

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KJFK

Terminal Charts For KJFK

Revision Letter For Cycle 08-2026

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: 0949 Z
Sunset: 2355 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: 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: 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

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

Runway: 13R
Length x Width: 14511 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 2044 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: 3424 ft

Runway: 31L
Length x Width: 14511 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, Centerline
Displaced Threshold: 3264 ft

Communication Information

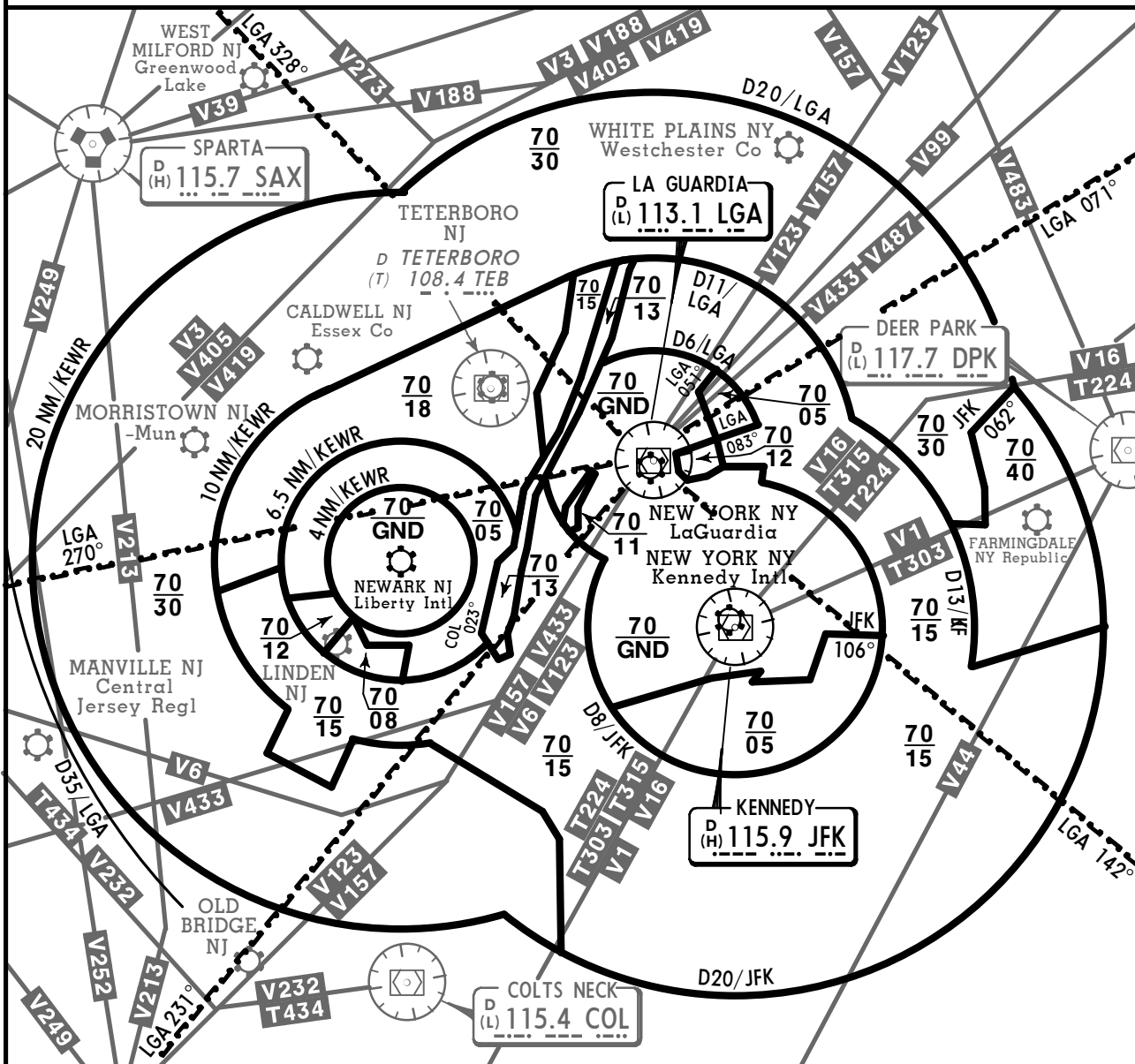
ATIS: 115.400 Arrival Service
ATIS: 117.700 Arrival Service
ATIS: 128.725
Kennedy Tower: 119.100
Kennedy Tower: 123.900
Kennedy Ground: 121.900
Kennedy Ground: 121.650 Secondary
Kennedy Ramp/Taxi: 130.775
Kennedy Ramp/Taxi: 131.850
Kennedy Ramp/Taxi: 130.275
Kennedy Ramp/Taxi: 125.050
Kennedy Clearance Delivery: 135.050
Kennedy Clearance Pre-Taxi: 135.050
New York Approach: 126.800 Secondary
New York Approach: 109.500 Secondary
New York Approach: 125.700
New York Approach: 123.700 Secondary
New York Approach: 118.400 Secondary

New York Approach: 128.125 Initial Contact
New York Approach: 132.400 Secondary
New York Approach: 134.350 Secondary
Kennedy Terminal Control Area: 125.250 At or below 2000 ft Out to 8 mi.
New York Departure: 135.900
New York Departure: 134.350 Secondary
New York Departure: 123.700 Secondary
New York Departure: 124.750 Secondary
Kennedy UNICOM: 122.950
Delta Gate: 131.375
American Gate: 129.200
New York FSS: 122.100 RCO
New York FSS: 115.900 RCO

NEW YORK CLASS B AIRSPACE

CLASS B AIRSPACE 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** 128.125 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-

- a. Arriving aircraft should contact New York Approach Control on specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control for sequencing and spacing purposes.
- b. 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 appropriate frequencies.
- c. 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.

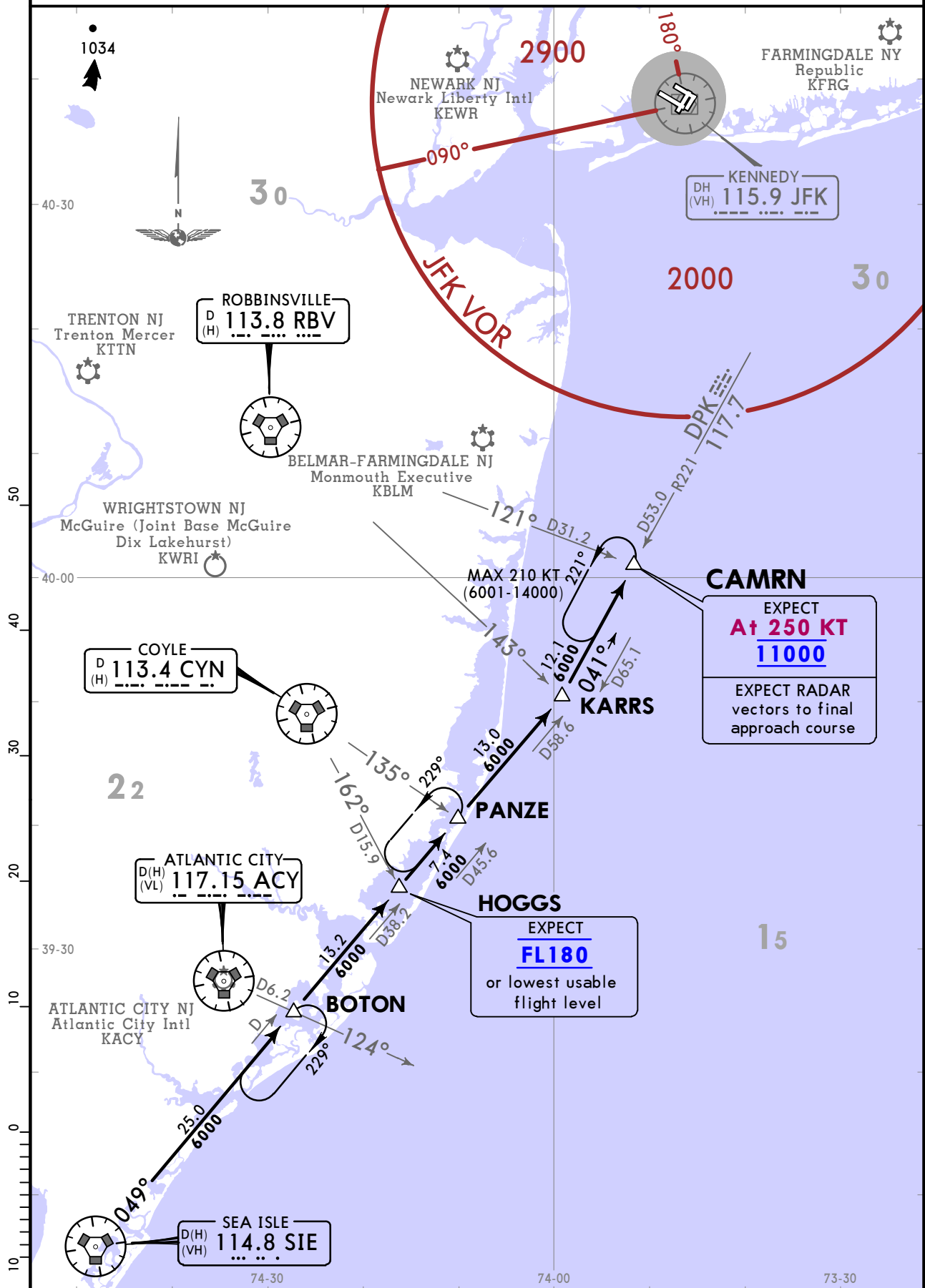
KJFK/JFK
JOHN F KENNEDY INTL

JEPPESEN
16 JAN 26 **20-2** Eff 22 Jan

NEW YORK, NY
STAR

| | | |
|-------------------------|----------|--|
| D-ATIS Arrival | Apt Elev | Alt set: INCHES |
| NE SW | 13 | Trans level: FL180 |
| 128.725 117.7 115.4 | | 1. RADAR required. 2. Jet aircraft only. |

CAMRN 5 ARRIVAL (SIE.CAMRN5)

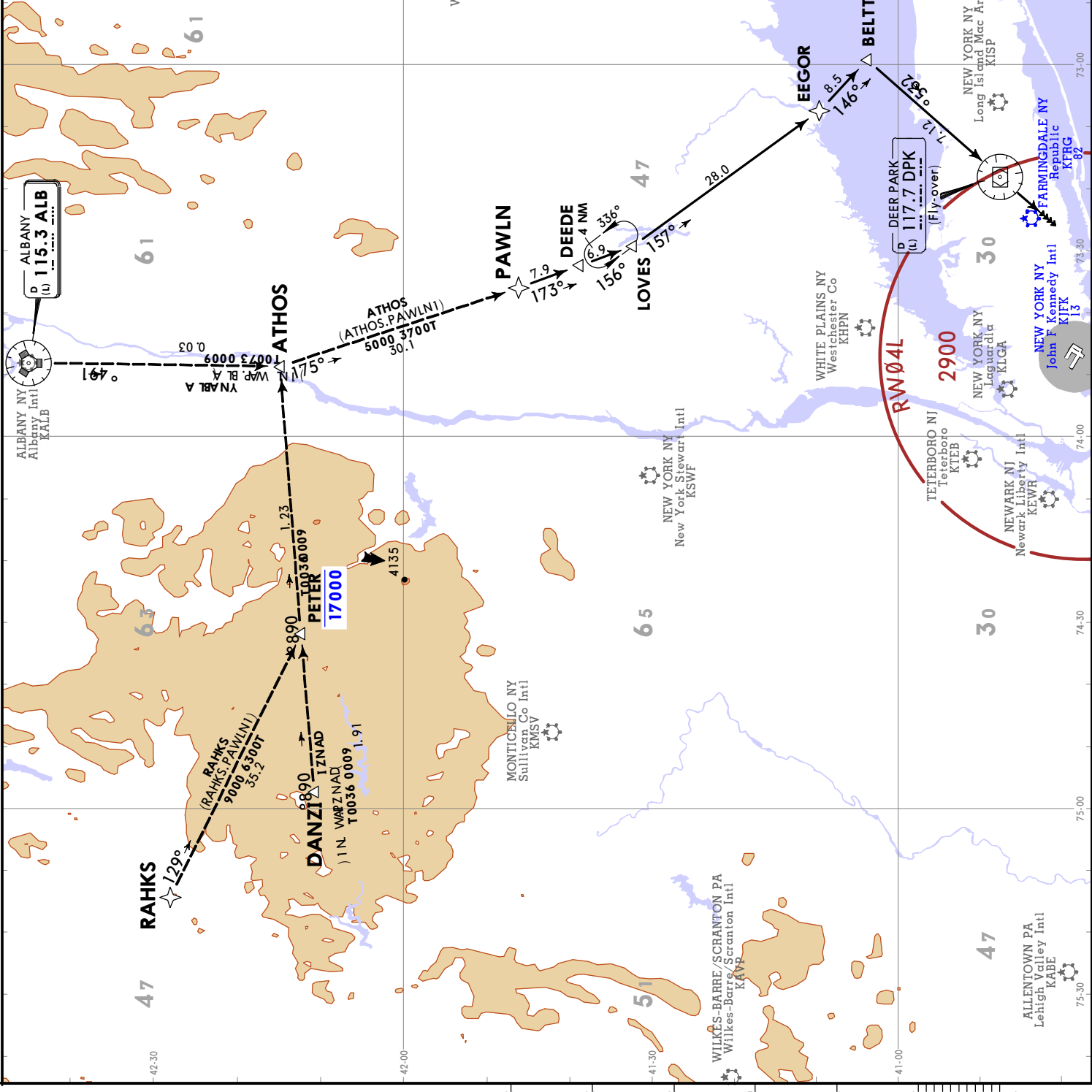


ROUTING

From over SIE VOR on SIE R049 and DPK R221 to CAMRN. EXPECT RADAR vectors to final approach course.

JEYPESEN NEW YORK, NY
 26 SEP 25 (20-2D) EFF 2 Oct
RNAV STAR

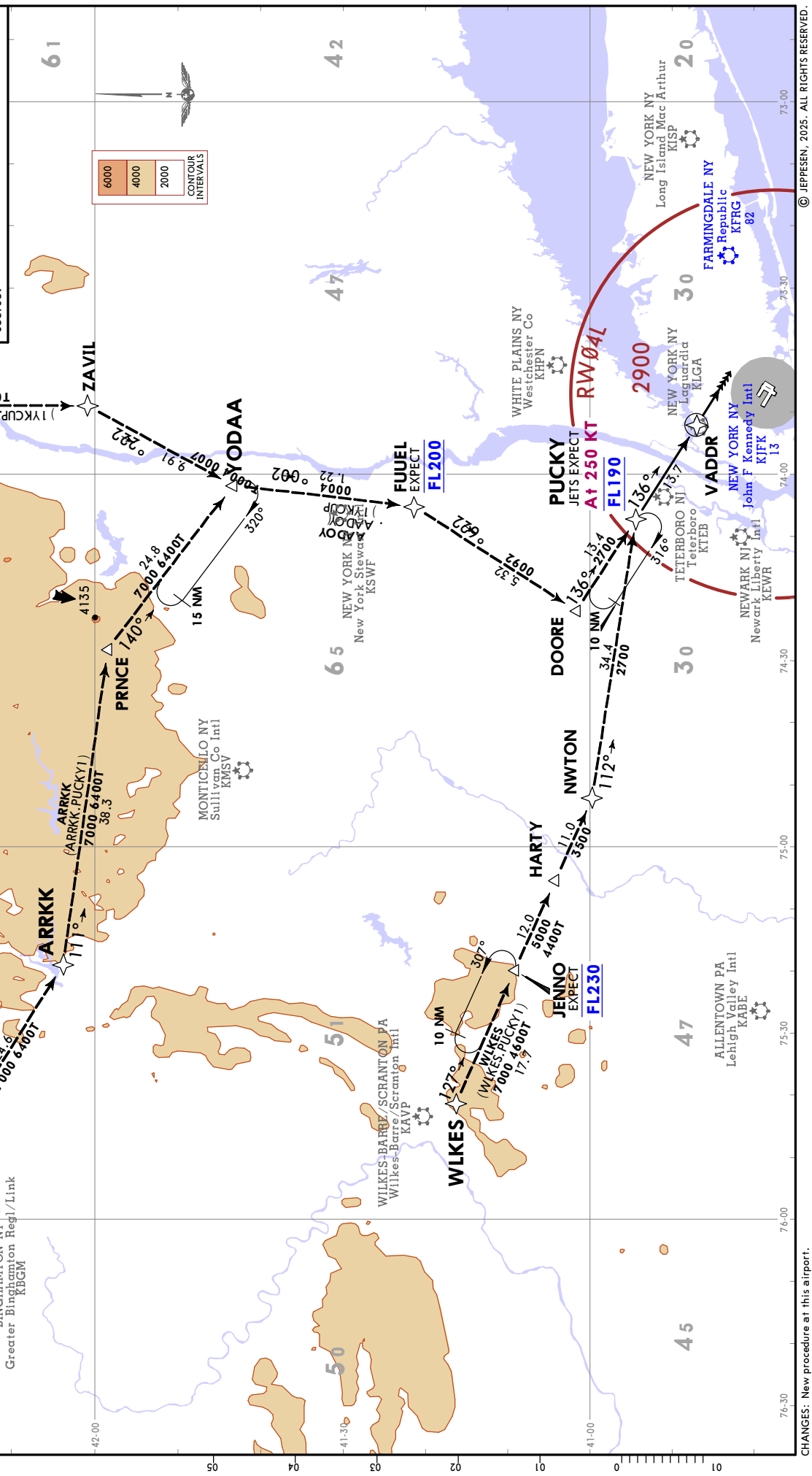
| | |
|---|-------------|
| D-ATIS Arrival | Apt Elev |
| 128.725 | See graphic |
| 117.7 | SW |
| 115.4 | |
| Alt set: INCHES Trans level: FL180 | |
| RNAV 1 - DME/DME/IRU or GPS | |
| 1. RADAR required. | |
| 2. STAR applicable to prop and turboprop aircraft operating at 250 KT or less. | |
| 3. Jets do not file - to be assigned by ATC. | |
| PAWLN 1 RNAV ARRIVAL (PAWLN.PAWLNI) | |
| ROUTING | |
| From PAWLN on track 173° to DEEDE, then on track 173° to LOVES, then on track 157° to EEGOR, then on track 146° to BELTT, then on track 235° to DPK VOR, then on track 235°. EXPECT RADAR vectors to final approach course. | |



KJFK/JFK
 JOHN F. KENNEDY INTL

JEPPESEN NEW YORK, NY
 26 SEP 25 (20-2E) Eff 2 Oct
 RNAV STAR

| | | | |
|---|-------|-------|-------------|
| D-ATIS Arrival | NE | SW | Apt Elev |
| 128.725 | 117.7 | 115.4 | See graphic |
| Alt set: INCHES Trans level: FL180 | | | |
| RNAV 1 - DME/DME/IRU or GPS | | | |
| 1. RADAR required. | | | |
| 2. STAR applicable to jet and turbo-prop aircraft capable of operating at 250 KT or greater at FL190. | | | |
| 3. JEWLR transition, ATC assigned only. | | | |
| PUCKY 1 RNAV ARRIVAL (PUCKY.PUCKY1) | | | |
| ROUTING | | | |
| From PUCKY on track 136° to VADDR, then on track 136°. EXPECT RADAR vectors to final approach course. | | | |



KJFK / JFK
 JOHN F KENNEDY INTL

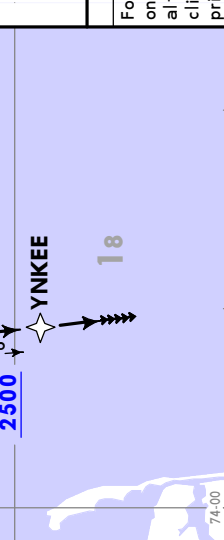
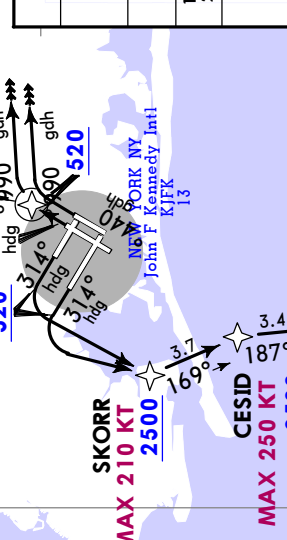
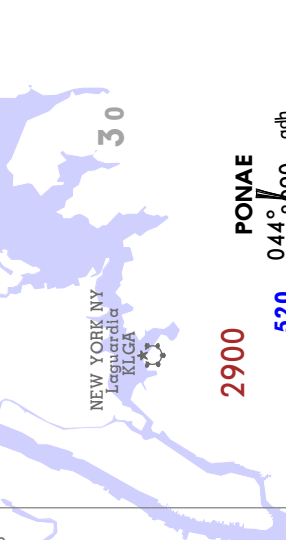
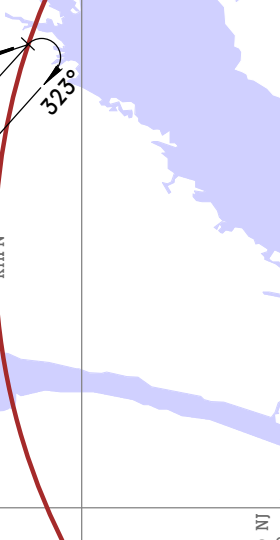
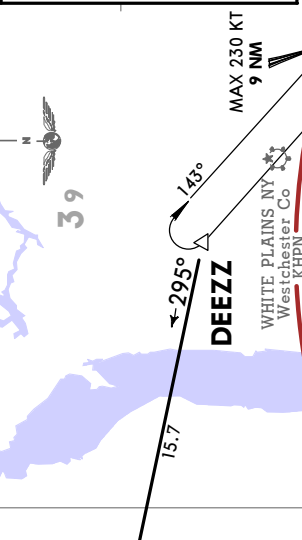
JEPPESEN NEW YORK, NY
20-3 Eff. 19 Mar. **RNAV SID**
 13 MAR 26

DEEZZ 6 RNAV DEPARTURE
(DEEZZ6.DEEZZ)
(ALL RWYS)

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (20-30B1).
TAKE-OFF MINIMUMS:
 Rwy 4L/R, 13L, 22L/R: Standard.
 Rwy 13R: Standard with a minimum climb of 250 FT/NM to 300.
 Rwys 31L/R: Standard with a minimum climb of 500 FT/NM to 1400.

| | | | | | | |
|---------------|-----|------|------|------|------|------|
| Grnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 250 FT/NM | 313 | 417 | 625 | 833 | 1042 | 1250 |
| 500 FT/NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 620 FT/NM | 775 | 1033 | 1550 | 2067 | 2583 | 3100 |

Trans alt: 18000
 RNAV-1 DME/DME/IRU or GPS required
 1. RADAR required.
 2. Do not file TOWIN Transition - To be assigned by ATC.



NEW YORK
 Departure (R)
135.9

CANDR
 (R) 0013
 N WPT 62EED WPT
 0013
 NOT TO SCALE

TOWIN
 N WPT 62EED WPT
 0013
 NOT TO SCALE

KURNL
 1808

HEERO
 290°
 4.0

DEEZZ
 145°
 15.7

SKORR
 MAX 210 KT
 2500
 169°
 2.5

CESID
 MAX 250 KT
 2500
 187°
 3.4

NEW YORK NY
 Laguardia
 KLGA

WHITE PLAINS NY
 Westchester Co
 KHPN

NEWARK NJ
 Newark Liberty Intl
 KEWR

TETERBORO NJ
 Teterboro
 KTEB

NEW YORK NY
 John F. Kennedy Intl
 KJFK

FARMINGDALE NY
 Republic
 KFRG

YNKEE
 18

39

30

30

29

20

19

22

74-00

KJFK/JFK
JOHN F KENNEDY INTL
NEW YORK, NY
NEW YORK, NY
13 MAR 26 (20-3B) EFF 19 Mar
SID

NEW YORK Departure (R)
135.9
 Apt Elev
13
 Trans alt: 18000
 RADAR required.

KENNEDY 5 DEPARTURE (JKF5.JFK) (ALL RWYS)

TAKE-OFF MINIMUMS:
 Rws 4L/R, 13L/R, 22L/R, 31L/R: Standard.

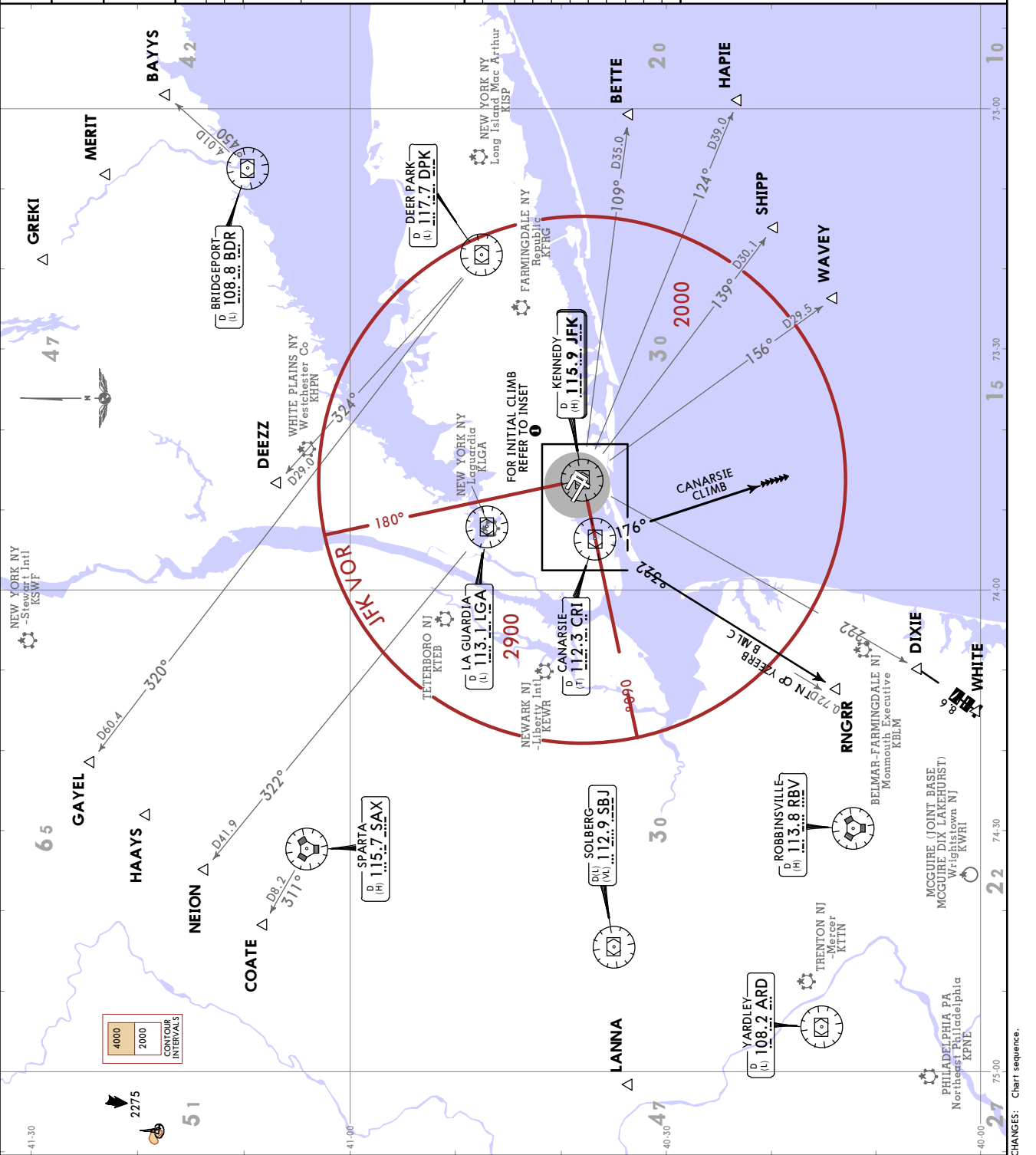
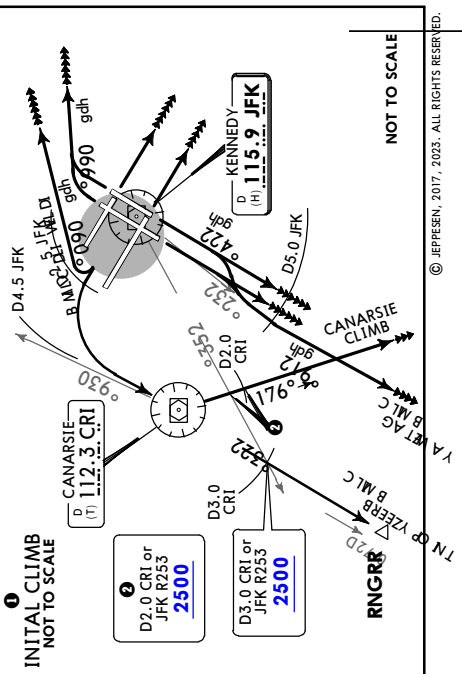
TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (20-30B1).

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|-------|---|--------------|
| 4L/R | Climbing RIGHT turn heading 099°. | |
| 13L/R | Climb on assigned heading. | |
| 22L/R | Climb heading 224°. GATEWAY CLIMB (DME required. To be assigned during period 2200-0700 LT): Climbing RIGHT turn to intercept JFK R232 until D5.0 JFK, then turn LEFT heading 219°. | |
| 31L/R | BREEZY POINT CLIMB: Climbing LEFT turn direct CRI VOR. Make turn EAST of CRI R039 (remain within D4.5 JFK), then via CRI R223 to RNRGR. Cross D3.0 CRI or JFK R253 at or above 2500. CANARSIE CLIMB: Climbing LEFT turn direct CRI VOR. Make turn EAST of CRI R039 (remain within D4.5 JFK), then via CRI R176. Cross D2.0 CRI or JFK R253 at or above 2500. IDLEWILD CLIMB: (To be assigned to Non-turboprop aircraft): Climbing RIGHT turn to 2000 via heading 090° (remain within D2.5 JFK). If unable to remain within D2.5 JFK, advise ATC. | 5000 |

ROUTING

Via RADAR vectors to assigned route/fix, MAINTAIN 5000. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

| | |
|------------------|--|
| BAYYS Departures | EXPECT vectors to BDR VOR or BDR R054. |
| BETTE Departures | EXPECT vectors to JFK R109. |
| COATE Departures | EXPECT vectors to SAX VOR or SAX R311. |
| DIXIE Departures | EXPECT vectors to JFK R222. |
| HAPIE Departures | EXPECT vectors to JFK R124. |
| RBV Departures | EXPECT vectors to RBV VOR after RNRGR. |
| SHIPP Departures | EXPECT vectors to JFK R139. |
| WAVEY Departures | EXPECT vectors to JFK R156. |
| WHITE Departures | EXPECT vectors to V-1. |



KJFK/JFK

JEPPESEN

NEW YORK, NY

JOHN F KENNEDY INTL

13 MAR 26

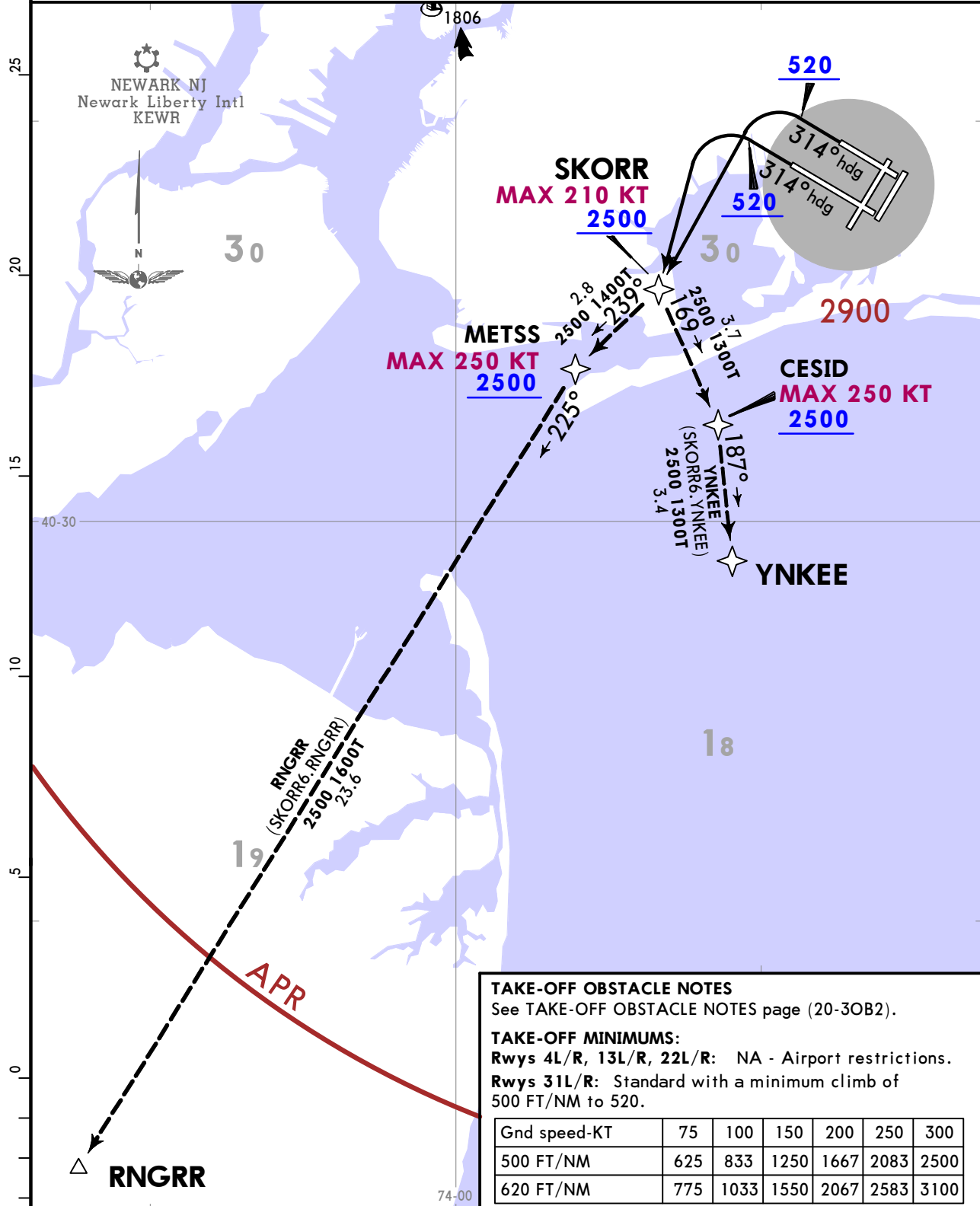
(20-3C)

Eff 19 Mar

RNAV SID

| | | |
|--|-----------------------|--------------------------------------|
| NEW YORK Departure (R) 135.9 | Apt Elev 13 | Trans alt: 18000 |
| | | RNAV 1 - DME/DME/IRU or GPS required |
| | | RADAR required. |

**SKORR 6 RNAV DEPARTURE
(SKORR6.SKORR)
(RWYS 31L/R)**



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (20-3OB2).

TAKE-OFF MINIMUMS:
Rwys 4L/R, 13L/R, 22L/R: NA - Airport restrictions.
Rwys 31L/R: Standard with a minimum climb of 500 FT/NM to 520.

| | | | | | | |
|--------------|-----|------|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 500 FT/NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 620 FT/NM | 775 | 1033 | 1550 | 2067 | 2583 | 3100 |

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|--------------|---|--------------|
| 31L/R | Climb on heading 314° to 520, then LEFT turn direct to cross SKORR at or above 2500 and at or below 210 KT, then on assigned transition, MAINTAIN 5000. EXPECT filed altitude 10 minutes after departure. | 5000 |

ROUTING

All aircraft ATC climb gradient: If unable to accept climb rate advise ATC prior to taxi: Rwy 31L, 31R: 620 FT/NM to 520.

KJFK/JFK



 14 APR 23 (20-30B1)

 NEW YORK, NY
 JOHN F KENNEDY INTL

| |
|---------------------------------------|
| TAKE-OFF OBSTACLE NOTES - DEPs |
|---------------------------------------|

DEZZ 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


JEPPESEN
 14 APR 23 (20-30B2)

NEW YORK, NY
 JOHN F KENNEDY INTL

| |
|---|
| TAKE-OFF OBSTACLE NOTES - DEPs (CONTD) |
|---|

DEZZ 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:

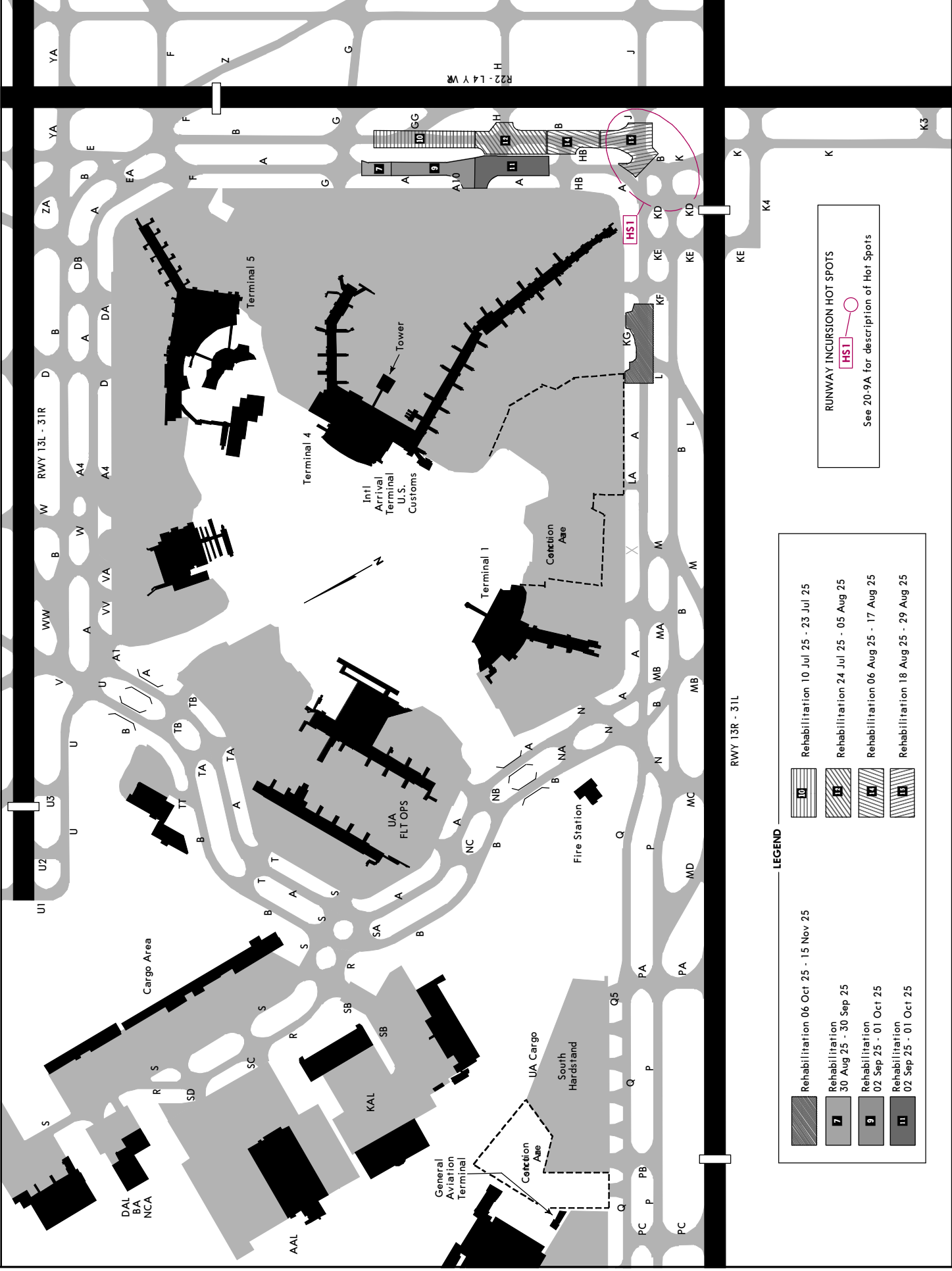
◦ Rwy 31L:

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. Aircraft tails 1878 from DER, 476 left of centerline, 64 AGL/74 MSL.

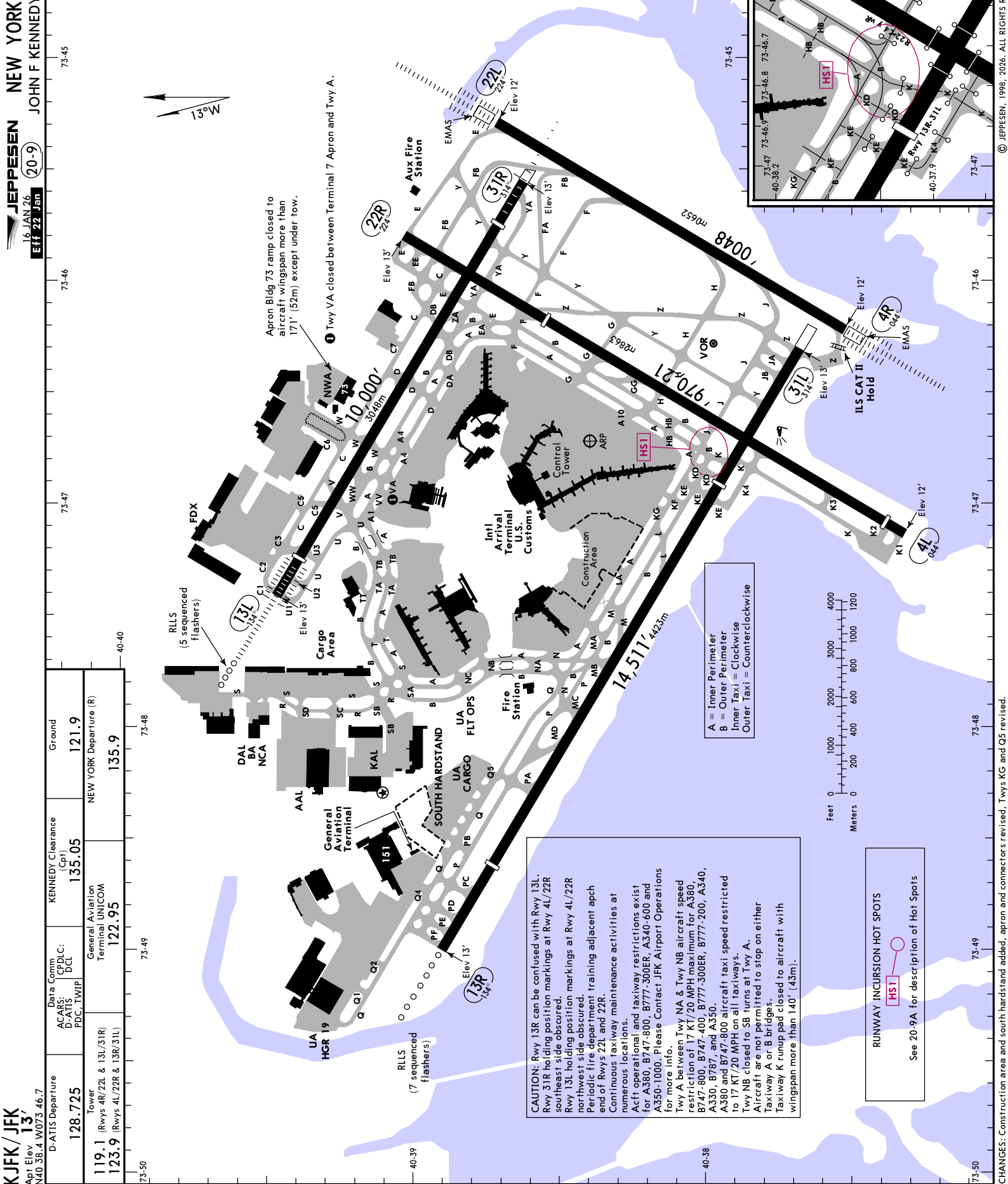
JOHN F KENNEDY INTL TAXIWAY A & B REHABILITATION CONSTRUCTION
 All dates are approximate. Check NOTAMS for Latest Information.



LEGEND

| | |
|--|--------------------------------------|
| | Rehabilitation 06 Oct 25 - 15 Nov 25 |
| | Rehabilitation 30 Aug 25 - 30 Sep 25 |
| | Rehabilitation 02 Sep 25 - 01 Oct 25 |
| | Rehabilitation 02 Sep 25 - 01 Oct 25 |
| | Rehabilitation 10 Jul 25 - 23 Jul 25 |
| | Rehabilitation 24 Jul 25 - 05 Aug 25 |
| | Rehabilitation 06 Aug 25 - 17 Aug 25 |
| | Rehabilitation 18 Aug 25 - 29 Aug 25 |

RUNWAY INCUSSION HOT SPOTS
 See 20-9A for description of Hot Spots

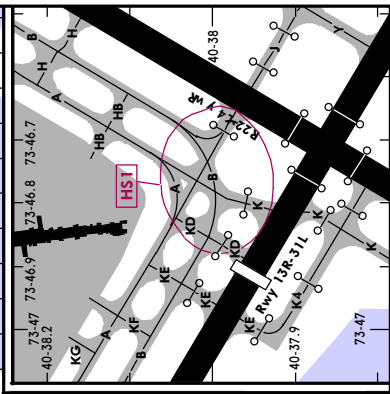


| | | | | | | |
|------------------|-------------------------------|----------------------------------|-------------------------------------|--------|------------------------|-------|
| D-ATIS Departure | 128.725 | Data Comm D-ATIS PDC, TWIP | KENNEDY Clearance (Cpt) | 135.05 | Ground | 121.9 |
| Tower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

CAUTION: Rwy 13R can be confused with Rwy 13L. 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. Continuous taxiway maintenance activities at numerous locations. Act 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 KT/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 KT/20 MPH on all taxiways. Twy NB closed to SB turns at Twy A. Aircraft are not permitted to stop on either Taxiway A or B bridges. Taxiway K runway pad closed to aircraft with wingspan more than 140' (43m).

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

RUNWAY INCURSION HOT SPOTS
 HSI
 See 20-9A for description of Hot Spots



KJFK/JFK



 14 APR 23 **20-9A1** Eff 20 Apr

 NEW YORK, NY
 KENNEDY INTL

ODP TAKEOFF OBSTACLE NOTES

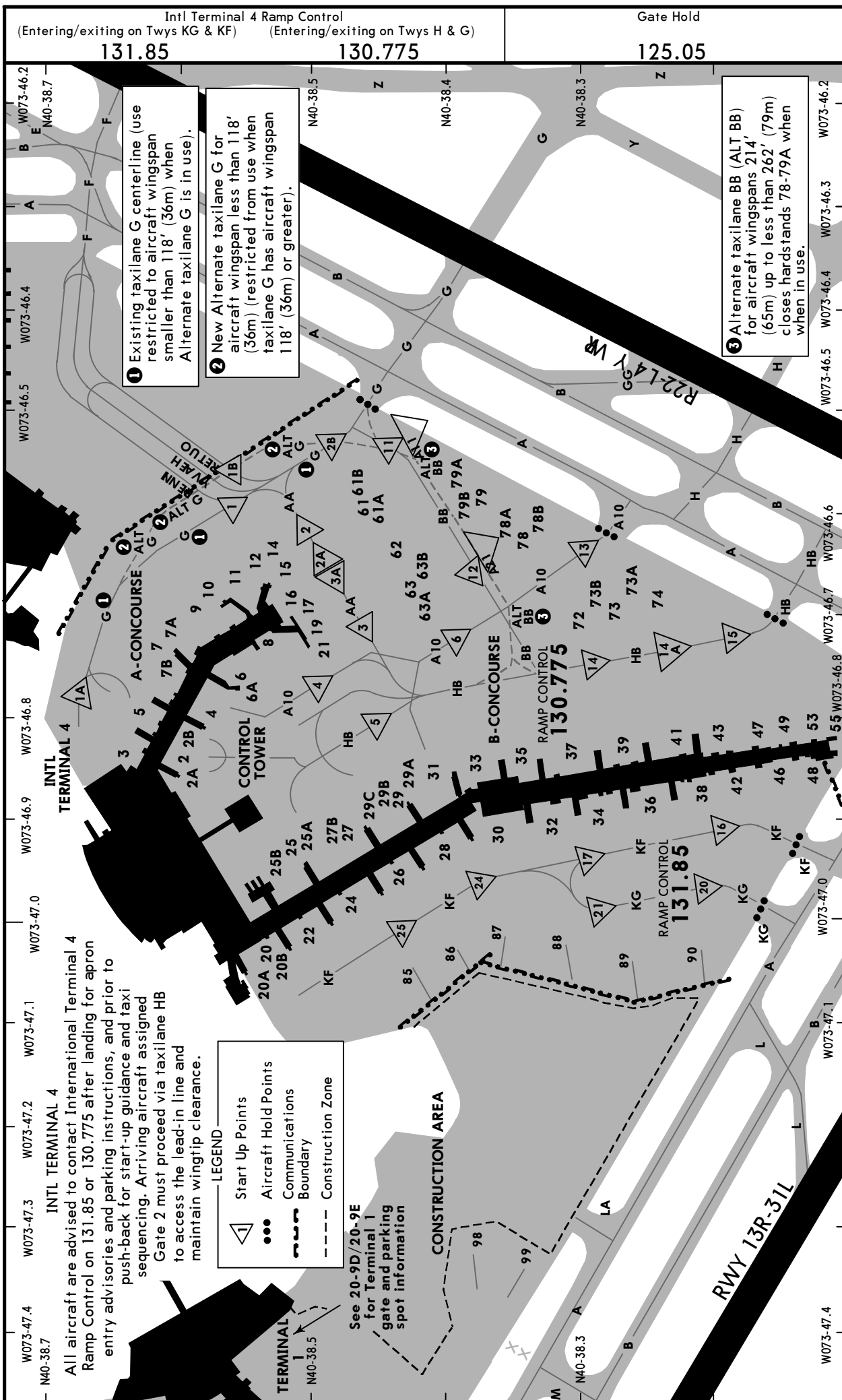
- RWY 4L:
Fence and light poles beginning 94' from DER, 466' right of centerline, up to 7' AGL/22' MSL. Localizer 204' from DER, on centerline, 6' AGL/21' MSL. Tower, light poles, utility poles, fence and building beginning 212' from DER, left and right of centerline, up to 15' AGL/28' MSL. Trees beginning 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. Aircraft tails 1878' from DER, 476' left of centerline, 64' AGL/74' MSL.

A
M
E
N
D
9
A

KJFK/JFK

27 FEB 26 **20-9B**

NEW YORK, NY
JOHN F KENNEDY INTL



KJFK/JFK



NEW YORK, NY
JOHN F KENNEDY INTL

PARKING GATE COORDINATES

| GATE/SPOT No. | COORDINATES | GATE/SPOT No. | COORDINATES |
|------------------------|--------------------|---------------------------------|--------------------|
| Intl Terminal 4 | | South of Intl Terminal 4 | |
| A CONCOURSE | | 61, 61A, 61B | N40 38.5 W073 46.6 |
| 2, 2A, 2B, 3 | N40 38.6 W073 46.9 | 62 thru 63B | N40 38.4 W073 46.7 |
| 4, 5 | N40 38.6 W073 46.8 | 72, 73, 73A, 73B | N40 38.3 W073 46.7 |
| 6, 6A | N40 38.5 W073 46.8 | 74 | N40 38.2 W073 46.7 |
| 7 thru 7B | N40 38.6 W073 46.8 | 78, 78B | N40 38.3 W073 46.6 |
| 8 | N40 38.5 W073 46.8 | 78A | N40 38.4 W073 46.7 |
| 9, 10 | N40 38.6 W073 46.7 | 79, 79A, 79B | N40 38.4 W073 46.6 |
| 11, 12 | N40 38.5 W073 46.7 | West of Intl Terminal 4 | |
| 14 thru 17 | N40 38.5 W073 46.7 | 85 | N40 38.4 W073 47.1 |
| 19, 21 | N40 38.5 W073 46.8 | 86, 87, 88 | N40 38.3 W073 47.1 |
| B CONCOURSE | | 89, 90 | N40 38.2 W073 47.1 |
| 20, 20A, 20B, 22 | N40 38.5 W073 47.1 | 98, 99 | N40 38.4 W073 47.4 |
| 24, 25, 25A, 25B | N40 38.5 W073 47.0 | | |
| 26 | N40 38.4 W073 47.0 | | |
| 27, 27B | N40 38.5 W073 47.0 | | |
| 28 | N40 38.4 W073 47.0 | | |
| 29 thru 29C | N40 38.4 W073 46.9 | | |
| 30 | N40 38.4 W073 47.0 | | |
| 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 | | |

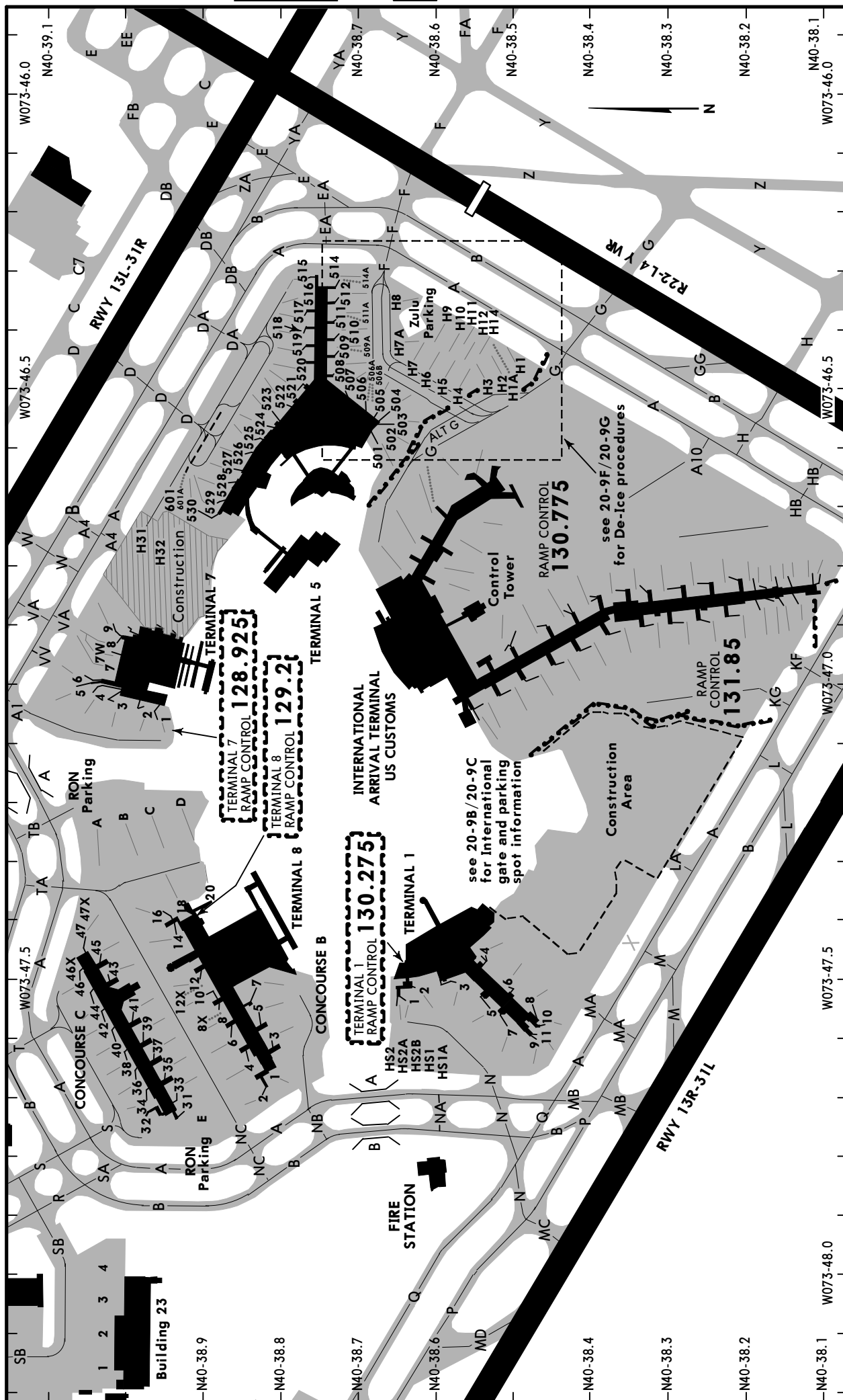
KJFK/JFK

16 JAN 26
Eff 22 Jan

JEPPesen

20-9D

NEW YORK, NY
JOHN F KENNEDY INTL



CHANGES: Twy KG between Twy A and Twy B removed.

© JEPPesen, 1998, 2026. ALL RIGHTS RESERVED.

KJFK/JFK

JEPPESEN

NEW YORK, NY

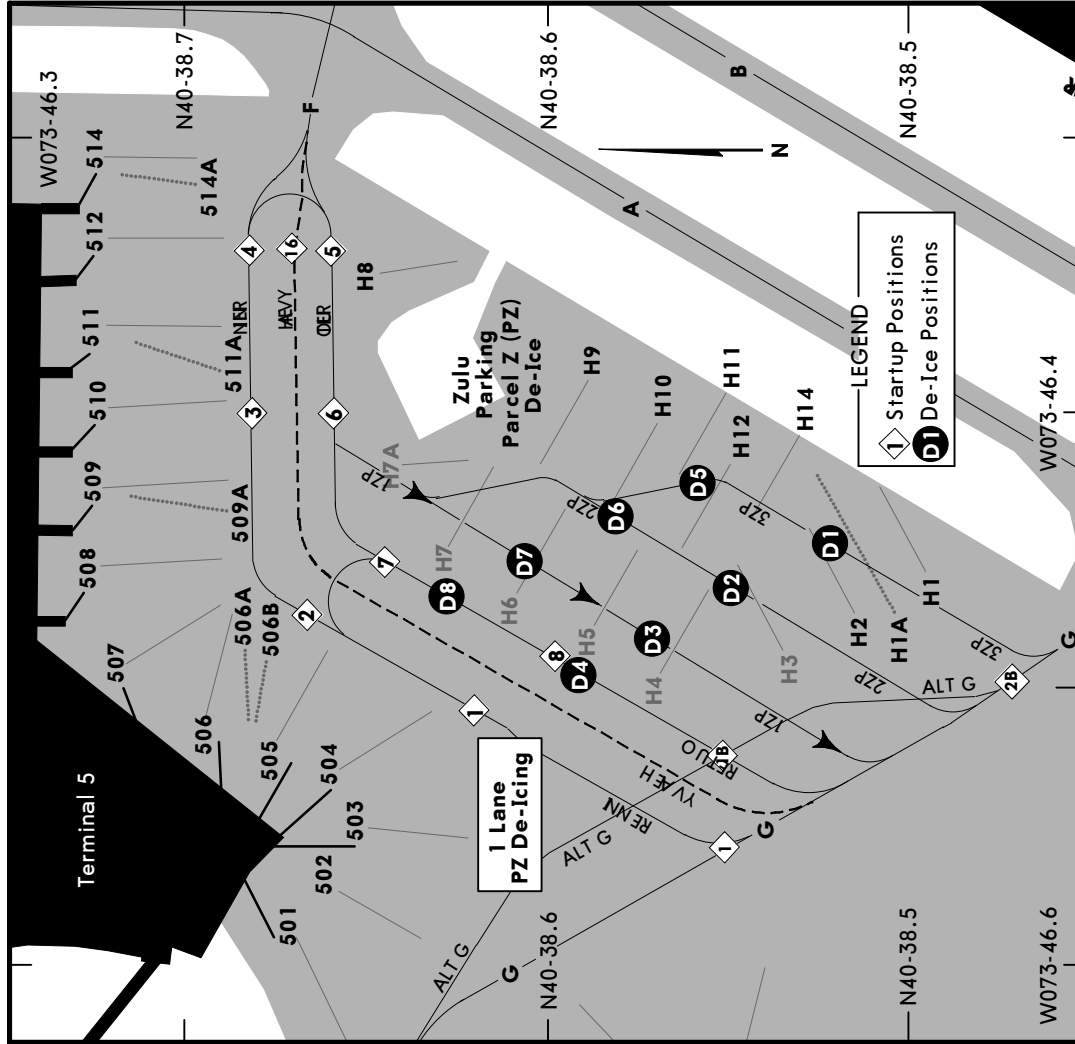
16 JAN 26
Eff 22 Jan

(20-9E)

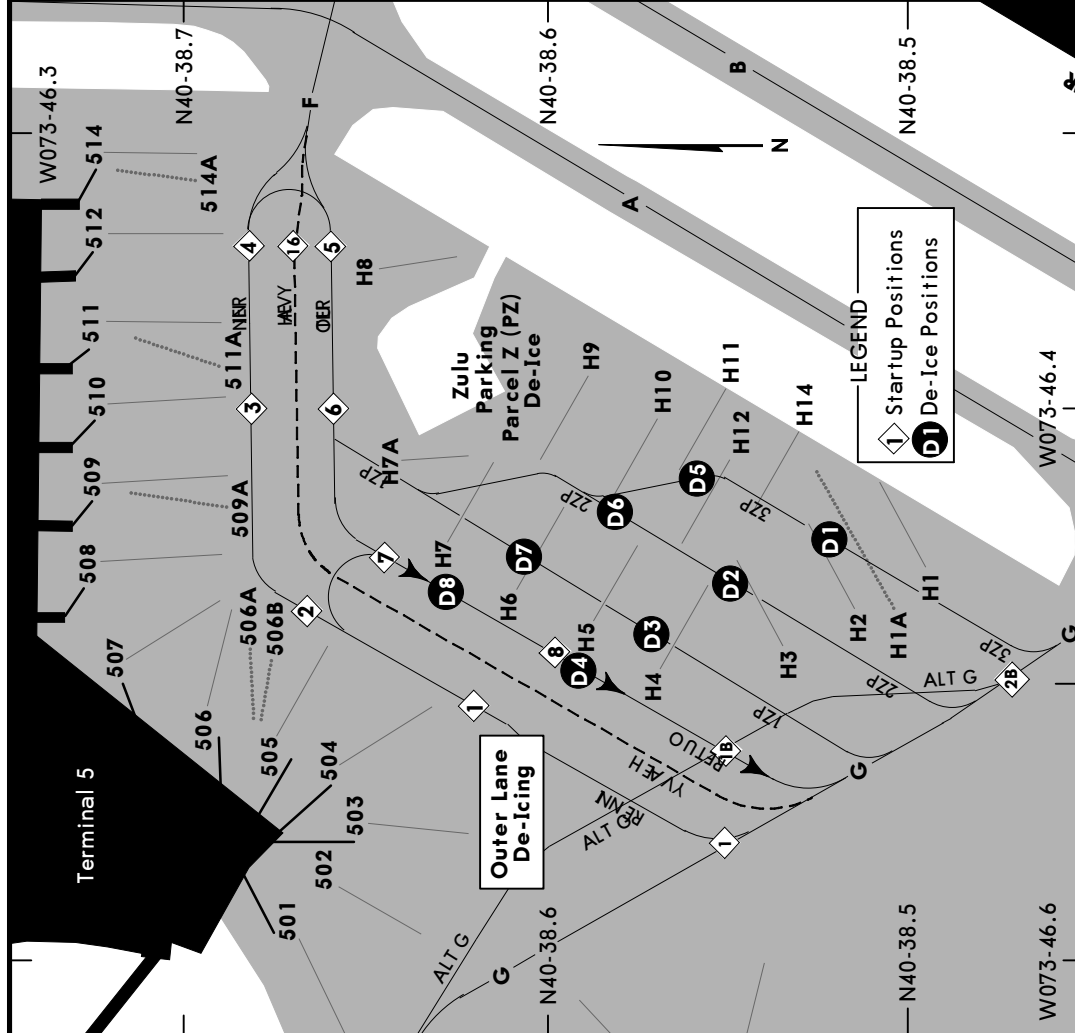
JOHN F KENNEDY INTL

PARKING GATE COORDINATES

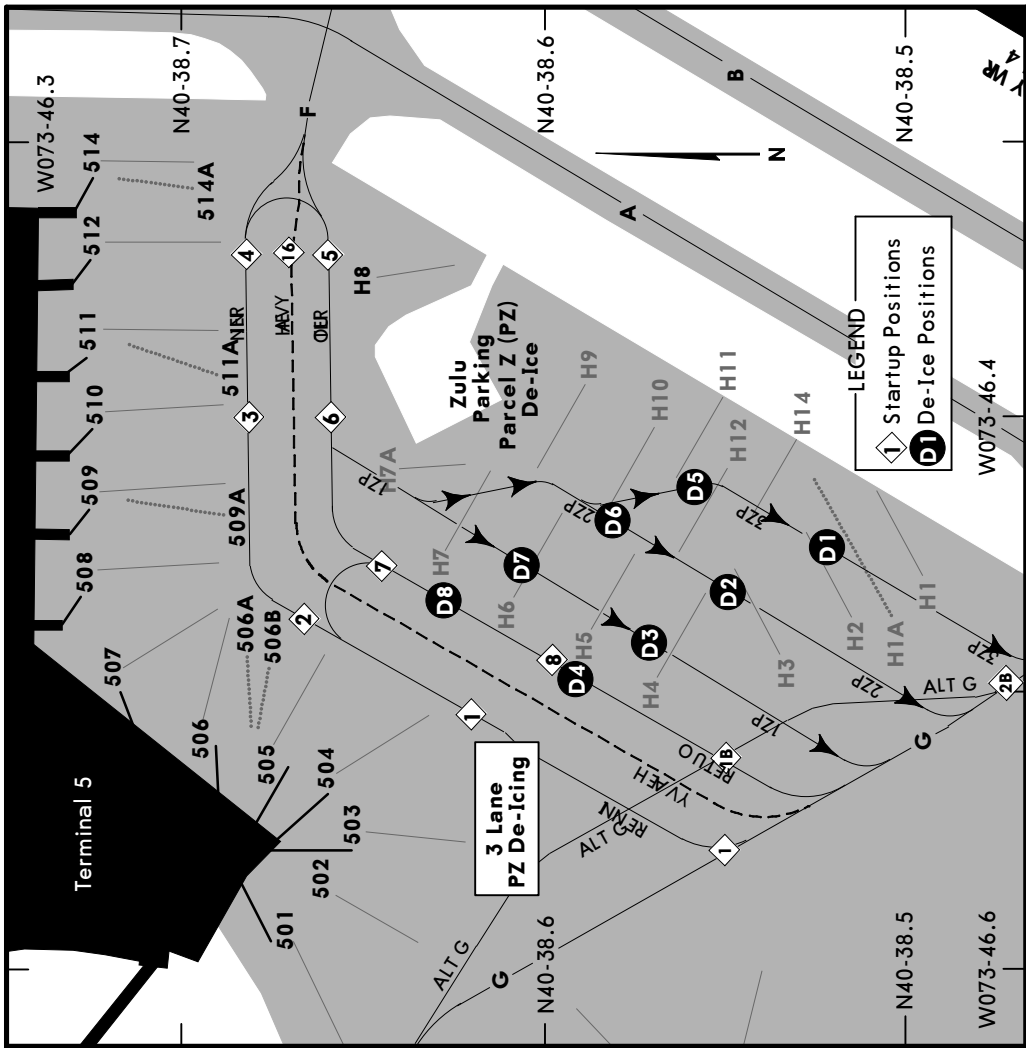
| GATE/SPOT No. | COORDINATES | GATE/SPOT No. | COORDINATES |
|-------------------------|--------------------|--------------------|--------------------|
| Terminal 1 | | Terminal 7 | |
| 1 thru 3 | N40 38.6 W073 47.5 | 1, 2 | N40 39.0 W073 47.1 |
| 4 thru 6 | N40 38.5 W073 47.5 | 3, 4 | N40 39.0 W073 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, 7W | N40 39.0 W073 47.0 |
| HS2, HS2A | N40 38.7 W073 47.6 | 8, 9 | N40 39.0 W073 46.9 |
| Terminal 5 | | Terminal 8 | |
| 501 thru 503 | N40 38.7 W073 46.6 | 10, 12, 12X | N40 38.9 W073 47.5 |
| 504 thru 508 | N40 38.7 W073 46.5 | 14, 16, 18 | N40 38.9 W073 47.4 |
| 509 thru 511A | N40 38.7 W073 46.4 | 20 | N40 38.9 W073 47.3 |
| 512, 514, 514A | N40 38.7 W073 46.3 | Concourse B | |
| 515, 516 | N40 38.8 W073 46.3 | 1, 2 | N40 38.8 W073 47.7 |
| 517 thru 519 | N40 38.8 W073 46.4 | 3 thru 5 | N40 38.8 W073 47.6 |
| 520 thru 523 | N40 38.8 W073 46.5 | 6, 8, 8X | N40 38.9 W073 47.6 |
| 524, 525 | N40 38.8 W073 46.6 | 7 | N40 38.8 W073 47.5 |
| 526, 527 | N40 38.9 W073 46.6 | Concourse C | |
| 528 thru 530, 601, 601A | N40 38.9 W073 46.7 | 31 | N40 39.0 W073 47.7 |
| H31 | N40 39.0 W073 46.7 | 32, 34, 36 | N40 39.0 W073 47.7 |
| H32 | N40 39.0 W073 46.8 | 35 | N40 38.9 W073 47.6 |
| Zulu Parking | | 37 thru 42 | N40 39.0 W073 47.6 |
| H1, H1A, H2 | N40 38.5 W073 46.4 | 43 thru 45 | N40 39.0 W073 47.5 |
| H3 | N40 38.5 W073 46.5 | 46, 46X | N40 39.0 W073 47.5 |
| H4, H5 | N40 38.6 W073 46.5 | 47, 47X | N40 39.0 W073 47.4 |
| H6, H7, H7A | N40 38.6 W073 46.5 | Building 23 | |
| H8 | N40 38.6 W073 46.3 | 1, 2 | N40 39.0 W073 48.1 |
| H9 thru H12 | N40 38.6 W073 46.4 | 3, 4 | N40 39.0 W073 48.0 |
| H14 | N40 38.5 W073 46.4 | RON Parking | |
| De-Ice | | A, B | N40 39.0 W073 47.3 |
| D1 | N40 38.5 W073 46.4 | C | N40 39.0 W073 47.2 |
| D2 | N40 38.5 W073 46.5 | D | N40 38.9 W073 47.2 |
| D3, D4 | N40 38.6 W073 46.5 | E | N40 38.9 W073 47.7 |
| D5, D6 | N40 38.6 W073 46.4 | | |
| D7, D8 | N40 38.6 W073 46.5 | | |



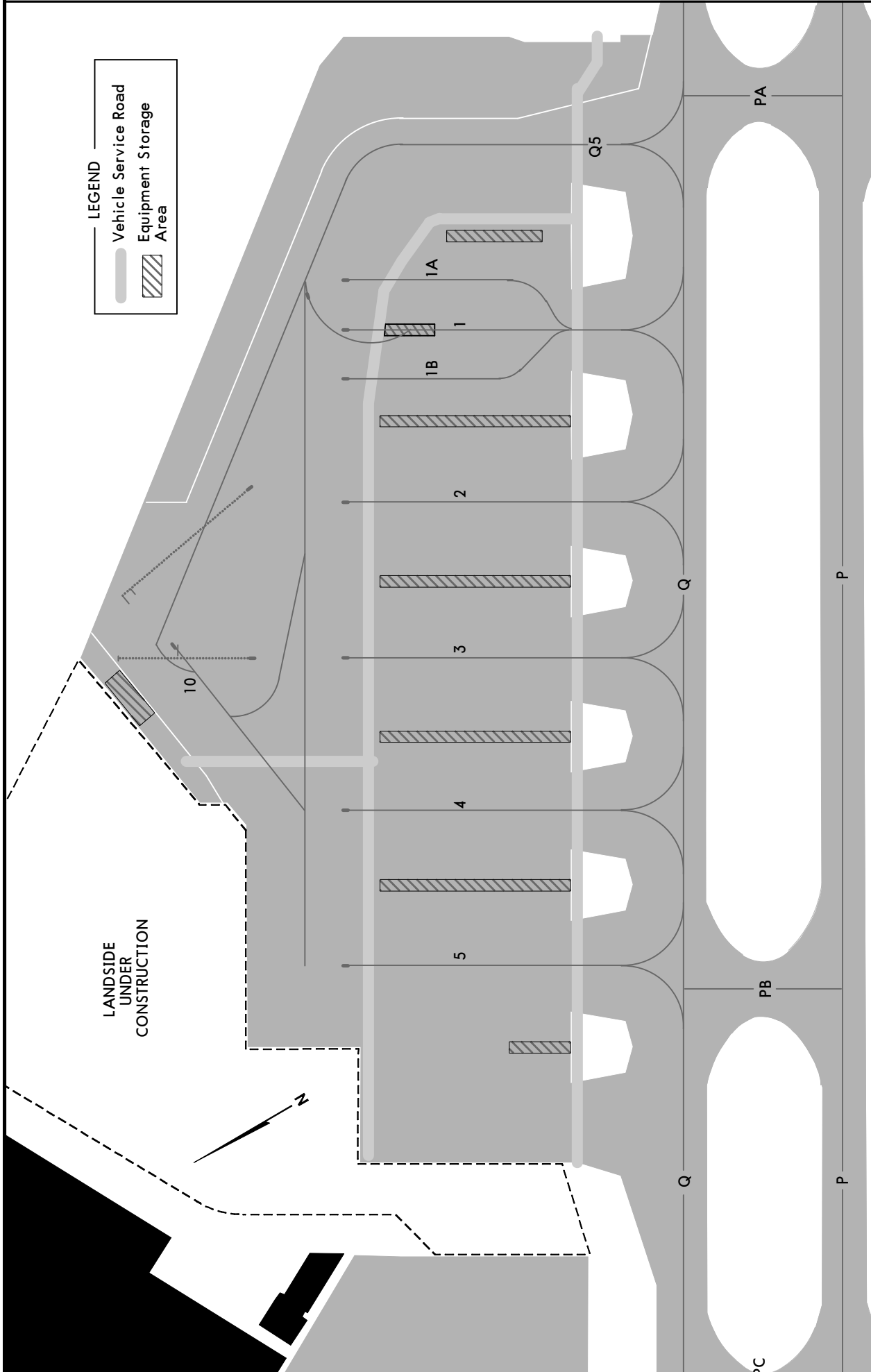
De-icing Layout 2/Lane D3 & D7
 D7 & D3 occupies the first PZ lane and as a result, 6 parking spaces are lost; H3-H7A.
 8/14 Parking Spots remain; H1, H2, H8-H14.
 *Please note PZ8/H8 does not reside in/or encumber any of the de-icing lanes.



De-icing Layout 1/Outer Lane D4 & D8
 D4 & D8 occupies the outer lane and reduces the flow of traffic on the lower gates to the inner lane for both inbound and outbound traffic; Startup positions 7 & 8 are unusable for pushback.
 14 Parking Spots.
 *Please note PZ8/H8 does not reside in/or encumber any of the de-icing lanes.



DEICING CONFIGURATION - SOUTH HARDSTAND AREA



LEGEND

- Vehicle Service Road
- Equipment Storage Area

LANDSIDE UNDER CONSTRUCTION

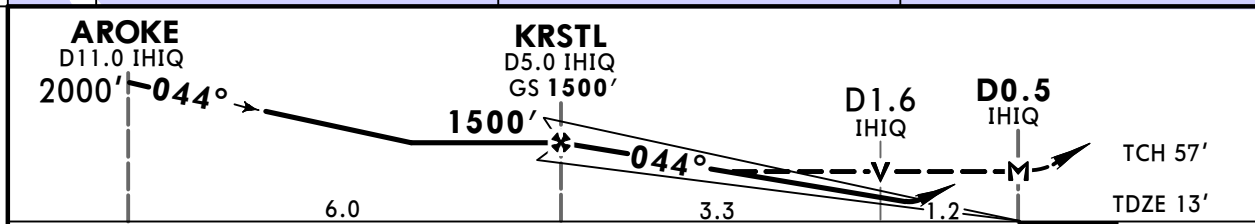
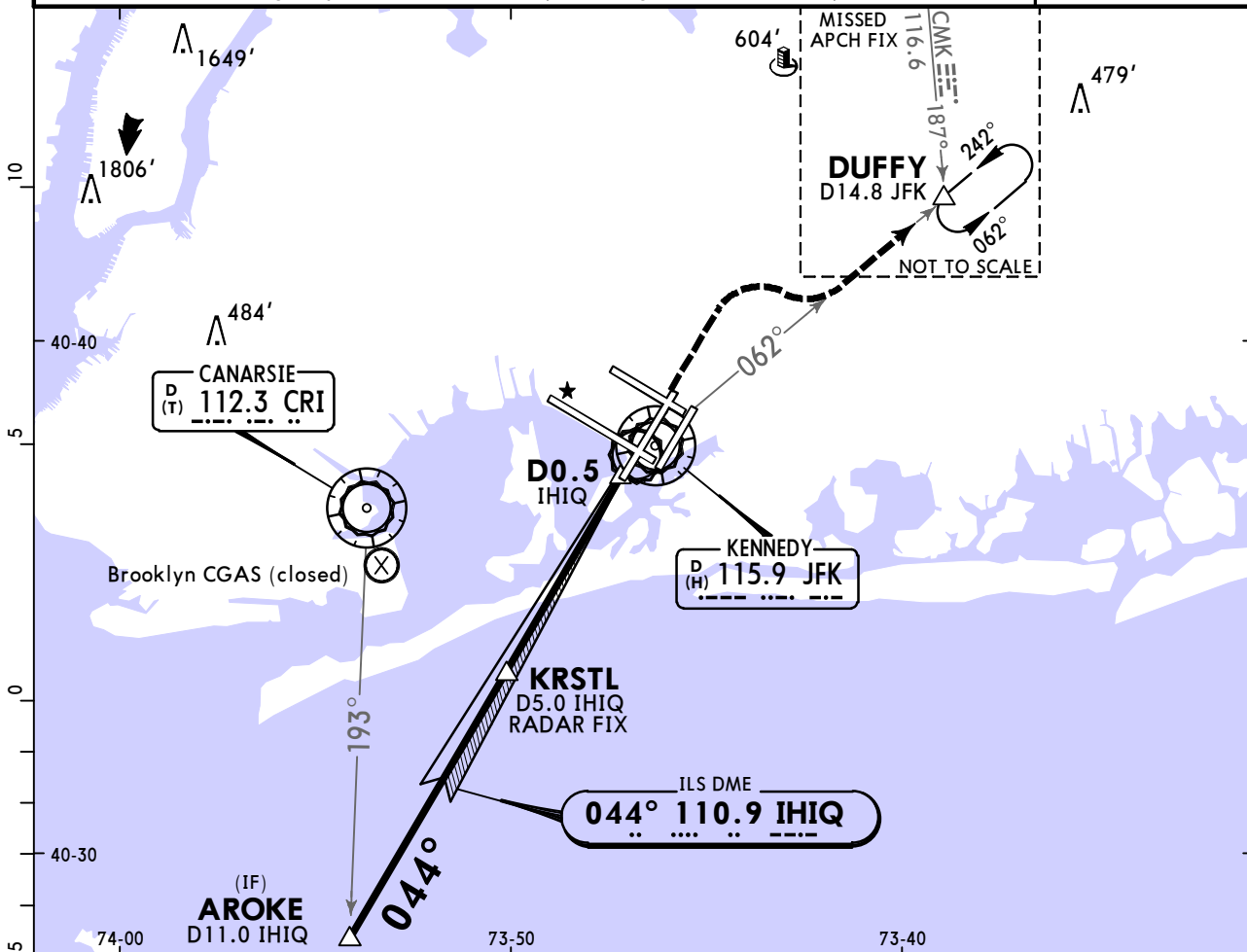
KJFK/JFK KENNEDY INTL



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 | 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 IHIQ 110.9 | Final Apch Crs 044° | KRSTL 1500' (1487') | ILS DA(H) 231' (218') | Apt Elev 13' TDZE 13' | <p>MSA JFK VOR</p> |
| 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 57'). | | | | | |



| | | | | | | | | | | | |
|----------------------------------|-------|------|------|------|------|------|--------|-------|-------|--------------|-------|
| 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 | 849 | | | | | |
| MAP at D0.5 IHIQ or KRSTL to MAP | 4.5 | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | | | | | |

| TERPS | | | STRAIGHT-IN LANDING RWY 4L | | CIRCLE-TO-LAND | |
|--------------------------|---------------|--|----------------------------|--|----------------|--------------------|
| ILS | | | LOC (GS out) | | Max Kts | MDA(H) |
| DA(H) 231' (218') | | | MDA(H) 460' (447') | | | |
| A | | | RVR 55 or 1 | | 90 | 640'(627') - 1 |
| B | | | | | 120 | 700'(687') - 2 |
| C | RVR 40 or 3/4 | | | | 140 | 700'(687') - 2 |
| D | | | 13/8 | | 165 | 700'(687') - 2 1/4 |

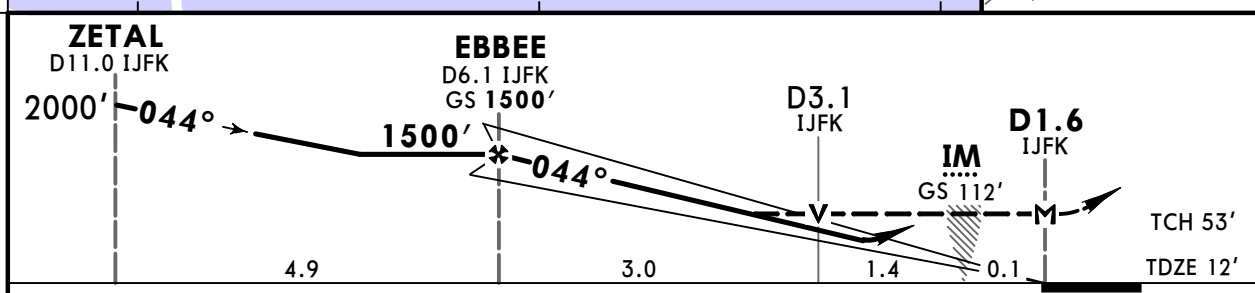
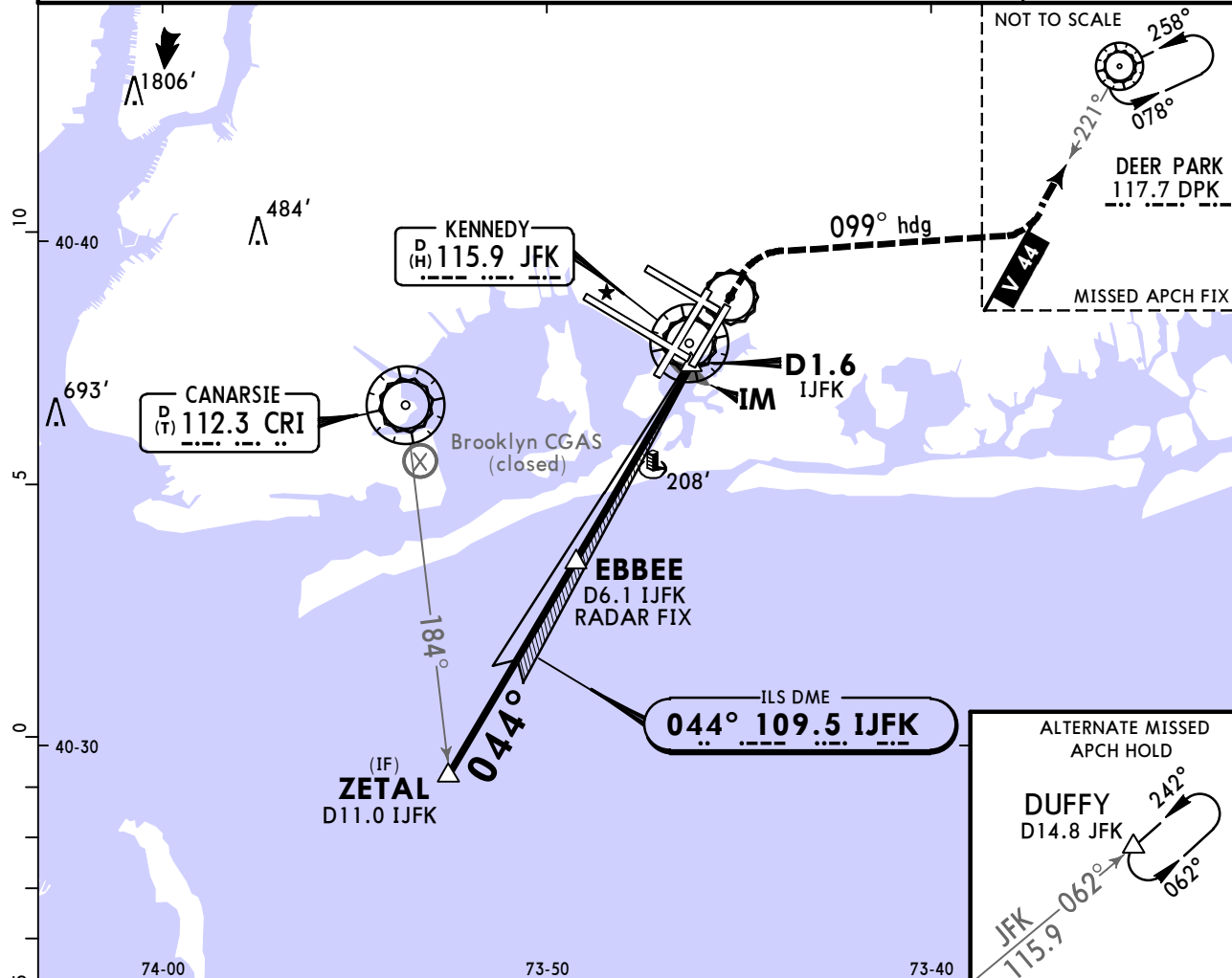
TERPS AMEND 11E 29 DEC 2022

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' | | MSA JFK VOR |
| 1. Radar required for procedure entry. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 69'). | | | | | | |



| | | | | | | | | | | |
|----------------------------------|-------|------|------|------|------|------|---------|------|-------|----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 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 | | CIRCLE-TO-LAND | |
| ILS | | | LOC (GS out) | | | | | |
| DA(H) 212' (200') | | | MDA(H) 540' (528') | | | | | |
| FULL | | TDZ/CL out | ALS out | ALS out | | Max Kts | | MDA(H) |
| A | | | | RVR 24 or 1/2 | RVR 50 or 1 | 90 | 640' (627') -1 | |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 55 or 1 | 1 1/2 | 120 | 680' (667') -1 3/4 | |
| C | | | | | | 140 | 680' (667') -2 | |
| D | | | | | | 165 | | |

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

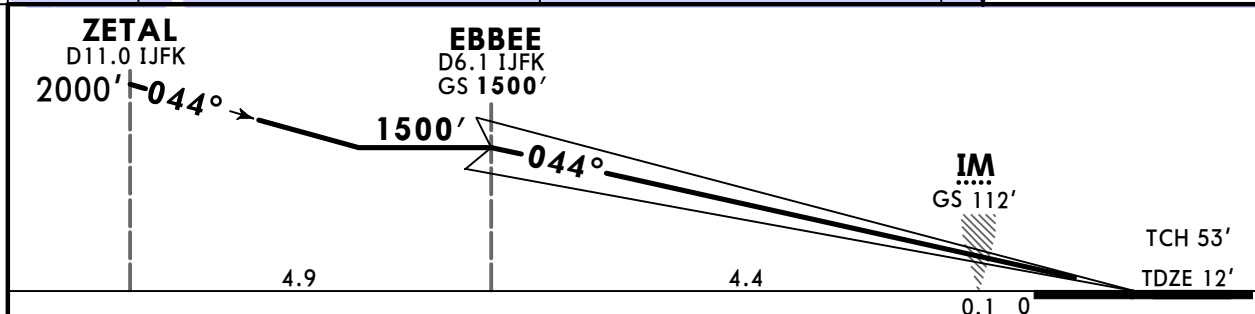
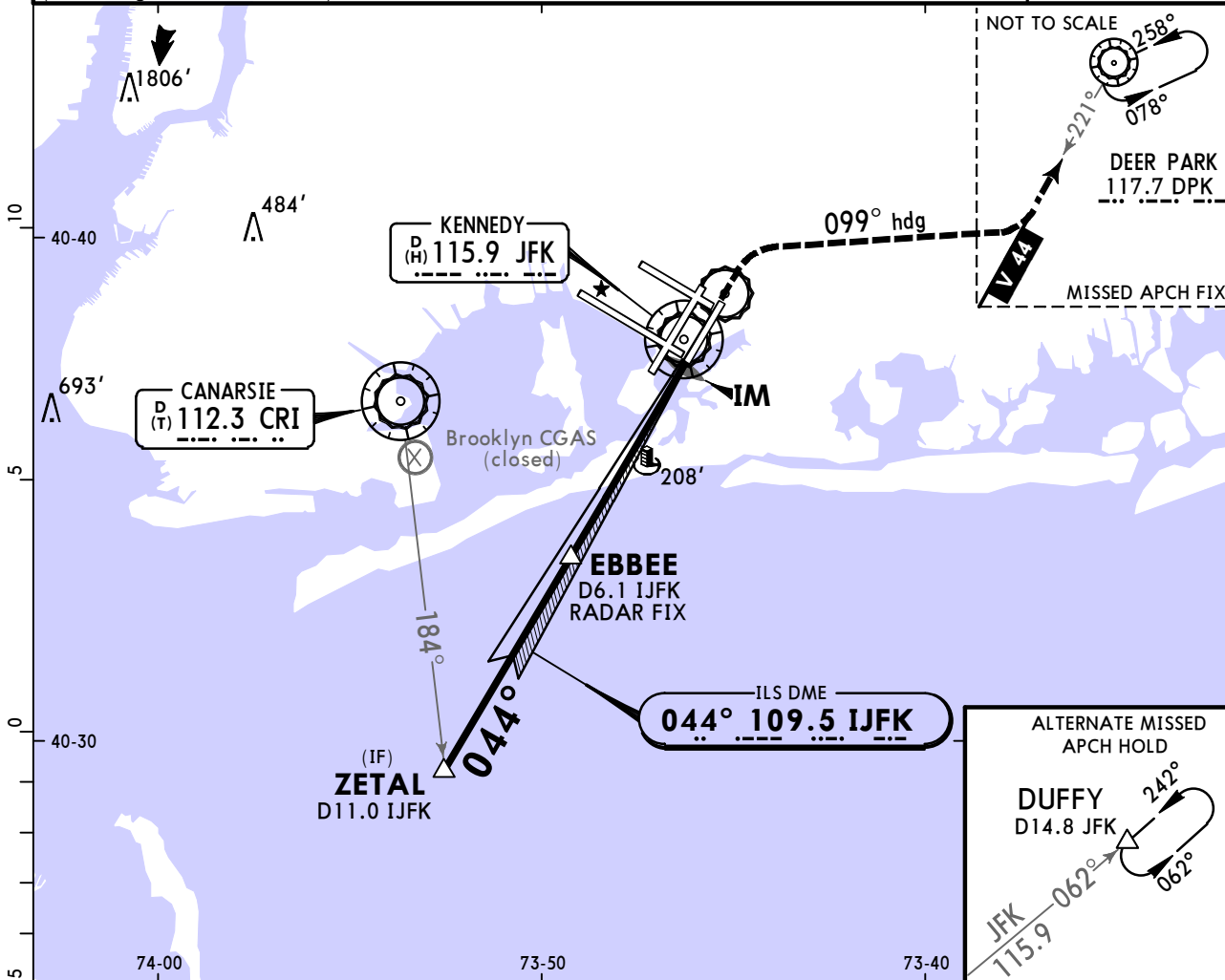
TERPS AMEND 30B 21 MAY 2020

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 Apch Crs 044° | EBBEE 1500'(1488') | CAT III Refer to minimums | CAT II RA 112' DA(H)112' (100') | Apt Elev 13' TDZE 12' | <p>2900 090° 2000</p> <p>MSA JFK VOR</p> |
| 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'). | | | | | | |



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

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

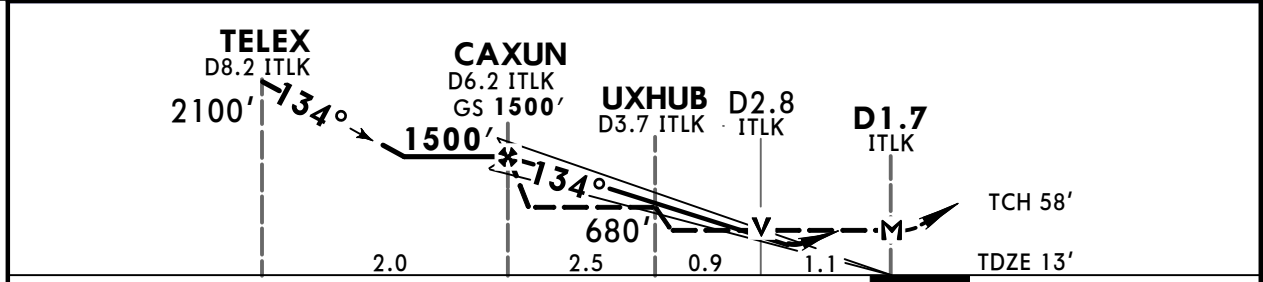
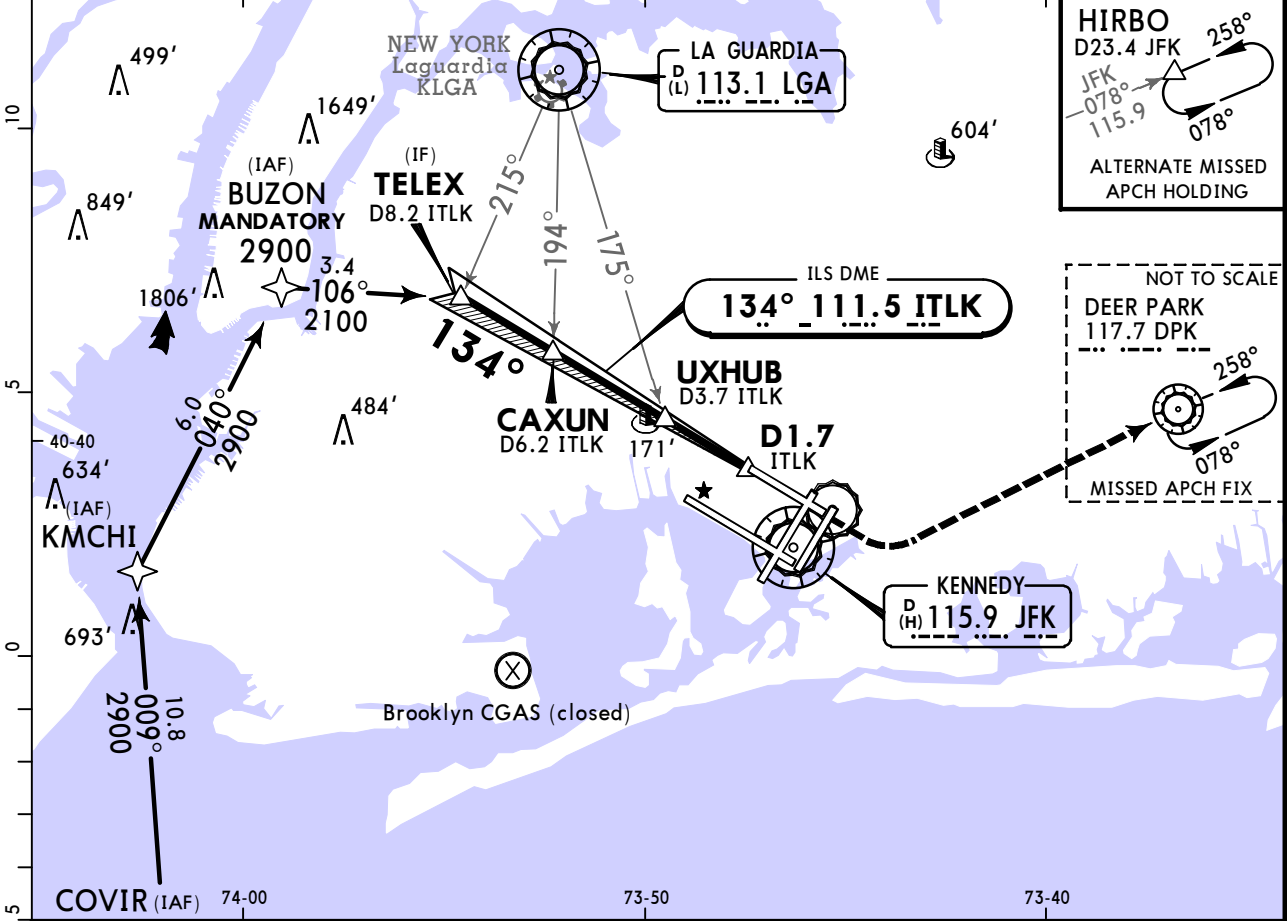
TERPS AMEND 30B 21 MAY 2020

KJFK/JFK KENNEDY INTL

JEPPESSEN
23 DEC 22
Eff 29 Dec **(21-3)**

NEW YORK, NY ILS or LOC Rwy 13L

| | | | | | | |
|---|--|-------------------|------------------------|---|--|-------|
| BRIEFING STRIP™ | 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 | Final Apch Crs | 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. | | | | | MSA JFK VOR HIRBO D23.4 JFK JFK 078° 115.9 078° ALTERNATE MISSED APCH HOLDING | |
| VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74'). | | | | | | |



| | | | | | | | | | |
|----------------------------------|-------|------|------|------|------|------|------------------------|---------------------|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI RLS | 600' 4000' LT | 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 | | | |

| | 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') | Max Kts | MDA(H) | |
| A | | | RVR 24 or 1/2 | RVR 50 or 1 | 90 | 640'(627')-1 | 680'(667')-1 |
| B | | | RVR 24 or 1/2 | RVR 50 or 1 | 120 | 700'(687')-2 | 700'(687')-2 |
| C | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 40 or 3/4 | 140 | 700'(687')-2 | 700'(687')-2 |
| D | | | RVR 40 or 3/4 | RVR 60 or 1/4 | 165 | 700'(687')-2 1/4 | 700'(687')-2 1/4 |

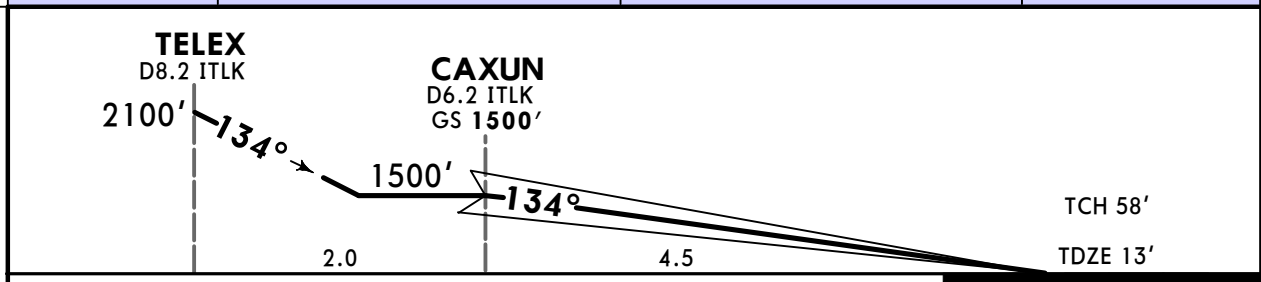
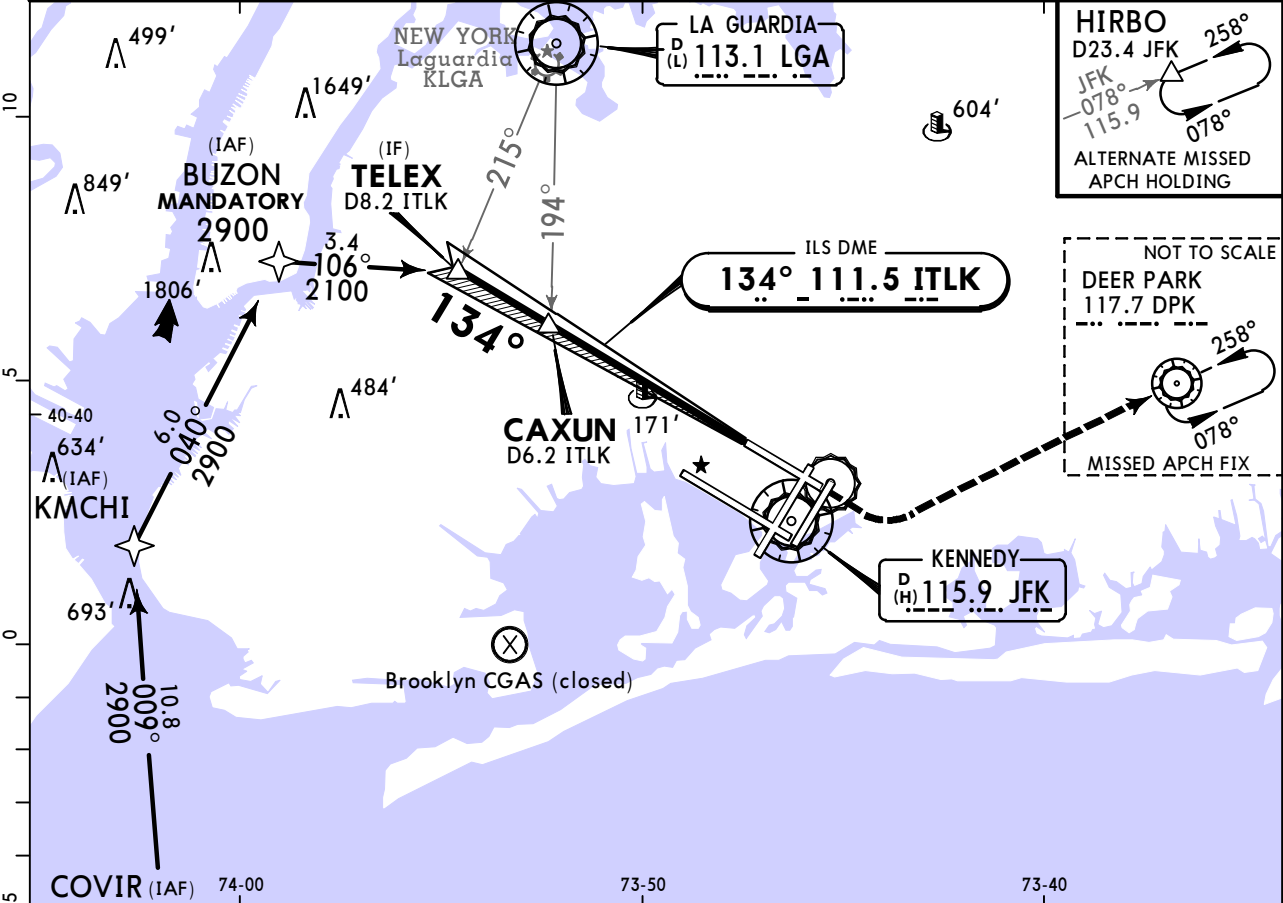
TERPS AMEND 18D 29 DEC 2022
 I RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: Minimums, VDP, topography, format. © JEPPESSEN, 1998, 2022. ALL RIGHTS RESERVED.

KJFK/JFK KENNEDY INTL

JEPPESSEN
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'). | | | | | |



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

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

JEPPESSEN

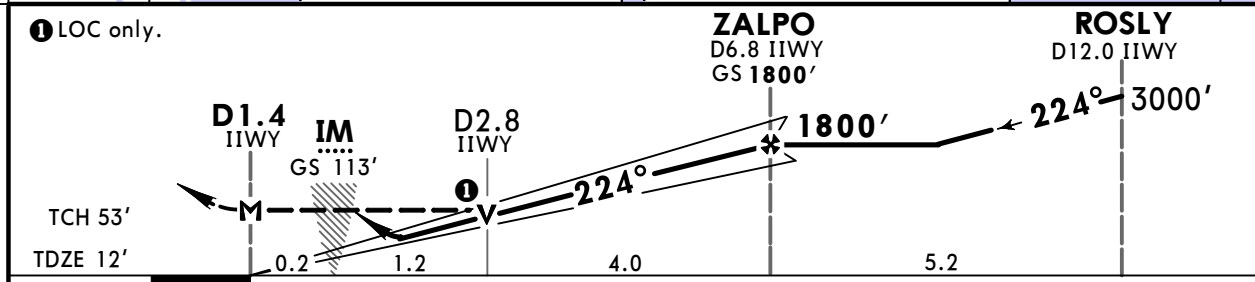
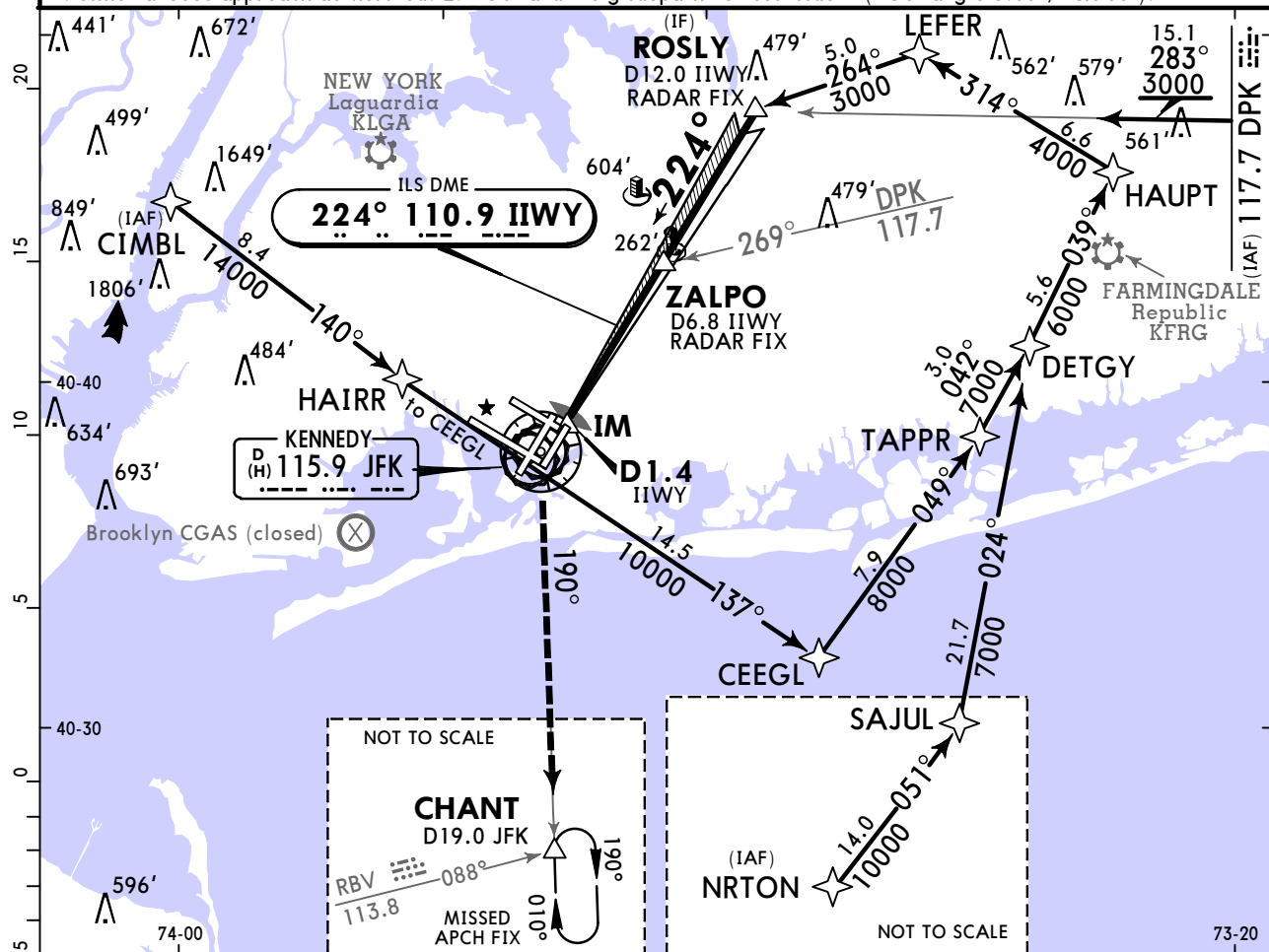
NEW YORK, NY

25 DEC 20

(21-4)

Eff 31 Dec ILS or LOC 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 |
| LOC IIWY 110.9 | Final Apch Crs 224° | ZALPO 1800' (1788') | | ILS DA(H) 212' (200') | Apt Elev 13' TDZE 12' | <p>MSA JFK VOR</p> |
| <p>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.</p> | | | | | | |
| 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 | ALSFF-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 | | | | | 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 | | | RVR 24 or 1/2 | RVR 50 or 1 | 90 | 640' (627') - 1 | | |
| B | 1 | | | | 120 | | | |
| C | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | | 140 | 680' (667') - 1 3/4 | | |
| D | | | RVR 55 or 1 | 1 1/2 | 165 | 680' (667') - 2 | | |
| 1 RVR 18 with Flight Director or Autopilot or HUD to DA. | | | | | | | | |

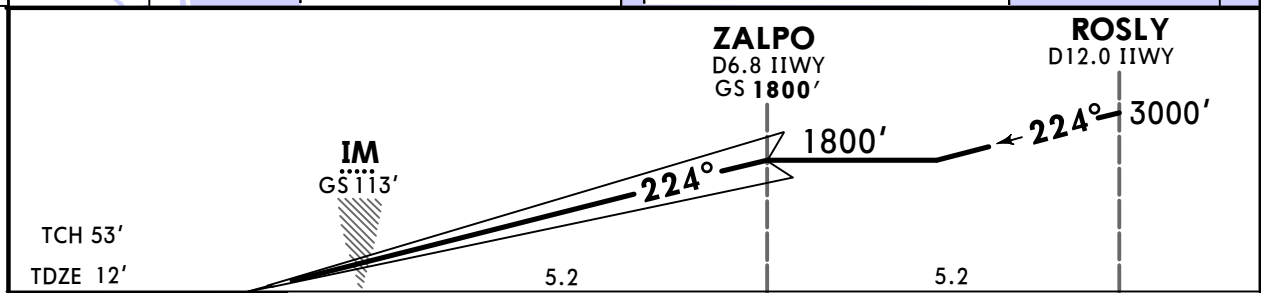
TERPS AMEND 26 31 DEC 2020

KJFK/JFK KENNEDY INTL

JEPPESSEN
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. | | | | | | |
| 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 | | 500' | 3000' | JFK on 115.9 R-190 | CHANT |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | ↑ | LT | | |

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

TERPS AMEND 26 31 DEC 2020

KJFK/JFK KENNEDY INTL

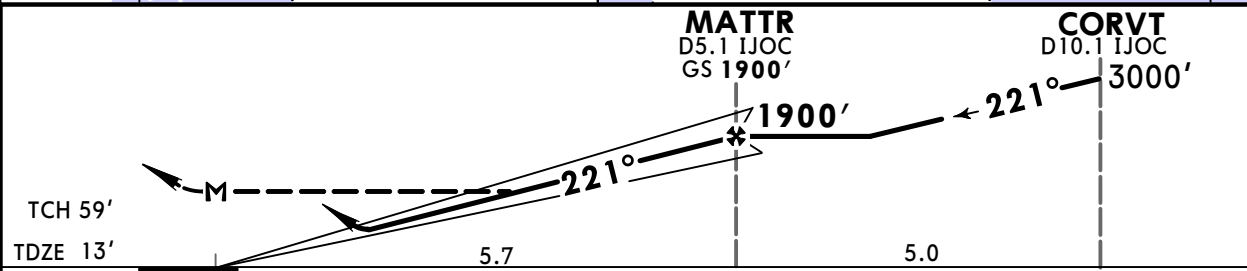
JEPPESEN
25 DEC 20
Eff 31 Dec (21-5)

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 IJOE | Final Apch Crs | MATTR | | ILS DA(H) | Apt Elev 13' | |
| 109.5 | 221° | 1900' (1887') | | 263' (250') | 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 | | | | | | | PAPI-L | 2000' | 4000' | JFK on 115.9 R-190 | CHANT |
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | | | | |
| GS | 3.00° | 372 | 478 | 531 | 637 | 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 | | LOC (GS out) | | | | Max Kts | | | |
| DA(H) 263' (250') | | MDA(H) 460' (447') | | | | MDA(H) | | | |
| A | | | | | 90 | | | | |
| B | RVR 55 or 1 | | | | 120 | | | | |
| C | RVR 40 or 3/4 | | | | 140 | | | | |
| D | 1 3/8 | | | | 165 | | | | |

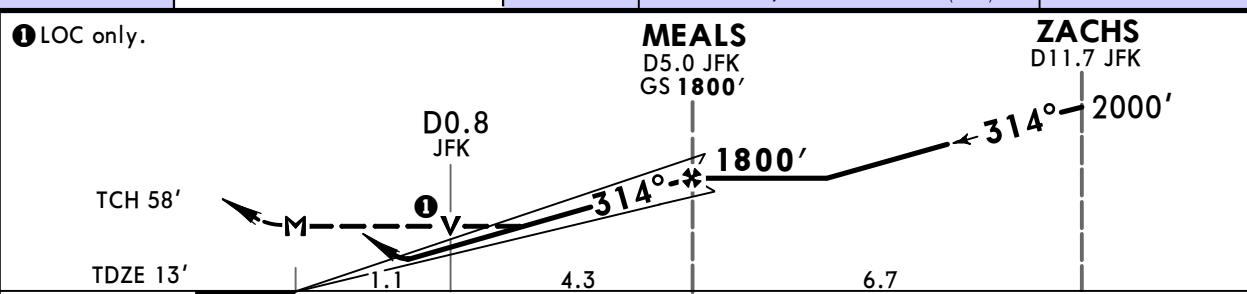
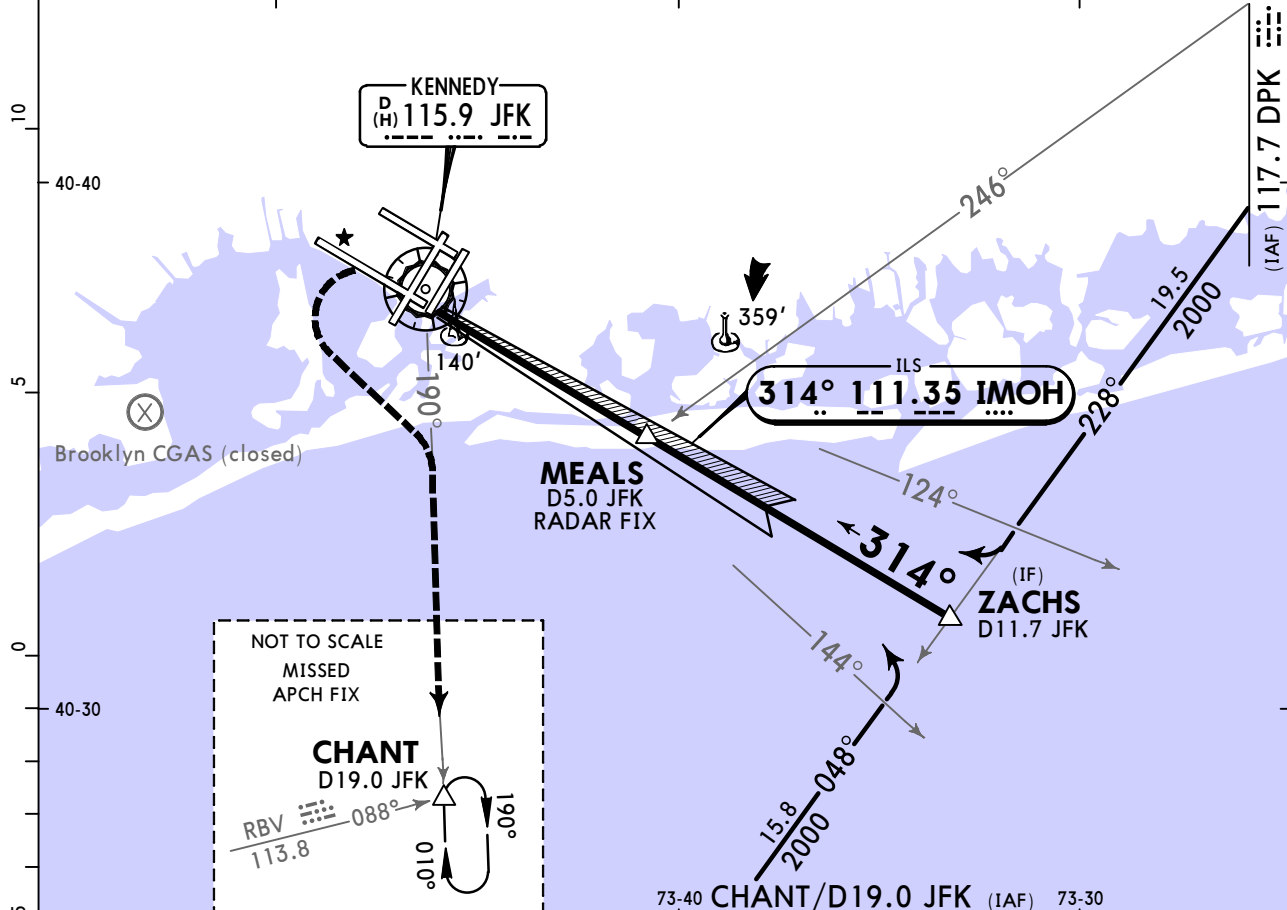
TERPS AMEND 4 31 DEC 2020

KJFK/JFK KENNEDY INTL

JEPPESSEN
13 OCT 23 (21-6)

NEW YORK, NY
ILS or LOC 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 |
| | LOC IMOH | Final Apch Crs | | MEALS | ILS DA(H) | Apt Elev 13' |
| | 111.35 | 314° | | 1800' (1787') | 213' (200') | 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 74'). | | | | | | |



| | | | | | | | | | | |
|---------------|-------|------|------|------|------|------|--------|------|-------|-----------------------|
| 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 | 743 | | | | |
| MEALS to MAP | 5.4 | 4:38 | 3:36 | 3:14 | 2:42 | 2:19 | 2:02 | | | |

TERPS AMEND 11B 21 MAY 2020

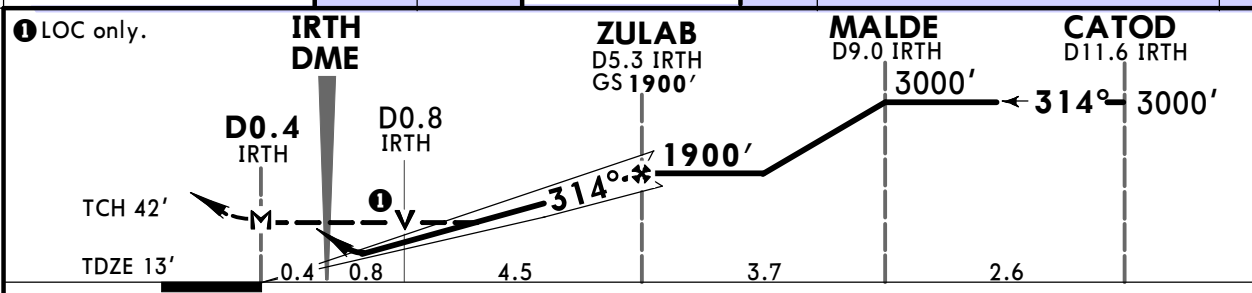
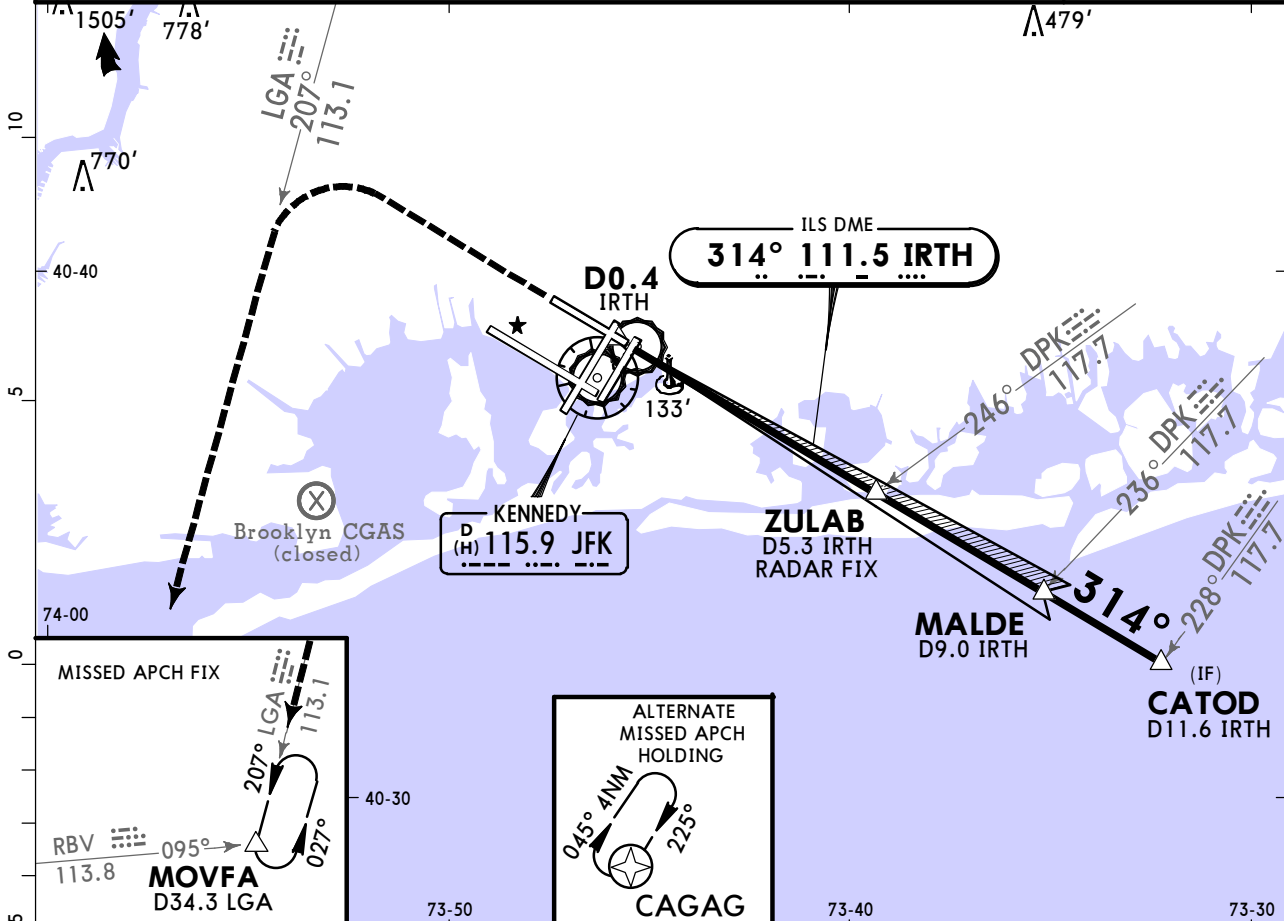
| TERPS | | STRAIGHT-IN LANDING RWY 31L | | CIRCLE-TO-LAND | |
|-------------------|--|-----------------------------|--|----------------|---|
| ILS | | LOC (GS out) | | | Max Kts MDA(H) 90 640'(627') - 1 120 680'(667') - 1 3/4 140 680'(667') - 2 165 680'(667') - 2 |
| DA(H) 213' (200') | | MDA(H) 440'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

KJFK / JFK KENNEDY INTL

JEPPESEN
13 OCT 23 (21-7)

NEW YORK, NY ILS or LOC Rwy 31R

| | | | | | | |
|--|--------------------------|----------------|-----------------------|---|----------------|-------------|
| BRIEFING STRIP™ | 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 | Final Apch Crs | ZULAB | ILS DA(H) | Apt Elev 13' | |
| | 111.5 | 314° | 1900' (1887') | 212' (200') | 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. | | | | | | MSA JFK VOR |
| 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'). | | | | | | |



| | | | | | | | | | | |
|----------------------------------|-------|------|------|------|------|------|-------|----------|-------|--------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 1800' | 4000' | LGA on 113.1 R-207 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | | | |
| MAP at D0.4 IRTH or ZULAB to MAP | 5.7 | 4:53 | 3:48 | 3:25 | 2:51 | 2:27 | 2:08 | PAPI | | |

| | STRAIGHT-IN LANDING RWY 31R | | | CIRCLE-TO-LAND | |
|---|-----------------------------|------------|--------------|---------------------------------|---------------------|
| | ILS DA(H) 212' (200') | | | LOC (GS out) MDA(H) 440' (428') | |
| | FULL | TDZ/CL out | RAIL/ALS out | RAIL/ALS out | Max Kts |
| A | | | | | 90 |
| B | RVR 18 | RVR 24 | RVR 40 | RVR 24 or 1/2 | 120 |
| C | or 1/2 | or 1/2 | or 3/4 | RVR 50 or 1 | 140 |
| D | | | | RVR 40 or 3/4 | 165 |
| | | | | | MDA(H) |
| | | | | | 640' (627') - 1 |
| | | | | | 680' (667') - 1 3/4 |
| | | | | | 680' (667') - 2 |

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

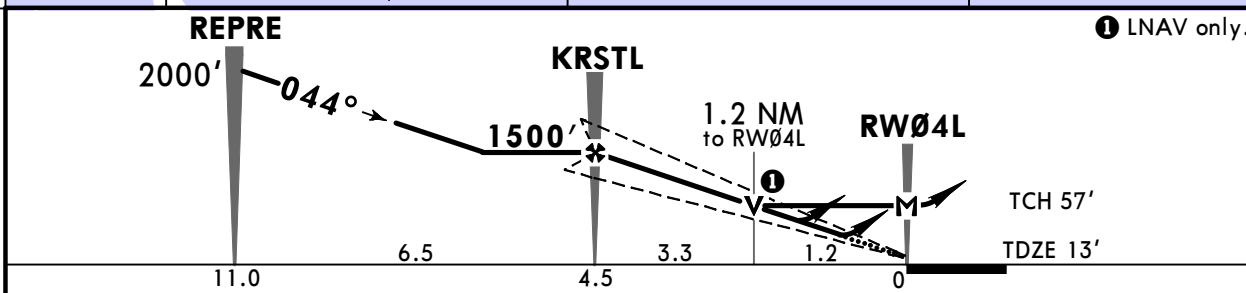
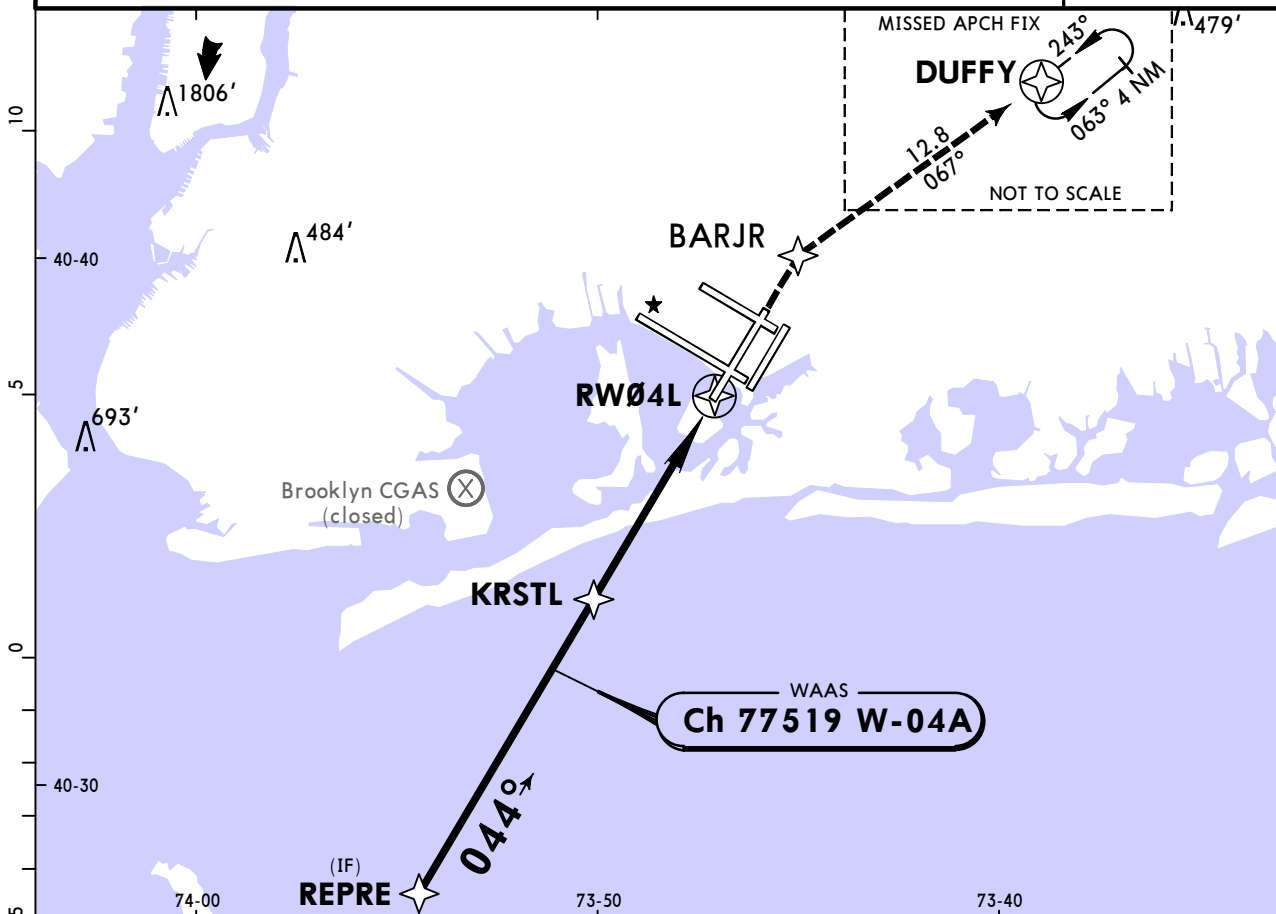
CHANGES: FAF crossing height.

KJFK/JFK
KENNEDY INTL

JEPPESEN
24 JUN 22 (22-1)

NEW YORK, NY
RNAV (GPS) Y 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 |
| | WAAS 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' | |
| 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'). | | | | | | |



| | | | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|--------|-------|-----|-------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI-L | 3000' | D → | BARJR | |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | 849 |
| MAP at RW04L | | | | | | | | | | | |

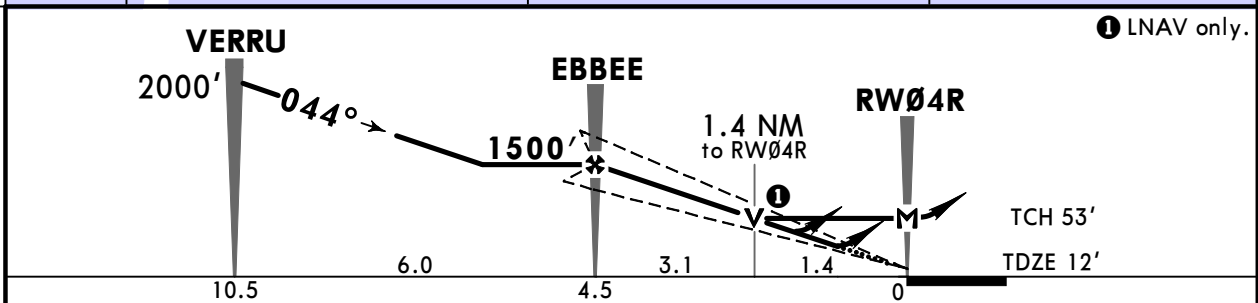
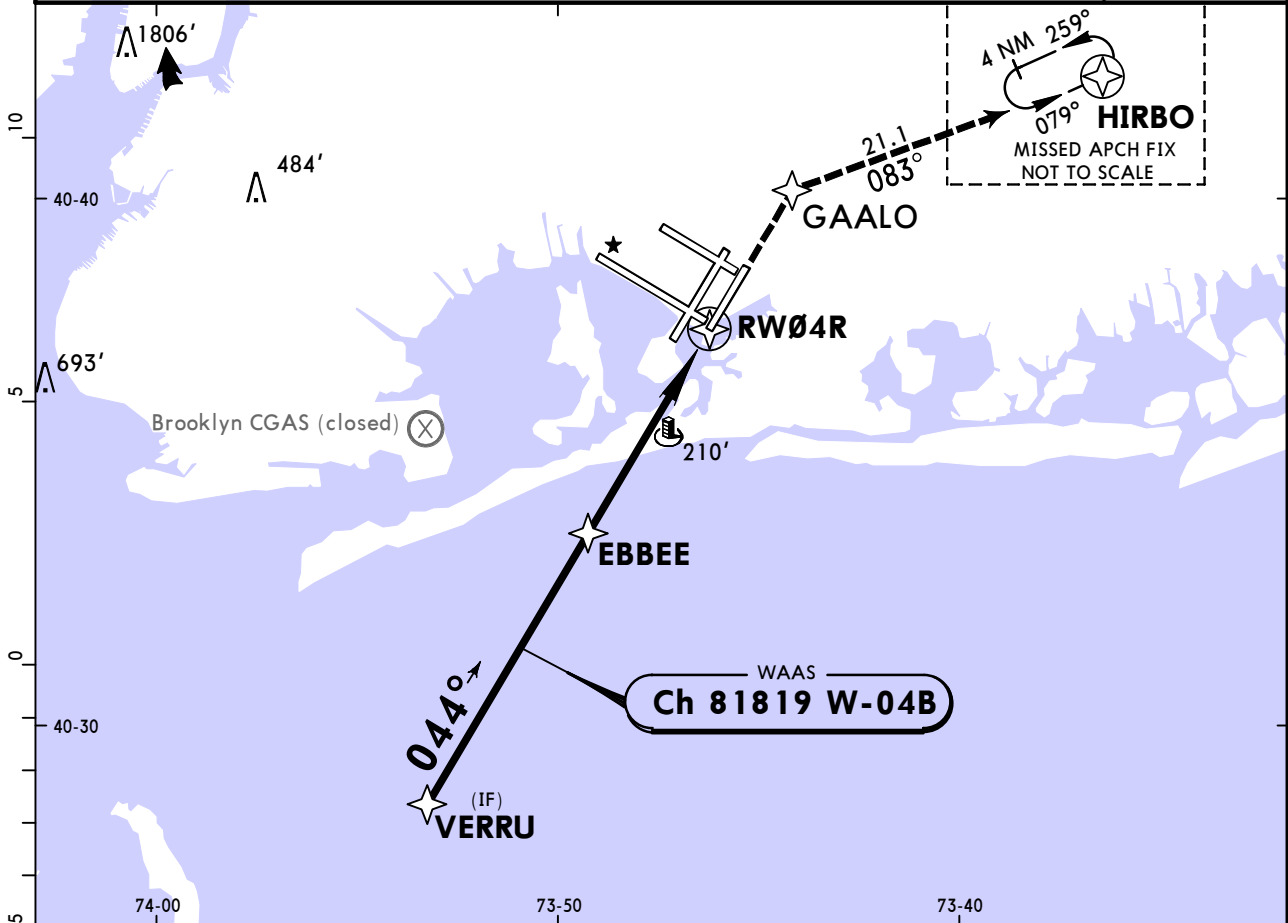
| | | | | | | | | | | | |
|----------------------------|---------------------------------|--|---------------------------------------|----------------------------|--|-----------------------------------|----------------|--|-------------------|--|---------------------|
| TERPS AMEND 3B 21 MAY 2020 | TERPS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

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' | | 2900 MSA RW04R |
| MISSED APCH: (Do not exceed 210 KT until GAALO) Climb to 4000' direct GAALO and on track 083° to HIRBO 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 69'). | | | | | | | | |



| | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|------------------|-------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSIF-II PAPI | 4000' | D → GAALO |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | | |
| MAP at RW04R | | | | | | | | | |

| 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 | MDA(H) |
| | TDZ/CL out | ALS out | | ALS out | ALS out | | |
| A | | | | | | 90 | 640'(627') -1 |
| B | RVR 18 | 1 RVR 24 | RVR 40 | RVR 40 or 3/4 | RVR 60 or 1 1/4 | 120 | 680'(667') -1 3/4 |
| C | or 1/2 | or 1/2 | or 3/4 | | | 140 | 680'(667') -2 |
| D | | | | | | 165 | |

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
CHANGES: Chart format. © JEPPESSEN, 2001, 2022. ALL RIGHTS RESERVED.

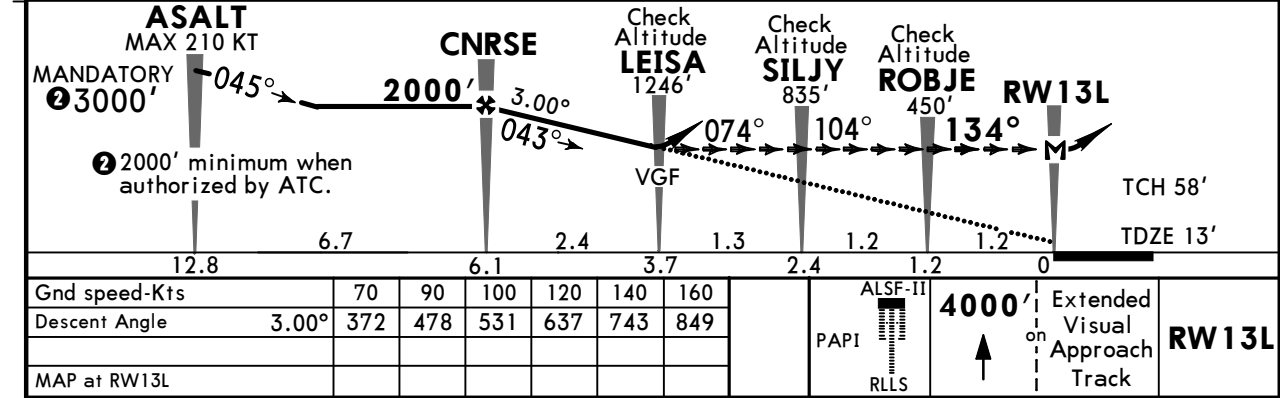
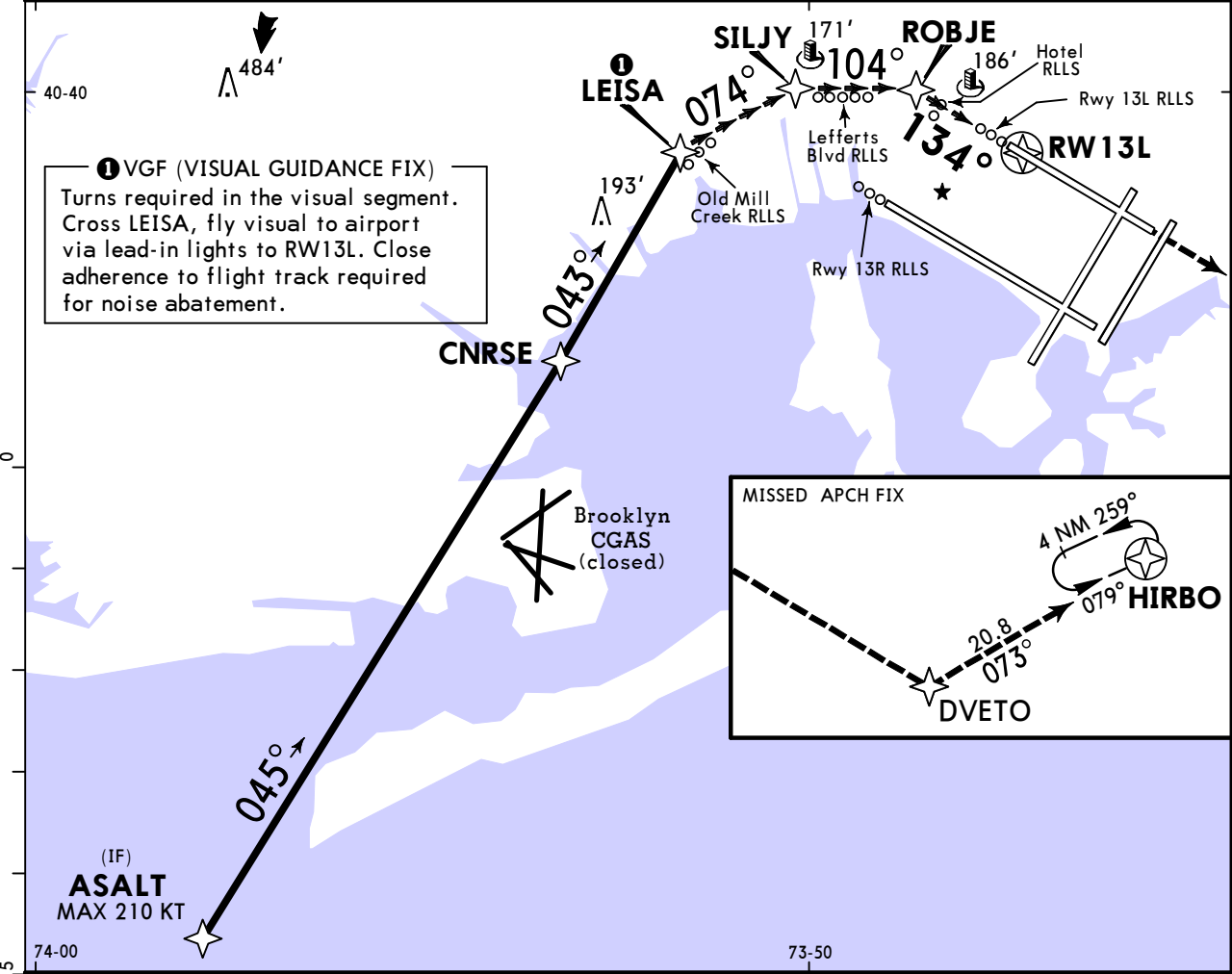
TERPS AMEND 2B 21 MAY 2020

KJFK/JFK KENNEDY INTL

JEPPESSEN
30 AUG 24
Eff 5 Sep (22-3)

NEW YORK, NY RNAV (GPS) Z 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 |
| RNAV | Final Apch Crs 134° | CNRSE 2000' (1987') | MDA(H) 1260' (1247') | Apt Elev 13' TDZE 13' | 2900 MSA RW13L |
| MISSED APCH: (Do not exceed 210 KT until DVETO) Climb to 4000' on the extended visual approach track to RW13L, then direct DVETO and track 073° to HIRBO and hold. | | | | | |
| RNP Apch-GPS | 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 74'). | | | | | |



| | | | | | |
|--------------|---|----------|----------------------------|--|---|
| TERPS | | | STRAIGHT-IN LANDING RWY13L | | |
| LNAV | | | MDA(H) 1260' (1247') | | |
| ALS out | | RLLS out | | | |
| A | | | | | |
| B | 2 | | 2½ | | 4 |
| C | | | | | |
| D | | | | | |

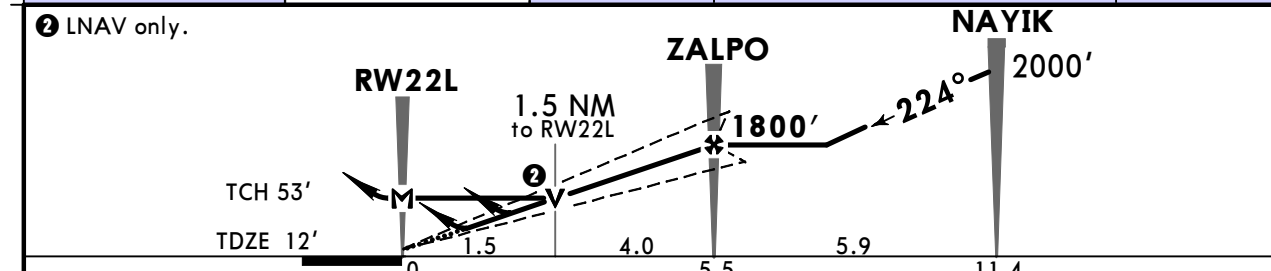
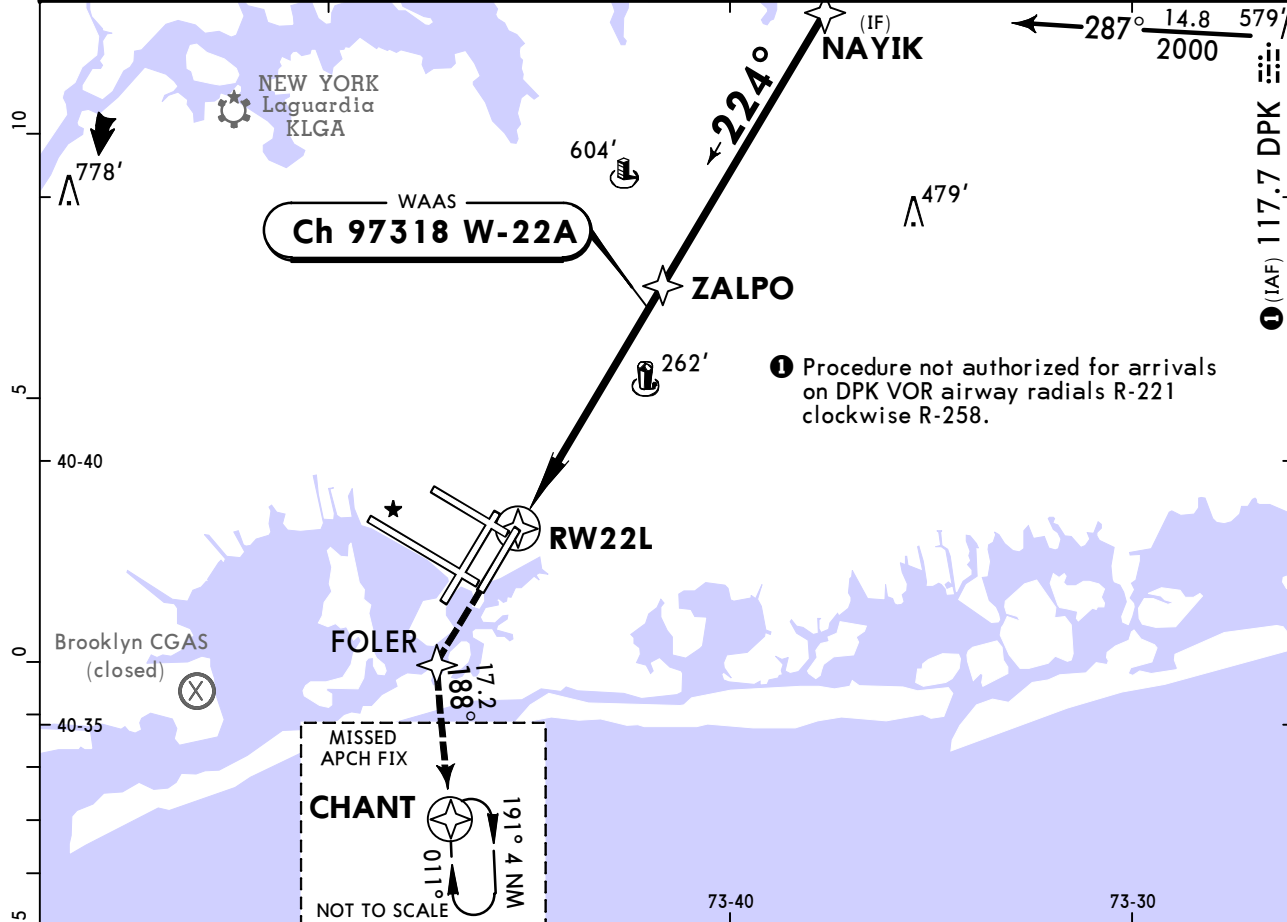
KJFK/JFK KENNEDY INTL

JEPPESEN
30 AUG 24
Eff 5 Sep (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 |
| MISSED APCH: Climb to 3000' direct FOLER and on 188° track to CHANT and hold. | | | | | MSA RW22L |
| 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 | ALSF-II PAPI | 3000' | D → FOLER |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |
| MAP at RW22L | | | | | | | | | |

| | LPV DA(H) 269' (257') | | LNAV/VNAV DA(H) 419' (407') | | LNAV MDA(H) 560' (548') | | CIRCLE-TO-LAND Max Kts | |
|---|--------------------------|---------------------------|--------------------------------|-------------|----------------------------|---------------|---------------------------|---------------------|
| | TDZ/CL out | ALS out | ALS out | ALS out | ALS out | MDA(H) | | |
| A | | | | | | | 90 | |
| B | RVR 18 or 1/2 | 1 RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 50 or 1 | RVR 60 or 1/4 | RVR 24 or 1/2 | RVR 50 or 1 | 120 |
| C | | | | | | RVR 60 or 1/4 | 1 3/4 | 140 |
| D | | | | | | | | 165 |
| | | | | | | | | 640' (627') - 1 |
| | | | | | | | | 680' (667') - 1 3/4 |
| | | | | | | | | 680' (667') - 2 |

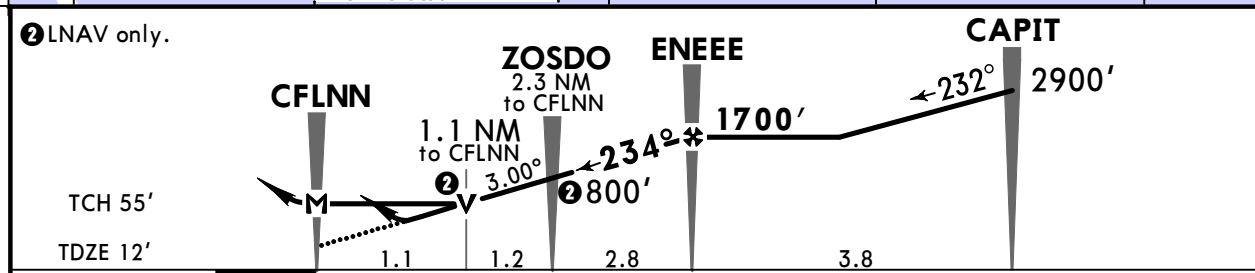
1 RVR 18 with Flight Director or Autopilot or HUD to DA.
CHANGES: Printing sequence. © JEPPESEN, 2001, 2024. ALL RIGHTS RESERVED.

KJFK/JFK KENNEDY INTL

JEPPESEN
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' | <p>2900 MSA CFLNN</p> |
| MISSED APCH: Climbling LEFT turn to 3000' direct CHANT and hold. | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | |
| RNP Apch - GPS | | | | | |
| <p>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').</p> | | | | | |



| | | | | | | | | | |
|----------------------|-----|-----|-----|-----|-----|-----|-----------------|-------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI | 3000' | D → CHANT |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | |
| LNAV/VNAV: MAP at DA | | | | | | | | | |
| LNAV: MAP at CFLNN | | | | | | | | | |

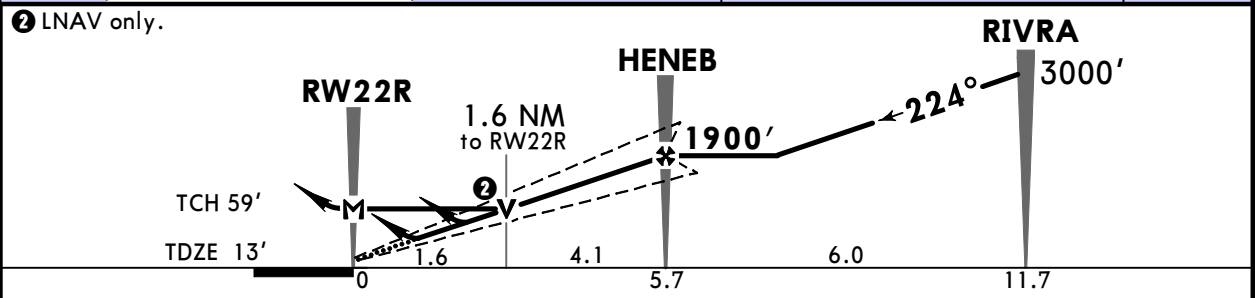
| TERPS | | STRAIGHT-IN LANDING RWY 22L | | CIRCLE-TO-LAND | |
|--------------------------------|---------------|-----------------------------|---------------|----------------|---------------------|
| LNAV/VNAV DA(H) 413' (401') | | LNAV MDA(H) 440' (428') | | C | |
| ALS out | | ALS out | | Max Kts | 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 |

KJFK/JFK KENNEDY INTL

JEPPESSEN
9 JUL 21 **(22-6)**

NEW YORK, NY RNAV (GPS) Rwy 22R

| | | | | | | |
|---|--|----------------------------------|-------------------------------|---|--------------------------|---|
| 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 | 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' | <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 2900 </div> <p>MSA RW22R</p> |
| | 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 <div style="font-size: 24px;">↑</div> 4000' <div style="font-size: 24px;">→</div> PIDTO |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | |
| LNAV: MAP at RW22R | | | | | | | |

| | | | | | | | | |
|--------------------------------------|--|--|--|------------------------------------|--|-----------------------|---|--|
| TERPS AMEND 1G 21 MAY 2020 | 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') | | Max Kts MDA(H) <div style="border: 1px solid black; padding: 2px;"> 90 120 140 165 </div> | |
| | RVR 40 or $\frac{3}{4}$ | | RVR 1$\frac{5}{8}$ | | RVR 55 or 1 | | | 640' (627') - 1 |
| | | | | | RVR 1$\frac{3}{4}$ | | | 680' (667') - 1$\frac{3}{4}$ |
| | | | | | RVR 1$\frac{3}{4}$ | | | 680' (667') - 2 |
| RVR 1$\frac{3}{4}$ | | | | | 680' (667') - 2 | | | |

KJFK/JFK

JOHN F KENNEDY INTL



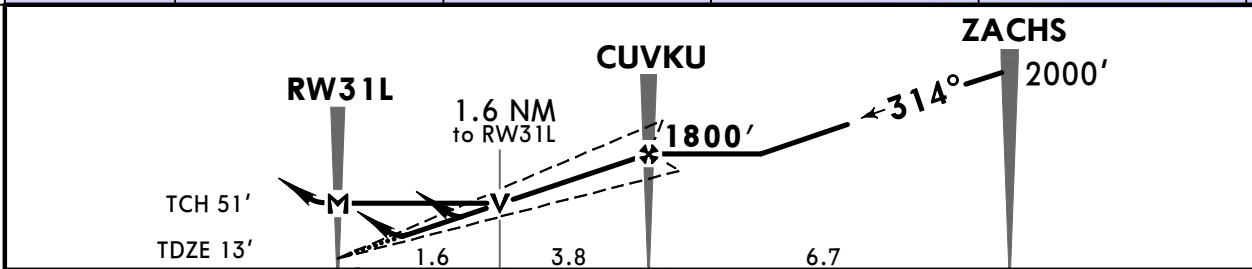
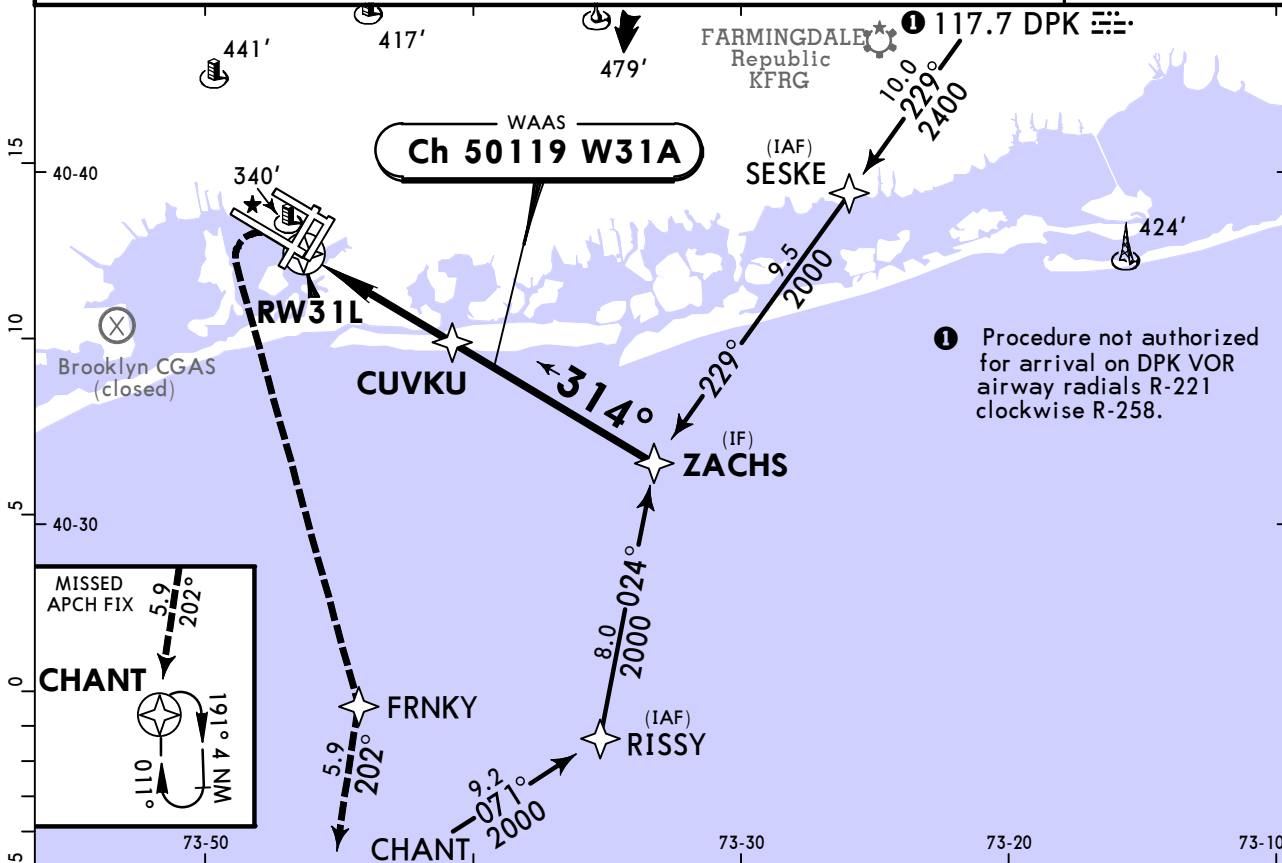
26 SEP 25 **(22-7)**

Eff 2 Oct

NEW YORK, NY

RNAV (GPS) 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 | 121.9 |
| | (Rwys 4L/22R & 13R/31L) | | | | (Rwys 4R/22L & 13L/31R) | |
| | | | | | | |
| WAAS Ch 50119 W31A | Final Apch Crs 314° | CUVKU 1800' (1787') | LPV DA(H) 213' (200') | Apt Elev 13' TDZE 13' | <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>2900</p> <p>MSA RW31L</p> | |
| MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct FRNKY and on track 202° to CHANT and hold. | | | | | | |
| RNP Apch - GPS | | 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 74'). | | | | | | |



| | | | | | | | | | | | |
|------------------|-------|-----|-----|-----|-----|-----|--------|------|-------|-----|-------|
| 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 | | | | | |
| MAP at RW31L | | | | | | | | | | | |

| TERPS | | | STRAIGHT-IN LANDING RWY 31L | | | CIRCLE-TO-LAND | |
|------------------|---------------|------------------|-----------------------------|-------------------|--|----------------|--------------------|
| LPV | | LNAV/VNAV | | LNAV | | Max Kts | MDA(H) |
| DA(H) 213'(200') | | DA(H) 541'(528') | | MDA(H) 600'(587') | | | |
| A | | | | RVR 55 or 1 | | 90 | 640'(627') - 1 |
| B | | | | | | 120 | |
| C | RVR 40 or 3/4 | 1 3/4 | | | | 140 | 700'(687') - 2 |
| D | | | | 1 3/4 | | 165 | 700'(687') - 2 1/4 |

TERPS AMEND 2C 2 OCT 2025

KJFK/JFK

JOHN F KENNEDY INTL



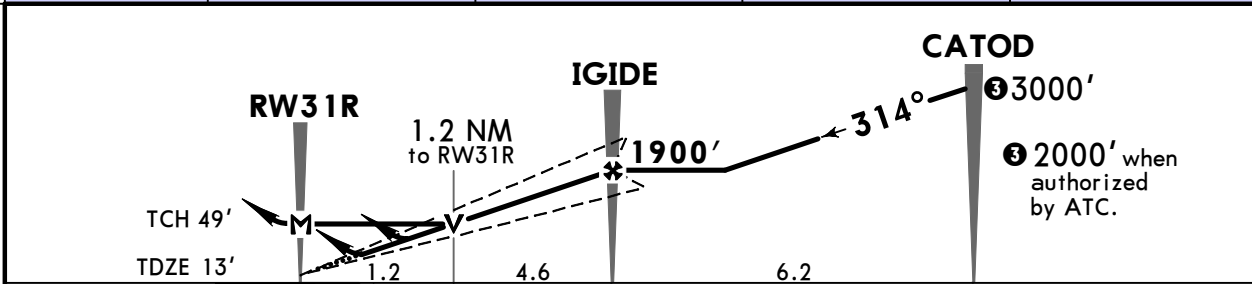
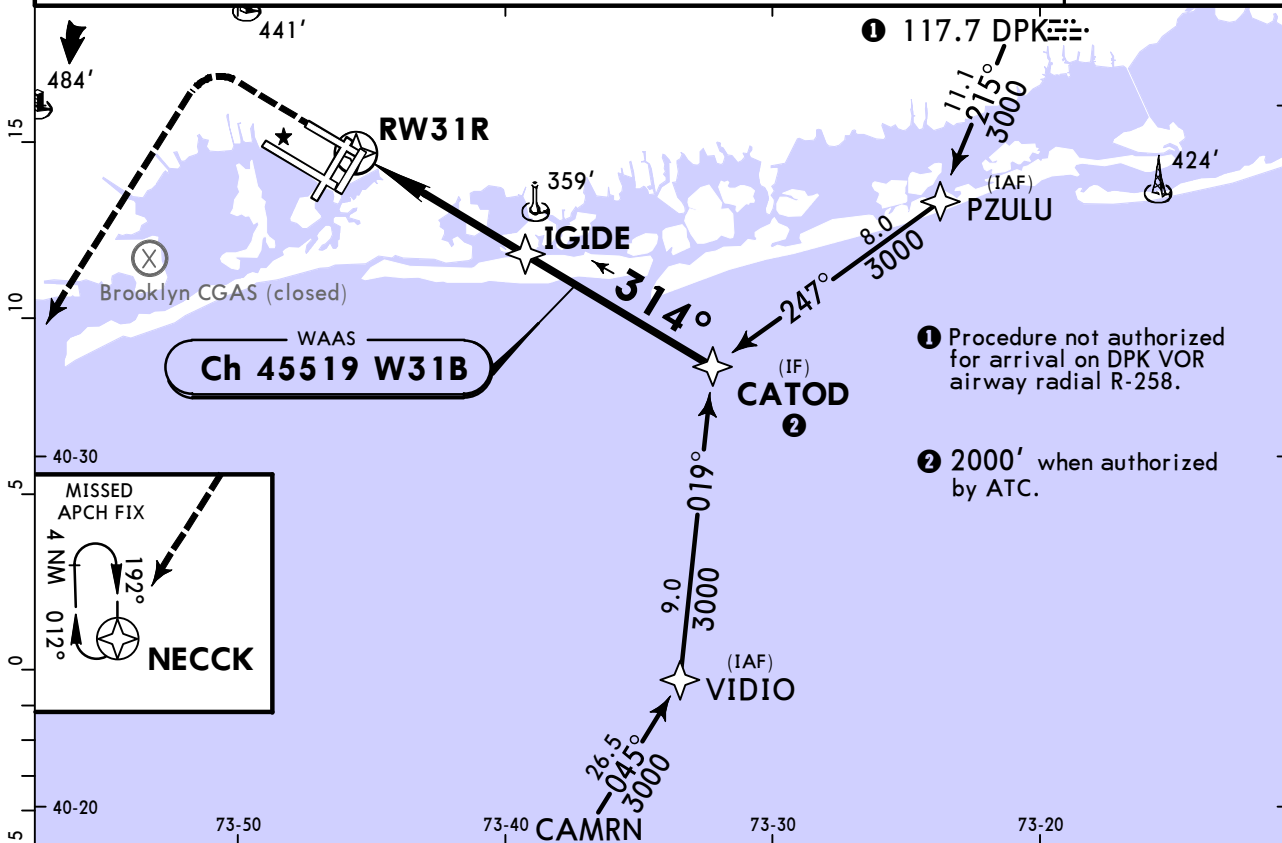
26 SEP 25

22-8 Eff 2 Oct

NEW YORK, NY

RNAV (GPS) 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 W31B | 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 NECCK and hold. | | | | | |
| RNP Apch - GPS | | 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' | NECCK |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | PAPI | ↑ | LT | |
| MAP at RW31R | | | | | | | | | | |

| TERPS | | | | | | | CIRCLE-TO-LAND | |
|---|---------------|-------------------|---------------|---------------|--------------------|---------------|-------------------------|--|
| STRAIGHT-IN LANDING RWY 31R | | | | | | | Max Kts | MDA(H) |
| LPV | | LNAV/VNAV | | | LNAV | | | |
| DA(H) 213' (200') | | DA(H) 369' (356') | | | MDA(H) 460' (447') | | 90 120 140 165 | 640'(627')-1 700'(687')-2 700'(687')-2 1/4 |
| TDZ/CL out | RAIL/ALS out | RAIL/ALS out | | RAIL/ALS out | | | | |
| A | | | | | RVR 24 or 1/2 | RVR 50 or 1 | | |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 35 or 5/8 | RVR 55 or 1 | RVR 45 or 7/8 | | |
| C | | | | | | | | |
| D | | | | | | | | |
| 1 RVR 18 with Flight Director or Autopilot or HUD to DA. | | | | | | | | |

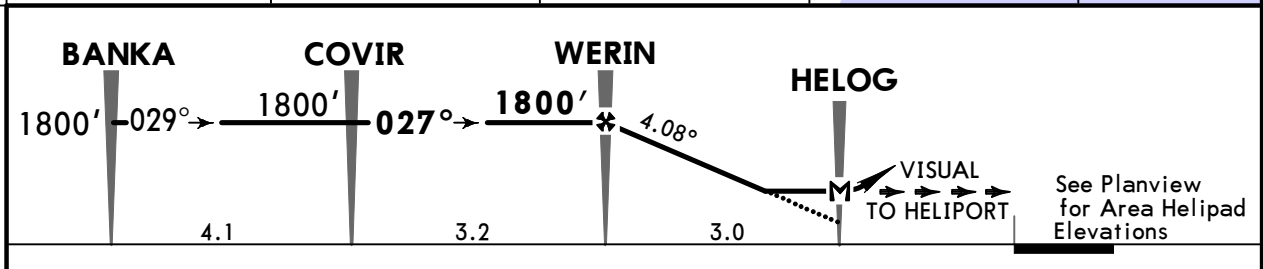
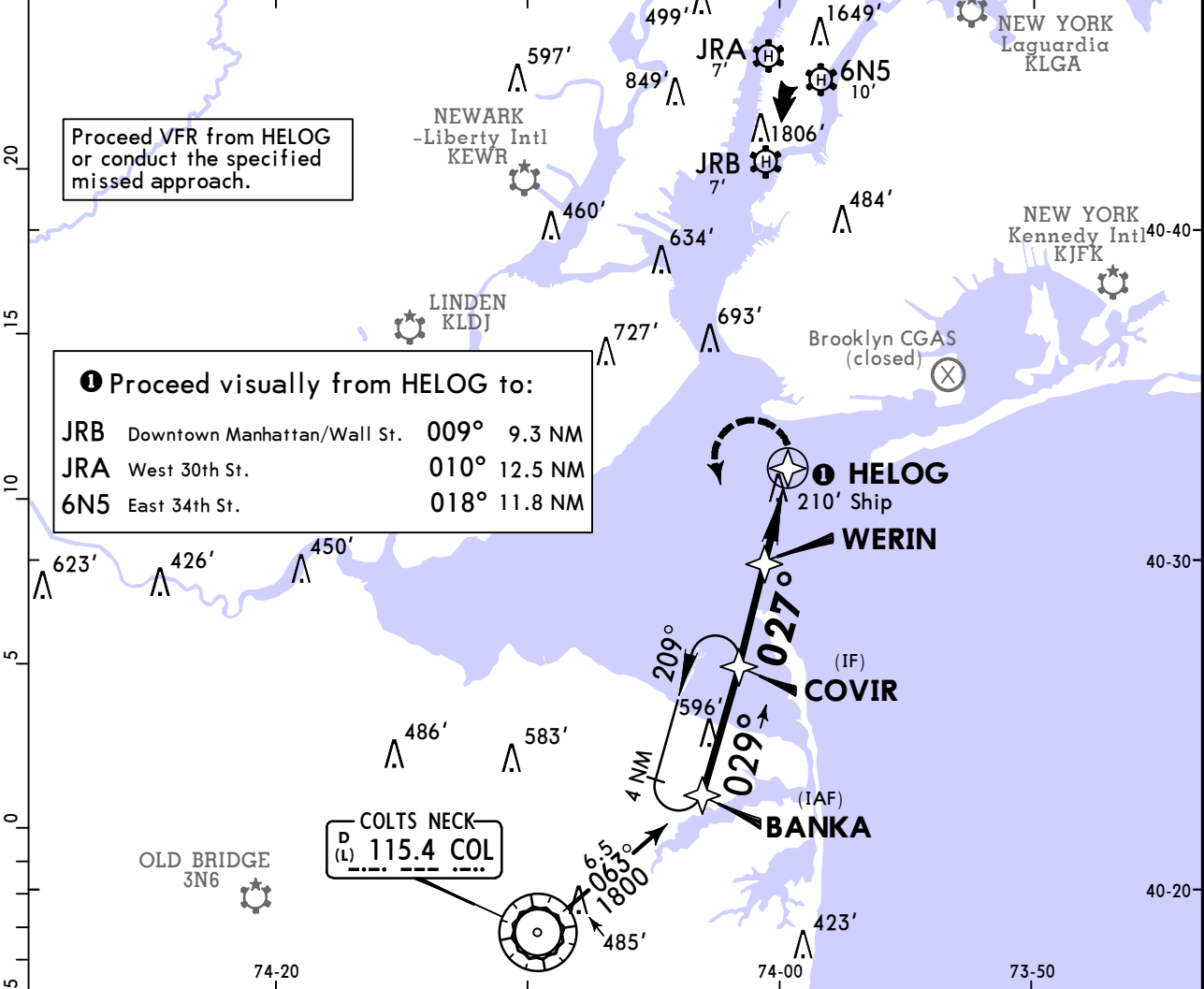
TERPS AMEND 2D 2 OCT 2025

KJFK/JFK KENNEDY INTL

JEPPESEN
14 FEB 25
Eff 20 Feb **(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') | 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 | Alt 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')

TERPS ORIG-C 19 JUL 2018

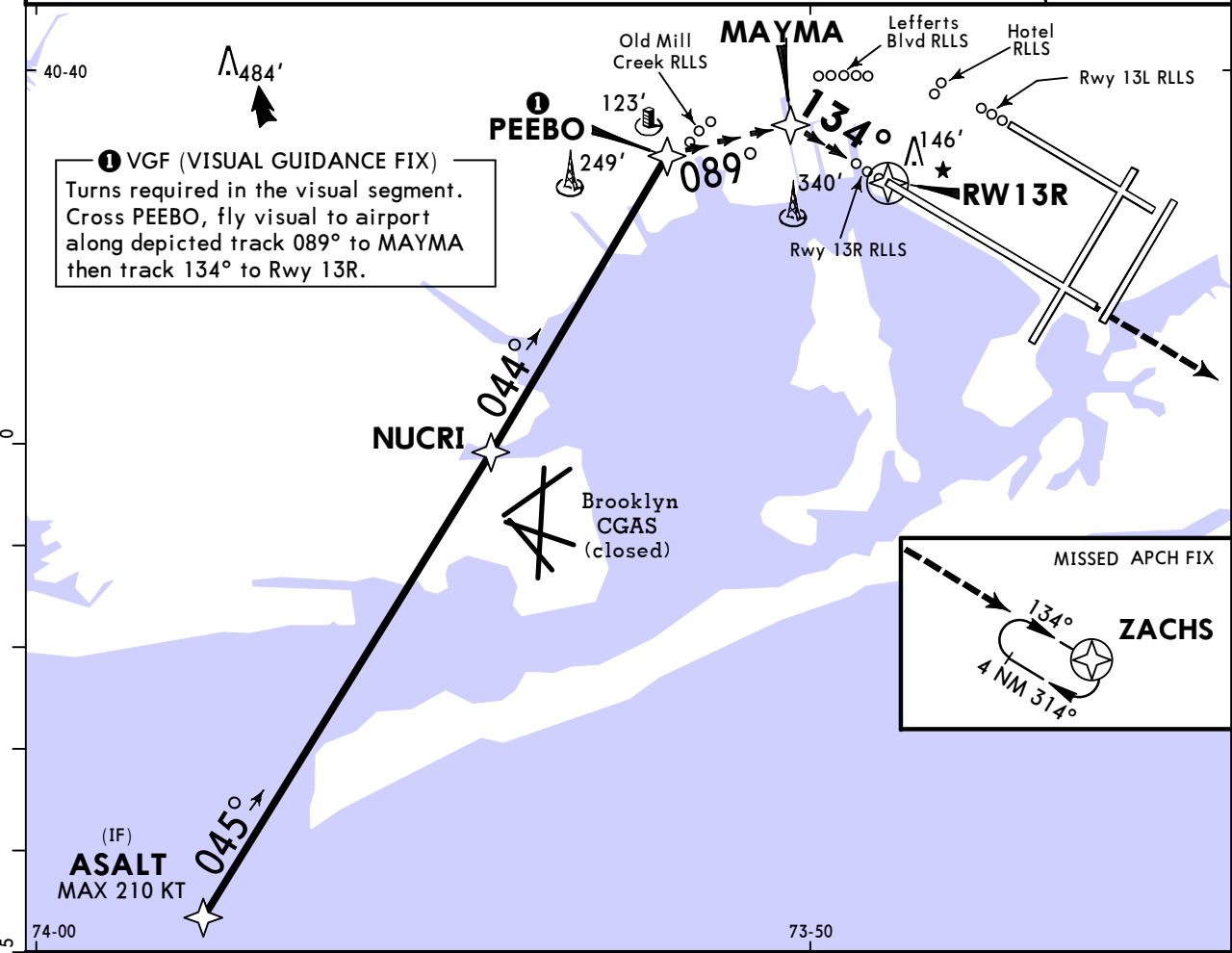
3/4

KJFK/JFK KENNEDY INTL

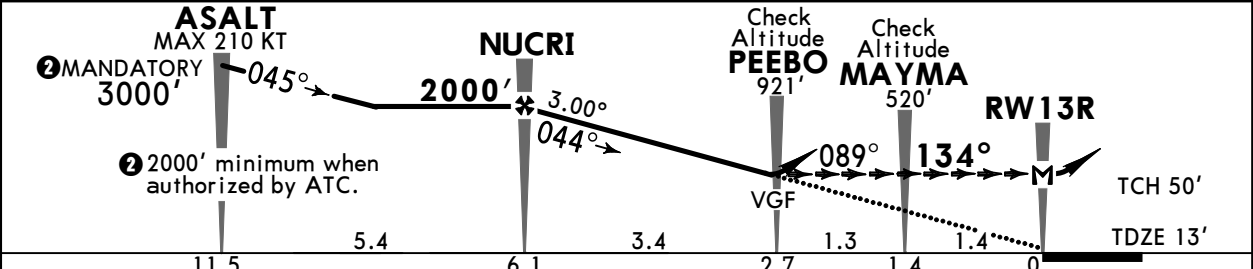
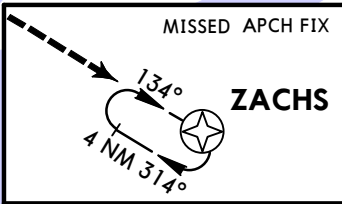
JEPPESEN
30 AUG 24
Eff 5 Sep **(22-10)**

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') | | MDA(H) 940' (927') | | Apt Elev 13' TDZE 13' | | |
| MISSED APCH: (Do not exceed 185 KT until RW13R) Climb to 1300' on the extended visual approach track to RW13R, then 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 angles not coincident (VGSI angle 3.00°/TCH 79'). | | | | | | | | | |



① VGF (VISUAL GUIDANCE FIX)
Turns required in the visual segment. Cross PEEBO, fly visual to airport along depicted track 089° to MAYMA then track 134° to Rwy 13R.



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|----------------|---|-------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI-L RLLS | 1300' ↑ on Extended Visual Approach Track | RW13R | |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | 849 |
| MAP at RW13R | | | | | | | | | | |

TERPS STRAIGHT-IN LANDING RWY 13R
LNAV
MDA(H) **940'** (927')

| | |
|---|---|
| A | 3 |
| B | |
| C | |
| D | |

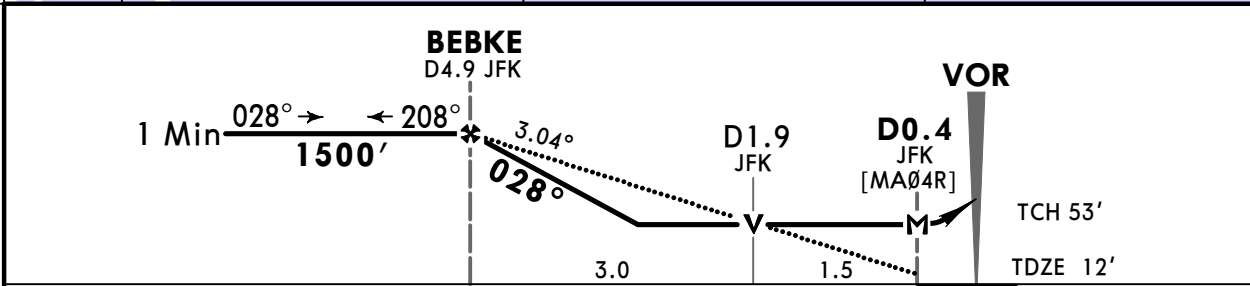
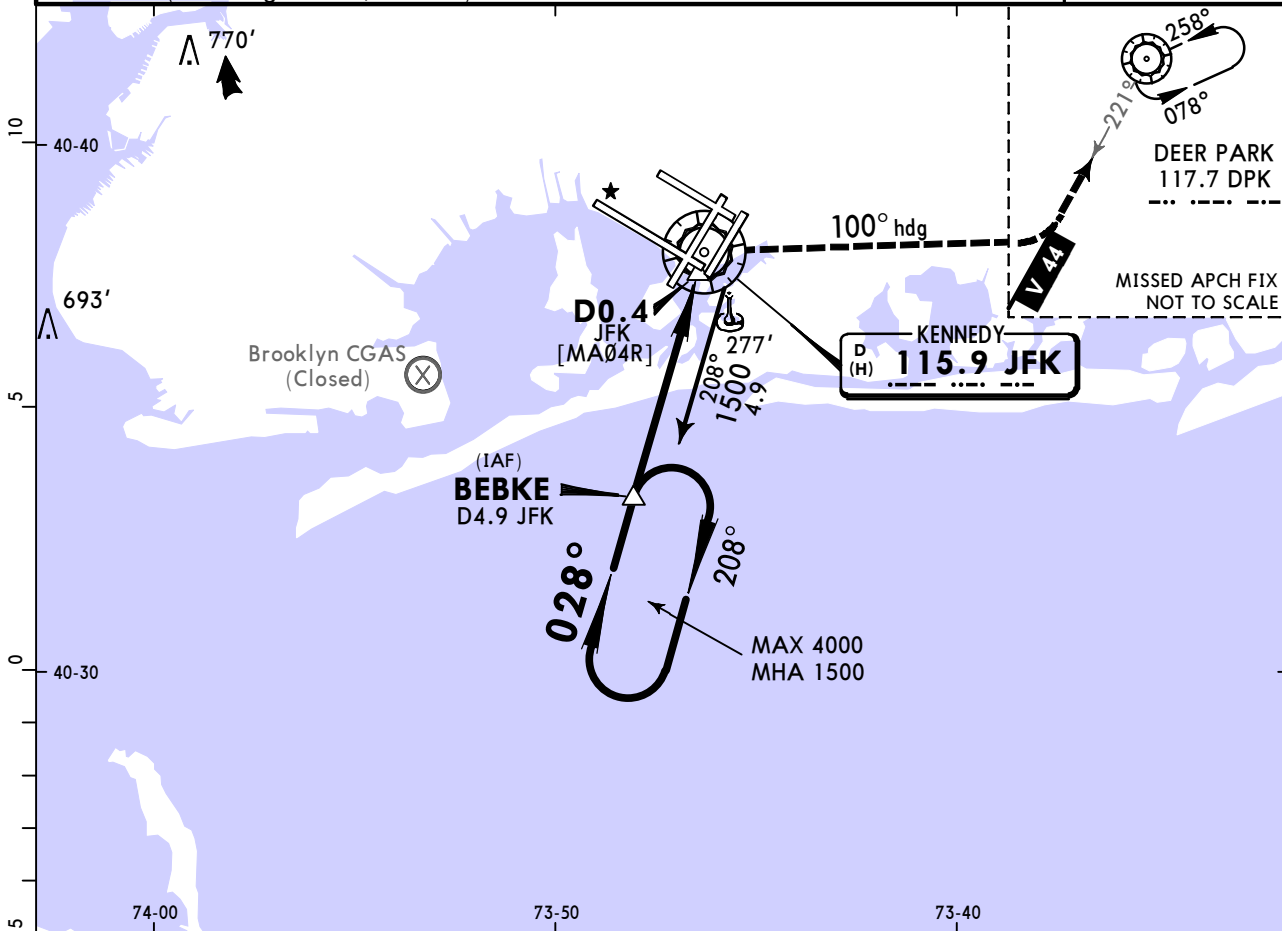
TERPS ORIG-A 5 SEP 2024

KJFK/JFK KENNEDY INTL

JEPPESEN
14 APR 23 **(23-2) Eff 20 Apr**

NEW YORK, NY
VOR Rwy 4R

| | | | | | | |
|---|--|----------------------------------|-------------------------------|---|--------------------------|-------|
| BRIEFING STRIP™ | 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° hdg and V-44 | DPK 117.7 |
| Descent angle 3.04° | 376 | 484 | 538 | 645 | 753 | 861 | | | |
| MAP at D0.4 JFK or BEBKE to MAP | 4.4 | 3:46 | 2:56 | 2:38 | 2:12 | 1:53 | 1:39 | | |

| | | | | | | | |
|----------------------------|---------------------------|---------------|-------|----------------------------|-----|-----------------|---------------------|
| TERPS AMEND 08 21 MAY 2020 | TERPS | | | STRAIGHT-IN LANDING RWY 4R | | CIRCLE-TO-LAND | |
| | MDA(H) 540' (528') | | | ALS out | | Max Kts | |
| | | | | | | MDA(H) | |
| | A | RVR 24 or 1/2 | | RVR 50 or 1 | | 90 | 640' (627') - 1 |
| | B | RVR 50 or 1 | | 1 1/2 | | 120 | 680' (667') - 1 3/4 |
| C | RVR 60 or 1 1/4 | | 1 3/4 | | 140 | 680' (667') - 2 | |
| D | | | | | 165 | | |

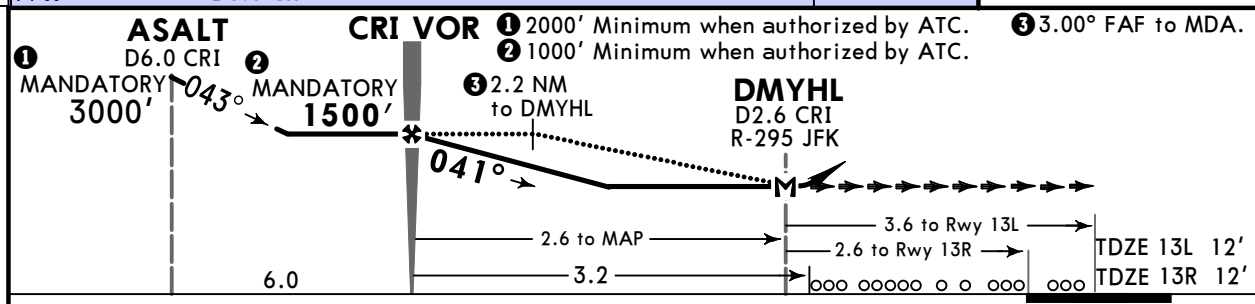
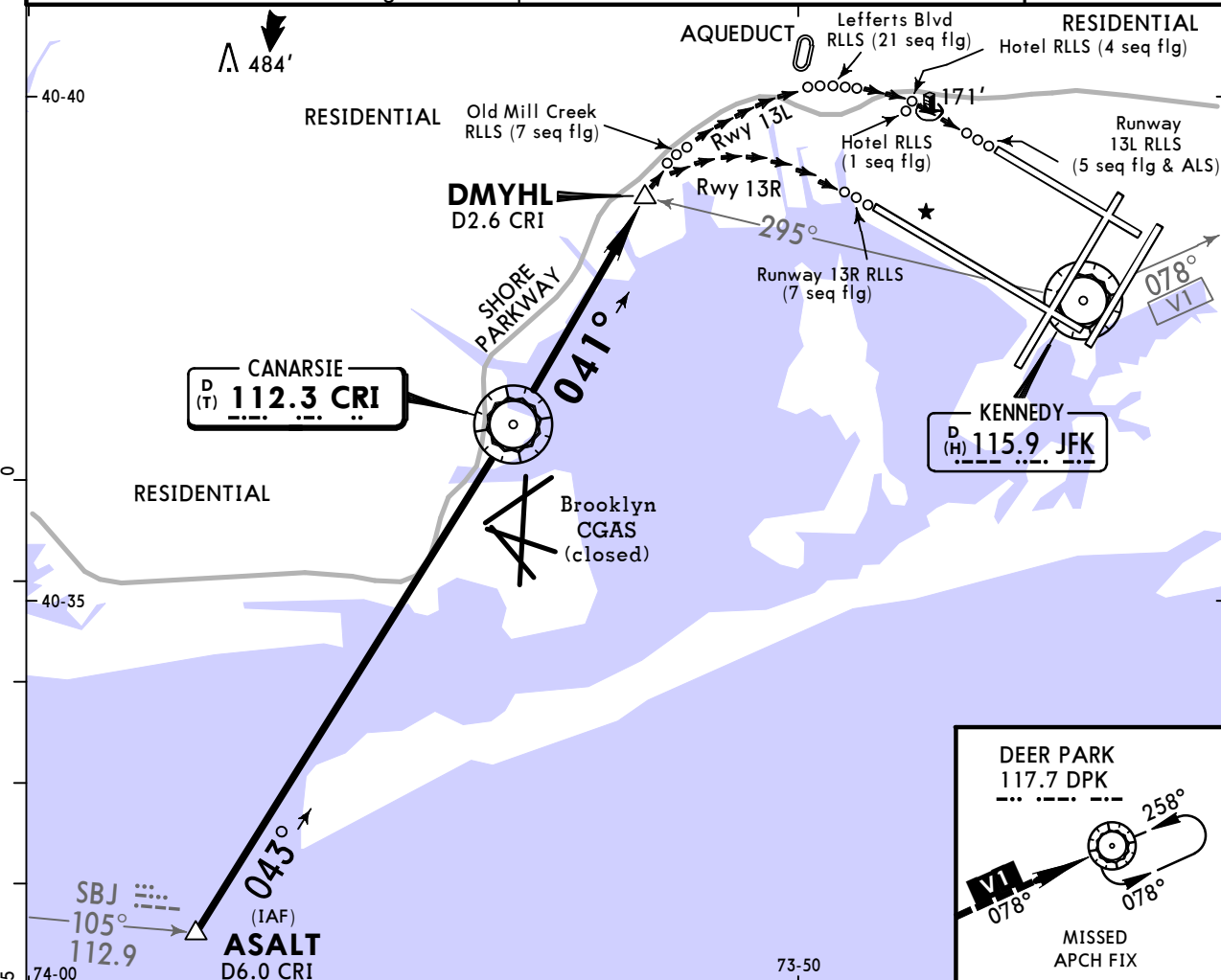
KJFK/JFK

KENNEDY INTL

JEPESEN
11 APR 25
Eff 17 Apr **(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) (Rwys 4L/22R & 13R/31L) | | Ground |
| 128.725 | 117.7 | 115.4 | 128.125 | 119.1 | 123.9 | 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 | 4000' | 100° | V-1 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | PAPI RLLS | RT | 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 | RLLS | | | | |

| | | | | | | | |
|------------------------------------|-------|----|--|----------------|----|--|--|
| RUNWAY LEAD-IN LIGHT SYSTEM (RLLS) | | | | CIRCLE-TO-LAND | | | |
| MDA(H) 800' (788') | | | | RLLS out | | | |
| A | 2 | NA | | A | NA | | |
| B | | | | B | | | |
| C | 2 1/4 | | | C | | | |
| D | 2 1/2 | | | D | | | |

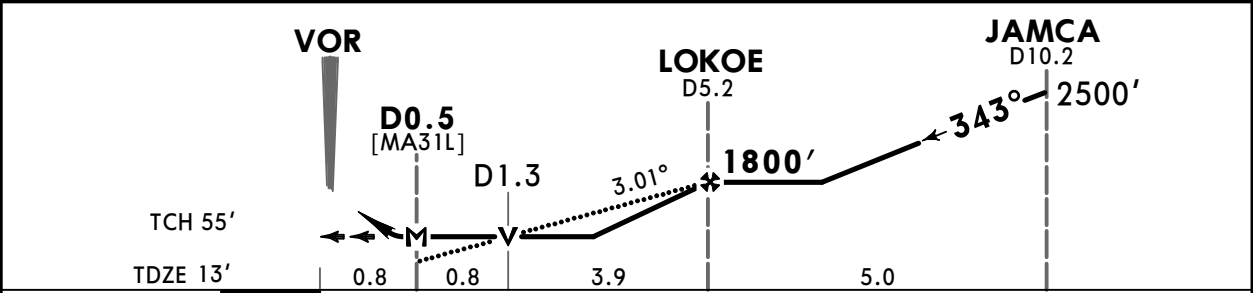
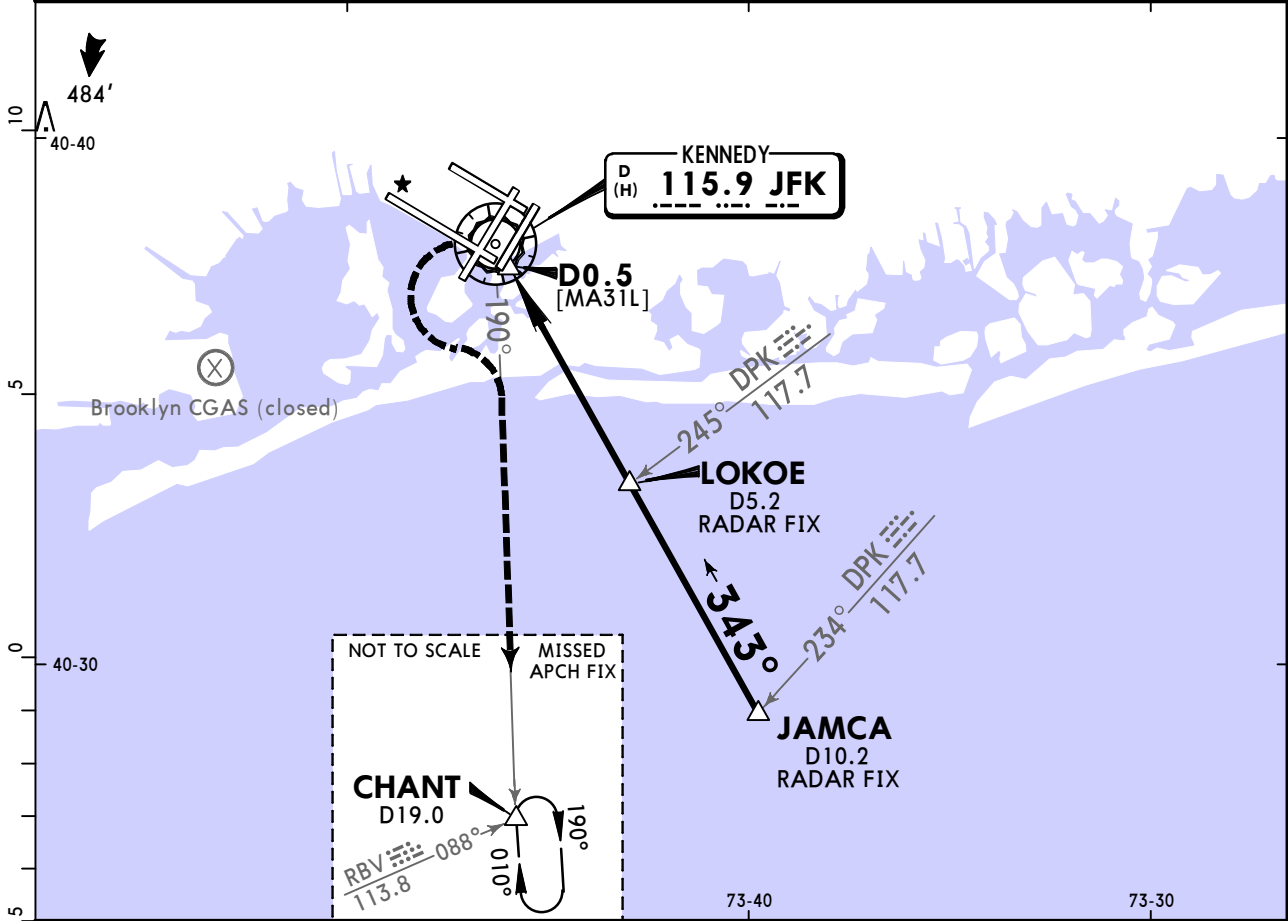
TERPS AMEND 18D 21 JUL 2016

KJFK/JFK KENNEDY INTL

JEPPESEN
13 OCT 23 **(23-5)**

NEW YORK, NY
VOR Rwy 31L

| | | | | | | |
|--|---|----------------------------------|-------------------------------|---|---------------------------|-------|
| 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 Apch Crs 343° | LOKOE 1800' (1787') | MDA(H) 560' (547') | Appt 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 74'). | | | | | MSA JFK VOR | |



| | | | | | | | | | |
|-----------------------------|-------|------|------|------|------|------|--------|--|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI-L | 3000' via 115.9 JFK LT R-190 CHANT | |
| Descent Angle | 3.01° | 373 | 479 | 532 | 639 | 745 | | | 852 |
| MAP at D0.5 or LOKOE to MAP | 4.7 | 4:02 | 3:08 | 2:49 | 2:21 | 2:01 | | | 1:46 |
| | | | | | | | | | |

| | | | | | | | | |
|--------------|---------------------------|-------------|---------|------------------------------------|-----------------|-----------------------|--|--|
| TERPS ORIG-B | TERPS | | | STRAIGHT-IN LANDING RWY 31L | | CIRCLE-TO-LAND | | |
| | MDA(H) 560' (547') | | Max Kts | MDA(H) | | | | |
| | A | RVR 55 or 1 | | 90 | 640'(627') - 1 | | | |
| | B | | | 120 | 680'(667') - 1¾ | | | |
| | C | 1⅝ | | 140 | 680'(667') - 2 | | | |
| D | | | 165 | | | | | |

KJFK/JFK
KENNEDY INTL

JEPPESEN
13 OCT 23 (29-1)

NEW YORK, NY
BELMONT VISUAL Rwy 22L

| | | | | | | |
|---|-----------------------------|---|-----------------------|---|---------------------------|--------------|
| BRIEFING STRIP™ | D-ATIS Arrival (NE) (SW) | | NEW YORK Approach (R) | KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L) | Ground | |
| | 128.72 | 117.7 | 115.4 | 128.125 | 119.1 123.9 | 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°. | | | | | | |



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.

ALSF-II
PAPI

WEATHER MINIMUMS
Ceiling **3500'** - VIS **5**

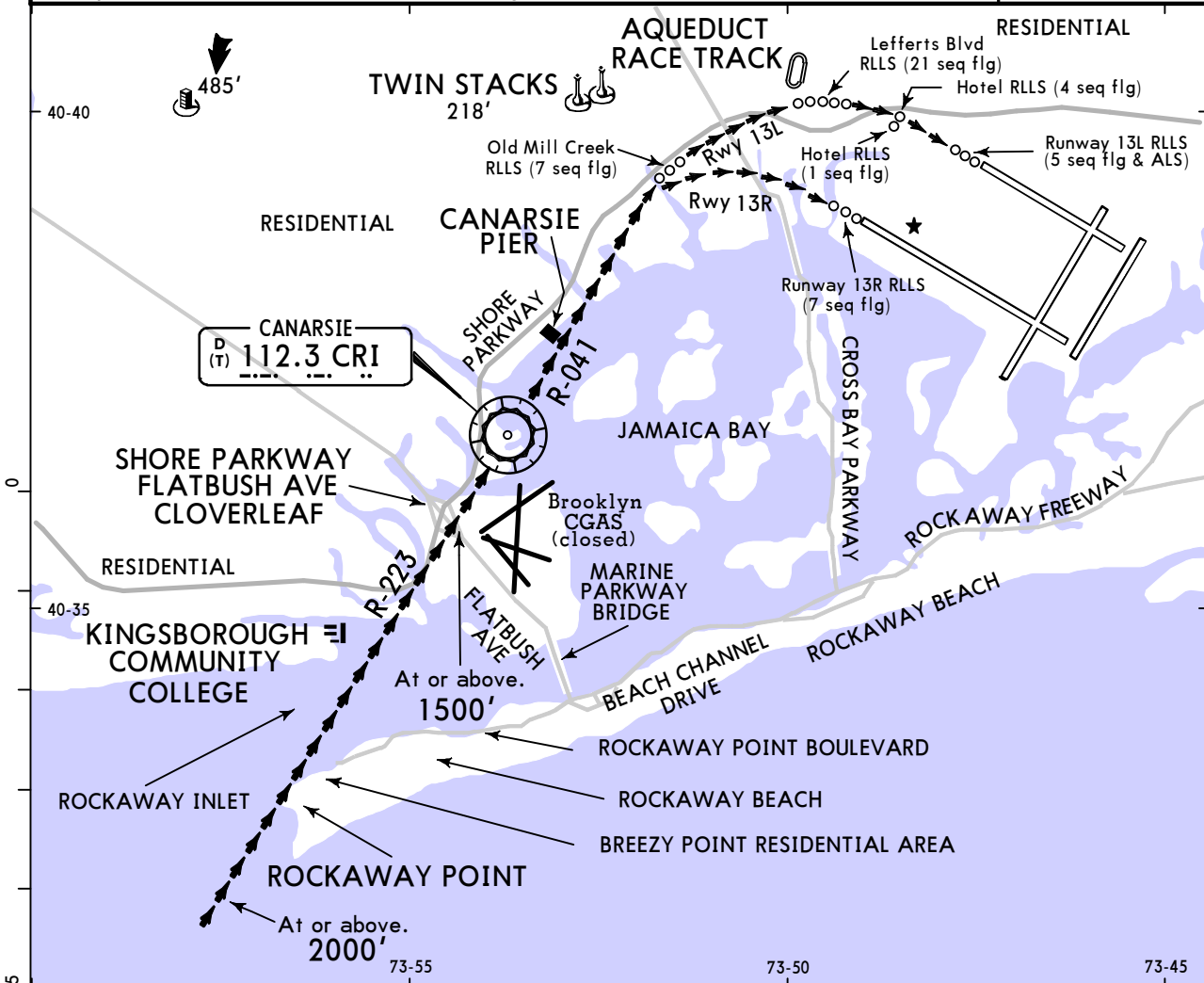
TERPS

KJFK/JFK
KENNEDY INTL

JEPPesen
13 OCT 23

NEW YORK, NY
29-2 PARKWAY VISUAL Rwy 13L/R

| | | | | | | |
|--|-----------------------------|---|-----------------------|---|---------------------------|--------------|
| BRIEFING STRIP™ | D-ATIS Arrival (NE) (SW) | | NEW YORK Approach (R) | KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L) | Ground | |
| | 128.72 | 117.7 | 115.4 | 128.125 | 119.1 123.9 | 121.9 |
| | NAVAIDS- See Planview | Final Apch Crs Refer to Planview | | No FAF | CEIL-VIS 2500-3 | Apt Elev 14' |
| MISSED APCH: No missed approach procedure. | | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | | |
| 1. Radar required. 2. Rwy 13L Vertical Guidance Navaid and Angle: PAPI-L 3.00°. 3. Rwy 13R Vertical Guidance Navaid and Angle: PAPI 3.00°. | | | | | | |
| | | | | | <p>MSA CRI VOR</p> | |



PARKWAY VISUAL RWY 13L/R

When cleared for Parkway Visual to Rwy 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 the Twin Stacks.

Runway 13L continue descent after passing the Twin Stacks.

TERPS AMEND 1 29 MAY 2014

| | |
|--------------------|--------------|
| Rwy 13L ALSF-II | Rwy 13R |
| PAPI | PAPI RLLS |
| RLLS | |

WEATHER MINIMUMS

Ceiling **2500'** - VIS **3**

Chart changes since cycle 07-2026

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

No Chart Change Notices for Airport KJFK

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

MALSAR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSAR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities. When any component of a MALSAR 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.

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.