

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KJFK

Terminal Charts For KJFK

Revision Letter For Cycle 11-2024

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: 0926 Z
Sunset: 0020 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: 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

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: 128.725
ATIS: 117.700 Arrival Service
ATIS: 115.400 Arrival Service
Kennedy Tower: 119.100
Kennedy Tower: 123.900
Kennedy Ground: 121.650 Secondary
Kennedy Ground: 121.900
Kennedy Ramp/Taxi: 130.775
Kennedy Ramp/Taxi: 130.275
Kennedy Ramp/Taxi: 131.850
Kennedy Ramp/Taxi: 125.050
Kennedy Clearance Delivery: 135.050
Kennedy Clearance Pre-Taxi: 135.050
New York Approach: 128.125 Initial Contact
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: 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: 124.750 Secondary
New York Departure: 123.700 Secondary
Kennedy UNICOM: 122.950
New York FSS: 115.900 RCO
New York FSS: 122.100 RCO
Delta Gate: 131.375
American Gate: 129.200

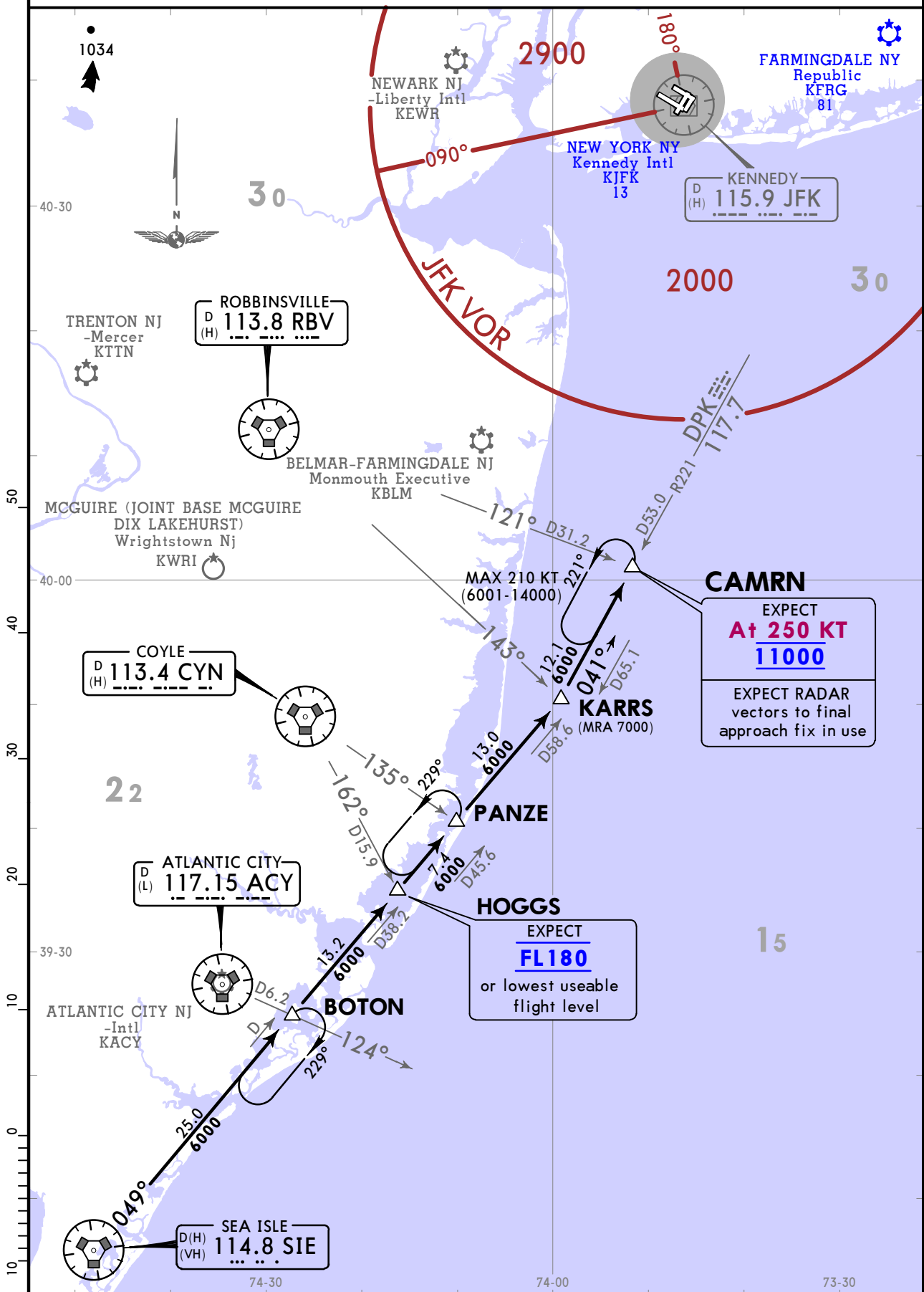
KJFK/JFK
KENNEDY INTL

JEPPESEN
24 NOV 23 **20-2** Eff 30 Nov

NEW YORK, NY
STAR

D-ATIS Arrival	Apt Elev	Alt set: INCHES
NE 117.7 SW 115.4	See graphic	Trans level: FL180
128.725		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

JEPPESEN
24 NOV 23 **(20-2A)** Eff 30 Nov

NEW YORK, NY
STAR

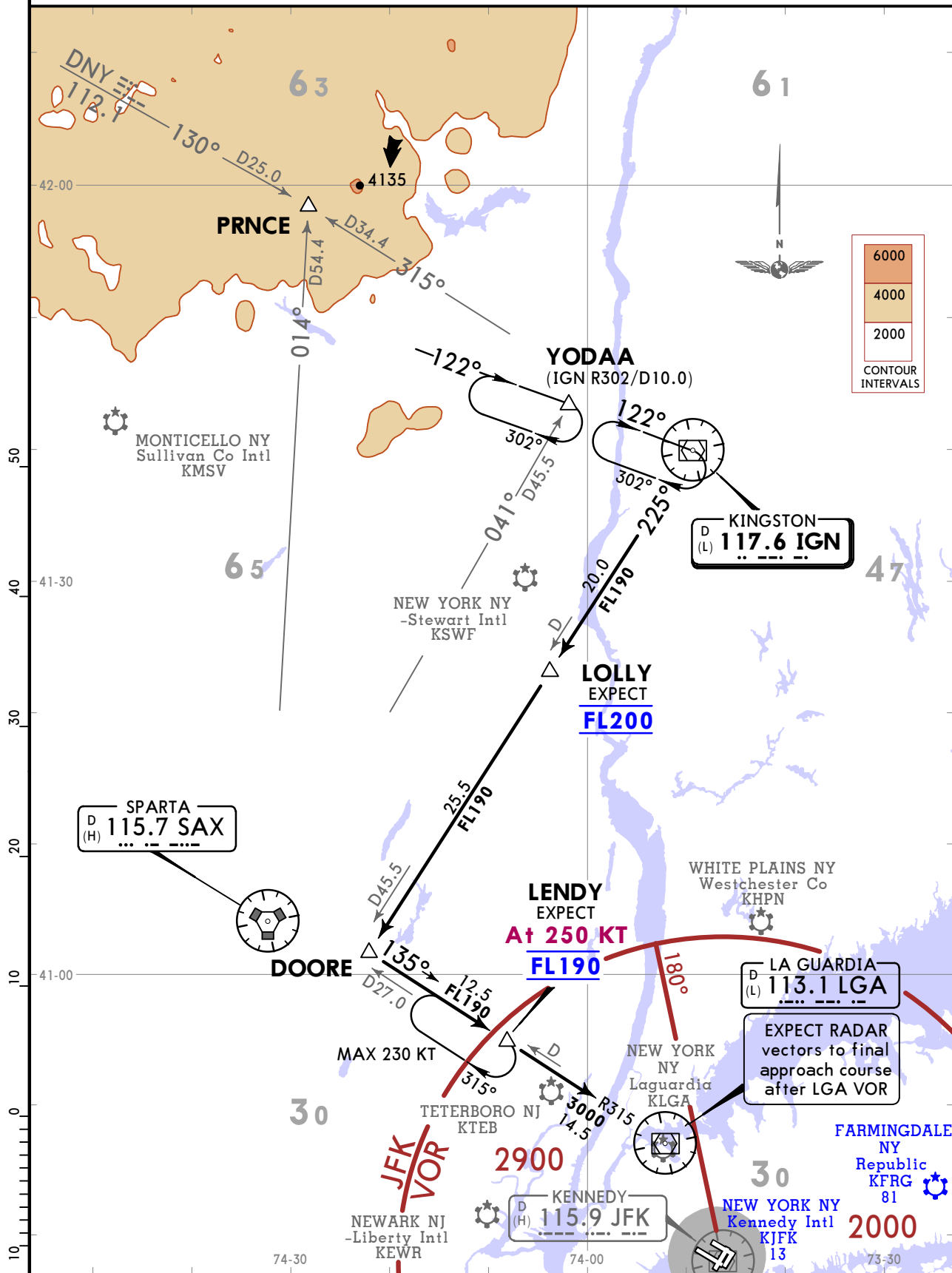
D-ATIS Arrival
NE SW
128.725 | 117.7 | 115.4

Apt Elev
See graphic

Alt Set: INCHES
Trans level: FL180
DME or RADAR required.

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

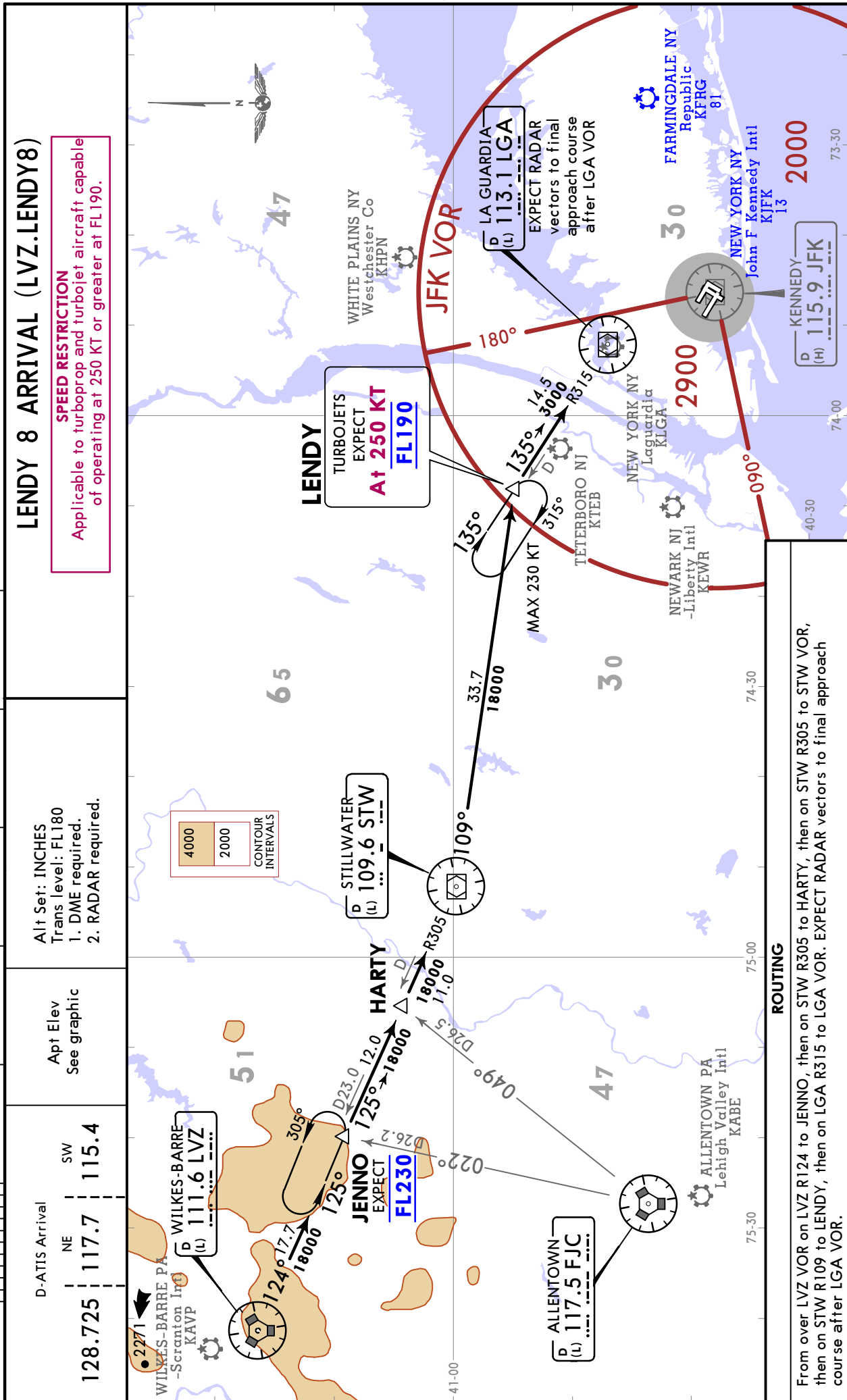
LENDY 8 ARRIVAL (LVZ.LENDY8)

SPEED RESTRICTION
 Applicable to turboprop and turbojet aircraft capable of operating at 250 KT or greater at FL190.

Alt Set: INCHES
 Trans level: FL180
 1. DME required.
 2. RADAR required.

Apt Elev
 See graphic

D-ATIS Arrival
 NE 117.7 SW 115.4
 128.725



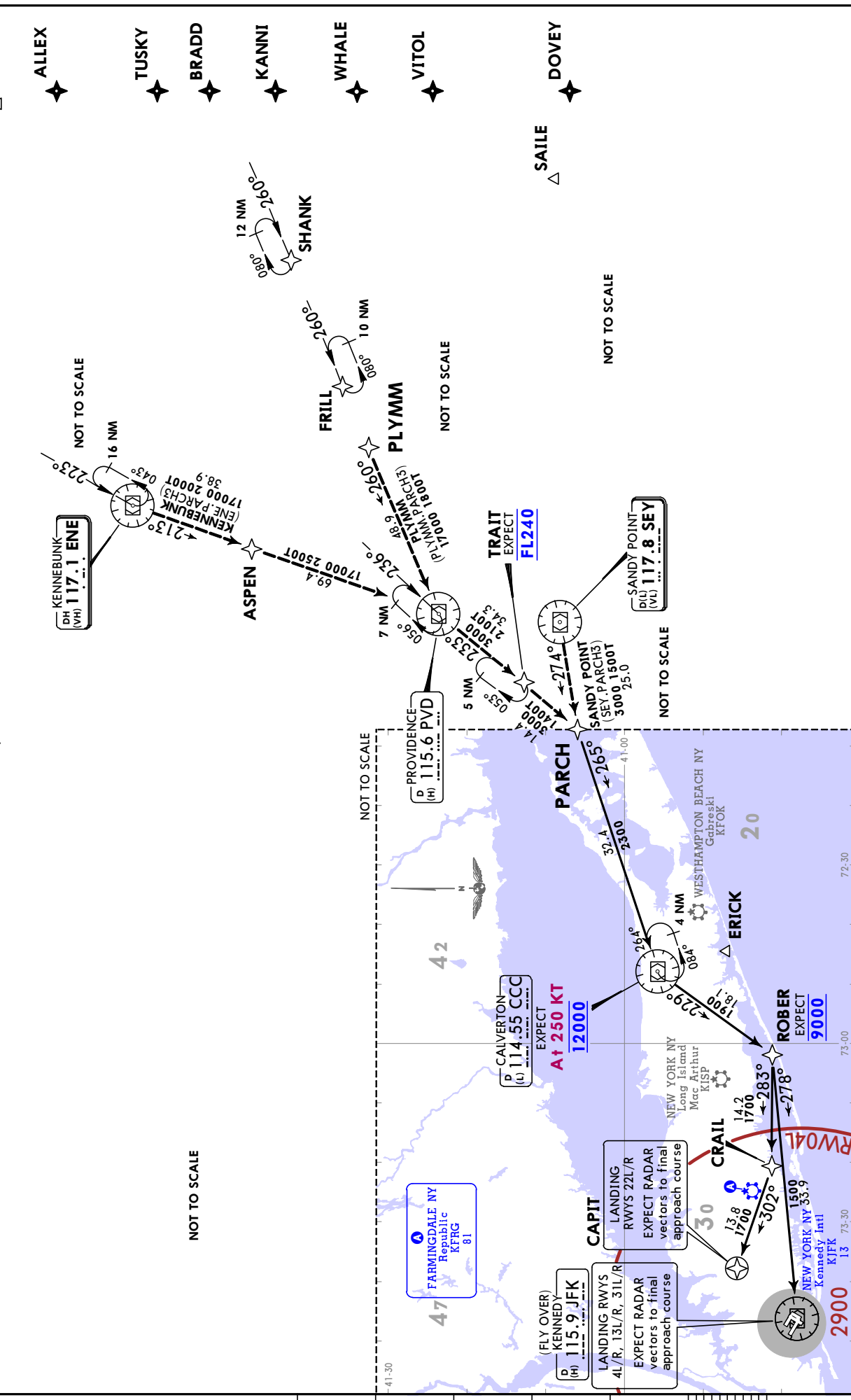
**PARCH 3 RNAV ARRIVAL
 (PARCH.PARCH3) (ALL RWYS)**

RNAV 1 DME/DME/IRU or GPS required Alt Set: INCHES Trans level: FL180
 1. RADAR required. 2. Procedure applicable to turbojet aircraft only. 3. Use CAUTION - parachute jump activity SOUTHEAST of CCC VOR at and below 13500 (from sunrise to sunset).

D-ATIS Arrival	Apt Elev	RNAV 1
128.725 NE SW 117.7 115.4	See graphic	DME/DME/IRU or GPS required

ROUTING
 From PARCH via 265° track to CCC VOR, then via 229° track to ROBER.

RWY	LANDING
4L/R, 13L/R, 31L/R	From ROBER via 278° track to JFK VOR. EXPECT RADAR vectors to final approach course.
22L/R	From ROBER via 283° track to CRAIL, then via 302° track to CAPIT. EXPECT RADAR vectors to final approach course.

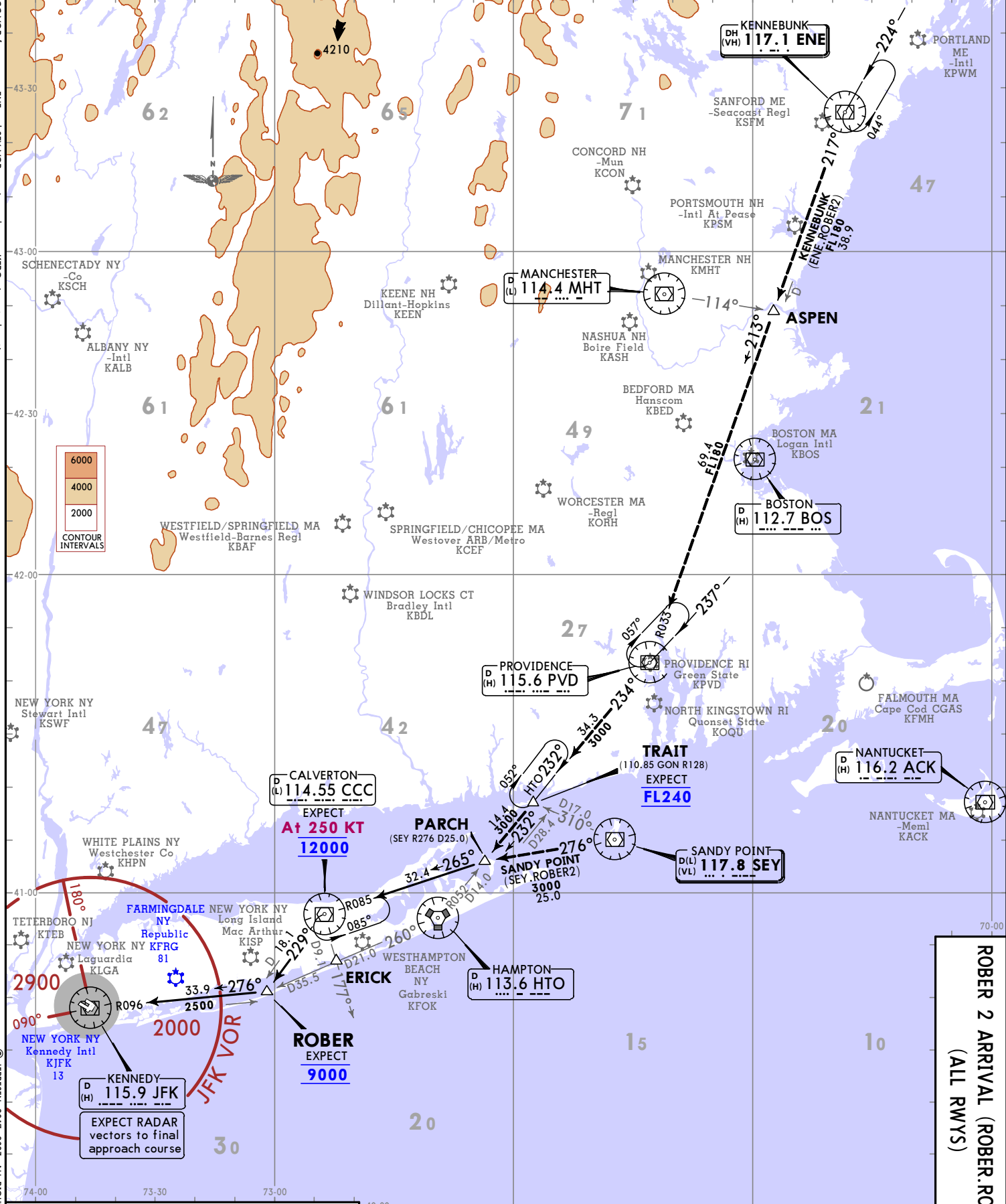


KJFK/JFK
KENNEDY INTL

D-ATIS Arrival
NE 128.725 SW 117.7 115.4
Apt Elev See graphic

Alt set: INCHES Trans level: FL180
1. Procedure applicable to turbojet aircraft only.
2. Use CAUTION - parachute jump activity in the vicinity of CCC VOR at and below 13500 (from sunrise to sunset).

ROBER 2 ARRIVAL (ROBER.ROBER2) (ALL RWYS)



ROUTING
From PARCH via CCC R085 to CCC VOR, then via CCC R229 to ROBER, then via JFK R096 to JFK VOR. EXPECT RADAR vectors to final approach course.

ROBER 2 ARRIVAL (ROBER.ROBER2) (ALL RWYS)
14 APR 23 20-2E EFT 20 Apr
JEPPESEN NEW YORK, NY
STAR

CHANGES: CCC VOR frequency, ENE and SEV VOR service volumes, KFRG airport elevation.

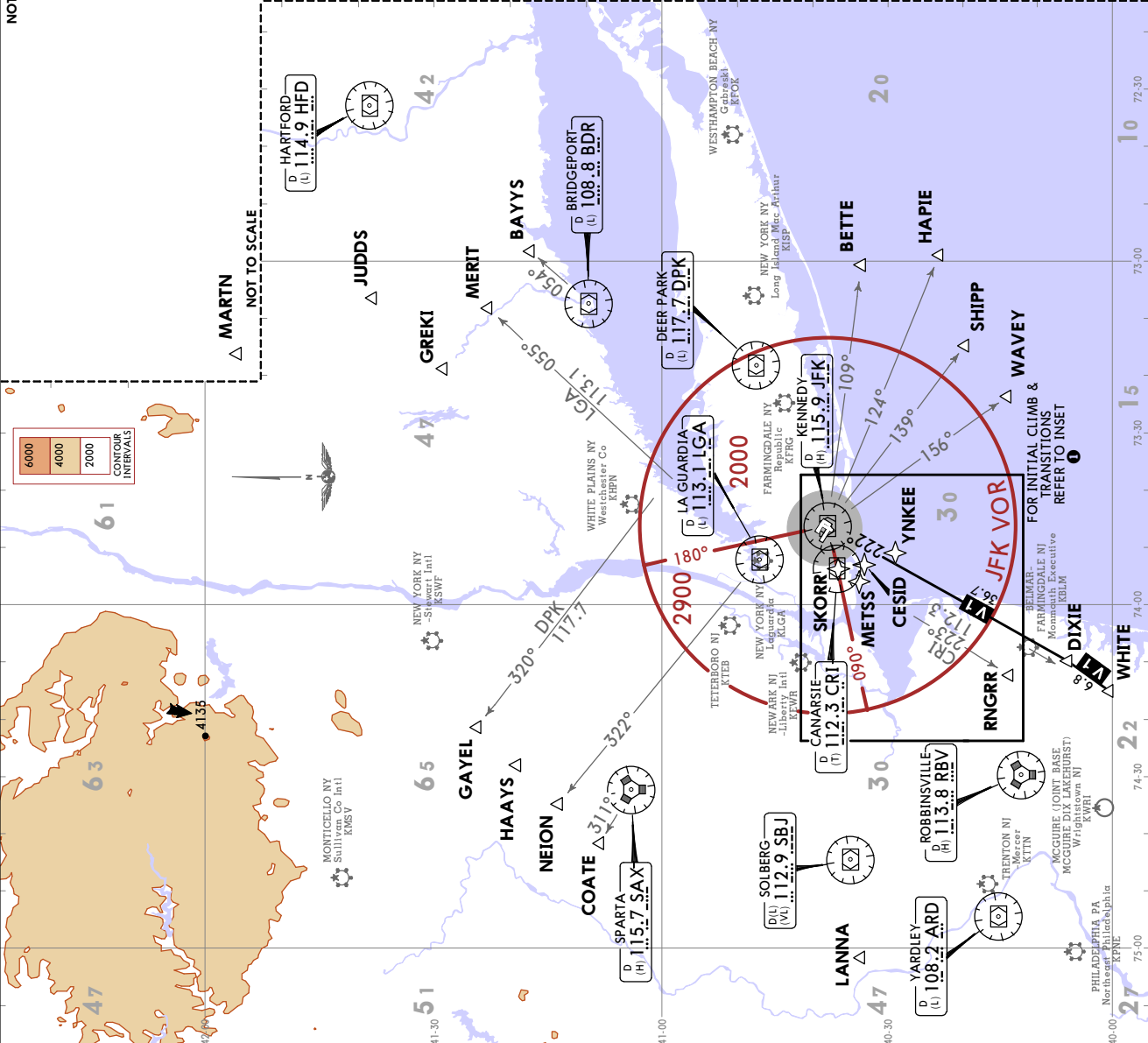
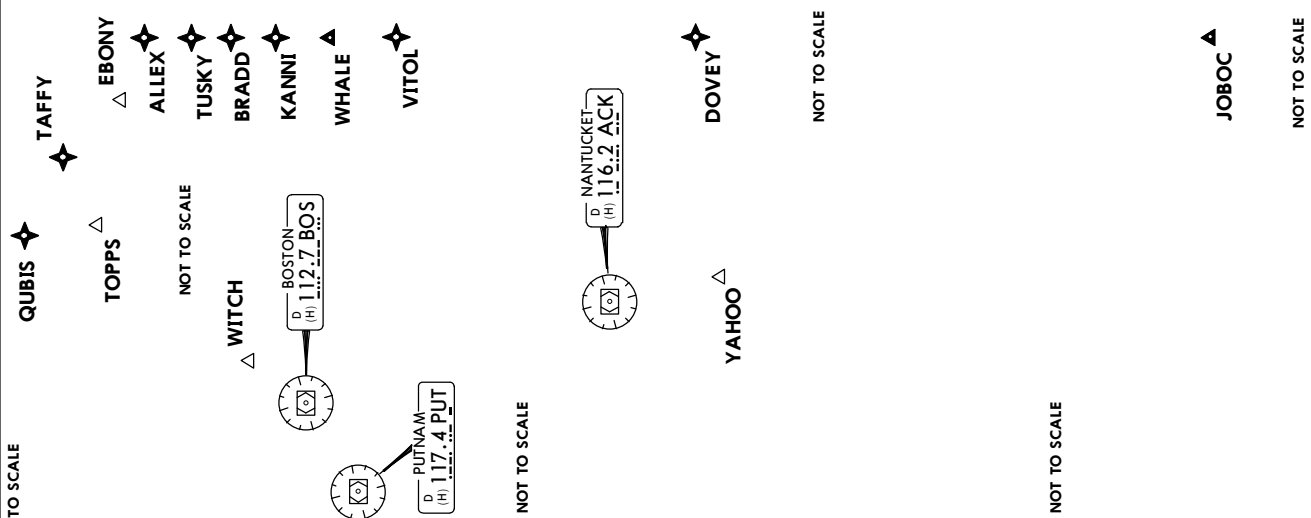
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JEYPESEN
3 MAR 23 (20-3C)

KJFK/JFK
JOHN F KENNEDY INTL

NEW YORK, NY
RNAV SID

NEW YORK Departure (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 expeditious 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.						
Grnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500
RWY	INITIAL CLIMB					
3 1L	Climb on heading 314° to intercept course 238° to SKORR.					
3 1R	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 MARTIN.					
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. -ALEX via direct WITCH direct. -TUSKY and SOUTH EXPECT direct BOS VOR direct.					
INITIAL CLIMB & TRANSITIONS						
NOT TO SCALE						



KJFK/JFK


JEPPESSEN
 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:

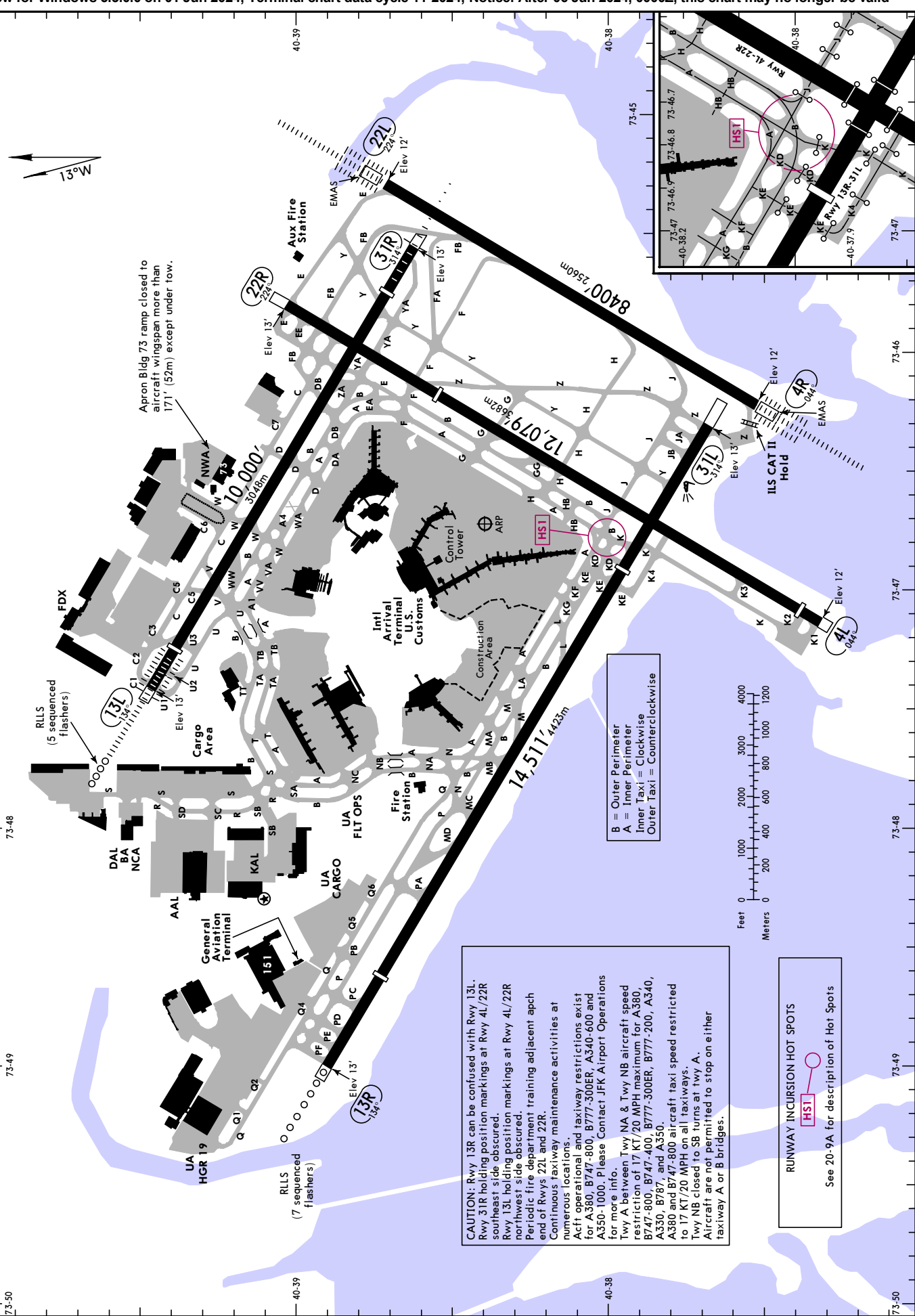
◦ Rwy 31L:

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.

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

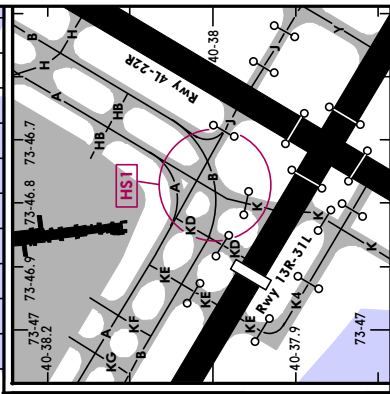


Apron Bldg 73 ramp closed to aircraft wingspan more than 171' (52m) except under tow.

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.

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

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



KJFK/JFK



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

 NEW YORK, NY
 KENNEDY INTL

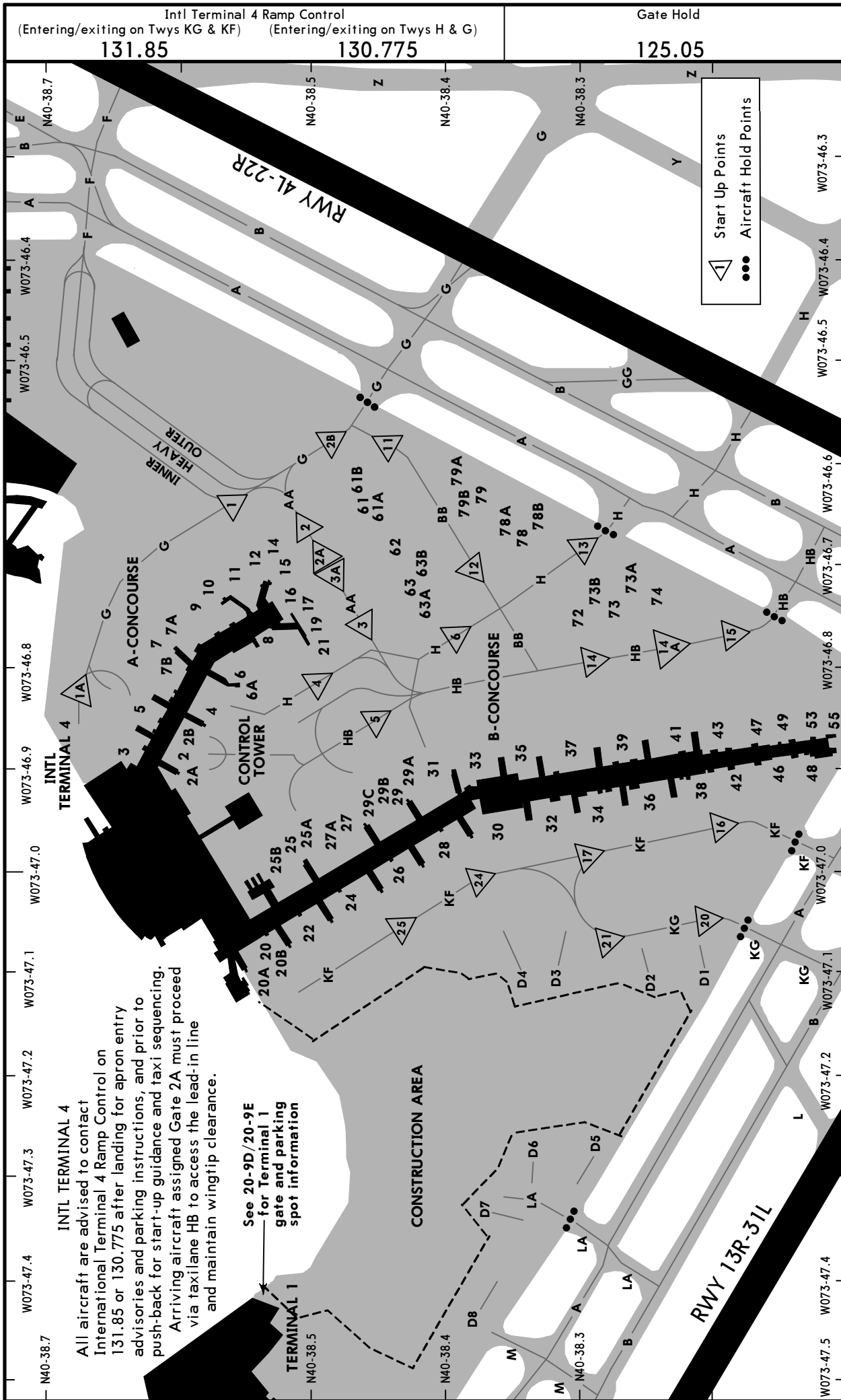
ODP TAKEOFF OBSTACLE NOTES

- 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.

KJFK/JFK

5 JAN 24 **20-9B**

NEW YORK, NY
KENNEDY INTL



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/20-9E for Terminal 1 gate and parking spot information

KJFK/JFK



NEW YORK, NY
KENNEDY INTL

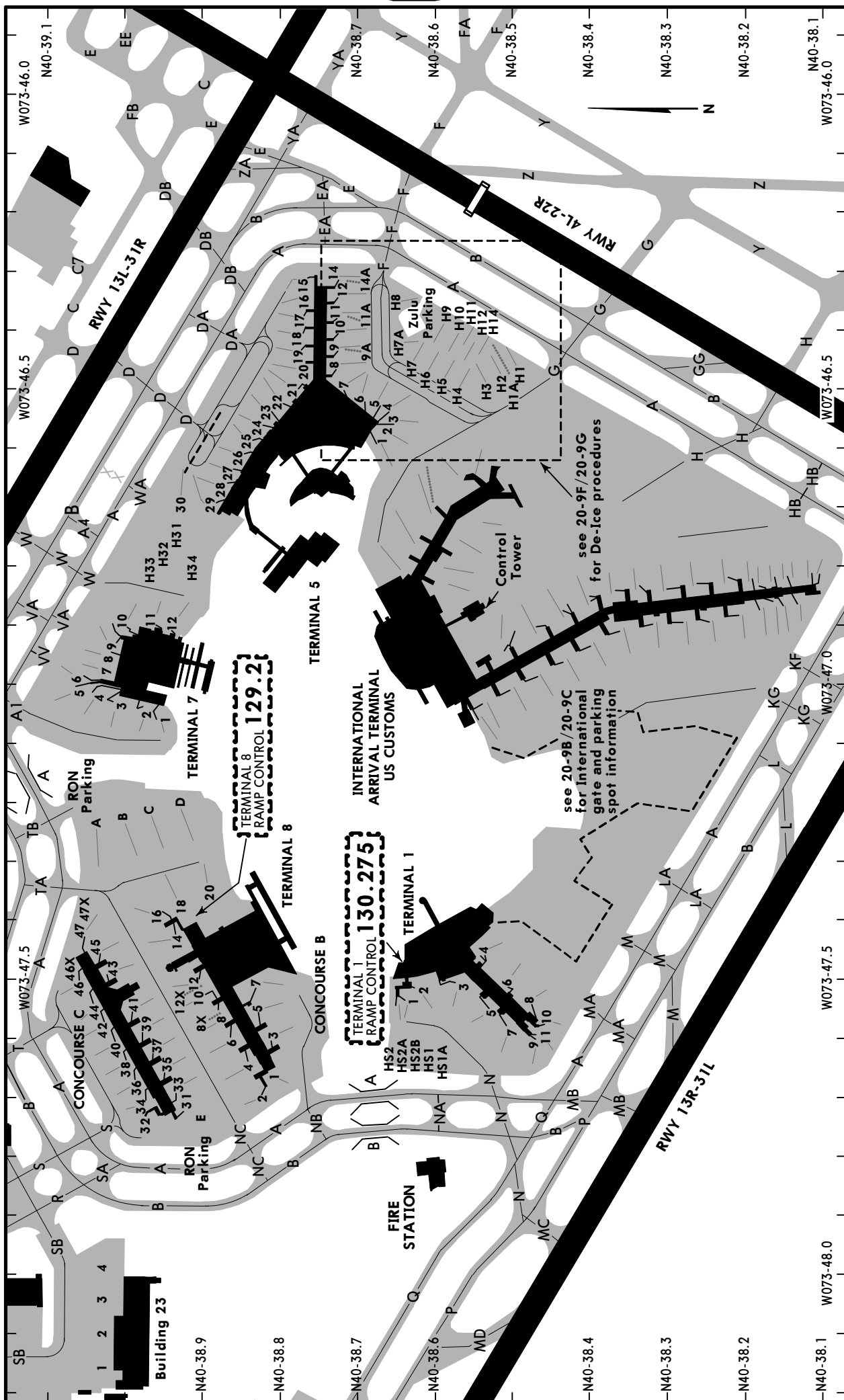
PARKING GATE COORDINATES

GATE/SPOT No.	COORDINATES	GATE/SPOT No.	COORDINATES
Intl Terminal 4		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		
14 thru 17	N40 38.5 W073 46.7	West of Intl Terminal 4	
19, 21	N40 38.5 W073 46.8	D1, D2	N40 38.4 W073 47.1
		D3, D4	N40 38.3 W073 47.1
B CONCOURSE		D5, D6	N40 38.3 W073 47.3
20, 20A, 20B, 22	N40 38.5 W073 47.1	D7	N40 38.4 W073 47.3
24, 25, 25A, 25B	N40 38.5 W073 47.0	D8	N40 38.4 W073 47.4
26	N40 38.4 W073 47.0		
27, 27A	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

26 APR 24 **20-9D**

NEW YORK, NY
KENNEDY INTL



CHANGES: Terminal 7 gate 9 lead-in line revised.

KJFK/JFK

JEPPESEN

NEW YORK, NY

26 APR 24 (20-9E)

KENNEDY INTL

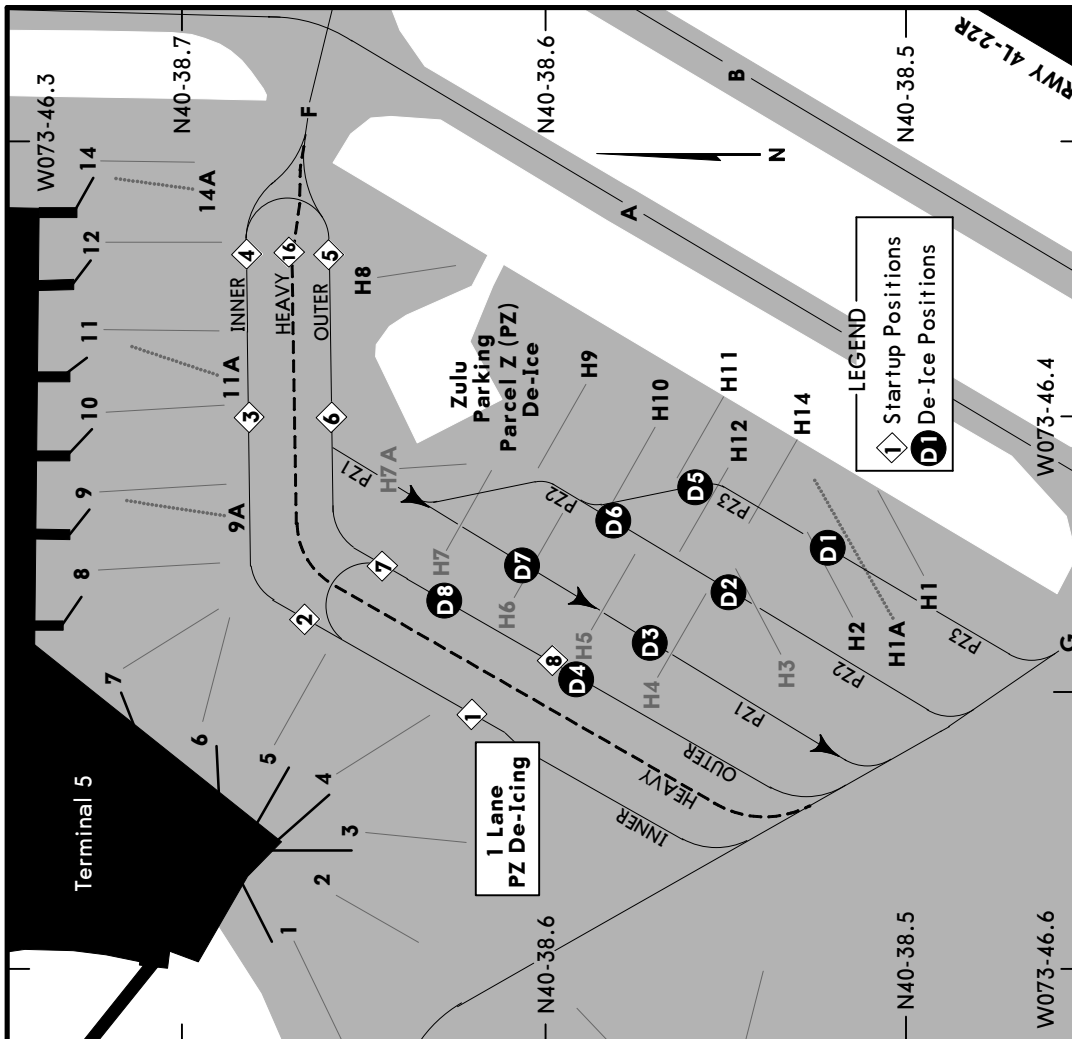
PARKING GATE COORDINATES

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 5		12	N40 38.9 W073 46.9
1 thru 3	N40 38.7 W073 46.6	Terminal 8	
4 thru 8	N40 38.7 W073 46.5	10, 12, 12X	N40 38.9 W073 47.5
9 thru 11A	N40 38.7 W073 46.4	14, 16, 18	N40 38.9 W073 47.4
12, 14A	N40 38.7 W073 46.3	20	N40 38.9 W073 47.3
15, 16	N40 38.8 W073 46.3	Concourse B	
17 thru 19	N40 38.8 W073 46.4	1, 2	N40 38.8 W073 47.7
20 thru 23	N40 38.8 W073 46.5	3 thru 5	N40 38.8 W073 47.6
24, 25	N40 38.8 W073 46.6	6, 8, 8X	N40 38.9 W073 47.6
26, 27	N40 38.9 W073 46.6	7	N40 38.8 W073 47.5
28 thru 30	N40 38.9 W073 46.7	Concourse C	
H31	N40 38.9 W073 46.7	31	N40 39.0 W073 47.7
H32, H33	N40 39.0 W073 46.8	32, 34, 36	N40 39.0 W073 47.7
H34	N40 38.9 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		

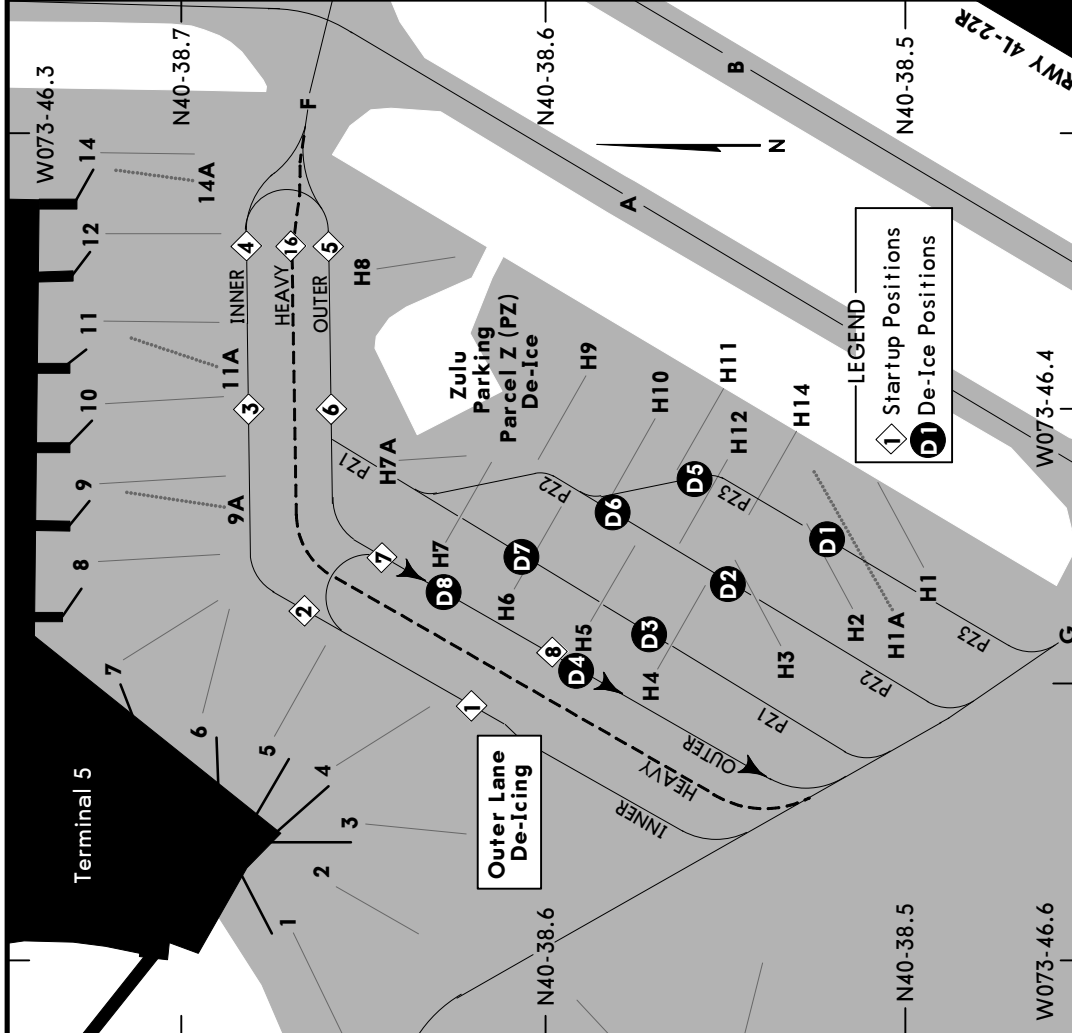
KJFK/JFK

12 APR 24 20-9F

NEW YORK, NY
KENNEDY INTL



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.

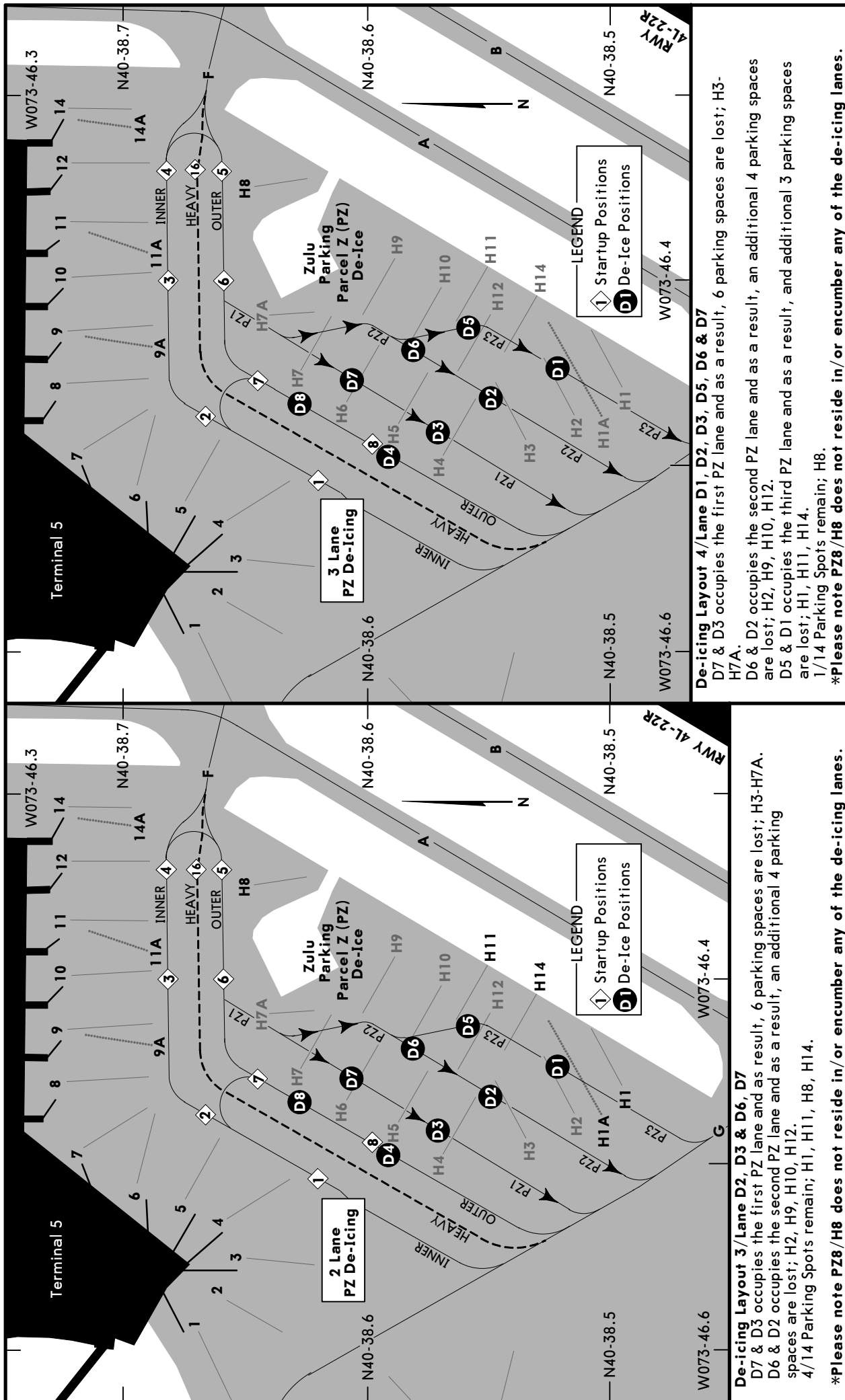


De-icing Layout 1/Outer Lane D4 & D8
 D4 & D8 occupies the outer lane and reduces the flow of traffic on the lower gates to the inner lane for both inbound and outbound traffic; Startup positions 7 & 8 are unusable for pushback.
 14 Parking Spots.
 *Please note PZ8/H8 does not reside in/or encumber any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

KJFK/JFK

JEPPESSEN
12 APR 24 20-9G

NEW YORK, NY
KENNEDY INTL



De-icing Layout 4/Lane D1, D2, D3, D5, D6 & D7
 D7 & D3 occupies the first PZ lane and as a result, 6 parking spaces are lost; H3-H7A.
 D6 & D2 occupies the second PZ lane and as a result, an additional 4 parking spaces are lost; H2, H9, H10, H12.
 D5 & D1 occupies the third PZ lane and as a result, and additional 3 parking spaces are lost; H1, H11, H14.
 1/14 Parking Spots remain; H8.
 *Please note PZ8/H8 does not reside in/or encumber any of the de-icing lanes.

De-icing Layout 3/Lane D2, D3 & D6, D7
 D7 & D3 occupies the first PZ lane and as result, 6 parking spaces are lost; H3-H7A.
 D6 & D2 occupies the second PZ lane and as a result, an additional 4 parking spaces are lost; H2, H9, H10, H12.
 4/14 Parking Spots remain; H1, H11, H8, H14.
 *Please note PZ8/H8 does not reside in/or encumber any of the de-icing lanes.

KJFK/JFK KENNEDY INTL

JEPPESSEN

NEW YORK, NY

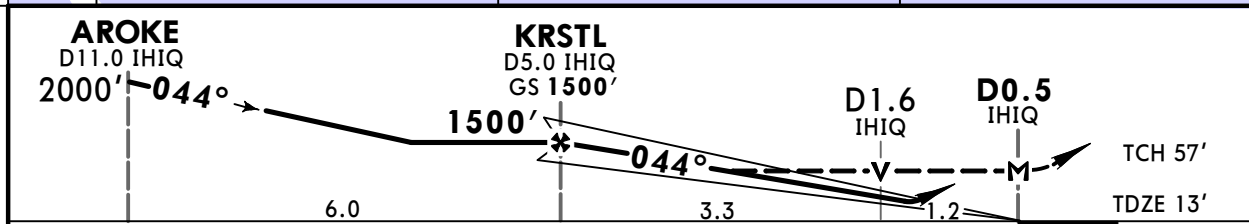
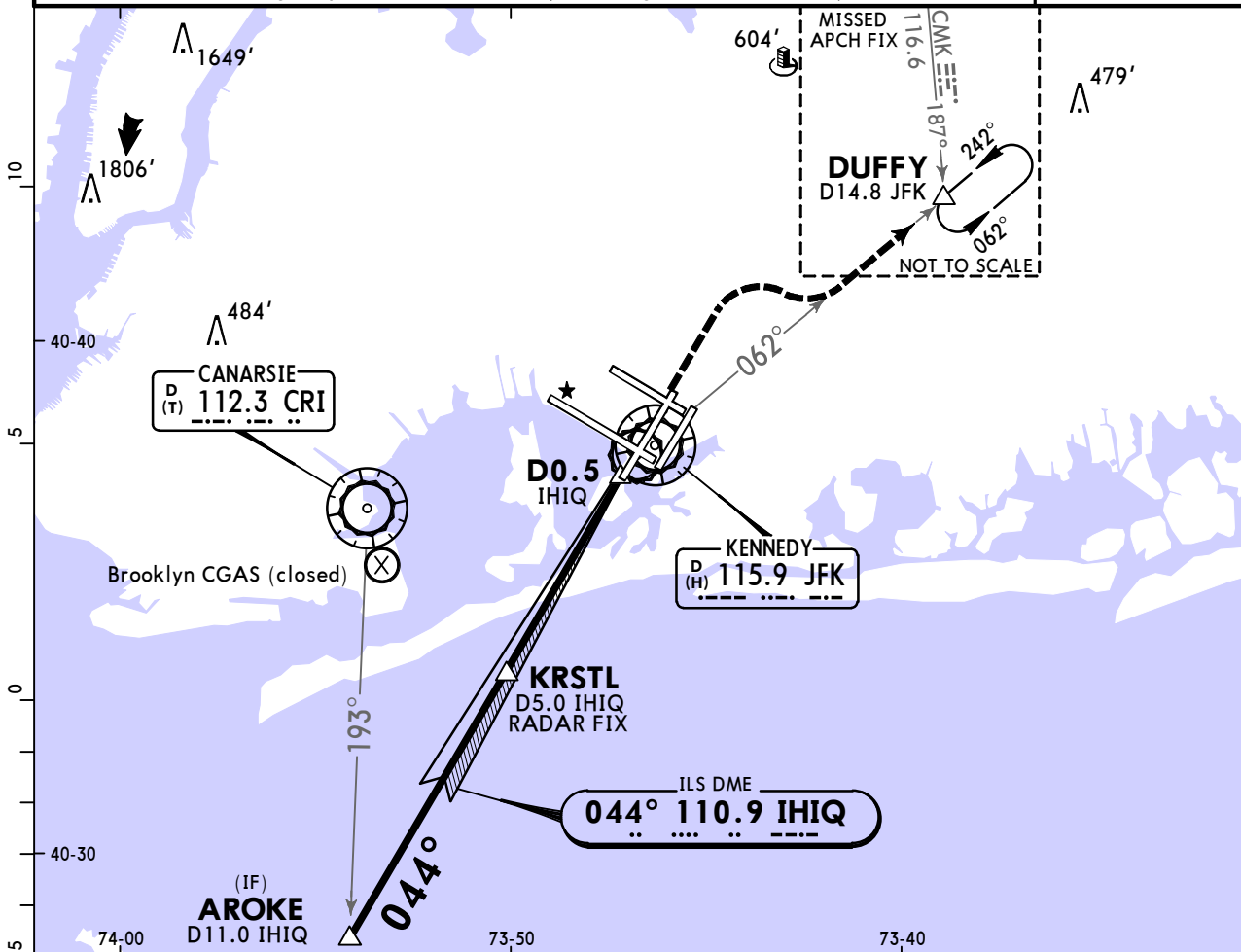
23 DEC 22

(21-1)

Eff 29 Dec

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 75').					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	3000'	JFK on 115.9 R-062	DUFFY
GS	3.00°	372	478	531	637	849		↑	RT		
MAP at D0.5 IHIQ 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	LOC (GS out)	DA(H)	MDA(H)	Max Kts	MDA(H)
	231' (218')	460' (447')			90	640' (627') -1
A		RVR 55 or 1			120	700' (687') -2
B					140	700' (687') -2 1/4
C	RVR 40 or 3/4				165	
D		1 3/8				

TERPS AMEND 11E 29 DEC 2022

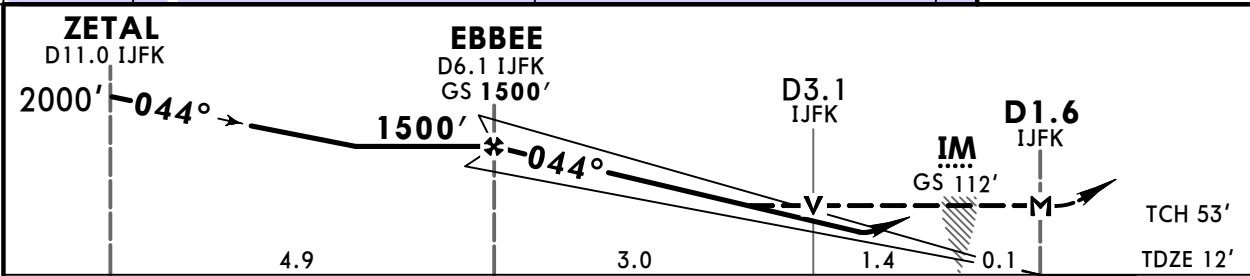
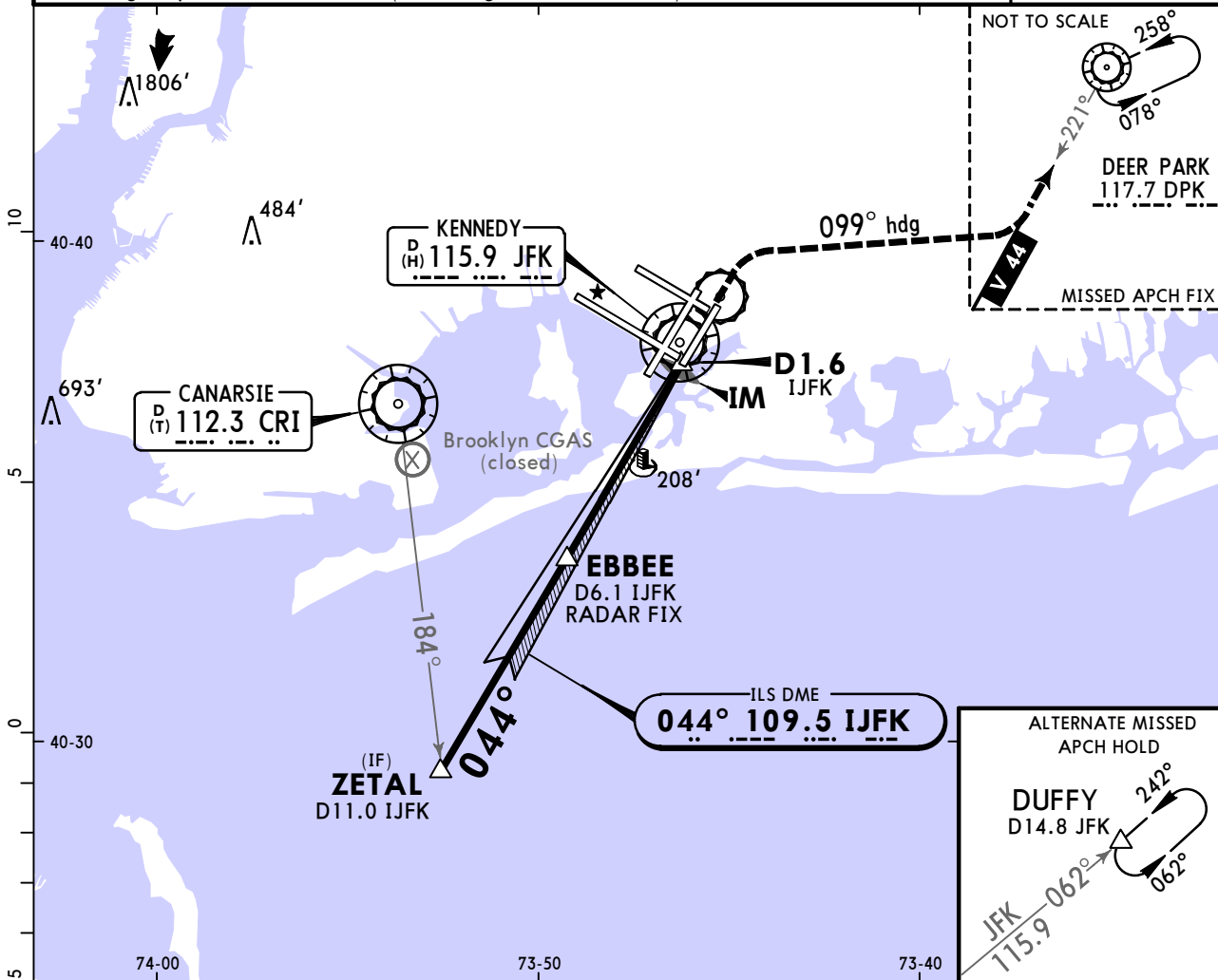
CHANGES: Minimums, notes, topography.

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	Final Apch Crs	EBBEE		ILS DA(H)	Apt Elev 13'	
109.5	044°	1500' (1488')		212' (200')	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	743				
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)				Max Kts 90 120 140 165	
DA(H) 212' (200')			MDA(H) 540' (528')					
FULL		TDZ/CL out	ALS out	ALS out		MDA(H)		
A				RVR 24 or 1/2	RVR 50 or 1	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	680' (667') -1 3/4		
C						680' (667') -2		
D								

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

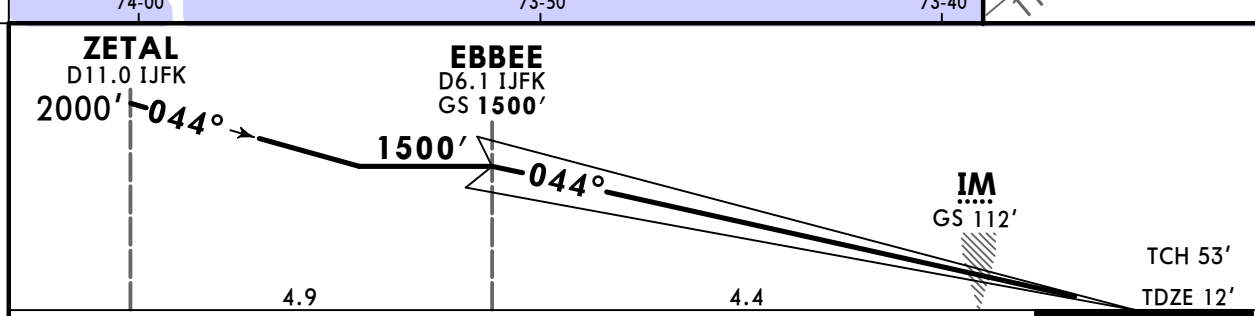
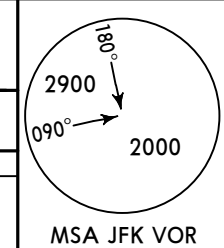
TERPS AMEND 30B 21 MAY 2020

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	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')
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' heading 099° and V-44 to DPK VOR and hold.				Apt Elev 13' TDZE 12'
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				

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

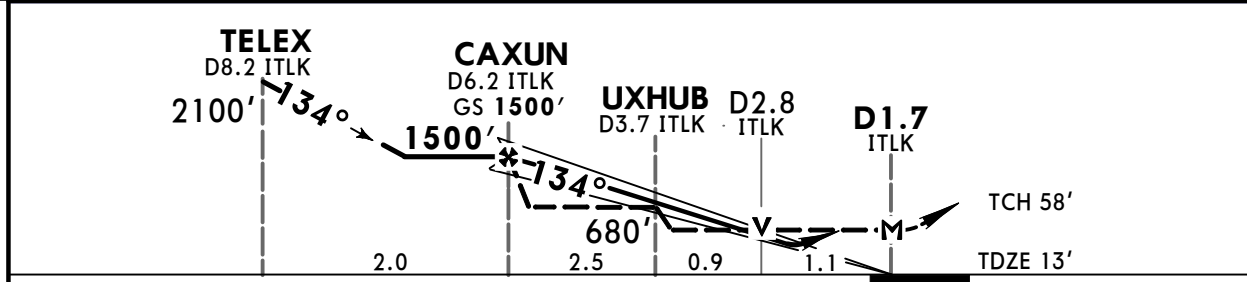
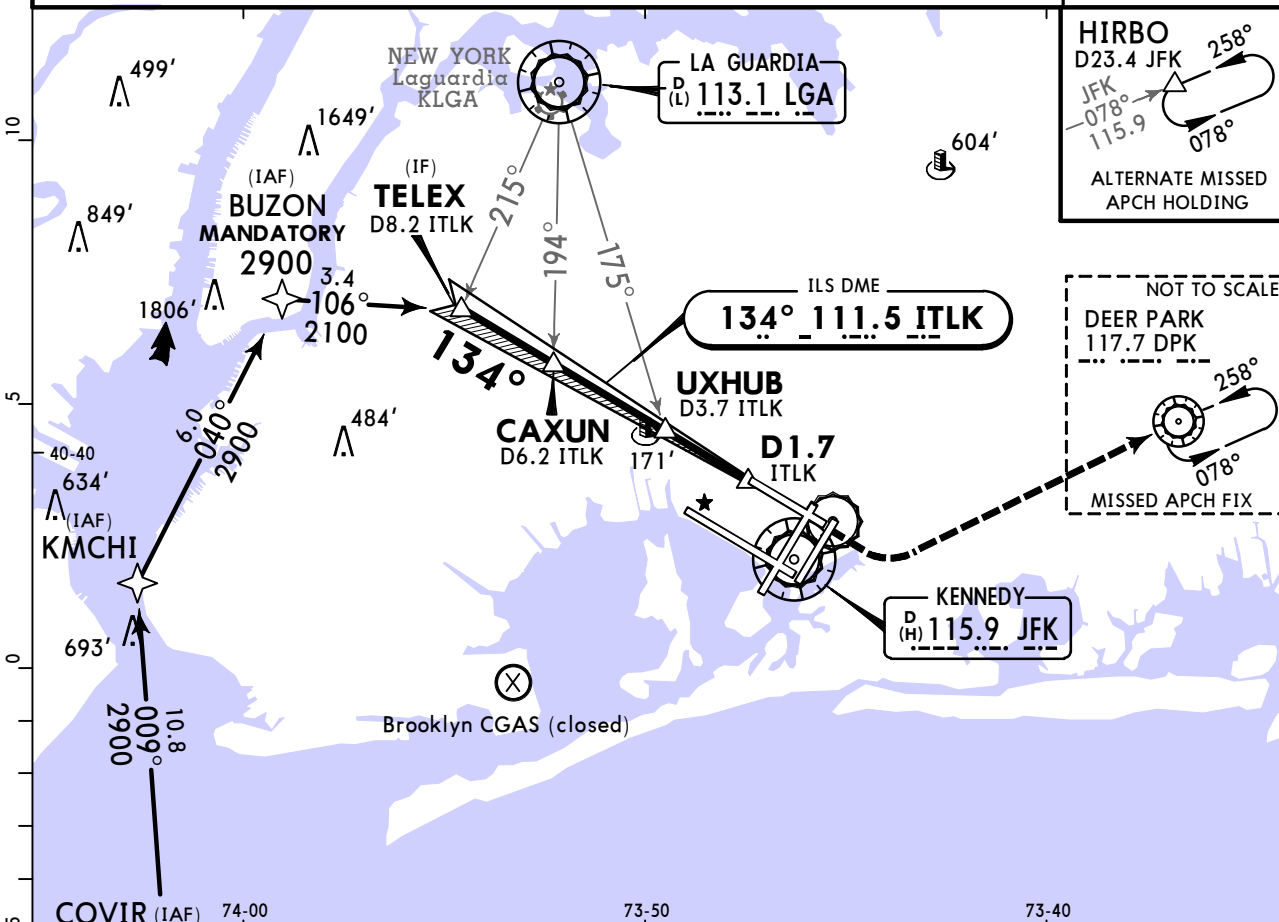
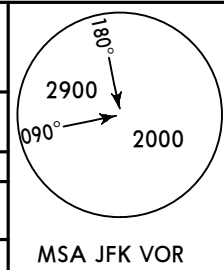
TERPS AMEND 30B 21 MAY 2020

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	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'				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-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')	Max Kts	MDA(H)	
A			RVR 24 or 1/2	RVR 50 or 1	90	640'(627')-1	680'(667')-1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	120	700'(687')-2	700'(687')-2
C			RVR 40 or 3/4	RVR 60 or 1/4	140	700'(687')-2 1/4	700'(687')-2 1/4
D					165	700'(687')-2 1/4	700'(687')-2 1/4

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

CHANGES: Minimums, VDP, topography, format.

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TERPS AMEND 18D 29 DEC 2022

KJFK/JFK KENNEDY INTL

JEPPESSEN

NEW YORK, NY

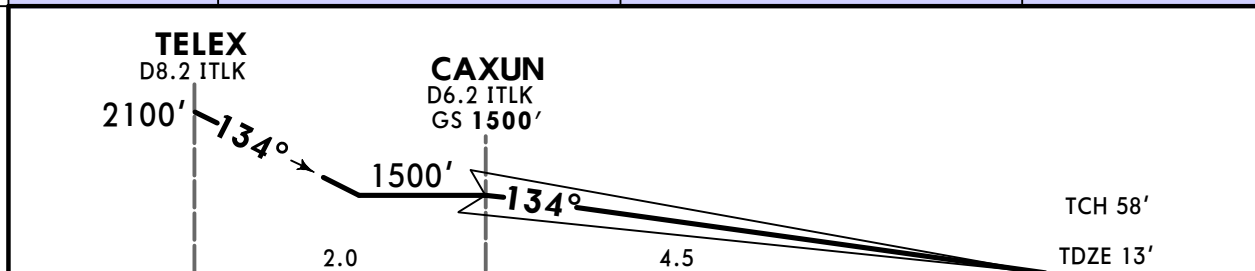
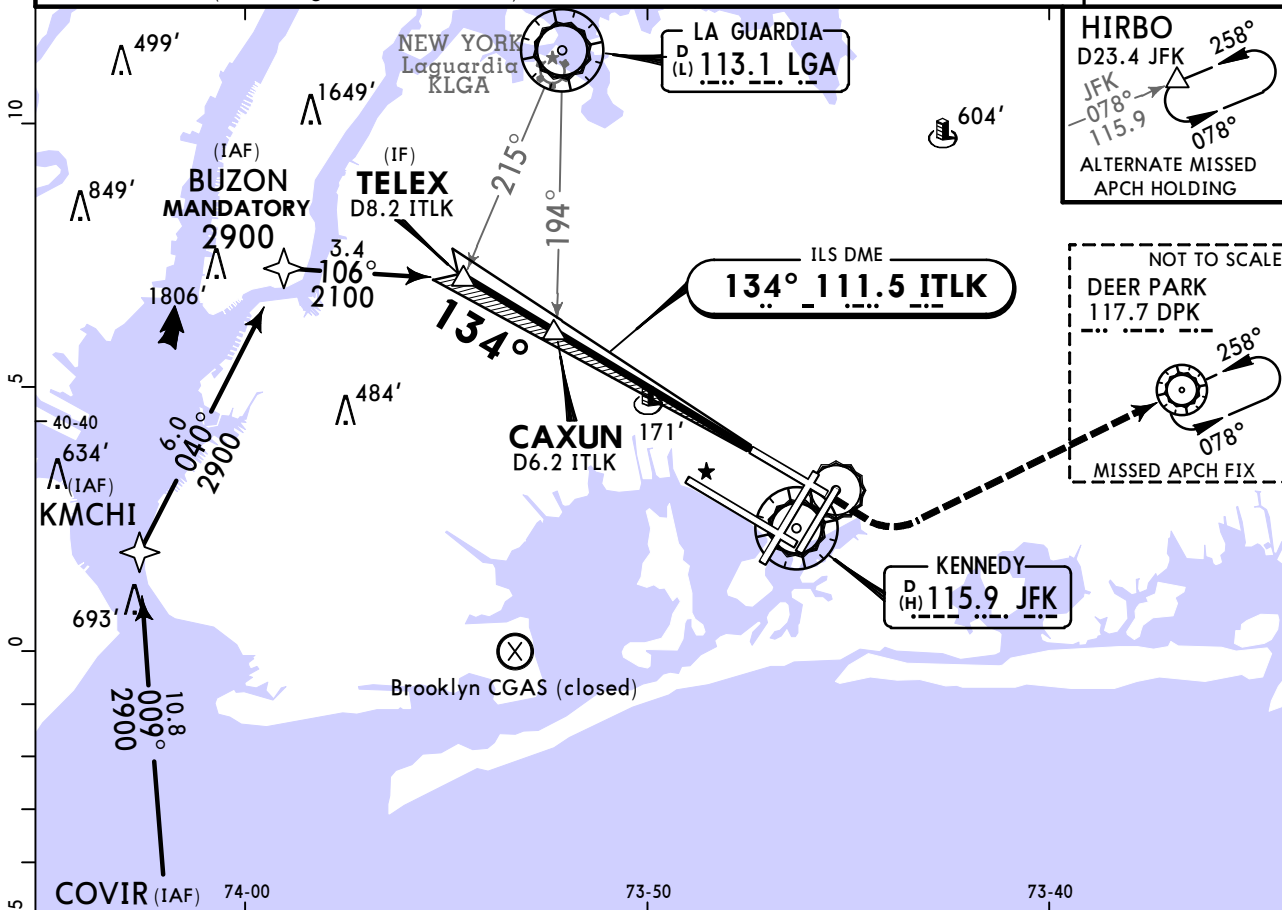
23 DEC 22

(21-3A)

Eff 29 Dec

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'	<p>MSA JFK VOR</p>
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	743		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

JEPPESSEN

NEW YORK, NY

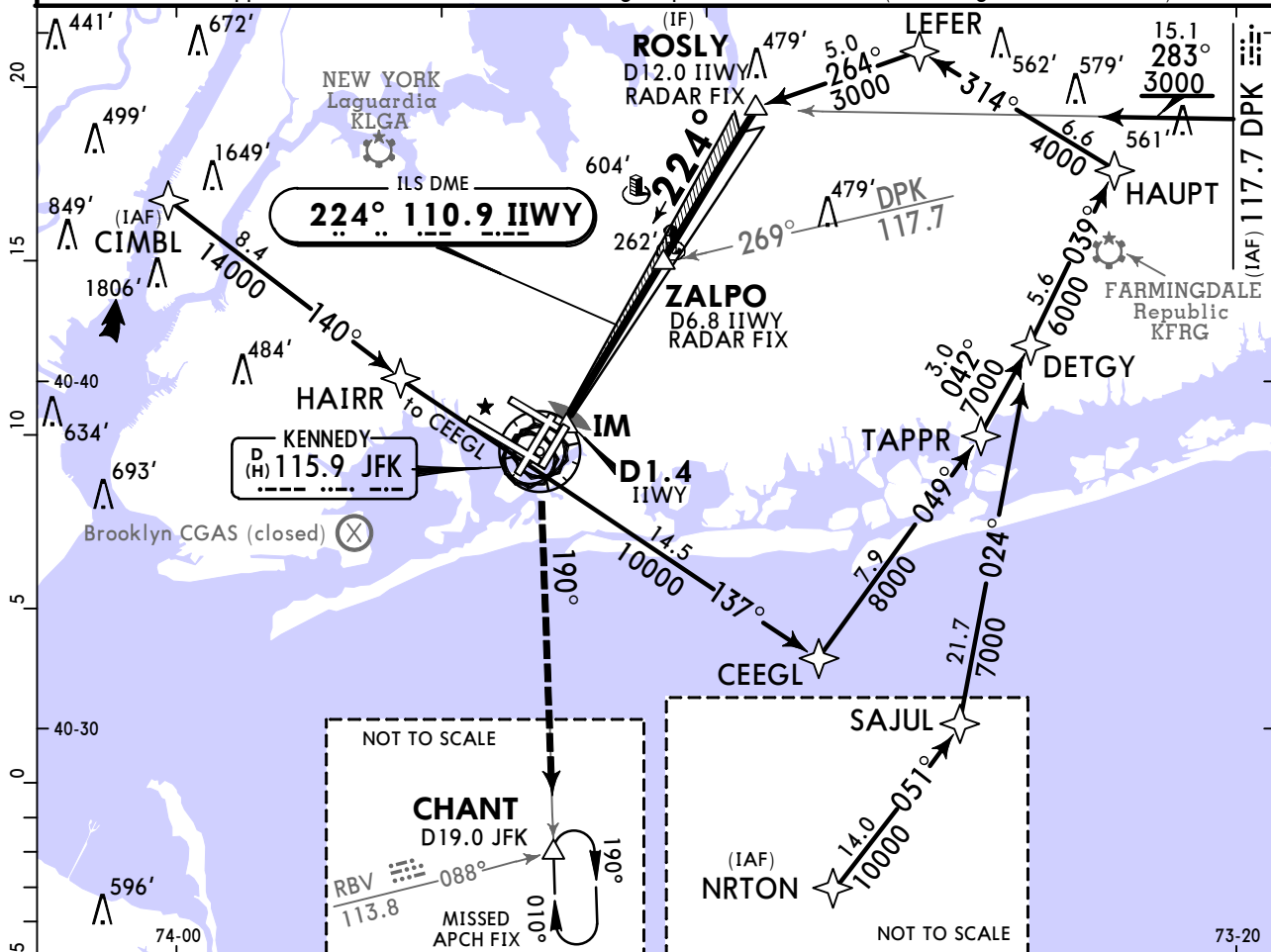
25 DEC 20

(21-4)

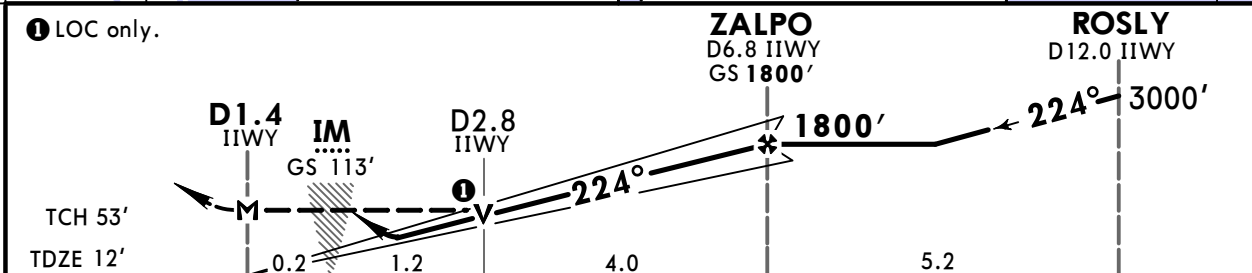
Eff 31 Dec

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').						



1 LOC only.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	500'	3000'	JFK on 115.9 R-190	CHANT
GS	3.00°	372	478	531	637	743		849	↑	LT	
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 RWY22L		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	1 1/2	140	680' (667') - 1 3/4		
D			RVR 55 or 1		165	680' (667') - 2		

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

CHANGES: Approach transition altitudes. amendment, topo.

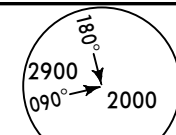
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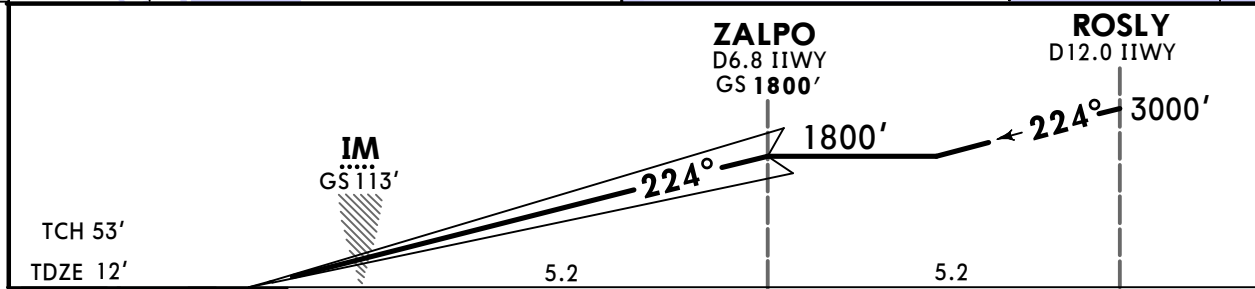
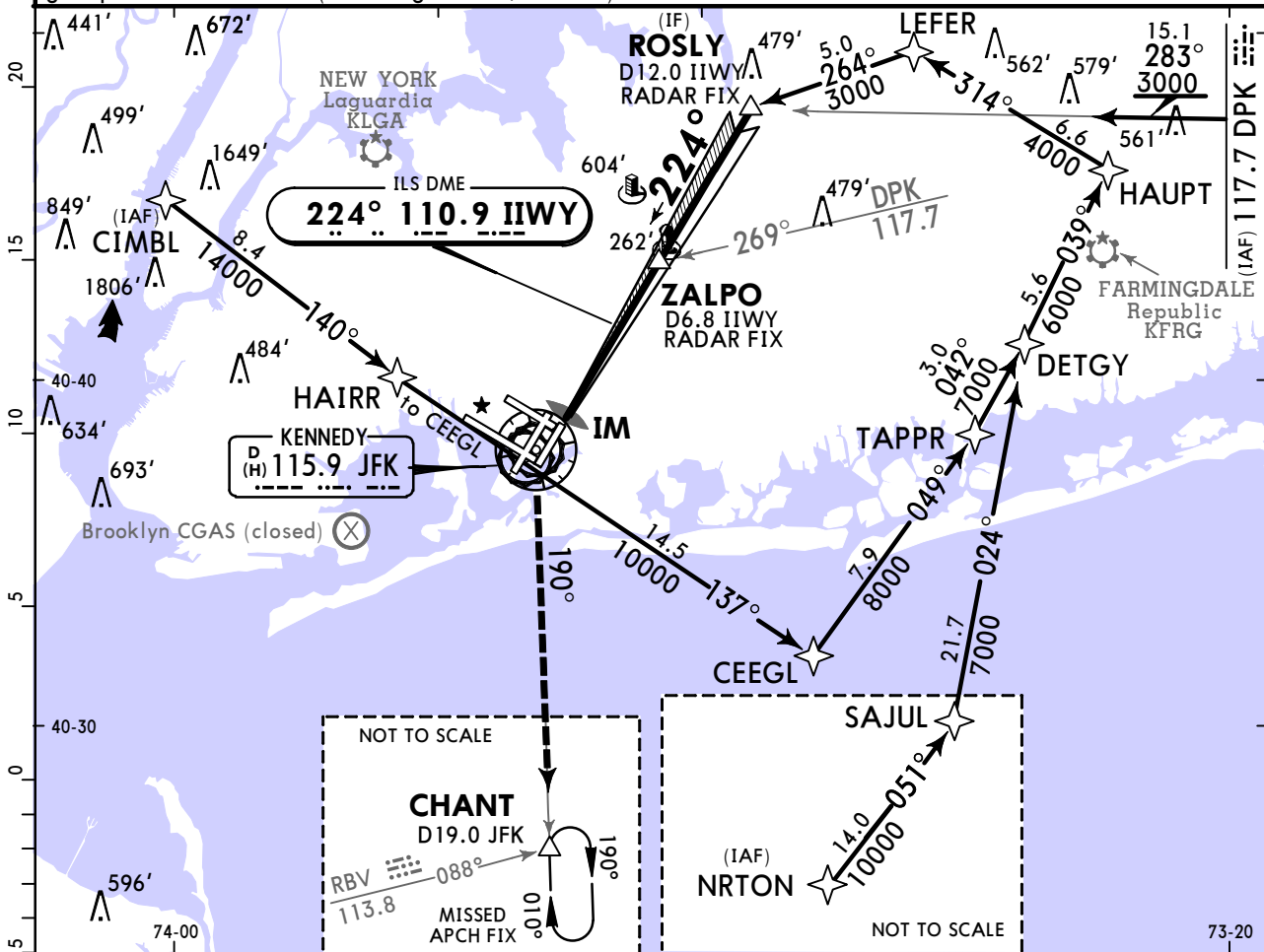
TERPS AMEND 26 31 DEC 2020

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 115.9 R-190	CHANT
GS	3.00°	372	478	531	637	849					

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

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

NEW YORK, NY ILS or LOC Rwy 22R

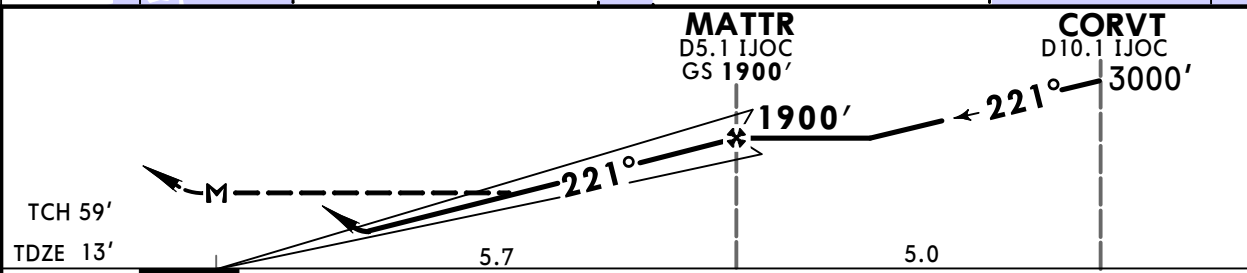
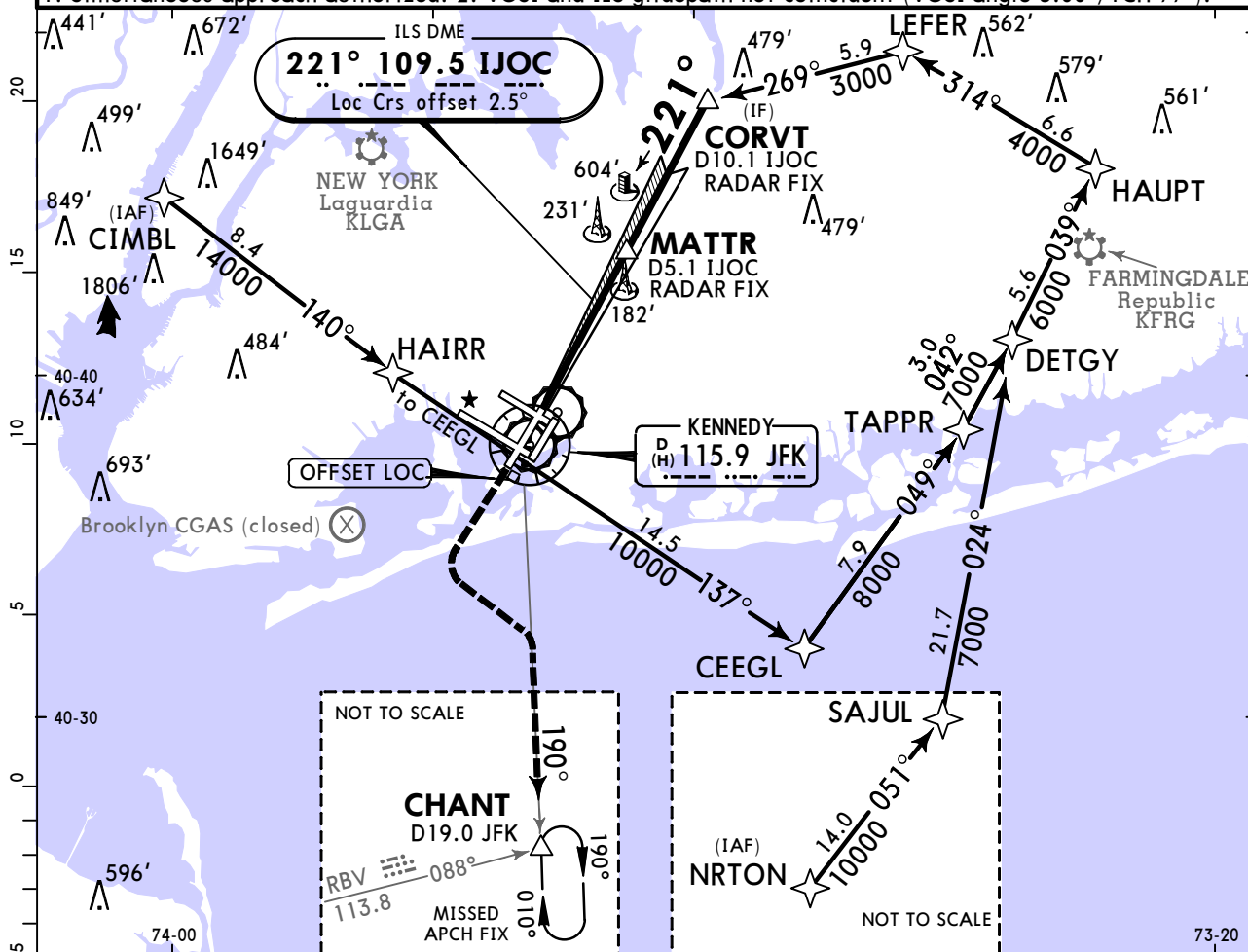
D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower		Ground
128.725	117.7	115.4	128.125	123.9	(Rwys 4L/22R & 13R/31L)	121.9
LOC IJOC	Final Apch Crs	MATTR	ILS DA(H)	Apt Elev	13'	
109.5	221°	1900' (1887')	263' (250')	TDZE	13'	

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	640' (627') - 1			
B					120	680' (667') - 1 3/4			
C	RVR 40 or 3/4				140	680' (667') - 2			
D					165	680' (667') - 2			

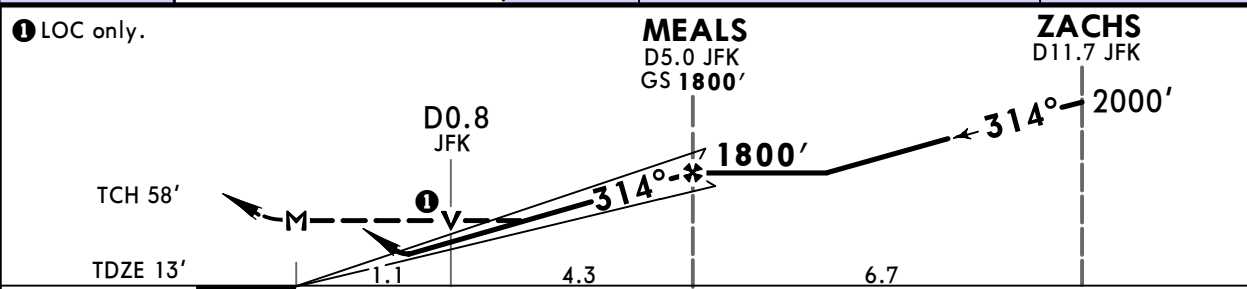
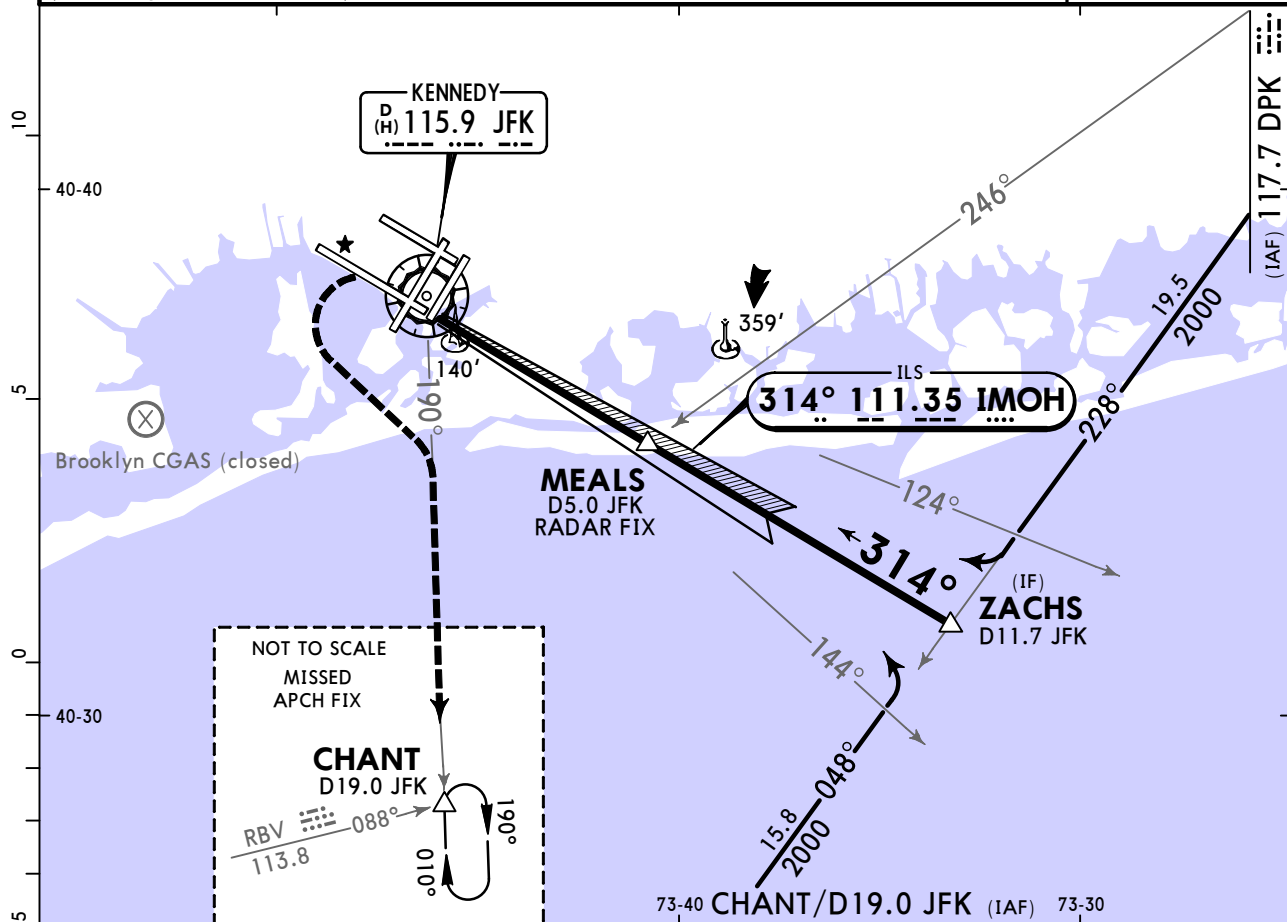
TERPS AMEND 4 31 DEC 2020

KJFK/JFK KENNEDY INTL

13 OCT 23 **21-6**

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	(Rwys 4L/22R & 13R/31L)	121.9
119.1					(Rwys 4R/22L & 13L/31R)	
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').						
MSA JFK VOR						



Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	372	478	531	637	743	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)			⬠		
DA(H) 213' (200')		MDA(H) 440' (427')			Max Kts		
RVR 40 or $\frac{3}{4}$		RVR 55 or 1			90		
		1 $\frac{1}{4}$			120		
					140		
					165		
					MDA(H)		
					640' (627') -1		
					680' (667') -1 $\frac{3}{4}$		
					680' (667') -2		

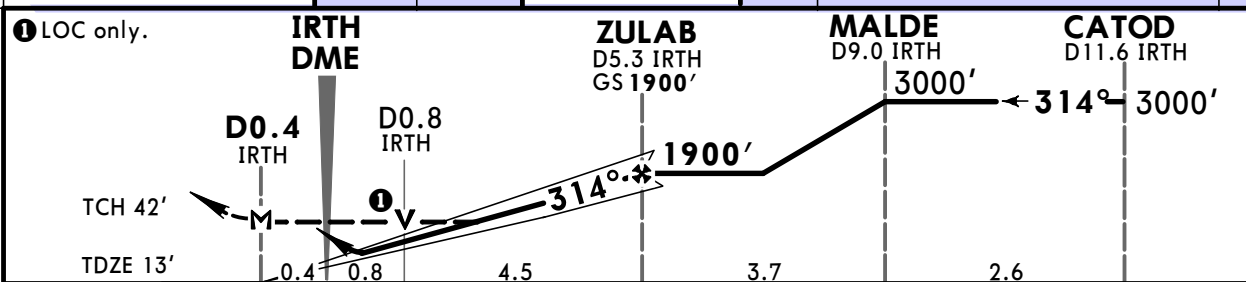
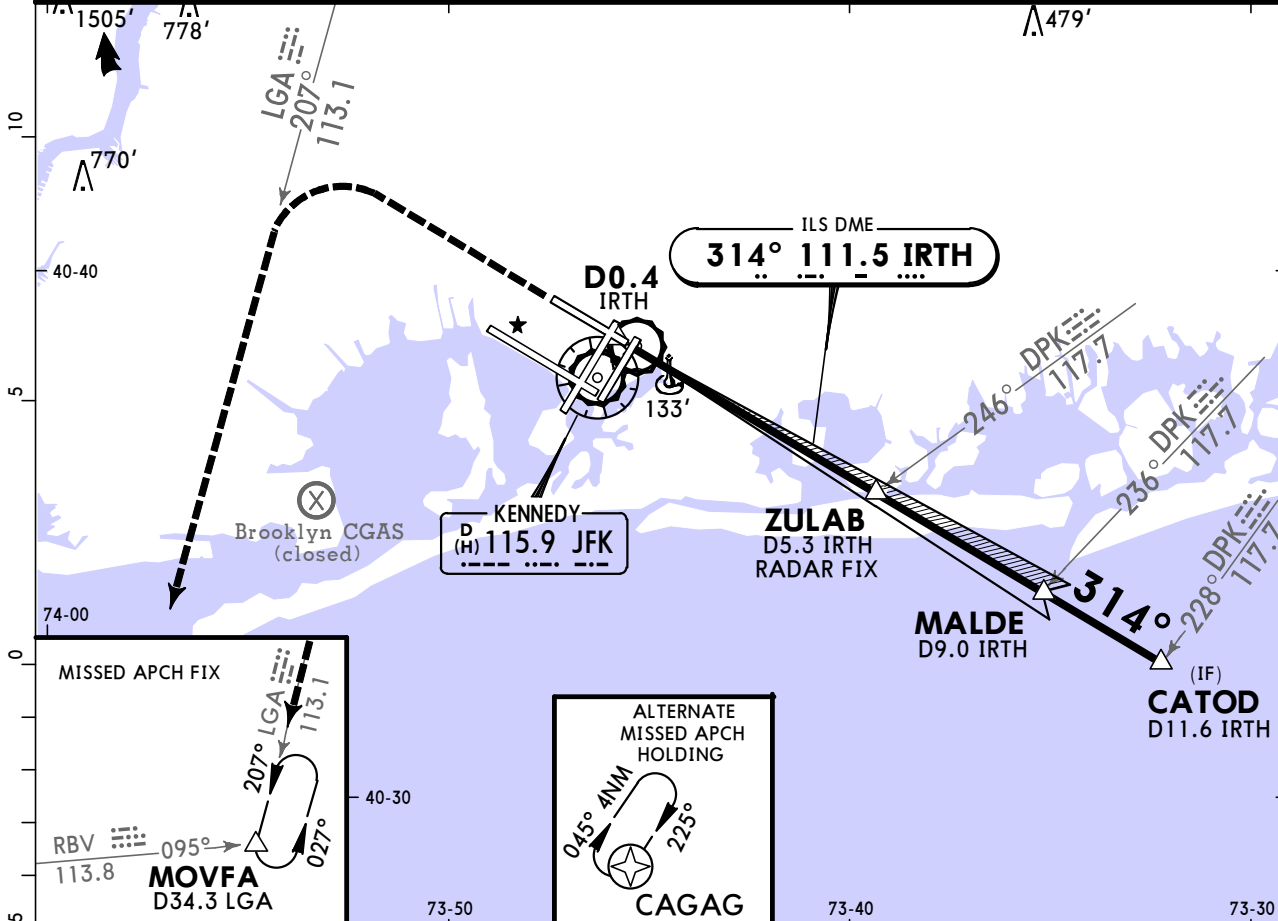
TERPS AMEND 11B 21 MAY 2020

KJFK/JFK KENNEDY INTL

JEPPESEN
13 OCT 23 (21-7)

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' (1887')		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').						



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 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	

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

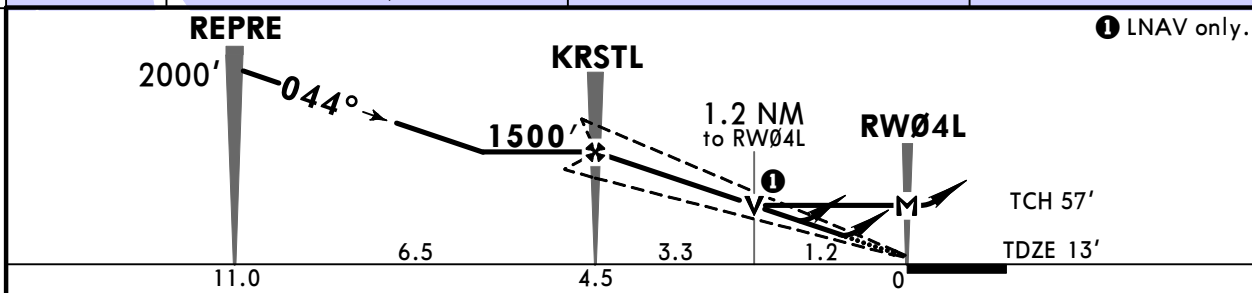
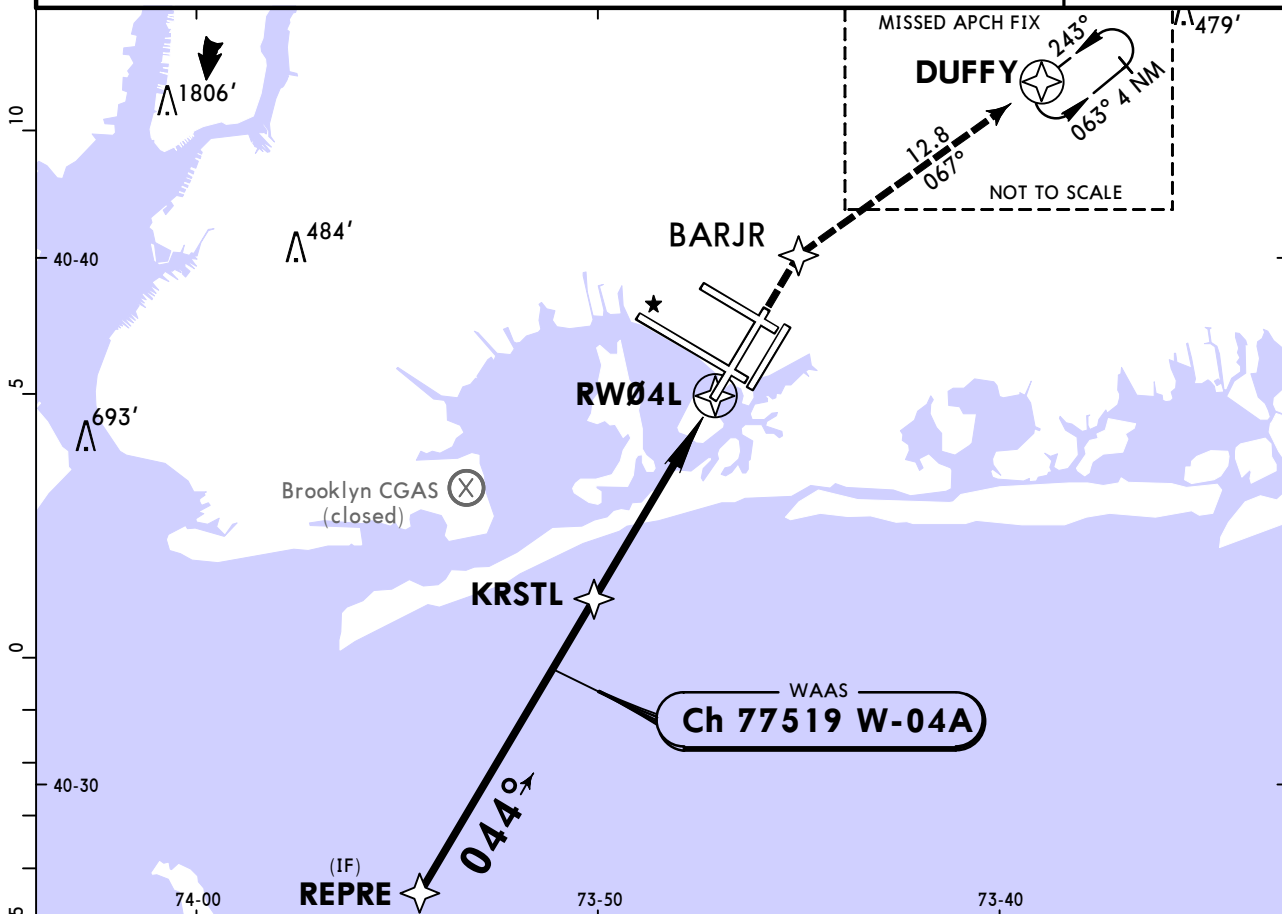
TERPS AMEND 16B 21 MAY 2020
 1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: FAF crossing height. © JEPPESEN, 1998, 2023. ALL RIGHTS RESERVED.

KJFK/JFK KENNEDY INTL

JEPPESSEN
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) 123.9 119.1 (Rwys 4R/22L & 13L/31R)	Ground 121.9
	128.725	117.7	115.4	128.125	
	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').					2900 MSA RW04L



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

TERPS AMEND 3B 21 MAY 2020	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)
					90
	RVR 40 or 3/4	RVR 50 or 1	RVR 55 or 1	120	680' (667') - 1 3/4
			1 3/8	140	680' (667') - 2
			165	680' (667') - 2	

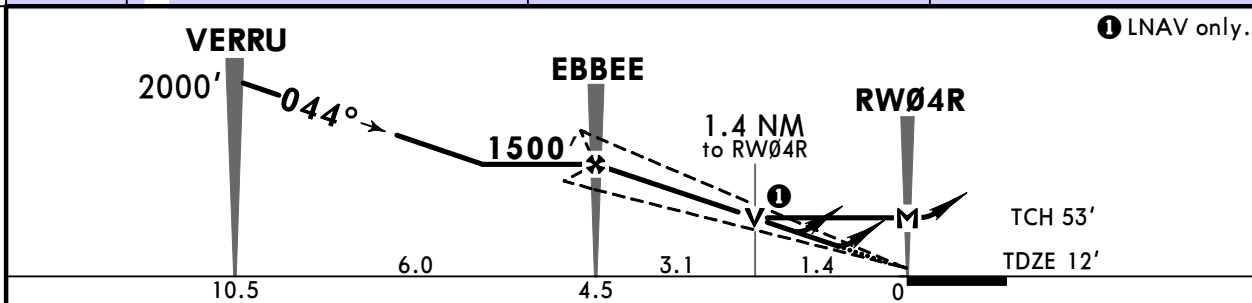
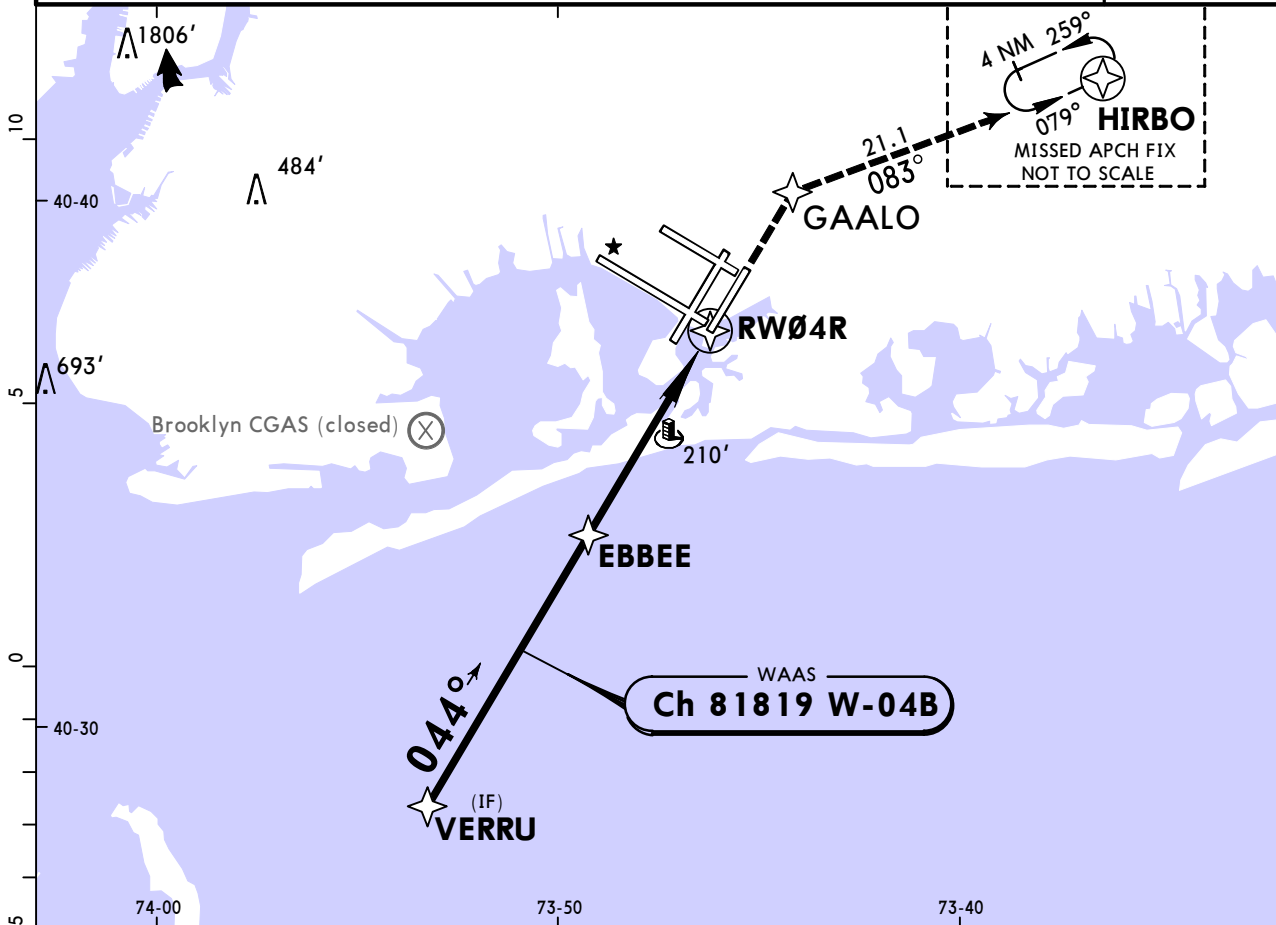
CHANGES: REIL removed, chart format.

KJFK/JFK KENNEDY INTL

JEPPESSEN
24 JUN 22 (22-2)

NEW YORK, NY RNAV (GPS) Y 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
	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	ALSF-II PAPI 4000' ↑ D → GAALO
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at RW04R							

TERPS		STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 212' (200')		DA(H) 369' (357')		MDA(H) 520' (508')			
	TDZ/CL out	ALS out		ALS out	ALS out		
A						90	640' (627') - 1
B	RVR 18	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	

CHANGES: Chart format. © JEPPESSEN, 2001, 2022. ALL RIGHTS RESERVED.

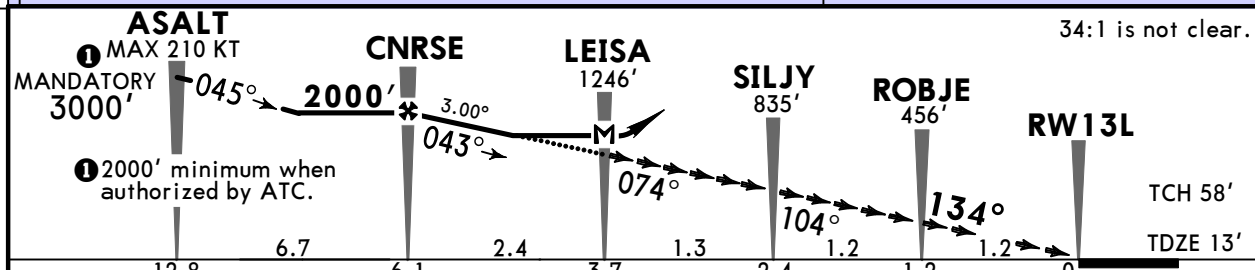
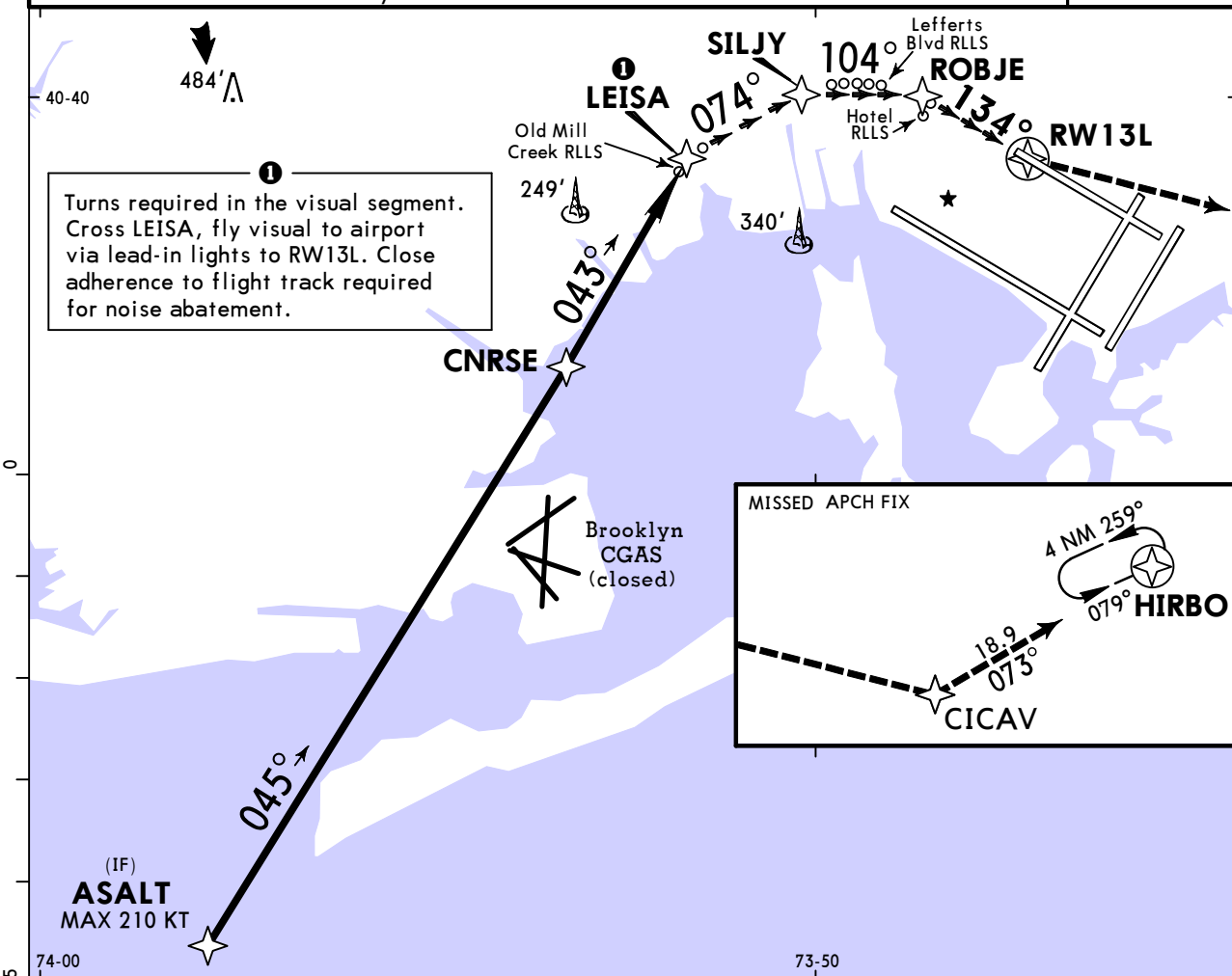
TERPS AMEND 2B 21 MAY 2020

KJFK/JFK KENNEDY INTL

JEPPESEN
1 MAR 24 (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')	LNAV MDA(H) 1260' (1247')	Apt Elev 13' TDZE 13'	2900 MSA RW13L
MISSED APCH: (Do not exceed 210 KT until CICA) Climb to 4000' on FMS lateral path to RW13L, then direct CICA 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 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 angle not coincident (VGSI angle 3.00°/TCH 74'). 3. Database coded to the runway.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI RLLS	4000' ↑ on LATERAL PATH RW13L
Descent Angle	3.00°	372	478	531	637	743		
MAP at LEISA								

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

TERPS ORIG-B 17 JUN 2021

KJFK/JFK KENNEDY INTL

JEPPESEN
1 MAR 24 (22-4)

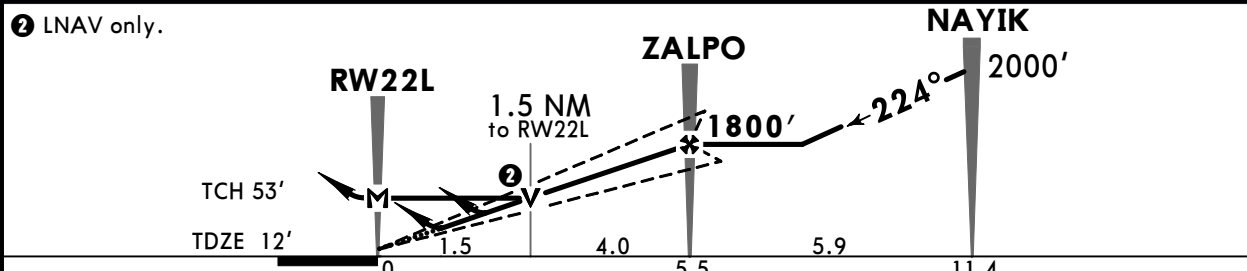
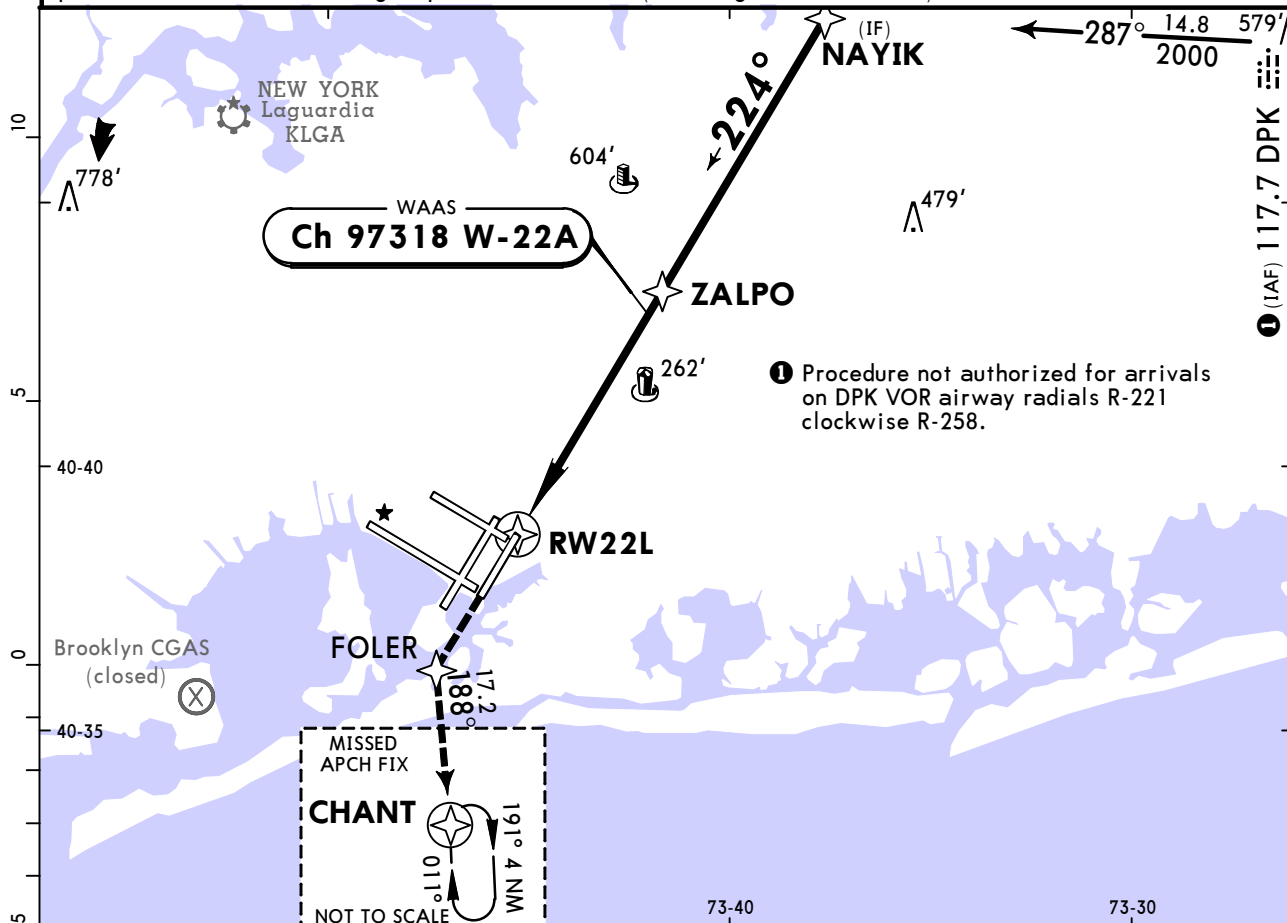
NEW YORK, NY
RNAV (GPS) Y Rwy 22L

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'

- For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C or above 54°C.
- Simultaneous approach authorized.
- Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.
- LNAV procedure not authorized during simultaneous operations.
- 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									

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			
A						90	640' (627') - 1
B						120	680' (667') - 1 3/4
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 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.

CHANGES: Chart format.

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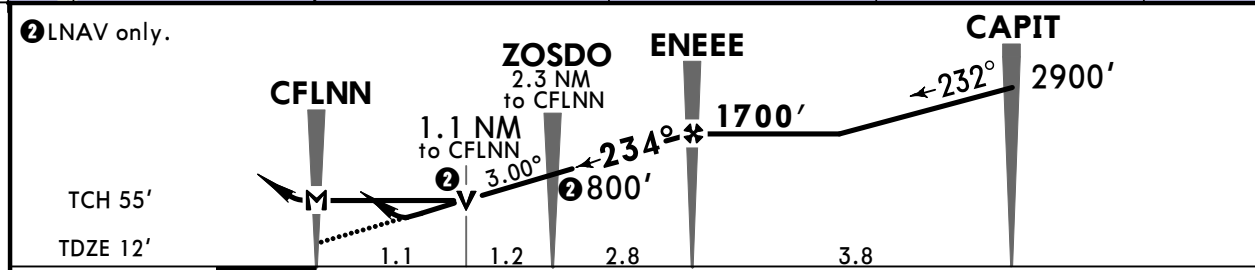
TERPS AMEND IF 21 MAY 2020

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°	ENEE	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					
<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		3000' LT	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')			MDA(H) _____		
ALS out		ALS out					
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	RVR 40 or 3/4	RVR 60 or 1/4	140	680'(667') - 1 3/4	
D					165	680'(667') - 2	

TERPS ORIG-A 10 SEP 2020

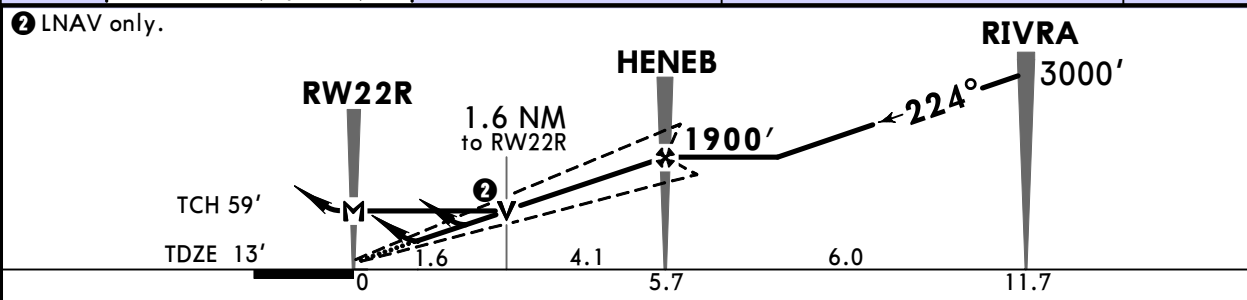
CHANGES: Missed approach text, notes.

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;"></div> <p>2900</p> <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'		
<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. VGS1 and RNAV glidepath not coincident (VGS1 angle 3.00°/TCH 77').</p>						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L <div style="font-size: 2em;">↑</div> 4000' <div style="font-size: 2em;">→</div> PIDTO
Glide Path Angle	3.00°	372	478	531	637	743	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW22R							

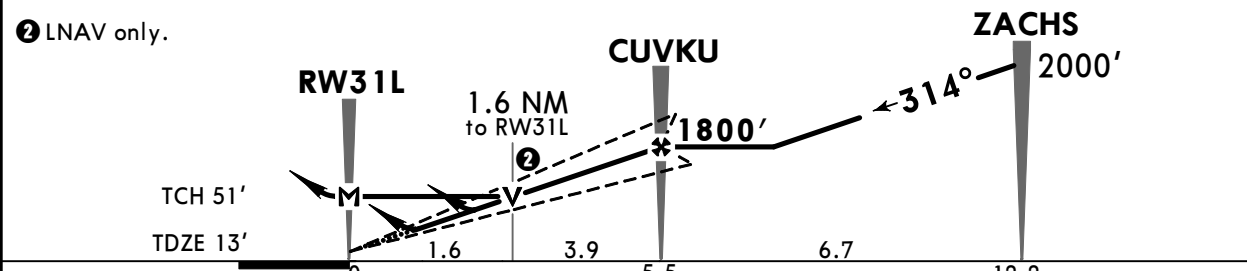
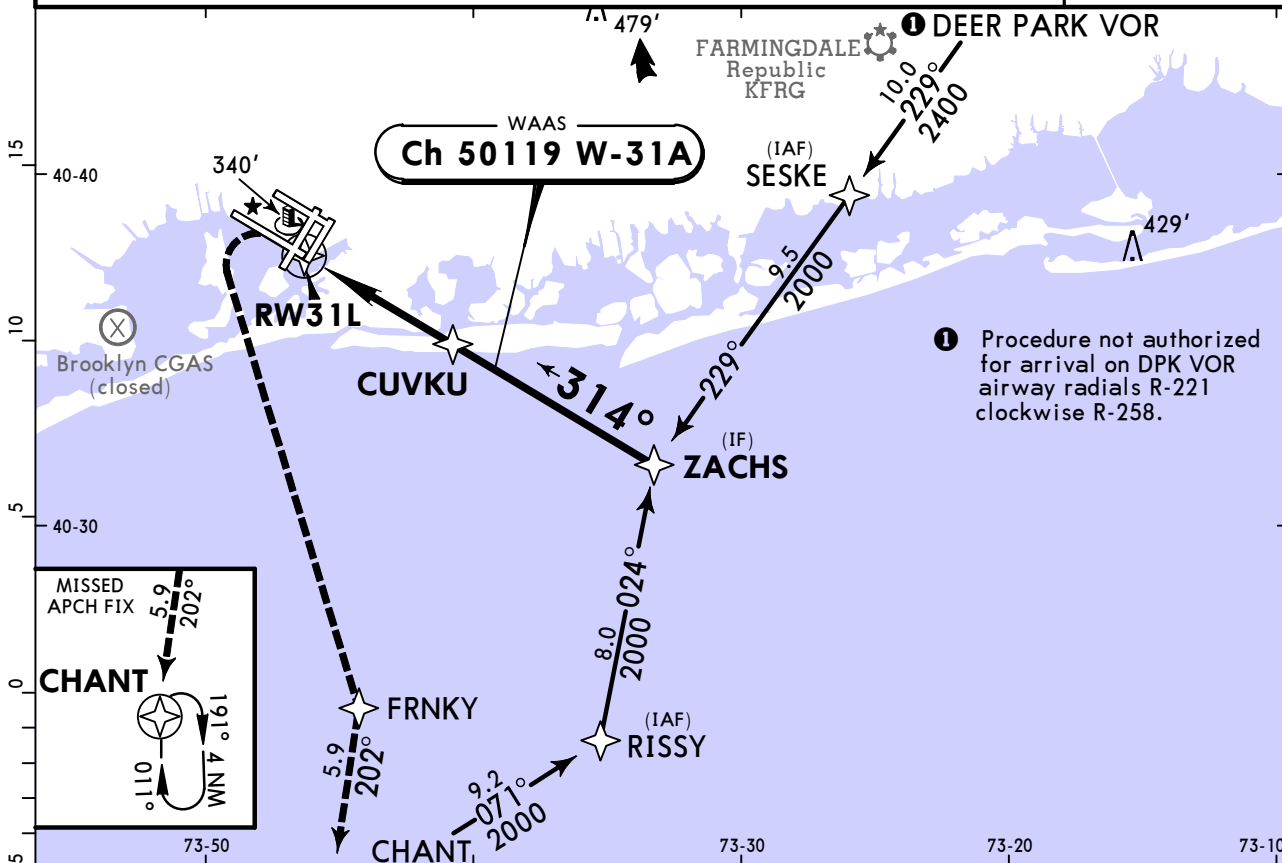
TERPS			STRAIGHT-IN LANDING RWY 22R		CIRCLE-TO-LAND	
	LPV DA(H) 269' (256')	LNAV/VNAV DA(H) 501' (488')	LNAV MDA(H) 600' (587')	Max Kts 90 120 140 165	MDA(H)	
A			RVR 55 or 1		640' (627') - 1	
B					680' (667') - 1 3/4	
C	RVR 40 or 3/4	1 5/8	1 3/4		680' (667') - 2	
D					680' (667') - 2	

KJFK/JFK KENNEDY INTL

JEPPESSEN
13 OCT 23 (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	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'	<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 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 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			
	DA(H) 213' (200')	DA(H) 541' (528')	MDA(H) 600' (587')			
A			RVR 55 or 1			Max Kts
B						90
C	RVR 40 or 3/4	1 3/4				120
D			1 3/4			140
						165
						MDA(H)
						640' (627') - 1
						680' (667') - 1 3/4
						680' (667') - 2

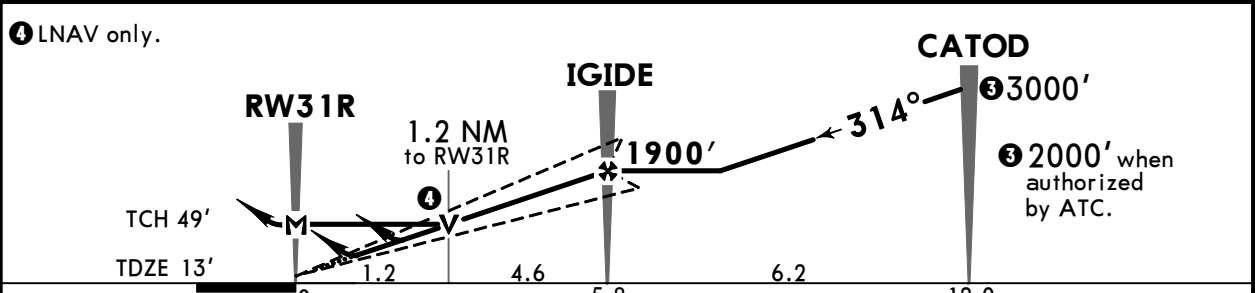
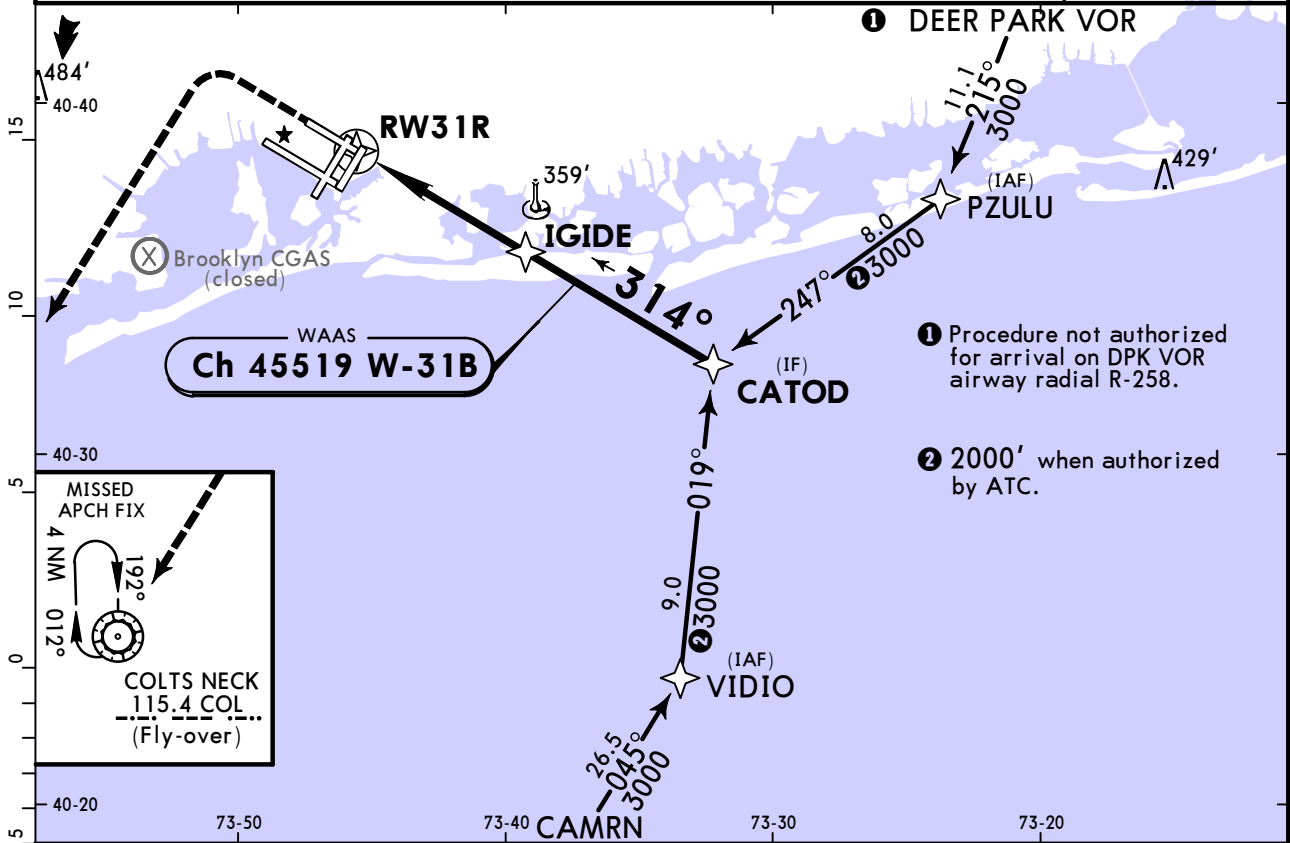
TERPS AMEND 2B 21 MAY 2020

KJFK/JFK
KENNEDY INTL

JEPPESEN
15 MAY 20
Eff 21 May (22-8)

NEW YORK, NY
RNAV (GPS) Y 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
WAAS Ch 45519 W-31B	Final Apch Crs 314°	IGIDE 1900' (1887')	LPV DA(H) 213' (200')	Apt Elev 13' TDZE 13'	2900 MSA RW31R
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	↑	LT	→	
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW31R											

	STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND	
	LPV DA(H) 213' (200')		LNAV/VNAV DA(H) 369' (356')		LNAV MDA(H) 460' (447')	
	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	Max Kts MDA(H)
A					RVR 24 or 1/2	90 640'(627')-1
B					RVR 50 or 1	120
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 35 or 5/8	RVR 55 or 1	140 680'(667')-1 3/4
D					RVR 45 or 7/8	165 680'(667')-2

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

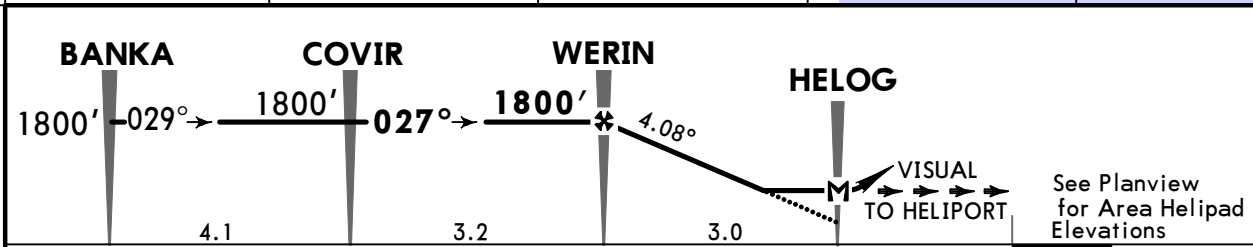
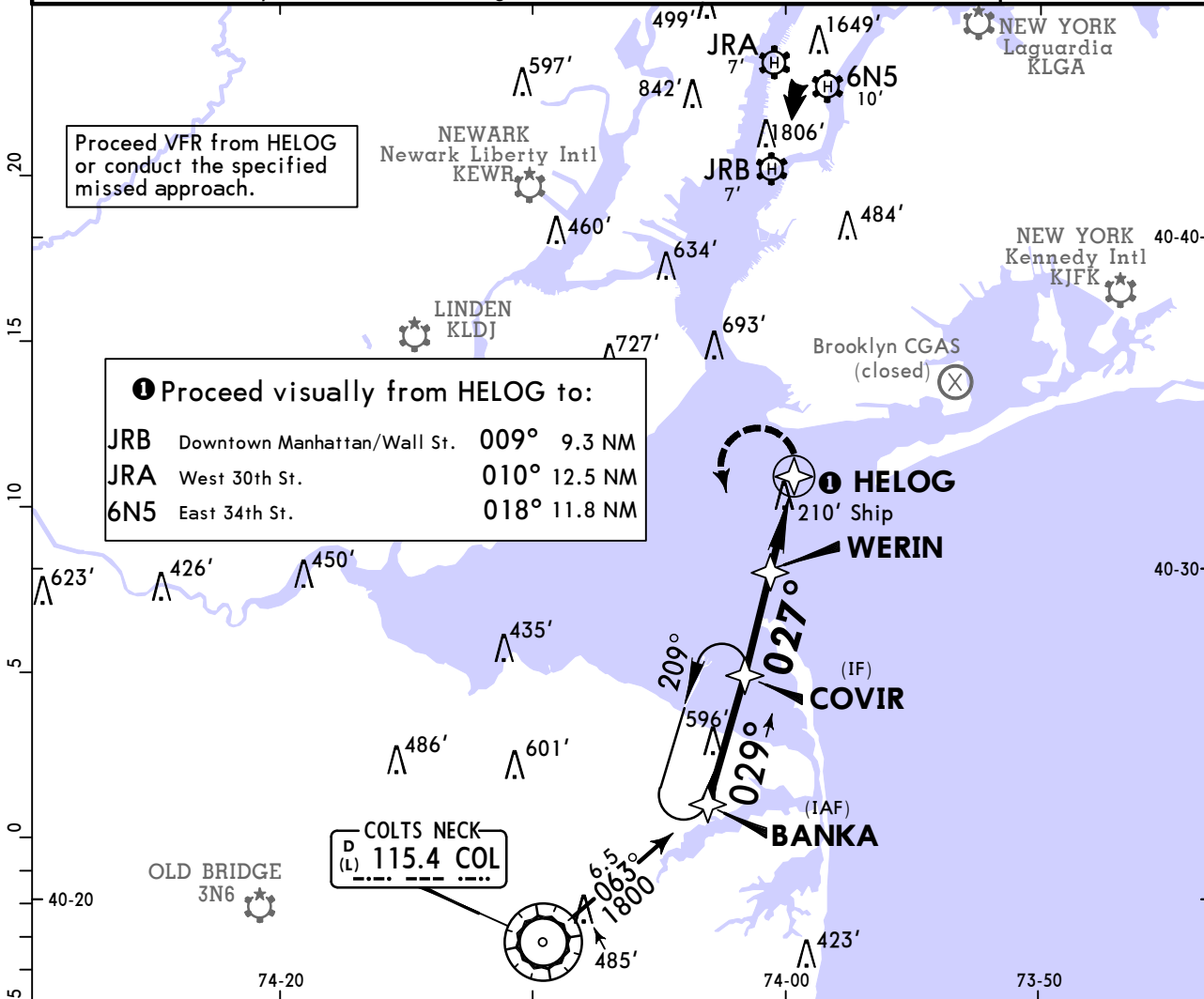
TERPS AMEND 2C 21 MAY 2020

KJFK/JFK
KENNEDY INTL

JEPPESSEN
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	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')	TAKE-OFF 6N5 (AMEND 0) JRB (AMEND 0) JRA (AMEND 1)
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TERPS AMEND OC 19 JUL 2018

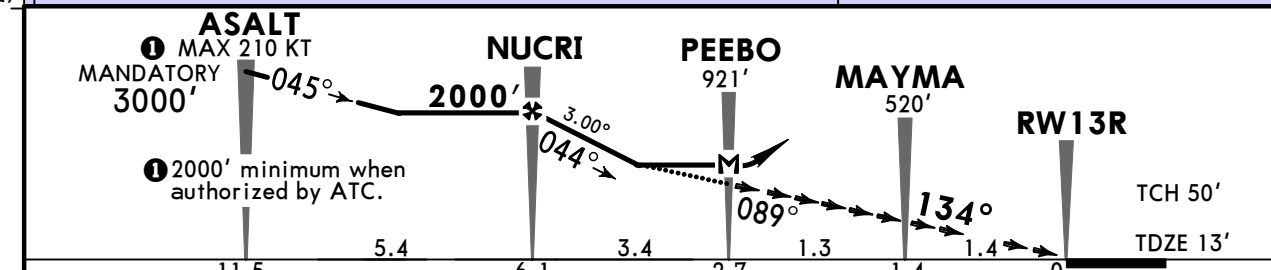
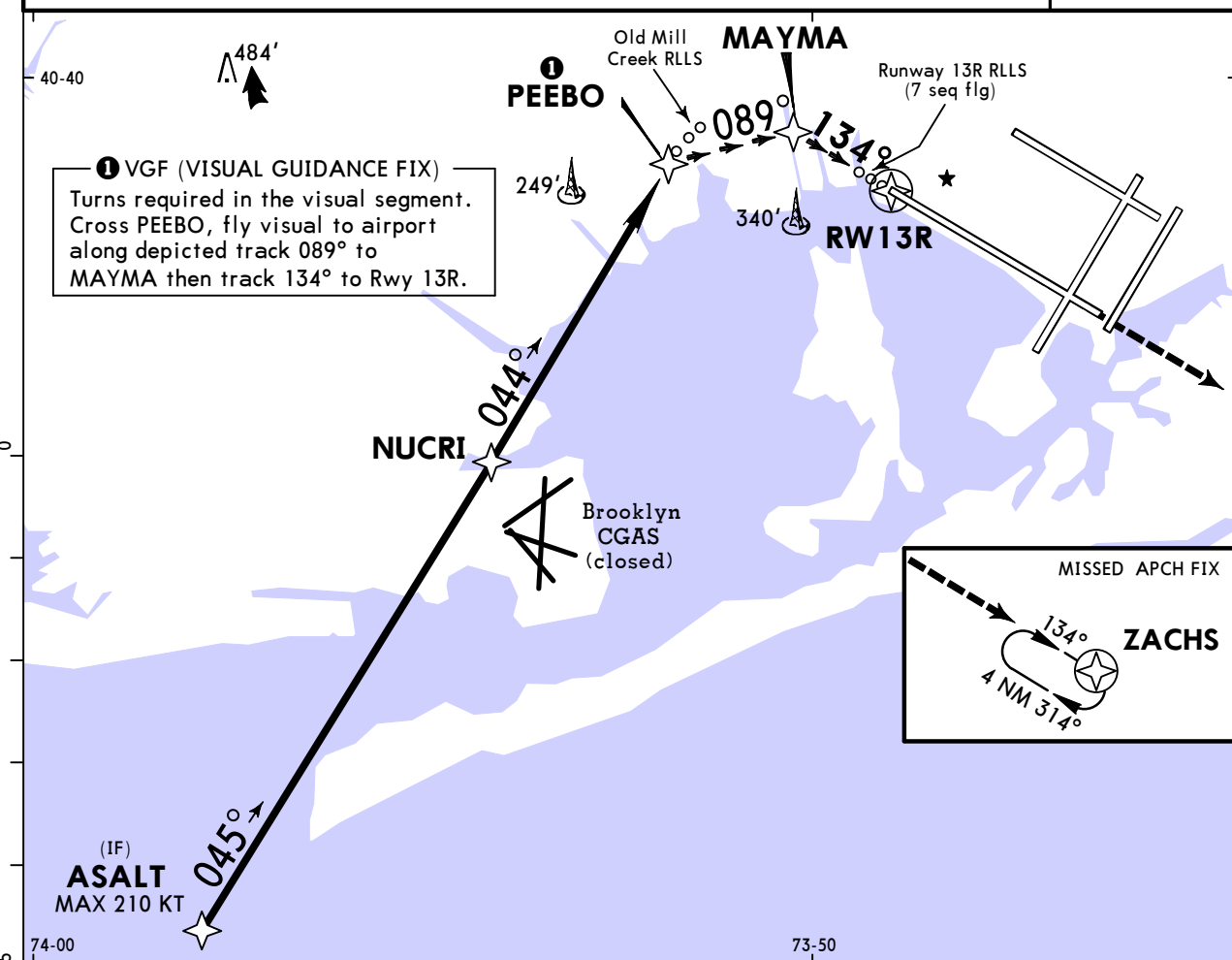
C O P T E R	3/4	C O P T E R	USE JEDIL DEPARTURE
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KJFK/JFK
KENNEDY INTL

JEPPesen
1 MAR 24 **(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.						
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 RLLS	1300' ↑ on LATERAL PATH	RW13R	
Descent Angle	3.00°	372	478	531	637	743				849
MAP at PEEBO										

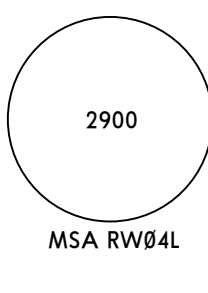
TERPS LANDING RWY 13R
LNAV
MDA(H) **940'** (927')
RLLS out

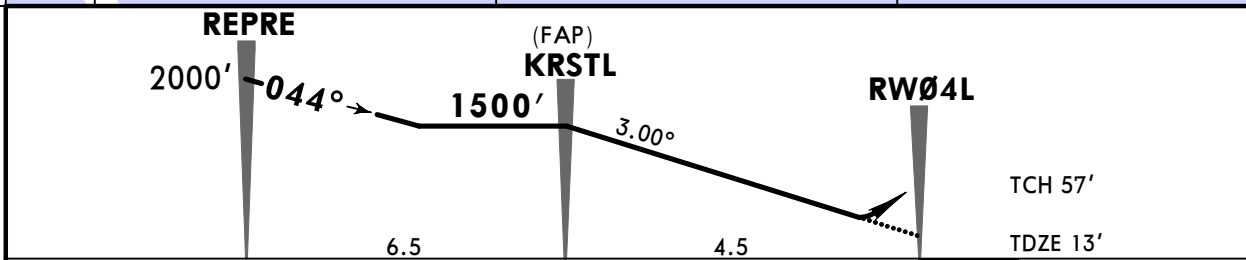
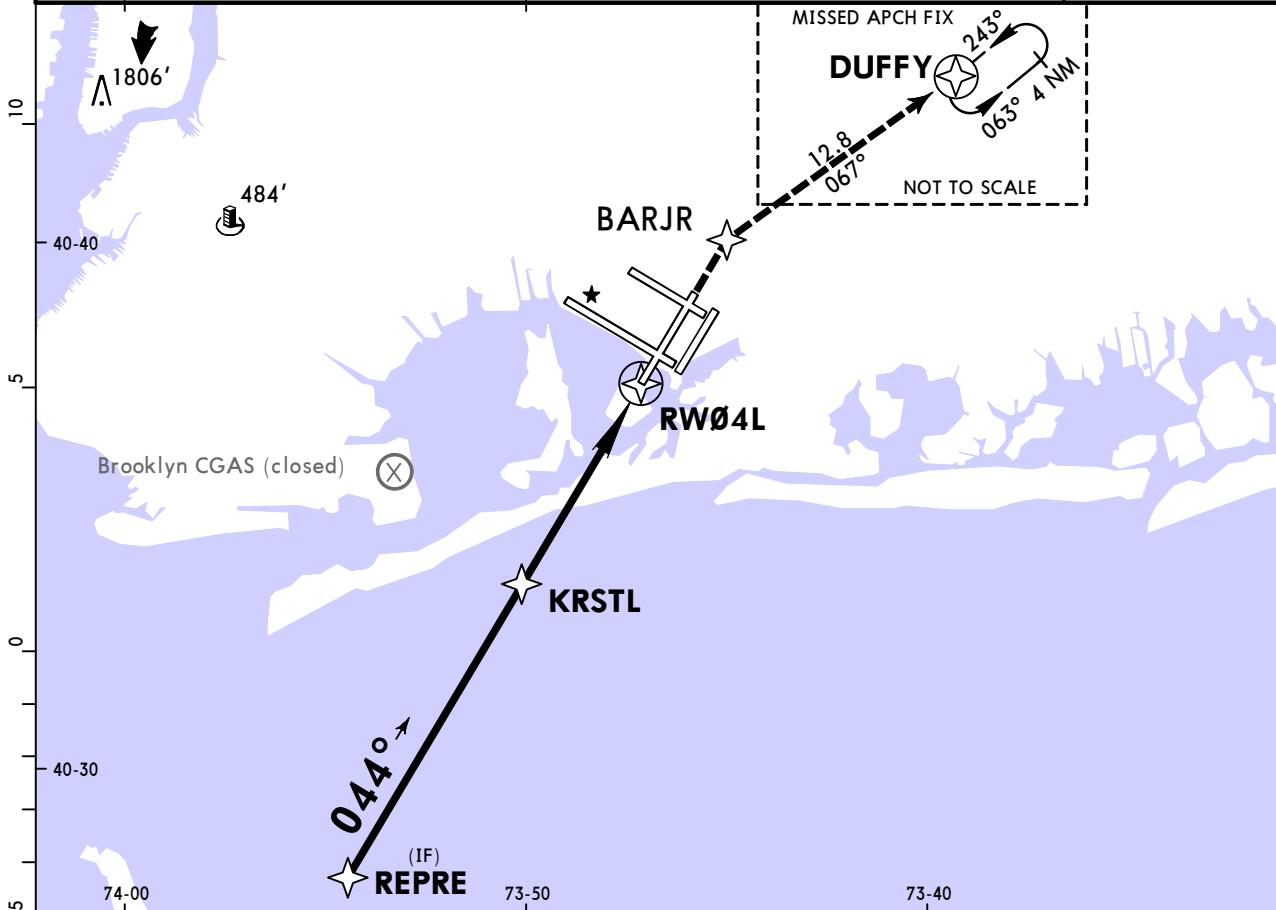
A	3
B	
C	
D	

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'	
	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'	D	BARJR
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at DA										

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

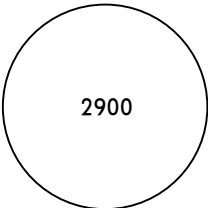
A	RVR 50 or 1
B	
C	
D	

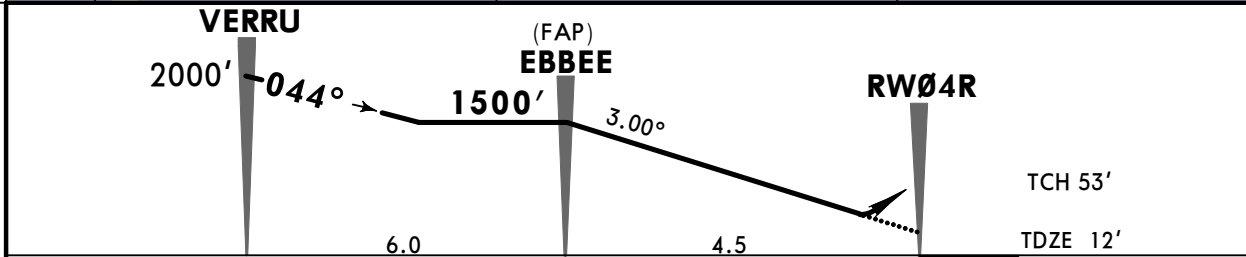
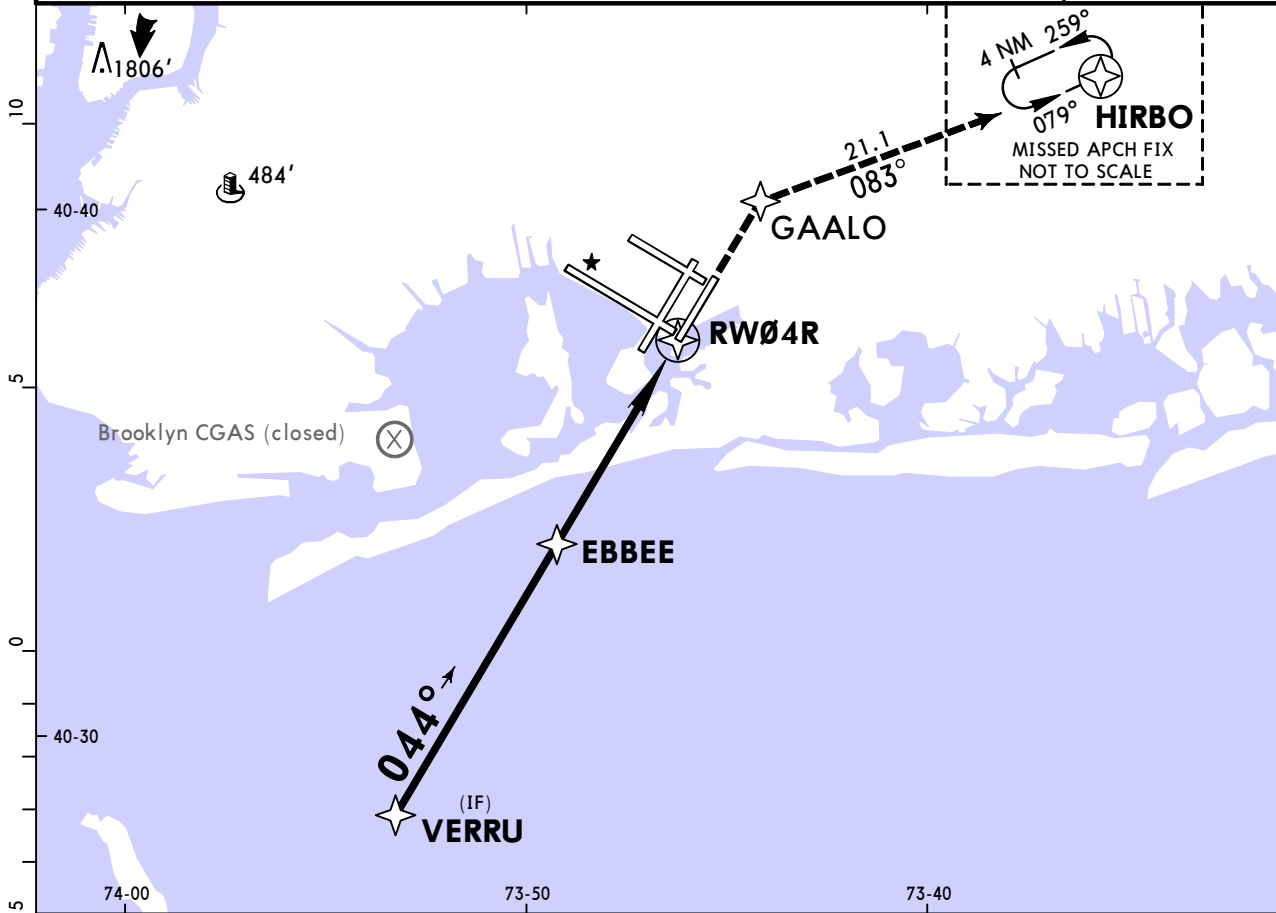
TERPS AMEND 2A 19 JUL 2018



KJFK/JFK
KENNEDY INTL

JEPPesen
24 JUN 22 **(22-21)**

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

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
	RNAV	Final Apch Crs 044°	EBBEE 1500' (1488')	RNP 0.30 DA(H) 358' (346')	Apt Elev 13' TDZE 12'	 2900 MSA RW04R
	MISSED APCH: (Do not exceed 210 KT until GAALO) Climb to 4000' direct GAALO and track 083° to HIRBO 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 69°).						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	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		
B		
C	RVR 30 or 5/8	RVR 60 or 1/4
D		

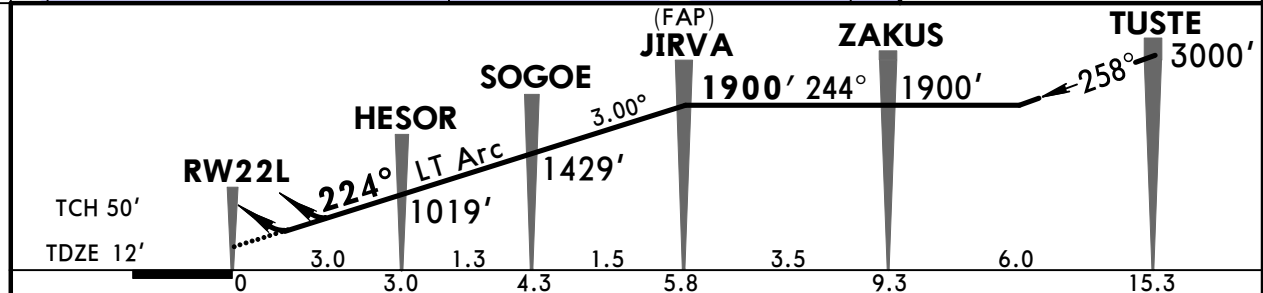
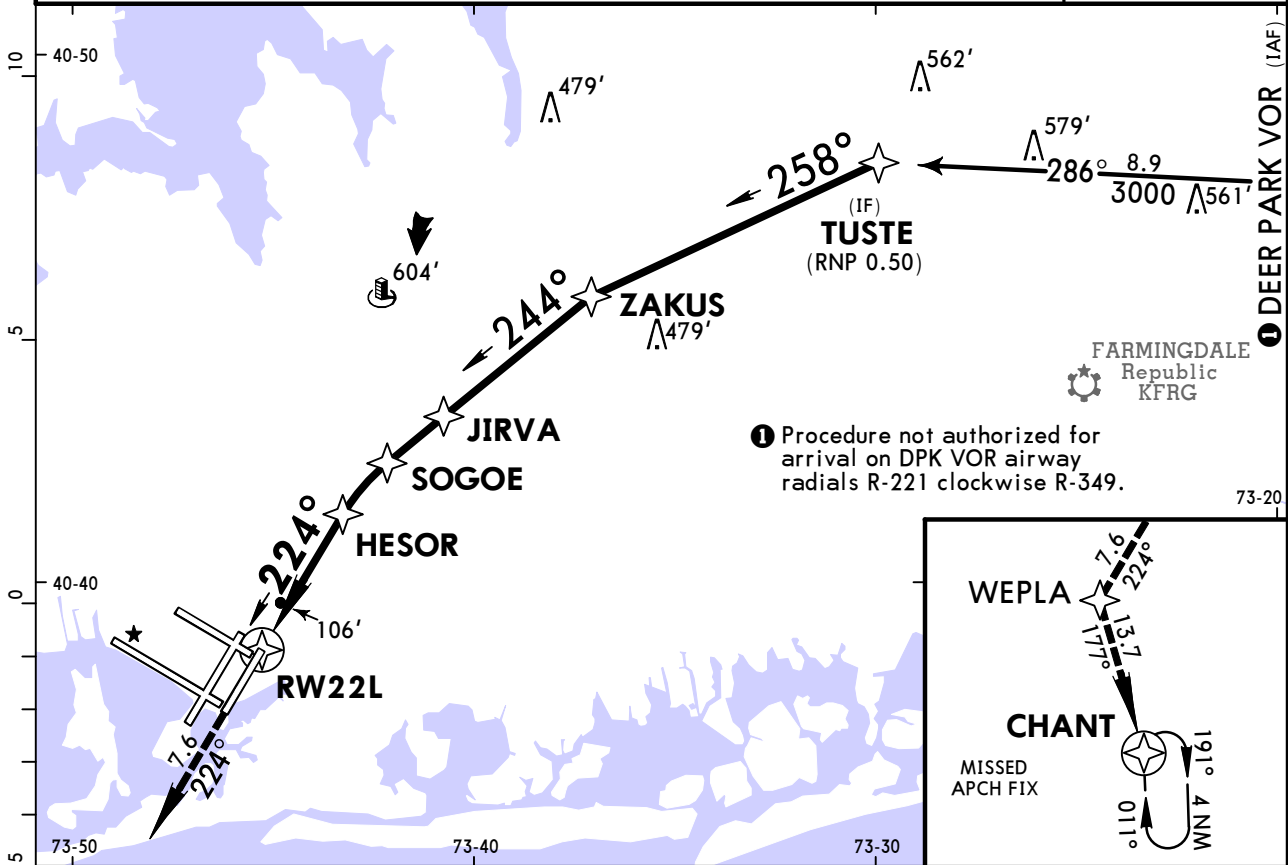
TERPS AMEND 1A 19 JUL 2018

KJFK/JFK KENNEDY INTL

13 OCT 23 **(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°	JIRVA 1900' (1888')		RNP 0.20 DA(H) 361' (349')	Apt Elev 13' TDZE 12'	
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	ALSF-II 	3000' on 224° WEPLA
Glide Path Angle	3.00°	372	478	531	637	849		

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 $\frac{3}{4}$		RVR 55 or 1		RVR 40 or $\frac{3}{4}$		RVR 60 or $\frac{1}{4}$
D							

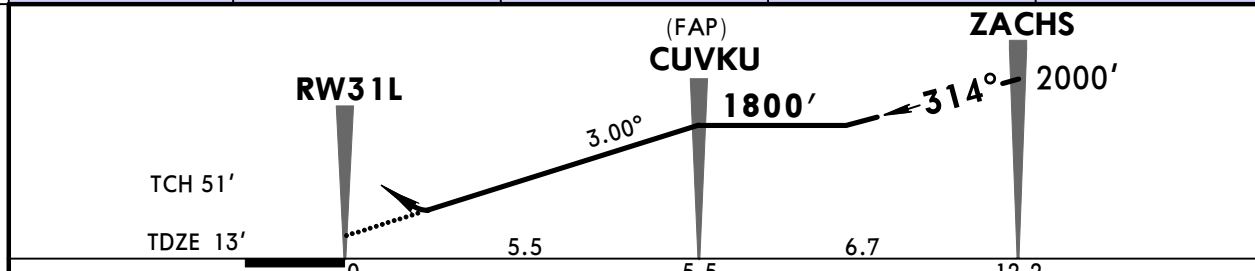
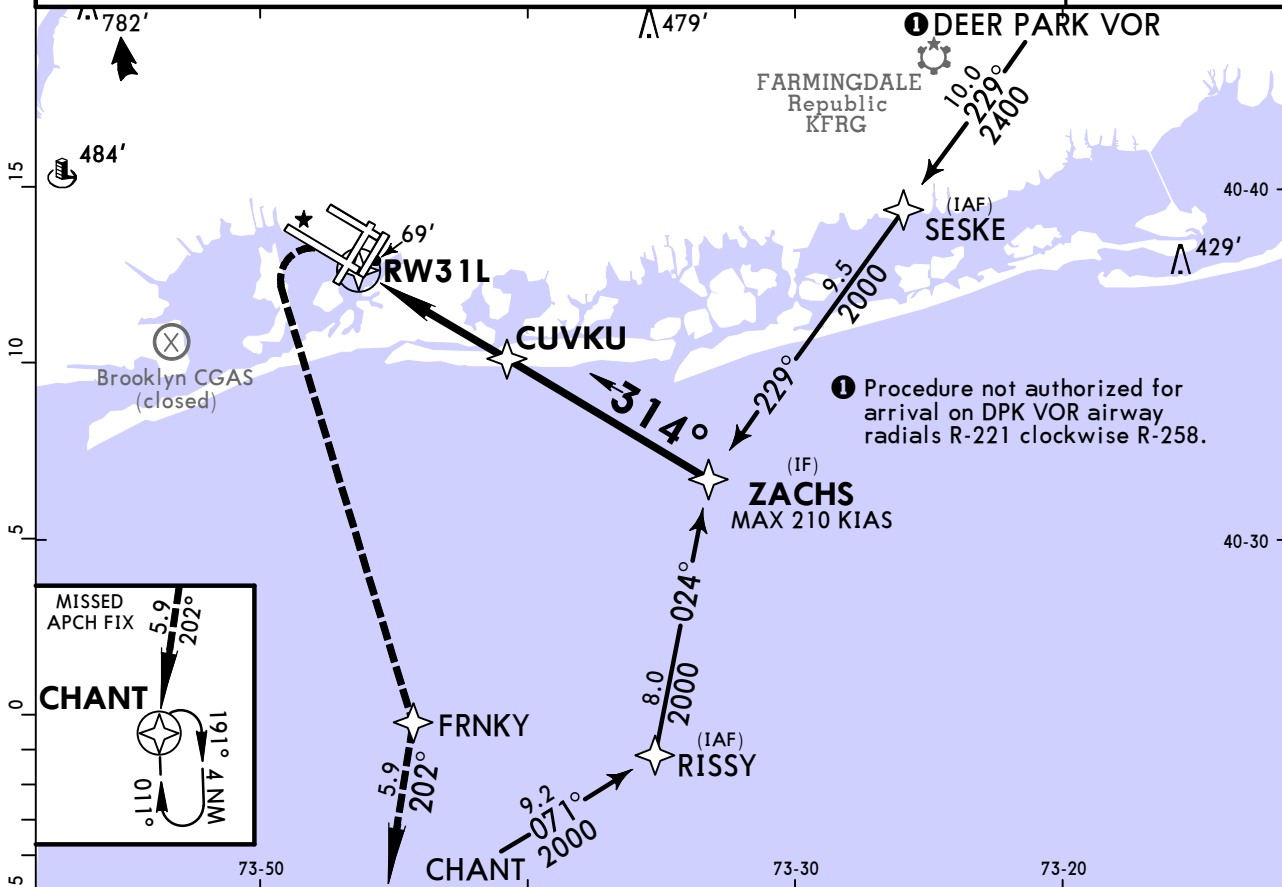
TERPS AMEND 1C 19 JUL 2018

KJFK/JFK
KENNEDY INTL

JEPPESEN
13 OCT 23 **(22-23)**

NEW YORK, NY
RNAV (RNP) Z 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
	RNAV	Final Apch Crs 314°	CUVKU 1800' (1787')	RNP 0.30 DA(H) 410' (397')	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 202° track to CHANT and hold.					
RNP AR Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'			
<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. Use of Flight Director or or Autopilot required during simultaneous operations 4. Simultaneous approach authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 74').</p>						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	500'	3000'	← D →	FRNKY
Glide Path Angle	3.00°	372	478	531	637	743		849	↑		

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

A	1 3/8
B	
C	
D	

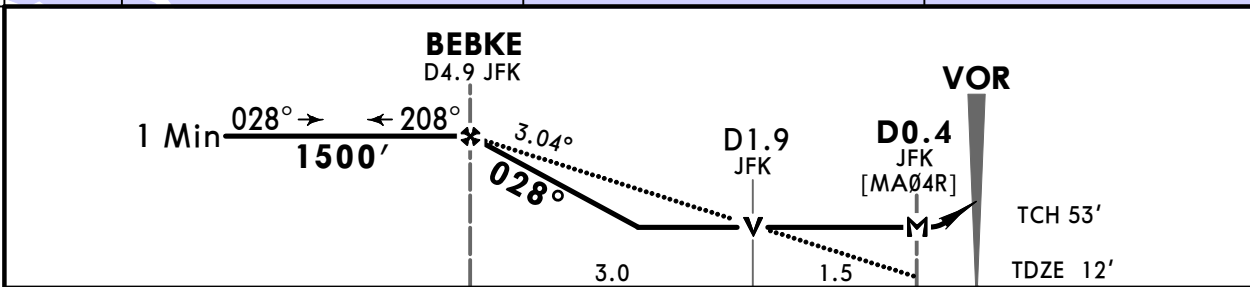
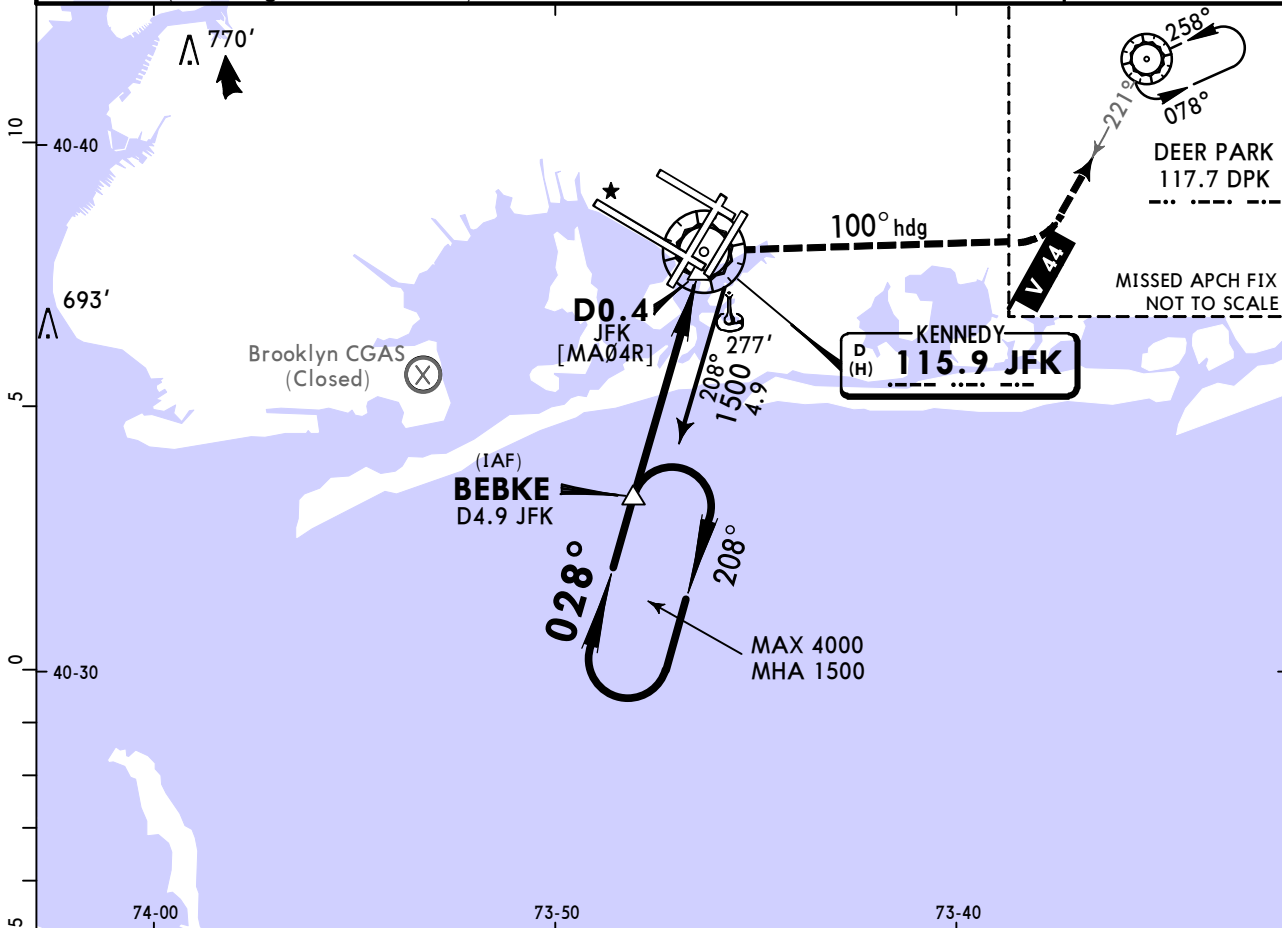
TERPS AMEND 1A 19 JUL 2018

KJFK/JFK KENNEDY INTL

JEPPESSEN
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').					MSA JFK VOR	



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

TERPS AMEND 08 21 MAY 2020

KJFK/JFK

KENNEDY INTL

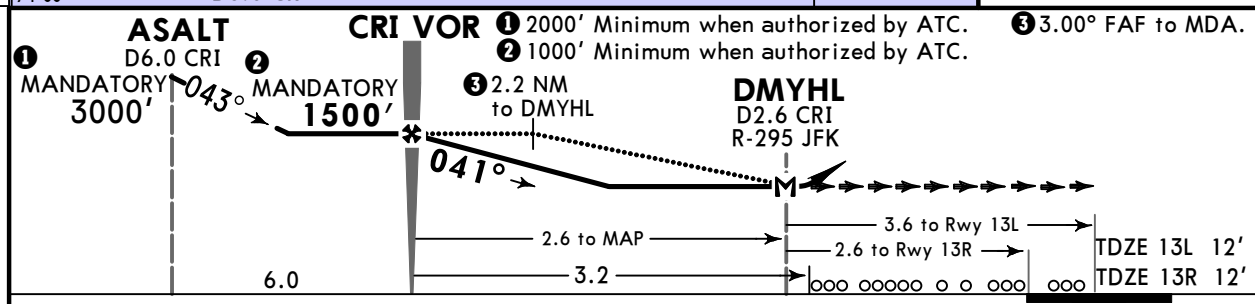
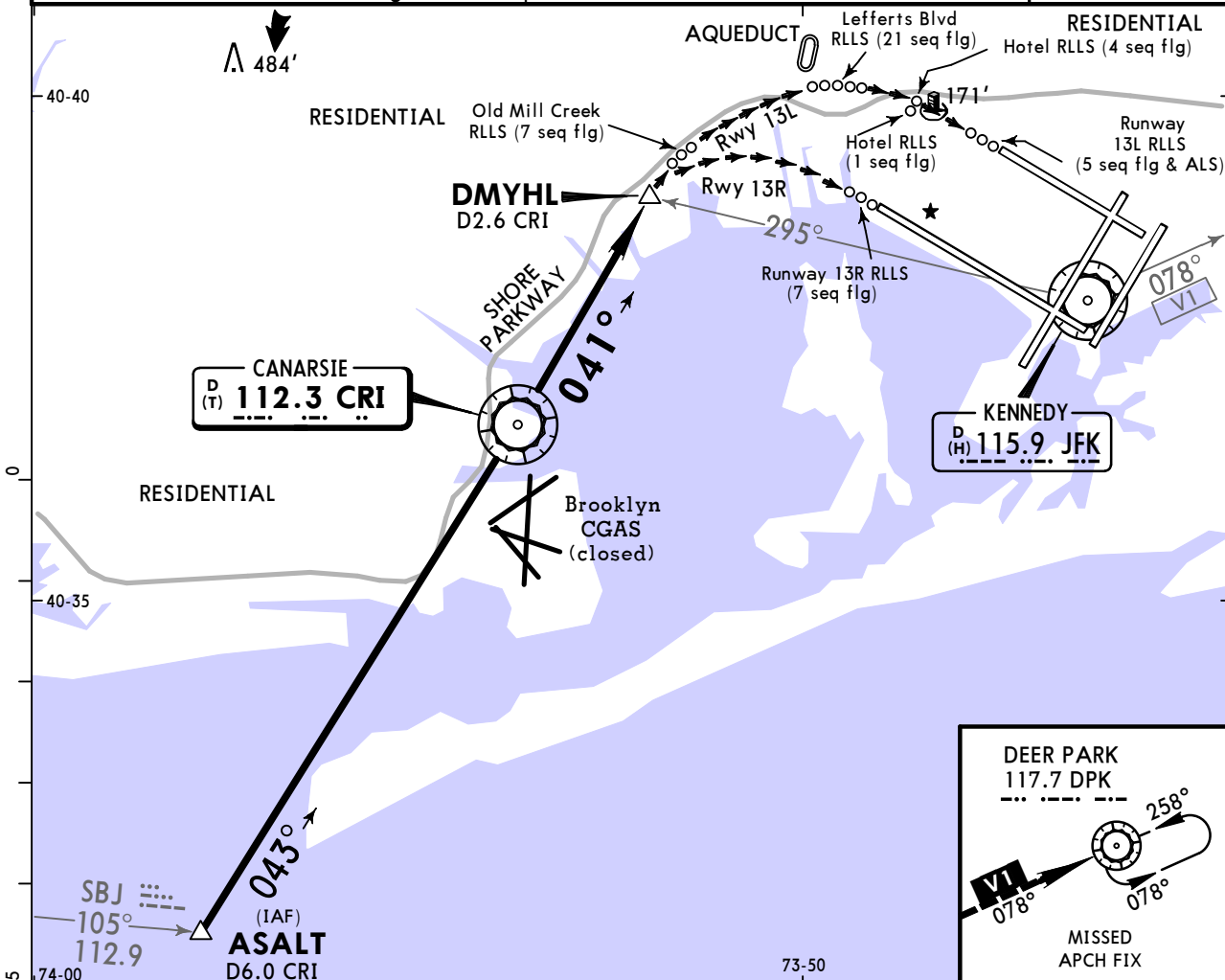


13 OCT 23 (23-3)

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.				MSA CRI VOR



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			

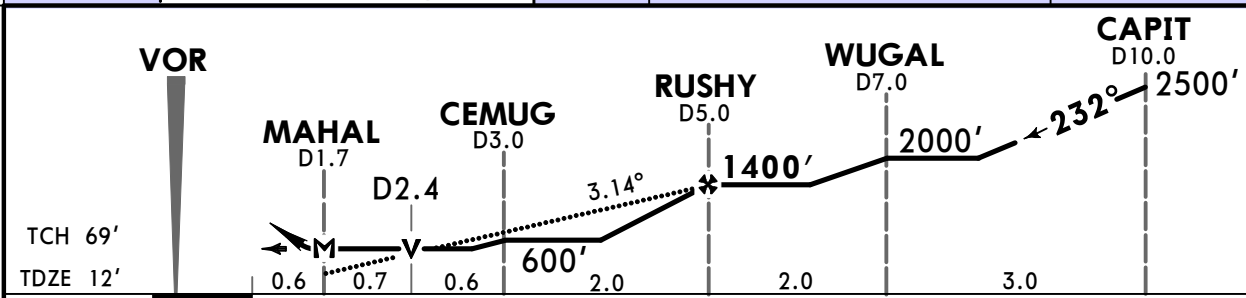
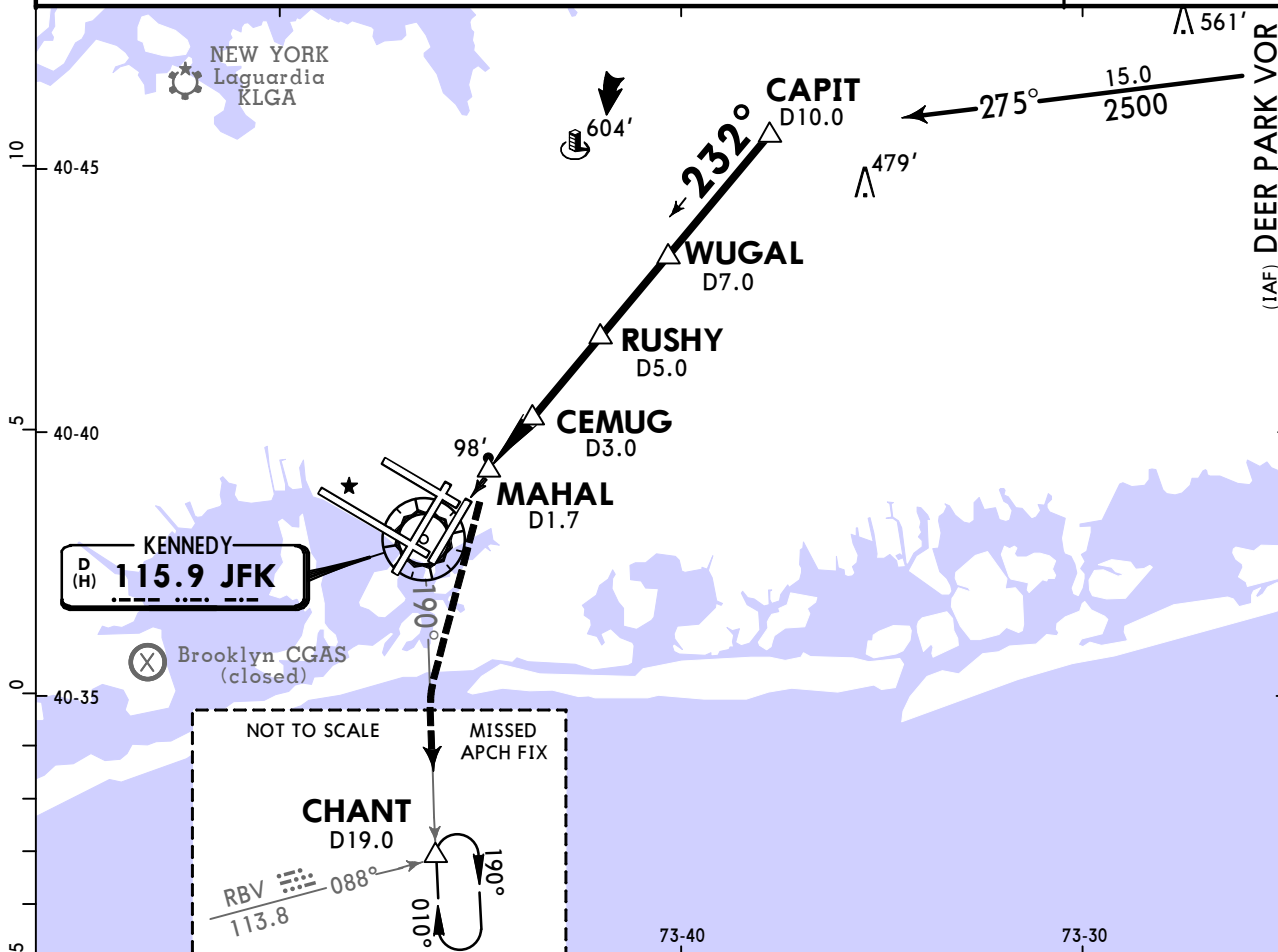
TERPS AMEND 18D 21 JUL 2016

KJFK/JFK KENNEDY INTL

JEPPESSEN
13 OCT 23 (23-4)

NEW YORK, NY VOR 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	
	128.725	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'		
1. DME Required. 2. Rwy 22L helicopter visibility reduction below 1 SM not authorized.					MSA JFK VOR	



Gnd Speed-Kts	70	90	100	120	140	160		3000' on 115.9 R-190	JFK 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	640' (627') - 1
B	RVR 40 or 3/4				120	680' (667') - 1 3/4
C			RVR 60 or 1 1/4		140	680' (667') - 2
D	RVR 50 or 1		1 1/2		165	680' (667') - 2

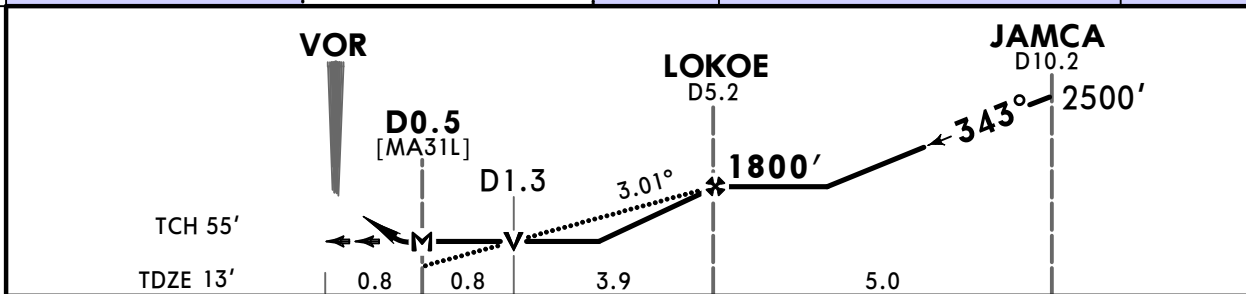
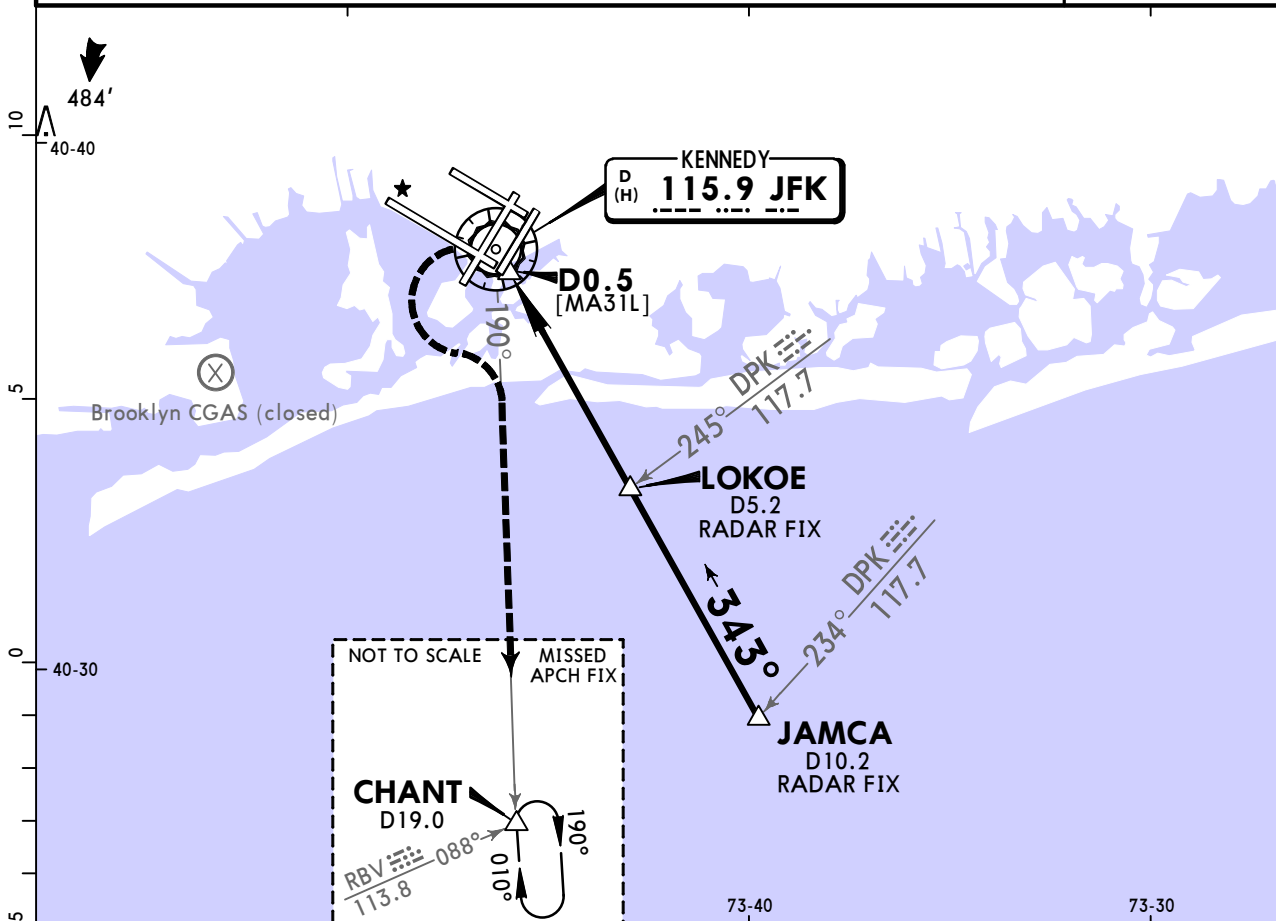
TERPS AMEND 4F 21 MAY 2020

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')	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 74').					MSA JFK VOR	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000' via 115.9 JFK R-190 CHANT
Descent Angle	3.01°	373	479	532	639	745		
MAP at D0.5 or LOKOE to MAP	4.7	4:02	3:08	2:49	2:21	2:01		
TERPS	STRAIGHT-IN LANDING RWY 31L							

TERPS		STRAIGHT-IN LANDING RWY 31L				CIRCLE-TO-LAND	
		MDA(H) 560' (547')				Max Kts	
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		

CHANGES: TCH updated in the briefing strip, chart format.

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°.					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**

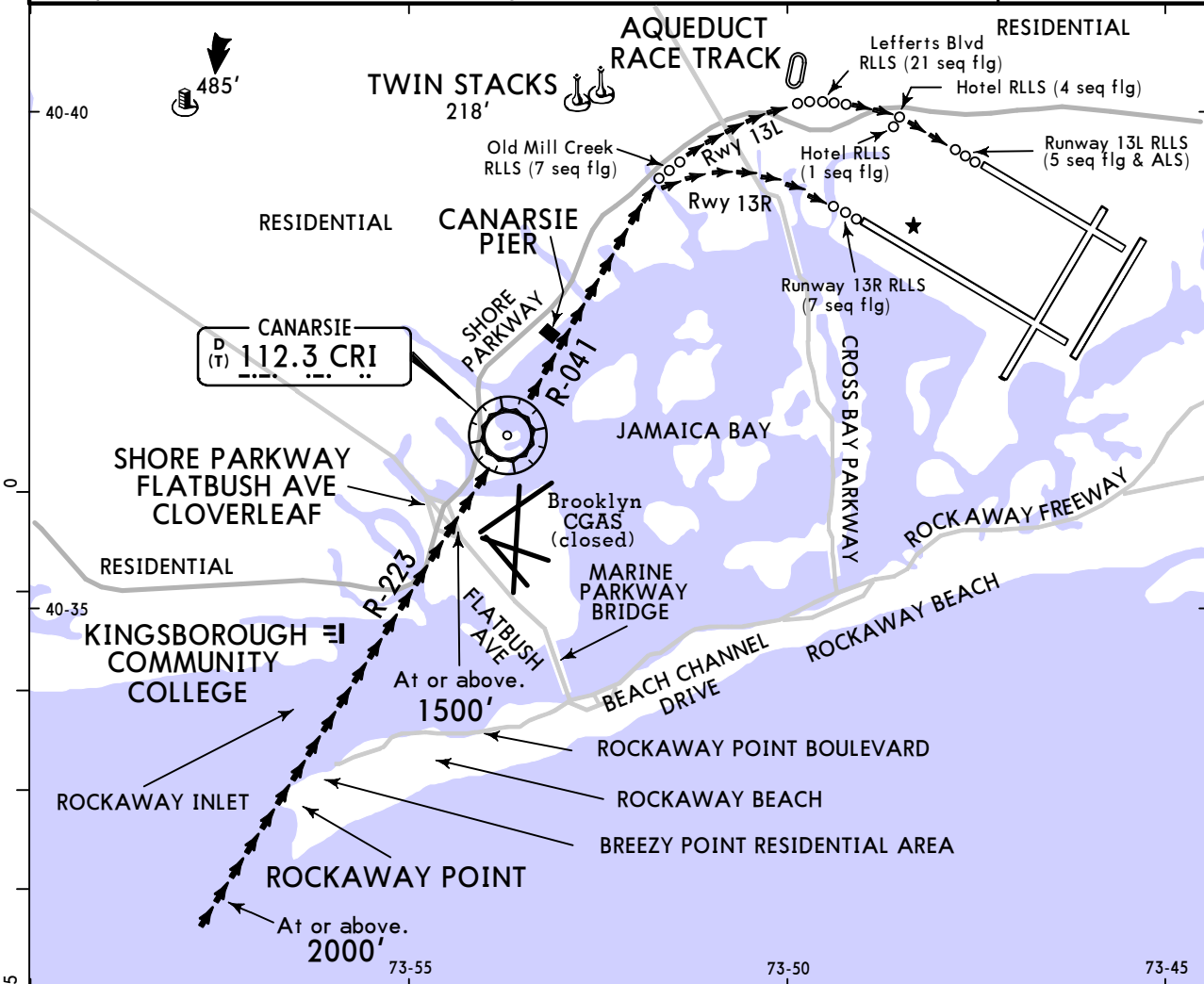
TERPS

KJFK/JFK
KENNEDY INTL

JEPPESSEN
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) 119.1 123.9 (Rwys 4L/22R & 13R/31L)	Ground 121.9
	128.72	117.7	115.4	128.125	
	NAVAIDS- See Planview	Final Apch Crs Refer to Planview		No FAF	CEIL-VIS 2500-3
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°.					
					MSA CRI VOR



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 ALS-F-II PAPI RLLS	Rwy 13R PAPI RLLS
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WEATHER MINIMUMS

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

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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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.