

ILS or LOC RWY 22L
JOHN F KENNEDY INTL (JFK)

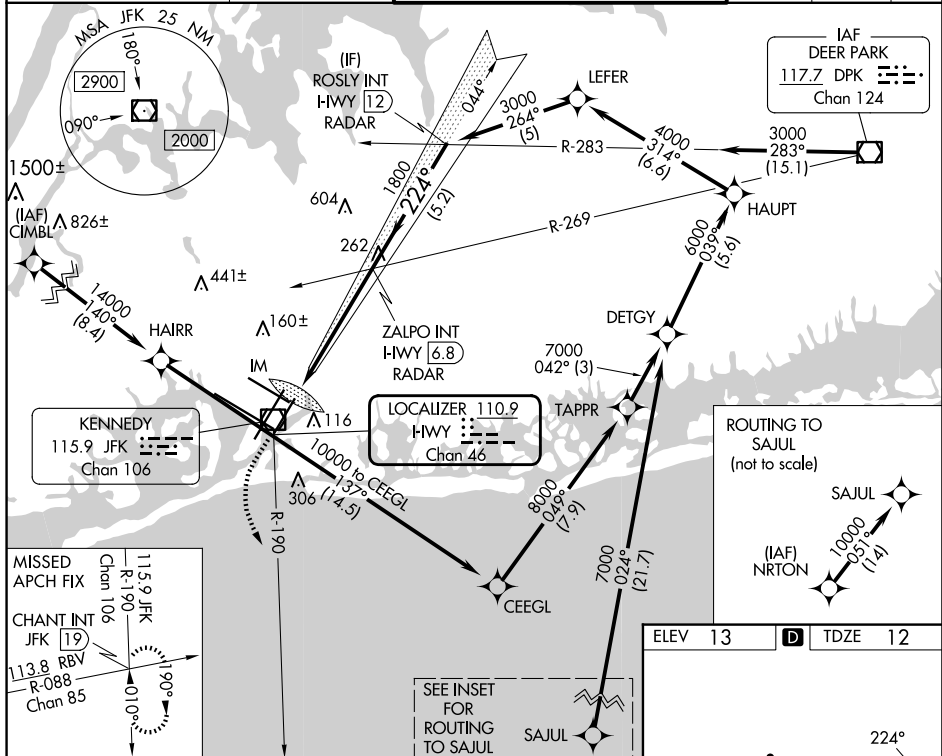
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on JFK VOR/DME R-190 to CHANT INT/19 DME and hold.



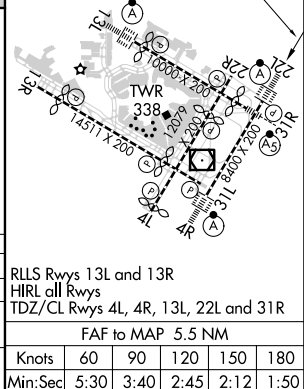
Simultaneous approach authorized.



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	



<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>500</p> <p>↑</p> </div> <div style="text-align: center;"> <p>3000</p> <p>↻</p> <p>JFK R-190</p> </div> <div style="text-align: center;"> <p>CHANT INT</p> </div> </div> <p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).</p> <div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <p>ZALPO INT I-HWY 5.8 RADAR</p> </div> <div style="text-align: center;"> <p>ROSLY INT HWY 12 RADAR</p> </div> </div> <p>* LOC only.</p> <div style="display: flex; align-items: center;"> <div style="text-align: center;"> <p>I-HWY 1.4</p> <p>IM</p> </div> <div style="margin-left: 20px;"> <p>* I-HWY 2.8</p> </div> </div> <div style="display: flex; align-items: center; margin-top: 10px;"> <div style="text-align: center;"> <p>1800</p> </div> <div style="margin-left: 20px;"> <p>224°</p> </div> <div style="margin-left: 20px;"> <p>3000</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <p>0.2</p> <p>1.2 NM</p> <p>4.1 NM</p> <p>5.2 NM</p> </div> <div style="text-align: right; margin-top: 10px;"> <p>GS 3.00° TCH 53</p> </div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 25%;">CATEGORY</th> <th style="width: 25%;">A</th> <th style="width: 25%;">B</th> <th style="width: 25%;">C</th> <th style="width: 25%;">D</th> </tr> <tr> <td>S-ILS 22L</td> <td colspan="4" style="text-align: center;">212/18 200 (200-1/2)</td> </tr> <tr> <td>S-LOC 22L</td> <td style="text-align: center;">520/24</td> <td style="text-align: center;">508 (600-1/2)</td> <td style="text-align: center;">520/55</td> <td style="text-align: center;">508 (600-1)</td> </tr> <tr> <td>C CIRCLING</td> <td style="text-align: center;">640-1</td> <td style="text-align: center;">627 (700-1)</td> <td style="text-align: center;">680-13/4 667 (700-13/4)</td> <td style="text-align: center;">680-2 667 (700-2)</td> </tr> </table>				CATEGORY	A	B	C	D	S-ILS 22L	212/18 200 (200-1/2)				S-LOC 22L	520/24	508 (600-1/2)	520/55	508 (600-1)	C CIRCLING	640-1	627 (700-1)	680-13/4 667 (700-13/4)	680-2 667 (700-2)
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