

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

VOR or GPS RWY 13L/R

JOHN F KENNEDY INTL (JFK)

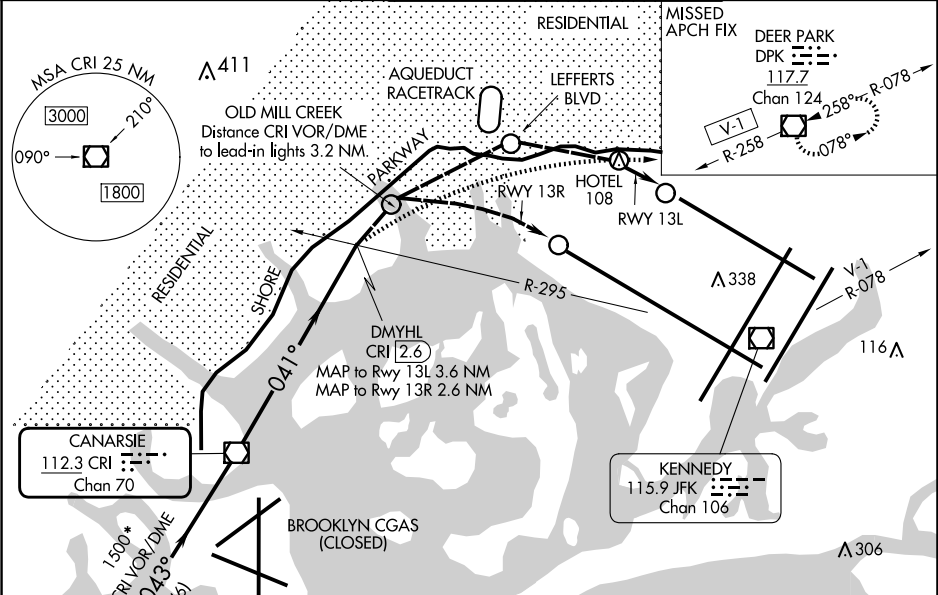
For inop lead-in lights, procedure NA.

Rwy 13L

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



DME or RADAR REQUIRED

ASALT INT CRI (6)

112.9 SBJ

Chan 76

1043°

6 NM

1041°

2.6 NM

DMYHL CRI (2.6)

115.9 JFK

Chan 106

† 2000 minimum when authorized by ATC.

† 1500

† 1000 minimum when authorized by ATC.

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.

Lead-in light groups

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

ELEV 13

TDZE 13

RLS 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