

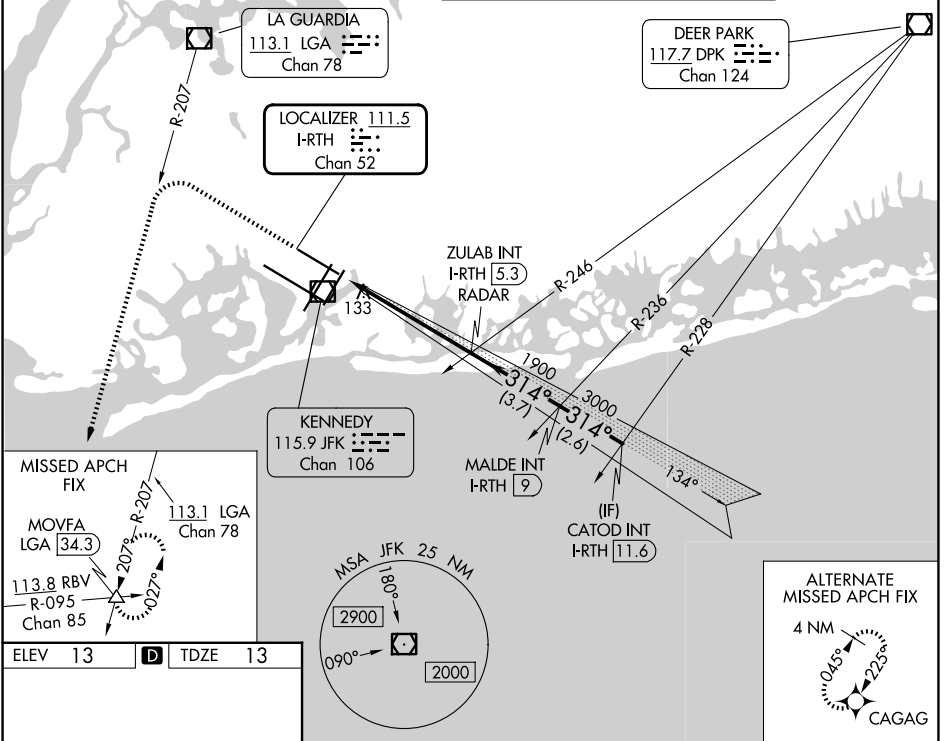
LOC/DME I-RTH <b>111.5</b> Chan <b>52</b>	APP CRS <b>314°</b>	Rwy Ldg <b>8486</b> TDZE <b>13</b> Apt Elev <b>13</b>
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# ILS or LOC RWY 31R

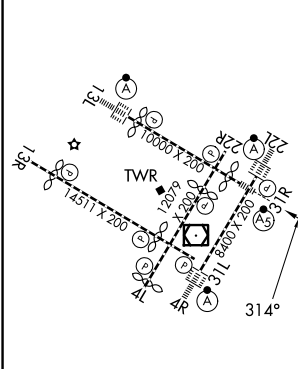
JOHN F KENNEDY INTL (JFK)

RADAR required for procedure entry.		MALSR 	MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 on LGA VOR/DME R-207 to MOVFA INT/LGA 34.3 DME and hold.
Simultaneous approach authorized.			

(SW) <b>115.4</b>	D-ATIS (NE) <b>117.7</b>	<b>128.725</b>	NEW YORK APP CON <b>128.125</b>	<b>269.0</b>	KENNEDY TOWER <b>119.1</b> <b>281.55</b> (4R/22L and 13L/31R) <b>123.9</b> <b>281.55</b> (4L/22R and 13R/31L)	GND CON <b>121.9</b> <b>348.6</b>
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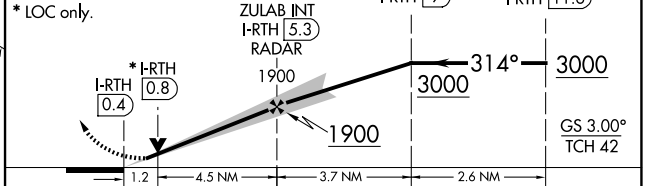
ELEV 13	<b>D</b>	TDZE 13
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RLS Rwy's 13L and 13R  
HIRL all Rwy's  
TDZ/CL Rwy's 4L, 4R, 13L, 22L and 31R  
FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

1800	4000	LGA R-207	MOVFA $\triangle$	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 54).
				MALDE INT I-RTH <b>9</b>
				CATOD INT I-RTH <b>11.6</b>



CATEGORY	A	B	C	D
S-ILS 31R	212/18 200 (200-½)			
S-LOC 31R	440/24	428 (500-½)	440/40	428 (500-¾)
CIRCLING	640-1	627 (700-1)	680-1¾ 667 (700-1¾)	680-2 667 (700-2)

NE-2, 11 JUN 2026 to 09 JUL 2026

NE-2, 11 JUN 2026 to 09 JUL 2026