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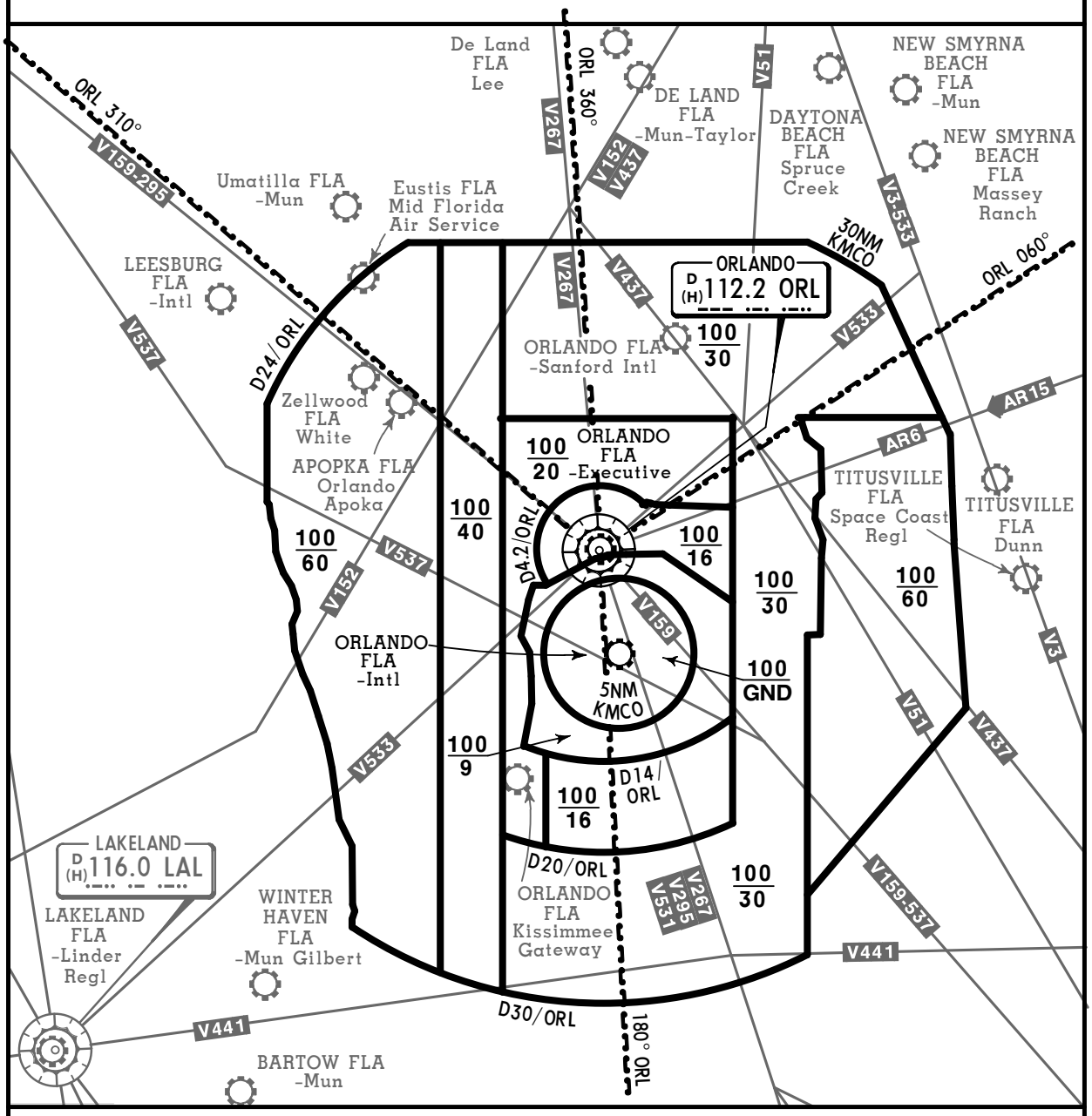
ORLANDO CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

(061°-180°)	**Orlando App**	119.4	4500′ & BELOW	(181°-359°)	**Orlando App**	120.15	ABOVE 5500′
(181°-310°)	**Orlando App**	119.4	5500′ & BELOW	(360°-180°)	**Orlando App**	124.8	ABOVE 5500′
(311°-060°)	**Orlando App**	119.52	5500′ & BELOW				



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117, AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft should contact Orlando Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart Class B airspace. Aircraft departing from other than Orlando International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit Class B airspace may obtain an ATC clearance will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

CHANGES: Comms.

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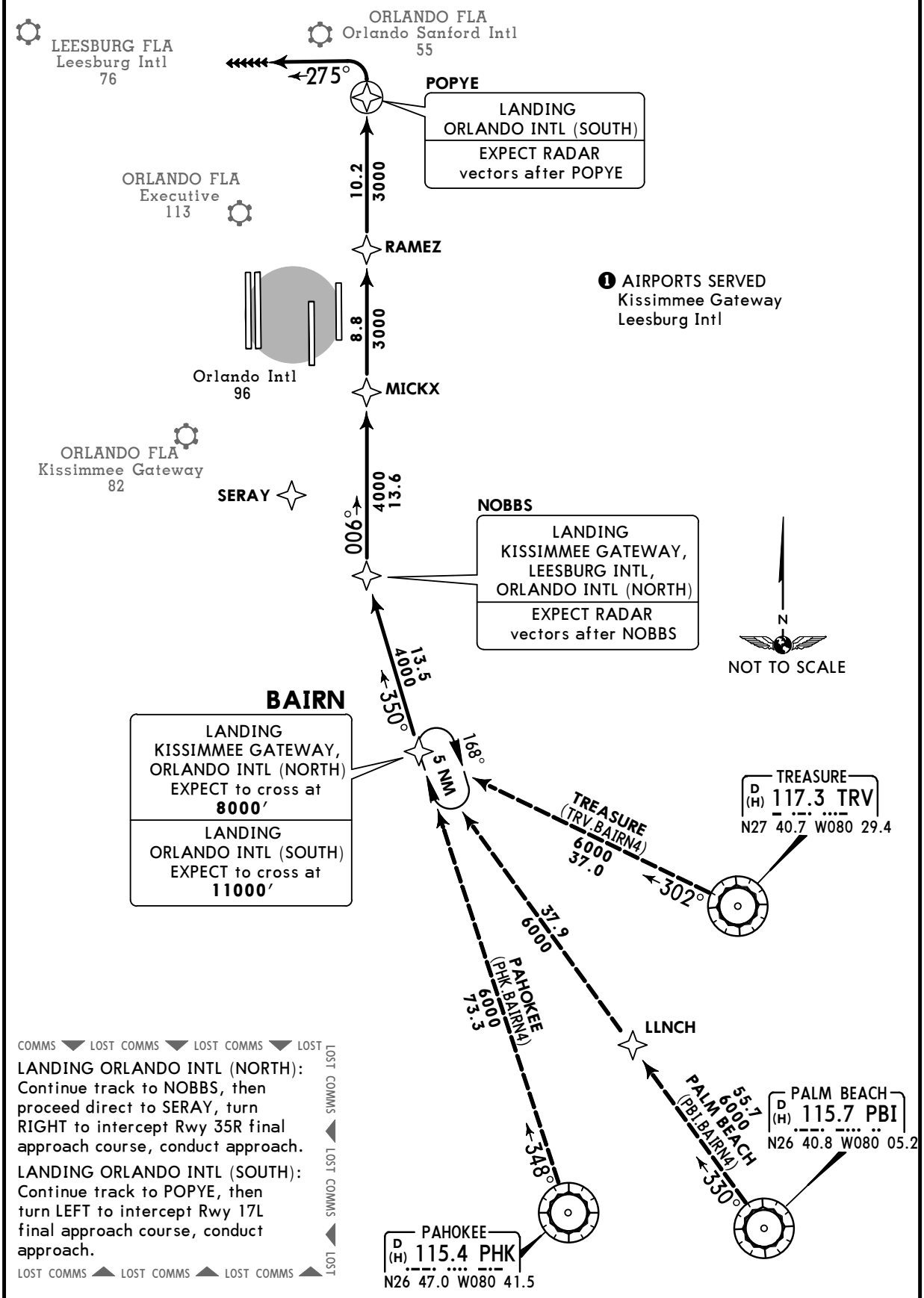
KMCO/MCO ORLANDO INTL

JEPPESEN
21 APR 17 (20-2) Eff 27 Apr

ORLANDO, FLA
RNAV STAR

ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet/turboprop aircraft only. 5. Also serves ❶

BAIRN 4 RNAV ARRIVAL (BAIRN.BAIRN4)



ROUTING

From over BAIRN on track 350° to NOBBS, then on track 006° to MICKX, then on track 006° to RAMEZ, then on track 006° to POPYE, then on track 275°. EXPECT RADAR vectors.

CHANGES: Procedure renumbered, routing text.

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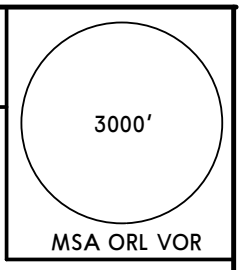
KMCO/MCO
ORLANDO INTL

JEPPESEN
21 APR 17 (20-2A) Eff 27 Apr

ORLANDO, FLA
STAR

ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also serves ❶



BITHO SEVEN ARRIVAL (BITHO.BITHO7)

Direct distance from BITHO to:
Orlando Intl **19 NM**
Direct distance from BITHO to:
❶ AIRPORTS SERVED
Kissimmee Gateway **29 NM**
Merritt I **26 NM**
Space Coast Regl **15 NM**

176°
356°
ORMOND BEACH
D (H) 112.6 OMN
N29 18.2 W081 06.8
176°
17
3000
OCALA
D (L) 113.7 OCF
N29 10.6 W082 13.6
099°
D
356°
N
NOT TO SCALE
LAMMA
N29 00.9 W081 05.4

TURBOJETS LANDING KISSIMMEE GATEWAY, ORLANDO INTL, SPACE COAST REGL EXPECT clearance to cross at **12000′**
TURBOJETS LANDING MERRITT I EXPECT clearance to cross at **15000′**
TURBOJETS LANDING ORLANDO INTL (SOUTH) EXPECT clearance to cross at **250 KT**

8
3000
D25
JESUP
N28 53.3 W081 04.8
5
3000
D30
033°
ORL 112.2
COZMO
N28 47.9 W081 04.4

TURBOJETS LANDING ORLANDO INTL RWY 18
EXPECT clearance to cross at **10000′**

BITHO
N28 37.9 W081 03.6

TURBOJETS LANDING MERRITT I EXPECT clearance to cross at **8000′**
EXPECT RADAR vectors to final approach course after BITHO

042°
ORL 112.2
10
3000
D40
070°
D15
NASA SHUTTLE LANDING FACILITY FLA
9
ORLANDO
D (H) 112.2 ORL
N28 32.6 W081 20.1
TITUSVILLE FLA
Space Coast Regl
34
CAPE CANAVERAL AFS SKID STRIP FLA
10
Orlando Intl
96
MERRITT I FLA
Merritt I
6
PATRICK AFB FLA
8
ORLANDO FLA
Kissimmee Gateway
82
MELBOURNE FLA
Melbourne Intl
33

ROUTING

From over OMN via OMN R-176 to BITHO. EXPECT RADAR vectors to final approach course after BITHO.

CHANGES: None.

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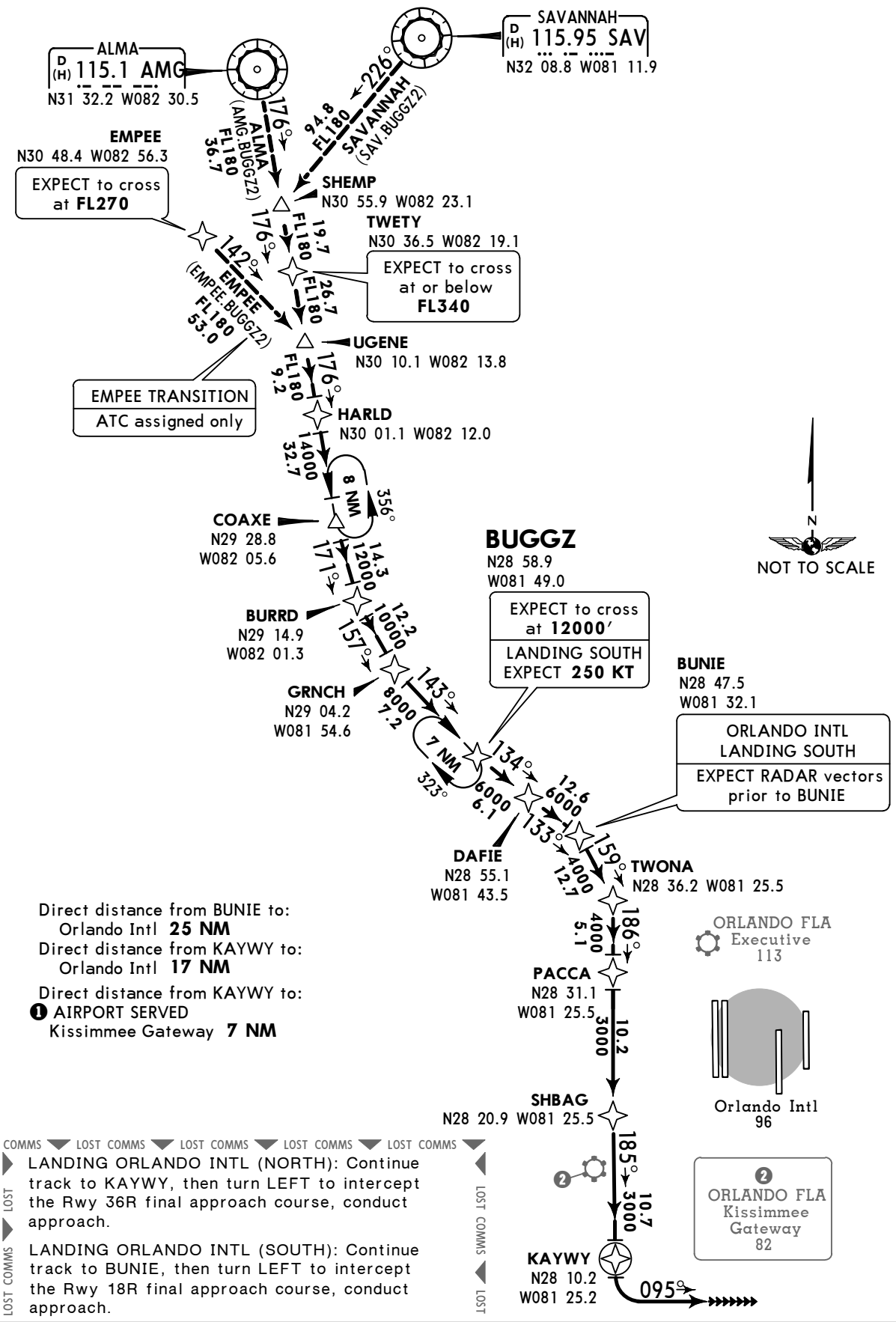
D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. Also serves ❶

BUGGZ TWO RNAV ARRIVAL (BUGGZ.BUGGZ2)



Direct distance from BUNIE to:
Orlando Intl **25 NM**
Direct distance from KAYWY to:
Orlando Intl **17 NM**
Direct distance from KAYWY to:
❶ AIRPORT SERVED
Kissimmee Gateway **7 NM**

ROUTING

From over UGENE on track 176° to HARLD, then as depicted to KAYWY, then on track 095°.
EXPECT RADAR vectors.

CHANGES: SHEMP depiction.

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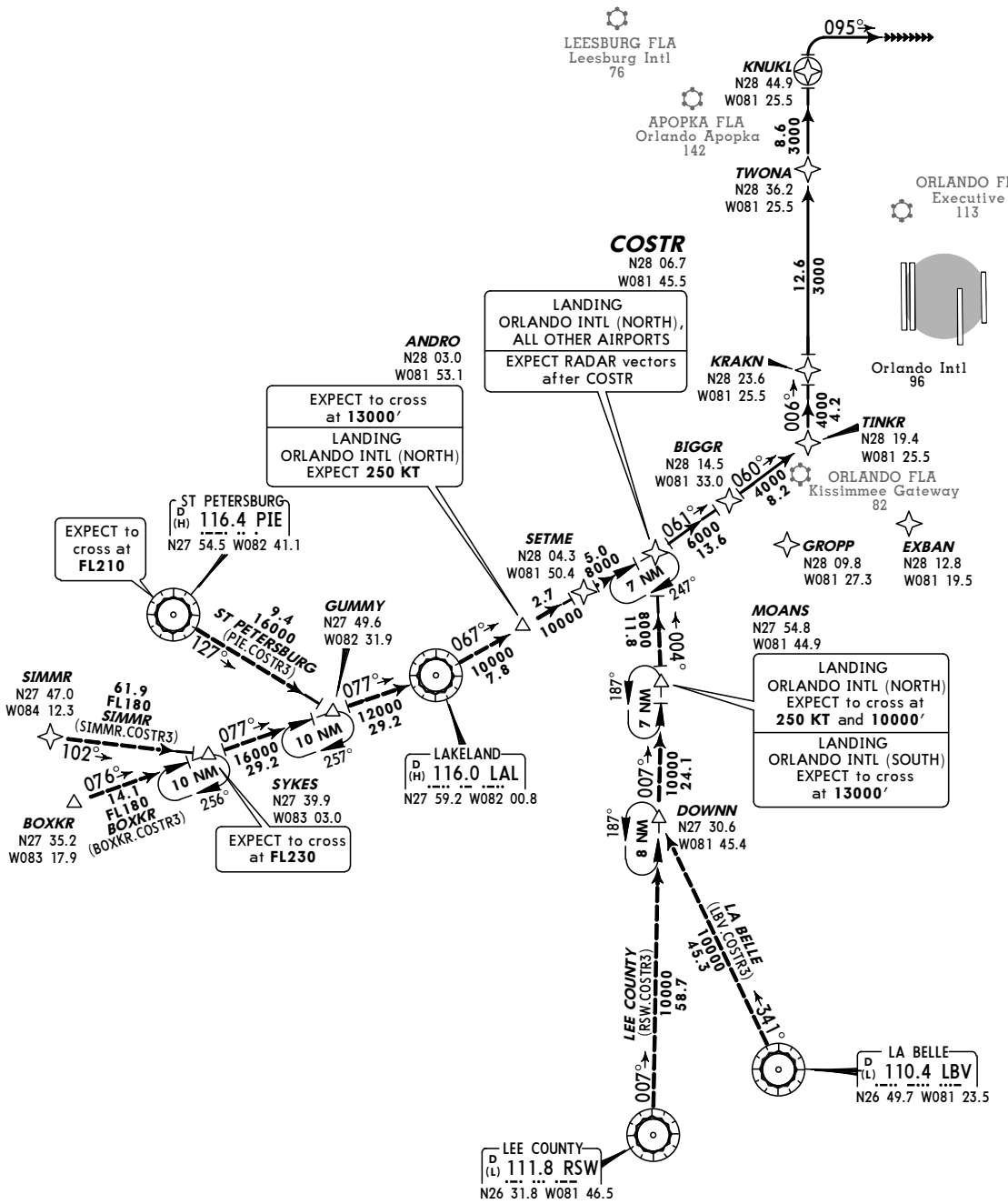
KMCO/MCO
ORLANDO INTL

ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet/turboprop aircraft only. 5. Also serves ❶

COSTR THREE RNAV ARRIVAL (COSTR.COSTR3)



Direct distance from COSTR to:
Orlando Intl 30 NM
Direct distance from COSTR to:
❶ AIRPORTS SERVED
Kissimmee Gateway 20 NM
Leesburg Intl 43 NM
Merritt I 59 NM
Orlando Apopka 37 NM
Space Coast Regl 56 NM

Direct distance from KNUKL to:
Orlando Intl 20 NM
Direct distance from KNUKL to:
❶ AIRPORTS SERVED
Kissimmee Gateway 27 NM
Leesburg Intl 21 NM
Merritt I 46 NM
Orlando Apopka 9 NM
Space Coast Regl 36 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LANDING ORLANDO INTL (NORTH): Continue track to COSTR, then proceed direct to EXBAN, turn LEFT to intercept the Rwy 36L final approach course, conduct approach.
LANDING ORLANDO INTL (SOUTH): Continue track to KNUKL, then turn RIGHT to intercept the Rwy 18R final approach course, conduct approach.

ROUTING

From over COSTR on track 061° to BIGGR, then as depicted to KNUKL, then on track 095°. EXPECT RADAR vectors.

CHANGES: None.

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KMCO/MCO ORLANDO INTL

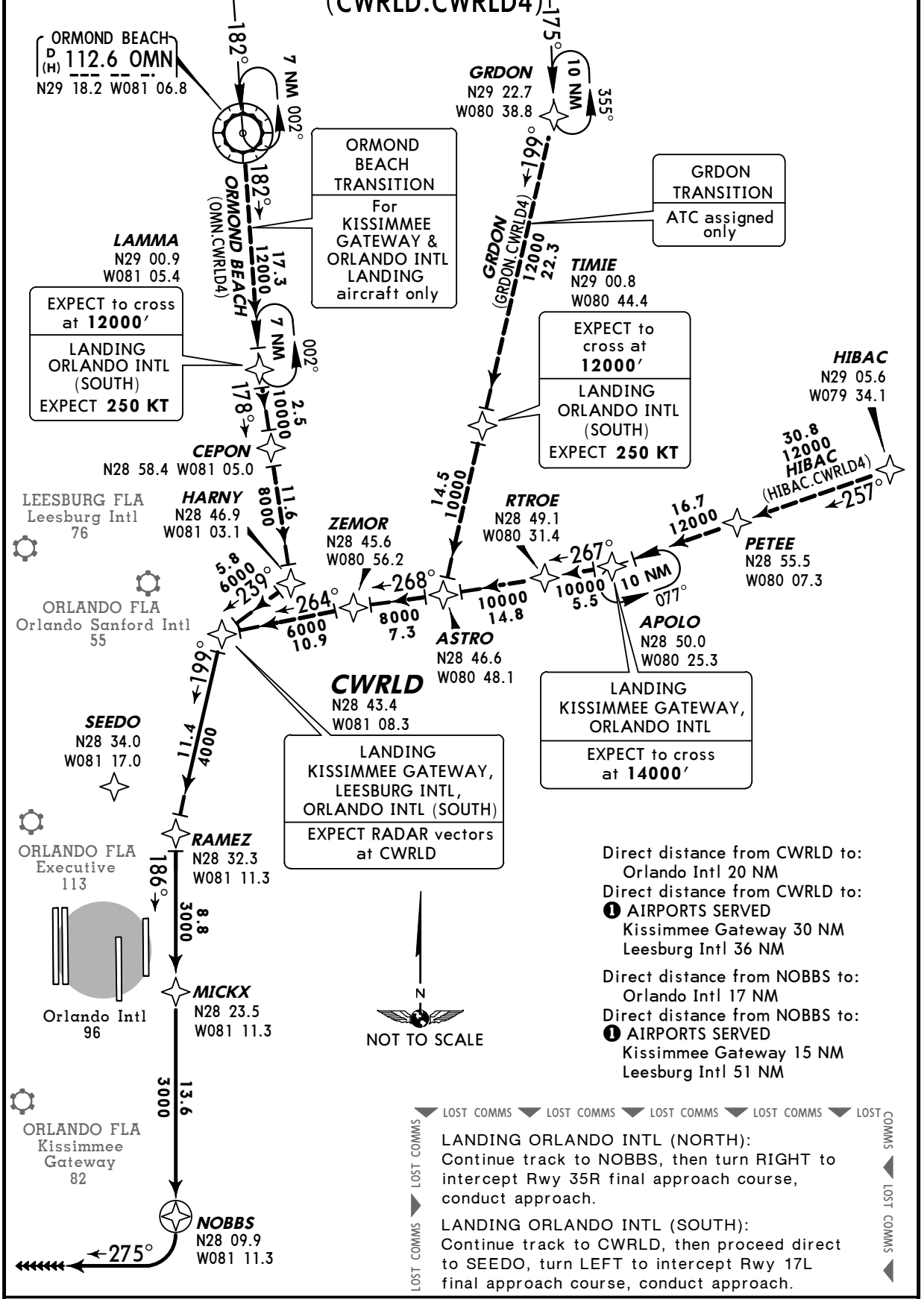
JEPPESEN 6 DEC 13 (20-2D) Eff 12 Dec

ORLANDO, FLA

RNAV STAR

ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required.** **2. RADAR required for non-GPS equipped aircraft. 3. RNAV 1.** 4. Turbojet aircraft only. 5. Also serves ❶

CWRLD FOUR RNAV ARRIVAL (CWRLD.CWRLD4)



Direct distance from CWRLD to:
Orlando Intl 20 NM
Direct distance from CWRLD to:
❶ AIRPORTS SERVED
Kissimmee Gateway 30 NM
Leesburg Intl 36 NM

Direct distance from NOBBS to:
Orlando Intl 17 NM
Direct distance from NOBBS to:
❶ AIRPORTS SERVED
Kissimmee Gateway 15 NM
Leesburg Intl 51 NM

LOST COMMS

LANDING ORLANDO INTL (NORTH):
Continue track to NOBBS, then turn RIGHT to intercept Rwy 35R final approach course, conduct approach.

LANDING ORLANDO INTL (SOUTH):
Continue track to CWRLD, then proceed direct to SEEDO, turn LEFT to intercept Rwy 17L final approach course, conduct approach.

ROUTING

From CWRLD on track 199° to RAMEZ, then on track 186° to MICKX, then on track 186° to NOBBS, then on track 275°. EXPECT RADAR vectors.

CHANGES: HIBAC transition, APOLO and GRDON holding patterns, notes.

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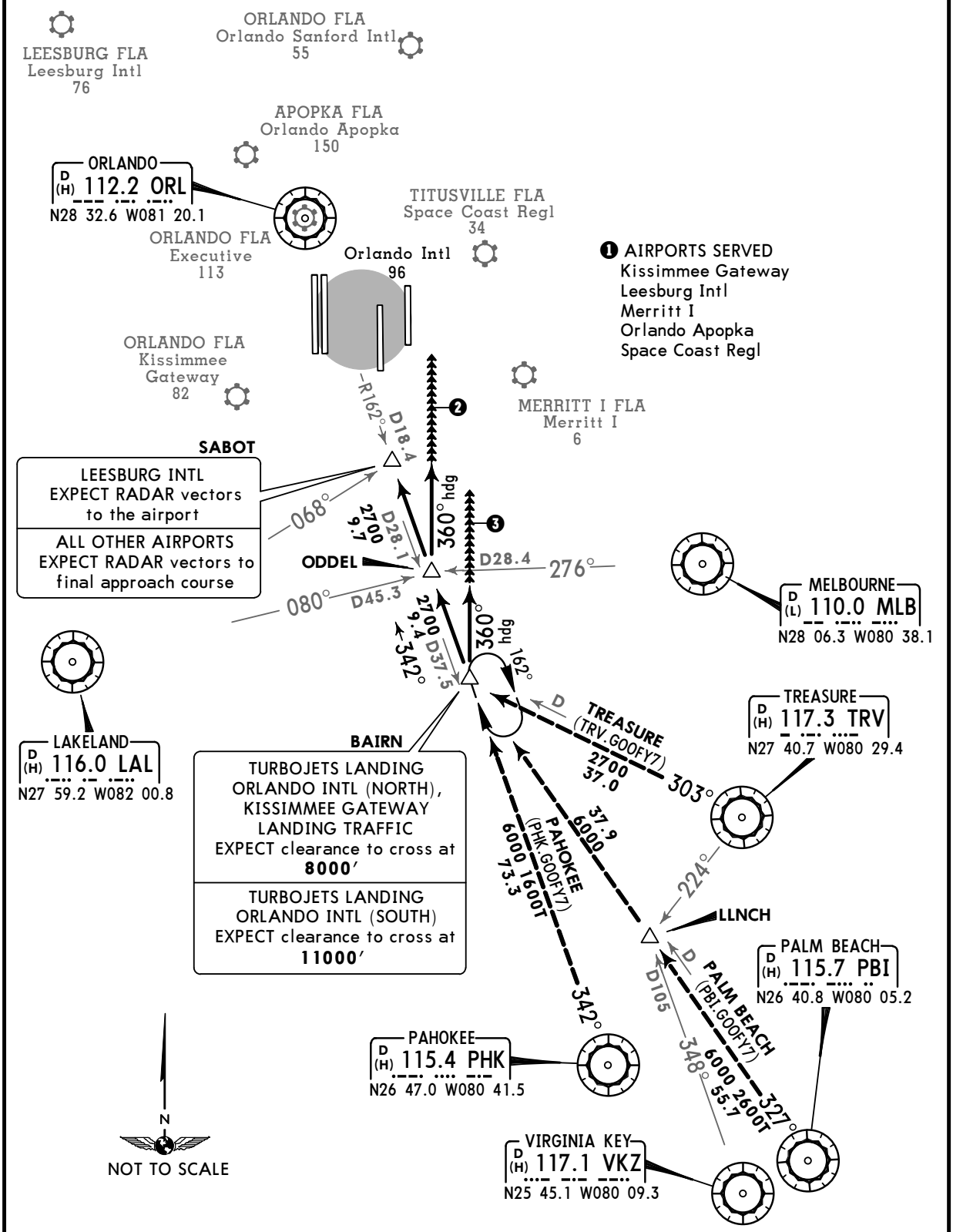
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. For turbojet/turboprop aircraft only. 2. Also serves ❶

GOOFY 7 ARRIVAL (BAIRN.GOOFY7)



ROUTING

ORLANDO INTL	❷ Rwys 17L/R, 18L/R: From over BAIRN on ORL R-162 to ODDEL. Depart ODDEL heading 360° for vector to final approach course. ❸ Rwys 35L/R, 36L/R: Depart BAIRN heading 360° for vector to final approach course.
LEESBURG INTL	From over BAIRN on ORL R-162 to SABOT. EXPECT RADAR vectors to the airport.
ALL OTHER AIRPORTS	From over BAIRN on ORL R-162 to SABOT. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered.

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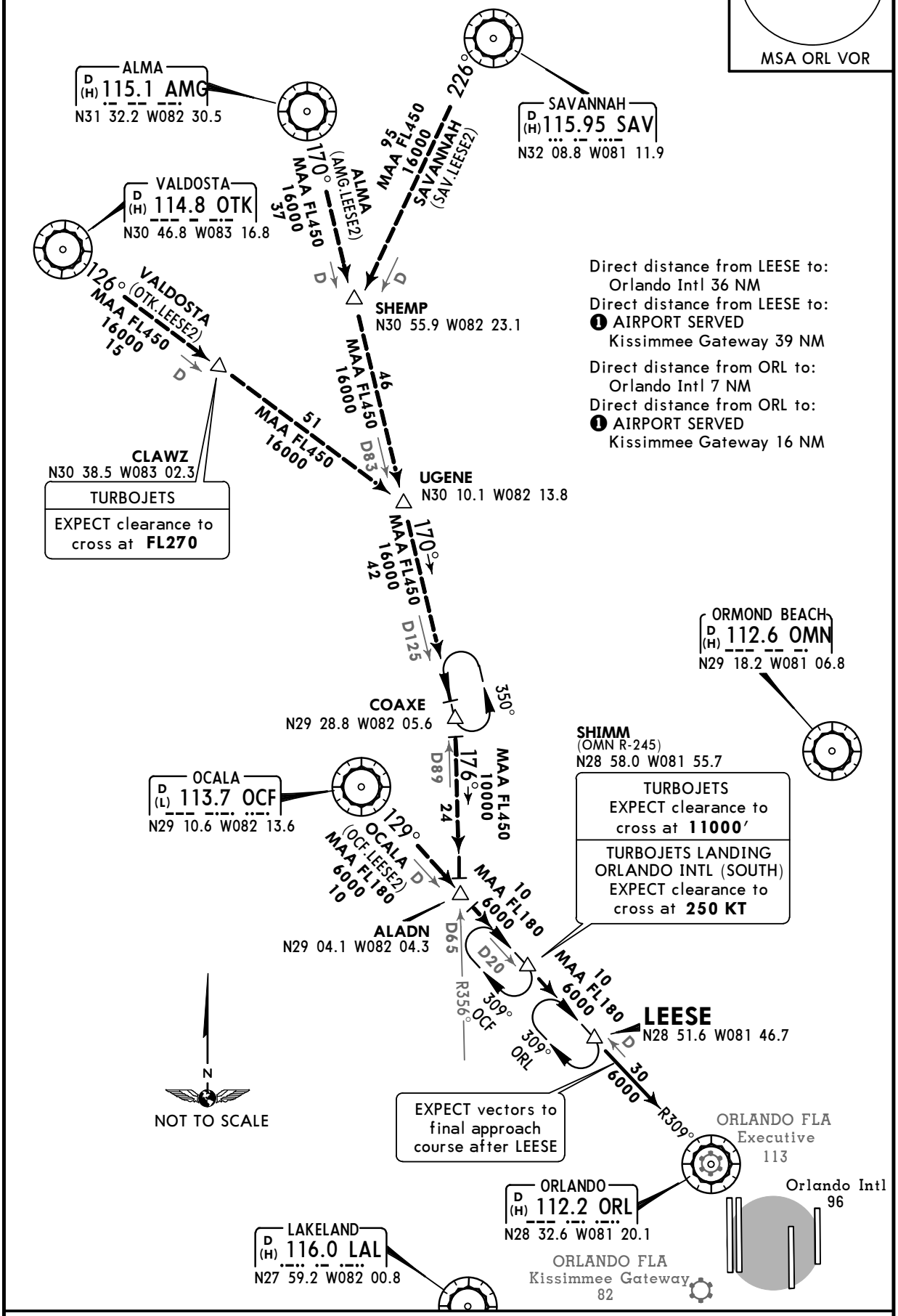
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required.** 2. Also serves ❶

LEESE TWO ARRIVAL (LEESE.LEESE2)



ROUTING

From over LEESE via ORL R-309 to ORL. EXPECT vectors to final approach course after LEESE.

CHANGES: None.

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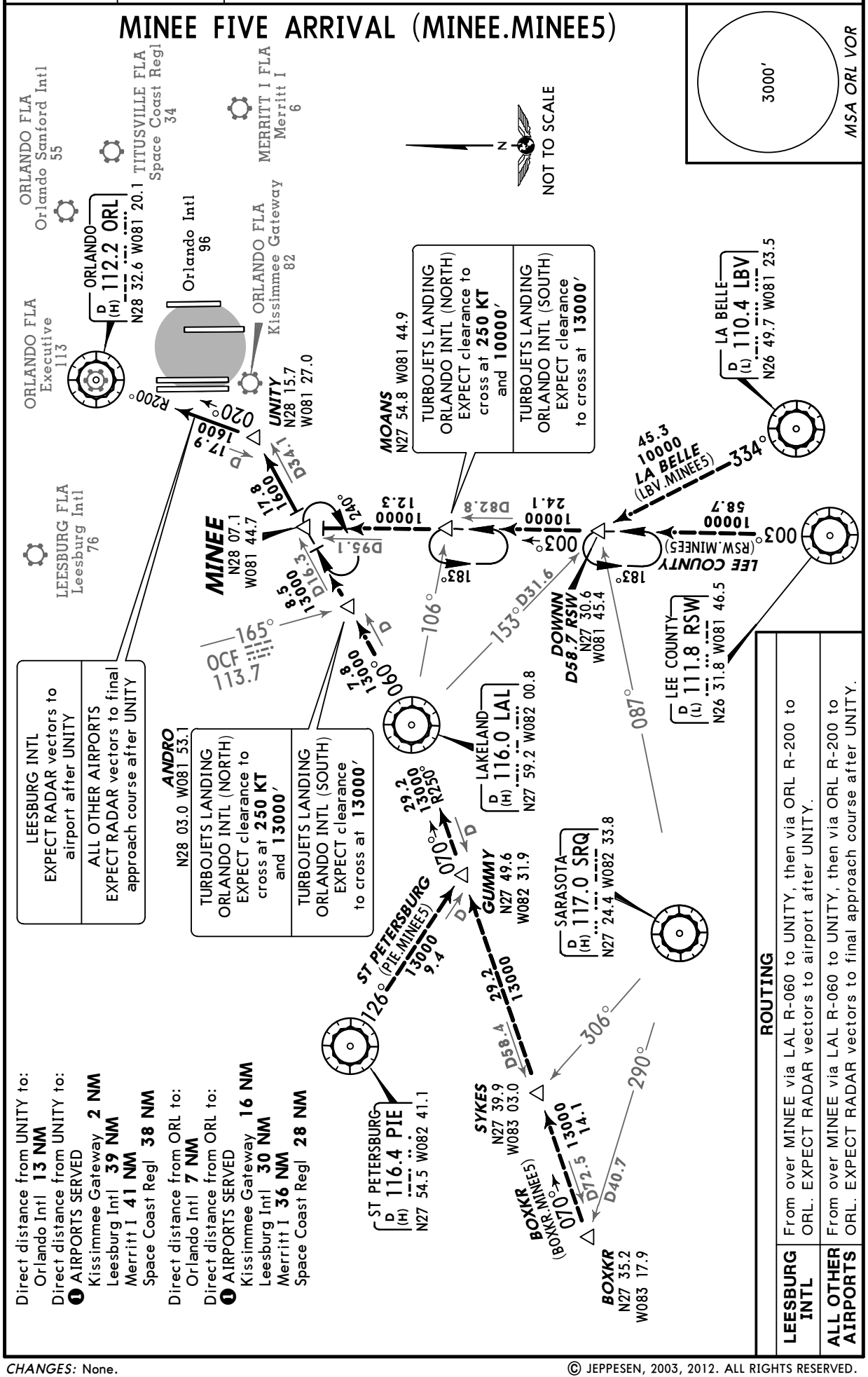
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Also serves ❶

MINEE FIVE ARRIVAL (MINEE.MINEE5)



ROUTING

LEESBURG INTL	From over MINEE via LAL R-060 to UNITY, then via ORL R-200 to ORL. EXPECT RADAR vectors to airport after UNITY.
ALL OTHER AIRPORTS	From over MINEE via LAL R-060 to UNITY, then via ORL R-200 to ORL. EXPECT RADAR vectors to final approach course after UNITY.

CHANGES: None.

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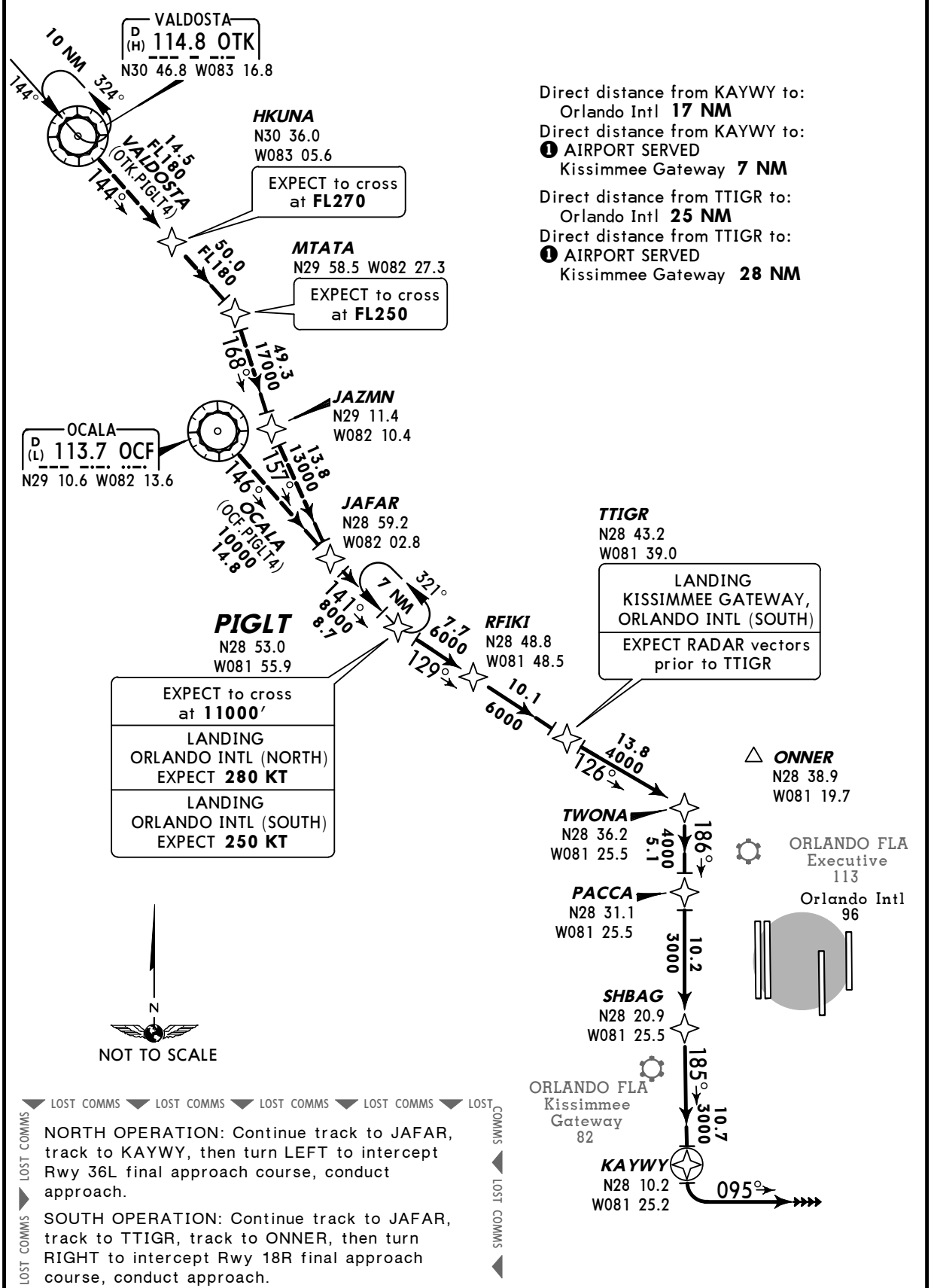
ORLANDO INTL D-ATIS (Arrival) 121.25	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. Also serves ❶

PIGLT FOUR RNAV ARRIVAL (PIGLT.PIGLT4)



Direct distance from KAYWY to:
Orlando Intl **17 NM**
Direct distance from KAYWY to:
❶ AIRPORT SERVED
Kissimmee Gateway **7 NM**

Direct distance from TTIGR to:
Orlando Intl **25 NM**
Direct distance from TTIGR to:
❶ AIRPORT SERVED
Kissimmee Gateway **28 NM**

ROUTING

From over JAFAR on track 141° to PIGLT, then as depicted to KAYWY, then on track 095°.
EXPECT RADAR vectors.

CHANGES: Procedure revised, renumbered.

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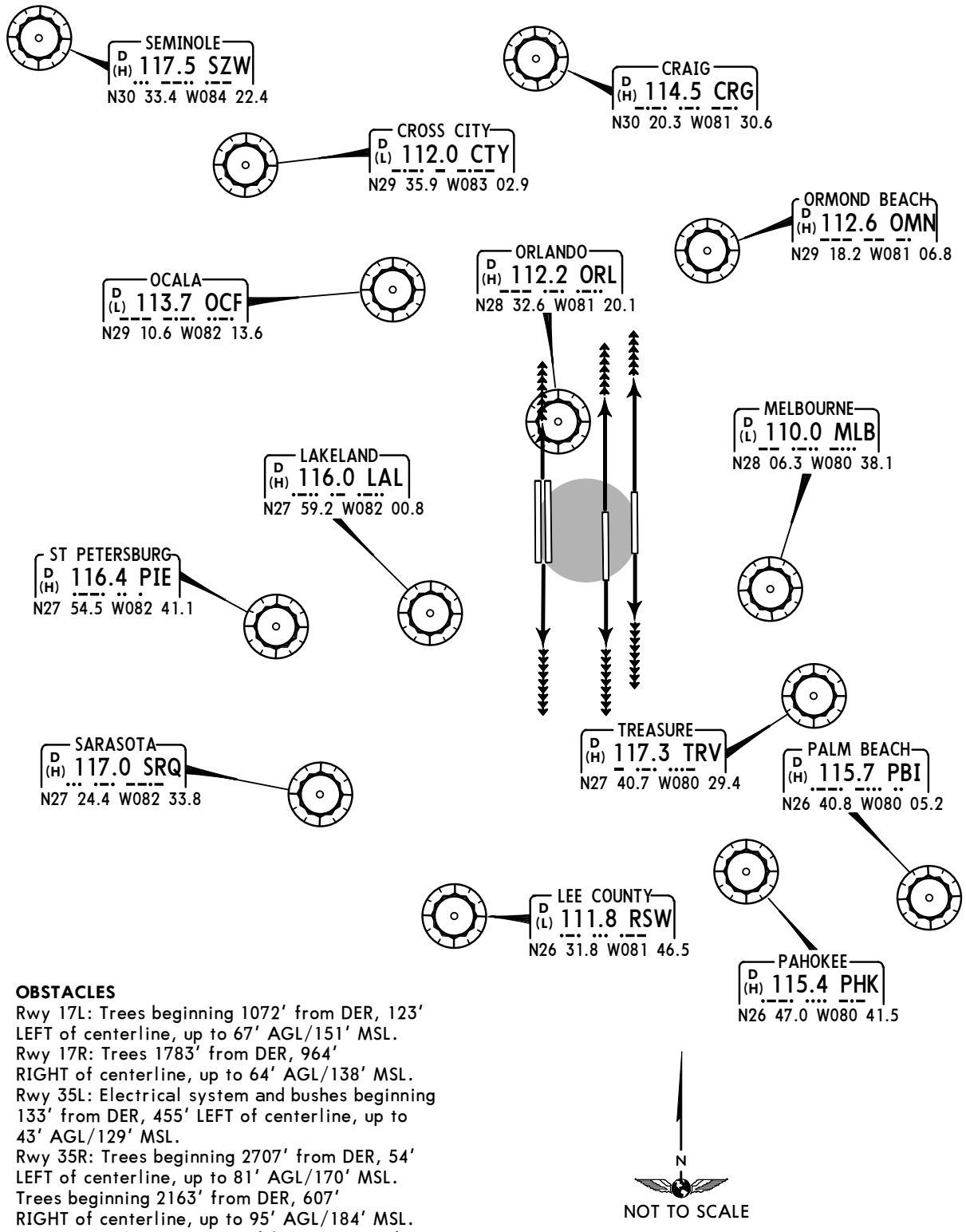
ORLANDO Departure (R) 311°-060° 5500' & Below 121.1	181°-310° 5500' & Below / 061°-180° 4500' & Below 119.4	Apt Elev 96'	Trans level: FL180 Trans alt: 18000'

CITRUS 9 DEPARTURE (CITR9.CITR)



OBSTACLES
Rwy 17L: Trees beginning 1072' from DER, 123' LEFT of centerline, up to 67' AGL/151' MSL.
Rwy 17R: Trees 1783' from DER, 964' RIGHT of centerline, up to 64' AGL/138' MSL.
Rwy 35L: Electrical system and bushes beginning 133' from DER, 455' LEFT of centerline, up to 43' AGL/129' MSL.
Rwy 35R: Trees beginning 2707' from DER, 54' LEFT of centerline, up to 81' AGL/170' MSL.
Trees beginning 2163' from DER, 607' RIGHT of centerline, up to 95' AGL/184' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' RIGHT of centerline, 34' AGL/123' MSL.
Rwy 36R: Light on sign 1063' from DER, 725' LEFT of centerline, 34' AGL/123' MSL.
Trees beginning 1364' from DER, 193' RIGHT of centerline, up to 64' AGL/153' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard (or lower than standard, if authorized).

INITIAL CLIMB	TOP ALTITUDE
All aircraft climb on heading as assigned for vectors to appropriate fix, MAINTAIN 1500'. EXPECT further clearance to filed altitude/flight level 10 minutes after departure.	1500'

CHANGES: Procedure renumbered.

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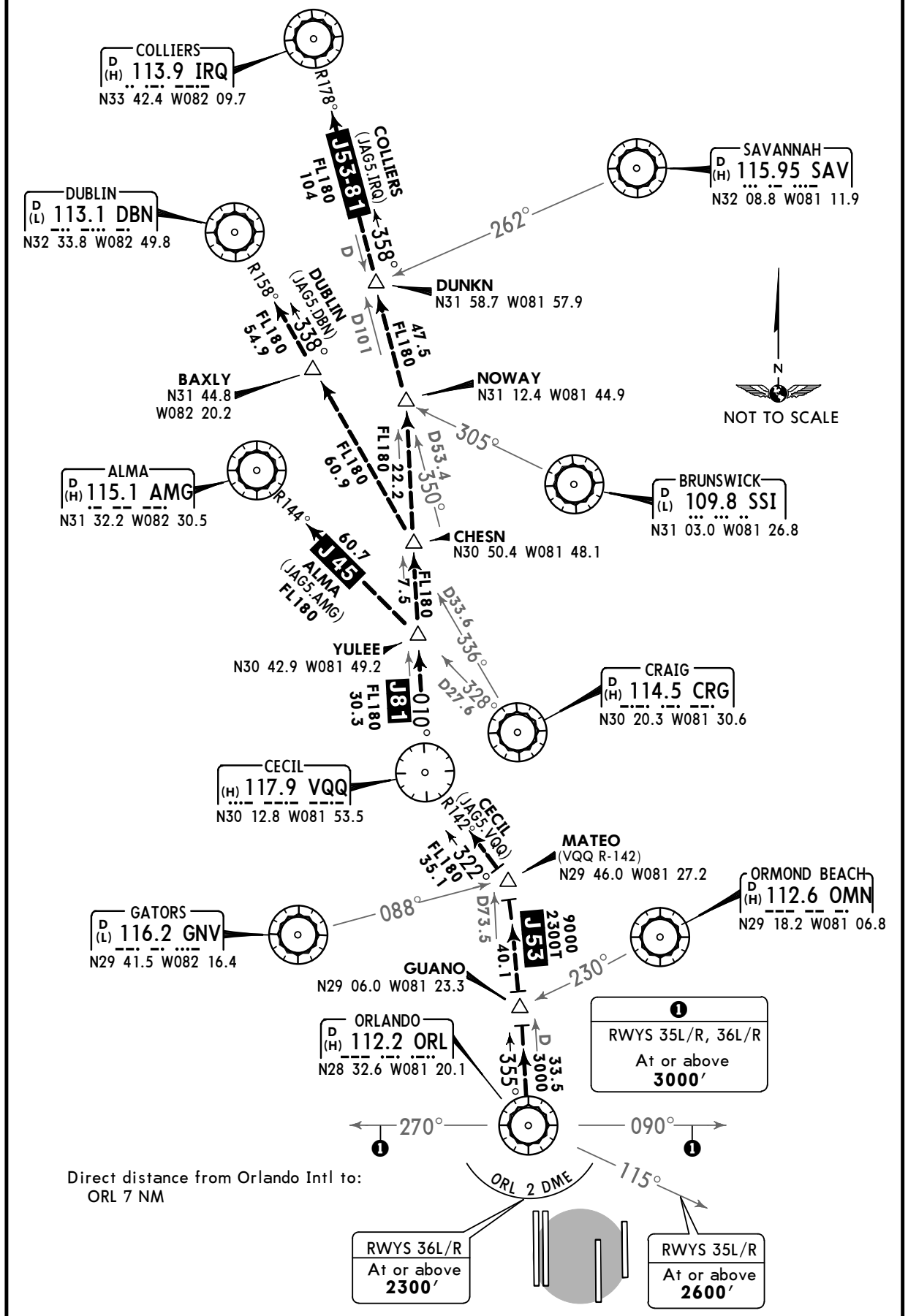
ORLANDO Departure (R) 360°-180° Above 5000'	181°-359° Above 5500'	Apt Elev	
124.8	120.15	96'	Trans level: FL180 Trans alt: 18000' **1. DME and RADAR required.** 2. Turbojets only. 3. CECIL transition ATC assigned only.

JAGUAR FIVE DEPARTURE (JAG5.ORL)

For Procedure Text, Takeoff Minimums and Obstacles see 20-3A-1



Direct distance from Orlando Intl to:
ORL 7 NM

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JAGUAR FIVE DEPARTURE (JAG5.ORL)

For Procedure Graphic see 20-3A

PROCEDURE TEXT

OBSTACLES

Rwy 17L: NAVAID 10′ from DER, on centerline, 1′ AGL/90′ MSL. Pole 10′ from DER, 120′ LEFT of centerline, 3′ AGL/91′ MSL. Tree 1534′ from DER, 902′ LEFT of centerline, 74′ AGL/152′ MSL.
Rwy 17R: Trees beginning 1373′ from DER, 855′ RIGHT of centerline, up to 60′ AGL/136′ MSL.
Rwy 18L: Light pole 13′ from DER, 283′ RIGHT of centerline, 3′ AGL/94′ MSL. Trees beginning 2863′ from DER, 1079′ LEFT of centerline, up to 95′ AGL/171′ MSL.
Rwy 18R: Light pole 14′ from DER, 282′ LEFT of centerline, 3′ AGL/92′ MSL.
Rwy 35L: Light pole 15′ from DER, 284′ RIGHT of centerline, 5′ AGL/92′ MSL. Poles 1250′ from DER, 683′ LEFT of centerline, 45′ AGL/131′ MSL.
Rwy 35R: NAVAID 9′ from DER, on centerline 1′ AGL/90′ MSL. NAVAID 1190′ from DER, 767′ RIGHT of centerline, 36′ AGL/125′ MSL. Pole 1661′ from DER, 922′ RIGHT of centerline, 44′ AGL/133′ MSL. Pole 1712′ from DER, 916′ LEFT of centerline, 25′ AGL/134′ MSL. Trees beginning 2235′ from DER, 1012′ RIGHT of centerline, up to 78′ AGL/167′ MSL.
Rwy 36L: Sign 3′ from DER, 373′ LEFT of centerline, 3′ AGL/93′ MSL. Sign 1063′ from DER, 775′ RIGHT of centerline, 38′ AGL/123′ MSL.
Rwy 36R: Tree 963′ from DER, 582′ RIGHT of centerline, 30′ AGL/121′ MSL. Building 1001′ from DER, 692′ RIGHT of centerline, 26′ AGL/119′ MSL. Sign 1063′ from DER, 725′ LEFT of centerline, 38′ AGL/123′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 17L/R, 18L/R, 35L/R, 36L/R: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB	TOP ALTITUDE
17L/R, 18L/R	Climb on heading assigned by ATC.	5000′
35L/R	Climb on heading assigned by ATC, cross ORL R-115 at or above 2600′, cross ORL R-090 or R-270 at or above 3000′.	
36L/R	Climb on heading assigned by ATC, cross ORL 2 DME at or above 2300′, cross ORL R-090 or R-270 at or above 3000′.	

ROUTING

EXPECT vectors to appropriate transition. MAINTAIN 5000′. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

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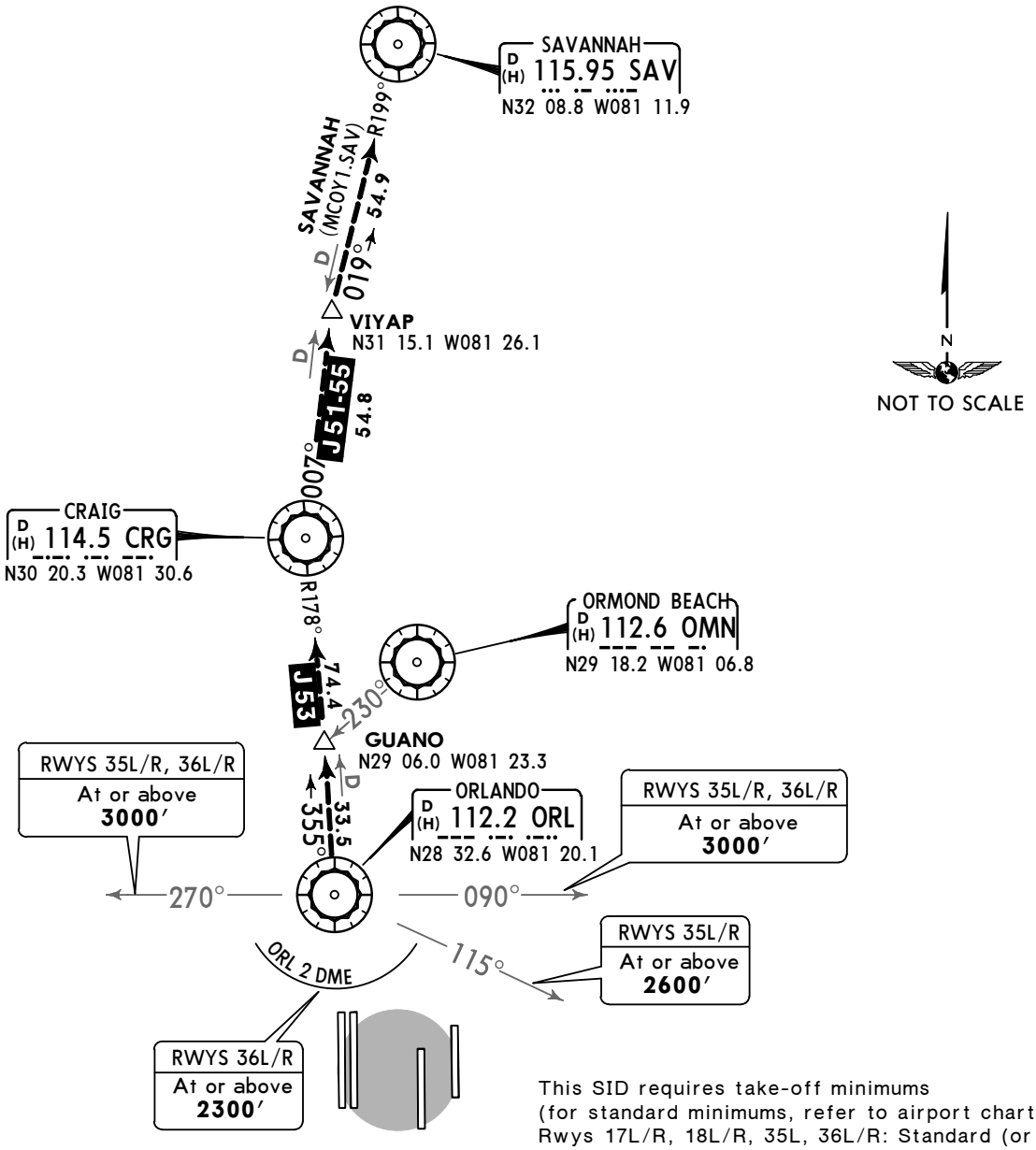
ORLANDO Departure (R) EAST	WEST	Apt Elev	
124.8	120.15	96′	Trans level: FL180 Trans alt:18000′ **1. DME required.** 2. Turbojets only.

McCOY ONE DEPARTURE (MCOY1.ORL)



Direct distance from Orlando Intl to:
ORL 7 NM

OBSTACLES
Rwy 17L: Numerous trees from 1080′ to 1725′ from DER, from 600′ to 740′ LEFT of centerline, from 44′ AGL/134′ MSL to 53′ AGL/143′ MSL.
Rwy 35R: Tree 2225′ from DER, 730′ RIGHT of centerline, 94′ AGL/184′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 17L/R, 18L/R, 35L, 36L/R: Standard (or lower than standard, if authorized).
Rwy 35R: 300-1 or standard (or lower than standard, if authorized) with a minimum climb of 340′ per NM to 400′.
Rwys 35L/R, 36L/R require an ATC climb gradient of 600′ per NM to 2800′. If unable to accept this ATC climb gradient advise ATC on initial contact.

Gnd speed-KT	75	100	150	200	250	300
340′ per NM	425	567	850	1133	1417	1700
600′ per NM	750	1000	1500	2000	2500	3000

RWY	INITIAL CLIMB	TOP ALTITUDE
17L/R, 18L/R	Climb on heading as assigned.	5000′
35L/R	Climb on heading as assigned, cross ORL R-115 at or above 2600′, cross ORL R-090 or R-270 at or above 3000′.	
36L/R	Climb on heading as assigned, cross 2 DME SOUTH of ORL at or above 2300′, cross ORL R-090 or R-270 at or above 3000′.	

ROUTING

All aircraft MAINTAIN 5000′. EXPECT vectors to the SAVANNAH Transition. EXPECT further clearance to filed altitude 10 minutes after departure.

CHANGES: None.

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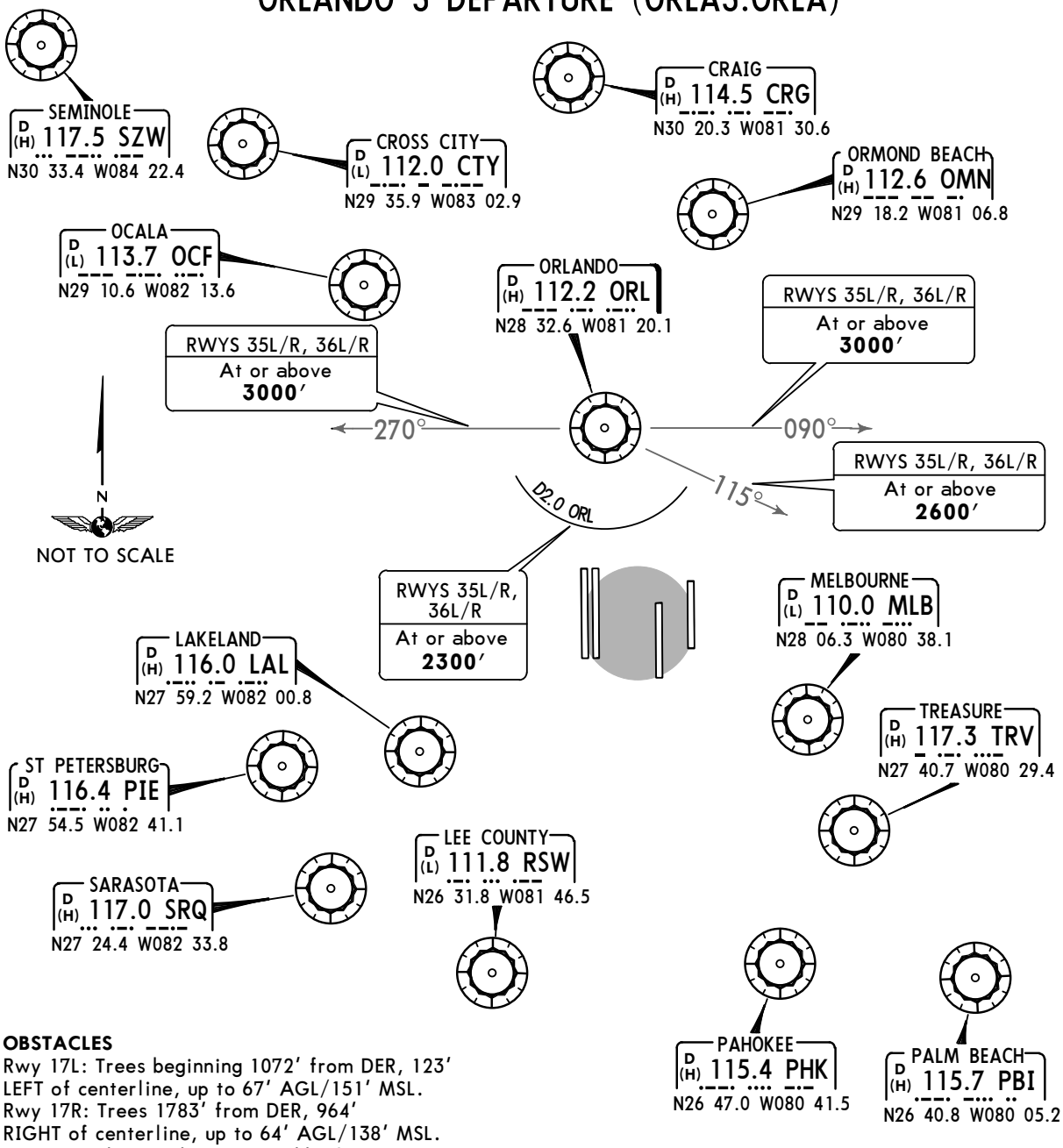
ORLANDO Departure (R) EAST	WEST	Apt Elev	
124.8	120.15	96′	Trans level: FL180 Trans alt: 18000′

ORLANDO 3 DEPARTURE (ORLA3.ORLA)



OBSTACLES
Rwy 17L: Trees beginning 1072′ from DER, 123′ LEFT of centerline, up to 67′ AGL/151′ MSL.
Rwy 17R: Trees 1783′ from DER, 964′ RIGHT of centerline, up to 64′ AGL/138′ MSL.
Rwy 35L: Electrical system and bushes beginning 133′ from DER, 455′ LEFT of centerline, up to 43′ AGL/129′ MSL.
Rwy 35R: Trees beginning 2707′ from DER, 54′ LEFT of centerline, up to 81′ AGL/170′ MSL.
Trees beginning 2163′ from DER, 607′ RIGHT of centerline, up to 95′ AGL/184′ MSL.
Rwy 36L: Light on sign 1063′ from DER, 775′ RIGHT of centerline, 34′ AGL/123′ MSL.
Rwy 36R: Light on sign 1063′ from DER, 725′ LEFT of centerline, 34′ AGL/123′ MSL.
Trees beginning 1364′ from DER, 193′ RIGHT of centerline, up to 64′ AGL/153′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 17L/R, 18L/R: Standard (or lower than standard, if authorized).
Rwys 35L/R, 36L/R: Standard (or lower than standard, if authorized) with ATC climb of 605′ per NM to 2800′.
If unable to accept ATC climb gradient, advise ATC on initial contact.

Gnd speed-KT	75	100	150	200	250	300
605′ per NM	756	1008	1513	2017	2521	3025

RWY	INITIAL CLIMB	TOP ALTITUDE
17L/R, 18L/R	Climb on heading as assigned for vectors to filed/assigned route.	5000′
35L/R, 36L/R	Climb on heading as assigned for vectors to filed/assigned route. Cross D2.0 SOUTH of ORL VOR at or above 2300′, cross ORL R-115 at or above 2600′, cross ORL R-090 or R-270 at or above 3000′.	

ROUTING

MAINTAIN 5000′, EXPECT further clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered.

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KMCO/MCO

Apt Elev **96′**
N28 25.8 W081 18.5

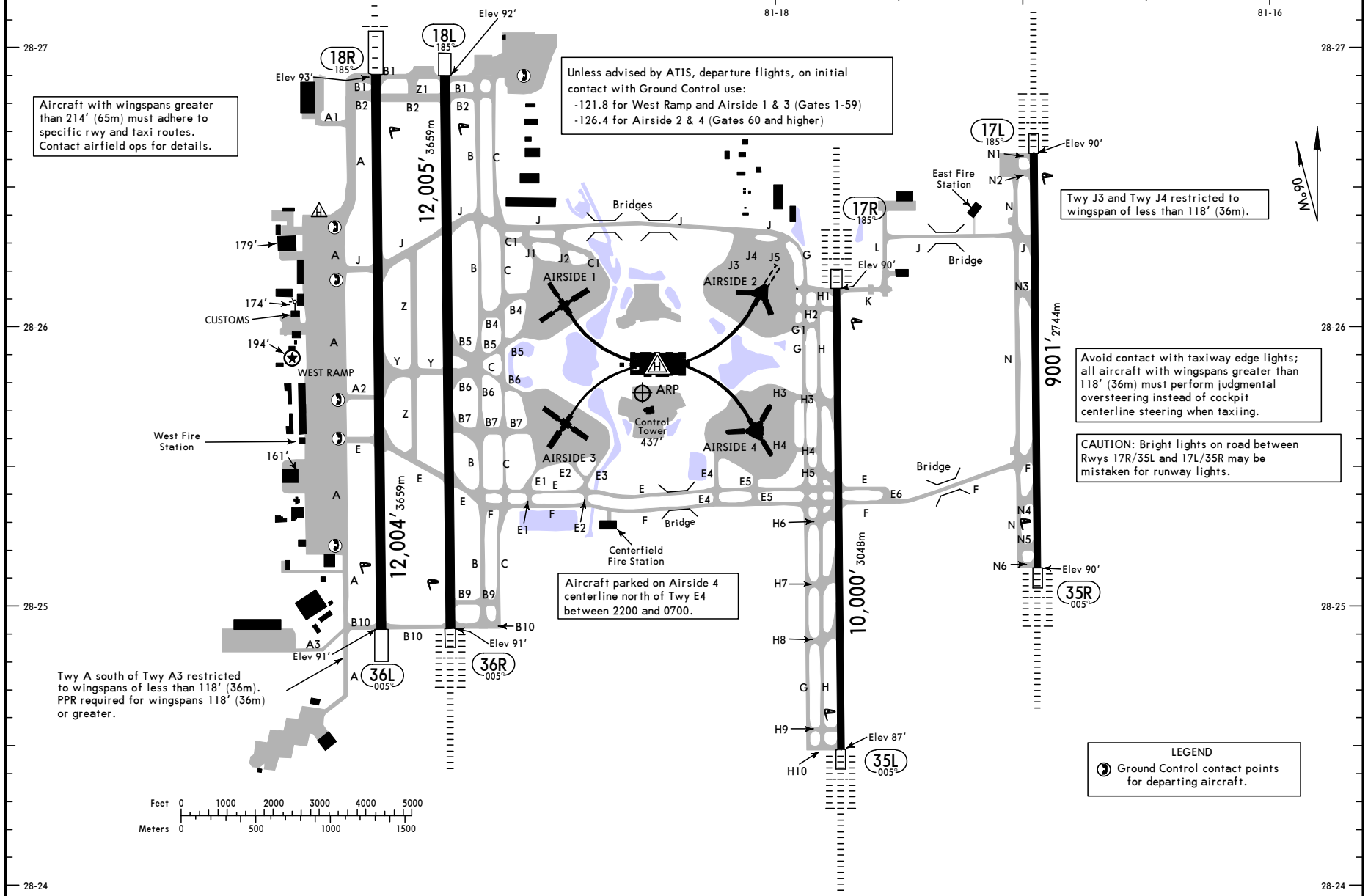
JEPPESEN 7 APR 17 (20-9)

ORLANDO, FLA
ORLANDO INTL

D-ATIS (Departure)	Data Comm ACARS: D-ATIS PDC, TWIP / CPDLC: DCL	ORLANDO Clearance	Ground West	Ground East	Tower Rwys 18L/R & 36L/R	Tower Rwys 17L/R & 35L/R
120.52		125.475	121.8	126.4	124.3	118.45

ORLANDO Departure (R)

311°-060° 5500′ & Below	181°-310° 5500′ & Below / 061°-180° 4500′ & Below	360°-180° Above 5500′	181°-359° Above 5500′
119.525	119.4	124.8	120.15



CHANGES: None.

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GENERAL

CAUTION: Birds and deer in vicinity of airport.
Terminal Doppler Weather RADAR.
Low-level wind shear alert system.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) on all airport surfaces.
Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17R 35L	HIRL CL ALSF-II TDZ PAPI-L (3.00°) grooved RVR		8950′2728m 8960′2731m		150′ 46m
17L ❶35R	HIRL CL ALSF-II TDZ ❷ PAPI-L grooved RVR HIRL CL ALSF-II TDZ ❷ PAPI-R grooved RVR	❸ 9,000′ 2743m	7960′ 2426m 7950′ 2423m		150′ 46m

❶ Rwy unlit 0400Z-1100Z (0300Z-1000Z during Daylight Savings Time).
❷ Angle 3.00°. ❸ Last 1′ (0.3m) not available for landing distance computations.

18R 36L	HIRL CL MALSR TDZ PAPI-L (angle 3.00°) grooved RVR HIRL CL REIL PAPI-L (angle 3.00°) grooved RVR	 ❹ 11,621′3542m	10,955′3339m		200′ 61m

❹ Last 383′ (117m) not available for landing distance computations.

18L 36R	HIRL CL PAPI-L (angle 3.00°) grooved RVR HIRL CL ALSF-II TDZ PAPI-L (angle 3.00°) grooved RVR	 ❺ 11,601′3536m	 ❺ 10,551′3216m		200′ 61m

❺ Last 404′ (123m) not available for landing distance computations.

TAKE-OFF

All Rwys

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

ILS Rwy 17L/R ILS Rwy 18R ILS Rwy 35L/R ILS Rwy 36R	LOC Rwy 17L/R LOC Rwy 18R LOC Rwy 35L/R LOC Rwy 36R VOR DME Rwy 18L/R	RNAV (GPS) Rwy 17L/R RNAV (GPS) Rwy 18L/R RNAV (GPS) Rwy 35L/R RNAV (GPS) Rwy 36L/R

A B C D	700-2	800-2

AMEND 3

CHANGES: Rwy 18L PAPI-L added, notes.

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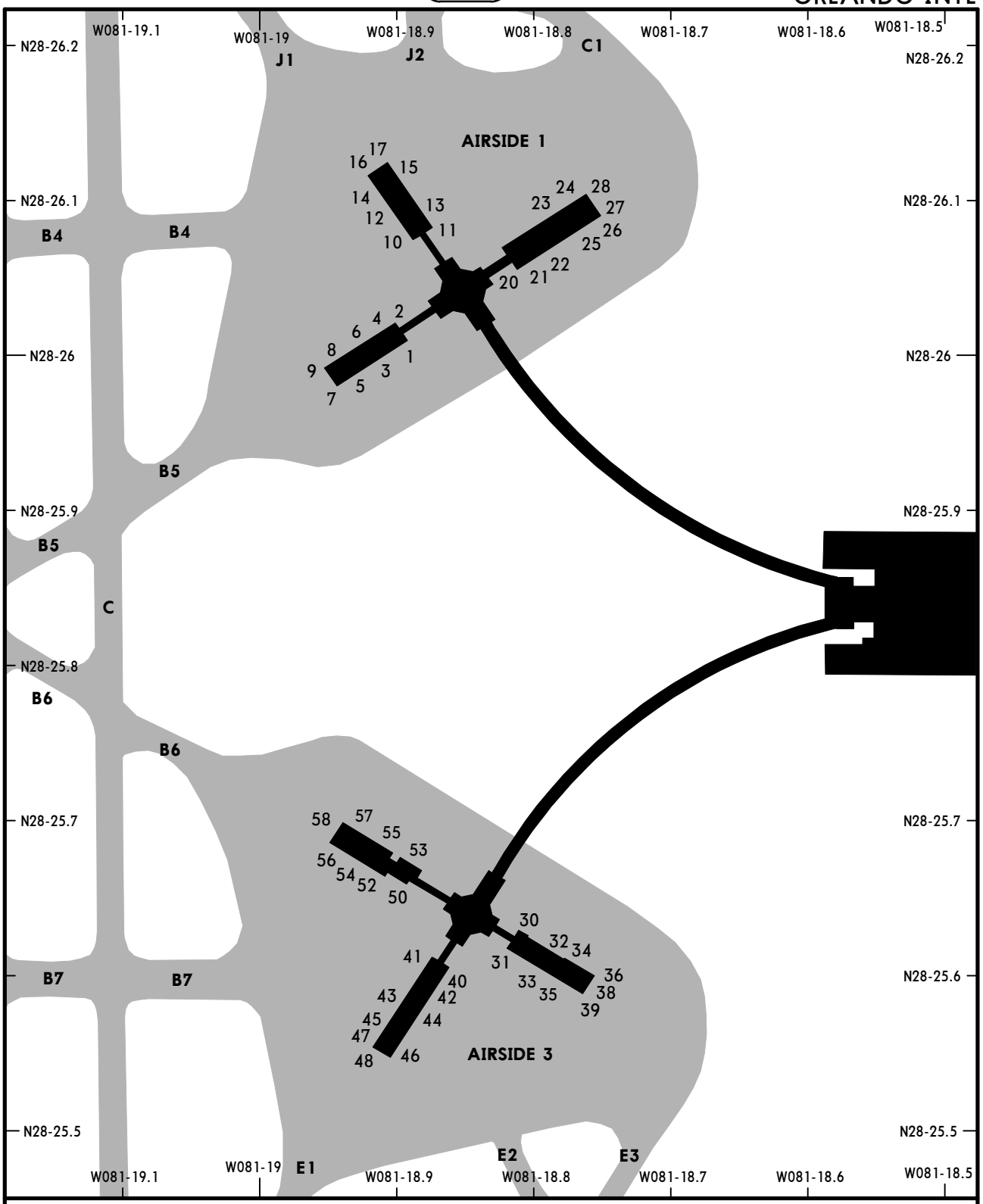
KMCO/MCO

JEPPESEN

19 DEC 14 (20-9B)

ORLANDO, FLA
ORLANDO INTL



PARKING GATE COORDINATES

GATE No.	COORDINATES		GATE No.	COORDINATES	
AIRSIDE 1			**AIRSIDE 3**		
1 thru 8	N28 26.0	W081 18.9	30 thru 36, 38, 39	N28 25.6	W081 18.8
9	N28 26.0	W081 19.0	40 thru 48	N28 25.6	W081 18.9
10 thru 17	N28 26.1	W081 18.9	50, 52 thru 58	N28 25.7	W081 18.9
20 thru 28	N28 26.1	W081 18.8			

CHANGES: Gate 51 & 59 removed.

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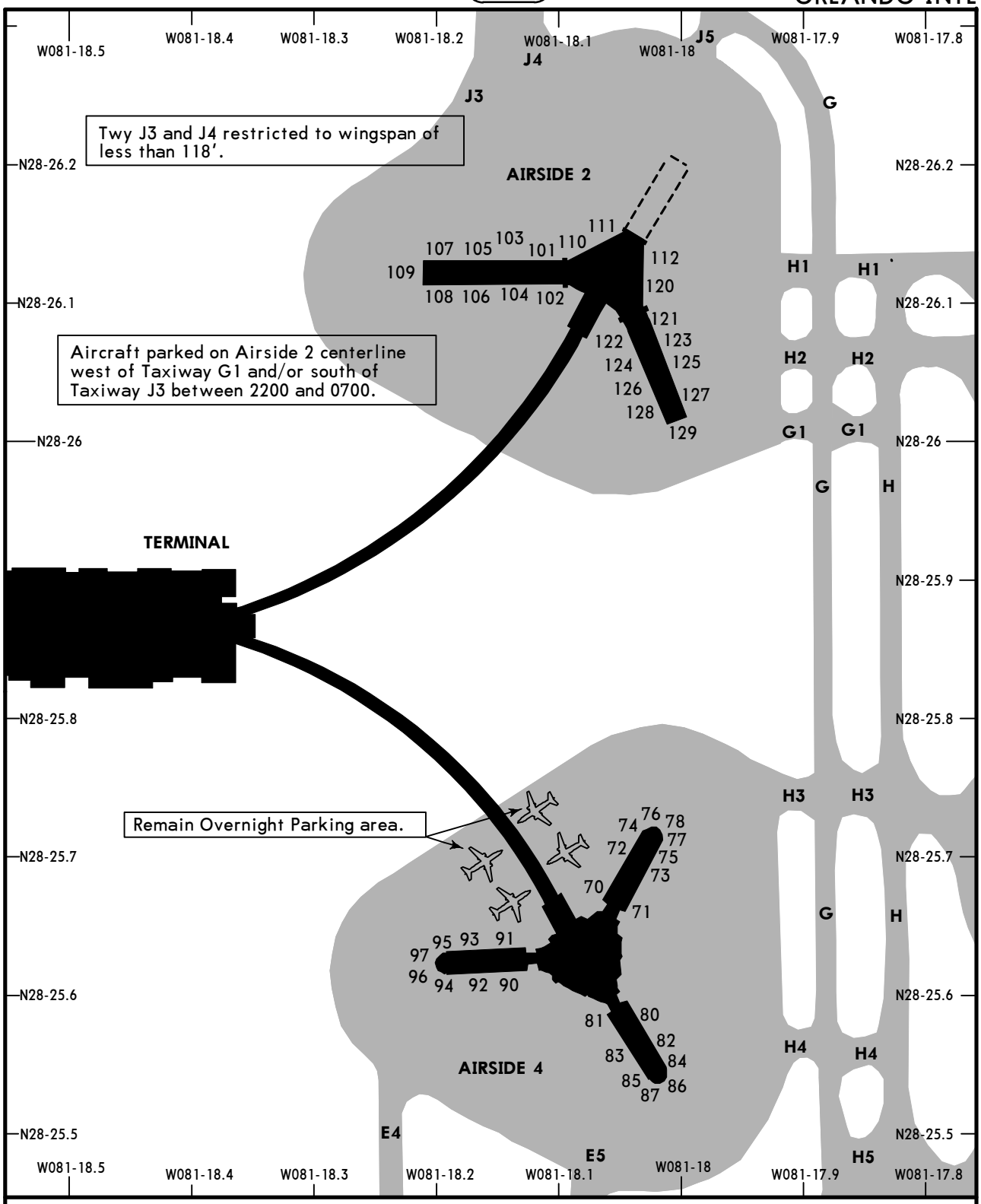
KMCO/MCO

JEPPESEN

19 DEC 14 (20-9C)

ORLANDO, FLA
ORLANDO INTL



PARKING GATE COORDINATES

GATE No.	COORDINATES		GATE No.	COORDINATES	
AIRSIDE 2			**AIRSIDE 4**		
101 thru 104	N28 26.1	W081 18.1	70	N28 25.7	W081 18.1
105 thru 109	N28 26.1	W081 18.2	71 thru 78	N28 25.7	W081 18.0
110, 111	N28 26.1	W081 18.1	80, 82 thru 84	N28 25.6	W081 18.0
112, 120 thru 125	N28 26.1	W081 18.0	81	N28 25.6	W081 18.1
126 thru 129	N28 26.0	W081 18.0	85 thru 87	N28 25.5	W081 18.0
			90, 91	N28 25.6	W081 18.1
			92 thru 97	N28 25.6	W081 18.2

CHANGES: None.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (21-1) Eff 5 Feb

ORLANDO, FLA ILS or LOC Rwy 17L

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West	Ground East
121.25	124.8	Rwys 17L/R & 35L/R 118.45	Rwys 18L/R & 36L/R 124.3	121.8	126.4

LOC IARK	Final Apch Crs	GS COCAS	ILS DA(H)	Apt Elev / TDZE
110.95	185°	1500′ (1410′)	290′ (200′)	96′ / 90′

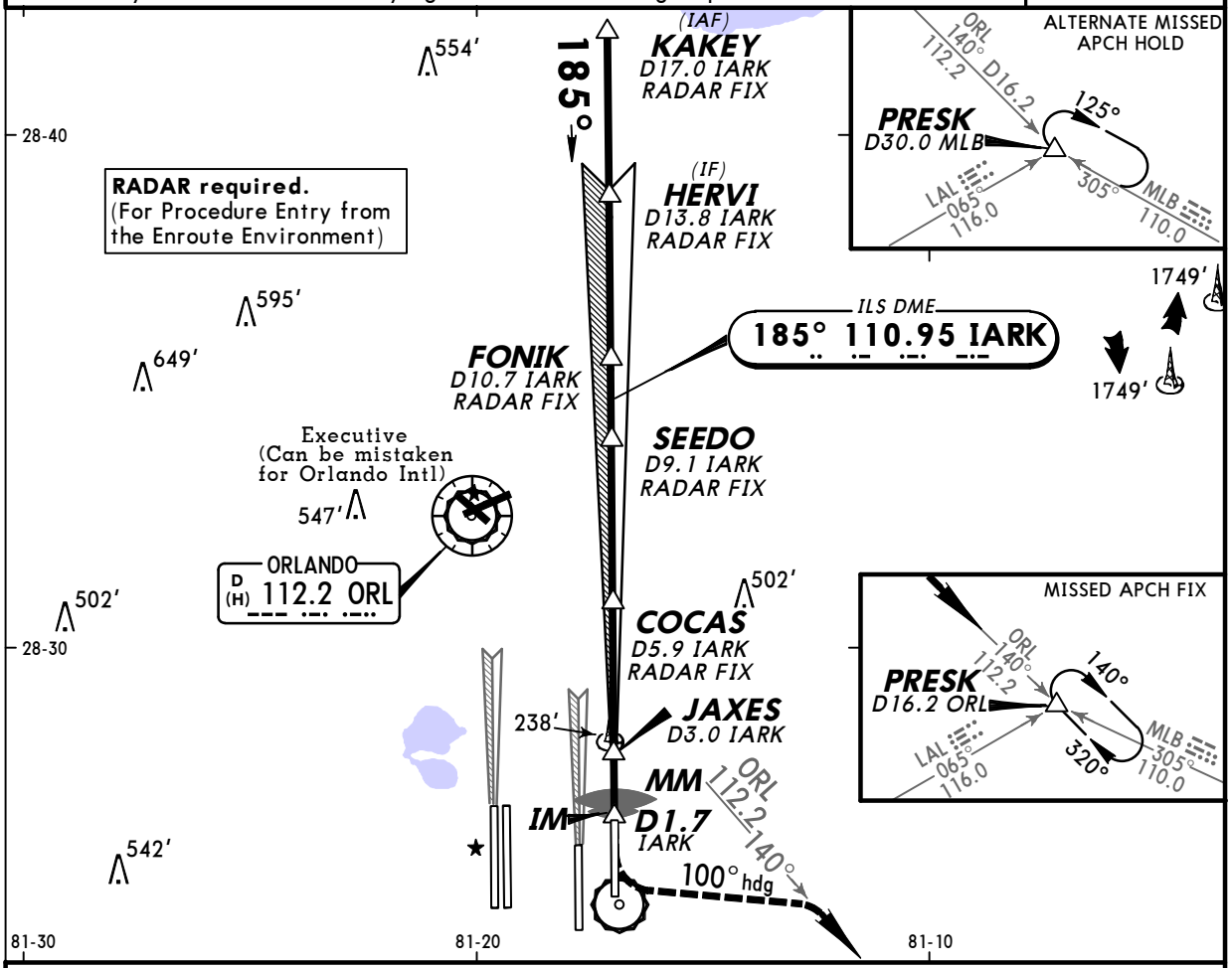
BRIEFING STRIP ™

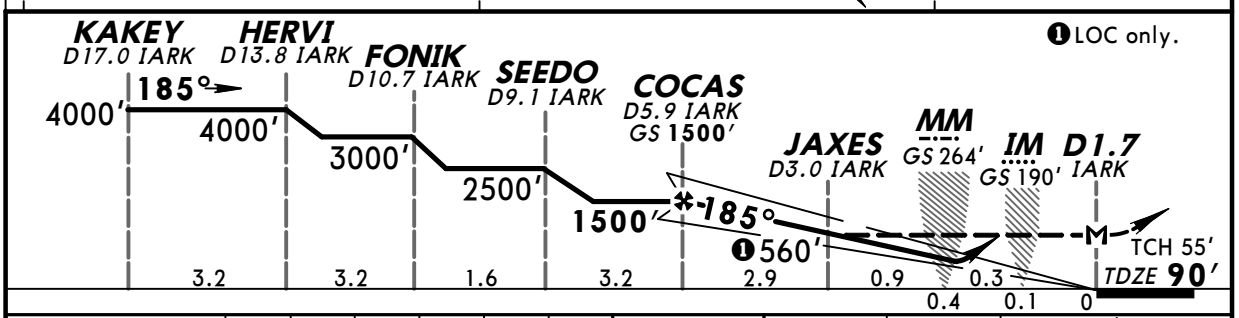
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ on heading 100° and outbound ORL VOR R-140 to PRESK/D16.2 ORL and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Simultaneous approach authorized with Rwy 17R and Rwy 18L, or Rwy 17R and Rwy 18R. 3. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 4. VGSI and ILS glidepath not coincident.

3000′
MSA ORL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.7 IARK or COCAS to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

ALSF-II PAPI 500′ 3000′ LT on 100° hdg

TERPS STRAIGHT-IN LANDING RWY17L

	ILS DA(H) 290′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 500′ (410′)	ALS out
A	RVR 18 or 1/2	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 40 or 3/4	RVR 60 or 1 1/4
D					

CIRCLE-TO-LAND (C)

Max Kts	MDA(H)
90	740′ (644′)-1
120	
140	740′ (644′)-1 3/4
165	740′ (644′)-2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 2 5 FEB 2015

CHANGES: Procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (21-1A) Eff 5 Feb

ORLANDO, FLA ILS Rwy 17L CAT II

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower	Ground West	Ground East
121.25	124.8	Rwys 17L/R & 35 L/R 118.45 Rwys 18L/R & 36L/R 124.3	121.8	126.4

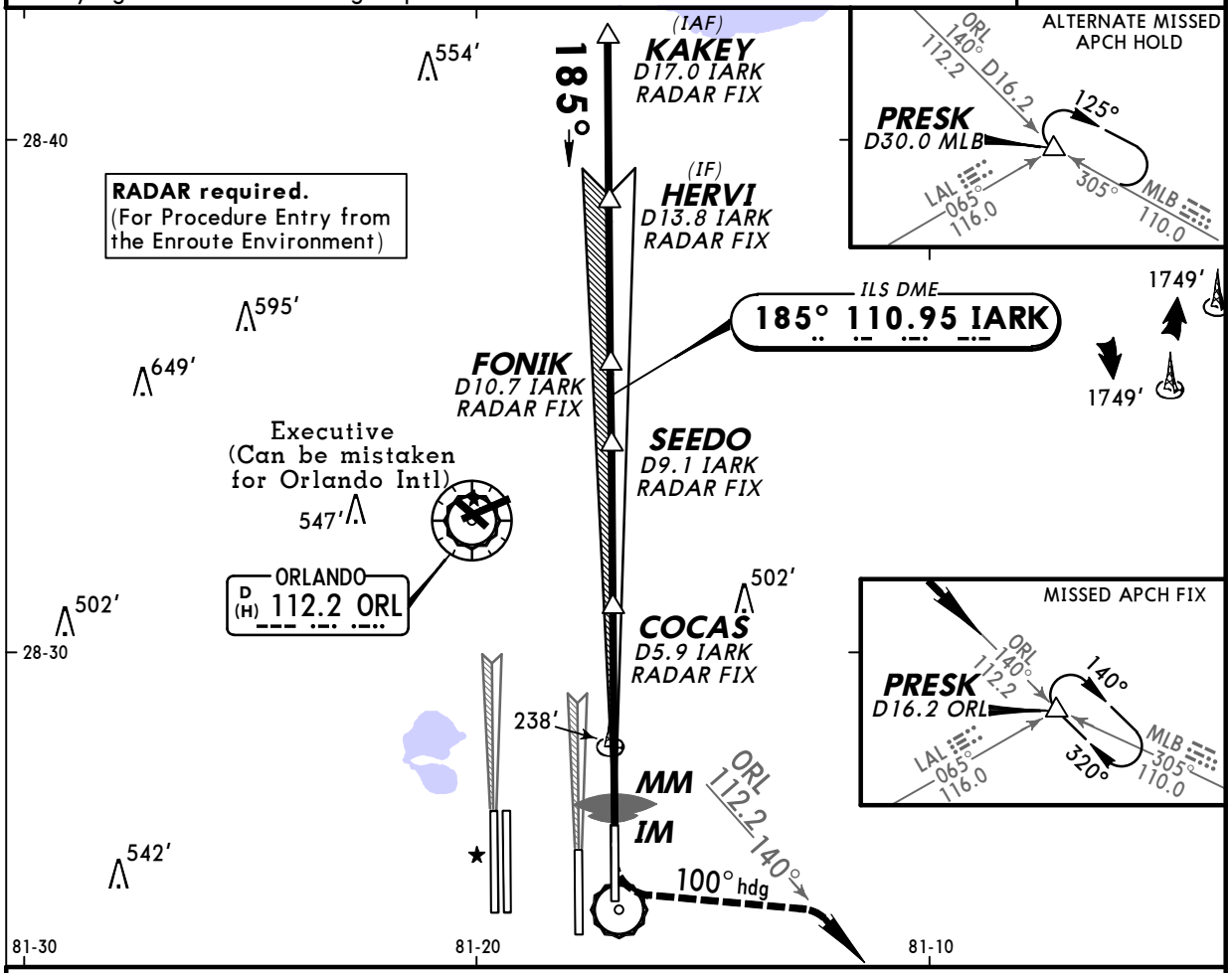
LOC IARK	Final Apch Crs	GS COCAS	CAT II ILS	Apt Elev 96′
110.95	185°	1500′ (1410′)	RA 101′ DA(H) 190′ (100′)	TDZE 90′

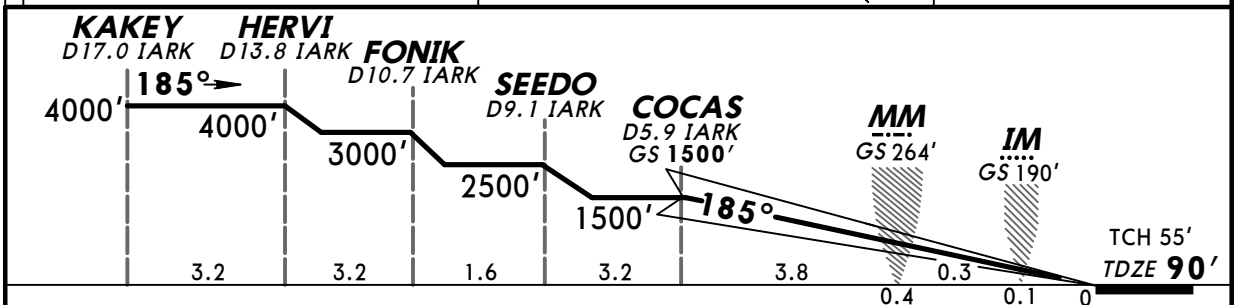
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ on heading 100° and outbound ORL VOR R-140 to PRESK/D16.2 ORL and hold or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME or RADAR required.
3. Simultaneous approach authorized with Rwy 17R and Rwy 18L or Rwy 17R and Rwy 18R.
4. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 5. VGSI and ILS glidepath not coincident.

3000′
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 500′ 3000′ LT on 100° hdg

TERPS

STRAIGHT-IN LANDING RWY17L
CAT II ILS
RA 101′
DA(H) **190′** (100′)

A	RVR 12
B	
C	
D	

TERPS AMEND 2 5 FEB 2015

CHANGES: Procedure.

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KMCO/MCO
ORLANDO INTL

JEPPESEN
30 JAN 15
Eff 5 Feb
21-1B

ORLANDO, FLA
ILS Rwy 17L SA CAT I

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West	Ground East
121.25	124.8	Rwys 17L/R & 35L/R 118.45	Rwys 18L/R & 36L/R 124.3	121.8	126.4

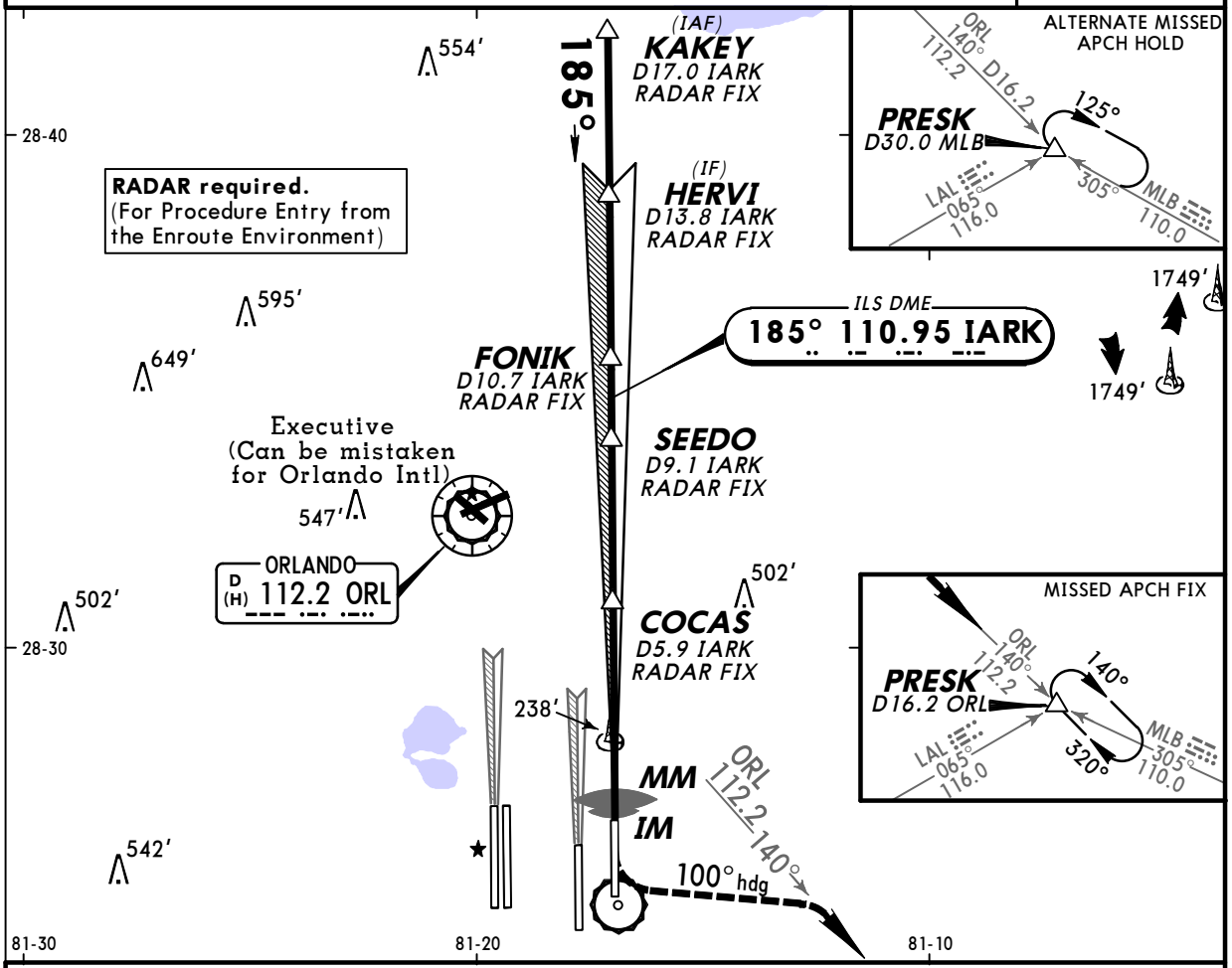
LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 96′
IARK 110.95	185°	COCAS 1500′ (1410′)	RA 145′ DA(H)240′ (150′)	TDZE 90′

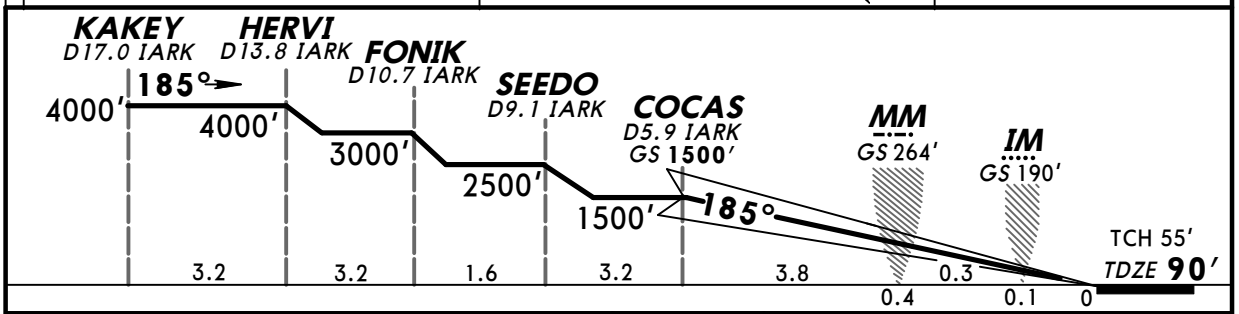
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ on heading 100° and outbound ORL VOR R-140 to PRESK/D16.2 ORL and hold or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME or RADAR required.
3. Simultaneous approach authorized with Rwy 17R and Rwy 18L or Rwy 17R and Rwy 18R.
4. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 5. VGSI and ILS glidepath not coincident.

3000′
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI
500′
3000′ on LT
100° hdg

TERPS AMEND 2 5 FEB 2015

TERPS

STRAIGHT-IN LANDING RWY17L
1 SA CAT I ILS
RA 145′
DA(H) **240′** (150′)

A	
B	RVR 14
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: New procedure.

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KMCO/MCO
ORLANDO INTL

JEPPESEN
11 OCT 13 (21-2)

ORLANDO, FLA
ILS or LOC Rwy 17R

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

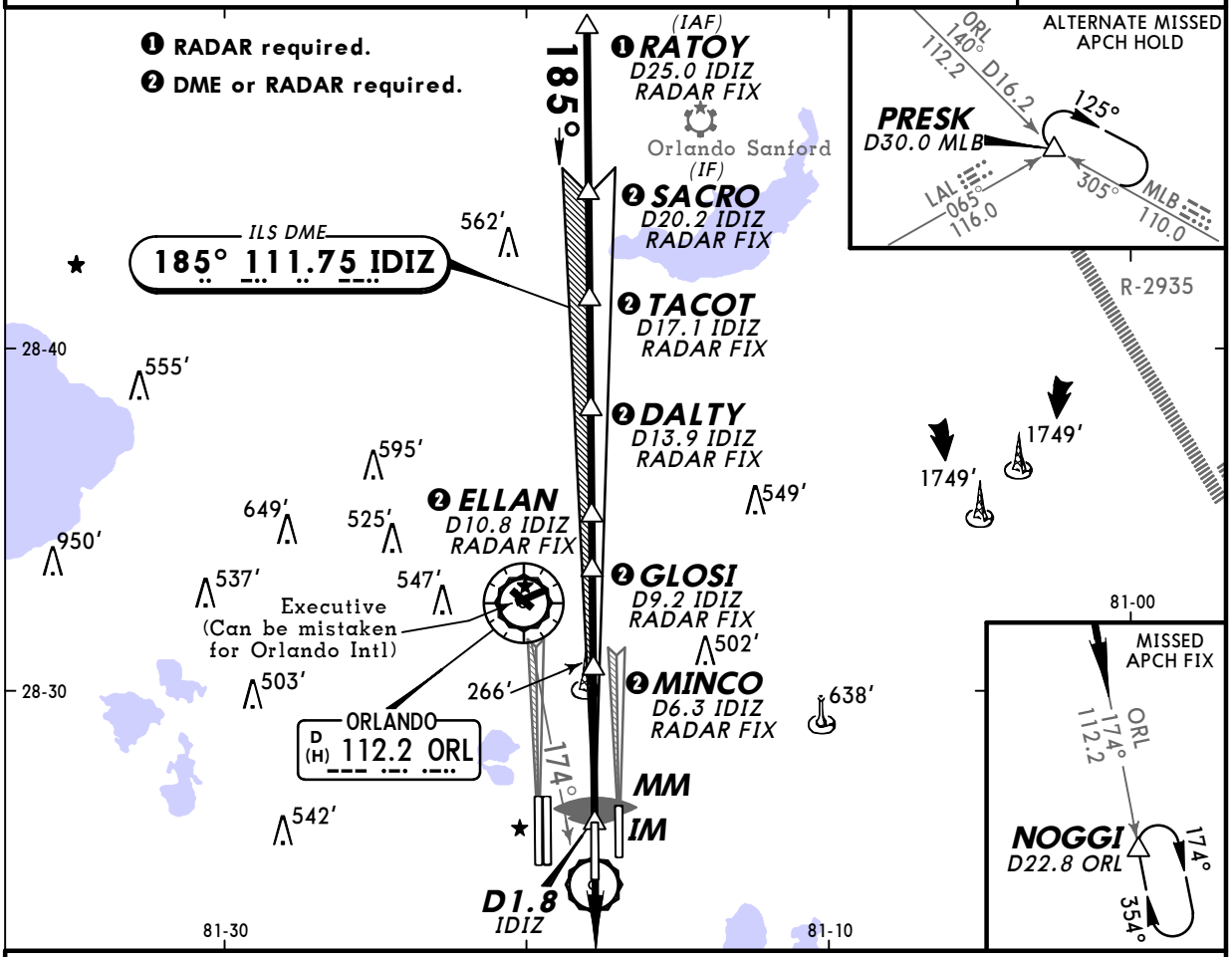
LOC IDIZ	Final Apch Crs	GS MINCO	ILS DA(H)	Apt Elev 96′
111.75	185°	1600′ (1510′)	290′ (200′)	TDZE 90′

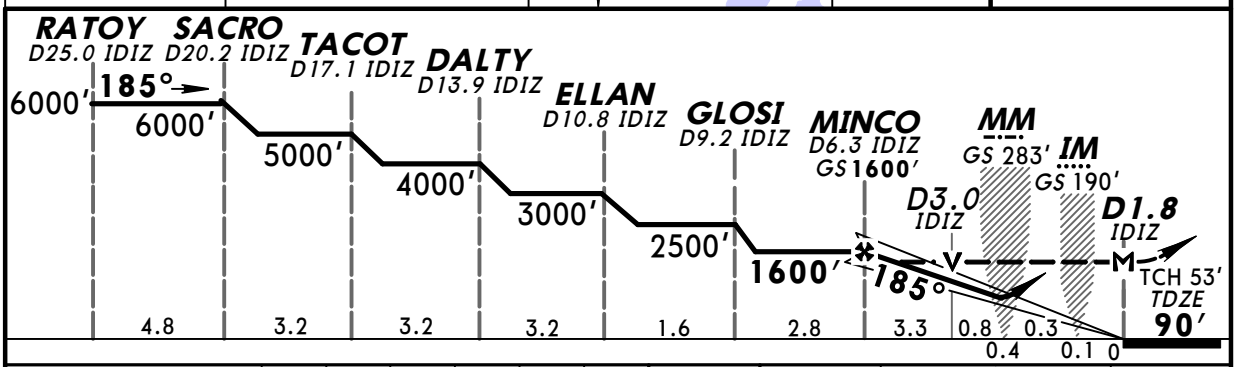
MISSED APCH: Climb to 3000′ outbound via ORL VOR R-174 to NOGGI/D22.8 ORL and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with ILS or LOC Rwy 17L, ILS Rwy 17L (CAT II), RNAV (GPS) Rwy 18L/R, ILS or LOC Rwy 18R. 2. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights.

3000′
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.8 IDIZ or MINCO to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II

3000′ ↑ ORL via 112.2 R-174 NOGGI

STRAIGHT-IN LANDING RWY17R

	ILS DA(H) 290′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 520′ (430′)	LOC ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	740′ (644′) -1
B						120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4	140	740′ (644′) -1 3/4
D				RVR 50 or 1	1 1/2	165	740′ (644′) -2

TERPS AMEND 5C 17 OCT 2013

CHANGES: Notes.

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KMCO/MCO
ORLANDO INTL

JEPPESEN
11 OCT 13 (21-2A)

ORLANDO, FLA
ILS Rwy 17R CAT II

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

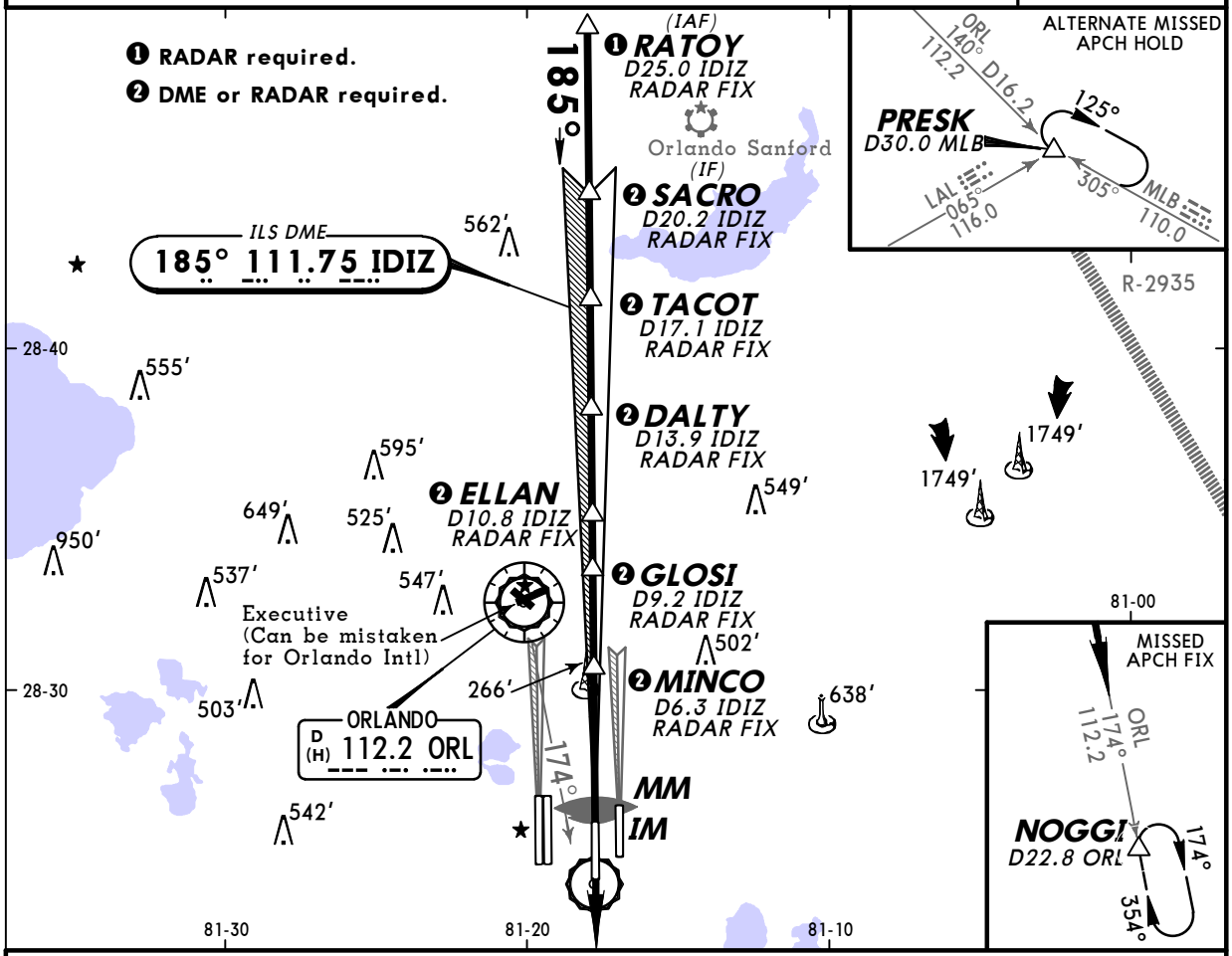
LOC IDIZ	Final Apch Crs	GS MINCO	CAT II	Apt Elev 96′
111.75	185°	1600′ (1510′)	RA 104′ DA(H)190′ (100′)	TDZE 90′

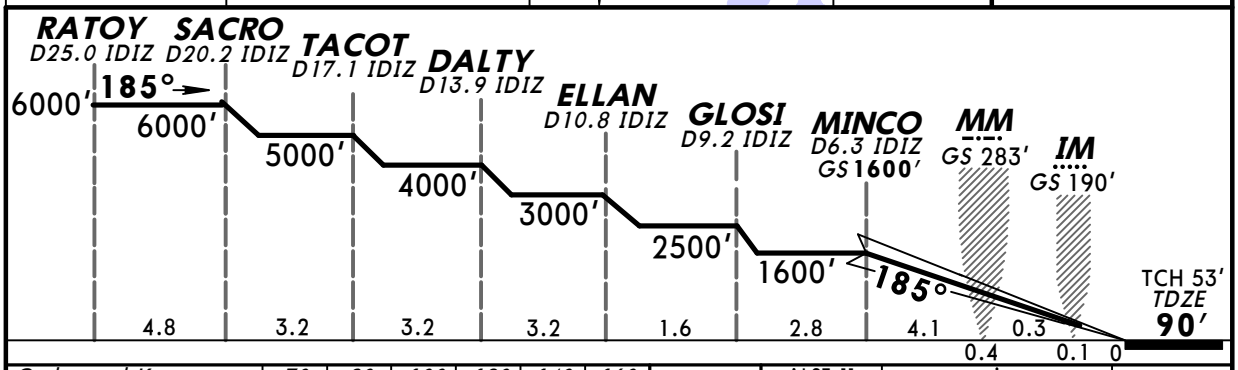
MISSED APCH: Climb to 3000′ outbound via ORL VOR R-174 to NOGGI/ D22.8 ORL and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with ILS or LOC Rwy 17L, ILS Rwy 17L (CAT II), RNAV (GPS) Rwy 18L/R, ILS or LOC Rwy 18R. 3. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights.

3000′
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II

3000′ ORL via 112.2 R-174 NOGGI

STRAIGHT-IN LANDING RWY17R
CAT II ILS
RA 104′
DA(H) 190′ (100′)

RVR 12

TERPS AMEND 5C 17 OCT 2013

CHANGES: Notes.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (21-3) Eff 5 Feb

ORLANDO, FLA ILS or LOC Rwy 18R

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West	Ground East
121.25	124.8	Rwys 18L/R & 36L/R 124.3	Rwys 17L/R & 35L/R 118.45	121.8	126.4

LOC ITFE	Final Apch Crs	GS TUFFE	ILS DA(H)	Apt Elev / TDZE
111.9	185°	2200′ (2106′)	294′ (200′)	96′ / 94′

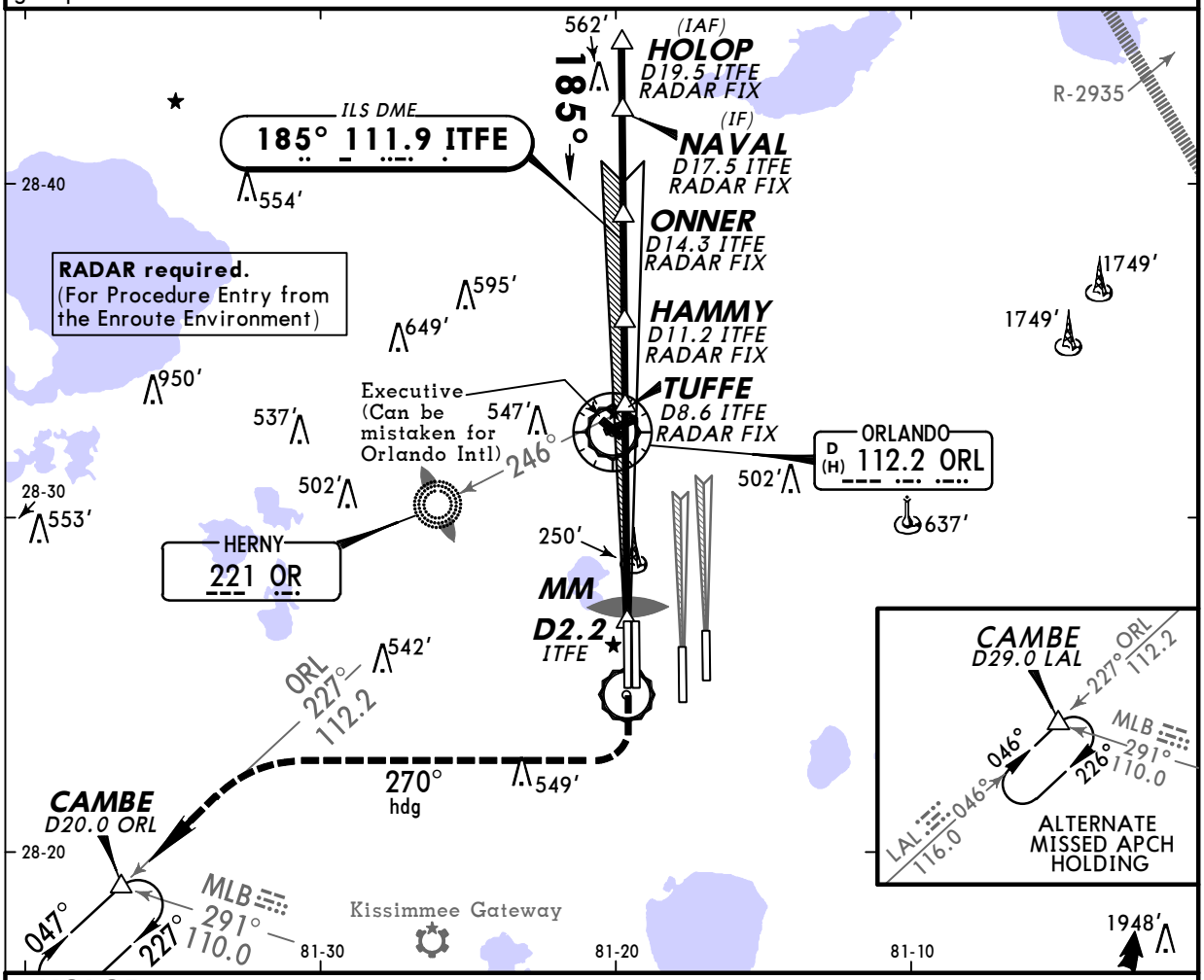
BRIEFING STRIP ™

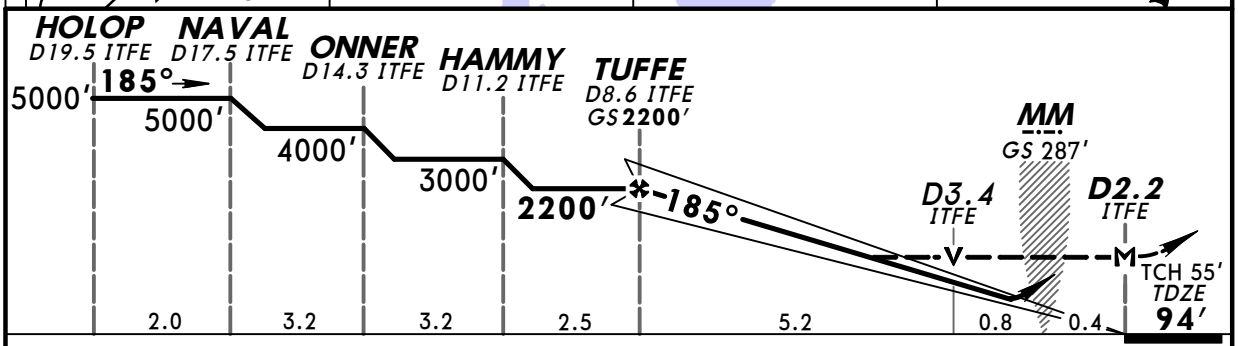
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 4000′ on heading 270° and outbound ORL VOR R-227 to CAMBE INT/D20.0 ORL and hold, continue climb-in-hold to 4000′, or as directed by ATC.

3000′ MSA ORL VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Simultaneous approach authorized with Rwy 17L/R. 3. VGSI and ILS glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.2 ITFE or TUFFE to MAP	6.4	5:29	4:16	3:50	3:12	2:45	2:24

MALSR PAPI 500′ 4000′ on RT 270° hdg

TERPS AMEND 10 5 FEB 2015

TERPS STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 294′ (200′) FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 540′ (446′)	RAIL out	ALS out
A	RVR 18 or ½	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B						
C				RVR 45 or ⅞	RVR 55 or 1	1⅜
D						

CIRCLE-TO-LAND (C)

Max Kts	MDA(H)
90	740′ (644′)-1
120	
140	740′ (644′)-1¾
165	740′ (644′)-2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (21-4) Eff 5 Feb

ORLANDO, FLA ILS or LOC Rwy 35L

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

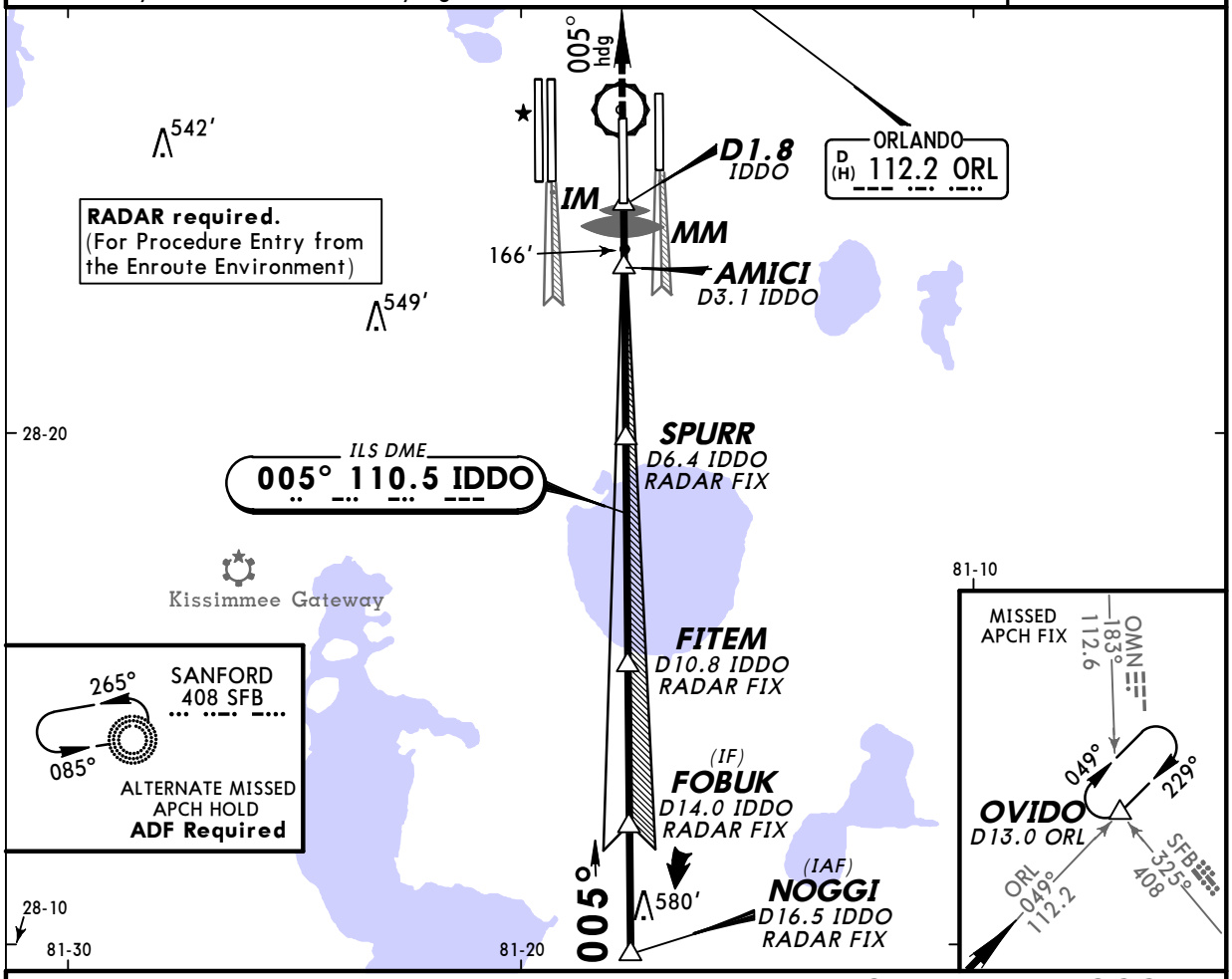
LOC IDDO	Final Apch Crs	GS SPURR	ILS DA(H)	Apt Elev 96′
110.5	005°	1600′ (1512′)	288′ (200′)	TDZE 88′

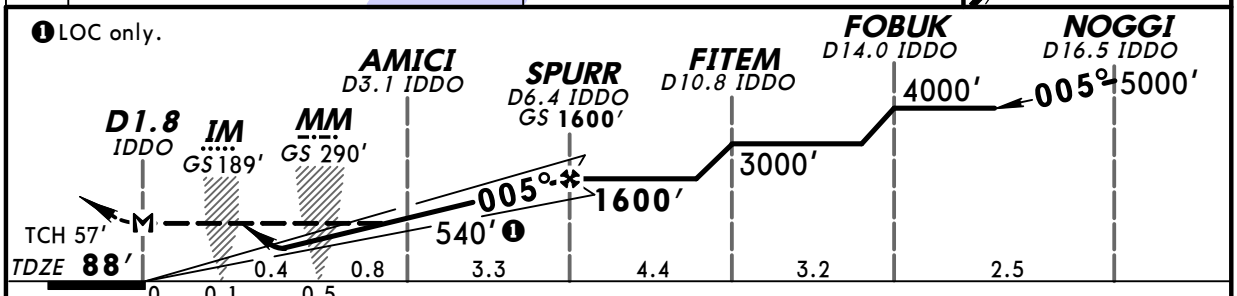
MISSED APCH: Climb to 3000′ on heading 005° and outbound ORL VOR R-049 to OVIDO/D13.0 ORL and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Simultaneous approach authorized with Rwy 35R and Rwy 36L or Rwy 35R and Rwy 36R. 3. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.

3000′
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.8 IDDO or SPURR to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-II | 3000′ on 005° hdg and ORL 112.2 R-049 | OVIDO

TERPS STRAIGHT-IN LANDING RWY35L

	ILS DA(H) 288′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 420′ (332′)	ALS out
A	RVR 18 or ½	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B					
C				RVR 26 or ½	RVR 50 or 1
D					

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′) -1
120	
140	740′ (644′)-1¾
165	740′ (644′) -2

TERPS AMEND 7 5 FEB 2015

CHANGES: Procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 Eff 5 Feb (21-4A)

ORLANDO, FLA ILS Rwy 35L CAT II & III

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

BRIEFING STRIP™

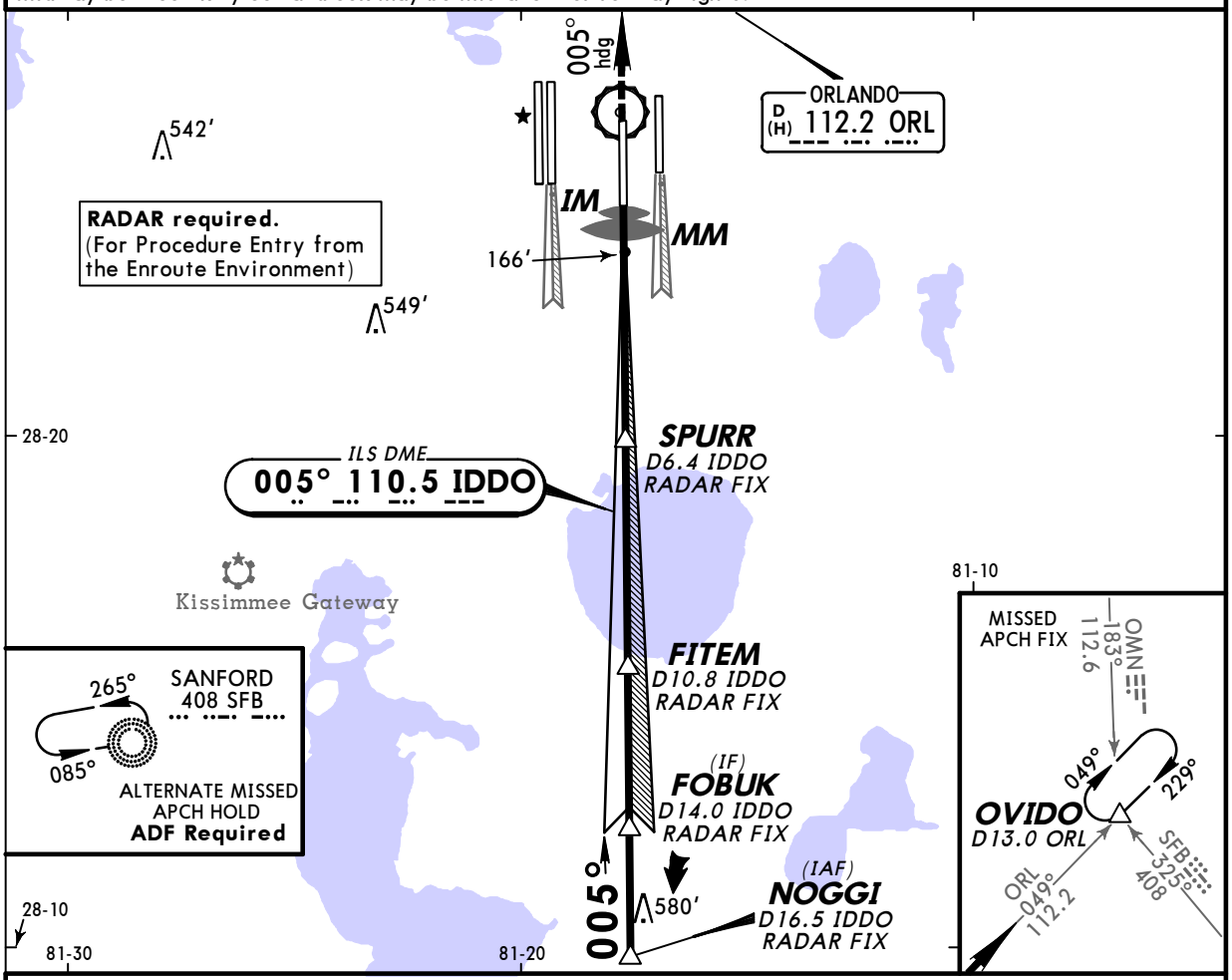
LOC IDDO	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev 96′
110.5	005°	SPURR 1600′ (1512′)	NA	Refer to Minimums		RA 106′ DA(H) 188′ (100′)	TDZE 88′

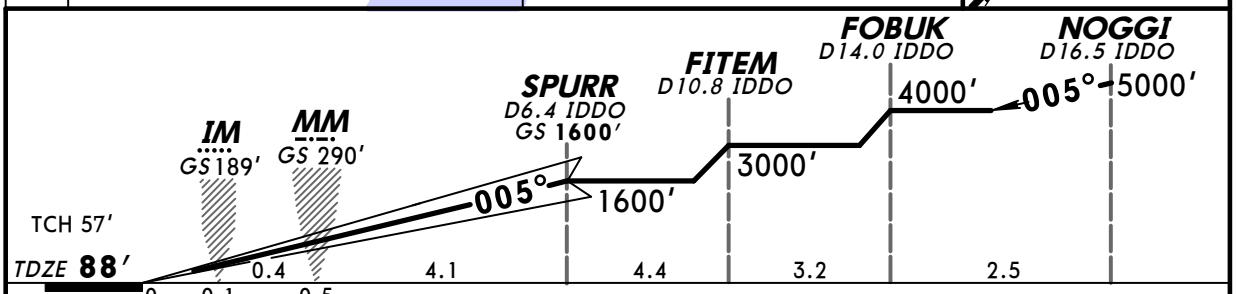
MISSED APCH: Climb to 3000′ on heading 005° and outbound ORL VOR R-049 to OVIDO/D13.0 ORL and hold, or as directed by ATC.

3000′ MSA ORL VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 35R and Rwy 36L or Rwy 35R and Rwy 36R. 4. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II

3000′ on 005° hdg and ORL 112.2 R-049 OVIDO

TERPS STRAIGHT-IN LANDING RWY **35L**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106′ DA(H) 188′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 7 5 FEB 2015

CHANGES: Procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN
30 JAN 15
Eff 5 Feb
21-4B

ORLANDO, FLA ILS Rwy 35L SA CAT I

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

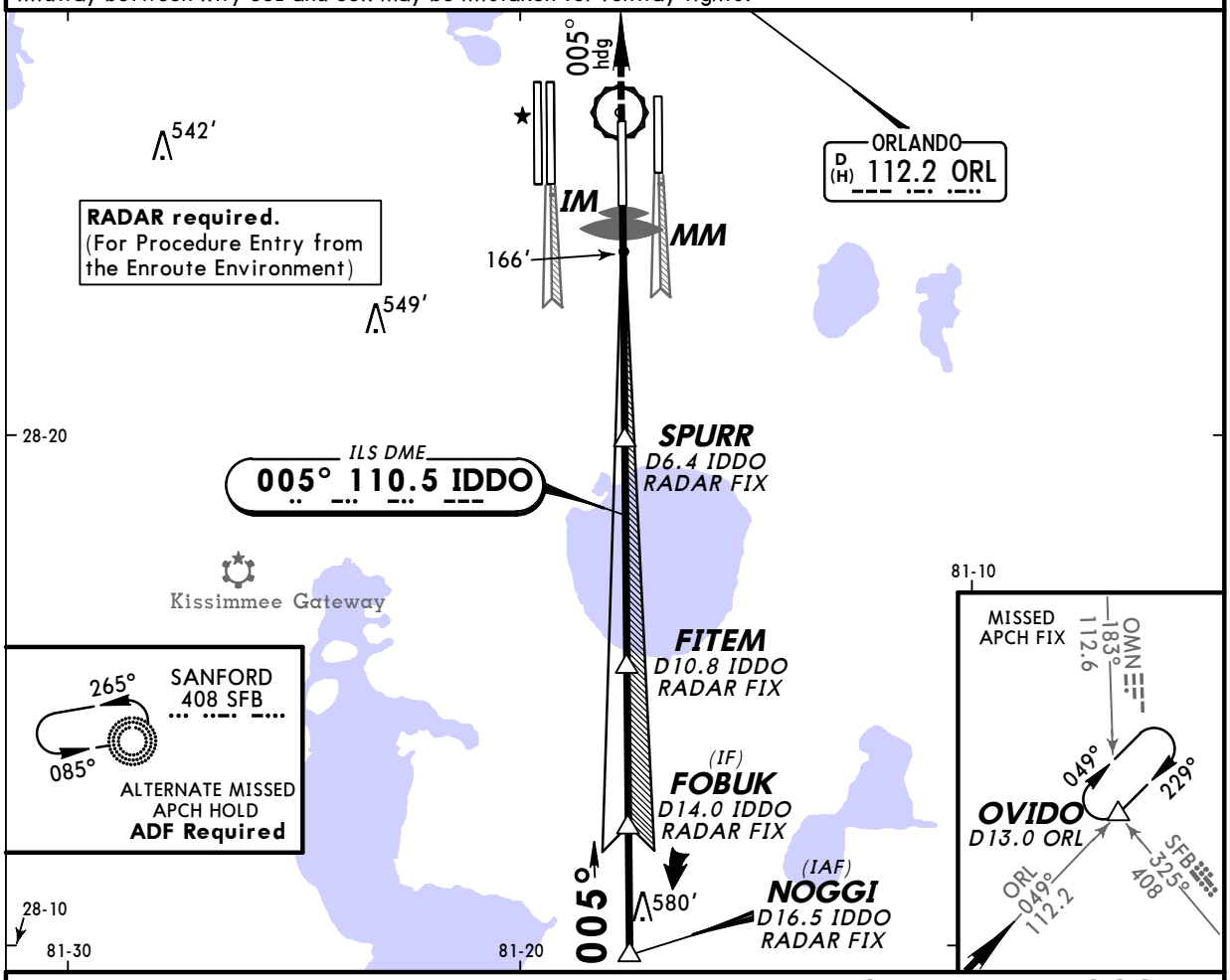
LOC IDDO	Final Apch Crs	GS SPURR	SA CAT I ILS	Apt Elev 96′
110.5	005°	1600′ (1512′)	RA 164′ DA(H) 238′ (150′)	TDZE 88′

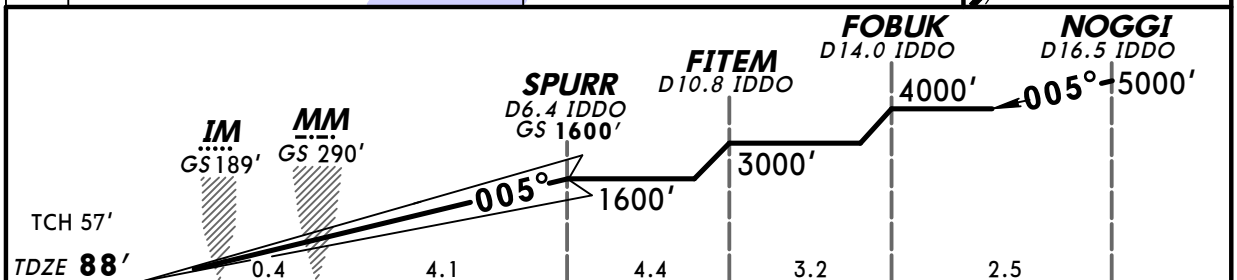
MISSED APCH: Climb to 3000′ on heading 005° and outbound ORL VOR R-049 to OVIDO/D13.0 ORL and hold, or as directed by ATC.

3000′ MSA ORL VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized with Rwy 35R and Rwy 36L or Rwy 35R and Rwy 36R. 4. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | 3000′ ↑ on 005° hdg and ORL 112.2 R-049 | OVIDO

TERPS STRAIGHT-IN LANDING RWY **35L**

1 SA CAT I ILS
RA 164′
DA(H) **238′** (150′)

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 7 5 FEB 2015

CHANGES: New procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (21-5) Eff 5 Feb

ORLANDO, FLA ILS or LOC Rwy 35R

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

LOC ICER	Final Apch Crs	GS HEWES	ILS DA(H)	Apt Elev 96′ / TDZE 90′
111.15	005°	1600′ (1510′)	290′ (200′)	

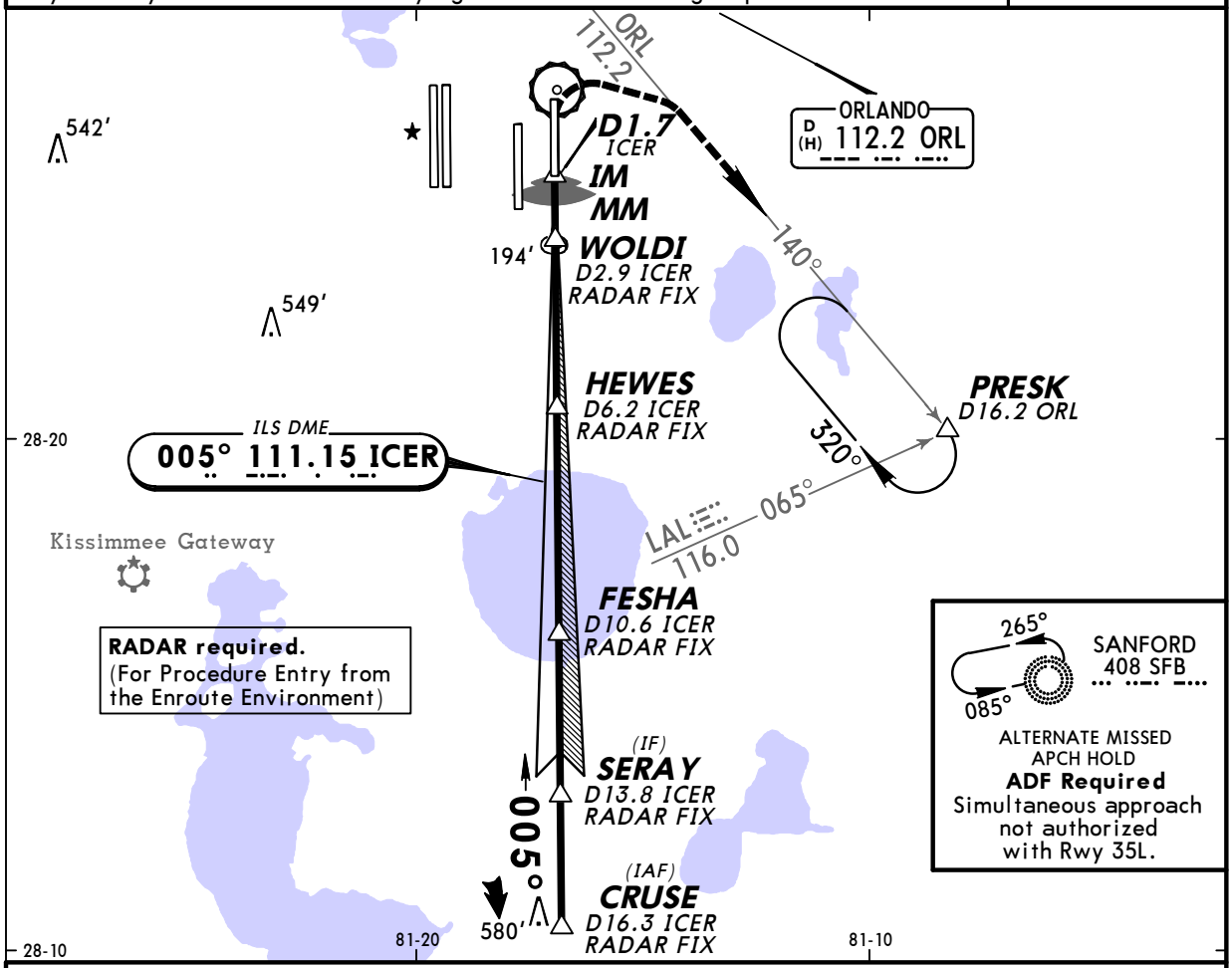
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 3000′ outbound on ORL VOR R-140 to PRESK INT/D16.2 ORL and hold, continue climb-in-hold to 3000′, or as directed by ATC.

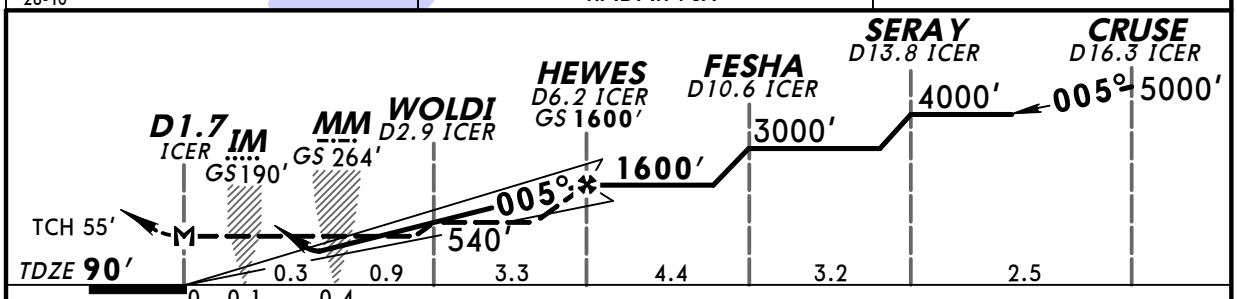
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Simultaneous approach authorized with Rwy 35L and Rwy 36L, or 35L and Rwy 36R. 3. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. 4. VGSI and ILS glidepath not coincident.

3000′

MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.7 ICER or HEWES to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

ALSF-II PAPI | 500′ | 3000′ RT | on ORL 112.2 R-140 | PRESK

TERPS STRAIGHT-IN LANDING RWY35R

	ILS DA(H) 290′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 460′ (370′)	ALS out
A	RVR 18 or 3/8	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 35 or 5/8	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′) -1
120	
140	740′ (644′) -1 3/4
165	740′ (644′) -2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 2 5 FEB 2015

CHANGES: Procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (21-5A) Eff 5 Feb

ORLANDO, FLA ILS Rwy 35R CAT II

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

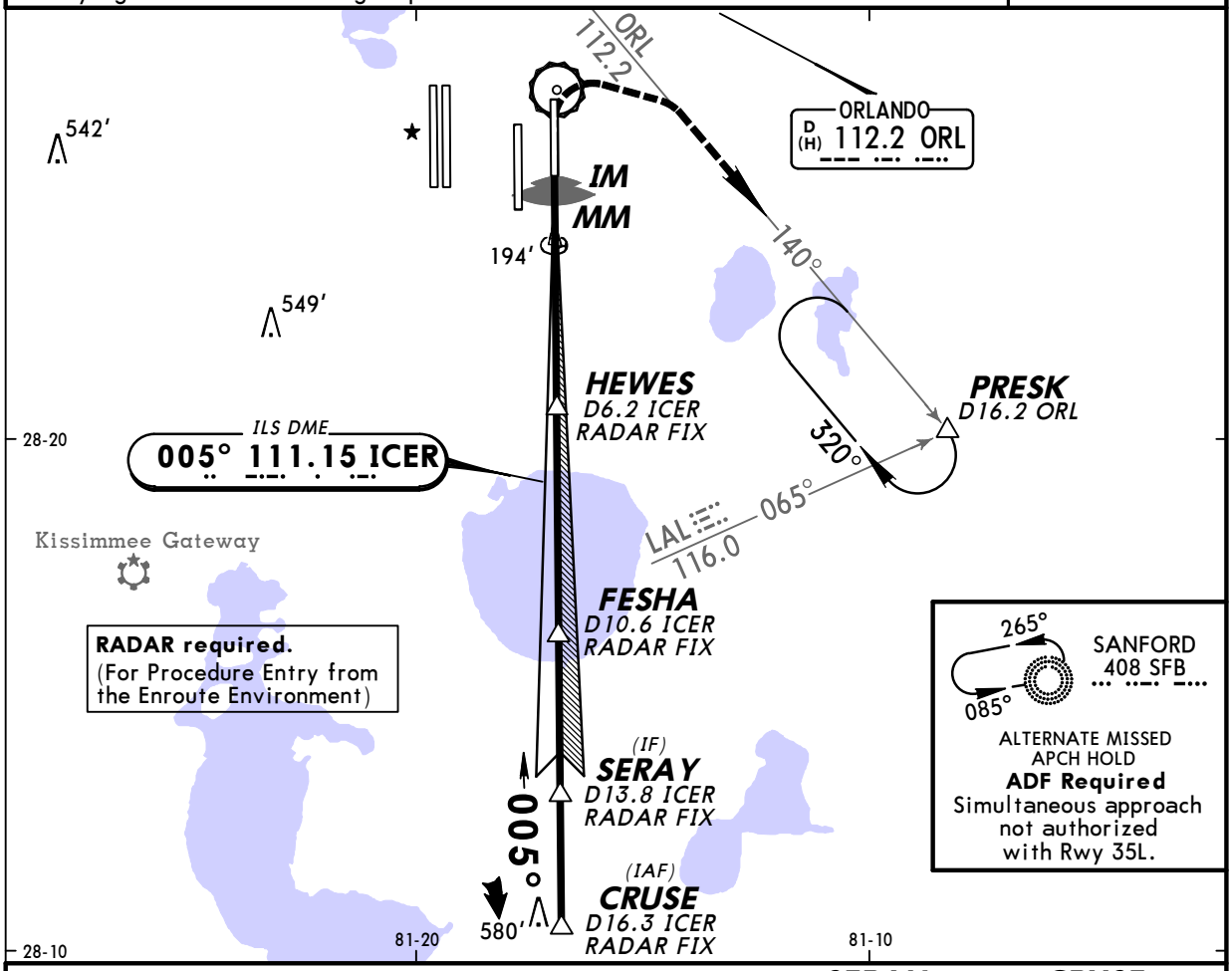
LOC ICER	Final Apch Crs	GS HEWES	CAT II	Apt Elev 96′
111.15	005°	1600′ (1510′)	RA 101′ DA(H)190′ (100′)	TDZE 90′

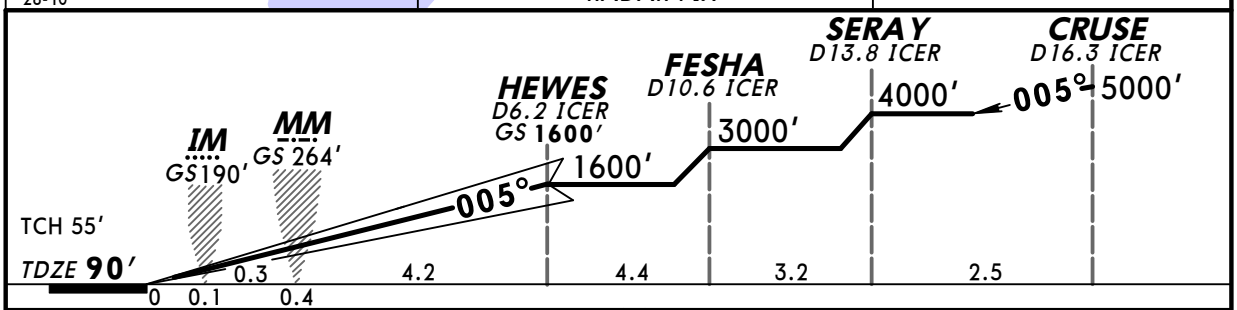
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 3000′ outbound on ORL VOR R-140 to PRESK INT/D16.2 ORL and hold, continue climb-in-hold to 3000′, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. DME or RADAR required.
3. Simultaneous approach authorized with Rwy 35L and Rwy 36L, or 35L and Rwy 36R.
4. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. 5. VGSI and ILS glidepath not coincident.

3000′
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 500′ | 3000′ RT | on ORL 112.2 R-140 | PRESK

TERPS

STRAIGHT-IN LANDING RWY35R
CAT II ILS
RA 101′
DA(H) 190′ (100′)

RVR 12

TERPS AMEND 2 5 FEB 2015

CHANGES: Procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (21-5B) Eff 5 Feb

ORLANDO, FLA ILS Rwy 35R SA CAT I

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

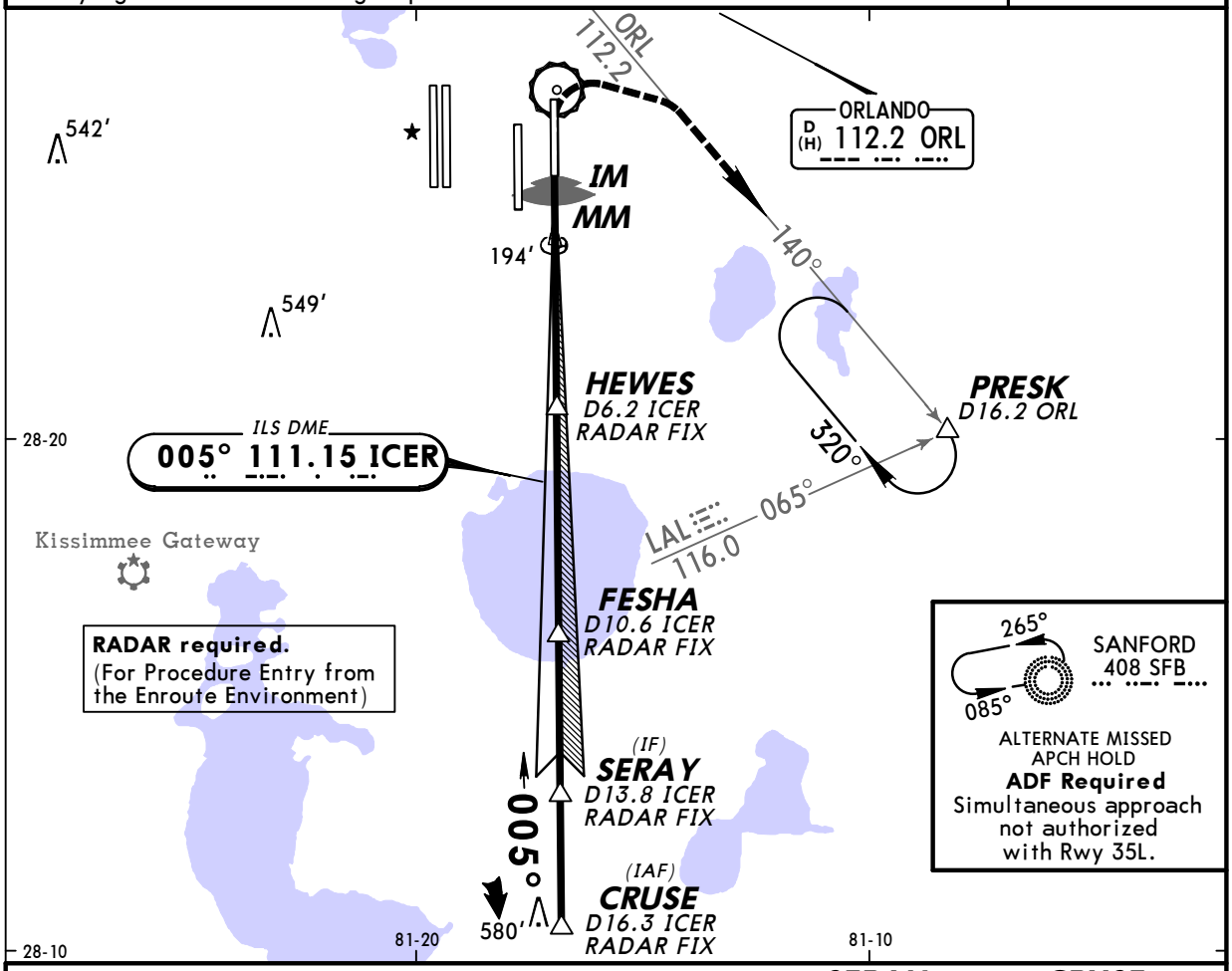
LOC ICER	Final Apch Crs	GS HEWES	SA CAT I ILS	Apt Elev 96′
111.15	005°	1600′ (1510′)	RA 157′ DA(H)240′ (150′)	TDZE 90′

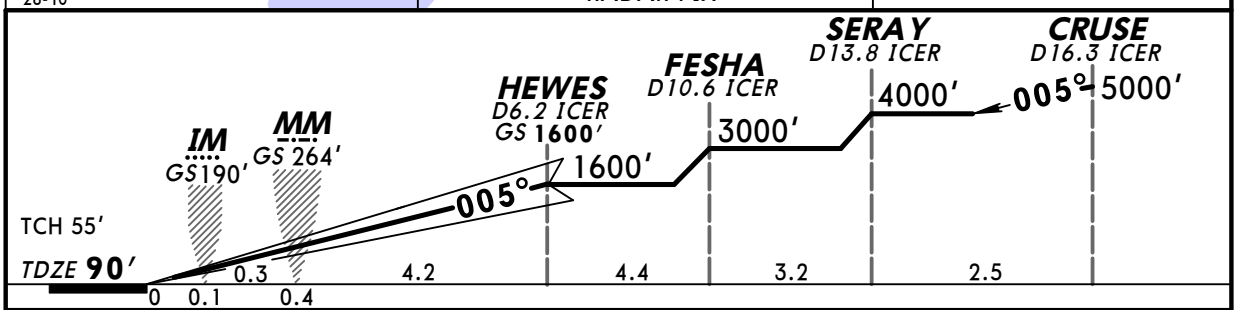
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 3000′ outbound on ORL VOR R-140 to PRESK INT/D16.2 ORL and hold, continue climb-in-hold to 3000′, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. DME or RADAR required.
3. Simultaneous approach authorized with Rwy 35L and Rwy 36L, or 35L and Rwy 36R.
4. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. 5. VGSI and ILS glidepath not coincident.

3000′
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 500′ | 3000′ RT | on ORL 112.2 R-140 | PRESK

TERPS

STRAIGHT-IN LANDING RWY35R
1 SA CAT I ILS
RA 157′
DA(H) **240′** (150′)

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 2 5 FEB 2015

CHANGES: New procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (21-6) Eff 5 Feb

ORLANDO, FLA ILS or LOC Rwy 36R

BRIEFING STRIP™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

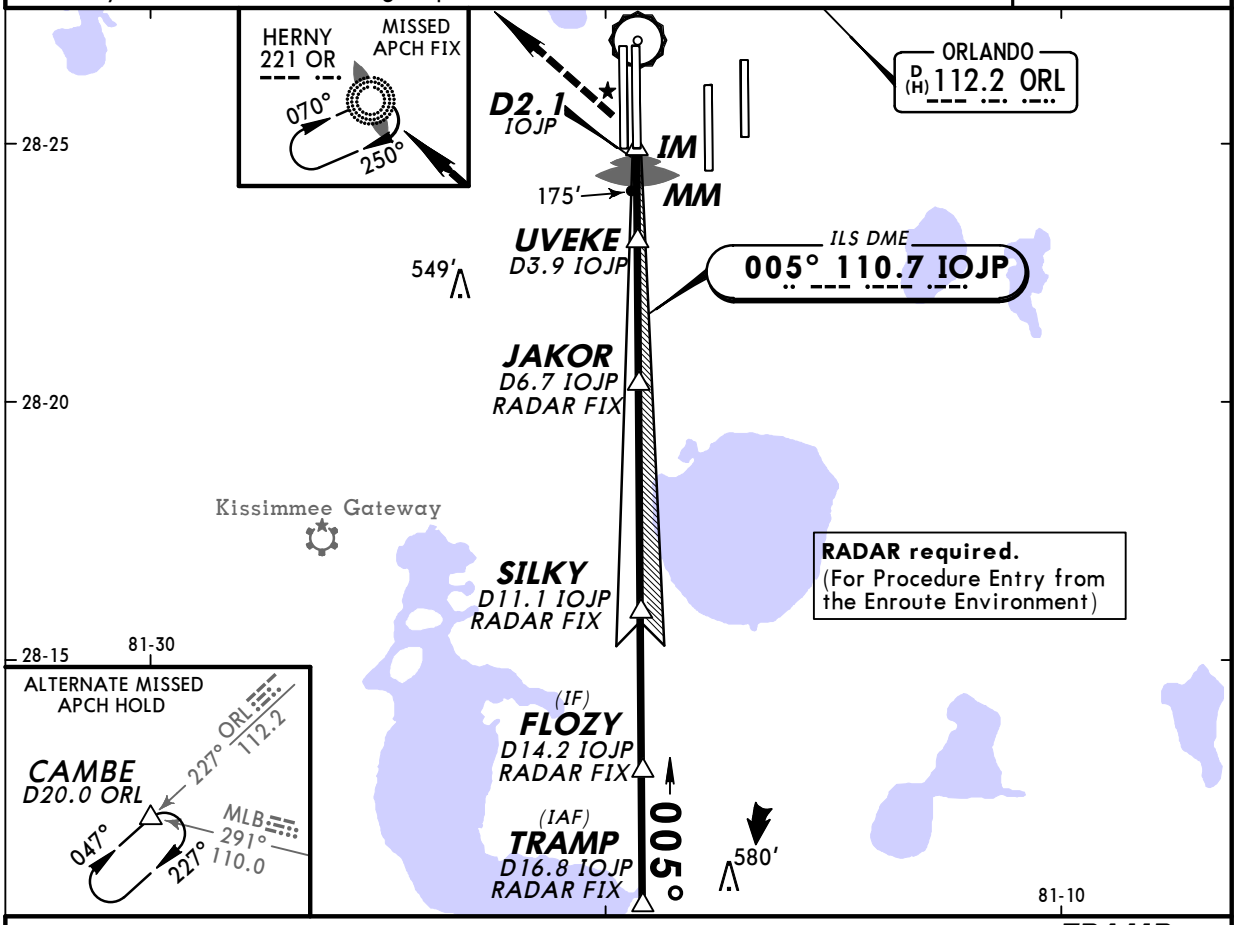
LOC IOJP	Final Apch Crs	GS JAKOR	ILS DA(H)	Apt Elev 96′
110.7	005°	1600′ (1508′)	292′ (200′)	TDZE 92′

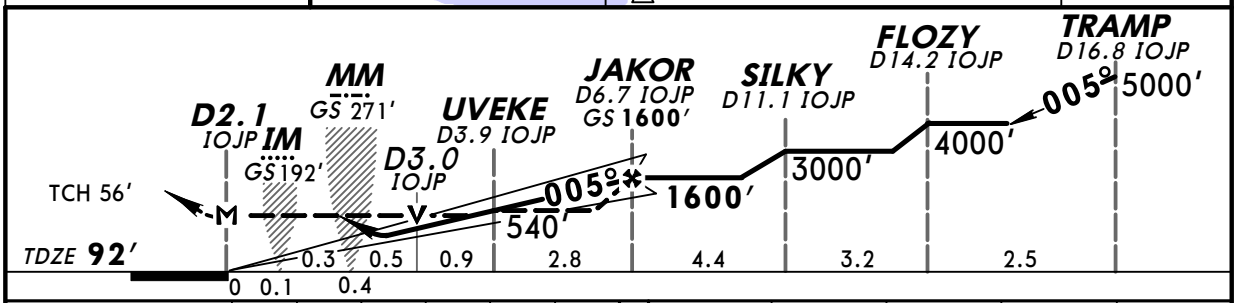
MISSED APCH: Climb to 500′, then climbing LEFT turn to 3000′ direct OR LOM and hold, continue climb-in-hold to 3000′, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. ADF required. 3. Simultaneous approach authorized with Rwy 35L/R. 4. VGSI and ILS glidepath not coincident.

3000′
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.1 IOJP or JAKOR to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

PAPI ALSF-II 500′ 3000′ LT D OR 221

TERPS STRAIGHT-IN LANDING RWY36R

	ILS DA(H) 292′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) 2 With UVEKE MDA(H) 440′ (348′)	LOC (GS out) 2 With UVEKE ALS out	LOC (GS out) Without UVEKE MDA(H) 540′ (448′)	LOC (GS out) Without UVEKE ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B							
C				RVR 30 or 5/8		RVR 45 or 7/8	1 3/8
D							

CIRCLE-TO-LAND

Cat	Max Kts	2 With UVEKE MDA(H)	Without UVEKE MDA(H)
A B	90 120	740′ (644′)-1	
C	140	740′ (644′)-1 3/4	
D	165	740′ (644′)-2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 **DME required.**

TERPS AMEND 10 5 FEB 2015

CHANGES: Procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 Eff 5 Feb (21-6A)

ORLANDO, FLA ILS Rwy 36R CAT II & III

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev 96′
IOJP 110.7	005°	JAKOR 1600′ (1508′)	NA	Refer to Minimums		RA 106′ DA(H) 192′(100′)	TDZE 92′

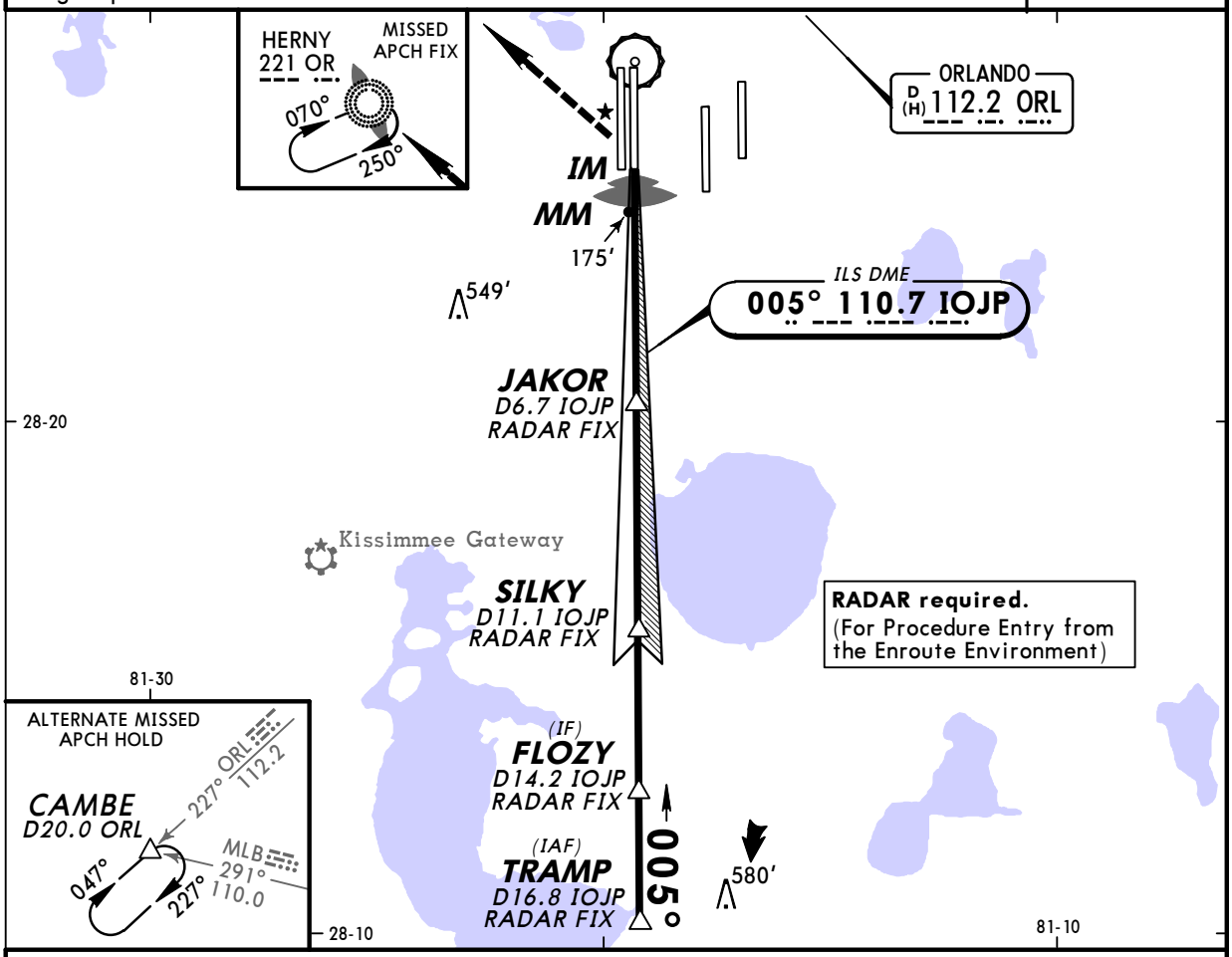
MISSED APCH: Climb to 500′, then climbing LEFT turn to 3000′ direct OR LOM and hold, continue climb-in-hold to 3000′, or as directed by ATC.

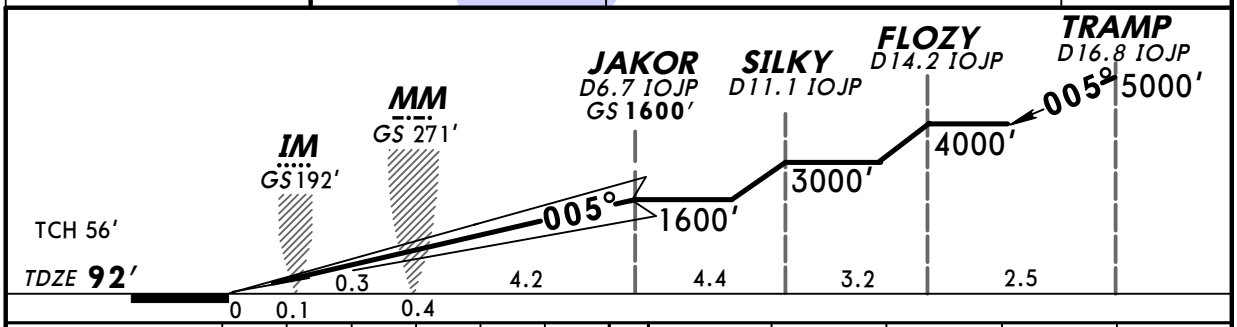
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME or RADAR required. 3. ADF required. 4. Simultaneous approach authorized with Rwy 35L/R. 5. VGSI and ILS glidepath not coincident.

3000′

MSA ORL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI 500′ 3000′ LT D OR 221

TERPS

STRAIGHT-IN LANDING RWY36R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106′ DA(H) 192′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 10 5 FEB 2015

CHANGES: Procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 Eff 5 Feb (21-6B)

ORLANDO, FLA ILS Rwy 36R SA CAT I

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 96′
IOJP 110.7	005°	JAKOR 1600′ (1508′)	RA 158′ DA(H) 242′ (150′)	TDZE 92′

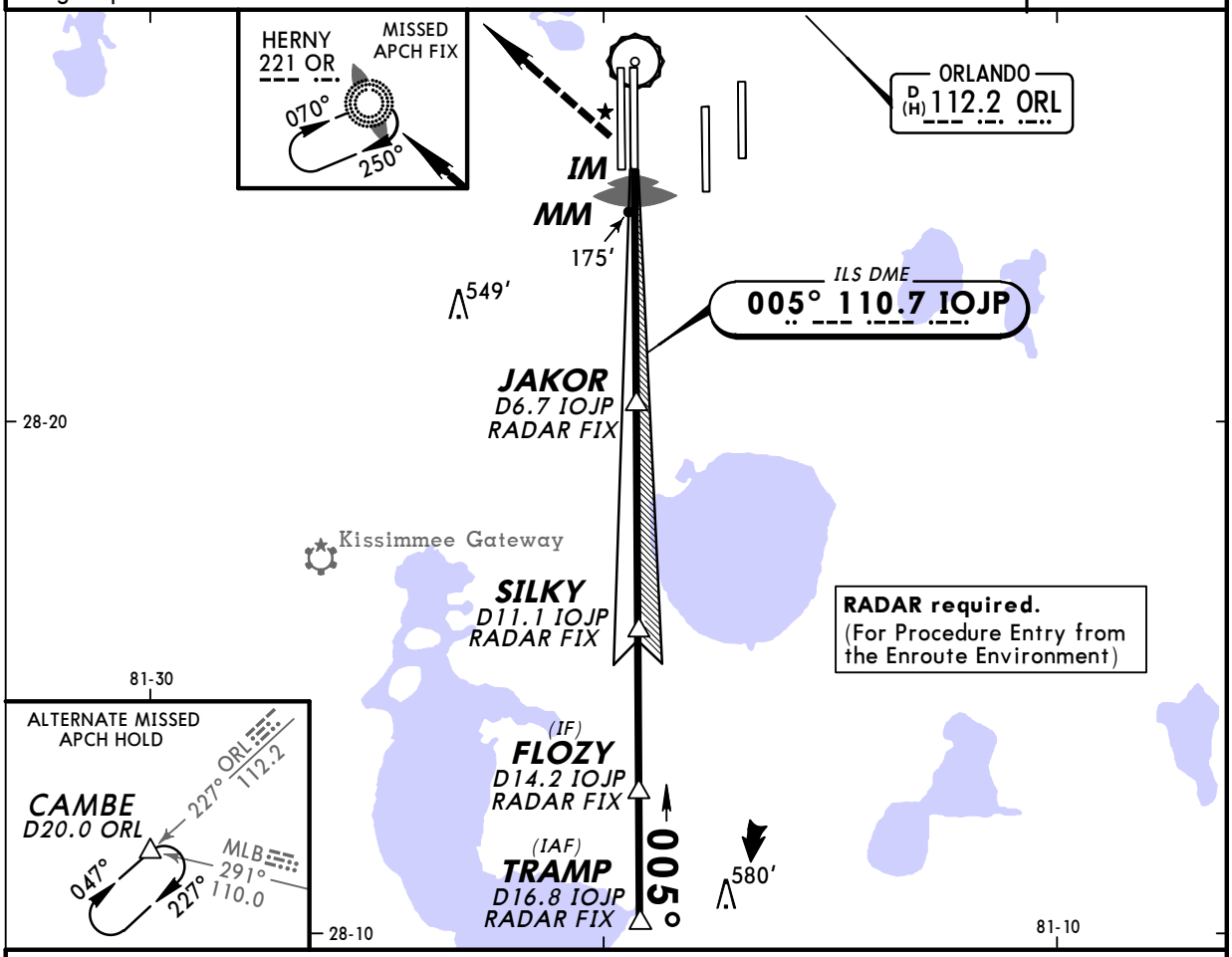
MISSED APCH: Climb to 500′, then climbing LEFT turn to 3000′ direct OR LOM and hold, continue climb-in-hold to 3000′, or as directed by ATC.

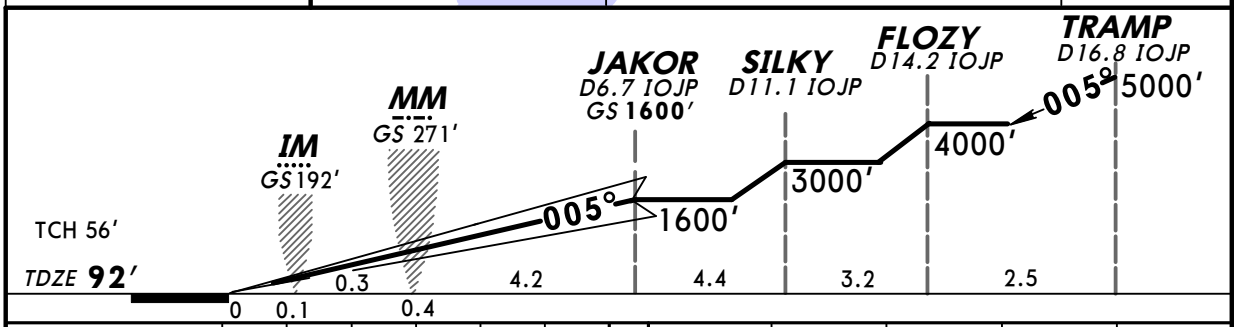
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME or RADAR required. 3. ADF required. 4. Simultaneous approach authorized with Rwy 35L/R. 5. VGSI and ILS glidepath not coincident.

3000′

MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 500′ 3000′ LT D OR 221

TERPS

STRAIGHT-IN LANDING RWY36R

1 SA CAT I ILS

RA 158′

DA(H) **242′** (150′)

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

BRIEFING STRIP ™

TERPS AMEND 10 5 FEB 2015

CHANGES: New procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (22-1) Eff 5 Feb

ORLANDO, FLA RNAV (GPS) Rwy 17L

BRIEFING STRIP ™

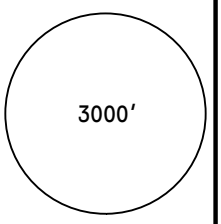
D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

WAAS	Final Apch Crs	Minimum Alt COCAS	LPV DA(H)	Apt Elev 96′
Ch 69214 W-17B	185°	1500′ (1410′)	290′ (200′)	TDZE 90′

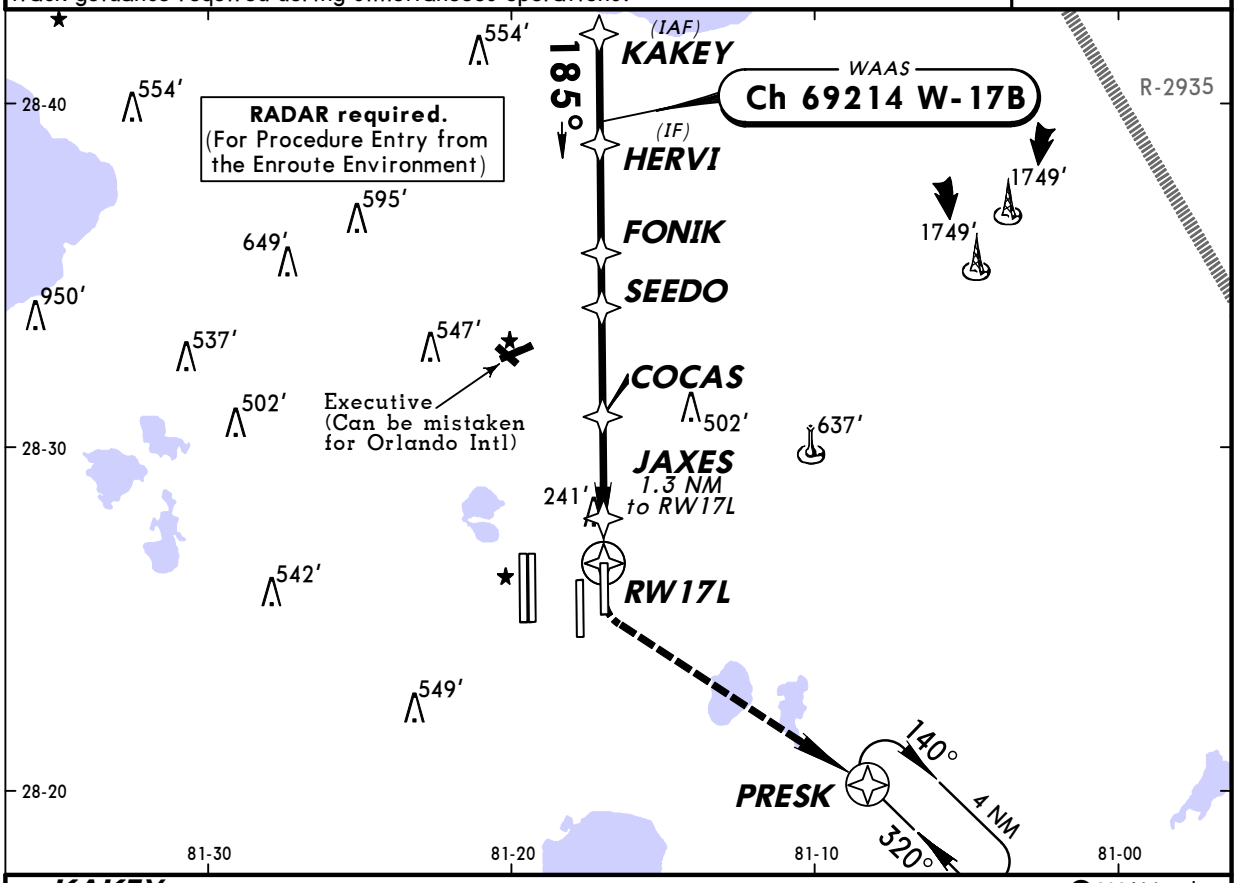
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ direct PRESK and hold, continue climb-in-hold to 3000′.

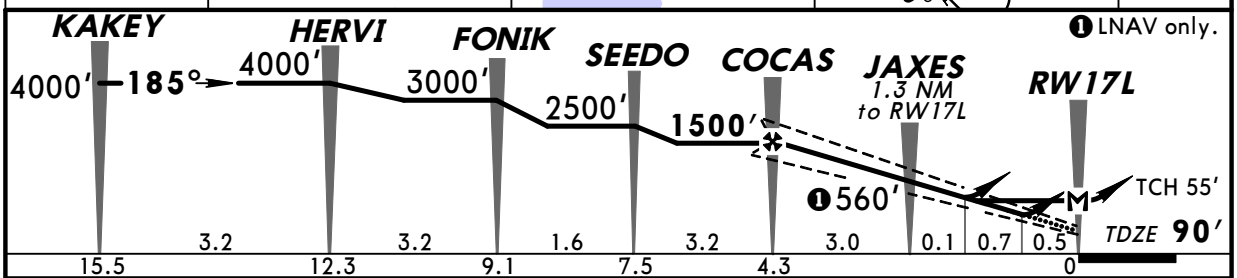
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 17R and Rwy 18L, or Rwy 17R and Rwy 18R. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



MSA RW17L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW17L						

ALSF-II PAPI | 500′ | 3000′ LT | PRESK

TERPS STRAIGHT-IN LANDING RWY 17L

	LPV DA(H) 290′ (200′)		LNAV/VNAV DA(H) 515′ (425′)		LNAV MDA(H) 500′ (410′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 48 or ⅞	1⅜	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1⅛
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′)-1
120	
140	740′ (644′)-1¾
165	740′ (644′)-2

TERPS AMEND 1 5 FEB 2015

CHANGES: Procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (22-2) Eff 5 Feb

ORLANDO, FLA RNAV (GPS) Rwy 17R

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

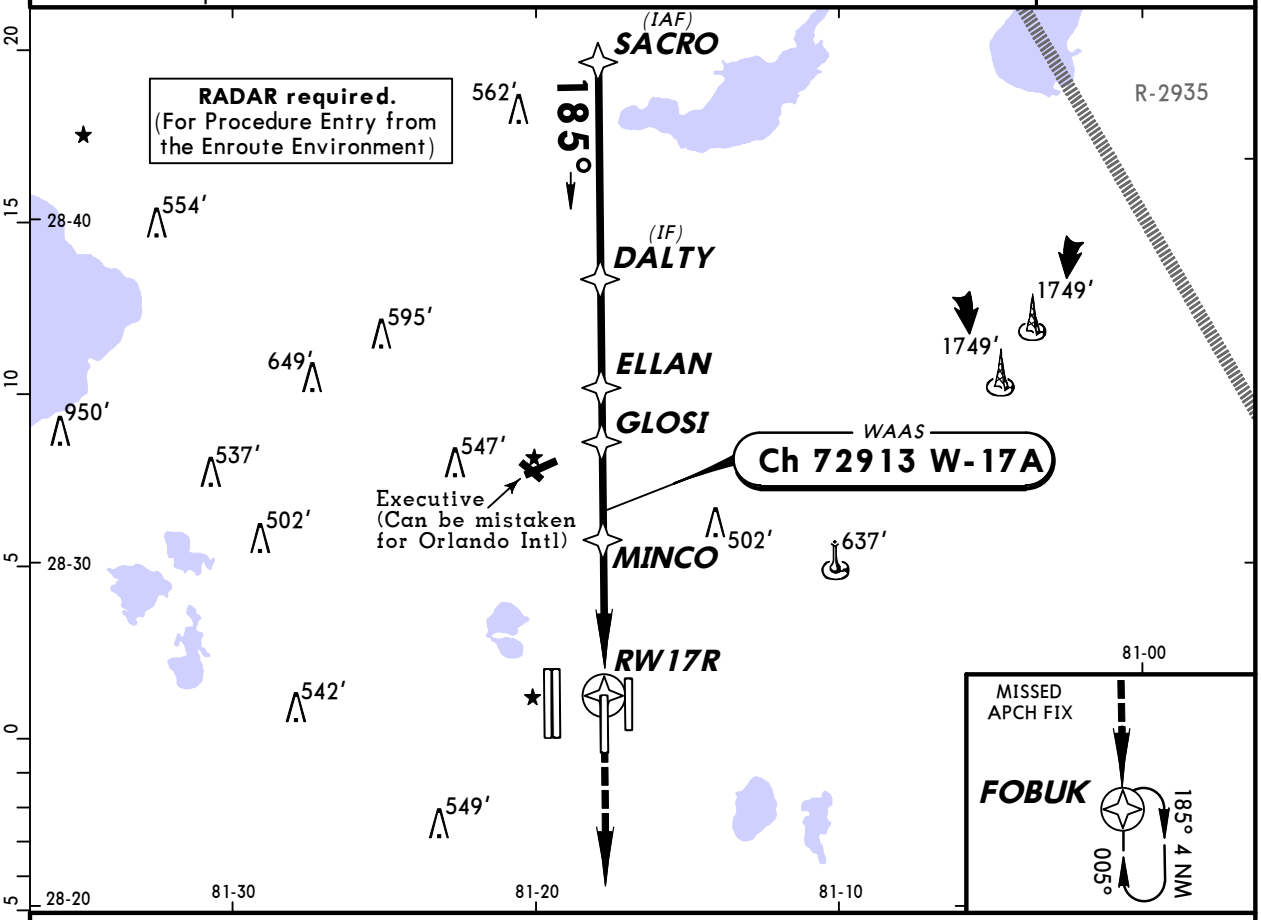
WAAS	Final Apch Crs	Minimum Alt MINCO	LPV DA(H)	Apt Elev 96′
Ch 72913 W-17A	185°	1600′ (1510′)	290′ (200′)	TDZE 90′

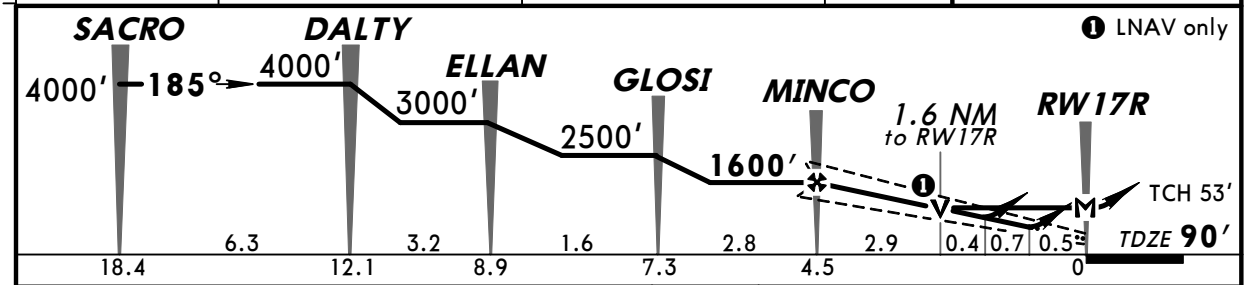
MISSED APCH: Climb to 3000′ direct FOBUK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Bright lights on highway midway between Rwy 17L and 17R may be mistaken for runway lights. 4. Simultaneous approach authorized with Rwy 17L and Rwy 18L, or Rwy 17L and Rwy 18R. 5. LNAV procedure not authorized during imultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3000′
MSA RW17R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW17R						

ALSF-II 3000′ FOBUK

TERPS STRAIGHT-IN LANDING RWY 17R

	LPV DA(H) 290′ (200′)		LNAV/VNAV DA(H) 526′ (436′)		LNAV MDA(H) 660′ (570′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1⅜	RVR 24 or ½	RVR 55 or 1
B						
C					1¼	1⅝
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′)-1
120	
140	740′ (644′)-1¾
165	740′ (644′)-2

TERPS AMEND OC 5 FEB 2015

CHANGES: Notes, minimums, amendment number.

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KMCO/MCO ORLANDO INTL

JEPPESEN 7 APR 17 (22-3)

ORLANDO, FLA RNAV (GPS) Rwy 18L

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

WAAS	Final Apch Crs	Minimum Alt COBOP	LPV DA(H)	Apt Elev 96'
Ch 66012 W-18A	185°	2200'(2104')	296'(200')	TDZE 96'

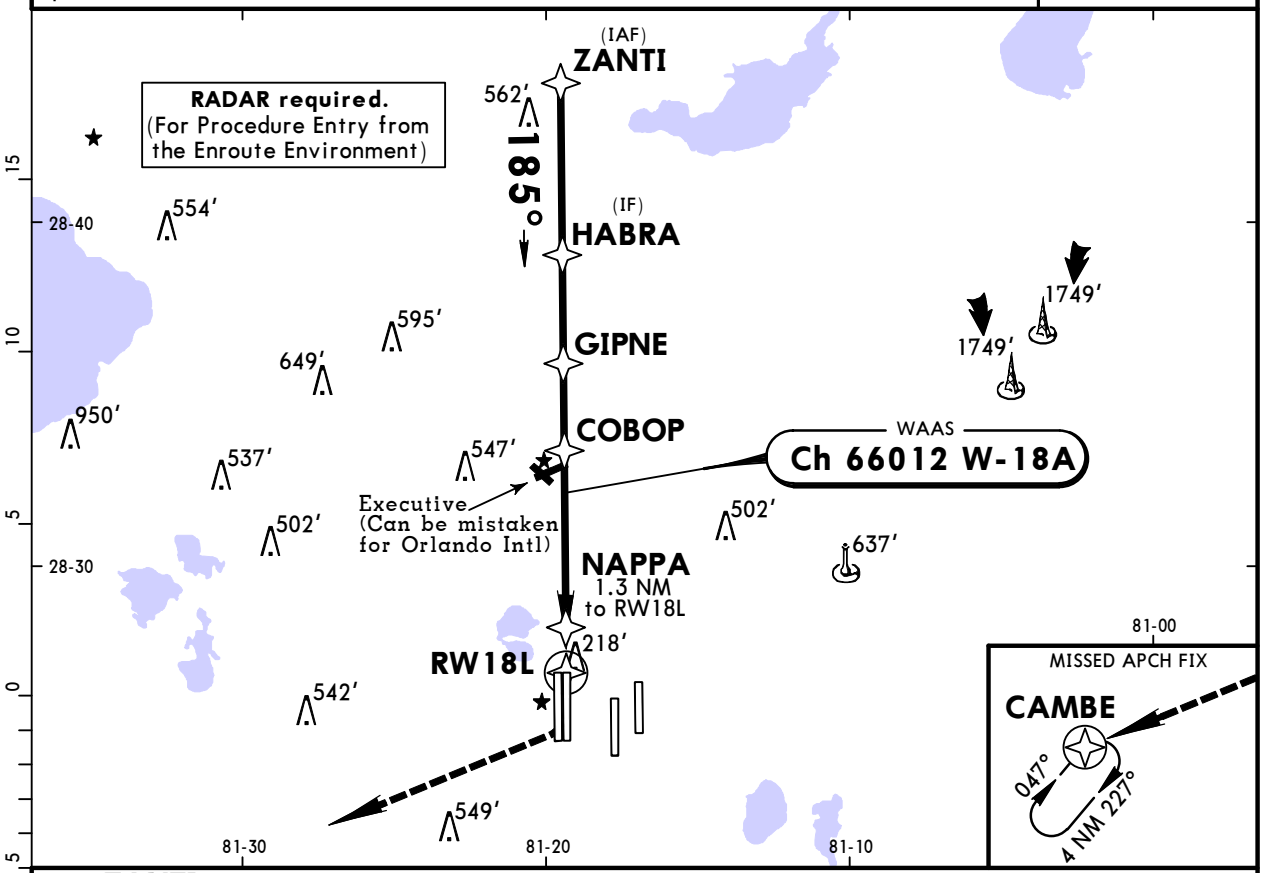
MISSED APCH: Climb to 500' then climbing RIGHT turn to 4000' direct CAMBE and hold, continue climb-in-hold to 4000'.

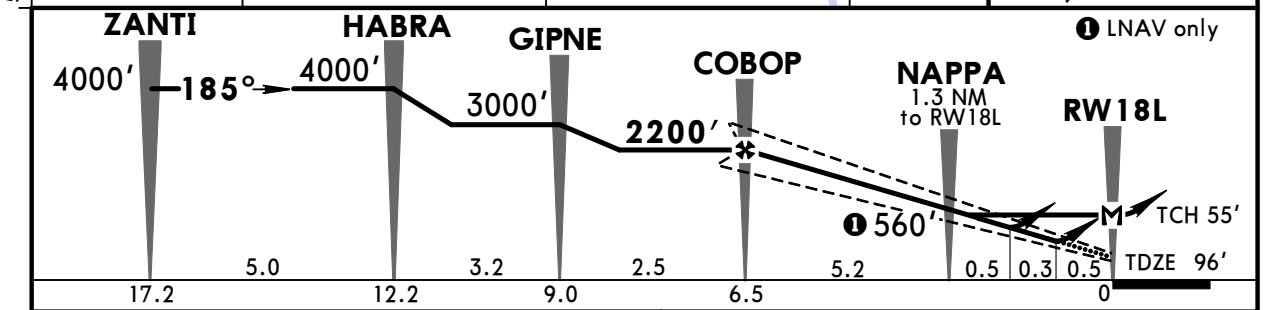
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 17L/R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3000'

MSA RW18L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW18L						

PAPI-L | 500' | 4000' RT | CAMBE

TERPS STRAIGHT-IN LANDING RWY **18L**

	LPV	LNAV/VNAV	LNAV
	DA(H) 296'(200')	DA(H) 398'(302')	MDA(H) 480'(384')
A	RVR 40 or ¾	RVR 50 or 1	RVR 55 or 1
B			
C			RVR 60 or 1⅛
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740'(644') - 1
120	
140	740'(644') - 1¾
165	740'(644') - 2

TERPS AMEND 1 5 FEB 2015

CHANGES: Chart format, airspace removed, PAPI-L added.

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KMCO/MCO ORLANDO INTL

JEPPESEN 7 APR 17 (22-4)

ORLANDO, FLA RNAV (GPS) Rwy 18R

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

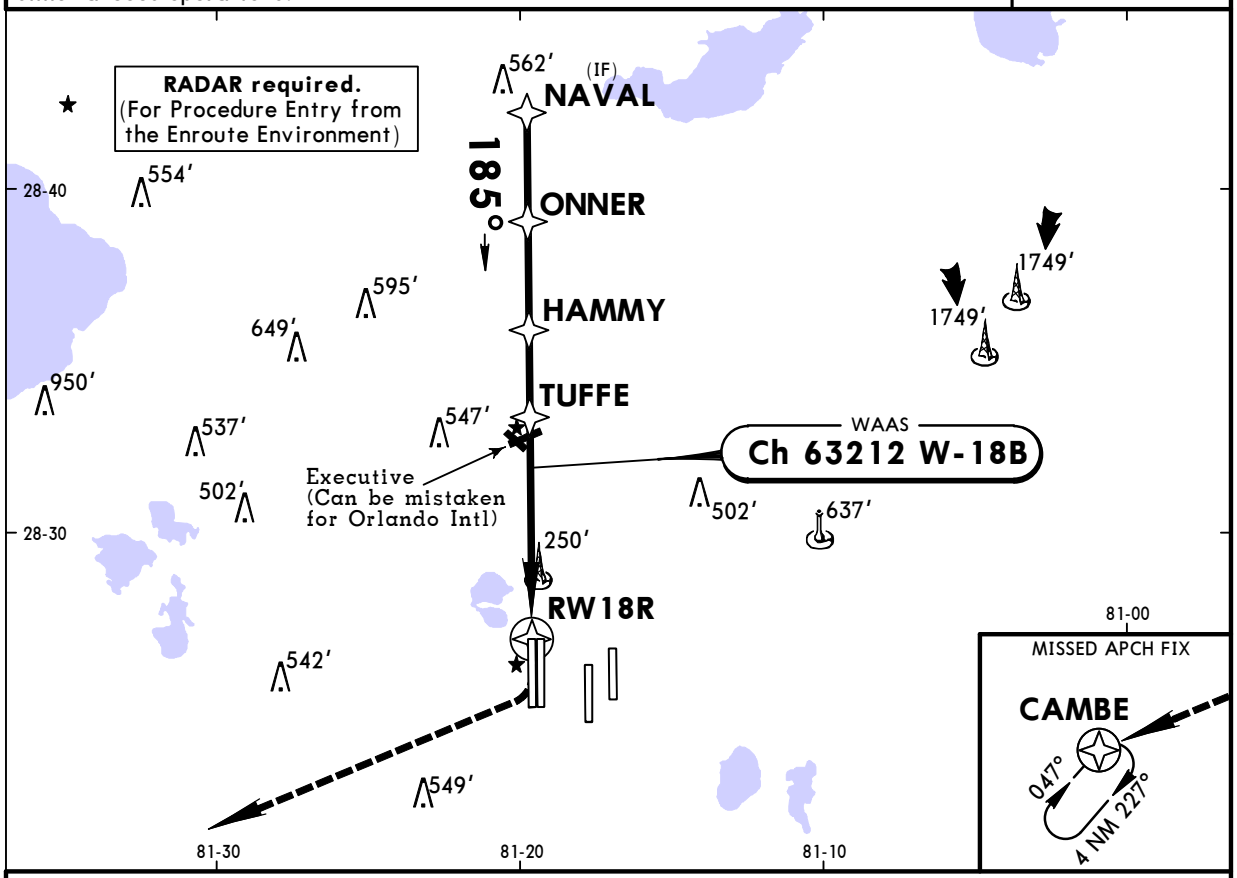
WAAS	Final Apch Crs	Minimum Alt TUFFE	LPV DA(H)	Apt Elev 96′
Ch 63212 W-18B	185°	2200′(2106′)	294′(200′)	TDZE 94′

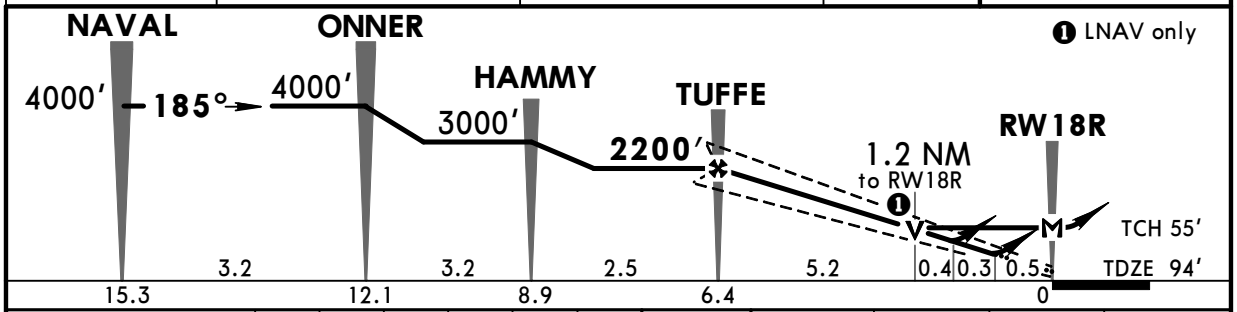
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 4000′ direct CAMBE and hold, continue climb-in-hold to 4000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 17L/R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3000′
MSA RW18R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW18R							

MALSR PAPI | 500′ | 4000′ RT | D | CAMBE

TERPS STRAIGHT-IN LANDING RWY 18R

	LPV DA(H) 294′(200′)		LNAV/VNAV DA(H) 390′(296′)		LNAV MDA(H) 540′(446′)	
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 45 or ⅞	1⅜
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′(644′) -1
120	
140	740′(644′) -1¾
165	740′(644′) -2

TERPS AMEND 1 5 FEB 2015

CHANGES: Chart format. airspace removed, minimums.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (22-5) Eff 5 Feb

ORLANDO, FLA RNAV (GPS) Rwy 35L

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36 L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

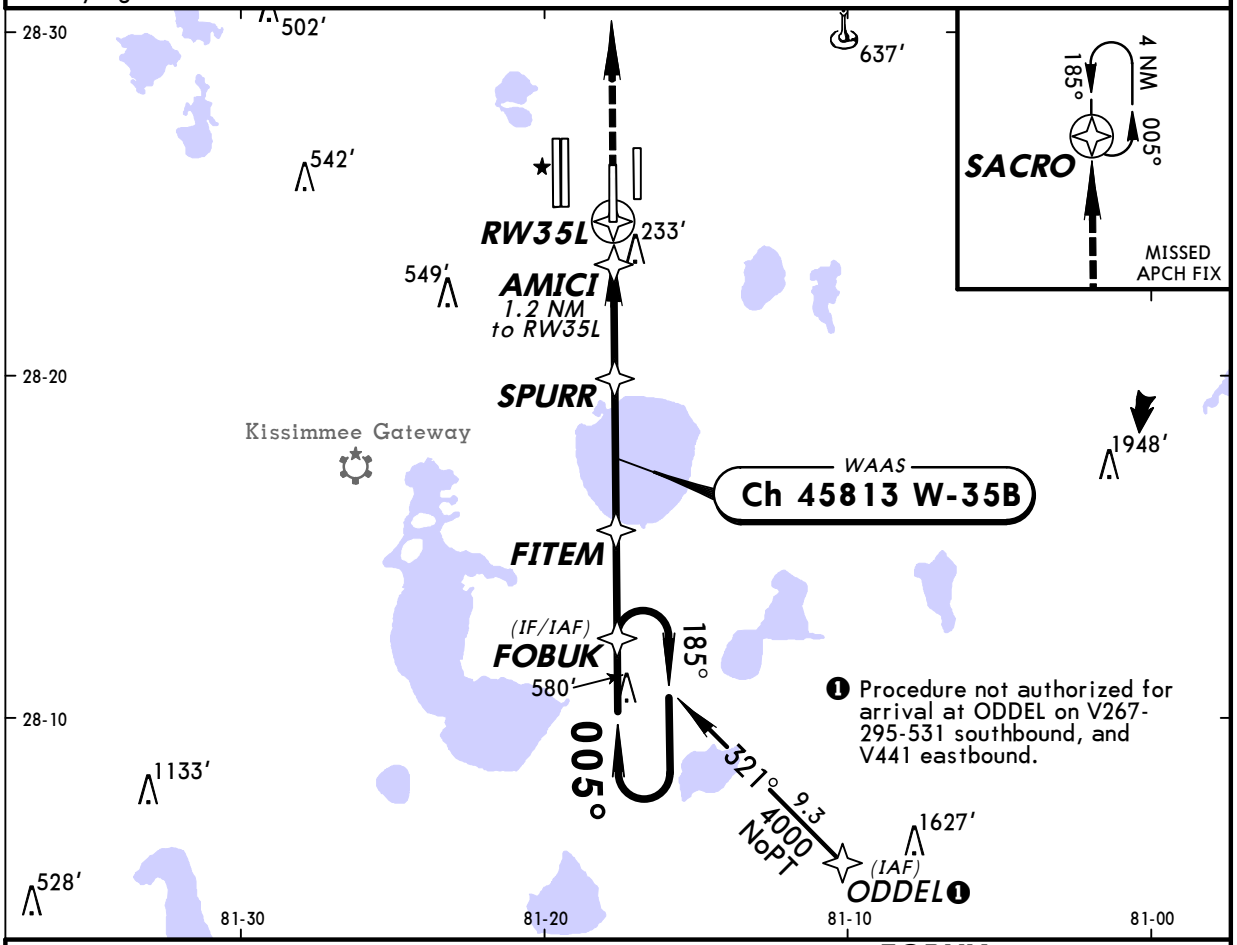
WAAS	Final Apch Crs	Minimum Alt SPURR	LPV DA(H)	Apt Elev 96′
Ch 45813 W-35B	005°	1600′ (1512′)	288′ (200′)	TDZE 88′

3000′ MSA RW35L

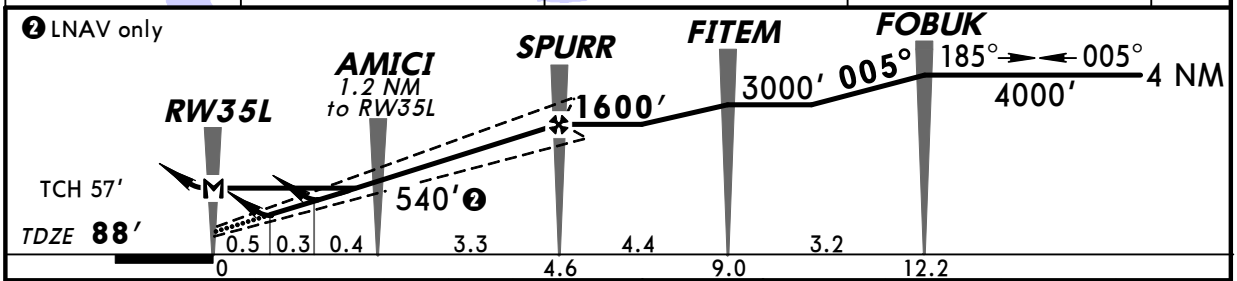
MISSED APCH: Climb to 4000′ direct SACRO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35R, and Rwy 36L, or Rwy 35R and Rwy 36R. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.



❶ Procedure not authorized for arrival at ODDEL on V267-295-531 southbound, and V441 eastbound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW35L						

ALSF-II 4000′ SACRO

TERPS STRAIGHT-IN LANDING RWY 35L

	LPV DA(H) 288′ (200′)		LNAV/VNAV DA(H) 407′ (319′)		LNAV MDA(H) 500′ (412′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 27 or 1/2	RVR 51 or 1	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 40 or 3/4	RVR 60 or 1 1/8
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′)-1
120	
140	740′ (644′)-1 3/4
165	740′ (644′)-2

TERPS AMEND 1 5 FEB 2015

CHANGES: Procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 30 JAN 15 (22-6) Eff 5 Feb

ORLANDO, FLA RNAV (GPS) Rwy 35R

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 17L/R & 35L/R	ORLANDO Tower Rwys 18L/R & 36 L/R	Ground West	Ground East
121.25	124.8	118.45	124.3	121.8	126.4

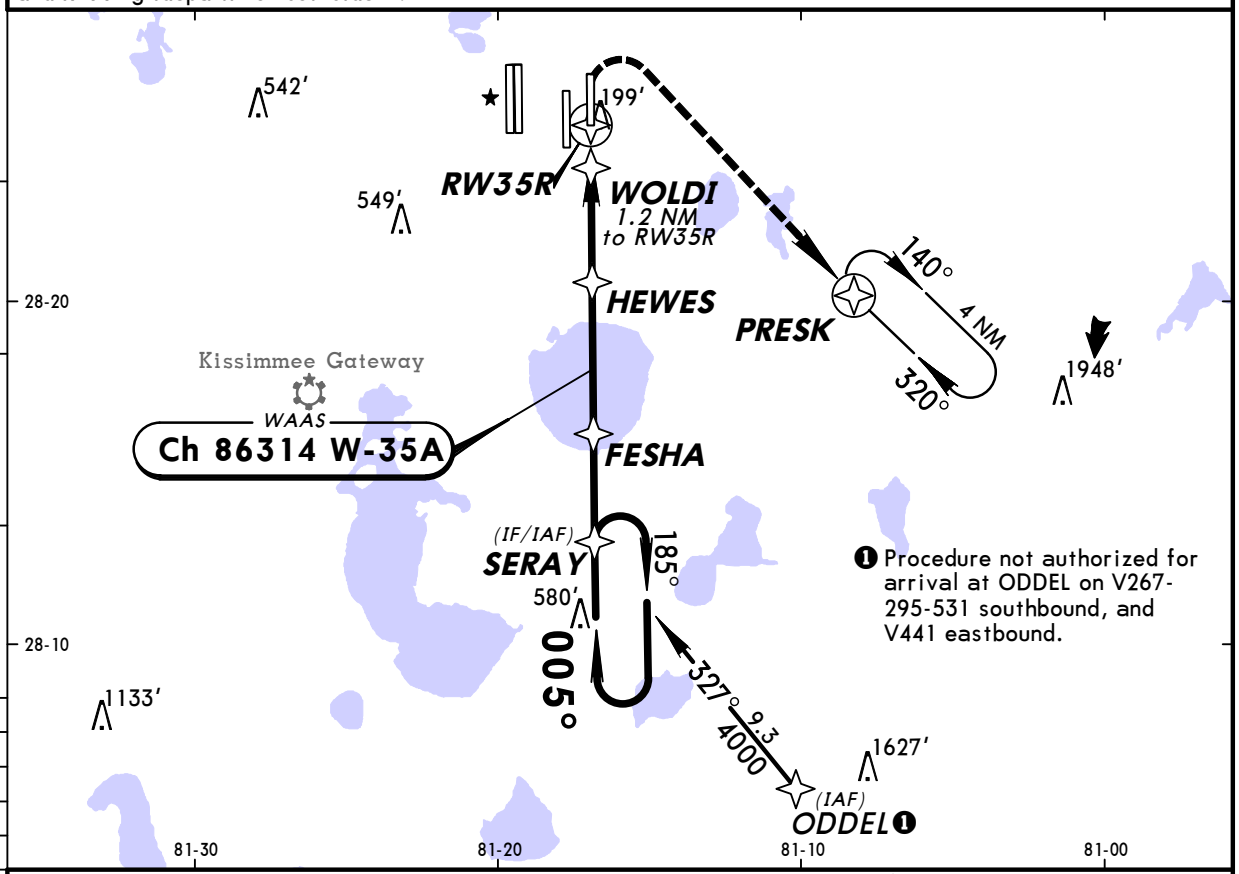
WAAS	Final Apch Crs	Minimum Alt HEWES	LPV DA(H)	Apt Elev 96′
Ch 86314 W-35A	005°	1600′ (1510′)	290′ (200′)	TDZE 90′

MISSED APCH: Climb to 500′ then climibing RIGHT turn to 3000′ direct PRESK and hold, continue climb-in-hold to 3000′.

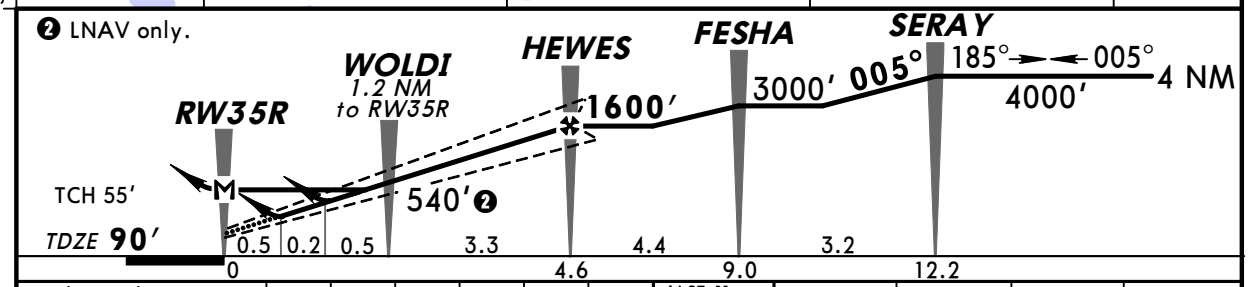
3000′ MSA RW35R

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35L and 36L, or Rwy 35L and Rwy 36R. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. 7. VGSI and RNAV glidepath not coincident.



❶ Procedure not authorized for arrival at ODDEL on V267-295-531 southbound, and V441 eastbound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW35R						

ALSF-II PAPI | 500′ | 3000′ RT | PRESK

TERPS STRAIGHT-IN LANDING RWY 35R

	LPV DA(H) 290′(200′)		LNAV/VNAV DA(H) 360′(270′)		LNAV MDA(H) 460′(370′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 28 or 1/2	RVR 24 or 1/2	RVR 45 or 7/8	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 35 or 5/8	
D						

CIRCLE-TO-LAND

Ⓒ Max Kts	MDA(H)
90	740′(644′)-1
120	
140	740′(644′)-1¾
165	740′(644′)-2

TERPS AMEND 1 5 FEB 2015

CHANGES: Procedure.

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KMCO/MCO ORLANDO INTL

JEPPESEN 14 AUG 15 (22-7) Eff 20 Aug

ORLANDO, FLA RNAV (GPS) Rwy 36L

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

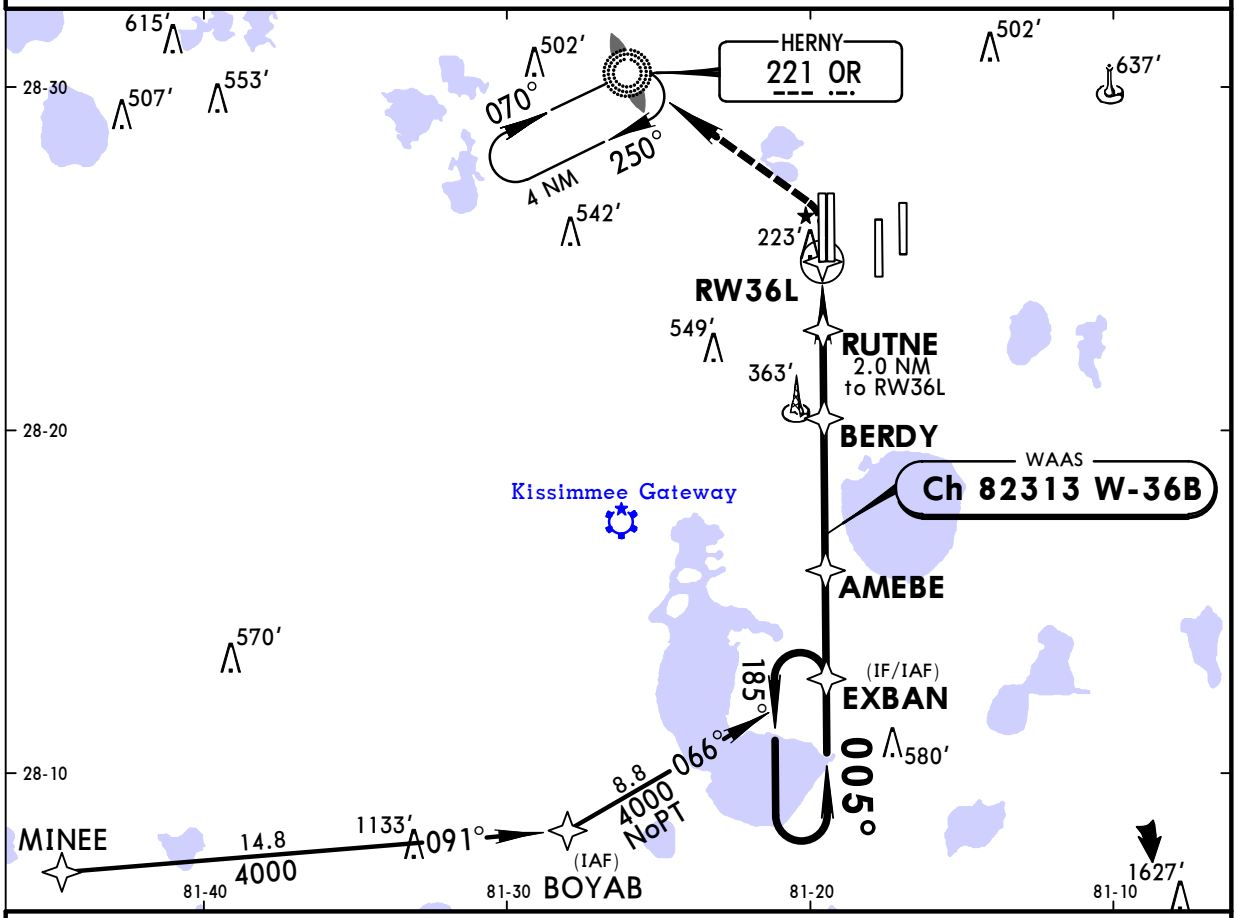
WAAS	Final Apch Crs	Minimum Alt BERDY	LPV DA(H)	Apt Elev 96′
Ch 82313 W-36B	005°	1600′(1507′)	293′(200′)	TDZE 93′

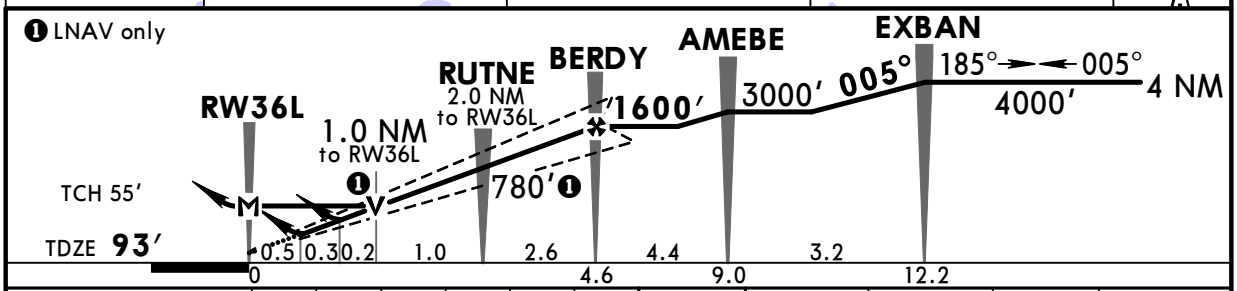
3000′ MSA RW36L

MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ direct OR LOM and hold, continue climb-in-hold to 3000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35L/R. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW36L						

REIL PAPI-L | 500′ ↑ | 3000′ ↰ LT | D→ | OR 221

TERPS STRAIGHT-IN LANDING RWY 36L

	LPV DA(H) 293′(200′)	LNAV/VNAV DA(H) 412′(319′)	LNAV MDA(H) 480′(387′)
A	RVR 40 or ¾	RVR 50 or 1	RVR 55 or 1
B			
C			RVR 60 or 1⅛
D			

CIRCLE-TO-LAND

Ⓒ Max Kts	MDA(H)
90	740′(644′) -1
120	
140	740′(644′) -1¾
165	740′(644′) -2

TERPS AMEND 1 5 FEB 2014

CHANGES: REIL and PAPI-L added.

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KMCO/MCO ORLANDO INTL

JEPPESEN 14 AUG 15 (22-8) Eff 20 Aug

ORLANDO, FLA RNAV (GPS) Rwy 36R

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower Rwys 18L/R & 36L/R	ORLANDO Tower Rwys 17L/R & 35L/R	Ground West	Ground East
121.25	124.8	124.3	118.45	121.8	126.4

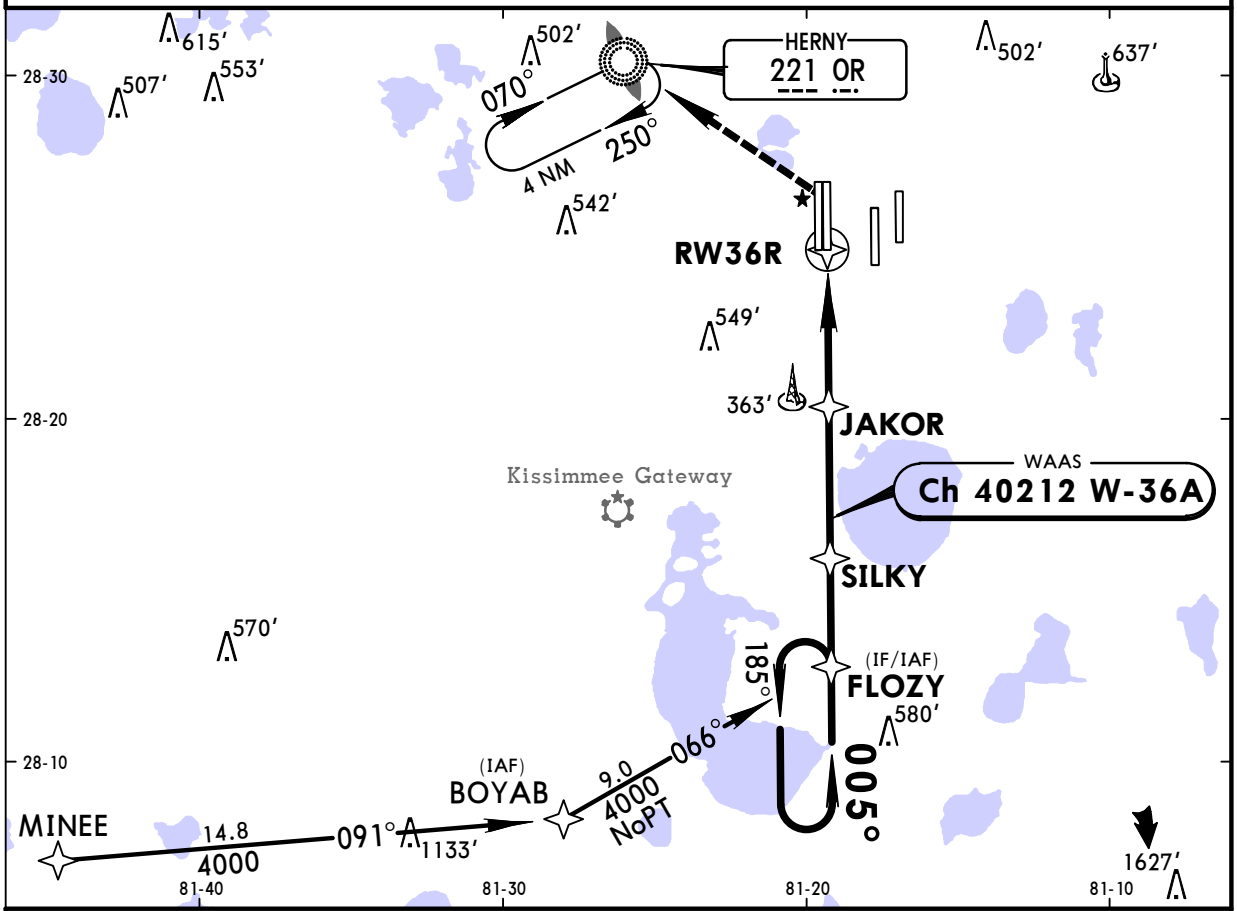
WAAS	Final Apch Crs	Minimum Alt JAKOR	LPV DA(H)	Apt Elev 96′
Ch 40212 W-36A	005°	1600′ (1508′)	292′ (200′)	TDZE 92′

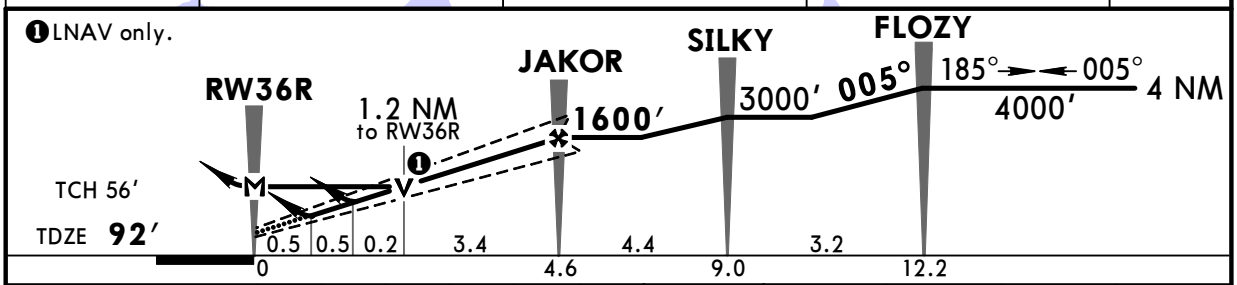
3000′ MSA RW36R

MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ direct OR LOM and hold, continue climb-in-hold to 3000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35L/R. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW36R						

ALSF-II PAPI 500′ 3000′ LT OR 221

TERPS STRAIGHT-IN LANDING RWY **36R**

	LPV DA(H) 292′ (200′)	LPV ALS out	LNAV/VNAV DA(H) 454′ (362′)	LNAV/VNAV ALS out	LNAV MDA(H) 540′ (448′)	LNAV ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 35 or ⅝	RVR 60 or 1⅛	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 45 or ⅞	1⅜
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (644′) -1
120	
140	740′ (644′) -1¾
165	740′ (644′) -2

TERPS AMEND 1 5 FEB 2015

CHANGES: None.

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KMCO/MCO
ORLANDO INTL

JEPPESEN
7 APR 17 (23-1)

ORLANDO, FLA
VOR DME Rwy 18L

BRIEFING STRIP ™

D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West	Ground East
121.25	124.8	Rwys 18L/R & 36L/R 124.3	Rwys 17L/R & 35L/R 118.45	121.8	126.4

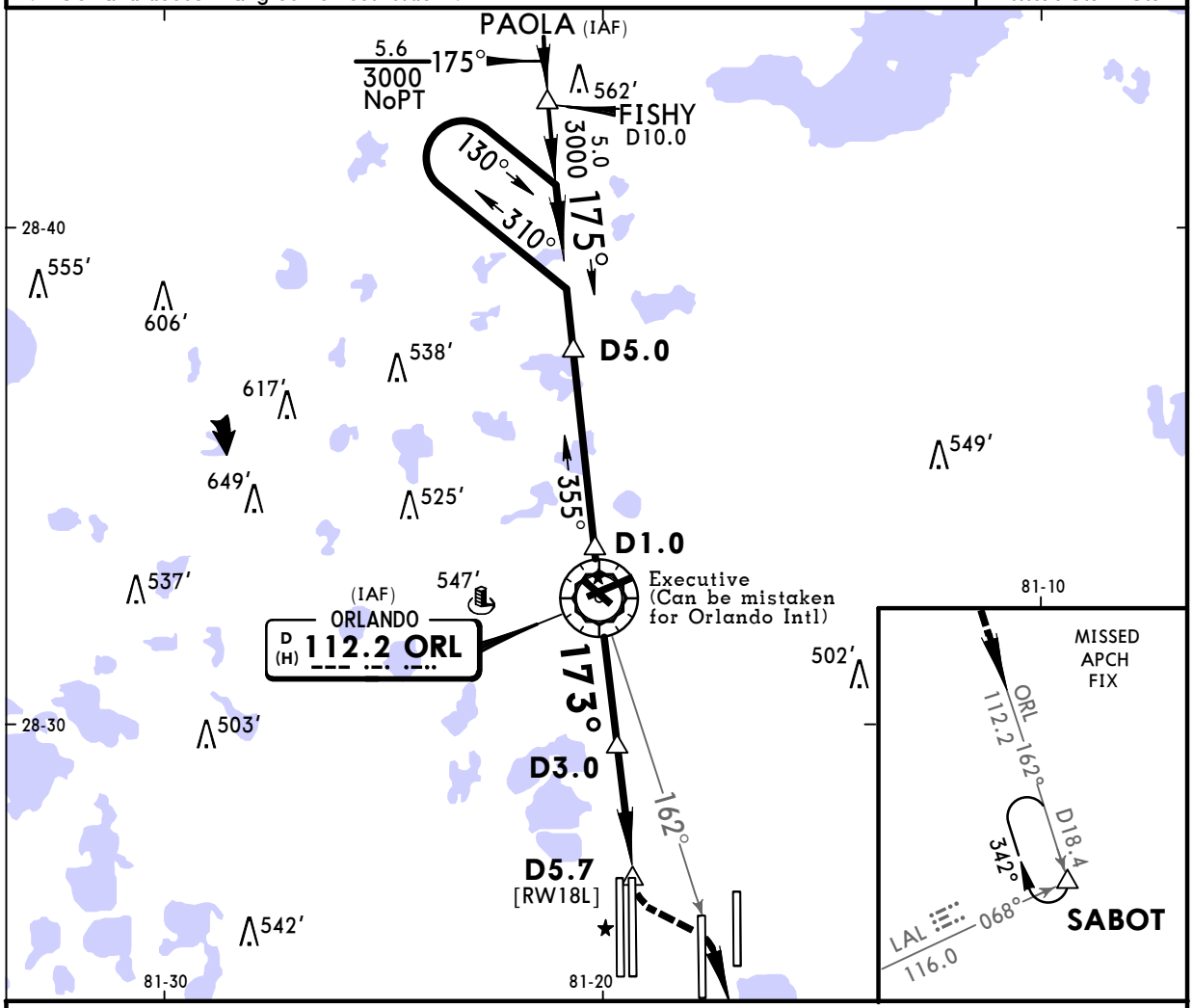
VOR ORL	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 96′
112.2	173°	2300′ (2204′)	540′ (444′)	TDZE 96′

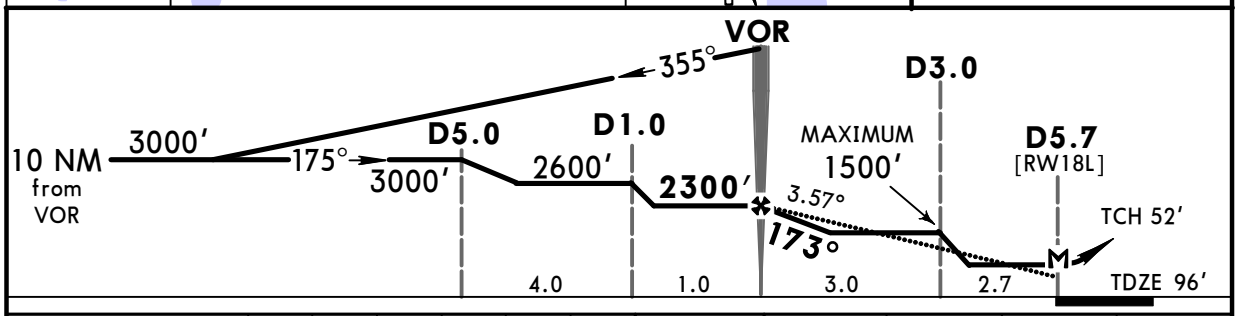
MISSED APCH: Climb to 2000′ outbound via ORL VOR R-162 to SABOT INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident.

3000′
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.57°	442	569	632	758	885	1011
MAP at D5.7							

PAPI-L 2000′ ORL via 112.2 R-162 SABOT

TERPS AMEND 5E 29 JUL 2010

STRAIGHT-IN LANDING RWY 18L MDA(H) 540′ (444′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	RVR 50 or 1	90	740′ (644′) -1
B		120	
C	RVR 60 or 1¼	140	740′ (644′) -1¾
D	1½	165	740′ (644′) -2

CHANGES: Chart format, profile note removed, PAPI-L added.

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KMCO/MCO ORLANDO INTL

JEPPESEN 7 APR 17 (23-2)

ORLANDO, FLA VOR DME Rwy 18R

BRIEFING STRIP ™

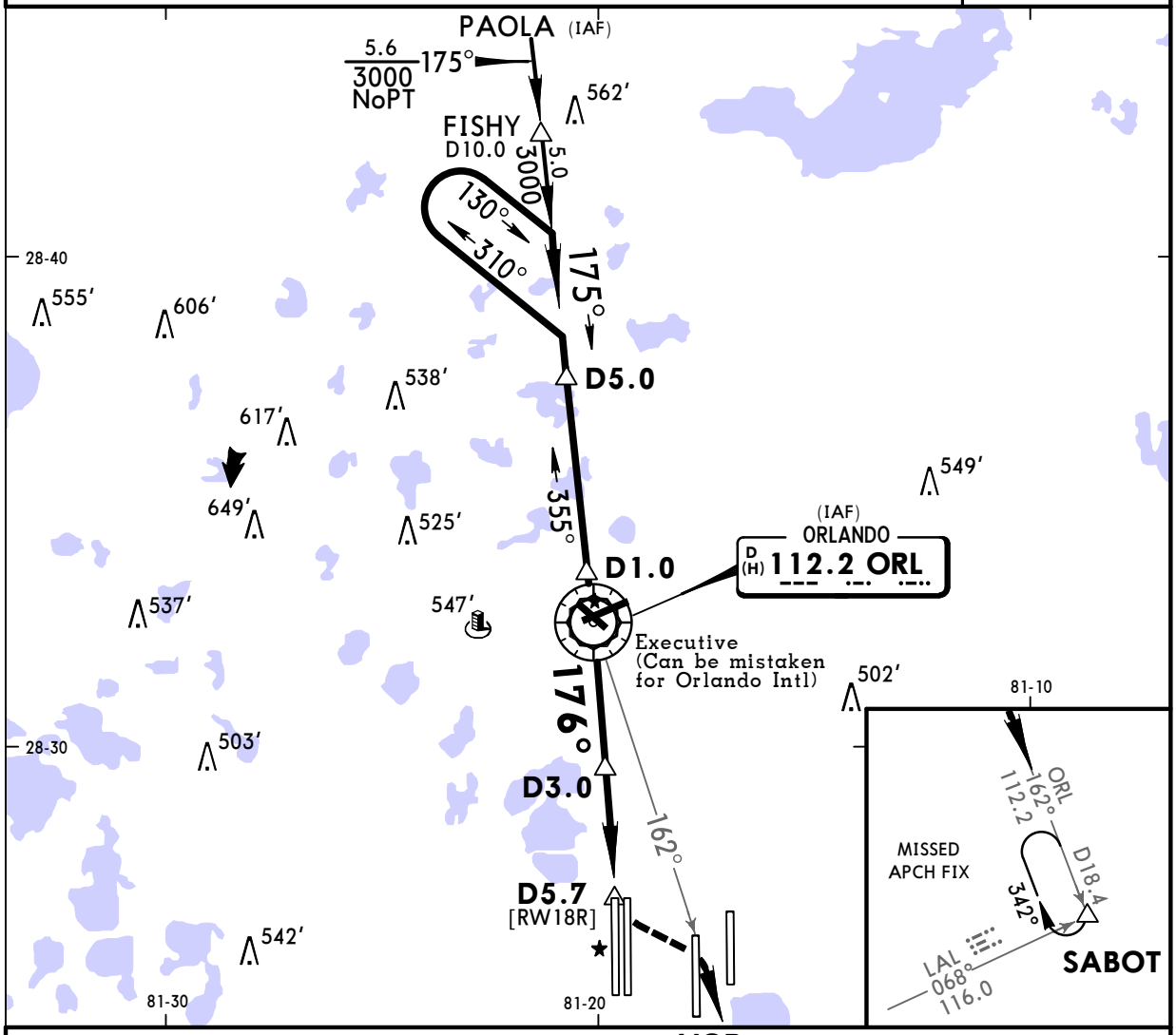
D-ATIS (Arrival)	ORLANDO Approach (R)	ORLANDO Tower		Ground West	Ground East
121.25	124.8	Rwys 18L/R & 36L/R 124.3	Rwys 17L/R & 35L/R 118.45	121.8	126.4

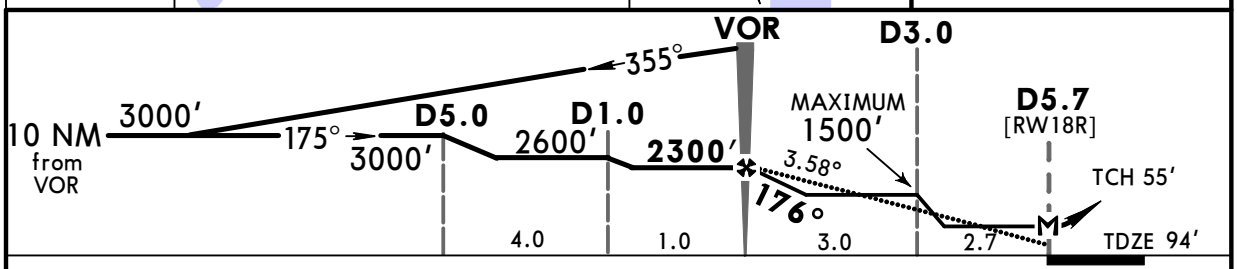
VOR ORL	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 96'
112.2	176°	2300' (2206')	540' (446')	TDZE 94'

MISSED APCH: Climb to 2000' outbound via ORL VOR R-162 to SABOT INT and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

3000'
MSA ORL VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.58°	444	570	634	760	887	1014
MAP at D5.7							

MALSR | 2000' | ORL via 112.2 R-162 | SABOT

TERPS AMEND 5E 29 JUL 2010

STRAIGHT-IN LANDING RWY 18R MDA(H) 540' (446')		RAIL/ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 40 or ¾	RVR 60 or 1¼
D	RVR 50 or 1	1½

CIRCLE-TO-LAND Max Kts	MDA(H)
90	740' (644') -1
120	
140	740' (644') -1¾
165	740' (644') -2

CHANGES: Chart format, profile note removed, minimums.

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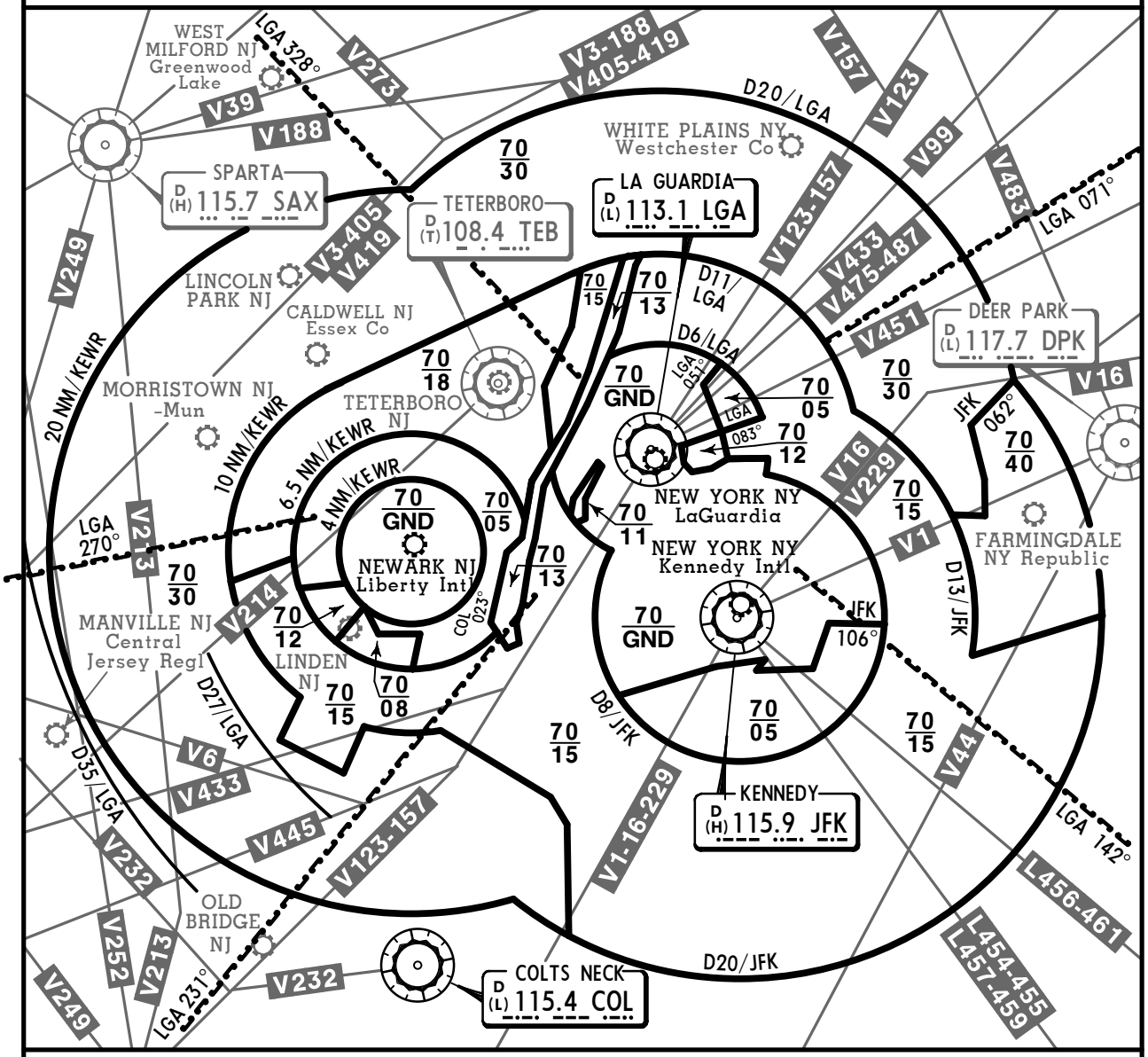
NEW YORK CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

LGA 329°-071° **New York App** 126.4 120.55
LGA 071°-142° **New York App** 125.7
LGA 142°-231° **New York App** 128.12
LGA 231°-270° **New York App** 128.55
LGA 270°-328° **New York App** 127.6
2000′ AND BELOW WITHIN 8 NM OF KENNEDY INTL **Kennedy Twr** 125.25
WITHIN 6 NM OF LAGUARDIA APT **LaGuardia Twr** 126.05
WITHIN 6.5 NM OF NEWARK LIBERTY INTL **Newark Twr** 127.85



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR FLIGHTS- Aircraft operating within the New York Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS-

1. Arriving aircraft should contact the appropriate approach control on the frequency depicted for the sector of flight with reference to the La Guardia VORDME. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

CHANGES: Reissue.

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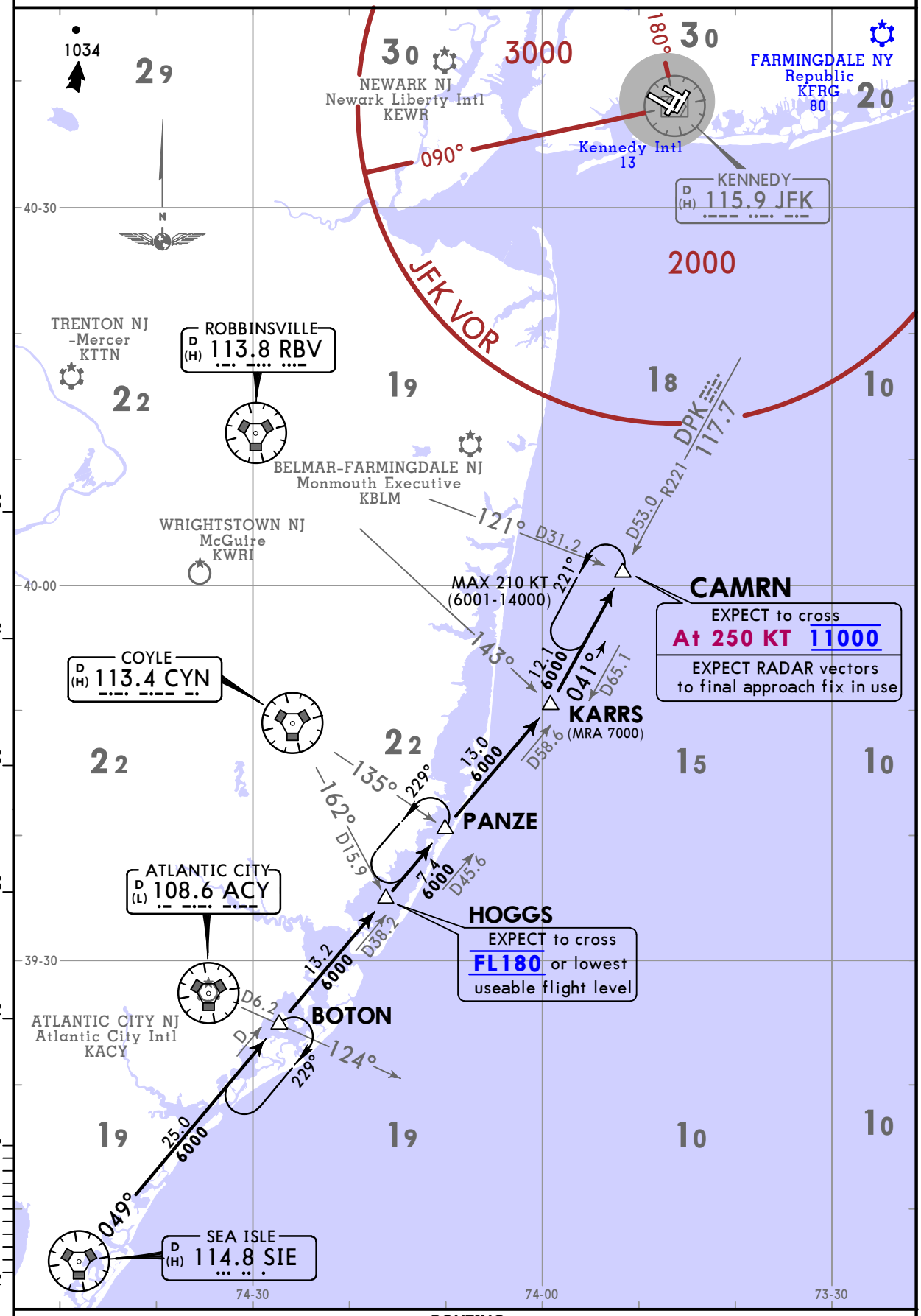
KJFK/JFK
KENNEDY INTL

JEPPESEN
10 FEB 17 (20-2)

NEW YORK, NY
STAR

D-ATIS Arrival			Apt Elev	Alt set: INCHES
	NE	SW	see graphic	Trans level: FL180
128.725	117.7	115.4		Applicable to turbojet aircraft only.

CAMRN 4 ARRIVAL (SIE.CAMRN4)



ROUTING

From over SIE VOR via SIE R049 and DPK R221 to CAMRN. EXPECT RADAR vectors to final approach fix in use.

CHANGES: New format.

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KJFK/JFK
KENNEDY INTL

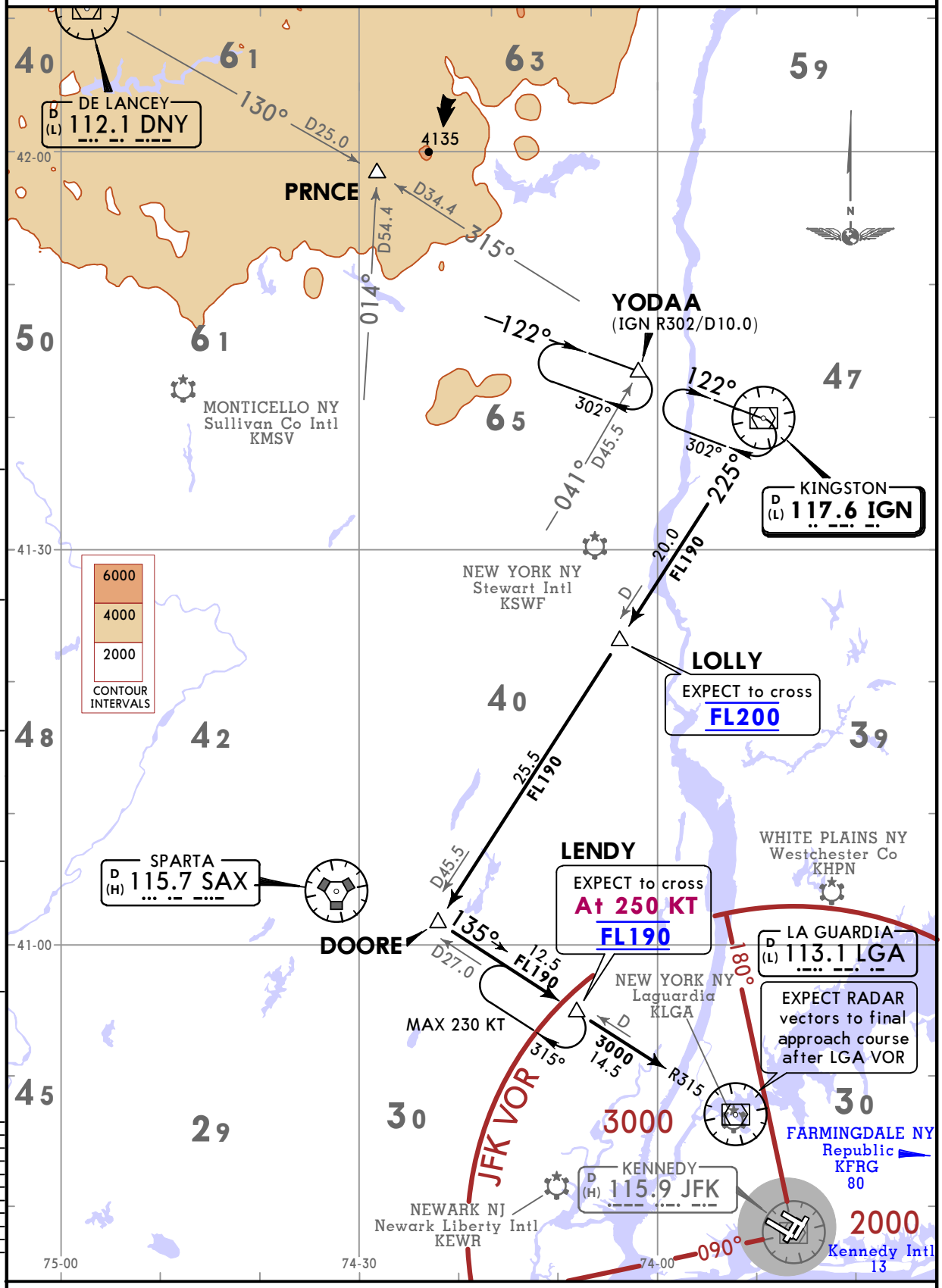
JEPPESEN
10 FEB 17 (20-2A)

NEW YORK, NY
STAR

D-ATIS Arrival			Apt Elev	Alt Set: INCHES
128.725	NE 117.7	SW 115.4	see graphic	Trans level: FL180 **DME or RADAR required.**

KINGSTON 1 ARRIVAL (IGN.IGN1)

SPEED RESTRICTION
This procedure is applicable to turboprop and turbojet aircraft operating at or above FL190 and 250 KT or greater.



ROUTING

From over IGN VOR on IGN R225 to LOLLY, then on IGN R225 to DOORE, then on LGA R315 to LENDY, then on LGA R315 to LGA VOR. EXPECT RADAR vectors to final approach course after LGA VOR.

CHANGES: New format.

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KJFK/JFK
KENNEDY INTL

JEPPESEN
10 FEB 17 (20-2B)

NEW YORK, NY
STAR

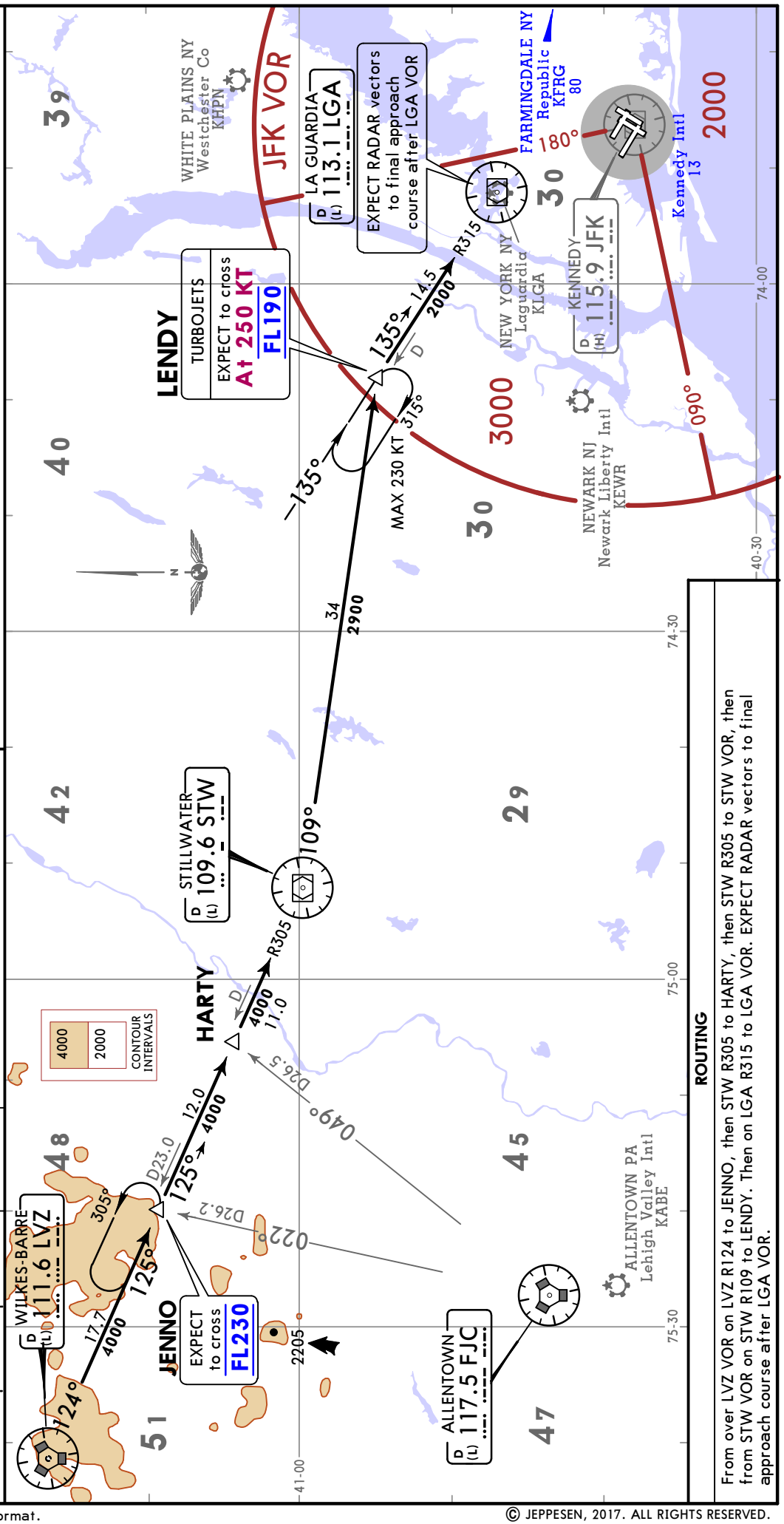
LENDY 6 ARRIVAL (LVZ.LENDY6)

SPEED RESTRICTION
Applicable to turboprop and turbojet aircraft capable of operating at 250 KT or greater at FL190.

D-ATIS Arrival
128.725 | NE 117.7 | SW 115.4

Apt Elev see graphic

Alt Set: INCHES
Trans level: FL180
DME required.



ROUTING

From over LVZ VOR on LVZ R124 to JENNO, then STW R305 to HARTY, then STW R305 to STW VOR, then from STW VOR on STW R109 to LENDY. Then on LGA R315 to LGA VOR. EXPECT RADAR vectors to final approach course after LGA VOR.

CHANGES: New format.

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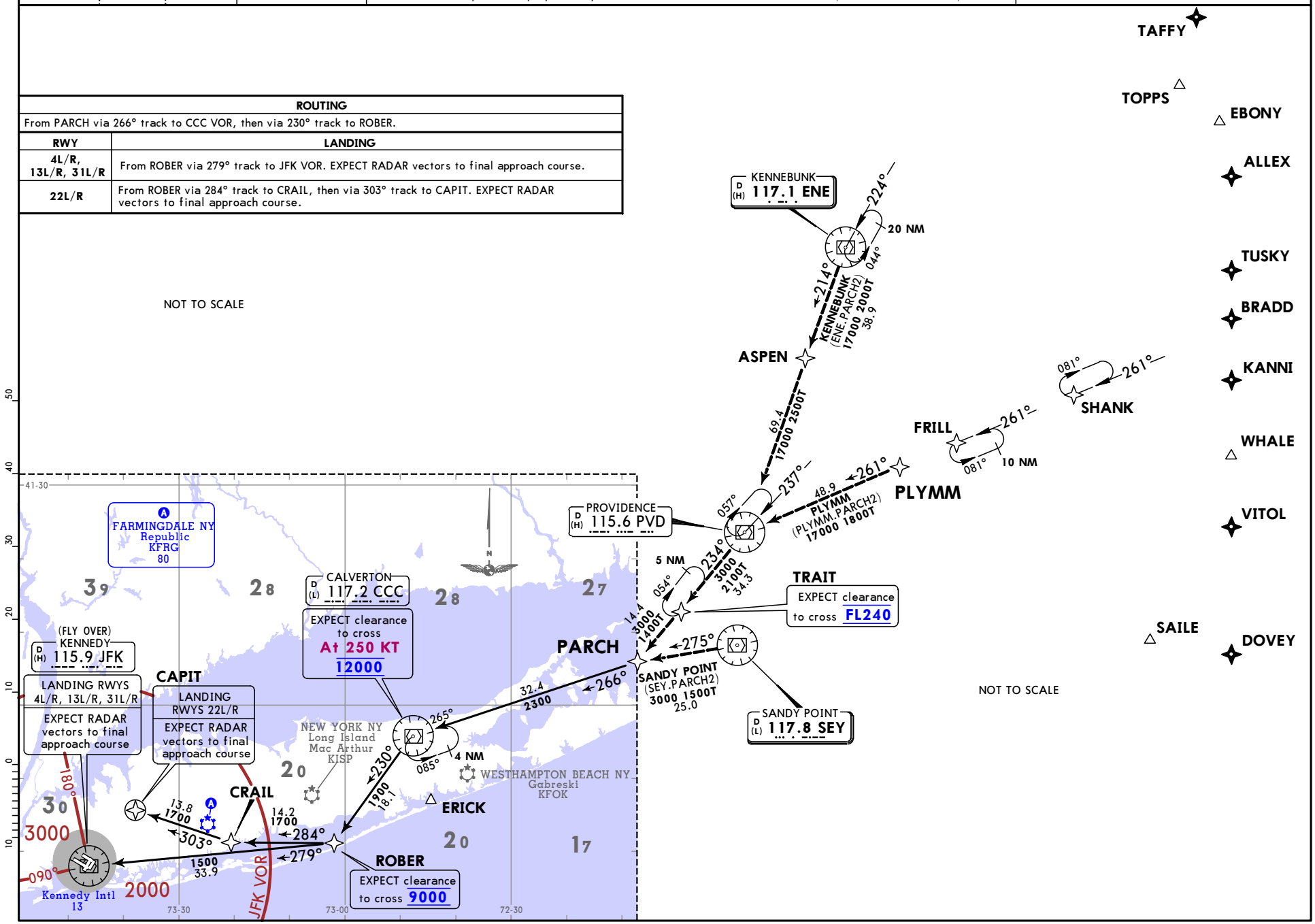
KJFK/JFK
KENNEDY INTL

NEW YORK, NY
RNAV STAR

D-ATIS Arrival			Apt Elev	Alt Set: INCHES Trans level: FL180	PARCH 2 RNAV ARRIVAL (PARCH.PARCH2)
128.725	NE 117.7	SW 115.4	see graphic	**1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Procedure applicable to turbojet aircraft only. 5. Use CAUTION - parachute jump activity SOUTHEAST of CCC VOR at and below 13500 (from sunrise to sunset).	

ROUTING	
From PARCH via 266° track to CCC VOR, then via 230° track to ROBER.	
RWY	**LANDING**
4L/R, 13L/R, 31L/R	From ROBER via 279° track to JFK VOR. EXPECT RADAR vectors to final approach course.
22L/R	From ROBER via 284° track to CRAIL, then via 303° track to CAPIT. EXPECT RADAR vectors to final approach course.



CHANGES: New format.

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JEPPESEN
JeppView 3.6.2.0

KJFK/JFK
KENNEDY INTL

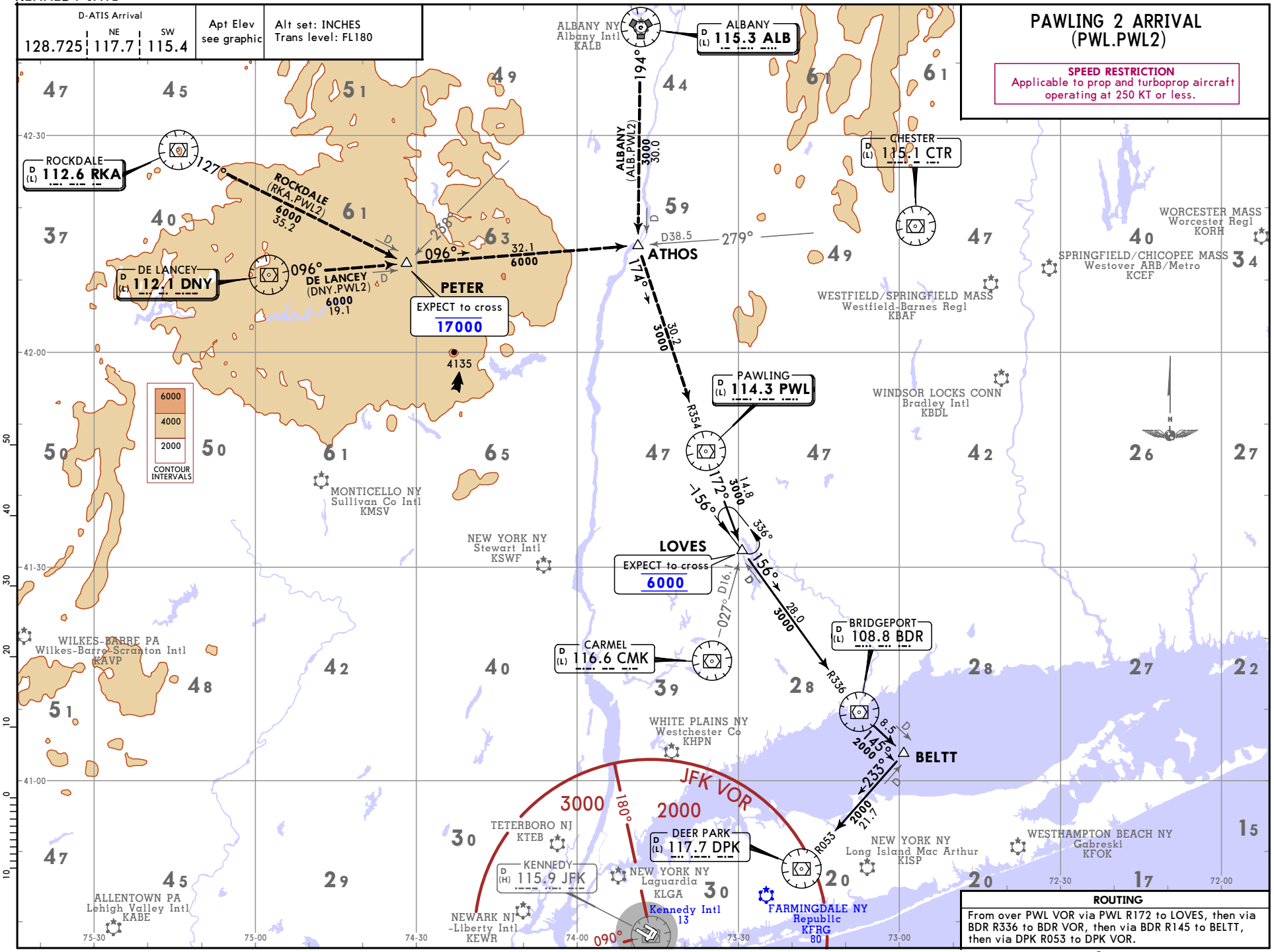
JEPPESEN
10 FEB 17 (20-2D)

NEW YORK, NY
STAR

D-ATIS Arrival			Apt Elev	Alt set: INCHES
128.725	NE 117.7	SW 115.4	see graphic	Trans level: FL180

PAWLING 2 ARRIVAL (PWL.PWL2)

SPEED RESTRICTION
Applicable to prop and turboprop aircraft operating at 250 KT or less.



ROUTING
From over PWL VOR via PWL R172 to LOVES, then via BDR R336 to BDR VOR, then via BDR R145 to BELTT, then via DPK R053 to DPK VOR.

CHANGES: New format.

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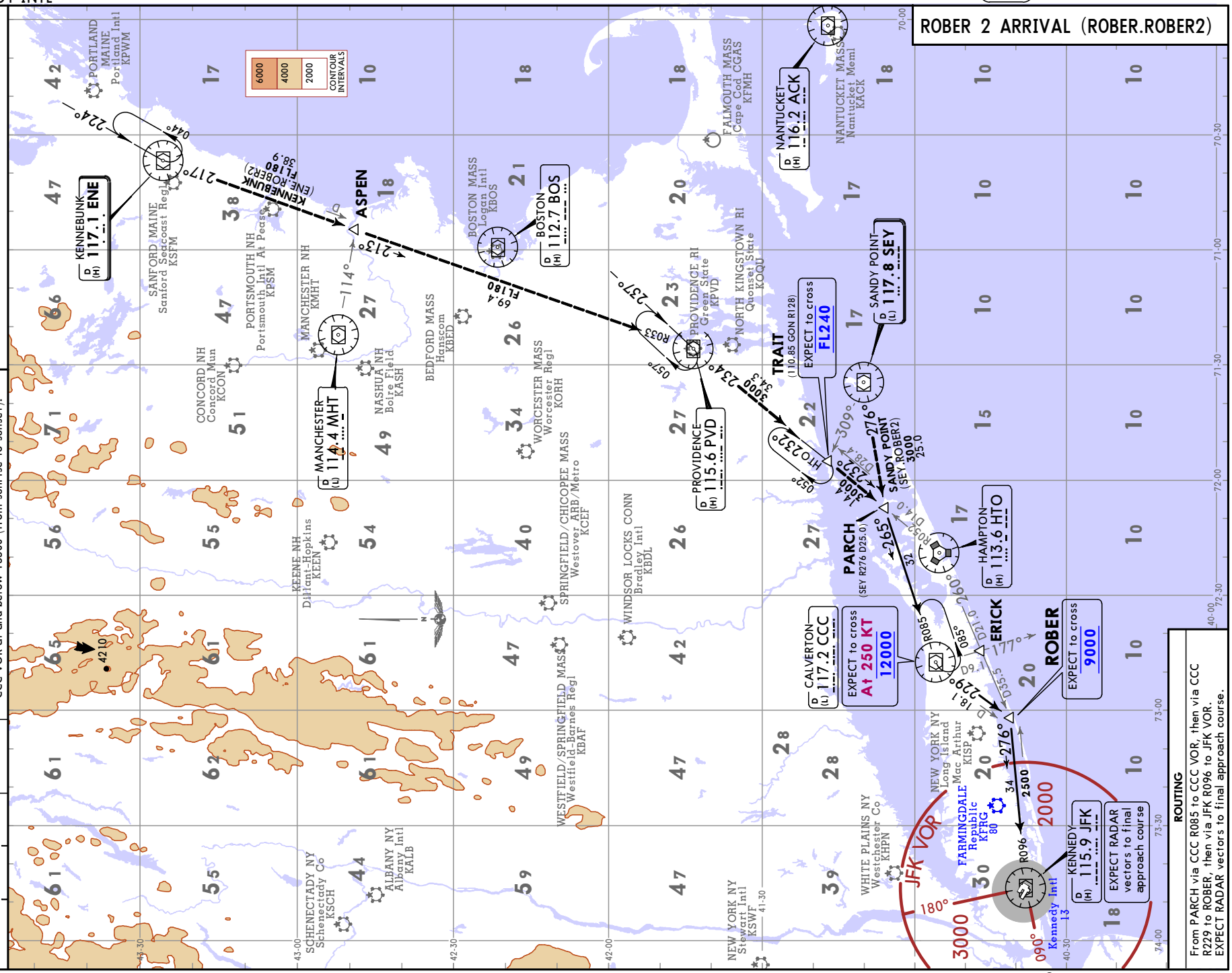
KJFK/JFK
KENNEDY INTL

ROBER 2 ARRIVAL (ROBER.ROBER2)

D-ATIS Arrival
128.725 | 117.7 NE | 115.4 SW

Apt Elev see graphic

Alt set: INCHES Trans level: FL180
1. Procedure applicable to turbojet aircraft only.
2. Use CAUTION - parachute jump activity in the vicinity of CCC VOR at and below 13500 (from sunrise to sunset).



ROUTING

From PARCH via CCC R085 to CCC VOR, then via CCC R229 to ROBER, then via JFK R096 to JFK VOR.
EXPECT RADAR vectors to final approach course.

CHANGES: New format.

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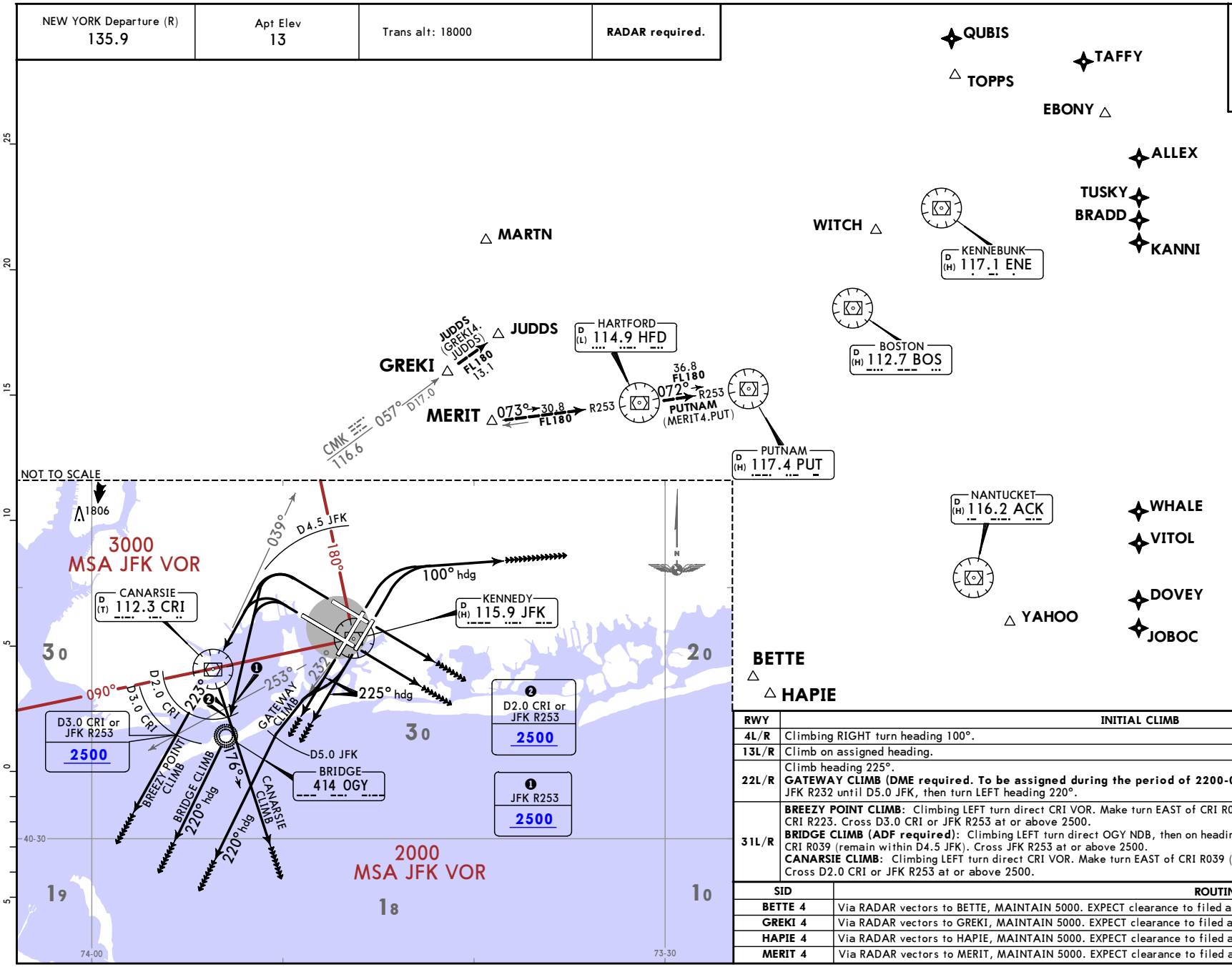
KJFK/JFK
KENNEDY INTL

NEW YORK Departure (R)	Apt Elev	Trans alt: 18000	RADAR required.
135.9	13		

BETTE 4 DEPARTURE (BETTE4.BETTE)
GREKI 4 DEPARTURE (GREKI4.GREKI)
HAPIE 4 DEPARTURE (HAPIE4.HAPIE)
MERIT 4 DEPARTURE (MERIT4.MERIT)



These SIDs require take-off minimums (for standard minimums, refer to airport chart): All rwys: Standard (or lower than standard, if authorized).

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 20-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
4L/R	Climbing RIGHT turn heading 100°.	5000
13L/R	Climb on assigned heading.	
22L/R	Climb heading 225°. **GATEWAY CLIMB (DME required. To be assigned during the period of 2200-0700 LT):** Climbing RIGHT turn to intercept JFK R232 until D5.0 JFK, then turn LEFT heading 220°.	
31L/R	**BREEZY POINT CLIMB:** Climbing LEFT turn direct CRI VOR. Make turn EAST of CRI R039 (remain within D4.5 JFK), then via CRI R223. Cross D3.0 CRI or JFK R253 at or above 2500. **BRIDGE CLIMB (ADF required):** Climbing LEFT turn direct OGY NDB, then on heading 220° after OGY NDB. Make turn EAST of CRI R039 (remain within D4.5 JFK). Cross JFK R253 at or above 2500. **CANARSIE CLIMB:** Climbing LEFT turn direct CRI VOR. Make turn EAST of CRI R039 (remain within D4.5 JFK), then via CRI R176. Cross D2.0 CRI or JFK R253 at or above 2500.	

SID	ROUTING
BETTE 4	Via RADAR vectors to BETTE, MAINTAIN 5000. EXPECT clearance to filed altitude/flight level 10 minutes after departure.
GREKI 4	Via RADAR vectors to GREKI, MAINTAIN 5000. EXPECT clearance to filed altitude/flight level 10 minutes after departure.
HAPIE 4	Via RADAR vectors to HAPIE, MAINTAIN 5000. EXPECT clearance to filed altitude/flight level 10 minutes after departure.
MERIT 4	Via RADAR vectors to MERIT, MAINTAIN 5000. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: New format.

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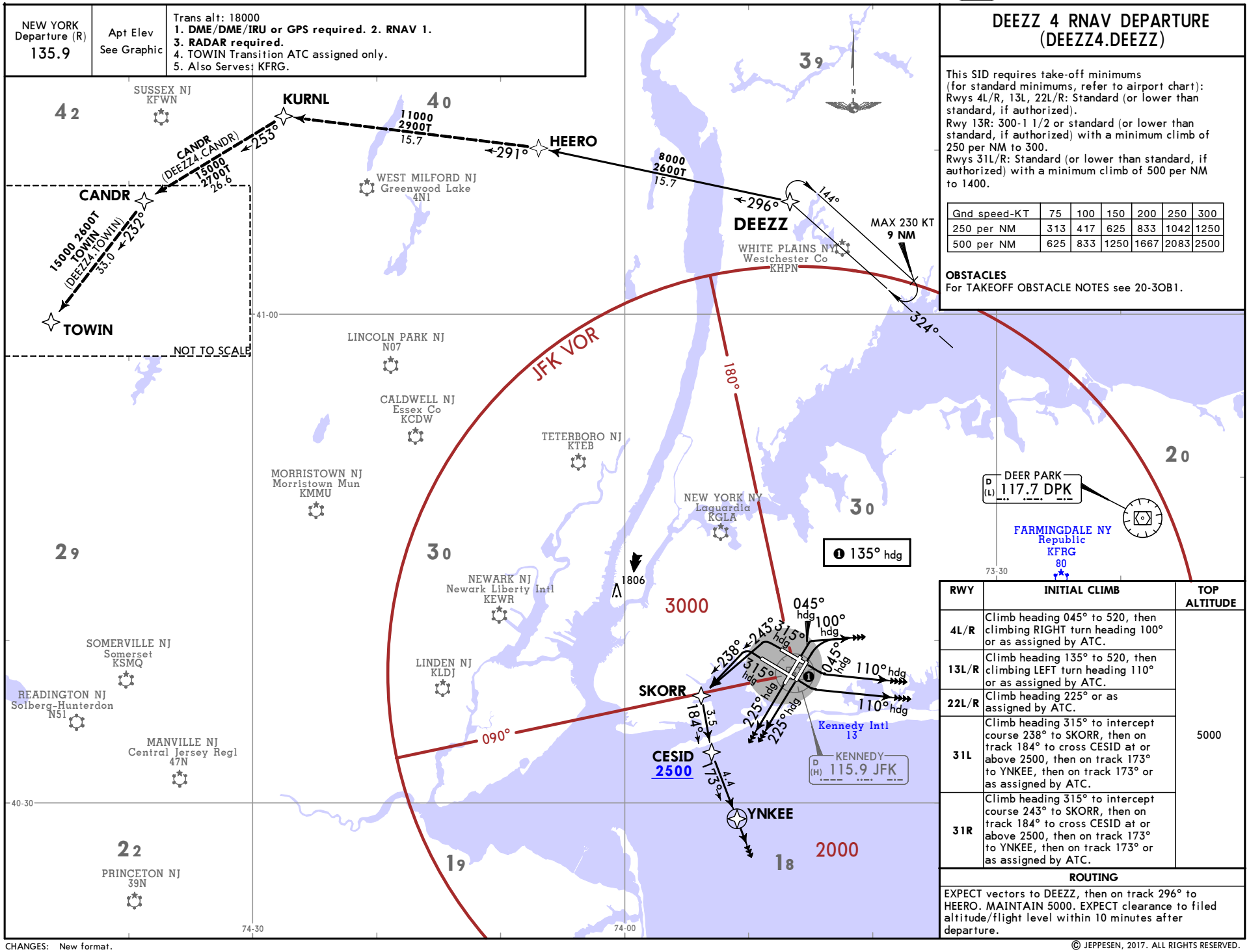
NEW YORK Departure (R) 135.9	Apt Elev See Graphic	Trans alt: 18000 **1. DME/DME/IRU or GPS required. 2. RNAV 1.** **3. RADAR required.** 4. TOWIN Transition ATC assigned only. 5. Also Serves: KFRG.

DEEZZ 4 RNAV DEPARTURE (DEEZZ4.DEEZZ)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 13L, 22L/R: Standard (or lower than standard, if authorized).
Rwy 13R: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 250 per NM to 300.
Rwys 31L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 1400.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
500 per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 20-3OB1.



RWY	INITIAL CLIMB	TOP ALTITUDE
4L/R	Climb heading 045° to 520, then climbing RIGHT turn heading 100° or as assigned by ATC.	5000
13L/R	Climb heading 135° to 520, then climbing LEFT turn heading 110° or as assigned by ATC.	
22L/R	Climb heading 225° or as assigned by ATC.	
31L	Climb heading 315° to intercept course 238° to SKORR, then on track 184° to cross CESID at or above 2500, then on track 173° to YNKEE, then on track 173° or as assigned by ATC.	
31R	Climb heading 315° to intercept course 243° to SKORR, then on track 184° to cross CESID at or above 2500, then on track 173° to YNKEE, then on track 173° or as assigned by ATC.	

ROUTING

EXPECT vectors to DEEZZ, then on track 296° to HEERO. MAINTAIN 5000. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

CHANGES: New format.

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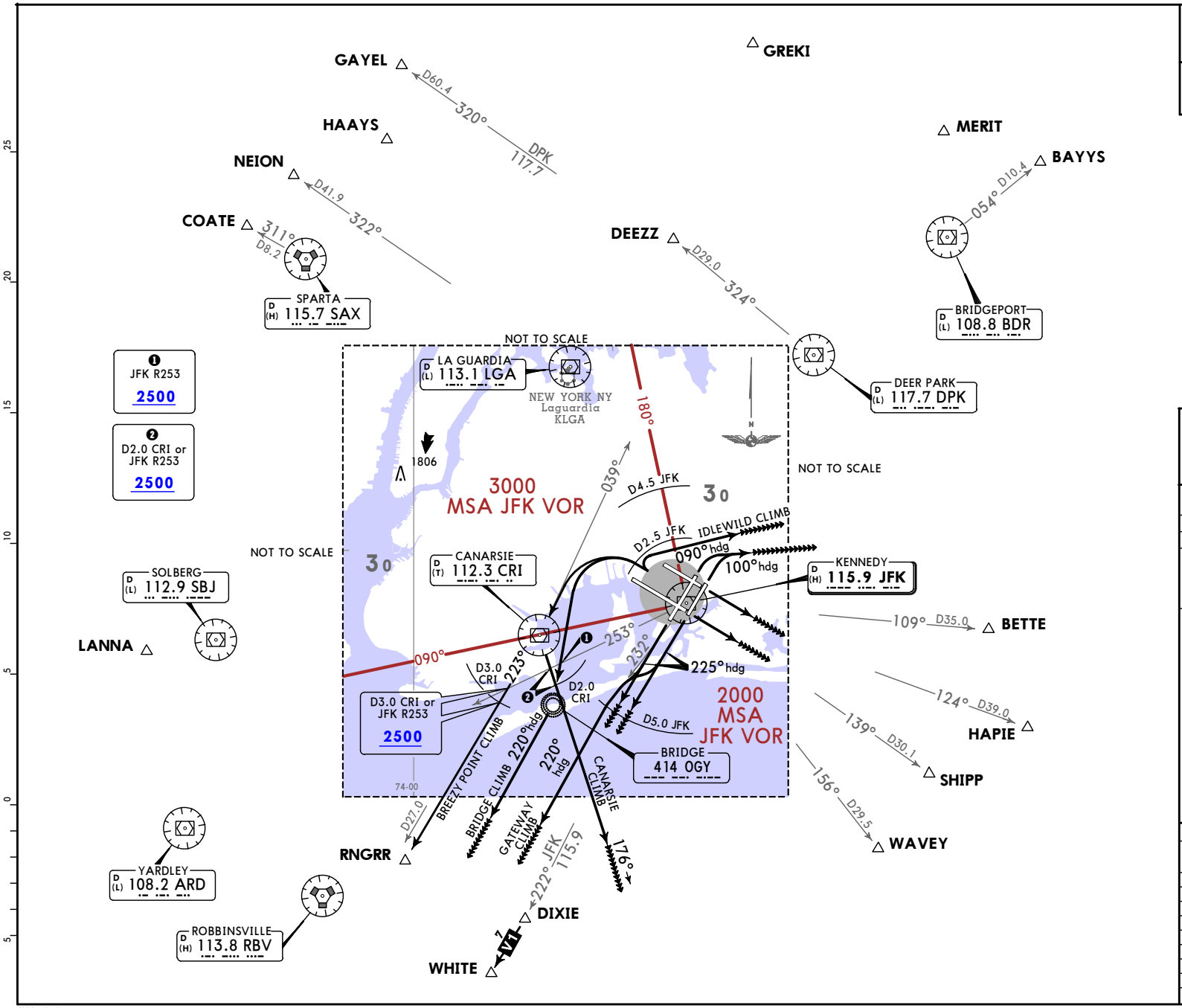
KJFK/JFK
KENNEDY INTL

NEW YORK, NY
SID

NEW YORK Departure (R)	Apt Elev	Trans alt: 18000
135.9	13	**RADAR required.**

KENNEDY 3 DEPARTURE (JFK3.JFK)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
All rwys: Standard (or lower than standard, if authorized).
OBSTACLES
For TAKEOFF OBSTACLE NOTES see 20-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
4L/R	Climbing RIGHT turn heading 100°.	5000
13L/R	Climb on assigned heading.	
22L/R	Climb heading 225°. **GATEWAY CLIMB (DME required. To be assigned during period 2200-0700 LT):** Climbing RIGHT turn to intercept JFK R232 until D5.0 JFK, then turn LEFT heading 220°.	
31L/R	**BREEZY POINT CLIMB:** Climbing LEFT turn direct CRI VOR. Make turn EAST of CRI R039 (remain within D4.5 JFK), then via CRI R223 to RNGRR. Cross D3.0 CRI or JFK R253 at or above 2500. **BRIDGE CLIMB: (ADF required):** Climbing LEFT turn direct OGY NDB, then on heading 220° after OGY NDB. Make turn EAST of CRI R039 (remain within D4.5 JFK). Cross JFK R253 at or above 2500. **CANARSIE CLIMB:** Climbing LEFT turn direct CRI VOR. Make turn EAST of CRI R039 (remain within D4.5 JFK), then via CRI R176. Cross D2.0 CRI or JFK R253 at or above 2500. **IDLEWILD CLIMB: (To be assigned to Non-turbojet aircraft):** Climbing RIGHT turn to 2000 via heading 090° (remain within D2.5 JFK). If unable to remain within D2.5 JFK, advise ATC.	

ROUTING

Via RADAR vectors to assigned route/fix, MAINTAIN 5000. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

BAYYS Departures	EXPECT vectors to BDR VOR or BDR R054.
BETTE Departures	EXPECT vectors to JFK R109.
COATE Departures	EXPECT vectors to SAX VOR or SAX R311.
DIXIE Departures	EXPECT vectors to JFK R222.
HAPIE Departures	EXPECT vectors to JFK R124.
RBV Departures	EXPECT vectors to RBV VOR after RNGRR.
SHIPP Departures	EXPECT vectors to JFK R139.
WAVEY Departures	EXPECT vectors to JFK R156.
WHITE Departures	EXPECT vectors to V-1.

CHANGES: None.

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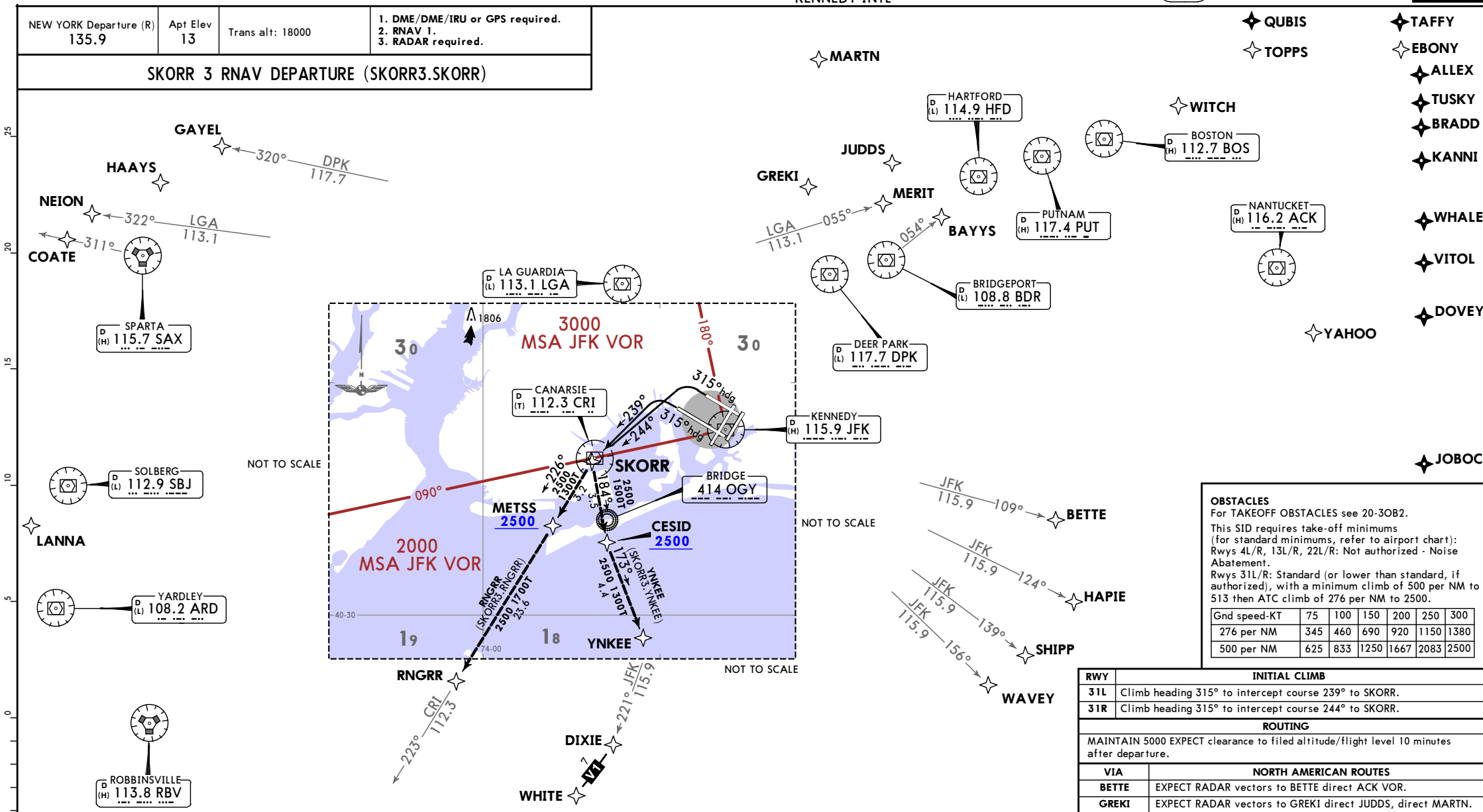
NEW YORK Departure (R) 135.9	Apt Elev 13	Trans alt: 18000	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.

SKORR 3 RNAV DEPARTURE (SKORR3.SKORR)



OBSTACLES
For TAKEOFF OBSTACLES see 20-3OB2.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 13L/R, 22L/R: Not authorized - Noise Abatement.
Rwys 31L/R: Standard (or lower than standard, if authorized), with a minimum climb of 500 per NM to 513 then ATC climb of 276 per NM to 2500.

Gnd speed-KT	75	100	150	200	250	300
276 per NM	345	460	690	920	1150	1380
500 per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
31L	Climb heading 315° to intercept course 239° to SKORR.
31R	Climb heading 315° to intercept course 244° to SKORR.

ROUTING

MAINTAIN 5000 EXPECT clearance to filed altitude/flight level 10 minutes after departure.

VIA	NORTH AMERICAN ROUTES
BETTE	EXPECT RADAR vectors to BETTE direct ACK VOR.
GREKI	EXPECT RADAR vectors to GREKI direct JUDDS, direct MARTN.
HAPIE	EXPECT RADAR vectors to HAPIE direct YAHOO.
MERIT	EXPECT RADAR vectors to MERIT direct HFD VOR, then direct PUT VOR, then: -TOPPS or EBONY EXPECT direct. -ALLEX via direct WITCH direct. -TUSKY and SOUTH EXPECT direct BOS VOR direct.

CHANGES: Reissue.

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TAKEOFF OBSTACLE NOTES

BETTE, GREKI, HAPIE, MERIT, DEEZZ RNAV AND KENNEDY DEPARTURES:

◦ RWY 4L:
FENCE AND LIGHT POLES BEGINNING 94′ FROM DER, 466′ RIGHT OF CENTERLINE, UP TO 7′ AGL/22′ MSL. LOCALIZER 204′ FROM DER, ON CENTERLINE, 6′ AGL/21′ MSL. TOWER, LIGHT POLES, UTILITY POLES, FENCE, AND BUILDING BEGINNING 212′ FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15′ AGL/28′ MSL. TREES BEGINNING 400′ FROM DER, 765′ RIGHT OF CENTERLINE, UP TO 79′ AGL/92′ MSL. TREES BEGINNING 77′ FROM DER, 655′ LEFT OF CENTERLINE, UP TO 74′ AGL/87′ MSL.

◦ RWY 4R:
LIGHTS BEGINNING 6′ FROM DER, 4′ RIGHT OF CENTERLINE, UP TO 2′ AGL/13′ MSL. LIGHTS BEGINNING 6′ FROM DER, 5′ LEFT OF CENTERLINE, UP TO 2′ AGL/13′ MSL. LIGHTS 10′ FROM DER, ON CENTERLINE, 2′ AGL/13′ MSL. TREES BEGINNING 493′ FROM DER, 468′ RIGHT OF CENTERLINE, UP TO 34′ AGL/48′ MSL. TREES BEGINNING 1757′ FROM DER, 626′ RIGHT OF CENTERLINE, UP TO 57′ AGL/66′ MSL. TREES BEGINNING 1274′ FROM DER, 477′ LEFT OF CENTERLINE, UP TO 73′ AGL/76′ MSL.

◦ RWY 13L:
SIGN AND LIGHTS BEGINNING 2′ FROM DER, 2′ RIGHT OF CENTERLINE, UP TO 3′ AGL/14′ MSL. LIGHTS 11′ FROM DER, ON CENTERLINE, 2′ AGL/13′ MSL. SIGN, ELECTRICAL EQUIPMENT, AND LIGHTS BEGINNING 11′ FROM DER, 3′ LEFT OF CENTERLINE, UP TO 3′ AGL/14′ MSL. POLE AND SIGN BEGINNING 254′ FROM DER, 523′ RIGHT OF CENTERLINE, UP TO 9′ AGL/20′ MSL. ROD 1119′ FROM DER, 140′ LEFT OF CENTERLINE, 39′ AGL/58′ MSL. TREES BEGINNING 1774′ FROM DER, 1′ RIGHT OF CENTERLINE, UP TO 72′ AGL/91′ MSL.

◦ RWY 13R:
LIGHTS BEGINNING 4′ FROM DER, 40′ RIGHT OF CENTERLINE, UP TO 3′ AGL/14′ MSL. LIGHTS BEGINNING 4′ FROM DER, 15′ LEFT OF CENTERLINE, UP TO 3′ AGL/14′ MSL. BUILDINGS, TOWER, AND GLIDESLOPE ANTENNA BEGINNING 418′ FROM DER, 404′ LEFT OF CENTERLINE, UP TO 39′ AGL/58′ MSL. TRANSMISSION TOWERS BEGINNING 4749′ FROM DER, 1385′ RIGHT OF CENTERLINE, UP TO 139′ AGL/140′ MSL.

◦ RWY 22L:
LIGHTS BEGINNING 3′ FROM DER, 4′ LEFT OF CENTERLINE, UP TO 2′ AGL/13′ MSL. LIGHTS BEGINNING 4′ FROM DER, 5′ RIGHT OF CENTERLINE, UP TO 2′ AGL/13′ MSL. LIGHTS 5′ FROM DER, ON CENTERLINE, 2′ AGL/13′ MSL. TREES BEGINNING 433′ FROM DER, 578′ LEFT OF CENTERLINE, UP TO 27′ AGL/31′ MSL.

◦ RWY 22R:
LIGHTS BEGINNING ABEAM DER, 55′ RIGHT OF CENTERLINE, UP TO 2′ AGL/13′ MSL. FENCE, LIGHTS, AND BUSHES BEGINNING ABEAM DER, 54′ LEFT OF CENTERLINE, UP TO 8′ AGL/19′ MSL.

◦ RWY 31L:
LIGHTS BEGINNING 9′ FROM DER, 80′ RIGHT OF CENTERLINE, UP TO 3′ AGL/14′ MSL. LIGHTS BEGINNING 10′ FROM DER, 80′ LEFT OF CENTERLINE, UP TO 2′ AGL/13′ MSL. TREES 2075′ FROM DER, 435′ LEFT OF CENTERLINE, UP TO 87′ AGL/91′ MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

BETTE, GREKI, HAPIE, MERIT, DEEZZ RNAV AND KENNEDY DEPARTURES (CONTD):

◦ RWY 31R:

LIGHTS BEGINNING 8′ FROM DER, 3′ LEFT OF CENTERLINE, UP TO 2′ AGL/13′ MSL. LIGHTS 10′ FROM DER, ON CENTERLINE, 2′ AGL/13′ MSL. LIGHTS BEGINNING 10′ FROM DER, 3′ RIGHT OF CENTERLINE, UP TO 2′ AGL/13′ MSL. ELECTRICAL SYSTEM, ELECTRICAL BOX, AND LIGHTS BEGINNING 101′ FROM DER, ON CENTERLINE, AND LEFT AND RIGHT OF CENTERLINE, UP TO 7′ AGL/18′ MSL. APPROACH LIGHTS BEGINNING 200′ FROM DER, ON CENTERLINE, UP TO 9′ AGL/27′ MSL. FENCES, LIGHTS AND POLES BEGINNING 146′ FROM DER, 115′ LEFT OF CENTERLINE, UP TO 19′ AGL/30′ MSL. LIGHTS AND TREES BEGINNING 553′ FROM DER, 191′ RIGHT OF CENTERLINE, UP TO 34′ AGL/ 48′ MSL. LIGHTS AND POLES BEGINNING 1443′ FROM DER, 334′ LEFT OF CENTERLINE, UP TO 55′ AGL/67′ MSL. POLE 2162′ FROM DER, 562′ RIGHT OF CENTERLINE, 54′ AGL/ 66′ MSL. ANTENNA 3916′ FROM DER, 1550′ RIGHT OF CENTERLINE, 111′ AGL/130′ MSL.

SKORR RNAV DEPARTURE:

◦ RWY 31L:

TREE 2076′ FROM DER, 436′ LEFT OF CENTERLINE, 79′ AGL/91′ MSL. BUSH 257′ FROM DER, 530′ LEFT OF CENTERLINE, 13′ AGL/25′ MSL.

◦ RWY 31R:

TREE 752′ FROM DER, 654′ LEFT OF CENTERLINE, 39′ AGL/52′ MSL. TREE 561′ FROM DER, 646′ RIGHT OF CENTERLINE, 30′ AGL/43′ MSL. MULTIPLE LIGHT POLES STARTING 1442′ FROM DER, 336′ LEFT OF CENTERLINE, UP TO 44′ AGL/67′ MSL, VEHICLE ON ROAD 281′ FROM DER, 501′ LEFT OF CENTERLINE, 15′ AGL/26′ MSL, MULTIPLE OBSTRUCTION LIGHTS ON POLES AND FENCE STARTING 366′ FROM DER, 15′ LEFT OF CENTERLINE, UP TO 17′ AGL/31′ MSL. OBSTRUCTION LIGHT ON POLE 625′ FROM DER, 359′ RIGHT OF CENTERLINE, 28′ AGL/31′ MSL. APPROACH LIGHT 190′ FROM DER, 8′ RIGHT OF CENTERLINE, 5′ AGL/18′ MSL. FENCE 410′ FROM DER, 352′ RIGHT OF CENTERLINE, 10′ AGL/23′ MSL.

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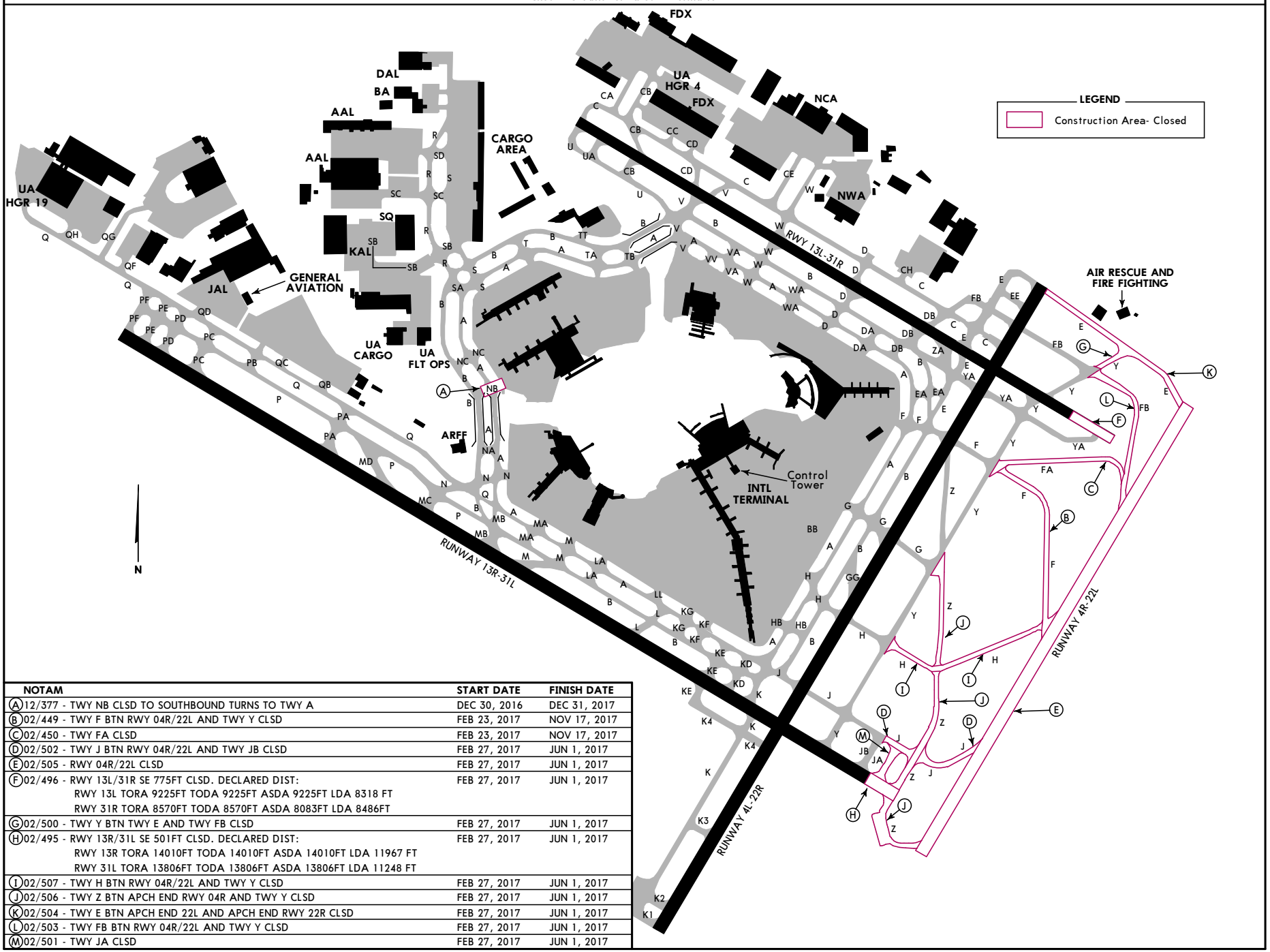
KENNEDY INTL CONSTRUCTION NOTICE

Check NOTAMS for Latest Information



NOTAM	START DATE	FINISH DATE
(A) 12/377 - TWY NB CLSD TO SOUTHBOUND TURNS TO TWY A	DEC 30, 2016	DEC 31, 2017
(B) 02/449 - TWY F BTN RWY 04R/22L AND TWY Y CLSD	FEB 23, 2017	NOV 17, 2017
(C) 02/450 - TWY FA CLSD	FEB 23, 2017	NOV 17, 2017
(D) 02/502 - TWY J BTN RWY 04R/22L AND TWY JB CLSD	FEB 27, 2017	JUN 1, 2017
(E) 02/505 - RWY 04R/22L CLSD	FEB 27, 2017	JUN 1, 2017
(F) 02/496 - RWY 13L/31R SE 775FT CLSD. DECLARED DIST: RWY 13L TORA 9225FT TODA 9225FT ASDA 9225FT LDA 8318 FT RWY 31R TORA 8570FT TODA 8570FT ASDA 8083FT LDA 8486FT	FEB 27, 2017	JUN 1, 2017
(G) 02/500 - TWY Y BTN TWY E AND TWY FB CLSD	FEB 27, 2017	JUN 1, 2017
(H) 02/495 - RWY 13R/31L SE 501FT CLSD. DECLARED DIST: RWY 13R TORA 14010FT TODA 14010FT ASDA 14010FT LDA 11967 FT RWY 31L TORA 13806FT TODA 13806FT ASDA 13806FT LDA 11248 FT	FEB 27, 2017	JUN 1, 2017
(I) 02/507 - TWY H BTN RWY 04R/22L AND TWY Y CLSD	FEB 27, 2017	JUN 1, 2017
(J) 02/506 - TWY Z BTN APCH END RWY 04R AND TWY Y CLSD	FEB 27, 2017	JUN 1, 2017
(K) 02/504 - TWY E BTN APCH END 22L AND APCH END RWY 22R CLSD	FEB 27, 2017	JUN 1, 2017
(L) 02/503 - TWY FB BTN RWY 04R/22L AND TWY Y CLSD	FEB 27, 2017	JUN 1, 2017
(M) 02/501 - TWY JA CLSD	FEB 27, 2017	JUN 1, 2017

CHANGES: New construction notice.

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KJFK/JFK

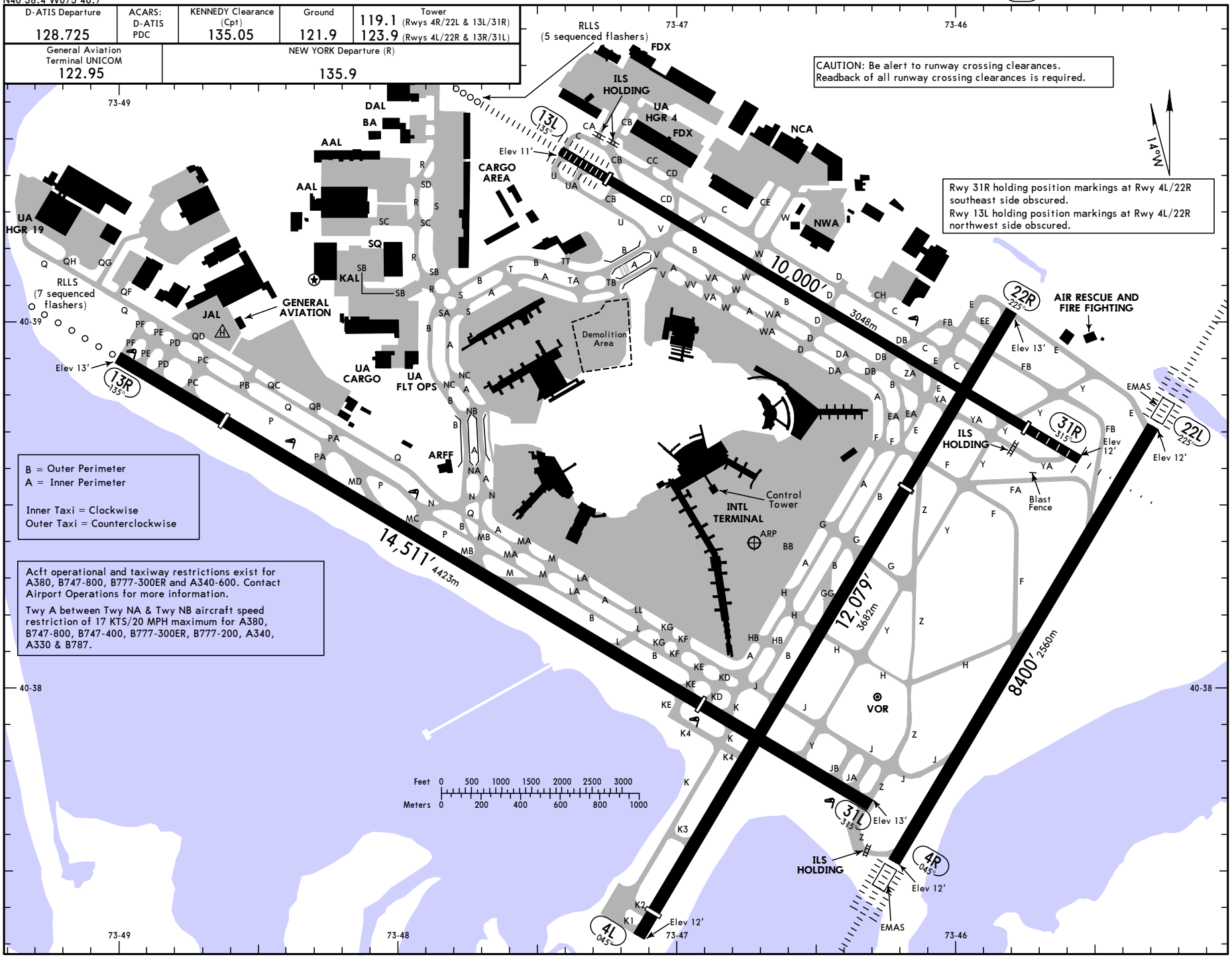
Apt Elev 13'
N40 38.4 W073 46.7

JEPPESEN 15 JUL 16 (20-9) Eff 21 Jul

NEW YORK, NY
KENNEDY INTL

D-ATIS Departure	ACARS: D-ATIS PDC	KENNEDY Clearance (Cpt)	Ground	Tower
128.725		135.05	121.9	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)

General Aviation Terminal UNICOM	NEW YORK Departure (R)
122.95	135.9



CHANGES: None.

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GENERAL
Birds on and in vicinity of airport.
Low-level wind shear alert system.
Terminal Doppler Weather Radar
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all Twys & Rwys.
Rwy status lights in operation.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4L	HIRL CL REIL PAPI-L (angle 3.00°)	grooved	RVR	11,010' 3356m	9923' 3025m	11,351' 3460m	200' 61m
22R	HIRL CL ❶ PAPI-L (angle 3.00°)	grooved	RVR	❷ 7795' 2376m	6671' 2033m		
❶ Unusable beyond 8° right of course. ❷ Last 859' 262m is unavailable for landing distance computations.							
4R	HIRL CL ALSF-II TDZ	grooved	RVR		7395' 2254m		200' 61m
22L	HIRL CL ALSF-II TDZ ❸ PAPI-L	grooved	RVR		7445' 2269m		
❸ Angle 3.00°							
13L	HIRL CL ALSF-II ❹ RLLS TDZ ❺ VASI	grooved	RVR	9093' 2772m	7990' 2435m		150' 46m
31R	HIRL CL MALSR TDZ	grooved	RVR	❻ 8486' 2587m	7679' 2341m		
❹ Uses the 1000' light station of the ALS only with CRI VOR approaches and is angled toward AQUEDUCT. Also 5 SFLs from 1200'-2000' and a 4 SFL grouping approx 1 mile from rwy plus 1 adjacent forming an apch gate are angled 35° south of rwy centerline designed to provide earlier ident of rwy environment. ❺ Unusable left of centerline. Angle 2.75°. ❻ Last 487' 148m unavailable for landing distance computations.							
13R	HIRL CL RLLS ❼ PAPI-L (angle 3.00°)	grooved	RVR	12,468' 3800m			200' 61m
31L	HIRL CL PAPI-L (angle 3.00°)	grooved	RVR	11,248' 3428m	10,144' 3092m		
❼ Offset 22 degrees left to support VOR or GPS Rwy 13R and PARKWAY VISUAL Rwy 13R.							

TAKE-OFF

Rwys 4L, 4R, 13L, 13R, 22L, 22R

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 31R

With Mim climb of 230'/NM to 2400'

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 31L

With Mim climb of 250'/NM to 2400'

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

ODP TAKEOFF OBSTACLE NOTES

- Rwy 4L, fence and light poles beginning 94' from DER, 466' right of centerline, up to 7' AGL/22' MSL. Localizer 204' from DER, on centerline, 6' AGL/21' MSL. Tower, light poles, utility poles, fence and building beginning 212' from DER, left and right of centerline, up to 15' AGL/28' MSL. Trees beginning 400' from DER, 765' right of centerline, up to 79' AGL/92' MSL. Trees beginning 77' from DER, 655' left of centerline, up to 74' AGL/87' MSL.
- Rwy 4R, lights beginning 6' from DER, 4' right of centerline, up to 2' AGL/13' MSL. Lights beginning 6' from DER, 5' left of centerline, up to 2' AGL/13' MSL. Lights 10' from DER, on centerline, 2' AGL/13' MSL. Trees beginning 493' from DER, 468' right of centerline, up to 34' AGL/48' MSL. Trees beginning 1757' from DER, 626' right of centerline, up to 57' AGL/66' MSL. Trees beginning 1274' from DER, 477' left of centerline, up to 73' AGL/76' MSL.
- Rwy 13L, sign and lights beginning 2' from DER, 2' right of centerline, up to 3' AGL/14' MSL. Lights 11' from DER, on centerline, 2' AGL/13' MSL. Sign, electrical equipment, and lights beginning 11' from DER, 3' left of centerline, up to 3' AGL/14' MSL. Pole and sign beginning 254' from DER, 523' right of centerline, up to 9' AGL/20' MSL. Rod 1119' from DER, 140' left of centerline, 39' AGL/58' MSL. Trees beginning 1774' from DER, 1' right of centerline, up to 72' AGL/91' MSL.
- Rwy 13R, lights beginning 4' from DER, 40' right of centerline, up to 3' AGL/14' MSL. Lights beginning 4' from DER, 15' left of centerline, up to 3' AGL/14' MSL. Buildings, tower, and glideslope antenna beginning 418' from DER, 404' left of centerline, up to 39' AGL/58' MSL. Transmission towers beginning 4749' from DER, 1385' right of centerline, up to 139' AGL/140' MSL.
- Rwy 22L, lights beginning 3' from DER, 4' left of centerline, up to 2' AGL/13' MSL. Lights beginning 4' from DER, 5' right of centerline, up to 2' AGL/13' MSL. Lights 5' from DER, on centerline, 2' AGL/13' MSL. Trees beginning 433' from DER, 578' left of centerline, up to 27' AGL/31' MSL.
- Rwy 22R, lights beginning abeam DER, 55' right of centerline, up to 2' AGL/13' MSL. Fence, lights, and bushes beginning abeam DER, 54' left of centerline, up to 8' AGL/19' MSL.
- Rwy 31L, lights beginning 9' from DER, 80' right of centerline, up to 3' AGL/14' MSL. Lights beginning 10' from DER, 80' left of centerline, up to 2' AGL/13' MSL. Trees 2075' from DER, 435' left of centerline, up to 87' AGL/91' MSL.
- Rwy 31R, lights beginning 8' from DER, 3' left of centerline, up to 2' AGL/13' MSL. Lights 10' from DER, on centerline, 2' AGL/13' MSL. Lights beginning 10' from DER, 3' right of centerline, up to 2' AGL/13' MSL. Electrical system, electrical box, and lights beginning 101' from DER, on centerline, and left and right of centerline, up to 7' AGL/18' MSL. Approach lights beginning 200' from DER, on centerline, up to 9' AGL/27' MSL. Fences, lights, and poles beginning 146' from DER, 115' left of centerline, up to 19' AGL/30' MSL. Lights and trees beginning 553' from DER, 191' right of centerline, up to 34' AGL/48' MSL. Lights and poles beginning 1443' from DER, 334' left of centerline, up to 55' AGL/67' MSL. Pole 2162' from DER, 562' right of centerline, 54' AGL/66' MSL. Antenna 3916' from DER, 1550' right of centerline, 111' AGL/130' MSL.

FOR FILING AS ALTERNATE

	ILS Rwy 4L ILS Rwy 4R ILS Rwy 13L ILS Rwy 22L ILS Rwy 22R ILS Rwy 31L ILS Rwy 31R	LOC Rwy 4L LOC Rwy 4R LOC Rwy 13L LOC Rwy 22L LOC Rwy 22R LOC Rwy 31L LOC Rwy 31R VOR Rwy 4L VOR Rwy 4R VOR DME Rwy 22L VOR Rwy 31L	RNAV (GPS) Y Rwy 4L RNAV (GPS) Y Rwy 4R RNAV (GPS) Y Rwy 22L RNAV (GPS) Rwy 22R RNAV (GPS) Y Rwy 31L RNAV (GPS) Y Rwy 31R RNAV (RNP) Z Rwy 4L RNAV (RNP) Z Rwy 22L RNAV (RNP) Z Rwy 31L RNAV (RNP) Z Rwy 31R	VOR Rwy 13L/13R	Other
A B C D	700-2	800-2		1000-3	NA

AMEND 9

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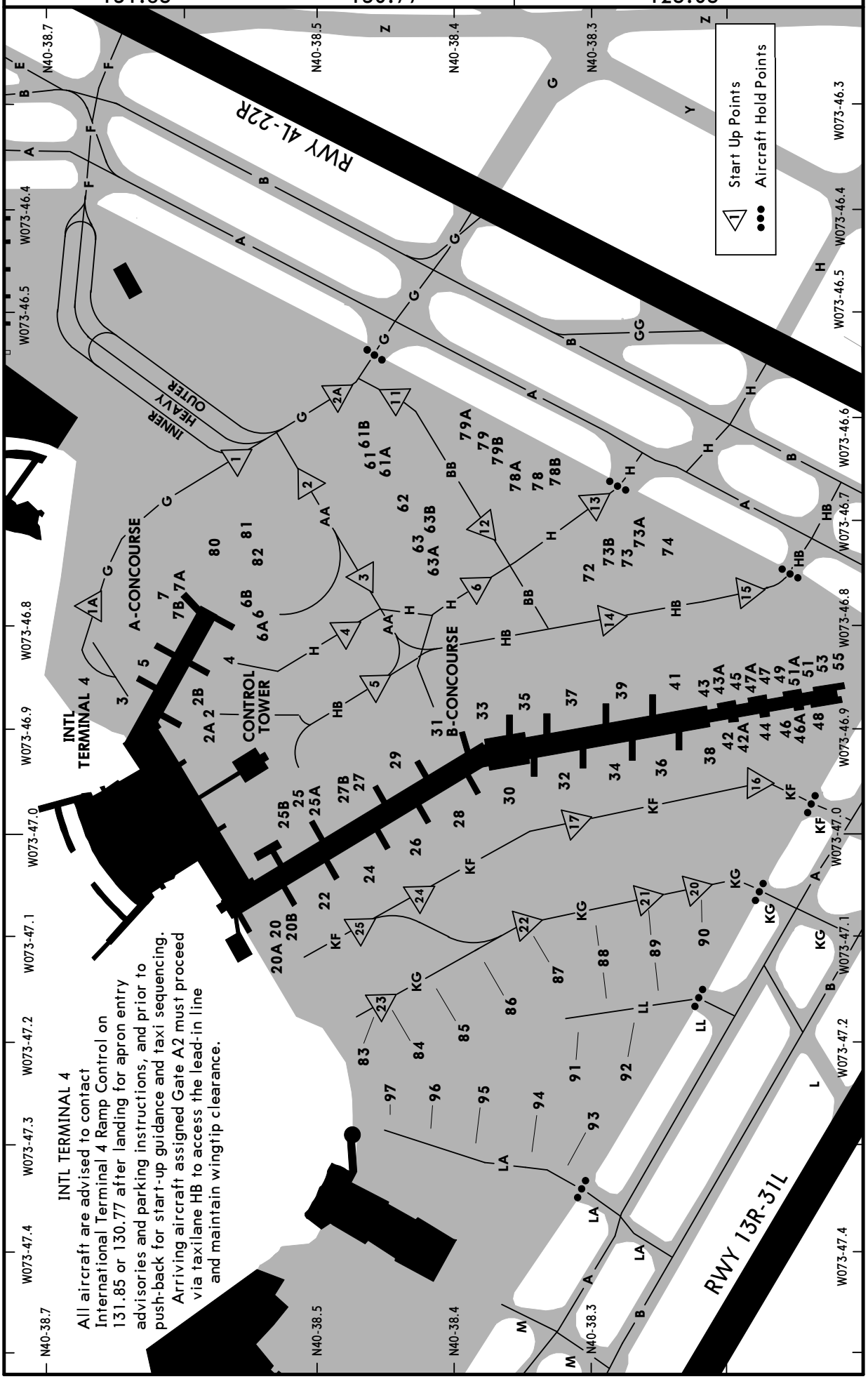
KJFK/JFK

JEPPESEN

7 APR 17 (20-9B)

NEW YORK, NY
KENNEDY INTL

Intl Terminal 4 Ramp Control (Entering/exiting on Twys KG & KF)	(Entering/exiting on Twys H & G)	Gate Hold
131.85	130.77	125.05



CHANGES: Start up points 21 and 22 relocated.

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PARKING GATE COORDINATES

GATE/SPOT No.	COORDINATES
Intl Terminal 4	
2, 2A, 2B, 3	N40 38.6 W073 46.9
4, 5, 7, 7A, 7B	N40 38.6 W073 46.8
6, 6A, 6B	N40 38.5 W073 46.8
20, 20A, 20B, 22	N40 38.5 W073 47.1
24, 25, 25A, 25B	N40 38.5 W073 47.0
26, 28, 30	N40 38.4 W073 47.0
27, 27B	N40 38.5 W073 46.9
29, 31, 33	N40 38.4 W073 46.9
32, 34, 35, 37, 39	N40 38.3 W073 46.9
36, 38, 41	N40 38.2 W073 46.9
42 thru 45	N40 38.2 W073 46.9
46, 47, 47A, 49	N40 38.2 W073 46.9
46A, 48	N40 38.1 W073 46.9
51, 51A, 53, 55	N40 38.1 W073 46.8

GATE/SPOT No.	COORDINATES
South of Intl Terminal 4	
61, 61A, 61B	N40 38.5 W073 46.6
62	N40 38.4 W073 46.6
63, 63A, 63B	N40 38.4 W073 46.7
72, 73, 73A, 73B	N40 38.3 W073 46.6
74	N40 38.2 W073 46.7
78, 78B	N40 38.3 W073 46.6
78A	N40 38.4 W073 46.7
79, 79A, 79B	N40 38.4 W073 46.6
80, 81	N40 38.6 W073 46.7
82	N40 38.5 W073 46.7
West of Intl Terminal 4	
83	N40 38.5 W073 47.2
84 thru 86	N40 38.4 W073 47.2
87 thru 89	N40 38.3 W073 47.1
90	N40 38.2 W073 47.1
91, 92	N40 38.3 W073 47.2
93, 94	N40 38.3 W073 47.3
95 thru 97	N40 38.4 W073 47.3

CHANGES: None.

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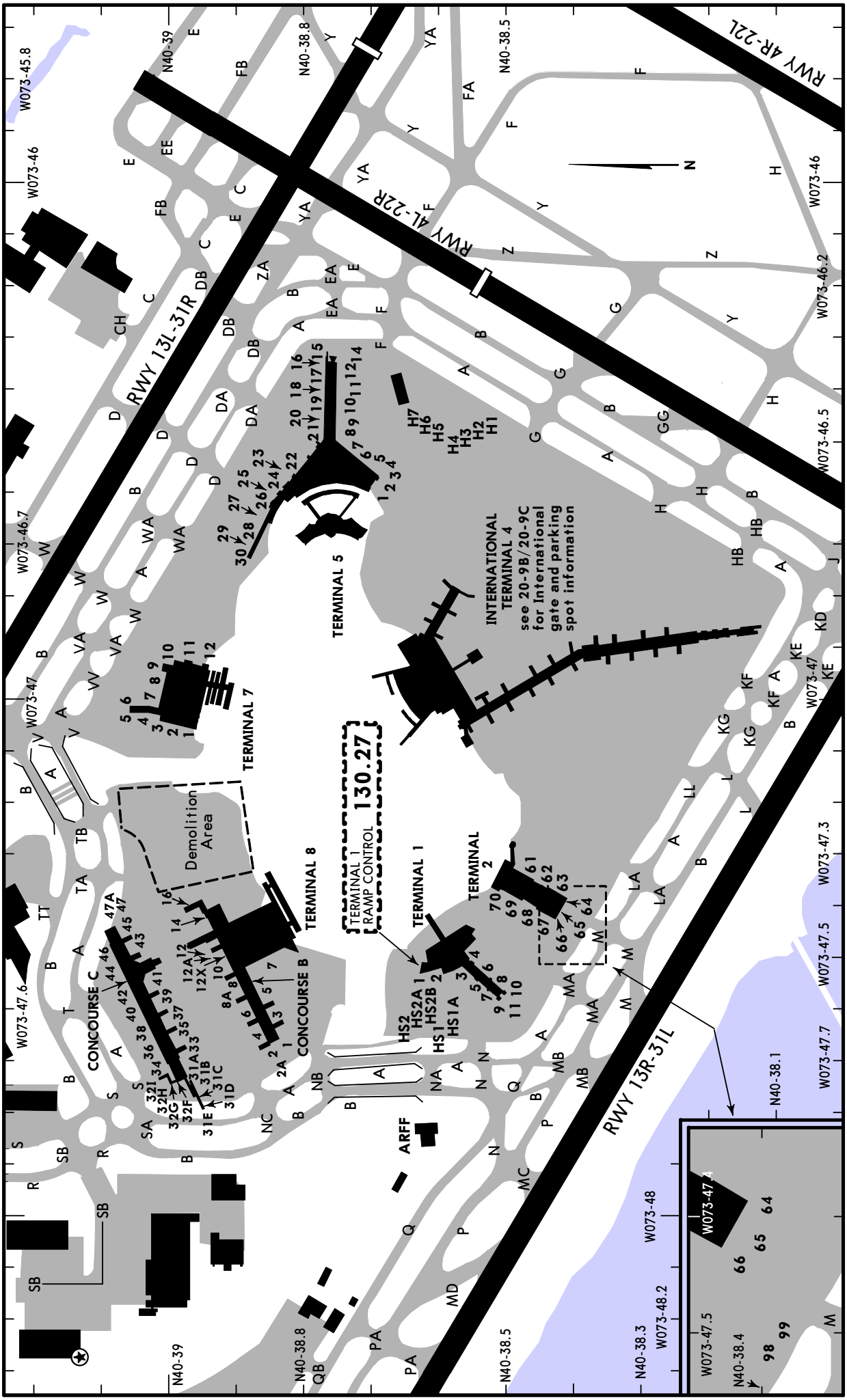
KJFK/JFK

JEPPESEN

4 DEC 15 (20-9D) Eff 10 Dec

NEW YORK, NY
KENNEDY INTL



CHANGES: Twy GG.

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PARKING GATE COORDINATES

GATE/SPOT No.	COORDINATES
Terminal 1	
1 thru 3	N40 38.6 W073 47.5
4 thru 6	N40 38.5 W073 47.5
7	N40 38.5 W073 47.6
8	N40 38.5 W073 47.5
9 thru 11	N40 38.5 W073 47.6
HS1	N40 38.6 W073 47.7
HS1A, HS2	N40 38.6 W073 47.6
HS2A, HS2B	N40 38.6 W073 47.6
Terminal 2	
61	N40 38.5 W073 47.3
62	N40 38.4 W073 47.3
63 thru 67	N40 38.4 W073 47.4
68 thru 70	N40 38.5 W073 47.4
98, 99	N40 38.4 W073 47.5
Terminal 5	
1 thru 3	N40 38.7 W073 46.6
4 thru 9	N40 38.7 W073 46.5
10 thru 12	N40 38.7 W073 46.4
14	N40 38.7 W073 46.3
15	N40 38.8 W073 46.3
16 thru 19	N40 38.8 W073 46.4
20 thru 22	N40 38.8 W073 46.5
23, 24	N40 38.8 W073 46.6
25 thru 27	N40 38.9 W073 46.6
28 thru 30	N40 38.9 W073 46.7
H1, H2	N40 38.5 W073 46.5
H3 thru H7	N40 38.6 W073 46.5

GATE/SPOT No.	COORDINATES
Terminal 7	
1, 2	N40 39.0 W073 47.1
3, 4	N40 39.0 W073 47.0
5, 6	N40 39.1 W073 47.0
7, 8	N40 39.0 W073 47.0
9 thru 11	N40 39.0 W073 46.9
12	N40 38.9 W073 46.9
Terminal 8	
10, 12	N40 38.9 W073 47.5
12A, 12X	N40 38.9 W073 47.5
14, 16	N40 38.9 W073 47.4
Concourse B	
1, 2, 2A	N40 38.8 W073 47.7
3	N40 38.8 W073 47.6
4 thru 6	N40 38.9 W073 47.6
7	N40 38.9 W073 47.5
8, 8A	N40 38.9 W073 47.6
Concourse C	
31A, 31B	N40 39.0 W073 47.7
31C	N40 39.0 W073 47.8
31D, 31E	N40 38.9 W073 47.8
32F thru 34	N40 39.0 W073 47.7
35	N40 39.0 W073 47.6
36	N40 39.0 W073 47.7
37 thru 41	N40 39.0 W073 47.6
42	N40 39.1 W073 47.6
43	N40 39.0 W073 47.5
44	N40 39.1 W073 47.5
45	N40 39.1 W073 47.4
46	N40 39.1 W073 47.5
47, 47A	N40 39.1 W073 47.4

CHANGES: None.

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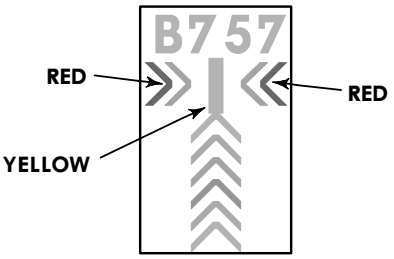
PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3

SAFEDOCK SYSTEM
READY Ø9:55

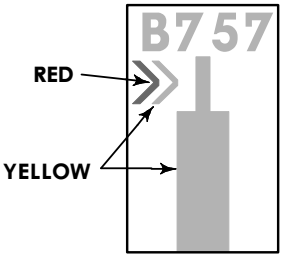
B757
ACTIVE



Local panel after start of the Safedock system.
Check that the correct aircraft type is displayed. The "floating" arrows indicate that the system is activated.

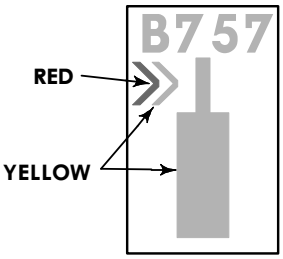
Type display does not differentiate between aircraft series except for A340-600 (A346) and B777-300ER (B773) aircraft.

B757
TRACKING



Follow the Lead-in line.
When the closing rate indication turns yellow the aircraft has been caught by the laser and being identified.
Watch the yellow arrow for direction and position in relation to the yellow center line indicator for correct azimuth guidance. A flashing red arrow indicates the direction to turn.

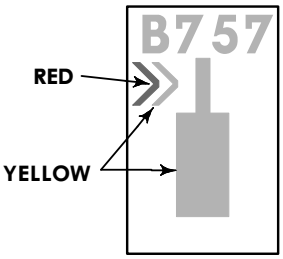
B757
IDENTIFIED



When the aircraft is 12 meters from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of the LED's for each half meter the aircraft advances into the gate.

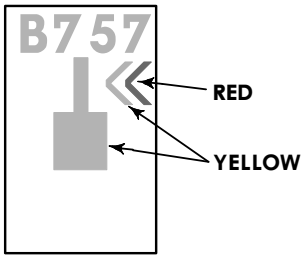
CAUTION: Pilots are cautioned to reduce speed immediately as the display begins to extinguish rows of lights, indicating remaining distance to the stopping point. Each row represents only 1/2 meter from the stopping point. There are 24 rows, indicating 12 meters to the stopping point. Failure to reduce speed may result in overshooting the stopping position.

B757
IDENTIFIED



The aircraft is 10 meters from the stop position. The yellow aircraft symbol indicates aircraft that is to the left of the centerline and the flashing red arrow shows the direction to turn.

B757
IDENTIFIED



The aircraft is 4 meters from the stop-position. The yellow arrow indicates that the aircraft is to the right of the centerline and the flashing red arrow shows the direction to turn.

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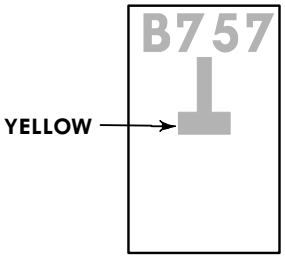
PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3 (cont'd)

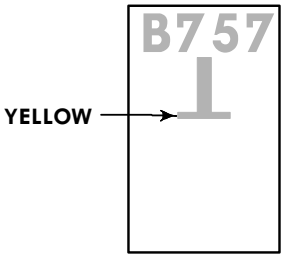
B757
IDENTIFIED

The aircraft is 2 meters from the stop position. The aircraft is on the centerline.



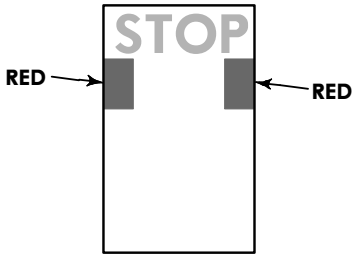
B757
IDENTIFIED

The aircraft is 0.5 meter from the stop position.
The aircraft is on the centerline.



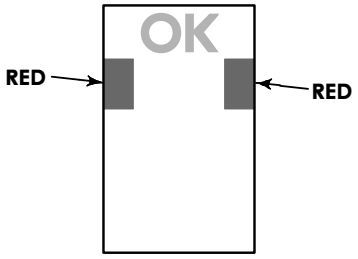
B757
STOP

When the correct stop position is reached, the display will show, "STOP" and red LED lights will be lit. All yellow closing rate LED:s will be switched off.



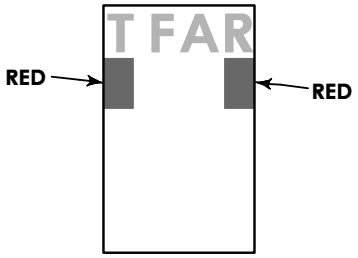
B757
DOCKING OK 9:58

When the aircraft is correctly parked "OK" will be displayed after a few seconds.



B767
TOO FAR

If the aircraft has overshot the stop position, "T(oo) FAR" will be displayed.

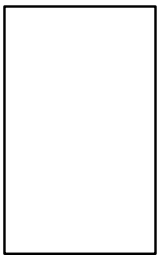


B767
PARKED 9:58

The gate will be closed as long as the aircraft is parked. The system will automatically report block off time to gate management system when the aircraft leaves the gate.

B767
FREE CLOSED 9:58

After the aircraft has left the gate, the system will be "Free closed" until cleared by ground personel.



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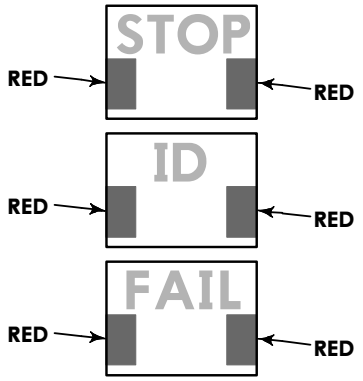
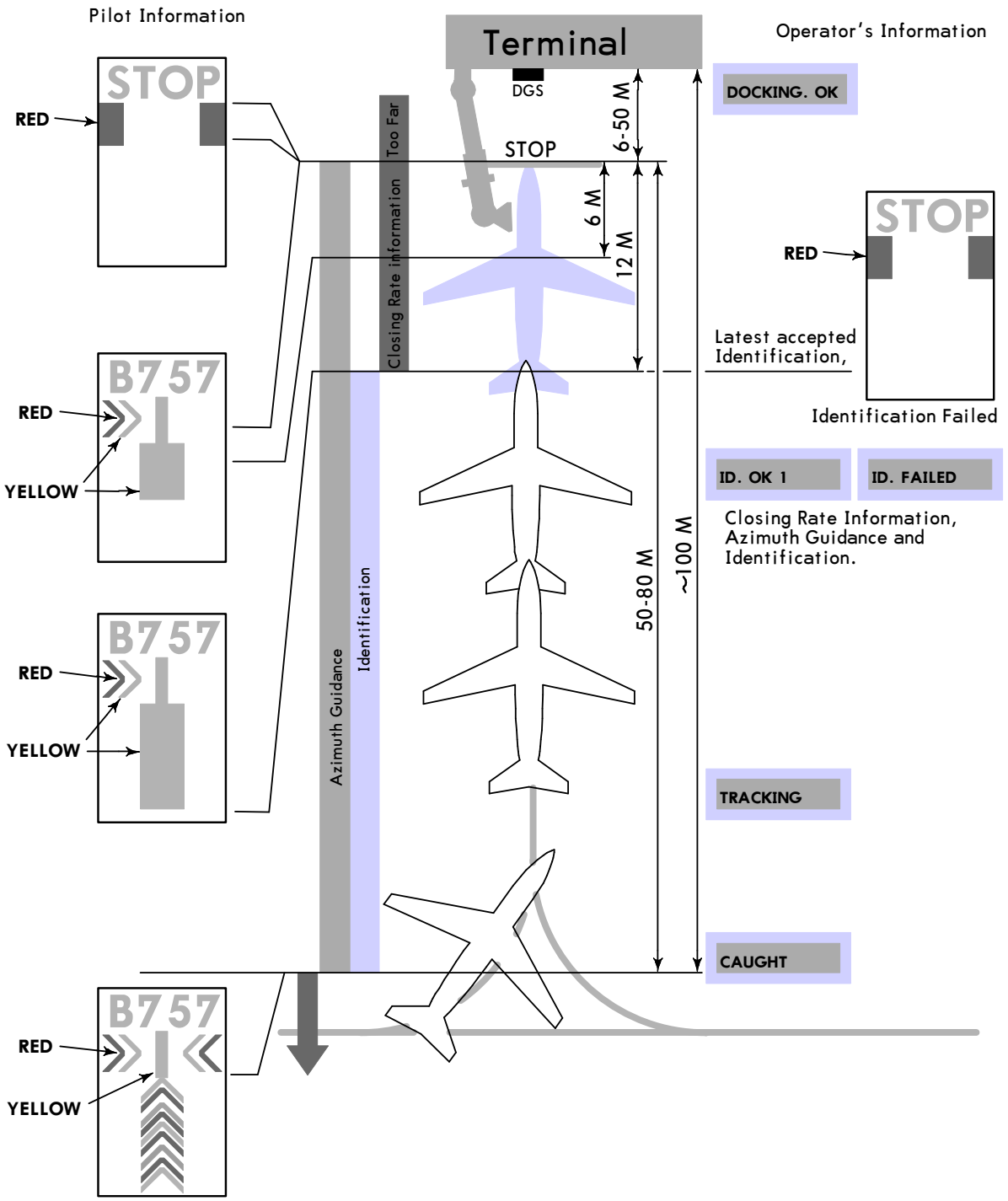
PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3 (cont'd)

B767
ID FAIL

As the aircraft advances in the gate, it will be identified.
If identification is not made 12 meters before the stop position, the system shows "STOP" and then "ID FAIL".
Wait for the system to be restarted or for manual guidance.



SAFEDOCK Type 3 DISTANCES



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KJFK/JFK KENNEDY INTL

JEPPESEN 18 NOV 16 (21-1)

NEW YORK, NY ILS or LOC Rwy 4L

BRIEFING STRIP™

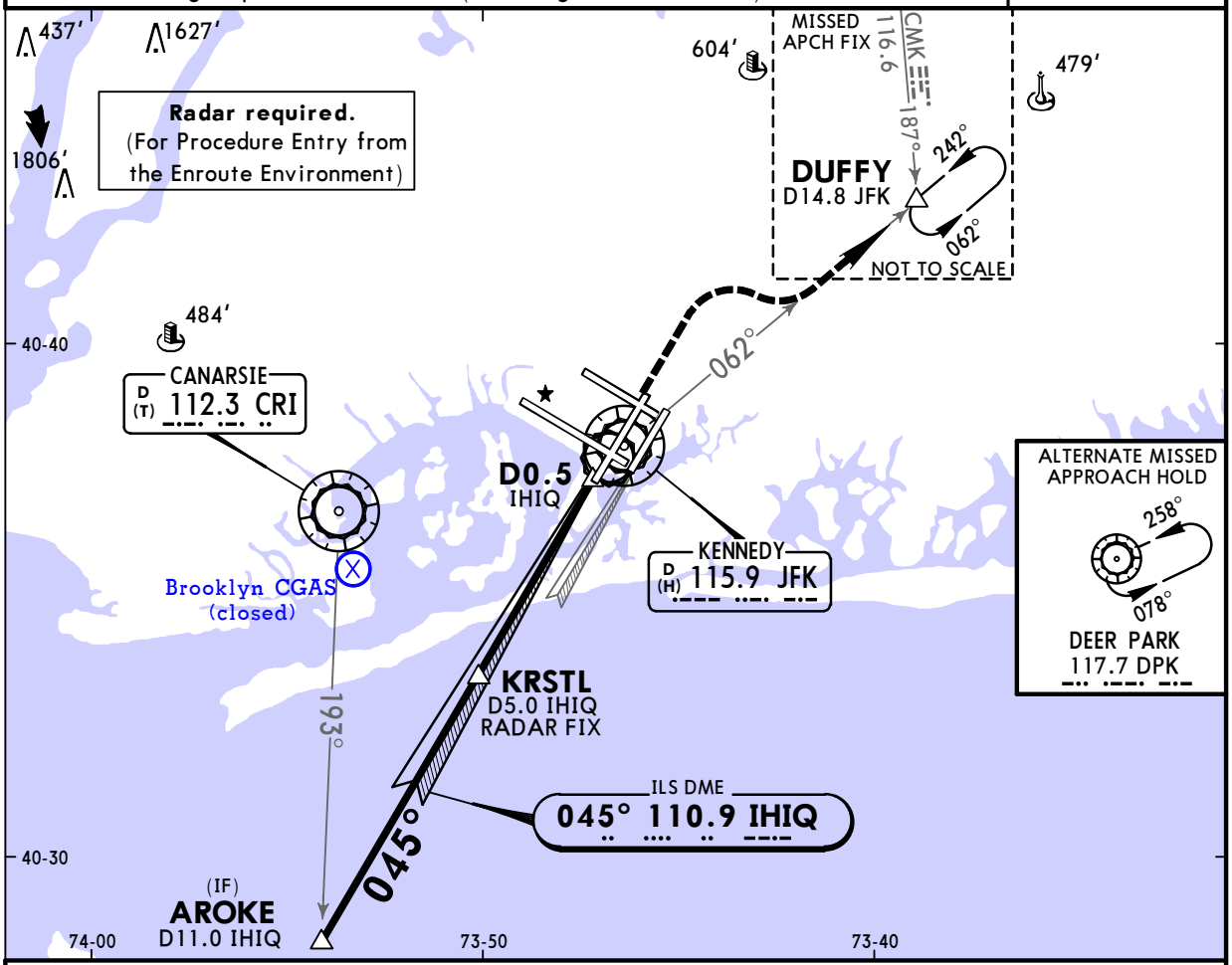
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

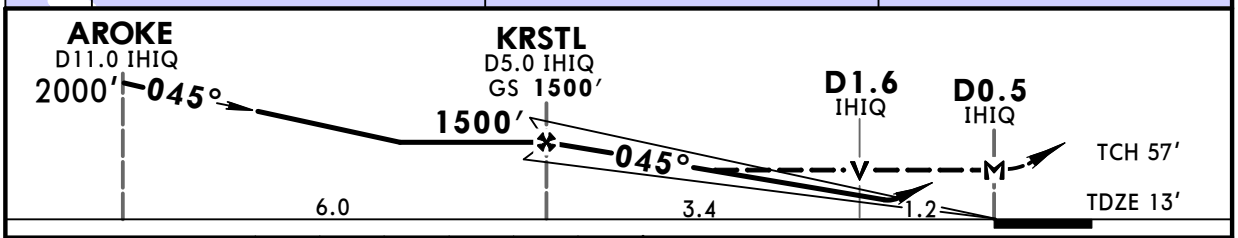
LOC IHIQ	Final Apch Crs	GS KRSTL	ILS DA(H)	Apt Elev 13'
110.9	045°	1500'(1487')	223'(210')	TDZE 13'

MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' outbound on JFK VOR R-062 to DUFFY INT/D14.8 JFK and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. **DME or Radar required.** 2. Simultaneous approach authorized with Rwy 4R.
3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').

MSA JFK VOR: 180°, 2900', 090°, 2000'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 IHIQ or KRSTL to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

REIL PAPI-L | 2000' ↑ | 3000' RT on JFK 115.9 R-062 | DUFFY

TERPS STRAIGHT-IN LANDING RWY 4L

	ILS DA(H) 223'(210')	LOC (GS out) MDA(H) 460'(447')
A	RVR 40 or ¾	RVR 55 or 1¼
B		
C		1⅜
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640'(627') -1
120	
140	640'(627') -1¾
165	660'(647') -2

TERPS AMEND 11A 4 FEB 2016

CHANGES: Deer Park VOR, minimums.

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KJFK/JFK
KENNEDY INTL

JEPPESEN
22 NOV 13 (21-2)

NEW YORK, NY
ILS or LOC Rwy 4R

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

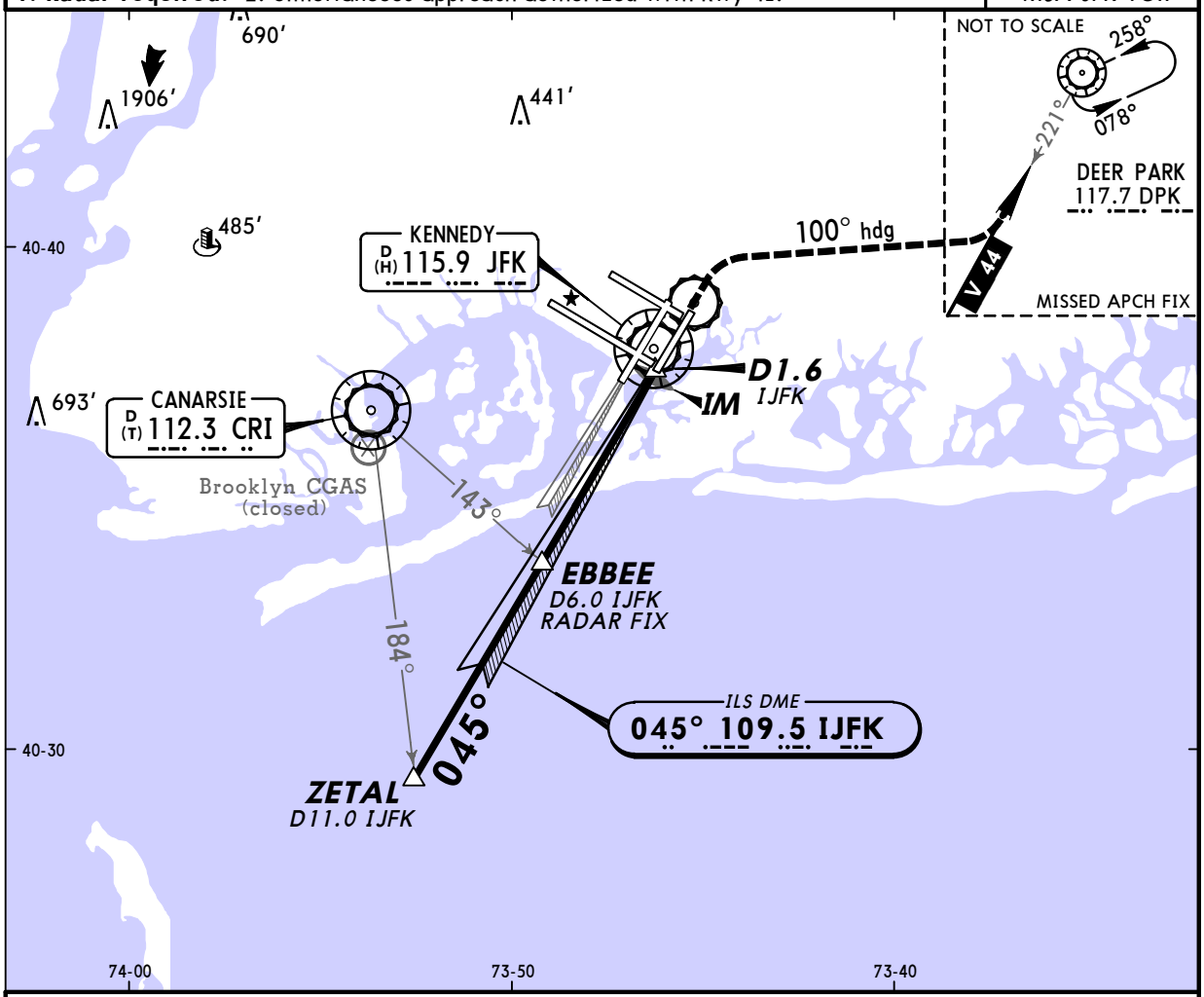
LOC IJFK	Final Apch Crs	GS EBBEE	ILS DA(H)	Apt Elev 14′
109.5	045°	1500′ (1488′)	212′ (200′)	TDZE 12′

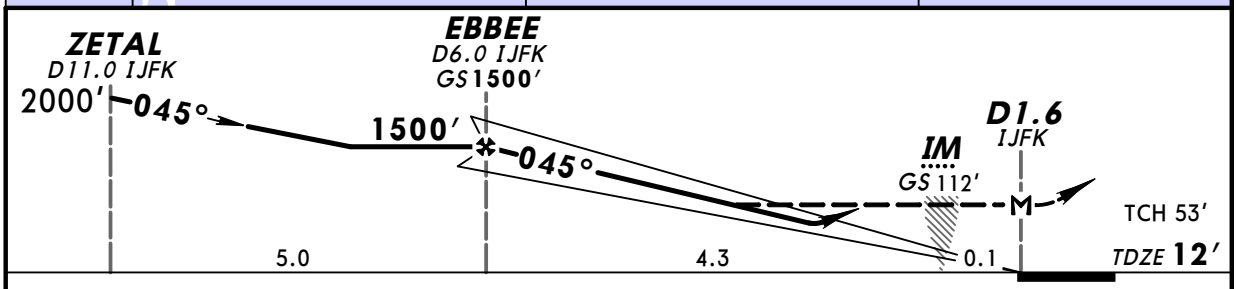
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 4000′ via heading 100° and V-44 to DPK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 4L.

MSA JFK VOR: 180°, 2800′; 090°, 2000′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.6 IJFK or EBBEE to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

ALSF-II

800′

4000′ via 100° hdg and V-44 (RT)

TERPS AMEND 29C 13 DEC 2012

STRAIGHT-IN LANDING RWY 4R

	ILS DA(H) 212′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 540′ (528′)	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C				RVR 50 or 1	1 1/2
D				RVR 60 or 1 1/4	1 3/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (626′)-1
120	
140	640′ (626′)-1 3/4
165	640′ (626′)-2

CHANGES: Approach frequency.

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KJFK/JFK
KENNEDY INTL

JEPPESEN
22 NOV 13 (21-2A)

NEW YORK, NY
ILS Rwy 4R CAT II & III

BRIEFING STRIP™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IJFK 109.5	045°	EBBEE 1500′ (1488′)	NA	Refer to minimums		RA 112′ DA(H) 112′ (100′)	14′ TDZE 12′

MISSED APCH: Climb to 800′ then climbing RIGHT turn to 4000′ via heading 100° and V-44 to DPK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Special Aircrew & Acft Certification Required. 2. Radar required.
3. Simultaneous approach authorized with Rwy 4L.

MSA JFK VOR
180°
2800′
090°
2000′

NOT TO SCALE
258°
221°
078°

690′
1906′
441′
485′
693′
40-40
40-30
74-00
73-50
73-40

KENNEDY
D (H) 115.9 JFK

CANARSIE
D (T) 112.3 CRI

100° hdg
V 44
DEER PARK
117.7 DPK
MISSED APCH FIX

IM
Brooklyn CGAS (closed)
143°
184°
045°
EBBEE
D6.0 IJFK
RADAR FIX
ILS DME
045° 109.5 IJFK
ZETAL
D11.0 IJFK

ZETAL
D11.0 IJFK
2000′
045°
1500′
EBBEE
D6.0 IJFK
GS 1500′
045°
IM
TCH 53′
TDZE 12′
5.0
4.3
0.1 0

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II
800′
4000′ RT via 100° hdg and V-44

STRAIGHT-IN LANDING RWY 4R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 112′ DA(H) 112′ (100′)
RVR 6	RVR 7	RVR 12

TERPS AMEND 29C 13 DEC 2012

CHANGES: Approach frequency.

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KJFK/JFK KENNEDY INTL

JEPPESEN 24 MAR 17 (21-3) Eff 30 Mar

NEW YORK, NY ILS or LOC Rwy 13L

BRIEFING STRIP ™

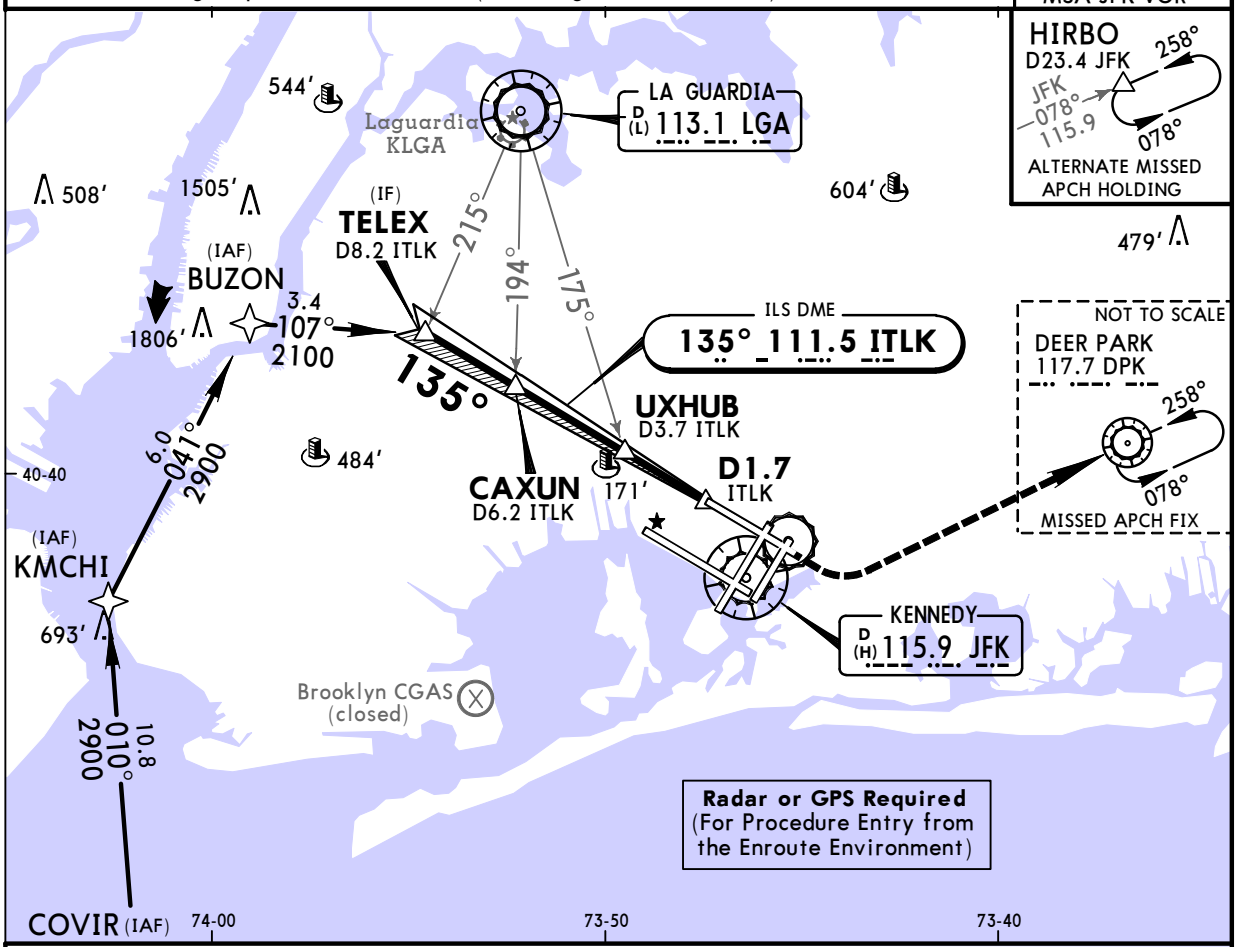
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

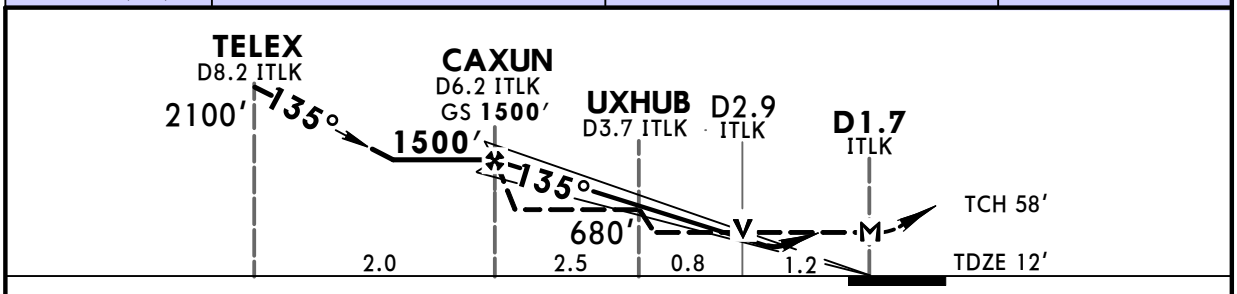
LOC ITLK	Final Apch Crs	GS CAXUN	ILS DA(H)	Apt Elev 13'
111.5	135°	1500' (1488')	212' (200')	TDZE 12'

MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' direct to DPK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. VGSI and ILS glidepath not coincident. (VGSI angle 2.75°/TCH 65').

MSA JFK VOR: 180° 2900' 090° 2000'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.7 ITLK or CAXUN to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II VASI VASI RLLS | 600' | 4000' LT | D | DPK 117.7

TERPS STRAIGHT-IN LANDING RWY 13L

	ILS DA(H) 212' (200')			LOC (GS out) MDA(H) 440' (428') With UXHUB		MDA(H) 680' (668') Without UXHUB	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1
B							
C				RVR 40 or 3/4	RVR 60 or 1 1/4	1 1/2	1 7/8
D							

CIRCLE-TO-LAND

Max Kts	With UXHUB MDA(H)	Without UXHUB MDA(H)
90	640' (627') - 1	680' (667') - 1
120		
140	640' (627') - 1 3/4	680' (667') - 1 7/8
165	660' (647') - 2	680' (667') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 18 30 MAR 2017

CHANGES: Notes, minimums.

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KJFK/JFK KENNEDY INTL

JEPPESEN 24 MAR 17 (21-3A) Eff 30 Mar

NEW YORK, NY ILS Rwy 13L CAT II

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

LOC ITLK	Final Apch Crs	GS	CAT II ILS	Apt Elev 13'
111.5	135°	CAXUN 1500'(1488')	RA 100' DA(H) 112'(100')	TDZE 12'

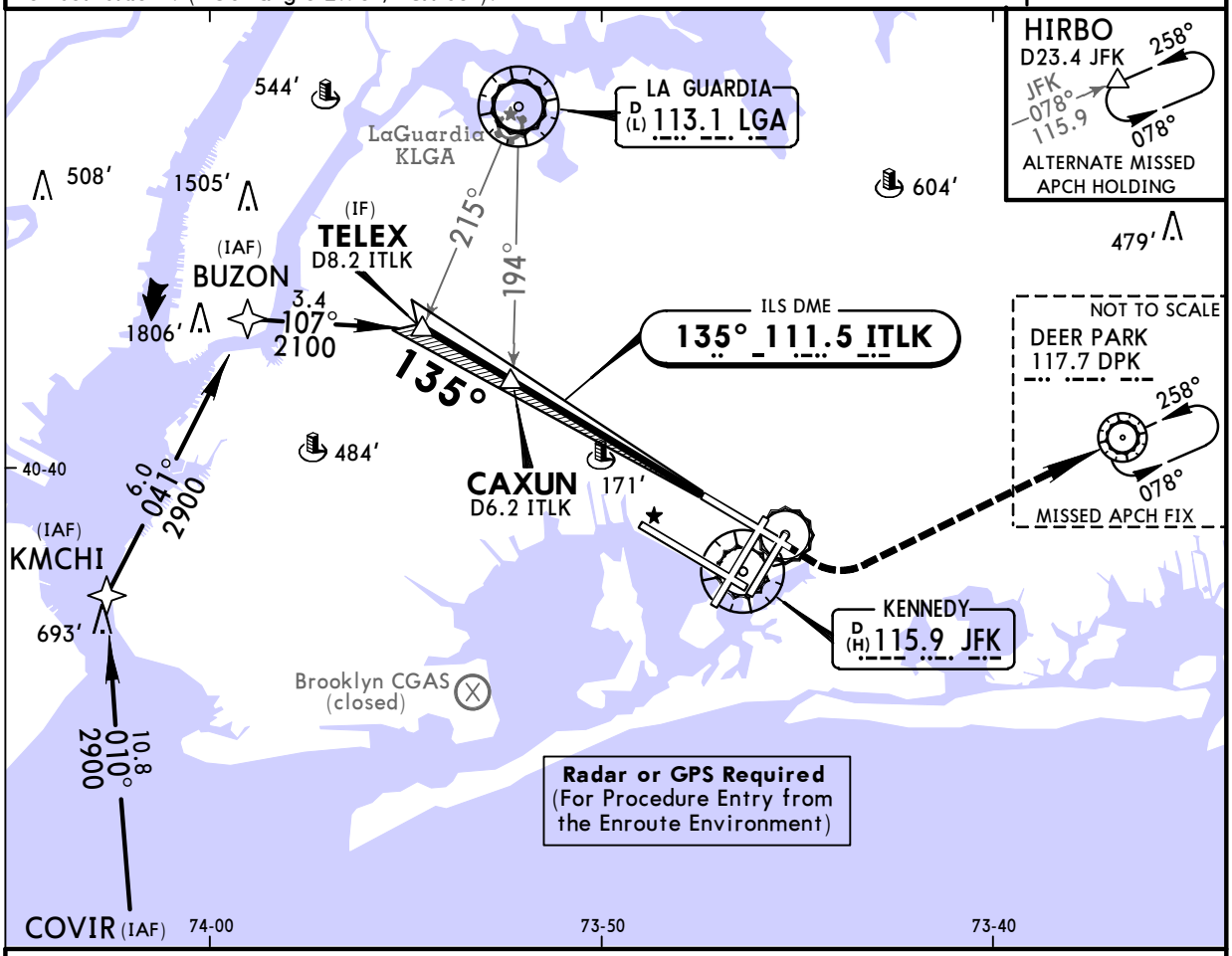
MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' direct to DPK VOR and hold.

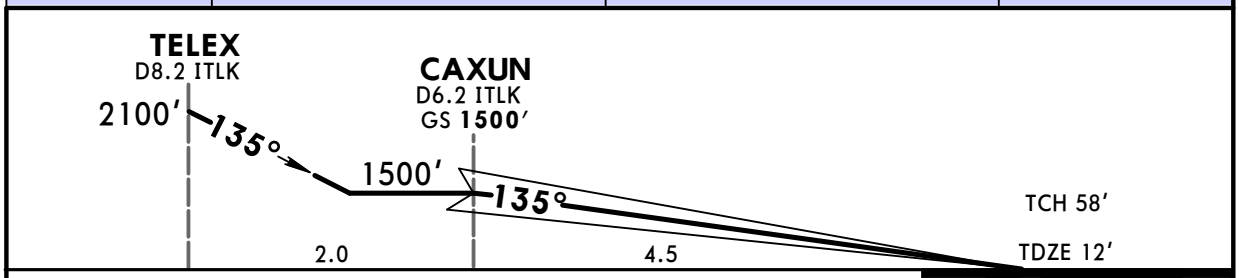
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft certification required. 2. VGSI and ILS glidepath not coincident. (VGSI angle 2.75°/TCH 65').

MSA JFK VOR: 180° 2900', 090° 2000'

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II VASI VASI RLLS | 600' | 4000' LT | D | DPK 117.7

TERPS

STRAIGHT-IN LANDING RWY **13L**
CAT II ILS
RA 100'
DA(H) **112'**(100')

RVR 12

TERPS AMEND 18 30 MAR 2017

CHANGES: Notes, minimums.

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KJFK/JFK
KENNEDY INTL

JEPPESEN
22 NOV 13 (21-4)

NEW YORK, NY
ILS or LOC Rwy 22L

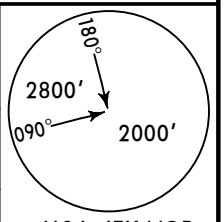
BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

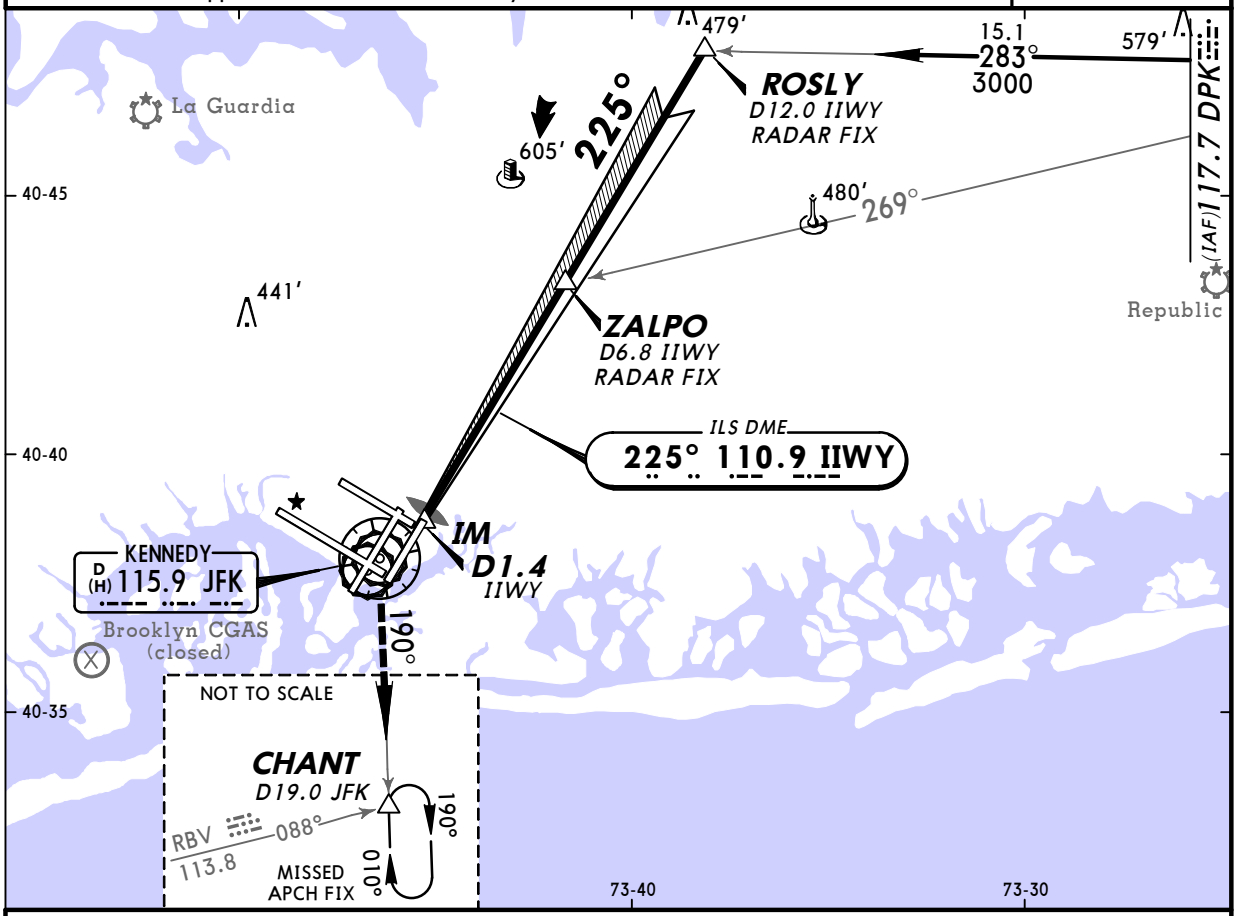
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14′
IIWY 110.9	225°	ZALPO 1800′ (1787′)	213′ (200′)	TDZE 13′

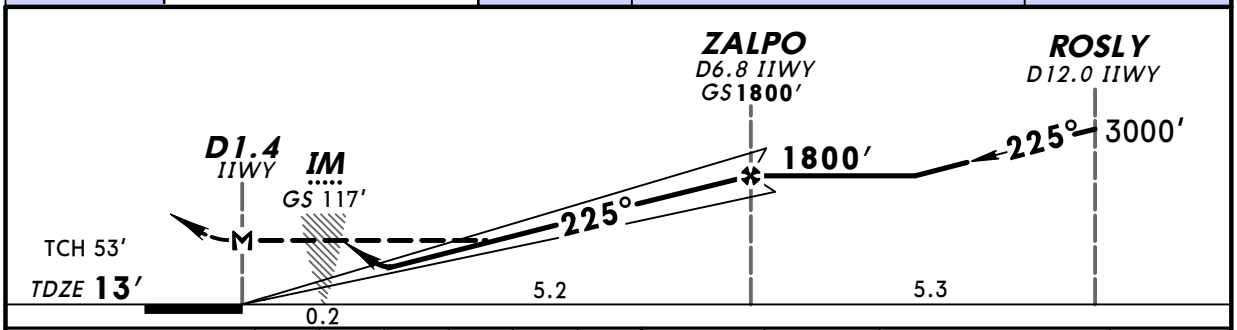
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ outbound via JFK VOR R-190 to CHANT INT/D19.0 JFK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Simultaneous approach authorized with Rwy 22R.



MSA JFK VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.4 IIWY or ZALPO to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-II
PAPI
500′
3000′ LT
JFK via 115.9 R-190
CHANT

STRAIGHT-IN LANDING RWY 22L

	ILS DA(H) 213′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 460′ (447′)	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C				RVR 40 or ¾	RVR 60 or 1¼
D				RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′ (626′) - 1
120	
140	640′ (626′) - 1¾
165	640′ (626′) - 2

TERPS AMEND 24B 8 MAR 2012

CHANGES: Approach frequency.

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KJFK/JFK KENNEDY INTL

JEPPESEN 22 NOV 13 (21-4A)

NEW YORK, NY ILS Rwy 22L CAT II & III

D-ATIS Arrival			NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72	(NE) 117.7	(SW) 115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

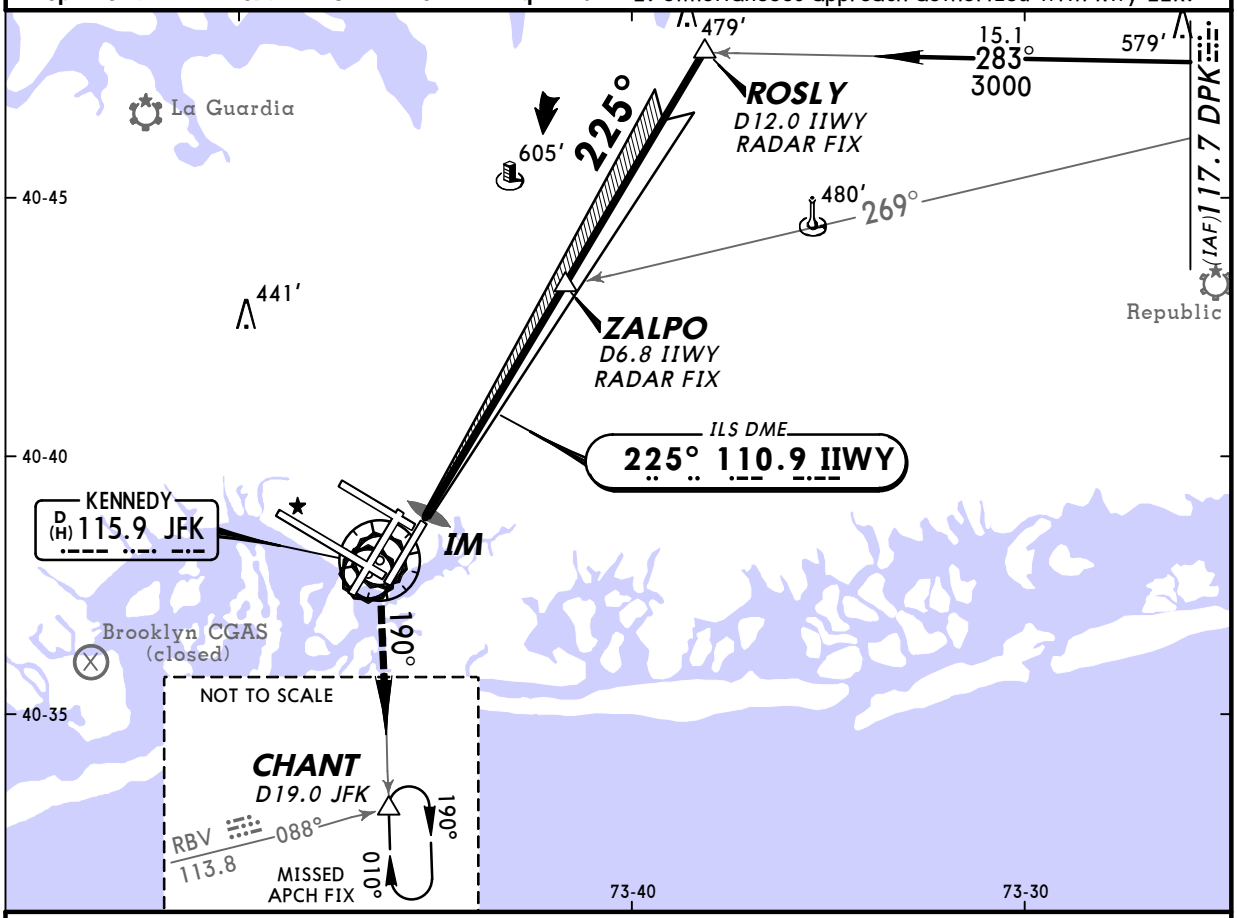
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IIWY 110.9	225°	ZALPO 1800′ (1787′)	NA	Refer to Minimums		RA 113′ DA(H) 113′(100′)	14′ TDZE 13′

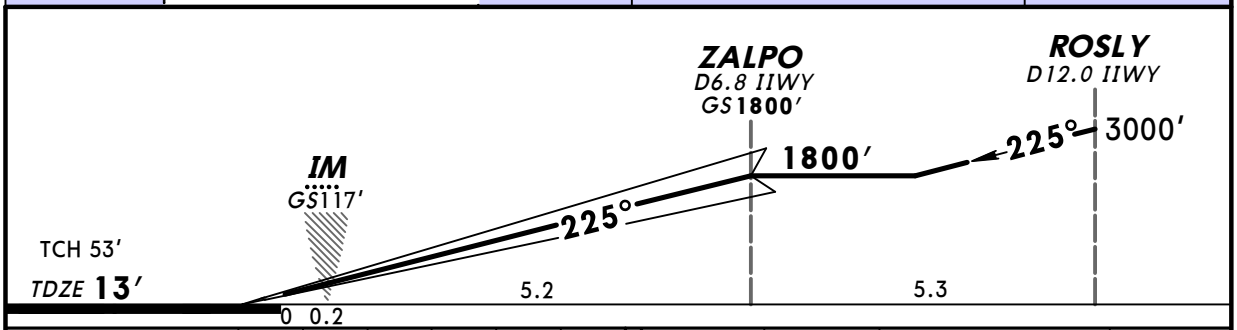
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ outbound via JFK VOR R-190 to CHANT INT/D19.0 JFK and hold.

MSA JFK VOR: 180°–2800′, 090°–2000′

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Special Aircrew & Acft Certification Required.** 2. Simultaneous approach authorized with Rwy 22R.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 500′ 3000′ LT JFK via 115.9 R-190 CHANT

STRAIGHT-IN LANDING RWY 22L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 113′ DA(H) 113′(100′)
NA	RVR 6	RVR 7	RVR 12

BRIEFING STRIP ™

TERPS AMEND 24B 8 MAR 2012

CHANGES: Approach frequency.

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JEPPESEN
JeppView 3.6.2.0

KJFK/JFK
KENNEDY INTL

JEPPESEN
4 DEC 15 (21-5) Eff 10 Dec

NEW YORK, NY
ILS Rwy 22R

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

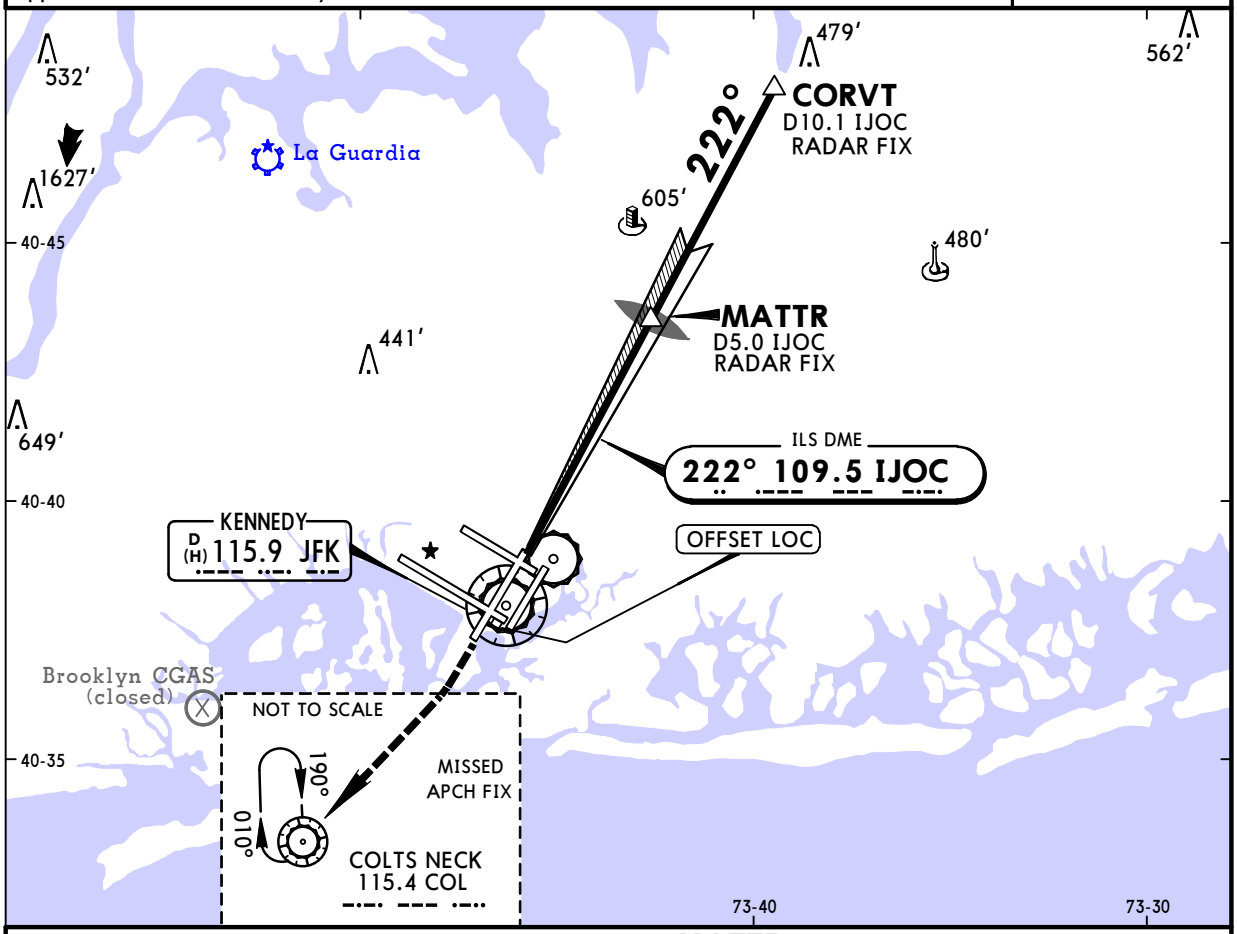
LOC IJOC	Final Apch Crs	GS MATTR	ILS DA(H)	Apt Elev 14'
109.5	222°	1900' (1887')	263' (250')	TDZE 13'

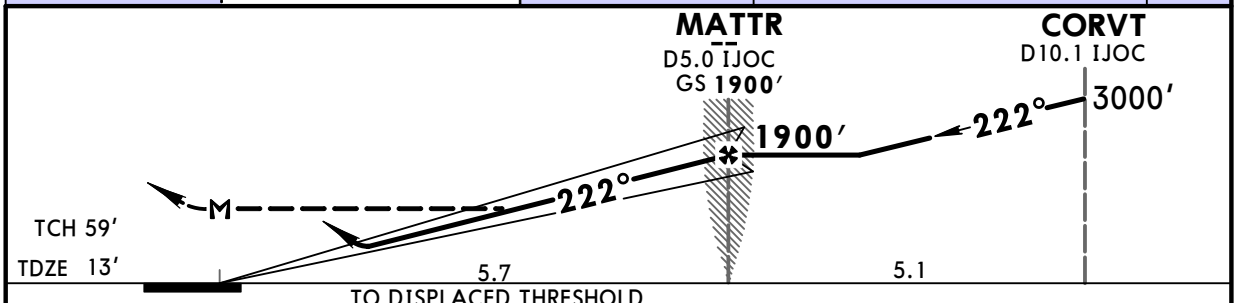
MISSED APCH: Climb to 700' then climbing RIGHT turn to 4000' direct COL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar Required. 2. Simultaneous approach authorized with Rwy 22L. 3. Final approach course crosses rwy centerline extended 2512' from threshold.

MSA JFK VOR
180°
2800'
090°
2000'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MATTR to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

PAPI-L | 700' ↑ | 4000' ↱ RT | D→ | COL 115.4

STRAIGHT-IN LANDING RWY22R		CIRCLE-TO-LAND
ILS DA(H) 263' (250')	LOC (GS out) MDA(H) 460' (447')	Max Kts / MDA(H)
A	RVR 50 or 1	90 / 640' (626') -1
B		120
C	RVR 40 or ¾	RVR 60 or 1¼	140 / 640' (626') -1¾
D		1½	165 / 640' (626') -2

TERPS AMEND 2A 8 MAR 2012

CHANGES: Runway diagram, lighting.

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KJFK/JFK
KENNEDY INTL

JEPPESEN 24 FEB 17 (21-6) Eff 2 Mar

NEW YORK, NY
ILS or LOC Rwy 31L

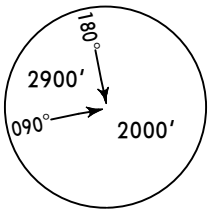
BRIEFING STRIP™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

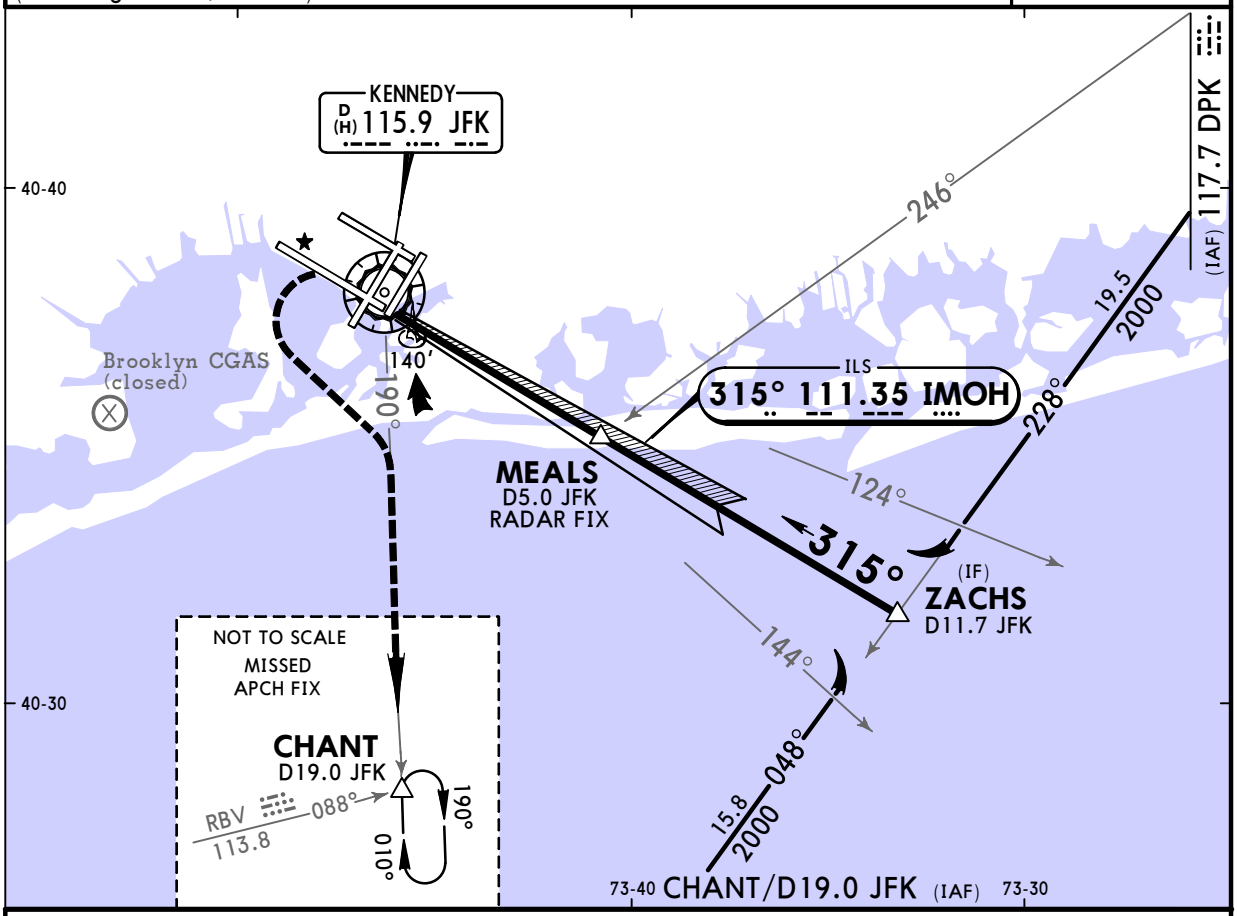
LOC IMOH	Final Apch Crs	GS MEALS	ILS DA(H)	Apt Elev 13'
111.35	315°	1800'(1787')	213'(200')	TDZE 13'

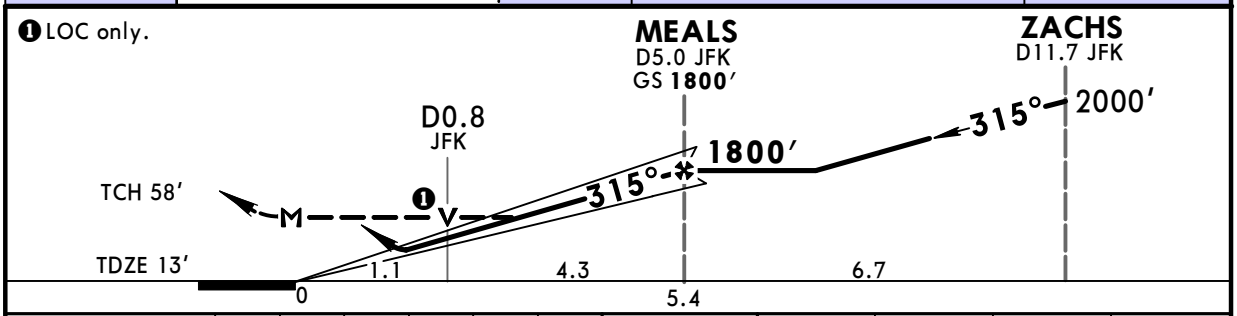
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' intercepting JFK VOR R-190 outbound to CHANT INT/D19.0 JFK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME from JFK VOR. Simultaneous reception of IMOH and JFK DME required.
2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 67').



MSA JFK VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MEALS to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

PAPI-L	500' ↑	3000' LT ↰	JFK 115.9 R-190

TERPS STRAIGHT-IN LANDING RWY 31L

	ILS DA(H) 213'(200')	LOC (GS out) MDA(H) 440'(427')	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 55 or 1¼	90	640'(627') -1
B			120	
C		1¼	140	640'(627') -1¾
D			165	660'(647') -2

TERPS AMEND 11 2 MAR 2017

CHANGES: Procedure.

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KJFK/JFK KENNEDY INTL

JEPPESEN
24 FEB 17 (21-7) Eff 2 Mar

NEW YORK, NY ILS or LOC Rwy 31R

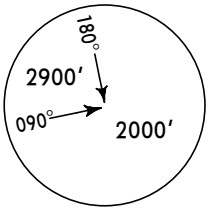
BRIEFING STRIP™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

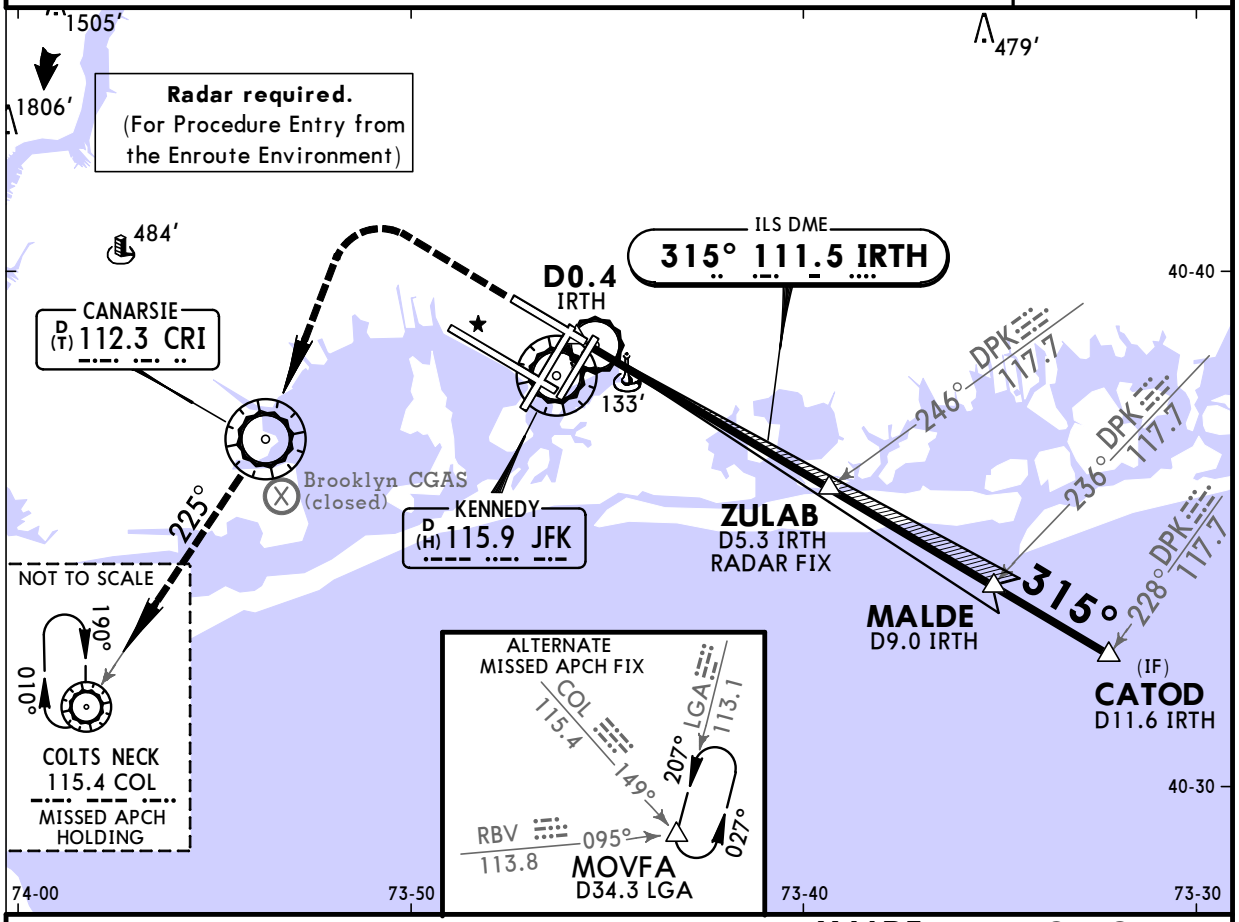
LOC IRTH	Final Apch Crs	GS ZULAB	ILS DA(H)	Apt Elev 13'
111.5	315°	1900'(1888')	212'(200')	TDZE 12'

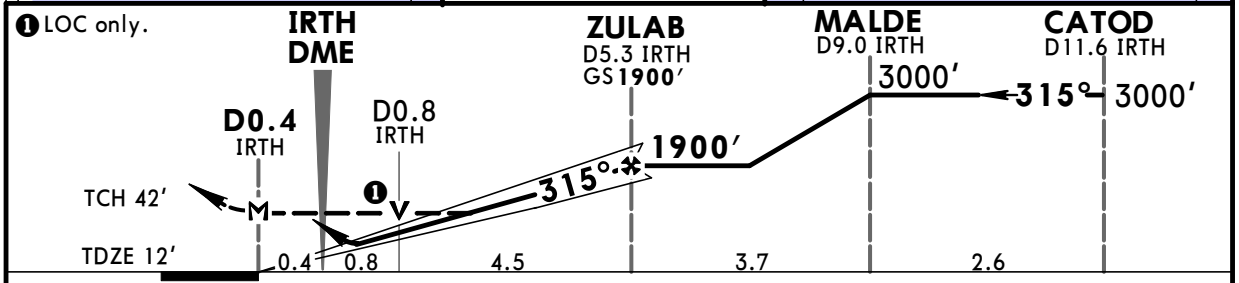
MISSED APCH: Climb to 1000' then climbing LEFT turn to 4000' direct CRI VOR then outbound on CRI VOR R-225 to COL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Simultaneous approach authorized.



MSA JFK VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.4 IRTH or ZULAB to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR | 1000' | 4000' LT | D | CRI 112.3

TERPS STRAIGHT-IN LANDING RWY **31R**

	ILS DA(H) 212'(200') FULL	TDZ/CL out	RAIL/ALS out	LOC (GS out) MDA(H) 440'(428')	RAIL/ALS out
A	RVR 18 or ½	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C				RVR 40 or ¾	RVR 60 or 1¼
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640'(627') -1
120	
140	640'(627') -1¾
165	660'(647') -2

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 16 2 MAR 2017

CHANGES: Procedure.

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KJFK/JFK KENNEDY INTL

JEPPESEN 29 JAN 16 Eff 4 Feb (22-1)

NEW YORK, NY RNAV (GPS) Y Rwy 4L

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.725 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

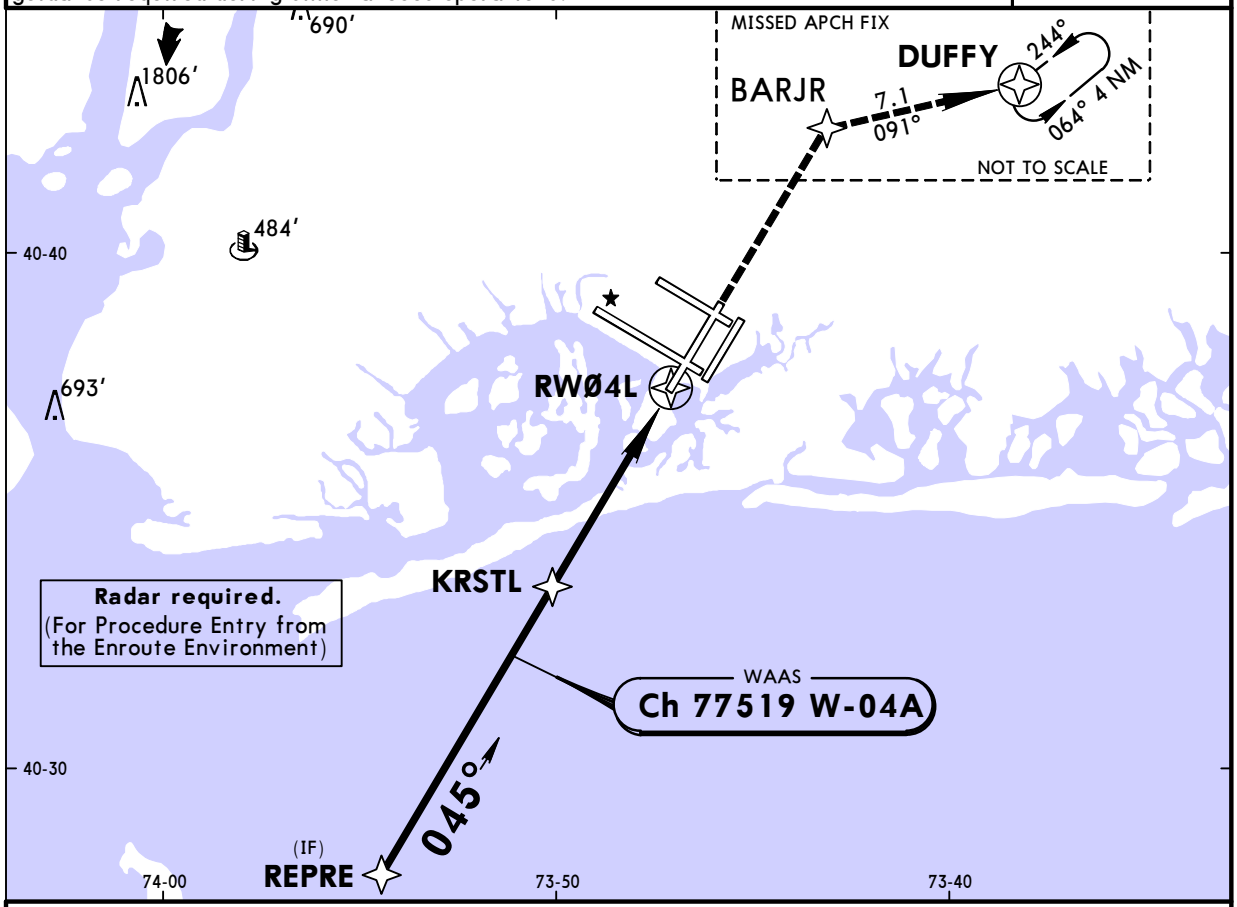
WAAS	Final Apch Crs	Minimum Alt KRSTL	LPV DA(H)	Apt Elev 13'
Ch 77519 W-04A	045°	1500'(1487')	232'(219')	TDZE 13'

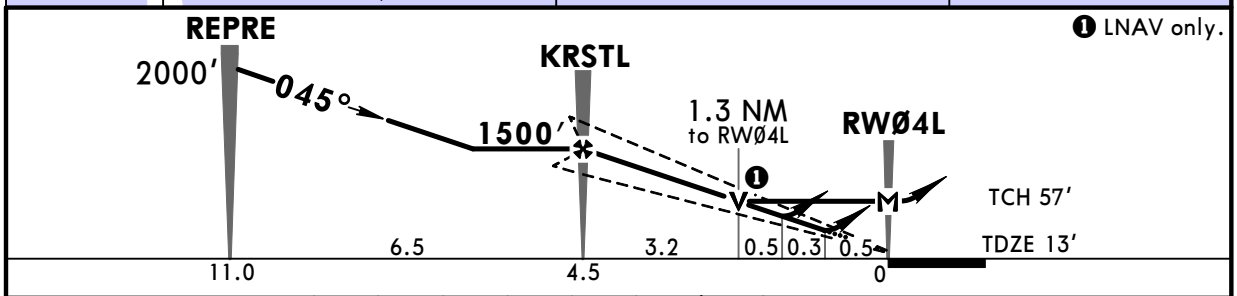
MISSED APCH: Climb to 2000' direct BARJR then climbing RIGHT turn to 3000' on 091° track to DUFFY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C (13°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 72'). 4. Simultaneous approach authorized with Rwy 4R. 5. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.

2900'
MSA RWØ4L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ4L							

REIL
PAPI-L
2000'
BARJR

TERPS STRAIGHT-IN LANDING RWY 4L

	LPV DA(H) 232'(219')	LNAV/VNAV DA(H) 329'(316')	1 LNAV MDA(H) 480'(467')
A	RVR 40 or ¾	RVR 50 or 1	RVR 55 or 1
B			
C			1⅜
D			

CIRCLE-TO-LAND C Max Kts	MDA(H)
90	640'(627') - 1
120	
140	640'(627') - 1¾
165	660'(647') - 2

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 2A 4 FEB 2016

CHANGES: BARJR.

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KJFK/JFK KENNEDY INTL

JEPPESEN
29 JAN 16
Eff 4 Feb
22-2

NEW YORK, NY RNAV (GPS) Y Rwy 4R

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.725 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

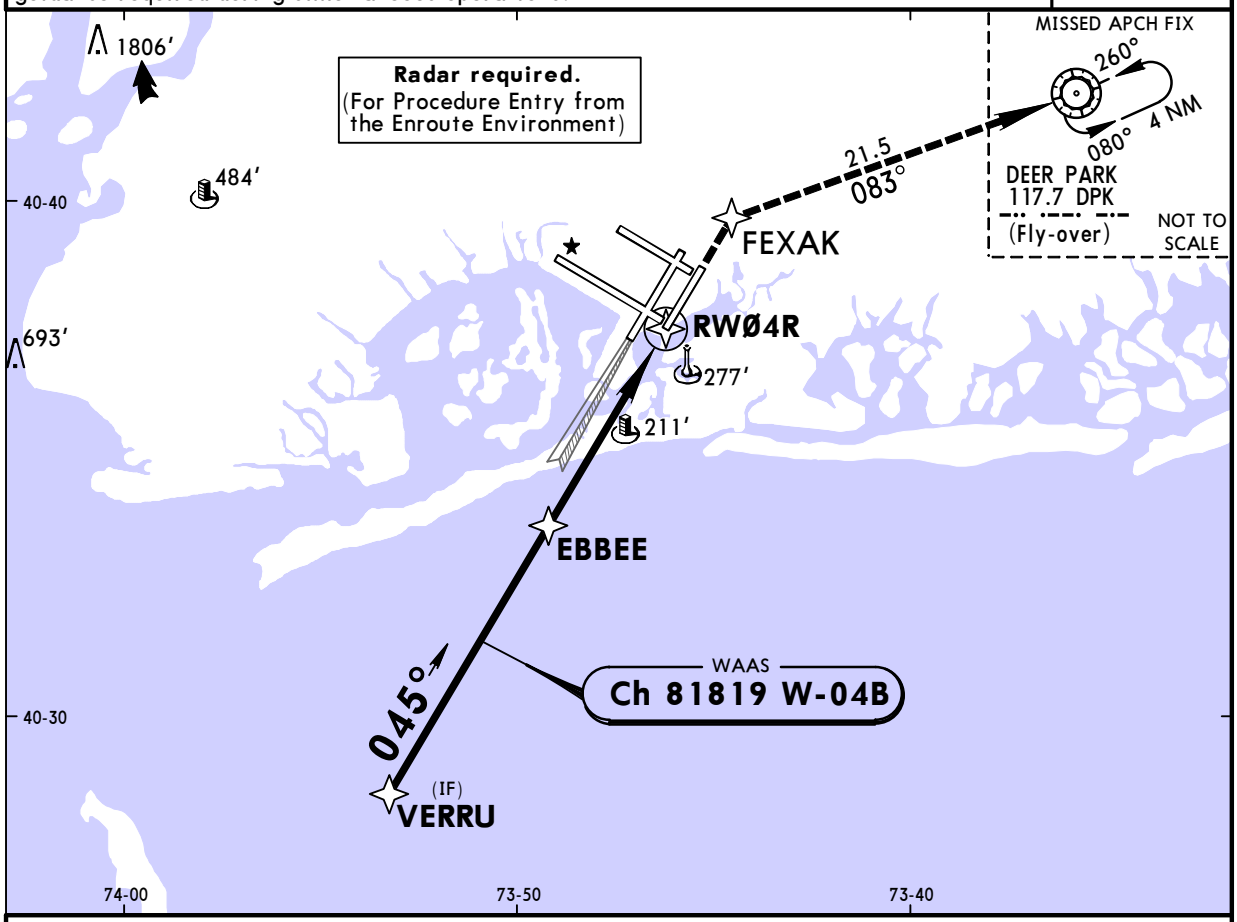
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 14'
Ch 81819 W-04B	045°	EBBEE 1500'(1488')	269'(257')	TDZE 12'

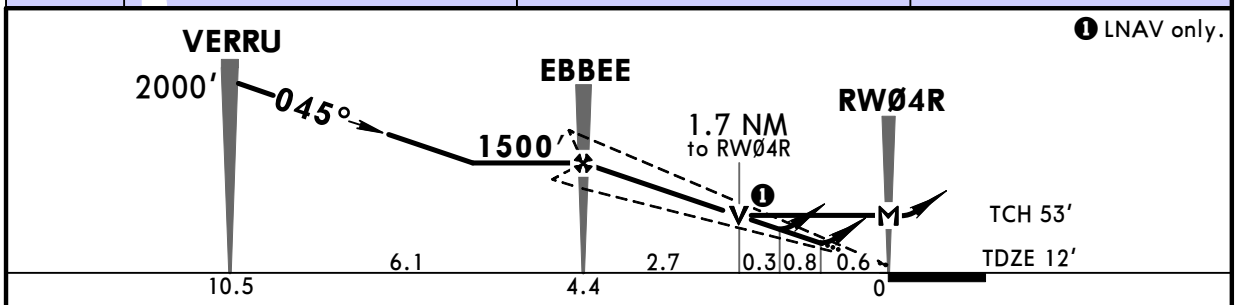
MISSED APCH: Climb to 4000' direct FEXAK and RIGHT turn on 083° track to DPK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 4L. 4. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.

2900'
MSA RWØ4R

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ4R							

ALSF-II 4000' FEXAK

STRAIGHT-IN LANDING RWY 4R

	LPV DA(H) 269'(257')		LNAV/VNAV DA(H) 519'(507')		❶ LNAV MDA(H) 600'(588')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640'(626') - 1
120	
140	640'(626') - 1¾
165	640'(626') - 2

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1D 13 DEC 2012

CHANGES: None.

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KJFK/JFK KENNEDY INTL

JEPPESEN
15 JUL 16
Eff 21 Jul
22-3

NEW YORK, NY RNAV (GPS) Y Rwy 22L

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

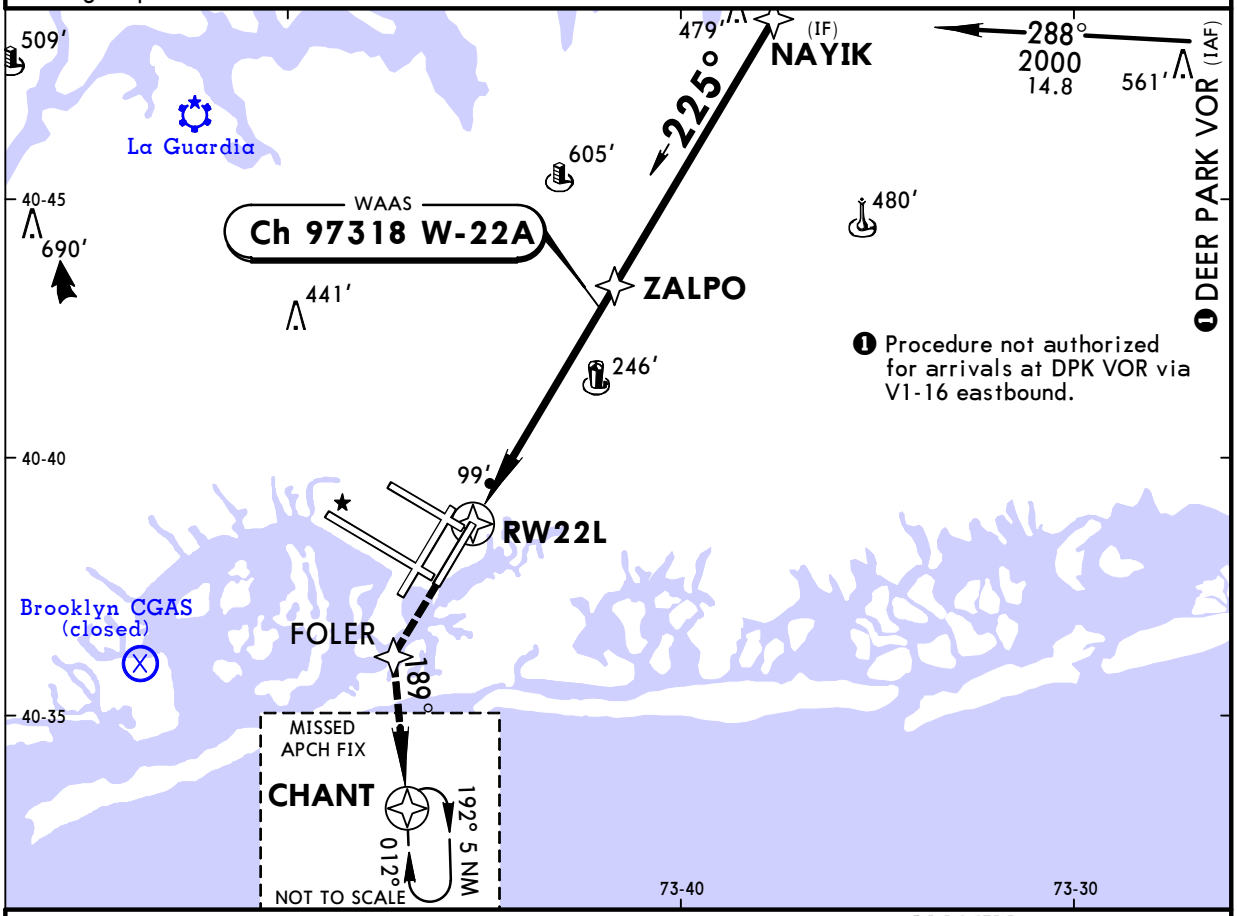
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 13'
Ch 97318 W-22A	225°	ZALPO 1800'(1788')	270'(258')	TDZE 12'

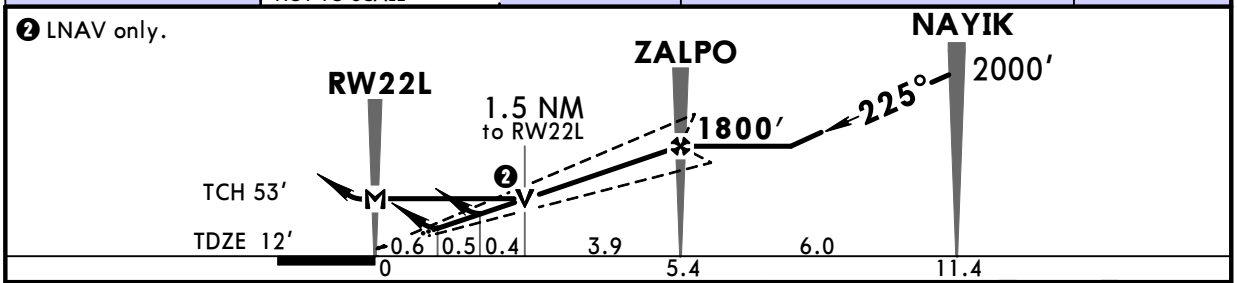
MISSED APCH: Climb to 3000' direct FOLER and via 189° track to CHANT and hold.

2900'
MSA RW22L

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13°C (8°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 22R. 5. LNAV procedure not authorized during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW22L							

PAPI ALSF-II 3000' FOLER

	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	LPV DA(H) 270'(258')		LNAV/VNAV DA(H) 420'(408')		LNAV MDA(H) 560'(548')		Max Kts	MDA(H)
		ALS out		ALS out		ALS out		
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1	90	640'(627') - 1
B							120	
C					RVR 50 or 1	1½	140	640'(627') - 1¾
D					RVR 60 or 1¼	1¾	165	640'(627') - 2

TERPS AMEND 1C 8 MAR 2012

CHANGES: Re-indexed, chart formatting.

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KJFK/JFK
KENNEDY INTL

JEPPESEN
15 JUL 16
Eff 21 Jul
22-4

NEW YORK, NY
RNAV (GPS) Rwy 22R

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		121.9

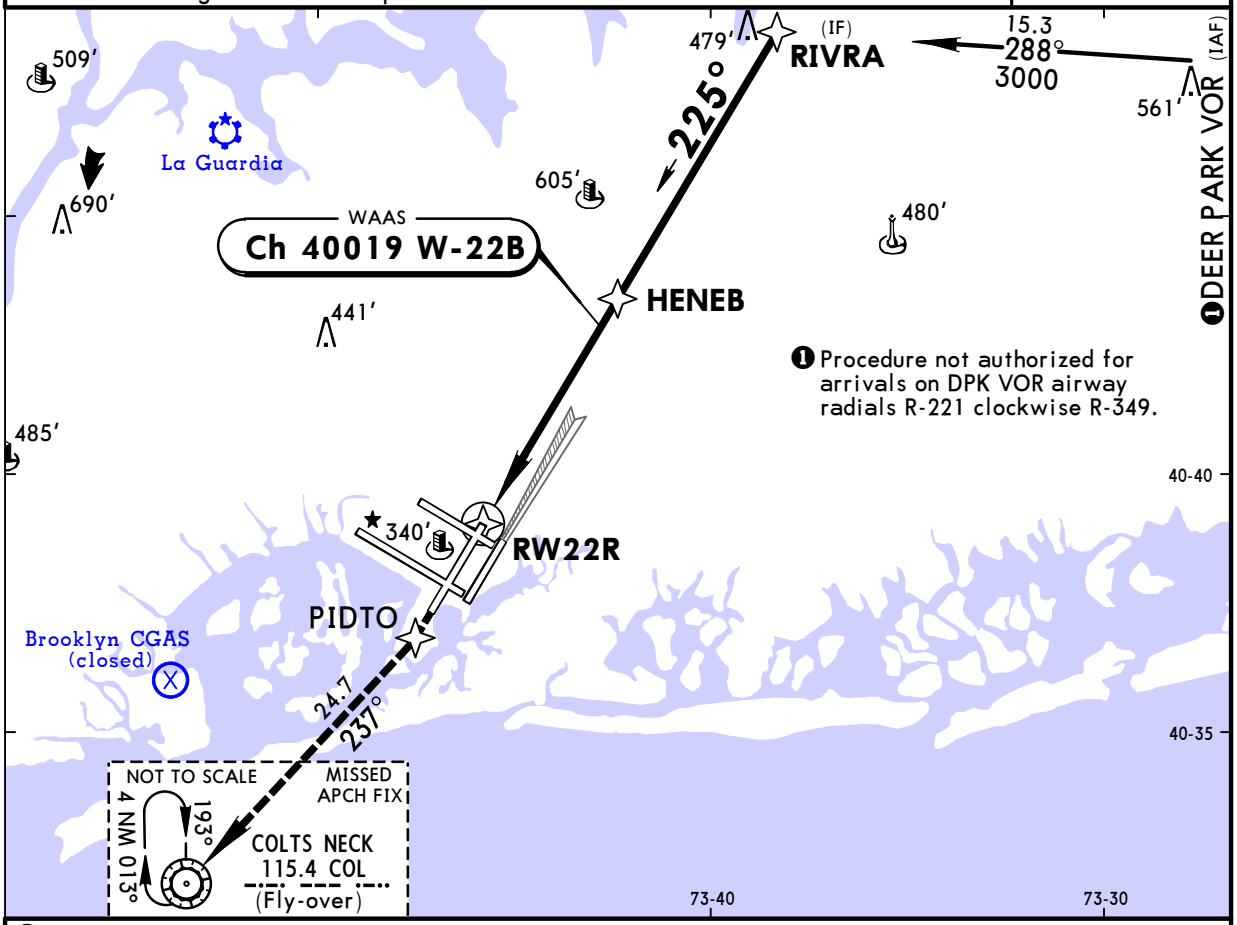
WAAS	Final Apch Crs	Minimum Alt HENEB	LPV DA(H)	Apt Elev 13'
Ch 40019 W-22B	225°	1900'(1888')	269'(257')	TDZE 12'

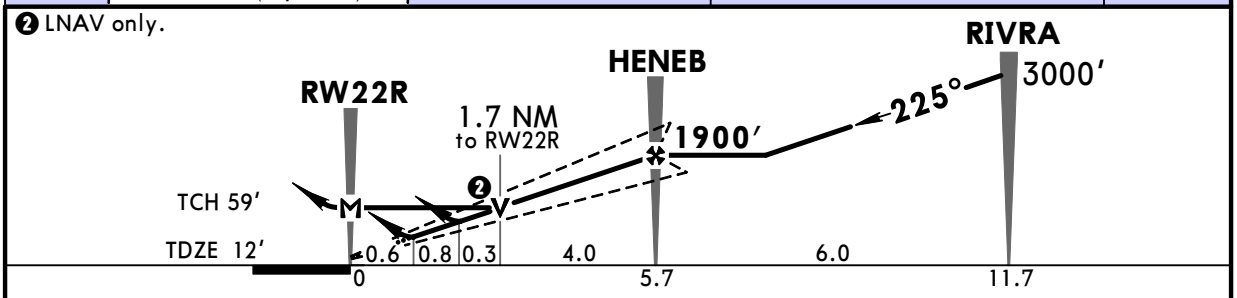
MISSED APCH: Climb to 4000' direct PIDTO and on track 237° to COL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized. 5. LNAV procedure not authorized during simultaneous operations.

2900'
MSA RW22R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW22R						

PAPI-L 4000' PIDTO

TERPS

	STRAIGHT-IN LANDING LPV DA(H) 269'(257')	LNAV/VNAV DA(H) 501'(489')	LNAV MDA(H) 600'(588')	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 40 or ¾	1⅝	RVR 50 or 1	90	640'(627') - 1
B				120	
C			1¾	140	640'(627') - 1¾
D				165	660'(647') - 2

TERPS AMEND 1E 23 JUN 2016

CHANGES: Re-indexed, chart formatting.

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KJFK/JFK KENNEDY INTL

JEPPESEN
15 JUL 16
Eff 21 Jul
22-5

NEW YORK, NY RNAV (GPS) Y Rwy 31L

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 13'
Ch 50119 W-31A	315°	CUVKU 1800'(1787')	213'(200')	TDZE 13'

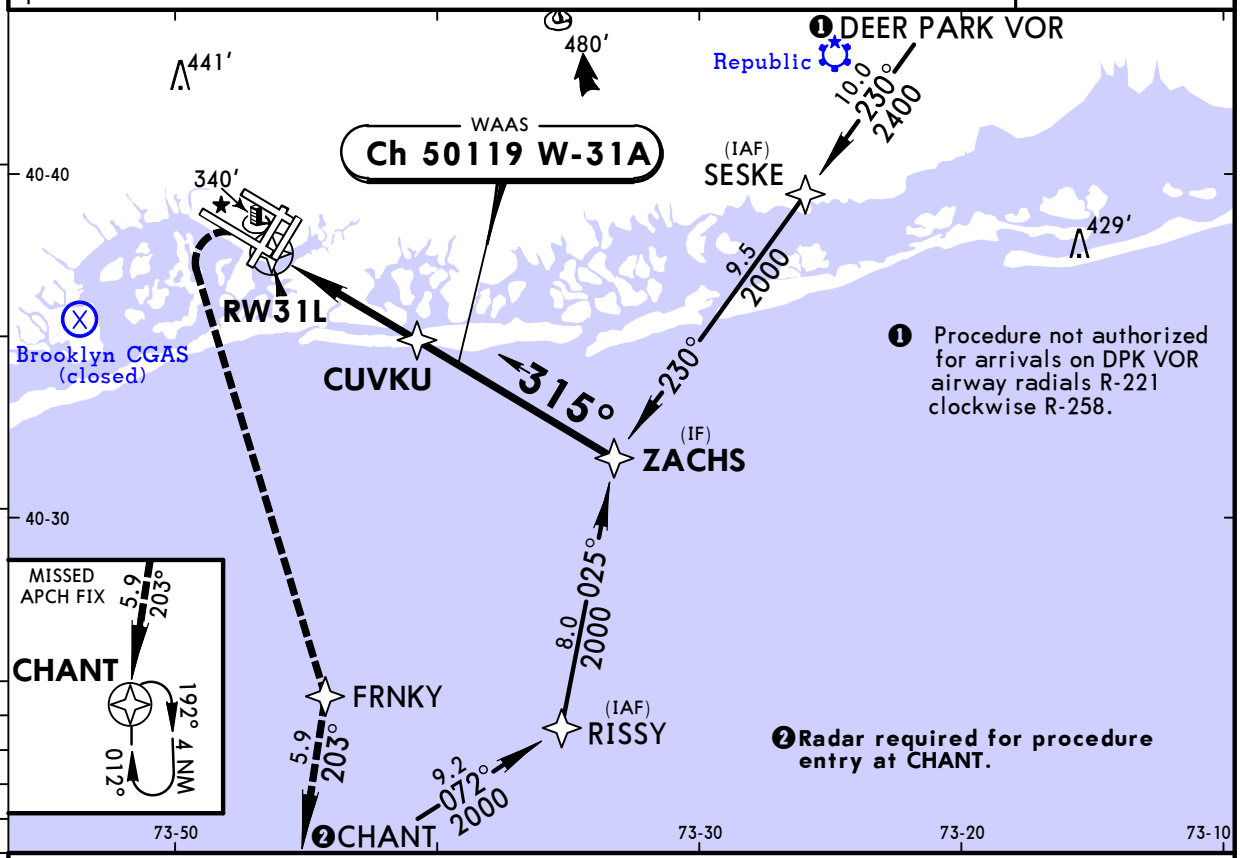
BRIEFING STRIP™

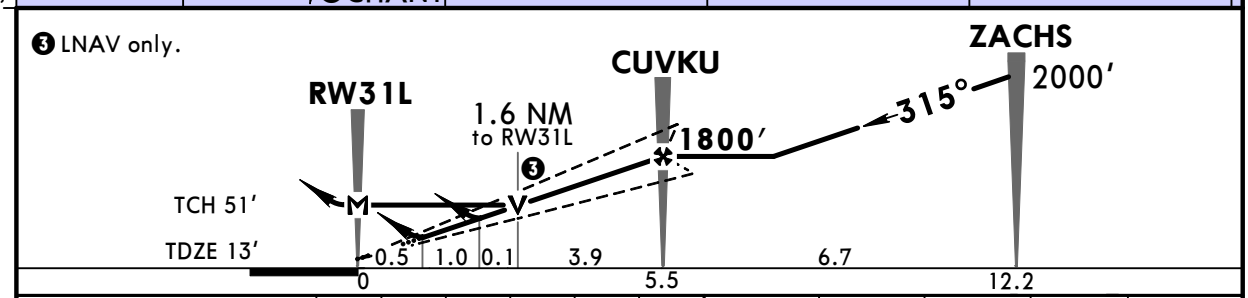
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct FRNKY and on 203° track to CHANT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 31R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. LNAV procedure not authorized during simultaneous operations.

2900'
MSA RW31L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW31L						

PAPI-L | 500' | 3000' LT | FRNKY

TERPS

	STRAIGHT-IN LANDING LPV DA(H) 213'(200')	LNAV/VNAV DA(H) 541'(528')	LNAV MDA(H) 600'(587')	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 40 or ¾	1¾	RVR 55 or 1¼	90	640'(627') - 1
B				120	
C			1¾	140	640'(627') - 1¾
D				165	660'(647') - 2

TERPS AMEND 2 24 JUL 2014

CHANGES: Re-indexed, chart formatting.

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KJFK/JFK KENNEDY INTL

JEPPESEN
15 JUL 16
Eff 21 Jul
22-6

NEW YORK, NY RNAV (GPS) Y Rwy 31R

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.725 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

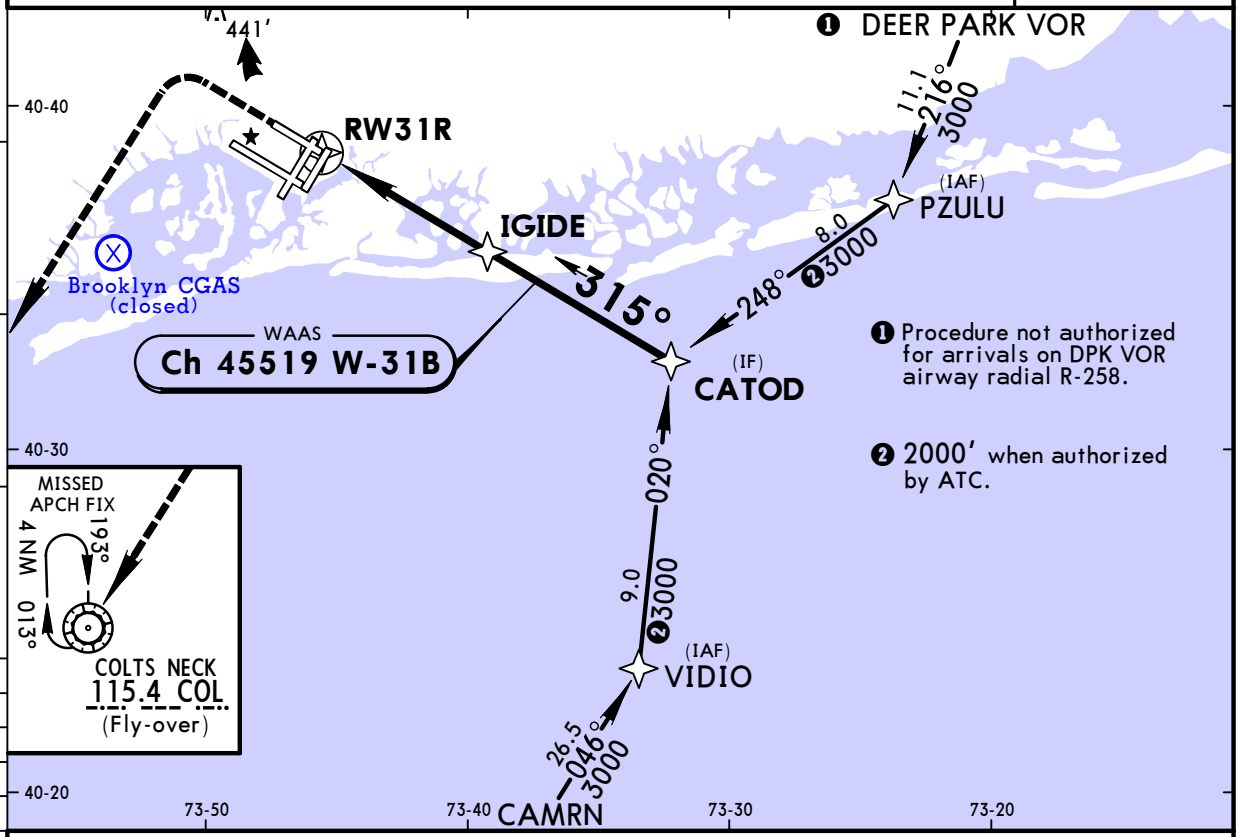
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 13'
Ch 45519 W-31B	315°	IGIDE 1900'(1888')	212'(200')	TDZE 12'

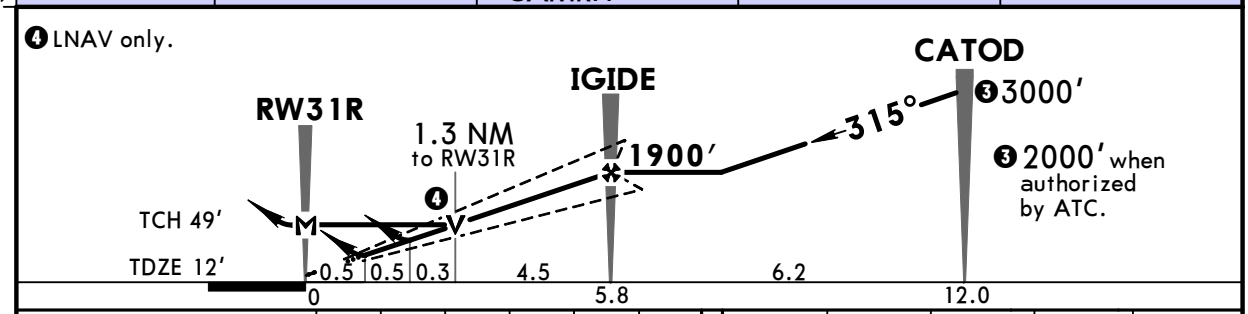
MISSED APCH: Climb to 1800' then climbing LEFT turn to 4000' direct COL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 31L. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations.

2900'
MSA RW31R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW31R						

MALSR | 1800' | 4000' LT | COL 115.4

TERPS

	STRAIGHT-IN LANDING LPV DA(H) 212'(200')		LNAV/VNAV DA(H) 369'(357')		LNAV MDA(H) 460'(448')		CIRCLE-TO-LAND C Max Kts	MDA(H)
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		
A	RVR 24 or ½	RVR 40 or ¾	RVR 35 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1	90	640'(627')-1
B							120	
C					RVR 45 or ⅞	1⅜	140	640'(627')-1¾
D							165	660'(647')-2

TERPS AMEND 2 24 JUL 2014

CHANGES: Re-indexed, minimums, chart formatting.

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KJFK/JFK
KENNEDY INTL

JEPPESEN
21 APR 17
Eff 27 Apr
(22-7)

NEW YORK, NY
COPTER RNAV (GPS) 028

BRIEFING STRIP™

KENNEDY D-ATIS (Arrival)			NEW YORK Approach (R)
128.725	(NE) 117.7	(SW) 115.4	128.12

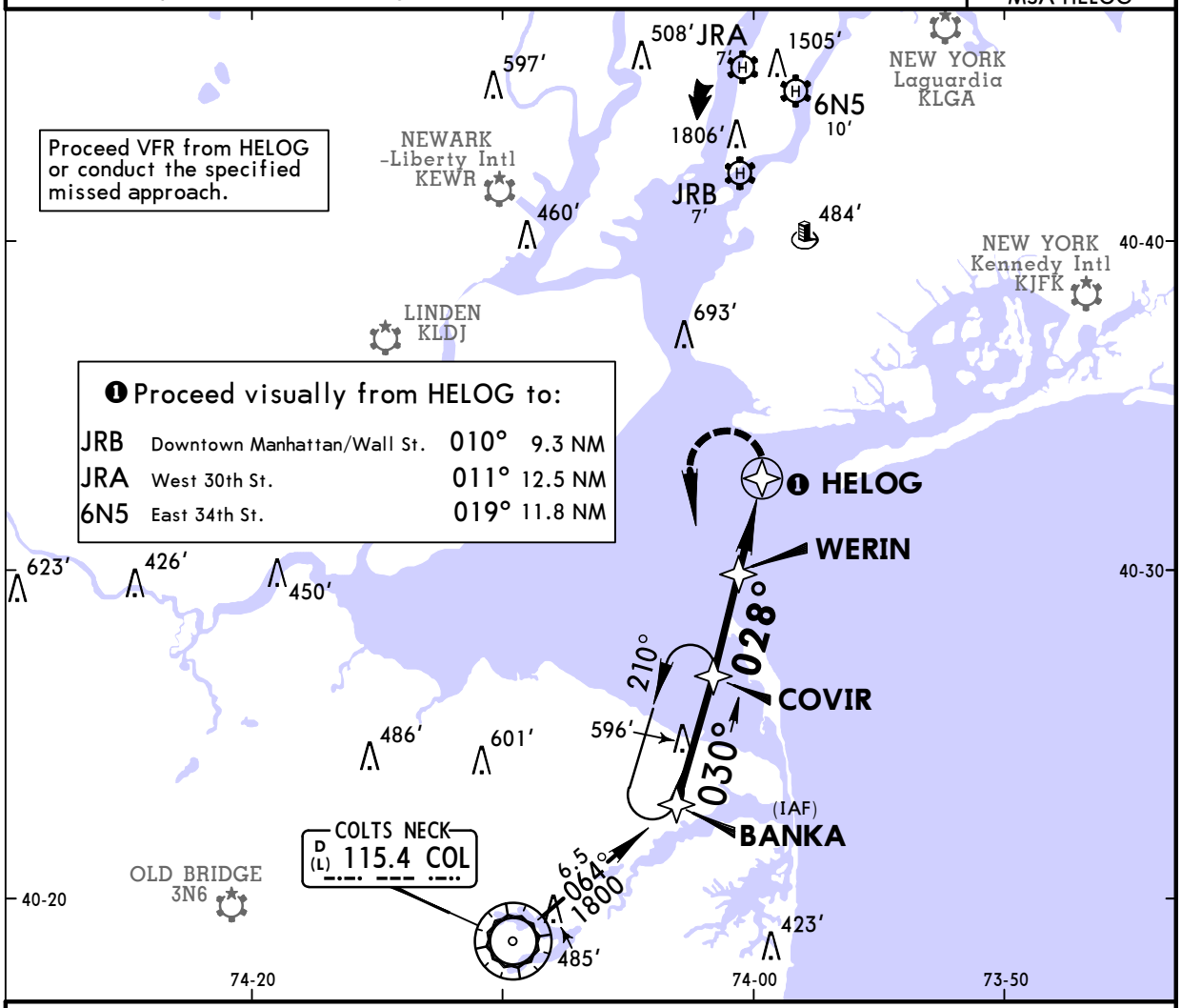
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	See Planview for Area Helipad Elevations
	028°	WERIN 1800′(1766′)	500′(466′)	

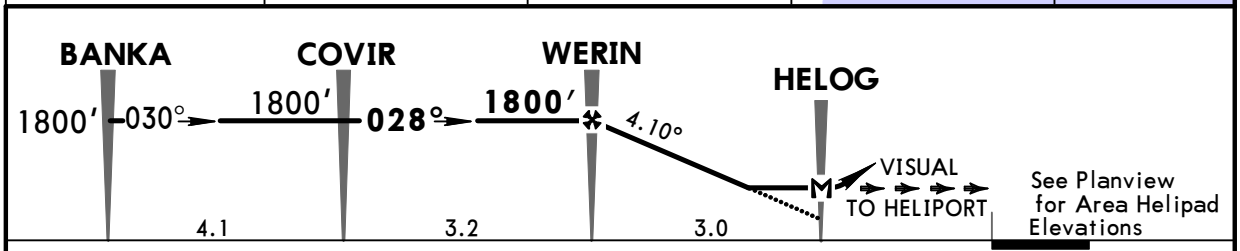
MISSED APCH: Climbing LEFT turn to 1800′ direct COVIR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Limit final and missed approach airspeed to 70 KIAS.
2. Use Kennedy Intl altimeter setting.

2900′
MSA HELOG





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	4.10°	508	653	726	871	1016	1161
MAP at HELOG							

1800′ LT D COVIR

LANDING H-028°	TAKE-OFF
MDA(H) 500′(466′)	6N5 (AMEND 0) JRB (AMEND 0) JRA (AMEND 1)
COPTER: 3/4	COPTER: USE JEDIL DEPARTURE

TERPS AMEND 0B 10 DEC 2015

CHANGES: Take-off minimums, chart format.

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KJFK/JFK KENNEDY INTL

JEPPESEN
29 JAN 16
Eff 4 Feb
22-20

NEW YORK, NY RNAV (RNP) Z Rwy 4L

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.725 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

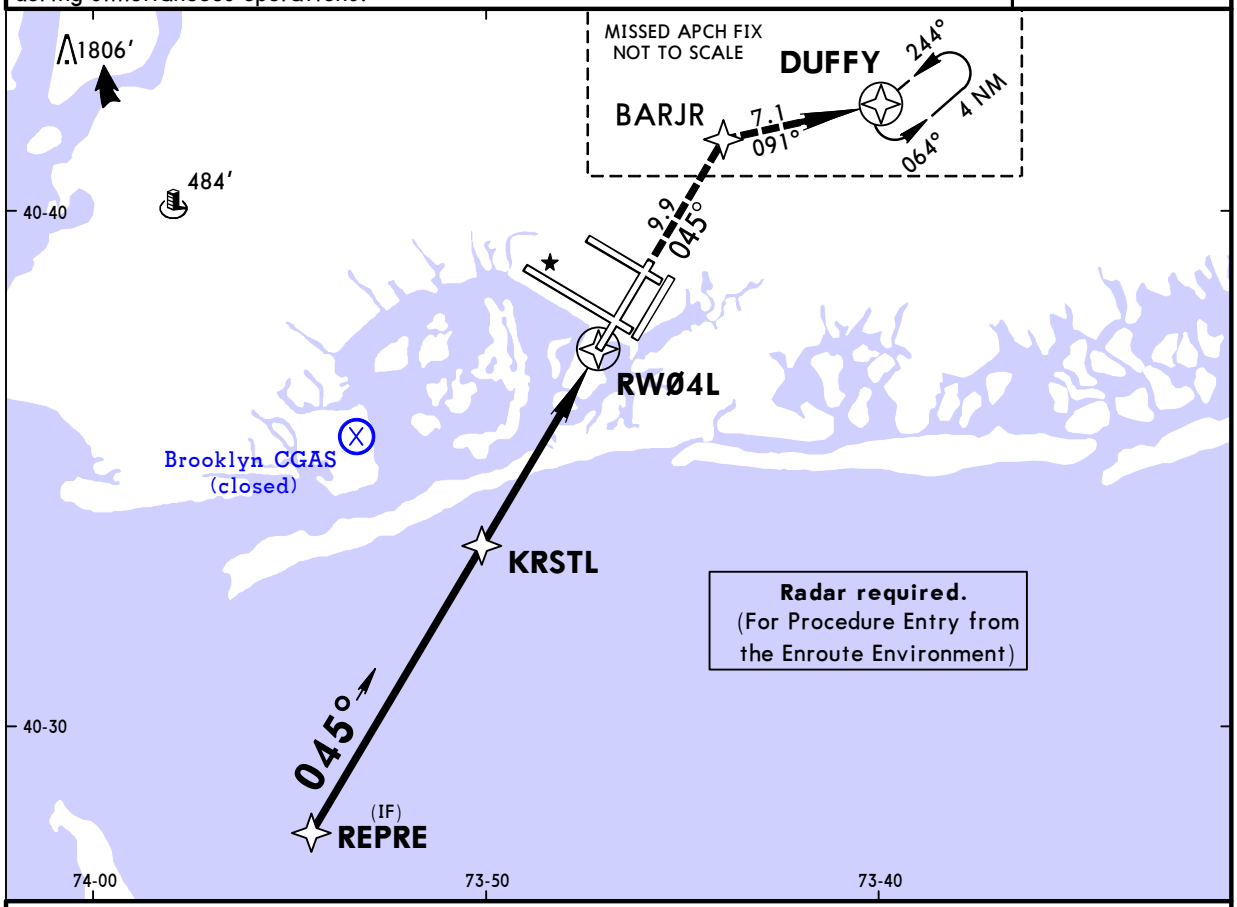
RNAV	Final Apch Crs	Minimum Alt KRSTL	RNP 0.30 DA(H)	Apt Elev 13'
	045°	1500'(1487')	368'(355')	TDZE 13'

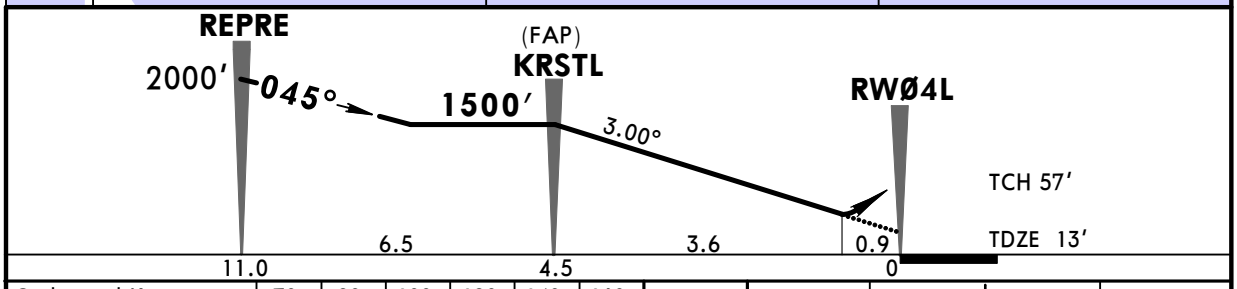
MISSED APCH: Climb to 3000' on track 045° to BARJR and on track 091° to DUFFY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -11°C (13°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72'). 5. Simultaneous approach authorized with Rwy 4R.
6. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.

2900'
MSA RWØ4L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

REIL
PAPI-L

3000' on 045° BARJR

TERPS STRAIGHT-IN LANDING RWY **4L**

RNP 0.30

DA(H) **368'**(355')

A	RVR 60 or 1¼
B	
C	
D	

TERPS AMEND 1A 4 FEB 2016

CHANGES: BARJR.

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KJFK/JFK KENNEDY INTL

JEPPESEN
29 JAN 16
Eff 4 Feb
(22-21)

NEW YORK, NY RNAV (RNP) Z Rwy 4R

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

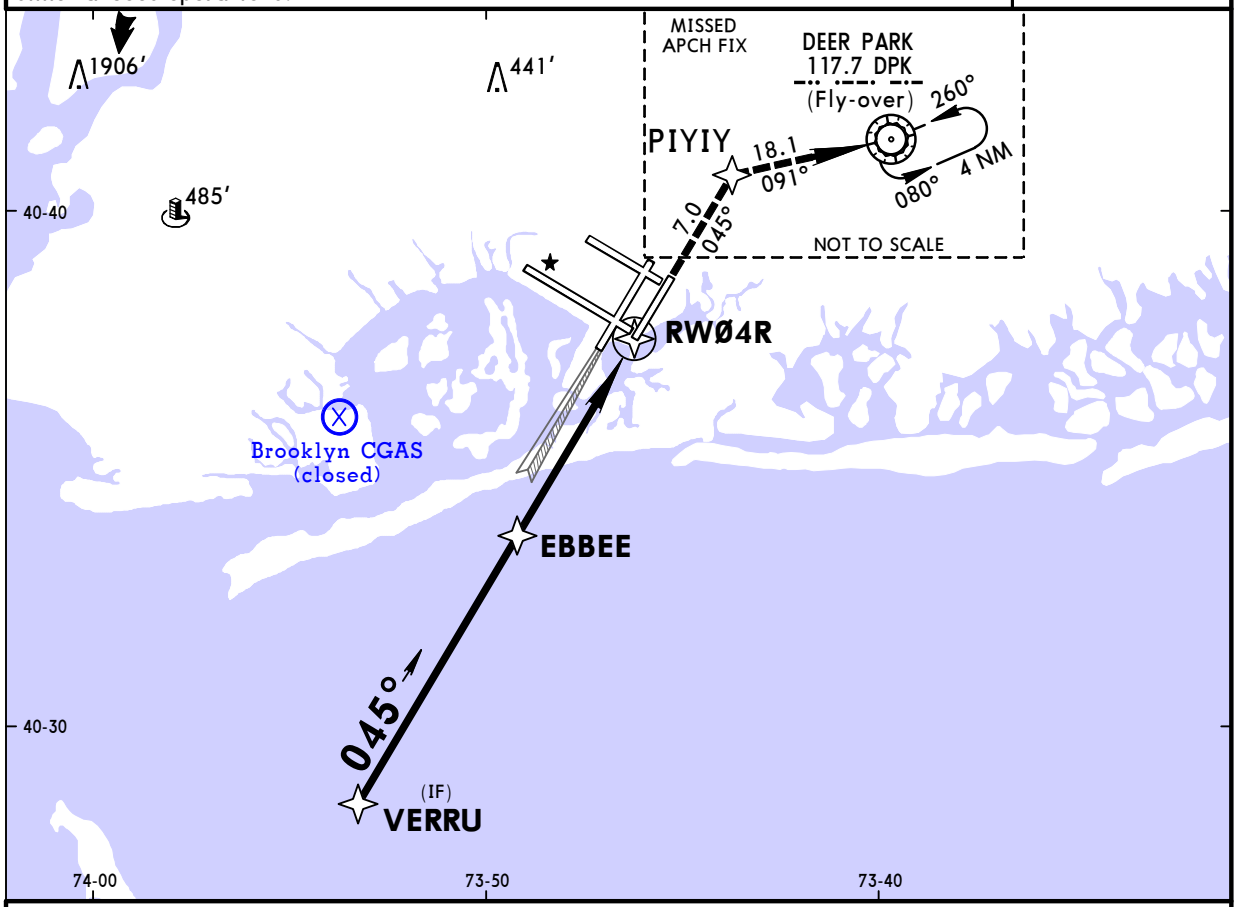
RNAV	Final Apch Crs	Mandatory Alt	RNP 0.30 DA(H)	Apt Elev 14′
	045°	EBBEE 1500′(1488′)	418′(406′)	TDZE 12′

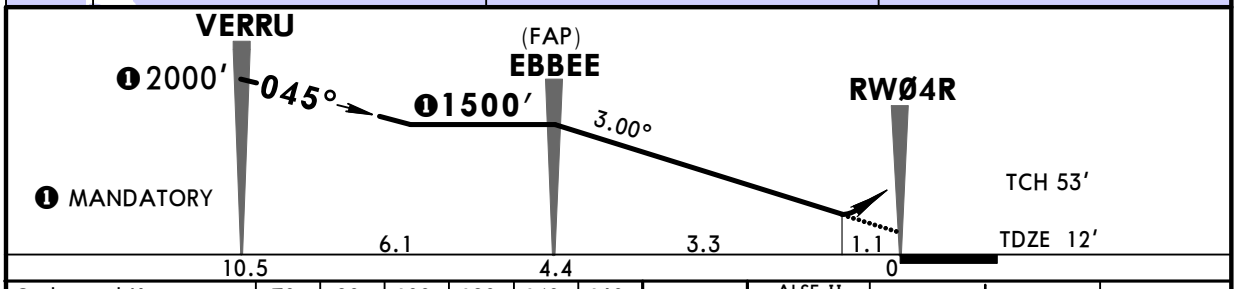
MISSED APCH: Climb to 4000′ via 045° track to PIYIY and via 091° track to DPK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (9°F) or above 48°C (118°F). 5. Simultaneous approach authorized with Rwy 4L. 6. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.

2900′
MSA RWØ4R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II

4000′ via 045° PIYIY

STRAIGHT-IN LANDING RWY 4R
RNP 0.30
DA(H) **418′**(406′)

		ALS out
A	RVR 50 or 1	1½
B		
C		
D		

TERPS AMEND 0B 13 DEC 2012

CHANGES: None.

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KJFK/JFK KENNEDY INTL

JEPPESEN 17 JUN 16 (22-22)

NEW YORK, NY RNAV (RNP) Z Rwy 22L

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.725 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

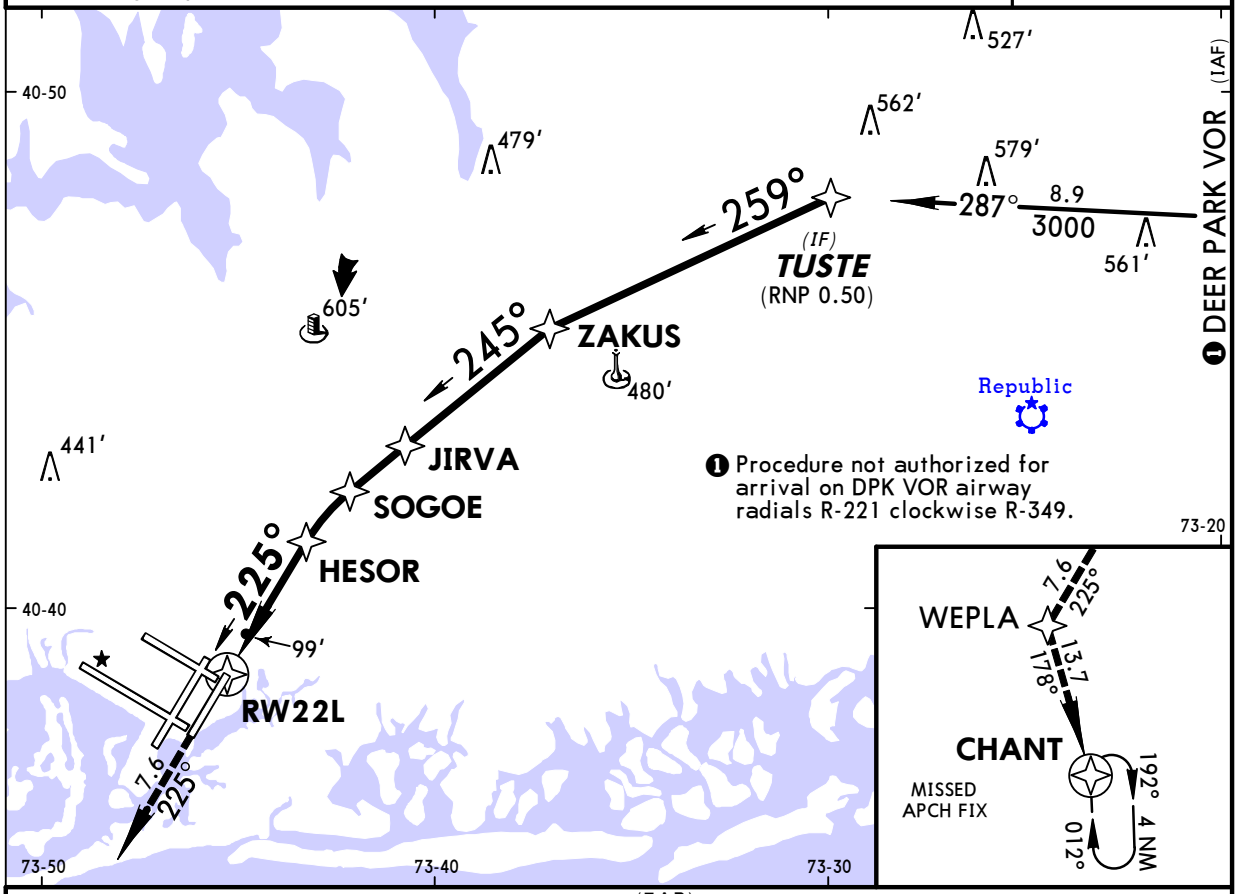
RNAV	Final Apch Crs	Minimum Alt	RNP 0.20 DA(H)	Apt Elev 13'
	225°	JIRVA 1900' (1888')	316' (304')	TDZE 12'

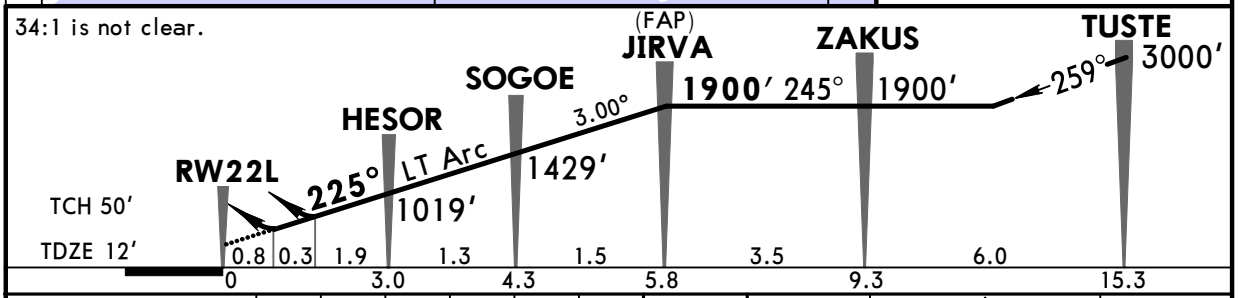
MISSED APCH: Climb to 3000' on track 225° to WEPLA and on track 178° to CHANT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. Simultaneous operations authorized. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.

MSA RW22L: 2900'





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI 3000' on 225° WEPLA

TERPS STRAIGHT-IN LANDING

	RNP 0.20 DA(H) 316'(304')		RNP 0.30 DA(H) 405'(393')	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 40 or ¾	RVR 60 or 1¼
B				
C				
D				

TERPS AMEND 1B 23 JUN 2016

CHANGES: Notes, chart format, minimums, amendment number.

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KJFK/JFK
KENNEDY INTL

JEPPESEN
17 JUN 16 (22-23)

NEW YORK, NY
RNAV (RNP) Z Rwy 31L

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.725 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

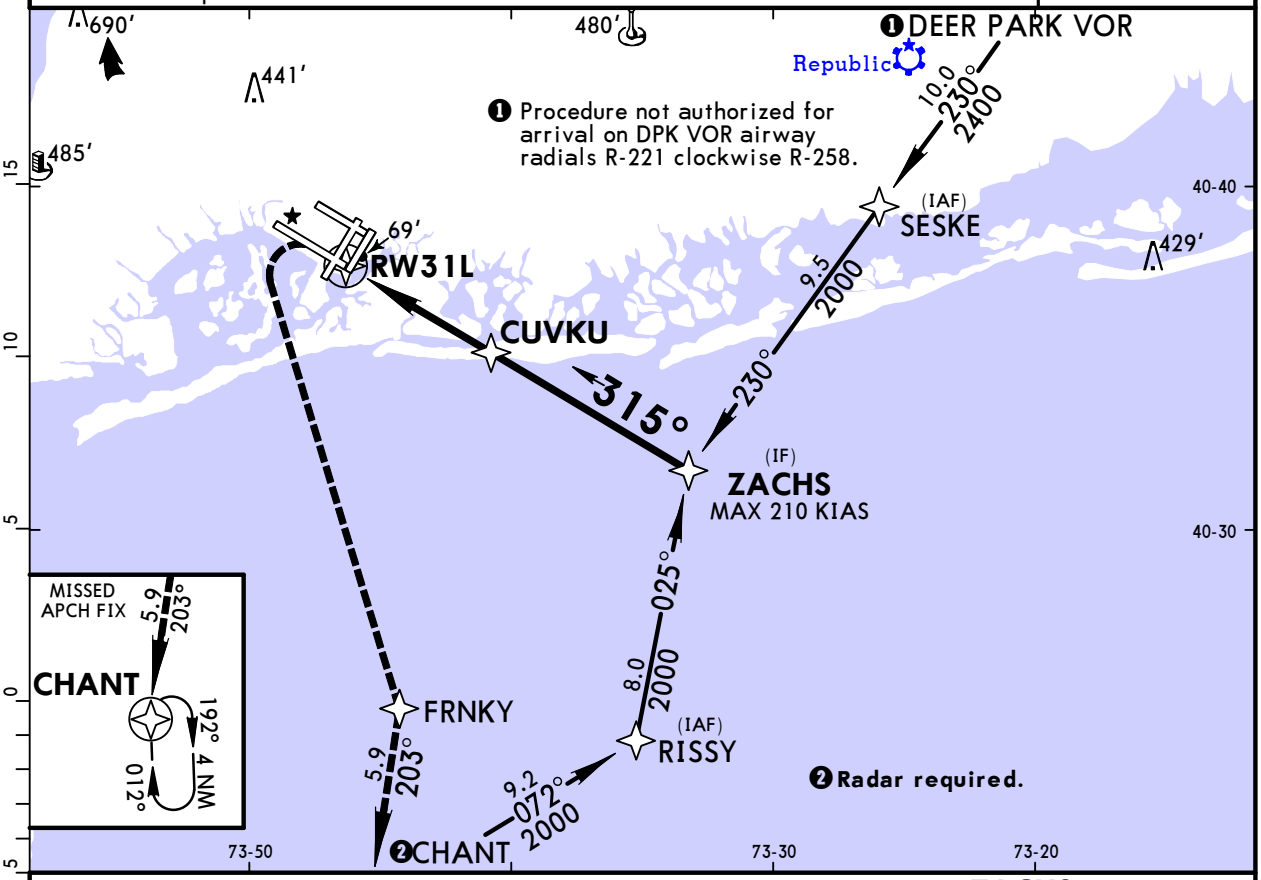
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 13′
	315°	CUVKU 1800′ (1787′)	410′ (397′)	TDZE 13′

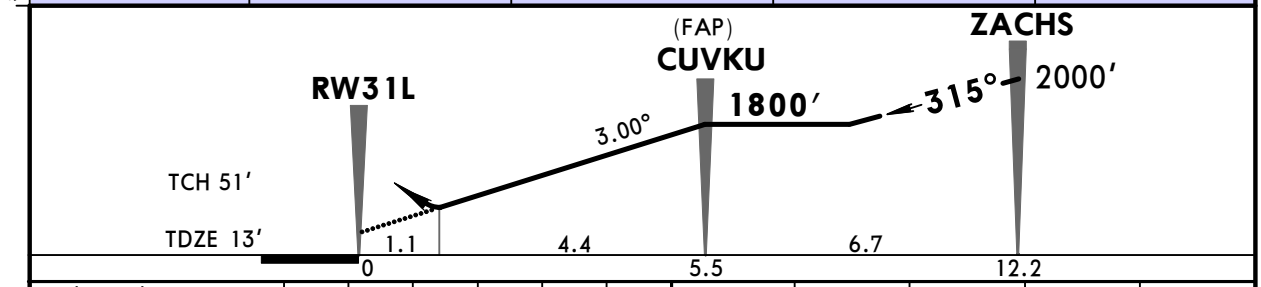
MISSED APCH: Climb to 500′ then climbing LEFT turn to 3000′ direct FRNKY and on 203° track to CHANT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 31R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2900′
MSA RW31L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

PAPI-L | 500′ | 3000′ LT | FRNKY

TERPS

STRAIGHT-IN LANDING

RNP 0.30

DA(H) **410′** (397′)

A	
B	
C	1⅜
D	

TERPS AMEND 1 24 JUL 2014

CHANGES: Minimums format.

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JEPPESEN
JeppView 3.6.2.0

KJFK/JFK
KENNEDY INTL

JEPPESEN
18 JUL 14
Eff 24 Jul
(22-24)

NEW YORK, NY
RNAV (RNP) Z Rwy 31R

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.725 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

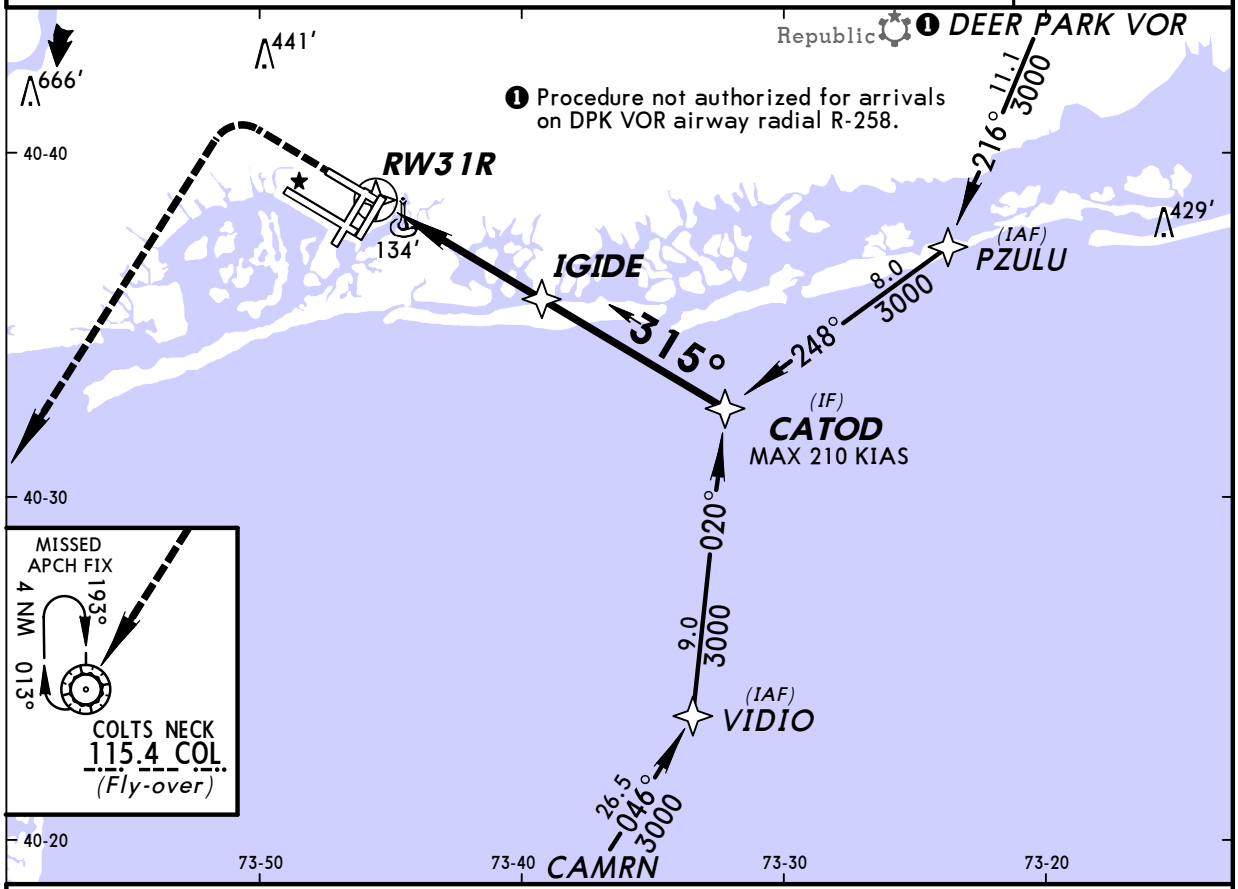
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 13′
	315°	IGIDE 1900′ (1888′)	458′ (446′)	TDZE 12′

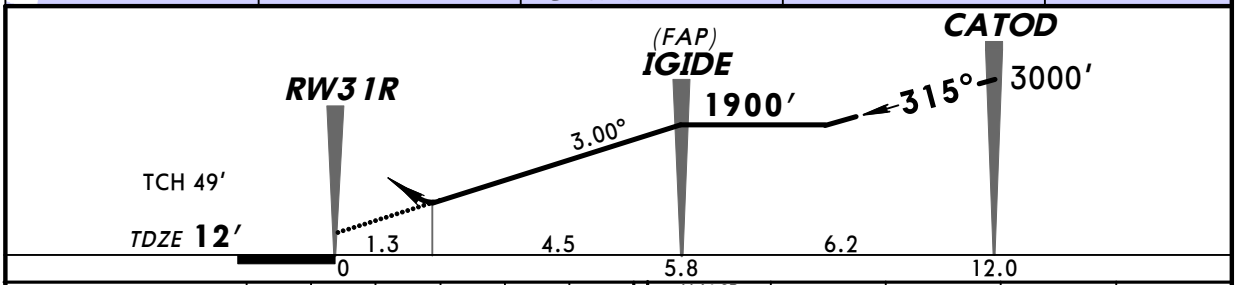
MISSED APCH: Climb to 1800′ then climbing LEFT turn to 4000′ direct COL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F).
4. Simultaneous approach authorized with Rwy 31L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2900′
MSA RW31R





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR | 1800′ | 4000′ LT | D | COL 115.4

TERPS

STRAIGHT-IN LANDING RWY **31R**
RNP 0.30
DA(H) **458′** (446′)

		RAIL out	ALS out
A	RVR 50 or 1	RVR 55 or 1	1½
B			
C			
D			

TERPS AMEND 1 24 JUL 2014

CHANGES: D-ATIS frequency, procedure.

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KJFK/JFK KENNEDY INTL

JEPPESEN 4 DEC 15 (23-1) Eff 10 Dec

NEW YORK, NY VOR Rwy 4L

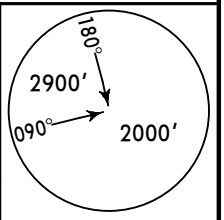
BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		121.9

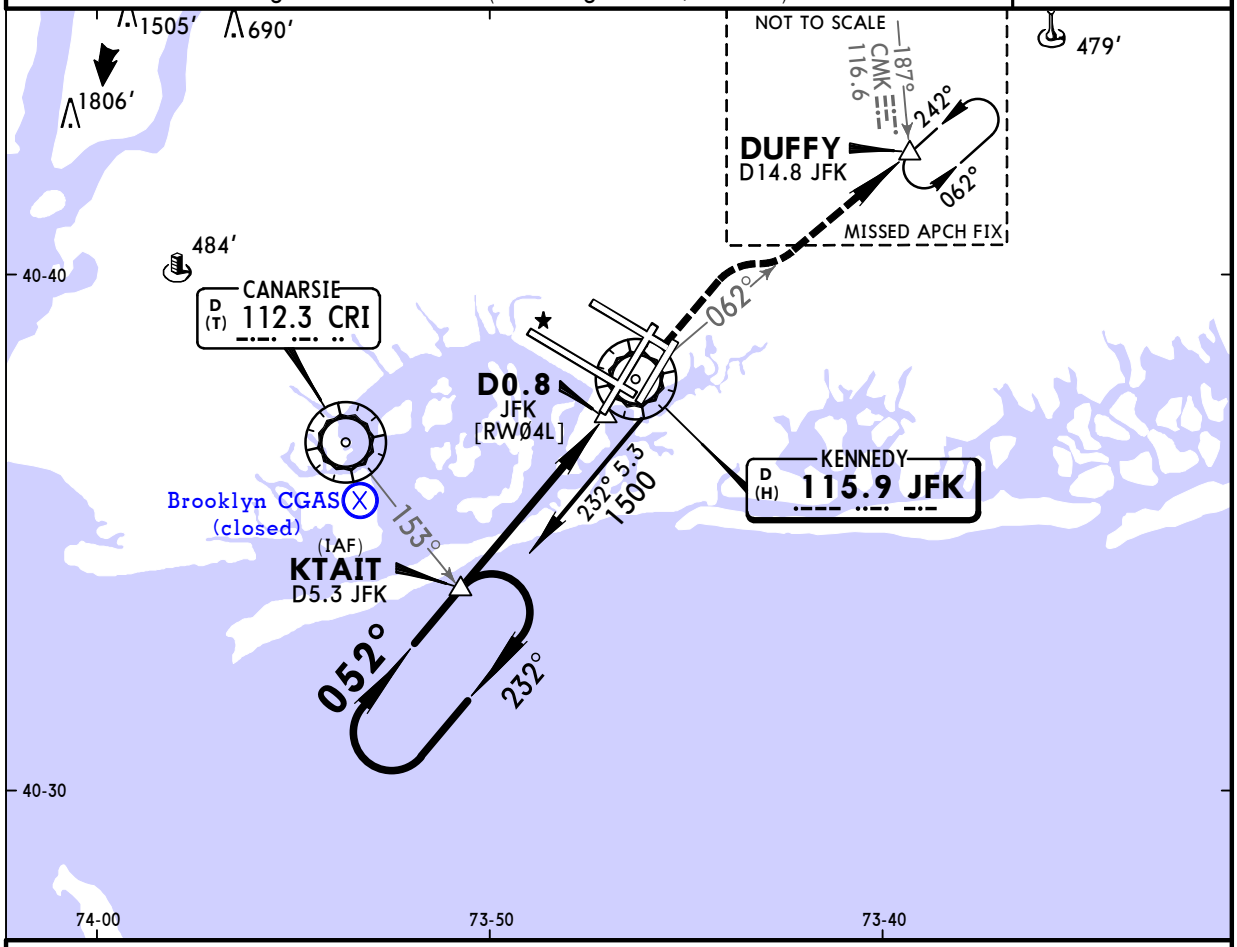
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 13'
JFK 115.9	052°	KTAIT 1500'(1487')	480'(467')	TDZE 13'

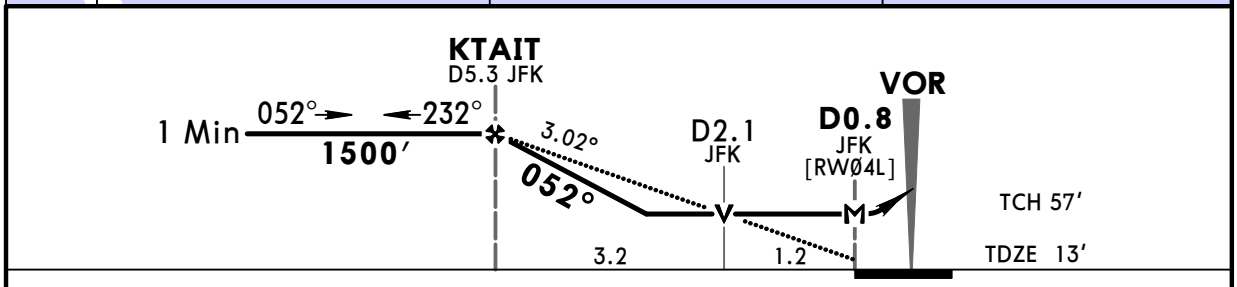
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' outbound on JFK VOR R-062 to DUFFY INT/D14.8 JFK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 72').



MSA JFK VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at D0.8 JFK or KTAIT to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

REIL PAPI-L | 2000' | 3000' RT | JFK on 115.9 R-062 | DUFFY

TERPS STRAIGHT-IN LANDING RWY 4L

MDA(H) 480'(467')

	RVR
A, B	55 or 1
C, D	1⅜

CIRCLE-TO-LAND

Cat	Max Kts	MDA(H)
A, B	90, 120	640'(627') -1
C	140	640'(627') -1¾
D	165	660'(647') -2

TERPS AMEND 1 15 OCT 2015

CHANGES: Lighting.

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KJFK/JFK
KENNEDY INTL

JEPPESEN
4 DEC 15 (23-2) Eff 10 Dec

NEW YORK, NY
VOR Rwy 4R

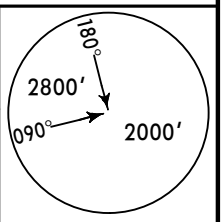
BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower		Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)		121.9

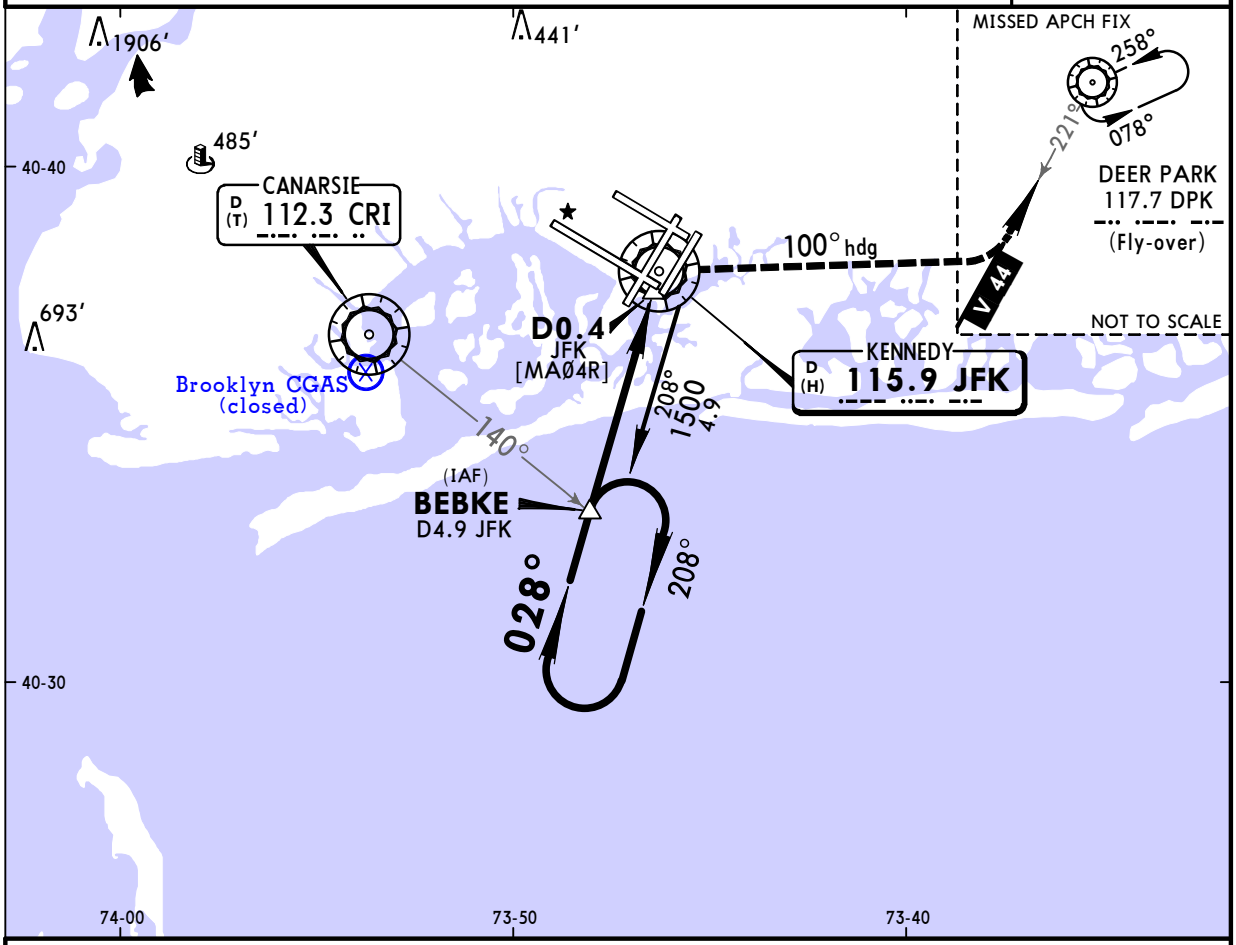
VOR JFK	*Final Apch Crs*	Minimum Alt BEBKE	MDA(H)	Apt Elev 14′
115.9	028°	1500′(1488′)	540′(528′)	TDZE 12′

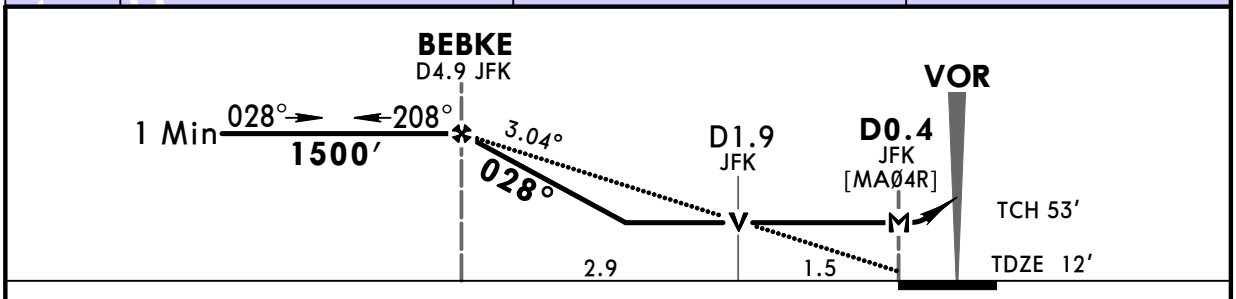
MISSED APCH: Climbing RIGHT turn to 4000′ via heading 100° and V-44 to DPK VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



MSA JFK VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.04°	376	484	538	645	753	861
MAP at D0.4 JFK or BEBKE to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

ALSF-II

4000′ RT via 100° hdg and V-44

DPK 117.7

STRAIGHT-IN LANDING RWY 4R

MDA(H) 540′(528′)

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D	RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(626′) -1
120	
140	640′(626′) -1¾
165	640′(626′) -2

AMEND 0 TERPS

CHANGES: Runway diagram.

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JEPPESEN
JeppView 3.6.2.0

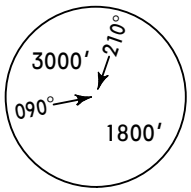
KJFK/JFK
KENNEDY INTL

JEPPESEN
15 JUL 16
Eff 21 Jul
(23-3)

NEW YORK, NY
VOR or GPS Rwy 13L/R

D-ATIS Arrival			NEW YORK Approach (R)	KENNEDY Tower		Ground
(NE)	(SW)					
128.725	117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R)	123.9 (Rwys 4L/22R & 13R/31L)	121.9

VOR	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev 14′
CRI		CRI VOR (CONDITIONAL)		TDZE 13L 12′
112.3	041°	1500′(1488′)	800′(788′)	TDZE 13R 12′

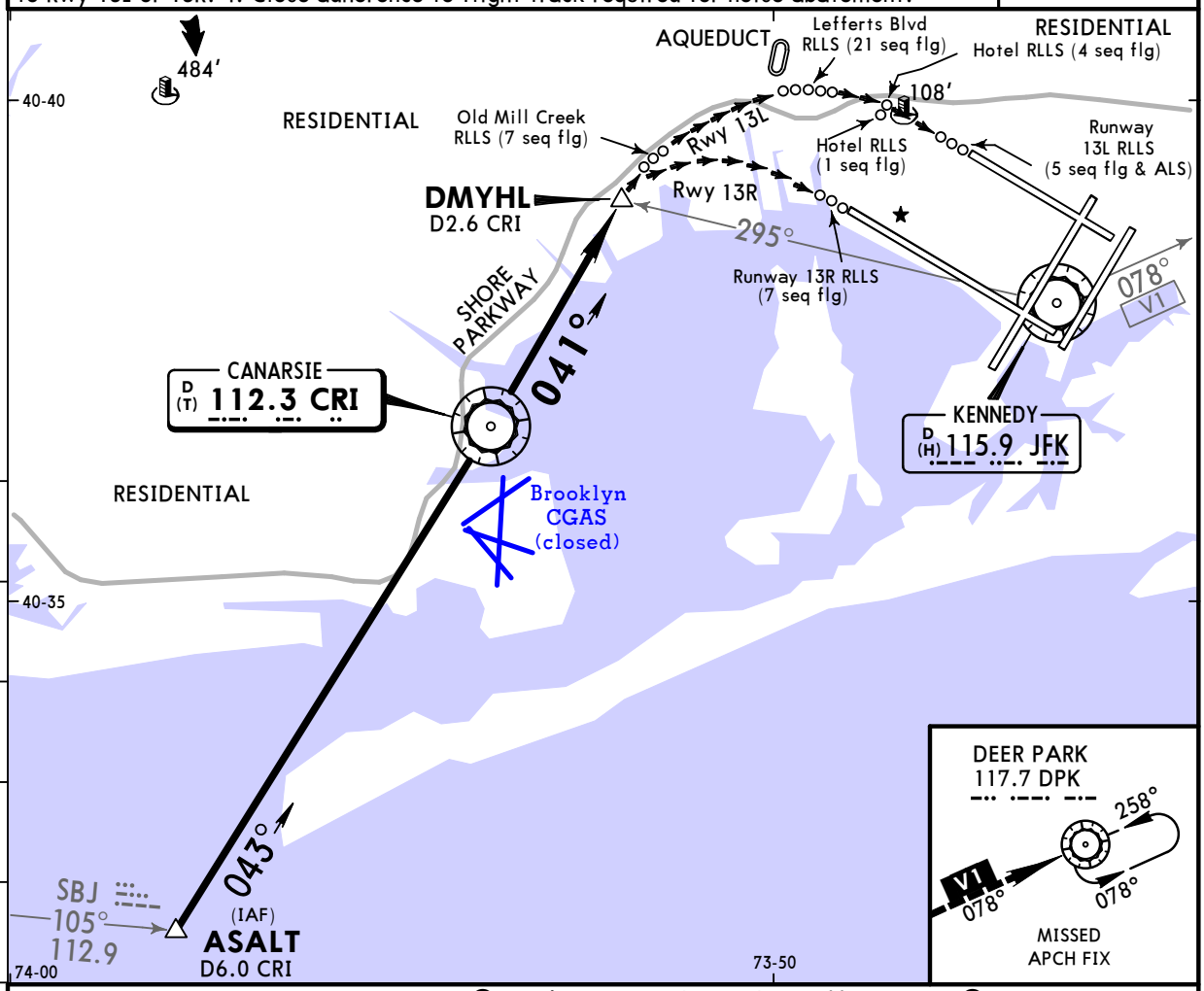


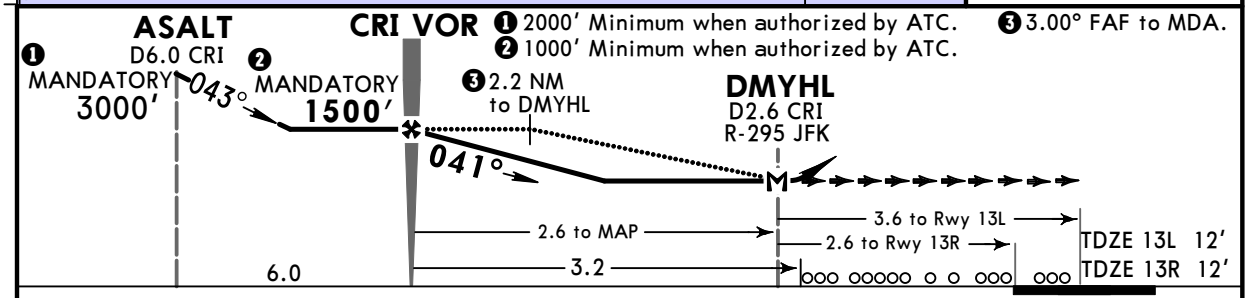
MSA CRI VOR

MISSED APCH: At or beyond MAP, climbing RIGHT turn to 4000′ on heading 100° and V-1 (R-078 JFK) to DPK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. When Lead-in Light System inop, procedure not authorized. 3. When visual reference established, fly visual to airport via lead-in lights to Rwy 13L or 13R. 4. Close adherence to flight track required for noise abatement.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DMYHL/D2.6 CRI or crossing R-295 JFK or CRI VOR to MAP	2.6	2:14	1:44	1:34	1:18	1:07	0:58

Rwy 13L: ALSF-II, VASI, VASI, RLLS
Rwy 13R: RLLS, PAPI-L

4000′ RT on 100° hdg and V-1

RUNWAY LEAD-IN LIGHT SYSTEM (RLLS)			CIRCLE-TO-LAND	
MDA(H) 800′ (788′)		RLLS out		
A	2	NA	A	NA
B			B	
C	2¼		C	
D	2½		D	

TERPS AMEND 18D 21 JUL 2016

CHANGES: Missed approach.

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KJFK/JFK KENNEDY INTL

JEPPESEN 15 JUL 16 (23-4) Eff 21 Jul

NEW YORK, NY VOR DME Rwy 22L

BRIEFING STRIP TM

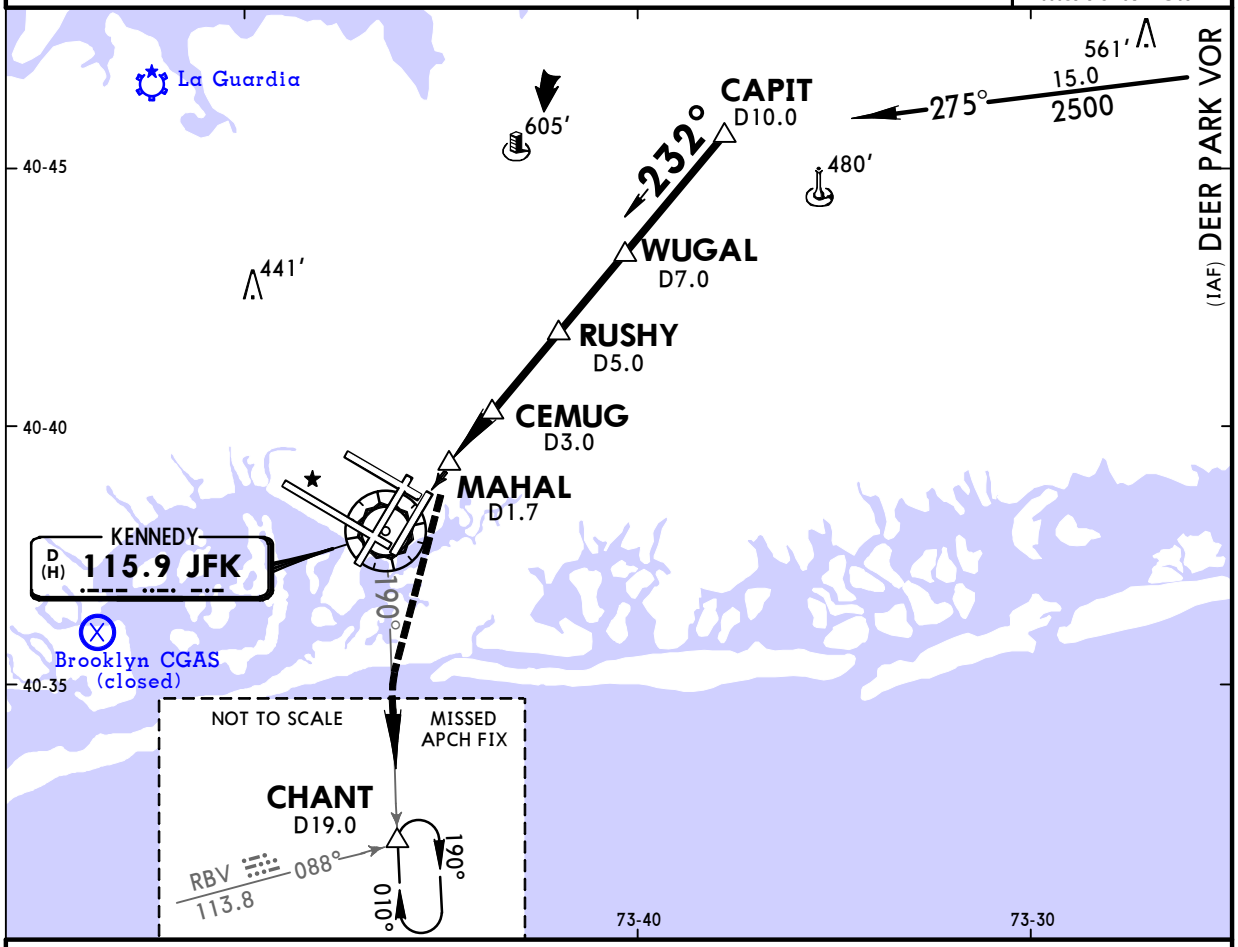
D-ATIS Arrival (NE) (SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.725 117.7 115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

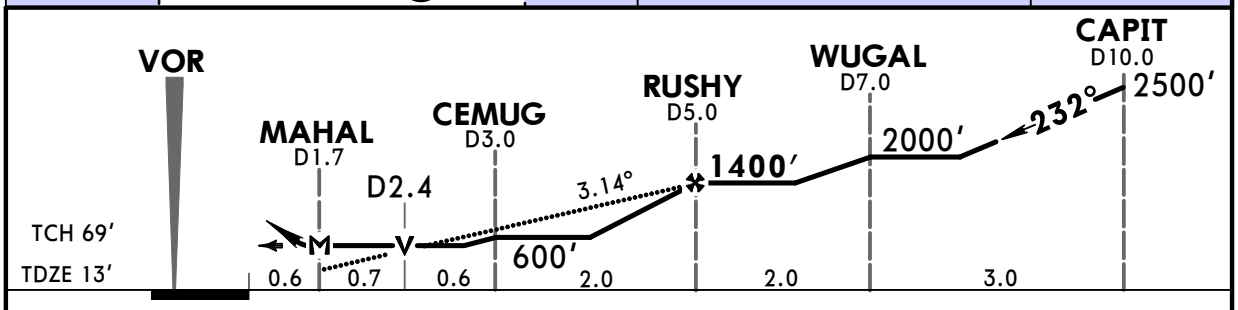
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 14′
JFK 115.9	232°	RUSHY 1400′(1387′)	440′(427′)	TDZE 13′

MISSED APCH: Climbing LEFT turn to 3000′ outbound via JFK VOR R-190 to CHANT INT/D19.0 and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA JFK VOR: 180°, 2800′; 090°, 2000′





Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle 3.14°	389	500	556	667	778	889
MAP at MAHAL						

ALSF-II, PAPI

3000′ LT via JFK 115.9 R-190 CHANT

STRAIGHT-IN LANDING

MDA(H) 440′(427′)

		ALS out
A	RVR 24 or ½	RVR 50 or 1
B		
C	RVR 40 or ¾	RVR 60 or 1¼
D	RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	640′(626′) -1
120	
140	640′(626′) -1¾
165	640′(626′) -2

TERPS AMENDED

CHANGES: None.

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KJFK/JFK KENNEDY INTL

JEPPESEN
1 JAN 16 (23-5)

NEW YORK, NY VOR Rwy 31L

BRIEFING STRIP ™

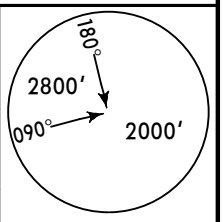
D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 14'
JFK 115.9	343°	LOKOE 1800' (1787')	560' (547')	TDZE 13'

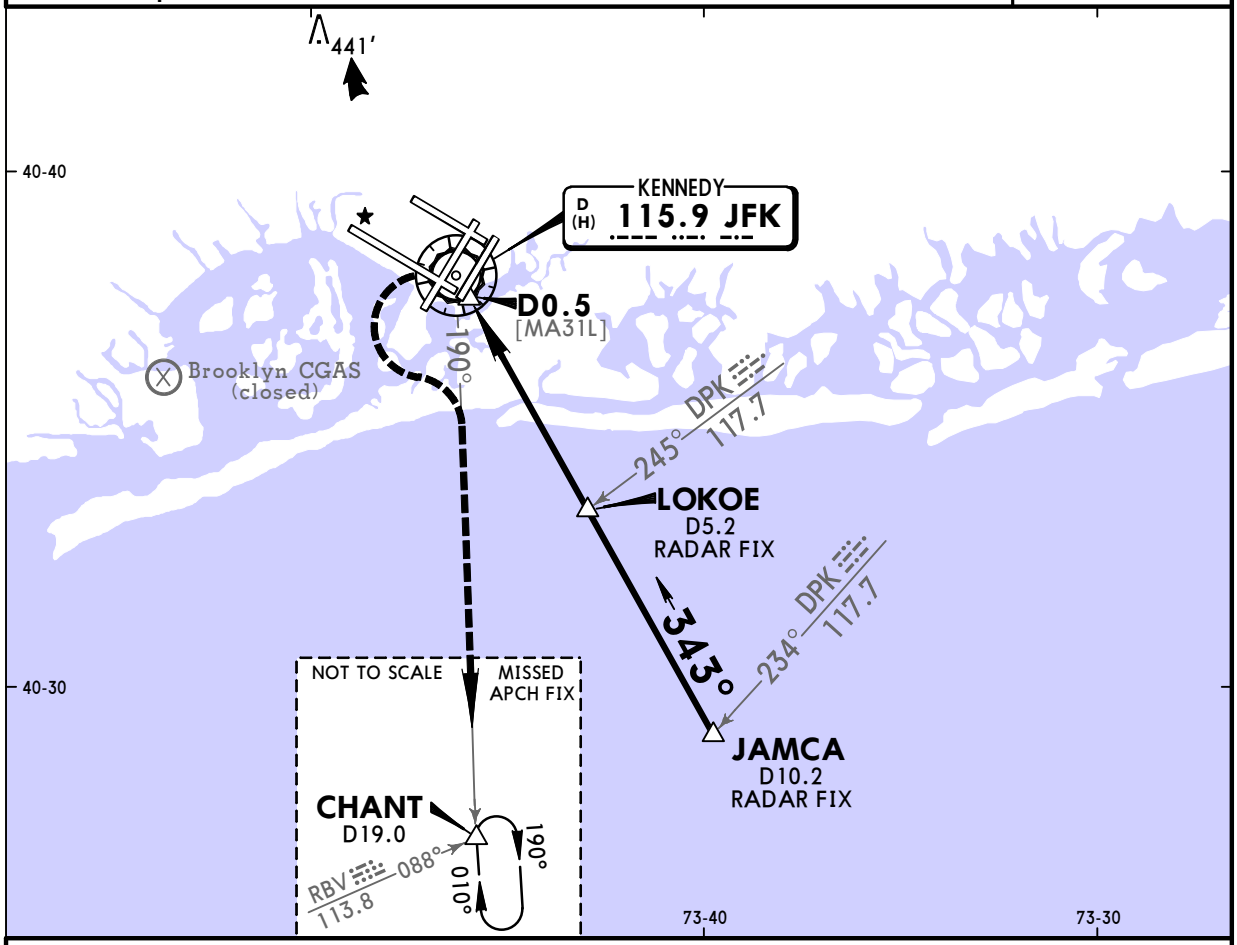
MISSED APCH: Climbing LEFT turn to 3000' outbound via JFK VOR R-190 to CHANT INT/D19.0 and hold.

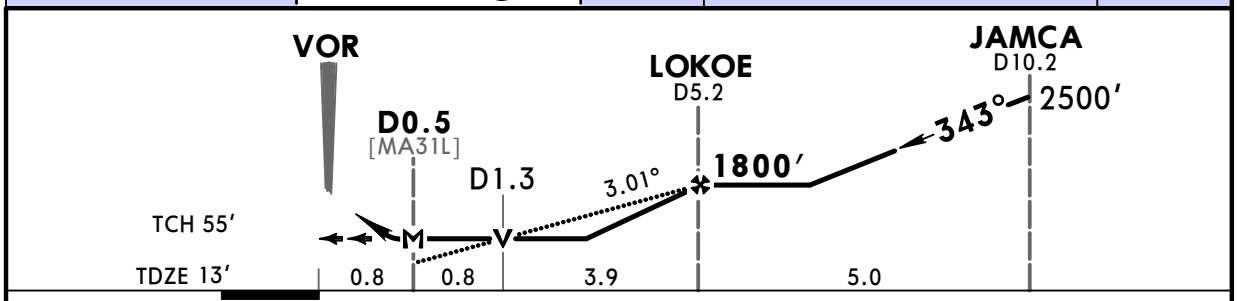
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required.



MSA JFK VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.01°	373	479	532	639	745	852
MAP at D0.5 or LOKOE to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

PAPI-L 3000' LT JFK via 115.9 R-190 CHANT

	STRAIGHT-IN LANDING RWY 31L MDA(H) 560' (547')	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 50 or 1	90	640' (626') - 1
B		120	
C	1½	140	640' (626') - 1¾
D	1¾	165	640' (626') - 2

AMEND 0 TERPS

CHANGES: Profile note removed.

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KJFK/JFK KENNEDY INTL

JEPPESEN 15 AUG 14 (29-1)

NEW YORK, NY BELMONT VISUAL Rwy 22L

BRIEFING STRIP™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

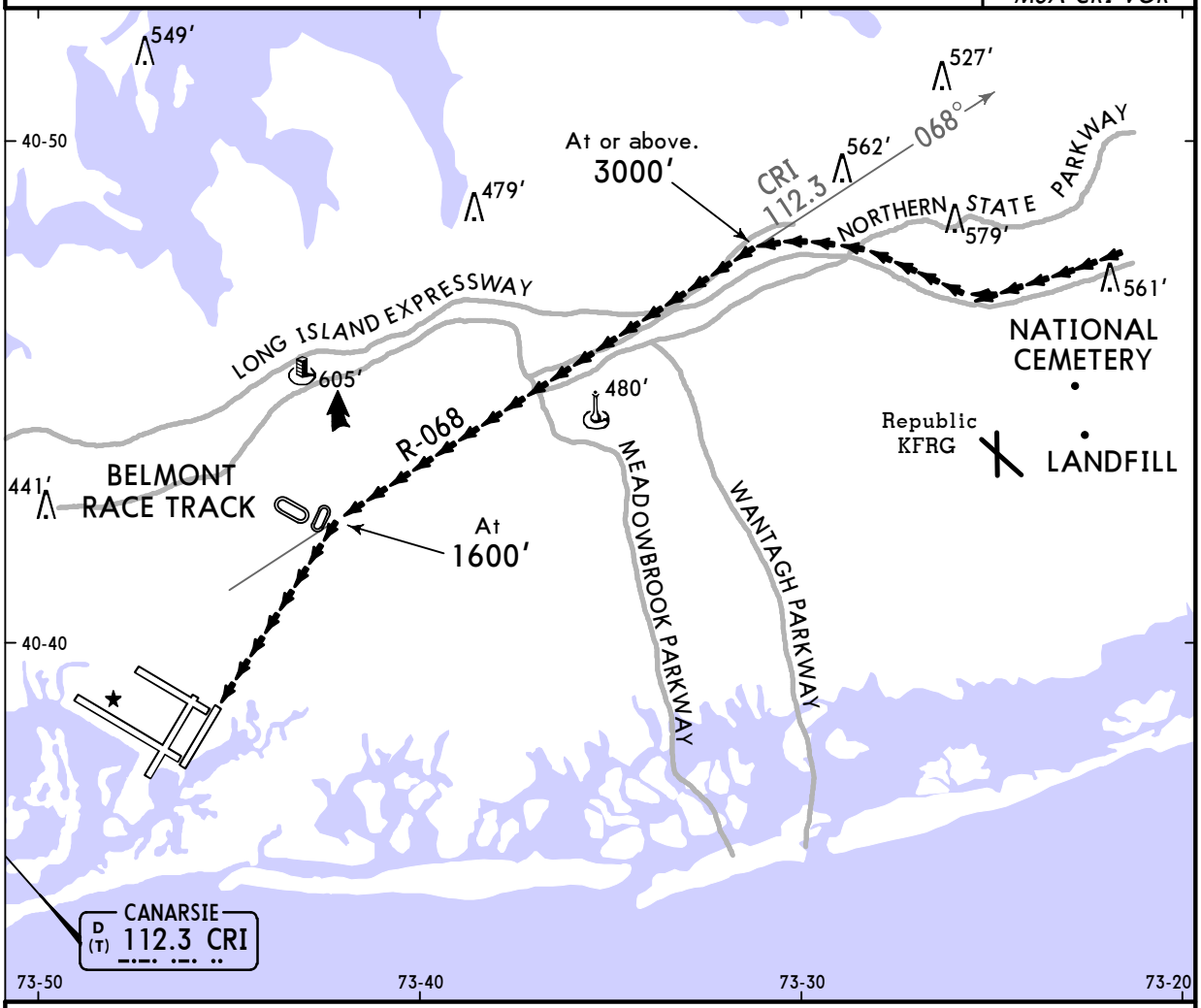
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3500-5	Apt Elev 14′

MISSED APCH: No missed approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Rwy 22L Vertical Guidance Navaid and Angle: PAPI-L 3.00°.

MSA CRI VOR: 2800′ 210° 090° 1800′



BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Rwy 22L, follow the Long Island Expressway WESTBOUND until intercepting CRI R-068 at 3000′. Navigate on CRI R-068 till abeam Belmont Race Track at 1600′. Remain EAST of Belmont Race Track and proceed direct to JFK Rwy 22L.

ALSF-II
PAPI

TERPS AMEND 0

WEATHER MINIMUMS

Ceiling **3500′-** VIS 5

CHANGES: None.

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KJFK/JFK KENNEDY INTL

JEPPESEN

15 AUG 14

NEW YORK, NY (29-2) PARKWAY VISUAL Rwy 13L/R

BRIEFING STRIP ™

D-ATIS Arrival (NE)	(SW)	NEW YORK Approach (R)	KENNEDY Tower	Ground
128.72 117.7	115.4	128.12	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	121.9

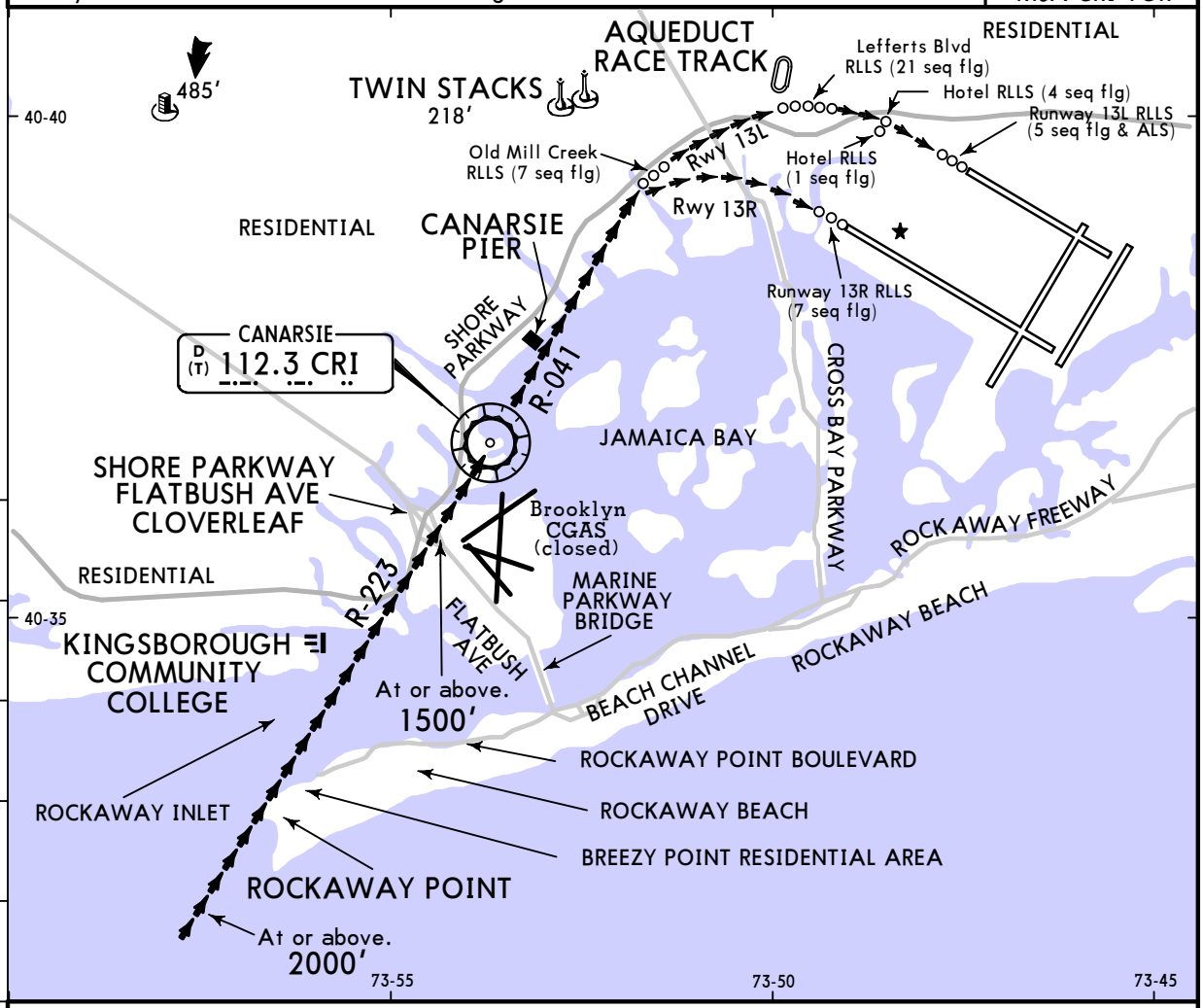
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 2500-3	Apt Elev 14′

MISSED APCH: No missed approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar required.**
2. Rwy 13L Vertical Guidance Navaid and Angle: VASI 2.75°.
3. Rwy 13R Vertical Guidance Navaid and Angle: PAPI-L 3.00°.

2800′ 210° 090° 1800′
MSA CRI VOR



PARKWAY VISUAL RWY 13L/R

When cleared for Parkway Visual to Rwy 13L/R, maintain at or above 2000′ until abeam Rockaway Point. Remain WEST of Rockaway Point, thence EAST of Kingsborough Community College. Remain EAST of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500′. Remain EAST of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and the Twin Stacks.

Runway 13L continue descent after passing the Twin Stacks.

Rwy 13L ALSF-II	Rwy 13R
VASI VASI RLLS	RLLS PAPI-L

WEATHER MINIMUMS

Ceiling **2500′**- VIS 3

TERPS AMEND 1 29 MAY 2014

CHANGES: RLLS revised.

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