

|                                        |                        |                                       |                          |
|----------------------------------------|------------------------|---------------------------------------|--------------------------|
| WAAS<br>CH <b>97318</b><br><b>W22A</b> | APP CRS<br><b>224°</b> | Rwy Ldg<br>TDZE<br>Apt Elev <b>13</b> | <b>8400</b><br><b>12</b> |
|----------------------------------------|------------------------|---------------------------------------|--------------------------|

RNAV (GPS) Y RWY 22L

JOHN F KENNEDY INTL (JFK)

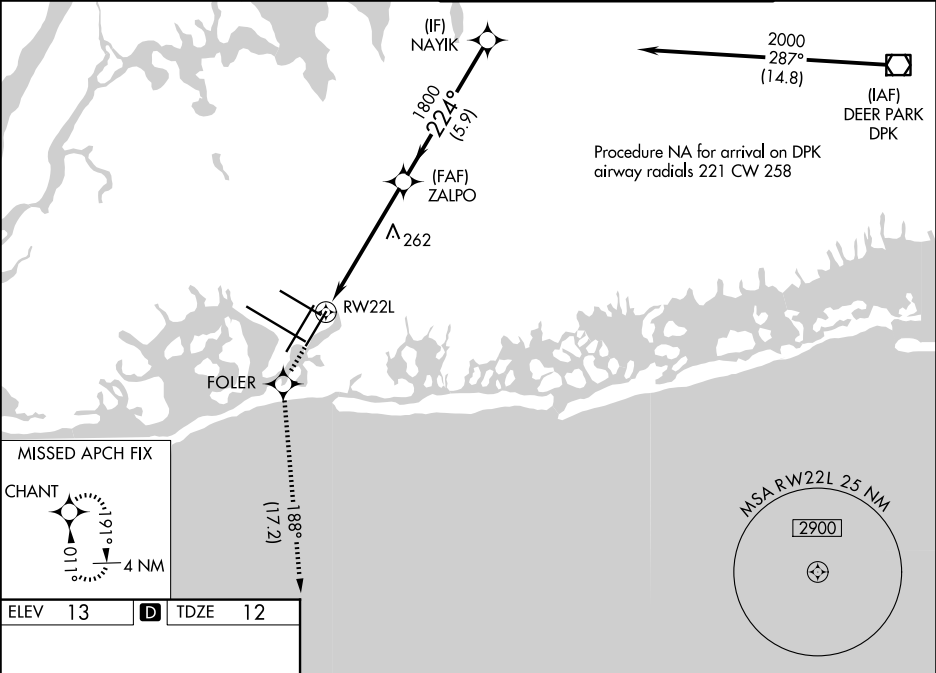
RNP APCH.

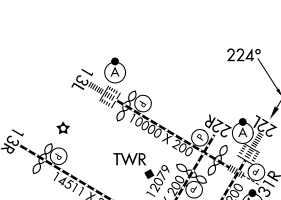
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility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

ALSF-2

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

|              |                      |                      |                                                                                      |                    |
|--------------|----------------------|----------------------|--------------------------------------------------------------------------------------|--------------------|
| (SW)         | D-ATIS<br>(NE)       | NEW YORK APP CON     | KENNEDY TOWER                                                                        | GND CON            |
| <b>115.4</b> | <b>117.7 128.725</b> | <b>128.125 269.0</b> | <b>119.1 281.55</b> (4R/22L and 13L/31R)<br><b>123.9 281.55</b> (4L/22R and 13R/31L) | <b>121.9 348.6</b> |



|                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |         |                                          |                                                                     |                                                                     |             |  |  |  |  |                  |  |  |  |  |       |  |  |  |       |      |  |  |  |      |      |  |  |  |      |  |  |  |  |                    |          |  |   |   |   |   |        |  |        |  |             |  |              |  |        |  |             |  |          |  |                    |  |                     |  |          |  |                   |  |                                          |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------|------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------------------|-------------|--|--|--|--|------------------|--|--|--|--|-------|--|--|--|-------|------|--|--|--|------|------|--|--|--|------|--|--|--|--|--------------------|----------|--|---|---|---|---|--------|--|--------|--|-------------|--|--------------|--|--------|--|-------------|--|----------|--|--------------------|--|---------------------|--|----------|--|-------------------|--|------------------------------------------|--|
|  <p>RLS Rwy 13L and 13R<br/>HIRL all Rwy<br/>TDZ/CL Rwy 4L, 4R, 13L, 22L and 31R</p> | <table><tr><td>3000</td><td>FOLER</td><td>tr 188°</td><td>CHANT</td><td>VGSI and RNAV glidepath not coincident<br/>(VGSI Angle 3.00/TCH 66).</td></tr><tr><td colspan="4">*LNAV only.</td><td></td></tr><tr><td colspan="4">*1.5 NM to RW22L</td><td></td></tr><tr><td colspan="4">RW22L</td><td>ZALPO</td></tr><tr><td colspan="4">1800</td><td>224°</td></tr><tr><td colspan="4">1800</td><td>2000</td></tr><tr><td colspan="4"></td><td>GP 3.00°<br/>TCH 53</td></tr><tr><td colspan="2">CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td colspan="2">LPV DA</td><td colspan="2">269/18</td><td colspan="2">257 (300-½)</td></tr><tr><td colspan="2">LNAV/VNAV DA</td><td colspan="2">419/50</td><td colspan="2">407 (500-1)</td></tr><tr><td colspan="2">LNAV MDA</td><td colspan="2">560/24 548 (600-½)</td><td colspan="2">560/60 548 (600-1¼)</td></tr><tr><td colspan="2">CIRCLING</td><td colspan="2">640-1 627 (700-1)</td><td colspan="2">680-1¾ 667 (700-1¾)<br/>680-2 667 (700-2)</td></tr></table> | 3000               | FOLER   | tr 188°                                  | CHANT                                                               | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 66). | *LNAV only. |  |  |  |  | *1.5 NM to RW22L |  |  |  |  | RW22L |  |  |  | ZALPO | 1800 |  |  |  | 224° | 1800 |  |  |  | 2000 |  |  |  |  | GP 3.00°<br>TCH 53 | 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)<br>680-2 667 (700-2) |  |
|                                                                                                                                                                        | 3000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | FOLER              | tr 188° | CHANT                                    | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 66). |                                                                     |             |  |  |  |  |                  |  |  |  |  |       |  |  |  |       |      |  |  |  |      |      |  |  |  |      |  |  |  |  |                    |          |  |   |   |   |   |        |  |        |  |             |  |              |  |        |  |             |  |          |  |                    |  |                     |  |          |  |                   |  |                                          |  |
|                                                                                                                                                                        | *LNAV only.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                    |         |                                          |                                                                     |                                                                     |             |  |  |  |  |                  |  |  |  |  |       |  |  |  |       |      |  |  |  |      |      |  |  |  |      |  |  |  |  |                    |          |  |   |   |   |   |        |  |        |  |             |  |              |  |        |  |             |  |          |  |                    |  |                     |  |          |  |                   |  |                                          |  |
|                                                                                                                                                                        | *1.5 NM to RW22L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                    |         |                                          |                                                                     |                                                                     |             |  |  |  |  |                  |  |  |  |  |       |  |  |  |       |      |  |  |  |      |      |  |  |  |      |  |  |  |  |                    |          |  |   |   |   |   |        |  |        |  |             |  |              |  |        |  |             |  |          |  |                    |  |                     |  |          |  |                   |  |                                          |  |
|                                                                                                                                                                        | RW22L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                    |         |                                          | ZALPO                                                               |                                                                     |             |  |  |  |  |                  |  |  |  |  |       |  |  |  |       |      |  |  |  |      |      |  |  |  |      |  |  |  |  |                    |          |  |   |   |   |   |        |  |        |  |             |  |              |  |        |  |             |  |          |  |                    |  |                     |  |          |  |                   |  |                                          |  |
|                                                                                                                                                                        | 1800                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                    |         |                                          | 224°                                                                |                                                                     |             |  |  |  |  |                  |  |  |  |  |       |  |  |  |       |      |  |  |  |      |      |  |  |  |      |  |  |  |  |                    |          |  |   |   |   |   |        |  |        |  |             |  |              |  |        |  |             |  |          |  |                    |  |                     |  |          |  |                   |  |                                          |  |
|                                                                                                                                                                        | 1800                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                    |         |                                          | 2000                                                                |                                                                     |             |  |  |  |  |                  |  |  |  |  |       |  |  |  |       |      |  |  |  |      |      |  |  |  |      |  |  |  |  |                    |          |  |   |   |   |   |        |  |        |  |             |  |              |  |        |  |             |  |          |  |                    |  |                     |  |          |  |                   |  |                                          |  |
|                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |         | GP 3.00°<br>TCH 53                       |                                                                     |                                                                     |             |  |  |  |  |                  |  |  |  |  |       |  |  |  |       |      |  |  |  |      |      |  |  |  |      |  |  |  |  |                    |          |  |   |   |   |   |        |  |        |  |             |  |              |  |        |  |             |  |          |  |                    |  |                     |  |          |  |                   |  |                                          |  |
| 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)<br>680-2 667 (700-2) |                                                                     |                                                                     |             |  |  |  |  |                  |  |  |  |  |       |  |  |  |       |      |  |  |  |      |      |  |  |  |      |  |  |  |  |                    |          |  |   |   |   |   |        |  |        |  |             |  |              |  |        |  |             |  |          |  |                    |  |                     |  |          |  |                   |  |                                          |  |