

WAAS CH <b>97318</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy Idg <b>8400</b> TDZE <b>12</b> Apt Elev <b>13</b>
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RNAV (GPS) Y RWY 22L

JOHN F KENNEDY INTL (JFK)

RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOLER and on track 188° to CHANT and hold.

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 Rwys 4L/22R and 13R/31L	119.1 281.55 123.9 281.55	121.9 348.6	135.05 348.6	

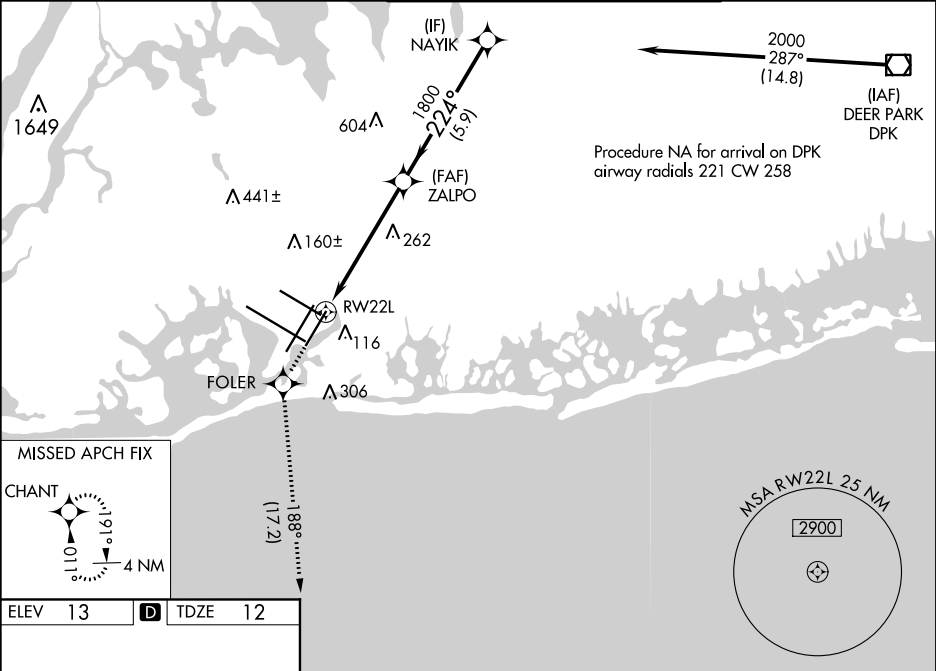


Diagram illustrating the runway layout and associated navigation aids. The layout shows Runway 13L, Runway 13R, Runway 4L, Runway 4R, Runway 22L, Runway 22R, and Runway 31L. A Tower (TWR) is located near Runway 13L. A heading of 224° is indicated towards Runway 22L.

3000

FOLER

tr 188°

CHANT

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

224° to RWY 22L

\*LNAV only.

\*1.5 NM to RWY 22L

RWY 22L

ZALPO 1800

NAYIK 2000

GP 3.00° TCH 53

1.5

4 NM

5.9 NM

CATEGORY	A	B	C	D
LPV DA	269/18		257 (300-½)	
LNAV/VNAV DA	419/50		407 (500-1)	
LNAV MDA	560/24	548 (600-½)	560/60	548 (600-1¼)
CIRCLING	640-1	627 (700-1)	680-1¾ 667 (700-1¾)	680-2 667 (700-2)

RLS Rwy's 13L and 13R

HIRL all Rwy's

TDZ/CL Rwy's 4L, 4R, 13L, 22L and 31R