

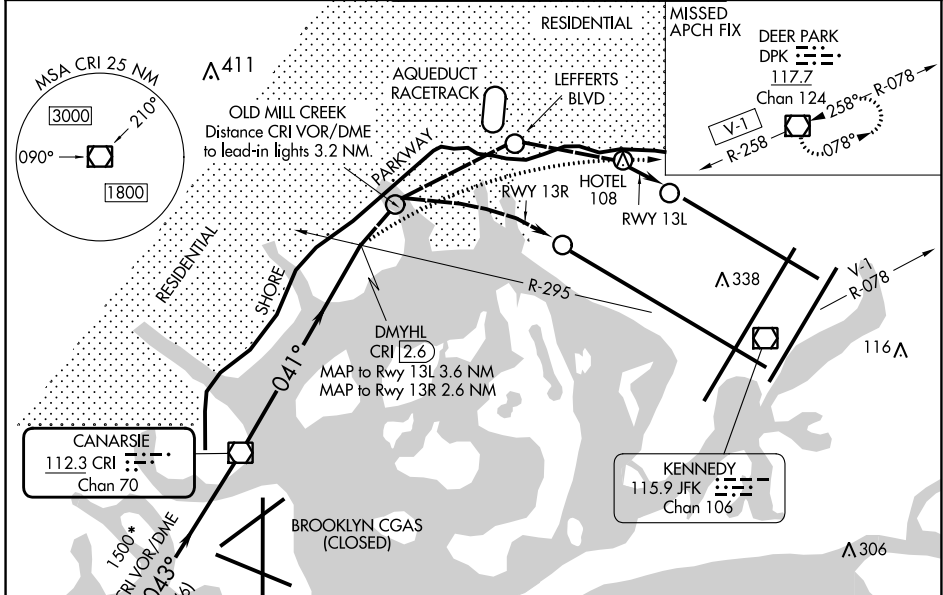
VOR/DME CRI 112.3 Chan 70	APP CRS 041°	Rwy Ldg 13R 12467 TDZE 13L 9093 Apt Elev 13
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VOR or GPS RWY 13L/R

JOHN F KENNEDY INTL (JFK)

For inop lead-in lights, procedure NA.	Rwy13L ALSF-2 	MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 on heading 100° and V-1 to DPK VOR/DME and hold.

D-ATIS (ARR/DEP)(ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.125 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 135.05 348.6 348.6	CLNC DEL 135.05 348.6	CPDLC
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DME or RADAR REQUIRED

ASALT INT CRI (6)
112.9 SBJ Chan 76
R-223 (IAF)
R-105

CANARSIE 112.3 CRI Chan 70

DMYHL CRI (2.6)
MAP to Rwy 13L 3.6 NM
MAP to Rwy 13R 2.6 NM

DPK VOR/DME
115.9 JFK Chan 106

RESIDENTIAL
SHORE
BROOKLYN CGAS (CLOSED)

OLD MILL CREEK
Distance CRI VOR/DME to lead-in lights 3.2 NM.

AQUEDUCT RACETRACK
LEFFERTS BLVD
HOTEL 108

R-295
R-258
R-078

RESIDENTIAL

MISSED APCH FIX
DEER PARK DPK 117.7 Chan 124
258°-R-078

Λ 338
Λ 306
116Λ

041°
043°

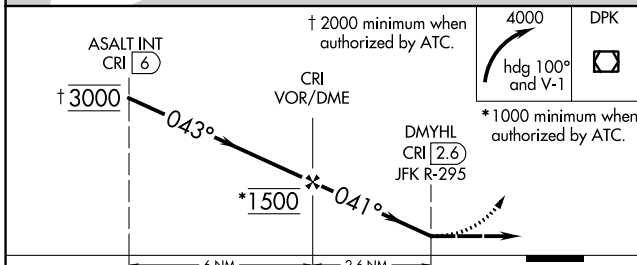
1500*
*1000 minimum when authorized by ATC.

11.9 SBJ Chan 76
R-223
R-105

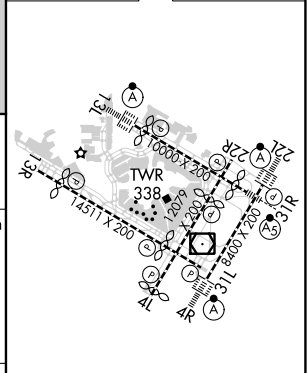
ASALT INT CRI (6)

Lead-in light groups

When visual reference established, fly visual to airport via lead-in lights to Rwy 13L or 13R. Close adherence to flight track required for noise abatement.



ELEV 13	D TDZE 13
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CATEGORY	A	B	C	D
RLLS-13L	800-2 787 (800-2)		800-2½ 787 (800-2¼)	800-2½ 787 (800-2½)
RLLS-13R	800-2 787 (800-2)		800-2½ 787 (800-2¼)	800-2½ 787 (800-2½)

RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R
FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-2, 05 SEP 2024 to 03 OCT 2024

NE-2, 05 SEP 2024 to 03 OCT 2024