

WAAS CH 40019 W22B	APP CRS 224°	Rwy Ldg 7795 TDZE 13 Apt Elev 13
--	------------------------	---

RNAV (GPS) RWY 22R

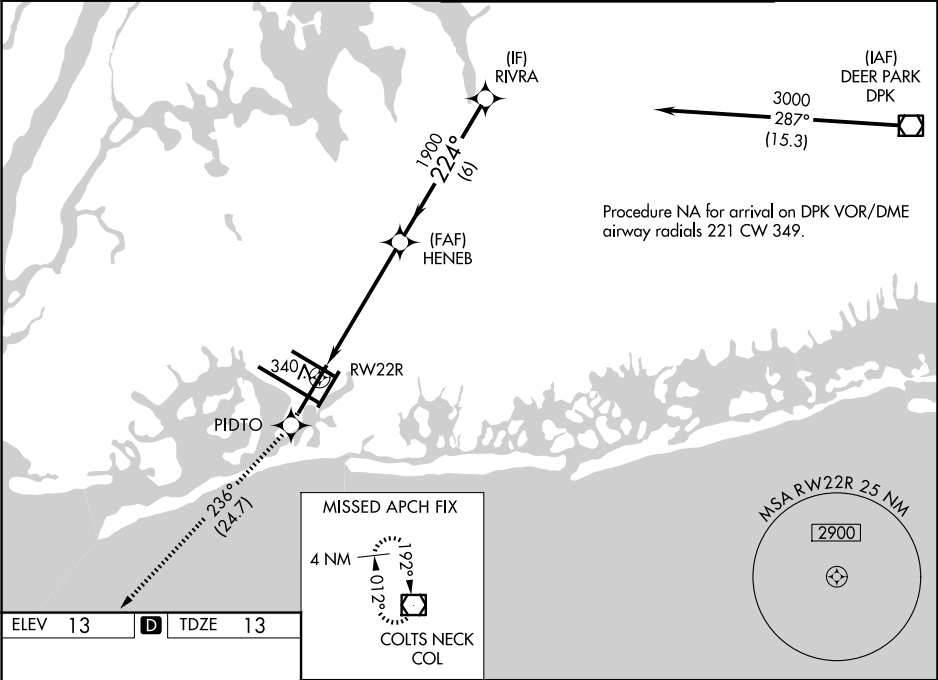
JOHN F KENNEDY INTL (JFK)

RNP APCH.

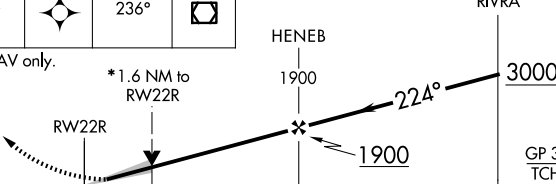
Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

MISSED APPROACH:
Climb to 4000 direct
PIDTO and on track 236°
to COL VOR/DME and hold.

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



ELEV 13	D	TDZE 13
---------	----------	---------

4000	PIDTO	COL	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).		
		tr 236° 	RIVRA		
*LNAV only.					
 Diagram details: A horizontal line represents the runway axis. From the left, a dashed curved line leads to a point labeled 'RW22R'. A solid line segment of 1.6 NM extends to the right from RW22R. At its end is a point labeled 'HENEB' with a vertical line and '1900' above it. A solid line segment of 4.1 NM extends to the right from HENEB. At its end is a point labeled 'RIVRA' with a vertical line and '3000' above it. A line segment connects RW22R and RIVRA, labeled '224°' and '1900' with an arrow pointing towards RIVRA. A label '*1.6 NM to RW22R' with an arrow points to the 1.6 NM segment. A label 'GP 3.00° TCH 59' is on the right. A label '3000' is on the right. A label '1900' is below the line segment between HENEB and RIVRA.					
CATEGORY		A	B	C	D
LPV	DA	269/40 256 (300-¾)			
LNAV/ VNAV	DA	501-1½ 488 (500-1%)			
LNAV MDA	600/55 587 (600-1)		600-1¾ 587 (600-1¾)		
CIRCLING	640-1 627 (700-1)		680-1¾ 667 (700-1¾)		680-2 667 (700-2)

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