

LOC/DME I-TLK 111.5 Chan 52	APP CRS 134°	Rwy Idg 9093 TDZE 13 Apt Elev 13
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ILS RWY 13L (CAT II)
JOHN F KENNEDY INTL (JFK)

RNAV 1-GPS or RADAR required for procedure entry.

From COVIR, KMCHI, BUZON: RNAV-1 GPS required.

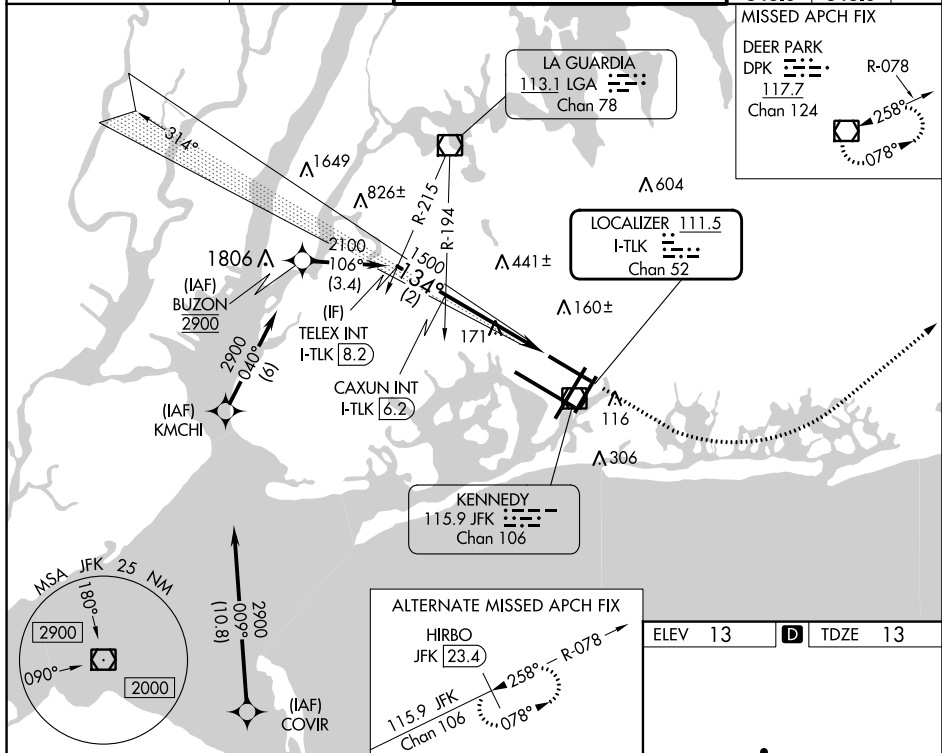


ALSF-2



MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME 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	119.1	281.55	121.9	135.05	
						Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6	



NE-2, 21 MAR 2024 to 18 APR 2024

Diagram illustrating a non-precision approach for RA 150/16. The diagram shows the glidepath (GS 3.00° TCH 58) and the VGS/ILS glidepath (VGS Angle 3.00/TCH 74). The approach is divided into segments A, B, C, and D, with distances of 2 NM, 1.5 NM, 4.5 NM, and 1.0 NM respectively. The total distance is 9.0 NM. The diagram also shows the VGS and ILS glidepaths, which are not coincident. The VGS angle is 3.00 degrees, and the TCH is 74 feet. The diagram includes a table with the following information: TELEXT INT: I-TLK 8.2, CAXUN INT: I-TLK 6.2, I-TLK 1.7. The diagram also includes a table with the following information: 600, 4000, DPK. The diagram also includes a table with the following information: 2100, 1500, 1500, 1101.

CATEGORY	A	B	C	D
S-ILS 13L	RA 150/16	150 DA 163		

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

RLS Rwy 13L and 13R
HIRL all Rwy
TDZ/CL Rwy 4L, 4R, 13L, 22L and 31R