General Info
New York NY, USA
N 40° 39.0’ W 73° 48.6’ Mag Var: 13.6°W
Elevation: 13’
New York Sectional
Public, Control Tower, IFR, Landing Fee, Jet Starting Unit available,
Low Level Wind Shear Alert System, Rotating Beacon, Customs
Fuel: 100LL, Jet A
Oxygen: High Pressure, High Pressure Bottle
Repairs: Major Airframe, Major Engine
Time Zone Info: Eastern Time GMT-5:00 uses DST

Runway Info
Runway 04L-22R  11351’ x 150’ asphalt
Runway 04R-22L  8400’ x 200’ asphalt
Runway 13L-31R  10000’ x 150’ asphalt
Runway 13R-31L  14572’ x 150’ asphalt

Runway 04L (44.8’M) TDZE 12’
Lights: Edge, Centerline, REIL
Runway 04R (44.8’M) TDZE 13’
Lights: Edge, ALS, Centerline, TDZ
Runway 13L (134.7’M) TDZE 13’
Lights: Edge, ALS, Centerline, TDZ
Right Traffic
Displaced Threshold Distance 905’
Runway 13R (134.7’M) TDZE 13’
Lights: Edge, ALS, Centerline
Right Traffic
Displaced Threshold Distance 2606’
Runway 22L (224.8’M) TDZE 13’
Lights: Edge, ALS, Centerline, TDZ
Runway 22R (224.8’M) TDZE 13’
Lights: Edge, Centerline
Displaced Threshold Distance 696’
Runway 31L (314.7’M) TDZE 13’
Lights: Edge, Centerline
Displaced Threshold Distance 3324’
Runway 31R (314.7’M) TDZE 13’
Lights: Edge, ALS, Centerline, TDZ
Displaced Threshold Distance 1030’

Communications Info
ATIS 115.4 Arrival Service
ATIS 117.7 Arrival Service
ATIS 128.725 Arrival Service
ATIS 115.1 Departure Service
Kennedy Tower 119.1
Kennedy Tower 123.9
Kennedy Ground Control 121.9
Kennedy Ground Control 121.65 Secondary
Kennedy Ramp/Taxi Control 130.275
Kennedy Ramp/Taxi Control 130.775
Kennedy Clearance Delivery 135.05
Kennedy Pre-Taxi Clearance 135.05 Pre-Departure Clearance
New York Approach Control 134.35 Secondary
New York Approach Control 132.4 Secondary
New York Approach Control 126.8 Secondary
New York Approach Control 123.7 Secondary
New York App TCA 125.25
New York App TCA 127.85
New York App TCA 126.05
New York App TCA 119.95
New York App TCA 128.55 (231°-270°)
New York App TCA 127.6 (270°-328°)
New York App TCA 127.4 (142°-231°)
New York App TCA 126.4 (328°-71°)
New York App TCA 125.7 (71°-142°)
New York App TCA 120.55 (328°-71°)
New York Departure Control 135.9
New York Departure Control 134.35
New York Departure Control 124.75 Secondary
New York Departure Control 123.7
Kennedy Intl Unicom 122.95
Gate Hold Gate Control 125.05
Delta Gate Control 131.375
American Gate Control 129.2
New York Flight Service Station 122.1 RCO
New York Flight Service Station 115.9 RCO

Notebook Info
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 taxing 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 frequency.

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.
**KENNEBUNK FOUR ARRIVAL (ENE.ENE4)**

**KINGSTON EIGHT ARRIVAL (IGN.IGN8)**

**ROUTING:**
- From IGN via IGN R-225 to DOORE, then via LGA R-315 to LENDY, then via LGA R-315 to LGA. Expect Radar vectors to final approach course after LGA.
- Direct distance from LGA to Kennedy Intl 10 NM.

**NOTES:**
- Inertial equipped aircraft only.
- Applicable to turboprop and turbojet aircraft operating at 250 KT or greater and at or above FL190.
- DME required.

**Apt Elev:**
- See graphic

**Alt Set:** INCHES
- FL180
- Trans alt: 18000'

**Trans level:** FL180
- Trans alt: 18000'

**Expect:**
- Clearance to cross at FL240
- Radar vectors to final approach course.

**Direct distance from LGA to:**
- Kennedy Intl 10 NM
LENDY FIVE ARRIVAL (LVZ.LENDY5)

- From over LVZ via LVZ R-124 and STW R-305 to STW, then from STW via STW R-109 to LGA.
- From over PWL via PWL R-172 to LOVES, then via BDR R-336 to BDR, then via BDR R-145 to BELTT, then via DPK R-053 to DPK.

LENDY via LGA R-315 to LGA.

Direct distance from DPK to:
- Los Angeles: 24 NM
ROUTEING

From over PLYMM via direct PVD, then via PVO R-234 to TRAIT, then via HTO R-052 to PARCH, then via CCC R-085 to CCC, then via CCC R-229 to ROBER, then direct JFK. EXPECT RADAR vectors to final approach course.
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Via RADAR vectors to BETTE direct ACK. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

These SIDs require take-off minimums (for standard minimums, refer to airport chart):
- Rwy 4L/R: Standard (or lower than standard, if authorized).
- Rwy 13R: 300-2 or standard (or lower than standard, if authorized) with minimum climb gradient of 220' per NM to 300'.
- Rwy 31L/R: 1800-3 or standard (or lower than standard, if authorized) with minimum climb gradient of 240' per NM to 2400'.

GND speed-KT
10 12 15 20 25 30
200 per NM 275 370 500 733 917 1100
240 per NM 300 400 600 800 1000 1300

NOTE:
Cross departure end of runway:
- ALL DEPARTURES:
  Rwy 4: at or above 21' AGL/33' MSL.
  Rwy 13: at or above 26' AGL/45' MSL.
  Rwy 31R: at or above 35' AGL/47' MSL.

BETTE, HAPIE, MERIT DEPARTURES:
- Rwy 4L: at or above 22' AGL/34' MSL.
- Rwy 13L/R: 64' AGL taxiing aircraft 691' from DER, 390' LEFT or RIGHT of Rwy centerline. Cross DER at or above 35' AGL/47' MSL.

GREKI DEPARTURE:
- Rwy 4L: 64' AGL taxiing aircraft 691' from DER, 390' LEFT or RIGHT of Rwy centerline. Cross DER at or above 35' AGL/47' MSL.

GATEWAY CLIMB (To be assigned during period 2200-0700 LT): Turn RIGHT, proceed direct CRI. Make turn EAST of CRI R-039 (remain within JFK 4.5 DMES), then via CRI R-223.

BRIDGE CLIMB: Turn LEFT, proceed direct OGY. Make turn EAST of CRI R-039 (remain within JFK 4.5 DMES), then via CRI R-176.

NANTUCKET Transition - After PUT aircraft proceeding:
1. TOPPS/EBONY - EXPECT direct.
2. ALLEX - EXPECT direct to WITCH.
3. TUSKY and SOUTH - EXPECT direct to BOS.

INITIAL CLIMB

- 4L/R: Turn RIGHT, climb on a 100° heading.
- 13L/R: Climb on assigned departure heading.

MAINTAIN 5000'
This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 4L/R, 13L, 22L/R: Standard (or lower than standard, if authorized).

Rwy 13R: 300'-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 250' per NM to 2000'.

Rwy 31L: ALL CLIMBS: Standard (or lower than standard, if authorized) with a minimum obstacle gradients of:

BREEZY POINT CLIMB: 287' per NM to 2500'.

BRIDGE CLIMB: 431' per NM to 2500'.

CANARIES CLIMB: 357' per NM to 2500'.

Rwy 31R: Standard (or lower than standard, if authorized) with ATC climb gradients of:

BREEZY POINT CLIMB: 287' per NM to 2500'.

BRIDGE CLIMB: 431' per NM to 2500'.

CANARIES CLIMB: 357' per NM to 2500'.

Obstacles:

For TAKEOFF OBSTACLE NOTES See 20-3081
This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 31L: Standard (or lower than standard, if authorized), with minimum climb gradient of 210’ per NM to 2000’;

Rwy 31R: Standard (or lower than standard, if authorized).

This SID requires a minimum climb gradient of 500’ per NM to 500’, then 280’ per NM to 2500’ (ATC).

End speed-KT:
- 210’ per NM: 263
- 250’ per NM: 280
- 280’ per NM: 350
- 350’ per NM: 467
- 500’ per NM: 625

Direct distance from Kennedy Intl to:
- SKORR: 5 NM
- RNGRR: 23.6

SKORR ONE RNAV DEPARTURE (SKORR1.SKORR)

CHANGES: Equipment notes.
This SID requires take-off minimums (for standard minimums, refer to airport chart):

- Rwys 4L/R, 13L/R: Standard (or lower than standard, if authorized).
- Rwys 4R: at or above 21' AGL/33' MSL.
- Rwys 13R: at or above 3' AGL/15' MSL.
- Rwys 31L/R: at or above 35' AGL/47' MSL.

NOTE:

Cross departure end of runway:
- Rwys 4L: at or above 22' AGL/34' MSL.
- Rwys 4R: at or above 21' AGL/33' MSL.
- Rwys 31L/R: at or above 35' AGL/47' MSL.
**TAKEOFF OBSTACLE NOTES**

- **RWY 4L:**
  Taxiing aircraft 691' from DER, 390' left or right of RWY centerline, 64' AGL/77' MSL. Cross DER at or above 35' AGL/47' MSL. Tree 1824' from DER, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from DER, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from DER, 316' left of centerline, 10' AGL/22' MSL.

- **RWY 4R:**
  Multiple trees beginning 1294' from DER, 687' left of centerline, up to 63' AGL/75' MSL. Tree 524' from DER, 613' right of centerline, 20' AGL/33' MSL.

- **RWY 13L:**
  Electrical equipment 106' from DER, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on GS antenna 1046' from DER, 141' left of centerline, 27' AGL/40' MSL.

- **RWY 13R:**
  Obstruction light on tank 1.12 NM from DER, 2116' right of centerline, 215' AGL/227' MSL. Obstruction light on GS antenna 361' from DER, 405' left of centerline, 32' AGL/45' MSL. Obstruction light on fence 98' from DER, 6' right of centerline, 19' AGL/24' MSL. Tower 4690' from DER, 1386' right of centerline, 127' AGL/140' MSL.

- **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 beginning 1442' from DER, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 291' from DER, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of centerline, up to 13' AGL/31' MSL. Obstruction light on pole 625' from DER, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from DER, 9' right of centerline, 5' AGL/18' MSL. Fence 410' from DER, 352' right of centerline, 10' AGL/23' MSL.
GENERAL
Birds in vicinity of airport.
Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
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<tbody>
<tr>
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<td>7393' 225m</td>
<td>200' 61m</td>
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<tr>
<td></td>
<td>HIRL CL ALSF-II TDZ PAPI-R RVR</td>
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<tr>
<td>22L</td>
<td>Grooved</td>
<td>10,261' 3128m</td>
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<tr>
<td>31L</td>
<td>Grooved</td>
<td>11,466' 3472m</td>
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<td>13R</td>
<td>HIRL CL LDIN VASI grooved RVR</td>
<td>11,668' 3537m</td>
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<td></td>
<td>HIRL CL grooved RVR</td>
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TAKING-OFF

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<th>Rwy 31L</th>
<th>Rwy 13R</th>
<th>Other</th>
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<td>Adequate Vis Ref</td>
<td>STD</td>
<td>CL &amp; RCLM any RVR out, other RVR req.</td>
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<td>TDZ RVR</td>
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<td>3 &amp; 4 Eng RVR 16 or 1/4</td>
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<td>RVR 16 or 1/4</td>
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FOR FILING AS ALTERNATE

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<tr>
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<tr>
<td>B</td>
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<tr>
<td>C</td>
<td>800-2</td>
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## PARKING GATE COORDINATES

<table>
<thead>
<tr>
<th>GATE/SPOT No.</th>
<th>COORDINATES</th>
<th>GATE/SPOT No.</th>
<th>COORDINATES</th>
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<tbody>
<tr>
<td></td>
<td>Intl Terminal 4</td>
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<td>South of Intl Terminal 4</td>
</tr>
<tr>
<td>2</td>
<td>3 thru 7B</td>
<td>61</td>
<td>N40 38.5 W073 46.6</td>
</tr>
<tr>
<td>3 thru 7B</td>
<td>N40 38.6 W073 46.9</td>
<td>62, 63</td>
<td>N40 38.5 W073 46.7</td>
</tr>
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<td>N40 38.5 W073 47.1</td>
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<td>N40 38.3 W073 46.9</td>
</tr>
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<td>69</td>
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<td>78B</td>
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<tr>
<td>83</td>
<td>N40 38.6 W073 46.8</td>
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</tbody>
</table>

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**CHANGES:** Construction depiction, Gates added, demolition.
Departure Flow procedures will be used during peak periods of departure traffic.  

### 1. DEPARTURE FLOW PROCEDURES:

- Obtain the ATIS information.
- After receiving your ATC clearance, contact Kennedy Ground on 121.9 when ready to taxi and advise which taxiway you will exit the ramp area.

#### a. DEPARTURE FLOW PROCEDURES:

1. Obtain the ATIS information.
2. After receiving ATC clearance, contact Kennedy Gatehold on 125.05.
3. When severe weather avoidance procedures are in effect, the ATIS information will include a broadcast to that effect. Pilots may be instructed to contact Gatehold on initial contact for delay information.

#### b. GATEHOLD PROCEDURES:

1. To ensure the integrity of the departure flow, the flight crew must ensure pushback and engine start to meet issued taxi times.
2. When operationally advantageous, Gatehold will issue an ‘Expect Engine Start Time.’ Examples: excessive delays, weather, etc.
3. As delay changes occur, pilots can expect to receive updated information, therefore flight crews shall monitor and maintain radio contact with Gatehold at all times.

#### c. GATEHOLD PROCEDURES:

- Obtain the ATIS information, which will include a broadcast: ‘Gatehold Procedures in effect’.
- After receiving ATC clearance, contact Kennedy Gatehold on 125.05.
- When severe weather avoidance procedures are in effect, the ATIS information will include a broadcast to that effect. Pilots may be instructed to contact Gatehold on initial contact for delay information.
- When Gatehold will issue an ‘Expect Engine Start Time.’ The flight crew will be informed of the expected engine start time, which will be based on the delay factors involved:
  1. Restrictions:
     - Enroute
     - Local
     - Expected departure clearance time
     - Airport conditions
     - Weather
  2. Proposed departure time.

#### d. GATEHOLD PROCEDURES:

- To ensure the integrity of the departure flow, the flight crew must ensure pushback and engine start to meet issued taxi times.
- When operationally advantageous, Gatehold will issue an ‘Expect Engine Start Time.’ Examples: excess delays, weather, etc.
- As delay changes occur, pilots can expect to receive updated information, therefore flight crews shall monitor and maintain radio contact with Gatehold at all times. Failure to respond to two (2) successive calls or the inability to taxi at the issued taxi time will require the aircraft to be re-sequenced into the departure flow at a later time.

#### e. GATEHOLD PROCEDURES:

- To ensure the integrity of the departure flow, the flight crew must ensure pushback and engine start to meet issued taxi times.
- When operationally advantageous, Gatehold will issue an ‘Expect Engine Start Time.’ Examples: excess delays, weather, etc.
- As delay changes occur, pilots can expect to receive updated information, therefore flight crews shall monitor and maintain radio contact with Gatehold at all times. Failure to respond to two (2) successive calls or the inability to taxi at the issued taxi time will require the aircraft to be re-sequenced into the departure flow at a later time.

**NOTE:** Failure to monitor Gatehold after being instructed to remain on the frequency for any update/revision, shall terminate ATC liability for any delays incurred.

- Flight crews of commuter/general aviation aircraft that cannot transmit/receive unless engine(s) are running, shall advise Gatehold so that an alternate procedure can be arranged.
- When the pilot advises that the aircraft is ready to taxi, Gatehold shall instruct the pilot to ‘MONITOR Ground Control on (frequency) and WAIT FOR A CALL.’

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<table>
<thead>
<tr>
<th>PARKING GATE COORDINATES</th>
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<tbody>
<tr>
<td>GATE No.</td>
</tr>
<tr>
<td><strong>Terminal 1</strong></td>
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<tr>
<td>1 thru 3</td>
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<td>4 thru 6</td>
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<td>HS1</td>
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<td>HS1A, HS2</td>
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<td>HS2A, HS2B</td>
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<td>5, 7</td>
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<td>9, 10, 12</td>
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<tr>
<td>14 thru 17</td>
</tr>
</tbody>
</table>
DEPARTURE FLOW PROCEDURES/GATEHOLD PROCEDURES

3. GENERAL INFORMATION
   a. Every reasonable effort will be made to provide advance information on the implementation of these procedures, either via the ATIS or the Atlanta IDS systems.
   b. Departure delays will be computed allowing for an average taxi time of fifteen (15) minutes. This time may be increased during periods when taxi operations are restricted due to weather elements, field conditions, etc.

4. DEFINITIONS
   a. Every reasonable effort will be made to provide advance information on the implementation of these procedures, either via the ATIS or the Atlanta IDS systems.
   b. Departure delays will be computed allowing for an average taxi time of fifteen (15) minutes. This time may be increased during periods when taxi operations are restricted due to weather elements, field conditions, etc.

   The following definitions shall be used in accordance with the Pilot/Controller Glossary:

   **Expected Departure Clearance Time (EDCT)** - The runway release time assigned to an aircraft in a controlled departure time program and shown on the flight progress strip as an EDCT.

   **Monitor** - (When used with communication transfer) listen on a specific frequency and stand by for instructions. Under normal circumstances do not establish communications.

   **Proposed Departure Time (P Time)** - The time a scheduled flight will depart the gate (scheduled operators) or the actual runway off time for nonscheduled operators. For EDCT purposes, the Air Traffic Control System Command Center (ATC-SCC) adjusts the 'P' time for scheduled operators to reflect the runway off times.

   **Severe Weather Avoidance Plan (SWAP)** - An approved plan to minimize the affect of severe weather on traffic flows in impacted terminal and/or ARTCC areas. SWAP is normally implemented to provide the least disruption to the ATC system when flight through portions of airspace is difficult or impossible due to severe weather.

   **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. Failure to reduce speed may result in overshooting the stopping position.

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

**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.

**B757 TOO FAR**
If the aircraft has overshot the stop position, “T(oo) FAR” will be displayed.

**B757 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.

**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**

- **STOP**
  - 50-80 M
  - 100 M

- **OK**
  - 6-50 M
  - 12 M

- **T FAR**
  - 0.5 M

**CHANGES:**
- New chart.
**NEW YORK, NY**

**KJFK/JFK**

**KENNEDY INTL**

**ILS Rwy 22L CAT II & III**

**D-ATIS Arrival** (IN) 128.72 117.7 115.4

**NEW YORK Approach (I)** 119.1 123.9

**Ground** 121.9

**LOC** 115.9 JFK

**Final Approach Course** 180°

**GS** 222°

**Final Approach Aid** 1900' (1887')

**ILS** 263° (250°)

**Apt Elev** 15°

**TAKEOFF DIK** 13°

**Ground** 121.9

**MISSED APCH** Climb to 700' then climbing RIGHT turn to 4000' direct COV R and hold.

**Alt Set INCHES**

1. RADAR required. 2. Final approach course crosses runway centerline extended 2512' from threshold.

**Trans alt:** 18000'

**Alt Set:** INCHES

**Trans level:** FL 180

1. Special Aircrew & Acft Certification Required.

**Gnd speed-Kts**

<table>
<thead>
<tr>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.00'</td>
<td>377</td>
<td>484</td>
<td>538</td>
<td>646</td>
<td>755</td>
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</table>

**REF PAPI**

<table>
<thead>
<tr>
<th>500'</th>
<th>3000'</th>
<th>JFK</th>
<th>LT</th>
</tr>
</thead>
<tbody>
<tr>
<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
</tr>
</tbody>
</table>

**STRAIGHT-IN LANDING Rwy 22L**

<table>
<thead>
<tr>
<th>CAT IIC ILS</th>
<th>CAT III ILS</th>
<th>CAT III ILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
<td>RVR 6</td>
<td>RVR 7</td>
</tr>
</tbody>
</table>

**CHANGES:** Charted obstructions.
CHANGES: Charted obstructions.

PROCEDURE: 
1. Proceed VFR from HELOG or conduct the specified missed approach.
2. Limit final and missed approach airspeed to 70 KIAS.
3. Use Kennedy Intl altimeter setting.

TERMS: 
A: \( kv \) \( \sqrt{2} \)
B: \( kv \) \( 50 \)
C: \( kv \) \( 5 \)
D: \( kv \) \( 60 \)

Nota.

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**MISSED APCH:** Climbing LEFT turn to 3000' outbound via JFK VOR R-190 to CHANT INT/D19.0 and hold.

1. RADAR required.
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.