

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
 128.125 269.0
 FRG ATIS
 126.65
 JFK D-ATIS
 128.725 (ARR/DEP)
 117.7 (ARR-NE)
 115.4 (ARR-SW)

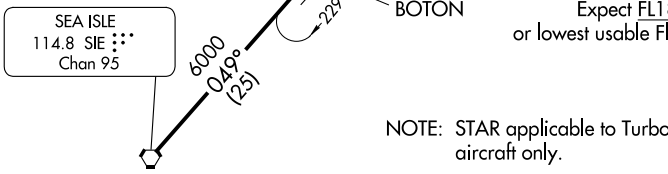
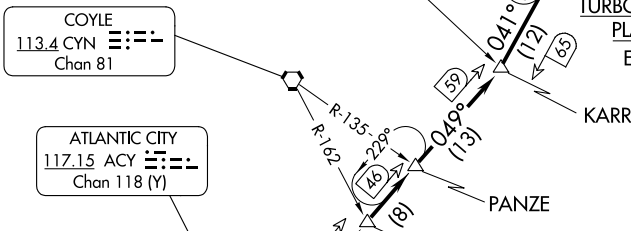
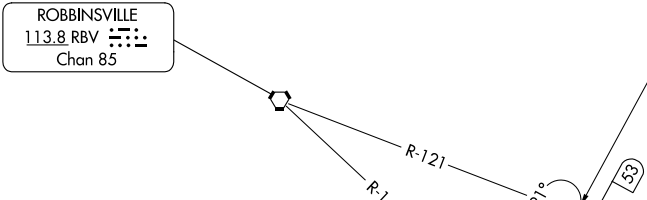
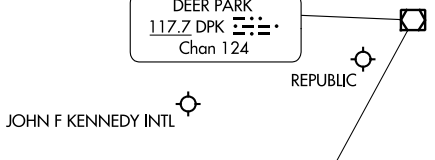
DEER PARK
 117.7 DPK
 Chan 124

ROBBINSVILLE
 113.8 RBV
 Chan 85

COYLE
 113.4 CYN
 Chan 81

ATLANTIC CITY
 117.15 ACY
 Chan 118 (Y)

SEA ISLE
 114.8 SIE
 Chan 95



CAMRN
 TURBOJET VERTICAL NAVIGATION
 PLANNING INFORMATION
 Expect 11000 and 250K.

HOGGS
 TURBOJET VERTICAL NAVIGATION
 PLANNING INFORMATION
 Expect FL180
 or lowest usable Flight Level.

NOTE: STAR applicable to Turbojet aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

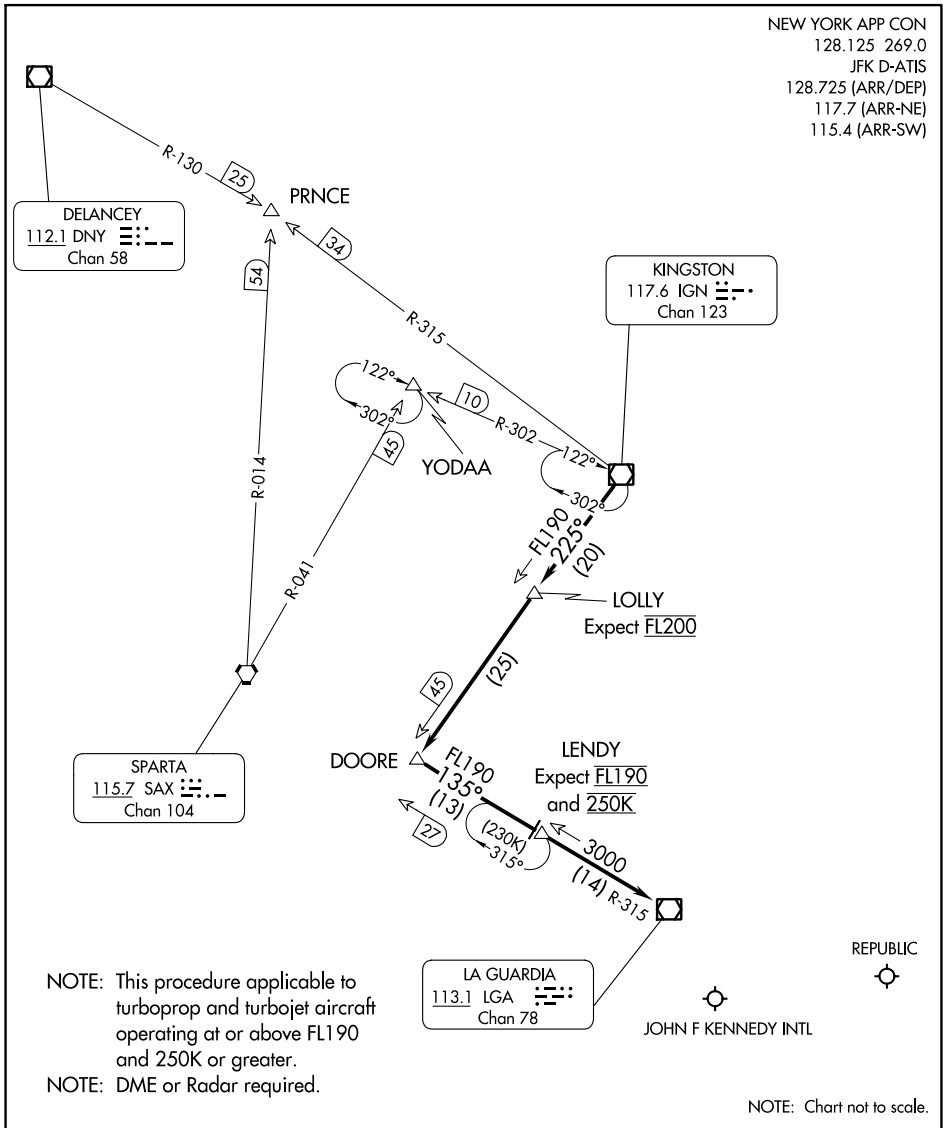
NE-2, 22 FEB 2024 to 21 MAR 2024

NE-2, 22 FEB 2024 to 21 MAR 2024

KINGSTON ONE ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
 128.125 269.0
 JFK D-ATIS
 128.725 (ARR/DEP)
 117.7 (ARR-NE)
 115.4 (ARR-SW)



NE-2, 22 FEB 2024 to 21 MAR 2024

NE-2, 22 FEB 2024 to 21 MAR 2024

NOTE: This procedure applicable to turboprop and turbojet aircraft operating at or above FL190 and 250K or greater.
 NOTE: DME or Radar required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME on IGN R-225 to LOLLY/20 DME, then on IGN R-225 to DOORE INT, then on LGA R-315 to LENDY/14 DME, then on LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

KINGSTON ONE ARRIVAL

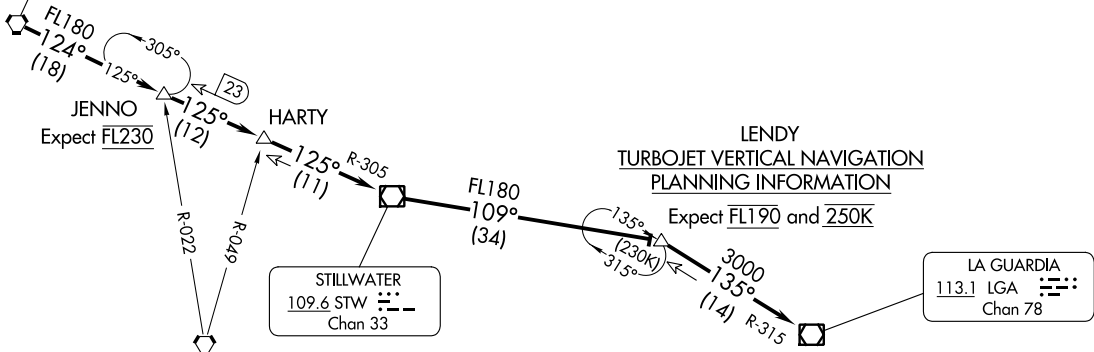
NEW YORK, NEW YORK



NEW YORK APP CON
128.125 269.0
FRG ATIS
126.65
JFK D-ATIS
128.725 (ARR/DEP)
117.7 (ARR-NE)
115.4 (ARR-SW)

WILKES-BARRE
111.6 LVZ
Chan 53

NOTE: STAR applicable to Turbojet and Turboprop aircraft capable of operating at 250K or greater at FL190.
NOTE: DME required.
NOTE: RADAR required.



LENDY
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL190 and 250K

LA GUARDIA
113.1 LGA
Chan 78

STILLWATER
109.6 STW
Chan 33

ALLENTOWN
117.5 FJC
Chan 122

JOHN F KENNEDY INTL
REPUBLIC

ARRIVAL ROUTE DESCRIPTION

From over LVZ VORTAC on LVZ R-124 to JENNO INT, then on STW R-305 to HARTY INT, then on STW R-305 to STW VOR/DME, then on STW R-109 to LENDY, then on LGA R-315 to LGA VOR/DME. Expect RADAR vectors to final approach course after LGA VOR/DME.

NOTE: Chart not to scale.

NEW YORK APP CON
 125.7 269.0
 JFK D-ATIS
 128.725 (ARR/DEP)
 117.7 (ARR-NE)
 115.4 (ARR-SW)

ARRIVAL ROUTE DESCRIPTION

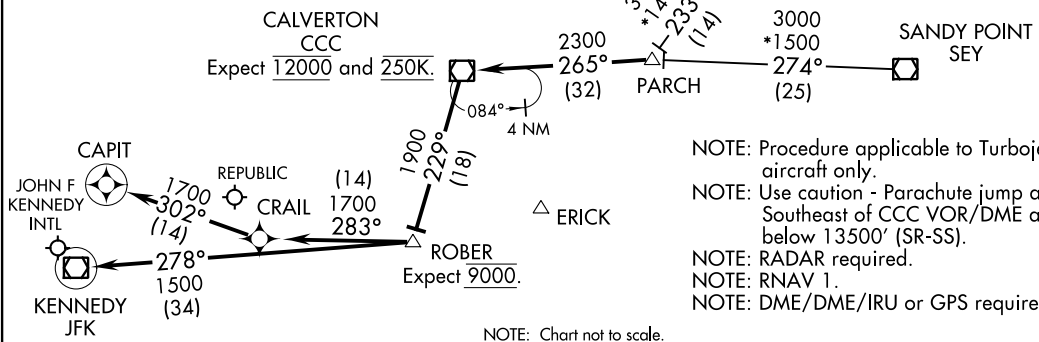
KENNEBUNK TRANSITION (ENE.PARCH3):
 PLYMM TRANSITION (PLYMM.PARCH3):
 SANDY POINT TRANSITION (SEY.PARCH3):

From PARCH via 265° track to CCC VOR/DME. Then via 229° track to ROBER. Thence....

LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 278° track to JFK VOR/DME, expect radar vectors to final approach course.

LDG Rwy 22R/L: From ROBER via 283° track to CRAIL, then via 302° track to CAPIT, expect radar vectors to final approach course.

LDG Republic (FRG) Airport: Approaching ROBER expect radar vectors to final approach course.



- NOTE: Procedure applicable to Turbojet aircraft only.
- NOTE: Use caution - Parachute jump activity Southeast of CCC VOR/DME at and below 13500' (SR-SS).
- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

PAWLING TWO ARRIVAL
(PWL,PWL2) 11SEP97

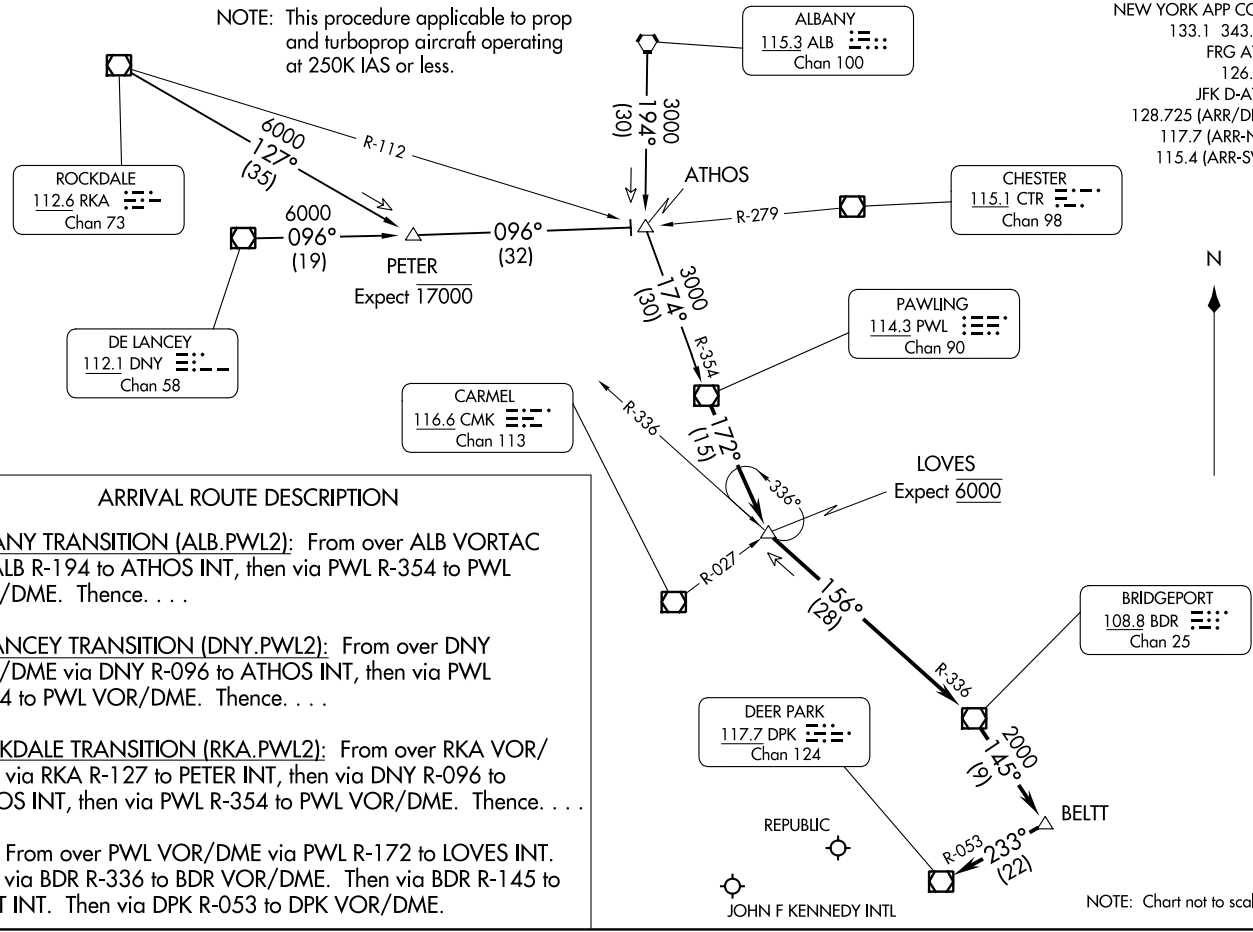
PAWLING TWO ARRIVAL
(PWL,PWL2) 23334

NEW YORK APP CON
133.1 343.65
FRG ATIS
126.65
JFK D-ATIS
128.725 (ARR/DEP)
117.7 (ARR-NE)
115.4 (ARR-SW)

AL-610 (FAA)

NEW YORK, NEW YORK

NOTE: This procedure applicable to prop and turboprop aircraft operating at 250K IAS or less.



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.

NOTE: Chart not to scale.

NEW YORK, NEW YORK

ROBER TWO ARRIVAL
(ROBER.ROBER2) 21JUL16

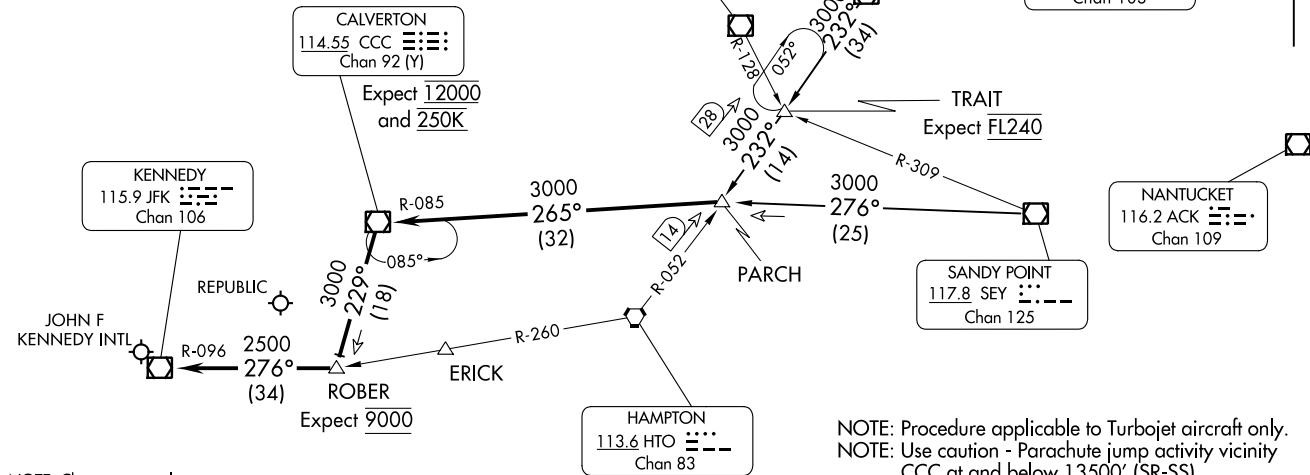
ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.ROBER2): From over ENE VORTAC, via ENE R-217 to ASPEN INT, then via PVD R-033 direct PVD VOR/DME, then via PVD R-234 and HTO R-052 to TRAIT INT, then via HTO R-052 to PARCH INT. Thence....

SANDY POINT TRANSITION (SEY.ROBER2): From over SEY VOR/DME via SEY R-276 to PARCH INT. Thence....

....From PARCH INT via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT, then via JFK R-096 to JFK VOR/DME. Expect radar vectors to final approach course.

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115.4 (ARR-SW)



NOTE: Chart not to scale.

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity vicinity CCC at and below 13500' (SR-SS).

(ROBER.ROBER2) 23334
ROBER TWO ARRIVAL

AL-610 (FAA)

NEW YORK, NEW YORK

NEW YORK, NEW YORK