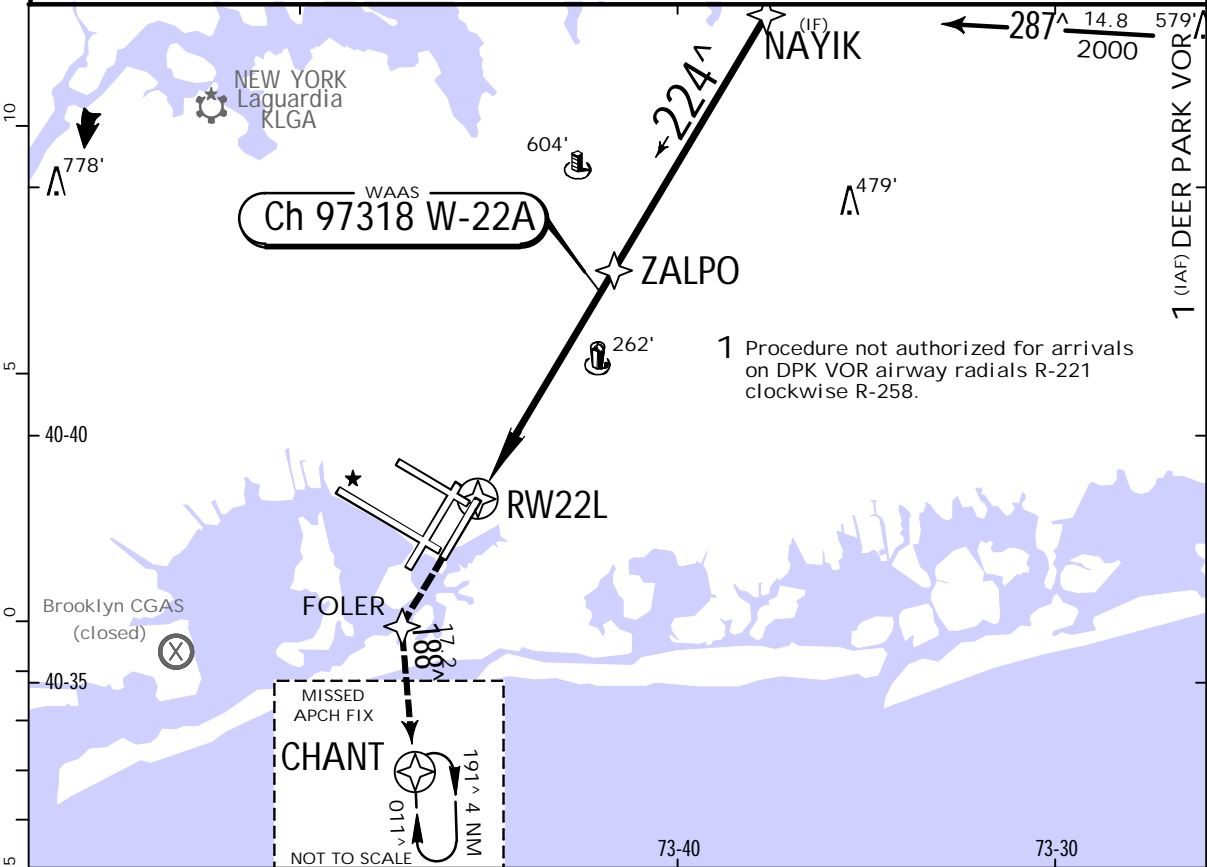
TERPS.			LANDING RWY 13L			CIRCLE-TO-LAND		
			LNNAV					
			MDA(H) 1260' (1247')					
			ALS out			RLLS out		
A						A		
B						B		NA
C	2		2½		4	C		
D						D		

KJFK/JFK
KENNEDY INTL

JEPPESEN
11 JUN 21
Eff. 17 Jun. (22-4)

NEW YORK, NY
RNAV (GPS) Y Rwy 22L

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.725	117.7	115.4	128.125	119.1	123.9	121.9
WAAS Ch 97318 W-22A		Final Apch Crs 224 [^]	ZALPO 1800' (1788')	LPV DA(H) 269' (257')	Apt Elev 13' TDZE 12'	2900 MSA RW22L
MISSED APCH: Climb to 3000' direct FOLER and on 188 [^] track to CHANT and hold.						
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 66').						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	3000'	D → FOLER
Glide Path Angle	3.00 [^]	372	478	531	637	743			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW22L									

TERPS.		STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND	
LPV DA(H) 269' (257')		LNAV/VNAV DA(H) 419' (407')		LNAV MDA(H) 560' (548')		Max Kts	MDA(H)
TDZ/CL out	ALS out	ALS out		ALS out	ALS out		
A						90	640'(627') -1
B	1					120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1/4	140	680'(667') -1 3/4
D						165	680'(667') -2
1 RVR 18 with Flight Director or Autopilot or HUD to DA.							

KJFK/JFK

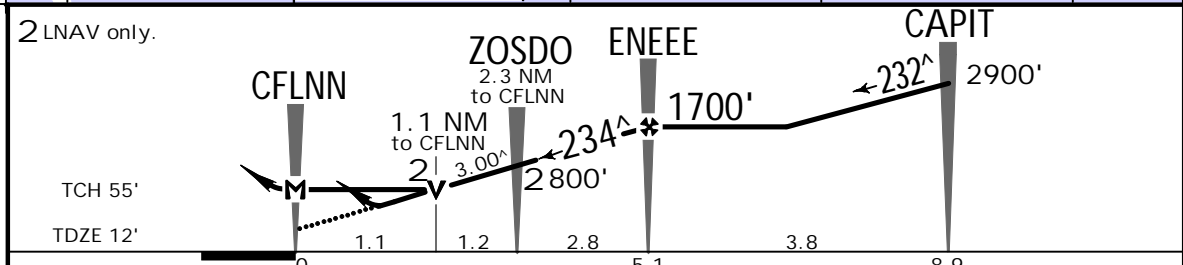
KENNEDY INTL

JEPPESSEN
9 JUL 21 (22-5)

NEW YORK, NY

RNAV (GPS) X Rwy 22L

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.725	117.7	115.4	128.125		119.1	123.9		121.9	
RNAV	Final Apch Crs 234[^]	ENEEE 1700' (1688')		LNAV/VNAV DA(H) 413' (401')	Apt Elev 13' TDZE 12'				
MISSED APCH: Climbling LEFT turn to 3000' direct CHANT and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
RNP Apch - GPS									
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -14°C or above 54°C. 2. Final approach course offset 10.31°. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 66').									
MSA CFLNN									



Gnd speed-Kts	70	90	100	120	140	160		3000' 	
Descent Angle	3.00 [^]	372	478	531	637	743			
LNAV/VNAV: MAP at DA									
LNAV: MAP at CFLNN									

.TERPS.				STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
LNAV/VNAV DA(H) 413' (401')		ALS out		LNAV MDA(H) 440' (428')		ALS out			MDA(H)		
A				RVR 24 or 1/2		RVR 50 or 1			90	640'(627') -1	
B								120			
C	RVR 40 or 3/4		RVR 60 or 1/4					140	680'(667') -1 3/4		
D				RVR 40 or 3/4		RVR 60 or 1/4		165	680'(667') -2		

TERPS ORIG-A 10 SEP 2020

KJFK/JFK

KENNEDY INTL

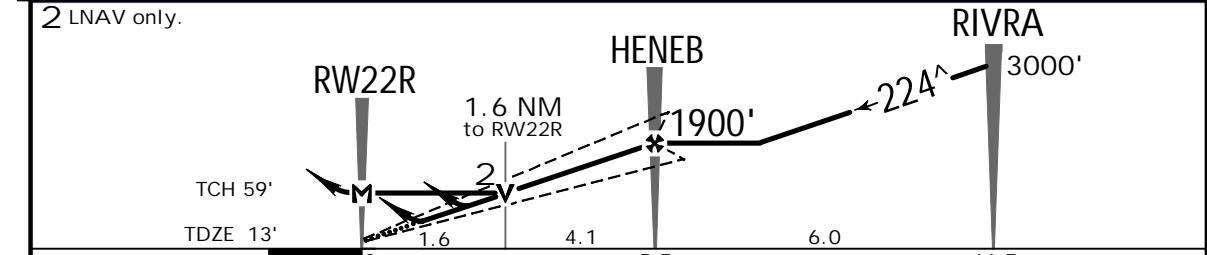
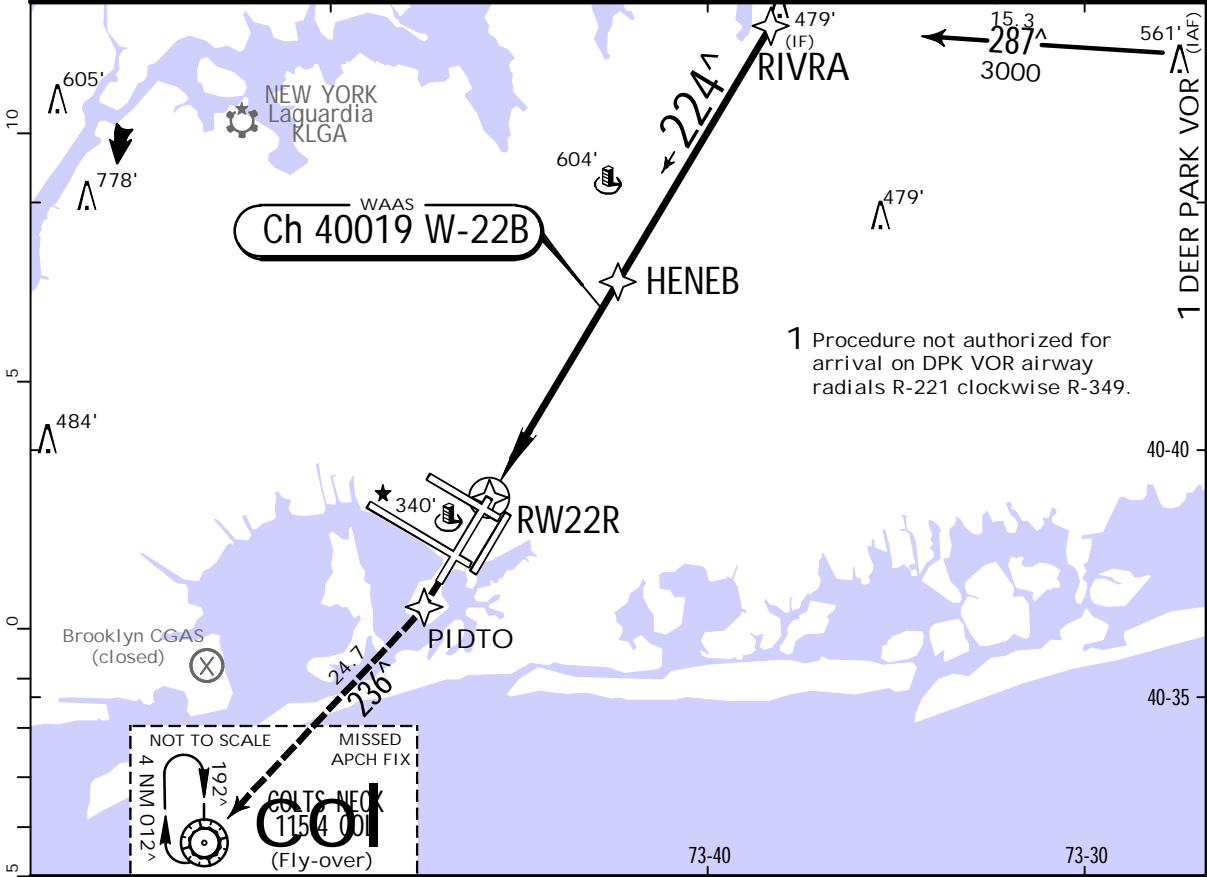
JEPPesen

9 JUL 21 (22-6)

NEW YORK, NY

RNAV (GPS) Rwy 22R

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground
128.725	117.7	115.4	128.125	123.9	119.1	121.9
WAAS Ch 40019 W-22B		Final Apch Crs 224[^]	HENEB 1900' (1887')	LPV DA(H) 269' (256')	Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 4000' direct PIDTO and on track 236 [^] to COL VOR and hold.						
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00 [^] /TCH 77').						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	4000'	D	PIDTO
Glide Path Angle	3.00 [^]	372	478	531	637	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW22R										

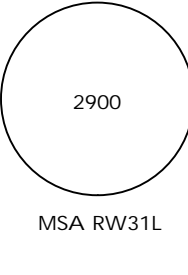
TERPS.		STRAIGHT-IN LANDING RWY 22R			CIRCLE-TO-LAND	
	LPV DA(H) 269' (256')	LNAV/VNAV DA(H) 501' (488')	LNAV MDA(H) 600' (587')	RVR 55 or 1	Max Kts	MDA(H)
A						90
B					120	
C	RVR 40 or 3/4	1 5/8			140	680'(667') - 1 3/4
D				1 3/4	165	680'(667') - 2

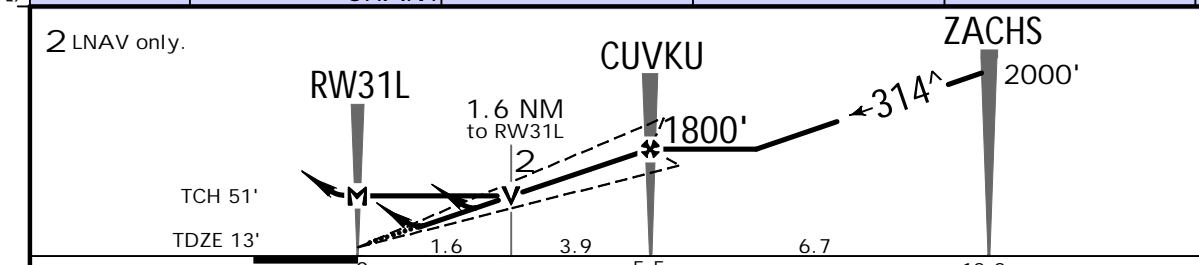
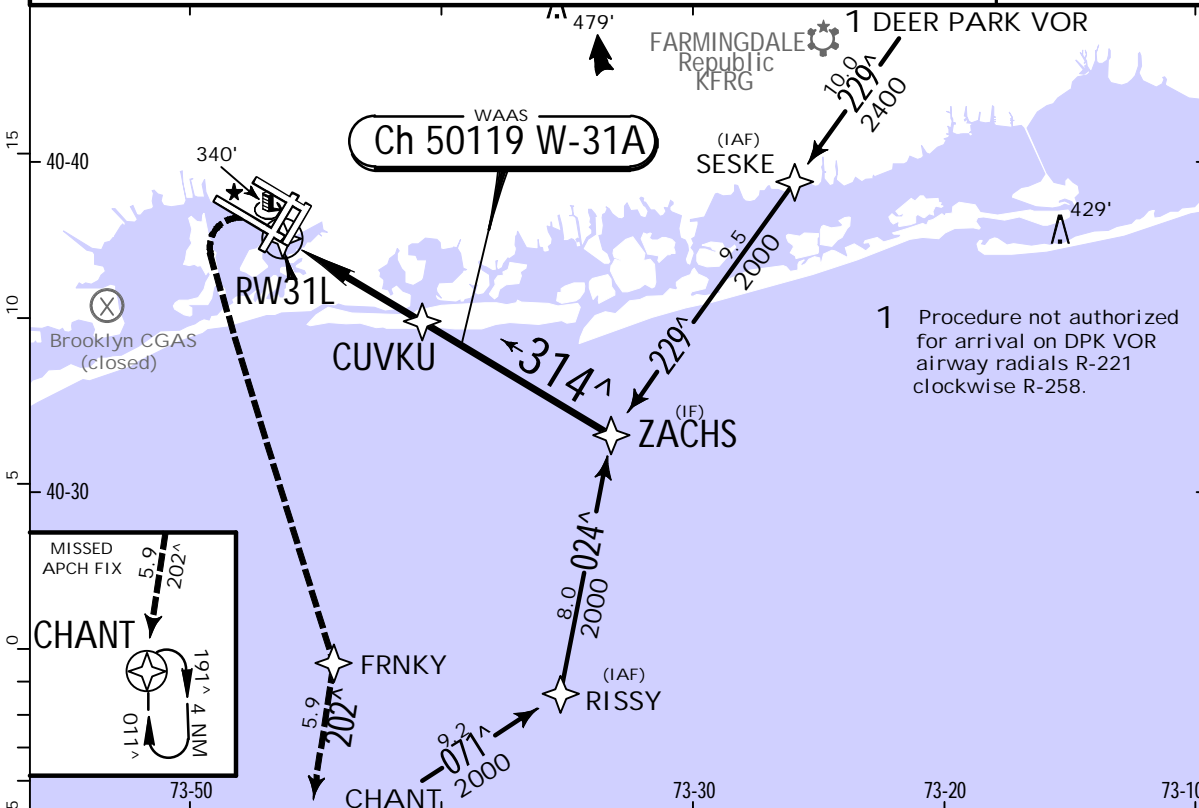
KJFK/JFK

KENNEDY INTL


JEPPESEN
15 MAY 20
Eff. 21 May. (22-7)

NEW YORK, NY
RNAV (GPS) Y Rwy 31L

BRIEFING STRIP	D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)	KENNEDY Tower		Ground
	128.725	117.7	115.4	128.125	123.9 119.1 (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)	121.9
	WAAS Ch 50119 W-31A	Final Apch Crs 314 [^]		CUVKU 1800' (1787')	LPV DA(H) 213' (200')	Apt Elev 13' TDZE 13'
	MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct FRNKY and on 202 [^] track to CHANT and hold.					
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00 [^] /TCH 67').						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	500'	3000'	D	FRNKY
Glide Path Angle	3.00 [^]	372	478	531	637	849					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW31L											

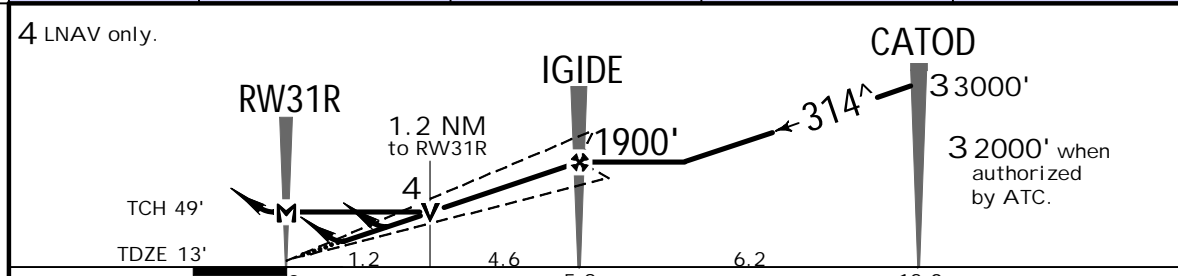
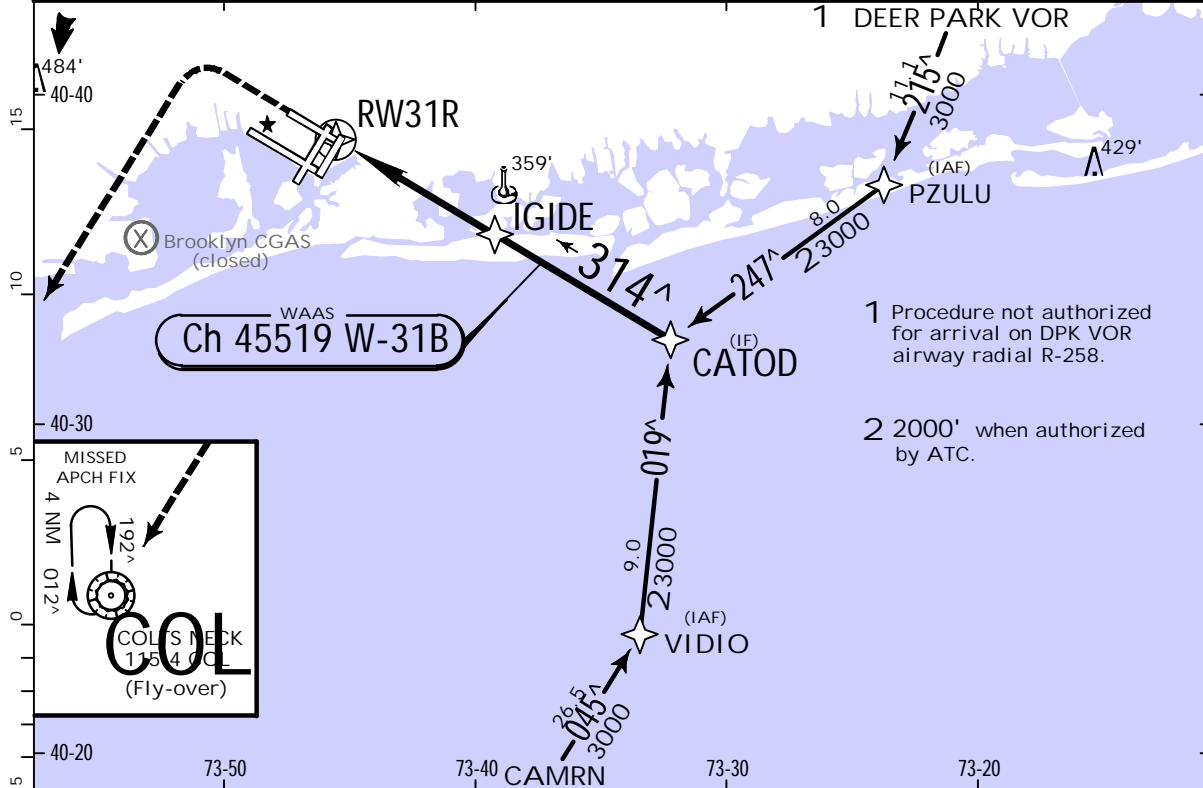
TERPS AMEND 2B 21 MAY 2020	.TERPS.			STRAIGHT-IN LANDING RWY 31L			CIRCLE-TO-LAND			
	LPV		LNAV/VNAV			LNAV		 Max Kts 90 120 140 165	MDA(H)	
	DA(H) 213' (200')		DA(H) 541' (528')			MDA(H) 600' (587')				
	RVR 40 or 3/4		1 3/4			RVR 55 or 1		640'(627') - 1		
	RVR 40 or 3/4		1 3/4			1 3/4		680'(667') - 1 3/4		
RVR 40 or 3/4		1 3/4			1 3/4		680'(667') - 2			

KJFK/JFK KENNEDY INTL

JEPPESSEN
15 MAY 20
Eff. 21 May. (22-8)

NEW YORK, NY RNAV (GPS) Y Rwy 31R

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.725	117.7	115.4	128.125	119.1	123.9	121.9
WAAS Ch 45519 W-31B		Final Apch Crs 314 [^]	IGIDE 1900' (1887')	LPV DA(H) 213' (200')	Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 1800' then climbing LEFT turn to 4000' direct COL VOR and hold.						
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 54').						



Gnd speed-Kts	70	90	100	120	140	160	MALS	1800'	4000'	COL	115.4
Glide Path Angle	3.00 [^]	372	478	531	637	849	PAPI	↑	←	↻	
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW31R											

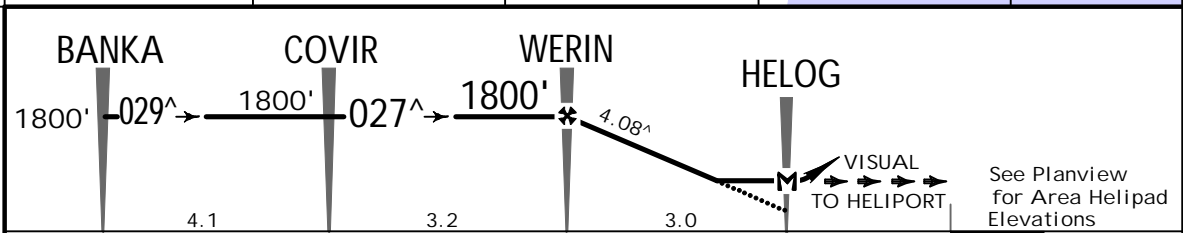
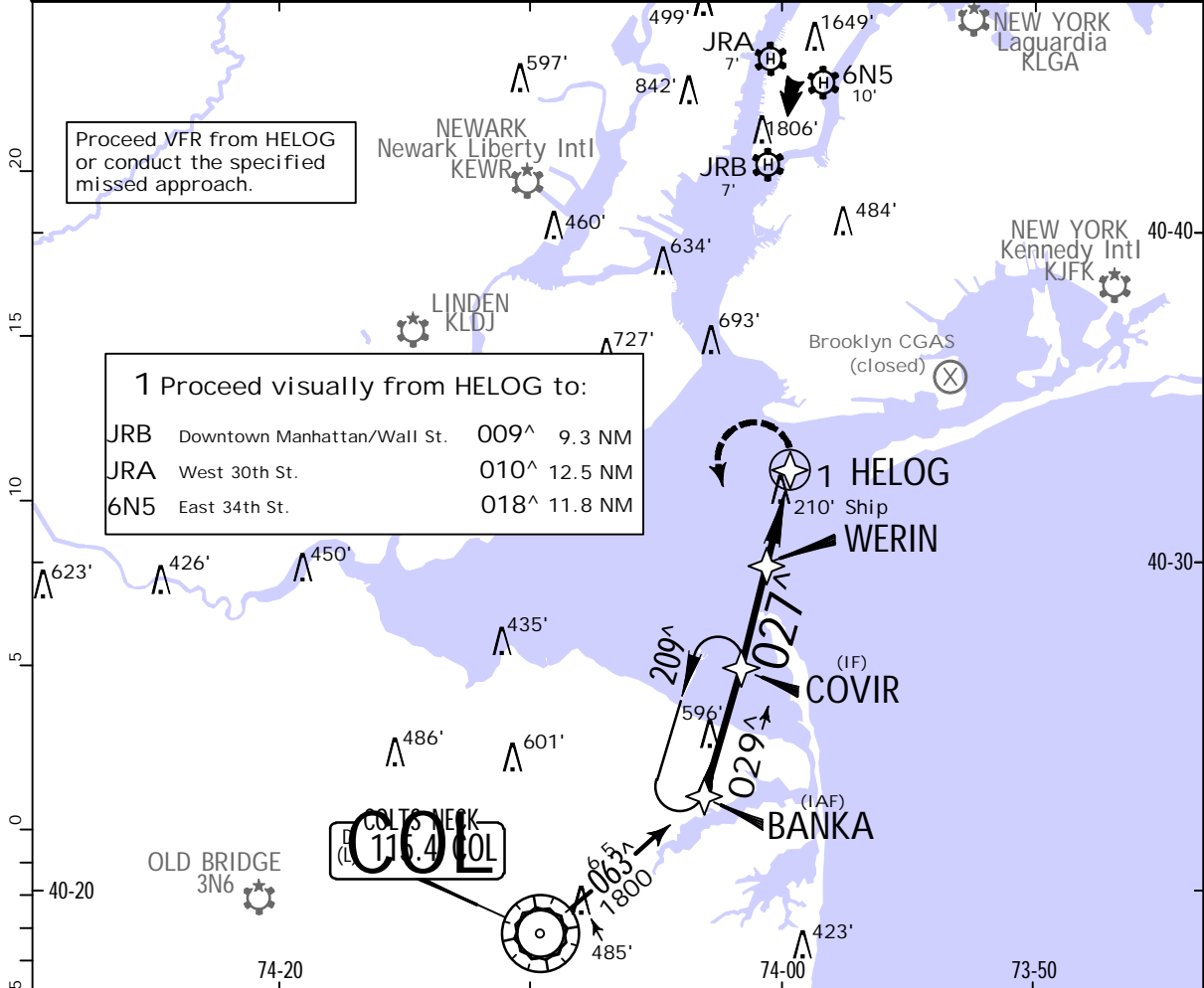
.TERPS.					STRAIGHT-IN LANDING RWY 31R		CIRCLE-TO-LAND	
LPV DA(H) 213' (200')		LNAV/VNAV DA(H) 369' (356')		LNAV MDA(H) 460' (447')		C		
TDZ/CL out		RAIL/ALS out		RAIL/ALS out		Max Kts		
A						90	640'(627')-1	
B	RVR 18	RVR 24	RVR 40	RVR 35	RVR 55	120		
C	or 1/2	or 1/2	or 3/4	or 5/8	or 1	140	680'(667')-1 3/4	
D						165	680'(667')-2	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.								

KJFK/JFK
KENNEDY INTL

JEPPesen
1 NOV 19
Eff. 7 Nov. (22-9)

NEW YORK, NY
COPTER RNAV (GPS) 027

KENNEDY D-ATIS (Arrival) (NE) (SW)			NEW YORK Approach (R)		
128.725	117.7	115.4	128.125		
RNAV	Final Apch Crs 027[^]	WERIN 1800' (1767')	LNAV MDA(H) 500' (467')	See Planview for Area Helipad Elevations	2900 MSA HELOG
MISSED APCH: Climbing LEFT turn to 1800' direct COVIR and hold.					
RNP Apch	Ait Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. Limit final and missed approach airspeed to 70 KT. 2. Use John F Kennedy Intl altimeter setting.					



Gnd speed-Kts	70	90	100	120	140	160	1800'	D → COVIR
Descent Angle	4.08 [^]	506	650	722	867	1011		
MAP at HELOG								

LANDING H-027 [^] LNAV MDA(H) 500' (467')	TAKE-OFF 6N5 (AMEND 0) JRB (AMEND 0) JRA (AMEND 1)
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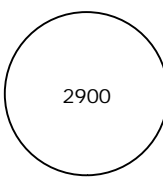
COPTER 3/4	COPTER USE JEDIL DEPARTURE
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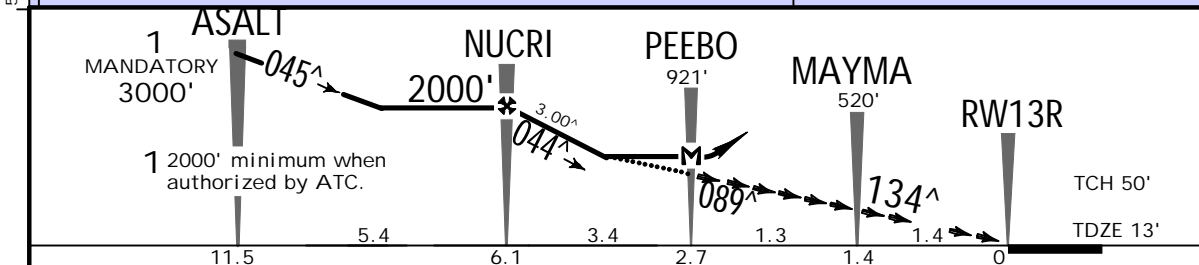
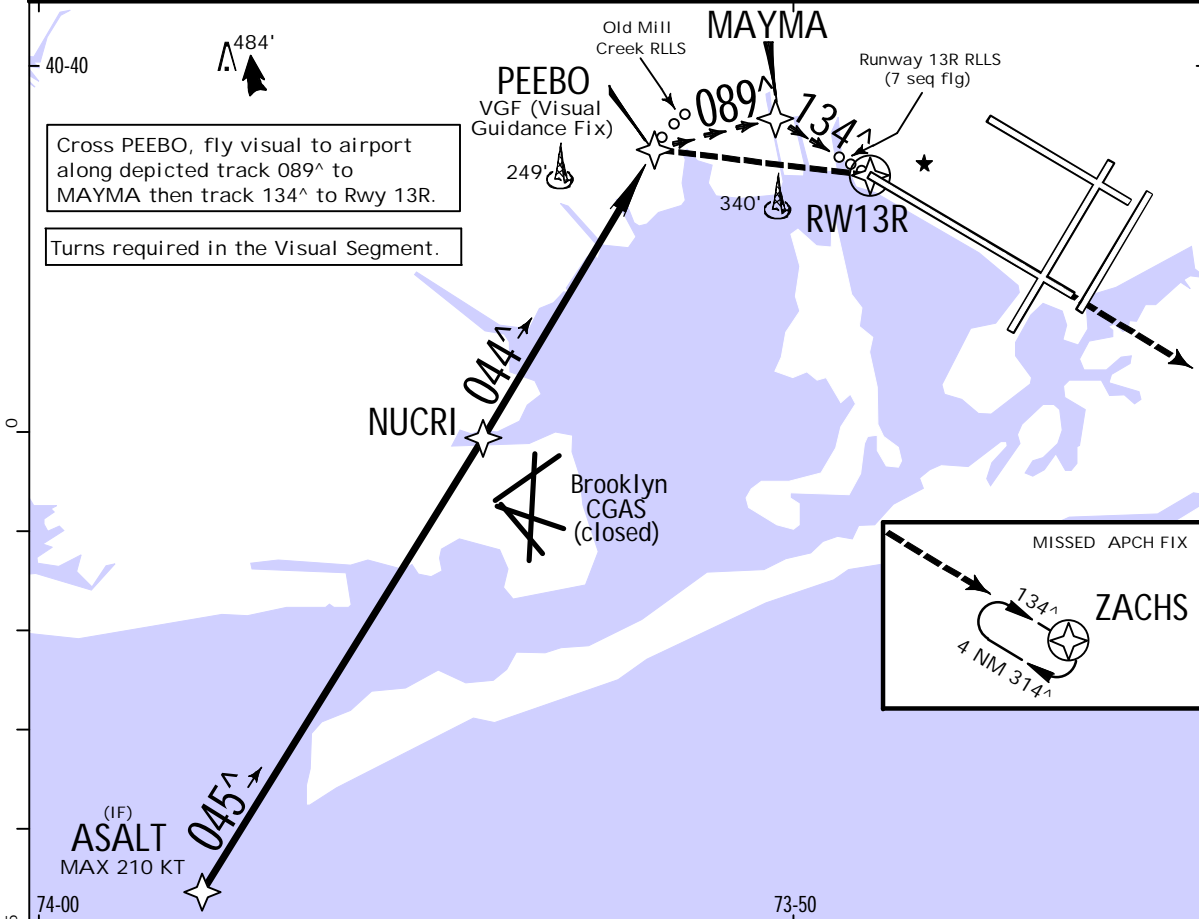
TERPS AMEND OC 19 JUL 2018

KJFK/JFK
KENNEDY INTL

JEPPESEN
1 OCT 21
.Eff.7.Oct. (22-10)

NEW YORK, NY
RNAV (GPS) Z Rwy 13R

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground
128.725 117.7 115.4		128.125		123.9 119.1		121.9
RNAV	Final Apch Crs 134[^]	NUCRI	2000' (1987')	LNAV MDA(H) 940' (927')	Apt Elev 13' TDZE 13'	 2900 MSA RW13R
MISSED APCH: (Do not exceed 185 KT until RW13R). Climb to 1300' on FMS lateral path to RW13R, then climb to 2000' direct ZACHS and hold. If unable to follow the FMS lateral path, turn RIGHT heading 134 [^] and climb to 2000' direct ZACHS and hold.						
Alt Set: INCHES		Trans Level: FL 180		Trans alt: 18000'		
RNP Apch - GPS.						
1. Radar required. 2. VGSI and descent angle not coincident (VGSI angle 3.00 [^] /TCH 79').						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L RLLS	1300' ↑ on FMS LATERAL PATH	RW13R
Descent Angle	3.00 [^]	372	478	531	637	743			
MAP at PEEBO									

.TERPS. LANDING RWY 13R
LNAV
MDA(H) **940'** (927')
RLLS out

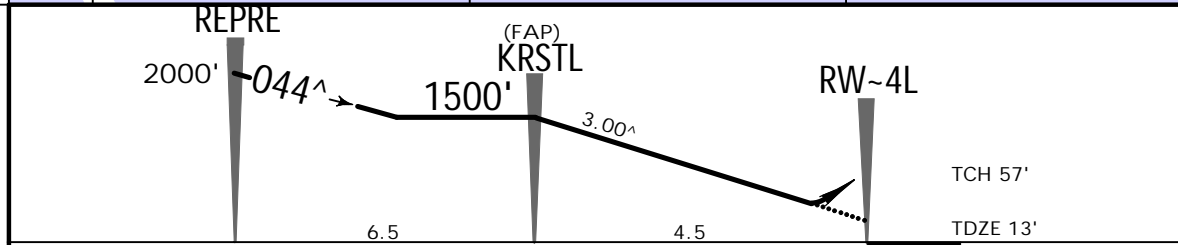
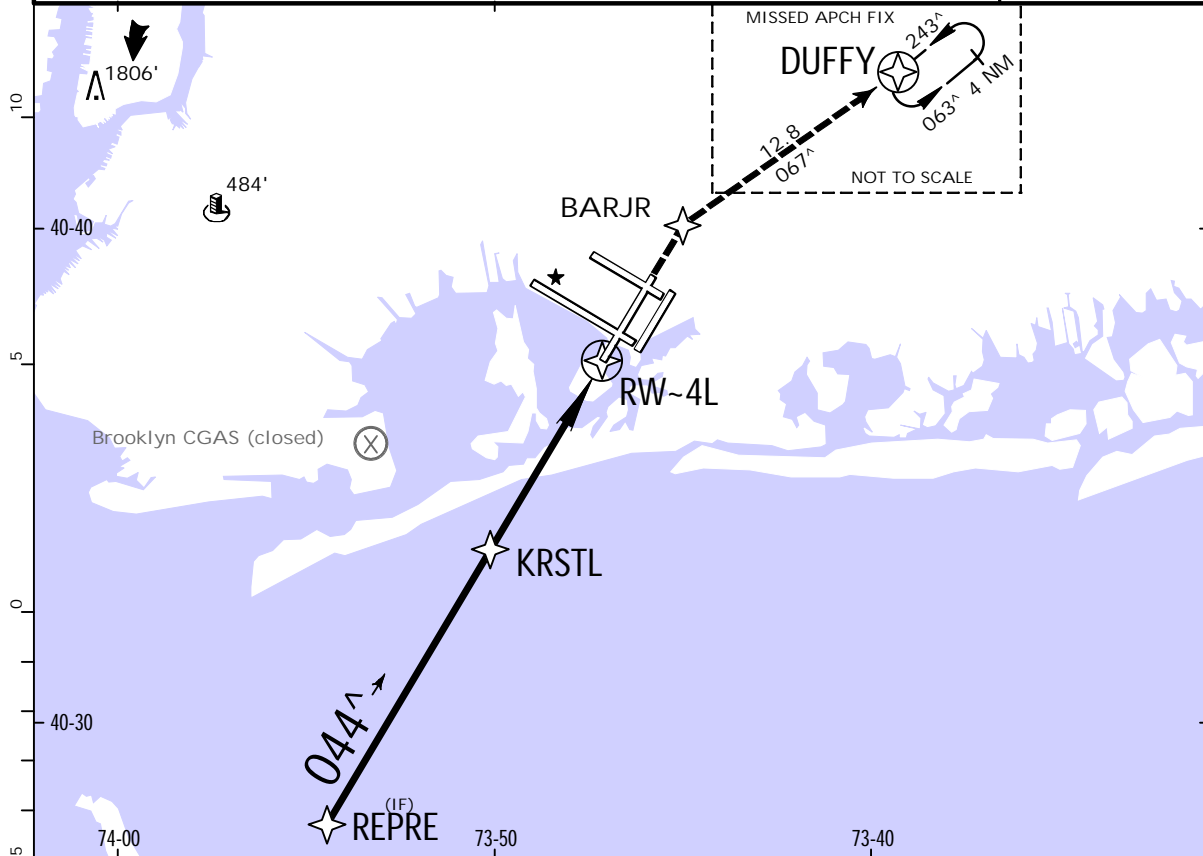
A	3
B	
C	
D	

KJFK/JFK
KENNEDY INTL

JEPPESEN
24 JUN 22 (22-20)

NEW YORK, NY
RNAV (RNP) Z Rwy 4L

BRIEFING STRIP™	D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)	KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)	Ground	
	128.725	117.7	115.4	128.125	123.9 119.1	121.9
	RNAV	Final Apch Crs 044[^]	KRSTL 1500' (1487')	RNP 0.30 DA(H) 331' (318')	Apt Elev 13' TDZE 13'	 MSA RW-4L
	MISSED APCH: Climb to 3000' direct BARJR and track 067 [^] to DUFFY and hold.					
RNP AR Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'			
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 3. Simultaneous approach authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00 [^] /TCH 75').						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'		BARJR	
Glide Path Angle	3.00 [^]	372	478	531	637	743					849
MAP at DA											

.TERPS. STRAIGHT-IN LANDING RWY 4L
RNP 0.30
DA(H) **331'** (318')

A	RVR 50 or 1
B	
C	
D	

TERPS AMEND 2A 19 JUL 2018

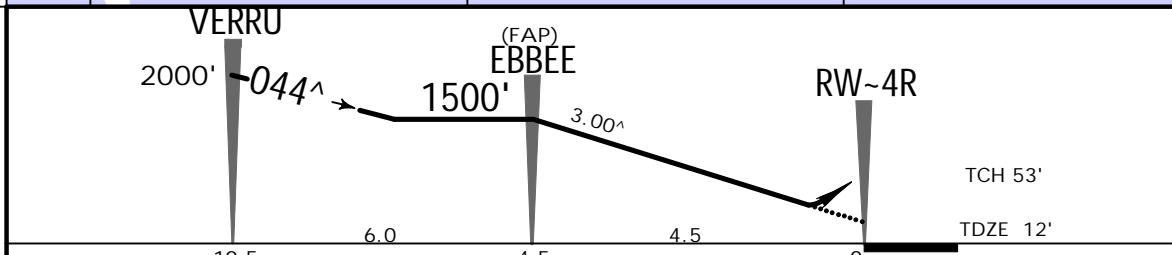
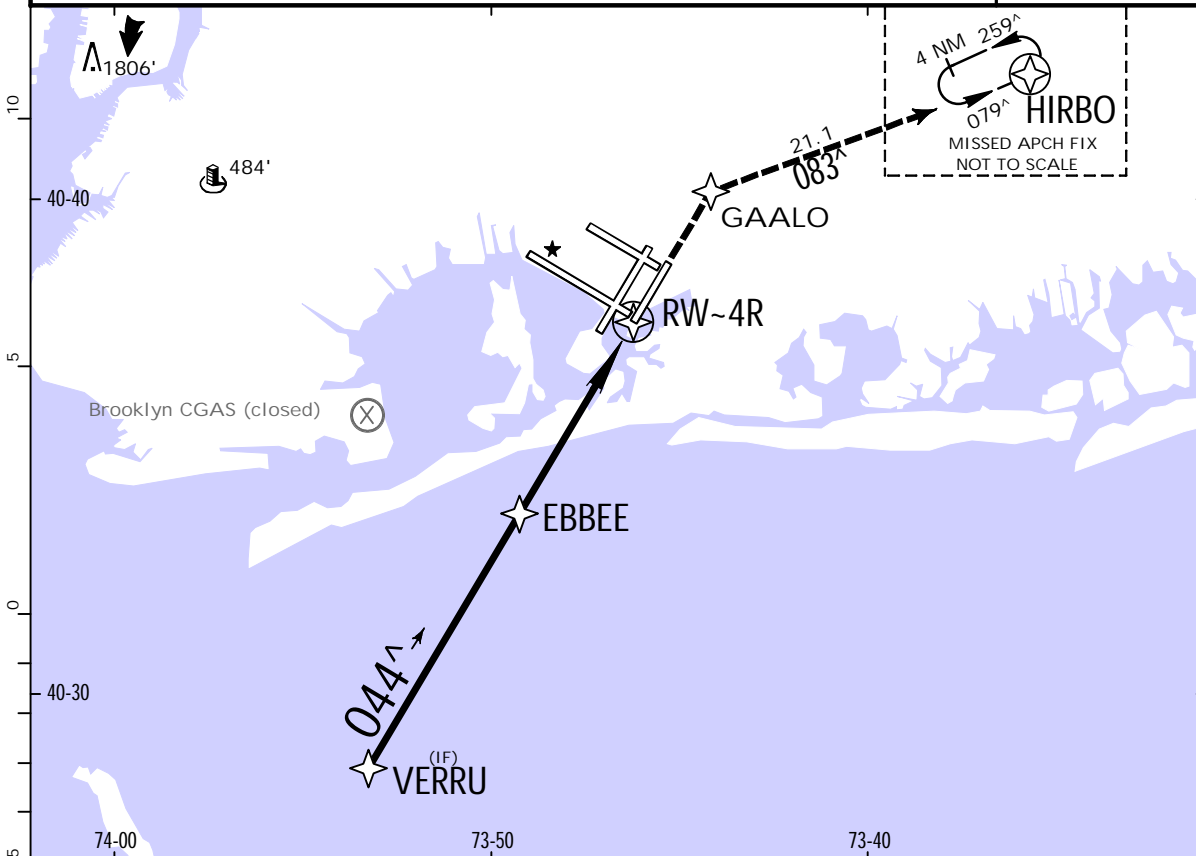
KJFK/JFK

KENNEDY INTL

JEPPESEN
24 JUN 22 (22-21)

NEW YORK, NY
RNAV (RNP) Z Rwy 4R

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.725 117.7 115.4		128.125		119.1 123.9		121.9
RNAV	Final Apch Crs 044[^]	EBBEE 1500' (1488')	RNP 0.30 DA(H) 358' (346')	Apt Elev 13' TDZE 12'		<p>2900</p> <p>MSA RW-4R</p>
<p>MISSED APCH: (Do not exceed 210 KT until GAALO) Climb to 4000' direct GAALO and track 083[^] to HIRBO and hold.</p>						
<p>RNP AR Apch Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 3. Simultaneous approach authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00[^]/TCH 69').</p>						



Gnd speed-Kts	70	90	100	120	140	160		4000'		GAALO
Glide Path Angle	3.00 [^]	372	478	531	637	743				
MAP at DA										

.TERPS. STRAIGHT-IN LANDING RWY 4R
RNP 0.30
DA(H) **358' (346')**
ALS out

A	RVR 30 or 5/8	RVR 60 or 1/4
B		
C		
D		

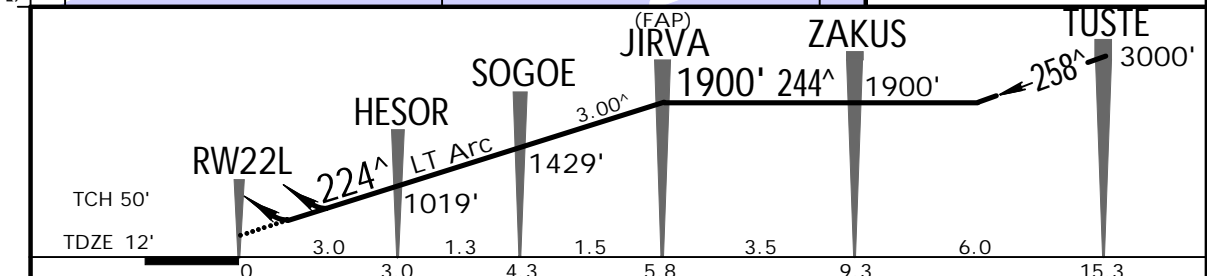
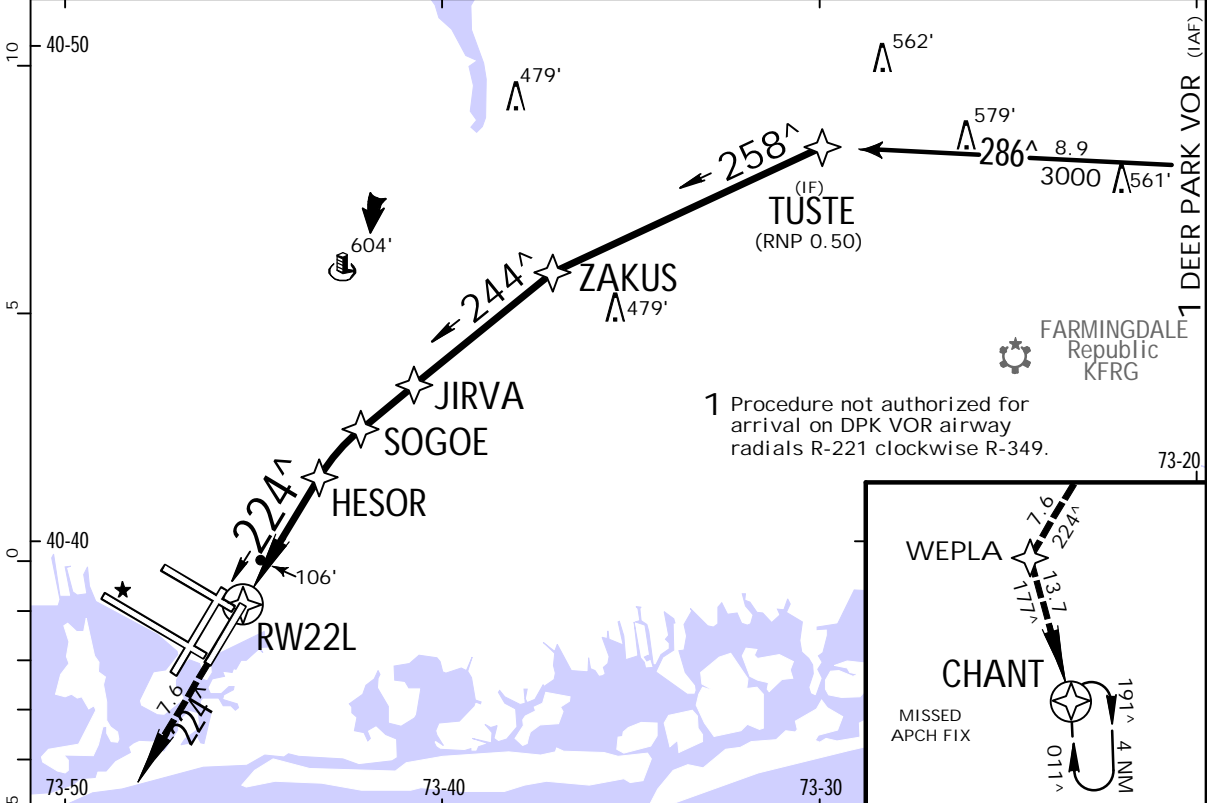
TERPS AMEND 1A 19 JUL 2018

KJFK/JFK
KENNEDY INTL

JEPPESSEN
13 JUL 18
Eff. 19 Jul. (22-22)

NEW YORK, NY
RNAV (RNP) Z Rwy 22L

D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.725 117.7 115.4		128.125		119.1 123.9		121.9
RNAV	Final Apch Crs 224 [^]	Minimum Alt JIRVA 1900' (1888')	RNP 0.20 DA(H) 361' (349')	Apt Elev 13' TDZE 12'		<p>2900</p> <p>MSA RW22L</p>
MISSED APCH: Climb to 3000' on track 224 [^] to WEPLA and on track 177 [^] to CHANT and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
RNP AR Apch RF required.						
<p>1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 3. Simultaneous approach authorized. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 66').</p>						



Gnd speed-Kts	70	90	100	120	140	160		3000' on 224 [^] WEPLA
Glide Path Angle	3.00 [^]	372	478	531	637	743		
MAP at DA								

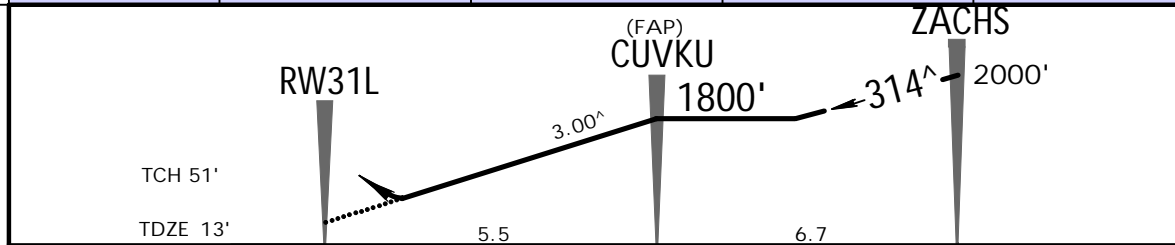
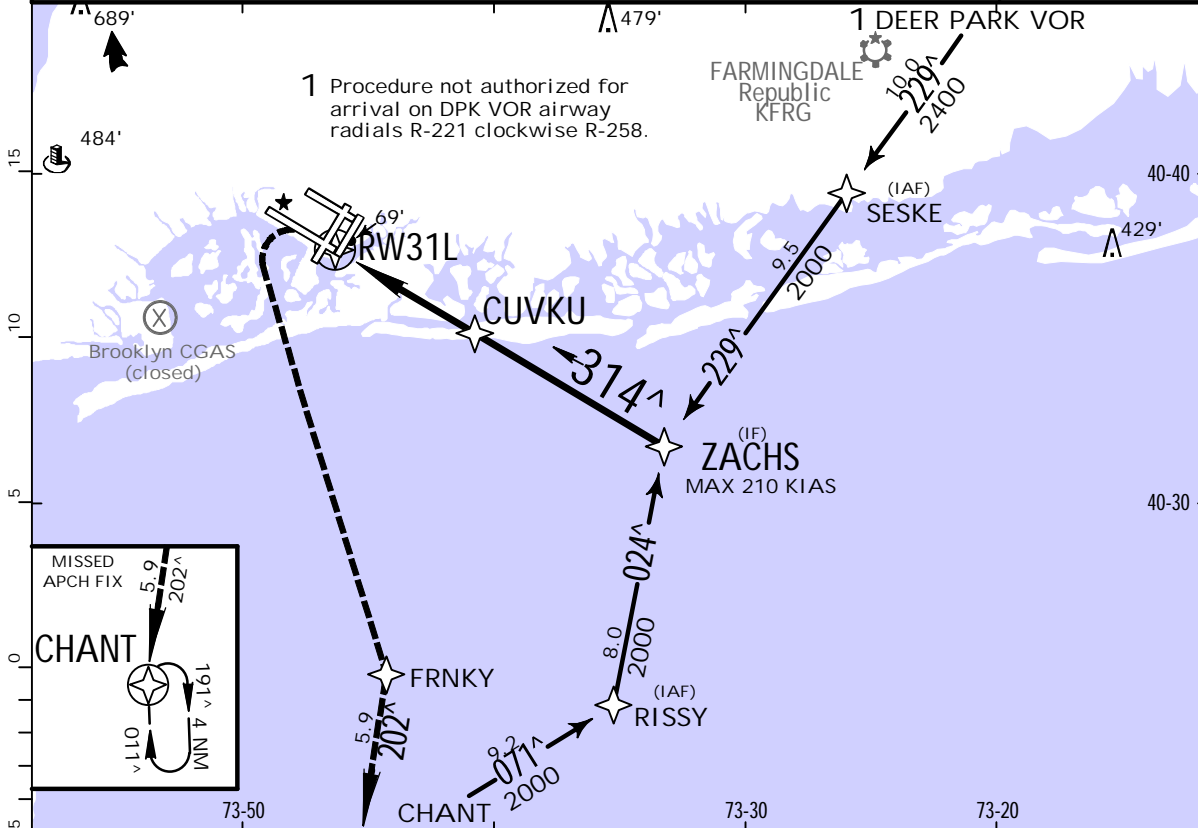
.TERPS.				STRAIGHT-IN LANDING RWY 22L			
RNP 0.20 DA(H) 361' (349')		ALS out		RNP 0.30 DA(H) 421' (409')		ALS out	
A							
B							
C	RVR 40 or 3/4	RVR 55 or 1/4		RVR 40 or 3/4		RVR 60 or 1/4	
D							

KJFK/JFK
KENNEDY INTL

JEPPESEN
13 JUL 18
Eff. 19 Jul. **(22-23)**

NEW YORK, NY
RNAV (RNP) Z Rwy 31L

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)	Ground
128.725	117.7	115.4	128.125	123.9 119.1	121.9
RNAV	Final Apch Crs 314[^]	Minimum Alt CUVKU 1800' (1787')	RNP 0.30 DA(H) 410' (397')	Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct FRNKY and on 202[^] track to CHANT and hold.					
RNP AR Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 67'). 4. Simultaneous approach authorized. 5. Use of Flight Director or Autopilot required during simultaneous operations.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	500'	3000'	
Glide Path Angle	3.00 [^]	372	478	531	637	743				
MAP at DA										

.TERPS. STRAIGHT-IN LANDING 31L
RNP 0.30
DA(H) **410'** (397')

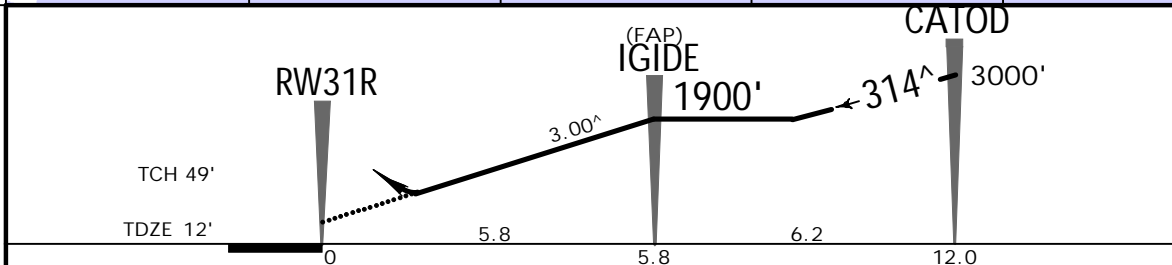
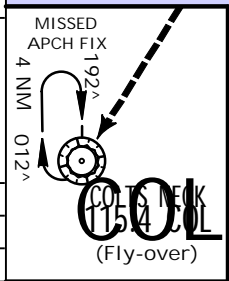
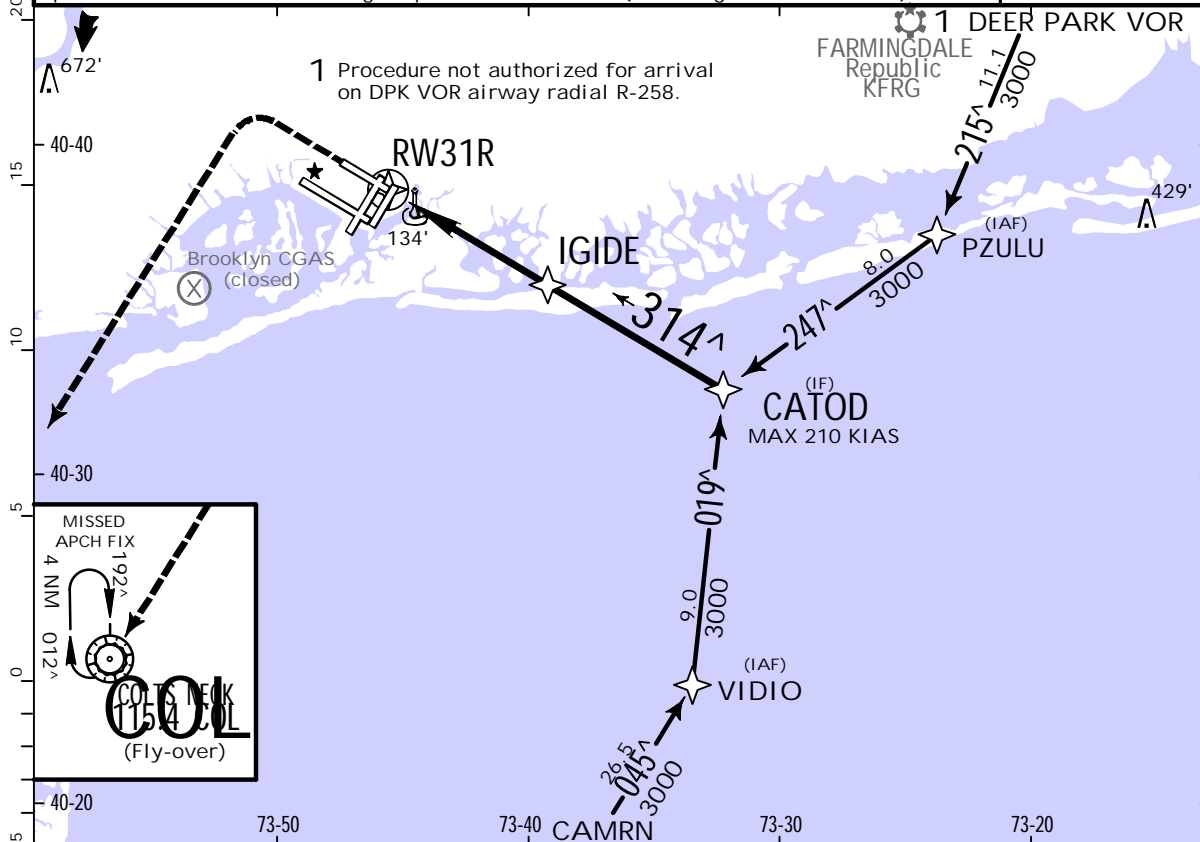
A	1 3/8
B	
C	
D	

KJFK/JFK
KENNEDY INTL

JEPPESEN
20 MAR 20 **(22-24)**

NEW YORK, NY
RNAV (RNP) Z Rwy 31R

D-ATIS Arrival (NE) (SW) 128.725 117.7 115.4			NEW YORK Approach (R) 128.125		KENNEDY Tower (Rwys 4R/22L & 13L/31R) 119.1 (Rwys 4L/22R & 13R/31L) 123.9		Ground 121.9	
RNAV		Final Apch Crs 314[^]	IGIDE 1900' (1888')		RNP 0.30 DA(H) 458' (446')		Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 1800' then climbing LEFT turn to 4000' direct COL VOR and hold.								<p>2900</p> <p>MSA RW31R</p>
RNP AR Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 3. Simultaneous approach authorized. 4. Use of Flight Director or Autopilot required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 54°).								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI-R 1800' 4000' LT COL 115.4
Glide Path Angle 3.00 [^]	372	478	531	637	743	849	
MAP at DA							

TERPS. STRAIGHT-IN LANDING RWY 31R
RNP 0.30
DA(H) **458'** (446')

RATL/ALS out	
A	
B	
C	RVR 50 or 1
D	1 1/2

TERPS AMEND 1B 19 JUL 2018

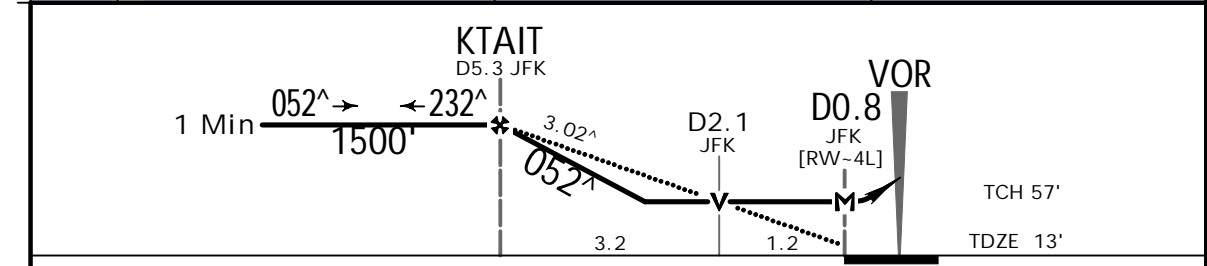
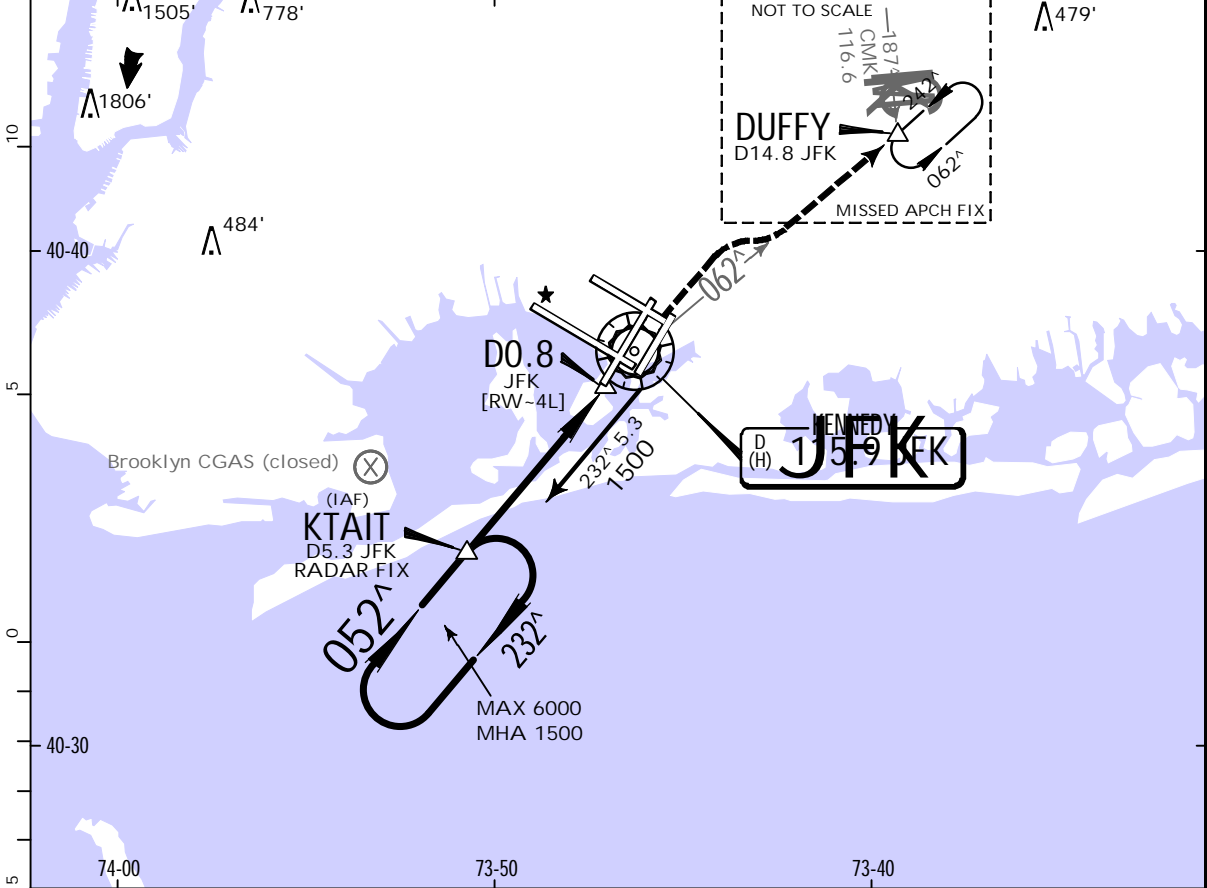
KJFK/JFK

KENNEDY INTL

JEPPESSEN
24 JUN 22 **(23-1)**

NEW YORK, NY
VOR Rwy 4L

BRIEFING STRIP™	D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)	KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)	Ground	
	128.725	117.7	115.4	128.125	123.9 119.1	121.9
	VOR JFK 115.9	Final Appch Crs 052[^]	KTAIT (1487') 1500'	MDA(H) (467') 480'	Apt Elev 13' TDZE 13'	
	MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' outbound on JFK VOR R-062 to DUFFY INT/D14.8 JFK and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. DME or Radar required for procedure entry. 2. VGSI and descent angles not coincident (VGSI angle 3.00 [^] /TCH 75').						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	3000'	JFK R-062	DUFFY
Descent Angle	3.02 [^]	374	481	534	641	748		↑	↖ RT		
MAP at D0.8 JFK or KTAIT to MAP	4.5	3:51	3:00	2:42	2:15	1:56					

.TERPS.		STRAIGHT-IN LANDING RWY 4L		CIRCLE-TO-LAND	
MDA(H) 480' (467')		Max Kts		MDA(H)	
A	RVR 55 or 1		90	640' (627') -1	
B			120		
C			140	680' (667') -1 ³ / ₄	
D	1 ³ / ₈		165	680' (667') -2	

KJFK/JFK

KENNEDY INTL

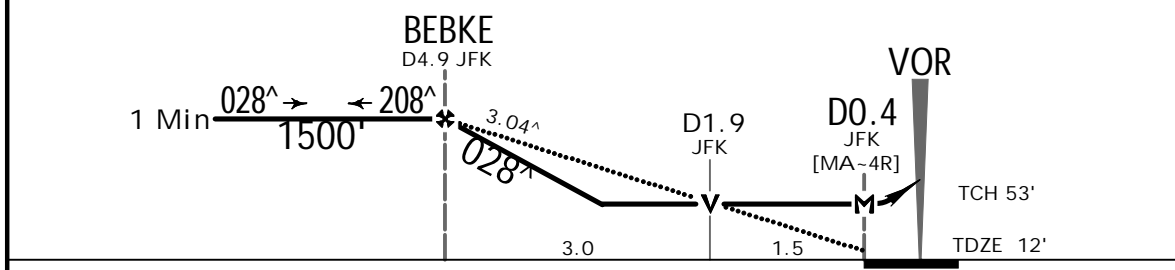
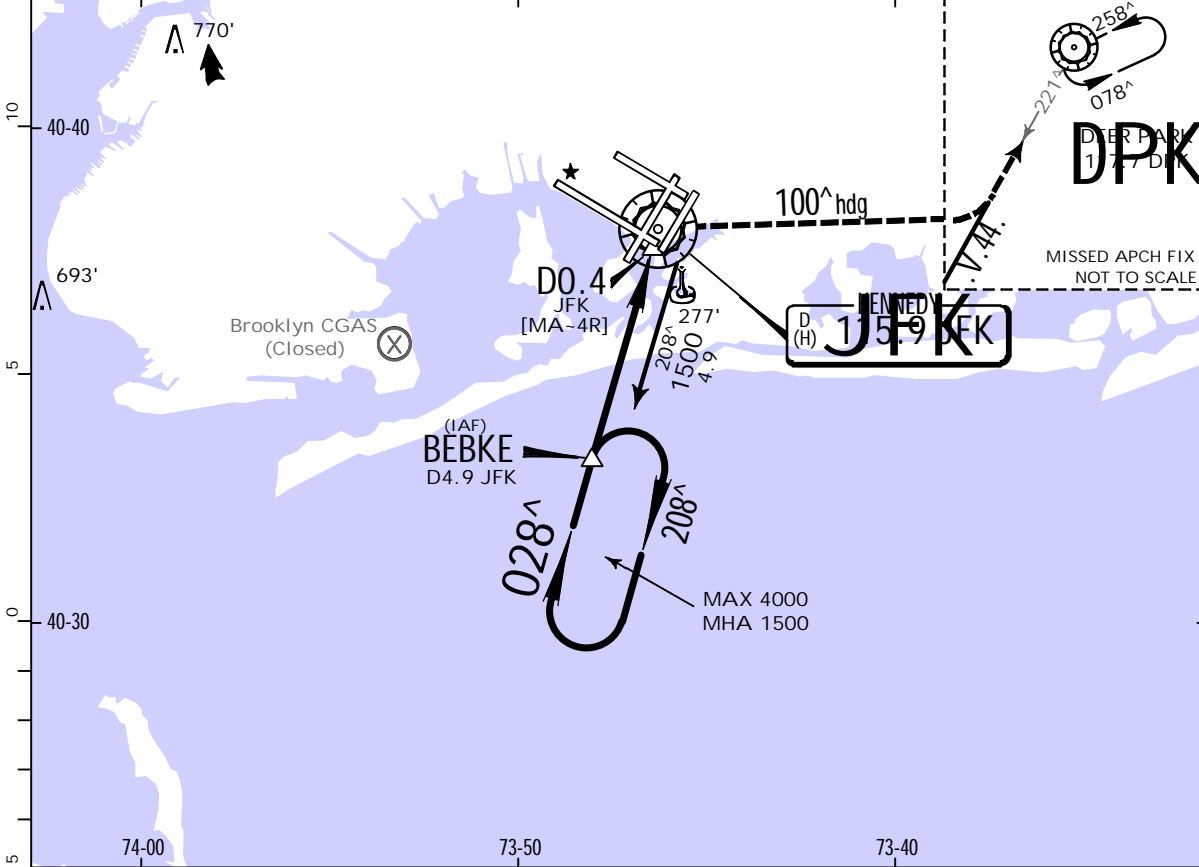
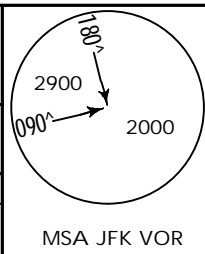


24 JUN 22 **23-2**

NEW YORK, NY

VOR Rwy 4R

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground	
128.725	117.7	115.4	128.125		119.1	123.9		121.9
VOR JFK 115.9		Final Apch Crs 028 [^]		BEBKE 1500' (1488')		MDA(H) 540' (528')		Apt Elev 13' TDZE 12'
MISSED APCH: Climbing RIGHT turn to 4000' on heading 100 [^] and V-44 to DPK VOR and hold.								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. DME or Radar required for procedure entry. 2. VGSI and descent angles not coincident (VGSI angle 3.00 [^] /TCH 69').								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000' RT on 100 [^] and V-44	DPK 117.7
Descent angle 3.04 [^]	376	484	538	645	753	861			
MAP at DO.4 JFK or BEBKE to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39			

.TERPS. STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND			
MDA(H) 540' (528')				ALS out			
A				Max Kts			
B				MDA(H)			
RVR 24 or 1/2				90			
RVR 50 or 1				120			
RVR 50 or 1				140			
RVR 60 or 1/4				165			
RVR 24 or 1/2				640'(627') -1			
RVR 50 or 1				680'(667') -1 3/4			
RVR 60 or 1/4				680'(667') -2			

TERPS AMEND 08 21 MAY 2020

KJFK/JFK

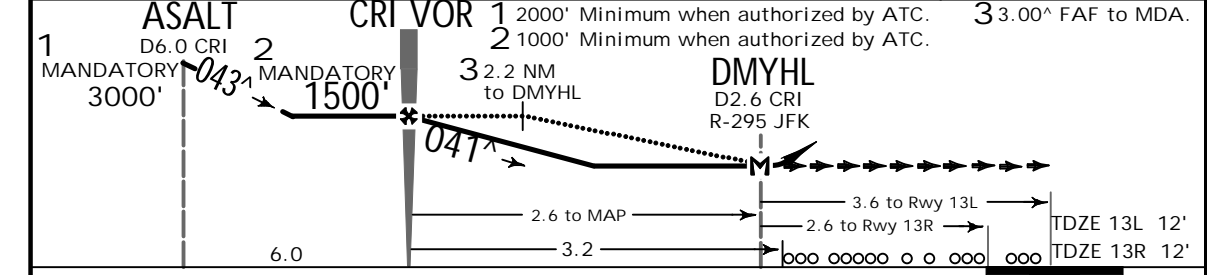
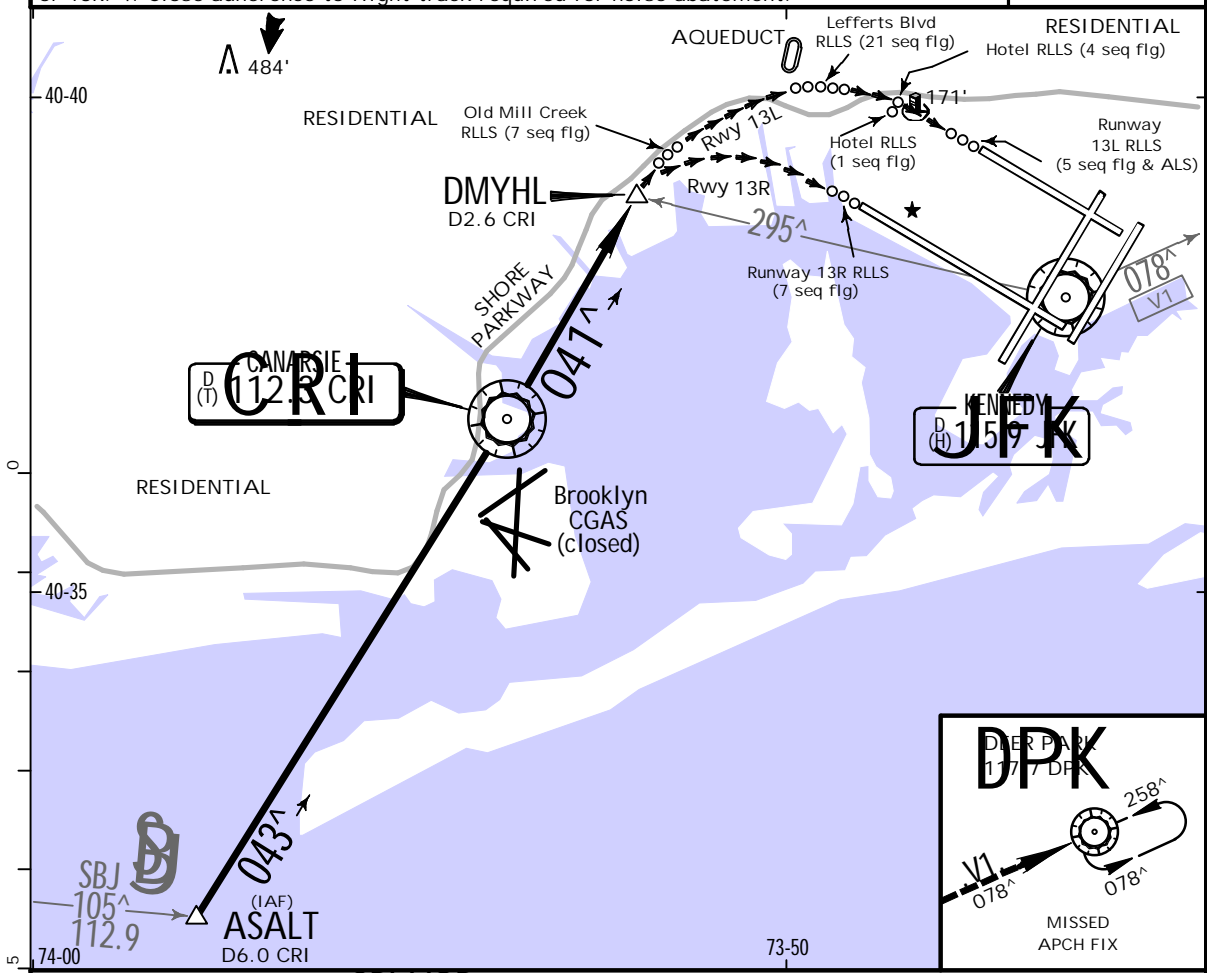
KENNEDY INTL

JEPPESSEN
 15 MAY 20
 .Eff. 21 May. (23-3)

NEW YORK, NY

VOR or GPS Rwy 13L/R

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R)	Ground
128.725	117.7	115.4	128.125	119.1 123.9 (Rwys 4L/22R & 13R/31L)	121.9
VOR CRI 112.3	Final Apch Crs 041 [^]	Mandatory Alt CRI VOR (CONDITIONAL) 1500' (1488')	MDA(H) 800' (788')	Apt Elev 13' TDZE 13L 12' TDZE 13R 12'	
MISSED APCH: At or beyond MAP, climbing RIGHT turn to 4000' on heading 100 [^] and V-1 (R-078 JFK) to DPK VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. When Lead-in Light System inop, procedure not authorized. 3. When visual reference established, fly visual to airport via lead-in lights to Rwy 13L or 13R. 4. Close adherence to flight track required for noise abatement.					



Gnd speed-Kts	70	90	100	120	140	160	Rwy 13L ALSF-II	Rwy 13R RLLS PAPI-L	4000'	100 [^]	and	V-1
Descent Angle	3.00 [^]	372	478	531	637	849	PAPI	RLLS	RT	on	hdg	
MAP at DMYHL/D2.6 CRI or crossing R-295 JFK or CRI VOR to MAP	2.6	2:14	1:44	1:34	1:18	1:07	0:58					
RUNWAY LEAD-IN LIGHT SYSTEM (RLLS)						CIRCLE-TO-LAND						
MDA(H) 800' (788')						RLLS out						
A	2						A					
B							B					
C	2 1/4						C					
D	2 1/2						D					

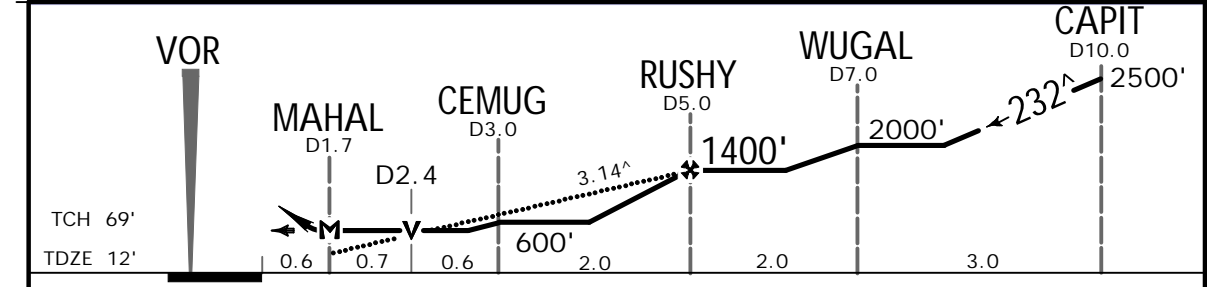
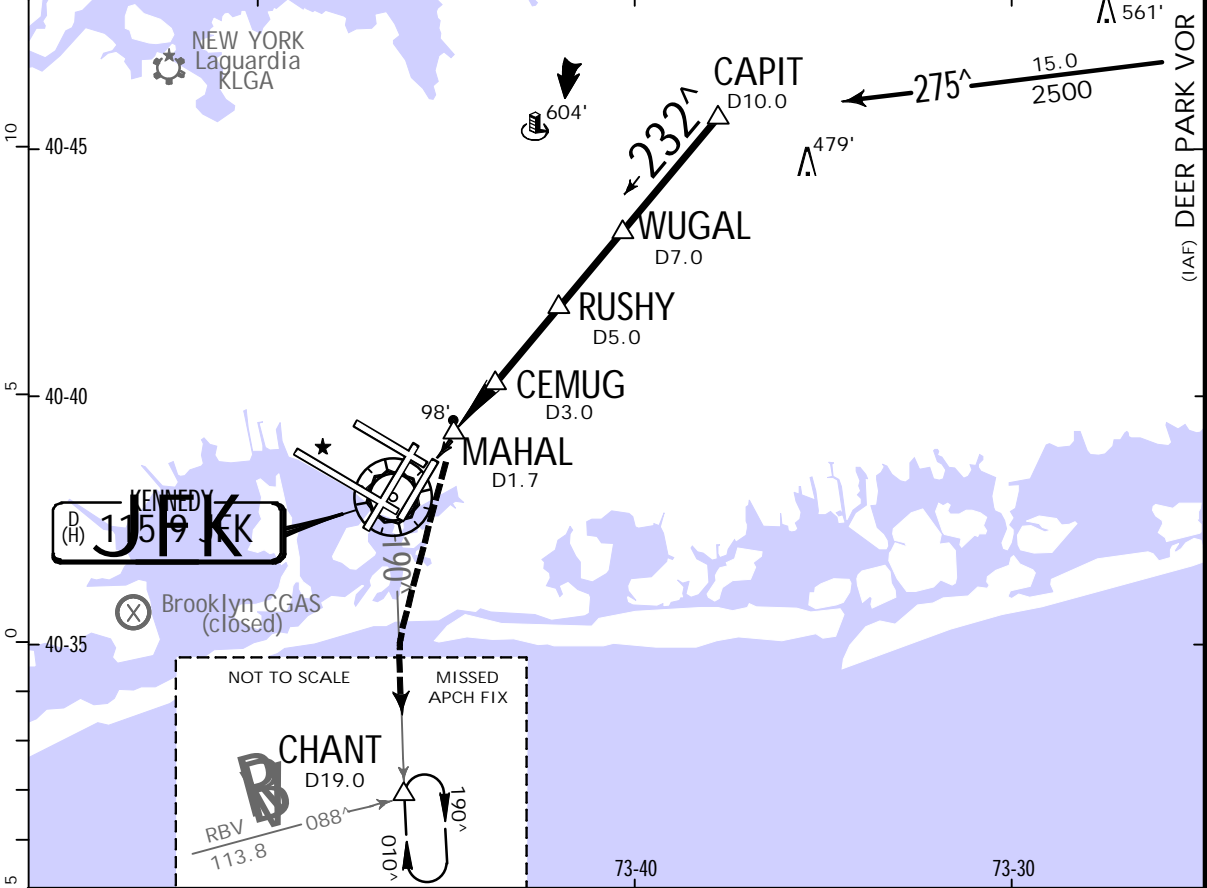
KJFK/JFK

KENNEDY INTL

JEPPESEN
15 MAY 20 **(23-4)** .Eff.21.May.

NEW YORK, NY
VOR Rwy 22L

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.725	117.7	115.4	128.125	119.1	123.9	121.9
VOR JFK 115.9	Final Apch Crs 232 [^]	RUSHY 1400' (1388')	MDA(H) 440' (428')	Apt Elev 13' TDZE 12'		
MISSED APCH: Climbing LEFT turn to 3000' outbound on JFK VOR R-190 to CHANT INT/D19.0 and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA JFK VOR
1. DME Required. 2. Rwy 22L helicopter visibility reduction below 1 SM not authorized.						



Gnd Speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000' LT	JFK R-190	CHANT
Descent Angle	3.14 [^]	389	500	556	667	889				
MAP at MAHAL										

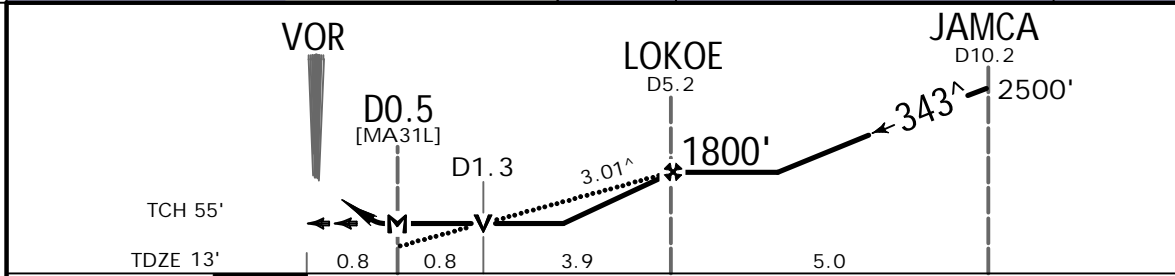
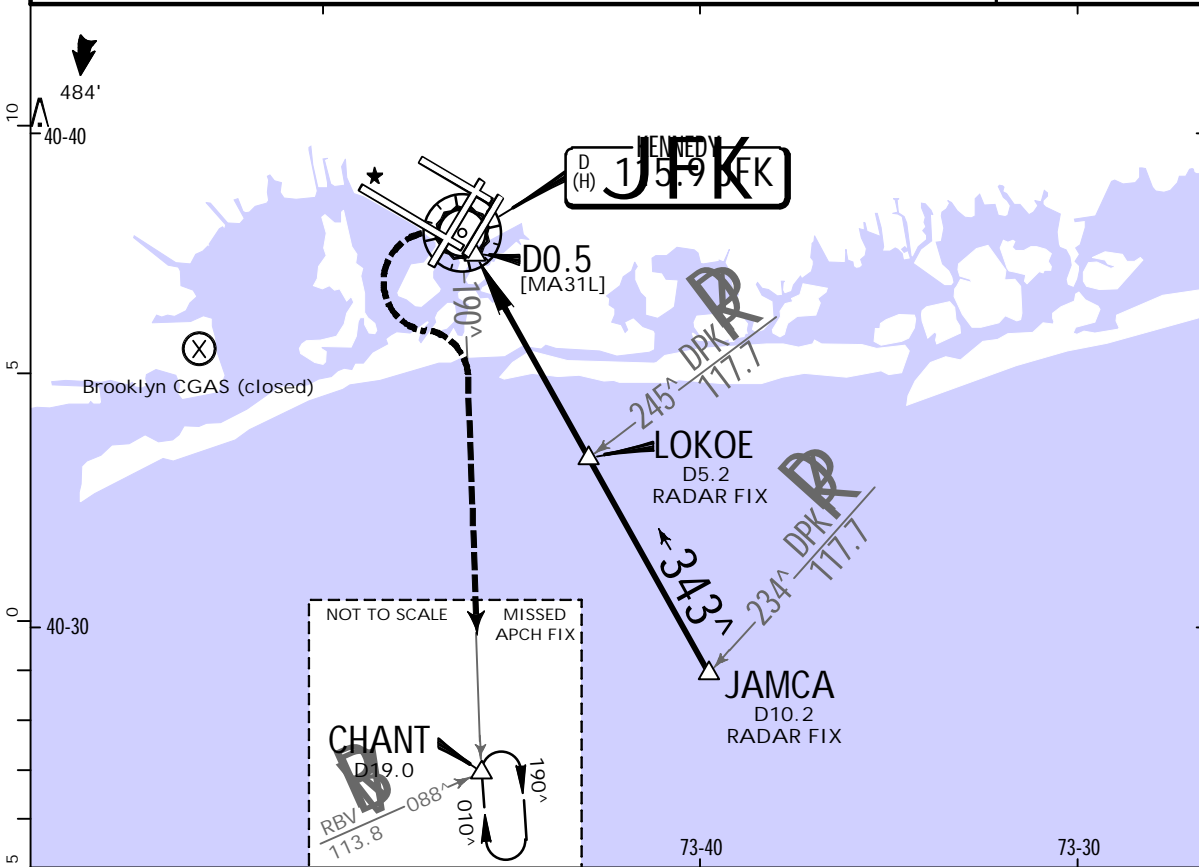
.TERPS.			LANDING RWY 22L			CIRCLE-TO-LAND		
MDA(H) 440' (428')			ALS out			Max Kts		
A			RVR 55 or 1		90	MDA(H)		
B	RVR 40 or 3/4				120	640'(627') -1		
C			RVR 60 or 1/4		140	680'(667') -1 3/4		
D	RVR 50 or 1		1 1/2		165	680'(667') -2		

KJFK/JFK
KENNEDY INTL

JEPPESEN
22 JAN 21 **(23-5)**

NEW YORK, NY
VOR Rwy 31L

BRIEFING STRIP™	D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)	KENNEDY Tower	Ground	
	128.725	117.7	115.4	128.125	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9
	VOR JFK 115.9	Final Apch Crs 343^	LOKOE 1800' (1787')	MDA(H) 560' (547')	Apt Elev 13' 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. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 67').						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000' via JFK R-190	CHANT
Descent Angle	3.01^	373	479	532	639	852			
MAP at D0.5 or LOKOE to MAP	4.7	4:02	3:08	2:49	2:21	2:01			

TERPS AMEND ORIG-B	.TERPS. STRAIGHT-IN LANDING RWY 31L			CIRCLE-TO-LAND				
	MDA(H) 560' (547')				MDA(H)			
	A	RVR 55 or 1			90	640'(627') - 1		
	B				120	680'(667') - 1 3/4		
	C	1 5/8			140	680'(667') - 2		
D					165	680'(667') - 2		

KJFK/JFK
KENNEDY INTL

JEPPESSEN
6 APR 18 (29-1)

NEW YORK, NY
BELMONT VISUAL Rwy 22L

D-ATIS Arrival (NE) (SW) 128.72 117.7 115.4			NEW YORK Approach (R) 128.125	KENNEDY Tower (Rwys 4R/22L & 13L/31R) 119.1 123.9 (Rwys 4L/22R & 13R/31L)	Ground 121.9
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3500-5	Apt Elev 14'	
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-L 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.



WEATHER MINIMUMS
Ceiling 3500' - VIS 5

TERPS

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

NEW YORK, NY (KENNEDY INTL - KJFK)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KJFK

Type: Terminal

Effectivity: Temporary

Begin Date: 20230303

End Date: Until Further Notice

(20-9D/20-9E) Construction dates are approximate - April 23- May 23. All dates are approximate and implementation should be verified through NOTAMS. See Current NOTAMS for Additional Information.

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.