KENNEBUNK FOUR ARRIVAL

(ENE.ENE4) 09015

. . . . From over ENE VORTAC, via direct ASPEN WPT, via direct PVD VORTAC. Then via PVD R-234 to TRAIT INT/WPT. Then via HTO R-052 to PARCH INT. Then via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT. Direct JFK VOR/DME. Expect radar vectors to final approach course.

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

N

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
H-11-12

R-044

2600
217°
(39)

ASPEN
N42°48.96′-W70°54.69′

213°
(69)

GROTON
110.85 GON
Chan 45 (Y)

R-057

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′
W71°25.78′

R-033

CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′

R-128

2600
234°
(34)

TRAIT
N41°17.08′
W71°55.06′

HTO
232°

Expect clearance to cross at FL 240.

Expect clearance to cross at 12,000′ and 250 Kts.

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′

NOTE: Inertial equipment required.

28

232°
(14)

R-085

2300
265°
(32)

PARCH
N41°05.95′
W72°07.24′

14

R-052

2300
229°
(18)

REPUBLIC

R-260

HAMPTON
113.6 HTO
Chan 83

R-096

2300
276°
(34)

ERICK
N40°47.01′
W72°44.52′

ROBER
N40°41.13′
W73°01.96′

JOHN F.
KENNEDY INTL

Expect clearance to cross at 9000′.

NOTE: Chart not to scale.

TAFFY
N47°22.40′
W67°18.27′

TOPPS
N45°20.41′
W67°44.32′

EBONY
N44°54.14′
W67°09.39′

ALLEX
N44°25.00′-W67°00.00′

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ST-610 (FAA)

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