

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> N07	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 1	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> LINCOLN PARK	<u>STATE</u> NJ		
<u>AIRPORT ELEVATION</u> 181	<u>TDZE</u> 181	<u>SUPERSEDED</u> RNAV (GPS) RWY 1	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>DATED</u> 05/10/2007	<u>MAG VAR</u> 13W	<u>EPOCH YEAR</u> 1995
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
PIYIN	IAF	NIYIS		TF	FB	1.00	098.14	9.20	2300
NIYIS	IF	KIYEG		TF	FB	1.00	008.42	5.89	1700
KIYEG	FAF	CEDDA	MAP	TF	FO	0.30	008.40	2.52	
CEDDA	MAP	581 MSL		CA			008.40		
581 MSL		HALUP		DF	FB	1.00			
HALUP		SAX VORTAC		TF	FO	1.00	291.51	9.80	3000

MISSED APPROACH

MAP:

LNAV: CEDDA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT HALUP AND ON 291.51 TRACK TO SAX VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT NIYIS

3. FAC: 008.40

FAF: KIYEG

DIST FAF TO MAP: 2.52

DIST FAF TO THLD: 3.51

4. MIN ALT: NIYIS 2300, KIYEG 1700

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

GS ANT:

6. MIN GP INCPT:

GP ALT AT FAF :

OM:

MM:

IM:

7. GP ANGLE:

34:1: IS NOT CLEAR

20:1: IS NOT CLEAR

TCH:

8. MSA FROM: CEDDA 3100

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: RWY 1 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PIYIN ON V3-405-419 SOUTHWEST BOUND.
CHART NOTE: USE TETERBORO ALTIMETER SETTING.
CHART NOTE: PROCEDURE NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON
CHART TETERBORO ATIS
HOLD W, LT, 079.00 INBOUND.
FAS OBST: 519 TREE 405516N/0741929W.
KIYEG TO RW01: 4.00/30.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LNAV MDA	860	1 1/4	679		NA			NA			NA				
CIRCLING	1260	1 1/4	1079		NA			NA			NA				



CHANGES - REASONS

1. ADDITIONAL FLIGHT DATA: CHANGED "KIYEG TO RW01: 3.00/30" TO "KIYEG TO RW01: 4.00/30" - 8260.19I, 8-6-10, O(1).
2. REMOVED "CHART NOTE: DME/DME RNP-0.3 NA" AND ADDED "RNP APCH" TO PBN REQUIREMENT NOTES - 8260.19I, 8-6-8, B(2).
3. ADDED "20:1: IS NOT CLEAR" TO PROFILE LINE 7 - 8260.19I, 8-6-7, G(3).
4. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 3000 DIRECT HALUP AND VIA 291.50 TRACK TO SAX VORTAC AND HOLD." TO "CLIMB TO 3000 DIRECT HALUP AND ON 291.51 TRACK TO SAX VORTAC AND HOLD." - 8260.19I, 8-6-6.
5. ADDED "CHART NOTE: PROCEDURE NA AT NIGHT" - 20:1 PENETRATIONS; 8260.19I 8-6-11 O(2)(A).
6. CHANGED CHART NOTE FROM "VISIBILITY REDUCTION BY HELICOPTERS NA" TO "CHART NOTE: RWY 1 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED." - 20:1 PENETRATIONS.
7. ADDED CA LEG TO MISSED APPROACH - 8260.58A 3-5-2.
8. LOWERED LNAV MDA/HAT FROM "1240/1058" TO "860/679" - NEW OBSTACLE EVALUATION.
9. LOWERED CIRCLING MDA/HAA FROM "1460/1278" TO "1260/1079" - NEW OBSTACLE EVALUATION.
10. CHANGED INITIAL SEGMENT COURSE AND DISTANCE FROM "099.82/9.21" TO "098.14/9.20" - INTERMEDIATE FIX RELOCATED.
11. CHANGED INTERMEDIATE SEGMENT COURSE AND DISTANCE FROM "008.41/5.00" TO "008.42/5.89" - INTERMEDIATE FIX RELOCATED.
12. CHANGED FINAL APPROACH COURSE AND DISTANCE FROM "008.41/3.68" TO "008.40/2.52" - NEW PFAF LOCATION.
13. CHANGED "CHART FAS OBST: 619 AAO 405516N/0741930W" TO "FAS OBST: 519 TREE 405516N/0741929W." - NEW OBSTACLE EVALUATION, 8260.19I, 8-6-10, C.
14. UPDATED AIRPORT ELEVATION/TDZE FROM "182/182" TO "181/181" - AIRNAV DATA.
15. ADDED ADDITIONAL FLIGHT DATA "CHART CIRCLING ICON" - 8260.19I, 8-6-10, S.
16. ADDED ADDITIONAL FLIGHT DATA "CHART TETERBORO ATIS" - 8260.19I, 8-2-4, B(3).
17. ADDED MISSED APPROACH SEGMENT DISTANCE FROM HALUP TO SAX VORTAC - 8260.19I 8-6-4, B.
18. CHANGED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PIYIN VIA V3-405-419 SOUTHWESTBOUND." TO "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PIYIN ON V3-405-419 SOUTHWEST BOUND." - 8260.19I 8-2-5 G(2).
19. PROFILE LINE 3: UPDATED DIST FAF TO MAP FROM "3.68" TO "2.52" AND DIST FAF TO THLD FROM "4.68" TO "3.51" - NEW PFAF LOCATION.

COORDINATED WITH:A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZNY, NY TRACON, AMGR**FLIGHT CHECKED BY**

DANIEL KIRBY

Digitally signed by

JASON KRETSCHMER

Jul 14, 2021

OFFICE

FICO

DATE

06/07/2021

DEVELOPED BY

DAVID DANNER (HENRY A BRADSHAW)

Digitally signed by

JASON KRETSCHMER

OFFICE

AJV-A421

DATE

05/11/2020

APPROVED BY

MARLON ROBINSON

Feb 04, 2021

Digitally signed by

JASON KRETSCHMER

Feb 04, 2021

OFFICE

AJV-A420

DATE**TITLE**
MANAGER

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> N07	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 1	<u>AMDT NO.</u> 1	<u>CITY</u> LINCOLN PARK	<u>STATE</u> NJ	<u>AIRPORT ELEVATION</u> 181	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
PIYIN

TO
NIYIS

<u>RNP</u>	<u>DISTANCE</u> 9.20	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.AAO	404624.00N/0743051.00W		985	164	98	4E	1000					2000
2.TERRAIN	404700.00N/0742957.00W		751 (800)								AS1500	2300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
NIYIS

TO
KIYEG

<u>RNP</u>	<u>DISTANCE</u> 5.89	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.TOWER (34-001014)	404717.40N/0741517.50W		923	500	125	5E	500				AC125	1600
4.TERRAIN	404909.00N/0741545.00W		682 (700)								AS1000	1700

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM
KIYEG

TO
CEDDA

<u>RNP</u>	<u>DISTANCE</u> 2.52	<u>PAT</u>	<u>MAP</u> CEDDA	<u>HAT</u> 679			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
5.TREE	405516.05N/0741929.26W		519	50	20	2C	250				MA20 RA54	860

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : LNAV

FROM
CEDDA

TO
SAX VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 706					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
6.TREE (34-075229)	405804.74N/0742002.78W		971	20	3	1A		ASC				3000
7.AAO	410406.00N/0743221.00W		1572	164	98	4E	1000					2600
8.TERRAIN	410406.00N/0743215.00W		1358 (1400)								AS1500	2900

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

CIRCLING ☐ ALL CATS ☒ CAT A ☐ CAT B ☐ CAT C ☐ CAT D ☐ CAT E ☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
9.TREE (34-073968)	405802.85N/0742000.79W	1.30	1079	904	20	3	1A	300		RA54	1260

CIRCLING REMARKS:



MSA

CENTER
CEDDA

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	MONUMENT (34-000046)	411915.00N/0743942.00W	339	28.3	2022	100	20	3C	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

TAA NOT DEVELOPED PER ATC REQUEST.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
MIV FSS, ZNY ARTCC, NY TRACON

<u>WX SERVICE</u> ATIS	<u>LOCATION</u> KTEB	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KTEB	<u>DISTANCE</u> 12.91	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 54
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:
RASS PRESSURE PATTERNS ARE THE SAME
KN07 181, KTEB 8
RA = 54

BACKUP NOT REQUIRED, DUE TO REDUNDANCY

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW01 - HIRL (PCL)		NPI-G	
RW19 - HIRL (PCL), PAPI-2L		NPI-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	690
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 1		
20:1			
273 TREE (34-074869) 405634.39N/0741854.02W (52.73)		189 POLE (34-075705) 405641.03N/0741852.83W (1.85)	
Final Type	LNAV		
20:1			
273 TREE (34-074869) 405634.39N/0741854.02W (52.73)		189 POLE (34-075705) 405641.03N/0741852.83W (1.85)	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VDP NOT ESTABLISHED - REMOTE ALTIMETER IN USE.

100' AVERAGE VEGETATION HEIGHT

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> N07	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 1	<u>AMDT NO.</u> 1	<u>CITY</u> LINCOLN PARK	<u>STATE</u> NJ	<u>AIRPORT ELEVATION</u> 181	<u>FACILITY</u> RNAV
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.51
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	355.40
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	400
DISTANCE FROM	THLD	TO 1500FT POINT	8.2
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	355.42
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD
COORDINATES
(IF STR-IN)

405644.63N/0741851.51W

ARP COORDINATES

405651.46N/0741852.24W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 1 DISTANCE 0.23 NM

FAF
COORDINATES

405314.70N/0741829.22W

FIX NAME
COORDINATES

REMARKS

THLD DISPLACED 690FT, ACTUAL COORDINATES: 405637.83N/0741850.79W.

QUALITY
24
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> DAVID DANNER (HENRY A BRADSHAW)	<u>OFFICE</u> AJV-A421	<u>DATE</u> 05/11/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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