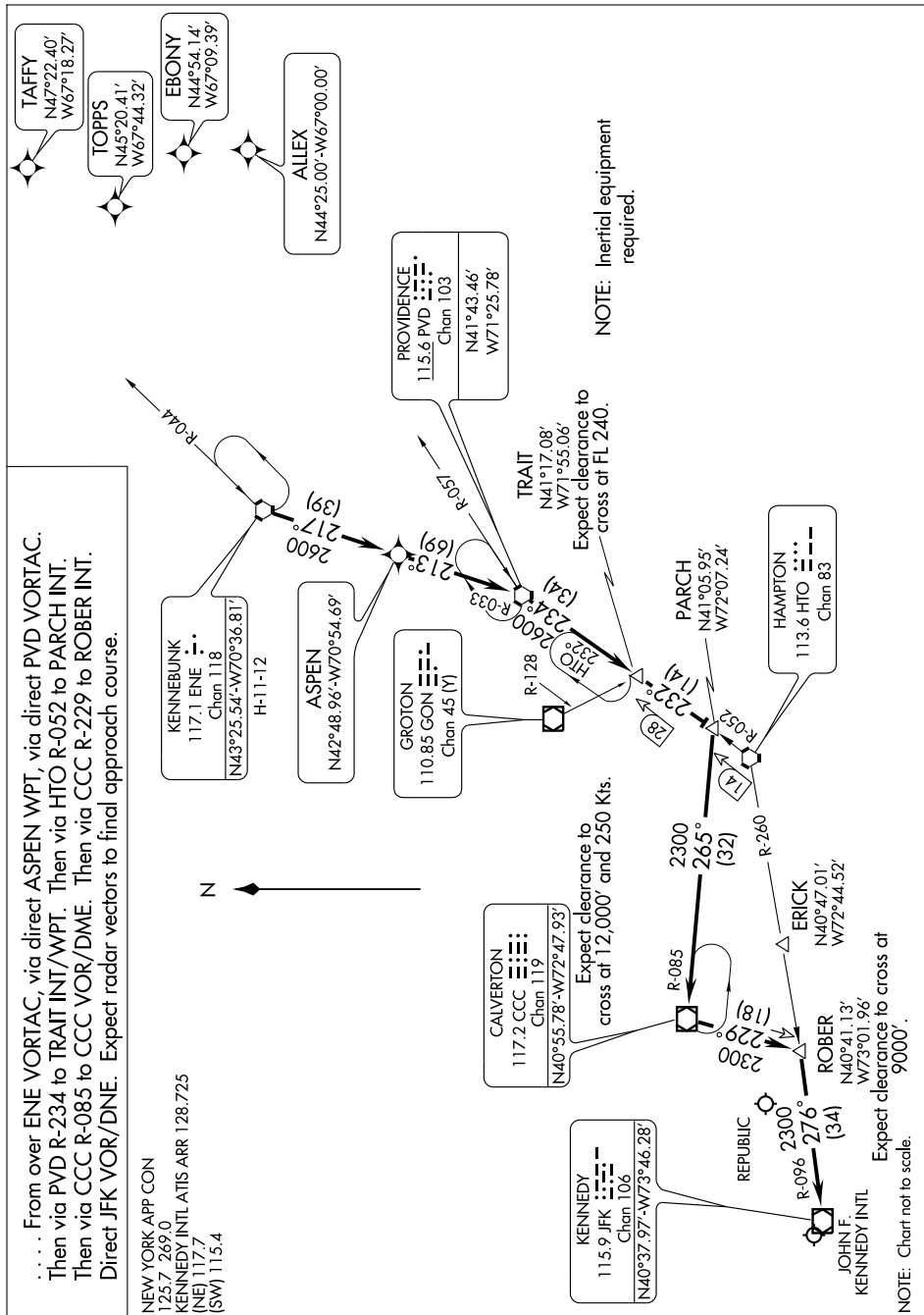
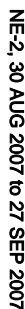


KENNEBUNK FOUR ARRIVAL

ST-610 (FAA)

NEW YORK, NEW YORK



..... 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/DNE. Expect radar vectors to final approach course.


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

7

KENNEBUNK
117.1 ENE \div
Chan 118

ASPEN
N42°48.96'-W70°54.69'

GROTON
110.85 GON $\frac{110.85}{110.85}$
Chan 45 (Y)

PROVIDENCE 115.6 PVD  Chan 103	N41°43.46' W71°25.78'
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CALVERTON
117.2 CCC
Chan 119

KENNEDY
115.9 JFK :--
Chan 106
N40°37.97'-W73°46.28'

ERICK
N40°47'01"
W77°44'52"

ROBER
N08°03'12"
W77°44'52"

230
229
229
(18)

40°41.13'
73°01.96'
distance to cross at
9000'.

PARCH
N41°05.95'
W72°07.24'

TRAIT
N41°17.08'
W71°55.06'
ect clearance to
ss at FL 240.

TRAIT
N41°17.08'
W71°55.06'
ect clearance to
ss at FL 240.

NOTE: Inertial equipment required.

NOTE: Chart not to scale.

NE-2, 30 AUG 2007 to 27 SEP 2007

KENNEBUNK FOUR ARRIVAL