

Class (B)

JEPPesen

10 FEB 17

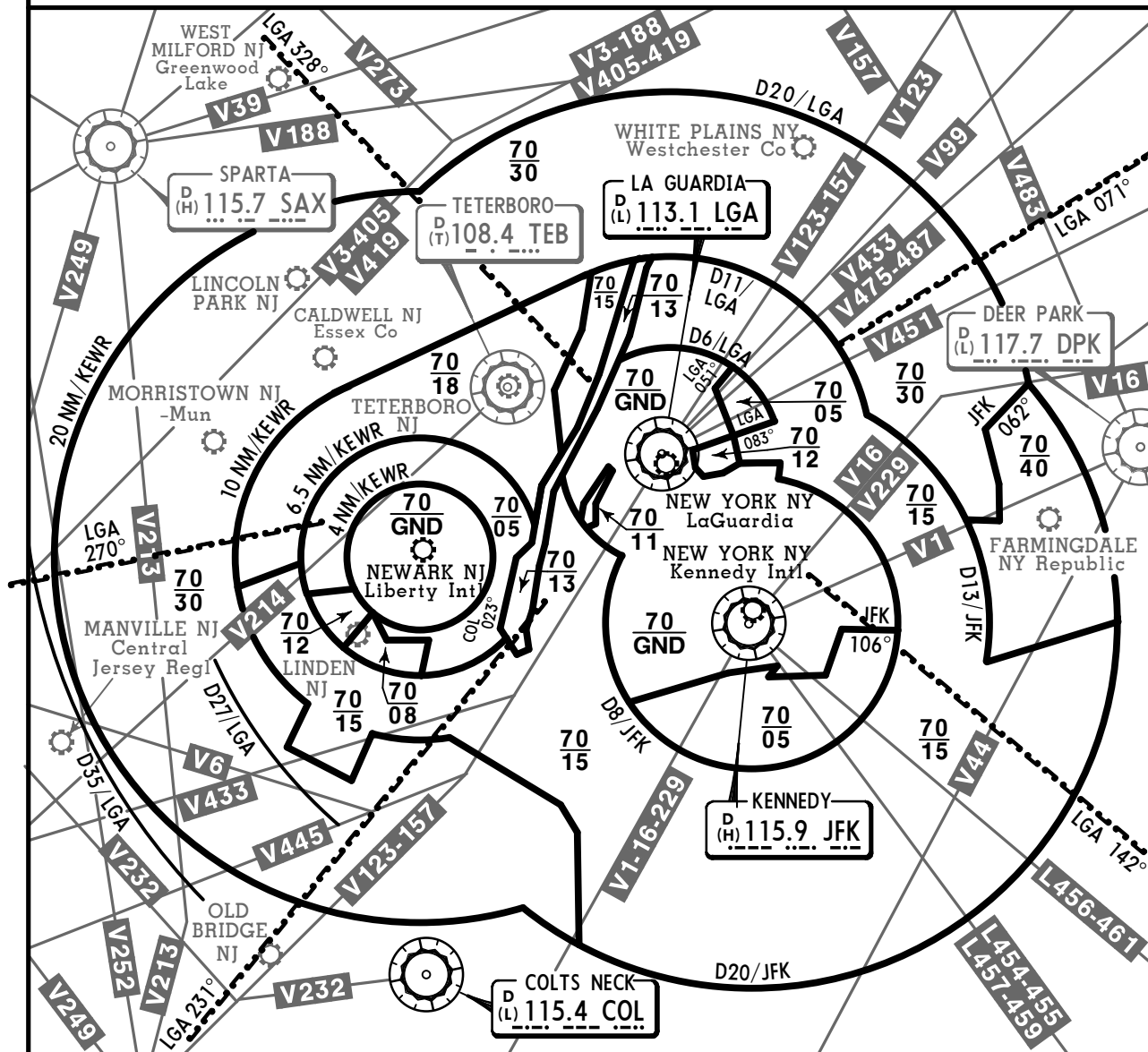
10-1B

NEW YORK, NY

NEW YORK CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

LGA 329°-071° New York App 126.4 120.55
 LGA 142°-231° New York App 128.12
 LGA 270°-328° New York App 127.6
 2000' AND BELOW WITHIN 8 NM OF KENNEDY INTL Kennedy Twr 125.25
 WITHIN 6 NM OF LAGUARDIA APT LaGuardia Twr 126.05
 WITHIN 6.5 NM OF NEWARK LIBERTY INTL Newark Twr 127.85



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
 SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR FLIGHTS- Aircraft operating within the New York Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS-

1. Arriving aircraft should contact the appropriate approach control on the frequency depicted for the sector of flight with reference to the La Guardia VORDME. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

KJFK/JFK
KENNEDY INTL

10 FEB 17

20-2

NEW YORK, NY

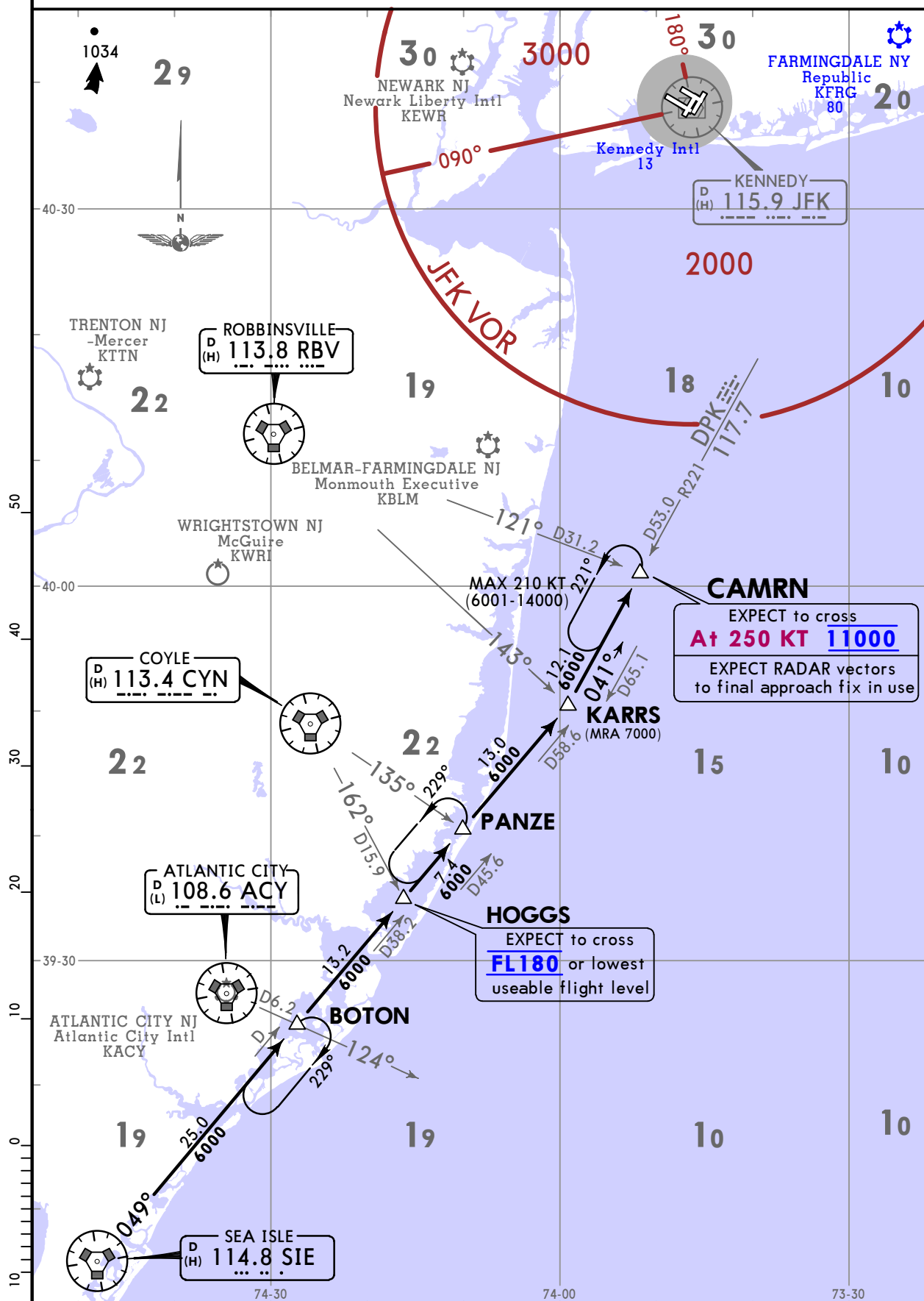
STAR

D-ATIS Arrival
128.725 | 117.7 | 115.4

Apt Elev
see graphic

Alt set: INCHES
Trans level: FL180
Applicable to turbojet aircraft only.

CAMRN 4 ARRIVAL (SIE.CAMRN4)



ROUTING

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

KJFK/JFK
KENNEDY INTL

JEPPesen
10 FEB 17 **(20-2A)**

NEW YORK, NY
STAR

D-ATIS Arrival
128.725 | **117.7** | **115.4**

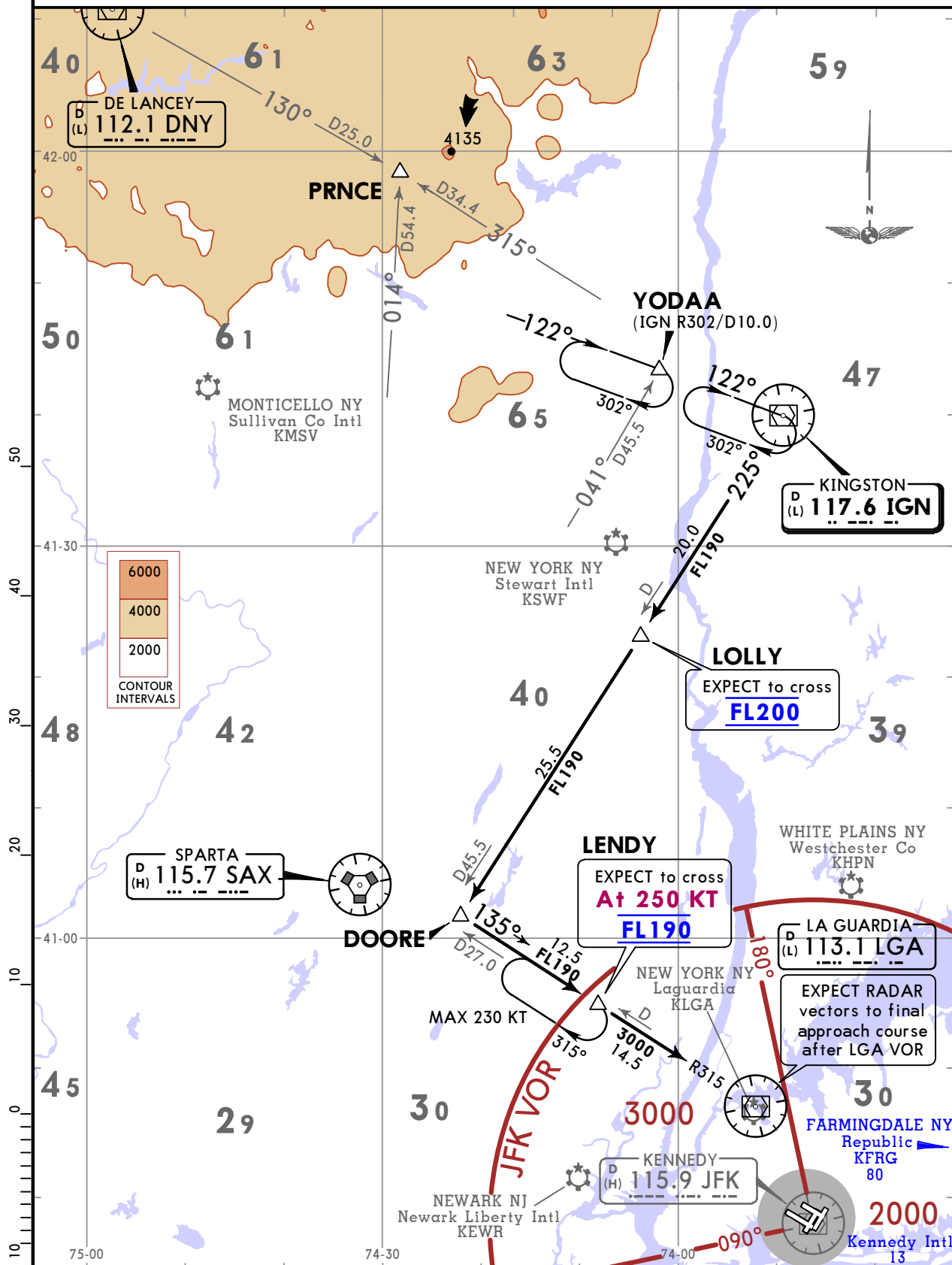
Apt Elev
see graphic

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.



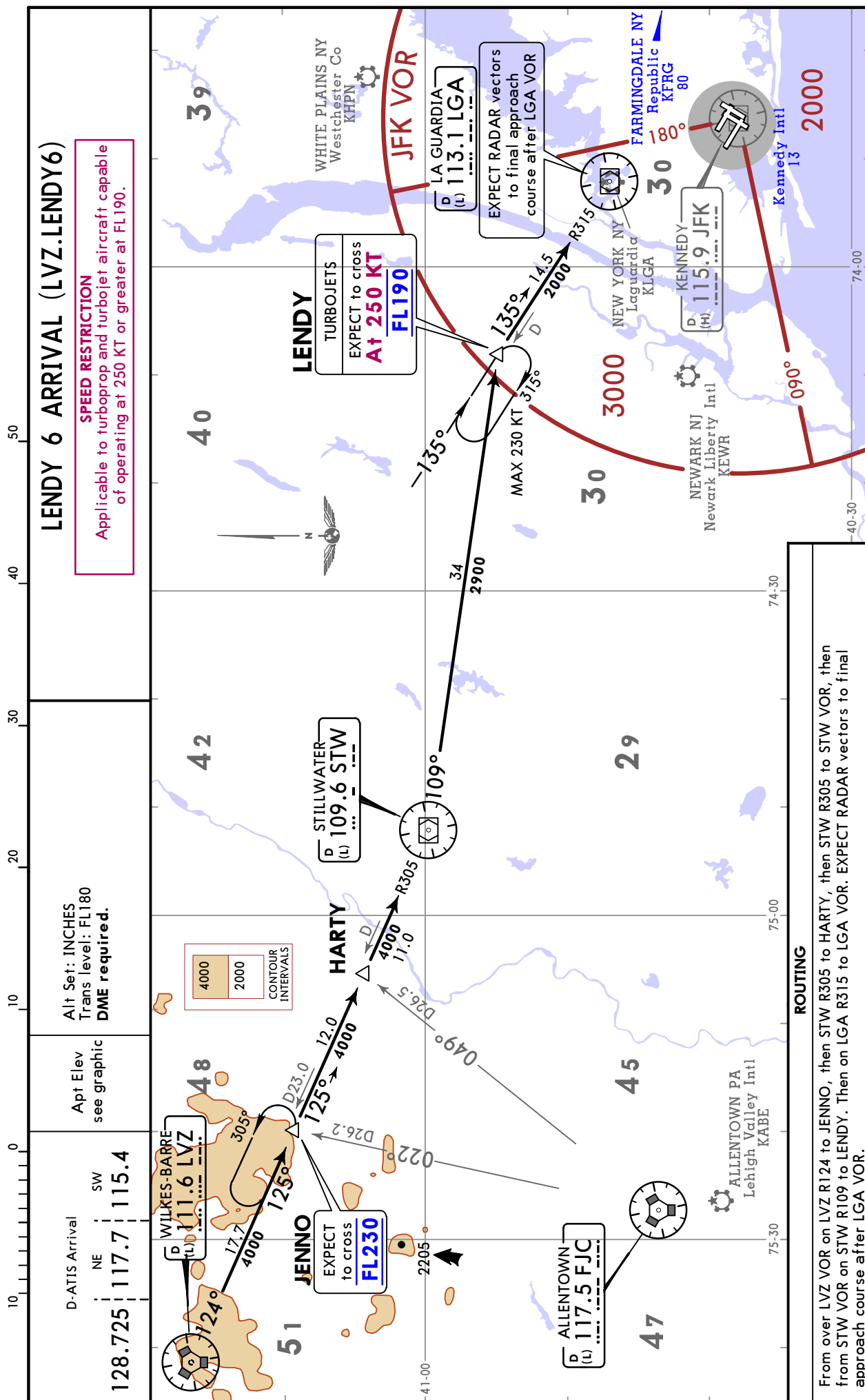
ROUTING

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
KENNEDY INTL

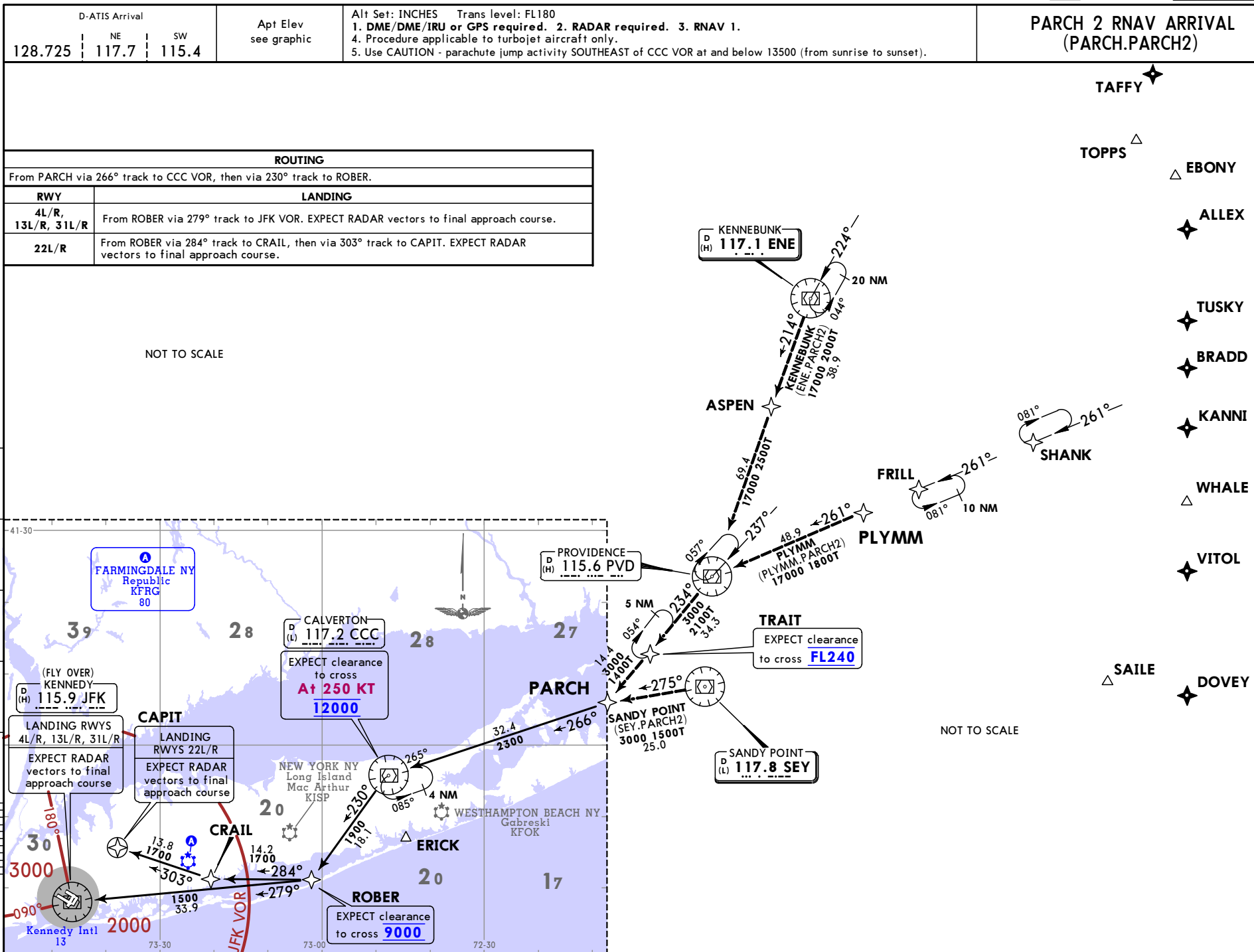
JEPPesen
10 FEB 17 **20-2B**

NEW YORK, NY
STAR



KJFK/JFK
KENNEDY INTL

JEPPesen NEW YORK, NY
10 FEB 17 (20-2C) RNAV STAR

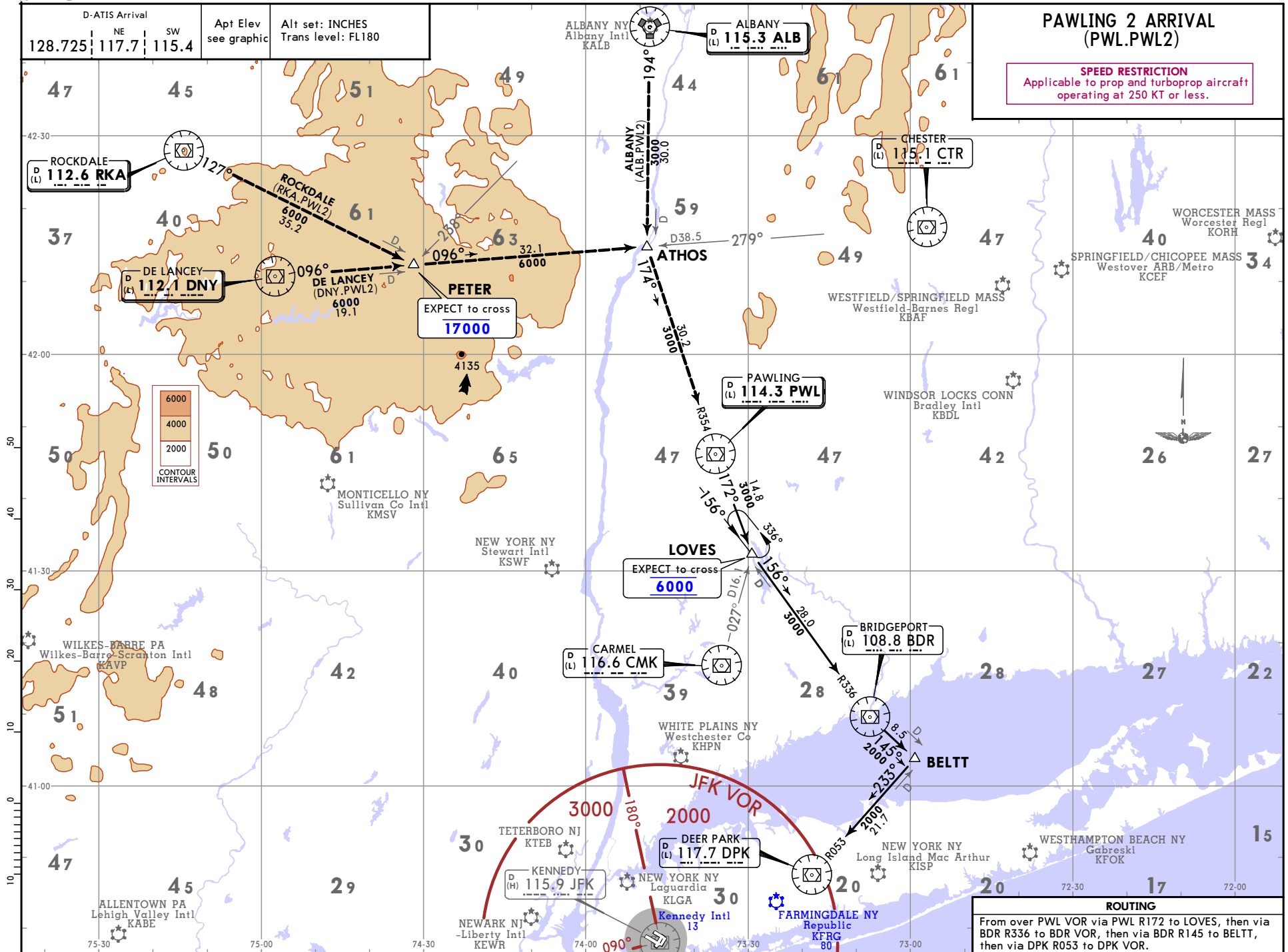


KJFK/JFK
KENNEDY INTL

JEPPesen
10 FEB 17 (20-2D)

NEW YORK, NY

STAR



NEW YORK, NY

STAR



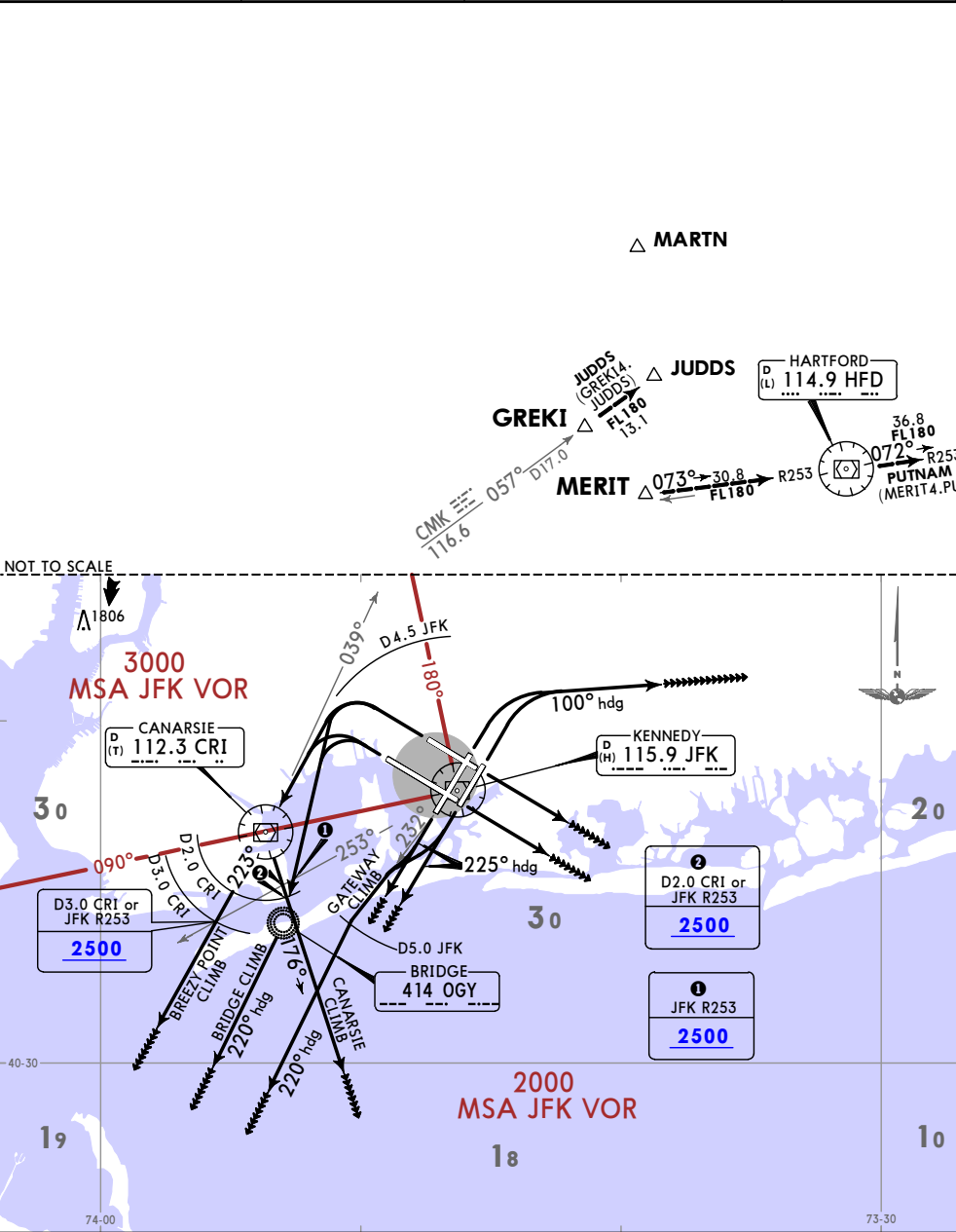
KJFK/JFK
KENNEDY INTL

JEPPESEN
10 FEB 17 20-3

NEW YORK, NY
SID

NEW YORK Departure (R) 135.9	Apt Elev 13	Trans alt: 18000	RADAR required.
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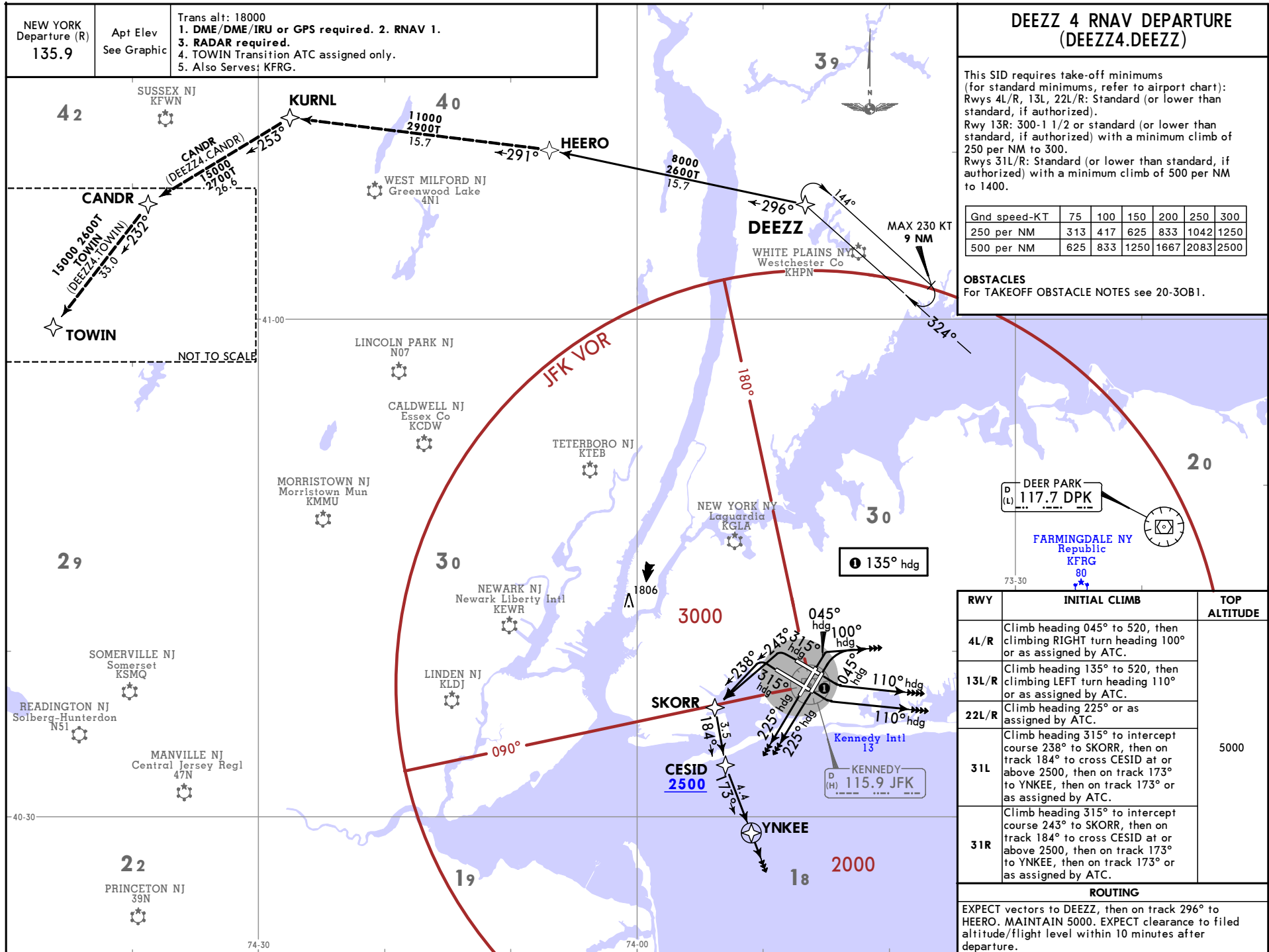
BETTE 4 DEPARTURE (BETTE4.BETTE)
GREKI 4 DEPARTURE (GREKI4.GREKI)
HAPIE 4 DEPARTURE (HAPIE4.HAPIE)
MERIT 4 DEPARTURE (MERIT4.MERIT)



KJFK/JFK
KENNEDY INTL

JEPPESEN
10 FEB 17 (20-3A)

NEW YORK, NY
RNAV SID

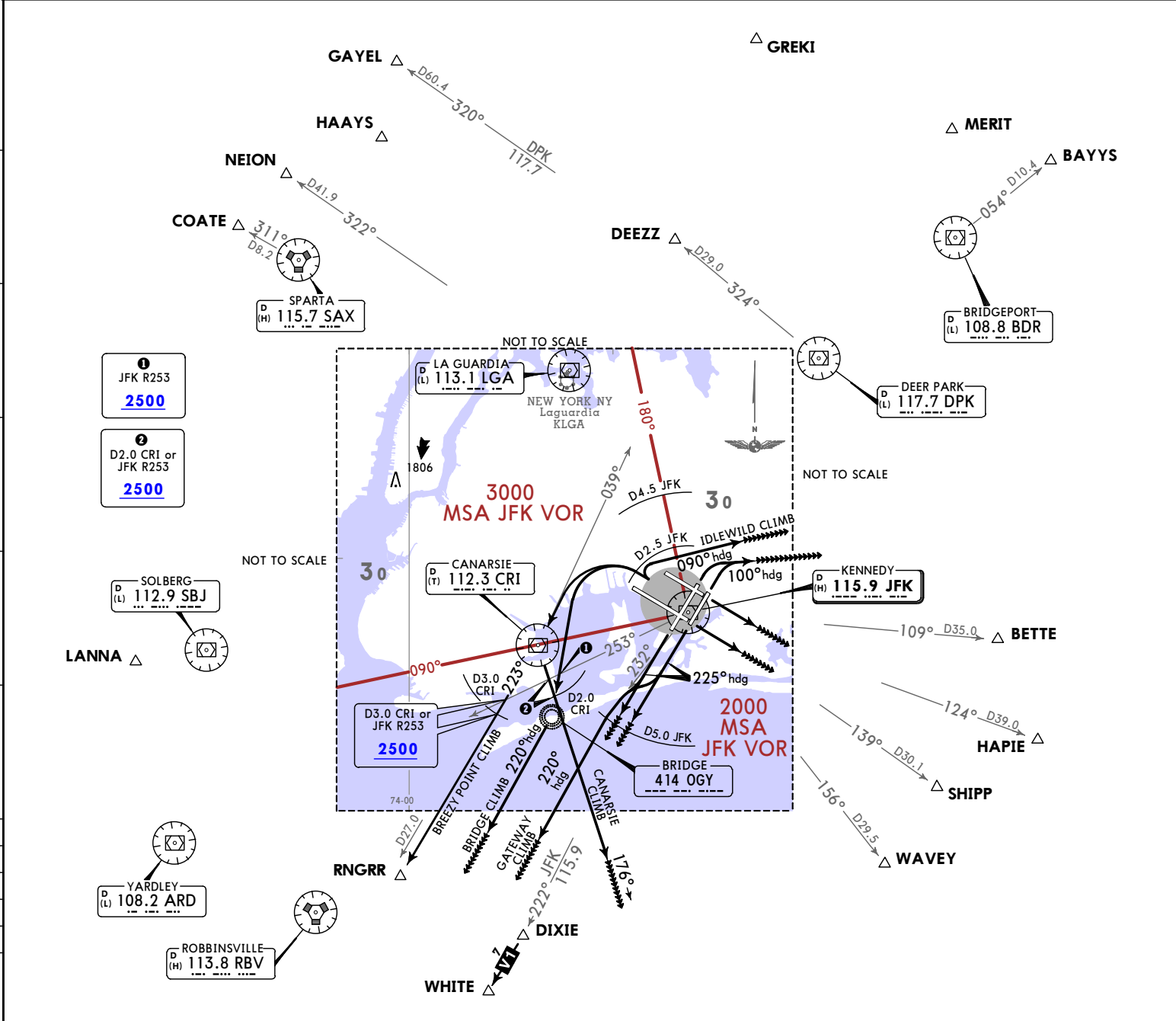


KJFK/JFK
KENNEDY INTL

JEPPESEN
24 MAR 17 20-3B

NEW YORK, NY
SID

NEW YORK Departure (R) 135.9	Apt Elev 13	Trans alt: 18000 RADAR required.
KENNEDY 3 DEPARTURE (JFK3.JFK)		



This SID requires take-off minimums (for standard minimums, refer to airport chart):
All rwys: Standard (or lower than standard, if authorized).
OBSTACLES
For TAKEOFF OBSTACLE NOTES see 20-30B1.

RWY	INITIAL CLIMB	TOP ALTITUDE
4L/R	Climbing RIGHT turn heading 100°.	5000
13L/R	Climb on assigned heading.	
22L/R	Climb heading 225°. 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 220°.	
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 RNGRR. Cross D3.0 CRI or JFK R253 at or above 2500. BRIDGE CLIMB: (ADF required): Climbing LEFT turn direct OGY NDB, then on heading 220° after OGY NDB. Make turn EAST of CRI R039 (remain within D4.5 JFK). Cross 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-turbojet aircraft): Climbing RIGHT turn to 2000 via heading 090° (remain within D2.5 JFK). If unable to remain within D2.5 JFK, advise ATC.	

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 RNGRR.
SHIPP Departures	EXPECT vectors to JFK R139.
WAVEY Departures	EXPECT vectors to JFK R156.
WHITE Departures	EXPECT vectors to V-1.

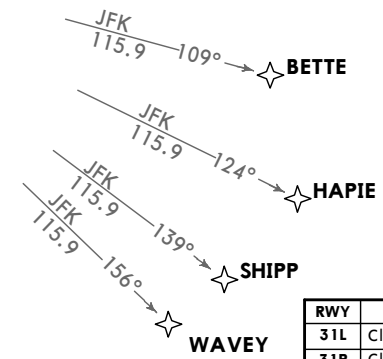
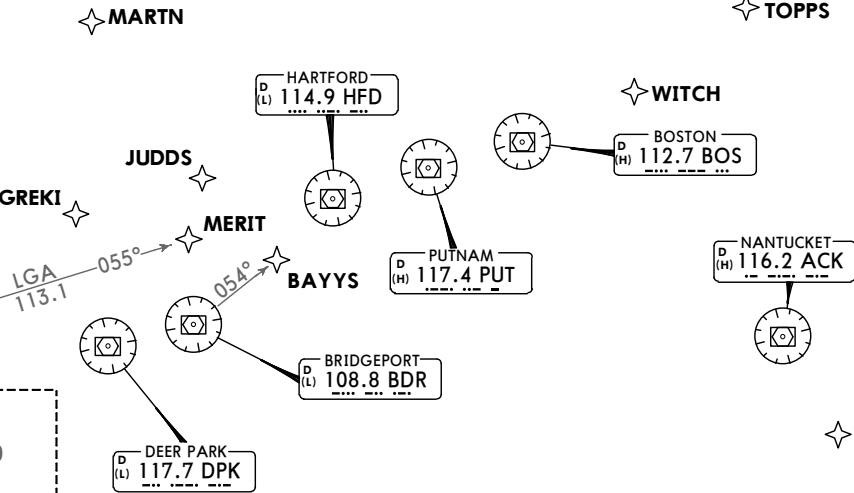
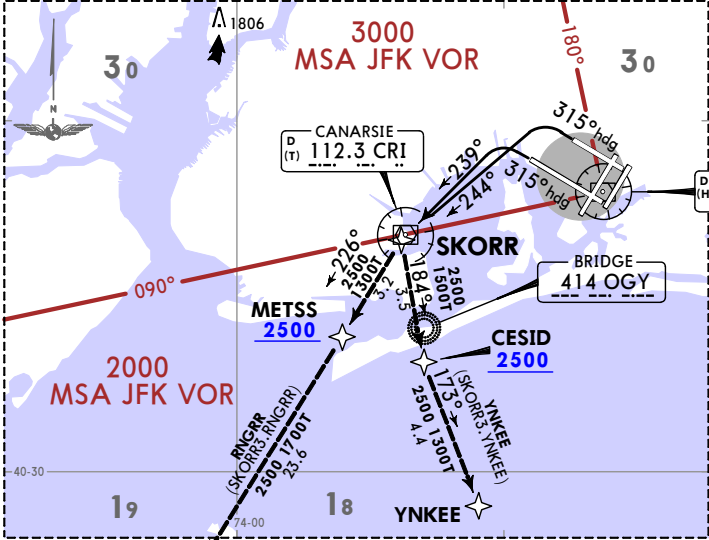
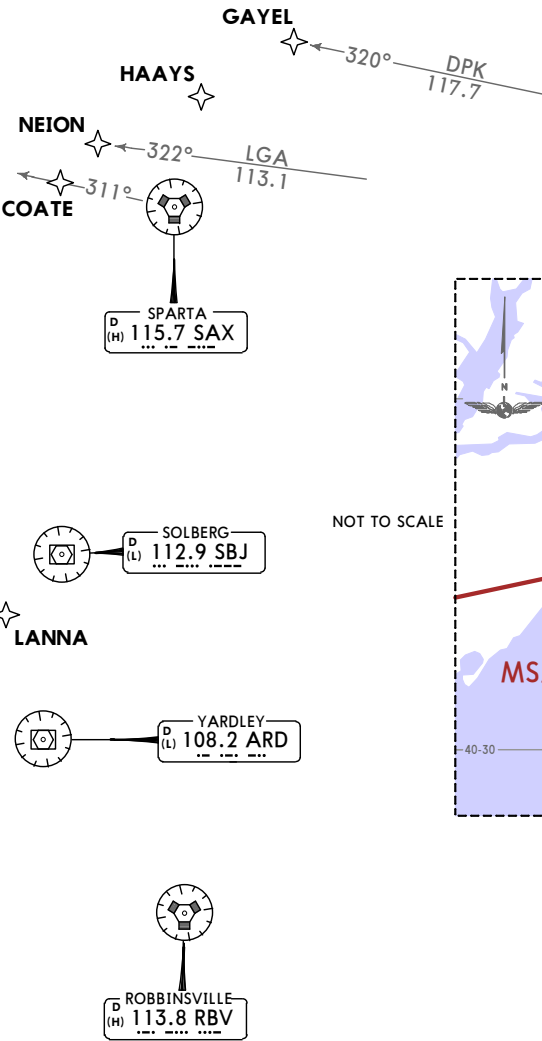
KJFK/JFK
KENNEDY INTL

JEPPESEN
24 MAR 17 (20-3C)

NEW YORK, NY
RNAV SID

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

SKORR 3 RNAV DEPARTURE (SKORR3.SKORR)



OBSTACLES
For TAKEOFF OBSTACLES see 20-30B2.
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 13L/R, 22L/R: Not authorized - Noise Abatement.
Rwys 31L/R: Standard (or lower than standard, if authorized), with a minimum climb of 500 per NM to 513 then ATC climb of 276 per NM to 2500.

Gnd speed-KT	75	100	150	200	250	300
276 per NM	345	460	690	920	1150	1380
500 per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB	
31L	Climb heading 315° to intercept course 239° to SKORR.
31R	Climb heading 315° to intercept course 244° to SKORR.
ROUTING	
MAINTAIN 5000 EXPECT clearance to filed altitude/flight level 10 minutes after departure.	
VIA	NORTH AMERICAN ROUTES
BETTE	EXPECT RADAR vectors to BETTE direct ACK VOR.
GREKI	EXPECT RADAR vectors to GREKI direct JUDDS, direct MARTN.
HAPIE	EXPECT RADAR vectors to HAPIE direct YAHOO.
MERIT	EXPECT RADAR vectors to MERIT direct HFD VOR, then direct PUT VOR, then: -TOPPS or EBONY EXPECT direct. -ALLEX via direct WITCH direct. -TUSKY and SOUTH EXPECT direct BOS VOR direct.

KJFK/JFK **JEPPESEN**9 OCT 15 **(20-30B1)** **Eff 15 Oct****NEW YORK, NY**
KENNEDY INTL**TAKEOFF OBSTACLE NOTES****BETTE, GREKI, HAPIE, MERIT, DEEZZ RNAV AND
KENNEDY DEPARTURES:**◦ **RWY 4L:**

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

◦ **RWY 4R:**

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

◦ **RWY 13L:**

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

◦ **RWY 13R:**

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

◦ **RWY 22L:**

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

◦ **RWY 22R:**

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

◦ **RWY 31L:**

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

KJFK/JFK **JEPPESEN**
9 OCT 15 **20-30B2** **Eff 15 Oct****NEW YORK, NY****KENNEDY INTL****TAKEOFF OBSTACLE NOTES (CONTD)****BETTE, GREKI, HAPIE, MERIT, DEEZZ RNAV AND
KENNEDY DEPARTURES (CONTD):**◦ **RWY 31R:**

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

SKORR RNAV DEPARTURE:◦ **RWY 31L:**

TREE 2076' FROM DER, 436' LEFT OF CENTERLINE, 79' AGL/91' MSL. BUSH 257' FROM DER, 530' LEFT OF CENTERLINE, 13' AGL/25' MSL.

◦ **RWY 31R:**

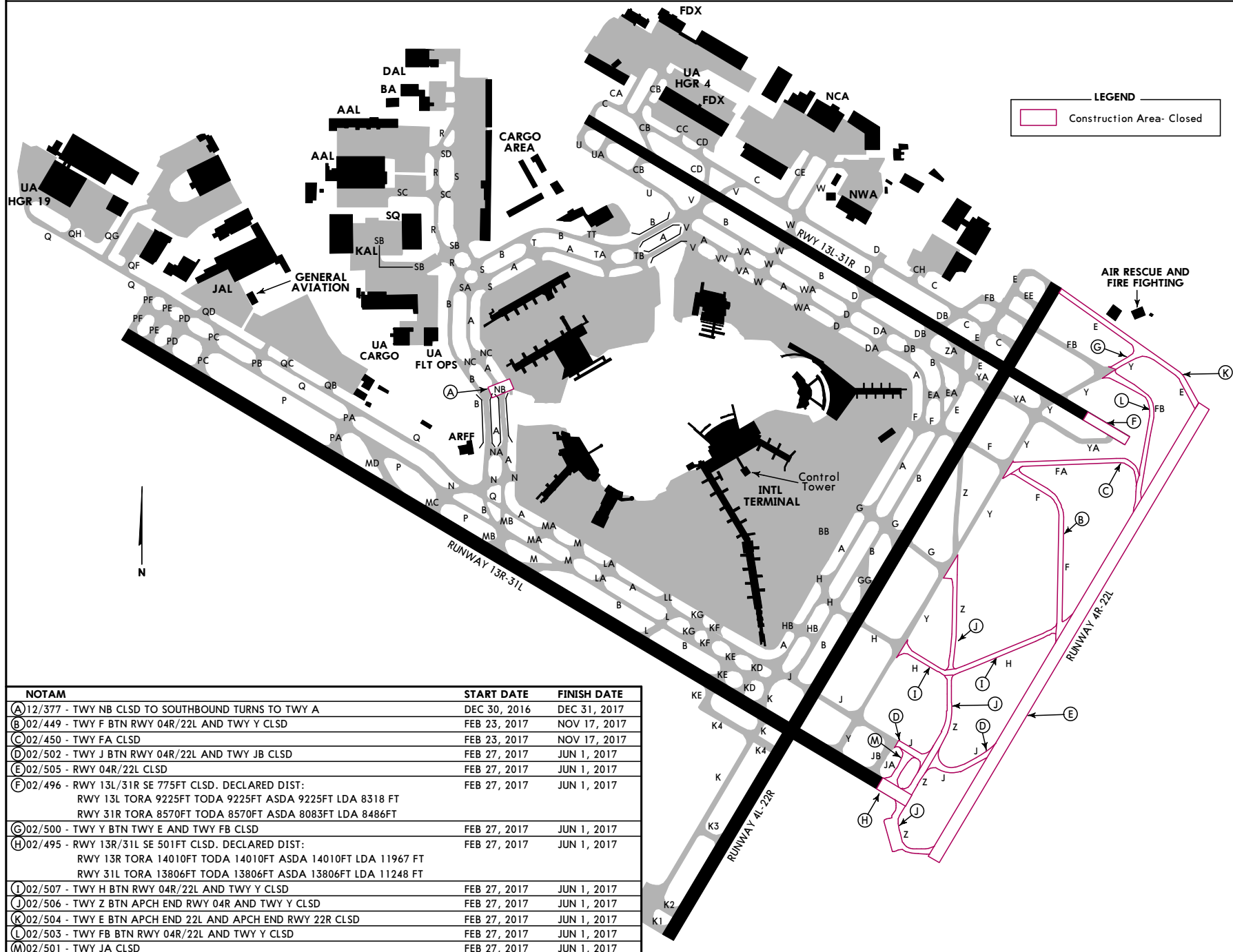
TREE 752' FROM DER, 654' LEFT OF CENTERLINE, 39' AGL/52' MSL. TREE 561' FROM DER, 646' RIGHT OF CENTERLINE, 30' AGL/43' MSL. MULTIPLE LIGHT POLES STARTING 1442' FROM DER, 336' LEFT OF CENTERLINE, UP TO 44' AGL/67' MSL, VEHICLE ON ROAD 281' FROM DER, 501' LEFT OF CENTERLINE, 15' AGL/26' MSL, MULTIPLE OBSTRUCTION LIGHTS ON POLES AND FENCE STARTING 366' FROM DER, 15' LEFT OF CENTERLINE, UP TO 17' AGL/31' MSL. OBSTRUCTION LIGHT ON POLE 625' FROM DER, 359' RIGHT OF CENTERLINE, 28' AGL/31' MSL. APPROACH LIGHT 190' FROM DER, 8' RIGHT OF CENTERLINE, 5' AGL/18' MSL. FENCE 410' FROM DER, 352' RIGHT OF CENTERLINE, 10' AGL/23' MSL.

KJFK/JFK

JEPPESSEN
24 MAR 17 (20-8)

NEW YORK, NY
KENNEDY INTL

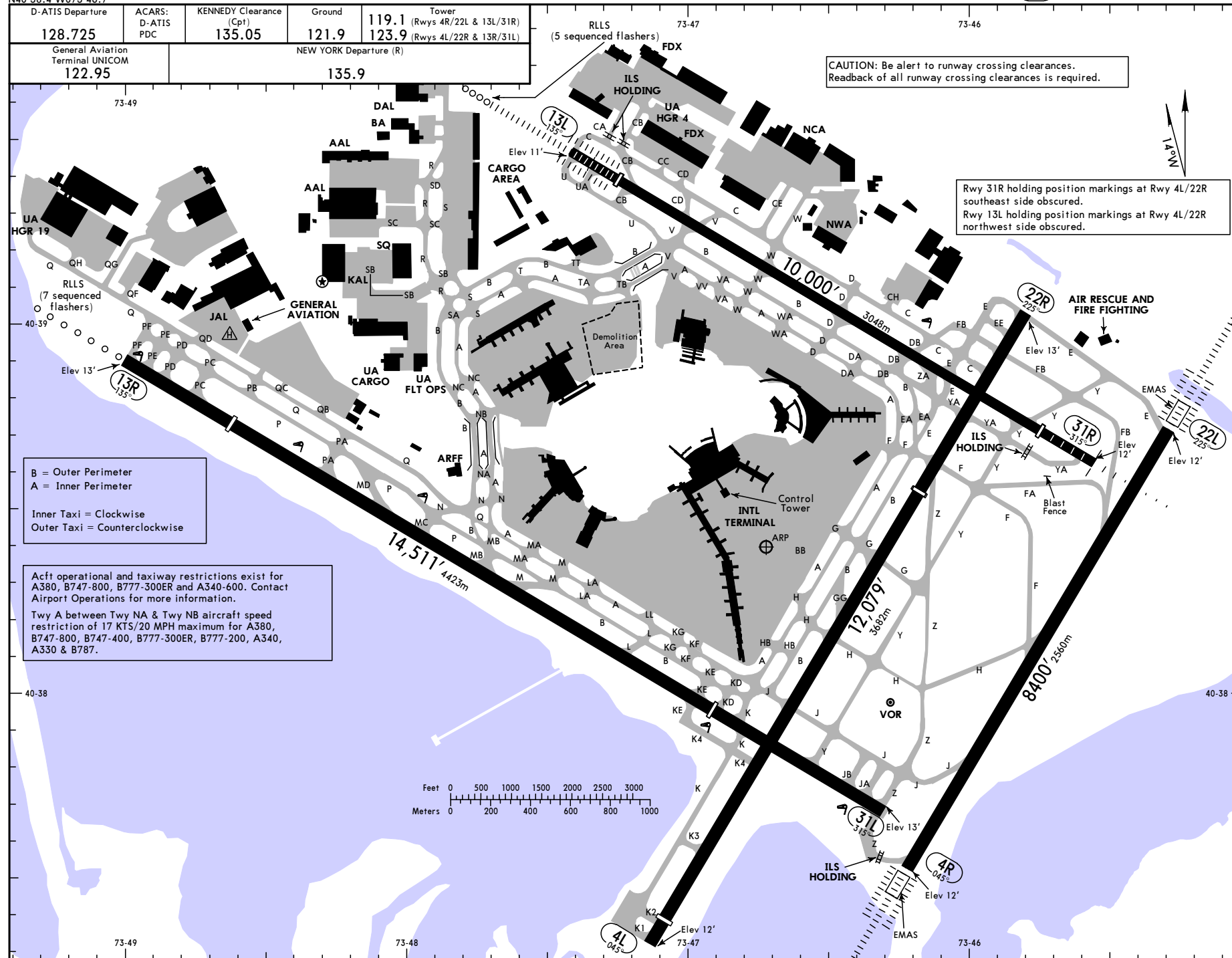
KENNEDY INTL CONSTRUCTION NOTICE
Check NOTAMS for Latest Information



KJFK/JFK

Apt Elev 13'
N40 38.4 W073 46.7

JEPPesen NEW YORK, NY
15 JUL 16 (20-9) Eff 21 Jul KENNEDY INTL



KJFK/JFK

15 JUL 16 **20-9A** Eff 21 Jul

NEW YORK, NY
KENNEDY INTL

GENERAL Birds on and in vicinity of airport. Low-level wind shear alert system. Terminal Doppler Weather Radar ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all Twys & Rwys. Rwy status lights in operation.														
ADDITIONAL RUNWAY INFORMATION							USABLE LENGTHS		TAKE-OFF	WIDTH				
RWY						LANDING BEYOND								
						Threshold	Glide Slope							
4L	HIRL	CL	REIL	PAPI-L (angle 3.00°)	grooved	RVR	11,010' 3356m	9923' 3025m	11,351' 3460m	200' 61m				
22R	HIRL	CL	①	PAPI-L (angle 3.00°)	grooved	RVR	② 7795' 2376m	6671' 2033m						
① Unusable beyond 8° right of course. ② Last 859' 262m is unavailable for landing distance computations.														
4R	HIRL	CL	ALSF-II	TDZ	grooved	RVR		7395' 2254m		200' 61m				
22L	HIRL	CL	ALSF-II	TDZ	③	PAPI-L	grooved	RVR	7445' 2269m					
③ Angle 3.00°														
13L	HIRL	CL	ALSF-II	④	RLLS	TDZ	⑤	VASI	grooved	RVR	9093' 2772m	7990' 2435m		150' 46m
31R	HIRL	CL	MALSR	TDZ	grooved	RVR	⑥ 8486' 2587m	7679' 2341m						
④ Uses the 1000' light station of the ALS only with CRI VOR approaches and is angled toward AQUEDUCT. Also 5 SFLs from 1200'-2000' and a 4 SFL grouping approx 1 mile from rwy plus 1 adjacent forming an apch gate are angled 35° south of rwy centerline designed to provide earlier ident of rwy environment. ⑤ Unusable left of centerline. Angle 2.75°. ⑥ Last 487' 148m unavailable for landing distance computations.														
13R	HIRL	CL	RLLS	⑦	PAPI-L (angle 3.00°)	grooved	RVR	12,468' 3800m			200' 61m			
31L	HIRL	CL	PAPI-L (angle 3.00°)	grooved	RVR	11,248' 3428m	10,144' 3092m							
⑦ Offset 22 degrees left to support VOR or GPS Rwy 13R and PARKWAY VISUAL Rwy 13R.														
TAKE-OFF														
Rwys 4L, 4R, 13L, 13R, 22L, 22R														
2 operating RVRs are required. All operating RVRs are controlling.					Adequate Vis Ref		STD							
CL & HIRL		CL, or RCLM & HIRL		3 & 4 Eng			1 & 2 Eng							
TDZ RVR 5		TDZ RVR 10		RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1						
Mid RVR 5		Mid RVR 10												
Rollout RVR 5		Rollout RVR 10												
Rwy 31R														
With Mim climb of 230'/NM to 2400'														
2 operating RVRs are required. All operating RVRs are controlling.					Adequate Vis Ref		STD							
CL & HIRL		CL, or RCLM & HIRL		3 & 4 Eng			1 & 2 Eng							
TDZ RVR 5		TDZ RVR 10		RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1						
Mid RVR 5		Mid RVR 10												
Rollout RVR 5		Rollout RVR 10												
Rwy 31L														
With Mim climb of 250'/NM to 2400'														
2 operating RVRs are required. All operating RVRs are controlling.					Adequate Vis. Ref		STD							
CL & HIRL		CL, or RCLM & HIRL		3 & 4 Eng			1 & 2 Eng							
TDZ RVR 5		TDZ RVR 10		RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1						
Mid RVR 5		Mid RVR 10												
Rollout RVR 5		Rollout RVR 10												

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.

FOR FILING AS ALTERNATE

ILS Rwy 4L ILS Rwy 4R ILS Rwy 13L ILS Rwy 22L ILS Rwy 22R ILS Rwy 31L ILS Rwy 31R		LOC Rwy 4L	RNAV (GPS) Y Rwy 4L	VOR Rwy 13L/13R	Other
		LOC Rwy 4R	RNAV (GPS) Y Rwy 4R		
		LOC Rwy 13L	RNAV (GPS) Y Rwy 4R		
		LOC Rwy 22L	RNAV (GPS) Y Rwy 22L		
		LOC Rwy 22R	RNAV (GPS) Rwy 22R		
		LOC Rwy 31L	RNAV (GPS) Y Rwy 31L		
		LOC Rwy 31R	RNAV (GPS) Y Rwy 31R		
		VOR Rwy 4L	RNAV (RNP) Z Rwy 4L		
VOR Rwy 4R	RNAV (RNP) Z Rwy 22L	VOR DME Rwy 22L	RNAV (RNP) Z Rwy 22L		
VOR Rwy 31L	RNAV (RNP) Z Rwy 31L		RNAV (RNP) Z Rwy 31R		
VOR Rwy 31L	RNAV (RNP) Z Rwy 31R				

A	700-2	800-2	1000-3	NA
B				
C				
D				

KJFK/JFK

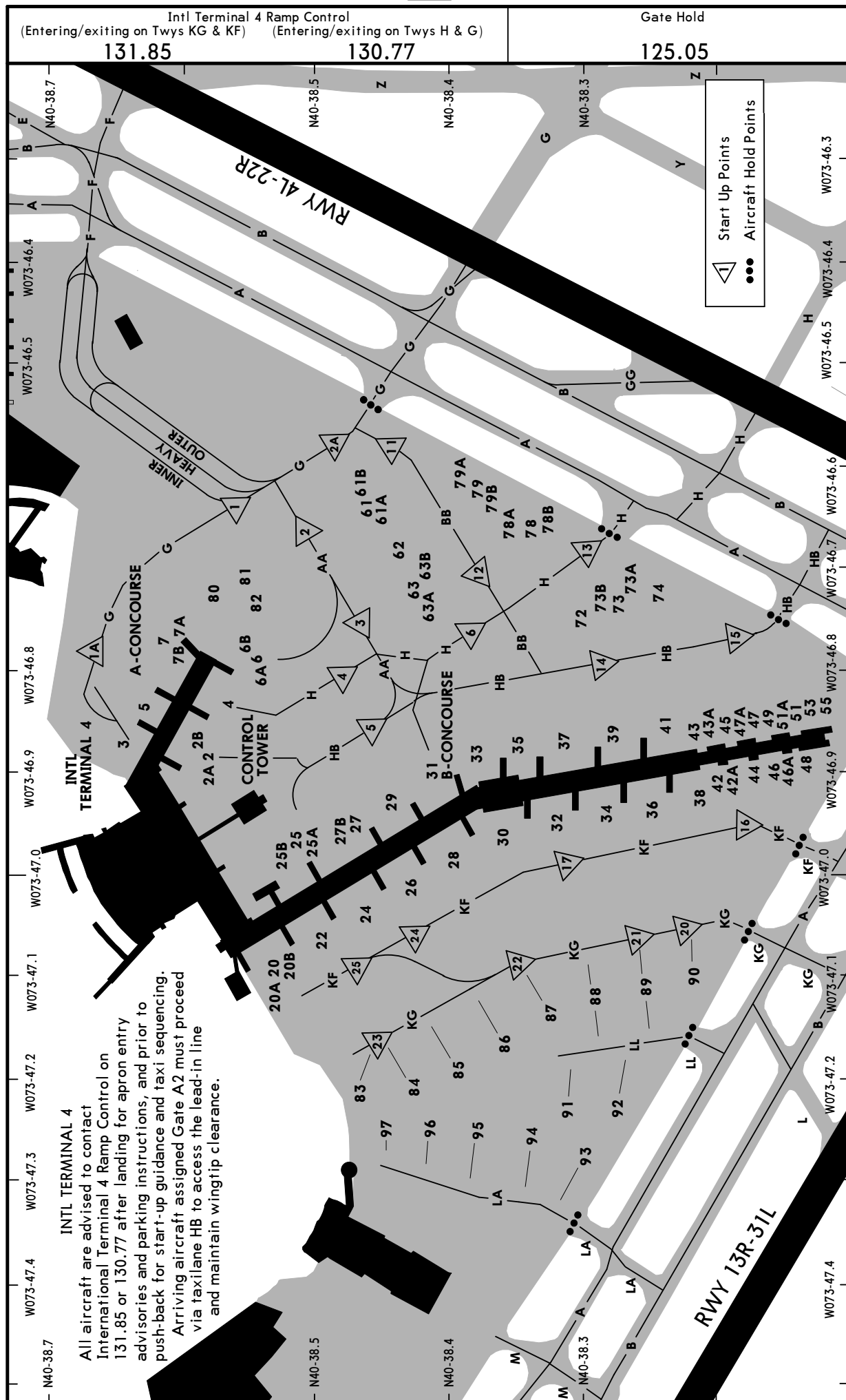
7 APR 17

JEPPESSEN

20-9B

NEW YORK, NY

KENNEDY INTL



CHANGES: Start up points 21 and 22 relocated.

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KJFK/JFK **JEPPESEN**
7 APR 17 (20-9C)**NEW YORK, NY**
KENNEDY INTL**PARKING GATE COORDINATES**

GATE/SPOT No.	COORDINATES	GATE/SPOT No.	COORDINATES
Intl Terminal 4		South of Intl Terminal 4	
2, 2A, 2B, 3	N40 38.6 W073 46.9	61, 61A, 61B	N40 38.5 W073 46.6
4, 5, 7, 7A, 7B	N40 38.6 W073 46.8	62	N40 38.4 W073 46.6
6, 6A, 6B	N40 38.5 W073 46.8	63, 63A, 63B	N40 38.4 W073 46.7
		72, 73, 73A, 73B	N40 38.3 W073 46.6
		74	N40 38.2 W073 46.7
20, 20A, 20B, 22	N40 38.5 W073 47.1	78, 78B	N40 38.3 W073 46.6
24, 25, 25A, 25B	N40 38.5 W073 47.0	78A	N40 38.4 W073 46.7
26, 28, 30	N40 38.4 W073 47.0	79, 79A, 79B	N40 38.4 W073 46.6
27, 27B	N40 38.5 W073 46.9	80, 81	N40 38.6 W073 46.7
29, 31, 33	N40 38.4 W073 46.9	82	N40 38.5 W073 46.7
		West of Intl Terminal 4	
32, 34, 35, 37, 39	N40 38.3 W073 46.9	83	N40 38.5 W073 47.2
36, 38, 41	N40 38.2 W073 46.9	84 thru 86	N40 38.4 W073 47.2
		87 thru 89	N40 38.3 W073 47.1
42 thru 45	N40 38.2 W073 46.9	90	N40 38.2 W073 47.1
46, 47, 47A, 49	N40 38.2 W073 46.9	91, 92	N40 38.3 W073 47.2
46A, 48	N40 38.1 W073 46.9	93, 94	N40 38.3 W073 47.3
51, 51A, 53, 55	N40 38.1 W073 46.8	95 thru 97	N40 38.4 W073 47.3

KJFK/JFK

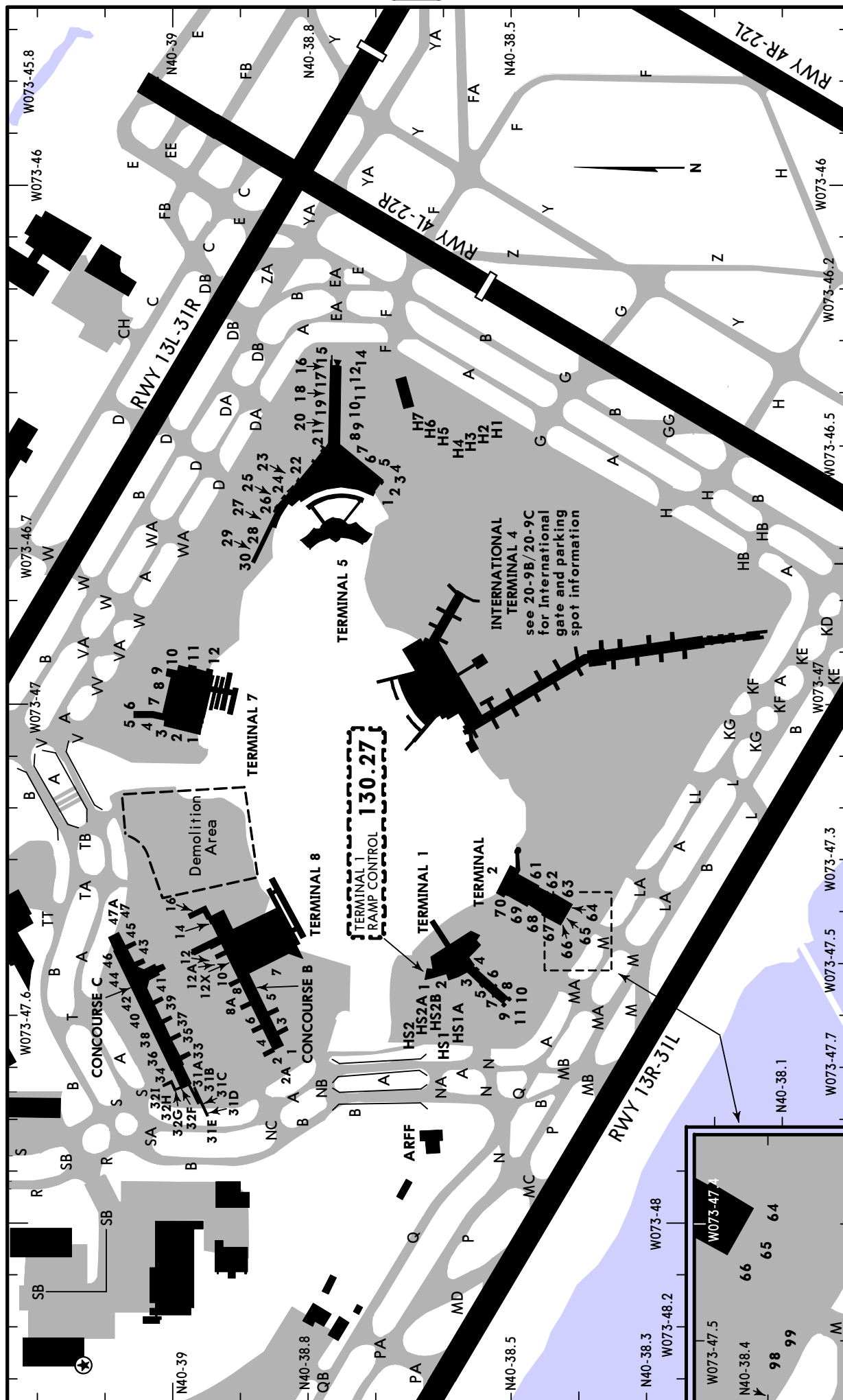
JEPPesen

4 DEC 15

(20-9D)

Eff 10 Dec

NEW YORK, NY
KENNEDY INTL



CHANGES: Twy GG.

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KJFK/JFK **JEPPESEN**
4 DEC 15 **(20-9E)** Eff 10 Dec**NEW YORK, NY**
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	N40 38.5 W073 47.6	5, 6	N40 39.1 W073 47.0
8	N40 38.5 W073 47.5	7, 8	N40 39.0 W073 47.0
9 thru 11	N40 38.5 W073 47.6	9 thru 11	N40 39.0 W073 46.9
HS1	N40 38.6 W073 47.7	12	N40 38.9 W073 46.9
HS1A, HS2	N40 38.6 W073 47.6	Terminal 8	
HS2A, HS2B	N40 38.6 W073 47.6	10, 12	N40 38.9 W073 47.5
Terminal 2		12A, 12X	N40 38.9 W073 47.5
61	N40 38.5 W073 47.3	14, 16	N40 38.9 W073 47.4
62	N40 38.4 W073 47.3	Concourse B	
63 thru 67	N40 38.4 W073 47.4	1, 2, 2A	N40 38.8 W073 47.7
68 thru 70	N40 38.5 W073 47.4	3	N40 38.8 W073 47.6
98, 99	N40 38.4 W073 47.5	4 thru 6	N40 38.9 W073 47.6
Terminal 5		7	N40 38.9 W073 47.5
1 thru 3	N40 38.7 W073 46.6	8, 8A	N40 38.9 W073 47.6
4 thru 9	N40 38.7 W073 46.5	Concourse C	
10 thru 12	N40 38.7 W073 46.4	31A, 31B	N40 39.0 W073 47.7
14	N40 38.7 W073 46.3	31C	N40 39.0 W073 47.8
15	N40 38.8 W073 46.3	31D, 31E	N40 38.9 W073 47.8
16 thru 19	N40 38.8 W073 46.4	32F thru 34	N40 39.0 W073 47.7
20 thru 22	N40 38.8 W073 46.5	35	N40 39.0 W073 47.6
23, 24	N40 38.8 W073 46.6	36	N40 39.0 W073 47.7
25 thru 27	N40 38.9 W073 46.6	37 thru 41	N40 39.0 W073 47.6
28 thru 30	N40 38.9 W073 46.7	42	N40 39.1 W073 47.6
H1, H2	N40 38.5 W073 46.5	43	N40 39.0 W073 47.5
H3 thru H7	N40 38.6 W073 46.5	44	N40 39.1 W073 47.5
		45	N40 39.1 W073 47.4
		46	N40 39.1 W073 47.5
		47, 47A	N40 39.1 W073 47.4

KJFK/JFK

10 FEB 17 (20-9F)

NEW YORK, NY

VISUAL DOCKING GUIDANCE SYSTEM

KENNEDY INTL

PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3

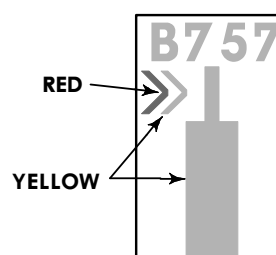
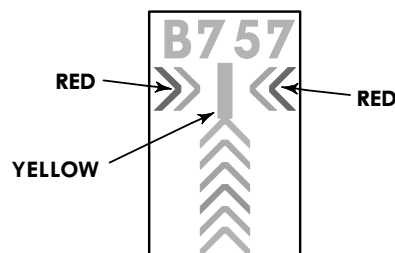
SAFEDOCK SYSTEM
READY 09:55B757
ACTIVE

Local panel after start of the Safedock system.
Check that the correct aircraft type is displayed. The "floating" arrows indicate that the system is activated.

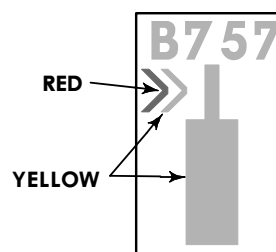
Type display does not differentiate between aircraft series except for A340-600 (A346) and B777-300ER (B773) aircraft.

B757
TRACKING

Follow the Lead-in line.
When the closing rate indication turns yellow the aircraft has been caught by the laser and being identified.
Watch the yellow arrow for direction and position in relation to the yellow center line indicator for correct azimuth guidance. A flashing red arrow indicates the direction to turn.

B757
IDENTIFIED

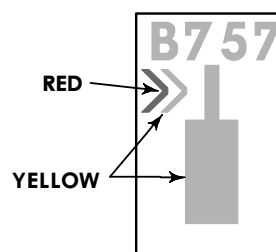
When the aircraft is 12 meters from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of the LED's for each half meter the aircraft advances into the gate.



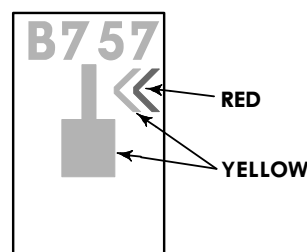
CAUTION: Pilots are cautioned to reduce speed immediately as the display begins to extinguish rows of lights, indicating remaining distance to the stopping point. Each row represents only 1/2 meter from the stopping point. There are 24 rows, indicating 12 meters to the stopping point. Failure to reduce speed may result in overshooting the stopping position.

B757
IDENTIFIED

The aircraft is 10 meters from the stop position. The yellow aircraft symbol indicates aircraft that is to the left of the centerline and the flashing red arrow shows the direction to turn.

B757
IDENTIFIED

The aircraft is 4 meters from the stop-position. The yellow arrow indicates that the aircraft is to the right of the centerline and the flashing red arrow shows the direction to turn.



KJFK/JFK

JEPPESEN
 10 FEB 17 (20-9G)

NEW YORK, NY

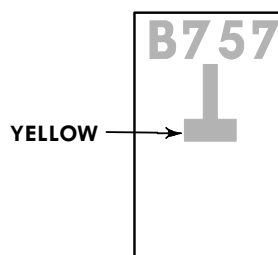
VISUAL DOCKING GUIDANCE SYSTEM

KENNEDY INTL

PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3 (cont'd)

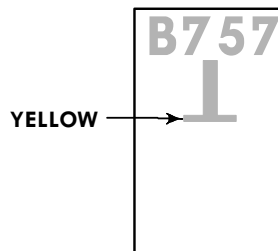
**B757
IDENTIFIED**

The aircraft is 2 meters from the stop position. The aircraft is on the centerline.



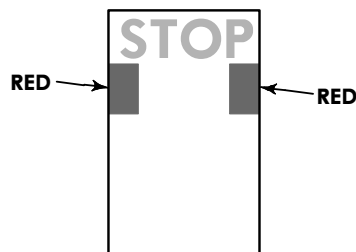
**B757
IDENTIFIED**

The aircraft is 0.5 meter from the stop position. The aircraft is on the centerline.



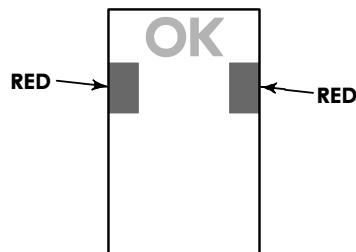
**B757
STOP**

When the correct stop position is reached, the display will show, "STOP" and red LED lights will be lit. All yellow closing rate LED:s will be switched off.



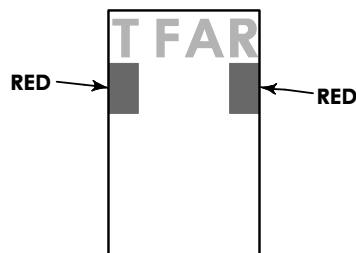
**B757
DOCKING OK 9:58**

When the aircraft is correctly parked "OK" will be displayed after a few seconds.



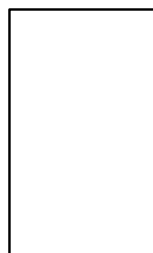
**B767
TOO FAR**

If the aircraft has overshot the stop position, "T(oo) FAR" will be displayed.



**B767
PARKED 9:58**

The gate will be closed as long as the aircraft is parked. The system will automatically report block off time to gate management system when the aircraft leaves the gate.



**B767
FREE CLOSED 9:58**

After the aircraft has left the gate, the system will be "Free closed" until cleared by ground personnel.

KJFK/JFK

JEPPESEN
 10 FEB 17 (20-9H)

NEW YORK, NY

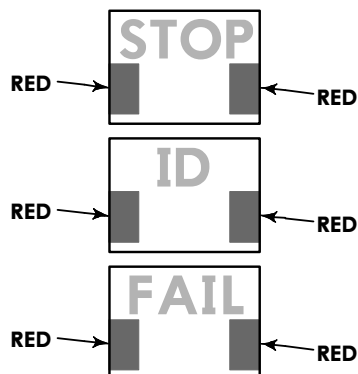
VISUAL DOCKING GUIDANCE SYSTEM

KENNEDY INTL

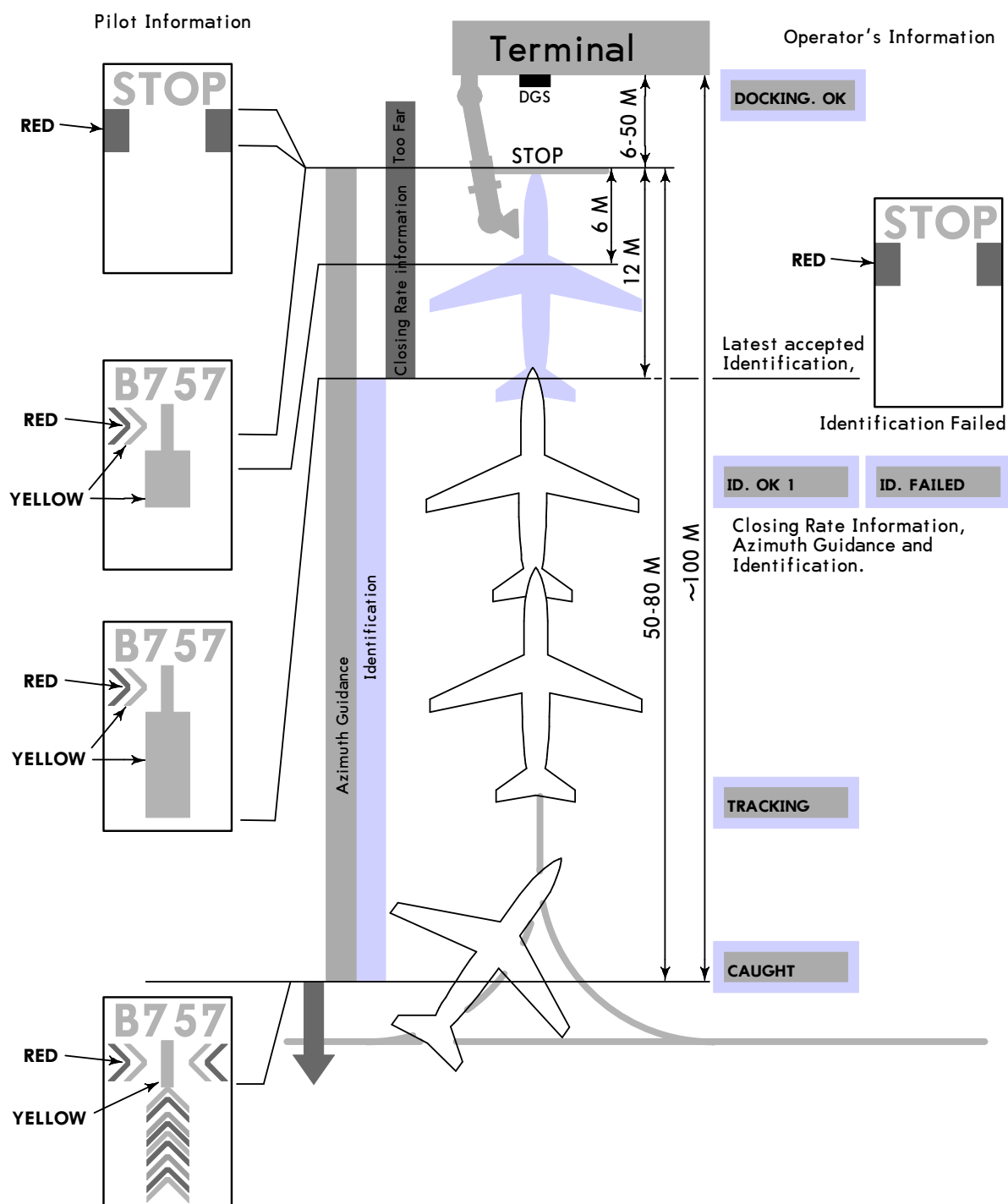
PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3 (cont'd)

**B767
ID FAIL**

As the aircraft advances in the gate, it will be identified.
 If identification is not made 12 meters before the stop position, the system shows "STOP" and then "ID FAIL".
 Wait for the system to be restarted or for manual guidance.



SAFEDOCK Type 3 DISTANCES



KJFK/JFK
KENNEDY INTL

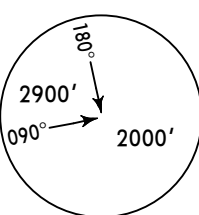
18 NOV 16

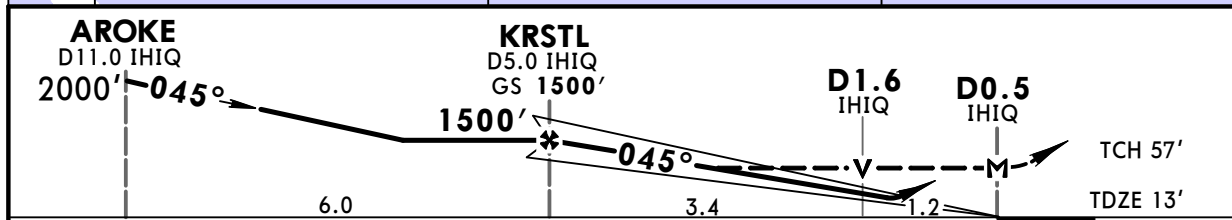
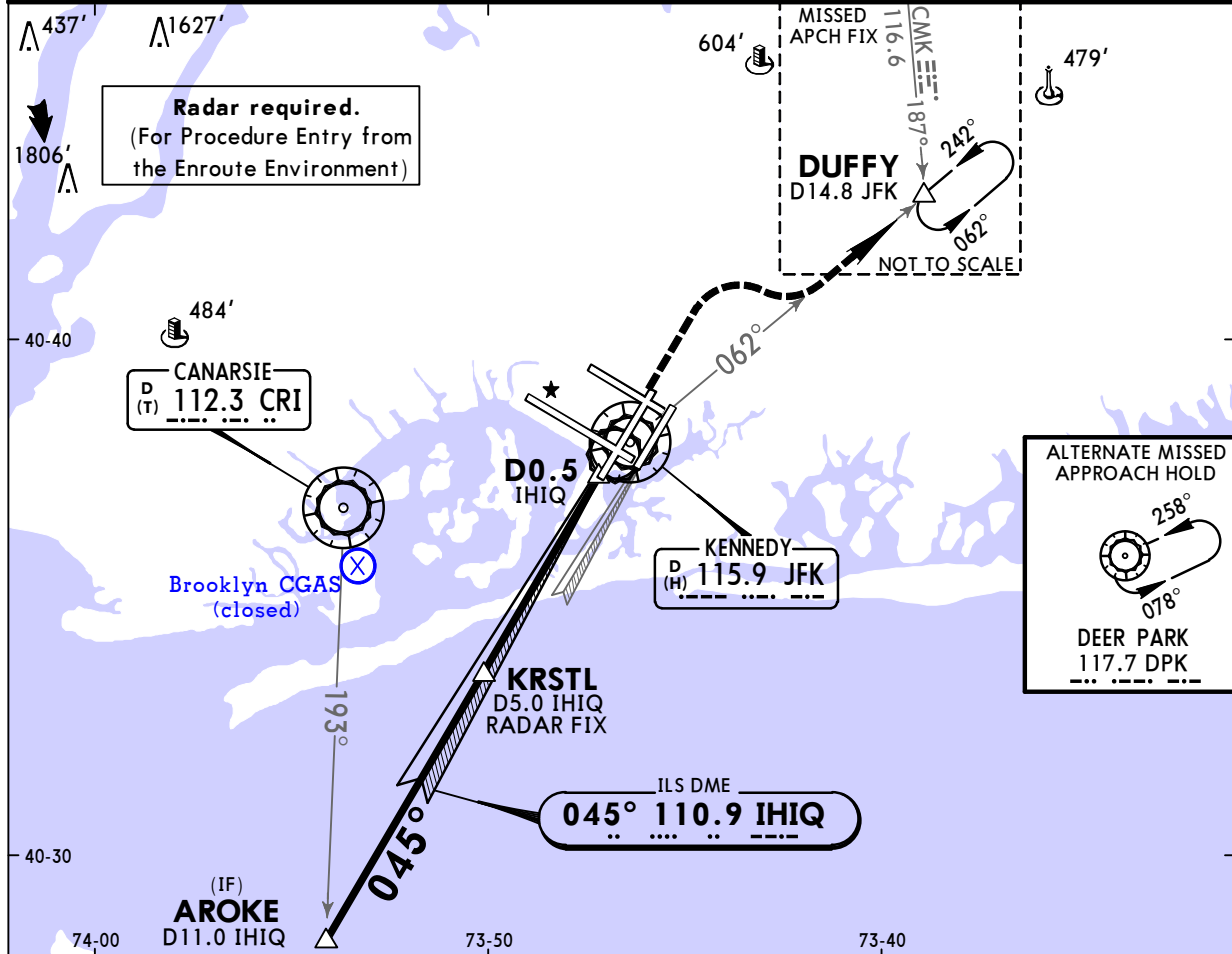
(21-1)

JEPPesen

NEW YORK, NY
ILS or LOC Rwy 4L

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower		Ground		
128.72 117.7 115.4			128.12		123.9 119.1 (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		121.9		
LOC IHIQ 110.9		Final Apch Crs 045°		GS KRSTL 1500' (1487')		ILS DA(H) 223' (210')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' outbound on JFK VOR R-062 to DUFFY INT/D14.8 JFK and hold, or as directed by ATC.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 4R. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').									
								MSA JFK VOR	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 2000' ↑ 3000' ↗ on 115.9 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		DA(H)	LOC (GS out)		MDA(H)	
		223' (210')				
A	RVR 40 or 3/4		MDA(H) 460' (447')		Max Kts	
B			RVR 55 or 1 1/4		90	640' (627') - 1
C			1 3/8		120	640' (627') - 1 3/4
D					140	640' (627') - 1 3/4
					165	660' (647') - 2

TERPS AMEND 11A 4 FEB 2016

CHANGES: Deer Park VOR, minimums.

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KJFK/JFK
KENNEDY INTL

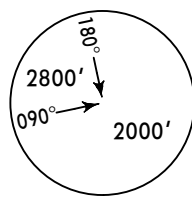
22 NOV 13

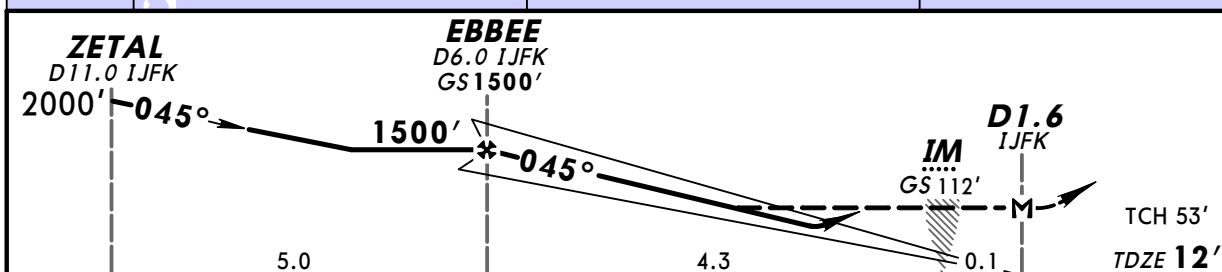
(21-2)

JEPPesen

NEW YORK, NY
ILS or LOC 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		
128.72 117.7 115.4			128.12		119.1 123.9		121.9		
LOC IJFK 109.5		Final Apch Crs 045°		GS EBBEE 1500' (1488')		ILS DA(H) 212' (200')		Apt Elev 14' TDZE 12'	
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' via heading 100° and V-44 to DPK VOR and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Radar required. 2. Simultaneous approach authorized with Rwy 4L.									
									
MSA JFK VOR									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	800'	4000'	100°	V-44
GS	3.00°	372	478	531	637	743	849				
MAP at D1.6 IJFK or EBBEE to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39				

STRAIGHT-IN LANDING RWY 4R					CIRCLE-TO-LAND	
ILS DA(H) 212' (200')			LOC (GS out) MDA(H) 540' (528')		Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	ALS out		90	640' (626') - 1
A			RVR 24 or 1/2		120	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	140	640' (626') - 1 3/4
C					165	640' (626') - 2
D						

TERPS AMEND 29C 13 DEC 2012

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

22 NOV 13

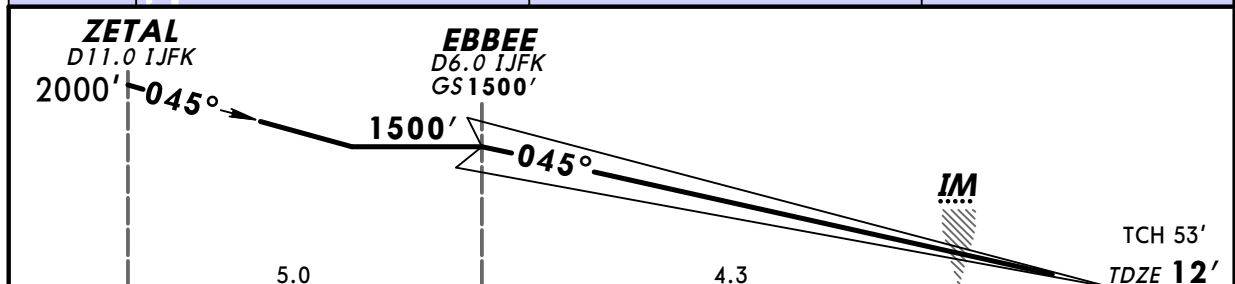
JEPPesen

(21-2A)

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

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	128.12	119.1	123.9			121.9
LOC IJFK	Final Apch Crs	GS EBBEE 1500' (1488')	CAT IIIC	CAT IIIB	CAT IIIA	CAT II RA 112' DA(H) 112' (100')	Apt Elev 14' TDZE 12'	
109.5	045°		NA	Refer to minimums				
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' via heading 100° and V-44 to DPK VOR and hold.								
Alt Set: INCHES Trans level: FL 180 1. Special Aircrew & Acft Certification Required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 4L.								
								MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	800'	4000'	100°	and	V-44
GS	3.00°	372	478	531	637	743	849					

CAT IIIB ILS	STRAIGHT-IN LANDING RWY 4R	CAT IIIA ILS	CAT II ILS RA 112' DA(H) 112' (100')
RVR 6	RVR 7		RVR 12

TERPS AMEND 29C 13 DEC 2012
CHANGES: Approach frequency.

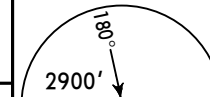
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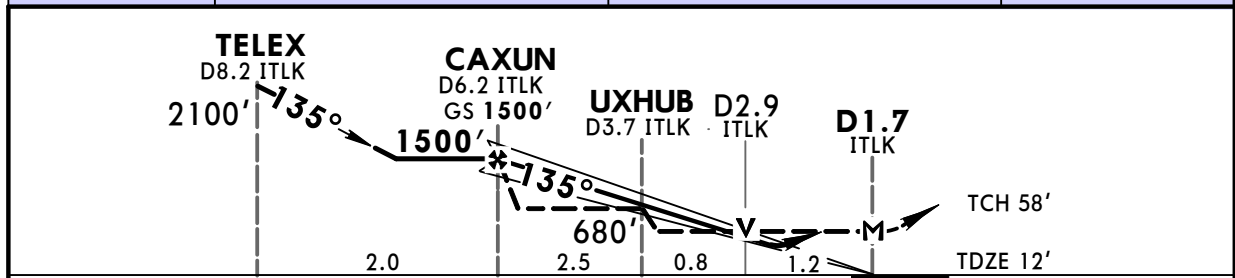
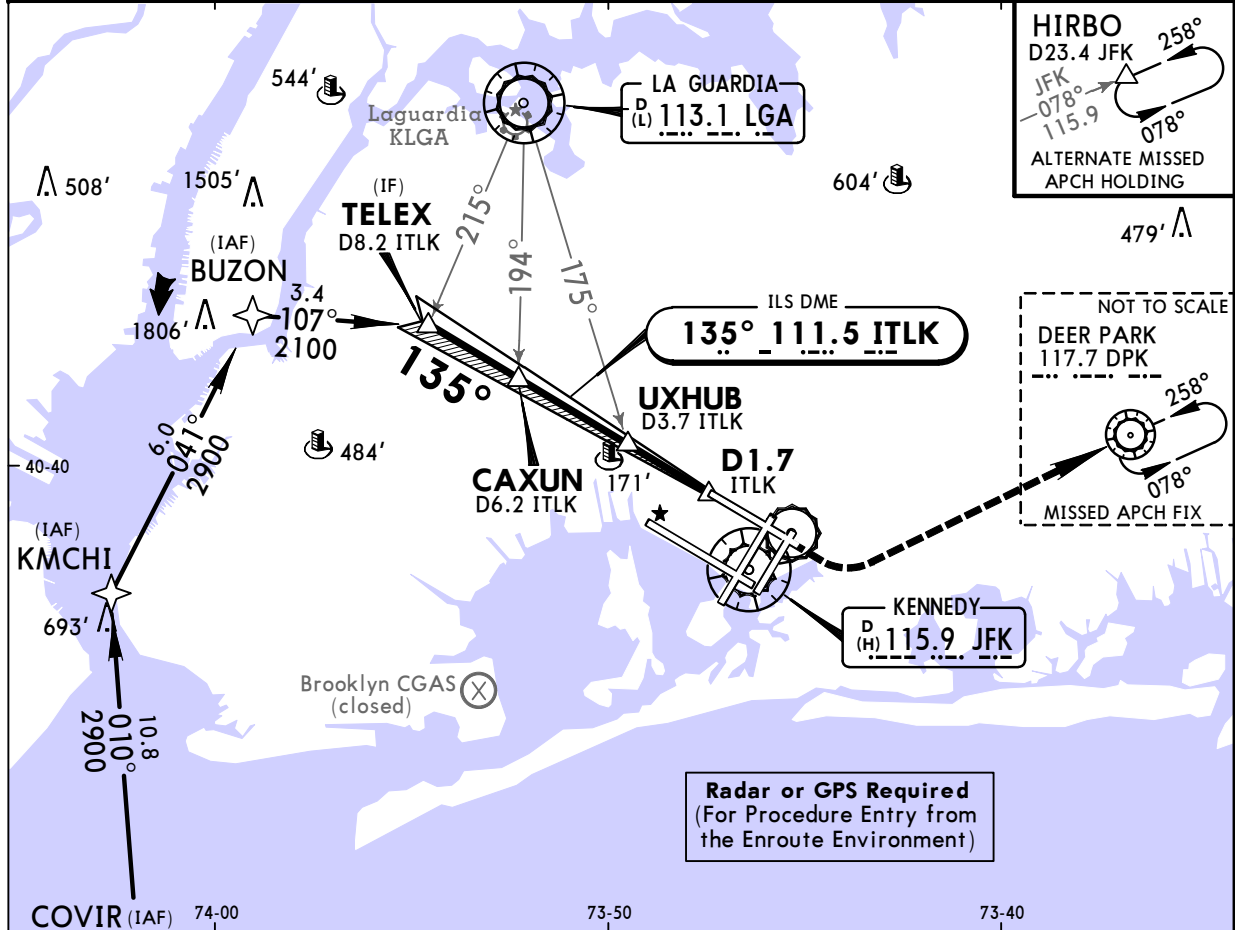
KJFK/JFK
KENNEDY INTL

JEPPesen
24 MAR 17 **(21-3)** Eff 30 Mar

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		
128.72 117.7 115.4			128.12		119.1 123.9		121.9		
LOC ITLK		Final Apch Crs		GS CAXUN		ILS DA(H)		Apt Elev 13'	
111.5		135°		1500' (1488')		212' (200')		TDZE 12'	
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'									
1. VGSI and ILS glidepath not coincident. (VGSI angle 2.75°/TCH 65').								MSA JFK VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		600'	4000'	DPK 117.7
GS	3.00°	372	478	531	637	743	VASI		↑	LT	
MAP at D1.7 ITLK or CAXUN to MAP	4.5	3:51	3:00	2:42	2:15	1:56	RLS				

TERPS							CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 13L			LOC (GS out)				With UXHUB	Without UXHUB
ILS			DA(H) 212' (200')				Max Kts	MDA(H)
FULL			TDZ or CL out				90	120
ALS out			ALS out				140	165
A	RVR 18	RVR 24	RVR 40	RVR 24	RVR 50	RVR 24	640'(627')-1	680'(667')-1
B	or 1/2	or 1/2	or 3/4	or 1/2	or 1	or 1/2		
C								
D								

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

CHANGES: Notes, minimums.

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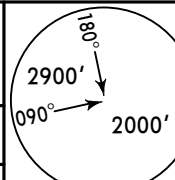
TERPS AMEND 18 30 MAR 2017

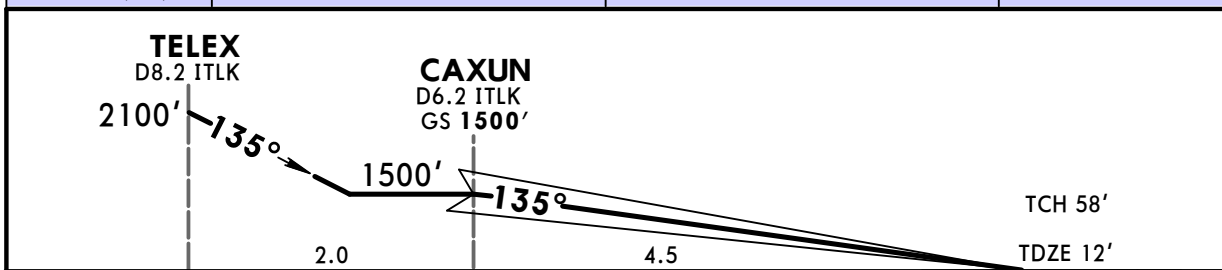
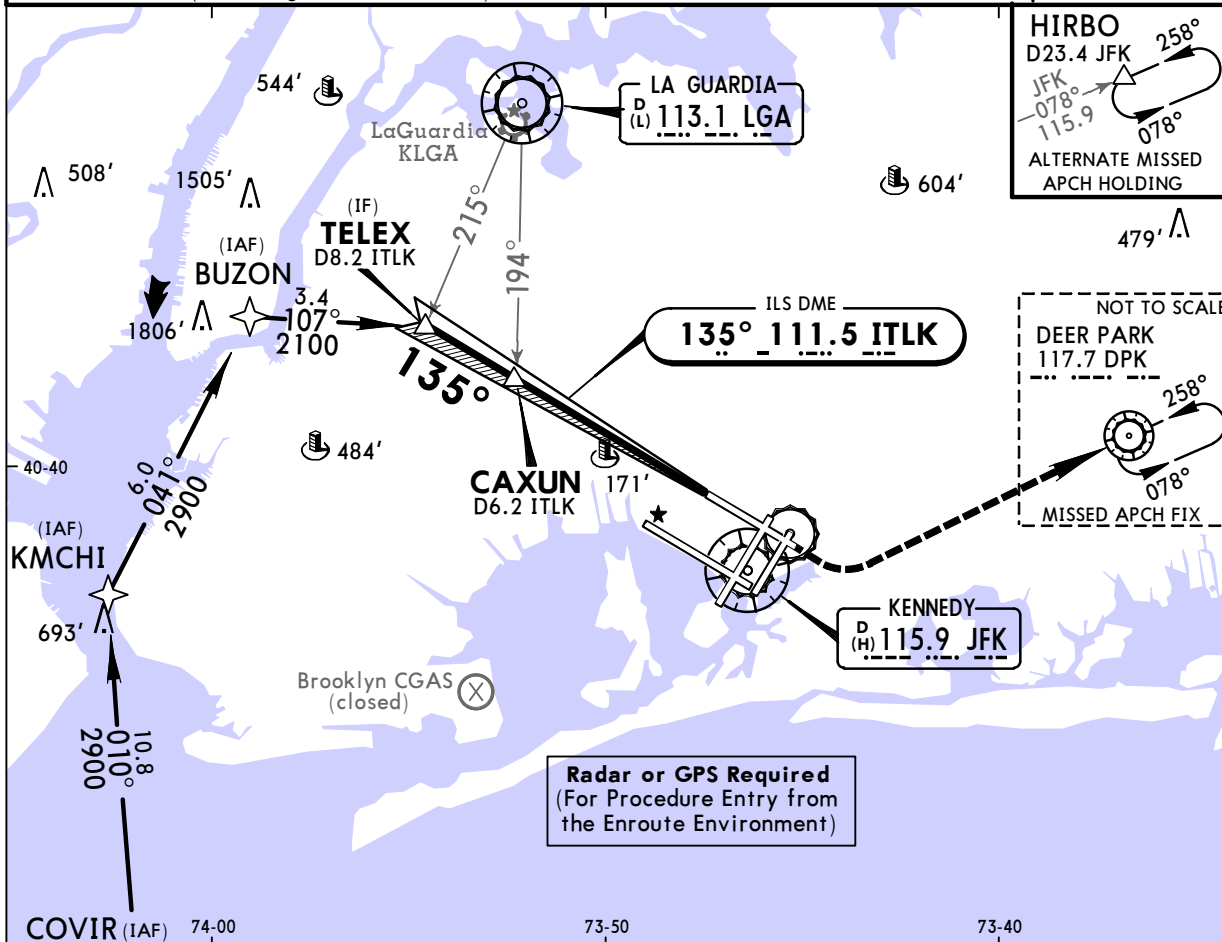
KJFK/JFK
KENNEDY INTL

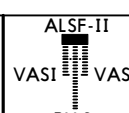

JEPPesen
24 MAR 17 **(21-3A)** Eff 30 Mar

NEW YORK, NY
ILS Rwy 13L CAT II

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			128.12		119.1 123.9		121.9		
LOC ITLK 111.5		Final Apch Crs 135°		GS CAXUN 1500' (1488')		CAT II ILS RA 100' DA(H) 112' (100')		Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' direct to DPK VOR and hold.								 MSA JFK VOR	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Special Aircrew & Acft certification required. 2. VGSI and ILS glidepath not coincident. (VGSI angle 2.75°/TCH 65').									



Gnd speed-Kts	70	90	100	120	140	160		600'	4000'		DPK 117.7
GS	3.00°	372	478	531	637	743					

TERPS											
STRAIGHT-IN LANDING RWY 13L											
CAT II ILS											
RA 100'											
DA(H) 112' (100')											
RVR 12											

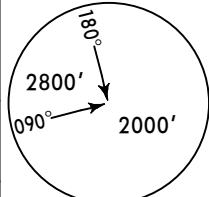
TERPS AMEND 18 30 MAR 2017

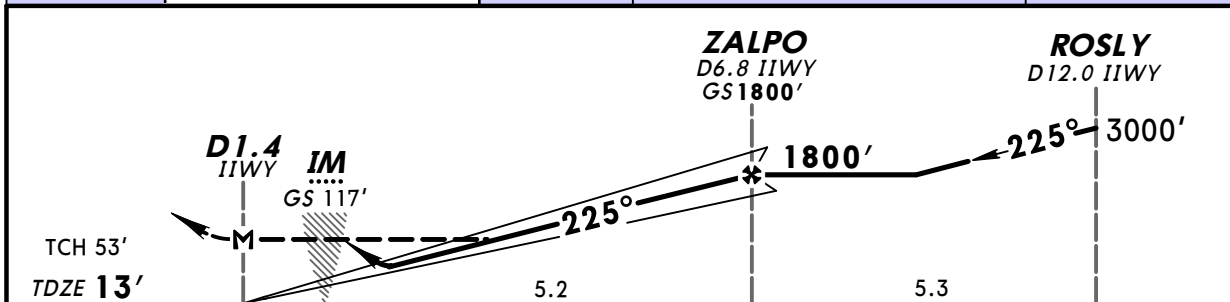
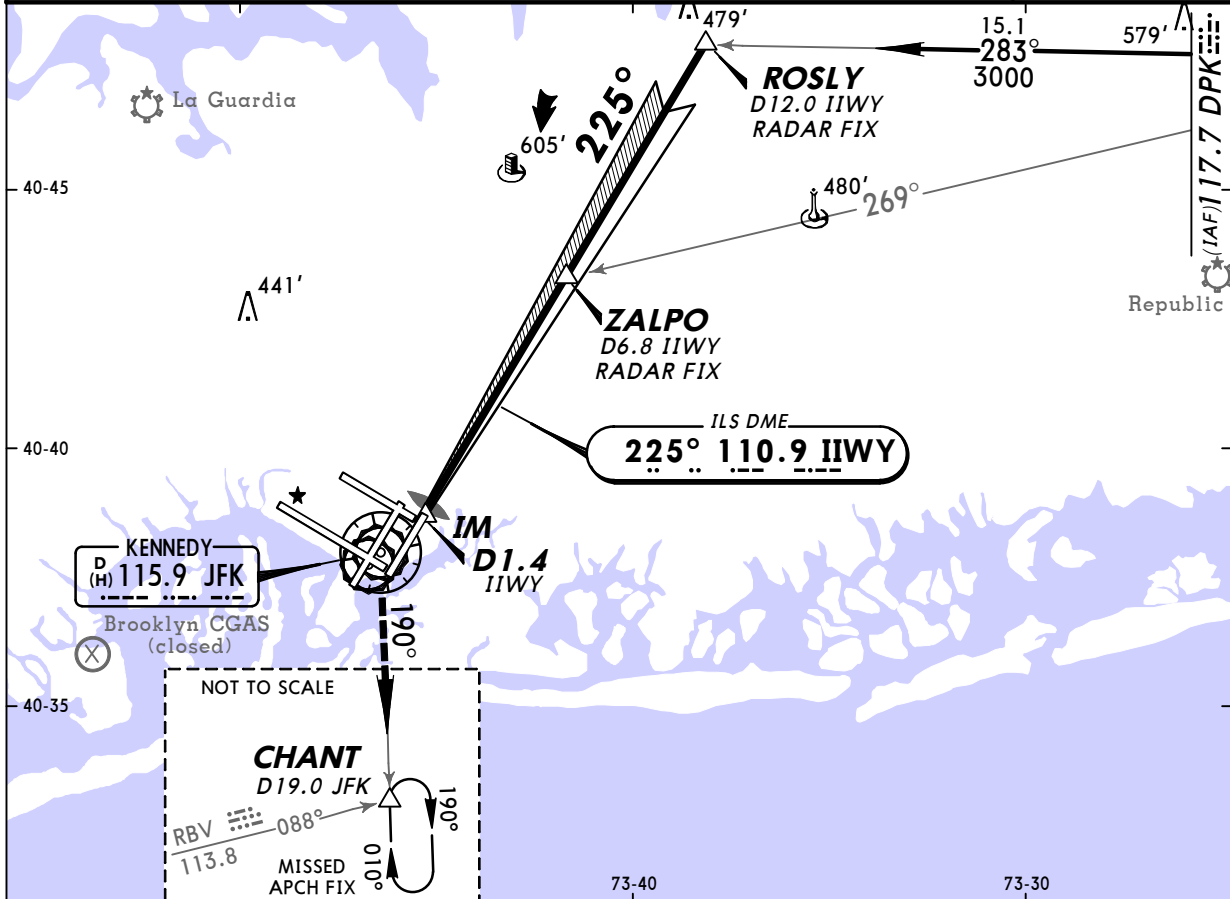
KJFK/JFK
KENNEDY INTL


JEPPesen
22 NOV 13 (21-4)

NEW YORK, NY
ILS or LOC 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			128.12		119.1 123.9		121.9		
LOC IIWY 110.9		Final Apch Crs 225°		GS ZALPO 1800' (1787')		ILS DA(H) 213' (200')		Apt Elev 14' TDZE 13'	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' outbound via 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'									
1. Simultaneous approach authorized with Rwy 22R.									



Gnd speed-Kts	70	90	100	120	140	160		500'	3000'	JFK	CHANT
GS	3.00°	372	478	531	637	743		↑	LT	via 115.9	
MAP at D1.4 IIWY or ZALPO to MAP	5.4	4:38	3:36	3:14	2:42	2:19				R-190	

STRAIGHT-IN LANDING RWY 22L						CIRCLE-TO-LAND			
ILS <i>DA(H)</i> 213' (200')				LOC (GS out) <i>MDA(H)</i> 460' (447')		Max Kts	<i>MDA(H)</i>		
FULL		TDZ or CL out	ALS out	ALS out					
A	RVR 18 or 1½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	640' (626') - 1		
B						120			
C						RVR 40 or ¾	RVR 60 or 1¼	140	640' (626') - 1 ¾
D						RVR 50 or 1	1½	165	640' (626') - 2

CHANGES: Approach frequency.

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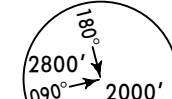
TERPS AMEND 24B 8 MAR 2012

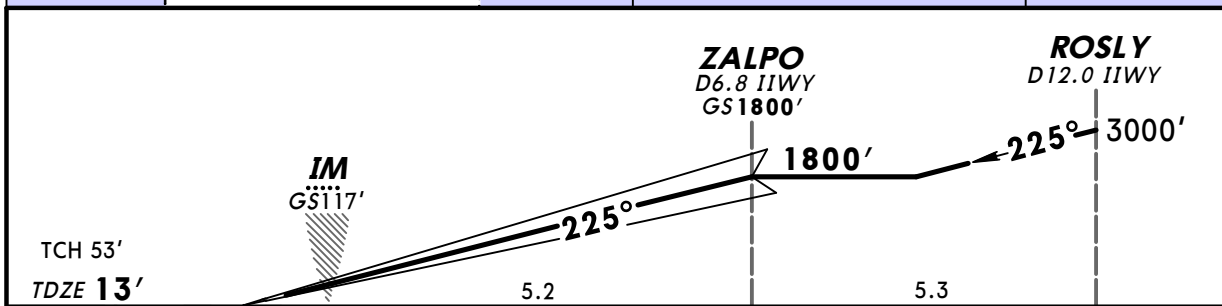
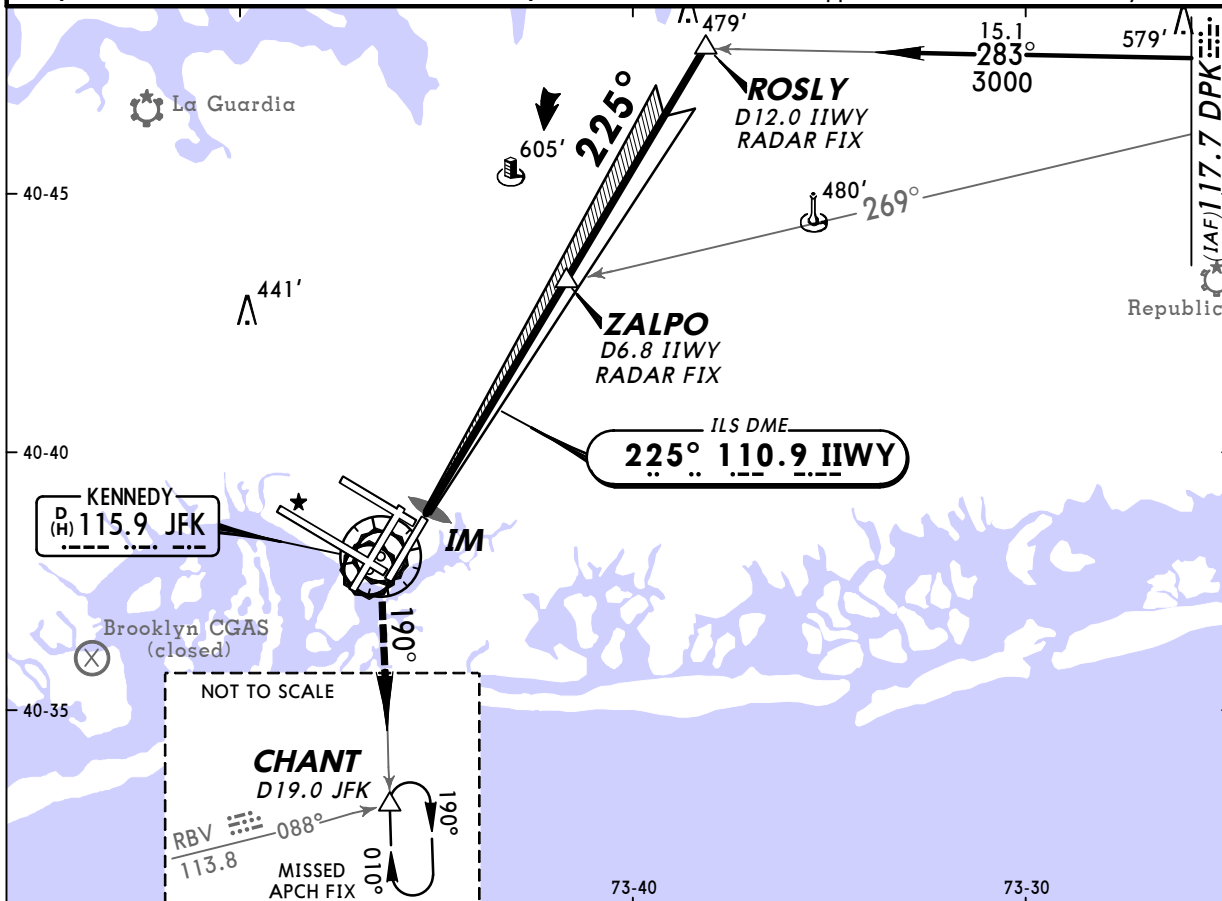
KJFK/JFK
KENNEDY INTL

JEPPesen
22 NOV 13 **(21-4A)**

NEW YORK, NY
ILS Rwy 22L CAT II & III

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	128.12		119.1 123.9	121.9		
LOC IIWY 110.9	Final Apch Crs 225°	GS ZALPO 1800' (1787')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 113' DA(H) 113'(100')	Apt Elev 14' TDZE 13'	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' outbound via 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'		
1. Special Aircrew & Acft Certification Required.				2. Simultaneous approach authorized with Rwy 22R.				



0 0.2																				
Gnd speed-Kts	70	90	100	120	140	160			ALSF-II		500'		3000'		JFK					
GS	3.00°	372	478	531	637	743	849	PAPI		↑		LT		via 115.9		R-190		CHANT		

STRAIGHT-IN LANDING RWY 22L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 113' DA(H) 113'(100')
NA	RVR 6	RVR 7	RVR 12

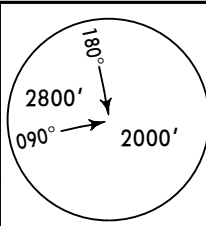
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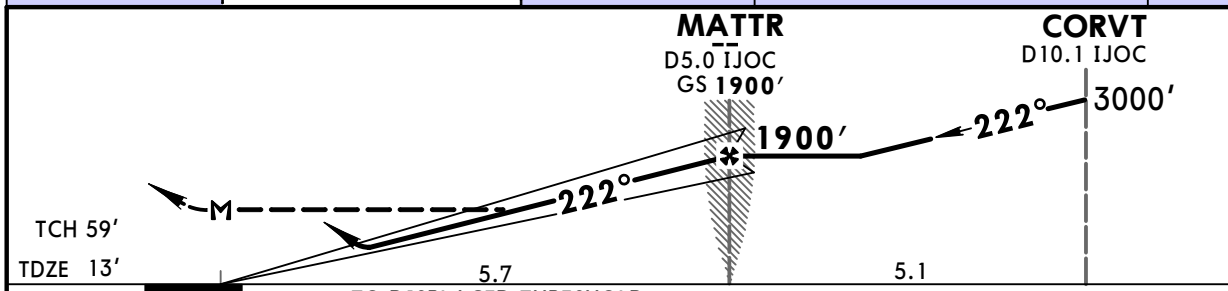
KJFK/JFK
KENNEDY INTL

JEPPesen
4 DEC 15 (21-5) Eff 10 Dec

NEW YORK, NY
ILS 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		
128.72 117.7 115.4			128.12		123.9 119.1		121.9		
LOC IJOC 109.5		Final Apch Crs 222°		GS MATTR 1900' (1887')		ILS DA(H) 263' (250')		Apt Elev 14' TDZE 13'	
MISSED APCH: Climb to 700' then climbing RIGHT turn to 4000' direct COL VOR and hold.									
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'			
1. Radar Required. 2. Simultaneous approach authorized with Rwy 22L. 3. Final approach course crosses rwy centerline extended 2512' from threshold.									
								MSA JFK VOR	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	700' ↑	4000' ↗ RT	COL 115.4
GS	3.00°	372	478	531	637	743				
MATTR to MAP	5.7	4:53	3:48	3:25	2:51	2:27				

STRAIGHT-IN LANDING RWY22R				CIRCLE-TO-LAND	
ILS DA(H) 263' (250')		LOC (GS out) MDA(H) 460' (447')		Max Kts	MDA(H)
A B C D	RVR 40 or 3/4	RVR 50 or 1		90	640' (626') - 1
		RVR 60 or 1 1/4		140	640' (626') - 1 3/4
		1 1/2		165	640' (626') - 2

TERPS AMEND 2A 8 MAR 2012

KJFK/JFK
KENNEDY INTL
JEPPESSEN

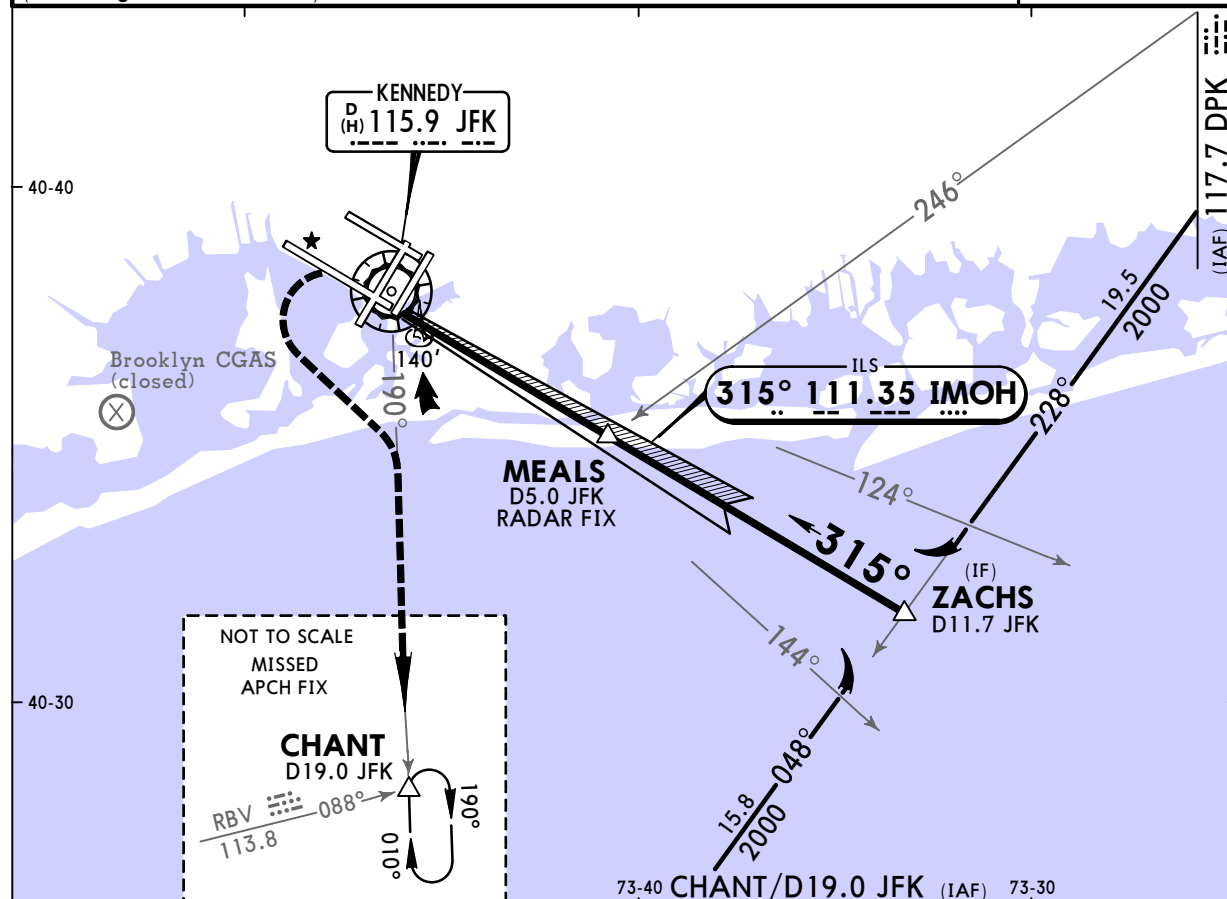
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21-6

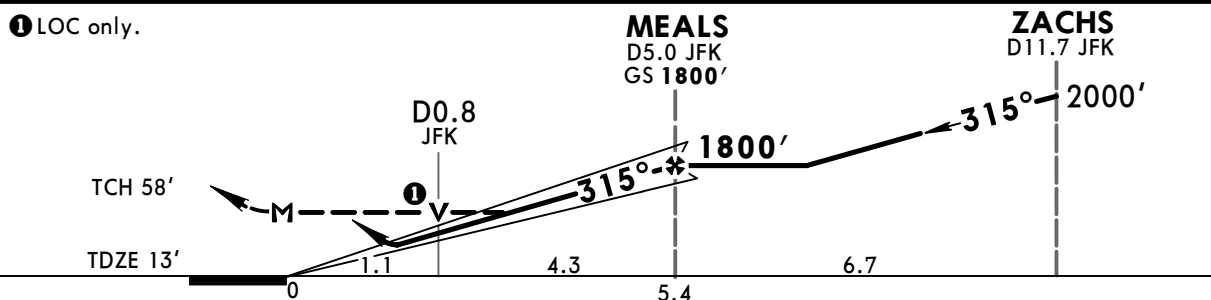
Eff 2 Mar

NEW YORK, NY
ILS or LOC Rwy 31L

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground		
128.72 117.7 115.4			128.12		123.9 119.1		121.9		
LOC IMOH 111.35		Final Apch Crs 315°		GS MEALS 1800'(1787')		ILS DA(H) 213'(200')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' intercepting JFK VOR R-190 outbound to CHANT INT/D19.0 JFK and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME from JFK VOR. Simultaneous reception of IMOH and JFK DME required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 67').									
MSA JFK VOR									



① LOC only.




Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	500' ↑	3000' ← LT	JFK 115.9 R-190
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)	 Max Kts.	MDA(H)
DA(H) 213' (200')		MDA(H) 440' (427')		
A	RVR 40 or $\frac{3}{4}$	RVR 55 or $1\frac{1}{4}$	90	640' (627') - 1
B			120	
C		$1\frac{1}{4}$	140	640' (627') - $1\frac{3}{4}$
D			165	660' (647') - 2

CHANGES: Procedure.

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TERPS AMEND 11 2 MAR 2017

KJFK/JFK KENNEDY INTL

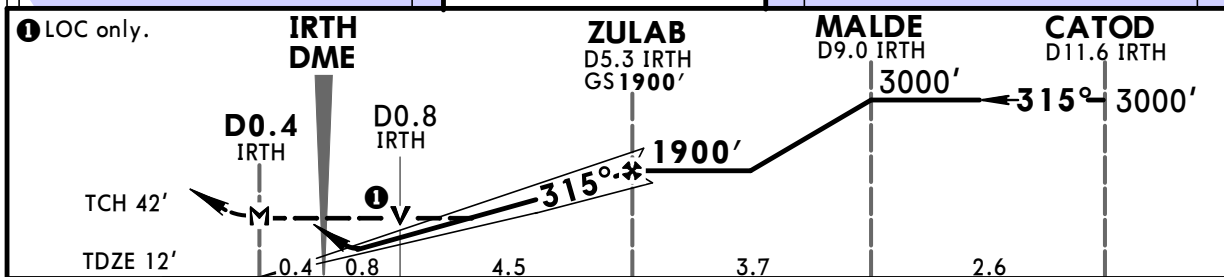
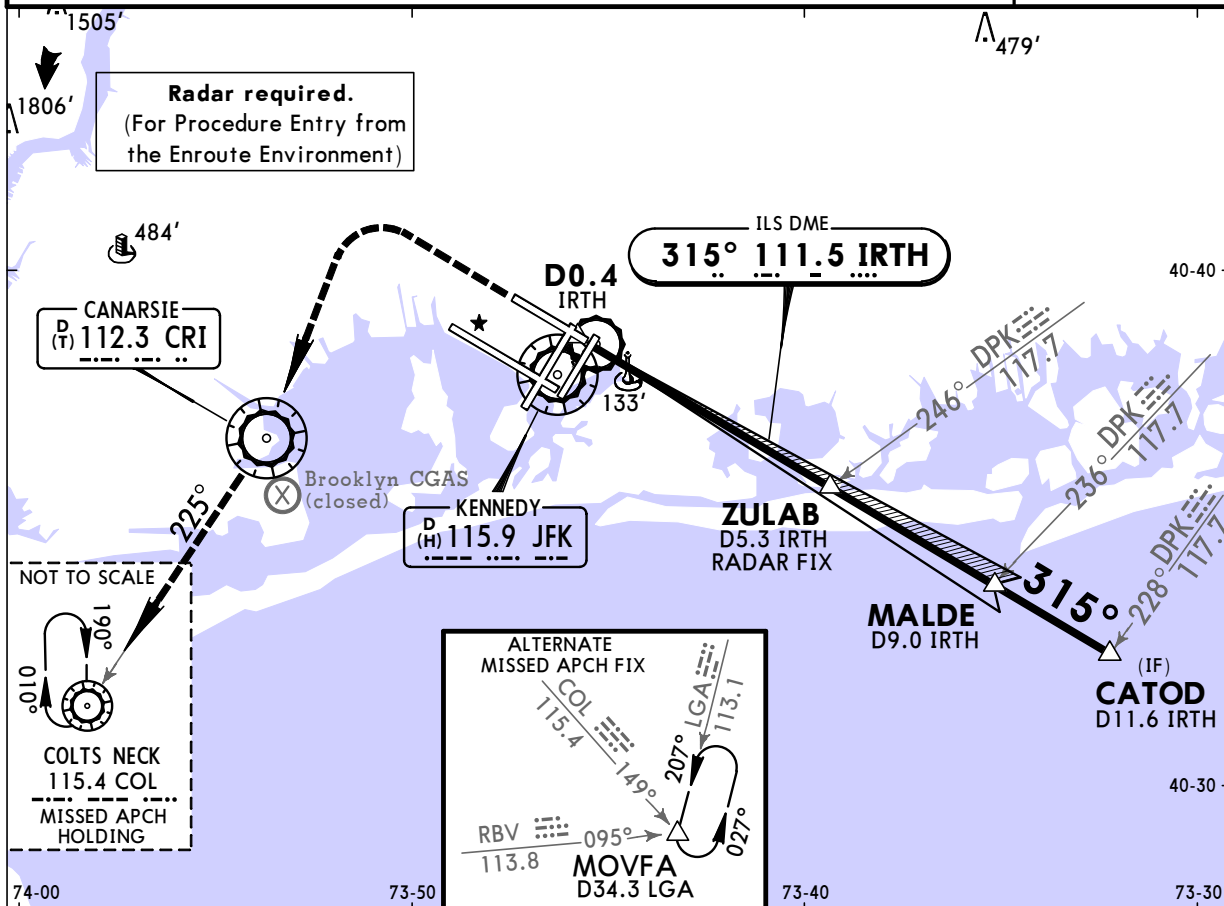
JEPPesen
24 FEB 17 **21-7** Eff 2 Mar

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		
128.72 117.7 115.4			128.12		119.1 123.9		121.9		
LOC IRTH		Final Apch Crs		GS ZULAB		ILS DA(H)		Apt Elev 13'	
111.5		315°		1900' (1888')		212' (200')		TDZE 12'	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 4000' direct CRI VOR then outbound on CRI VOR R-225 to COL VOR and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Simultaneous approach authorized.									

MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	4000'	LT	CRI 112.3
GS	3.00°	372	478	531	637	743			↑	LT		
MAP at D0.4 IRTH or ZULAB to MAP	5.7	4:53	3:48	3:25	2:51	2:27						

TERPS					STRAIGHT-IN LANDING RWY 31R			CIRCLE-TO-LAND		
ILS			LOC (GS out)							
DA(H) 212' (200')			MDA(H) 440' (428')							
FULL		TDZ/CL out	RAIL/ALS out			RAIL/ALS out				
A										
B	RVR 18	RVR 24	RVR 40		RVR 24 or 1/2	RVR 50 or 1			640' (627') - 1	
C	or 1/2	or 1/2	or 3/4						640' (627') - 1 3/4	
D					RVR 40 or 3/4	RVR 60 or 1 1/4			660' (647') - 2	

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

CHANGES: Procedure.

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TERPS AMEND 16 2 MAR 2017

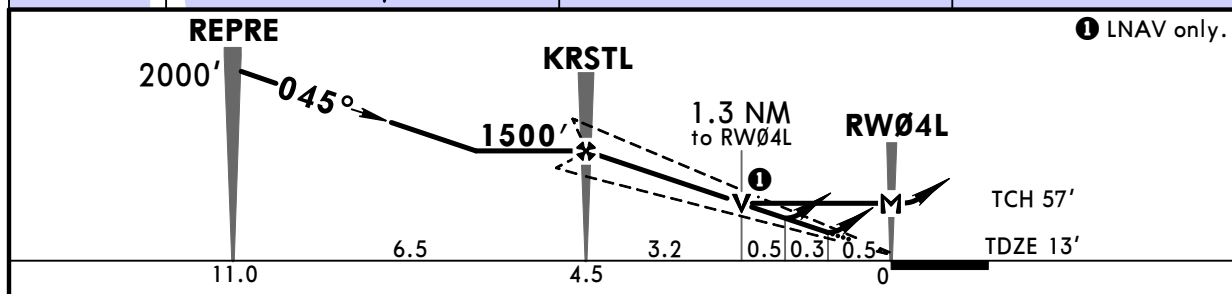
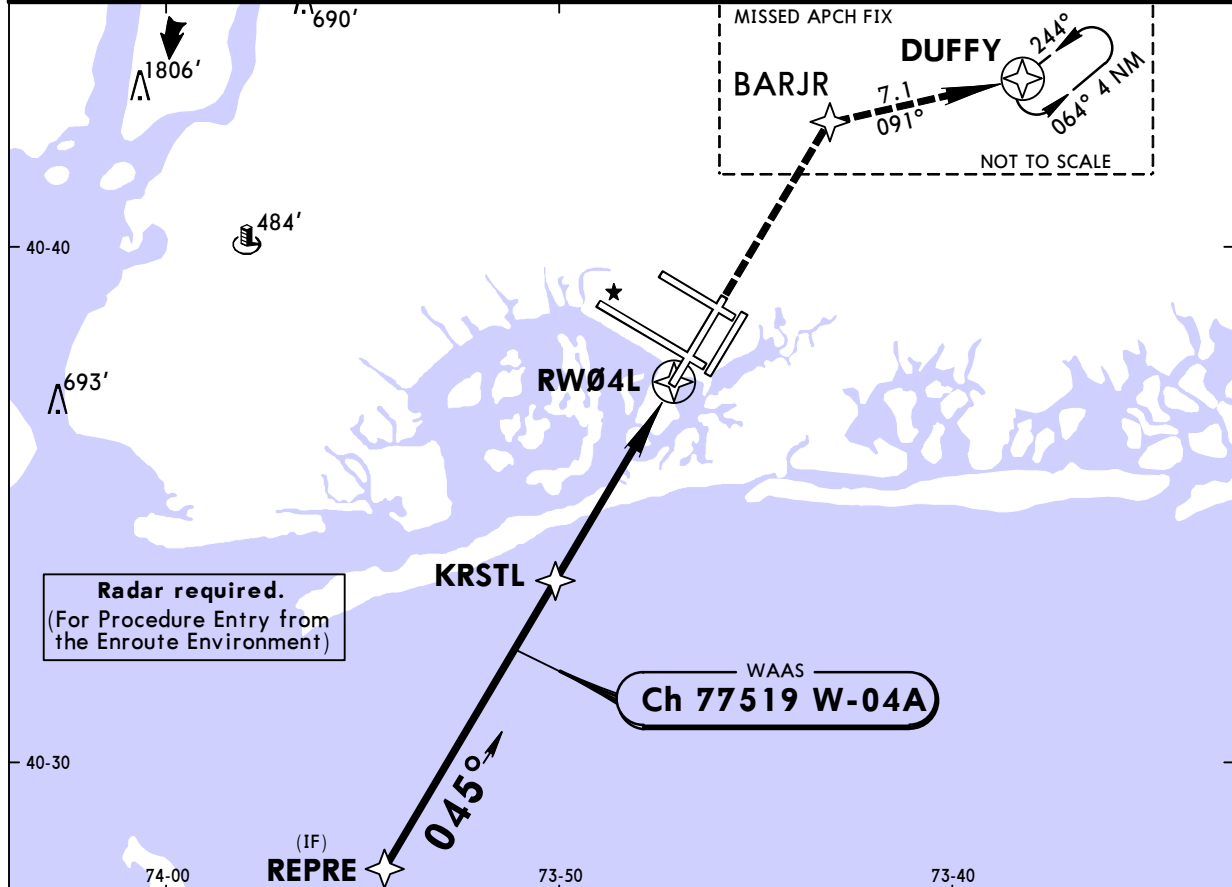
KJFK/JFK
KENNEDY INTL

JEPPESEN
29 JAN 16
Eff 4 Feb (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			128.12		123.9 119.1		121.9		
WAAS Ch 77519 W-04A		Final Apch Crs 045°		Minimum Alt KRSTL 1500' (1487')		LPV DA(H) 232' (219')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 2000' direct BARJR then climbing RIGHT turn to 3000' on 091° track to DUFFY and hold.								<div>2900'</div> <div>MSA RW04L</div>	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C (13°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 72'). 4. Simultaneous approach authorized with Rwy 4R. 5. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.									



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 2000' D BARJR
Glide Path Angle 3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW04L							

TERPS			STRAIGHT-IN LANDING RWY 4L		CIRCLE-TO-LAND	
LPV		LNAV/VNAV	LNAV		C	
DA(H) 232'(219')		DA(H) 329'(316')	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	640'(627') - 1 3/4
				1 3/8	140	640'(627') - 1 3/4
					165	660'(647') - 2

LNAV procedure not authorized during simultaneous operations.

CHANGES: BARJR.

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TERPS AMEND 2A 4 FEB 2016

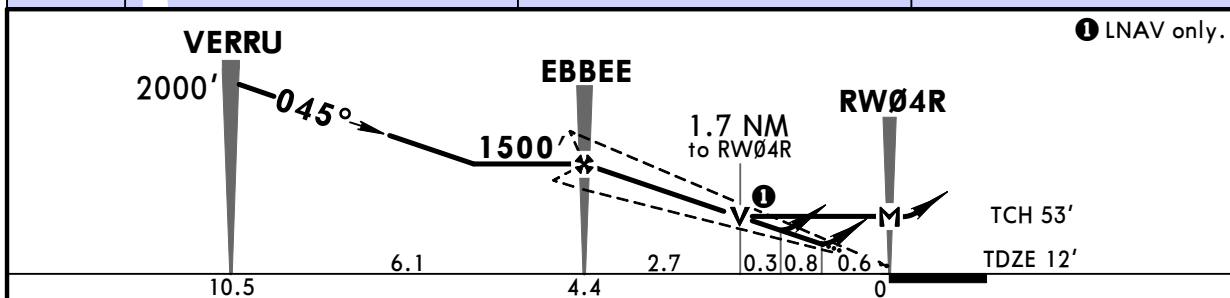
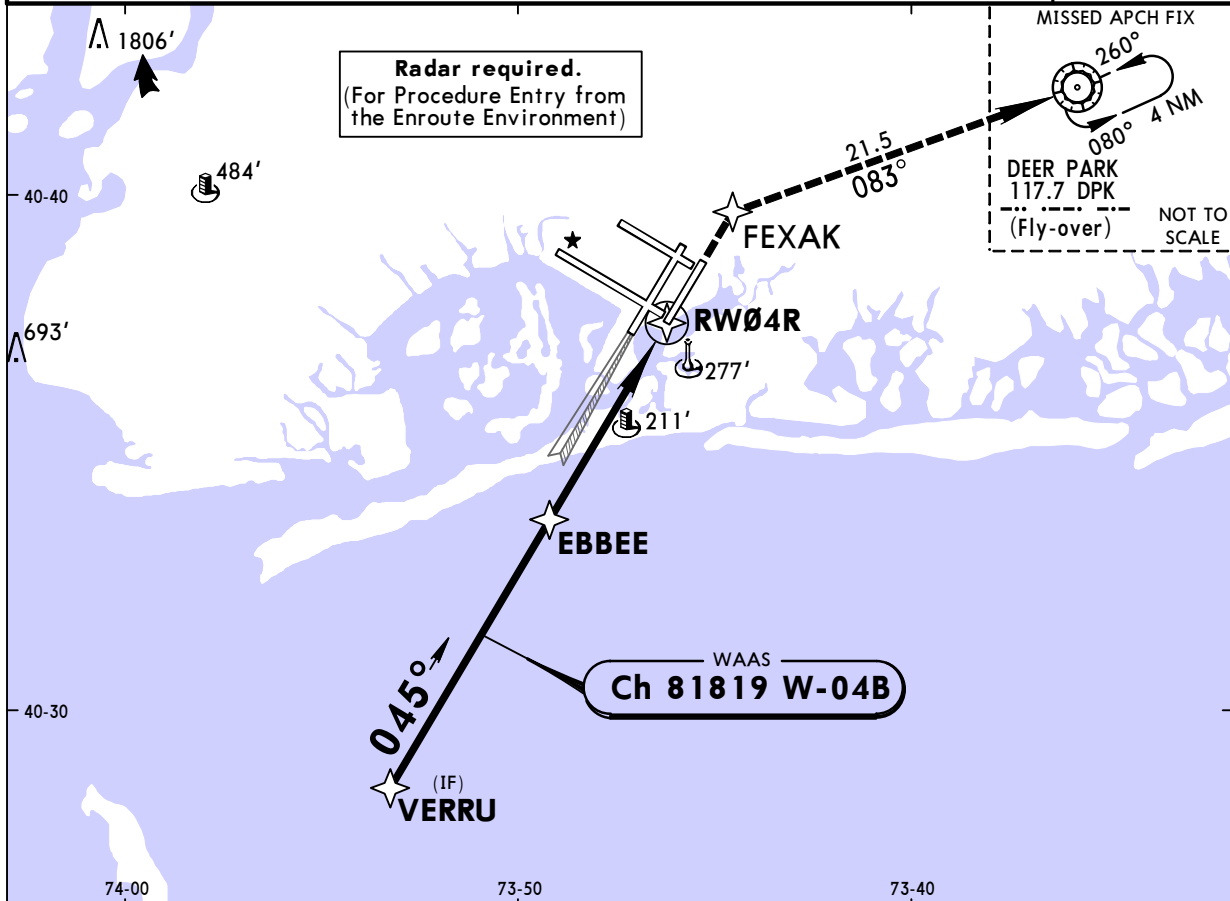
KJFK/JFK
KENNEDY INTL

JEPPesen
29 JAN 16
Eff 4 Feb (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			128.12		119.1 123.9		121.9		
WAAS Ch 81819 W-04B		Final Apch Crs 045°		Minimum Alt EBBEE 1500' (1488')		LPV DA(H) 269' (257')		Apt Elev 14' TDZE 12'	
MISSED APCH: Climb to 4000' direct FEXAK and RIGHT turn on 083° track to DPK VOR and hold.								<div>2900'</div> <div>MSA RW04R</div>	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 4L. 4. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.									



Gnd speed-Kts	70	90	100	120	140	160	<div style="text-align: center;"> </div>	4000'	<div style="text-align: center;"> </div>	FEXAK
Glide Path Angle	3.00°	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW04R										

STRAIGHT-IN LANDING RWY 4R						CIRCLE-TO-LAND	
LPV DA(H) 269' (257')		LNAV/VNAV DA(H) 519' (507')		LNAV MDA(H) 600' (588')		Max Kts	MDA(H)
ALS out		ALS out		ALS out		90	
A						120	640' (626') - 1
B							
C		RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1/4	1 3/4	140	640' (626') - 1 3/4
D						165	640' (626') - 2

LNAV procedure not authorized during simultaneous operations.

CHANGES: None.

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TERPS AMEND 1D 13 DEC 2012

KJFK/JFK
KENNEDY INTL

JEPPESEN
15 JUL 16
Eff 21 Jul (22-3)

NEW YORK, NY
RNAV (GPS) Y 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			128.12		119.1 123.9		121.9		
WAAS Ch 97318 W-22A		Final Apch Crs 225°		Minimum Alt ZALPO 1800' (1788')		LPV DA(H) 270' (258')		Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 3000' direct FOLER and via 189° track to CHANT and hold.								<div>2900'</div> <div>MSA RW22L</div>	

Alt Set: INCHES

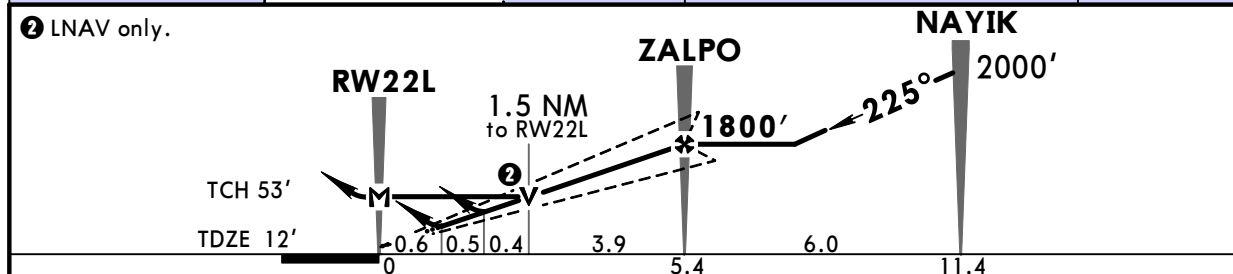
Trans level: FL 180

Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13°C (8°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 22R. 5. LNAV procedure not authorized during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW22L										

STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
LPV DA(H) 270' (258')		LNAV/VNAV DA(H) 420' (408')		LNAV MDA(H) 560' (548')			
	ALS out		ALS out		ALS out	Max Kts	MDA(H)
A						90	640' (627') - 1
B						120	640' (627') - 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 50 or 1	140	640' (627') - 1 3/4
D					RVR 60 or 1/4	165	640' (627') - 2

TERPS AMEND 1C 8 MAR 2012

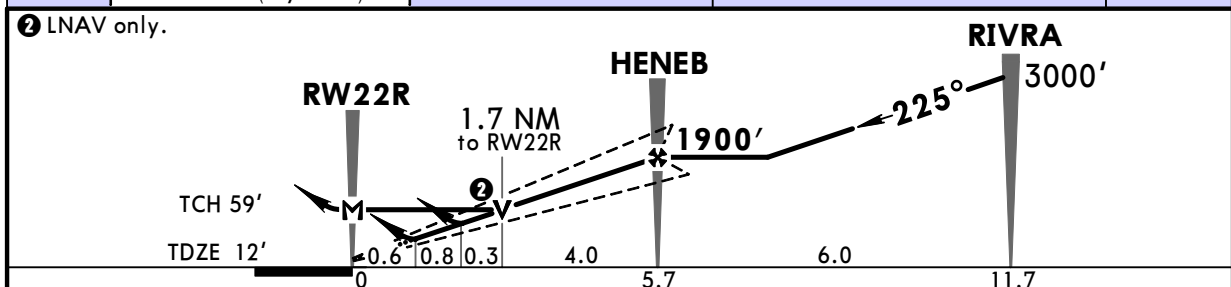
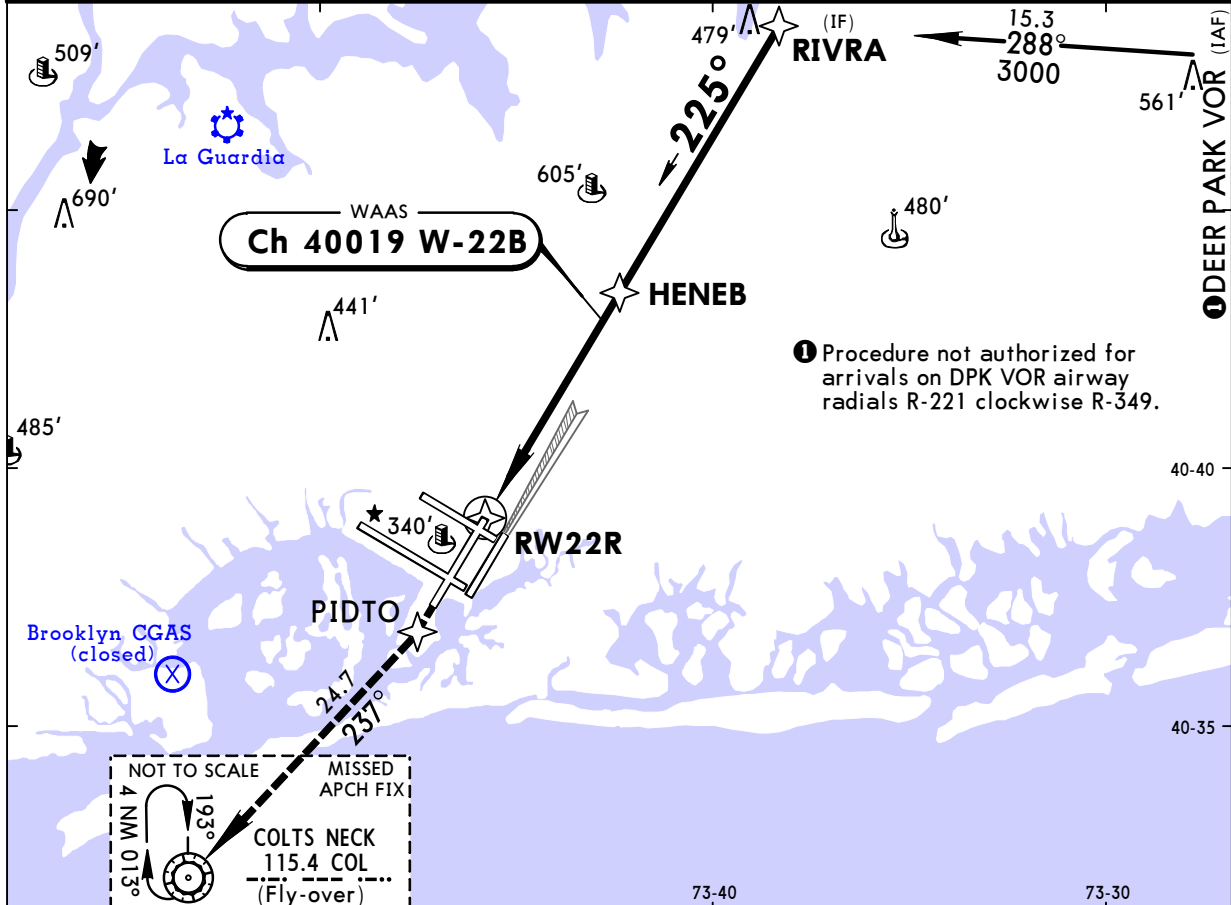
KJFK/JFK
KENNEDY INTL

JEPPesen
15 JUL 16
Eff 21 Jul (22-4)

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		
128.72 117.7 115.4			128.12		123.9 119.1		121.9		
WAAS Ch 40019 W-22B		Final Apch Crs 225°		Minimum Alt HENEBC 1900' (1888')		LPV DA(H) 269' (257')		Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 4000' direct PIDTO and on track 237° to COL VOR and hold.								<div>2900'</div> <div>MSA RW22R</div>	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized. 5. LNAV procedure not authorized during simultaneous operations.									



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW22R										

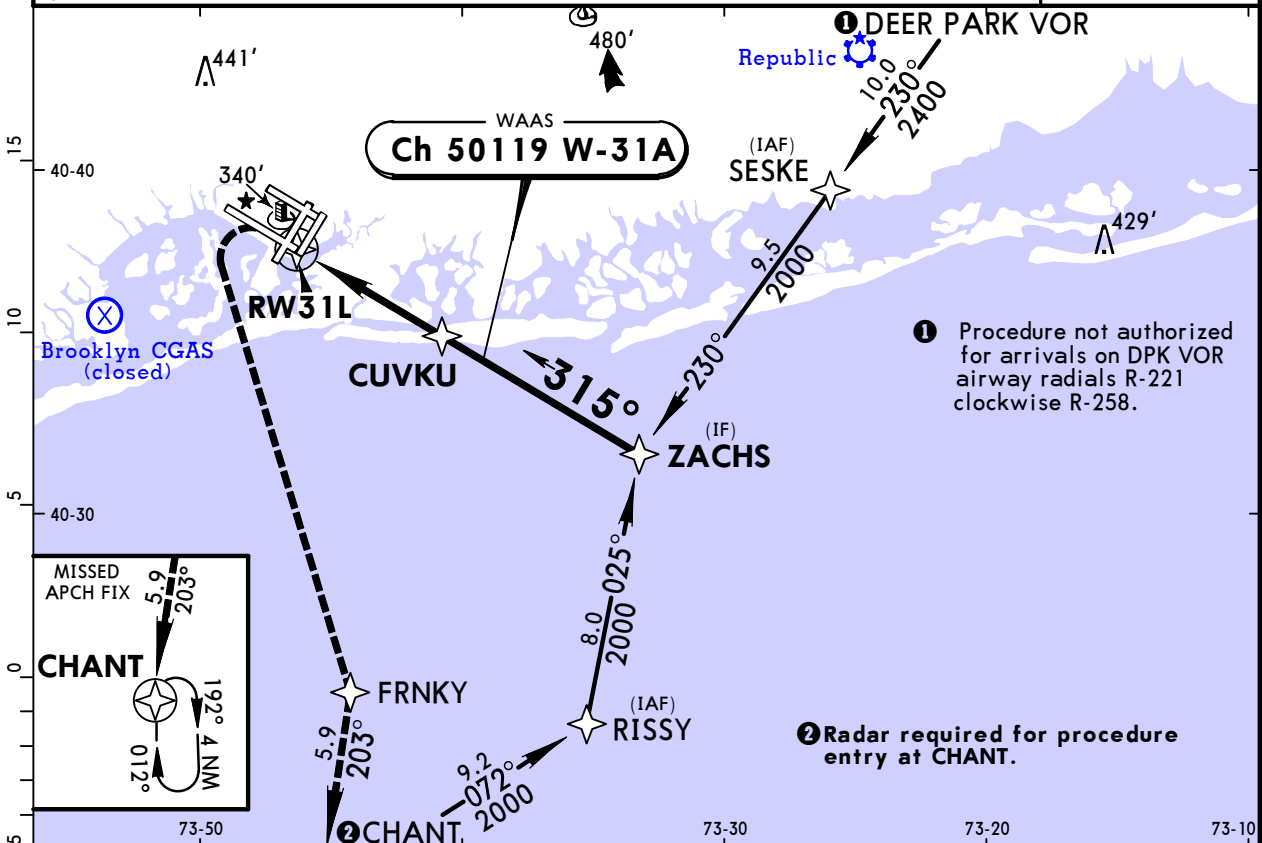
TERPS			STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
LPV		DA(H) 269' (257')	LNAV/VNAV		DA(H) 501' (489')	LNAV		MDA(H) 600' (588')
A								
B								
C								
D								

KJFK/JFK
KENNEDY INTL

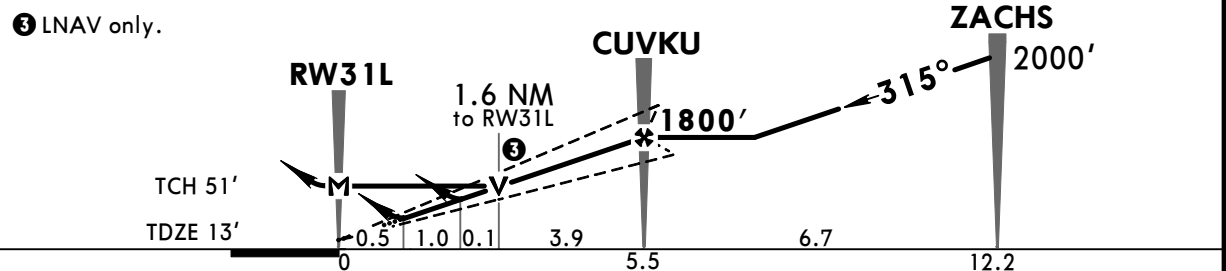
JEPPesen
15 JUL 16
Eff 21 Jul **(22-5)**

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

BRIEFING STRIP	D-ATIS Arrival (NE) (SW)		NEW YORK Approach (R)		KENNEDY Tower		Ground
	128.72	117.7 115.4	128.12		123.9 119.1	(Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)	121.9
	WAAS Ch 50119 W-31A	Final Apch Crs 315°	Minimum Alt CUVKU 1800' (1787')		LPV DA(H) 213' (200')	Apt Elev 13' TDZE 13'	<div><div>2900'</div><div>MSA RW31L</div></div>
	MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct FRNKY and on 203° track to CHANT and hold.						
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
	1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 31R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. LNAV procedure not authorized during simultaneous operations.						



3 LNAV only.



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					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW31L											

TERPS		STRAIGHT-IN LANDING		LNAV		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		CIRCLE-TO-LAND	
DA(H) 213' (200')		DA(H) 541' (528')		MDA(H) 600' (587')		Max Kts	
						90	640' (627') - 1
						120	640' (627') - 1 3/4
						140	640' (627') - 1 3/4
						165	660' (647') - 2

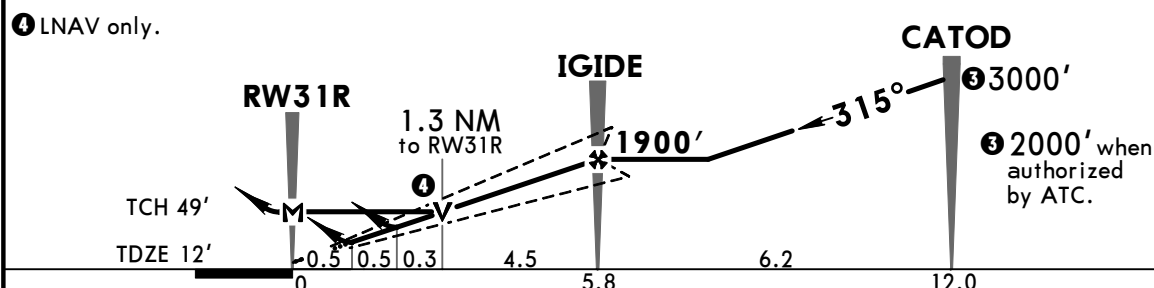
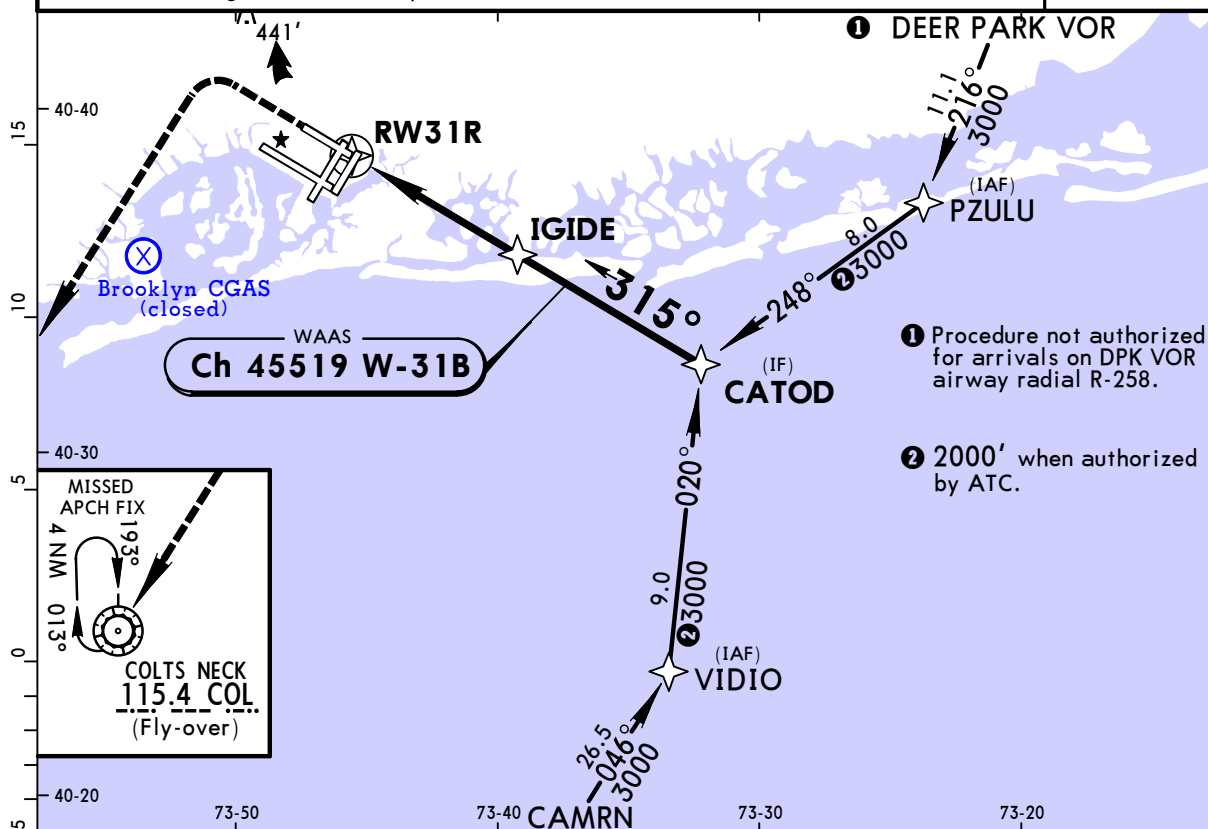
KJFK/JFK
KENNEDY INTL





JEPPESSEN
15 JUL 16
Eff 21 Jul (22-6)


NEW YORK, NY
RNAV (GPS) Y 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			128.12		119.1 123.9		121.9		
WAAS Ch 45519 W-31B		Final Apch Crs 315°		Minimum Alt IGIDE 1900' (1888')		LPV DA(H) 212' (200')		Apt Elev 13' TDZE 12'	
MISSED APCH: Climb to 1800' then climbing LEFT turn to 4000' direct COL VOR and hold.								<div><div>2900'</div><div>MSA RW31R</div></div>	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 31L. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations.									



Gnd speed-Kts	70	90	100	120	140	160					COL 115.4
Glide Path Angle 3.00°	372	478	531	637	743	849					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW31R											

TERPS		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
LPV DA(H) 212' (200')		LNAV/VNAV DA(H) 369' (357')		LNAV MDA(H) 460' (448')		 Max Kts	MDA(H) _____
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		
A	RVR 24 or ¹ / ₂ RVR 40 or ³ / ₄	RVR 35 or ³ / ₄ RVR 60 or 1 ¹ / ₄		RVR 24 or ¹ / ₂ RVR 45 or ⁷ / ₈	RVR 50 or 1 1 ³ / ₈	90	640' (627')-1 640' (627')-1 ³ / ₄ 660' (647')-2
B						120	
C						140	
D						165	

TERPS AMEND 2 24 JUL 2014

CHANGES: Re-indexed, minimums, chart formatting.

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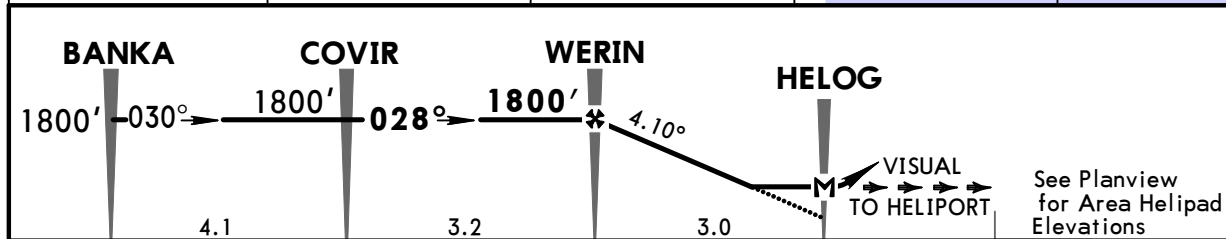
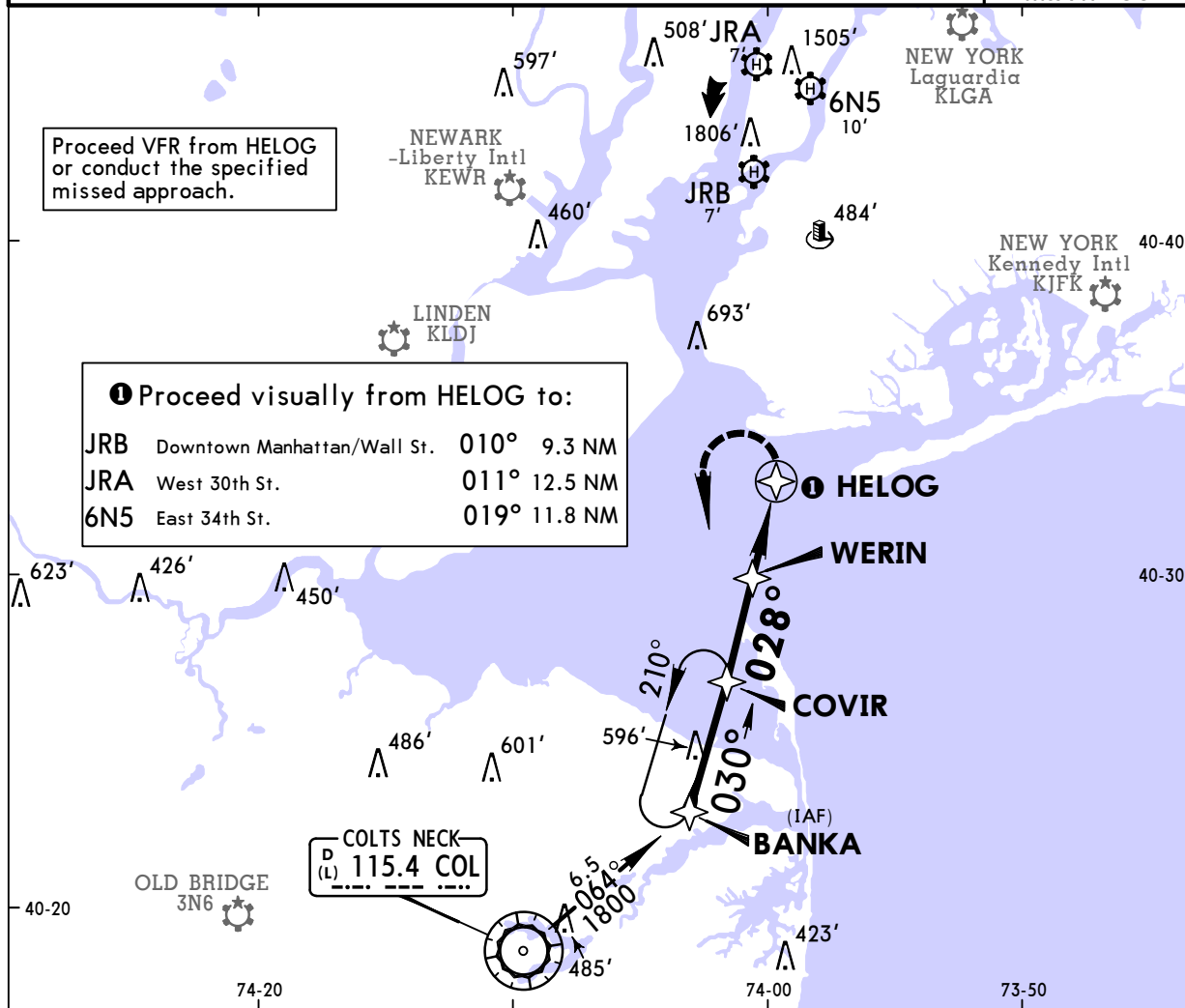
KJFK/JFK
KENNEDY INTL

JEPPesen
21 APR 17
Eff 27 Apr (22-7)

NEW YORK, NY
COPTER RNAV (GPS) 028

BRIEFING STRIP™

KENNEDY D-ATIS (Arrival)				NEW YORK Approach (R)	
(NE)		(SW)			
128.725	117.7	115.4	128.12		
RNAV	Final Apch Crs 028°	Minimum Alt WERIN 1800' (1766')	MDA(H) 500' (466')	See Planview for Area Helipad Elevations	<div><div></div><div>2900'</div><div>MSA HELOG</div></div>
MISSED APCH: Climbing LEFT turn to 1800' direct COVIR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Limit final and missed approach airspeed to 70 KIAS. 2. Use Kennedy Intl altimeter setting.					



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	4.10°	508	653	726	871	1016	1161		
MAP at HELOG									

LANDING H-028°				TAKE-OFF			
MDA(H) 500' (466')				6N5 (AMEND 0) JRB (AMEND 0) JRA (AMEND 1)			

C O P T E R	3/4				C O P T E R	USE JEDIL DEPARTURE			

TERPS AMEND 08 10 DEC 2015

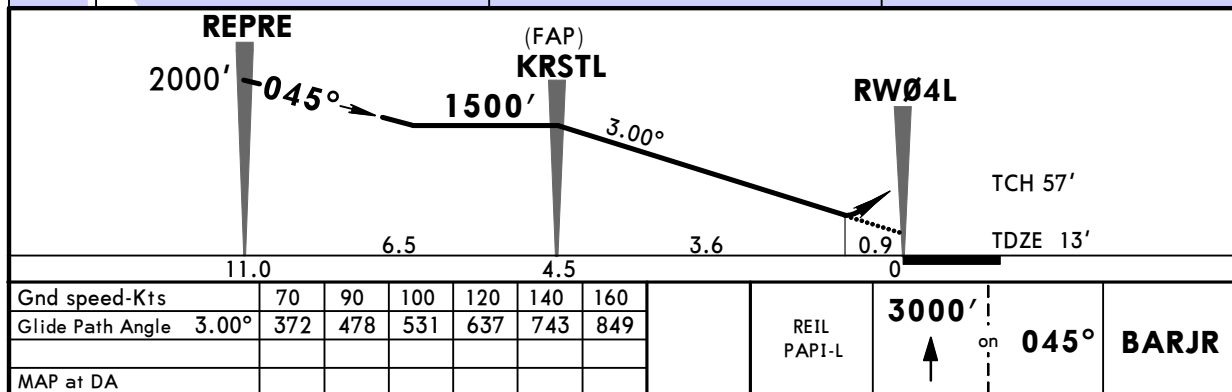
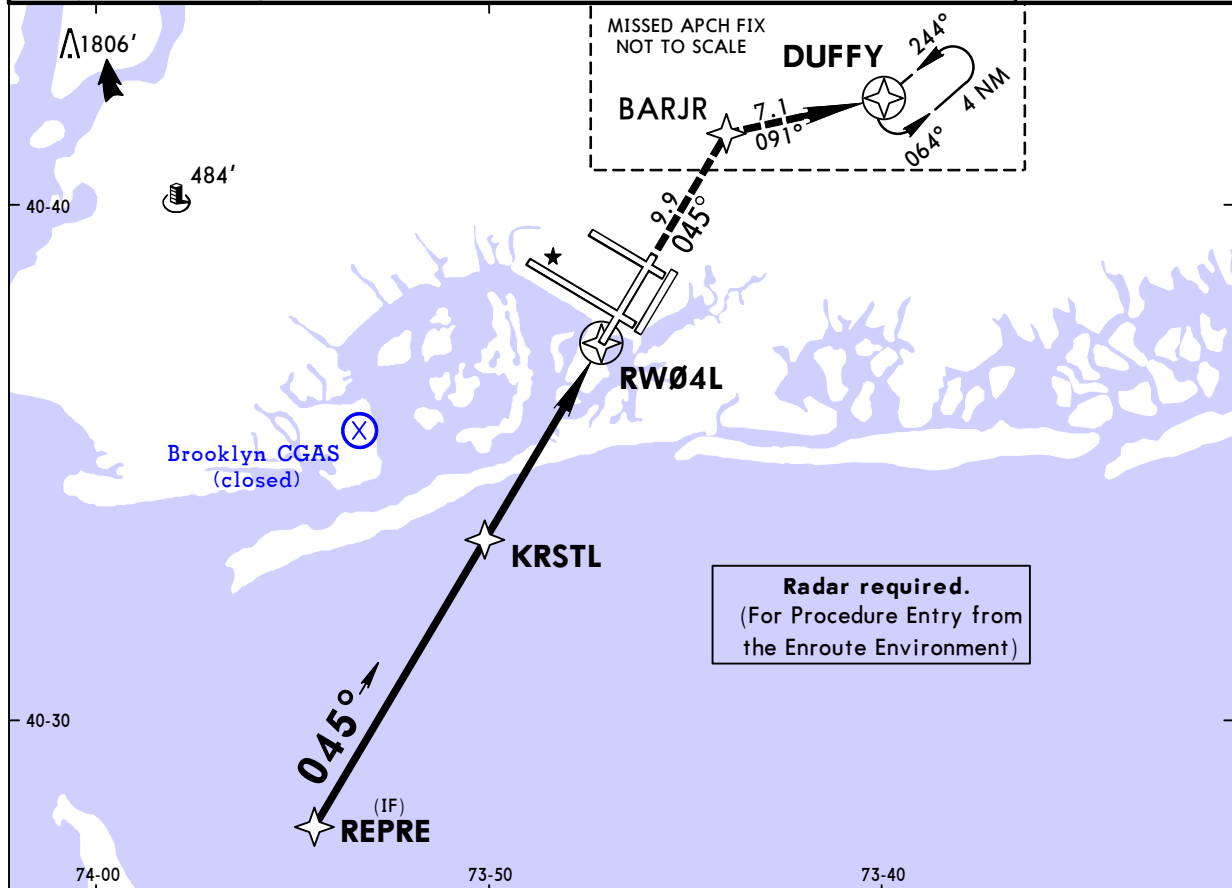
KJFK/JFK
KENNEDY INTL

JEPPesen
29 JAN 16
Eff 4 Feb **(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	128.12	123.9 119.1		121.9
RNAV	Final Apch Crs 045°	Minimum Alt KRSTL 1500' (1487')	RNP 0.30 DA(H) 368' (355')	Apt Elev 13' TDZE 13'		<div><div>2900'</div><div>MSA RW04L</div></div>
MISSED APCH: Climb to 3000' on track 045° to BARJR and on track 091° to DUFFY and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -11°C (13°F) or above 54°C (130°F). 4. VGSi and RNAV glidepath not coincident (VGSi angle 3.00°/TCH 72'). 5. Simultaneous approach authorized with Rwy 4R. 6. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.						



TERPS		STRAIGHT-IN LANDING RWY 4L	
RNP 0.30		DA(H) 368' (355')	

A	<div style="border: 1px solid black; padding: 5px; text-align: center;"> RVR 60 or 1¼ </div>
B	
C	
D	

TERPS AMEND 1A 4 FEB 2016

KJFK/JFK
KENNEDY INTL

JEPPesen
29 JAN 16
Eff 4 Feb **(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		
128.72		117.7	115.4	128.12		119.1 123.9		121.9	
RNAV		Final Apch Crs 045°		Mandatory Alt EBBEE 1500' (1488')		RNP 0.30 DA(H) 418' (406')		Apt Elev 14' TDZE 12'	
MISSED APCH: Climb to 4000' via 045° track to PIYIY and via 091° track to DPK VOR and hold.								<div><div>2900'</div><div>MSA RW04R</div></div>	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (9°F) or above 48°C (118°F). 5. Simultaneous approach authorized with Rwy 4L. 6. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.									



VERRU		(FAP) EBBEE		RW04R		TCH 53'	
2000'		1500'				TDZE 12'	
045°		3.00°					
10.5		6.1		4.4		3.3	
1.1							
Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle		3.00°	372	478	531	637	849
MAP at DA							
STRAIGHT-IN LANDING RWY 4R							
RNP 0.30							
DA(H) 418' (406')							
				ALS out			
A	RVR 50 or 1			1½			
B							
C							
D							

TERPS AMEND 08 13 DEC 2012

KJFK/JFK
KENNEDY INTL

JEPPESEN
17 JUN 16 (22-22)

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

D-ATIS Arrival
(NE) (SW)

128.725 117.7 115.4

NEW YORK Approach (R)

128.12

KENNEDY Tower

119.1
123.9
(Rwys 4R/22L & 13L/31R)
(Rwys 4L/22R & 13R/31L)

Ground

121.9

RNAV

Final
Apch Crs
225°

Minimum Alt
JIRVA
1900'(1888')

RNP 0.20
DA(H)
316'(304')

Apt Elev 13'
TDZE 12'

MISSED APCH: Climb to 3000' on track 225° to WEPLA and on track 178° to CHANT and hold.

Alt Set: INCHES

Trans level: FL 180

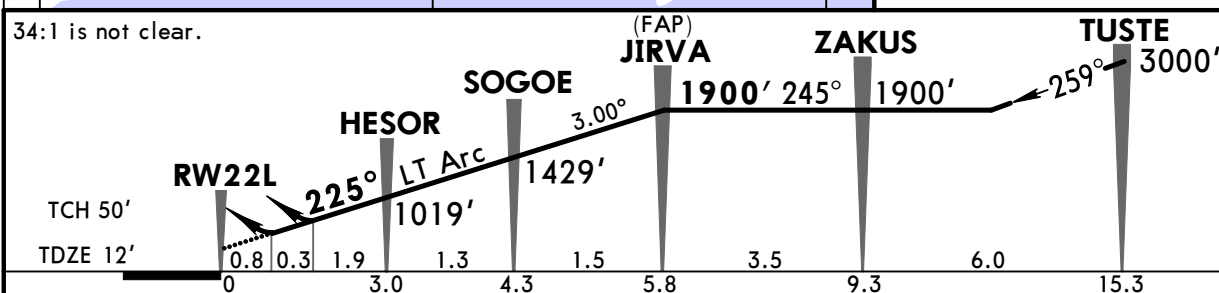
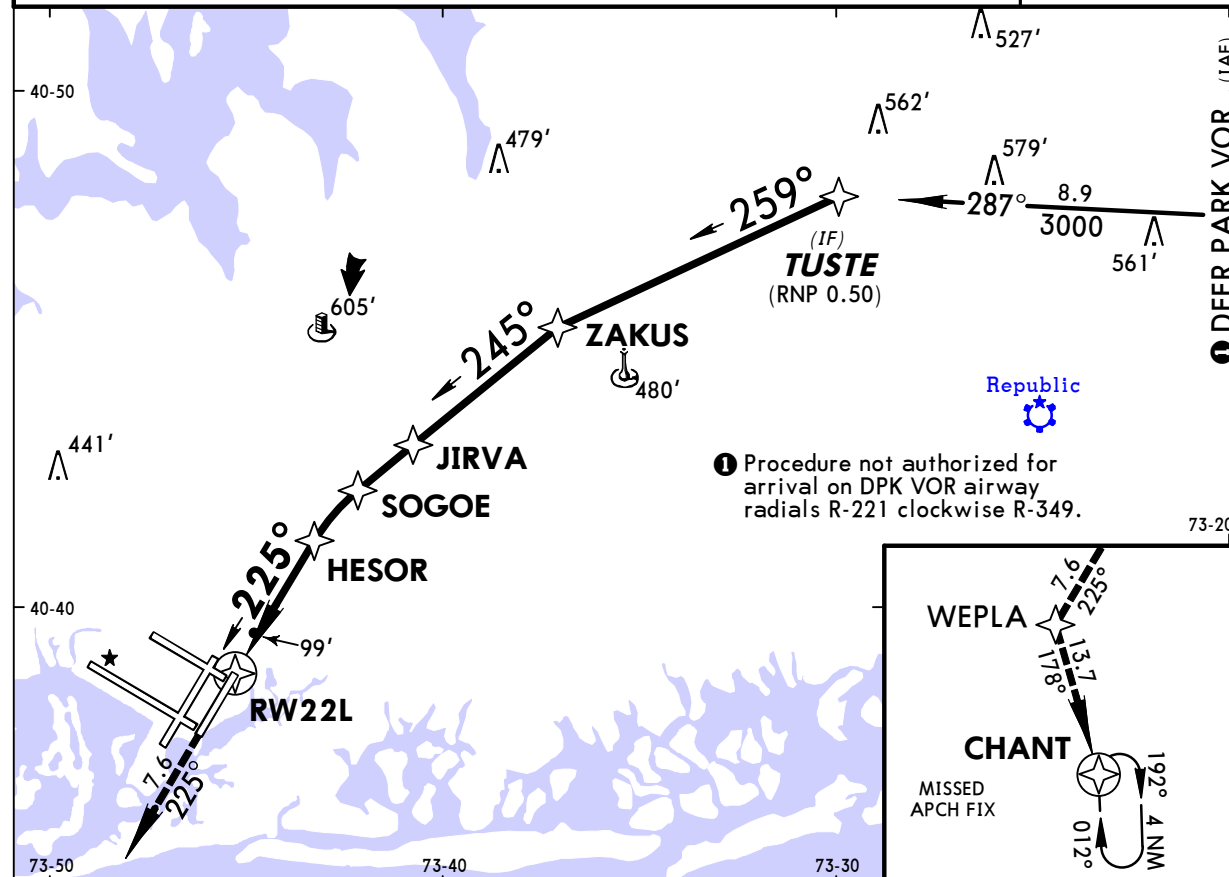
Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. Simultaneous operations authorized. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.

2900'

MSA RW22L

BRIEFING STRIP



Gnd speed-Kts	70	90	100	120	140	160		3000' on 225° WEPLA
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at DA								

TERPS

STRAIGHT-IN LANDING

		STRAIGHT IN LANDING	
		RNP 0.20 DA(H) 316' (304')	RNP 0.30 DA(H) 405' (393')
		ALS out	ALS out
A			
B			
C	RVR 40 or $\frac{3}{4}$	RVR 60 or $1\frac{1}{4}$	RVR 40 or $\frac{3}{4}$
D			

CHANGES: Notes, chart format, minimums, amendment number.

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KJFK/JFK
KENNEDY INTL

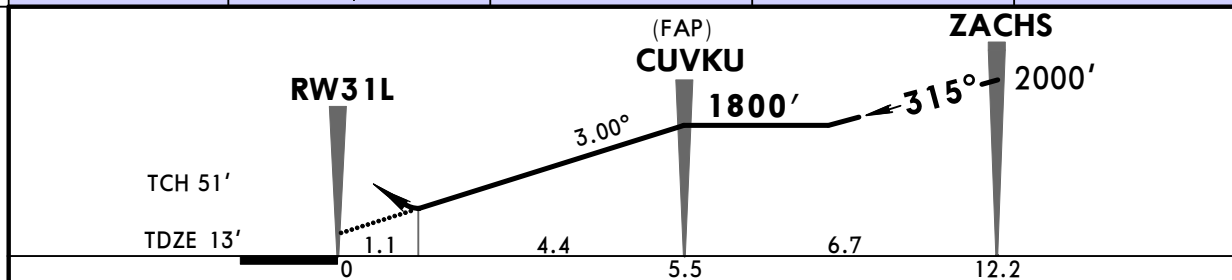
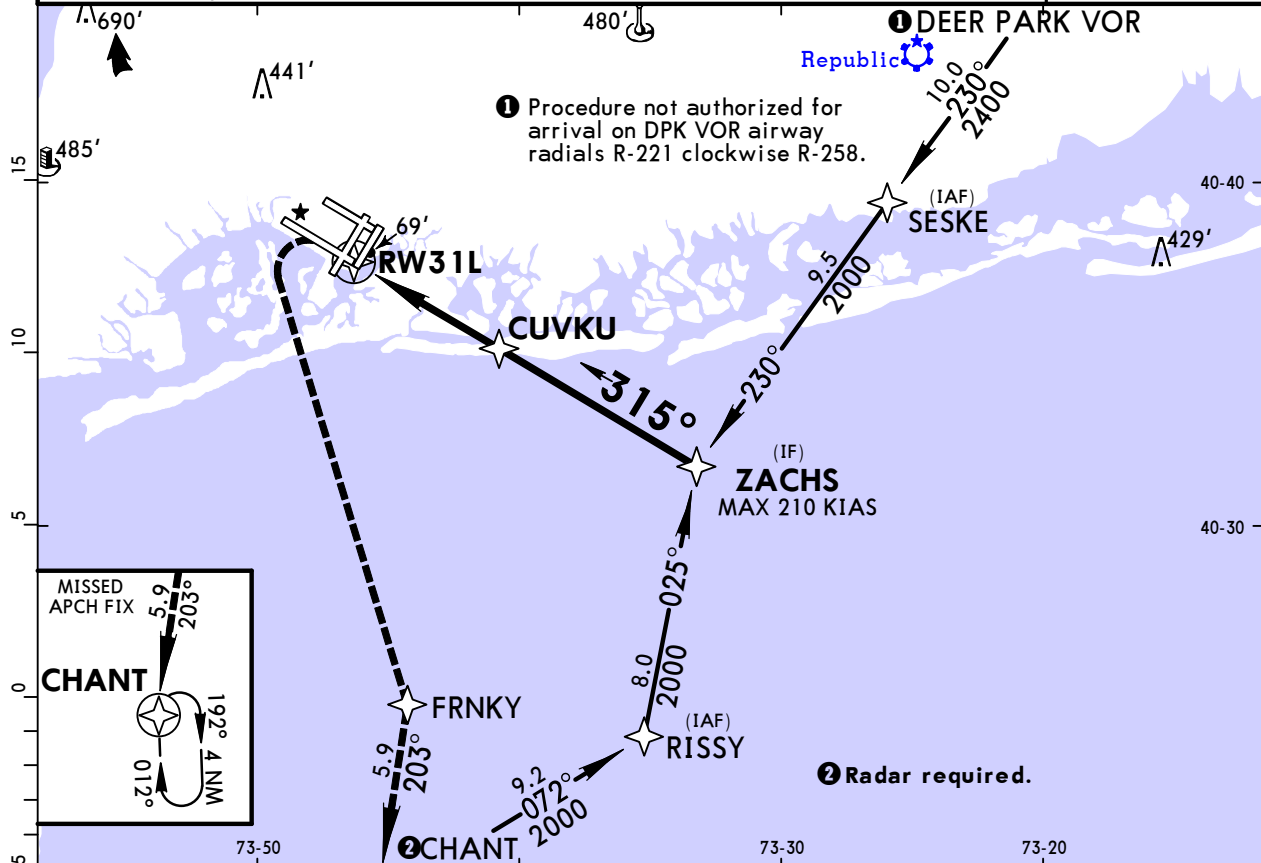
17 JUN 16

JEPPESEN
(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	128.12	123.9 119.1	121.9
RNAV	Final Apch Crs 315°	Minimum Alt CUVKU 1800' (1787')	RNP 0.30 DA(H) 410' (397')	Apt Elev 13' TDZE 13'	<div>2900'</div> <div>MSA RW31L</div>
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct FRNKY and on 203° track to CHANT and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 31R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.					



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		↑	LT		
MAP at DA											

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

A	1 3/8
B	
C	
D	

TERPS AMEND 1 24 JUL 2014

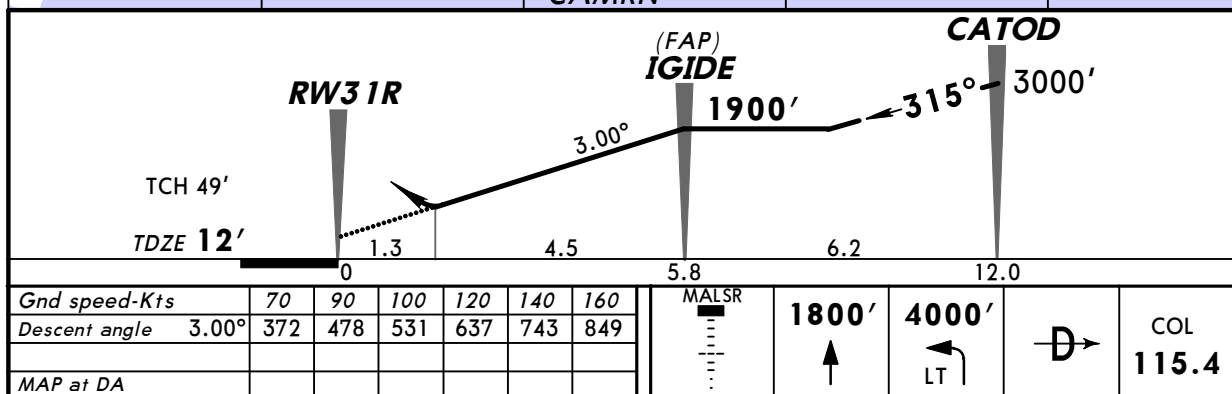
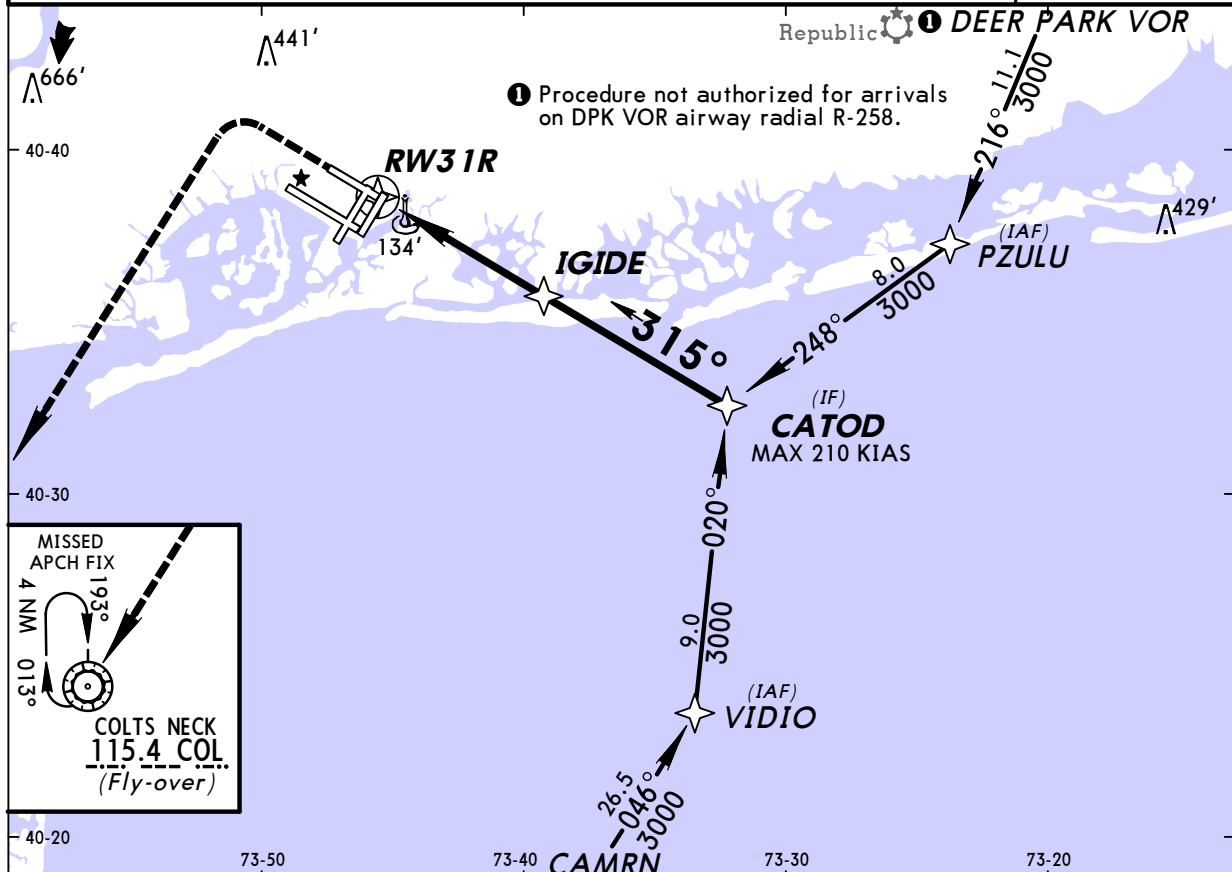
KJFK/JFK
KENNEDY INTL

JEPPesen
18 JUL 14
Eff 24 Jul **(22-24)**

NEW YORK, NY
RNAV (RNP) Z 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			128.12		119.1 123.9		121.9	
RNAV	Final Apch Crs 315°	Minimum Alt IGIDE 1900' (1888')	RNP 0.30 DA(H) 458' (446')		Apt Elev 13' TDZE 12'		<div><div>2900'</div><div>MSA RW31R</div></div>	
MISSED APCH: Climb to 1800' then climbing LEFT turn to 4000' direct COL VOR and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 31L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.								



TERPS			STRAIGHT-IN LANDING RWY 31R		
			RNP 0.30		
			DA(H) 458' (446')		
			RAIL out		
			ALS out		
A	RVR 50 or 1		RVR 55 or 1		1½
B					
C					
D					

TERPS AMEND 1 24 JUL 2014

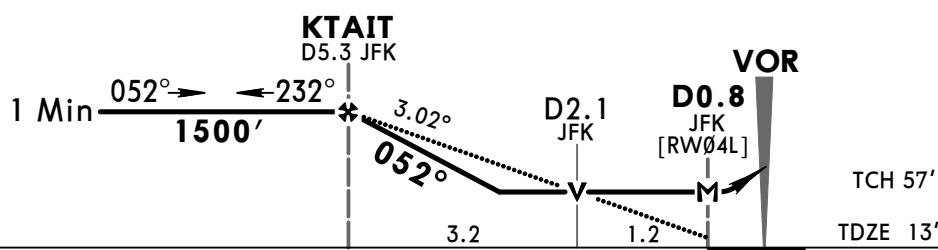
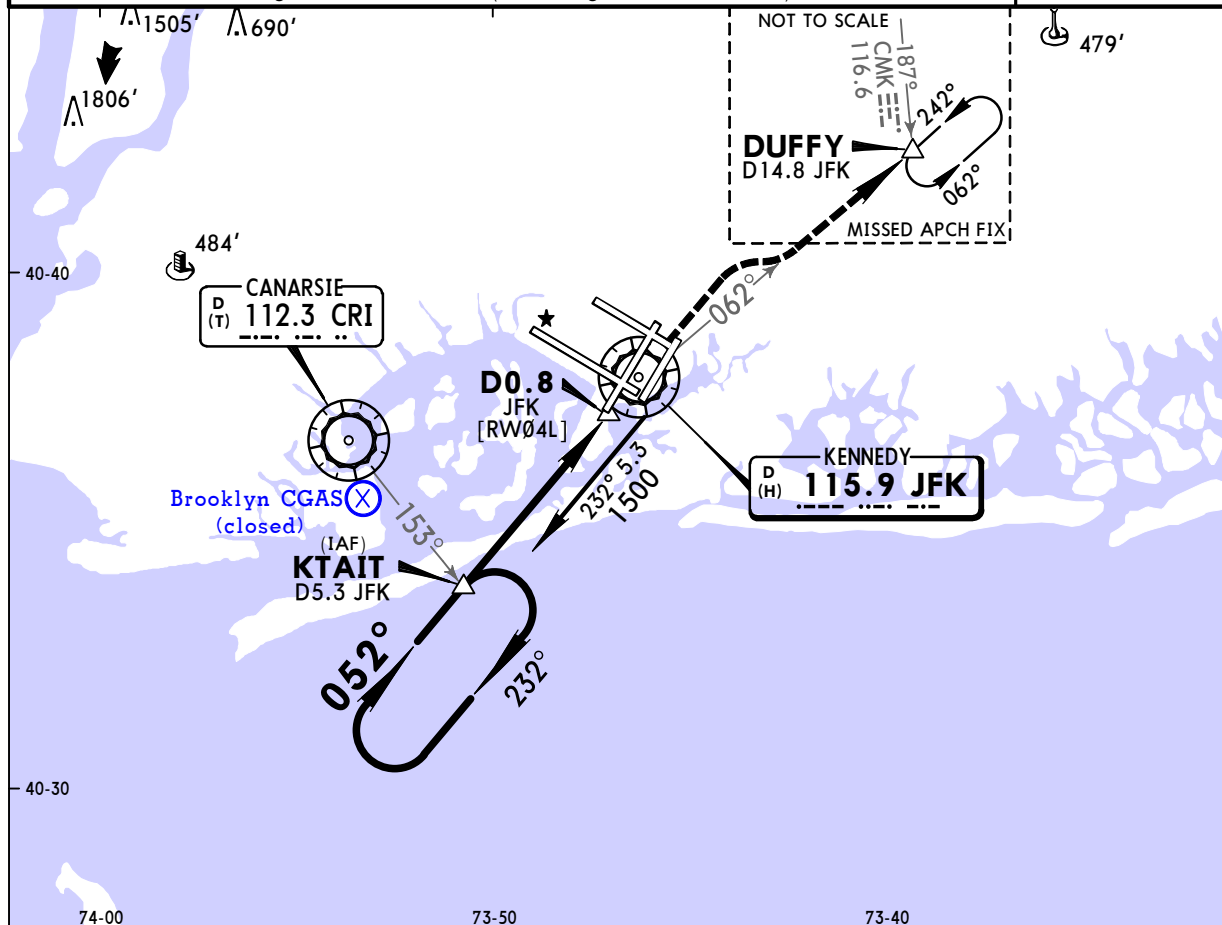
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KENNEDY INTL

JEPPESSEN
4 DEC 15 (23-1) Eff 10 Dec


NEW YORK, NY
VOR Rwy 4L

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)	Ground
128.72	117.7	115.4	128.12	123.9 119.1	121.9
VOR JFK 115.9	Final Apch Crs 052°	Minimum Alt KTAIT 1500' (1487')	MDA(H) 480' (467')	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. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 72').					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000' ↑	3000' ↗ RT	JFK on 115.9 R-062	DUFFY
Descent Angle 3.02°	374	481	534	641	748	855					
MAP at D0.8 JFK or KTAIT 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	
		MDA(H) 480' (467')	 Max Kts	MDA(H) _____
A	RVR 55 or 1	90		640' (627') - 1
B		120		
C	1 ³ / ₈	140		640' (627') - 1 ³ / ₄
D		165		660' (647') - 2

TERPS AMEND 1 15 OCT 2015

CHANGES: Lighting.

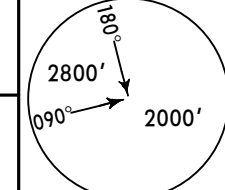
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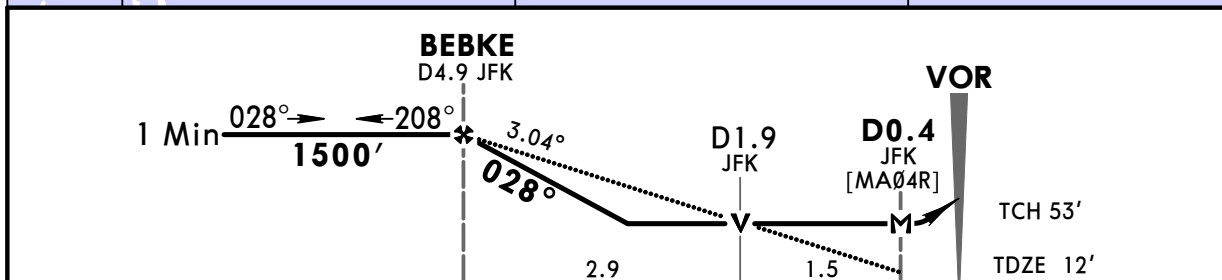
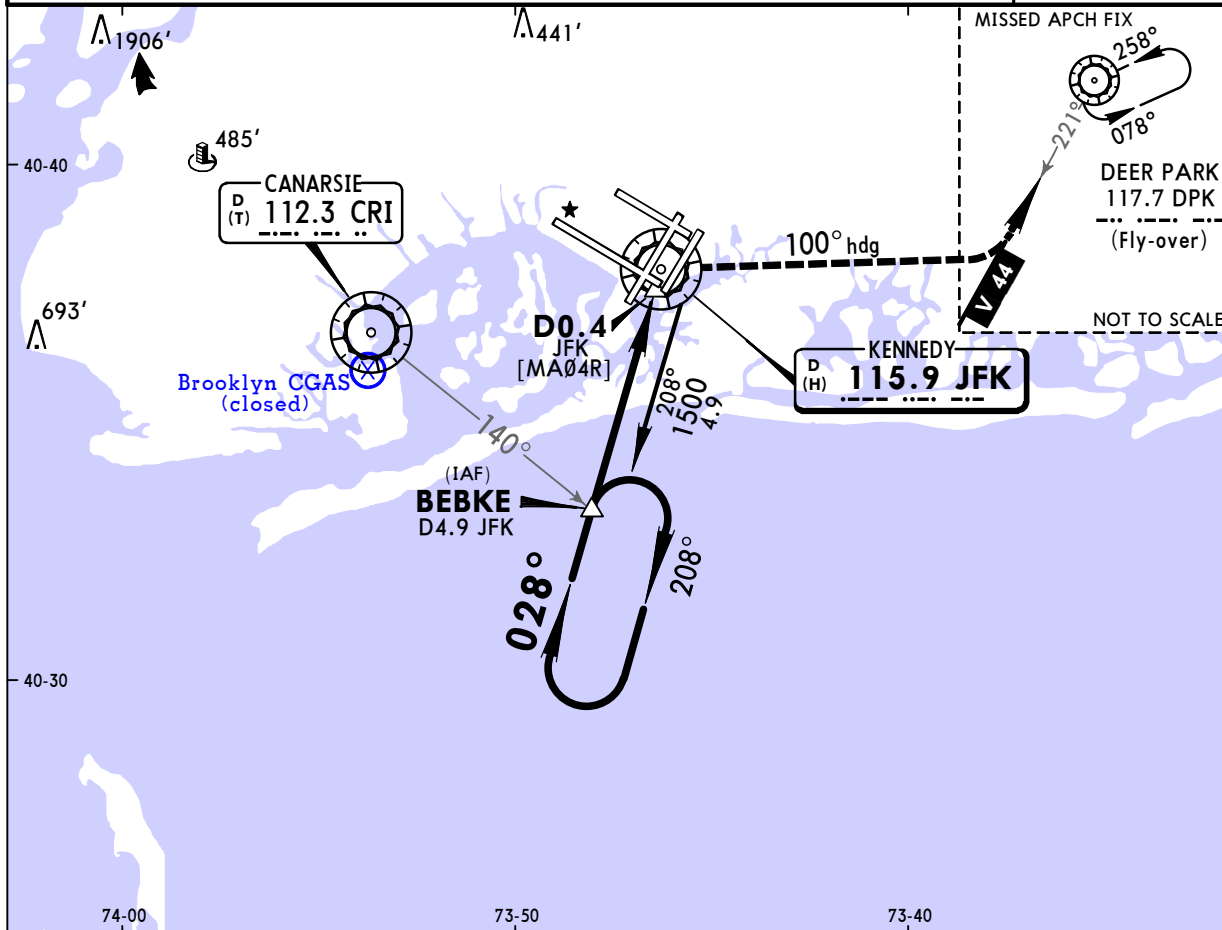
KJFK/JFK
KENNEDY INTL


JEPPESEN
4 DEC 15 **(23-2)** **Eff 10 Dec**

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		
128.72 117.7 115.4			128.12		119.1 123.9		121.9		
VOR JFK 115.9		Final Apch Crs 028°		Minimum Alt BEBKE 1500' (1488')		MDA(H) 540' (528')		Apt Elev 14' TDZE 12'	
MISSED APCH: Climbing RIGHT turn to 4000' via heading 100° and V-44 to DPK VOR and hold.									
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'			
								MSA JFK VOR	



Gnd speed-Kts	70	90	100	120	140	160		4000'	100°	via RT	and V-44	DPK 117.7
Descent angle	3.04°	376	484	538	645	753						
MAP at D0.4 JFK or BEBKE to MAP	4.4	3:46	2:56	2:38	2:12	1:53						

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' (626') - 1		
B	RVR 50 or 1	1 1/2		120	640' (626') - 1 3/4		
C	RVR 50 or 1	1 3/4		140	640' (626') - 2		
D	RVR 60 or 1 1/4			165			

TERPS

KJFK/JFK

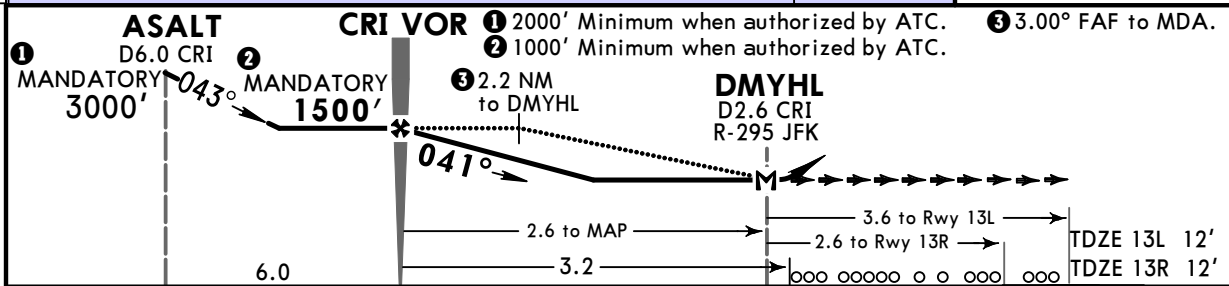
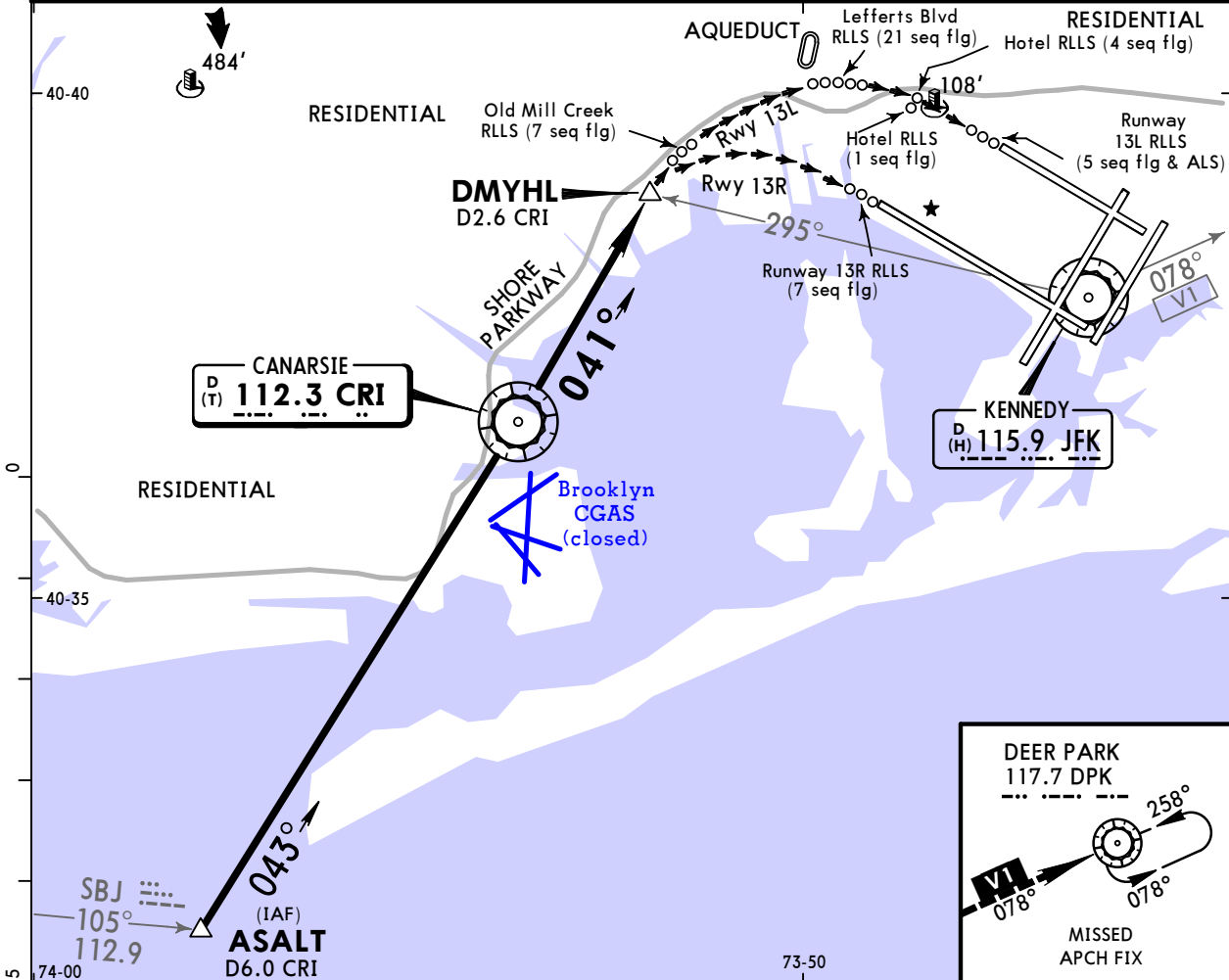
KENNEDY INTL

JEPPesen
15 JUL 16
Eff 21 Jul (23-3)

NEW YORK, NY
VOR or GPS Rwy 13L/R

BRIEFING STRIP

D-ATIS Arrival (NE) (SW) 128.725 117.7 115.4			NEW YORK Approach (R) 128.12		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L) 119.1 123.9		Ground 121.9
VOR CRI 112.3	Final Apch Crs 041°	Mandatory Alt CRI VOR (CONDITIONAL) 1500' (1488')	MDA(H) 800' (788')	Apt Elev 14' 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.							MSA CRI VOR
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 ALSIF-II	Rwy 13R	4000'	100°	V-1
Descent Angle 3.00°	372	478	531	637	743	849	VASI	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	0:58				

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			

CHANGES: Missed approach.

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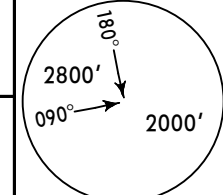
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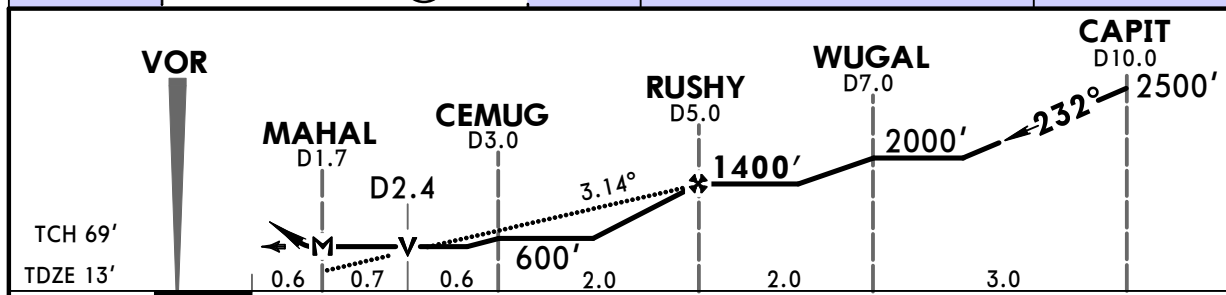
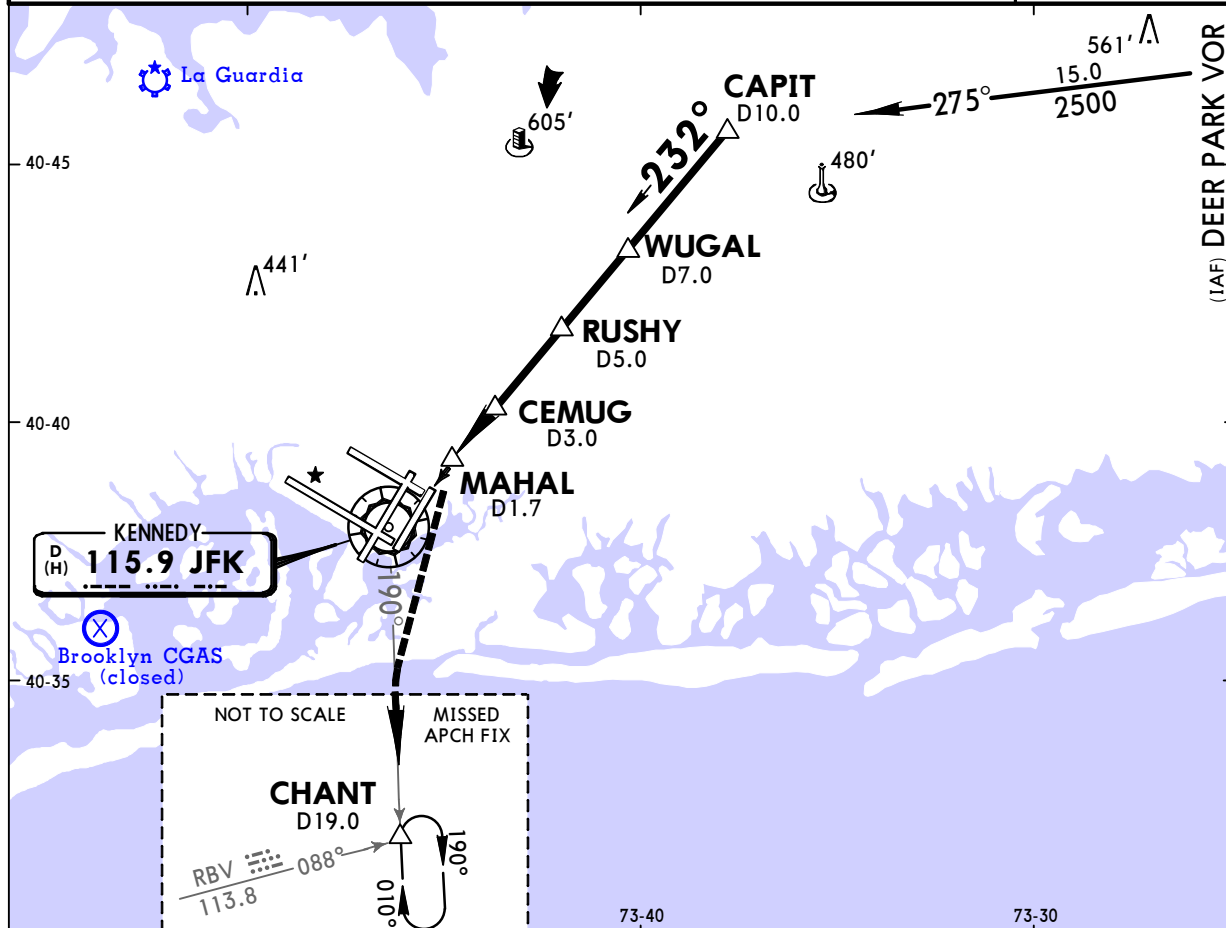
KJFK/JFK
KENNEDY INTL

JEPPesen
15 JUL 16 **(23-4)** **Eff 21 Jul**

NEW YORK, NY
VOR DME 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			128.12		119.1 123.9		121.9	
VOR JFK 115.9	Final Apch Crs 232°		Minimum Alt RUSHY 1400' (1387')		MDA(H) 440' (427')		Apt Elev 14' 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'		
MSA JFK VOR								



Gnd Speed-Kts	70	90	100	120	140	160	<div><div>ALSF-II</div><div>PAPI</div><div><div><div>3000'</div><div>LT</div></div><div><div>JFK</div><div>via 115.9</div><div>R-190</div></div></div><div>CHANT</div></div>
Descent Angle 3.14°	389	500	556	667	778	889	
MAP at MAHAL							

STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
MDA(H) 440' (427')				MDA(H) _____			
		ALS out				Max Kts	
A	RVR 24 or 1/2	RVR 50 or 1				90	640' (626') - 1
B						120	
C	RVR 40 or 3/4	RVR 60 or 1 1/4				140	640' (626') - 1 3/4
D	RVR 50 or 1	1 1/2				165	640' (626') - 2

CHANGES: None.

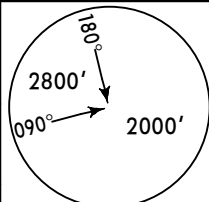
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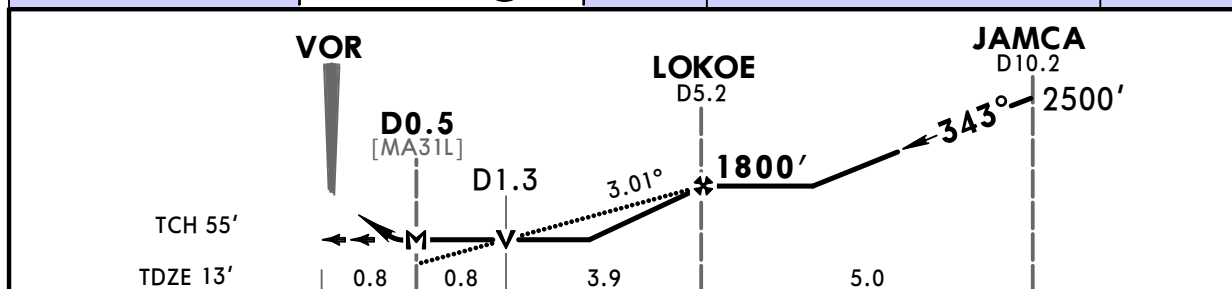
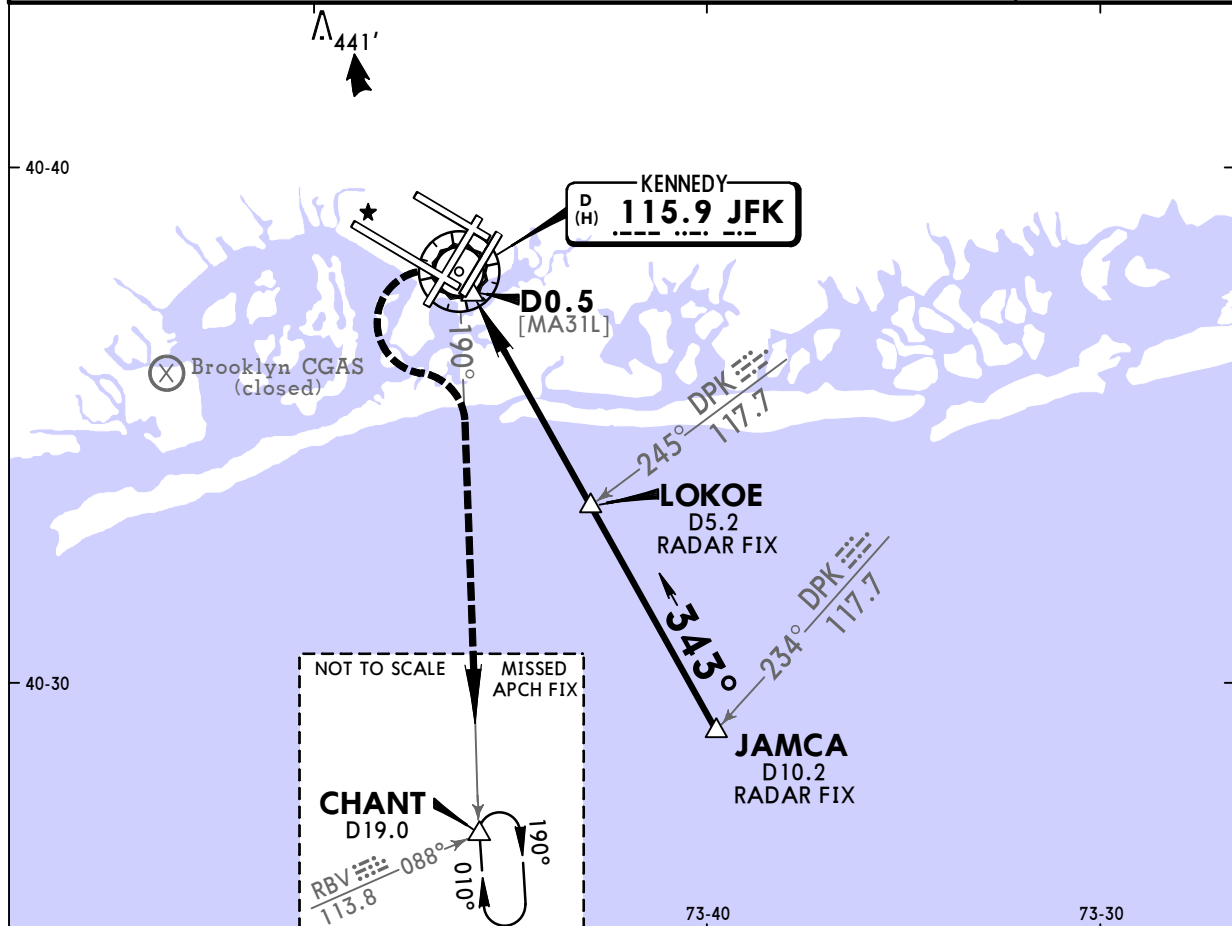
KJFK/JFK
KENNEDY INTL

JEPPesen
1 JAN 16 **(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			
128.72 117.7 115.4			128.12		123.9 119.1		121.9			
VOR JFK 115.9		Final Apch Crs 343°		Minimum Alt LOKOE 1800' (1787')		MDA(H) 560' (547')		Apt Elev 14' 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										



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	<div>3000'</div> <div><div>↙</div>LT</div>	JFK via 115.9 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				

STRAIGHT-IN LANDING RWY 31L				CIRCLE-TO-LAND			
MDA(H) 560' (547')				Max Kts	MDA(H)		
A				90			
B	RVR 50 or 1			120	640' (626') - 1		
C	1½			140	640' (626') - 1¾		
D	1¾			165	640' (626') - 2		

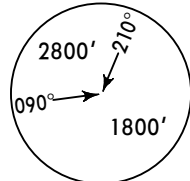
TERPS

KJFK/JFK
KENNEDY INTL

JEPPesen
15 AUG 14 **(29-1)**

NEW YORK, NY
BELMONT VISUAL Rwy 22L

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW) 128.72 117.7 115.4			NEW YORK Approach (R) 128.12	KENNEDY Tower (Rwys 4R/22L & 13L/31R) 119.1 123.9 (Rwys 4L/22R & 13R/31L)	Ground 121.9
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3500-5	Apt Elev 14'	 MSA CRI VOR
MISSED APCH: No missed approach procedure.					
Alt Set: INCHES 1. Radar required. 2. Rwy 22L Vertical Guidance Navaid and Angle: PAPI-L 3.00°.					
Trans level: FL 180			Trans alt: 18000'		



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

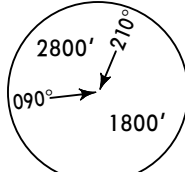
15 AUG 14

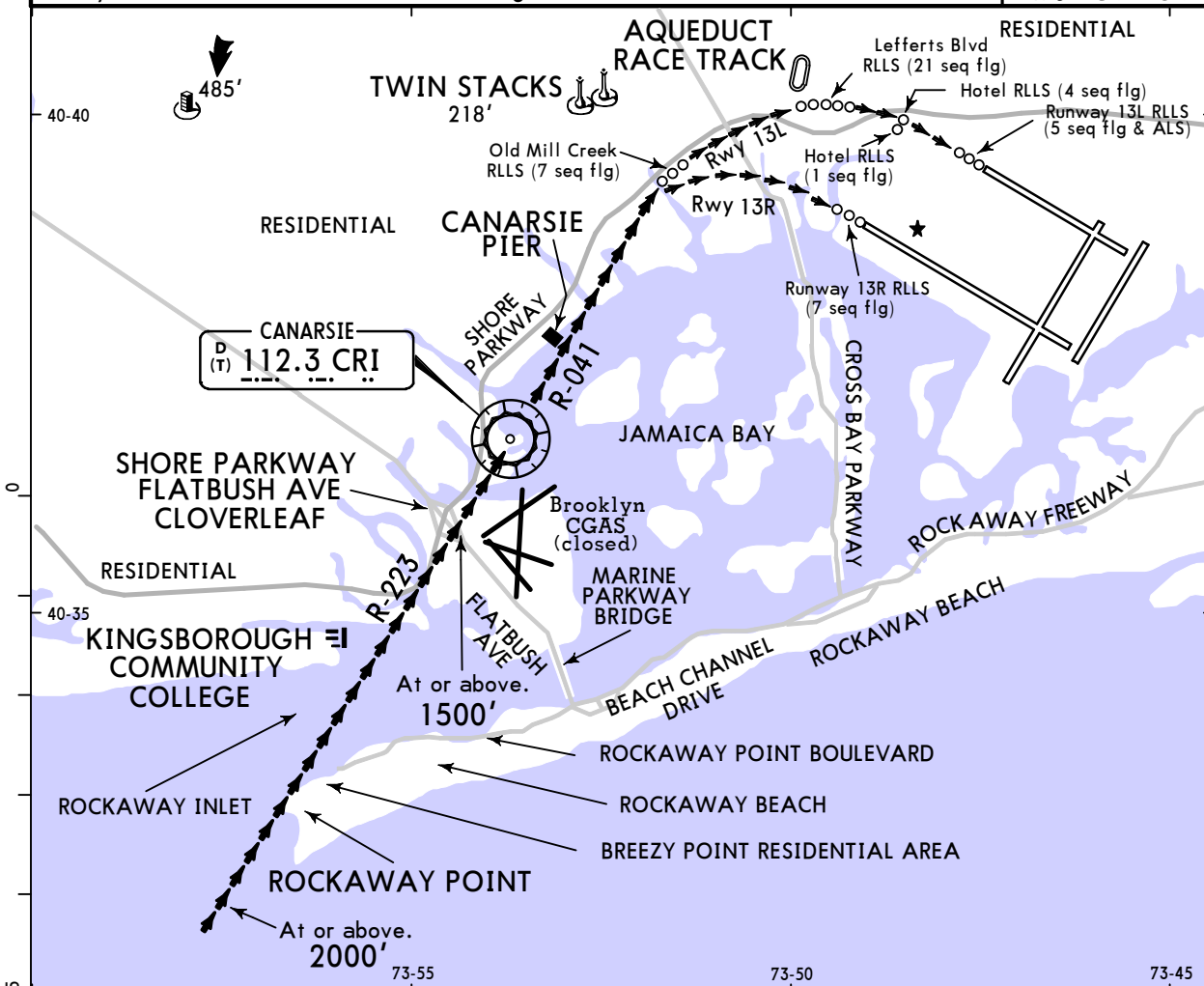
JEPPesen

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	128.12	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: 1800'						
1. Radar required. 2. Rwy 13L Vertical Guidance Navaid and Angle: VASI 2.75°. 3. Rwy 13R Vertical Guidance Navaid and Angle: PAPI-L 3.00°.						



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 VASI RLLS		Rwy 13R RLLS PAPI-L
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WEATHER MINIMUMS

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

CYYR/YYR
GOOSE BAY

JEPPESEN

28 MAR 14

10-3

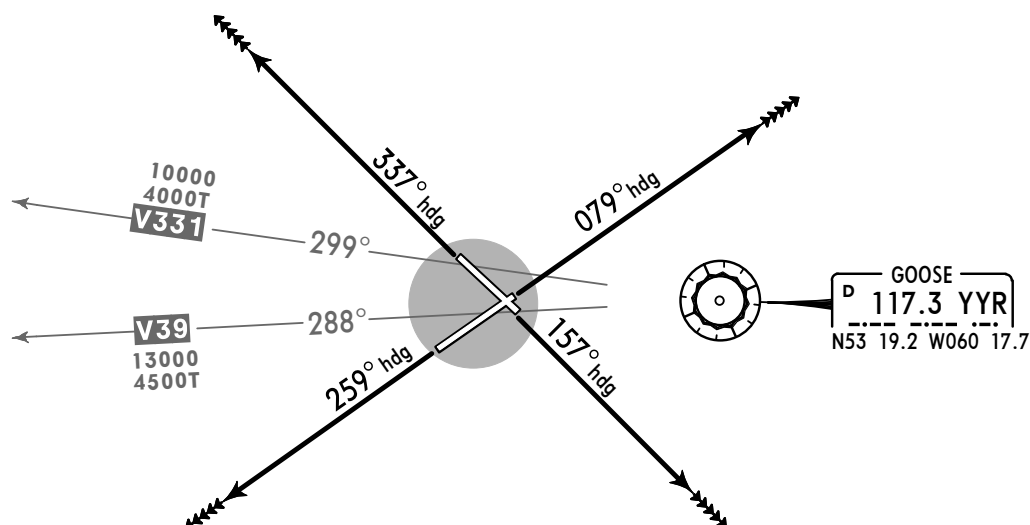
Eff 3 Apr

GOOSE BAY, NFLD

SID

*GOOSE Departure 119.5	*GANDER Center 120.4 when Dep inop.	Apt Elev 160'	Trans level: FL 180 Trans alt: 18000' Safe Altitude within 100 NM 6000'.
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GOOSE BAY TWO DEPARTURE (CYYR2.) (VECTOR)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Transponder Mode A/3 Code 7600
On recognition of communication failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Upon reaching 6000' or last assigned altitude, whichever is higher, proceed directly on course;
2. Maintain this altitude for 10 minutes after take-off; then
3. Climb to flight planned altitude.

Note: If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedure for communication failure enroute.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ROUTING	ALTITUDE
Climb runway heading for vectors.	MAINTAIN 6000'

CYR/YYR

Apt Elev **160'**
N53 19.2 W060 25.6

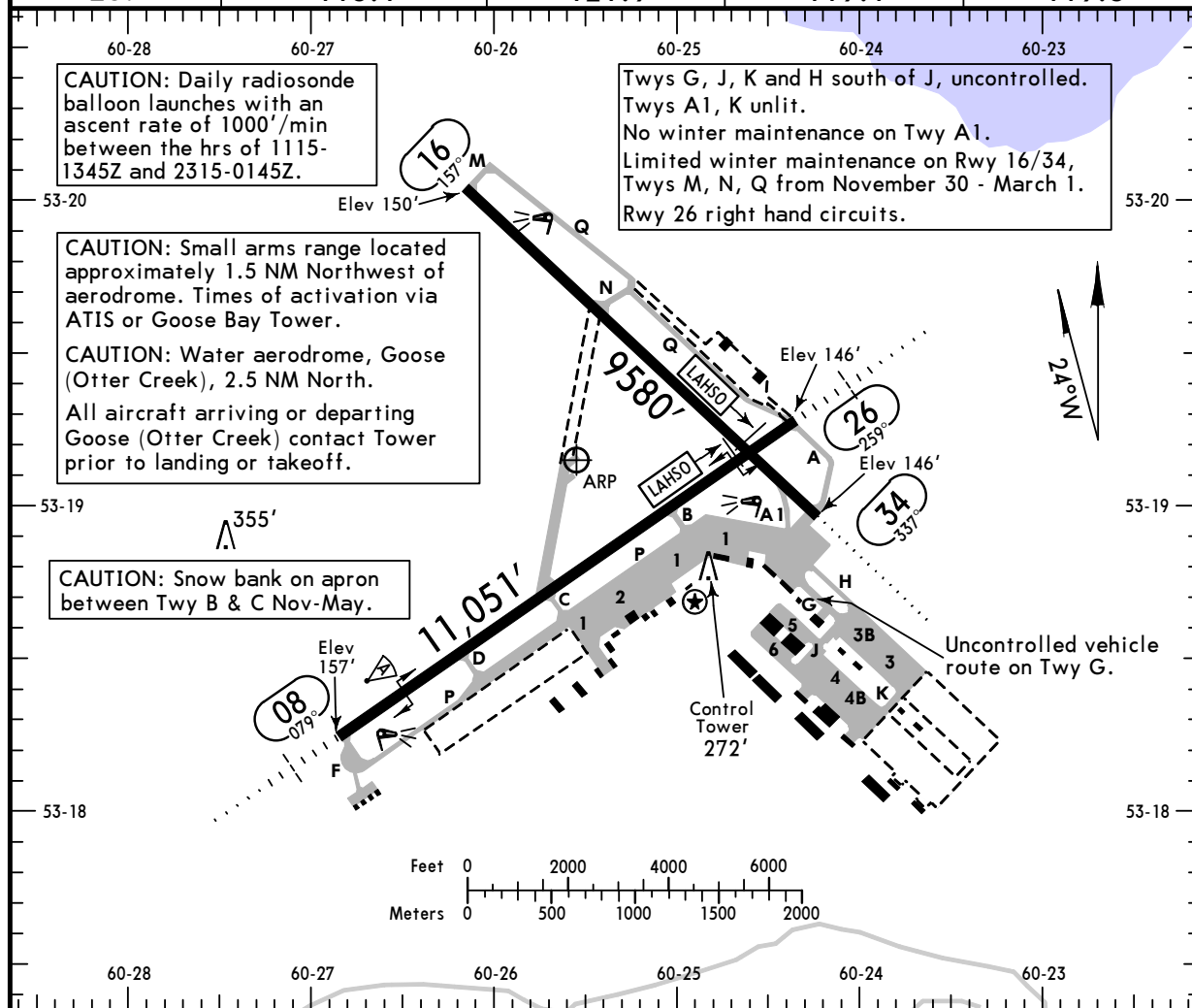
3 JAN 14

10-9

GOOSE BAY, NFLD

GOOSE BAY

ATIS	GOOSE Clearance Delivery	Ground	Tower	*GOOSE Departure
128.1	118.1	121.9	119.1	119.5



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		LAHSO Distance	WIDTH
		— LANDING — Threshold	BEYOND Glide Slope		
08	HIRL SSALR (non-std) ① PAPI-R (angle 3.0°) RVR		10,001'	16/34 9650'	200'
26	HIRL SSALR ① PAPI-L (angle 3.0°)		10,051'		
16	HIRL REIL ① PAPI-R (angle 3.0°)			08/26 7400'	200'
34	HIRL ALS-(yellow) ① PAPI-L (angle 3.0°)				

① For aircraft with eye-to-wheel height up to 25'.

TAKE-OFF & DEPARTURE PROCEDURE				
	Rwys 08, 16	Rwy 26	Rwy 34	
	Climb runway heading to 1100' before proceeding on course.	Climb runway heading to 1500' before proceeding on course.	1 Requires a minimum climb gradient of 220'/NM to 1600' on runway heading before proceeding on course.	Climb visual to 1600' before proceeding on course.
A	1/2	1/2	1/2	1
B				1 1/2
C				
D				2

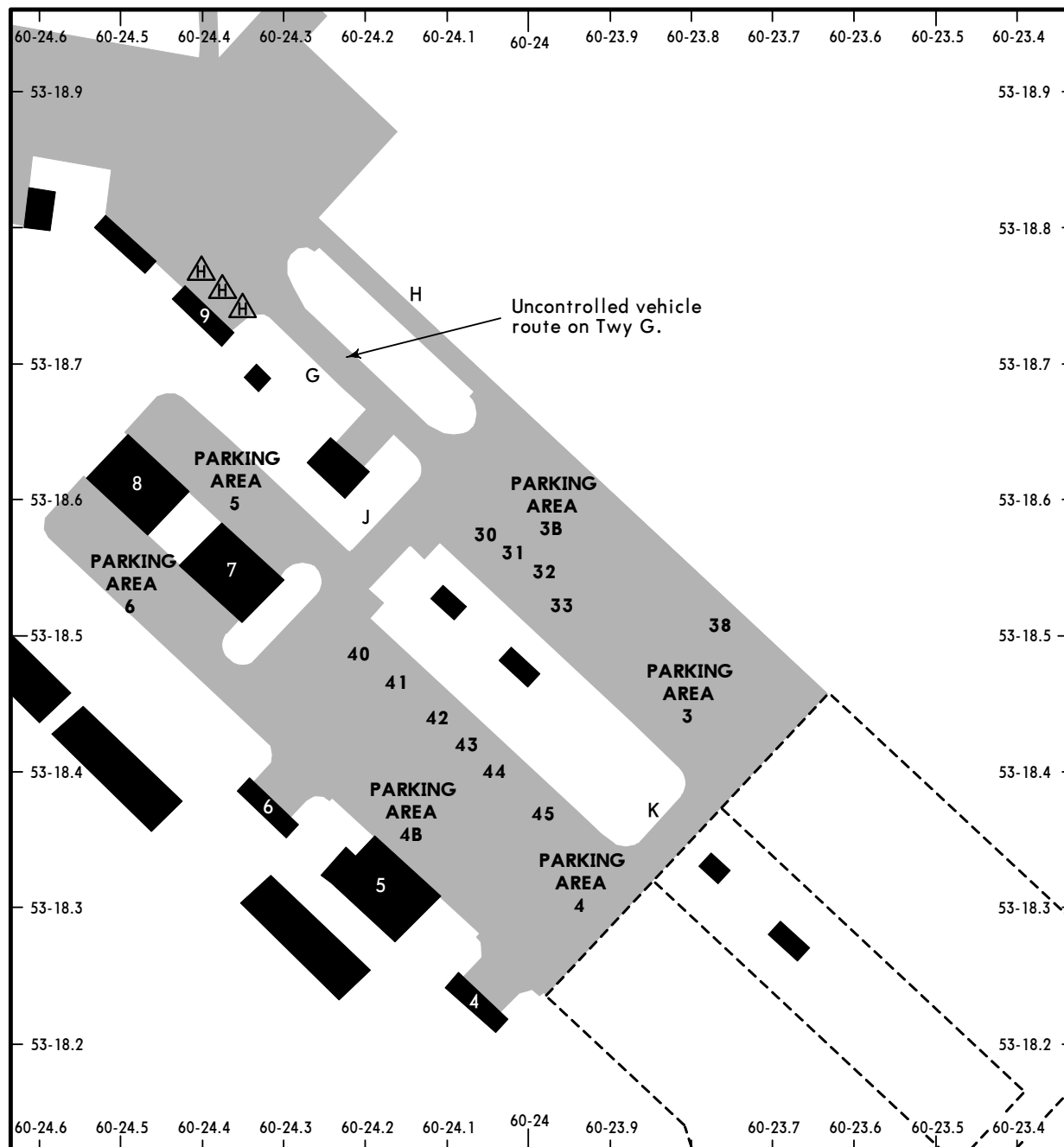
1 DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
220 FT/NM	330	440	520	590	660	740	920	1100

CYYR/YYR

3 JAN 14 **JEPPESEN**
(10-9A)

GOOSE BAY, NFLD
GOOSE BAY



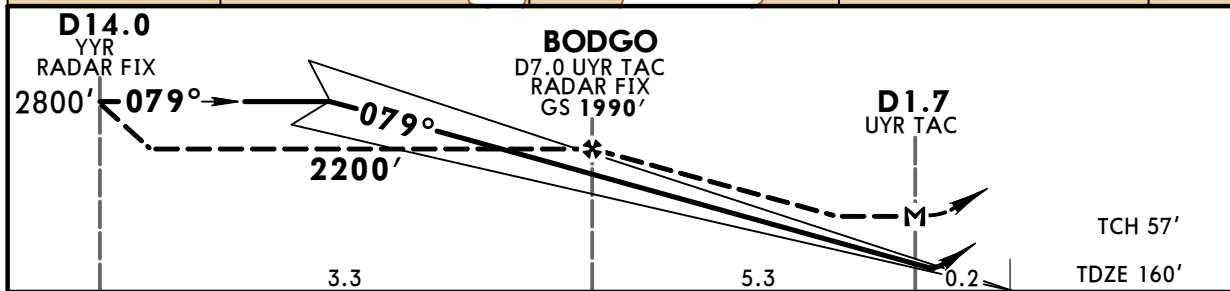
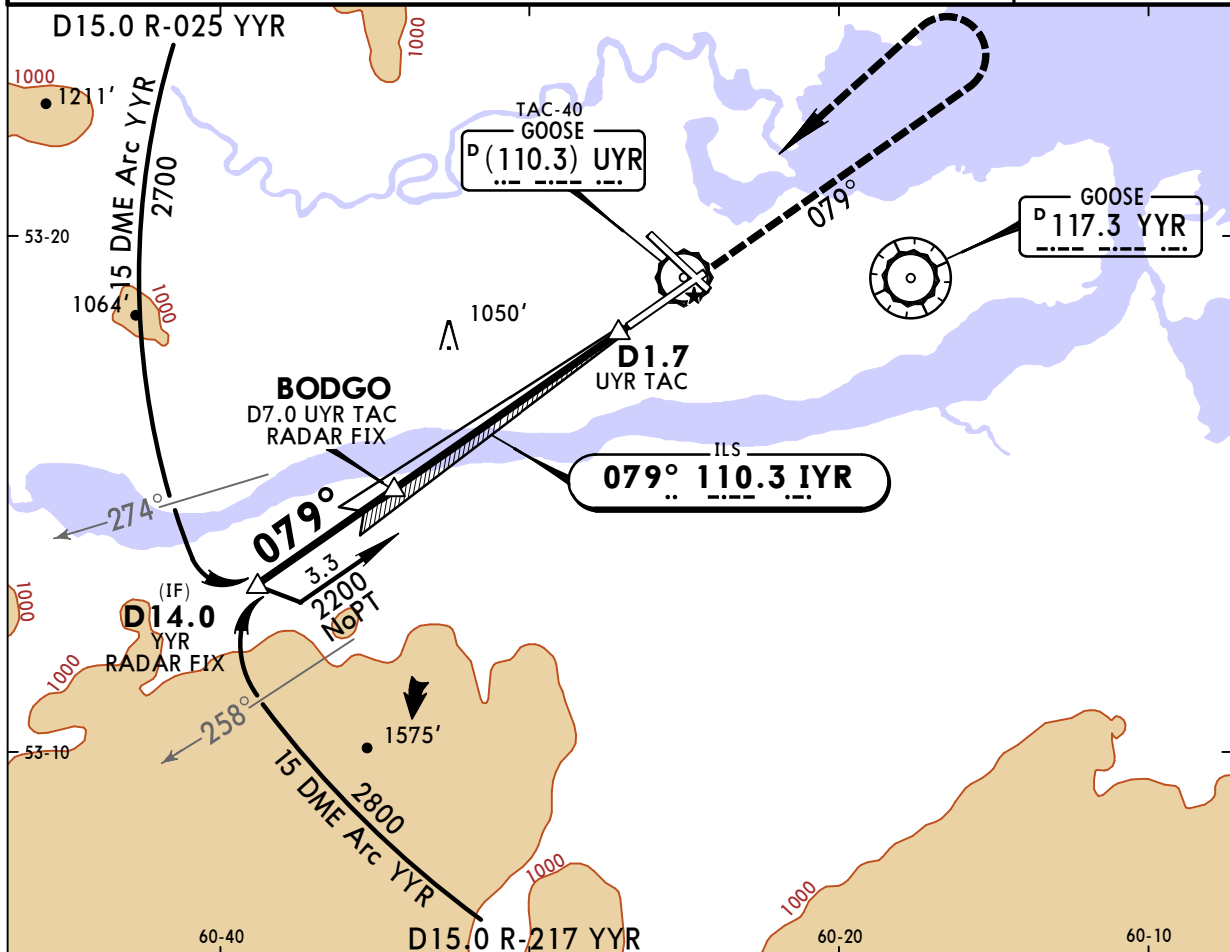
PARKING SPOT COORDINATES

SPOT No.	COORDINATES
30, 31	N53 18.6 W060 24.0
32	N53 18.6 W060 23.9
33	N53 18.5 W060 23.9
38	N53 18.5 W060 23.8
40, 41	N53 18.5 W060 24.2
42, 43, 44	N53 18.4 W060 24.1
45	N53 18.4 W060 24.0

CYR/YYR
GOOSE BAYJEPPesen
15 JUL 16 (11-1) Eff 21 JulGOOSE BAY, NFLD
ILS Z (DND) Rwy 08

BRIEFING STRIP™

ATIS 128.1	*GANDER Center 120.4	*GOOSE Arrival 119.5	GOOSE Tower 119.1	Ground 121.9
LOC IYR 110.3	Final Apch Crs 079°	GS BODGO 1990' (1830')	ILS DA(H) 360' (200')	Apt Elev 160' TDZE 160'
MISSED APCH: Climb to 3100' on track of 079°. LEFT turn to BODGO.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED. 3. Localizer reliable only within 15° either side of centerline.				
MSA UYR TAC				



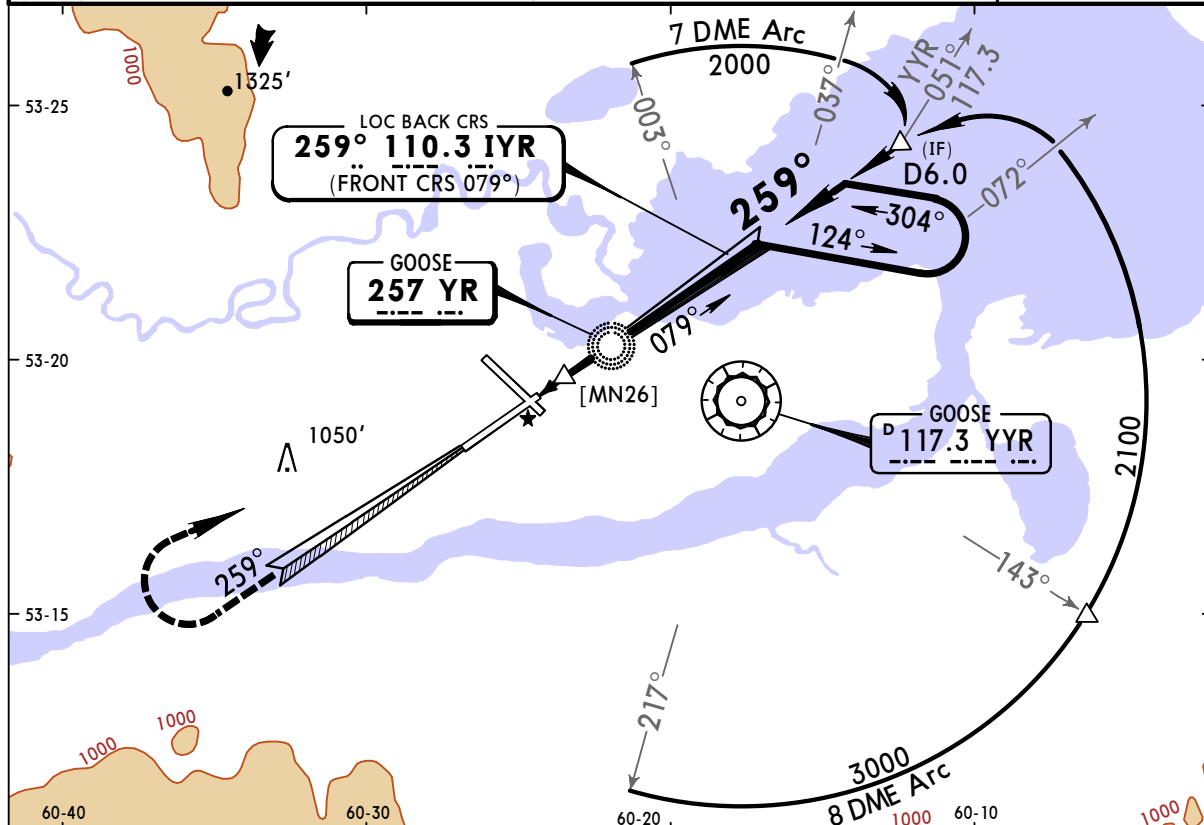
Gnd speed-Kts	70	90	100	120	140	160	SSALR	3100'	079°	LT	BODGO
GS	3.00°	372	478	531	637	743	PAPI	↑	on		
MAP at D1.7 UYR TAC											

STRAIGHT-IN LANDING RWY 08					CIRCLE-TO-LAND		
ILS DME			LOC (GS out) DME		Max Kts		
DA(H) 360'(200')			MDA(H) 560'(400')				
FULL				HIALS out		MDA(H)	
A	RVR 26 or 1/2			1		90	660'(500') - 1 1/2
B						120	
C						140	660'(500') - 2
D						165	900'(740') - 2

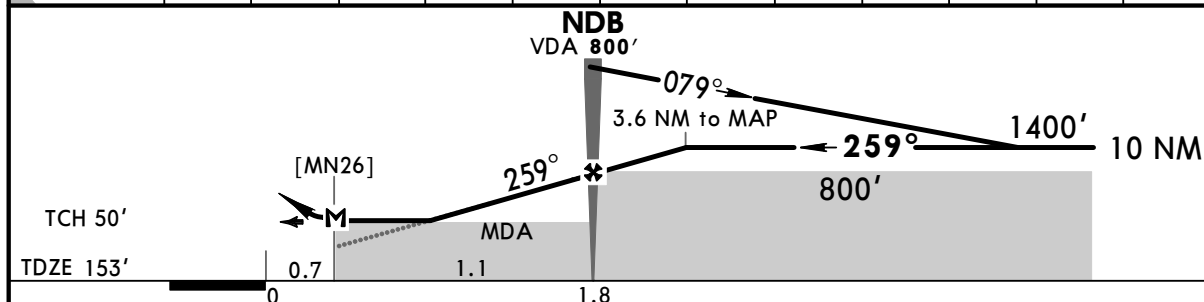
CYJR/YJR
GOOSE BAYJEPPesen
15 JUL 16
Eff 21 Jul (11-2)GOOSE BAY, Nfld
LOC (BACK CRS) Z
or NDB (DND) Rwy 26

BRIEFING STRIP™

ATIS 128.1		*GANDER Center 120.4		*GOOSE Arrival 119.5		GOOSE Tower 119.1		Ground 121.9	
LOC IYR 110.3		Final Apch Crs 259° (Front Crs 079°)		VDA NDB 800' (647')		LOC (BACK CRS) MDA(H) 480' (327')		Apt Elev 160' TDZE 153'	
NDB YR 257						NDB MDA(H) 600' (447')			
MISSED APCH: Climb to 2000' on track of 259°. RIGHT turn to YR NDB at 3100'.									
Alt Set: INCHES									



NM to MAP	1.1	2.0	3.0	4.0	5.0	5.7	7.0	8.0	9.0	10.0	11.0	11.8
VDA ALTITUDE	480'	870'	1210'	1540'	1880'	2100'	2550'	2890'	3220'	3560'	3900'	4170'



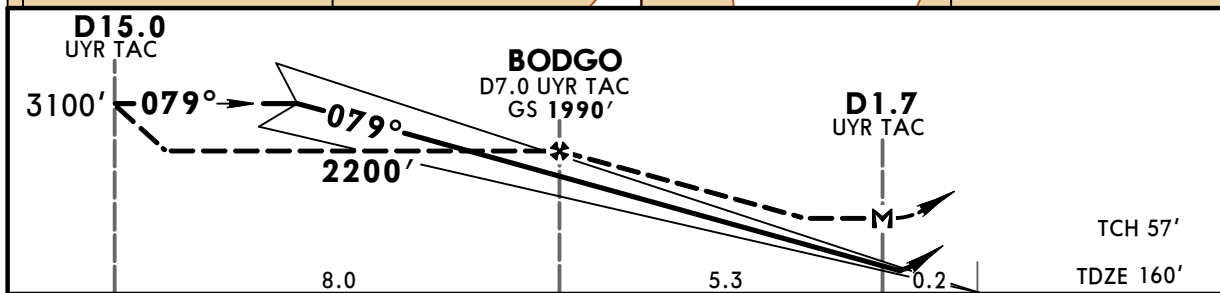
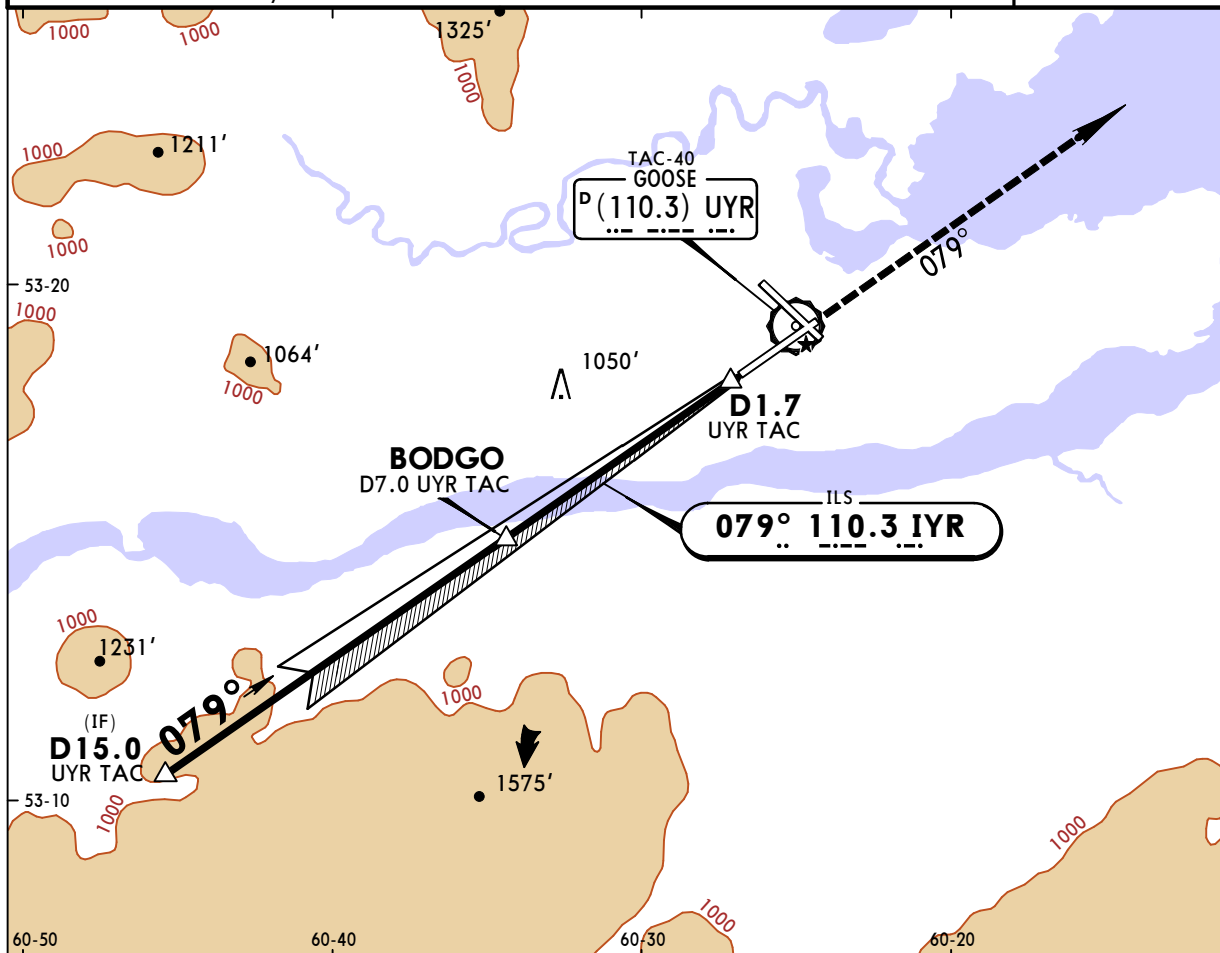
Gnd speed-Kts	70	90	100	120	140	160	SSALR	2000'	3100'	YR
VDA	3.17°	393	505	561	673	785	PAPI	259°	RT	257
NDB to MAP	1.1	0:57	0:44	0:40	0:33	0:28	0:25			

STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
LOC (BACK CRS)		NDB		Max Kts		MDA(H)	
MDA(H) 480' (327')		MDA(H) 600' (447')					
HIALS out		HIALS out		90		660' (500') - 1½	
RVR 50 or 1		1		120		660' (500') - 2	
				140			
				D		NOT AUTHORIZED	

CYR/YYR
GOOSE BAYJEPPesen
15 JUL 16 (11-3) Eff 21 JulGOOSE BAY, NFLD
ILS Y (DND) Rwy 08

BRIEFING STRIP™

ATIS 128.1	*GANDER Center 120.4	*GOOSE Arrival 119.5	GOOSE Tower 119.1	Ground 121.9
LOC IYR 110.3	Final Apch Crs 079°	GS BODGO 1990' (1830')	ILS DA(H) 360' (200')	Apt Elev 160' TDZE 160'
MISSED APCH: Climb to 3100' on 079° to D15.0.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED. 3. Localizer reliable only within 15° either side of centerline.				
MSA UYR TAC				



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3100'	on 079°	D15.0
GS	3.00°	372	478	531	637	743	PAPI			
MAP at D1.7 UYR TAC										

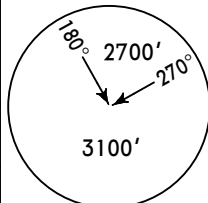
Military				STRAIGHT-IN LANDING RWY 08			CIRCLE-TO-LAND		
ILS DME				LOC (GS out) DME			MDA(H)		
DA(H) 360' (200')				MDA(H) 560' (400')					
FULL				HALS out			Max Kts		
A	RVR 26 or 1/2			1			90	660' (500') - 1 1/2	
B							120		
C							140	660' (500') - 2	
D							165	900' (740') - 2	

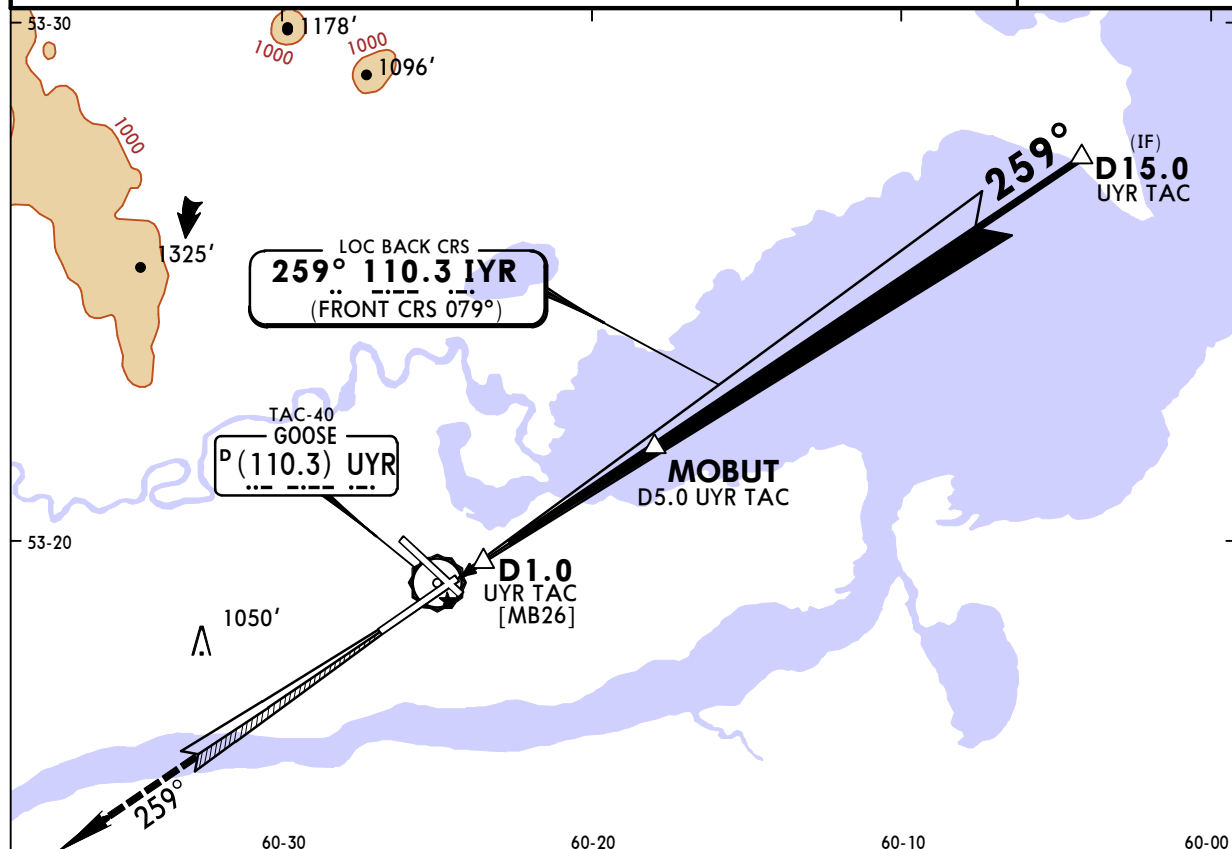
CYYR/YYR
GOOSE BAYJEPPESEN
15 JUL 16
Eff 21 Jul

(11-4)

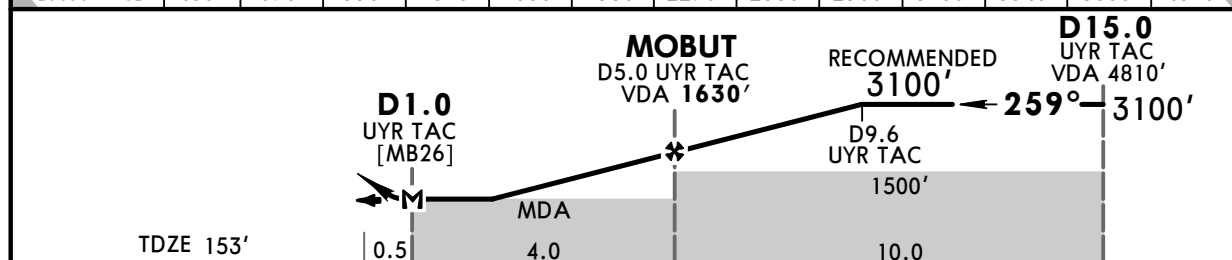
GOOSE BAY, NFLD
LOC (BACK CRS) Y (DND) Rwy 26

BRIEFING STRIP

ATIS 128.1	*GANDER Center 120.4	*GOOSE Arrival 119.5	GOOSE Tower 119.1	Ground 121.9
IYR LOC 110.3	Final Apch Crs 259° (Front Crs 079°)	VDA MOBUT 1630' (1477')	LOC (BACK CRS) MDA(H) 480' (327')	Apt Elev 160' TDZE 153'
MISSED APCH: Climb to 3100' track 259° to D15.0.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Back course no glide slope. 3. Ignore glide path indications. 4. Localizer reliable only within 10° either side of centerline. 5. Procedure turn NOT AUTHORIZED.				
				 MSA UYR TAC



NM to UYR TAC	1.4	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.6	11.0	12.0	15.0
VDA ALTITUDE	480'	670'	990'	1310'	1630'	1950'	2270'	2580'	2900'	3100'	3540'	3860'	4810'



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI PAPI 3100' 259° D15.0	
VDA 3.00°	372	478	531	637	743	849		
MAP at D1.0 UYR TAC								

Military STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND			
LOC (BACK CRS)									
MDA(H) 480' (327')									
HIALS out						Max Kts	MDA(H)		
A	1					90	660' (500') -1½		
B						120			
C						140	660' (500') -2		
D						165	900' (740') -2		

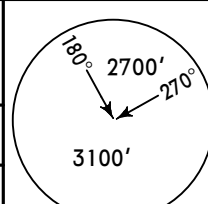
CYYR/YYR
GOOSE BAY

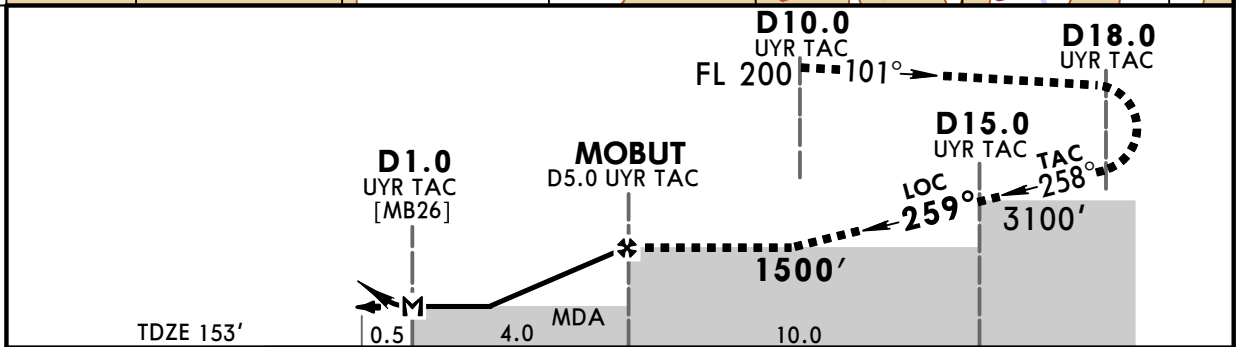
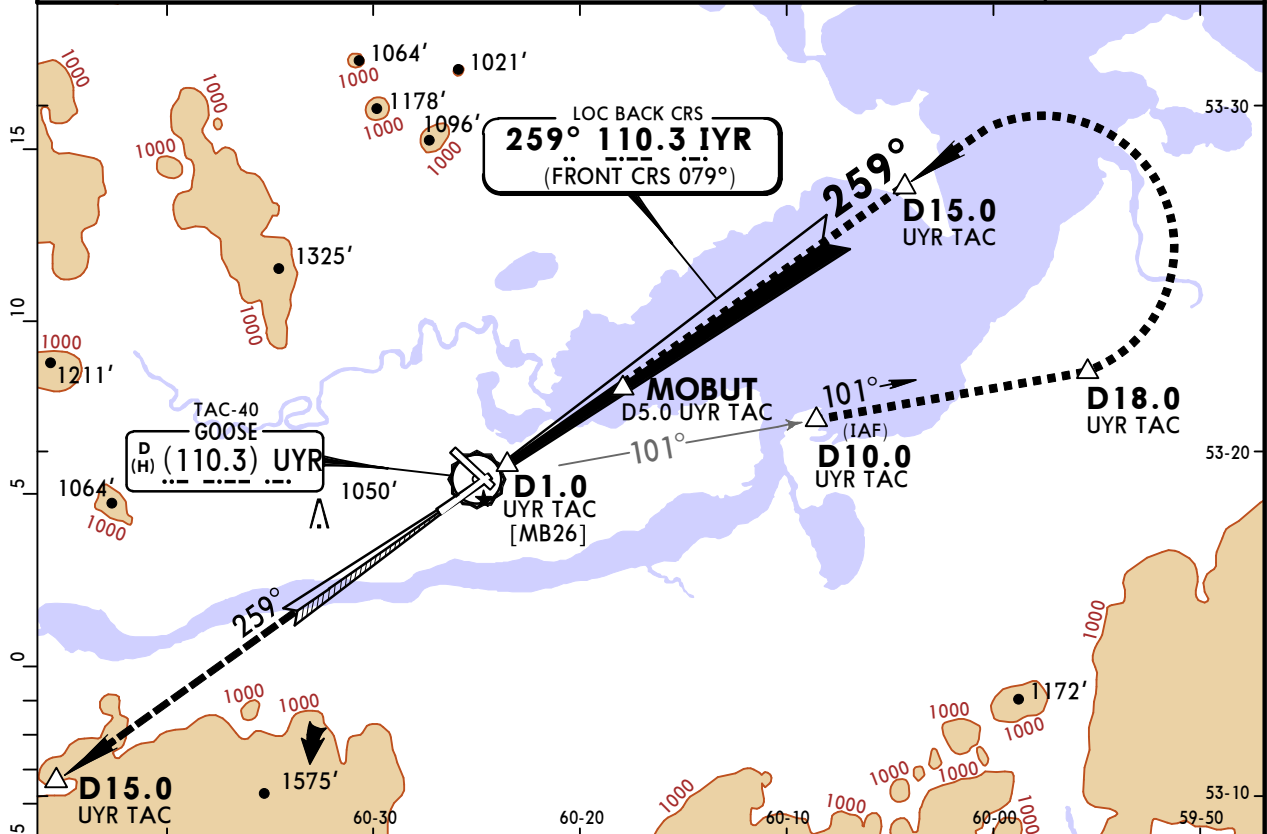
TACAN Azimuth
Required 15 JUL 16
Eff 21 Jul

JEPPesen CAT B, C & D

GOOSE BAY, NFLD

(11-5) HI LOC (BACK CRS) X (DND) Rwy 26

BRIEFING STRIP™	ATIS 128.1		*GANDER Center 120.4		*GOOSE Arrival 119.5		GOOSE Tower 119.1		Ground 121.9		
	LOC IYR 110.3		Final Apch Crs 259° (Front Crs 079°)		SMA MOBUT 1500' (1347')		MDA(H) 480' (327')		Apt Elev 160' TDZE 153'		
	MISSED APCH: To 3100' on 259° to D15.0.										
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
	1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Back course no glide path. 3. Ignore glide path indications. 4. Procedure turn NOT AUTHORIZED. 5. Localizer reliable only within 10° either side of centerline.										
									MSA UYR TAC		



MAP at D1.0 UYR TAC	SSALR	3100'	on 259°	D15.0
	PAPI PAPI			

Military		STRAIGHT-IN LANDING RWY26		CIRCLE-TO-LAND	
		MDA(H) 480' (327')			
		HIALS out		Max Kts	MDA(H)
A	NOT APPLICABLE			A	NOT APPLICABLE
B				120	660' (500') - 1½
C	1			140	660' (500') - 2
D				165	900' (740') - 2

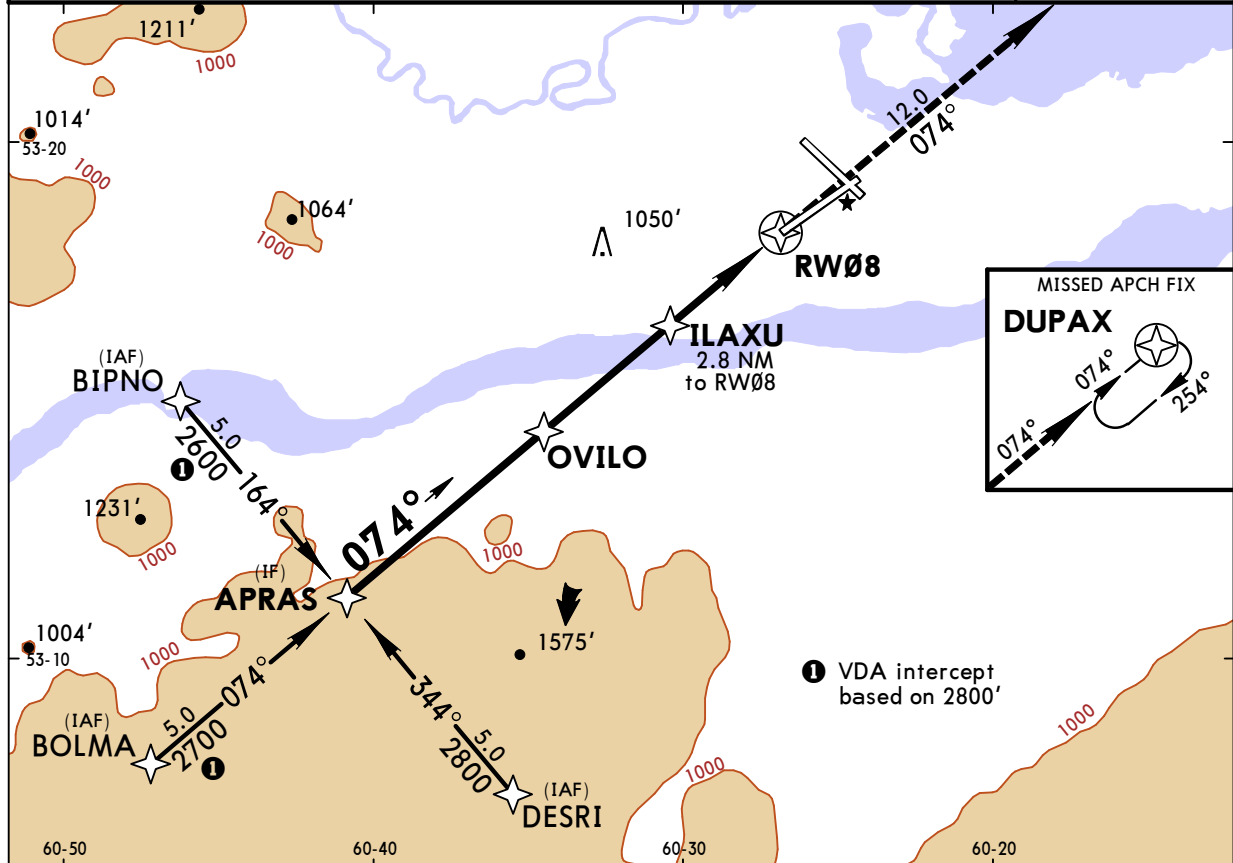
CYYR/YYR
GOOSE BAY

JEPPesen
9 SEP 16
Eff 15 Sep

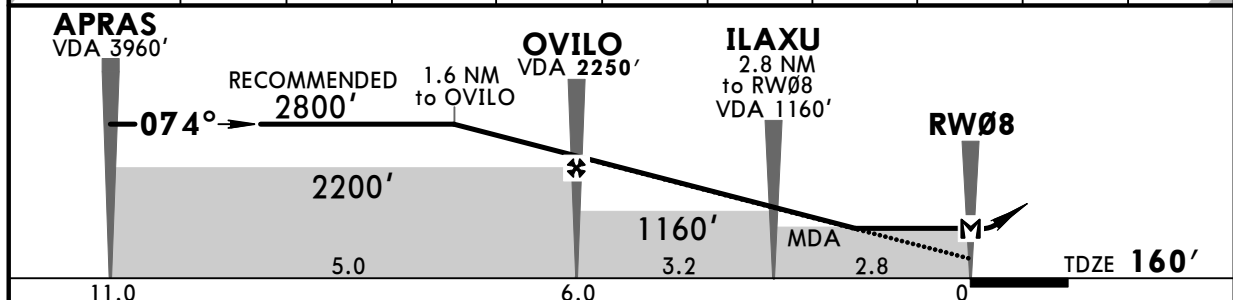
GOOSE BAY, NFLD
RNAV (GNSS) (DND) Rwy 08

BRIEFING STRIP

ATIS	*GANDER Center	*GOOSE Terminal	GOOSE Tower	Ground
128.1	120.4	119.5	119.1	121.9
RNAV	Final Apch Crs 074°	VDA OVILO 2250' (2090')	LNAV MDA(H) 720' (560')	Apt Elev 160' TDZE 160'
MISSED APCH: Climb to 3100' track 074° to DUPAX then hold.				
Alt Set: INCHES			Trans alt: 18000'	
1. SAFE ALTITUDE WITHIN 100 NM 6000'.			MSA RW08	



NM to RW08	11.0	10.0	9.0	7.6	7.0	6.0	5.0	4.0	3.0	1.5
VDA ALTITUDE	3960'	3610'	3270'	2800'	2590'	2250'	1910'	1570'	1230'	720'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3100'	074°	DUPAX
VDA	3.21°	398	511	568	682	795	PAPI	↑		
MAP at RW08										

STRAIGHT-IN LANDING RWY08						CIRCLE-TO-LAND			
LNAV									
MDA(H) 720' (560')									
HIALS out						Max Kts	MDA(H)		
A						90	720' (560') - 1 3/4		
B						120			
C	1 1/4					140	720' (560') - 2		
D						165	900' (740') - 2		

CYYR/YYR
GOOSE BAY

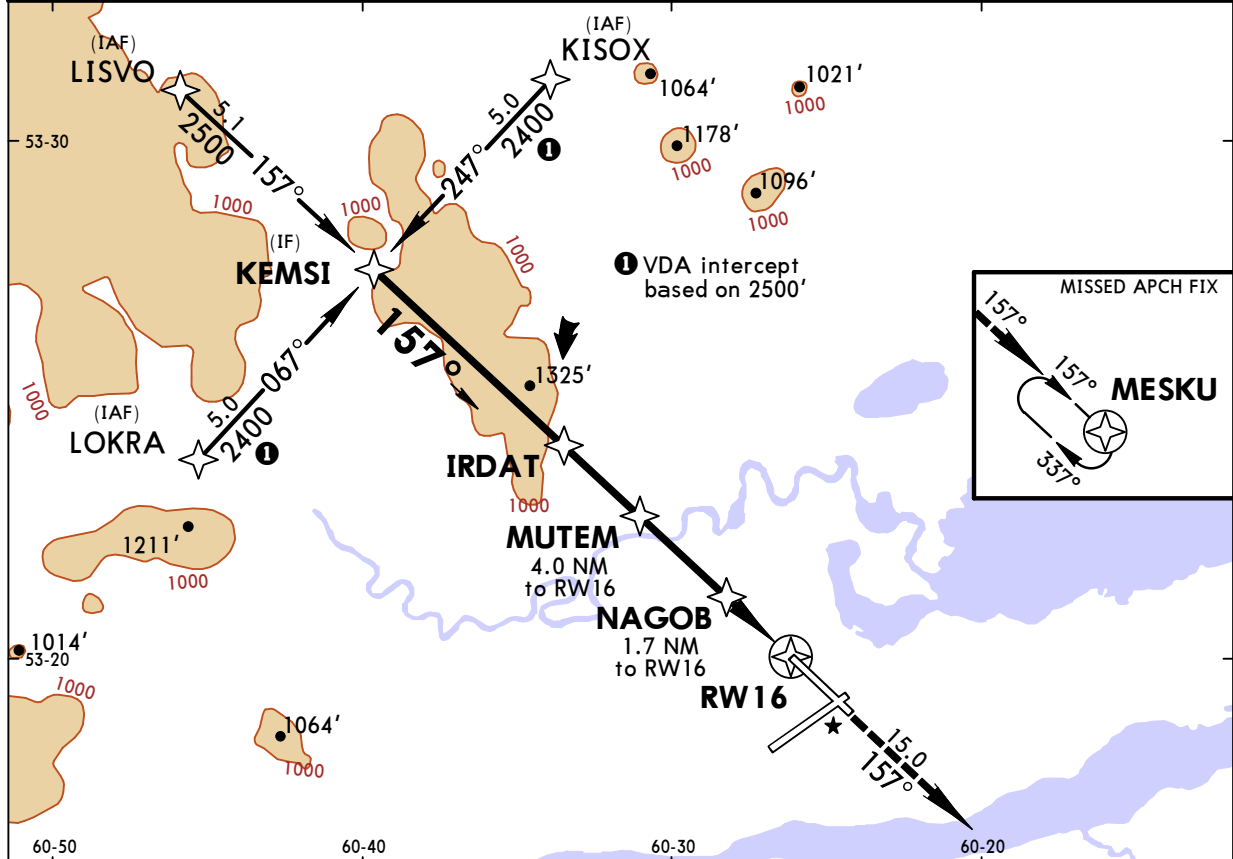
JEPPESEN
9 SEP 16
Eff 15 Sep

(12-2)

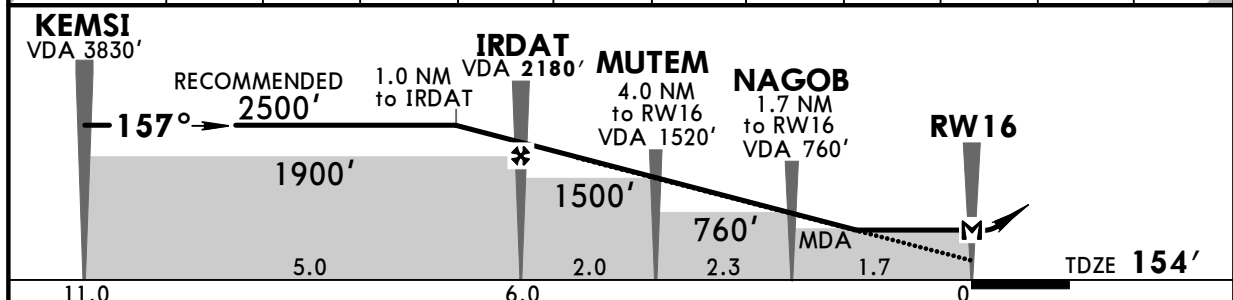
GOOSE BAY, NFLD
RNAV (GNSS) (DND) Rwy 16

BRIEFING STRIP

ATIS	*GANDER Center	*GOOSE Terminal	GOOSE Tower	Ground
128.1	120.4	119.5	119.1	121.9
RNAV	Final Apch Crs 157°	VDA IRDAT 2180' (2026')	LNAV MDA(H) 520' (366')	Apt Elev 160' TDZE 154'
MISSED APCH: Climb to 3100' track 157° to MESKU then hold.				3100'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				MSA RW16



NM to RW16	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
VDA ALTITUDE	3830'	3500'	3170'	2840'	2500'	2180'	1850'	1520'	1190'	860'	520'



Gnd speed-Kts	70	90	100	120	140	160	REIL	3100'	157°	MESKU
VDA	3.11°	385	495	550	660	770	PAPI	↑		
MAP at RW16										

STRAIGHT-IN LANDING RWY16						CIRCLE-TO-LAND			
LNAV MDA(H) 520' (366')						Max Kts	MDA(H)		
A	1¼					90	660' (500') - 1½		
B						120	660' (500') - 2		
C						140	660' (500') - 2		
D						165	900' (740') - 2		

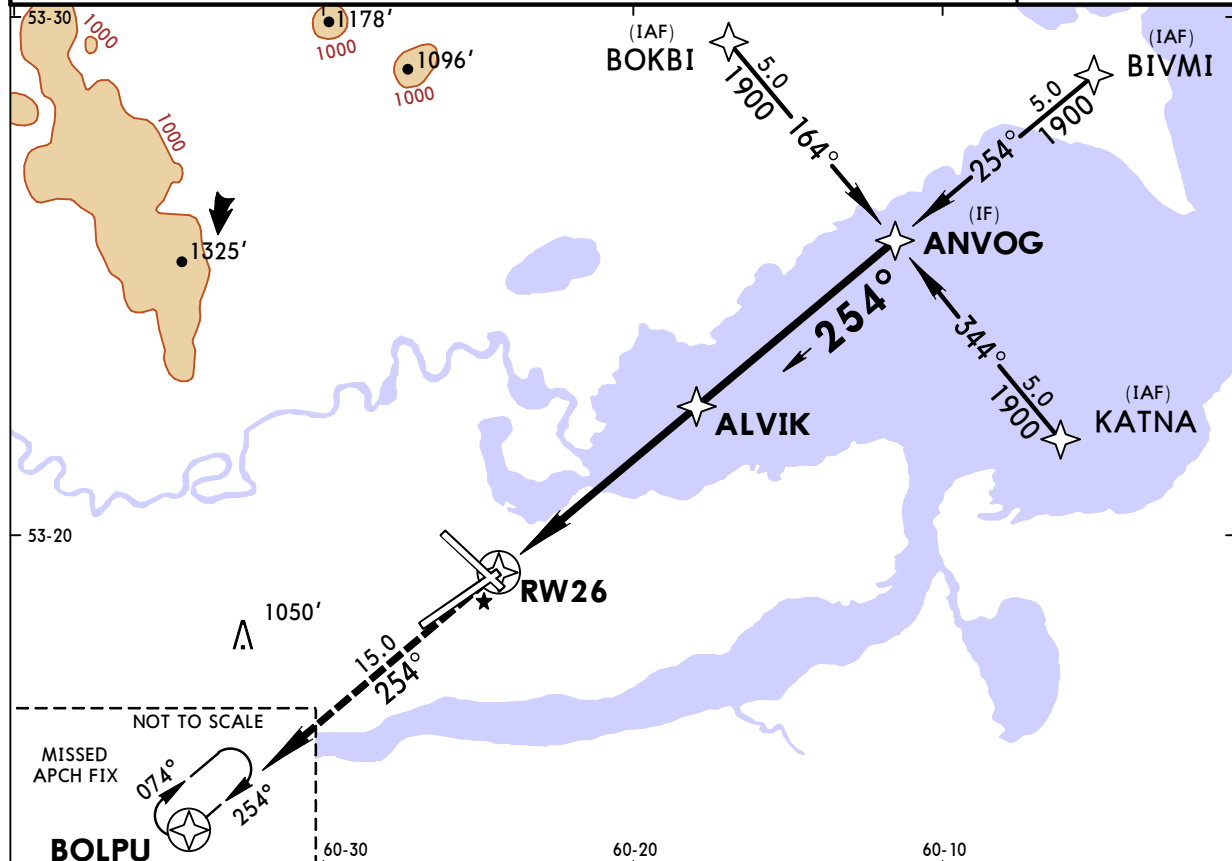
CYJR/YYR
GOOSE BAYJEPPESEN
9 SEP 16
Eff 15 Sep

(12-3)

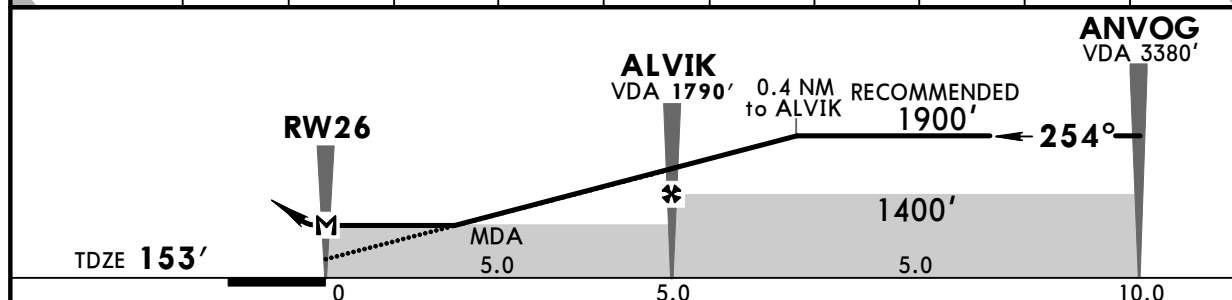
GOOSE BAY, NFLD
RNAV (GNSS) (DND) Rwy 26

BRIEFING STRIP

ATIS	*GANDER Center	*GOOSE Terminal	GOOSE Tower	Ground
128.1	120.4	119.5	119.1	121.9
RNAV	Final Apch Crs 254°	VDA ALVIK 1790' (1637')	LNAV MDA(H) 500' (347')	Apt Elev 160' TDZE 153'
MISSED APCH: Climb to 3100' track 254° to BOLPU then hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. SAFE ALTITUDE WITHIN 100 NM 6000'.				MSA RW26



NM to RW26	1.0	2.0	3.0	4.0	5.4	6.0	7.0	8.0	9.0	10.0
VDA ALTITUDE	500'	830'	1150'	1470'	1900'	2110'	2430'	2740'	3060'	3380'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3100'	254°	BOLPU
VDA	3.00°	372	478	531	637	743	PAPI			
MAP at RW26										

STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND			
LNAV MDA(H) 500' (347')						Max Kts			
HIALS out						MDA(H)			
A						90	660' (500') - 1½		
B						120			
C						140	660' (500') - 2		
D						165	900' (740') - 2		

CYYR/YYR
GOOSE BAY

JEPPesen
9 SEP 16
Eff 15 Sep (12-4)

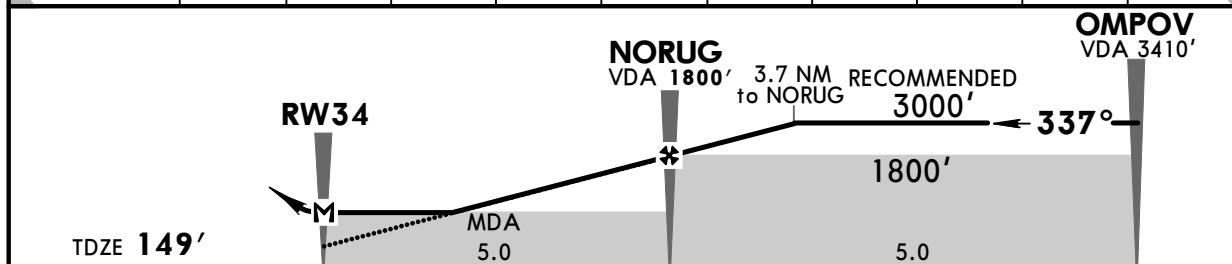
GOOSE BAY, NFLD
RNAV (GNSS) (DND) Rwy 34

BRIEFING STRIP

ATIS		*GANDER Center		*GOOSE Terminal		GOOSE Tower		Ground	
128.1		120.4		119.5		119.1		121.9	
RNAV	Final Apch Crs 337°	VDA NORUG 1800' (1651')	LNAV MDA(H) 540' (391')	Apt Elev 160' TDZE 149'		<div><div>3100'</div><div>MSA RW34</div></div>			
MISSED APCH: Climb to 3100' track 337° to ALTUB then hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. SAFE ALTITUDE WITHIN 100 NM 6000'.									



NM to RW34	1.1	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.7	10.0
VDA ALTITUDE	540'	840'	1160'	1480'	1800'	2130'	2450'	2770'	3000'	3410'




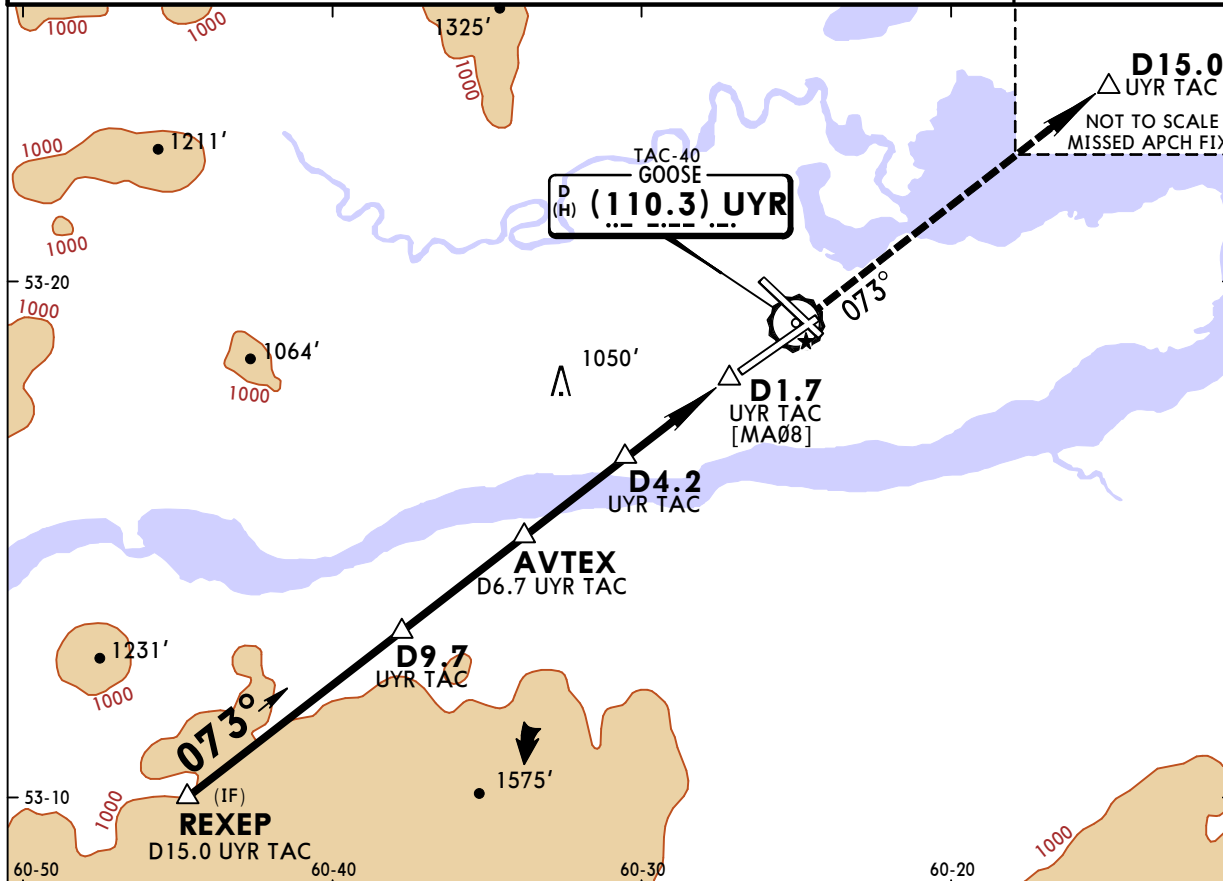
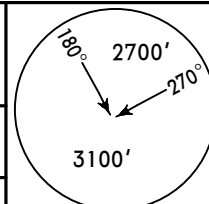
Gnd speed-Kts	70	90	100	120	140	160	ALS	3100'	337°	ALTUB
VDA	3.03°	375	482	536	643	750	PAPI	↑		
MAP at RW34										

STRAIGHT-IN LANDING RWY34					CIRCLE-TO-LAND				
LNAV MDA(H) 540' (391')					Max Kts				
ALS out					MDA(H)				
1 1/4					90	660' (500') - 1 1/2			
					120	660' (500') - 2			
					140	660' (500') - 2			
					165	900' (740') - 2			

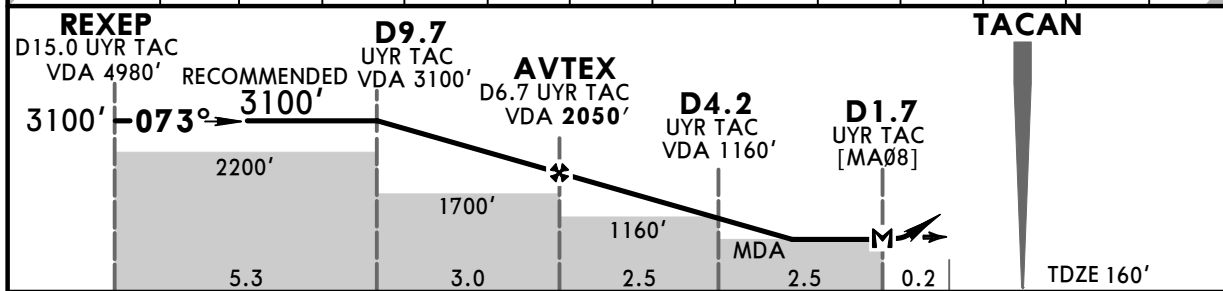
CYR/YR
GOOSE BAYJEPPesen
15 JUL 16 (14-1) Eff 21 JulGOOSE BAY, NFLD
TACAN (DND) Rwy 08

BRIEFING STRIP™

ATIS 128.1		*GANDER Center 120.4		*GOOSE Arrival 119.5		GOOSE Tower 119.1		Ground 121.9	
TACAN UYR CH 40		Final Apch Crs 073°		VDA AVTEX 2050' (1890')		MDA(H) 720' (560')		Apt Elev 160' TDZE 160'	
MISSED APCH: To 3100' outbound UYR TAC R-073 to D15.0.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.									



NM to UYR TAC	15.0	14.0	13.0	12.0	11.0	9.7	9.0	8.0	7.0	6.0	5.0	4.0	3.0
VDA ALTITUDE	4980'	4630'	4270'	3920'	3570'	3100'	2860'	2510'	2150'	1800'	1440'	1090'	720'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3100'	UYR TAC	D15.0
VDA	3.33°	412	530	589	707	825	PAPI	↑	CH 40	
MAP at D1.7 UYR TAC									R-073	

Military		STRAIGHT-IN LANDING RWY 08										CIRCLE-TO-LAND					
MDA(H) 720' (560')																	
												HIALS out		Max Kts	MDA(H)		
A	1 1/4														90	720' (560') - 1 3/4	
B															120	720' (560') - 2	
C															140	900' (740') - 2	
D															165	900' (740') - 2	

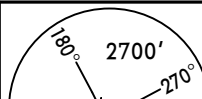
CYYR/YJR GOOSE BAY

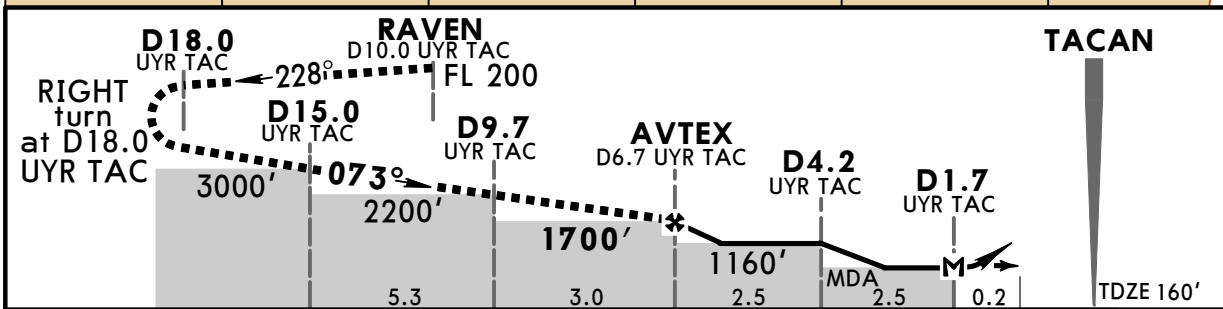
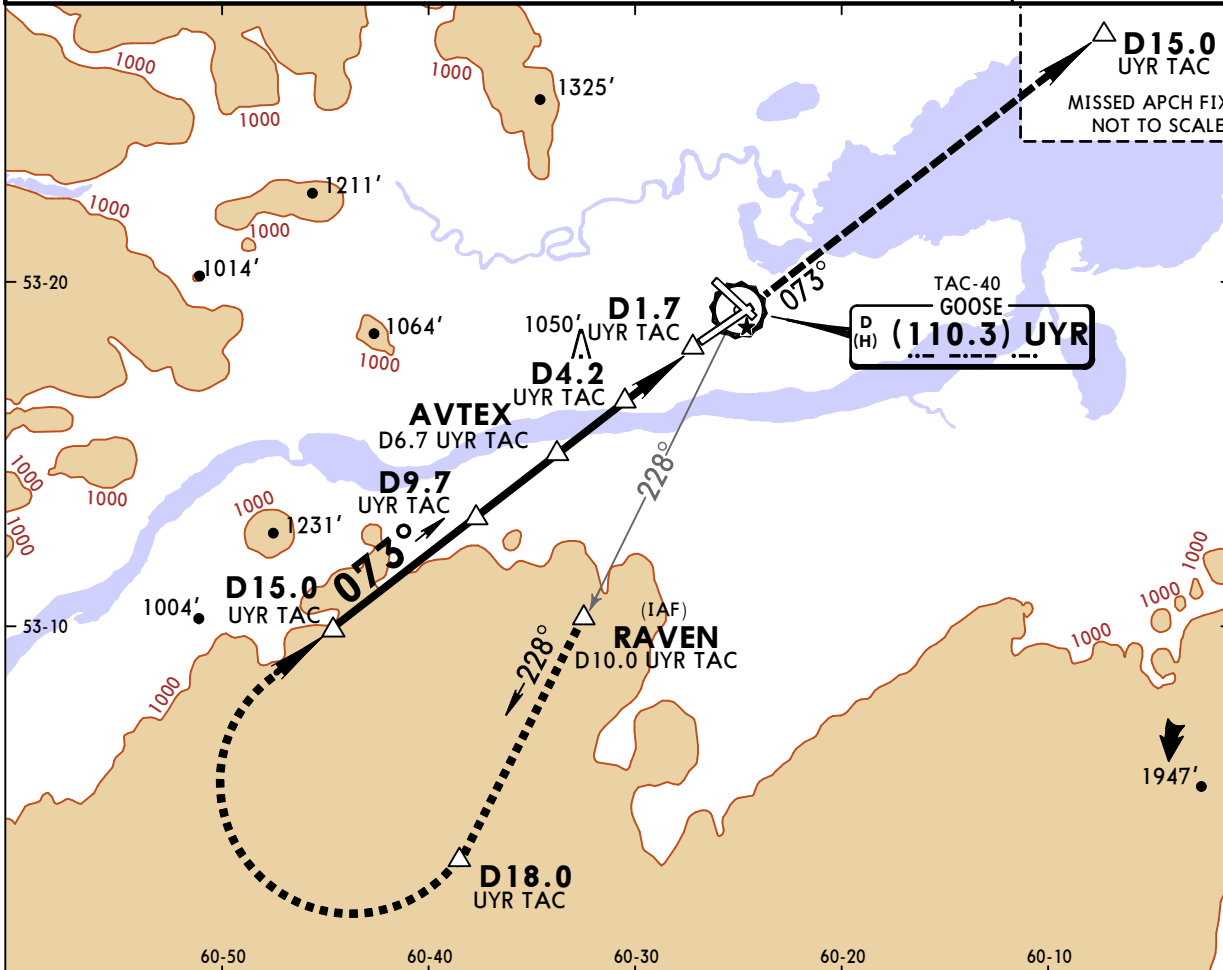
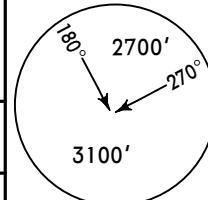
JEPPesen
15 JUL 16
Eff 21 Jul

CAT B, C & D

**GOOSE BAY, Nfld
HI TACAN (DND) Rwy 08**

BRIEFING STRIP

ATIS 128.1		*GANDER Center 120.4		*GOOSE Arrival 119.5		GOOSE Tower 119.1		Ground 121.9	
TACAN UYR CH 40		Final Apch Crs 073°		SMA AVTEX 1700' (1540')		MDA(H) 720' (560')		Apt Elev 160' TDZE 160'	
MISSED APCH: To 3100' outbound UYR TAC R-073 to D15.0.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.									
MSA UYR TAC									



MAP at D1.7 UYR TAC					SSALR PAPI PAPI	3100'	UYR TAC CH 40 R-073	D15.0
Military					STRAIGHT-IN LANDING RWY 08			
					CIRCLE-TO-LAND			
					MDA(H) 720' (560')			
					HIALS out			
A	NOT APPLICABLE					Max Kts	NOT APPLICABLE	
B						120	720' (560') - 1 3/4	
C	1 1/4					140	720' (560') - 2	
D						165	900' (740') - 2	

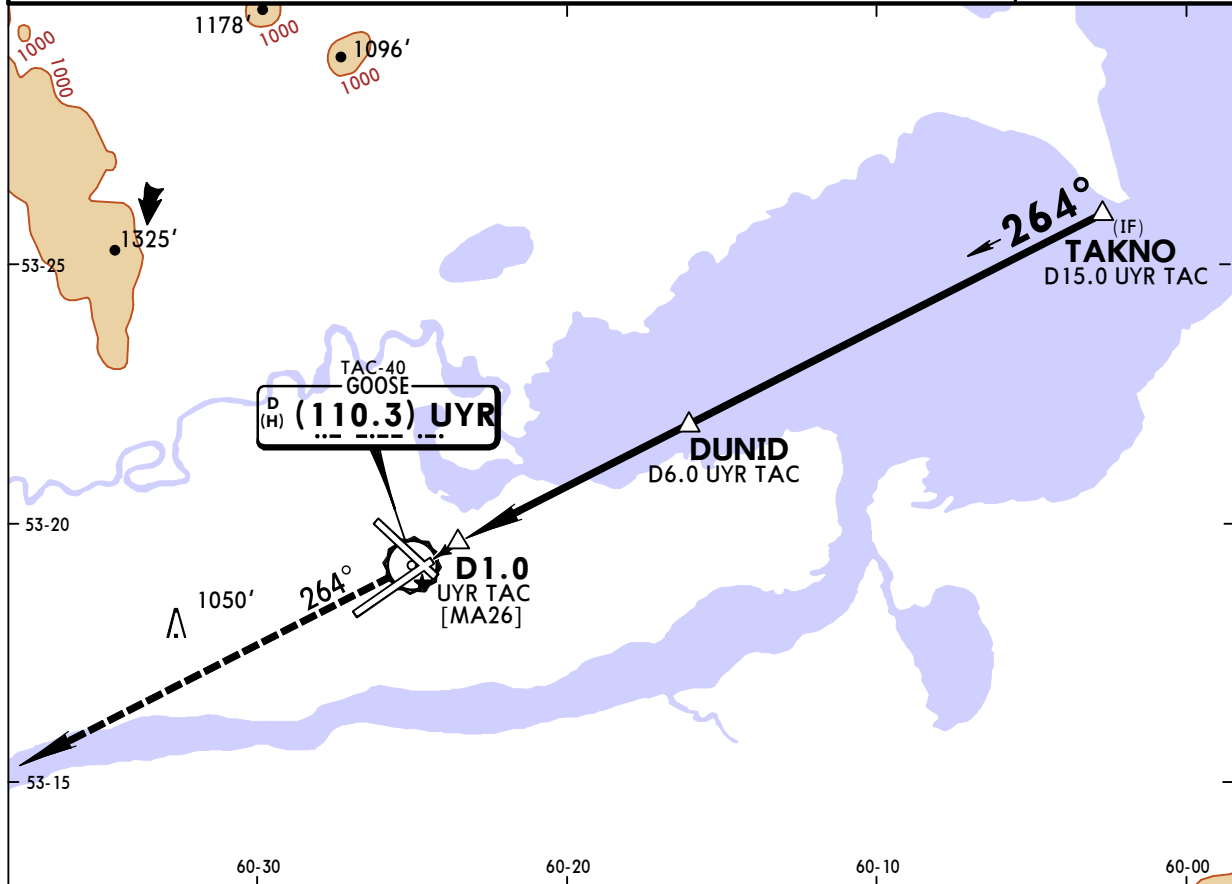
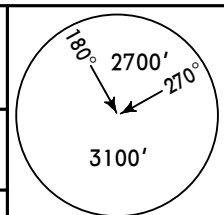
CYYR/YYR
GOOSE BAY

JEPPESEN
15 JUL 16 **(14-3)** Eff 21 Jul

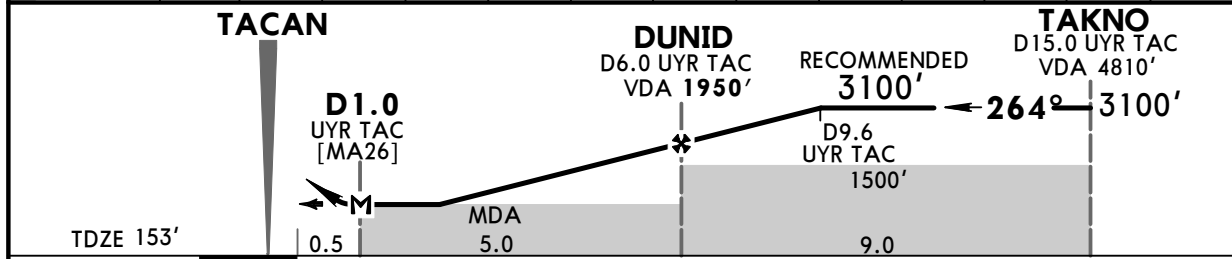
GOOSE BAY, NFLD
TACAN (DND) Rwy 26

BRIEFING STRIP

ATIS 128.1	*GANDER Center 120.4	*GOOSE Arrival 119.5	GOOSE Tower 119.1	Ground 121.9
TACAN UYR CH 40	Final Apch Crs 264°	VDA DUNID 1950' (1797')	MDA(H) 480' (327')	Apt Elev 160' TDZE 153'
MISSED APCH: To 3100' outbound on UYR TAC R-264 within D14.0.				
Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.				MSA UYR TAC



NM to UYR TAC	1.4	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.6	11.0	12.0	15.0
VDA ALTITUDE	480'	670'	990'	1310'	1630'	1950'	2270'	2580'	2900'	3100'	3540'	3860'	4810'



Gnd speed-Kts	70	90	100	120	140	160	SSALR	3100'	UYR TAC	D14.0
VDA	3.00°	372	478	531	637	743	PAPI	↑	on CH 40	within
MAP at D1.0 UYR TAC									R-264	

Military STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
MDA(H) 480' (327')				MDA(H)			
HIALS out				Max Kts			
1				90	660' (500') -1½		
				120			
				140	660' (500') -2		
				165	900' (740') -2		

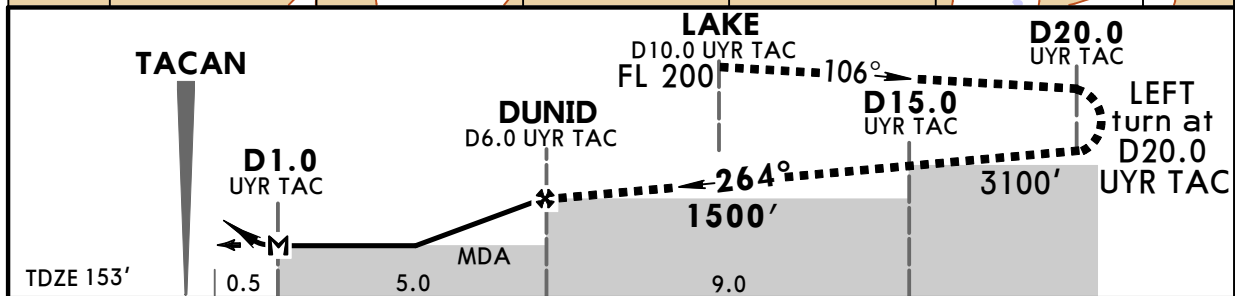
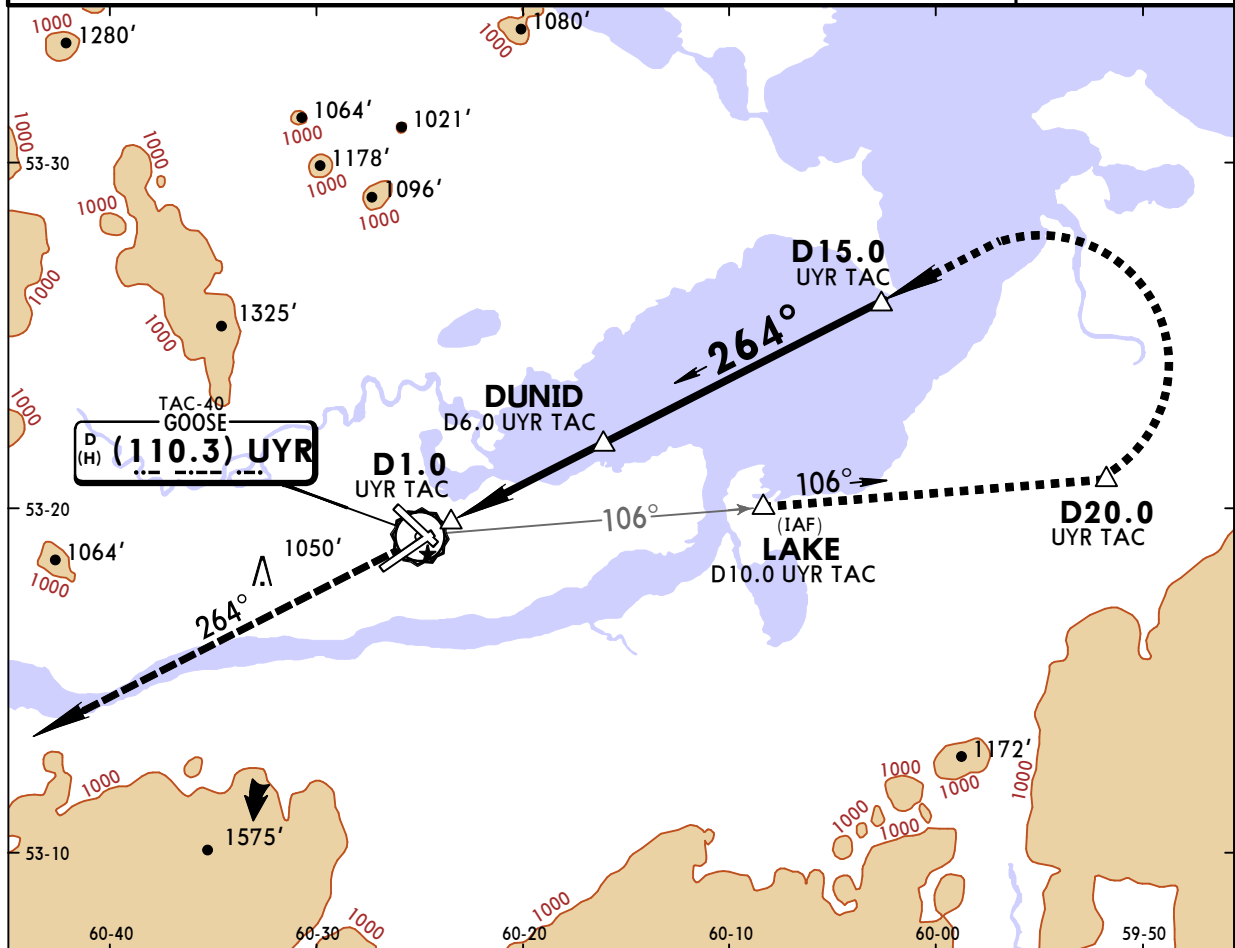
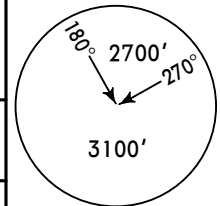
CYYR/YYR
GOOSE BAY

JEPPesen CAT B, C & D
15 JUL 16
Eff 21 Jul (14-4)

GOOSE BAY, NFLD
HI TACAN (DND) Rwy 26

BRIEFING STRIP™

ATIS 128.1	*GANDER Center 120.4	*GOOSE Arrival 119.5	GOOSE Tower 119.1	Ground 121.9
TACAN UYR CH 40	Final Apch Crs 264°	SMA DUNID 1500' (1347')	MDA(H) 480' (327')	Apt Elev 160' TDZE 153'
MISSED APCH: To 3100' outbound on UYR TAC R-264 within D14.0.				
Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.				MSA UYR TAC

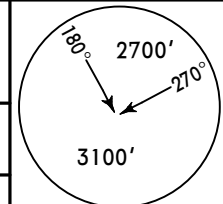


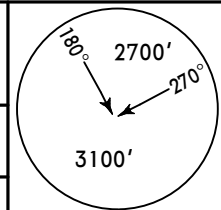
MAP at D1.0 UYR TAC	SSALR	3100'	UYR TAC	on CH 40 within D14.0
	PAPI			
	PAPI			

Military			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY26					
MDA(H) 480' (327')			MDA(H)		
HIALS out			Max Kts		
A	NOT APPLICABLE		A	NOT APPLICABLE	
B	1		120	660' (500') - 1½	
C			140	660' (500') - 2	
D			165	900' (740') - 2	

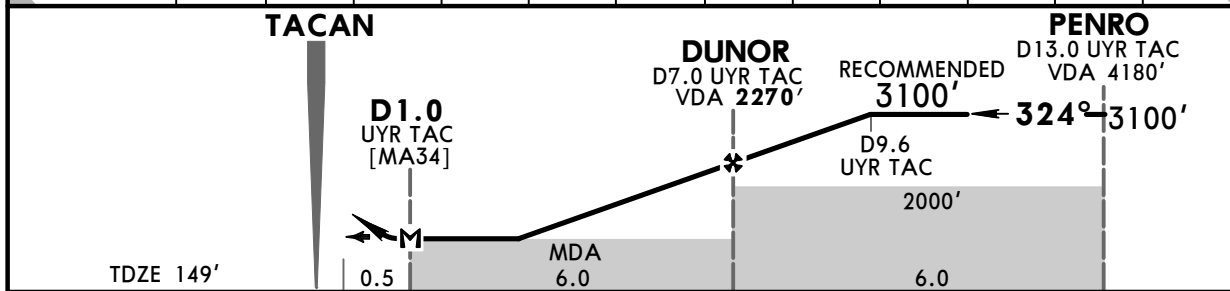
CYR/YR
GOOSE BAYJEPPESSEN
15 JUL 16 (14-5) Eff 21 JulGOOSE BAY, NFLD
TACAN (DND) Rwy 34

BRIEFING STRIP™

ATIS 128.1		*GANDER Center 120.4		*GOOSE Arrival 119.5		GOOSE Tower 119.1		Ground 121.9	
TACAN UYR CH 40		Final Apch Crs 324°		VDA DUNOR 2270' (2121')		MDA(H) 540' (391')		Apt Elev 160' TDZE 149'	
MISSED APCH: To 3100' on UYR TAC R-324 within D14.0.									
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.									



NM to UYR TAC	1.6	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.6	11.0	12.0	13.0
VDA ALTITUDE	540'	990'	1310'	1630'	1950'	2270'	2580'	2900'	3100'	3540'	3860'	4180'



Gnd speed-Kts	70	90	100	120	140	160	ALS	3100'	UYR TAC	D14.0
VDA	3.00°	372	478	531	637	743	849	PAPI	CH 40	within
MAP at D1.0 UYR TAC									R-324	

Military		STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND	
		MDA(H) 540'(391')					
		ALS out				Max Kts	MDA(H)
A	1¼				90	660'(500') - 1½	
B					120		
C					140	660'(500') - 2	
D					165	900'(740') - 2	

CYYR/YJR
GOOSE BAY

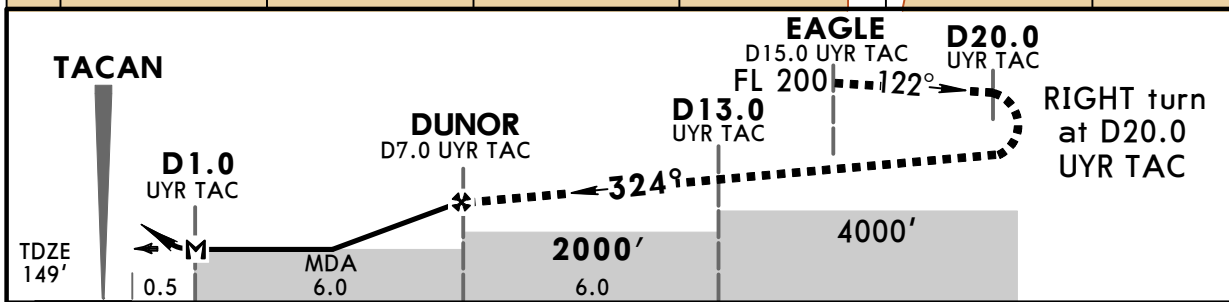
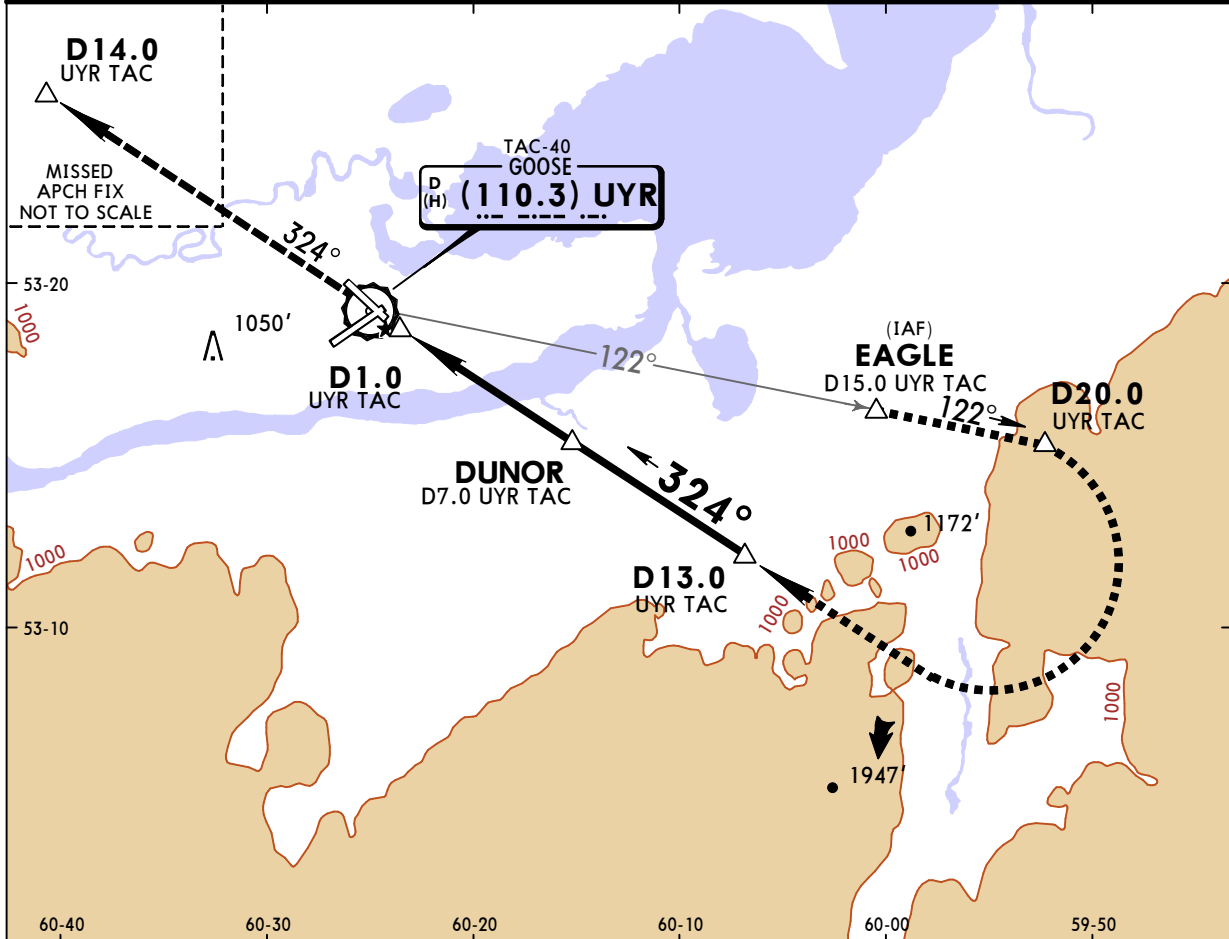
JEPPesen
15 JUL 16
Eff 21 Jul

CAT B, C & D

GOOSE BAY, NFLD
HI TACAN (DND) Rwy 34

BRIEFING STRIP

ATIS 128.1	*GANDER Center 120.4	*GOOSE Arrival 119.5	GOOSE Tower 119.1	Ground 121.9
TACAN UYR CH 40	Final Apch Crs 324°	SMA DUNOR 2000' (1851')	MDA(H) 540' (391')	Apt Elev 160' TDZE 149'
MISSED APCH: To 3100' on UYR TAC R-324 to D14.0.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 6000'. 2. Procedure turn NOT AUTHORIZED.				
MSA UYR TAC				



TACAN TDZE 149' 0.5 MDA 6.0 D1.0 UYR TAC					EAGLE D15.0 UYR TAC FL 200 D13.0 UYR TAC D20.0 UYR TAC RIGHT turn at D20.0 UYR TAC				
Military					STRAIGHT-IN LANDING RWY 34				
MDA(H) 540' (391')					CIRCLE-TO-LAND				
NOT APPLICABLE					NOT APPLICABLE				
1 1/4					660' (500') -1 1/2				
1 1/4					660' (500') -2				
1 1/4					900' (740') -2				

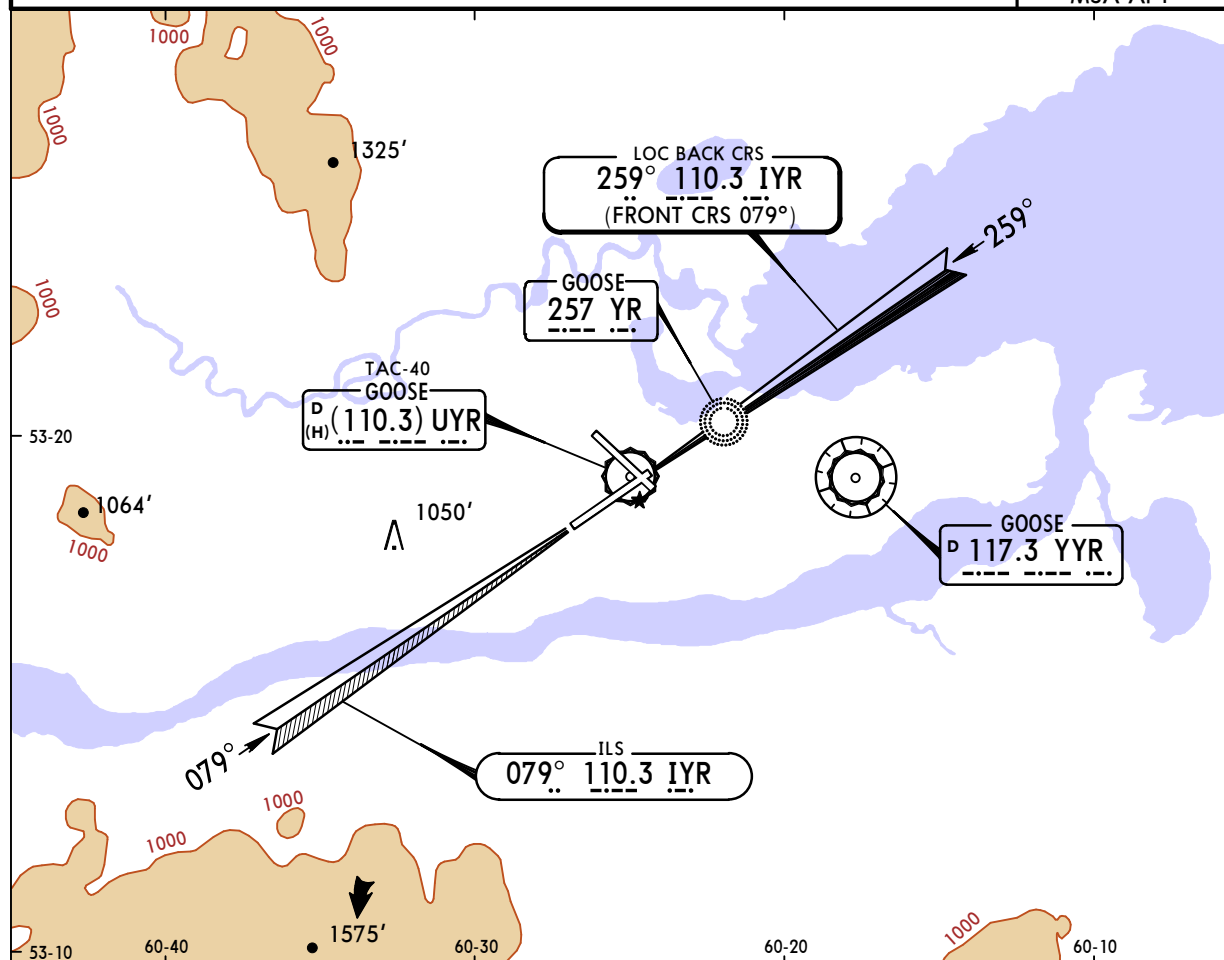
CYYR/YYR
GOOSE BAY

JEPPESEN
4 NOV 16
Eff 10 Nov (18-1)

GOOSE BAY, NFLD
PAR (DND) Rwy 08, 26

BRIEFING STRIP

ATIS 128.1	*GANDER Center 120.4	*GOOSE Terminal 119.5	GOOSE Radar 119.9	GOOSE Tower 119.1	Ground 121.9
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H) Refer to Minimums	Apt Elev 160' TDZE-See below	<div>3100'</div> <div>MSA APT</div>
Missed Approach-See below.					
Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 6000'. Trans level: FL 180 Trans alt: 18000'					



Gnd speed-Kts								Lighting - Refer to Airport Chart
RWY 08,26 PAR GS	3.00°	372	478	531	637	743	849	

Military		STRAIGHT-IN LANDING	
PAR 08 DA(H) 360' (200') FULL		PAR 26 DA(H) 353' (200') FULL	
A		1/2	
B			
C			
D			