

# 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)

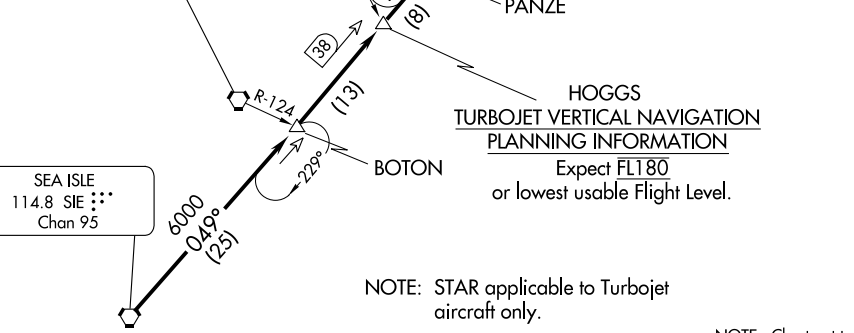
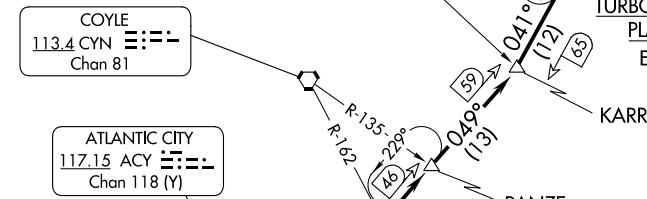
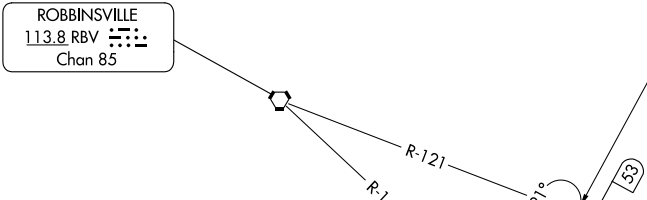
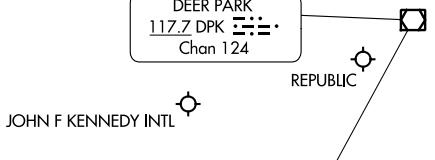
DEER PARK  
 117.7 DPK  
 Chan 124

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

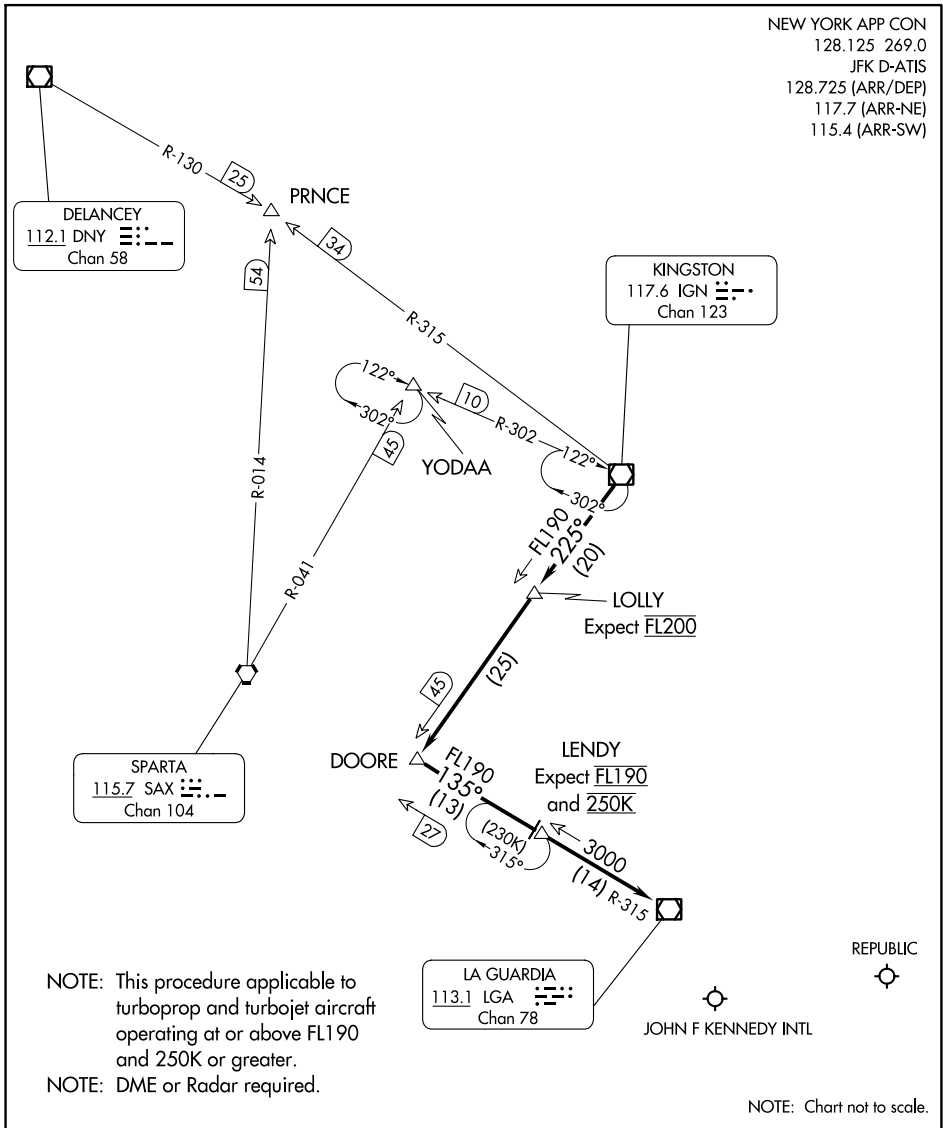
NE-2, 22 FEB 2024 to 21 MAR 2024

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

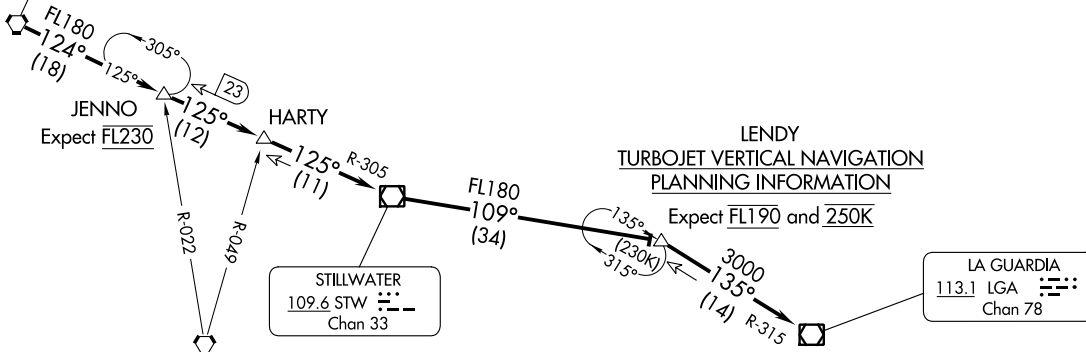
NEW YORK, NEW YORK



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

STILLWATER  
109.6 STW  
Chan 33

LA GUARDIA  
113.1 LGA  
Chan 78

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.

PARCH THREE ARRIVAL (RNAV)  
 (PARCH.PARCH3) 19JUL18

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**

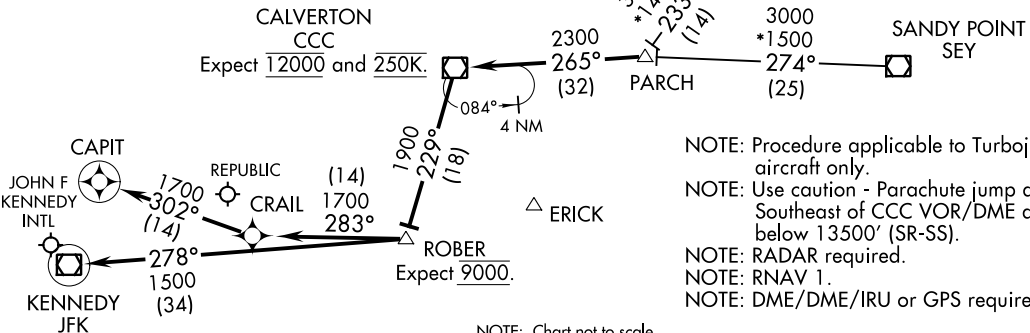
KENNEBUNK TRANSITION (ENE.PARCH3):  
 PLYMM TRANSITION (PLYMM.PARCH3):  
 SANDY POINT TRANSITION (SEY.PARCH3):

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.

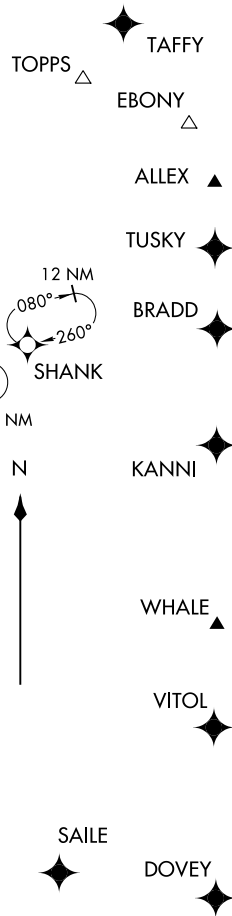
LDG Republic (FRG) Airport: Approaching ROBER expect radar vectors to final approach course.



NOTE: Chart not to scale.

- 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.

NEW YORK, NEW YORK



PARCH THREE ARRIVAL (RNAV)  
 (PARCH.PARCH3) 22251

AL-610 (FAA)

NEW YORK, NEW YORK

PAWLING TWO ARRIVAL  
[PWL,PWL2] 11SEP97

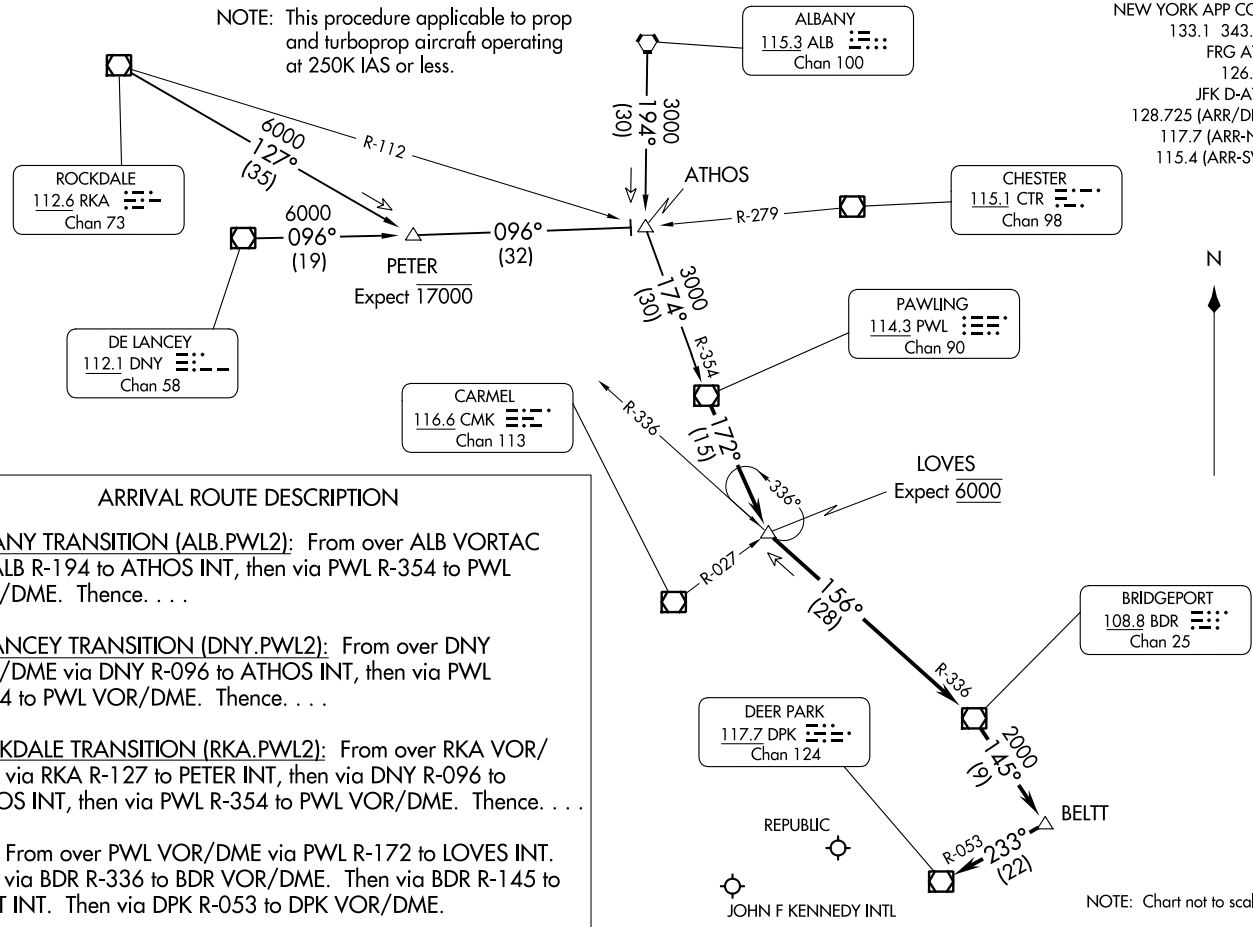
PAWLING TWO ARRIVAL  
[PWL,PWL2] 23334

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....

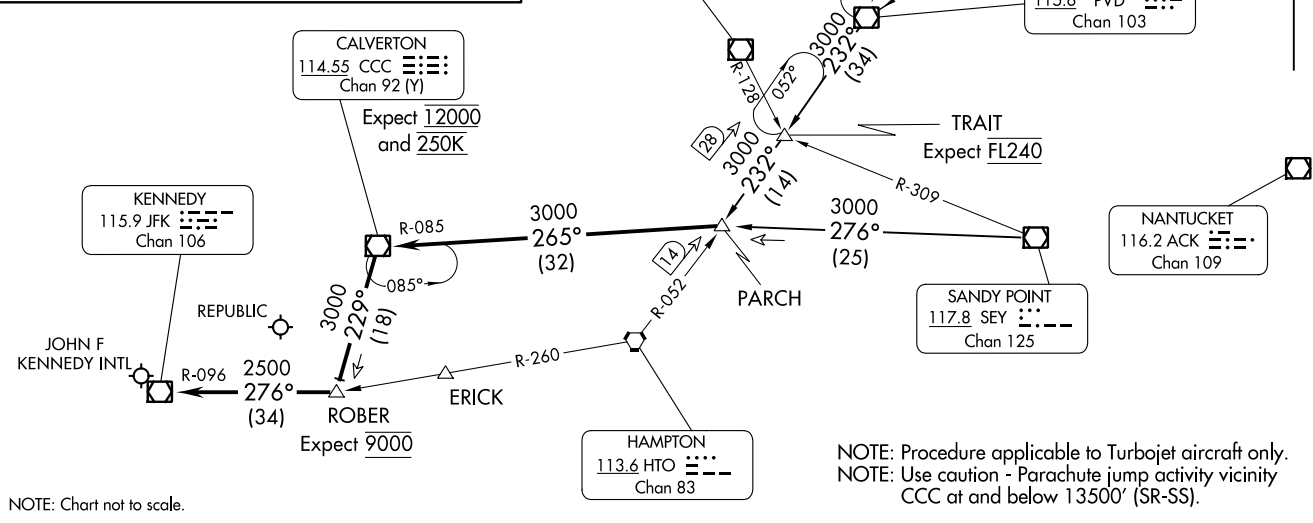
....From PARCH INT via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT, then via JFK R-096 to JFK VOR/DME. Expect radar vectors to final approach course.

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 115.4 (ARR-SW)

**ROBER TWO ARRIVAL**  
 (ROBER.ROBER2) 23334

AL-610 (FAA)

NEW YORK, NEW YORK



NOTE: Chart not to scale.

NEW YORK, NEW YORK