

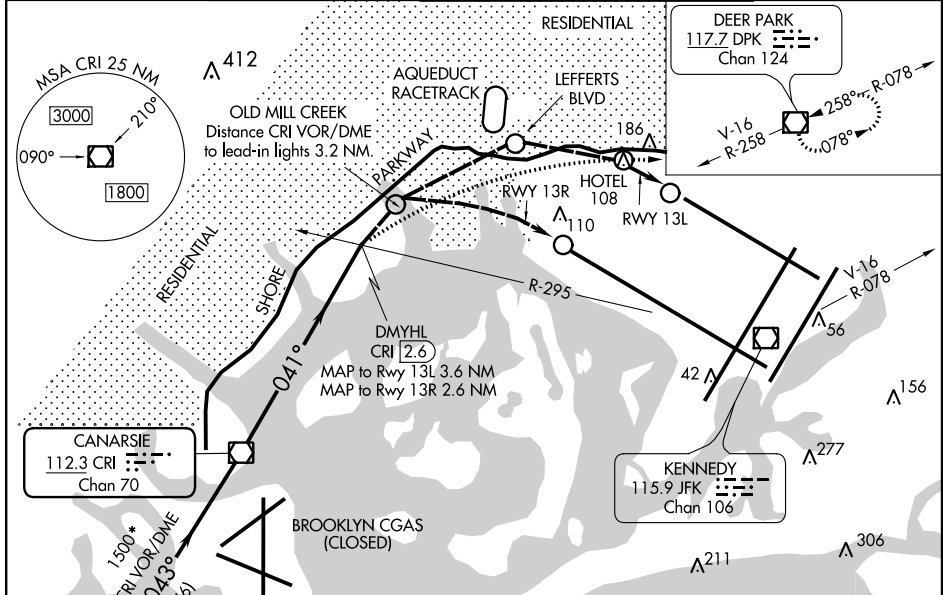
VOR/DME CRI <b>112.3</b> Chan <b>70</b>	APP CRS <b>041°</b>	Rwy ldg 13R <b>12468</b> 13L <b>9095</b> TDZE <b>13</b> Apt Elev <b>13</b>
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# VOR or GPS RWY 13L/13R

JOHN F. KENNEDY INTL (JFK)

  For inoperative lead-in lights, procedure NA.	Rwy 13L ALSF-2 	MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 via heading 100° and V-16 to DPK VOR/DME and hold.
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ATIS (ARR-NE) (ARR-SW) <b>128.725 117.7 115.4</b>	NEW YORK APP CON <b>128.12 269.0</b>	KENNEDY TOWER Rwys 4R/22L and 13L/31R <b>119.1 281.55</b> Rwys 4L/22R and 13R/31L <b>123.9 281.55</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>135.05 348.6</b>
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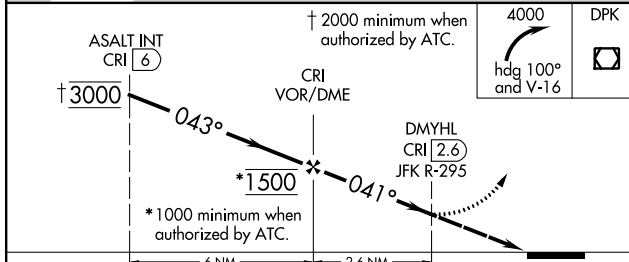


NE-2, 26 JUN 2014 to 24 JUL 2014

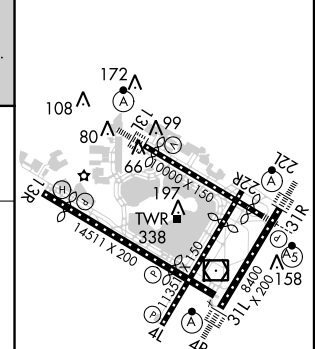
NE-2, 26 JUN 2014 to 24 JUL 2014

## DME or RADAR REQUIRED

**ASALT INT CRI (6)**  
 † 2000 minimum when authorized by ATC.  
 † 3000  
 043°  
 \*1500  
 041°  
 \*1000 minimum when authorized by ATC.  
 ○ Lead-in light groups  
 When visual reference established, fly visual to airport via lead-in lights to Rwy 13L or 13R. Close adherence to flight track required for noise abatement.



ELEV 13	<b>D</b> TDZE 13
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RLS Rwy 13R  
 HIRL all Rwys  
 TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

CATEGORY	A	B	C	D
RLS-13L	800-2 787 (800-2)		800-2 ½ 787 (800-2 ½)	800-2 ½ 787 (800-2 ½)
RLS-13R	800-2 787 (800-2)		800-2 ½ 787 (800-2 ½)	800-2 ½ 787 (800-2 ½)