

APP CRS	Rwy Idg	8400
234°	TDZE	12
	Apt Elev	13

RNAV (GPS) X RWY 22L

JOHN F KENNEDY INTL (JFK)

RNP APCH - GPS. T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.	ALSF-2 	MISSED APPROACH: Climbing left turn to 3000 direct CHANT and hold.
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D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER			GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.125 269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	135.05		
		Rwys 4L/22R and 13R/31L	123.9 281.55	348.6	348.6		

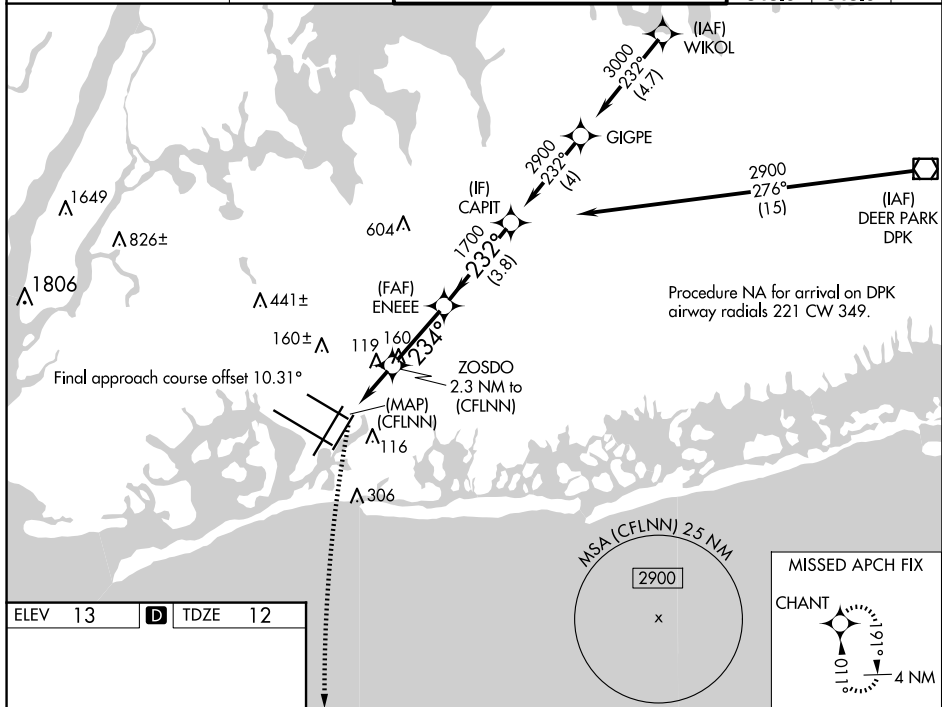


Figure 10 is an example of a 4th Class Instrument Approach Chart. The chart displays a 4th Class Instrument Approach for Runway 13L. The approach is a straight-in approach with a 234° heading. The chart includes a table with the following data:

CATEGORY	A	B	C	D
LNAV/VNAV	DA 413/40	401 (400- $\frac{3}{4}$)		
LNAV MDA	440/24 428 (500- $\frac{1}{2}$)	440/40 428 (500- $\frac{3}{4}$)		
CIRCLING	640-1 627 (700-1)	667 (700- $1\frac{3}{4}$)	680-2	667 (700-2)

The chart also shows a 234° heading, a 232° heading, and a 234° heading. The chart includes a table with the following data:

CATEGORY	A	B	C	D
LNAV/VNAV	DA 413/40	401 (400- $\frac{3}{4}$)		
LNAV MDA	440/24 428 (500- $\frac{1}{2}$)	440/40 428 (500- $\frac{3}{4}$)		
CIRCLING	640-1 627 (700-1)	667 (700- $1\frac{3}{4}$)	680-2	667 (700-2)

RLS Rwy 13L and 13R
HRL all Rwy
TDZ/CL Rwy 4L, 4R, 13L, 22L and 31R