Federal Aviation Administration

# U.S. Terminal Procedures Publication

## Northeast (NE) Vol 2 of 4

Effective: 0901Z

**25 FEB 2021**

to: 0901Z

**22 APR 2021**

Consult the Change Notice (CN) effective 25 MAR 2021 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
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## CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 3424
Silver Spring, MD 20910
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

FOR PROCUREMENT:
For digital products, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

For a list of approved FAA Print Providers, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Frequently asked questions (FAQ) are answered on our website at https://www.faa.gov/go/ais
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.

# INOP COMPONENTS 19339

## INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
## (For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| All ALS types (except ODALS) | ¼ mile |

(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200*

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| ALSF 1 & 2, MALSR, SSALR | To RVR 4000†<br>To RVR 4500* |
| TDZL or RCLS | To RVR 2400# |
| RVR | To ½ mile |

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| ALSF 1 & 2, MALSR, SSALR | ½ mile |
| MALSF, MALS, SSALF, SSALS, SALSF, SALS | ¼ mile |

(4) Sidestep minima (CAT C-D)

| Inoperative Component or Visual Aid to Sidestep Runway | Increase Visibility |
|---|---|
| ALSF 1 & 2, MALSR, SSALR | ½ mile |

(5) All Approach Types, All lines of minima

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| ODALS (CAT A-B) | ¼ mile |
| ODALS (CAT C-D) | ⅛ mile |

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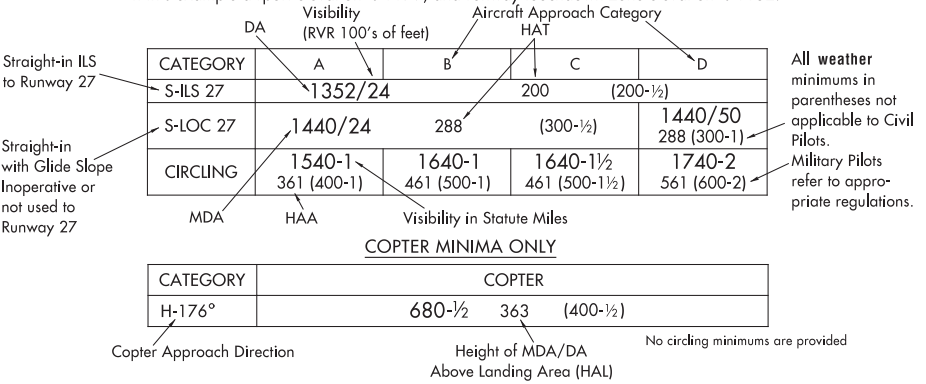
# TERMS/LANDING MINIMA DATA 20142

## IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER).
In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

### LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.




### COPTER MINIMA ONLY




NOTE: The W symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the W will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

### COLD TEMPERATURE AIRPORTS

NOTE: A ❄-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page:
http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

### COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

| REPORTED TEMP °C | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1500 | 2000 | 3000 | 4000 | 5000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +10 | 10 | 10 | 10 | 10 | 20 | 20 | 20 | 20 | 20 | 30 | 40 | 60 | 80 | 90 |
| 0 | 20 | 20 | 30 | 30 | 40 | 40 | 50 | 50 | 60 | 90 | 120 | 170 | 230 | 280 |
| -10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 150 | 200 | 290 | 390 | 490 |
| -20 | 30 | 50 | 60 | 70 | 90 | 100 | 120 | 130 | 140 | 210 | 280 | 420 | 570 | 710 |
| -30 | 40 | 60 | 80 | 100 | 120 | 140 | 150 | 170 | 190 | 280 | 380 | 570 | 760 | 950 |
| -40 | 50 | 80 | 100 | 120 | 150 | 170 | 190 | 220 | 240 | 360 | 480 | 720 | 970 | 1210 |
| -50 | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 450 | 590 | 890 | 1190 | 1500 |

### AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

### MANEUVERING TABLE

| Approach Category | A | B | C | D | E |
|---|---|---|---|---|---|
| Speed (Knots) | 0-90 | 91-120 | 121-140 | 141-165 | Abv 165 |

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## CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

### STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the C symbol on the circling line of minima.

| Circling MDA in feet MSL | Approach Category and Circling Radius (NM) | | | | |
|---|---|---|---|---|---|
| | CAT A | CAT B | CAT C | CAT D | CAT E |
| All Altitudes | 1.3 | 1.5 | 1.7 | 2.3 | 4.5 |

### C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

| Circling MDA in feet MSL | Approach Category and Circling Radius (NM) | | | | |
|---|---|---|---|---|---|
| | CAT A | CAT B | CAT C | CAT D | CAT E |
| 1000 or less | 1.3 | 1.7 | 2.7 | 3.6 | 4.5 |
| 1001-3000 | 1.3 | 1.8 | 2.8 | 3.7 | 4.6 |
| 3001-5000 | 1.3 | 1.8 | 2.9 | 3.8 | 4.8 |
| 5001-7000 | 1.3 | 1.9 | 3.0 | 4.0 | 5.0 |
| 7001-9000 | 1.4 | 2.0 | 3.2 | 4.2 | 5.3 |
| 9001 and above | 1.4 | 2.1 | 3.3 | 4.4 | 5.5 |

### Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

| RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) |
|---|---|---|---|---|---|---|---|
| 1600 | ¼ | 2400 | ½ | 3500 | ⅝ | 5500 | 1 |
| 1800 | ½ | 2600 | ½ | 4000 | ¾ | 6000 | 1¼ |
| 2000 | ½ | 3000 | ⅝ | 4500 | ⅞ | | |
| 2200 | ½ | 3200 | ⅝ | 5000 | 1 | | |

## RADAR MINIMA

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| PAR | 10 | 2.5°/42/1000 | ABCDE | **195**/16 | 100 | (100-¼) | | | | |
| | 28 | 2.5°/48/1068 | ABCDE | **187**/16 | 100 | (100-¼) | | | | |
| ASR | 10 | | ABC | **560**/40 | 463 | (500-¾) | DE | **560**/50 | 463 | (500-1) |
| | 28 | | AB | **600**/50 | 513 | (600-1) | CDE | **600**/60 | 513 | (600-1¼) |
| CIR | 10 | | AB | **560-**1¼ | 463 | (500-1¼) | CDE | **560-**1½ | 463 | (500-1½) |
| | 28 | | AB | **600-**1¼ | 503 | (600-1¼) | CDE | **600-**1½ | 503 | (600-1½) |

Visibility (RVR 100's of feet)

Visibility in Statute Miles

All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

A Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

T Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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## GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-227 (USAF).

### CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

### MISCELLANEOUS

★ Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.



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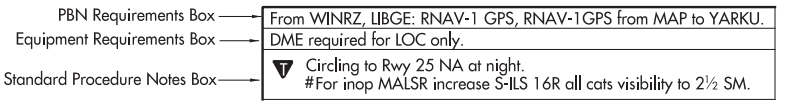
## STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

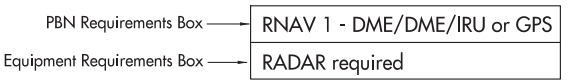
## PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARS and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box




RNAV STAR and DP PBN/Equipment Requirements Notes Box




## PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., (A1), (V), (✿)
2. Approach lighting systems that do not bear a system identification are indicated with a negative "(L)" beside the name. A star (★) indicates non-standard PCL, consult Chart Supplement, e.g., (L★)

To activate lights, use frequency indicated in the communication section of the chart with a (L) or the appropriate lighting system identification e.g., UNICOM 122.8 (L), (A1), (V)

| KEY MIKE | FUNCTION |
|---|---|
| 7 times within 5 seconds | Highest intensity available |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-off) |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-off) |

## ABBREVIATIONS

AAUP..... Attention All Users Page
ADF..... Automatic Direction Finder
ADIZ..... Air Defense Identification Zone
AFIS..... Automatic Flight Information Service
ALS..... Approach Light System
ALSF..... Approach Light System with Sequenced Flashing Lights
AOB..... At Or Below
AP..... Autopilot System
APCH..... Approach
APP CON..... Approach Control
ARR..... Arrival
ASOS..... Automated Surface Observing System
ASR/PAR..... Published Radar Minimums at this Airport
ASSC..... Airport Surface Surveillance Systems
ATIS..... Automatic Terminal Information Service
AUNICOM..... Automated UNICOM
AWOS..... Automated Weather Observing System
AZ..... Azimuth
BC..... Back Course
BND..... Bound
C..... Circling
CAT..... Category
CCW..... Counter Clockwise
CDI..... Course Deviation Indicator
Chan..... Channel
CIFP..... Coded Instrument Flight Procedures
CIR..... Circling
CLNC DEL..... Clearance Delivery
CNF..... Computer Navigation Fix
CPDLC..... Controller Pilot Data Link Communication
CTAF..... Common Traffic Advisory Frequency
CW..... Clockwise
D-ATIS..... Digital-Automatic Terminal Information Service
DA..... Decision Altitude
DER..... Departure End of Runway
DH..... Decision Height
DME..... Distance Measuring Equipment
DTHR..... Displaced Threshold
DVA..... Diverse Vector Area
ELEV..... Elevation
EMAS..... Engineered Material Arresting System
FAF..... Final Approach Fix
FD..... Flight Director System
FM..... Fan Marker
FMS..... Flight Management System
GBAS..... Ground Based Augmentation System
GCO..... Ground Communications Outlet
GLS..... Ground Based Augmentation System Landing System
GP..... Glidepath
GPI..... Ground Point of Interception
GPS..... Global Positioning System
GS..... Glide Slope
HAA..... Height above Airport
HAL..... Height above Landing
HAT..... Height above Touchdown
HATh..... Height Above Threshold
HCH..... Heliport Crossing Height
HGS..... Head-up Guidance System
HIRL..... High Intensity Runway Lights
HUD..... Head-up Display
IAF..... Initial Approach Fix
ICAO..... International Civil Aviation Organization
IF..... Intermediate Fix
IM..... Inner Marker
INOP..... Inoperative
INT..... Intersection
K..... Knots
KIAS..... Knots Indicated Airspeed
LAAS..... Local Area Augmentation System
LDA..... Localizer Type Directional Aid
Ldg..... Landing
LIRL..... Low Intensity Runway Lights
LNAV..... Lateral Navigation
LOC..... Localizer
LP..... Localizer Performance
LPV..... Localizer Performance with Vertical Guidance
LR..... Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
MAA..... Maximum Authorized Altitude
MALS..... Medium Intensity Approach Light System
MALSF..... Medium Approach Lighting System with Sequenced Flashers
MALSR..... Medium Intensity Approach Light System with RAIL
MAP..... Missed Approach Point
MDA..... Minimum Descent Altitude
MIRL..... Medium Intensity Runway Lights
MM..... Middle Marker
MRA..... Minimum Reception Altitude
N/A..... Not Applicable
NA..... Not Authorized
NDB..... Non-directional Radio Beacon
NM..... Nautical Mile
NoPT..... No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)







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ODALS..... Omnidirectional Approach Light System
ODP..... Obstacle Departure Procedure
OM..... Outer Marker
PAR..... Precision Approach Radar
PDC..... Pre-Departure Clearance
PRM..... Precision Runway Monitor
R..... Radial
RA..... Radio Altimeter setting height
RAIL..... Runway Alignment Indicator Lights
RCLS..... Runway Centerline Light System
REIL..... Runway End Identifier Lights
RF..... Radius-to-Fix
RLLS..... Runway Lead-in Light System
RNAV..... Area Navigation
RNP..... Required Navigation Performance
RPI..... Runway Point of Intercept(ion)
RRL..... Runway Remaining Lights
Rwy..... Runway
RVR..... Runway Visual Range
S..... Straight-in
SALS..... Short Approach Light System
SALSF..... Short Approach Lighting System with Sequenced Flashing Lights
SSALF..... Simplified Short Approach Lighting System with Sequenced Flashers
SSALR..... Simplified Short Approach Light System with RAIL
SSALS..... Simplified Short Approach Lighting System
SDF..... Simplified Directional Facility
SM..... Statute Mile
SOIA..... Simultaneous Offset Instrument Approach
SR-SS..... Sunrise-Sunset
TAA..... Terminal Arrival Area
TAC..... TACAN
TCH..... Threshold Crossing Height (height in feet Above Ground level)
TDZ..... Touchdown Zone
TDZE..... Touchdown Zone Elevation
TDZ/CL..... Touchdown Zone and Runway Centerline Lighting
TDZL..... Touchdown Zone Lights
THR..... Threshold
TODA..... Takeoff Distance Available
TORA..... Takeoff Run Available
TR..... Track
VASI..... Visual Approach Slope Indicator
VCOA..... Visual Climb Over Airport
VDP..... Visual Descent Point
VGSI..... Visual Glide Slope Indicator
VNAV..... Vertical Navigation
WAAS..... Wide Area Augmentation System
WP/WPT..... Waypoint (RNAV)







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# LEGEND 20086

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### PLANVIEW SYMBOLS

#### TERMINAL ROUTES

Procedure Track

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

3100 NoPT 5.6 NM to GS Intcpt
045°
(14.2 to LOM)
Minimum Route Altitude
2000
155°
Feeder Route
(15.1)
Mileage

#### HOLDING PATTERNS

Missed Approach
090°
270°

Hold-in-lieu of Procedure Turn
090°
1 min
270°

HOLD 8000
Arrival
090°
270°

090°
(IAS)
270°
4 NM

Holding pattern with max. restricted airspeed:
(175K) applies to all altitudes.
(210K) applies to altitudes above 6000′ to and including 14000′.
Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.
Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
DME fixes may be shown.

#### FIXES/ATC REPORTING REQUIREMENTS

Reporting Point
▲ Name (Compulsory)
△ Name (Non-Compulsory)

Intersection

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

MAP WP (Flyover)

Computer Navigation Fix (CNF) - No ATC Function
x (NAME) ("x" omitted when it conflicts with runway pattern)

15 DME Distance From Facility

AUSTN INT
ARC/DME/RNAV Fix

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

#### ALTITUDES

5500 Mandatory Altitude
2500 Minimum Altitude
4300 Maximum Altitude
3000 Recommended Altitude
5000 Mandatory Block
3000 Altitude

#### INDICATED AIRSPEED

175K Mandatory Airspeed
120K Minimum Airspeed
250K Maximum Airspeed
180K Recommended Airspeed

#### RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:
VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

Non-Compulsory:
VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

Localizer (LOC/LDA) Course
Right side shading- Front course; Left side shading- Back Course

SDF Course

LOC/DME

LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal postion off the end of the runway.)

Primary Navaid with Coordinate Values
LIMA
114.5 LIM
Chan 92
S12°00.80′
W77°07.00′

Secondary Navaid
LMM
LIMA
248 NT

SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

LEGEND 20086



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# LEGEND 19171

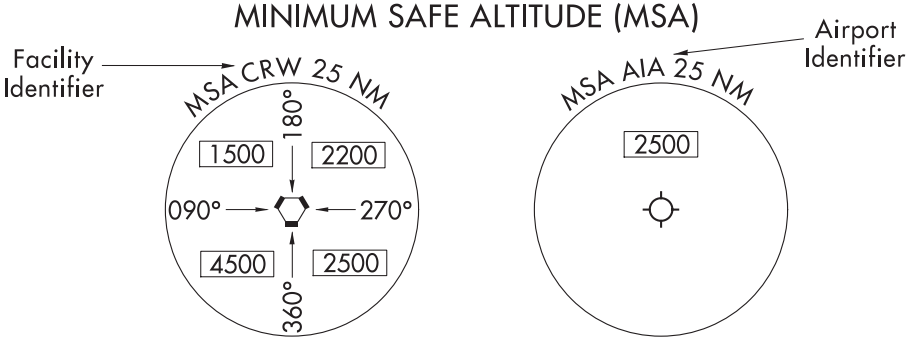
INSTRUMENT APPROACH PROCEDURES (CHARTS)



NE-2, 25 FEB 2021 to 22 APR 2021

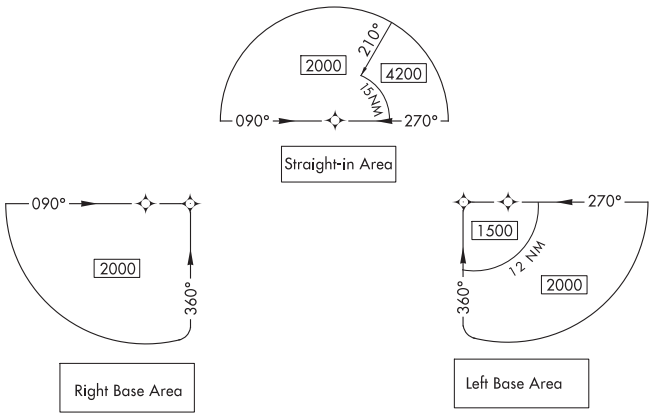
## PLANVIEW SYMBOLS

### MINIMUM SAFE ALTITUDE (MSA)




(arrows on distance circle identify sectors)

### TERMINAL ARRIVAL AREA (TAA)




### MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ End of Rwy Coordinates (DOD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

### SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert

### AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

### OBSTACLES

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- ± Doubtful accuracy

LEGEND 19171

# LEGEND 20198

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

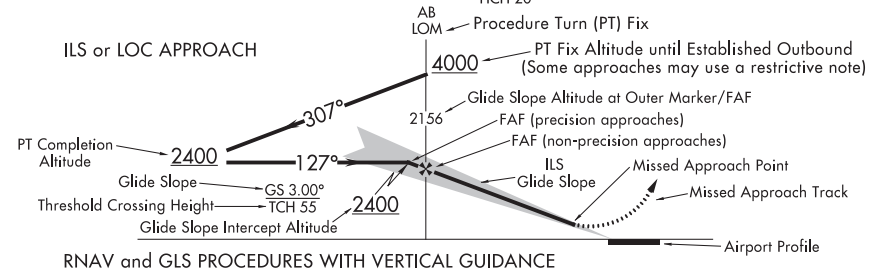
### PROFILE VIEW

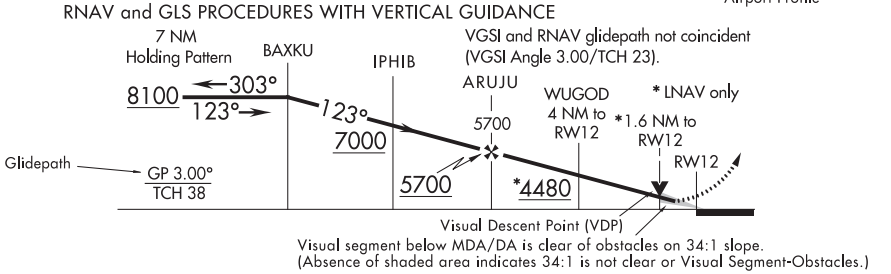
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

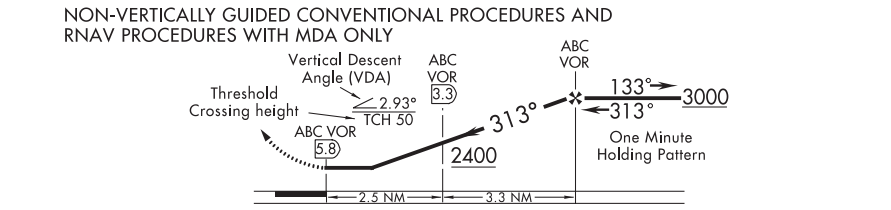
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°. TCH 55

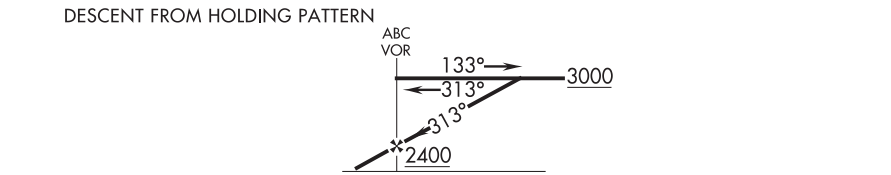
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°. TCH 50

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: 3.00°. TCH 55 On Copter procedures this is depicted in the following format: 7.30°. HCH 20




**ALTITUDES**

- 5500 Mandatory Altitude
- 2500 Minimum Altitude
- 4300 Maximum Altitude
- 3000 Recommended Altitude
- 5000 / 3000 Mandatory Block Altitude

**PROFILE SYMBOLS**

- 2400 Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- ▼ Visual Descent Point (VDP)
- Visual Flight Path
- Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 20198



NE-2, 25 FEB 2021 to 22 APR 2021

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# LEGEND 19059

## LEGEND

### STANDARD TERMINAL ARRIVAL (STAR) CHARTS
### DEPARTURE PROCEDURE (DP) CHARTS

Applies to both STAR and DP Charts unless otherwise noted.

### RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · VOR/DME · TACAN · NDB · NDB/DME

Non-Compulsory:

VOR · VORTAC · DME · VOR/DME · TACAN · NDB · NDB/DME

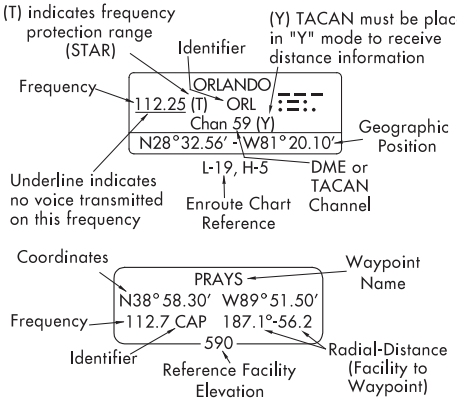
LMM, LOM (Compass locator)

Marker Beacon

LOC · LOC/DME (shown when installation is offset from its normal position off the end of the runway.) (DP)

Localizer Course

SDF Course







### FIXES/ATC REPORTING REQUIREMENTS

Reporting Points N00°00.00' W00°00.00'

75 → DME Mileage (when not obvious)

▲ Fix-Compulsory and

△ Non-Compulsory Position Report

DME fix

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

X Computer Navigation Fix (CNF) - No ATC Function
N00°00.00'
W00°00.00'

### ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route - Arrival Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path (DP)

V12 J80 Airway/Jet Route Identification

DP Holding Pattern (IAS)

STAR Holding Pattern (IAS)

Holding pattern with max. restricted airspeed
(175K) applies to all altitudes
(210K) applies to altitudes above 6000' to and including 14000'

### SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

### ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

Altitude change at other than Radio Aids (STAR)

### INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

### AIRPORTS

(DP) · (H) Heliport

Civil · Military · Joint Civil-Military

Airports not served by the procedure shown in screened color (STAR)

Civil · Military · Joint Civil-Military

### MISCELLANEOUS

Changeover Point

Distance not to scale (DP)

International Boundary (DP)

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published. (DP)

LEGEND 19059





NE-2, 25 FEB 2021 to 22 APR 2021

19339

# LEGEND

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas | Metal Surface

Closed Runway | Closed Surface | Under Construction | Water Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....
Hot Spot .....
Runway Holding Position Markings.....
Buildings.....
24-Hour Self-Serve Fuel ##.....
Tanks.....
Obstructions.....
Airport Beacon #.....
Runway
Radar Reflectors.....
Control Tower #..... TWR

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

## A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point.....

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

←0.3% DOWN

Runway Slope.....0.8% UP→
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

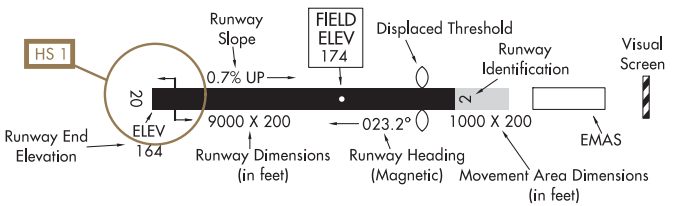
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.




SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.



NE-2, 25 FEB 2021 to 22 APR 2021

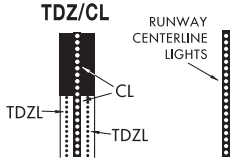
# LEGEND 15344

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

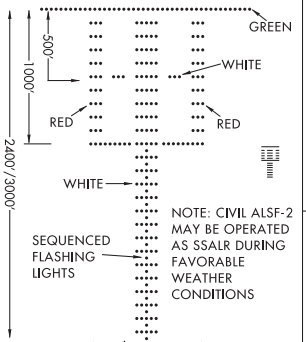
## RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS




AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

## APPROACH LIGHTING SYSTEM

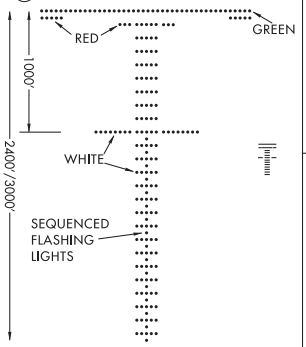
(A) **ALSF-2**




(High Intensity)
LENGTH 2400/3000 FEET

## APPROACH LIGHTING SYSTEM

(A1) **ALSF-1**




(High Intensity)
LENGTH 2400/3000 FEET

## SHORT APPROACH LIGHTING SYSTEM

(A2)

**SALS/SALSF**

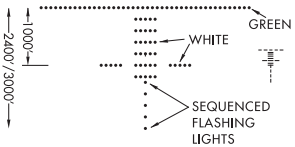
(High Intensity)

SAME AS INNER 1500' OF ALSF-1

## SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

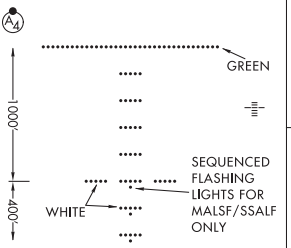
with Runway Alignment Indicator Lights

(A3) **SSALR**




(High Intensity)
LENGTH 2400/3000 FEET

## MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**) APPROACH LIGHTING SYSTEMS




LENGTH 1400 FEET

## MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

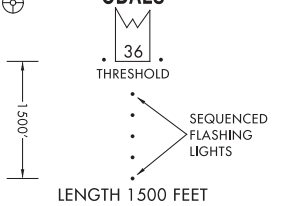
with Runway Alignment Indicator Lights

(A5) **MALSR**

SAME LIGHT CONFIGURATION AS SSALR.

## OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

**ODALS**



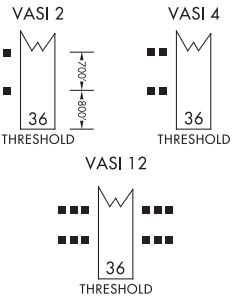

LENGTH 1500 FEET

## (V) VISUAL APPROACH SLOPE INDICATOR

**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

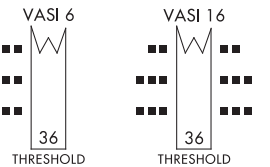
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED / NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW




## (V3) VISUAL APPROACH SLOPE INDICATOR

**VASI**

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.




LEGEND 15344



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# LEGEND 18256

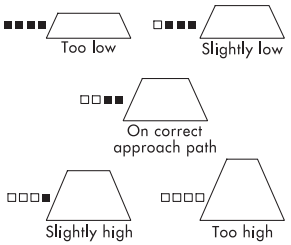
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

## (P) PRECISION APPROACH PATH INDICATOR

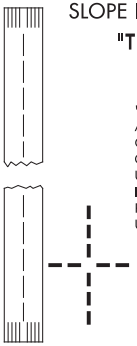
**PAPI**




Legend: □ White ■ Red

## (V1) "T"-VISUAL APPROACH SLOPE INDICATOR

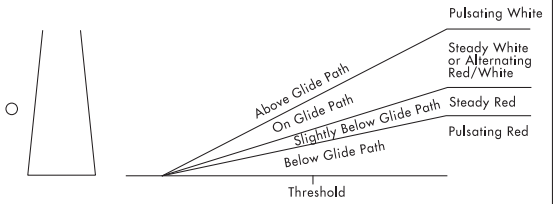
**"T"-VASI**



"T" ON BOTH SIDES OF RWY ALL LIGHTS VARIABLE WHITE. CORRECT APPROACH SLOPE-ONLY CROSS BAR VISIBLE. UPRIGHT "T"- FLY UP. INVERTED "T"- FLY DOWN. RED "T"- GROSS UNDERSHOOT.

## (V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

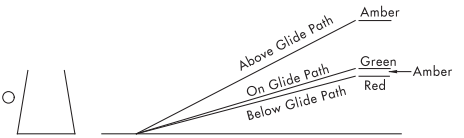
**PVASI**




CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

## (V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

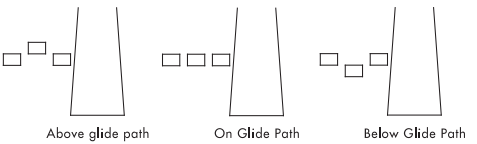
**TRCV**




CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

## (V5) ALIGNMENT OF ELEMENTS SYSTEMS

**APAP**




Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.

LEGEND 18256



NE-2, 25 FEB 2021 to 22 APR 2021

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# FREQ PAIRING 20198

## FREQUENCY PAIRING TABLE

| TACAN CHANNEL | VHF FREQUENCY | TACAN CHANNEL | VHF FREQUENCY | TACAN CHANNEL | VHF FREQUENCY |
|---|---|---|---|---|---|
| 17Y | 108.05 | 40X | 110.30 | 88Y | 114.15 |
| 18X | 108.10 | 40Y | 110.35 | 89Y | 114.25 |
| 18Y | 108.15 | 41Y | 110.45 | 90Y | 114.35 |
| 19Y | 108.25 | 42X | 110.50 | 91Y | 114.45 |
| 20X | 108.30 | 42Y | 110.55 | 92Y | 114.55 |
| 20Y | 108.35 | 43Y | 110.65 | 93Y | 114.65 |
| 21Y | 108.45 | 44X | 110.70 | 94Y | 114.75 |
| 22X | 108.50 | 44Y | 110.75 | 95Y | 114.85 |
| 22Y | 108.55 | 45Y | 110.85 | 96Y | 114.95 |
| 23Y | 108.65 | 46X | 110.90 | 97Y | 115.05 |
| 24X | 108.70 | 46Y | 110.95 | 98Y | 115.15 |
| 24Y | 108.75 | 47Y | 111.05 | 99Y | 115.25 |
| 25Y | 108.85 | 48X | 111.10 | 100Y | 115.35 |
| 26X | 108.90 | 48Y | 111.15 | 101Y | 115.45 |
| 26Y | 108.95 | 49Y | 111.25 | 102Y | 115.55 |
| 27Y | 109.05 | 50X | 111.30 | 103Y | 115.65 |
| 28X | 109.10 | 50Y | 111.35 | 104Y | 115.75 |
| 28Y | 109.15 | 51Y | 111.45 | 105Y | 115.85 |
| 29Y | 109.25 | 52X | 111.50 | 106Y | 115.95 |
| 30X | 109.30 | 52Y | 111.55 | 107Y | 116.05 |
| 30Y | 109.35 | 53Y | 111.65 | 108Y | 116.15 |
| 31Y | 109.45 | 54X | 111.70 | 109Y | 116.25 |
| 32X | 109.50 | 54Y | 111.75 | 110Y | 116.35 |
| 32Y | 109.55 | 55Y | 111.85 | 111Y | 116.45 |
| 33Y | 109.65 | 56X | 111.90 | 112Y | 116.55 |
| 34X | 109.70 | 56Y | 111.95 | 113Y | 116.65 |
| 34Y | 109.75 | 80Y | 113.35 | 114Y | 116.75 |
| 35Y | 109.85 | 81Y | 113.45 | 115Y | 116.85 |
| 36X | 109.90 | 82Y | 113.55 | 116Y | 116.95 |
| 36Y | 109.95 | 83Y | 113.65 | 117Y | 117.05 |
| 37Y | 110.05 | 84Y | 113.75 | 118Y | 117.15 |
| 38X | 110.10 | 85Y | 113.85 | 119Y | 117.25 |
| 38Y | 110.15 | 86Y | 113.95 | | |
| 39Y | 110.25 | 87Y | 114.05 | | |

See the Chart Supplement for a complete listing.

FREQ PAIRING 20198



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# INDEX OF TERMINAL CHARTS AND MINIMUMS

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**ADIRONDACK RGNL**
**---SEE SARANAC LAKE, NY**

**AEROFLEX-ANDOVER**
**---SEE ANDOVER, NJ**

**AKRON, NY**
**AKRON/JESSON FIELD(9G3)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 07 ..... 1
RNAV (GPS) RWY 25 ..... 2

**AKRON/JESSON FIELD**
**---SEE AKRON, NY**

**ALBANY, NY**
**ALBANY INTL(ALB)**
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ALTERNATE MINIMUMS ..... M
LAHSO ..... O
HOT SPOT ..... P
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ILS OR LOC RWY 19 ..... 4
ILS RWY 01 (SA CAT II) ..... 5
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**---SEE ONEONTA, NY**

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**ALEXANDRIA**
**---SEE PITTSTOWN, NJ**

**ANDOVER, NJ**
**AEROFLEX-ANDOVER(12N)**
TAKEOFF MINIMUMS ..... L
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IAPS ..... RNAV (GPS) RWY 03 ..... 18
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**ATLANTIC CITY INTL(ACY)**
TAKEOFF MINIMUMS ..... L
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LAHSO ..... O
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IAPS ..... ILS OR LOC RWY 13 ..... 20
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**GENESEE COUNTY(GVQ)**
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# IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or radar vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow radar vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.


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## AKRON, NY

### AKRON/JESSON FIELD (9G3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20JUN19 (19171) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** tree, lighting beginning 6' from DER, 77' left of centerline, up to 891' MSL.
Lighting 11' from DER, 78' right of centerline, 841' MSL.
Vehicles on traverse way beginning 13' from DER, 206' right of centerline, up to 15' AGL/851' MSL.
Trees, vehicles on traverse way beginning 30' from DER, 258' left of centerline, up to 15' AGL/898' MSL.
Vehicles on traverse way beginning 103' from DER, 160' right of centerline, up to 15' AGL/853' MSL.
Trees, vehicles on traverse way beginning 142' from DER, 170' left of centerline, up to 15' AGL/903' MSL.
Transmission line, poles, fence, vehicles on traverse way, trees, stack beginning 187' from DER, 81' right of centerline, up to 870' MSL.
Tree 326' from DER, 489' left of centerline, 67' AGL/909' MSL.
Trees beginning 425' from DER, 17' left of centerline, up to 100' AGL/912' MSL.
Poles beginning 1140' from DER, 98' right of centerline, up to 887' MSL.
Tree, transmission line beginning 1303' from DER, 154' right of centerline, up to 906' MSL.
Trees, transmission lines beginning 1386' from DER, 115' right of centerline, up to 912' MSL.
Trees, transmission lines beginning 1555' from DER, 6' right of centerline, up to 920' MSL.
Trees beginning 2508' from DER, 24' right of centerline, up to 923' MSL.
Trees beginning 2690' from DER, 284' right of centerline, up to 924' MSL.
Trees beginning 2737' from DER, 132' right of centerline, up to 931' MSL.
Trees beginning 2871' from DER, 131' right of centerline, up to 938' MSL.
Trees beginning 3437' from DER, 205' right of centerline, up to 94' AGL/940' MSL.
**Rwy 25**, sign 7' from DER, 268' right of centerline, 834' MSL.
Fence 13' from DER, 319' right of centerline, 7' AGL/837' MSL.
Trees, fence beginning 22' from DER, 159' left of centerline, up to 60' AGL/875' MSL.
Tree 46' from DER, 375' right of centerline, 31' AGL/856' MSL.
Trees, vegetation beginning 146' from DER, 356' right of centerline, up to 41' AGL/858' MSL.
Trees beginning 231' from DER, 323' right of centerline, up to 860' MSL.
Trees beginning 250' from DER, 245' left of centerline, up to 63' AGL/876' MSL.
Trees beginning 386' from DER, 4' left of centerline, up to 72' AGL/883' MSL.
Tree 398' from DER, 215' right of centerline, 57' AGL/881' MSL.
Trees beginning 410' from DER, 13' right of centerline, up to 63' AGL/884' MSL.

**ALBANY, NY**

ALBANY INTL (ALB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 13 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10**, 300-1½ or std. w/min. climb of 365' per NM to 600.

**Rwy 28**, 300-1¾ or std. w/min. climb of 458' per NM to 700.

DEPARTURE PROCEDURE:

**Rwy 10,** climb heading 110° to 2000 before turning north.

**Rwy 19,** climb heading 191° to 1100 before turning west.

**Rwy 28,** climb heading 281° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees beginning 1168' from DER, 640' right of centerline, up to 113' AGL/363' MSL.
Trees beginning 2109' from DER, 581' left of centerline, up to 102' AGL/362' MSL.
**Rwy 10,** tree 117' from DER, 420' right of centerline, 29' AGL/300' MSL.
Vehicles on road 304' from DER, 499' left of centerline, up to 15' AGL/290' MSL.
Trees beginning 429' from DER, 341' right of centerline, up to 97' AGL/366' MSL.
Tree 460' from DER, 616' left of centerline, 92' AGL/352' MSL.
Vehicles on road 1461' from DER, 689' left of centerline, up to 15' AGL/315' MSL.
Trees beginning 1534' from DER, 463' left of centerline, up to 105' AGL/403' MSL.
Trees beginning 2595' from DER, 81' left of centerline, up to 87' AGL/401' MSL.
Trees beginning 2738' from DER, 961' right of centerline, up to 99' AGL/398' MSL.
Trees beginning 4602' from DER, 1167' right of centerline, up to 93' AGL/490' MSL.
Trees beginning 4713' from DER, left and right of centerline, up to 75' AGL/437' MSL.
Tree 5136' from DER, 576' right of centerline, 95' AGL/510' MSL.
Tree 1.1 NM from DER, 1578' right of centerline, 87' AGL/453' MSL.
**Rwy 19,** trees beginning 2510' from DER, 984' right of centerline, up to 105' AGL/394' MSL.
**Rwy 28,** tree 149' from DER, 355' left of centerline, 34' AGL/293' MSL.
Trees beginning 555' from DER, 459' right of centerline, up to 36' AGL/311' MSL.
Terrain 1029' from DER, 595' left of centerline, 319' MSL.
Trees beginning 1275' from DER, 292' left of centerline up to 97' AGL/388' MSL.
Trees beginning 1397' from DER, 531' right of centerline, up to 104' AGL/408' MSL.
Trees beginning 2065' from DER, 696' left of centerline, up to 100' AGL/401' MSL.
Trees beginning 2172' from DER, 706' right of centerline, up to 98' AGL/425' MSL.
Trees beginning 2608' from DER, 217' right of centerline, up to 102' AGL/430' MSL.
Trees beginning 2786' from DER, 78' left of centerline, up to 97' AGL/440' MSL.
Trees beginning 3089' from DER, 2' right of centerline, up to 64' AGL/397' MSL.
Trees beginning 4053' from DER, 1089' right of centerline, up to 77' AGL/452' MSL.
Tree 4192' from DER, 312' left of centerline, 92' AGL/461' MSL.
Trees beginning 5258' from DER, left and right of centerline, up to 102' AGL/525' MSL.
Trees beginning 1.1 NM from DER, 1416' right of centerline, up to 90' AGL/534' MSL.
Trees beginning 1.2 NM from DER, 611' left of centerline, up to 111' AGL/473' MSL.

**ALBION, NY**

PINE HILL (9G6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF MINIMUMS:

**Rwy 10**, 300-1.

DEPARTURE PROCEDURE:

**Rwy 10**, climb runway heading to 1000 before proceeding on course.

**ANDOVER, NJ**

AEROFLEX-ANDOVER (12N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3,** 400-2¼.

**Rwy 21,** 500-3 w/min. climb of 220' per NM to 900 or 1400-1½ for VCOA.

DEPARTURE PROCEDURE:

**Rwy 3,** climb heading 034° to 1200 before proceeding on course.

**Rwy 21,** climbing right turn on a heading between 270° CW to 030° from DER to 1700 before proceeding on course. Do not exceed 150K until reaching 1700' MSL.

VCOA:

**Rwy 21,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Aeroflex—Andover airport at or above 1800 before proceeding on course. Do not exceed 180K until reaching 1800' MSL.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees beginning 13' from DER, 267' left of centerline, up to 100' AGL/678' MSL.
Trees beginning 379' from DER, 163' left of centerline, up to 100' AGL/688' MSL.
Trees beginning 432' from DER, 582' right of centerline, up to 100' AGL/681' MSL.
Trees beginning 662' from DER, 59' left of centerline, up to 100' AGL/704' MSL.
Trees beginning 945' from DER, 170' left of centerline, up to 100' AGL/724' MSL.
Tree 1228' from DER, 709' left of centerline, 100' AGL/737' MSL.
Trees beginning 1311' from DER, 66' left of centerline, up to 100' AGL/698' MSL.

**CON'T**



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## ANDOVER, NJ (CON'T)

AEROFLEX-ANDOVER (12N) (CON'T)

**Rwy 3 (CON'T),** trees beginning 1510' from DER, 391' left of centerline, up to 100' AGL/744' MSL.
Trees beginning 1531' from DER, 575' right of centerline, up to 100' AGL/707' MSL.
Trees beginning 1793' from DER, 502' left of centerline, up to 100' AGL/753' MSL.
Trees beginning 1898' from DER, 568' right of centerline, up to 100' AGL/730' MSL.
Trees beginning 3291' from DER, 626' left of centerline, up to 100' AGL/770' MSL.
Trees beginning 3574' from DER, 198' left of centerline, up to 100' AGL/793' MSL.
Trees beginning 3856' from DER, 95' left of centerline, up to 100' AGL/819' MSL.
Power lines and transmission lines beginning 4555' from DER, right and left of centerline, up to 184' AGL/828' MSL.
Trees beginning 5029' from DER, 90' right of centerline, up to 100' AGL/770' AGL.
Trees beginning 5123' from DER, 5' left of centerline, up to 100' AGL/792' MSL.
**Rwy 21,** tree 68' from DER, 78' left of centerline, 100' AGL/639' MSL.
Tree 152' from DER, 135' right of centerline, 100' AGL/668' MSL.
Tree 236' from DER, 349' right of centerline, 100' AGL/711' MSL.
Trees beginning 267' from DER, 189' left of centerline, up to 100' AGL/645' MSL.
Trees beginning 320' from DER, 25' right of centerline, up to 100' AGL/740' MSL.
Trees beginning 550' from DER, 85' left of centerline, up to 100' AGL/648' MSL.
Tree 602' from DER, 453' right of centerline, 100' AGL/744' MSL.
Trees beginning 686' from DER, 4' right of centerline, up to 100' AGL/767' MSL.
Trees beginning 1116' from DER, 92' left of centerline, up to 100' AGL/658' MSL.
Trees beginning 1398' from DER, 99' left of centerline, up to 100' AGL/668' MSL.
Trees beginning 2048' from DER, 210' left of centerline, up to 100' AGL/675' MSL.
Tree 3514' from DER, 438' left of centerline, 100' AGL/678' MSL.
Tree 3598' from DER, 223' left of centerline, 100' AGL/681' MSL.
Trees beginning 3681' from DER, 9' left of centerline, up to 100' AGL/684' MSL.
Tree 3964' from DER, 120' left of centerline, 100' AGL/688' MSL.
Tree 4614' from DER, 127' left of centerline, 100' AGL/704' MSL.
Tree 4813' from DER, 451' left of centerline, 100' AGL/714' MSL.
Trees beginning 4896' from DER, 23' left of centerline, up to 100' AGL/730' MSL.
Tree 5095' from DER, 562' left of centerline, 100' AGL/737' MSL.
Tree 5179' from DER, 348' left of centerline, 100' AGL/763' MSL.
Trees beginning 5263' from DER, 133' left of centerline, up to 100' AGL/770' MSL.
Tree 5462' from DER, 458' left of centerline, 100' AGL/786' MSL.
Trees beginning 5546' from DER, 30' left of centerline, up to 100' AGL/799' MSL.
Tree 5745' from DER, 569' left of centerline, 100' AGL/806' MSL.
Trees beginning 5828' from DER, 140' left of centerline, up to 100' AGL/822' MSL.
Trees beginning 5996' from DER, 73' right of centerline, up to 100' AGL/780' MSL.
Trees beginning 1 NM from DER, 37' left of centerline, up to 100' AGL/835' MSL.
Trees beginning 1 NM from DER, 177' right of centerline, up to 100' AGL/783' MSL.
Trees beginning 1 NM from DER, 44' left of centerline, up to 100' AGL/839' MSL.
Trees beginning 1 NM from DER, 66' right of centerline, up to 100' AGL/803' MSL.
Trees beginning 1.1 NM from DER, 59' right of centerline, up to 100' AGL/819' MSL.
Tree 1.1 NM from DER, 907' left of centerline, 100' AGL/842' MSL.
Trees beginning 1.2 NM from DER, 50' left of centerline, up to 100' AGL/852' MSL.
Tree 1.2 NM from DER, 1027' right of centerline, 100' AGL/826' MSL.
Trees beginning 1.2 NM from DER, 488' right of centerline, up to 100' AGL/832' MSL.
Trees beginning 1.2 NM from DER, 370' right of centerline, up to 100' AGL/849' MSL.

## ATLANTIC CITY, NJ

ATLANTIC CITY INTL (ACY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12OCT17 (17285) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** sign 36' from DER, 303' right of centerline, 4' AGL/69' MSL.
Tree 1942' from DER, 803' left of centerline, 127' MSL.
Trees beginning 1967' from DER, 703' left of centerline, up to 130' MSL.
Tree 2014' from DER, 638' left of centerline, 132' MSL.
Trees beginning 2044' from DER, 440' left of centerline, up to 135' MSL.
Tree 2583' from DER, 648' right of centerline, 132' MSL.
**Rwy 13,** NAVAID 42' from DER, 149' right of centerline, 2' AGL/65' MSL.
Trees beginning 1161' from DER, 710' right of centerline, up to 104' MSL.
Trees beginning 1575' from DER, 814' right of centerline, up to 117' MSL.
Tree 1788' from DER, 922' right of centerline, 118' MSL.
**Rwy 22,** terrain and NAVAID beginning 5' from DER, 119' right of centerline, up to 63' MSL.
Bush 86' from DER, 475' right of centerline, 64' MSL.
Poles beginning 219' from DER, 446' left of centerline, up to 32' AGL/88' MSL.
Transmission tower and pole beginning 539' from DER, 618' left of centerline, up to 90' MSL.
Tree 848' from DER, 714' right of centerline, 84' MSL.
Trees beginning 949' from DER, 550' right of centerline, up to 96' MSL.
Tree 1186' from DER, 800' right of centerline, 98' MSL.
Trees beginning 1402' from DER, 731' left of centerline, up to 116' MSL.
Tree 1412' from DER, 853' right of centerline, 104' MSL.
Trees beginning 2124' from DER, 271' left of centerline, up to 118' MSL.
**CON'T**



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**ATLANTIC CITY, NJ (CON'T)**

ATLANTIC CITY INTL (ACY) (CON'T)

**Rwy 22 (CON'T),** tree 2258' from DER, 464' left of centerline, 126' MSL.
**Rwy 31,** light support structure 10' from DER, 6' left of centerline, 2' AGL/76' MSL.
Light support structure 11' from DER, 4' right of centerline, 2' AGL/77' MSL.
Trees beginning 2405' from DER, 1114' left of centerline, up to 144' MSL.

**BATAVIA, NY**

GENESEE COUNTY AIRPORT (GVQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (07214) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 28,** terrain 15' from DER, 72' left of centerline, 919' MSL.
Terrain 19' from DER, 231' right of centerline, 916' MSL.
Multiple trees beginning 608' from DER, 584' left of centerline, up to 100' AGL/1009' MSL.
Tower 1789' from DER, 704' left of centerline, 100' AGL/1005' MSL.

**BELMAR-FARMINGDALE, NJ**

MONMOUTH EXECUTIVE (BLM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:
**Rwy 21,** NA - obstacles.
**Rwy 3,** std. w/min. climb of 210' per NM to 800, or 1000-3 for VCOA.

VCOA:
**Rwy 3,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Monmouth Executive airport at or above 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 3,** fence abeam DER, 81' left of centerline, 2' AGL/150' MSL.
Tree 7' from DER, 394' right of centerline, 28' AGL/157' MSL.
Tree 13' from DER, 243' right of centerline, 42' AGL/178' MSL.
Tree, pole beginning 43' from DER, 257' left of centerline, up to 39' AGL/189' MSL.
Trees beginning 59' from DER, 191' right of centerline, up to 41' AGL/179' MSL.
Trees beginning 112' from DER, 32' right of centerline, up to 45' AGL/186' MSL.
Tree, pole beginning 180' from DER, 3' left of centerline, up to 51' AGL/196' MSL.
**Rwy 14,** pole 54' from DER, 342' left of centerline, 34' AGL/156' MSL.
Trees beginning 62' from DER, 63' right of centerline, up to 41' AGL/164' MSL.
Trees beginning 161' from DER, 70' right of centerline, up to 57' AGL/177' MSL.
Tree 195' from DER, 88' left of centerline, 32' AGL/162' MSL.
Trees beginning 250' from DER, 408' right of centerline, up to 63' AGL/183' MSL.
Trees beginning 442' from DER, 423' right of centerline, up to 75' AGL/195' MSL.
Trees beginning 627' from DER, 347' right of centerline, up to 76' AGL/196' MSL.
Trees beginning 762' from DER, 293' right of centerline, up to 78' AGL/198' MSL.
Tree 843' from DER, 50' left of centerline, 62' AGL/177' MSL.
Trees beginning 849' from DER, 382' right of centerline, up to 76' AGL/202' MSL.
Trees beginning 928' from DER, 57' right of centerline, up to 78' AGL/203' MSL.
Trees beginning 1137' from DER, 297' left of centerline, up to 75' AGL/184' MSL.
Tree 1556' from DER, 75' left of centerline, 63' AGL/201' MSL.
Trees beginning 1592' from DER, 48' left of centerline, up to 65' AGL/205' MSL.
Tree 1635' from DER, 179' left of centerline, 69' AGL/209' MSL.
**Rwy 32,** vehicle on road 23' from DER, 322' right of centerline, 121' MSL.
Vehicle on road 53' from DER, 366' left of centerline, 122' MSL.
Vehicle on road beginning 80' from DER, 108' right of centerline, up to 123' MSL.
Trees beginning 107' from DER, 191' right of centerline, up to 69' AGL/176' MSL.
Trees beginning 117' from DER, 364' left of centerline, up to 45' AGL/147' MSL.
Tree 192' from DER, 490' left of centerline, 64' AGL/164' MSL.
Trees beginning 224' from DER, 94' left of centerline, up to 68' AGL/168' MSL.
Trees beginning 1330' from DER, 30' right of centerline, up to 99' AGL/179' MSL.
Trees beginning 1942' from DER, 188' left of centerline, up to 102' AGL/181' MSL.


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**BERLIN, NJ**
CAMDEN COUNTY (19N)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 13NOV14 (14317) (FAA)
TAKEOFF MINIMUMS:
**Rwy 5,** 600-1¾ or std. with a min. climb of 442' per NM to 700.
DEPARTURE PROCEDURE:
**Rwy 5,** climb heading 050° to 600 before turning on course.
**Rwy 23,** climb heading 230° to 600 before turning on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** poles beginning at 1' from DER, 199' left and right of centerline, up to 35' AGL/179' MSL.
Vehicle on road beginning 76' from DER, 7' left and right of centerline, up to 15' AGL/158' MSL.
Trees beginning 73' from DER, 204' left and right of centerline, up to 120' AGL/271' MSL.
Sign 23' from DER, 97' right of centerline, up to 6' AGL/147' MSL.
Towers beginning at 1.2 NM from DER, 246' left and right of centerline, up to 310' AGL/500' MSL.
**Rwy 23,** poles beginning at 183' from DER, 37' left and right of centerline, up to 36' AGL/186' MSL.
Railroad beginning at 103' from DER, 25' left and of centerline, up to 17' AGL/167' MSL.
Trees beginning 4' from DER, 1' left and right of centerline, up to 79' AGL/234' MSL.

**BINGHAMTON, NY**
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 10,** trees beginning 143' from DER, 259' left of centerline, up to 29' AGL/1579' MSL.
**Rwy 16,** trees beginning 162' from DER, 325' left of centerline, up to 100' AGL/1669' MSL.
**Rwy 28,** trees beginning 157' from DER, 406' left of centerline, up to 52' AGL/1602' MSL.
**Rwy 34,** antenna 216' from DER, 223' right of centerline, 93' AGL/1643' MSL.

**BLAIRSTOWN, NJ**
BLAIRSTOWN (1N7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10MAR11 (11069) (FAA)
TAKEOFF MINIMUMS:
**Rwy 7**, 500-3.
**Rwy 25**, 600-3.
DEPARTURE PROCEDURE:
**Rwy 7**, climb heading 074° to 1600 before proceeding on course.
**Rwy 25,** climb heading 254° to 2100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 7,** trees beginning at DER, 276' right of centerline, up to 100' AGL/599' MSL.
Trees beginning at DER, 145' left of centerline, up to 100' AGL/599' MSL.
**Rwy 25,** trees beginning at DER, 178' right of centerline, up to 100' AGL/559' MSL.
Trees beginning at DER, 220' left of centerline, up to 100' AGL/759' MSL.

**BROCKPORT, NY**
LEDGEDALE AIRPARK (7G0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JAN09 (09015) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 10,** trees beginning 882' from DER, 568' left of centerline up to 100' AGL/764' MSL.
**Rwy 28,** tree beginning 1820' from DER, 769' right of centerline up to 100' AGL/764' MSL.
Trees beginning 3049' from DER, 1253' left of centerline up to 100' AGL/759' MSL.

**BUFFALO, NY**
BUFFALO AIRFIELD (9G0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20NOV08 (08325) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 6,** trees beginning 2296' from DER, 68' left of centerline, up to 100' AGL/770' MSL.
Tree 4038' from DER, 1425' right of centerline, 100' AGL/779' MSL.
Trees beginning 3080' from DER, 219' right of centerline, up to 100' AGL/769' MSL.
**Rwy 24,** trees beginning 91' from DER, 208' right of centerline, up to 100' AGL/780' MSL.
Trees beginning 868' from DER, 112' left of centerline, up to 100' AGL/750' MSL.

**BUFFALO, NY (CON'T)**
BUFFALO NIAGARA INTL (BUF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 26JUL12 (12208) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 649' from DER, 347' left of centerline, up to 100' AGL/756' MSL.
Trees beginning 1449' from DER, 685' right of centerline, up to 100' AGL/787' MSL.
**Rwy 14,** trees, poles, signs, and fence 2' from DER, 395' right of centerline, up to 100' AGL/759' MSL.
Trees, poles, and building beginning 329' from DER, 17' left of centerline, up to 100' AGL/790' MSL.
**Rwy 23,** trees, poles, building, and signs beginning 393' from DER, 108' right of centerline, up to 100' AGL/741' MSL.
Trees, poles, building, and signs beginning 14' from DER, 216' left of centerline, up to 100' AGL/732' MSL.
**Rwy 32,** trees and poles beginning 632' from DER, 10' right of centerline, up to 100' AGL/753' MSL.
Trees and vegetation beginning 16' from DER, 27' left of centerline, up to 100' AGL/756' MSL.

**CALDWELL, NJ**
ESSEX COUNTY (CDW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
**Rwy 10,** NA - Obstacles.
**Rwy 22,** 300-1¼ or std. w/min. climb of 655' per NM to 400.
DEPARTURE PROCEDURE:
**Rwy 4,** climb heading 043° to 1000 before turning right.
**Rwy 22,** climb heading 223° to 900 before turning left.
**Rwy 28,** climb heading 276° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** sign 18' from DER, 150' right of centerline, 3' AGL/173' MSL.
Tree 20' from DER, 310' left of centerline, 257' MSL.
Trees, fence beginning 21' from DER, 24' right of centerline, up to 105' AGL/268' MSL.
Trees beginning 324' from DER, 322' left of centerline, up to 272' MSL.
Trees, pole, buildings beginning 385' from DER, 2' left of centerline, up to 110' AGL/277' MSL.
Trees beginning 3620' from DER, 527' right of centerline, up to 280' MSL.
**Rwy 22,** trees, poles, vegetation, buildings, NAVAID, fence, vehicle on road beginning 1' from DER, on centerline, up to 96' AGL/263' MSL.
Trees, buildings, poles beginning 952' from DER, 62' right of centerline, up to 269' MSL.
Trees, buildings, poles beginning 1101' from DER, 5' right of centerline, up to 270' MSL.
Trees, poles, buildings beginning 1464' from DER, 27' left of centerline, up to 273' MSL.
Trees beginning 1535' from DER, 249' right of centerline, up to 284' MSL.
Trees, buildings beginning 1554' from DER, 358' right of centerline, up to 285' MSL.
Trees, buildings, vehicle on road, terrain beginning 1580' from DER, 51' left of centerline, up to 293' MSL.
Trees beginning 1787' from DER, 81' right of centerline, up to 295' MSL.
Trees, terrain, buildings beginning 1860' from DER, 48' right of centerline, up to 85' AGL/324' MSL.
Trees, traverse way, terrain, buildings, poles, fence, tower beginning 2216' from DER, 15' right of centerline, up to 84' AGL/343' MSL.
**Rwy 28,** building 28' from DER, 475' left of centerline, 196' MSL.
Trees beginning 51' from DER, 176' left of centerline, up to 48' AGL/214' MSL.
Trees, buildings, traverse way, poles beginning 116' from DER, 15' left of centerline, up to 71' AGL/237' MSL.
Tree 357' from DER, 156' right of centerline, 25' AGL/193' MSL.
Trees, buildings, traverse way, poles beginning 363' from DER, 15' right of centerline, up to 240' MSL.
Trees, poles beginning 533' from DER, 170' left of centerline, up to 241' MSL.
Trees, vehicle on road, buildings, poles beginning 592' from DER, 15' left of centerline, up to 242' MSL.
Trees, buildings, poles beginning 921' from DER, 22' right of centerline, up to 82' AGL/255' MSL.
Trees beginning 1790' from DER, 201' left of centerline, up to 76' AGL/249' MSL.
Trees beginning 2287' from DER, 30' right of centerline, up to 259' MSL.
Trees beginning 2515' from DER, 32' left of centerline, up to 76' AGL/252' MSL.
Trees beginning 3062' from DER, 62' left of centerline, up to 87' AGL/259' MSL.
Trees beginning 3093' from DER, 67' right of centerline, up to 264' MSL.
Trees beginning 3131' from DER, 86' left of centerline, up to 260' MSL.
Trees beginning 3216' from DER, 53' right of centerline, up to 265' MSL.
Trees beginning 3360' from DER, 86' left of centerline, up to 96' AGL/267' MSL.

**CANANDAIGUA, NY**
CANANDAIGUA (IUA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13NOV14 (14317) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 13,** ground 28' from DER, 301' left of centerline, 818' MSL.
Trees beginning 76' from DER, 444' right of centerline, up to 100' AGL/901' MSL.
Trees beginning 1147' from DER, 164' left of centerline, up to 100' AGL/855' MSL.
**Rwy 31,** ground 6' from DER, 489' left of centerline, 797' MSL.
Pole 197' from DER, 390' right of centerline, 39' AGL/823' MSL.
Trees beginning 850' from DER, 146' left of centerline, up to 100' AGL/873' MSL.


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**CORTLAND, NY**

CORTLAND COUNTY-CHASE FIELD (N03)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6,** std. w/min. climb of 328' per NM to 2200, or 1500-3 for climb in visual conditions.

**Rwy 24,** 500-2 or std. w/min. climb of 435' per NM to 1800.

DEPARTURE PROCEDURE:

**Rwy 6,** climb heading 059° to 2200 before turning; or for climb in visual conditions: cross Cortland County-Chase Field Airport at or above 2500' MSL before proceeding on course.

**Rwy 24,** climb heading 239° to 2200 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** vehicles on roadway, 755' from DER, across centerline, 15' AGL/1234' MSL.
Trees beginning 838' from DER, 415' right of centerline, up to 100' AGL/1299' MSL.
Trees beginning 2114' from DER, 326' left of centerline, up to 100' AGL/1339' MSL.
Tower 2.5 NM from DER, 595' right of centerline, 192' AGL/1624' MSL.

**Rwy 24,** trees beginning 749' from DER, 94' right of centerline, up to 100' AGL/1439' MSL.
Vehicles on roadway, 1364' from DER, across centerline, 17' AGL/1236' MSL.
Trees beginning 1.01 NM from DER, 1872' right of centerline, up to 100' AGL/1559' MSL.

**CROSS KEYS, NJ**

CROSS KEYS (17N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17DEC09 (09351) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL.
Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL.
Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL.

**Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL.
Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

**DANSVILLE, NY**

DANSVILLE MUNI (DSV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions.

**Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

**Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL.
Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL.
Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL.
Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL.

**Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL.
Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL.

**DUNKIRK, NY**

CHAUTAUQUA COUNTY/ DUNKIRK (DKK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6,** std. or 2300-3 for climb in visual conditions.

**Rwy 15,** std. w/ min. climb of 455' per NM to 2500 or 2300-3 for climb in visual conditions.

**Rwy 24,** std. w/ min. climb of 220' per NM to 2500 or 2300-3 for climb in visual conditions.

**Rwy 33,** std. w/ min. climb of 250' per NM to 2000 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 6,** climb heading 059° to 1900 before turning.

**Rwy 15,** climb heading 149° to 3400 before turning.

**Rwy 24,** climb heading 239° to 2600 before turning.

**Rwy 33,** climb heading 329° to 1900 before turning.

VCOA:

**Rwys 6, 15, 24, 33,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Chautauqua County / Dunkirk airport at or above 2800 before proceeding on course.

**CON'T**




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**DUNKIRK, NY (CON'T)**

CHAUTAUQUA COUNTY/ DUNKIRK (DKK) (CON'T)

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** NAVAID 11' from DER, 91' left of centerline, 3' AGL/663' MSL.
Lighting 11' from DER, 30' right of centerline, 1' AGL/662' MSL.
Tree 657' from DER, 104' left of centerline, 696' MSL.
Trees beginning 739' from DER, 203' right of centerline, up to 704' MSL.
Trees beginning 756' from DER, 56' left of centerline, up to 730' MSL.
Tree 849' from DER, 298' right of centerline, 711' MSL.
Trees beginning 866' from DER, 228' right of centerline, up to 717' MSL.
Trees and poles beginning 964' from DER, 13' left of centerline, up to 736' MSL.
Trees beginning 1150' from DER, 48' right of centerline, up to 721' MSL.
Trees and poles beginning 1303' from DER, 27' right of centerline, up to 728' MSL.
Trees beginning 2376' from DER, 383' right of centerline, up to 741' MSL.
Trees and pole beginning 2424' from DER, 39' right of centerline, up to 761' MSL.
Tree 2736' from DER, 44' left of centerline, 740' MSL.
Trees beginning 2807' from DER, 66' left of centerline, up to 743' MSL.
Tree 3298' from DER, 990' left of centerline, 746' MSL.
Tree 3418' from DER, 1240' left of centerline, 749' MSL.
**Rwy 15,** electrical system 2' from DER, 156' right of centerline, 2' AGL/694' MSL.
Tree 5' from DER, 32' left of centerline, 1061' MSL.
Tree 7' from DER, 673' right of centerline, 1061' MSL.
Electrical system 9' from DER, 29' left of centerline, 3' AGL/695' MSL.
Tree 33' from DER, 949' right of centerline, 1062' MSL.
Tree and vegetation beginning 102' from DER, 423' left of centerline, up to 1058' MSL.
Tree 126' from DER, 2852' right of centerline, 1079' MSL.
Trees beginning 168' from DER, 1267' right of centerline, up to 1108' MSL.
Trees and fence beginning 349' from DER, 260' right of centerline, up to 1118' MSL.
Trees beginning 362' from DER, 173' left of centerline, up to 1071' MSL.
Trees beginning 514' from DER, 594' right of centerline, up to 773' MSL.
Trees beginning 537' from DER, 3296' right of centerline, up to 1122' MSL.
Tree 566' from DER, 661' left of centerline, 1090' MSL.
Trees beginning 620' from DER, 2278' right of centerline, up to 1151' MSL.
Tree 667' from DER, 1055' left of centerline, 1091' MSL.
Trees beginning 718' from DER, 259' right of centerline, up to 1155' MSL.
Trees beginning 740' from DER, 130' left of centerline, up to 1098' MSL.
Trees beginning 860' from DER, 251' left of centerline, up to 1105' MSL.
Tree 893' from DER, 250' left of centerline, 744' MSL.
Tree 948' from DER, 608' left of centerline, 765' MSL.
Tree 951' from DER, 1814' left of centerline, 1101' MSL.
Tree 1057' from DER, 190' left of centerline, 731' MSL.
Trees beginning 1183' from DER, 1274' left of centerline, up to 1131' MSL.
Tree 1227' from DER, 111' right of centerline, 748' MSL.
Tree 1237' from DER, 3974' right of centerline, 1140' MSL.
Tree 1259' from DER, 1505' right of centerline, 1144' MSL.
Tree 1263' from DER, 9' right of centerline, 1158' MSL.
Tree 1277' from DER, 520' left of centerline, 1152' MSL.
Tree 1279' from DER, 156' left of centerline, 766' MSL.
Trees beginning 1286' from DER, 681' right of centerline, up to 1159' MSL.
Trees beginning 1293' from DER, 46' left of centerline, up to 1145' MSL.
Tree, pole, and transmission line beginning 1324' from DER, 82' right of centerline, up to 745' MSL.
Tree 1359' from DER, 3174' right of centerline, 1143' MSL.
Tree 1407' from DER, 3804' right of centerline, 1149' MSL.
Tree 1453' from DER, 109' right of centerline, 749' MSL.
Tree 1462' from DER, 282' left of centerline, 746' MSL.
Vegetation 1465' from DER, 4041' left of centerline, 100' AGL/1111' MSL.
Trees beginning 1470' from DER, 105' right of centerline, up to 757' MSL.
Tree 1509' from DER, 173' left of centerline, 739' MSL.
Tree 1539' from DER, 2232' left of centerline, 1124' MSL.
Trees beginning 1550' from DER, 262' left of centerline, up to 1160' MSL.
Tree 1599' from DER, 2403' right of centerline, 1167' MSL.
Trees beginning 1637' from DER, 165' right of centerline, up to 1168' MSL.
Vegetation and trees beginning 1666' from DER, 91' right of centerline, up to 100' AGL/1193' MSL.
Tree 1701' from DER, 429' left of centerline, 1168' MSL.
Tree 1759' from DER, 271' right of centerline, 762' MSL.
Trees beginning 1768' from DER, 663' left of centerline, up to 1171' MSL.
Trees beginning 1770' from DER, 41' right of centerline, up to 1162' MSL.
Tree 1805' from DER, 662' left of centerline, 769' MSL.
Trees beginning 1806' from DER, 2070' right of centerline, up to 1179' MSL.
Tree 1826' from DER, 742' right of centerline, 767' MSL.
Vegetation 1832' from DER, 4014' left of centerline, 100' AGL/1134' MSL.
Tree 1838' from DER, 2116' left of centerline, 1156' MSL.
Trees beginning 1853' from DER, 153' right of centerline, up to 1174' MSL.
Tree, vegetation beginning 1867' from DER, 504' left of centerline, up to 1173' MSL.
Trees beginning 1894' from DER, 2679' right of centerline, up to 1179' MSL.

**CON'T**



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## DUNKIRK, NY (CON'T)

CHAUTAUQUA COUNTY/ DUNKIRK (DKK) (CON'T)

**Rwy 15 (CON'T),** tree 1952' from DER, 2435' right of centerline, 1184' MSL.
Vegetation and tree beginning 2041' from DER, 734' right of centerline, up to 100' AGL/1193' MSL.
Trees beginning 2135' from DER, 308' left of centerline, up to 1207' MSL.
Trees beginning 2221' from DER, 2217' right of centerline, up to 1199' MSL.
Tree 2273' from DER, 351' left of centerline, 779' MSL.
Trees and vegetation beginning 2284' from DER, 1172' left of centerline, up to 1210' MSL.
Vegetation and trees beginning 2310' from DER, 909' right of centerline, up to 100' AGL/1219' MSL.
Tree 2386' from DER, 307' left of centerline, 792' MSL.
Tree 2391' from DER, 967' left of centerline, 804' MSL.
Vegetation beginning 2416' from DER, 4010' right of centerline, up to 100' AGL/1223' MSL.
Tree 2419' from DER, 2817' left of centerline, 1153' MSL.
Trees beginning 2467' from DER, 134' left of centerline, up to 795' MSL.
Vegetation 2549' from DER, 4328' left of centerline, 100' AGL/1150' MSL.
Tree 2550' from DER, 326' left of centerline, 783' MSL.
Tree 2553' from DER, 528' left of centerline, 800' MSL.
Trees beginning 2557' from DER, 5' left of centerline, up to 1227' MSL.
Trees beginning 2565' from DER, 1135' right of centerline, up to 1223' MSL.
Trees beginning 2632' from DER, 2545' right of centerline, up to 1230' MSL.
Tree 2633' from DER, 266' left of centerline, 801' MSL.
Trees beginning 2643' from DER, 84' left of centerline, up to 809' MSL.
Vegetation and trees beginning 2682' from DER, 28' right of centerline, up to 100' AGL/1252' MSL.
Tree 2733' from DER, 1936' left of centerline, 1204' MSL.
Tree 2737' from DER, 382' left of centerline, 795' MSL.
Vegetation 2740' from DER, 4130' left of centerline, 100' AGL/1141' MSL.
Tree 2742' from DER, 2' left of centerline, 792' MSL.
Trees beginning 2778' from DER, 122' left of centerline, up to 803' MSL.
Tree 2799' from DER, 1824' left of centerline, 1202' MSL.
Trees beginning 2802' from DER, 677' left of centerline, up to 1235' MSL.
Trees beginning 2875' from DER, 36' left of centerline, up to 805' MSL.
Vegetation 2912' from DER, 4300' left of centerline, 100' AGL/1144' MSL.
Tree 2921' from DER, 977' left of centerline, 1237' MSL.
Trees beginning 2937' from DER, 109' left of centerline, up to 802' MSL.
Vegetation, trees, poles and transmission lines beginning 3056' from DER, 3' right of centerline, up to 100' AGL/1259' MSL.
Trees and vegetation beginning 3058' from DER, 67' left of centerline, up to 1168' MSL.
Trees, transmission lines, and poles beginning 3122' from DER, 202' left of centerline, up to 793' MSL.
Transmission line, pole and Trees beginning 3646' from DER, 96' left of centerline, up to 76' AGL/800' MSL.
Tree 4345' from DER, 1386' left of centerline, 806' MSL.
Tree 4747' from DER, 500' left of centerline, 824' MSL.
Trees beginning 5139' from DER, 24' left of centerline, up to 854' MSL.
Trees beginning 5779' from DER, 265' left of centerline, up to 857' MSL.
Tree 1 NM from DER, 30' left of centerline, 865' MSL.
Tree 1.1 NM from DER, 235' left of centerline, 872' MSL.
Trees beginning 1.1 NM from DER, 78' left of centerline, up to 876' MSL.
Trees beginning 1.1 NM from DER, 68' left of centerline, up to 880' MSL.
Trees beginning 1.2 NM from DER, 783' left of centerline, up to 882' MSL.
Tree 1.2 NM from DER, 1615' left of centerline, 885' MSL.
Trees beginning 1.2 NM from DER, 971' left of centerline, up to 889' MSL.
Trees beginning 1.2 NM from DER, 766' left of centerline, up to 892' MSL.
Tree 1.2 NM from DER, 1091' left of centerline, 893' MSL.
Tree 1.3 NM from DER, 1450' left of centerline, 900' MSL.
Trees beginning 1.3 NM from DER, 1106' left of centerline, up to 904' MSL.
Trees beginning 1.3 NM from DER, 969' left of centerline, up to 912' MSL.
Trees beginning 1.3 NM from DER, 1370' left of centerline, up to 915' MSL.
Tree 1.4 NM from DER, 2147' left of centerline, 926' MSL.
Tree 1.5 NM from DER, 1329' left of centerline, 936' MSL.
Trees beginning 1.6 NM from DER, 1733' left of centerline, up to 954' MSL.
Tree 1.6 NM from DER, 2216' left of centerline, 956' MSL.
Tree 1.8 NM from DER, 1162' left of centerline, 989' MSL.
Trees beginning 1.9 NM from DER, 2071' left of centerline, up to 1026' MSL.
Tree 1.9 NM from DER, 544' left of centerline, 1046' MSL.
**Rwy 24,** lighting 9' from DER, 95' left of centerline, 2' AGL/675' MSL.
Lighting 9' from DER, 99' right of centerline, 2' AGL/675' MSL.
Terrain beginning 23' from DER, 334' left of centerline, up to 683' MSL.
Trees beginning 745' from DER, 89' left of centerline, up to 749' MSL.
Trees beginning 1337' from DER, 8' right of centerline, up to 741' MSL.
Trees beginning 2095' from DER, 134' left of centerline, up to 757' MSL.
Tree 2504' from DER, 1041' right of centerline, 744' MSL.
Tree 3186' from DER, 445' left of centerline, 758' MSL.
Trees beginning 3193' from DER, 405' left of centerline, up to 768' MSL.
Trees beginning 3300' from DER, 424' left of centerline, up to 772' MSL.
Trees beginning 3462' from DER, 405' left of centerline, up to 778' MSL.
Tree 3522' from DER, 107' right of centerline, 774' MSL.
Tree 3564' from DER, 892' left of centerline, 779' MSL.
**CON'T**



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**DUNKIRK, NY (CON'T)**

CHAUTAUQUA COUNTY/ DUNKIRK (DKK) (CON'T)

**Rwy 24 (CON'T),** trees beginning 3573' from DER, 370' left of centerline, up to 785' MSL.
Trees beginning 3665' from DER, 875' left of centerline, up to 788' MSL.
**Rwy 33,** vegetation 7' from DER, 436' left of centerline, 674' MSL.
Tree 912' from DER, 29' left of centerline, 691' MSL.
Trees beginning 945' from DER, 148' left of centerline, up to 694' MSL.
Tree 957' from DER, 65' right of centerline, 685' MSL.
Tree 1080' from DER, 234' left of centerline, 704' MSL.
Trees beginning 1161' from DER, 178' left of centerline, up to 721' MSL.
Trees beginning 1183' from DER, 110' right of centerline, up to 715' MSL.
Trees beginning 1622' from DER, 46' left of centerline, up to 722' MSL.
Tree 2189' from DER, 287' right of centerline, 719' MSL.
Tree 2290' from DER, 19' right of centerline, 724' MSL.
Tree 2366' from DER, 150' right of centerline, 727' MSL.
Tree 2401' from DER, 11' right of centerline, 735' MSL.
Tree 2516' from DER, 11' left of centerline, 724' MSL.
Tree 2523' from DER, 827' left of centerline, 730' MSL.
Tree 3296' from DER, 190' right of centerline, 747' MSL.

**EAST HAMPTON, NY**

EAST HAMPTON (HTO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 03MAR16 (16063) (FAA)

TAKEOFF MINIMUMS:
**Rwy 34,** 300-1¼ or std. w/ min. climb of 430' per NM to 400.

TAKEOFF OBSTACLE NOTES:
**Rwy 10,** tree and vehicles on roadway beginning 107' from DER, 259' left of centerline, up to 52' AGL/85' MSL.
Tree and vehicles on roadway beginning 297' from DER, on centerline, up to 52' AGL/79' MSL.
Trees beginning 370' from DER, 296' left of centerline, up to 60' AGL/93' MSL.
Trees beginning 580' from DER, 290' right of centerline, up to 61' AGL/88' MSL.
Tree 1105' from DER, 427' left of centerline, 56' AGL/95' MSL.
Trees beginning 1131' from DER, 405' left of centerline, up to 59' AGL/98' MSL.
Trees beginning 1493' from DER, 89' left of centerline, up to 65' AGL/100' MSL.
Trees beginning 1862' from DER, 386' left of centerline, up to 66' AGL/102' MSL.
Tree 2227' from DER, 520' right of centerline, 58' AGL/90' MSL.
**Rwy 16,** tree and vehicles on roadway beginning 177' from DER, 122' right of centerline, up to 44' AGL/78' MSL.
Tree 375' from DER, 195' left of centerline, 35' AGL/62' MSL.
Tree 607' from DER, 205' left of centerline, 49' AGL/75' MSL.
Tree and railroad beginning 770' from DER, 4' left of centerline, up to 50' AGL/76' MSL.
**Rwy 28,** trees beginning 53' from DER, 289' left of centerline, up to 49' AGL/103' MSL.
Trees beginning 221' from DER, 290' right of centerline, up to 49' AGL/107' MSL.
Tree 658' from DER, 397' right of centerline, 57' AGL/117' MSL.
Trees beginning 786' from DER, 303' left of centerline, up to 52' AGL/115' MSL.
Trees 1034' from DER, 421' right of centerline, up to 59' AGL/123' MSL.
Trees beginning 1170' from DER, 261' right of centerline, up to 67' AGL/128' MSL.
Trees beginning 1691' from DER, 5' right of centerline, up to 63' AGL/133' MSL.
Tree 1698' from DER, 592' left of centerline, 57' AGL/126' MSL.
Tree 2171' from DER, 668' left of centerline, 64' AGL/133' MSL.
Trees beginning 2353' from DER, 308' left of centerline, up to 67' AGL/137' MSL.
Trees beginning 2695' from DER, 283' left of centerline, up to 66' AGL/138' MSL.
Trees beginning 3245' from DER, 336' right of centerline, up to 65' AGL/143' MSL.
**Rwy 34,** tree and vehicles on roadway beginning 54' from DER, on centerline, up to 43' AGL/81' MSL.
Tree 103 ' from DER, 151' left of centerline, 36' AGL/76' MSL.
Tree 354' from DER, 188' left of centerline, 41' AGL/81' MSL.
Tree 654' from DER, 212' left of centerline, 48' AGL/86' MSL.
Powerlines beginning 1264' from DER, left and right of centerline, up to 132' AGL/176' MSL.
Tree 2499' from DER, 498' left of centerline, 36' AGL/144' MSL.
Tree 3947' from DER, 1539' left of centerline, 100' AGL/259' MSL.
Tree 6049' from DER, 1980' left of centerline, 100' AGL/239' MSL.


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**ELLENVILLE, NY**

JOSEPH Y RESNICK (N89)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4,** 400-1½ w/min. climb of 402' per NM to 4300 or std. w/min. climb of 490' per NM to 4300 or 2700-3 for climb in visual conditions.

**Rwy 22,** std. w/min. climb of 470' per NM to 2000 or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 4,** climb on heading 047° to 4300' before proceeding on course or for climb in visual conditions, cross Joseph Y Resnick airport at or above 2800 before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 22**, climb on heading 235° to 2900' before proceeding on course or for climb in visual conditions, cross Joseph Y Resnick airport at or above 2800 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees 20' from DER, 11' right of centerline, up to 109' AGL/419' MSL.
Trees 1187' from DER, 456' left of centerline, up to 109' AGL/399' MSL.
Trees 2154' from DER, 416' right of centerline, 109' AGL/379' MSL.
Trees 2962' from DER, 780' left of centerline, 109' AGL/399' MSL.
Trees 4024' from DER, 1005' left of centerline, 109' AGL/419' MSL.
**Rwy 22,** trees beginning at DER, 175' right of centerline, up to 109' AGL/419' MSL.
Trees beginning at DER, 288' left of centerline, up to 109' AGL/419' MSL.
Pole 2196' from DER, 169' left of centerline, 84' AGL/384' MSL.

**ELMIRA, NY**

ELMIRA/CORNING RGNL (ELM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

**Rwys 5, 23,** NA-ATC.

**Rwy 6,** 500-2¾ or std. w/min. climb of 350' per NM to 1500.

**Rwy 10,** 500-2 w/min. climb of 270' per NM to 2200 or std. w/min. climb of 420' per NM to 1500, or 2100-3 for VCOA.

**Rwy 24**, std. w/min. climb of 420' per NM to 2300, or 2100-3 for VCOA.

**Rwy 28,** 900-3 w/min. climb of 380' per NM to 2400 or std. w/min. climb of 650' per NM to 2100, or 2100-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 6,** climb heading 062° to 2100 before proceeding on course.

**Rwy 10,** climb heading 101° to 2500 before proceeding on course.

**Rwy 24,** climb heading 242° to 2600 before proceeding on course.

**Rwy 28**, climb heading 281° to 2300 before proceeding on course.

VCOA:

**Rwys 10, 24, 28,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Elmira/Corning Rgnl airport at or above 2900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** tree 581' from DER, 655' left of centerline, 25' AGL/976' MSL.
Tree 582' from DER, 513' left of centerline, 994' MSL.
Pole 597' from DER, on centerline, 20' AGL/970' MSL.
Trees beginning 1657' from DER, 820' left of centerline, up to 1023' MSL.
Trees beginning 3057' from DER, 383' right of centerline, up to 1039' MSL.
Tree 3434' from DER, 192' right of centerline, 1044' MSL.
Trees beginning 1.3 NM from DER, 2285' left of centerline, 1213' MSL.
Trees beginning 1.4 NM from DER, 2277' left of centerline, 1318' MSL.
Trees beginning 1.5 NM from DER, 1755' left of centerline, up to 1363' MSL.
Trees, terrain beginning 1.9 NM from DER, 1471' left of centerline, up to 1371' MSL.
Trees, poles beginning 2 NM from DER, 1776' left of centerline, up to 1412' MSL.
Trees beginning 2.1 NM from DER, 2282' left of centerline, up to 1423' MSL.
**Rwy 10,** fence 25' from DER, 494' left of centerline, 4' AGL/947' MSL.
Tree 549' from DER, 37' left of centerline, 969' MSL.
Tree 656' from DER, 329' left of centerline, 984' MSL.
Tree 701' from DER, 498' right of centerline, 969' MSL.
Tree 767' from DER, 666' left of centerline, 987' MSL.
Trees, poles beginning 782' from DER, 67' left of centerline, up to 998' MSL.
Tree 819' from DER, 413' right of centerline, 975' MSL.
Trees beginning 888' from DER, 110' right of centerline, up to 979' MSL.
Tree 1317' from DER, 613' right of centerline, 987' MSL.
Poles beginning 1351' from DER, 125' right of centerline, up to 51' AGL/998' MSL.
Pole 1743' from DER, 937' left of centerline, 38' AGL/999' MSL.
Poles, building beginning 1800' from DER, 235' left of centerline, up to 41' AGL/1000' MSL.
Tree 2051' from DER, 552' right of centerline, 1006' MSL.
Building, poles beginning 2160' from DER, 129' left of centerline, up to 47' AGL/1011' MSL.
Poles, building beginning 2383' from DER, 427' left of centerline, up to 50' AGL/1015' MSL.
Tree 2519' from DER, 616' right of centerline, 1012' MSL.
Poles beginning 2604' from DER, 304' left of centerline, up to 53' AGL/1019' MSL.
Pole 2703' from DER, 1215' left of centerline, 53' AGL/1020' MSL.
Tree 2737' from DER, 584' right of centerline, 1013' MSL.
Pole 2965' from DER, 1221' left of centerline, 52' AGL/1021' MSL.

**CON'T**



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**ELMIRA, NY (CON'T)**

ELMIRA/CORNING RGNL (ELM) (CON'T)

**Rwy 10 (CON'T),** tree 5322' from DER, 1786' right of centerline, 1096' MSL.
Trees beginning 5460' from DER, 1787' right of centerline, up to 1152' MSL.
Tree 5617' from DER, 1992' right of centerline, 1160' MSL.
Trees beginning 5776' from DER, 1776' right of centerline, up to 1171' MSL.
Trees beginning 5886' from DER, 1852' right of centerline, up to 1178' MSL.
Trees beginning 1 NM from DER, 1773' right of centerline, up to 1215' MSL.
Trees beginning 1.1 NM from DER, 1783' right of centerline, up to 1288' MSL.
Trees beginning 1.2 NM from DER, 1990' right of centerline, up to 1351' MSL.
Trees, towers beginning 1.3 NM from DER, 1640' right of centerline, up to 1357' MSL.
Tower 1.6 NM from DER, 1748' right of centerline, up to 1237' MSL.
**Rwy 24,** terrain 12' from DER, 8' right of centerline, 944' MSL.
Terrain 34' from DER, 13' left of centerline, 944' MSL.
Sign 871' from DER, 634' left of centerline, 27' AGL/968' MSL.
Tree 962' from DER, 747' left of centerline, 991' MSL.
Tree 1455' from DER, 704' left of centerline, 59' AGL/997' MSL.
Trees beginning 1667' from DER, 529' left of centerline, up to 1006' MSL.
**Rwy 28,** terrain 27' from DER, 370' right of centerline, 940' MSL.
Pole 344' from DER, 571' right of centerline, 38' AGL/978' MSL.
Trees, traverse way, pole beginning 440' from DER, 451' right of centerline, up to 57' AGL/997' MSL.
Tree, buildings beginning 1028' from DER, 544' right of centerline, up to 1014' MSL.
Tree, poles beginning 1144' from DER, 460' right of centerline, up to 83' AGL/1022' MSL.
Tower, poles, trees beginning 1223' from DER, 468' right of centerline, up to 92' AGL/1031' MSL.
Tree 1342' from DER, 631' left of centerline, 973' MSL.
Trees beginning 1850' from DER, 185' left of centerline, up to 983' MSL.
Tree 2689' from DER, 1083' left of centerline, 1028' MSL.
Trees beginning 2845' from DER, 657' left of centerline, up to 1039' MSL.
Tree 4445' from DER, 1530' right of centerline, 1048' MSL.
Trees beginning 4525' from DER, 1408' right of centerline, up to 1065' MSL.
Trees, pole beginning 4654' from DER, 1434' right of centerline, up to 1067' MSL.
Tree 4918' from DER, 1765' right of centerline, 1112' MSL.
Trees beginning 5047' from DER, 1375' right of centerline, up to 1131' MSL.
Trees beginning 1 NM from DER, 1388' right of centerline, up to 1179' MSL.
Trees beginning 1.1 NM from DER, 778' right of centerline, up to 1389' MSL.
Trees beginning 1.2 NM from DER, 506' right of centerline, up to 1520' MSL.
Trees beginning 1.3 NM from DER, 260' right of centerline, up to 1604' MSL.
Trees, poles beginning 1.4 NM from DER, 90' right of centerline, up to 1637' MSL.
Trees beginning 1.4 NM from DER, 11' left of centerline, up to 1189' MSL.
Trees beginning 1.5 NM from DER, 14' left of centerline, up to 1254' MSL.
Trees beginning 1.5 NM from DER, 72' right of centerline, up to 1653' MSL.
Trees beginning 1.6 NM from DER, 18' right of centerline, up to 1756' MSL.
Trees beginning 1.6 NM from DER, 9' left of centerline, up to 1702' MSL.
Trees beginning 1.7 NM from DER, 11' left of centerline, up to 1420' MSL.
Trees beginning 1.8 NM from DER, 16' left of centerline, up to 1421' MSL.
Trees beginning 2.2 NM from DER, 21' left of centerline, up to 1480' MSL.
Trees beginning 2.3 NM from DER, 17' left of centerline, up to 1583' MSL.
Trees beginning 2.4 NM from DER, 30' left of centerline, up to 1626' MSL.
Tree 2.5 NM from DER, 1094' right of centerline, 1557' MSL.

CAUTION: Extensive glider activity in vicinity of airport.

**ENDICOTT, NY**

TRI-CITIES (CZG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3,** std. w/ min. climb of 515' per NM to 1700 or 700-2 with min. climb of 242 to 2000 or 1600-2 ½ for climb in visual conditions.
**Rwy 21,** std. w/ min. climb of 604' per NM to 2100 or 900-3 with min. climb of 470 to 2200 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 3,** climb heading 036° to 2000 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.
**Rwy 21,** climb heading 216° to 2200 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** tree 1' from DER, 418' left of centerline, 78' AGL/907' MSL.
Multiple trees and train on tracks beginning 163' from DER, 56' left of centerline, up to 110' AGL/1469' MSL.
Multiple trees and tower beginning 1699' from DER, 259' right of centerline, up to 106' AGL/915' MSL.
**Rwy 21,** multiple trees, pole and tower beginning 51' from DER, 63' left of centerline, up to 84' AGL/1473' MSL.
Multiple trees beginning 751' from DER, 73' right of centerline, up to 86' AGL/1175' MSL.

**FARMINGDALE, NY**

REPUBLIC (FRG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 08JAN15 (15008) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** 300-1¼ or std. w/min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

**Rwy 32,** 300-1¾ or std. w/ min. climb of 215' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE:

**Rwy 1,** climb heading 013° to 700 before turning left.

**Rwy 32,** climb heading 326° to 700 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** fence 3' from DER, 421' left of centerline, 9' AGL/88' MSL.
Building, stack and trees beginning 264' from DER, 246' right of centerline, up to 55' AGL/134' MSL.
Trees beginning 315' from DER, 568' right of centerline, up to 76' AGL/155' MSL.
Pole and trees beginning 1266' from DER, 279' right of centerline, up to 54' AGL/137' MSL.
Tank, elevator and trees beginning 1382' from DER, 447' left of centerline, up to 69' AGL/141' MSL.
Tank 5858' from DER, 1440' left of centerline, 151' AGL/244' MSL.

**Rwy 14,** pole and vehicles on road beginning 181' from DER, 73' right of centerline, up to 17' AGL/74' MSL.
Trees beginning 534' from DER, 97' left of centerline, up to 33' AGL/88' MSL.
Trees beginning 915' from DER, 24' right of centerline, up to 66' AGL/119' MSL.
Pole and trees beginning 1124' from DER, 245' left of centerline, up to 50' AGL/104' MSL.
Trees 2135' from DER, 331' left of centerline, up to 77' AGL/124' MSL.

**Rwy 19,** sign, building, poles, and trees beginning 77' from DER, 208' right of centerline, up to 43' AGL/102' MSL.
Trees beginning 182' from DER, 498' left of centerline, up to 43' AGL/100' MSL.
Pole 861' from DER, 70' left of centerline, 41' AGL/99' MSL.
Poles and trees beginning 879' from DER, 14' right of centerline, up to 56' AGL/115' MSL.
Poles and trees beginning 1207' from DER, 308' left of centerline, up to 70' AGL/124' MSL.
Tower 2453' from DER, 318' right of centerline, 84' AGL/141' MSL.

**Rwy 32,** fence 146' from DER, 243' right of centerline, 12' AGL/88' MSL.
Pole 329' from DER, 451' left of centerline, 30' AGL/103' MSL.
Building and poles beginning 1489' from DER, 188' left of centerline, up to 69' AGL/142' MSL.
Trees 1690' from DER, 22' right of centerline, up to 52' AGL/124' MSL.
Tank 1.3 NM from DER, 1122' left of centerline, 107' AGL/296' MSL.

**FISHERS ISLAND, NY**

ELIZABETH FIELD (0B8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03DEC98 (98337) (FAA)

TAKEOFF MINIMUMS:

**Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** 15' AGL bunker 25' from DER, right of centerline.

**FULTON, NY**

OSWEGO COUNTY (FZY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17MAY01 (01137) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** hill 1400' from DER, on centerline 50' AGL/549' MSL.
**Rwy 15,** trees 1700' from DER, on centerline 85' AGL/560' MSL.
**Rwy 24,** trees 1350' from DER, on centerline 60' AGL/517' MSL.
**Rwy 33,** road 400' from DER, on centerline 15' AGL/462 MSL.


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**GLENS FALLS, NY**

FLOYD BENNETT MEMORIAL (GFL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 16DEC10 (10350) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** std. w/min. climb of 385' per NM to 2500 or 2000-3 for climb in visual conditions.
**Rwy 12,** std. w/min. climb of 304' per NM to 1800 or 2000-3 for climb in visual conditions.
**Rwy 30,** std. w/min. climb of 345' per NM to 2500 or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 1,** climbing right turn to 2500 direct GANSE (GF) LOM before proceeding on course. For climb in visual conditions: cross Floyd Bennett Memorial Airport at or above 2200 MSL before proceeding on course.
**Rwy 12,** climbing right turn to 1800 direct GANSE (GF) LOM before proceeding on course. For climb in visual conditions: cross Floyd Bennett Memorial Airport at or above 2200 MSL before proceeding on course.
**Rwy 19,** climb heading 192° to 1400 before proceeding on course.
**Rwy 30,** climbing left turn to 2500 direct GANSE (GF) LOM before proceeding on course. For climb in visual conditions: cross Floyd Bennett Memorial Airport at or above 2200 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees beginning 1185' from DER, 65' left of centerline, up to 88' AGL/503' MSL.
Trees beginning 1423' from DER, 24' right of centerline, up to 88' AGL/535' MSL.
Multiple towers beginning 5140' from DER, 5' left of centerline, up to 69' AGL/498' MSL.
**Rwy 12,** trees beginning 852' from DER, 115' left of centerline, up to 77' AGL/416' MSL.
Vehicles on road and trees beginning 378' from DER, 3' right of centerline, up to 80' AGL/429' MSL.
**Rwy 19,** trees beginning 703' from DER, 121' left of centerline, up to 65' AGL/454' MSL.
Bush and trees beginning 73' from DER, 46' right of centerline, up to 77' AGL/456' MSL.
**Rwy 30,** trees beginning 89' from DER, 20' left of centerline, up to 93' AGL/458' MSL.
Trees beginning 1281' from DER, 32' right of centerline, up to 89' AGL/472' MSL.

**HAMILTON, NY**

HAMILTON MUNI (VGC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17,** 500-2¾ or std. w/min. climb of 615' per NM to 1600, or 1300-3 for VCOA.
**Rwy 35,** std. w/min. climb of 405 to 2300, or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 17,** climb heading 170° to 2000 before proceeding on course.
**Rwy 35,** climb heading 350° to 1700 before proceeding on course.

VCOA:

**Rwy 17/35**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hamilton Muni Airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** tree 138' from DER, 301' right of centerline, 85' AGL/1205' MSL.
Tree, pole beginning 179' from DER, 253' left of centerline, up to 49' AGL/1168' MSL.
Tree 374' from DER, 362' right of centerline, 89' AGL/1209' MSL.
Trees beginning 588' from DER, 234' right of centerline, up to 92' AGL/1212' MSL.
Tree 958' from DER, 407' left of centerline, 54' AGL/1173' MSL.
Trees, poles beginning 1007' from DER, 138' left of centerline, up to 84' AGL/1202' MSL.
Tree 3172' from DER, 932' right of centerline, 82' AGL/1255' MSL.
Tree 3174' from DER, 1342' right of centerline, 65' AGL/1332' MSL.
Tank 3846' from DER, 1435' right of centerline, 42' AGL/1358' MSL.
Trees, poles beginning 4010' from DER, 860' right of centerline, up to 106' AGL/1428' MSL.
Tree 1.5 NM from DER, 2489' left of centerline, 94' AGL/1373' MSL.
Trees beginning 1.5 NM from DER, 1870' left of centerline, up to 78' AGL/1383' MSL.
Tower 1.7 NM from DER, 2808' left of centerline, 76' AGL/1552' MSL.
Tower, trees beginning 1.8 NM from DER, 2715' left of centerline, up to 98' AGL/1579' MSL.
Trees beginning 2 NM from DER, 1033' left of centerline, up to 78' AGL/1597' MSL.
Trees beginning 2.2 NM from DER, 66' right of centerline, up to 74' AGL/1517' MSL.
Tree 2.3 NM from DER, 1860' left of centerline, 78' AGL/1545' MSL.
**Rwy 35,** trees, poles beginning 363' from DER, 473' right of centerline, up to 68' AGL/1205' MSL.
Tree 955' from DER, 598' right of centerline, 86' AGL/1235' MSL.
Trees beginning 1193' from DER, 30' right of centerline, up to 85' AGL/1242' MSL.
Tree 2794' from DER, 128' left of centerline, 67' AGL/1203' MSL.
Trees beginning 2895' from DER, 445' right of centerline, up to 109' AGL/1269' MSL.
Trees beginning 3005' from DER, 304' left of centerline, up to 111' AGL/1247' MSL.
Tree 4172' from DER, 1430' right of centerline, 91' AGL/1281' MSL.


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**HAMMONTON, NJ**

HAMMONTON MUNI (N81)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

DEPARTURE PROCEDURE:

**Rwy 3,** climb heading 034° to 600 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 21,** trees 1572' from DER, 526' left of centerline, 100' AGL/163' MSL.
Trees 3201' from DER, 911' right of centerline, 100' AGL/166' MSL.

**HORNELL, NY**

HORNELL MUNI (HTF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18**, std. w/ min. climb of 420' per NM to 2200 or 1500-3 for climb in visual conditions.
**Rwy 36,** NA-Obstacles.

DEPARTURE PROCEDURE:

**Rwy 18,** climb heading 165° to 2900 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** trees 1696' from DER, 143' left of centerline, up to 92' AGL/1252' MSL.
Trees 5644' from DER, 1746' right of centerline, up to 100' AGL/1499' MSL.

**HUDSON, NY**

COLUMBIA COUNTY (1B1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

**Rwy 21,** std. w/min. climb of 210' per NM to 2300 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 3,** climb heading 025° to 1500 before proceeding on course.
**Rwy 21,** climb heading 190° to 2300 before proceeding on course.

VCOA:

**Rwy 21,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Columbia County Airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** tree 187' from DER, 499' right of centerline, 36' AGL/239' MSL.
Trees beginning 353' from DER, 101' right of centerline, up to 44' AGL/246' MSL.
Tree 429' from DER, 134' left of centerline, 223' MSL.
Tree 430' from DER, 183' left of centerline, 225' MSL.
Trees beginning 432' from DER, 208' left of centerline, up to 230' MSL.
Pole 613' from DER, 655' left of centerline, 43' AGL/244' MSL.
Tree 839' from DER, 501' left of centerline, 65' AGL/263' MSL.
Trees beginning 1019' from DER, 555' right of centerline, up to 102' AGL/308' MSL.
Trees, poles beginning 1206' from DER, 226' left of centerline, up to 64' AGL/271' MSL.
Tree 2197' from DER, 748' left of centerline, 80' AGL/278' MSL.
Trees beginning 2264' from DER, 116' left of centerline, up to 76' AGL/281' MSL.
Trees beginning 2330' from DER, 188' left of centerline, up to 91' AGL/299' MSL.
Tree 3229' from DER, 451' left of centerline, 96' AGL/300' MSL.
Tree 3401' from DER, 582' left of centerline, 77' AGL/313' MSL.
Tree 3966' from DER, 348' left of centerline, 75' AGL/321' MSL.
Tree 4015' from DER, 443' right of centerline, 88' AGL/321' MSL.
Tree 4068' from DER, 804' left of centerline, 80' AGL/332' MSL.
Trees beginning 4189' from DER, 470' left of centerline, up to 80' AGL/338' MSL.
**Rwy 21,** fence 104' from DER, 373' left of centerline, 12' AGL/203' MSL.
Tree 483' from DER, 570' right of centerline, 64' AGL/250' MSL.
Trees beginning 563' from DER, 494' left of centerline, up to 76' AGL/253' MSL.
Tree 680' from DER, 532' right of centerline, 76' AGL/256' MSL.


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**ITHACA, NY**

ITHACA TOMPKINS INTL (ITH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 08APR10 (20366) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions.

**Rwys 15, 33,** NA-Environmental.

DEPARTURE PROCEDURE:

**Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course.

**Rwy 32,** Climb heading 325° to 1600 before proceeding on course.

**JAMESTOWN, NY**

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 20JUN19 (19171)

TAKEOFF MINIMUMS:

**Rwy 31,** 200-1¼ or std. w/min. climb of 220' per NM to 2000.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** lighting 3' from DER, 5' left of centerline, 2' AGL/1720' MSL.
Sign 20' from DER, 249' left of centerline, 7' AGL/1722' MSL.
Vehicles on roadway beginning 299' from DER, crossing extended runway centerline, up to 15' AGL/1734' MSL.
Trees beginning 495' from DER, 525' left of centerline, up to 50' AGL/1749' MSL.
**Rwy 13,** electrical system at DER, 265' left of centerline, 1710' MSL.
Sign 5' from DER, 155' right of centerline, 1709' MSL.
Vehicles on roadway 69' from DER, 322' right of centerline, 1710' MSL.
Trees beginning 81' from DER, 495' left of centerline, up to 55' AGL/1755' MSL.
Terrain beginning 172' from DER, 289' right of centerline, up to 1714' MSL.
Tree 232' from DER, 491' left of centerline, 50' AGL/1756' MSL.
Fence 257' from DER, 499' right of centerline, 1715' MSL.
Terrain 307' from DER, 375' right of centerline, 1717' MSL.
Fence, vehicles on roadway beginning 387' from DER, 363' right of centerline, up to 1725' MSL.
Tree, pole, building beginning 401' from DER, 378' left of centerline, up to 57' AGL/1766' MSL.
Vehicles on roadway 436' from DER, 501' right of centerline, 1733' MSL.
Pole 457' from DER, 599' right of centerline, 31' AGL/1751' MSL.
Building, fence, vehicles on roadway, tree, pole beginning 527' from DER, 188' right of centerline, up to 48' AGL/1768' MSL.
Trees beginning 850' from DER, 11' left of centerline, up to 1774' MSL.
Building, pole beginning 1065' from DER, 308' right of centerline, up to 45' AGL/1770' MSL.
Tree 1301' from DER, 724' right of centerline, 1804' MSL.
Tree, pole, building beginning 1361' from DER, 4' right of centerline, up to 88' AGL/1819' MSL.
Trees beginning 2358' from DER, 316' left of centerline, up to 1779' MSL.
Tree 2432' from DER, 924' left of centerline, 1785' MSL.
Trees beginning 2485' from DER, 449' left of centerline, up to 1788' MSL.
Trees beginning 2610' from DER, 4' left of centerline, up to 1793' MSL.
Trees beginning 2750' from DER, 103' left of centerline, up to 1797' MSL.
Trees beginning 2851' from DER, 507' left of centerline, up to 1798' MSL.
Tree 2959' from DER, 611' left of centerline, 1802' MSL.
Trees beginning 2966' from DER, 694' left of centerline, up to 1804' MSL.
Trees beginning 3004' from DER, 556' left of centerline, up to 1805' MSL.
Trees beginning 3149' from DER, 621' left of centerline, up to 1808' MSL.
Trees beginning 3806' from DER, 1' left of centerline, up to 1813' MSL.
Tree 4208' from DER, 38' left of centerline, 1816' MSL.
Trees beginning 4322' from DER, 50' right of centerline, up to 1825' MSL.
Trees beginning 4376' from DER, 159' left of centerline, up to 1825' MSL.
**Rwy 25,** lighting 10' from DER, 29' left of centerline, 2' AGL/1722' MSL.
Lighting 10' from DER, 30' right of centerline, 2' AGL/1722' MSL.
Building 424' from DER, 261' left of centerline, 21' AGL/1733' MSL.
Tree 733' from DER, 654' left of centerline, 84' AGL/1753' MSL.
Tree 762' from DER, 662' left of centerline, 1756' MSL.
**Rwy 31,** sign 23' from DER, 200' left of centerline, 1724' MSL.
Terrain beginning 29' from DER, 303' left of centerline, up to 1735' MSL.
Trees beginning 46' from DER, 464' right of centerline, up to 73' AGL/1781' MSL.
Tree, terrain beginning 83' from DER, 423' left of centerline, up to 1740' MSL.
Fence, terrain beginning 133' from DER, 316' left of centerline, up to 1747' MSL.
Trees beginning 194' from DER, 460' right of centerline, up to 72' AGL/1785' MSL.
Fence 238' from DER, 500' left of centerline, 1751' MSL.
Fence, tree, terrain beginning 354' from DER, 471' left of centerline, up to 1752' MSL.
Trees beginning 402' from DER, 470' right of centerline, up to 68' AGL/1790' MSL.
Fence beginning 457' from DER, 500' left of centerline, up to 1753' MSL.
Tree 578' from DER, 630' left of centerline, 40' AGL/1783' MSL.
Tree, terrain, fence beginning 582' from DER, 376' left of centerline, up to 1806' MSL.
Trees beginning 764' from DER, 475' right of centerline, up to 1800' MSL.
Trees beginning 775' from DER, 201' left of centerline, up to 1814' MSL.
Trees beginning 947' from DER, 536' right of centerline, up to 1805' MSL.

**CON'T**



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**JAMESTOWN, NY (CON'T)**

CHAUTAUQUA COUNTY/JAMESTOWN (JHW) (CON'T)

**Rwy 31 (CON'T),** tree 1011' from DER, 737' right of centerline, 1808' MSL.
Trees beginning 1057' from DER, 390' right of centerline, up to 1813' MSL.
Trees beginning 1266' from DER, 68' right of centerline, up to 84' AGL/1819' MSL.
Trees beginning 3494' from DER, 372' left of centerline, up to 1817' MSL.
Tree 3517' from DER, 786' left of centerline, 1824' MSL.
Trees beginning 3540' from DER, 447' left of centerline, up to 1835' MSL.
Trees beginning 3741' from DER, 419' left of centerline, up to 1841' MSL.
Tree 4412' from DER, 1677' left of centerline, 1843' MSL.
Trees beginning 4490' from DER, 1435' left of centerline, up to 1844' MSL.
Tree 4518' from DER, 1644' left of centerline, 1846' MSL.
Trees beginning 4615' from DER, 1457' left of centerline, up to 1856' MSL.
Trees beginning 4871' from DER, 1518' left of centerline, up to 1862' MSL.
Trees beginning 5135' from DER, 1044' left of centerline, up to 1868' MSL.
Trees beginning 5582' from DER, 1296' left of centerline, up to 1874' MSL.
Trees beginning 5725' from DER, 1015' left of centerline, up to 1875' MSL.

**JOHNSTOWN, NY**

FULTON COUNTY (NY0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 10,** trees beginning 83' from DER, 62' left of centerline, up to 57' AGL/936' MSL.
Trees beginning 206' from DER, 176' right of centerline, up to 43' AGL/922' MSL.
**Rwy 28,** trees beginning 310' from DER, 48' left of centerline, up to 72' AGL/921' MSL.
Trees beginning 23' from DER, 54' right of centerline, up to 73' AGL/892' MSL.

**KINGSTON, NY**

KINGSTON-ULSTER (20N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:
**Rwy 33,** 300-2 w/ min. climb of 255' per NM to 1200.
DEPARTURE PROCEDURE:
**Rwy 15,** climb to 3000 on heading 153° and PWL VOR/DME R-316 to TRESA INT before proceeding on course.
**Rwy 33,** climbing right turn to 3000 on heading 170° and PWL VOR/DME R-316 to TRESA INT before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 15,** trees and poles abeam DER, 806' left of centerline, up to 99' AGL/221' MSL.
Trees and poles beginning 27' from DER, 170' right of centerline, up to 40' AGL/162' MSL.
Vehicles on road 235' from DER, 37' right of centerline, up to 17' AGL/141' MSL.
Trees beginning 1322' from DER, 835' right of centerline, up to 89' AGL/203' MSL.
Trees beginning 1325' from DER, 846' left of centerline, up to 99' AGL/215' MSL.
**Rwy 33,** construction cone 6' from DER, 39' right of centerline, 10' AGL/149' MSL.
Trees and poles beginning 19' from DER, 933' left of centerline, up to 99' AGL/349' MSL.
Trees and poles beginning 60' from DER, 922' right of centerline, up to 69' AGL/215' MSL.
Buildings beginning 60' from DER, from 577' left of centerline to 569' right of centerline, up to 29' AGL/271' MSL.
Vehicles on road beginning 184' from DER, from 285' left of centerline to 496' right of centerline, up to 17' AGL/182' MSL.
Trees beginning 2004' from DER, 1936' left of centerline, up to 94' AGL/362' MSL.
Trees beginning 2004' from DER, 1908' right of centerline, up to 110' AGL/388' MSL.

**LAKE PLACID, NY**

LAKE PLACID (LKP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:
**Rwy 14,** NA-obstacles.
**Rwy 32,** std. w/min. climb of 485' per NM to 4000, or 3600-3 for VCOA.
DEPARTURE PROCEDURE:
**Rwy 32,** climbing left turn to heading 304° to 5000 before proceeding on course.
VCOA:
**Rwy 32,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lake Placid airport at or above 5200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 32,** sign 22' from DER, 120' left of centerline, 6' AGL/1746' MSL.
Trees beginning 24' from DER, 213' left of centerline, up to 1785' MSL.
Tree 81' from DER, 459' right of centerline, 72' AGL/1813' MSL.
Trees, buildings, poles beginning 84' from DER, 4' left of centerline, up to 1800' MSL.
Trees, fence, poles beginning 105' from DER, 9' right of centerline, up to 72' AGL/1814' MSL.
Trees, poles beginning 692' from DER, 43' left of centerline, up to 1826' MSL.
Trees, pole beginning 1001' from DER, 143' left of centerline, up to 1832' MSL.
**CON'T**



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**LAKE PLACID, NY (CON'T)**

LAKE PLACID (LKP) (CON'T)

**Rwy 32 (CON'T),** trees beginning 1062' from DER, 77' left of centerline, up to 1871' MSL.
Trees, buildings, poles beginning 1242' from DER, 25' left of centerline, up to 1876' MSL.
Trees beginning 1733' from DER, 23' right of centerline, up to 94' AGL/1825' MSL.
Tree 3024' from DER, 28' right of centerline, 84' AGL/1828' MSL.
Tree 3368' from DER, 1114' right of centerline, 1839' MSL.
Tree 3505' from DER, 1241' right of centerline, 1842' MSL.
Tree 3532' from DER, 1015' right of centerline, 1849' MSL.
Trees beginning 3536' from DER, 1117' right of centerline, up to 1859' MSL.
Trees beginning 4089' from DER, 1519' right of centerline, up to 1865' MSL.
Trees beginning 4364' from DER, 689' left of centerline, up to 1878' MSL.
Tree 5055' from DER, 650' left of centerline, 1883' MSL.
Tree 5085' from DER, 1807' right of centerline, 1875' MSL.
Tree 5169' from DER, 1884' right of centerline, 1883' MSL.
Buildings, tree beginning 1 NM from DER, 1686' right of centerline, up to 72' AGL/1910' MSL.
Tree 1 NM from DER, 1412' right of centerline, 1913' MSL.
Building 1 NM from DER, 1786' right of centerline, 65' AGL/1917' MSL.
Trees beginning 1 NM from DER, 1135' right of centerline, up to 1933' MSL.
Buildings, trees beginning 1.1 NM from DER, 1373' right of centerline, up to 1952' MSL.
Tree 1.1 NM from DER, 2109' right of centerline, 1964' MSL.
Trees beginning 1.1 NM from DER, 1368' right of centerline, up to 1988' MSL.
Trees, pole beginning 1.1 NM from DER, 1813' right of centerline, up to 2012' MSL.
Tree, pole beginning 1.1 NM from DER, 1649' right of centerline, up to 2015' MSL.
Trees, vehicle on road beginning 1.1 NM from DER, 1351' right of centerline, up to 2016' MSL.
Tree 1.2 NM from DER, 1778' right of centerline, 2020' MSL.
Buildings beginning 1.2 NM from DER, 1919' right of centerline, up to 63' AGL/2022' MSL.
Building, trees beginning 1.2 NM from DER, 1478' right of centerline, up to 53' AGL/2024' MSL.
Trees, poles, buildings, vehicle on road, terrain beginning 1.2 NM from DER, 1439' right of centerline, up to 2045' MSL.
Trees, poles, vehicle on road, buildings beginning 1.3 NM from DER, 65' right of centerline, up to 2057' MSL.
Trees, building beginning 2 NM from DER, 2312' left of centerline, up to 2117' MSL.
Tree 2 NM from DER, 1382' right of centerline, 2063' MSL.

**LAKEHURST MAXFIELD FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)**

LAKEHURST, NJ

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12OCT17 (17285)

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** terrain 0' from DER, 500' right of cntrln, 105' MSL.
Terrain 150' from DER, 540' left of cntrln, 120' MSL.
Terrain 173' from DER, 546' left of cntrln, 120' MSL.
Terrain 546' from DER, 566' right of cntrln, 115' MSL.
Terrain 957' from DER, 668' left of cntrln, 128' MSL.
Terrain 1069' from DER, 540' left of cntrln, 130' MSL.
**Rwy 15,** terrain 0' from DER, 484' right of cntrln, 96' MSL.
Terrain 0' from DER, 500' left of cntrln, 98' MSL.
**Rwy 24,** terrain 0' from DER, 500' left of cntrln, 96' MSL.
Terrain 190' from DER, 551' right of cntrln, 101' MSL.
**Rwy 33,** terrain 0' from DER, 500' left of cntrln, 102' MSL.
Terrain 140' from DER, 522' right of cntrln, 112' MSL.
Terrain 523' from DER, 535' right of cntrln, 118' MSL.
Terrain 507' from DER, 636' right of cntrln, 119' MSL.

**LAKEWOOD, NJ**

LAKEWOOD (N12)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** aircraft on taxiway abeam DER, 220' right of centerline, up to 15' AGL/49' MSL.
Vehicles on road beginning 5' from DER, crossing left to right, up to 15' AGL/49' MSL.
Trees, buildings and poles beginning 481' from DER, left and right of centerline, up to 100' AGL/139' MSL.
Transmission towers beginning 3815' from DER, right and left of centerline, up to 150' AGL/184' MSL.
**Rwy 24,** aircraft on taxiway abeam DER, 225' left of centerline, up to 15' AGL/59' MSL.
Trees abeam DER, 270' right and 275' left of centerline, up to 100' AGL/144' MSL.
Trees, buildings and vehicle on road beginning 371' from DER right and left of centerline up to 100' AGL/144' MSL.
Trees, buildings and storage tank beginning 881' from DER, left and right of centerline, up to 100' AGL/169' MSL.


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**LE ROY, NY**

LE ROY (5G0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

**Rwy 28,** 300-1½ or std. w/min. climb of 267' per NM to 1000.

DEPARTURE PROCEDURE:

**Rwy 28,** climb heading 284° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** trees and poles beginning 51' from DER. 101' right of centerline, up to 73' AGL/852' MSL.
Trees and poles beginning 26' from DER, 51' left of centerline, up to 64' AGL/843' MSL.
Buildings beginning 325' from DER, 116' right of centerline, up to 53' AGL/819' MSL.
Terrain beginning 96' from DER, 233' right of centerline, up to 787' MSL.
**Rwy 28**, trees and poles beginning 2' from DER, 38' left of centerline, up to 112' AGL/977' MSL.
Buildings, water tower and grain bins beginning 172' from DER, 38' left of centerline, up to 106' AGL/931' MSL.
Trees beginning 49' from DER, 100' right of centerline, up to 873' MSL.
Railroad 100' from DER. 261' right of centerline, 23' AGL/825' MSL.

**LINCOLN PARK, NJ**

LINCOLN PARK (N07)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** 900-3 w/min. climb of 340' per NM to 1100 or 1600-2½ for VCOA.
**Rwy 19,** 400-2¼ or std. w/min. climb gradient of 330' per NM to 700.

DEPARTURE PROCEDURE:

**Rwy 1,** climb on heading 008° to 1300 before proceeding on course.
**Rwy 19,** climb on heading 188° to 900 before proceeding on course.

VCOA:

**Rwy 1,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lincoln Park Airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** tree 1852' from DER, 766' left of centerline, 319' MSL.
**Rwy 19**, tree beginning 70' from DER, 324' right of centerline, up to 299' MSL.
Tower 4107' from DER, 460' right of centerline, 131' AGL/306' MSL.
Tower, beginning 4232' from DER, 133' right of centerline, up to 132' AGL/307' MSL.
Tree 1 NM from DER, 1729' right of centerline, 339' MSL.
Tree 1 NM from DER, 1823' right of centerline, 359' MSL.
Tree 1.1 NM from DER, 1955' right of centerline, 379' MSL.
Tree 1.1 NM from DER, 2042' right of centerline, 399' MSL.
Tree 1.1 NM from DER, 2086' right of centerline, 419' MSL.
Tree 1.2 NM from DER, 2135' right of centerline, 439' MSL.
Tree beginning 1.2 NM from DER, 320' right of centerline, up to 459' MSL.
Tree 1.3 NM from DER, 2194' right of centerline, 479' MSL.
Tree beginning 1.3 NM from DER, 320' right of centerline, up to 499' MSL.
Tree beginning 1.3 NM from DER, 369' right of centerline, up to 519' MSL.
Tree 1.6 NM from DER, 2899' left of centerline, 440' MSL.
Tree 1.6 NM from DER, 2849' left of centerline, 460' MSL.
Tree beginning 1.6 NM from DER, 3088' left of centerline, up to 480' MSL.

**LINDEN, NJ**

LINDEN (LDJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 05MAY11 (11125) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9,** 300-1¾ or std. w/min. climb of 259' per NM to 400.
**Rwy 27,** 300-1.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** pole and building 667' from DER, 53' right of centerline, up to 60' AGL/77' MSL.
Multiple stacks 1.3 NM from DER, 1135' right of centerline, up to 275' AGL/287' MSL.
**Rwy 27,** stack 825' from DER, 655' right of centerline, 86' AGL/113' MSL.
Multiple buildings 2197' from DER, left and right of centerline, up to 110' AGL/140' MSL.

**LUMBERTON, NJ**

FLYING W (N14)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (12208) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** transmission line towers beginning 4216' from DER, 396' left of centerline, up to 132' AGL/179' MSL.
Transmission line tower beginning 4239' from DER, 462' right of centerline, up to 147' AGL/191' MSL.
Vehicle on road 88' from DER, 300' left of centerline, 15' AGL/77' MSL.
**Rwy 19,** trees beginning 16' from DER, 1' left of centerline, up to 136' AGL/152' MSL.
Trees beginning 16' from DER, 11' right of centerline, up to 105' AGL/131' MSL.

**MALONE, NY**

MALONE-DUFORT (MAL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14,** 300-1¾ or std. w/min. climb of 310' per NM to 1200.

**Rwy 23**, 500-2¾ or std. w/min. climb of 285' per NM to 1500.

DEPARTURE PROCEDURE:

**Rwy 5,** climb heading 052° to 1500 before proceeding on course.

**Rwy 14,** climbing left turn heading 050° to 2300 before proceeding on course.

**Rwy 23,** climb heading 232° to 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** terrain and trees beginning 15' from DER, 316' left and right of centerline, up to 100' AGL/814' MSL.

**Rwy 14,** sign, building and trees 171' from DER, 113' right of centerline, up to 100' AGL/809' MSL.

Trees, 385' from DER, across centerline, up to 100' AGL/841' MSL.

Buildings, poles and trees 868' from DER, 194' right of centerline, up to 100' AGL/887' MSL.

Buildings, poles and trees 1180' from DER, 184' left of centerline, up to 100' AGL/896' MSL.

Buildings, poles and trees 2304' from DER, 223' right of centerline, up to 100' AGL/947' MSL.

Buildings, poles and trees 3797' from DER, left, right and on centerline, up to 100' AGL/1021' MSL.

Water tank and trees 5951' from DER, 1145' right of centerline, up to 120' AGL/1036' MSL.

**Rwy 23,** trees beginning 61' from DER, 326' right of centerline, up to 100' AGL/827' MSL.

Bushes beginning 34' from DER, 271' left of centerline, up to 20' AGL/781' MSL.

Buildings and trees beginning 719' from DER, across centerline, up to 100' AGL/901' MSL.

**Rwy 32,** trees beginning 64' from DER, 50' right of centerline, up to 100' AGL/828' MSL.

**MANVILLE, NJ**

CENTRAL JERSEY RGNL (47N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

**Rwy 25,** 300-1 or std. w/min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE:

**Rwy 7,** climb heading 069° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** lighting 12' from DER, 9' right of centerline, 65' MSL.

Trees beginning 38' from DER, 313' left of centerline, up to 138' MSL.

Buildings, tree beginning 59' from DER, 289' left of centerline, up to 19' AGL/87' MSL.

Trees, building, poles, terrain beginning 120' from DER, 217' left of centerline, up to 110' MSL.

Trees, poles, buildings beginning 192' from DER, 181' left of centerline, up to 116' MSL.

Pole 241' from DER, 465' right of centerline, 37' AGL/74' MSL.

Trees, pole, buildings beginning 267' from DER, 124' left of centerline, up to 68' AGL/132' MSL.

Trees, poles beginning 281' from DER, 262' right of centerline, up to 116' MSL.

Trees, buildings, pole beginning 371' from DER, 104' left of centerline, up to 123' MSL.

Trees, pole beginning 428' from DER, 172' right of centerline, up to 120' MSL.

Trees, buildings, pole beginning 452' from DER, 200' left of centerline, up to 133' MSL.

Trees beginning 506' from DER, 191' right of centerline, up to 124' MSL.

Tree 550' from DER, 550' right of centerline, 131' MSL.

Trees beginning 557' from DER, 3' right of centerline, up to 104' AGL/132' MSL.

Trees, poles, building beginning 736' from DER, 41' left of centerline, up to 123' MSL.

Trees beginning 1067' from DER, 6' left of centerline, up to 81' AGL/126' MSL.

Trees beginning 2081' from DER, 71' right of centerline, up to 157' MSL.

**Rwy 25,** traverse way 2' from DER, 82' right of centerline, 103' MSL.

Tree 14' from DER, 166' right of centerline, 115' MSL.

Tree 17' from DER, 458' right of centerline, 123' MSL.

Tree 23' from DER, 504' right of centerline, 129' MSL.

Trees beginning 26' from DER, 257' left of centerline, up to 126' MSL.

Trees beginning 37' from DER, 259' right of centerline, up to 131' MSL.

Tree 49' from DER, 285' left of centerline, 129' MSL.

Trees beginning 83' from DER, 15' right of centerline, up to 148' MSL.

Trees beginning 105' from DER, 203' left of centerline, up to 130' MSL.

Trees beginning 120' from DER, 249' left of centerline, up to 140' MSL.

Trees traverse way beginning 142' from DER, 49' right of centerline, up to 151' MSL.

Trees, traverse ways beginning 199' from DER, 14' left of centerline, up to 144' MSL.

Trees traverse way beginning 202' from DER, 1' right of centerline, up to 155' MSL.

Trees beginning 812' from DER, 7' right of centerline, up to 80' AGL/156' MSL.

Trees beginning 835' from DER, 26' left of centerline, up to 150' MSL.

Trees beginning 968' from DER, 4' right of centerline, up to 159' MSL.

Trees beginning 978' from DER, 59' left of centerline, up to 159' MSL.

Trees beginning 1040' from DER, 167' left of centerline, up to 161' MSL.

Trees beginning 1087' from DER, 6' left of centerline, up to 162' MSL.

Trees beginning 1204' from DER, 11' right of centerline, up to 162' MSL.

Trees beginning 1381' from DER, 62' right of centerline, up to 175' MSL.

Trees beginning 1538' from DER, 18' right of centerline, up to 176' MSL.

Transmission line 4389' from DER, 1465' left of centerline, 116' AGL/197' MSL.

Transmission line beginning 4547' from DER, 676' left of centerline, up to 170' AGL/244' MSL



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**MASSENA, NY**
MASSENA INTL-RICHARDS FIELD (MSS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8A 03APR14 (14093) (FAA)
TAKEOFF MINIMUMS:
**Rwy 23,** 400-2½ or std. w/min. climb of 240' per NM to 800.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL.
Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL.
Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL.
Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL.
**Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL.
Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL.
**Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL.
Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL.
Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL.
**Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL.
Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

**MC GUIRE FLD, (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)**
WRIGHTSTOWN, NJ
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03DEC20 (20338) (USAF)
TAKEOFF OBSTACLE NOTES:
**Rwy 6,** trees 1389' from DER, 854' right of cntrln, 83' AGL/184' MSL.
Trees 1929' from DER, 887' right of cntrln, 94' AGL/192' MSL.
Trees 2658' from DER, 1184' left of cntrln, 79' AGL/177' MSL.
Trees 3647' from DER, 946' right of cntrln, 103' AGL/194' MSL.
**Rwy 18,** potential aircraft 920' from DER, 182' left of cntrln, 66' AGL/206' MSL.
Potential aircraft 934' from DER, 199' left of cntrln, 66' AGL/199' MSL.
**Rwy 24,** potential vehicle 125' from DER, 479' right of cntrln, 17' AGL/154' MSL.
Trees 1954' from DER, 1051' right of cntrln, 54' AGL/191' MSL.
**Rwy 36,** potential aircraft 1976' from DER, 1234' right of cntrln, 66' AGL/185' MSL.

**MIDDLETOWN, NY**
RANDALL (06N)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 20SEP12 (12264) (FAA)
TAKEOFF MINIMUMS:
**Rwy 26,** 300-2 or std. with a min. climb of 205' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.
DEPARTURE PROCEDURE:
**Rwy 26,** climb heading 246° to 1400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 8,** rising terrain beginning abeam DER, 143' left of centerline, up to 536' MSL.
Trees beginning 46' from DER, 237' right of centerline, up to 98' AGL/578' MSL.
Trees beginning 59' from DER, 412' left of centerline, up to 100' AGL/639' MSL.
**Rwy 26,** trees abeam DER, 155' left of centerline, up to 87' AGL/576' MSL.
Vehicles on roadway, 186' from DER, left and right of centerline, up to 15' AGL/522' MSL.
Trees beginning 343' from DER, 569' right of centerline, 95' AGL/596' MSL.
Pole, 506' from DER, 141' right of centerline, 41' AGL/543' MSL.

**MILLBROOK, NY**
SKY ACRES (44N)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 29MAY14 (14149) (FAA)
TAKEOFF MINIMUMS:
**Rwy 17,** 600-3 w/min. climb of 240' per NM to 1400 or std. w/min. climb of 390' per NM to 1500.
**Rwy 35,** 300-1¾ or std. w/min. climb of 261' per NM to 1100.
DEPARTURE PROCEDURE:
**Rwy 17,** climb heading 167° to 2200 then climbing right turn direct IGN VOR/DME before proceeding on course.
**Rwy 35,** climb heading 347° to 2100 then climbing left turn direct IGN VOR/DME before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 17,** trees beginning 156' from DER, 302' left of centerline, up to 96' AGL/779' MSL.
Trees beginning 3213' from DER, 1350' left of centerline, up to 100' AGL/1259' MSL.
**Rwy 35,** trees beginning 46' from DER, 341' right of centerline, up to 94' AGL/742' MSL.
Building 251' from DER, 399' right of centerline, 36' AGL/695' MSL.
Tower 1254' from DER, 725' right of centerline, 88' AGL/733' MSL.
Trees beginning 1.4 NM from DER, 2762' right of centerline, up to 100' AGL/919' MSL.
Trees beginning 407' from DER 284' left of centerline, up to 78' AGL/665' MSL.
Trees beginning 1.3 NM from DER, 1353' left of centerline, up to 100' AGL/919' MSL.




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**MILLVILLE, NJ**

MILLVILLE MUNI (MIV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08JUN06 (06159) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** multiple trees beginning 14' from DER, 498' right of centerline, up to 49' AGL/134' MSL.
**Rwy 14,** multiple trees beginning 20' from DER, 167' left and139' right of centerline, up to 72' AGL/154' MSL.
**Rwy 28,** multiple trees beginning 28' from DER, 144' left and 167' right of centerline, up to 80' AGL/154' MSL.
**Rwy 32,** multiple trees beginning 34' from DER, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

**MONTAUK, NY**

MONTAUK (MTP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 18OCT12 (12292) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6,** 300-1 or std. w/min. climb of 491' per NM to 300.
**Rwy 24,** 300-1

DEPARTURE PROCEDURE:

**Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** ship 3600' from DER, on centerline, up to 225' AGL/225' MSL.
Building 9' from DER, 188' left of centerline, 14' AGL/34' MSL.
Trees beginning 10' from DER, 29' right of centerline, up to 40' AGL/47' MSL.
Bushes beginning 514' from DER, 50' right of centerline, up to 21' AGL/41' MSL.
Bushes beginning 33' from DER, 9' left of centerline, up to 5' AGL/19' MSL.
**Rwy 24,** ship 990' from DER, on centerline, up to 225' AGL/225' MSL.
Trees beginning 5' from DER, 152' left of centerline, up to 36' AGL/41' MSL.
Poles beginning 155' from DER, 28' left of centerline, up to 34' AGL/41' MSL.
Trees beginning 49' from DER, 25' right of centerline, up to 61' AGL/81' MSL.
Poles beginning 49' from DER, 75' right of centerline, up to 22' AGL/42' MSL.
Building 245' from DER, 316' left of centerline, 29' AGL/36' MSL.
Buildings beginning 641' from DER, 189' right of centerline, up to 29' AGL/38' MSL.

**MONTGOMERY, NY**

ORANGE COUNTY(MGJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

**Rwy 8,** 300-1 or std. w/min. climb of 335' per NM to 700.
**Rwy 22,** 300-1⅛ or std. w/min. climb of 290' per NM to 600.
**Rwy 26,** 500-3 w/min. climb of 220' per NM to 1300 or std. w/min. climb of 380' per NM to 900 or 1500-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 4,** climb on heading 036° to 2100 before proceeding on course.
**Rwy 8,** climb on heading 080° to 1100 before turning left.
**Rwy 22,** climb on heading 216° to 1000 before proceeding on course.
**Rwy 26,** climb on heading 260° to 1000 before turning right.

VCOA:

**Rwy 26,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Orange County Airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** terrain 23' from DER, 304' left of centerline, 371' MSL.
Terrain 24' from DER, 184' left of centerline, 373' MSL.
Trees, terrain, vehicles on road, vegetation beginning 32' from DER, 21' right of centerline, up to 410' MSL.
Trees, vehicles on road beginning 88' from DER, 39' left of centerline, up to 404' MSL.
Tree 699' from DER, 575' left of centerline, 405' MSL.
Trees beginning 782' from DER, 490' left of centerline, up to 417' MSL.
Tree 1004' from DER, 689' right of centerline, 430' MSL.
Tree 1046' from DER, 728' left of centerline, 439' MSL.
Trees beginning 1113' from DER, 545' right of centerline, up to 436' MSL.
Trees beginning 1171' from DER, 19' left of centerline, up to 101' AGL/442' MSL.
Tree 1394' from DER, 454' right of centerline, 438' MSL.
Trees beginning 1471' from DER, 104' right of centerline, up to 440' MSL.
Trees beginning 1519' from DER, 71' right of centerline, up to 445' MSL.
Trees beginning 1720' from DER, 28' right of centerline, up to 446' MSL.
Tree 2528' from DER, 101' left of centerline, 446' MSL.
Tree 4340' from DER, 904' right of centerline, 482' MSL.
**Rwy 8**, tree 258' from DER, 316' right of centerline, 71' AGL/451' MSL.
Tree 345' from DER, 373' right of centerline, 76' AGL/455' MSL.
Trees beginning 389' from DER, 500' right of centerline, up to 95' AGL/475' MSL.
Building 828' from DER, 411' left of centerline, 32' AGL/411' MSL.
Tree 967' from DER, 724' left of centerline, 95' AGL/479' MSL.
Trees, building, pole beginning 1002' from DER, 331' left of centerline, up to 480' MSL.
Trees beginning 4721' from DER, 298' left of centerline, up to 525' MSL.

**CON'T**



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## MONTGOMERY, NY (CON'T)

ORANGE COUNTY(MGJ) (CON'T)

**Rwy 8 (CON'T),** tree 4727' from DER, 1437' right of centerline, 560' MSL.
**Rwy 22,** trees, tower, NAVAID, wind indicator beginning 65' from DER, 35' right of centerline, up to 408' MSL.
Trees beginning 356' from DER, 299' right of centerline, up to 422' MSL.
Trees beginning 898' from DER, 434' right of centerline, up to 433' MSL.
Tree 1542' from DER, 876' left of centerline, 401' MSL.
Tree 1745' from DER, 852' left of centerline, 404' MSL.
Tree 1866' from DER, 968' left of centerline, 419' MSL.
Tree 2302' from DER, 932' left of centerline, 421' MSL.
Trees beginning 2393' from DER, 915' left of centerline, up to 438' MSL.
Trees beginning 2517' from DER, 684' right of centerline, up to 436' MSL.
Trees beginning 3121' from DER, 1096' right of centerline, up to 438' MSL.
Tree 3335' from DER, 722' right of centerline, 77' AGL/448' MSL.
Tree 3349' from DER, 747' right of centerline, 453' MSL.
Trees beginning 3410' from DER, 567' right of centerline, up to 76' AGL/454' MSL.
Trees beginning 3452' from DER, 295' right of centerline, up to 81' AGL/460' MSL.
Tree 3509' from DER, 712' right of centerline, 461' MSL.
Trees beginning 3514' from DER, 94' right of centerline, up to 469' MSL.
Trees beginning 4175' from DER, 417' right of centerline, up to 476' MSL.
Trees beginning 4334' from DER, 990' right of centerline, up to 491' MSL.
Trees beginning 4461' from DER, 1063' right of centerline, up to 503' MSL.
Trees beginning 4832' from DER, 1069' right of centerline, up to 528' MSL.
**Rwy 26,** terrain 20' from DER, 485' right of centerline, 354' MSL.
Wind indicator 26' from DER, 405' right of centerline, 370' MSL.
Trees beginning 322' from DER, 274' right of centerline, up to 403' MSL.
Trees beginning 642' from DER, 399' right of centerline, up to 418' MSL.
Trees beginning 734' from DER, 244' right of centerline, up to 420' MSL.
Trees beginning 912' from DER, 439' right of centerline, up to 433' MSL.
Trees beginning 1100' from DER, 399' right of centerline, up to 443' MSL.
Trees beginning 1224' from DER, 641' right of centerline, up to 88' AGL/446' MSL.
Tree 1377' from DER, 659' right of centerline, 447' MSL.
Tree 1378' from DER, 100' left of centerline, 403' MSL.
Trees beginning 1389' from DER, 1' right of centerline, up to 449' MSL.
Trees, terrain beginning 1521' from DER, 206' left of centerline, up to 418' MSL.
Tree 1684' from DER, 392' left of centerline, 428' MSL.
Trees, terrain beginning 1724' from DER, 125' left of centerline, up to 429' MSL.
Trees beginning 1997' from DER, 142' left of centerline, up to 433' MSL.
Trees beginning 2103' from DER, 101' left of centerline, up to 436' MSL.
Tree 2666' from DER, 1188' left of centerline, 77' AGL/448' MSL.
Trees beginning 2694' from DER, 39' left of centerline, up to 453' MSL.
Tree 2955' from DER, 312' right of centerline, 472' MSL.
Trees beginning 2999' from DER, 608' right of centerline, up to 478' MSL.
Trees beginning 3367' from DER, 748' left of centerline, up to 456' MSL.
Tree 3464' from DER, 1164' left of centerline, 461' MSL.
Trees beginning 3537' from DER, 1038' left of centerline, up to 469' MSL.
Trees beginning 3671' from DER, 15' left of centerline, up to 476' MSL.
Tree 3946' from DER, 1155' left of centerline, 478' MSL.
Tree 4016' from DER, 1229' left of centerline, 491' MSL.
Trees beginning 4028' from DER, 623' left of centerline, up to 497' MSL.
Trees beginning 4123' from DER, 703' left of centerline, up to 525' MSL.
Tree 4188' from DER, 1072' right of centerline, 514' MSL.
Trees beginning 4247' from DER, 824' left of centerline, up to 541' MSL.
Tree 4248' from DER, 532' right of centerline, 516' MSL.
Trees beginning 4258' from DER, 588' left of centerline, up to 548' MSL.
Tree 4425' from DER, 930' left of centerline, 559' MSL.
Trees beginning 4452' from DER, 1090' left of centerline, up to 561' MSL.
Trees, terrain beginning 4540' from DER, 368' left of centerline, up to 563' MSL.
Tree 4591' from DER, 899' right of centerline, 533' MSL.
Tree 4681' from DER, 1324' right of centerline, 553' MSL.
Trees beginning 4754' from DER, 120' right of centerline, up to 556' MSL.
Tree 1.7 NM from DER, 3090' right of centerline, 651' MSL.
Trees beginning 1.7 NM from DER, 765' left of centerline, up to 701' MSL.
Tree 1.8 NM from DER, 3467' right of centerline, 708' MSL.
Trees beginning 1.8 NM from DER, 1007' left of centerline, up to 731' MSL.
Tree 1.8 NM from DER, 2966' right of centerline, 722' MSL.
Trees beginning 1.9 NM from DER, 2473' right of centerline, up to 725' MSL.
Trees beginning 2.1 NM from DER, 2332' right of centerline, up to 812' MSL.


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**MONTICELLO, NY**
SULLIVAN COUNTY INTL (MSV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
DEPARTURE PROCEDURE:
**Rwy 33,** climb straight ahead to 2500 before departing on course.

**MORRISTOWN, NJ**
MORRISTOWN MUNI (MMU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 20002 (FAA)
TAKEOFF MINIMUMS:
**Rwy 13,** 300-1½ or std. w/min. climb of 230' per NM to 500.
**Rwy 23,** 400-2¼ w/min. climb of 205' per NM to 700 or std. w/min. climb of 460' per NM to 700.
**Rwy 31,** 400-1⅜ w/min. climb of 320' per NM to 1500.
DEPARTURE PROCEDURE:
**Rwy 5,** climb on heading 49° to 600 before turning left.
**Rwy 13,** climb on heading 127° to 800 before turning left.
**Rwy 23,** climb on heading 229° to 900 before turning right.
TAKEOFF OBSTACLE NOTES:
**Rwy 5**, lighting 5' from DER, 6' right of centerline, 1' AGL/184' MSL.
Trees beginning 6' from DER, 285' right of centerline, up to 187' MSL.
Tree 16' from DER, 300' right of centerline, 36' AGL/209' MSL.
Trees beginning 20' from DER, 424' right of centerline, up to 39' AGL/212' MSL.
Trees beginning 131' from DER, 476' left of centerline, up to 27' AGL/201' MSL.
Tree 526' from DER, 518' left of centerline, 216' MSL.
Trees beginning 626' from DER, 546' left of centerline, up to 236' MSL.
Trees beginning 973' from DER, 436' left of centerline, up to 244' MSL.
Trees beginning 1116' from DER, 506' left of centerline, up to 248' MSL.
Tree 1218' from DER, 740' left of centerline, 252' MSL.
Trees beginning 1343' from DER, 455' left of centerline, up to 260' MSL.
Trees beginning 1690' from DER, 662' right of centerline, up to 229' MSL.
Trees beginning 1698' from DER, 388' left of centerline, up to 273' MSL.
Tree 1790' from DER, 610' right of centerline, 239' MSL.
Trees beginning 1796' from DER, 723' right of centerline, up to 249' MSL.
Trees beginning 1843' from DER, 518' right of centerline, up to 256' MSL.
Trees beginning 1911' from DER, 310' right of centerline, up to 266' MSL.
Trees beginning 2077' from DER, 536' left of centerline, up to 280' MSL.
Trees beginning 2177' from DER, 364' left of centerline, up to 107' AGL/284' MSL.
Trees beginning 2302' from DER, 533' right of centerline, up to 278' MSL.
Trees beginning 2340' from DER, 649' right of centerline, up to 288' MSL.
Tree 2405' from DER, 950' left of centerline, 109' AGL/286' MSL.
Trees beginning 2408' from DER, 48' left of centerline, up to 287' MSL.
Trees beginning 2423' from DER, 44' right of centerline, up to 290' MSL.
**Rwy 13,** tree, lighting beginning 38' from DER, 150' left of centerline, up to 187' MSL.
Lighting 39' from DER, 150' right of centerline, 4' AGL/184' MSL.
Tree 46' from DER, 478' left of centerline, 209' MSL.
Trees beginning 50' from DER, 153' left of centerline, up to 53' AGL/228' MSL.
Tree 69' from DER, 297' right of centerline, 188' MSL.
Trees, vegetation beginning 208' from DER, 79' right of centerline, up to 28' AGL/203' MSL.
Trees, tank beginning 468' from DER, 500' right of centerline, up to 227' MSL.
Trees beginning 663' from DER, 49' right of centerline, up to 85' AGL/261' MSL.
Tree 1460' from DER, 734' left of centerline, 240' MSL.
Tree 1522' from DER, 566' right of centerline, 263' MSL.
Trees beginning 1526' from DER, 10' right of centerline, up to 276' MSL.
Trees beginning 1545' from DER, 127' left of centerline, up to 265' MSL.
Trees beginning 1666' from DER, 27' left of centerline, up to 266' MSL.
Trees beginning 1713' from DER, 1' left of centerline, up to 271' MSL.
Trees beginning 2152' from DER, 124' left of centerline, up to 94' AGL/272' MSL.
Trees beginning 2252' from DER, 19' left of centerline, up to 275' MSL.
Trees beginning 3269' from DER, 426' left of centerline, up to 284' MSL.
Trees beginning 3484' from DER, 398' left of centerline, up to 291' MSL.
Trees beginning 3744' from DER, 33' right of centerline, up to 91' AGL/277' MSL.
Tree 4002' from DER, 328' right of centerline, 91' AGL/285' MSL.
Tree 4142' from DER, 824' left of centerline, 292' MSL.
Trees beginning 4152' from DER, 1082' left of centerline, up to 294' MSL.
Trees beginning 4228' from DER, 370' left of centerline, up to 296' MSL.
Tree 4279' from DER, 289' right of centerline, 87' AGL/290' MSL.
Trees beginning 4297' from DER, 950' left of centerline, up to 297' MSL.
Tree 4412' from DER, 520' right of centerline, 292' MSL.
Tree 4414' from DER, 632' right of centerline, 300' MSL.
Tanks beginning 1.2 NM from DER, 1783' right of centerline, up to 135' AGL/394' MSL.
**Rwy 23,** lighting 21' from DER, 114' left of centerline, 4' AGL/184' MSL.
Lighting 21' from DER, 114' right of centerline, 4' AGL/184' MSL.
**CON'T**



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**MORRISTOWN, NJ (CON'T)**

MORRISTOWN MUNI (MMU) (CON'T)

**Rwy 23 (CON'T),** trees beginning 58' from DER, 368' right of centerline, up to 192' MSL.
Tree 125' from DER, 287' left of centerline, 189' MSL.
Trees beginning 140' from DER, 256' right of centerline, up to 45' AGL/221' MSL.
Tree 233' from DER, 279' left of centerline, 190' MSL.
Trees beginning 370' from DER, 499' left of centerline, up to 47' AGL/222' MSL.
Trees beginning 438' from DER, 375' left of centerline, up to 243' MSL.
Trees beginning 635' from DER, 542' right of centerline, up to 64' AGL/241' MSL.
Trees beginning 859' from DER, 205' right of centerline, up to 247' MSL.
Trees beginning 957' from DER, 19' right of centerline, up to 249' MSL.
Trees beginning 1177' from DER, 667' left of centerline, up to 248' MSL.
Tree 1381' from DER, 831' left of centerline, 252' MSL.
Trees beginning 1406' from DER, 454' left of centerline, up to 80' AGL/257' MSL.
Trees beginning 1467' from DER, 48' left of centerline, up to 97' AGL/275' MSL.
Trees beginning 1517' from DER, 57' right of centerline, up to 254' MSL.
Tree 2077' from DER, 780' right of centerline, 257' MSL.
Tree 2088' from DER, 972' right of centerline, 265' MSL.
Trees beginning 2092' from DER, 140' right of centerline, up to 267' MSL.
Trees beginning 2118' from DER, 16' right of centerline, up to 96' AGL/280' MSL.
Trees beginning 2322' from DER, 29' right of centerline, up to 286' MSL.
Trees beginning 2330' from DER, 63' left of centerline, up to 96' AGL/279' MSL.
Trees beginning 2369' from DER, 748' left of centerline, up to 282' MSL.
Trees, building beginning 2508' from DER, 153' right of centerline, up to 292' MSL.
Trees, buildings beginning 2648' from DER, 570' left of centerline, up to 293' MSL.
Trees, buildings beginning 2721' from DER, 202' right of centerline, up to 294' MSL.
Trees, building beginning 3045' from DER, 36' right of centerline, up to 319' MSL.
Trees beginning 3186' from DER, 350' right of centerline, up to 350' MSL.
Trees, building beginning 3280' from DER, 180' right of centerline, up to 370' MSL.
Trees, terrain beginning 3593' from DER, 552' right of centerline, up to 378' MSL.
Trees beginning 3645' from DER, 709' left of centerline, up to 295' MSL.
Trees, terrain, buildings beginning 3746' from DER, 540' right of centerline, up to 381' MSL.
Trees beginning 4140' from DER, 1159' right of centerline, up to 389' MSL.
Trees, pole beginning 4243' from DER, 933' right of centerline, up to 397' MSL.
Trees, terrain beginning 4352' from DER, 616' right of centerline, up to 412' MSL.
Trees, terrain, building beginning 4515' from DER, 145' right of centerline, up to 427' MSL.
Tree 4610' from DER, 27' left of centerline, 57' AGL/301' MSL.
Trees, terrain, buildings, fence, pole, vehicle on road beginning 4710' from DER, 226' right of centerline, up to 428' MSL.
Tree 4713' from DER, 23' left of centerline, 63' AGL/311' MSL.
Trees, poles, terrain, buildings, vehicles on road beginning 5287' from DER, 55' right of centerline, up to 460' MSL.
Tree 5420' from DER, 116' left of centerline, 72' AGL/339' MSL.
Tree 5473' from DER, 210' left of centerline, 80' AGL/343' MSL.
Trees beginning 5742' from DER, 5' left of centerline, up to 81' AGL/367' MSL.
Trees, vehicle on road, pole, buildings beginning 6037' from DER, 26' right of centerline, up to 462' MSL.
Trees beginning 1 NM from DER, 246' right of centerline, up to 469' MSL.
Trees beginning 1 NM from DER, 71' left of centerline, up to 415' MSL.
Trees beginning 1 NM from DER, 44' right of centerline, up to 470' MSL.
Trees, building beginning 1 NM from DER, 150' right of centerline, up to 88' AGL/482' MSL.
Tree, building beginning 1 NM from DER, 1420' right of centerline, up to 485' MSL.
Trees, pole, buildings beginning 1 NM from DER, 63' right of centerline, up to 488' MSL.
Trees, vehicle on road, building, fence beginning 1 NM from DER, 37' left of centerline, up to 418' MSL.
Tanks, trees, buildings, terrain, vehicles on road, fence, electrical system, pole beginning 1 NM from DER, 17' right of centerline, up to 512' MSL.
Trees beginning 1.1 NM from DER, 46' left of centerline, up to 419' MSL.
Trees, buildings, vehicle on road, terrain, pole beginning 1.1 NM from DER, 20' left of centerline, up to 446' MSL.
Stack, trees, vehicles on road, terrain, buildings, poles, electrical system beginning 1.1 NM from DER, 9' right of centerline, up to 154' AGL/529' MSL.
Buildings, trees, poles, vehicles on road, terrain, electrical systems, antennas, tower beginning 1.2 NM from DER, 3' right of centerline, up to 168' AGL/546' MSL.
Trees beginning 1.3 NM from DER, 21' left of centerline, up to 448' MSL.
Tree 1.3 NM from DER, 438' left of centerline, 452' MSL.
Trees, poles beginning 1.3 NM from DER, 61' left of centerline, up to 462' MSL.
Trees, building beginning 1.3 NM from DER, 35' left of centerline, up to 468' MSL.
Trees beginning 1.4 NM from DER, 121' left of centerline, up to 472' MSL.
Trees, buildings beginning 1.4 NM from DER, 25' left of centerline, up to 476' MSL.
Trees, buildings beginning 1.4 NM from DER, 16' left of centerline, up to 106' AGL/488' MSL.
Tank, trees, buildings beginning 1.5 NM from DER, 122' left of centerline, up to 114' AGL/491' MSL.
Tree 1.7 NM from DER, 3156' left of centerline, 454' MSL.
**Rwy 31**, tree 2' from DER, 285' right of centerline, 33' AGL/213' MSL.
Tree 24' from DER, 409' right of centerline, 245' MSL.
Tree 68' from DER, 506' right of centerline, 88' AGL/275' MSL.
Trees, fence beginning 115' from DER, 232' right of centerline, up to 90' AGL/278' MSL.
Tree 205' from DER, 175' left of centerline, 16' AGL/202' MSL.
Tree 274' from DER, 292' left of centerline, 40' AGL/224' MSL.
Tree 292' from DER, 402' left of centerline, 52' AGL/236' MSL.
**CON'T**

**MORRISTOWN, NJ (CON'T)**

MORRISTOWN MUNI (MMU) (CON'T)

**Rwy 31 (CON'T),** trees beginning 298' from DER, 206' left of centerline, up to 245' MSL.
Trees beginning 475' from DER, 20' left of centerline, up to 256' MSL.
Trees beginning 607' from DER, 218' right of centerline, up to 289' MSL.
Trees, building beginning 622' from DER, on and left of centerline, up to 274' MSL.
Trees beginning 708' from DER, 327' right of centerline, up to 290' MSL.
Trees beginning 851' from DER, 303' right of centerline, up to 309' MSL.
Trees beginning 918' from DER, 129' left of centerline, up to 286' MSL.
Trees beginning 978' from DER, 94' right of centerline, up to 325' MSL.
Trees beginning 1082' from DER, 285' right of centerline, up to 339' MSL.
Trees, fence beginning 1119' from DER, 24' left of centerline, up to 322' MSL.
Trees beginning 1193' from DER, 72' right of centerline, up to 364' MSL.
Trees, terrain, fence beginning 1399' from DER, 374' left of centerline, up to 326' MSL.
Trees, buildings, electrical system, poles, vehicle on road, fence, terrain beginning 1476' from DER, 7' right of centerline, up to 384' MSL.
Trees beginning 1538' from DER, 1' left of centerline, up to 329' MSL.
Trees, terrain beginning 1641' from DER, 132' left of centerline, up to 334' MSL.
Trees, fence, poles beginning 1963' from DER, 4' left of centerline, up to 344' MSL.
Trees, electrical systems, buildings beginning 2624' from DER, 2' left of centerline, up to 347' MSL.
Trees beginning 3426' from DER, 70' left of centerline, up to 361' MSL.
Tree 3782' from DER, 1040' left of centerline, 362' MSL.
Trees, building, pole beginning 3792' from DER, 62' left of centerline, up to 379' MSL.
Trees, terrain, building, vehicle on road beginning 3998' from DER, 68' right of centerline, up to 394' MSL.
Trees, building beginning 4002' from DER, 14' left of centerline, up to 431' MSL.
Trees, fence, buildings, vehicle on road, electrical system, terrain beginning 4128' from DER, 1' left of centerline, up to 441' MSL.
Trees, buildings, vehicles on road, poles beginning 4208' from DER, 13' right of centerline, up to 411' MSL.
Trees, building beginning 4542' from DER, 187' left of centerline, up to 446' MSL.
Trees, vehicles on road beginning 4721' from DER, 67' left of centerline, up to 451' MSL.
Trees, terrain, fence beginning 4823' from DER, 16' left of centerline, up to 463' MSL.
Trees, vehicles on road, terrain beginning 4869' from DER, 73' left of centerline, up to 466' MSL.
Trees, terrain, buildings, vehicle on road, pole beginning 4972' from DER, 134' left of centerline, up to 482' MSL.
Trees, terrain, pole beginning 5194' from DER, 96' left of centerline, up to 485' MSL.
Trees, vehicles on road, terrain, poles, fences, buildings, antennas, towers, electrical systems beginning 5315' from DER, 6' left of centerline, up to 495' MSL.
Tree 1.6 NM from DER, 2306' right of centerline, 89' AGL/444' MSL.
Tree 1.6 NM from DER, 1792' right of centerline, 475' MSL.
Trees beginning 1.7 NM from DER, 2448' right of centerline, up to 504' MSL.
Tree 1.7 NM from DER, 1958' right of centerline, 128' AGL/596' MSL.
Trees, building beginning 1.7 NM from DER, 1350' right of centerline, up to 122' AGL/604' MSL.
Antenna 1.8 NM from DER, 193' left of centerline, 214' AGL/509' MSL.
Tower 1.8 NM from DER, 51' left of centerline, 205' AGL/513' MSL.
Antennas, towers beginning 1.8 NM from DER, 52' left of centerline, up to 210' AGL/516' MSL.
Tree 2.4 NM from DER, 3826' right of centerline, 559' MSL.

**MOUNT HOLLY, NJ**

SOUTH JERSEY RGNL (VAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 04JUN09 (09155) (FAA)

TAKEOFF MINIMUMS:
**Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard TAKEOFF minimums and a normal 200'/NM climb gradient, TAKEOFF must occur no later than 1300' prior to DER.

TAKEOFF OBSTACLE NOTES:
**Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL.
Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL.
**Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL.
Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL.
Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL.
Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL.
Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL.
Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

**NEW YORK, NY**

DOWNTOWN MANHATTAN/WALL ST (JRB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30MAR17 (17089) (FAA)

DEPARTURE PROCEDURE:
Use JEDIL DEPARTURE.

**NEW YORK, NY (CON'T)**

EAST 34TH STREET (6N5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30MAR17 (17089) (FAA)

DEPARTURE PROCEDURE: Use JEDIL DEPARTURE

JOHN F KENNEDY INTL (JFK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

**Rwy 31L,** std. w/min. climb of 250' per NM to 2400.

**Rwy 31R,** std. w/min. climb of 230' per NM to 2400.

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.


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## NEW YORK, NY (CON'T)

### LAGUARDIA (LGA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 15288 (FAA)

TAKEOFF MINIMUMS:

**Rwy 13,** 400-2¼ or std. w/min. climb of 280' per NM to 500.
**Rwy 22,** 300-2¼ or std. w/min. climb of 210' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1100' prior to DER.
**Rwy 31,** 300-1¾ or std. w/min. climb of 330' per NM to 500.

DEPARTURE PROCEDURE:

**Rwy 4,** climb heading 044° to 1000 before proceeding on course.
**Rwy 13,** climb heading 134° to 1000 before proceeding westbound.
**Rwy 22,** climb heading 224° to 2200 before proceeding westbound (RADAR required).
**Rwy 31,** climb heading 314° to 1700 before proceeding westbound.

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** localizer 392' from DER, on centerline, 18' AGL/19' MSL.
Stack, fences, and buildings beginning 97' from DER, 171' left of centerline, up to 83' AGL/103' MSL.
Fences, buildings, and trees beginning 28' from DER, 415' right of centerline, up to 21' AGL/22' MSL.
Stack 4934' from DER, 1513' left of centerline, 172' AGL/181' MSL.
Building 1.9 NM from DER, 758' right of centerline, 280' AGL/345' MSL.
**Rwy 22,** building 1278' from DER, 169' left of centerline, 48' AGL/71' MSL.
Buildings and trees beginning 165' from DER, 150' left of centerline, up to 72' AGL/101' MSL.
Blast fence, fence, stack on building, NAVAID, and trees beginning 109' from DER, 138' right of centerline, up to 55' AGL/104' MSL.
Tower 1.8 NM from DER, 566' right of centerline, 222' AGL/302' MSL.
**Rwy 31,** stack 1.2 NM from DER, 2015' left of centerline, 250' AGL/268' MSL.

### LONG ISLAND MAC ARTHUR (ISP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 13SEP18 (18256) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, lighting 1' from DER, on centerline, 99' MSL.
Tree 902' from DER, 663' right of centerline, 43' AGL/140' MSL.
Trees beginning 1221' from DER, 708' right of centerline, up to 148' MSL.
Tree 1390' from DER, 854' left of centerline, 40' AGL/144' MSL.
Trees beginning 1515' from DER, 799' left of centerline, up to 148' MSL.
Trees beginning 1888' from DER, 938' left of centerline, up to 151' MSL.
Trees beginning 2014' from DER, 857' right of centerline, up to 156' MSL.
Trees beginning 2140' from DER, 853' left of centerline, up to 155' MSL.
Trees beginning 2269' from DER, 849' left of centerline, up to 166' MSL.
Tree 2332' from DER, 996' right of centerline, 159' MSL.
Tree 2399' from DER, 1086' right of centerline, 163' MSL.
Pole, tree beginning 2457' from DER, 865' left of centerline, up to 65' AGL/175' MSL.
Tree 2613' from DER, 727' right of centerline, 62' AGL/169' MSL.
Tree 2682' from DER, 1165' right of centerline, 173' MSL.
Tree 3423' from DER, 190' right of centerline, 75' AGL/186' MSL.
Tree 3563' from DER, 76' left of centerline, 77' AGL/189' MSL.
**Rwy 15L,** sign 9' from DER, 66' left of centerline, 83' MSL.
Terrain beginning 12' from DER, 458' left of centerline, up to 89' MSL.
Trees beginning 705' from DER, 404' right of centerline, up to 43' AGL/122' MSL.
Trees beginning 732' from DER, 560' right of centerline, up to 44' AGL/124' MSL.
Trees beginning 751' from DER, 317' right of centerline, up to 45' AGL/125' MSL.
Trees beginning 785' from DER, 224' right of centerline, up to 48' AGL/128' MSL.
Trees beginning 843' from DER, 188' right of centerline, up to 129' MSL.
Trees beginning 929' from DER, 192' right of centerline, up to 50' AGL/130' MSL.
Tree 933' from DER, 201' left of centerline, 113' MSL.
Tree 952' from DER, 209' left of centerline, 114' MSL.
Tree 974' from DER, 196' left of centerline, 118' MSL.
Trees beginning 977' from DER, 193' left of centerline, up to 120' MSL.
Trees beginning 1111' from DER, 16' right of centerline, up to 56' AGL/136' MSL.
Trees beginning 1133' from DER, 199' left of centerline, up to 48' AGL/132' MSL.
Trees beginning 1248' from DER, 42' left of centerline, up to 133' MSL.
Trees beginning 1506' from DER, 24' left of centerline, up to 139' MSL.
Trees beginning 1572' from DER, 138' left of centerline, up to 143' MSL.
Trees beginning 2291' from DER, 720' left of centerline, up to 145' MSL.
Trees beginning 2412' from DER, 802' left of centerline, up to 147' MSL.
**Rwy 15R,** vehicles on road beginning 175' from DER, 439' right of centerline, up to 91' MSL.
Building 629' from DER, 666' right of centerline, 101' MSL.
Tree 1213' from DER, 162' left of centerline, 109' MSL.
Tree 1239' from DER, 101' left of centerline, 112' MSL.
Tree 1267' from DER, 188' left of centerline, 45' AGL/121' MSL.
Trees beginning 1269' from DER, 74' left of centerline, up to 43' AGL/122' MSL.
Trees beginning 1295' from DER, 248' left of centerline, up to 44' AGL/124' MSL.
Trees beginning 1314' from DER, 178' left of centerline, up to 45' AGL/125' MSL.
**CON'T**



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## NEW YORK, NY (CON'T)

### LONG ISLAND MAC ARTHUR (ISP) (CON'T)

**Rwy 15R (CON'T),** trees beginning 1348' from DER, 81' left of centerline, up to 48' AGL/128' MSL.
Trees beginning 1406' from DER, 67' left of centerline, up to 129' MSL.
Trees beginning 1492' from DER, 174' left of centerline, up to 50' AGL/130' MSL.
Trees beginning 1675' from DER, 236' left of centerline, up to 56' AGL/136' MSL.
Tree 1778' from DER, 924' right of centerline, 124' MSL.
**Rwy 24**, pole 787' from DER, 656' right of centerline, 38' AGL/120' MSL.
Tree, pole beginning 826' from DER, 559' left of centerline, up to 131' MSL.
Tree 1063' from DER, 781' right of centerline, 137' MSL.
Tree 1592' from DER, 892' left of centerline, 141' MSL.
Trees beginning 1976' from DER, 188' left of centerline, up to 142' MSL.
**Rwy 33L,** trees beginning 37' from DER, 467' right of centerline, up to 47' AGL/145' MSL.
Vehicles on road, tree beginning 92' from DER, 309' left of centerline, up to 112' MSL.
Tree, pole, vehicles on road beginning 392' from DER, 250' left of centerline, up to 116' MSL.
Trees beginning 551' from DER, 569' right of centerline, up to 149' MSL.
Trees beginning 563' from DER, 487' right of centerline, up to 50' AGL/151' MSL.
Tree 567' from DER, 637' right of centerline, 153' MSL.
Trees beginning 579' from DER, 534' right of centerline, up to 53' AGL/154' MSL.
Trees beginning 658' from DER, 519' right of centerline, up to 53' AGL/155' MSL.
Tree 680' from DER, 483' left of centerline, 118' MSL.
Trees beginning 692' from DER, 501' right of centerline, up to 55' AGL/158' MSL.
Pole 699' from DER, 504' left of centerline, 32' AGL/132' MSL.
Pole, building, tree beginning 719' from DER, 325' left of centerline, up to 40' AGL/140' MSL.
Trees beginning 860' from DER, 394' right of centerline, up to 55' AGL/159' MSL.
Tree, tank beginning 1075' from DER, 127' left of centerline, up to 142' MSL.
Tree 1223' from DER, 187' left of centerline, 143' MSL.
Trees beginning 1224' from DER, 141' left of centerline, up to 42' AGL/145' MSL.
Trees beginning 1263' from DER, 61' left of centerline, up to 43' AGL/146' MSL.
Tree, pole beginning 1290' from DER, 3' right of centerline, up to 55' AGL/160' MSL.
Trees beginning 1319' from DER, 31' left of centerline, up to 47' AGL/150' MSL.
Trees beginning 1523' from DER, 107' left of centerline, up to 52' AGL/155' MSL.
Tower, tree beginning 1528' from DER, 17' left of centerline, up to 61' AGL/163' MSL.
Trees beginning 1740' from DER, 6' left of centerline, up to 63' AGL/166' MSL.
Trees beginning 1948' from DER, 27' right of centerline, up to 59' AGL/166' MSL.
Trees beginning 2023' from DER, 13' left of centerline, up to 64' AGL/168' MSL.
Trees beginning 2055' from DER, 5' right of centerline, up to 69' AGL/174' MSL.
Trees beginning 2075' from DER, 26' left of centerline, up to 65' AGL/169' MSL.
Trees beginning 2186' from DER, 34' left of centerline, up to 68' AGL/172' MSL.
Trees beginning 2791' from DER, 389' right of centerline, up to 179' MSL.
Trees beginning 2796' from DER, 362' right of centerline, up to 180' MSL.
Trees beginning 2893' from DER, 316' right of centerline, up to 75' AGL/181' MSL.
Tree 2977' from DER, 1203' left of centerline, 173' MSL.
Tree 3173' from DER, 30' left of centerline, 83' AGL/188' MSL.
Tree 3370' from DER, 114' right of centerline, 78' AGL/185' MSL.
**Rwy 33R,** tower 324' from DER, 483' right of centerline, 28' AGL/118' MSL.
NAVAID 325' from DER, 484' right of centerline, 125' MSL.
NAVAID, pole beginning 725' from DER, 582' left of centerline, up to 114' MSL.
Trees beginning 761' from DER, 14' right of centerline, up to 130' MSL.
Tree 785' from DER, 166' left of centerline, 117' MSL.
Trees beginning 796' from DER, 63' left of centerline, up to 118' MSL.
Trees beginning 798' from DER, 34' right of centerline, up to 138' MSL.
Trees beginning 808' from DER, 164' left of centerline, up to 121' MSL.
Trees beginning 824' from DER, 19' left of centerline, up to 128' MSL.
Trees beginning 829' from DER, 21' right of centerline, up to 139' MSL.
Trees beginning 862' from DER, on centerline, up to 140' MSL.
Trees beginning 960' from DER, 60' left of centerline, up to 129' MSL.
Trees beginning 970' from DER, 40' right of centerline, up to 141' MSL.
Trees beginning 993' from DER, 6' left of centerline, up to 133' MSL.
Trees beginning 1014' from DER, 4' right of centerline, up to 146' MSL.
Trees beginning 1277' from DER, 16' left of centerline, up to 136' MSL.
Trees beginning 1463' from DER, 30' left of centerline, up to 138' MSL.
Trees beginning 1504' from DER, 40' left of centerline, up to 142' MSL.
Trees beginning 1527' from DER, 4' left of centerline, up to 143' MSL.
Trees beginning 1969' from DER, 42' left of centerline, up to 144' MSL.
Trees beginning 2020' from DER, 218' left of centerline, up to 145' MSL.
Tree 2157' from DER, 196' left or centerline, 146' MSL.
Trees beginning 2199' from DER, 189' left of centerline, up to 147' MSL.
Tower 2995' from DER, 79' right of centerline, 108' AGL/209' MSL.


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**NEW YORK, NY (CON'T)**

NEW YORK STEWART INTL (SWF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6B 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

**Rwy 16,** std. w/min. climb of 255' per NM to 2100 or 1500-2½ for climb in visual conditions.

**Rwy 27**, 300-1 or std. w/ min. climb of 400' per NM to 800.

**Rwy 34,** 300-1 or std. w/ min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE:

**Rwy 9,** climb heading 087° to 2100 before proceeding on course.

**Rwy 16,** climb heading 161° to 1800 before proceeding on course. For climb in visual conditions: cross New York Stewart Intl airport at or above 1800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 27**, climb heading 272° to 1200 before turning south.

TAKEOFF OBSTACLE NOTES:.

**Rwy 9,** trees beginning 68' from DER, 132' left of centerline, up to 43' AGL/487' MSL.
Trees beginning 727' from DER, 23' left of centerline, up to 95' AGL/546' MSL.
Trees beginning 955' from DER, 21' right of centerline, up to 86' AGL/535' MSL.
Trees beginning 2692' from DER, 659' left of centerline, up to 78' AGL/587' MSL.
**Rwy 16,** trees beginning 785' from DER, 462' left of centerline, up to 70' AGL/466' MSL.
Trees beginning 1255' from DER, 562' right of centerline, up to 109' AGL/492' MSL.
**Rwy 27,** airport sign 10' from DER, 54' left of centerline, 2' AGL/491' MSL.
Building 694' from DER, 2' right of centerline, 16' AGL/509' MSL.
Terrain, DME antenna, and trees beginning 599' from DER, 246' left of centerline, up to 38' AGL/537' MSL.
Trees beginning 2259' from DER, 197' left of centerline, up to 101' AGL/640' MSL.
Trees 3454' from DER, 1400' left of centerline, up to 118' AGL/667' MSL.
Trees beginning 4122' from DER, 1441' right of centerline, up to 108' AGL/627' MSL.
**Rwy 34,** terrain beginning 77' from DER, 250' right of centerline, up to 475' MSL.
Poles and trees beginning 1094' from DER, 157' right of centerline, up to 72' AGL/571' MSL.
Trees 1045' from DER, 597' left of centerline, up to 83' AGL/542' MSL.
Trees beginning 1773' from DER, 49' left of centerline, up to 98' AGL/587' MSL.
Trees beginning 2422' from DER, 70' right of centerline, up to 72' AGL/601' MSL.
Trees 2473' from DER, 910' right of centerline, up to 70' AGL/629' MSL.
Trees 3207' from DER, 1345' right of centerline, up to 78' AGL/657' MSL.
Trees beginning 4426' from DER, 244' left of centerline, up to 72' AGL/611' MSL.
Trees 5527' from DER, 83' right of centerline, up to 83' AGL/612' MSL.

WEST 30TH ST (JRA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27APR17 (17117) (FAA)

DEPARTURE PROCEDURE:

Use JEDIL DEPARTURE.

**NEWARK, NJ**

NEWARK LIBERTY INTL (EWR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4L,** std. w/ min. climb of 383' per NM to 2500.
**Rwy 4R,** std. w/ min. climb of 375' per NM to 2500.
**Rwy 11,** std. w/ min. climb of 361' per NM to 2500.
**Rwy 22L,** std. w/ min. climb of 337' per NM to 2500.
**Rwy 22R,** std. w/ min. climb of 331' per NM to 2500.
**Rwy 29,** 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE:

**Rwy 4R,** climb heading 039° to 500 before turning right.
**Rwy 22L,** climb heading 219° to 500 before turning left.
**Rwy 29,** climb heading 288° to 800 before turning Eastbound.

TAKEOFF OBSTACLE NOTES:

**Rwy 4L,** tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL.
DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL.
**Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL.
Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL.
**Rwy 11,** pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL.
Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL.
**Rwy 22L,** pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL.
**Rwy 22R,** light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL.
Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL.
**Rwy 29,** multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL.
Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL.
Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL.
Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

**NIAGARA FALLS, NY**

NIAGARA FALLS INTL (IAG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:

**Rwys 10L, 10R, 24,** 300-1 or std. with a min. climb of 300' per NM to 1700.

DEPARTURE PROCEDURE:

**Rwy 6,** climb heading 060° to 1200 before proceeding on course.

**Rwys 10L, 10R, 24** climb runway heading to 1700 before proceeding on course.

**Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** tree 1737' from DER, 308' left of centerline, 60' AGL/647' MSL.

**Rwy 28L,** trees beginning 1668' from DER, 244' right of centerline, up to 74' AGL/654' MSL.
Trees beginning 1337' from DER, 62' left of centerline, up to 63' AGL/646' MSL.
Bush 625' from DER, 172' right of centerline, 26' AGL/611' MSL.

**Rwy 28R,** trees beginning 866' from DER, 105' right of centerline, up to 100' AGL/690' MSL.
Trees beginning 837' from DER, 321' left of centerline, up to 87' AGL/667' MSL.

**NORWICH, NY**

LT WARREN EATON (OIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** 700-3 w/min. climb of 325' to 2300 or std. w/min. climb of 495' per NM to 1900 or 1600-3 for climb in visual conditions.

**Rwy 19,** 700-3 w/min. climb of 270' per NM to 2100 or std. w/min. climb of 804' per NM to 1900 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 1,** climb heading 014° to 2200 before proceeding on course.

**Rwy 19,** climb heading 194° to 2100 before proceeding on course.

VCOA:

**Rwys 1, 19,** obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross LT Warren Eaton airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** vehicles on roadway beginning 22' from DER, 128' left of centerline, up to 15' AGL/1034' MSL.
Trees beginning 96' from DER, 303' left of centerline, up to 44' AGL/1063' MSL.
Trees beginning 339' from DER, 211' right of centerline, up to 63' AGL/1082' MSL.
Rising terrain and trees beginning 1005' from DER, 10' left of centerline, up to 91' AGL/1159' MSL.
Trees and poles beginning 492' from DER, 24' right of centerline, up to 91' AGL/1099' MSL.
Rising terrain and trees beginning 5954' from DER, 1482' right of centerline, up to 88' AGL/1685' MSL.
Trees and buildings beginning 1.9 miles from DER, 1920' right of centerline, up to 88' AGL/1669' MSL.
Rising terrain and trees beginning 2 NM from DER, 1981' right of centerline, up to 84' AGL/1685' MSL.
Trees beginning 2.6 NM from DER, 2230' right of centerline, up to 110' AGL/1651' MSL.

**Rwy 19,** trees and poles beginning 49' from DER, 30' left of centerline, up to 59' AGL/1060' MSL.
Fence 77' from DER, 476' right of centerline, 9' AGL/1025' MSL.
Trees and poles beginning 387' from DER, 8' right of centerline, up to 64' AGL/1065' MSL.
Trees, poles and buildings beginning 1057' from DER, 78' right of centerline, up to 76' AGL/1197' MSL.
Trees beginning 1571' from DER, 6' left of centerline, up to 87' AGL/1088' MSL.
Vehicles on roadway beginning 1692' from DER, 448' right of centerline, up to 17' AGL/1076' MSL.
Rising terrain, trees and buildings beginning 2126' from DER, 75' right of centerline, up to 67' AGL/1273' MSL.
Trees 2370' from DER, 982' right of centerline, up to 100' AGL/1252' MSL.
Trees beginning 1.6 NM from DER, 1188' right of centerline, up to 101' AGL/1626' MSL.
Trees beginning 2.3 NM from DER, 3561' right of centerline, up to 85' AGL/1626' MSL.
Trees beginning 2.8 NM from DER, 1188' right of centerline, up to 120' AGL/1581' MSL.
Rising terrain and trees beginning 3.2 NM from DER, 2666' right of centerline, up to 98' AGL/1819' MSL.


NE-2, 25 FEB 2021 to 22 APR 2021

**OGDENSBURG, NY**

OGDENSBURG INTL (OGS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15SEP16 (16259) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** tree 314' from DER, 483' left of centerline, 37' AGL/341' MSL.
Trees, beginning 878' from DER, 90' left of centerline, up to 58' AGL/373' MSL.
Pole 1048' from DER, 741' right of centerline, 39' AGL/344' MSL.
Trees, beginning 1153' from DER, 147' right of centerline, up to 59' AGL/366' MSL.
**Rwy 27,** sign 6' from DER, 394' left of centerline, 3' AGL/288' MSL.
Vegetation, terrain, beginning 47' from DER, 313' right of centerline, up to 2' AGL/292' MSL.
Terrain 72' from DER, 352' right of centerline, 289' MSL.
Bldg 583' from DER, 474' left of centerline, 47' AGL/329' MSL.
Trees, beginning 698' from DER, 181' left of centerline, up to 56' AGL/337' MSL.
Tree 997' from DER, 532' right of centerline, 60' AGL/341' MSL.
Trees, beginning 1015' from DER, 62' right of centerline, up to 69' AGL/350' MSL.
Trees, beginning 1216' from DER, 56' right of centerline, up to 95' AGL/376' MSL.
Trees, beginning 1251' from DER, 33' left of centerline, up to 75' AGL/353' MSL.
Tree 2345' from DER, 150' left of centerline, 354' MSL.
Tree 4155' from DER, 269' left of centerline, 390' MSL.

**OLD BRIDGE, NJ**

OLD BRIDGE (3N6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

**Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL.
**Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

**OLEAN, NY**

CATTARAUGUS COUNTY-OLEAN (OLE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

**Rwys 16, 34,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 10' from DER, 348' left of centerline, up to 49' AGL/2150' MSL.
Trees beginning 41' from DER, 328' right of centerline, up to 2130' MSL.
Tree 981' from DER, 577' left of centerline, 69' AGL/2154' MSL.
Tree 1262' from DER, 764' left of centerline, 2156' MSL.
Tree 1754' from DER, 905' left of centerline, 2184' MSL.
Trees beginning 1902' from DER, 906' left of centerline, up to 2189' MSL.
**Rwy 22,** trees beginning 26' from DER, 65' left of centerline, up to 2188' MSL.

**ONEONTA, NY**

ALBERT S NADER RGNL (N66)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 26MAR20 (20086) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6,** 300-1¼ or std. w/min. climb of 308' per NM to 2000.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** pole 1' from DER, 319' left of centerline, 16' AGL/1775' MSL.
Fence 207' from DER, 267' left of centerline, 12' AGL/1765' MSL.
Tree 182' from DER, 401' right of centerline, 85' AGL/1787' MSL.
Trees beginning 392' from DER, 105' left of centerline, up to 85' AGL/1788' MSL.
Trees beginning 410' from DER, 434' right of centerline, up to 85' AGL/1798' MSL.
Trees beginning 1678' from DER, 354' left of centerline, up to 85' AGL/1844' MSL.
Trees beginning 1675' from DER, 188' right of centerline, up to 85' AGL/1829' MSL.
Trees beginning 2703' from DER, 190' left of centerline, up to 85' AGL/1870' MSL.
Trees beginning 2385' from DER, 450' right of centerline, up to 85' AGL/1852' MSL.
Trees beginning 4715' from DER, 152' right of centerline, up to 85' AGL/1940' MSL.
**Rwy 24,** bush 196' from DER, 203' left of centerline, 6' AGL/1775' MSL.
Road 209' from DER, 373' left of centerline, 1779' MSL.
Fence 312' from DER, 343' left of centerline, 2' AGL/1771' MSL.
Trees beginning 83' from DER, 396' left of centerline, up to 90' AGL/1859' MSL.
Trees beginning 53' from DER, 173' right of centerline, up to 90' AGL/1846' MSL.


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**PEDRICKTOWN, NJ**

SPITFIRE AERODROME (7N7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20OCT11 (11293) (FAA)

TAKEOFF MINIMUMS:

**Rwy 25,** NA-obstacles.

DEPARTURE PROCEDURE:

**Rwy 7,** climb heading 074° to 800 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees beginning at DER, 132' left of centerline, up to 100' AGL/144' MSL.
Trees beginning 3288' from DER, 962' right of centerline, up to 100' AGL/149' MSL.

**PENN YAN, NY**

PENN YAN (PEO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

**Rwy 19,** std. w/min. climb 275' per NM to 2000, or 1100-2½ for climb in visual conditions.
**Rwy 28,** std. w/min. climb 440' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 1**, climb on heading 009° to 1500 before turning left.

VCOA:

**Rwy 19,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Penn Yan Airport at or above 1900 before proceeding on course.
**Rwy 28,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Penn Yan Airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** aircraft on taxiway 35' from DER, 300' left of centerline, up to 23' AGL/942' MSL.
Tree 1051' from DER, 760' right of centerline, 943' MSL.
**Rwy 10,** trees 18' from DER, 245' right of centerline, 100' AGL/979' MSL.
Fence 25' from DER, on centerline, 8' AGL/907' MSL.
Berm 28' from DER, on centerline, 10' AGL/929' MSL.
Trees 43' from DER, 78' left of centerline, 100' AGL/999' MSL.
Vehicles on road 156' from DER, 6' left of centerline, 15' AGL/914' MSL.
Vehicles on road 183' from DER, 33' right of centerline, 15' AGL/914' MSL.
Buildings beginning 248' from DER, 48' left of centerline, up to 30' AGL/949' MSL.
Light poles beginning 308' from DER, 25' right of centerline, 16' AGL/927' MSL.
Tree 543' from DER, 170' left of centerline, 100' AGL/1019' MSL.
Buildings beginning 565' from DER, 94' left of centerline, 30' AGL/949' MSL.
Trees 573' from DER, 187' left of centerline, 100' AGL/1019' MSL.
Power lines 1200' from DER, crossing centerline, 40' AGL/959' MSL.
**Rwy 19,** aircraft on taxiway 24' from DER, 261' right of centerline, up to 23' AGL/1022' MSL.
Ground beginning 124' from DER, 479' right of centerline, up to 996' MSL.
Fence 348' from DER, 398' right of centerline, 2' AGL/1001' MSL.
Ground 460' from DER, 590' right of centerline, 1008' MSL.
Fence 483' from DER, 398' right of centerline, 3' AGL/1006' MSL.
Fence 606' from DER, 398' right of centerline, 7' AGL/1010' MSL.
Ground beginning 631' from DER, 459' right of centerline, up to 1027' MSL.
Trees beginning 1439' from DER, 673' right of centerline, up to 1087' MSL.
Trees beginning 1886' from DER, on centerline, up to 95' AGL/1110' MSL.
Tree 2238' from DER, 655' left of centerline, 1045' MSL.
Trees beginning 2242' from DER, 540' left of centerline, up to 1107' MSL.
Tree 2422' from DER, 116' left of centerline, up to 1111' MSL.
Tower 5844' from DER, 335' right of centerline, 122' AGL/1136' MSL.
Trees beginning 1.6 NM from DER, 3037' left of centerline, 100' AGL/1242' MSL.
Trees 1.7 NM from DER, 2781' left of centerline, up to 100' AGL/1265' MSL.
Trees beginning 1.8 NM from DER, 2748' left of centerline, up to 100' AGL/1291' MSL.
Trees, transmission lines beginning 1.9 NM from DER, 2939' left of centerline, up to 100' AGL/1350' MSL.
Trees, transmission lines beginning 2 NM from DER, 2907' left of centerline, up to 100' AGL/1396' MSL.
Trees, transmission lines beginning 2.1 NM from DER, 3098' left of centerline, up to 100' AGL/1419' MSL.
Trees, transmission lines, building beginning 2.2 NM from DER, 3065' left of centerline, up to 100' AGL/1452' MSL.
Trees beginning 2.5 NM from DER, 71' left of centerline, up to 100' AGL/1465' MSL.
**Rwy 28,** trees 111' from DER, 15' right of centerline, up to 100' AGL/939' MSL.
Trees 192' from DER, 59' left of centerline, up to 100' AGL/959' MSL.
Fence 16' from DER, on centerline, up to 8' AGL/867' MSL.
Vehicles on ramp 20' from DER, on centerline, up to 15' AGL/874' MSL.
Hangars and buildings 76' from DER, 63' right of centerline, up to 30' AGL/869' MSL.


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**PISECO, NY**

PISECO (K09)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4,** std. w/min. climb of 539' per NM to 2800 or 600-3 w/min. climb of 316' per NM to 4500 or 2000-3 for climb in visual conditions.

**Rwy 22,** 1100-3 w/min. climb of 473' per NM to 3100 or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 4,** climb heading 045° to 4500 before turning on course, or for climb in visual conditions cross Piseco airport at or above 3600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 22,** climb heading 225° to 3500 before turning on course, or for climb in visual conditions cross Piseco airport at or above 3600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees 343' from DER, 192' right of centerline, up to 100' AGL/2244' MSL.
Trees 1.8 NM from DER, 2104' left of centerline, up to 100' AGL/2500' MSL.

**Rwy 22,** trees 4152' from DER, 1433' right of centerline, up to 100' AGL/2520' MSL.

**PITTSTOWN, NJ**

ALEXANDRIA (N85)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

**Rwy 8**, 400-1¼ or std. w/min. climb of 479' per NM to 1000.

**Rwy 31,** 400-2¼ or std. w/min. climb of 226' per NM to 900.

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** trees beginning 192' from DER, 238' right of centerline, up to 70' AGL/569' MSL.
Trees beginning 591' from DER, 279' left of centerline, up to 70' AGL/829' MSL.

**Rwy 13,** trees beginning 205' from DER, 347' left of centerline, up to 70' AGL/569' MSL.

SKY MANOR (N40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** vehicles on roadway beginning 38' from DER, 283' left of centerline, up to 15' AGL/574' MSL.
Power lines beginning 2008' from DER, left and right of centerline, up to 122' AGL/652' MSL.
Trees beginning 2550' from DER, 756' left of centerline, up to 100' AGL/657' MSL.
Trees beginning 4763' from DER, 1716' right of centerline, up to 100' AGL/699' MSL.

**Rwy 25,** vehicles on roadway beginning 51' from DER, 375' left of centerline, up to 15' AGL/574' MSL.
Trees beginning 1965' from DER, 139' right of centerline, up to 100' AGL/679' MSL.
Trees beginning 2261' from DER, 961' left of centerline, up to 100' AGL/659' MSL.

**PLATTSBURGH, NY**

PLATTSBURGH INTL (PBG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DEPARTURE PROCEDURE:

**Rwy 17,** climb heading 172° to 2500 before turning on course.

**Rwy 35,** climb heading 352° to 2800 before turning on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** tree 1844' from DER, 966' right of centerline, 87' AGL/237' MSL.
Tree 2289' from DER, 937' left of centerline, 75' AGL/222' MSL.

**Rwy 35,** numerous trees beginning 1602' from DER, 501' left of centerline, up to 63' AGL/293' MSL.
Tree, 2270' from DER, 944' left of centerline, 104' AGL/334' MSL.
Tree 2035' from DER, 1014' right of centerline, 107' AGL/307' MSL.

**POTSDAM, NY**

POTSDAM MUNI/DAMON FLD (PTD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (09295) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL.
Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL.

**Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL.
Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL.
Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

**POUGHKEEPSIE, NY**

HUDSON VALLEY RGNL (POU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

**Rwys 7, 25**, NA - VFR only.

**Rwy 6,** 500-3 w/min. climb of 250' per NM to 1000 or std. w/min. climb of 537' per NM to 800 or 1700-2½ for climb in visual conditions.

**Rwy 15,** 400-2½ or std. w/min. climb of 370' per NM to 700.

**Rwy 33,** 300-1½ or std. w/min. climb of 270' per NM to 500.

DEPARTURE PROCEDURE:

**Rwy 6,** climb heading 063° to 2000 before proceeding on course.

**Rwy 15,** climbing left turn direct IGN VOR/DME to 1400 before proceeding on course.

**Rwy 24,** climb heading 243° to 1800 before proceeding on course.

**Rwy 33,** climbing right turn direct IGN VOR/DME then on IGN R-070 to 2200 before proceeding on course.

VCOA:

**Rwy 6,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hudson Valley Rgnl Airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** terrain and fences beginning 92' from DER, 64' right of centerline, up to 9' AGL/166' MSL.
Fences beginning 372' from DER, 78' left of centerline, up to 9' AGL/168' MSL.
Poles, trees, tower, and antenna beginning 185' from DER, 384' right of centerline, up to 101' AGL/262' MSL.
Trees beginning 949' from DER, 86' right of centerline, up to 70' AGL/229' MSL.
Terrain and trees beginning 881' from DER, 395' left of centerline, up to 81' AGL/228' MSL.
Pole and trees beginning 2419' from DER, 6' left of centerline, up to 97' AGL/306' MSL.
Pole, building, and trees beginning 2795' from DER, 16' right of centerline, up to 97' AGL/306' MSL.
Trees 2754' from DER, 1232' left of centerline, up to 77' AGL/346' MSL.
Transmission tower 2.5 NM from DER, 602' left of centerline, 132' AGL/604' MSL.
Trees 2.6 NM from DER, 1482' left of centerline, up to 76' AGL/557' MSL.
**Rwy 15,** sign, buildings, poles, and trees beginning 47' from DER, 86' left of centerline, up to 25' AGL/187' MSL.
Fence, pole, buildings, and trees beginning 301' from DER, 85' right of centerline, up to 55' AGL/214' MSL.
Buildings and trees beginning 107' from DER, 369' right of centerline, up to 65' AGL/224' MSL.
Antenna, poles, buildings, and trees beginning 594' from DER, 29' left of centerline, up to 76' AGL/275' MSL.
Poles, buildings, and trees beginning 528' from DER, 19' right of centerline, up to 56' AGL/288' MSL.
Poles and trees beginning 2687' from DER, 1' left of centerline, up to 56' AGL/315' MSL.
Poles, buildings, and trees beginning 3493' from DER, 10' right of centerline, up to 86' AGL/315' MSL.
Trees 3393' from DER, 1153' right of centerline, up to 83' AGL/322' MSL.
Trees 1.6 NM from DER, 1787' left of centerline, up to 95' AGL/534' MSL.
Trees 1.8 NM from DER, 3119' right of centerline, up to 46' AGL/455' MSL.
**Rwy 33,** sign 12' from DER, 85' right of centerline, 2' AGL/157' MSL.
Pole, buildings, and trees beginning 100' from DER, 316' left of centerline, up to 80' AGL/229' MSL.
Trees beginning 255' from DER, 241' right of centerline, up to 74' AGL/233' MSL.
Trees beginning 606' from DER, 1' left of centerline, up to 102' AGL/221' MSL.
Trees beginning 686' from centerline, 5' right of centerline, up to 111' AGL/230' MSL.
Trees Beginning 1598' from DER, 15' left of centerline, up to 98' AGL/307' MSL.
Trees beginning 1632' from DER, 18' right of centerline, up to 114' AGL/295' MSL.
Trees 4824' from DER, 1742' left of centerline, up to 81' AGL/320' MSL.
Tank 1.1 NM from DER, 37' left of centerline, 105' AGL/360' MSL.
Trees 1.2 NM from DER, 2094' right of centerline, up to 96' AGL/345' MSL.
**Rwy 24,** vehicles on road and trees beginning 7' from DER, 280' left of centerline, up to 54' AGL/154' MSL.
Trees beginning 71' from DER, 180' right of centerline, up to 77' AGL/182' MSL.
Trees beginning 706' from DER, 487' left of centerline, up to 78' AGL/227' MSL.
Trees beginning 661' from DER, 318' right of centerline, up to 130' AGL/230' MSL.
Trees beginning 2072' from DER, 48' left of centerline, up to 112' AGL/265' MSL.
Trees beginning 1936' from DER, 42' right of centerline, up to 137' AGL/270' MSL.



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**PRINCETON/ROCKY HILL, NJ**

PRINCETON (39N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10**, 400-2¼ or std. w/min. climb of 310' per NM to 700.

DEPARTURE PROCEDURE:

**Rwy 10,** climb heading 102° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** trees beginning 35' from DER, 300' left of centerline, up to 21' AGL/159' MSL.
Vehicles on road, buildings, signs, poles, transmission line tower and trees beginning 389' from DER, 3' left of centerline, up to 34' AGL/223' MSL.
Tanks and trees beginning 1463' from DER, 19' left of centerline, up to 130' AGL/270' MSL.
Towers and trees beginning 1.5 NM from DER, 938' left of centerline, up to 208' AGL/496' MSL.
Vehicles on road, building, poles and trees beginning 277' from DER, 16' right of centerline, up to 23' AGL/151' MSL.
Vehicles on road, buildings, poles and trees beginning 491' from DER, 6' right of centerline, up to 36' AGL/180' MSL.
Tree 1.6 NM from DER, 7' right of centerline, 88' AGL/368' MSL.
**Rwy 28,** vehicles on road and trees beginning 86' from DER, 104' right of centerline, up to 27' AGL/140' MSL.
Trees 315' from DER, 506' right of centerline, 43' AGL/160' MSL.
Trees and building beginning 17' from DER, 248' left of centerline, up to 25' AGL/139' MSL.
Trees beginning 560' from DER, 73' left of centerline, up to 91' AGL/203' MSL.

**READINGTON, NJ**

SOLBERG-HUNTERDON (N51)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JUL09 (09211) (FAA)

TAKEOFF MINIMUMS:

**Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL.
Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL.
**Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL.
Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL.
**Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL.
Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL.
**Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL.
Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

**ROBBINSVILLE, NJ**

TRENTON-ROBBINSVILLE (N87)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

**Rwy 29**, 300-1 or std. w/min. climb of 421' per NM to 800.

DEPARTURE PROCEDURE:

**Rwy 29**, climb heading 289° to 800 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** trees beginning 39' from DER, 267' right of centerline, up to 87' AGL/198' MSL.
Vehicles on roadway beginning 49' from DER, left and right of centerline, up to 17' AGL/132' MSL.
Trees beginning 105' from DER, left and right of centerline, up to 90' AGL/202' MSL.
Building 789' from DER, 521' left of centerline, 32' AGL/148' MSL.
Trees beginning 834' from DER, left and right of centerline, up to 120' AGL/259' MSL.
Tower 4577' from DER, 1402' right of centerline, 116' AGL/256' MSL.
**Rwy 29,** rising terrain, vehicles on roadway and trees beginning 37' from DER, 22' left of centerline, up to 77' AGL/198' MSL.
Vehicles on roadway, poles and trees beginning 50' from DER, 5' right of centerline, up to 68' AGL/187' MSL.
Rising terrain, poles and trees beginning 757' from DER, 20' right of centerline, up to 97' AGL/230' MSL.
Rising terrain, buildings, poles and trees beginning 761' from DER, 12' left of centerline, up to 105' AGL/230' MSL.
Towers beginning 4909' from DER, 589' right of centerline, up to 167' AGL/297' MSL.


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**ROCHESTER, NY**
FREDERICK DOUGLASS - GREATER ROCHESTER INTL (ROC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 03APR14 (20310) (FAA)
TAKEOFF MINIMUMS:
**Rwy 7,** 300-1¾ or std. w/min. climb of 206' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.
**Rwy 10,** std. w/min. climb of 250' per NM to 900 or 1000-2½ for climb in visual conditions.
**Rwy 22,** 400-2¾ or std. w/min. climb of 240' per NM to 1100.
DEPARTURE PROCEDURE:
**Rwy 4,** climb heading 044° to 1200 before turning left.
**Rwy 10,** for climb in visual conditions, cross greater Rochester Intl airport at or above 1400 before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** tree 2081' from DER, 532' left of centerline, 53' AGL/612' MSL.
Tree 3890' from DER, 1119' right of centerline, 100' AGL/659' MSL.
Tower 1806' from DER, 817' right of centerline, 60' AGL/611' MSL.
**Rwy 7,** dome 1.4 NM from DER, 1164' right of centerline, 213' AGL/756' MSL.
Trees beginning 2732' from DER, 426' left of centerline, up to 93' AGL/622' MSL.
**Rwy 10,** dome 1.1 NM from DER, 1543' left of centerline, 213' AGL/756' MSL.
Trees beginning 743' from DER, 248' left of centerline, up to 100' AGL/636' MSL.
Tree beginning 2676' from DER, 112' right of centerline, up to 85' AGL/616' MSL.
Pole 950' from DER, 655' right of centerline, 41' AGL/570' MSL.
**Rwy 22,** tower 2.2 NM from DER, 3550' right of centerline, 412' AGL/934' MSL.
Tree 1997' from DER, 832' right of centerline, up to 63' AGL/587'MSL.
Tree 3026' from DER, 935' left of centerline, 105' AGL/621' MSL.
**Rwy 25,** transmission line tower 1523' from DER, 819' left of centerline, 61' AGL/592' MSL.
Poles beginning 1655' from DER, 330' left of centerline, up to 82' AGL/617' MSL.
**Rwy 28,** railroad beginning 326' from DER, 539' right of centerline, 23' AGL/574' MSL.
Transmission line towers beginning 1239' from DER, 253' left of centerline, up to 75' AGL/614' MSL.
Trees beginning 807' from DER, 148' left of centerline, up to 87' AGL/626' MSL.
Trees beginning 887' from DER, 113' right of centerline, up to 91' AGL/632' MSL.

**ROME, NY**
GRIFFISS INTL (RME)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 03JAN19 (19003) (FAA)
DEPARTURE PROCEDURE:
**Rwy 15,** climb heading 147° to 1000 before turning left.
**Rwy 33,** climb heading 327° to 1500 before turning right.
TAKEOFF OBSTACLE NOTES:
**Rwy 15,** pole 9' from DER, 4' right of centerline, 1' AGL/499' MSL.
Tree 1991' from DER, 966' left of centerline, 573' MSL.
Trees beginning 2068' from DER, 934' left of centerline, up to 587' MSL.
Trees beginning 2223' from DER, 358' left of centerline, up to 591' MSL.
Tree 5558' from DER, 1957' left of centerline, 640' MSL.
**Rwy 33,** NAVAID 39' from DER, 260' right of centerline, 4' AGL/505' MSL.
Tree 2860' from DER, 1140' right of centerline, 580' MSL.
Tree 3002' from DER, 1266' right of centerline, 588' MSL.

**SARANAC LAKE, NY**
ADIRONDACK RGNL (SLK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 21JUN18 (18172) (FAA)
TAKEOFF MINIMUMS:
**Rwy 5,** std. w/ min. climb of 345' per NM to 5000 or 2500 - 3 for VCOA.
**Rwy 9,** std. w/ min. climb of 500' per NM to 5000 or 2500 - 3 for VCOA.
**Rwy 23,** std. w/ min. climb of 316' per NM to 4800 or 2500 - 3 for VCOA.
DEPARTURE PROCEDURE:
**Rwy 5,** climb heading 049° to 4000 before proceeding on course.
**Rwy 9,** climb heading 072° to 5000 before proceeding on course.
**Rwy 23,** climb heading 229° to 3000 before proceeding on course.
**Rwy 27,** climb heading 273° to 3100 before proceeding on course.
VCOA:
**Rwy 5, 9, 23,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Adirondack Regional airport at or above 4000, before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** traverse way 177' from DER, 20' left of centerline, 1673' MSL.
Tree 1421' from DER, 856' right of centerline, 41' AGL/1703' MSL.
Tree 1549' from DER, 854' right of centerline, 1712' MSL.
Trees beginning 1594' from DER, 888' left of centerline, up to 72' AGL/1735' MSL.
Trees beginning 1655' from DER, 914' right of centerline, up to 1725' MSL.
Tree 1778' from DER, 960' right of centerline, 1729' MSL.
**CON'T**



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**SARANAC LAKE, NY (CON'T)**

ADIRONDACK RGNL (SLK) (CON'T)

**Rwy 5 (CON'T),** trees beginning 2417' from DER, 916' left of centerline, up to 1741' MSL.
Tree 2761' from DER, 1235' right of centerline, 1734' MSL.
Trees beginning 2772' from DER, 46' left of centerline, up to 1750' MSL.
Trees beginning 2820' from DER, 267' right of centerline, up to 1735' MSL.
Trees beginning 3104' from DER, 106' left of centerline, up to 1754' MSL.
Tree 3176' from DER, 54' right of centerline, 1747' MSL.
Trees beginning 3234' from DER, 789' left of centerline, up to 1756' MSL.
Tree 3344' from DER, 34' right of centerline, 1751' MSL.
**Rwy 9,** terrain 61' from DER, 421' left of centerline, 1643' MSL.
Tree 100' from DER, 341' left of centerline, 31' AGL/1662' MSL.
Tree, vegetation beginning 175' from DER, 240' left of centerline, up to 1663' MSL.
Vegetation 247' from DER, 297' right of centerline, 25' AGL/1649' MSL.
Trees beginning 421' from DER, 433' left of centerline, up to 58' AGL/1698' MSL.
Trees beginning 637' from DER, 396' right of centerline, up to 1680' MSL.
Trees beginning 684' from DER, 427' left of centerline, up to 1699' MSL.
Trees beginning 690' from DER, 381' right of centerline, up to 1681' MSL.
Trees beginning 784' from DER, 453' right of centerline, up to 1684' MSL.
Trees beginning 997' from DER, 86' right of centerline, up to 51' AGL/1678' MSL.
Trees beginning 1031' from DER, 52' left of centerline, up to 1693' MSL.
Tree 1459' from DER, 0' of centerline, 1692' MSL.
Trees beginning 1491' from DER, 28' right of centerline, up to 1684' MSL.
Trees beginning 1813' from DER, 25' right of centerline, up to 1691' MSL.
Trees beginning 2007' from DER, 24' left of centerline, up to 1697' MSL.
Trees beginning 2100' from DER, 16' right of centerline, up to 1698' MSL.
Trees beginning 3006' from DER, 45' right of centerline, up to 1750' MSL.
Trees beginning 3149' from DER, 45' left of centerline, up to 1734' MSL.
Trees beginning 4011' from DER, 41' left of centerline, up to 1768' MSL.
Tree, tower beginning 5018' from DER, 21' right of centerline, up to 89' AGL/1868' MSL.
Trees beginning 5150' from DER, 7' left of centerline, up to 1856' MSL.
Trees beginning 1 NM from DER, 12' right of centerline, up to 1895' MSL.
Trees beginning 1.3 NM from DER, 108' left of centerline, up to 1875' MSL.
Trees beginning 1.3 NM from DER, 742' right of centerline, up to 2159' MSL.
Tower, tree beginning 1.3 NM from DER, 674' right of centerline, up to 140' AGL/2210' MSL.
Tree, tower, pole beginning 1.4 nm from DER, 318' left of centerline, up to 1891' MSL.
Tree 1.8 NM from DER, 3112' left of centerline, 1924' MSL.
**Rwy 23,** tree 93' from DER, 498' right of centerline, 1656' MSL.
Tree 341' from DER, 538' right of centerline, 1667' MSL.
Tree 517' from DER, 511' right of centerline, 1669' MSL.
Trees beginning 666' from DER, 532' left of centerline, up to 1665' MSL.
Tree 810' from DER, 448' right of centerline, 1672' MSL.
Tree 848' from DER, 592' right of centerline, 1674' MSL.
Tree 951' from DER, 687' left of centerline, 1679' MSL.
Tree 1072' from DER, 683' right of centerline, 1676' MSL.
Trees beginning 1074' from DER, 188' right of centerline, up to 1682' MSL.
Trees beginning 1096' from DER, 290' left of centerline, up to 1686' MSL.
Tree 1210' from DER, 738' left of centerline, 1703' MSL.
Tree 1292' from DER, 407' right of centerline, 1685' MSL.
Tree 1305' from DER, 617' left of centerline, 86' AGL/1710' MSL.
Tree 1308' from DER, 460' left of centerline, 1711' MSL.
Tree 1313' from DER, 569' left of centerline, 1713' MSL.
Trees beginning 1343' from DER, 63' left of centerline, up to 96' AGL/1720' MSL.
Trees beginning 1451' from DER, 69' right of centerline, up to 1698' MSL.
Trees beginning 1515' from DER, 52' left of centerline, up to 1722' MSL.
Trees beginning 1660' from DER, 421' right of centerline, up to 1704' MSL.
Trees beginning 1846' from DER, 21' right of centerline, up to 1706' MSL.
Trees beginning 1954' from DER, 50' right of centerline, up to 87' AGL/1711' MSL.
Tree 2151' from DER, 340' left of centerline, 1742' MSL.
Trees beginning 2160' from DER, 116' right of centerline, up to 1716' MSL.
Trees beginning 2228' from DER, 253' right of centerline, up to 1718' MSL.
Trees beginning 2255' from DER, 17' left of centerline, up to 1745' MSL.
Trees beginning 2274' from DER, 304' right of centerline, up to 1719' MSL.
Trees beginning 2620' from DER, 138' right of centerline, up to 1720' MSL.
Trees beginning 2754' from DER, 290' right of centerline, up to 1728' MSL.
**Rwy 27,** tree, vegetation beginning 109' from DER, 249' right of centerline, up to 1677' MSL.
Trees beginning 256' from DER, 14' right of centerline, up to 1680' MSL.
Trees beginning 532' from DER, 35' right of centerline, up to 78' AGL/1710' MSL.
Tree 600' from DER, 128' left of centerline, 1669' MSL.
Trees beginning 749' from DER, 6' right of centerline, up to 1729' MSL.
Tree 766' from DER, 377' left of centerline, 1672' MSL.
Trees beginning 894' from DER, 203' left of centerline, up to 1674' MSL.
Trees beginning 1083' from DER, 392' left of centerline, up to 1685' MSL.
Trees beginning 1455' from DER, 117' left of centerline, up to 64' AGL/1691' MSL.
Trees beginning 1752' from DER, 422' left of centerline, up to 80' AGL/1704' MSL.
**CON'T**



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**SARANAC LAKE, NY (CON'T)**

ADIRONDACK RGNL (SLK) (CON'T)

**Rwy 27 (CON'T),** trees beginning 1905' from DER, 21' left of centerline, up to 1718' MSL.
Trees beginning 2076' from DER, 18' right of centerline, up to 1733' MSL.
Trees beginning 2257' from DER, 116' left of centerline, up to 1719' MSL.
Trees beginning 2543' from DER, 151' left of centerline, up to 1721' MSL.
Trees beginning 2554' from DER, 103' right of centerline, up to 1746' MSL.
Trees beginning 3111' from DER, 454' right of centerline, up to 1751' MSL.
Trees beginning 3378' from DER, 672' right of centerline, up to 1756' MSL.
Tree 3889' from DER, 356' left of centerline, 1740' MSL.

**SARATOGA SPRINGS, NY**

SARATOGA COUNTY (5B2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:
**Rwy 32**, std. w/ min. climb of 320' per NM to 2700 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:
**Rwy 5,** climb heading 053° to 1600 before proceeding on course.
**Rwy 14,** climb heading 143° to 1100 before proceeding on course.
**Rwy 23,** climb heading 233° to 1100 before proceeding on course.
**Rwy 32,** for climb in visual conditions, cross Saratoga County Airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 111' from DER, 521' left of centerline, up to 100' AGL/529' MSL.
Trees beginning 138' from DER, 508' right of centerline, up to 100' AGL/539' MSL.
Trees beginning 1112' from DER, 571' right of centerline, up to 86' AGL/506' MSL.
Trees beginning 1232' from DER, 572' left of centerline, up to 60' AGL/489' MSL.
**Rwy 14,** trees beginning 40' from DER, left and right of centerline, up to 100' AGL/529' MSL.
Vehicles on road beginning 69' from DER, left and right of centerline, up to 15' AGL/442' MSL.
Poles beginning 533' from DER, left and right of centerline, up to 41' AGL/461' MSL.
Buildings beginning 624' from DER, left and right of centerline, up to 51' AGL/459' MSL.
Flag pole, 774' from DER, 471' left of centerline, 51' AGL/477' MSL.
Power transmission lines beginning 1178' from DER, left and right of centerline, up to 42' AGL/474' MSL.
**Rwy 23,** trees beginning 197' from DER, 426' right of centerline, up to 100' AGL/530' MSL.
Trees beginning 885' from DER, 692' left of centerline, up to 100' AGL/539' MSL.
Trees beginning 1002' from DER, 528' left of centerline, up to 100' AGL/530' MSL.
Trees beginning 1182' from DER, 576' right of centerline, up to 100' AGL/530' MSL.
**Rwy 32,** bushes and trees beginning 7' from DER, left and right of centerline, up to 58' AGL/528' MSL.
Building 1158' from DER, 127' left of centerline, up to 41' AGL/461' MSL.
Trees beginning 3062' from DER, left and right of centerline, up to 100' AGL/516' MSL.
Power transmission towers beginning 10146' from DER, 2895' right of centerline, up to 151' AGL/700' MSL.

**SCHENECTADY, NY**

SCHENECTADY COUNTY (SCH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:
**Rwy 28,** std. w/min. climb of 288' per NM to 1900, or 1200-2½ for VCOA.

DEPARTURE PROCEDURE:
**Rwy 22,** climb on heading 235° to 1300 before turning right.

VCOA:
**Rwy 28,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Schenectady County airport at or above 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 4,** vegetation 101' from DER, 498' left of centerline, 2' AGL/401' MSL.
Tank, vegetation, tree beginning 133' from DER, 191' left of centerline, up to 130' AGL/505' MSL.
Trees beginning 1053' from DER, 481' right of centerline, up to 100' AGL/433' MSL.
Tree 1257' from DER, 559' right of centerline, 100' AGL/433' MSL.
Trees beginning 1725' from DER, on centerline and 530' right of centerline, up to 84' AGL/436' MSL.
**Rwy 10,** pole 2' from DER, 81' left of centerline, 322' MSL.
Pole 3' from DER, 78' right of centerline, 321' MSL.
Trees beginning 41' from DER, 259' right of centerline, up to 343' MSL.
Tree 57' from DER, 410' left of centerline, 332' MSL.
Tree, fence beginning 68' from DER, 431' left of centerline, up to 33' AGL/352' MSL.
Tree, building beginning 807' from DER, 218' left of centerline, up to 357' MSL.
Tree 1015' from DER, 712' left of centerline, 358' MSL.
Buildings beginning 1019' from DER, 574' left of centerline, up to 57' AGL/366' MSL.
Trees beginning 1176' from DER, 400' left of centerline, up to 369' MSL.
**Rwy 22,** trees beginning 486' from DER, 789' right of centerline, up to 101' AGL/413' MSL.
Tree 1156' from DER, 292' left of centerline, 59' AGL/349' MSL.
Tree 1215' from DER, 679' left of centerline, 80' AGL/366' MSL.
Tree 2187' from DER, 850' right of centerline, 104' AGL/403' MSL.
**CON'T**



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**SCHENECTADY, NY (CON'T)**

SCHENECTADY COUNTY (SCH) (CON'T)

**Rwy 28,** tree 3' from DER, 460' left of centerline, 92' AGL/410' MSL.
Trees, poles, buildings, traverse way beginning 18' from DER, 430' left and 53' right of centerline, up to 420' MSL.
Trees beginning 1484' from DER, 250' right of centerline, up to 94' AGL/415' MSL.
Trees beginning 1496' from DER, 3' right of centerline, up to 422' MSL.
Trees beginning 3699' from DER, 670' right of centerline, up to 461' MSL.
Tree 5450' from DER, 1958' right of centerline, up to 466' MSL.
Tree 5763' from DER, 2004' right of centerline, up to 100' AGL/471' MSL.

**SENECA FALLS, NY**

FINGER LAKES RGNL (0G7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:
**Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.
**Rwys 11, 29** NA-Environmental.

TAKEOFF OBSTACLE NOTES:
**Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL.
Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL.
**Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.
Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

**SHIRLEY, NY**

BROOKHAVEN (HWV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (07130) (FAA)

TAKEOFF MINIMUMS:
**Rwys 6, 33,** NA-Noise abatement.

TAKEOFF OBSTACLE NOTES:
**Rwy 15,** trees beginning 173' from DER, 376' right of centerline, up to 60' AGL/124' MSL.
Trees beginning 40' from DER, 281' left of centerline, up to 60' AGL/124' MSL.
**Rwy 24,** trees beginning 199' from DER, 497' left of centerline, up to 60' AGL/148' MSL.
Trees beginning 604' from DER, 597' right of centerline, up to 60' AGL/133' MSL.

**SIDNEY, NY**

SIDNEY MUNI (N23)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:
**Rwy 7**, std. w/min. climb of 340' per NM to 2300 or 1600-3 for climb in visual conditions.
**Rwy 25,** 600-2½ w/min. climb of 290' per NM to 2000 or std. w/min. climb of 550' per NM to 1800 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
**Rwy 7**, climb heading 071° to 2300 before proceeding on course.
**Rwy 25,** climb heading 251° to 2000 before proceeding on course.
**All runways,** obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Sidney Muni airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 7,** vehicles on roadway beginning 18' from DER, left and right of centerline, up to 17' AGL/1056' MSL.
Buildings beginning 28' from DER, 383' right of centerline, up to 37' AGL/1035' MSL.
Trees beginning 126' from DER, 341' left of centerline, up to 76' AGL/1077' MSL.
Trees and light poles beginning 939' from DER, 84' right of centerline, up to 40' MSL.
Wall and trees beginning 2.7 NM from DER, 135' left of centerline, up to 92' AGL/1633' MSL.
Trees beginning 2.8 NM from DER, 43' right of centerline, up to 83' MSL.
Trees beginning 3 NM from DER, left and right of centerline, up to 116' AGL/1757' MSL.
Rising terrain beginning 3.2 NM from DER, 1021' left of centerline, up to 2039' MSL.
**Rwy 25,** rising terrain and trees beginning 4' from DER, 193' left of centerline, up to 65' AGL/1066' MSL.
Vehicles on roadway and trees beginning 17' from DER, 236' right of centerline, up to 80' AGL/1081' MSL.
Trees, vehicles on roadway, power transmission towers and lines beginning 3572' from DER, 94' left of centerline, up to 103' AGL/1413' MSL.
Trees and power transmission towers and lines beginning 1.1 NM from DER, 43' right of centerline, up to 118' AGL/1568' MSL.
Trees beginning 1.3 NM from DER, 1899' left of centerline, up to 100' AGL/1568' MSL.
Wall and trees beginning 1.8 NM from DER, 1766' left of centerline, up to 100' AGL/1339' MSL.
Rising terrain beginning 3.1 NM from DER, 5304' right of centerline up to 1739' MSL.


NE-2, 25 FEB 2021 to 22 APR 2021

**SKANEATELES, NY**

SKANEATELES AERO DROME (6B9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

**Rwy 28,** NA-obstacles.

**Rwys 4, 22**, NA-environmental.

**Rwy 10,** 400-3 w/min. climb of 225' per NM to 1600 or 1000-3 for VCOA.

VCOA:

**Rwy 10,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Skaneateles Aero Drome at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** tree 3' from DER, 491' left of centerline, 150' AGL/1129' MSL.
Traverse ways beginning 6' from DER, left and right of centerline, up to 10' AGL/999' MSL.
Tree 39' from DER, 375' left of centerline, 150' AGL/1139' MSL.
Tree, traverse ways beginning 45' from DER, 6' right of centerline, up to 150' AGL/1130' MSL.
Trees, pole beginning 185' from DER, 3' left of centerline, up to 150' AGL/1149' MSL.
Tree, pole, beginning 483' from DER, 76' right of centerline, up to 150' AGL/1139' MSL.
Vehicle on road 694' from DER, left and right of centerline, 15' AGL/1014' MSL.
Trees beginning 718' from DER, 4' left of centerline, up to 150' AGL/1149' MSL.
Tree 867' from DER, 363' right of centerline, 150' AGL/1149' MSL.
Tree 880' from DER, 80' right of centerline, 150' AGL/1159' MSL.

**SOMERVILLE, NJ**

SOMERSET (SMQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 18DEC08 (08353) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8, 17, 26, 35,** NA-Environmental.

**Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions.

**Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

**Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** trees beginning at DER, 345' left of centerline, up to 100' AGL/219' MSL.
Trees beginning 600' from DER, left to right of centerline, up to 100' AGL/219' MSL.
Trees beginning 3188' from DER, left to right of centerline, up to 100' AGL/279' MSL.
**Rwy 30,** trees beginning at DER, 85' right of centerline, up to 100' AGL/199' MSL.
Trees beginning at DER, 110' left of centerline, up to 99' AGL/199' MSL.
Trees beginning 1451' from DER, left to right of centerline, up to 100' AGL/199' MSL.
Trees beginning 2748' from DER, 1147' left of centerline, up to 100' AGL/259' MSL.

**SOUTH BETHLEHEM, NY**

SOUTH ALBANY (4B0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (09099) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** 300-1¾ or std. w/ min. climb of 290' per NM to 600.

**Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 1,** climb heading 008° to 2000 before proceeding on course.

**Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL.
Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL.
Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL.
Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL.
**Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

**SUSSEX, NJ**

SUSSEX (FWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3**, 700-3 w/min. climb of 315' per NM to 1500 or 1600-3 for climb in visual conditions.

**Rwy 21**, 600-3 w/min. climb of 295' per NM to 1300 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 3,** climb heading 029° to 1300, then climbing right turn to 3000 direct SAX VORTAC before proceeding on course, or for climb in visual conditions cross Sussex airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 21**, climb heading 209° to 1500 before proceeding on course, or for climb in visual conditions cross Sussex airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** vehicles on road beginning at DER, 87' left of centerline, crossing centerline from left to right, up to 15' AGL/434' MSL.
Building 260' from DER, 120' right of centerline, 25' AGL/444' MSL.
Poles and catenaries beginning at DER, 215' left of centerline, crossing centerline from left to right, up to 50' AGL/469' MSL.
Tree 105' from DER, 215' left of centerline, 100' AGL/519' MSL.
Trees beginning 278' from DER, left and right of centerline, up to 100' AGL/579' MSL.
Tower 1.1 NM from DER, 580' right of centerline, 89' AGL/691' MSL.
Trees beginning 673' from DER, left and right of centerline, up to 100' AGL/799' MSL.
Trees beginning 1.8 NM from DER, left and right of centerline, up to 100' AGL/1022' MSL.
**Rwy 21,** hangars beginning at DER, 372' left of centerline, up to 25' AGL/444' MSL.
Buildings beginning 237' from DER, 44' left of centerline, up to 100' AGL/444' MSL.
Vehicles on roadway beginning 170' from DER, crossing centerline from left to right, up to 15' AGL/454' MSL.
Poles beginning 336' from DER, left and right of centerline, up to 50' AGL/489' MSL.
Trees beginning 117' from DER, left and right of centerline, up to 100' AGL/519' MSL.
Trees beginning 1200' from DER, 805' left of centerline, up to 100' AGL/579' MSL.
Trees beginning 4845' from DER, left and right of centerline, up to 100' AGL/759' MSL.
Trees beginning 1.4NM from DER, left and right of centerline, up to 100' AGL/1019' MSL.

**SYRACUSE, NY**

SYRACUSE HANCOCK INTL (SYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 12OCT17 (17285) (FAA)

DEPARTURE PROCEDURE:

**Rwy 10,** climb heading 100° to 1500 before turning southbound.
**Rwy 15,** climb heading 132° to 2400 before turning southbound.
**Rwy 28,** climb heading 280° to 1100 before turning southbound.
**Rwy 33,** climb heading 327° to 1000 before turning southbound.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** NAVAID 5' from DER, 119' left of centerline, 3' AGL/401' MSL.
NAVAID 5' from DER, 119' right of centerline, 3' AGL/401' MSL.
NAVAID 6' from DER, on centerline, 2' AGL/402' MSL.
Signs beginning 54' from DER, 219' right of centerline, up to 7' AGL/404' MSL.
Trees beginning 864' from DER, 618' right of centerline, up to 465' MSL.
Trees beginning 1434' from DER, 744' right of centerline, up to 474' MSL.
Trees beginning 2396' from DER, 729' right of centerline, up to 487' MSL.
Tree 2478' from DER, 804' left of centerline, 87' AGL/472' MSL.
Tree 2557' from DER, 1094' right of centerline, 96' AGL/494' MSL.
Trees beginning 2700' from DER, 822' right of centerline, up to 497' MSL.
**Rwy 15,** tree 255' from DER, 463' right of centerline, 414' MSL.
Tree 669' from DER, 606' left of centerline, 466' MSL.
Tree 742' from DER, 528' right of centerline, 440' MSL.
Tree 764' from DER, 646' right of centerline, 449' MSL.
Trees beginning 811' from DER, 270' left of centerline, up to 469' MSL.
Trees beginning 1331' from DER, 215' left of centerline, up to 475' MSL.
Tree 1853' from DER, 282' right of centerline, 39' AGL/450' MSL.
Tree 1997' from DER, 801' right of centerline, 453' MSL.
Trees beginning 2562' from DER, 237' right of centerline, up to 479' MSL.
Trees beginning 2829' from DER, 61' left of centerline, up to 487' MSL.
Trees beginning 2931' from DER, 39' right of centerline, up to 487' MSL.
Tree 3026' from DER, 763' left of centerline, 494' MSL.
Tree 3172' from DER, 626' left of centerline, 86' AGL/498' MSL.
Trees beginning 3197' from DER, 194' left of centerline, up to 504' MSL.
Trees beginning 3299' from DER, 196' right of centerline, up to 488' MSL.
Tree 3359' from DER, 109' right of centerline, 504' MSL.
Trees beginning 3362' from DER, 179' right of centerline, up to 88' AGL/505' MSL.
**Rwy 28,** pole 2456' from DER, 949' right of centerline, 85' AGL/497' MSL.
**Rwy 33,** trees beginning 749' from DER, 222' right of centerline, up to 466' MSL.
Trees beginning 1445' from DER, 313' right of centerline, up to 63' AGL/467' MSL.
Trees beginning 1650' from DER, 32' left of centerline, up to 476' MSL.
Tree 1712' from DER, 846' right of centerline, 471' MSL.

**CON'T**



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**SYRACUSE, NY (CON'T)**

SYRACUSE HANCOCK INTL (SYR) (CON'T)

**Rwy 33 (CON'T),** trees beginning 1770' from DER, 294' right of centerline, up to 71' AGL/475' MSL.
Tree 1935' from DER, 609' right of centerline, 476' MSL.
Tree 2101' from DER, 963' left of centerline, 484' MSL.
Trees beginning 2329' from DER, 849' left of centerline, up to 96' AGL/500' MSL.
Tree 3170' from DER, 889' right of centerline, 497' MSL.

**TETERBORO, NJ**

TETERBORO (TEB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 24JUL14 (14205) (FAA)

TAKEOFF MINIMUMS:
**Rwy 1,** 400-2¼ or std. w/min. climb of 294' per NM to 500.
**Rwy 6,** 300-1½ or std. w/min. climb of 263' per NM to 400.
**Rwy 19,** 600-2¼ or std. w/min. climb of 352' per NM to 700.
**Rwy 24,** 400-1¾ or std. w/min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE:
**Rwy 1,** climbing right turn heading 040° to 900 before proceeding on course.
**Rwy 6,** climbing left turn heading 040° to 900 before proceeding on course.
**Rwy 19,** climb heading 195° to 900 then climbing right turn on BWZ VORTAC R-104 to 2000 before proceeding on course.
**Rwy 24,** climb heading 240° to 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 1,** building, poles, and trees beginning 198' from DER, 147' left of centerline, up to 77' AGL/86' MSL.
Building, poles, and trees beginning 906' from DER, 135' right of centerline, up to 65' AGL/74' MSL.
Tree 1771' from DER, on centerline, 49' AGL/58' MSL.
Buildings and trees beginning 4753' from DER, 127' left of centerline, up to 146' AGL/265' MSL.
Building 5903' from DER, 1521' left of centerline, 160' AGL/224' MSL.
Buildings beginning 1.5 NM from DER, 320' right of centerline, up to 206' AGL/285' MSL.
Buildings beginning 1.8 NM from DER, 752' right of centerline, up to 249' AGL/314' MSL.
**Rwy 6,** signs beginning 20' from DER, 308' left of centerline, 1' AGL/8' MSL.
Buildings, poles, trees, and sign beginning 26' from DER, 145' right of centerline, up to 44' AGL/53' MSL.
Buildings and poles beginning 195' from DER, 297' left of centerline, up to 42' AGL/51' MSL.
Vehicles on road beginning 274' from DER, left and right of centerline, up to 15' AGL/23' MSL.
Buildings, poles, trees, and signs beginning 434' from DER, 7' left of centerline, up to 104' AGL/115' MSL.
Buildings and trees beginning 1216' from DER, 57' right of centerline, up to 100' AGL/139' MSL.
Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL.
**Rwy 19,** vehicles on road beginning 12' from DER, left and right of centerline, up to 15' AGL/21' MSL.
Trees beginning 67' from DER, 373' left of centerline, up to 72' AGL/79' MSL.
Buildings, fence, poles, and trees beginning 186' from DER, 40' right of centerline, up to 89' AGL/98' MSL.
Localizer antenna 598' from DER, on centerline, 29' AGL/34' MSL.
Trees beginning 795' from DER, left and right of centerline, up to 88' AGL/109' MSL.
Towers and antennas beginning 1.1 NM from DER, 1370' right of centerline, up to 243' AGL/246' MSL.
Monuments 1.7 NM from DER, 1331' right of centerline, up to 287' AGL/299' MSL.
Towers and antennas beginning 1.9 NM from DER, 1643' right of centerline, up to 500' AGL/510' MSL.
**Rwy 24,** structures and trees beginning 26' from DER, 214' left of centerline, up to 67' AGL/76' MSL.
Pole and trees beginning 249' from DER, 100' right of centerline, up to 54' AGL/103' MSL.
Buildings, poles, sign, and trees beginning 2724' from DER, 536' right of centerline, up to 83' AGL/272' MSL.
Trees beginning 5264' from DER, 1915' right of centerline, up to 100' AGL/309' MSL.
Trees beginning 1.3 NM from DER, 1744' right of centerline, up to 88' AGL/217' MSL.

**TICONDEROGA, NY**

TICONDEROGA MUNI (4B6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:
**Rwy 2,** std. w/min. climb of 223' per NM to 5300, or 2800-3 for VCOA.
**Rwy 20,** std. w/min. climb of 346' per NM to 1700, or 2800-3 for VCOA.

DEPARTURE PROCEDURE:
**Rwy 2,** climb on a heading between 029° CW to 197° from DER.
**Rwy 20,** climb on a heading between 018° CW to 198° from DER.

VCOA:
**All runways,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ticonderoga Muni at or above 2900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 2,** sign 18' from DER, 118' left of centerline, 1' AGL/266' MSL.
Tree 33' from DER, 279' right of centerline, 300' MSL.
Trees beginning 40' from DER, 186' right of centerline, up to 43' AGL/302' MSL.
Trees beginning 131' from DER, 23' right of centerline, up to 320' MSL.
Tree 653' from DER, 63' left of centerline, 284' MSL.
Trees beginning 717' from DER, 239' left of centerline, up to 286' MSL.
Trees beginning 759' from DER, 431' left of centerline, up to 90' AGL/289' MSL.

**CON'T**



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**TICONDEROGA, NY (CON'T)**

TICONDEROGA MUNI (4B6) (CON'T)

**Rwy 2 (CON'T),** tree 1068' from DER, 201' left of centerline, 292' MSL.
**Rwy 20,** tree 54' from DER, 262' left of centerline, 41' AGL/305' MSL.
Trees beginning 74' from DER, 256' left of centerline, up to 318' MSL.
Terrain 148' from DER, 185' right of centerline, 280' MSL.
Terrain beginning 190' from DER, 362' right of centerline, up to 282' MSL.
Trees beginning 331' from DER, 346' left of centerline, up to 328' MSL.
Terrain beginning 382' from DER, 317' right of centerline, up to 286' MSL.
Terrain beginning 503' from DER, 215' right of centerline, up to 288' MSL.
Terrain 541' from DER, 396' right of centerline, 289' MSL.
Terrain 607' from DER, 285' right of centerline, 290' MSL.
Terrain beginning 737' from DER, 213' right of centerline, up to 294' MSL.
Trees beginning 872' from DER, 173' left of centerline, up to 331' MSL.
Terrain 934' from DER, 303' right of centerline, 298' MSL.
Terrain 968' from DER, 221' right of centerline, 299' MSL.
Terrain 1022' from DER, 420' right of centerline, 301' MSL.
Trees beginning 1151' from DER, 51' right of centerline, up to 23' AGL/324' MSL.
Trees beginning 1159' from DER, 286' right of centerline, up to 30' AGL/332' MSL.
Tree and terrain beginning 1165' from DER, 167' right of centerline, up to 33' AGL/333' MSL.
Trees beginning 1400' from DER, 548' left of centerline, up to 341' MSL.
Tree 1603' from DER, 708' right of centerline, 47' AGL/340' MSL.
Trees beginning 1618' from DER, 676' left of centerline, up to 357' MSL.
Trees beginning 1681' from DER, 288' left of centerline, up to 100' AGL/359' MSL.
Trees beginning 1827' from DER, 95' left of centerline, up to 104' AGL/365' MSL.
Trees beginning 2953' from DER, 18' left of centerline, up to 374' MSL.
Trees beginning 2956' from DER, 100' right of centerline, up to 357' MSL.
Trees beginning 3379' from DER, 133' right of centerline, up to 364' MSL.
Tree 3720' from DER, 375' right of centerline, 368' MSL.
Trees beginning 3758' from DER, 105' left of centerline, up to 383' MSL.
Trees beginning 3938' from DER, 39' right of centerline, up to 384' MSL.
Trees beginning 4019' from DER, 126' left of centerline, up to 401' MSL.
Tree 4250' from DER, 552' right of centerline, 69' AGL/385' MSL.
Trees beginning 4482' from DER, 178' right of centerline, up to 86' AGL/404' MSL.
Tree 4595' from DER, 161' right of centerline, 91' AGL/405' MSL.

**TOMS RIVER, NJ**

OCEAN COUNTY (MJX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14, 32,** NA.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** trees beginning 67' from DER, 268' left of centerline, up to 44' AGL/109' MSL.
Trees beginning 179' from DER, 510' right of centerline, up to 53' AGL/122' MSL.
Trees beginning 525' from DER, 1' left of centerline, up to 62' AGL/121' MSL.
Trees beginning 766' from DER, 65' right of centerline, up to 67' AGL/146' MSL.
**Rwy 24,** terrain 52' from DER, 438' right of centerline, up to 77' MSL.
Trees beginning 1078' from DER, 98' left of centerline, up to 24' AGL/108' MSL.
Trees beginning 1333' from DER, 494' right of centerline, up to 37' AGL/120' MSL.

**TRENTON, NJ**

TRENTON MERCER (TTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** trees beginning 546' from DER, 546' right of centerline, up to 100' AGL/224' MSL.
Vehicles on road beginning 719' from DER, left and right of centerline, up to 15' AGL/214' MSL.
Trees beginning 1068' from DER, 13' right of centerline, up to 100' AGL/275' MSL.
Trees beginning 1093' from DER, 290' left of centerline, up to 100' AGL/319' MSL.
Trees and poles beginning 1972' from DER, 3' left of centerline, up to 100' AGL/332' MSL.
Trees and tower beginning 2115' from DER, 5' right of centerline, up to 100' AGL/273' MSL.
**Rwy 16,** trees beginning 56' from DER, 375' left of centerline, up to 69' AGL/236' MSL.
Railroad cars beginning 415' from DER, left and right of centerline, up to 26' AGL/186' MSL.
Trees beginning 582' from DER, 71' right of centerline, up to 68' AGL/228' MSL.
Trees beginning 1462' from DER, 127' left of centerline, up to 85' AGL/238' MSL.
**Rwy 24,** pole, building and vehicle beginning 41' from DER, 22' left of centerline, up to 32' AGL/185' MSL.
Trees beginning 1844' from DER, 279' left of centerline, up to 103' AGL/271' MSL.
Trees beginning 3232' from DER, 836' right of centerline, up to 119' AGL/256' MSL.
**Rwy 34**, trees beginning 155' from DER, 303' right of centerline, up to 78' AGL/250' MSL.
Trees beginning 340' from DER, 333' left of centerline, up to 68' AGL/250' MSL.
Trees beginning 1412' from DER, 706' right of centerline, up to 100' AGL/319' MSL.

**VINELAND, NJ**

KROELINGER (29N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 16AUG18 (18228) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10,** 300-1 or standard w/ min. climb of 285' per NM to 400.

**Rwys 28,** 300-1.

**WATERTOWN, NY**

WATERTOWN INTL (ART)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

**Rwy 7,** 300-1⅜ or std. w/min. climb of 270' per NM to 600.

**Rwy 10,** 300-1½ w/min. climb of 220' per NM to 3000, or std. w/min. climb of 315' per NM to 600, or 1000-2½ with VCOA.

VCOA:

**Rwy 10,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Watertown Intl Airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** vehicle on road 539' from DER, 532' left of centerline, 341' MSL.
Trees beginning 787' from DER, 493' right of centerline, up to 55' AGL/378' MSL.
Tree 817' from DER, 408' left of centerline, 43' AGL/363' MSL.
Trees beginning 886' from DER, 478' left of centerline, up to 63' AGL/380' MSL.
Tree 1024' from DER, 665' right of centerline, 63' AGL/386' MSL.
Trees beginning 1092' from DER, 96' right of centerline, up to 387' MSL.
Tree 2506' from DER, 248' right of centerline, 81' AGL/399' MSL.
Trees beginning 4386' from DER, 699' left of centerline, 100' AGL/479' MSL.
Trees beginning 5223' from DER, 262' left of centerline, up to 100' AGL/499' MSL.
Trees beginning 1 nm from DER, 260' left of centerline, up to 100' AGL/509' MSL.
Tree 1.1 NM from DER, 208' left of centerline, 100' AGL/519' MSL.
Tree 1.3 NM from DER, 680' left of centerline, 100' AGL/559' MSL.
**Rwy 10,** vehicle on road 211' from DER, 526' left of centerline, 345' MSL.
Trees beginning 380' from DER, 563' left of centerline, up to 363' MSL.
Trees beginning 495' from DER, 396' right of centerline, up to 60' AGL/388' MSL.
Tree 1239' from DER, 671' left of centerline, 367' MSL.
Tree 1250' from DER, 789' left of centerline, 371' MSL.
Trees beginning 1410' from DER, 733' left of centerline, up to 392' MSL.
Trees beginning 2011' from DER, 811' right of centerline, up to 389' MSL.
Trees beginning 2134' from DER, 913' right of centerline, up to 394' MSL.
Trees beginning 2146' from DER, 797' right of centerline, up to 403' MSL.
Trees beginning 2439' from DER, 839' right of centerline, up to 404' MSL.
Tree 2515' from DER, 905' right of centerline, 407' MSL.
Tree 2553' from DER, 1150' right of centerline, 409' MSL.
Tree 2568' from DER, 996' right of centerline, 412' MSL.
Trees beginning 2652' from DER, 541' right of centerline, up to 414' MSL.
Trees beginning 2826' from DER, 635' right of centerline, up to 416' MSL.
Trees beginning 2973' from DER, 317' right of centerline, up to 425' MSL.
Tree 2991' from DER, 256' left of centerline, 72' AGL/407' MSL.
Tree 3034' from DER, 620' left of centerline, 410' MSL.
Tree 3051' from DER, 932' left of centerline, 419' MSL.
Tree 3982' from DER, 1388' right of centerline, 438' MSL.
Tree 4022' from DER, 1564' right of centerline, 482' MSL.
Trees beginning 4141' from DER, 960' right of centerline, up to 487' MSL.
Trees beginning 4480' from DER, 877' right of centerline, up to 491' MSL.
Trees beginning 4779' from DER, 966' right of centerline, up to 496' MSL.
Tree 4860' from DER, 1676' right of centerline, 513' MSL.
Trees beginning 4871' from DER, 863' right of centerline, up to 515' MSL.
Trees beginning 4966' from DER, 724' right of centerline, up to 65' AGL/520' MSL.
Trees and poles beginning 5048' from DER, 574' right of centerline, up to 72' AGL/529' MSL.
**Rwy 28**, tree 919' from DER, 356' right of centerline, 42' AGL/341' MSL.
Tree 1582' from DER, 786' left of centerline, 66' AGL/359' MSL.
Tree 1592' from DER, 331' left of centerline, 66' AGL/360' MSL.
Tree 1863' from DER, 988' left of centerline, 75' AGL/370' MSL.
Trees beginning 2572' from DER, 871' left of centerline, up to 381' MSL.
Trees beginning 2704' from DER, 622' left of centerline, up to 102' AGL/390' MSL.

**WEEDSPORT, NY**

WHITFORDS (B16)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

**Rwys 10, 28,** 300-1.

**WELLSVILLE, NY**

WELLSVILLE MUNI - TARANTINE FIELD (ELZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 31DEC20 (20366) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** terrain 3' from DER, 4' right of centerline, 2100' MSL.
Sign 21' from DER, 186' left of centerline, 3' AGL/2102' MSL.
Tree 493' from DER, 500' left of centerline, 50' AGL/2121' MSL.
**Rwy 28,** wall, terrain, lighting beginning abeam DER, 62' left of centerline, up to 7' AGL/2132' MSL.
Lighting 12' from DER, 61' right of centerline, 3' AGL/2124' MSL.
Vehicles on road 14' from DER, 455' left of centerline, 2137' MSL.
Antenna 113' from DER, 253' right of centerline, 24' AGL/2126' MSL.
Tree 624' from DER, 447' left of centerline, 2160' MSL.
Trees beginning 753' from DER, 669' left of centerline, up to 2170' MSL.

**WEST CREEK, NJ**

EAGLES NEST (31E)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14,** 300-1 or std. w/min. climb of 470' per NM to 400.

DEPARTURE PROCEDURE:

**Rwy 14,** climb heading 146° to 600 before turning right.
**Rwy 32**, climb heading 326° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** trees beginning 35' from DER, 35' left of centerline, up to 100' AGL/146' MSL.
Trees beginning 118' from DER, 127' right of centerline, up to 100' AGL/133' MSL.
Trees beginning 752' from DER, 31' left of centerline, up to 100' AGL/150' MSL.
Trees beginning 836' from DER, 20' right of centerline, up to 100' AGL/140' MSL.
Trees beginning 2692' from DER, 27' right of centerline, up to 100' AGL/146' MSL.
Trees beginning 2946' from DER, 28' left of centerline, up to 100' AGL/153' MSL.
Tower and trees beginning 3961' from DER, 82' right of centerline, up to 234' AGL/270' MSL.
**Rwy 32,** trees beginning 48' from DER, 320' right of centerline, up to 100' AGL/130' MSL.
Tree 133' from DER, 442' left of centerline, 100' AGL/127' MSL.
Trees beginning 343' from DER, 5' left of centerline, up to 100' AGL/130' MSL.
Trees beginning 427' from DER, 50' right of centerline, up to 100' AGL/133' MSL.
Trees beginning 850' from DER, 112' left of centerline, up to 100' AGL/133' MSL.
Trees beginning 1186' from DER, 106' right of centerline, up to 100' AGL/137' MSL.
Trees beginning 1271' from DER, 1' left of centerline, up to 100' AGL/137' MSL.
Trees beginning 1397' from DER, 54' right of centerline, up to 100' AGL/143' MSL.
Trees beginning 3126' from DER, 2' right of centerline, up to 100' AGL/146' MSL.
Trees beginning 4476' from DER, 1532' right of centerline, up to 100' AGL/150' MSL.

**WEST MILFORD, NJ**

GREENWOOD LAKE (4N1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09FEB12 (12040) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6,** std. w/min. climb of 260' per NM to 1700; or, 1300 - 2½ for climb in visual conditions.
**Rwy 24,** 500 - 2½ ;or, 1300 - 2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 6,** climb heading 061° to 1700 before proceeding on course, or for climb in visual conditions: cross Greenwood Lake Airport at or above 1900' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
**Rwy 24,** climb heading 241° to 1800 before proceeding on course, or for climb in visual conditions: cross Greenwood Lake Airport at or above 1900' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** trees beginning 18' from DER, across centerline, up to 100' AGL/1284' MSL.
**Rwy 24,** trees beginning 3' from DER, across centerline, up to 100' AGL/1191' MSL.


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**WESTHAMPTON BEACH, NY**
FRANCIS S. GABRESKI (FOK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31MAY12 (12152) (FAA)
TAKEOFF MINIMUMS:
**Rwy 6**, 300-1¾ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** terrain and trees beginning 6' from DER, 129' left of centerline, up to 33' AGL/107' MSL.
Trees beginning 1007' from DER, 677' right of centerline, up to 29' AGL/98' MSL.
**Rwy 6,** trees 1285' from DER, 720' left of centerline, up to 36' AGL/105' MSL.
Pole 2027' from DER, 987' right of centerline, 85' AGL/161' MSL.
Transmission line tower 1.3 NM from DER, 2432' left of centerline, 71' AGL/301' MSL.
**Rwy 15,** trees beginning 1053' from DER, 496' left of centerline, up to 50' AGL/79' MSL.
Trees beginning 977' from DER, 204' right of centerline, up to 51' AGL/90' MSL.
**Rwy 19,** poles, buildings, and trees beginning 270' from DER, 219' left of centerline, up to 57' AGL/88' MSL.
Trees 6' from DER, 358' right of centerline, up to 17' AGL/66' MSL.
**Rwy 24,** sign, building, and trees beginning 37' from DER, 251' left of centerline, up to 75' AGL/115' MSL.
Bushes and trees beginning 6' from DER, 299' right of centerline, up to 12' AGL/61' MSL.
**Rwy 33,** terrain beginning 53' from DER, 407' left of centerline, up to 67' MSL.
Terrain, runway end identifier light, and trees beginning 52' from DER, 97' right of centerline, up to 29' AGL/103' MSL.

**WHEELER-SACK AAF (KGTB)**
FORT DRUM, NY
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 25FEB21 (21056) (USA)
TAKEOFF MINIMUMS:
**Rwy 15,** std. w/ min. climb of 250' per NM to 3100.
**Rwy 21,** 1100-3 or std. w/ min. climb of 260' per NM to 3100.
**Rwy 26,** 1000-1¾ or std. w/ min. climb of 240' per NM to 2500.
DEPARTURE PROCEDURE:
**Rwy 26,** climb hdg 263° to 1400 before turning left.
TAKEOFF OBSTACLE NOTES:
**Rwy 3,** trees 2467' from DER, 896' left of cntrln, 100' AGL/759' MSL.
**Rwy 8,** trees 441' from DER, 524' right of cntrln, 62' AGL/747' MSL.
Trees 1887' from DER, 125' right of cntrln, 62' AGL/747' MSL.
Fence line 314' from DER, 367' right of cntrln, 11' AGL/696' MSL.
**Rwy 15,** trees 1402' from DER, 535' left of cntrln, 60' AGL/747' MSL.
**Rwy 26,** trees 1293' from DER, 614' right of cntrln, 42' AGL/717' MSL.
Trees 186' from DER, 463' right of cntrln, 13' AGL/688' MSL.
**Rwy 33,** trees 1224' from DER, 609' right of cntrln, 47' AGL/710' MSL.

**WHITE PLAINS, NY**
WESTCHESTER COUNTY (HPN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 22JUN17 (17173) (FAA)
TAKEOFF MINIMUMS:
**Rwy 29,** 300-1½ or std. w/ min. climb of 235' per NM to 700, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
TAKEOFF OBSTACLE NOTES:
**Rwy 11,** sign 22' from DER, 176' left of centerline, 3' AGL/390' MSL.
Vehicles on road 68' from DER, 167' right of centerline, 390' MSL.
Trees beginning 107' from DER, 379' right of centerline, up to 450' MSL.
Terrain 140' from DER, 248' left of centerline, 392' MSL.
Tree 148' from DER, 511' left of centerline, 472' MSL.
Trees beginning 164' from DER, 78' left of centerline, up to 77' AGL/477' MSL.
Trees beginning 187' from DER, 378' right of centerline, up to 77' AGL/468' MSL.
Trees beginning 379' from DER, 553' right of centerline, up to 99' AGL/482' MSL.
Trees beginning 411' from DER, 6' right of centerline, up to 101' AGL/484' MSL.
Trees beginning 484' from DER, 12' left of centerline, up to 96' AGL/491' MSL.
Tree and building beginning 589' from DER, 98' left of centerline, up to 499' MSL.
Tree and building beginning 599' from DER, 33' left of centerline, up to 104' AGL/502' MSL.
Tree and building beginning 651' from DER, 3' right of centerline, up to 111' AGL/493' MSL.
Trees beginning 703' from DER, 19' left of centerline, up to 507' MSL.
Tree, building, and pole beginning 760' from DER, 4' left of centerline, up to 113' AGL/523' MSL.
Tree 1083' from DER, 666' left of centerline, 526' MSL.
Tree 1099' from DER, 733' left of centerline, 79' AGL/528' MSL.
Tree, building, pole, and flagpole beginning 1100' from DER, 26' left of centerline, up to 530' MSL.
Trees beginning 1434' from DER, 10' left of centerline, up to 87' AGL/532' MSL.
**CON'T**



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**WHITE PLAINS, NY (CON'T)**

WESTCHESTER COUNTY (HPN) (CON'T)

**Rwy 16,** taxiway light 131' from DER, 499' left of centerline, 1' AGL/384' MSL.
Terrain 273' from DER, 515' left of centerline, 387' MSL.
Trees beginning 999' from DER, 171' left of centerline, up to 109' AGL/436' MSL.
Tree 1096' from DER, 663' right of centerline, 86' AGL/425' MSL.
Trees beginning 1098' from DER, 226' right of centerline, up to 112' AGL/454' MSL.
Building 3433' from DER, 604' left of centerline, 60' AGL/467' MSL.
**Rwy 29,** tree and REIL beginning 6' from DER, 115' right of centerline, up to 17' AGL/407' MSL.
Tree and pole beginning 22' from DER, 174' right of centerline, up to 23' AGL/416' MSL.
Sign 24' from DER, 252' left of centerline, 3' AGL/398' MSL.
Tree and pole beginning 198' from DER, 478' right of centerline, up to 57' AGL/435' MSL.
Tree 231' from DER, 522' right of centerline, 444' MSL.
Tree 255' from DER, 503' left of centerline, 425' MSL.
Tree and pole beginning 273' from DER, on centerline, up to 80' AGL/452' MSL.
Tree 364' from DER, 462' left of centerline, 433' MSL.
Trees beginning 396' from DER, 226' left of centerline, up to 477' MSL.
Tree 458' from DER, 467' left of centerline, 113' AGL/486' MSL.
Trees beginning 459' from DER, 1' left of centerline, up to 113' AGL/491' MSL.
Tree and pole beginning 771' from DER, 3' left of centerline, up to 98' AGL/494' MSL.
Tree 1562' from DER, 895' left of centerline, 495' MSL.
Trees beginning 1584' from DER, 495' left of centerline, up to 106' AGL/502' MSL.
Tree 1888' from DER, 884' left of centerline, 510' MSL.
Trees beginning 1890' from DER, 504' left of centerline, up to 98' AGL/511' MSL.
Trees beginning 2018' from DER, 485' left of centerline, up to 102' AGL/515' MSL.
Tree 1.1 NM from DER, 878' right of centerline, 86' AGL/600' MSL.
Tree and tank beginning 1.1 NM from DER, 733' right of centerline, up to 602' MSL.
Tree, tower, and tank beginning 1.1 NM from DER, 681' right of centerline, up to 96' AGL/603' MSL.
**Rwy 34,** pole 167' from DER, 282' right of centerline, 26' AGL/456' MSL.
Trees beginning 812' from DER, 298' left of centerline, up to 102' AGL/518' MSL.
Trees beginning 1792' from DER, 719' right of centerline, up to 91' AGL/499' MSL.
Trees beginning 2000' from DER, 751' right of centerline, up to 104' AGL/509' MSL.

**WILDWOOD, NJ**

CAPE MAY COUNTY (WWD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:
**Rwy 10,** 300-1⅛ or std. w/ min. climb of 260' per NM to 500.
DEPARTURE PROCEDURE:
**Rwy 19,** climb on heading 190° to 700 before turning left.
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** fence beginning 7' from DER, 497' left of centerline, up to 23' MSL.
Fence 52' from DER, 484' right of centerline, 23' MSL.
Vehicle on roadway, fence beginning 118' from DER, 26' right of centerline, up to 30' MSL.
Vehicle on roadway beginning 285' from DER, 21' left of centerline, up to 28' MSL.
Trees beginning 624' from DER, 44' left of centerline, up to 87' MSL.
Tree 886' from DER, 87' right of centerline, 36' AGL/47' MSL.
Tree 994' from DER, 507' right of centerline, 54' MSL.
Tree 1218' from DER, 614' right of centerline, 64' MSL.
Trees beginning 1384' from DER, 100' right of centerline, up to 67' MSL.
Tree 3246' from DER, 1085' right of centerline, 98' MSL.
**Rwy 10,** tree, fence beginning 42' from DER, 255' left of centerline, up to 34' AGL/47' MSL.
Trees beginning 131' from DER, 405' right of centerline, up to 24' MSL.
Tree 361' from DER, 482' left of centerline, 50' AGL/69' MSL.
Trees beginning 546' from DER, 498' right of centerline, up to 57' AGL/77' MSL.
Trees beginning 853' from DER, 13' left of centerline, up to 77' MSL.
Trees beginning 989' from DER, 104' right of centerline, up to 78' MSL.
Trees beginning 1517' from DER, 91' right of centerline, up to 86' MSL.
Tree 1806' from DER, 827' left of centerline, 78' MSL.
Trees beginning 1920' from DER, 405' right of centerline, up to 87' MSL.
Trees beginning 2017' from DER, 517' left of centerline, up to 87' MSL.
Trees beginning 2363' from DER, 533' left of centerline, up to 90' MSL.
Trees beginning 2391' from DER, 101' left of centerline, up to 95' MSL.
Trees beginning 2621' from DER, 433' left of centerline, up to 101' MSL.
Trees beginning 2670' from DER, 487' right of centerline, up to 94' MSL.
Trees beginning 2807' from DER, 470' right of centerline, up to 96' MSL.
**Rwy 19,** tree 63' from DER, 465' right of centerline, 31' MSL.
Pole 564' from DER, 610' right of centerline, 44' MSL.
Tree 761' from DER, 636' right of centerline, 45' AGL/65' MSL.
Trees beginning 791' from DER, 53' left of centerline, up to 20' AGL/43' MSL.
**CON'T**


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**WILDWOOD, NJ (CON'T)**

CAPE MAY COUNTY (WWD) (CON'T)

**Rwy 18 (CON'T),** tree 822' from DER, 176' left of centerline, 23' AGL/44' MSL.
Tree 826' from DER, 476' right of centerline, 49' AGL/69' MSL.
Tree 833' from DER, 57' left of centerline, 25' AGL/48' MSL.
Tree 851' from DER, 32' left of centerline, 27' AGL/51' MSL.
Trees beginning 855' from DER, 11' right of centerline, up to 76' MSL.
Trees beginning 903' from DER, 8' left of centerline, up to 62' MSL.
Trees beginning 1087' from DER, 15' left of centerline, up to 76' MSL.
Trees beginning 1194' from DER, 5' right of centerline, up to 77' MSL.
Trees beginning 1287' from DER, 27' right of centerline, up to 86' MSL.
Tree 1400' from DER, 677' left of centerline, 79' MSL.
Trees beginning 1400' from DER, 82' left of centerline, up to 56' AGL/80' MSL.
Trees beginning 1433' from DER, 16' right of centerline, up to 87' MSL.
Trees beginning 1443' from DER, 1' left of centerline, up to 84' MSL.
Trees beginning 1560' from DER, 142' left of centerline, up to 87' MSL.
Trees beginning 1564' from DER, 50' right of centerline, up to 91' MSL.
Trees beginning 1918' from DER, 292' right of centerline, up to 92' MSL.
Trees beginning 2299' from DER, 112' left of centerline, up to 71' AGL/90' MSL.
Trees beginning 2338' from DER, 49' left of centerline, up to 93' MSL.
Trees beginning 2403' from DER, 256' right of centerline, up to 73' AGL/94' MSL.
Trees beginning 2426' from DER, 212' right of centerline, up to 74' AGL/95' MSL.
Trees beginning 2445' from DER, 7' right of centerline, up to 76' AGL/97' MSL.
Tree 2476' from DER, 470' left of centerline, 101' MSL.
Trees beginning 2521' from DER, 137' left of centerline, up to 102' MSL.
Tree 3030' from DER, 979' right of centerline, 103' MSL.
**Rwy 28,** fence, tree beginning 17' from DER, 312' right of centerline, up to 24' MSL.
Trees beginning 43' from DER, 451' left of centerline, up to 64' AGL/76' MSL.
Tree, fence beginning 86' from DER, 282' right of centerline, up to 34' AGL/47' MSL.
Trees beginning 125' from DER, 481' left of centerline, up to 86' MSL.
Tree 474' from DER, 494' right of centerline, 82' MSL.
Trees beginning 696' from DER, 510' right of centerline, up to 86' MSL.
Trees beginning 1208' from DER, 503' left of centerline, up to 91' MSL.
Trees beginning 1236' from DER, 219' right of centerline, up to 78' AGL/88' MSL.
Trees beginning 1593' from DER, 38' left of centerline, up to 96' MSL.
Trees beginning 2101' from DER, 368' right of centerline, up to 89' MSL.
Trees beginning 2756' from DER, 75' right of centerline, up to 93' MSL.
Tree 3232' from DER, 1313' left of centerline, 100' MSL.
Antenna 3860' from DER, 1035' left of centerline, 102' AGL/120' MSL.

**WILLIAMSON/SODUS, NY**

WILLIAMSON-SODUS (SDC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31JUL08 (08213) (FAA)

TAKEOFF MINIMUMS:
**Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

TAKEOFF OBSTACLE NOTES:
**Rwy 10,** trees beginning 26' from DER, 296' right of centerline, up to 76' AGL/625' MSL.
Trees beginning 257' from DER, 310' left of centerline, up to 56' AGL/655' MSL.
Vehicles on roadway, 339' from DER, 377' right of centerline, 15' AGL/451' MSL.
Pole 360' from DER, 122' left of centerline, 29' AGL/448' MSL.
Pole 362' from DER, 85' right of centerline, 31' AGL/450' MSL.
Silo 409' from DER, 466' left of centerline, 40' AGL/459' MSL.
Antenna 1.5 NM from DER, 662' left of centerline, 100' AGL/659' MSL.
Antenna 1.6 NM from DER, 400' left of centerline, 106' AGL/715' MSL.
**Rwy 28,** trees beginning abeam DER, 188' left of centerline, up to 110' AGL/549' MSL.
Trees beginning 72' from DER, 266' right of centerline, up to 93' AGL/522' MSL.
Building 204' from DER, 271' right of centerline, 12' AGL/441' MSL.
Fence 312' from DER, 59' left of centerline, 6' AGL/435' MSL.
Pole 338' from DER, 271' left of centerline, 32' AGL/461' MSL.
Vehicles on roadway 357' from DER, 382' left of centerline, 15' AGL/460' MSL.
Building 497' from DER, 339' left of centerline, 21' AGL/450' MSL.


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**WOODBINE, NJ**

WOODBINE MUNI (OBI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 27AUG09 (09239) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL.
Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL.
Train 387' from DER, 596' left of centerline up to 23' AGL/57' MSL.
**Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL.
Trees beginning 2395' from DER, 865' right of centerline up to 100' AGL/134' MSL.
**Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL.
Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL.
**Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL.
Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL.
Railroad 900' from DER left to right 23' AGL/63' MSL.

**WURTSBORO, NY**

WURTSBORO-SULLIVAN COUNTY (N82)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 06DEC18 (18340) (FAA)

TAKEOFF MINIMUMS:

**Rwys 5, 9, 14, 18, 27, 32, 36,** NA – Obstacles.
**Rwy 23,** std. w/min. climb of 365' per NM to 1900 or 2000-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 23,** climb heading 228° to 2100 before proceeding on course.

VCOA:

**Rwy 23**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Wurtsboro-Sullivan County airport at or above 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 23,** terrain 32' from DER, 187' right of centerline, 549' MSL.
Tree, pole beginning 80' from DER, 20' left of centerline, up to 650' MSL.
Tree 125' from DER, 87' right of centerline, 567' MSL.
Tree 160' from DER, 210' right of centerline, 576' MSL.
Trees beginning 169' from DER, 352' right of centerline, up to 641' MSL.
Tree, building, pole beginning 224' from DER, 526' right of centerline, up to 648' MSL.
Trees beginning 2527' from DER, 583' right of centerline, up to 662' MSL.
Trees beginning 3392' from DER, 490' right of centerline, up to 664' MSL.
Trees beginning 3590' from DER, 451' right of centerline, up to 669' MSL.
Trees beginning 3755' from DER, 1192' right of centerline, up to 680' MSL.
Tree 3938' from DER, 1364' right of centerline, 686' MSL.
Trees beginning 3951' from DER, 1215' right of centerline, up to 689' MSL.
Trees beginning 4510' from DER, 1411' right of centerline, up to 693' MSL.
Tree 4795' from DER, 1738' right of centerline, 709' MSL.
Trees beginning 4801' from DER, 1371' right of centerline, up to 100' AGL/727' MSL.
Trees beginning 5694' from DER, 1749' right of centerline, up to 100' AGL/783' MSL.
Trees beginning 1 NM from DER, 1818' right of centerline, up to 784' MSL.
Trees beginning 1 NM from DER, 1962' right of centerline, up to 100' AGL/793' MSL.
Trees beginning 1.5 NM from DER, 2627' right of centerline, up to 793' MSL.
Trees beginning 1.5 NM from DER, 2731' right of centerline, up to 811' MSL.
Trees beginning 1.5 NM from DER, 2958' right of centerline, up to 820' MSL.
Trees beginning 1.6 NM from DER, 2781' right of centerline, up to 100' AGL/852' MSL.
Trees beginning 1.6 NM from DER, 2966' right of centerline, up to 100' AGL/858' MSL.
Trees beginning 1.6 NM from DER, 2789' right of centerline, up to 100' AGL/904' MSL.
Trees beginning 1.7 NM from DER, 2796' right of centerline, up to 100' AGL/931' MSL.
Trees beginning 1.7 NM from DER, 2804' right of centerline, up to 100' AGL/957' MSL.
Tree 2 NM from DER, 3823' left of centerline, 885' MSL.
Tree 2 NM from DER, 3807' left of centerline, 891' MSL.
Tree 2.1 NM from DER, 3818' left of centerline, 899' MSL.
Trees beginning 2.1 NM from DER, 3875' left of centerline, up to 928' MSL.
Tree 2.3 NM from DER, 4245' left of centerline, 100' AGL/940' MSL.
Trees beginning 2.3 NM from DER, 3606' right of centerline, up to 100' AGL/960' MSL.
Trees beginning 2.4 NM from DER, 4052' left of centerline, up to 100' AGL/980' MSL.
Trees beginning 2.4 NM from DER, 4044' left of centerline, up to 100' AGL/1039' MSL.


NE-2, 25 FEB 2021 to 22 APR 2021

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS |
|---|---|

**ALBANY, NY**
ALBANY INTL (ALB)……**ILS or LOC Rwy 1[1]**
**ILS or LOC Rwy 19[2]**
**RNAV (GPS) Rwy 10[3]**
**RNAV (GPS) Rwy 28[3]**
**RNAV (GPS) Y Rwy 1[3]**
**RNAV (GPS) Y Rwy 19[3]**
**VOR Rwy 28[3]**
[1]ILS, LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

**ANDOVER, NJ**
AEROFLEX-ANDOVER (12N)……**RNAV (GPS) Rwy 3**
**VOR-A**
NA when local weather not available.
Category A, 1000-2.

**ATLANTIC CITY, NJ**
ATLANTIC CITY INTL (ACY)……**ILS or LOC Rwy 13[1]**
**ILS or LOC/DME Rwy 31[1]**
**RADAR-1[2]**
**RNAV (GPS) Rwy 4[2]**
**RNAV (GPS) Y Rwy 13[2]**
**RNAV (GPS) Rwy 22[2]**
**RNAV (GPS) Y Rwy 31[2]**
**VOR/DME Rwy 22[2]**
**VOR Rwy 4[2]**
**VOR Rwy 13[2]**
**VOR Rwy 31[2]**
[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

**BELMAR/FARMINGDALE, NJ**
MONMOUTH EXECUTIVE (BLM)……**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
**VOR-A**
NA when local weather not available.

| NAME | ALTERNATE MINIMUMS |
|---|---|

**BINGHAMTON, NY**
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)……**ILS or LOC Rwy 16[1]**
**ILS or LOC Rwy 34[1]**
**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 28**
**RNAV (GPS) Rwy 34**
NA when local weather not available.
[1]NA when control tower closed.

**CALDWELL, NJ**
ESSEX COUNTY (CDW)……**RNAV (GPS) Rwy 4[1]**
**RNAV (GPS) Rwy 10[1]**
**RNAV (GPS) Rwy 22[23]**
[1]Category B, 900-2; Category C, 1000-2¾; Category D, 1300-3.
[2]Category B, 900-2; Category C, 1000-2¾.
[3]NA when local weather not available.

**CORTLAND, NY**
CORTLAND COUNTY-CHASE FIELD (N03)……**RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 24[1]**
**VOR-A[2]**
NA when local weather not available.
[1]Category C, 1100-3.
[2]Categories A, B, 1100-2, Category C, 1200-3.

**DANSVILLE, NY**
DANSVILLE MUNI (DSV)……**RNAV (GPS)-A[1]**
**RNAV (GPS) Rwy 14**
[1]NA when local weather not available.
Category A, 1300-2; Category B, 1500-2; Category C, 1500-3.


NE-2, 25 FEB 2021 to 22 APR 2021

NAME ALTERNATE MINIMUMS

**DUNKIRK, NY**

CHAUTAUQUA COUNTY/
DUNKIRK (DKK)..... **RNAV (GPS)-A[1]**
**RNAV (GPS)-B[1]**
**RNAV (GPS) Rwy 15[1]**
**RNAV (GPS) Rwy 33[2]**

NA when local weather not available.
[1]Category C, 1000-2¾; Category D, 1500-3.
[2]Categories A, B, 1200-2; Category C, 1200-3; Category D, 1500-3.

**EAST HAMPTON, NY**

EAST HAMPTON (HTO)..... **RNAV (GPS) Y Rwy 28**
Category D, 800-2½.

**ELMIRA/CORNING, NY**

ELMIRA/CORNING
RGNL (ELM)..... **ILS or LOC Rwy 6[12]**
**ILS or LOC Rwy 24[12]**
**RNAV (GPS) Rwy 6[3]**
**RNAV (GPS) Rwy 10[4]**
**RNAV (GPS) Rwy 24[5]**
**RNAV (GPS) Rwy 28[6]**

NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Categories A, B, 1200-2; Category C, 1200-3, Category D, 1400-3.
[3]Categories A, B, C, 1200-5; Category D, 1400-5.
[4]Categories A, B, 1400-2; Categories C, D, 1400-3.
[5]Categories A, B, 1200-2; Category C, 1200-3; Category D, 1300-3.
[6]Category A, 1100-2; Category B, 1200-2; Category C, 1200-3, Category D, 1400-3.

**FARMINGDALE, NY**

REPUBLIC (FRG)..... **ILS or LOC Rwy 14[12]**
**RNAV (GPS) Rwy 1**
**RNAV (GPS) Y Rwy 14**
**RNAV (GPS) Rwy 19**
**RNAV (GPS) Rwy 32**

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories C, D, 700-2.

**FULTON, NY**

OSWEGO
COUNTY (FZY)..... **RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 24**
**RNAV (GPS) Rwy 33**

NA when local weather not available.

**GLENS FALLS, NY**

FLOYD BENNETT
MEMORIAL (GFL)..... **ILS or LOC Rwy 1[1]**
**RNAV (GPS) Rwy 1[24]**
**RNAV (GPS) Rwy 19[34]**
**RNAV (GPS) Rwy 30[2]**

[1]LOC, Category D, 1200-3.
[2]Category D, 1700-3.
[3]Category D, 1100-3.
[4]NA when local weather not available.

**ITHACA, NY**

ITHACA TOMPKINS
INTL (ITH)..... **ILS or LOC Rwy 32[123]**
**RNAV (GPS) Y Rwy 14[14]**
**RNAV (GPS) Z Rwy 14[1]**
**RNAV (GPS) Rwy 32[5]**

[1]NA when local weather not available.
[2]NA when tower closed.
[3]LOC, Categories A, B, 1100-2; Category C, 1100-3; Category D, 1400-3.
[4]Category D, 800-2¼.
[5]Categories A, B, 1300-2; Categories C, D, 1300-3.

**JAMESTOWN, NY**

CHAUTAUQUA COUNTY/
JAMESTOWN (JHW)..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**

NA when local weather not available.

**MASSENA, NY**

MASSENA INTL-RICHARDS
FIELD (MSS)..... **RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 27**

Category D, 800-2¼.

**MILLVILLE, NJ**

MILLVILLE MUNI (MIV)..... **ILS or LOC Rwy 10[1]**
**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 14**
**VOR-A**

NA when local weather not available.
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2¾, Category D, 900-3.

**MONTGOMERY, NY**

ORANGE
COUNTY (MGJ)..... **RNAV (GPS) Rwy 4[1]**
**RNAV (GPS) Rwy 8[2]**
**RNAV (GPS) Rwy 22[3]**
**RNAV (GPS) Rwy 26[3]**
**VOR Rwy 8[3]**

[1]Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2¾.
[2]Categories A, B, 800-2½; Category C, 900-2½; Category D, 900-2¾.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**MONTICELLO, NY**
SULLIVAN COUNTY
INTL (MSV)……**ILS or LOC Rwy 15**[12]
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
NA when local weather not available.
[1]NA when MSV ACTC closed.
[2]LOC, Category D, 800-2½.

**MORRISTOWN, NJ**
MORRISTOWN
MUNI (MMU)……**ILS or LOC Rwy 23**[12]
**RNAV (GPS) Rwy 5**[3]
**RNAV (GPS) Z Rwy 23**[3]
NA when local weather not available.
[1]NA when tower closed.
[2]LOC, Category C, 900-2½, Category D, 1100-3.
[3]Category C, 900-2½, Category D, 1100-3.

**MOUNT HOLLY, NJ**
SOUTH JERSEY
RGNL (VAY)……**RNAV (GPS) Rwy 8**
NA when local weather not available.

**NEW YORK, NY**
JOHN F KENNEDY
INTL (JFK)……**ILS or LOC Rwy 22L**[1]
**ILS or LOC Rwy 22R**[1]
**RNAV (GPS) Z RWY 13L**[2]
**VOR or GPS Rwy 13L/R,** 1000-3
[1]NA when local weather not available.
[2]Categories A, B, C, D, 1300-4.

LAGUARDIA (LGA)……**ILS or LOC Rwy 4**[1]
**ILS or LOC Rwy 13**[1]
**ILS or LOC Rwy 22**[1]
**LDA-A**[2]
**LOC Rwy 31**[2]
**RNAV (GPS)-B**[2]
**RNAV (GPS) Rwy 13**[3]
**RNAV (GPS) Y Rwy 4**[2]
**RNAV (GPS) Y Rwy 22**[2]
**RNAV (GPS) Y Rwy 31**[2]
**VOR Rwy 4**[2]
[1]LOC, Categories C, D, 1100-3.
[2]Categories C, D, 1100-3.
[3]Category C, 1100-3; Category D, 1300-3.

LONG ISLAND
MAC ARTHUR (ISP)……**ILS or LOC Rwy 6**[124]
**ILS or LOC Rwy 24**[123]
**RNAV (GPS) Rwy 6**[14]
**RNAV (GPS) Rwy 15R**[14]
**RNAV (GPS) Rwy 24**[4]
**RNAV (GPS) Rwy 33L**[14]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]LOC, Category D, 900-2¾.
[4]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

**NEW YORK, NY (CON'T)**
NEW YORK STEWART
INTL (SWF)……**LS or LOC Rwy 9**[1]
**ILS or LOC Rwy 27**[1]
**RNAV (GPS) Rwy 9**[2]
**RNAV (GPS) Rwy 16**[2]
**RNAV (GPS) Rwy 27**[2]
**RNAV (GPS) Rwy 34**[2]
[1]ILS, Categories A, B, C, 800-2, Category D, 800-2¼; LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

**NEWARK, NJ**
NEWARK LIBERTY
INTL (EWR)……**ILS or LOC Rwy 4L**[5]
**ILS or LOC Rwy 4R**[5]
**ILS or LOC Rwy 11**[1]
**ILS or LOC Rwy 22L**[1]
**ILS or LOC Rwy 22R**[5]
**RNAV (GPS) Rwy 4L**[4]
**RNAV (GPS) Y Rwy 4R**[4]
**RNAV (GPS) Rwy 11**[2]
**RNAV (GPS) Z Rwy 22L**[4]
**RNAV (GPS) Rwy 22R**[2]
**RNAV (GPS) X Rwy 29**[4]
**VOR Rwy 11**[3]
[1]ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A, B, 1000-2; Categories C, D, 1000-3.
[4]Category B, 900-2; Category C, 900-2¾; Category D, 900-3.
[5]ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2¾; Category D, 900-3; LOC, Category B, 900-2; Category C, 900-2¾; Category D, 900-3.

**NIAGARA FALLS, NY**
NIAGARA FALLS
INTL (IAG)……**ILS Y or LOC Y Rwy 28R**[12]
**ILS Z or LOC Z Rwy 28R**[12]
**NDB Rwy 28R**[13]
**RNAV (GPS) Rwy 6**[3]
**RNAV (GPS) Rwy 10L**[3]
**RNAV (GPS) Y Rwy 24**[4]
**RNAV (GPS) Z Rwy 24**[3]
**RNAV (GPS) Rwy 28R**[3]
**TACAN Rwy 28R**[15]
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.
[5]Category D, 800-2½, Category E 800-2¾.

**OGDENSBURG, NY**
OGDENSBURG
INTL (OGS)……**RNAV (GPS) Rwy 9**
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**PENN YAN, NY**
PENN YAN (PEO)……**RNAV (GPS) Rwy 1**[1]
**RNAV (GPS) Rwy 19**[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[2]Category D, 800-2½.

**PITTSTOWN, NJ**
SKY MANOR (N40)……..…**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
**VOR Rwy 7**
NA when local weather not available.

**PLATTSBURGH, NY**
PLATTSBURGH
INTL (PBG)……**ILS or LOC Rwy 35**[1]
**RNAV (GPS) Rwy 35**[23]
[1]ILS, LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

**POTSDAM, NY**
POTSDAM MUNI/DAMON
FIELD (PTD)……..**RNAV (GPS) Rwy 24**
NA when local weather not available.

**POUGHKEEPSIE, NY**
HUDSON VALLEY
RGNL (POU)……..……**ILS or LOC Rwy 6**[12]
**RNAV (GPS) Rwy 6**[36]
**RNAV (GPS) Rwy 24**[46]
**VOR-A**[36]
**VOR Rwy 24**[56]
[1]LOC, NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.
[5]Categories C, D, 800-2½.
[6]NA when local weather not available.

**ROCHESTER, NY**
FREDERICK DOUGLASS-GREATER
ROCHESTER INTL (ROC)……**ILS or LOC Rwy 4**[3]
**ILS or LOC Rwy 22**[3]
**ILS or LOC Rwy 28**[1]
**RNAV (GPS) Rwy 4**[2]
**RNAV (GPS) Rwy 7**[2]
**RNAV (GPS) Rwy 10**[2]
**RNAV (GPS) Rwy 22**[2]
**RNAV (GPS) Rwy 25**[2]
**RNAV (GPS) Rwy 28**[2]
**VOR Rwy 4**[2]
[1]ILS, Categories A, B, 700-2; Category C, 1000-2¾; Category D, 1000-3. LOC, Category C, 1000-2¾; Category D, 1000-3.
[2]Category C, 1000-2¾; Category D, 1000-3.
[3]ILS, LOC, Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

**ROME, NY**
GRIFFISS INTL (RME)……**ILS or LOC Rwy 33**[12]
**RNAV (GPS) Rwy 15**[34]
**RNAV (GPS) Rwy 33**[5]
[1]NA when control tower closed.
[2]LOC, Category C, 900-2¾; Category D, 1200-3.
[3]Category D, 800-2½.
[4]NA when local weather not available.
[5]Category C, 900-2¾; Category D, 1200-3.

**SARANAC LAKE, NY**
ADIRONDACK
RGNL (SLK)……..……**ILS or LOC Rwy 23**[1]
**RNAV (GPS) Rwy 5**[2]
**RNAV (GPS) Rwy 9**[2]
**RNAV (GPS) Rwy 23**[3]
[1]LOC, Categories A, B, 1000-2; Category C, 1000-3; Category D, 1100-3.
[2]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1100-3.
[3]Categories A, B, 1000-2; Category C, 1000-3; Category D, 1100-3.

**SHIRLEY, NY**
BROOKHAVEN (HWV)..……..**RNAV (GPS)-A**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**VOR Rwy 6**
NA when local weather not available.

**SOMERVILLE, NJ**
SOMERSET (SMQ)..……**RNAV (GPS) Rwy 12**[1]
**RNAV (GPS) Rwy 30**[2]
**VOR Rwy 8**[1]
NA when local weather not available.
[1]Category B, 900-2.
[2]Categories A, B, 900-2.

**SUSSEX, NJ**
SUSSEX (FWN)……**RNAV (GPS) Rwy 3**[1]
**VOR-A**[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

**SYRACUSE, NY**
SYRACUSE HANCOCK
INTL (SYR)……..……**ILS or LOC Rwy 10**[1]
**ILS or LOC Rwy 28**[1]
**RNAV (GPS) Rwy 15**[2]
**RNAV (GPS) Rwy 33**[2]
**RNAV (GPS) Z Rwy 10**[2]
**TACAN Rwy 33**[2]
NA when local weather not available.
[1]LOC, Category D, 800-2½.
[2]Category D, 800-2½.

NAME ALTERNATE MINIMUMS

## TETERBORO, NJ

TETERBORO (TEB)……**ILS or LOC Rwy 6**[1]
**ILS or LOC RWY 19**[23]
**RNAV (GPS) Rwy 24**[24]
**RNAV (GPS) X Rwy 6**[4]
**RNAV (GPS) Y Rwy 6**[5]
**RNAV (GPS) X Rwy 19**[6]
**RNAV (GPS) Y Rwy 19**[27]
**RNAV (RNP) Z Rwy 6,** 800-2¼
**VOR/DME-B**[8]
**VOR/DME Rwy 6**[5]
**VOR Rwy 24**[9]

[1]ILS, Categories A, B, 800-2;
Category C, 800-2¼; Category D, 900-2¾.
LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]NA when local weather not available.
[3]LOC, Category C, 900-2½; Category D, 1100-3.
[4]Category C, 900-2½; Category D, 1100-3.
[5]Category C, 800-2¼; Category D, 900-2¾.
[6]Categories A, B, 1000-2; Category C, 1000-3;
Category D, 1100-3.
[7]Categories A, B, C, D, 1100-4.
[8]Categories A, B, 1000-2; Categories C, D, 1000-3.
[9]Categories B, C, D, 1000-3.

## TRENTON, NJ

TRENTON
MERCER (TTN)……**ILS or LOC Rwy 6**[1]
**RNAV (GPS) Rwy 16**[2]
**RNAV (GPS) Rwy 34**[2]
**RNAV (GPS) Z Rwy 6**[2]
**RNAV (GPS) Z Rwy 24**[23]
**VOR or GPS-A**[2]

[1]LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when local weather not available.

## WATERTOWN, NY

WATERTOWN
INTL (ART)……**ILS or LOC Rwy 7**[1]
**RNAV (GPS) Rwy 7**[2]
**RNAV (GPS) Rwy 10**[2]
**RNAV (GPS) Rwy 28**[23]
**VOR Rwy 7**[4]

[1]ILS, Categories A, B, C, 700-2; Category D 800-2½; LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

## WELLSVILLE, NY

WELLSVILLE MUNI ARPT, TARANTINE
FIELD (ELZ)……**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

## WESTHAMPTON BEACH, NY

FRANCIS S.
GABRESKI (FOK)……**ILS or LOC Rwy 24**[12]
**RNAV (GPS) Rwy 6**[3]
**RNAV (GPS) Rwy 24**[3]

[1]NA when control tower closed.
[2]ILS, Category C, 700-2, Category D, 700-2¼;
LOC, Category D, 800-2¼.
[3]NA when local weather not available.

## WHEELER-SACK AAF (KGTB)

FORT DRUM, NY……**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
Category D, 800-2½.

## WHITE PLAINS, NY

WESTCHESTER
COUNTY (HPN)……**ILS or LOC Rwy 16**[12]
**ILS or LOC Rwy 34**[12]
**RNAV (GPS) Y Rwy 16**[3]
**RNAV (GPS) Y Rwy 34**[3]

[1]NA when control tower closed.
[2]LOC, Category D, 800-2½.
[3]Category D, 800-2½.

## WILDWOOD, NJ

CAPE MAY
COUNTY (WWD)……**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 19**
**RNAV (GPS) Rwy 28**
**VOR-A**
Category D, 1000-3.


NE-2, 25 FEB 2021 to 22 APR 2021

## RADAR INSTRUMENT APPROACH MINIMUMS

### ATLANTIC CITY, NJ

Amdt 16, 04FEB16 (16035) (FAA) ELEV **75**

### ATLANTIC CITY INTL (ACY)

**RADAR-1** 124.6 327.125 T A

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 13 | | AB | **480**/24 | 405 | (500-½) | CDE | **480**/40 | 405 | (500-¾) |
| | 4 | | AB | **480**-1 | 412 | (500-1) | CDE | **480**-1⅛ | 412 | (500-1⅛) |
| | 31 | | AB | **480**/55 | 416 | (500-1¼) | CDE | **480**/60 | 416 | (500-1¼) |
| | 22 | | AB | **560**-1 | 492 | (500-1) | CDE | **560**-1⅜ | 492 | (500-1⅜) |
| C CIRCLING | ALL RWY | | A<br>C<br>E | **560**-1<br>**620**-1½<br>**760**-2½ | 465<br>545<br>685 | (500-1)<br>(600-1½)<br>(700-2½) | B<br>D | **600**-1<br>**640**-2 | 525<br>565 | (600-1)<br>(600-2) |

For inoperative MALSR, increase ASR S-13 CAT C/D/E visibility to RVR 6000.
Rwy 4 helicopter visibility reduction below ¾ SM not authorized.

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### MC GUIRE FLD, (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI),

NJ (Amdt 1, 18032 USAF) ELEV **141**

**RADAR (E) -** 119.05 120.0 269.025 T

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 18[1] | 3.0°/51/950 | ABCDE | **322**-¾ | 200 | (200-¾) |
| | 36 | 3.0°/46/950 | ABCDE | **429**-1 | 300 | (300-1) |

No-NOTAM MP: 0400-1100Z++ Mon-Fri, (by NOTAM if required).
PAR apch avbl 1200-0200Z++ Mon-Fri.
[1]Rwy 18, VGSI and PAR glidepaths not coincident.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
21056

N1

## RADAR INSTRUMENT APPROACH MINIMUMS

### WHEELER-SACK AAF (KGTB), NY (Fort Drum) 1-Amdt 1 2-Orig-B 25FEB21

(21056) (USA) ELEV **690**

**RADAR**[1]**-** 124.875 257.6

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| **RADAR-1** | | | | | | |
| PAR | 3[2 3] | 3.0°/54/1038 | ABCDE | **885**-½ | 200 | (200-½) |
| | 21[2 3] | 3.0°/58/1106 | ABCDE | **877**-½ | 200 | (200-½) |
| | 33[4] | 3.0°/49/938 | AB | **938**-¾ | 250 | (300-¾) |
| | | | CDE | **938**-1 | 250 | (300-1) |
| **RADAR-2** | | | | | | |
| ASR | 15[6] | | AB | **1100**-½ | 413 | (500-½) |
| | | | CD | **1100**-¾ | 413 | (500-¾) |
| | | | E | **1100**-1 | 413 | (500-1) |
| | 21[5] | | ABCD | **1100**-¾ | 439 | (500-¾) |
| | 33[4] | | AB | **1140**-1 | 450 | (500-1) |
| | | | C | **1140**-1¼ | 450 | (500-1¼ ) |
| | | | DE | **1140**-1½ | 450 | (500-1½) |
| | 3[7] | | AB | **1240**-½ | 555 | (600-½) |
| | | | C | **1240**-1 | 555 | (600-1) |
| | | | D | **1240**-1¼ | 555 | (600-1¼) |
| | | | E | **1240**-1½ | 555 | (600-1½) |
| CIR[8] | ALL RWY | | AB | **1240**-1 | 550 | (600-1) |
| | | | C | **1240**-1½ | 550 | (600-1½) |
| | | | D | **1240**-2 | 550 | (600-2) |
| | | | E | **1520**-3 | 830 | (900-3) |

[1]Opr 1500-0400Z++ Mon-Fri exc federal hol.
[2]When ALS inop, increase CAT ABCDE vis to ¾ mile.
[3]VGSI and PAR glide path not coincident.
[4]Visibility reduction by helicopters NA.
[5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.
[6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
[7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
[8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.



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## LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | AVBL LDG DIST |
|---|---|---|---|
| ALBANY, NY | | | |
| ALBANY INTL (ALB) | 01 | 10-28 | 4,150 feet |
| | 28 | 01-19 | 3,757 feet |
| ATLANTIC CITY, NJ | | | |
| ATLANTIC CITY INTL (ACY) | 04 | 13-31 | 3,550 feet |
| | 13 | 04-22 | 3,600 feet |
| | 31 | 04-22 | 5,750 feet |
| FARMINGDALE, NY | | | |
| REPUBLIC (FRG) | 32 | 01-19 | 3,650 feet |
| NEW YORK, NY | | | |
| LONG ISLAND | | | |
| MAC ARTHUR (ISP) | 06 | 15R-33L | 4,200 feet |
| | 33R | 06-24 | 3,000 feet |
| NEWARK, NJ | | | |
| NEWARK LIBERTY INTL (EWR) | 11 | 04R-22L | 5,700 feet |
| | 04L | 11-29 | 7,750 feet |
| | 04R | 11-29 | 8,100 feet |
| TETERBORO, NJ | | | |
| TETERBORO (TEB) | 01 | 06-24 | 4,550 feet |
| | 06 | 01-19 | 3,750 feet |
| WHITE PLAINS, NY | | | |
| WESTCHESTER COUNTY (HPN) | 11 | 16-34 | 2,500 feet |
| | 16 | 11-29 | 4,000 feet |







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## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---|---|---|
| ALBANY, NY | | |
| ALBANY INTL (ALB) | HS 1 | Maintain vigilance Twy A and Twy C complex int in close proximity to Rwy 10-28. |
| ATLANTIC CITY, NJ | | |
| ATLANTIC CITY INTL (ACY) | HS 1 | Rwy 13-31 at Twy A and Rwy 04-22 at Twy B. |
| BUFFALO, NY | | |
| BUFFALO NIAGARA INTL (BUF) | HS 1 | Maintain vigilance Twy D & Twy A waiver for ATC crossings. |
| CALDWELL, NJ | | |
| ESSEX COUNTY (CDW) | HS 1 | Twy N and Twy P close proximity to Rwy 28. |
| NEWARK, NJ | | |
| NEWARK LIBERTY INTL (EWR) | HS 1 | Acft taxig NB via Twy P turng WB onto Twy Z will immediately reach Rwy 04L-22R hold line. |
| | HS 2 | Southbound tfc Twy Z5 and Twy Z6, and Rwy 11-29 and Twy Z. |
| NEW YORK, NY | | |
| LA GUARDIA (LGA) | HS 1 | Int of rwys and Twy G, Twy P, Twy R, Twy S. |
| | HS 2 | Exiting Rwy 04 at Twy Q. |
| NEW YORK STEWART INTL (SWF) | HS 1 | Twy A and Twy C. |
| | HS 2 | Maintain vigilance high traffic area in GA ramp. |
| POUGHKEEPSIE, NY | | |
| HUDSON VALLEY RGNL (POU) | HS 1 | Twy A and Rwy 06. |
| | HS 2 | Twy H and Rwy 06-24. |
| ROCHESTER, NY | | |
| FREDERICK DOUGLASS - GREATER ROCHESTER INTL (ROC) | HS 1 | Adjacent thresholds. |
| | HS 2 | Twy E and Rwy 07-25. |
| TETERBORO, NJ | | |
| TETERBORO (TEB) | HS 1 | Twy L at int of Rwy 06-24. |
| | HS 2 | Twy G at int of Rwy 06-24 |
| WRIGHTSTOWN, NJ | | |
| MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI) | HS 1 | Aircraft southbound on Twy H may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use. Rwy 36 Apch Zone is prior to Rwy 36 Hold Short line. |
| | HS 2 | Aircraft southwest bound on Twy G may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use. |

*See appropriate Chart Supplement HOT SPOT table for additional information.

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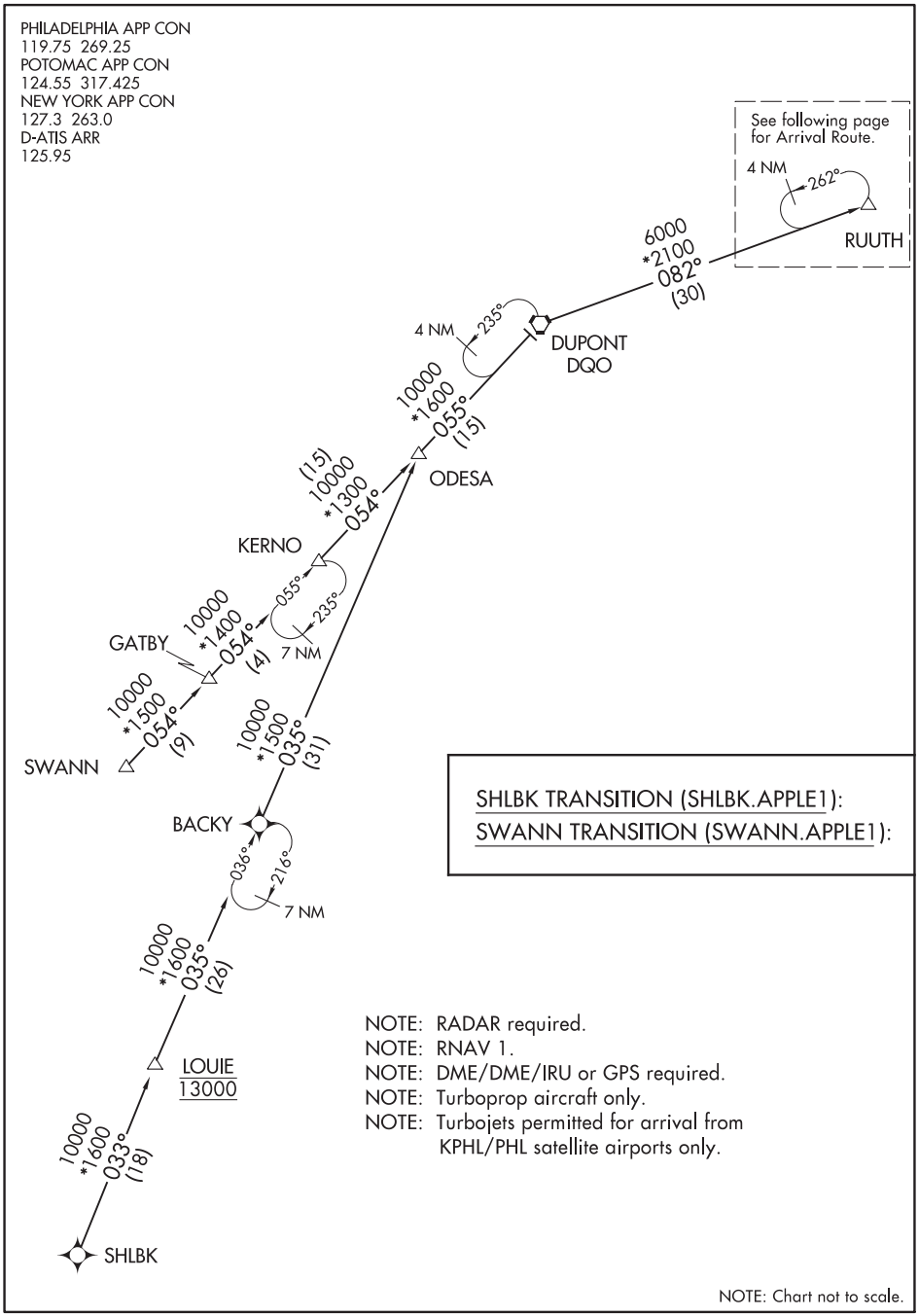
# APPLE ONE ARRIVAL (RNAV) Transition Routes




APPLE ONE ARRIVAL (RNAV) Transition Routes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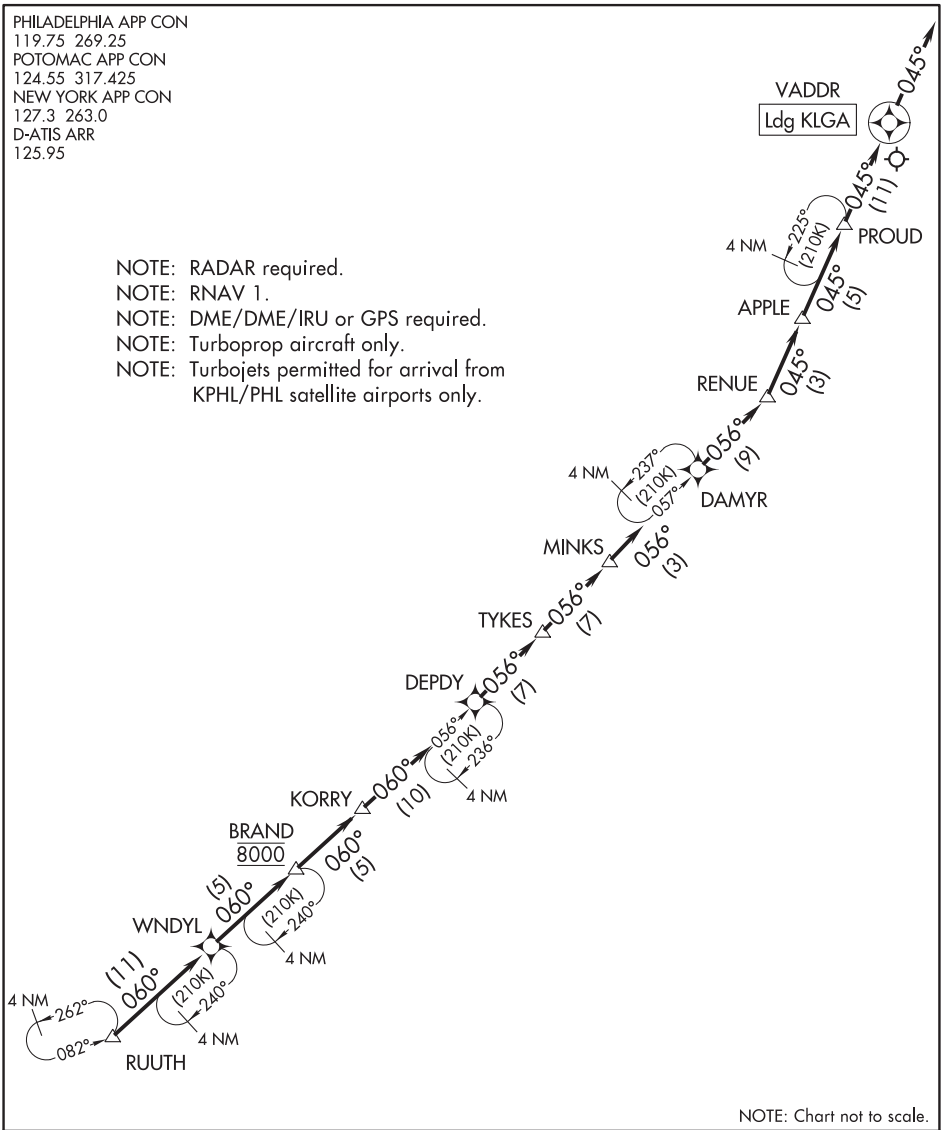
(RUUTH.APPLE1) 20310 AL-289 (FAA)

# APPLE ONE ARRIVAL (RNAV) Arrival Route

LAGUARDIA (LGA)
NEW YORK, NEW YORK




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From RUUTH on track 060° to WNDYL, then on track 060° to cross BRAND at 8000, then on track 060° to KORRY, then on track 060° to DEPDY, then on track 056° to TYKES, then on track 056° to MINKS, then on track 056° to DAMYR, then on track 056° to RENUE, then on track 045° to APPLE, then on track 045° to PROUD, then on track 045° to VADDR, then on track 045°. Expect RADAR vectors to final approach course.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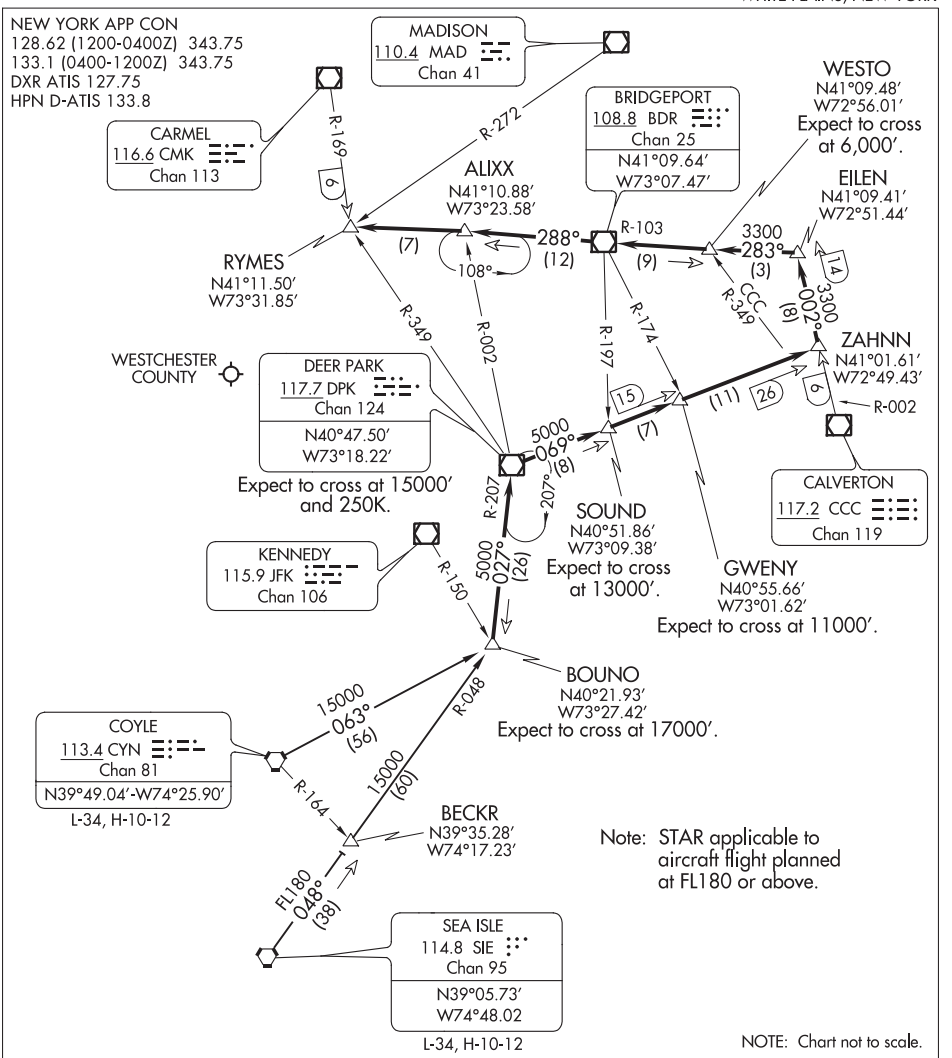
# BOUNO FOUR ARRIVAL




## ARRIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO4): From over CYN VORTAC via CYN R-063 to BOUNO INT. Thence . . . .

SEA ISLE TRANSITION (SIE.BOUNO4): From over SIE VORTAC via SIE R-048 to BOUNO INT. Thence . . . .

. . . . From over BOUNO INT via DPK R-207 to DPK VOR/DME, then via DPK R-069 to ZAHNN INT, then via CCC R-002 to EILEN INT, then via BDR R-103 to BDR VOR/DME, then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.



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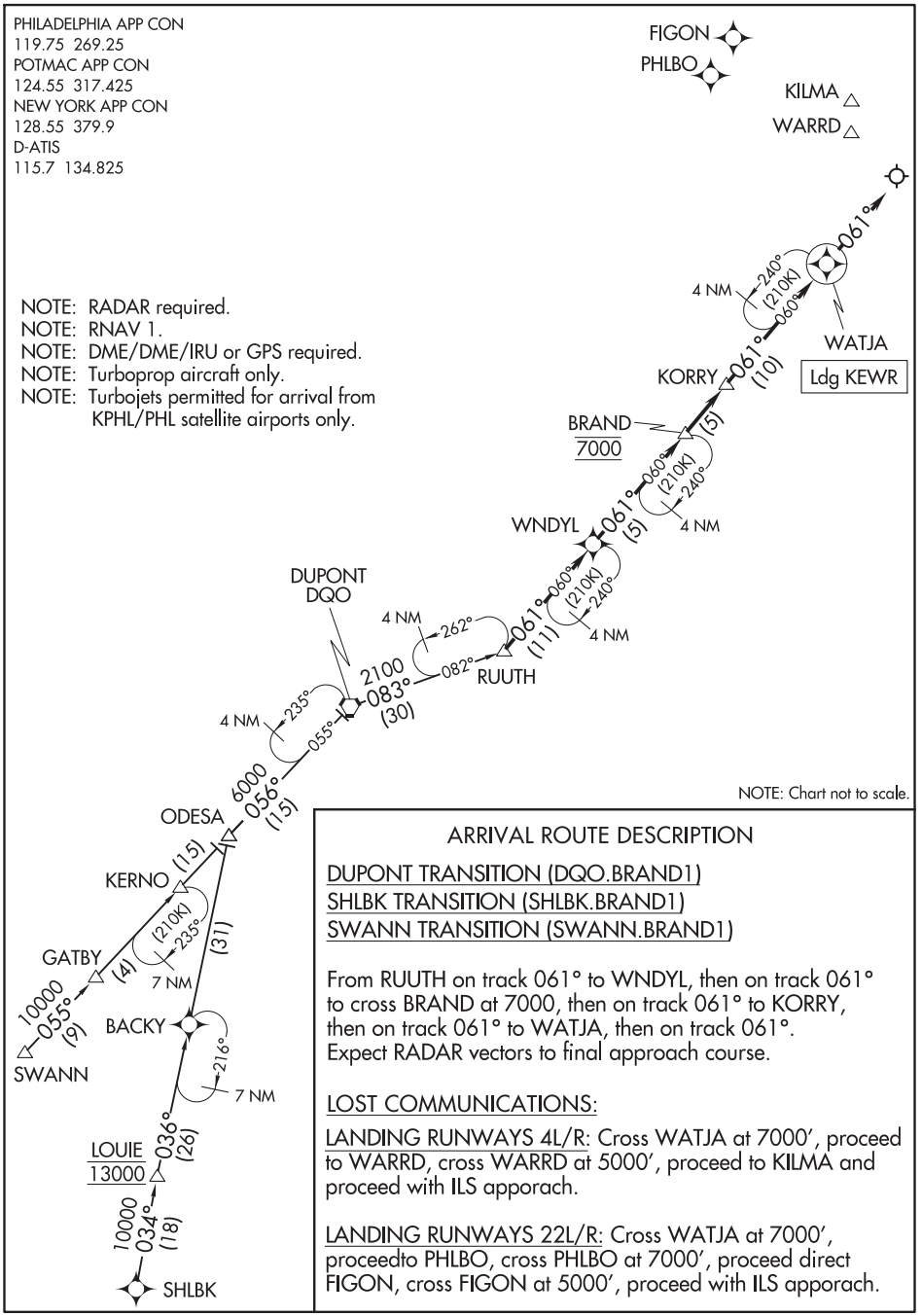
(RUUTH.BRAND1) 20310

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

# BRAND ONE ARRIVAL (RNAV)




## ARRIVAL ROUTE DESCRIPTION

DUPONT TRANSITION (DQO.BRAND1)
SHLBK TRANSITION (SHLBK.BRAND1)
SWANN TRANSITION (SWANN.BRAND1)

From RUUTH on track 061° to WNDYL, then on track 061° to cross BRAND at 7000, then on track 061° to KORRY, then on track 061° to WATJA, then on track 061°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

LANDING RUNWAYS 4L/R: Cross WATJA at 7000', proceed to WARRD, cross WARRD at 5000', proceed to KILMA and proceed with ILS apporach.

LANDING RUNWAYS 22L/R: Cross WATJA at 7000', proceedto PHLBO, cross PHLBO at 7000', proceed direct FIGON, cross FIGON at 5000', proceed with ILS apporach.

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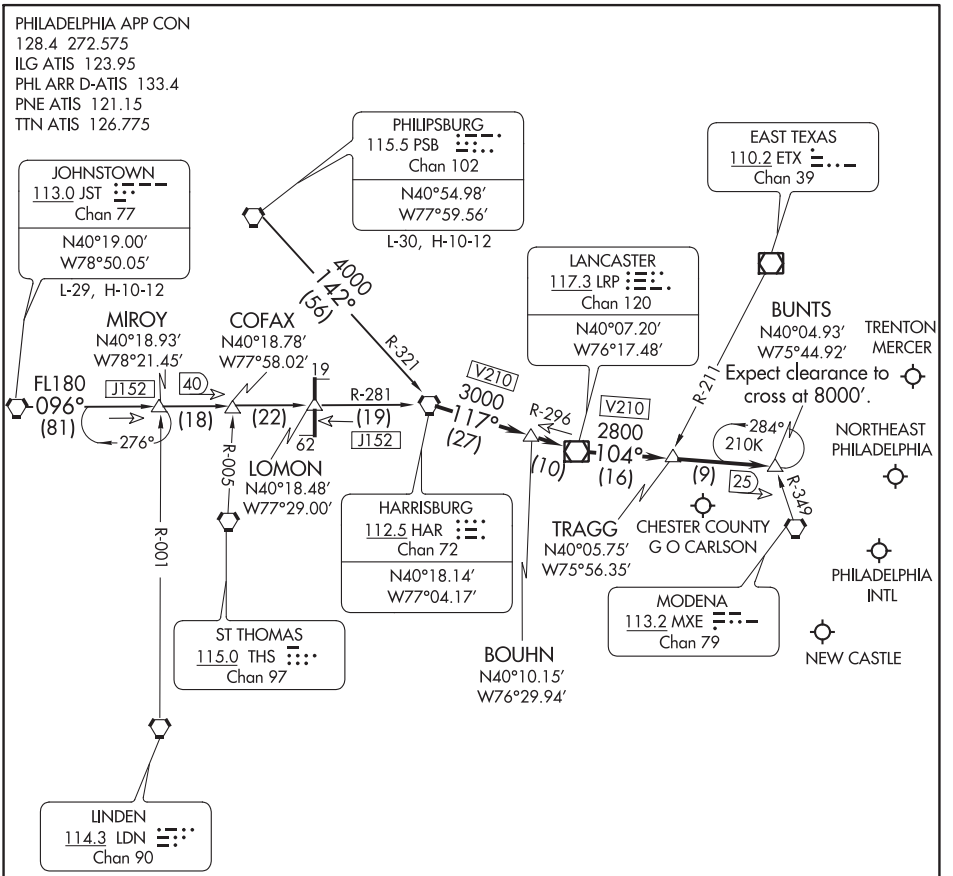
# BUNTS TWO ARRIVAL

PHILADELPHIA, PENNSYLVANIA




NOTE: This STAR is for aircraft capable of 250K or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS2):

PHILIPSBURG TRANSITION (PSB.BUNTS2):

From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VOR/DME, thence via LRP R-104 (V210) to BUNTS INT. Expect RADAR vectors to final approach course.



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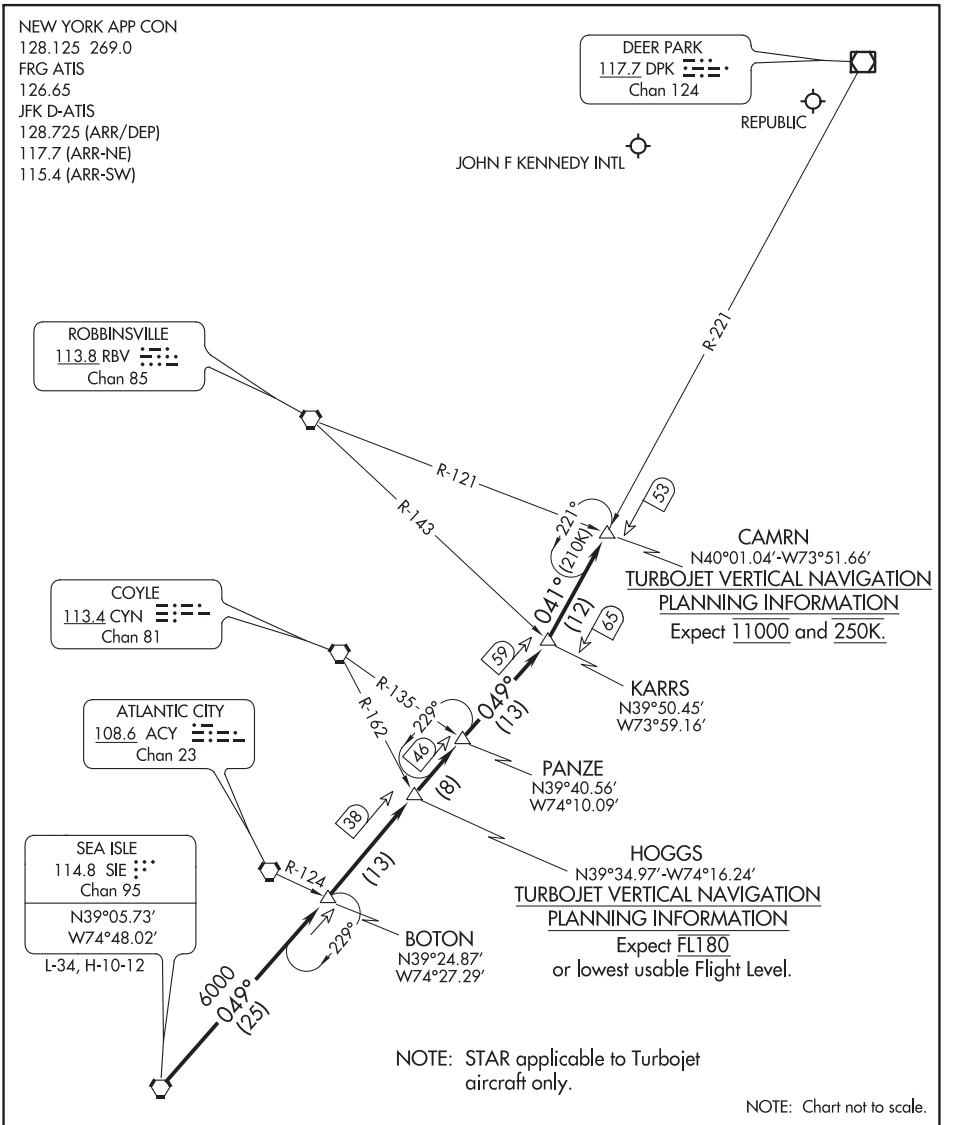
# CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK






## 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

(SIE.CAMRN4) 06SEP01

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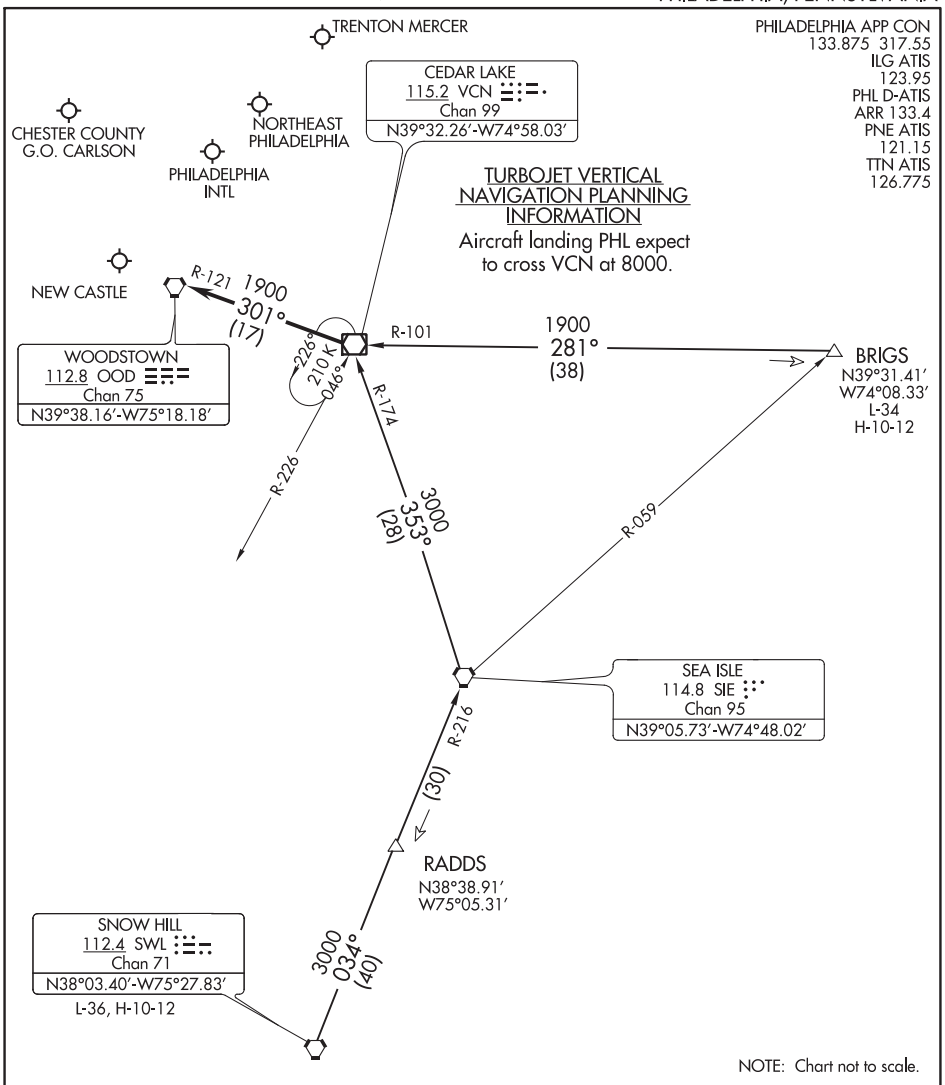
# CEDAR LAKE NINE ARRIVAL

PHILADELPHIA, PENNSYLVANIA




BRIGS TRANSITION (BRIGS.VCN9): From over BRIGS on VCN R-101 to VCN VOR/DME. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN9): From over SWL VORTAC on SWL R-034 and SIE R-216 to SIE VORTAC, then on SIE R-353 and VCN R-174 to VCN VOR/DME. Thence. . . .

. . . .from over VCN VOR/DME: Turbojets expect RADAR vectors to final approach course. Non-Turbojets continue on the VCN R-301and the OOD R-121to OOD VORTAC; expect RADAR vectors to final approach course.

CEDAR LAKE NINE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



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NE-2, 25 FEB 2021 to 22 APR 2021

# (DQO.DYLIN4) 20198
# DYLIN FOUR ARRIVAL

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY






DYLIN FOUR ARRIVAL
(DQO.DYLIN4) 10APR08

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NE-2, 25 FEB 2021 to 22 APR 2021

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.DYLIN4): From over FAK VORTAC via FAK R-042 and OTT R-226 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .

GORDONSVILLE TRANSITION (GVE.DYLIN4): From over GVE VORTAC via GVE R-064 and OTT R-248 to OTT VORTAC, then via OTT R-052 to DQO VORTAC. Thence. . . .

PATUXENT TRANSITION (PXT.DYLIN4): From over PXT VORTAC via R-018 to PEEDS INT, then via OTT R-052 to DQO VORTAC. Thence. . . .

. . . . from DQO VORTAC, then via DQO R-053 and ARD R-233 to ARD VOR/DME, then via ARD R-057 to METRO INT. Expect radar vectors to final approach course.


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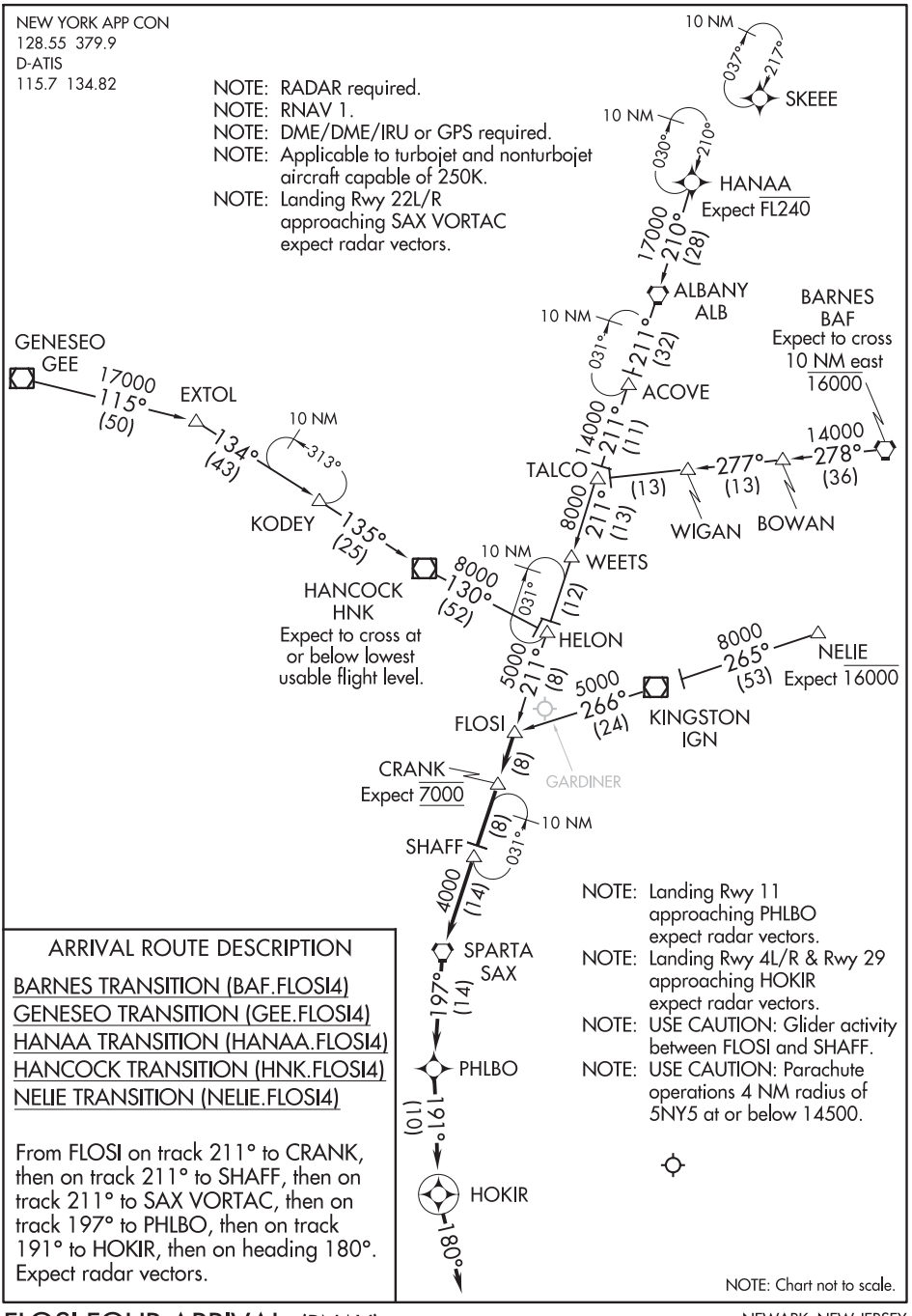
(FLOSI.FLOSI4) 20198

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)

# FLOSI FOUR ARRIVAL (RNAV)

NEWARK, NEW JERSEY




## ARRIVAL ROUTE DESCRIPTION

BARNES TRANSITION (BAF.FLOSI4)
GENESEO TRANSITION (GEE.FLOSI4)
HANAA TRANSITION (HANAA.FLOSI4)
HANCOCK TRANSITION (HNK.FLOSI4)
NELIE TRANSITION (NELIE.FLOSI4)

From FLOSI on track 211° to CRANK, then on track 211° to SHAFF, then on track 211° to SAX VORTAC, then on track 197° to PHLBO, then on track 191° to HOKIR, then on heading 180°. Expect radar vectors.

FLOSI FOUR ARRIVAL (RNAV)

(FLOSI.FLOSI4) 05DEC19

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

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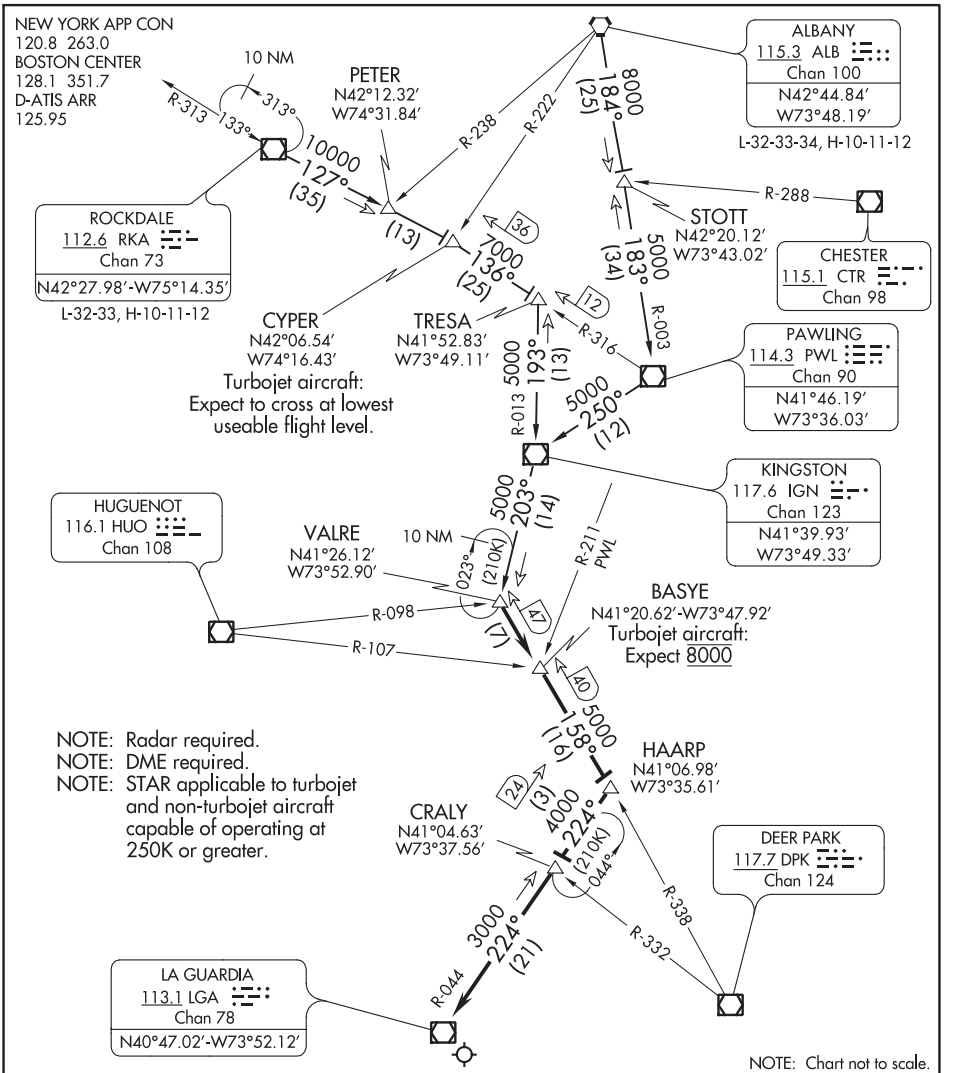
# HAARP THREE ARRIVAL




ALBANY TRANSITION (ALB.HAARP3): From over ALB VORTAC via ALB R-184 to STOTT INT, then via PWL R-003 to PWL VOR/DME, then via PWL R-250 and IGN R-070 to IGN VOR/DME, then via IGN R-203 to VALRE INT, thence. . . .

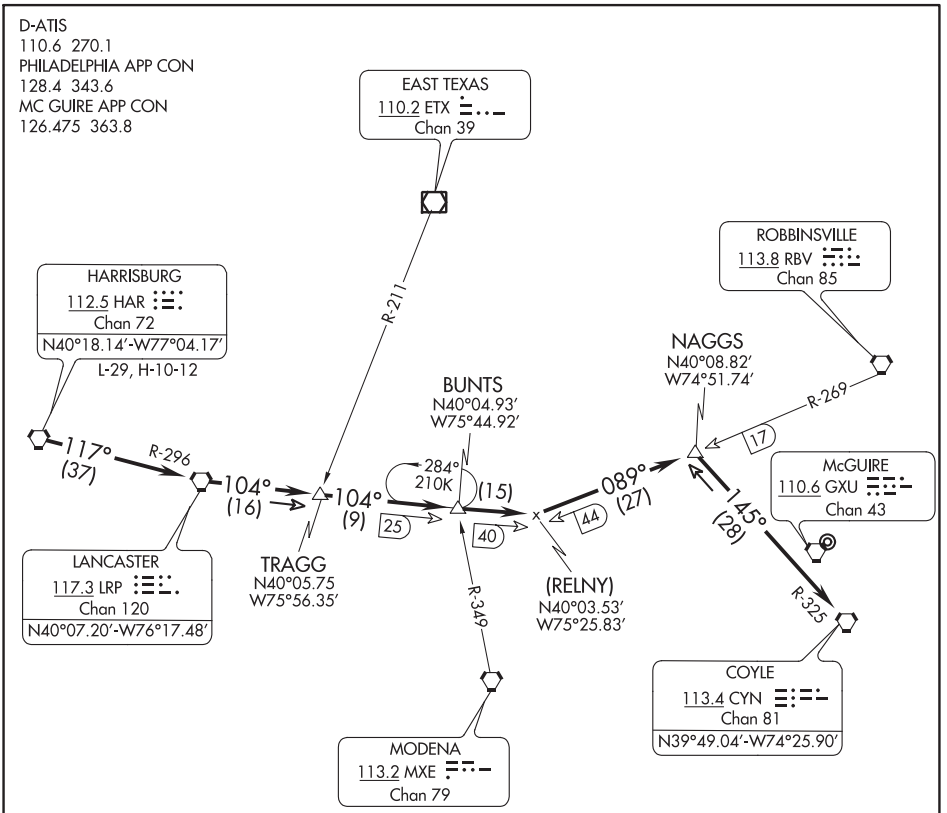
ROCKDALE TRANSITION (RKA.HAARP3): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT, thence. . . .

. . . .From over VALRE INT via DPK R-338 to BAYSE INT, then to HAARP INT, then via LGA R-044 to CRALY, then to LGA VOR/DME. Expect radar vectors to final approach course.

(HAR.HAR5) 20310 AL-150 (FAA)

# HARRISBURG FIVE ARRIVAL

MC GUIRE FIELD
(JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)
WRIGHTSTOWN, NEW JERSEY




NOTE: Route depicted beyond Naggs Int is for lost communications or radar outage only.

NOTE: Not for use by fighter type aircraft.

NOTE: Descent below 3500 prior to NAGGS may transition below the KPHL class Bravo Airspace.

NOTE: Chart not to scale

## ARRIVAL ROUTE DESCRIPTION

From over HAR VORTAC via HAR R-117 and LRP R-296 to LRP VORTAC. Thence via LRP R-104 to LRP R-104/40 DME and RBV R-269/44 DME. Thence via RBV R-269 to NAGGS INT. Thence via CYN R-325 to CYN VORTAC. Expect radar vector to final approach 8 DME west of GXU VORTAC. Expect descent below 10000 after HAR VORTAC.



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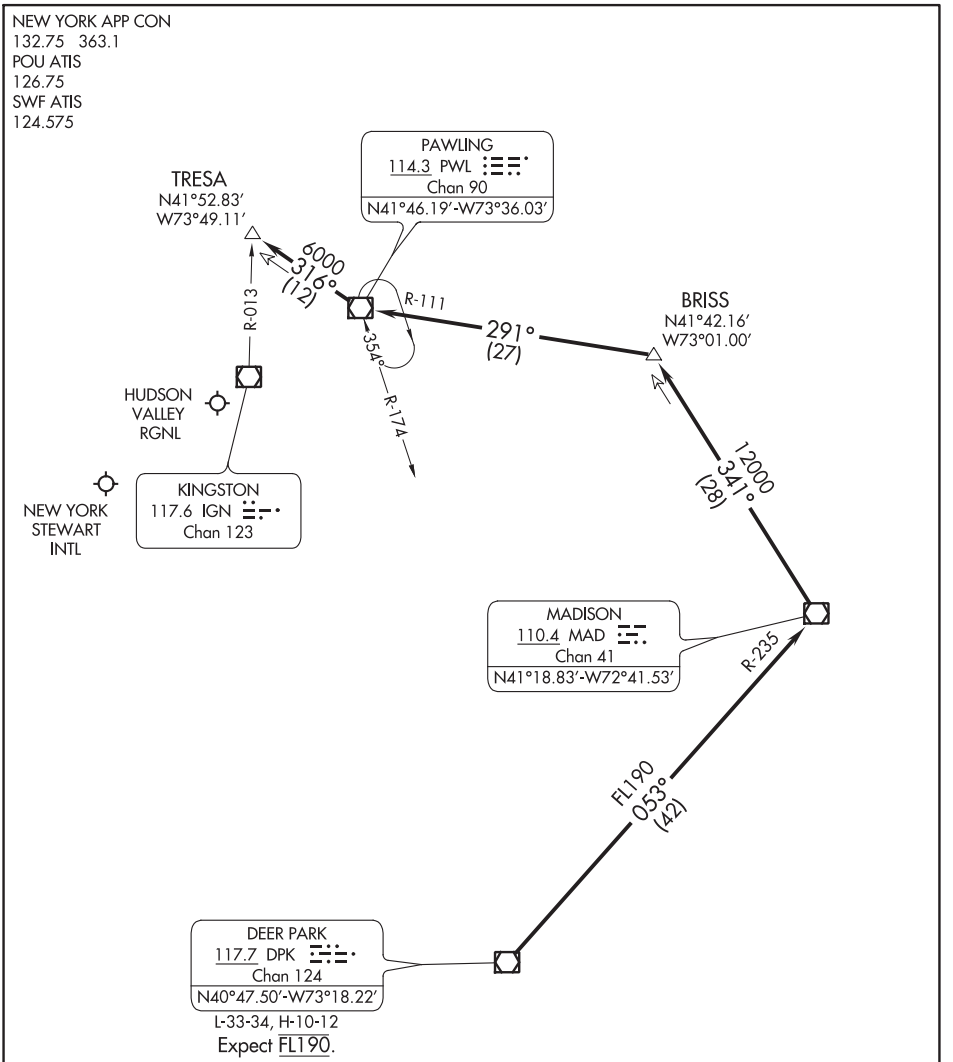


NOTE: RADAR required.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From over DPK VOR/DME on DPK R-053 and MAD R-235 to MAD VOR/DME, then on MAD R-341 to BRISS, then on PWL R-111 to PWL VOR/DME, then on PWL R-316 to TRESA. Expect RADAR vectors to final approach course.



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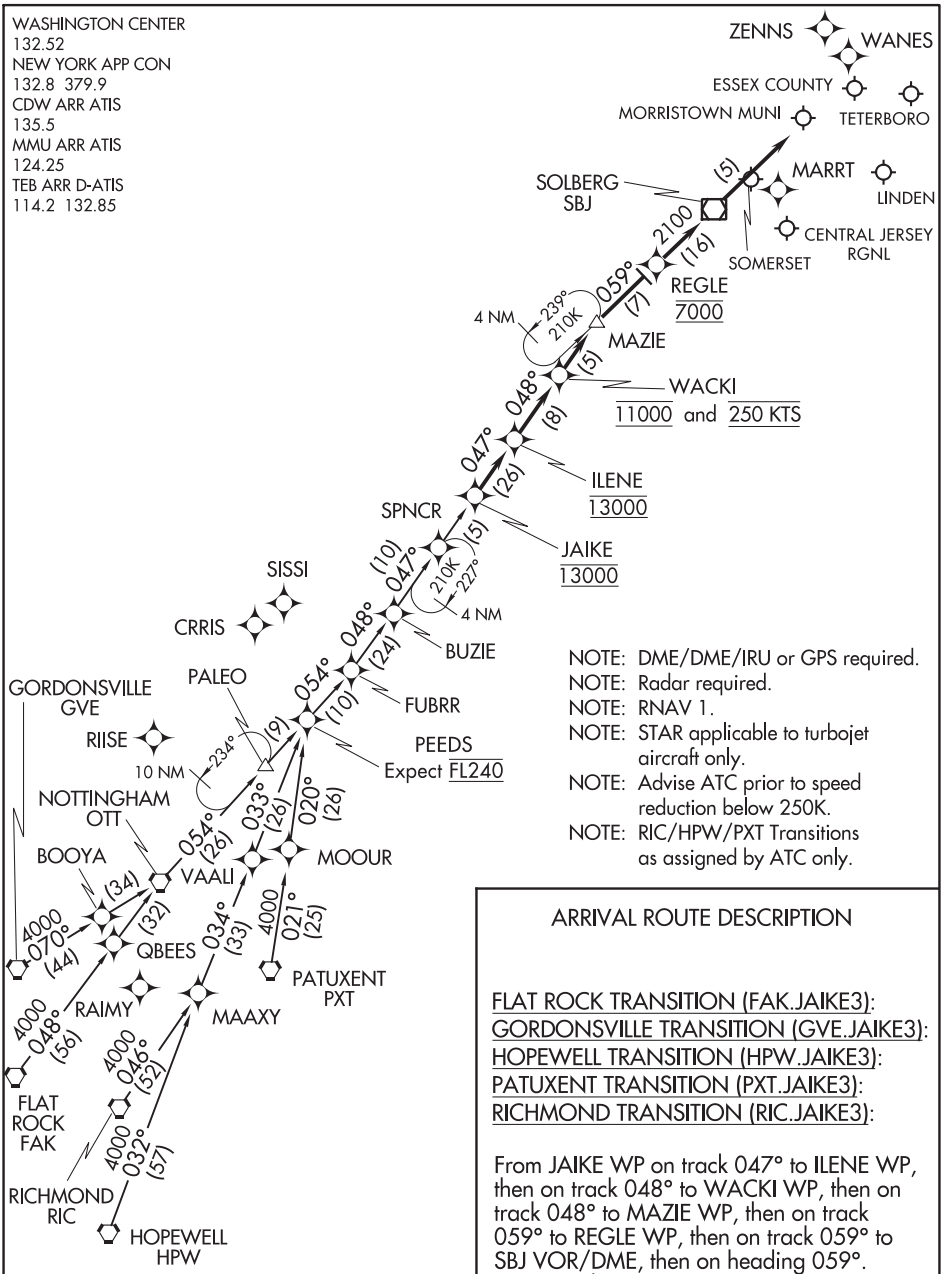
(JAIKE.JAIKE3) 20310 AL-890 (FAA)

# JAIKE THREE ARRIVAL (RNAV)

TETERBORO, NEW JERSEY




NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: STAR applicable to turbojet aircraft only.
NOTE: Advise ATC prior to speed reduction below 250K.
NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.JAIKE3):
GORDONSVILLE TRANSITION (GVE.JAIKE3):
HOPEWELL TRANSITION (HPW.JAIKE3):
PATUXENT TRANSITION (PXT.JAIKE3):
RICHMOND TRANSITION (RIC.JAIKE3):

From JAIKE WP on track 047° to ILENE WP, then on track 048° to WACKI WP, then on track 048° to MAZIE WP, then on track 059° to REGLE WP, then on track 059° to SBJ VOR/DME, then on heading 059°. Expect radar vectors.



NE-2, 25 FEB 2021 to 22 APR 2021

JAIKE THREE ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

(JAIKE.JAIKE3) 13JAN11

# JIIMS THREE ARRIVAL (RNAV)

(JIIMS.JIIMS3) 01FEB18

PHILADELPHIA, PENNSYLVANIA

JIIMS THREE ARRIVAL (RNAV)

(JIIMS.JIIMS3) 20198

PHILADELPHIA, PENNSYLVANIA

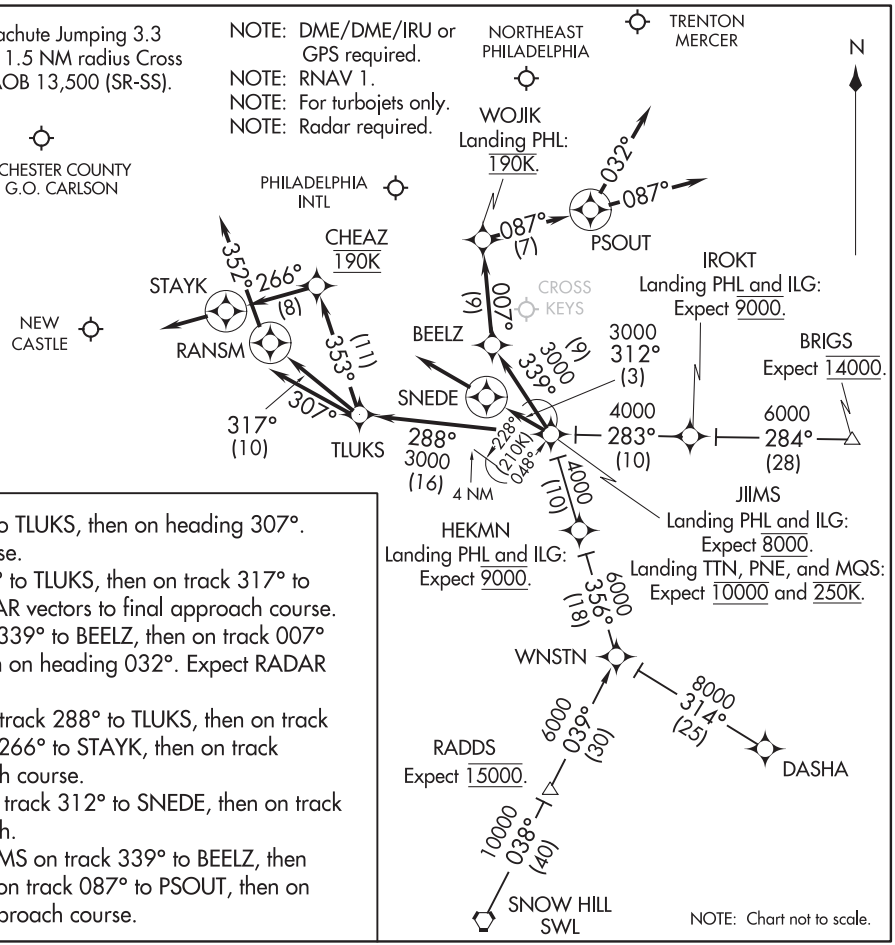
AL-320 (FAA)

Z15

PHILADELPHIA APP CON
133.875 317.55
ILG ATIS 123.95
MQS AWOS-3 126.25
PHL D-ATIS ARR 133.4
PNE ATIS 121.15
TTN ATIS 126.775

NOTE: CAUTION: Parachute Jumping 3.3 NM NE BEELZ, 1.5 NM radius Cross Keys Airport, AOB 13,500 (SR-SS).

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For turbojets only.
NOTE: Radar required.




## ARRIVAL ROUTE DESCRIPTION

BRIGS TRANSITION (BRIGS.JIIMS3):
DASHA TRANSITION (DASHA.JIIMS3):
SNOW HILL TRANSITION (SWL.JIIMS3):

Landing ILG: From over JIIMS on track 288° to TLUKS, then on heading 307°. Expect RADAR vectors to final approach course.

Landing MQS: From over JIIMS on track 288° to TLUKS, then on track 317° to RANSM, then on heading 352°. Expect RADAR vectors to final approach course.

Landing PNE, TTN: From over JIIMS on track 339° to BEELZ, then on track 007° to WOJIK, then on track 087° to PSOUT, then on heading 032°. Expect RADAR vectors to final approach course.

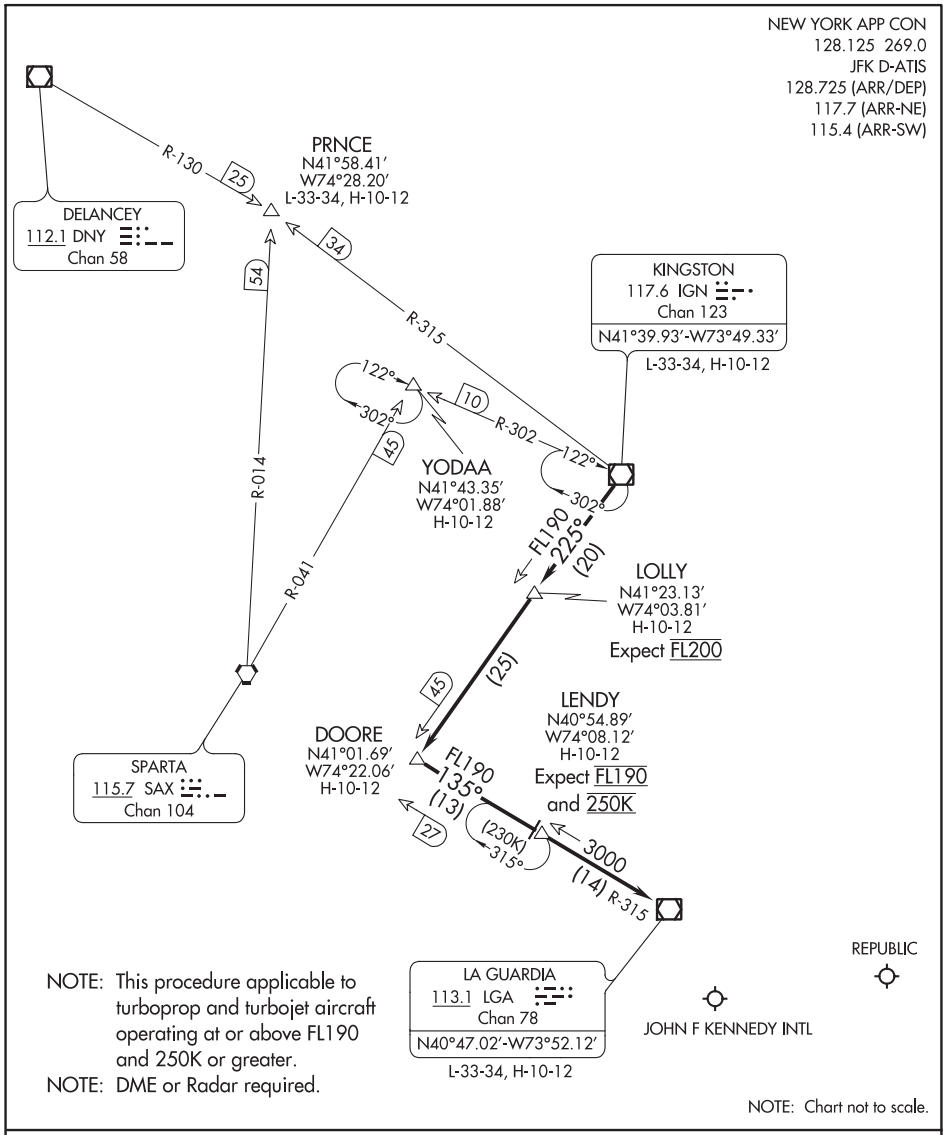
Landing PHL Rwy 9L, 9R: From over JIIMS on track 288° to TLUKS, then on track 353° to cross CHEAZ at 190K, then on track 266° to STAYK, then on track 266°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 17, 35: From over JIIMS on track 312° to SNEDE, then on track 312°. Expect RADAR vectors to final approach.

Landing PHL Rwy 26, 27L, 27R: From over JIIMS on track 339° to BEELZ, then on track 007° to cross WOJIK at 190K, then on track 087° to PSOUT, then on track 087°. Expect RADAR vectors to final approach course.

# KINGSTON ONE ARRIVAL

NEW YORK, NEW YORK



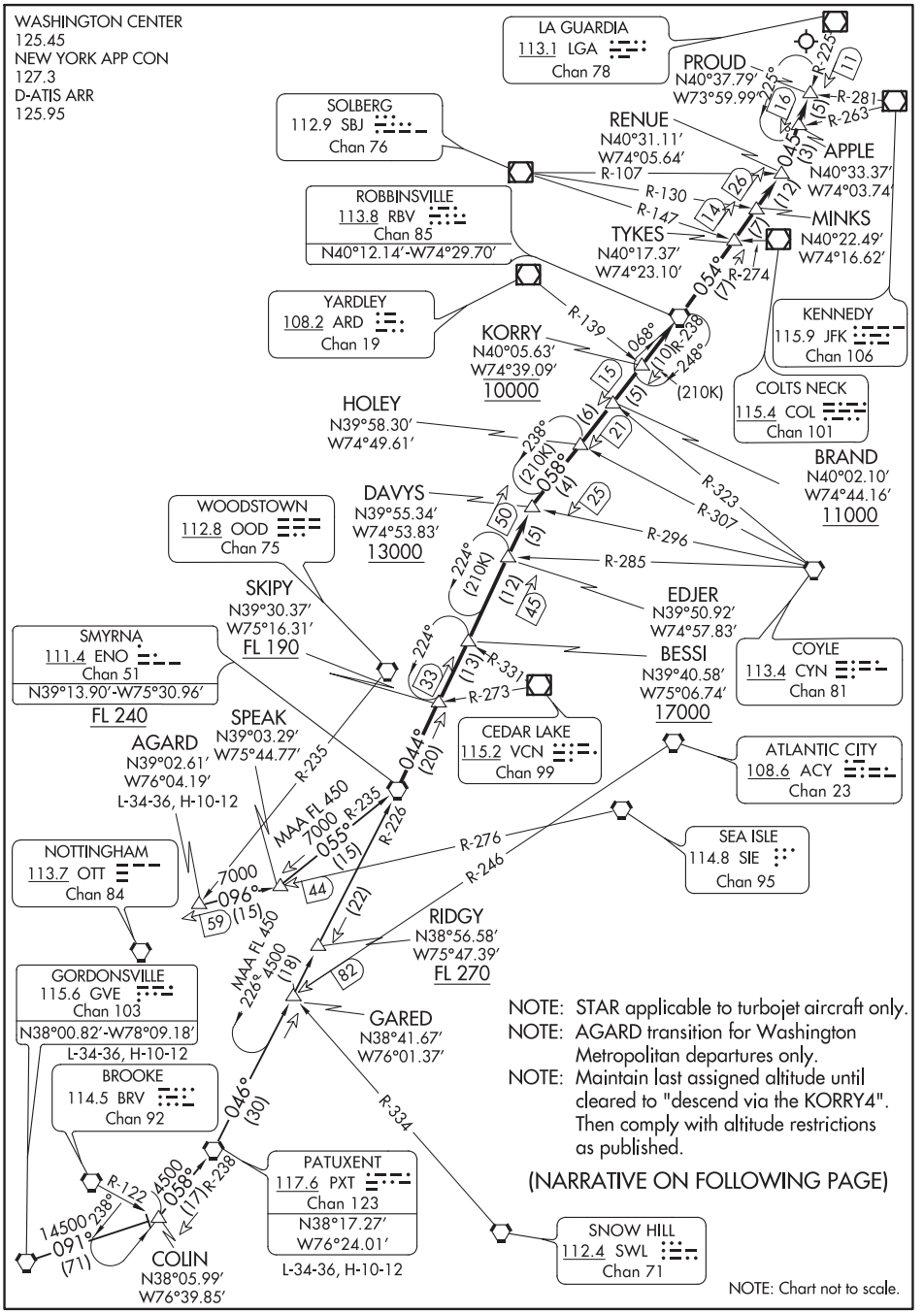

## ARRIVAL ROUTE DESCRIPTION

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.



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# KORRY FOUR ARRIVAL






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

## ARRIVAL ROUTE DESCRIPTION

AGARD TRANSITION (AGARD.KORRY4): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence . . . .
GORDONSVILLE TRANSITION (GVE.KORRY4): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .
PATUXENT TRANSITION (PXT.KORRY4): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

. . . . from over ENO VORTAC via R-044 to DAVYS INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENUE INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# LENDY SIX ARRIVAL

(LVZ.LENDY6) 20OCT11

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)

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

N

WILKES-BARRE
111.6 LVZ
Chan 53
N41°16.37′-W75°41.37′
L-30-33-34, H-10-12

4000
124°
(18)
305°
125°
23
JENNO
N41°09.18′
W75°19.88′
Expect FL230
125°
(11)
HARTY
N41°04.27′
W75°05.39′
125°
(11)
R-305
2900
109°
(34)
LENDY
N40°54.89′-W74°08.12′
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL190 and 250K
(230K)
315°
2000
135°
(14)
R-315
R-022
R-049

STILLWATER
109.6 STW
Chan 33
N40°59.75′-W74°52.14′

LA GUARDIA
113.1 LGA
Chan 78
N40°47.02′-W73°52.12′

ALLENTOWN
117.5 FJC
Chan 122

REPUBLIC

JOHN F KENNEDY INTL

## ARRIVAL ROUTE DESCRIPTION

From over LVZ VORTAC on LVZ R-124 to JENNO, then STW R-305 to HARTY INT, then STW R-305 to STW VOR/DME, then from STW VOR/DME 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.

LENDY SIX ARRIVAL
(LVZ.LENDY6) 20310

# LOVES TWO ARRIVAL




## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.LOVES2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DE LANCEY TRANSITION (DNY.LOVES2): 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.LOVES2): 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 direct to CCC VOR/DME. Expect radar vectors to the final approach course.

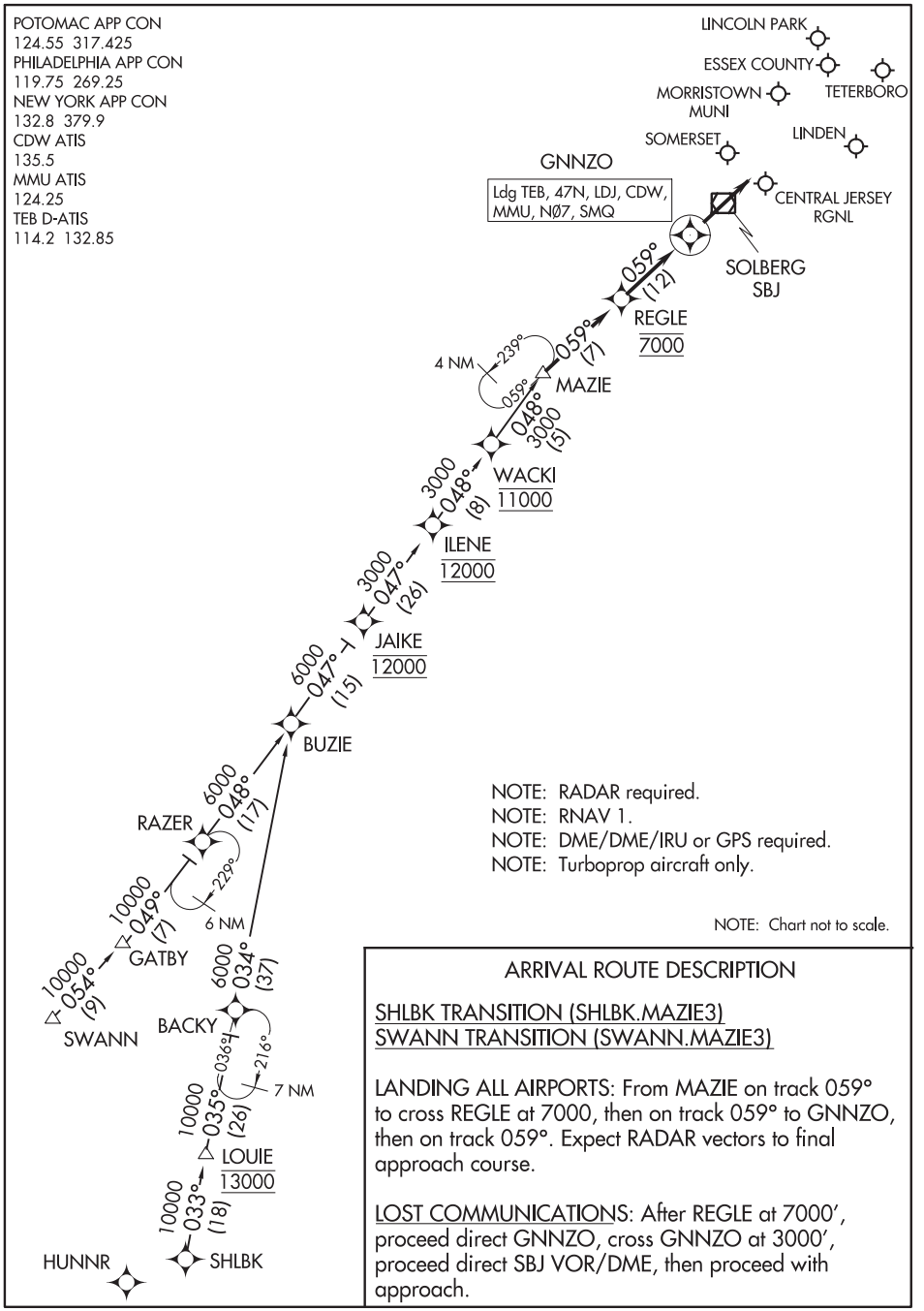
# MAZIE THREE ARRIVAL (RNAV)

TETERBORO, NEW JERSEY



NE-2, 25 FEB 2021 to 22 APR 2021

POTOMAC APP CON
124.55 317.425
PHILADELPHIA APP CON
119.75 269.25
NEW YORK APP CON
132.8 379.9
CDW ATIS
135.5
MMU ATIS
124.25
TEB D-ATIS
114.2 132.85




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turboprop aircraft only.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

SHLBK TRANSITION (SHLBK.MAZIE3)
SWANN TRANSITION (SWANN.MAZIE3)

LANDING ALL AIRPORTS: From MAZIE on track 059° to cross REGLE at 7000, then on track 059° to GNNZO, then on track 059°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: After REGLE at 7000', proceed direct GNNZO, cross GNNZO at 3000', proceed direct SBJ VOR/DME, then proceed with approach.

MAZIE THREE ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

(MAZIE.MAZIE3) 05NOV20

# MILTON FOUR ARRIVAL

(MIP.MIP4) 20OCT11

NEW YORK, NEW YORK
LAGUARDIA (LGA)

D-ATIS ARR
125.95
NEW YORK APP CON
125.85 263.0

N

KEATING TRANSITION (ETG.MIP4):
PHILIPSBURG TRANSITION (PSB.MIP4):
STONYFORK TRANSITION (SFK.MIP4):
From over MIP VORTAC on MIP R-117 and FJC R-298 to FJC VORTAC, then on SBJ R-295 to LIZZI INT, then on RBV VORTAC R-323 to BEUTY INT, then on COL VOR/DME R-303 to HARLM INT and DREMS INT, then on JFK VOR/DME R-263 to APPLE INT, then on LGA VOR/DME R-225 to PROUD INT.
Expect radar vectors to final approach course.

STONYFORK
108.6 SFK
Chan 23
N41°41.72′-W77°25.19′
L-30, H-10-12

KEATING
116.0 ETG
Chan 107
N41°12.90′-W78°08.57′
L-30, H-10-12

PHILIPSBURG
115.5 PSB
Chan 102
N40°54.98′-W77°59.56′
L-30, H-10-12

MILTON
109.2 MIP
Chan 29
N41°01.40′-W76°39.92′

EAST TEXAS
110.2 ETX
Chan 39

WILKES-BARRE
111.6 LVZ
Chan 53

ALLENTOWN
117.5 FJC
Chan 122
N40°43.60′-W75°27.28′

LA GUARDIA
113.1 LGA
Chan 78

SOLBERG
112.9 SBJ
Chan 76
N40°34.98′-W74°44.51′

YARDLEY
108.2 ARD
Chan 19

ROBBINSVILLE
113.8 RBV
Chan 85

KENNEDY
115.9 JFK
Chan 106

COLTS NECK
115.4 COL
Chan 101

FL180† 148° (53) R-329 289° R-289
FL180† 109° (68)
FL180† 093° (61) R-273
FL180† 117° (21) (23)
R-239 R-195 FJC 298° 298° 13,000
VIBES N40°45.79′ W75°36.03′
13,000 (14) (7) R-298
LIZZI N40°39.94′ W75°08.93′
9000 1158 210K 295° R-295 (19) (9) 143° (41) 8000 (32) 123° 303° (13) (10) 8000 (42) (29) 3500 083° (23) (37)
MARRC N40°55.13′ W76°13.90′ Expect to cross at FL 180.†
BILEY N40°47.98′ W75°44.79′ Expect to cross at 13,000′.
R-357 R-028
BEUTY N40°34.15′ W75°00.69′ Expect to cross at 10,000′.
R-346 R-356 R-037 R-323 R-303 (19)
HARLM N40°29.44′ W74°44.95′
APPLE N40°33.37′ W74°03.74′
2500 045° (5) (14) R-263
225° 210K (11) R-225 R-281
PROUD N40°37.79′ W73°59.99′
DREMS N40°25.67′ W74°32.45

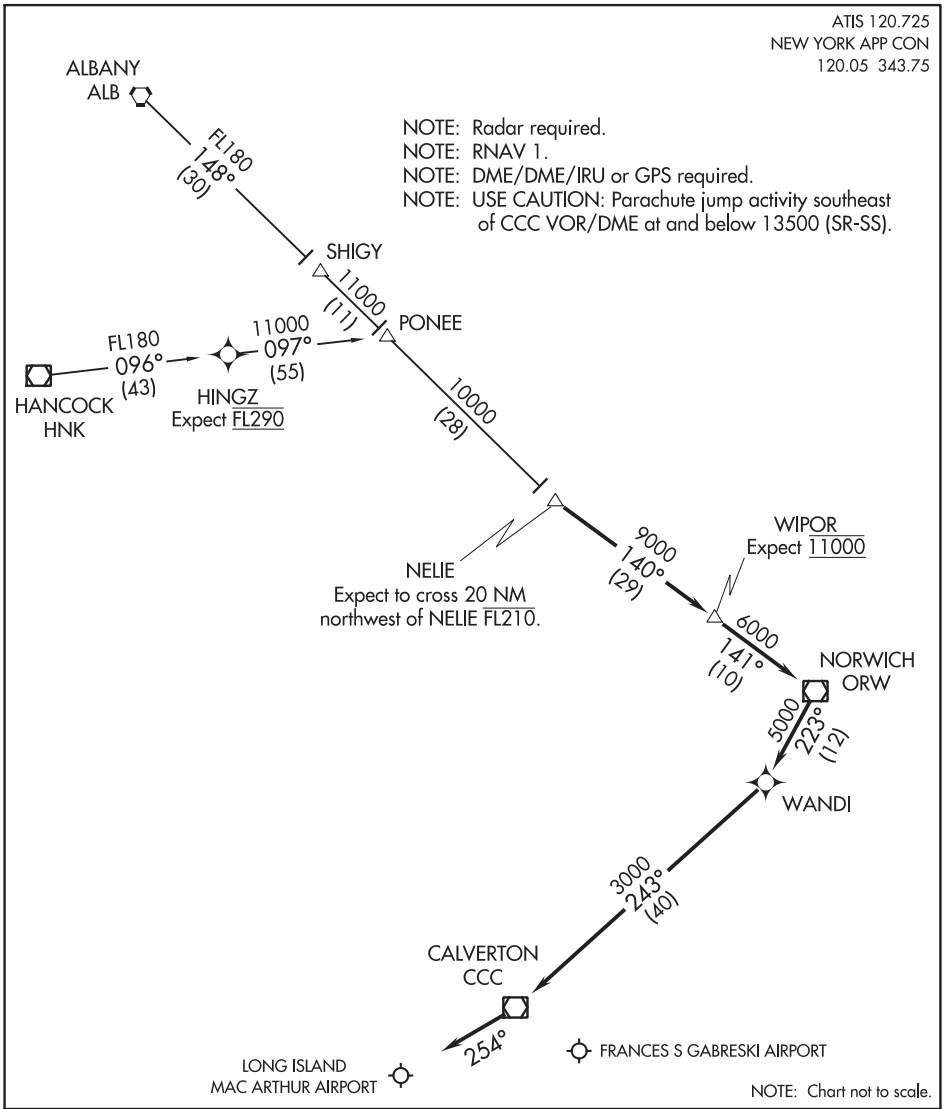
NOTE: For aircraft capable of 210 KIAS or greater.
† Or lowest usable flight level.
NOTE: Chart not to scale.

(MIP.MIP4) 20310
MILTON FOUR ARRIVAL
LAGUARDIA (LGA)
NEW YORK, NEW YORK

Z22
AL-289 (FAA)

# NELIE THREE ARRIVAL (RNAV)

NEW YORK, NEW YORK



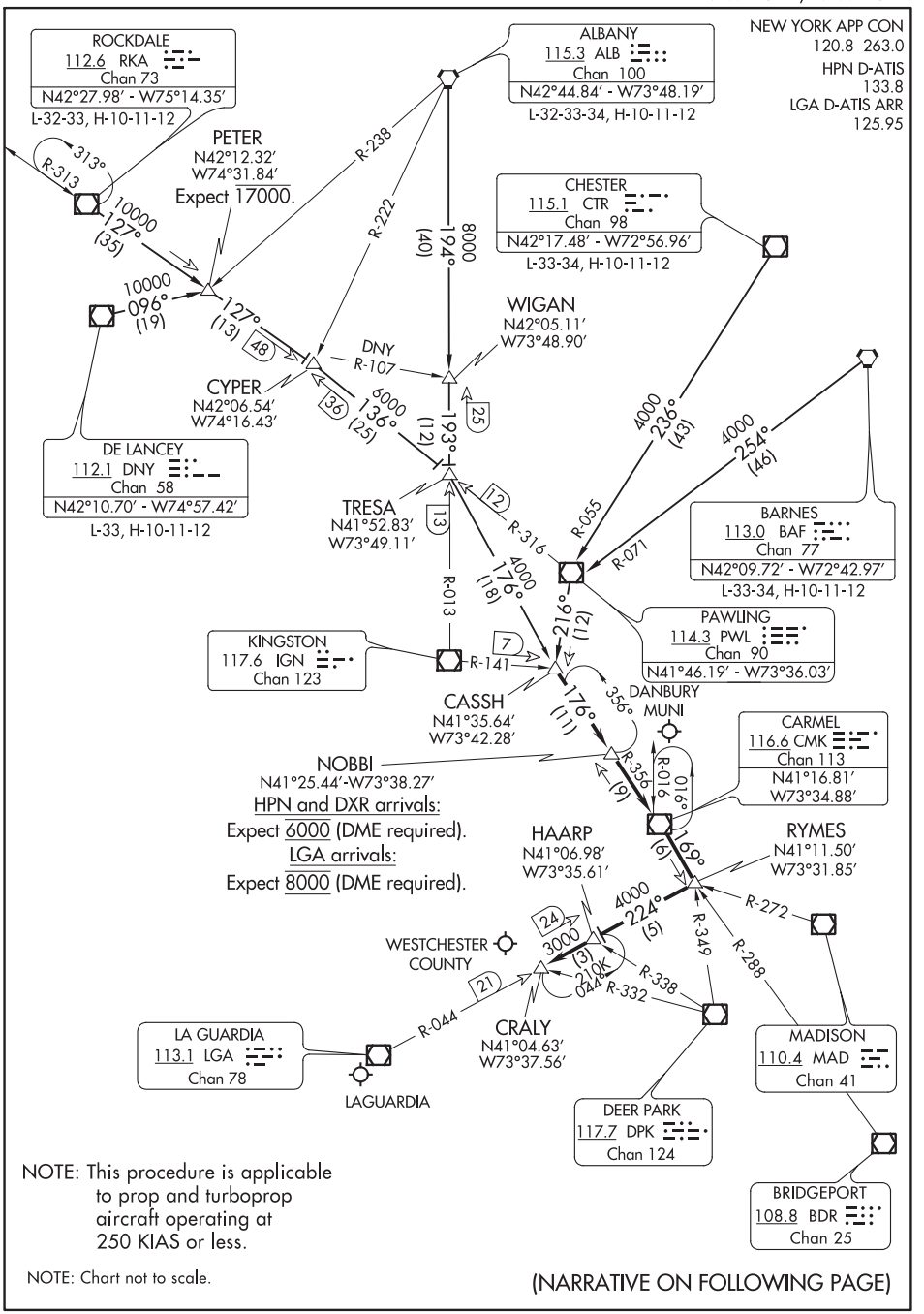

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NELIE3):
HANCOCK TRANSITION (HNK.NELIE3):
HINGZ TRANSITION (HINGZ.NELIE3):

....From NELIE on track 140° to WIPOR, then on track 141° to ORW VOR/DME, then on track 223° track to WANDI, then on track 243° to CCC VOR/DME, then on heading 254° or as assigned by ATC. Expect vectors to final approach course.



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021


ROCKDALE
112.6 RKA
Chan 73
N42°27.98' - W75°14.35'
L-32-33, H-10-11-12
ALBANY
115.3 ALB
Chan 100
N42°44.84' - W73°48.19'
L-32-33-34, H-10-11-12
NEW YORK APP CON
120.8 263.0
HPN D-ATIS
133.8
LGA D-ATIS ARR
125.95
PETER
N42°12.32'
W74°31.84'
Expect 17000.
CHESTER
115.1 CTR
Chan 98
N42°17.48' - W72°56.96'
L-33-34, H-10-11-12
WIGAN
N42°05.11'
W73°48.90'
CYPER
N42°06.54'
W74°16.43'
DE LANCEY
112.1 DNY
Chan 58
N42°10.70' - W74°57.42'
L-33, H-10-11-12
TRESA
N41°52.83'
W73°49.11'
BARNES
113.0 BAF
Chan 77
N42°09.72' - W72°42.97'
L-33-34, H-10-11-12
PAWLING
114.3 PWL
Chan 90
N41°46.19' - W73°36.03'
KINGSTON
117.6 IGN
Chan 123
CASSH
N41°35.64'
W73°42.28'
DANBURY MUNI
CARMEL
116.6 CMK
Chan 113
N41°16.81'
W73°34.88'
NOBBI
N41°25.44'-W73°38.27'
HPN and DXR arrivals:
Expect 6000 (DME required).
LGA arrivals:
Expect 8000 (DME required).
HAARP
N41°06.98'
W73°35.61'
RYMES
N41°11.50'
W73°31.85'
WESTCHESTER COUNTY
CRALY
N41°04.63'
W73°37.56'
LA GUARDIA
113.1 LGA
Chan 78
LAGUARDIA
MADISON
110.4 MAD
Chan 41
DEER PARK
117.7 DPK
Chan 124
BRIDGEPORT
108.8 BDR
Chan 25
313° R-313
10000 127° (35)
R-238
R-222
8000 194° (40)
10000 096° (19)
127° (13)
48
DNY R-107
6000 136° (25)
36
193° (12)
25
4000 236° (43)
4000 254° (46)
R-055
R-071
R-316
13
12
R-013
4000 176° (18)
216° (12)
7
R-141
176° (11)
356°
R-356
(9)
016°
R-016
169° (6)
4000 224° (5)
24
3000
(3)
210K
044
R-272
R-349
R-288
R-338
R-332
21
R-044
NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

NE-2, 25 FEB 2021 to 22 APR 2021

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

# PAATS THREE ARRIVAL (RNAV)

(PAATS.PAATS3) 01FEB18

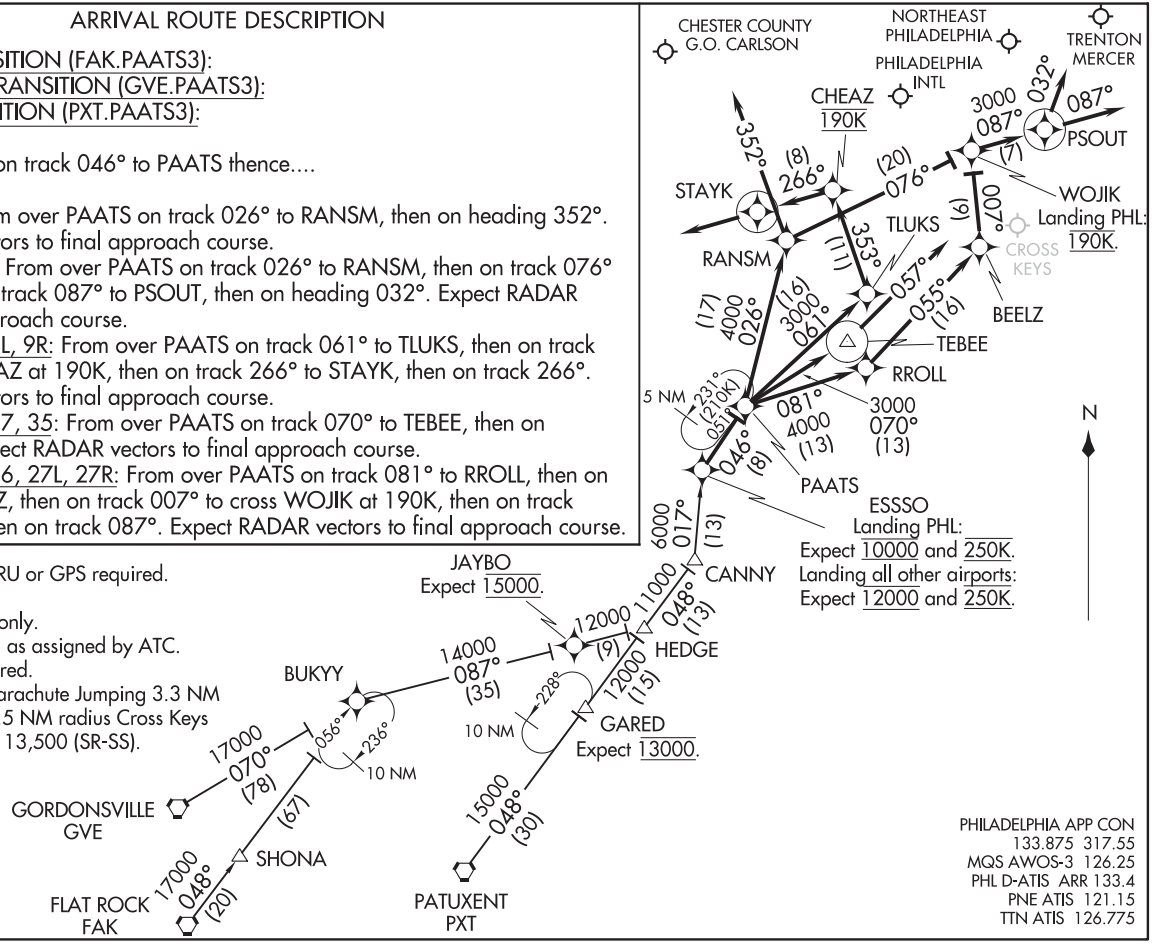
## ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.PAATS3):
GORDONSVILLE TRANSITION (GVE.PAATS3):
PATUXENT TRANSITION (PXT.PAATS3):

From over ESSSO on track 046° to PAATS thence....

Landing MQS: From over PAATS on track 026° to RANSM, then on heading 352°. Expect RADAR vectors to final approach course.
Landing PNE, TTN: From over PAATS on track 026° to RANSM, then on track 076° to WOJIK, then on track 087° to PSOUT, then on heading 032°. Expect RADAR vectors to final approach course.
Landing PHL Rwy 9L, 9R: From over PAATS on track 061° to TLUKS, then on track 353° to cross CHEAZ at 190K, then on track 266° to STAYK, then on track 266°. Expect RADAR vectors to final approach course.
Landing PHL Rwy 17, 35: From over PAATS on track 070° to TEBEE, then on heading 057°. Expect RADAR vectors to final approach course.
Landing PHL Rwy 26, 27L, 27R: From over PAATS on track 081° to RROLL, then on track 055° to BEELZ, then on track 007° to cross WOJIK at 190K, then on track 087° to PSOUT, then on track 087°. Expect RADAR vectors to final approach course.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For turbojets only.
NOTE: PXT transition as assigned by ATC.
NOTE: RADAR required.
NOTE: CAUTION: Parachute Jumping 3.3 NM NE BEELZ, 1.5 NM radius Cross Keys Airport AOB 13,500 (SR-SS).




NOTE: Chart not to scale.

PHILADELPHIA APP CON
133.875 317.55
MQS AWOS-3 126.25
PHL D-ATIS ARR 133.4
PNE ATIS 121.15
TTN ATIS 126.775

PHILADELPHIA, PENNSYLVANIA

PAATS THREE ARRIVAL (RNAV)

(PAATS.PAATS3) 20310

AL-320 (FAA)

Z26

PHILADELPHIA, PENNSYLVANIA

# PARCH THREE ARRIVAL (RNAV)

(PARCH.PARCH3) 19JUL18

NEW YORK, NEW YORK

Z27

PARCH THREE ARRIVAL (RNAV)

(PARCH.PARCH3) 20198

NEW YORK, NEW YORK

AL-610 (FAA)

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

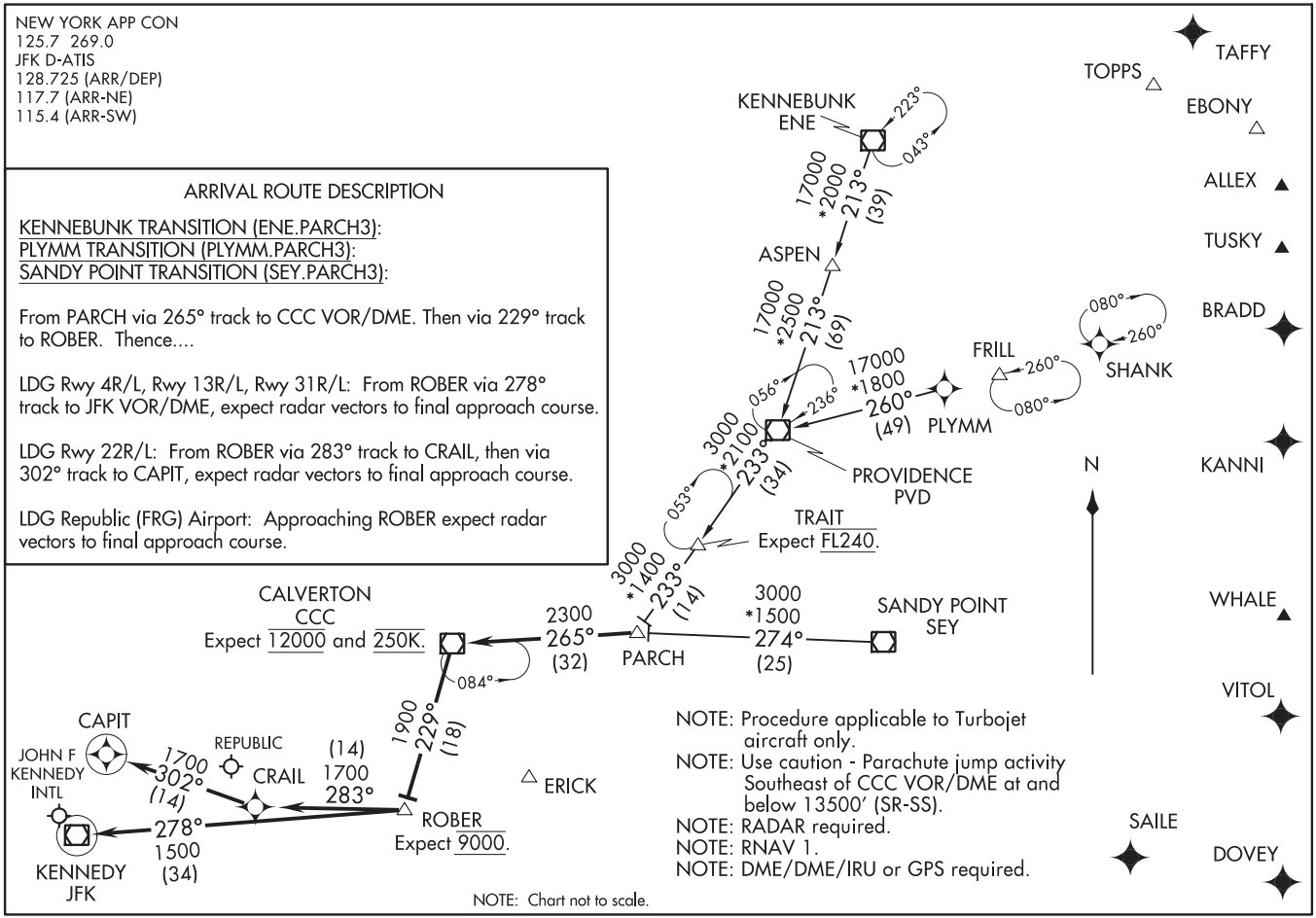
KENNEBUNK TRANSITION (ENE.PARCH3):
PLYMM TRANSITION (PLYMM.PARCH3):
SANDY POINT TRANSITION (SEY.PARCH3):

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.

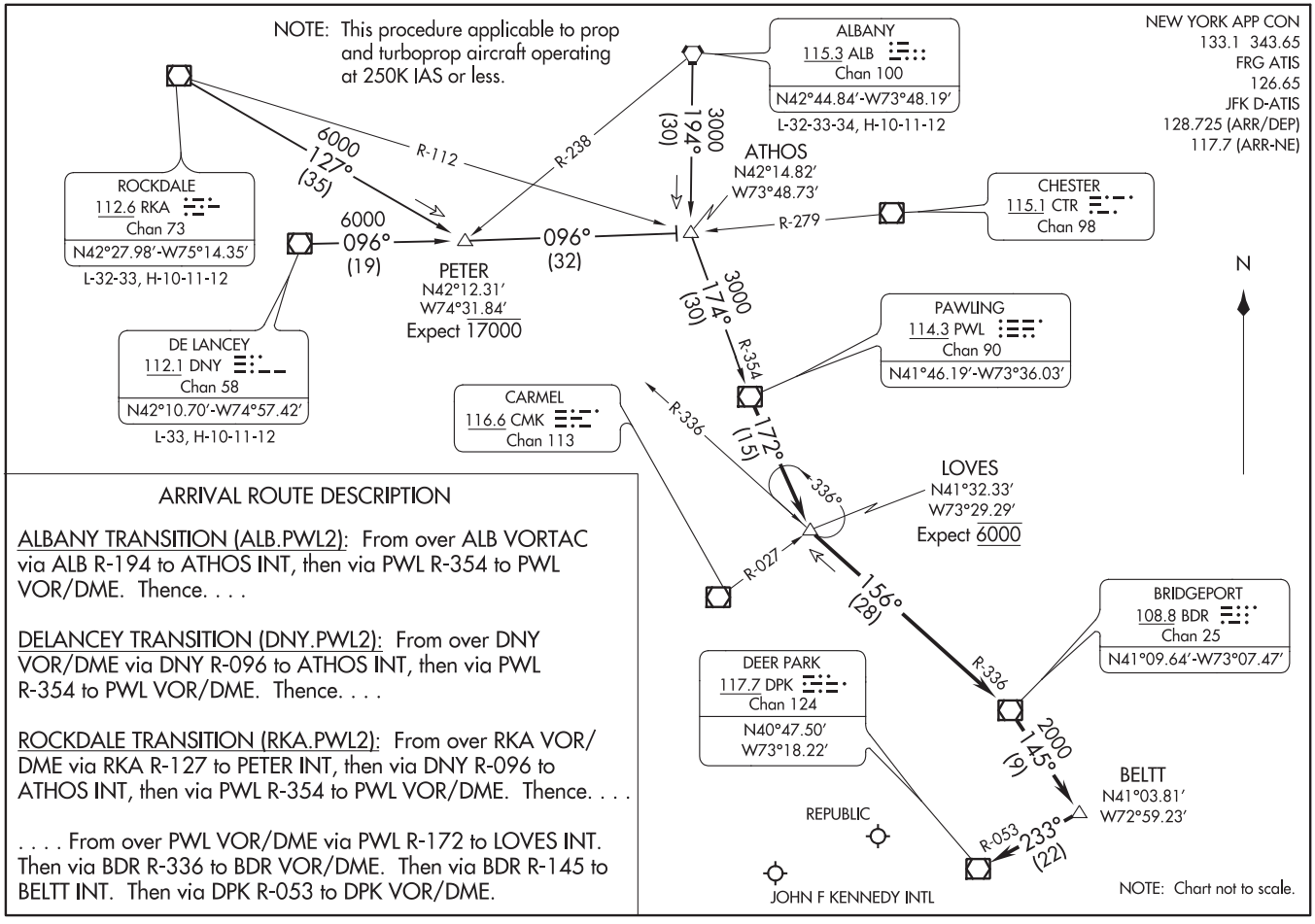
LDG Republic (FRG) Airport: Approaching ROBER expect radar vectors to final approach course.



# PAWLING TWO ARRIVAL

(PWL.PWL2) 11SEP97

NEW YORK, NEW YORK




## 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.

PAWLING TWO ARRIVAL

(PWL.PWL2) 20310

NEW YORK, NEW YORK

# PENNS TWO ARRIVAL






NE-2, 25 FEB 2021 to 22 APR 2021

PENNS TWO ARRIVAL
(PENNS.PENNS2) 05AUG04
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

(DQO.PHLBO3) 20198

ST-285 (FAA)

# PHLBO THREE ARRIVAL (RNAV)

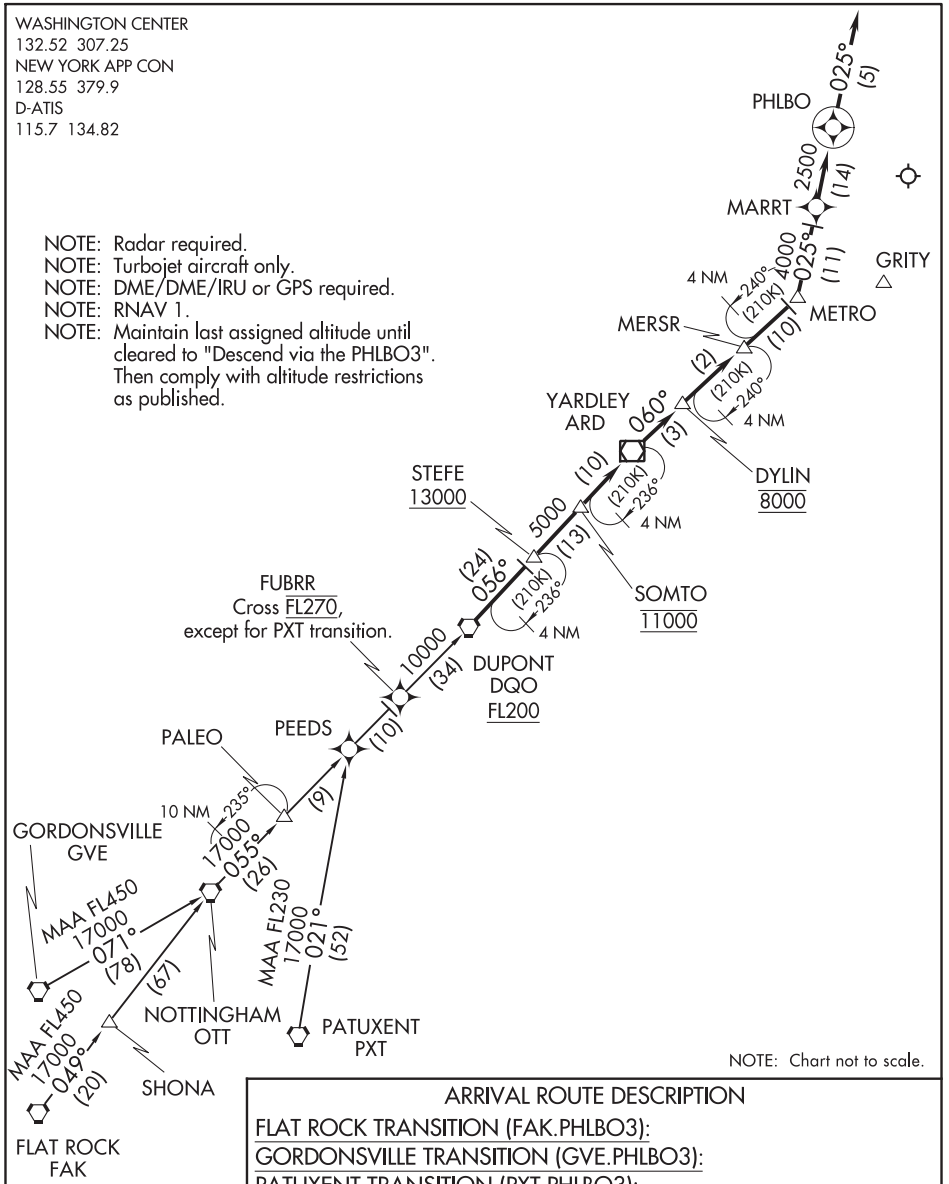
NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



NE-2, 25 FEB 2021 to 22 APR 2021

WASHINGTON CENTER
132.52 307.25
NEW YORK APP CON
128.55 379.9
D-ATIS
115.7 134.82

NOTE: Radar required.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Maintain last assigned altitude until cleared to "Descend via the PHLBO3". Then comply with altitude restrictions as published.




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

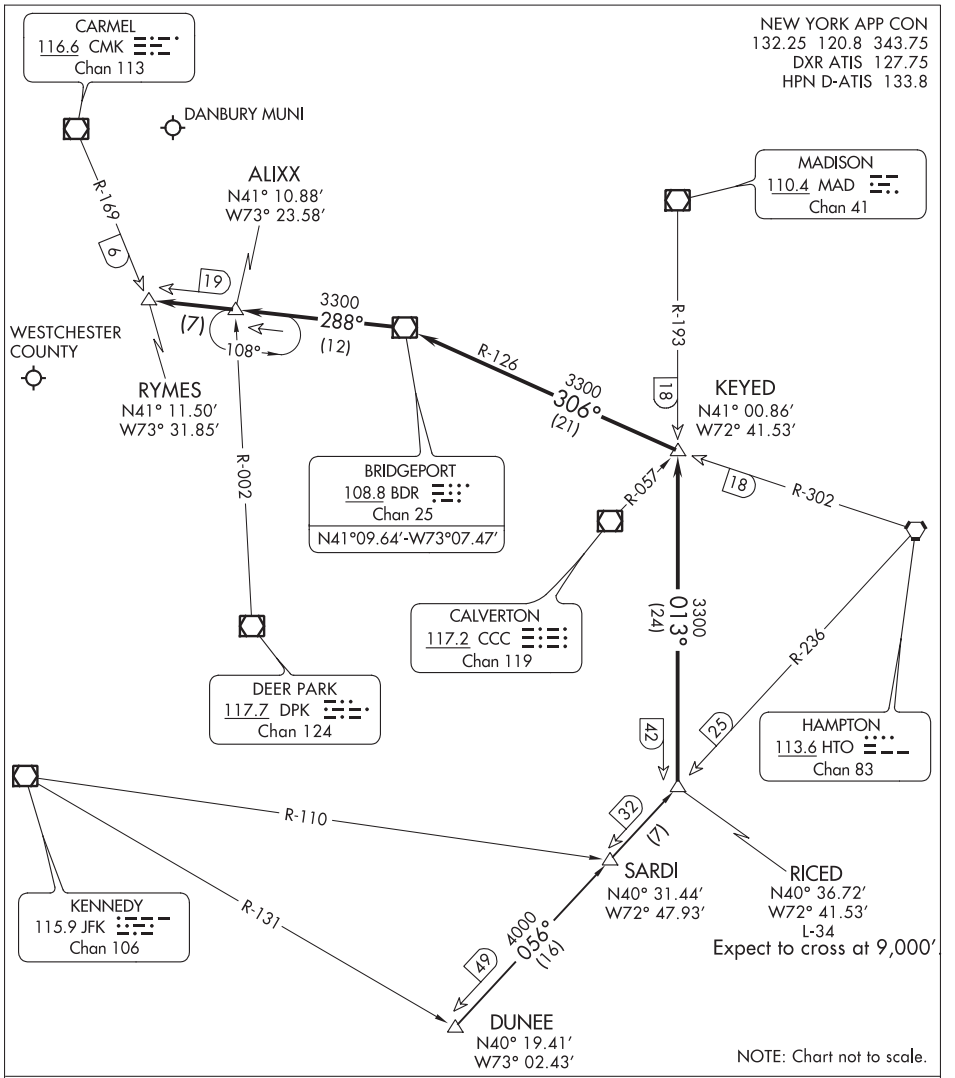
FLAT ROCK TRANSITION (FAK.PHLBO3):
GORDONSVILLE TRANSITION (GVE.PHLBO3):
PATUXENT TRANSITION (PXT.PHLBO3):

From DQO VORTAC on track 056° to STEFE, then on track 056° to SOMTO, then on track 056° to ARD VOR/DME, then on track 060° to DYLIN, then on track 060° to MERSR, then on track 060° to METRO, then on track 025° to MARRT, then on track 024° to PHLBO, then on track 025°. Expect RADAR vectors to final approach course.

PHLBO THREE ARRIVAL (RNAV)

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

(DQO.PHLBO3) 31MAY12




ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . .from over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect RADAR vectors to final approach course.



NE-2, 25 FEB 2021 to 22 APR 2021
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# ROBER TWO ARRIVAL

(ROBER.ROBER2) 21JUL16

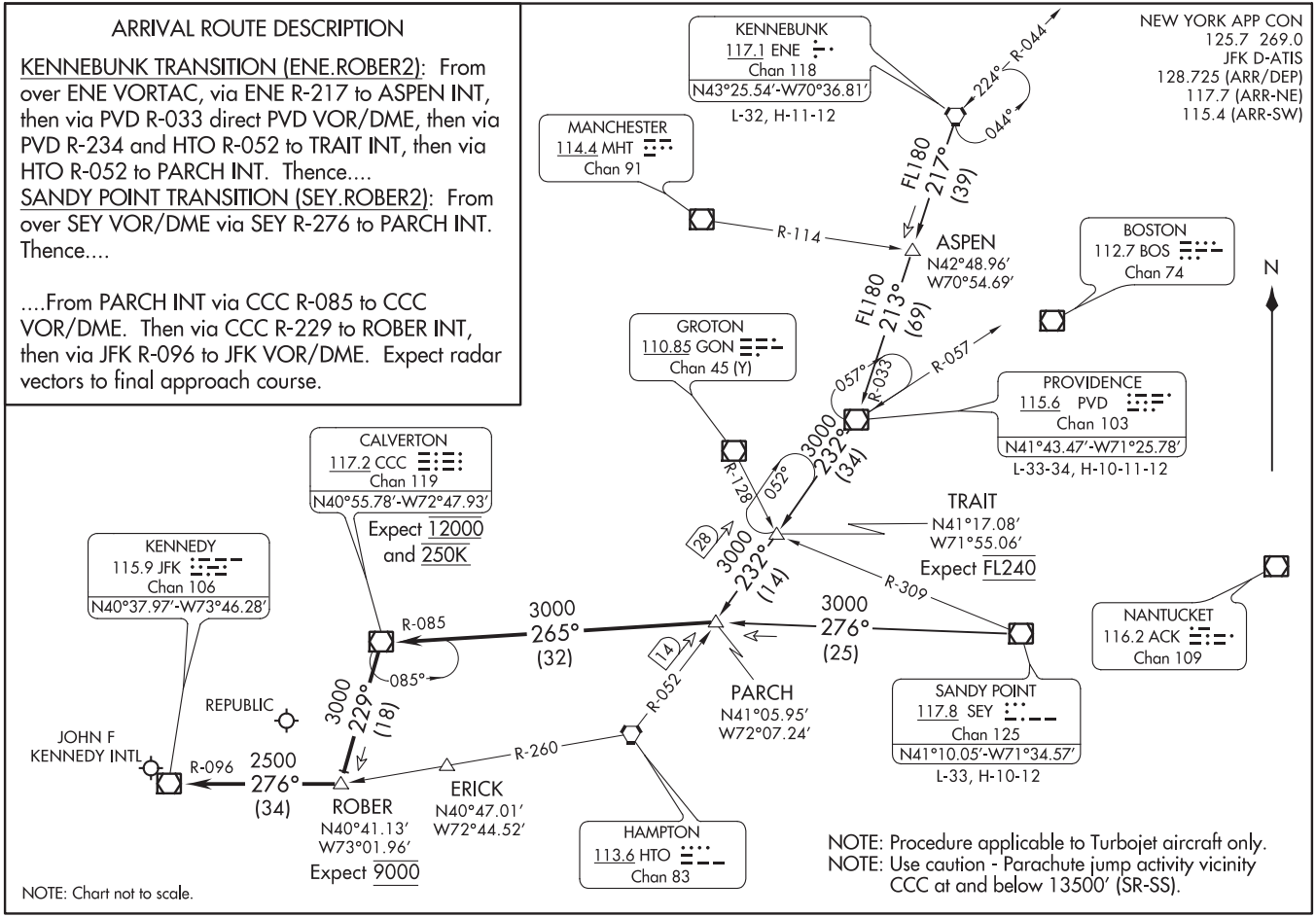
NEW YORK, NEW YORK

## 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.




# ROBER TWO ARRIVAL

(ROBER.ROBER2) 20310

NEW YORK, NEW YORK

AL-610 (FAA)

Z32

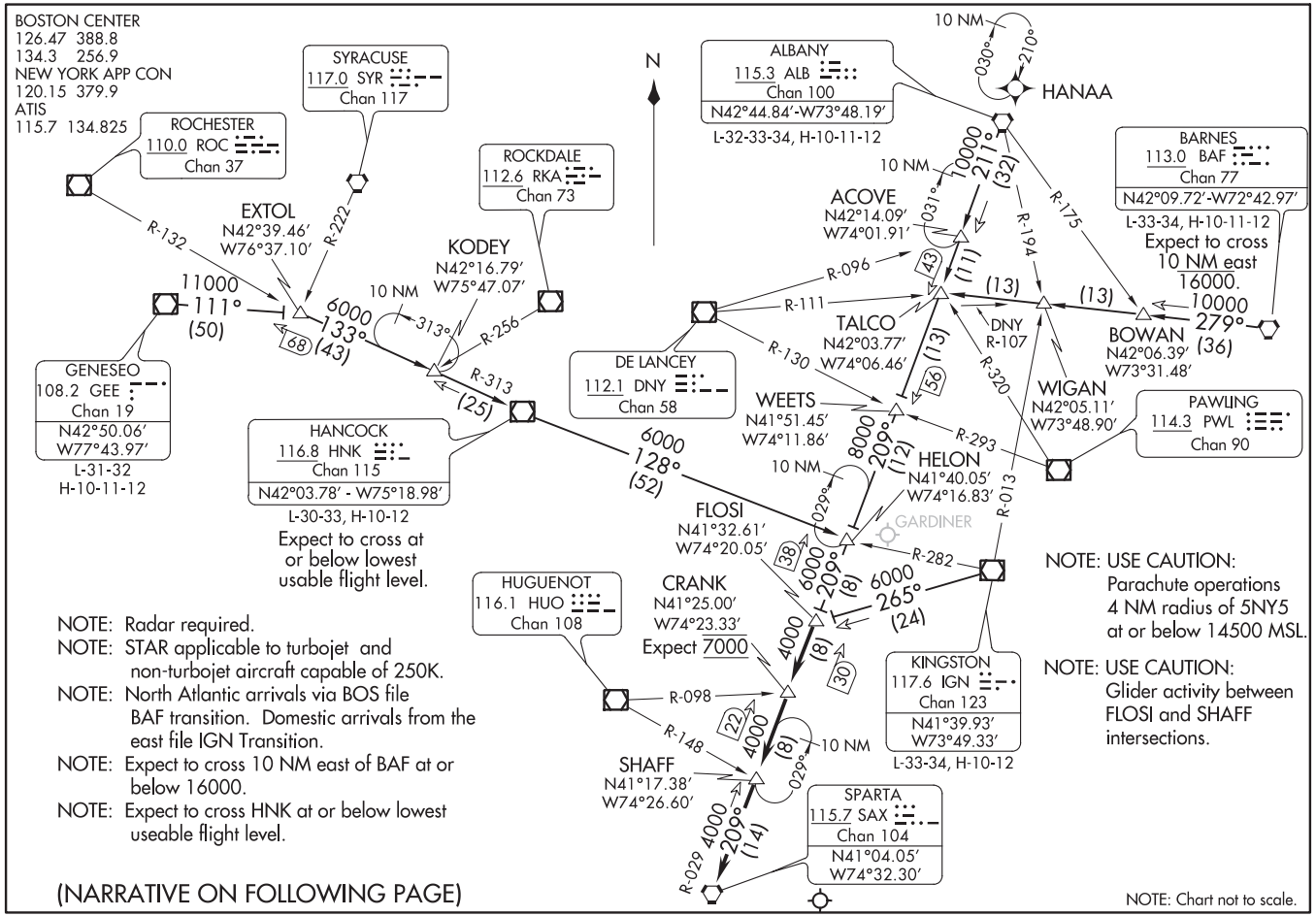
# SHAFF SEVEN ARRIVAL

(SHAFF.SHAFF7) 31MAY12

NEWARK, NEW JERSEY

NEWARK LIBERTY INTL (EWR)

Z33




# SHAFF SEVEN ARRIVAL

(SHAFF.SHAFF7) 20310

NEWARK LIBERTY INTL (EWR)

NEWARK, NEW JERSEY

AL-285 (FAA)

(SHAFF.SHAFF7) 17117

# SHAFF SEVEN ARRIVAL

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.SHAFF7): From over ALB VORTAC on ALB R-211 to WEETS INT, then on SAX R-029 to FLOSI INT. Thence. . . .

BARNES TRANSITION (BAF.SHAFF7): From over BAF VORTAC on BAF R-279 to TALCO INT, then on ALB R-211 to WEETS INT, then on SAX R-029 to FLOSI INT. Thence. . . .

GENESEO TRANSITION (GEE.SHAFF7): From over GEE VOR/DME on GEE R-111 to EXTOL INT, then on HNK R-313 to HNK VOR/DME, then on HNK R-128 to HELON INT, then on SAX R-029 to FLOSI INT. Thence. . . .

HANCOCK TRANSITION (HNK.SHAFF7): From over HNK VOR/DME on HNK R-128 to HELON INT, then on SAX R-029 to FLOSI INT. Thence. . . .

KINGSTON TRANSITION (IGN.SHAFF7): From over IGN VOR/DME on IGN R-265 to FLOSI INT. Thence. . . .

. . . . From over FLOSI INT on SAX R-029 to CRANK INT, then to SHAFF INT, then to SAX VORTAC. Expect radar vectors to final approach course.

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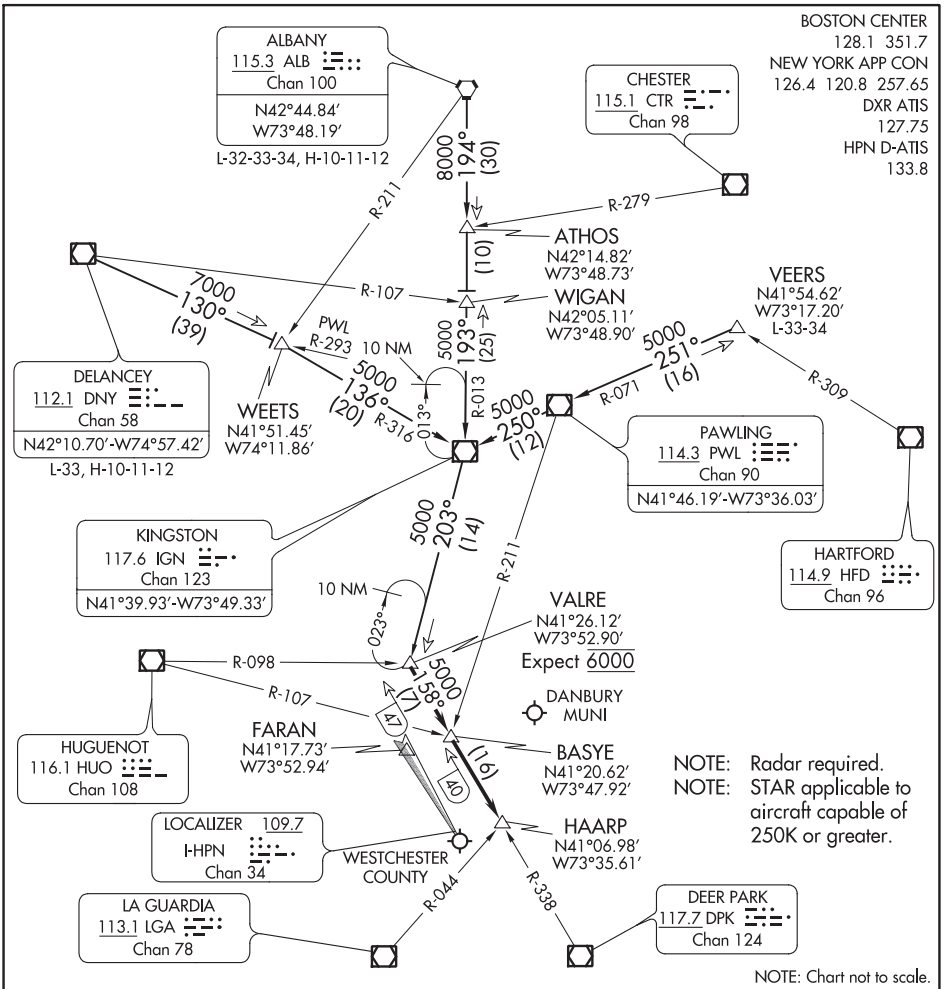
# VALRE FIVE ARRIVAL

WHITE PLAINS, NEW YORK




## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE5): From over ALB VORTAC on ALB R-194 to WIGAN INT, then on IGN R-013 to IGN VOR/DME, then on IGN R-203 to VALRE INT. Thence. . . .

DELANCEY TRANSITION (DNY.VALRE5): From over DNY VOR/DME on DNY R-130 to WEETS INT, then on IGN R-316 to IGN VOR/DME, then on IGN R-203 to VALRE INT. Thence. . . .

VEERS TRANSITION (VEERS.VALRE5): From over VEERS INT on PWL R-071 to PWL VOR/DME, then on PWL R-250 to IGN VOR/DME, then on IGN R-203 to VALRE INT. Thence. . . .

. . . .from over VALRE INT on DPK R-338 to BASYE INT, then to HAARP INT. Expect RADAR vectors to final approach course prior to HAARP INT.

VALRE FIVE ARRIVAL

WHITE PLAINS, NEW YORK

(VALRE.VALRE5) 17OCT13



NE-2, 25 FEB 2021 to 22 APR 2021

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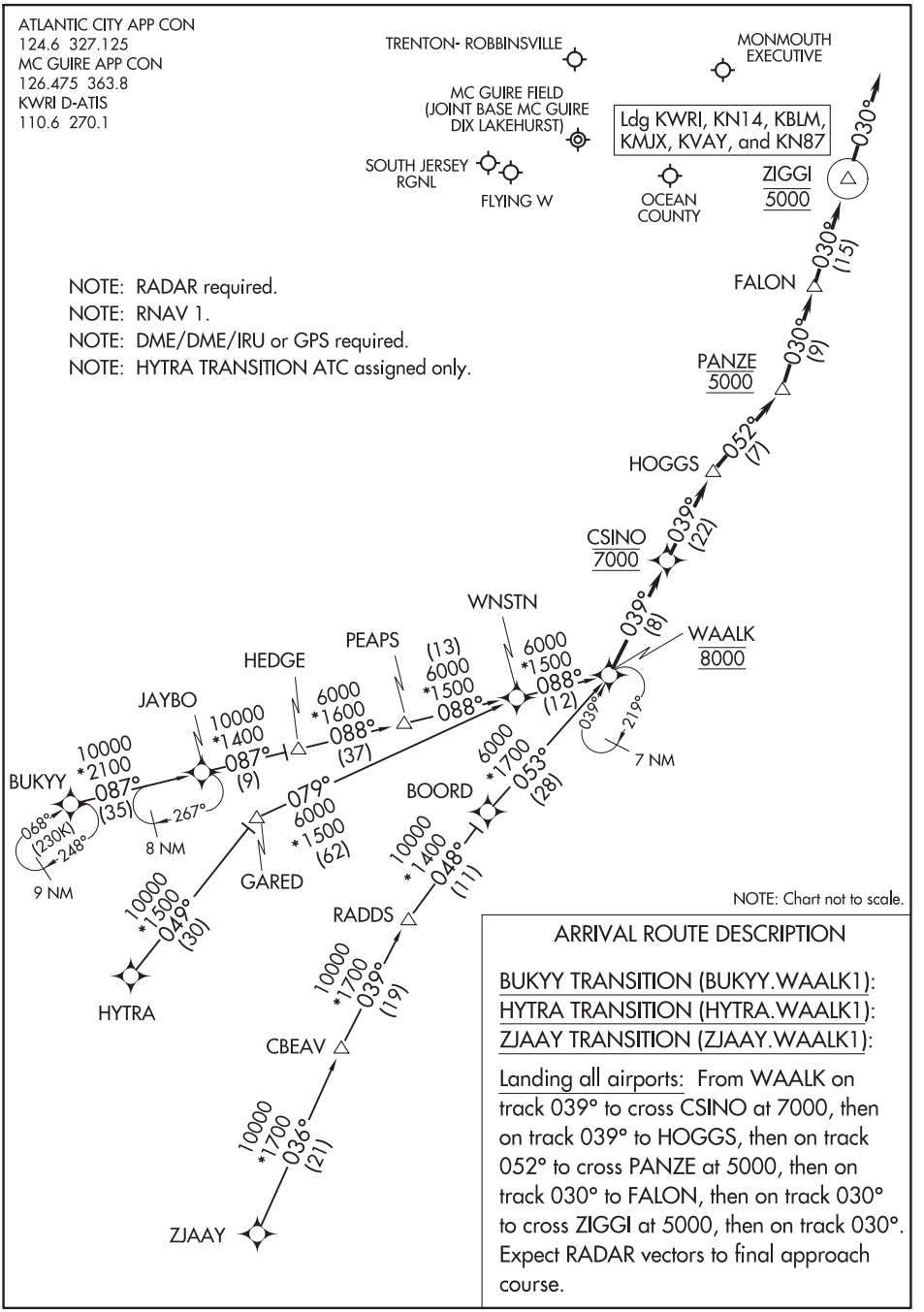
(WAALK.WAALK1) 20310 AL-5623 (FAA)

# WAALK ONE ARRIVAL

TOMS RIVER, NEW JERSEY




## ARRIVAL ROUTE DESCRIPTION

BUKYY TRANSITION (BUKYY.WAALK1):
HYTRA TRANSITION (HYTRA.WAALK1):
ZJAAY TRANSITION (ZJAAY.WAALK1):

Landing all airports: From WAALK on track 039° to cross CSINO at 7000, then on track 039° to HOGGS, then on track 052° to cross PANZE at 5000, then on track 030° to FALON, then on track 030° to cross ZIGGI at 5000, then on track 030°. Expect RADAR vectors to final approach course.



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# WILKES-BARRE FOUR ARRIVAL






WILKES-BARRE FOUR ARRIVAL

TETERBORO, NEW JERSEY

(LVZ.LVZ4) 20OCT11

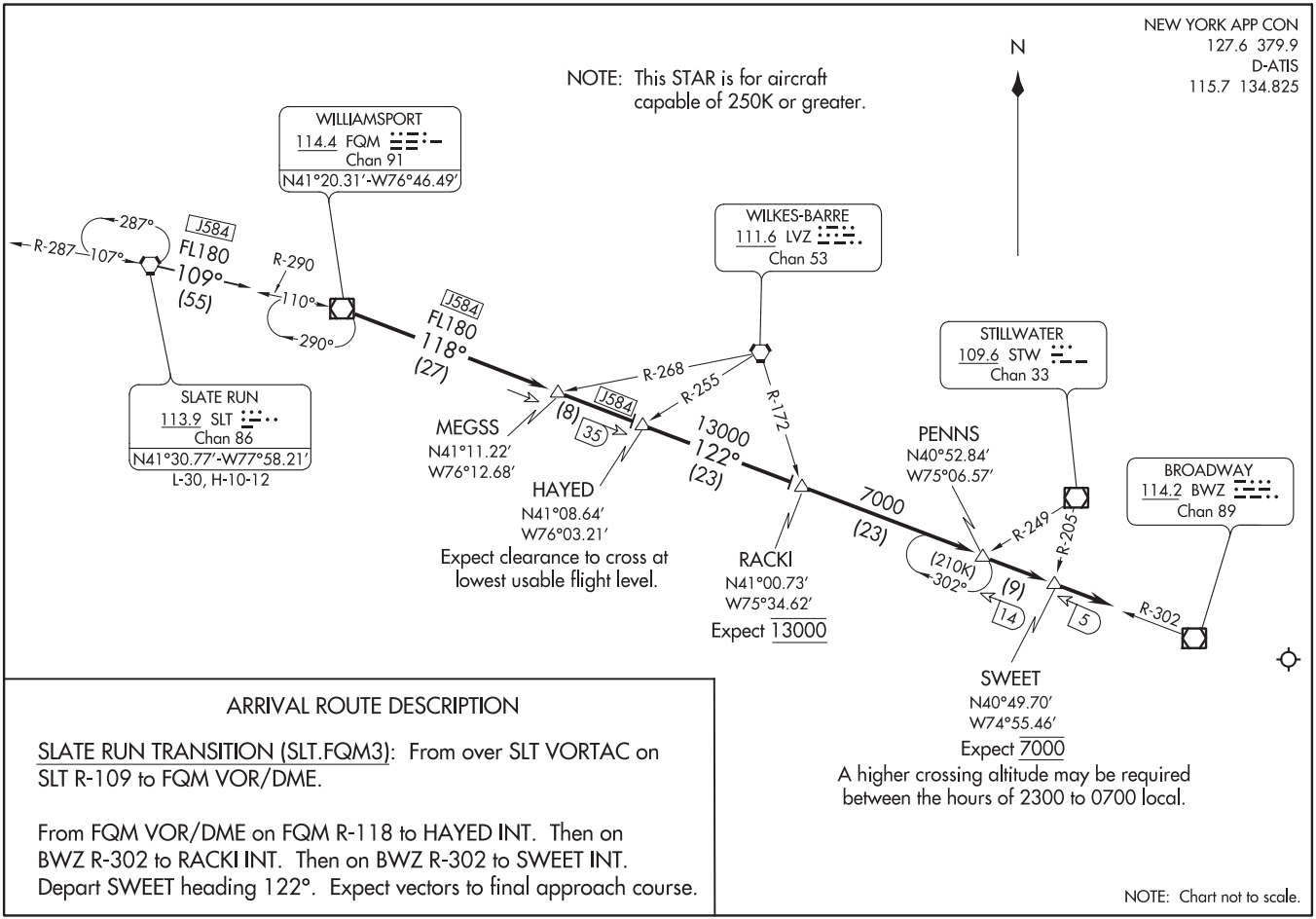


NE-2, 25 FEB 2021 to 22 APR 2021

# WILLIAMSPORT THREE ARRIVAL

(FQM.FQM3) 31MAY12

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)




## ARRIVAL ROUTE DESCRIPTION

SLATE RUN TRANSITION (SLT.FQM3): From over SLT VORTAC on SLT R-109 to FQM VOR/DME.

From FQM VOR/DME on FQM R-118 to HAYED INT. Then on BWZ R-302 to RACKI INT. Then on BWZ R-302 to SWEET INT. Depart SWEET heading 122°. Expect vectors to final approach course.

WILLIAMSPORT THREE ARRIVAL

(FQM.FQM3) 20198

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

# RNAV (GPS) RWY 7

AKRON/JESSON FIELD (9G3)

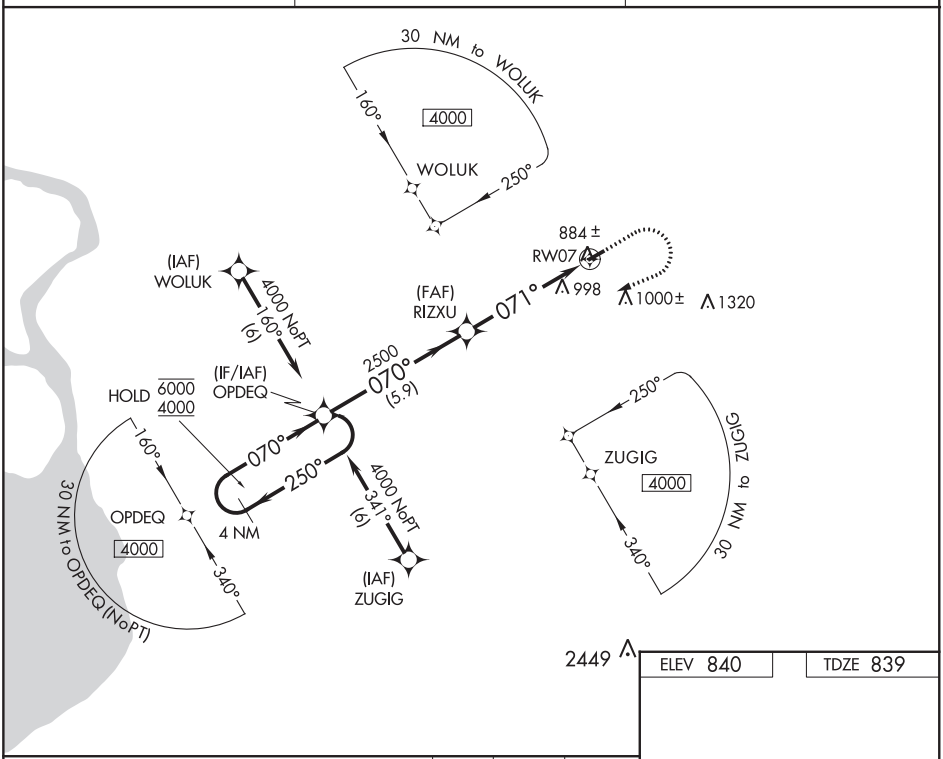
| WAAS | APP CRS | Rwy ldg | 3268 |
|---|---|---|---|
| CH 93633 | 071° | TDZE | 839 |
| W07A | | Apt Elev | 840 |

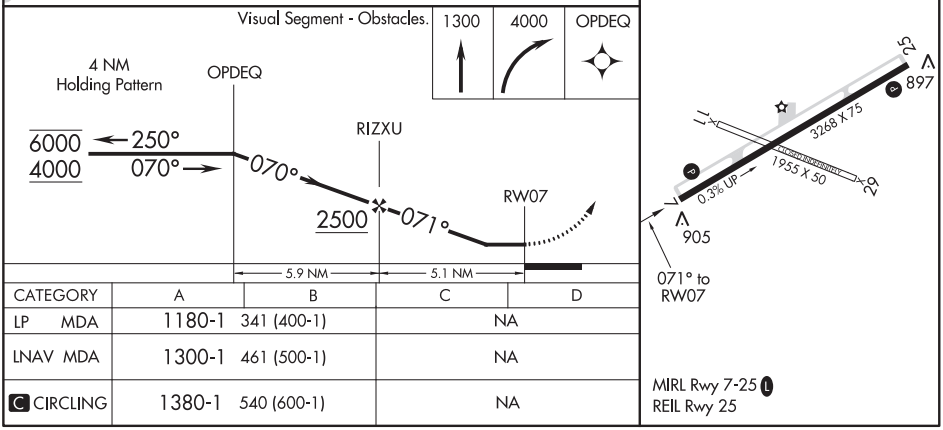
RNP APCH.

NA Procedure NA at night. Use Buffalo altimeter setting. Rwy 7 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct OPDEQ and hold, continue climb-in-hold to 4000.

| BUF ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 135.35 | 126.15 263.125 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1180-1 | 341 (400-1) | NA | |
| LNAV MDA | 1300-1 | 461 (500-1) | NA | |
| C CIRCLING | 1380-1 | 540 (600-1) | NA | |

MIRL Rwy 7-25 L
REIL Rwy 25



NE-2, 25 FEB 2021 to 22 APR 2021
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| WAAS | APP CRS | Rwy Idg | 3268 |
|---|---|---|---|
| CH 40233 | 251° | TDZE | 840 |
| W25A | | Apt Elev | 840 |

# RNAV (GPS) RWY 25

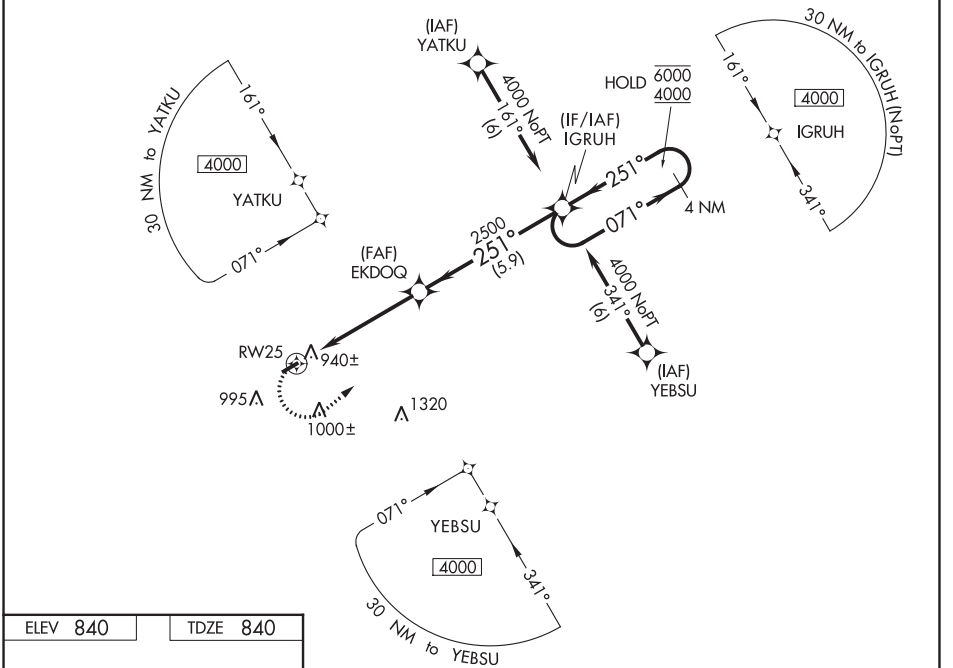
## AKRON/JESSON FIELD (9G3)

RNP APCH.

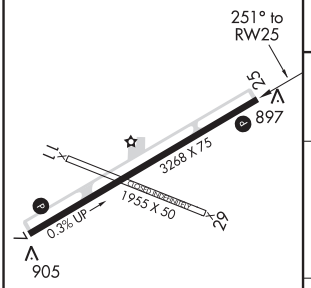
▼ Rwy 25 helicopter visibility reduction below 1 SM NA.
⚠ NA Use Buffalo altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 4000 direct IGRUH and hold, continue climb-in-hold to 4000.

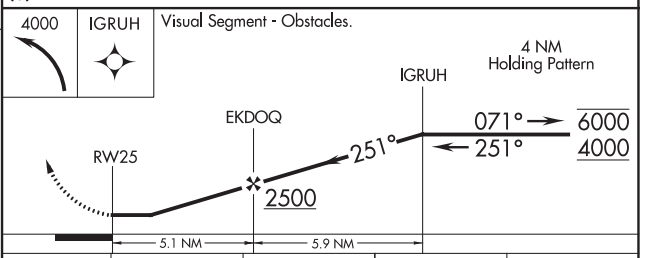
| BUF ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 135.35 | 126.15 263.125 | 122.725 (CTAF) L |




ELEV 840 TDZE 840




MIRL Rwy 7-25 L
REIL Rwy 25




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1240-1 | 400 (400-1) | NA | |
| LNAV MDA | 1300-1 | 460 (500-1) | NA | |
| C CIRCLING | 1380-1 | 540 (600-1) | NA | |



43°01'N-78°29'W



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# ILS or LOC RWY 1

ALBANY INTL (ALB)

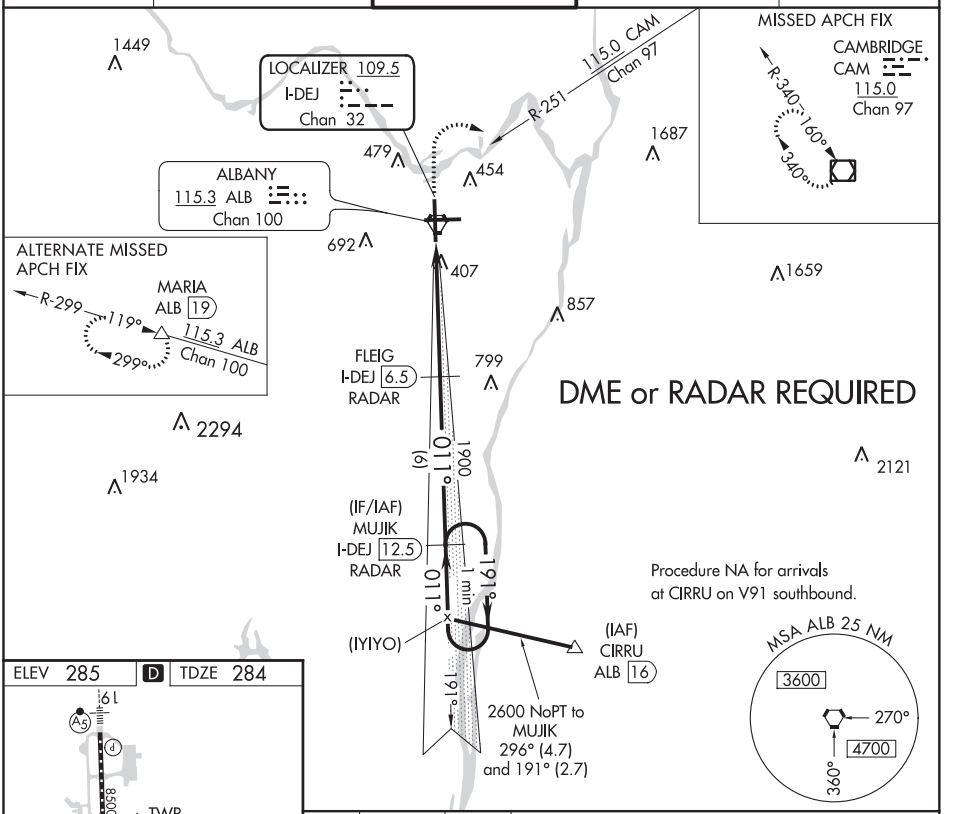
| LOC/DME I-DEJ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 109.5 | 011° | TDZE | 284 |
| Chan 32 | | Apt Elev | 285 |

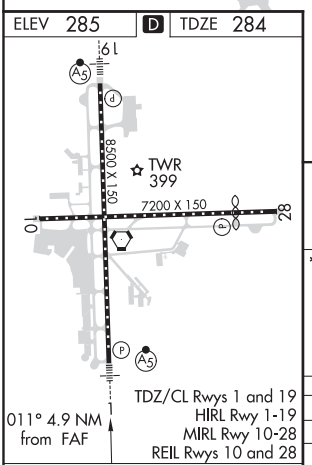
Circling NA west of Rwy 1-19. DME or RADAR required.

MALSR

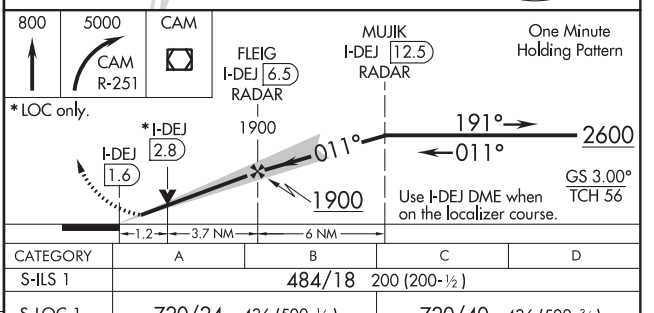
MISSED APPROACH: Climb to 800 then climbing right turn to 5000 and on CAM VOR/DME R-251 to CAM VOR/DME and hold.

| D-ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 484/18 | | 200 (200-½) | |
| S-LOC 1 | 720/24 | 436 (500-½) | 720/40 | 436 (500-¾) |
| C CIRCLING | 820-1 | 535 (600-1) | 820-1½ 535 (600-1½) | 960-2¼ 675 (700-2¼) |



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ALBANY, NEW YORK | AL-10 (FAA) | 21056

# ILS or LOC RWY 19

ALBANY INTL (ALB)

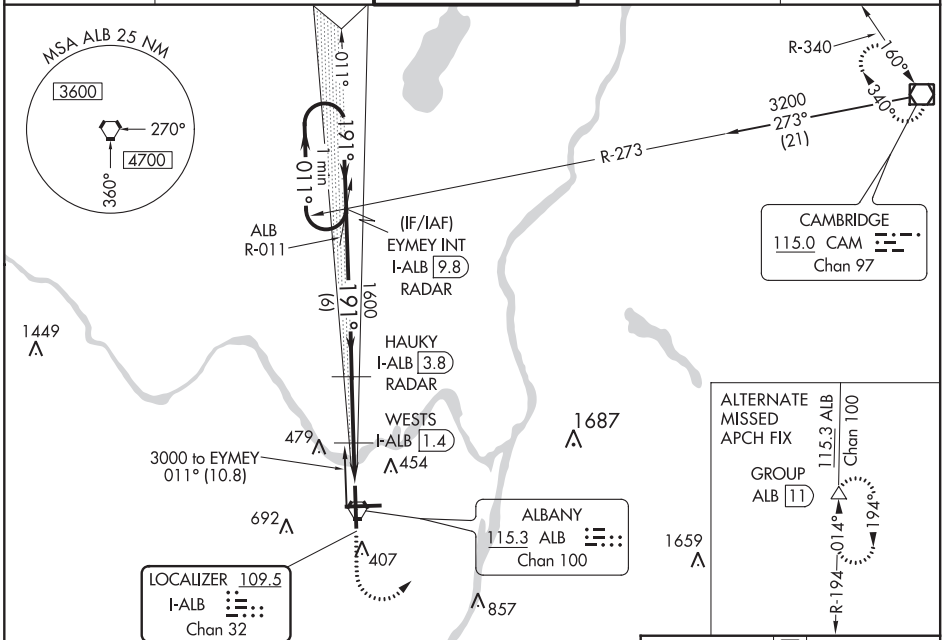
| LOC/DME I-ALB | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 109.5 | 191° | TDZE | 280 |
| Chan 32 | | Apt Elev | 285 |

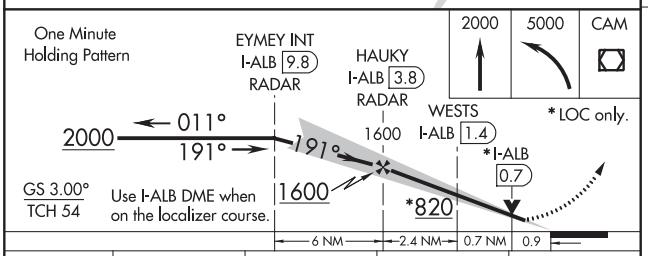
T A — Circling NA west of Rwy 1-19. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct CAM VOR/DME and hold.

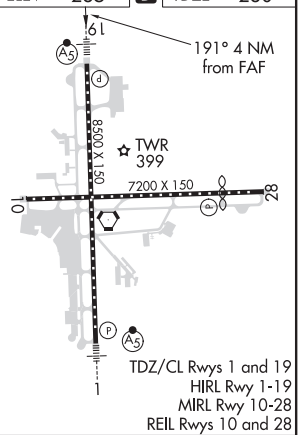
| D-ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | 480/18 200 (200-½) | | | |
| S-LOC 19 | 820/24 540 (600-½) | | 820/55 540 (600-1) | |
| C CIRCLING | 820-1 535 (600-1) | | 820-1½ 535 (600-1½) | 960-2¼ 675 (700-2¼) |
| WESTS FIX MINIMUMS | | | | |
| S-LOC 19 | 620/24 340 (400-½) | | 620/26 340 (400-½) | |
| C CIRCLING | 820-1 535 (600-1) | | 820-1½ 535 (600-1½) | 960-2¼ 675 (700-2¼) |

ELEV 285 | D | TDZE 280




FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

ALBANY, NEW YORK
Amdt 24 08JAN15

42°45'N-73°48'W

ALBANY INTL (ALB)

ILS or LOC RWY 19

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# ILS RWY 1 (SA CAT II)

ALBANY INTL (ALB)

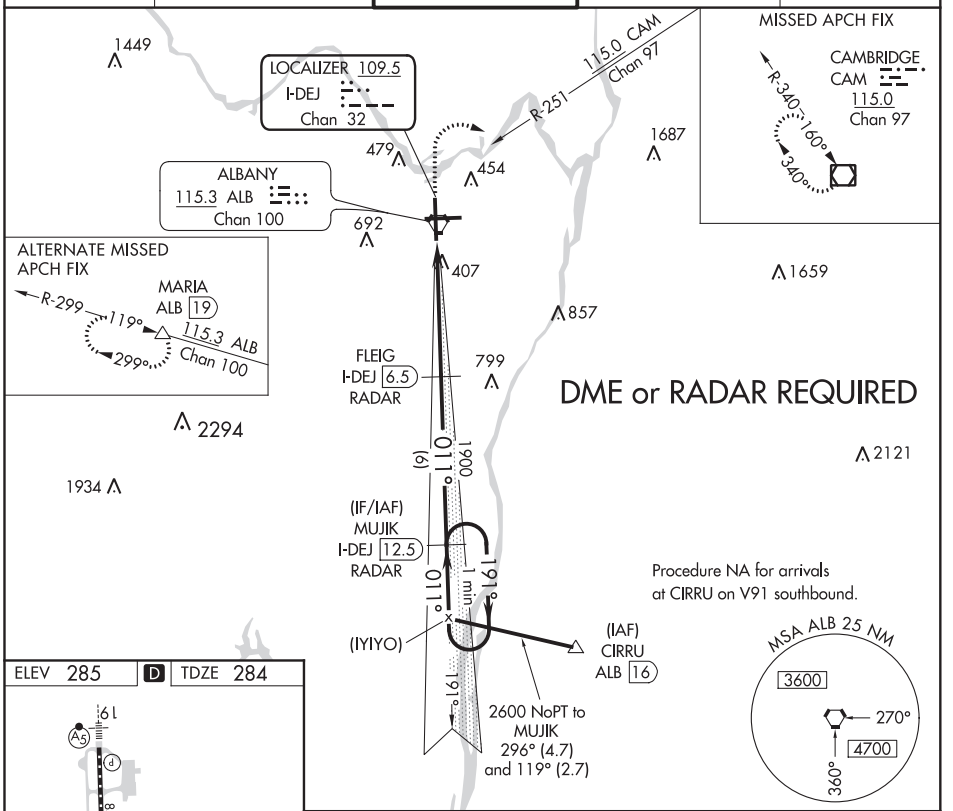
| LOC/DME I-DEJ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 109.5 | 011° | TDZE | 284 |
| Chan 32 | | Apt Elev | 285 |

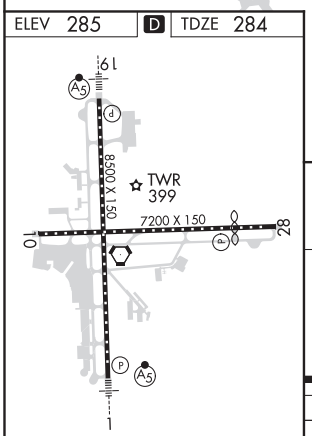
DME or RADAR required. Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

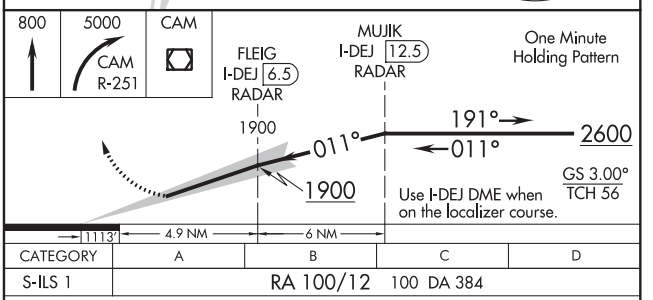
MISSED APPROACH: Climb to 800 then climbing right turn to 5000 and on CAM VOR/DME R-251 to CAM VOR/DME and hold.

| D-ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




TDZ/CL Rwy 1 and 19
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | RA 100/12 | 100 DA 384 | | |

## SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



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# RNAV (RNP) Z RWY 1

ALBANY INTL (ALB)

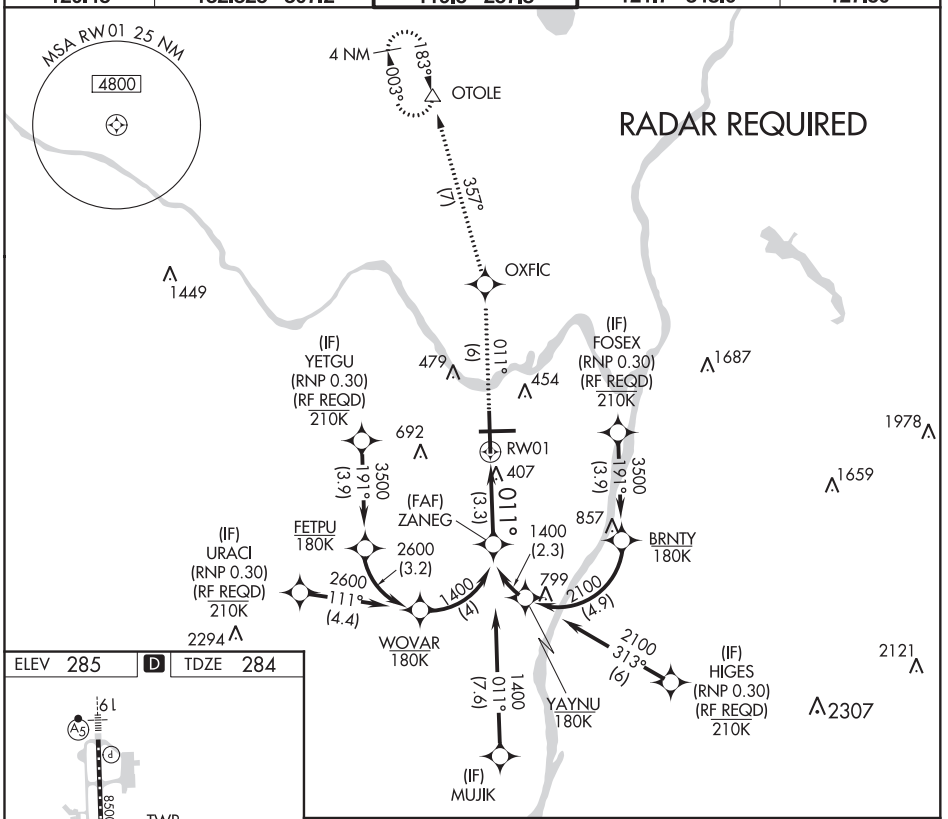
| APP CRS | Rwy Idg | 8500 |
|---|---|---|
| 011° | TDZE | 284 |
| | Apt Elev | 285 |

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -15°C (3°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.15 visibility to 1¼ and RNP 0.30 visibility to 1½.

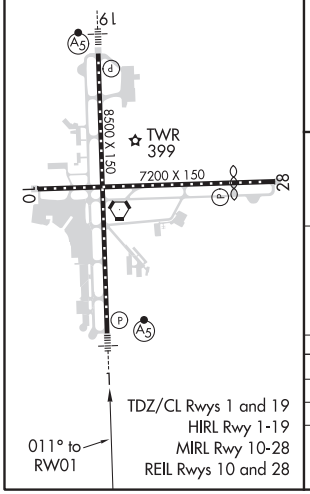
MALSR

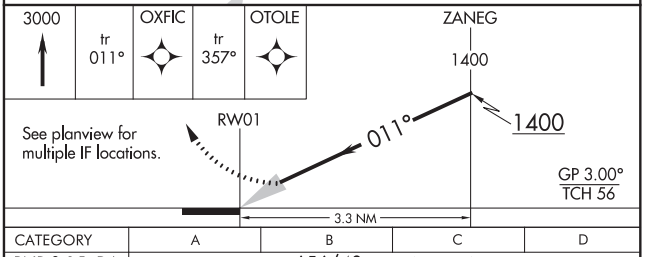
MISSED APPROACH: Climb to 3000 on track 011° to OXFIC and on track 357° to OTOLE and hold.

| D-ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




ELEV 285 D TDZE 284




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 656/40 372 (400-¾) | | | |
| RNP 0.30 DA | 727/50 443 (500-1) | | | |

AUTHORIZATION REQUIRED



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NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Z RWY 19

ALBANY INTL (ALB)

| APP CRS | Rwy Idg | 8500 |
|---|---|---|
| 191° | TDZE | 280 |
| | Apt Elev | 285 |

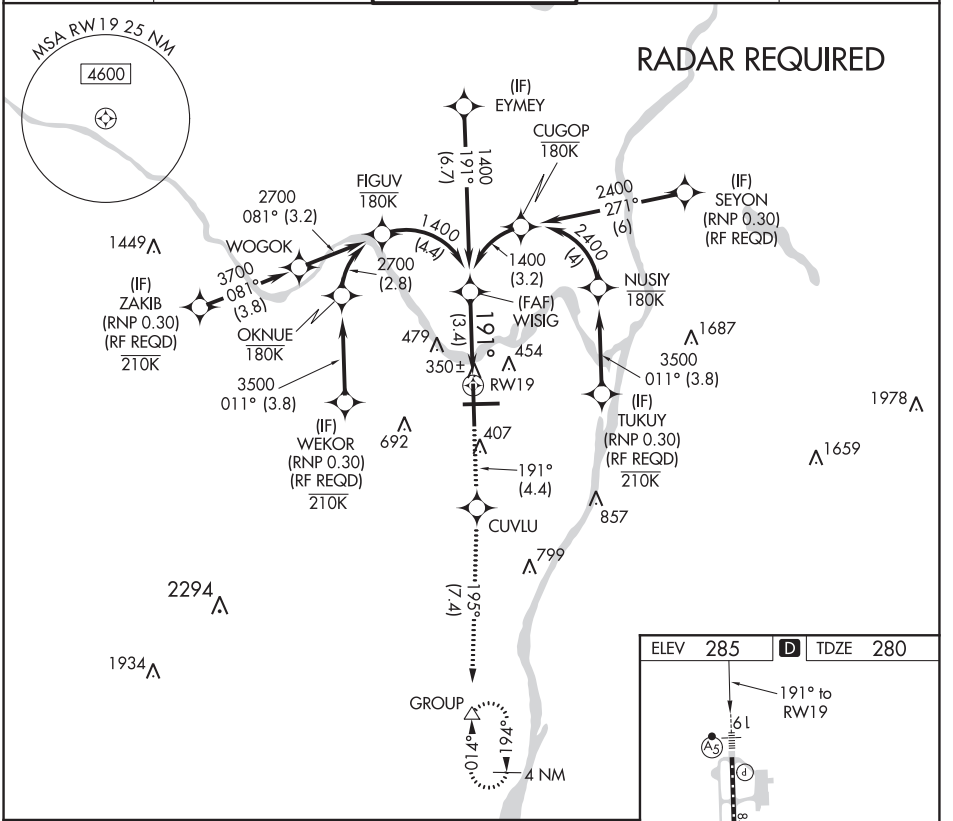
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 47°C. For inop ALS increase RNP 0.30 visibility to 1⅜.

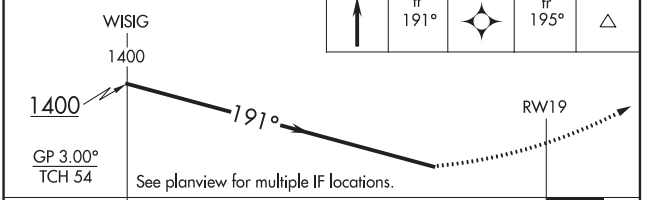
MALSR

MISSED APPROACH: Climb to 3000 on track 191° to CUVLU and on track 195° to GROUP and hold.

| D-ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |

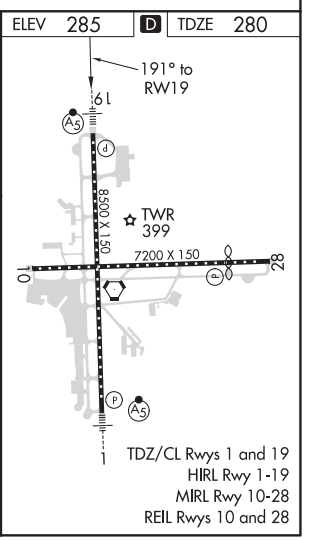



| 3000 | tr 191° | CUVLU | tr 195° | GROUP |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 763/50 483 (500-1) | | | |

AUTHORIZATION REQUIRED



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NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 10

ALBANY INTL (ALB)

| WAAS | APP CRS | Rwy Idg | 6780 |
|---|---|---|---|
| CH 97523 | 101° | TDZE | 278 |
| W10A | | Apt Elev | 285 |

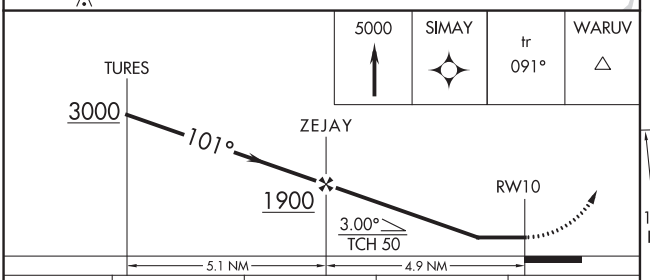
Circling NA West of Rwy 1-19. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5000 direct SIMAY and on track 091° to WARUV and hold, continue climb-in-hold to 5000.

| D-ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |

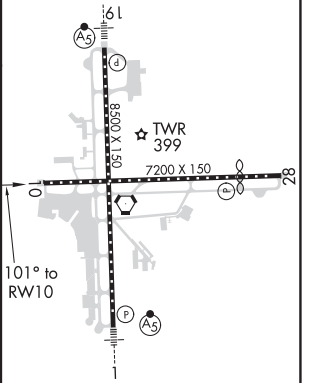
Procedure NA for arrivals at MARIA on V2 northwest bound.

(IAF) MARIA
3000
137° (9.6)
1449
(IF) TURES
1900
101° (5.1)
(FAF) ZEJAY
479
645
RW10
454
692
407
1687
5 NM
097°
277°
091° (3.5)
WARUV
SIMAY
1659
857
MSA RW10 25 NM
4500
799
3000
060° (5)
(IAF) SHAHE
Procedure NA for arrivals at SHAHE on V542 westbound.
2294
1934
2407




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 840-1 562 (600-1) | | 840-1 5/8 562 (600-1 5/8) | |
| LNAV MDA | 900-1 622 (700-1) | | 900-1 3/4 622 (700-1 3/4) | |
| C CIRCLING | 900-1 615 (700-1) | | 900-1 3/4 615 (700-1 3/4) | 960-2 1/4 675 (700-2 1/4) |

ELEV 285 D TDZE 278




TDZ/CL Rwys 1 and 19
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS CH 78124 W28A | APP CRS 281° | Rwy ldg 6007<br>TDZE 285<br>Apt Elev 285 |
|---|---|---|

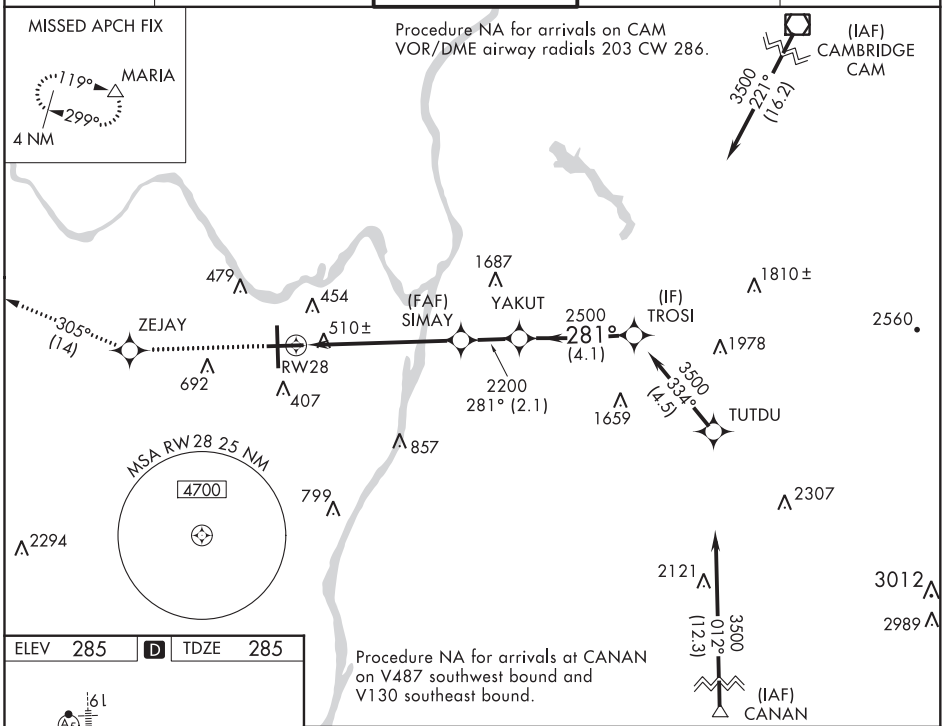
# RNAV (GPS) RWY 28
## ALBANY INTL (ALB)

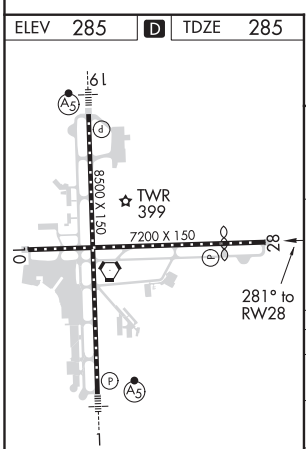
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 42°C (107°F). Circling NA west of Rwy 1-19. When VGSI inop, procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

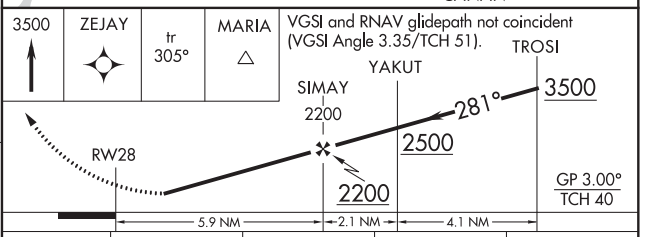
MISSED APPROACH: Climb to 3500 direct ZEJAY and on track 305° to MARIA and hold.

| D-ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




TDZ/CL Rwys 1 and 19
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 783-1¾ 498 (500-1¾) | | | |
| LNAV/VNAV DA | 825-1⅞ 540 (600-1⅞) | | | |
| LNAV MDA | 760-1 475 (500-1) | | 760-1⅜ 475 (500-1⅜) | |
| C CIRCLING | 820-1 535 (600-1) | | 820-1½ 535 (600-1½) | 960-2¼ 675 (700-2¼) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

ALBANY, NEW YORK | AL-10 (FAA) | 21056

# RNAV (GPS) Y RWY 1

ALBANY INTL (ALB)

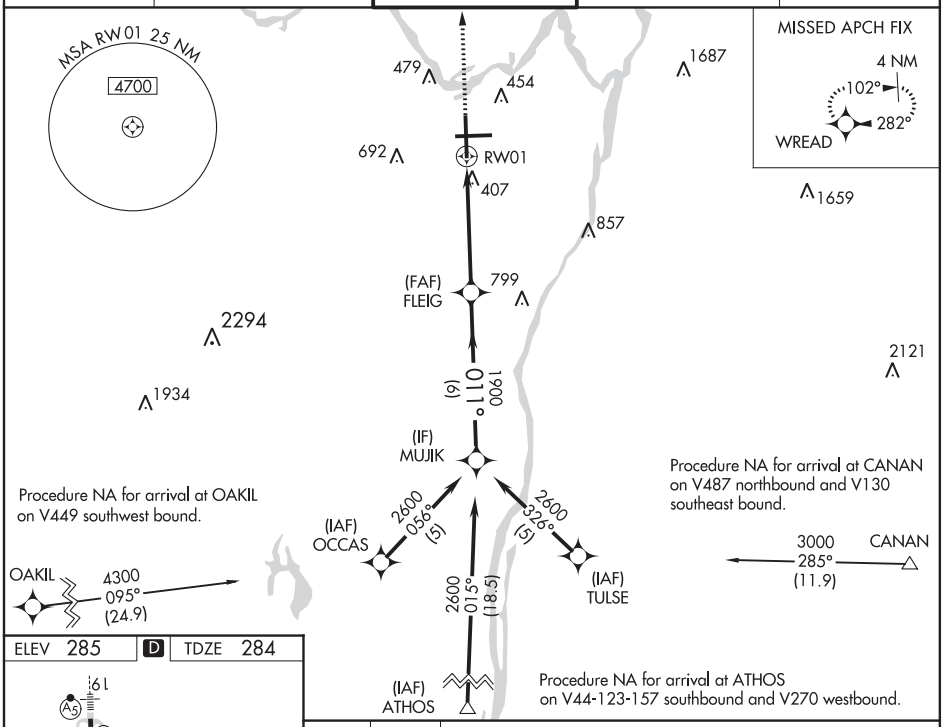
| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 97402 | 011° | TDZE | 284 |
| W01A | | Apt Elev | 285 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Circling NA west of Rwy 1-19.

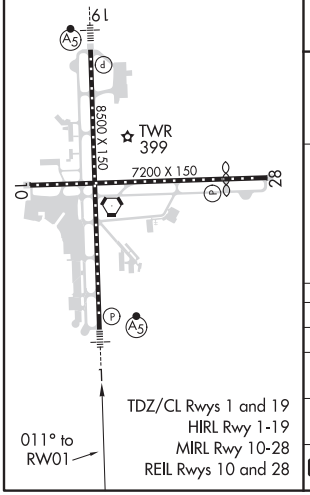
MALSR

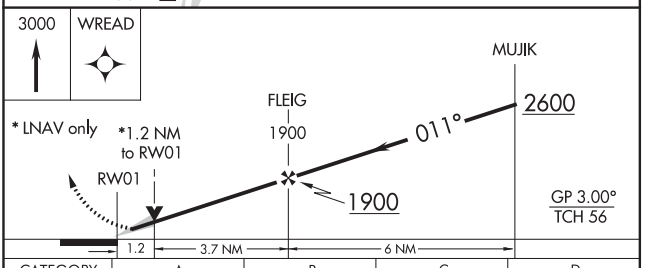
MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.

| D-ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




ELEV 285 | D | TDZE 284




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 484/18 200 (200-½) | | | |
| LNAV/VNAV DA | 687/45 403 (500-⅞) | | | |
| LNAV MDA | 720/24 436 (500-½) | | 720/40 436 (500-¾) | |
| C CIRCLING | 820-1 535 (600-1) | | 820-1½ 535 (600-1½) | 960-2¼ 675 (700-2¼) |

ALBANY, NEW YORK
Amdt 1C 13AUG20

42°45'N-73°48'W

ALBANY INTL (ALB)

RNAV (GPS) Y RWY 1

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 56302 | 191° | TDZE | 280 |
| W19A | | Apt Elev | 285 |

# RNAV (GPS) Y RWY 19

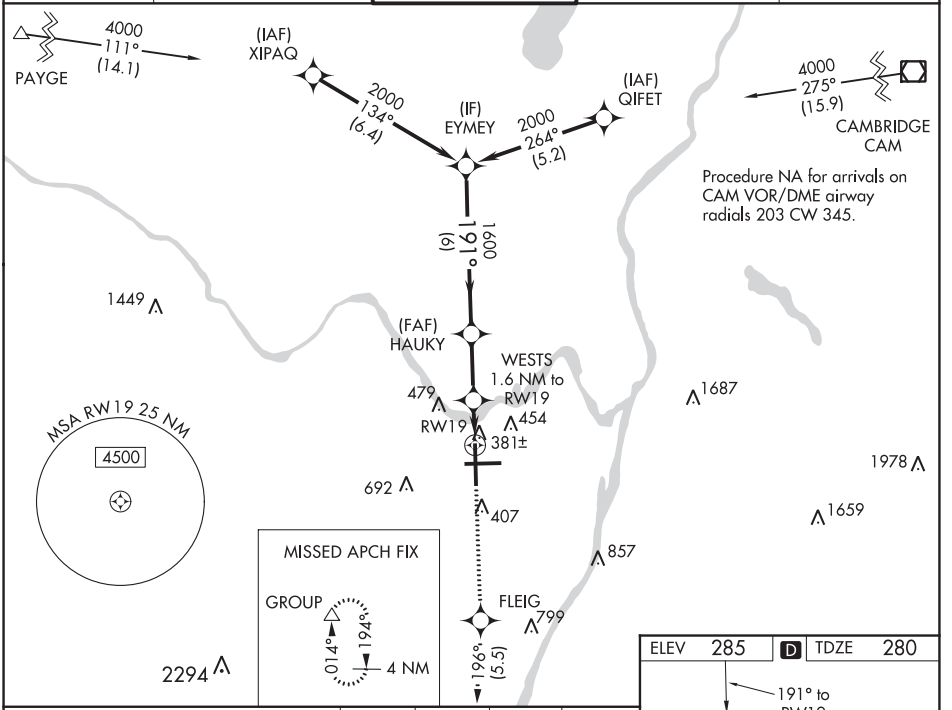
ALBANY INTL (ALB)

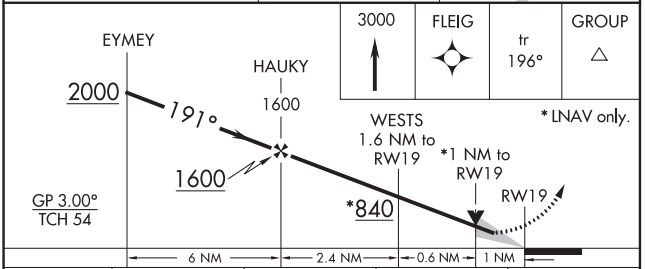
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inoperative MALSR, increase LNAV Cats C/D visibility to RVR 5500. Circling NA west of Rwy 1-19. DME/DME RNP-0.3 NA.

MALSR

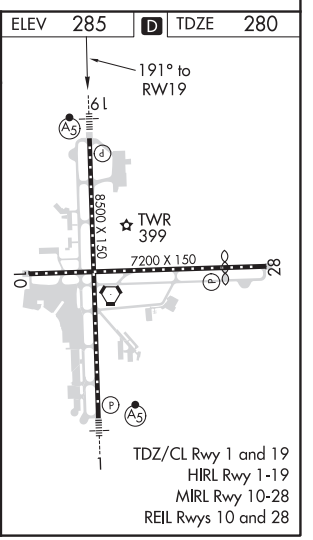
MISSED APPROACH: Climb to 3000 direct FLEIG and on track 196° to GROUP and hold.

| D-ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 480/18 200 (200-½) | | | |
| LNAV/VNAV DA | 590/24 310 (400-½) | | | |
| LNAV MDA | 640/24 360 (400-½) | | 640/30 360 (400-⅝) | |
| C CIRCLING | 820-1 535 (600-1) | | 820-1½ 535 (600-1½) | 960-2¼ 675 (700-2¼) |






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

ALBANY, NEW YORK | AL-10 (FAA) | 21056

# VOR RWY 28

ALBANY INTL (ALB)

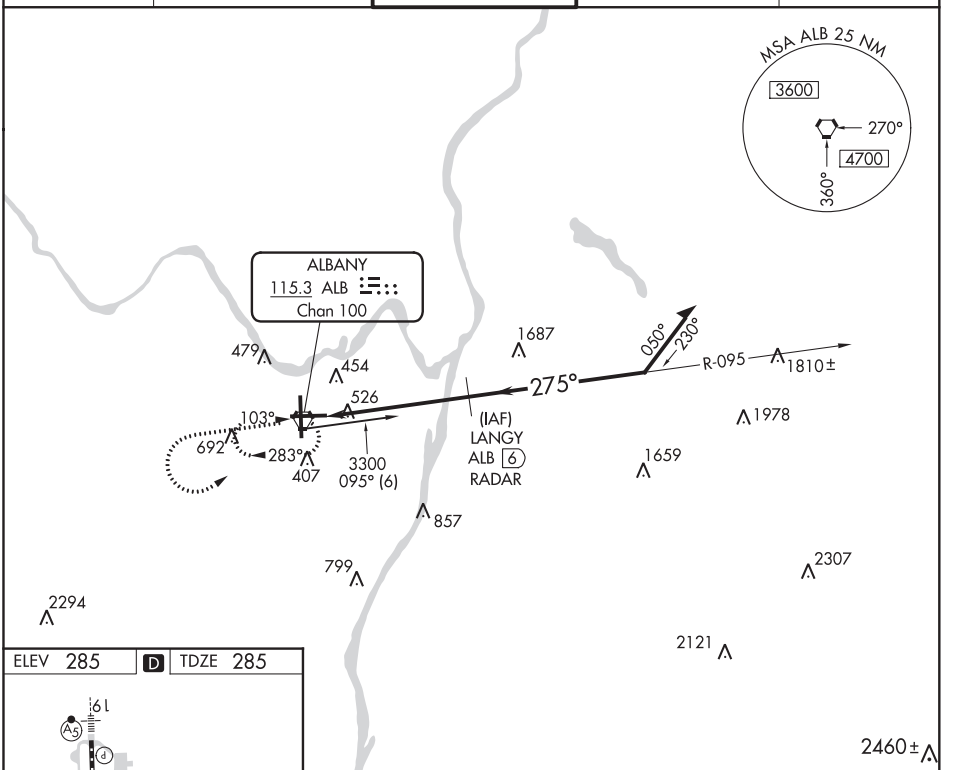
| VORTAC ALB | APP CRS | Rwy Idg | 6007 |
|---|---|---|---|
| 115.3 | 275° | TDZE | 285 |
| Chan 100 | | Apt Elev | 285 |

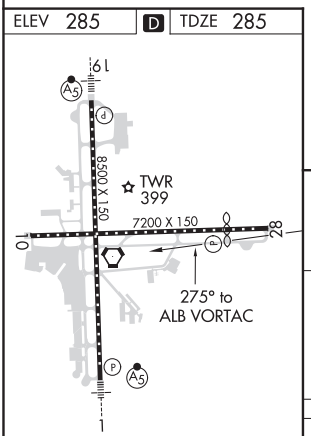
DME or RADAR required.

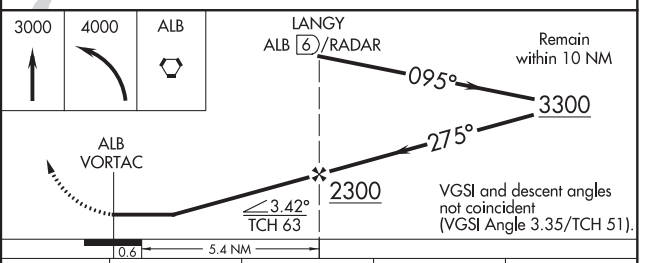
Circling NA West of Rwy 1-19. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct ALB VORTAC and hold.

| D-ATIS | ALBANY APP CON | ALBANY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.45 | 132.825 307.2 | 119.5 257.8 | 121.7 348.6 | 127.50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 780-1 | 495 (500-1) | 780-1¼ 495 (500-1¼) | 780-1½ 495 (500-1½) |
| C CIRCLING | 820-1 | 535 (600-1) | 820-1½ 535 (600-1½) | 960-2¼ 675 (700-2¼) |

TDZ/CL Rwys 1 and 19
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28

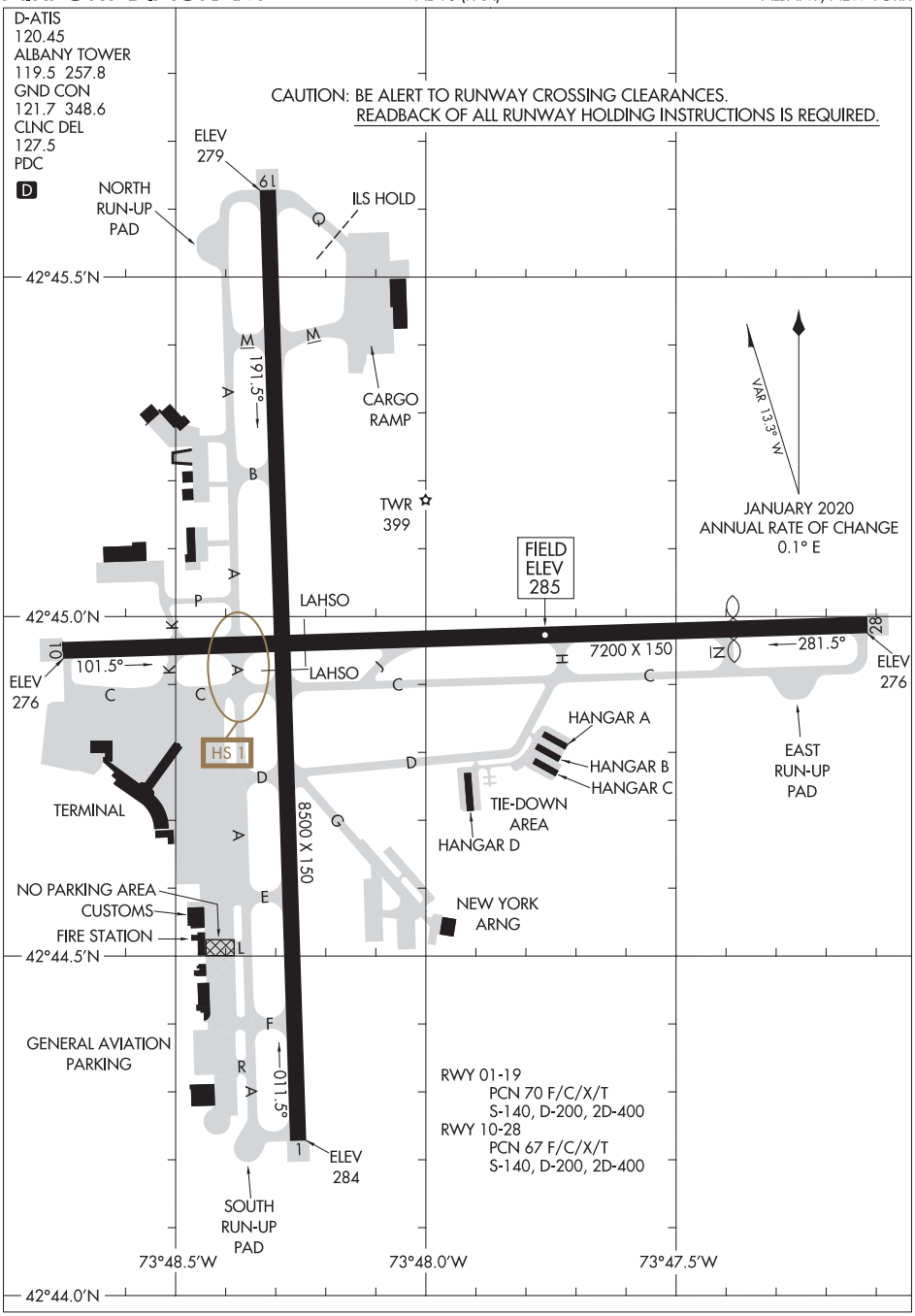
ALBANY, NEW YORK
Orig-E 13AUG20

42°45'N-73°48'W

ALBANY INTL (ALB)
VOR RWY 28

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

(ALB7.ALB) 20310

# ALBANY SEVEN DEPARTURE

AL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK



D-ATIS 120.45
CLNC DEL
127.5
GND CON
121.7 348.6
ALBANY TOWER
119.5 257.8

**TOP ALTITUDE: 4000**

TAKEOFF MINIMUMS:
Rwy 1: Standard.
Rwy 10: Standard with minimum climb of 365′ per NM to 1300.
Rwy 19: Standard with minimum climb of 400′ per NM to 1100.
Rwy 28: Standard with minimum climb of 471′ per NM to 900.

SYRACUSE
117.0 SYR
Chan 117
N43°09.63′-W76°12.27′
L-32, H-11-12

BURLINGTON
117.5 BTV
Chan 122
N44°23.83′-W73°10.96′
L-32, H-11-12

GARDNER
110.6 GDM
Chan 43
N42°32.76′-W72°03.49′
L-33-34, H-11-12

GALWA
N43°00.57′
W74°00.58′
L-32

011°
281°
110°
191°

CEDOR
N42°44.77′
W74°18.50′
L-32-33

ALBANY
115.3 ALB
Chan 100
N42°44.84′-W73°48.19′
L-32-33-34, H-10-11-12

CANAN
N42°29.57′
W73°26.80′
L-33-34

AGNEZ
N42°13.55′
W74°11.31′
L-33-34

ACOVE
N42°14.09′
W74°01.91′
L-33-34
H-10-11-12

ATHOS
N42°14.82′
W73°48.73′
L-33-34,
H-10-11-12

NELIE
N41°56.46′
W72°41.31′
L-33-34,
H-10-11-12

DELANCEY
112.1 DNY
Chan 58
N42°10.70′-W74°57.42′
L-33, H-10-11-12

PAWLING
114.3 PWL
Chan 90
N41°46.19′-W73°36.03′
L-33-34 H-10-12

DBABE

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



NE-2, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 011°, thence....
TAKEOFF RWY 10: Climb heading 110°, thence....
TAKEOFF RWY 19: Climb heading 191°, thence....
TAKEOFF RWY 28: Climb heading 281°, thence....

.... on RADAR vectors to assigned route/fix. Maintain 4000. Expect clearance to requested altitude/flight level 10 minutes after departure. Turbojets filed over ACOVE, ARNII, DBABE, JEFFF, PAYGE, SYR, SAX, JFK, CMK, PWL, IGN, requesting flight levels, expect a vector to the vicinity of the ALB, R-343/25 DME (or GALWA) expect on course leaving 14000.

NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

ALBION, NEW YORK | AL-6495 (FAA) | 20310

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 059° | TDZE | N/A |
| | Apt Elev | 669 |

# RNAV (GPS)-B

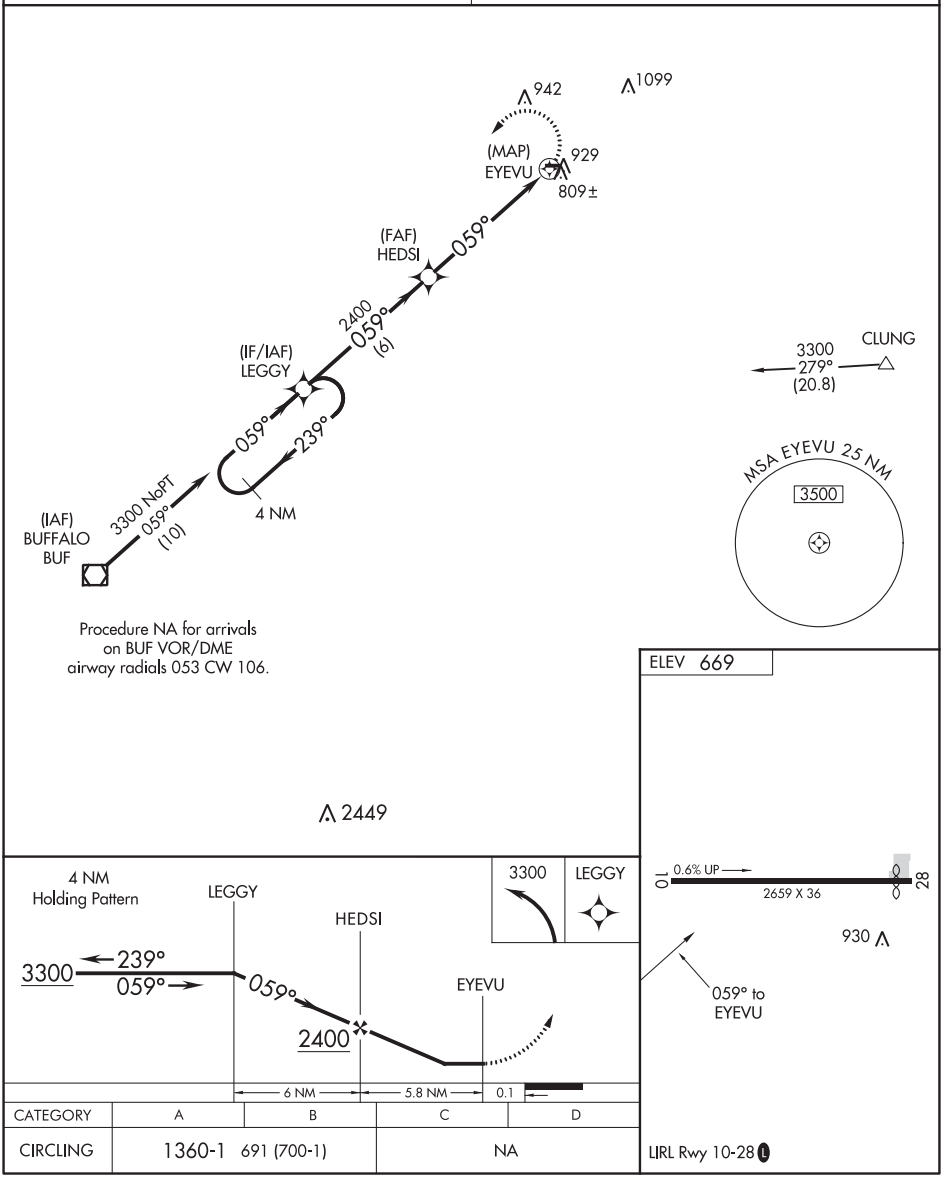
PINE HILL (9G6)

NA

DME/DME RNP-0.3 NA. Use Buffalo Niagara Intl altimeter setting, if not received use Niagara Falls Intl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.

| BUFFALO APP CON | UNICOM |
|---|---|
| 126.15 263.125 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1360-1 691 (700-1) | | NA | |

LIRL Rwy 10-28 L

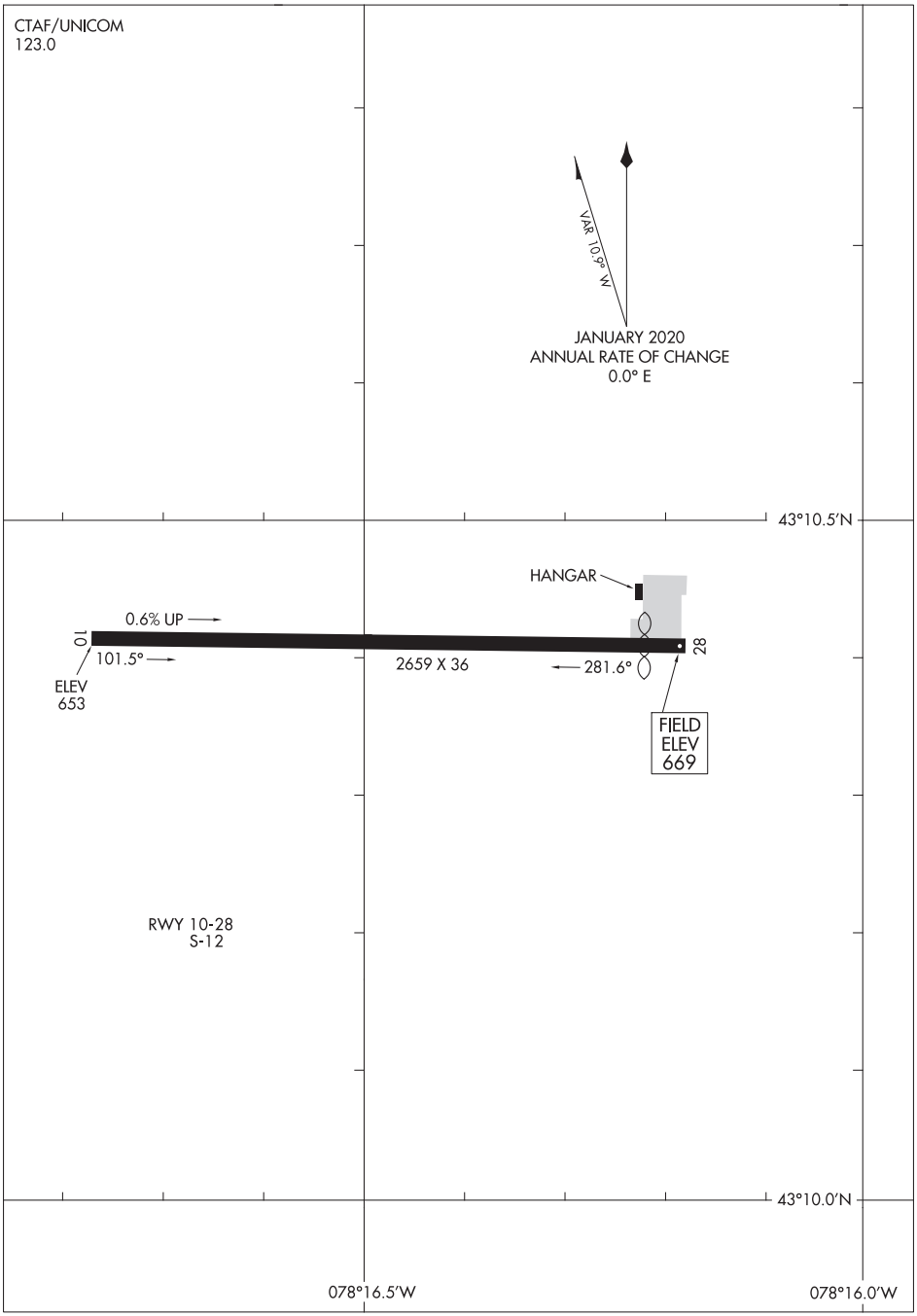
ALBION, NEW YORK
Orig 12MAY05

43°10′N - 78°16′W

PINE HILL (9G6)

RNAV (GPS)-B


NE-2, 25 FEB 2021 to 22 APR 2021





NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 3

AEROFLEX-ANDOVER (12N)

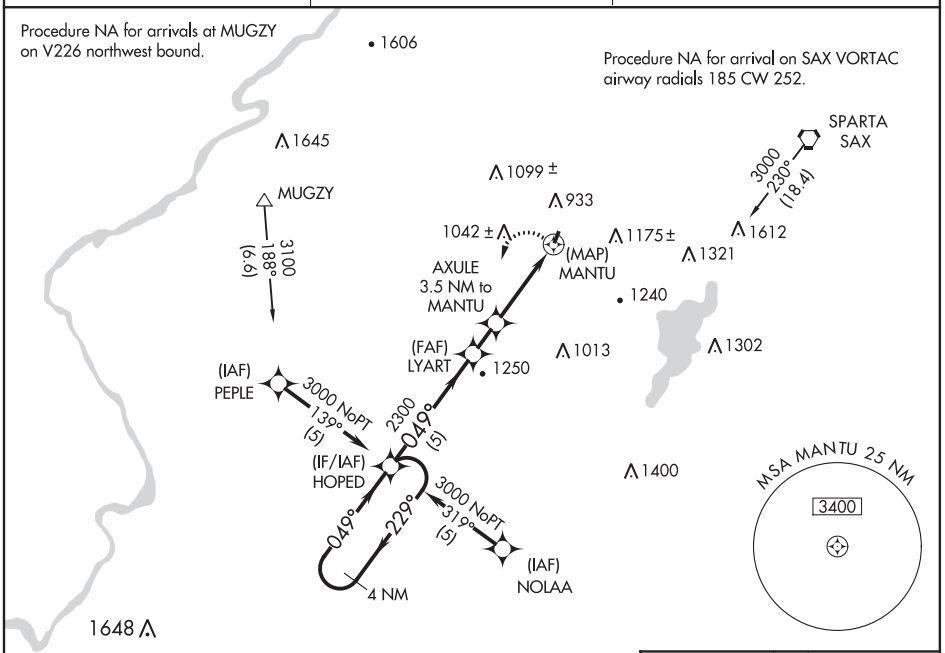
| APP CRS | Rwy Idg | 1981 |
|---|---|---|
| 049° | TDZE | 583 |
| | Apt Elev | 583 |

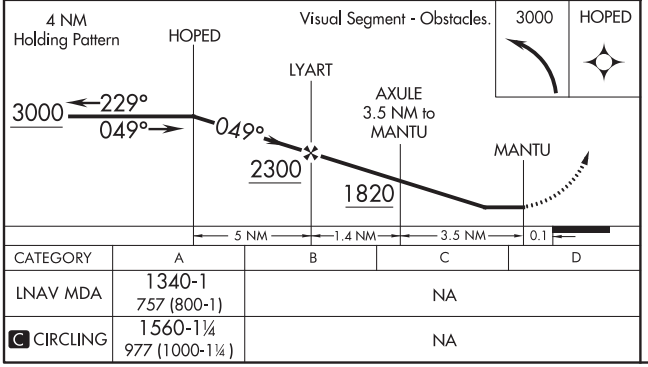
RNP APCH.

When local altimeter setting not received, use Caldwell altimeter setting and increase all MDA 120 feet. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

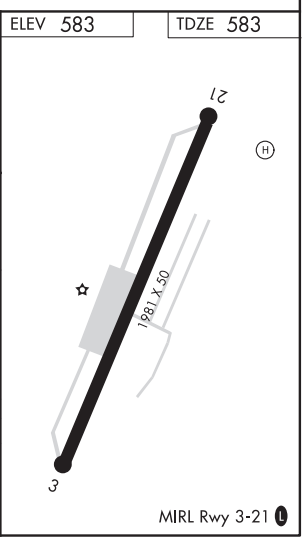
MISSED APPROACH: Climbing left turn to 3000 direct HOPED and hold.

| NEW YORK APP CON | UNICOM | |
|---|---|---|
| 127.6 379.9 | 122.8 (CTAF) | 122.85 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 757 (800-1) | NA | | |
| C CIRCLING | 1560-1¼ 977 (1000-1¼) | NA | | |








NE-2, 25 FEB 2021 to 22 APR 2021

| VOR/DME STW 109.6 Chan 33 | APP CRS 094° | Rwy Idg 1981 TDZE N/A Apt Elev 583 |
|---|---|---|

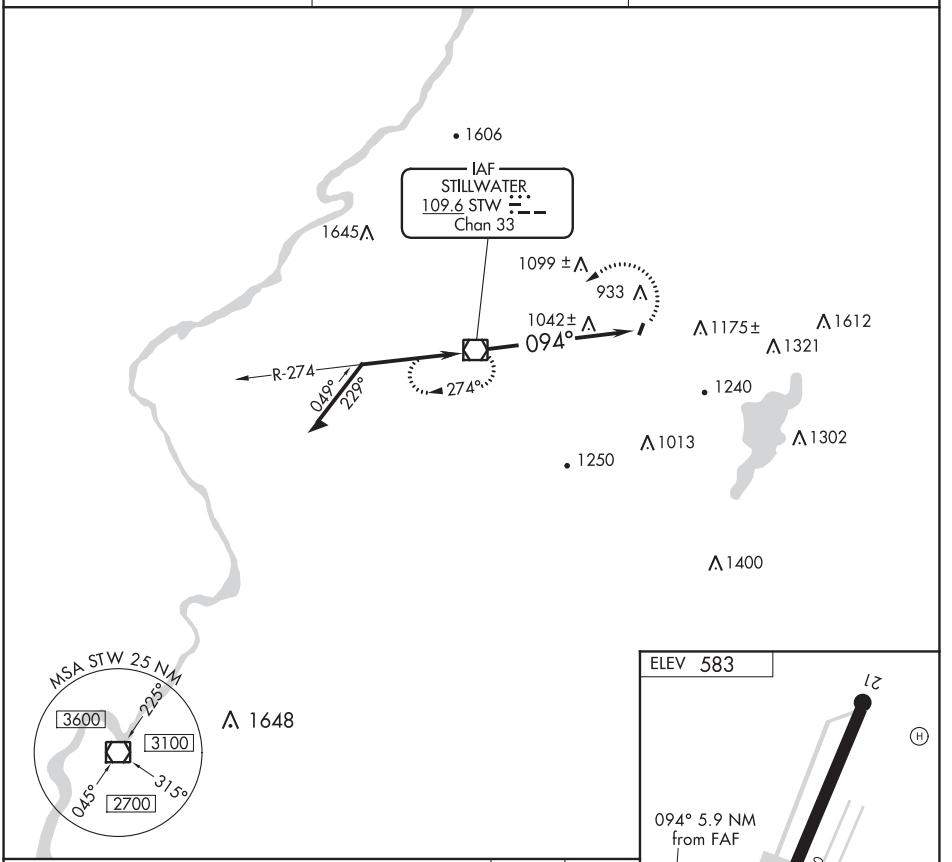
# VOR-A

AEROFLEX-ANDOVER (12N)

When local altimeter setting not received, use Caldwell altimeter setting and increase MDA 120 feet. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

| NEW YORK APP CON | UNICOM | |
|---|---|---|
| 127.6 379.9 | 122.8 (CTAF) | 122.85 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1560-1¼ 977 (1000-1¼) | NA | | |

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

ATLANTIC CITY, NEW JERSEY | AL-669 (FAA) | 20366

# ILS or LOC RWY 13

ATLANTIC CITY INTL (ACY)

| LOC/DME I-PVO | APP CRS | Rwy Idg | 10000 |
|---|---|---|---|
| 109.1 | 128° | TDZE | 75 |
| Chan 28 | | Apt Elev | 75 |

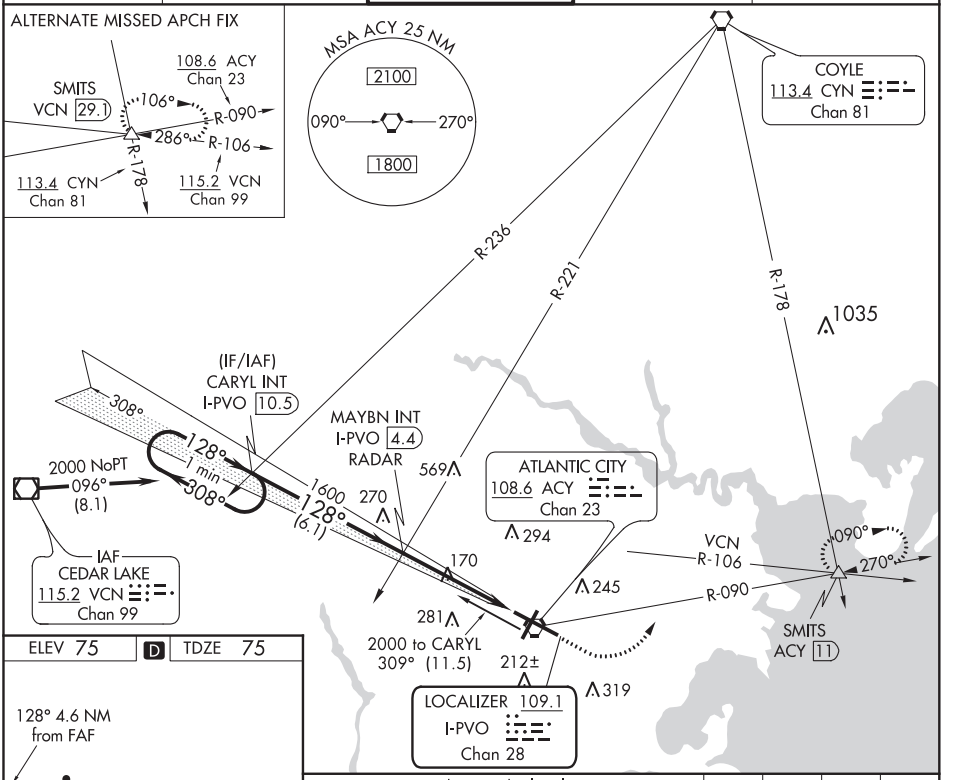
ASR

For inoperative ALS, increase S-ILS 13 Cat E visibility to RVR 4000 and S-LOC 13 Cats C/D/E visibility to RVR 6000.

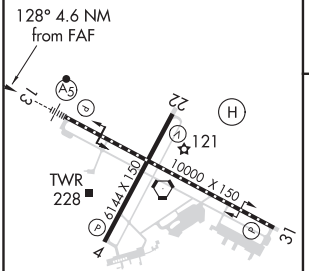
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 on ACY VORTAC R-090 to SMITS INT/ACY 11 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |

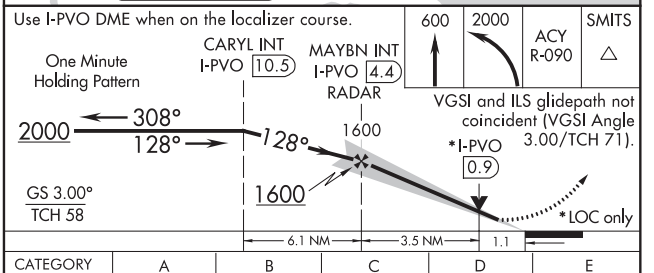



ELEV 75 | D | TDZE 75




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 13 | 275/18 200 (200-½) | | | | 275/24 200 (200-½) |
| S-LOC 13 | 480/24 405 (500-½) | | 480/40 405 (500-¾) | | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |

ATLANTIC CITY, NEW JERSEY
Amdt 8B 12OCT17

39°27′N-74°35′W

ATLANTIC CITY INTL (ACY)

ILS or LOC RWY 13


NE-2, 25 FEB 2021 to 22 APR 2021

| LOC/DME I-ACY | APP CRS | Rwy Idg 10000 |
|---|---|---|
| 109.10 | 308° | TDZE 64 |
| Chan 28 | | Apt Elev 75 |

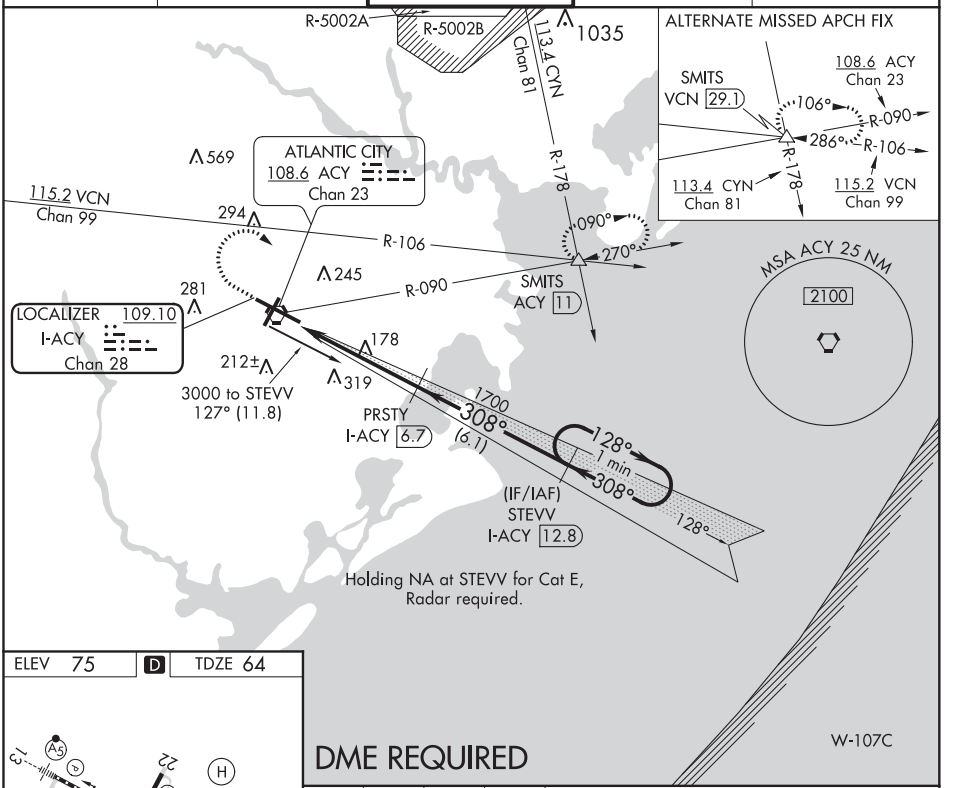
# ILS or LOC/DME RWY 31

ATLANTIC CITY INTL (ACY)

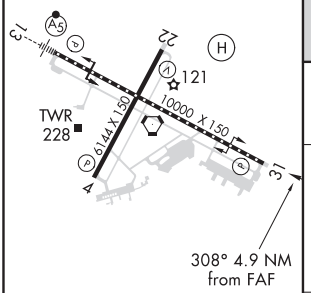
ASR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and via ACY R-090 to SMITS INT/ACY 11 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




ELEV 75 D TDZE 64



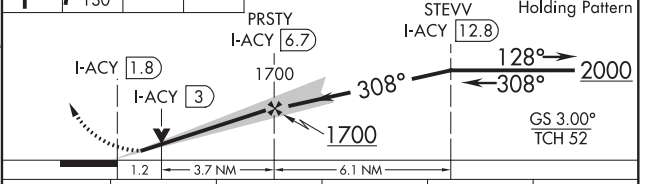

## DME REQUIRED

| 500 | 2000 hdg 130° | ACY R-090 | SMITS |
|---|---|---|---|

Use I-ACY DME when on localizer course.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

One Minute Holding Pattern




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 31 | 264/40 200 (200-¾) | | | | |
| S-LOC 31 | 520/50 456 (500-1) | | 520/60 456 (500-1¼) | 520-1½ 456 (500-1½) | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Z RWY 13

ATLANTIC CITY INTL (ACY)

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 128° | TDZE | 75 |
| | Apt Elev | 75 |

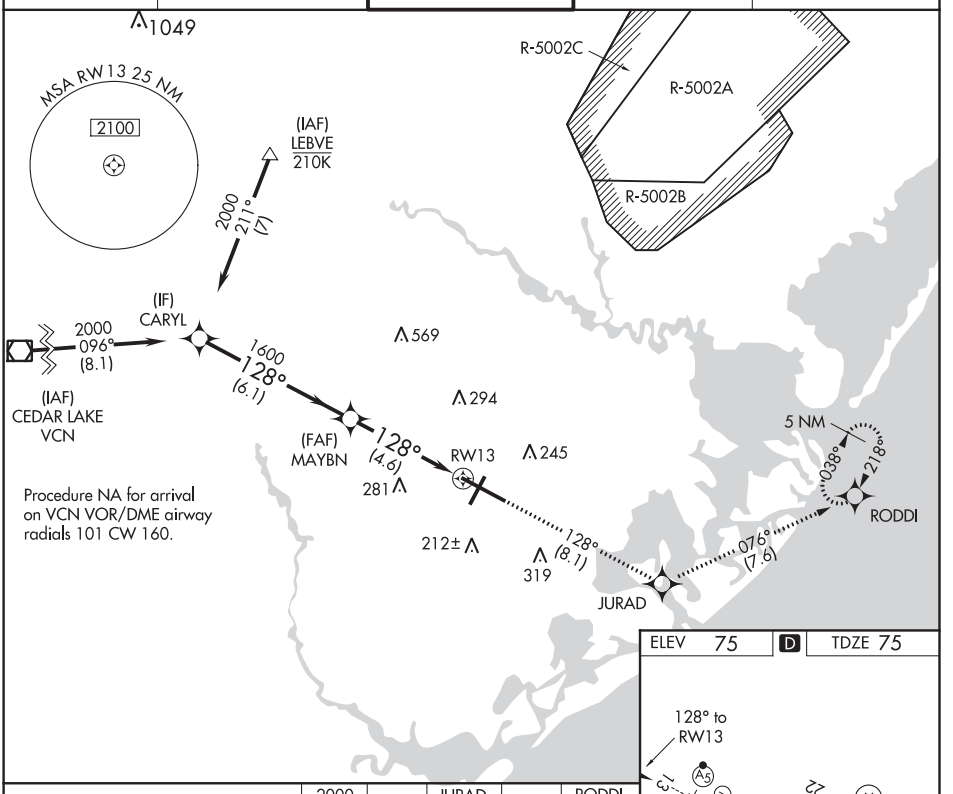
For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

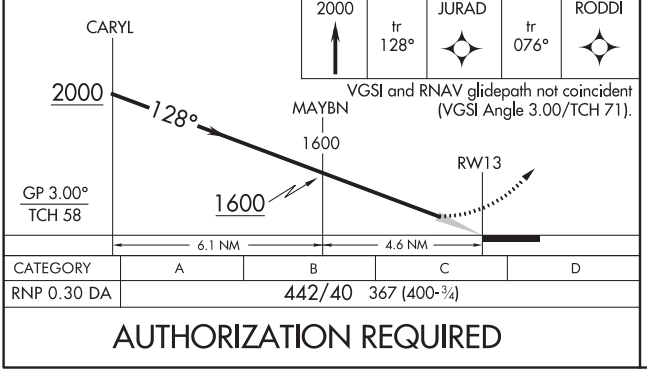
NA ASR

MALSR

MISSED APPROACH: Climb to 2000 on track 128° to JURAD and on track 076° to RODDI and hold.

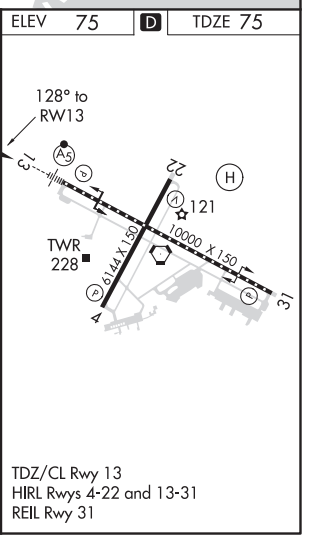
| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 442/40 | 367 (400-¾) | | |

AUTHORIZATION REQUIRED




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Z RWY 31

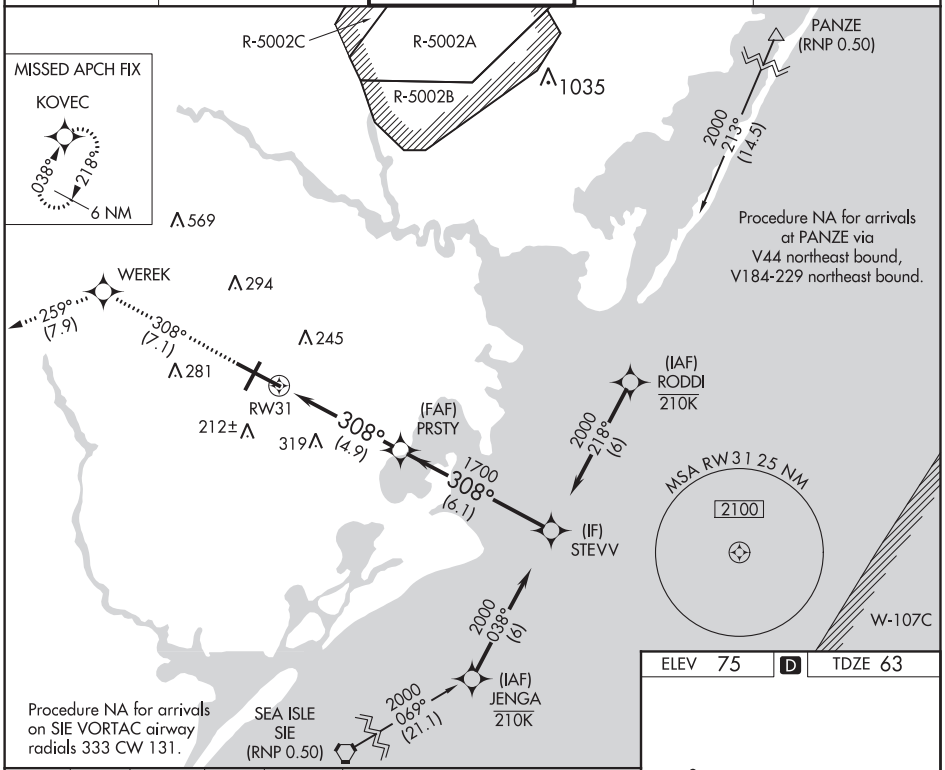
## ATLANTIC CITY INTL (ACY)

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 308° | TDZE | 63 |
| | Apt Elev | 75 |

ASR — GPS Required. Procedure NA at night. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2000 on track 308° to WEREK on track 259° to KOVEC and hold.

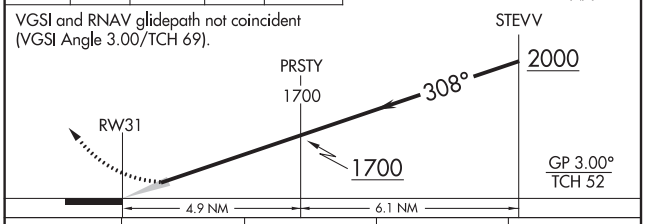
| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




| 2000 | tr 308° | WEREK | tr 259° | KOVEC |
|---|---|---|---|---|

Procedure Turn NA

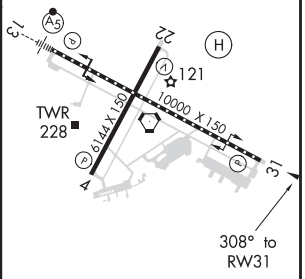
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 408/60 345 (400-1¼) | | | |

AUTHORIZATION REQUIRED

ELEV 75 D TDZE 63




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 4

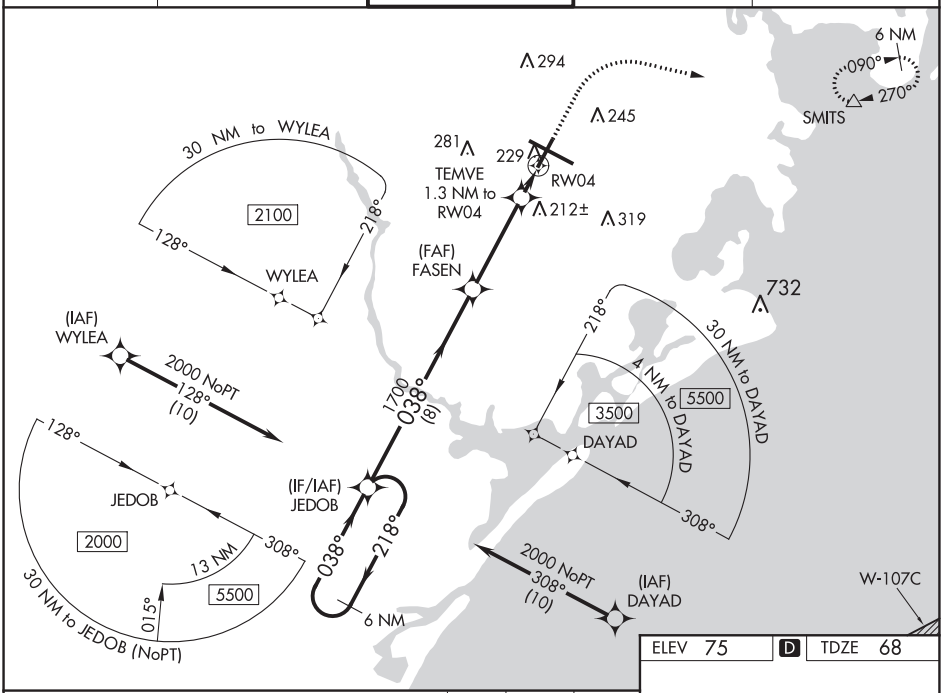
## ATLANTIC CITY INTL (ACY)

| WAAS | APP CRS | Rwy Idg | 6144 |
|---|---|---|---|
| CH 78231 | 038° | TDZE | 68 |
| W04A | | Apt Elev | 75 |

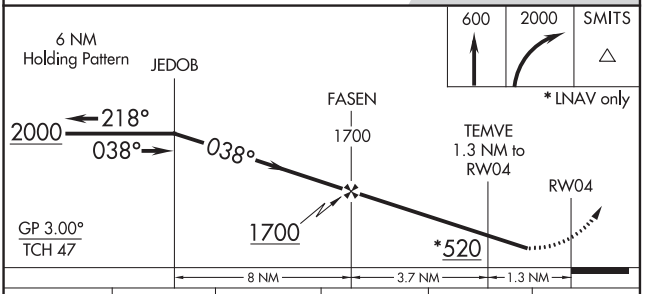
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 4 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct SMITS and hold.

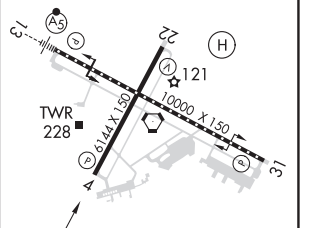
| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




ELEV 75 D TDZE 68




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 318-1 250 (300-1) | | | | |
| LNAV/VNAV DA | 534-1⅝ 466 (500-1⅝) | | | | |
| LNAV MDA | 480-1 412 (500-1) | | 480-1⅛ 412 (500-1⅛) | | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 22

ATLANTIC CITY INTL (ACY)

| WAAS | APP CRS | Rwy ldg | 6144 |
|---|---|---|---|
| CH 53631 | 218° | TDZE | 68 |
| W22A | | Apt Elev | 75 |

T A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). Rwy 22 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct TUBER and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |

RADAR REQUIRED WHEN R-5002B IS ACTIVE.

R-5002C
R-5002A
R-5002B

(IAF) PIDVE
1800
123°
(6)
(IF) KOPCE
1600
203°
(3.9)
FLDER
(FAF) EFEWY
1100
203° (2.1)
569
294
218
218
245
281
RW22
212±
319
732

CEDAR LAKE VCN
1800
077°
(16.8)

Procedure NA for arrival on VCN VORTAC airway radials 066 CW 160.

MSA RW 22 25 NM
2100

TUBER
017°
197°
6 NM

ELEV 75 D TDZE 68

218° to RW22

TWR 228

10000 X 150
6144 X 150

TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

600 2000 TUBER

* LNAV only.

*1.3 NM to RW22

EFEWY 1100
FLDER 1600
KOPCE 1800
203°
218°
RW22
1100
GP 3.00°
TCH 51

1.3 NM 1.8 NM 2.1 NM 3.9 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 364-1 296 (300-1) | | | | |
| LNAV/VNAV DA | 356-⅞ 288 (300-⅞) | | | | |
| LNAV MDA | 520-1 452 (500-1) | | 520-1⅛ 452 (500-1⅛) | | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Y RWY 13

ATLANTIC CITY INTL (ACY)

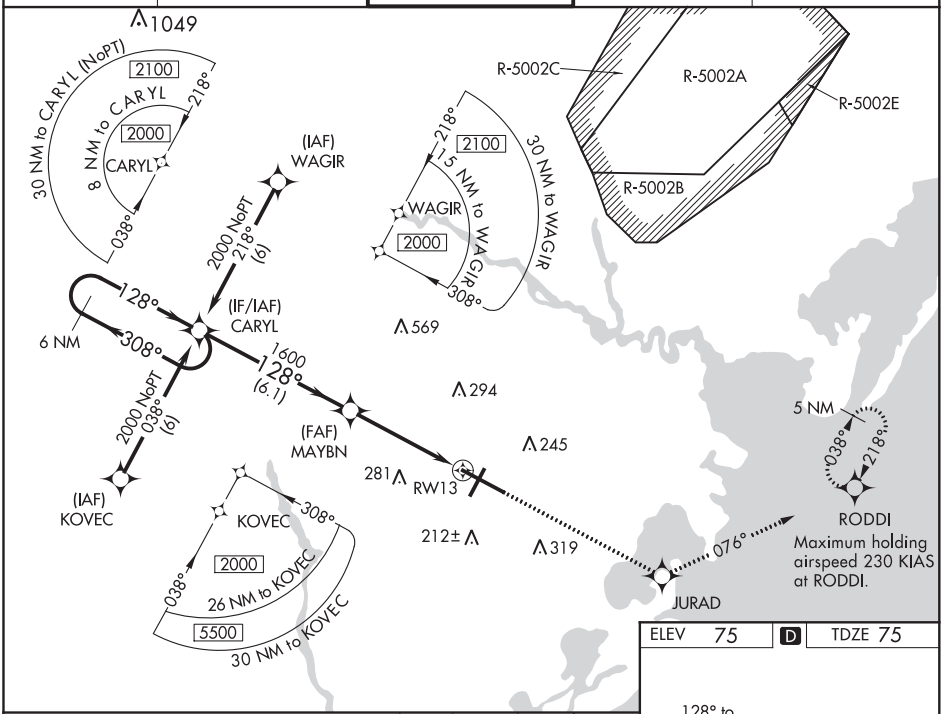
| WAAS | APP CRS | Rwy ldg 10000 |
|---|---|---|
| CH 45513 | 128° | TDZE 75 |
| W13A | | Apt Elev 75 |

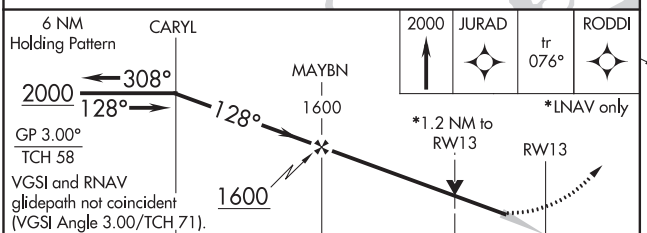
ASR: For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

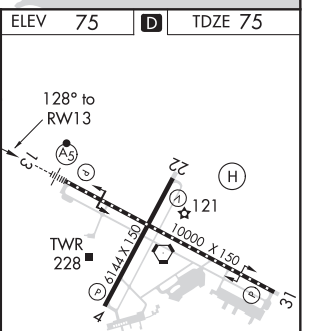
MISSED APPROACH: Climb to 2000 direct JURAD and on track 076° to RODDI and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 275/18 200 (200-½) | | | | |
| LNAV/VNAV DA | 475/40 400 (400-¾) | | | | 475/50 400 (400-1) |
| LNAV MDA | 520/24 445 (500-½) | | 520/40 445 (500-¾) | 520/50 445 (500-1) | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Y RWY 31

ATLANTIC CITY INTL (ACY)

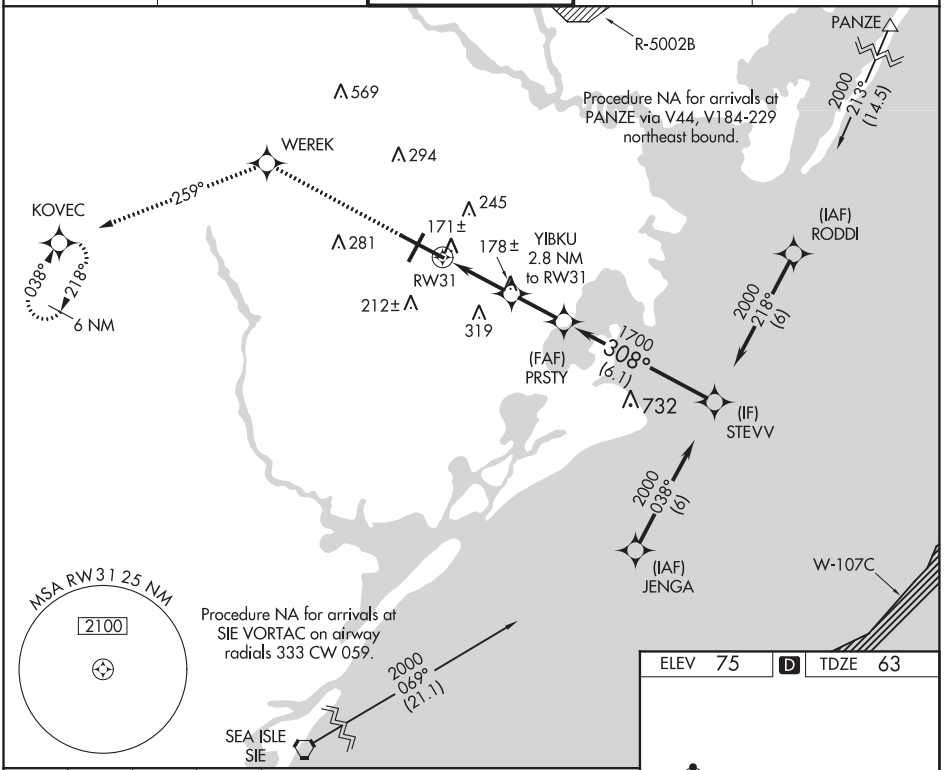
| WAAS CH 50113 W31A | APP CRS 308° | Rwy Idg 10000 / TDZE 63 / Apt Elev 75 |
|---|---|---|

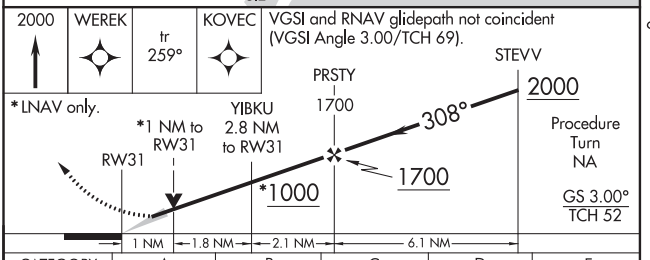
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

ASR

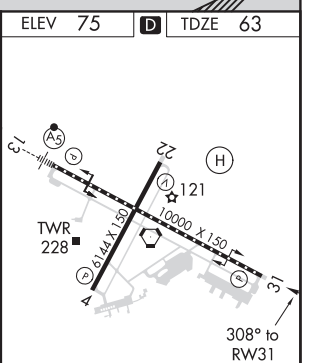
MISSED APPROACH: Climb to 2000 direct WEREK and on track 259° to KOVEC and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 263/40 200 (200-¾) | | | | |
| LNAV/VNAV DA | 421/60 358(400-1¼) | | | | |
| LNAV MDA | 440/50 377 (400-1) | | | 440/60 377 (400-1¼) | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# VOR/DME RWY 22

## ATLANTIC CITY INTL (ACY)

| VORTAC ACY | APP CRS | Rwy ldg 6144 |
|---|---|---|
| 108.6 Chan 23 | 207° | TDZE 68 |
| | | Apt Elev 75 |

T A ASR — Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2000 on ACY R-246 to TUBER INT/SIE 16.4 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |

R-5002B R-5002A 1035

R-027

TUMEE ACY 8.6

1100 207° (5)

569

ATLANTIC CITY 108.6 ACY Chan 23

294

JANBI ACY 3.6 RADAR

245

AMIPE ACY 0.5

281

212± 319

R-246

TUBER INT SIE 16.4

017° 197°

R-017

114.8 SIE Chan 95

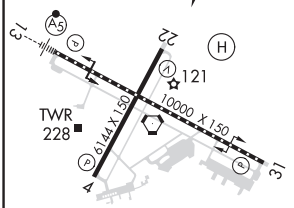
MSA ACY 25 NM 2100

W-107C

RADAR REQUIRED

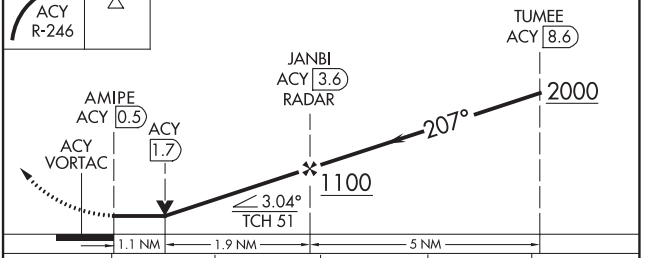
ELEV 75 D TDZE 68

207° 3 NM from FAF




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

2000 ACY R-246 TUBER




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-22 | 480-1 | 412 (400-1) | 480-1⅛ | 412 (400-1⅛) | |
| CIRCLING | 540-1 | 465 (500-1) | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| VORTAC ACY | APP CRS | Rwy ldg 6144 |
|---|---|---|
| 108.6 | 048° | TDZE 68 |
| Chan 23 | | Apt Elev 75 |

# VOR RWY 4

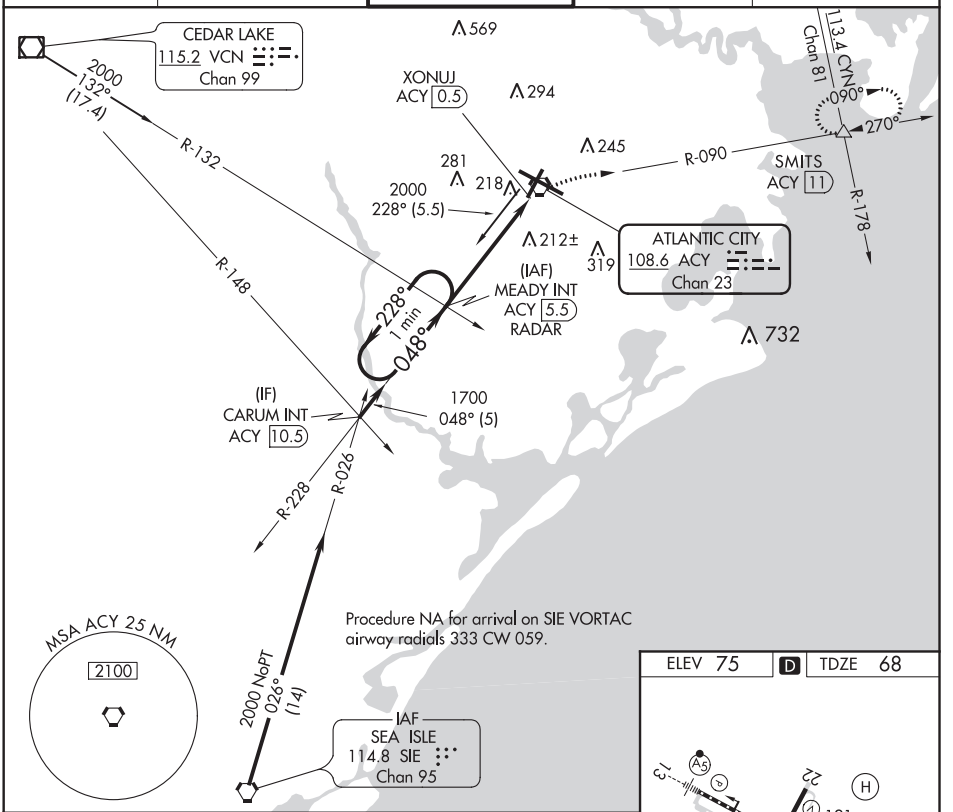
## ATLANTIC CITY INTL (ACY)

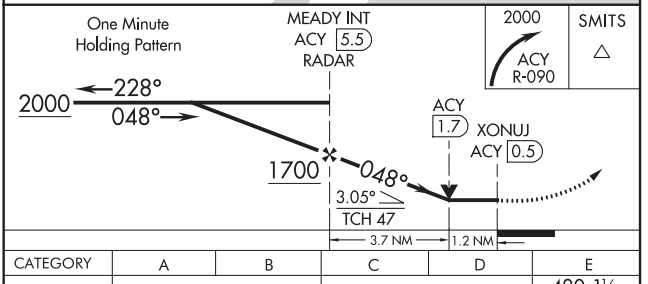
ASR

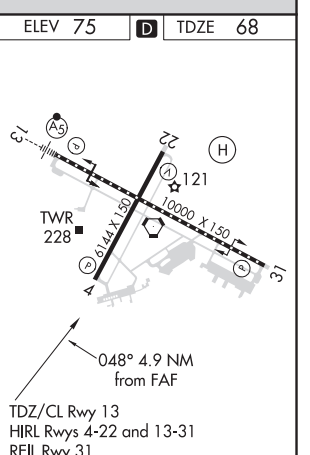
Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2000 on ACY VORTAC R-090 to SMITS INT/11 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-4 | 480-1 412 (500-1) | | 480-1¼ 412 (500-1¼) | | 480-1½ 412 (500-1½) |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

ATLANTIC CITY, NEW JERSEY | AL-669 (FAA) | 20366

| VORTAC ACY | APP CRS | Rwy ldg 10000 |
|---|---|---|
| 108.6 | 133° | TDZE 75 |
| Chan 23 | | Apt Elev 75 |

# VOR RWY 13
## ATLANTIC CITY INTL (ACY)

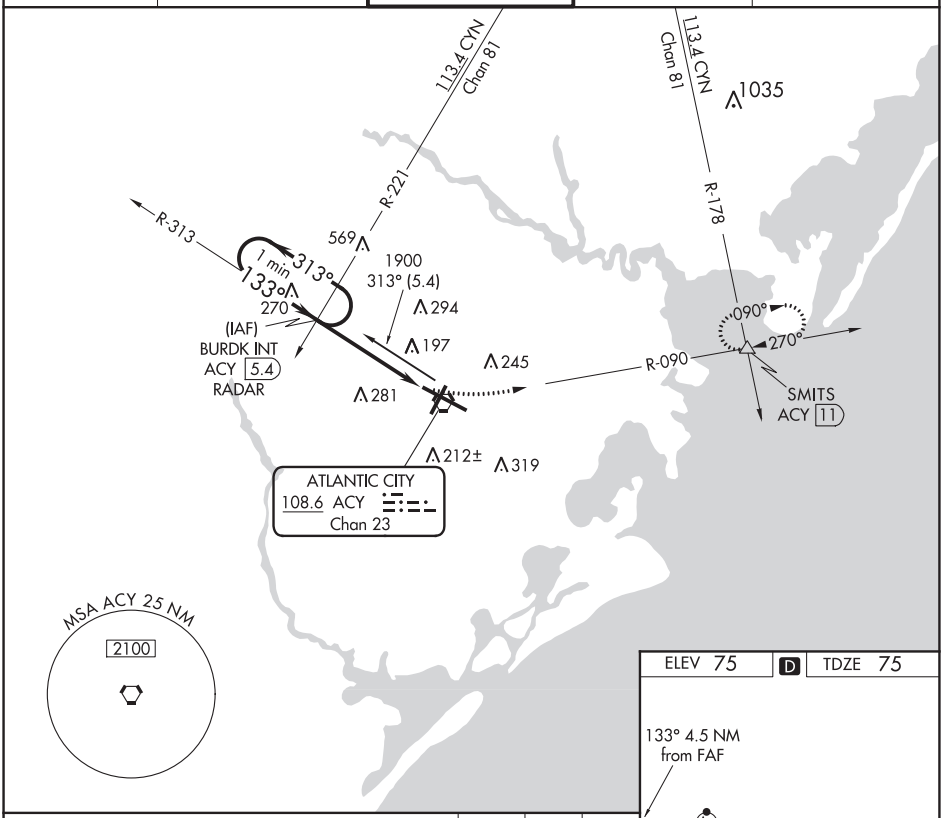
ASR

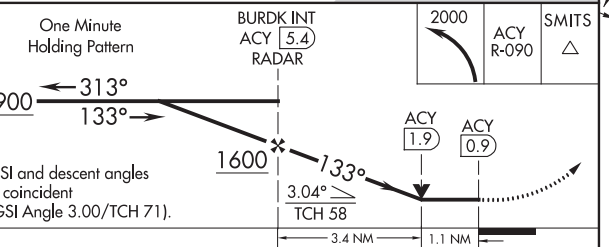
For inoperative MALSR, increase S-13 Cat D visibility to RVR 6000 and Cat E to 1½.

MALSR

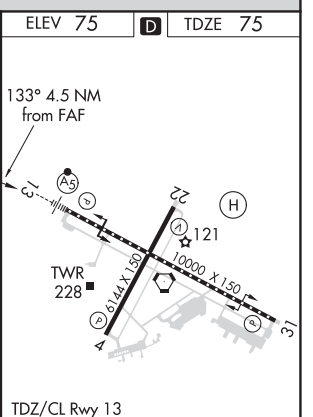
MISSED APPROACH: Climbing left turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-13 | 480/24 405 (500-½) | | 480/40 405 (500-¾) | 480/50 405 (500-1) | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |




TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

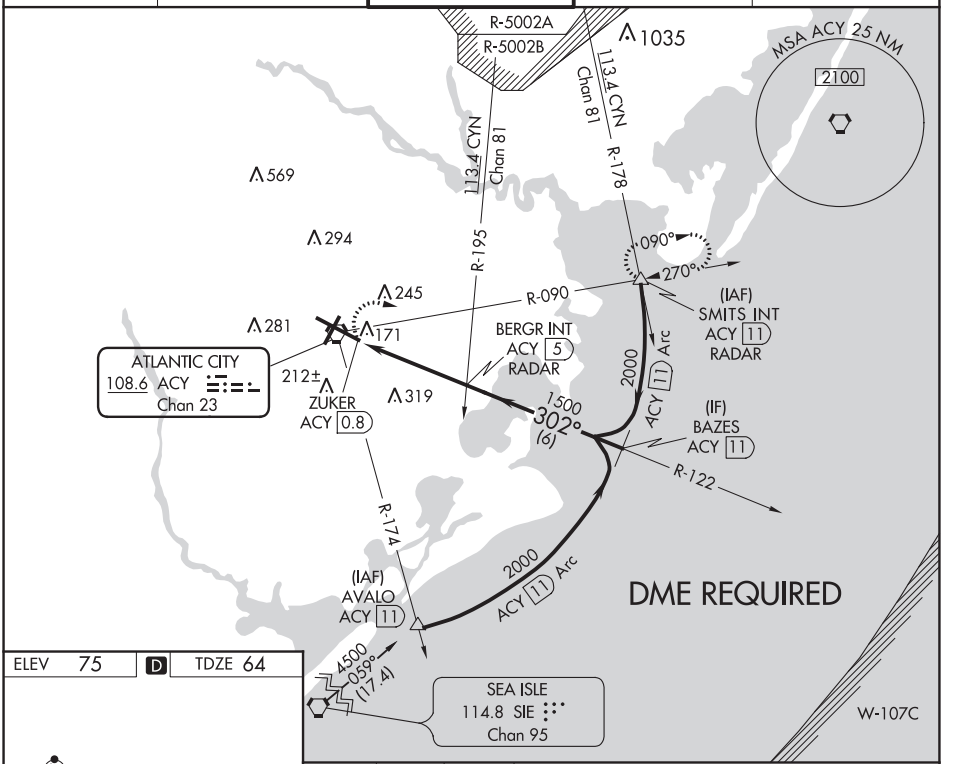
| VORTAC ACY | APP CRS | Rwy Idg 10000 |
|---|---|---|
| 108.6 | 302° | TDZE 64 |
| Chan 23 | | Apt Elev 75 |

# VOR RWY 31
## ATLANTIC CITY INTL (ACY)

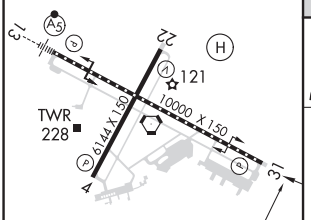
T
A
ASR

MISSED APPROACH: Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




ELEV 75 D TDZ 64

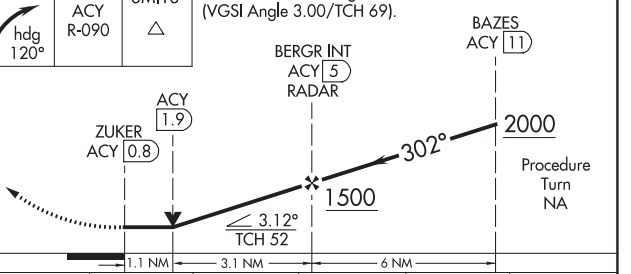



TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| 2000 hdg 120° | ACY R-090 | SMITS △ |
|---|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 69).




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-31 | 480/50 | 416 (500-1) | 480/60 | 416 (500-1¼) | 480-1½ 416 (500-1½) |
| CIRCLING | 540-1 | 465 (500-1) | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# COPTER ILS or LOC/DME RWY 13

ATLANTIC CITY INTL (ACY)

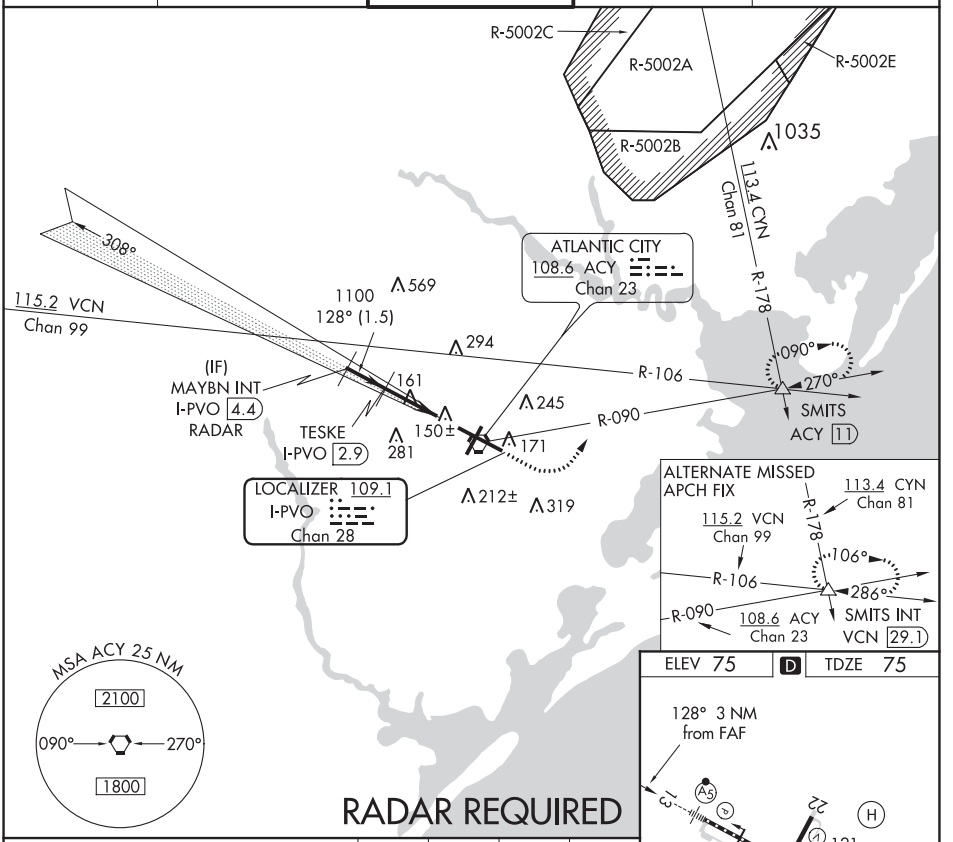
| LOC/DME I-PVO | APP CRS | Rwy Idg | 10000 |
|---|---|---|---|
| 109.1 | 128° | TDZE | 75 |
| Chan 28 | | Apt Elev | 75 |

NA
ASR

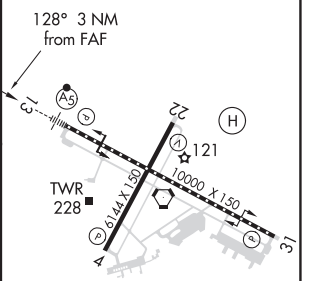
MALSR

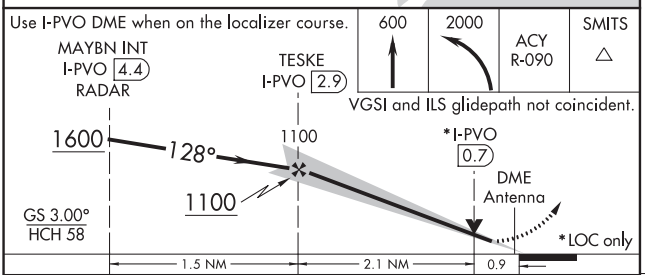
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.

| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.725 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |




ELEV 75 D TDZ 75




| CATEGORY | COPTER |
|---|---|
| H-ILS 13 | 275/12 200 (200-½) |
| H-LOC 13 | 420/24 345 (400-½) |

| FAF to MAP 3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 4:00 | 3:00 | 2:24 | 2:00 | 1:43 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

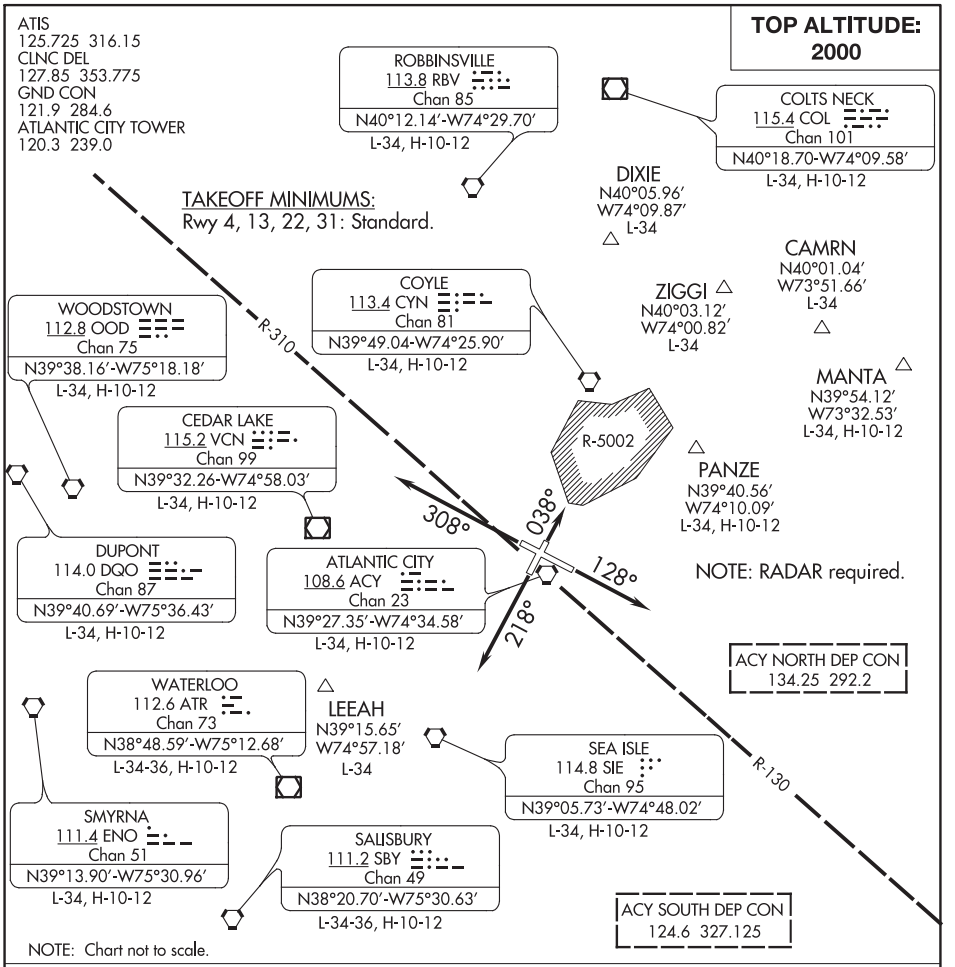
39°28'N
39°27'N
74°34'W
74°35'W
VAR 12.2° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E
ELEV 67
22
220.2°
HAZARDOUS CARGO AREA
121
LAHSO
10000 X 150
6144 X 150
HS 1
BAK-14/12B
ELEV 63
31
310.2°
ANG ARM/DEARM PAD
US COAST GUARD
FAA HANGAR
TERMINAL
FBO
ANG FIRE STATION
ANG AM/OPS
ANG RESTRICTED AREA
FIRE STATION
TWR 229
040.2°
ELEV 61
FIELD ELEV 75
130.2°
13
ATIS
125.725 316.15
ATLANTIC CITY TOWER
120.3 239.0
GND CON
121.9 284.6
CLNC DEL
127.85 353.775
RWY 04-22
PCN 62 R/A/W/T
S-75, D-175, 2D-400, 2D/2D2-900
RWY 13-31
PCN 78 F/A/W/T
S-85, D-120, 2D-350
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES, READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

(ACY2.ACY) 20366

AL-669 (FAA)

# ATLANTIC CITY TWO DEPARTURE

ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 038° or as assigned by ATC, thence....
TAKEOFF RWY 13: Climb heading 128° or as assigned by ATC, thence....
TAKEOFF RWY 22: Climb heading 218° or as assigned by ATC, thence....
TAKEOFF RWY 31: Climb heading 308° or as assigned by ATC, thence....

....for vectors to filed/assigned route or depicted fix. Maintain 2000 or assigned altitude. Expect clearance to filed altitude ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first navaid/fix/route is located or as assigned.



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| LOC I-GVQ | APP CRS | Rwy ldg | 5499 |
|---|---|---|---|
| 108.9 | 282° | TDZE | 911 |
| | | Apt Elev | 913 |

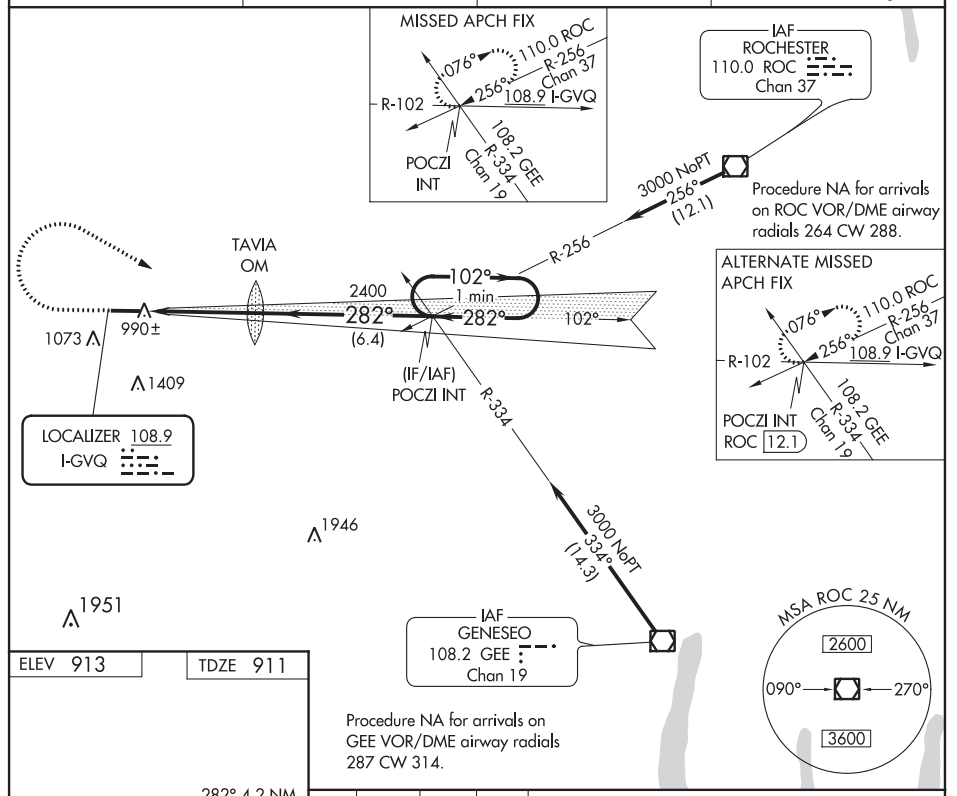
# ILS or LOC RWY 28
## GENESEE COUNTY (GVQ)

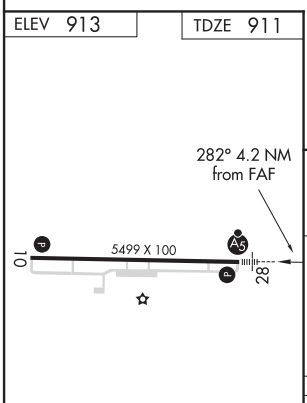
T A NA When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase S-LOC 28 Cats C/D and Circling Cat D visibility ¼ mile. Autopilot coupled approach NA below 1433.

MALSR A5

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

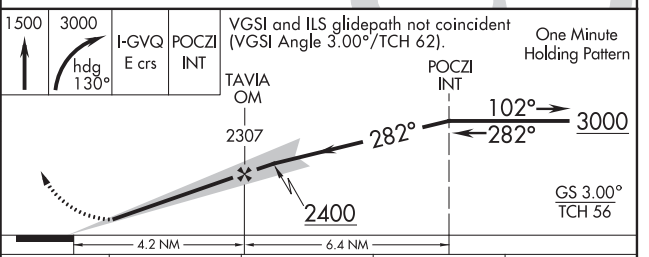
| AWOS-3PT | ROCHESTER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.525 | 123.7 322.3 | 121.8 | 122.7 (CTAF) L |




REIL Rwy 10 L
HIRL Rwy 10-28 L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 1111-½ 200 (200-½) | | | |
| S-LOC 28 | 1260-½ 349 (400-½) | | | 1260-¾ 349 (400-¾) |
| CIRCLING | 1380-1 467 (500-1) | | 1380-1½ 467 (500-1½) | 1480-2 567 (600-2) |

BATAVIA, NEW YORK
Amdt 6B 10FEB11
43°02'N-78°10'W
GENESEE COUNTY (GVQ)
ILS or LOC RWY 28
35

NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

BATAVIA, NEW YORK

AL-5562 (FAA)

19115

# RNAV (GPS) RWY 10

GENESEE COUNTY (GVQ)

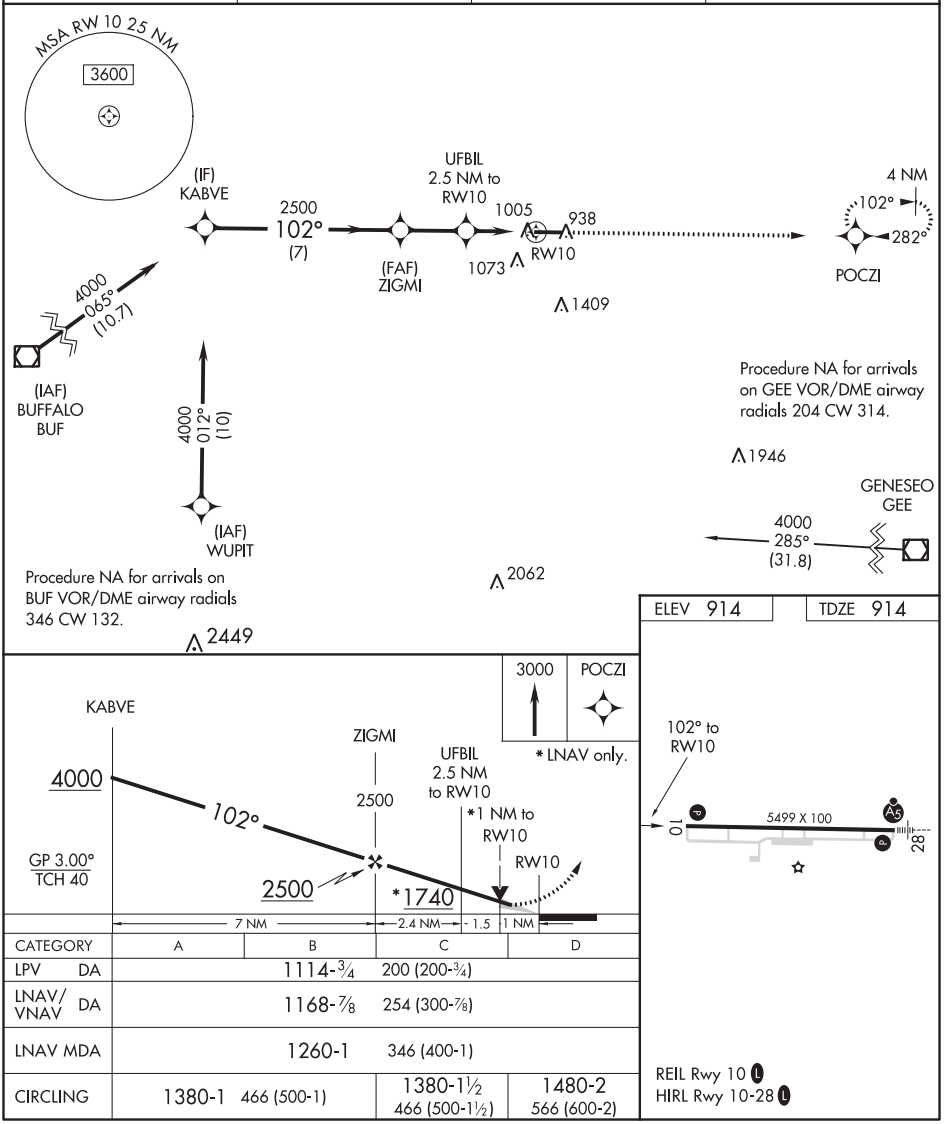
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **82421** | **102°** | Rwy Idg | **5499** |
| **W10A** | | TDZE | **914** |
| | | Apt Elev | **914** |

T
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase LPV DA all Cats to 1214, LNAV/VNAV DA all Cats to 1268, and all MDA 120 feet; increase LPV all Cats and Circling Cat D visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅜ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting.

MISSED APPROACH: Climb to 3000 direct POCZI and hold.

| AWOS-3PT | ROCHESTER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| **127.525** | **123.7 322.3** | **121.8** | **122.7** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1114-¾ | | 200 (200-¾) | |
| LNAV/VNAV DA | 1168-⅞ | | 254 (300-⅞) | |
| LNAV MDA | 1260-1 | | 346 (400-1) | |
| CIRCLING | 1380-1 | 466 (500-1) | 1380-1½ 466 (500-1½) | 1480-2 566 (600-2) |

REIL Rwy 10 L
HIRL Rwy 10-28 L

BATAVIA, NEW YORK
Orig-A 17AUG17

43°02'N-78°10'W

GENESEE COUNTY (GVQ)

RNAV (GPS) RWY 10


NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS CH 86311 W28A | APP CRS 282° | Rwy Idg 5499<br>TDZE 911<br>Apt Elev 913 |
|---|---|---|

# RNAV (GPS) RWY 28

GENESEE COUNTY (GVQ)

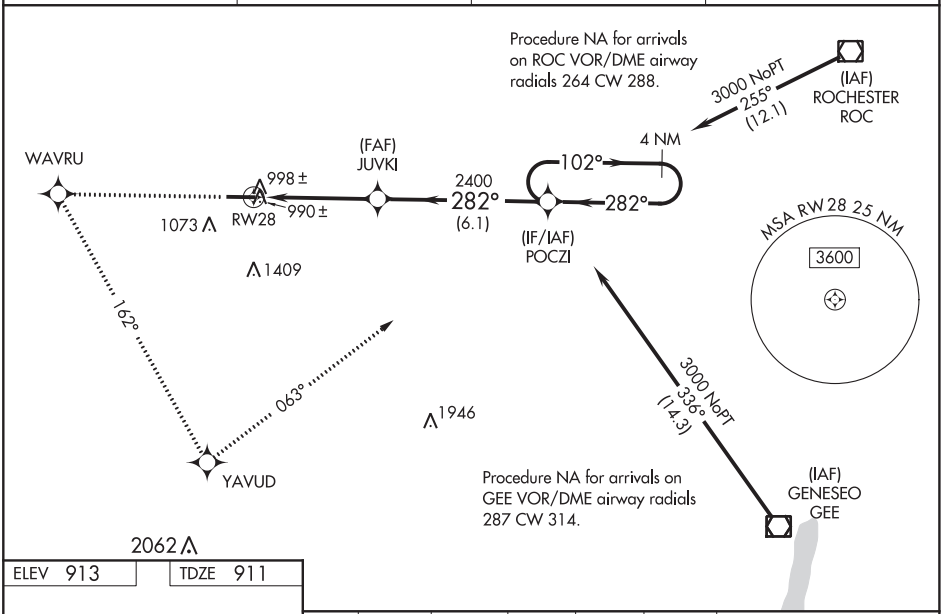
T
A NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.

MALSR

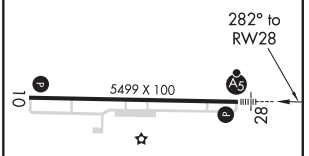
MISSED APPROACH: Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

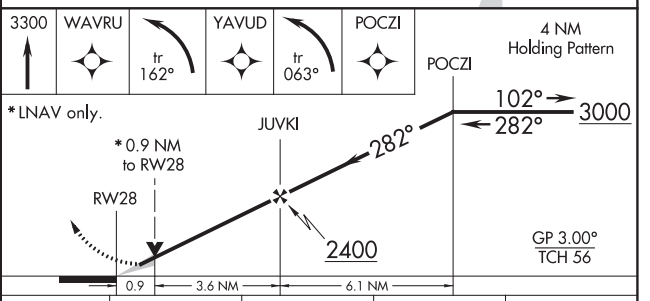
| AWOS-3PT | ROCHESTER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.525 | 123.7 322.3 | 121.8 | 122.7 (CTAF) L |




2062

| ELEV 913 | TDZE 911 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1161-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1364-1 453 (500-1) | | | |
| LNAV MDA | 1260-½ 349 (400-½) | | | 1260-1 349 (400-1) |
| CIRCLING | 1380-1 467 (500-1) | | 1380-1½ 467 (500-1½) | 1480-2 567 (600-2) |

REIL Rwy 10 L
HIRL Rwy 10-28 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| VOR/DME GEE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.2 | 311° | TDZE | N/A |
| Chan 19 | | Apt Elev | 913 |

# VOR/DME-A

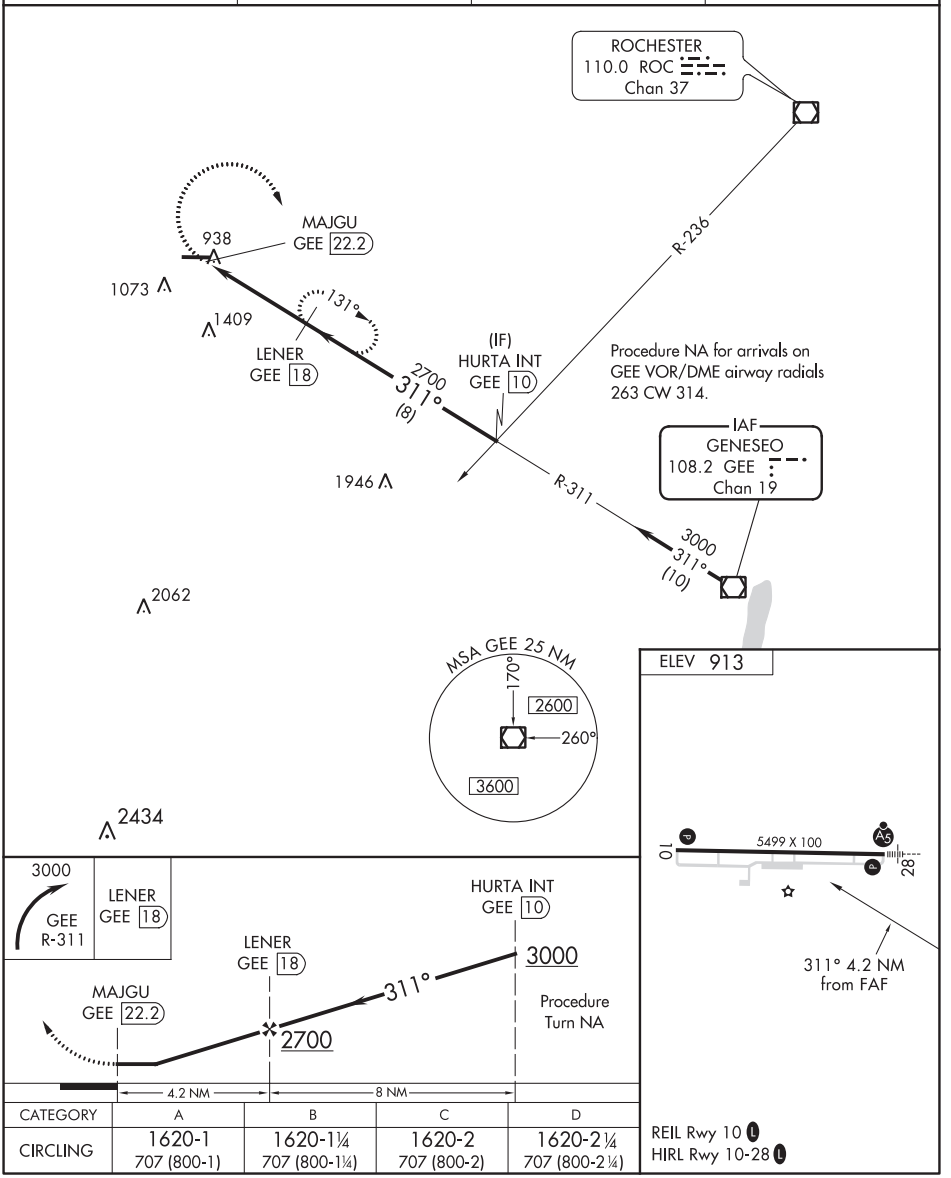
GENESEE COUNTY (GVQ)

When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility ½ mile.

NA

MISSED APPROACH: Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

| AWOS-3PT | ROCHESTER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.525 | 123.7 322.3 | 121.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1620-1<br>707 (800-1) | 1620-1¼<br>707 (800-1¼) | 1620-2<br>707 (800-2) | 1620-2¼<br>707 (800-2¼) |

REIL Rwy 10 L
HIRL Rwy 10-28 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 14

## MONMOUTH EXECUTIVE (BLM)

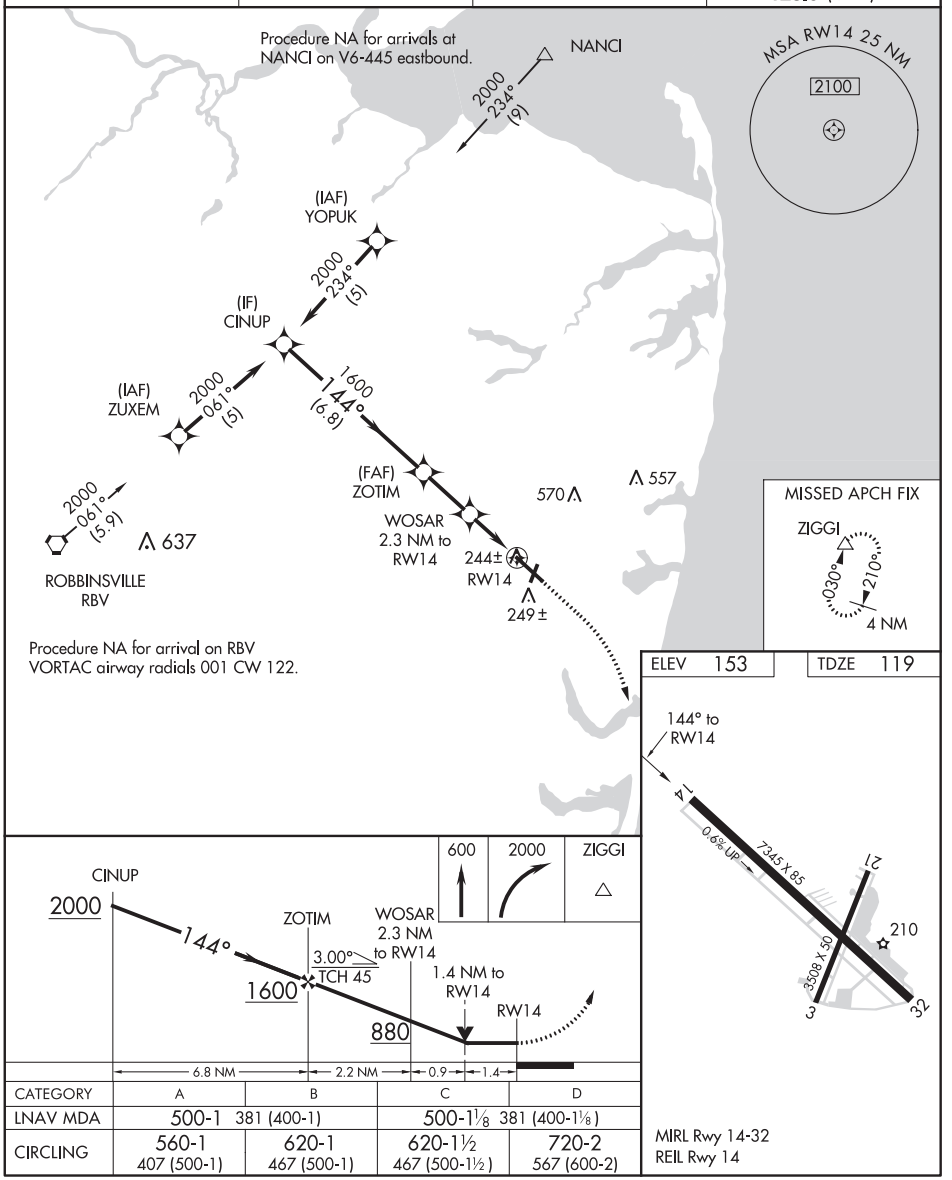
| APP CRS | Rwy Idg | 7345 |
|---|---|---|
| 144° | TDZE | 119 |
| | Apt Elev | 153 |

RNP APCH.

Circling Rwy 3, 21 NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA. VDP NA when using Lakehurst altimeter setting. When local altimeter setting not received, use Lakehurst altimeter setting and increase all MDA 40 feet, increase LNAV Cats C and D visibility ⅛ SM.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct ZIGGI and hold.

| AWOS-3PT | MC GUIRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.625 | 126.475 363.8 | 126.15 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 381 (400-1) | | 500-1⅛ 381 (400-1⅛) | |
| CIRCLING | 560-1 407 (500-1) | 620-1 467 (500-1) | 620-1½ 467 (500-1½) | 720-2 567 (600-2) |

MIRL Rwy 14-32
REIL Rwy 14



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 32

## MONMOUTH EXECUTIVE (BLM)

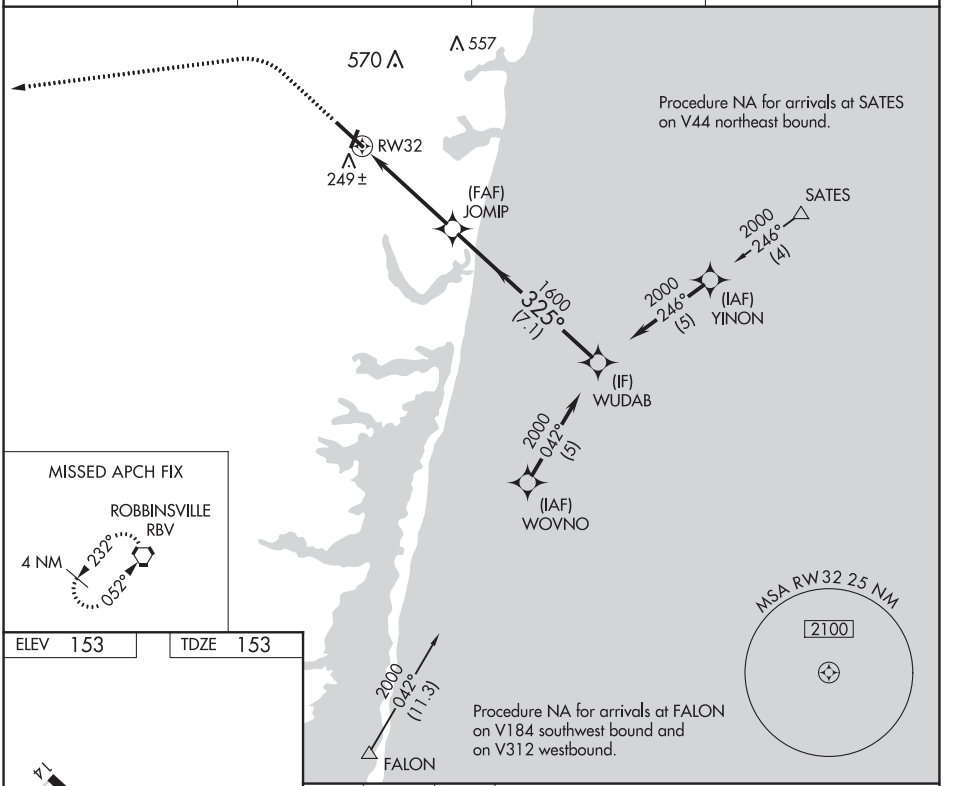
| APP CRS | | |
|---|---|---|
| 325° | Rwy Idg | 7345 |
| | TDZE | 153 |
| | Apt Elev | 153 |

RNP APCH.

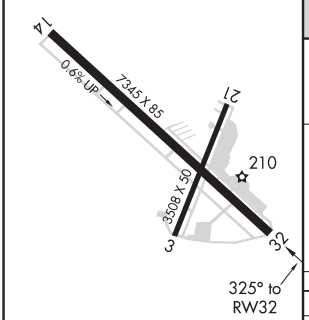
Circling Rwy 3, 21 NA at night. Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lakehurst altimeter setting and increase all MDA 40 feet, increase LNAV Cats C and D visibility ¼ SM.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct RBV VORTAC and hold.

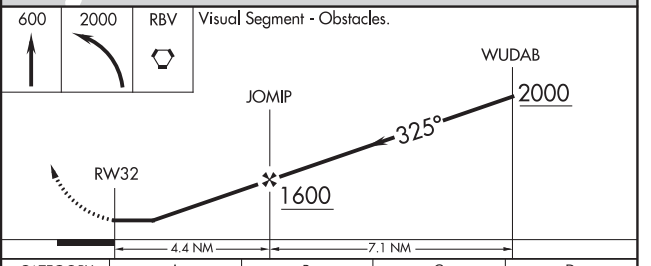
| AWOS-3PT | MC GUIRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.625 | 126.475 363.8 | 126.15 | 123.0 (CTAF) |




ELEV 153 TDZE 153




MIRL Rwy 14-32
REIL Rwy 14




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 407 (500-1) | | 560-1⅛ 407 (500-1⅛) | |
| CIRCLING | 560-1 407 (500-1) | 620-1 467 (500-1) | 620-1½ 467 (500-1½) | 720-2 567 (600-2) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| VORTAC RBV | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.8 | 103° | TDZE | N/A |
| Chan 85 | | Apt Elev | 153 |

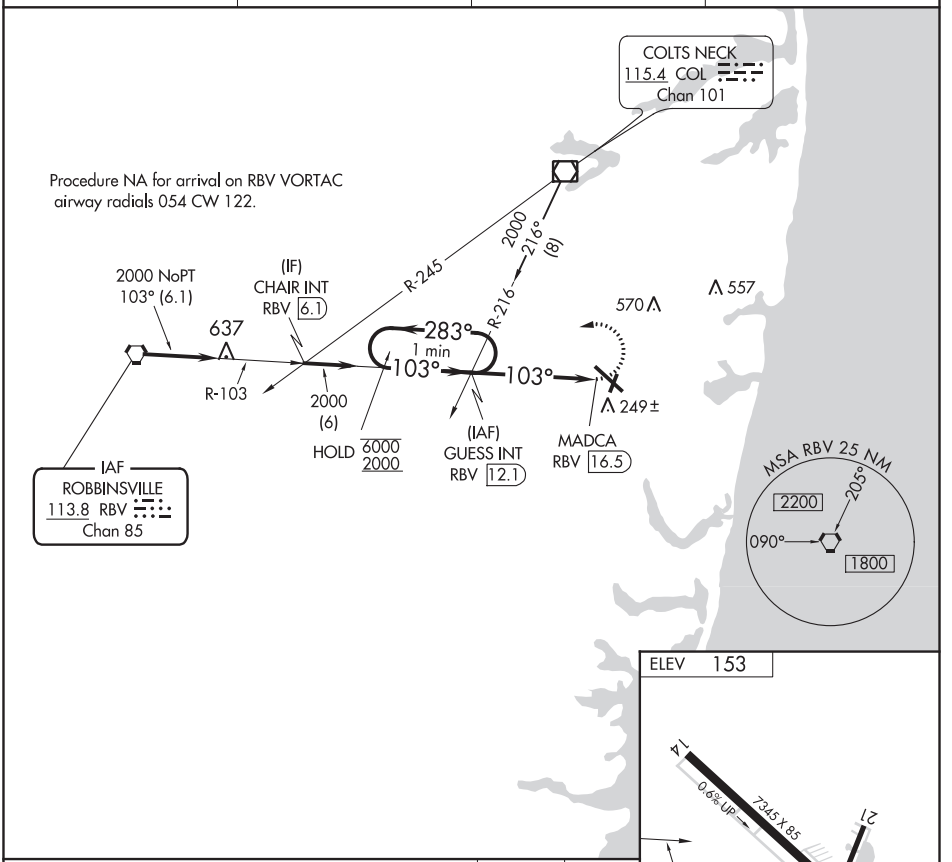
# VOR-A

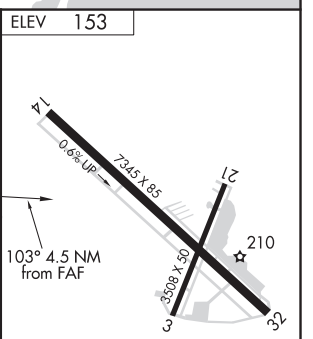
## MONMOUTH EXECUTIVE (BLM)

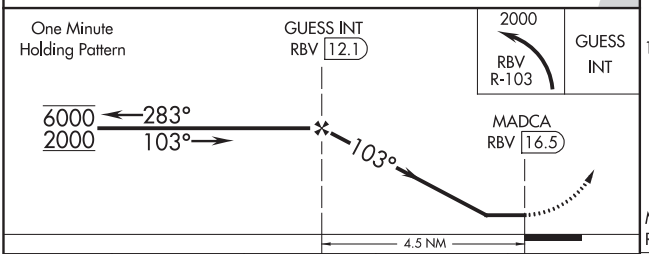
Circling Rwy 3, 21 NA at night. When local altimeter setting not received, use Lakehurst altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2000 on RBV VORTAC R-103 to GUESS INT/RBV 12.1 DME and hold.

| AWOS-3PT | MC GUIRE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.625 | 126.475 363.8 | 126.15 | 123.0 (CTAF) |




MIRL Rwy 14-32
REIL Rwy 14

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 | 487 (500-1) | 640-1½ 487 (500-1½) | 720-2 567 (600-2) |

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 5

CAMDEN COUNTY (19N)

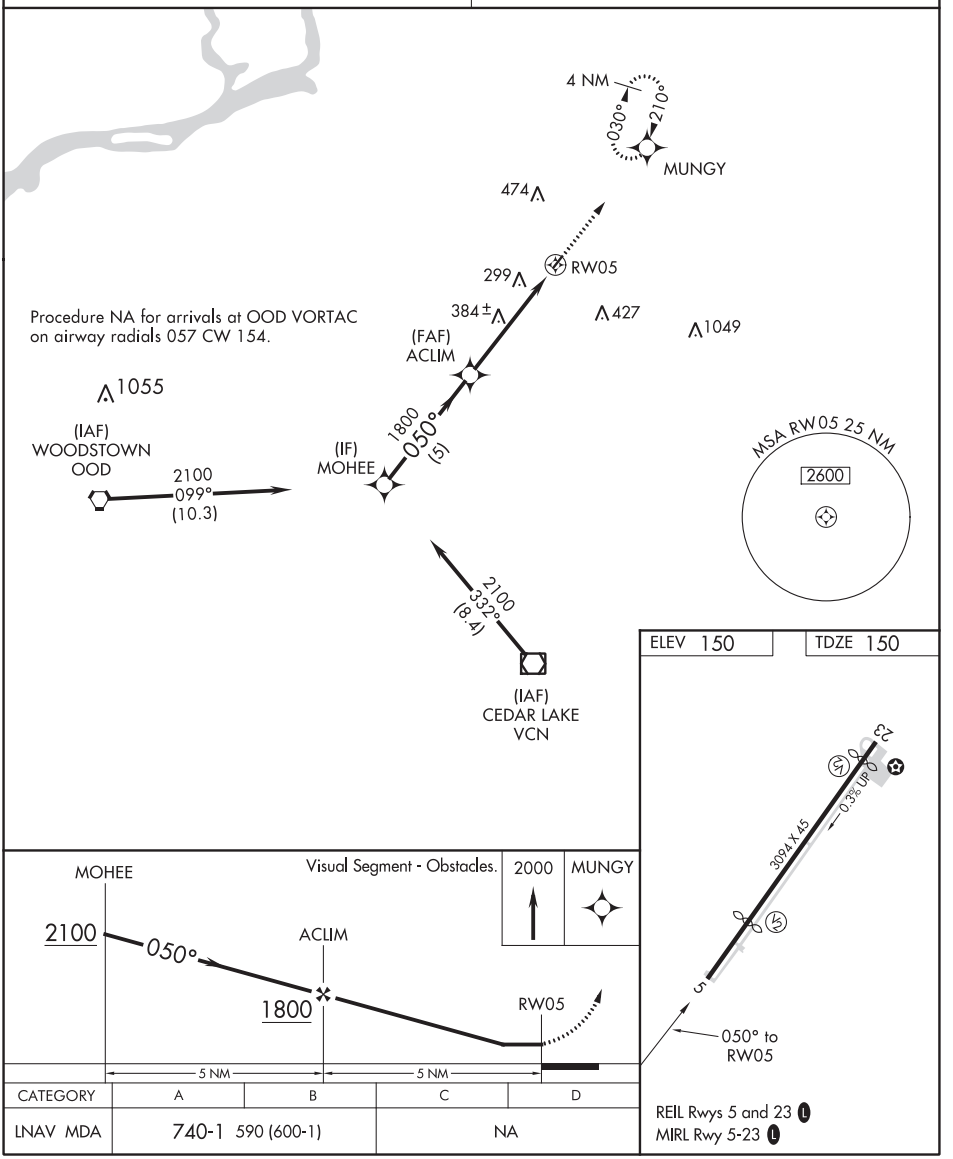
| APP CRS | Rwy Idg | 2354 |
|---|---|---|
| 050° | TDZE | 150 |
| | Apt Elev | 150 |

RNP APCH.

Rwy 5 helicopter visibility reduction below 1 SM NA.
Procedure NA at night. Use Mount Holly altimeter setting; when not received use Philadelphia Intl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct MUNGY and hold.

| MC GUIRE APP CON | UNICOM |
|---|---|
| 126.475 363.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 590 (600-1) | | NA | |

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 2855 |
|---|---|---|
| 230° | TDZE | 142 |
| | Apt Elev | 150 |

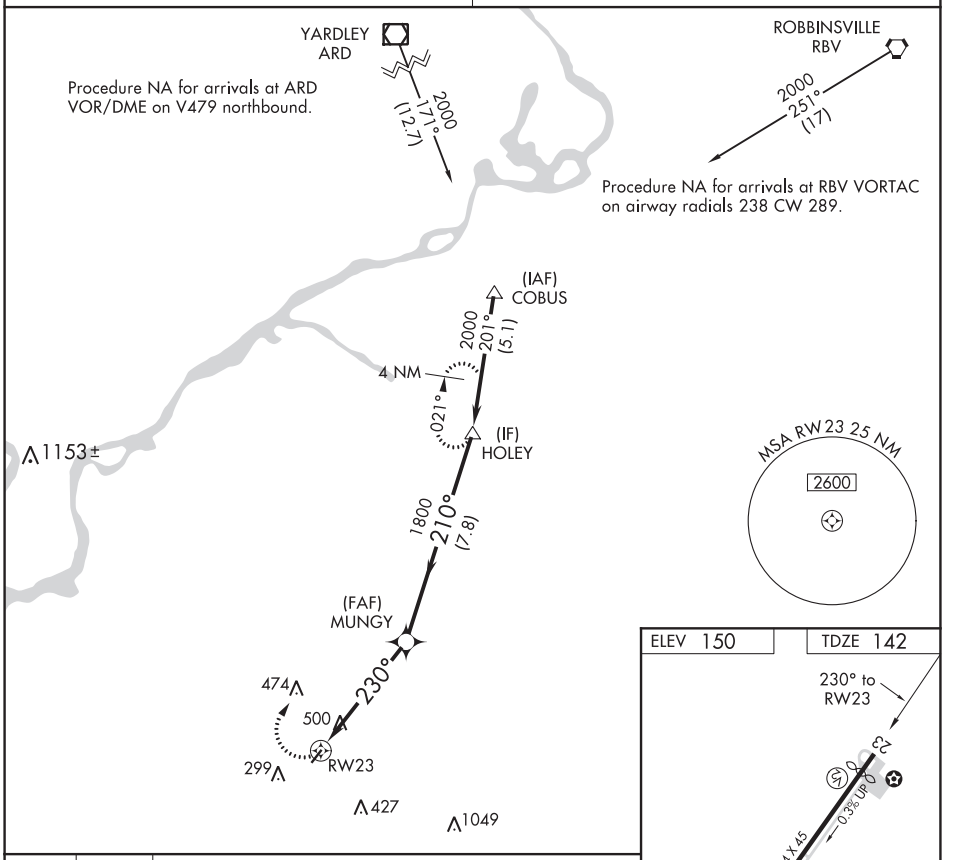
# RNAV (GPS) RWY 23
## CAMDEN COUNTY (19N)

RNP APCH.

NA — Rwy 23 helicopter visibility reduction below 1 SM NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDA 20 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct HOLEY and hold.

| MC GUIRE APP CON | UNICOM |
|---|---|
| 126.475 363.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 698 (700-1) | | NA | |

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

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| VOR/DME VCN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.2 | 013° | TDZE | N/A |
| Chan 99 | | Apt Elev | 150 |

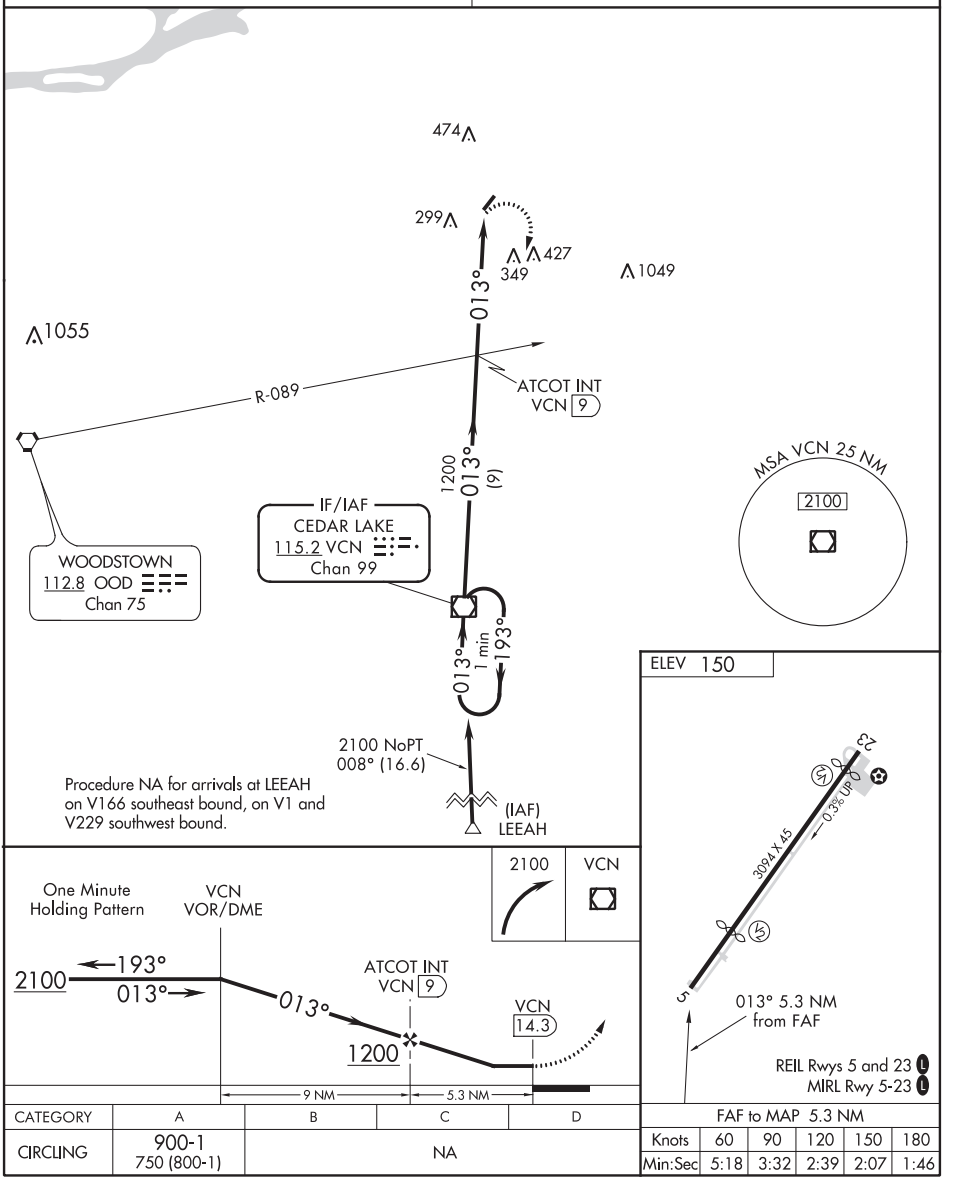
# VOR-B

## CAMDEN COUNTY (19N)

Procedure NA at night. Visibility reduction by helicopters NA. Use Mount Holly altimeter setting, when not received, use Philadelphia Intl altimeter setting and increase MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2100 direct VCN VOR/DME and hold.

| MC GUIRE APP CON | UNICOM |
|---|---|
| 126.475 363.8 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 900-1 750 (800-1) | NA | | |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



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| LOC I-AAJ | APP CRS | Rwy Idg | 6905 |
|---|---|---|---|
| 110.3 | 158° | TDZE | 1634 |
| | | Apt Elev | 1636 |

# ILS or LOC RWY 16

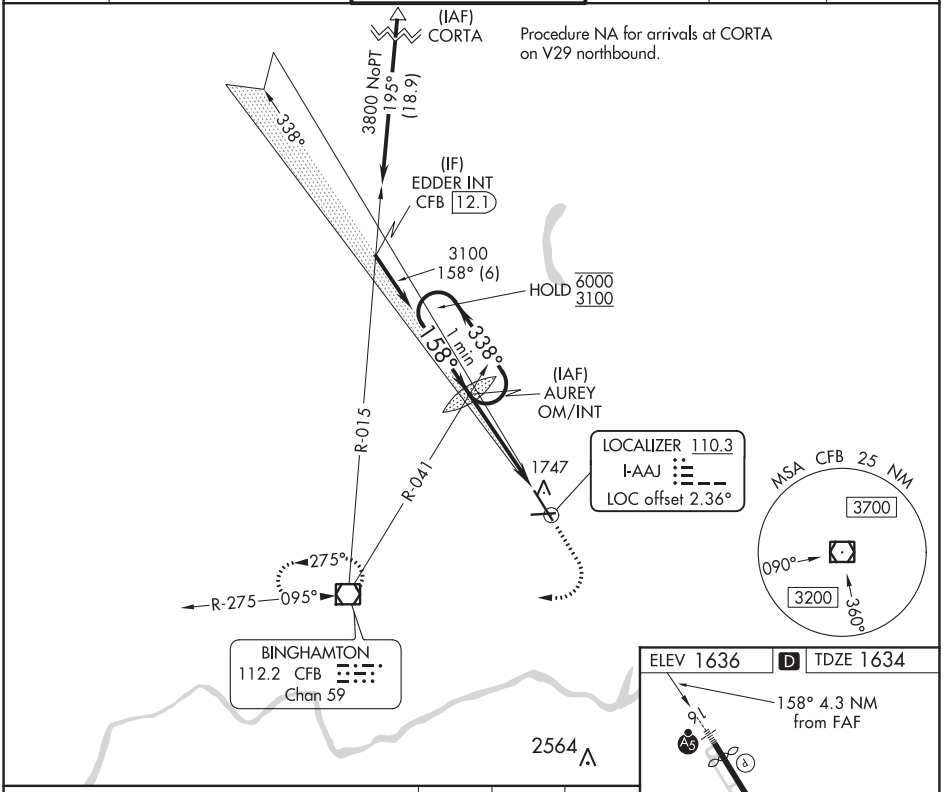
## GREATER BINGHAMTON/EDWIN A LINK FIELD (BGM)

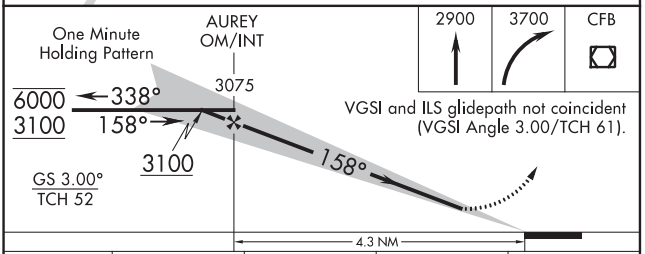
For inop ALS, increase S-LOC 16 Cats C and D visibility to RVR 5500.

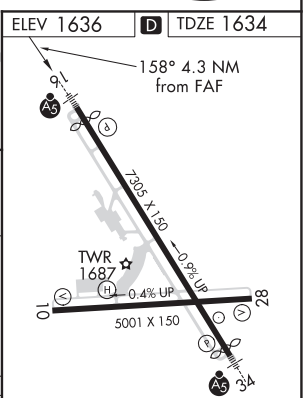
MALSR

MISSED APPROACH: Climb to 2900 then climbing right turn to 3700 direct CFB VOR/DME and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 1884/24 250 (300-½) | | | |
| S-LOC 16 | 1980/24 346 (400-½) | | 1980/30 346 (400-⅝) | |
| C CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |

REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



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| LOC I-BGM | APP CRS | Rwy Idg | 7100 |
|---|---|---|---|
| 110.3 | 340° | TDZE | 1601 |
| | | Apt Elev | 1636 |

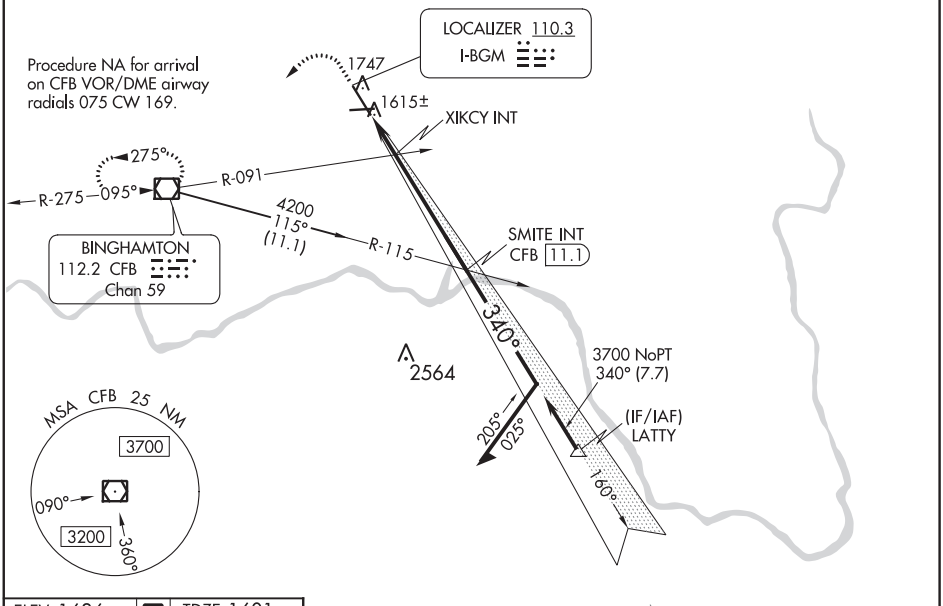
# ILS or LOC RWY 34

## GREATER BINGHAMTON/EDWIN A LINK FIELD (BGM)

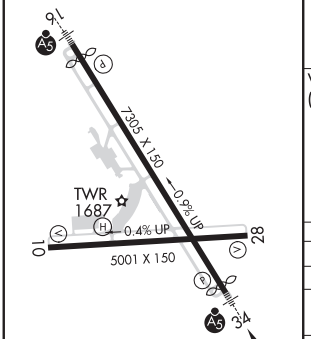
MALSR

MISSED APPROACH: Climb to 2200 then climbing left turn to 3900 direct CFB VOR/DME and hold, continue climb-in-hold to 3900.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




ELEV 1636 D TDZE 1601

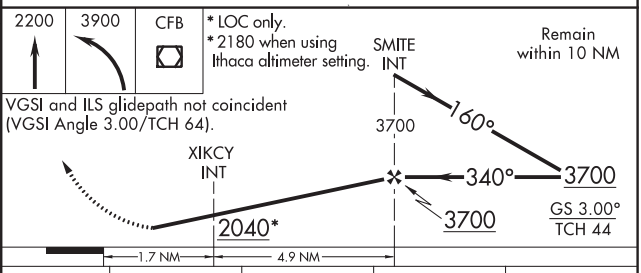



REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

340° 6.6 NM from FAF

FAF to MAP 6.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:36 | 4:24 | 3:18 | 2:38 | 2:12 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 1851/24 250 (300-½) | | | |
| S-LOC 34 | 2040/24 439 (500-½) | | 2040/40 439 (500-¾) | |
| C CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |
| XIKCY FIX MINIMUMS | | | | |
| S-LOC 34 | 1940/24 339 (400-½) | | 1940/26 339 (400-½) | |
| C CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |



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# RNAV (GPS) RWY 10

## GREATER BINGHAMTON/EDWIN A LINK FIELD (BGM)

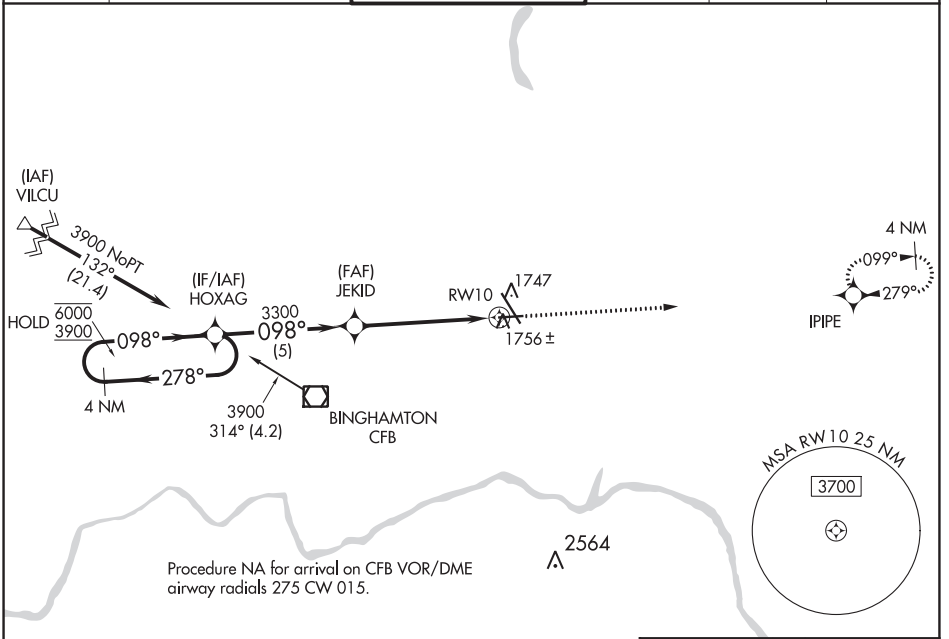
| WAAS CH 93820 W10A | APP CRS 098° | Rwy Idg 5001 TDZE 1591 Apt Elev 1636 |
|---|---|---|

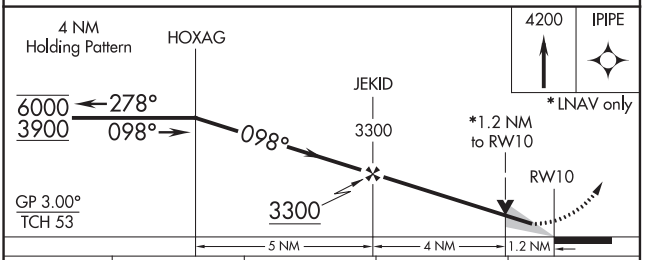
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 4200 direct IPIPE and hold.

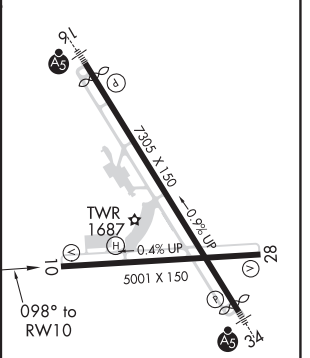
| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1841-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1937-1 346 (400-1) | | | |
| LNAV MDA | 2020-1 429 (400-1) | | 2020-1¼ 429 (400-1¼) | |
| C CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |

ELEV 1636 D TDZE 1591




REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L



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# RNAV (GPS) RWY 16

## GREATER BINGHAMTON/EDWIN A LINK FIELD (BGM)

| WAAS | APP CRS | Rwy Idg | 6905 |
|---|---|---|---|
| CH 66015 | 160° | TDZE | 1634 |
| W16A | | Apt Elev | 1636 |

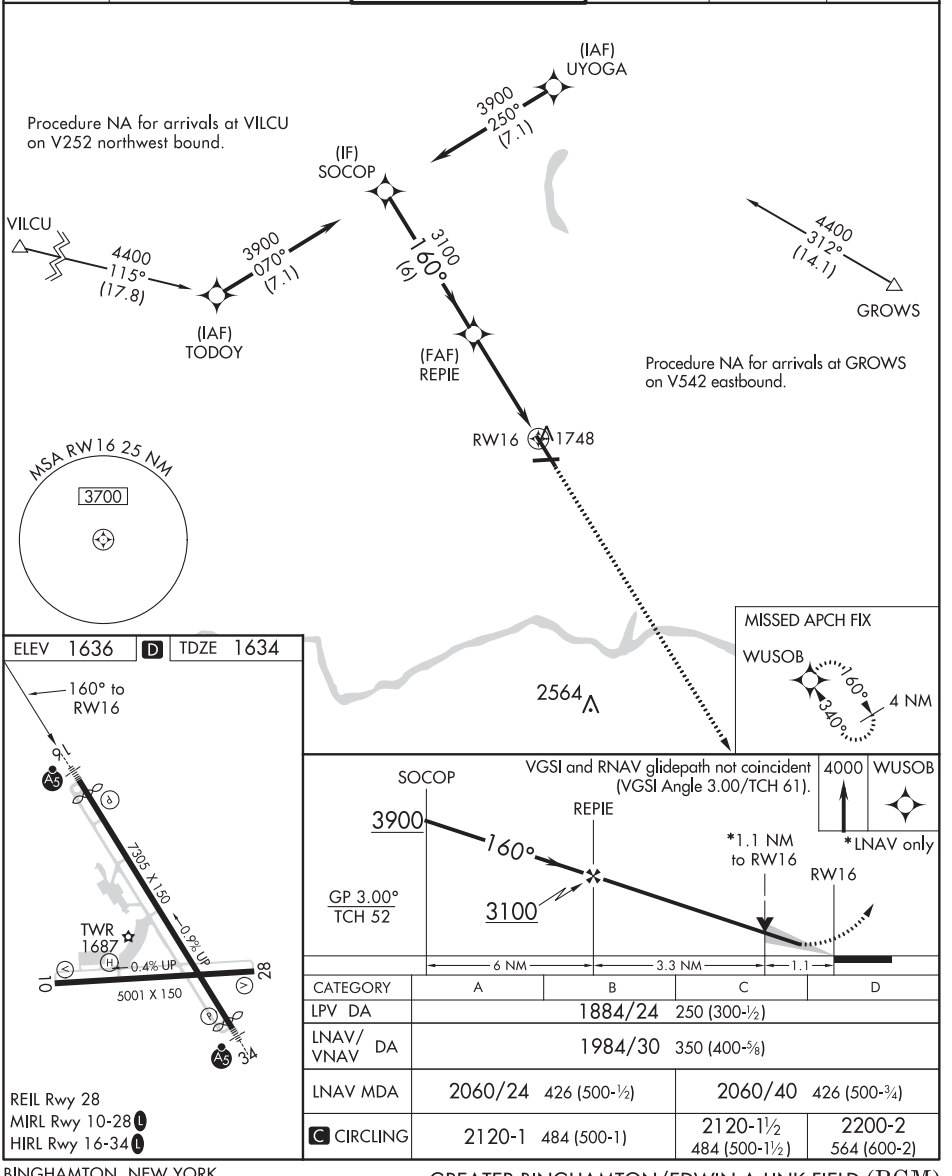
RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.
For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500.

MALSR A5

MISSED APPROACH: Climb to 4000 direct WUSOB and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1884/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1984/30 350 (400-⅝) | | | |
| LNAV MDA | 2060/24 426 (500-½) | | 2060/40 426 (500-¾) | |
| C CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |





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# RNAV (GPS) RWY 28

## GREATER BINGHAMTON/EDWIN A LINK FIELD (BGM)

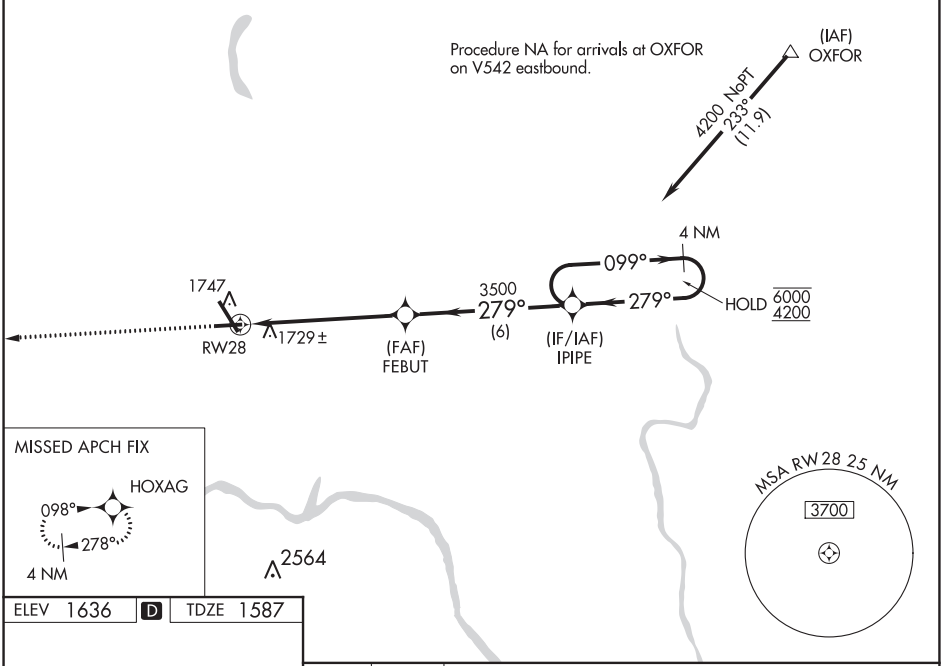
| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 82120 W28A | 279° | TDZE | 1587 |
| | | Apt Elev | 1636 |

RNP APCH.

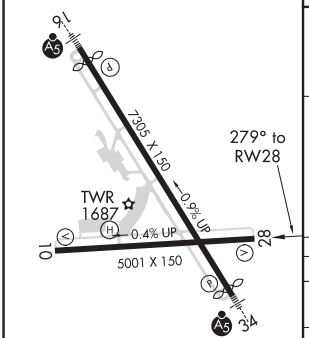
T
A
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 3900 direct HOXAG and hold.

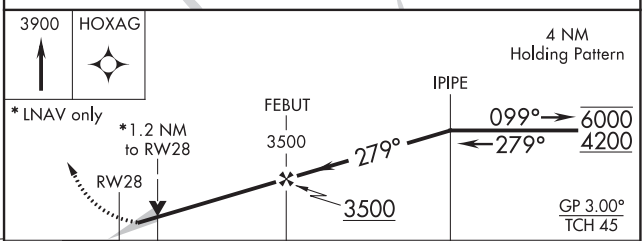
| ATIS | BINGHAMTON APP CON * | BINGHAMTON TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




ELEV 1636 D TDZE 1587




REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1837-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 2091-1⅜ 504 (500-1⅜) | | | |
| LNAV MDA | 2000-1 413 (400-1) | | 2000-1⅛ 413 (400-1⅛) | |
| C CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |



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| WAAS | APP CRS | Rwy Idg | 7100 |
|---|---|---|---|
| CH 93915 | 340° | TDZE | 1600 |
| W34A | | Apt Elev | 1636 |

# RNAV (GPS) RWY 34

## GREATER BINGHAMTON/EDWIN A LINK FIELD (BGM)

RNP APCH.

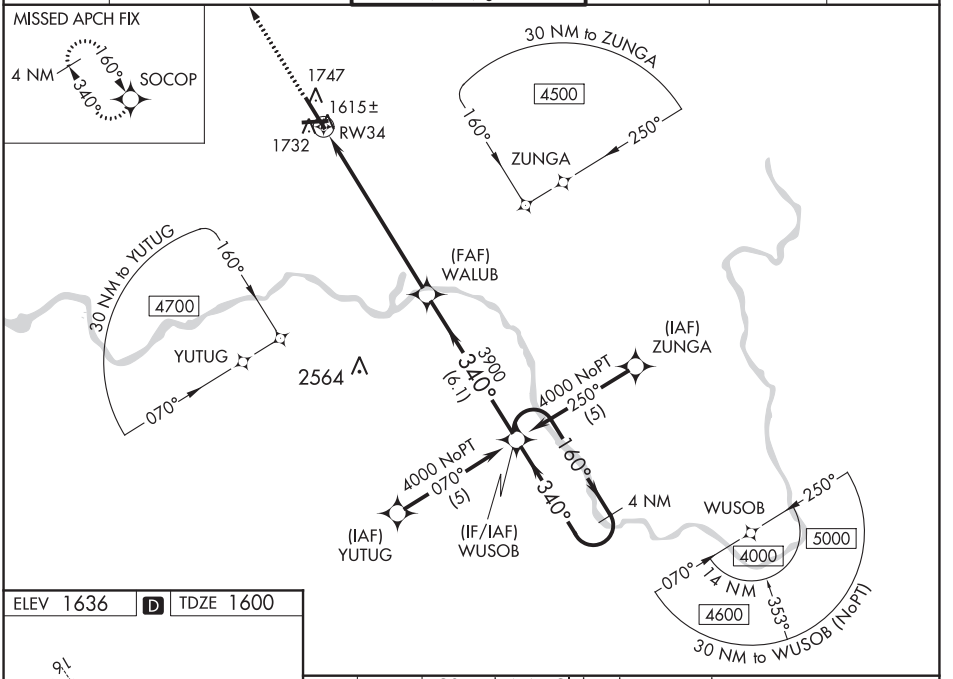
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ SM, and LNAV/VNAV all Cats visibility ½ SM. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility to RVR 6000. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

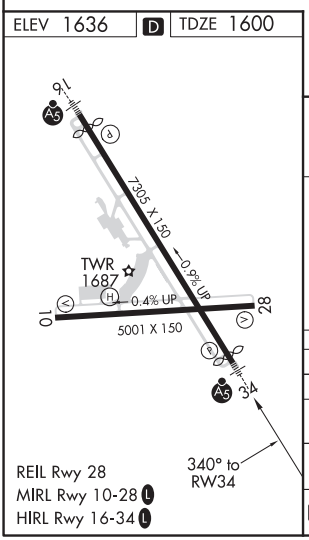
A

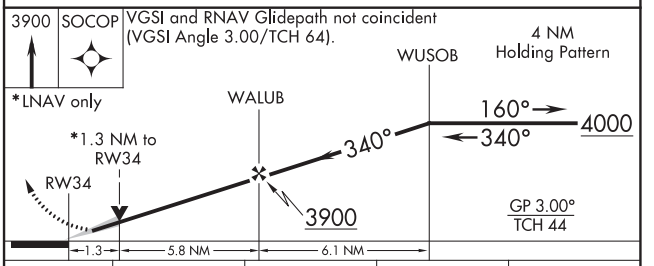
MALSR

MISSED APPROACH: Climb to 3900 direct SOCOP and hold.

| ATIS | BINGHAMTON APP CON ★ | BINGHAMTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.15 | 118.6 257.625 | 119.3 (CTAF) L 239.25 | 121.9 | 125.05 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1800/24 200 (200-½) | | | |
| LNAV/VNAV DA | 2082/60 482 (500-1¼) | | | |
| LNAV MDA | 2040/24 440 (500-½) | | 2040/40 440 (500-¾) | 2040/50 440 (500-1) |
| C CIRCLING | 2120-1 484 (500-1) | | 2120-1½ 484 (500-1½) | 2200-2 564 (600-2) |







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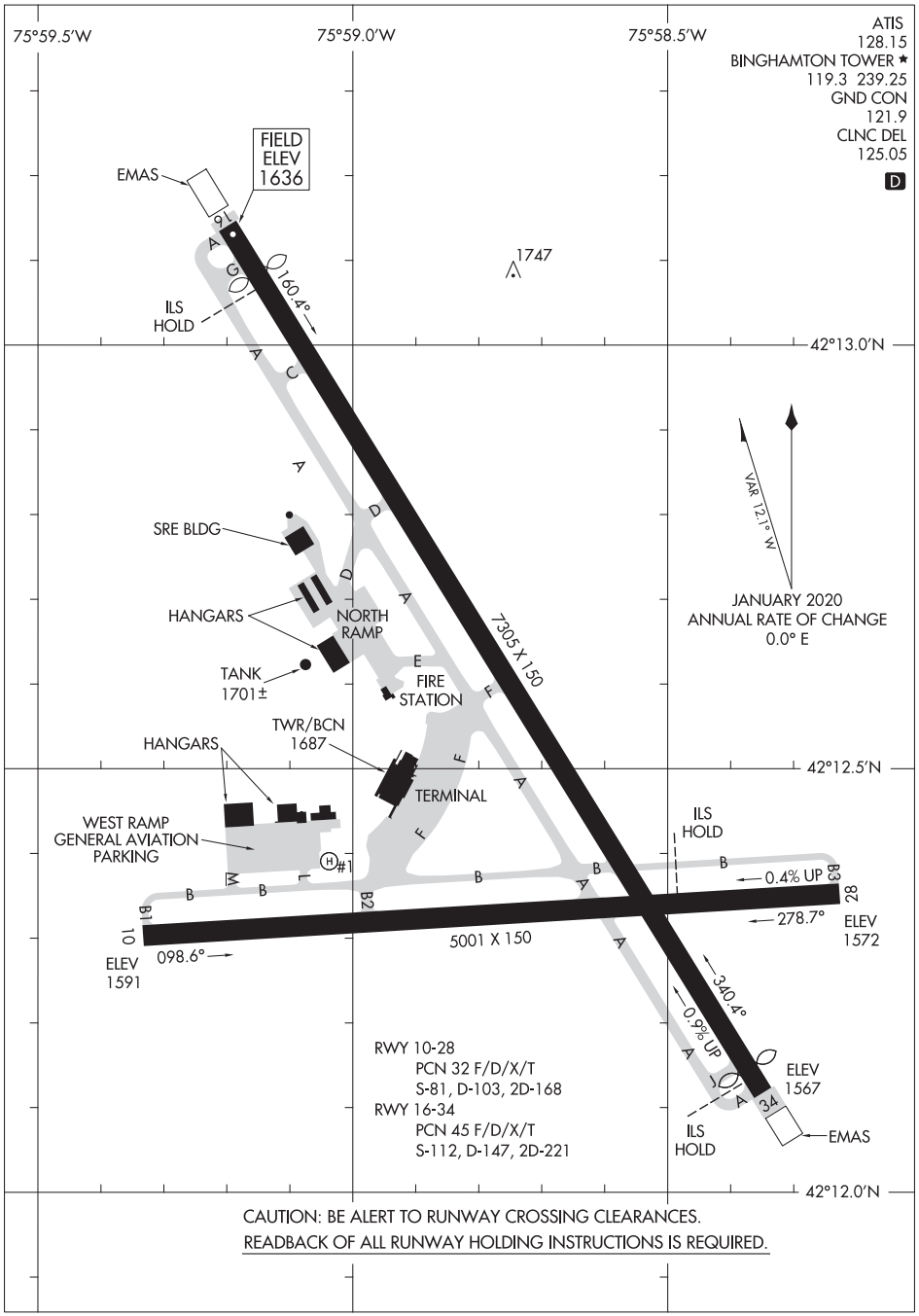


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# RNAV (GPS) RWY 7

BLAIRSTOWN (1N7)

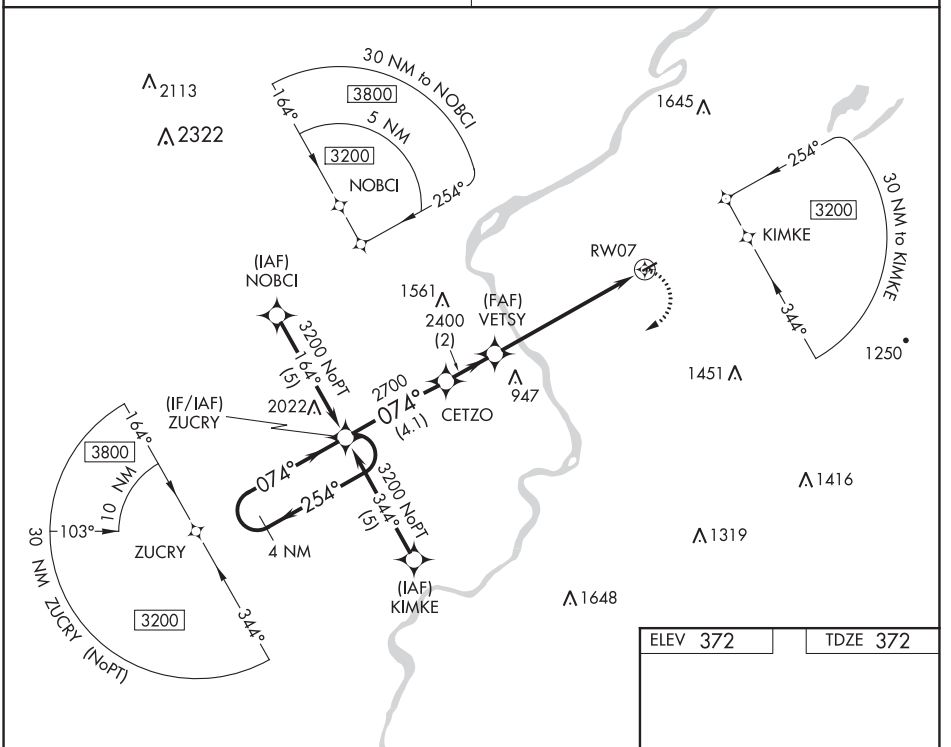
| APP CRS | | |
|---|---|---|
| 074° | Rwy Idg | 2794 |
| | TDZE | 372 |
| | Apt Elev | 372 |

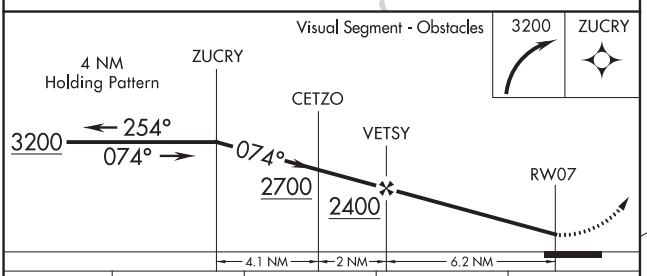
RNP APCH.

NA When local altimeter setting not received, use Lehigh Valley altimeter setting. Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA.

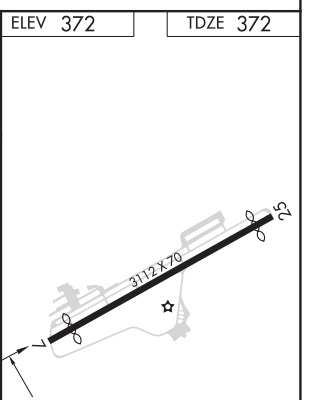
MISSED APPROACH: Climbing right turn to 3200 direct ZUCRY and hold.

| NEW YORK APP CON | UNICOM |
|---|---|
| 127.6 379.9 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 768 (800-1) | 1140-1¼ 768 (800-1¼) | NA | |
| LEHIGH VALLEY ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1420-1¼ 1048 (1100-1¼) | 1420-1½ 1048 (1100-1½) | NA | |



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NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 25

BLAIRSTOWN (1N7)

| APP CRS | | |
|---|---|---|
| 254° | Rwy Idg | 2877 |
| | TDZE | 371 |
| | Apt Elev | 372 |

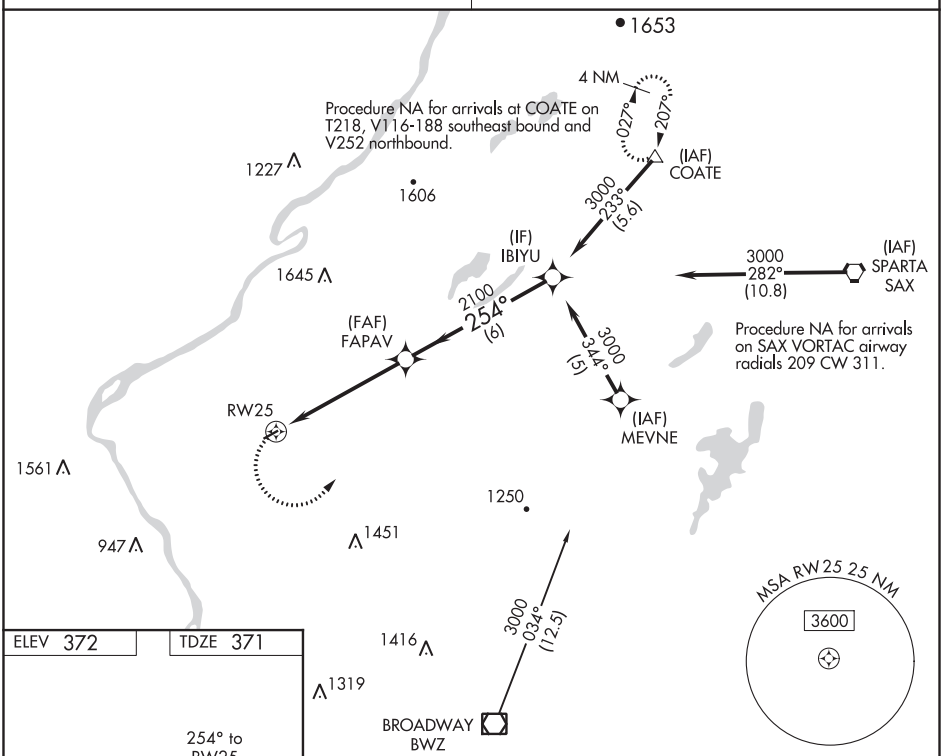
RNP APCH.

T
A NA

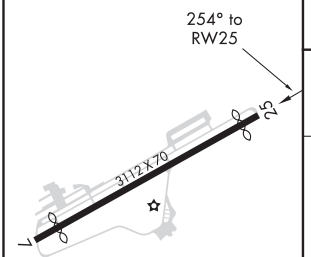
Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Lehigh Valley Intl altimeter setting. Rwy 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct COATE and hold, continue climb-in-hold to 4000.

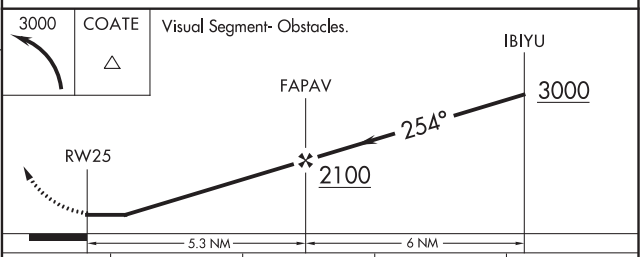
| NEW YORK APP CON | UNICOM |
|---|---|
| 127.6 379.9 | 123.0 (CTAF) L |




ELEV 372 | TDZE 371




MIRL Rwy 7-25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1¼ 889 (900-1¼) | | NA | |
| LEHIGH VALLEY INTL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1540-1¼ 1169 (1200-1¼) | 1540-1½ 1169 (1200-1½) | NA | |



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BROCKPORT, NEW YORK | AL-6335 (FAA) | 19171

# RNAV (GPS) RWY 28

LEDGEDALE AIRPARK (7G0)

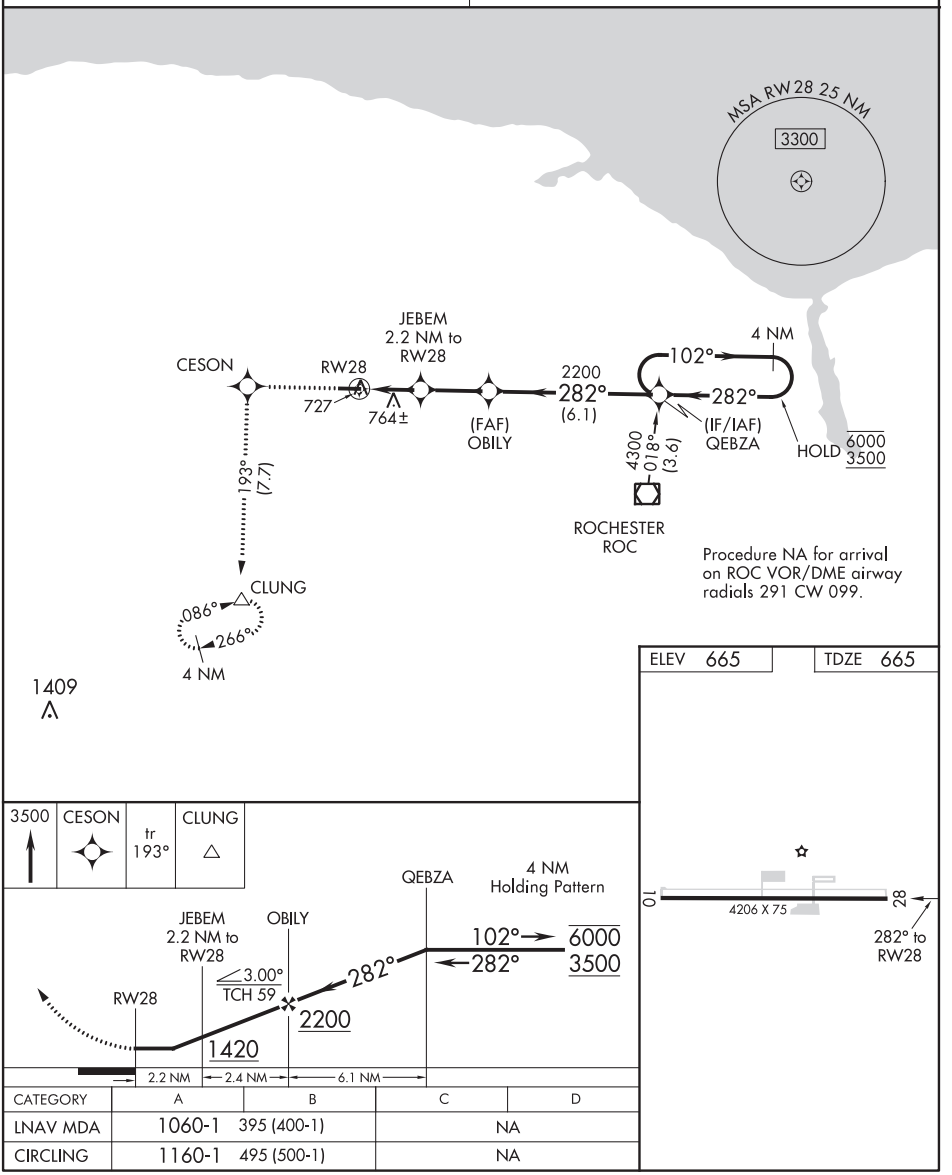
| APP CRS | Rwy Idg | 4206 |
|---|---|---|
| 282° | TDZE | 665 |
| | Apt Elev | 665 |

RNP APCH.

NA Rwy 28 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3500 direct CESON and on track 193° to CLUNG and hold, continue climb-in-hold to 3500.

| ROCHESTER APP CON | UNICOM |
|---|---|
| 123.7 322.3 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 | 395 (400-1) | NA | |
| CIRCLING | 1160-1 | 495 (500-1) | NA | |

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NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 6

BUFFALO AIRFIELD (9G∅)

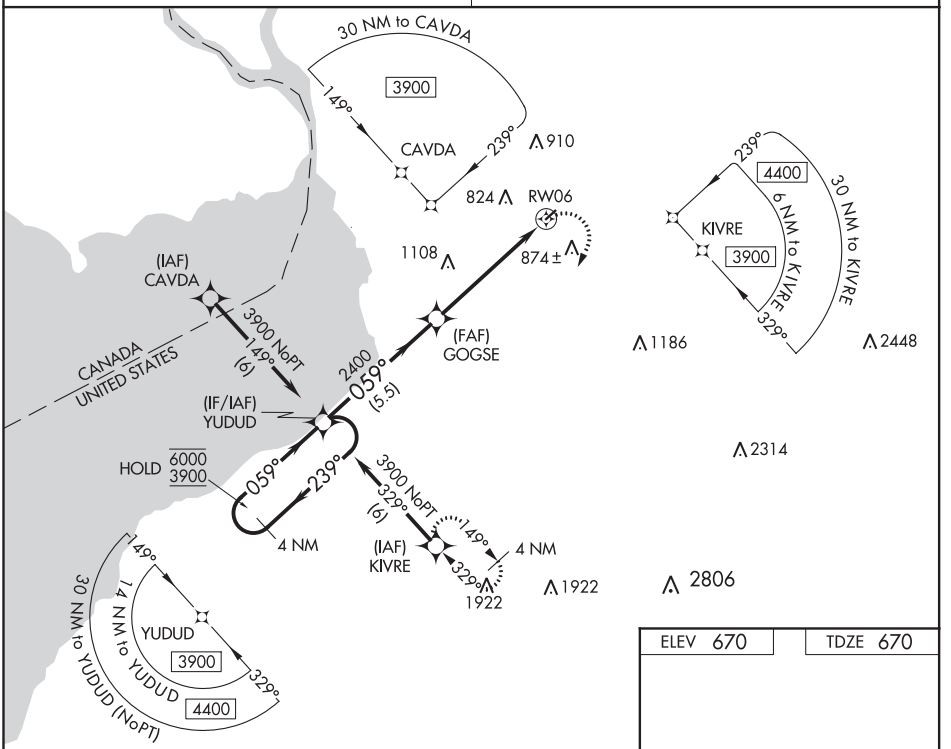
| WAAS | APP CRS | Rwy Idg | 2598 |
|---|---|---|---|
| CH 99724 | 059° | TDZE | 670 |
| W06A | | Apt Elev | 670 |

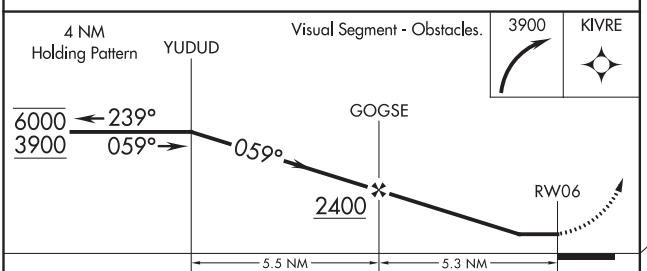
RNP APCH.

NA Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Use Buffalo Niagara Intl altimeter setting.

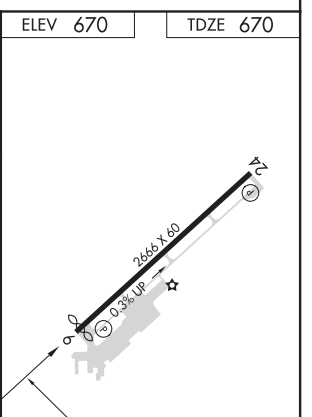
MISSED APPROACH: Climbing right turn to 3900 direct KIVRE and hold, continue climb in hold to 3900.

| BUFFALO APP CON | UNICOM |
|---|---|
| 126.15 263.125 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1180-1 | 510 (600-1) | NA | |
| LNAV MDA | 1180-1 | 510 (600-1) | NA | |




REIL Rwys 6 and 24 L

MIRL Rwy 6-24 L



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# RNAV (GPS) RWY 24

BUFFALO AIRFIELD (9G∅)

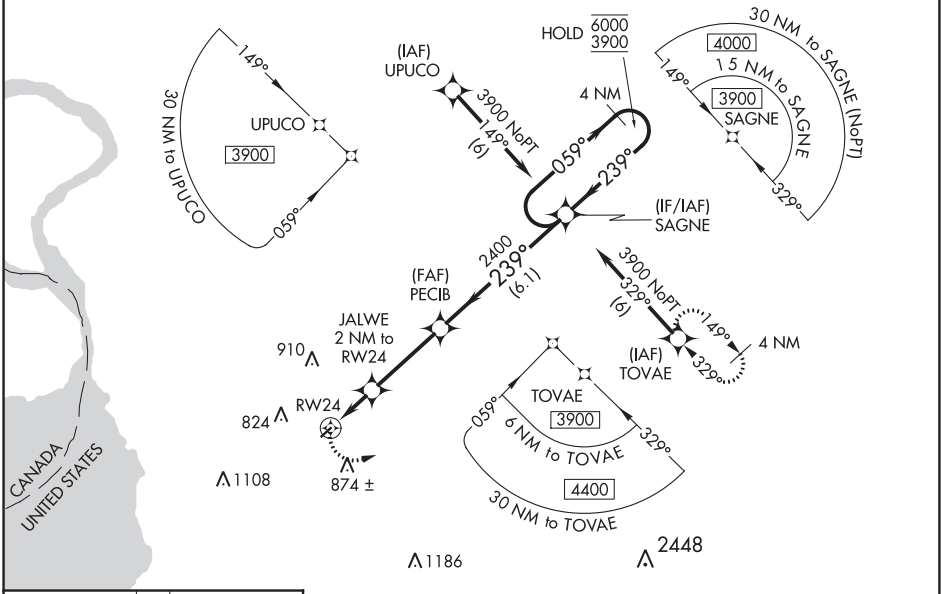
| WAAS | APP CRS | Rwy Idg | 2666 |
|---|---|---|---|
| CH 42724 | 239° | TDZE | 670 |
| W24A | | Apt Elev | 670 |

RNP APCH.

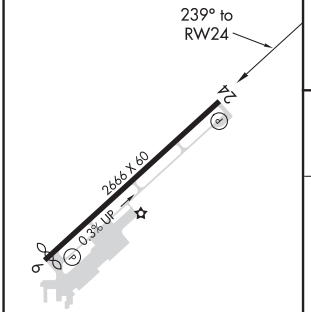
T NA — Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use Buffalo Niagara Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3900 direct TOVAE and hold.

| BUFFALO APP CON | UNICOM |
|---|---|
| 126.15 263.125 | 122.975 (CTAF) L |

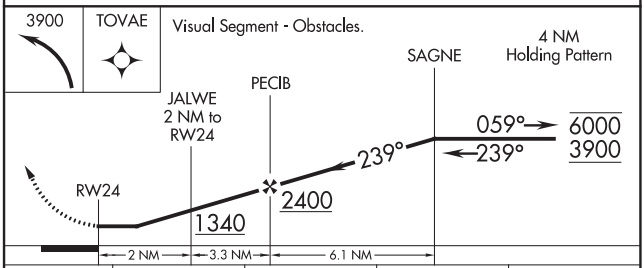



| ELEV 670 | TDZE 670 |
|---|---|




REIL Rwys 6 and 24 L

MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1160-1 490 (500-1) | | NA | |
| LNAV MDA | 1160-1 490 (500-1) | | NA | |



42°52′N-78°43′W



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# ILS or LOC RWY 5

BUFFALO NIAGARA INTL (BUF)

| LOC I-GBI | APP CRS | Rwy Idg | 7569 |
|---|---|---|---|
| 108.5 | 055° | TDZE | 708 |
| | | Apt Elev | 727 |

RADAR required for procedure entry. ADF required for LOC only.

Autopilot coupled approach NA.

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 245° and BUF VOR/DME R-267 to DAVVK INT/BUF 23.1 DME and hold.

| D-ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 | |

ALTERNATE MISSED APCH FIX

DAVVK 087° 267° 4 NM

LOCALIZER 108.5 I-GBI

MSA GB 25 NM: 2800; 090°–270°: 3300, 3900; 360°

DAVVK INT BUF 23.1

R-267 087° 267° R-005

CANADA UNITED STATES

2300 055° (108)

LOM PLAZZ 204 GB

BUFFALO 116.4 BUF Chan 111

(IF) ZOBSO RADAR

114.7 JHW Chan 94 R-017 235°

1710 1352 1065 863 1885 1028 910 2314

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49).

| 1200 | 3000 hdg 245° | BUF R-267 | DAVVK INT |
|---|---|---|---|

ZOBSO INT RADAR — PLAZZ LOM

4000 055° 2294 2300

GS 3.00° TCH 46

10.8 NM 4.9 NM

ELEV 727 D TDZE 708

7161 X 150 8829 X 150 0.9% UP 820 TWR 885 14 23 32 5

055° 4.9 NM from FAF

REIL Rwy 14

TDZ/CL Rwys 5 and 23

HIRL Rwys 5-23 and 14-32

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 908/18 200 (200-½) | | | |
| S-LOC 5 | 1100/24 392 (400-½) | | 1100/40 392 (400-¾) | |
| C CIRCLING | 1200-1 473 (500-1) | | 1220-1½ 493 (500-1½) | 1340-2 613 (700-2) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



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BUFFALO, NEW YORK | AL-65 (FAA) | 20142

# ILS or LOC RWY 23

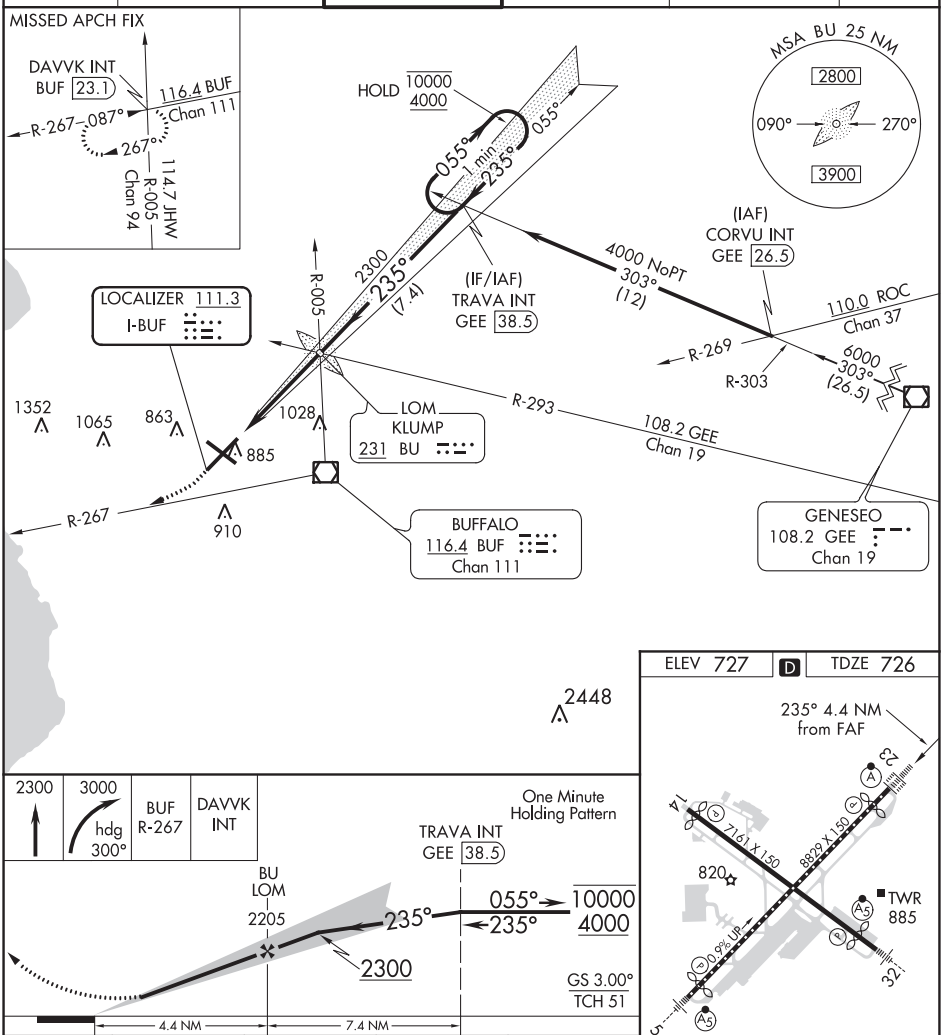
BUFFALO NIAGARA INTL (BUF)

| LOC I-BUF | APP CRS | Rwy Idg | 7569 |
|---|---|---|---|
| 111.3 | 235° | TDZE | 726 |
| | | Apt Elev | 727 |

ALSF-2

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 on heading 300° and BUF VOR/DME R-267 to DAVVK INT/BUF 23.1 DME and hold.

| D-ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 | |




| 2300 | 3000 hdg 300° | BUF R-267 | DAVVK INT |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 926/18 200 (200-½) | | | |
| S-LOC 23 | 1140/24 414 (500-½) | | 1140/40 414 (500-¾) | |
| C CIRCLING | 1200-1 473 (500-1) | | 1220-1½ 493 (500-1½) | 1340-2 613 (700-2) |

ELEV 727 | D | TDZE 726




REIL Rwy 14
TDZ/CL Rwys 5 and 23
HIRL Rwys 5-23 and 14-32

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



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# ILS or LOC RWY 32

BUFFALO NIAGARA INTL (BUF)

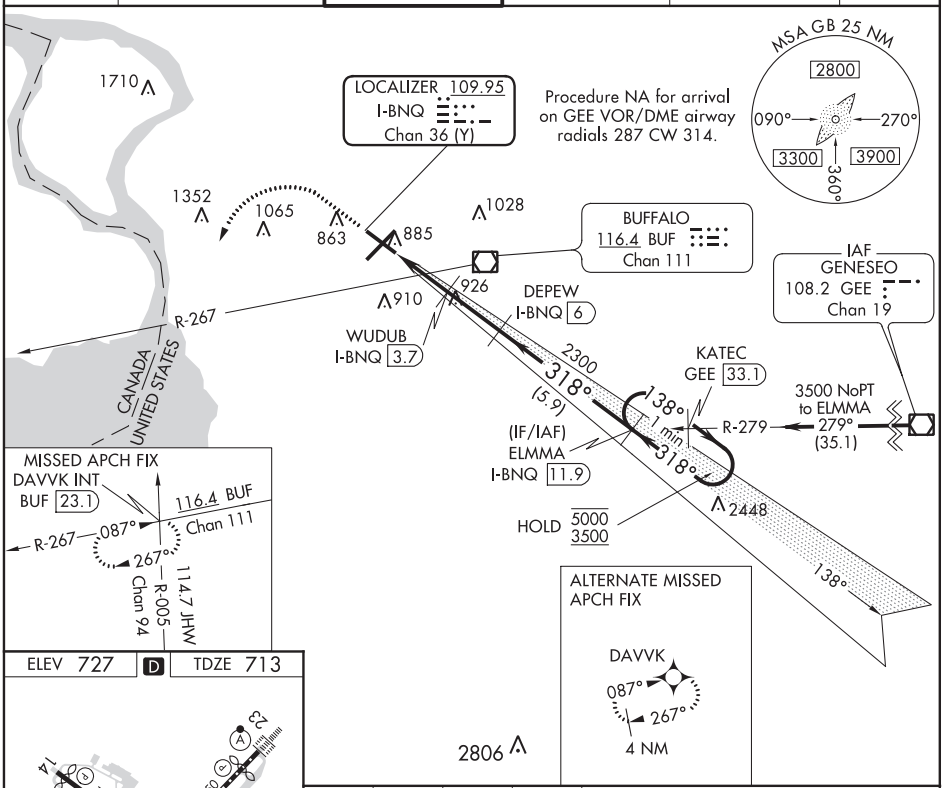
| LOC/DME I-BNQ | APP CRS | Rwy Idg | 6121 |
|---|---|---|---|
| 109.95 | 318° | TDZE | 713 |
| Chan 36 (Y) | | Apt Elev | 727 |

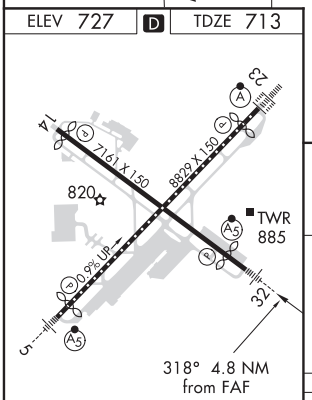
DME required.

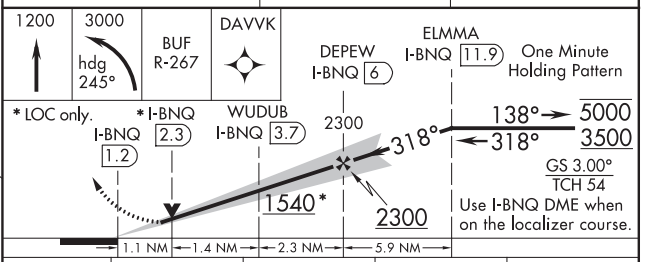
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 245° and on BUF VOR/DME R-267 to DAVVK INT/BUF 23.1 DME and hold.

| D-ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 935-½ 222 (300-½) | | | |
| S-LOC 32 | 1120-½ 407 (400-½) | | 1120-¾ 407 (400-¾) | |
| C CIRCLING | 1200-1 473 (500-1) | | 1220-1½ 493 (500-1½) | 1340-2 613 (700-2) |

REIL Rwy 14
TDZ/CL Rwys 5 and 23
HIRL Rwys 5-23 and 14-32



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# ILS RWY 23 (SA CAT I)

## BUFFALO NIAGARA INTL (BUF)

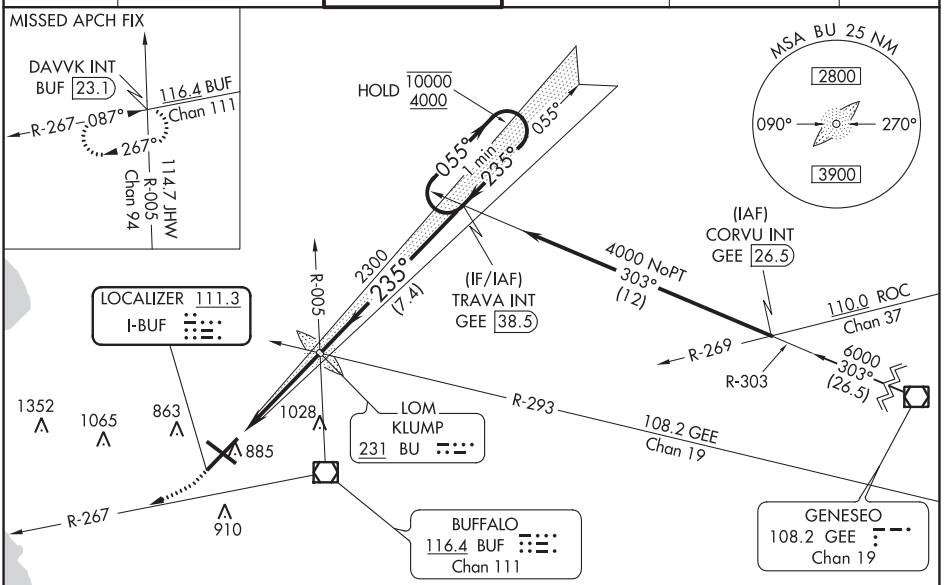
| LOC I-BUF | APP CRS | Rwy Idg | 7569 |
|---|---|---|---|
| 111.3 | 235° | TDZE | 726 |
| | | Apt Elev | 727 |

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

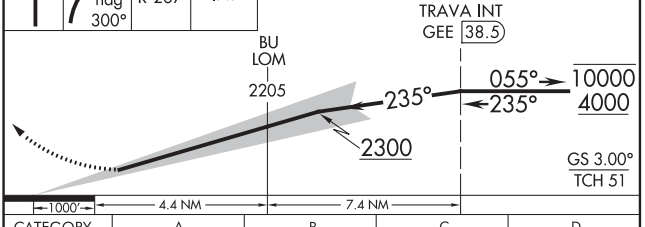
ALSF-2

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 on heading 300° and BUF VOR/DME R-267 to DAVVK INT/BUF 23.1 DME and hold.

| D-ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 | |

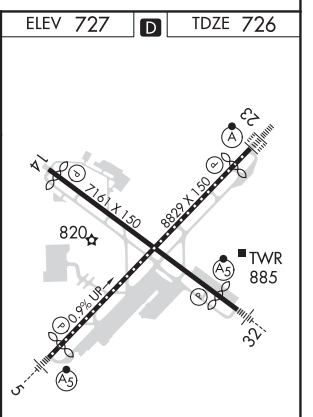



| 2300 | 3000 hdg 300° | BUF R-267 | DAVVK INT |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | SA CAT I | RA 194/14 | 154 DA 880 | |

**SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



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# RNAV (RNP) Z RWY 5

BUFFALO NIAGARA INTL (BUF)

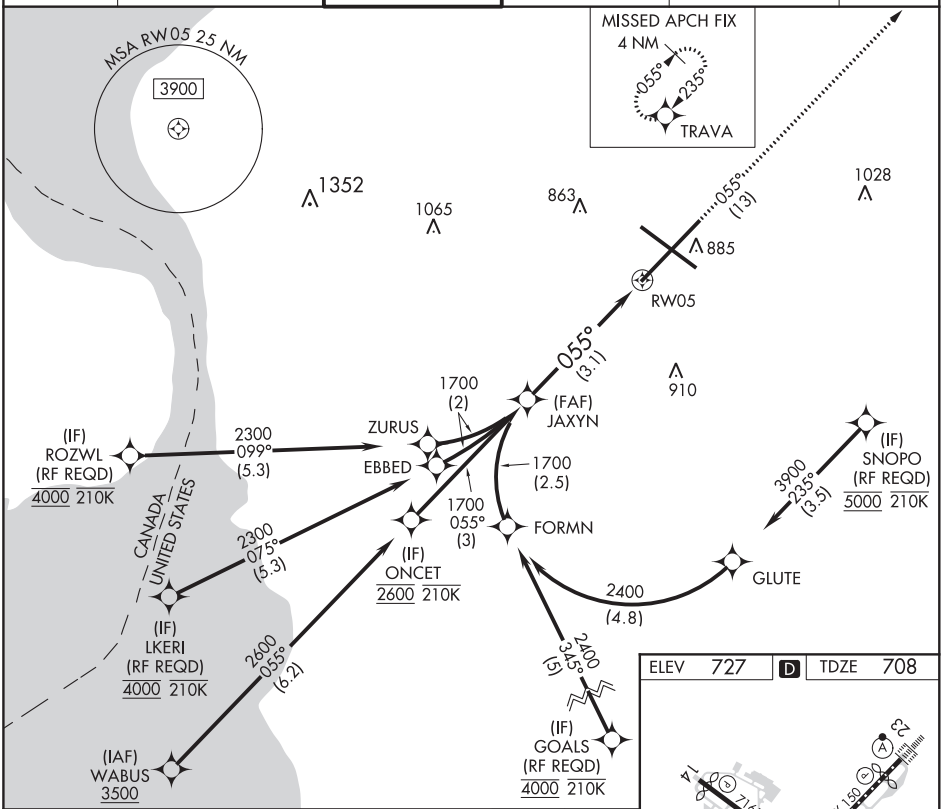
| APP CRS | | |
|---|---|---|
| 055° | Rwy Idg | 7569 |
| | TDZE | 708 |
| | Apt Elev | 727 |

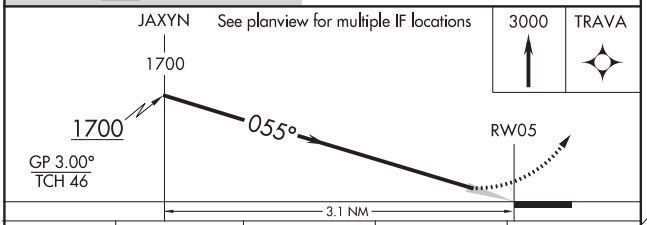
For uncompensated Baro-VNAV systems, procedure below -18°C (0°F) or above 54°C (130°F). GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to 1¼ . For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1⅝.

MALSR

MISSED APPROACH: Climb to 3000 on the RNAV missed approach route to TRAVA and hold.

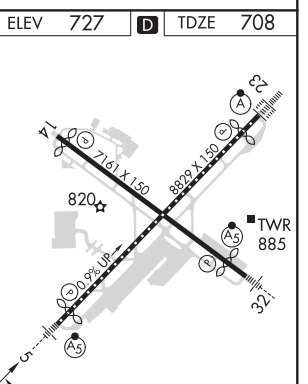
| D-ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 1065/45 357 (400-⅞) | | | |
| RNP 0.30 DA | 1159/60 451 (500-1¼) | | | |

AUTHORIZATION REQUIRED




REIL Rwy 14
TDZ/CL Rwys 5 and 23
HIRL Rwys 5-23 and 14-32



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BUFFALO, NEW YORK AL-65 (FAA) 20254

# RNAV (RNP) Z RWY 23

BUFFALO NIAGARA INTL (BUF)

| APP CRS | Rwy Idg | 7569 |
|---|---|---|
| 235° | TDZE | 726 |
| | Apt Elev | 727 |

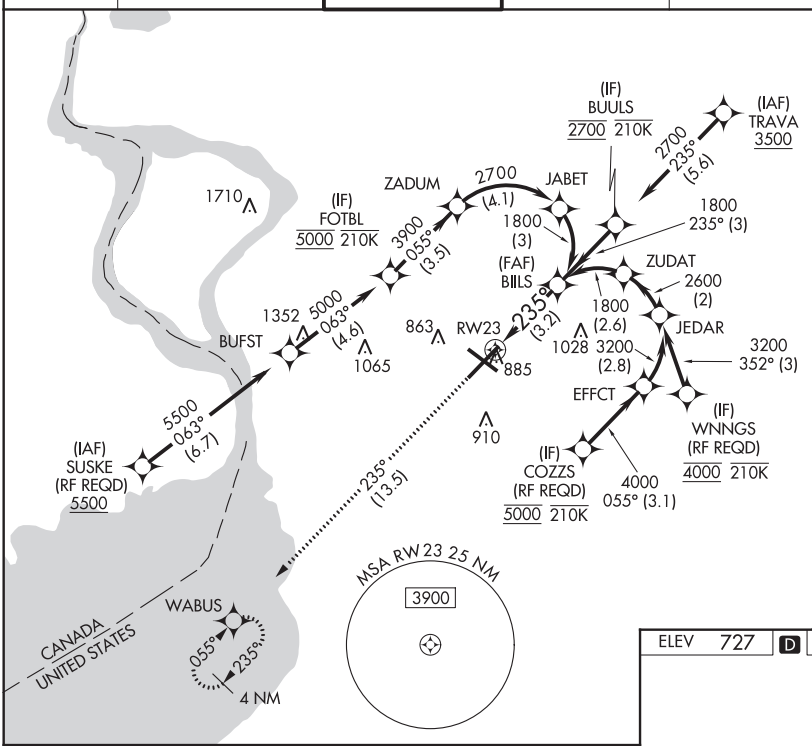
RNP AR APCH.

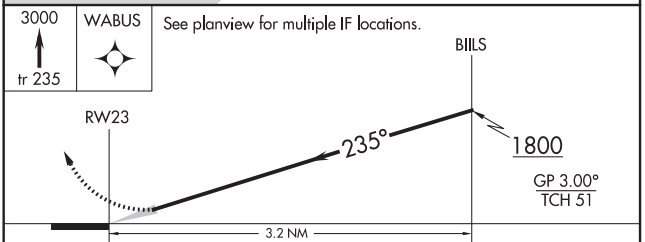
For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inop ALSF, increase RNP 0.10 all Cats visibility to 1¼. For inop ALSF, increase RNP 0.20 all Cats visibility to 1½. For inop ALSF, increase RNP 0.30 all Cats visibility to 1¾ .

ALSF-2

MISSED APPROACH: Climb to 3000 on the RNAV missed approach route to WABUS and hold.

| D-ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 | |



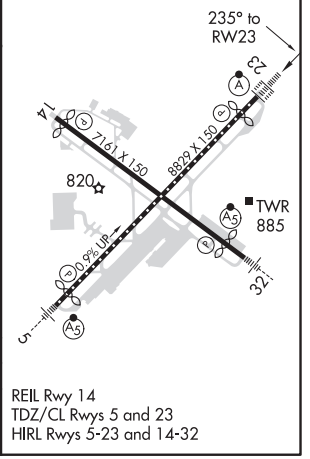




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 1114/45 388 (400-⅞) | | | |
| RNP 0.20 DA | 1170/55 444 (500-1) | | | |
| RNP 0.30 DA | 1228-1¼ 502 (600-1¼) | | | |

AUTHORIZATION REQUIRED

2448

ELEV 727 D TDZE 726




REIL Rwy 14
TDZ/CL Rwys 5 and 23
HIRL Rwys 5-23 and 14-32

BUFFALO, NEW YORK
Orig-B 13SEP18

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF)

RNAV (RNP) Z RWY 23

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# RNAV (GPS) RWY 14

## BUFFALO NIAGARA INTL (BUF)

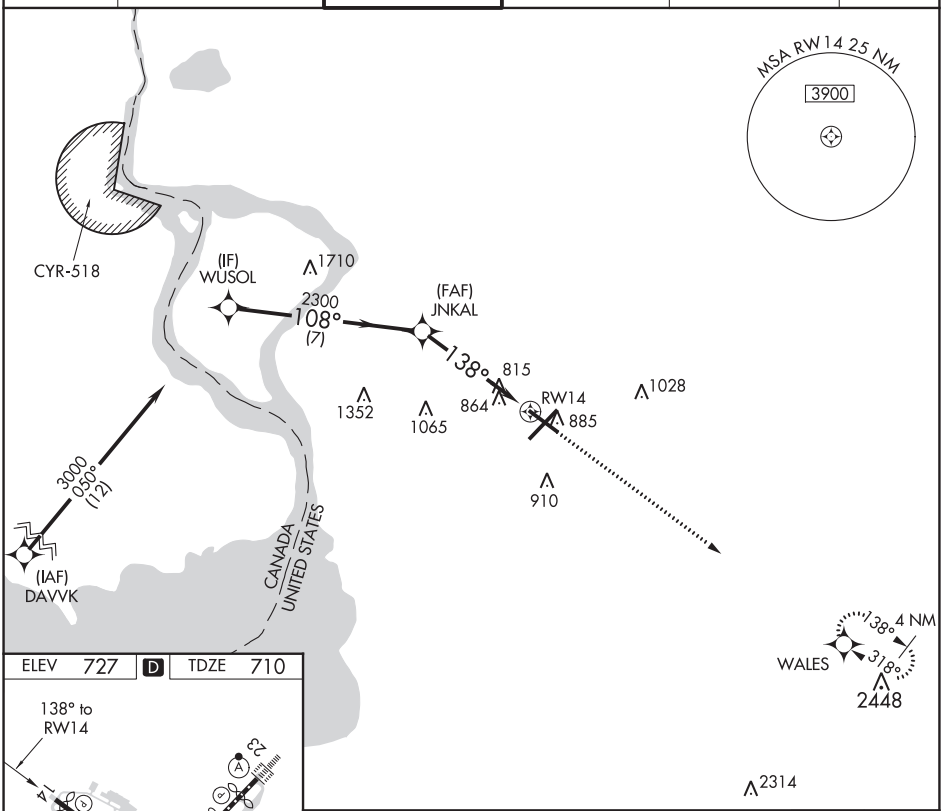
| WAAS | APP CRS | Rwy Idg | 6121 |
|---|---|---|---|
| CH 58129 | 138° | TDZE | 710 |
| W14A | | Apt Elev | 727 |

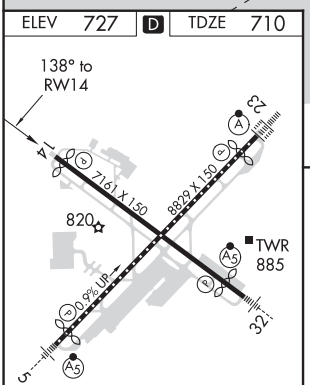
RNP APCH.

Helicopter visibility reduction below ¾ SM NA.

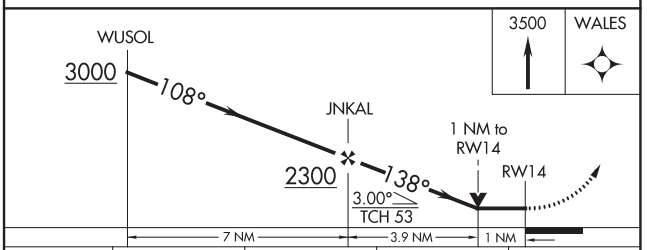
MISSED APPROACH: Climb to 3500 direct WALES and hold.

| D-ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 | |




REIL Rwy 14
TDZ/CL Rwys 5 and 23
HIRL Rwys 5-23 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1080-1 | 370 (400-1) | 1080-1⅛ | 370 (400-1⅛) |
| LNAV MDA | 1120-1 | 410 (400-1) | 1120-1¼ | 410 (400-1¼) |
| C CIRCLING | 1200-1 | 473 (500-1) | 1220-1½ 493 (500-1½) | 1340-2 613 (700-2) |



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# RNAV (GPS) RWY 32

## BUFFALO NIAGARA INTL (BUF)

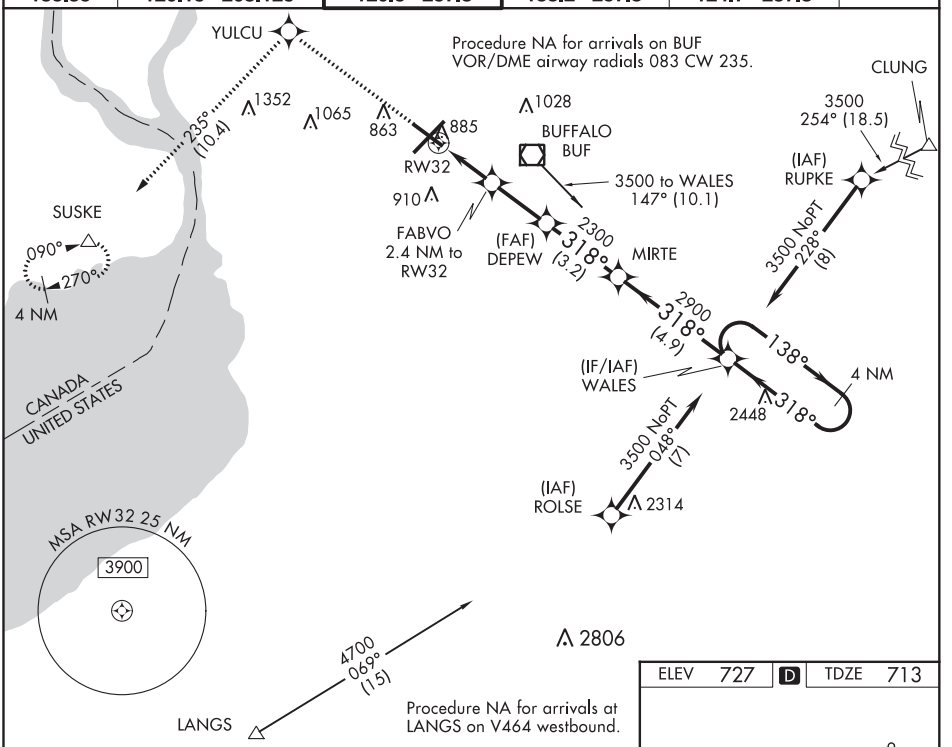
| WAAS CH 81811 W32A | APP CRS 318° | Rwy Idg 6121 TDZE 713 Apt Elev 727 |
|---|---|---|

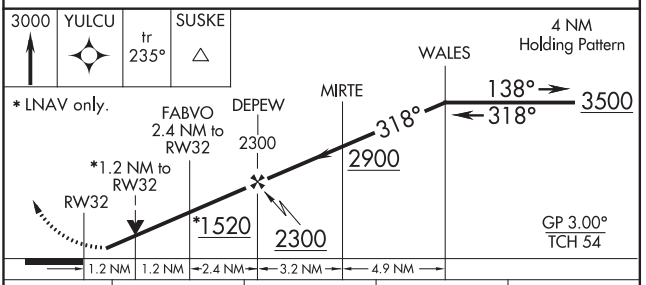
For uncompensated Baro-VNAV systems LNAV/VNAV NA below -17°C (2°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inop MALSR, increase LNAV/VNAV, all Cats visibility to 1⅛ mile. Inop table does not apply to LPV all Cats.

MALSR

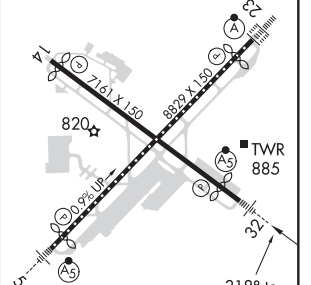
MISSED APPROACH: Climb to 3000 direct YULCU on track 235° to SUSKE and hold.

| D-ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 913-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1092-¾ 379 (400-¾) | | | |
| LNAV MDA | 1140-¾ 427 (500-¾) | | | |
| C CIRCLING | 1200-1 473 (500-1) | | 1220-1½ 493 (500-1½) | 1340-2 613 (700-2) |




REIL Rwy 14
TDZ/CL Rwys 5 and 23
HIRL Rwys 5-23 and 14-32



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# RNAV (GPS) Y RWY 5

BUFFALO NIAGARA INTL (BUF)

| WAAS | APP CRS | Rwy Idg | 7569 |
|---|---|---|---|
| CH 70311 | 055° | TDZE | 708 |
| W05A | | Apt Elev | 727 |

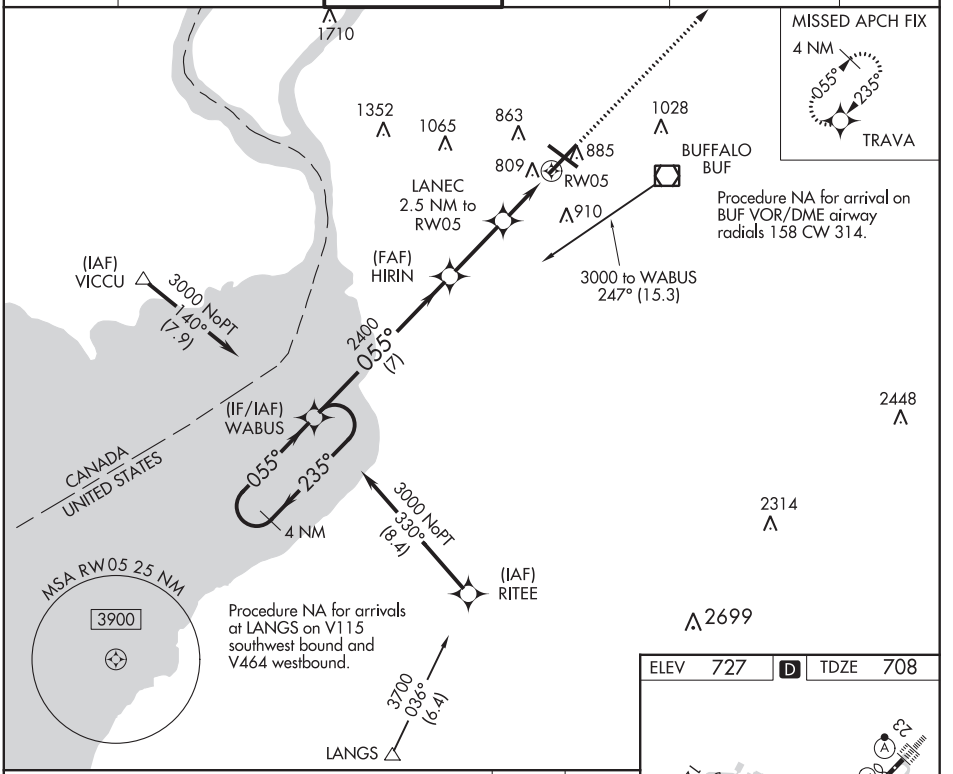
RNP APCH.

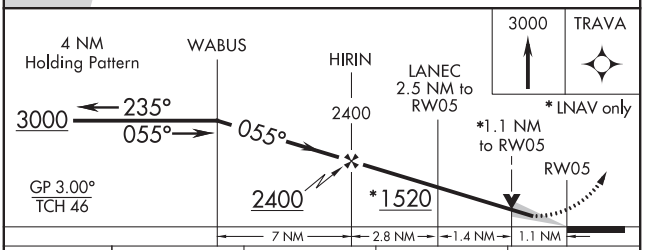
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MALSR

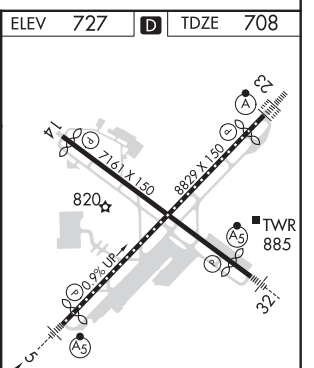
MISSED APPROACH: Climb to 3000 direct TRAVA and hold.

| D-ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 908/18 | 200 (200-½) | | |
| LNAV/VNAV DA | 997/24 | 289 (300-½) | | |
| LNAV MDA | 1060/24 | 352 (400-½) | 1060/35 | 352 (400-⅝) |
| C CIRCLING | 1200-1 | 473 (500-1) | 1220-1½ | 493 (500-1½) |
| | | | 1340-2 | 613 (700-2) |






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

BUFFALO, NEW YORK

AL-65 (FAA)

20198

# RNAV (GPS) Y RWY 23

BUFFALO NIAGARA INTL (BUF)

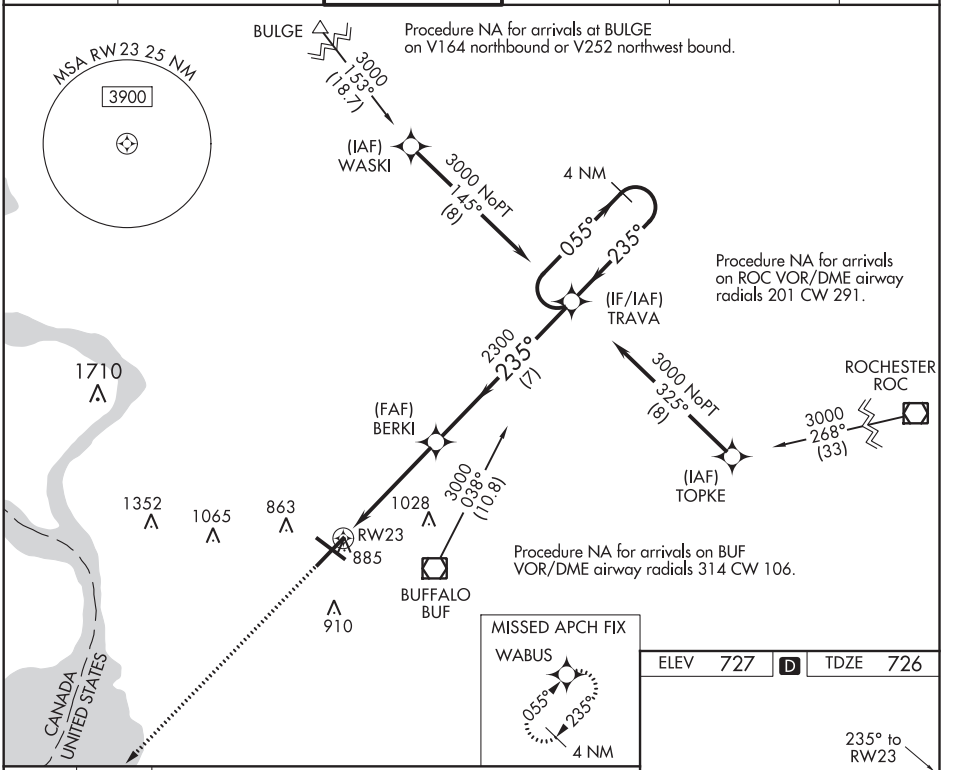
| WAAS | APP CRS | Rwy Idg | 7569 |
|---|---|---|---|
| CH 77511 | 235° | TDZE | 726 |
| W23A | | Apt Elev | 727 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

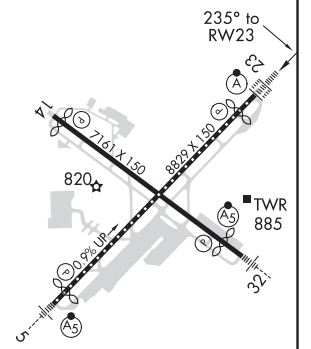
ALSF-2

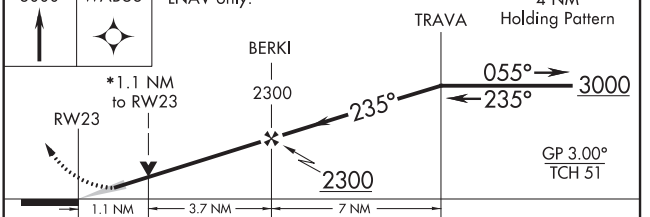
MISSED APPROACH: Climb to 3000 direct WABUS and hold.

| D-ATIS | BUFFALO APP CON | BUFFALO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.35 | 126.15 263.125 | 120.5 257.8 | 133.2 257.8 | 124.7 257.8 | |




ELEV 727 D TDZE 726



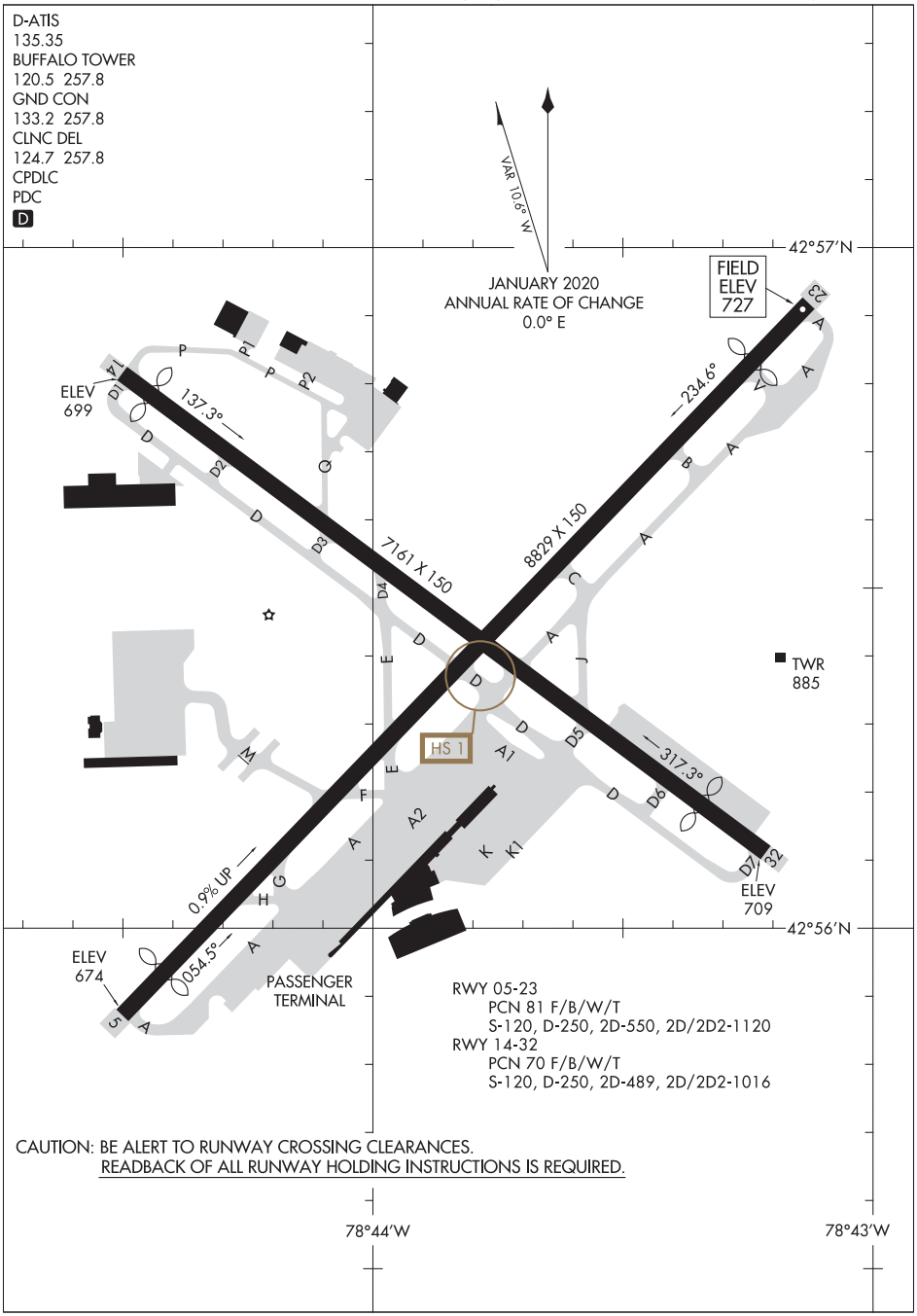

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 926/18 | 200 (200-½) | |
| LNAV/VNAV DA | | 1050/30 | 324 (400-⅝) | |
| LNAV MDA | 1140/24 | 414 (500-½) | 1140/40 | 414 (500-¾) |
| CIRCLING | 1200-1 | 473 (500-1) | 1200-1½ 473 (500-1½) | 1280-2 553 (600-2) |

REIL Rwy 14
TDZ/CL Rwys 5 and 23
HIRL Rwys 5-23 and 14-32



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021





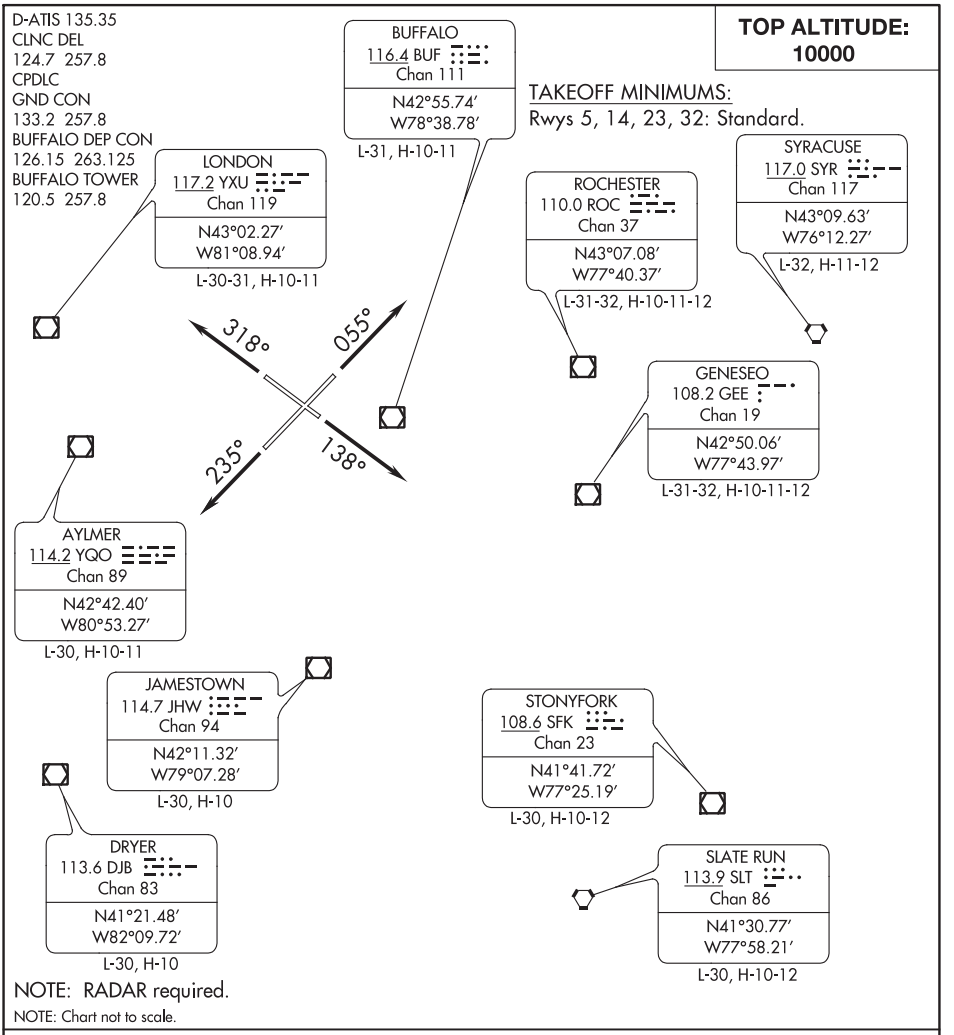

NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

(BUF7.BUF) 20086

# BUFFALO SEVEN DEPARTURE

AL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° until leaving 3000. Thence. . . .
TAKEOFF RUNWAY 14: Climb heading 138° until leaving 3000. Thence. . . .
TAKEOFF RUNWAY 23: Climb heading 235° until leaving 3000. Thence. . . .
TAKEOFF RUNWAY 32: Climb heading 318° until leaving 3000. Thence. . . .

NON-TURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . . .

. . . .vectors to assigned route/fix. Maintain 10000 or assigned lower altitude.
Expect clearance to filed altitude/flight level ten (10) minutes after departure.



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 4177 |
|---|---|---|---|
| CH 42622 | 043° | TDZE | 172 |
| W04A | | Apt Elev | 172 |

# RNAV (GPS) RWY 4

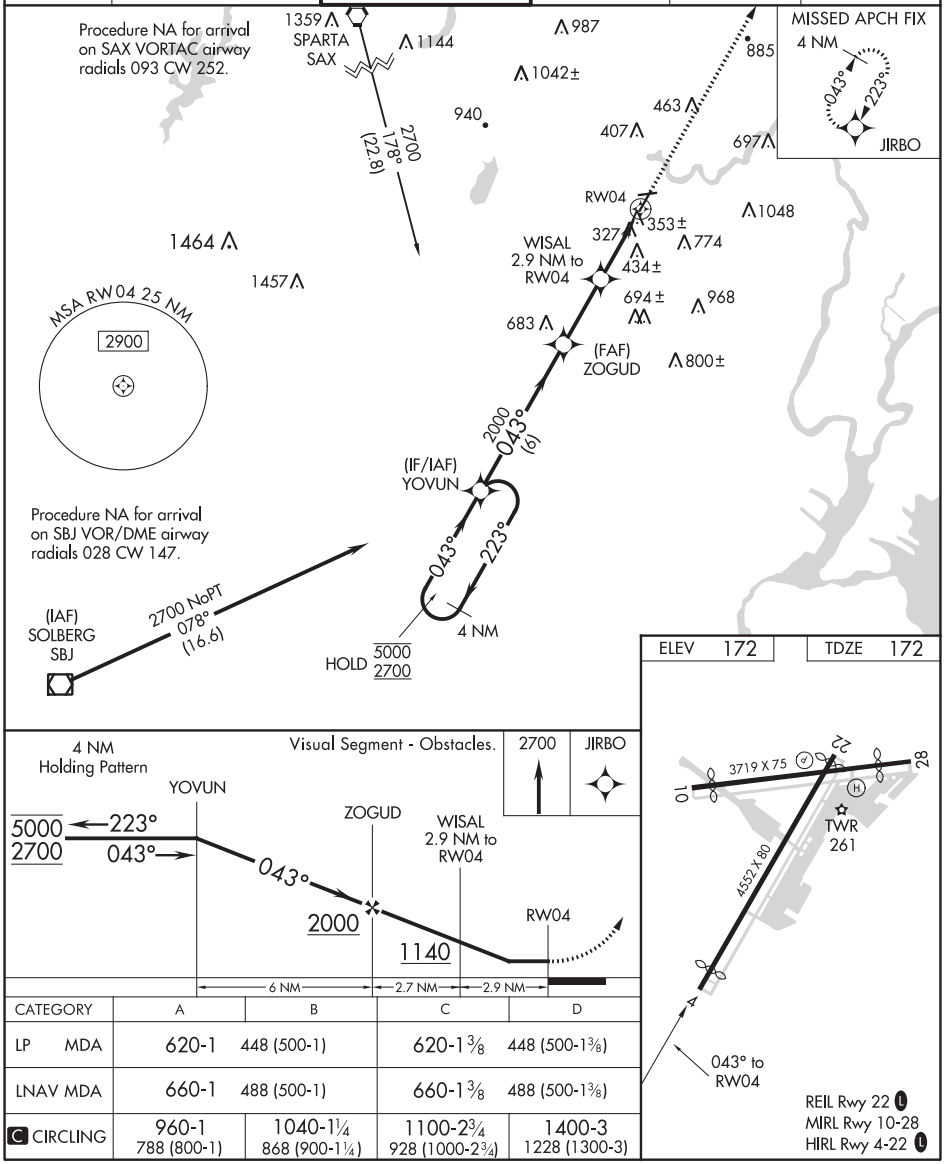
## ESSEX COUNTY (CDW)

RNP APCH.

Procedure NA at night.
Rwy 4 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 2700 direct JIRBO and hold.

| ATIS | NEW YORK APP CON | CALDWELL TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.5 | 127.6 379.9 | 119.8 (CTAF) L | 121.9 | 121.1 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 620-1 | 448 (500-1) | 620-1 3/8 | 448 (500-1 3/8) |
| LNAV MDA | 660-1 | 488 (500-1) | 660-1 3/8 | 488 (500-1 3/8) |
| C CIRCLING | 960-1<br>788 (800-1) | 1040-1 1/4<br>868 (900-1 1/4) | 1100-2 3/4<br>928 (1000-2 3/4) | 1400-3<br>1228 (1300-3) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 10

ESSEX COUNTY (CDW)

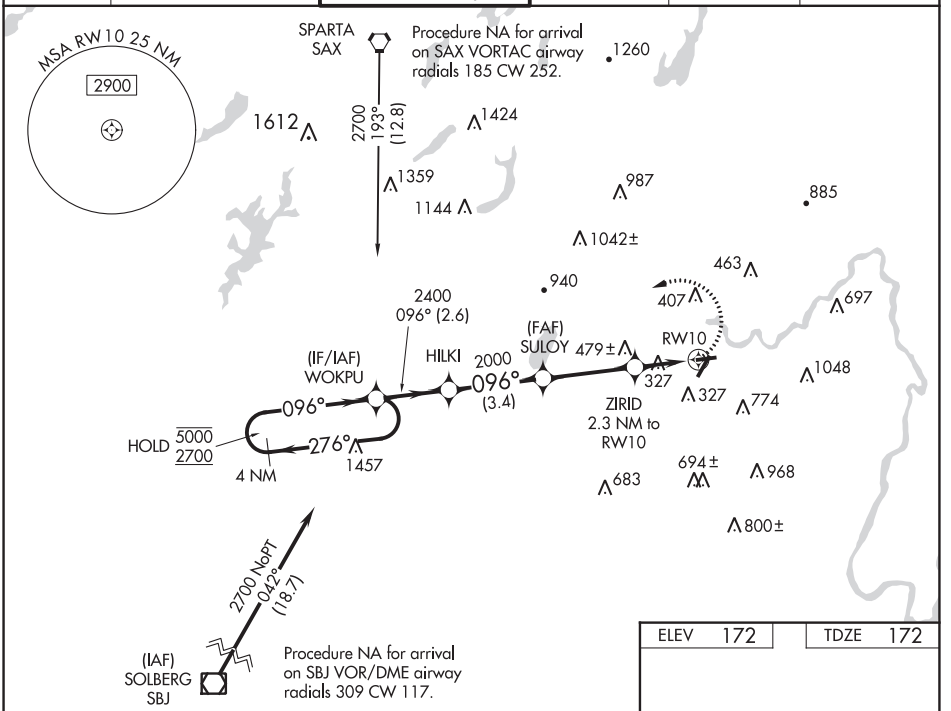
| WAAS | APP CRS | Rwy Idg | 3375 |
|---|---|---|---|
| CH 81922 | 096° | TDZE | 172 |
| W10A | | Apt Elev | 172 |

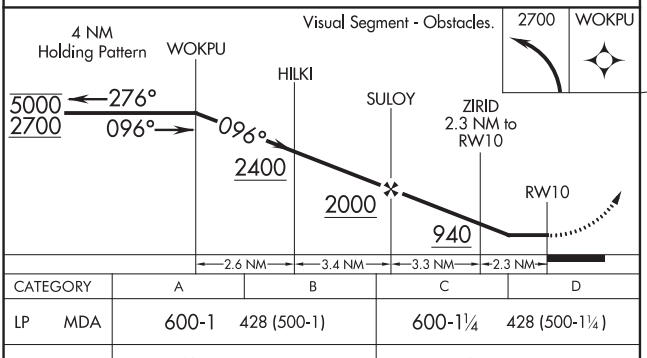
RNP APCH.

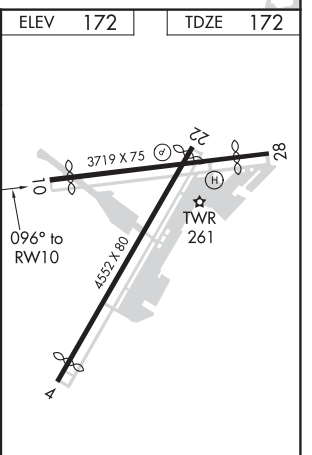
Procedure NA at night.
Rwy 10 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2700 direct WOKPU and hold.

| ATIS | NEW YORK APP CON | CALDWELL TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.5 | 127.6 379.9 | 119.8 (CTAF) L | 121.9 | 121.1 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 600-1 | 428 (500-1) | 600-1¼ | 428 (500-1¼) |
| LNAV MDA | 740-1 | 568 (600-1) | 740-1⅝ | 568 (600-1⅝) |
| C CIRCLING | 960-1<br>788 (800-1) | 1040-1¼<br>868 (900-1¼) | 1100-2¾<br>928 (1000-2¾) | 1400-3<br>1228 (1300-3) |

REIL Rwy 22 L
MIRL Rwy 10-28
HIRL Rwy 4-22 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS CH 58022 W22A | APP CRS 223° | Rwy Idg 4418<br>TDZE 172<br>Apt Elev 172 |
|---|---|---|

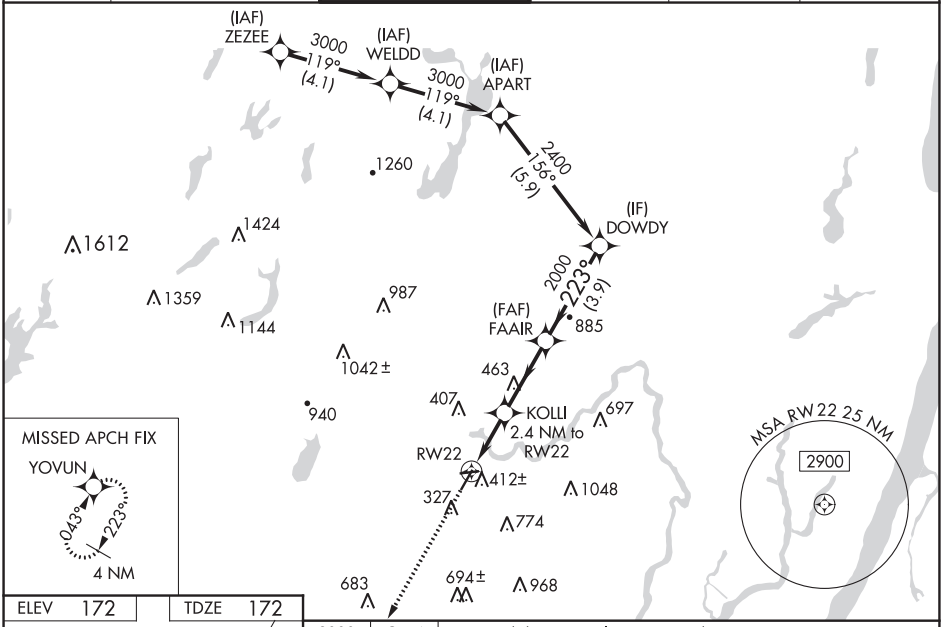
# RNAV (GPS) RWY 22
## ESSEX COUNTY (CDW)

RNP APCH.

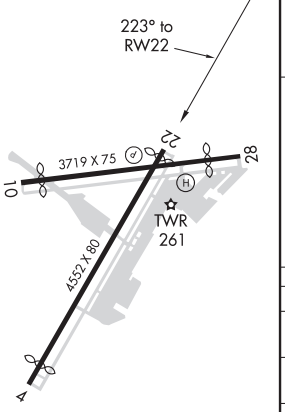
Rwy 22 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Newark altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Newark altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C and Circling Cats A and C visibility ¼ SM. Circling Rwy 4, 10, 28 NA at night.

MISSED APPROACH: Climb to 2000 direct YOVUN and hold.

| ATIS | NEW YORK APP CON | CALDWELL TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.5 | 127.6 379.9 | 119.8 (CTAF) L | 121.9 | 121.1 | 122.95 |




| ELEV 172 | TDZE 172 |
|---|---|

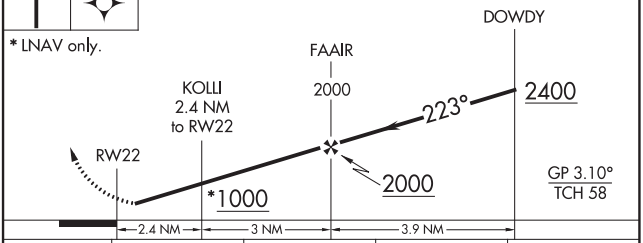



REIL Rwy 22 L
MIRL Rwy 10-28
HIRL Rwy 4-22 L

2000 YOVUN

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).

* LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 459-1 287 (300-1) | | | NA |
| LNAV/VNAV DA | 610-1⅜ 438 (500-1⅜) | | | NA |
| LNAV MDA | 680-1 508 (600-1) | | 680-1⅜ 508 (600-1⅜) | NA |
| C CIRCLING | 960-1 788 (800-1) | 1040-2 868 (900-2) | 1100-2¾ 928 (1000-2¾) | NA |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

CALDWELL, NEW JERSEY | AL-5275 (FAA) | 20254

| LOC I-CDW | APP CRS | Rwy Idg | 4418 |
|---|---|---|---|
| 109.35 | 223° | TDZE | 172 |
| | | Apt Elev | 172 |

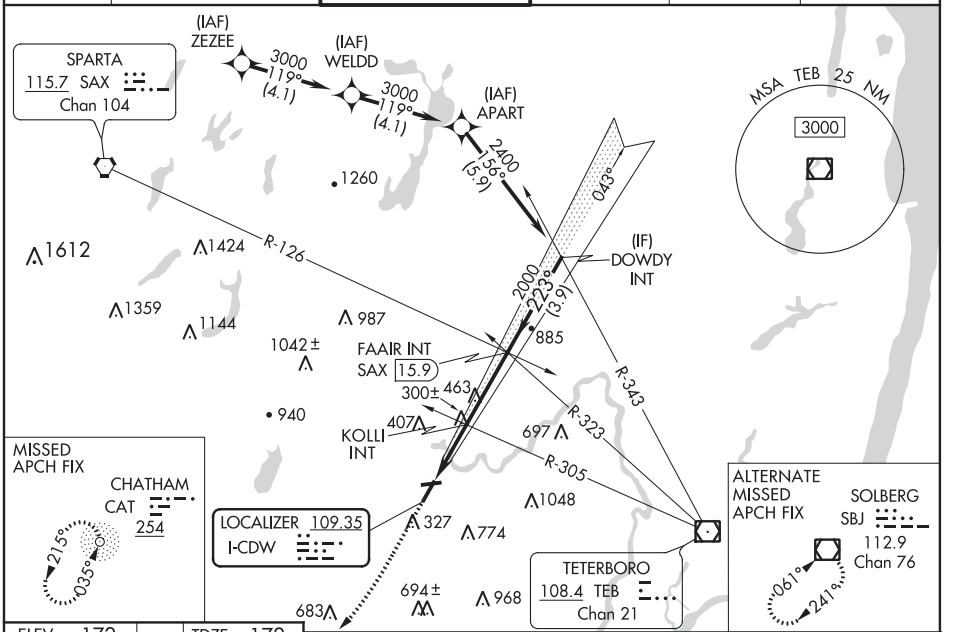
# LOC RWY 22
## ESSEX COUNTY (CDW)

From ZEZEE: RNAV 1-GPS required. RNAV 1-GPS or RADAR required for procedure entry.

T ANA Circling to Rwy 4, 10, 28 NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet and S-22 Cat A and Circling Cat C visibility ¼ SM. KOLLI INT minimums: increase all MDA 60 feet and increase S-22 Cats C/D and Circling Cats A and C visibility ¼ SM.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CAT NDB and hold (ADF required).

| ATIS | NEW YORK APP CON | CALDWELL TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.5 | 127.6 379.9 | 119.8 (CTAF) L | 121.9 | 121.1 | 122.95 |

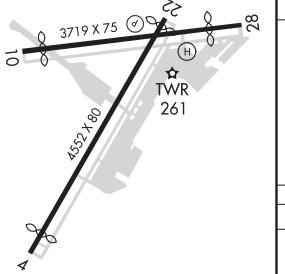



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

ELEV 172 | TDZE 172

223° 5.4 NM from FAF

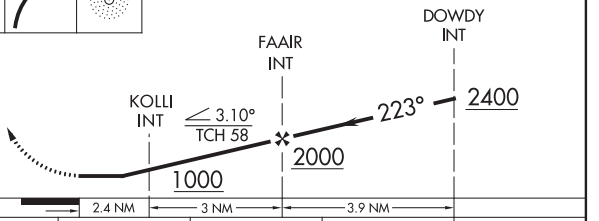



REIL Rwy 22 L
MIRL Rwy 10-28
HIRL Rwy 4-22 L

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| 600 | 2000 | CAT |
|---|---|---|
| ↑ | ↱ | ○ |

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).

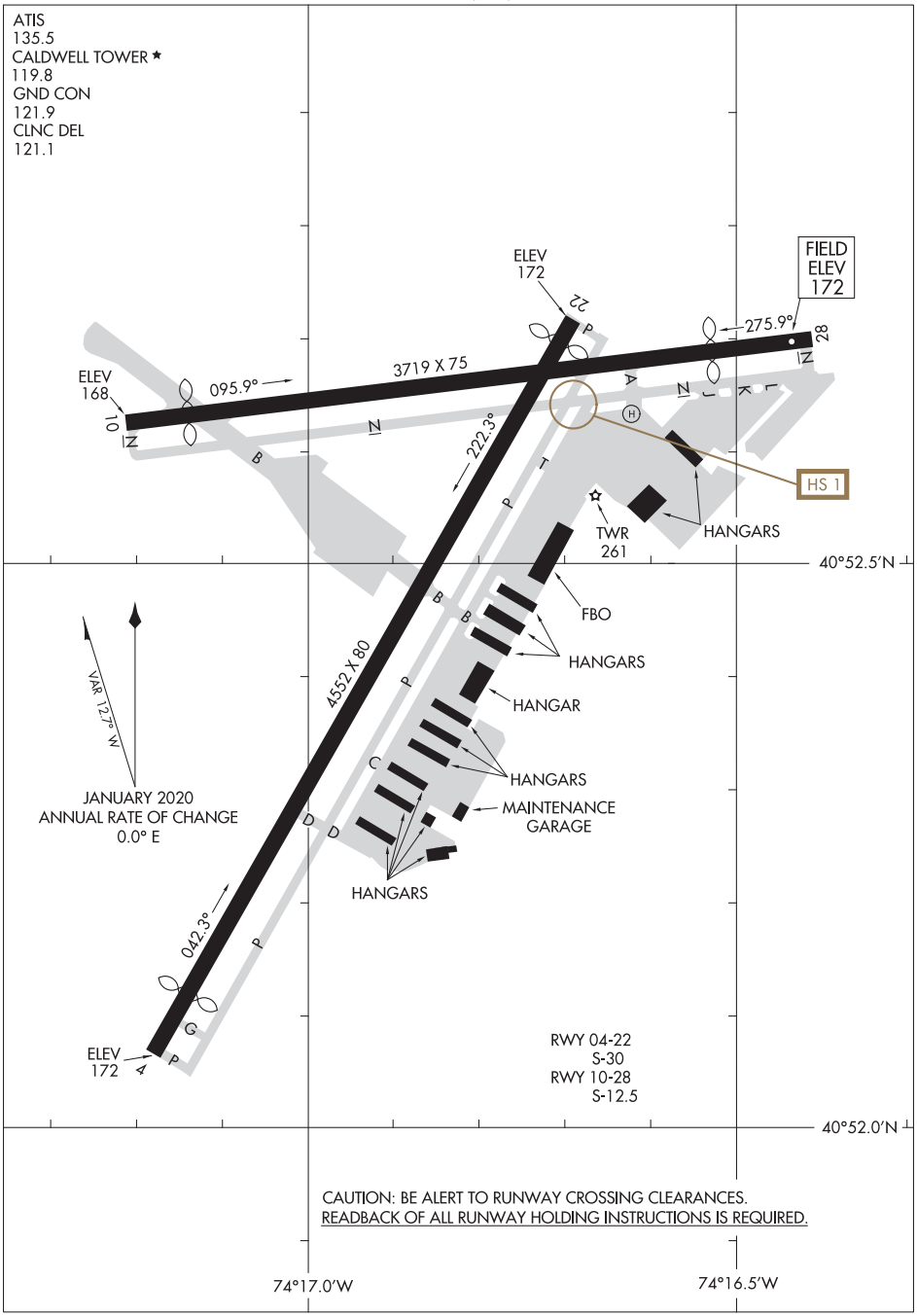



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 22 | 1000-1<br>828 (900-1) | 1000-1¼<br>828 (900-1¼) | 1000-2½ | 828 (900-2½) |
| C CIRCLING | 1000-1¼<br>828 (900-1¼) | 1040-1¼<br>868 (900-1¼) | 1100-2¾<br>928 (1000-2¾) | 1400-3<br>1228 (1300-3) |
| KOLLI INT MINIMUMS | | | | |
| S-LOC 22 | 560-1 388 (400-1) | | 560-1⅛ | 388 (400-1⅛) |
| C CIRCLING | 960-1<br>788 (800-1) | 1040-1¼<br>868 (900-1¼) | 1100-2¾<br>928 (1000-2¾) | 1400-3<br>1228 (1300-3) |

CALDWELL, NEW JERSEY
Amdt 4B 10SEP20

40°53′N-74°17′W

ESSEX COUNTY (CDW)
LOC RWY 22


ATIS
135.5
CALDWELL TOWER ★
119.8
GND CON
121.9
CLNC DEL
121.1
ELEV
172
22
FIELD
ELEV
172
275.9°
28
3719 X 75
095.9°
ELEV
168
10
222.3°
HS 1
TWR
261
HANGARS
40°52.5'N
FBO
HANGARS
HANGAR
4552 X 80
VAR 12.7° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E
HANGARS
MAINTENANCE
GARAGE
HANGARS
042.3°
ELEV
172
RWY 04-22
S-30
RWY 10-28
S-12.5
40°52.0'N
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
74°17.0'W
74°16.5'W

| WAAS CH 45725 W13A | APP CRS 135° | Rwy Idg 5500 | TDZE 804 | Apt Elev 814 |
|---|---|---|---|---|

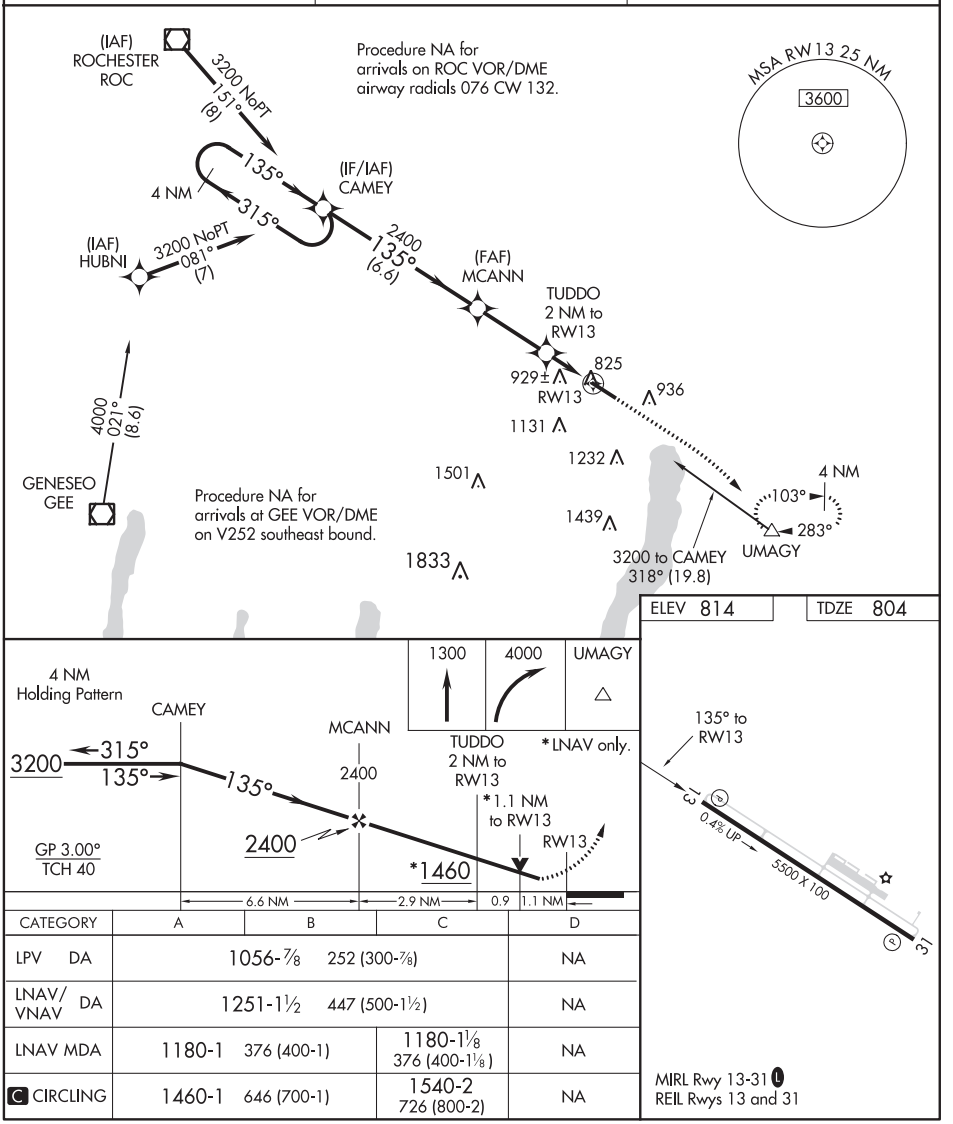
# RNAV (GPS) RWY 13

## CANANDAIGUA (IUA)

V A NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile, and LNAV and Circling Cat C visibility ¼ mile. Rwy 13 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Rochester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct UMAGY and hold, continue climb-in-hold to 4000.

| AWOS-3P | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.675 | 119.55 269.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1056-⅞ 252 (300-⅞) | | | NA |
| LNAV/VNAV DA | 1251-1½ 447 (500-1½) | | | NA |
| LNAV MDA | 1180-1 376 (400-1) | | 1180-1⅛ 376 (400-1⅛) | NA |
| C CIRCLING | 1460-1 646 (700-1) | | 1540-2 726 (800-2) | NA |

MIRL Rwy 13-31 L
REIL Rwys 13 and 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS CH 40125 W31A | APP CRS 315° | Rwy Idg 5500 / TDZE 814 / Apt Elev 814 |
|---|---|---|

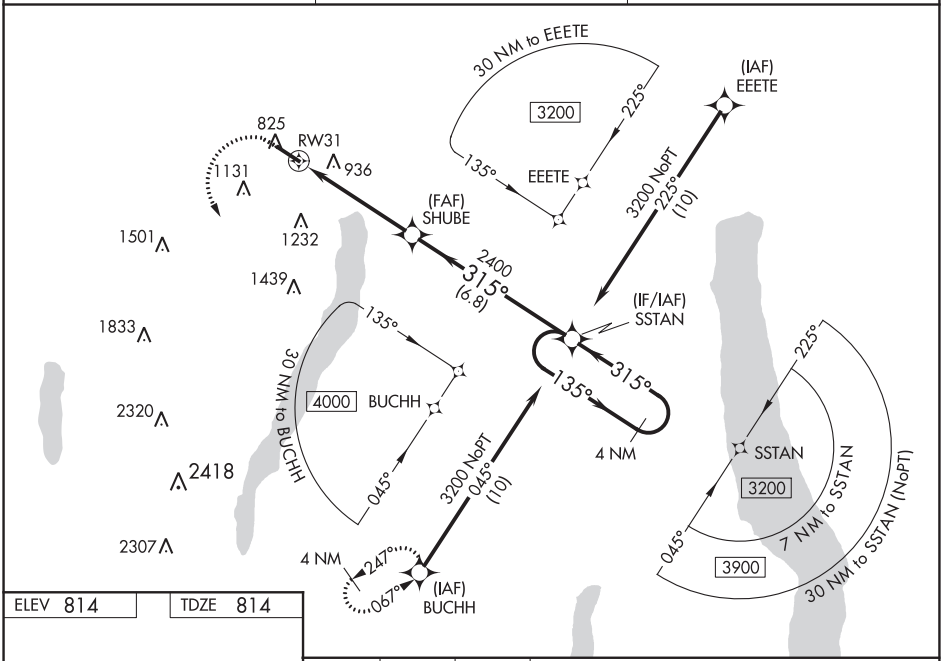
# RNAV (GPS) RWY 31

CANANDAIGUA (IUA)

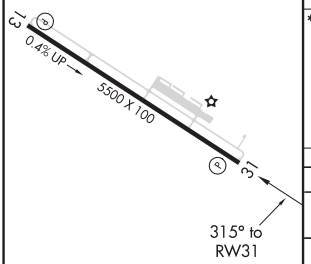
TA NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase LPV DA to 1146, LNAV/VNAV DA to 1328 and all MDA 100 feet; increase all Cats visibility LPV to 1⅛ mile, LNAV/VNAV to 1⅜ mile and LNAV Cat C visibility to 1¾ mile and Circling Cat C visibility to 2 ½ mile. Rwy 31 helicopter visibility reduction below ¾ SM NA. Circling Rwy 13 NA at night. Baro-VNAV and VDP NA when using Greater Rochester altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3700 direct BUCHH and hold.

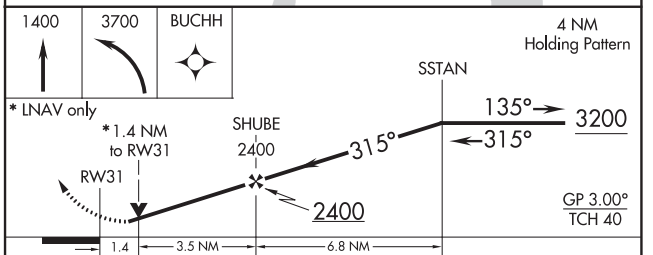
| AWOS-3P | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.675 | 119.55 269.6 | 122.8 (CTAF) L |




ELEV 814 TDZE 814




MIRL Rwy 13-31 L
REIL Rwys 13 and 31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1064-⅞ 250 (300-⅞) | | | NA |
| LNAV/VNAV DA | 1246-1½ 432 (500-1½) | | | NA |
| LNAV MDA | 1300-1 486 (500-1) | | 1300-1⅜ 486 (500-1⅜) | NA |
| C CIRCLING | 1460-1 646 (700-1) | | 1540-2 726 (800-2) | NA |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# VOR-A

## CANANDAIGUA (IUA)

| VOR/DME GEE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.2 | 085° | TDZE | N/A |
| Chan 19 | | Apt Elev | 814 |

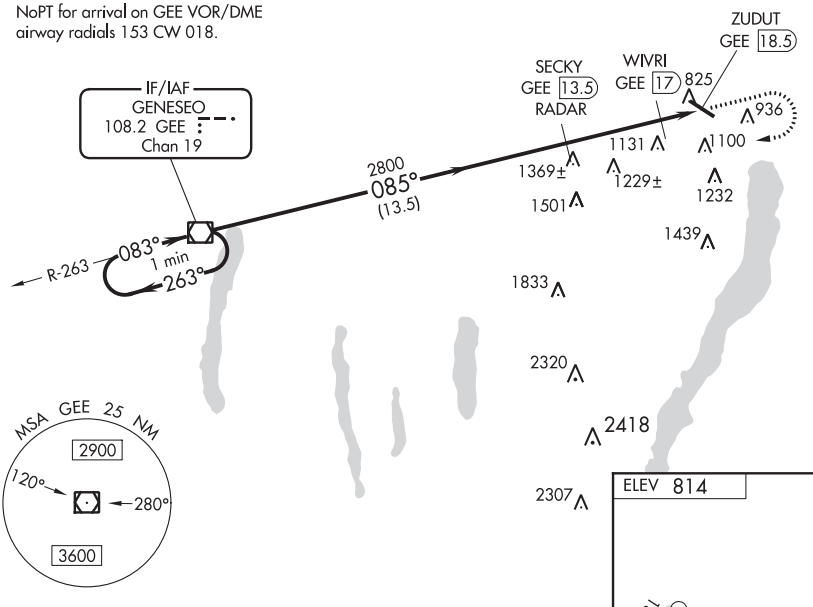
NA

DME or RADAR required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GEE VOR/DME and hold.

| AWOS-3P | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.675 | 119.55 269.6 | 122.8 (CTAF) L |

NoPT for arrival on GEE VOR/DME airway radials 153 CW 018.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1580-1<br>766 (800-1) | 1580-1¼<br>766 (800-1¼) | 1580-2¼<br>766 (800-2¼) | NA |
| WIVRI FIX MINIMUMS | | | | |
| C CIRCLING | 1500-1 686 (700-1) | | 1540-2<br>726 (800-2) | NA |

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 6

## CORTLAND COUNTY-CHASE FIELD (NØ3)

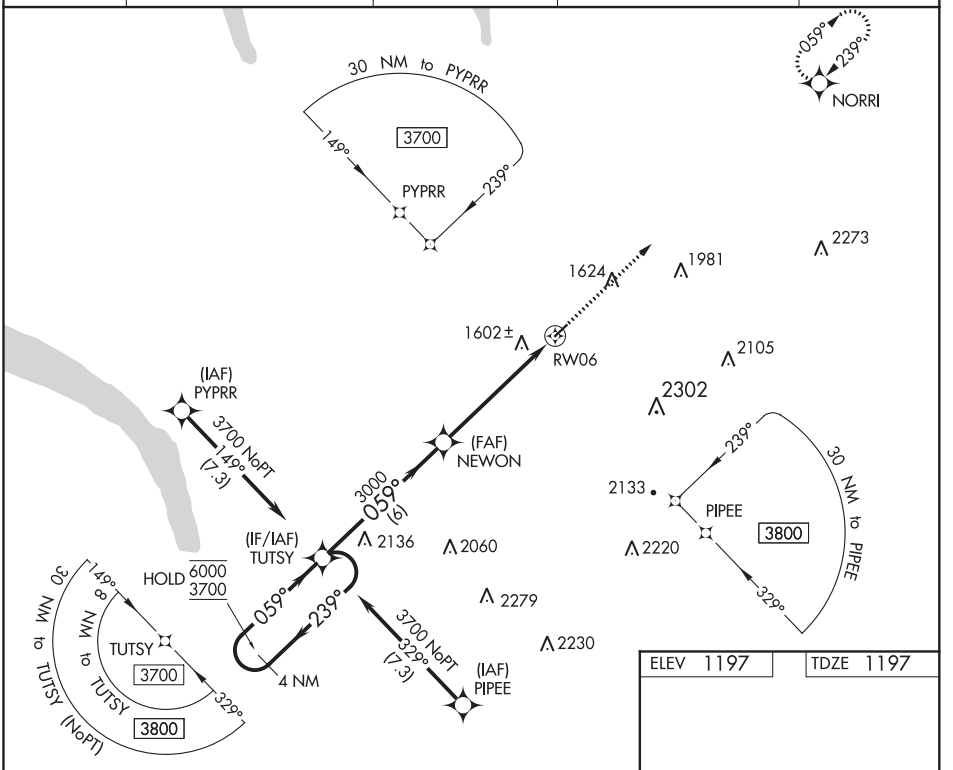
| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 059° | TDZE | 1197 |
| | Apt Elev | 1197 |

RNP APCH.

T A Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3700 direct NORRI and hold.

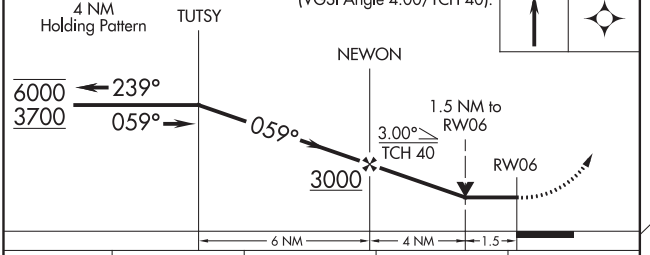
| AWOS-3 | BINGHAMTON APP CON ★ | ELMIRA APP CON ★ | SYRACUSE APP CON | UNICOM |
|---|---|---|---|---|
| 132.225 | 118.6 257.625 (S-SE) | 124.3 257.8 (W) | 126.125 269.125 (N) | 122.8 (CTAF) L |

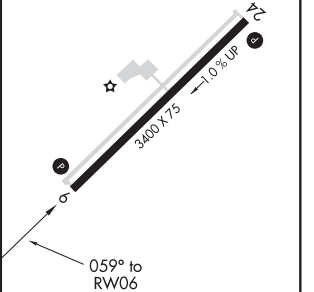



ELEV 1197 TDZE 1197

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).

3700 NORRI




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1 | 663 (700-1) | 1860-1⅞ 663 (700-1⅞) | NA |
| C CIRCLING | 1940-1 743 (800-1) | 1980-1 783 (800-1) | 2240-3 1043 (1100-3) | NA |

REIL Rwy 24 L
MIRL Rwy 6-24 L



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CORTLAND, NEW YORK AL-6029 (FAA) 20254

# RNAV (GPS) RWY 24

CORTLAND COUNTY-CHASE FIELD (NØ3)

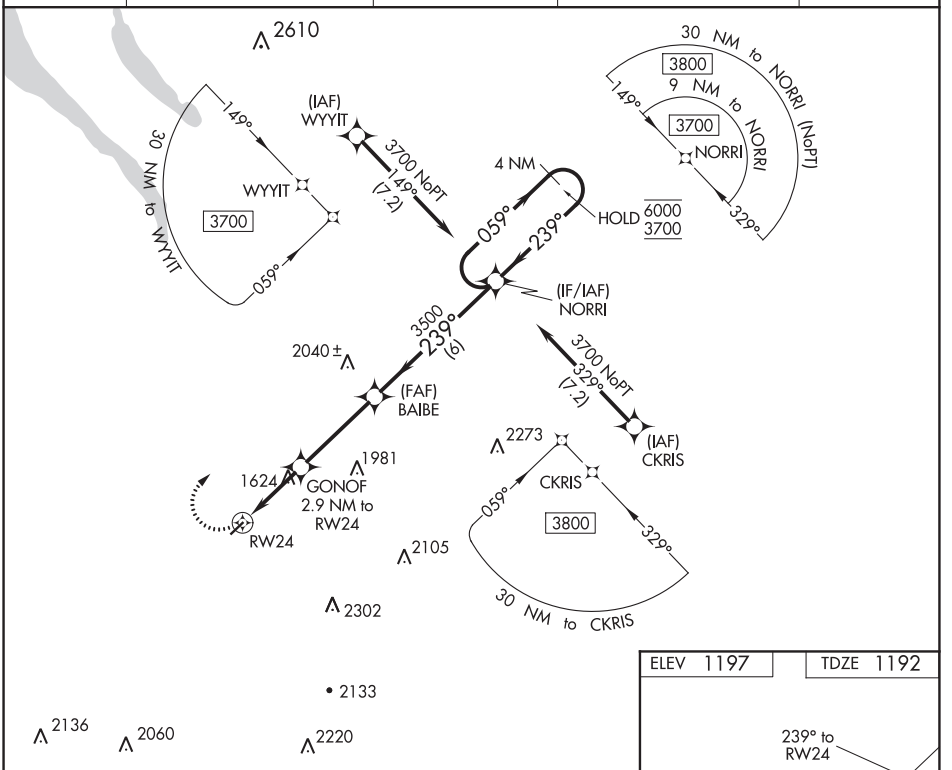
| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 239° | TDZE | 1192 |
| | Apt Elev | 1197 |

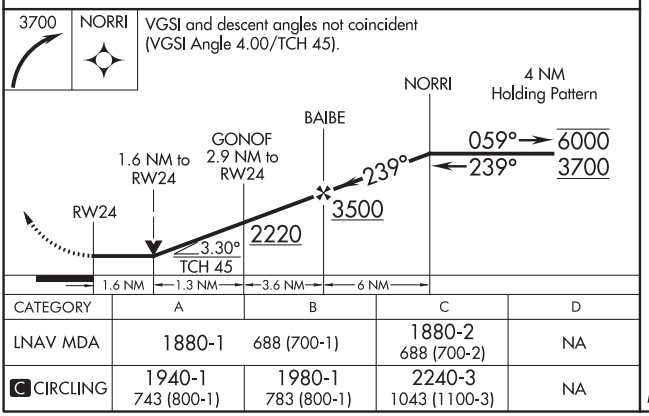
RNP APCH.

T A Rwy 24 helicopter visibility reduction below ¾SM NA.

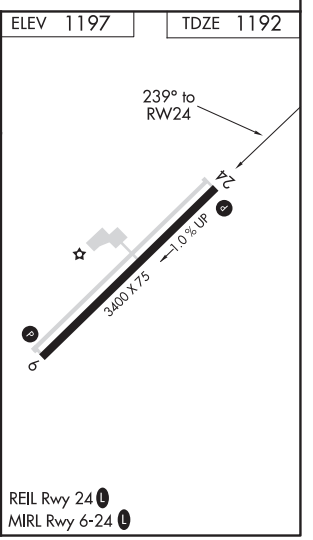
MISSED APPROACH: Climbing right turn to 3700 direct NORRI and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | ELMIRA APP CON ★ | SYRACUSE APP CON | UNICOM |
|---|---|---|---|---|
| 132.225 | 118.6 257.625 (S-SE) | 124.3 257.8 (W) | 126.125 269.125 (N) | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1880-1 | 688 (700-1) | 1880-2<br>688 (700-2) | NA |
| C CIRCLING | 1940-1<br>743 (800-1) | 1980-1<br>783 (800-1) | 2240-3<br>1043 (1100-3) | NA |




REIL Rwy 24 L
MIRL Rwy 6-24 L

CORTLAND, NEW YORK
Amdt 2 10SEP20

42°36'N-76°13'W

CORTLAND COUNTY-CHASE FIELD (NØ3)

RNAV (GPS) RWY 24


NE-2, 25 FEB 2021 to 22 APR 2021

# VOR-A

## CORTLAND COUNTY-CHASE FIELD (NØ3)

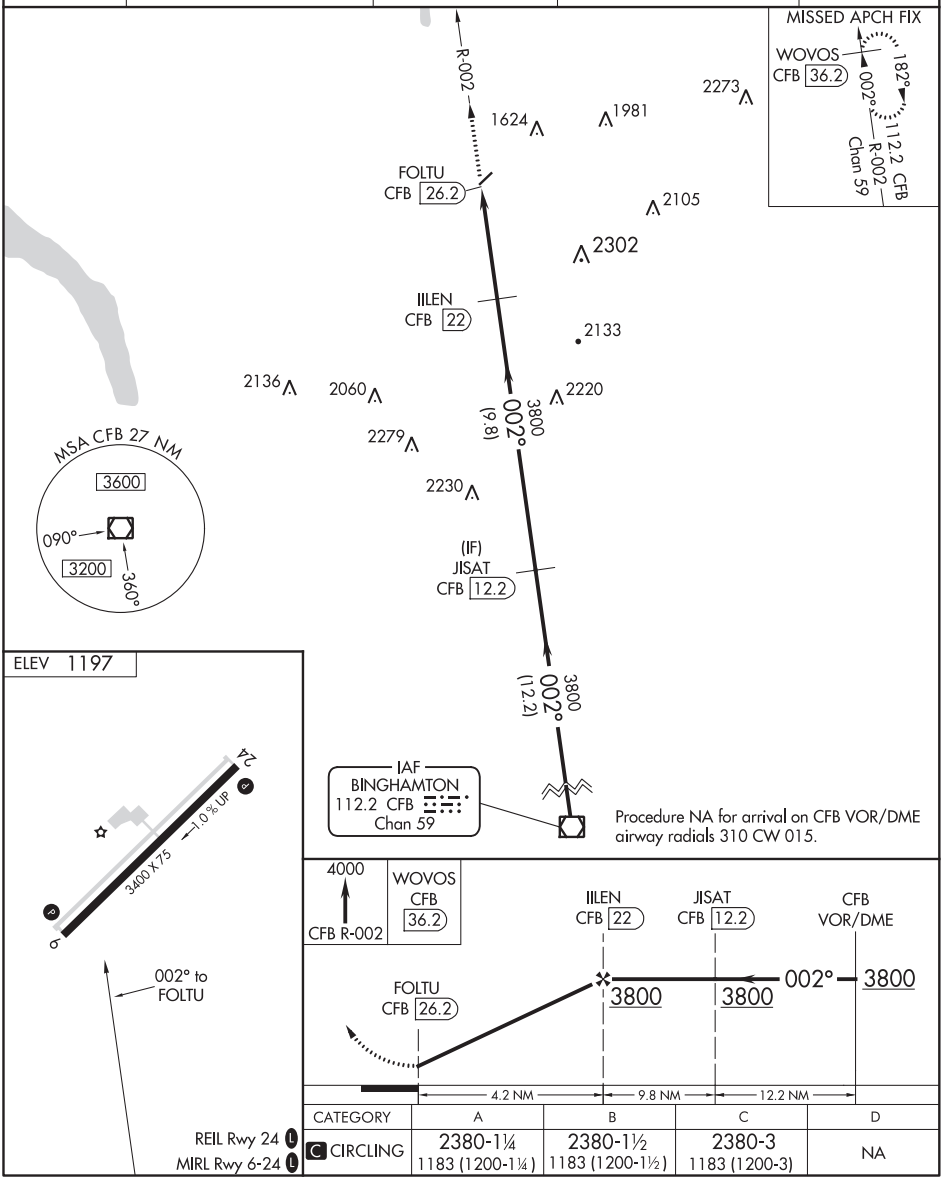
| VOR/DME CFB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.2 Chan 59 | 002° | TDZE | N/A |
| | | Apt Elev | 1197 |

DME required.

T A

MISSED APPROACH: Climb to 4000 on CFB VOR/DME R-002 to WOVOS/36.2 DME and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | ELMIRA APP CON ★ | SYRACUSE APP CON | UNICOM |
|---|---|---|---|---|
| 132.225 | 118.6 257.625 (S-SE) | 124.3 257.8 (W) | 126.125 269.125 (N) | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2380-1¼ 1183 (1200-1¼) | 2380-1½ 1183 (1200-1½) | 2380-3 1183 (1200-3) | NA |



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CROSS KEYS, NEW JERSEY

AL-6333 (FAA)

20310

# VOR or GPS RWY 9

CROSS KEYS (17N)

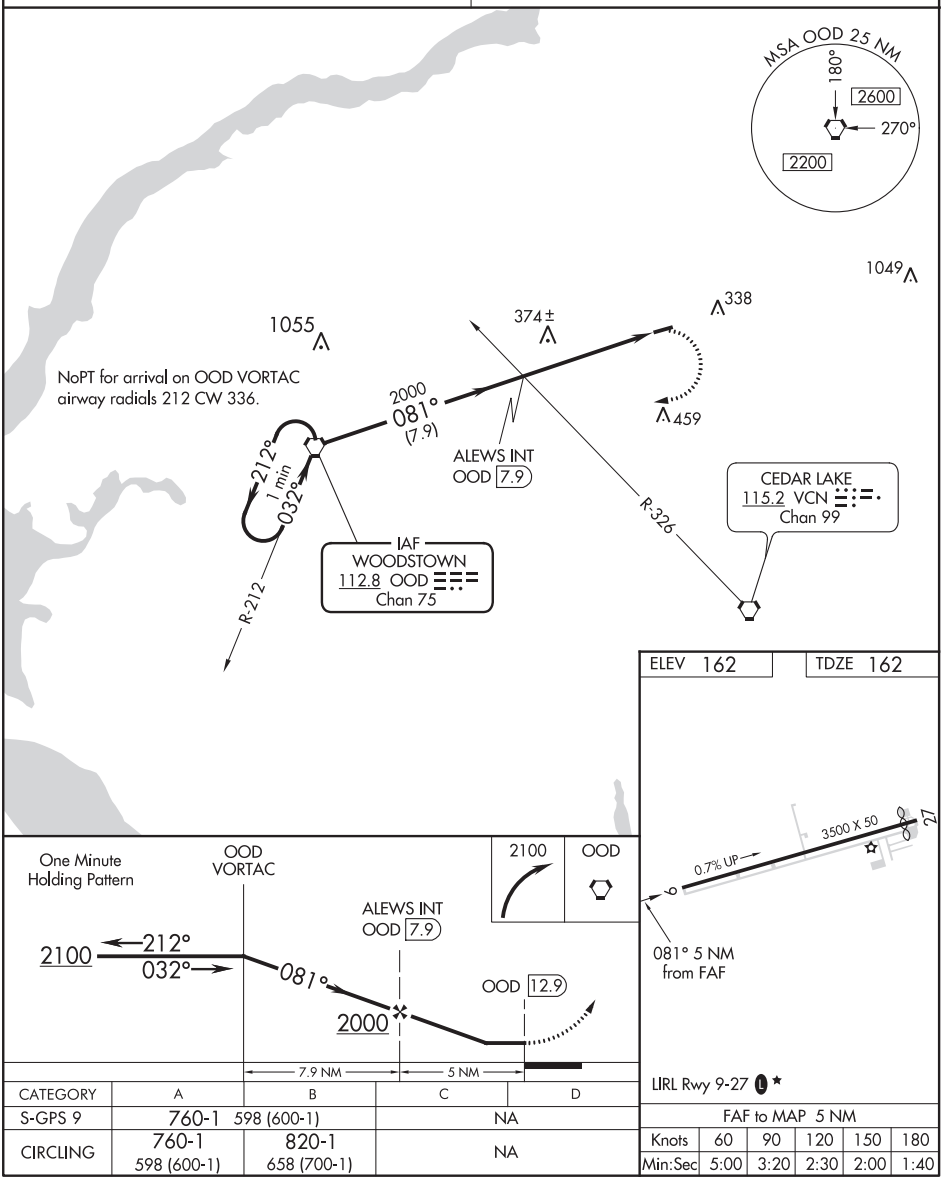
| VORTAC OOD | APP CRS | Rwy Idg | 3500 |
|---|---|---|---|
| 112.8 | 081° | TDZE | 162 |
| Chan 75 | | Apt Elev | 162 |

Rwy 9 helicopter visibility reduction below 1 SM NA. Procedure NA at night.
NA Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2100 direct OOD VORTAC and hold.

PHILADELPHIA APP CON
127.35 133.875 317.55

UNICOM
122.8 (CTAF) L ★




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-GPS 9 | 760-1 | 598 (600-1) | NA | |
| CIRCLING | 760-1<br>598 (600-1) | 820-1<br>658 (700-1) | NA | |

LIRL Rwy 9-27 L ★

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

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CROSS KEYS, NEW JERSEY
Amdt 6A 12OCT17

39°42'N-75°02'W

CROSS KEYS (17N)
VOR or GPS RWY 9

| APP CRS | | |
|---|---|---|
| 151° | Rwy Idg | 3500 |
| | TDZE | 655 |
| | Apt Elev | 660 |

# RNAV (GPS) RWY 14

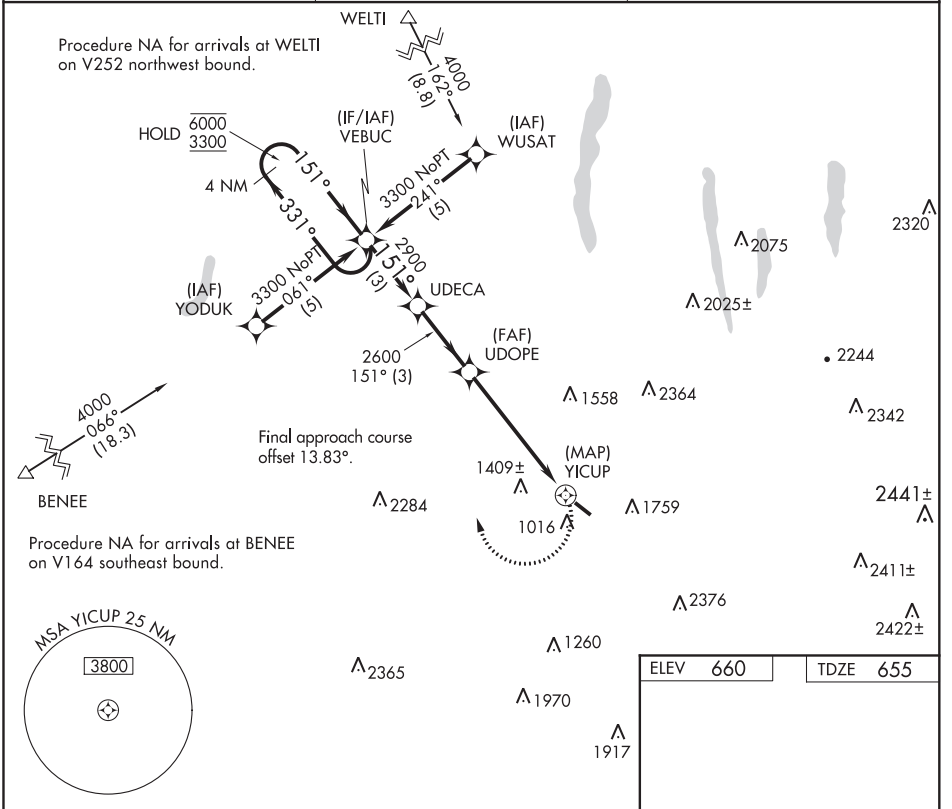
DANSVILLE MUNI (DSV)

RNP APCH.

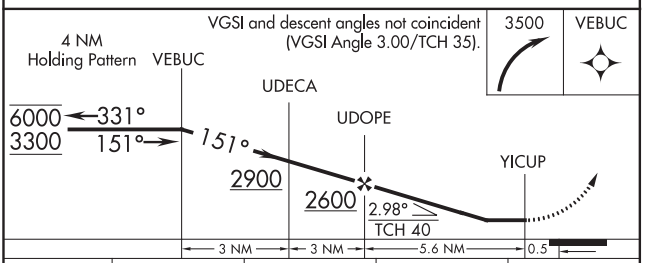
Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA.

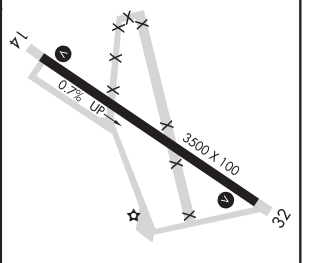
MISSED APPROACH: Climbing right turn to 3500 direct VEBUC and hold.

| ASOS | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.325 | 123.7 322.3 | 123.0 (CTAF) |




| ELEV | 660 | TDZE | 655 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1840-1¼<br>1185 (1200-1¼) | 1840-1½<br>1185 (1200-1½) | 1840-3<br>1185 (1200-3) | NA |
| CIRCLING | 1940-1¼<br>1280 (1300-1¼) | 2120-1½<br>1460 (1500-1½) | 2120-3<br>1460 (1500-3) | NA |

MIRL Rwy 14-32



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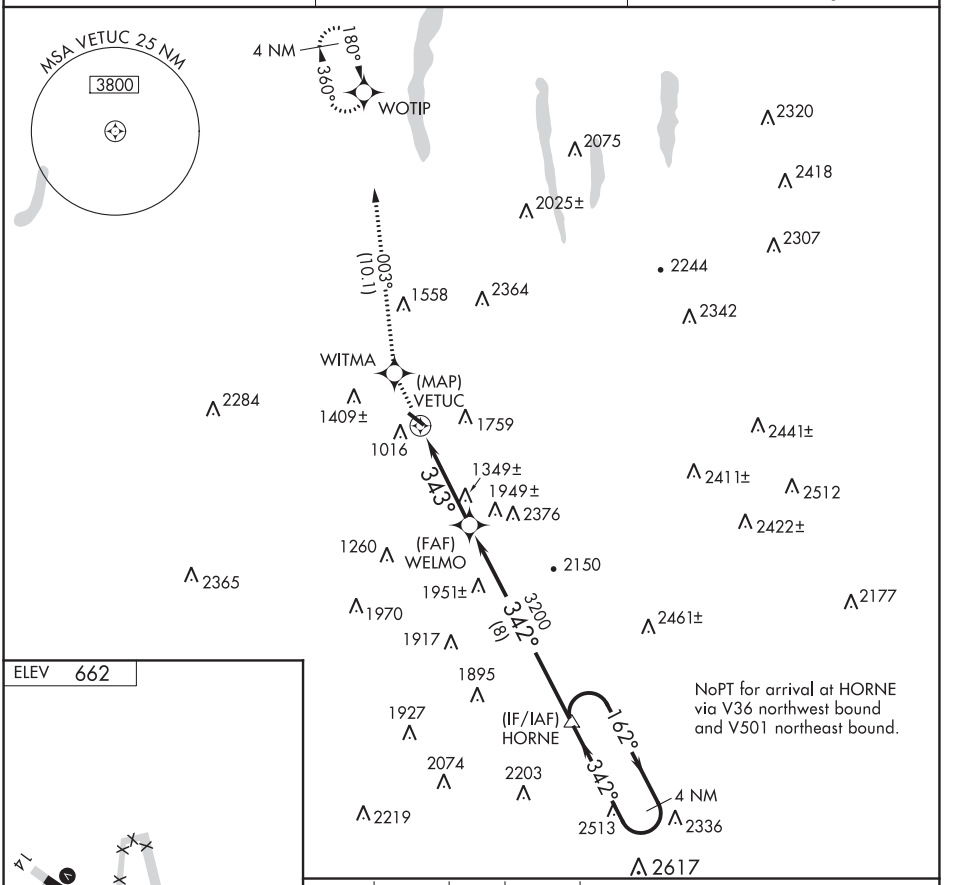
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 343° | TDZE | N/A |
| | Apt Elev | 662 |

# RNAV (GPS)-A
## DANSVILLE MUNI (DSV)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300 direct WITMA and via 003° track to WOTIP and hold.

| ASOS | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 118.325 | 123.7 322.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1960-1¼<br>1298 (1300-1¼) | 2120-1½<br>1458 (1500-1½) | 2120-3<br>1458 (1500-3) | NA |

MIRL Rwy 14-32 L



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# RNAV (GPS) RWY 15

## CHAUTAUQUA COUNTY/DUNKIRK (DKK)

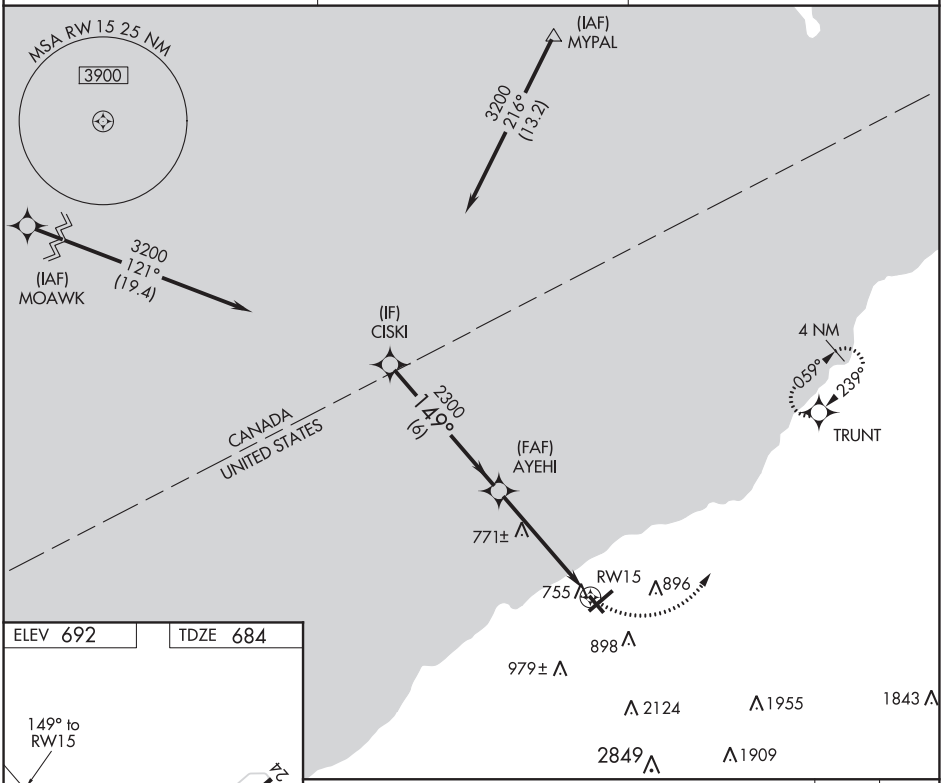
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 149° | TDZE | 684 |
| | Apt Elev | 692 |

RNP APCH.

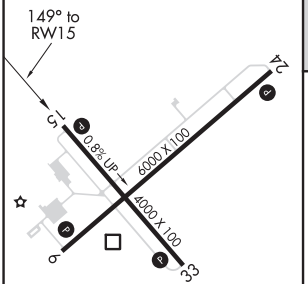
Circling to Rwy 6, 24, 33 NA at night.
Circling Cat D NA southeast of Rwy 6 and southwest of Rwy 33.
Rwy 15 helicopter visibility reduction below ¾ SM NA.
-20°C

MISSED APPROACH: Climbing left turn to 3200 direct TRUNT and hold, continue climb-in-hold to 3200.

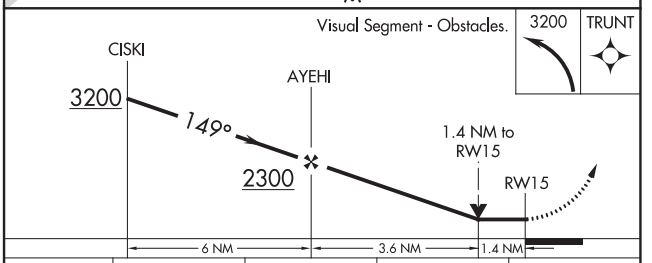
| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




ELEV 692 | TDZE 684




MIRL Rwy 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 456 (500-1) | | 1140-1⅜ 456 (500-1⅜) | |
| C CIRCLING | 1200-1 508 (600-1) | 1320-1 628 (700-1) | 1640-2¾ 948 (1000-2¾) | 2140-3 1448 (1500-3) |



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# RNAV (GPS) RWY 33

## CHAUTAUQUA COUNTY/DUNKIRK (DKK)

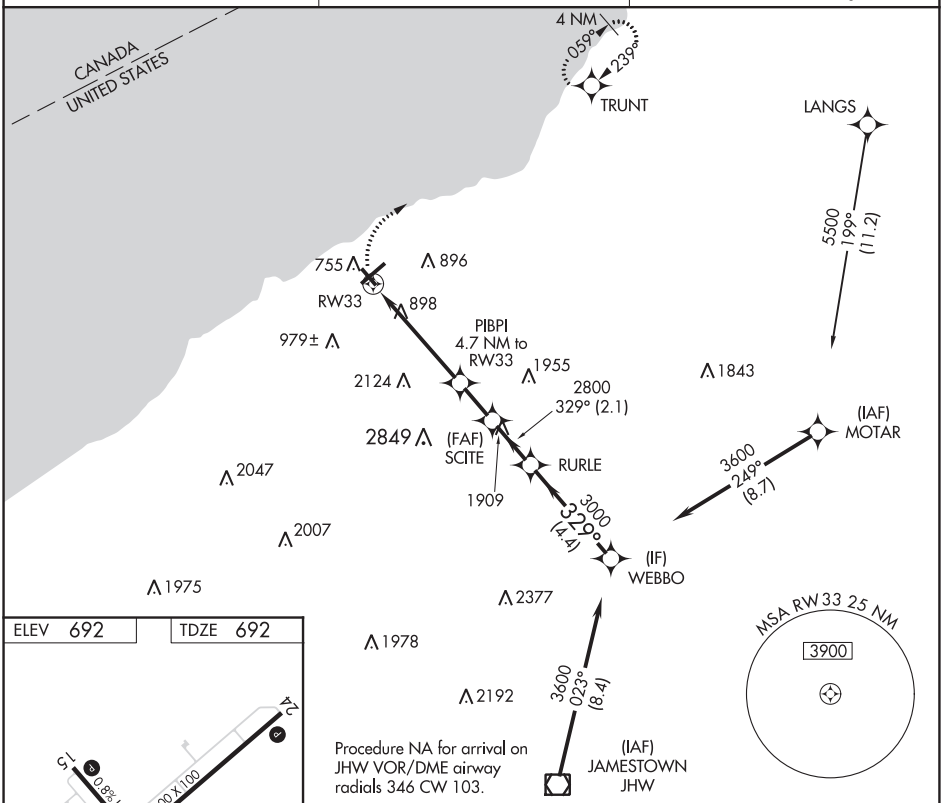
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 329° | TDZE | 692 |
| | Apt Elev | 692 |

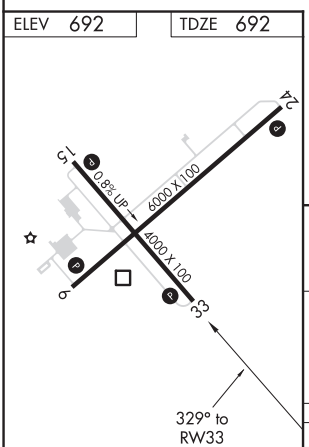
RNP APCH.

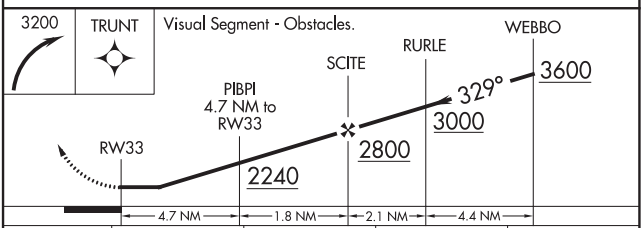
Circling Cat D NA southeast of Rwy 6 and southwest of Rwy 33.
Rwy 33 helicopter visibility reduction below 1 SM NA.
Straight-In Rwy 33 NA at night, Circling Rwy 6, 24, 33 NA at night.
-20°C

MISSED APPROACH: Climbing right turn to 3200 direct TRUNT and hold.

| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1860-1¼ 1168 (1200-1¼) | 1860-1½ 1168 (1200-1½) | 1860-3 1168 (1200-3) | |
| C CIRCLING | 1860-1¼ 1168 (1200-1¼) | 1860-1½ 1168 (1200-1½) | 1860-3 1168 (1200-3) | 2140-3 1448 (1500-3) |

MIRL Rwy 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwy 6-24 L

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# RNAV (GPS)-A

## CHAUTAUQUA COUNTY/DUNKIRK (DKK)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 239° | TDZE | N/A |
| | Apt Elev | 692 |

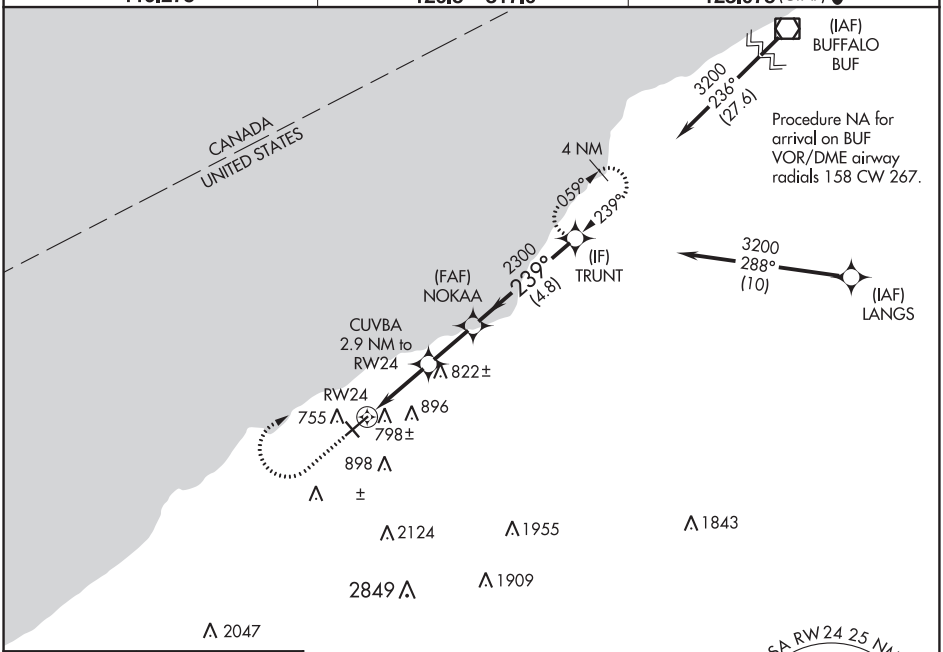
RNP APCH.

Circling Cat D NA southeast of Rwy 6 and southwest of Rwy 33.
Circling Rwy 6, 24, 33 NA at night.

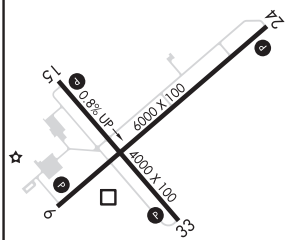
-20°C

MISSED APPROACH: Climb to 1900 then climbing right turn to 3200 direct TRUNT and hold.

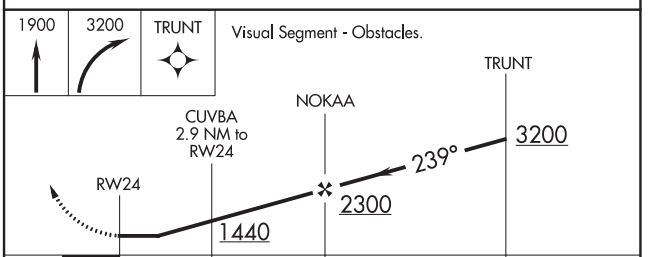
| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




ELEV 692




MIRL Rwy 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1200-1<br>508 (600-1) | 1320-1<br>628 (700-1) | 1640-2¾<br>948 (1000-2¾) | 2140-3<br>1448 (1500-3) |



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# RNAV (GPS)-B

## CHAUTAUQUA COUNTY/DUNKIRK (DKK)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 059° | TDZE | N/A |
| | Apt Elev | 692 |

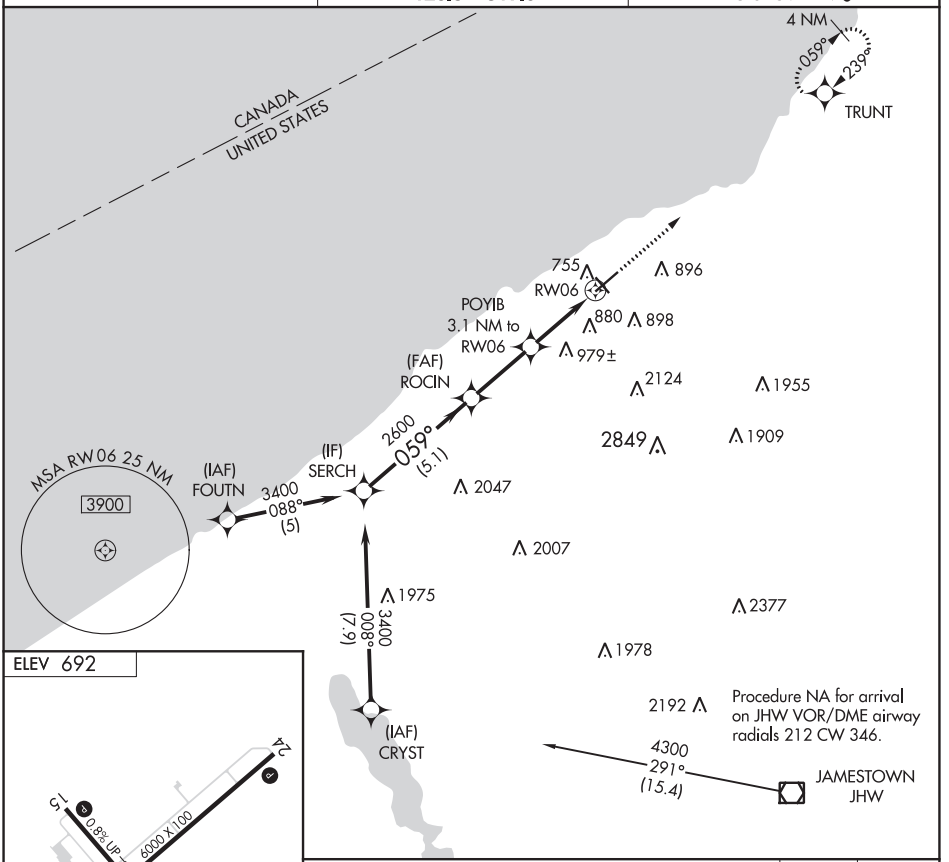
RNP APCH.

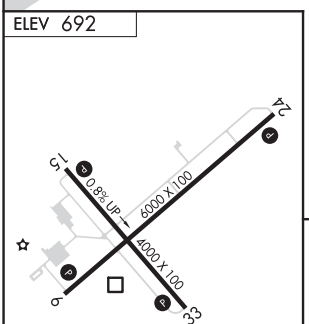
T A -20°C

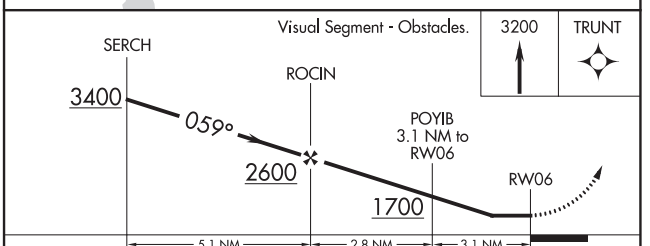
Circling to Rwy 6, 24, 33 NA at night.
Circling Cat D NA southeast of Rwy 6 and southwest of Rwy 33.

MISSED APPROACH: Climb to 3200 direct TRUNT and hold.

| ASOS | BUFFALO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.5 317.6 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1200-1<br>508 (600-1) | 1320-1<br>628 (700-1) | 1640-2¾<br>948 (1000-2¾) | 2140-3<br>1448 (1500-3) |

MIRL Rwy 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwy 6-24 L



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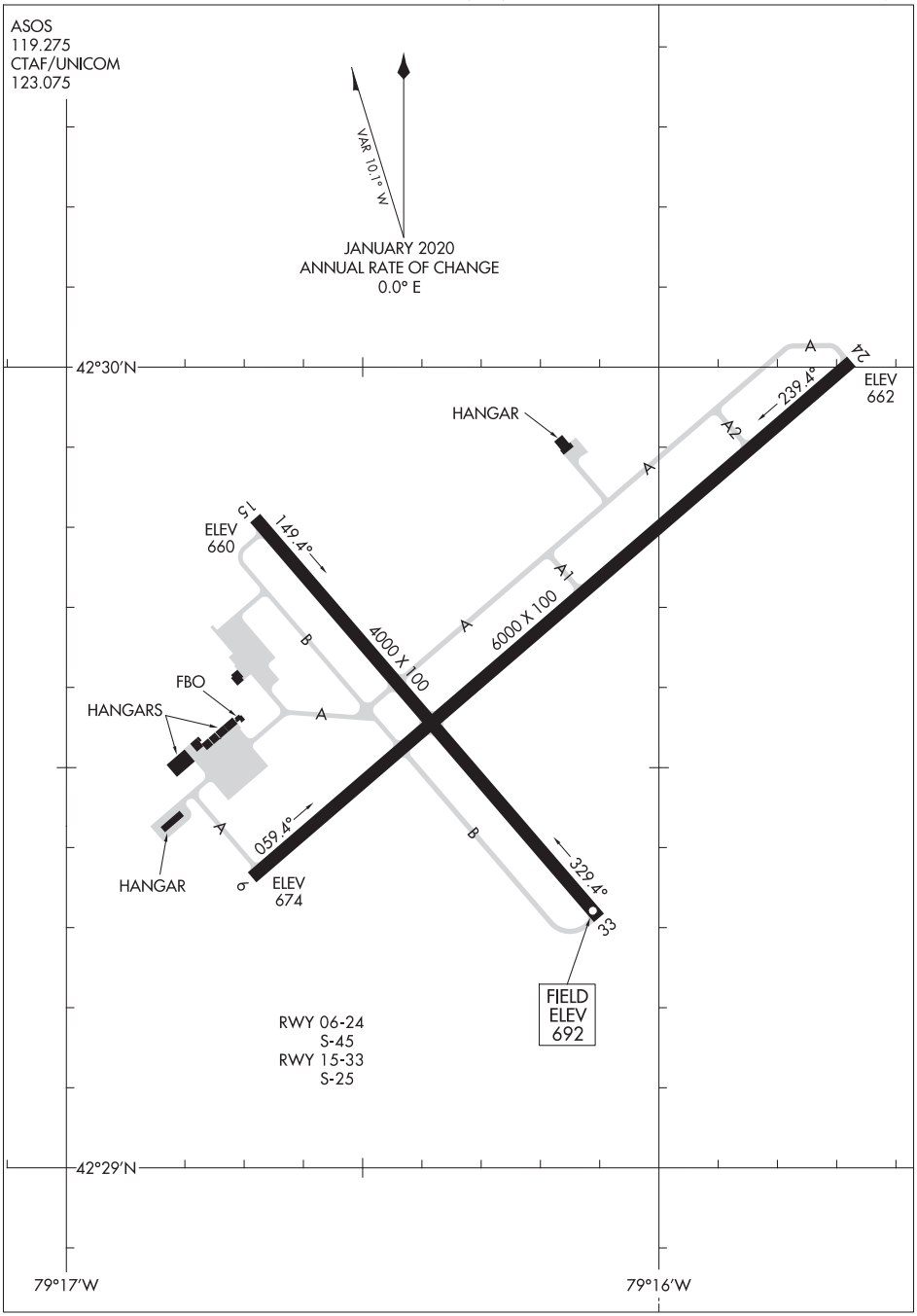


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# RNAV (GPS) X RWY 10

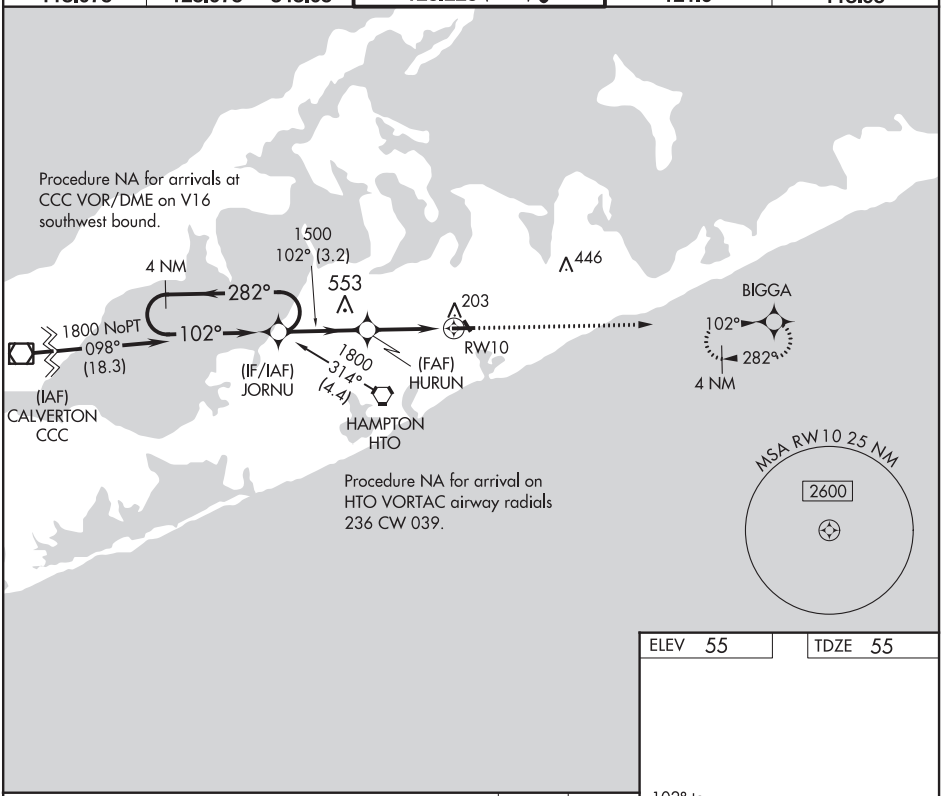
## EAST HAMPTON (HTO)

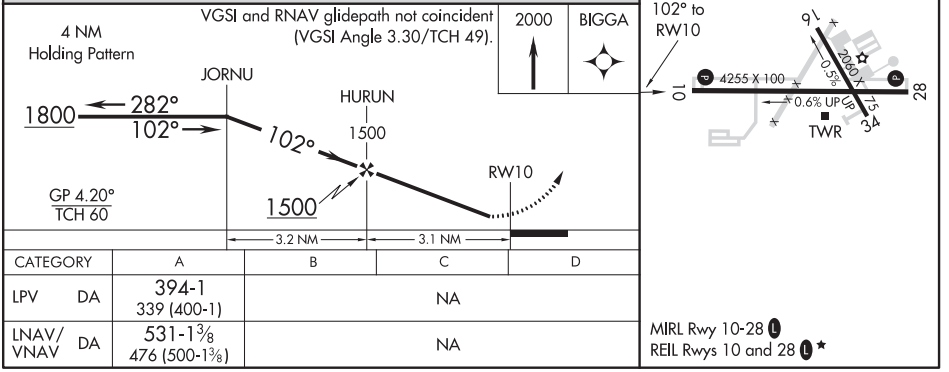
| WAAS | APP CRS | Rwy Idg | 4255 |
|---|---|---|---|
| CH 77928 | 102° | TDZE | 55 |
| W10B | | Apt Elev | 55 |

Baro-VNAV NA when using Westhampton Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
NA Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Westhampton Beach altimeter setting and increase all DA 45 feet and increase LPV and LNAV/VNAV visibility ⅛ mile. Night landing: Rwy 10, 28 operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

| AWOS-3PT | NEW YORK APP CON | | EAST HAMPTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 118.075 | 125.975 | 343.65 | 125.225 (CTAF) L | 121.9 | 118.95 |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 394-1<br>339 (400-1) | NA | | |
| LNAV/VNAV | DA | 531-1⅜<br>476 (500-1⅜) | NA | | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L ★



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# RNAV (GPS) Y RWY 10

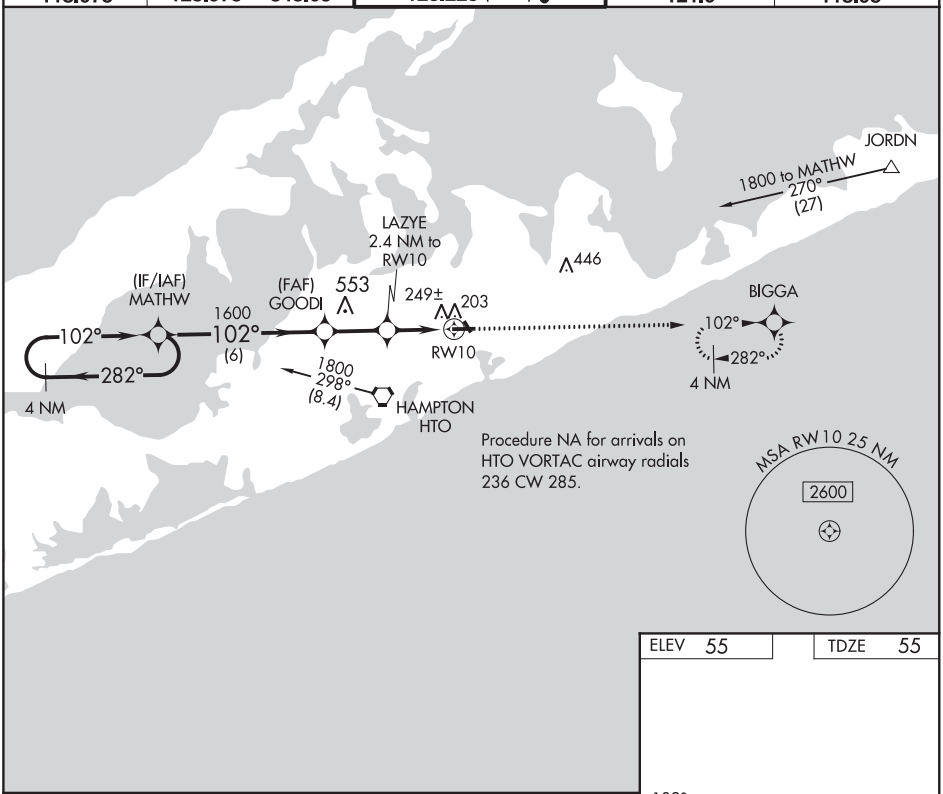
EAST HAMPTON (HTO)

| APP CRS | Rwy Idg | 4255 |
|---|---|---|
| 102° | TDZE | 55 |
| | Apt Elev | 55 |

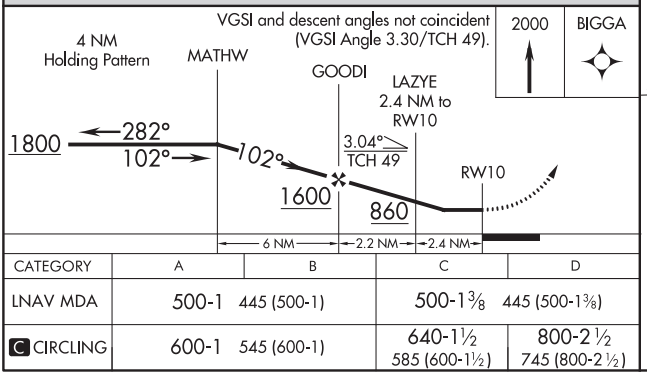
NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Westhampton Beach altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

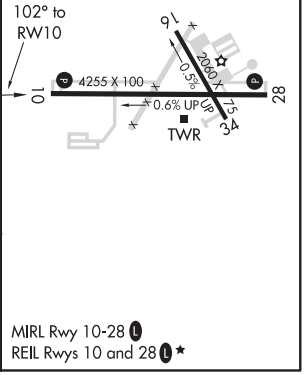
MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

| AWOS-3PT | NEW YORK APP CON | | EAST HAMPTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 118.075 | 125.975 | 343.65 | 125.225 (CTAF) L | 121.9 | 118.95 |




| ELEV | 55 | TDZE | 55 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 445 (500-1) | | 500-1⅜ 445 (500-1⅜) | |
| C CIRCLING | 600-1 545 (600-1) | | 640-1½ 585 (600-1½) | 800-2½ 745 (800-2½) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L ★



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# RNAV (GPS) Y RWY 28

## EAST HAMPTON (HTO)

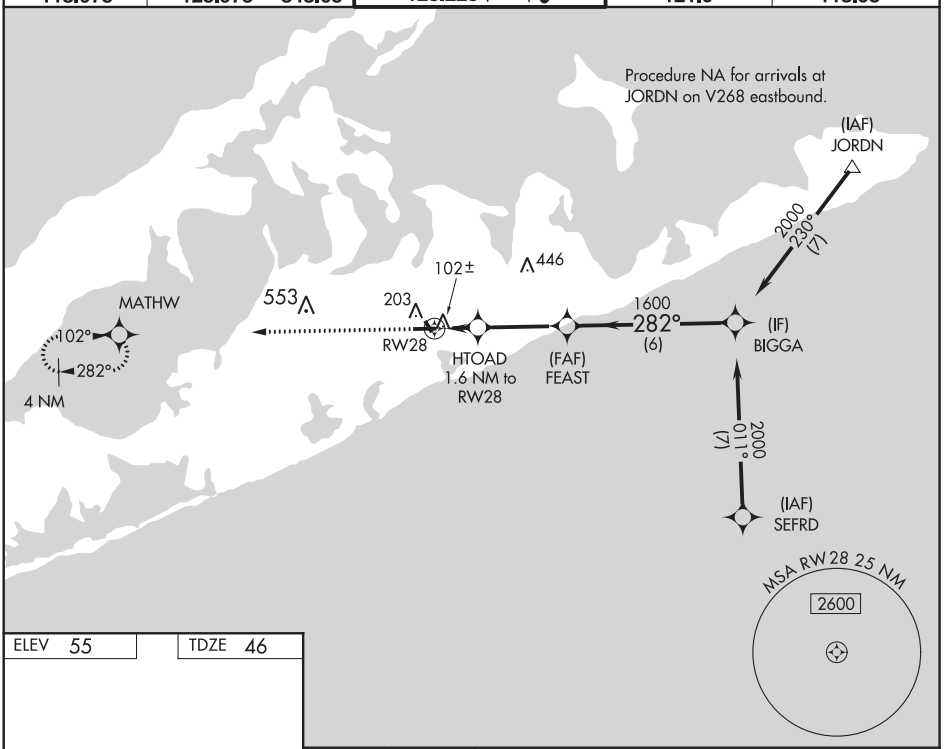
| WAAS CH 90332 W28B | APP CRS 282° | Rwy Idg 4255<br>TDZE 46<br>Apt Elev 55 |
|---|---|---|

RNP APCH.

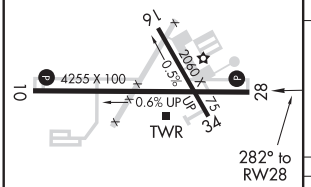
Circling to Rwy 16, 34 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 28 at night operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 10 at night operational VGSI required, remain on or above VGSI glidepath until threshold.

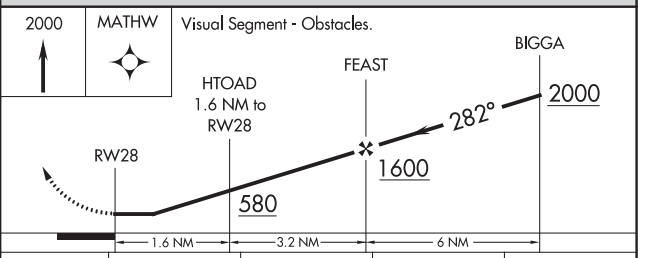
MISSED APPROACH: Climb to 2000 direct MATHW and hold.

| AWOS-3PT | NEW YORK APP CON | EAST HAMPTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.075 | 125.975 343.65 | 125.225 (CTAF) L | 121.9 | 118.95 |




ELEV 55 TDZE 46




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 400-1 354 (400-1) | | | |
| LNAV MDA | 420-1 374 (400-1) | | | |
| C CIRCLING | 600-1 545 (600-1) | | 640-1½ 585 (600-1½) | 800-2½ 745 (800-2½) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L ★



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# RNAV (GPS) Z RWY 10

EAST HAMPTON (HTO)

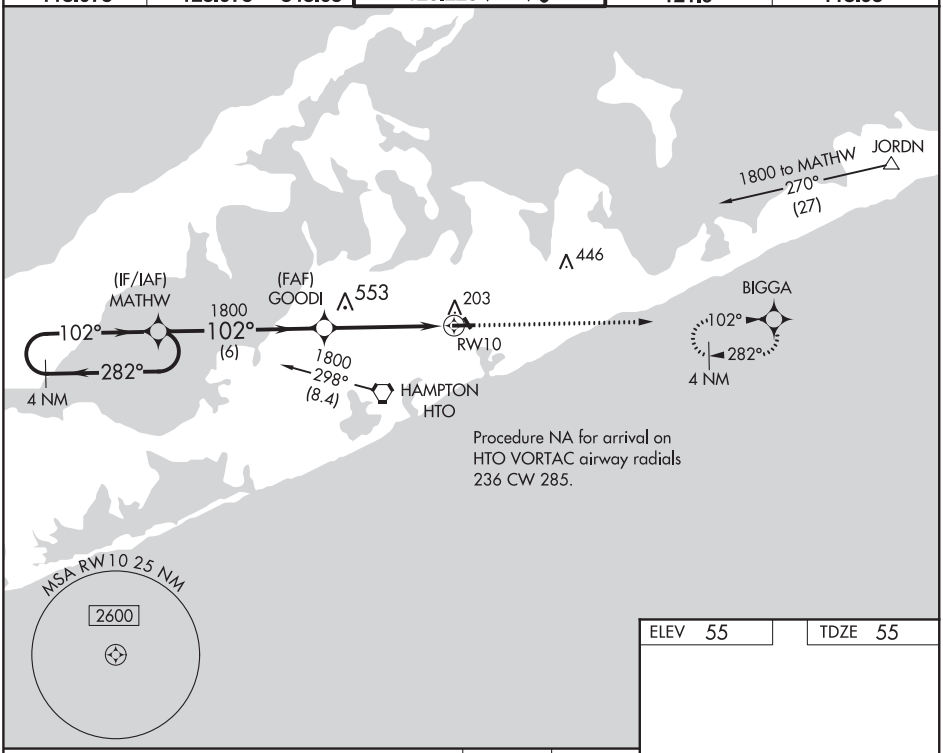
| WAAS | APP CRS | | |
|---|---|---|---|
| CH 40112 | 102° | Rwy Idg | 4255 |
| W10A | | TDZE | 55 |
| | | Apt Elev | 55 |

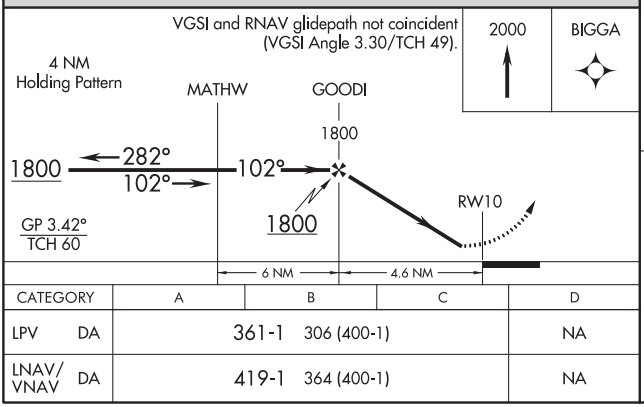
T A NA

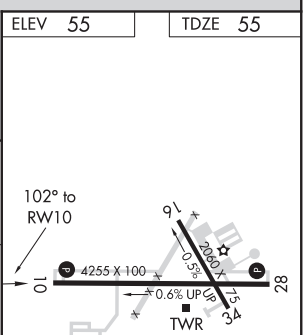
Baro-VNAV NA when using Westhampton Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Westhampton Beach altimeter setting and increase all DA 45 feet; increase LNAV/VNAV visibility ⅛ mile all Cats. Night landing: Rwy 10, 28 operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

| AWOS-3PT | NEW YORK APP CON | | EAST HAMPTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 118.075 | 125.975 | 343.65 | 125.225 (CTAF) L | 121.9 | 118.95 |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 361-1 | 306 (400-1) | | NA |
| LNAV/VNAV | DA | 419-1 | 364 (400-1) | | NA |

MIRL Rwys 10-28 L
REIL Rwys 10 and 28 L ★



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# RNAV (GPS) Z RWY 28

## EAST HAMPTON (HTO)

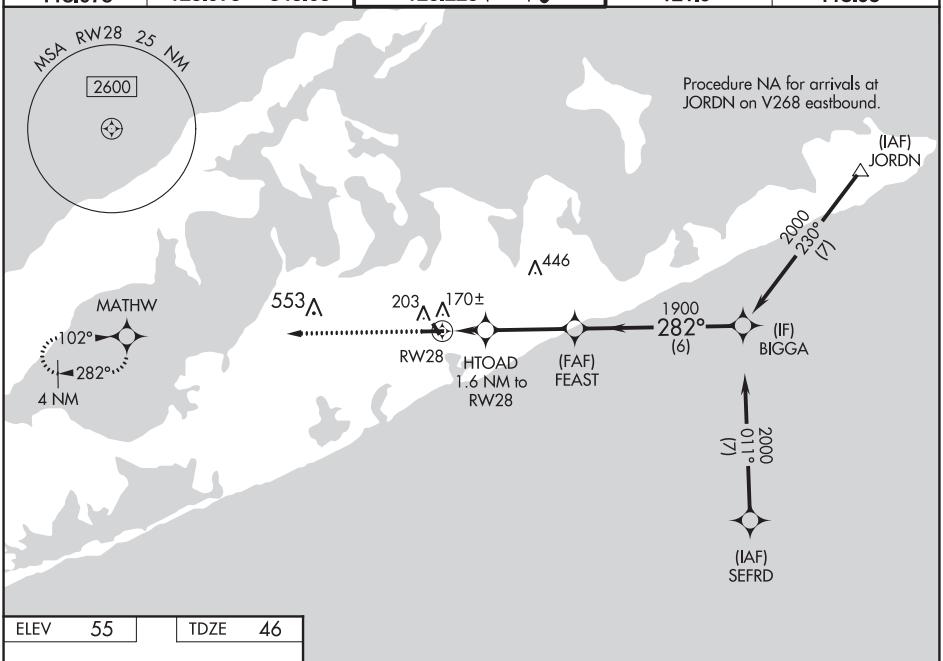
| WAAS CH 49037 W28A | APP CRS 282° | Rwy Idg 4255<br>TDZE 46<br>Apt Elev 55 |
|---|---|---|

RNP APCH.

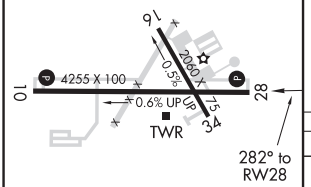
Circling to Rwy 16, 34 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Straight-in and Circling Rwy 28 at night operational VGSI required, remain at or above VGSI glidepath until threshold. Circling Rwy 10 at night operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2000 direct MATHW and hold.

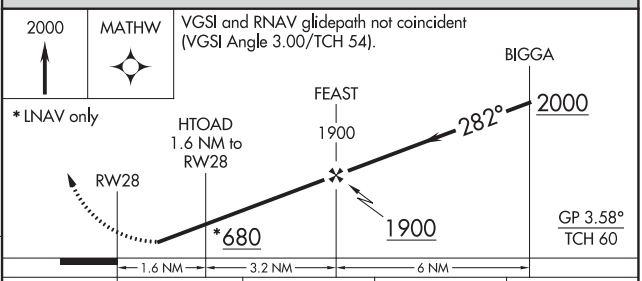
| AWOS-3PT | NEW YORK APP CON | | EAST HAMPTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 118.075 | 125.975 | 343.65 | 125.225 (CTAF) L | 121.9 | 118.95 |




| ELEV 55 | TDZE 46 |
|---|---|




MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L ★




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 346-1 300 (300-1) | | | NA |
| LNAV/VNAV DA | 356-1 310 (400-1) | | | NA |
| LNAV MDA | 420-1 374 (400-1) | | | NA |
| C CIRCLING | 600-1 545 (600-1) | | 640-1½ 585 (600-1½) | NA |



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# RNAV (GPS) RWY 4

## JOSEPH Y RESNICK (N89)

| APP CRS | Rwy Idg | 3838 |
|---|---|---|
| 063° | TDZE | 290 |
| | Apt Elev | 292 |

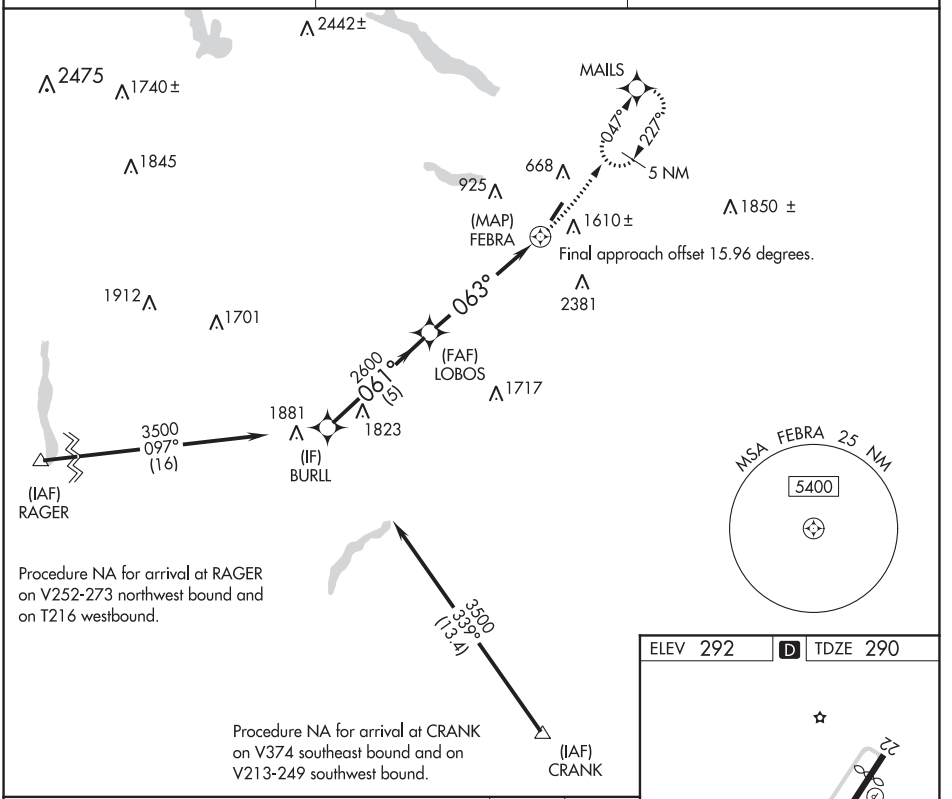
RNP APCH.

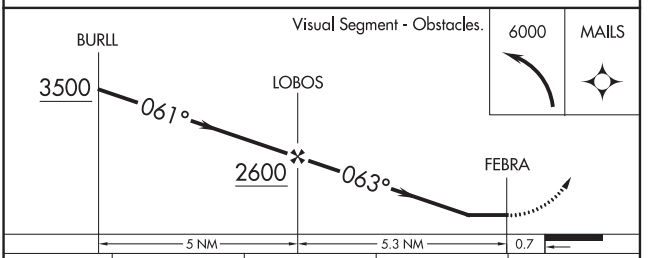
T
A NA
-6° C

Circling NA southeast of Rwy 4-22. Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. Use New York Stewart Intl altimeter setting, when not received, use Poughkeepsie altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct MAILS and hold, continue climb-in-hold to 6000.

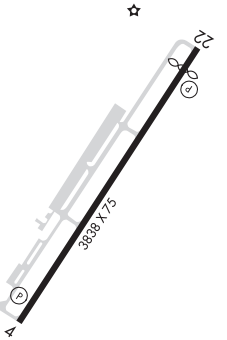
| SWF ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 124.575 | 132.75 363.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2160-1¼ 1870 (1900-1¼) | 2160-1½ 1870 (1900-1½) | NA | |
| C CIRCLING | 2160-1¼ 1868 (1900-1¼) | 2160-1½ 1868 (1900-1½) | NA | |

ELEV 292 D TDZE 290




MIRL Rwy 4-22 L
REIL Rwy 4-22 L



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ELLENVILLE, NEW YORK | AL-9390 (FAA) | 20198

# RNAV (GPS) RWY 22

JOSEPH Y RESNICK (N89)

| APP CRS | Rwy Idg | 3538 |
|---|---|---|
| 227° | TDZE | 290 |
| | Apt Elev | 292 |

RNP APCH.

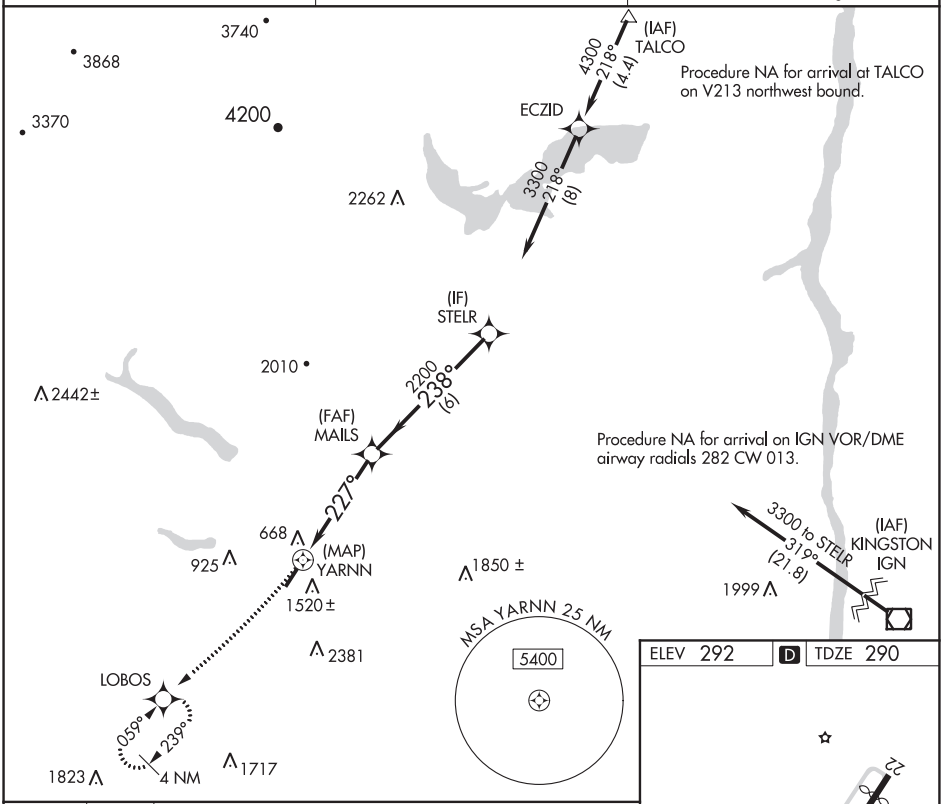
Circling NA southeast of Rwy 4-22. Rwy 22 helicopter visibility reduction below 1 SM NA. Use New York Stewart Intl altimeter setting, when not received, use Poughkeepsie altimeter setting. Procedure NA at night.

NA

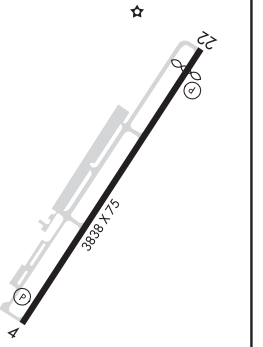
-6° C

MISSED APPROACH: Climbing right turn to 4000 direct LOBOS and hold, continue climb-in-hold to 4000.

| SWF ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 124.575 | 132.75 363.1 | 122.8 (CTAF) L |

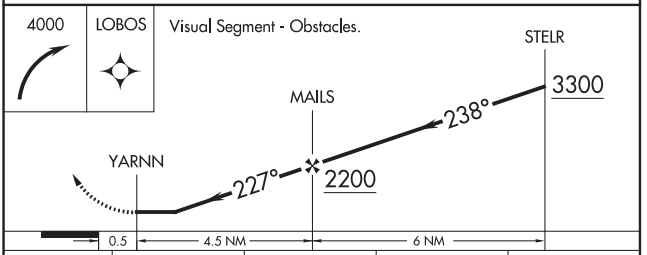



ELEV 292 | D | TDZE 290




MIRL Rwy 4-22 L

REIL Rwy 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1820-1¼<br>1530 (1600-1¼) | 1820-1½<br>1530 (1600-1½) | NA | |
| C CIRCLING | 1820-1¼<br>1528 (1600-1¼) | 1820-1½<br>1528 (1600-1½) | NA | |

ELLENVILLE, NEW YORK

Orig-A 10OCT19

41°44'N-74°23'W

JOSEPH Y RESNICK (N89)

RNAV (GPS) RWY 22

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| LOC I-UEK | APP CRS | Rwy Idg | 7401 |
|---|---|---|---|
| 109.1 | 062° | TDZE | 944 |
| | | Apt Elev | 955 |

# ILS or LOC RWY 6
ELMIRA/CORNING RGNL (ELM)

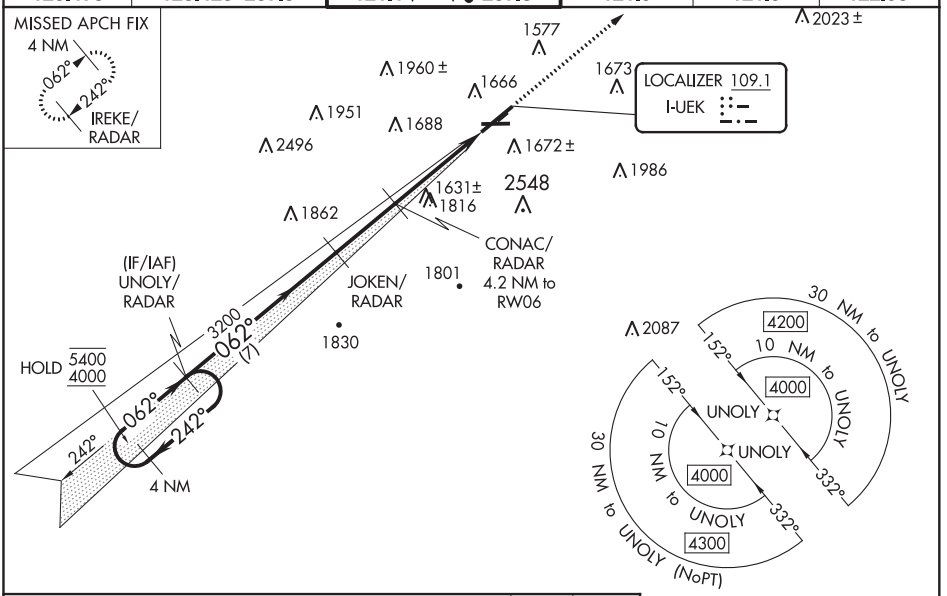
RADAR required to define JOKEN, CONAC. RNAV 1-GPS required for procedure entry. RNAV 1-GPS required from MAP to IREKE.

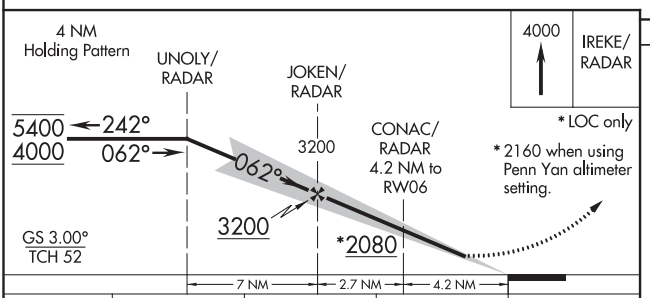
T A ❄ -17°C — Inop table does not apply to S-LOC 6 Cats C/D. Circling NA to Rwys 5 and 23. Circling NA for Cat D south of Rwys 10 and 28. Circling Rwy 10 NA at night. For inop ALS, increase S-LOC 6 CONAC fix minimums Cats C/D visibility to 2½ SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR (AS)

MISSED APPROACH: Climb to 4000 direct IREKE/RADAR and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.475 | 128.425 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |

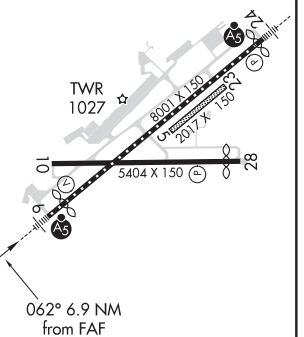



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 ** | 1144/24 200 (200-½) | | | |
| S-LOC 6 | 2080/40 1136 (1200-¾) | 2080/55 1136 (1200-1) | 2080-3 1136 (1200-3) | |
| C CIRCLING | 2080-1¼ 1125 (1200-1¼) | 2080-1½ 1125 (1200-1½) | 2100-3 1145 (1200-3) | 2340-3 1385 (1400-3) |
| CONAC FIX MINUMUMS | | | | |
| S-LOC 6 | 1740/24 796 (800-½) | 1740/40 796 (800-¾) | 1740-1¾ 796 (800-1¾) | |
| C CIRCLING | 2020-1¼ 1065 (1100-1¼) | 2080-1½ 1125 (1200-1½) | 2100-3 1145 (1200-3) | 2340-3 1385 (1400-3) |

ELEV 955 D TDZE 944

HIRL Rwy 6-24 L
MIRL Rwy 10-28




| FAF to MAP 6.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:54 | 4:36 | 3:27 | 2:46 | 2:18 |



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| LOC I-ELM | APP CRS | Rwy Idg | 7799 |
|---|---|---|---|
| 109.1 | 242° | TDZE | 955 |
| | | Apt Elev | 955 |

# ILS or LOC RWY 24

## ELMIRA/CORNING RGNL (ELM)

RADAR required to define ERINN. RNAV 1-GPS required from MAP to UNOLY. RNAV-1 GPS required for procedure entry. ADF or RADAR required.

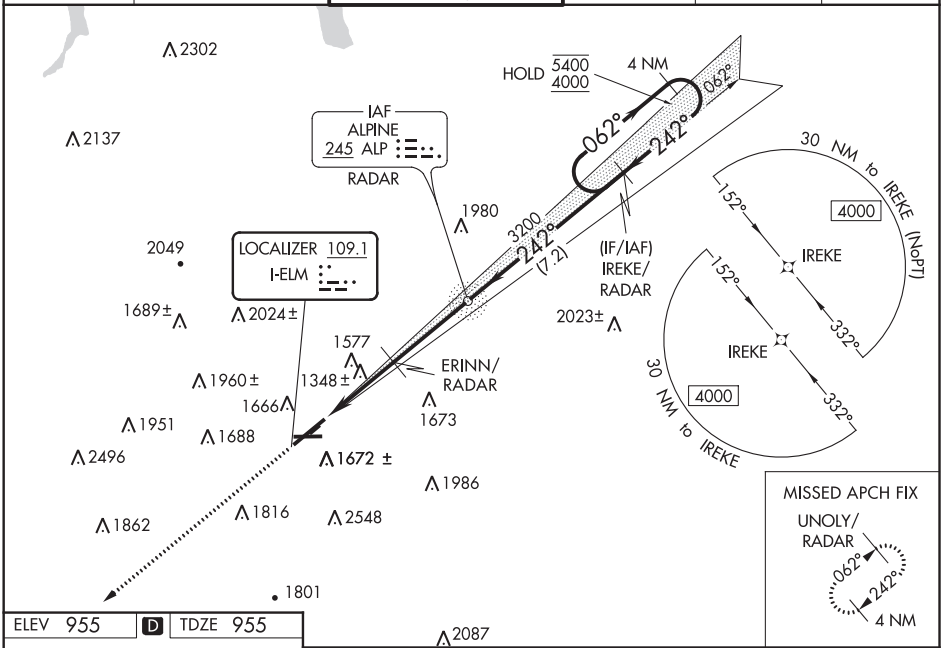
Circling NA for Cat D south of Rwys 10 and 28. Inop table does not apply to S-LOC 24 Cats C/D. Circling NA to Rwys 5 and 23. Circling Rwy 10 NA at night. For inop ALS increase S-ILS 24 all Cats visibility to RVR 6000.
** S-ILS 24 RVR 1800 authorized with use of FD or AP or HUD to DA.

-17°C

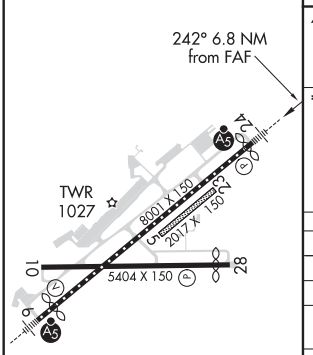
MALSR

MISSED APPROACH: Climb to 4000 direct UNOLY/RADAR and hold.
**Missed approach requires minimum climb of 260 feet per NM to 2400.

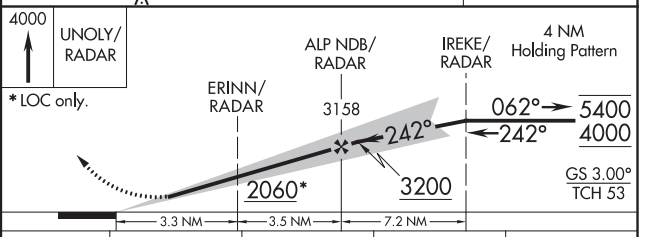
| ATIS | ELMIRA APP CON * | ELMIRA TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.475 | 128.425 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |




| ELEV 955 | D | TDZE 955 |
|---|---|---|




| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 ** | 1155/24 200 (200-½) | | | |
| S-ILS 24 | 1340/35 385 (400-⅝) | | | |
| S-LOC 24 | 2060/40 1105 (1200-¾) | 2060/55 1105 (1200-1) | 2060-3 1105 (1200-3) | |
| C CIRCLING | 2060-1¼ 1105 (1200-1¼) | 2080-1½ 1125 (1200-1½) | 2100-3 1145 (1200-3) | 2340-3 1385 (1400-3) |
| | ERINN FIX MINIMUMS | | | |
| S-LOC 24 | 1600/24 645 (700-½) | | 1600-1⅜ 645 (700-1⅜) | |
| C CIRCLING | 2020-1¼ 1065 (1100-1¼) | 2080-1½ 1125 (1200-1½) | 2100-3 1145 (1200-3) | 2340-3 1385 (1400-3) |



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# RNAV (GPS) RWY 6

ELMIRA/CORNING RGNL (ELM)

| WAAS | APP CRS | Rwy Idg | 7401 |
|---|---|---|---|
| CH 42827 | 062° | TDZE | 944 |
| W06A | | Apt Elev | 955 |

RNP APCH.

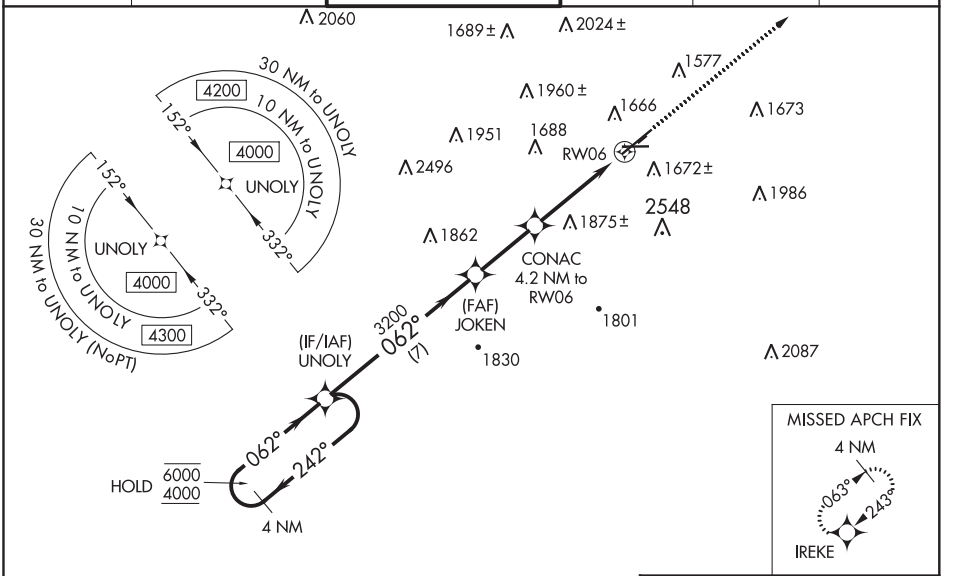
T A -17°C

Inop table does not apply to LNAV/VNAV all Cats. Circling Rwy 10 NA at night. Circling NA to Rwys 5 and 23. Circling NA for Cat D south of Rwys 10 and 28. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

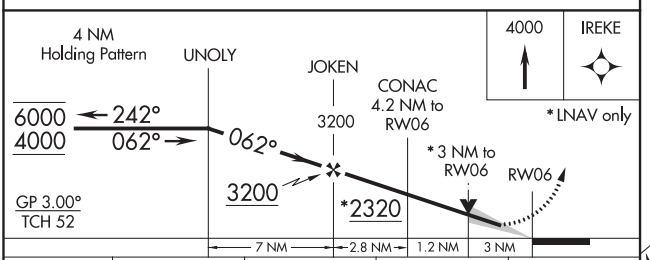
MALSR

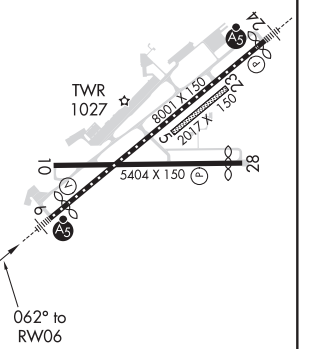
MISSED APPROACH: Climb to 4000 direct IREKE and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.475 | 128.425 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |




ELEV 955 D TDZE 944




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 1144/24 | | 200 (200-½) | |
| LNAV/VNAV DA | 2138-5 | | 1194 (1200-5) | |
| LNAV MDA | 1940/40 996 (1000-¾) | 1940/55 996 (1000-1) | 1940-2½ | 996 (1000-2½) |
| C CIRCLING | 2020-1¼ 1065 (1100-1¼) | 2080-1½ 1125 (1200-1½) | 2100-3 1145 (1200-3) | 2340-3 1385 (1400-3) |

HIRL Rwy 6-24 L
MIRL Rwy 10-28



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| WAAS | APP CRS | | |
|---|---|---|---|
| CH 70530 | 101° | Rwy Idg | 5004 |
| W10A | | TDZE | 942 |
| | | Apt Elev | 955 |

# RNAV (GPS) RWY 10

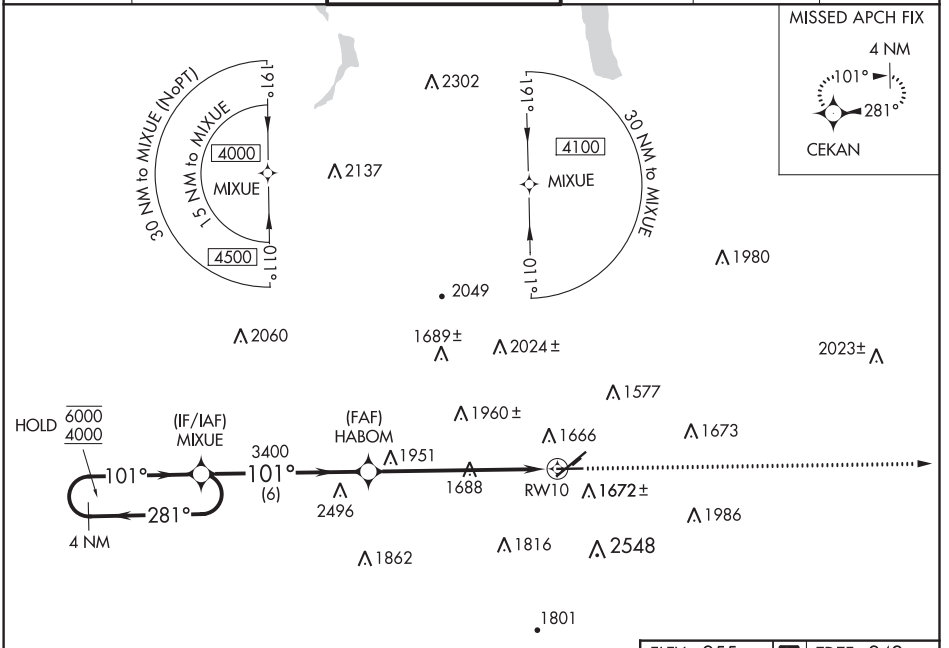
## ELMIRA/CORNING RGNL (ELM)

RNP APCH.

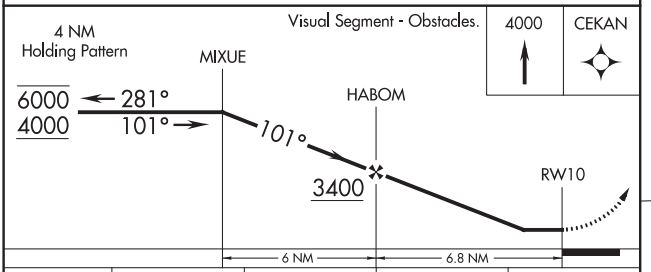
Circling NA to Rwys 5 and 23. Procedure NA at night.
Rwy 10 helicopter visibility reduction below 1 SM NA.
Circling NA for Cat D south of Rwys 10 and 28.
-17°C

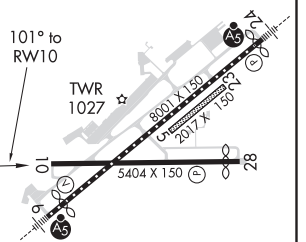
MISSED APPROACH: Climb to 4000 direct CEKAN and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.475 | 128.425 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |




ELEV 955 D TDZE 942




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 2280-1¼ 1338 (1400-1¼) | 2280-1½ 1338 (1400-1½) | 2280-3 1338 (1400-3) | |
| LNAV MDA | 2280-1¼ 1338 (1400-1¼) | 2280-1½ 1338 (1400-1½) | 2280-3 1338 (1400-3) | |
| C CIRCLING | 2280-1¼ 1325 (1400-1¼) | 2280-1½ 1325 (1400-1½) | 2280-3 1325 (1400-3) | 2340-3 1385 (1400-3) |

HIRL Rwy 6-24 L
MIRL Rwy 10-28



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# RNAV (GPS) RWY 24

ELMIRA/CORNING RGNL (ELM)

| WAAS CH 99527 W24A | APP CRS 242° | Rwy Idg 7799 TDZE 955 Apt Elev 955 |
|---|---|---|

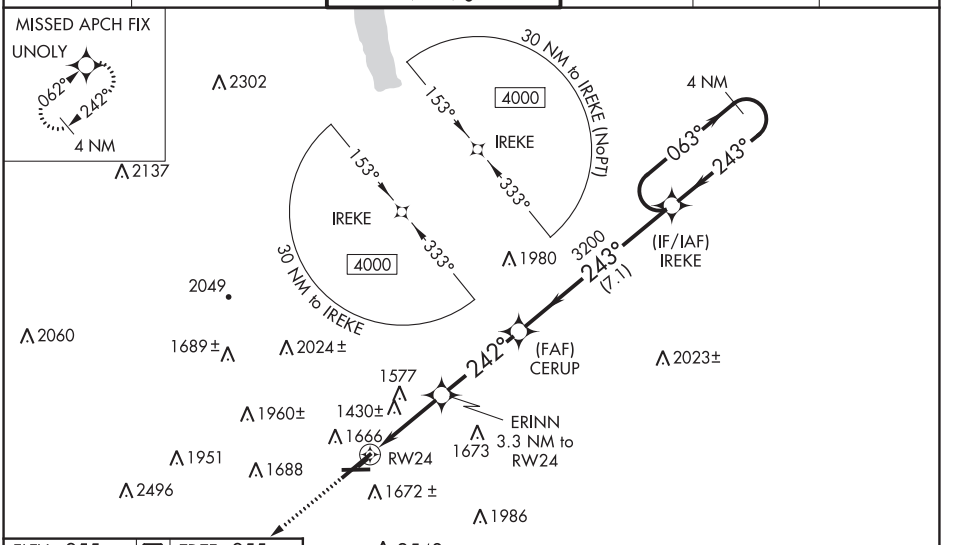
T A -17°C

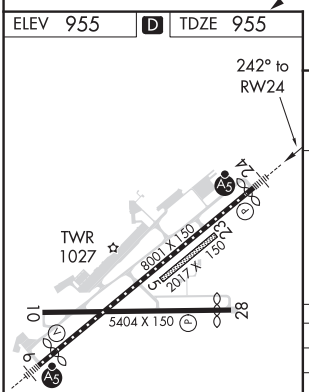
Circling Rwy 10 NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, use Penn Yan altimeter setting and increase all DA 73 feet and all MDA 80, and increase LPV all Cats and LNAV Cats C/D visibility ¼ mile and LNAV/VNAV all Cats visibility 1½ mile; inop table does not apply to LNAV/VNAV all Cats; for inop MALSR, increase LPV DA** all Cats visibility to ⅞ and LPV all Cats visibility to 1½. Baro-VNAV and VDP NA when using Penn Yan altimeter setting. For inop MALSR, increase LNAV Cats C/D visibility to 2½ mile. ** Missed approach requires a minimum climb of 260 feet per NM to 2300. **RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Penn Yan altimeter setting.

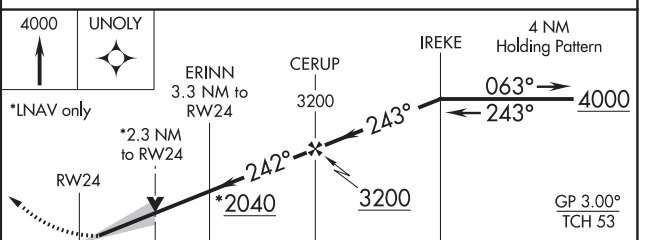
MALSR (A5)

MISSED APPROACH: Climb to 4000 direct UNOLY and hold.

| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.475 | 128.425 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 1155/24 200 (200-½) | | | |
| LPV DA | 1348/45 393 (400-⅞) | | | |
| LNAV/VNAV DA | 1807-2½ 852 (900-2½) | | | |
| LNAV MDA | 1740/24 785 (800-½) | 1740/40 785 (800-¾) | 1740-1¾ 785 (800-1¾) | |
| CIRCLING | 2100-1¼ 1145 (1200-1¼) | 2100-1½ 1145 (1200-1½) | 2120-3 1165 (1200-3) | 2160-3 1205 (1300-3) |

HIRL Rwy 6-24 L
MIRL Rwy 10-28



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| WAAS CH 77730 W28A | APP CRS 281° | Rwy Idg 5002 TDZE 944 Apt Elev 955 |
|---|---|---|

# RNAV (GPS) RWY 28

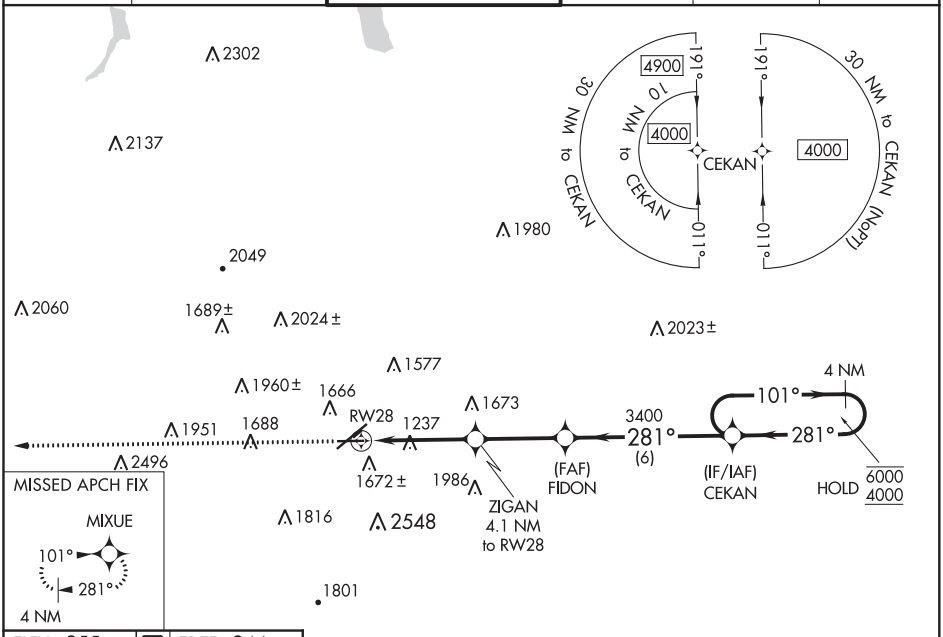
ELMIRA/CORNING RGNL (ELM)

RNP APCH.

Circling NA for Cat D south of Rwys 10 and 28.
Rwy 28 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 10 NA at night. Circling NA to Rwys 5 and 23.
-17°C

MISSED APPROACH:
Climb to 4000 direct MIXUE and hold.

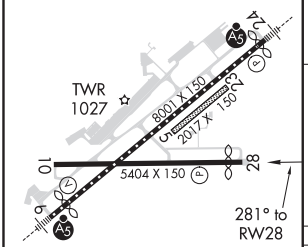
| ATIS | ELMIRA APP CON ★ | ELMIRA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.475 | 128.425 257.8 | 121.1 (CTAF) L 257.8 | 121.9 | 121.9 | 122.95 |



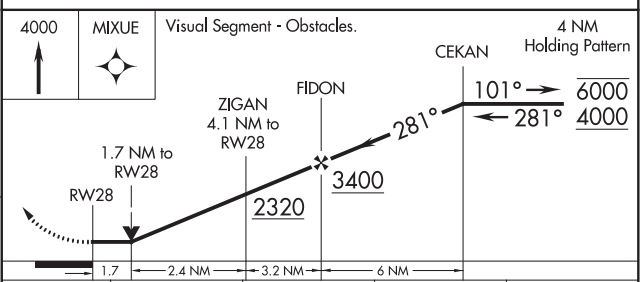

MISSED APCH FIX




ELEV 955 D TDZE 944




HIRL Rwy 6-24 L
MIRL Rwy 10-28




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1540-1 596 (600-1) | | 1540-1¾ 596 (600-1¾) | |
| LNAV MDA | 1960-1¼ 1016 (1100-1¼) | 1960-1½ 1016 (1100-1½) | 1960-3 1016 (1100-3) | |
| C CIRCLING | 2020-1¼ 1065 (1100-1¼) | 2080-1½ 1125 (1200-1½) | 2100-3 1145 (1200-3) | 2340-3 1385 (1400-3) |



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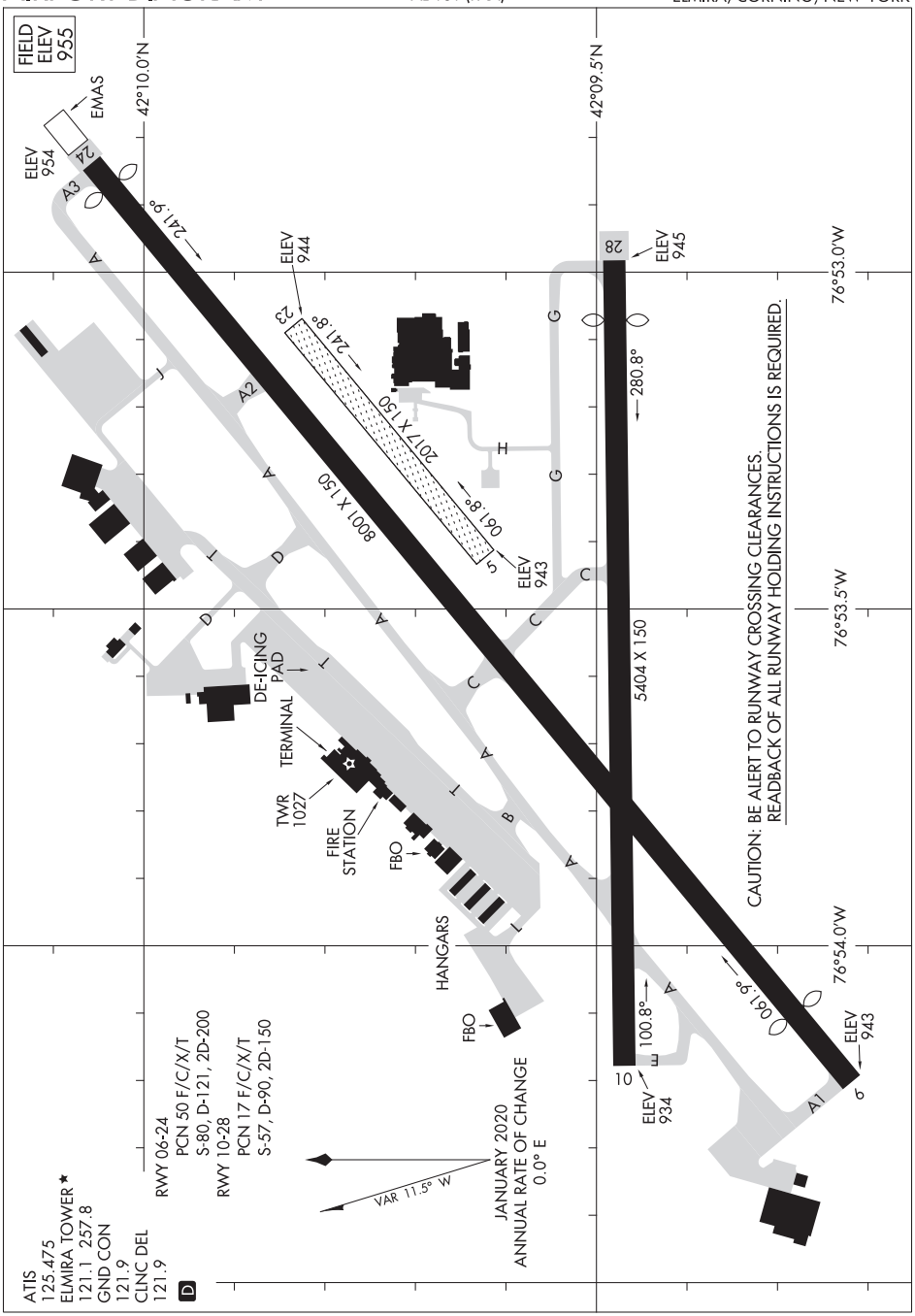


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# RNAV (GPS) RWY 3

TRI-CITIES (CZG)

| APP CRS | Rwy Idg | 3900 |
|---|---|---|
| 036° | TDZE | 833 |
| | Apt Elev | 833 |

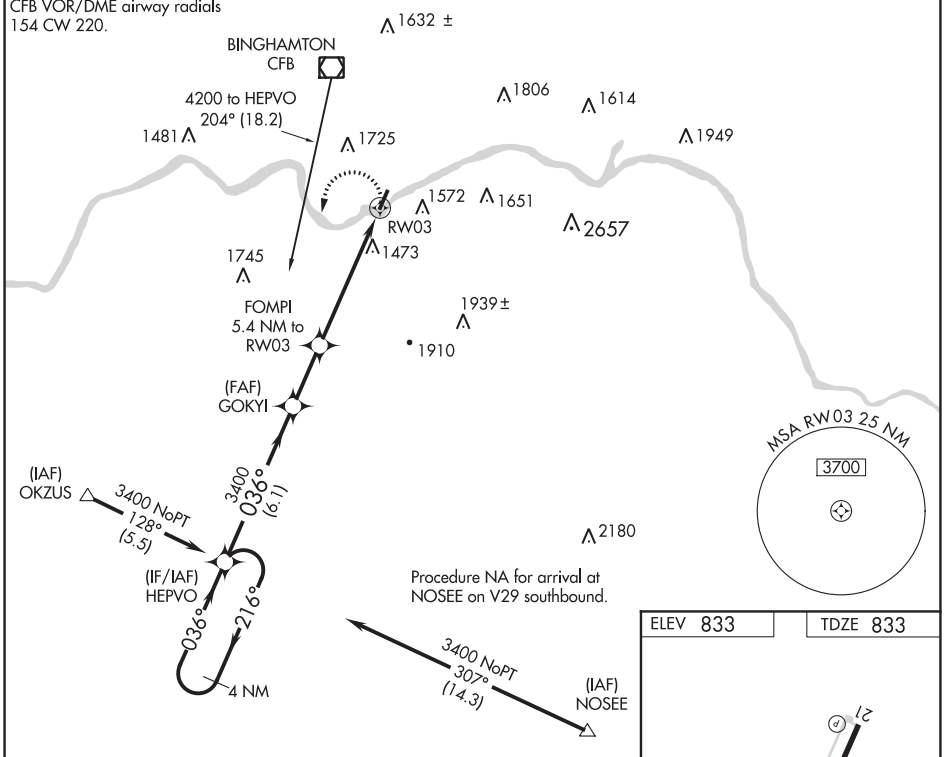
NA
-17°C

DME/DME RNP-0.3 NA. Procedure NA at night.
Rwy 3 helicopter visibility reduction below 1 SM NA.

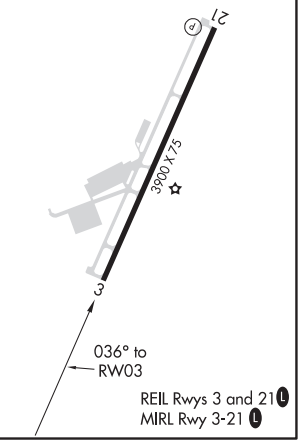
MISSED APPROACH: Climbing left turn to 3400 direct HEPVO and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 257.625 | 121.7 | 122.8 (CTAF) L |

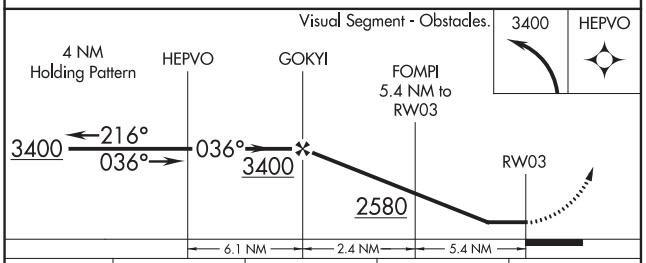
Procedure NA for arrival on CFB VOR/DME airway radials 154 CW 220.




ELEV 833 | TDZE 833




REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2160-1¼ 1327 (1400-1¼) | 2160-1½ 1327 (1400-1½) | NA | |
| CIRCLING | 2160-1¼ 1327 (1400-1¼) | 2160-1½ 1327 (1400-1½) | NA | |



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# RNAV (GPS) RWY 21

TRI-CITIES (CZG)

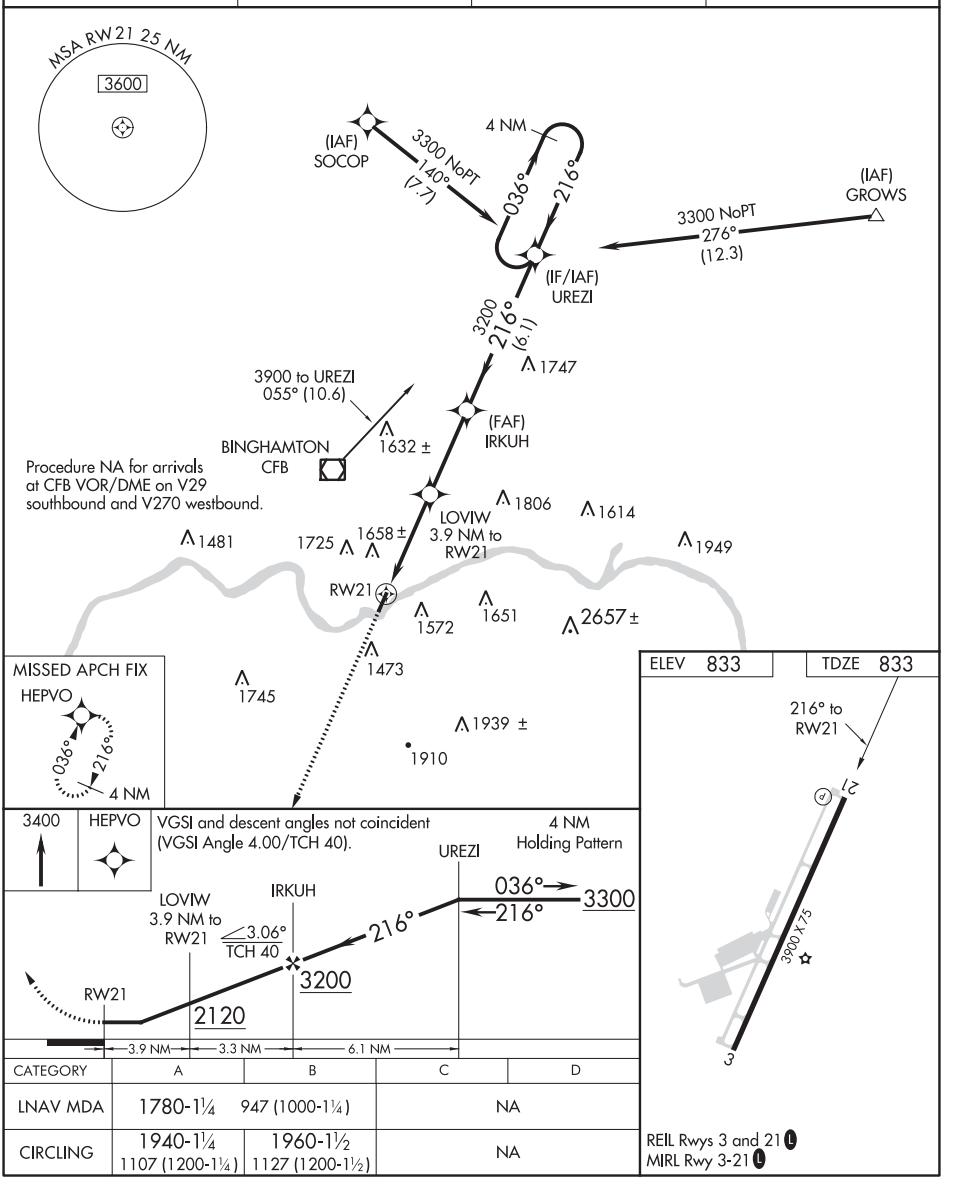
| APP CRS | Rwy Idg | 3900 |
|---|---|---|
| 216° | TDZE | 833 |
| | Apt Elev | 833 |

T
NA
-17°C

DME/DME RNP-0.3 NA.
Procedure NA at night.
Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3400 direct HEPVO and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 257.625 | 121.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1780-1¼ | 947 (1000-1¼) | NA | |
| CIRCLING | 1940-1¼<br>1107 (1200-1¼) | 1960-1½<br>1127 (1200-1½) | NA | |

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L



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# VOR-A

TRI-CITIES (CZG)

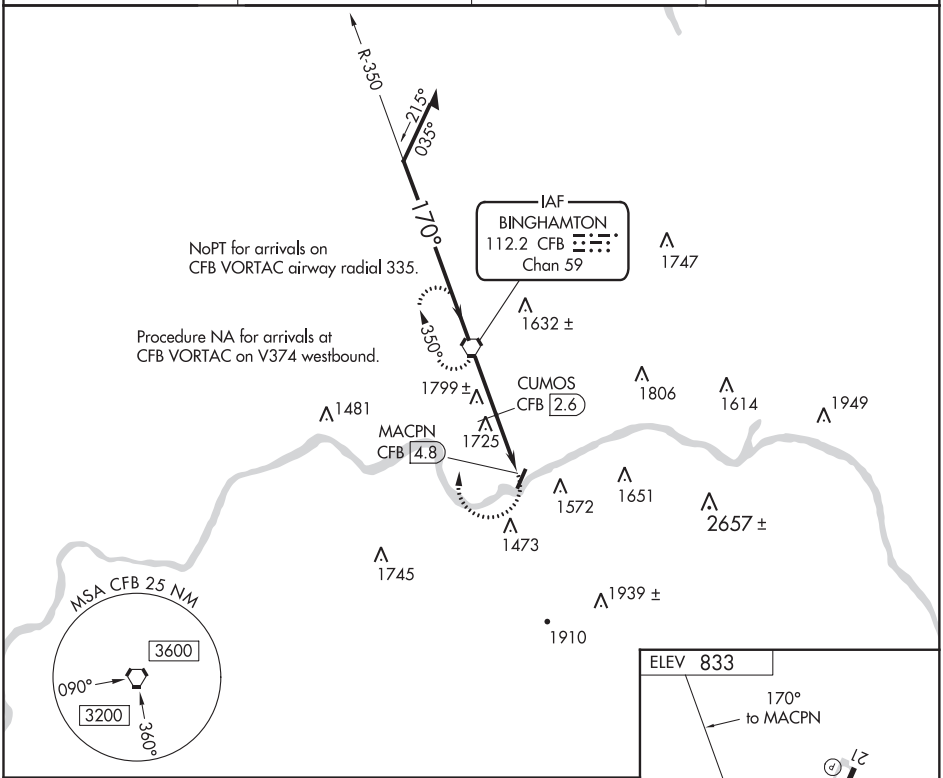
| VORTAC CFB 112.2 Chan 59 | APP CRS 170° | Rwy Idg N/A TDZE N/A Apt Elev 833 |
|---|---|---|

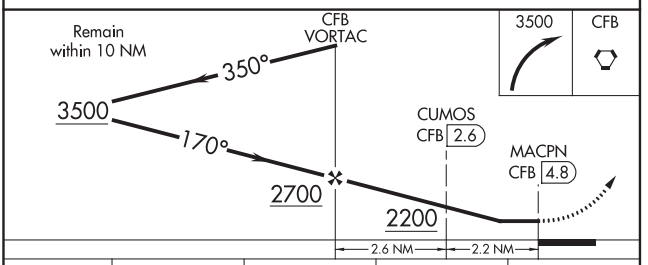
NA -17°C

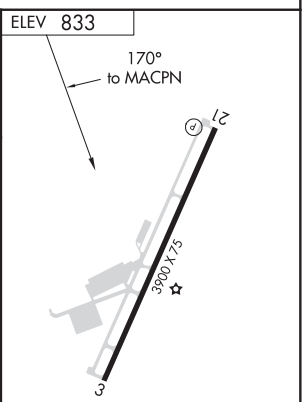
Visibility reduction by helicopters NA. Procedure NA at night. When local altimeter setting not received, use Binghamton altimeter and increase all MDA 140 feet.

MISSED APPROACH: Climbing right turn to 3500 direct CFB VORTAC and hold.

| AWOS-3 | BINGHAMTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 257.625 | 121.7 | 122.8 (CTAF) L |




REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2200-1¼ 1367 (1400-1¼) | 2200-1½ 1367 (1400-1½) | NA | |
| CUMOS FIX MINIMUMS | | | | |
| CIRCLING | 2000-1¼ 1167 (1200-1¼) | 2000-1½ 1167 (1200-1½) | NA | |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



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| LOC I-FRG | APP CRS | Rwy Idg | 6157 |
|---|---|---|---|
| 111.9 | 146° | TDZE | 77 |
| | | Apt Elev | 80 |

# ILS or LOC RWY 14

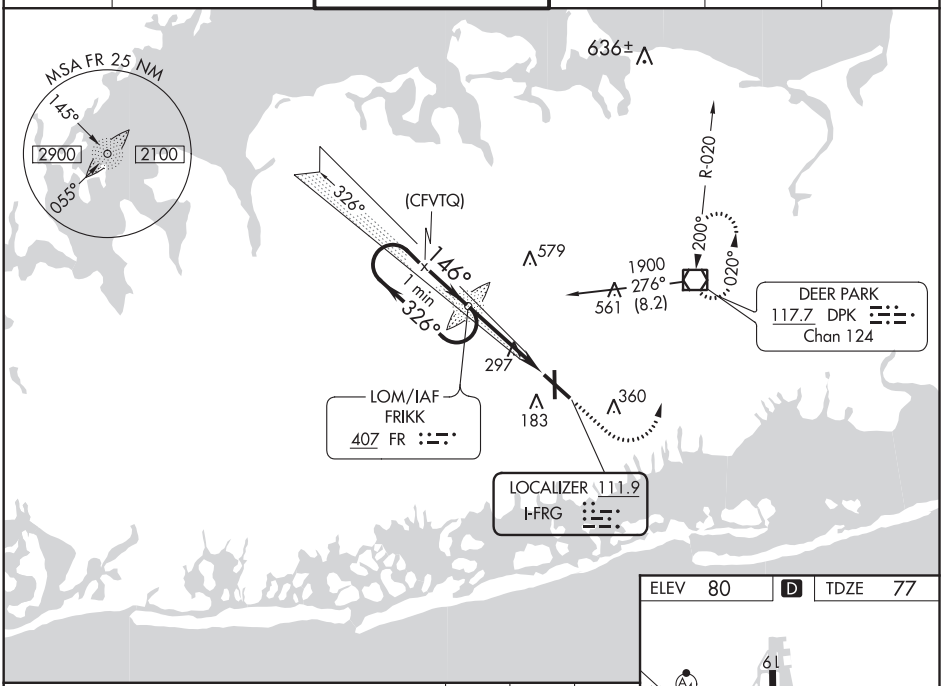
REPUBLIC (FRG)

▼ Inop table does not apply to S-ILS 14. For inop MALSR, increase S-LOC 14 Cats A/B visibility to 1, Cats C/D visibility to 1⅜. Autopilot coupled approach NA below 310. When local altimeter setting not received, use Islip altimeter setting: increase S-ILS 14 DA to 314; increase all MDA 40 feet and Circling Cats C/D visibility ¼ mile; inop table does not apply to S-ILS 14 all Cats; for inop MALSR, increase S-LOC 14 Cats A/B visibility to 1.

MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct DPKVOR/DME and hold, continue climb-in-hold to 3000.

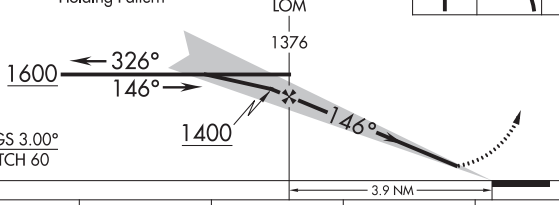
| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 128.125 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).

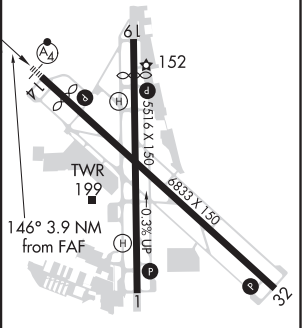
800 | 3000 | DPK

One Minute Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 277-¾ 200 (200-¾) | | | |
| S-LOC 14 | 560-¾ 483 (500-¾) | | 560-1 483 (500-1) | |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |

ELEV 80 D TDZE 77




MIRL Rwy 1-19 L
HIRL Rwy 14-32 L
REIL Rwys 1, 19, and 32 L

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |



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FARMINGDALE, NEW YORK | AL-704 (FAA) | 19339

# RNAV (RNP) Z RWY 14

REPUBLIC (FRG)

| APP CRS | Rwy ldg | 6157 |
|---|---|---|
| 146° | TDZE | 77 |
| | Apt Elev | 81 |

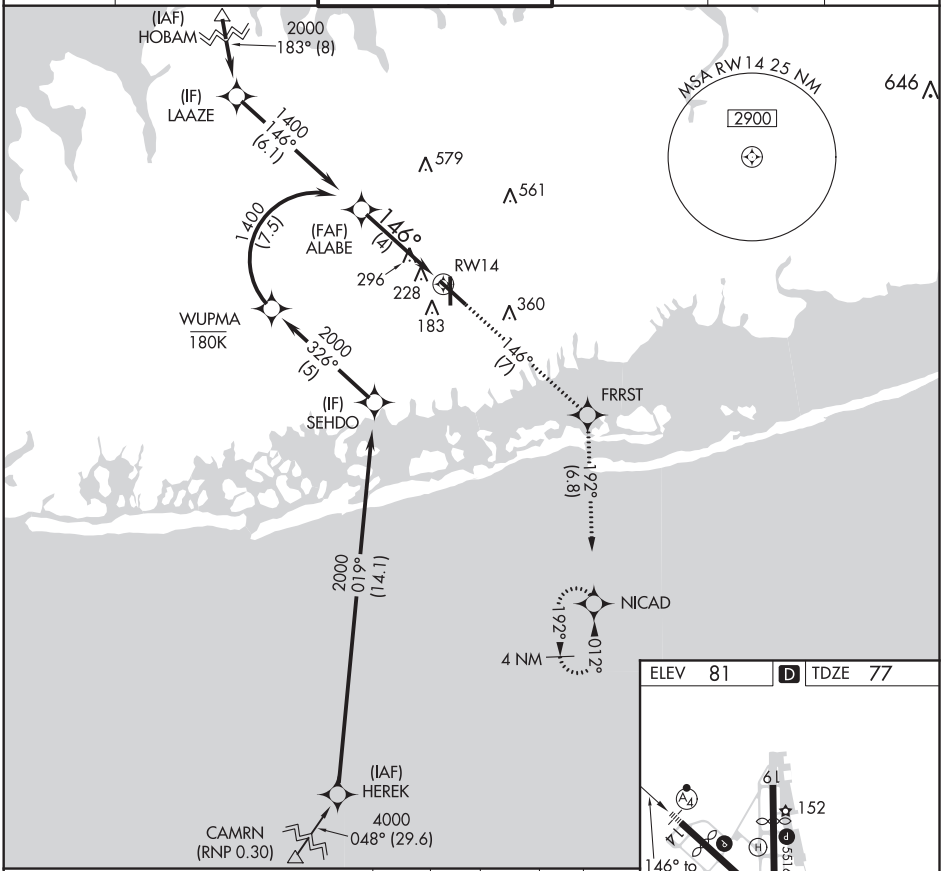
RNP AR APCH. RF required from HEREK.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 48°C. For inop ALS, increase all Cats visibility to 1⅜ SM.

MALSF

MISSED APPROACH: Climb to 2000 on track 146° to FRRST and on track 192° to NICAD and hold.

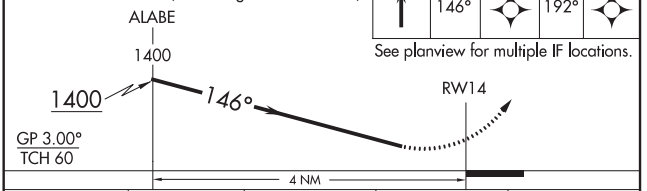
| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 128.125 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

| 2000 | tr 146° | FRRST | tr 192° | NICAD |
|---|---|---|---|---|

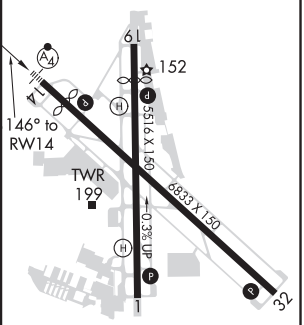
See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 502- ⅞ | 425 (500-⅞) | | |

AUTHORIZATION REQUIRED

ELEV 81 | D | TDZE 77




MIRL Rwy 1-19 L
HIRL Rwy 14-32 L
REIL Rwys 1, 19, and 32 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 5516 |
|---|---|---|---|
| CH 82524 | 013° | TDZE | 72 |
| W01A | | Apt Elev | 80 |

# RNAV (GPS) RWY 1

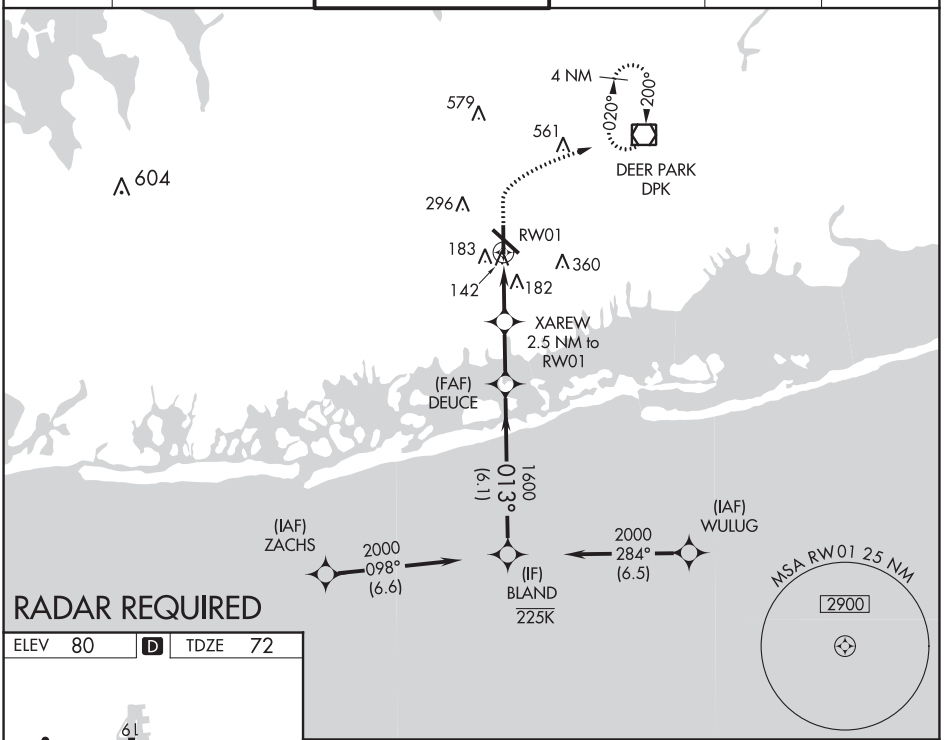
REPUBLIC (FRG)

RNP APCH.

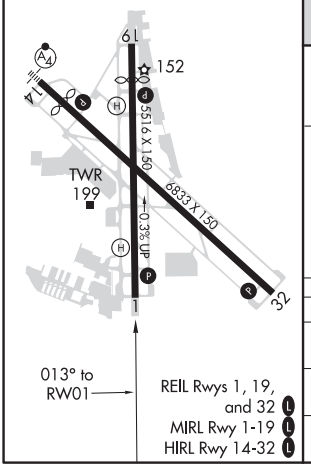
When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and LNAV Cats C/D visibility 1⅛ SM and Circling Cats C/D visibility ¼ SM. Rwy 1 helicopter visibility reduction below 1 SM NA.

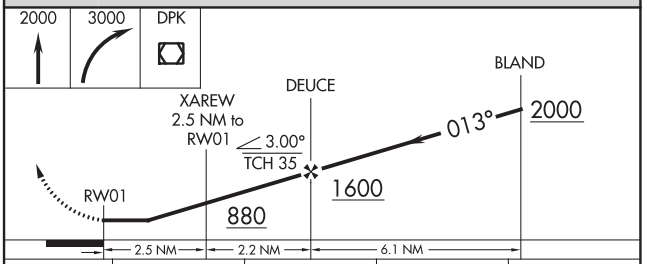
MISSED APPROACH: (Max 190K) Climb to 2000 then climbing right turn to 3000 direct DPK VOR/DME and hold.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 128.125 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




ELEV 80 D TDZE 72




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 400-1 328 (400-1) | | | |
| LNAV MDA | 460-1 388 (400-1) | | 460-1⅛ 388 (400-1⅛) | |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |



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# RNAV (GPS) RWY 19

REPUBLIC (FRG)

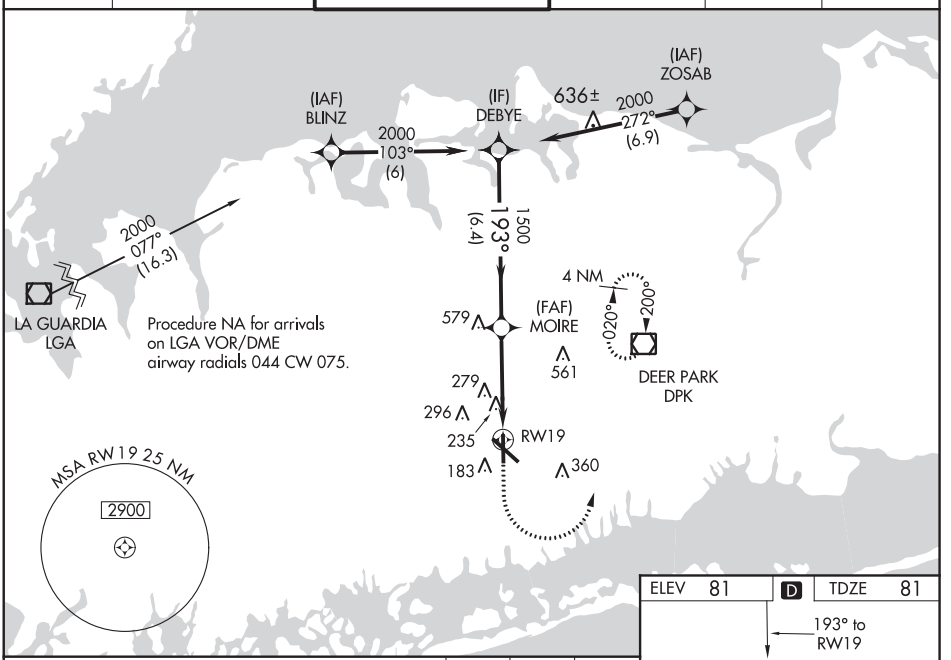
| WAAS CH 81924 W19A | APP CRS 193° | Rwy Idg 4727 / TDZE 81 / Apt Elev 81 |
|---|---|---|

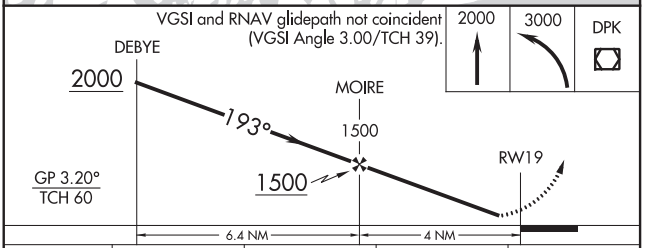
RADAR required for procedure entry at ZOSAB.

Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ SM and Circling Cats C/D visibility ¼ SM.

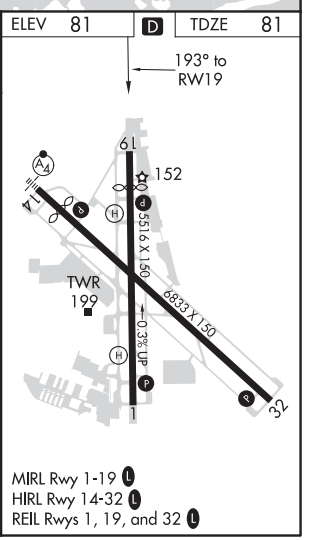
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DPK VOR/DME and hold.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 128.125 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 348-1 267 (300-1) | | | NA |
| LNAV/VNAV DA | 560-1½ 479 (500-1½) | | | NA |
| LNAV MDA | 540-1 459 (500-1) | | 540-1⅜ 459 (500-1⅜) | |
| CIRCLING | 560-1 479 (500-1) | 600-1 519 (600-1) | 720-1¾ 639 (700-1¾) | 720-2 639 (700-2) |




MIRL Rwy 1-19 L
HIRL Rwy 14-32 L
REIL Rwys 1, 19, and 32 L



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# RNAV (GPS) RWY 32

REPUBLIC (FRG)

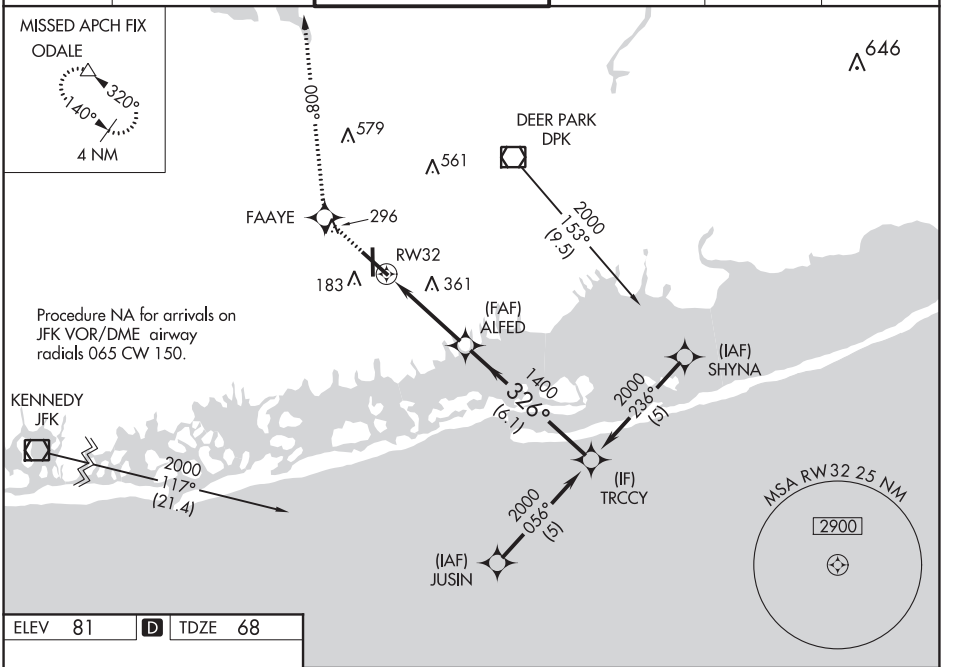
| WAAS | APP CRS | Rwy ldg | 6833 |
|---|---|---|---|
| CH 70715 | 326° | TDZE | 68 |
| W32A | | Apt Elev | 81 |

RNP APCH.

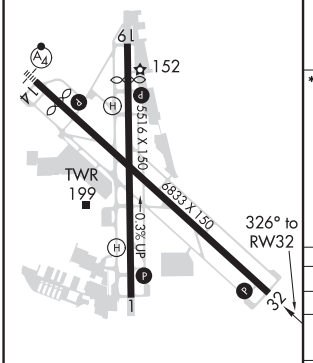
T A Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 38°C. Rwy 32 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C and D visibility ¼ mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAAYE and on track 008° to ODALE and hold.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 128.125 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |



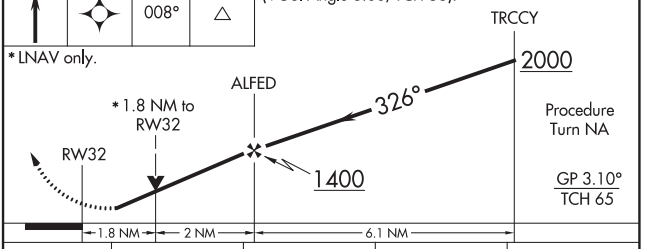

ELEV 81 D TDZ 68




REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L

| 3000 | FAAYE | tr 008° | ODALE |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 369-1 301 (300-1) | | | |
| LNAV/VNAV DA | 761-2¼ 693 (700-2¼) | | | |
| LNAV MDA | 680-1 612 (600-1) | | 680-1¾ 612 (600-1¾) | 680-2 612 (600-2) |
| CIRCLING | 680-1 599 (600-1) | | 720-1¾ 639 (700-1¾) | 720-2 639 (700-2) |



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# RNAV (GPS) Y RWY 14

REPUBLIC (FRG)

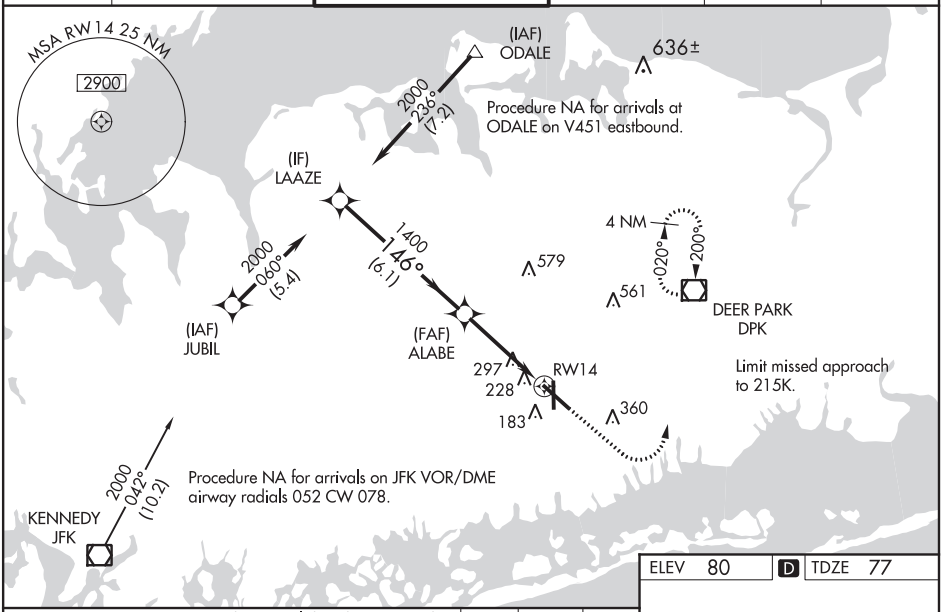
| WAAS CH 69612 W14A | APP CRS 146° | Rwy ldg 6157 TDZE 77 Apt Elev 80 |
|---|---|---|

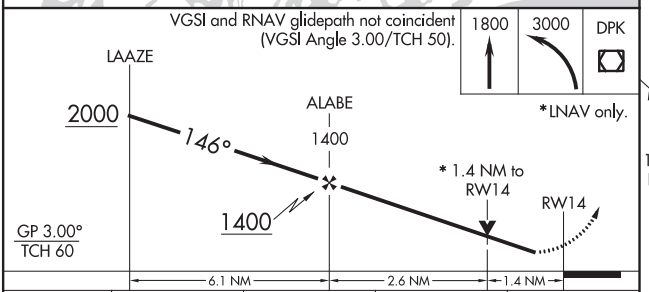
T A Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR: increase LNAV/VNAV all Cats visibility to 1; LNAV Cats A/B visibility to 1; LNAV Cats C/D visibility to 1⅜. Baro-VNAV and VDP NA when using Islip altimeter setting. When local altimeter setting not received, use Islip altimeter setting: increase LPV all Cats DA to 314; increase LNAV/ VNAV all Cats DA to 426; increase all MDA 40 feet and Circling Cats C/D visibility ¼ mile; inop table does not apply to LPV; for inop MALSR increase LNAV/VNAV all Cats visibility to 1⅛ and LNAV Cats A/B visibility to 1.

MALSF

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

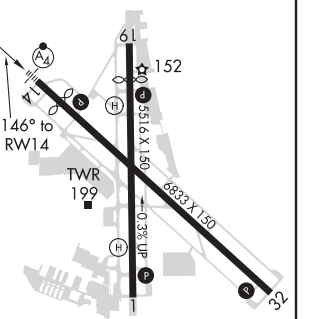
| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 128.125 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 277-¾ 200 (200-¾) | | | |
| LNAV/ VNAV DA | 389- ¾ 312 (400-¾) | | | |
| LNAV MDA | 560-¾ 483 (500-¾) | | 560-1 483 (500-1) | |
| CIRCLING | 560-1 480 (500-1) | 600-1 520 (600-1) | 720-1¾ 640 (700-1¾) | 720-2 640 (700-2) |

ELEV 80 D TDZE 77




REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L



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| NDB BBN | APP CRS | Rwy Idg | 5516 |
|---|---|---|---|
| 275 | 349° | TDZE | 73 |
| | | Apt Elev | 81 |

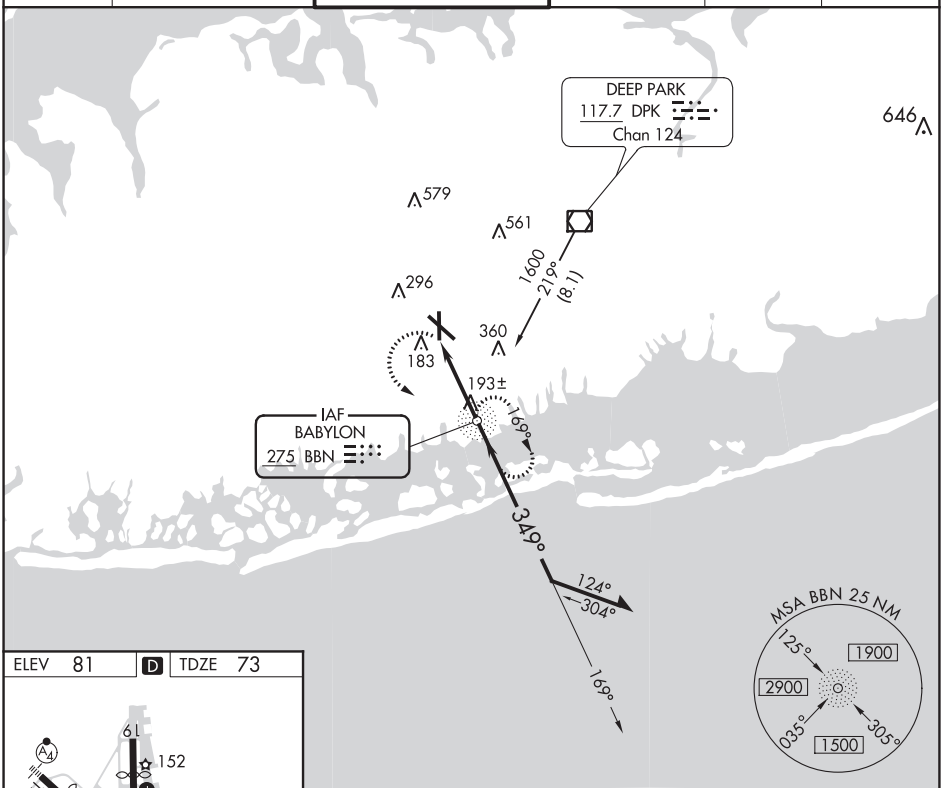
# NDB RWY 1

REPUBLIC (FRG)

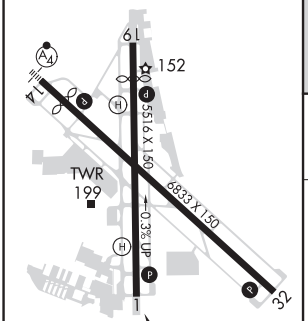
Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 1600 direct BBN NDB and hold.

| ATIS | NEW YORK APP CON | REPUBLIC TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.65 | 128.125 269.0 | 118.8 (CTAF) L 279.65 | 121.6 269.6 | 128.25 | 122.95 |

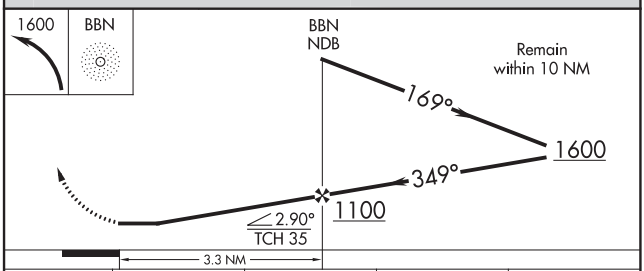



ELEV 81 D TDZE 73




FAF to MAP 3.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 540-1 | 467 (500-1) | 540-1¼ 467 (500-1¼) | 540-1½ 467 (500-1½) |
| CIRCLING | 560-1 479 (500-1) | 600-1 519 (600-1) | 720-1¾ 639 (700-1¾) | 720-2 639 (700-2) |



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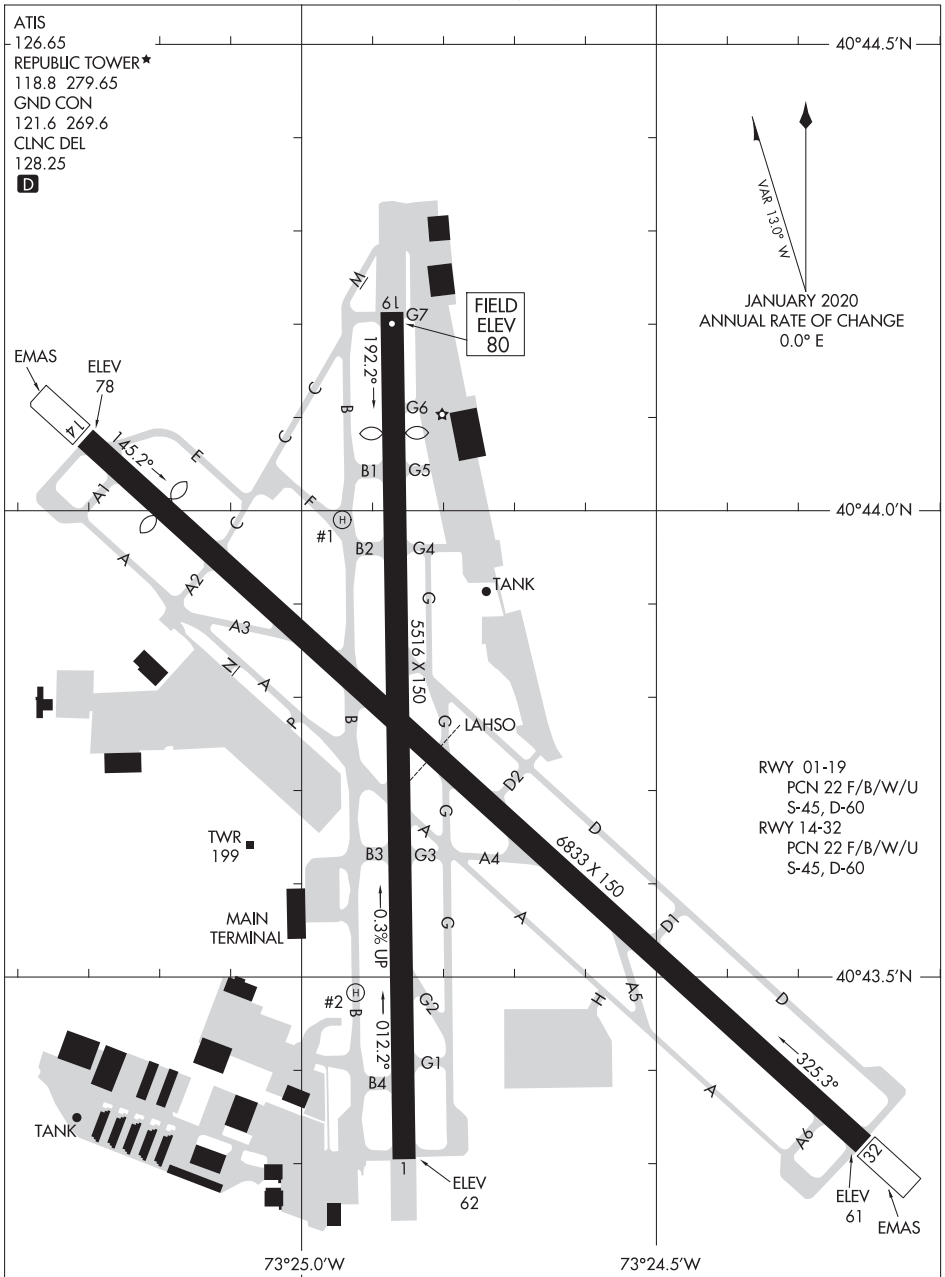
NE-2, 25 FEB 2021 to 22 APR 2021

20086

# AIRPORT DIAGRAM

AL-704 (FAA)

REPUBLIC (FRG)
FARMINGDALE, NEW YORK




AIRPORT DIAGRAM

20086

FARMINGDALE, NEW YORK
REPUBLIC (FRG)

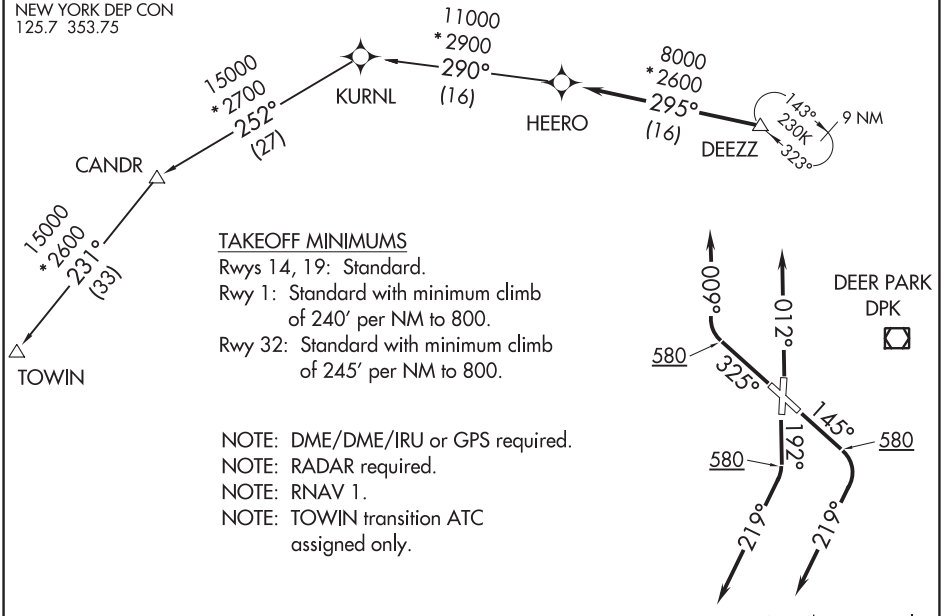
NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# DEEZZ FIVE DEPARTURE (RNAV)

ATIS
126.65
CLNC DEL
128.25
GND CON
121.6 269.6
REPUBLIC TOWER ★
118.8 279.65
NEW YORK DEP CON
125.7 353.75

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 14, 19: Standard.
Rwy 1: Standard with minimum climb of 240′ per NM to 800.
Rwy 32: Standard with minimum climb of 245′ per NM to 800.

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: TOWIN transition ATC assigned only.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 012°, thence . . . .
TAKEOFF RUNWAY 14: Climb heading 145° to 580, then climbing right turn heading 219°, thence . . . .
TAKEOFF RUNWAY 19: Climb heading 192° to 580, then climbing right turn heading 219°, thence . . . .
TAKEOFF RUNWAY 32: Climb heading 325° to 580, then climbing right turn heading 009°, thence . . . .

. . . . expect vectors to DEEZZ, then on track 295° to HEERO. Maintain 3000.
Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

CANDR TRANSITION (DEEZZ5.CANDR)
TOWIN TRANSITION (DEEZZ5.TOWIN)



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NE-2, 25 FEB 2021 to 22 APR 2021

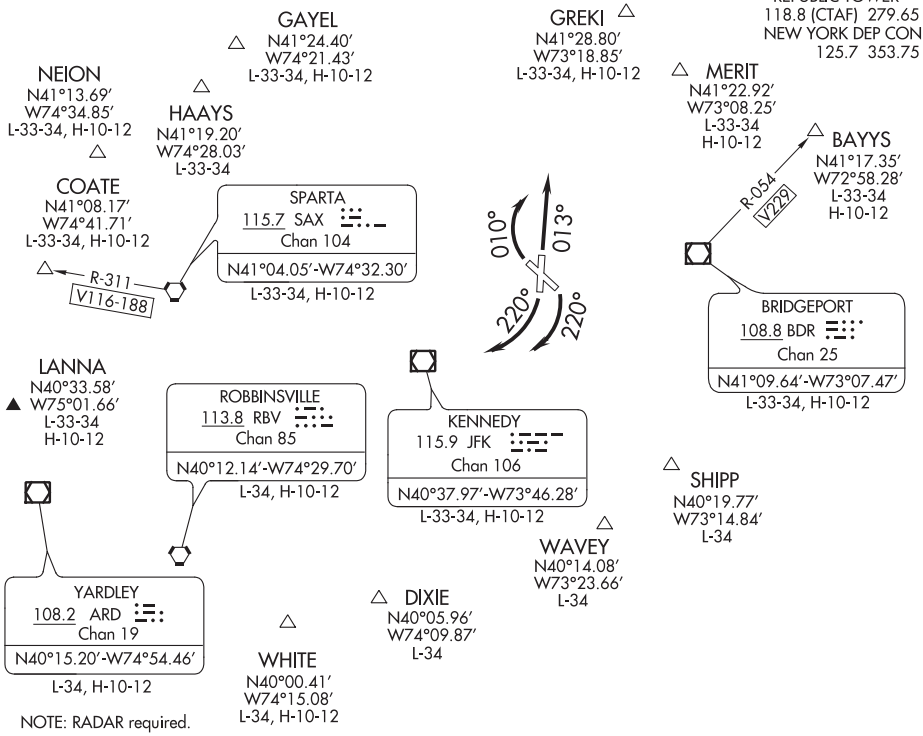
(REP1.REP) 20086 AL-704 (FAA)

# REPUBLIC ONE DEPARTURE

REPUBLIC (FRG)
FARMINGDALE, NEW YORK

**TOP ALTITUDE: 3000**

ATIS 126.65
CLNC DEL 128.25
GND CON 121.6 269.6
REPUBLIC TOWER ★ 118.8 (CTAF) 279.65
NEW YORK DEP CON 125.7 353.75




NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 14, 19: Standard.
Rwy 1: 300-1¼ or standard with minimum climb of 240' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later then 1900' prior to DER.
Rwy 32: Standard with minimum climb of 240' per NM to 800.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 013°, thence....
TAKEOFF RUNWAYS 14, 19: Climbing right turn to heading 220°, thence....
TAKEOFF RUNWAY 32: Climbing right turn to heading 010°, thence....

....RADAR vectors to assigned route or depicted fix. Maintain 3000. Expect clearance to filed altitude/flight level 10 minutes after departure.

BAYYS DEPARTURES: RADAR vectors will be provided to BDR VOR/DME R-054 to BAYYS.
COATE DEPARTURES: RADAR vectors will be provided to SAX VORTAC R-311, to COATE.



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| VOR/DME GON | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.85 | 183° | TDZE | N/A |
| Chan 45 (Y) | | Apt Elev | 9 |

# VOR or GPS-A

## ELIZABETH FIELD (ØB8)

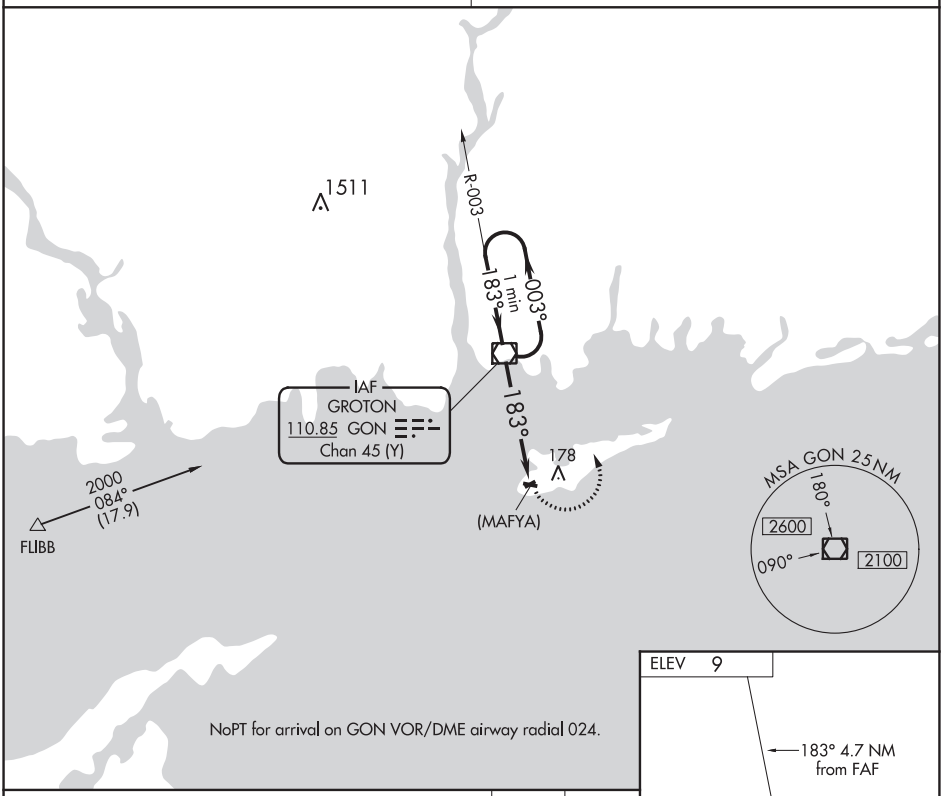
Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting. Circling NA at night to Rwys 7 and 25.

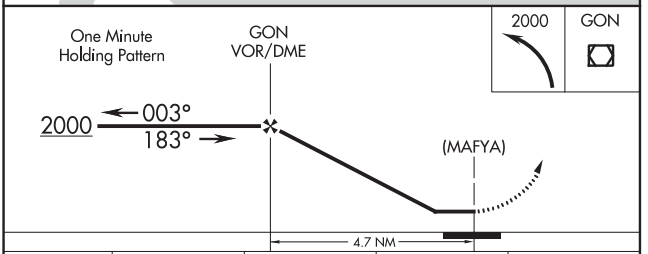
NA

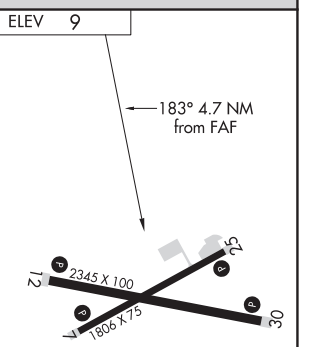
MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.

PROVIDENCE APP CON ★
125.75 319.2

UNICOM
122.8 (CTAF) L ★




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 540-1 | 531 (600-1) | 540-1½ 531 (600-1½) | NA |
| BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 600-1 | 591 (600-1) | 600-1½ 591 (600-1½) | NA |

REIL Rwys 7, 12, 25 and 30 L ★
MIRL Rwys 7-25 and 12-30 L ★

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



NE-2, 25 FEB 2021 to 22 APR 2021
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# ILS or LOC RWY 33

OSWEGO COUNTY (FZY)

| LOC/DME I-FZY | APP CRS | Rwy Idg | 4782 |
|---|---|---|---|
| 110.9 | 330° | TDZE | 471 |
| Chan 46 | | Apt Elev | 475 |

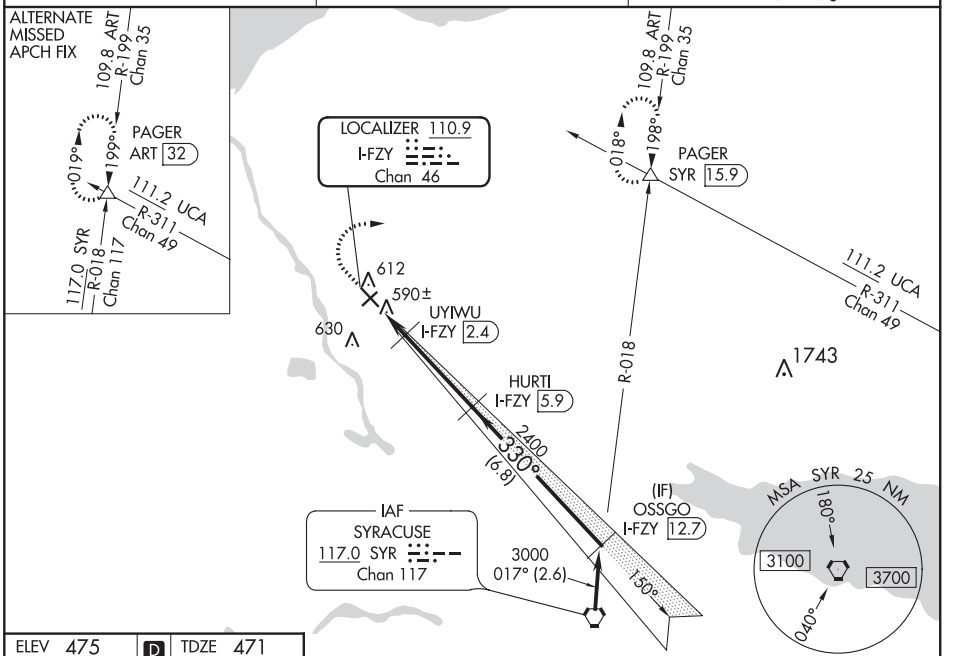
DME required.

NA

Circling Rwy 24 NA at night.
Rwy 33 helicopter visibility reduction below ¾ SM NA.

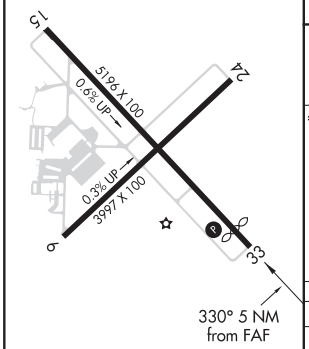
MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 100° and SYR VORTAC R-018 to PAGER/SYR 15.9 DME and hold.

| ASOS | SYRACUSE APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.125 269.125 | 123.0 (CTAF) L |




ELEV 475 D TDZ 471

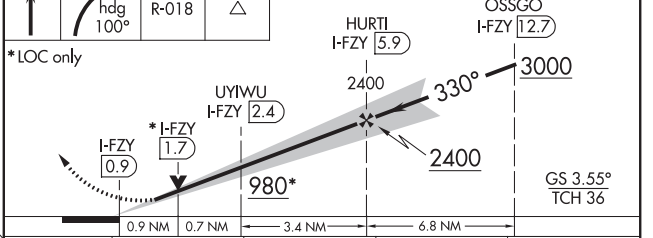
Procedure NA for arrivals at SYR VORTAC on V29 southbound.




MIRL Rwys 6-24 L
HIRL Rwys 15-33 L
REIL Rwys 15 and 33 L
REIL Rwys 6 and 24

| 1200 | 3000 hdg 100° | SYR R-018 | PAGER △ |
|---|---|---|---|

*LOC only




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 814-1 | 343 (400-1) | | NA |
| S-LOC 33 | 840-1 | 369 (400-1) | | NA |
| C CIRCLING | 920-1 445 (500-1) | 940-1 465 (500-1) | 960-1½ 485 (500-1½) | NA |



43°21'N-76°23'W



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| WAAS | APP CRS | Rwy Idg | 5196 |
|---|---|---|---|
| CH 72820 | 150° | TDZE | 462 |
| W15A | | Apt Elev | 475 |

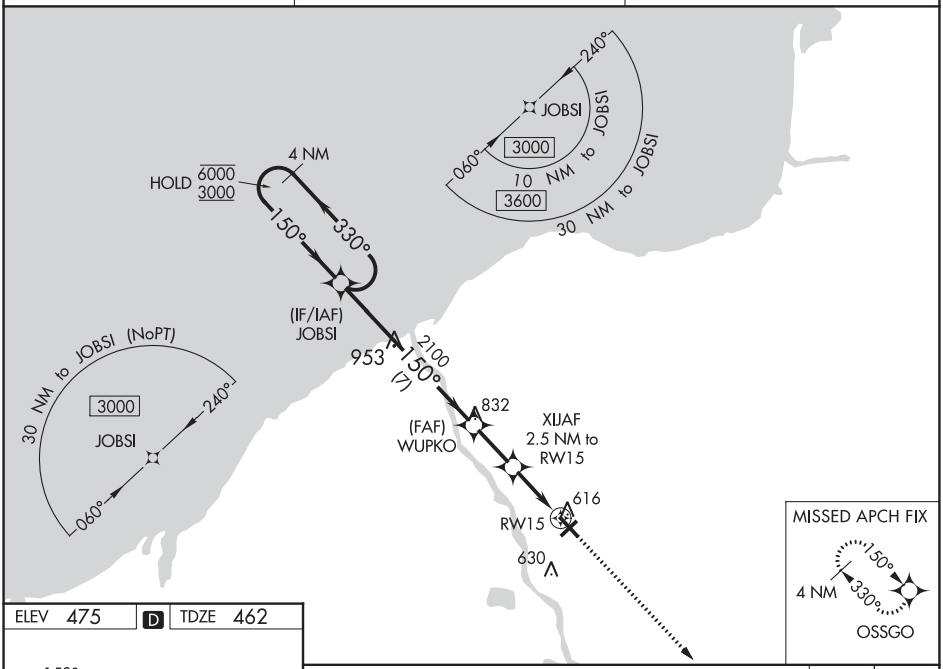
# RNAV (GPS) RWY 15
## OSWEGO COUNTY (FZY)

RNP APCH.

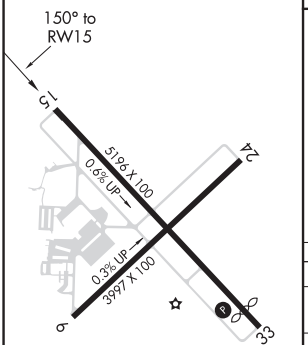
Rwy 15 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH:
Climb to 3000 direct OSSGO and hold.

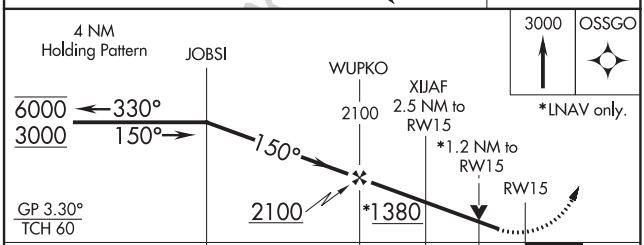
| ASOS | SYRACUSE APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.125 269.125 | 123.0 (CTAF) L |




ELEV 475 D TDZE 462




MIRL Rwys 6-24 L
HIRL Rwys 15-33 L
REIL Rwys 15 and 33 L
REIL Rwys 6 and 24




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 783-1 321 (400-1) | | | NA |
| LNAV/VNAV DA | 887-1¼ 425 (500-1¼) | | | NA |
| LNAV MDA | 920-1 458 (500-1) | | 920-1⅜ 458 (500-1⅜) | NA |
| CIRCLING | 1000-1 525 (600-1) | | 1000-1½ 525 (600-1½) | NA |



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FULTON, NEW YORK | AL-5518 (FAA) | 20086

# RNAV (GPS) RWY 24

OSWEGO COUNTY (FZY)

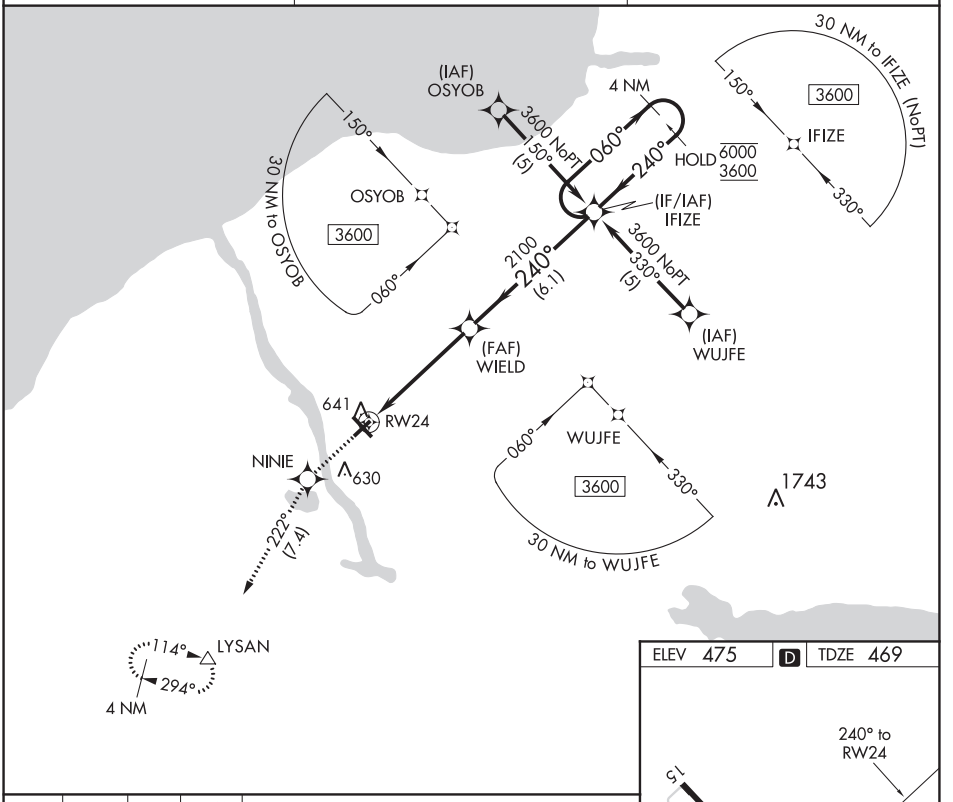
| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 240° | 3997 | 469 | 475 |

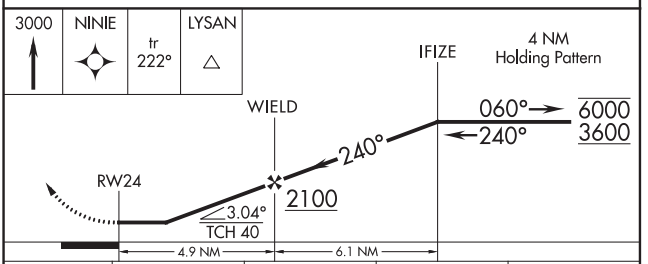
RNP APCH.

Rwy 24 helicopter visibility reduction below 1 SM NA.

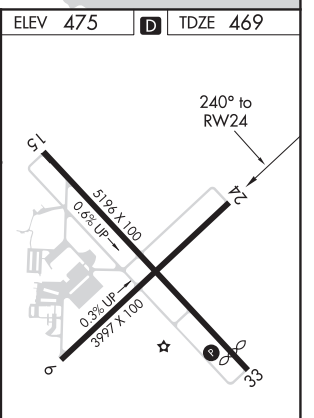
MISSED APPROACH: Climb to 3000 direct NINIE and on track 222° to LYSAN and hold.

| ASOS | SYRACUSE APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.125 269.125 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 491 (500-1) | | 960-1⅜ 491 (500-1⅜) | 960-1½ 491 (500-1½) |
| CIRCLING | 1000-1 525 (600-1) | | 1000-1½ 525 (600-1½) | 1040-2 565 (600-2) |




FULTON, NEW YORK
Amdt 1B 26MAR20

43°21'N-76°23'W

OSWEGO COUNTY (FZY)

RNAV (GPS) RWY 24


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 33

OSWEGO COUNTY (FZY)

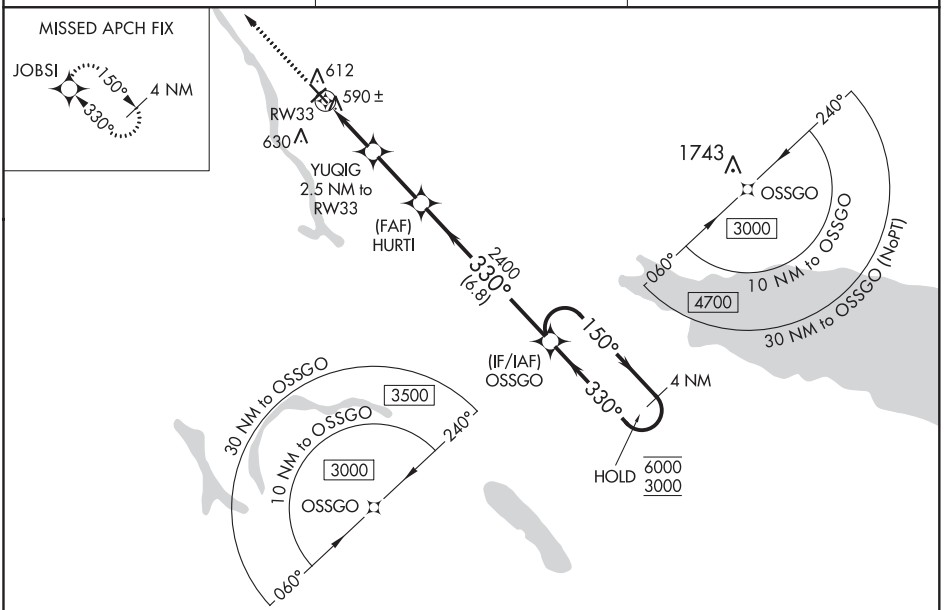
| WAAS CH 82520 W33A | APP CRS 330° | Rwy Idg 4782 TDZE 471 Apt Elev 475 |
|---|---|---|

RNP APCH.

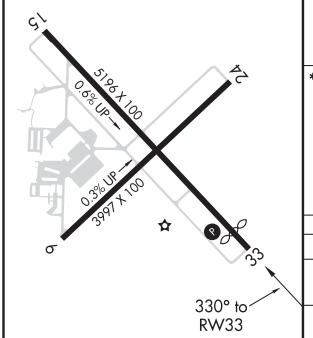
T A Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct JOBSI and hold.

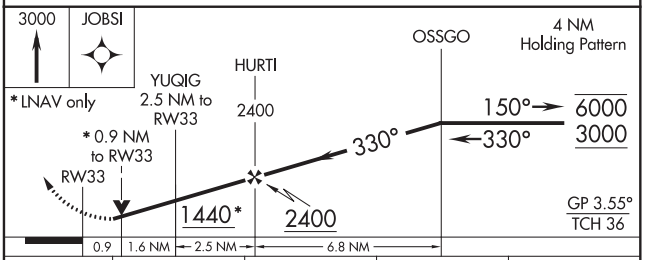
| ASOS | SYRACUSE APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.125 269.125 | 123.0 (CTAF) L |




ELEV 475 D TDZE 471




MIRL Rwys 6-24 L
HIRL Rwys 15-33 L
REIL Rwys 15 and 33 L
REIL Rwys 6 and 24




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 810-1 339 (400-1) | | | NA |
| LNAV/VNAV | DA | 771-⅞ 300 (300-⅞) | | | NA |
| LNAV | MDA | 840-1 369 (400-1) | | | NA |
| C CIRCLING | | 920-1 445 (500-1) | 940-1 465 (500-1) | 960-1½ 485 (500-1½) | NA |



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

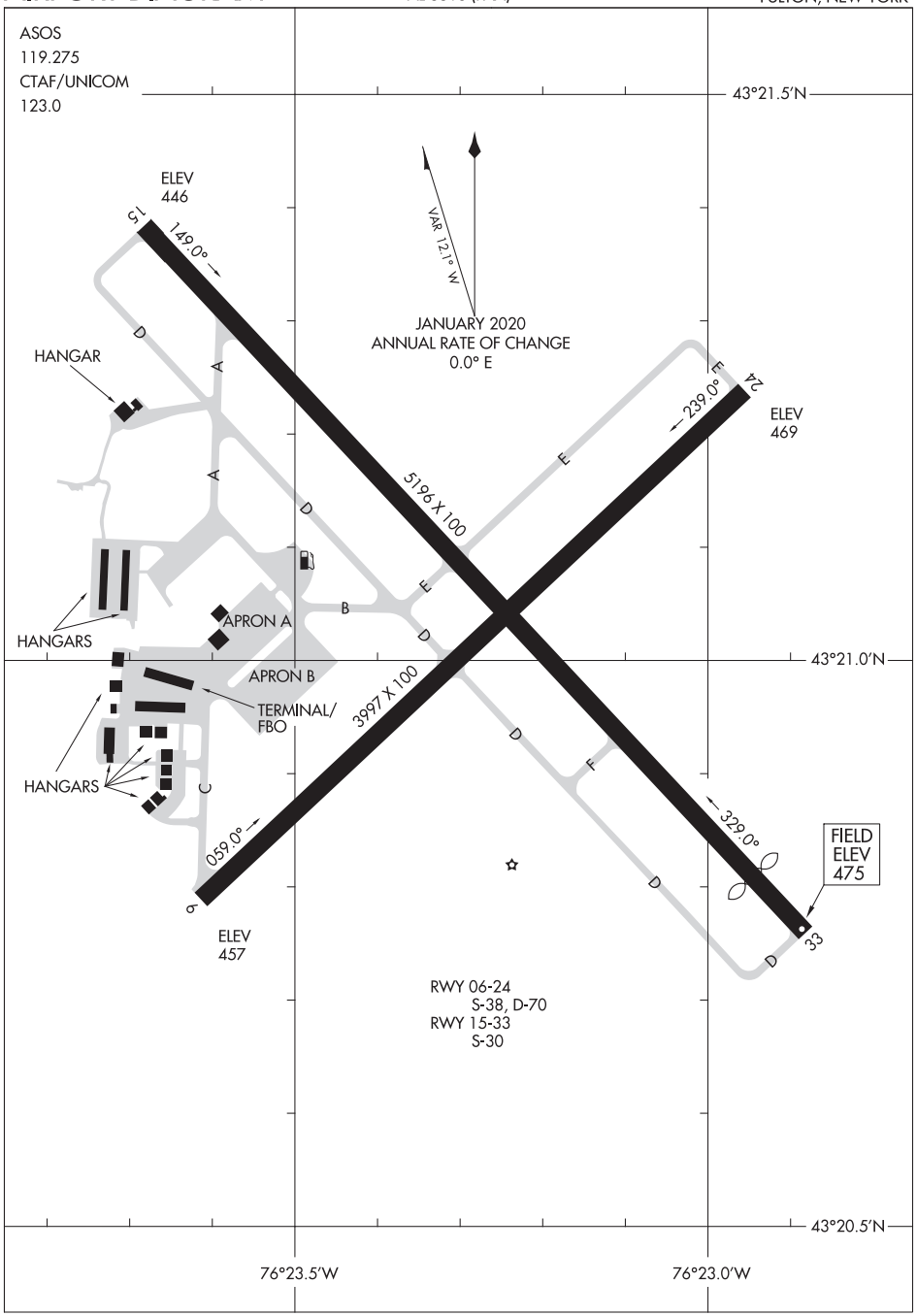
20086

# AIRPORT DIAGRAM

AL-5518 (FAA)

## OSWEGO COUNTY (FZY)

FULTON, NEW YORK




NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

20086

FULTON, NEW YORK
OSWEGO COUNTY (FZY)

# ILS or LOC RWY 1

## FLOYD BENNETT MEMORIAL (GFL)

| LOC I-GFL | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.7 | 012° | TDZE | 324 |
| | | Apt Elev | 328 |

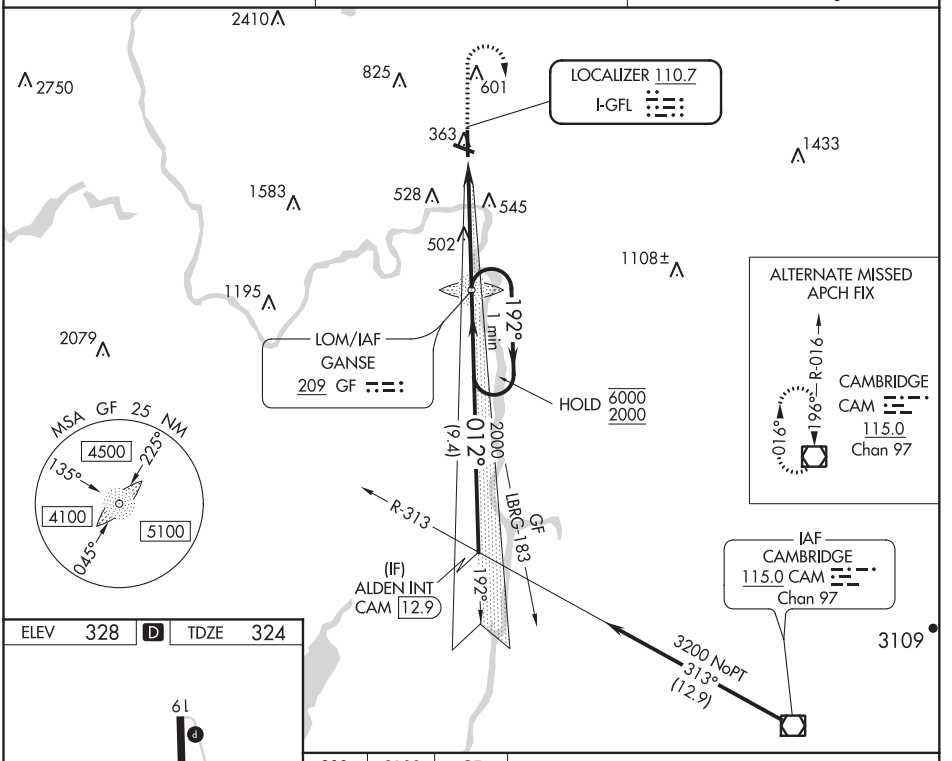
ADF required.

Circling NA for Cat D north of Rwys 12 and 19.
Circling Rwy 12, 30 NA at night.
For inop ALS, increase S-LOC 1 Cat C/D visibility to 1⅜ SM.
-18°C

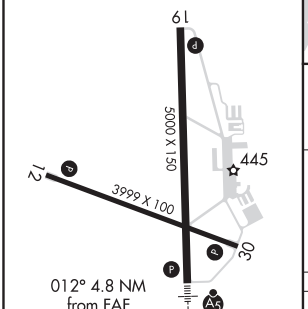
MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2100 direct GANSE LOM and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |

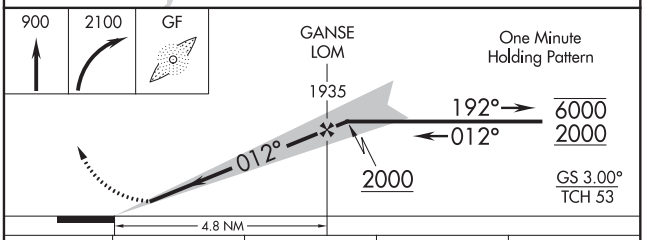



ELEV 328 D TDZE 324




FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 524-½ 200 (200-½) | | | |
| S-LOC 1 | 820-½ 496 (500-½) | | 820-1 496 (500-1) | |
| C CIRCLING | 840-1 512 (600-1) | 860-1 532 (600-1) | 940-1¾ 612 (700-1¾) | 1460-3 1132 (1200-3) |



NE-2, 25 FEB 2021 to 22 APR 2021
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GLENS FALLS, NEW YORK | AL-673 (FAA) | 21056

# RNAV (GPS) RWY 1

## FLOYD BENNETT MEMORIAL (GFL)

| WAAS CH 87118 W01A | APP CRS 012° | Rwy ldg 5000 / TDZE 324 / Apt Elev 328 |
|---|---|---|

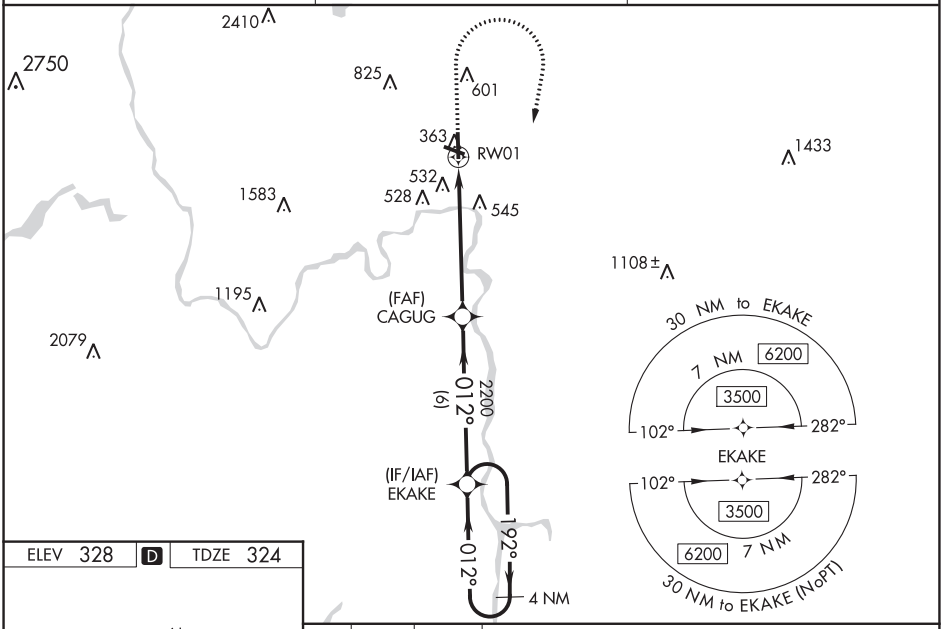
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase LNAV/VNAV all Cats ⅜ SM, LNAV Cat C/D and Circling Cat C visibility ¼ SM. For inoperative ALS when using Albany altimeter setting, increase LPV all Cats visibility to ⅞ SM. Baro-VNAV and VDP NA when using Albany altimeter setting. Circling Rwy 12, 30 NA at night. Rwy 12, 30 helicopter visibility reduction below 1 SM NA.

-18°C

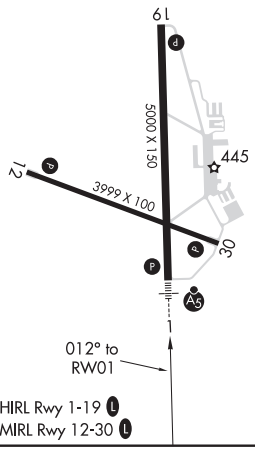
MALSR

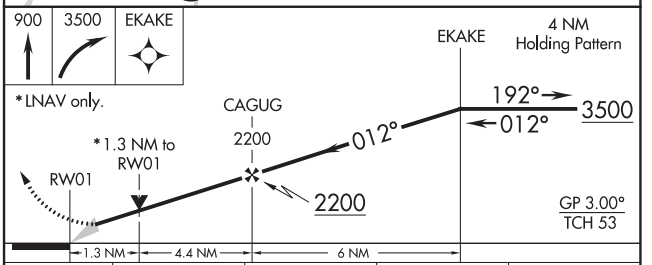
MISSED APPROACH: Climb to 900 then climbing right turn to 3500 direct EKAKE and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) |




ELEV 328 D TDZE 324




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 524-½ | 200 (200-½) | | |
| LNAV/VNAV DA | 835-1¼ | 511 (600-1¼) | | |
| LNAV MDA | 800-½ | 476 (500-½) | 800-1 | 476 (500-1) |
| C CIRCLING | 840-1 512 (600-1) | 860-1 532 (600-1) | 940-1¾ 612 (700-1¾) | 1960-3 1632 (1700-3) |

GLENS FALLS, NEW YORK
Amdt 2 05JAN17

43°20'N-73°37'W

FLOYD BENNETT MEMORIAL (GFL)

RNAV (GPS) RWY 1


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 12

## FLOYD BENNETT MEMORIAL (GFL)

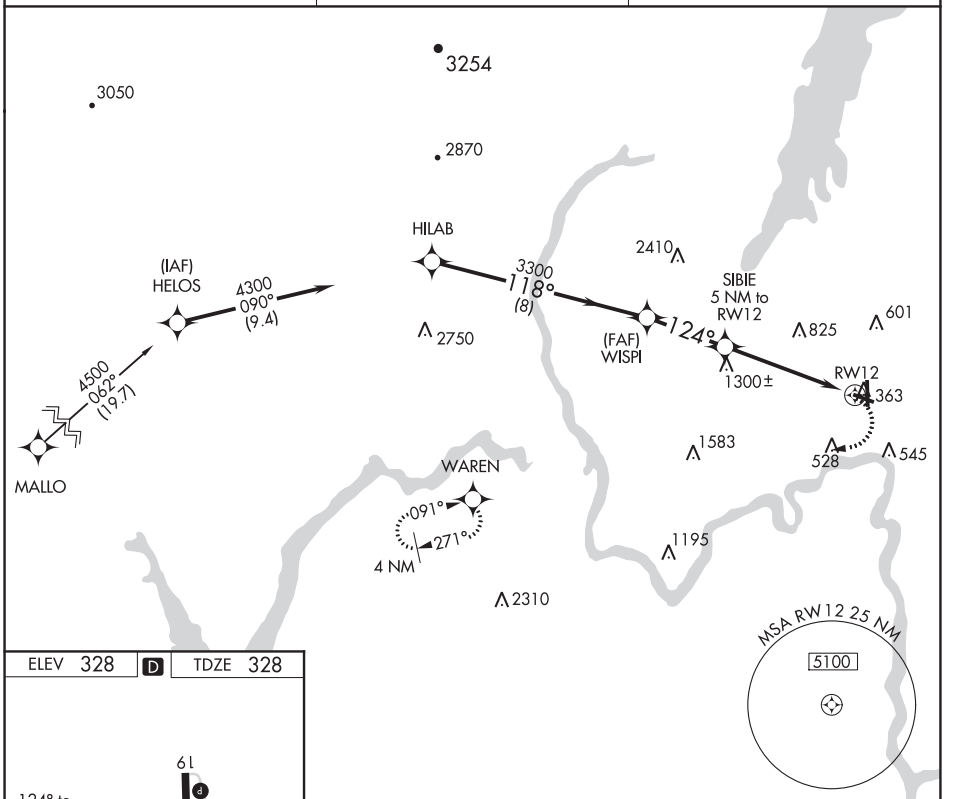
| APP CRS | Rwy Idg | 3999 |
|---|---|---|
| 124° | TDZE | 328 |
| | Apt Elev | 328 |

NA
-18°C

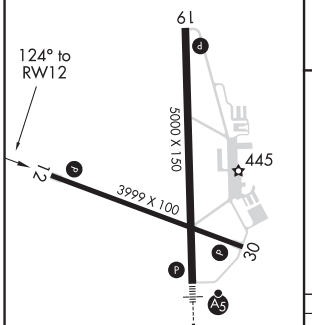
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 12, 30 NA.

MISSED APPROACH: Climbing right turn to 4000 direct to WAREN WP and hold.

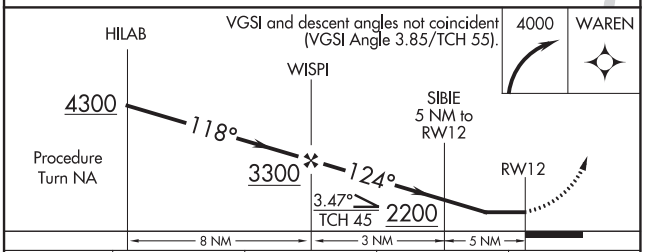
| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |




ELEV 328 D TDZE 328




HIRL Rwy1-19 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1560-1¼ 1232 (1300-1¼) | 1560-1½ 1232 (1300-1½) | 1560-3 | 1232 (1300-3) |
| CIRCLING | 1560-1¼ 1232 (1300-1¼) | 1560-1½ 1232 (1300-1½) | 1560-3 | 1232 (1300-3) |



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GLENS FALLS, NEW YORK | AL-673 (FAA) | 21056

# RNAV (GPS) RWY 19

## FLOYD BENNETT MEMORIAL (GFL)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 177° | TDZE | 327 |
| | Apt Elev | 328 |

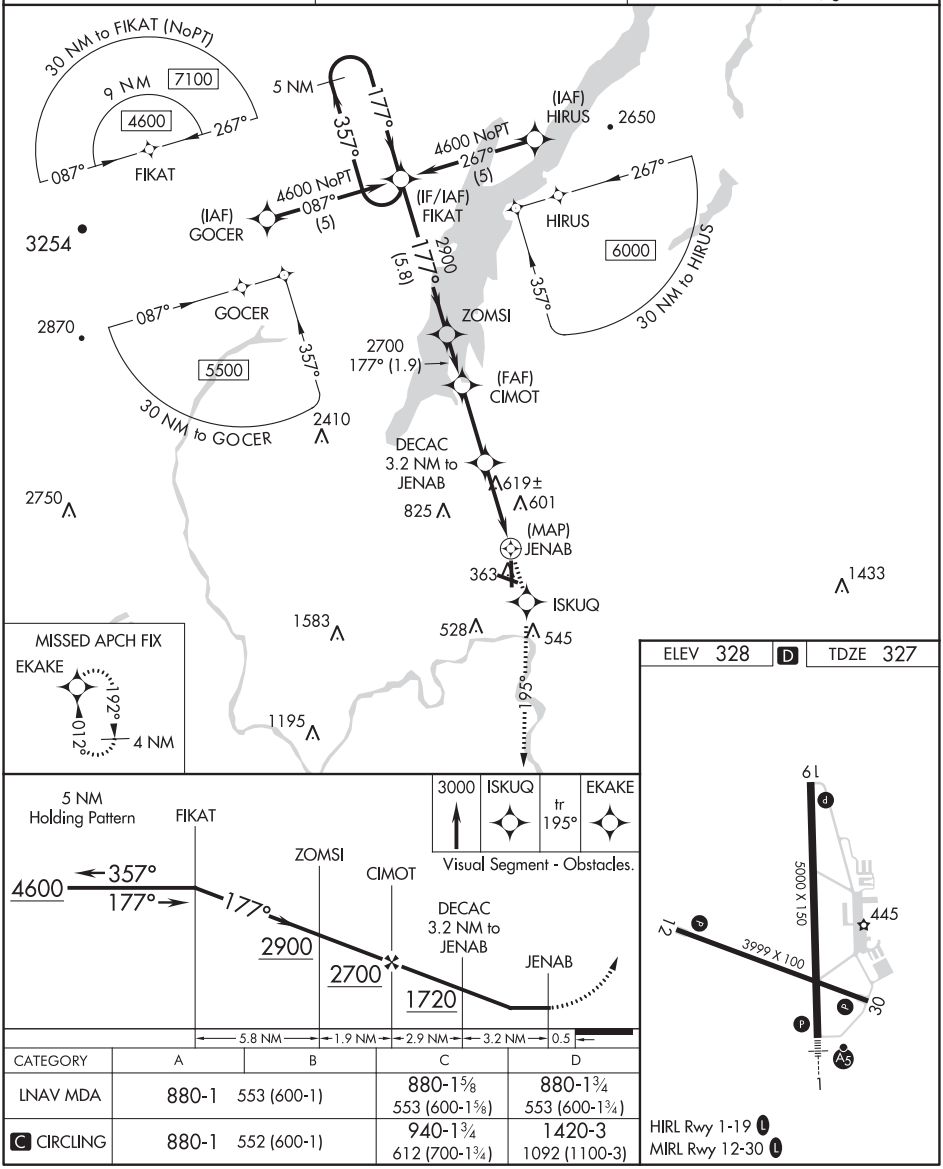
RNP APCH.

T A -18°C

Circling NA for Cat D NW of Rwy 12 and 19. Rwy 19 helicopter visibility reduction below ¾ SM NA. Circling Rwy 12, 30 NA at night.

MISSED APPROACH: Climb to 3000 direct ISKUQ and on track 195° to EKAKE and hold.

| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880-1 | 553 (600-1) | 880-1⅝ 553 (600-1⅝) | 880-1¾ 553 (600-1¾) |
| C CIRCLING | 880-1 | 552 (600-1) | 940-1¾ 612 (700-1¾) | 1420-3 1092 (1100-3) |

HIRL Rwy 1-19 L
MIRL Rwy 12-30 L

GLENS FALLS, NEW YORK
Amdt 1C 08NOV18

43°20'N-73°37'W

FLOYD BENNETT MEMORIAL (GFL)

RNAV (GPS) RWY 19

NE-2, 25 FEB 2021 to 22 APR 2021

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# RNAV (GPS) RWY 30

## FLOYD BENNETT MEMORIAL (GFL)

| APP CRS | Rwy Idg | 3999 |
|---|---|---|
| 305° | TDZE | 325 |
| | Apt Elev | 328 |

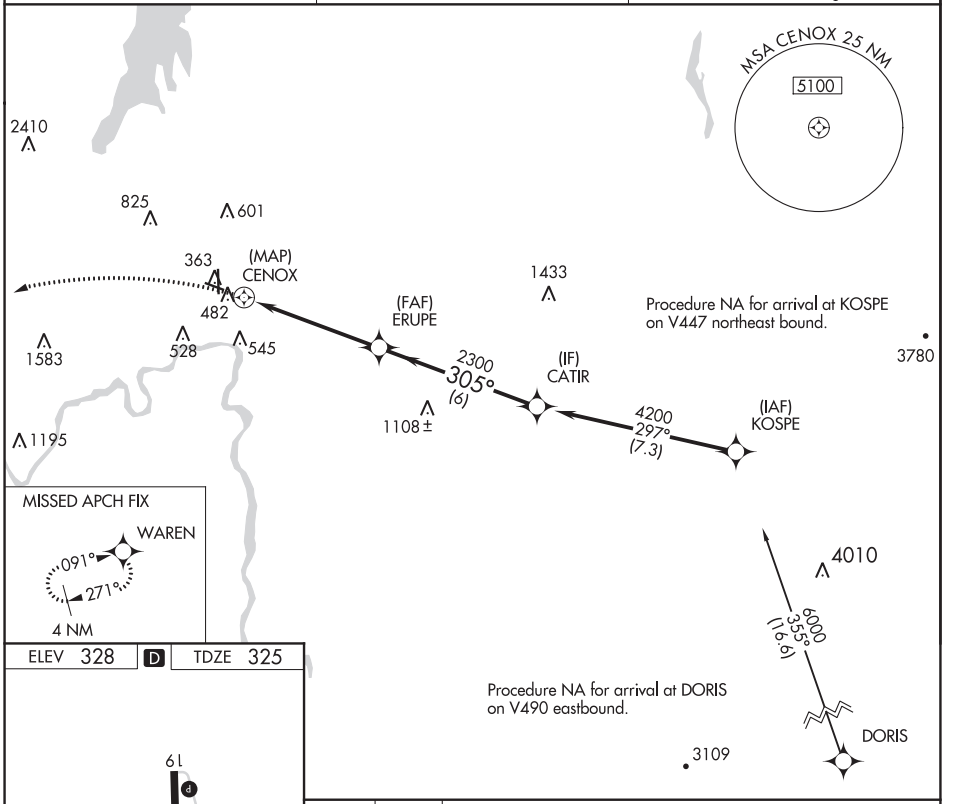
RNP APCH.

T
A
-18°C

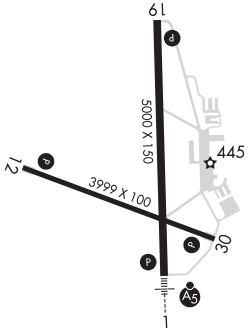
Circling Rwy 12 NA at night.
Rwy 30 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 4000 direct WAREN and hold.

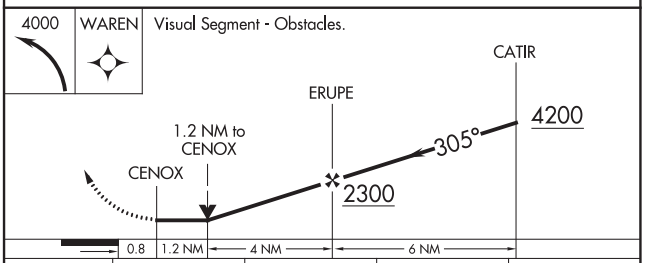
| ASOS | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.825 307.2 | 123.0 (CTAF) L |




ELEV 328 D TDZE 325




HIRL Rwy 1-19 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 695 (700-1) | 1020-2<br>695 (700-2) | 1020-2¼<br>695 (700-2¼) |
| C CIRCLING | 1020-1 | 692 (700-1) | 1020-2<br>692 (700-2) | 1960-3<br>1632 (1700-3) |



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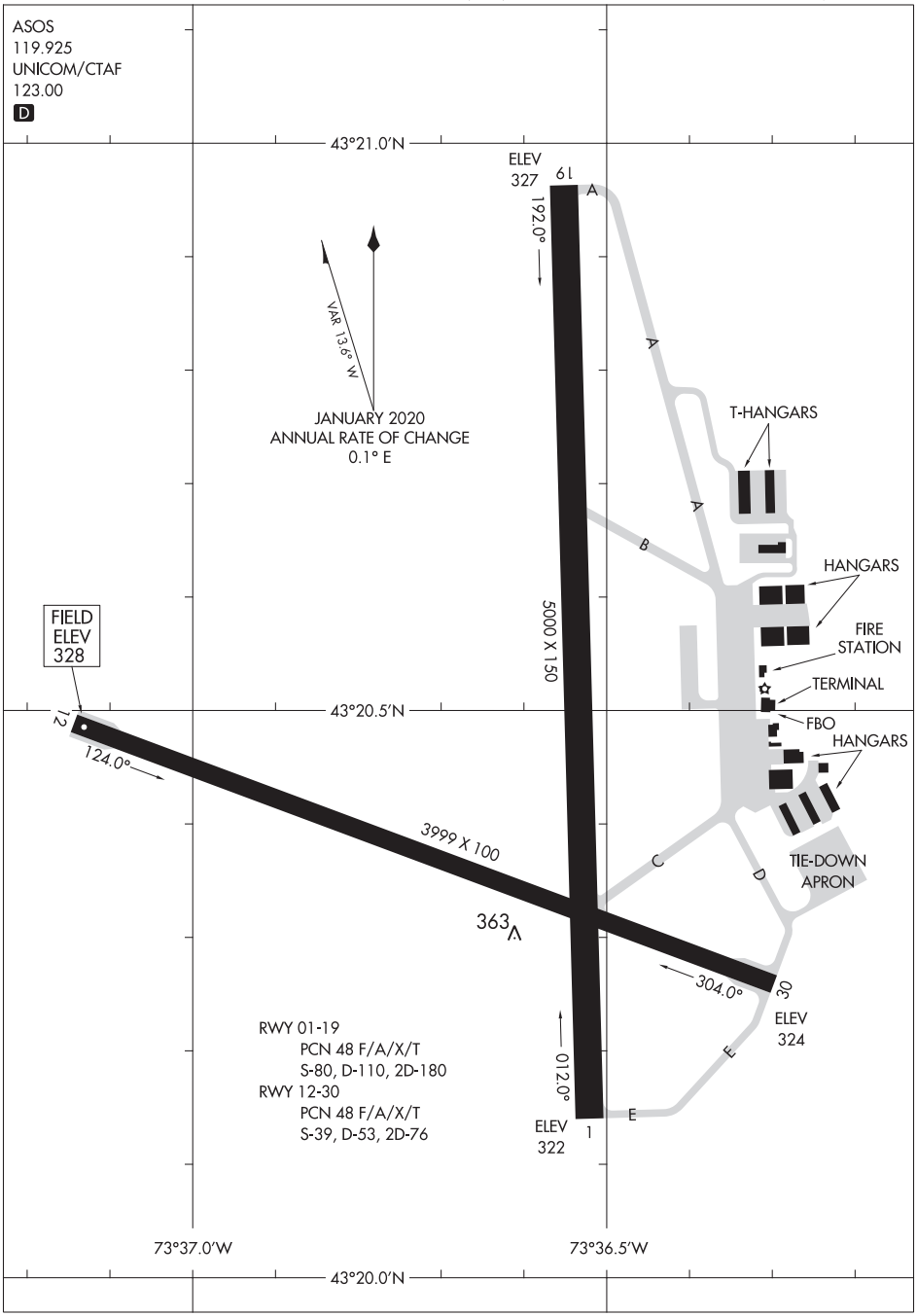
20086

# AIRPORT DIAGRAM

AL-673 (FAA)

## FLOYD BENNETT MEMORIAL (GFL)

GLENS FALLS, NEW YORK




AIRPORT DIAGRAM

20086

GLENS FALLS, NEW YORK

FLOYD BENNETT MEMORIAL (GFL)



NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 5014 |
|---|---|---|---|
| CH 65818 | 170° | TDZE | 1137 |
| W17A | | Apt Elev | 1137 |

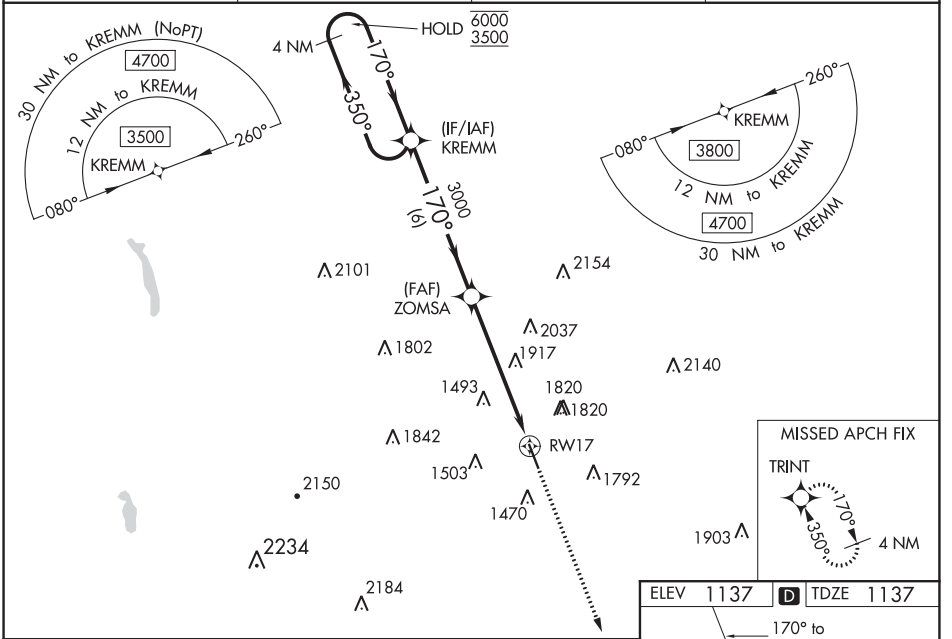
# RNAV (GPS) RWY 17
## HAMILTON MUNI (VGC)

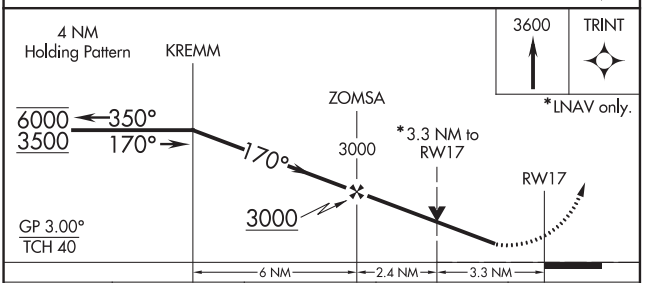
RNP APCH.

V A NA — Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 1614, LNAV/VNAV DA to 2579 and all MDA 180 feet; and increase LPV visibility to 1⅜ SM and LNAV/VNAV visibility to 6 SM.

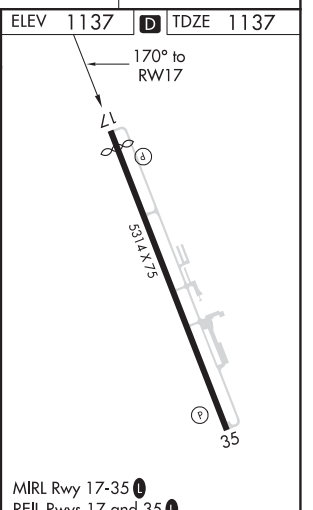
MISSED APPROACH: Climb to 3600 direct TRINT and hold.

| AWOS-3P | SYRACUSE APP CON | UNICOM | |
|---|---|---|---|
| 119.425 | 126.125 269.125 | 123.0 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1447-⅞ 310 (400-⅞) | | | NA |
| LNAV/VNAV DA | 2412-5 1275 (1300-5) | | | NA |
| LNAV MDA | 2220-1¼ 1083 (1100-1¼) | 2220-1½ 1083 (1100-1½) | 2220-3 1083 (1100-3) | NA |
| C CIRCLING | 2220-1¼ 1083 (1100-1¼) | 2220-1½ 1083 (1100-1½) | 2340-3 1203 (1300-3) | NA |



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HAMILTON, NEW YORK | AL-5788 (FAA) | 19255

| WAAS CH 70518 W35A | APP CRS 350° | Rwy Idg 5014 / TDZE 1135 / Apt Elev 1137 |
|---|---|---|

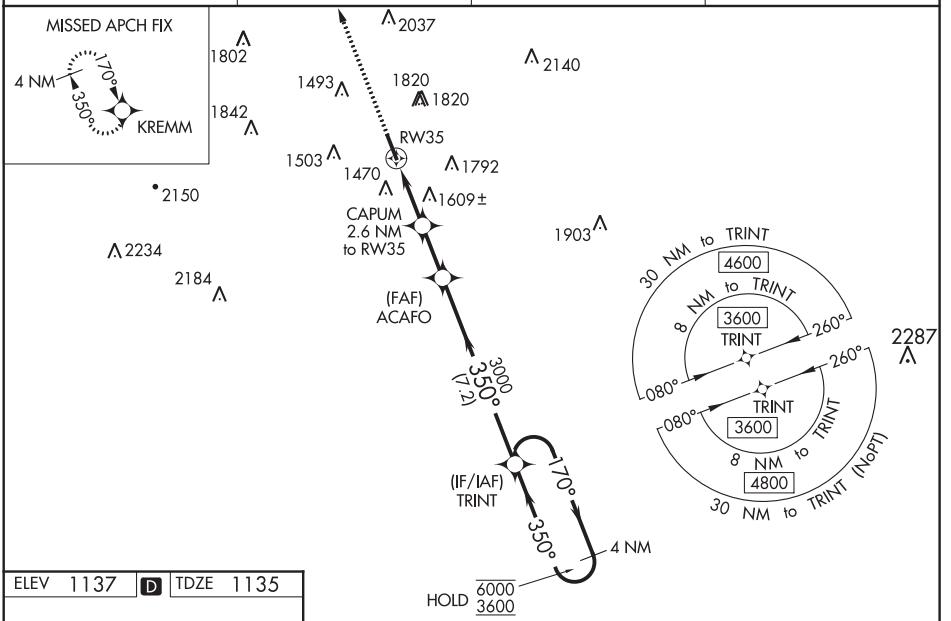
# RNAV (GPS) RWY 35
## HAMILTON MUNI (VGC)

RNP APCH.

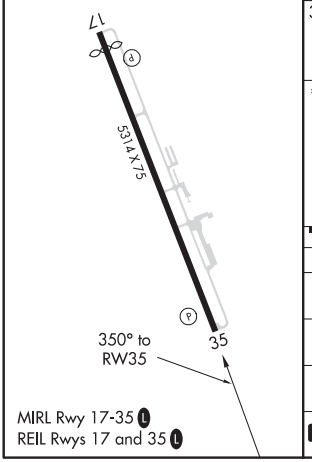
T A NA — Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 50°C . When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 1748, LNAV/VNAV DA to 2164 and all MDA 180 feet; increase LPV visibility to 1¾ SM and LNAV Cat A/B visibility to 1½ SM and Cat C visibility to 2½ SM.

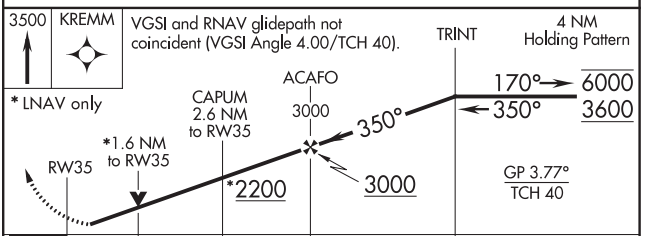
MISSED APPROACH: Climb to 3500 direct KREMM and hold.

| AWOS-3P | SYRACUSE APP CON | UNICOM | |
|---|---|---|---|
| 119.425 | 126.125 269.125 | 123.0 (CTAF) | 122.7 L |




ELEV 1137 D TDZE 1135




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1581-1⅜ 446 (500-1⅜) | | | NA |
| LNAV/VNAV DA | 1997-4 862 (900-4) | | | NA |
| LNAV MDA | 1860-1 725 (800-1) | | 1860-2 725 (800-2) | NA |
| C CIRCLING | 2040-1¼ 903 (1000-1¼) | 2120-1½ 983 (1000-1½) | 2340-3 1203 (1300-3) | NA |



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# RNAV (GPS) RWY 3

## HAMMONTON MUNI (N81)

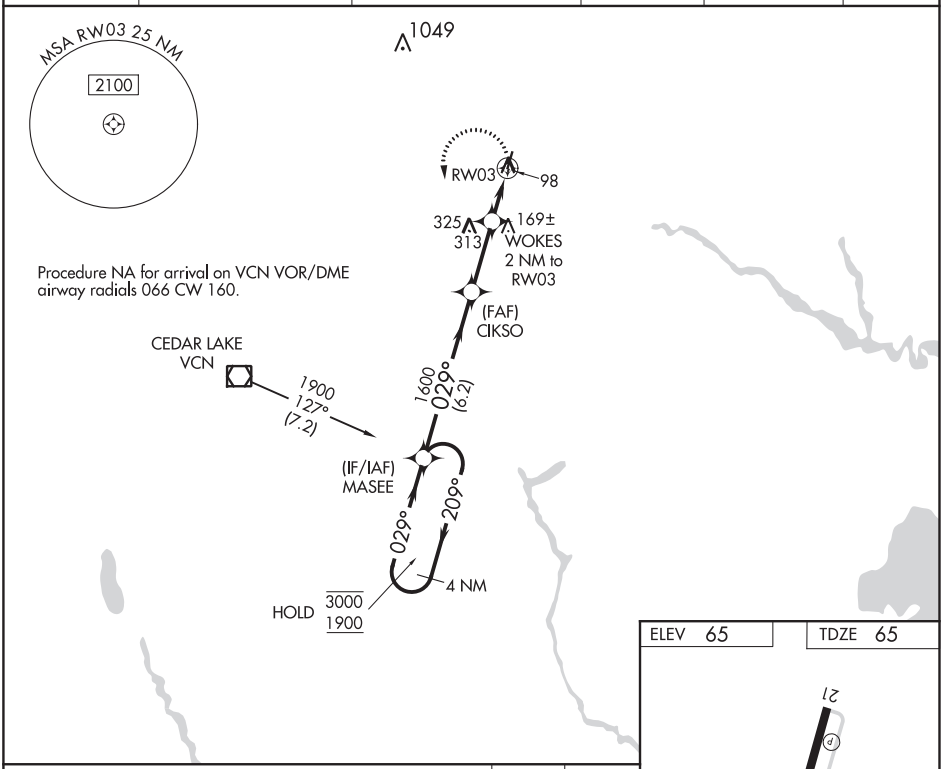
| APP CRS | Rwy Idg | 3601 |
|---|---|---|
| 029° | TDZE | 65 |
| | Apt Elev | 65 |

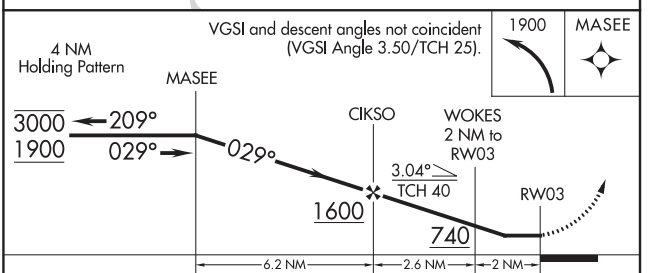
RNP APCH.

T NA Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Atlantic City altimeter setting and increase all MDA 40 feet.

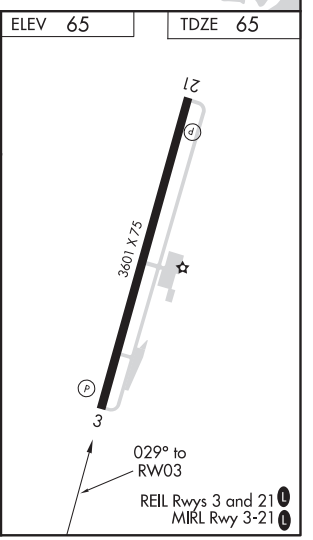
MISSED APPROACH: Climbing left turn to 1900 direct MASEE and hold.

| AWOS-AV | ACY ASOS | ATLANTIC CITY APP CON | GCO | UNICOM | |
|---|---|---|---|---|---|
| 122.7 | 125.725 316.15 | 134.25 292.2 | 121.725 | 122.7 (CTAF) | 123.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 | 415 (500-1) | 480-1¼ 415 (500-1¼) | NA |
| CIRCLING | 540-1 | 475 (500-1) | 560-1½ 495 (500-1½) | NA |






NE-2, 25 FEB 2021 to 22 APR 2021
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# VOR-B

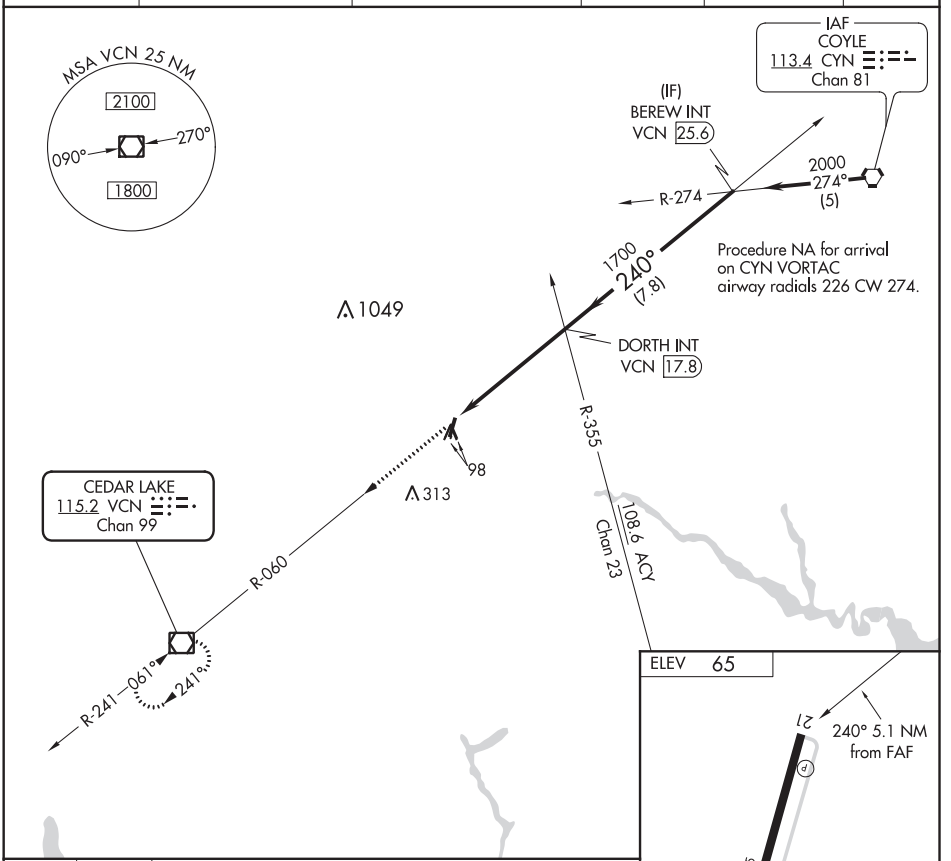
## HAMMONTON MUNI (N81)

| VOR/DME VCN 115.2 Chan 99 | APP CRS 240° | Rwy Idg N/A TDZE N/A Apt Elev 65 |
|---|---|---|

NA — Procedure NA at night. When local altimeter setting not recieved, use Atlantic City altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct VCN VOR/DME and hold.

| AWOS-AV 122.7 | ACY ASOS 125.725 316.15 | ATLANTIC CITY APP CON 134.25 292.2 | GCO 121.725 | UNICOM 122.7 (CTAF) | 123.5 L |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 495 (500-1) | | 560-1½ 495 (500-1½) | NA |

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 18

HORNELL MUNI (HTF)

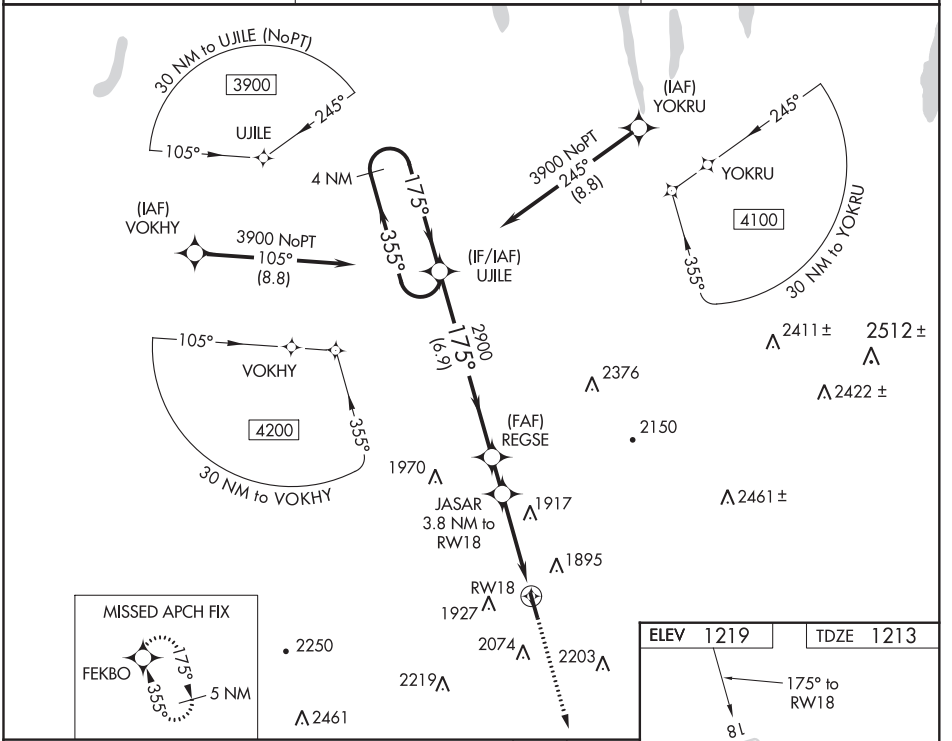
| WAAS | APP CRS | Rwy Idg | 4500 |
|---|---|---|---|
| CH 50425 | 175° | TDZE | 1213 |
| W18A | | Apt Elev | 1219 |

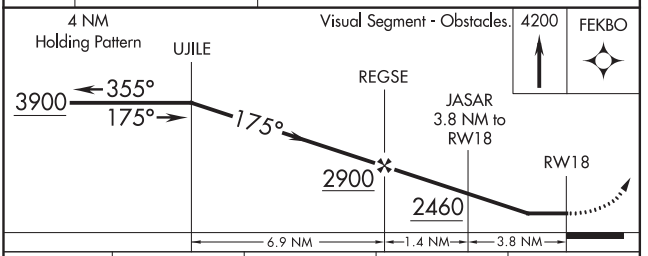
▼
▲ NA
❄ -19°C

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dansville altimeter setting and increase all MDA 120 feet. Night landing: Rwy 18 NA. Helicopter visibility reduction below 1 SM NA.

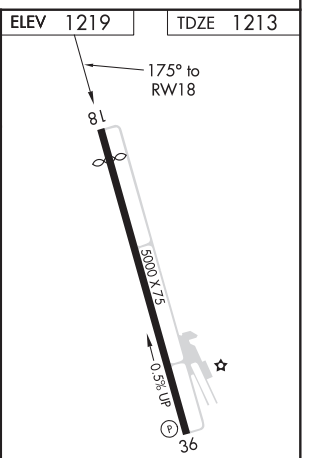
MISSED APPROACH: Climb to 4200 direct FEKBO and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.475 | 124.325 353.85 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 2200-1¼ 987 (1000-1¼) | 2200-1½ 987 (1000-1½) | 2200-3 987 (1000-3) | NA |
| LNAV MDA | 2240-1¼ 1027 (1100-1¼) | 2240-1½ 1027 (1100-1½) | 2240-3 1027 (1100-3) | NA |
| CIRCLING | 2360-1¼ 1140 (1200-1¼) | 2360-1½ 1140 (1200-1½) | 2440-3 1220 (1300-3) | NA |




MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 36

## HORNELL MUNI (HTF)

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 97625 | 355° | TDZE | 1195 |
| W36A | | Apt Elev | 1220 |

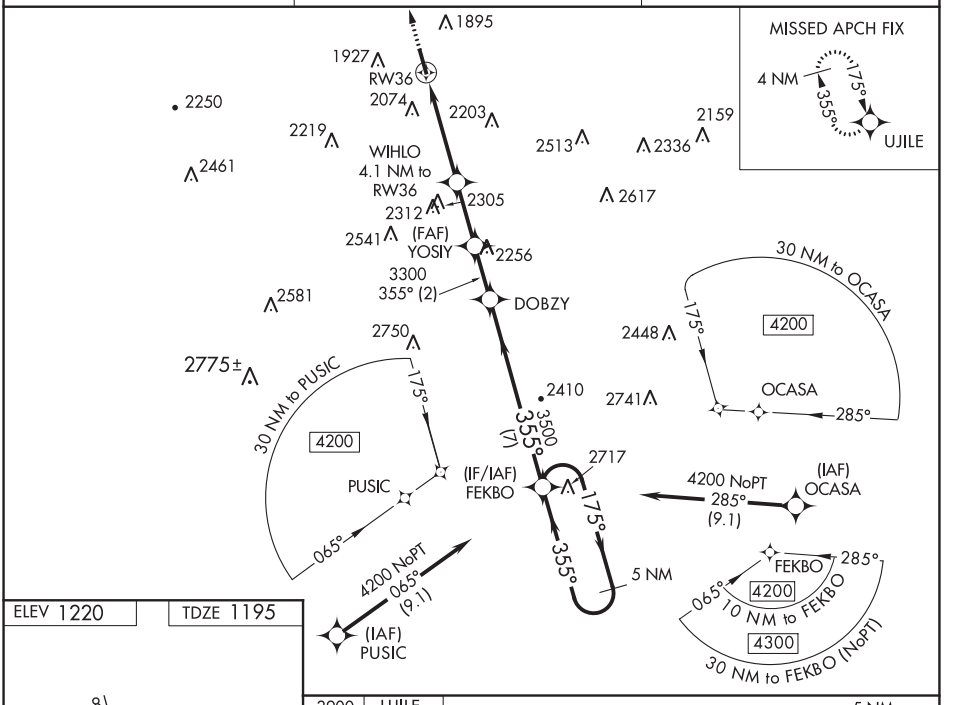
Night landing: RWY 18 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Dansville altimeter setting and increase all DA 105 feet, all MDA 120 feet and LPV all Cats visibility ⅜ mile, LNAV/VNAV all Cats visibility 1 mile, and LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile. VDP and Baro-VNAV NA with Dansville altimeter setting.

NA

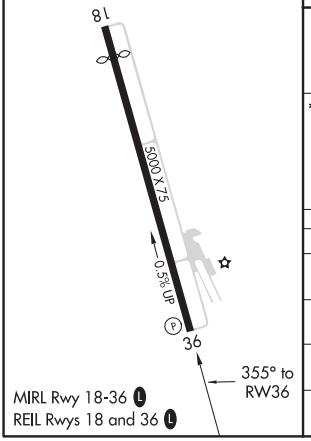
-19°C

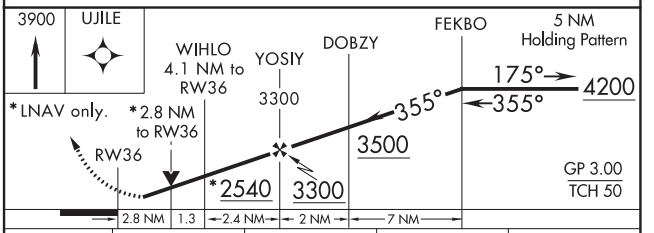
MISSED APPROACH: Climb to 3900 direct UJILE and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.475 | 124.325 353.85 | 122.7 (CTAF) L |




ELEV 1220 TDZE 1195




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1660-1½ 465 (500-1½) | | | NA |
| LNAV/VNAV DA | 2343-4 1148 (1200-4) | | | NA |
| LNAV MDA | 2120-1¼ 925 (900-1¼) | | 2120-2½ 925 (900-2½) | NA |
| CIRCLING | 2360-1¼ 1140 (1200-1¼) | 2360-1½ 1140 (1200-1½) | 2440-3 1220 (1300-3) | NA |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS CH 77715 W03A | APP CRS 025° | Rwy Idg 5350 / TDZE 198 / Apt Elev 198 |
|---|---|---|

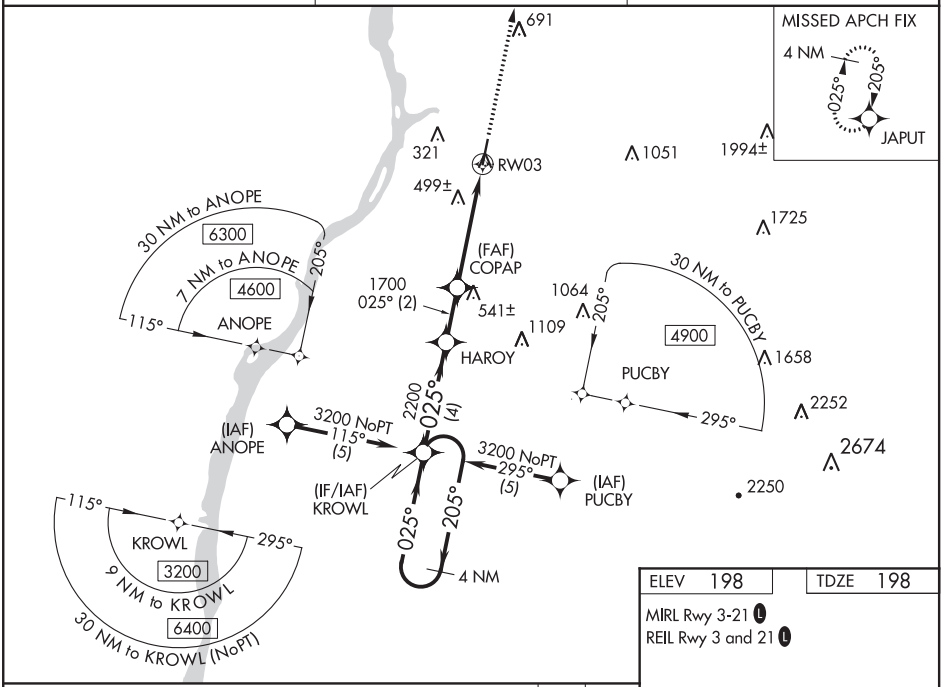
# RNAV (GPS) RWY 3
## COLUMBIA COUNTY (1B1)

RNP APCH.

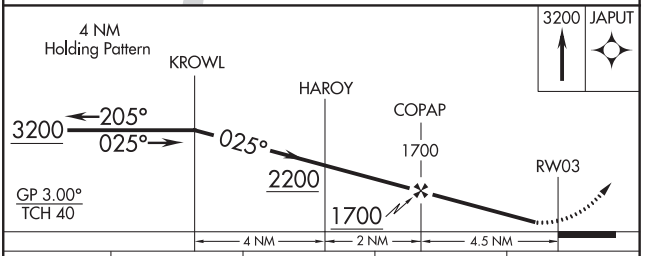
T A NA — Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Rwy 3 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

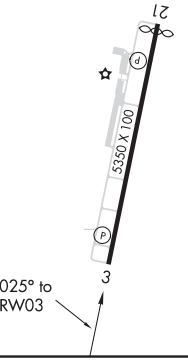
| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 133.525 | 132.825 307.2 | 123.05 (CTAF) L |




| ELEV 198 | TDZE 198 |
|---|---|
| MIRL Rwy 3-21 L | |
| REIL Rwy 3 and 21 L | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 500-1 302 (400-1) | | | |
| LNAV/VNAV DA | 842-2¼ 644 (700-2¼) | | | |
| LNAV MDA | 760-1 562 (600-1) | | 760-1½ 562 (600-1½) | 760-1¾ 562 (600-1¾) |






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

HUDSON, NEW YORK AL-6204 (FAA) 19283

| WAAS | APP CRS | Rwy Idg | 5190 |
|---|---|---|---|
| CH 40215 | 205° | TDZE | 194 |
| W21A | | Apt Elev | 198 |

# RNAV (GPS) RWY 21

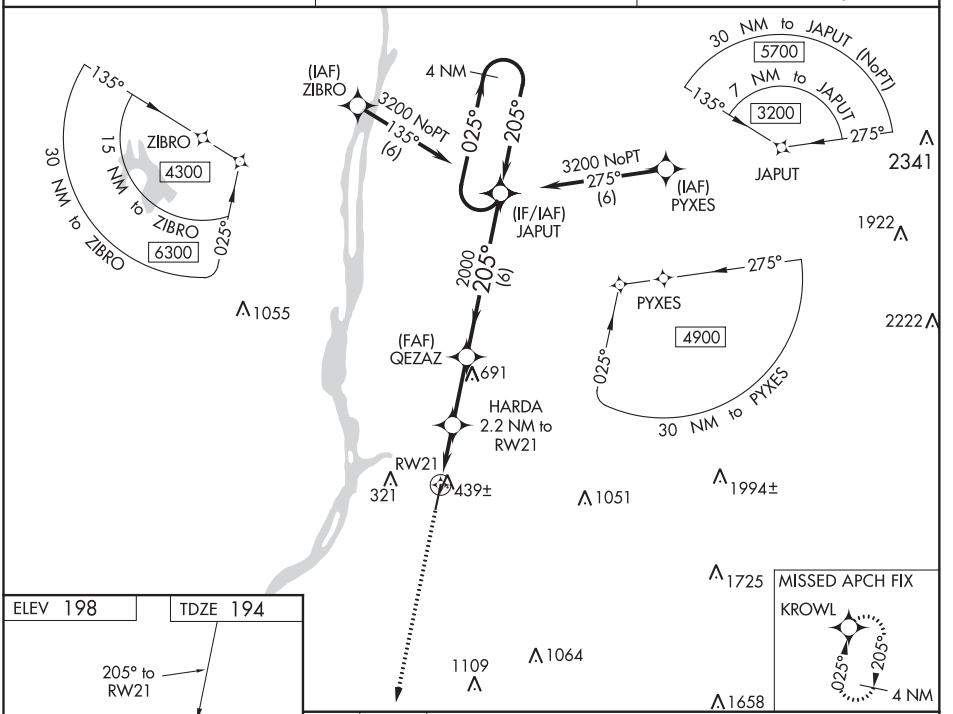
COLUMBIA COUNTY (1B1)

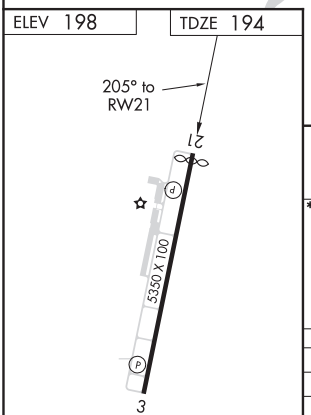
T NA

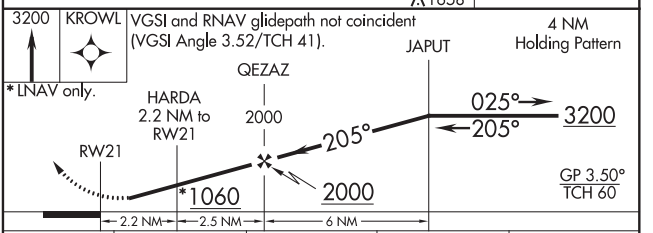
Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 14°C (58°F). Rwy 21 helicopter visibility reduction below 1 SM NA. DME/DME RNP -0.3 NA. Straight-In Rwy 21 and Circling Rwy 21 NA at night. When local altimeter setting not received, use Albany altimeter setting and increase LPV DA to 638 feet and visibility to 1⅜ SM all Cats, LNAV/VNAV DA to 709 feet and visibility to 1⅜ SM all Cats; increase all MDA 80 feet, LNAV Cat C/D visibility to 1¾ SM, Circling Cat C to 2¼ SM, and Cat D to 3 SM.

MISSED APPROACH: Climb to 3200 direct KROWL and hold, continue climb-in-hold to 3200.

| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 133.525 | 132.825 307.2 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 562-1 | 368 (400-1) | |
| LNAV/VNAV DA | | 633-1¼ | 439 (500-1¼) | |
| LNAV MDA | 700-1 506 (600-1) | | 700-1⅜ 506 (600-1⅜) | |
| C CIRCLING | 740-1 542 (600-1) | 860-1 662 (700-1) | 860-1¾ 662 (700-1¾) | 1020-2¾ 822 (900-2¾) |

MIRL Rwy 3-21 L
REIL Rwy 3 and 21 L

HUDSON, NEW YORK
Amdt 1 29MAR18

42°17'N - 73°43'W

COLUMBIA COUNTY (1B1)
RNAV (GPS) RWY 21

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| LOC I-ITH | APP CRS | Rwy Idg | 6602 |
|---|---|---|---|
| 108.7 | 325° | TDZE | 1099 |
| | | Apt Elev | 1099 |

# ILS or LOC RWY 32

## ITHACA TOMPKINS INTL (ITH)

DME required.

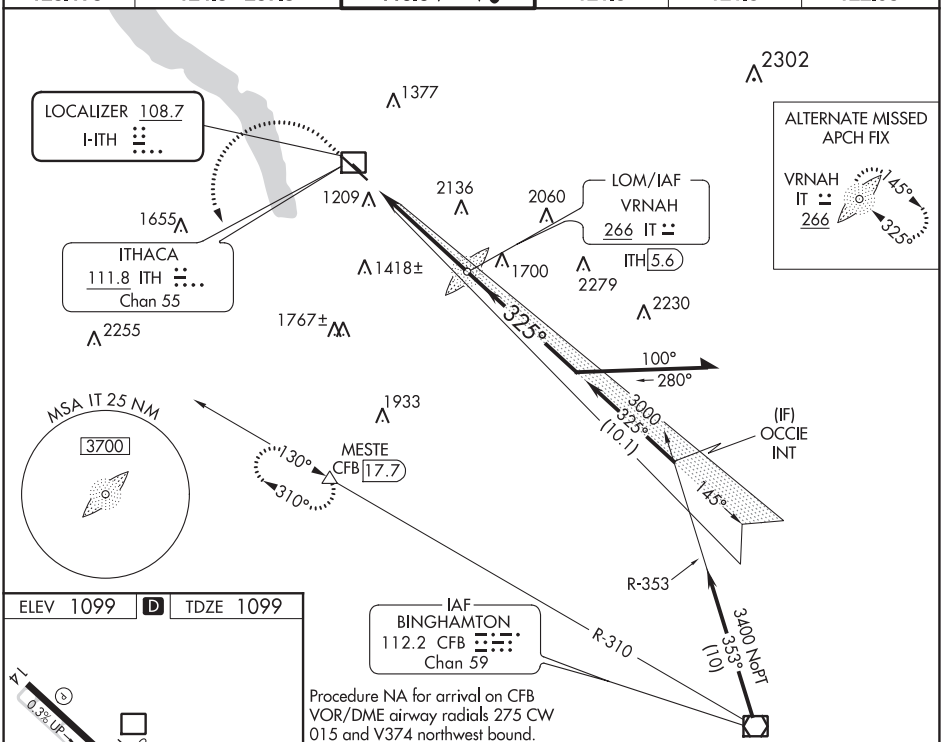
Circling NA to Rwys 15 and 33. Inop table does not apply to S-ILS 32. When local altimeter setting not received, use Elmira altimeter setting and increase S-ILS 32 DA to 1433 feet and all MDA 100 feet; increase S-LOC 32 Cat C/D visibility ½ SM. DME from ITH DME. Simultaneous reception of I-ITH LOC and ITH DME required. For inop ALS when using Elmira altimeter setting increase S-ILS 32 all Cats visibility to RVR 5000.

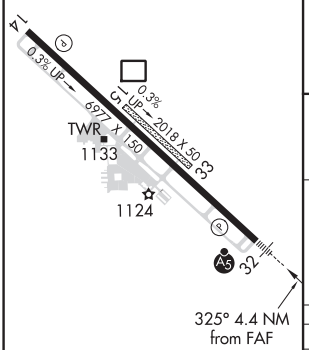
-19°C

MALSR

MISSED APPROACH: Climb to 2600 then climbing left turn to 4000 on heading 180° and CFB VOR/DME R-310 to MESTE/CFB VOR/DME 17.7 DME and hold.

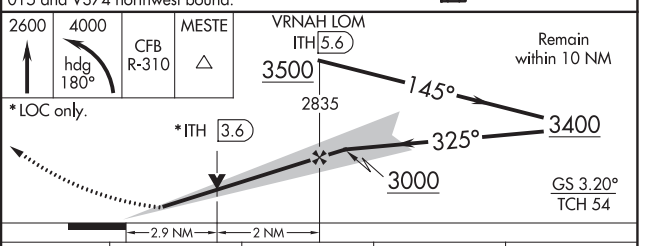
| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 121.8 | 122.95 |




HIRL Rwy 14-32 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1349/40 250 (300-¾) | | | |
| S-LOC 32 | 2140/40 1041 (1100-¾) | 2140/55 1041 (1100-1) | 2140-2½ 1041 (1100-2½) | |
| C CIRCLING | 2140-1¼ 1041 (1100-1¼) | 2140-1½ 1041 (1100-1½) | 2140-3 1041 (1100-3) | 2440-3 1341 (1400-3) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 6602 |
|---|---|---|---|
| CH 62815 | 325° | TDZE | 1099 |
| W32A | | Apt Elev | 1099 |

# RNAV (GPS) RWY 32

## ITHACA TOMPKINS INTL (ITH)

RNP APCH.

T

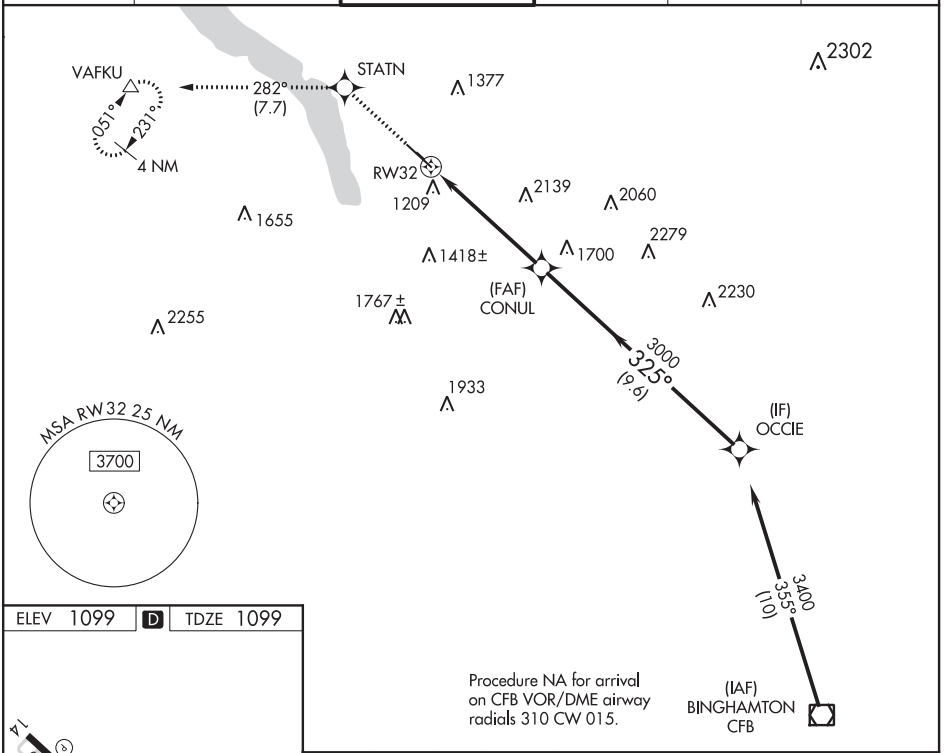
-19°C

Circling NA to Rwys 15 and 33. Inop table does not apply to LNAV Cat A. Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet and all MDA 100 feet. For inop MALSR, increase LNAV Cat B visibility ¼ mile. For inop MALSR, when using Elmira altimeter setting, increase LPV all Cats visibility to RVR 6000, and increase LNAV Cat B visibility to 1½ .

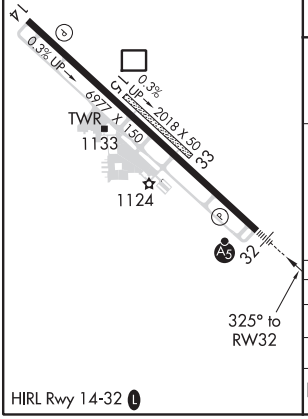
MALSR

MISSED APPROACH: Climb to 3700 direct STATN and on track 282° to VAFKU and hold.

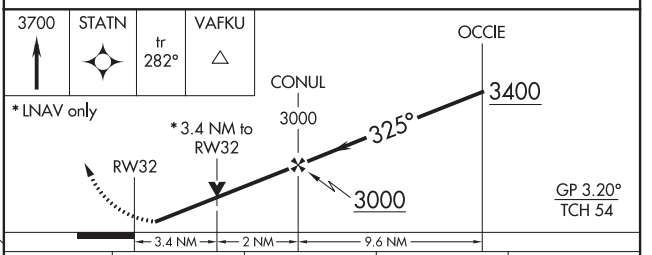
| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 121.8 | 122.95 |




ELEV 1099 D TDZE 1099




HIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1385/40 286 (300-¾) | | | |
| LNAV MDA | 2300/60 1201 (1300-1¼) | | 2300-2½ 1201 (1300-2½) | |
| C CIRCLING | 2300-1¼ 1201 (1300-1¼) | 2300-1½ 1201 (1300-1½) | 2300-3 1201 (1300-3) | 2440-3 1341 (1400-3) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 6602 |
|---|---|---|
| 144° | TDZE | 1083 |
| | Apt Elev | 1099 |

# RNAV (GPS) Y RWY 14

## ITHACA TOMPKINS INTL (ITH)

-19°C

DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.
Circling NA to Rwys 15 and 33.

MISSED APPROACH:
Climbing right turn to 3700 direct VAFKU and hold.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 121.8 | 122.95 |

Procedure NA for arrivals at VAFKU via V35 southwest bound.

(IF) TIFZY
2100
144°
(6)
3100
051°
(5.2)
(IAF) VAFKU
051°
231°
4 NM
(FAF) STATN
RW14
1203±
1209
1377
2302
2136
2060
1655
1418±
1700
2279
2230
1767±
2255
1933

MSA RW14 25 NM
3700

3700 VAFKU

TIFZY
3100
144°
STATN
2100
1.2 NM to RW14
RW14
3.03°
TCH 50
Procedure Turn NA
6 NM
1.8 NM
1.2

ELEV 1099 D TDZ 1083
144° to RW14
0.3% UP
0.3% UP
6977 X 150
TWR
1133
1124
2018 X 50
14
32
A5

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1500-1 417 (500-1) | | 1500-1¼ 417 (500-1¼) | |
| C CIRCLING | 2040-1¼ 941 (1000-1¼) | | 2040-2¾ 941 (1000-2¾) | NA |

HIRL Rwy 14-32 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

ITHACA, NEW YORK AL-779 (FAA) 20366

| WAAS | APP CRS | Rwy Idg | 6602 |
|---|---|---|---|
| CH 50415 | 144° | TDZE | 1083 |
| W14A | | Apt Elev | 1099 |

# RNAV (GPS) Z RWY 14

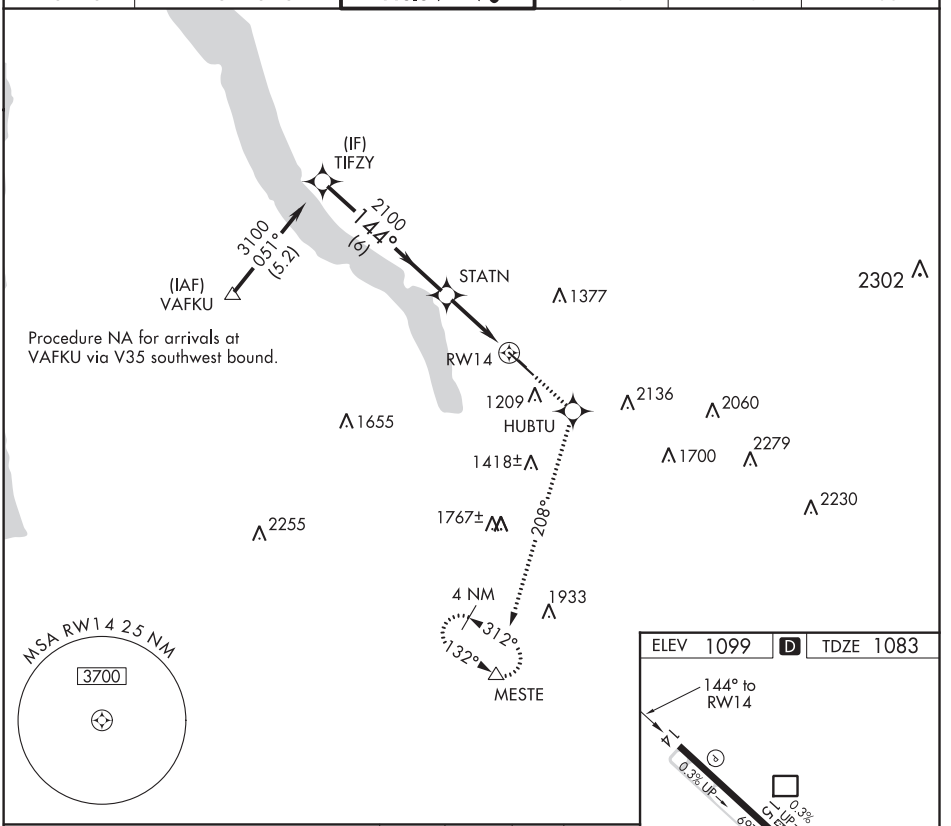
## ITHACA TOMPKINS INTL (ITH)

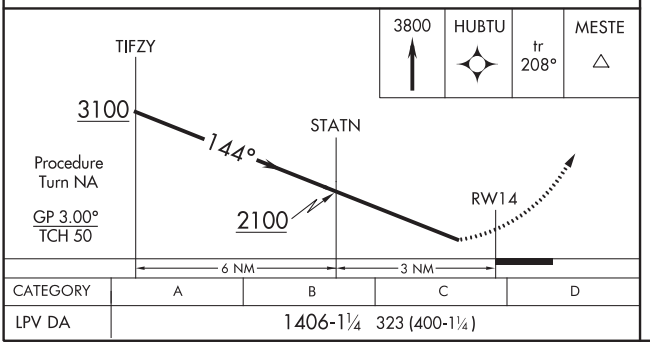
-19°C

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase DA 84 feet and LPV all Cats visibility ¼ mile.

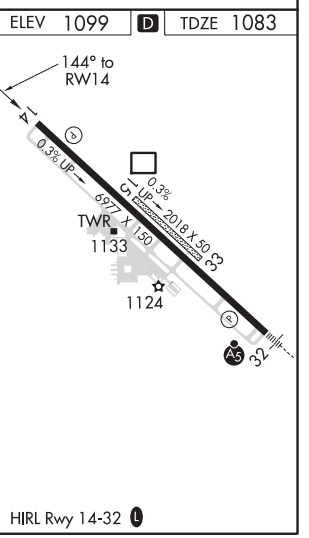
MISSED APPROACH: Climb to 3800 direct HUBTU and via track 208° to MESTE and hold.

| ATIS | ELMIRA APP CON ★ | ITHACA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.175 | 124.3 257.8 | 119.6 (CTAF) L | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1406-1¼ 323 (400-1¼) | | | |




ITHACA, NEW YORK
Orig-A 29JUL10

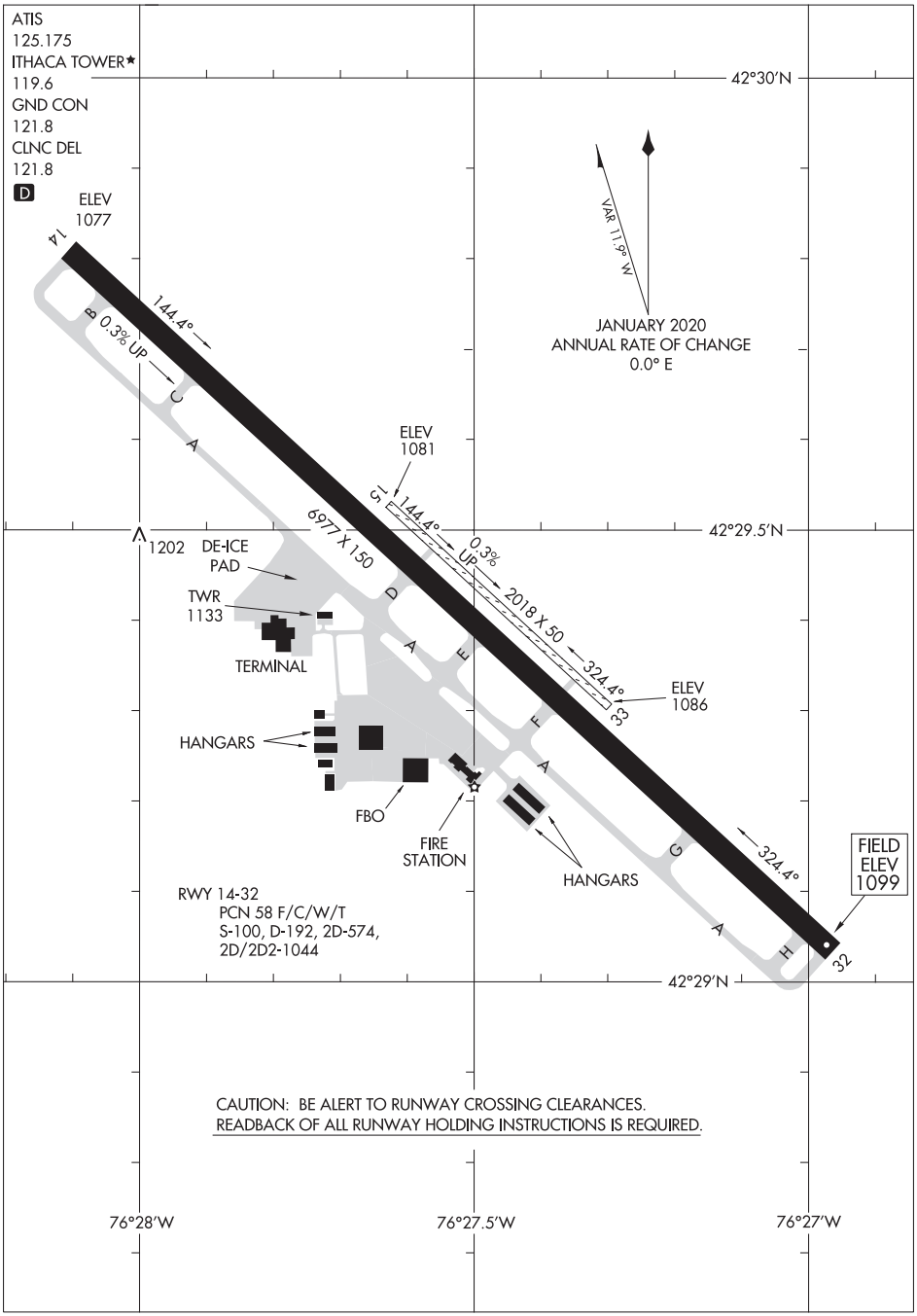
42°29'N - 76°28'W

ITHACA TOMPKINS INTL (ITH)

RNAV (GPS) Z RWY 14



NE-2, 25 FEB 2021 to 22 APR 2021





NE-2, 25 FEB 2021 to 22 APR 2021

| LOC/DME I-JHW | APP CRS | Rwy Idg | 5299 |
|---|---|---|---|
| 109.7 | 249° | TDZE | 1721 |
| Chan 34 | | Apt Elev | 1723 |

# ILS or LOC RWY 25

## CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

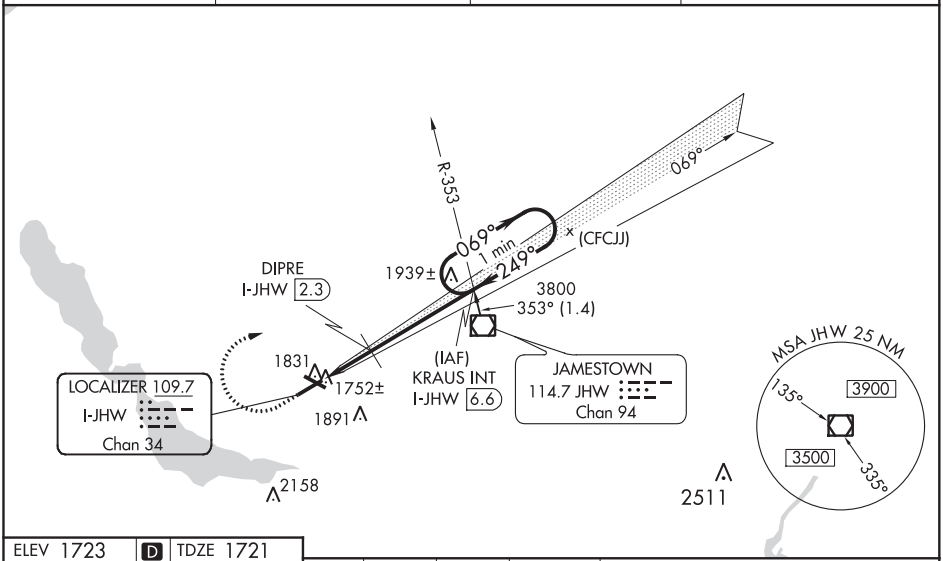
Circling to Rwy 13/31 NA at night. Autopilot coupled approach NA below 2420. VDP NA with Dunkirk altimeter setting. Cat D SI NA when using Dunkirk altimeter. When local altimeter setting not received, use Dunkirk altimeter setting and increase S-ILS 25 DA to 2161 and all MDA 200 feet; increase S-ILS 25 all Cats visibility ¾ mile; increase S-LOC 25 Cats A and B visibility to ¾, Circling Cats A and B 1¼ , increase S-LOC 25 Cats C and D visibility to 2, Circling Cats C visibility 2¾ and D visibility 3, DIPRE fix minimums increase S-LOC 25 Cats C and D visibility 1⅛ , and Circling Cats C visibility 2 and Cat D visibility 2¾ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase S-ILS 25 all Cats visibility 1⅜ mile. VDP NA when using Dunkirk altimeter setting.

NA

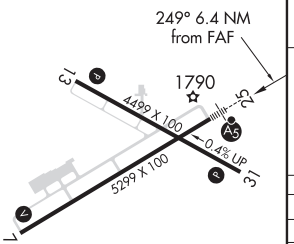
MALSR

MISSED APPROACH: Climb to 2420 then climbing right turn to 3800 on heading 125° and I-JHW course NE to KRAUS INT/I-JHW 6.6 DME and hold.

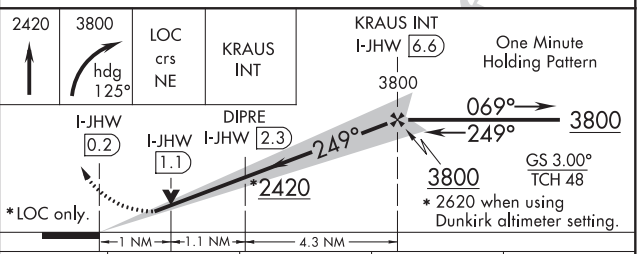
| AWOS-3PT | BUFFALO APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.425 | 126.05 | 126.05 | 122.7 (CTAF) L |




ELEV 1723 D TDZE 1721




| 2420 | 3800 hdg 125° | LOC crs NE | KRAUS INT |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | 1971-½ 250 (300-½) | | | |
| S-LOC 25 | 2420-½ 699 (700-½) | | 2420-1½ 699 (700-1½) | |
| C CIRCLING | 2420-1 697 (700-1) | | 2420-2 697 (700-2) | 2420-2¼ 697 (700-2¼) |
| DIPRE FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 25 | 2080-½ 359 (400-½) | | 2080-⅝ 359 (400-⅝) | |
| C CIRCLING | 2200-1 477 (500-1) | | 2200-1½ 477 (500-1½) | 2340-2 617 (700-2) |

REIL Rwy 31 L
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 5299 |
|---|---|---|
| 069° | TDZE | 1722 |
| | Apt Elev | 1723 |

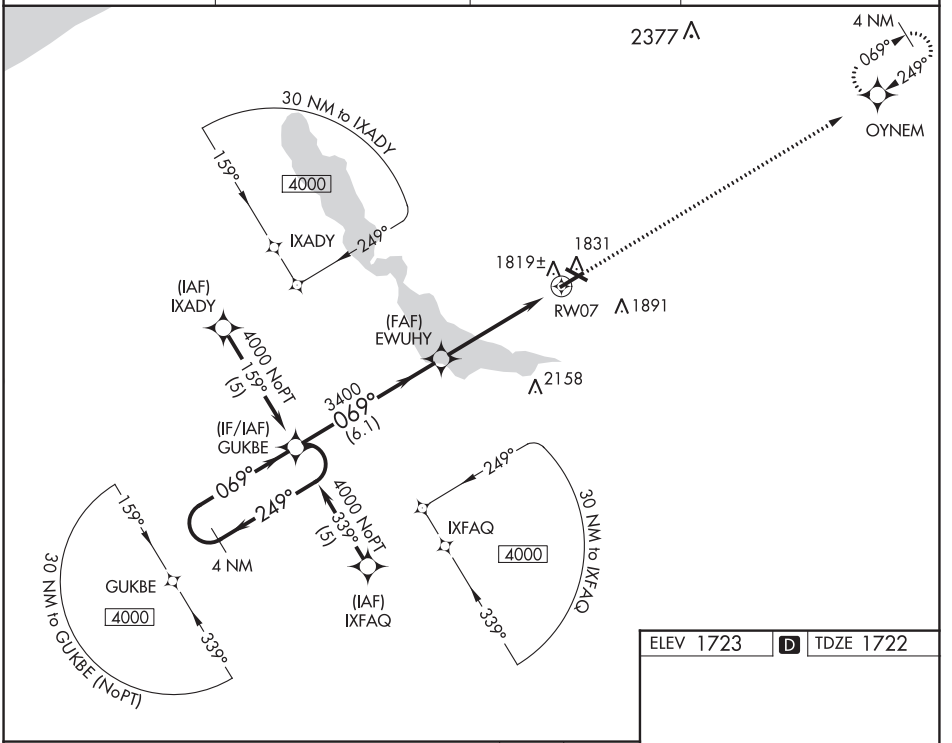
# RNAV (GPS) RWY 7

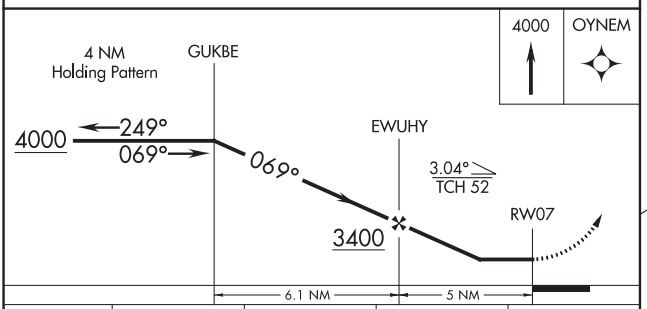
## CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

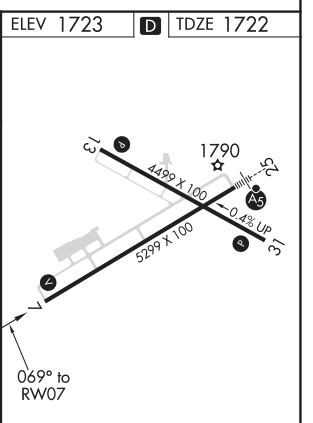
T A DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dunkirk altimeter setting: increase all MDAs 200 feet and visibility LNAV Cats C/D ½ SM, Circling Cat C ½ SM and Circling Cat D ¾ SM. Rwy 7 Straight-in/Circling and Circling to Rwy 13/31 NA at night.

MISSED APPROACH: Climb to 4000 direct OYNEM and hold.

| AWOS-3PT | BUFFALO APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.425 | 126.05 | 126.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2120-1 398 (400-1) | | | 2120-1¼ 398 (400-1¼) |
| C CIRCLING | 2200-1 477 (500-1) | | 2240-1½ 517 (600-1½) | 2340-2 617 (700-2) |

REIL Rwy 31 L
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 4499 |
|---|---|---|
| 129° | TDZE | 1723 |
| | Apt Elev | 1723 |

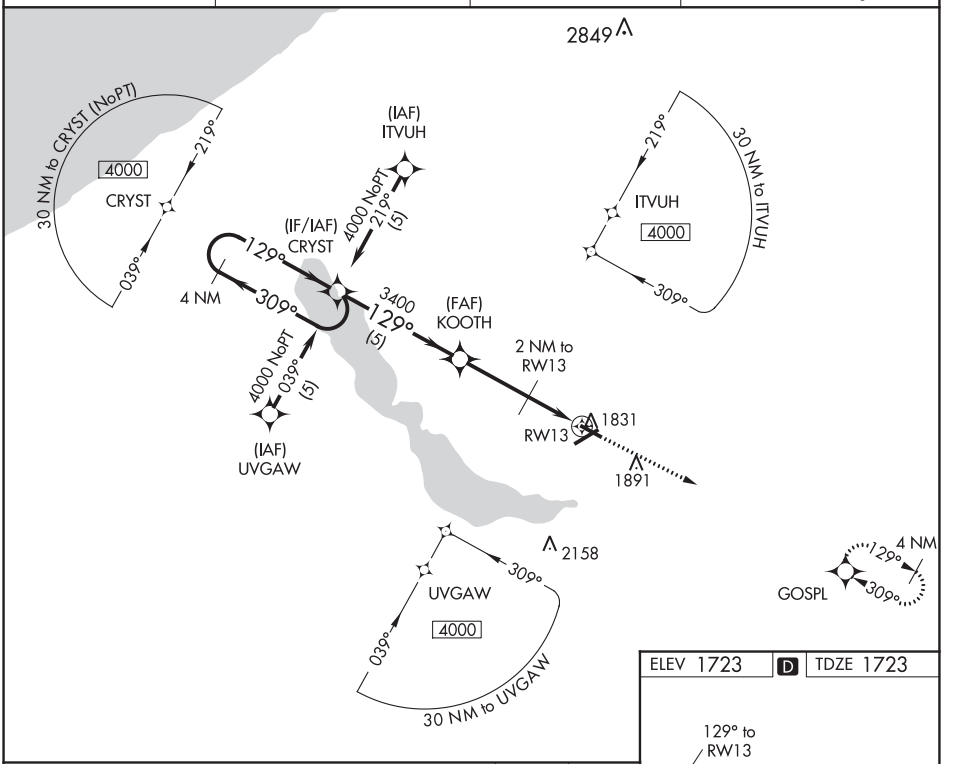
# RNAV (GPS) RWY 13

## CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

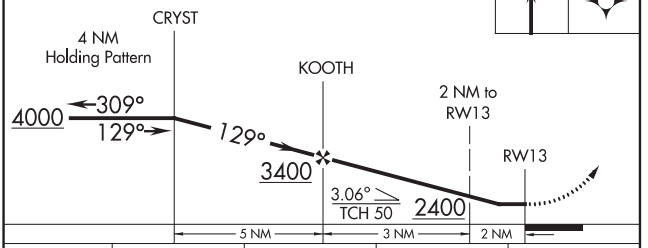
DME/DME RNP-0.3 NA. Rwy 13 Straight-in/Circling and Circling to Rwy 31 NA at night. When local altimeter setting not received, use Dunkirk altimeter setting: increase all MDAs 200 feet and visibility LNAV Cat C/D and Circling Cat C ½ SM and Circling Cat D ¾ SM. Helicopter visibility reduction below 1 SM NA.

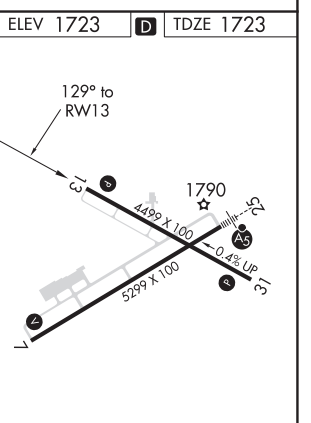
MISSED APPROACH: Climb to 4000 direct GOSPL WP and hold.

| AWOS-3PT | BUFFALO APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.425 | 126.05 | 126.05 | 122.7 (CTAF) L |




VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2140-1 417 (500-1) | | 2140-1¼ 417 (500-1¼) | |
| C CIRCLING | 2200-1 477 (500-1) | | 2240-1½ 517 (600-1½) | 2340-2 617 (700-2) |

REIL Rwy 31 L
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **62910** | **249°** | Rwy Idg | **5299** |
| **W25A** | | TDZE | **1721** |
| | | Apt Elev | **1723** |

# RNAV (GPS) RWY 25

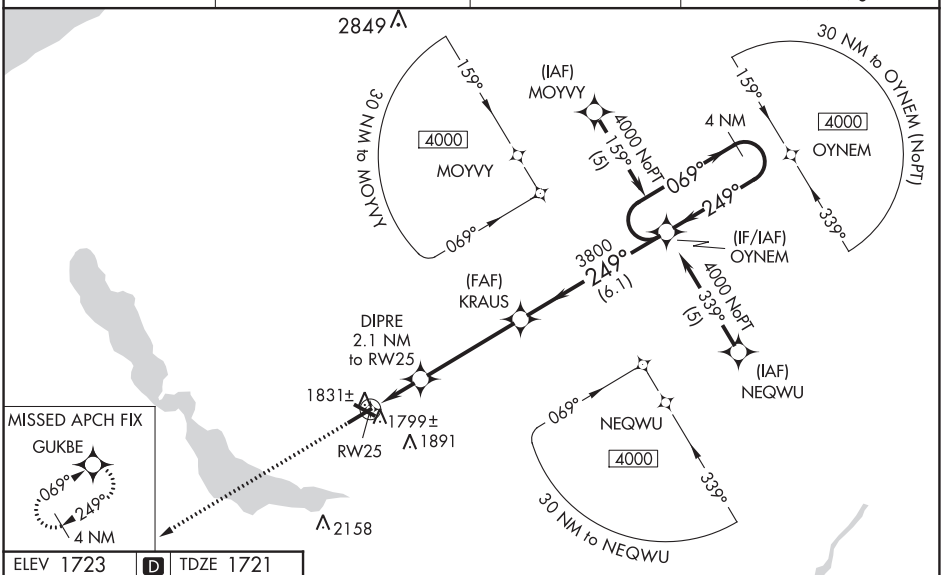
## CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dunkirk altimeter setting: increase LPV DA to 2113 feet and visibility all Cats ½ SM, LNAV/VNAV DA to 2246 feet and visibility all Cats ½ SM; increase all MDAs 200 feet and visibility LNAV Cat C ½ SM, LNAV Cat D ¼ SM, Circling Cat C ½ SM and Circling Cat D ¾ SM. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting. Circling to Rwy 13/31 NA at night.

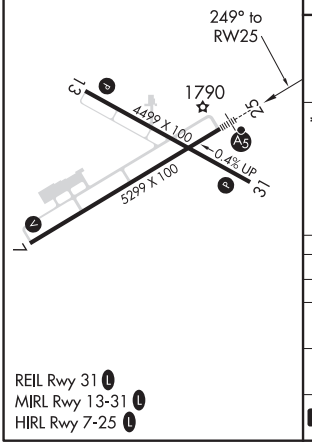
MALSR

MISSED APPROACH: Climb to 4000 direct GUKBE and hold.

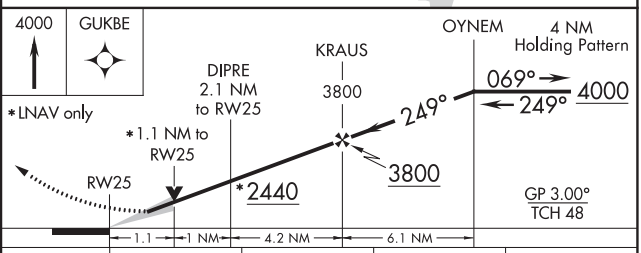
| AWOS-3PT | BUFFALO APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| **118.425** | **126.05** | **126.05** | **122.7** (CTAF) L |




ELEV 1723 D TDZE 1721




REIL Rwy 31 L
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1921-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 2054-¾ 333 (400-¾) | | | |
| LNAV MDA | 2100-½ 379 (400-½) | | | 2100-1 379 (400-1) |
| C CIRCLING | 2200-1 477 (500-1) | | 2240-1½ 517 (600-1½) | 2340-2 617 (700-2) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 4499 |
|---|---|---|
| 309° | TDZE | 1715 |
| | Apt Elev | 1723 |

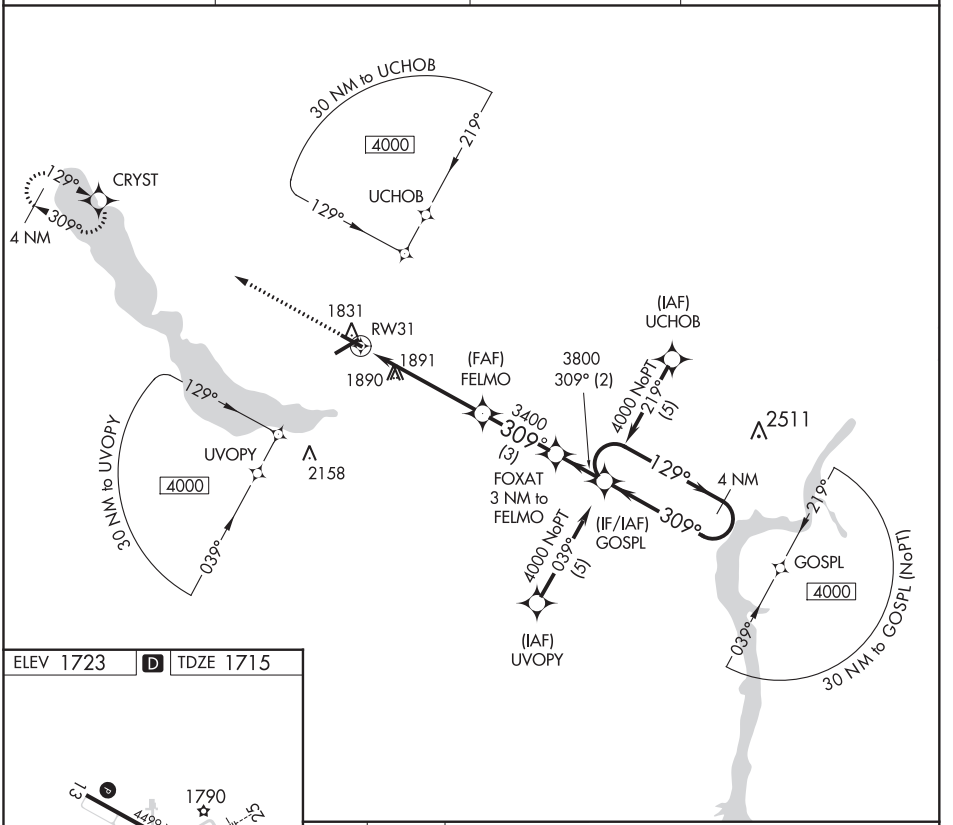
# RNAV (GPS) RWY 31

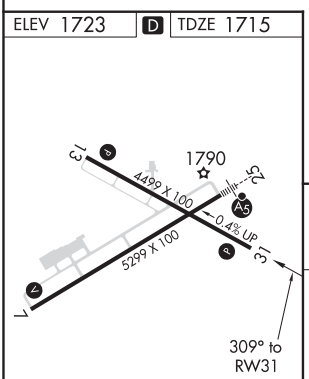
## CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

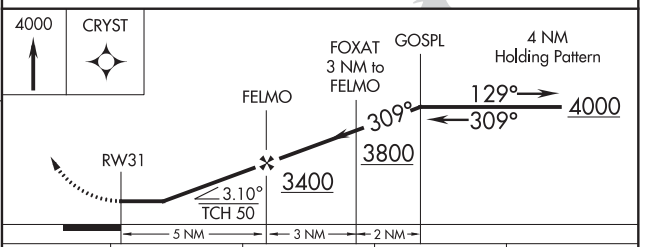
DME/DME RNP-0.3 NA. Rwy 31 Straight-in/Circling and Circling to Rwy 13 NA at night. When local altimeter setting not received, use Dunkirk altimeter setting: increase all MDAs 200 feet and visibility LNAV Cats C/D ⅞ SM, Circling Cat C ½ SM and Circling Cat D ¾ SM. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct CRYST WP and hold.

| AWOS-3PT | BUFFALO APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.425 | 126.05 | 126.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2200-1 | 485 (500-1) | 2200-1¼ 485 (500-1¼) | 2200-1½ 485 (500-1½) |
| C CIRCLING | 2200-1 | 477 (500-1) | 2240-1½ 517 (600-1½) | 2340-2 617 (700-2) |

REIL Rwy 31 L
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| VOR/DME JHW | APP CRS | Rwy Idg | 5299 |
|---|---|---|---|
| 114.7 | 258° | TDZE | 1721 |
| Chan 94 | | Apt Elev | 1723 |

# VOR RWY 25

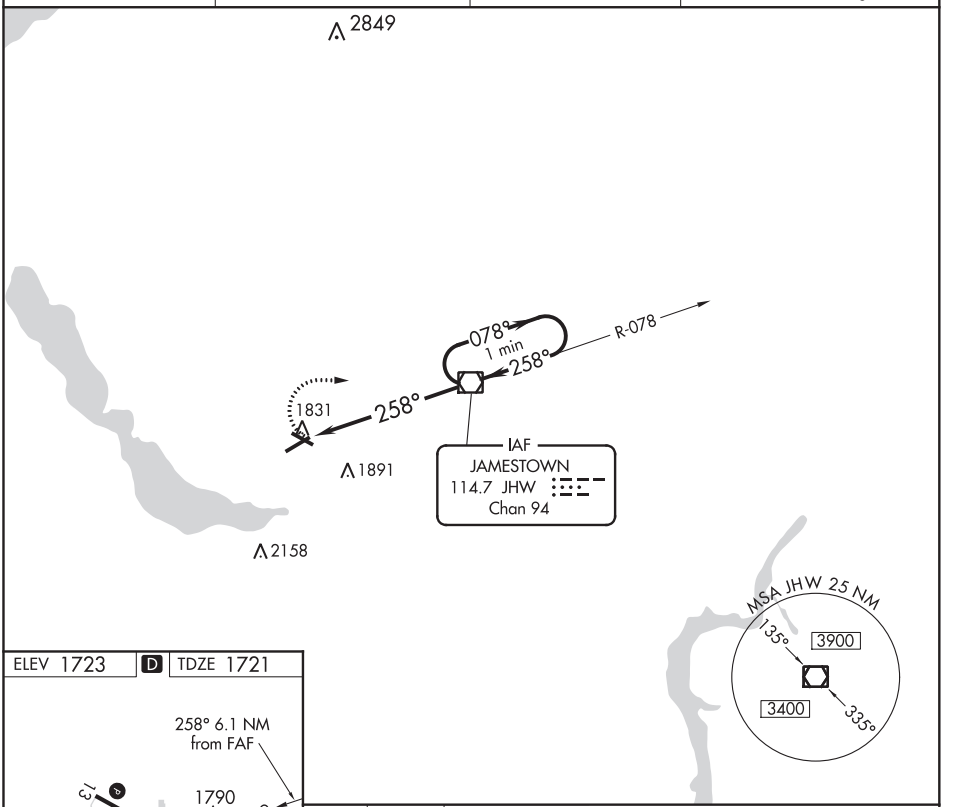
## CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

Inoperative table does not apply.
Circling to Rwy 13/31 NA at night.

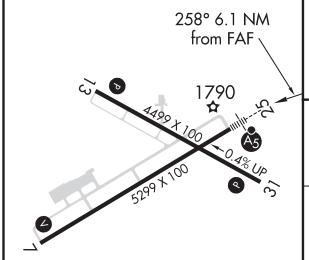
MALSR

MISSED APPROACH: Climbing right turn to 3700 direct JHW VOR/DME and hold.

| AWOS-3PT | BUFFALO APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.425 | 126.05 | 126.05 | 122.7 (CTAF) L |

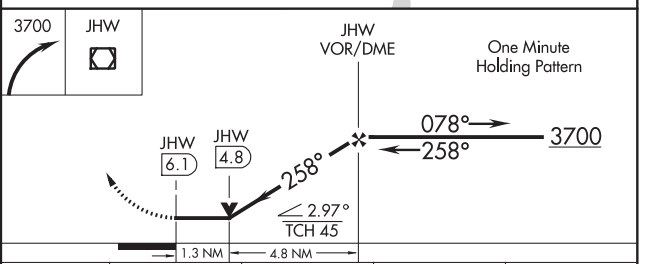



ELEV 1723 D TDZE 1721




REIL Rwy 31 L
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 2180-1 | 459 (500-1) | 2180-1¼ 459 (500-1¼) | 2180-1½ 459 (500-1½) |
| C CIRCLING | 2200-1 | 477 (500-1) | 2240-1½ 517 (600-1½) | 2340-2 617 (700-2) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

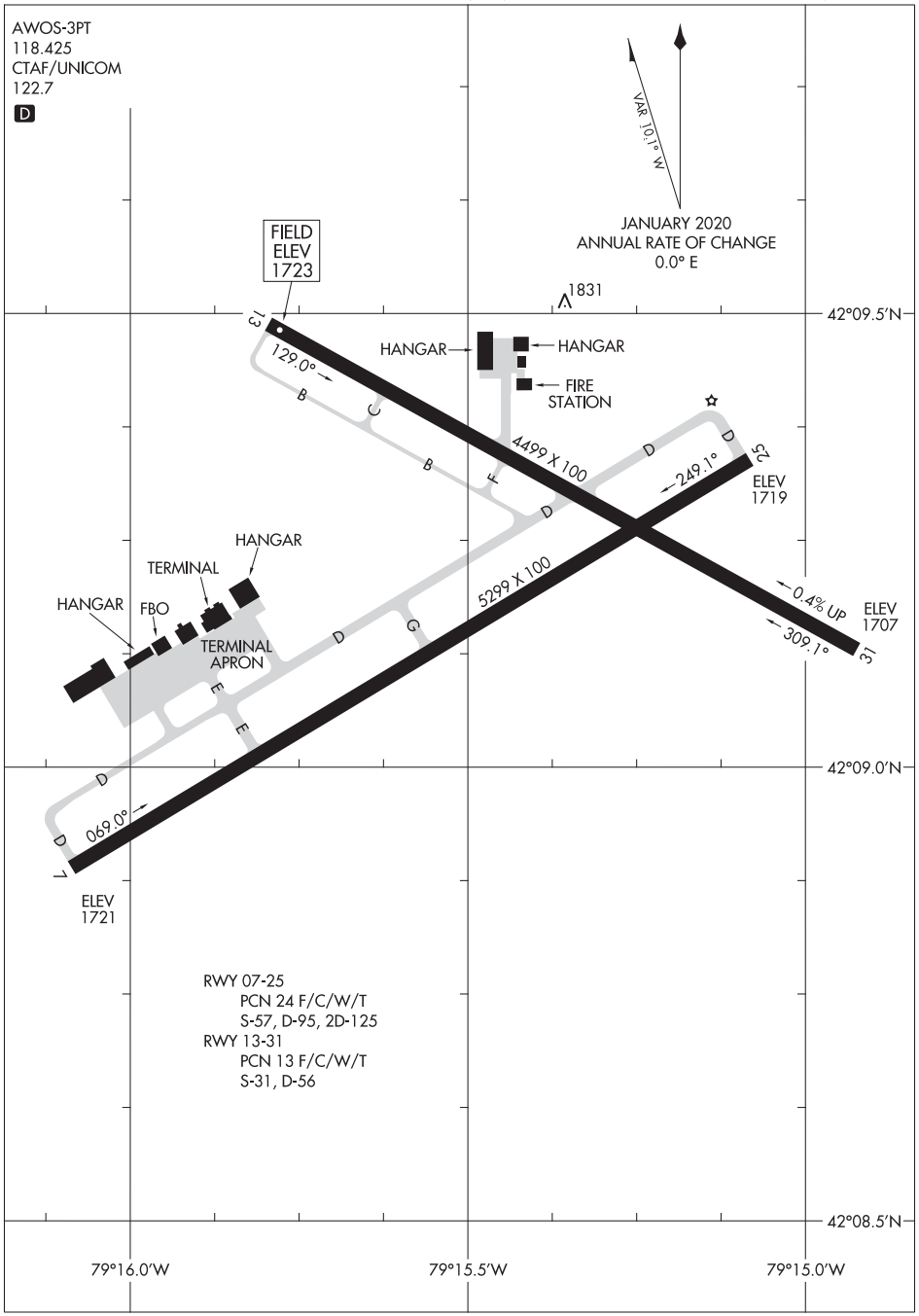
20254

# AIRPORT DIAGRAM

AL-731 (FAA)

## CHAUTAUQUA COUNTY (JHW)

JAMESTOWN, NEW YORK




NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20254
JAMESTOWN, NEW YORK
CHAUTAUQUA COUNTY (JHW)

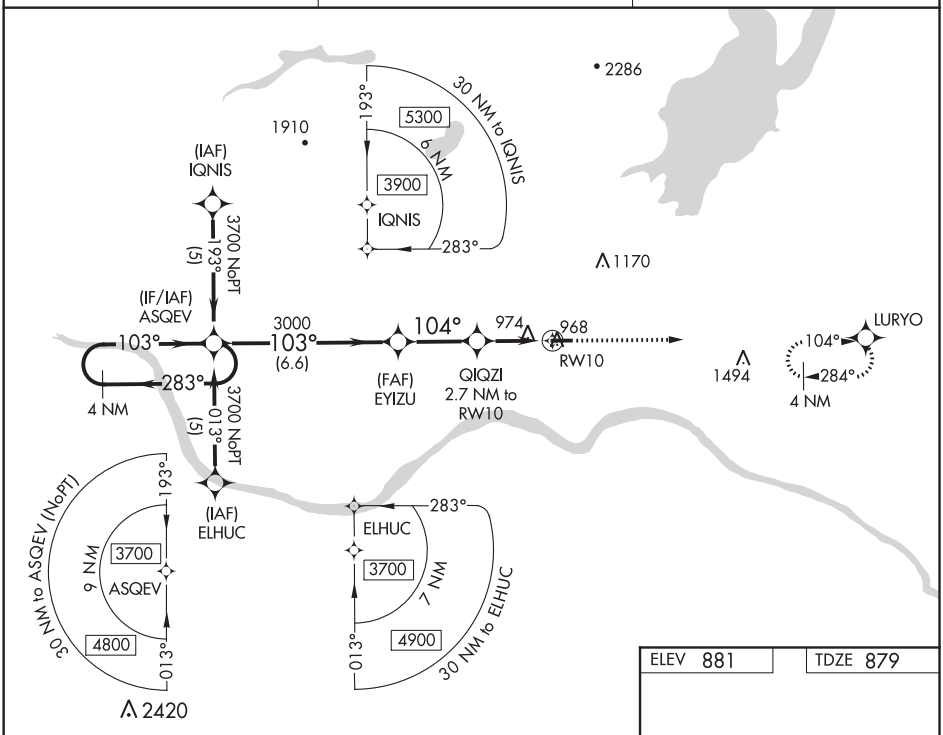
| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 58219 | 104° | TDZE | 879 |
| W10A | | Apt Elev | 881 |

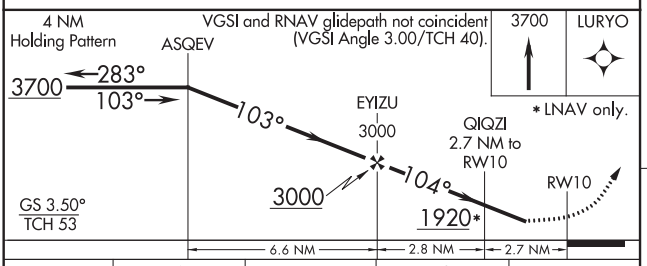
# RNAV (GPS) RWY 10
FULTON COUNTY (NYØ)

When VGSI inop, procedure NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all DA/MDA 40 feet and LPV Cats A/B visibility ¼ mile.

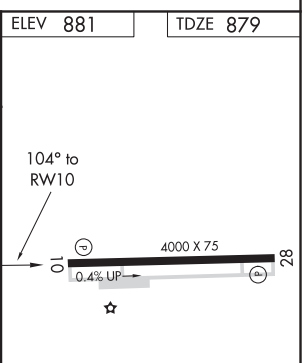
MISSED APPROACH: Climb to 3700 direct LURYO and hold.

| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.225 | 118.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1287-1¼ | 408 (500-1¼) | NA | |
| LNAV/VNAV DA | 1423-1¾ | 544 (600-1¾) | NA | |
| LNAV MDA | 1440-1 | 561 (600-1) | NA | |
| CIRCLING | 1440-1 | 559 (600-1) | NA | |




MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

JOHNSTOWN, NEW YORK

AL-6987 (FAA)

20142

# RNAV (GPS) RWY 28

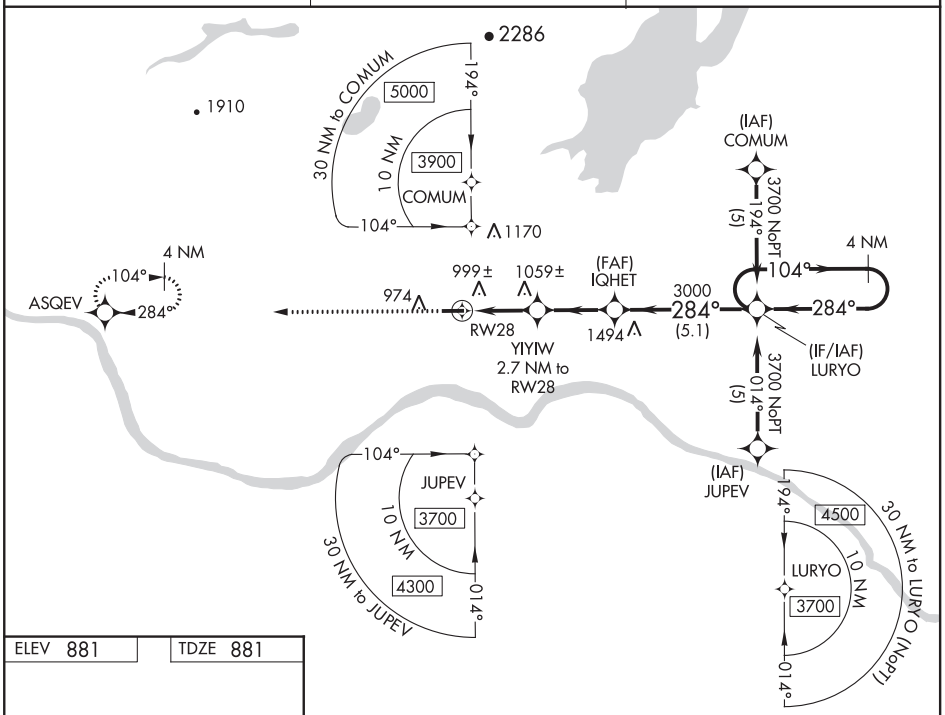
FULTON COUNTY (NYØ)

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 53619 | 284° | TDZE | 881 |
| W28A | | Apt Elev | 881 |

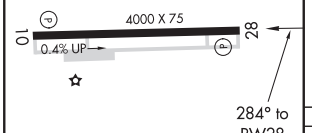
When VGSI inop, procedure NA at night. Baro-VNAV NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all DA/MDA 40 feet and LNAV/VNAV Cats A/B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct ASQEV and hold.

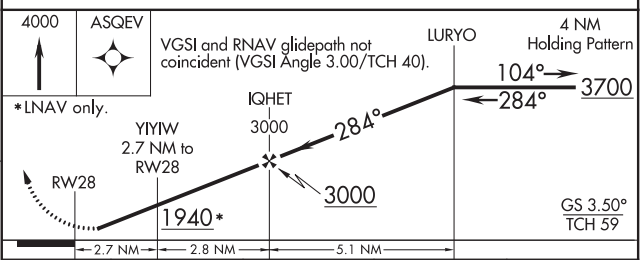
| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.225 | 118.05 | 122.7 (CTAF) L |




| ELEV 881 | TDZE 881 |
|---|---|




MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1289-1¼ 408 (500-1¼) | | NA | |
| LNAV/VNAV DA | 1411-1½ 530 (600-1½) | | NA | |
| LNAV MDA | 1480-1 599 (600-1) | | NA | |
| CIRCLING | 1480-1 599 (600-1) | | NA | |

JOHNSTOWN, NEW YORK
Orig 23SEP10

43°00′N-74°20′W

FULTON COUNTY (NYØ)

RNAV (GPS) RWY 28

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# NDB RWY 10

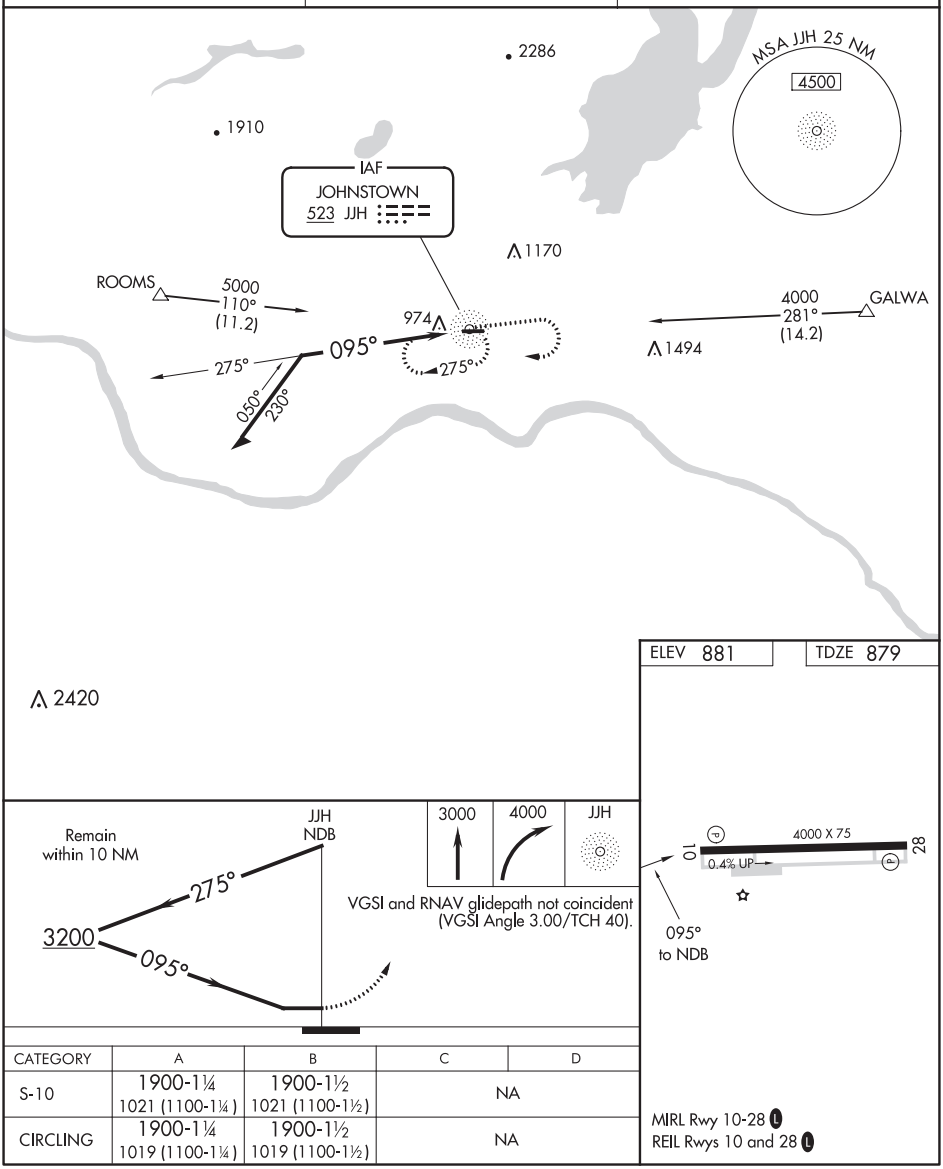
FULTON COUNTY (NYØ)

| NDB JJH | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| 523 | 095° | TDZE | 879 |
| | | Apt Elev | 881 |

When VGSI inop, procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct JJH NDB and hold.

| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.225 | 118.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1900-1¼ 1021 (1100-1¼) | 1900-1½ 1021 (1100-1½) | NA | |
| CIRCLING | 1900-1¼ 1019 (1100-1¼) | 1900-1½ 1019 (1100-1½) | NA | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

JOHNSTOWN, NEW YORK AL-6987 (FAA) 21056

# NDB RWY 28

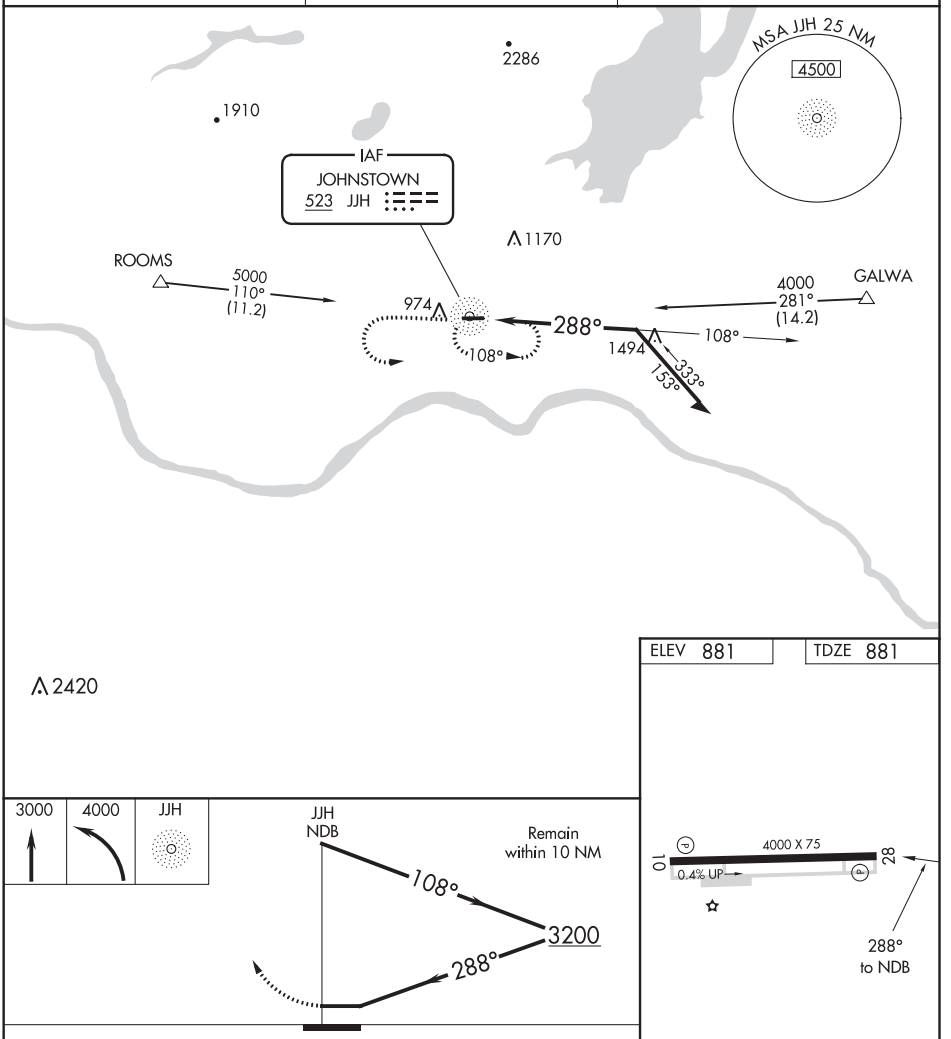
FULTON COUNTY (NYØ)

| NDB JJH | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| 523 | 288° | TDZE | 881 |
| | | Apt Elev | 881 |

When VGSI inop, procedure NA at night.
Visibility reduction by helicopters NA.
Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct JJH NDB and hold.

| AWOS-3 | ALBANY APP CON | UNICOM |
|---|---|---|
| 119.225 | 118.05 | 122.7 (CTAF) L |




ELEV 881 TDZE 881




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 2000-1¼<br>1119 (1200-1¼) | 2000-1½<br>1119 (1200-1½) | NA | |
| CIRCLING | 2000-1¼<br>1119 (1200-1¼) | 2000-1½<br>1119 (1200-1½) | NA | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

JOHNSTOWN, NEW YORK
Amdt 2 23SEP10

43°00′N-74°20′W

FULTON COUNTY (NYØ)
NDB RWY 28


NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS CH 40136 W15A | APP CRS 182° | Rwy Idg 2775<br>TDZE 147<br>Apt Elev 147 |
|---|---|---|

# RNAV (GPS) RWY 15

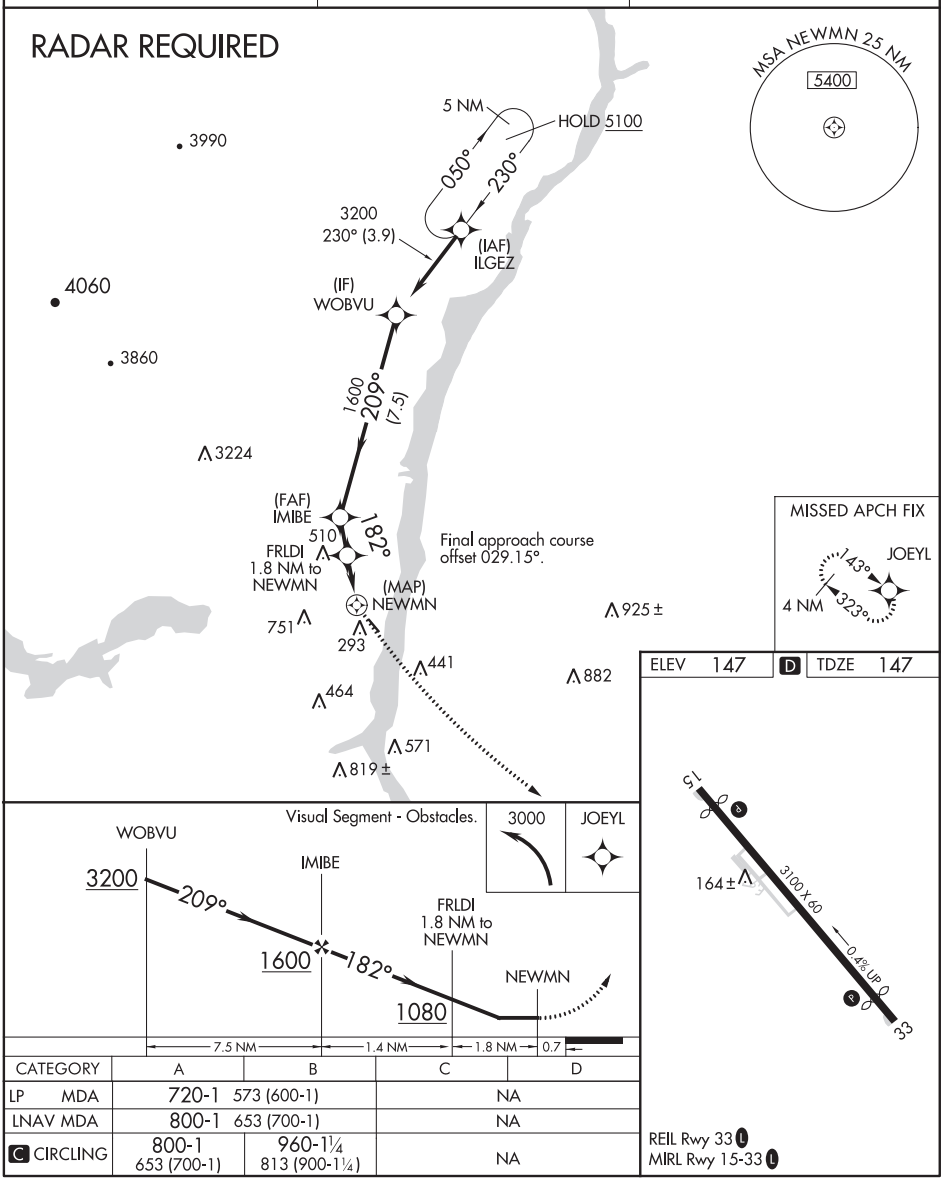
KINGSTON-ULSTER (2ØN)

T NA — DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Hudson altimeter setting. When not received, use Newburgh altimeter setting and increase all MDA 60 feet. Night landing: Rwy 15 NA.

MISSED APPROACH: Climbing left turn to 3000 direct JOEYL and hold.

| NEW YORK APP CON | UNICOM | |
|---|---|---|
| 132.75 363.1 | 122.8 (CTAF) | 123.3 L |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 720-1 | 573 (600-1) | NA | |
| LNAV MDA | 800-1 | 653 (700-1) | NA | |
| C CIRCLING | 800-1<br>653 (700-1) | 960-1¼<br>813 (900-1¼) | NA | |

REIL Rwy 33 L
MIRL Rwy 15-33 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

KINGSTON, NEW YORK | AL-9137 (FAA) | 19227

| WAAS | APP CRS | Rwy Idg | 2630 |
|---|---|---|---|
| CH 82336 | 333° | TDZE | 147 |
| W33A | | Apt Elev | 147 |

# RNAV (GPS) RWY 33

KINGSTON-ULSTER (2ØN)

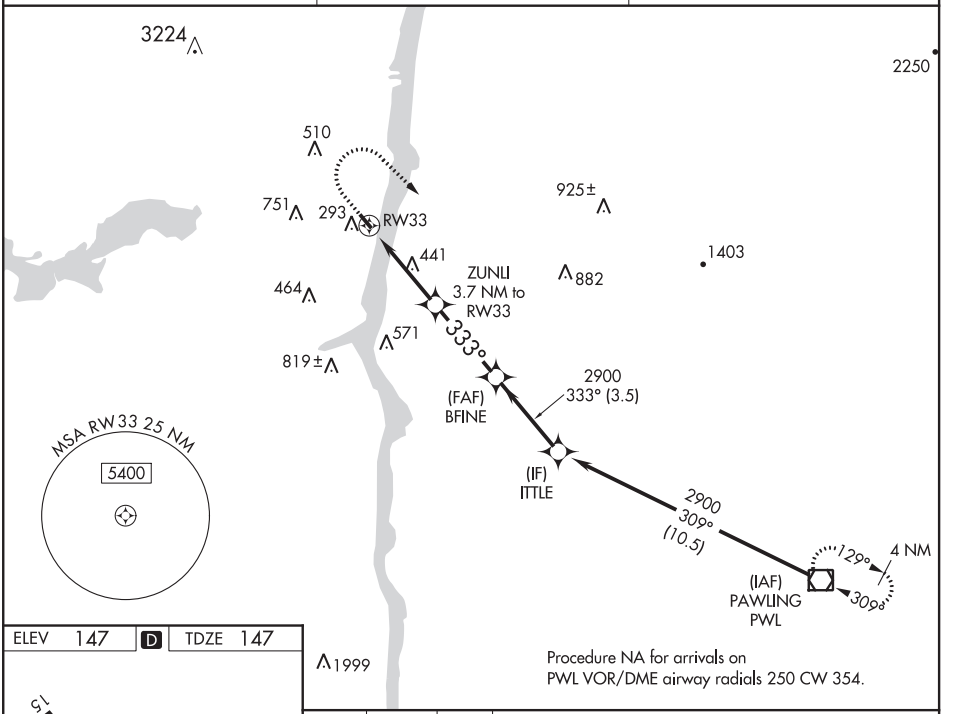
RNP APCH.

T
A NA

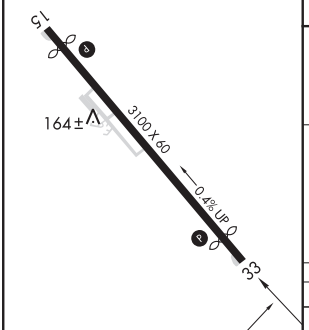
Use Hudson altimeter setting. When not received, use Newburgh altimeter setting and increase all MDA 60 feet. Baro-VNAV NA. Rwy 33 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 33 at night operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct PWL VOR/DME and hold.

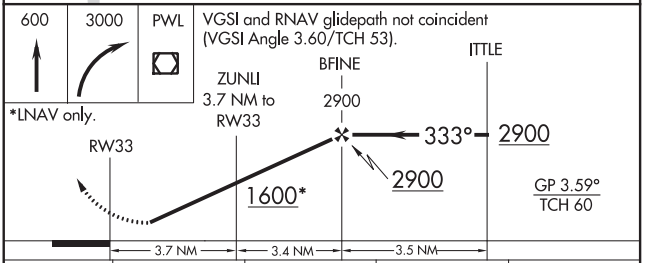
| NEW YORK APP CON | UNICOM | |
|---|---|---|
| 132.75 363.1 | 122.8 (CTAF) | 123.3 L |




ELEV 147 D TDZE 147




REIL Rwy 33 L
MIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 499-1 | 352 (400-1) | NA | |
| LNAV/VNAV DA | 635-1⅜ | 489 (500-1⅜) | NA | |
| LNAV MDA | 880-1<br>733 (800-1) | 880-1¼<br>733 (800-1¼) | NA | |
| C CIRCLING | 880-1<br>733 (800-1) | 960-1¼<br>813 (900-1¼) | NA | |

KINGSTON, NEW YORK
Amdt 1A 16AUG18

41°59′N-73°58′W

KINGSTON-ULSTER (2ØN)
RNAV (GPS) RWY 33


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 14

LAKE PLACID (LKP)

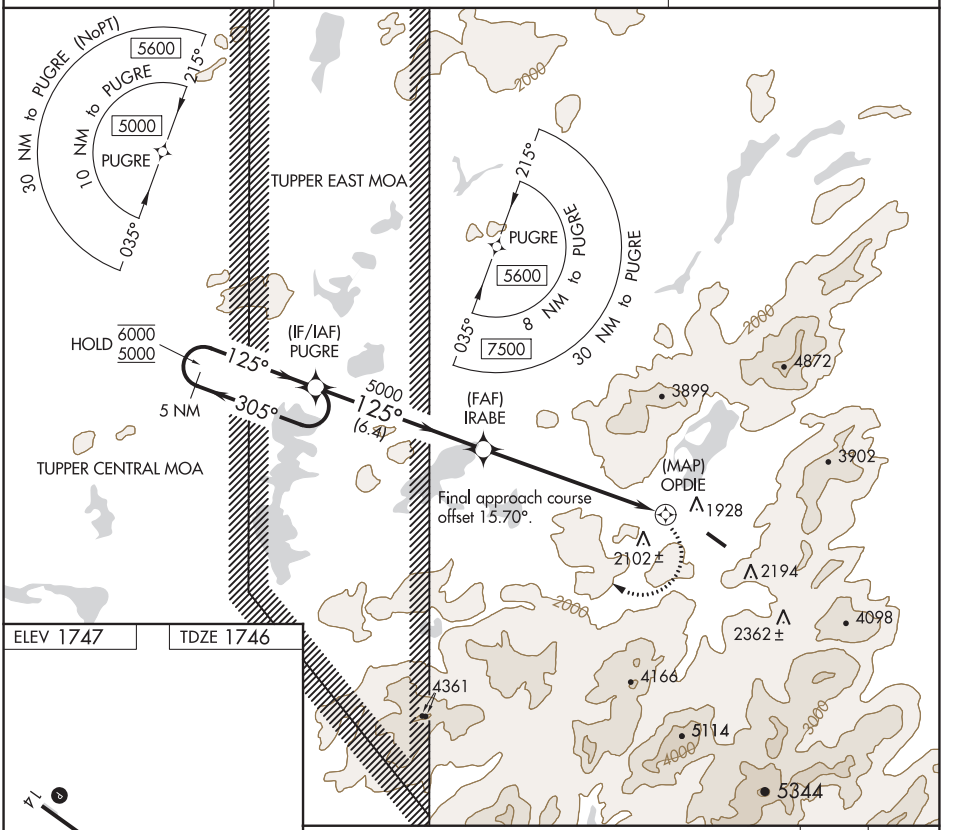
| APP CRS | Rwy ldg | 4196 |
|---|---|---|
| 125° | TDZE | 1746 |
| | Apt Elev | 1747 |

RNP APCH.

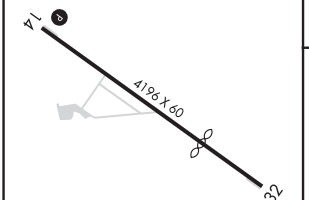
Rwy 14 helicopter visibility reduction below 1 SM NA.
Use Saranac Lake altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 5000 direct PUGRE and hold.

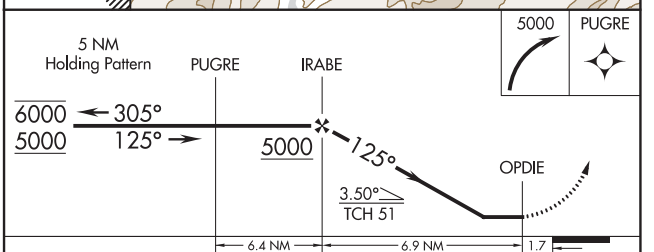
| SLK ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 122.8 (CTAF) L |




ELEV 1747 TDZE 1746




MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3080-2 | 1334 (1400-2) | NA | |
| C CIRCLING | 3080-2 | 1333 (1400-2) | NA | |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

LAKE PLACID, NEW YORK | AL-9371 (FAA) | 20254

# RNAV (GPS)-A

LAKE PLACID (LKP)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 306° | TDZE | N/A |
| | Apt Elev | 1747 |

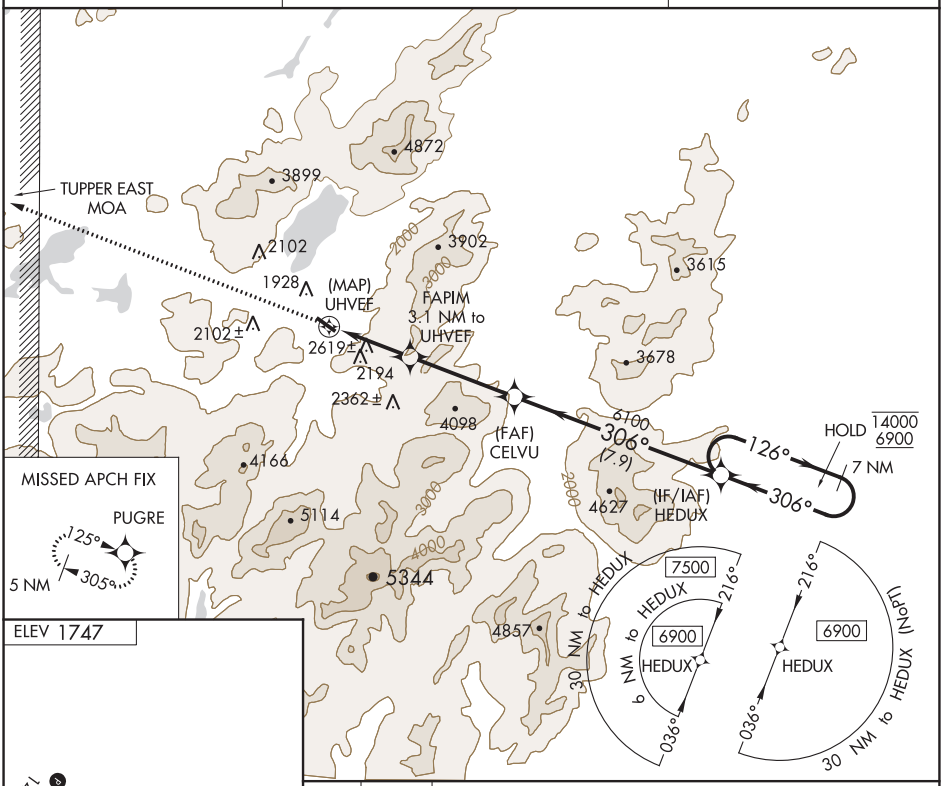
RNP APCH.

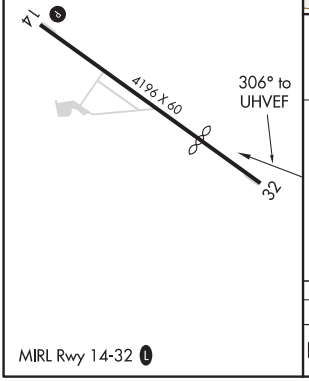
NA
-32°C

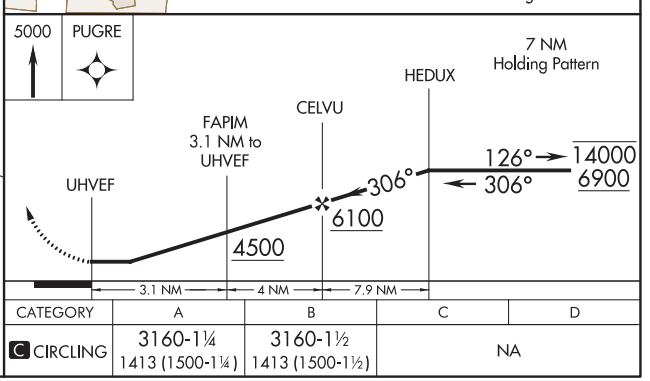
Procedure NA at night.
Use Saranac Lake altimeter setting.

MISSED APPROACH: Climb to 5000 direct PUGRE and hold.

| SLK ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 3160-1¼ 1413 (1500-1¼) | 3160-1½ 1413 (1500-1½) | NA | |

MIRL Rwy 14-32 L

LAKE PLACID, NEW YORK
Amdt 2A 30JAN20

44°16′N-73°58′W

LAKE PLACID (LKP)

RNAV (GPS)-A


NE-2, 25 FEB 2021 to 22 APR 2021

LAKEHURST, NEW JERSEY

# RNAV (GPS) RWY 24

LAKEHURST MAXFIELD FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

AL-223 [USN]

| WAAS | APCH CRS | Rwy Idg 5002 |
|---|---|---|
| Chan 60342 W24A | 242° | TDZE 101 |
| | | Arpt Elev 101 |

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to ⅞ mile; CAT D vis to 1 mile.
*** When ALS inop, increase vis to 1 mile.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct JAPDU and hold.

| ATIS ★ | MC GUIRE APP CON | LAKEHURST TOWER ★ | GND CON |
|---|---|---|---|
| 276.525 | 126.475 363.8 | 127.775 360.2 | 118.375 307.05 |

DME/DME RNP-0.3 NA

(IAF) ECCOR

772

604

ROBBINSVILLE RBV

634

2000 109° (16.3)

NoPT 2000 153° (7.8)

Min holding alt 2000

242° 5 NM 230K 062°

(IAF/IF) JAPDU

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 54°C (130°F).

2000 242° (6.0)

424

NoPT 2000 332° (7.8)

HORBO

RAMEE

310

180

291

RW24

296

267

(IAF) AGENE

R-5001A-B

MSA RW24 25 NM

2100

2000 043° (24.7)

COYLE CYN

EMERG SAFE ALT 100 NM 4100

ELEV 101 TDZE 101

242° to RW24

3500 x 90 ASSAULT STRIP 245° 065° 0.4% UP 0.3% DOWN 5002 x 150

15 9 24 33

TWR 179

HIRL Rwy 6-24 (L)
MIRL Rwy 063°-243°

700 2000 JAPDU

†LNAV only

HORBO JAPDU

†RAMEE

†1.0 NM to RW24

RW24

1100

242° 2000

062° 242° 2000 2000

GP 3.00° TCH 51

3 NM 2.8 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA * | 301-½ 200 (200-½) | | | |
| LNAV/VNAV DA ** | 383-½ 282 (300-½) | 403-½ 302 (400-½) | 418-½ 317 (400-½) | 436-½ 335 (400-½) |
| LNAV MDA *** | 460-½ 359 (400-½) | | 460-⅝ 359 (400-⅝) | |
| C CIRCLING | 640-1 539 (600-1) | 720-1 619 (700-1) | 720-1¾ 619 (700-1¾) | 720-2 619 (700-2) |

LAKEHURST, NEW JERSEY

# RNAV (GPS) RWY 33

LAKEHURST MAXFIELD FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

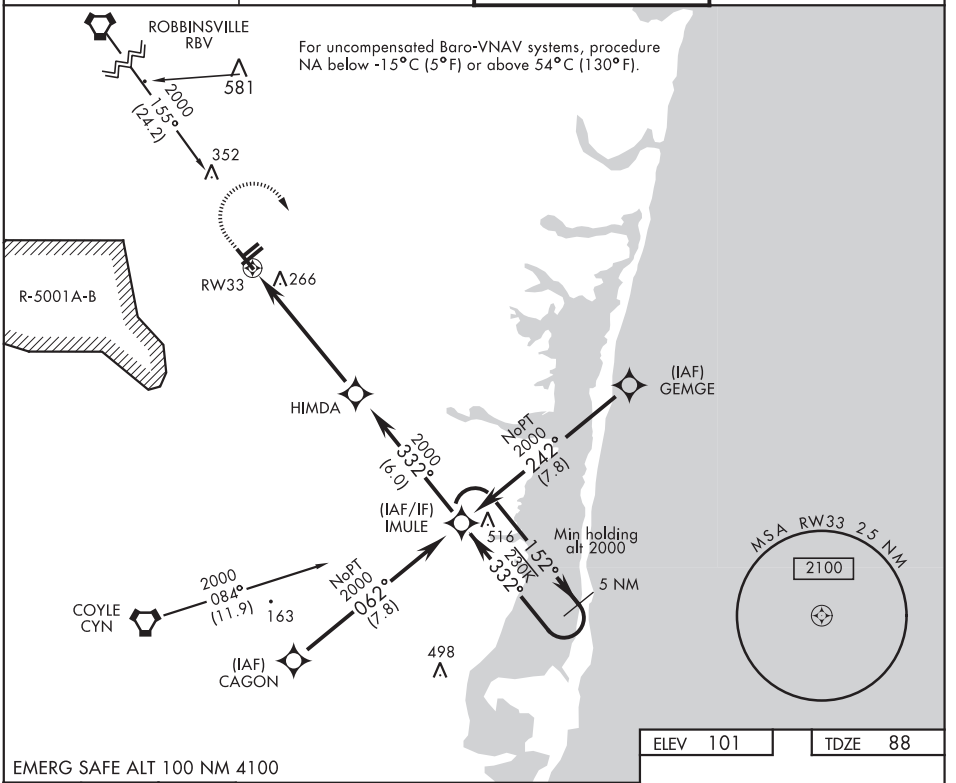
| WAAS | APCH CRS | Rwy Idg 5002 |
|---|---|---|
| Chan 96580 | 332° | TDZE 88 |
| W33A | | Arpt Elev 101 |

AL-223 [USN]

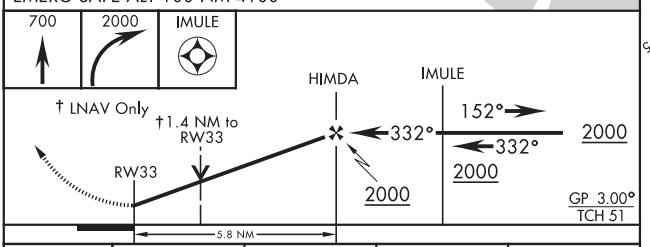
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct IMULE and hold.

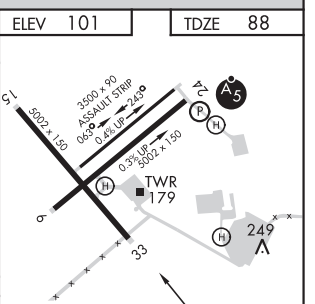
| ATIS ★ | MC GUIRE APP CON | LAKEHURST TOWER ★ | GND CON |
|---|---|---|---|
| 276.525 | 126.475 363.8 | 127.775 360.2 | 118.375 307.05 |




EMERG SAFE ALT 100 NM 4100




ELEV 101 TDZE 88




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 289-¾ 201 (200-¾) | | | |
| LNAV/VNAV DA | 577-1⅜ 489 (500-1⅜) | | | |
| LNAV MDA | 600-1 512 (500-1) | | 600-1⅜ 512 (500-1⅜) | |
| C CIRCLING | 640-1 539 (600-1) | 720-1 619 (700-1) | 720-1¾ 619 (700-1¾) | 720-2 619 (700-2) |

HIRL Rwy 6-24 (L)
MIRL Rwy 063°-243°

LAKEHURST, NEW JERSEY
Amdt 2 08OCT20

40°02'N-74°21'W

LAKEHURST MAXFIELD FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)
RNAV (GPS) RWY 33



NE-2, 25 FEB 2021 to 22 APR 2021

LAKEHURST, NEW JERSEY

# VOR or VOR/DME or TACAN Y RWY 33

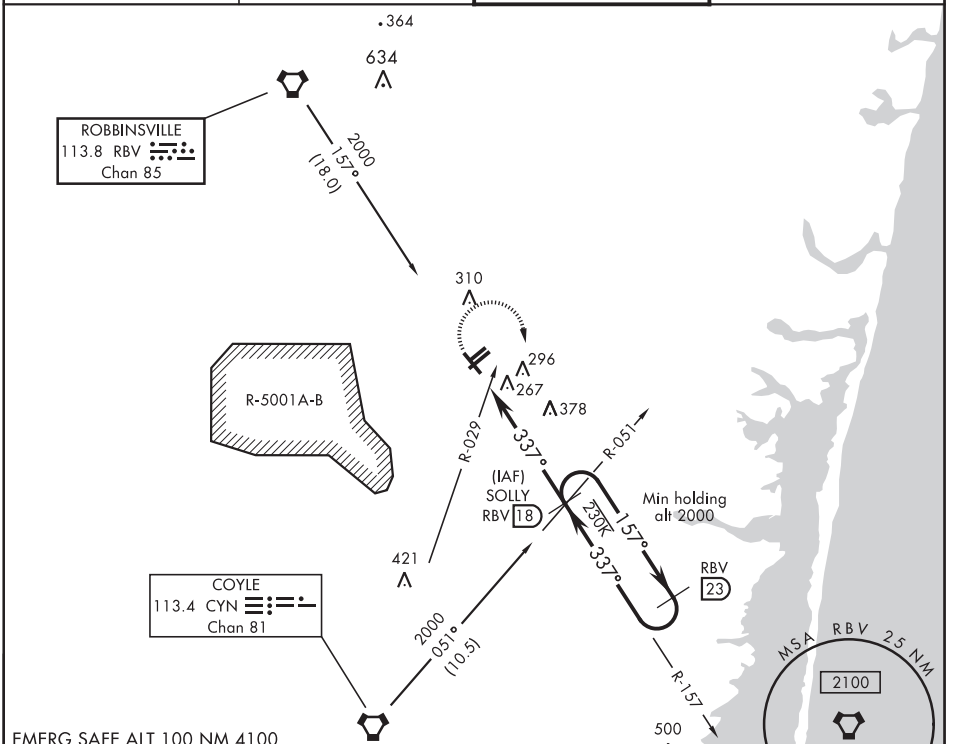
LAKEHURST MAXFIELD FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

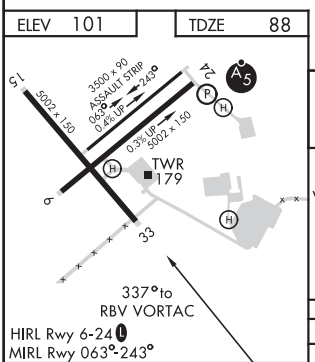
AL-223 [USN]

| VORTAC RBV | APCH CRS | Rwy ldg 5002 |
|---|---|---|
| 113.8 | 337° | TDZE 88 |
| Chan 85 | | Arpt Elev 101 |

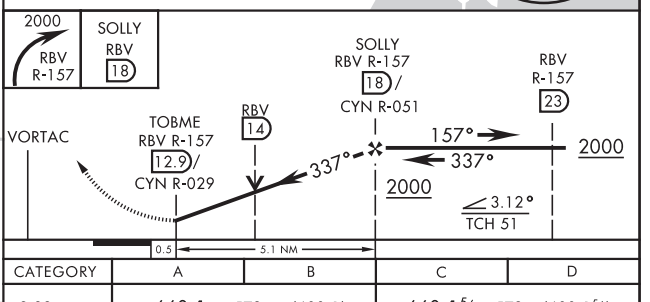
MISSED APPROACH: Climbing right turn to 2000, intercept RBV VORTAC R-157 to SOLLY and hold.

| ATIS ★ | MC GUIRE APP CON | LAKEHURST TOWER ★ | GND CON |
|---|---|---|---|
| 276.525 | 126.475 363.8 | 127.775 360.2 | 118.375 307.05 |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 660-1 572 (600-1) | | 660-1⅝ 572 (600-1⅝) | |
| C CIRCLING | 660-1 559 (600-1) | 720-1 619 (700-1) | 720-1¾ 619 (700-1¾) | 720-2 619 (700-2) |

LAKEHURST, NEW JERSEY

# TACAN RWY 24

LAKEHURST MAXFIELD FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

| TACAN | APCH CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|---|
| NEL Chan 55 | 250° | 5002 | 101 | 101 |

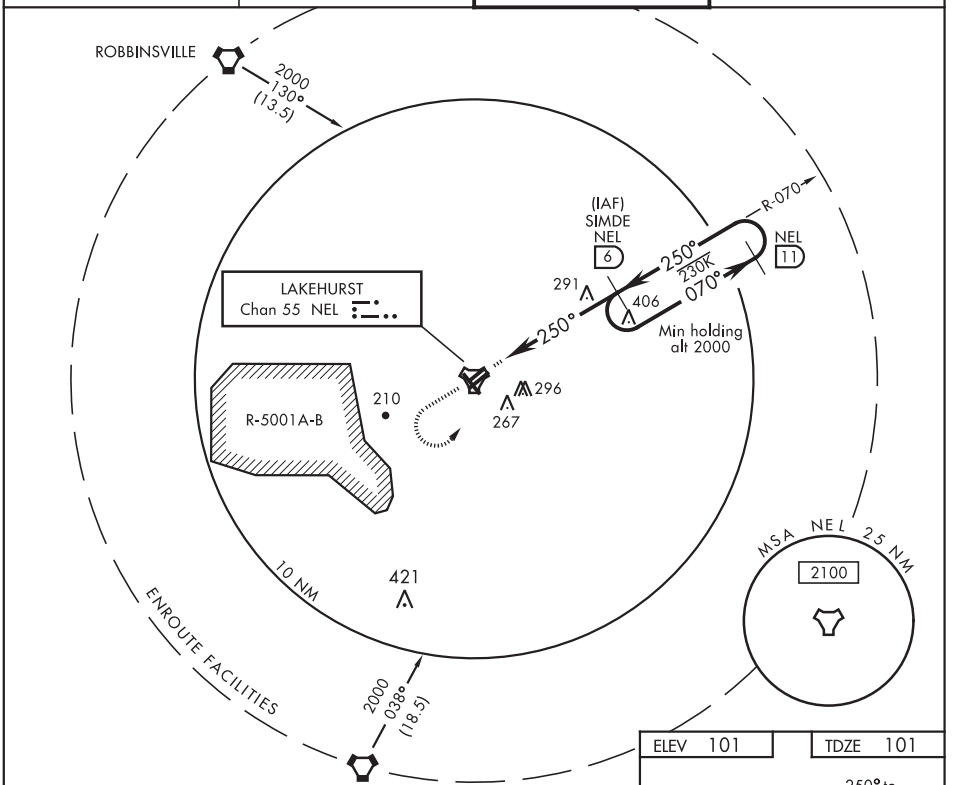
AL-223 [USN]

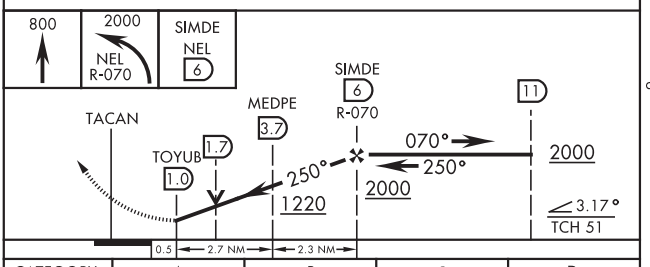
T * When ALS inop increase CAT AB vis to 1 mile, CAT CD vis to 1⅛.

MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 to intercept NEL TACAN R-070 to SIMDE and hold.

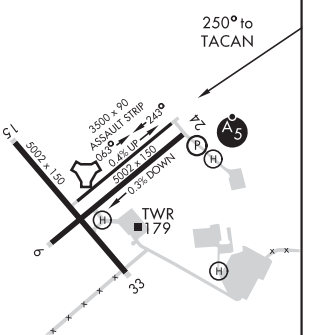
| ATIS ★ | MC GUIRE APP CON | LAKEHURST TOWER ★ | GND CON |
|---|---|---|---|
| 276.525 | 126.475 363.8 | 127.775 360.2 | 118.375 307.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 * | 520-½ 419 (500-½) | | 520-¾ 419 (500-¾) | |
| C CIRCLING | 640-1 539 (600-1) | 720-1 619 (700-1) | 720-1¾ 619 (700-1¾) | 720-2 619 (700-2) |

ELEV 101 | TDZE 101




HIRL Rwy 6-24 L
MIRL Rwy 063°-243°



40°02′N-74°21′W





NE-2, 25 FEB 2021 to 22 APR 2021

LAKEHURST, NEW JERSEY

# TACAN Z RWY 33

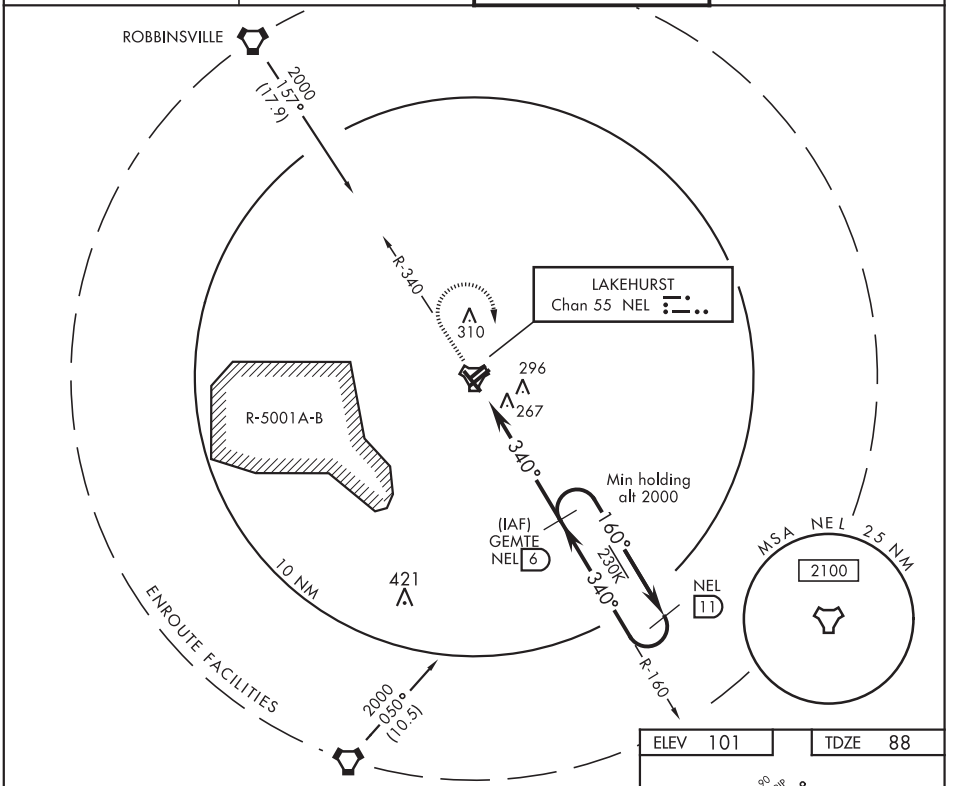
LAKEHURST MAXFIELD FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

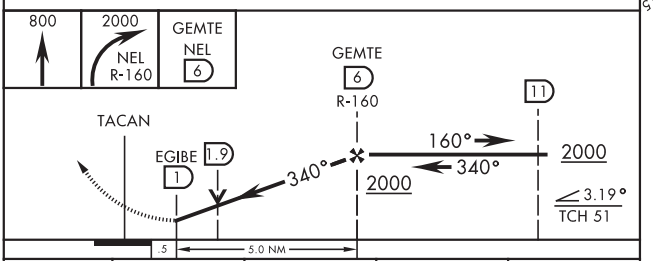
| TACAN | APCH CRS | Rwy Idg | 5002 |
|---|---|---|---|
| NEL | 340° | TDZE | 88 |
| Chan 55 | | Arpt Elev | 101 |

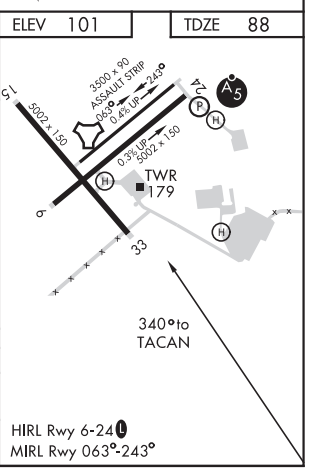
AL-223 [USN]

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 to intercept NEL TACAN R-160 to GEMTE and hold.

| ATIS ★ | MC GUIRE APP CON | LAKEHURST TOWER ★ | GND CON |
|---|---|---|---|
| 276.525 | 126.475 363.8 | 127.775 360.2 | 118.375 307.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 600-1 512 (500-1) | | 600- 1⅜ 512 (500-1⅜) | |
| C CIRCLING | 640-1<br>539 (600-1) | 720-1<br>619 (700-1) | 720-1¾<br>619 (700-1¾) | 720-2<br>619 (700-2) |

LAKEHURST, NEW JERSEY
Amdt 2 05DEC19

40°02′N-74°21′W

LAKEHURST MAXFIELD FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)
TACAN Z RWY 33




NE-2, 25 FEB 2021 to 22 APR 2021

LAKEHURST, NEW JERSEY

# NDB RWY 24

LAKEHURST MAXFIELD FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

AL-223 [USN]

| NDB NEL 396 | APCH CRS 241° | Rwy Idg 5002<br>TDZE 101<br>Arpt Elev 101 |
|---|---|---|

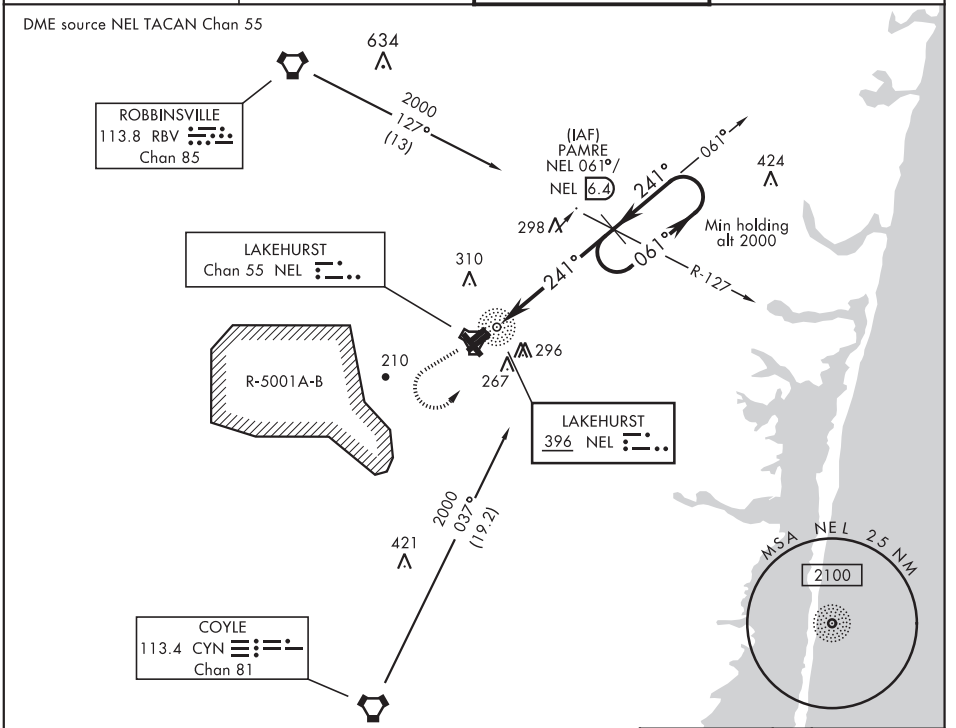
T * When ALS inop, increase, CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.

MALSR

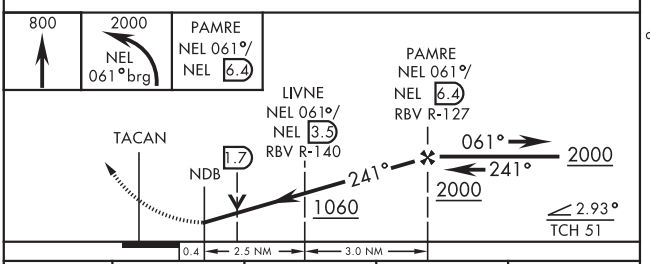
MISSED APPROACH: Climb to 800, then climbing left turn to 2000 to intercept NEL NDB 061° bearing to PAMRE and hold.

| ATIS ★ | MC GUIRE APP CON | LAKEHURST TOWER ★ | GND CON |
|---|---|---|---|
| 276.525 | 126.475 363.8 | 127.775 360.2 | 118.375 307.05 |

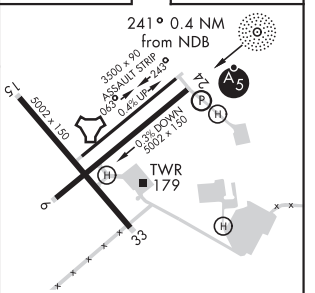
DME source NEL TACAN Chan 55




EMERG SAFE ALT 100 NM 4100




ELEV 101 TDZE 101




HIRL Rwy 6-24 (L)
MIRL Rwy 063°-243°

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 * | 540-¾ | 439 | (500-¾) | |
| C CIRCLING | 640-1<br>539 (600-1) | 720-1<br>619 (700-1) | 720-1¾<br>619 (700-1¾) | 720-2<br>619 (700-2) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

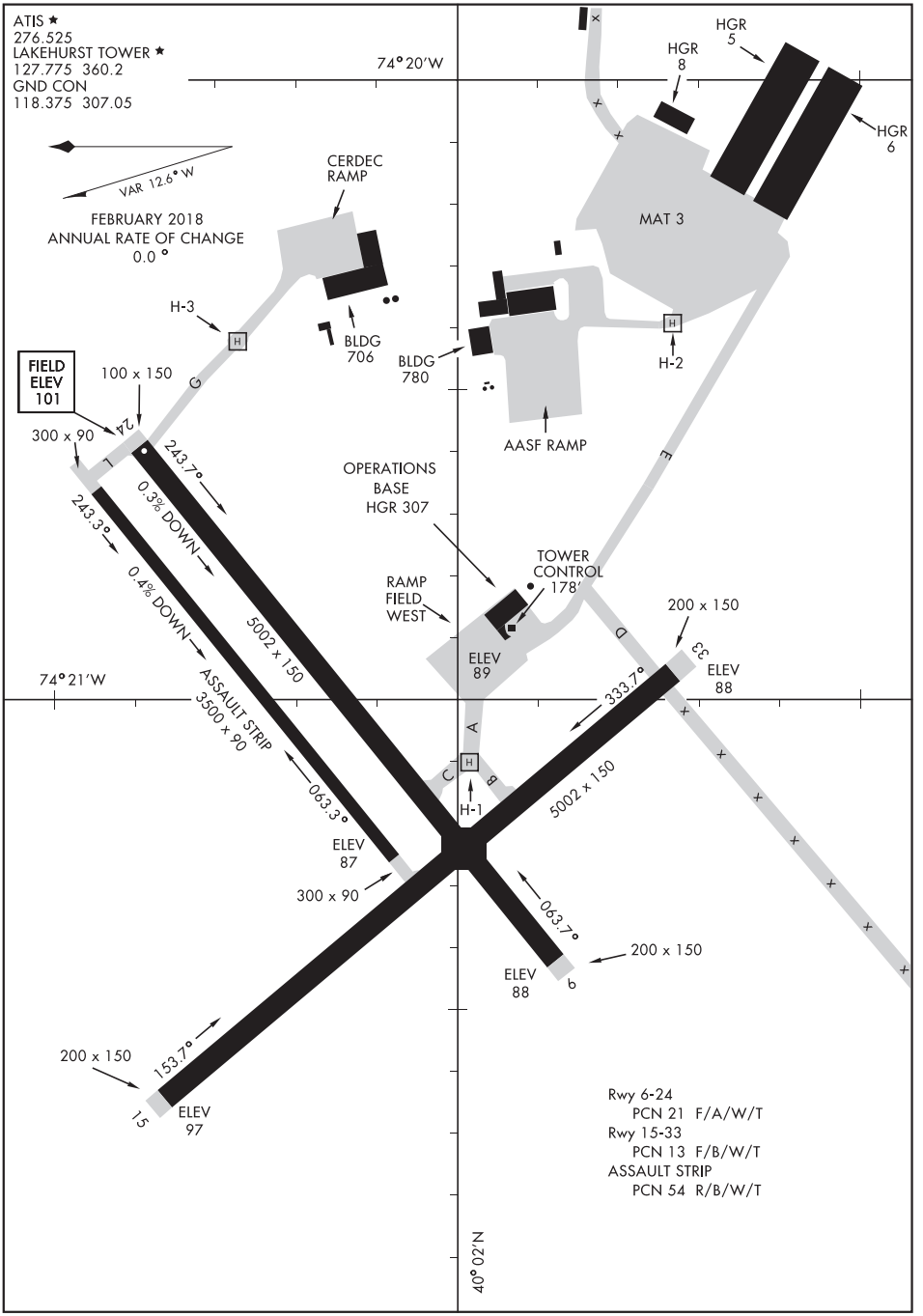


40°02'N-74°21'W



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

LAKEWOOD, NEW JERSEY AL-5611 (FAA) 20030

# RNAV (GPS) RWY 6

LAKEWOOD (N12)

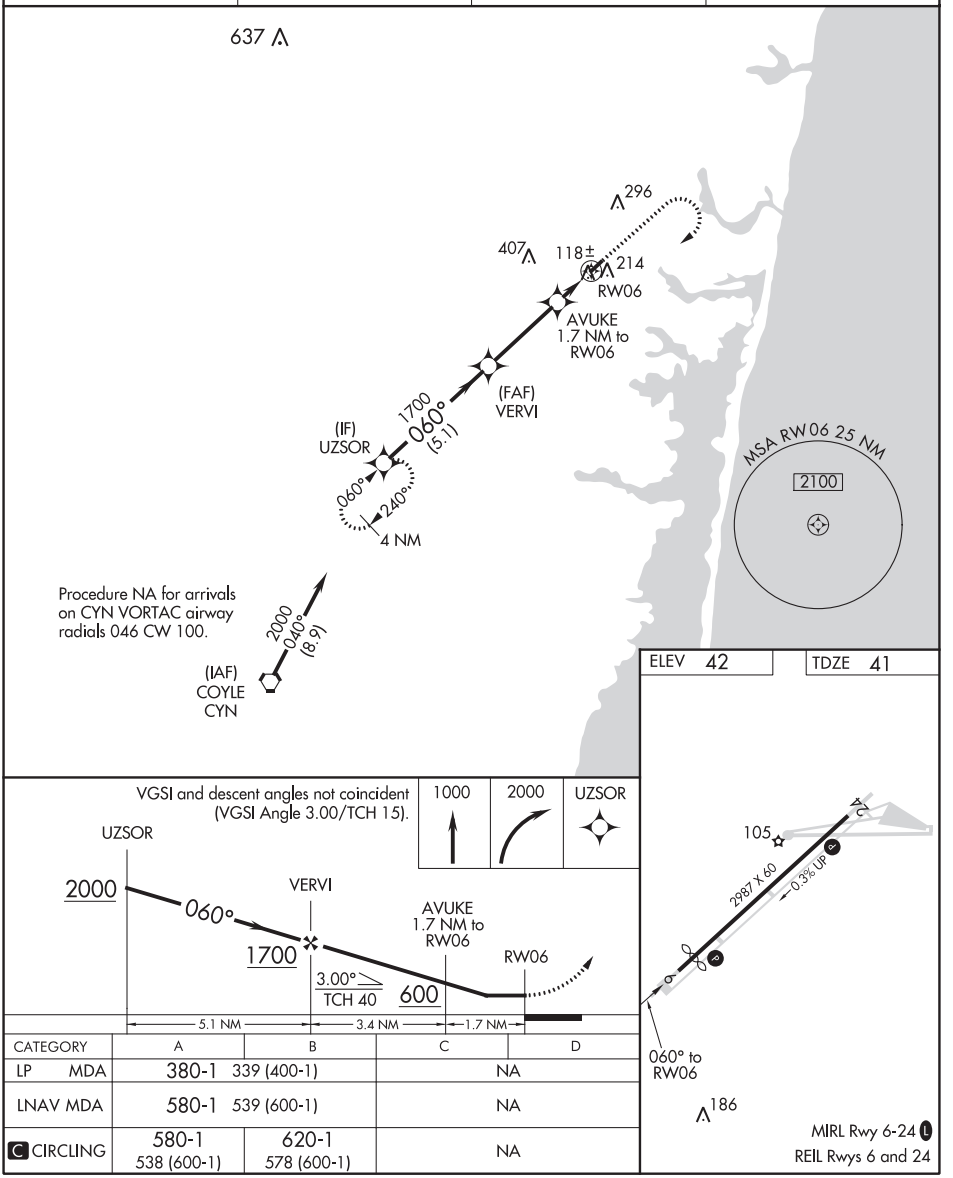
| WAAS | APP CRS | Rwy Idg | 2726 |
|---|---|---|---|
| CH 49038 | 060° | TDZE | 41 |
| W06A | | Apt Elev | 42 |

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lakehurst altimeter setting and increase all MDA 40 feet.

MISSED APPROACH Climb to 1000 then climbing right turn to 2000 direct UZSOR and hold.

| AWOS-AV | MC GUIRE APP CON | GCO | UNICOM |
|---|---|---|---|
| 122.8 | 126.475 363.8 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 380-1 339 (400-1) | | NA | |
| LNAV MDA | 580-1 539 (600-1) | | NA | |
| C CIRCLING | 580-1 538 (600-1) | 620-1 578 (600-1) | NA | |

LAKEWOOD, NEW JERSEY
Amdt 1 02MAR17

40°04′N-74°11′W

LAKEWOOD (N12)

RNAV (GPS) RWY 6


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 24

LAKEWOOD (N12)

| APP CRS | Rwy Idg | 2987 |
|---|---|---|
| 240° | TDZE | 42 |
| | Apt Elev | 42 |

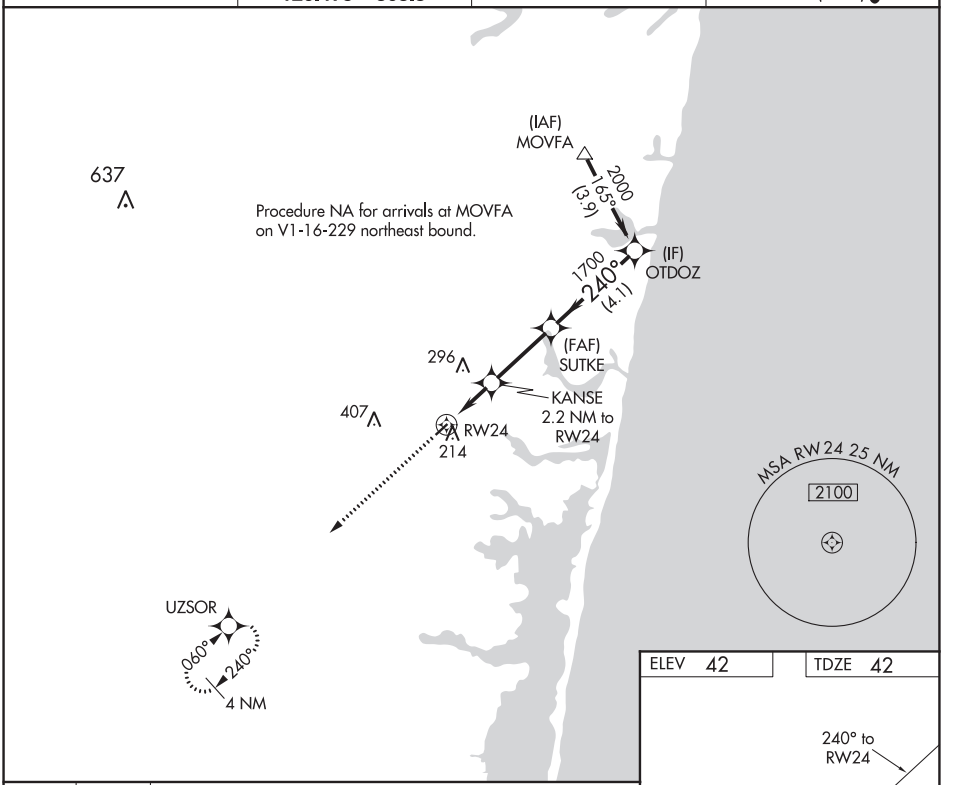
RNP APCH.

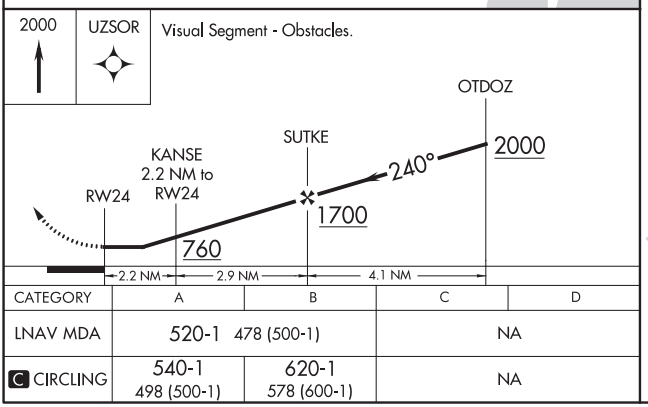
Procedure NA at night. When local altimeter setting not received, use Lakehurst altimeter setting and increase all MDA 40 feet. Rwy 24 helicopter visibility reduction below 1 SM NA.

NA

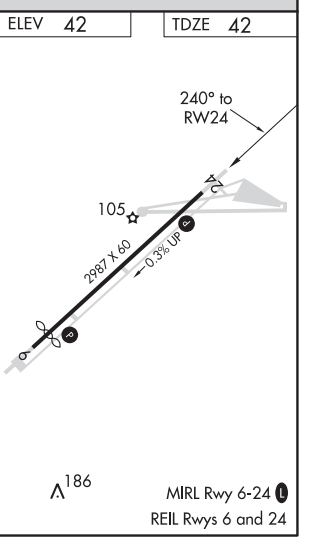
MISSED APPROACH: Climb to 2000 direct UZSOR and hold.

| AWOS-AV | MC GUIRE APP CON | GCO | UNICOM |
|---|---|---|---|
| 122.8 | 126.475 363.8 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 | 478 (500-1) | NA | |
| C CIRCLING | 540-1 498 (500-1) | 620-1 578 (600-1) | NA | |






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 10

LE ROY (5G0)

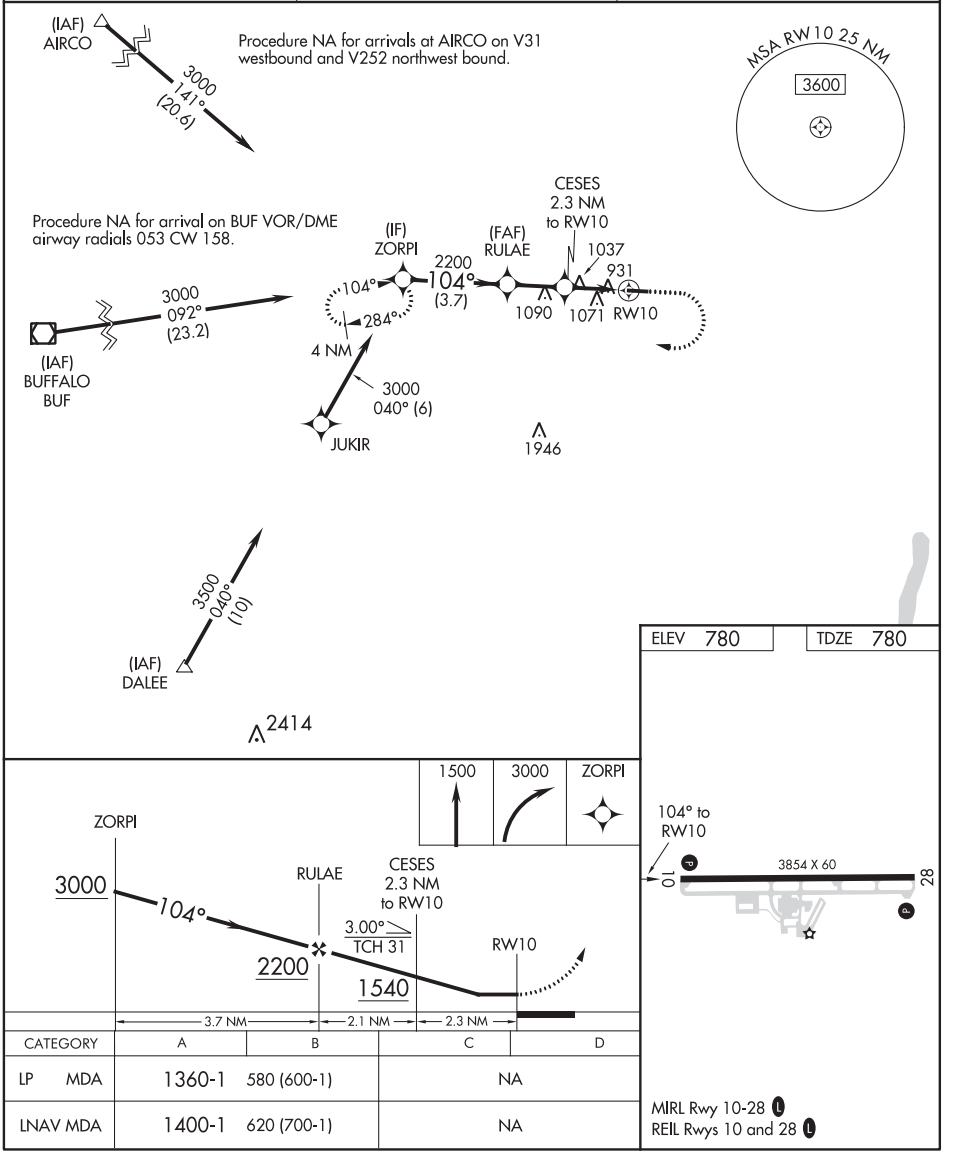
| WAAS | APP CRS | Rwy Idg | 3854 |
|---|---|---|---|
| CH 61030 | 104° | TDZE | 780 |
| W10A | | Apt Elev | 780 |

RNP APCH.

Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA. Use Greater Rochester altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct ZORPI and hold.

| ROC ASOS | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 124.825 | 123.7 322.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1360-1 | 580 (600-1) | NA | |
| LNAV MDA | 1400-1 | 620 (700-1) | NA | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 28

LE ROY (5GØ)

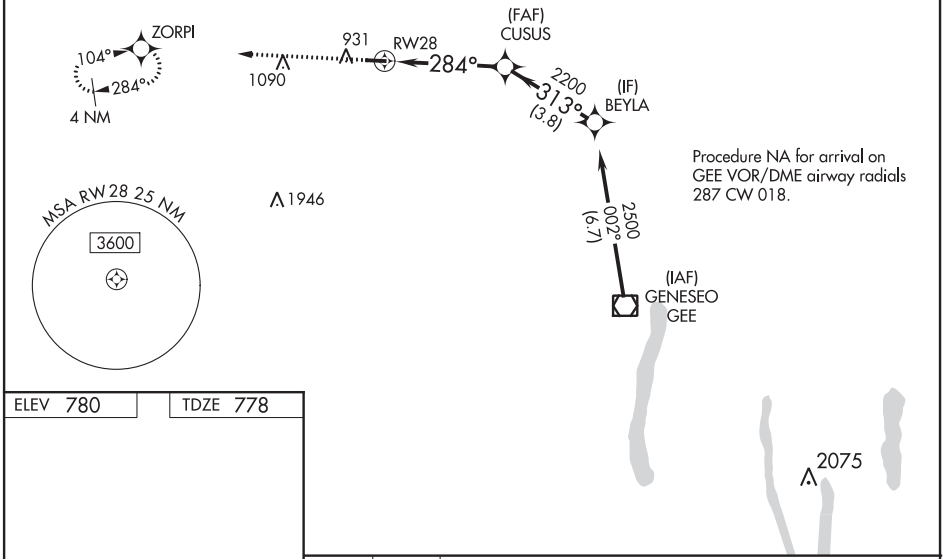
| WAAS | APP CRS | Rwy Idg | 3854 |
|---|---|---|---|
| CH 69330 | 284° | TDZE | 778 |
| W28A | | Apt Elev | 780 |

RNP APCH.

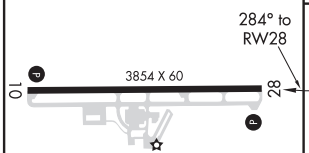
T NA Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Use Greater Rochester altimeter setting.

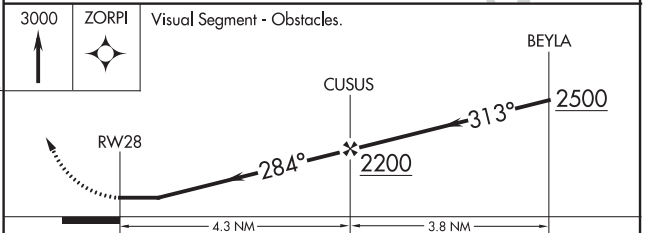
MISSED APPROACH: Climb to 3000 direct ZORPI and hold.

| ROC ASOS | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 124.825 | 123.7 322.3 | 122.8 (CTAF) L |




ELEV 780 TDZE 778




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1240-1 462 (500-1) | | NA | |
| LNAV MDA | 1240-1 462 (500-1) | | NA | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

LE ROY, NEW YORK | AL-6839 (FAA) | 20310

| VOR/DME GEE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.2 Chan 19 | 323° | TDZE | N/A |
| | | Apt Elev | 780 |

# VOR-A

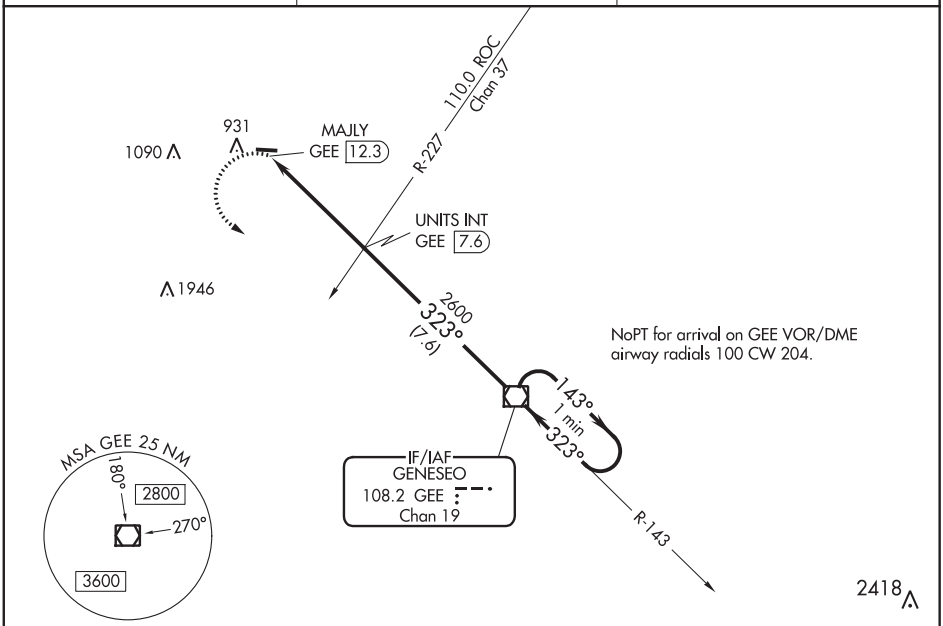
LE ROY (5GØ)

NA

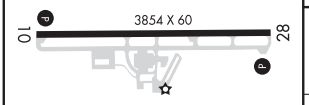
Use Greater Rochester altimeter setting. Circling Rwy 10 NA at night. When Circling to Rwy 28 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing left turn to 4000 direct GEE VOR/DME and hold.

| ROC ASOS | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 124.825 | 123.7 322.3 | 122.8 (CTAF) L |



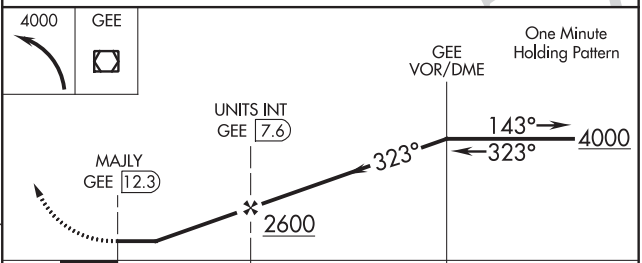

ELEV 780




323° 4.7 NM from FAF

MIRL Rwy 10-28 L

REIL Rwys 10 and 28 L




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1440-1 | 660 (700-1) | NA | |

LE ROY, NEW YORK
Amdt 1C 13SEP18

42°59′N-77°56′W

LE ROY (5GØ)
VOR-A

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

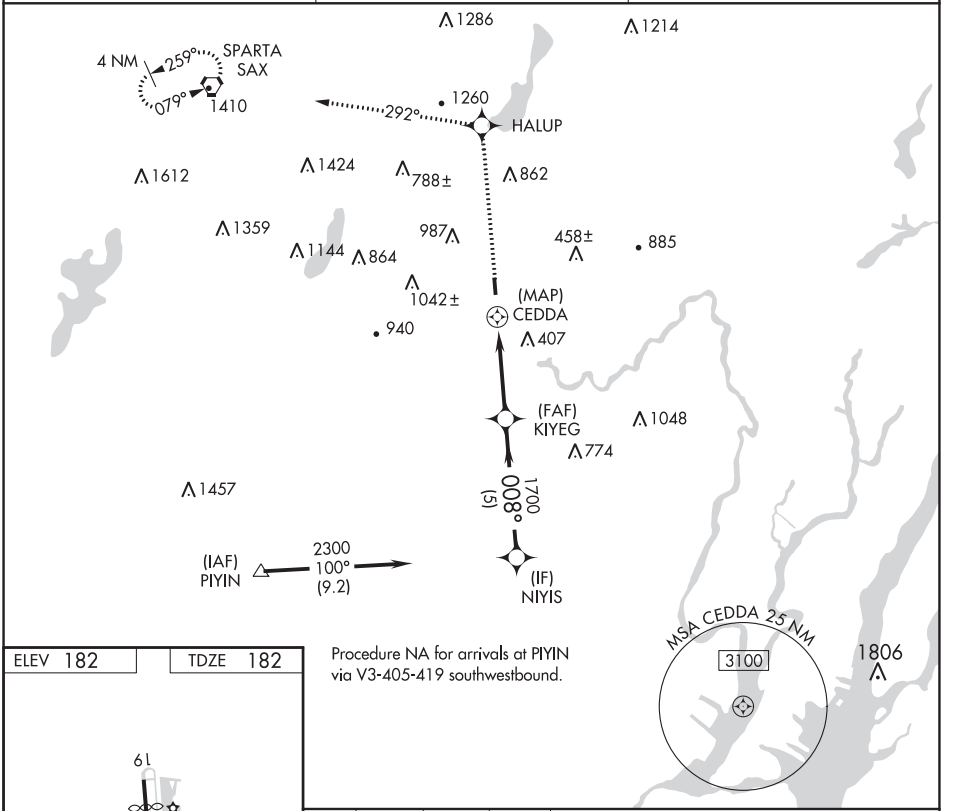
| APP CRS | Rwy Idg | 2103 |
|---|---|---|
| 008° | TDZE | 182 |
| | Apt Elev | 182 |

# RNAV (GPS) RWY 1
## LINCOLN PARK (NØ7)

Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HALUP and via 292° track to SAX VORTAC and hold.

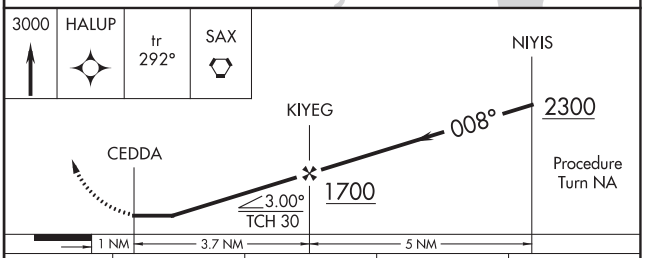
| NEW YORK APP CON | GCO | UNICOM |
|---|---|---|
| 127.6 379.9 | 121.725 | 122.8 (CTAF) L |




Procedure NA for arrivals at PIYIN via V3-405-419 southwestbound.

| ELEV 182 | TDZE 182 |
|---|---|

HIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1¼<br>1058 (1100-1¼) | NA | | |
| CIRCLING | 1460-1¼<br>1278 (1300-1¼) | NA | | |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

LINCOLN PARK, NEW JERSEY AL-6637 (FAA) 19115

# RNAV (GPS) RWY 19

LINCOLN PARK (NØ7)

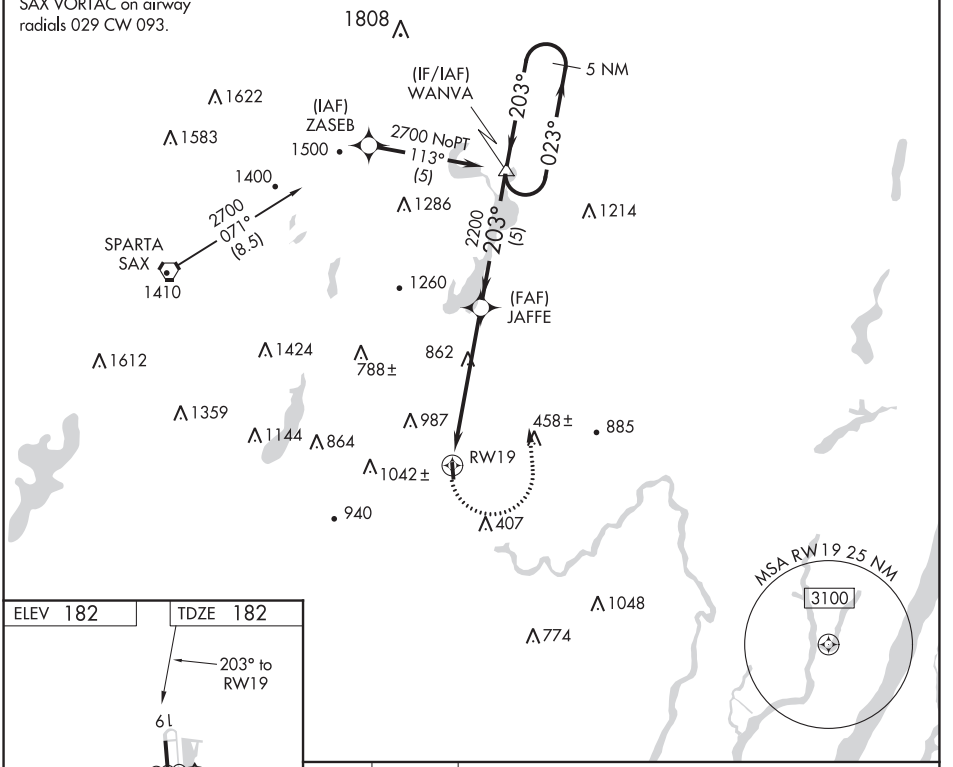
| APP CRS | Rwy Idg | 2683 |
|---|---|---|
| 203° | TDZE | 182 |
| | Apt Elev | 182 |

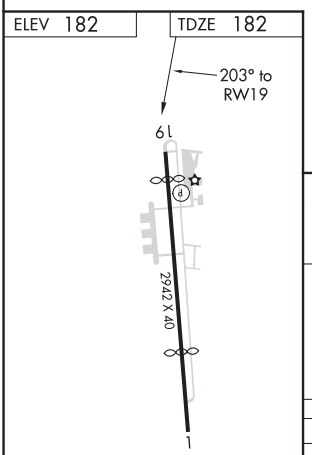
Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.

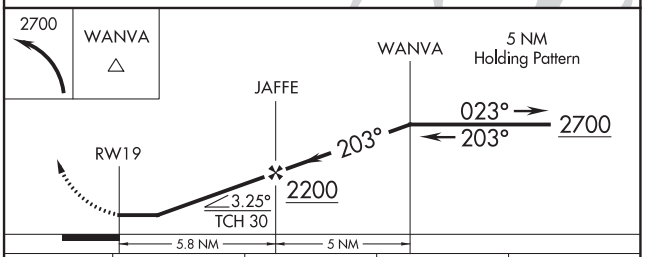
MISSED APPROACH: Climbing left turn to 2700 direct WANVA and hold.

| NEW YORK APP CON | GCO | UNICOM |
|---|---|---|
| 127.6 379.9 | 121.725 | 122.8 (CTAF) L |

Procedure NA for arrivals at SAX VORTAC on airway radials 029 CW 093.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1¼<br>1098 (1100-1¼) | NA | | |
| CIRCLING | 1460-1¼<br>1278 (1300-1¼) | NA | | |

HIRL Rwy 1-19 L

LINCOLN PARK, NEW JERSEY
Orig 10MAY07

40°57′N-74°19′W

LINCOLN PARK (NØ7)

RNAV (GPS) RWY 19

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

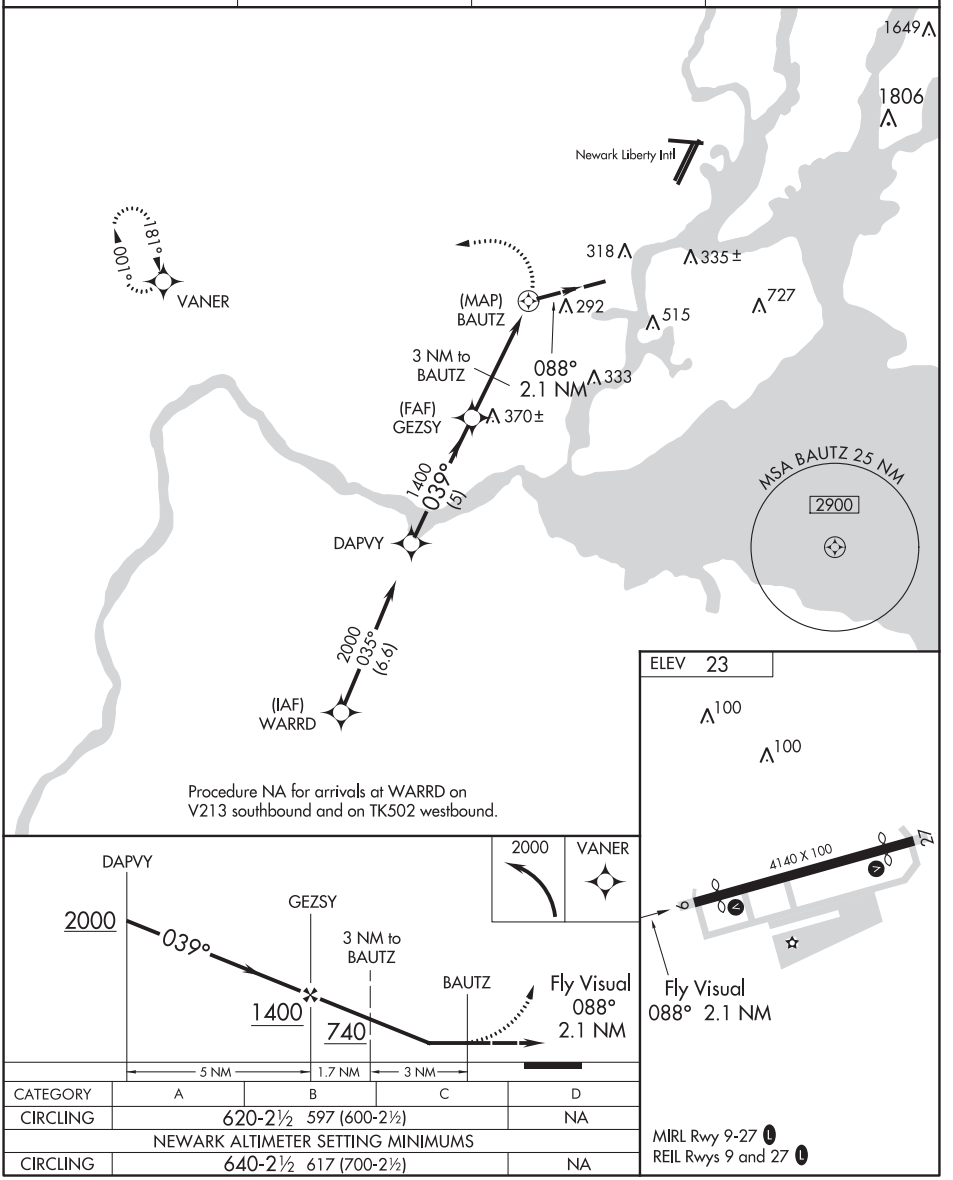
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 039° | TDZE | N/A |
| | Apt Elev | 23 |

# GPS-A
## LINDEN (LDJ)

When local altimeter setting not received, use Newark Liberty Intl altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct VANER WP and hold.

| AWOS-3 | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.025 | 135.35 379.9 | 127.25 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 620-2½ 597 (600-2½) | | | NA |
| NEWARK ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 640-2½ 617 (700-2½) | | | NA |

MIRL Rwy 9-27 (L)
REIL Rwys 9 and 27 (L)



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 1

FLYING W (N14)

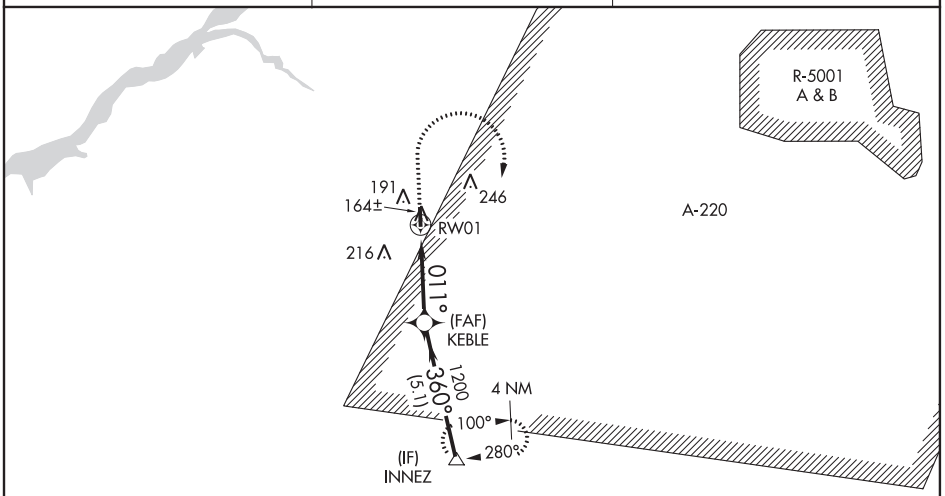
| APP CRS | Rwy Idg | 3496 |
|---|---|---|
| 011° | TDZE | 49 |
| | Apt Elev | 49 |

Use Mount Holly altimeter setting; when not received, use Northeast Philadelphia altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Straight-in Rwy 1 NA at night, Circling Rwy 1 NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct INNEZ and hold.

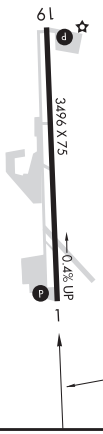
| VAY ASOS | MC GUIRE APP CON | UNICOM |
|---|---|---|
| 119.325 | 126.475 363.8 | 122.8 (CTAF) L |

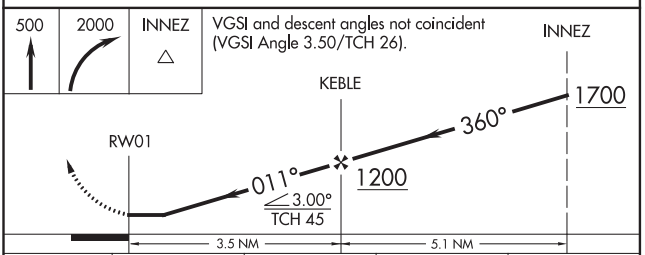



ELEV 49 TDZE 49

MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 371 (400-1) | | NA | |
| CIRCLING | 520-1 471 (500-1) | | NA | |



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 3496 |
|---|---|---|---|
| CH 77828 | 191° | TDZE | 49 |
| W19A | | Apt Elev | 49 |

# RNAV (GPS) RWY 19

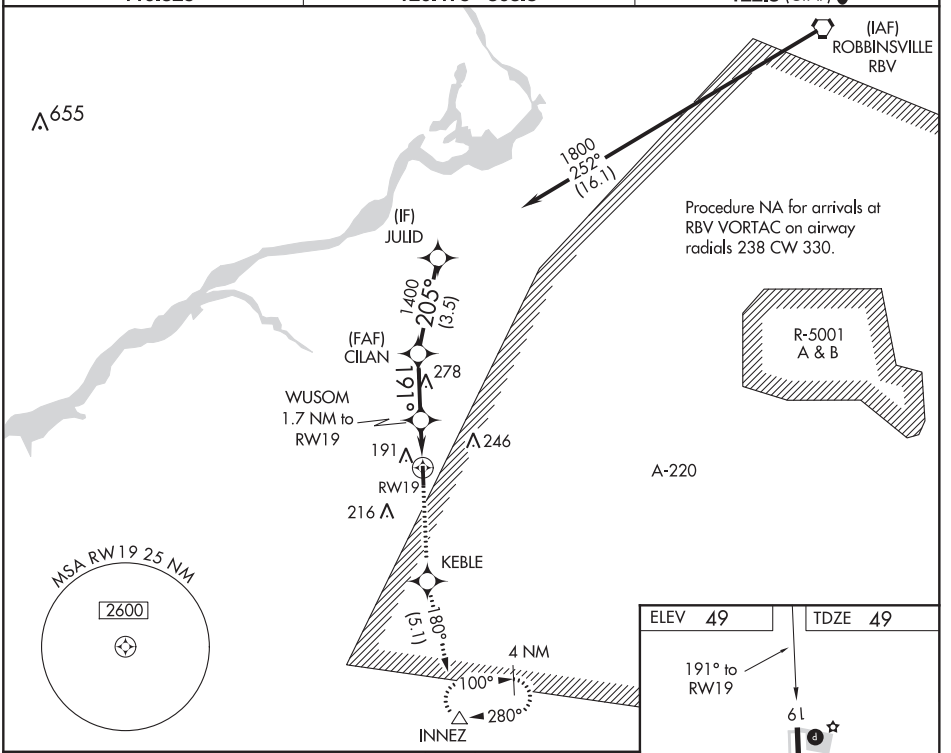
FLYING W (N14)

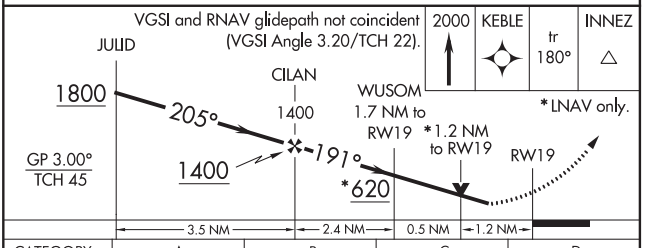
Baro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Northeast Philadelphia altimeter setting. Use Mount Holly altimeter setting, when not received use Northeast Philadelphia altimeter setting and increase all DA/MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. Circling Rwy 1 NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Rwy 19 helicopter visibility reduction below 3/4 SM NA.

NA

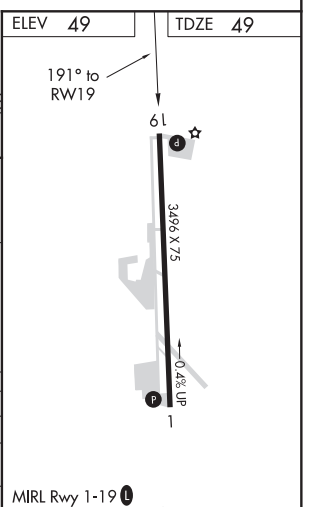
MISSED APPROACH: Climb to 2000 direct KEBLE and on track 180° to INNEZ and hold.

| VAY ASOS | MC GUIRE APP CON | UNICOM |
|---|---|---|
| 119.325 | 126.475 363.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 415-1¼ | 366 (400-1¼) | NA | |
| LNAV/VNAV DA | 353-1 | 304 (400-1) | NA | |
| LNAV MDA | 460-1 | 411 (500-1) | NA | |
| CIRCLING | 520-1 | 471 (500-1) | NA | |




MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

LUMBERTON, NEW JERSEY | AL-5529 (FAA) | 20254

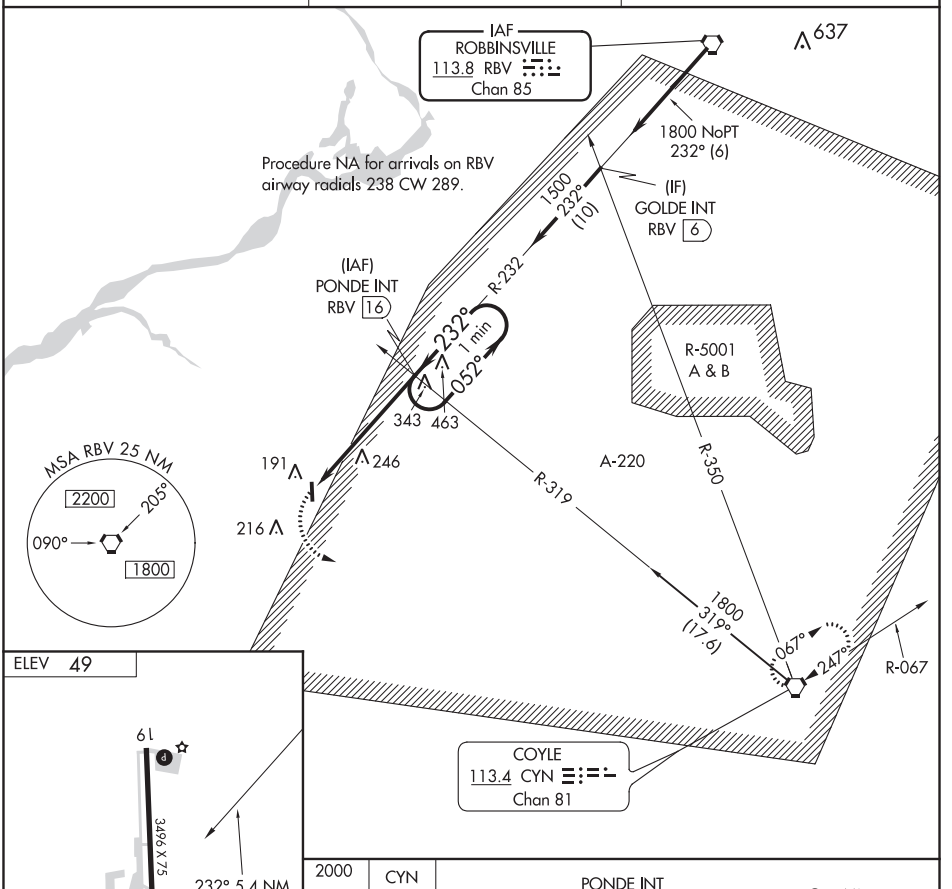
| VORTAC RBV | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.8 | 232° | TDZE | N/A |
| Chan 85 | | Apt Elev | 49 |

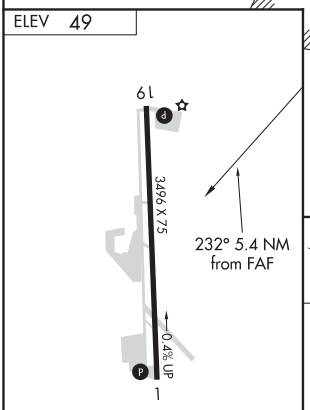
# VOR-A
FLYING W (N14)

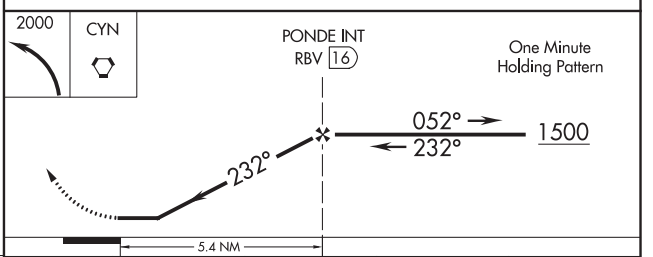
Helicopter visibility reduction below 1 SM NA. Use Mount Holly altimeter setting, when not received use Northeast Philadelphia altimeter setting and increase all MDA 40 feet. Night Landing: Rwy 1 NA.

MISSED APPROACH: Climbing left turn to 2000 direct CYN VORTAC and hold.

| VAY ASOS | MC GUIRE APP CON | UNICOM |
|---|---|---|
| 119.325 | 126.475 363.8 | 122.8 (CTAF) |




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 600-1<br>551 (600-1) | 600-1¼<br>551 (600-1¼) | NA | |

LUMBERTON, NEW JERSEY
Amdt 4A 20AUG15

39°56′N - 74°48′W

FLYING W (N14)
VOR-A


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 5

MALONE-DUFORT (MAL)

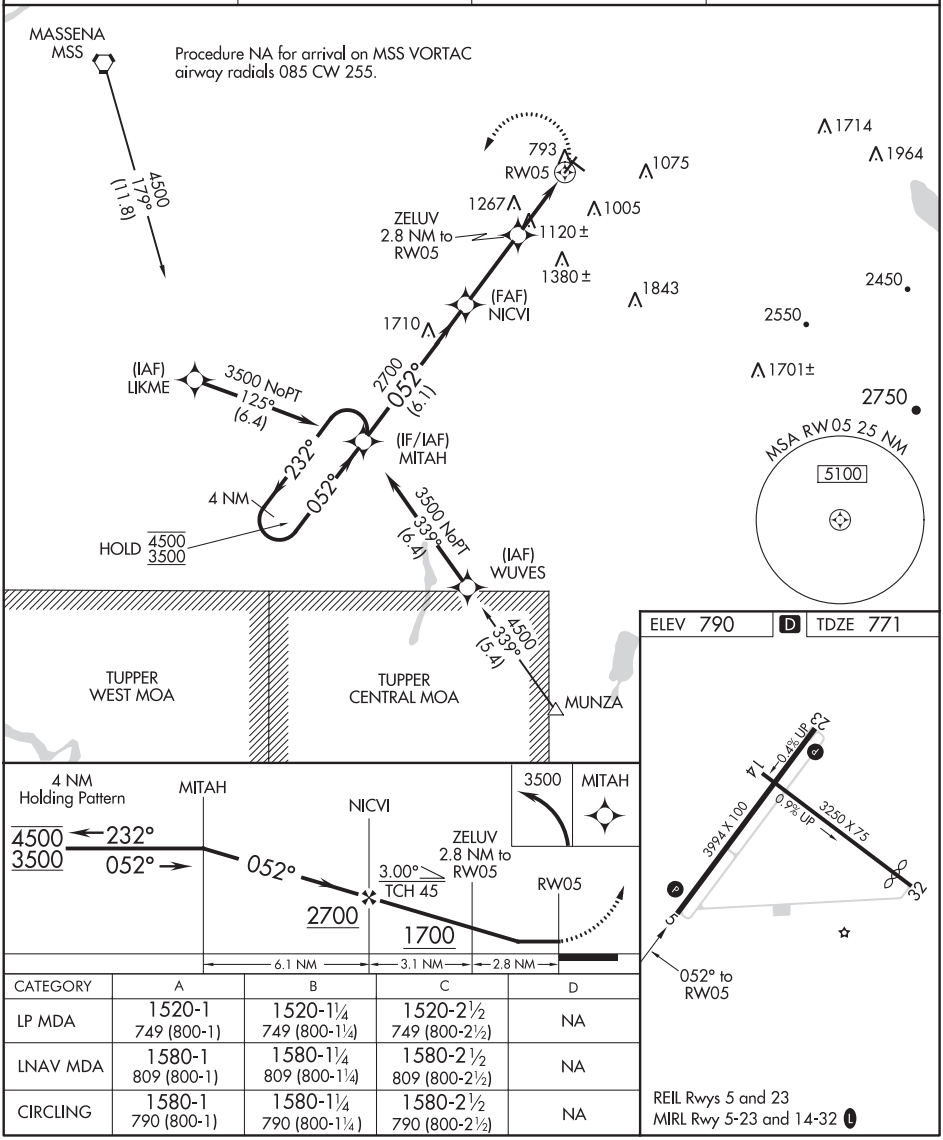
| WAAS | APP CRS | Rwy Idg | 3994 |
|---|---|---|---|
| CH 93729 | 052° | TDZE | 771 |
| W05A | | Apt Elev | 790 |

RNP APCH.

T A NA — Rwy 5 helicopter visibility reduction below 1 SM NA. Use Massena Intl-Richards Field altimeter setting; when not received, use Adirondack Rgnl altimeter setting and increase all MDA 60 feet and increase LP Cat C visibility ½ SM and Circling Cat A visibility ¼ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night.

MISSED APPROACH: Climbing left turn to 3500 direct MITAH and hold.

| AWOS-AV | MSS ASOS | BOSTON CENTER | UNICOM |
|---|---|---|---|
| 122.8 | 128.075 | 135.25 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1520-1 749 (800-1) | 1520-1¼ 749 (800-1¼) | 1520-2½ 749 (800-2½) | NA |
| LNAV MDA | 1580-1 809 (800-1) | 1580-1¼ 809 (800-1¼) | 1580-2½ 809 (800-2½) | NA |
| CIRCLING | 1580-1 790 (800-1) | 1580-1¼ 790 (800-1¼) | 1580-2½ 790 (800-2½) | NA |

REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

MALONE, NEW YORK | AL-971 (FAA) | 21056

# RNAV (GPS) RWY 23

## MALONE-DUFORT (MAL)

| WAAS CH 58229 W23A | APP CRS 232° | Rwy Idg 3994 | TDZE 770 | Apt Elev 790 |
|---|---|---|---|---|

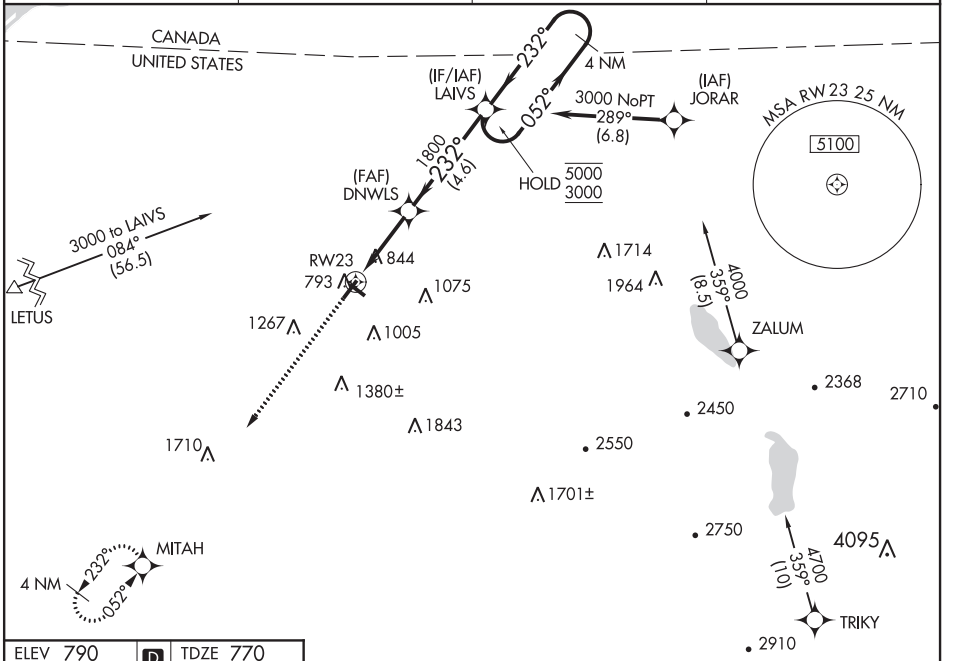
RNP APCH.

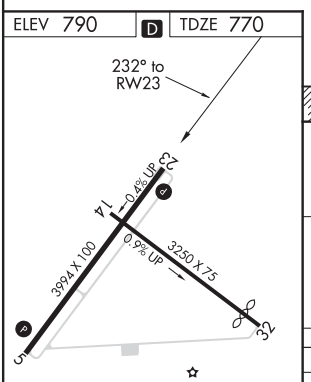
Baro-VNAV NA. Use Massena Intl-Richards Field altimeter setting; when not received, use Adirondack Rgnl altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ SM, increase LNAV/VNAV all Cats visibility 1⅛ SM. Circling Rwy 5 NA at night.

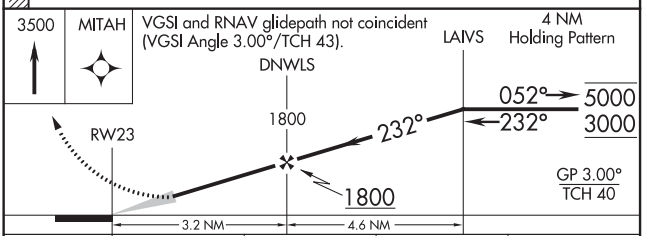
NA

MISSED APPROACH: Climb to 3500 direct MITAH and hold.

| AWOS-AV | MSS ASOS | BOSTON CENTER | UNICOM |
|---|---|---|---|
| 122.8 | 128.075 | 135.25 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1155 -1¼ 385 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1263-1¾ 493 (500-1¾) | | | NA |
| LNAV MDA | 1240-1 470 (500-1) | | 1240-1⅜ 470 (500-1⅜) | NA |
| CIRCLING | 1460-1 670 (700-1) | 1480-1 690 (700-1) | 1480-2 690 (700-2) | NA |

REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 7

CENTRAL JERSEY RGNL (47N)

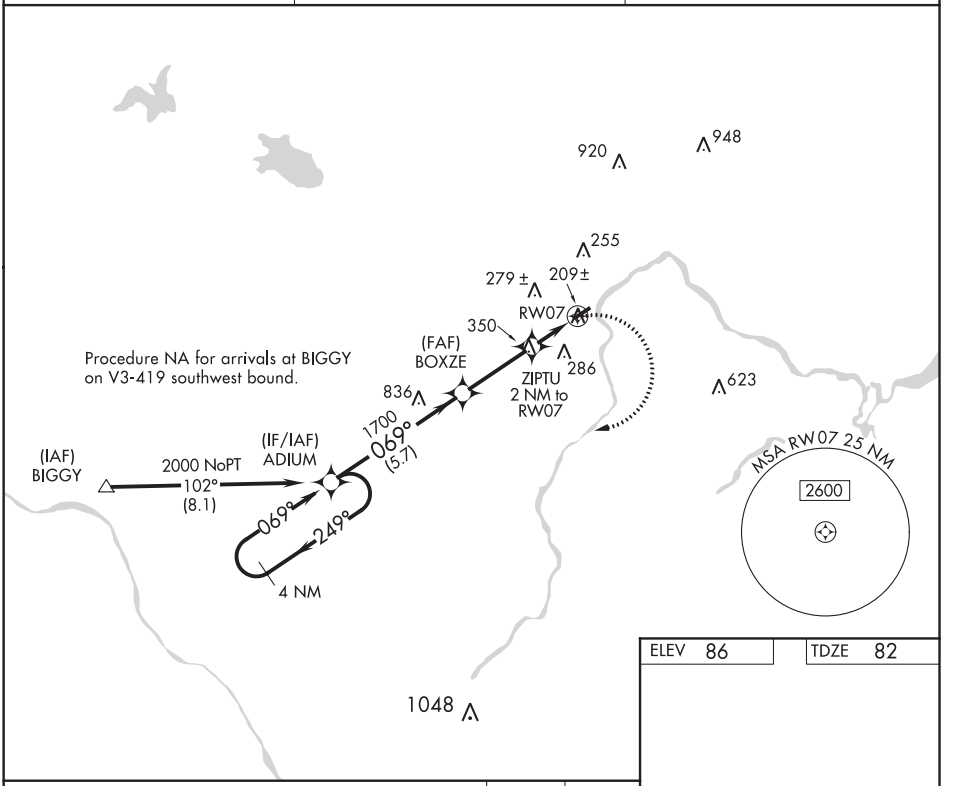
| APP CRS | Rwy Idg | 2927 |
|---|---|---|
| 069° | TDZE | 82 |
| | Apt Elev | 86 |

RNP APCH.

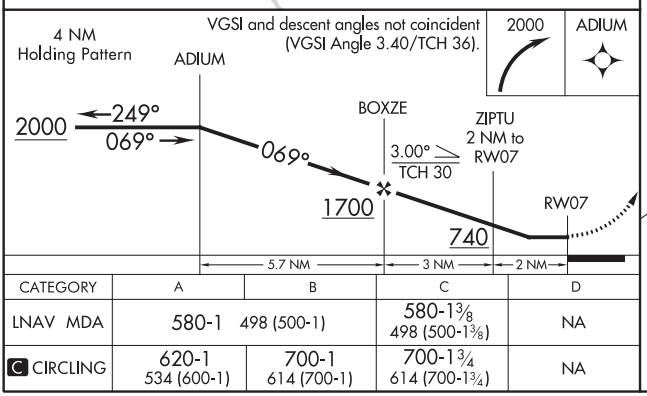
T A NA Procedure NA at night. Use Trenton altimeter setting; when not received, use Newark altimeter setting, and increase all MDAs 20 feet. Rwy 7 helicopter visibility reduction below 1 SM NA.

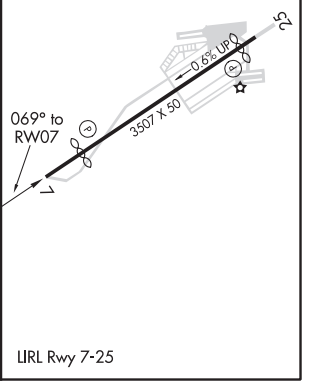
MISSED APPROACH: Climbing right turn to 2000 direct ADIUM and hold.

| TTN ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 126.775 | 132.8 379.9 | 122.7 (CTAF) |




ELEV 86 TDZE 82




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 498 (500-1) | | 580-1⅜ 498 (500-1⅜) | NA |
| C CIRCLING | 620-1 534 (600-1) | 700-1 614 (700-1) | 700-1¾ 614 (700-1¾) | NA |

LIRL Rwy 7-25



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

MANVILLE, NEW JERSEY

AL-5155 (FAA)

19283

# RNAV (GPS) RWY 25

CENTRAL JERSEY RGNL (47N)

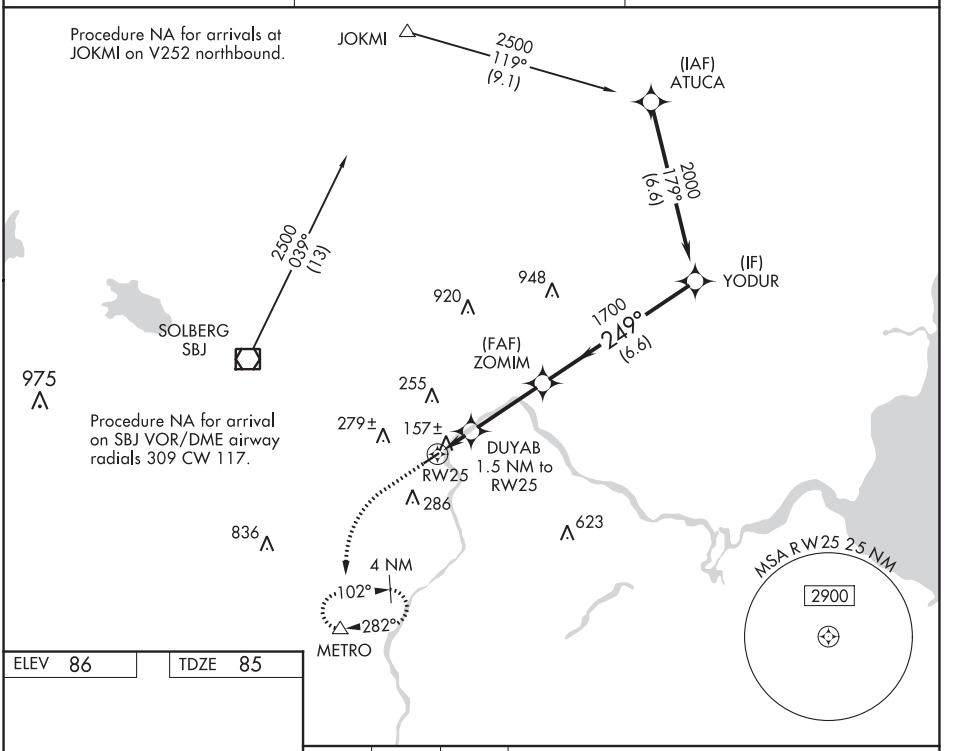
| WAAS CH 53424 W25A | APP CRS 249° | Rwy Idg 3245<br>TDZE 85<br>Apt Elev 86 |
|---|---|---|

RNP APCH.

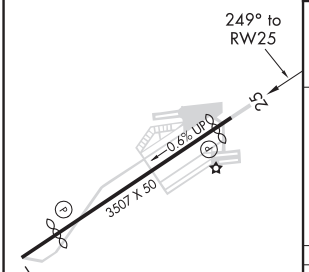
NA Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA. Use Trenton Mercer altimeter setting.

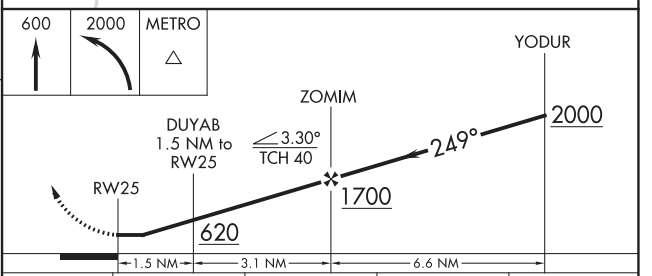
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct METRO and hold.

| TTN ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 126.775 | 132.8 379.9 | 122.7 (CTAF) |




ELEV 86 | TDZE 85




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 480-1 | 395 (400-1) | 480-1⅛<br>395 (400-1⅛) | NA |
| LNAV MDA | 520-1 | 435 (500-1) | 520-1¼<br>435 (500-1¼) | NA |
| C CIRCLING | 620-1<br>534 (600-1) | 660-1<br>574 (600-1) | 660-1½<br>574 (600-1½) | NA |

LIRL Rwy 7-25

MANVILLE, NEW JERSEY
Amdt 2 08NOV18

40°31'N-74°36'W

CENTRAL JERSEY RGNL (47N)

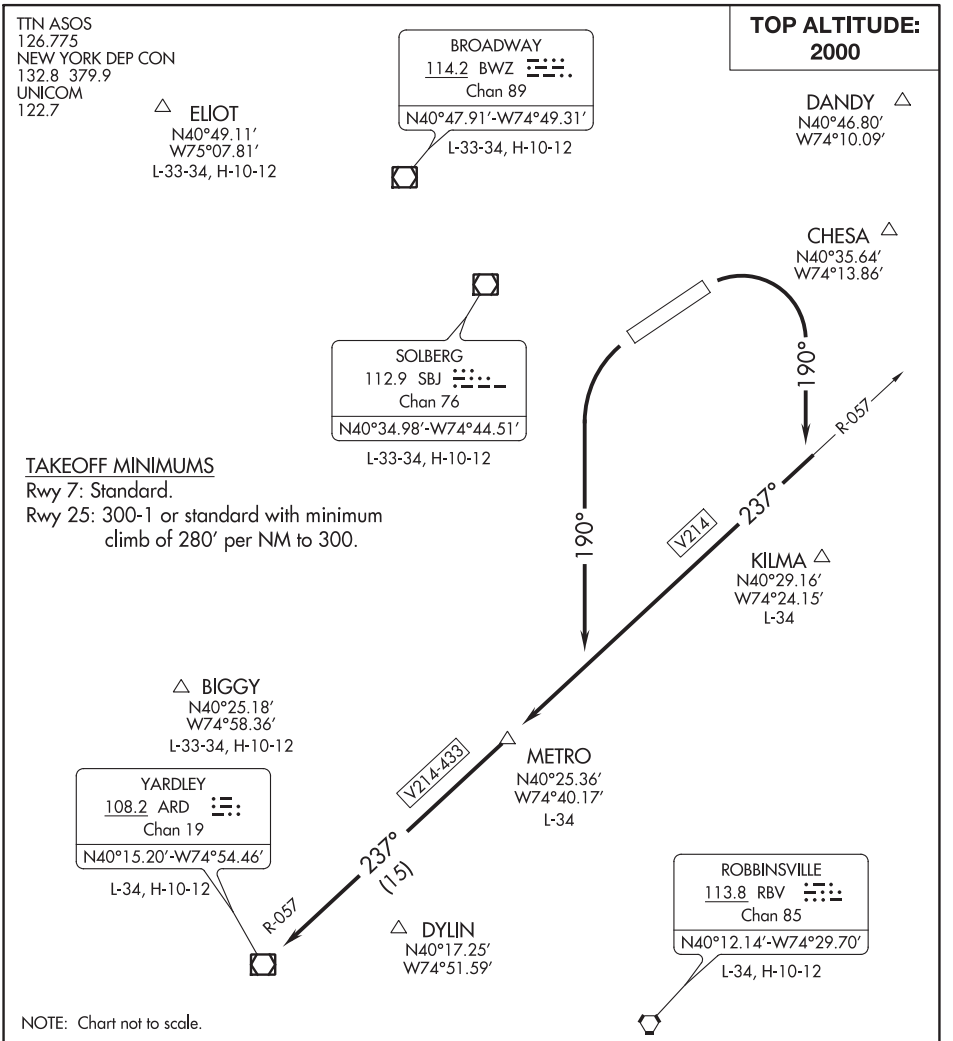
RNAV (GPS) RWY 25



NE-2, 25 FEB 2021 to 22 APR 2021

# CENTRAL ONE DEPARTURE






## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climbing right turn to heading 190° to intercept ARD VOR/DME R-057 to METRO INT, thence . . . .

TAKEOFF RUNWAY 25: Climbing left turn to heading 190° to intercept ARD VOR/DME R-057 to METRO INT, thence . . . .

. . . . on ARD VOR/DME R-057 to ARD VOR/DME. Maintain 2000.

Expect clearance to filed altitude/flight level ten minutes after departure.



NE-2, 25 FEB 2021 to 22 APR 2021

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| LOC I-MSS | APP CRS | Rwy Idg | 5601 |
|---|---|---|---|
| 108.7 | 045° | TDZE | 205 |
| | | Apt Elev | 222 |

# ILS or LOC RWY 5

## MASSENA INTL-RICHARDS FIELD (MSS)

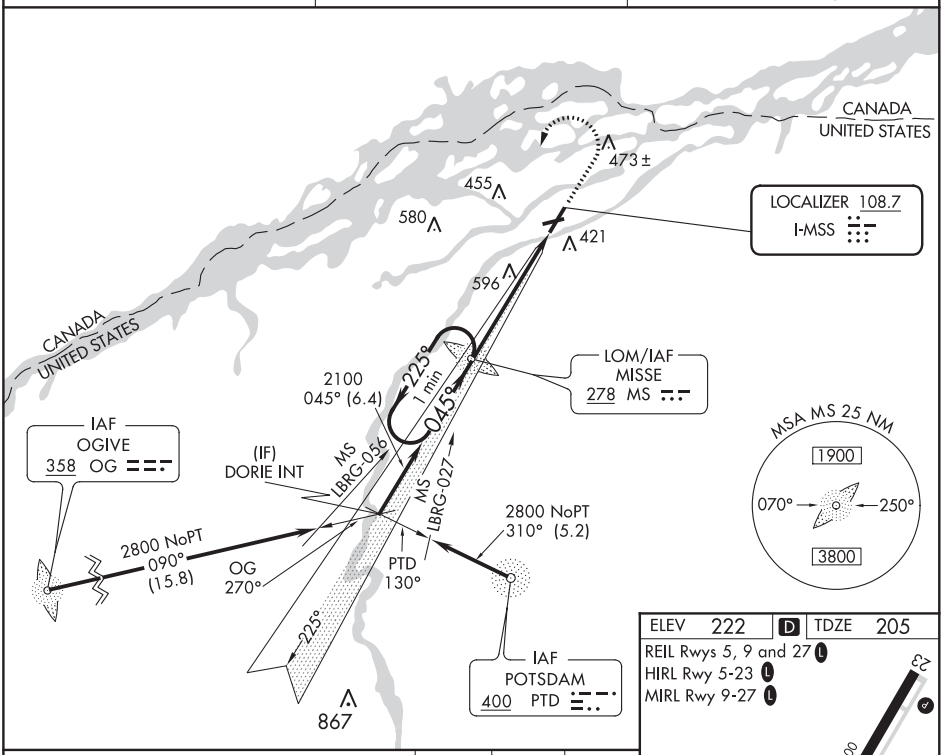
ADF required. ADF and RADAR required for procedure entry.

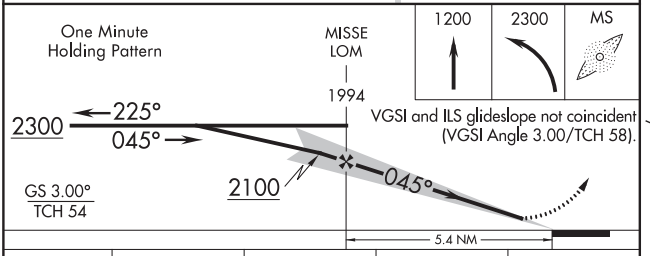
Circling Rwy 9, 23, 27 NA at night. When local altimeter setting not received, use Potsdam altimeter setting and increase all DAs 73 feet and all MDAs 80 feet; increase S-ILS all Cats visibility ⅛ SM, S-LOC Cat C visibility ⅛ SM and increase Circling Cat C visibility ⅛ SM, and Cat D ¼ SM.

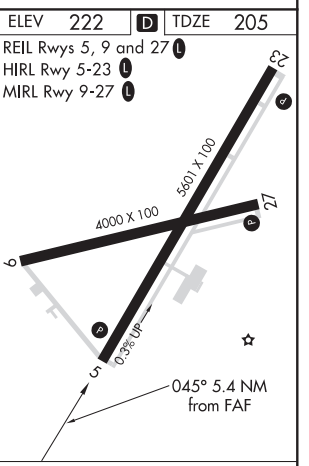
NA

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 direct MISSE LOM and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 455-¾ 250 (300-¾) | | | |
| S-LOC 5 | 800-1 595 (600-1) | | 800-1¾ 595 (600-1¾) | |
| CIRCLING | 800-1 578 (600-1) | | 800-1¾ 578 (600-1¾) | 900-2¼ 678 (700-2¼) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 5

## MASSENA INTL-RICHARDS FIELD (MSS)

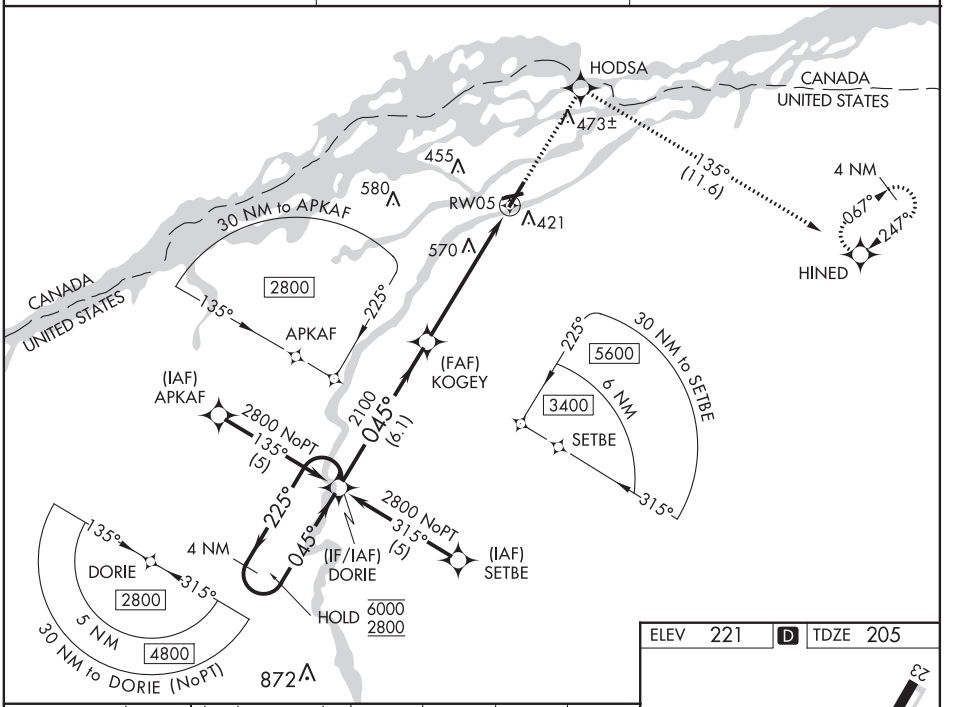
| WAAS | APP CRS | Rwy Idg | 5601 |
|---|---|---|---|
| CH 70303 | 045° | TDZE | 205 |
| W05A | | Apt Elev | 221 |

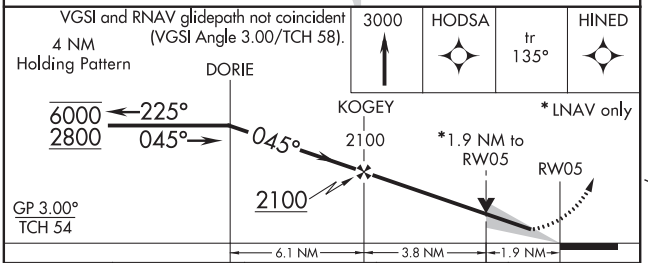
RNP APCH.

Circling Rwy 9, 23, 27 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

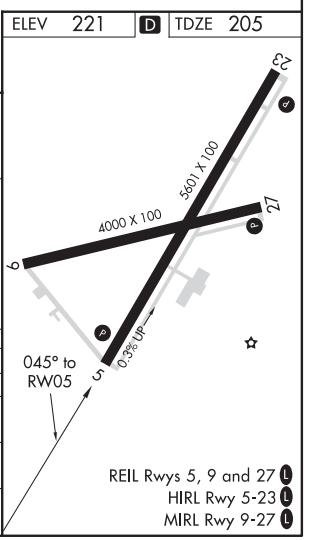
MISSED APPROACH: Climb to 3000 direct HODSA and on track 135° to HINED and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 455-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 968-2¾ 763 (800-2¾) | | | |
| LNAV MDA | 860-1 655 (700-1) | | 860-1⅞ 655 (700-1⅞) | 860-2 655 (700-2) |
| CIRCLING | 860-1 639 (700-1) | | 860-1⅞ 639 (700-1⅞) | 900-2¼ 679 (700-2¼) |






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 3880 |
|---|---|---|
| 075° | TDZE | 205 |
| | Apt Elev | 221 |

# RNAV (GPS) RWY 9

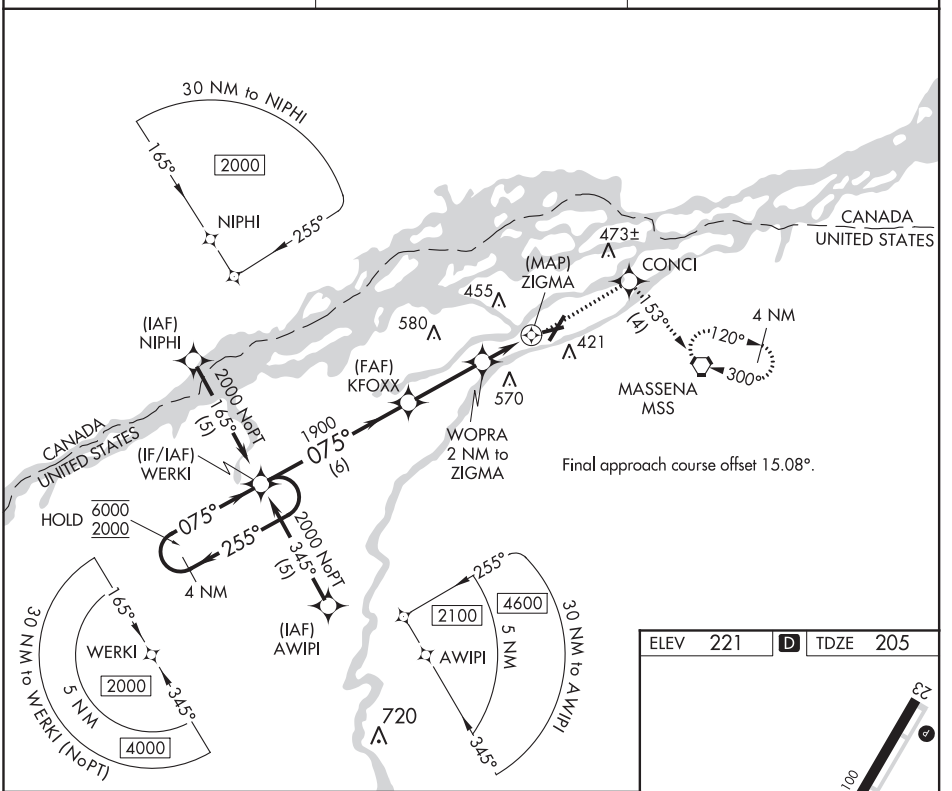
## MASSENA INTL-RICHARDS FIELD (MSS)

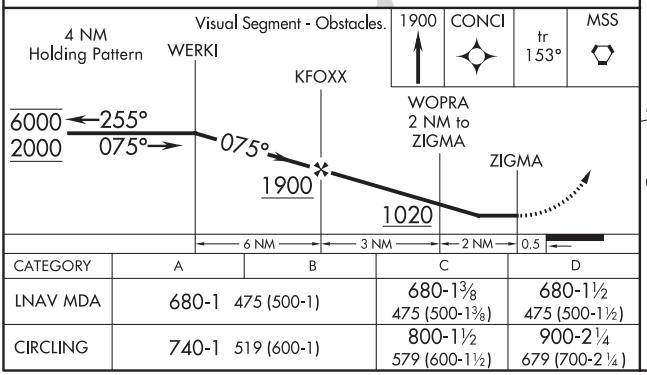
RNP APCH.

Rwy 9 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 9 NA at night, Circling Rwy 9, 23, 27 NA at night.

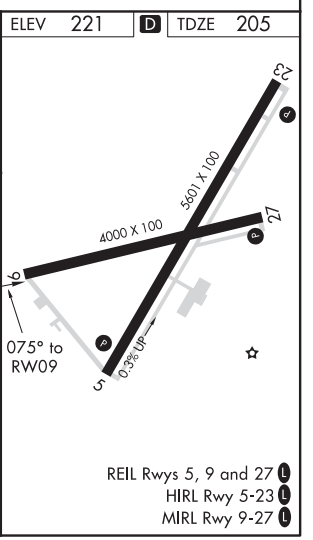
MISSED APPROACH: Climb to 1900 direct CONCI and on track 153° to MSS VORTAC and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 475 (500-1) | | 680-1⅜ 475 (500-1⅜) | 680-1½ 475 (500-1½) |
| CIRCLING | 740-1 519 (600-1) | | 800-1½ 579 (600-1½) | 900-2¼ 679 (700-2¼) |




REIL Rwys 5, 9 and 27 L
HIRL Rwy 5-23 L
MIRL Rwy 9-27 L



44°56′N-74°51′W





NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 5601 |
|---|---|---|
| 225° | TDZE | 221 |
| | Apt Elev | 221 |

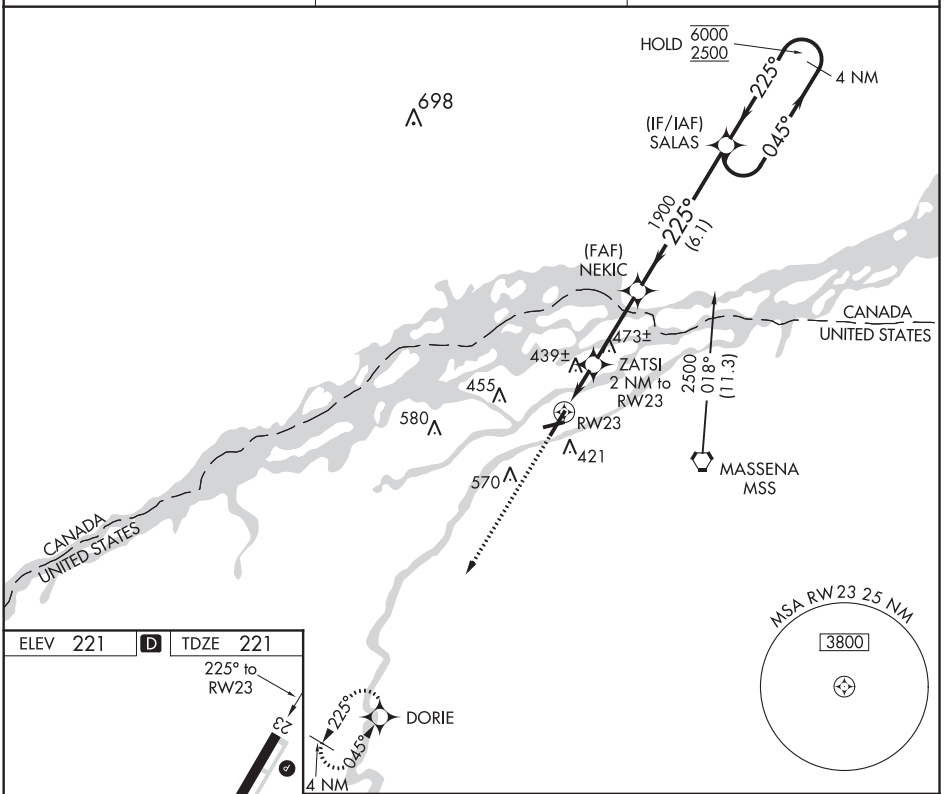
# RNAV (GPS) RWY 23
## MASSENA INTL-RICHARDS FIELD (MSS)

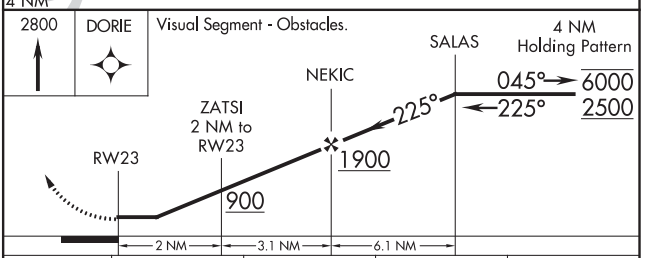
RNP APCH.

Rwy 23 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 23 NA at night, Circling Rwy 9, 23, 27 NA at night.

MISSED APPROACH:
Climb to 2800 direct DORIE and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 | 519 (600-1) | 740-1½ 519 (600-1½) | 740-1¾ 519 (600-1¾) |
| CIRCLING | 740-1 | 519 (600-1) | 800-1½ 579 (600-1½) | 900-2¼ 679 (700-2¼) |

REIL Rwys 5, 9 and 27 L
HIRL Rwy 5-23 L
MIRL Rwy 9-27 L



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NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 3880 |
|---|---|---|
| 270° | TDZE | 205 |
| | Apt Elev | 221 |

# RNAV (GPS) RWY 27

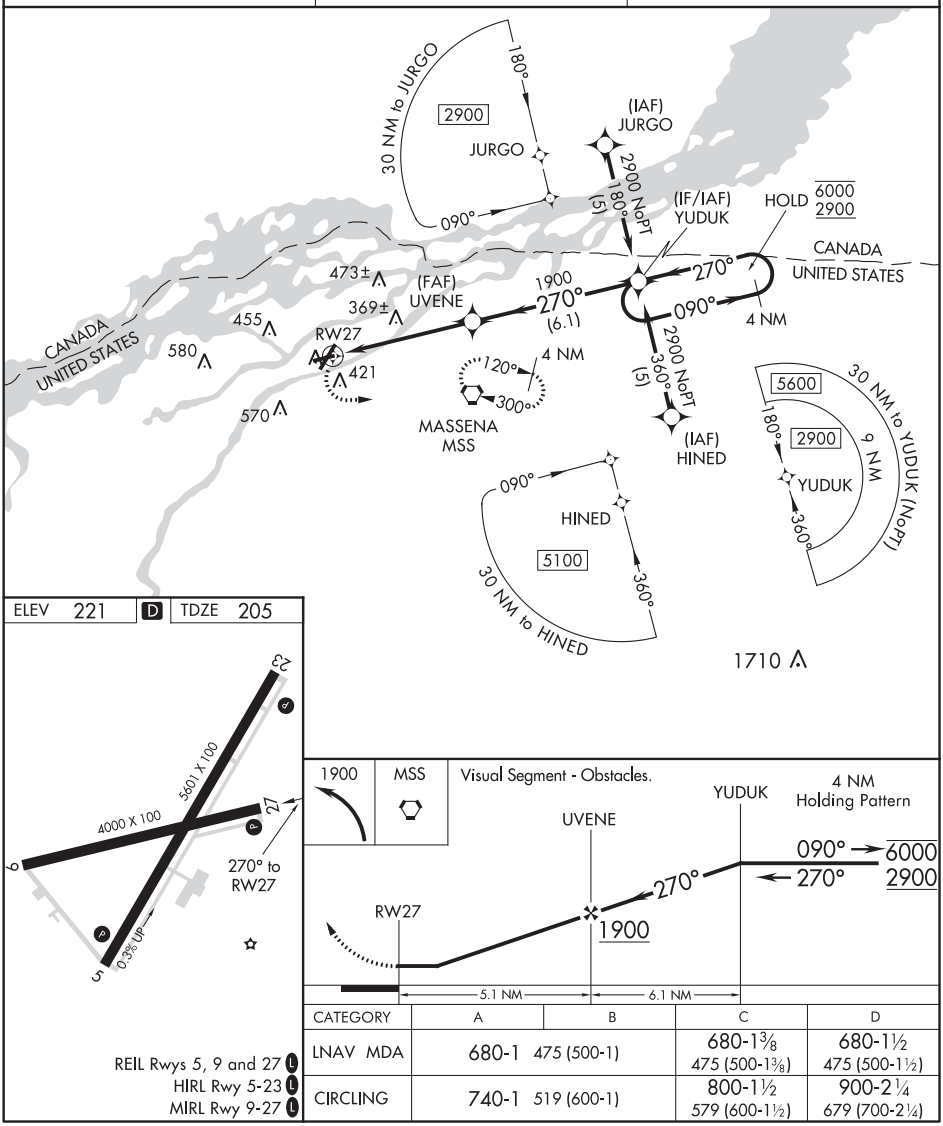
## MASSENA INTL-RICHARDS FIELD (MSS)

RNP APCH.

T A Rwy 27 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 27 NA at night, Circling Rwy 9, 23, 27 NA at night.

MISSED APPROACH:
Climbing left turn to 1900
direct MSS VORTAC and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 128.075 | 135.25 377.1 | 123.0 (CTAF) L |




| ELEV 221 | D | TDZE 205 |
|---|---|---|







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 475 (500-1) | | 680-1⅜ 475 (500-1⅜) | 680-1½ 475 (500-1½) |
| CIRCLING | 740-1 519 (600-1) | | 800-1½ 579 (600-1½) | 900-2¼ 679 (700-2¼) |

REIL Rwys 5, 9 and 27 L
HIRL Rwy 5-23 L
MIRL Rwy 9-27 L



44°56′N-74°51′W



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WRIGHTSTOWN, NEW JERSEY

# ILS or LOC RWY 6

MC GUIRE FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

| LOC I-WRI | APCH CRS | Rwy ldg 10,014<br>TDZE 131<br>Arpt Elev 141 | AL-150 [USAF] |
|---|---|---|---|
| 110.1 | 058° | | |

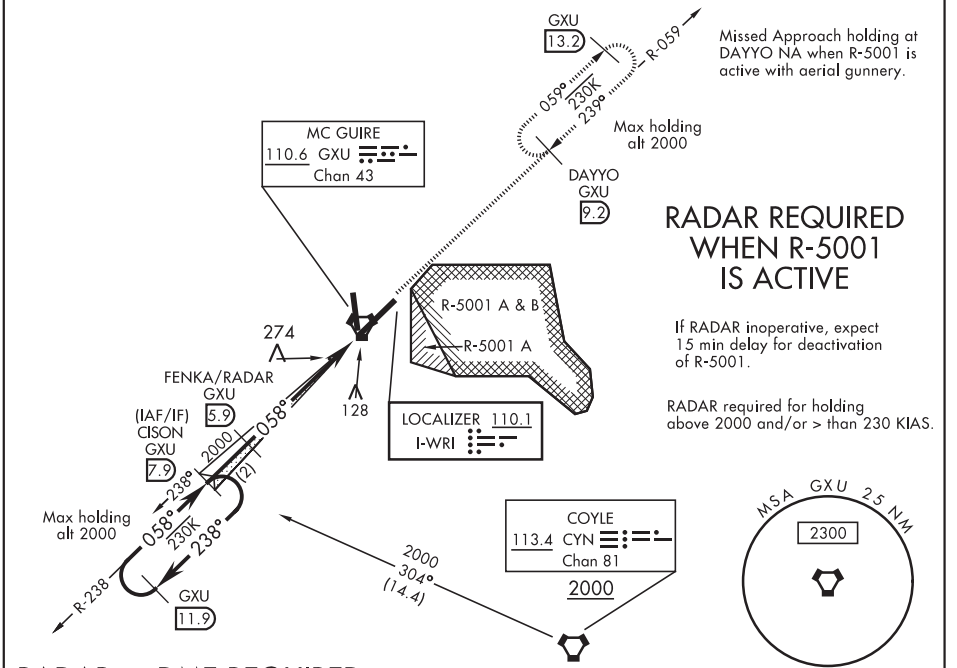
* When ALS inop, increase RVR to 40, vis to ¾ mile.
* When TDZ/CL lights inop increase RVR to 24.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅛ miles.

ALSF-2

MISSED APPROACH: Climb to 2000 via GXU R-059 to DAYYO and hold. Alternate Missed Approach Instruction: Climb to 2000 via GXU R-059 to DAYYO, expect further clearance from ATC.

| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 110.6 270.1 | 126.475 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 | |

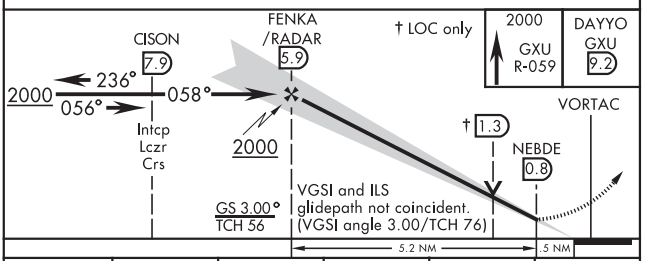
*** Circling East of Airfield NA when R-5001 A/B Active.



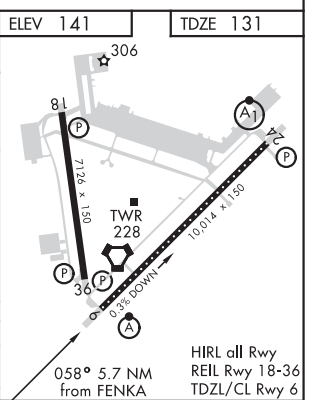

## RADAR or DME REQUIRED

(To identify the FAF)

EMERG SAFE ALT 100 NM 5100 FROM GXU VORTAC




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 6 * | 331/18 200 (200-½) | | | | |
| S-LOC 6 ** | 540/24 409 (400-½) | | 540/40 409 (400-¾) | | |
| *** C CIRCLING | 680-1 539 (600-1) | | 700-1½ 559 (600-1½) | 700-2 559 (600-2) | 1200-3 1059(1100-3) |




FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

20030

WRIGHTSTOWN, NEW JERSEY

# ILS or LOC RWY 24

| LOC I-JTQ | APCH CRS | Rwy ldg | 10,014 |
|---|---|---|---|
| 110.1 | 238° | TDZE | 117 |
| | | Arpt Elev | 141 |

AL-150 (USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

T * When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
*** Circling East of the Airfield NA when R-5001 A/B active.

ALSF-1 A1

MISSED APPROACH: Climb to 2000 via GXU R-236 to CISON and hold.

| ATIS | MC GUIRE APP CON | TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 110.6 270.1 | 126.475 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 | |

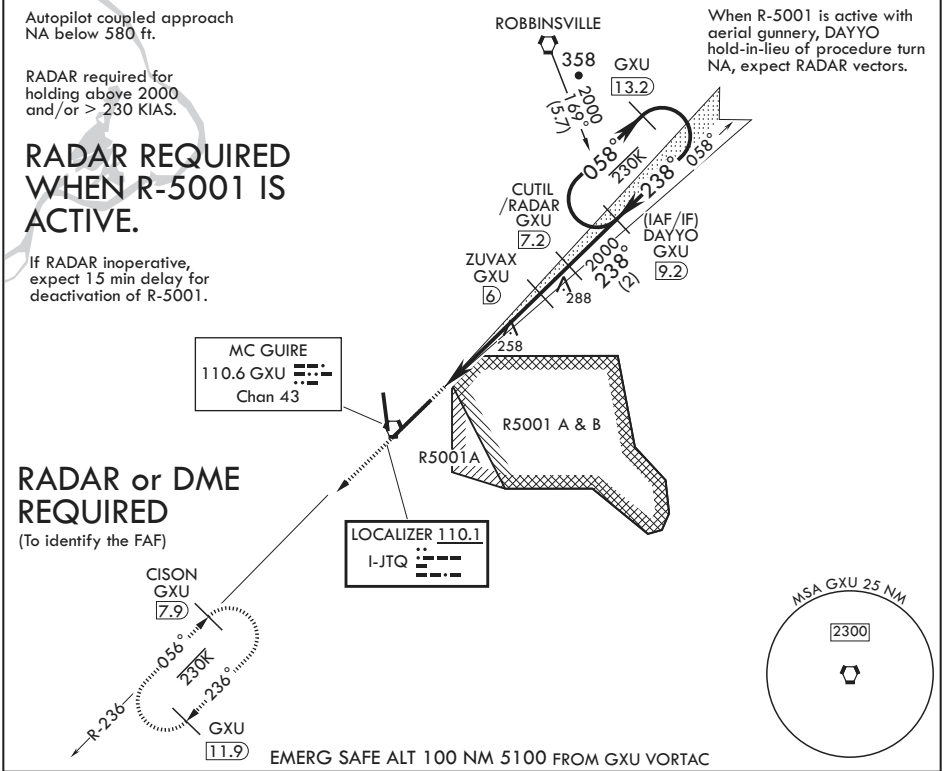
Autopilot coupled approach NA below 580 ft.

RADAR required for holding above 2000 and/or > 230 KIAS.

RADAR REQUIRED WHEN R-5001 IS ACTIVE.

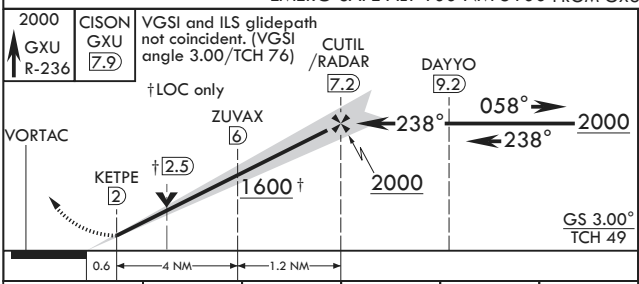
If RADAR inoperative, expect 15 min delay for deactivation of R-5001.

When R-5001 is active with aerial gunnery, DAYYO hold-in-lieu of procedure turn NA, expect RADAR vectors.

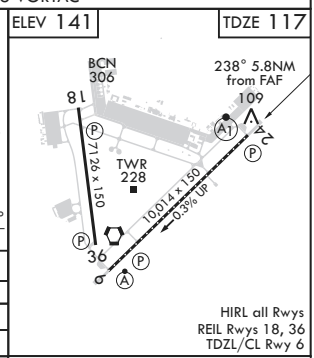



RADAR or DME REQUIRED
(To identify the FAF)

EMERG SAFE ALT 100 NM 5100 FROM GXU VORTAC




ELEV 141 TDZE 117




HIRL all Rwys
REIL Rwys 18, 36
TDZL/CL Rwy 6

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 24* | 317/24 | | 200 | (200-½) | |
| S-LOC 24** | 560/24 443 (500-½) | | 560/45 | 443 | (500-⅞) |
| C CIRCLING*** | 680-1 539 (600-1) | | 700-1½ 559 (600-1½) | 700-2 559 (600-2) | 1200-3 1059 (1100-3) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

WRIGHTSTOWN, NEW JERSEY

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

Amdt 3 05DEC19

40°01'N - 74°36'W

ILS or LOC RWY 24

WRIGHTSTOWN, NEW JERSEY

# ILS RWY 6 (CAT II)

MC GUIRE FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

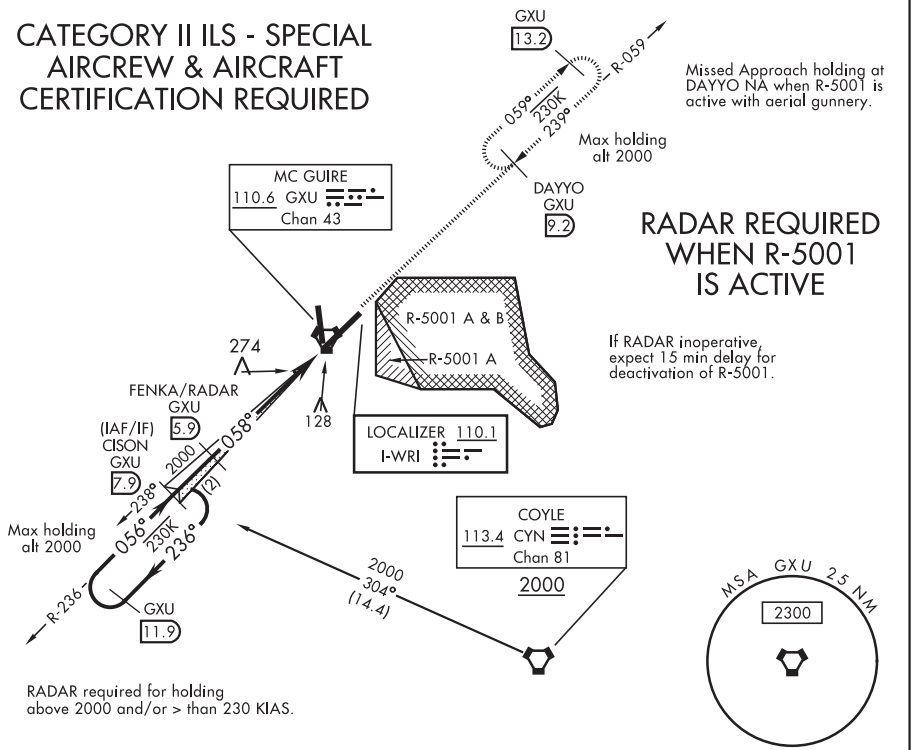
| LOC I-WRI | APCH CRS | Rwy ldg 10,014 / TDZE 131 / Arpt Elev 141 |
|---|---|---|
| 110.1 | 058° | AL-150 [USAF] |

ALSF-2

MISSED APPROACH: Climb to 2000 via GXU R-059 to DAYYO and hold. Alternate Missed Approach instructions: Climb to 2000 via GXU R-059 to DAYYO, expect further clearance from ATC.

| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 110.6 270.1 | 126.475 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 | |

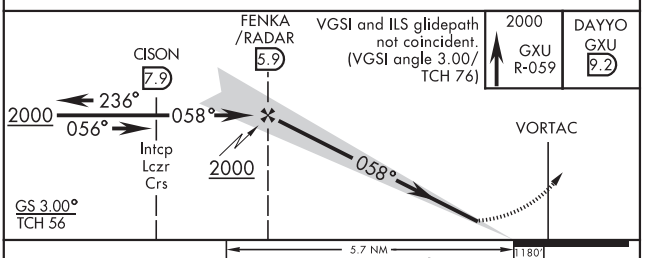
## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




## RADAR or DME REQUIRED

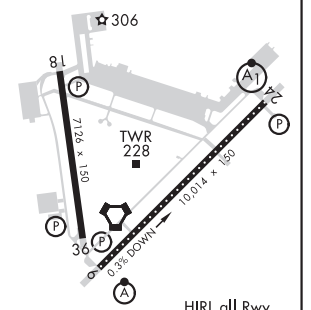
(To identify the FAF)

EMERG SAFE ALT 100 NM 5100 FROM GXU VORTAC




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 6 | RA 91/12 | | 100 | DA 231 | |

ELEV 141 | TDZE 131




HIRL all Rwy
REIL Rwy 18-36
TDZL/CL Rwy 6


NE-2, 25 FEB 2021 to 22 APR 2021

WRIGHTSTOWN, NEW JERSEY

# RNAV (GPS) RWY 6

AL-150 (USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

| WAAS | APCH CRS | Rwy ldg | 10,014 |
|---|---|---|---|
| CH 91356 | 058° | TDZE | 131 |
| W06A | | Arpt Elev | 141 |

* When TDZ/CL lights inop, increase RVR to 24. When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase vis to 1 1/4 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

ALSF-2

MISSED APPROACH: Climb to 2000 direct DAYYO and hold.

| ATIS | MC GUIRE APP CON | TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 110.6 270.1 | 126.475 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 | |

**** Circling East of Airfield NA when R-5001 A/B active.

DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 52°C (126°F).

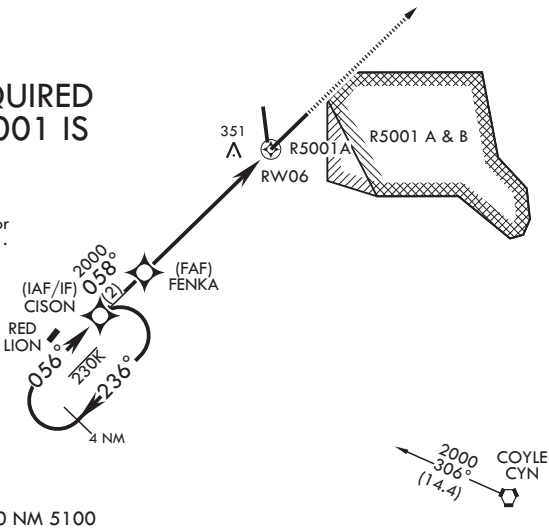
RADAR required for holding above 2000 and/or > 230 KIAS.

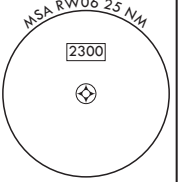
## RADAR REQUIRED WHEN R-5001 IS ACTIVE.

If RADAR inoperative, expect 15 min delay for deactivation of R-5001.

Alternate Missed Approach instructions: Climb to 2000 direct DAYYO, expect further clearance from ATC.

Missed approach holding at DAYYO NA when R-5001 is active with aerial gunnery.



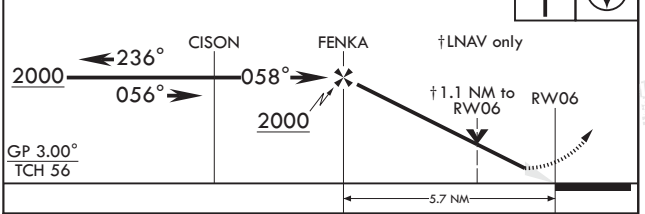







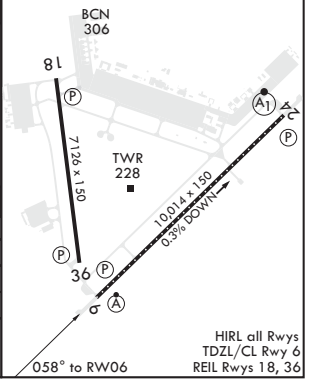
EMERG SAFE ALT 100 NM 5100

VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 76).




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA* | 331/18 | | 200 | (200-½) | |
| LNAV/VNAV DA** | 560/40 | | 429 | (500-¾) | |
| LNAV MDA*** | 560/24 | 429 (500-½) | 560/40 | 429 | (500-¾) |
| C CIRCLING**** | 680-1 | 539 (600-1) | 700-1½ 559 (600-1½) | 700-2 559 (600-2) | 1200-3 1059 (1100-3) |

ELEV 141 TDZE 131



WRIGHTSTOWN, NEW JERSEY

# RNAV (GPS) RWY 18

AL-150 (USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

| APCH CRS | Rwy ldg | 7126 |
|---|---|---|
| 185° | TDZE | 123 |
| | Arpt Elev | 141 |

* Circling East of Airfield NA when R-5001 A/B active.

MISSED APPROACH: Climb to 2000 direct KRIZZ and hold.

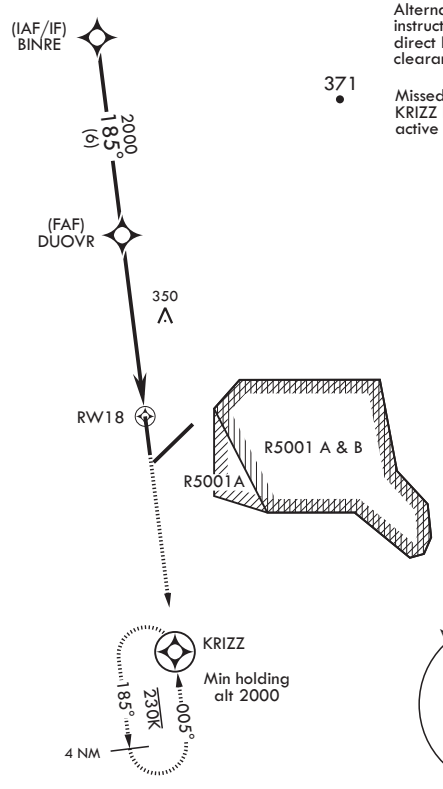
| ATIS | MC GUIRE APP CON | TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 110.6 270.1 | 126.475 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 | |

DME/DME RNP-0.3 NA

RADAR required for holding above 2000 and/or > 230 KIAS.

RADAR REQUIRED WHEN R-5001 IS ACTIVE AND/OR R-5002 IS ACTIVE.

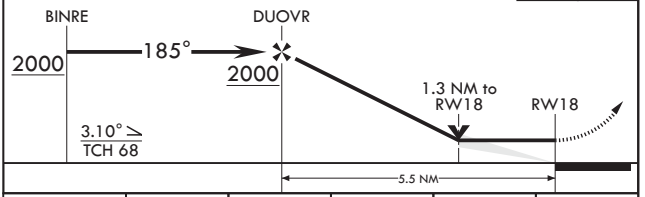
If RADAR inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.

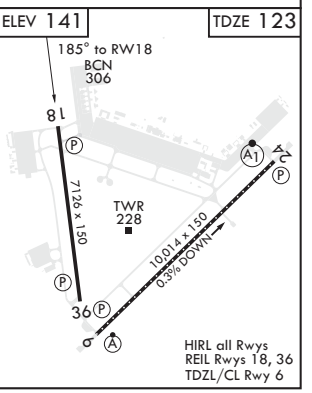



Alternate Missed Approach instructions: Climb to 2000 direct KRIZZ, expect further clearance from ATC.

Missed approach holding at KRIZZ NA when R-5001 is active with aerial gunnery.

EMERG SAFE ALT 100 NM 5100




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 600-1 477 (500-1) | | 600-1⅜ | 477 | (500-1⅜) |
| C CIRCLING* | 680-1 539 (600-1) | | 700-1½ 559 (600-1½) | 700-2 559 (600-2) | 1200-3 1059 (1100-3) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

WRIGHTSTOWN, NEW JERSEY

# RNAV (GPS) RWY 24

| WAAS CH **91359** **W24A** | APCH CRS **238°** | Rwy ldg **10,014** TDZE **117** Arpt Elev **141** |
|---|---|---|

AL-150 (USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase vis to 1 3/8 miles.
*** When ALS inop increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2000 direct CISON and hold.

| ATIS | MC GUIRE APP CON | TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| **110.6 270.1** | **126.475 363.8** | **118.65 255.6** | **121.8 275.8** | **135.2 335.8** | |

**** Circling East of the Airfield NA when R-5001 A/B active.

DME/DME RNP-0.3 NA

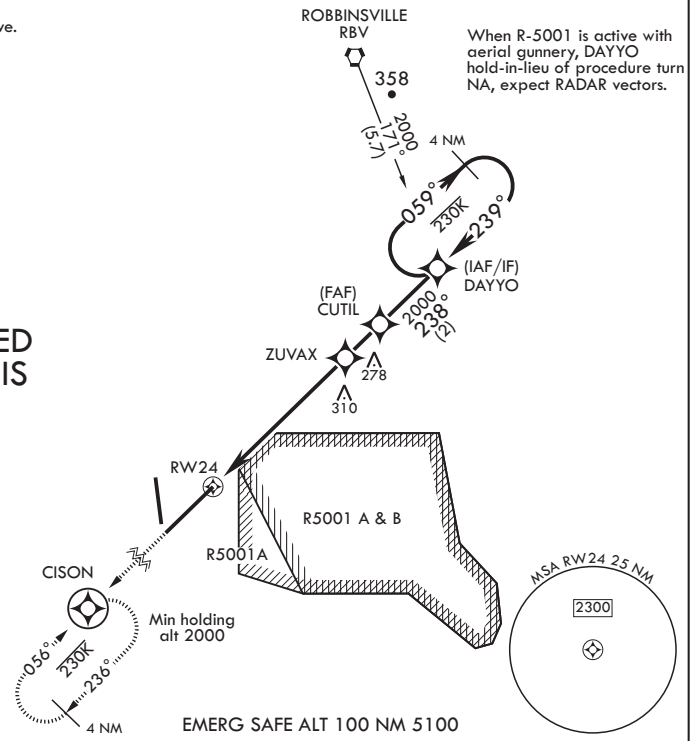
For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 53°C (128°F).

RADAR required for holding above 2000 and/or > 230 KIAS.

**RADAR REQUIRED WHEN R-5001 IS ACTIVE.**

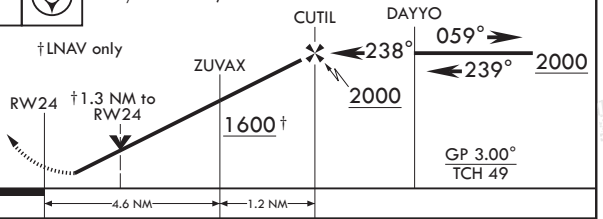
If RADAR inoperative, expect 15 min delay for deactivation of R-5001.

When R-5001 is active with aerial gunnery, DAYYO hold-in-lieu of procedure turn NA, expect RADAR vectors.

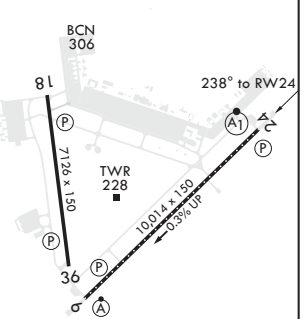



2000 CISON

VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 75.60).




ELEV 141 TDZE 117




HIRL all Rwys
REIL Rwys 18, 36
TDZL/CL Rwy 6

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA* | 317/24 | | 200 | (200-½) | |
| LNAV/VNAV DA** | 580/50 | | 463 | (500-1) | |
| LNAV MDA*** | 580/24 | 463 (500-½) | 580/50 | 463 | (500-1) |
| C CIRCLING**** | 680-1 | 539 (600-1) | 700-1½ 559 (600-1½) | 700-2 559 (600-2) | 1200-3 1059 (1100-3) |



NE-2, 25 FEB 2021 to 22 APR 2021

WRIGHTSTOWN, NEW JERSEY

# RNAV (GPS) RWY 36

AL-150 (USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

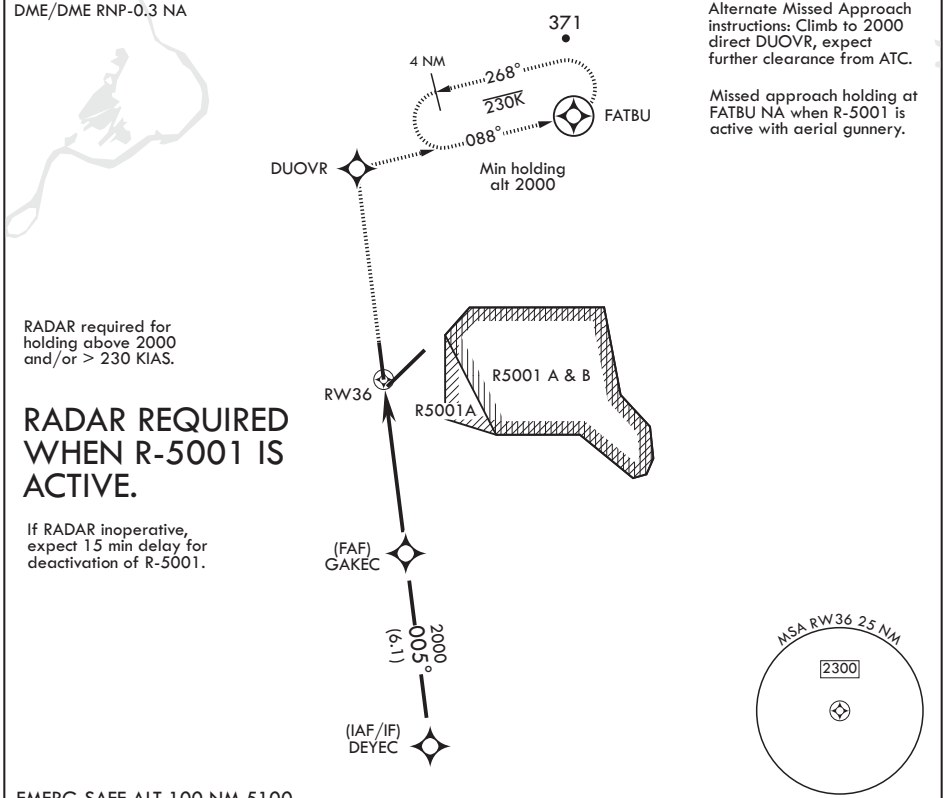
| APCH CRS | Rwy ldg | 7126 |
|---|---|---|
| 005° | TDZE | 129 |
| | Arpt Elev | 141 |

* Circling East of airfield NA when R-5001 A/B active.

MISSED APPROACH: Climb to 2000 direct DUOVR, then turn right direct FATBU and hold.

| ATIS | MC GUIRE APP CON | TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 110.6 270.1 | 126.475 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 | |

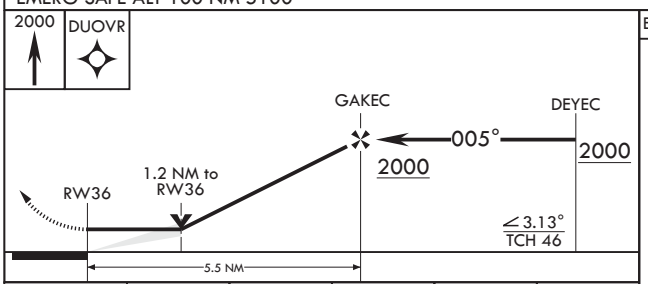
DME/DME RNP-0.3 NA




Alternate Missed Approach instructions: Climb to 2000 direct DUOVR, expect further clearance from ATC.

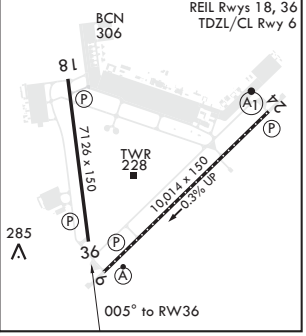
Missed approach holding at FATBU NA when R-5001 is active with aerial gunnery.

EMERG SAFE ALT 100 NM 5100




ELEV 141 TDZE 129

HIRL all Rwys
REIL Rwys 18, 36
TDZL/CL Rwy 6




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 560-1 431 (500-1) | | 560-1¼ 431 (500-1¼) | | |
| C CIRCLING* | 680-1 539 (600-1) | | 700-1½ 559 (600-1½) | 700-2 559 (600-2) | 1200-3 1059 (1100-3) |




NE-2, 25 FEB 2021 to 22 APR 2021

WRIGHTSTOWN, NEW JERSEY

# VOR/DME or TACAN RWY 6

MC GUIRE FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

| VORTAC GXU | APCH CRS | Rwy ldg 10,014 |
|---|---|---|
| 110.6 | 044° | TDZE 131 |
| Chan 43 | | Arpt Elev 141 |

AL-150 [USAF]

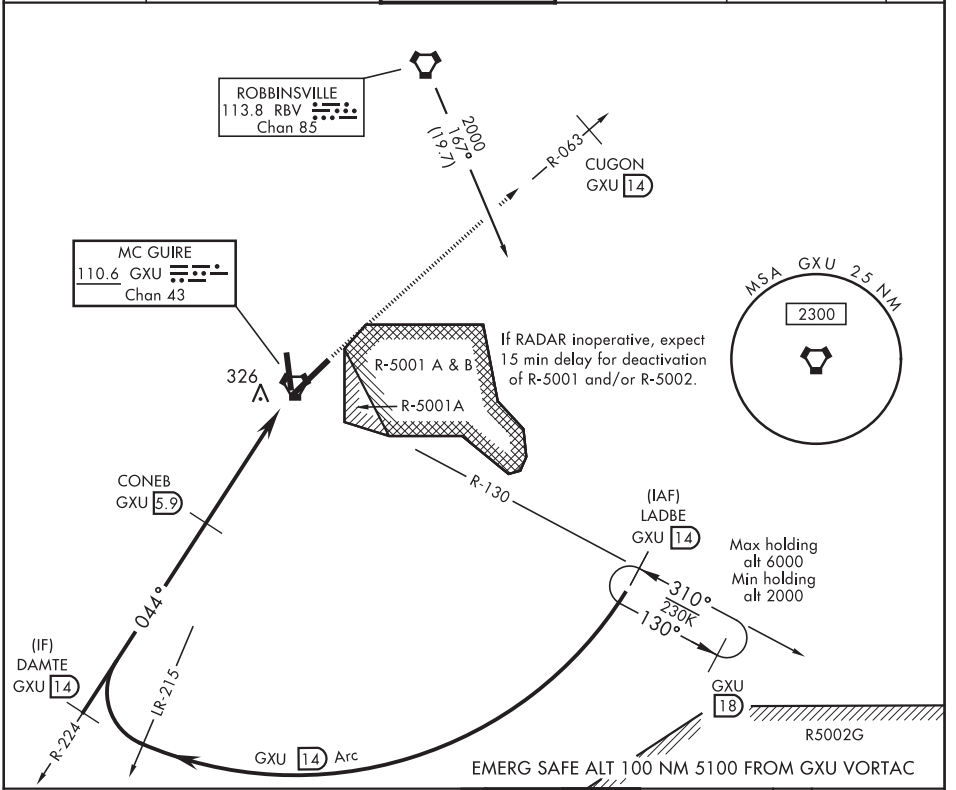
RADAR REQUIRED when R-5001 and/or R-5002 is active.

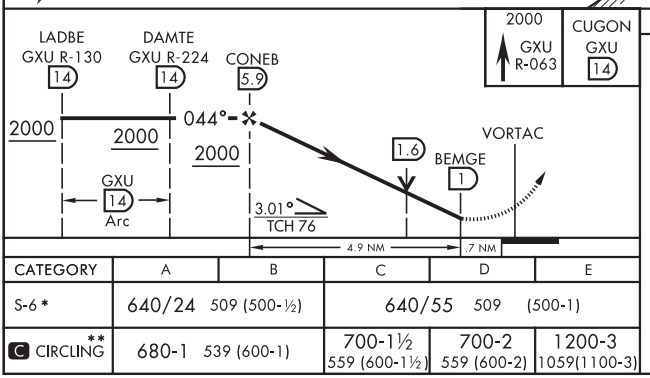
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling E of airfield NA when R-5001 A/B active.

ALSF-2

MISSED APPROACH: Climb to 2000 via GXU VORTAC R-063 to CUGON, expect further clearance from ATC.

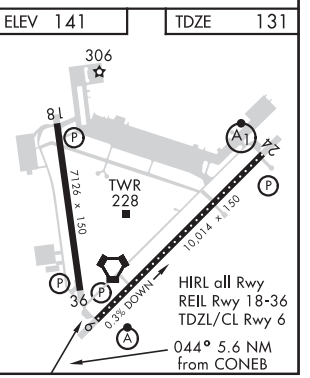
| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 110.6 270.1 | 126.475 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 | |










| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-6 * | 640/24 509 (500-½) | | 640/55 509 (500-1) | | |
| ** C CIRCLING | 680-1 539 (600-1) | | 700-1½ 559 (600-1½) | 700-2 559 (600-2) | 1200-3 1059(1100-3) |



40°01′N-74°36′W



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WRIGHTSTOWN, NEW JERSEY

# VOR/DME or TACAN RWY 18

MC GUIRE FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

| VORTAC GXU 110.6 Chan 43 | APCH CRS 179° | Rwy Idg 7126 TDZE 123 Arpt Elev 141 |
|---|---|---|

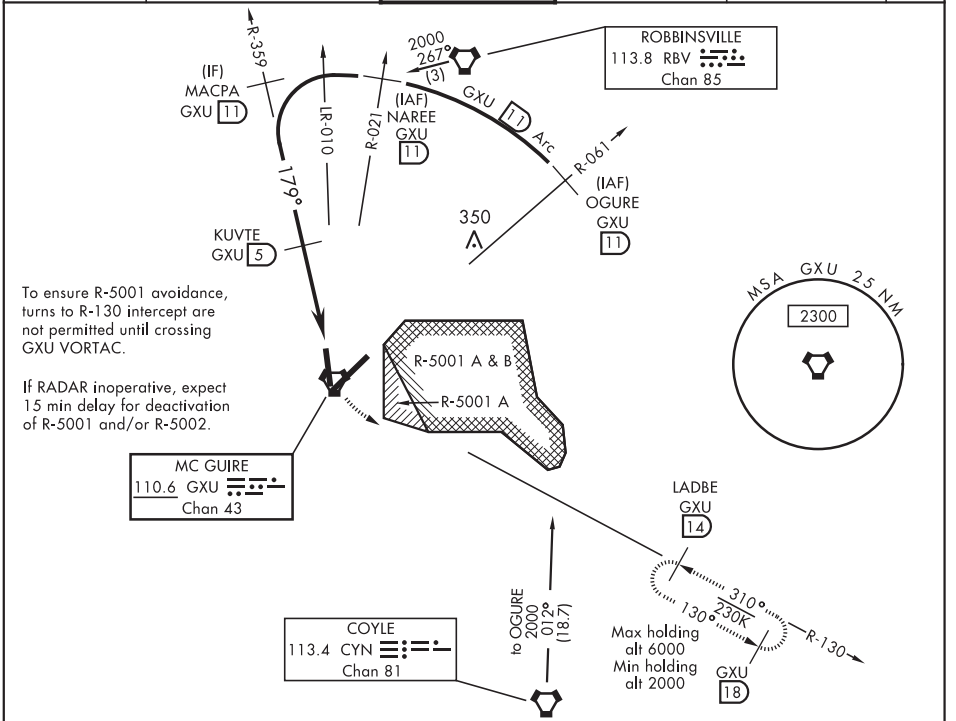
AL-150 [USAF]

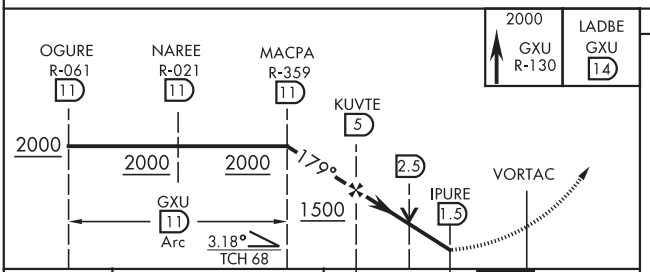
RADAR required when R-5001 and/or R-5002 is active.

* Circling East of airfield NA when R-5001 A/B active.

MISSED APPROACH: Climb to 2000 via GXU VORTAC R-130 to LADBE and hold, DO NOT turn prior to GXU.

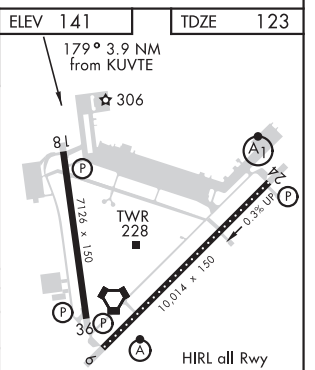
| ATIS | MC GUIRE APP CON | MC GUIRE TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 110.6 270.1 | 126.475 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 | |




| 2000 GXU R-130 | LADBE GXU 14 |
|---|---|

ELEV 141 | TDZE 123




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-18 | 620-1 | 497 (500-1) | 620-1⅜ | 497 (500-1⅜) | |
| C CIRCLING* | 680-1 | 539 (600-1) | 700-1½ 559 (600-1½) | 700-2 559 (600-2) | 1200-3 1059 (1100-3) |




NE-2, 25 FEB 2021 to 22 APR 2021

WRIGHTSTOWN, NEW JERSEY

# VOR/DME or TACAN RWY 24

AL-150 (USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

| VORTAC GXU 110.6 Chan 43 | APCH CRS 243° | Rwy ldg 10,014 TDZE 117 Arpt Elev 141 |
|---|---|---|

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling East of airfield NA when R-5001 A/B active.

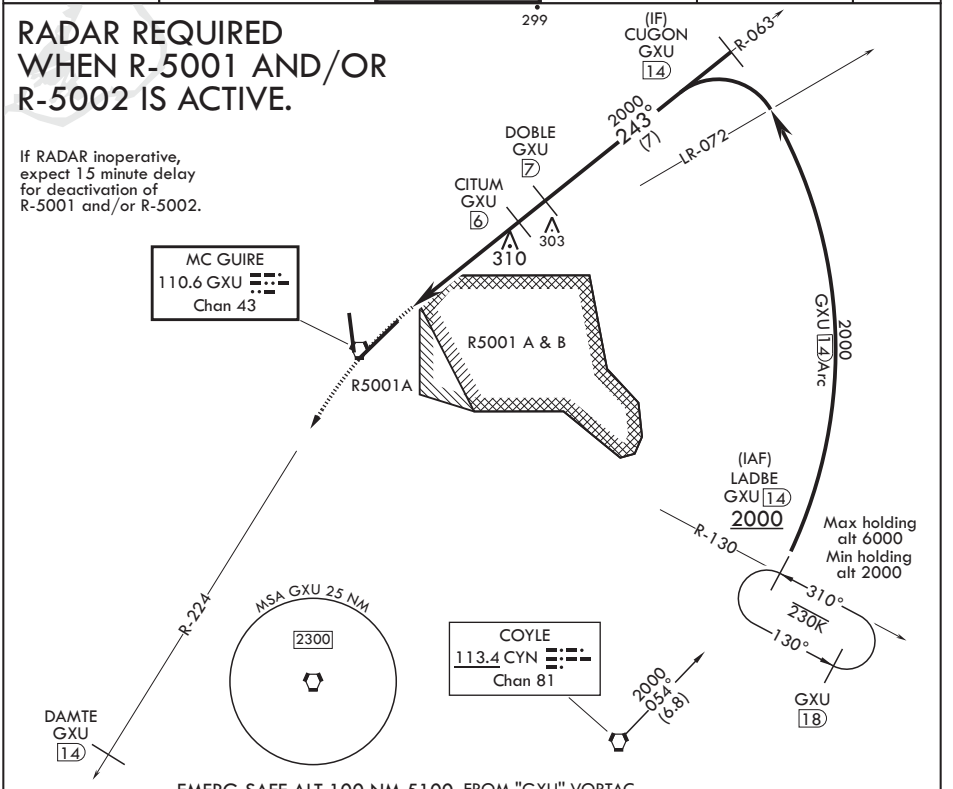
ALSF-1 (A1)

MISSED APPROACH: Climb to 2000 via GXU R-224 to DAMTE, Expect further clearance from ATC.

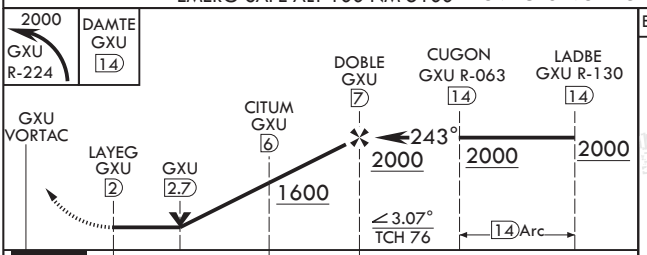
| ATIS | MC GUIRE APP CON | TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 110.6 270.1 | 126.475 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 | |

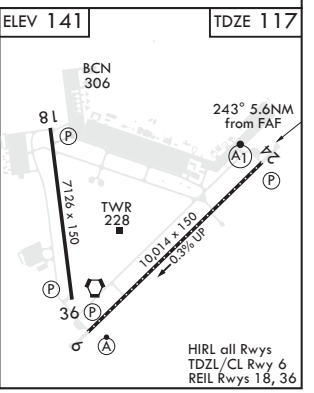
RADAR REQUIRED WHEN R-5001 AND/OR R-5002 IS ACTIVE.

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001 and/or R-5002.




EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-24* | 580/24 | 463 (500-½) | 580/50 | 463 | (500-1) |
| C CIRCLING** | 680-1 | 539 (600-1) | 700-1½ 559 (600-1½) | 700-2 559 (600-2) | 1200-3 1059 (1100-3) |

WRIGHTSTOWN, NEW JERSEY

# VOR/DME or TACAN RWY 36

| VORTAC GXU 110.6 Chan 43 | APCH CRS 021° | Rwy ldg 7126 TDZE 129 Arpt Elev 141 |
|---|---|---|

AL-150 (USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

* Circling East of Airfield NA when R-5001 A/B active.

MISSED APPROACH: Climb to 2000 via GXU R-359 to KUVTE, expect further clearance with ATC.

| ATIS | MC GUIRE APP CON | TOWER | GND CON | CLNC DEL | PAR |
|---|---|---|---|---|---|
| 110.6 270.1 | 126.475 363.8 | 118.65 255.6 | 121.8 275.8 | 135.2 335.8 | |

283

R-359

KUVTE GXU 5

ROBBINSVILLE 113.8 RBV Chan 85

2090 (19.7)

RADAR REQUIRED WHEN R-5001 AND/OR R-5002 IS ACTIVE

If RADAR inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.

R5001 A & B

R5001A

MC GUIRE 110.6 GXU Chan 43

MSA GXU 25 NM 2300

(IAF) LADBE GXU 14

2000

R-130

Min holding alt 2000 Max holding alt 6000

310°

230K

130°

FABOK GXU 6

021°

LR-193

2000 GXU 14 Arc

GXU 18

(IF) JANOV GXU 14

R-201

EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC

R5002G

R5002D

2000 GXU R-359

KUVTE GXU 5

ELEV 141

TDZE 129

LADBE GXU R-130 14

JANOV GXU R-201 14

FABOK GXU 6

GXU VORTAC

2000

021°

2000

GXU 14 Arc

GXU 1.4

EBELE GXU .9

2.92° TCH 46

5.1 NM

0.8

BCN 306

8

7126 x 150

TWR 228

0.3% UP

10,014 x 150

36

021° 5.9NM from FAF

HIRL all Rwys
REIL Rwys 18, 36
TDZL/CL Rwy 6

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-36 | 600-1 471 (500-1) | | 600-1⅜ 471 (500-1⅜) | | |
| C CIRCLING* | 680-1 539 (600-1) | | 700-1½ 559 (600-1½) | 700-2 559 (600-2) | 1200-3 1059 (1100-3) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

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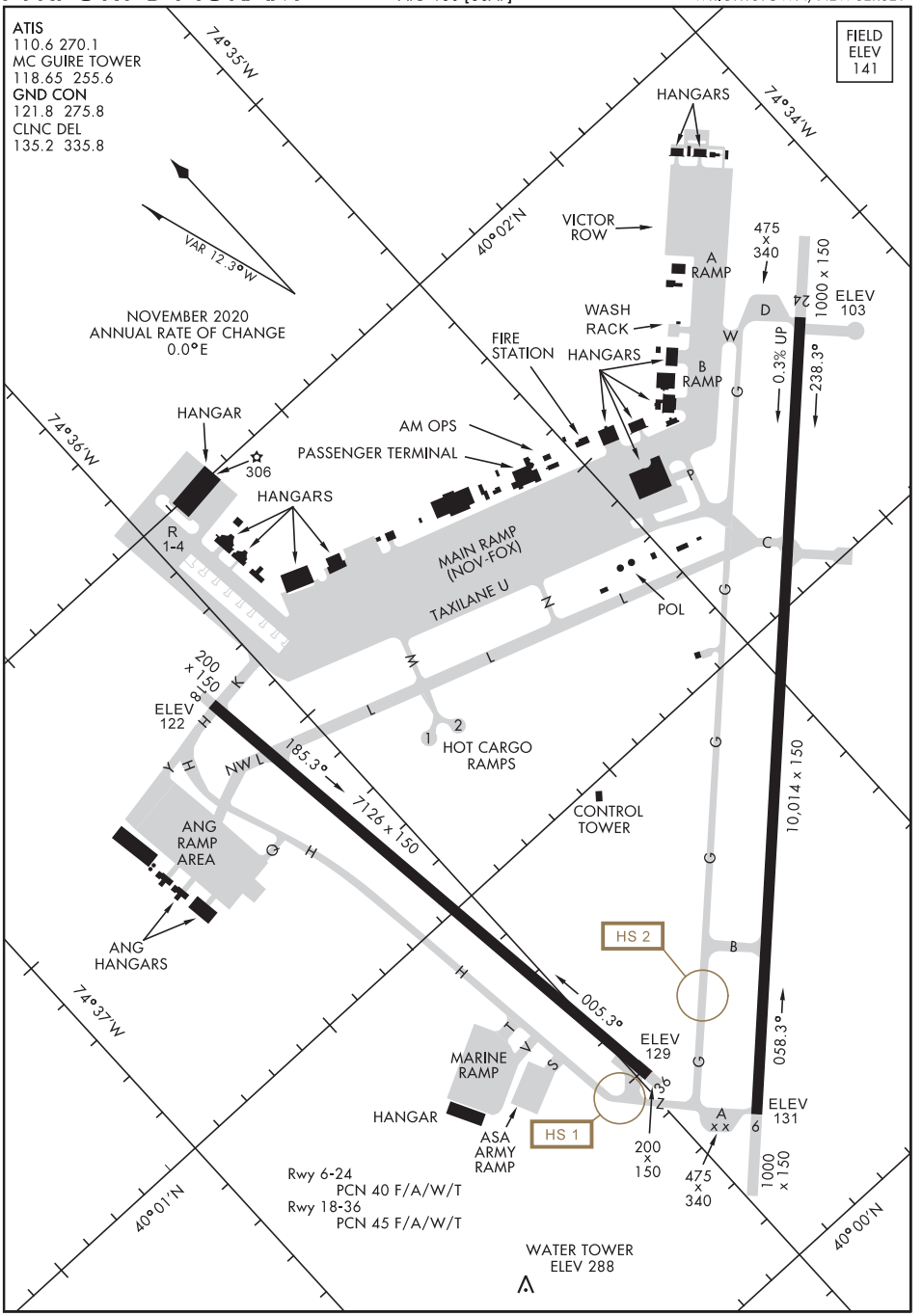
# AIRPORT DIAGRAM

MC GUIRE FLD, (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

AFD-150 [USAF]

WRIGHTSTOWN, NEW JERSEY




AIRPORT DIAGRAM

MC GUIRE FLD, (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

WRIGHTSTOWN, NEW JERSEY

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# MODENA FOUR DEPARTURE (MXE4•MXE)

WRIGHTSTOWN, NEW JERSEY

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 6 | V/V(fpm) | 436 | 872 | 1308 | 1744 | 2180 | 2616 |
| 18 | V/V(fpm) | 351 | 702 | 1053 | 1404 | 1755 | 2106 |
| 24 | V/V(fpm) | 359 | 718 | 1077 | 1436 | 1795 | 2154 |
| 36 | V/V(fpm) | 421 | 842 | 1263 | 1684 | 2105 | 2526 |

ATC Climb Rate to 5000

SHL-150 [USAF]

RADAR REQUIRED UNTIL CROSSING
MXE VORTAC R-278/23.6 DME (PENSY)

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
126.475 363.8

ROBBINSVILLE
113.8 RBV
Chan 85

COYLE
113.4 CYN
Chan 81

MC GUIRE
110.6 GXU
Chan 43

LANCASTER
117.3 LRP
Chan 120

MODENA
113.2 MXE
Chan 79

WESTMINSTER
117.9 EMI
Chan 126

BELLAIRE
117.1 AIR
Chan 118

MARTINSBURG
112.1 MRB
Chan 58

WHITZ
5000
3
5000

NAGGS
6000

VINSE

FLIRT

PENSY

R-5001

058°
456
250
185°
005°
319
159
272
238°
269°
(14)
MXE
R-079
17.2
RBV
R-269
259°
(40)
R-048
23.6
278°
(24)
CYN
R-284
R-278
MXE
J110
284°
(24)
R-097
J110
284°
(132)
132
J110
284°
(58)
163
R-048
R-065
R-090
R-090
R-090
284°
(62)
284°
(45)
L-29, H-3-4-6
L-29, H-3-4-6
L-29-34-36, H-3-4-6

NOTE: Chart not to scale

(Continued on next page)



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb on a 058° track, thence.....

TAKE-OFF RWY 18: Climb on a 185° track, thence.....

TAKE-OFF RWY 24: Climb on a 238° track, thence.....

TAKE-OFF RWY 36: Climb on a 005° track, thence.....

....via RADAR vectors to RBV VORTAC. Cross RBV at 5000. Then intercept and fly RBV R-269 to RBV R-269/3 DME (WHITZ) and RBV R-269/17.2 DME (NAGGS). Cross WHITZ at 5000, cross NAGGS at 6000. Intercept and fly MXE VORTAC R-079 to MXE VORTAC, thence....

via (transition) or (assigned route)

BELLAIRE TRANSITION (MXE4.AIR): Via MXE R-278 to MXE R-278/23.6 DME (PENSY). Join J110 to AIR VOR/DME.

MARTINSBURG TRANSITION (MXE4.MRB): Via MXE R-278 to MXE R-278/23.6 DME (PENSY). Join J110 and J6 to MRB VORTAC.

WESTMINSTER TRANSITION (MXE4.EMI): Via MXE R-278 to MXE R-278/23.6 DME (PENSY). Join J48 to EMI VORTAC. For Non-RNAV equipped aircraft only.



NE-2, 25 FEB 2021 to 22 APR 2021
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# POINT PLEASANT FIVE DEPARTURE (PTPL5•MANTA)



SHL-150 [USAF]

Chart not to scale

(Continued on next page)

RADAR REQUIRED TO RBV
R-122/16.4 DME (DIXIE)

HAMPTON
113.6 HTO
Chan 83

R-236

19.2

SHLEP
L-33-34, H-3-6

V139/J121

056°
(64)

MANTA
6000

R-122

SEA ISLE
114.8 SIE
Chan 95

R-059

47

122°
(16)

GAMBY
6000

31

V276

122°
(15)

DIXIE
3000

16.4

122°

ROBBINSVILLE
113.8 RBV
Chan 85

COYLE
113.4 CYN
Chan 81

R-046

MC GUIRE
110.6 GXU
Chan 43

058°

456

R-5001

250

005°

185°

159

272

238°

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
126.475 363.8



NE-2, 25 FEB 2021 to 22 APR 2021

POINT PLEASANT FIVE DEPARTURE (PTPL5•MANTA)
WRIGHTSTOWN, NEW JERSEY

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on a 058° track, thence....

TAKE-OFF RWY 18: Climb on a 185° track, thence....

TAKE-OFF RWY 24: Climb on a 238° track, thence....

TAKE-OFF RWY 36: Climb on a 005° track, thence....

....via RADAR vectors to RBV VORTAC R-122/16.4 DME (DIXIE). Cross DIXIE at or above 3000. Fly RBV R-122 (V276) to RBV R-122/31 DME (GAMBY) and RBV R-122/47 DME (MANTA). Cross GAMBY and MANTA at 6000, thence....

via (transition) or (assigned route)

SHLEP TRANSITION (PTPL5.SHLEP): Via V139/J121 to HTO VORTAC R-236/19.2 DME (SHLEP).



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# POTTSTOWN THREE DEPARTURE (PTW3•PTW)



Orig 02MAR17

POTTSTOWN THREE DEPARTURE (PTW3•PTW)
MC GUIRE FLD, (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)
WRIGHTSTOWN, NEW JERSEY

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 6 | V/V(fpm) | 436 | 872 | 1308 | 1744 | 2180 | 2616 |
| 18 | V/V(fpm) | 351 | 702 | 1053 | 1404 | 1755 | 2106 |
| 24 | V/V(fpm) | 359 | 718 | 1077 | 1436 | 1795 | 2154 |
| 36 | V/V(fpm) | 421 | 842 | 1263 | 1684 | 2105 | 2526 |

ATC Climb Rate to 5000'

## RADAR REQUIRED

ATIS 110.6 270.1
CLNC DEL
135.2 335.8
GND CON
121.8 275.8
MC GUIRE TOWER
118.65 255.6
MC GUIRE DEP CON
126.475 363.8

EAST TEXAS
110.2 ETX
Chan 39
L-30-34, H-3-6

RAVINE
114.6 RAV
Chan 93
L-30, H-3-6

FLOAT

294° (34)
V276
R-319
R-114
319° (19)
354° (22)
V29-408

ROBBINSVILLE
113.8 RBV
Chan 85

5000
WHITZ
3
5000

(32)
287°
17.2
269° (14)
R-107
R-269
NAGGS
6000

POTTSTOWN
116.5 PTW
Chan 112

319
005°
159
456
058°
272
R-5001
238°
185°
250

MC GUIRE
110.6 GXU
Chan 43

COYLE
113.4 CYN
Chan 81

SHL-150 [USAF]

(Continued on next page)

Chart not to scale

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on a 058° track, thence....

TAKE-OFF RWY 18: Climb on a 185° track, thence....

TAKE-OFF RWY 24: Climb on a 238° track, thence....

TAKE-OFF RWY 36: Climb on a 005° track, thence....

....via RADAR vectors to RBV VORTAC. Cross RBV at 5000. Then intercept and fly RBV R-269 to RBV R-269/3 DME (WHITZ) and RBV R-269/17.2 DME (NAGGS). Cross WHITZ at 5000, cross NAGGS at 6000. Intercept and fly PTW VORTAC R-107 to PTW VORTAC thence....

via (transition) or (assigned route)

EAST TEXAS TRANSITION (PTW3.ETX): (non-turbojet a/c only) Via V29/V408 to ETX VORTAC.

RAVINE TRANSITION (PTW3.RAV): Via PTW R-319 to RAV R-114 intersection (FLOAT) then via V276 to RAV VORTAC.


NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 2247 |
|---|---|---|
| 076° | TDZE | 523 |
| | Apt Elev | 523 |

# RNAV (GPS) RWY 8

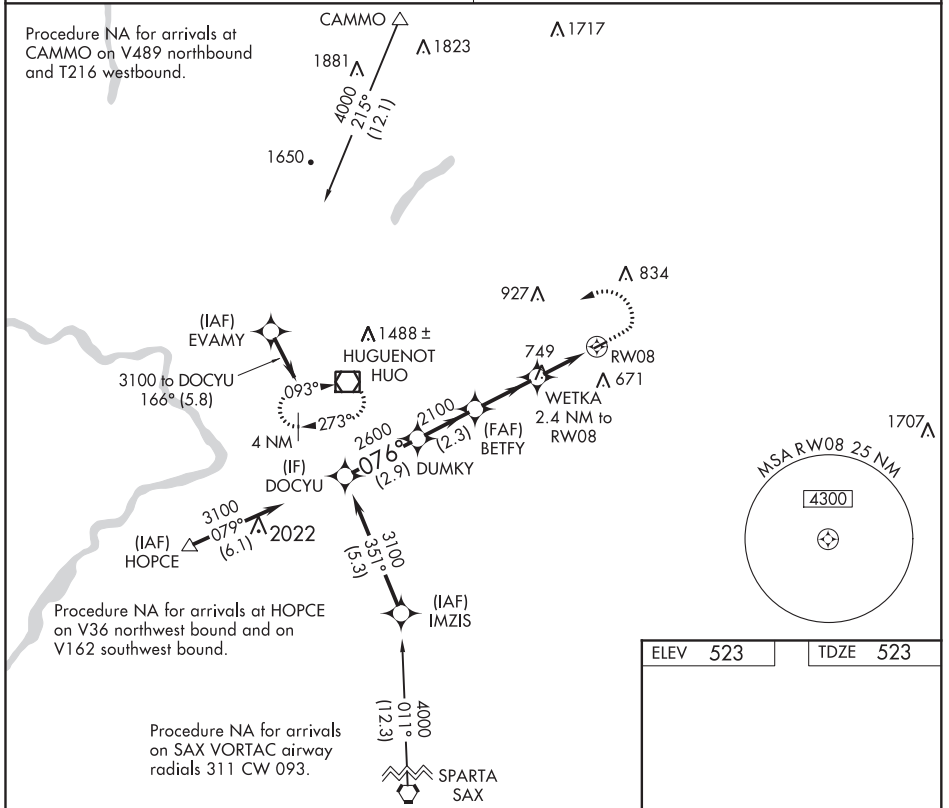
RANDALL (Ø6N)

RNP APCH.

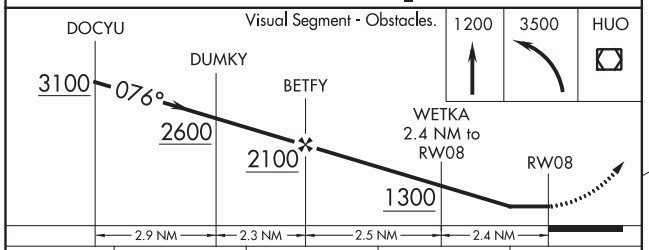
NA — Procedure NA at night. Use Newburgh altimeter setting, when not received, use Montgomery altimeter setting. Rwy 8 helicopter visibility reduction below 1 SM NA.

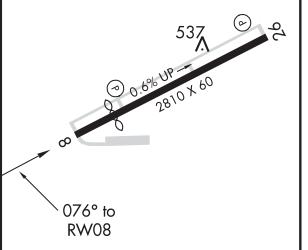
MISSED APPROACH: Climb to 1200 then climbing left turn to 3500 direct HUO VOR/DME and hold, continue climb-in-hold to 3500.

| NEW YORK APP CON | UNICOM |
|---|---|
| 132.75 363.1 | 122.8 (CTAF) L |




ELEV 523 TDZE 523




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1<br>617 (700-1) | NA | | |
| CIRCLING | 1140-1<br>617 (700-1) | NA | | |

MIRL Rwy 8-26 L



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# RNAV (GPS) RWY 26

RANDALL (Ø6N)

| WAAS | APP CRS | Rwy Idg | 2810 |
|---|---|---|---|
| CH 40030 | 256° | TDZE | 523 |
| W26A | | Apt Elev | 523 |

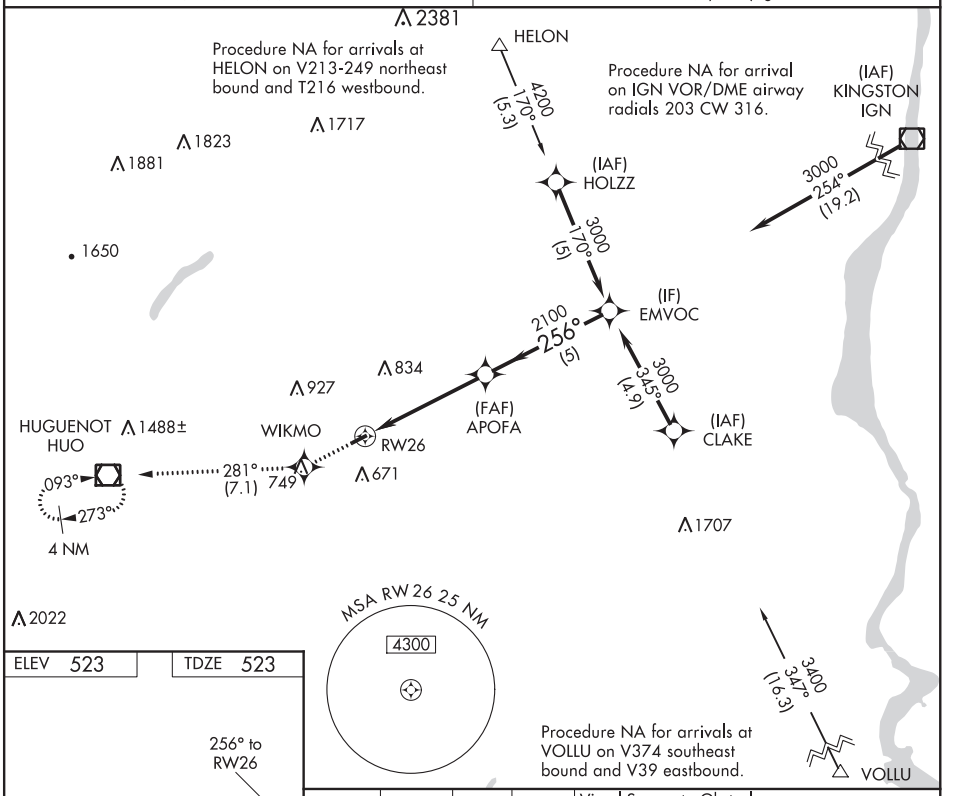
RNP APCH.

NA

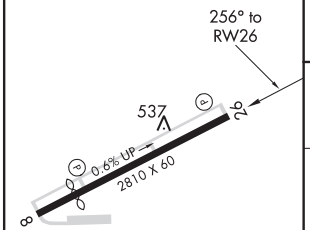
Procedure NA at night. Rwy 26 helicopter visibility reduction below 1 SM NA. Use Newburgh altimeter setting; when not received, use Montgomery altimeter setting.

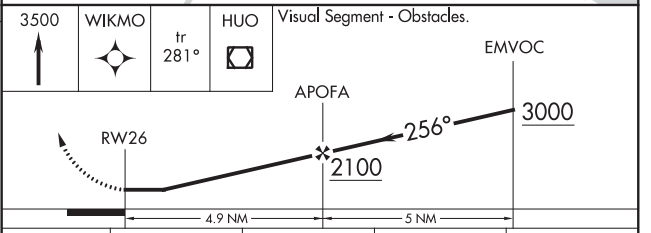
MISSED APPROACH: Climb to 3500 direct WIKMO and on track 281° to HUO VOR/DME and hold, continue climb-in-hold to 3500.

| NEW YORK APP CON | UNICOM |
|---|---|
| 132.75 363.1 | 122.8 (CTAF) L |




| ELEV 523 | TDZE 523 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1020-1 497 (500-1) | NA | | |
| LNAV MDA | 1060-1 537 (600-1) | NA | | |
| CIRCLING | 1080-1 557 (600-1) | NA | | |

MIRL Rwy 8-26 L



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# RNAV (GPS) RWY 17

SKY ACRES (44N)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 78008 | 167° | Rwy Idg | 3828 |
| W17A | | TDZE | 694 |
| | | Apt Elev | 698 |

RNP APCH.

T
A NA
-23°C

Use Newburgh altimeter setting; when not received, procedure NA.
Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct JSSIE and hold.

| SWF ASOS | POU ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|---|
| 124.575 | 126.75 | 132.75 363.1 | 122.8 (CTAF) L |

Procedure NA for arrivals at GELAW on V44 northbound.

(IAF) GELAW

3000 NoPT 257° (8.9)

4000 298° (11.1)

STUBY

4 NM 167° 347°

(IF/IAF) JSSIE

(IAF) AROME

3000 NoPT 100° (10)

4000 099° (5.4)

WEETS

Procedure NA for arrivals at STUBY on V91-487 southbound and V93 northeast bound.

2300 167° (6.1)

Procedure NA for arrivals at WEETS on V34-106 and V483 northwest bound and V213 southwest bound.

(FAF) KMBER

1454

1999

899±

1050±

RW17

1019±

1177±

1512

895

MSA RW17 25 NM

4500

ELEV 698 TDZE 694

167° to RW17

17

1.3% UP

3828 X 60

35

MIRL Rwy 17-35 L

4 NM Holding Pattern

JSSIE

3000

347°

167°

167°

KMBER

3.00° TCH 40

2300

RW17

6.1 NM 5.1 NM

3000 JSSIE

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1240-1 | 546 (600-1) | NA | |
| LNAV MDA | 1360-1 | 666 (700-1) | NA | |



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MILLBROOK, NEW YORK | AL-5473 (FAA) | 20310

# RNAV (GPS) RWY 35

SKY ACRES (44N)

| WAAS | APP CRS | Rwy Idg | 3828 |
|---|---|---|---|
| CH 86308 | 347° | TDZE | 698 |
| W35A | | Apt Elev | 698 |

RNP APCH.

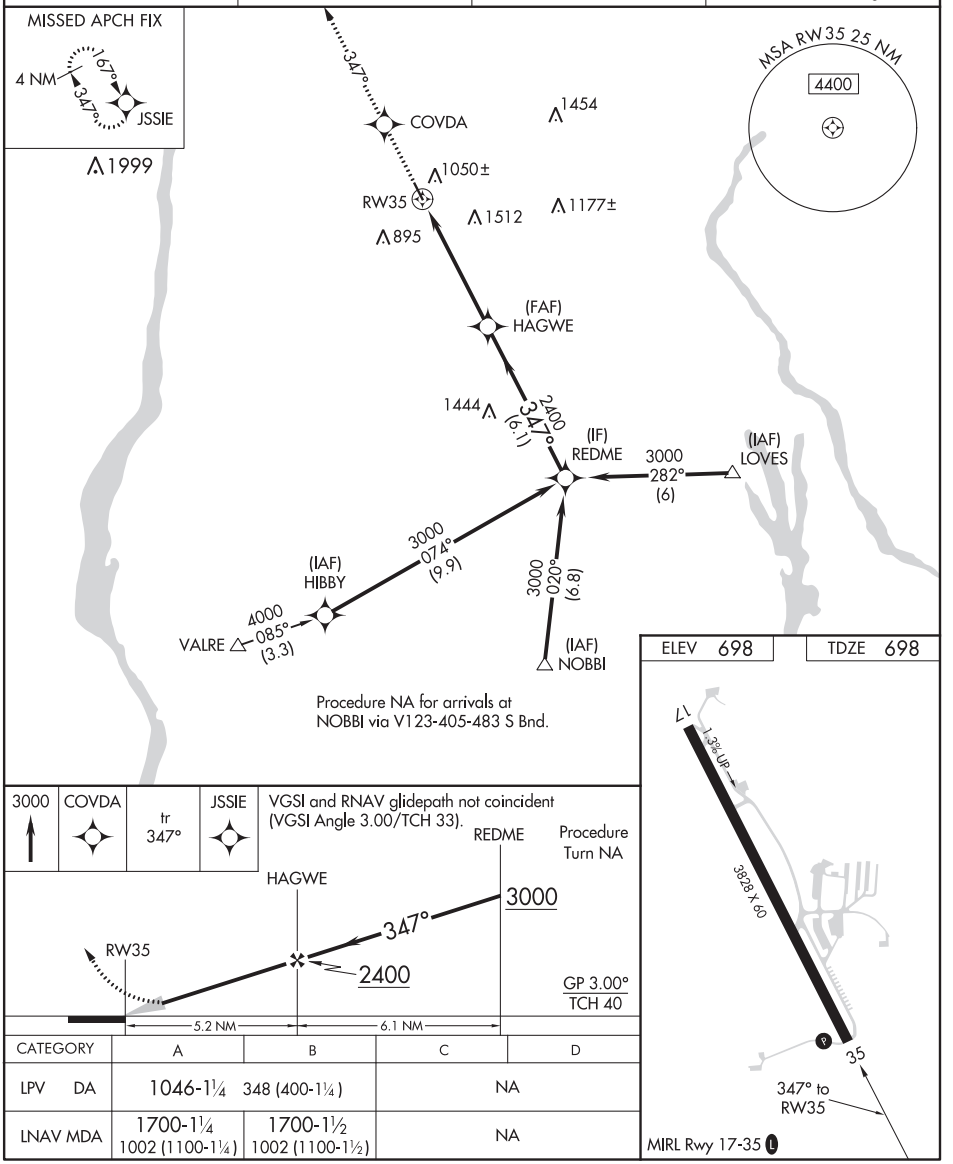
NA

-23°C

Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct COVDA and via 347° track to JSSIE and hold.

| SWF ASOS | POU ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|---|
| 124.575 | 126.75 | 132.75 363.1 | 122.8 (CTAF) L |

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| ELEV 698 | TDZE 698 |
|---|---|




| 3000 | COVDA | tr 347° | JSSIE |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1046-1¼ 348 (400-1¼) | | NA | |
| LNAV MDA | 1700-1¼ 1002 (1100-1¼) | 1700-1½ 1002 (1100-1½) | NA | |

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 069° | TDZE | N/A |
| | Apt Elev | 700 |

# VOR-A

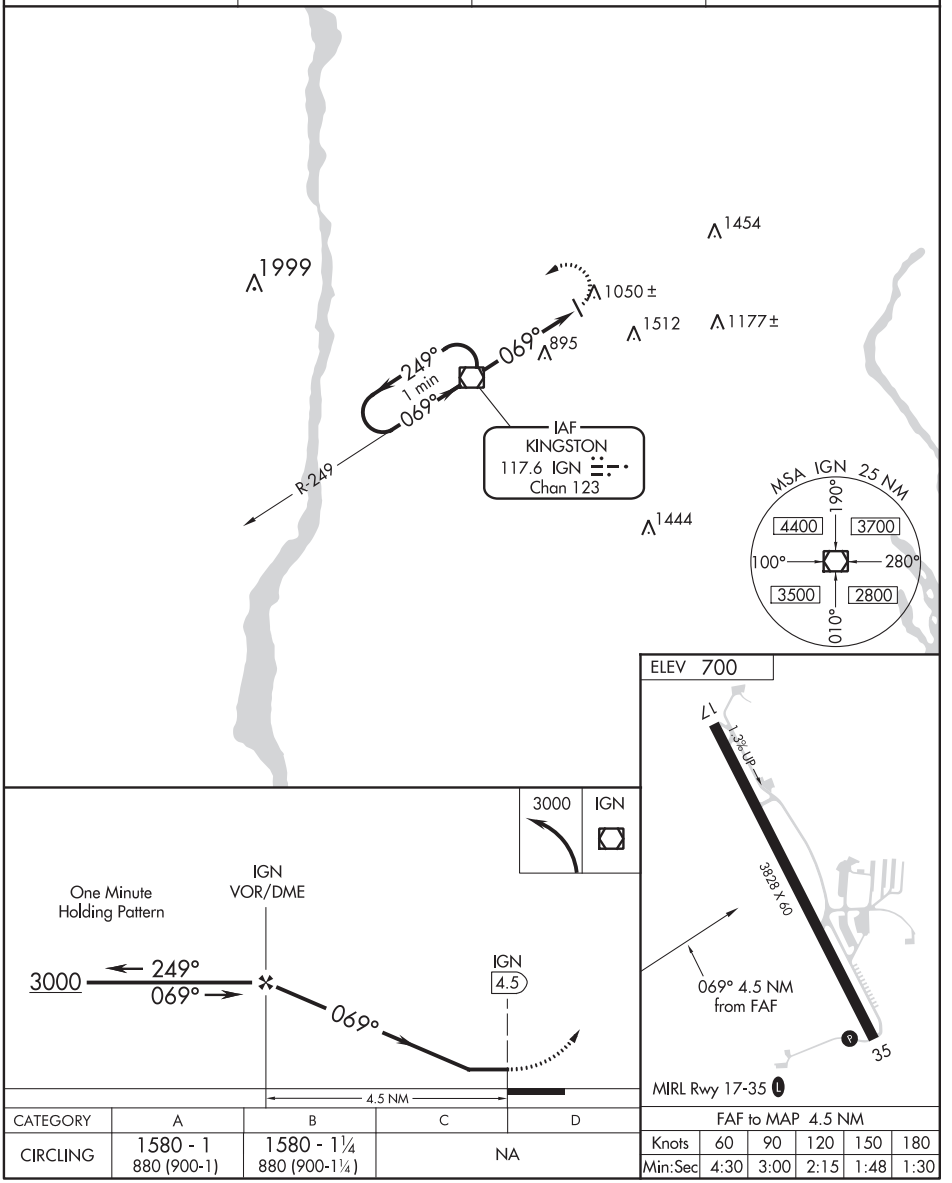
## SKY ACRES (44N)

NA
-23°C

Use Poughkeepsie altimeter setting.
NoPT for arrival on IGN VOR/DME airway radials 203 CW 316.

MISSED APPROACH: Climbing left turn to 3000 direct IGN VOR/DME and hold.

| SWF ASOS | POU ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|---|
| 124.575 | 126.75 | 132.75 363.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580 - 1<br>880 (900-1) | 1580 - 1¼<br>880 (900-1¼) | NA | |

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



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# ILS or LOC RWY 10

MILLVILLE MUNI (MIV)

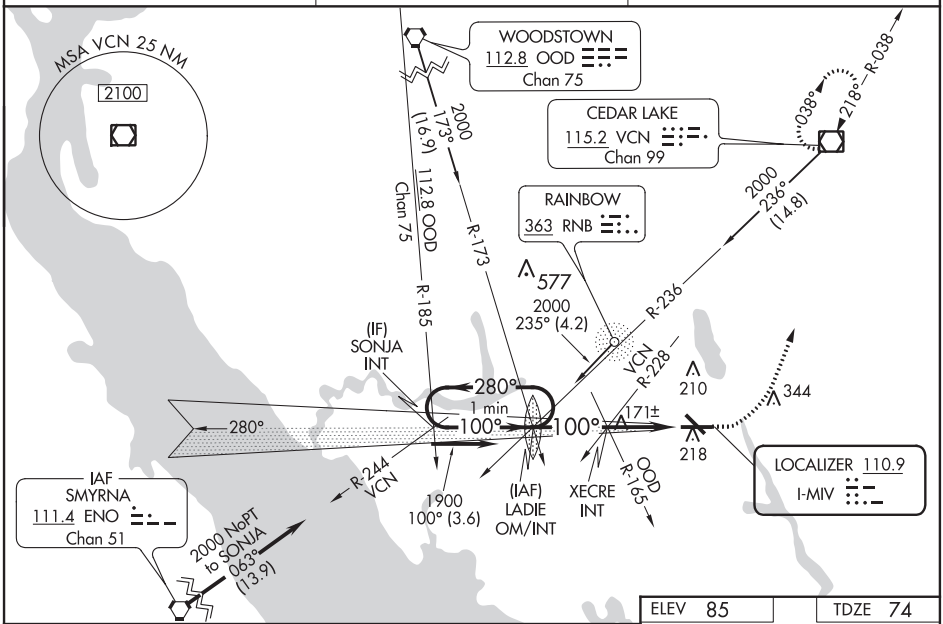
| LOC I-MIV | APP CRS | | |
|---|---|---|---|
| 110.9 | 100° | Rwy Idg | 6003 |
| | | TDZE | 74 |
| | | Apt Elev | 85 |

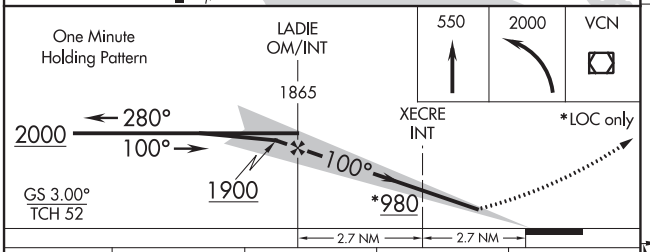
Circling to Rwy 32 NA at night. Inoperative table does not apply. Rwy 10 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Atlantic City altimeter setting and increase all DA/MDA 60 feet; increase S-LOC 10 Cat B and Circling Cat B visibility ¼ mile, S-LOC 10 Cats C/D and Circling Cats C/D visibility ½ mile; XECRE fix minimums: increase S-LOC 10 Cats C/D visibility ¼ mile.

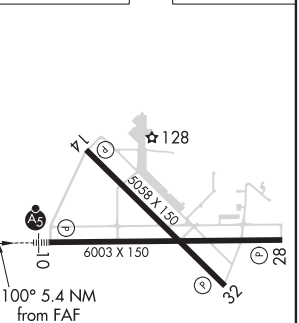
MALSR

MISSED APPROACH: Climb to 550 then climbing left turn to 2000 direct VCN VOR/DME and hold.

| ASOS | ATLANTIC CITY APP CON | UNICOM |
|---|---|---|
| 119.6 | 124.6 327.125 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 347-1 273 (300-1) | | | |
| S-LOC 10 | 980-1¼ 906 (900-1¼) | | 980-2½ 906 (900-2½) | |
| CIRCLING | 980-1¼ 895 (900-1¼) | | 980-2¾ 895 (900-2¾) | 980-3 895 (900-3) |
| XECRE FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) | | | | |
| S-LOC 10 | 440-1 366 (400-1) | | | |
| CIRCLING | 520-1 435 (500-1) | 540-1 455 (500-1) | 540-1½ 455 (500-1½) | 640-2 555 (600-2) |

MIRL Rwys 10-28 and 14-32 L

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



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# RNAV (GPS) RWY 10

## MILLVILLE MUNI (MIV)

| WAAS | APP CRS | Rwy Idg | 6003 |
|---|---|---|---|
| CH 53723 | 101° | TDZE | 74 |
| W10A | | Apt Elev | 85 |

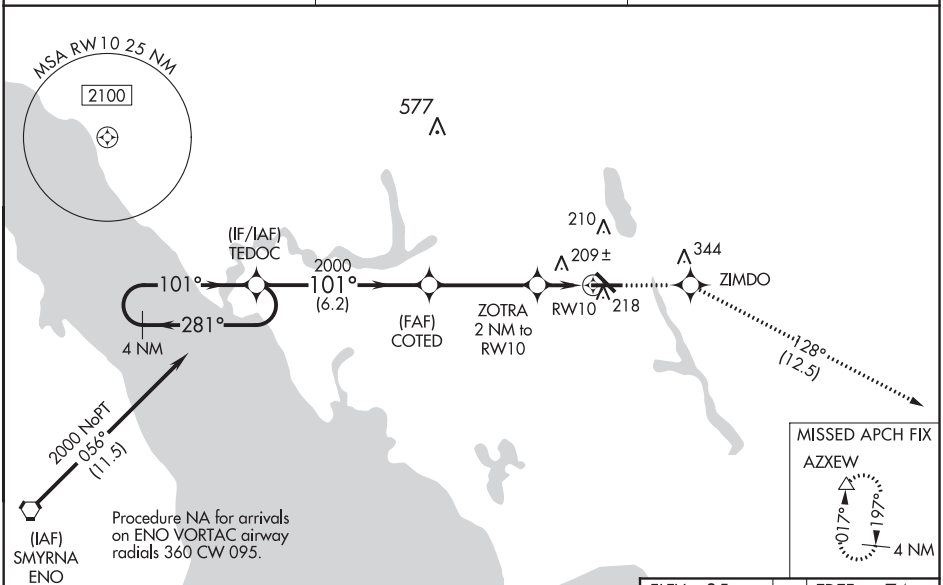
▼ When VGSI inop, Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Atlantic City altimeter setting and increase LPV DA to 330, LNAV/VNAV DA to 571, and all MDA 60 feet; increase LNAV/VNAV all Cat and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Atlantic City altimeter setting. For inop MALSR when using Atlantic City altimeter setting, increase LNAV/VNAV all Cat visibility to 1⅝.

▲

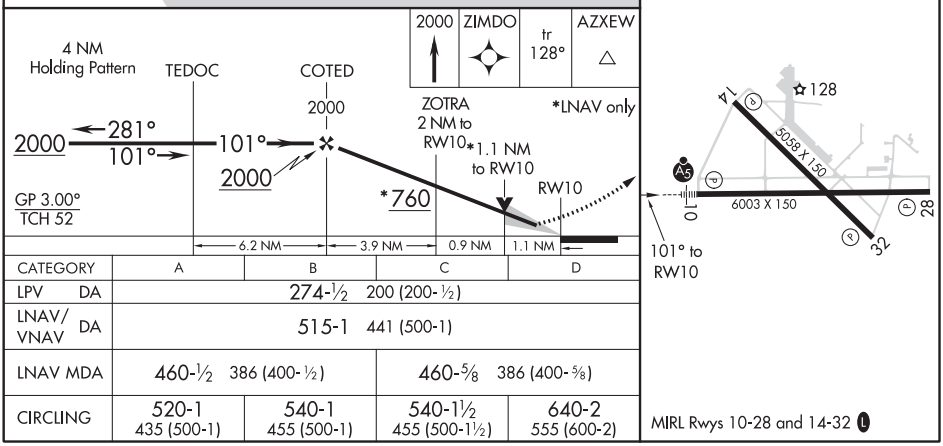
MALSR (A5)

MISSED APPROACH: Climb to 2000 direct ZIMDO and on track 128° to AZXEW and hold.

| ASOS | ATLANTIC CITY APP CON | UNICOM |
|---|---|---|
| 119.6 | 124.6 327.125 | 123.0 (CTAF) L |




ELEV 85 TDZE 74




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 274-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 515-1 441 (500-1) | | | |
| LNAV MDA | 460-½ 386 (400-½) | | 460-⅝ 386 (400-⅝) | |
| CIRCLING | 520-1 435 (500-1) | 540-1 455 (500-1) | 540-1½ 455 (500-1½) | 640-2 555 (600-2) |

MIRL Rwys 10-28 and 14-32 L



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MILLVILLE, NEW JERSEY

AL-891 (FAA)

21056

# RNAV (GPS) RWY 14

MILLVILLE MUNI (MIV)

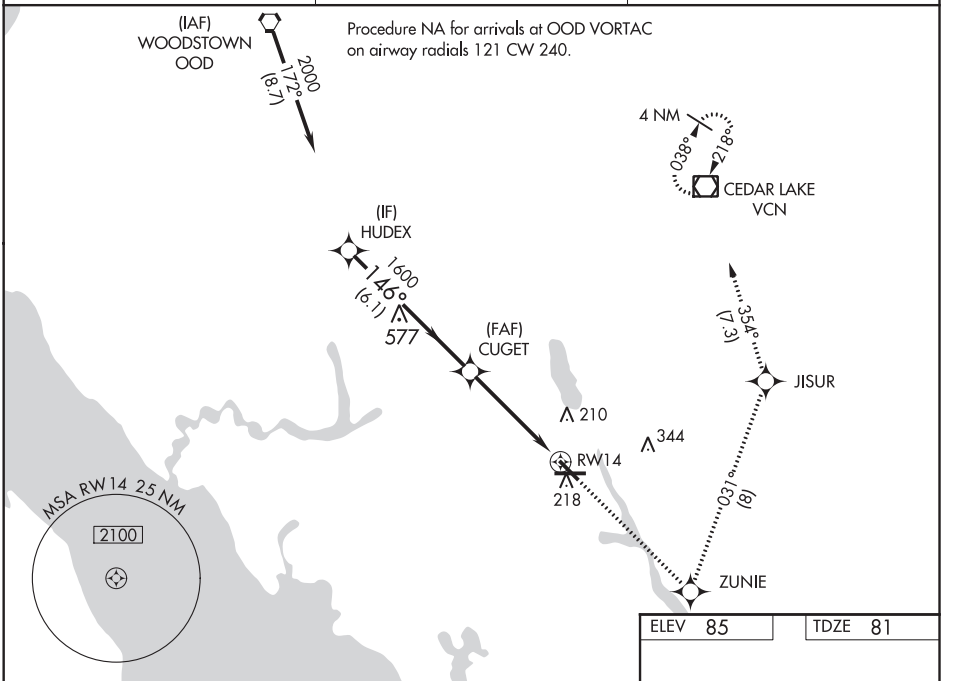
| WAAS | APP CRS | Rwy Idg | 5058 |
|---|---|---|---|
| CH 82000 | 146° | TDZE | 81 |
| W14A | | Apt Elev | 85 |

RNP APCH.

Circling to Rwy 32 NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 48°C.

MISSED APPROACH: Climb to 2000 direct ZUNIE and left turn on track 031° to JISUR and on track 354° to VCN VOR/DME and hold.

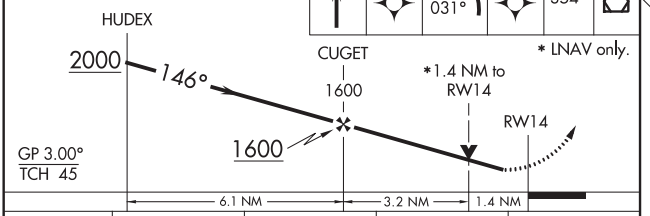
| ASOS | ATLANTIC CITY APP CON | UNICOM |
|---|---|---|
| 119.6 | 124.6 327.125 | 123.0 (CTAF) L |



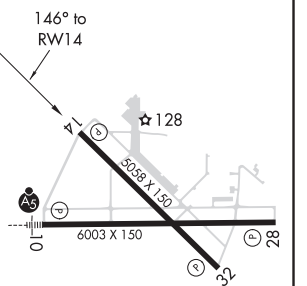

| ELEV 85 | TDZE 81 |
|---|---|

VSGI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48).

| 2000 | ZUNIE | tr 031° | JISUR | tr 354° | VCN |
|---|---|---|---|---|---|




* LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 377-⅞ | 296 (300-⅞) | | |
| LNAV/VNAV DA | 550-1⅜ | 469 (500-1⅜) | | |
| LNAV MDA | 580-1 | 499 (500-1) | 580-1⅜ | 499 (500-1⅜) |
| CIRCLING | 580-1 | 495 (500-1) | 580-1½ 495 (500-1½) | 640-2 555 (600-2) |

MIRL Rwys 10-28 and 14-32 L





NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 28

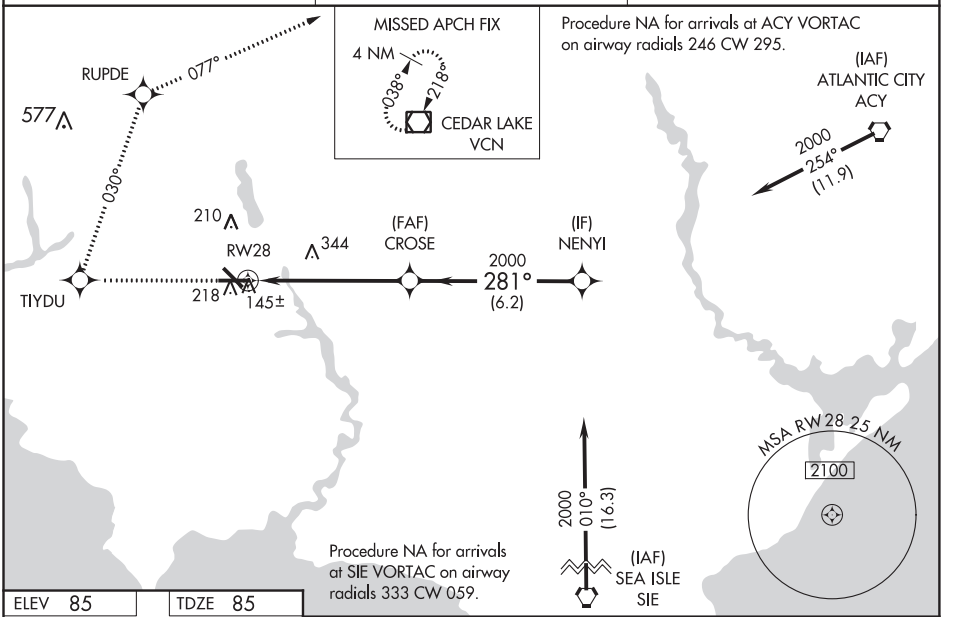
MILLVILLE MUNI (MIV)

| WAAS | APP CRS | Rwy Idg | 6003 |
|---|---|---|---|
| CH 42700 | 281° | TDZE | 85 |
| W28A | | Apt Elev | 85 |

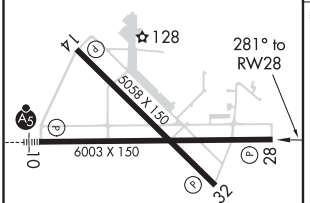
Circling Rwy 32 NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When local altimeter setting not received, use Atlantic City altimeter setting and increase all DA/MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Atlantic City altimeter setting.

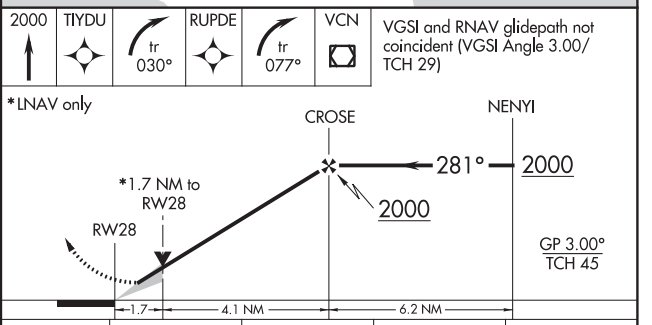
MISSED APPROACH: Climb to 2000 direct TIYDU and right turn on track 030° to RUPDE and right turn 077° track to VCN VOR/DME and hold.

| ASOS | ATLANTIC CITY APP CON | UNICOM |
|---|---|---|
| 119.6 | 124.6 327.125 | 123.0 (CTAF) L |




ELEV 85 TDZE 85




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 344-1 259 (300-1) | | | |
| LNAV/VNAV DA | 405-1 320 (400-1) | | | |
| LNAV MDA | 640-1 555 (600-1) | | 640-1½ 555 (600-1½) | 640-1¾ 555 (600-1¾) |
| CIRCLING | 640-1 555 (600-1) | | 640-1½ 555 (600-1½) | 640-2 555 (600-2) |

MIRL Rwys 10-28 and 14-32 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 32

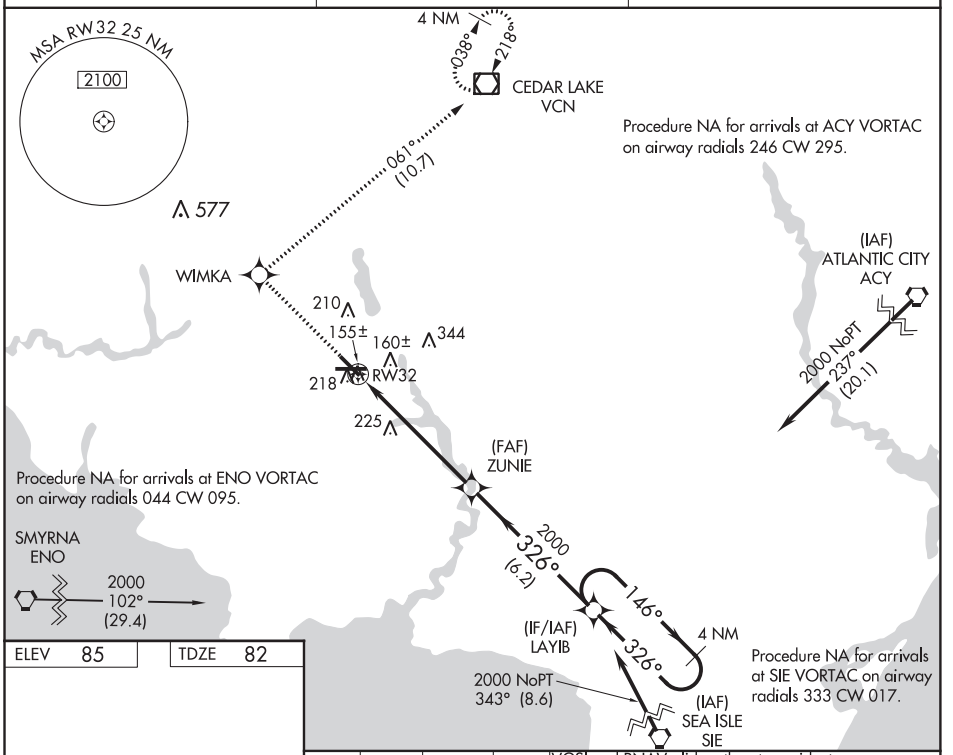
## MILLVILLE MUNI (MIV)

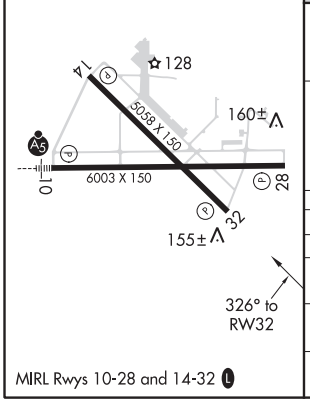
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **86900** | **326°** | Rwy Idg | **5058** |
| **W32A** | | TDZE | **82** |
| | | Apt Elev | **85** |

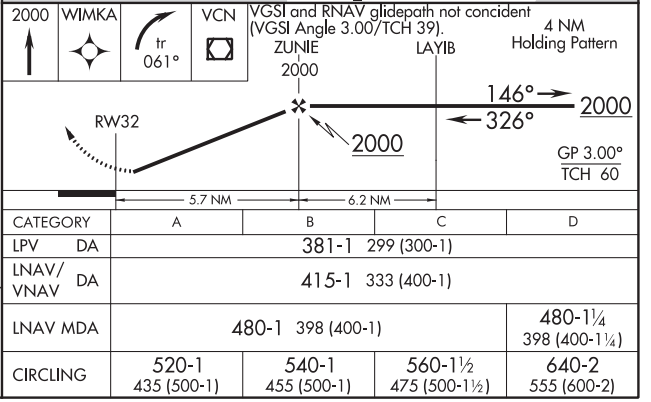
Circling Rwy 10 NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Woodbine Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When VGSI inop, Straight-in/Circling Rwy 32 procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Woodbine Muni altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct WIMKA and right turn on track 061° to VCN VOR/DME and hold.

| ASOS | ATLANTIC CITY APP CON | UNICOM |
|---|---|---|
| **119.6** | **124.6 327.125** | **123.0** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 381-1 299 (300-1) | | | |
| LNAV/VNAV DA | 415-1 333 (400-1) | | | |
| LNAV MDA | 480-1 398 (400-1) | | | 480-1¼ 398 (400-1¼) |
| CIRCLING | 520-1 435 (500-1) | 540-1 455 (500-1) | 560-1½ 475 (500-1½) | 640-2 555 (600-2) |



39°22'N-75°04'W



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| VOR/DME VCN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.2 | 216° | TDZE | N/A |
| Chan 99 | | Apt Elev | 85 |

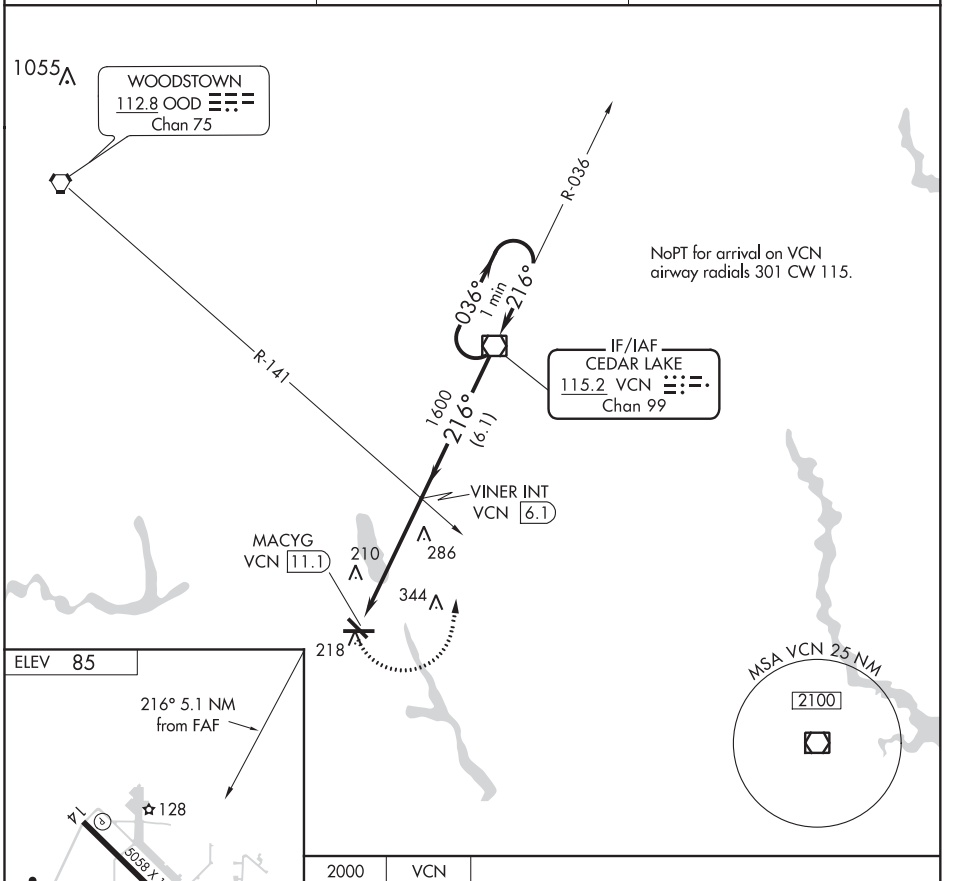
# VOR-A

## MILLVILLE MUNI (MIV)

Circling to Rwy 32 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Atlantic City altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct VCN VOR/DME and hold.

| ASOS | ATLANTIC CITY APP CON | UNICOM |
|---|---|---|
| 119.6 | 124.6 327.125 | 123.0 (CTAF) |




MIRL Rwys 10-28 and 14-32

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 600-1 515 (600-1) | | 600-1½ 515 (600-1½) | 640-2 555 (600-2) |

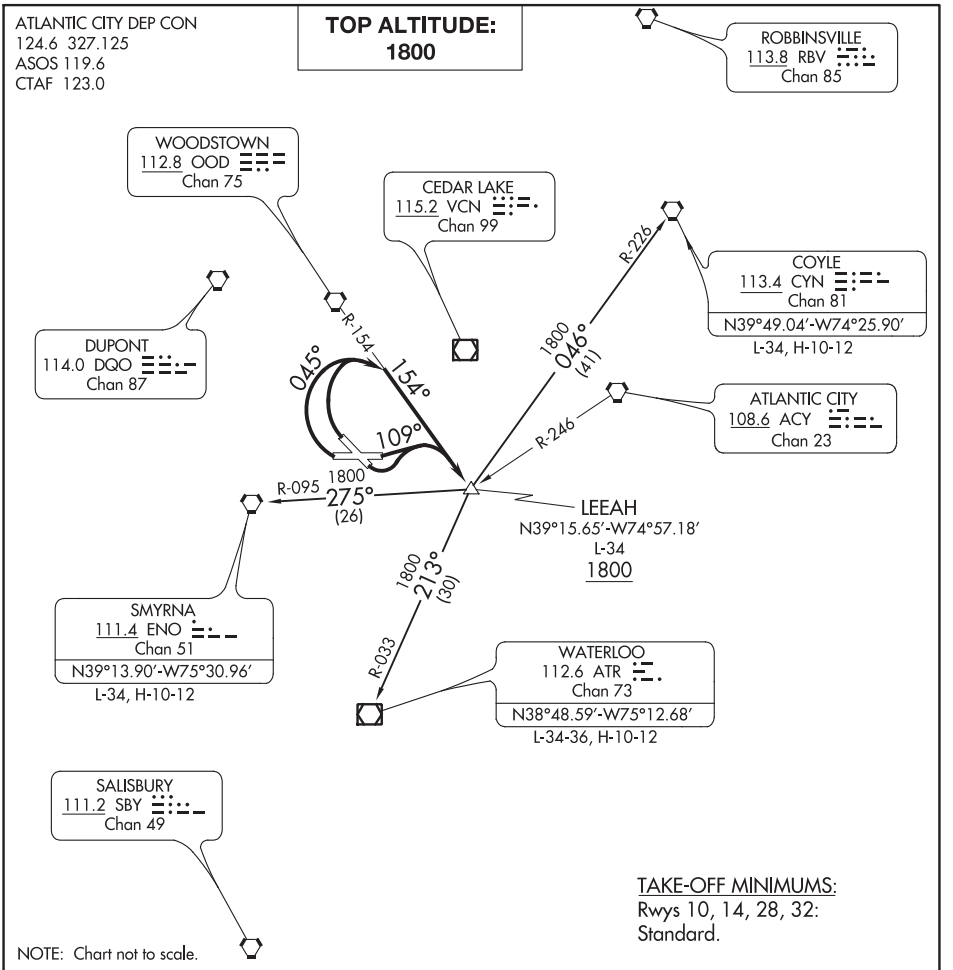


NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

(LEEAH5.LEEAH) 20366
# LEEAH FIVE DEPARTURE

AL-891 (FAA)

MILLVILLE MUNI (MIV)
MILLVILLE, NEW JERSEY




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28, 32: Turn right heading 045° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence....

TAKEOFF RUNWAYS 10, 14: Turn left heading 109° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence....

....Maintain 1800, expect filed altitude/flight level 10 minutes after departure.

COYLE TRANSITION (LEEAH5.CYN): From over LEEAH INT via CYN R-226 to CYN VORTAC.

SMYRNA TRANSITION (LEEAH5.ENO): From over LEEAH INT via ENO R-095 to ENO VORTAC.

WATERLOO TRANSITION (LEEAH5.ATR): From over LEEAH INT via ATR R-033 to ATR VOR/DME.


NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 2944 |
|---|---|---|
| 062° | TDZE | 6 |
| | Apt Elev | 7 |

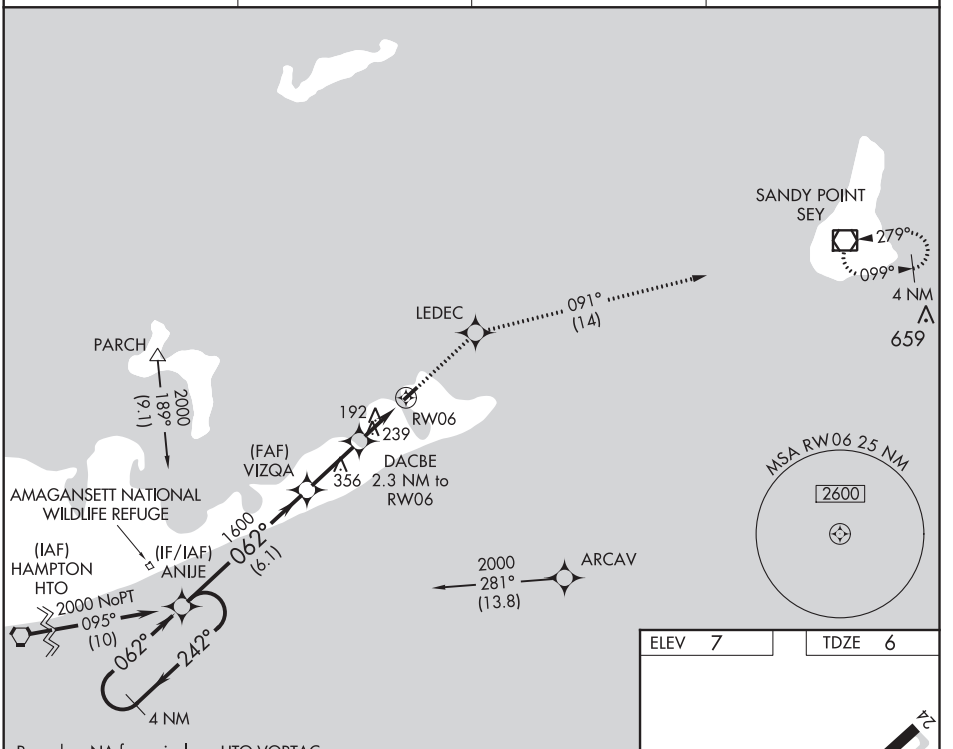
# RNAV (GPS) RWY 6

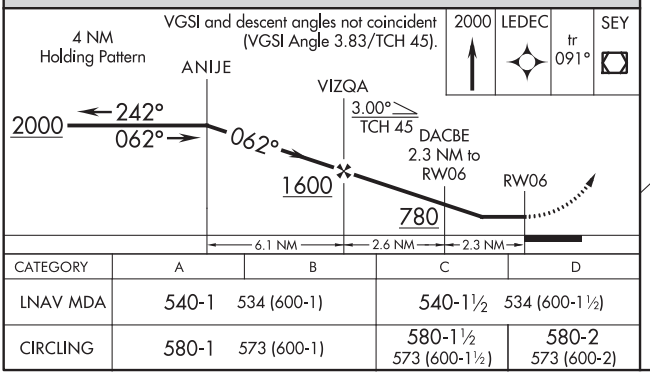
MONTAUK (MTP)

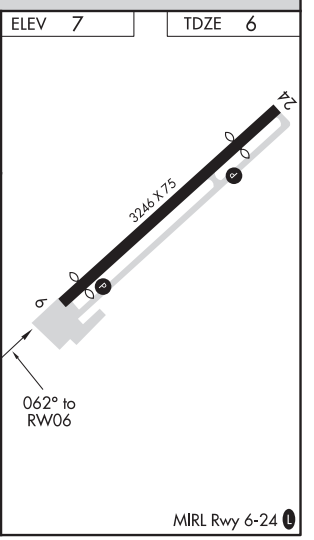
T NA DME/DME RNP-0.3 NA. Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting and increase all MDA 20 feet; increase LNAV Cats C and D and Circling Cat C visibility ⅛ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct LEDEC and on track 091° to SEY VOR/DME and hold.

| GON ASOS | NEW YORK APP CON | UNICOM | |
|---|---|---|---|
| 127.0 | 125.975 343.65 | 122.7 (CTAF) | 121.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 534 (600-1) | | 540-1½ 534 (600-1½) | |
| CIRCLING | 580-1 573 (600-1) | | 580-1½ 573 (600-1½) | 580-2 573 (600-2) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 2578 |
|---|---|---|
| 242° | TDZE | 7 |
| | Apt Elev | 7 |

# RNAV (GPS) RWY 24

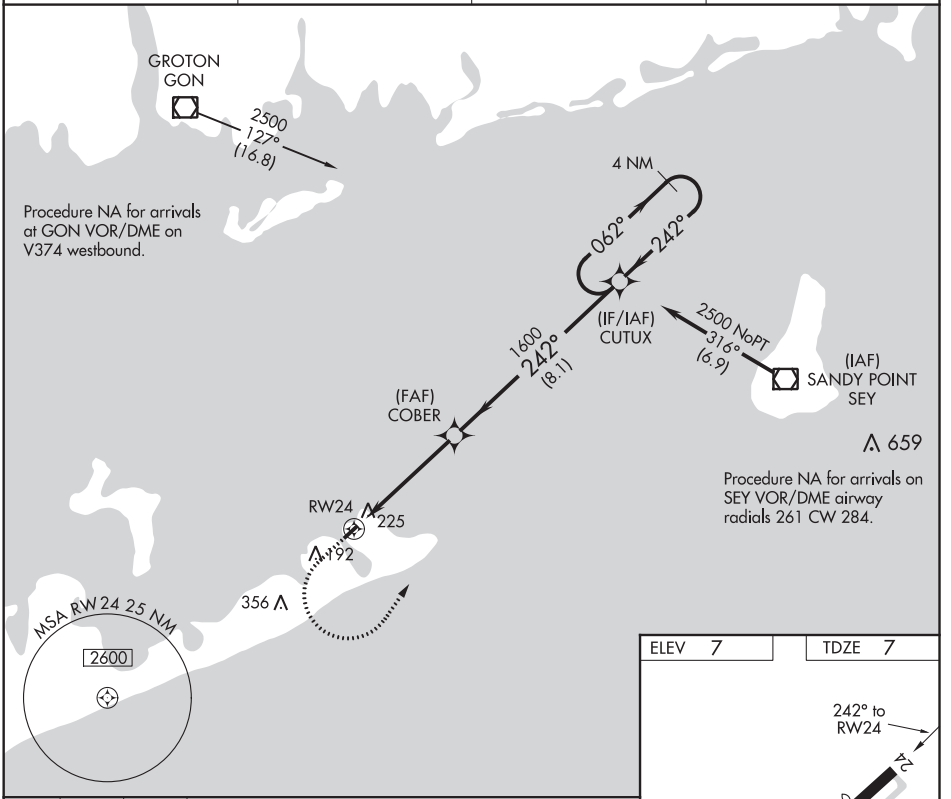
MONTAUK (MTP)

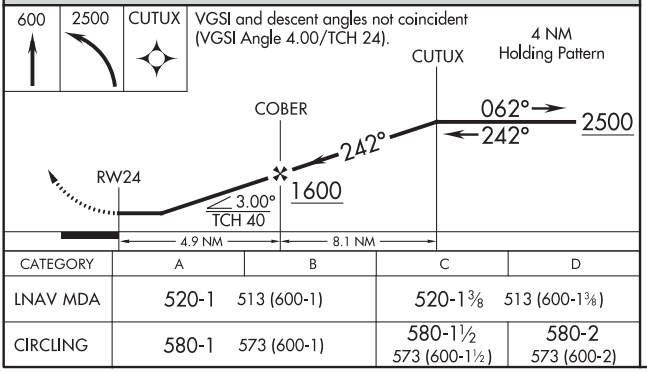
T NA

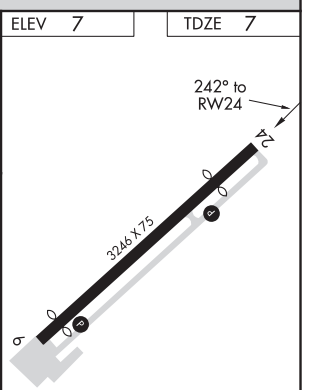
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting and increase all MDA 20 feet and increase LNAV Cats C and D visibility ⅛ mile. Procedure NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 2500 direct CUTUX and hold.

| GON ASOS | NEW YORK APP CON | UNICOM | |
|---|---|---|---|
| 127.0 | 125.975 343.65 | 122.7 (CTAF) | 121.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 | 513 (600-1) | 520-1⅜ | 513 (600-1⅜) |
| CIRCLING | 580-1 | 573 (600-1) | 580-1½ 573 (600-1½) | 580-2 573 (600-2) |

MIRL Rwy 6-24 L



41°05'N-71°55'W



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| LOC I-MGJ | APP CRS | Rwy Idg | 5006 |
|---|---|---|---|
| 111.7 | 036° | TDZE | 355 |
| | | Apt Elev | 370 |

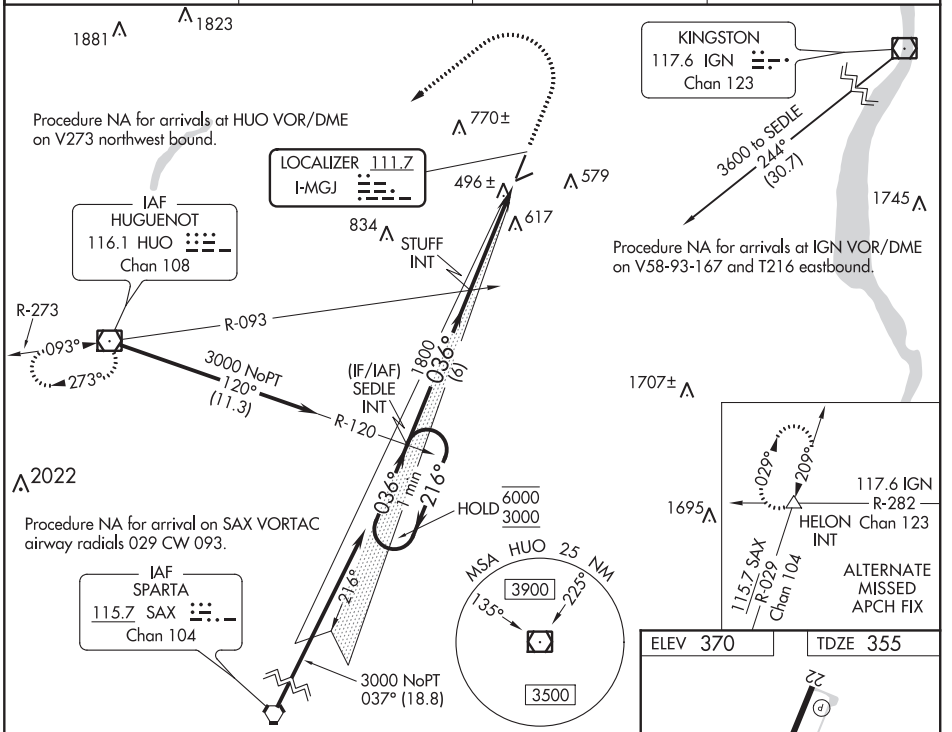
# ILS or LOC RWY 4

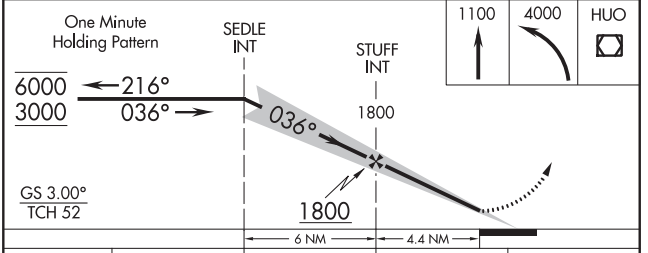
ORANGE COUNTY (MGJ)

Circling Rwy 8, 22, 26 NA at night. Procedure NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA.

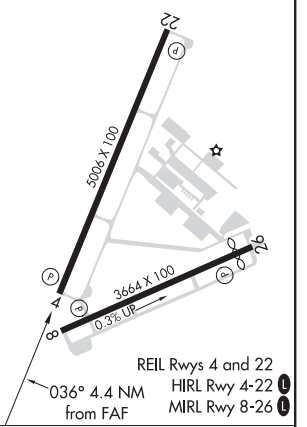
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct HUO VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 682-1 327 (400-1) | | | |
| S-LOC 4 | 960-1 605 (600-1) | | 960-1¾ 605 (600-1¾) | |
| C CIRCLING | 1180-1 810 (900-1) | | 1180-2¼ 810 (900-2¼) | 1220-2¾ 850 (900-2¾) |




FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 4

## ORANGE COUNTY (MGJ)

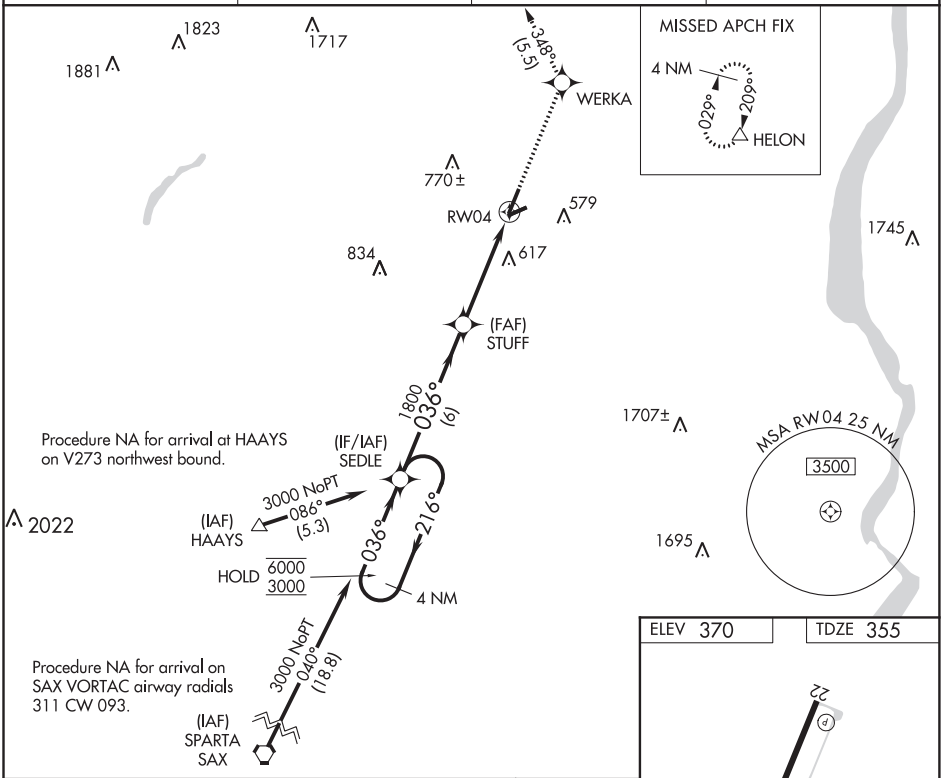
| APP CRS | Rwy Idg | 5006 |
|---|---|---|
| 036° | TDZE | 355 |
| | Apt Elev | 370 |

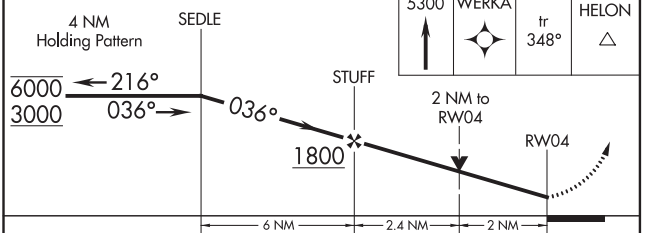
RNP APCH.

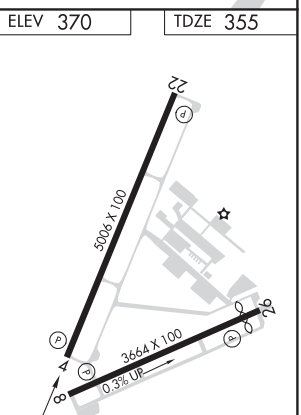
Circling Rwy 8, 22, 26 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5300 direct WERKA and on track 348° to HELON and hold, continue climb-in-hold to 5300.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 705 (700-1) | | 1060-2 705 (700-2) | |
| C CIRCLING | 1180-1 810 (900-1) | | 1180-2¼ 810 (900-2¼) | 1220-2¾ 850 (900-2¾) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 8

ORANGE COUNTY (MGJ)

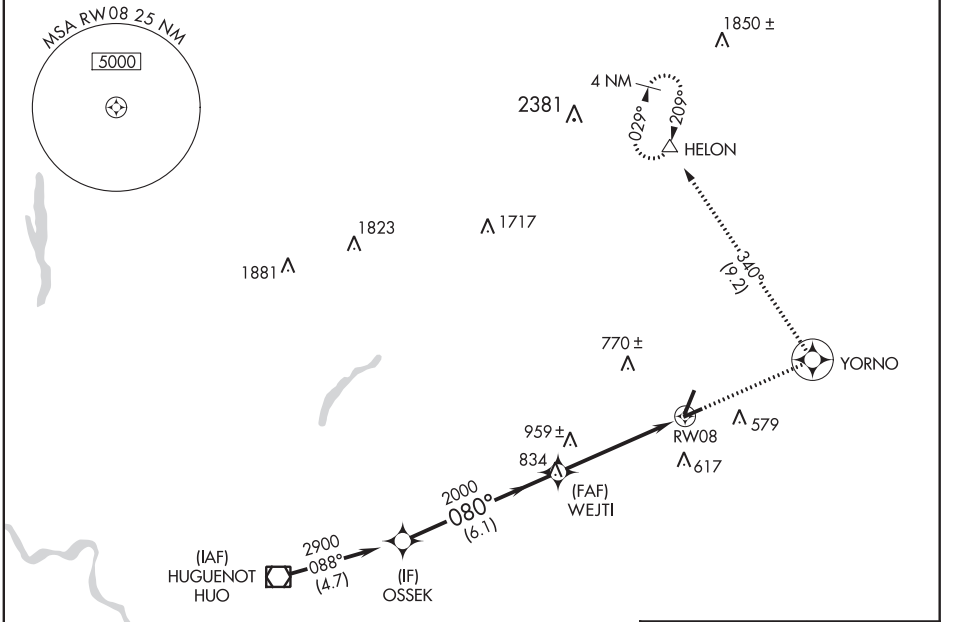
| WAAS | APP CRS | Rwy Idg | 3664 |
|---|---|---|---|
| CH 50216 | 080° | TDZE | 359 |
| W08A | | Apt Elev | 370 |

RNP APCH.

Rwy 8 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 8 NA at night, Circling Rwy 8, 22, 26 NA at night.

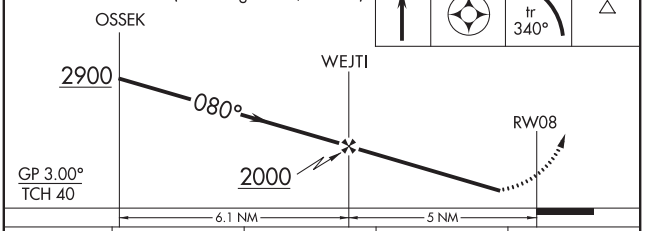
MISSED APPROACH: Climb to 5300 direct YORNO and left turn on track 340° to HELON and hold, continue climb-in-hold to 5300.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |

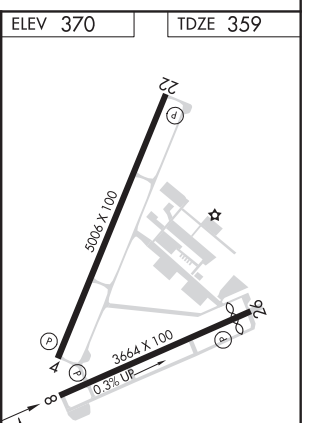



VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 49).

5300 | YORNO | tr 340° | HELON




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1059-2½ 700 (700-2½) | | | |
| LNAV MDA | 1220-1 861 (900-1) | 1220-1¼ 861 (900-1¼) | 1220-2½ 861 (900-2½) | 1220-2¾ 861 (900-2¾) |
| C CIRCLING | 1220-1¼ 850 (900-1¼) | | 1220-2½ 850 (900-2½) | 1220-2¾ 850 (900-2¾) |



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NE-2, 25 FEB 2021 to 22 APR 2021

MONTGOMERY, NEW YORK | AL-5264 (FAA) | 19283

# RNAV (GPS) RWY 22

ORANGE COUNTY (MGJ)

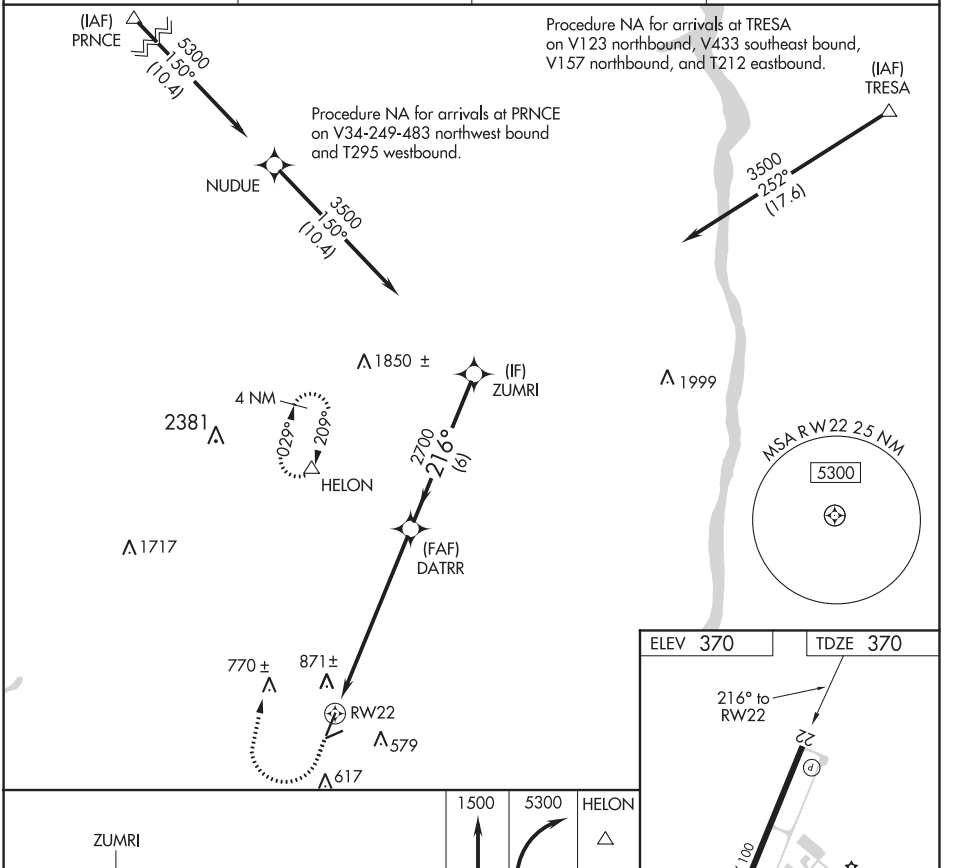
| APP CRS | | |
|---|---|---|
| 216° | Rwy Idg | 5006 |
| | TDZE | 370 |
| | Apt Elev | 370 |

RNP APCH.

T A Rwy 22 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 22 NA at night, Circling Rwy 8, 22, 26 NA at night.

MISSED APPROACH: Climb to 1500 then climbing right turn to 5300 direct HELON and hold, continue climb-in-hold to 5300.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1<br>770 (800-1) | 1140-1¼<br>770 (800-1¼) | 1140-2½ 770 (800-2½) | |
| C CIRCLING | 1180-1<br>810 (900-1) | 1180-1¼<br>810 (900-1¼) | 1180-2½<br>810 (900-2½) | 1220-2¾<br>850 (900-2¾) |

MONTGOMERY, NEW YORK
Orig-A 31JAN19

41°31′N-74°16′W

ORANGE COUNTY (MGJ)

RNAV (GPS) RWY 22


NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 3349 |
|---|---|---|
| 260° | TDZE | 361 |
| | Apt Elev | 370 |

# RNAV (GPS) RWY 26

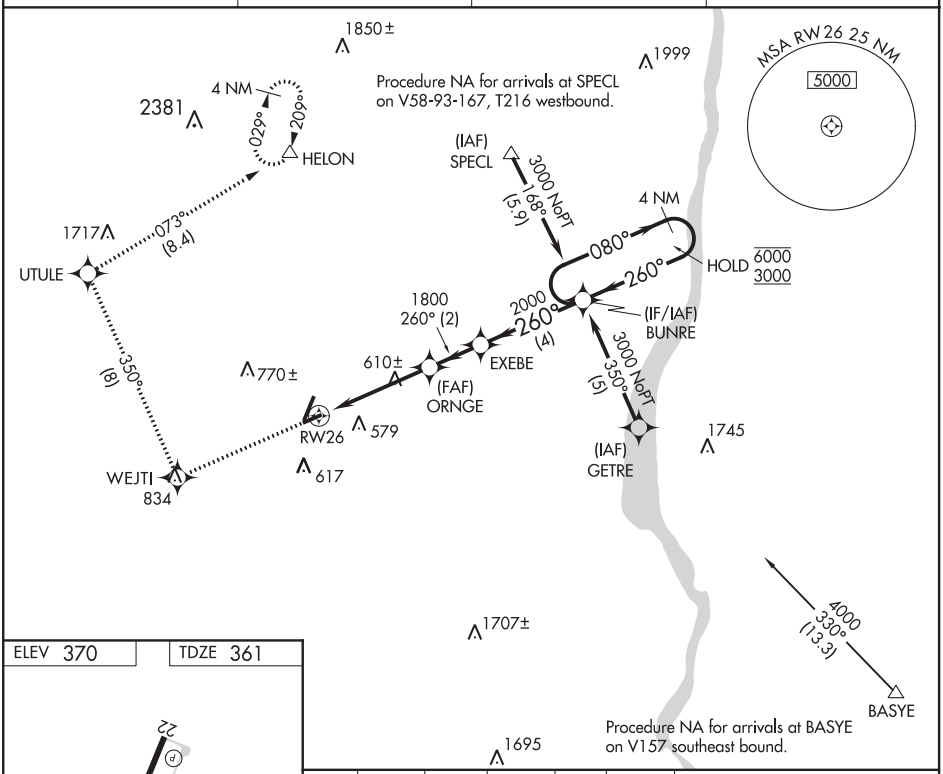
## ORANGE COUNTY (MGJ)

RNP APCH.

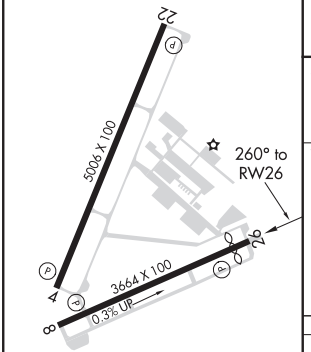
Rwy 26 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 26 NA at night, Circling Rwy 8, 22, 26 NA at night.

MISSED APPROACH: Climb to 4000 direct WEJTI and right turn on track 350° to UTULE and on track 073° to HELON and hold.

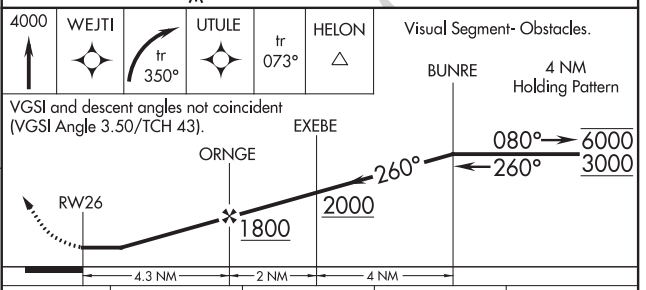
| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




ELEV 370 TDZE 361




REIL Rwys 4 and 22
HIRL Rwy 4-22 L
MIRL Rwy 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 559 (600-1) | | 920-1⅝ 559 (600-1⅝) | 920-1¾ 559 (600-1¾) |
| C CIRCLING | 1200-1¼ 830 (900-1¼) | | 1200-2½ 830 (900-2½) | 1220-2¾ 850 (900-2¾) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

MONTGOMERY, NEW YORK | AL-5264 (FAA) | 21056

# VOR RWY 8

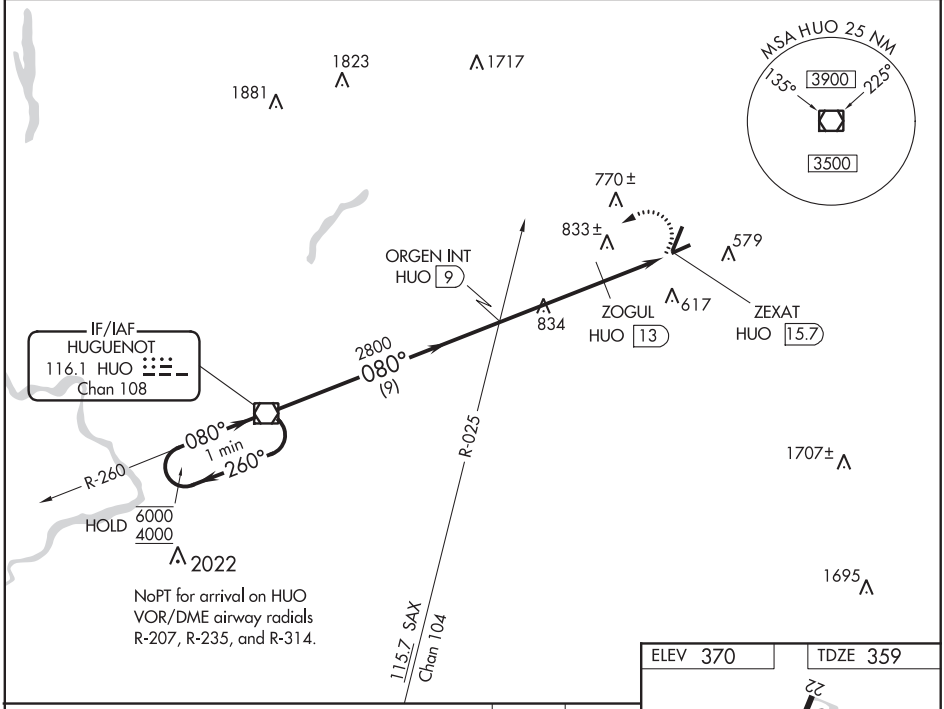
ORANGE COUNTY (MGJ)

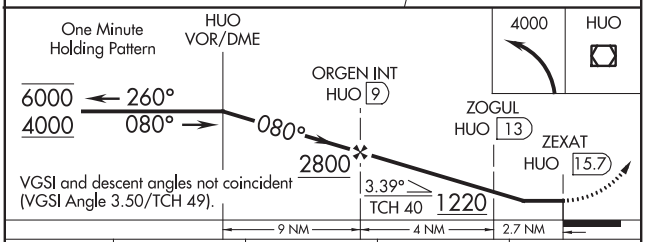
| VOR/DME HUO | APP CRS | Rwy Idg | 3664 |
|---|---|---|---|
| 116.1 | 080° | TDZE | 359 |
| Chan 108 | | Apt Elev | 370 |

▼ Rwy 8 helicopter visibility reduction below ¾ SM NA.
▲ Straight-in Rwy 8 NA at night, Circling Rwy 8, 22, 26 NA at night.

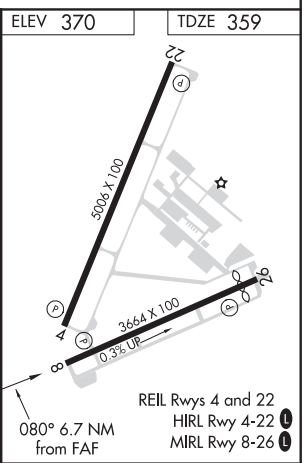
MISSED APPROACH: Climbing left turn to 4000 direct HUO VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 132.75 363.1 | 123.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1220-1<br>861 (900-1) | 1220-1¼<br>861 (900-1¼) | 1220-2½<br>861 (900-2½) | 1220-2¾<br>861 (900-2¾) |
| C CIRCLING | 1220-1¼ 850 (900-1¼) | | 1220-2½<br>850 (900-2½) | 1220-2¾<br>850 (900-2¾) |
| ZOGUL MINIMUMS | | | | |
| S-8 | 1160-1<br>801 (800-1) | 1160-1¼<br>801 (800-1¼) | 1160-2½<br>801 (800-2½) | 1160-2¾<br>801 (800-2¾) |
| C CIRCLING | 1200-1¼ 830 (900-1¼) | | 1200-2½<br>830 (900-2½) | 1200-2¾<br>850 (900-2¾) |




FAF to MAP 6.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:42 | 4:28 | 3:21 | 2:41 | 2:14 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 15

SULLIVAN COUNTY INTL (MSV)

| LOC I-MSV | APP CRS | Rwy Ldg | 5900 |
|---|---|---|---|
| 109.1 | 155° | TDZE | 1403 |
| | | Apt Elev | 1403 |

RADAR required.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 360° and HNK VOR/DME R-138 to JIBOT/HNK 20.2 DME/RADAR and hold.

| AWOS-3PT | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.725 | 132.75 363.1 | 121.6 | 122.8 (CTAF) L |

Procedure NA for arrival on HNK VOR/DME airway radials 078 CW 159.

4000 NoPT

138° (20.2)

IAF HANCOCK 116.8 HNK Chan 115

335°

ALTERNATE MISSED APCH FIX

R-335 109.1 I-MSV

112.1 DNY R-191 Chan 58

011° 191°

JIBOT DNY 19 RADAR

3177 3370

2591

HOLD 6000 4000

138° 1 min 318°

(IF/IAF) JIBOT HNK 20.2 RADAR

3200 (6)

155°

2475

R-138

ASENE RADAR

1665±

1845

1644 1912

MSA HUO 25 NM

3900

225° 135°

3500

LOCALIZER 109.1 I-MSV

ELEV 1403 D TDZE 1403

155° 5.5 NM from FAF

5

6298 X 150

1488

0.4% UP

33

One Minute Holding Pattern

JIBOT HNK 20.2 RADAR

6000 4000 318° 138 155°

3200

GS 3.00° TCH 41

3200

ASENE RADAR

| 2500 | 4000 hdg 360° | HNK R-138 | JIBOT HNK 20.2 RADAR |
|---|---|---|---|

6 NM 5.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | 1653-¾ | | 250 (300-¾) | |
| S-LOC 15 | 1960-1 557 (600-1) | | 1960-1⅝ 557 (600-1⅝) | |
| C CIRCLING | 1960-1 557 (600-1) | | 2020-1¾ 617 (700-1¾) | 2180-2½ 777 (800-2½) |

REIL Rwys 15 and 33 L

HIRL Rwy 15-33 L



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

MONTICELLO, NEW YORK | AL-5675 (FAA) | 19059

# RNAV (GPS) RWY 15

SULLIVAN COUNTY INTL (MSV)

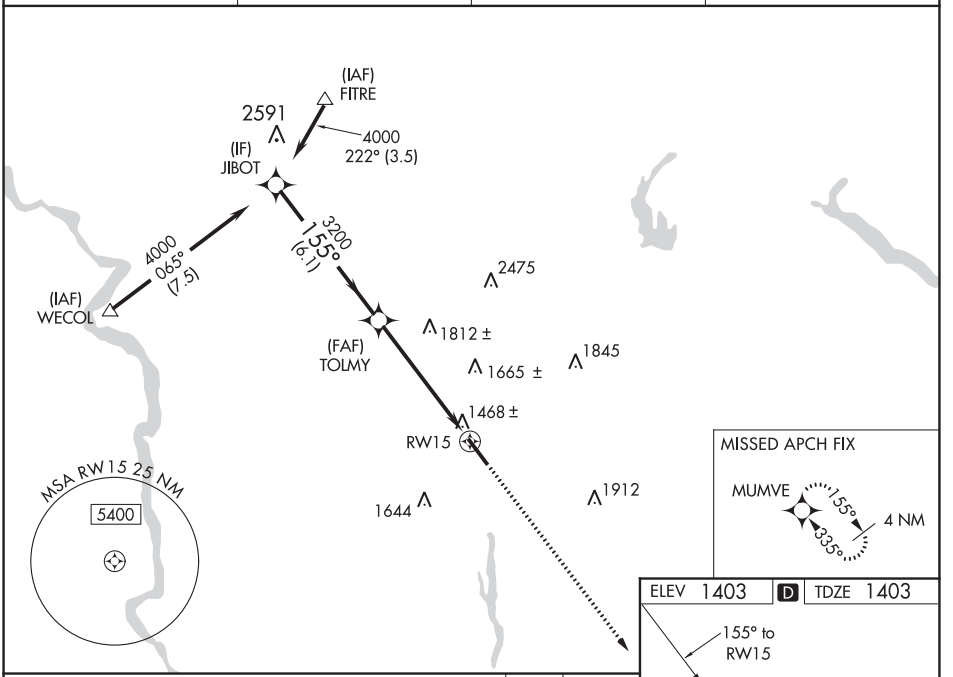
| WAAS CH 56615 W15A | APP CRS 155° | Rwy Ldg 5900 TDZE 1403 Apt Elev 1403 |
|---|---|---|

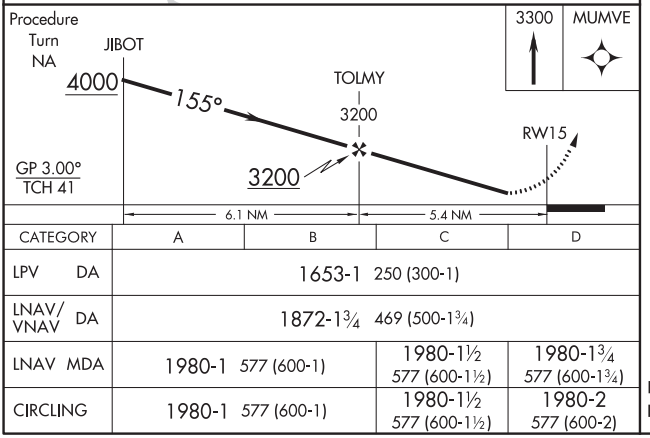
T Baro-VNAV NA when using Newburgh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

A Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Newburgh altimeter setting and increase LPV DA to 1858 and visibility all Cats ½ mile, increase LNAV/VNAV DA to 2077 and visibility Cats A/B/C ¼ mile, Cat D ½ mile; increase all MDA 220 feet and LNAV Cat B visibility ¼ mile, Cats C/D ¾ mile, Circling Cat B visibility ¼ mile, Cat C ¾ mile, Cat D ½ mile.

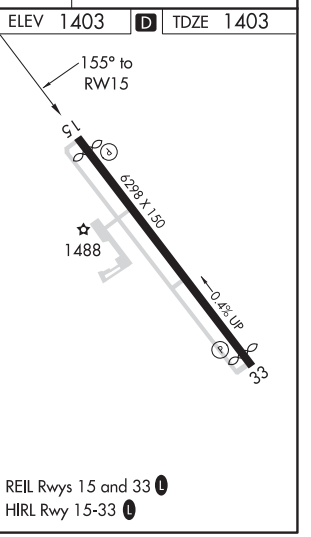
MISSED APPROACH: Climb to 3300 direct MUMVE and hold.

| AWOS-3PT | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.725 | 132.75 363.1 | 121.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1653-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1872-1¾ 469 (500-1¾) | | | |
| LNAV MDA | 1980-1 577 (600-1) | | 1980-1½ 577 (600-1½) | 1980-1¾ 577 (600-1¾) |
| CIRCLING | 1980-1 577 (600-1) | | 1980-1½ 577 (600-1½) | 1980-2 577 (600-2) |




REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

MONTICELLO, NEW YORK
Orig-B 18SEP14

41°42'N-74°48'W

SULLIVAN COUNTY INTL (MSV)

RNAV (GPS) RWY 15

NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Ldg | 5798 |
|---|---|---|
| 335° | TDZE | 1390 |
| | Apt Elev | 1403 |

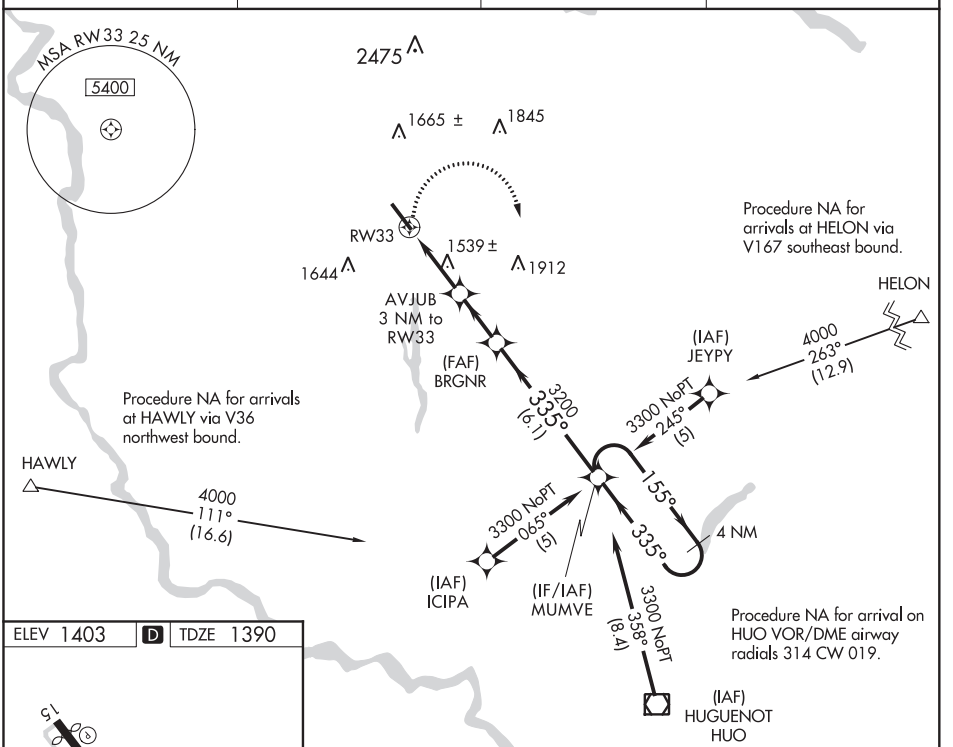
# RNAV (GPS) RWY 33

## SULLIVAN COUNTY INTL (MSV)

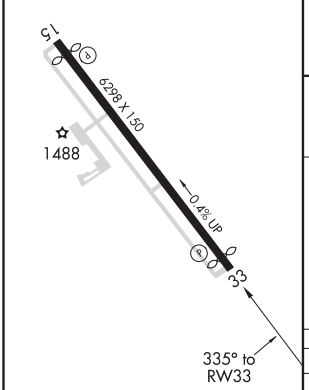
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet, increase LNAV Cats C/D and Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile. VDP NA when using Newburgh altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 direct MUMVE and hold.

| AWOS-3PT | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.725 | 132.75 363.1 | 121.6 | 122.8 (CTAF) L |




ELEV 1403 D TDZE 1390

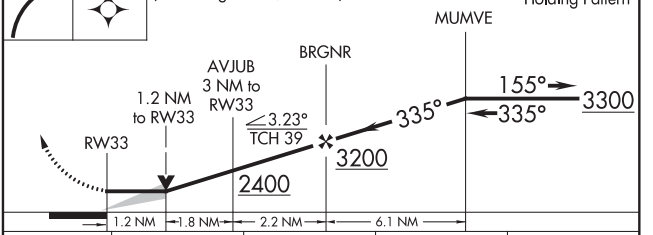



REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

3300 MUMVE

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1820-1 | 430 (500-1) | 1820-1¼ 430 (500-1¼) | 1820-1½ 430 (500-1½) |
| CIRCLING | 1900-1 | 497 (500-1) | 1900-1½ 497 (500-1½) | 1960-2 557 (600-2) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

MORRISTOWN, NEW JERSEY AL-931 (FAA) 21056

| LOC I-MMU | APP CRS | Rwy Idg | 5998 |
|---|---|---|---|
| 110.3 | 229° | TDZE | 183 |
| | | Apt Elev | 187 |

# ILS or LOC RWY 23
## MORRISTOWN MUNI (MMU)

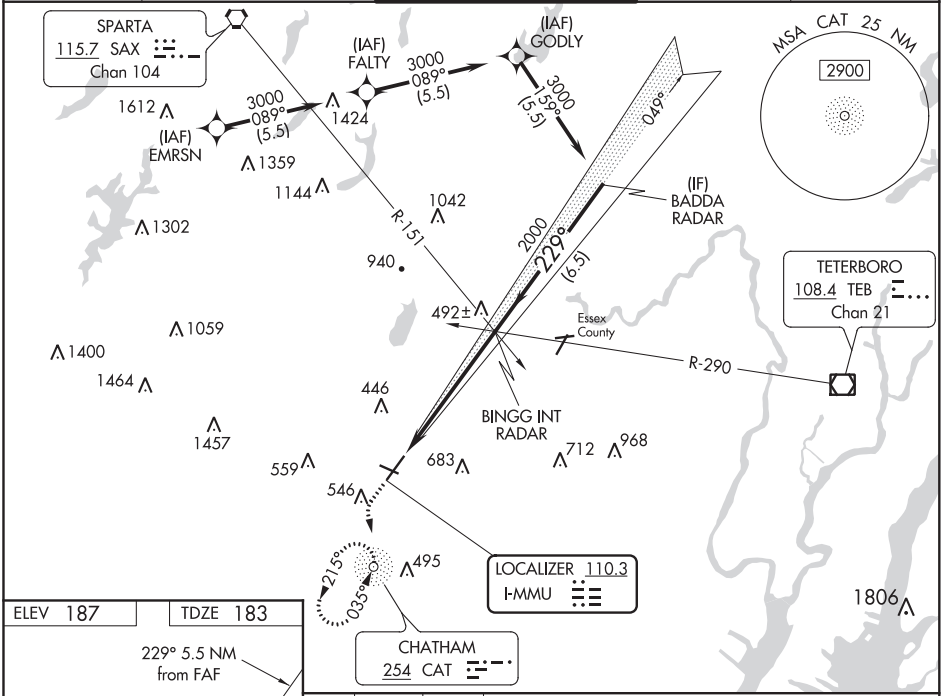
RNAV 1-GPS or RADAR required for procedure entry. ADF required.
From EMRSN: RNAV 1-GPS required.

T A Circling to Rwy 13, 31 NA at night. Autopilot coupled approach NA below 732.

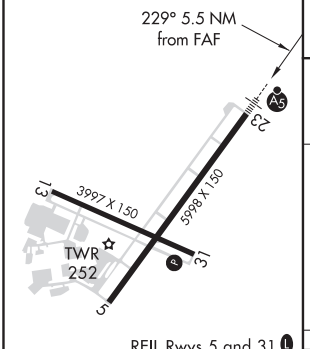
MALSR A5

MISSED APPROACH: Climb to 750 then climbing left turn to 2500 direct CAT NDB and hold, continue climb-in-hold to 2500.

| ATIS | NEW YORK APP CON | MORRISTOWN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.25 | 127.6 379.9 | 118.1 L (CTAF) 353.9 | 134.2 | 128.6 |

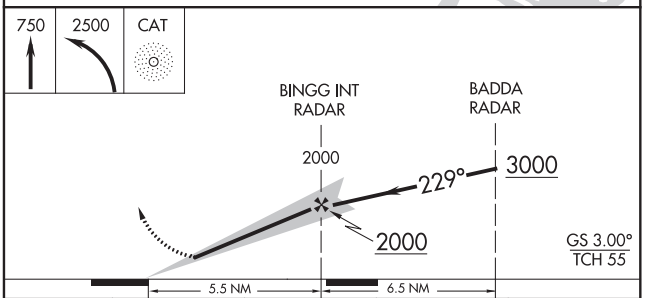



| ELEV 187 | TDZE 183 |
|---|---|




REIL Rwys 5 and 31 L
HIRL Rwy 5-23 L
MIRL Rwy 13-31 L

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 383-½ | 200 (200-½) | | |
| S-LOC 23 | 720-½ 537 (600-½) | | 720-1 537 (600-1) | |
| C CIRCLING | 860-1 673 (700-1) | 900-1 713 (800-1) | 1000-2½ 813 (900-2½) | 1200-3 1013 (1100-3) |

MORRISTOWN, NEW JERSEY
Amdt 12 05DEC19

40°48'N-74°25'W

MORRISTOWN MUNI (MMU)
ILS or LOC RWY 23

NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Y RWY 23

MORRISTOWN MUNI (MMU)

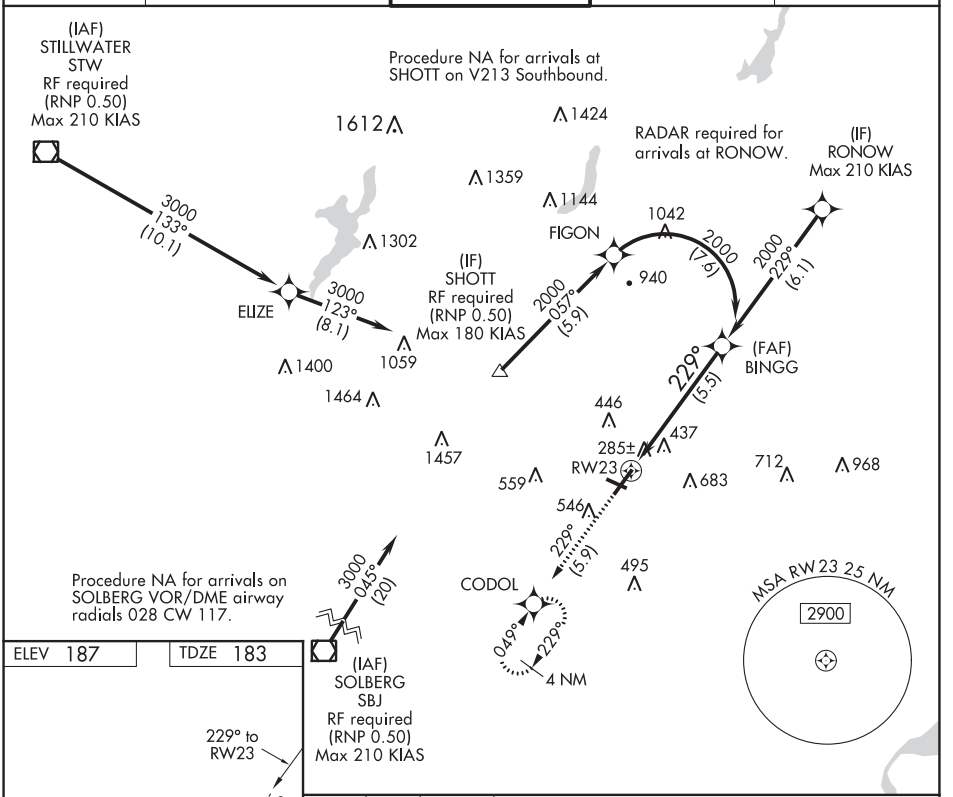
| APP CRS | Rwy Idg | 5998 |
|---|---|---|
| 229° | TDZE | 183 |
| | Apt Elev | 187 |

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, procedure NA. GPS required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to 1¼ mile and RNP 0.30 all Cats visibility to 2 miles. Visibility reduction by helicopters NA.

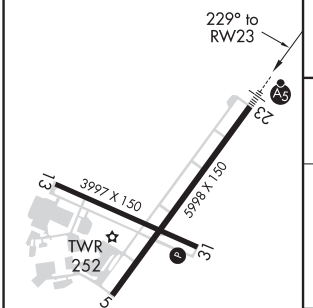
MALSR

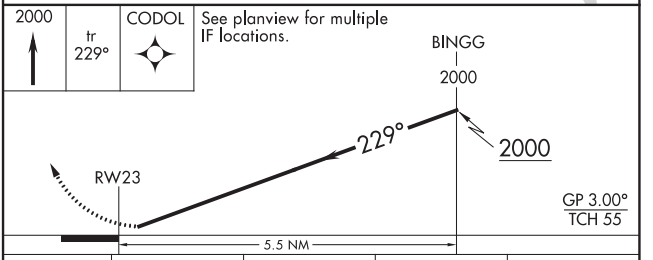
MISSED APPROACH: Climb to 2000 on track 229° to CODOL and hold.

| ATIS | NEW YORK APP CON | MORRISTOWN TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.25 | 127.6 379.9 | 118.1 (L) (CTAF) 353.9 | 134.2 | 128.6 |




ELEV 187 TDZE 183




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | | 553-¾ | 370 (400-¾) | |
| RNP 0.30 DA | | 788-1⅝ | 605 (700-1⅝) | |

REIL Rwys 5 and 31 (L)
HIRL Rwy 5-23 (L)
MIRL Rwy 13-31 (L)

**AUTHORIZATION REQUIRED**



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

MORRISTOWN, NEW JERSEY AL-931 (FAA) 21056

# RNAV (GPS) RWY 5
MORRISTOWN MUNI (MMU)

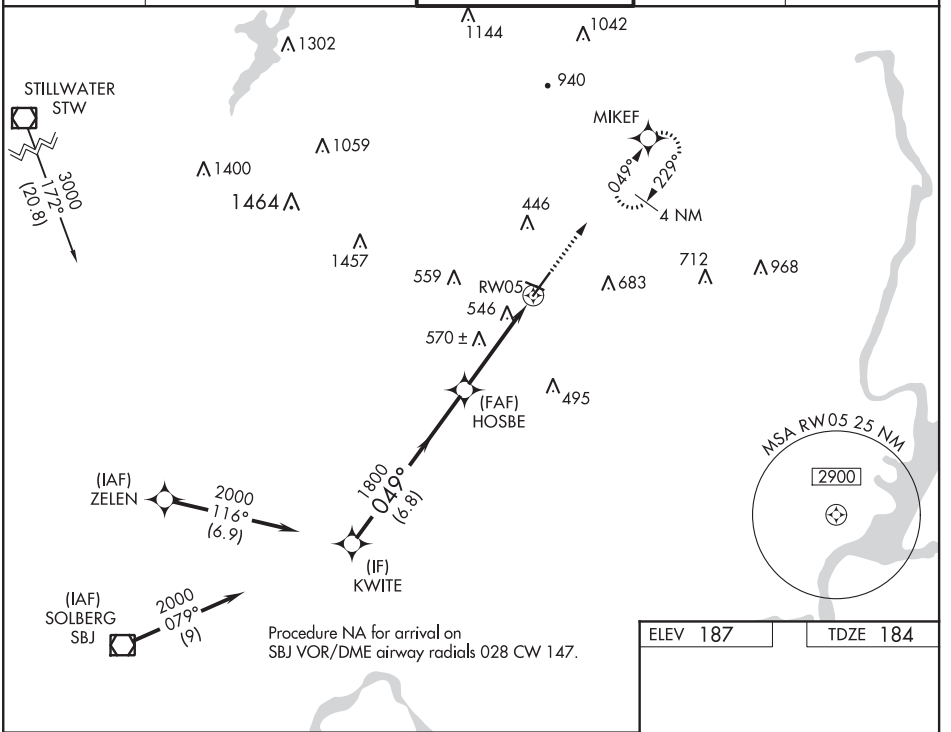
| WAAS | APP CRS | Rwy Idg | 5998 |
|---|---|---|---|
| CH 97720 | 049° | TDZE | 184 |
| W05A | | Apt Elev | 187 |

RNP APCH.

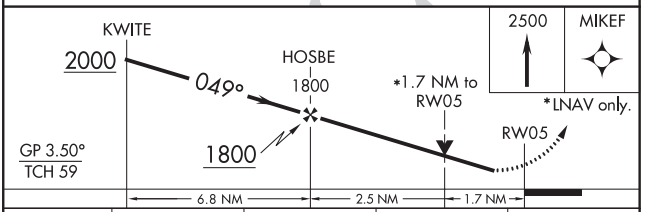
Rwy 5 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 46°C.
Circling Rwy 13, 31 NA at night.

MISSED APPROACH: Climb to 2500 direct MIKEF and hold, continue climb-in-hold to 2500.

| ATIS | NEW YORK APP CON | MORRISTOWN TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.25 | 127.6 379.9 | 118.1 (L) (CTAF) 353.9 | 134.2 | 128.6 |




ELEV 187 TDZE 184



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 879-2 695 (700-2) | | | |
| LNAV/VNAV DA | 893-2 709 (800-2) | | | |
| LNAV MDA | 880-1 696 (700-1) | | 880-2 696 (700-2) | |
| C CIRCLING | 880-1 693 (700-1) | 900-1 713 (800-1) | 1000-2½ 813 (900-2½) | 1200-3 1013 (1100-3) |

REIL Rwys 5 and 31 (L)
HIRL Rwy 5-23 (L)
MIRL Rwy 13-31 (L)



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Z RWY 23

MORRISTOWN MUNI (MMU)

| WAAS CH 45621 W23A | APP CRS 229° | Rwy Idg 5998 TDZE 183 Apt Elev 187 |
|---|---|---|

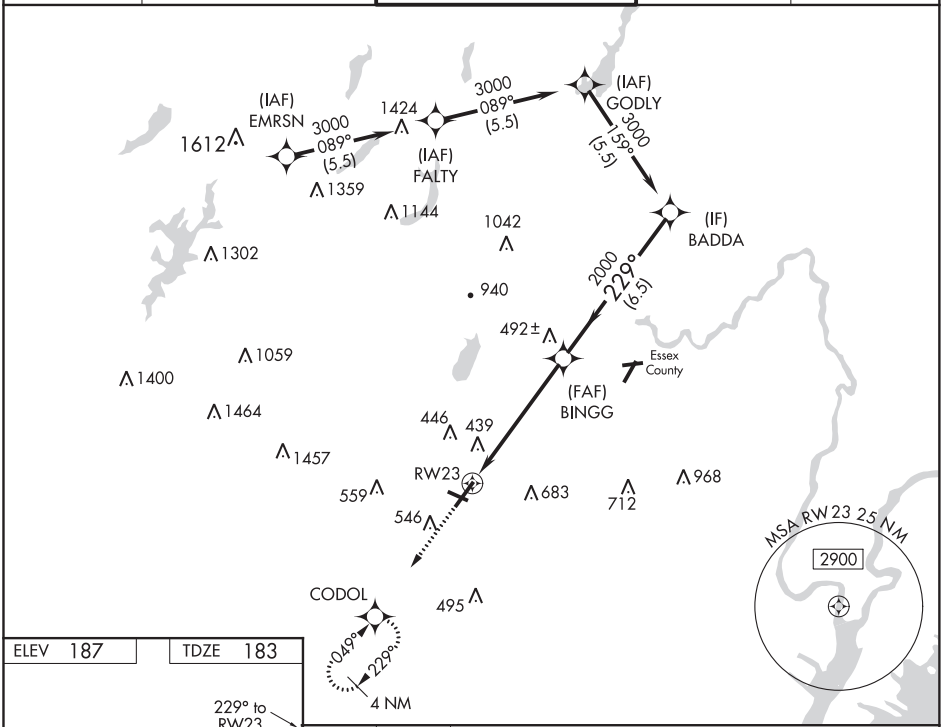
RNP APCH.

Circling to Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅝ SM, and LNAV Cat C/D to 1⅜ SM.

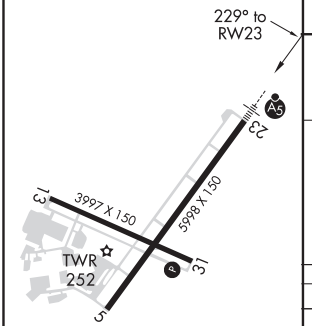
MALSR

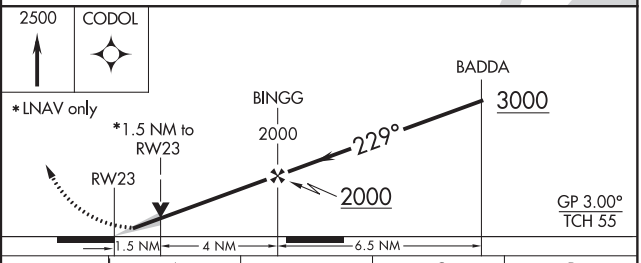
MISSED APPROACH: Climb to 2500 direct CODOL and hold, continue climb-in-hold to 2500.

| ATIS | NEW YORK APP CON | MORRISTOWN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.25 | 127.6 379.9 | 118.1 L (CTAF) 353.9 | 134.2 | 128.6 |




ELEV 187 TDZE 183




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 383-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 748-1¼ 565 (600-1¼) | | | |
| LNAV MDA | 700- ½ 517 (600- ½) | | 700-1 517 (600-1) | |
| C CIRCLING | 860-1 673 (700-1) | 900-1 713 (800-1) | 1000-2½ 813 (900-2½) | 1200-3 1013 (1100-3) |

REIL Rwys 5 and 31 L
HIRL Rwy 5-23 L
MIRL Rwy 13-31 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

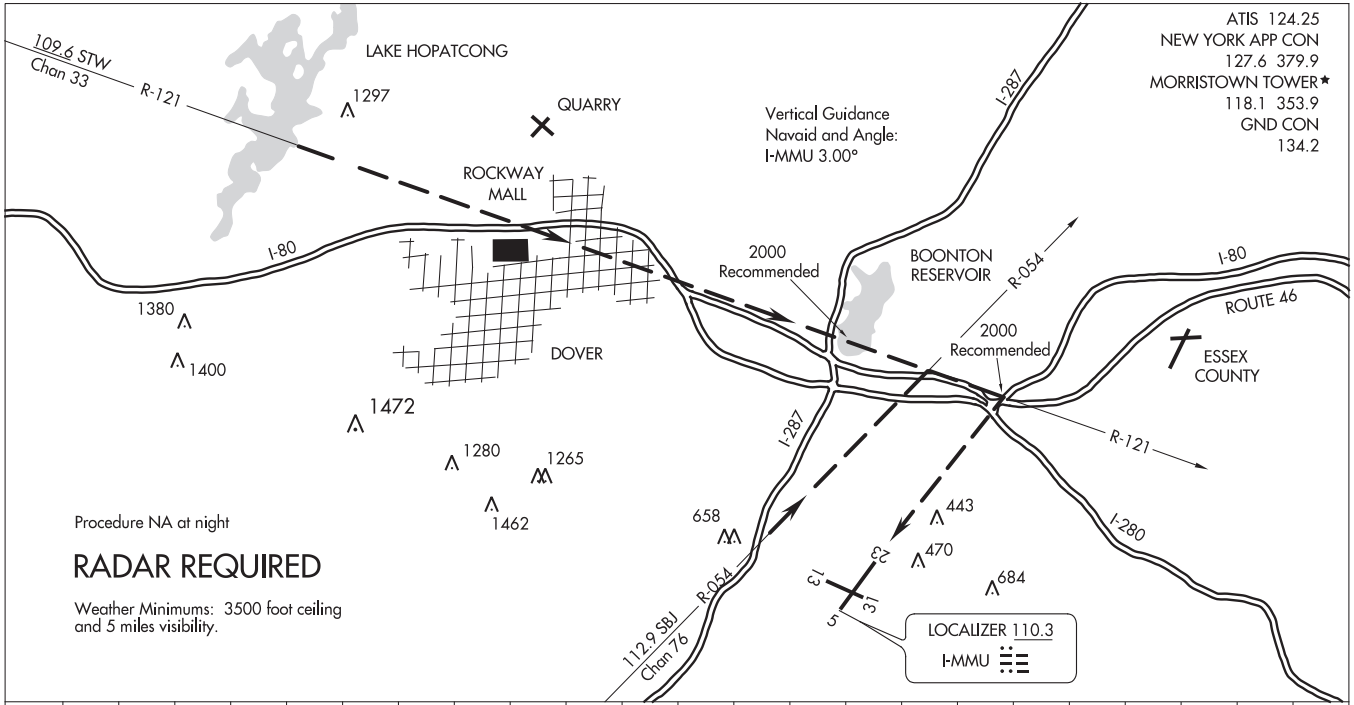
# ROUTE 80 VISUAL RWY 23

Orig 17JUL97

20086

# ROUTE 80 VISUAL RWY 23

AL-931 (FAA)



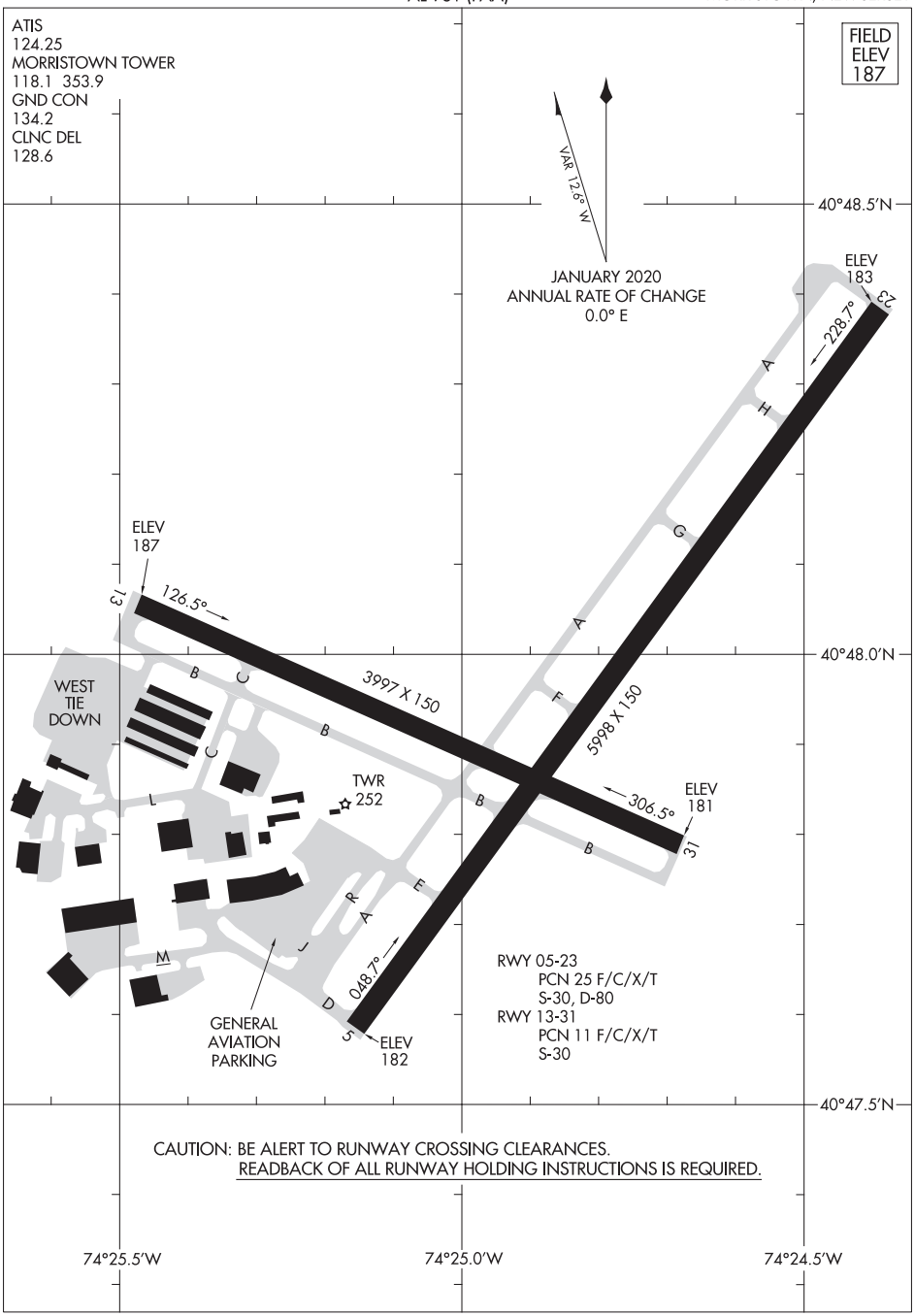

When approaching the airport from the northwest, expect vectors to intercept the STW R-121.
When you see the highway junction of Rts. 46, 80, and 280, proceed to that point to turn final for Rwy 23.

When approaching the airport from the southwest, expect vectors to intercept the SBJ R-054.
When you see Rt. 287, follow it until turning base over Rt. 80. Turn final over the junction of Rts. 46, 80 and 280 for Rwy 23.

40°48'N-74°25'W

MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI (MMU)

MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY



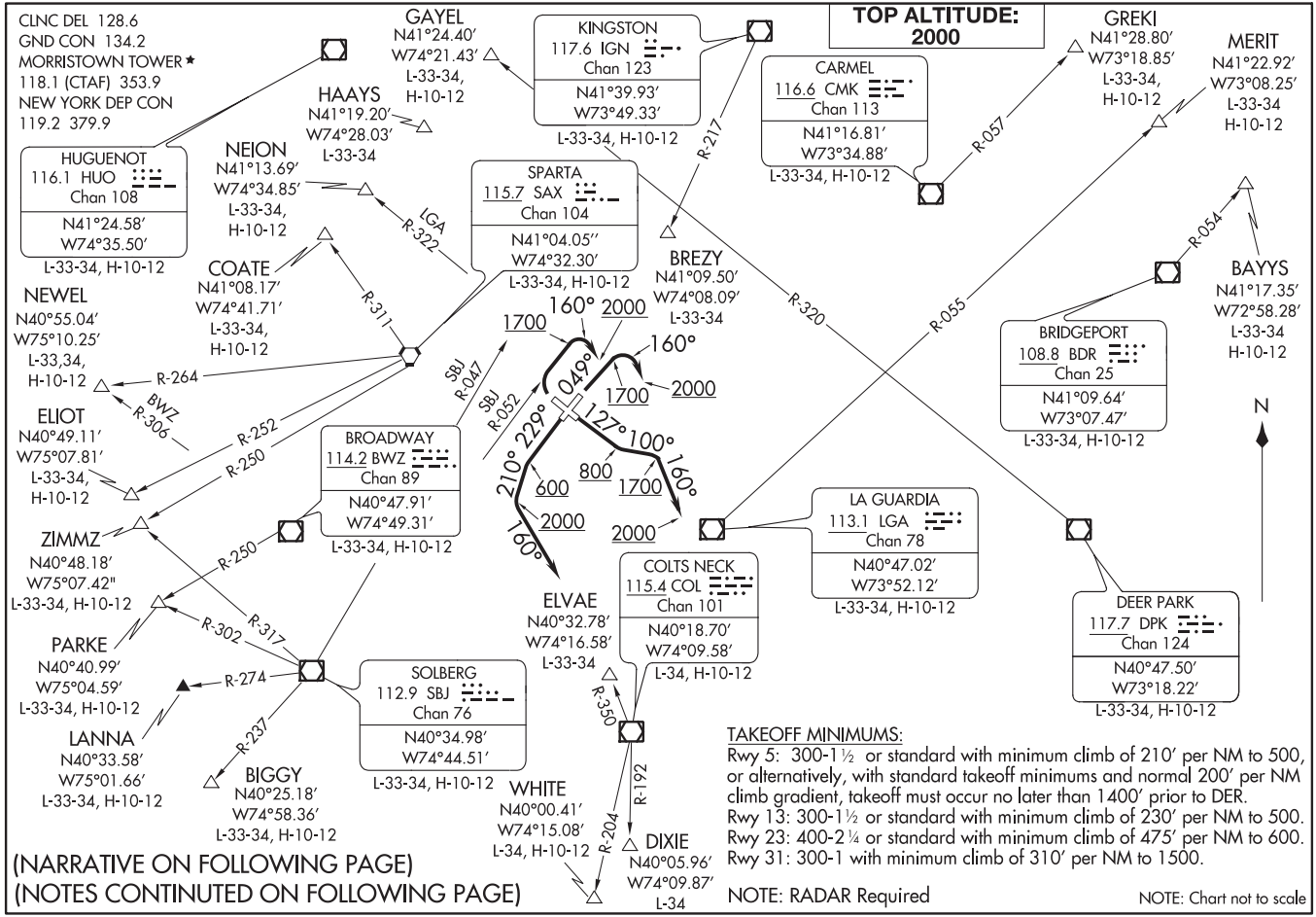


NE-2, 25 FEB 2021 to 22 APR 2021

# MORRISTOWN SEVEN DEPARTURE

(MMU7.MMU) 28FEB19

MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI(MMU)




MORRISTOWN SEVEN DEPARTURE
(MMU7.MMU) 20254
AL-931 (FAA)
MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI(MMU)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 049° to 1700, then climbing right turn heading 160° to 2000, thence...

TAKEOFF RUNWAY 13: Climb heading 127° to 800, then climb heading 100° to 1700, then climb heading 160° to 2000, thence...

TAKEOFF RUNWAY 23: Climb heading 229° to 600, then climb heading 210° to 2000, then turning left heading 160°, thence...

TAKEOFF RUNWAY 31: Climbing right turn on SBJ R-052 to 1700, then climbing right turn heading 160° to 2000, thence...

...as per notes or vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

LOST COMMUNICATIONS: For aircraft proceeding to COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after crossing SBJ R-047.

NOTE: BAYYS departures will be issued vectors to BDR/BDR R-054.
NOTE: BIGGY departures will be issued vectors to SBJ/SBJ R-237.
NOTE: BREZY departures will be issued vectors to IGN R-217 to BREZY.
NOTE: COATE departures will be issued vectors to SAX/SAX R-311.
NOTE: DIXIE departures will be issued vectors to COL R-350/COL/COL R-192 or ELVAE/COL.
NOTE: ELIOT departures will be issued vectors to SAX R-252. ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000 or 16000.
NOTE: GAYEL departures will be issued vectors to DPK R-320.
NOTE: HAAYS departures will be issued vectors to HUO.
NOTE: LANNA departures will be issued vectors to SBJ/SBJ R-274.
NOTE: MERIT departures will be issued vectors to LGA R-055.
NOTE: NEION departures will be issued vectors to LGA R-322.
NOTE: NEWEL departures will be issued vectors to SAX/SAX R-264. NEWEL may be accessed by jet aircraft only requesting a final altitude at or above flight level 180.
NOTE: Rwy 23 PARKE departures will be issued vectors to BWZ R-250 or SBJ/SBJ R-302.
NOTE: WHITE departures will be issued vectors to COL R-350/COL/COL R-204 or ELVAE/COL.
NOTE: ZIMMZ departures will be issued vectors SBJ/SBJ R-317. ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above flight level 180.

NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 8

SOUTH JERSEY RGNL (VAY)

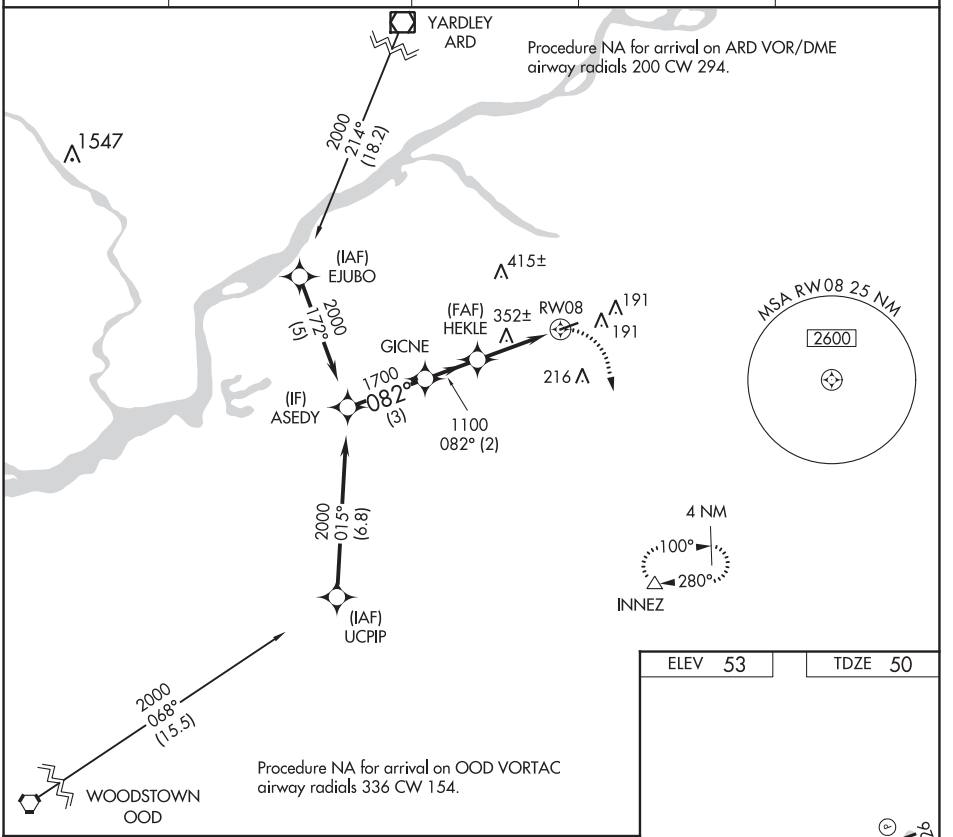
| WAAS | APP CRS | Rwy Idg | 3881 |
|---|---|---|---|
| CH 69324 | 082° | TDZE | 50 |
| W08A | | Apt Elev | 53 |

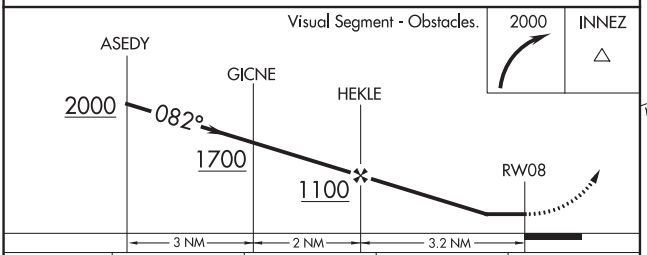
RNP APCH.

Procedure NA at night.
Rwy 8 helicopter visibility reduction below 1 SM NA.

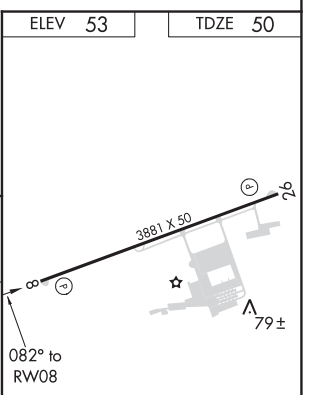
MISSED APPROACH: Climbing right turn to 2000 direct INNEZ and hold.

| ASOS | MC GUIRE APP CON | GCO | UNICOM | |
|---|---|---|---|---|
| 119.325 | 126.475 363.8 | 121.725 | 122.8 (CTAF) | 123.3 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 660-1 | 610 (700-1) | NA | |
| LNAV MDA | 660-1 | 610 (700-1) | NA | |
| CIRCLING | 660-1 | 607 (700-1) | NA | |




MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 3881 |
|---|---|---|
| 262° | TDZE | 53 |
| | Apt Elev | 53 |

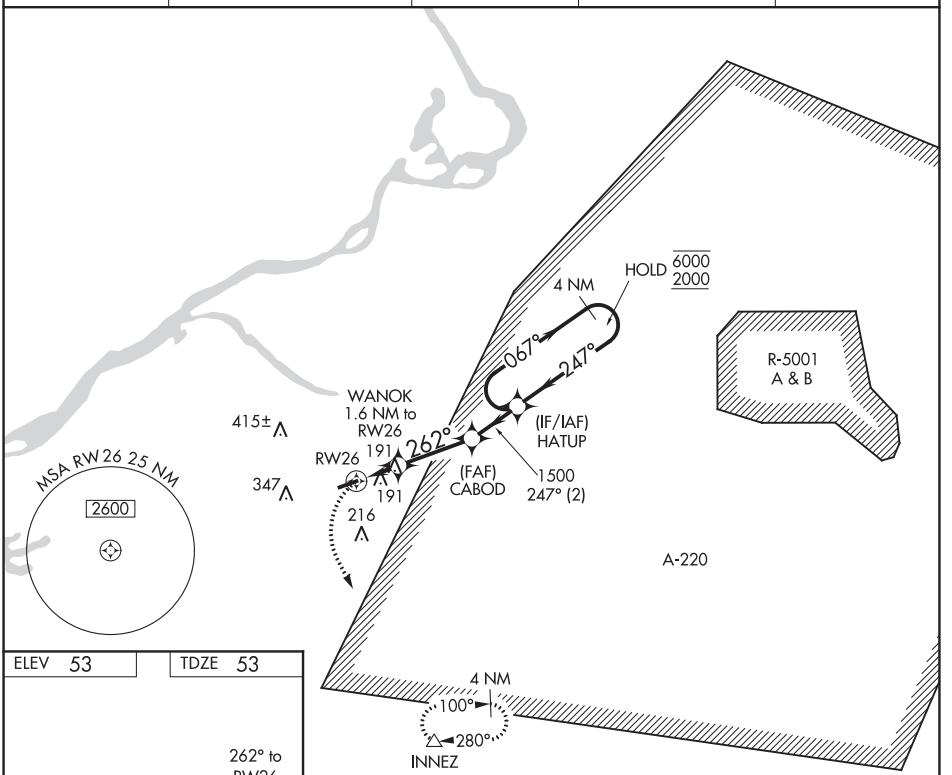
# RNAV (GPS) RWY 26
## SOUTH JERSEY RGNL (VAY)

RNP APCH.

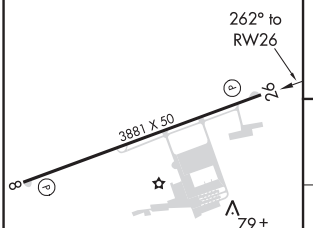
Rwy 26 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

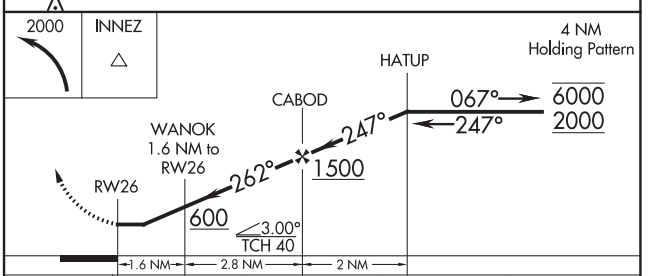
MISSED APPROACH: Climbing left turn to 2000 direct INNEZ and hold.

| ASOS | MC GUIRE APP CON | GCO | UNICOM | |
|---|---|---|---|---|
| 119.325 | 126.475 363.8 | 121.725 | 122.8 (CTAF) | 123.3 L |




| ELEV 53 | TDZE 53 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 | 427 (500-1) | NA | |
| CIRCLING | 520-1 | 467 (500-1) | NA | |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L



NE-2, 25 FEB 2021 to 22 APR 2021
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MT HOLLY, NEW JERSEY AL-5871 (FAA) 20086

| VORTAC RBV | APP CRS | Rwy Idg 3881 |
|---|---|---|
| 113.8 | 236° | TDZE 53 |
| Chan 85 | | Apt Elev 53 |

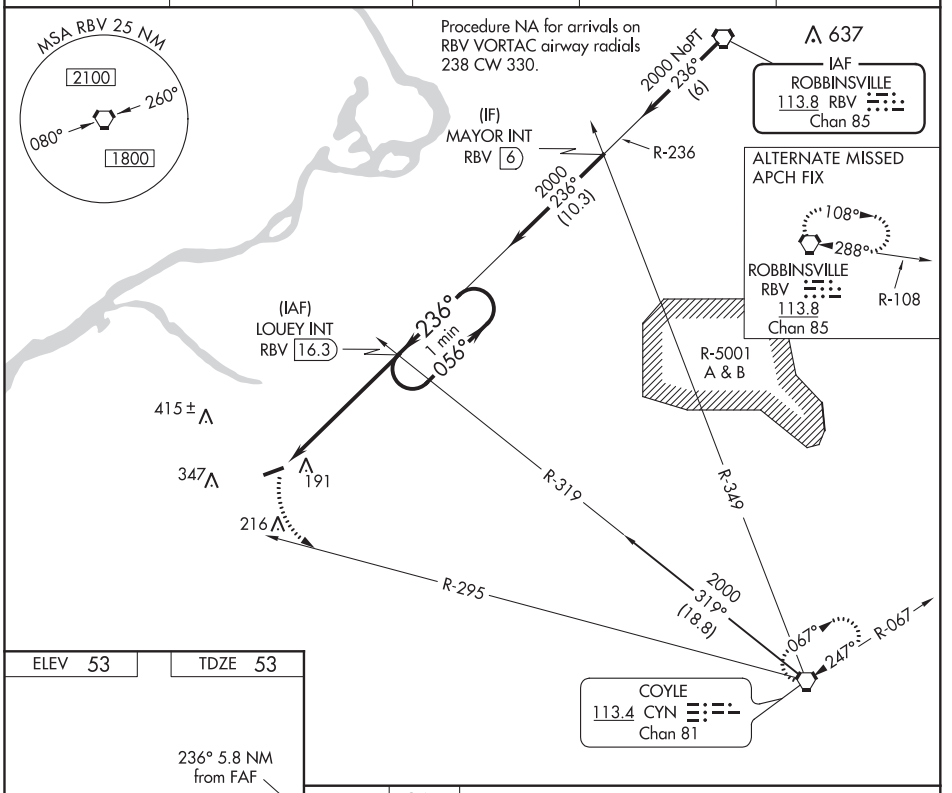
# VOR RWY 26

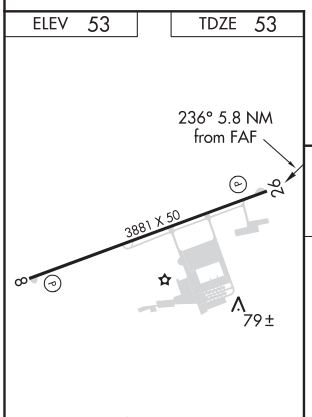
## SOUTH JERSEY RGNL (VAY)

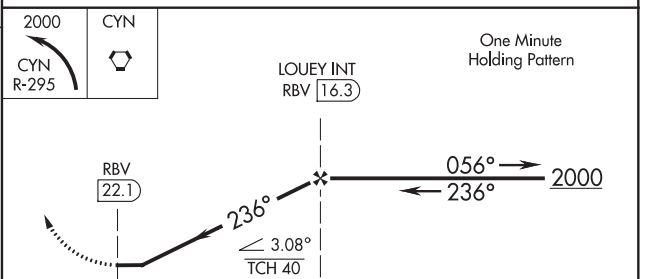
When local altimeter setting not received, use Northeast Philadelphia altimeter setting and increase all MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 on CYN VORTAC R-295 to CYN VORTAC and hold.

| ASOS | MC GUIRE APP CON | GCO | UNICOM | |
|---|---|---|---|---|
| 119.325 | 126.475 363.8 | 121.725 | 122.8 (CTAF) | 123.3 L |




MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

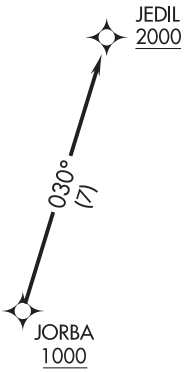
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 640-1 | 587 (600-1) | NA | |
| CIRCLING | 640-1<br>587 (600-1) | 640-1¼<br>587 (600-1¼) | NA | |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# JEDIL TWO DEPARTURE (COPTER) (RNAV)

TETERBORO D-ATIS
114.2 132.85
NEW YORK DEP CON
120.8 263.0




H

NOTE: GPS required.
NOTE: Use Teterboro altimeter setting.
NOTE: RNAV 1.

NOTE: Chart not to scale.


NE-2, 25 FEB 2021 to 22 APR 2021

## DEPARTURE ROUTE DESCRIPTION

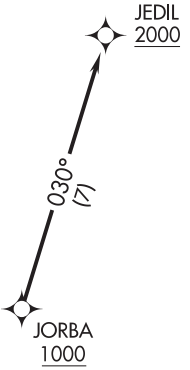
VFR SEGMENT: VFR climb to JORBA, cross JORBA at or above 1000.
IFR SEGMENT: Track 030° to cross JEDIL at or above 2000.

(JEDIL2.JEDIL) 19227 AL-11431 (FAA)

# JEDIL TWO DEPARTURE (COPTER) (RNAV)

EAST 34TH STREET (6N5)
NEW YORK, NEW YORK

TETERBORO D-ATIS
114.2 132.85
NEW YORK DEP CON
120.8 263.0




H

NOTE: GPS required.
NOTE: Use Teterboro altimeter setting.
NOTE: RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: VFR climb to JORBA, cross JORBA at or above 1000.
IFR SEGMENT: Track 030° to cross JEDIL at or above 2000.



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 4L

## JOHN F KENNEDY INTL (JFK)

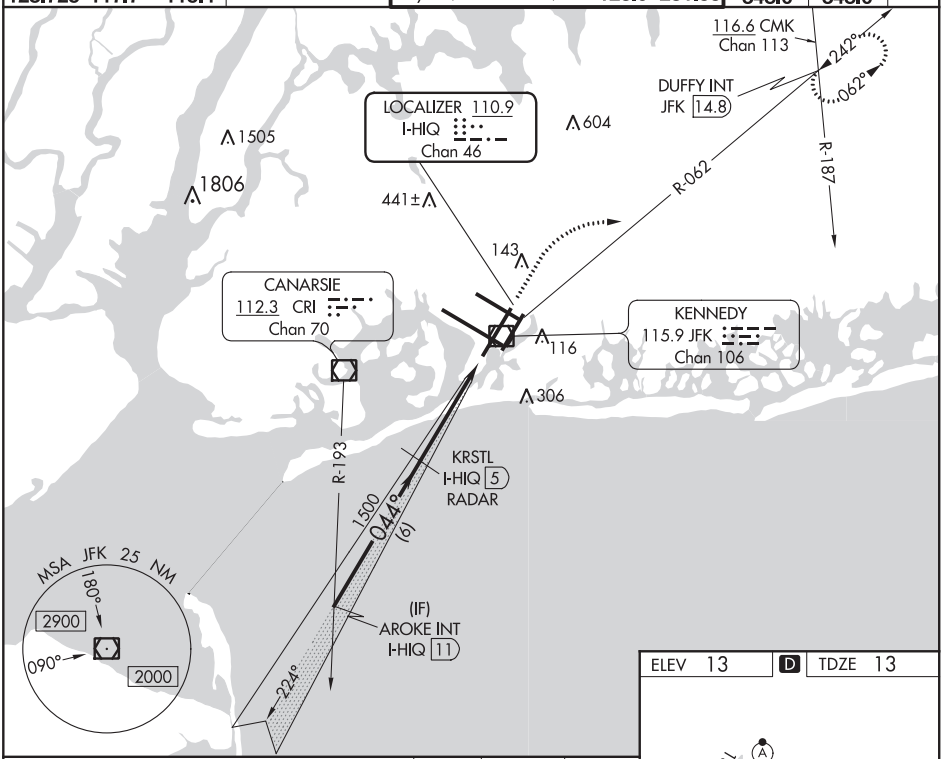
| LOC/DME I-HIQ | APP CRS | Rwy Idg 11010 |
|---|---|---|
| 110.9 | 044° | TDZE 13 |
| Chan 46 | | Apt Elev 13 |

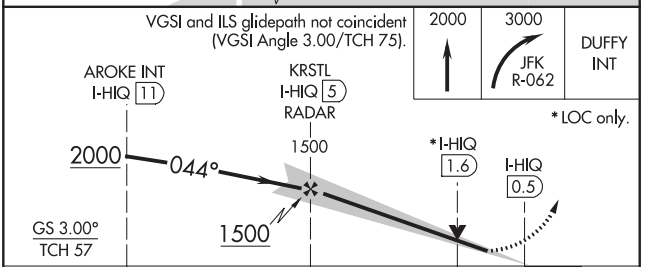
RADAR required for procedure entry. DME or RADAR required for LOC only.

Simultaneous approach authorized.

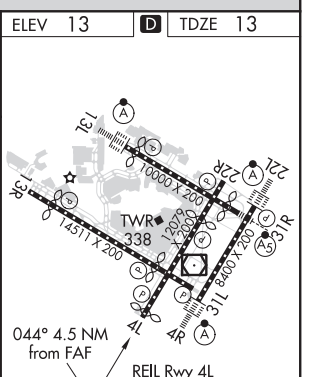
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on JFK VOR/DME R-062 to DUFFY INT/JFK 14.8 DME and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L 123.9 | 281.55 | 348.6 | 348.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4L | 223/40 | 210 (300-¾) | | |
| S-LOC 4L | 460/55 | 447 (500-1) | 460-1⅜ | 447 (500-1⅜) |
| C CIRCLING | 640-1 | 627 (700-1) | 680-1¾<br>667 (700-1¾) | 680-2<br>667 (700-2) |




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-610 (FAA) | 20310

# ILS or LOC RWY 4R

JOHN F KENNEDY INTL (JFK)

| LOC/DME I-JFK | APP CRS | Rwy ldg | 8400 |
|---|---|---|---|
| 109.5 | 044° | TDZE | 12 |
| Chan 32 | | Apt Elev | 13 |

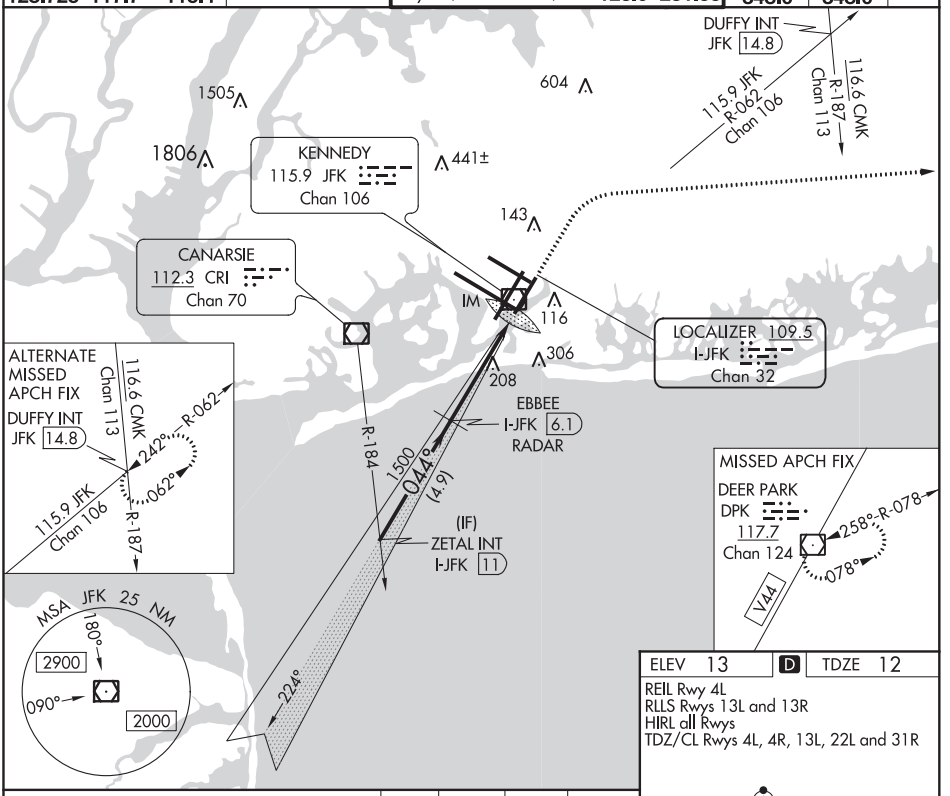
RADAR required for procedure entry.

Simultaneous approach authorized.

ALSF-2

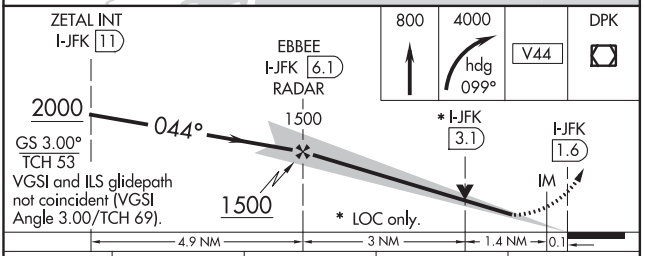
MISSED APPROACH: Climb to 800 then climbing right turn to 4000 heading 099° and V44 to DPK VOR/DME and hold.

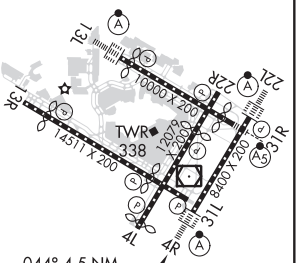
| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 | |




ELEV 13 | D | TDZE 12

REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | 212/18 | | 200 (200-½) | |
| S-LOC 4R | 540/24 | 528 (600-½) | 540/55 | 528 (600-1) |
| C CIRCLING | 640-1 | 627 (700-1) | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

NEW YORK, NEW YORK
Amdt 30B 21MAY20

40°38′N-73°47′W

JOHN F KENNEDY INTL (JFK)

ILS or LOC RWY 4R

NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 13L

JOHN F KENNEDY INTL (JFK)

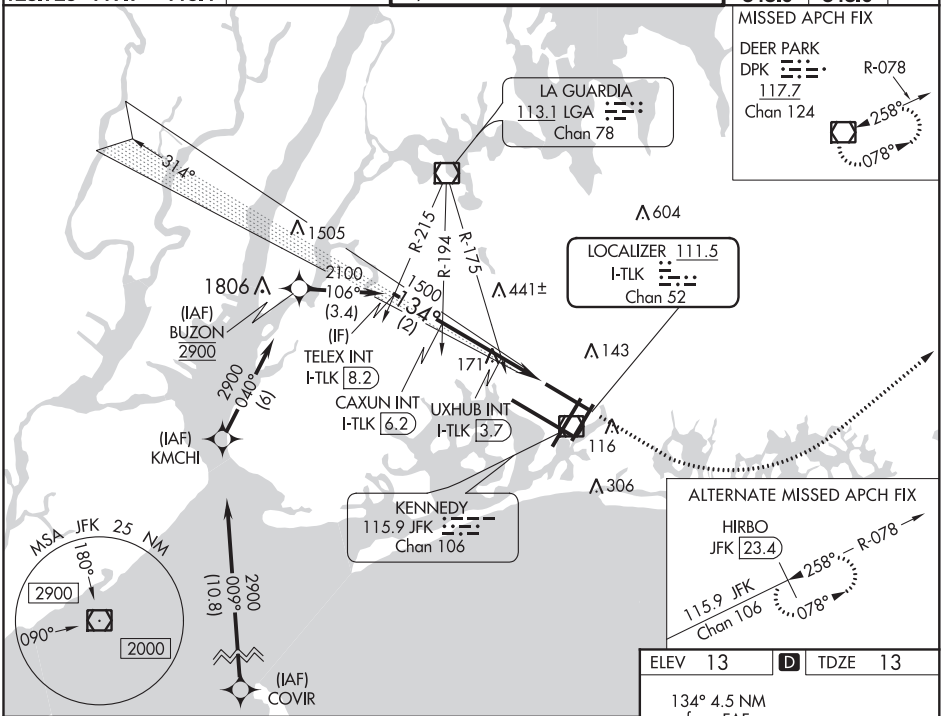
| LOC/DME I-TLK | APP CRS | Rwy Idg 9093 |
|---|---|---|
| 111.5 | 134° | TDZE 13 |
| Chan 52 | | Apt Elev 13 |

RNAV 1-GPS or RADAR required for procedure entry.
From COVIR, KMCHI, BUZON: RNAV-1 GPS required.
For inop ALS, increase S-LOC 13L Cat C/D visibility to 1⅞ SM.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

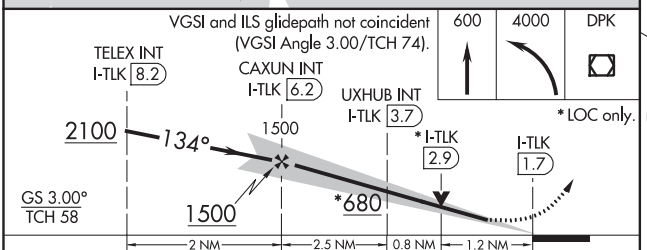
| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 | |



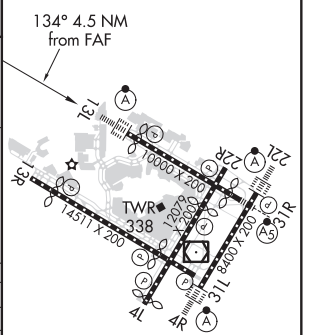

ELEV 13 D TDZE 13

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

| 600 | 4000 | DPK |
|---|---|---|




* LOC only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13L | 213/18 200 (200-½) | | | |
| S-LOC 13L | 680/24 667 (700-½) | | 680-1½ 667 (700-1½) | |
| C CIRCLING | 680-1 667 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |
| UXHUB FIX MINIMUMS | | | | |
| S-LOC 13L | 440/24 427 (500-½) | | 440/40 427 (500-¾) | |
| C CIRCLING | 640-1 627 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |

REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-610 (FAA) | 20366

# ILS or LOC RWY 22L

JOHN F KENNEDY INTL (JFK)

| LOC/DME I-IWY | APP CRS | Rwy Idg 8400 |
|---|---|---|
| 110.9 | 224° | TDZE 12 |
| Chan 46 | | Apt Elev 13 |

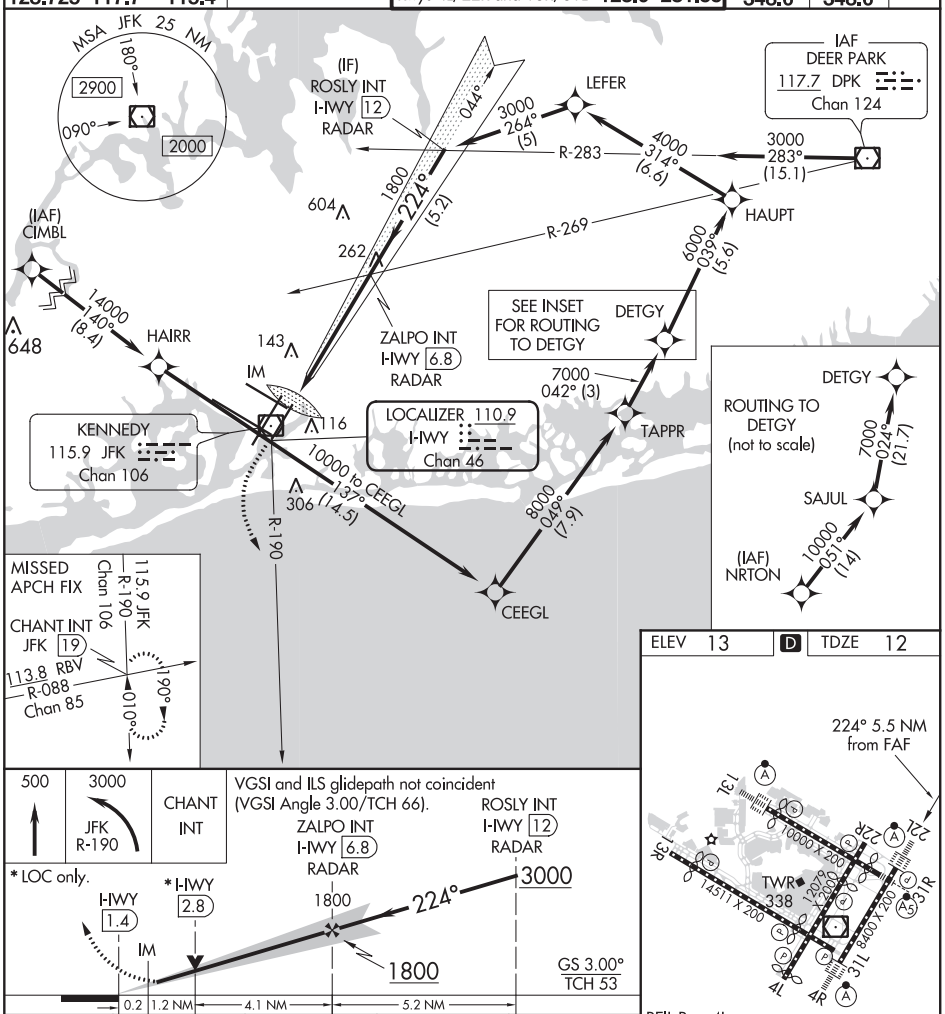
RNAV 1-GPS or RADAR required for procedure entry.
From CIMBL, NRTON: RNAV 1-GPS required.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on JFK VOR/DME R-190 to CHANT INT/19 DME and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55<br>Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9<br>348.6 | 135.05<br>348.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | 212/18 | | 200 (200-½) | |
| S-LOC 22L | 520/24 | 508 (600-½) | 520/55 | 508 (600-1) |
| C CIRCLING | 640-1 | 627 (700-1) | 680-1¾<br>667 (700-1¾) | 680-2<br>667 (700-2) |

ELEV 13 | D | TDZE 12




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

NEW YORK, NEW YORK
Amdt 26 31DEC20

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

ILS or LOC RWY 22L


NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 22R

JOHN F KENNEDY INTL (JFK)

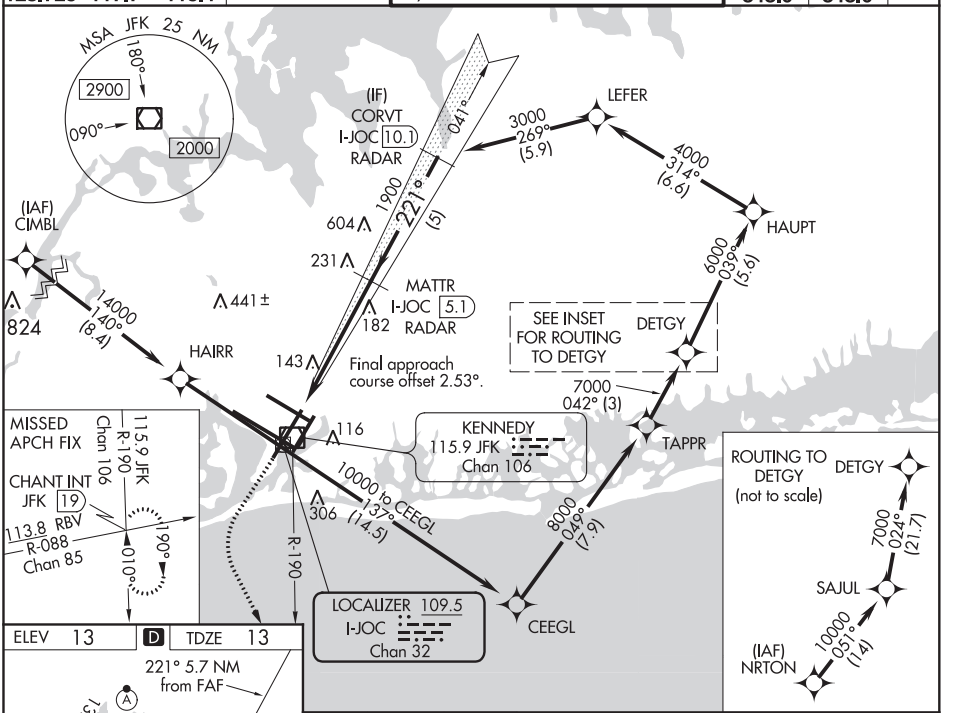
| LOC/DME I-JOC | APP CRS | Rwy ldg 7795 |
|---|---|---|
| 109.5 | 221° | TDZE 13 |
| Chan 32 | | Apt Elev 13 |

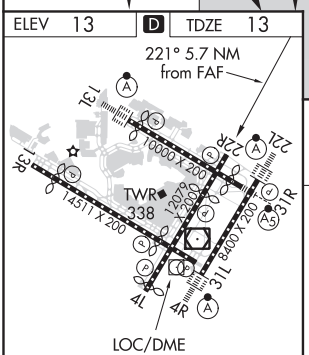
RNAV 1-GPS or RADAR required for procedure entry.
From CIMBL, NRTON: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 on JFK VOR/DME R-190 to CHANT INT and hold.

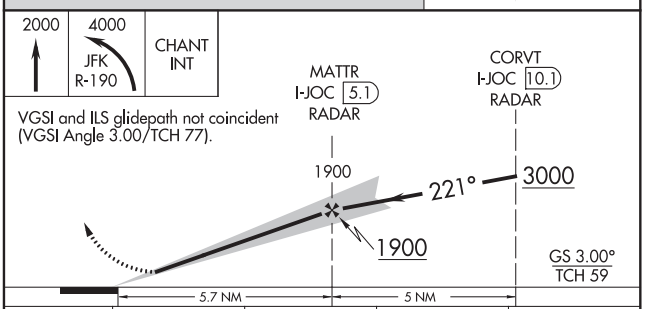
| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55<br>Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9<br>348.6 | 135.05<br>348.6 | |




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | 263/40 250 (300-¾) | | | |
| S-LOC 22R | 460/55 447 (500-1) | | 460-1⅜ 447 (500-1⅜) | |
| C CIRCLING | 640-1 627 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-610 (FAA) | 20310

# ILS or LOC RWY 31L

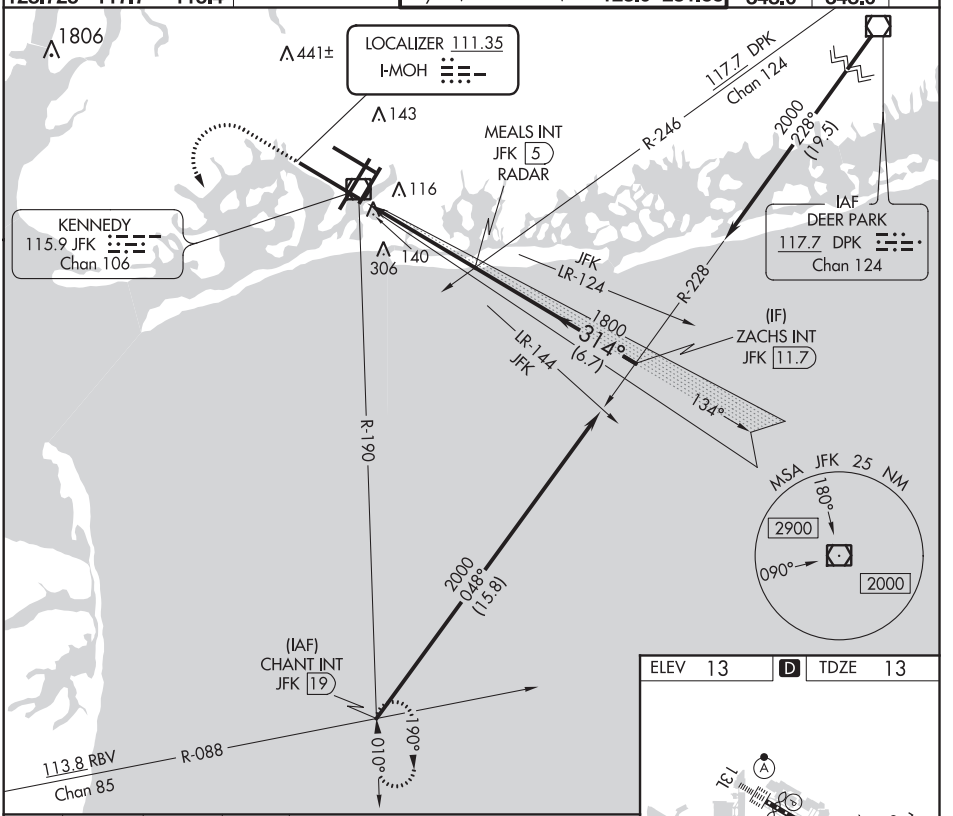
JOHN F KENNEDY INTL (JFK)

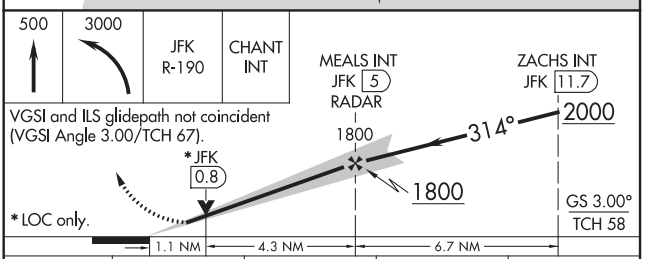
| LOC I-MOH | APP CRS | Rwy Idg | 11248 |
|---|---|---|---|
| 111.35 | 314° | TDZE | 13 |
| | | Apt Elev | 13 |

Simultaneous approach authorized.
DME from JFK VOR/DME.
Simultaneous reception of I-MOH and JFK DME required.

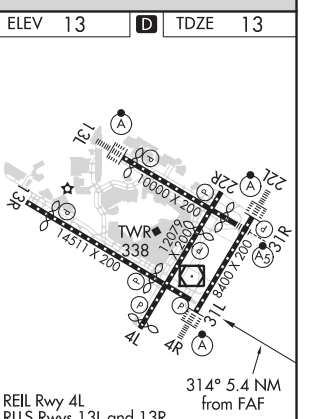
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 intercepting JFK VOR/DME R-190 to CHANT INT/JFK 19 DME and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31L | 213/40 | | 200 (200-¾) | |
| S-LOC 31L | 440/55 | 427 (500-1) | 440-1¼ | 427 (500-1¼) |
| C CIRCLING | 640-1 | 627 (700-1) | 680-1¾ | 680-2 |
| | | | 667 (700-1¾) | 667 (700-2) |




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

NEW YORK, NEW YORK
Amdt 11B 21MAY20

40°38′N-73°47′W

JOHN F KENNEDY INTL (JFK)

ILS or LOC RWY 31L


NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 31R

JOHN F KENNEDY INTL (JFK)

| LOC/DME I-RTH | APP CRS | Rwy Idg | 8486 |
|---|---|---|---|
| 111.5 | 314° | TDZE | 13 |
| Chan 52 | | Apt Elev | 13 |

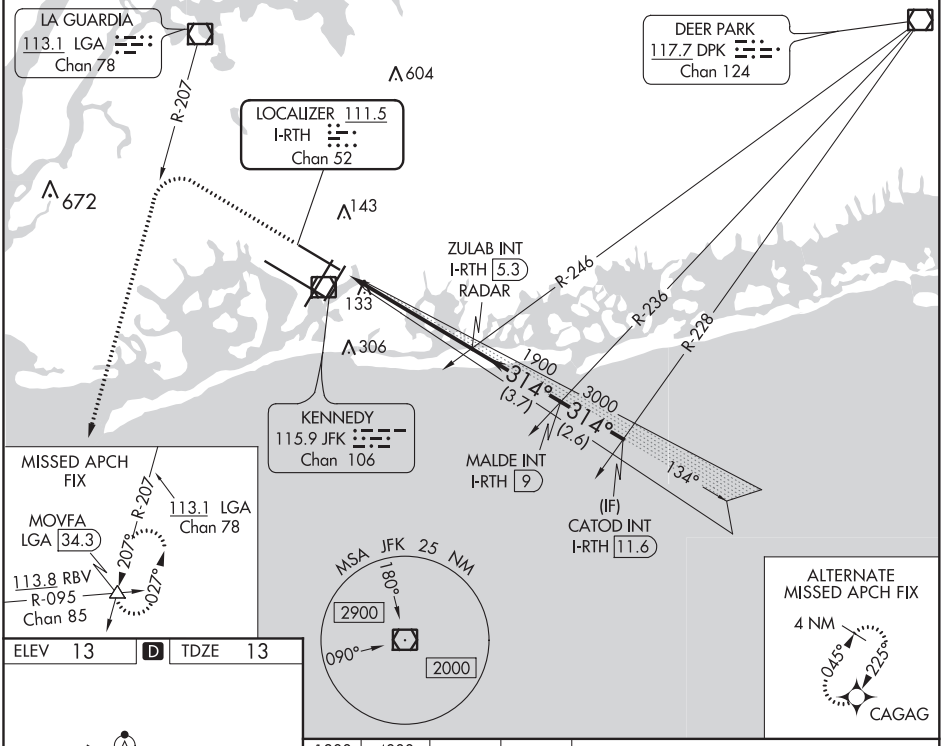
RADAR required for procedure entry.

Simultaneous approach authorized.

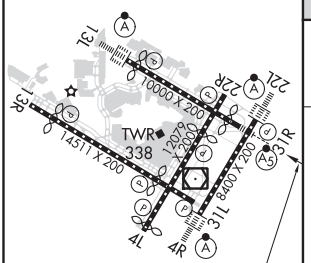
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 on LGA VOR/DME R-207 to MOVFA INT/LGA 34.3 DME and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 | |




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



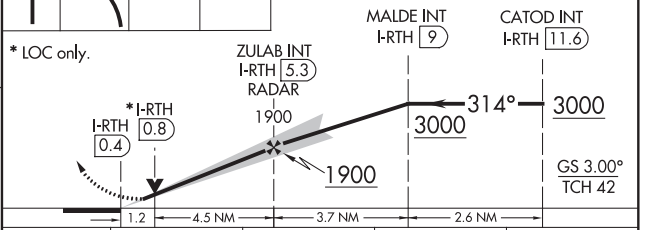

314° 5.7 NM from FAF

REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| 1800 | 4000 | LGA R-207 | MOVFA △ |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 54).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31R | 212/18 200 (200-½) | | | |
| S-LOC 31R | 440/24 428 (500-½) | | 440/40 428 (500-¾) | |
| C CIRCLING | 640-1 627 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-610 (FAA) | 20310

# ILS RWY 13L (CAT II)

JOHN F KENNEDY INTL (JFK)

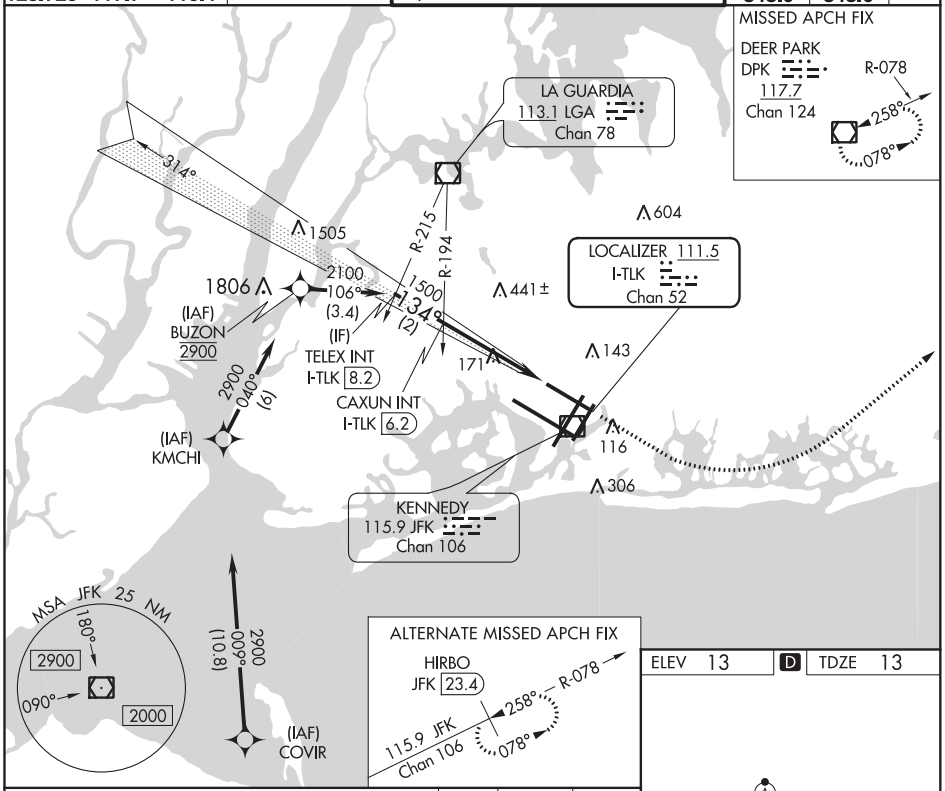
| LOC/DME I-TLK | APP CRS | Rwy ldg | 9093 |
|---|---|---|---|
| 111.5 | 134° | TDZE | 13 |
| Chan 52 | | Apt Elev | 13 |

RNAV 1-GPS or RADAR required for procedure entry.
From COVIR, KMCHI, BUZON: RNAV-1 GPS required.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

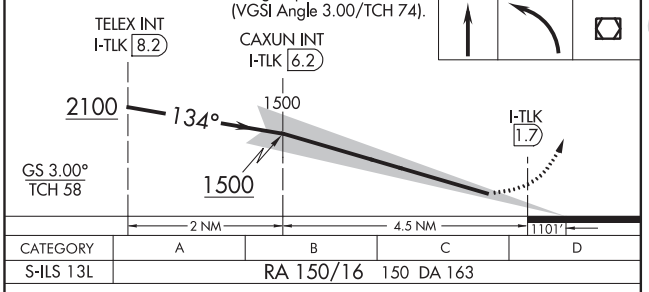
| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 | |




ELEV 13 | D | TDZE 13

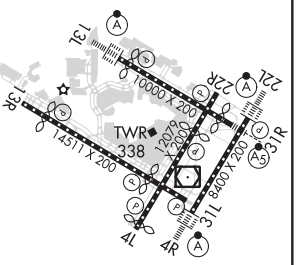
VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 74).

| 600 | 4000 | DPK |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13L | RA 150/16 | 150 | DA 163 | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

NEW YORK, NEW YORK
Amdt 18C 05NOV20

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)
ILS RWY 13L (CAT II)


NE-2, 25 FEB 2021 to 22 APR 2021

# ILS RWY 4R (CAT II & III)

JOHN F KENNEDY INTL (JFK)

| LOC/DME I-JFK | APP CRS | Rwy Idg 8400 |
|---|---|---|
| 109.5 | 044° | TDZE 12 |
| Chan 32 | | Apt Elev 13 |

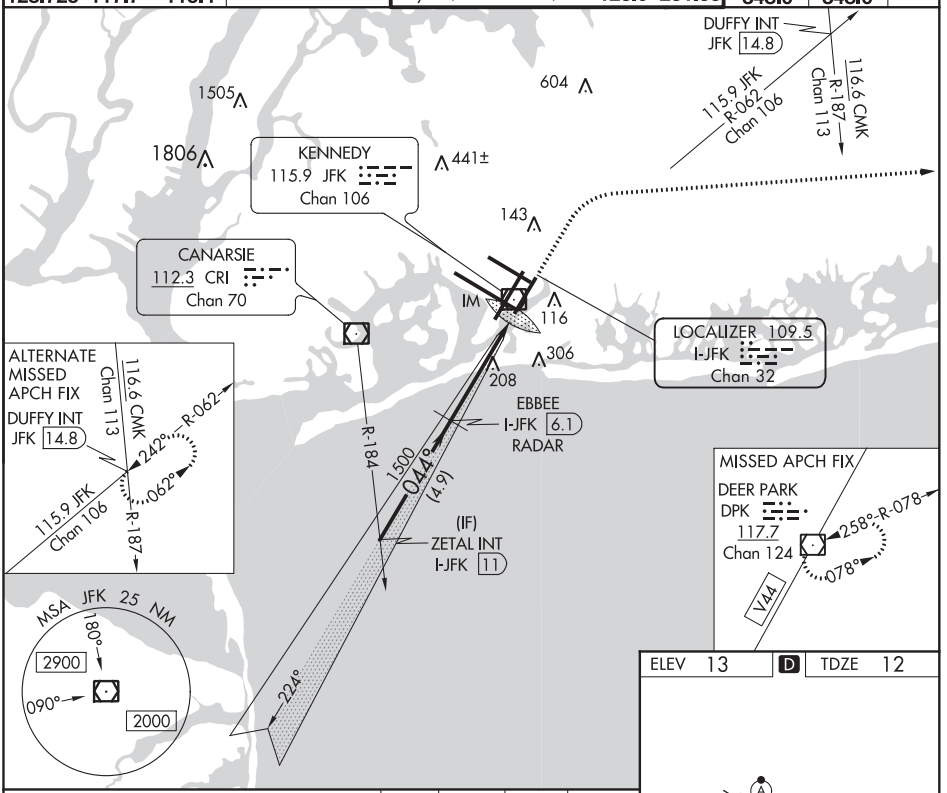
RADAR required for procedure entry.

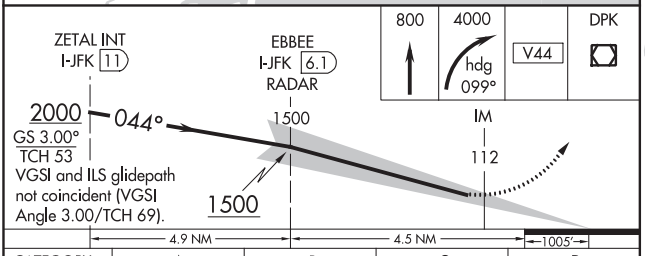
Simultaneous approach authorized.

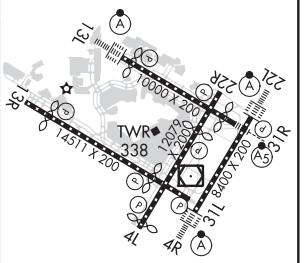
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 heading 099° and V44 to DPK VOR/DME and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 348.6 | 135.05 348.6 | |
| | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | CAT II RA 112/12 100 DA 112 | | | |
| S-ILS 4R | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-610 (FAA) | 20366

# ILS RWY 22L (CAT II & III)

JOHN F KENNEDY INTL (JFK)

| LOC/DME I-IWY | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| 110.9 | 224° | TDZE | 12 |
| Chan 46 | | Apt Elev | 13 |

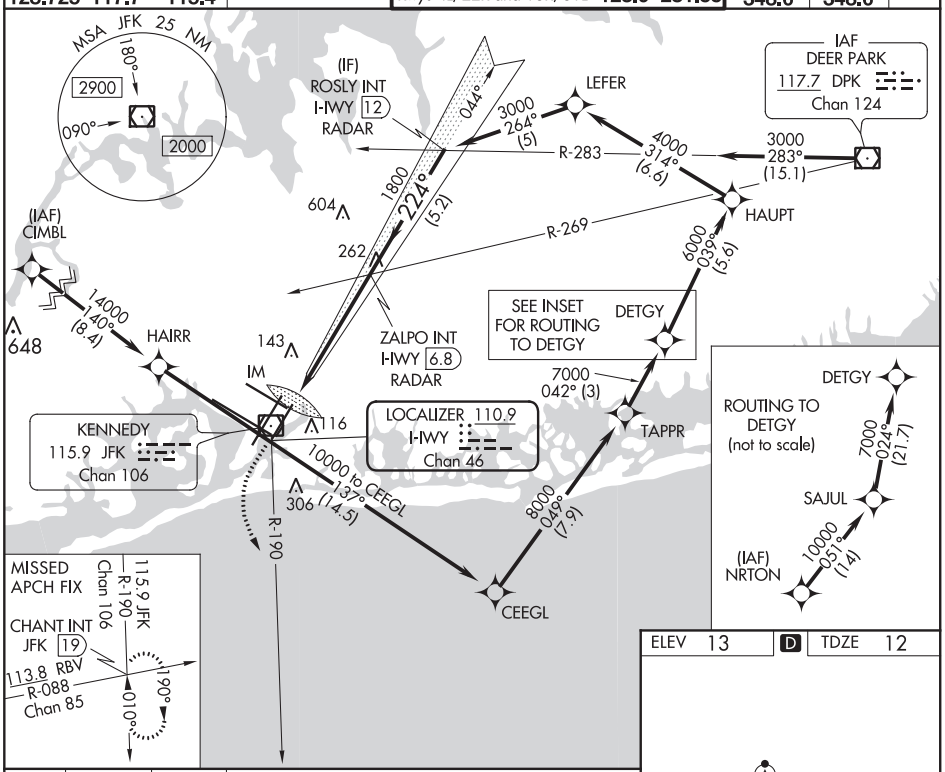
RNAV 1-GPS or RADAR required for procedure entry.
From CIMBL, NRTON: RNAV 1-GPS required.

Simultaneous approach authorized.

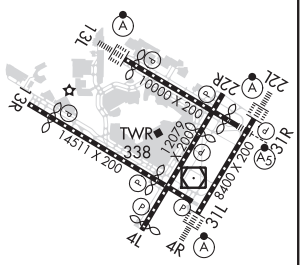
ALSF-2

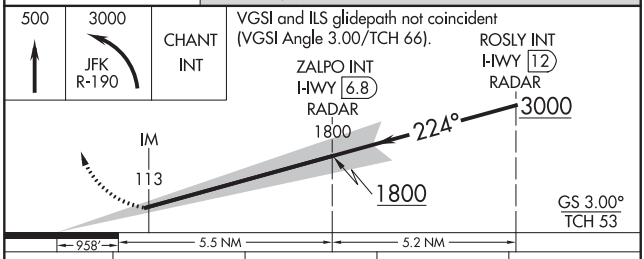
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on JFK VOR/DME R-190 to CHANT INT/19 DME and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55<br>Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9<br>348.6 | 135.05<br>348.6 | |




| ELEV | 13 | D | TDZE | 12 |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | CAT II RA 113/12 | | 100 DA 112 | |
| S-ILS 22L | CAT III | | RVR 06 | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

NEW YORK, NEW YORK
Amdt 26 31DEC20

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

ILS RWY 22L (CAT II & III)


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Z RWY 4L

JOHN F KENNEDY INTL (JFK)

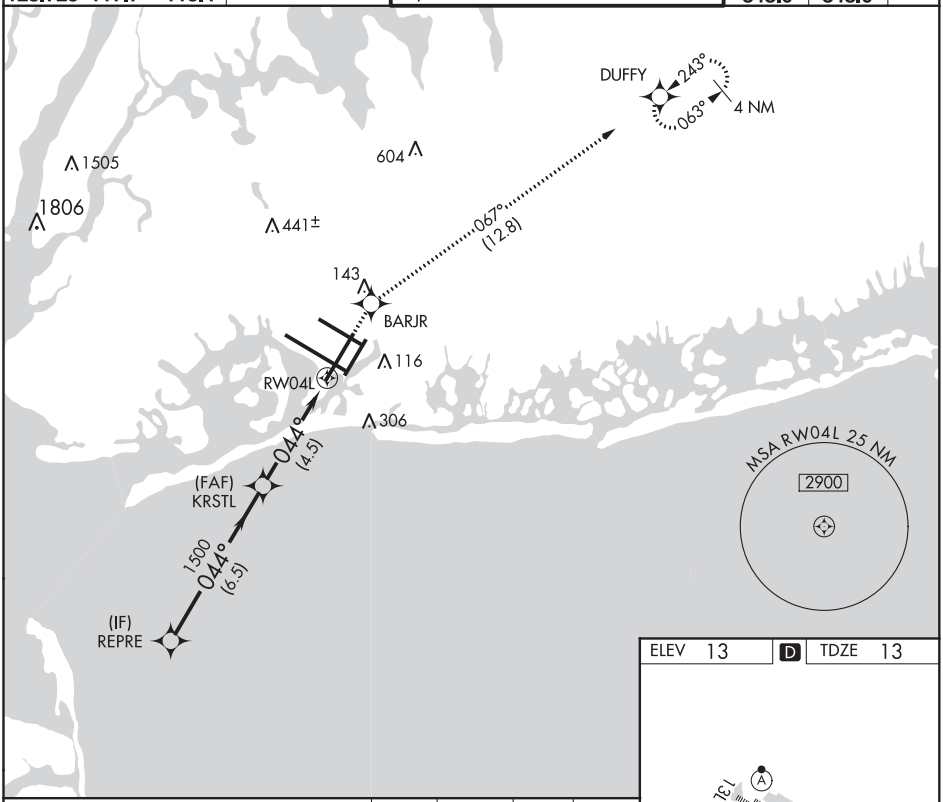
| APP CRS | Rwy Idg | 11010 |
|---|---|---|
| 044° | TDZE | 13 |
| | Apt Elev | 13 |

RNP AR APCH.

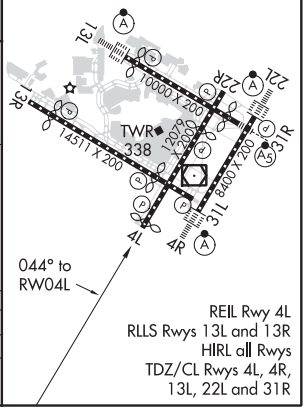
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized.

MISSED APPROACH: Climb to 3000 direct BARJR and track 067° to DUFFY and hold.

| D-ATIS (ARR/DEP) | D-ATIS (ARR-NE) | D-ATIS (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L 123.9 | 281.55 | 348.6 | 348.6 | |



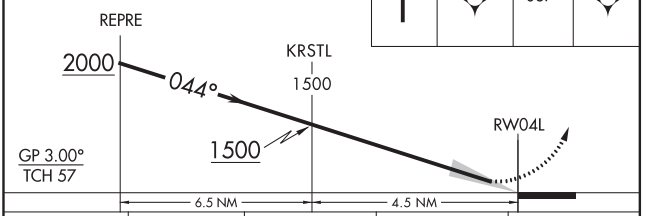

ELEV 13 D TDZE 13




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

| 3000 | BARJR | tr 067° | DUFFY |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 331/50 318 (400-1) | | | |

AUTHORIZATION REQUIRED



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-610 (FAA) | 20310

# RNAV (RNP) Z RWY 4R

JOHN F KENNEDY INTL (JFK)

| APP CRS | Rwy Idg | 8400 |
|---|---|---|
| 044° | TDZE | 12 |
| | Apt Elev | 13 |

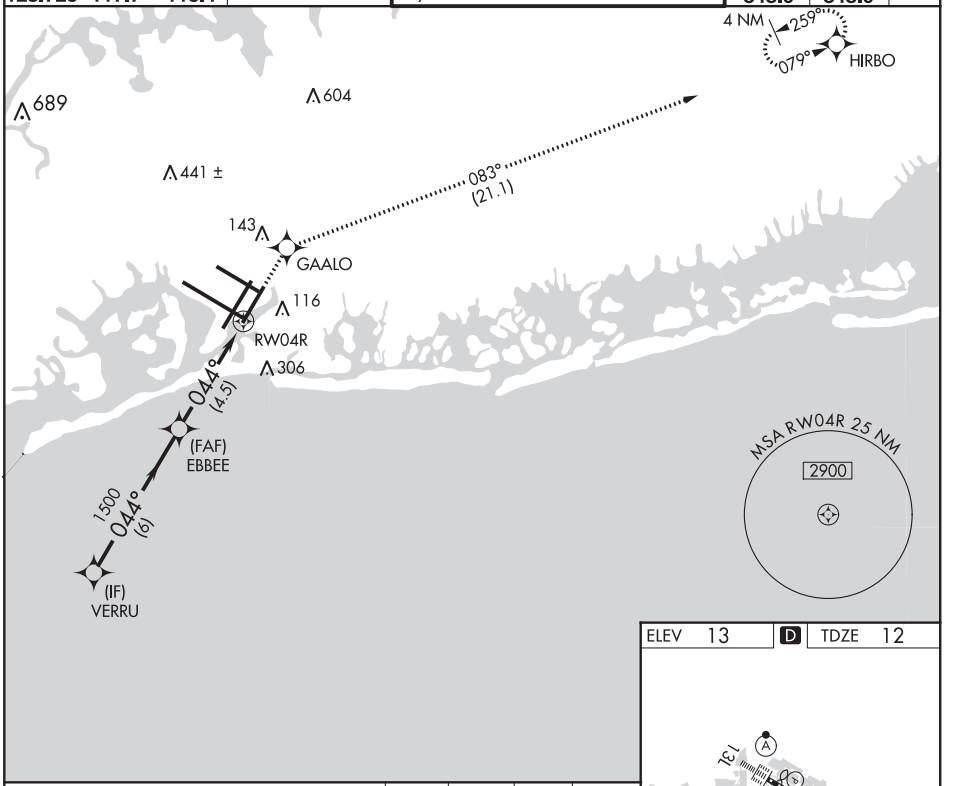
RNP AR APCH.

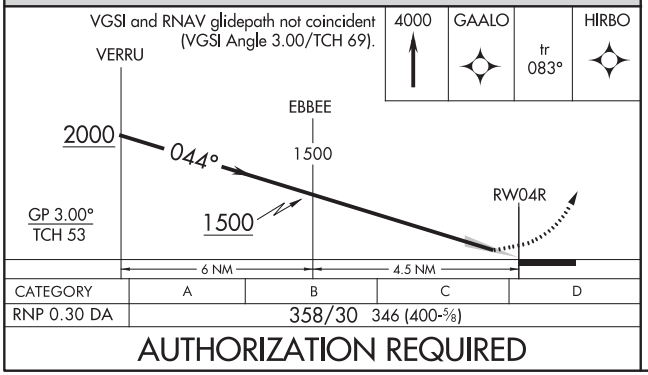
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: (Do not exceed 210K until GAALO) Climb to 4000 direct GAALO and track 083° to HIRBO and hold.

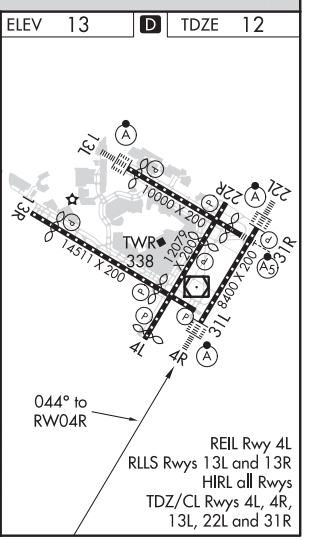
| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 358/30 346 (400-⅝) | | | |

## AUTHORIZATION REQUIRED




NEW YORK, NEW YORK
Amdt 1A 19JUL18

40°38′N-73°47′W

JOHN F KENNEDY INTL (JFK)

RNAV (RNP) Z RWY 4R


NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 8400 |
|---|---|---|
| 224° | TDZE | 12 |
| | Apt Elev | 13 |

# RNAV (RNP) Z RWY 22L

## JOHN F KENNEDY INTL (JFK)

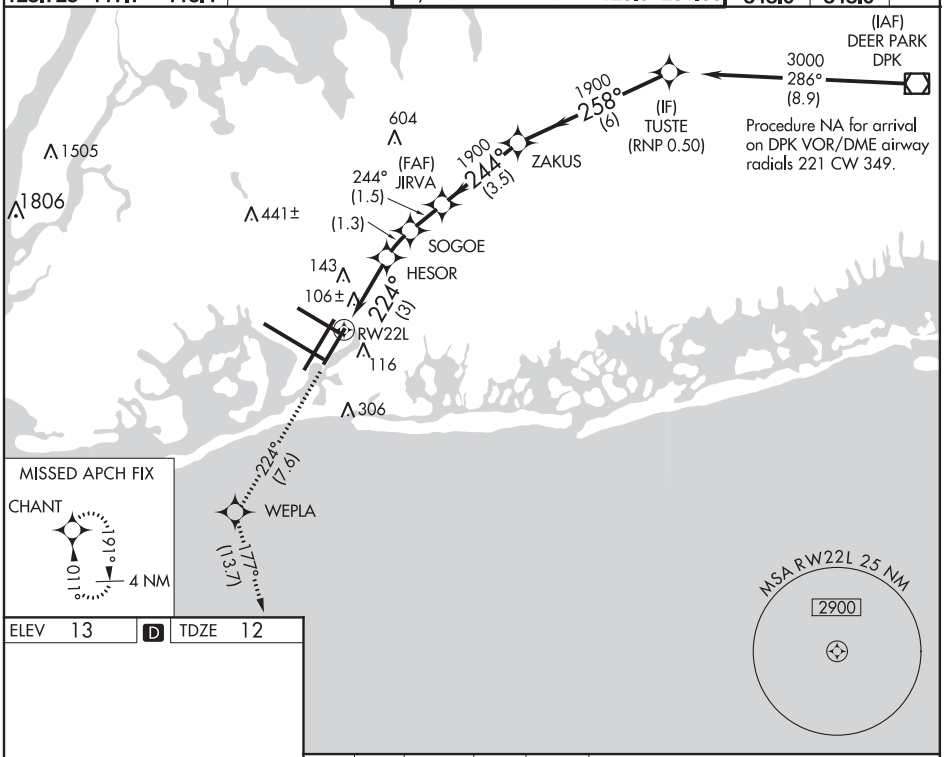
RF required. RNP AR APCH.

T For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to RVR 6000.

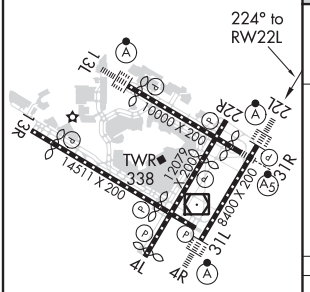
ALSF-2

MISSED APPROACH: Climb to 3000 on track 224° to WEPLA and on track 177° to CHANT and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 | |

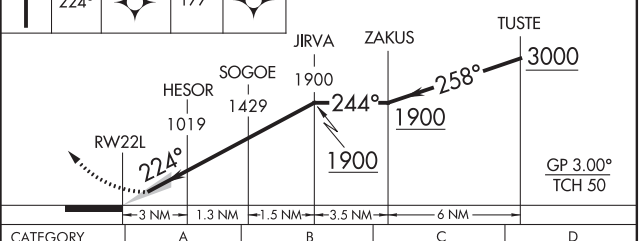



| ELEV 13 | D | TDZE 12 |
|---|---|---|




| 3000 | tr 224° | WEPLA | tr 177° | CHANT |
|---|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | 361/40 | | 349 (400-¾) | |
| RNP 0.30 DA | 421/40 | | 409 (500-¾) | |

## AUTHORIZATION REQUIRED



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Z RWY 31L

## JOHN F KENNEDY INTL (JFK)

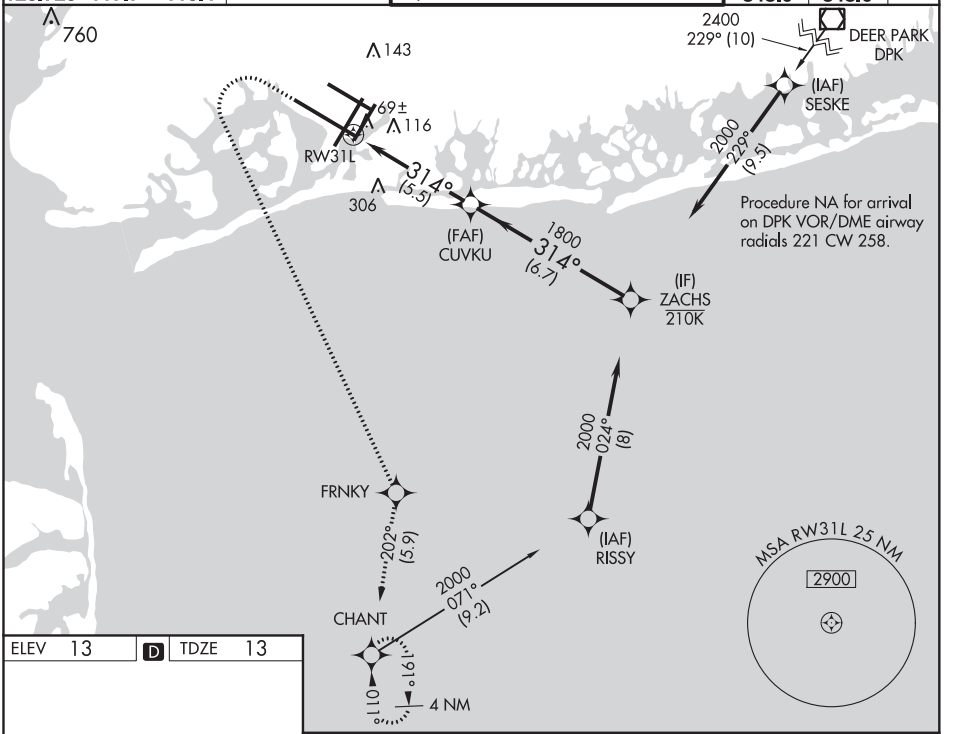
| APP CRS | Rwy Idg | 11248 |
|---|---|---|
| 314° | TDZE | 13 |
| | Apt Elev | 13 |

RNP AR APCH.

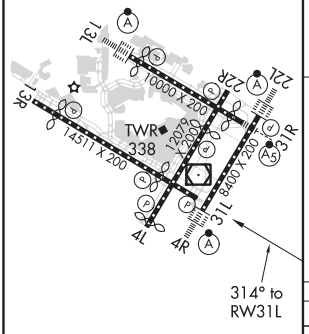
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct FRNKY and on track 202° to CHANT and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 | |



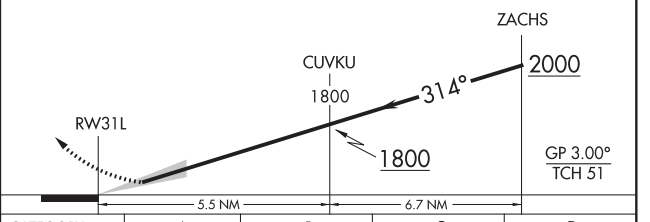

| ELEV | 13 | D | TDZE | 13 |
|---|---|---|---|---|




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

| 500 | 3000 | FRNKY | tr 202° | CHANT |
|---|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 410-1 3/8 | 397 (400-1 3/8) | | |

## AUTHORIZATION REQUIRED



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Z RWY 31R

## JOHN F KENNEDY INTL (JFK)

| APP CRS | Rwy ldg | 8973 |
|---|---|---|
| 314° | TDZE | 12 |
| | Apt Elev | 13 |

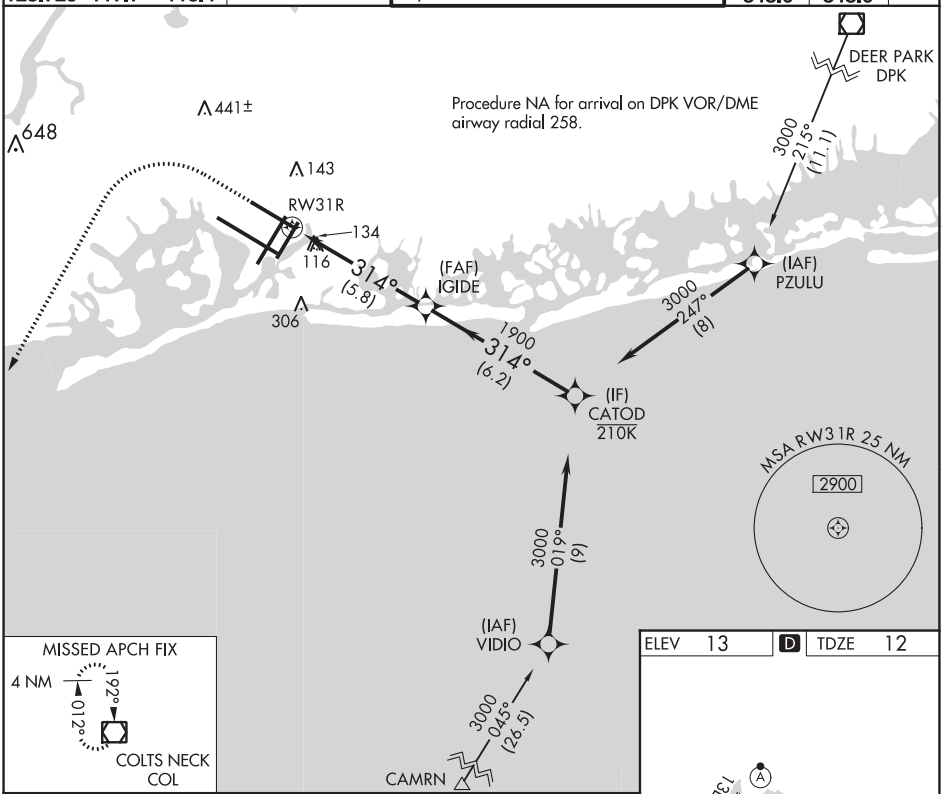
RNP AR APCH.

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

MALSR

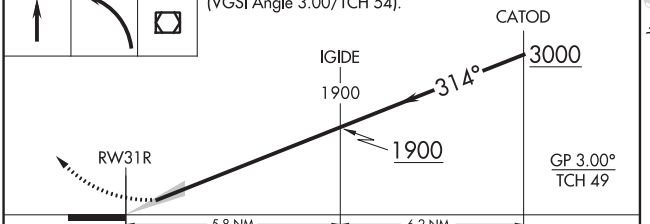
MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct COL VOR/DME and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 | |




| 1800 | 4000 | COL |
|---|---|---|

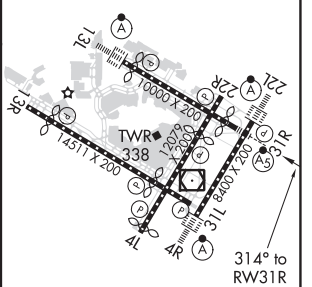
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 458/50 446 (500-1) | | | |

AUTHORIZATION REQUIRED

ELEV 13 D TDZE 12




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-610 (FAA) | 20310

# RNAV (GPS) RWY 22R

## JOHN F KENNEDY INTL (JFK)

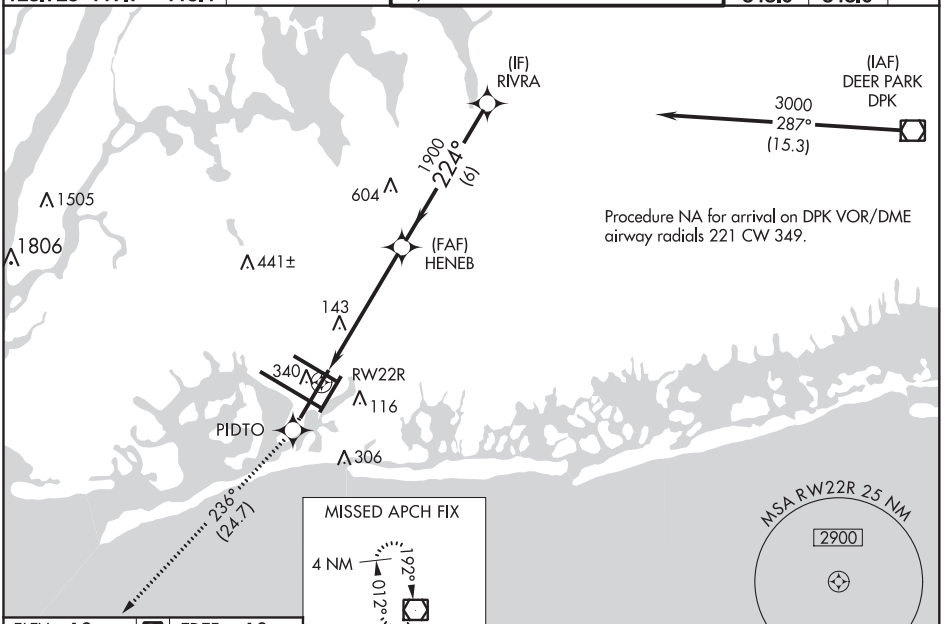
| WAAS | APP CRS | Rwy Idg | 7795 |
|---|---|---|---|
| CH 40019 | 224° | TDZE | 13 |
| W22B | | Apt Elev | 13 |

RNP APCH.

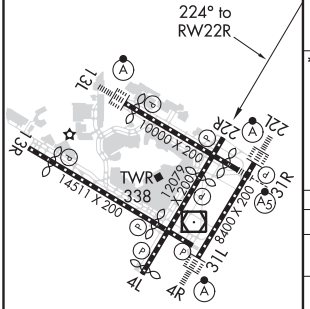
Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

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

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 | |
| | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 | |



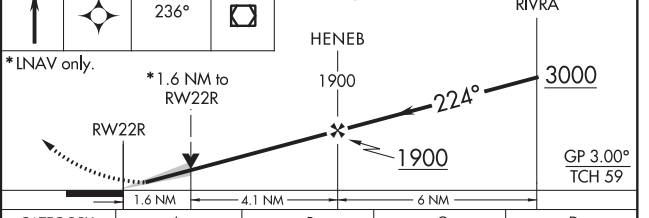

ELEV 13 | D | TDZE 13




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

| 4000 | PIDTO | tr 236° | COL |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 269/40 256 (300-¾) | | | |
| LNAV/VNAV DA | 501-1⅝ 488 (500-1⅝) | | | |
| LNAV MDA | 600/55 587 (600-1) | | 600-1¾ 587 (600-1¾) | |
| C CIRCLING | 640-1 627 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |

NEW YORK, NEW YORK
Amdt 1G 21MAY20

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

RNAV (GPS) RWY 22R


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) X RWY 22L

JOHN F KENNEDY INTL (JFK)

| APP CRS | Rwy Idg | 8400 |
|---|---|---|
| 234° | TDZE | 12 |
| | Apt Elev | 13 |

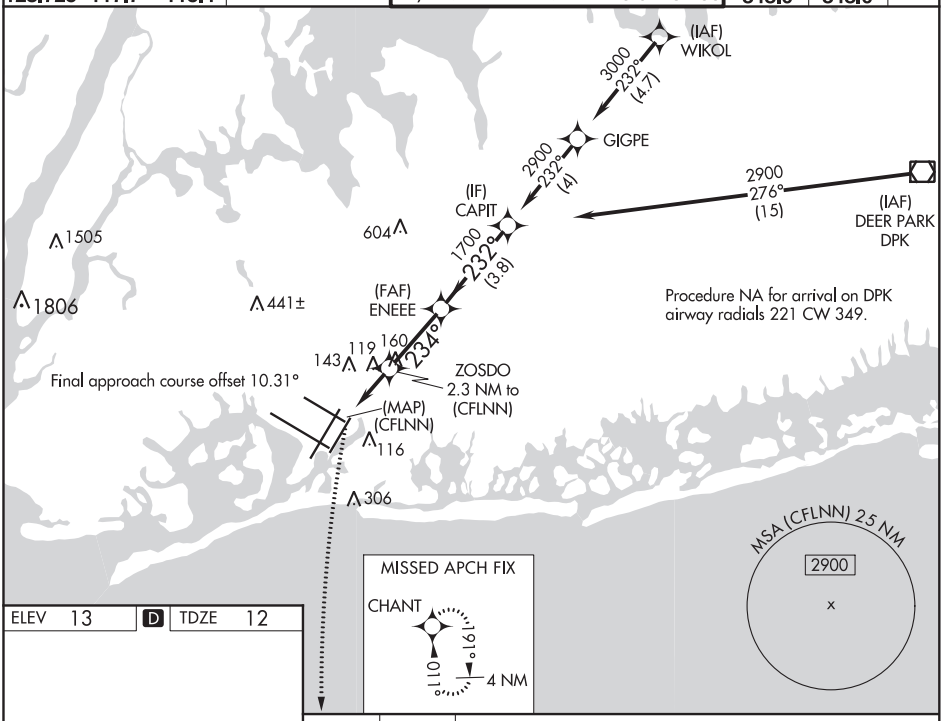
RNP APCH.

LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

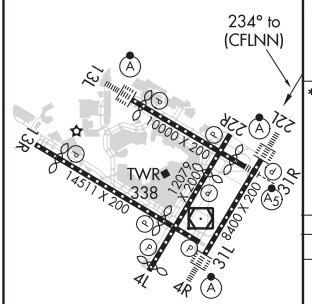
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 direct CHANT.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 269.0 | Rwys 4R/22L and 13L/31R 119.1 281.55<br>Rwys 4L/22R and 13R/31L 123.9 281.55 | 121.9<br>348.6 | 135.05<br>348.6 | |



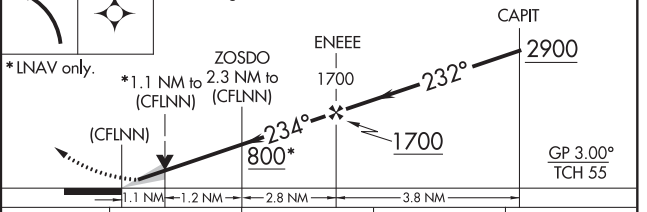

ELEV 13 D TDZE 12




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

3000 CHANT

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).




* LNAV only.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 413/40 401 (400-¾) | | | |
| LNAV MDA | 440/24 428 (500-½) | | 440/40 428 (500-¾) | |
| C CIRCLING | 640-1 627 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Y RWY 4L

## JOHN F KENNEDY INTL (JFK)

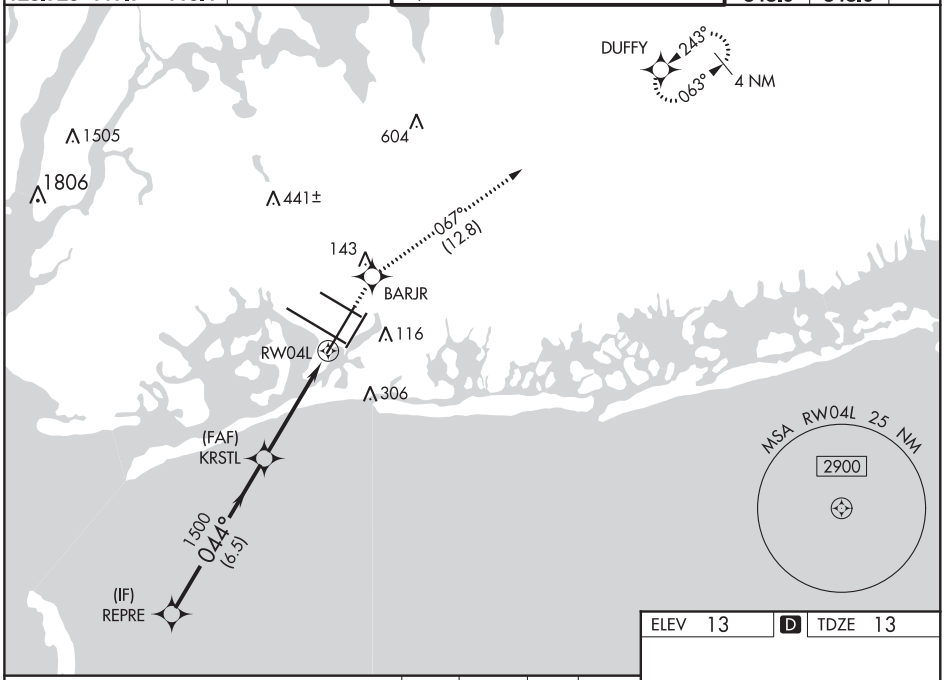
| WAAS | APP CRS | Rwy ldg | 11010 |
|---|---|---|---|
| CH 77519 | 044° | TDZE | 13 |
| W04A | | Apt Elev | 13 |

RNP APCH.

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

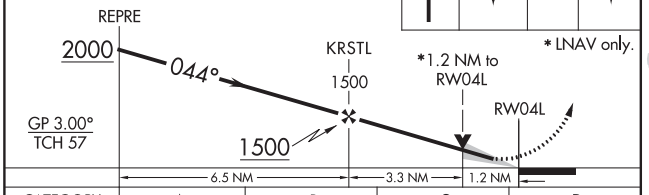
MISSED APPROACH: (Do not exceed 210K until BARJR) Climb to 3000 direct BARJR and track 067° to DUFFY and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R | 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L | 123.9 | 281.55 | 348.6 | 348.6 | |



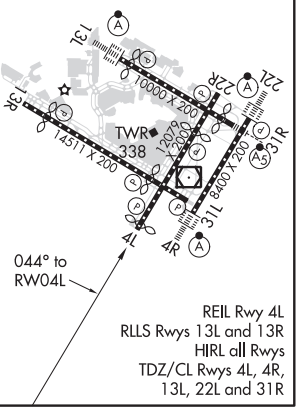

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

3000 | BARJR | tr 067° | DUFFY




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 232/40 | 219 (300-¾) | | |
| LNAV/VNAV DA | 329/50 | 316 (400-1) | | |
| LNAV MDA | 480/55 | 467 (500-1) | 480-1⅜ | 467 (500-1⅜) |
| C CIRCLING | 640-1 | 627 (700-1) | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |

ELEV 13 D TDZE 13




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R



40°38′N-73°47′W



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| CH 81819 | 044° | TDZE | 12 |
| W04B | | Apt Elev | 13 |

# RNAV (GPS) Y RWY 4R

## JOHN F KENNEDY INTL (JFK)

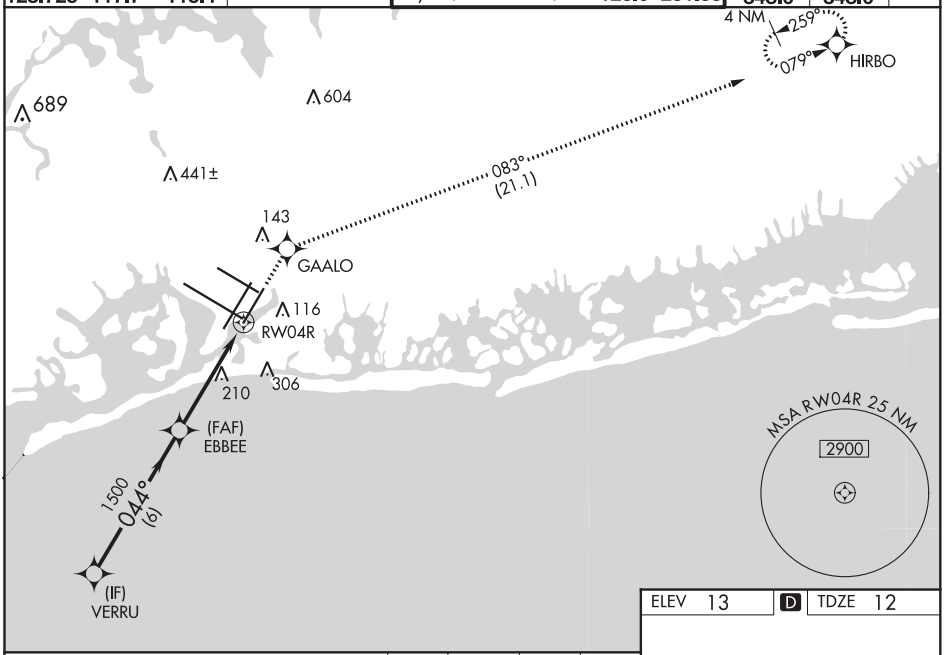
RNP APCH.

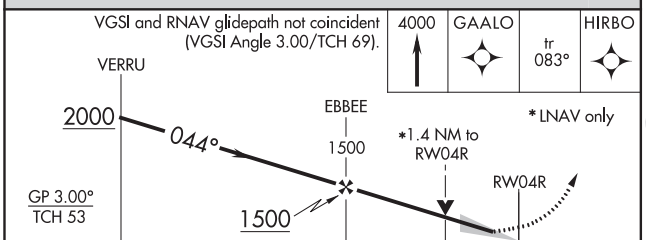
T Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: (Do not exceed 210K until GAALO) Climb to 4000 direct GAALO and on track 083° to HIRBO and hold.

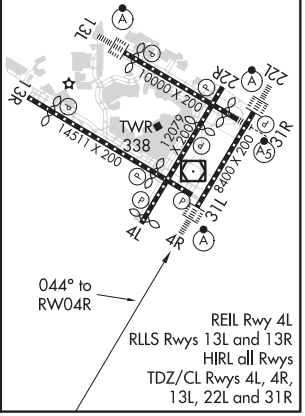
| D-ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| (ARR/DEP) | (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 | |
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 212/18 200 (200-½) | | | |
| LNAV/VNAV DA | 369/40 357 (400-¾) | | | |
| LNAV MDA | 520/24 508 (600-½) | | 520/55 508 (600-1) | |
| C CIRCLING | 640-1 627 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |

ELEV 13 D TDZE 12






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Y RWY 22L

## JOHN F KENNEDY INTL (JFK)

| WAAS | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| CH 97318 | 224° | TDZE | 12 |
| W22A | | Apt Elev | 13 |

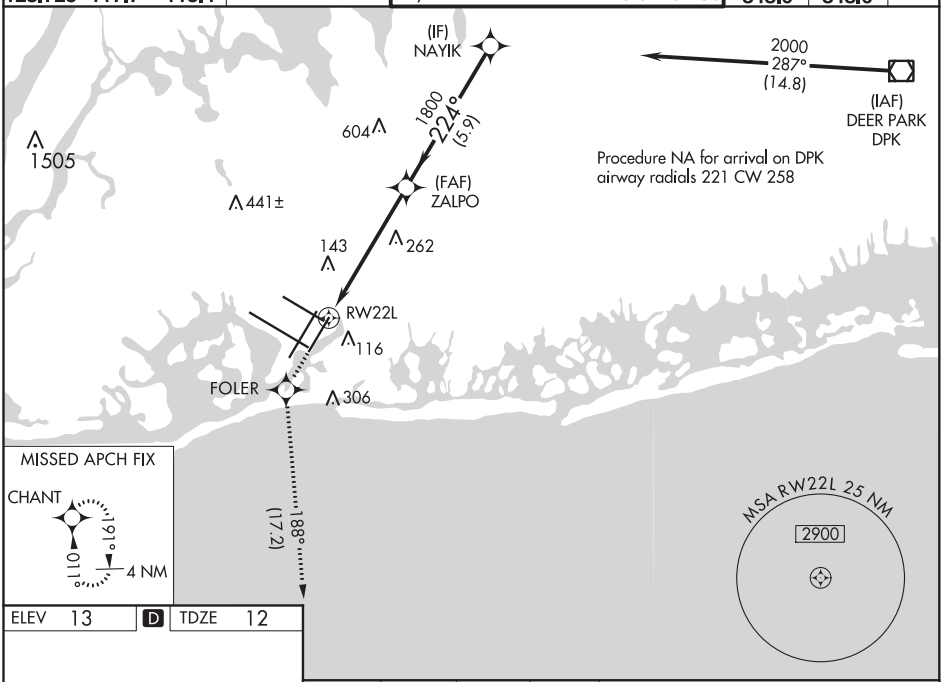
RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

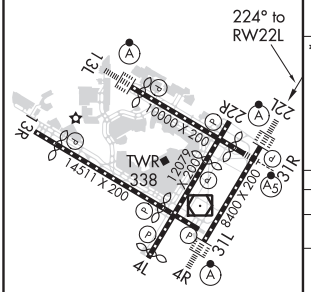
ALSF-2

MISSED APPROACH: Climb to 3000 direct FOLER and on track 188° to CHANT and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L 123.9 | 281.55 | 348.6 | 348.6 | |



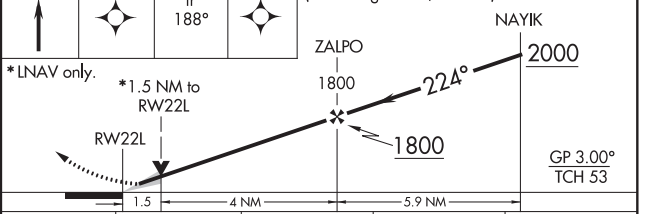

| ELEV 13 | D | TDZE 12 |
|---|---|---|




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

| 3000 | FOLER | tr 188° | CHANT |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 269/18 257 (300-½) | | | |
| LNAV/VNAV DA | 419/50 407 (500-1) | | | |
| LNAV MDA | 560/24 548 (600-½) | | 560/60 548 (600-1¼) | |
| C CIRCLING | 640-1 627 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |



40°38'N-73°47'W



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Y RWY 31L

JOHN F KENNEDY INTL (JFK)

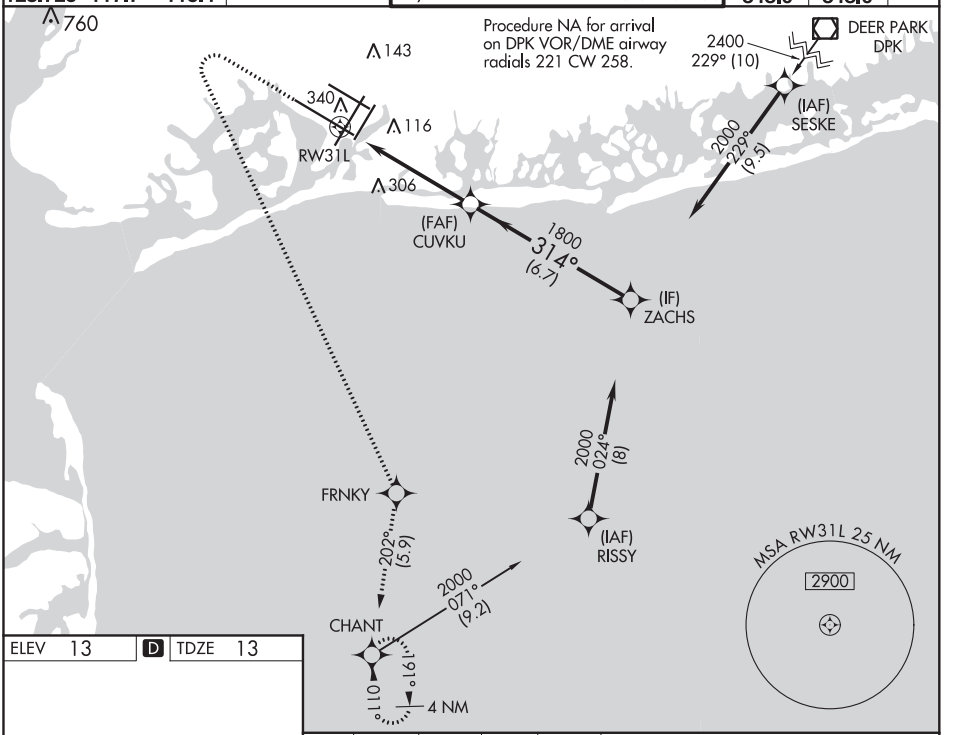
| WAAS CH 50119 W31A | APP CRS 314° | Rwy ldg 11248 TDZE 13 Apt Elev 13 |
|---|---|---|

RNP APCH.

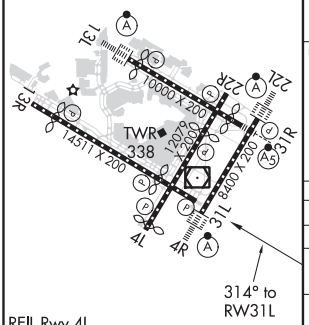
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct FRNKY and on track 202° to CHANT and hold.

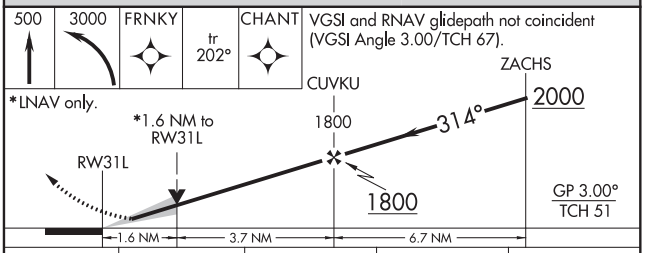
| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L 123.9 | 281.55 | 348.6 | 348.6 | |




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




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 213/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 541-1¾ 528 (600-1¾) | | | |
| LNAV MDA | 600/55 587 (600-1) | | 600-1¾ 587 (600-1¾) | |
| C CIRCLING | 640-1 627 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Y RWY 31R

## JOHN F KENNEDY INTL (JFK)

| WAAS CH 45519 W31B | APP CRS 314° | Rwy ldg 8486 TDZE 13 Apt Elev 13 |
|---|---|---|

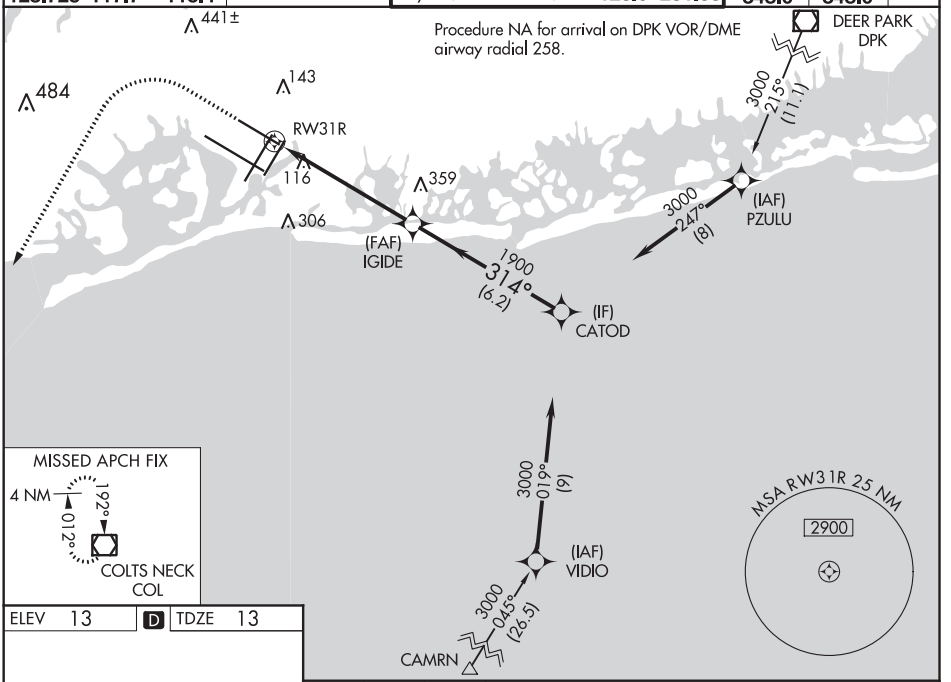
RNP APCH.

T Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Minimum altitude at CATOD 2000 when authorized by ATC. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500.

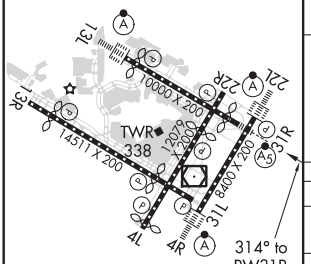
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct COL VOR/DME and hold.

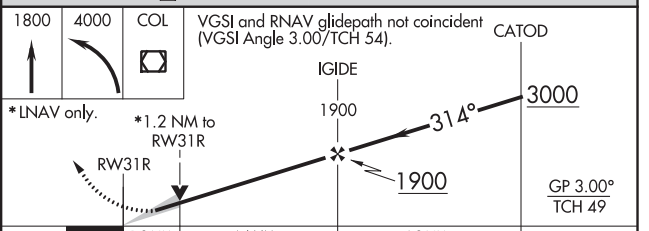
| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L 123.9 | 281.55 | 348.6 | 348.6 | |




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




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 213/18 200 (200-½) | | | |
| LNAV/VNAV DA | 369/35 356 (400-⅝) | | | |
| LNAV MDA | 460/24 447 (500-½) | | 460/45 447 (500-⅞) | |
| C CIRCLING | 640-1 627 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |



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# RNAV (GPS) Z RWY 13L

## JOHN F KENNEDY INTL (JFK)

| APP CRS | Rwy Idg | 9093 |
|---|---|---|
| 043° | TDZE | 13 |
| | Apt Elev | 13 |

RNP APCH.

Any inop lead-in light bank out of service increase visibility to 4 SM. RADAR required.

ALSF-2

MISSED APPROACH: (Do not exceed 240K until CICAV). Climbing right turn to 4000 on heading 100°, when able direct CICAV and track 073° to HIRBO and hold. (ALTERNATE MISSED, go around or balked landing instructions: climb to 4000 along the depicted visual track to RW13L then direct to CICAV then on depicted route).

| D-ATIS | | | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | |
|---|---|---|---|---|---|---|---|---|---|
| (ARR/DEP) | (ARR-NE) | (ARR-SW) | | | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 | 135.05 | CPDLC |
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4L/22R and 13R/31L | 123.9 281.55 | 348.6 | 348.6 | |

MISSED APCH FIX

4 NM 259° 079° HIRBO

441±

770±

O Lead-in light groups

Cross LEISA, fly visual to airport via lead-in lights to RW13L. Close adherence to flight track required for noise abatement.

Turns required in the Visual Segment.

HOTEL 104° 134° 143

SILJY ROBJE 186

(MAP) LEISA 074°

RW13L

LEFFERTS BLVD 340

249 043°

OLD MILL CREEK

(FAF) CNRSE

116

073° (18.9)

CICAV

BROOKLYN CGAS (CLOSED)

306

2000 045° (6.7)

MSA RW13L 25 NM 2900

(IF) ASALT

#3000 210K

VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 74).

4000 hdg 100° | CICAV | tr 073° | HIRBO

ASALT #3000 045° CNRSE 2000 043° 3.00° TCH 58

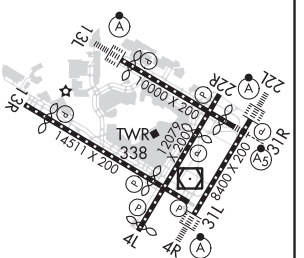
LEISA *1246 SILJY *835 ROBJE *456 *Check ALT.

#2000 minimum when authorized by ATC.

6.7 NM | 2.4 NM | 1.3 | 1.2 | 1.2

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-2 1247 (1300-2) | | | |
| CIRCLING | NA | | | |

ELEV 13 D TDZE 13




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R



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# VOR RWY 22L

## JOHN F KENNEDY INTL (JFK)

| VOR/DME JFK | APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|---|
| 115.9 Chan 106 | 232° | 8400 | 12 | 13 |

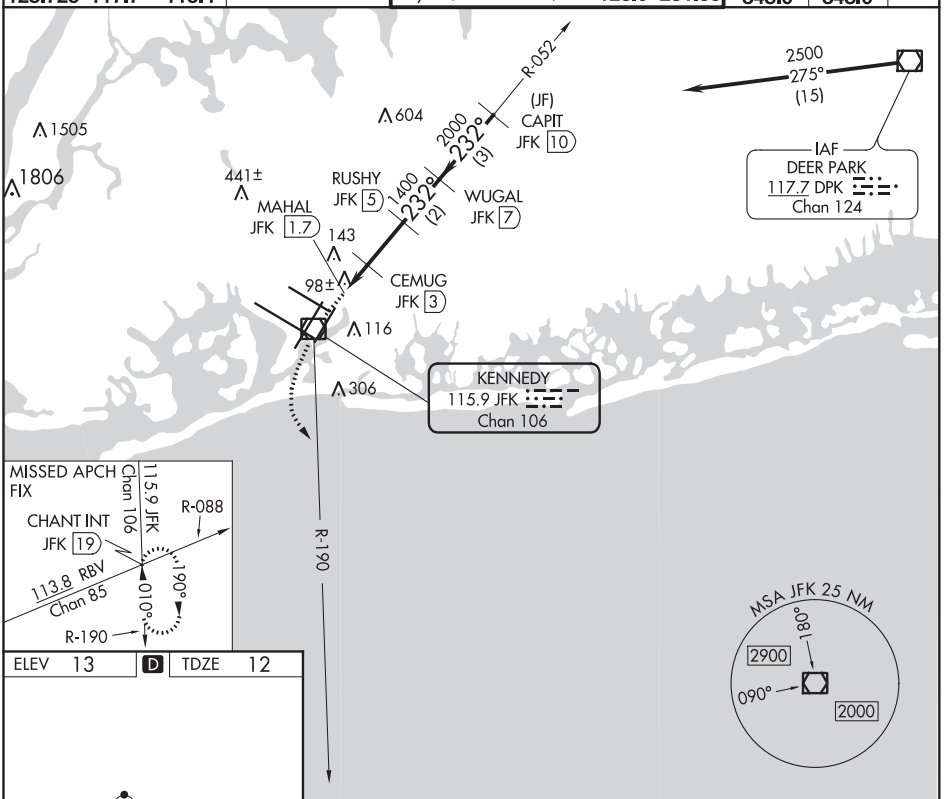
DME required.

Rwy 22L helicopter visibility reduction below 1 SM NA. For inop ALS, increase S-22L Cat A/B visibility to RVR 5500.

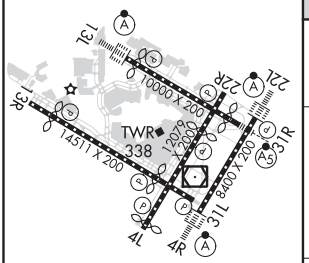
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 on JFK VOR/DME R-190 to CHANT INT/19 DME and hold.

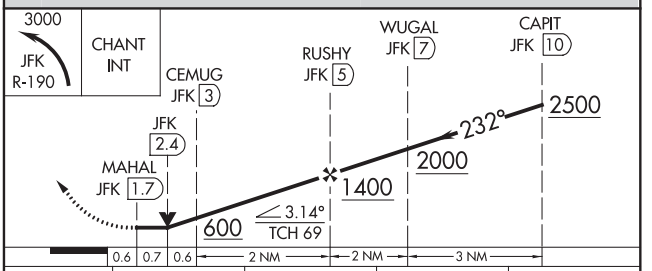
| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 348.6 | 135.05 348.6 | |
| | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | | | |




ELEV 13 | D | TDZE 12




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22L | 440/40 428 (500-¾) | | | 440/50 428 (500-1) |
| C CIRCLING | 640-1 627 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |

NEW YORK, NEW YORK
Amdt 4F 21MAY20

40°38′N-73°47′W

JOHN F KENNEDY INTL (JFK)
VOR RWY 22L

NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# VOR or GPS RWY 13L/R

JOHN F KENNEDY INTL (JFK)

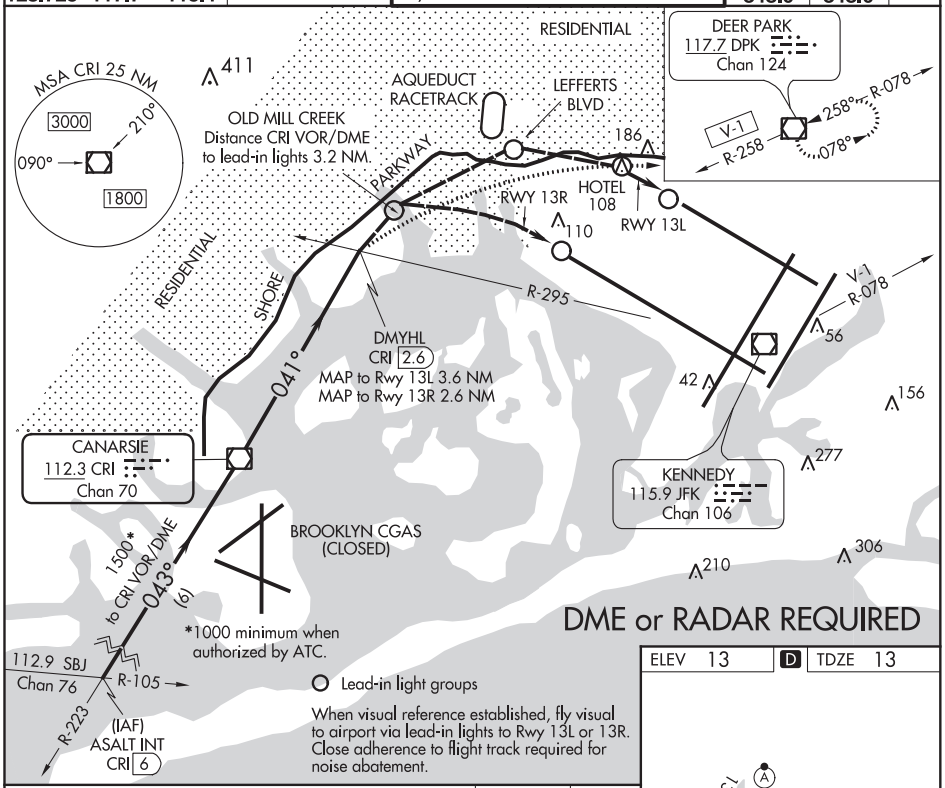
| VOR/DME CRI | APP CRS | Rwy Idg 13R 12468 |
|---|---|---|
| 112.3 | 041° | TDZE 13L 9093 |
| Chan 70 | | Apt Elev 13 |

For inop lead-in lights, procedure NA.

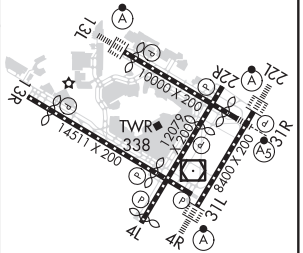
Rwy13L ALSF-2

MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 on heading 100° and V-1 to DPK VOR/DME and hold.

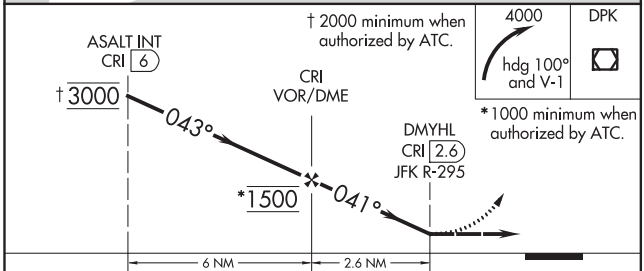
| D-ATIS | NEW YORK APP CON | KENNEDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| (ARR/DEP)(ARR-NE) (ARR-SW) | | Rwys 4R/22L and 13L/31R 119.1 281.55 | 121.9 | 135.05 | |
| 128.725 117.7 115.4 | 128.125 269.0 | Rwys 4L/22R and 13R/31L 123.9 281.55 | 348.6 | 348.6 | |




ELEV 13 | D | TDZE 13




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RLLS-13L | 800-2 | 787 (800-2) | 800-2¼ 787 (800-2¼) | 800-2½ 787 (800-2½) |
| RLLS-13R | 800-2 | 787 (800-2) | 800-2¼ 787 (800-2¼) | 800-2½ 787 (800-2½) |

FAF to MAP 2.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |



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# VOR RWY 4L

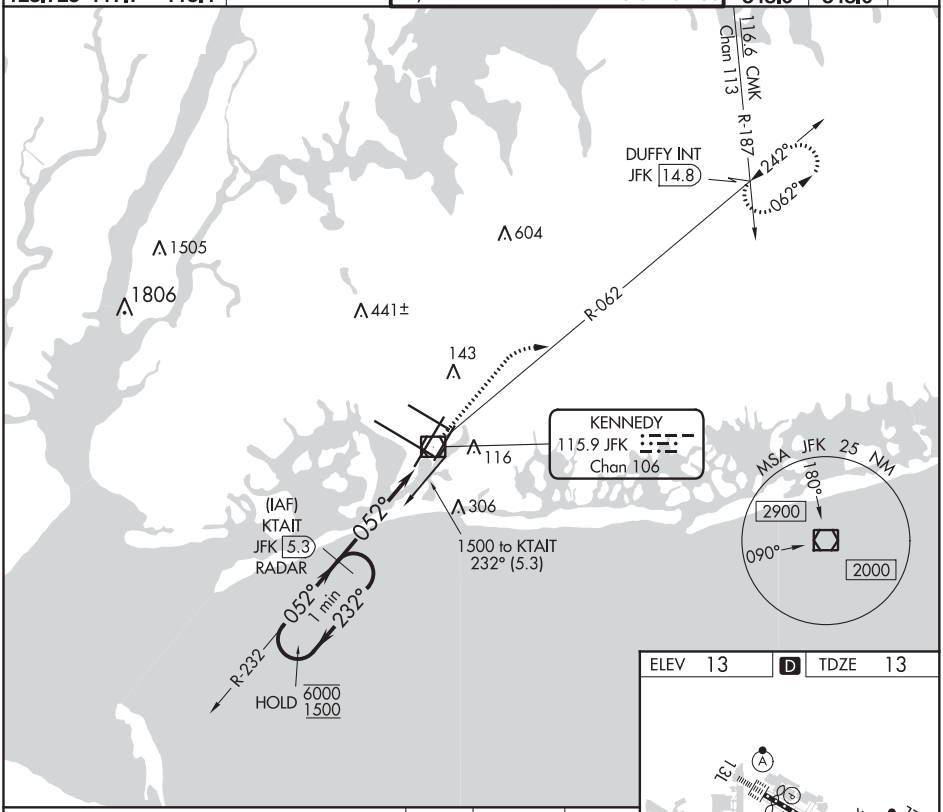
## JOHN F KENNEDY INTL (JFK)

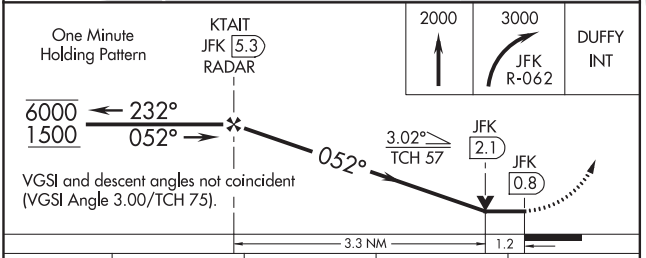
| VOR/DME JFK | APP CRS | Rwy Idg | 11010 |
|---|---|---|---|
| 115.9 | 052° | TDZE | 13 |
| Chan 106 | | Apt Elev | 13 |

DME or RADAR required for procedure entry.

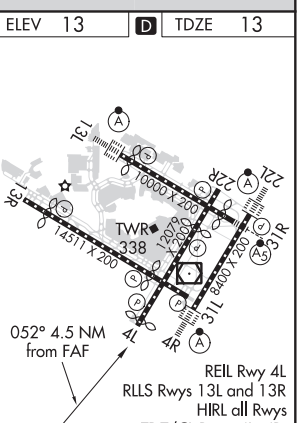
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on JFK VOR/DME R-062 to DUFFY INT/JFK 14.8 DME and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L 123.9 | 281.55 | 348.6 | 348.6 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4L | 480/55 | 467 (500-1) | 480-1⅜ | 467 (500-1⅜) |
| C CIRCLING | 640-1 | 627 (700-1) | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

NEW YORK, NEW YORK
Amdt 1B 21MAY20

40°38′N-73°47′W

JOHN F KENNEDY INTL (JFK)

VOR RWY 4L

NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# VOR RWY 4R

## JOHN F KENNEDY INTL (JFK)

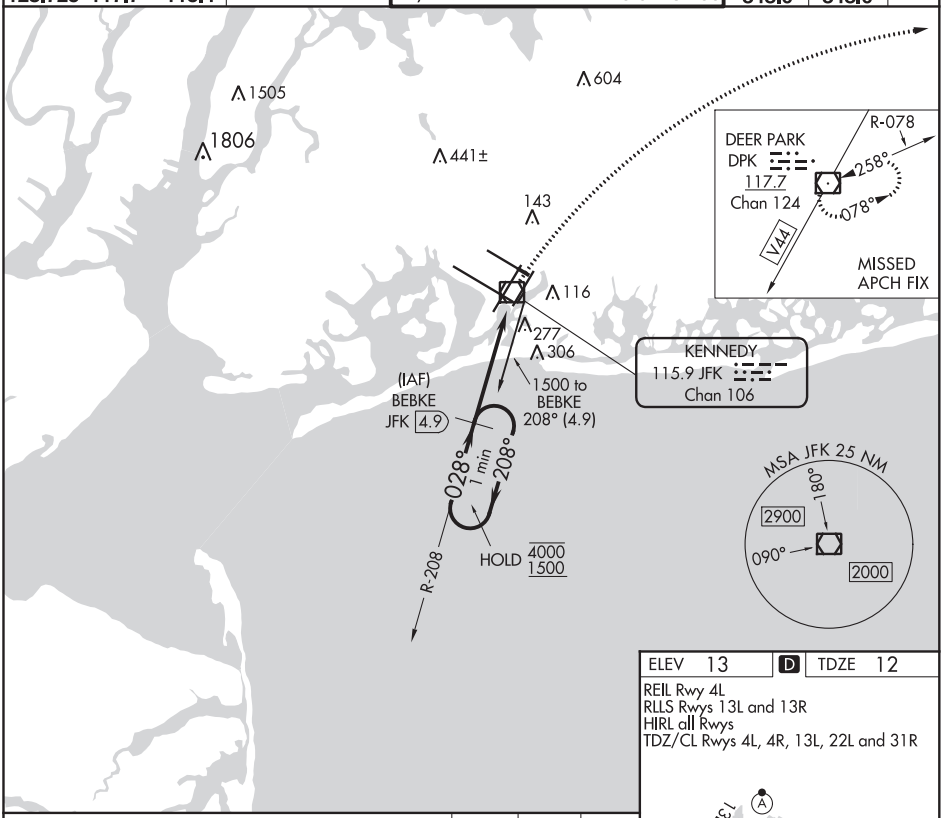
| VOR/DME JFK | APP CRS | Rwy Idg | 8400 |
|---|---|---|---|
| 115.9 | 028° | TDZE | 12 |
| Chan 106 | | Apt Elev | 13 |

DME or RADAR required for procedure entry.

ALSF-2

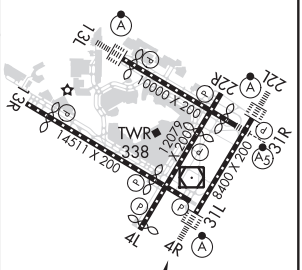
MISSED APPROACH: Climbing right turn to 4000 on heading 100° and V44 to DPK VOR/DME and hold.

| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 269.0 | Rwys 4R/22L and 13L/31R | 119.1 281.55 | 121.9 348.6 | 135.05 348.6 | |
| | | | | Rwys 4L/22R and 13R/31L | 123.9 281.55 | | | |



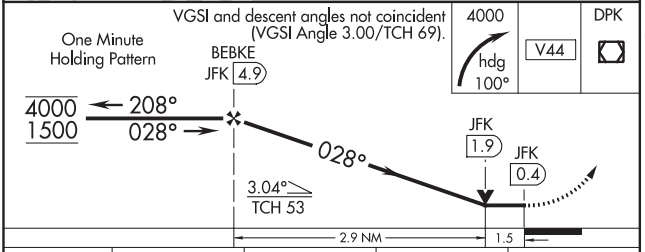

| ELEV 13 | D | TDZE 12 |
|---|---|---|

REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R




028° 4.4 NM from FAF

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 69).




4000 hdg 100° | V44 | DPK

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4R | 540/24 | 528 (600-½) | 540/50 528 (600-1) | 540/60 528 (600-1¼) |
| C CIRCLING | 640-1 | 627 (700-1) | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



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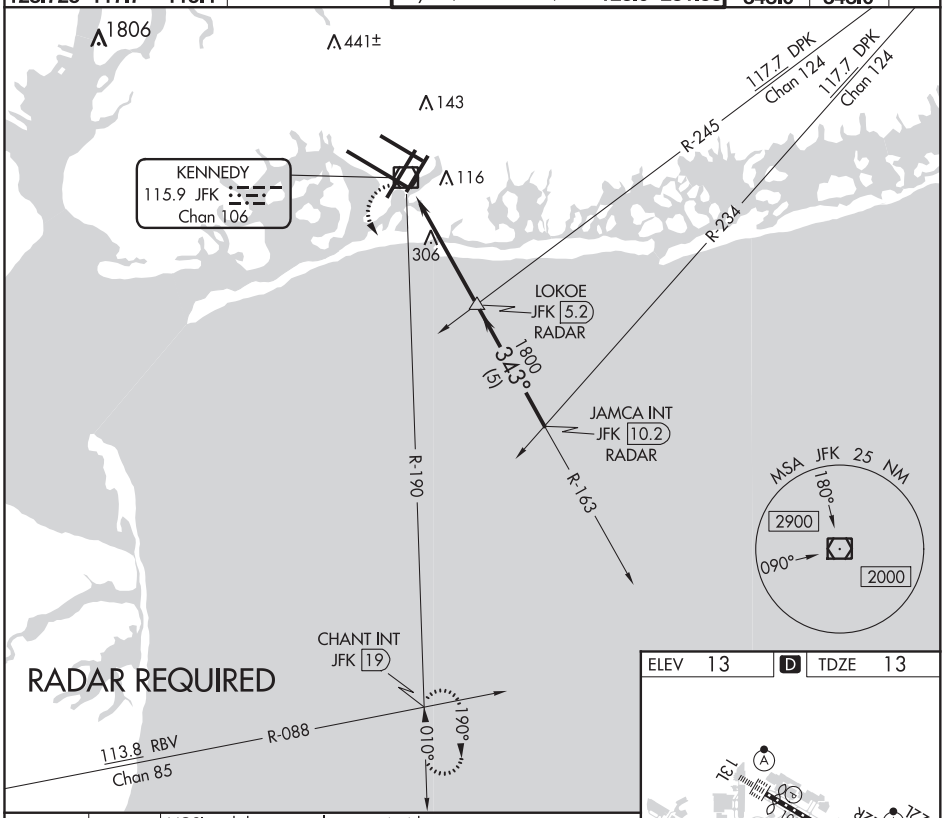
# VOR RWY 31L

JOHN F KENNEDY INTL (JFK)

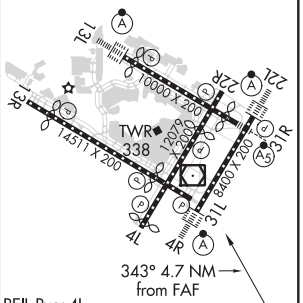
| VOR/DME JFK | APP CRS | Rwy Idg 11248 |
|---|---|---|
| 115.9 | 343° | TDZE 13 |
| Chan 106 | | Apt Elev 13 |

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

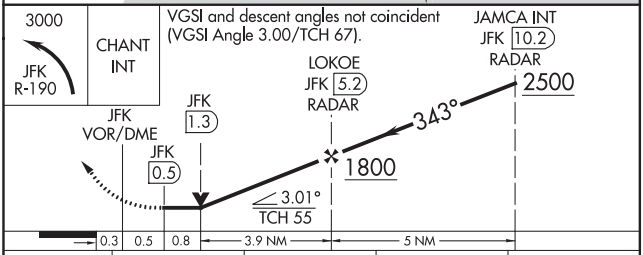
| D-ATIS (ARR/DEP) | (ARR-NE) | (ARR-SW) | NEW YORK APP CON | | KENNEDY TOWER | | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| 128.725 | 117.7 | 115.4 | 128.125 | 269.0 | Rwys 4R/22L and 13L/31R 119.1 | 281.55 | 121.9 | 135.05 | |
| | | | | | Rwys 4L/22R and 13R/31L 123.9 | 281.55 | 348.6 | 348.6 | |




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




REIL Rwy 4L
RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31L | 560/55 547 (600-1) | | 560-1⅝ 547 (600-1⅝) | |
| C CIRCLING | 640-1 627 (700-1) | | 680-1¾ 667 (700-1¾) | 680-2 667 (700-2) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



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# COPTER RNAV (GPS) 027°

JOHN F KENNEDY INTL (JFK)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 027° | TDZE | N/A |
| | Apt Elev | N/A |

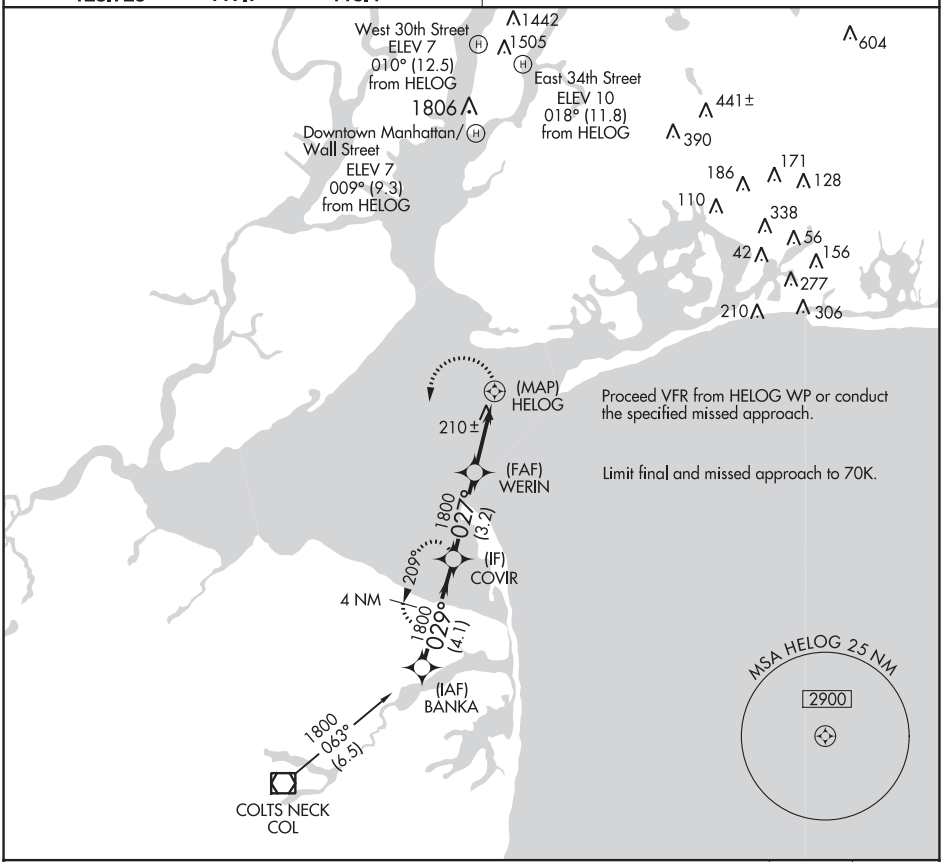
RNP APCH.

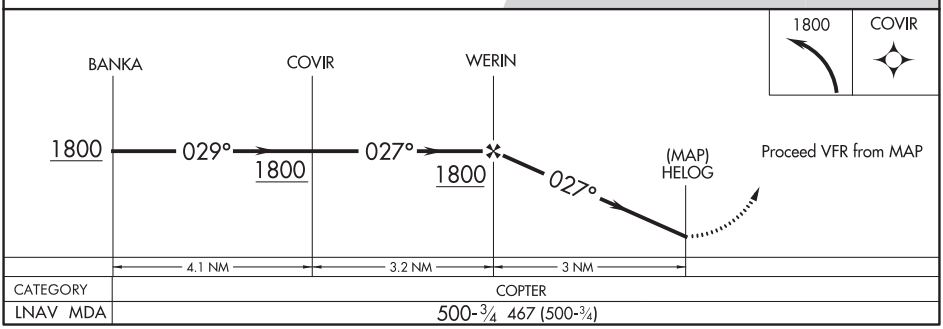
NA

Use John F Kennedy Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 1800 direct COVIR and hold.

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




| CATEGORY | COPTER |
|---|---|
| LNAV MDA | 500-¾ 467 (500-¾) |



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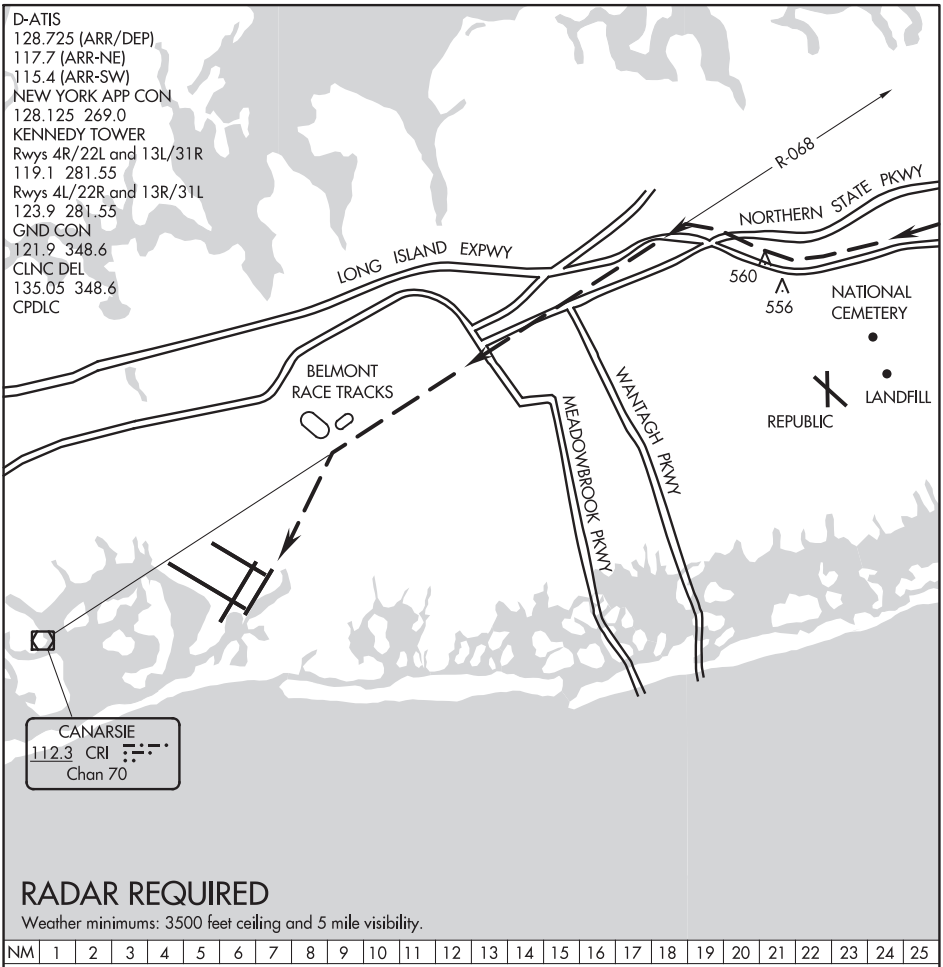
AL-610 (FAA)

# BELMONT VISUAL RWY 22L

JOHN F KENNEDY INTL (JFK)
NEW YORK, NEW YORK




## BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 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 Runway 22L.



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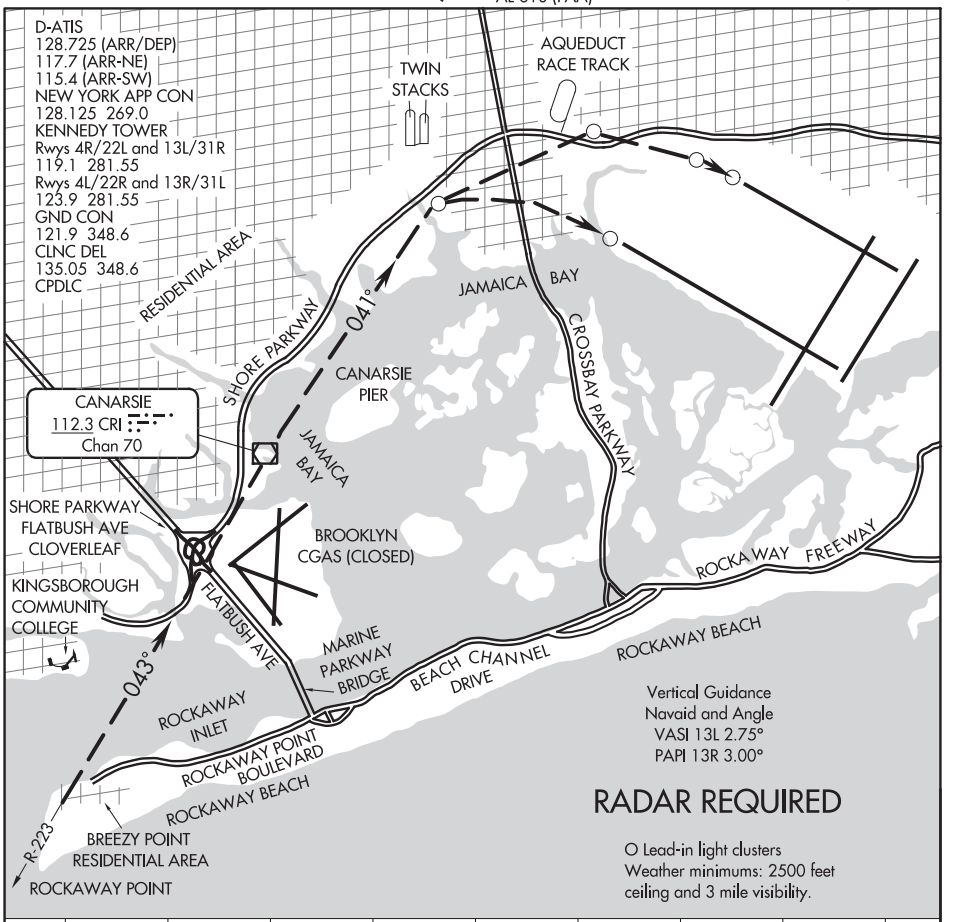
# PARKWAY VISUAL RWY 13L/R

AL-610 (FAA)

JOHN F KENNEDY INTL (JFK)
NEW YORK, NEW YORK




PARKWAY VISUAL RUNWAY 13L/R

When cleared for Parkway Visual to Runway 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 Twin Stacks.
Runway 13L continue descent after passing the Twin Stacks.

20366

# AIRPORT DIAGRAM

AL-610 (FAA)

JOHN F. KENNEDY INTL (JFK)

NEW YORK, NEW YORK




AIRPORT DIAGRAM

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NEW YORK, NEW YORK

JOHN F. KENNEDY INTL (JFK)



NE-2, 25 FEB 2021 to 22 APR 2021

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NE-2, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 099°, thence . . . .

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence . . . .

TAKEOFF RUNWAYS 22L/R: Climb heading 224°, thence . . . .

* GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 219°, thence . . . .

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence . . . .

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence . . . .

. . . . via RADAR vectors to BETTE, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

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(DEEZZ5.DEEZZ) 18200 AL-610 (FAA)

# DEEZZ FIVE DEPARTURE (RNAV)

JOHN F KENNEDY INTL (JFK)
NEW YORK, NEW YORK

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4L/R: Climb heading 044° to 520, then climbing right turn heading 099° or as assigned by ATC, thence . . . .
TAKEOFF RWYS 13L/R: Climb heading 134° to 520, then climbing left turn heading 109° or as assigned by ATC, thence . . . .
TAKEOFF RWYS 22L/R: Climb heading 224° or as assigned by ATC, thence . . . .
TAKEOFF RWY 31L: Climb heading 314° to intercept course 237° to SKORR, then on track 183° to cross CESID at or above 2500, then on track 172° to YNKEE, then on heading 172° or as assigned by ATC, thence . . . .
TAKEOFF RWY 31R: Climb heading 314° to intercept course 242° to SKORR, then on track 183° to cross CESID at or above 2500, then on track 172° to YNKEE, then on heading 172° or as assigned by ATC, thence . . . .

. . . . expect vectors to DEEZZ, then on track 295° to HEERO. Maintain 5000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

CANDR TRANSITION (DEEZZ5.CANDR)
TOWIN TRANSITION (DEEZZ5.TOWIN)

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 099°, thence . . . .

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence . . . .

TAKEOFF RUNWAYS 22L/R: Climb heading 224°, thence . . . .

* GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 219°, thence . . . .

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence . . . .

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence . . . .

. . . . via RADAR vectors to GREKI, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

JUDDS TRANSITION (GREKI6.JUDDS): From over GREKI INT to JUDDS INT via CMK R-057.

NE-2, 25 FEB 2021 to 22 APR 2021

D-ATIS
128.725
CLNC DEL
135.05 348.6
CPDLC
NEW YORK DEP CON
135.9 353.75
TOP ALTITUDE:
5000
TAKEOFF MINIMUMS:
Rwys 4L/R, 13L/R, 22L/R, 31L/R: Standard.
NOTE: RADAR required.
* NOTE: DME required. To be assigned during the period of 2200-0700 local.
(NARRATIVE ON FOLLOWING PAGE)
N
QUBIS
TAFFY
EBONY
N44°54.14'
W67°09.39'
H-11
TOPPS
N45°20.41'
W67°44.32'
H-11
ALLEX
N44°25.00'
W67°00.00'
H-11
TUSKY
N43°33.90'
W67°00.00'
H-11
BRADD
KANNI
WHALE
N42°11.87'
W67°00.00'
H-11
VITOL
DOVEY
JOBOC
N40°07.00'
W67°00.00'
H-10
KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-32, H-11-12
WITCH
N42°41.00'
W70°52.77'
L-33
BOSTON
112.7 BOS
Chan 74
N42°21.45'
W70°59.37'
L-33-34, H-10-11-12
PUTNAM
117.4 PUT
Chan 121
N41°57.33'-W71°50.65'
L-33-34, H-10-11-12
NANTUCKET
116.2 ACK
Chan 109
N41°16.91'-W70°01.60'
L-33, H-10-12
YAHOO
N41°04.16'
W69°44.77'
H-10
HARTFORD
114.9 HFD
Chan 96
N41°38.47'-W72°32.85'
L-33-34, H-10-12
MARTN
N42°34.86'
W73°16.23'
H-10-11-12
JUDDS
N41°38.08'
W73°06.49'
L-33-34
GREKI
N41°28.80'
W73°18.85'
L-33-34, H-10-12
MERIT
N41°22.92'
W73°08.25'
L-33-34, H-10-12
BETTE
N40°33.55'
W73°00.70'
L-34
HAPIE
N40°23.19'
W72°58.96'
L-34
KENNEDY
115.9 JFK
Chan 106
N40°37.97'-W73°46.28'
L-33-34, H-10-12
099°
224°
219°
*GATEWAY CLIMB
CANARSIE CLIMB
BREEZY POINT CLIMB
Cross JFK R-253 at or above 2500 maintain 5000
R-039
R-253
R-223
R-176
JFK 4.5
JFK 5
CRI 2
CRI 3
CRI
NOTE: Chart not to scale.
CANARSIE
112.3 CRI
Chan 70
N40°36.75'
W73°53.67'
L-33-34

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 099°, thence . . . .

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence . . . .

TAKEOFF RUNWAYS 22L/R: Climb heading 224°, thence . . . .

* GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 219°, thence . . . .

TAKEOFF RUNWAYS 31L/R:

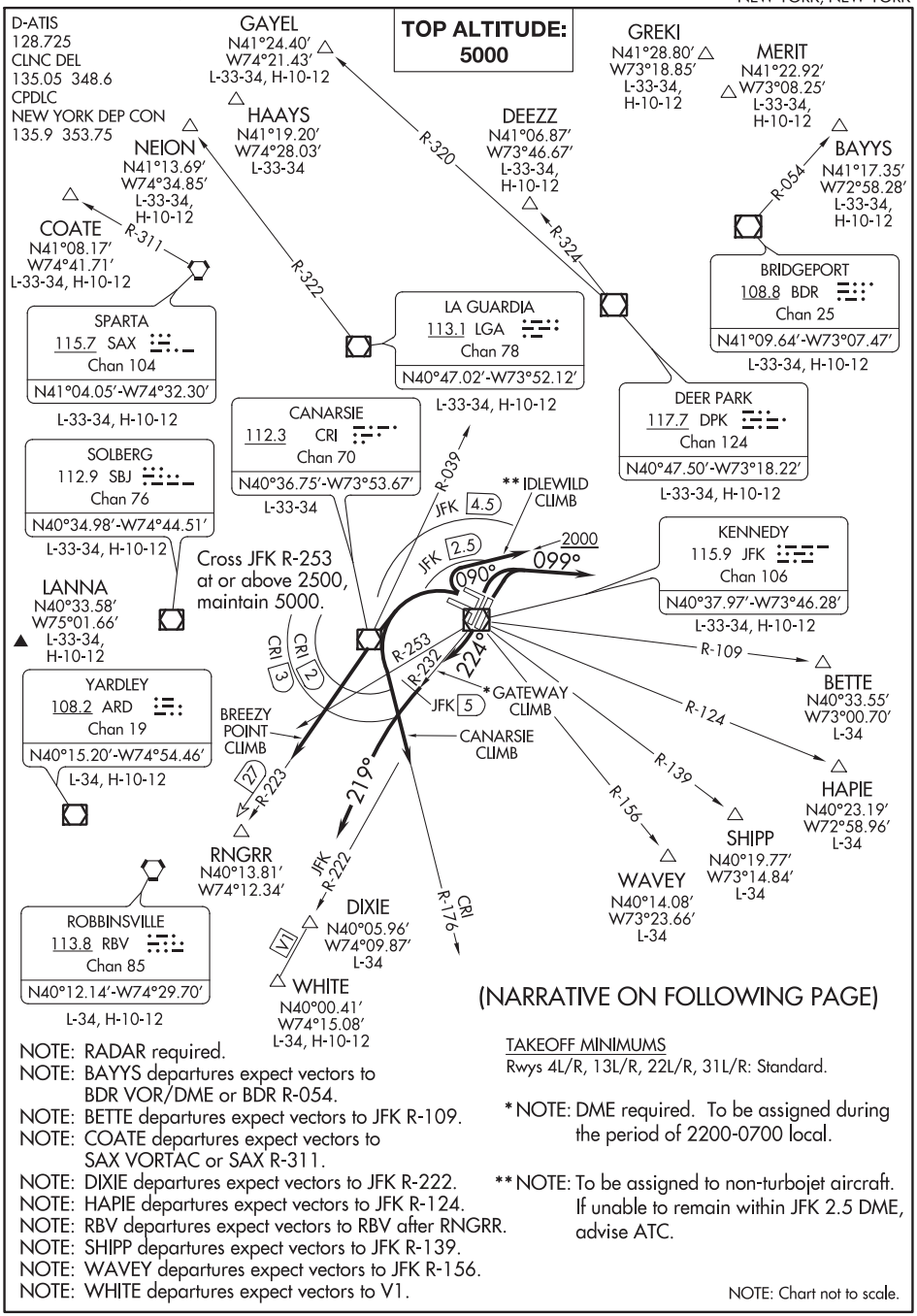
BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence . . . .

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence . . . .

. . . . via RADAR vectors to HAPIE, maintain 5000. Expect clearance to filed altitude/ flight level ten (10) minutes after departure.

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021




(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: BETTE departures expect vectors to JFK R-109.
NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.
NOTE: DIXIE departures expect vectors to JFK R-222.
NOTE: HAPIE departures expect vectors to JFK R-124.
NOTE: RBV departures expect vectors to RBV after RNGRR.
NOTE: SHIPP departures expect vectors to JFK R-139.
NOTE: WAVEY departures expect vectors to JFK R-156.
NOTE: WHITE departures expect vectors to V1.

TAKEOFF MINIMUMS
Rwys 4L/R, 13L/R, 22L/R, 31L/R: Standard.

*NOTE: DME required. To be assigned during the period of 2200-0700 local.

**NOTE: To be assigned to non-turbojet aircraft. If unable to remain within JFK 2.5 DME, advise ATC.

NOTE: Chart not to scale.



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 099°, thence . . . .

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence . . . .

TAKEOFF RUNWAYS 22L/R: Climb heading 224°, thence . . . .

* GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 219°, thence . . . .

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223 to RNGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2500, thence . . . .

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence . . . .

** IDLEWILD CLIMB: Climbing right turn to 2000 heading 090° (remain within JFK 2.5 DME), thence . . . .

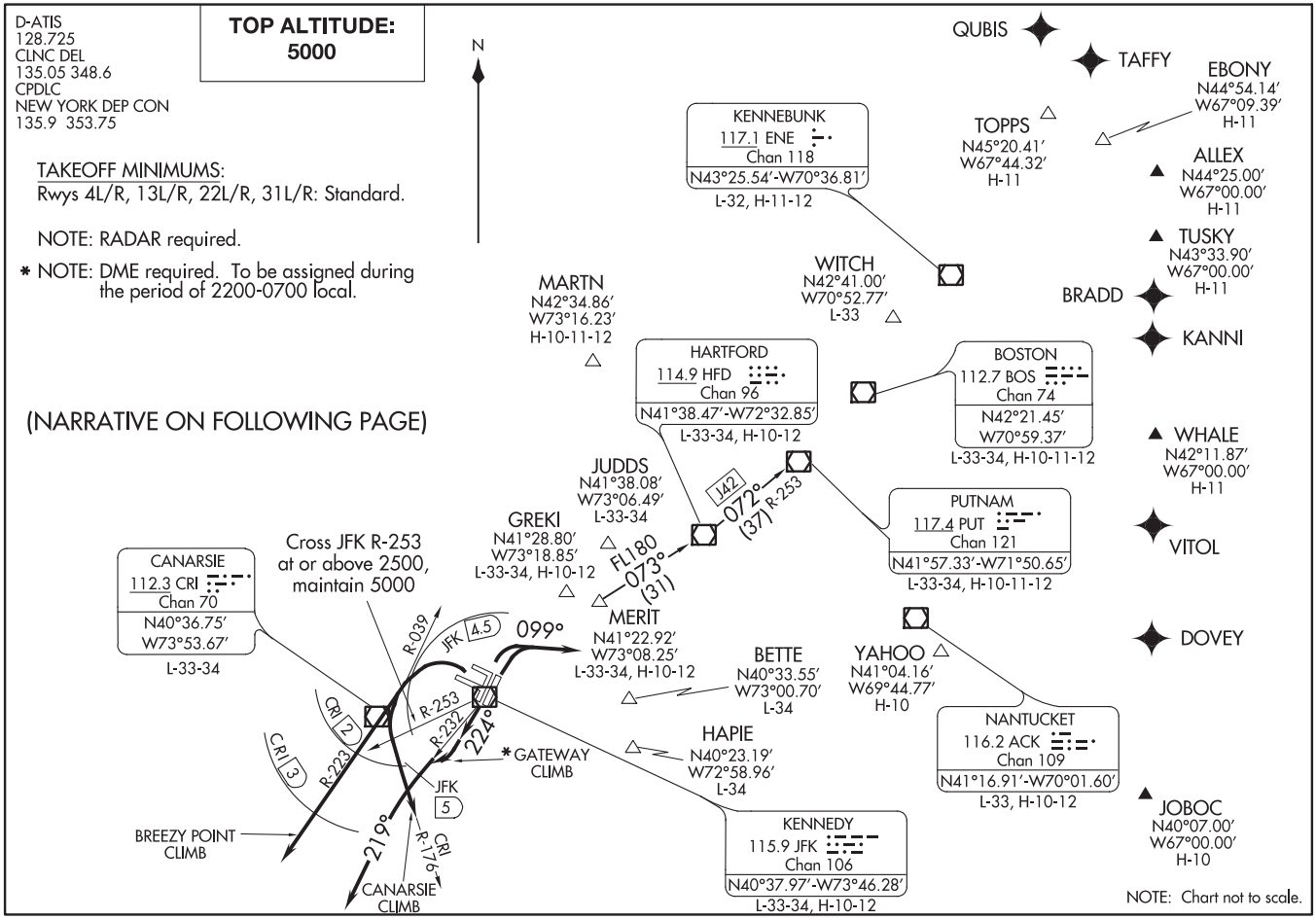
. . . . via RADAR vectors to assigned route/fix, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

(MERIT6.MERIT) 20310

# MERIT SIX DEPARTURE

AL-610 (FAA)

JOHN F KENNEDY INTL (JFK)
NEW YORK, NEW YORK




NE-2, 25 FEB 2021 to 22 APR 2021

MERIT SIX DEPARTURE
(MERIT6.MERIT) 19JUL18
NEW YORK, NEW YORK
JOHN F KENNEDY INTL (JFK)

NE-2, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 099°, thence . . . .

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence . . . .

TAKEOFF RUNWAYS 22L/R: Climb heading 224°, thence . . . .

*GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 219°, thence . . . .

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence . . . .

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence . . . .

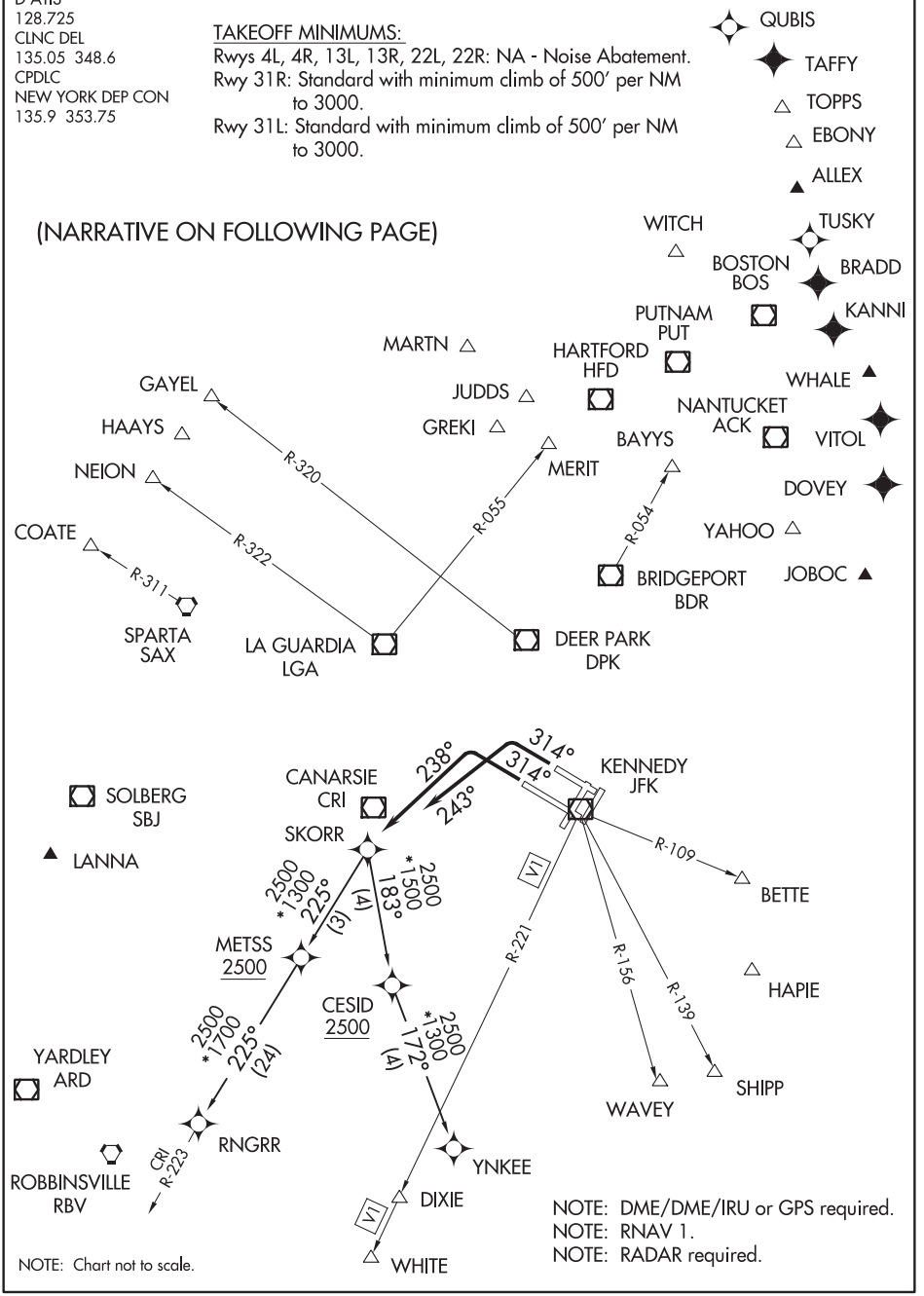
. . . . via RADAR vectors to MERIT, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

PUTNAM TRANSITION (MERIT6.PUT): From over MERIT INT to HFD VOR/DME via HFD R-253, then via HFD R-072 and PUT R-253 to PUT VOR/DME.

D-ATIS
128.725
CLNC DEL
135.05 348.6
CPDLC
NEW YORK DEP CON
135.9 353.75

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 13R, 22L, 22R: NA - Noise Abatement.
Rwy 31R: Standard with minimum climb of 500' per NM to 3000.
Rwy 31L: Standard with minimum climb of 500' per NM to 3000.

(NARRATIVE ON FOLLOWING PAGE)




NE-2, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31R: Climb heading 314° to intercept course 243° to SKORR. Thence . . . .

TAKEOFF RUNWAY 31L: Climb heading 314° to intercept course 238° to SKORR. Thence . . . .

. . . . maintain 5000, expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR4.RNGRR):
YNKEE TRANSITION (SKORR4.YNKEE):

NOTE: North American routes via...
...BETTE expect radar vectors to BETTE direct ACK VOR/DME.
...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/DME then direct PUT VOR/DME then...
...TOPPS or EBONY expect direct.
...ALLEX via direct WITCH direct.
...TUSKY and south expect direct BOS VOR/DME direct.



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| LOC/DME I-LGA | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 110.5 | 044° | TDZE | 21 |
| Chan 42 | | Apt Elev | 21 |

# ILS or LOC RWY 4
## LAGUARDIA (LGA)

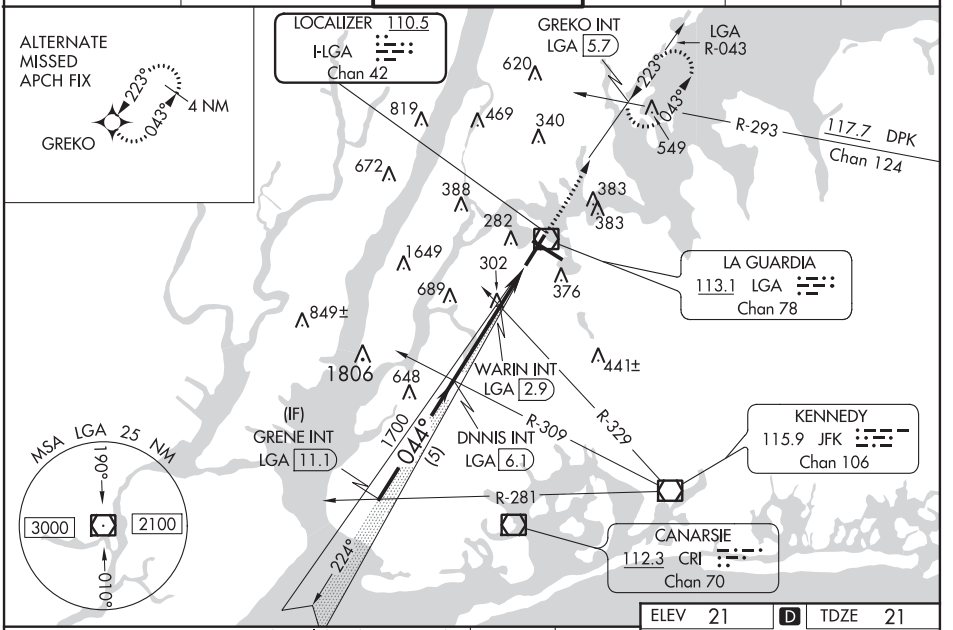
RADAR required for procedure entry.

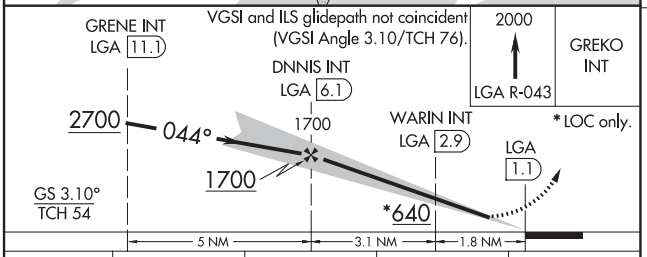
Rwy 4 helicopter visibility reduction below RVR 5000 NA. For inop ALS increase S-ILS 4 all Cats visibility to RVR 4500. Inop table does not apply to S-LOC 4 Cats A and B and WARIN fix minimums S-LOC 4 Cats A and B. Going below glidepath may not provide obstacle clearance inside DA. Crossing Rwy threshold below charted TCH may not provide required visual area obstacle clearance. DME from LGA VOR/DME. Autopilot coupled approach NA.

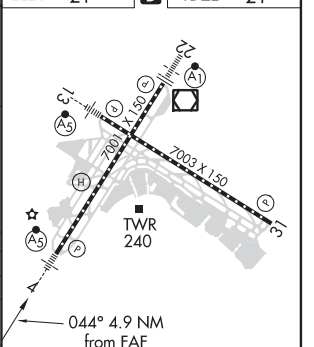
MALSR

MISSED APPROACH: Climb to 2000 on LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold, continue climb-in-hold to 2000.

| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 305/40 284 (300-¾) | | | |
| S-LOC 4 | 640/50 619 (700-1) | | 640-1⅜ 619 (700-1⅜) | |
| C CIRCLING | 700-1 679 (700-1) | | 1080-3 1059 (1100-3) | 1260-3 1239 (1300-3) |
| WARIN FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 4 | 560/50 539 (600-1) | | 560/55 539 (600-1) | |
| C CIRCLING | 700-1 679 (700-1) | | 1080-3 1059 (1100-3) | 1260-3 1239 (1300-3) |

TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-289 (FAA) | 20254

# ILS or LOC RWY 13
LAGUARDIA (LGA)

| LOC/DME I-GDI | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| 108.5 | 134° | TDZE | 12 |
| Chan 22 | | Apt Elev | 21 |

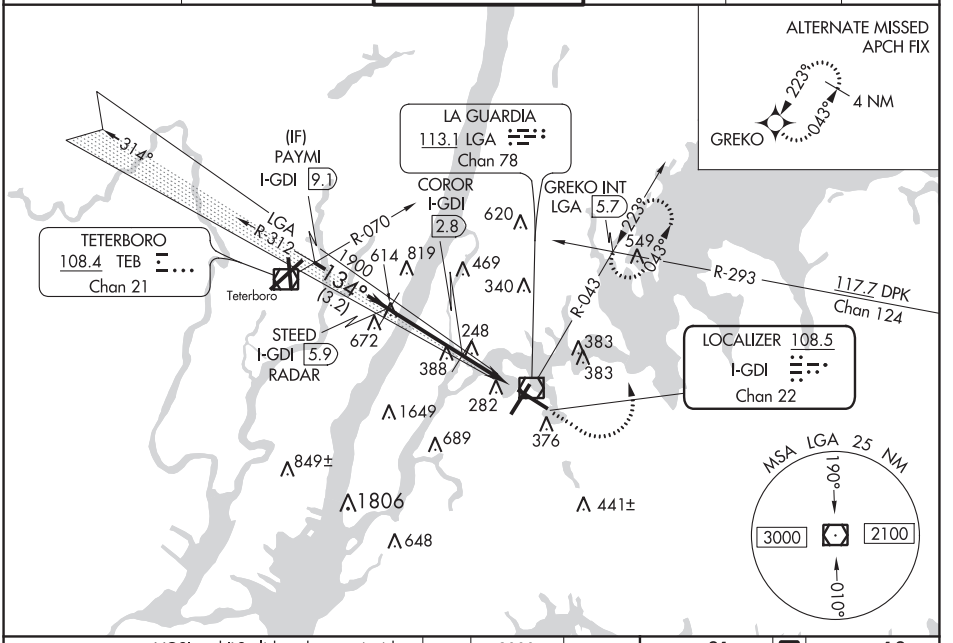
Radar required for procedure entry. DME or RADAR required for LOC only.

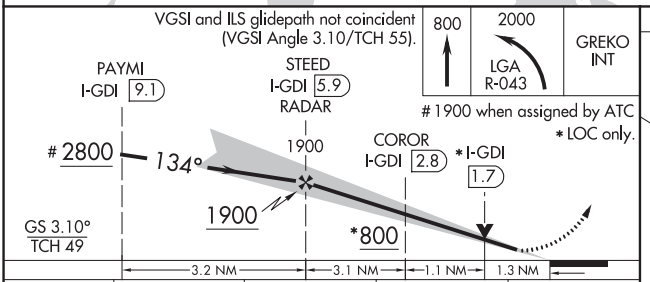
For inop ALS, increase S-LOC 13 Cats C/D visibility to 2½ SM.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold, continue climb-in-hold to 2000.

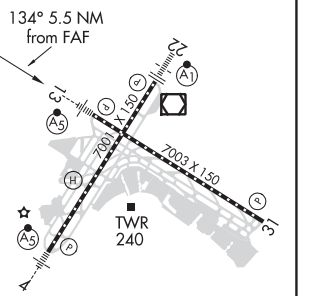
| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 212/18 | 200 (200-½) | | |
| S-LOC 13 | 800/24 788 (800-½) | 800/40 788 (800-¾) | 800-1¾ 788 (800-1¾) | |
| C CIRCLING | 800-1 779 (800-1) | 800-1¼ 779 (800-1¼) | 1080-3 1059 (1100-3) | 1260-3 1239 (1300-3) |
| COROR FIX MINIMUMS | | | | |
| S-LOC 13 | 500/24 488 (500-½) | | 500/50 488 (500-1) | |
| C CIRCLING | 700-1 679 (700-1) | | 1080-3 1059 (1100-3) | 1260-3 1239 (1300-3) |

ELEV 21 | D | TDZE 12




TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

NEW YORK, NEW YORK
Amdt 2B 10SEP20

40°47′N-73°52′W

LAGUARDIA (LGA)
ILS or LOC RWY 13

NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 22

LAGUARDIA (LGA)

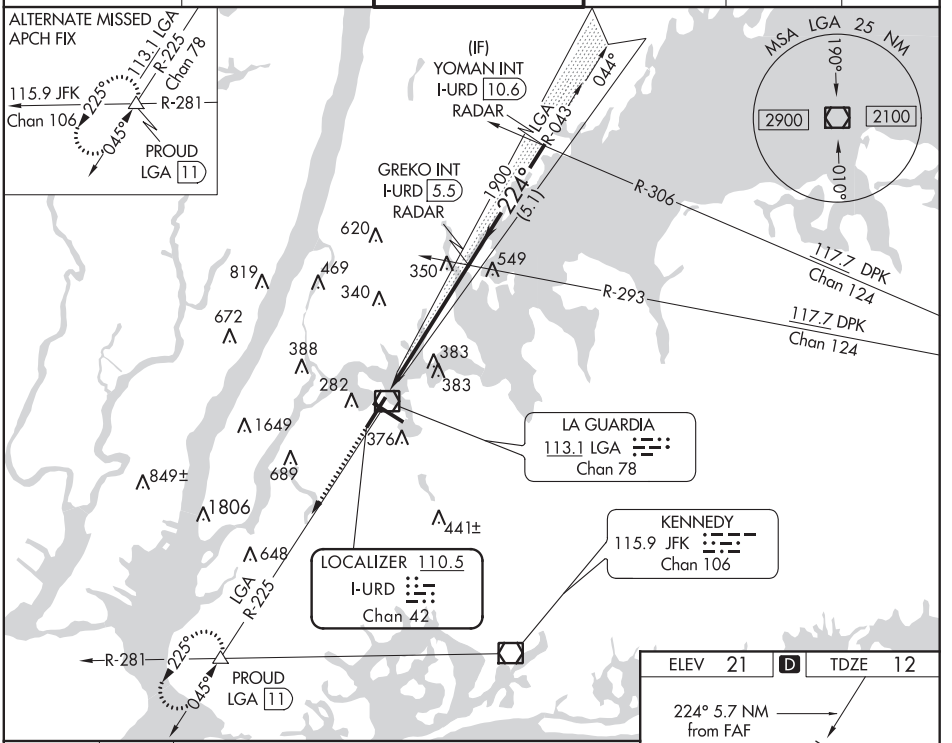
| LOC/DME I-URD | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 110.5 | 224° | TDZE | 12 |
| Chan 42 | | Apt Elev | 21 |

RADAR required for procedure entry. RADAR or DME required for LOC only.

ALSF-1

MISSED APPROACH: Climb to 3000 on LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold, continue climb-in-hold to 3000.

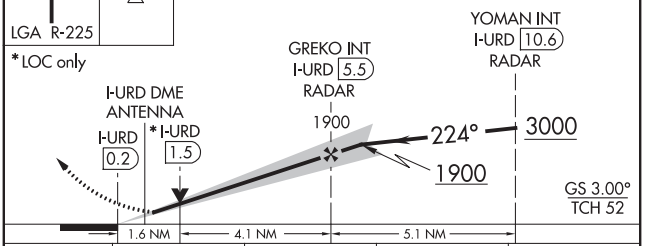
| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |



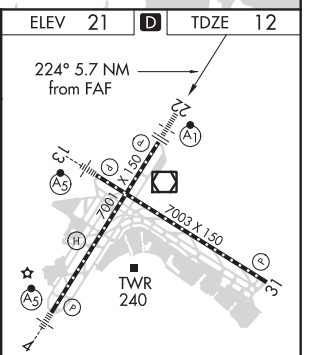

3000 LGA R-225

PROUD

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 212/18 200 (200-½) | | | |
| S-LOC 22 | 600/24 588 (600-½) | | 600-1¼ 588 (600-1¼) | |
| C CIRCLING | 700-1 679 (700-1) | | 1080-3 1059 (1100-3) | 1260-3 1239 (1300-3) |




TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-289 (FAA) | 20254

| LOC/DME I-URD | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 110.5 | 224° | TDZE | 12 |
| Chan 42 | | Apt Elev | 21 |

# ILS RWY 22 (SA CAT I & II)

LAGUARDIA (LGA)

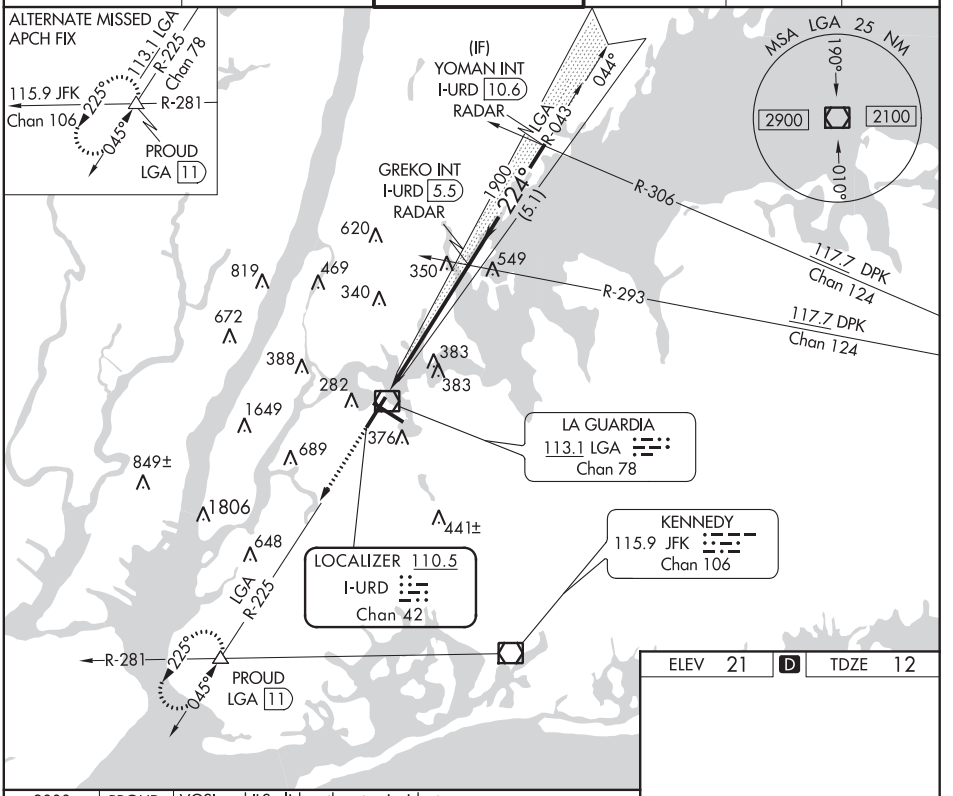
RADAR required for procedure entry.

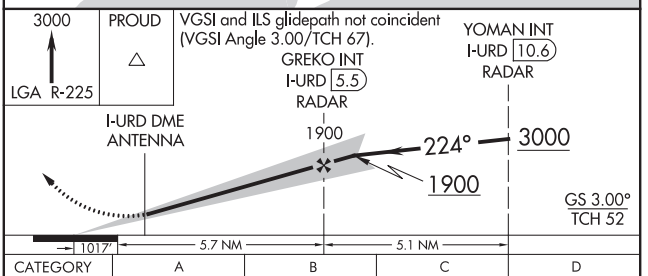
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-1

MISSED APPROACH: Climb to 3000 on LGA VOR/DME R-225 to PROUD INT/LGA11 DME and hold, continue climb-in-hold to 3000.

| D-ATIS ARR | 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| D-ATIS DEP | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |

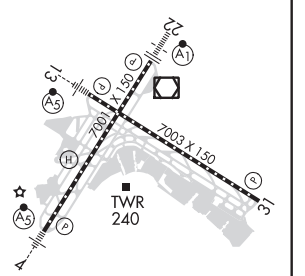



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | SA CAT I | RA 162/14 | 150 | DA 162 |
| S-ILS 22 | SA CAT II | RA 112/12 | 100 | DA 112 |

## SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 21 | D | TDZE 12




TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NEW YORK, NEW YORK
Amdt 21C 10SEP20

40°47'N-73°52'W

LAGUARDIA (LGA)

ILS RWY 22 (SA CAT I & II)


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Z RWY 4

LAGUARDIA (LGA)

| APP CRS | Rwy Idg | 7001 |
|---|---|---|
| 044° | TDZE | 21 |
| | Apt Elev | 21 |

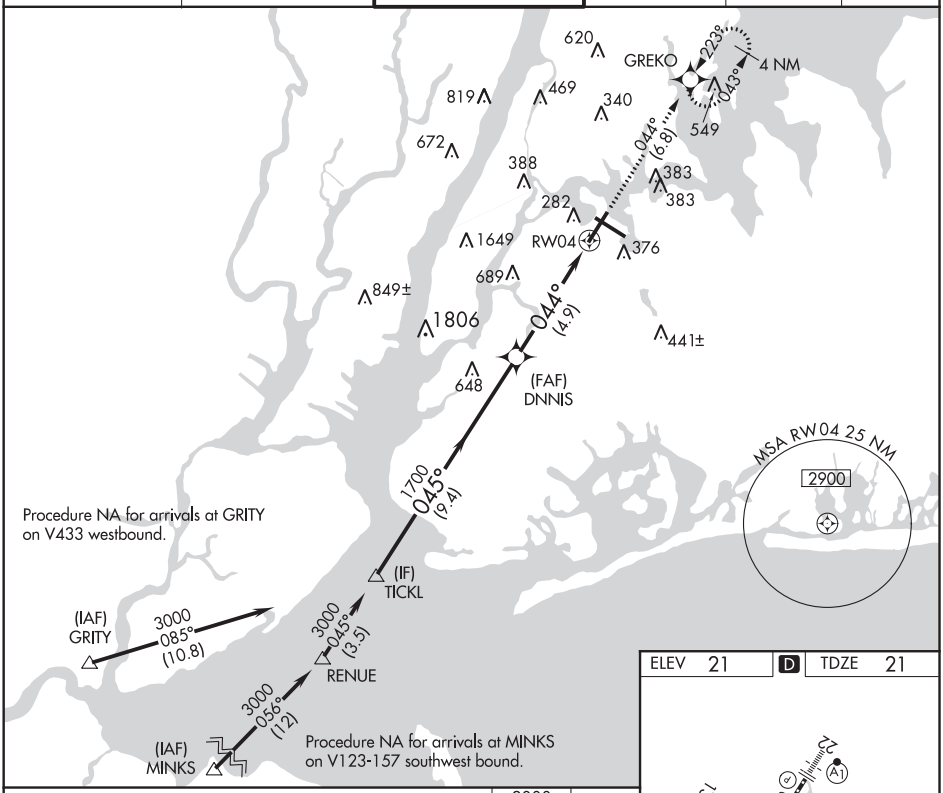
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 47°C. For inop ALS, increase RNP 0.18 visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 2000 on track 044° to GREKO and hold.

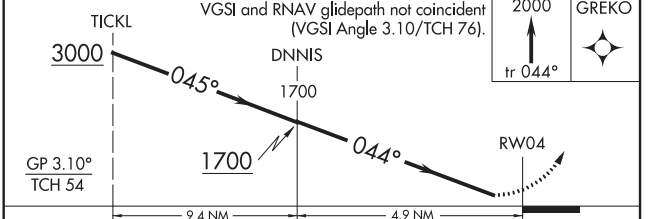
| D-ATIS ARR | 125.95 | NEW YORK APP CON | | LAGUARDIA TOWER | | GND CON | | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|---|
| D-ATIS DEP | 127.05 | 120.8 | 263.0 | 118.7 | 263.0 | 121.7 | 263.0 | 135.2 | |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 76).

2000 tr 044°

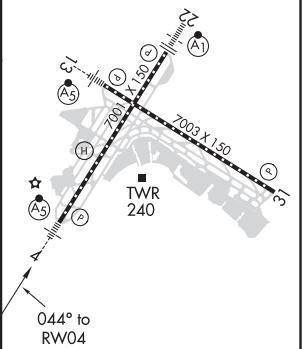
GREKO




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.18 DA | | 469/50 | 448 (500-1) | |
| RNP 0.30 DA | | 604-1¼ | 583 (600-1¼) | |

## AUTHORIZATION REQUIRED

ELEV 21 D TDZE 21




TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK AL-289 (FAA) 20142

# RNAV (RNP) Z RWY 22

LAGUARDIA (LGA)

| APP CRS | Rwy Idg | 7001 |
|---|---|---|
| 224° | TDZE | 12 |
| | Apt Elev | 21 |

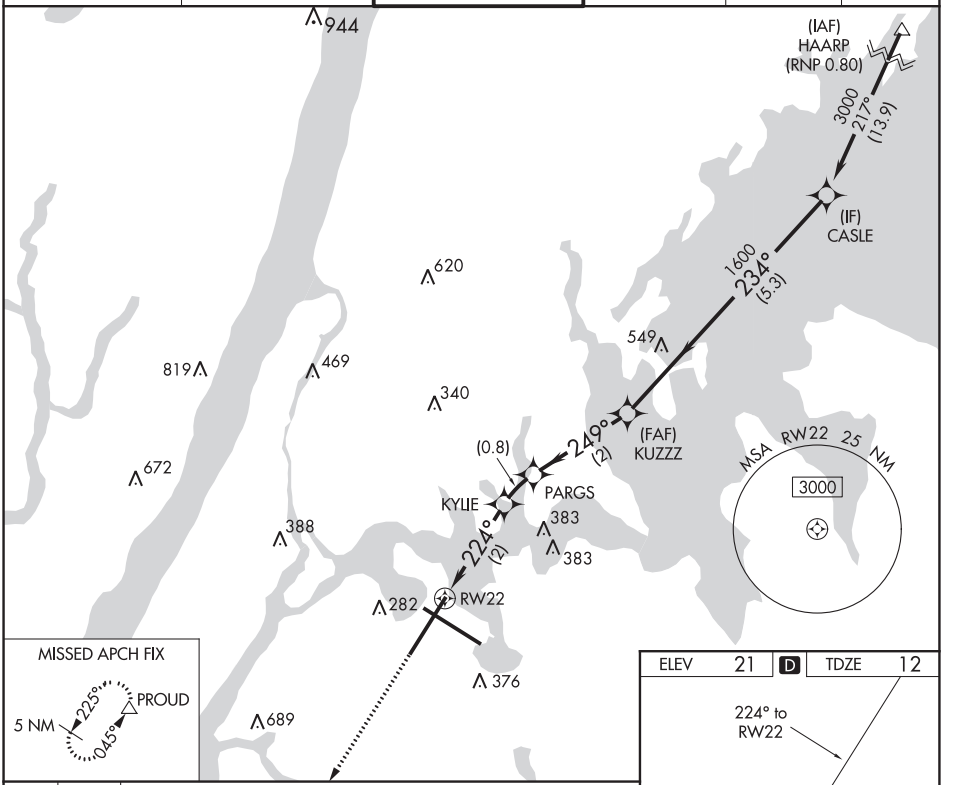
For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). RF required. GPS required. For inop ALS, increase RNP 0.30 visibility to 1⅜ SM.

NA

ALSF-1

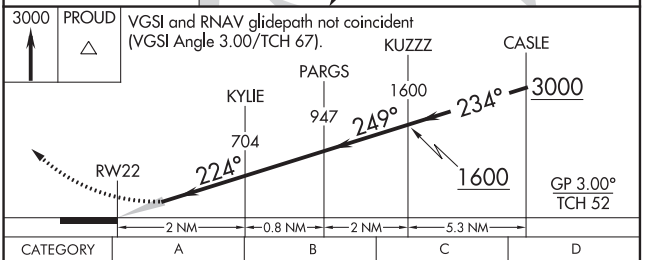
MISSED APPROACH: Climb to 3000 direct PROUD and hold, continue climb-in-hold to 3000. *Missed approach requires minimum climb of 397 feet per NM to 540.

| D-ATIS ARR | D-ATIS DEP | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|
| 125.95 | 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |



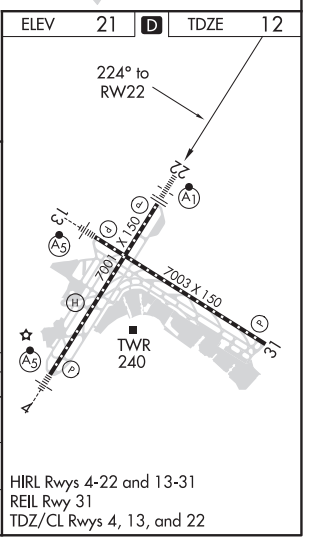







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA* | | 384/40 | 372 (400-¾) | |
| RNP 0.30 DA | | 437/50 | 425 (500-1) | |

AUTHORIZATION REQUIRED




NEW YORK, NEW YORK

Orig-D 07DEC17

40°47′N-73°52′W

LAGUARDIA (LGA)

RNAV (RNP) Z RWY 22



NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 13
LAGUARDIA (LGA)

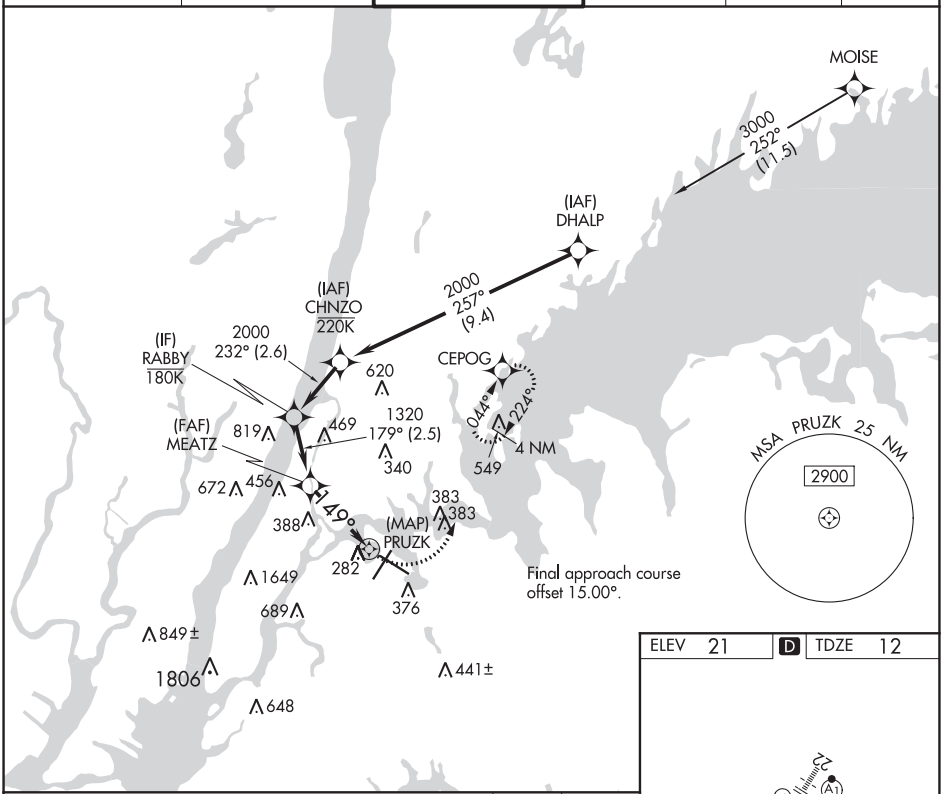
| APP CRS | Rwy Idg | 7003 |
|---|---|---|
| 149° | TDZE | 12 |
| | Apt Elev | 21 |

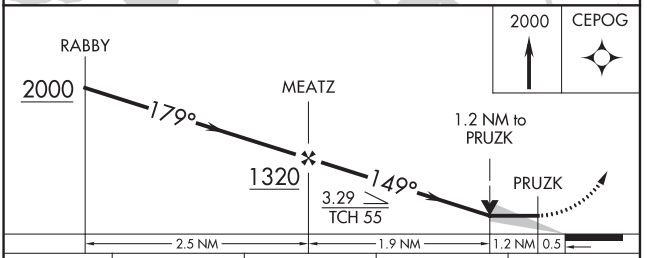
RNP APCH.

MALSR

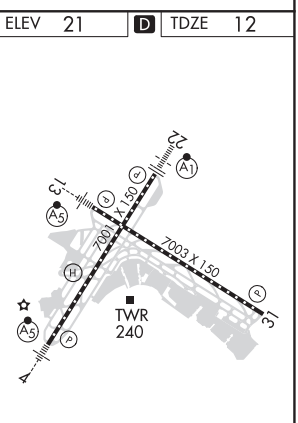
MISSED APPROACH: (Do not exceed 220K)
Climb to 2000 direct CEPOG and hold.

| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600/24 | 588 (600-½) | 600-1¼ | 588 (600-1¼) |
| C CIRCLING | 700-1 | 679 (700-1) | 1080-3<br>1059 (1100-3) | 1260-3<br>1239 (1300-3) |




TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Y RWY 4

LAGUARDIA (LGA)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **60918** | **044°** | Rwy Idg | **7001** |
| **W04A** | | TDZE | **21** |
| | | Apt Elev | **21** |

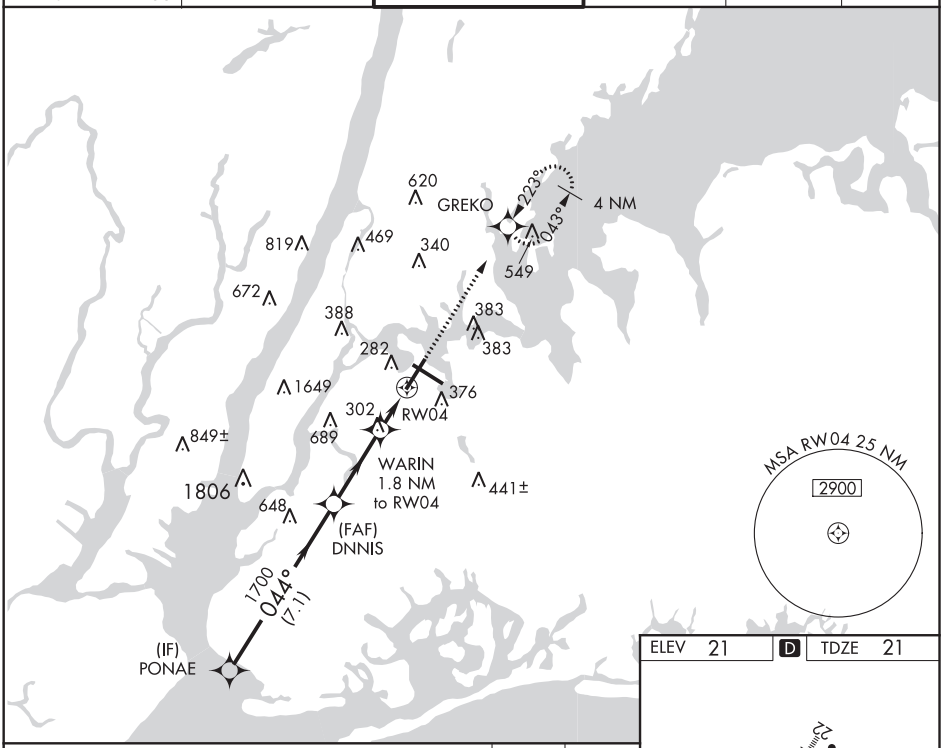
RNP APCH.

Inop table does not apply to LPV all Cats and LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 47°C (118°F). Rwy 4 helicopter visibility reduction below RVR 5000 NA.

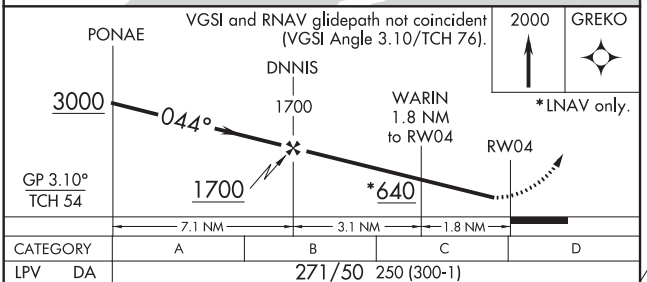
MALSR

MISSED APPROACH: Climb to 2000 direct GREKO and hold, continue climb-in-hold to 2000.

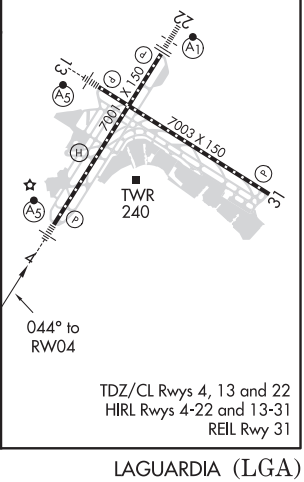
| D-ATIS ARR | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP **127.05** | **120.8 263.0** | **118.7 263.0** | **121.7 263.0** | **135.2** | |
| **125.95** | | | | | |




ELEV 21 D TDZ 21




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 271/50 250 (300-1) | | | |
| LNAV/VNAV DA | 488/55 467 (500-1) | | | |
| LNAV MDA | 560/50 539 (600-1) | | 560/55 539 (600-1) | |
| C CIRCLING | 700-1 679 (700-1) | | 1080-3 1059 (1100-3) | 1260-3 1239 (1300-3) |




TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Y RWY 22
LAGUARDIA (LGA)

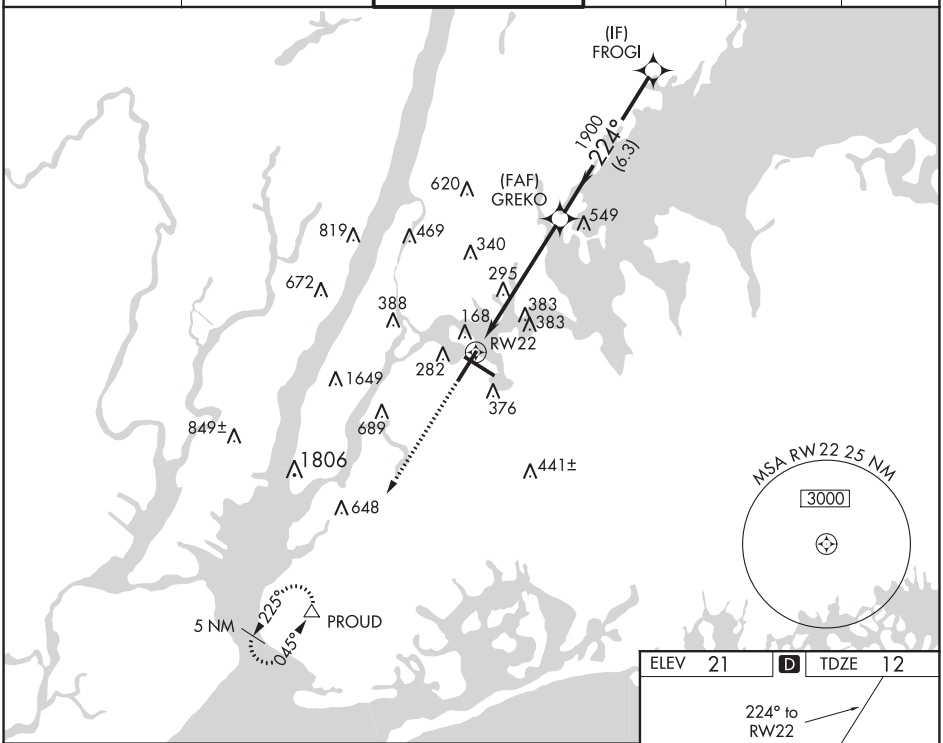
| WAAS CH 70318 W22A | APP CRS 224° | Rwy Idg 7001 / TDZE 12 / Apt Elev 21 |
|---|---|---|

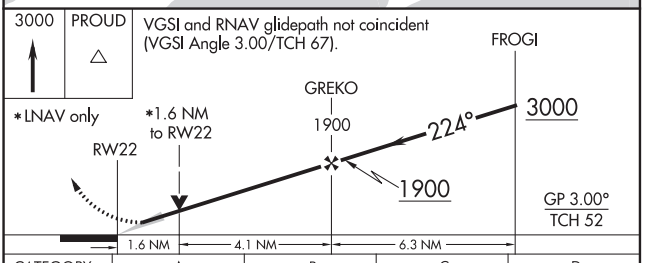
RNP APCH.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F).

ALSF-1

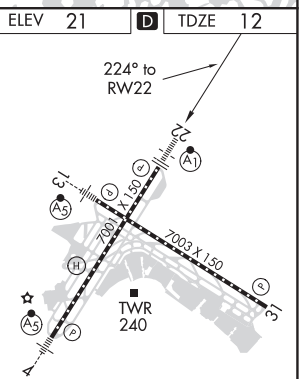
MISSED APPROACH: Climb to 3000 direct PROUD and hold, continue climb-in-hold to 3000.

| D-ATIS ARR 125.95 / D-ATIS DEP 127.05 | NEW YORK APP CON 120.8 263.0 | LAGUARDIA TOWER 118.7 263.0 | GND CON 121.7 263.0 | CLNC DEL 135.2 | CPDLC |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 262/24 250 (300-½) | | | |
| LNAV/VNAV DA | 527/60 515 (600-1¼) | | | |
| LNAV MDA | 580/24 568 (600-½) | | 580/50 568 (600-1) | 580/60 568 (600-1¼) |
| C CIRCLING | 700-1 679 (700-1) | | 1080-3 1059 (1100-3) | 1260-3 1239 (1300-3) |




TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-289 (FAA) | 20254

# RNAV (GPS) Y RWY 31
LAGUARDIA (LGA)

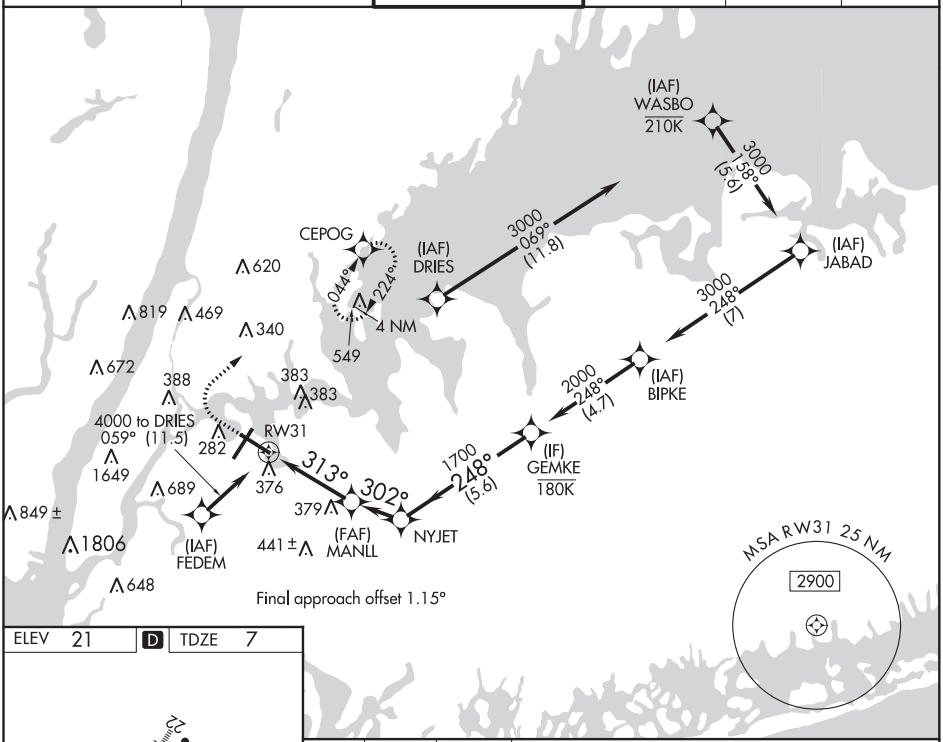
| APP CRS | Rwy Idg | 7003 |
|---|---|---|
| 313° | TDZE | 7 |
| | Apt Elev | 21 |

RNP APCH.

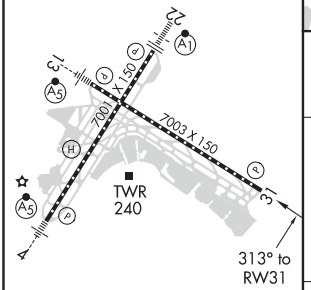
Helicopter visibility reduction below 1 SM NA. Circling NA for Cat D northwest of Rwy 4 and southwest of Rwy 13. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 48°C.

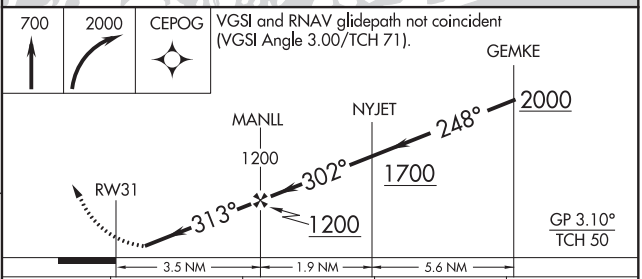
MISSED APPROACH: (Do not exceed 220K until CEPOG) Climb to 700 then climbing right turn to 2000 direct CEPOG and hold.

| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |




| ELEV 21 | D | TDZE 7 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 618-1¾ | | 611 (600-1¾) | |
| LNAV MDA | 640/55 633 (700-1) | | 640-1¾ 633 (700-1¾) | |
| C CIRCLING | 700-1 679 (700-1) | | 1080-3 1059 (1100-3) | 1260-3 1239 (1300-3) |

TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

NEW YORK, NEW YORK
Orig-A 10SEP20

40°47'N -73°52'W

LAGUARDIA (LGA)
RNAV (GPS) Y RWY 31

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Z RWY 31
LAGUARDIA (LGA)

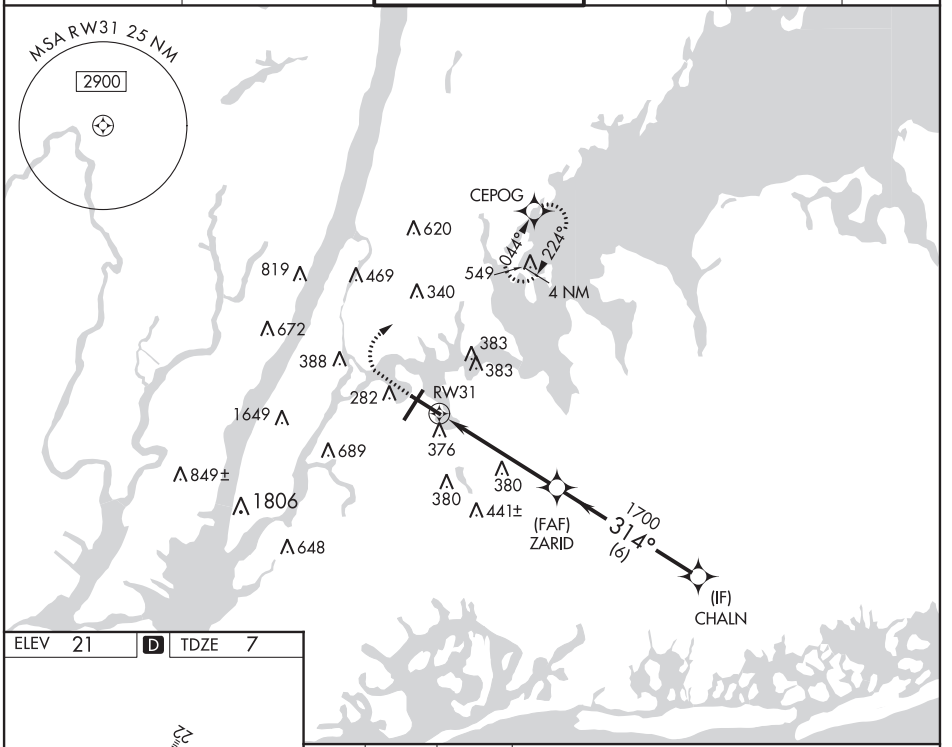
| WAAS | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| CH 48928 | 314° | TDZE | 7 |
| W31A | | Apt Elev | 21 |

RNP APCH.

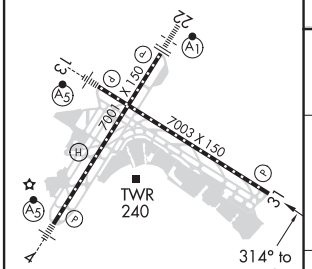
Helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 48°C. Circling NA for Cat D northwest of Rwy 4 and southwest of Rwy 13.

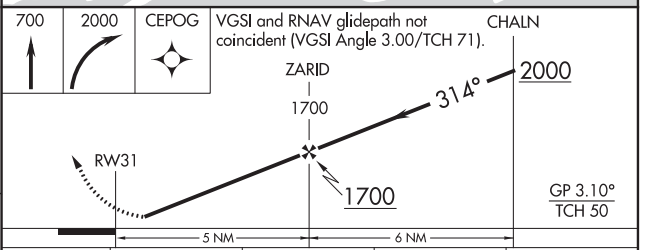
MISSED APPROACH: (Do not exceed 220K until CEPOG) Climb to 700 then climbing right turn to 2000 direct CEPOG and hold.

| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |




ELEV 21 | D | TDZE 7




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 330/50 323 (400-1) | | | |
| LNAV/VNAV DA | 618-1¾ 611 (600-1¾) | | | |
| LNAV MDA | 640/55 633 (700-1) | | 640-1¾ 633 (700-1¾) | |
| C CIRCLING | 700-1 679 (700-1) | | 1080-3 1059 (1100-3) | 1260-3 1239 (1300-3) |

TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

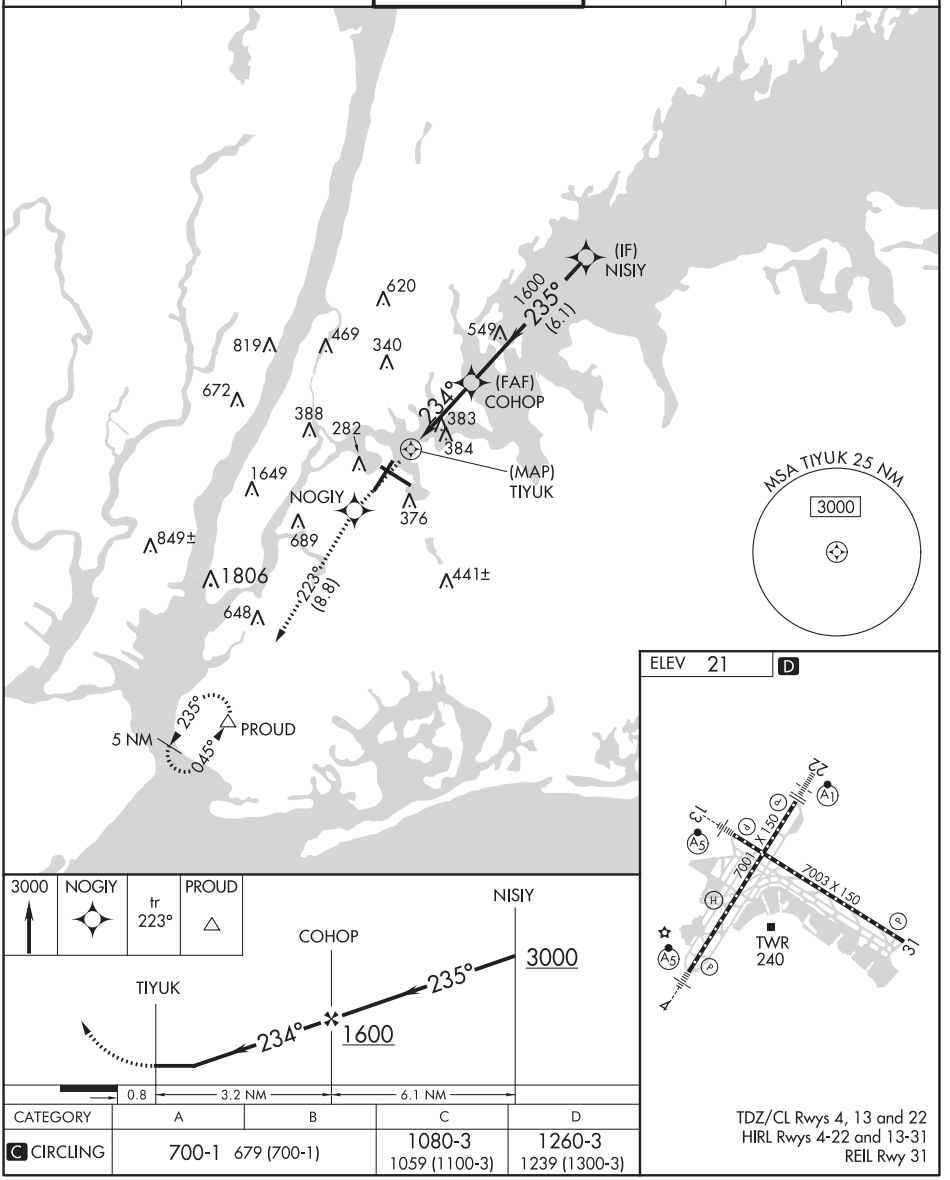
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 234° | TDZE | N/A |
| | Apt Elev | 21 |

# RNAV (GPS)-B
## LAGUARDIA (LGA)

RNP APCH.

MISSED APPROACH: Climb to 3000 direct NOGIY and on track 223° to PROUD and hold, continue climb-in-hold to 3000.

| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 700-1 | 679 (700-1) | 1080-3<br>1059 (1100-3) | 1260-3<br>1239 (1300-3) |

TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# LOC RWY 31
LAGUARDIA (LGA)

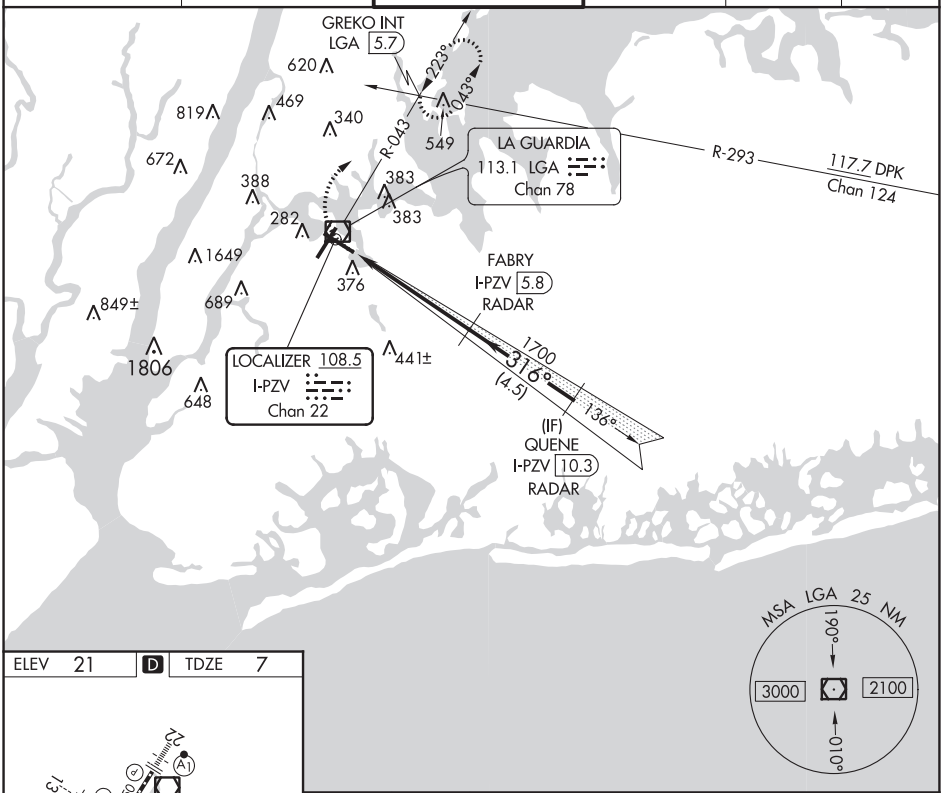
| LOC/DME I-PZV | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| 108.5 | 316° | TDZE | 7 |
| Chan 22 | | Apt Elev | 21 |

RADAR required for procedure entry. DME required.

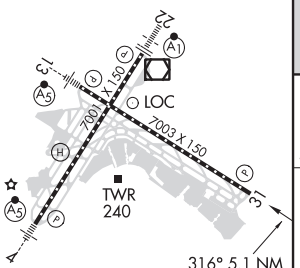
Rwy 31 helicopter visibility reduction below RVR 4000 NA.

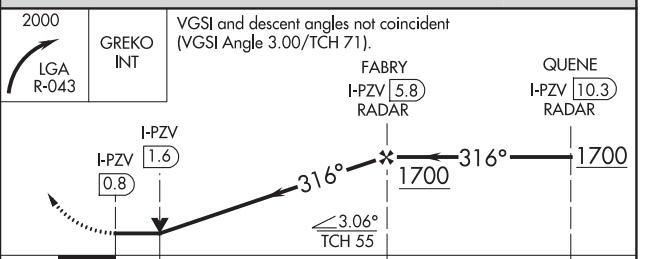
MISSED APPROACH: Climbing right turn to 2000 on LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold, continue climb-in-hold to 2000.

| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |




| ELEV 21 | D | TDZE 7 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 600/55 | 593 (600-1) | 600-1¾ | 593 (600-1¾) |
| C CIRCLING | 700-1 | 679 (700-1) | 1080-3<br>1059 (1100-3) | 1260-3<br>1239 (1300-3) |

TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-289 (FAA) | 20310

# LDA-A
LAGUARDIA (LGA)

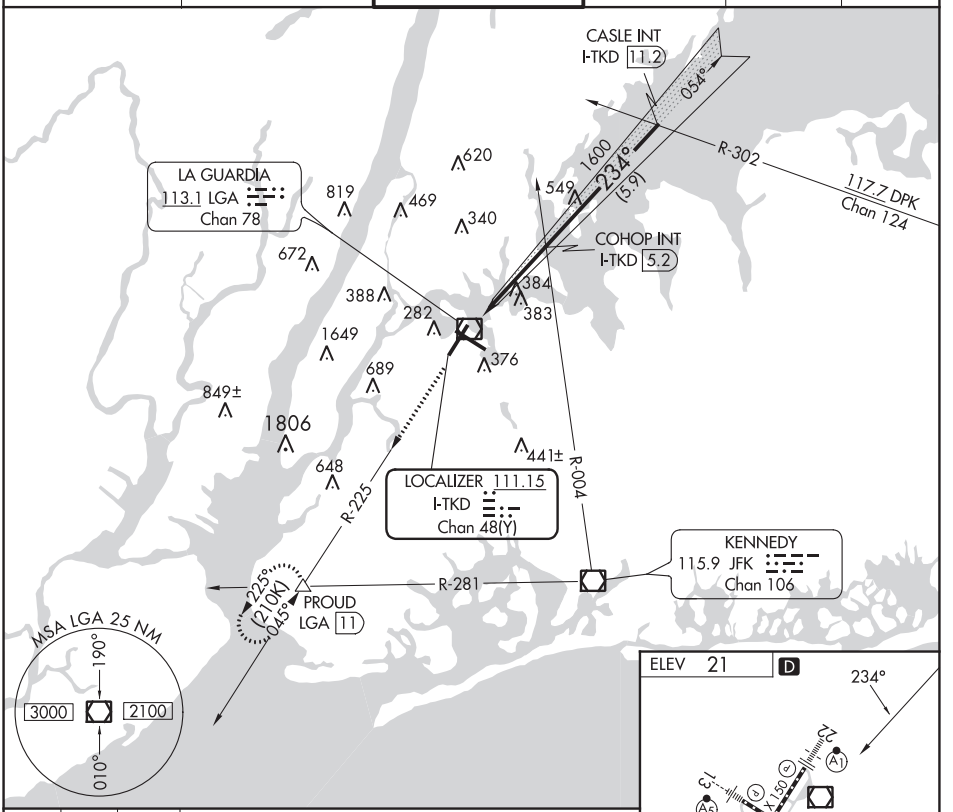
| LOC/DME I-TKD | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.15 | 234° | TDZE | N/A |
| Chan 48 (Y) | | Apt Elev | 21 |

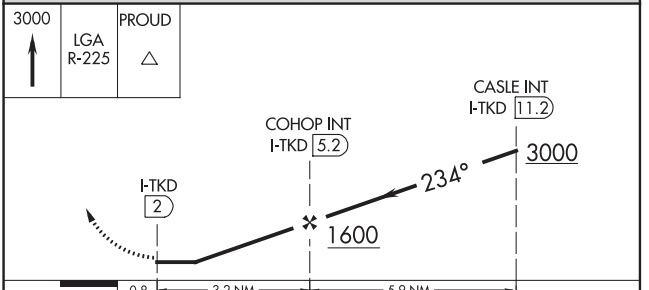
RADAR required for procedure entry.

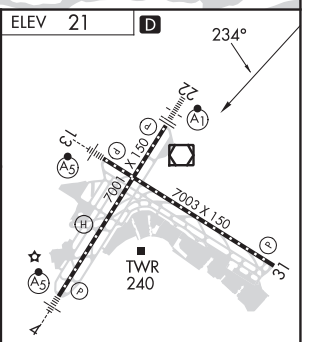
T A Auto pilot coupled approach NA.

MISSED APPROACH: Climb to 3000 on LGA VOR/DME R-225 to PROUD INT and hold, continue climb-in-hold to 3000.

| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |




TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 700-1 | 679 (700-1) | 1080-3 | 1260-3 |
| | | | 1059 (1100-3) | 1239 (1300-3) |

| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

NEW YORK, NEW YORK
Amdt 2F 10SEP20

40°47'N - 73°52W

LAGUARDIA (LGA)
LDA-A


NE-2, 25 FEB 2021 to 22 APR 2021

# VOR RWY 4
LAGUARDIA (LGA)

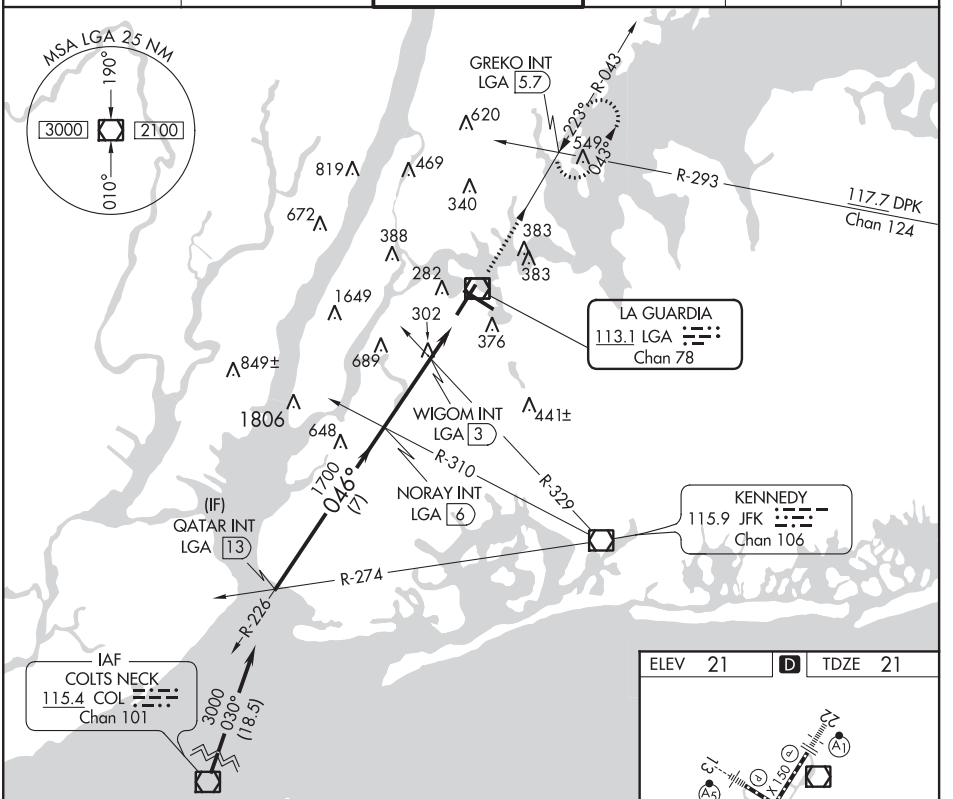
| VOR/DME LGA | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 113.1 | 046° | TDZE | 21 |
| Chan 78 | | Apt Elev | 21 |

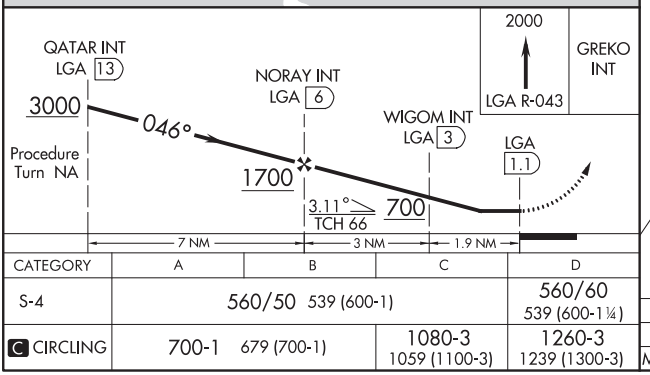
T A Inop table does not apply to Cats A and B.

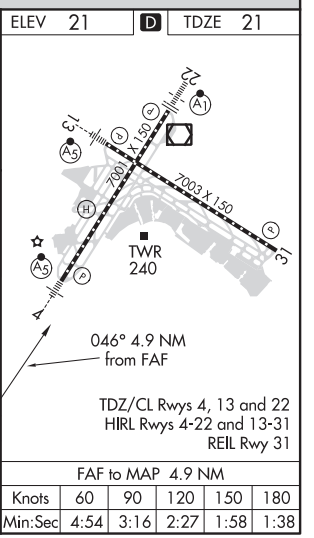
MALSR

MISSED APPROACH: Climb to 2000 on LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold, continue climb-in-hold to 2000.

| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 | |




TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 560/50 539 (600-1) | | | 560/60 539 (600-1¼) |
| C CIRCLING | 700-1 679 (700-1) | | 1080-3 1059 (1100-3) | 1260-3 1239 (1300-3) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# COPTER ILS or LOC RWY 13

LAGUARDIA (LGA)

| LOC/DME I-GDI | APP CRS | Rwy Idg | 7003 |
|---|---|---|---|
| 108.5 | 134° | TDZE | 12 |
| Chan 22 | | Apt Elev | 21 |

DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to GREKO INT/ LGA 5.7 DME and hold.

| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 121.875 (COPTER) | |

## RADAR REQUIRED

Limit intermediate approach to 90 KIAS.

LA GUARDIA 113.1 LGA Chan 78

(IF/IAF) STEED I-GDI 5.9 RADAR

COROR I-GDI 2.8

GREKO INT LGA 5.7

HULBI I-GDI 3.8 RADAR

1200 134° (2.1)

LOCALIZER 108.5 I-GDI Chan 22

R-043 R-293 117.7 DPK Chan 124

ALTERNATE MISSED APCH FIX

GREKO INT CRI 15.7 206° 026° 117.7 DPK R-293 Chan 124 112.3 CRI R-026 Chan 70

MSA LGA 25 NM 190° 010° 3000 2100

Limit final and missed approach to 70 KIAS. Increase to 90 KIAS upon reaching the missed approach altitude.

VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 55).

800 2000 LGA R-043 GREKO INT

* LOC Only

STEED I-GDI 5.9 RADAR

HULBI I-GDI 3.8 RADAR

COROR I-GDI 2.8

I-GDI* 1.7

I-GDI 0.4

2500 134° 1200 *800

GS 3.10° HCH 49

Intermediate descent gradient is 625 ft/NM.

2.1 NM 1 NM 1.1 NM 1.3 NM

| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| H-ILS 13 | 212/12 200 (200-¼) | NA | | |
| H-LOC 13 | 800/12 788 (800-¼) | NA | | |
| COROR FIX MINIMUMS | | | | |
| H-LOC 13 | 500/12 488 (500-¼) | NA | | |

ELEV 21 D TDZE 12

134° 3.4 NM from FAF

7003 X 150 7003 X 150 TWR 240

TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31

FAF to MAP 3.4 NM

| Knots | 45 | 60 | 75 | 90 | 105 |
|---|---|---|---|---|---|
| Min:Sec | 4:32 | 3:24 | 2:43 | 2:16 | 1:57 |



NE-2, 25 FEB 2021 to 22 APR 2021

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# COPTER ILS or LOC RWY 22

LAGUARDIA (LGA)

| LOC/DME I-URD | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 110.5 | 224° | TDZE | 12 |
| Chan 42 | | Apt Elev | 21 |

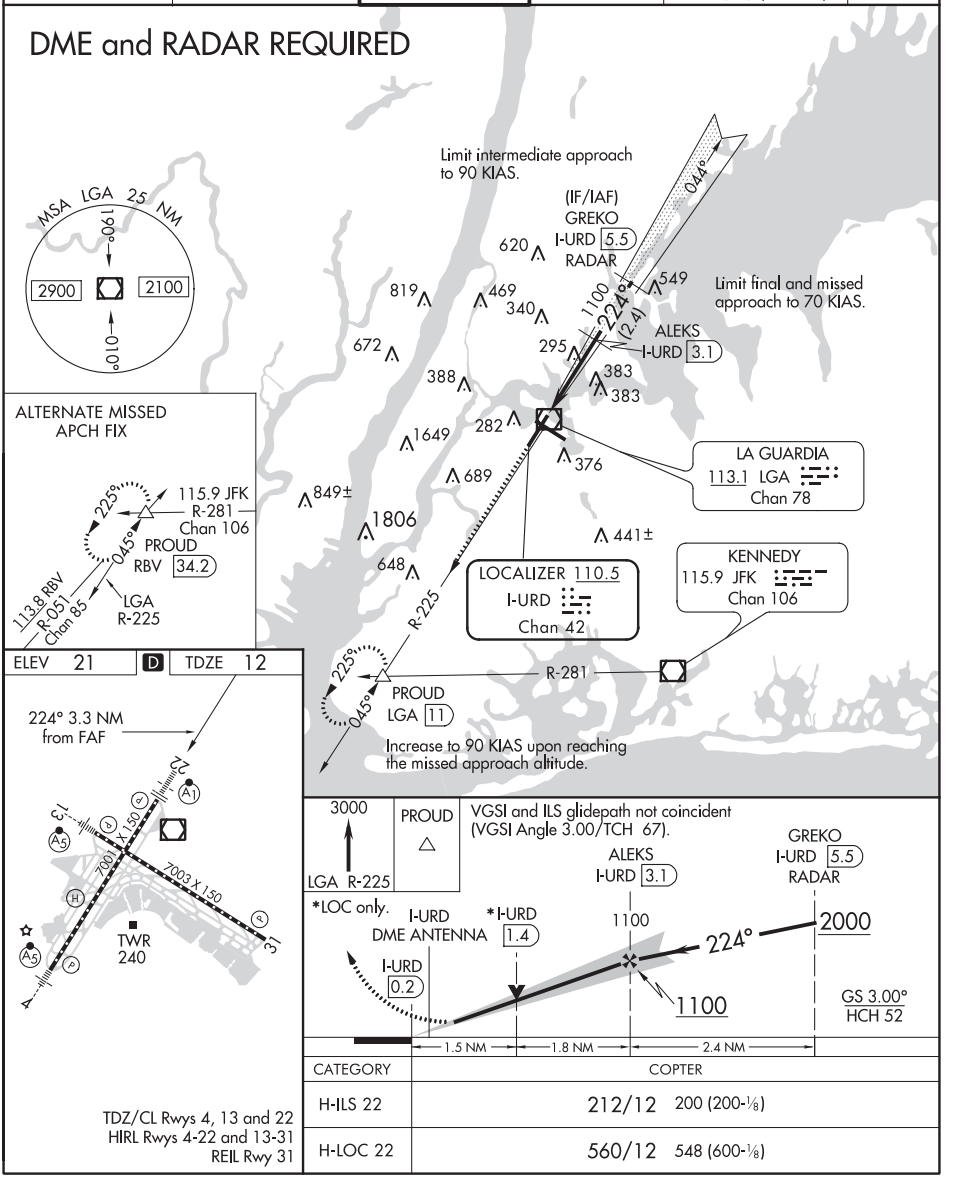
▼ DME required.

ALSF-1

MISSED APPROACH: Climb to 3000 on LGA VOR/DME R-225 to PROUD/LGA VOR/DME 11 DME and hold.

| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 121.875 (COPTER) | |

## DME and RADAR REQUIRED




| CATEGORY | COPTER |
|---|---|
| H-ILS 22 | 212/12 200 (200-½) |
| H-LOC 22 | 560/12 548 (600-½) |

TDZ/CL Rwys 4, 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwy 31



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK | AL-289 (FAA) | 19003

# COPTER RNAV (GPS) 250°

LAGUARDIA (LGA)

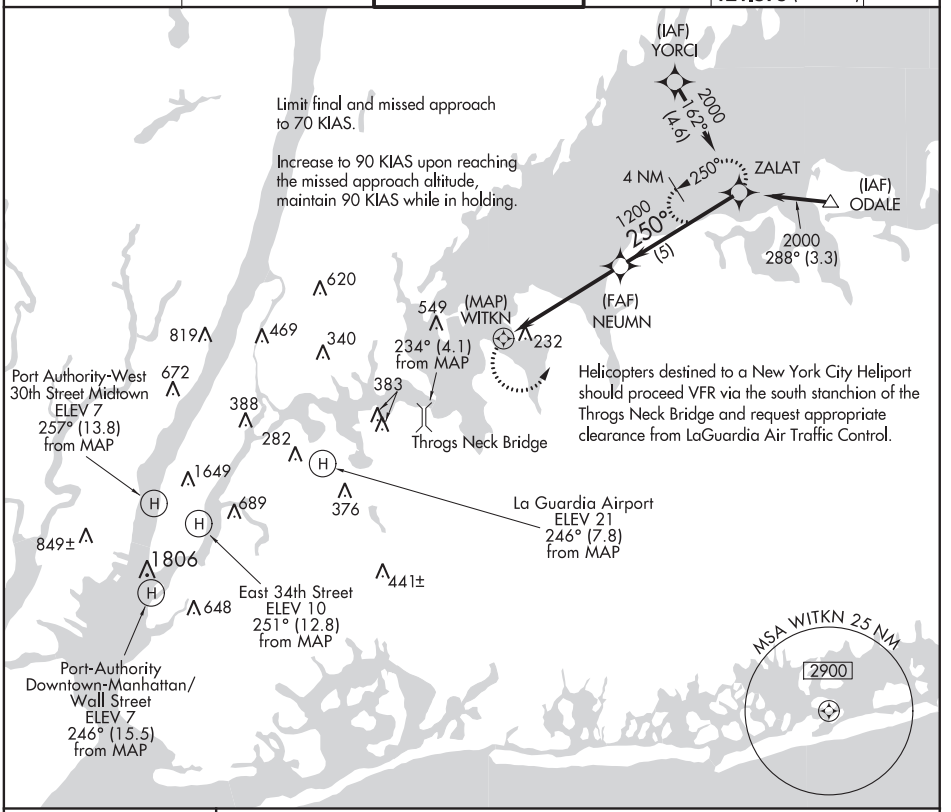
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 250° | TDZE | N/A |
| | Apt Elev | N/A |

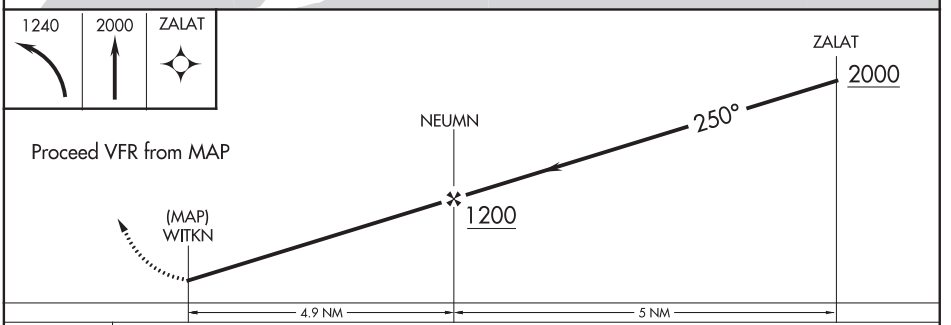
NA

DME/DME RNP-0.3 NA.
Use LaGuardia altimeter setting.

MISSED APPROACH: Climbing left turn to 1240, then climb to 2000 direct ZALAT and hold. (Maintain heading 070° until 1240).

| D-ATIS ARR 125.95 | NEW YORK APP CON | LAGUARDIA TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| D-ATIS DEP 127.05 | 120.8 263.0 | 118.7 263.0 | 121.7 263.0 | 135.2 121.875 (COPTER) | |




| CATEGORY | COPTER |
|---|---|
| LNAV MDA | 520-¾ 391 (400-¾) |

NEW YORK, NEW YORK
Orig-B 17AUG17

LAGUARDIA (LGA)

40°47'N-73°52'W

COPTER RNAV (GPS) 250°

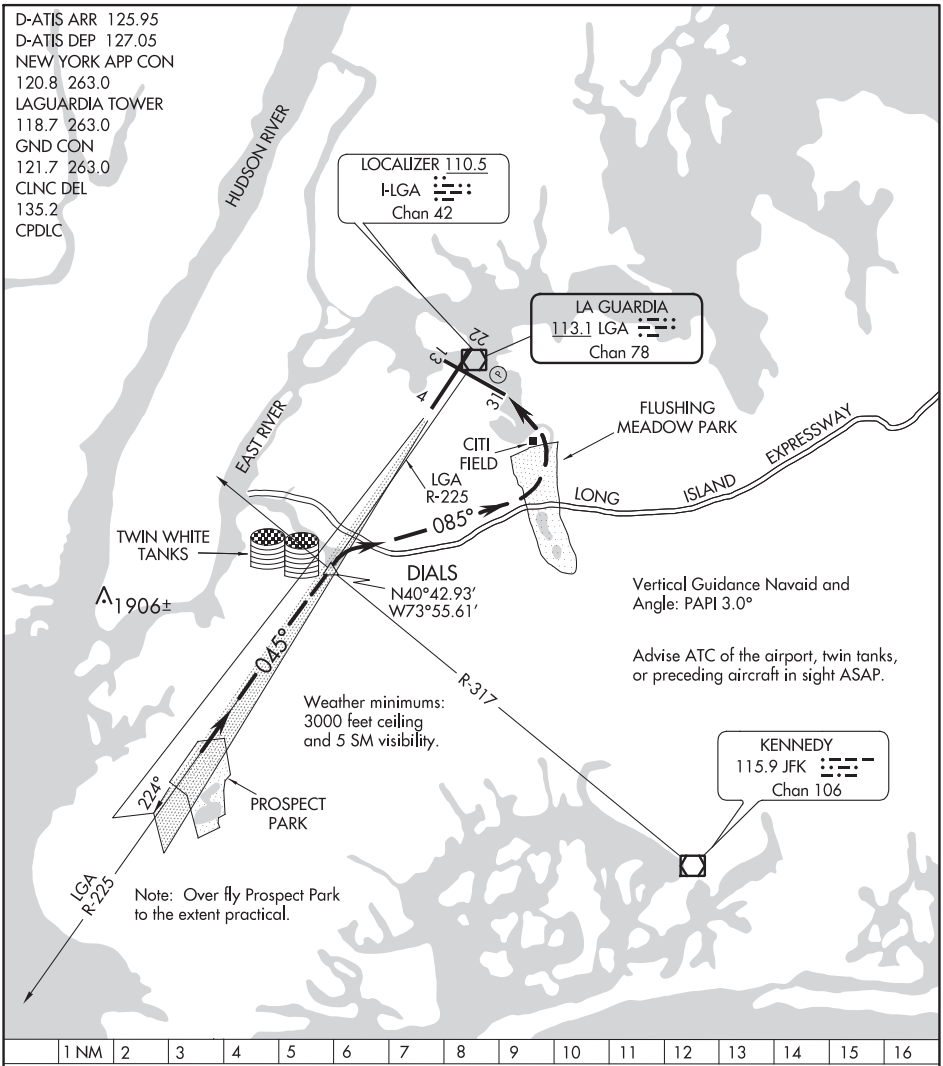
NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# EXPRESSWAY VISUAL RWY 31 AL-289 (FAA)








EXPRESSWAY VISUAL RWY 31

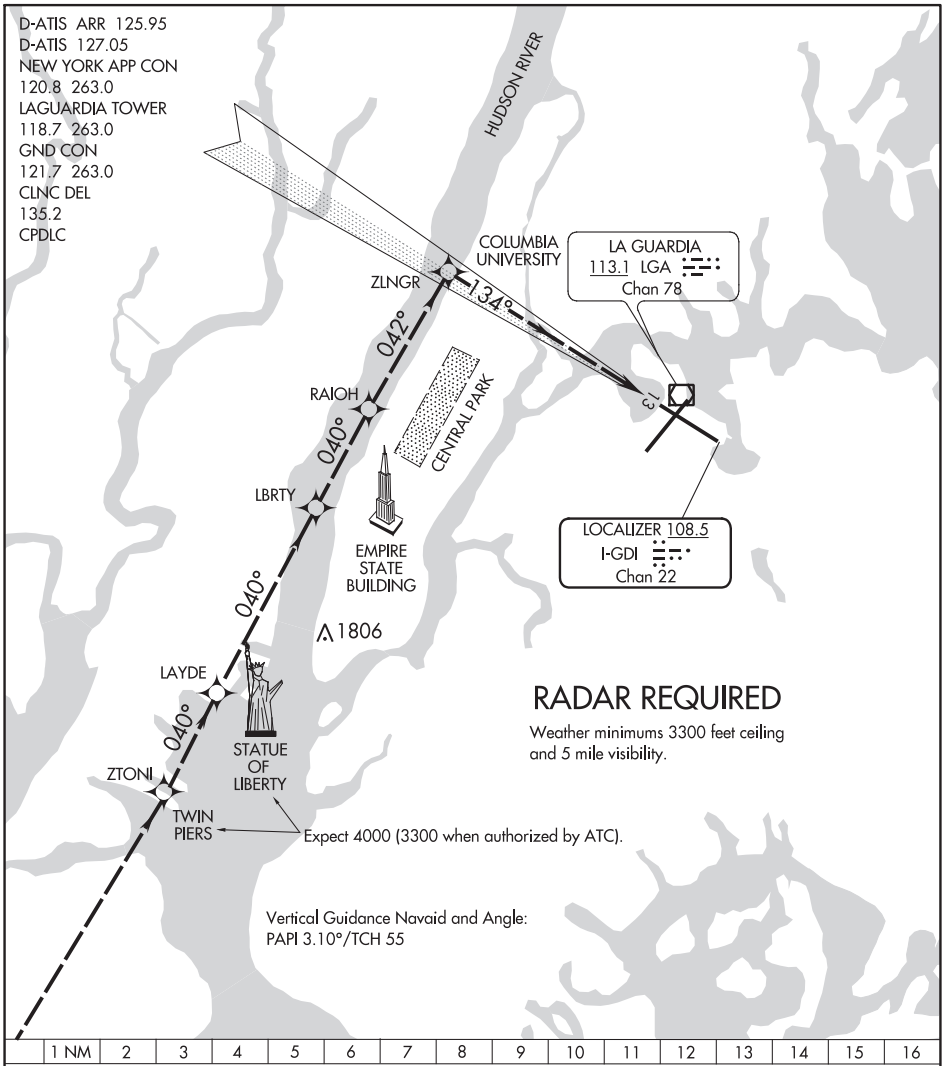
When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.

19255

# RIVER VISUAL RWY 13

AL-289 (FAA)

LAGUARDIA (LGA)
NEW YORK, NEW YORK




RIVER VISUAL RWY 13 APPROACH

When cleared for a RIVER VISUAL RWY 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 4000 until abeam Statue of Liberty (3300 when authorized by ATC).



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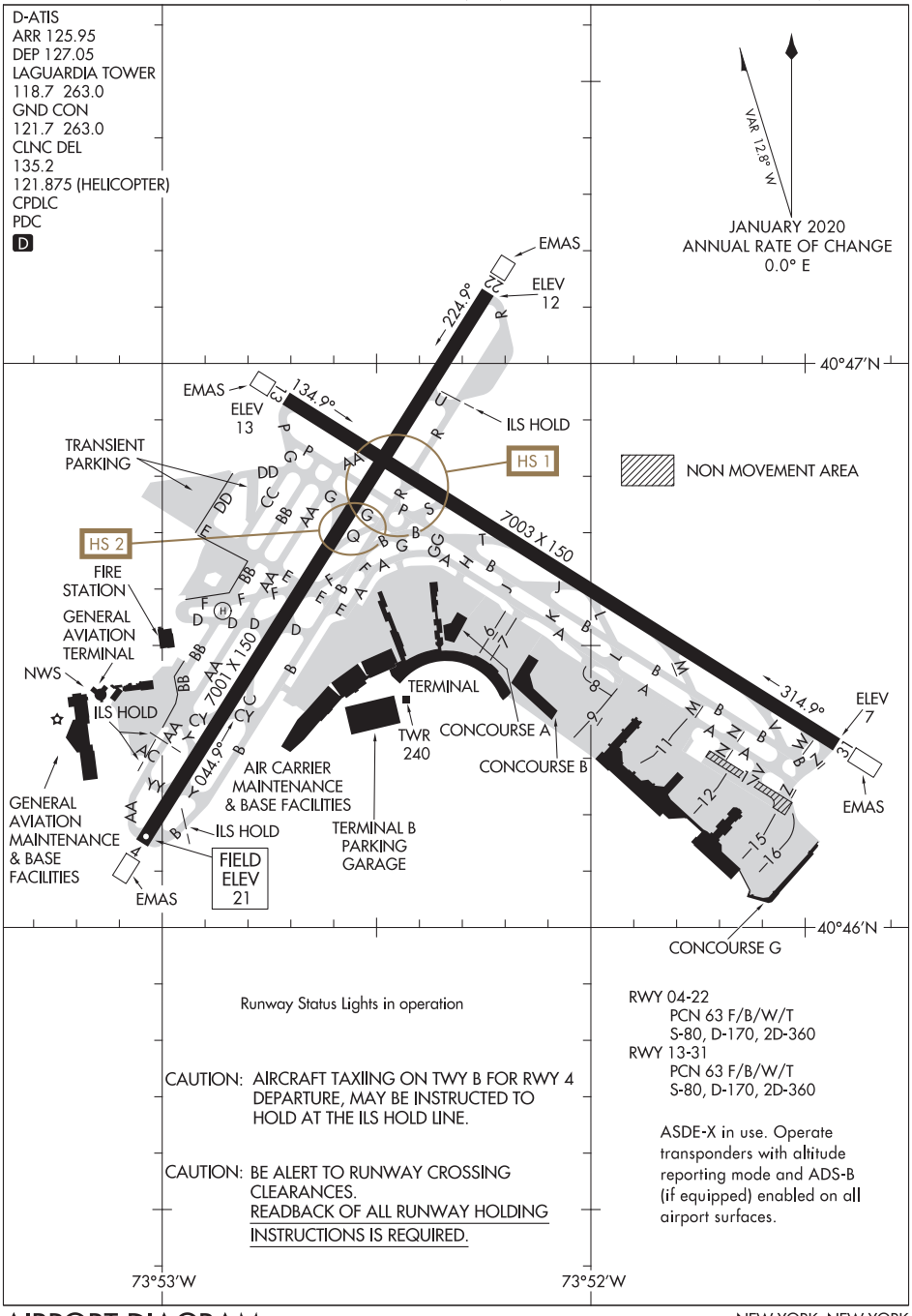



Runway Status Lights in operation

CAUTION: AIRCRAFT TAXIING ON TWY B FOR RWY 4 DEPARTURE, MAY BE INSTRUCTED TO HOLD AT THE ILS HOLD LINE.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 04-22
PCN 63 F/B/W/T
S-80, D-170, 2D-360
RWY 13-31
PCN 63 F/B/W/T
S-80, D-170, 2D-360

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.




NE-2, 25 FEB 2021 to 22 APR 2021

# GLDMN SEVEN DEPARTURE (RNAV)




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 134° to intercept course 179° to cross KIWIE at or above 2500 and at or below 220K, then on track 241° to cross VOBOZ at or above 4500 and at 220K, then on track 313° to GLDMN, then on track 335° for RADAR vector on course. Maintain 5000 or as assigned by ATC. Expect clearance to filed altitude/flight level 10 minutes after departure.

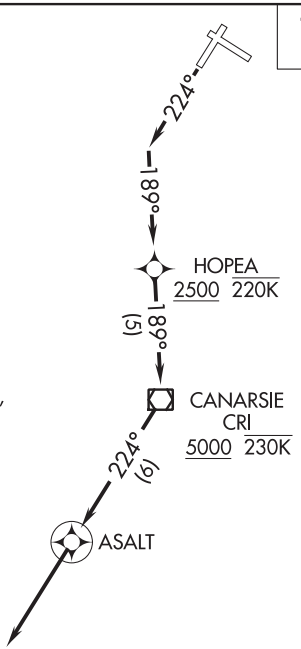


NE-2, 25 FEB 2021 to 22 APR 2021

# HOPEA THREE DEPARTURE (RNAV)

D-ATIS
127.05
CLNC DEL
135.2
CPDLC
GND CON
121.7 263.0
LAGUARDIA TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

**TOP ALTITUDE: 5000**




TAKEOFF MINIMUMS
Rwys 4, 13, 31: NA-ATC.
Rwy 22: Standard with minimum climb of 516' per NM to 5000.

SHIPP
WAVEY
ROBBINSVILLE
RBV
DIXIE
WHITE

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Do not exceed 220K until passing HOPEA.
NOTE: Do not exceed 230K until passing CRI VOR/DME.
NOTE: Strict compliance to track and altitude restrictions is mandatory. Aircraft performance may require reduced airspeed to comply with altitude restrictions. Advise ATC on initial contact if unable to comply with climb gradient requirements.
NOTE: Aircraft filed RBV VORTAC, WHITE, SHIPP, WAVEY, DIXIE expect vectors after ASALT.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 22: Climb heading 224° to intercept course 189° to cross HOPEA at or above 2500, then on track 189° to cross CRI VOR/DME at or above 5000, then on track 224° to ASALT, then on track 224° for vectors on course. Maintain 5000 or as assigned by ATC. Expect clearance to filed altitude/flight level 10 minutes after departure.



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# JUTES THREE DEPARTURE (RNAV)

(JUTES3.JUTES) 25JUN15

NEW YORK, NEW YORK
LAGUARDIA (LGA)

D-ATIS
127.05
CLNC DEL
135.2
CPDLC
GND CON
121.7 263.0
LAGUARDIA TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

**TOP ALTITUDE: 5000**

TAKEOFF OBSTACLES:
Rwy 22: Multiple trees and buildings beginning 165′ from DER, 150′ left of centerline up to 72′ AGL/101′ MSL. Multiple trees and buildings beginning 1731′ from DER, 138′ right of centerline up to 73′ AGL/104′ MSL. Localizer 421′ from DER, 275′ right of centerline 25′ AGL/44′ MSL. Fence 109′ from DER, 335′ right of centerline 14′ AGL/31′ MSL.

NOTE: All Turbojets.
NOTE: Turboprops assigned by ATC only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Do not exceed 220K until passing JUTES.
NOTE: Strict compliance to track and altitude restrictions is mandatory. Aircraft performance may require reduced airspeed to comply with altitude restrictions. Advise ATC on initial contact if unable to comply with climb gradient requirements.
NOTE: All aircraft expect vectors after TNNIS.
NOTE: Traffic filed BIGGY, ELIOT, LANNA, PARKE, ZIMMZ, NEWEL do not exceed 250K until reaching 11000.

HUGUENOT HUO
GAYEL
GREKI
MERIT
HAAYS
BAYYS
NEION
BRIDGEPORT BDR
COATE
NEWEL
ELIOT
ZIMMZ
PARKE
LANNA
BIGGY
N
LA GUARDIA LGA
224°
540
039°
(5)
045°
TNNIS 5000
JUTES 3000 220K
CANARSIE CRI
COLTS NECK COL
ROBBINSVILLE RBV
SHIPP
WAVEY
DIXIE
WHITE

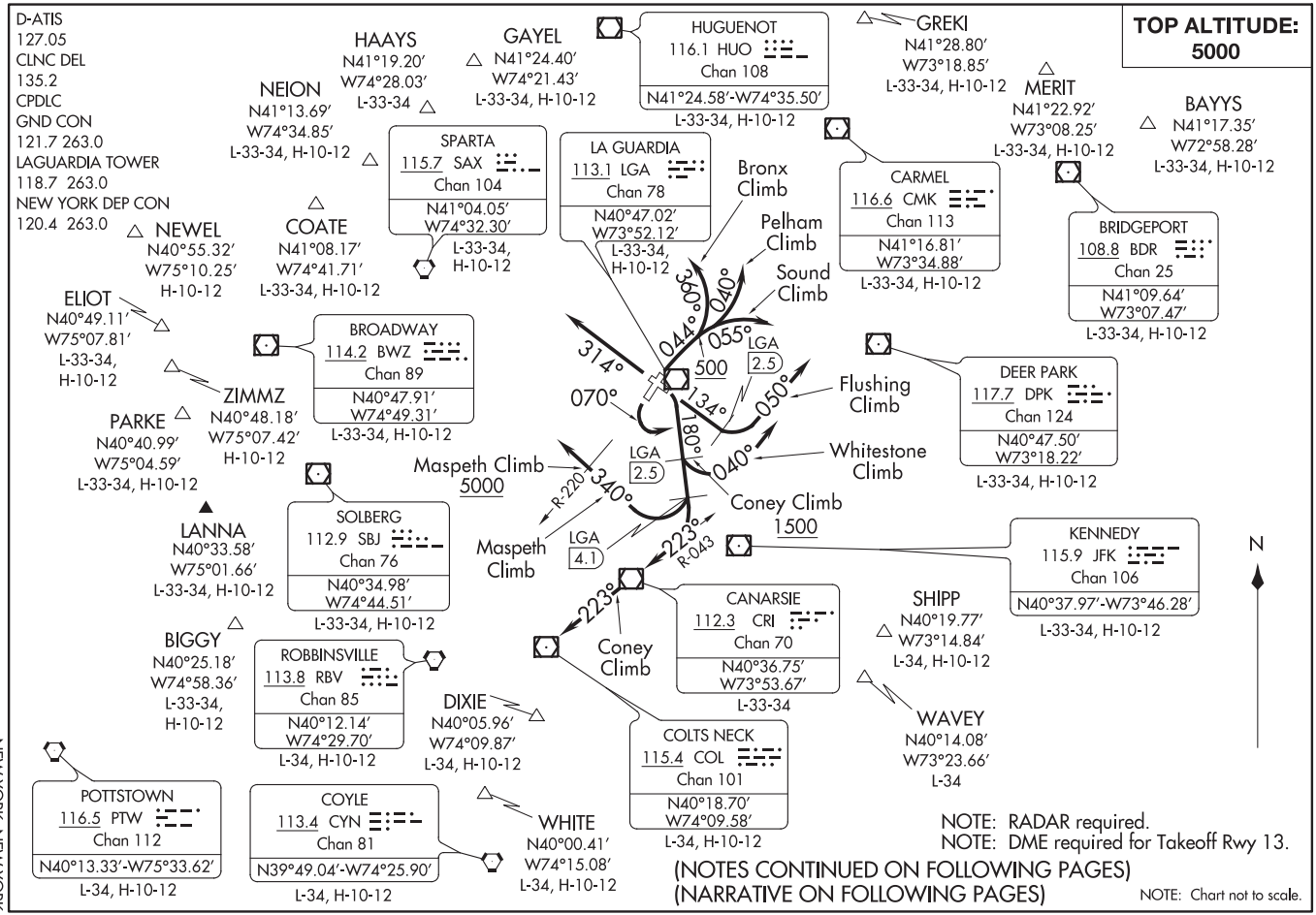
TAKEOFF MINIMUMS:
Rwys 4, 13, 31: NA-ATC.
Rwy 22: Standard with minimum climb of 501′ per NM to 540, then ATC climb of 356′ per NM to 3000, then ATC climb of 374′ per NM to 5000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 22: Climb heading 224° to 540, then climbing left turn direct JUTES, cross JUTES at or above 3000, then on track 039° to cross TNNIS at or above 5000, then on heading 045° for vectors on course. Maintain 5000 or as assigned by ATC. Expect clearance to filed altitude/flight level 10 minutes after departure.

(JUTES3.JUTES) 19003
JUTES THREE DEPARTURE (RNAV)
LAGUARDIA (LGA)
NEW YORK, NEW YORK


TOP ALTITUDE: 5000
D-ATIS
127.05
CLNC DEL
135.2
CPDLC
GND CON
121.7 263.0
LAGUARDIA TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0
HAAYS
N41°19.20′
W74°28.03′
L-33-34
GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12
HUGUENOT
116.1 HUO
Chan 108
N41°24.58′-W74°35.50′
L-33-34, H-10-12
GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12
MERIT
N41°22.92′
W73°08.25′
L-33-34, H-10-12
BAYYS
N41°17.35′
W72°58.28′
L-33-34, H-10-12
NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12
SPARTA
115.7 SAX
Chan 104
N41°04.05′
W74°32.30′
L-33-34, H-10-12
LA GUARDIA
113.1 LGA
Chan 78
N40°47.02′
W73°52.12′
L-33-34, H-10-12
CARMEL
116.6 CMK
Chan 113
N41°16.81′
W73°34.88′
L-33-34, H-10-12
BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64′
W73°07.47′
L-33-34, H-10-12
COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12
NEWEL
N40°55.32′
W75°10.25′
H-10-12
ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12
BROADWAY
114.2 BWZ
Chan 89
N40°47.91′
W74°49.31′
L-33-34, H-10-12
ZIMMZ
N40°48.18′
W75°07.42′
H-10-12
PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12
DEER PARK
117.7 DPK
Chan 124
N40°47.50′
W73°18.22′
L-33-34, H-10-12
Bronx Climb
Pelham Climb
Sound Climb
Flushing Climb
Whitestone Climb
Coney Climb
1500
Maspeth Climb
5000
Maspeth Climb
LGA 4.1
Coney Climb
LGA 2.5
500
314°
070°
360°
040°
044°
055°
134°
050°
180°
040°
340°
R-220
223°
R-043
223°
LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12
SOLBERG
112.9 SBJ
Chan 76
N40°34.98′
W74°44.51′
L-33-34, H-10-12
KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12
BIGGY
N40°25.18′
W74°58.36′
L-33-34, H-10-12
ROBBINSVILLE
113.8 RBV
Chan 85
N40°12.14′
W74°29.70′
L-34, H-10-12
CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34
SHIPP
N40°19.77′
W73°14.84′
L-34, H-10-12
DIXIE
N40°05.96′
W74°09.87′
L-34, H-10-12
WAVEY
N40°14.08′
W73°23.66′
L-34
COLTS NECK
115.4 COL
Chan 101
N40°18.70′
W74°09.58′
L-34, H-10-12
POTTSTOWN
116.5 PTW
Chan 112
N40°13.33′-W75°33.62′
L-34, H-10-12
COYLE
113.4 CYN
Chan 81
N39°49.04′-W74°25.90′
L-34, H-10-12
WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12
N
NOTE: RADAR required.
NOTE: DME required for Takeoff Rwy 13.
(NOTES CONTINUED ON FOLLOWING PAGES)
(NARRATIVE ON FOLLOWING PAGES)
NOTE: Chart not to scale.

NE-2, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4 (Bronx Climb): Climb on heading 044° to 500 then climbing left turn to heading 360°, maintain 5000, Thence....
TAKEOFF RUNWAY 4 (Pelham Climb): Climb on heading 044° to 500 then climbing left turn to heading 040°, maintain 5000, Thence....
TAKEOFF RUNWAY 4 (Sound Climb): Climb on heading 044° to 500 then climbing right turn to heading 055°, maintain 5000, Thence....
TAKEOFF RUNWAY 13 (Coney Climb): TURBOJETS ONLY - Requires minimum ATC climb of 900′ per NM to 1500, if unable, advise ATC prior to taxiing onto the departure runway: Climbing right turn to heading 180° to intercept CRI R-043 (do not exceed 230K until intercepting CRI R-043) to CRI VOR/DME, then on CRI R-223. Cross LGA 2.5 DME at or above 1500, maintain 5000, Thence....
TAKEOFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then climbing left turn to heading 050°, maintain 5000, Thence....
TAKEOFF RUNWAY 13 (Maspeth Climb): TURBOJETS ONLY - Requires minimum ATC climb of 900′ per NM to 4400, if unable advise ATC prior to taxiing onto the departure runway: Climbing right turn to heading 180°, at LGA 4.1 DME turn right heading 340°, maintain 5000, cross LGA R-220 at or above 5000, Thence....
TAKEOFF RUNWAY 13 (Whitestone Climb): Requires minimum ATC climb of 500′ per NM to 1500, if unable advise ATC prior to taxiing onto the departure runway: Climbing right turn to heading 180° to LGA 2.5 DME, then left turn heading 040° (do not exceed 210K until established on heading 040°). Maintain 5000, Thence....
TAKEOFF RUNWAY 22: Climbing left turn to heading 070°, maintain 5000, Thence....
TAKEOFF RUNWAY 31: Climb on heading 314° (or as assigned by ATC), maintain 5000, Thence....

....expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF MINIMUMS:
Rwy 4: Standard.
Rwy 13 (Coney Climb): 400-2 ¼ or standard with minimum climb of 283′ per NM to 300. ATC climb of 900′ per NM to 1500.
Rwy 13 (Maspeth Climb): Standard with minimum climb of 323′ per NM to 2100. ATC climb of 900′ per NM to 4400.
Rwy 13 (Flushing Climb): 400-2 ¼ or standard with minimum climb of 283′ per NM to 300. ATC climb of 283′ per NM to 500.
Rwy 13 (Whitestone Climb): 400-2 ¼ or standard with minimum climb of 283′ per NM to 300. ATC climb of 500′ per NM to 1500.
Rwy 22: 300-2 ¼ or standard with minimum climb of 210′ per NM to 400, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1100′ prior to DER.
Rwy 31: 300-1⅝ or standard with minimum climb of 334′ per NM to 500.

(CONTINUED ON FOLLOWING PAGE)

(NOTES CONTINUED)

NOTE: Rwy 31 Departures: Expect turn on course leaving 6000.
NOTE: Traffic filed over BIGGY, LANNA, ELIOT, PARKE, ZIMMZ, NEWEL: Do not exceed 250K until reaching 11000.
NOTE: BAYYS Departures expect vectors to BDR/BDR R-054.
NOTE: COATE Departures expect vectors to SAX/SAX R-311.
NOTE: SHIPP Departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY Departures expect vectors to JFK/JFK R-156.
NOTE: WHITE Departures expect vectors to COL/COL R-204.
NOTE: BIGGY Departures expect vectors to SBJ/SBJ R-237.
NOTE: DIXIE Departures expect vectors to COL/COL R-192.
NOTE: ELIOT Departures expect vectors to SAX R-252. ELIOT authorized for all aircraft types but restricted to a final altitude of 14000 or 16000.
NOTE: ZIMMZ Departures expect vectors to SAX R-250. ZIMMZ authorized for all aircraft types but restricted to a final altitude of FL180 and above.
NOTE: NEWEL Departures expect vectors to SAX R-264. NEWEL authorized only for jet aircraft requesting a final altitude of FL180 and above.
NOTE: GAYEL Departures expect vectors to DPK R-320.
NOTE: LANNA Departures expect vectors to PTW R-059.
NOTE: MERIT Departures expect vectors to LGA R-055.
NOTE: NEION Departures expect vectors to LGA R-322.
NOTE: PARKE Departures expect vectors to BWZ/BWZ R-250.
NOTE: HAAYS Departures expect vectors to HUO.


NE-2, 25 FEB 2021 to 22 APR 2021

(NTHNS5.NTHNS) 20142 AL-289 (FAA)

# NTHNS FIVE DEPARTURE (RNAV)

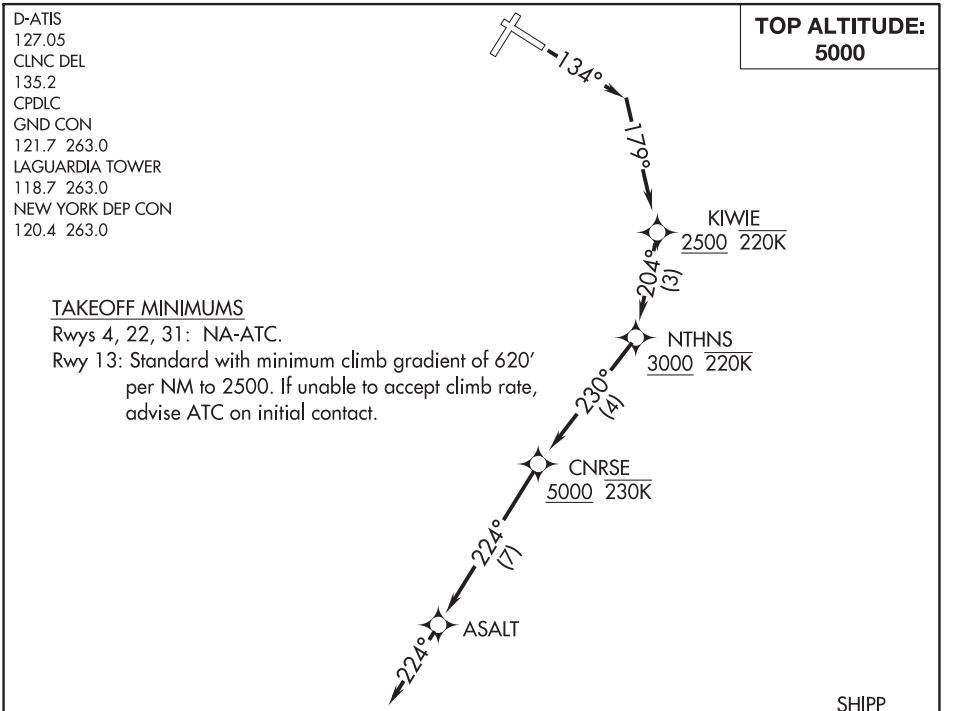
LAGUARDIA (LGA)
NEW YORK, NEW YORK



NE-2, 25 FEB 2021 to 22 APR 2021

D-ATIS
127.05
CLNC DEL
135.2
CPDLC
GND CON
121.7 263.0
LAGUARDIA TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

**TOP ALTITUDE: 5000**




TAKEOFF MINIMUMS
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb gradient of 620' per NM to 2500. If unable to accept climb rate, advise ATC on initial contact.

NOTE: For turbojet aircraft only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Strict compliance to track and altitude restrictions is mandatory. Aircraft performance may require reduced airspeed to comply with altitude restrictions. Advise ATC on initial contact if unable to comply with climb gradient requirements.
NOTE: Aircraft filed RBV, WHITE, SHIPP, WAVEY, DIXIE: Expect RADAR vectors after ASALT.

NOTE: Chart not to scale.

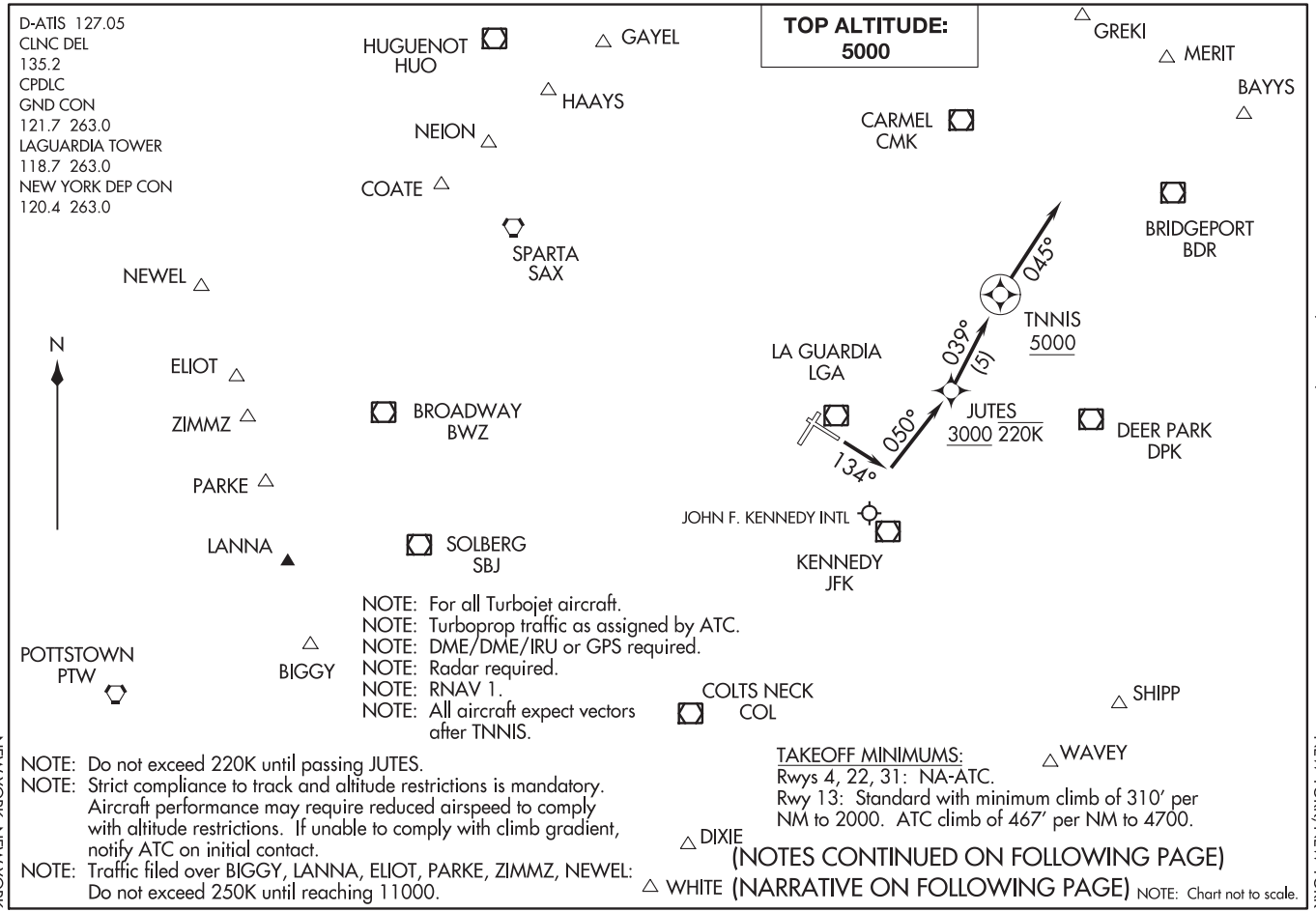
## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 134° to intercept course 179° to cross KIWIE at or above 2500 and at or below 220K, then on track 204° to cross NTHNS at or above 3000 and at or below 220K, then on track 230° to CNRSE at or above 5000 and at or below 230K, then on depicted route to ASALT, then on track 224°for RADAR vector on course. Maintain 5000 or as assigned by ATC. Expect clearance to filed altitude/flight level 10 minutes after departure.

# TNNIS SIX DEPARTURE (RNAV)

(TNNIS6.TNNIS) 25JUN15

NEW YORK, NEW YORK
LAGUARDIA (LGA)




NOTE: For all Turbojet aircraft.
NOTE: Turboprop traffic as assigned by ATC.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: All aircraft expect vectors after TNNIS.

NOTE: Do not exceed 220K until passing JUTES.
NOTE: Strict compliance to track and altitude restrictions is mandatory. Aircraft performance may require reduced airspeed to comply with altitude restrictions. If unable to comply with climb gradient, notify ATC on initial contact.
NOTE: Traffic filed over BIGGY, LANNA, ELIOT, PARKE, ZIMMZ, NEWEL: Do not exceed 250K until reaching 11000.

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 310′ per NM to 2000. ATC climb of 467′ per NM to 4700.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

TNNIS SIX DEPARTURE (RNAV)

(TNNIS6.TNNIS) 19003

LAGUARDIA (LGA)
NEW YORK, NEW YORK

AL-289 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 134° to intercept course 050° to cross JUTES at or above 3000, then on track 039° to cross TNNIS at or above 5000, then on heading 045°, expect vectors after TNNIS, thence....

....maintain 5000 or as assigned by ATC. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

NOTE: BAYYS departures expect vectors to BDR/BDR R-054.
NOTE: COATE departures expect vectors to SAX/SAX R-311.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL/COL R-204.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252. ELIOT authorized only for aircraft requesting a final altitude of 14000 or 16000.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: HAAYS departures expect vectors to HUO.
NOTE: ZIMMZ departures expect vectors to SAX R-250. ZIMMZ authorized only for aircraft requesting a final altitude of FL180 and above.
NOTE: NEWEL departures expect vectors to SAX R-264. NEWEL authorized only for aircraft requesting a final altitude of at or above FL180.



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| LOC/DME I-ISP | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| 108.3 | 059° | TDZE | 94 |
| Chan 20 | | Apt Elev | 99 |

# ILS or LOC RWY 6

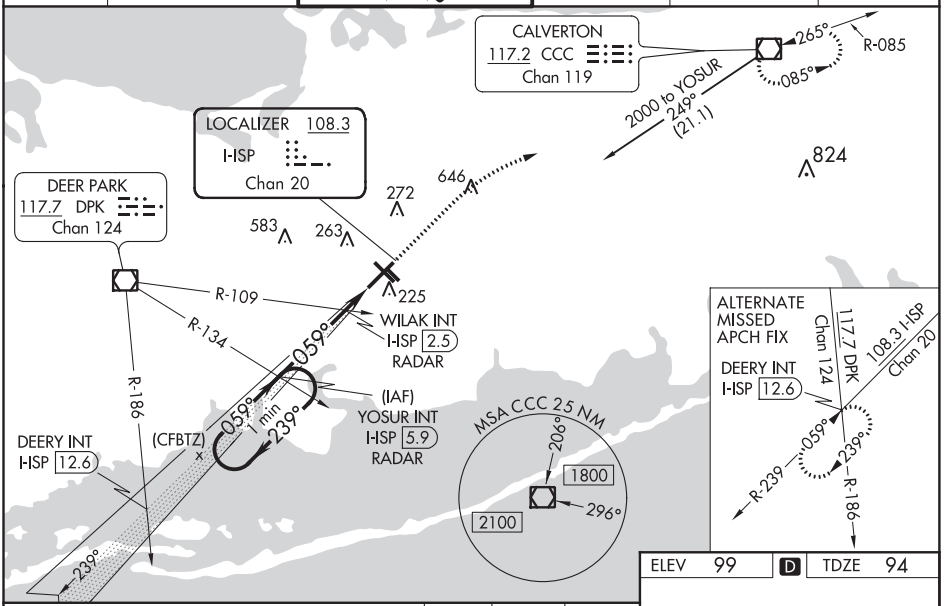
## LONG ISLAND MAC ARTHUR (ISP)

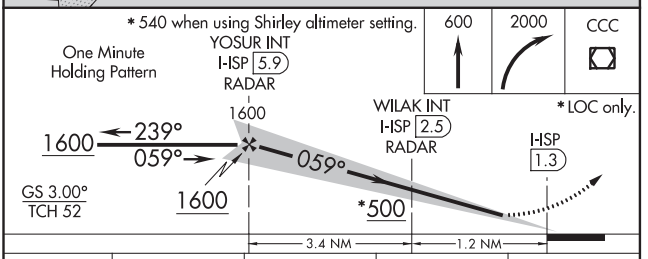
When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet, increase S-LOC 6 Cat C and D visibility to RVR 4500 and Circling Cat C and D visibility ¼ mile. Increase WILAK fix minimums S-LOC 6 Cat C and D visibility to RVR 3500. For inoperative MALSR, increase S-LOC 6 Cat C and D visibility to RVR 6000. Increase WILAK fix minimums S-LOC 6 Cats C and D visibility to RVR 5500.
** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Shirley altimeter setting.

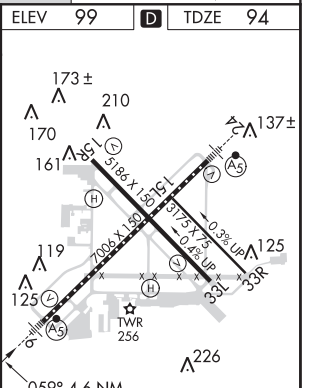
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.725 | 120.05 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | ** 294/24 | | 200 (200-½) | |
| S-LOC 6 | 500/24 | 406 (500-½) | 500/40 | 406 (500-¾) |
| C CIRCLING | 600-1<br>501 (600-1) | 660-1<br>561 (600-1) | 660-1½<br>561 (600-1½) | 960-2¾<br>861 (900-2¾) |
| WILAK FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 6 | 440/24 | 346 (400-½) | 440/30 | 346 (400-⅝) |
| C CIRCLING | 600-1<br>501 (600-1) | 660-1<br>561 (600-1) | 660-1½<br>561 (600-1½) | 960-2¾<br>861 (900-2¾) |

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK AL-948 (FAA) 20086

| LOC I-RXN | APP CRS | Rwy ldg 7006 |
|---|---|---|
| 108.3 | 239° | TDZE 99 |
| | | Apt Elev 99 |

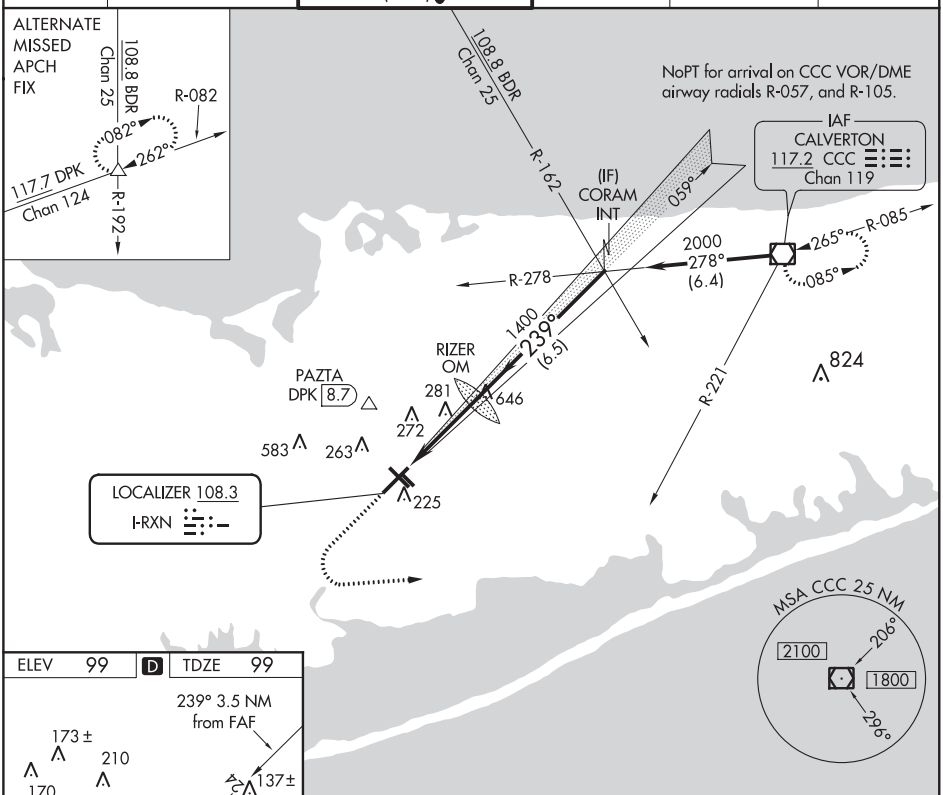
# ILS or LOC RWY 24
## LONG ISLAND MAC ARTHUR (ISP)

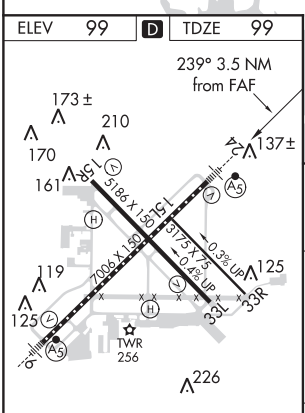
T A Autopilot coupled approach NA below 800.

MALSR A5

MISSED APPROACH: Climb to 2000, then left turn on heading 100° and CCC R-221 to CCC VOR/DME and hold.

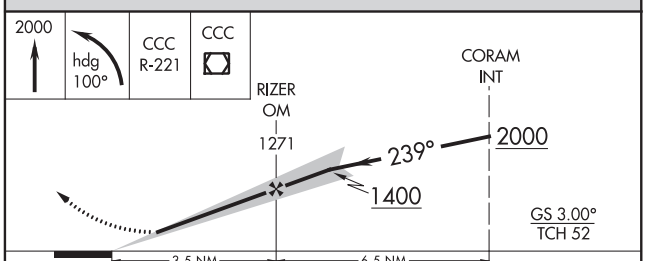
| ATIS | NEW YORK APP CON | LONG ISLAND TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.725 | 120.05 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 | 122.95 |




MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L

| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 299/18 200 (200-½) | | | |
| S-LOC 24 | 520/24 421 (500-½) | | 520/40 421 (500-¾) | |
| C CIRCLING | 600-1 501 (600-1) | 660-1 561 (600-1) | 660-1½ 561 (600-1½) | 960-2¾ 861 (900-2¾) |

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK
Amdt 4D 10OCT19

40°48′N-73°06′W

LONG ISLAND MAC ARTHUR (ISP)
ILS or LOC RWY 24

# ILS RWY 6 (SA CAT I & II)

## LONG ISLAND MAC ARTHUR (ISP)

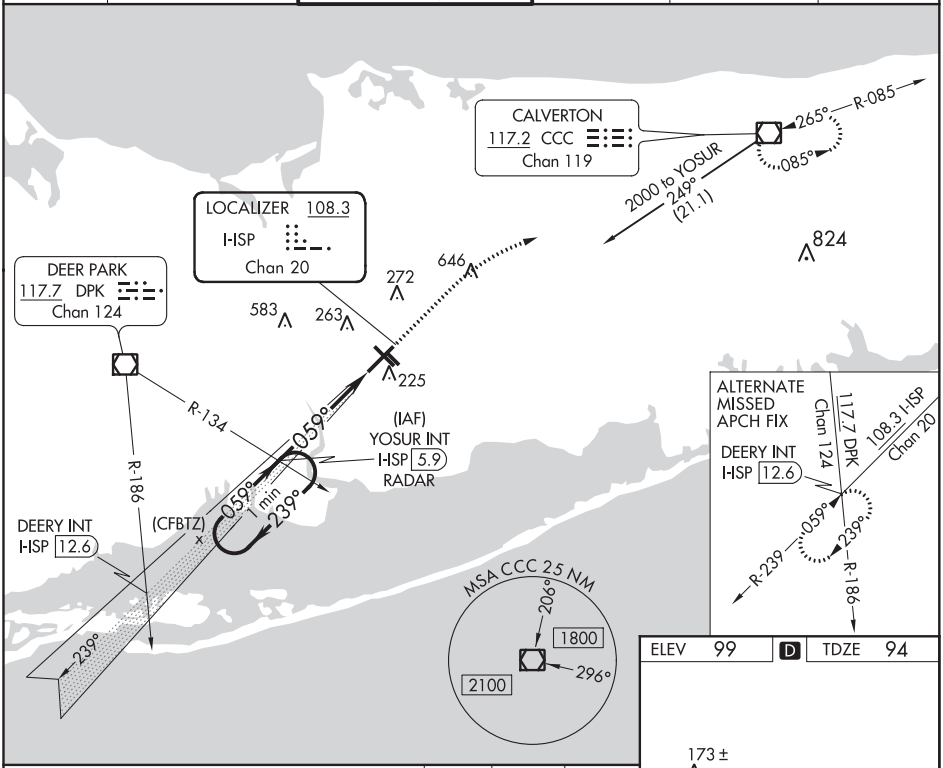
| LOC/DME I-ISP | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| 108.3 | 059° | TDZE | 94 |
| Chan 20 | | Apt Elev | 99 |

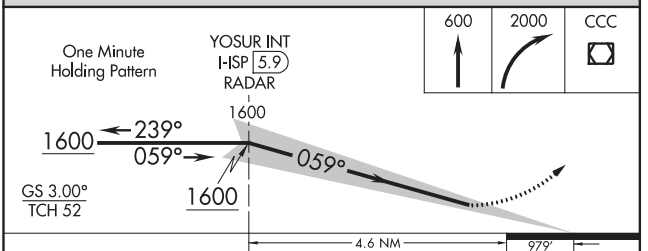
Procedure NA when tower closed. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

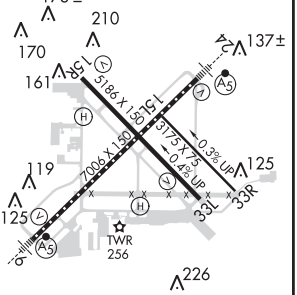
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.725 | 120.05 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 | 122.95 |




| 600 | 2000 | CCC |
|---|---|---|
| ↑ | ↗ | ⬡ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | SA CAT I RA 162/14 150 DA 244 | | | |
| S-ILS 6 | SA CAT II RA 111/12 100 DA 194 | | | |

**SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L



NE-2, 25 FEB 2021 to 22 APR 2021
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| WAAS | APP CRS | | |
|---|---|---|---|
| CH **66010** | **059°** | Rwy Idg | **7006** |
| **W06A** | | TDZE | **94** |
| | | Apt Elev | **99** |

# RNAV (GPS) RWY 6

## LONG ISLAND MAC ARTHUR (ISP)

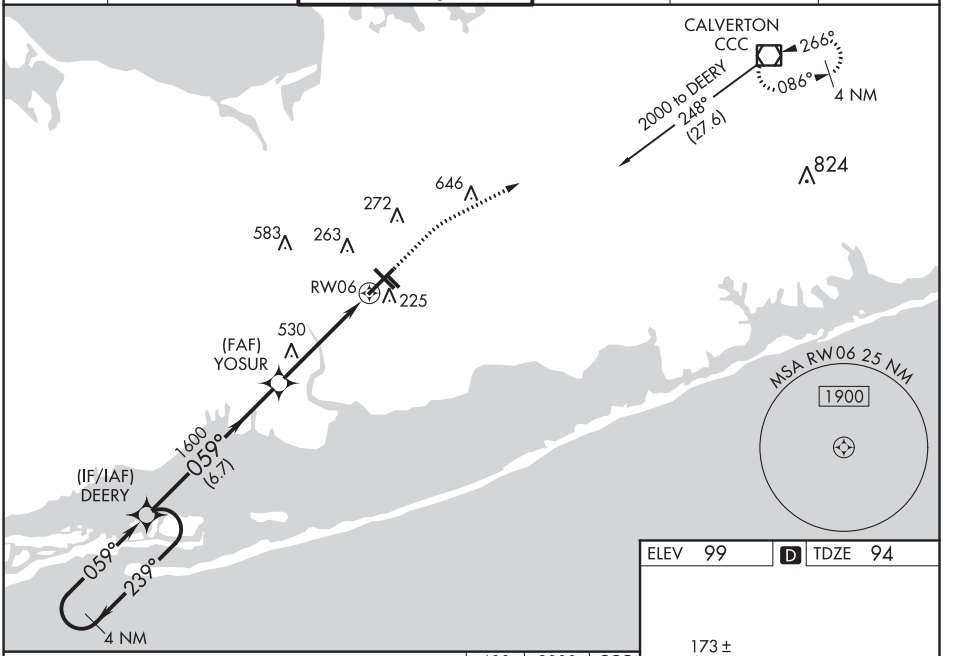
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Shirley altimeter setting. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility to RVR 3000 and LNAV Cat C and D visibility to 4500. Increase Circling Cat C and D visibility ¼ mile. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat C and D to RVR 6000. For inoperative MALSR when using Shirley altimeter setting increase LNAV/VNAV all Cats visibility to RVR 5000. **RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Shirley altimeter setting.

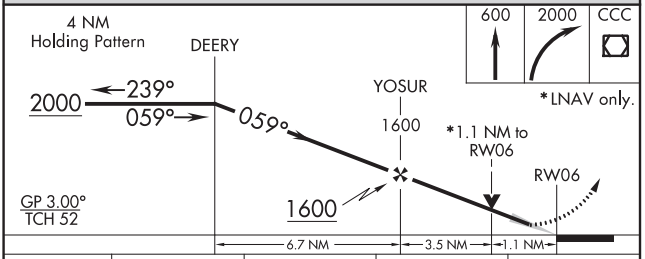
A

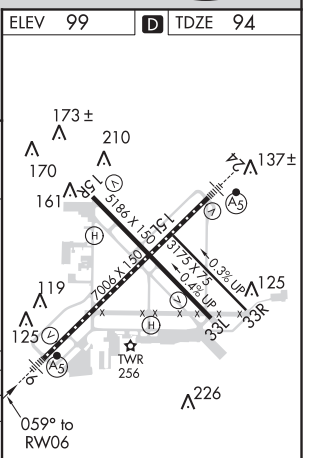
MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| **120.725** | **120.05 343.75** | **119.3** (CTAF) L **335.5** | **135.3** | **121.85** | **122.95** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | **294/24 | 200 (200-½) | |
| LNAV/VNAV DA | | 385/24 | 291 (300-½) | |
| LNAV MDA | 500/24 | 406 (500-½) | 500/40 | 406 (500-¾) |
| C CIRCLING | 600-1 501 (600-1) | 660-1 561 (600-1) | 660-1½ 561 (600-1½) | 960-2¾ 861 (900-2¾) |

MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

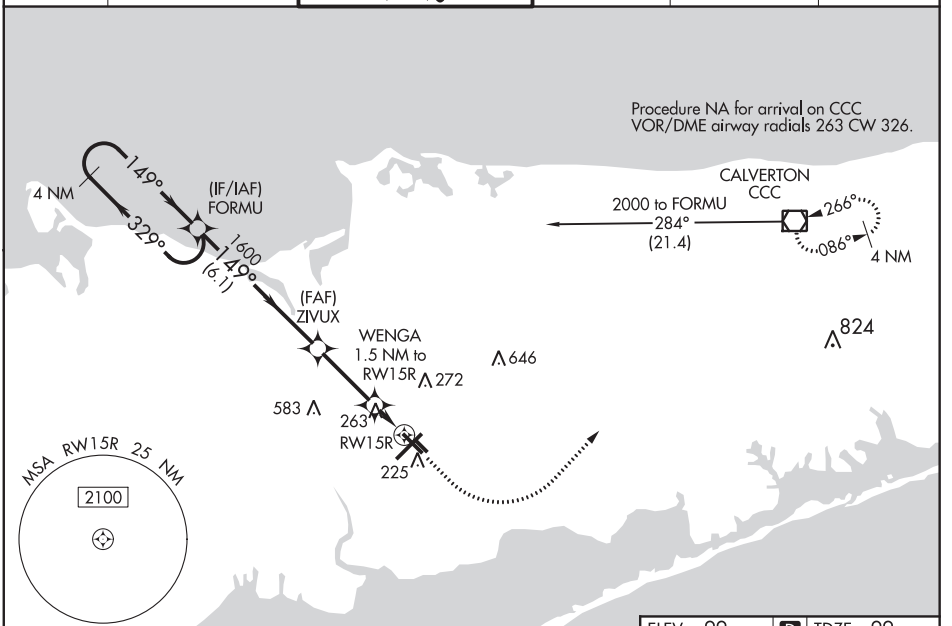
| WAAS CH 53620 W15A | APP CRS 149° | Rwy Idg 5186 TDZE 99 Apt Elev 99 |
|---|---|---|

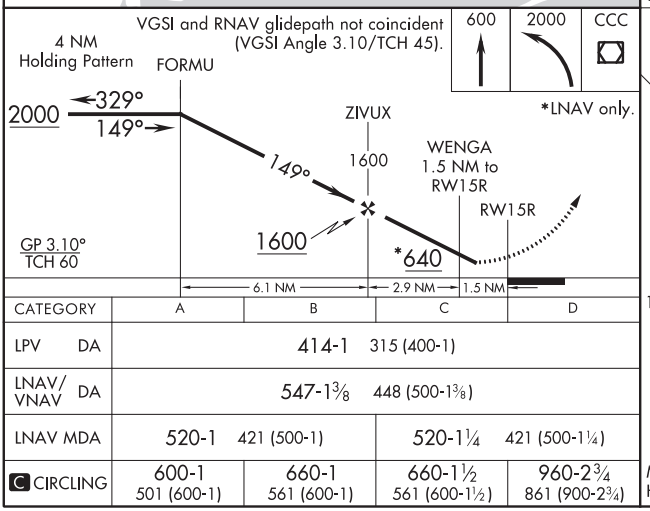
# RNAV (GPS) RWY 15R
## LONG ISLAND MAC ARTHUR (ISP)

T A Baro-VNAV NA when using Shirley altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase LPV DA to 442 feet, LNAV/VNAV DA to 575 feet and LNAV/VNAV visibility all Cats ⅛ mile; all MDAs 40 feet, LNAV Cats C/D visibility ⅛ mile, and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

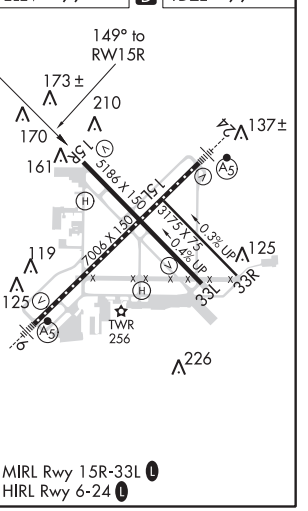
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.725 | 120.05 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 414-1 | 315 (400-1) | | |
| LNAV/VNAV DA | 547-1⅜ | 448 (500-1⅜) | | |
| LNAV MDA | 520-1 | 421 (500-1) | 520-1¼ | 421 (500-1¼) |
| C CIRCLING | 600-1 501 (600-1) | 660-1 561 (600-1) | 660-1½ 561 (600-1½) | 960-2¾ 861 (900-2¾) |




MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 24

## LONG ISLAND MAC ARTHUR (ISP)

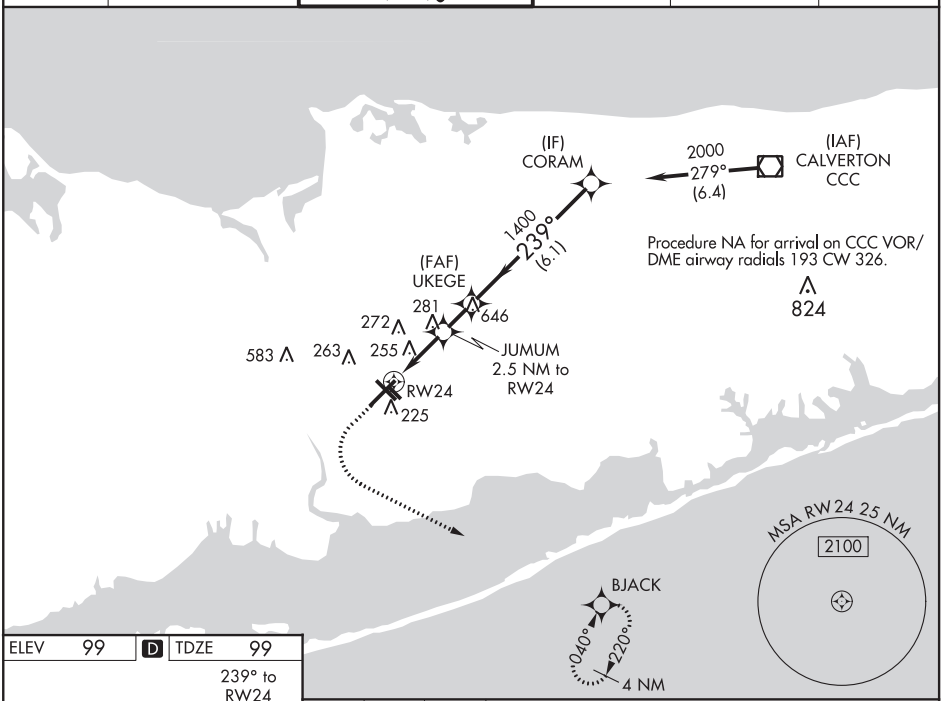
| WAAS | APP CRS | Rwy Idg | 7006 |
|---|---|---|---|
| CH 82610 | 239° | TDZE | 99 |
| W24A | | Apt Elev | 99 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

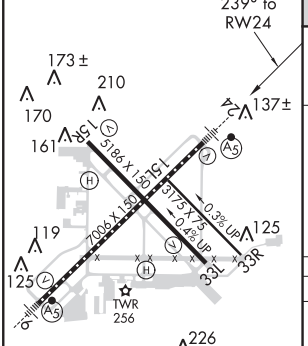
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct BJACK and hold.

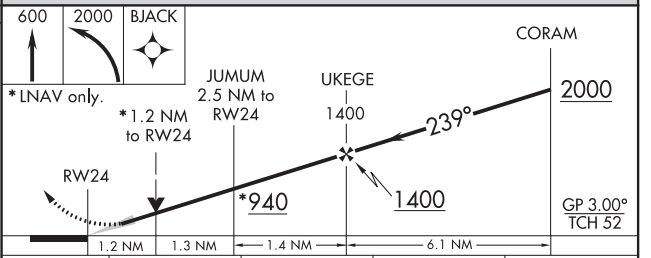
| ATIS | NEW YORK APP CON | LONG ISLAND TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.725 | 120.05 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 | 122.95 |




ELEV 99 D TDZE 99




MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 299/18 | | 200 (200-½) | |
| LNAV/VNAV DA | 541/50 | | 442 (500-1) | |
| LNAV MDA | 520/24 | 421 (500-½) | 520/40 | 421 (500-¾) |
| C CIRCLING | 600-1 501 (600-1) | 660-1 561 (600-1) | 660-1½ 561 (600-1½) | 960-2¾ 861 (900-2¾) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 5186 |
|---|---|---|---|
| CH 49120 | 329° | TDZE | 89 |
| W33A | | Apt Elev | 99 |

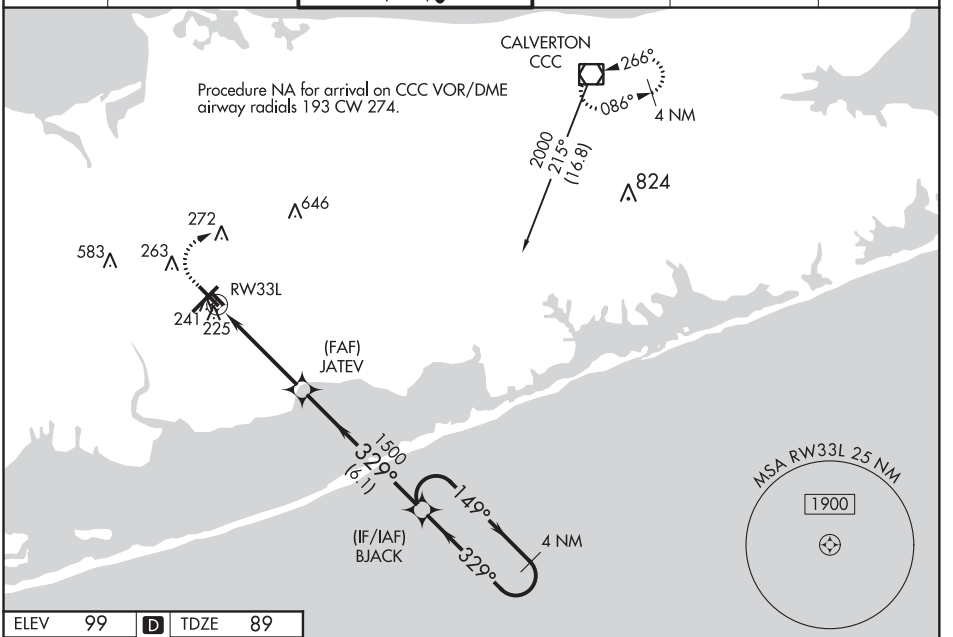
# RNAV (GPS) RWY 33L

## LONG ISLAND MAC ARTHUR (ISP)

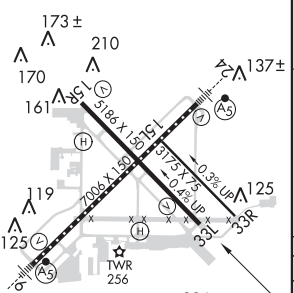
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase LPV DA to 367 feet, LNAV/VNAV DA to 440 feet and LPV and LNAV/VNAV visibility all Cats ⅛ mile, all MDA 40 feet, increase LNAV Cats C/D visibility ⅛ mile, and Circling Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Shirley altimeter setting. Helicopter visibility reduction below ¾ SM NA.

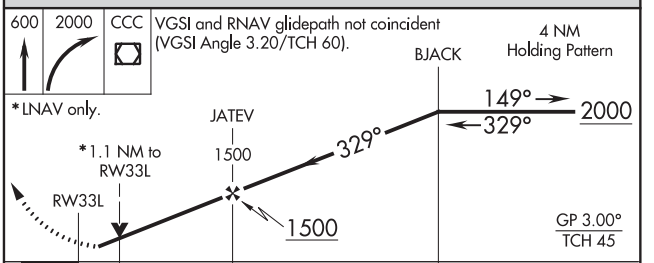
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

| ATIS | NEW YORK APP CON | LONG ISLAND TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.725 | 120.05 343.75 | 119.3 (CTAF) L 335.5 | 135.3 | 121.85 | 122.95 |




ELEV 99 D TDZE 89




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 339-⅞ | 250 (300-⅞) | | |
| LNAV/VNAV DA | 412-1⅛ | 323 (400-1⅛) | | |
| LNAV MDA | 500-1 | 411 (500-1) | 500-1¼ | 411 (500-1¼) |
| C CIRCLING | 600-1 501 (600-1) | 660-1 561 (600-1) | 660-1½ 561 (600-1½) | 960-2¾ 861 (900-2¾) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

20086

# AIRPORT DIAGRAM

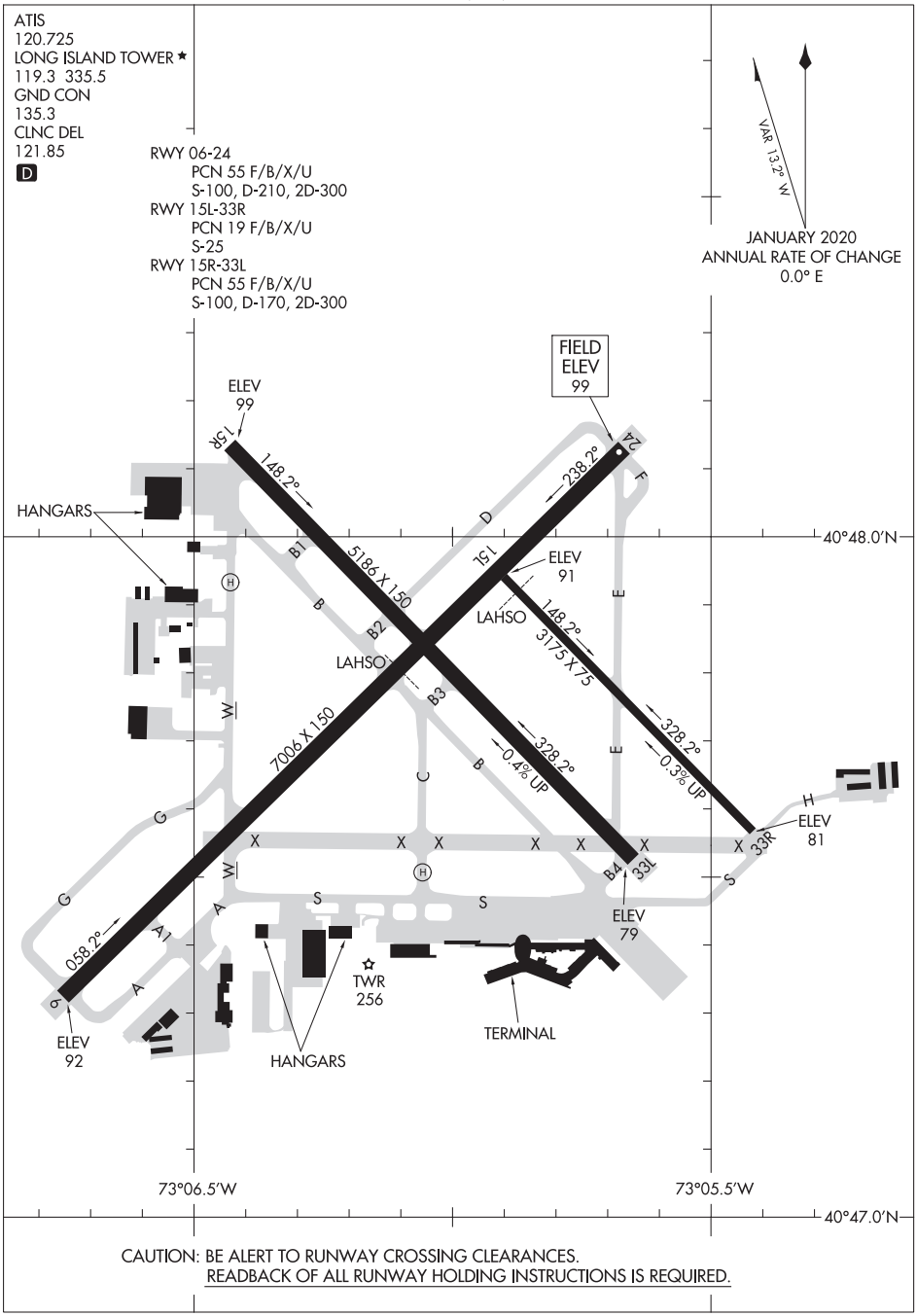
AL-948 (FAA)

LONG ISLAND MAC ARTHUR (ISP)

NEW YORK, NEW YORK



NE-2, 25 FEB 2021 to 22 APR 2021




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

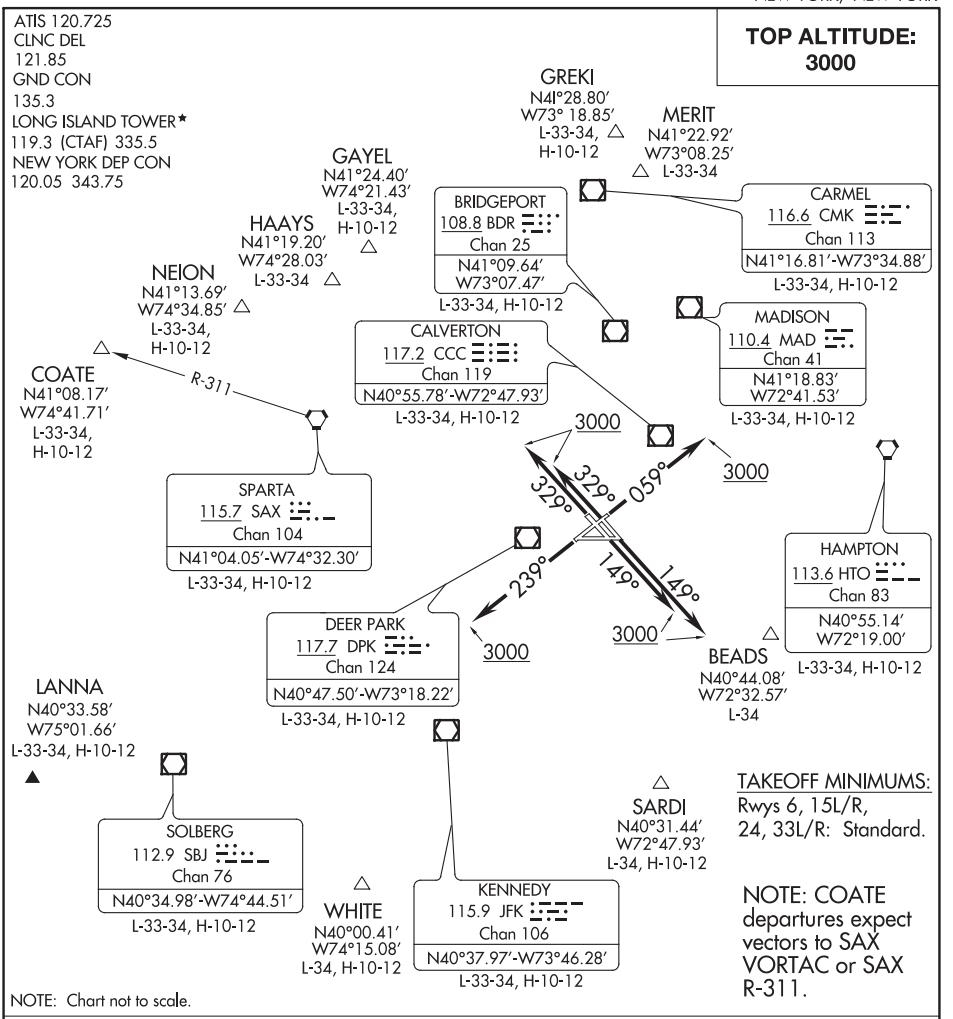
AIRPORT DIAGRAM

20086

NEW YORK, NEW YORK

LONG ISLAND MAC ARTHUR (ISP)

# LONG ISLAND SEVEN DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 059° to 3000, thence....
TAKEOFF RUNWAYS 15L/15R: Climb heading 149° to 3000, thence....
TAKEOFF RUNWAY 24: Climb heading 239° to 3000, thence....
TAKEOFF RUNWAYS 33L/33R: Climb heading 329° to 3000, thence....

....on vectors to assigned route/fix. Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| LOC I-SWF | APP CRS | Rwy Idg | 8817 |
|---|---|---|---|
| 110.1 | 092° | TDZE | 482 |
| | | Apt Elev | 491 |

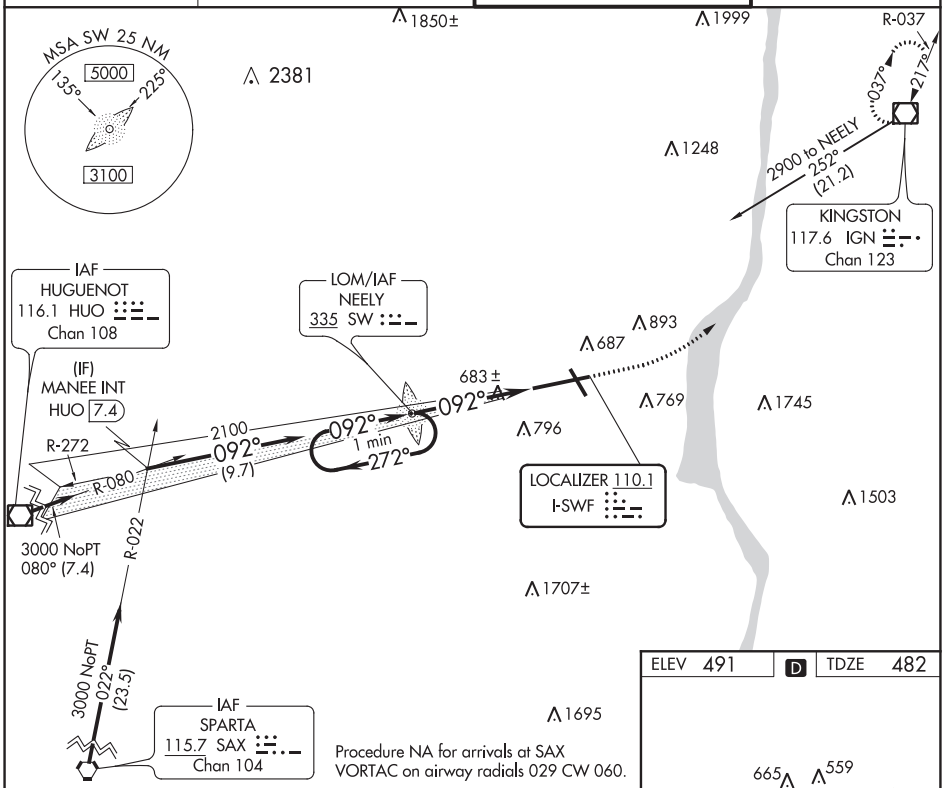
# ILS or LOC RWY 9

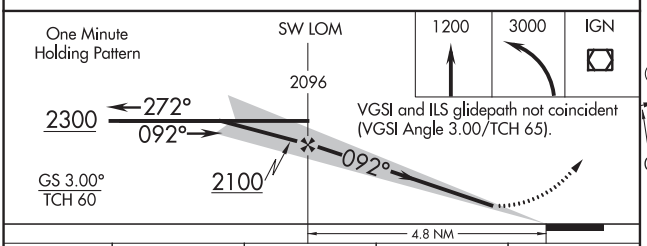
## NEW YORK STEWART INTL (SWF)

ALSF-2

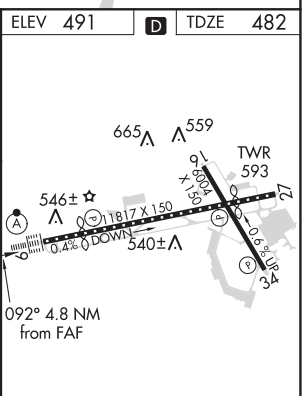
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 682/18 200 (200-½) | | | |
| S-LOC 9 | 940/24 458 (500-½) | | 940/50 458 (500-1) | |
| C CIRCLING | 1200-1 709 (800-1) | | 1200-2 709 (800-2) | 1200-2¼ 709 (800-2¼) |




TDZ/CL Rwy 9
HIRL Rwys 9-27 and 16-34
REIL Rwys 16, 27 and 34

| FAF to MAP 4.8 NM | | | | | | |
|---|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



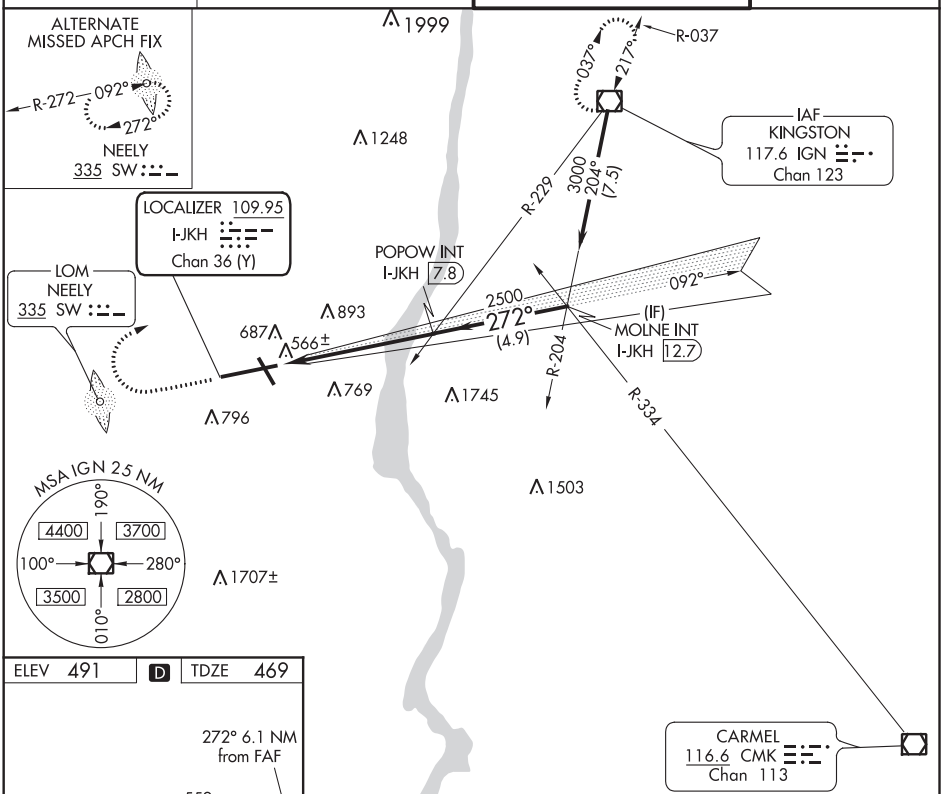
NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

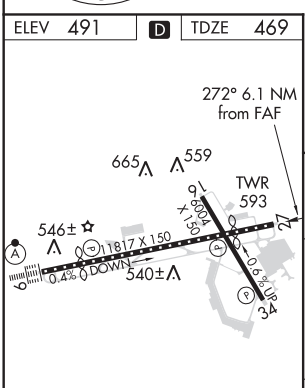
| LOC/DME I-JKH 109.95 Chan 36 (Y) | APP CRS 272° | Rwy ldg 9817 TDZE 469 Apt Elev 491 |
|---|---|---|

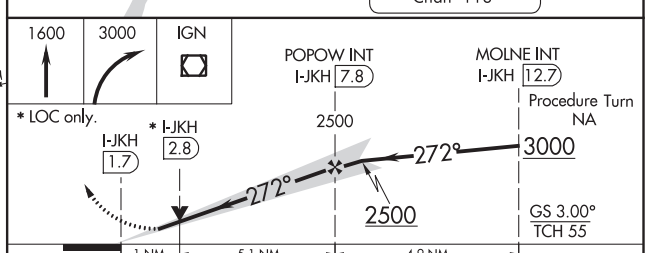
# ILS or LOC RWY 27
## NEW YORK STEWART INTL (SWF)

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




TDZ/CL Rwy 9
HIRL Rwys 9-27 and 16-34
REIL Rwys 16, 27 and 34

| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 719-1 250 (300-1) | | | |
| S-LOC 27 | 840-1 371 (400-1) | | | 840-1¼ 371 (400-1¼) |
| C CIRCLING | 1200-1 709 (800-1) | | 1200-2 709 (800-2) | 1200-2¼ 709 (800-2¼) |

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK AL-450 (FAA) 20254

| LOC I-SWF | APP CRS | Rwy ldg 8817 |
|---|---|---|
| 110.1 | 092° | TDZE 482 |
| | | Apt Elev 491 |

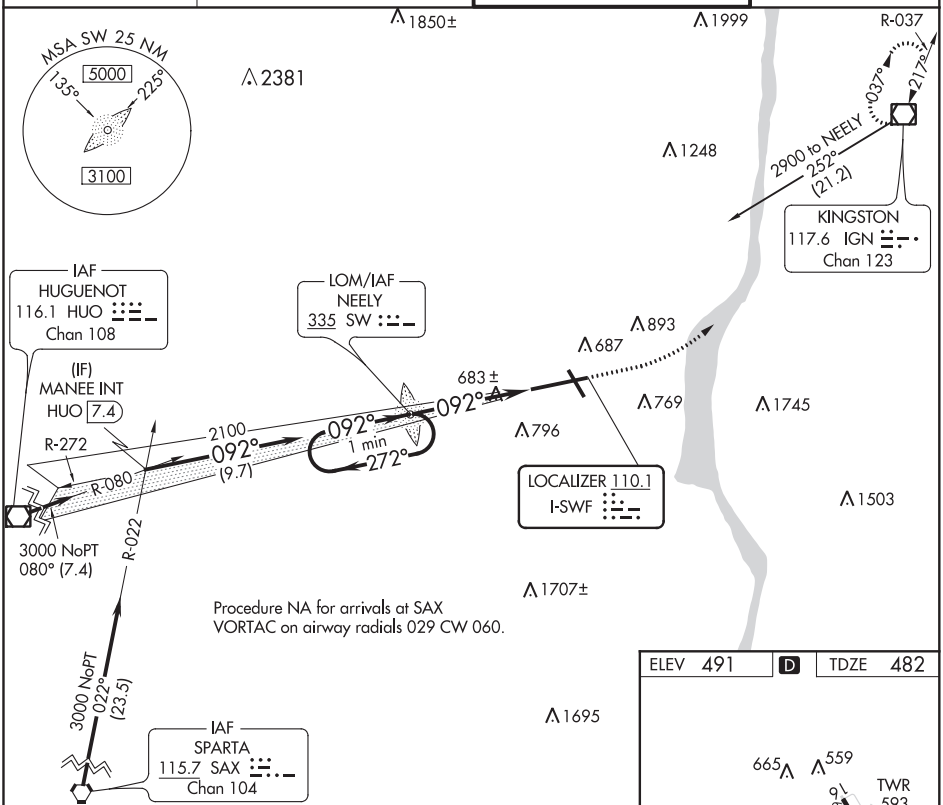
# ILS RWY 9 (SA CAT I)
## NEW YORK STEWART INTL (SWF)

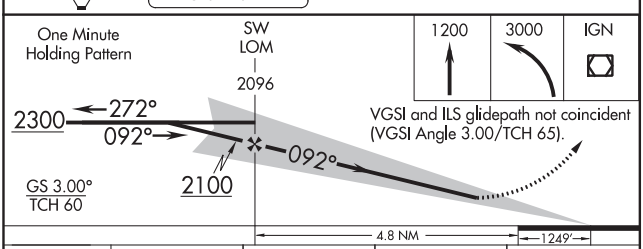
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN VOR/DME and hold.

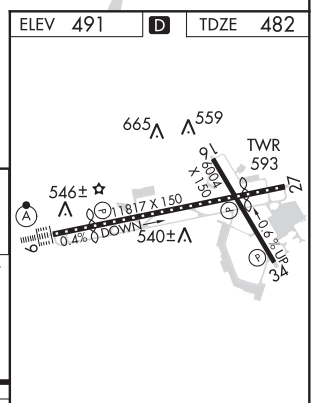
| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | RA 142/14 150 DA 632 | | | |

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




TDZ/CL Rwy 9
HIRL Rwys 9-27 and 16-34
REIL Rwys 16, 27 and 34

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

NEW YORK, NEW YORK
Amdt 13D 15AUG19

41°30'N-74°06'W

NEW YORK STEWART INTL (SWF)
ILS RWY 9 (SA CAT I)

| LOC I-SWF | APP CRS | Rwy Idg | 8817 |
|---|---|---|---|
| 110.1 | 092° | TDZE | 482 |
| | | Apt Elev | 491 |

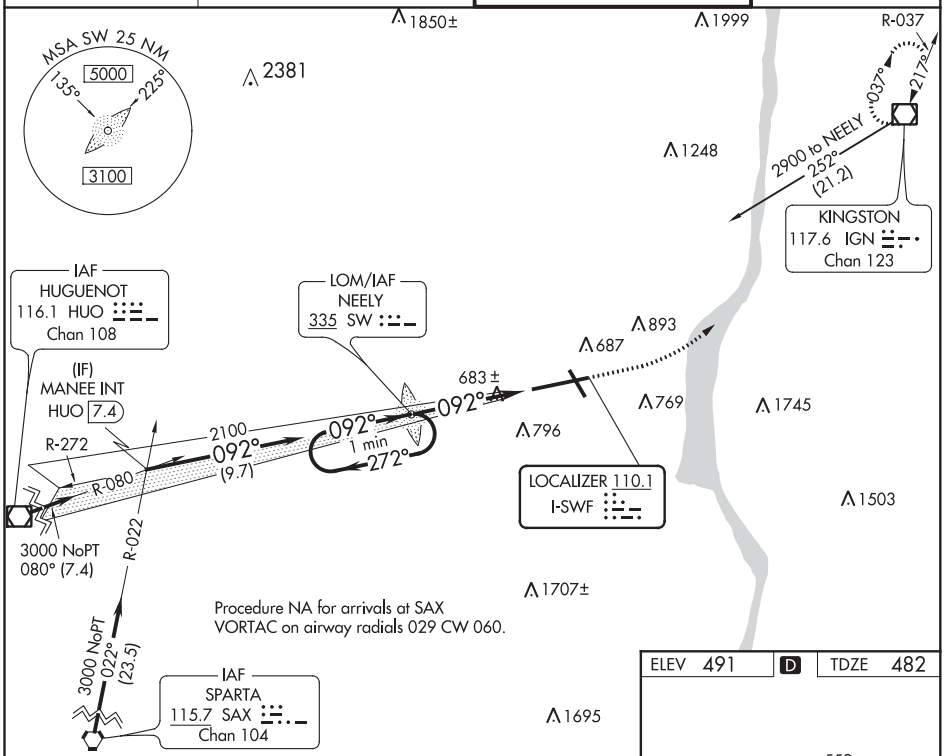
# ILS RWY 9 (CAT II & III)
## NEW YORK STEWART INTL (SWF)

CAT II: RVR 1000 authorized with specific OPSEC, MSPEC, or LOA and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN VOR/DME and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | CAT II RA 97/12 100 DA 582 | | | |
| S-ILS 9 | CAT IIIa RVR 07 | | | |
| S-ILS 9 | CAT IIIb RVR 06 | | | |
| S-ILS 9 | CAT IIIc NA | | | |

**CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 9
HIRL Rwys 9-27 and 16-34
REIL Rwys 16, 27 and 34



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 9

## NEW YORK STEWART INTL (SWF)

| WAAS CH 62818 W09A | APP CRS 092° | Rwy Idg 8817<br>TDZE 482<br>Apt Elev 491 |
|---|---|---|

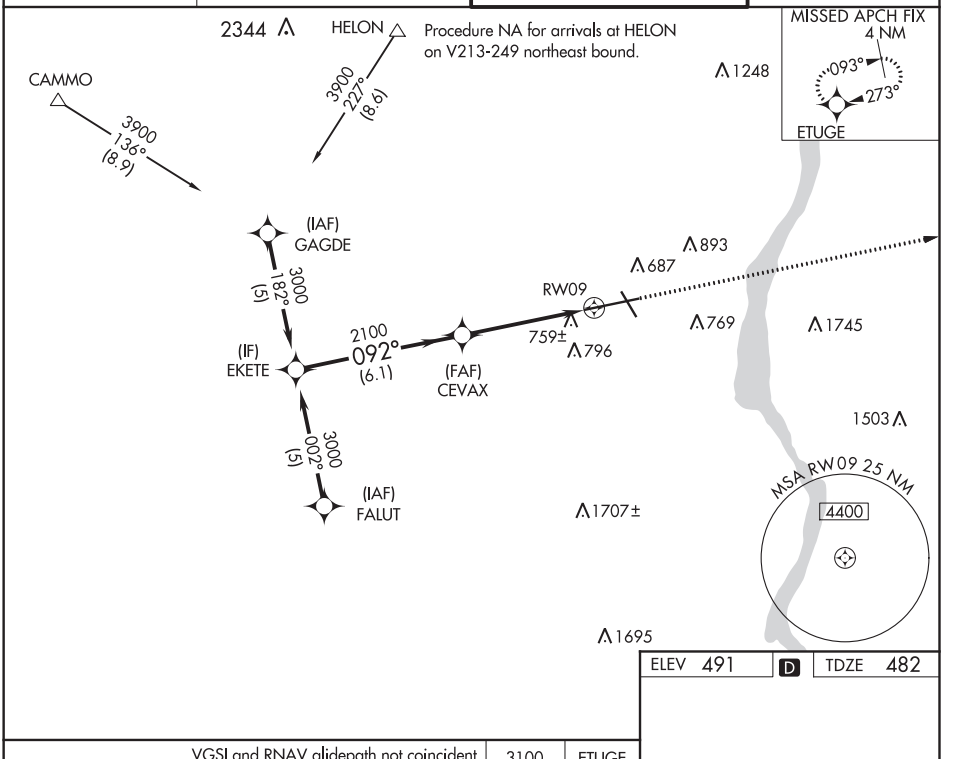
RNP APCH.

T A Inop table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

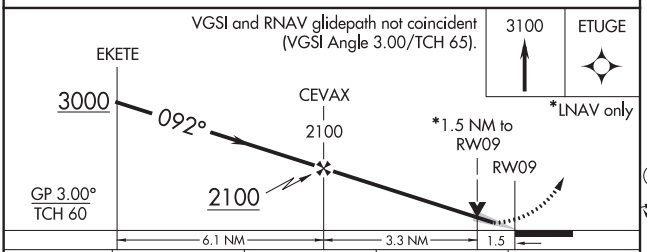
ALSF-2

MISSED APPROACH: Climb to 3100 direct ETUGE and hold.

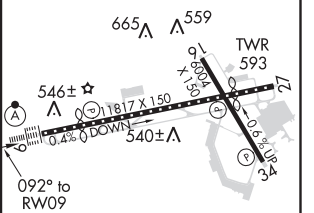
| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




ELEV 491 D TDZE 482




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 682/24 | 200 (200-½) | | |
| LNAV/VNAV DA | 1098-2 | 616 (700-2) | | |
| LNAV MDA | 1020/24 538 (600-½) | | 1020/55 538 (600-1) | 1020/60 538 (600-1¼) |
| C CIRCLING | 1200-1 709 (800-1) | | 1200-2 709 (800-2) | 1200-2¼ 709 (800-2¼) |




TDZ/CL Rwy 9
HIRL Rwys 9-27 and 16-34
REIL Rwys 16, 27 and 34



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 6004 |
|---|---|---|
| 163° | TDZE | 471 |
| | Apt Elev | 491 |

# RNAV (GPS) RWY 16

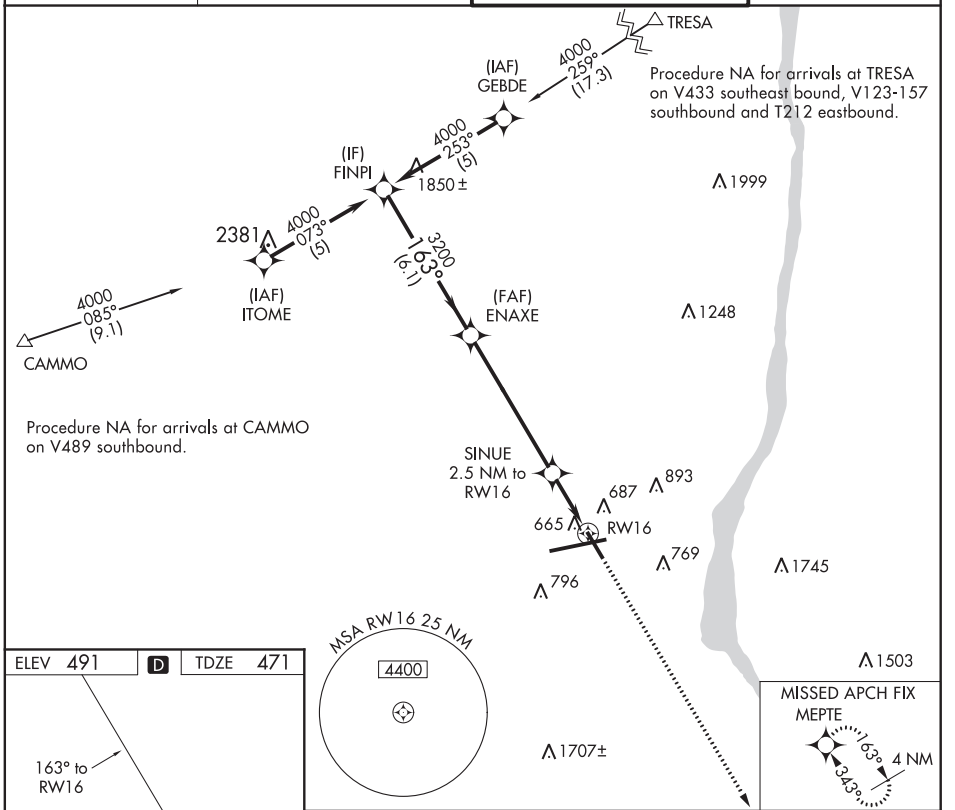
## NEW YORK STEWART INTL (SWF)

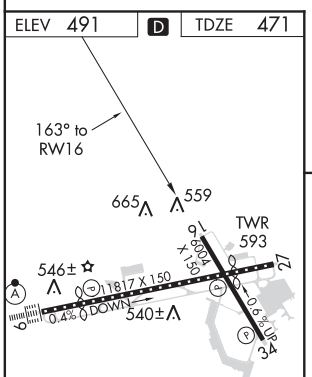
RNP APCH.

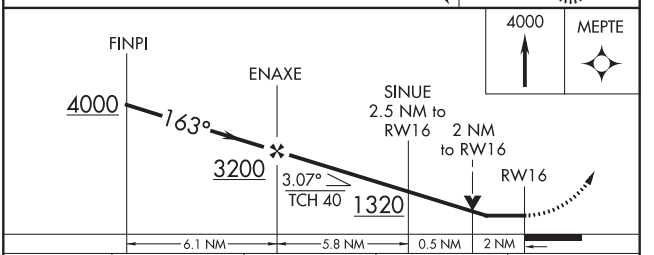
Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct MEPTE and hold, continue climb-in-hold to 4000.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 | 669 (700-1) | 1140-1⅞ 669 (700-1⅞) | 1140-2 669 (700-2) |
| C CIRCLING | 1200-1 | 709 (800-1) | 1200-2 709 (800-2) | 1200-2¼ 709 (800-2¼) |

TDZ/CL Rwy 9
HIRL Rwys 9-27 and 16-34
REIL Rwys 16, 27 and 34



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 27
## NEW YORK STEWART INTL (SWF)

| APP CRS | Rwy Idg | 9817 |
|---|---|---|
| 272° | TDZE | 469 |
| | Apt Elev | 491 |

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct EKETE and hold.

| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |

Procedure NA for arrivals at WEETS on V483 northwest bound and V205 westbound and on PWL VOR/DME airway radials 216 CW 250.

WEETS 1850± 1999 4000 145° (20.7)

PAWLING PWL 4000 247° (14.1)

(IAF) GOKRE 1248

3000 183° (5)

(FAF) POPOW 893 2500 273° (6.1)

(IF) ETUGE

687 619± RW27 272°

769 796

3000 003° (5)

1745

(IAF) FOROR 1503

MISSED APCH FIX EKETE 092° 272° 4 NM

1707±

MSA RW27 25 NM 4400

ELEV 491 D TDZE 469

272° to RW27

665 559 TWR 593

546± 1817 X 150 0.4% DOWN 540±

3000 EKETE * LNAV only.

*1.5 NM to RW27

ETUGE Procedure Turn NA 3000

POPOW 2500 273° 272° 2500

GP 3.00° TCH 55

1.5 NM 4.6 NM 6.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1048-2 579 (600-2) | | | |
| LNAV MDA | 1000-1 531 (600-1) | | 1000-1½ 531 (600-1½) | 1000-1¾ 531 (600-1¾) |
| C CIRCLING | 1200-1 709 (800-1) | | 1200-2 709 (800-2) | 1200-2¼ 709 (800-2¼) |

TDZ/CL Rwy 9
HIRL Rwys 9-27 and 16-34
REIL Rwys 16, 27 and 34



41°30'N-74°06'W





NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 34

## NEW YORK STEWART INTL (SWF)

| WAAS CH 90217 W34A | APP CRS 343° | Rwy Idg 6004 / TDZE 462 / Apt Elev 491 |
|---|---|---|

RNP APCH.

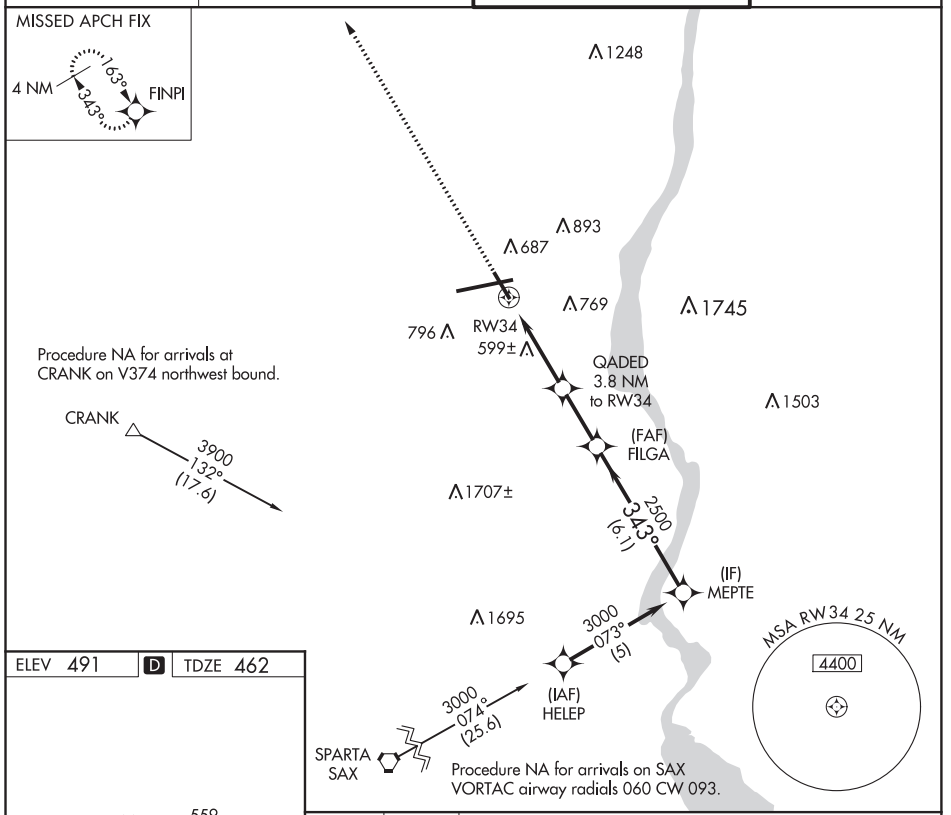
Rwy 34 helicopter visibility reduction below ¾ SM NA.

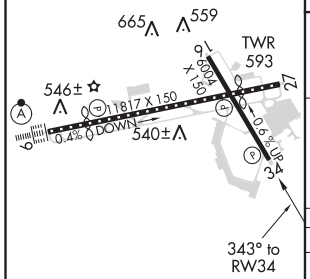
MISSED APPROACH: Climb to 3900 direct FINPI and hold.

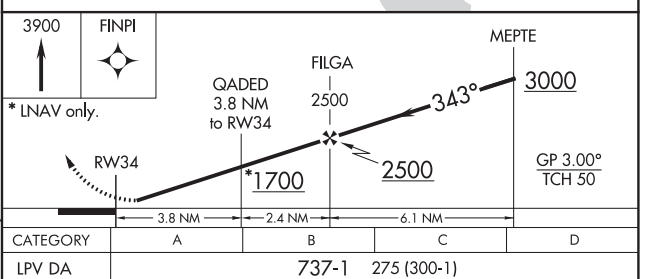
| ATIS | NEW YORK APP CON | STEWART TOWER | GND CON |
|---|---|---|---|
| 124.575 | 132.75 363.1 | 121.0 254.4 | 121.9 |

MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 737-1 | 275 (300-1) | |
| LNAV MDA | 1020-1 558 (600-1) | | 1020-1½ 558 (600-1½) | 1020-1¾ 558 (600-1¾) |
| C CIRCLING | 1200-1 709 (800-1) | | 1200-2 709 (800-2) | 1200-2¼ 709 (800-2¼) |

TDZ/CL Rwy 9
HIRL Rwys 9-27 and 16-34
REIL Rwys 16, 27 and 34



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

20254

# AIRPORT DIAGRAM

NEW YORK STEWART INTL (SWF)
NEW YORK, NEW YORK

AL-450 (FAA)




AIRPORT DIAGRAM
20254

NEW YORK, NEW YORK
NEW YORK STEWART INTL (SWF)



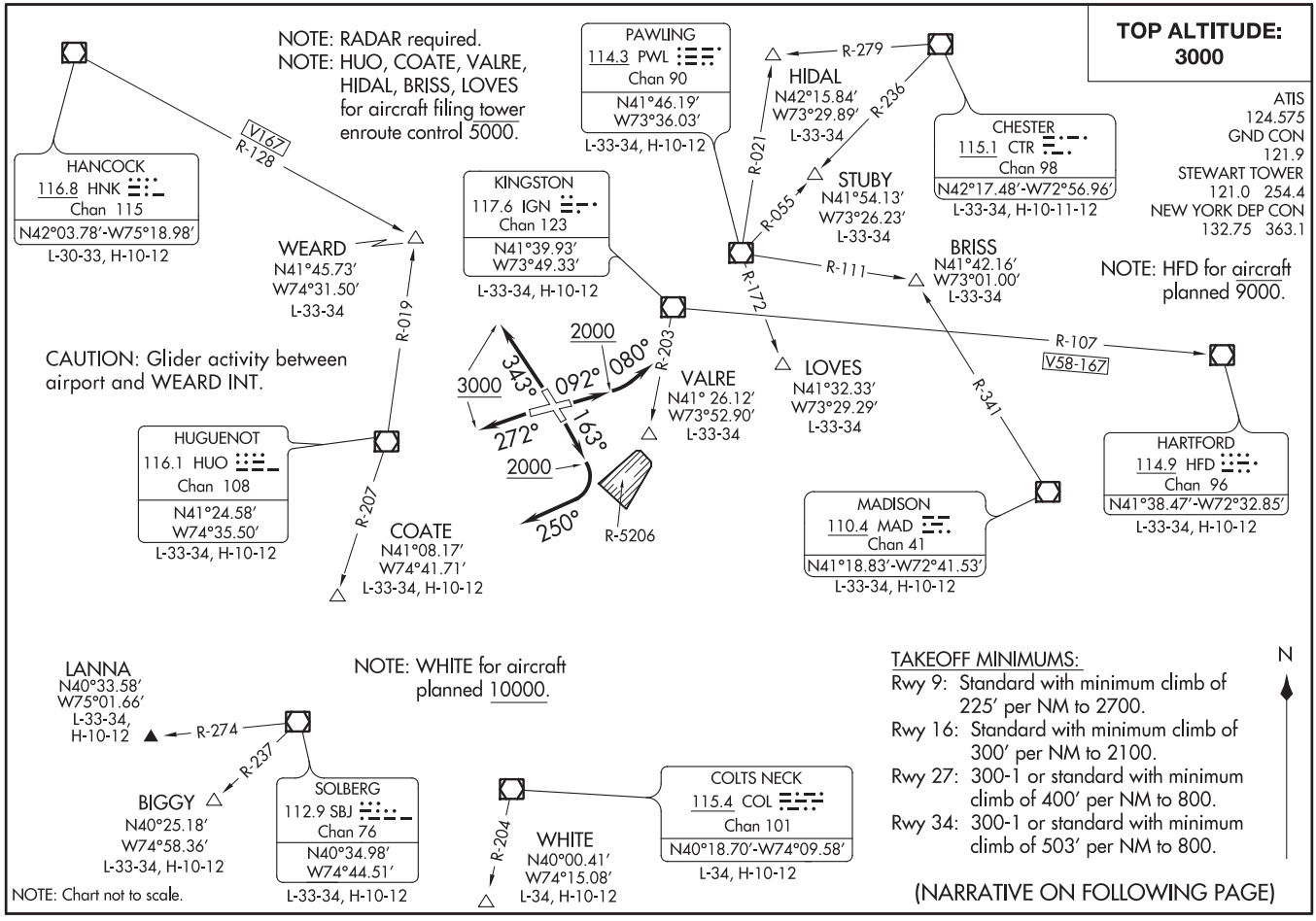
NE-2, 25 FEB 2021 to 22 APR 2021

# STEWART NINE DEPARTURE

(SWF9.SWF) 20JUN19

NEW YORK, NEW YORK

NEW YORK STEWART INTL (SWF)




(SWF9.SWF) 20254

STEWART NINE DEPARTURE

NEW YORK STEWART INTL (SWF)

NEW YORK, NEW YORK

AL-450 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 092° to 2000, then turn left heading 080°, maintain 3000, thence....
TAKEOFF RUNWAY 16: Climb heading 163° to 2000, then turn right heading 250°, maintain 3000, thence....
TAKEOFF RUNWAY 27: Climb heading 272° to 3000, thence....
TAKEOFF RUNWAY 34: Climb heading 343° to 3000, thence....

....via radar vectors to assigned route/fix, expect clearance to filed altitude/flight level within ten (10) minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000. Ten minutes after departure, climb to filed altitude/flight level.

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 210° | TDZE | N/A |
| | Apt Elev | N/A |

# COPTER RNAV (GPS) 210°

WEST 30TH ST (JRA)

T A NA DME/DME RNP-0.3 NA.
Radar required.
Use Teterboro altimeter setting when not received use LaGuardia altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct JEDIL and hold.

| LA GUARDIA APP CON | NEWARK APP CON | UNICOM |
|---|---|---|
| 126.05 | 127.85 | 123.050 (CTAF) L |

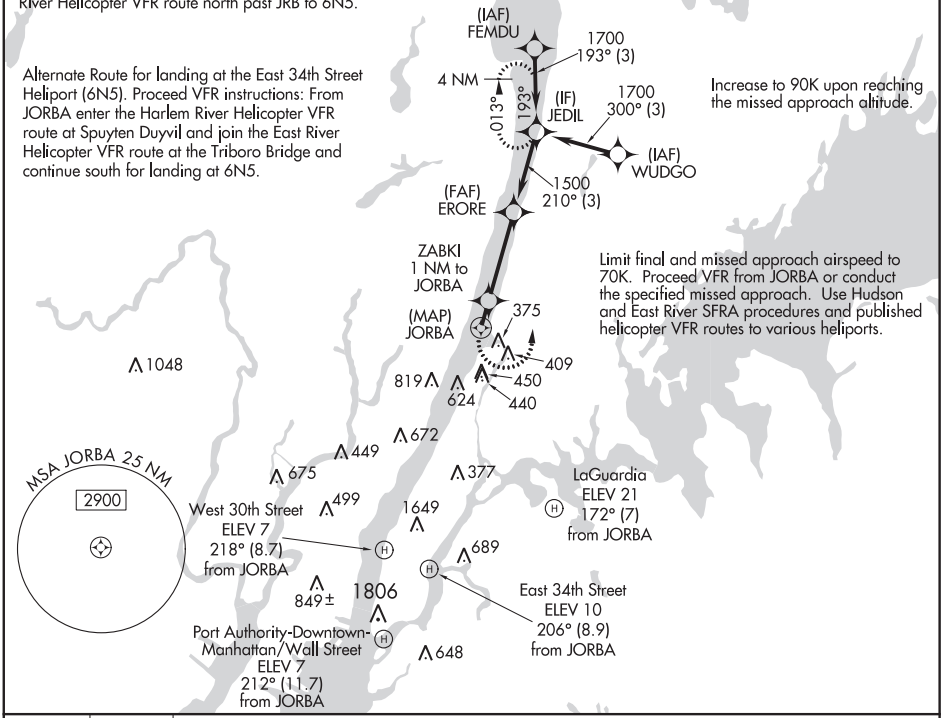
Proceed VFR instructions: From JORBA enter Hudson River helicopter VFR route at Spuyten Duyvil and continue south for landing at West 30th Street Heliport (JRA). Continue south and join the East River helicopter VFR route at Battery Park for landing at Wall Street Heliport (JRB). For landing at the East 34th Street Heliport (6N5) continue following East River Helicopter VFR route north past JRB to 6N5.

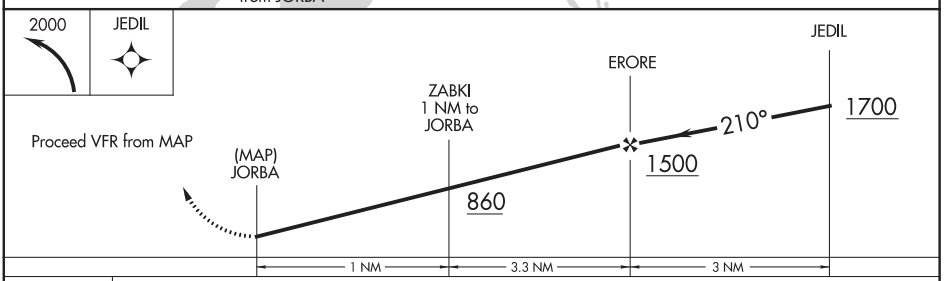
Alternate Route for landing at the East 34th Street Heliport (6N5). Proceed VFR instructions: From JORBA enter the Harlem River Helicopter VFR route at Spuyten Duyvil and join the East River Helicopter VFR route at the Triboro Bridge and continue south for landing at 6N5.

Limit initial and intermediate approach to 90K.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach airspeed to 70K. Proceed VFR from JORBA or conduct the specified missed approach. Use Hudson and East River SFRA procedures and published helicopter VFR routes to various heliports.




| CATEGORY | COPTER |
|---|---|
| LNAV MDA | 780-¾ 350 (400-¾) |



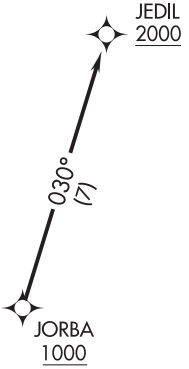
NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

(JEDIL2.JEDIL) 19227 AL-10972 (FAA)

# JEDIL TWO DEPARTURE (COPTER) (RNAV)

WEST 30TH ST (JRA)
NEW YORK, NEW YORK

TETERBORO D-ATIS
114.2 132.85
LA GUARDIA DEP CON
126.05
NEWARK DEP CON
127.85




H

NOTE: GPS required.
NOTE: Use Teterboro altimeter setting.
NOTE: RNAV 1.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: VFR climb to JORBA, cross JORBA at or above 1000.
IFR SEGMENT: Track 030° to cross JEDIL at or above 2000.



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 4L

NEWARK LIBERTY INTL (EWR)

| LOC/DME I-EWR | APP CRS | | 4L | 4R |
|---|---|---|---|---|
| 110.75 | 039° | Rwy ldg | 8460 | 8810 |
| Chan 44 (Y) | | TDZE | 10 | 11 |
| | | Apt Elev | 17 | 17 |

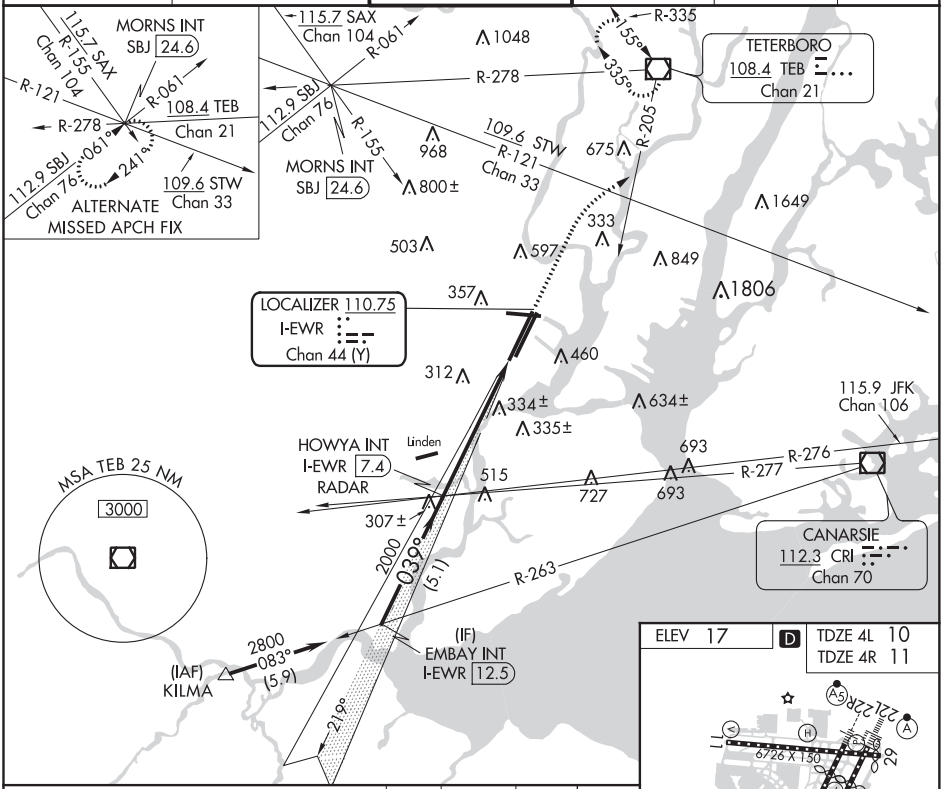
For inoperative MALSR, increase S-LOC 4L and sidestep 4R Cat C visibility to 1¾ mile. Inoperative table does not apply to sidestep Rwy 4R Cats A and B. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

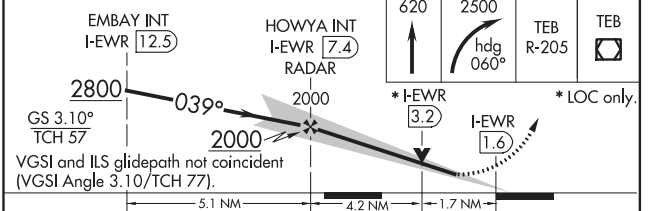
4L MALSR (A5)

4R ALSF-2 (A)

MISSED APPROACH: Climb to 620 then climbing right turn to 2500 on heading 060° and TEB VOR/DME R-205 to TEB VOR/DME and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |



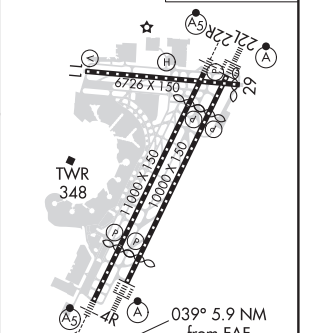




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4L | 210/18 200 (200-½) | | | |
| S-LOC 4L | 620/24 610 (700-½) | | 620-1⅜ 610 (700-1⅜) | |
| SIDESTEP 4R | 620/50 609 (700-1) | | 620-1⅜ 609 (700-1⅜) | 620-1½ 609 (700-1½) |
| C CIRCLING | 760-1 743 (800-1) | 820-1 803 (900-1) | 900-2¾ 883 (900-2¾) | 900-3 883 (900-3) |

ELEV 17 D

TDZE 4L 10

TDZE 4R 11




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29

REIL Rwys 11, 22R, and 29

HIRL Rwys 4L-22R, 4R-22L, and 11-29

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEWARK, NEW JERSEY | AL-285 (FAA) | 21056

# ILS or LOC RWY 4R

NEWARK LIBERTY INTL (EWR)

| LOC/DME I-EZA | APP CRS | | 4R | 4L |
|---|---|---|---|---|
| 108.7 | 039° | Rwy ldg | 8810 | 8460 |
| Chan 24 | | TDZE | 11 | 10 |
| | | Apt Elev | 17 | 17 |

T A Inoperative table does not apply to sidestep 4L Cats A and B. For inoperative MALSR, increase sidestep 4L Cat C visibility to 1¾ mile. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

4R ALSF-2 (A) | 4L MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 060° and TEB VOR/DME R-205 to TEB VOR/DME and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |

MSA TEB 25 NM
3000
109.6 STW Chan 33
R-155
MORNS INT SBJ 24.6
1157 SAX Chan 104
R-061
R-121
112.9 SBJ Chan 76
1048
968
800±
675
R-335
155°
335°
R-205
TETERBORO 108.4 TEB Chan 21
1649
333
503
597
849
1806
357
IM
312
460
334
335±
634±
LOCALIZER 108.7 I-EZA Chan 24
115.9 JFK Chan 106
Linden
693
R-277
R-279
727
515
DOOIN INT I-EZA 6.2 RADAR
1700
039°
(5.8)
R-265
CANARSIE 112.3 CRI Chan 70
Procedure NA for arrivals at KILMA on V433 westbound.
(IAF) KILMA
2800
085°
(6)
(IF) GRITY I-EZA 12
R-038
219°
113.8 RBV Chan 85

ALTERNATE MISSED APCH FIX
MORNS INT SBJ 24.6
061°
241°

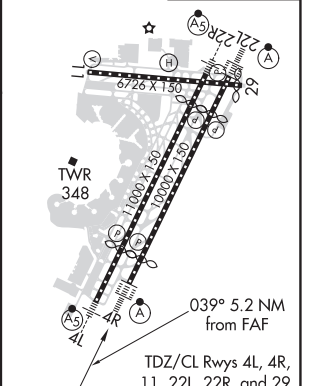
VGSI and ILS glidepath not coincident (VGSI Angle 2.95/TCH 71).

| 600 | 2500 | TEB | TEB |
|---|---|---|---|
| | hdg 060° | R-205 | |

GRITY I-EZA 12
DOOIN INT I-EZA 6.2 RADAR
2800
039°
1700
*I-EZA 2.6
I-EZA 1
IM
*LOC only.
GS 2.95°
TCH 55
5.8 NM | 3.6 NM | 1.5 NM | 0.1

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | 211/18 200 (200-½) | | | |
| S-LOC 4R | 600/24 589 (600-½) | | 600/60 589 (600-1¼) | |
| SIDESTEP RWY 4L | 620/50 610 (700-1) | | 620-1⅜ 610 (700-1⅜) | 620-1½ 610 (700-1½) |
| C CIRCLING | 760-1 743 (800-1) | 820-1 803 (900-1) | 900-2¾ 883 (900-2¾) | 900-3 883 (900-3) |

ELEV 17 D | TDZE 4R 11 | TDZE 4L 10




| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 11

NEWARK LIBERTY INTL (EWR)

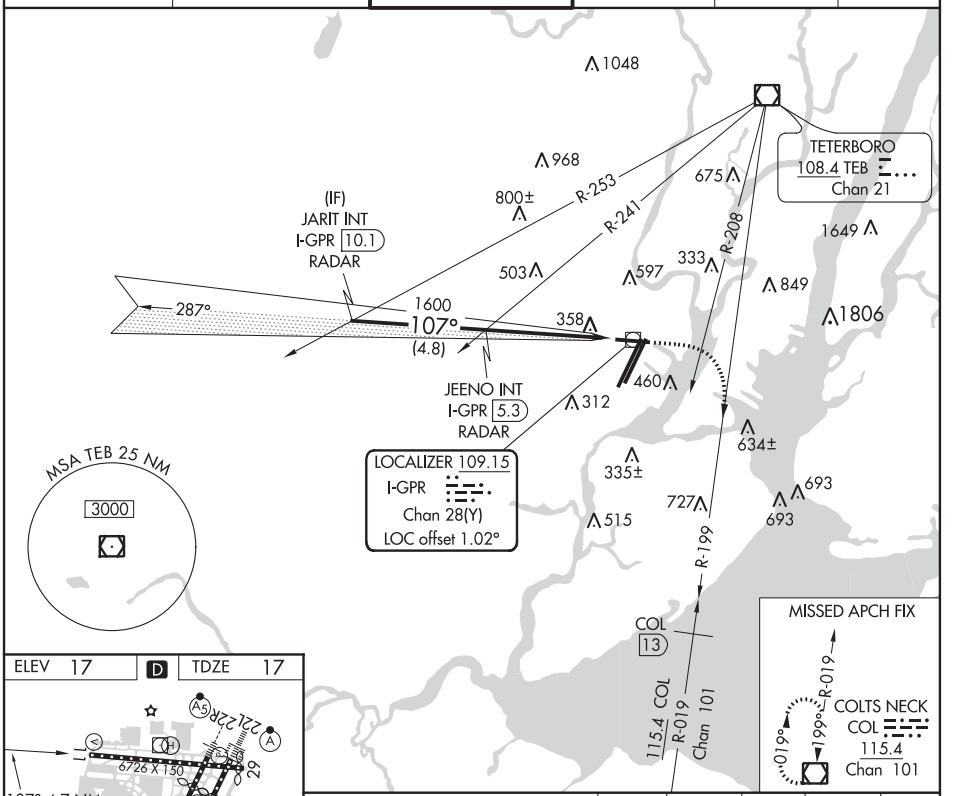
| LOC/DME I-GPR | APP CRS | Rwy Idg | 6726 |
|---|---|---|---|
| 109.15 | 107° | TDZE | 17 |
| Chan 28 (Y) | | Apt Elev | 17 |

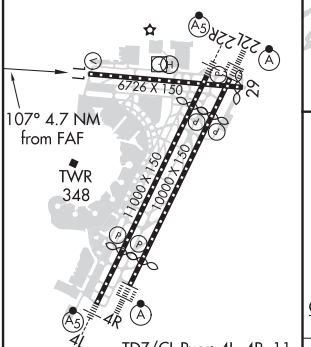
DME required. RADAR required for procedure entry.

When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 1700 heading 107°, at TEB VOR/DME R-208 right turn to intercept TEB VOR/DME R-199 and COL VOR/DME R-019 to COL VOR/DME and hold. At COL 13 DME climb to 3000.

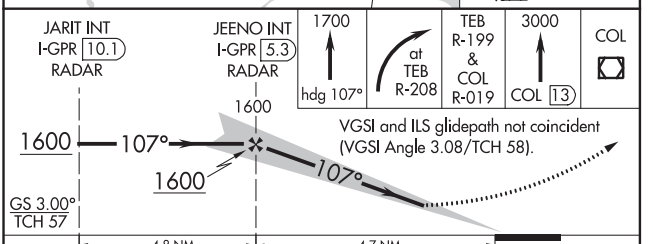
| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R,and 29
REIL Rwys 11, 22R and 29
HIRL Rwys 4L-22R, 4R-22L and 11-29

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- ILS 11 | 603-2 586 (600-2) | | | |
| S- LOC 11 | 580/50 563 (600-1) | | 580-1½ 563 (600-1½) | 580-1¾ 563 (600-1¾) |
| C CIRCLING | 760-1 743 (800-1) | 820-1 803 (900-1) | 900-2¾ 883 (900-2¾) | 900-3 883 (900-3) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEWARK, NEW JERSEY

AL-285 (FAA)

21056

# ILS or LOC RWY 22L

NEWARK LIBERTY INTL (EWR)

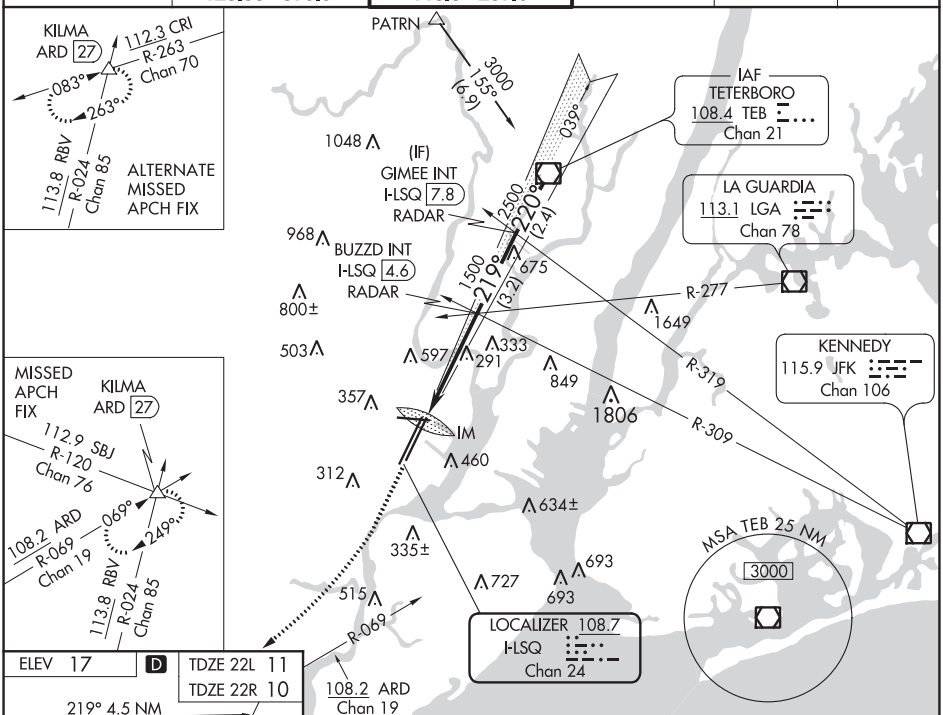
| LOC/DME I-LSQ | APP CRS | | 22L | 22R |
|---|---|---|---|---|
| 108.7 | 219° | Rwy ldg | 8207 | 9560 |
| Chan 24 | | TDZE | 11 | 10 |
| | | Apt Elev | 17 | 17 |

When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Inop table does not apply to sidestep Rwy 22R Cats A/B.

22L ALSF-2 | 22R MALSR

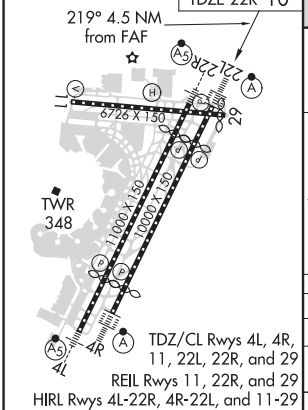
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




NE-2, 25 FEB 2021 to 22 APR 2021

ELEV 17 | D | TDZE 22L 11 | TDZE 22R 10

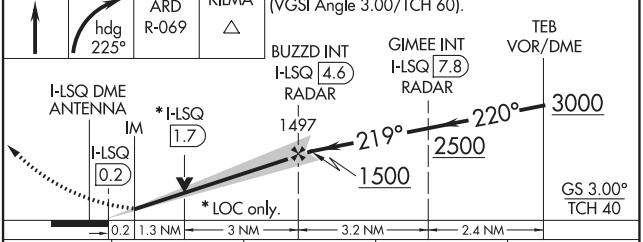



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| 500 | 3000 | ARD | KILMA |
|---|---|---|---|
| | hdg 225° | R-069 | △ |

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | 211/18 200 (200-½) | | | |
| S-LOC 22L | 560/24 549 (600-½) | | 560/60 549 (600-1¼) | |
| SIDESTEP RWY 22R | 560/50 550 (600-1) | | 560/60 550 (600-1¼) | 560-1½ 550 (600-1½) |
| C CIRCLING | 760-1 743 (800-1) | 820-1 803 (900-1) | 900-2¾ 883 (900-2¾) | 900-3 883 (900-3) |

NE-2, 25 FEB 2021 to 22 APR 2021

NEWARK, NEW JERSEY
Amdt 13D 31DEC20

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

ILS or LOC RWY 22L

# ILS or LOC RWY 22R

NEWARK LIBERTY INTL (EWR)

| LOC/DME I-JNN | APP CRS | | 22R | 22L |
|---|---|---|---|---|
| 110.75 | 219° | Rwy ldg | 9560 | 8206 |
| Chan 44(Y) | | TDZE | 10 | 11 |
| | | Apt Elev | 17 | 17 |

DME required. RADAR required for procedure entry.

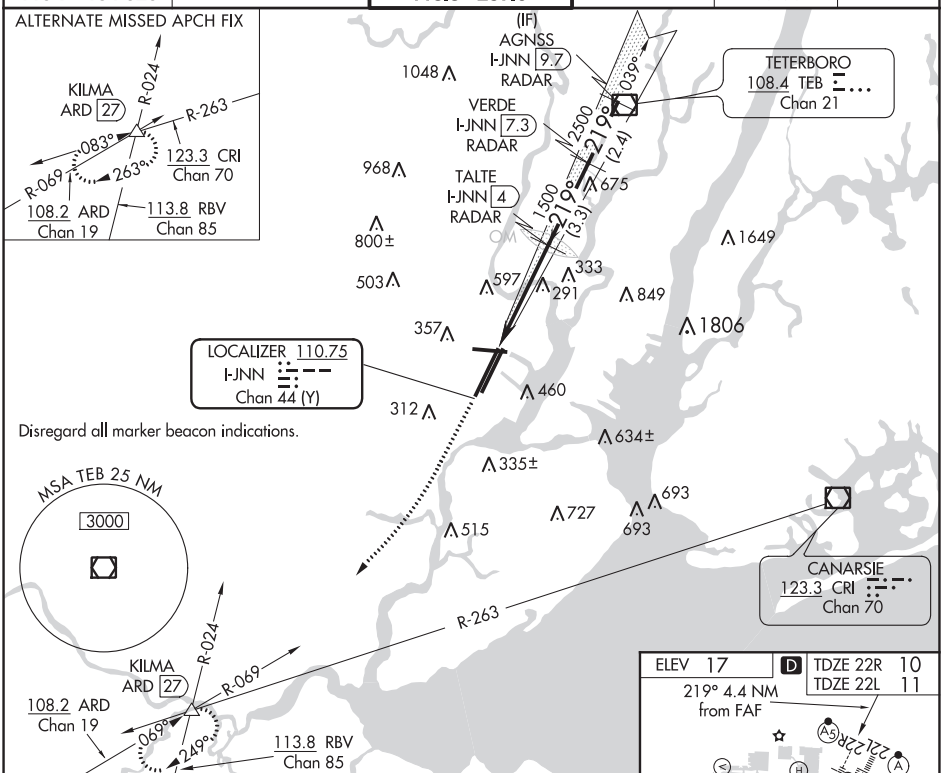
T For inoperative ALSF-2, increase sidestep 22L Cat C visibility to 1⅝ mile. Inoperative table does not apply to sidestep 22L Cats A and B.

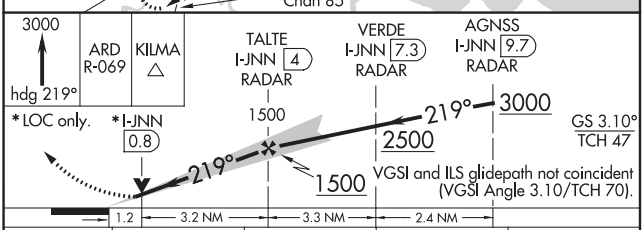
A When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

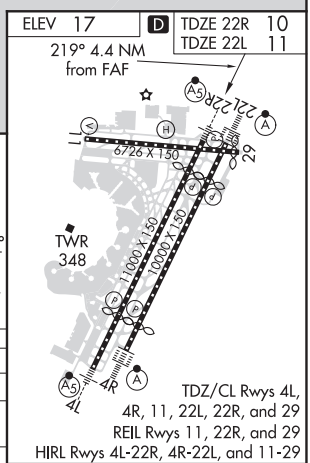
22R MALSR (A5) | 22L ALSF-2 (A)

MISSED APPROACH: Climb to 3000 on heading 219° and on ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | 210/18 200 (200-½) | | | |
| S-LOC 22R | 460/24 450 (500-½) | | 460/45 450 (500-⅞) | |
| SIDESTEP RWY 22L | 560/50 549 (600-1) | | | 560-1½ 549 (600-1½) |
| C CIRCLING | 760-1 743 (800-1) | 820-1 803 (900-1) | 900-2¾ 883 (900-2¾) | 900-3 883 (900-3) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

NEWARK, NEW JERSEY

AL-285 (FAA)

21056

# ILS RWY 22L (SA CAT I)

NEWARK LIBERTY INTL (EWR)

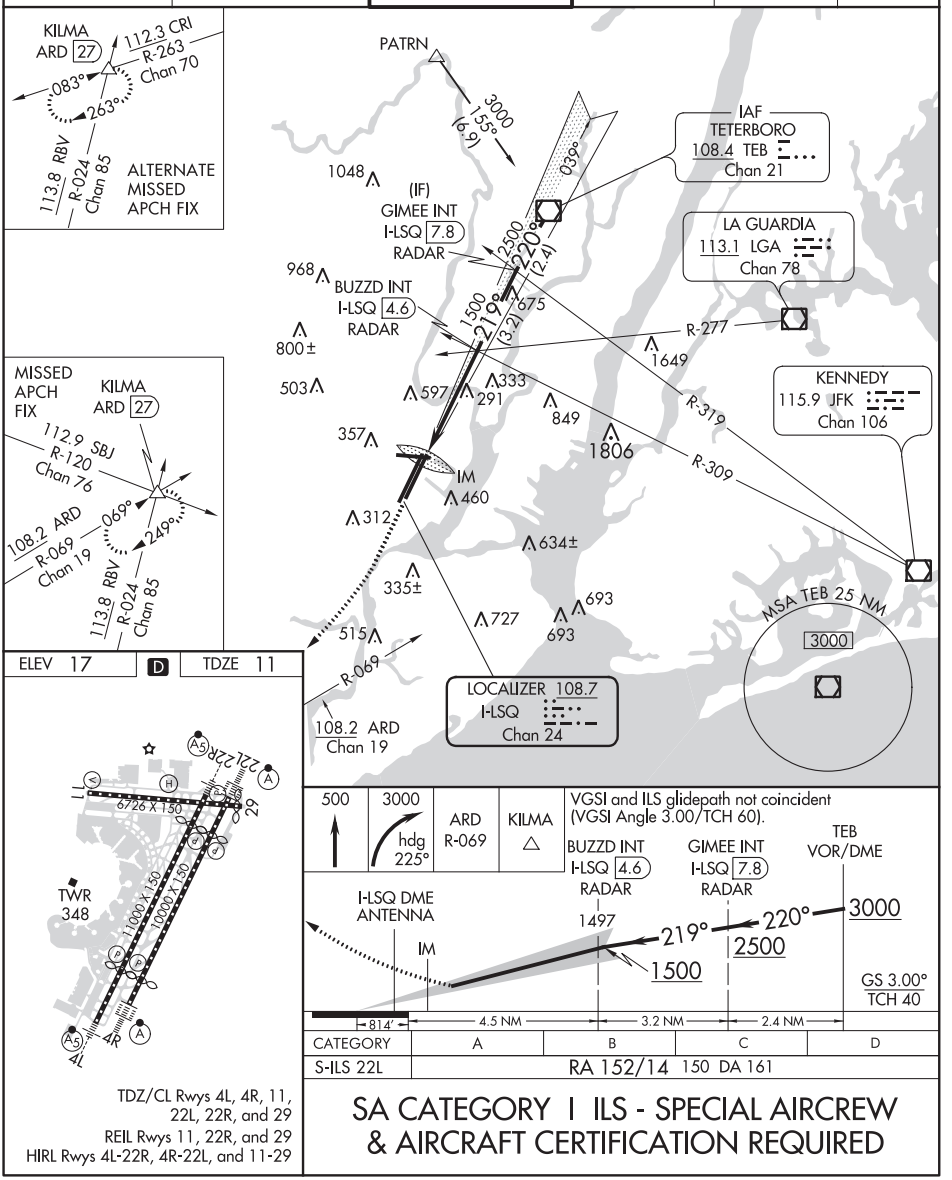
| LOC/DME I-LSQ | APP CRS | Rwy ldg | 8207 |
|---|---|---|---|
| 108.7 | 219° | TDZE | 11 |
| Chan 24 | | Apt Elev | 17 |

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

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NEWARK, NEW JERSEY
Amdt 13D 31DEC20

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

ILS RWY 22L (SA CAT I)



NE-2, 25 FEB 2021 to 22 APR 2021

# ILS RWY 4L (SA CAT I & II)

NEWARK LIBERTY INTL (EWR)

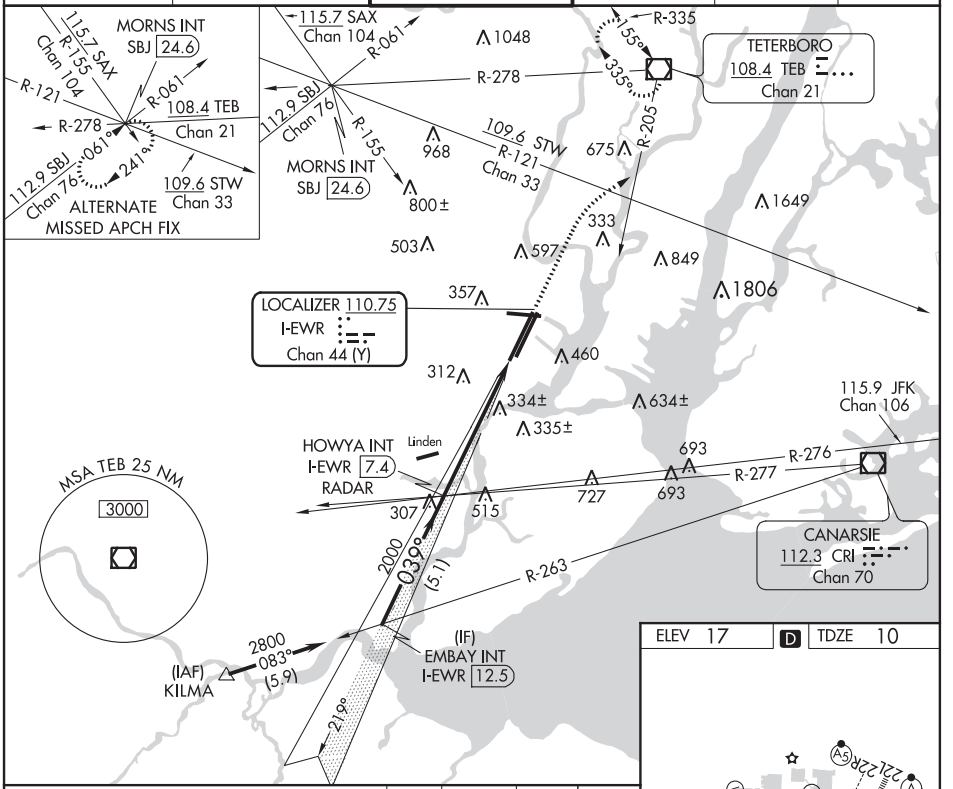
| LOC/DME I-EWR | APP CRS | Rwy ldg | 8460 |
|---|---|---|---|
| 110.75 | 039° | TDZE | 10 |
| Chan 44 (Y) | | Apt Elev | 17 |

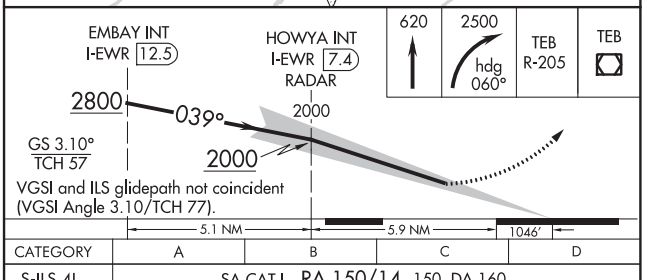
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 620 then climbing right turn to 2500 on heading 060° and TEB VOR/DME R-205 to TEB VOR/DME and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |

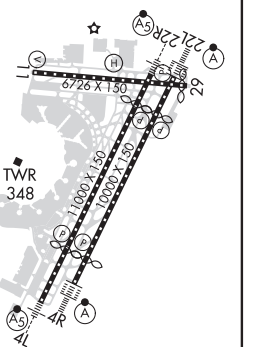



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4L | SA CAT I RA 150/14 150 DA 160 | | | |
| S-ILS 4L | SA CAT II RA 100/12 100 DA 110 | | | |

## SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 17 D TDZE 10




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEWARK, NEW JERSEY | AL-285 (FAA) | 21056

# ILS RWY 4R (CAT II & III)

NEWARK LIBERTY INTL (EWR)

| LOC/DME I-EZA | APP CRS | Rwy Idg | 8810 |
|---|---|---|---|
| 108.7 | 039° | TDZE | 11 |
| Chan 24 | | Apt Elev | 17 |

ALSF-2

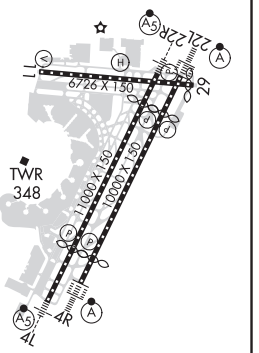
MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 060° and TEB VOR/DME R-205 to TEB VOR/DME and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |

MSA TEB 25 NM
3000
109.6 STW Chan 33
R-155
MORNS INT SBJ 24.6
115.7 SAX Chan 104
R-061
R-121
112.9 SBJ Chan 76
TETERBORO 108.4 TEB Chan 21
R-335
155°
335°
R-205
1048
968
800±
675
1649
503
597
333
849
1806
357
312
IM
460
334
335±
634±
LOCALIZER 108.7 I-EZA Chan 24
115.9 JFK Chan 106
Linden
693
R-277
R-279
727
515
DOOIN INT I-EZA 6.2 RADAR
1700
039°
15.8
R-265
CANARSIE 112.3 CRI Chan 70
Procedure NA for arrivals at KILMA on V433 westbound.
(IAF) KILMA
2800
085°
(6)
(IF) GRITY I-EZA 12
R-038
219°
113.8 RBV Chan 85

ALTERNATE MISSED APCH FIX
109.6 STW Chan 33
R-121
115.7 SAX Chan 104
R-155
MORNS INT SBJ 24.6
061°
241°
112.9 SBJ Chan 76
R-061

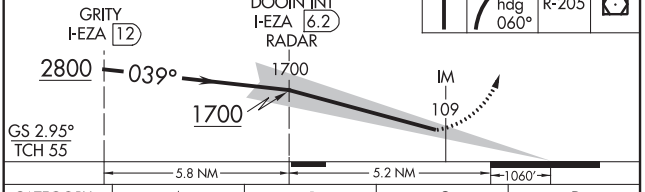
ELEV 17 | D | TDZE 11




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

VGSI and ILS glidepath not coincident (VGSI Angle 2.95/TCH 71).

| 600 | 2500 | TEB | TEB |
|---|---|---|---|
| | hdg 060° | R-205 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | CAT II | RA 100/12 | 100 | DA 111 |
| S-ILS 4R | CAT IIIa | RVR 07 | | |
| S-ILS 4R | CAT IIIb | RVR 06 | | |
| S-ILS 4R | CAT IIIc | NA | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NEWARK, NEW JERSEY | 40°42'N-74°10'W | NEWARK LIBERTY INTL (EWR)

Amdt 13B 31DEC20

ILS RWY 4R (CAT II & III)



NE-2, 25 FEB 2021 to 22 APR 2021

# ILS RWY 22L (CAT II & III)

NEWARK LIBERTY INTL (EWR)

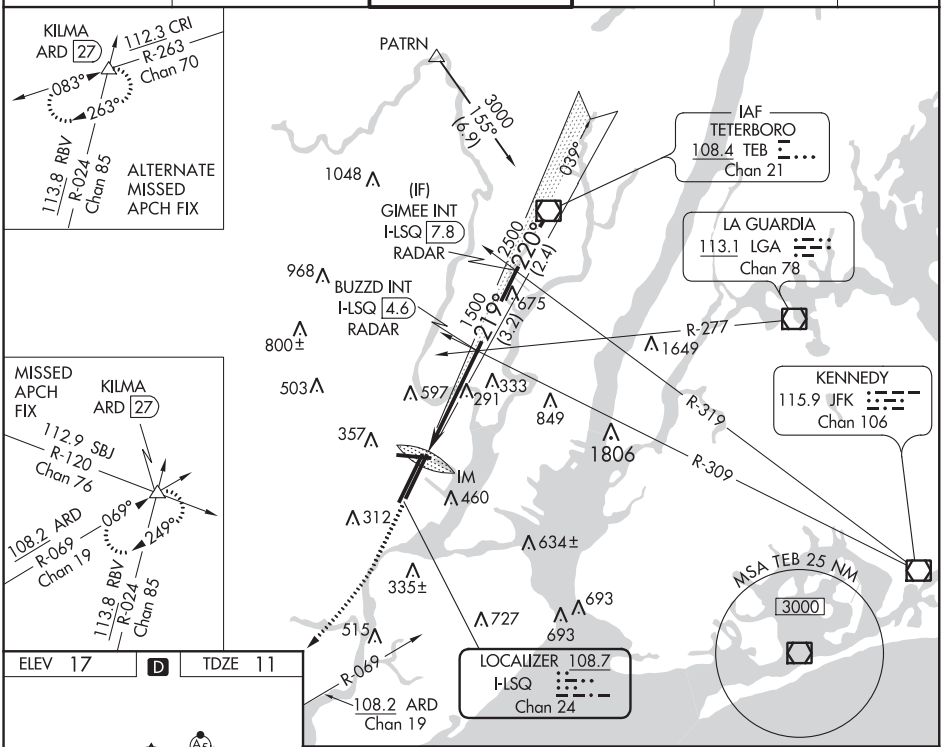
| LOC/DME I-LSQ | APP CRS | Rwy ldg | 8207 |
|---|---|---|---|
| 108.7 | 219° | TDZE | 11 |
| Chan 24 | | Apt Elev | 17 |

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

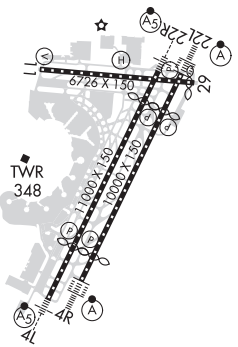
ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

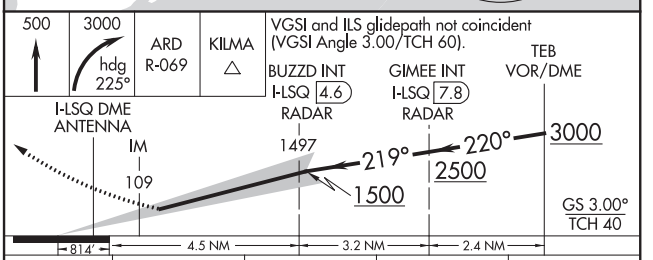
| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




| ELEV 17 | D | TDZE 11 |
|---|---|---|




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | CAT II RA 102/12 100 DA 111 | | | |
| S-ILS 22L | CAT IIIa RVR 07 | | | |
| S-ILS 22L | CAT IIIb RVR 06 | | | |
| S-ILS 22L | CAT IIIc NA | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEWARK, NEW JERSEY | AL-285 (FAA) | 21056

# GLS RWY 4L

NEWARK LIBERTY INTL (EWR)

| GBAS | APP CRS | Rwy Idg | 8460 |
|---|---|---|---|
| CH 22727 | 039° | TDZE | 10 |
| G04A | | Apt Elev | 17 |

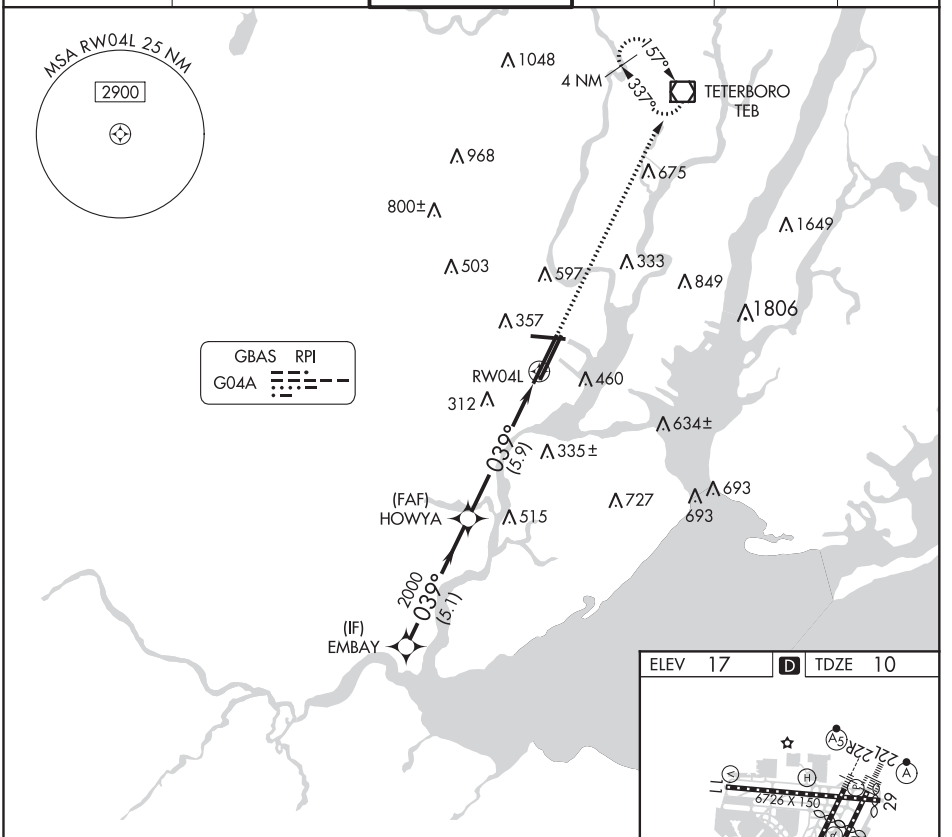
RNP APCH. GPS required.

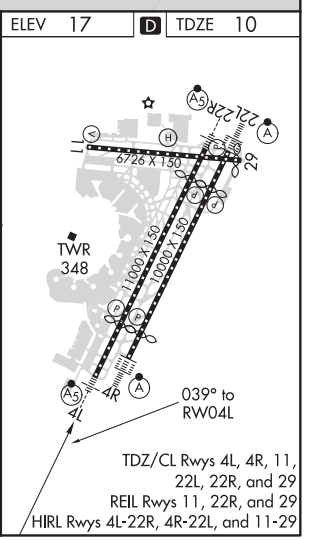
NA Autopilot coupled approach NA below 210.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct TEB VOR/DME and hold, continue climb-in-hold to 3000.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |

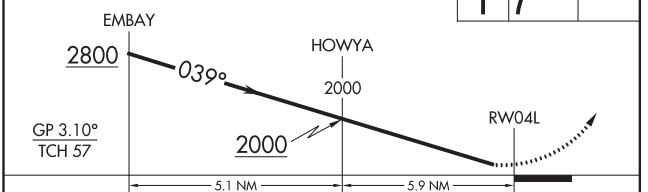



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

VGSI and GLS glidepath not coincident (VGSI Angle 3.10/TCH 77).

| 600 | 3000 | TEB |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 210/18 | | 200 (200-½) | |

NEWARK, NEW JERSEY
Amdt 1A 08NOV18

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

GLS RWY 4L

NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# GLS RWY 4R

NEWARK LIBERTY INTL (EWR)

| GBAS | APP CRS | Rwy Idg | 8810 |
|---|---|---|---|
| CH 21083 | 039° | TDZE | 11 |
| G04B | | Apt Elev | 17 |

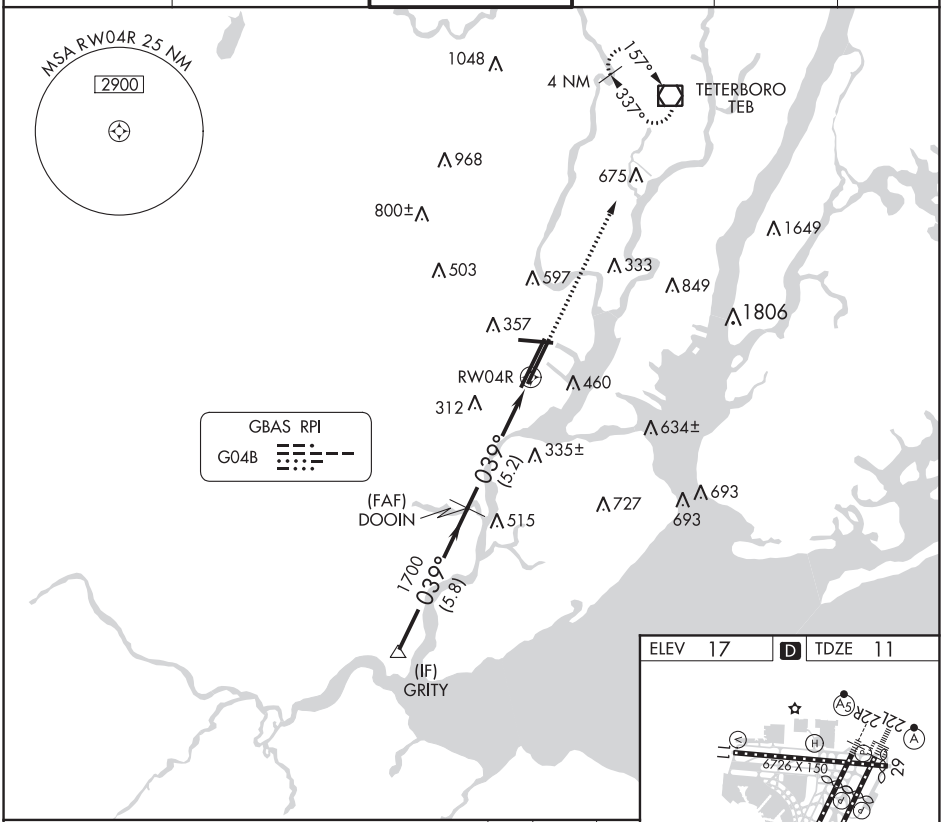
RNP APCH. GPS required.

NA Autopilot coupled approach NA below 211.

ALSF-2

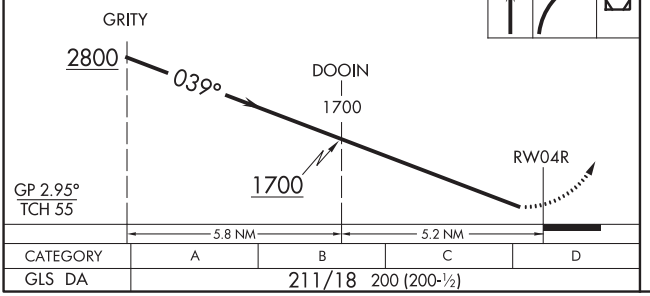
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct TEB VOR/DME and hold, continue climb-in-hold in 3000.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |



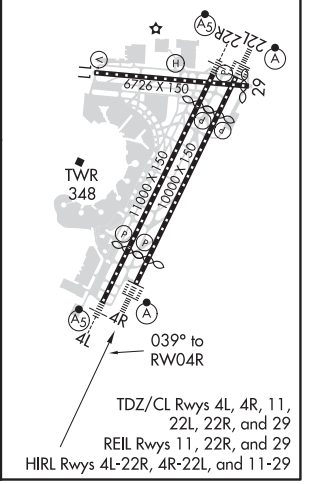

VGSI and GLS glidepath not coincident (VGSI Angle 2.95/TCH 71).

600 | 3000 | TEB




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 211/18 | 200 (200-½) | | |

ELEV 17 | D | TDZE 11




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEWARK, NEW JERSEY | AL-285 (FAA) | 21056

# GLS RWY 11

NEWARK LIBERTY INTL (EWR)

| GBAS | APP CRS | Rwy ldg | 6726 |
|---|---|---|---|
| CH 21905 | 108° | TDZE | 18 |
| G11A | | Apt Elev | 18 |

DME/DME RNP-0.3 NA. GPS required.
Visibility reduction by helicopters NA.
Autopilot coupled approach NA below 308.

MISSED APPROACH: Climb to 3000 direct FOVEX and on track 193° to COGSU and right turn on track 285° to DIRMY and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |

RADAR REQUIRED

MSA RW11 25 NM
3000

1048 968 800± 675 1649 333 503 597 849 1806 357 460 312 335± 634± 727 515 693 693

(IF) HUTMO
1600
108°
(6)
(FAF) NANVE
RW11
FOVEX
193° (8.5)
GBAS RPI
G11A
DIRMY
061°
241°
4 NM
285°
(18.3)
COGSU

| 3000 | FOVEX | tr 193° | COGSU | tr 285° | DIRMY |
|---|---|---|---|---|---|

HUTMO
2000
108°
NANVE
1600
RW11
1600
GP 3.00°
TCH 53
6 NM
4.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 308/50 | | 290 (300-1) | |
| CIRCLING | NA | | | |

ELEV 18 D TDZE 18

108° to RW11

6/26 X 150
10000 X 150
10000 X 150
TWR 348
22L 22R
29
4L 4R

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NEWARK, NEW JERSEY | 40°42′N-74°10′W | NEWARK LIBERTY INTL (EWR)

Orig-B 14NOV13

GLS RWY 11


NE-2, 25 FEB 2021 to 22 APR 2021

# GLS RWY 22L

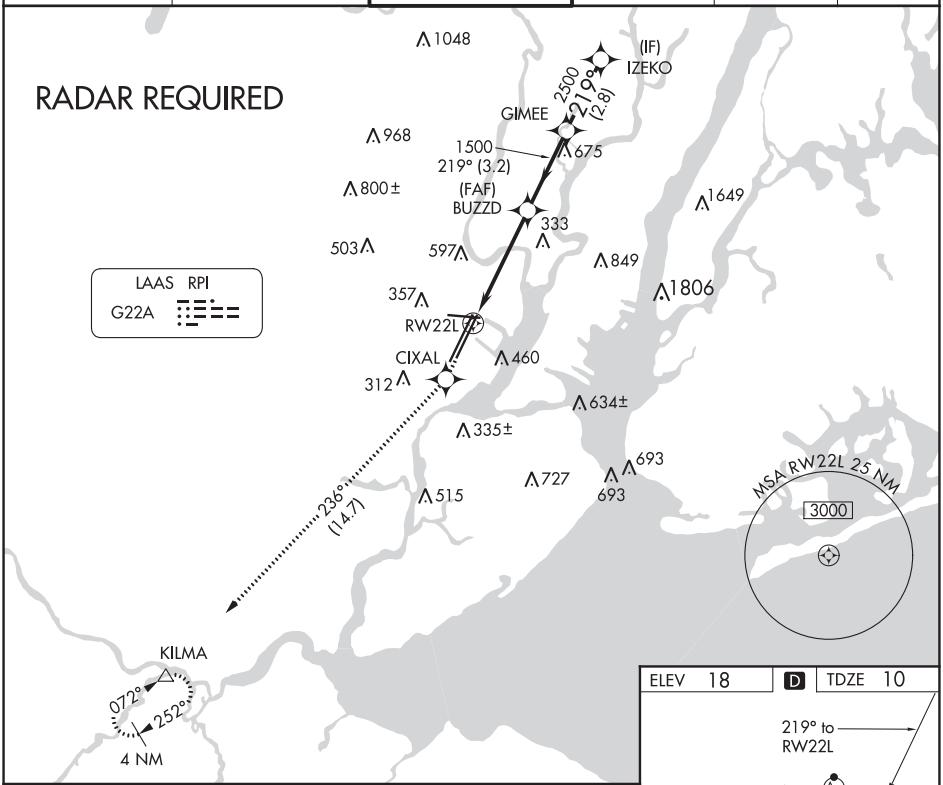
NEWARK LIBERTY INTL (EWR)

| GBAS | APP CRS | Rwy ldg | 8207 |
|---|---|---|---|
| CH 21494 | 219° | TDZE | 10 |
| G22A | | Apt Elev | 18 |

T A NA — GPS Required. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. DME/DME RNP-0.3 NA. Autopilot coupled approach NA below 210.

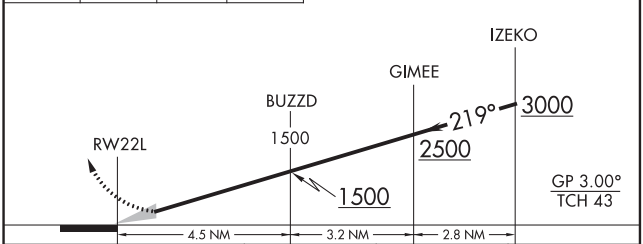
ALSF-2 (A) — MISSED APPROACH: Climb to 3000 direct CIXAL and on track 236° to KILMA and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |



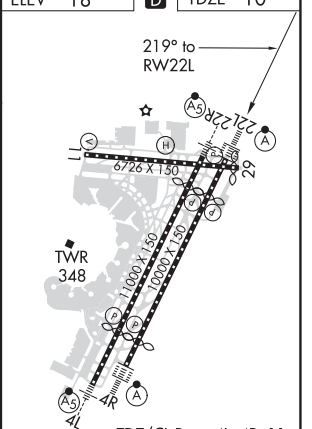

| 3000 | CIXAL | tr 236° | KILMA |
|---|---|---|---|
| ↑ | ✧ | | △ |

VGSI and GLS glidepath not coincident (VGSI Angle 3.00/TCH 60).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 210/18 200 (200-½) | | | |

ELEV 18 | D | TDZE 10




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

NEWARK, NEW JERSEY | AL-285 (FAA) | 21056

# GLS RWY 22R

NEWARK LIBERTY INTL (EWR)

| GBAS | APP CRS | Rwy Idg | 9560 |
|---|---|---|---|
| CH 20672 | 219° | TDZE | 10 |
| G22B | | Apt Elev | 17 |

RNP APCH. GPS required.

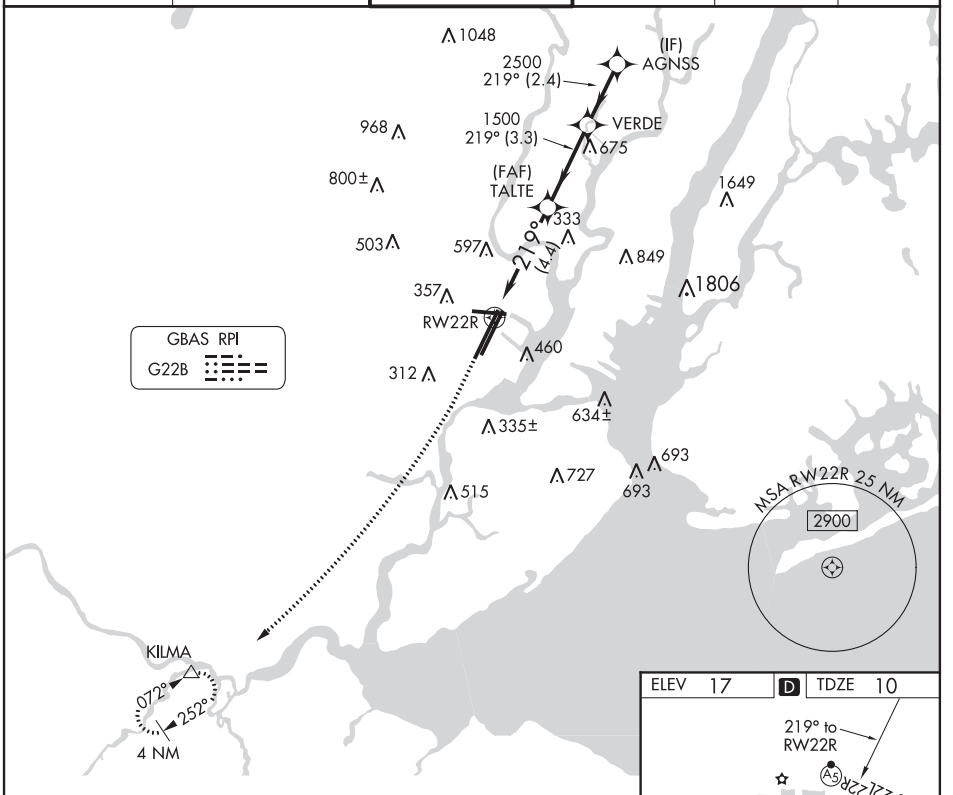
NA

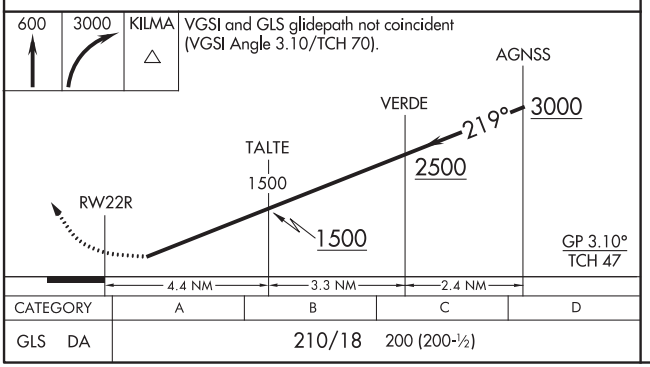
Autopilot coupled approach NA below 210.

MALSR

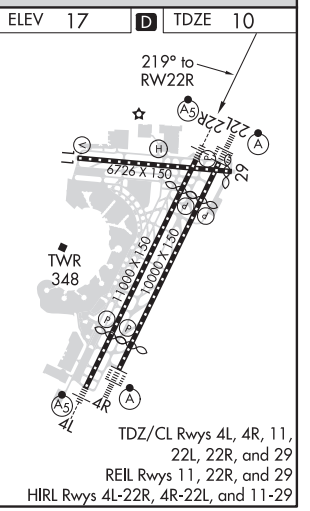
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct KILMA and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 210/18 | 200 (200-½) | | |




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NEWARK, NEW JERSEY
Amdt 1A 08NOV18

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

GLS RWY 22R

NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Y RWY 22L

NEWARK LIBERTY INTL (EWR)

| APP CRS | Rwy Idg | 8207 |
|---|---|---|
| 219° | TDZE | 11 |
| | Apt Elev | 17 |

For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 54°C (130°F). GPS required.

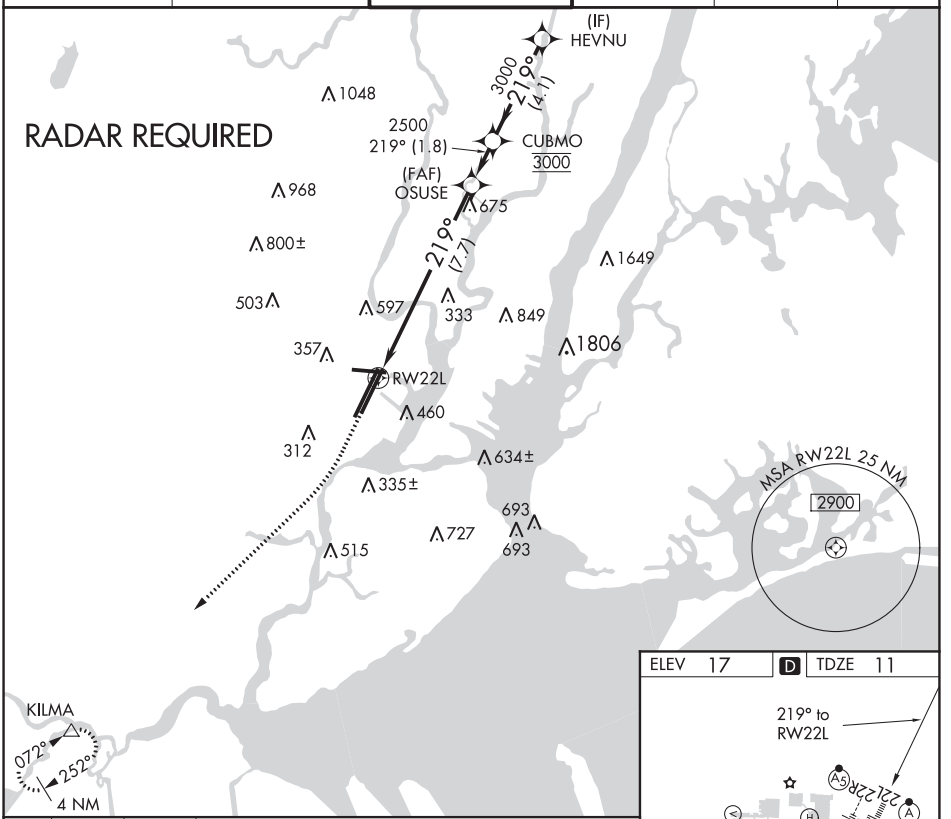
ALSF-2

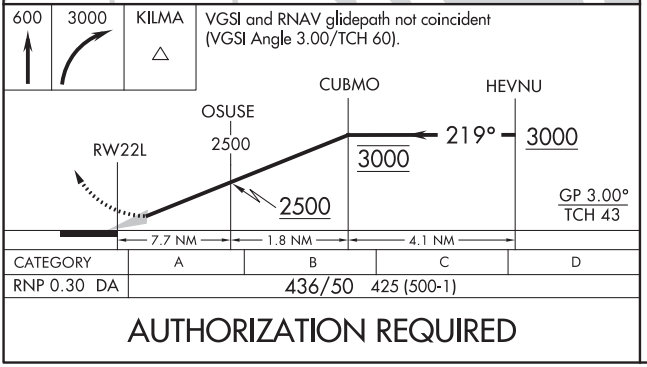
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct KILMA and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |



NE-2, 25 FEB 2021 to 22 APR 2021

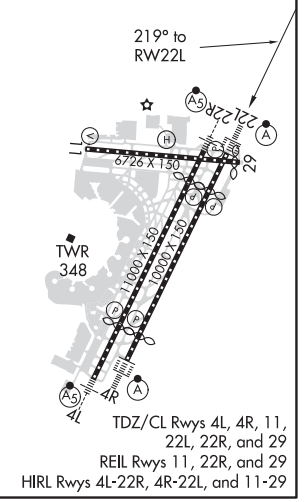



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 436/50 | 425 (500-1) | | |

## AUTHORIZATION REQUIRED

ELEV 17 D TDZE 11




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NEWARK, NEW JERSEY | AL-285 (FAA) | 21056

# RNAV (RNP) Y RWY 29

NEWARK LIBERTY INTL (EWR)

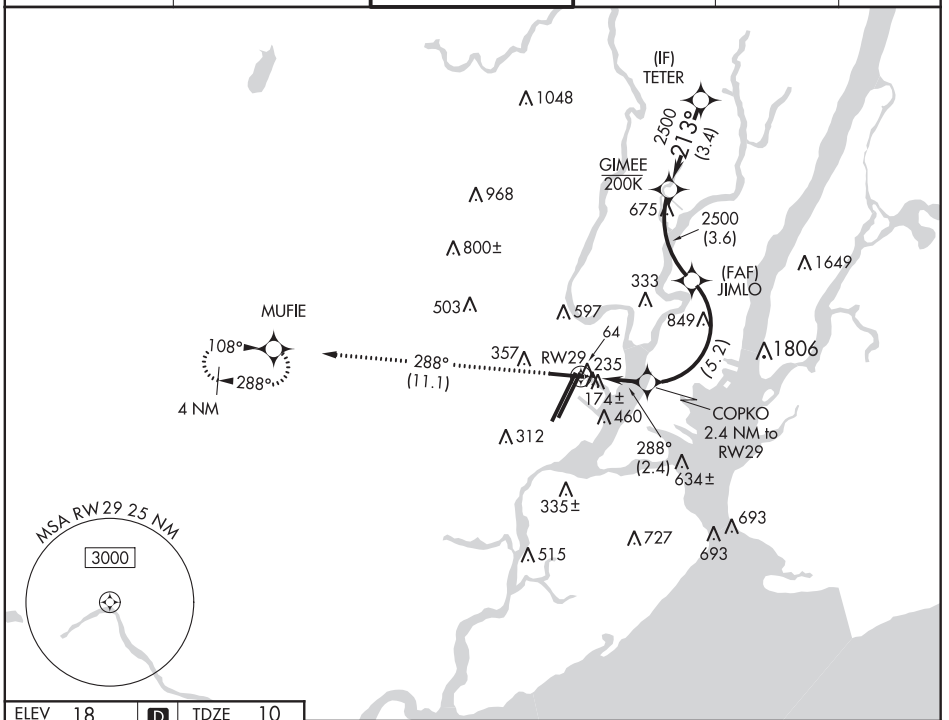
| APP CRS | Rwy Idg | 6502 |
|---|---|---|
| 288° | TDZE | 10 |
| | Apt Elev | 18 |

RNP AR APCH. RF required.

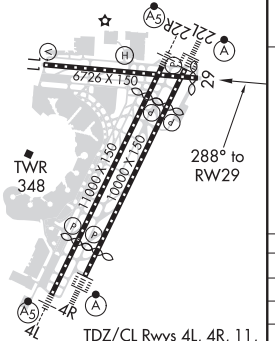
T NA Straight-in Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C.
**Missed approach requires a minimum climb of 417 feet per NM to 800.

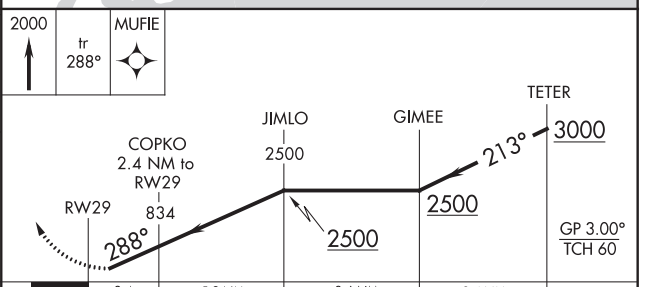
MISSED APPROACH: Climb to 2000 on track 288° to MUFIE and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




ELEV 18 | D | TDZE 10




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.16 DA | | 461-1½ | 451 (500-1½) | |
| RNP 0.30 DA | | ** 530-1¾ | 520 (600-1¾) | |
| RNP 0.30 DA | | 573-1⅞ | 563 (600-1⅞) | |

## AUTHORIZATION REQUIRED

NEWARK, NEW JERSEY | 40°42'N-74°10'W | NEWARK LIBERTY INTL (EWR)

Amdt 1E 31DEC20

RNAV (RNP) Y RWY 29

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Z RWY 4R

NEWARK LIBERTY INTL (EWR)

| APP CRS | Rwy Idg | 8810 |
|---|---|---|
| 039° | TDZE | 11 |
| | Apt Elev | 17 |

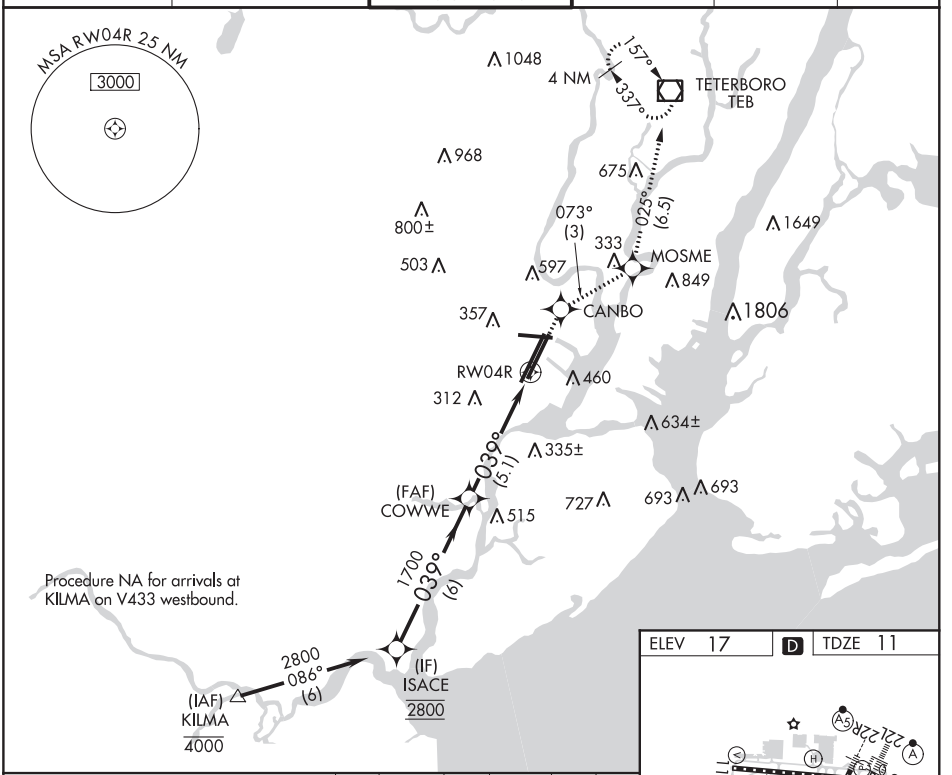
RNP AR APCH.

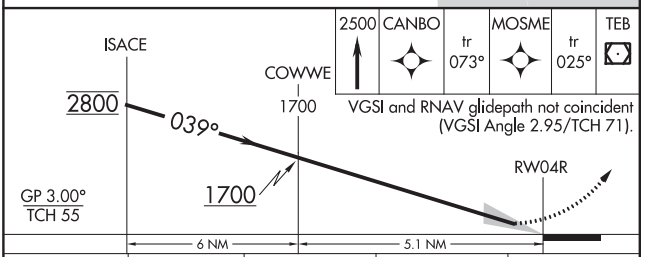
For uncompensated Baro-VNAV systems, procedure NA below -3°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1⅜ SM.
∗Missed approach requires minimum climb of 317 feet per NM to 700.

ALSF-2

MISSED APPROACH: Climb to 2500 direct CANBO and on track 073° to MOSME and on track 025° to TEB VOR/DME and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |

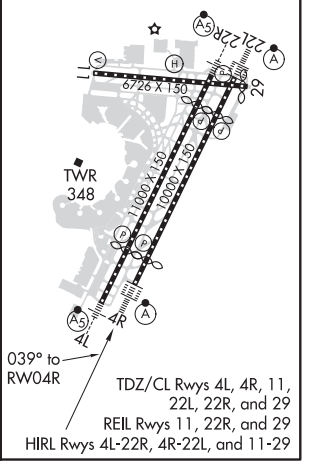



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ∗RNP 0.15 DA | 396/40 385 (400-¾) | | | |
| RNP 0.30 DA | 490/60 479 (500-1¼) | | | |

AUTHORIZATION REQUIRED

ELEV 17 D TDZE 11




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEWARK, NEW JERSEY | AL-285 (FAA) | 21056

# RNAV (RNP) Z RWY 29

NEWARK LIBERTY INTL (EWR)

| APP CRS | Rwy Idg | 6502 |
|---|---|---|
| 288° | TDZE | 10 |
| | Apt Elev | 18 |

RNP AR APCH. RF required.

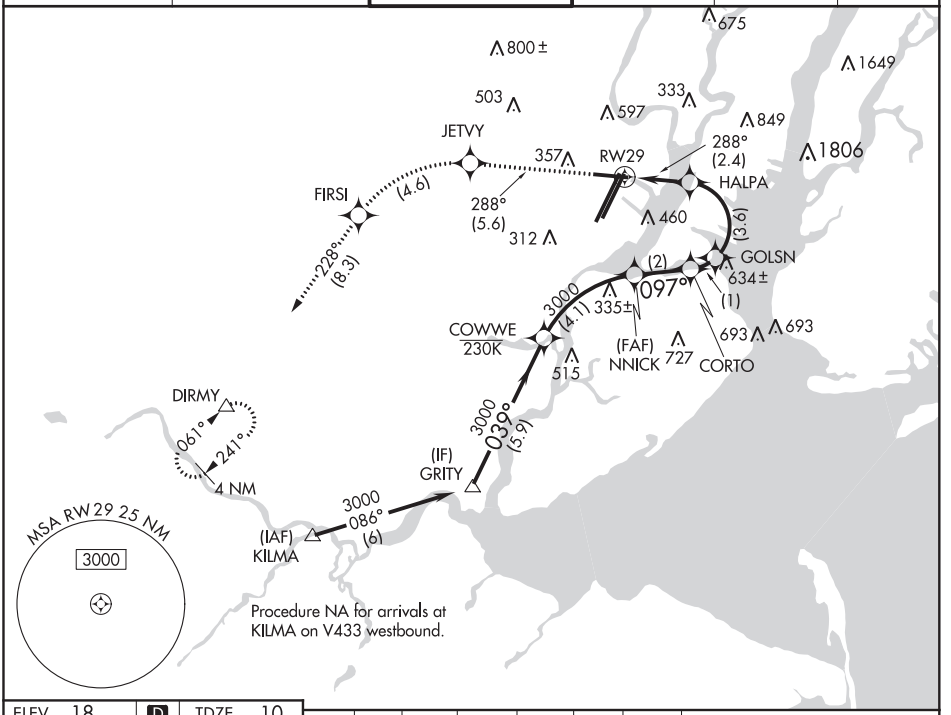
Straight-in Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C .

NA

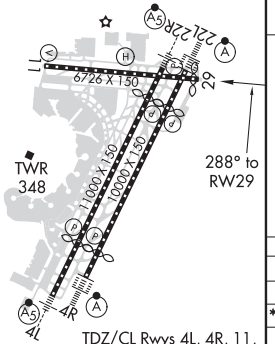
*Missed approach requires minimum climb of 340 feet per NM to 800.

MISSED APPROACH: Climb to 3000 on track 288° to JETVY and left turn to FIRSI, and on track 228° to DIRMY and hold.

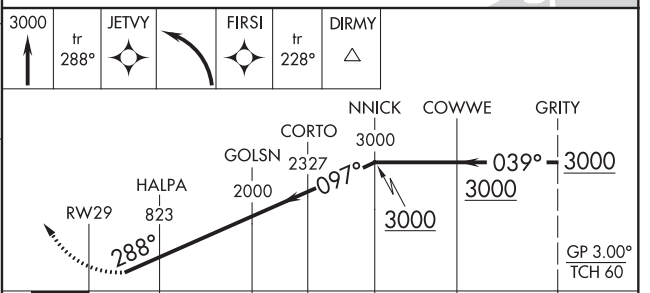
| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




ELEV 18 | D | TDZE 10




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.16 DA | 466-1½ | 456 (500-1½) | | NA |
| *RNP 0.30 DA | 485-1½ | 475 (500-1½) | | NA |
| RNP 0.30 DA | 573-2 | 563 (600-2) | | NA |

AUTHORIZATION REQUIRED

NEWARK, NEW JERSEY | 40°42'N-74°10'W | NEWARK LIBERTY INTL (EWR)

Orig-G 31DEC20

RNAV (RNP) Z RWY 29



NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 4L

NEWARK LIBERTY INTL (EWR)

| WAAS CH 56224 W04A | APP CRS 039° | Rwy Idg 8460 / TDZE 10 / Apt Elev 17 |
|---|---|---|

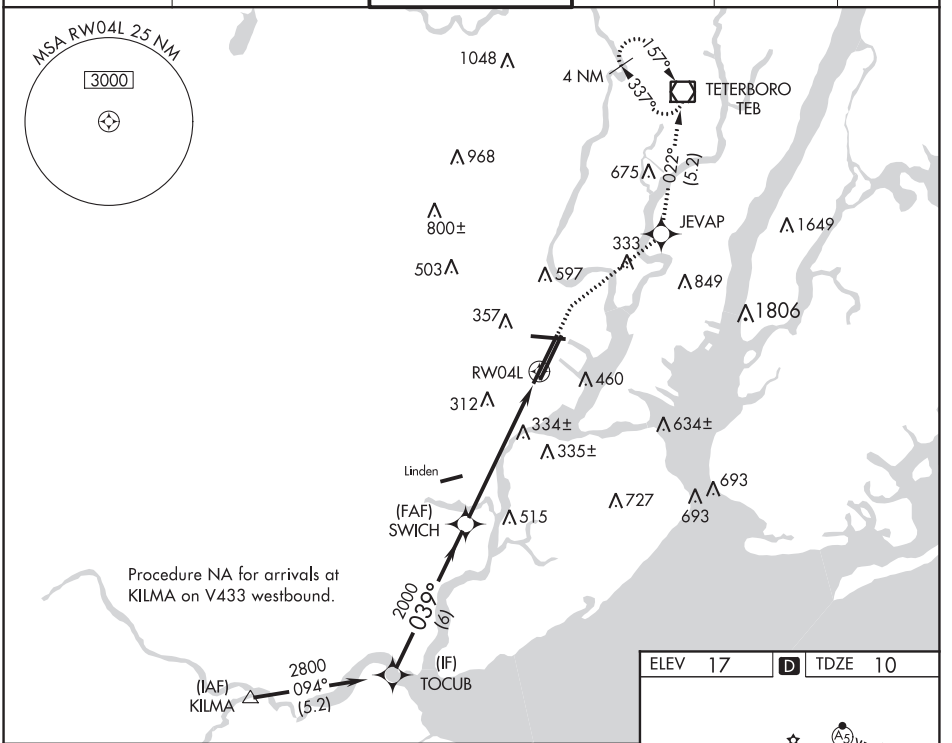
RNP APCH.

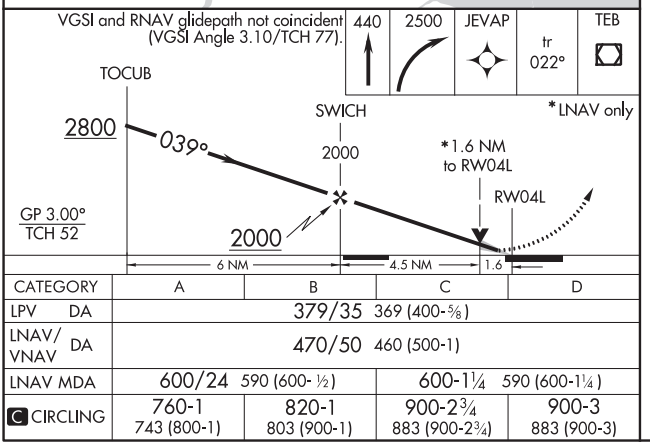
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 5500. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR

MISSED APPROACH: Climb to 440 then climbing right turn to 2500 direct JEVAP and on track 022° to TEB VOR/DME and hold.

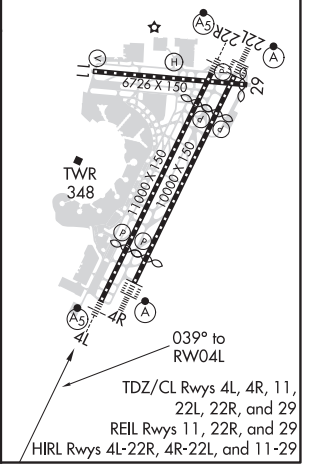
| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 379/35 369 (400-⅝) | | | |
| LNAV/VNAV DA | 470/50 460 (500-1) | | | |
| LNAV MDA | 600/24 590 (600-½) | | 600-1¼ 590 (600-1¼) | |
| C CIRCLING | 760-1 743 (800-1) | 820-1 803 (900-1) | 900-2¾ 883 (900-2¾) | 900-3 883 (900-3) |

ELEV 17 D TDZE 10




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NEWARK, NEW JERSEY | AL-285 (FAA) | 21056

# RNAV (GPS) RWY 11

NEWARK LIBERTY INTL (EWR)

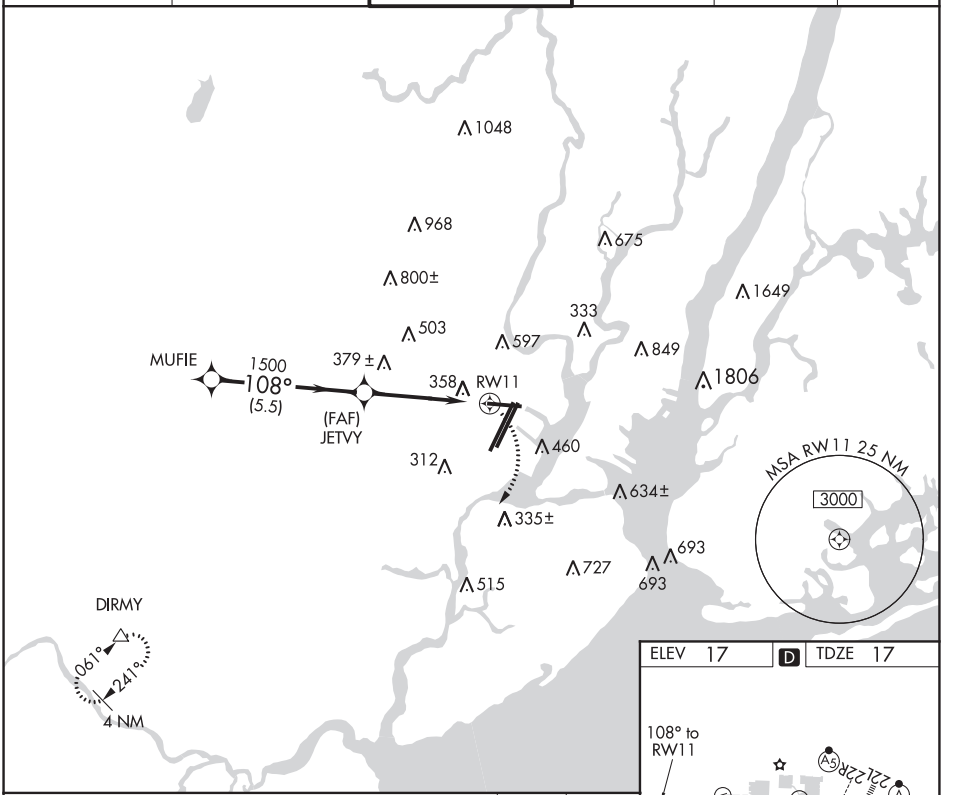
| APP CRS | Rwy ldg | 6726 |
|---|---|---|
| 108° | TDZE | 17 |
| | Apt Elev | 17 |

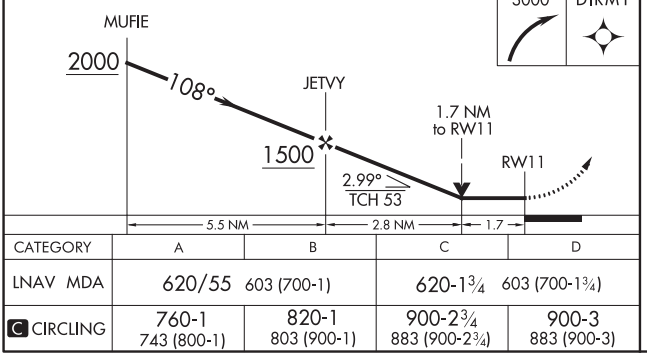
RNP APCH.

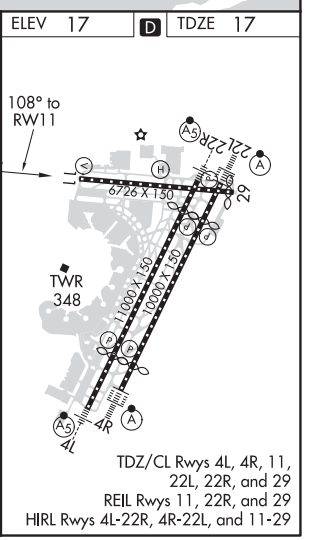
T A Rwy 11 helicopter visibility reduction below ¾ SM NA. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing right turn to 3000 direct DIRMY WP and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620/55 603 (700-1) | | 620-1¾ 603 (700-1¾) | |
| C CIRCLING | 760-1 743 (800-1) | 820-1 803 (900-1) | 900-2¾ 883 (900-2¾) | 900-3 883 (900-3) |

NEWARK, NEW JERSEY | 40°42′N-74°10′W | NEWARK LIBERTY INTL (EWR)

Orig-G 31DEC20

RNAV (GPS) RWY 11



NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 22R

NEWARK LIBERTY INTL (EWR)

| WAAS CH 77524 W22B | APP CRS 219° | Rwy Idg 9560 TDZE 10 Apt Elev 17 |
|---|---|---|

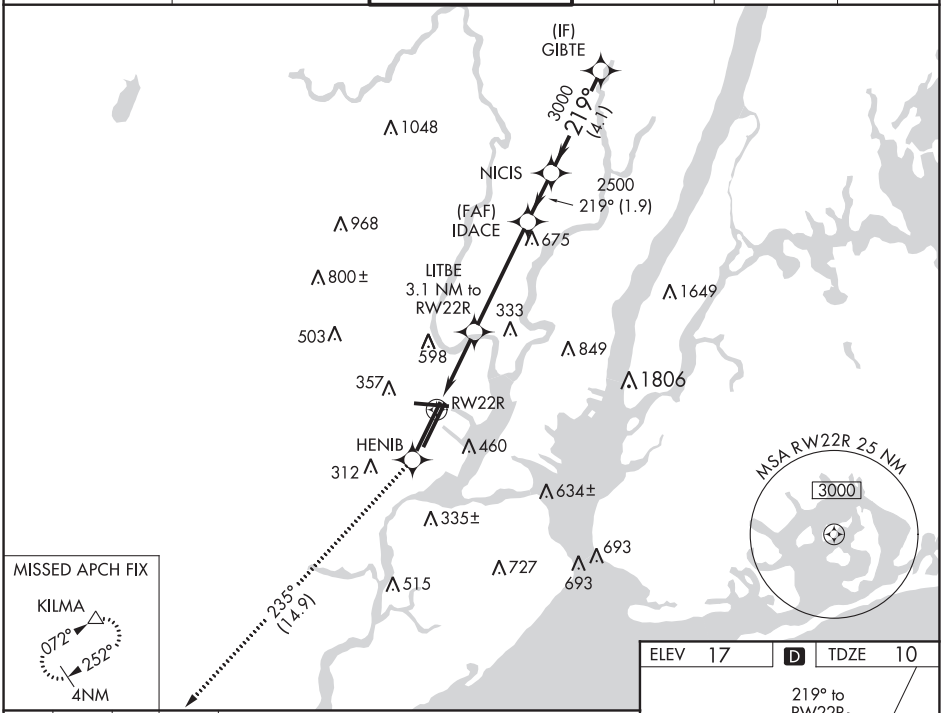
RNP APCH.

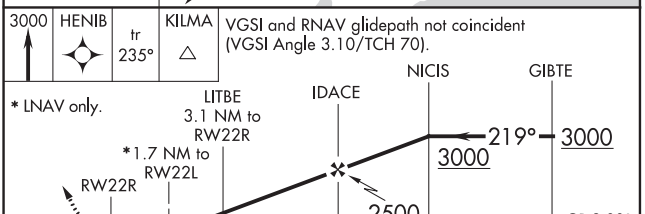
For inop ALS, increase LPV visibility to RVR 6000 all Cats. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

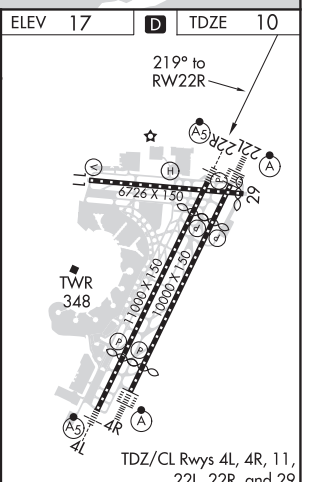
MALSR

MISSED APPROACH: Climb to 3000 direct HENIB and on track 235° to KILMA and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 361/40 351 (400-¾) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 620/24 610 (700-½) | | 620/60 610 (700-1¼) | 620-1½ 610 (700-1½) |
| C CIRCLING | 760-1¼ 743 (800-1¼) | 820-1¼ 803 (800-1¼) | 900-2¾ 883 (900-2¾) | 900-3 883 (900-3) |

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



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NEWARK, NEW JERSEY | AL-285 (FAA) | 21056

# RNAV (GPS) X RWY 29

NEWARK LIBERTY INTL (EWR)

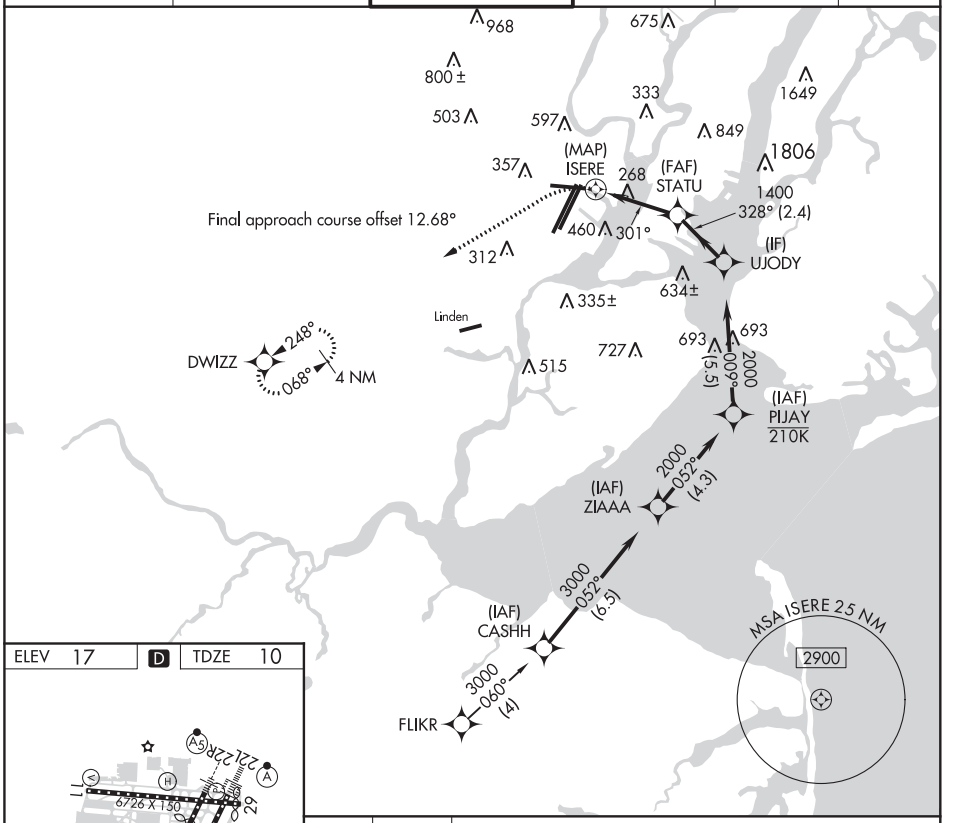
| APP CRS | Rwy Idg | 6502 |
|---|---|---|
| 301° | TDZE | 10 |
| | Apt Elev | 17 |

RNP APCH.

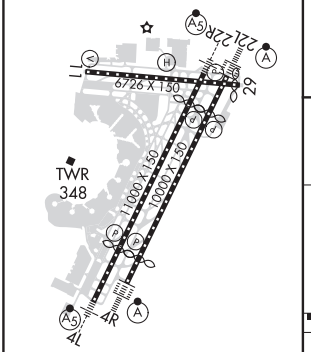
Straight-in Rwy 29 at night, and when Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 29 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 direct DWIZZ and hold.

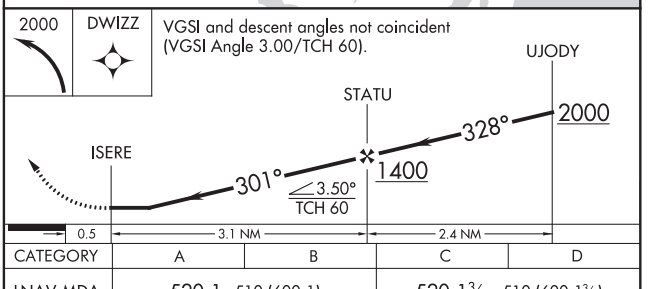
| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




ELEV 17 | D | TDZE 10




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 510 (600-1) | | 520-1⅜ 510 (600-1⅜) | |
| C CIRCLING | 760-1 743 (800-1) | 820-1 803 (900-1) | 900-2¾ 883 (900-2¾) | 900-3 883 (900-3) |

NEWARK, NEW JERSEY
Orig-B 31DEC20

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (GPS) X RWY 29


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Y RWY 4R

NEWARK LIBERTY INTL (EWR)

| WAAS | APP CRS | Rwy Idg | 8810 |
|---|---|---|---|
| CH 60924 | 039° | TDZE | 11 |
| W04B | | Apt Elev | 17 |

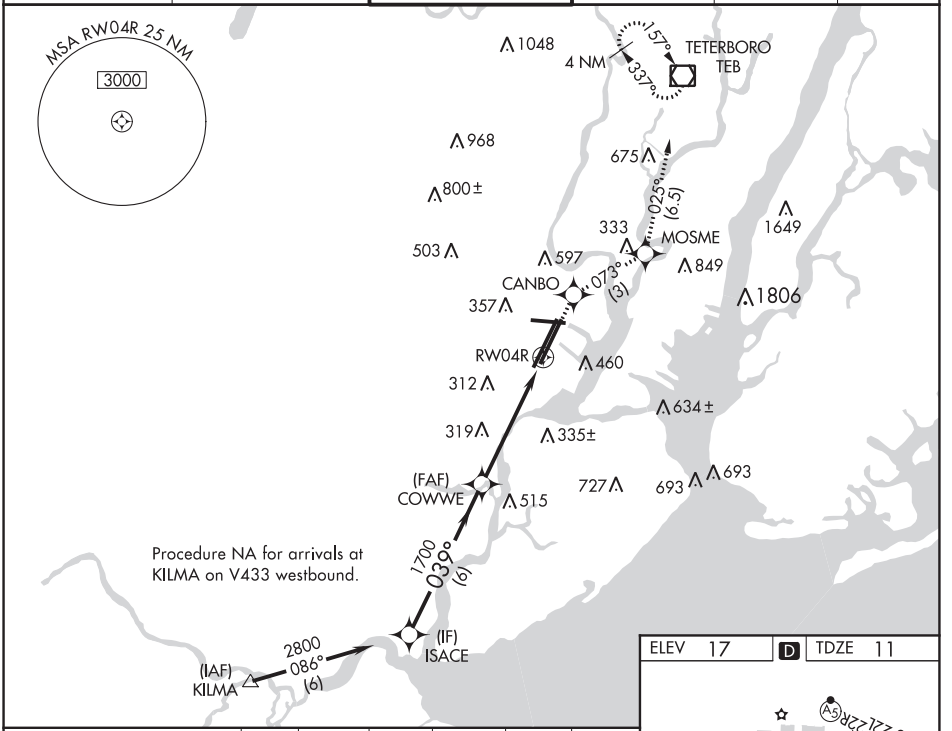
RNP APCH.

For inop ALS, increase LPV visibility to 1¼ mile all Cats, increase LNAV Cats A/B visibility to 1 mile, and Cat C to 1¾ mile. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 4R helicopter visibility reduction below ¾ SM NA.

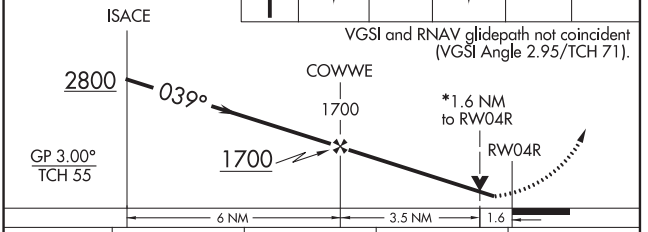
ALSF-2

MISSED APPROACH: Climb to 2500 direct CANBO and on track 073° to MOSME and on track 025° to TEB VOR/DME and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |

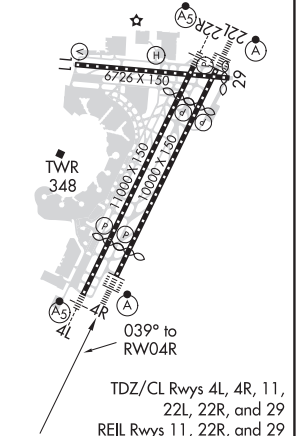



| * LNAV only. | 2500 | CANBO | tr 073° | MOSME | tr 025° | TEB |
|---|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 357/40 346 (400-¾) | | | |
| LNAV MDA | 660/40 649 (700-¾) | | 660/60 649 (700-1¼) | 660-1½ 649 (700-1½) |
| C CIRCLING | 760-1 743 (800-1) | 820-1 803 (900-1) | 900-2¾ 883 (900-2¾) | 900-3 883 (900-3) |

ELEV 17 D TDZE 11




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29



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NEWARK, NEW JERSEY | AL-285 (FAA) | 21056

# RNAV (GPS) Z RWY 22L

NEWARK LIBERTY INTL (EWR)

| WAAS CH 70324 W22A | APP CRS 219° | Rwy Idg 8207 | TDZE 11 | Apt Elev 17 |
|---|---|---|---|---|

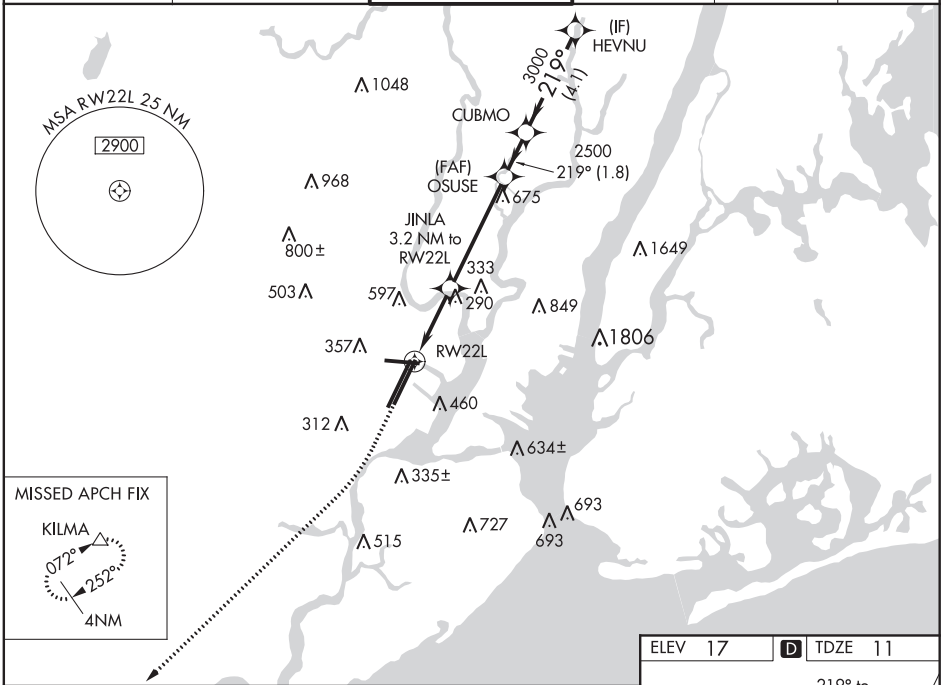
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ mile. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct KILMA and hold.

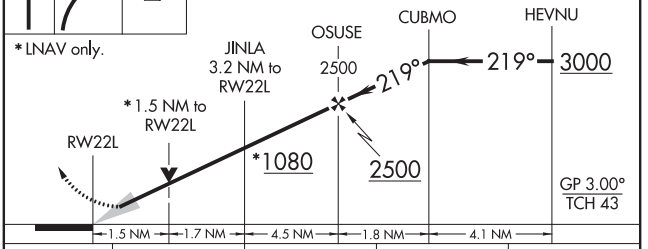
| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




600 | 3000 | KILMA

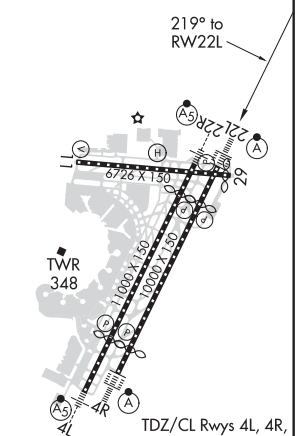
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 211/18 200 (200-½) | | | |
| LNAV/VNAV DA | 462/50 451 (500-1) | | | |
| LNAV MDA | 560/24 549 (600-½) | | 560/60 549 (600-1¼) | |
| C CIRCLING | 760-1 743 (800-1) | 820-1 803 (900-1) | 900-2¾ 883 (900-2¾) | 900-3 883 (900-3) |

ELEV 17 | D | TDZE 11




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| VOR/DME JFK | APP CRS | Rwy Idg 6726 |
|---|---|---|
| 115.9 | 115° | TDZE 17 |
| Chan 106 | | Apt Elev 17 |

# VOR RWY 11

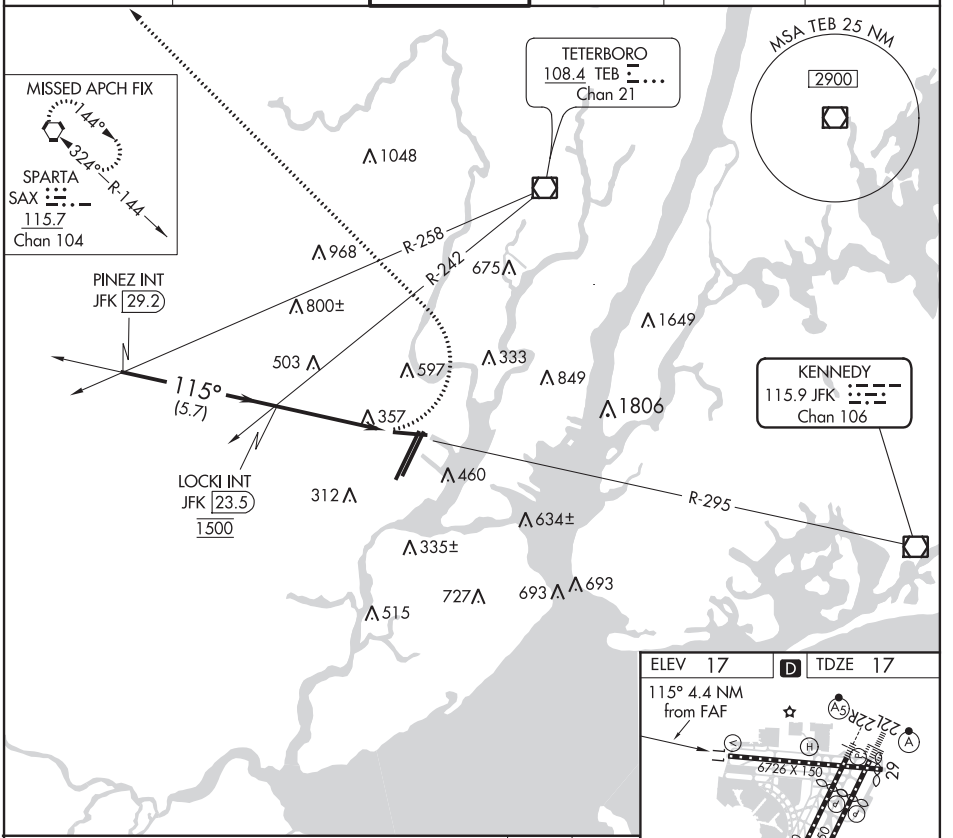
## NEWARK LIBERTY INTL (EWR)

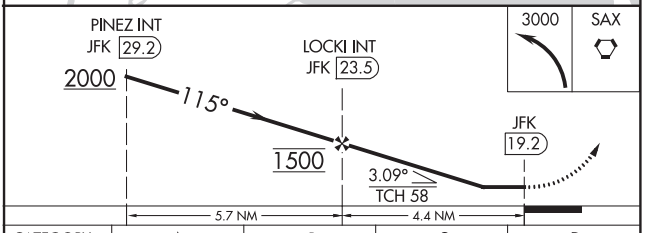
RADAR required for procedure entry.

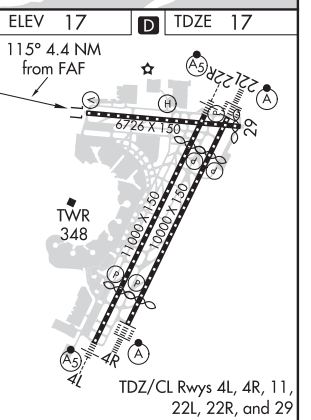
Rwy 11 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 11 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct SAX VORTAC and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R and 29
HIRL Rwys 4L-22R, 4R-22L and 11-29

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 1000-1¼ 983 (1000-1¼) | 1000-1½ 983 (1000-1½) | 1000-3 983 (1000-3) | |
| C CIRCLING | 1000-1¼ 983 (1000-1¼) | 1000-1½ 983 (1000-1½) | 1000-3 983 (1000-3) | |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



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NEWARK, NEW JERSEY

AL-285 (FAA)

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# COPTER ILS or LOC/DME RWY 4L

NEWARK LIBERTY INTL (EWR)

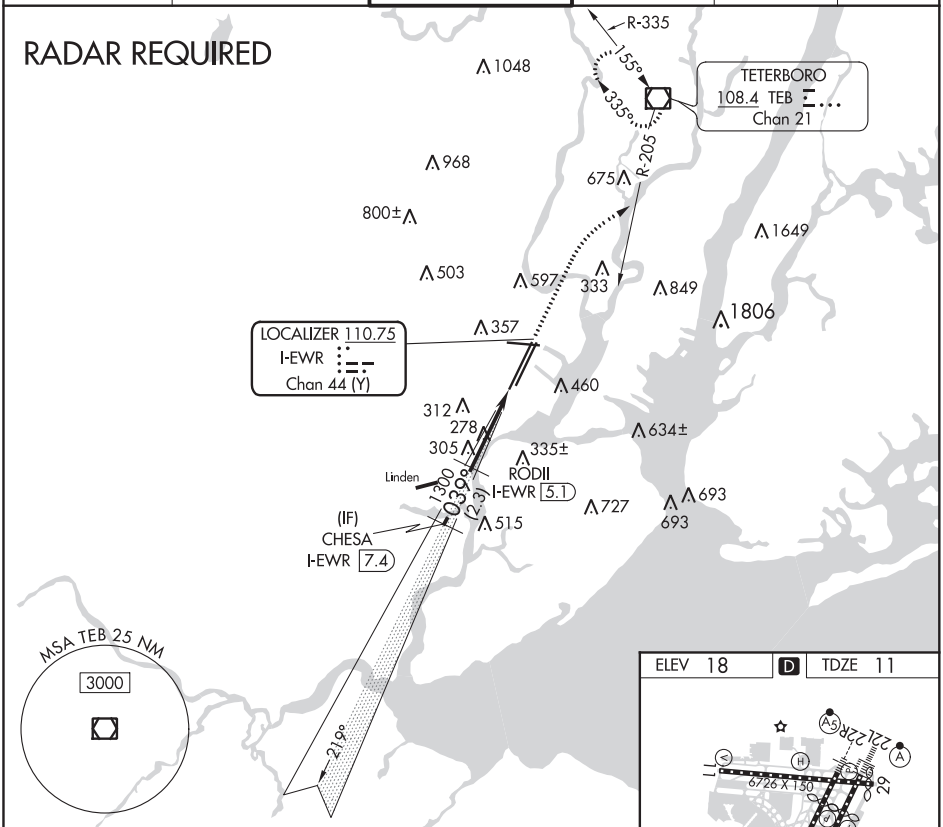
| LOC/DME I-EWR | APP CRS | Rwy ldg 8460 |
|---|---|---|
| 110.75 | 039° | TDZE 11 |
| Chan 44 (Y) | | Apt Elev 18 |

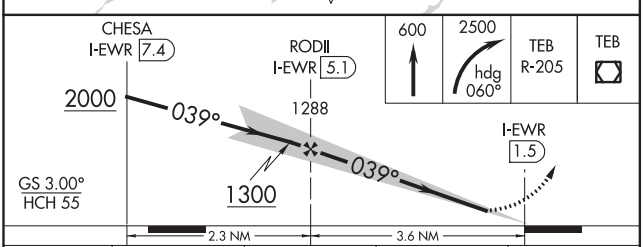
T
A NA

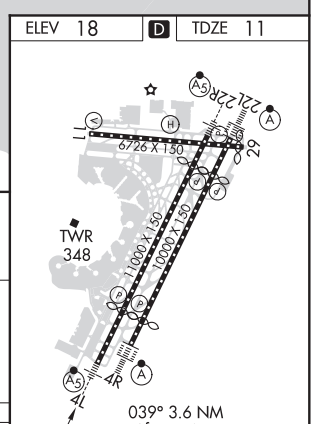
MALSR A5

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |




TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| H-ILS 4L | 211/12<br>200 (200-¼) | NA | | |
| H-LOC 4L | 560/12<br>549 (600-¼) | NA | | |

NE-2, 25 FEB 2021 to 22 APR 2021

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NEWARK, NEW JERSEY
Amdt 1E 14NOV13

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

COPTER ILS or LOC/DME RWY 4L

# COPTER ILS/DME RWY 22L

NEWARK LIBERTY INTL (EWR)

| LOC/DME I-LSQ | APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|---|
| 108.7 Chan 24 | 219° | 8207 | 11 | 18 |

ALSF-2

MISSED APPROACH: Climbing right turn to 2000 heading 225° then climbing right turn to 3000 via ARD R-069 to KILMA INT and hold.

| D-ATIS | NEW YORK APP CON | NEWARK TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 | |

RADAR REQUIRED

TETERBORO 108.4 TEB Chan 21

039°

1048 968 1100 219° (1.3) 675 800± OPAAH I-LSQ 3.2 (IAF) AYRON I-LSQ 4.6 1649 503 597 333 291 849 1806 357 460 312 634± 335± 727 693 693 515

LOCALIZER 108.7 I-LSQ Chan 24

MSA TEB 25 NM 3000

KILMA ARD 27 R-024 R-069 069° 249° 108.2 ARD Chan 19 113.8 RBV Chan 85

ELEV 18 D TDZE 11

219° 3.1 NM from FAAF

22L 22R 29 4R 4L 6/26 X 150 10000 X 150 10000 X 150 TWR 348

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

| 2000 hdg 225° | 3000 | ARD R-069 | KILMA △ |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).

OPAAH I-LSQ 3.2 AYRON I-LSQ 4.6 1091 1500 I-LSQ 0.2 I-LSQ 1.7 219° 219° 1100 GS 3.00° HCH 43

1.5 NM 1.5 NM 1.3 NM

| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| H-ILS 22L | 211/12 200 (200-¼) | NA | | |
| H-LOC 22L | 560/12 549 (600-¼) | NA | | |



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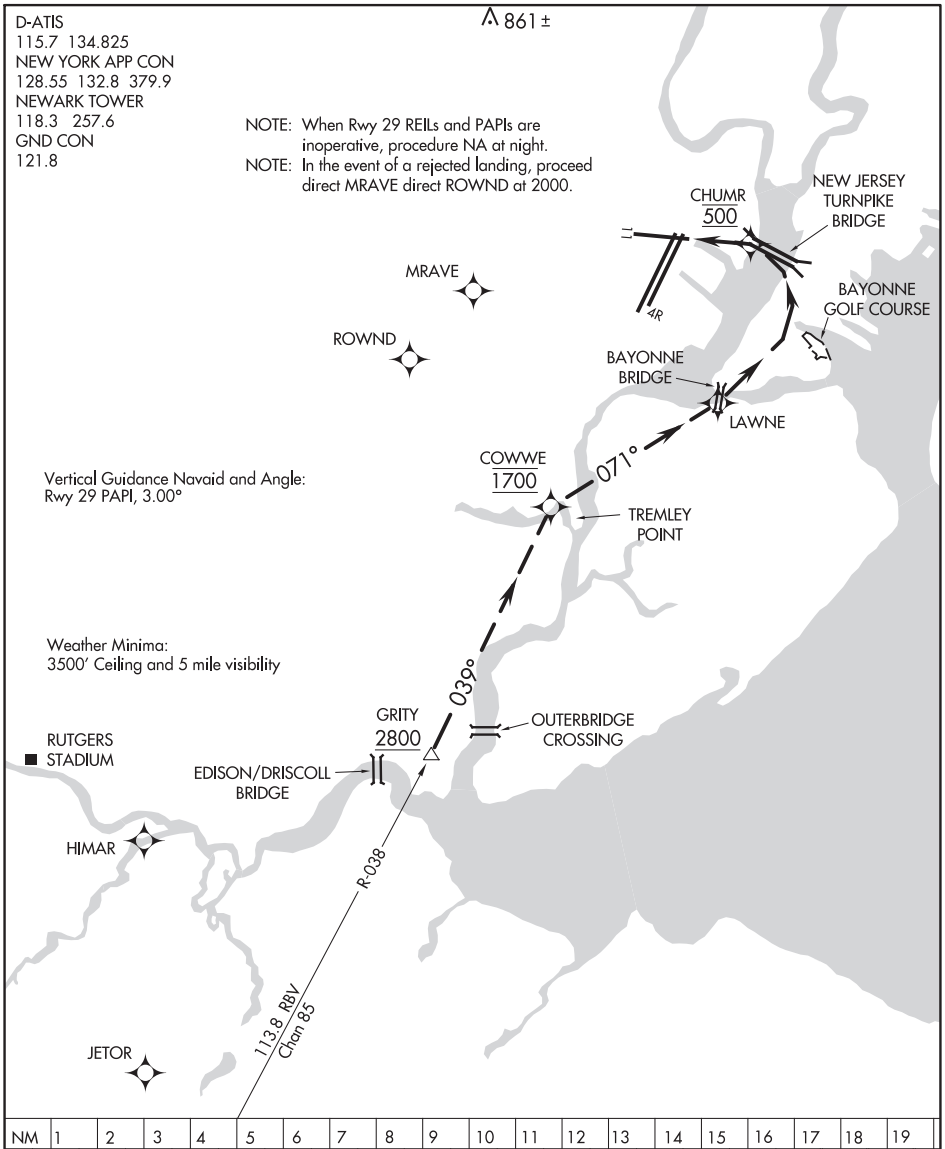
Amdt 1 17117

# BRIDGE VISUAL RWY 29

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY




## BRIDGE VISUAL RUNWAY 29

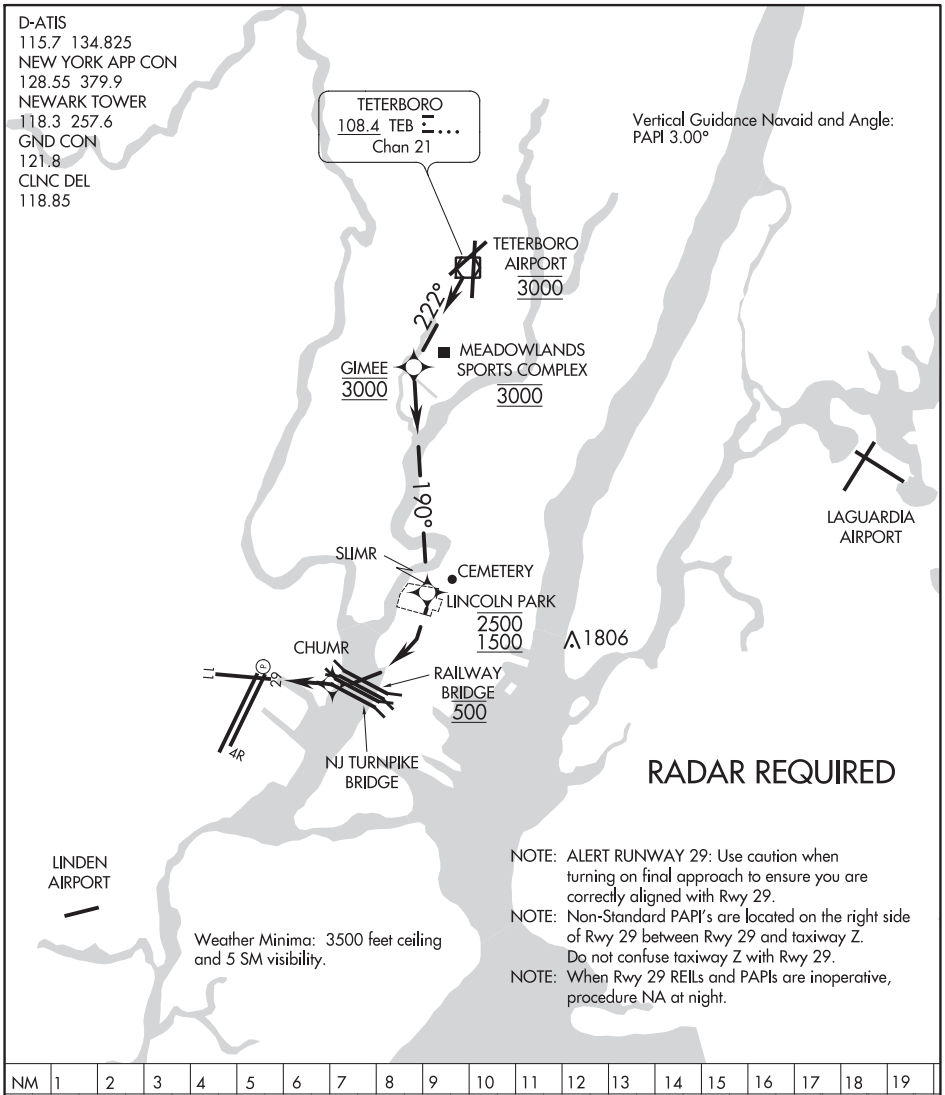
When cleared for Bridge Visual approach, cross the Edison/Driscoll Bridge (GRITY) at or above 2800. Proceed direct to Tremley Point (COWWE), cross Tremley Point at 1700. From Tremley Point proceed direct to Bayonne Bridge (LAWNE), then to the west end of the Bayonne Golf Course. Turn left and descend to cross Turnpike Bridge (CHUMR) at 500.

# STADIUM VISUAL RWY 29

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY






## STADIUM VISUAL RUNWAY 29

When cleared for the Stadium Visual Approach, proceed direct to Teterboro Airport and cross it at 3000′ proceed on 222° heading to west end of Meadowlands Sports Complex (GIMEE). Cross GIMEE at 3000′. Turn left at GIMEE and continue along left (east) side of river to Lincoln Park. Plan to be in final landing configuration by Lincoln Park. Turn right and descend to cross Railway Bridge at 500′.

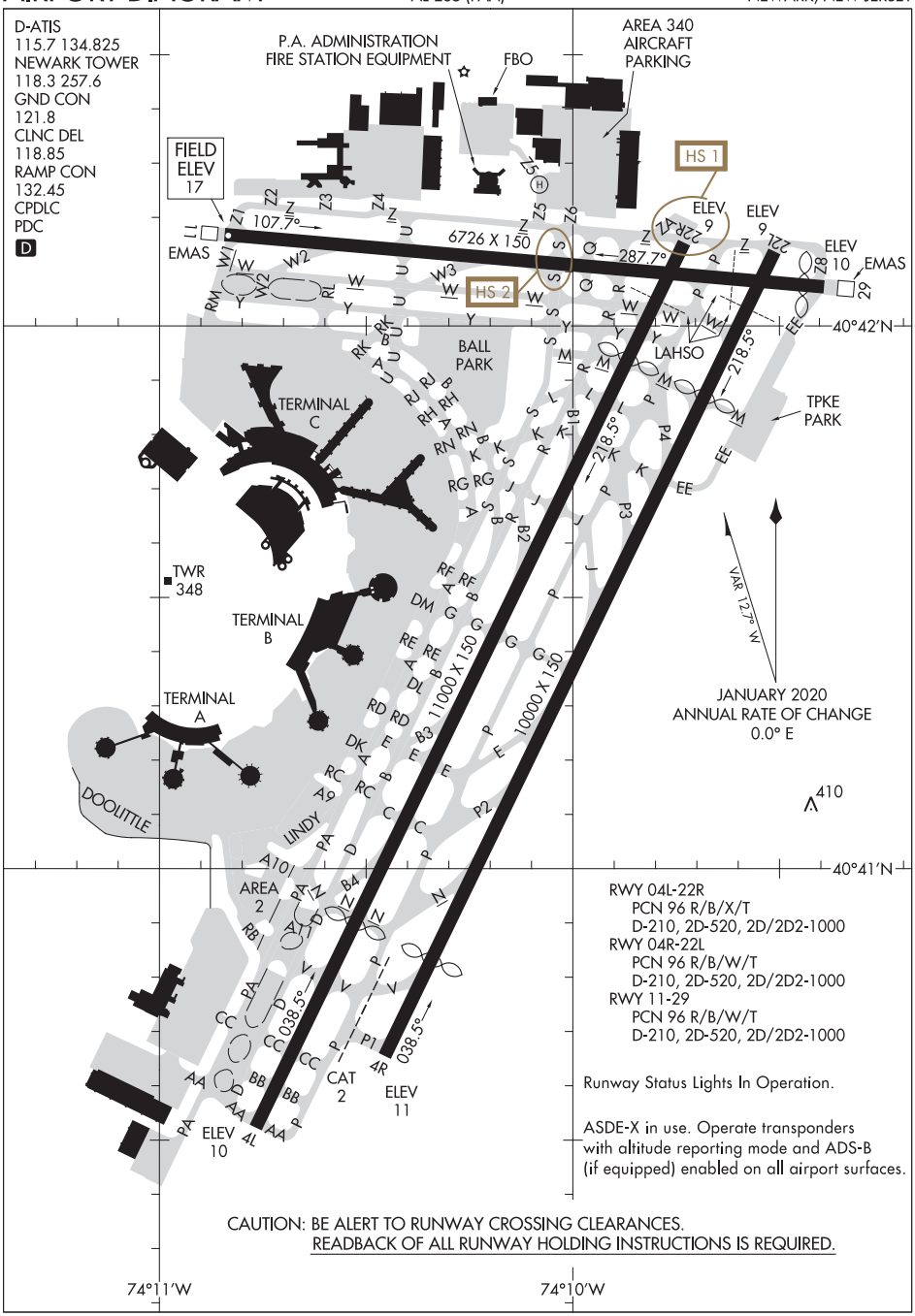
21056

# AIRPORT DIAGRAM

AL-285 (FAA)

## NEWARK LIBERTY INTL (EWR)

NEWARK, NEW JERSEY




RWY 04L-22R
PCN 96 R/B/X/T
D-210, 2D-520, 2D/2D2-1000
RWY 04R-22L
PCN 96 R/B/W/T
D-210, 2D-520, 2D/2D2-1000
RWY 11-29
PCN 96 R/B/W/T
D-210, 2D-520, 2D/2D2-1000

Runway Status Lights In Operation.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

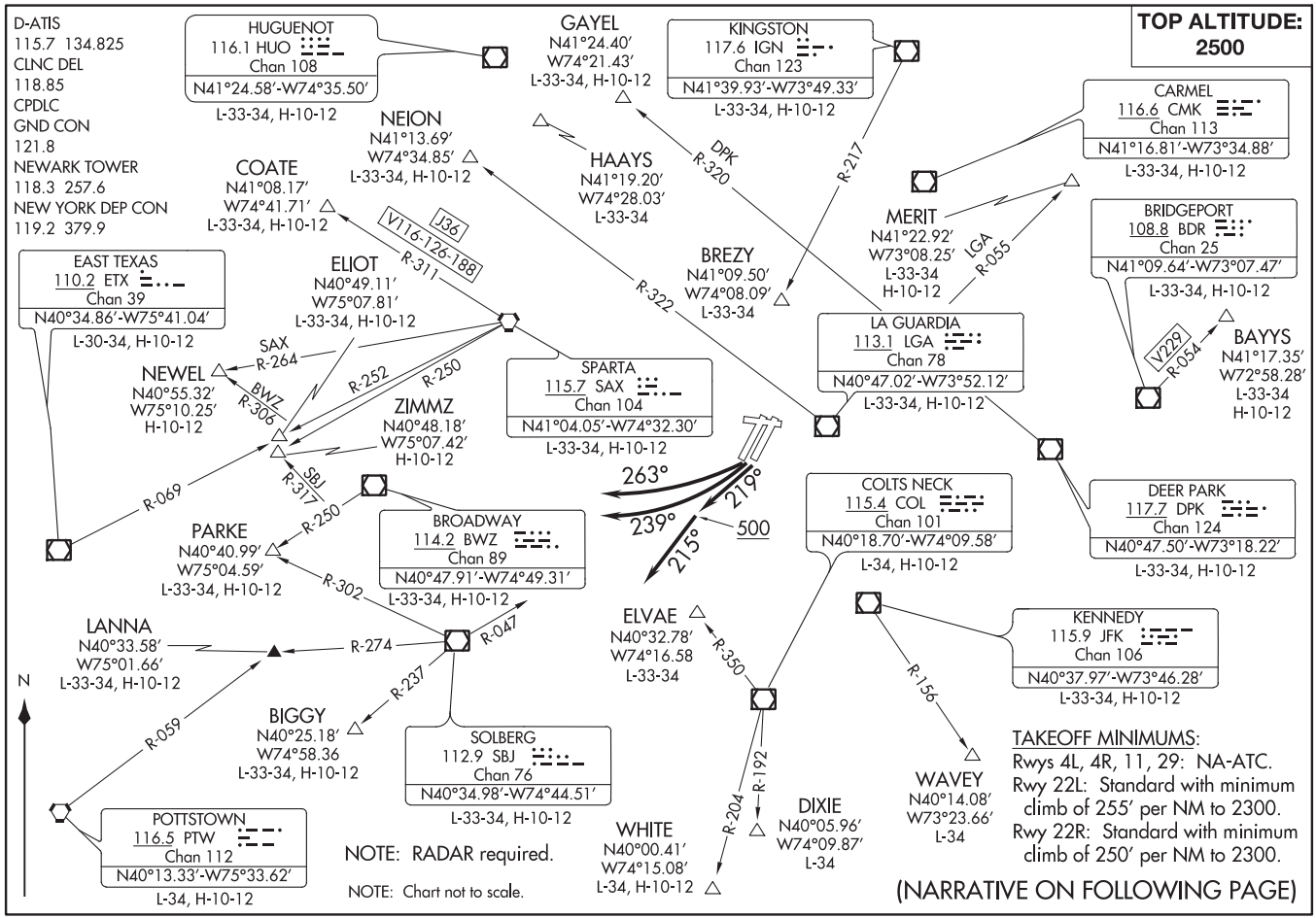
AIRPORT DIAGRAM
21056
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# LIBERTY FIVE DEPARTURE








LIBERTY FIVE DEPARTURE

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

NE-2, 25 FEB 2021 to 22 APR 2021

## DEPARTURE ROUTE DESCRIPTION

TURNPIKE CLIMB: Climb on heading 219° to 500, then climb heading 215°, or as assigned by ATC, thence....

PARKWAY CLIMB: Climbing right turn to heading 239°, or as assigned by ATC, thence....

BUD CLIMB: Climbing right turn on heading 263°, or as assigned by ATC, thence....

....expect radar vectors to assigned route/fix. Maintain 2500. Expect clearance to filed altitude/flight level within 10 minutes after departure.

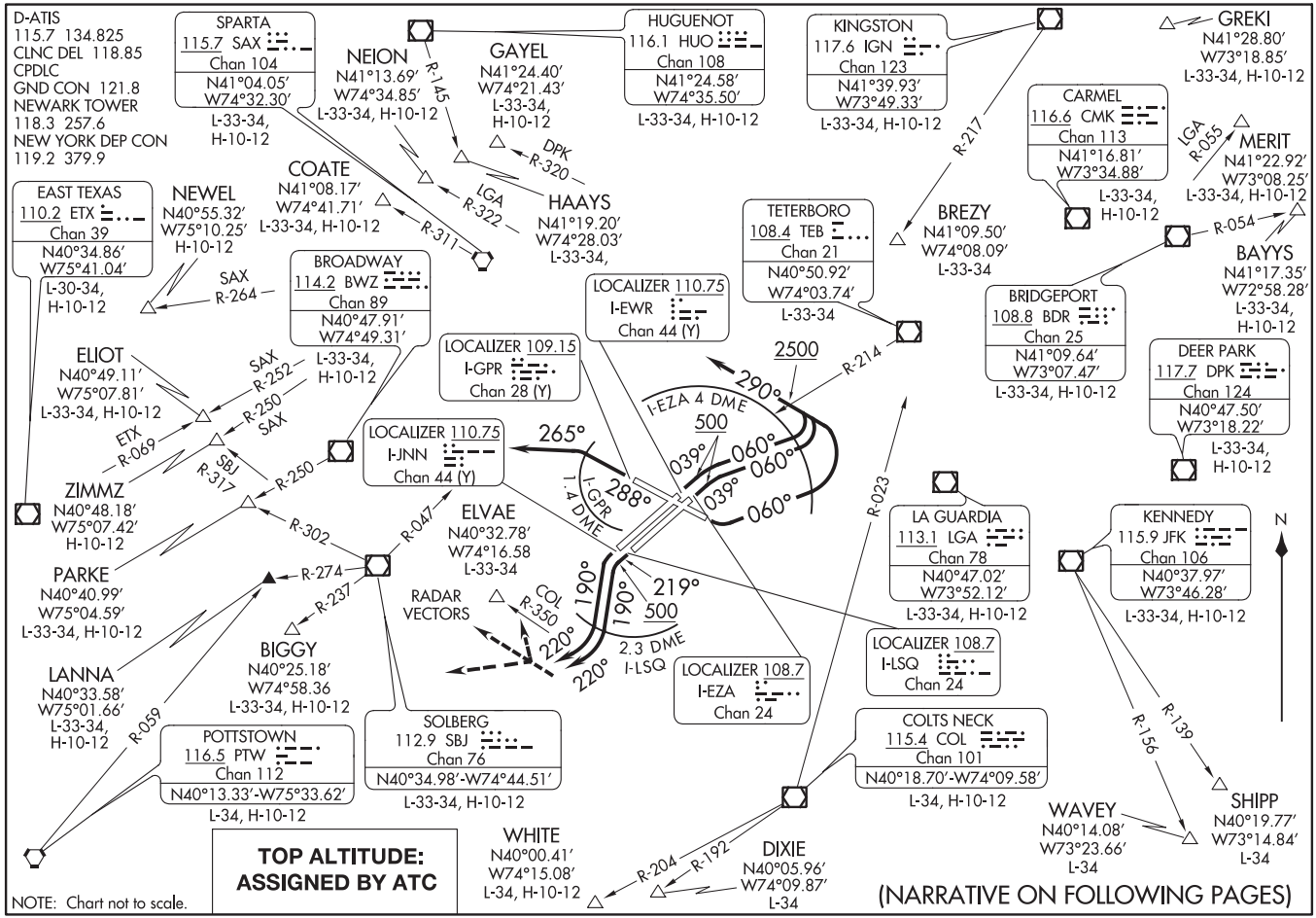
LOST COMMUNICATIONS: For aircraft proceeding to COATE, NEION, HAAYS, GAYEL, or BREZY, if radio contact lost/not established with ATC, climb to 3000' after SBJ R-047.

NOTE: Rwy 22L/R Departures:
NOTE: BAYYS departures expect vectors to BDR/BDR R-054.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: BREZY departures expect vectors to IGN R-217 to BREZY.
NOTE: COATE departures expect vectors to SAX/SAX R-311.
NOTE: ELIOT departures expect vectors to SAX R-252 between 2300 and 0700 local. ELIOT departures expect vectors to SBJ or ETX. ELIOT may be accessed by all type aircraft requesting final altitude of 14000 or 16000.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: HAAYS departures expect vectors to HUO.
NOTE: LANNA departures expect vectors to SBJ/SBJ R-274.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: NEWEL departures expect vectors to SAX R-264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.
NOTE: PARKE departures expect vectors to SBJ/SBJ R-302.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE/DIXIE departures expect vectors to COL R-350 or ELVAE/COL thence to WHITE on COL R-204 or to DIXIE on COL R-192.
NOTE: ZIMMZ departures expect vectors to SAX R-250. ZIMMZ may be accessed by all type of aircraft requesting a final altitude at or above FL180.

# NEWARK FOUR DEPARTURE

(EWR4.EWR) 25APR19

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)




(EWR4.EWR) 20254

NEWARK FOUR DEPARTURE

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

(EWR4.EWR) 19115

# NEWARK FOUR DEPARTURE

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4L/R: Climb heading 039° to 500, then climbing right turn heading 060° to I-EZA 4 DME (use I-EWR 3.6 DME when I-EZA is NA), then climbing left turn heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000, thence....

TAKEOFF RUNWAY 11: Climbing left turn heading 060° (do not proceed east of COL R-023) to I-EZA 4 DME (use I-EWR 3.6 DME when I-EZA is NA), then climbing left turn heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000, thence....

TAKEOFF RUNWAY 22L: Climb heading 219° to 500, then climbing left turn heading 190° to I-LSQ 2.3 DME (use I-JNN 2.8 DME when I-LSQ is NA), then climbing right turn heading 220°. Maintain 2500, thence....

TAKEOFF RUNWAY 22R: Climbing left turn heading 190° to I-LSQ 2.3 DME (use I-JNN 2.8 DME when I-LSQ is NA), then climbing right turn heading 220°. Maintain 2500, thence....

TAKEOFF RUNWAY 29: Climb heading 288° to I-GPR 1.4 DME, then climbing left turn heading 265°. Maintain 5000, thence....

....as per notes or on vector to assigned route/fix. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

LOST COMMUNICATIONS: For aircraft proceeding to COATE, NEION, HAAYS, GAYEL, or BREZY, if radio contact lost/not established with ATC, climb to 3000' after SBJ R-047.

NOTE: Takeoff Rwy 11 obstruction, 1806' high building 6.6 miles east of DER.
NOTE: Radar and DME Required.
NOTE: Rwy 4L/R, 11 simultaneous reception of EWR ILS/DME required.
NOTE: Rwy 22L/R westbound departures expect vectors between 5 and 8 NM.

| DP FIX | Depart Rwy 4L/R<br>Expect VECTORS to: | Depart Rwy 22L/R<br>Expect VECTORS to: |
|---|---|---|
| BAYYS | BDR/BDR R-054 | BDR/BDR R-054 |
| BIGGY | **SBJ** /SBJ R-237 | **SBJ**/SBJ R-237 |
| BREZY | IGN R-217 to BREZY | IGN R-217 to BREZY |
| COATE | SAX/SAX R-311 | SAX/SAX R-311 |
| DIXIE | COL R-350/COL/COL R-192<br>or ELVAE/COL | COL R-350/COL/COL R-192<br>or ELVAE/COL |
| ELIOT | SAX R-252 | ETX (2300L-0700L SBJ/ETX) |
| GAYEL | DPK R-320 | DPK R-320 |
| HAAYS | HUO | HUO |
| LANNA | PTW R-059 | **SBJ**/SBJ R-274 |
| MERIT | LGA R-055 | LGA R-055 |
| NEION | LGA R-322 | LGA R-322 |
| NEWEL | SAX/SAX R-264 | SAX/SAX R-264 |
| PARKE | BWZ R-250 | **SBJ** /SBJ R-302 |
| SHIPP | JFK/JFK R-139 | JFK/JFK R-139 |
| WAVEY | JFK/JFK R-156 | JFK/JFK R-156 |
| WHITE | COL R-350/COL/COL R-204<br>or ELVAE/COL | COL R-350/COL/COL R-204<br>or ELVAE/COL |
| ZIMMZ | SAX R-250 | SBJ /SBJ R-317 |

NOTE: ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000 or 16000.
NOTE: NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.
NOTE: ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above FL180.

(CONTINUED ON FOLLOWING PAGE)



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(NOTES CONTINUED)

TAKEOFF MINIMUMS:
Rwy 4L/R: Standard. ATC climb of 500′ per NM to 2500.
Rwy 11: Standard with minimum climb of 361′ per NM to 2500.
Rwy 22L: Standard with minimum climb of 453′ per NM to 500.
Rwy 22R: Standard with minimum climb of 459′ per NM to 400.
Rwy 29: Standard with minimum climb of 473′ per NM to 500.


NE-2, 25 FEB 2021 to 22 APR 2021

# PORTT FOUR DEPARTURE (RNAV)

(PORTT4.PORTT) 29MAR18

NEWARK LIBERTY INTL (EWR)

NEWARK, NEW JERSEY

D-ATIS
115.7 134.825
CLNC DEL
118.85
CPDLC
GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9

NOTE: Chart not to scale.

**TOP ALTITUDE: 2500**

GAYEL △
HAAYS △
NEION △
COATE △
BREZY △
GREKI △
MERIT △
CARMEL CMK
BAYYS △
BRIDGEPORT BDR

NOTE: COATE departures expect vectors to BDR VOR/DME direct COATE.
NOTE: HAAYS departures expect vectors to HAAYS.
NOTE: BAYYS departure expect vectors to BDR VOR/DME direct BAYYS.
NOTE: GREKI departures expect vectors to CMK VOR/DME direct GREKI.
NOTE: MERIT departures expect vectors to LGA VOR/DME direct MERIT.

ELIOT △
5000
*2600
298°
(26)
FENLY
3000
*2000
309°
(8)
SIRLY
3000
*1800
315°
(7)
219°
219°
518
518
LA GUARDIA LGA
KENNEDY JFK
N
PARKE △
6000
*2300
305°
(16)
6000
*2200
277°
(13)
LANNA ▲
3000
*2000
282°
(15)
SOLBERG SBJ
261°
(5)
BAGGA
220K
282°
3000
*1600
(5)
RIETA
PORTT
ELVAE △
6000
*2200
240°
(14)
BIGGY △
COLTS NECK COL
WAVEY △
DIXIE △
WHITE △

NOTE: DIXIE departures expect vectors to ELVAE direct COL VOR/DME direct DIXIE.
NOTE: WAVEY departures expect vectors to JFK VOR/DME direct WAVEY.
NOTE: WHITE departures expect vectors to ELVAE direct COL VOR/DME direct WHITE.

TAKEOFF MINIMUMS:
Rwys 4R, 4L, 11, 29: NA-ATC.
Rwy 22L, 22R: Standard with a minimum climb of 500′ per NM to 518.

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Do not exceed 220K until crossing BAGGA.

(NARRATIVE ON FOLLOWING PAGE)

PORTT FOUR DEPARTURE (RNAV)
(PORTT4.PORTT) 19003
NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

# PORTT FOUR DEPARTURE (RNAV)



NE-2, 25 FEB 2021 to 22 APR 2021

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22L/22R: Climb heading 219° to 518, then left turn direct BAGGA, then on depicted route to PORTT, thence . . . .

. . . . on assigned transition, or on vectors to assigned departure fix, maintain 2500. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BIGGY TRANSITION (PORTT4.BIGGY):
ELIOT TRANSITION (PORTT4.ELIOT):
LANNA TRANSITION (PORTT4.LANNA):
PARKE TRANSITION (PORTT4.PARKE):

# ILS Y or LOC Y RWY 28R

NIAGARA FALLS INTL (IAG)

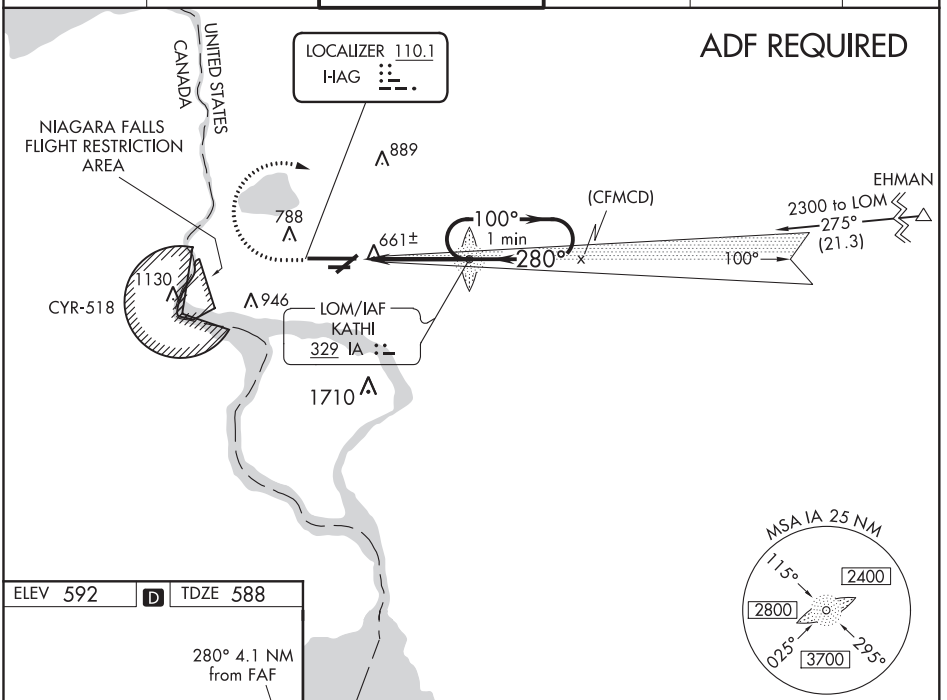
| LOC I-IAG | APP CRS | Rwy Idg | 9129 |
|---|---|---|---|
| 110.1 | 280° | TDZE | 588 |
| | | Apt Elev | 592 |

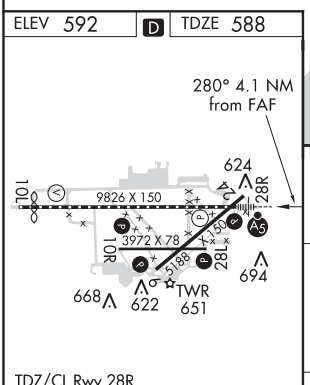
ADF Required. When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet; increase Circling Cat C and D visibility ¼ SM. For inop MALSR, increase S-ILS 28R all Cats visibility to RVR 4500 and S-LOC 28R all Cats visibility to RVR 5000. For inop MALSR when using Buffalo Niagara Intl altimeter setting, increase S-ILS 28R all Cats visibility to RVR 4500, S-LOC 28R Cats A/B visibility to RVR 5000, and S-LOC 28R Cats C/D visibility to RVR 6000. Rwy 28R helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3200 on heading 050° then direct KATHI LOM and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 125.3 275.8 | 119.25 251.1 | 122.95 |

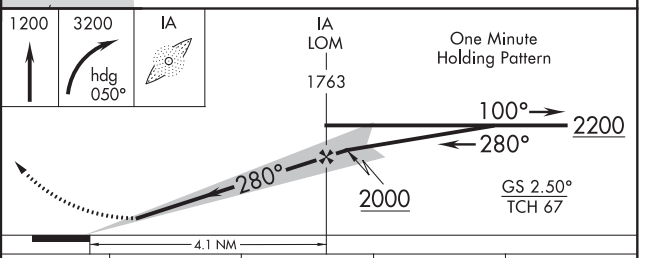



TDZ/CL Rwy 28R
REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | 838/40 250 (300-¾) | | | |
| S-LOC 28R | 920/40 332 (400-¾) | | | |
| C CIRCLING | 1100-1 508 (600-1) | | 1280-2 688 (700-2) | 1280-2¼ 688 (700-2¼) |



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# ILS Z or LOC Z RWY 28R

NIAGARA FALLS INTL (IAG)

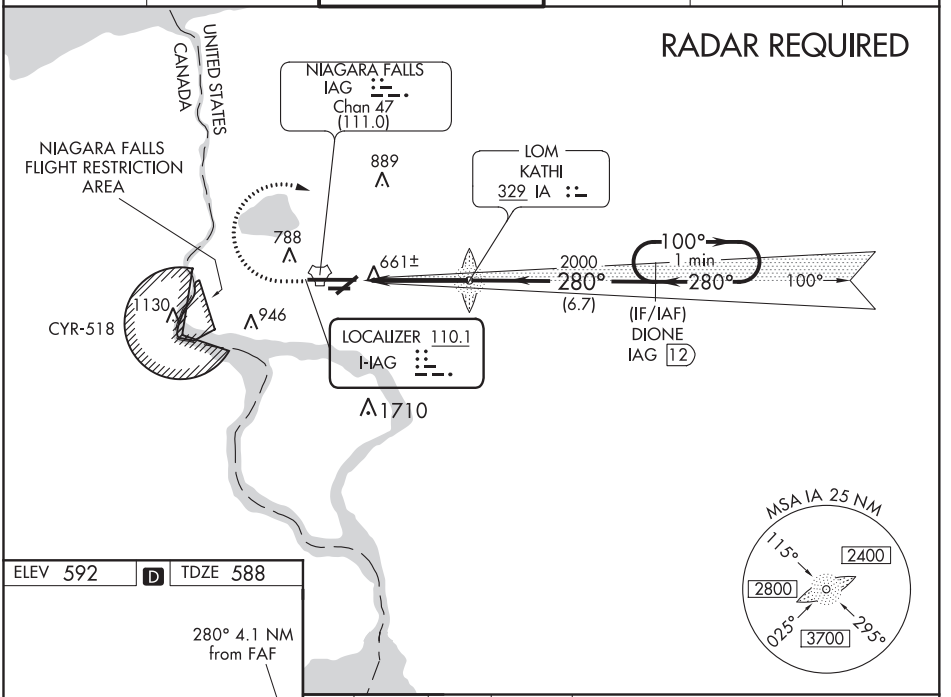
| LOC I-IAG | APP CRS | Rwy Idg | 9129 |
|---|---|---|---|
| 110.1 | 280° | TDZE | 588 |
| | | Apt Elev | 592 |

When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet; increase Circling Cat C and D visibility ¼ SM. For inop MALSR, increase S-ILS 28R all Cats visibility to RVR 4500 and S-LOC 28R all Cats visibility to RVR 5000. For inop MALSR when using Buffalo Niagara Intl altimeter setting, increase S-ILS 28R all Cats visibility to RVR 4500, S-LOC 28R Cats A/B visibility to RVR 5000, and S-LOC 28R Cats C/D visibility to RVR 6000. DME required. Rwy 28R helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L, helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

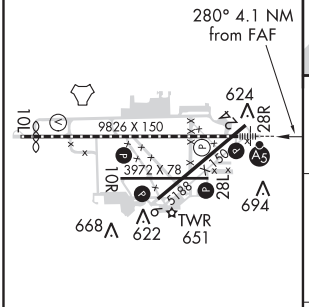
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3200 on heading 120° and I-IAG E course to DIONE/IAG 12 DME and hold.

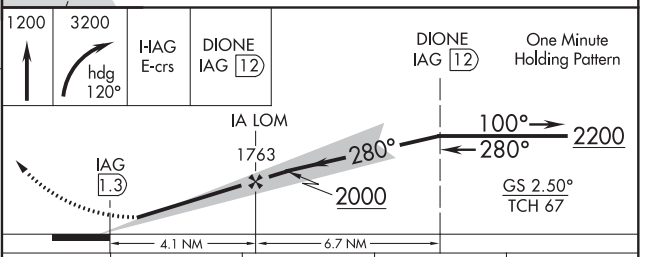
| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 125.3 275.8 | 119.25 251.1 | 122.95 |




ELEV 592 D TDZE 588




TDZ/CL Rwy 28R
REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | 838/40 250 (300-¾) | | | |
| S-LOC 28R | 920/40 332 (400-¾) | | | |
| C CIRCLING | 1100-1 508 (600-1) | | 1280-2 688 (700-2) | 1280-2¼ 688 (700-2¼) |



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NIAGARA FALLS, NEW YORK | AL-614 (FAA) | 20170

# RNAV (GPS) RWY 6

## NIAGARA FALLS INTL (IAG)

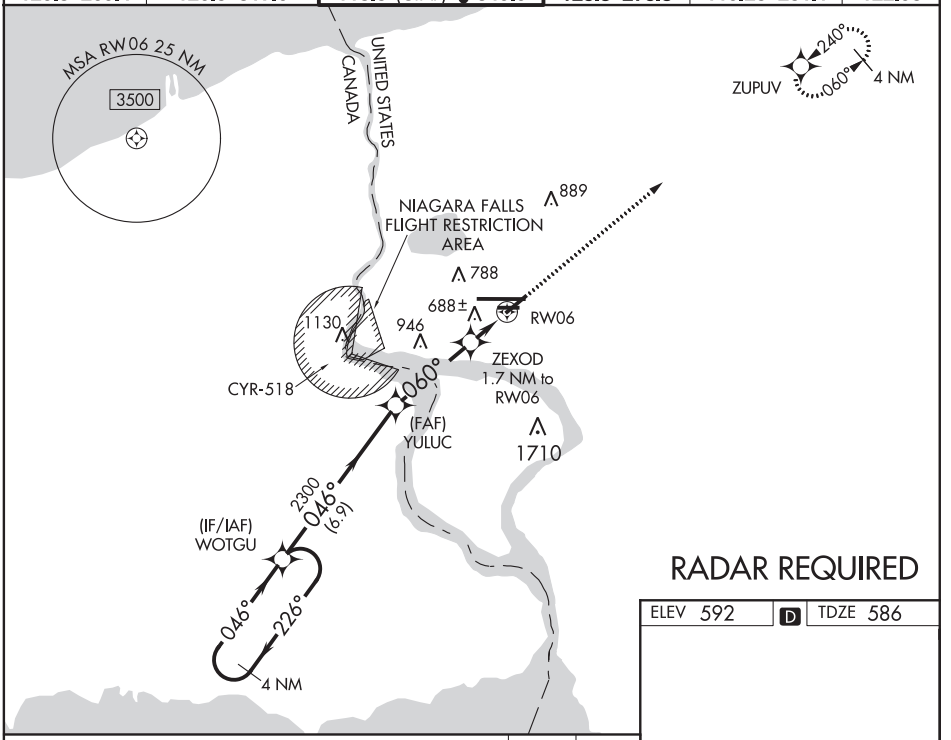
| WAAS | APP CRS | Rwy Idg | 5188 |
|---|---|---|---|
| CH 90132 | 060° | TDZE | 586 |
| W06A | | Apt Elev | 592 |

RNP APCH.

Baro-VNAV NA when using Buffalo Niagara Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet, increase LNAV Cat C and D visibility ⅛ SM and Circling Cat C and D ¼ SM. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Straight-in Rwy 6 NA at night, Circling Rwy 6, 10R, 24, 28L NA at night.

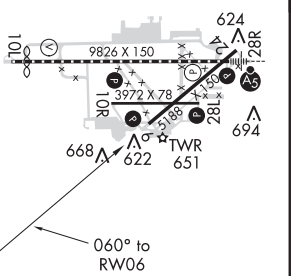
MISSED APPROACH: Climb to 3600 direct ZUPUV and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 125.3 275.8 | 119.25 251.1 | 122.95 |




## RADAR REQUIRED

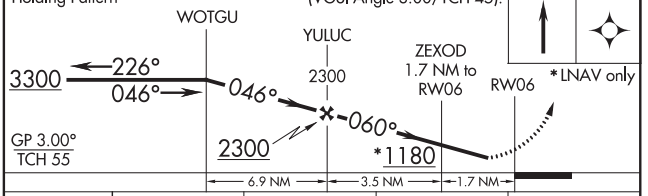
ELEV 592 | D | TDZE 586




TDZ/CL Rwy 28R
REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 864-1 | 278 (300-1) | |
| LNAV/VNAV DA | | 849-1 | 263 (300-1) | |
| LNAV MDA | | 940-1 | 354 (400-1) | |
| C CIRCLING | 1100-1 508 (600-1) | | 1280-2 688 (700-2) | 1280-2¼ 688 (700-2¼) |



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# RNAV (GPS) RWY 10L

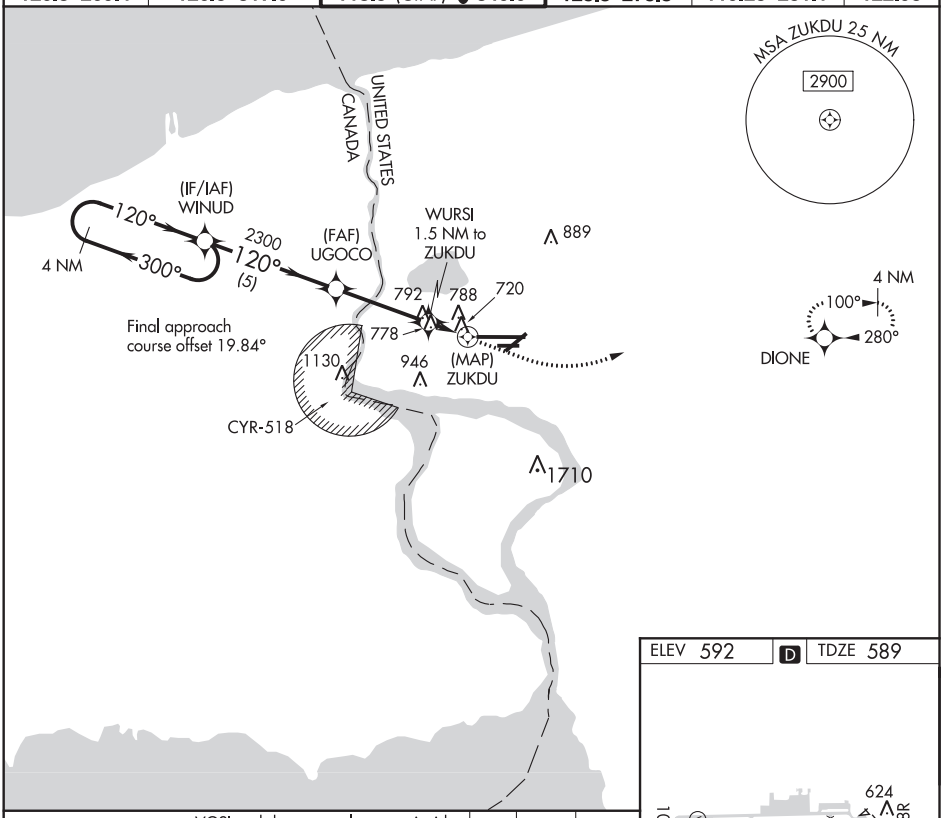
## NIAGARA FALLS INTL (IAG)

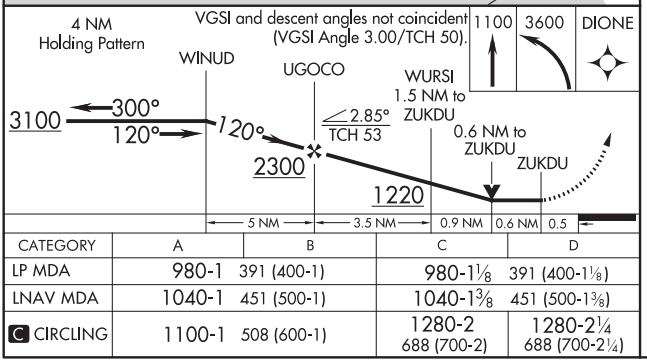
| WAAS | APP CRS | Rwy Idg | 9126 |
|---|---|---|---|
| CH 66034 | 120° | TDZE | 589 |
| W10A | | Apt Elev | 592 |

DME/DME RNP-0.3 NA. VDP NA with Buffalo Niagara Intl altimeter setting. When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet. Increase LP Cats C/D and Circling Cats C/D visibility ¼ mile. Rwy 10L helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

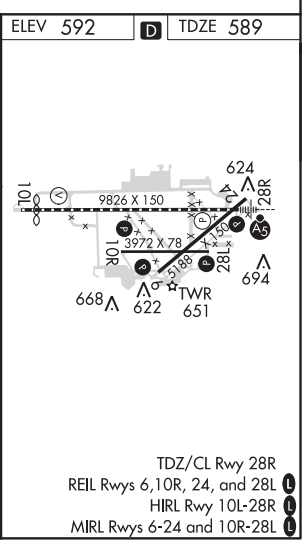
MISSED APPROACH: Climb to 1100 then climbing left turn to 3600 direct DIONE and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 125.3 275.8 | 119.25 251.1 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 980-1 | 391 (400-1) | 980-1⅛ | 391 (400-1⅛) |
| LNAV MDA | 1040-1 | 451 (500-1) | 1040-1⅜ | 451 (500-1⅜) |
| C CIRCLING | 1100-1 | 508 (600-1) | 1280-2<br>688 (700-2) | 1280-2¼<br>688 (700-2¼) |




TDZ/CL Rwy 28R
REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L



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# RNAV (GPS) RWY 28R

NIAGARA FALLS INTL (IAG)

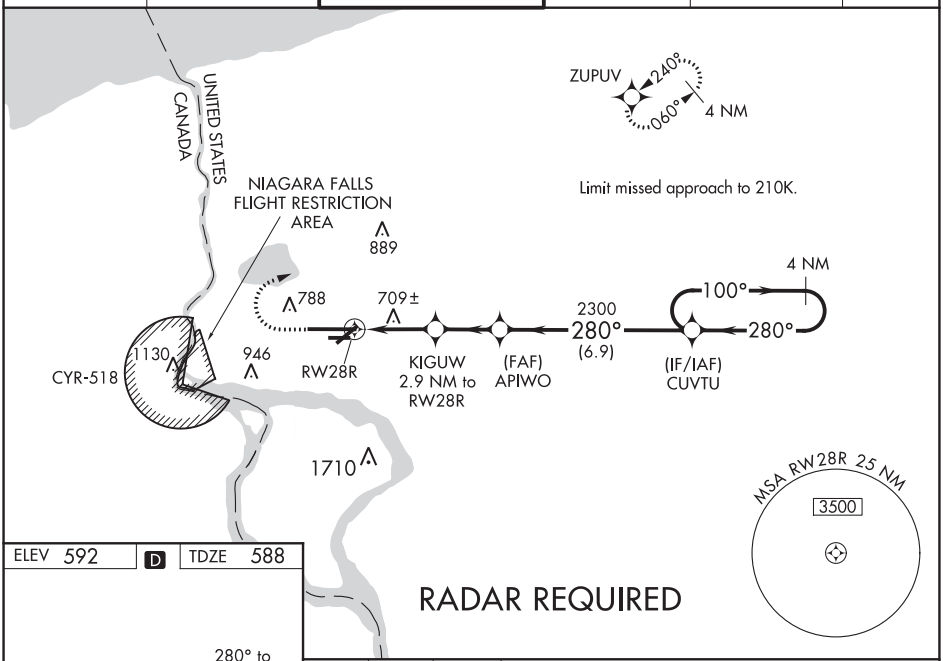
| WAAS | APP CRS | Rwy Idg | 9129 |
|---|---|---|---|
| CH 99432 | 280° | TDZE | 588 |
| W28B | | Apt Elev | 592 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ⅛ SM and Circling Cat C and D ¼ SM. Baro-VNAV and VDP NA with Buffalo Niagara Intl altimeter setting. For inop MALSR increase LNAV/VNAV visibility all Cats to RVR 6000 and LNAV all Cats visibility to RVR 5500. For inop MALSR when using Buffalo Niagara Intl altimeter setting, increase LPV all Cats and LNAV Cats C/D visibility to RVR 5500 and LNAV/VNAV all Cats visibility to RVR 6000. Rwy 28R helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L, helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L, NA at night.

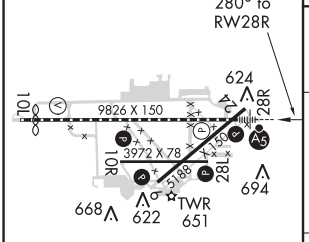
MALSR

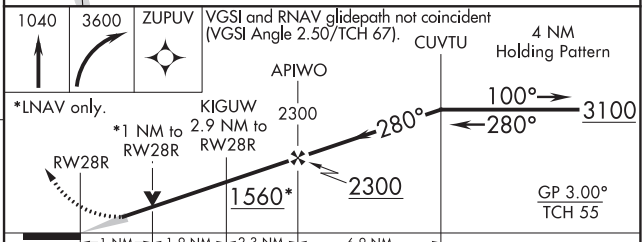
MISSED APPROACH: Climb to 1040 then climbing right turn to 3600 direct ZUPUV and hold, continue climb-in-hold to 3600.

| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 125.3 275.8 | 119.25 251.1 | 122.95 |




ELEV 592 D TDZE 588




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 838/40 250 (300-¾) | | | |
| LNAV/VNAV DA | 957/40 369 (400-¾) | | | |
| LNAV MDA | 960/40 372 (400-¾) | | | |
| C CIRCLING | 1100-1 508 (600-1) | | 1280-2 688 (700-2) | 1280-2¼ 688 (700-2¼) |

TDZ/CL Rwy 28R
REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 5108 |
|---|---|---|---|
| CH 97333 | 240° | TDZE | 592 |
| W24B | | Apt Elev | 592 |

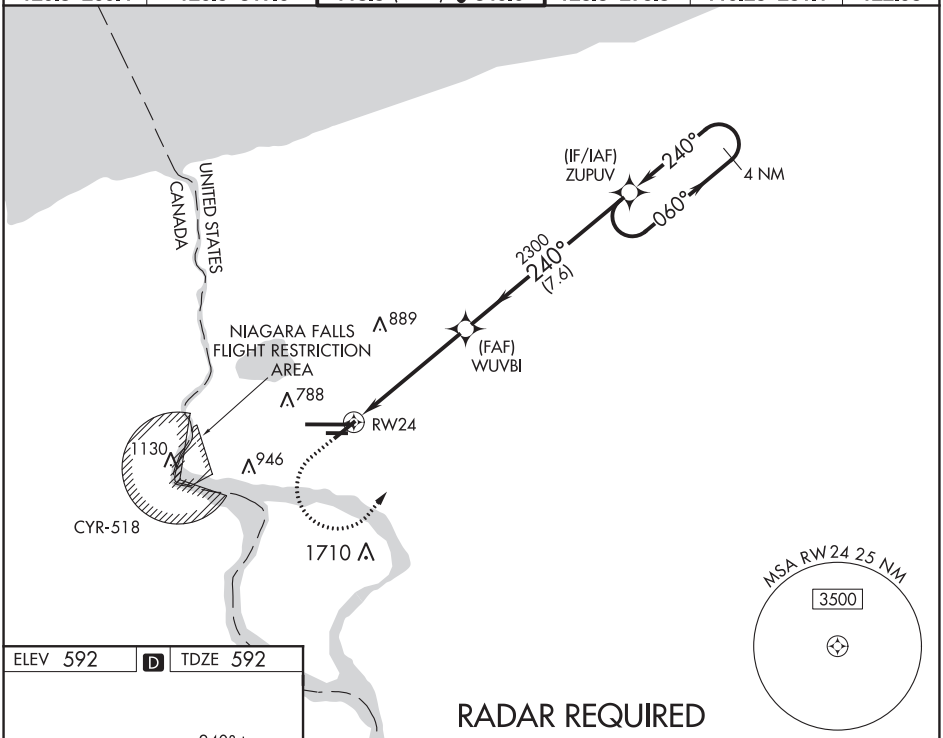
# RNAV (GPS) Y RWY 24

## NIAGARA FALLS INTL (IAG)

T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet and increase LP Cats C and D visibility ⅛ mile and Circling Cats A and D visibility ¼ mile. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 6, 10R, 24, 28L NA at night.

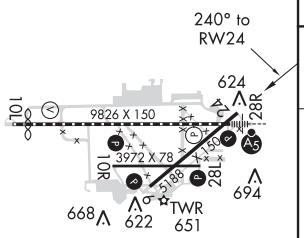
MISSED APPROACH: Climb to 1400 then climbing left turn to 3600 direct ZUPUV and hold.

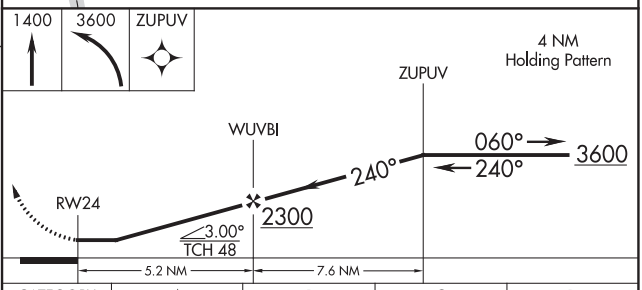
| ATIS | BUFFALO APP CON | NIAGARA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 125.3 275.8 | 119.25 251.1 | 122.95 |




ELEV 592 D TDZE 592

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1180-1 | 588 (600-1) | 1180-1¾ | 588 (600-1¾) |
| LNAV MDA | 1360-1<br>768 (800-1) | 1360-1¼<br>768 (800-1¼) | 1360-2½ | 768 (800-2½) |
| C CIRCLING | 1360-1<br>768 (800-1) | 1360-1¼<br>768 (800-1¼) | 1360-2½ | 768 (800-2½) |

TDZ/CL Rwy 28R
REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NIAGARA FALLS, NEW YORK | AL-614 (FAA) | 20170

| WAAS | APP CRS | Rwy Idg | 5108 |
|---|---|---|---|
| CH 45532 | 240° | TDZE | 592 |
| W24A | | Apt Elev | 592 |

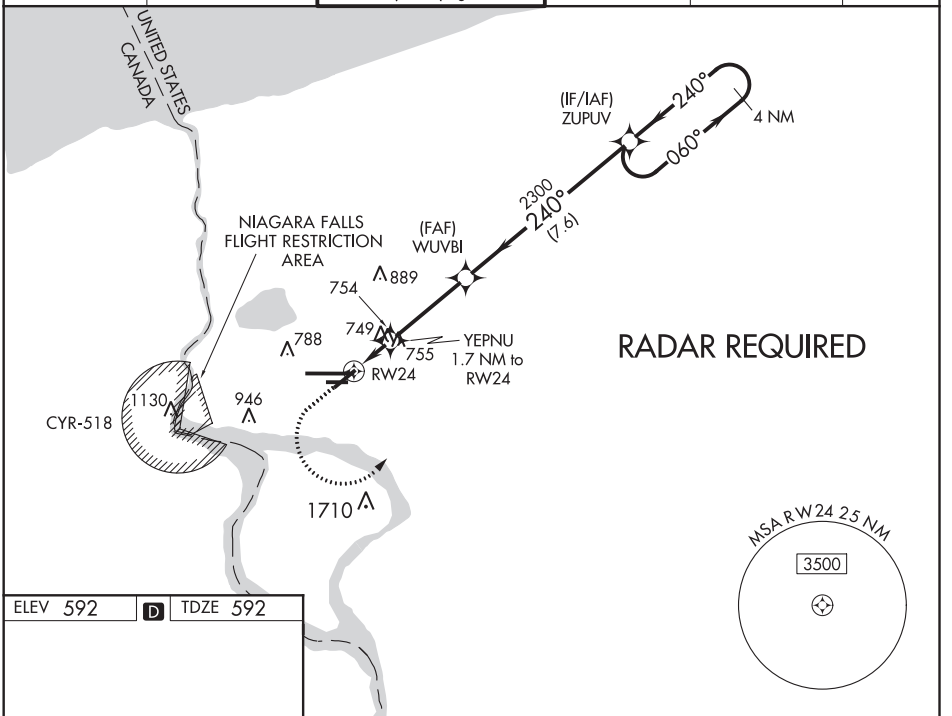
# RNAV (GPS) Z RWY 24

NIAGARA FALLS INTL (IAG)

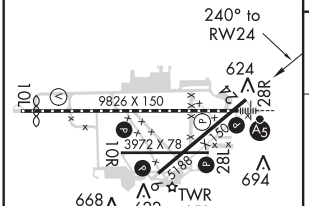
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet; increase LP Cats C and D visibility ¼ SM, LNAV Cats C and D visibility ⅛ SM, and Circling Cat C and D visibility ¼ SM. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 6, 10R, 24, 28L NA at night. *Missed approach requires a minimum climb of 265 feet per NM to 2120; if unable to meet climb gradient, see RNAV (GPS) Y RWY 24.

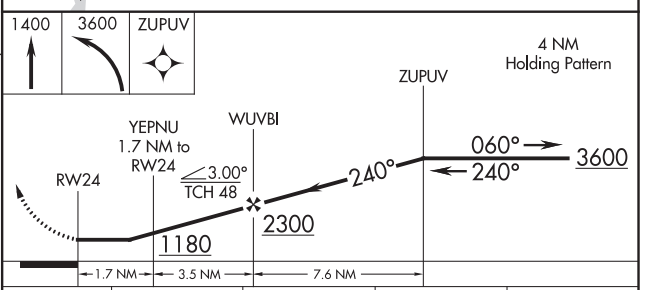
MISSED APPROACH: Climb to 1400 then climbing left turn to 3600 direct ZUPUV and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 125.3 275.8 | 119.25 251.1 | 122.95 |




ELEV 592 | D | TDZE 592




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 1000-1 | 408 (500-1) | 1000-1⅛ | 408 (500-1⅛) |
| LNAV MDA* | 1020-1 | 428 (500-1) | 1020-1¼ | 428 (500-1¼) |
| C CIRCLING | 1100-1 | 508 (600-1) | 1280-2<br>688 (700-2) | 1280-2¼<br>688 (700-2¼) |

TDZ/CL Rwy 28R
REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

NIAGARA FALLS, NEW YORK
Orig-B 18JUN20

43°06'N-78°57'W

NIAGARA FALLS INTL (IAG)

RNAV (GPS) Z RWY 24


NE-2, 25 FEB 2021 to 22 APR 2021

# TACAN RWY 28R

NIAGARA FALLS INTL (IAG)

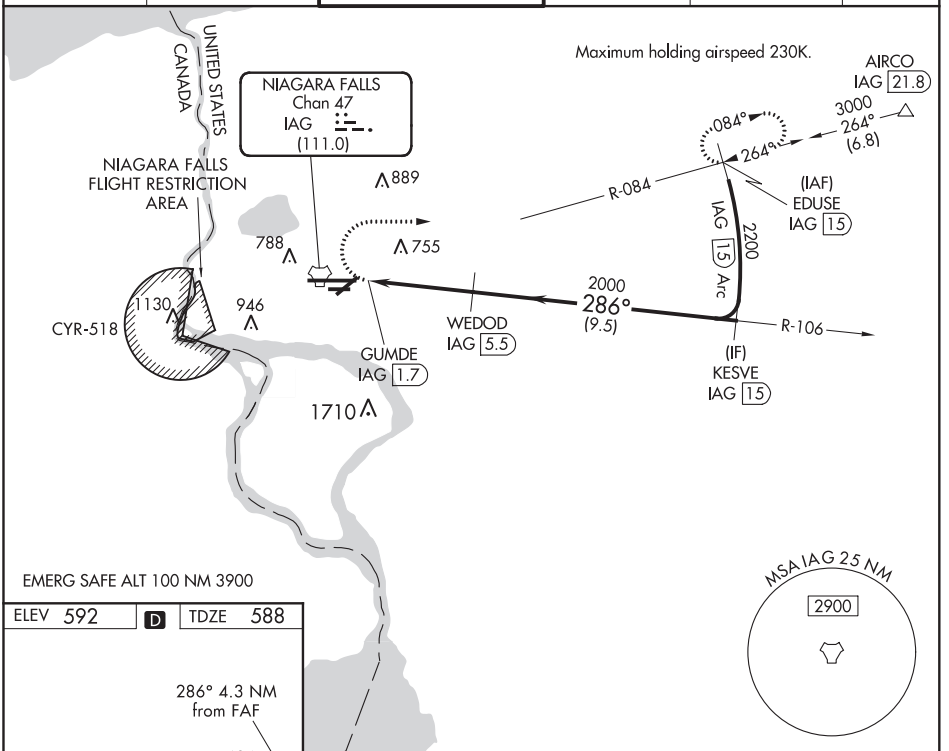
| TACAN IAG Chan 47 (111.0) | APP CRS 286° | Rwy Idg 9129 TDZE 588 Apt Elev 592 |
|---|---|---|

T A When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet; increase S-28R visibility for Cat C/D/E to RVR 4500 and Circling Cat D/E visibility ¼ mile. Circling NA for Cat E south of Rwy 10L-28R. For inop MALSR, increase S-28R Cat A/B visibility to RVR 5000 and Cat C/D/E to RVR 6000. Rwy 28R helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

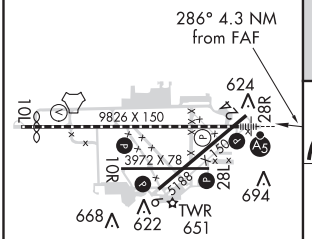
MALSR

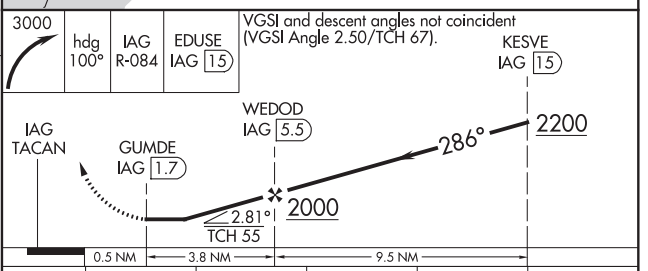
MISSED APPROACH: Climbing right turn to 3000 on heading 100° and IAG R-084 to EDUSE/IAG 15 DME and hold.

| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 125.3 275.8 | 119.25 251.1 | 122.95 |




ELEV 592 D TDZE 588




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-28R | 1000/40 412 (500-¾) | | | | |
| CIRCLING | 1100-1 508 (600-1) | | 1100-1½ 508 (600-1½) | 1360-2½ 768 (800-2½) | 1360-2¾ 768 (800-2¾) |

TDZ/CL Rwy 28R
REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# NDB RWY 28R

NIAGARA FALLS INTL (IAG)

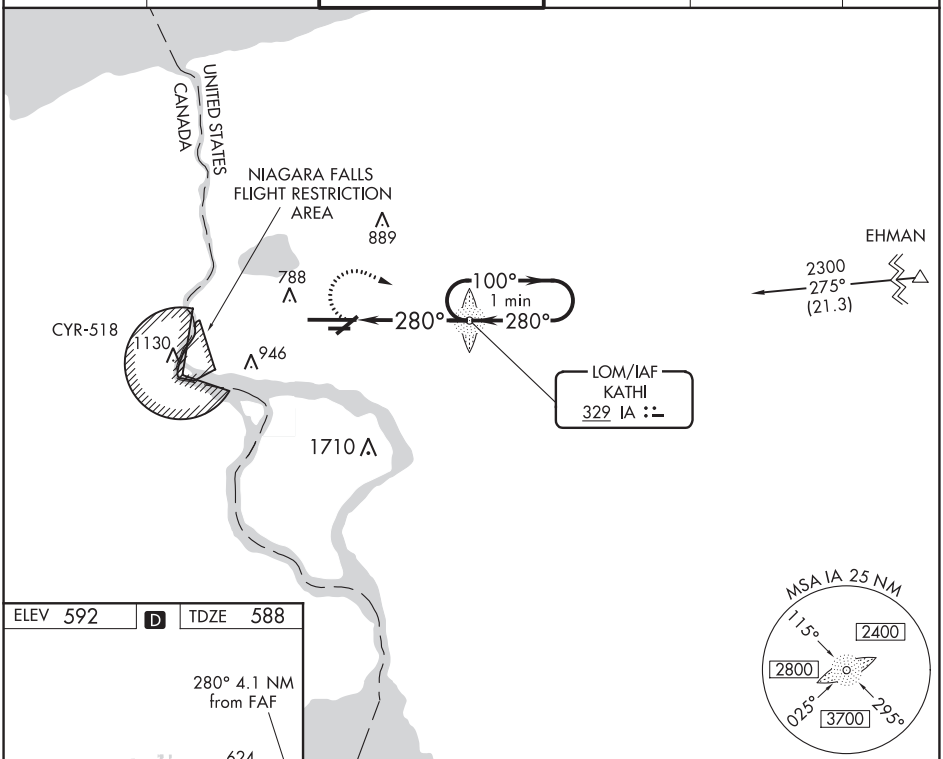
| LOM IA | APP CRS | Rwy Idg | 9129 |
|---|---|---|---|
| 329 | 280° | TDZE | 588 |
| | | Apt Elev | 592 |

T A When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet, increase S-28R Cat C and D visibility ⅛ SM and Circling Cat C and D ¼ SM. For inop MALSR, increase S-28R Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1¾. For inop MALSR when using Buffalo Niagara Intl altimeter setting, increase S-28R Cats C/D visibility to 1⅞. Rwy 28R helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

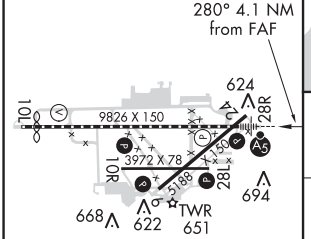
MALSR

MISSED APPROACH: Climbing right turn to 3200 direct KATHI LOM and hold, continue climb-in-hold to 3200.

| ATIS | BUFFALO APP CON | NIAGARA TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.8 269.4 | 126.5 317.6 | 118.5 (CTAF) L 349.0 | 125.3 275.8 | 119.25 251.1 | 122.95 |




ELEV 592 D TDZE 588



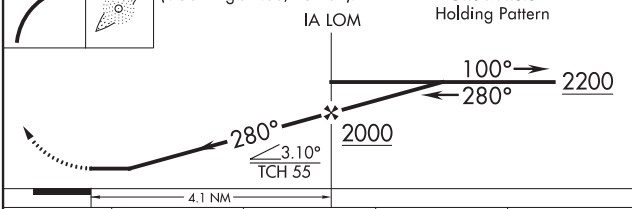

TDZ/CL Rwy 28R
REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

3200 IA

VGSI and descent angles not coincident (VGSI Angle 2.50/TCH 67).

One Minute Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28R | 1200/40 | 612 (700-¾) | 1200-1⅜ | 612 (700-1⅜) |
| C CIRCLING | 1200-1 | 608 (700-1) | 1280-2 688 (700-2) | 1280-2¼ 688 (700-2¼) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

NORWICH, NEW YORK AL-6148 (FAA) 21056

| WAAS | APP CRS | Rwy Idg | 4119 |
|---|---|---|---|
| CH 56536 | 014° | TDZE | 1023 |
| W01A | | Apt Elev | 1024 |

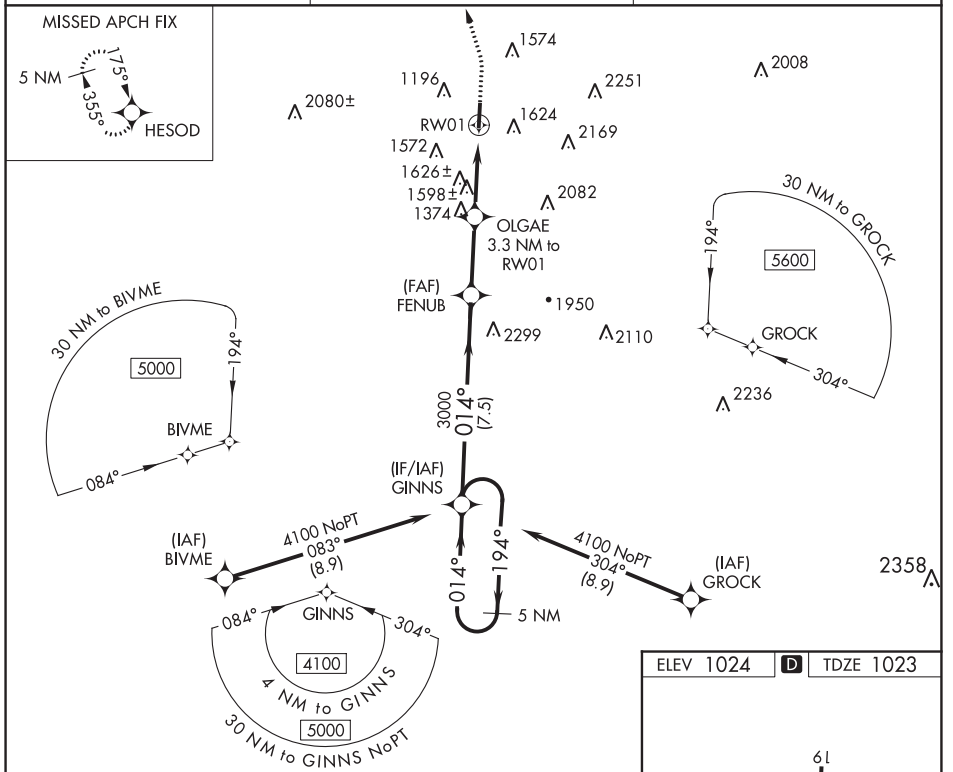
# RNAV (GPS) RWY 1

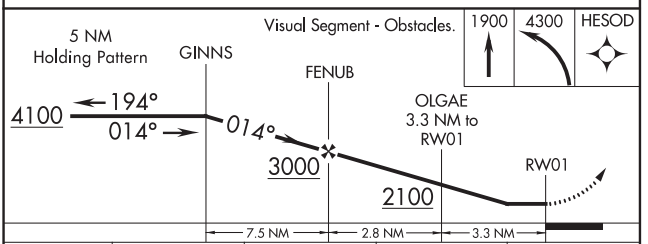
## LT WARREN EATON (OIC)

T
NA — When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

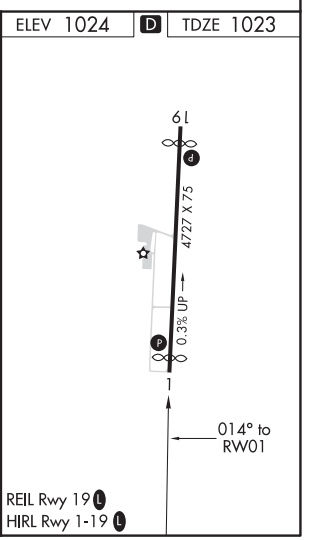
MISSED APPROACH: Climb to 1900 then climbing left turn to 4300 direct HESOD and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.25 279.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1860-1<br>837 (900-1) | 1860-1¼<br>837 (900-1¼) | 1860-2½ | 837 (900-2½) |
| LNAV MDA | 1880-1<br>857 (900-1) | 1880-1¼<br>857 (900-1¼) | 1880-2½ | 857 (900-2½) |
| C CIRCLING | 2060-1¼<br>1036 (1100-1¼) | 2160-1½<br>1136 (1200-1½) | 2240-3<br>1216 (1300-3) | 2480-3<br>1456 (1500-3) |




NORWICH, NEW YORK
Amdt 1A 12OCT17

42°34'N-75°31'W

LT WARREN EATON (OIC)

RNAV (GPS) RWY 1


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 19

## LT WARREN EATON (OIC)

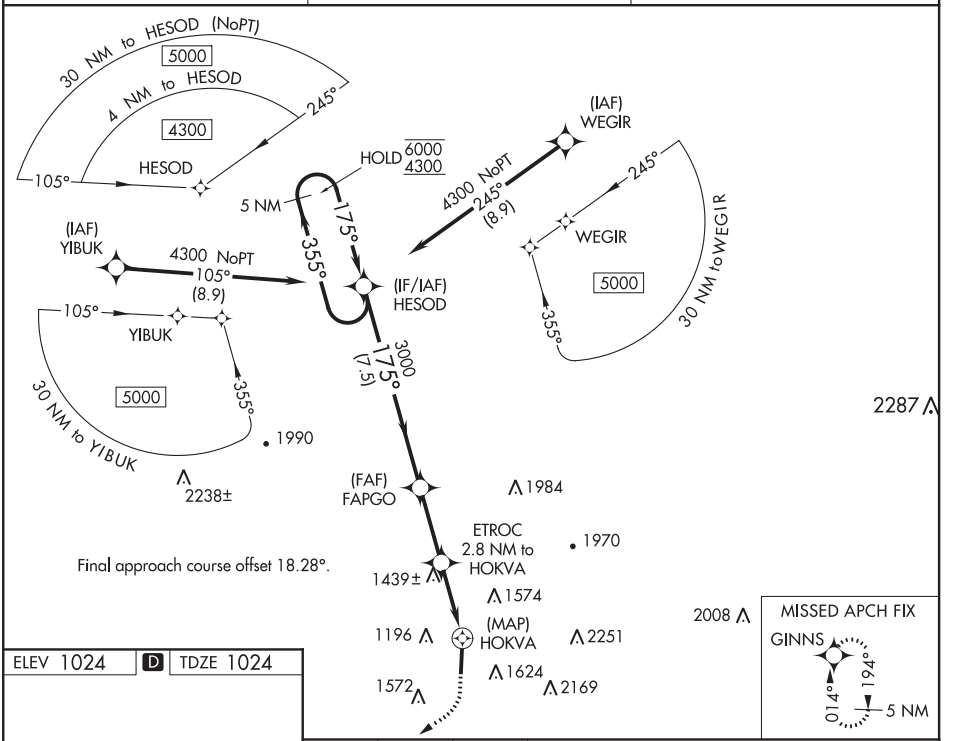
| WAAS | APP CRS | Rwy Idg | 4119 |
|---|---|---|---|
| CH 49136 | 175° | TDZE | 1024 |
| W19A | | Apt Elev | 1024 |

RNP APCH.

T A NA When local altimeter setting not received, procedure NA. Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night. Rwy 19 helicopter visibility reduction 1 SM NA.

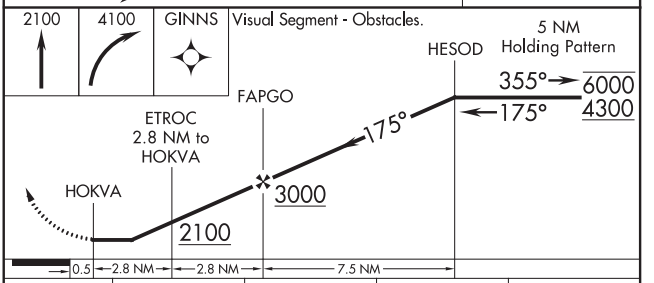
MISSED APPROACH: Climb to 2100 then climbing right turn to 4100 direct GINNS and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 133.25 279.5 | 122.8 (CTAF) L |




ELEV 1024 D TDZE 1024

HIRL Rwy 1-19 L
REIL Rwy 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1700-1 | 676 (700-1) | 1700-1⅞ | 676 (700-1⅞) |
| LNAV MDA | 2040-1¼ 1016 (1100-1¼) | 2040-1½ 1016 (1100-1½) | 2040-3 | 1016 (1100-3) |
| C CIRCLING | 2060-1¼ 1036 (1100-1¼) | 2160-1½ 1136 (1200-1½) | 2240-3 1216 (1300-3) | 2520-3 1496 (1500-3) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# GPS RWY 6

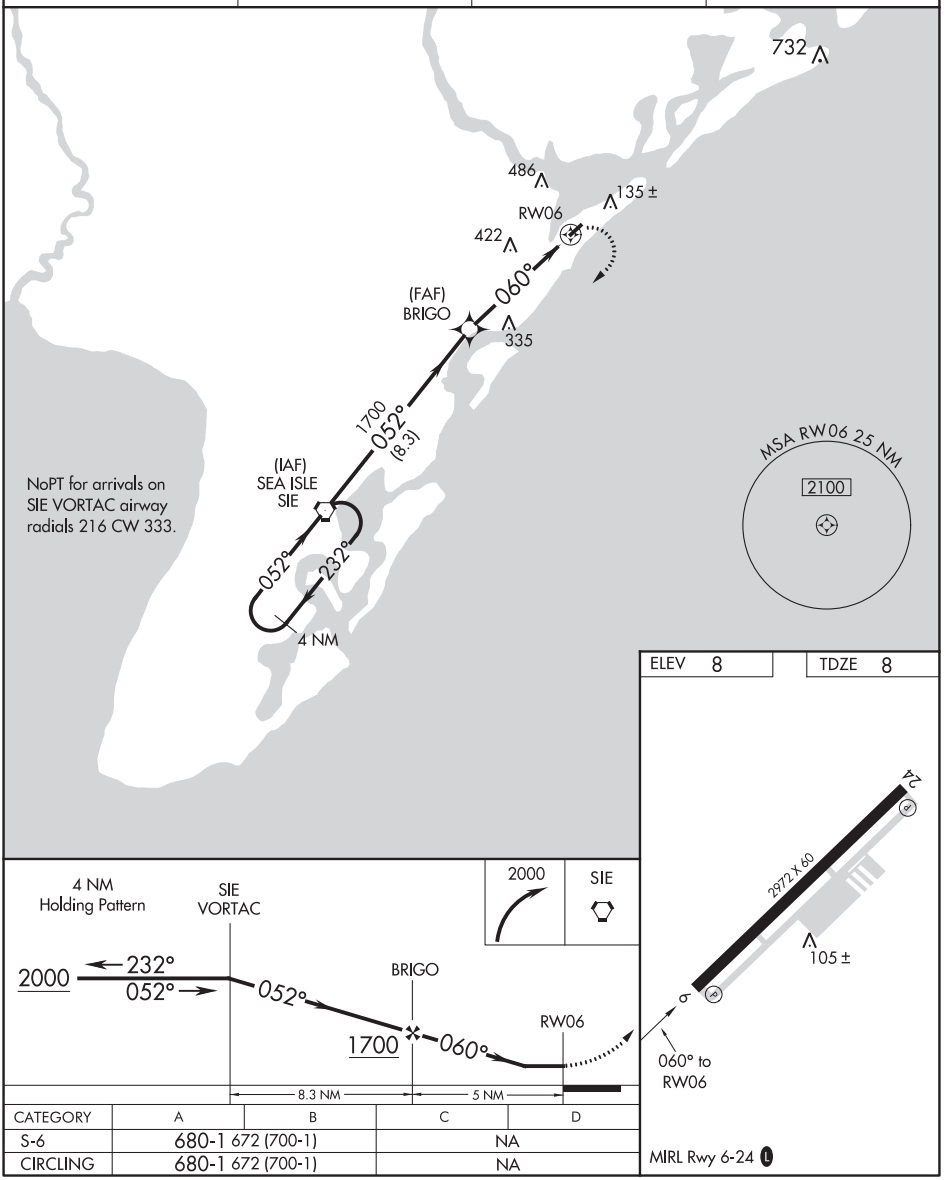
## OCEAN CITY MUNI (26N)

| APP CRS | Rwy Idg | 2972 |
|---|---|---|
| 060° | TDZE | 8 |
| | Apt Elev | 8 |

NA When local altimeter setting not received, use Atlantic City altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct SIE VORTAC and hold.

| AWOS-AV | ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.775 | 124.6 327.125 | 133.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 680-1 672 (700-1) | | NA | |
| CIRCLING | 680-1 672 (700-1) | | NA | |





NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg 6006 |
|---|---|---|
| CH 69528 | 089° | TDZE 292 |
| W09A | | Apt Elev 302 |

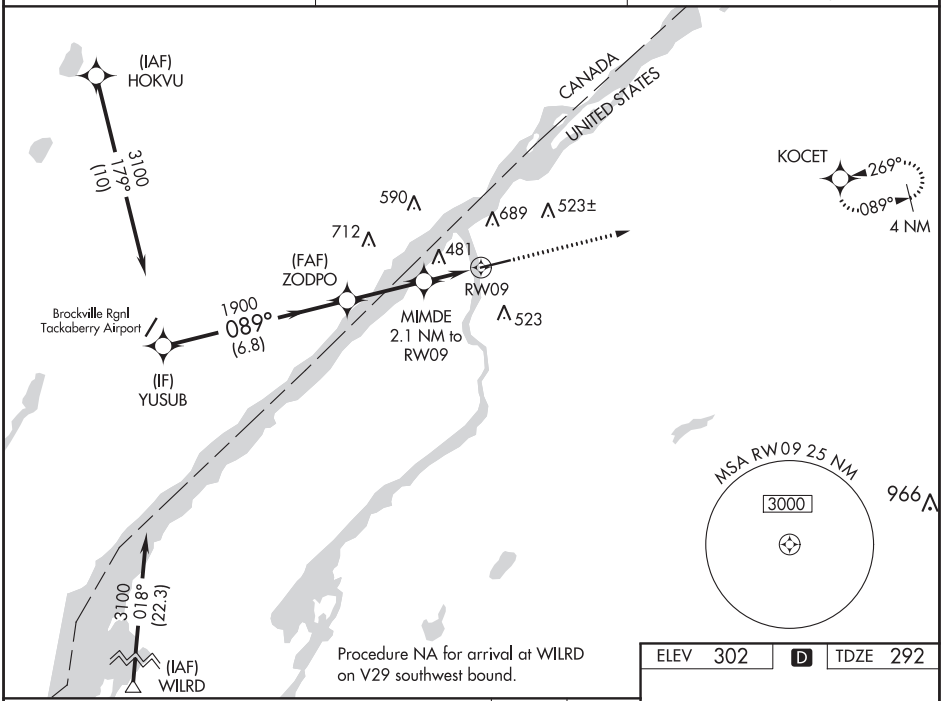
# RNAV (GPS) RWY 9
## OGDENSBURG INTL (OGS)

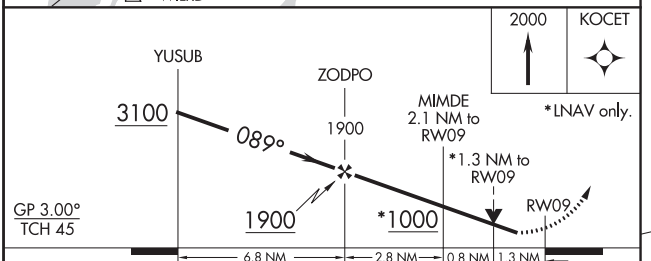
RNP APCH.

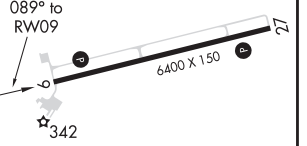
Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct KOCET and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.525 | 135.25 377.1 | 122.8 (CTAF) |




ELEV 302 D TDZE 292

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 543-¾ 251 (300-¾) | | | |
| LNAV/VNAV DA | 781-1⅜ 489 (500-1⅜) | | | |
| LNAV MDA | 740-1 448 (500-1) | | 740-1⅜ 448 (500-1⅜) | |
| C CIRCLING | 760-1 458 (500-1) | 1000-1 698 (700-1) | 1000-2 698 (700-2) | 1000-2¼ 698 (700-2¼) |

REIL Rwy 27
HIRL Rwy 9-27 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

OGDENSBURG, NEW YORK AL-5207 (FAA) 19059

| WAAS | APP CRS | Rwy Idg | 6035 |
|---|---|---|---|
| CH 40041 | 269° | TDZE | 302 |
| W27A | | Apt Elev | 302 |

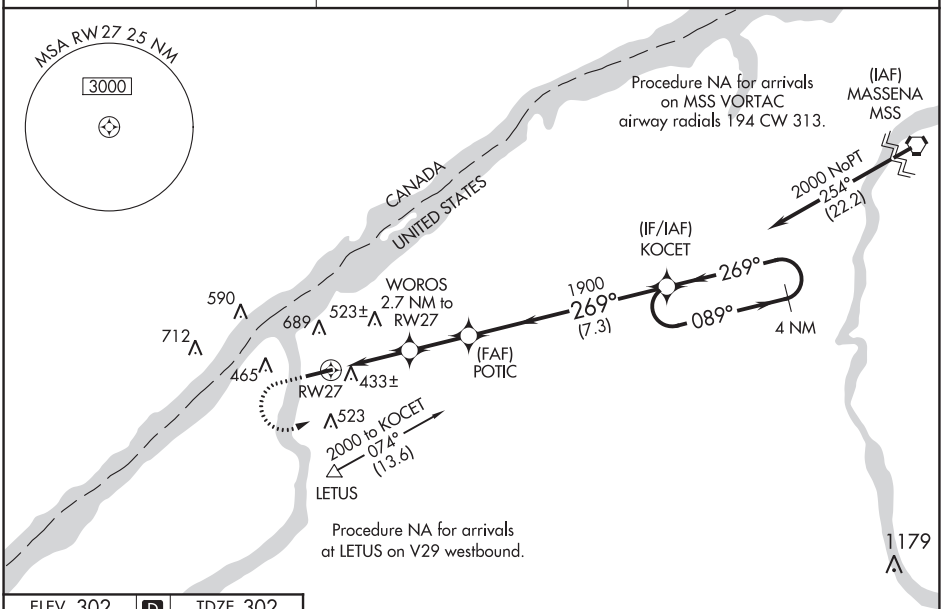
# RNAV (GPS) RWY 27

## OGDENSBURG INTL (OGS)

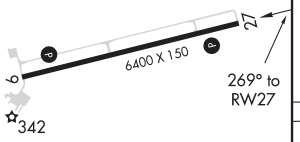
Baro-VNAV and VDP NA when using Massena altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Massena altimeter setting and increase LPV DA to 636, LNAV/VNAV DA to 842 and all visibilities ⅜ SM; increase all MDA 100 feet and LNAV and Circling Cat C and D visibilities ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct KOCET and hold.

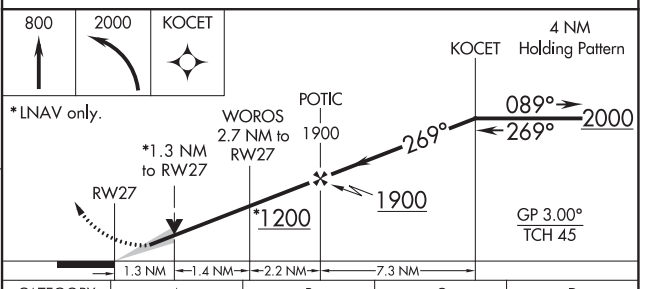
| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.525 | 135.25 377.1 | 122.8 (CTAF) L |




| ELEV 302 | D | TDZE 302 |
|---|---|---|




REIL Rwy 27
HIRL Rwy 9-27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 552-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 758-1½ 456 (500-1½) | | | |
| LNAV MDA | 760-1 458 (500-1) | | 760-1⅜ 458 (500-1⅜) | |
| C CIRCLING | 760-1 458 (500-1) | 1000-1 698 (700-1) | 1000-2 698 (700-2) | 1000-2¼ 698 (700-2¼) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| LOC/DME I-OGS | APP CRS | Rwy Idg | 6035 |
|---|---|---|---|
| 110.7 | 269° | TDZE | 302 |
| Chan 44 | | Apt Elev | 302 |

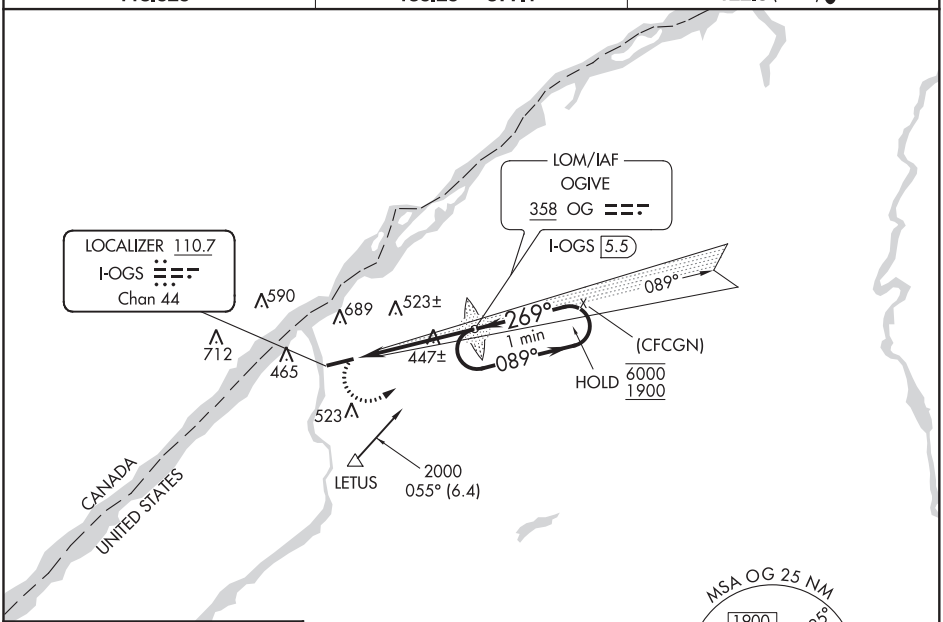
# LOC RWY 27
## OGDENSBURG INTL (OGS)

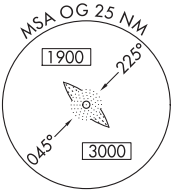
ADF required.

VDP NA when using Massena altimeter setting. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet and S-LOC 27 and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climbing left turn to 2000 direct OGIVE LOM and hold.

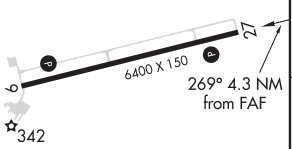
| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.525 | 135.25 377.1 | 122.8 (CTAF) |

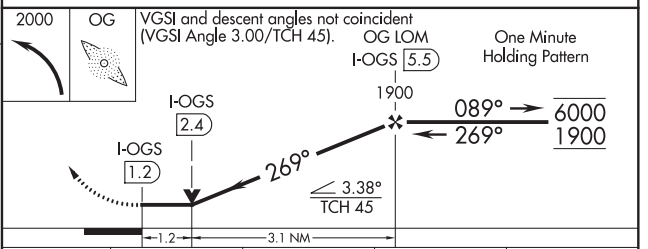



1277

| ELEV 302 | D | TDZE 302 |
|---|---|---|




REIL Rwy 27
HIRL Rwy 9-27 L

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 740-1 438 (500-1) | | 740-1¼ 438 (500-1¼) | |
| C CIRCLING | 760-1 458 (500-1) | 1000-1 698 (700-1) | 1000-2 698 (700-2) | 1000-2¼ 698 (700-2¼) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

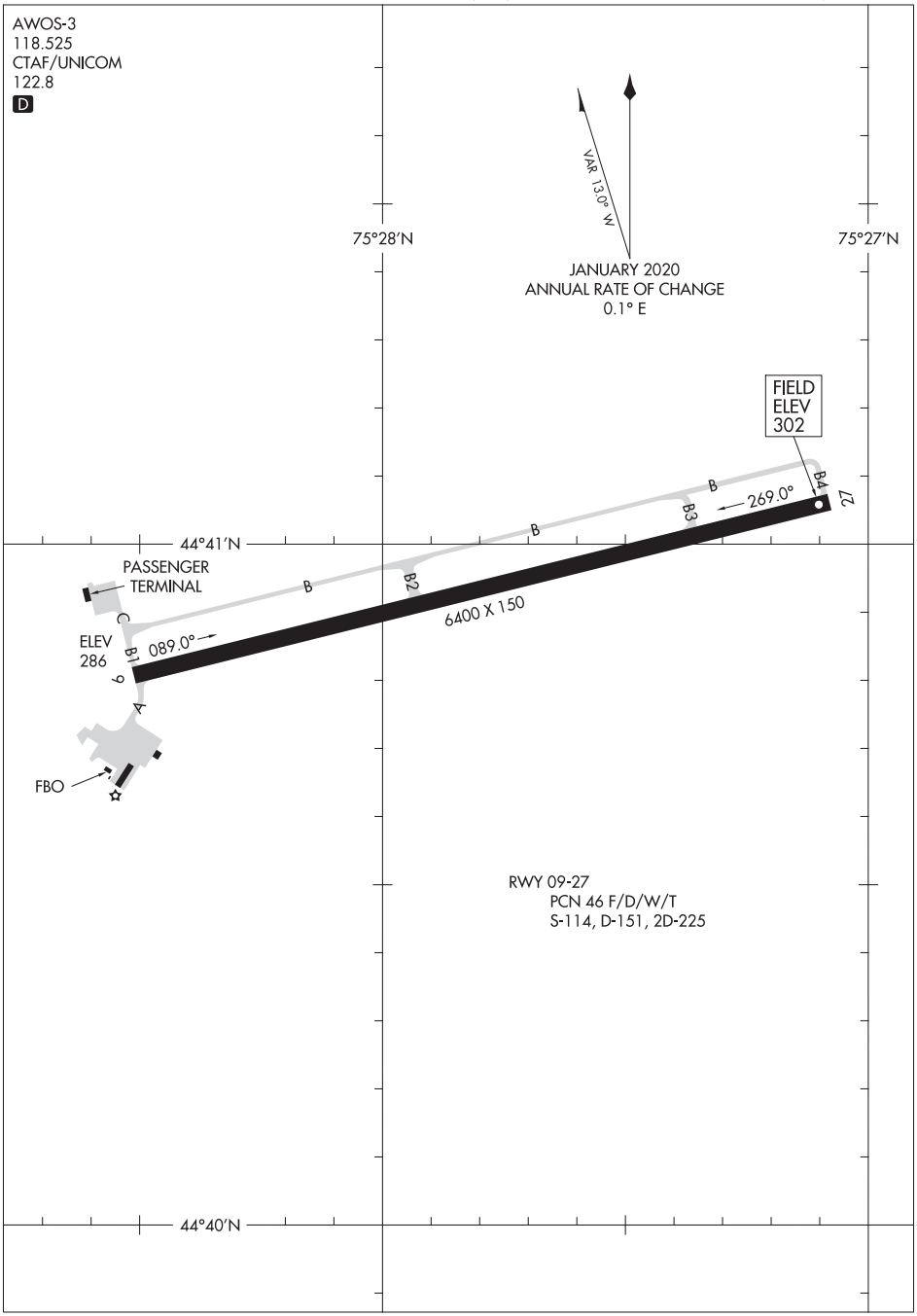
20086

# AIRPORT DIAGRAM

AL-5207 (FAA)

## OGDENSBURG INTL (OGS)

OGDENSBURG, NEW YORK




NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
OGDENSBURG, NEW YORK
OGDENSBURG INTL (OGS)

# RNAV (GPS) RWY 6

OLD BRIDGE (3N6)

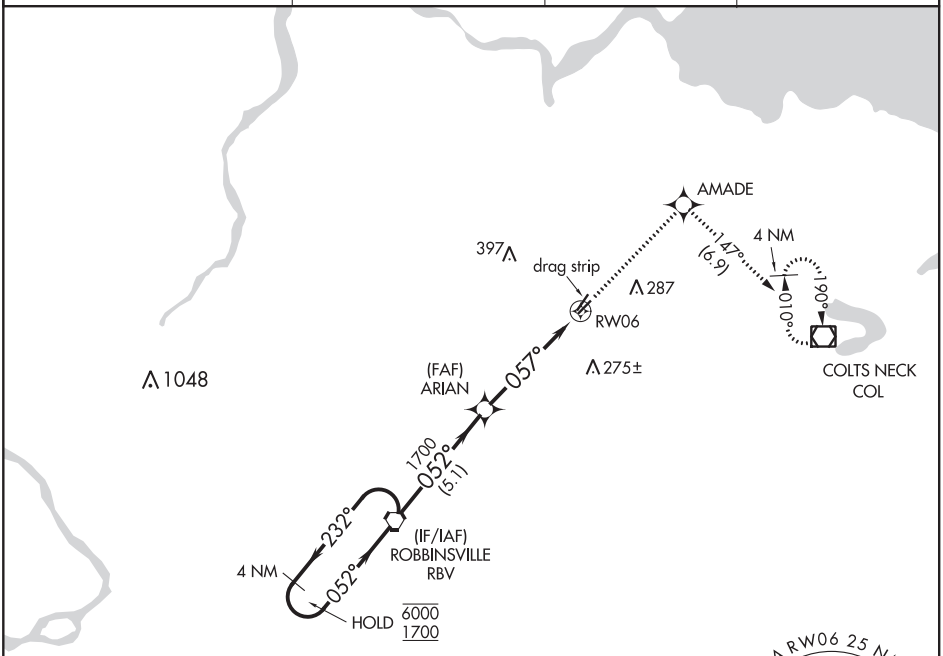
| APP CRS | Rwy Idg | 2994 |
|---|---|---|
| 057° | TDZE | 87 |
| | Apt Elev | 87 |

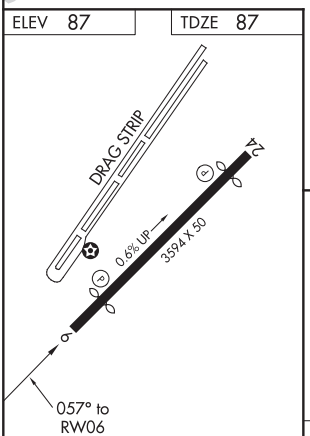
RNP APCH.

NA Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

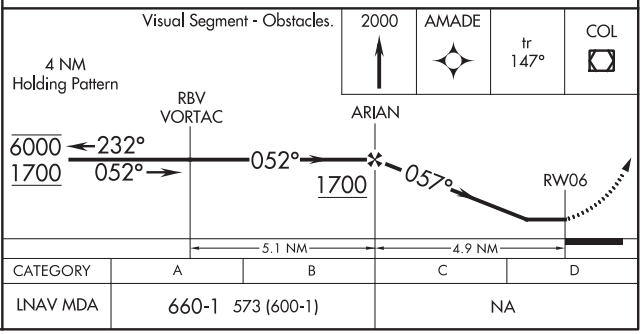
MISSED APPROACH: Climb to 2000 direct AMADE and on track 147° to COL VOR/DME and hold.

| BLM AWOS-3PT | MC GUIRE APP CON | GCO | UNICOM |
|---|---|---|---|
| 121.625 | 126.475 363.8 | 121.725 | 123.075 (CTAF) L |




REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 | 573 (600-1) | NA | |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

OLD BRIDGE, NEW JERSEY | AL-6383 (FAA) | 20198

# RNAV (GPS) RWY 24

OLD BRIDGE (3N6)

| APP CRS | Rwy Idg | 3194 |
|---|---|---|
| 237° | TDZE | 87 |
| | Apt Elev | 87 |

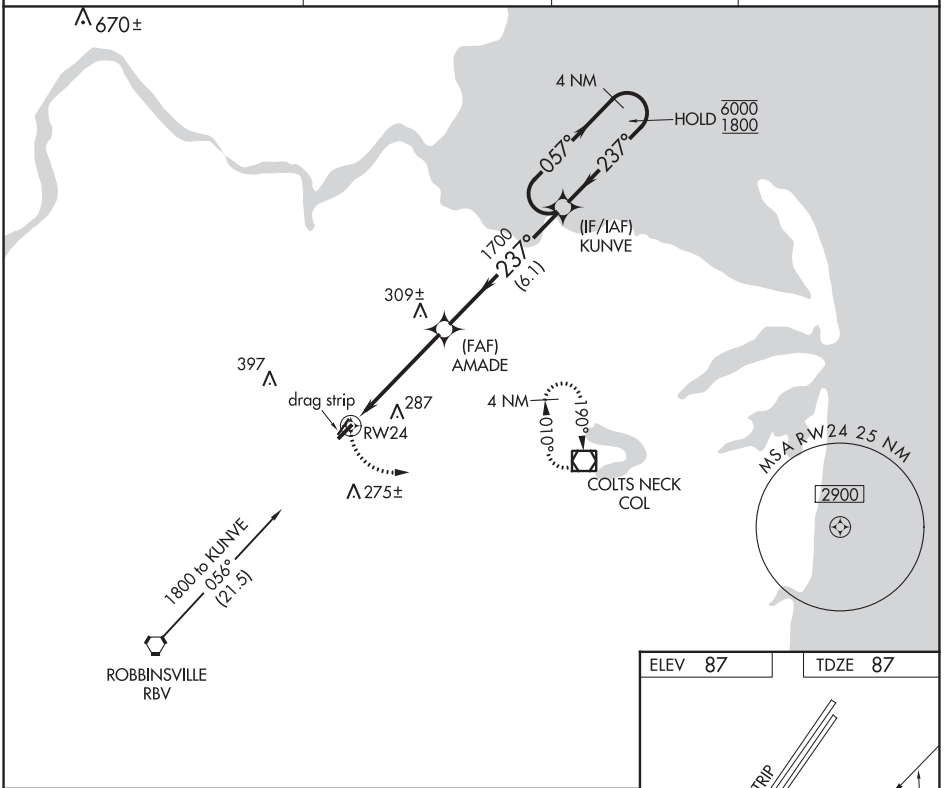
RNP APCH.

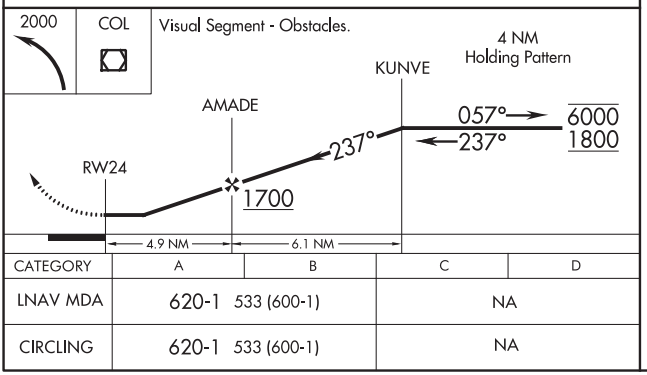
T NA

Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

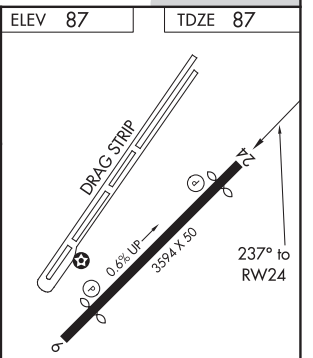
MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

| BLM AWOS-3PT | MC GUIRE APP CON | GCO | UNICOM |
|---|---|---|---|
| 121.625 | 126.475 363.8 | 121.725 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 | 533 (600-1) | NA | |
| CIRCLING | 620-1 | 533 (600-1) | NA | |




REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

OLD BRIDGE, NEW JERSEY
Orig-B 28FEB19

40°20'N-74°21'W

OLD BRIDGE (3N6)

RNAV (GPS) RWY 24

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

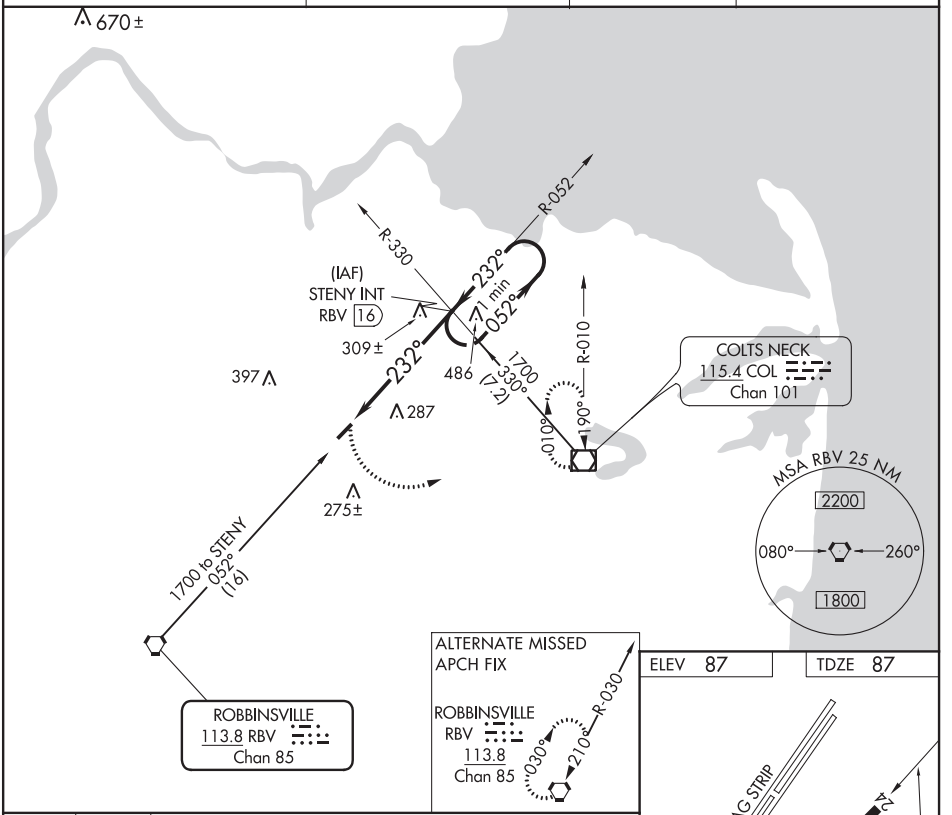
| VORTAC RBV | APP CRS | Rwy Idg | 3194 |
|---|---|---|---|
| 113.8 | 232° | TDZE | 87 |
| Chan 85 | | Apt Elev | 87 |

# VOR RWY 24
## OLD BRIDGE (3N6)

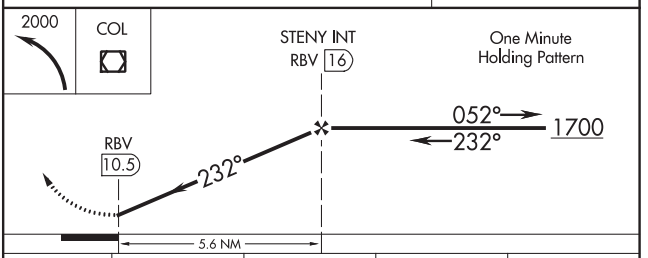
Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

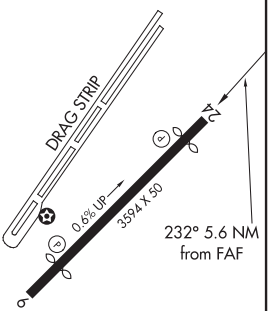
MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

| BLM AWOS-3PT | MC GUIRE APP CON | GCO | UNICOM |
|---|---|---|---|
| 121.625 | 126.475 363.8 | 121.725 | 123.075 (CTAF) L |




ELEV 87 TDZE 87




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 600-1 513 (600-1) | | NA | |
| CIRCLING | 620-1 533 (600-1) | 640-1 553 (600-1) | NA | |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

OLEAN, NEW YORK

AL-5072 (FAA)

20310

# RNAV (GPS) RWY 4

CATTARAUGUS COUNTY-OLEAN (OLE)

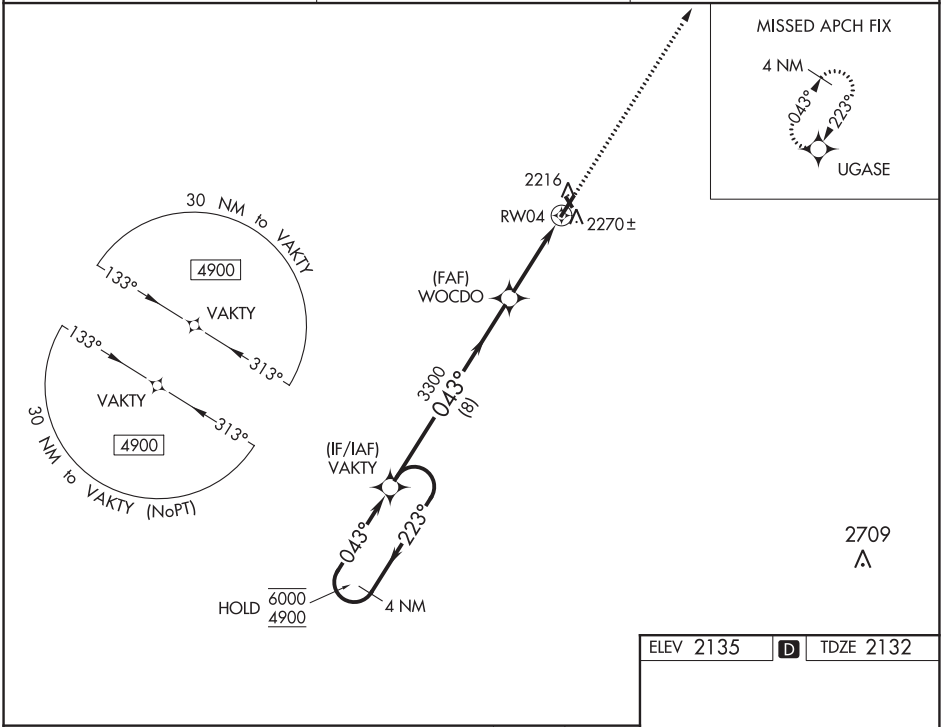
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **53401** | **043°** | Rwy Idg | **4500** |
| **W04A** | | TDZE | **2132** |
| | | Apt Elev | **2135** |

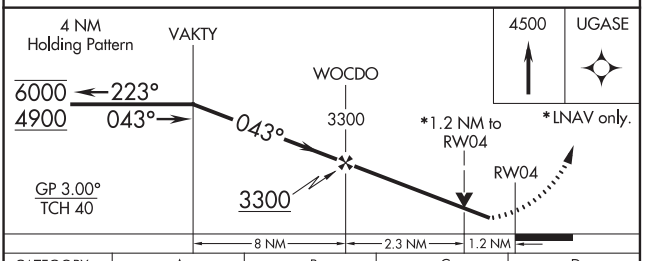
RNP APCH.

Circling NA to Rwys 16 and 34. Rwy 4 helicopter visibility reduction below ¾ SM NA. When VGSI inop, Circling Rwy 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 4500 direct UGASE and hold.

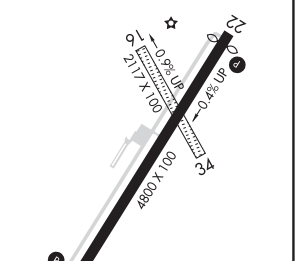
| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| **118.375** | **124.325 353.85** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2382-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 2549-1⅛ 417 (500-1⅛) | | | |
| LNAV MDA | 2560-1 428 (500-1) | | 2560-1¼ 428 (500-1¼) | |
| C CIRCLING | 2620-1 485 (500-1) | | 2680-1½ 545 (600-1½) | 2720-2 585 (600-2) |

ELEV 2135 D TDZE 2132




HIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

OLEAN, NEW YORK

Amdt 2A 20JUN19

42°14'N - 78°22'W

CATTARAUGUS COUNTY-OLEAN (OLE)

RNAV (GPS) RWY 4

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 4500 |
|---|---|---|---|
| CH 99401 | 223° | TDZE | 2132 |
| W22A | | Apt Elev | 2135 |

# RNAV (GPS) RWY 22

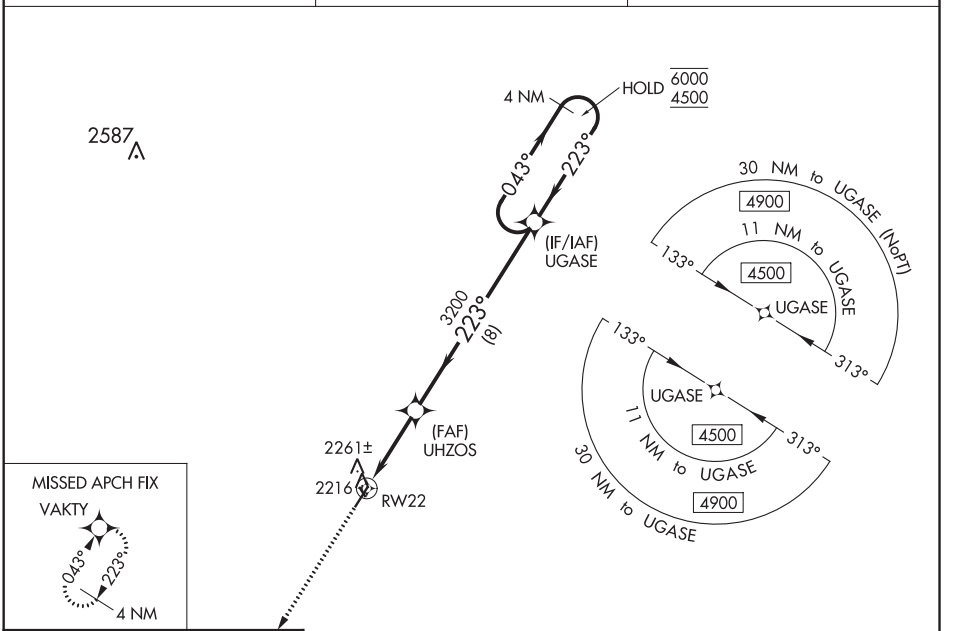
## CATTARAUGUS COUNTY-OLEAN (OLE)

RNP APCH.

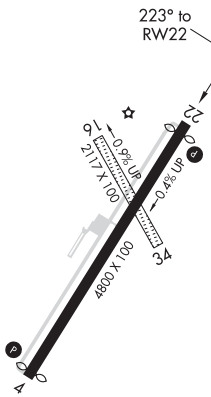
V Circling NA to Rwys 16 and 34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When VGSI inop, Straight-in/Circling Rwy 22 procedure NA at night.

MISSED APPROACH: Climb to 4900 direct VAKTY and hold.

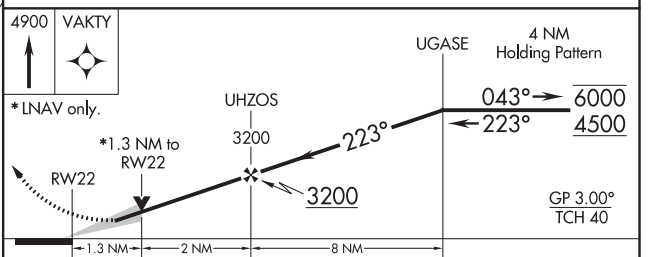
| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 353.85 | 122.8 (CTAF) L |




ELEV 2135 D TDZ 2132




HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2382-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 2569-1¼ | 437 (500-1¼) | | |
| LNAV MDA | 2560-1 | 428 (500-1) | 2560-1¼ | 428 (500-1¼) |
| C CIRCLING | 2620-1 | 485 (500-1) | 2680-1½ 545 (600-1½) | 2720-2 585 (600-2) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

OLEAN, NEW YORK

AL-5072 (FAA)

20310

# LOC RWY 22

## CATTARAUGUS COUNTY-OLEAN (OLE)

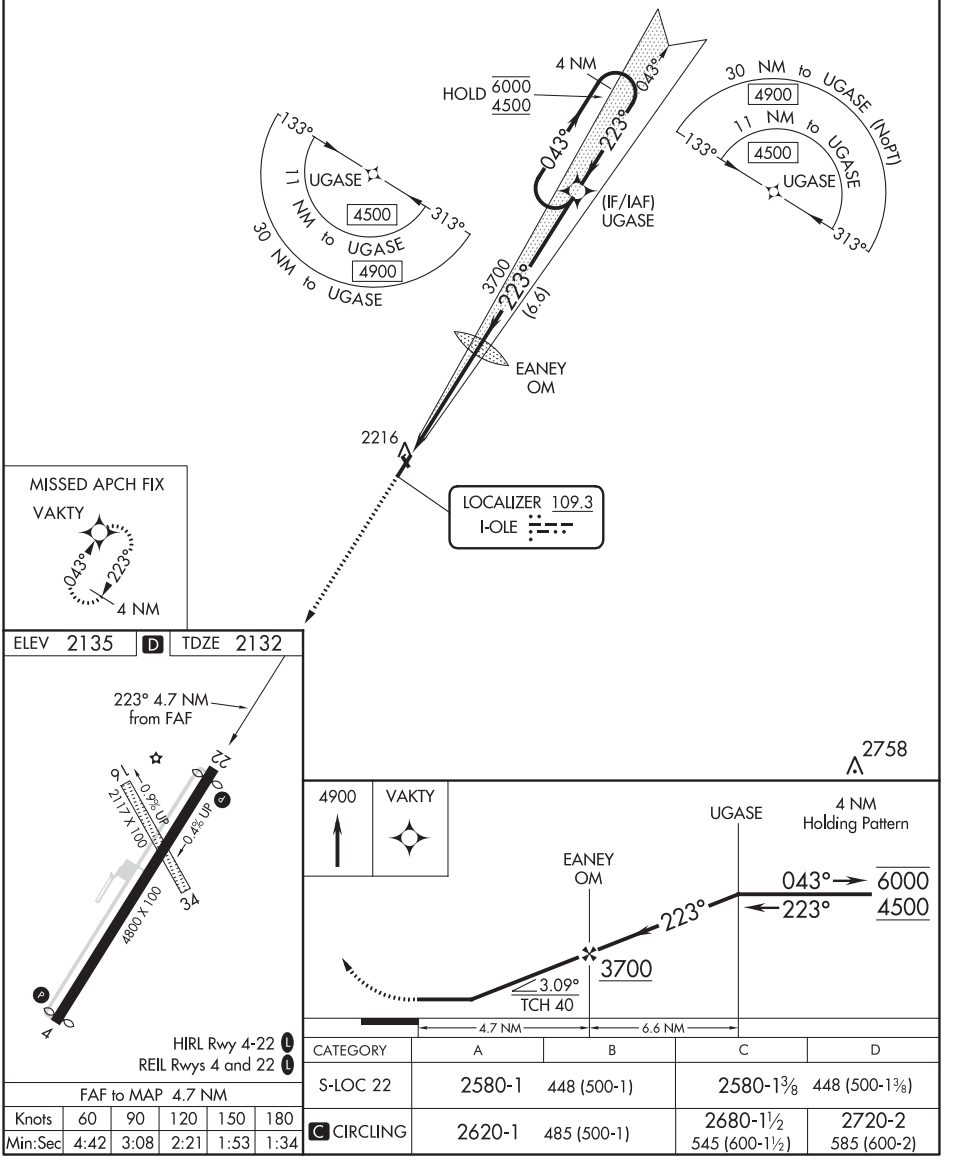
| LOC I-OLE | APP CRS | Rwy Idg | 4500 |
|---|---|---|---|
| 109.3 | 223° | TDZE | 2132 |
| | | Apt Elev | 2135 |

RNAV 1-GPS required.

Circling NA to Rwys 16 and 34.
When VGSI inop, Straight-in/Circling Rwy 22 procedure NA at night.

MISSED APPROACH: Climb to 4900 direct VAKTY and hold.

| AWOS-3 | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 353.85 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 22 | 2580-1 | 448 (500-1) | 2580-1 3/8 | 448 (500-1 3/8) |
| C CIRCLING | 2620-1 | 485 (500-1) | 2680-1 1/2<br>545 (600-1 1/2) | 2720-2<br>585 (600-2) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

OLEAN, NEW YORK
Amdt 7A 20JUN19

42°14′N - 78°22′W

CATTARAUGUS COUNTY-OLEAN (OLE)

LOC RWY 22



NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 4199 |
|---|---|---|---|
| CH 86309 | 057° | TDZE | 1763 |
| W06A | | Apt Elev | 1763 |

# RNAV (GPS) RWY 6

## ALBERT S NADER RGNL (N66)

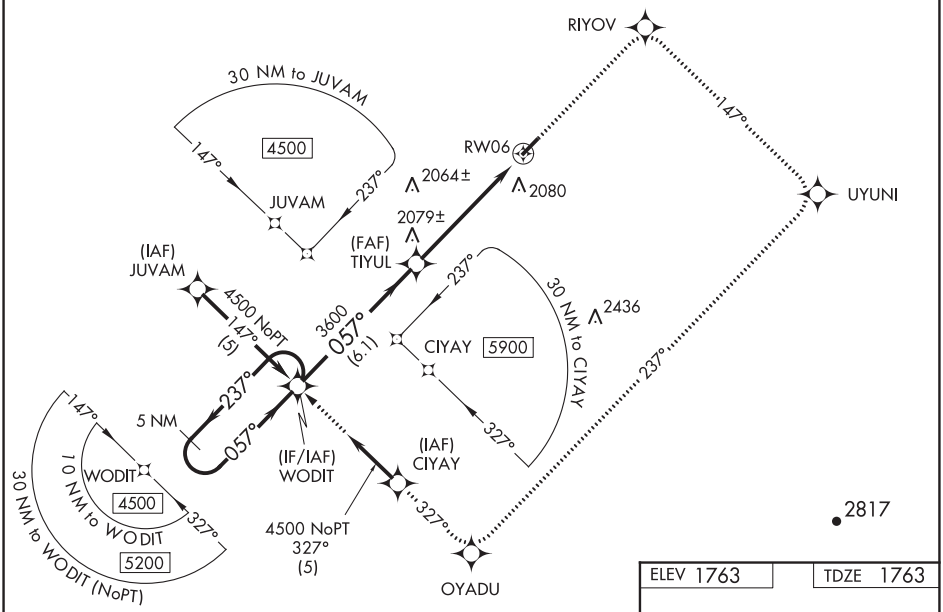
RNP APCH.

When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 6 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 4500 direct RIYOV and right turn on track 147° to UYUNI and right turn on track 237° to OYADU and on track 327° to WODIT and hold.

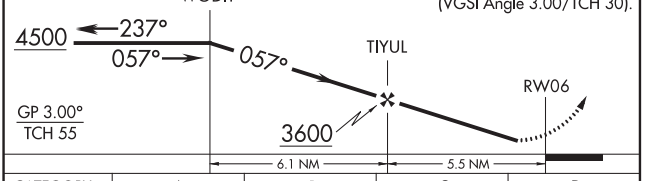
| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.575 | 133.25 279.5 | 122.8 (CTAF) L |



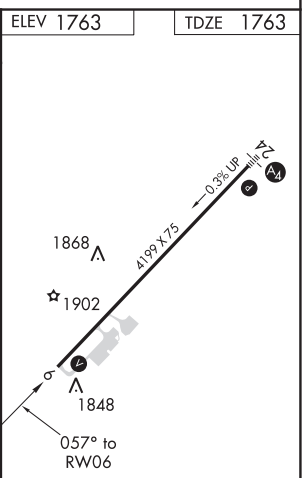

| 4500 | RIYOV | tr 147° | UYUNI | tr 237° | OYADU | tr 327° | WODIT |
|---|---|---|---|---|---|---|---|

5 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2075-1 312 (400-1) | | NA | |
| LNAV/VNAV DA | 2351-2 588 (600-2) | | NA | |
| LNAV MDA | 2260-1 497 (500-1) | | NA | |
| CIRCLING | 2340-1 577 (600-1) | 2380-1 617 (700-1) | NA | |






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

ONEONTA, NEW YORK | AL-5395 (FAA) | 20142

# RNAV (GPS) RWY 24

## ALBERT S NADER RGNL (N66)

| WAAS | APP CRS | Rwy Idg | 4199 |
|---|---|---|---|
| CH 70409 | 237° | TDZE | 1758 |
| W24A | | Apt Elev | 1763 |

RNP APCH.

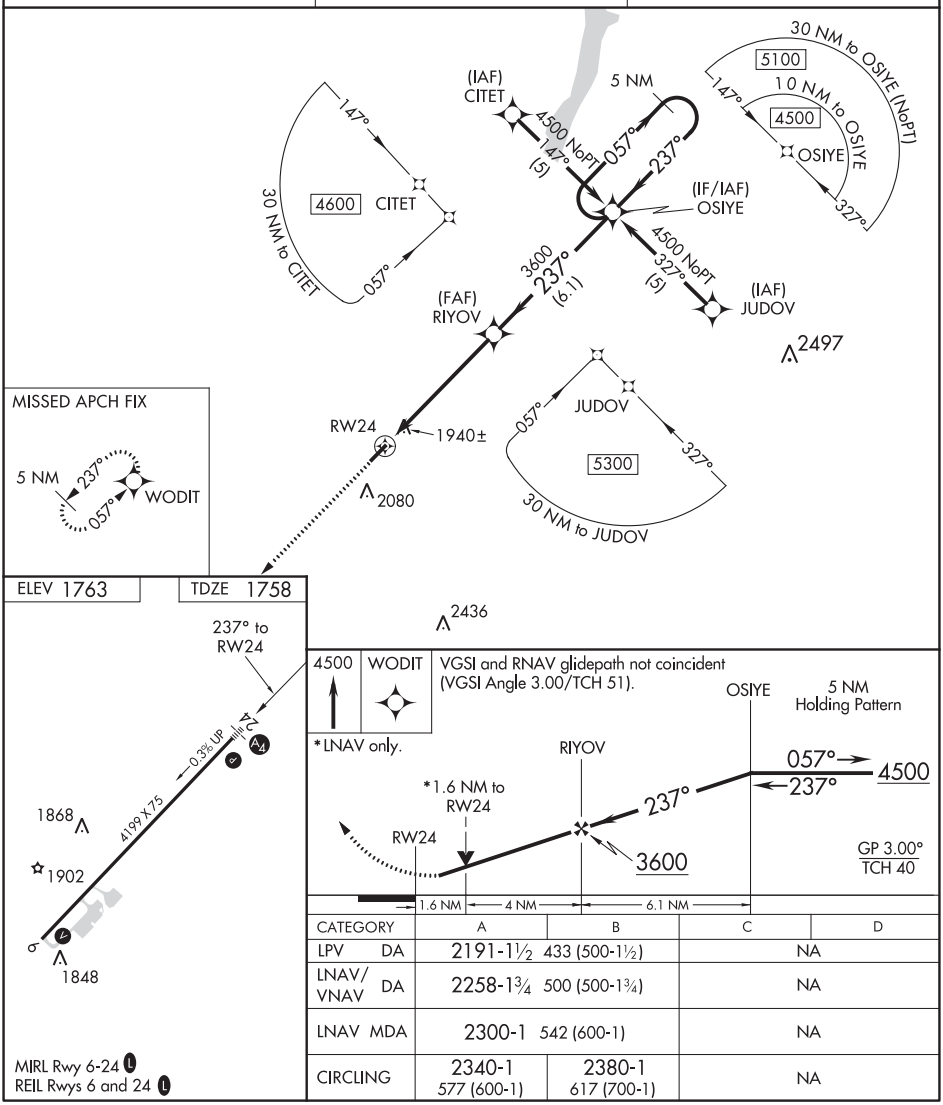
When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and Circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 6 helicopter visibility reduction below ¾ SM NA. Inop table does not apply. VDP NA when using Binghamton altimeter setting. Circling Rwy 6 NA at night.

▼ NA

MALS

MISSED APPROACH: Climb to 4500 direct WODIT and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 119.575 | 133.25 279.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2191-1½ 433 (500-1½) | | NA | |
| LNAV/VNAV DA | 2258-1¾ 500 (500-1¾) | | NA | |
| LNAV MDA | 2300-1 542 (600-1) | | NA | |
| CIRCLING | 2340-1 577 (600-1) | 2380-1 617 (700-1) | NA | |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 2221 |
|---|---|---|
| 074° | TDZE | 38 |
| | Apt Elev | 40 |

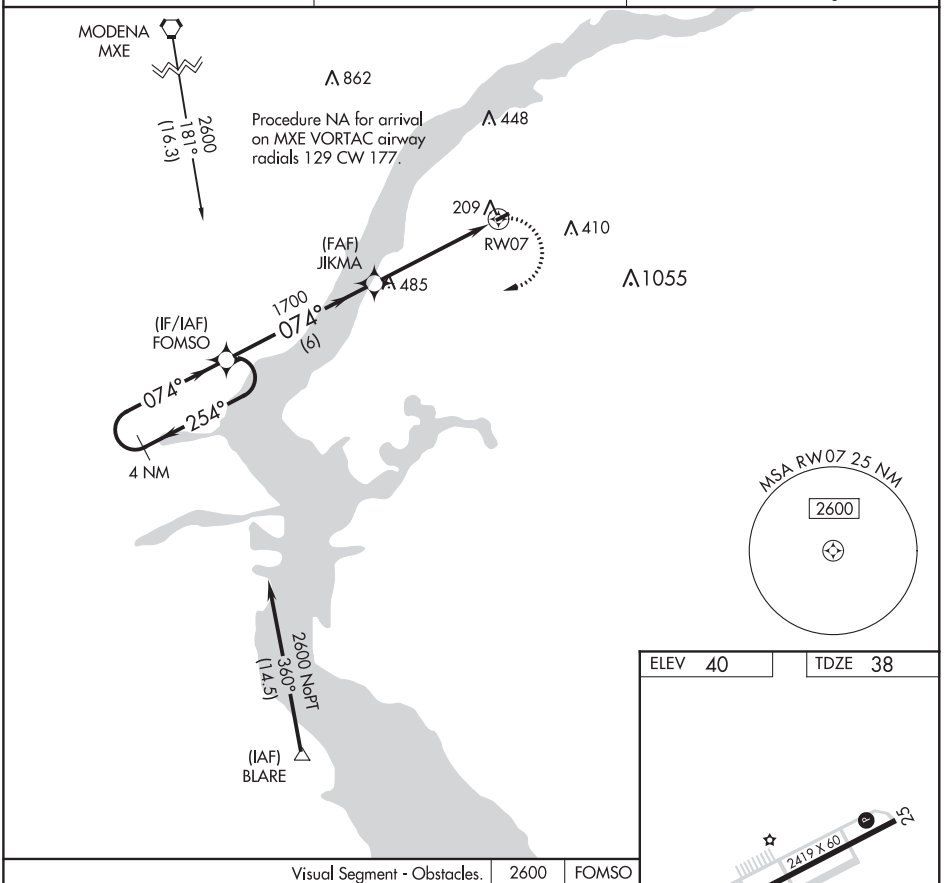
# RNAV (GPS) RWY 7
## SPITFIRE AERODROME (7N7)

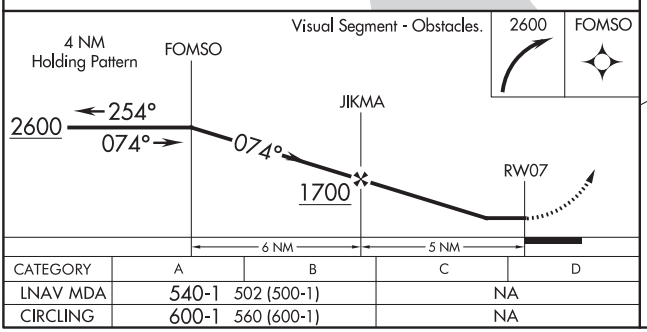
RNP APCH.

Use Philadelphia Intl altimeter setting. Procedure NA at night.
NA Rwy 7 helicopter visibility reduction below 1 SM NA.

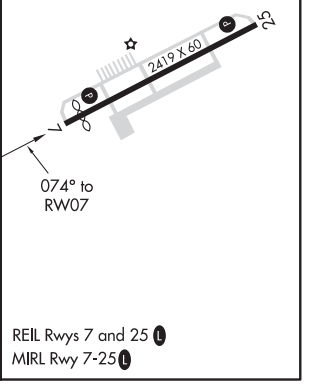
MISSED APPROACH: Climbing right turn to 2600 direct FOMSO WP and hold.

| PHL ASOS | PHILADELPHIA APP CON | UNICOM |
|---|---|---|
| 133.4 | 119.75 269.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 502 (500-1) | NA | |
| CIRCLING | 600-1 | 560 (600-1) | NA | |




REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

PEDRICKTOWN, NEW JERSEY | AL-9012 (FAA) | 20198

| APP CRS | Rwy Idg | 2419 |
|---|---|---|
| 254° | TDZE | 38 |
| | Apt Elev | 40 |

# RNAV (GPS) RWY 25

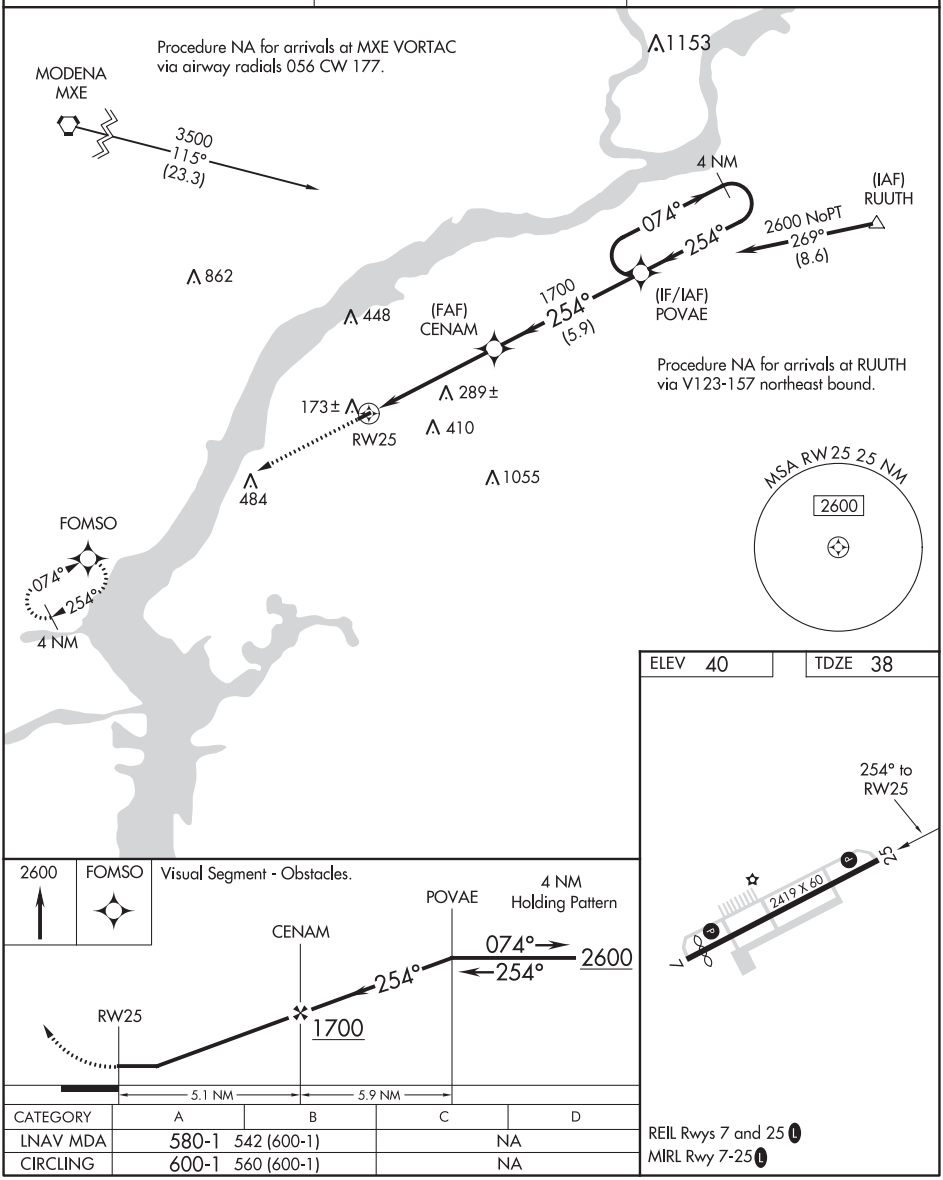
SPITFIRE AERODROME (7N7)

RNP APCH.

Use Philadelphia Intl altimeter setting. Procedure NA at night.
Rwy 25 helicopter visibility below 1 SM NA.

MISSED APPROACH: Climb to 2600 direct FOMSO and hold.

| PHL ASOS | PHILADELPHIA APP CON | UNICOM |
|---|---|---|
| 133.4 | 119.75 269.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 | 542 (600-1) | NA | |
| CIRCLING | 600-1 | 560 (600-1) | NA | |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

PEDRICKTOWN, NEW JERSEY
Amdt 1A 03JAN19

39°44'N-75°24'W

SPITFIRE AERODROME (7N7)
RNAV (GPS) RWY 25


NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **99507** | **009°** | Rwy Idg | **5499** |
| **W01A** | | TDZE | **990** |
| | | Apt Elev | **990** |

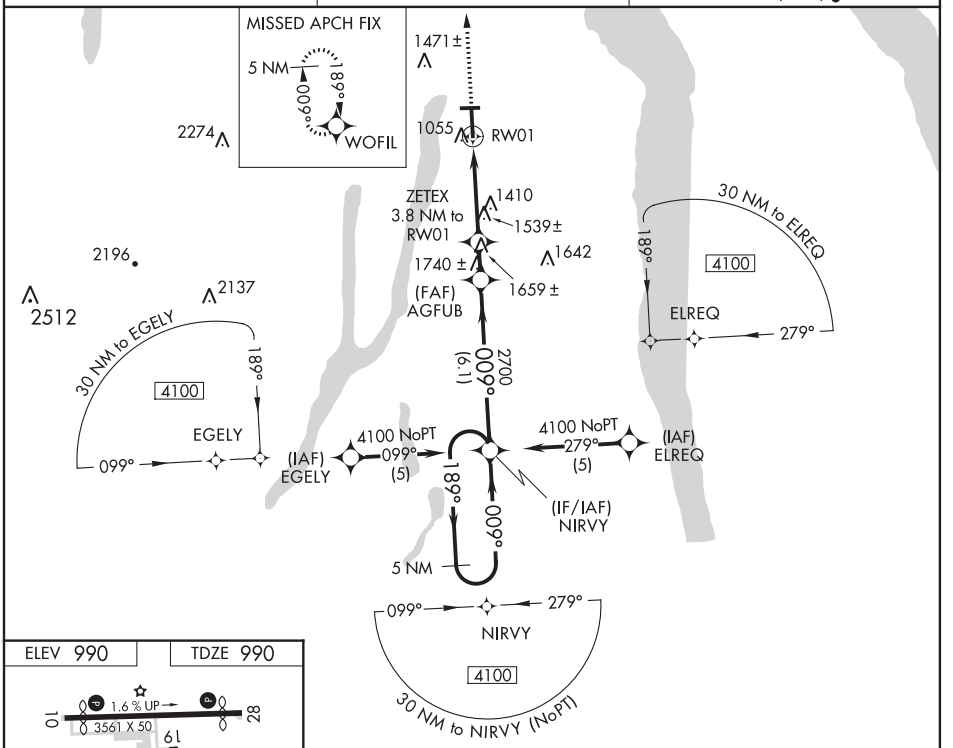
# RNAV (GPS) RWY 1

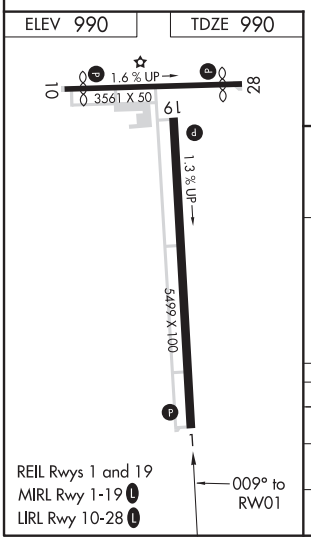
PENN YAN (PEO)

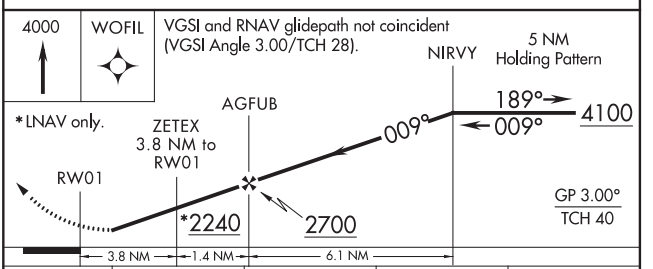
When local altimeter setting not received, use Elmira altimeter setting and increase LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility ¼ mile, LNAV and Circling Cat A visibility ¼ mile, and LNAV and Circling Cats C and D visibility ½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct WOFIL and hold, continue climb in hold to 4000.

| ASOS | ELMIRA APP CON* | UNICOM |
|---|---|---|
| **121.175** | **124.3 257.8** | **123.0** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1360-1¼ 370 (400-1¼) | | | |
| LNAV MDA | 1800-1<br>810 (900-1) | 1800-1¼<br>810 (900-1¼) | 1800-2¼<br>810 (900-2¼) | 1800-2½<br>810 (900-2½) |
| CIRCLING | 1800-1<br>810 (900-1) | 1800-1¼<br>810 (900-1¼) | 1800-2¼<br>810 (900-2¼) | 1800-2½<br>810 (900-2½) |



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PENN YAN, NEW YORK | AL-6175 (FAA) | 19115

| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 189° | 5499 | 968 | 990 |

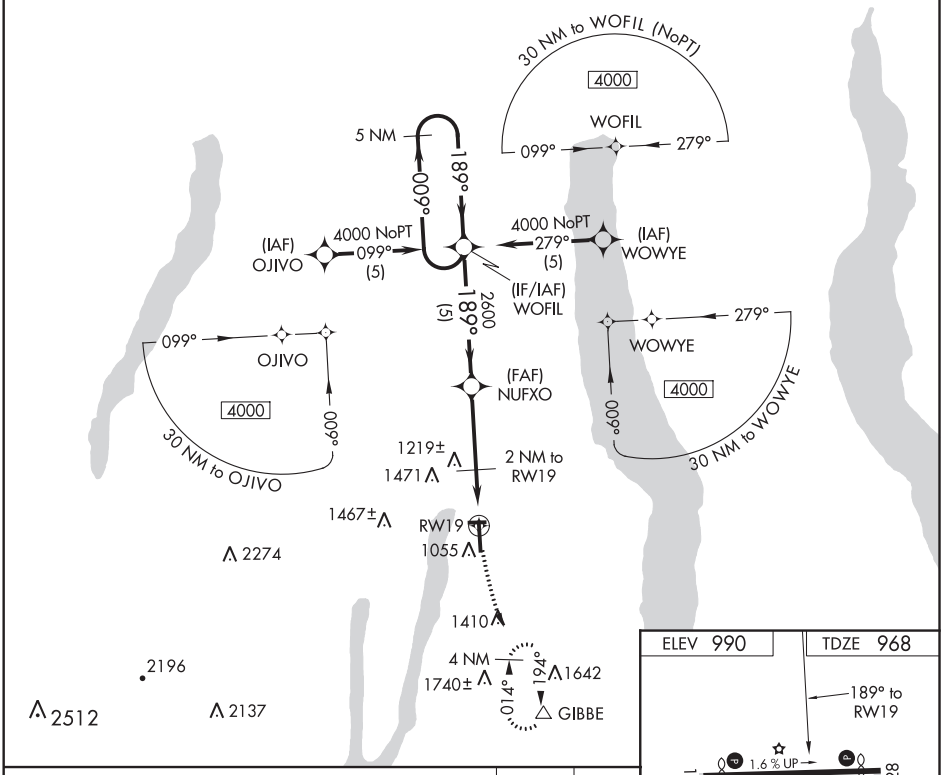
# RNAV (GPS) RWY 19

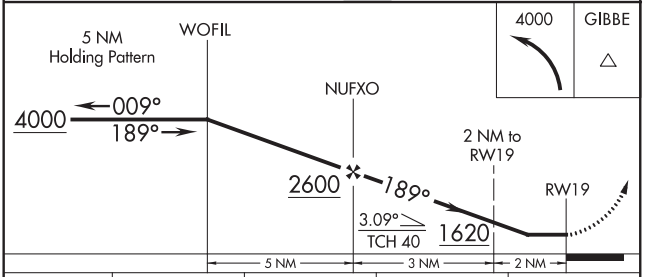
PENN YAN (PEO)

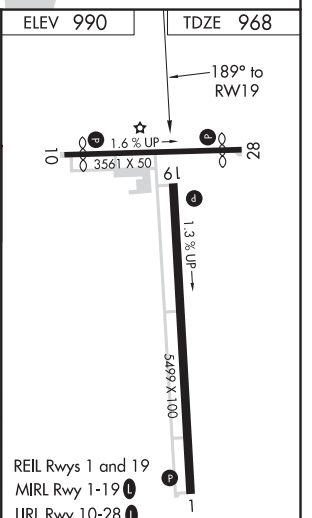
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 80 feet. Increase S-19 Cats C/D, and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct GIBBE and hold, continue climb-in-hold to 4000.

| ASOS | ELMIRA APP CON ★ | UNICOM |
|---|---|---|
| 121.175 | 124.3 257.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 432 (500-1) | | 1400-1¼ 432 (500-1¼) | 1400-1½ 432 (500-1½) |
| CIRCLING | 1480-1 490 (500-1) | 1600-1 610 (700-1) | 1680-2 690 (700-2) | 1780-2½ 790 (800-2½) |



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# RNAV (GPS) RWY 4

PISECO (KØ9)

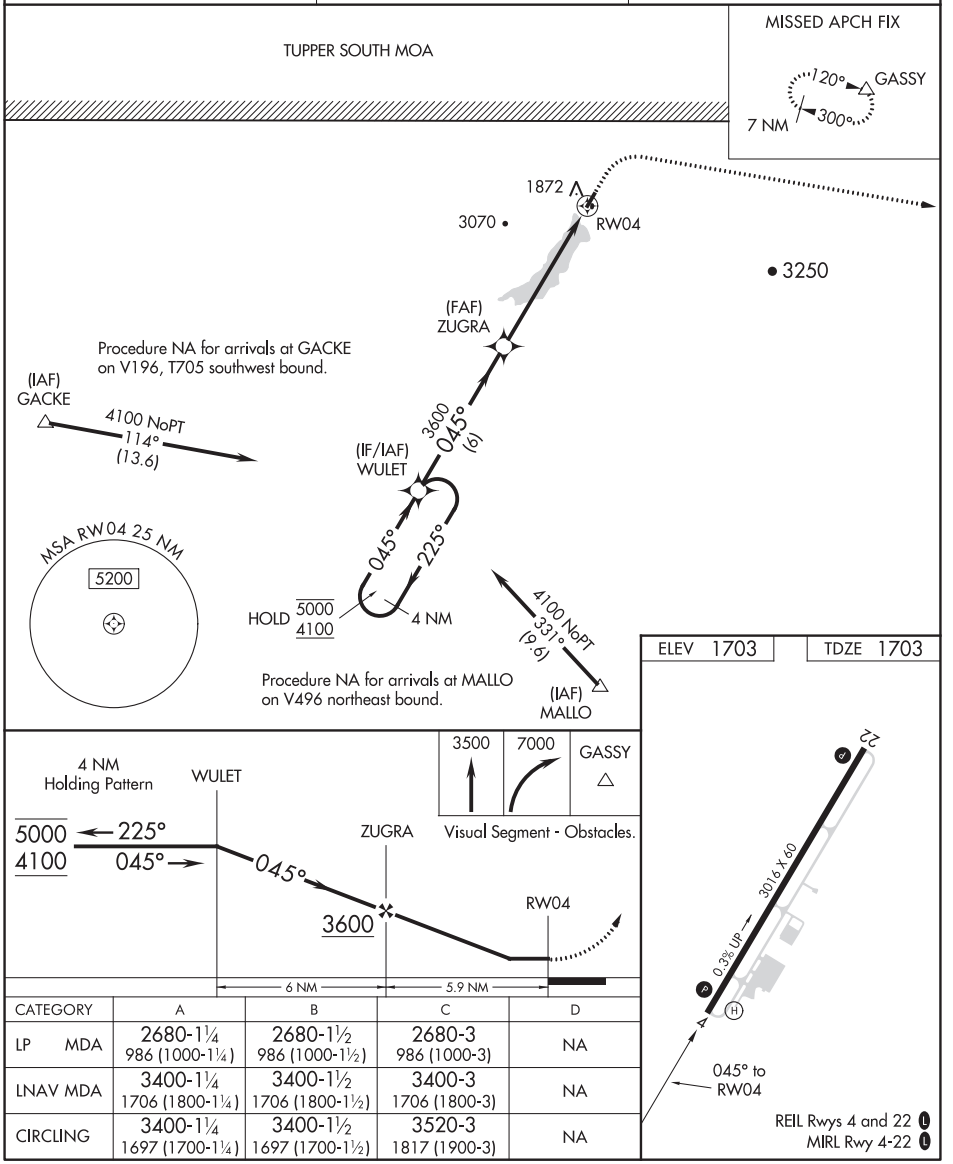
| WAAS | APP CRS | Rwy Idg | 3016 |
|---|---|---|---|
| CH 86328 | 045° | TDZE | 1703 |
| W04A | | Apt Elev | 1703 |

RNP APCH.

NA Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. Use Griffiss Intl altimeter setting.

MISSED APPROACH: Climb to 3500 then climbing right turn to 7000 direct GASSY and hold.

| RME ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.7 | 135.25 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 2680-1¼<br>986 (1000-1¼) | 2680-1½<br>986 (1000-1½) | 2680-3<br>986 (1000-3) | NA |
| LNAV MDA | 3400-1¼<br>1706 (1800-1¼) | 3400-1½<br>1706 (1800-1½) | 3400-3<br>1706 (1800-3) | NA |
| CIRCLING | 3400-1¼<br>1697 (1700-1¼) | 3400-1½<br>1697 (1700-1½) | 3520-3<br>1817 (1900-3) | NA |



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# RNAV (GPS)-A

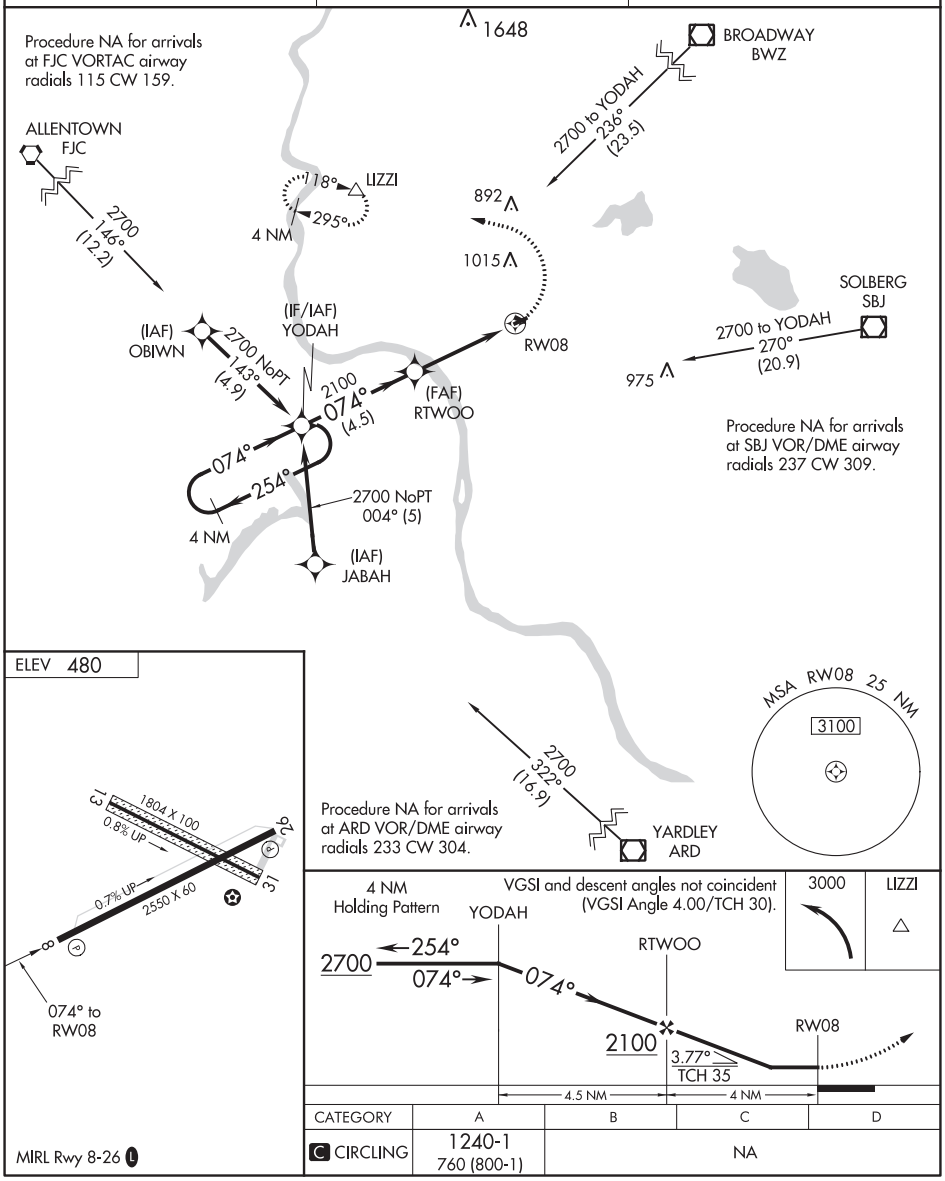
## ALEXANDRIA (N85)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 074° | TDZE | N/A |
| | Apt Elev | 480 |

NA — DME/DME RNP-0.3 NA. Use Lehigh Valley Intl, Allentown, PA altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct LIZZI and hold, continue climb-in-hold to 3000.

| ALLENTOWN APP CON | UNICOM | |
|---|---|---|
| 119.65 124.45 351.8 | 122.975 (CTAF) | 121.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1240-1<br>760 (800-1) | NA | | |



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# RNAV (GPS)-B

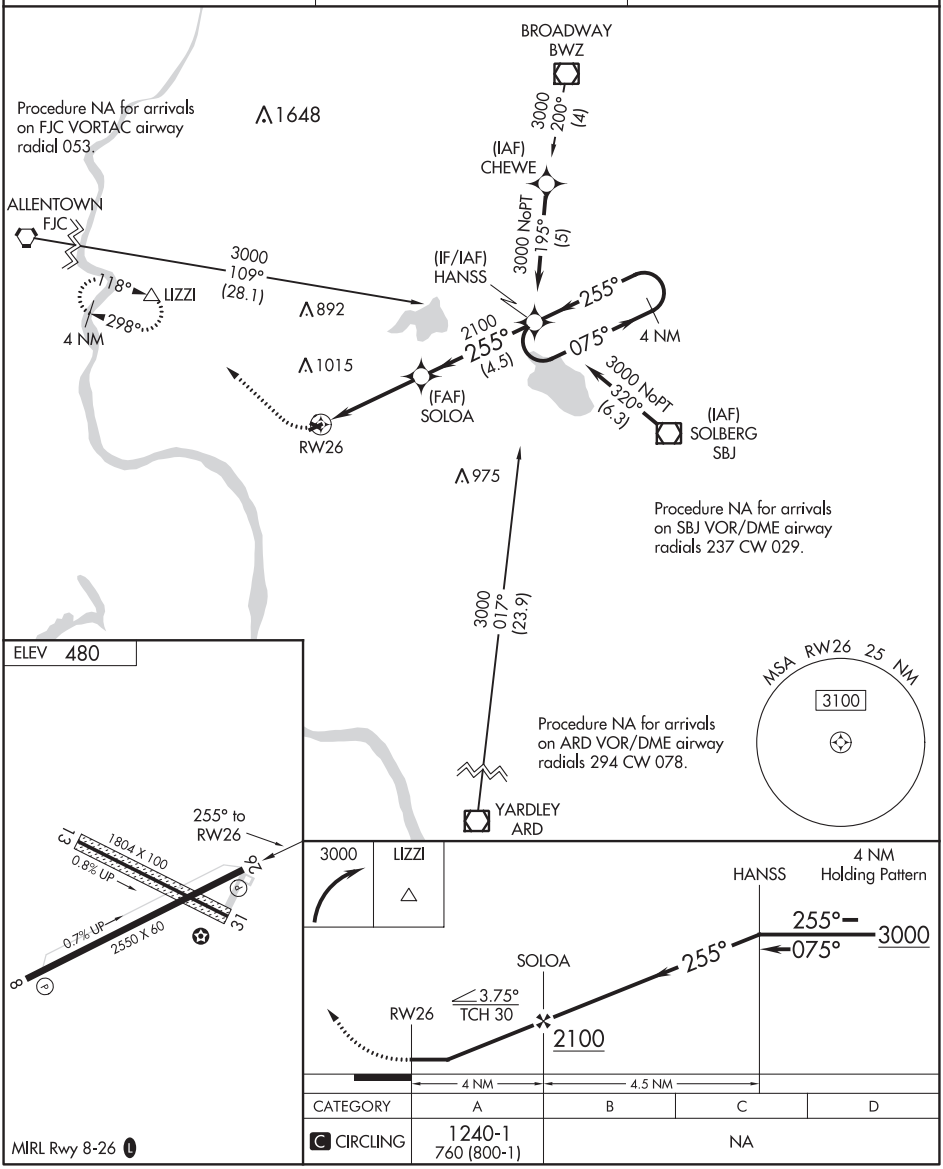
## ALEXANDRIA (N85)

| APP CRS | Rwy Idg | NA |
|---|---|---|
| 255° | TDZE | NA |
| | Apt Elev | 480 |

DME/DME RNP-0.3 NA. Use Lehigh Valley Intl, Allentown, PA altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn 3000 direct LIZZI and hold.

| ALLENTOWN APP CON | UNICOM | |
|---|---|---|
| 119.65 124.45 351.8 | 122.975 (CTAF) | 121.8 L |



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# VOR/DME RWY 8

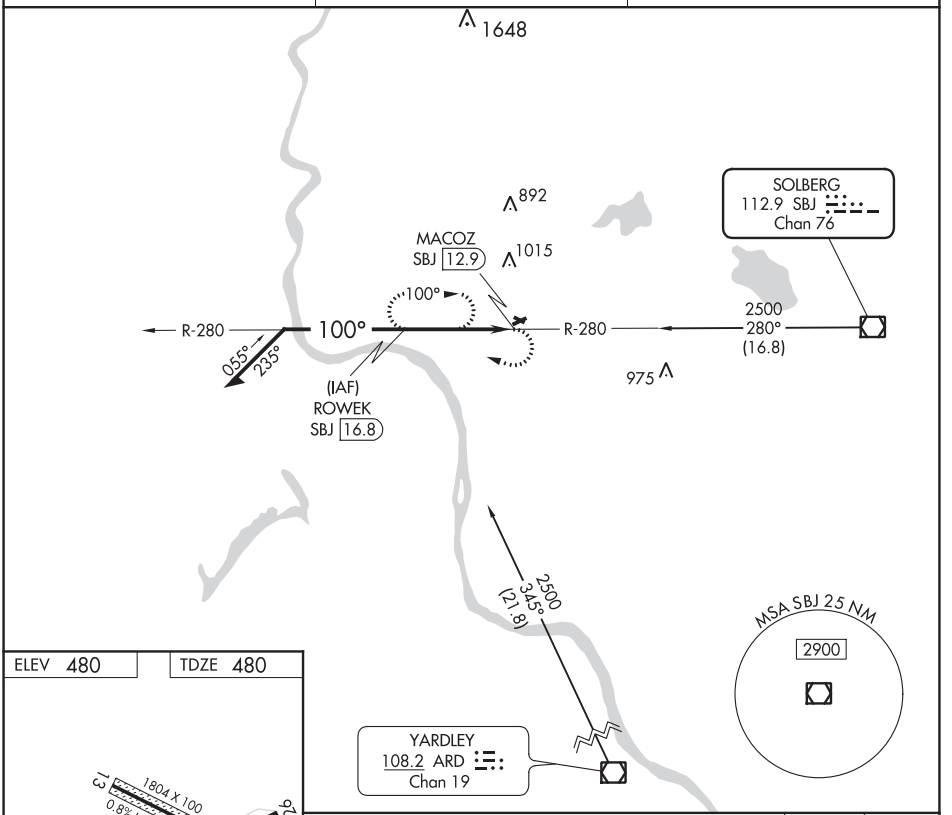
ALEXANDRIA (N85)

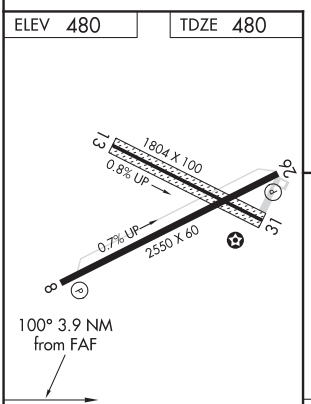
| VOR/DME SBJ | APP CRS | Rwy Idg | 2550 |
|---|---|---|---|
| 112.9 | 100° | TDZE | 480 |
| Chan 76 | | Apt Elev | 480 |

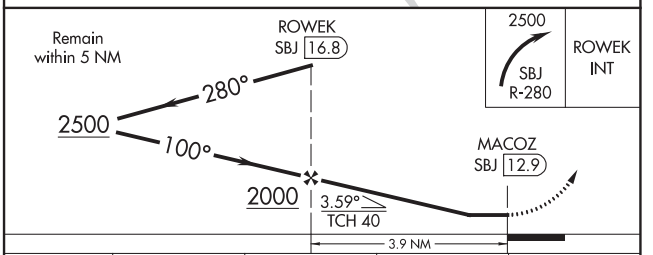
Use Lehigh Valley Intl, Allentown, PA altimeter setting.
NA Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2500 on SBJ VOR/DME R-280 to ROWEK/16.8 DME and hold.

| ALLENTOWN APP CON | UNICOM | |
|---|---|---|
| 119.65 124.45 351.8 | 122.975 (CTAF) | 121.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1420-1<br>940 (1000-1) | NA | | |
| C CIRCLING | 1420-1<br>940 (1000-1) | NA | | |

MIRL Rwy 8-26 L



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# RNAV (GPS) RWY 7

SKY MANOR (N4Ø)

| APP CRS | Rwy Idg | 2900 |
|---|---|---|
| 067° | TDZE | 558 |
| | Apt Elev | 560 |

RNP APCH.

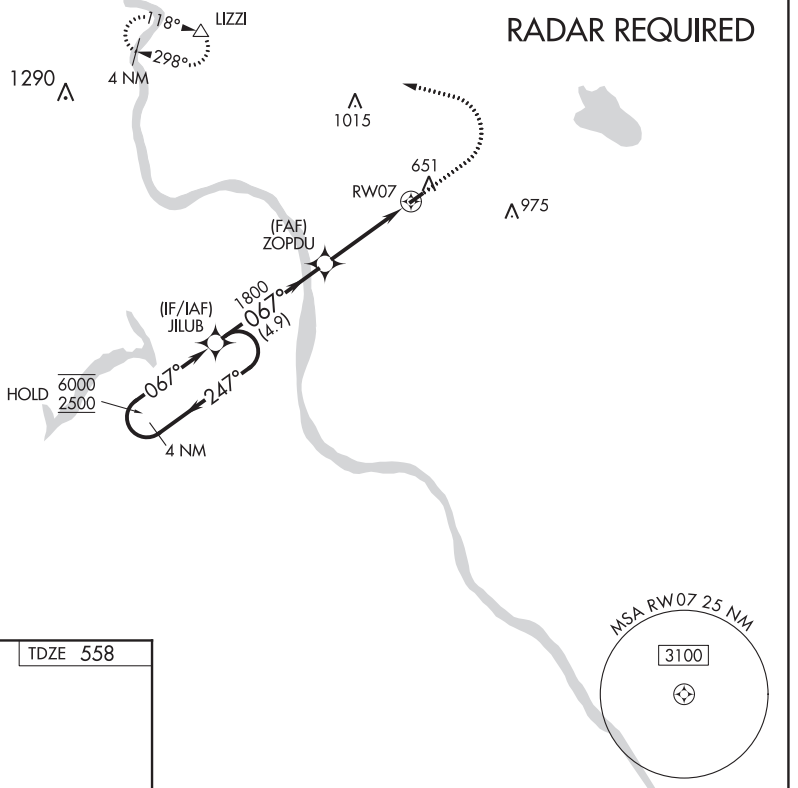
T

A Procedure NA at night. When local altimeter setting not received, use Lehigh Valley Intl altimeter setting. Rwy 7 helicopter visibility reduction below 1 SM NA.

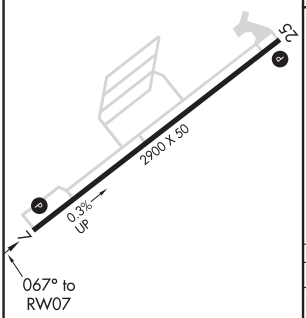
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct LIZZI and hold.

| AWOS-3 | ALLENTOWN APP CON | UNICOM |
|---|---|---|
| 121.725 | 119.65 124.45 351.8 | 122.975 (CTAF) L |

RADAR REQUIRED

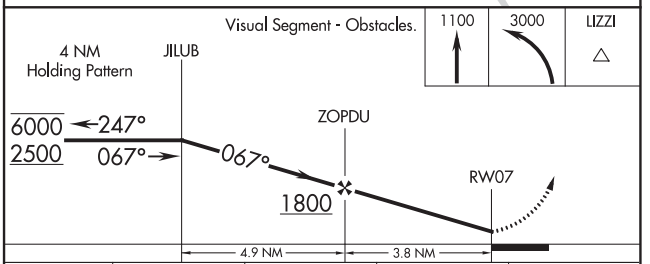



ELEV 560 TDZE 558




MIRL Rwy 7-25 L

REIL Rwys 7 and 25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 522 (600-1) | NA | | |
| C CIRCLING | 1140-1 580 (600-1) | NA | | |



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PITTSTOWN, NEW JERSEY

AL-5803 (FAA)

20170

# RNAV (GPS) RWY 25

SKY MANOR (N40)

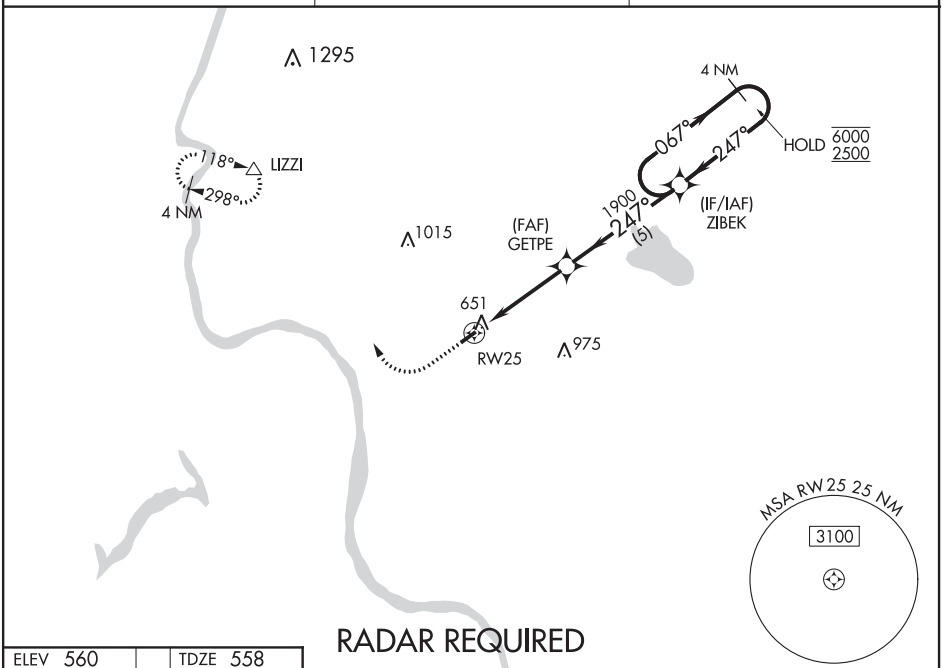
| WAAS | APP CRS | Rwy Idg | 2900 |
|---|---|---|---|
| Ch 50427 | 247° | TDZE | 558 |
| W25A | | Apt Elev | 560 |

RNP APCH.

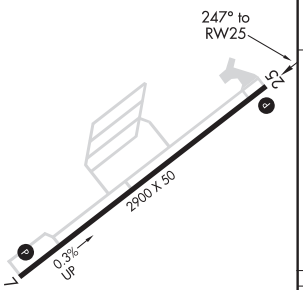
Procedure NA at night. When local altimeter setting not received, use Lehigh Valley Intl altimeter setting.
Rwy 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct LIZZI and hold.

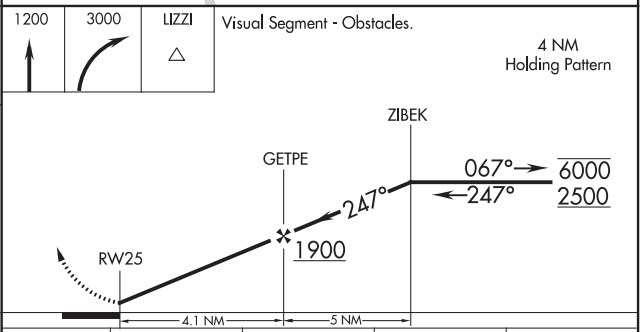
| AWOS-3 | ALLENTOWN APP CON | UNICOM |
|---|---|---|
| 121.725 | 119.65 124.45 351.8 | 122.975 (CTAF) L |




ELEV 560 | TDZE 558




MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1080-1 522 (600-1) | NA | | |
| LNAV MDA | 1160-1 602 (600-1) | NA | | |
| C CIRCLING | 1160-1 600 (600-1) | NA | | |

PITTSTOWN, NEW JERSEY
Orig-C 18JUN20

40°34'N-74°59'W

SKY MANOR (N40)

RNAV (GPS) RWY 25

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NE-2, 25 FEB 2021 to 22 APR 2021

| VOR/DME SBJ | APP CRS | Rwy Idg | 2900 |
|---|---|---|---|
| 112.9 | 093° | TDZE | 558 |
| Chan 76 | | Apt Elev | 560 |

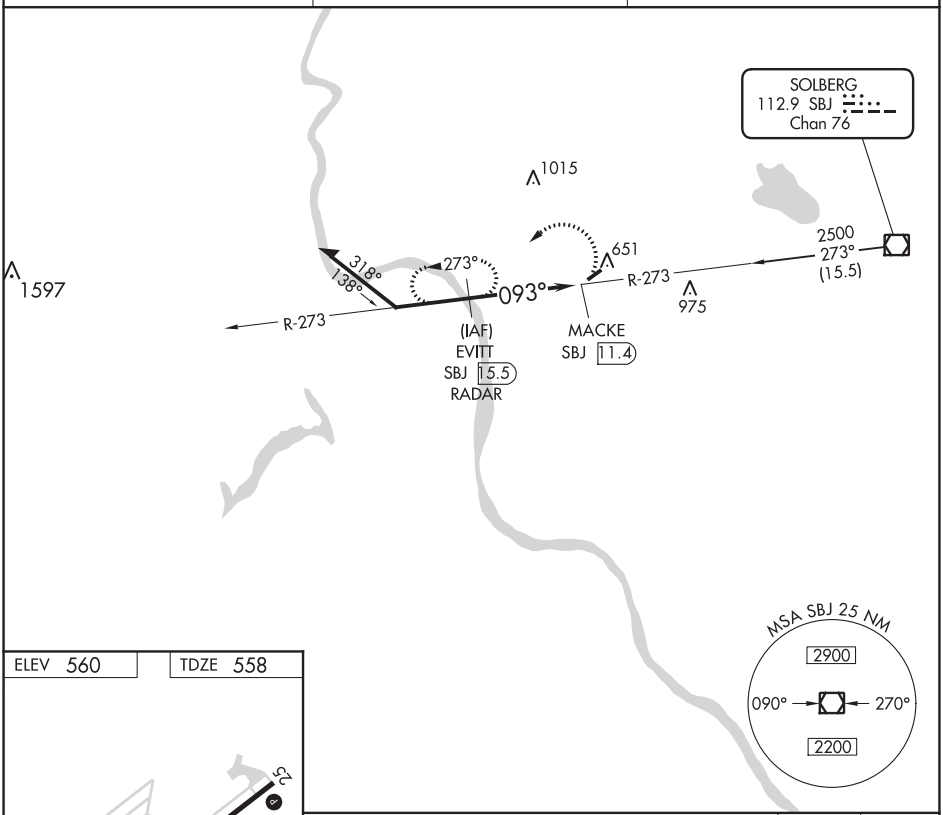
# VOR RWY 7
## SKY MANOR (N40)

DME or RADAR required.

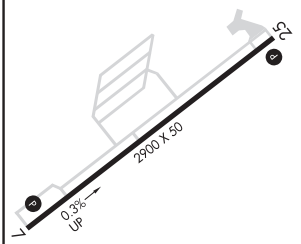
T A Procedure NA at night. When local altimeter setting not received, use Lehigh Valley Intl altimeter setting. Rwy 7 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2500 on SBJ VOR/DME R-273 to EVITT/SBJ 15.5 DME/RADAR and hold.

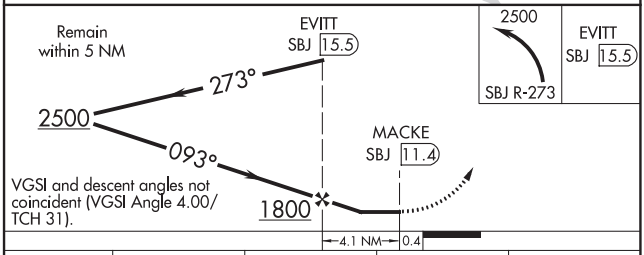
| AWOS-3 | ALLENTOWN APP CON | UNICOM |
|---|---|---|
| 121.725 | 119.65 124.45 351.8 | 122.975 (CTAF) L |




ELEV 560 TDZE 558




MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L




| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 1220-1<br>662 (700-1) | NA | | |
| C CIRCLING | 1220-1<br>660 (700-1) | NA | | |



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# ILS or LOC RWY 35

PLATTSBURGH INTL (PBG)

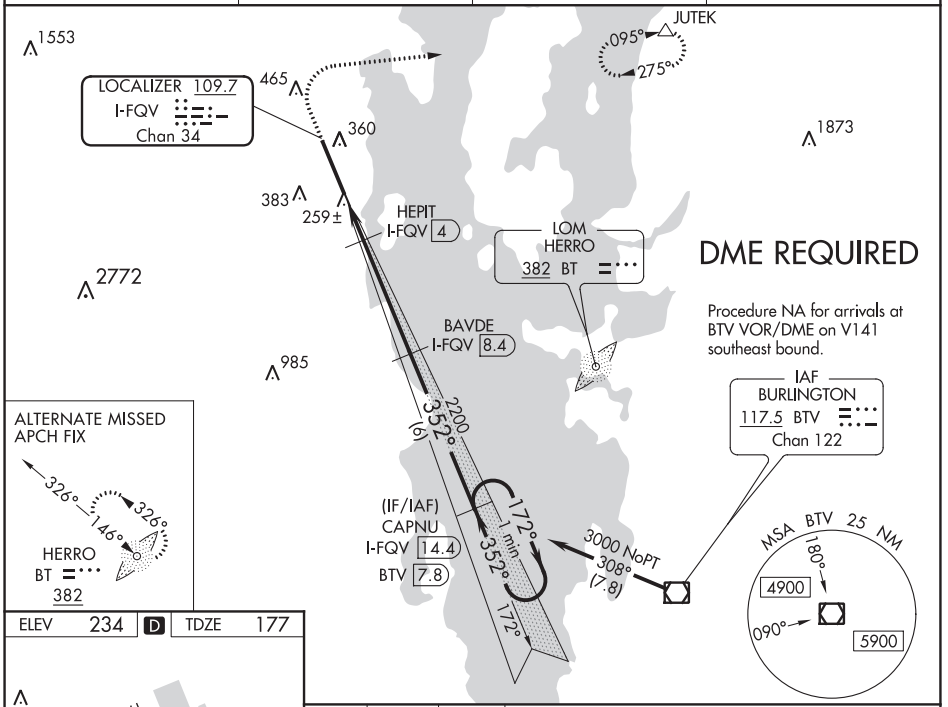
| LOC/DME I-FQV | APP CRS | Rwy ldg | 11759 |
|---|---|---|---|
| 109.7 | 352° | TDZE | 177 |
| Chan 34 | | Apt Elev | 234 |

RNAV 1-GPS required.

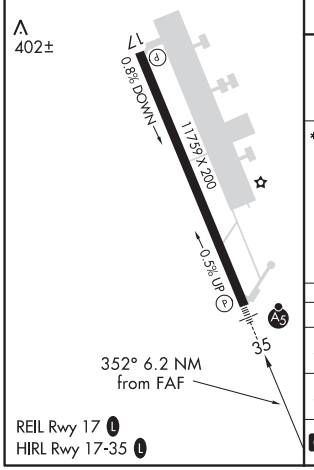
MALSR

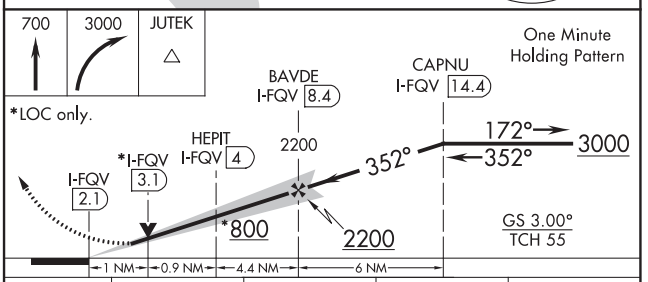
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct JUTEK and hold.

| ASOS | BURLINGTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.225 | 121.1 278.8 | 121.85 | 122.7 (CTAF) L |




| ELEV | 234 | D | TDZE | 177 |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 377-½ 200 (200-½) | | | |
| S-LOC 35 | 520-½ 343 (300-½) | | 520-⅝ 343 (300-⅝) | |
| C CIRCLING | 720-1 486 (500-1) | 740-1 506 (600-1) | 800-1½ 566 (600-1½) | 960-2¼ 726 (800-2¼) |



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| WAAS | APP CRS | Rwy Idg | 11759 |
|---|---|---|---|
| CH 40402 | 172° | TDZE | 234 |
| W17A | | Apt Elev | 234 |

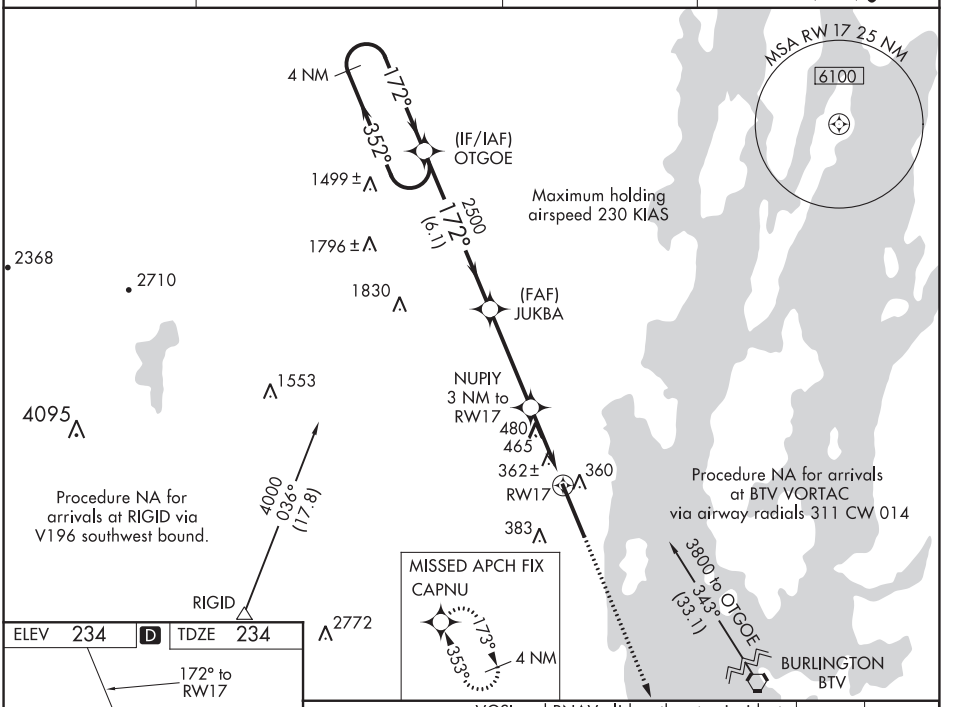
# RNAV (GPS) RWY 17

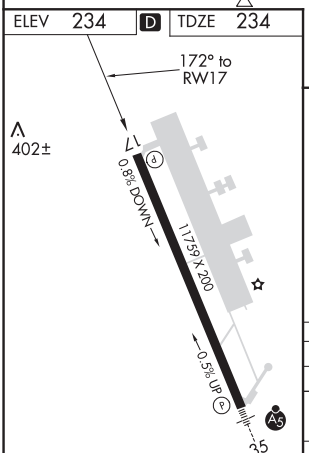
PLATTSBURGH INTL (PBG)

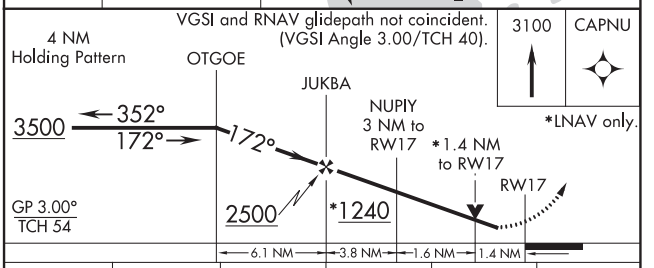
When local altimeter setting not received, use Burlington Intl altimeter setting and increase all DA 54 feet, all MDA 60 feet, LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cats C, D and E visibility ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Burlington Intl altimeter setting. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct CAPNU and hold.

| ASOS | BURLINGTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 132.225 | 121.1 278.8 | 121.85 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 561-1 327 (400-1) | | | | |
| LNAV/VNAV DA | 706-1⅝ 472 (500-1⅝) | | | | |
| LNAV MDA | 740-1 506 (600-1) | | 740-1⅜ 506 (600-1⅜) | | |
| CIRCLING | 740-1 506 (600-1) | | 780-1½ 546 (600-1½) | 800-2 566 (600-2) | 980-2¾ 746 (800-2¾) |



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PLATTSBURGH, NEW YORK | AL-729 (FAA) | 19227

# RNAV (GPS) RWY 35

PLATTSBURGH INTL (PBG)

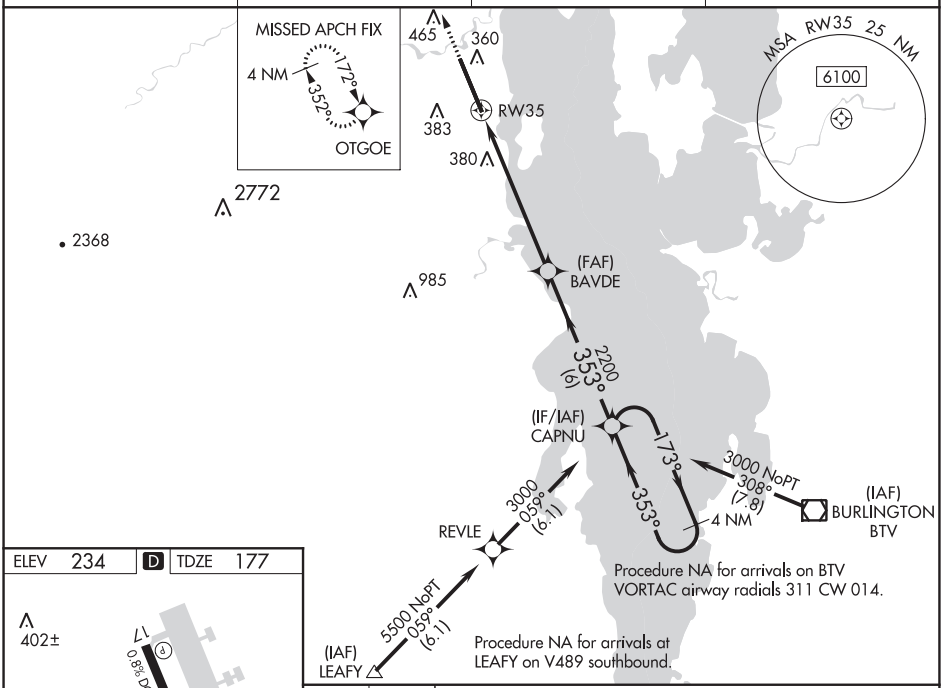
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **78003** | **353°** | Rwy Idg | **11759** |
| **W35A** | | TDZE | **177** |
| | | Apt Elev | **234** |

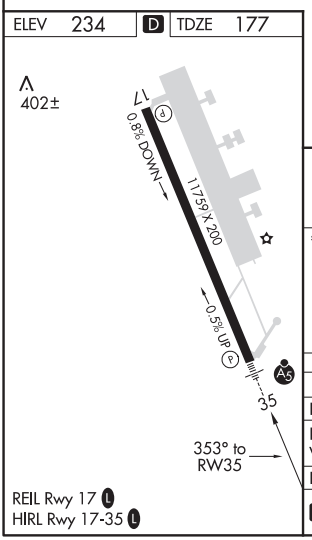
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV and LNAV/VNAV all Cats visibility to ⅞ mile. For inop MALSR when using Burlington altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to 1 mile. When local altimeter setting not received, use Burlington altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility to ⅝ mile, LNAV Cats C, D visibility to 1¼ mile, and increase Circling Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Burlington Intl altimeter setting.

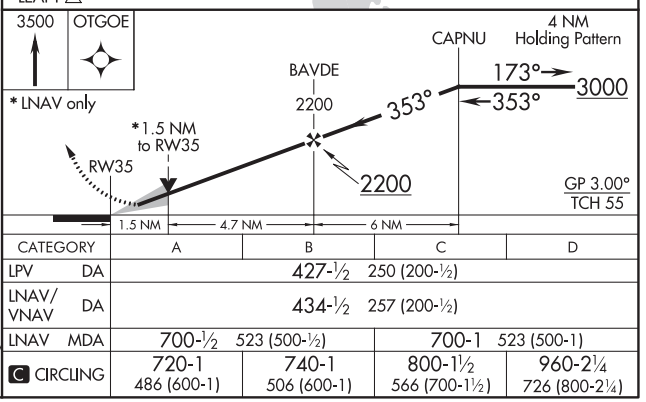
MALSR

MISSED APPROACH: Climb to 3500 direct OTGOE and hold, continue climb-in-hold to 3500.

| ASOS | BURLINGTON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| **132.225** | **121.1 278.8** | **121.85** | **122.7** (CTAF) L |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 427-½ 250 (200-½) | | | |
| LNAV/VNAV | DA | 434-½ 257 (200-½) | | | |
| LNAV | MDA | 700-½ 523 (500-½) | | 700-1 523 (500-1) | |
| C | CIRCLING | 720-1 486 (600-1) | 740-1 506 (600-1) | 800-1½ 566 (700-1½) | 960-2¼ 726 (800-2¼) |



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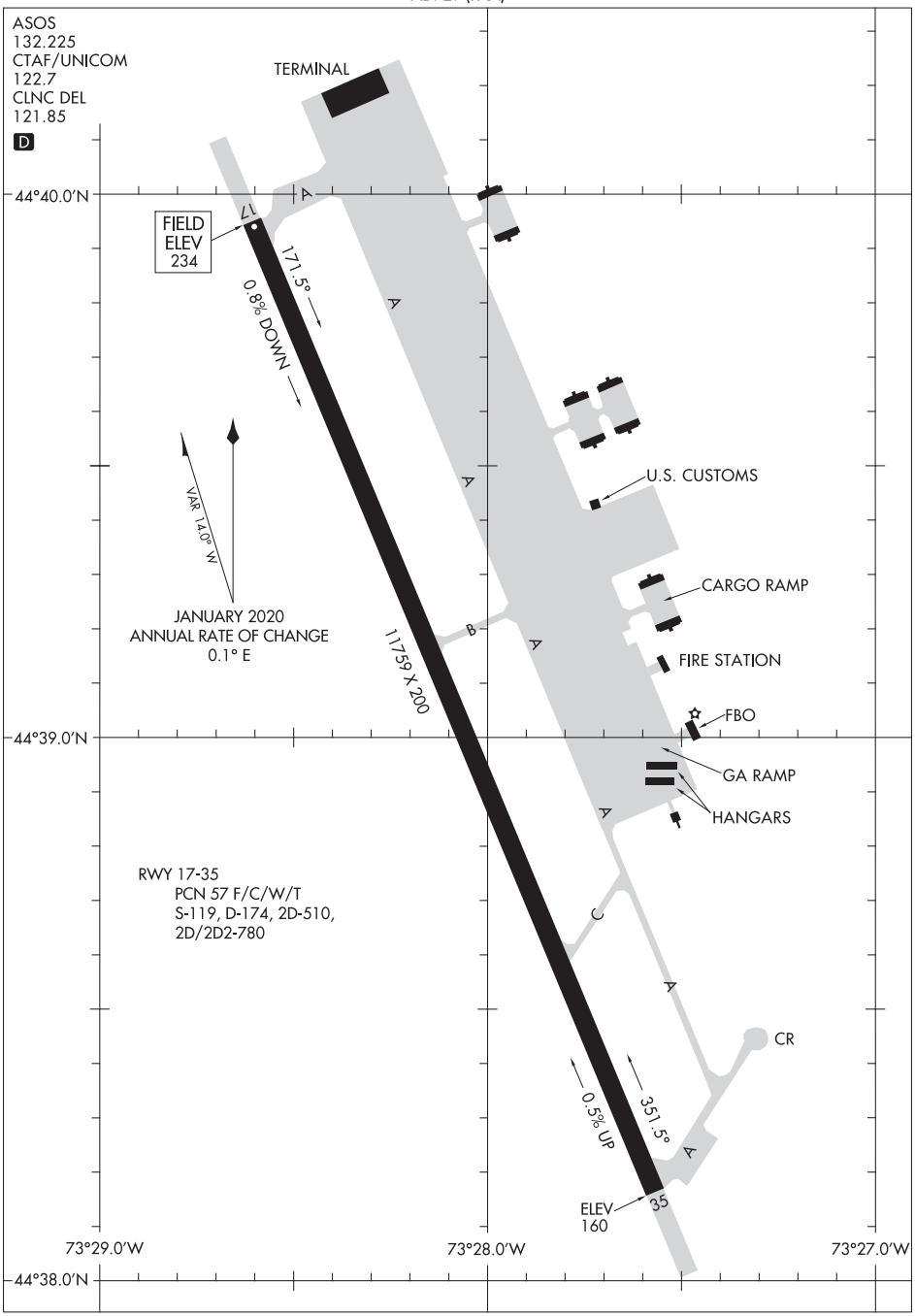




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# RNAV (GPS) RWY 24

## POTSDAM MUNI/DAMON FIELD (PTD)

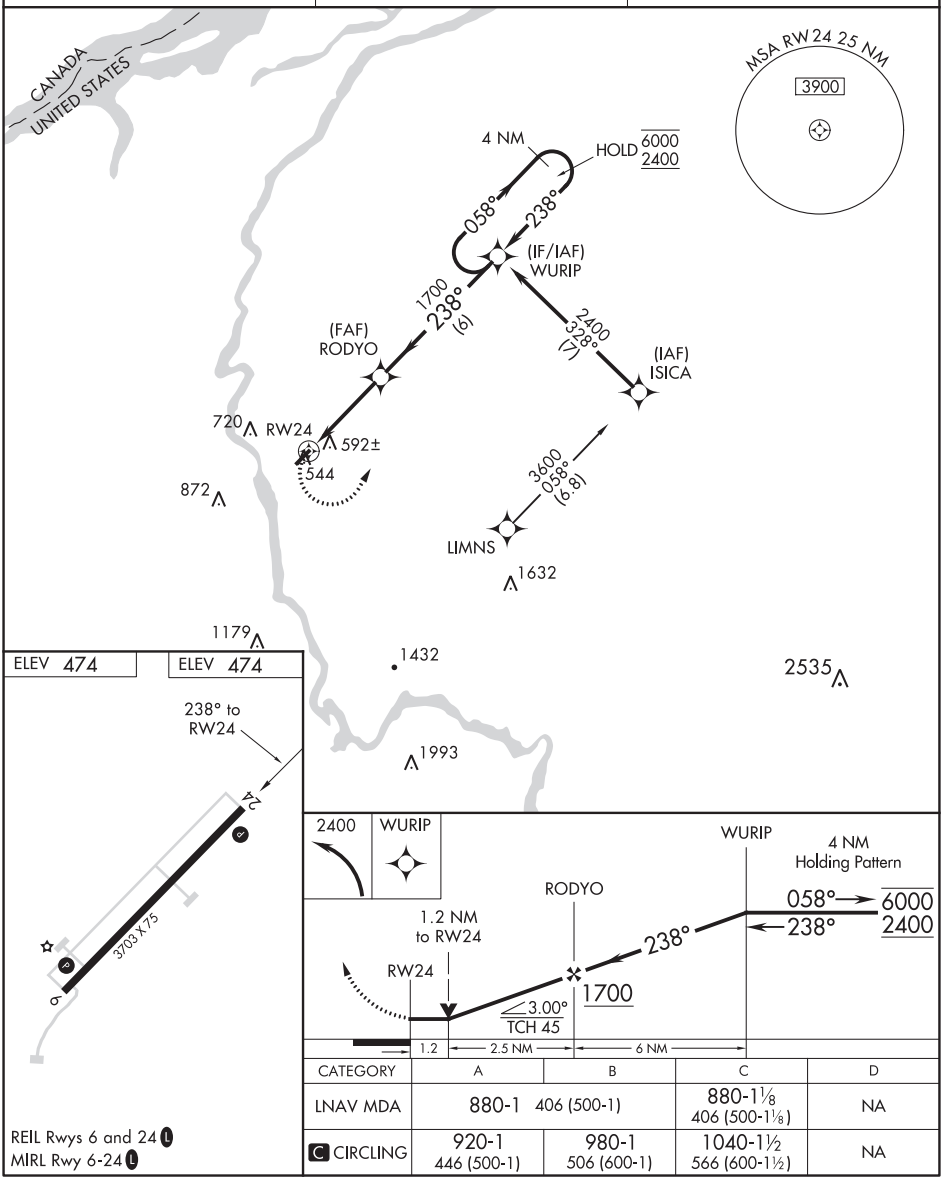
| APP CRS | Rwy Idg | 3703 |
|---|---|---|
| 238° | TDZE | 474 |
| | Apt Elev | 474 |

RNP APCH.

T A Rwy 24 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

| AWOS-3P | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.325 | 135.25 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880-1 406 (500-1) | | 880-1⅛ 406 (500-1⅛) | NA |
| C CIRCLING | 920-1 446 (500-1) | 980-1 506 (600-1) | 1040-1½ 566 (600-1½) | NA |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



44°41'N-74°57'W



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# ILS or LOC RWY 6

HUDSON VALLEY RGNL (POU)

| LOC I-POU | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 111.3 | 063° | TDZE | 156 |
| | | Apt Elev | 164 |

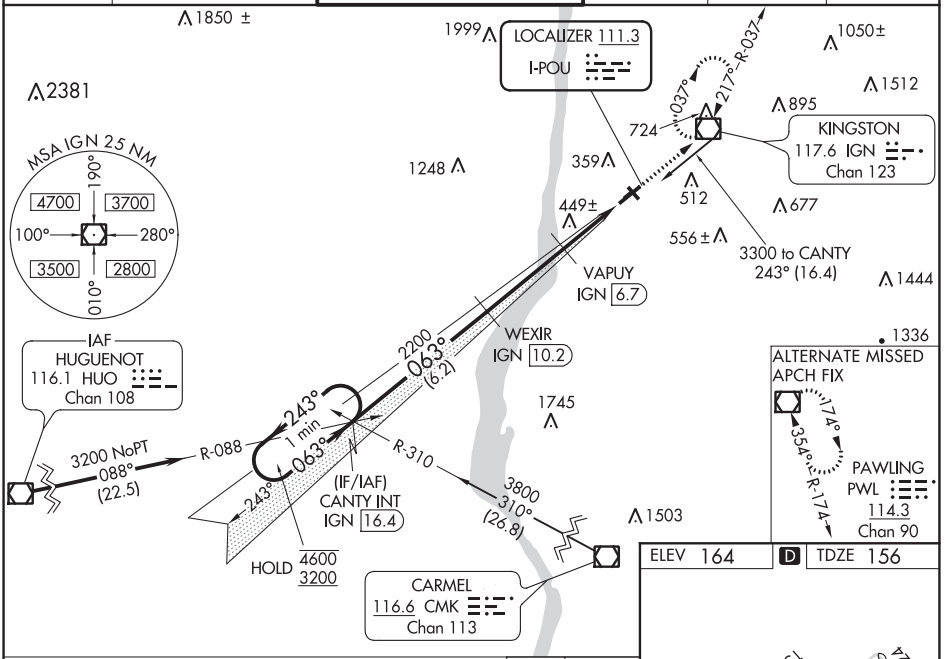
DME required for LOC only.

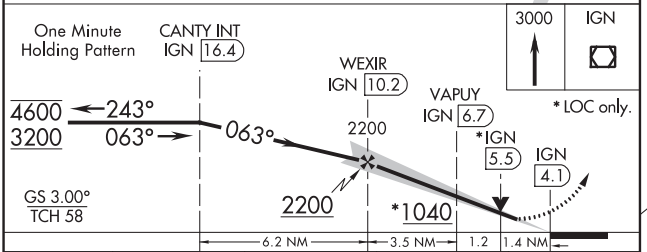
T A Circling NA to Rwys 7 and 25. Circling Rwy 15, 33 NA at night. Autopilot coupled approach NA below 580. Rwy 6 helicopter visibility reduction below ¾ SM NA. DME from IGN VOR/DME. Simultaneous reception of I-POU and IGN DME required. For inop ALS, increase S-LOC 6 Cats C/D visibility to 1⅜ SM. When local altimeter setting not received, use Montgomery altimeter setting: increase S-ILS 6 DA to 556; increase all MDA 80 feet and S-LOC 6 and Circling Cats C/D visibility ¼ SM. Inop table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A/B. For inop ALS when using Montgomery altimeter setting, increase S-ILS 6 all Cats visibility to 1⅛ SM and S-LOC 6 Cats C/D visibility to 1⅝ SM.

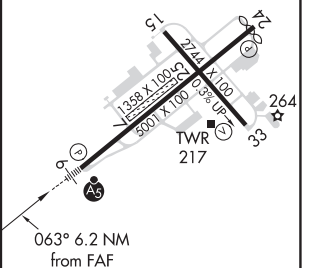
MALSR

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | | 485-1 | 329 (400-1) | |
| S-LOC 6 | | 640-1 | 484 (500-1) | |
| CIRCLING | 760-1<br>596 (600-1) | 840-1<br>676 (700-1) | 840-2<br>676 (700-2) | 840-2¼<br>676 (700-2¼) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwy 24 L
REIL Rwy 33



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POUGHKEEPSIE, NEW YORK | AL-286 (FAA) | 20310

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 42910 | 063° | TDZE | 156 |
| W06A | | Apt Elev | 164 |

# RNAV (GPS) RWY 6

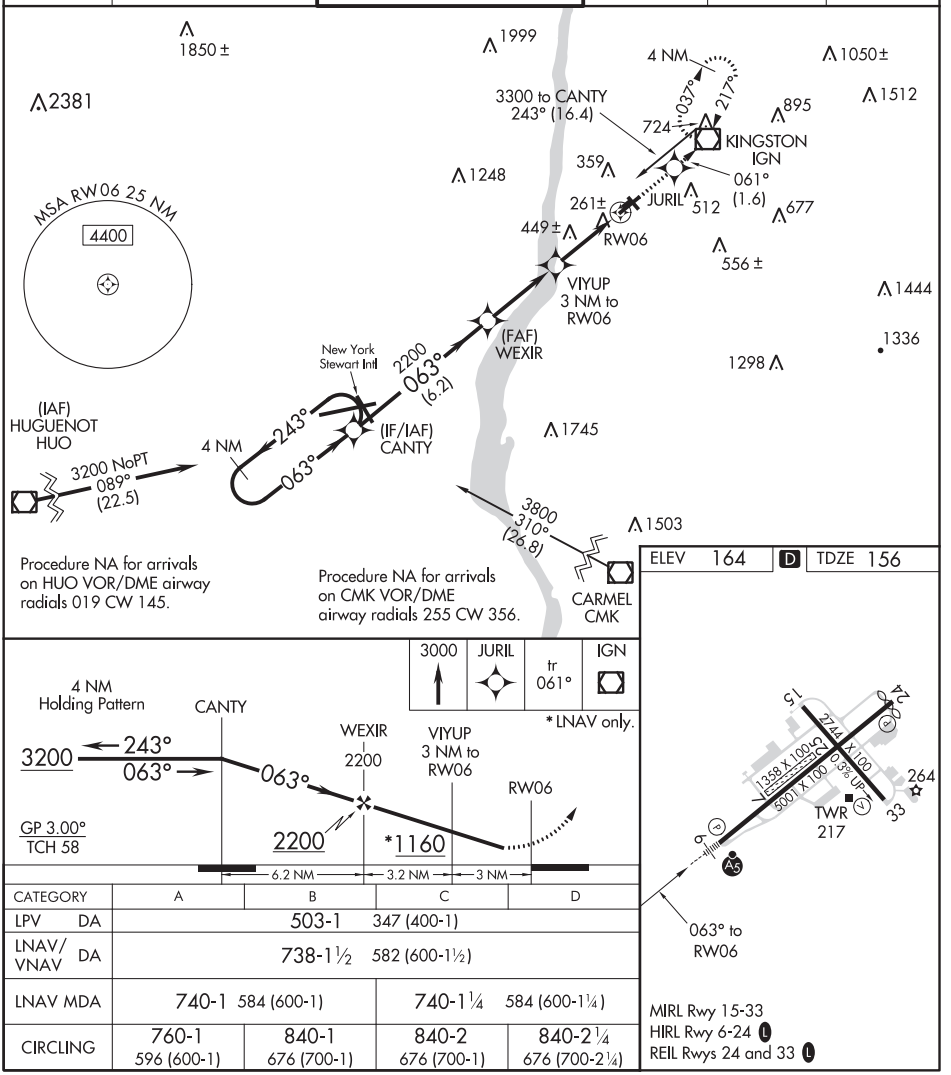
## HUDSON VALLEY RGNL (POU)

Circling NA to Rwys 7 and 25. Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Circling Rwy 15, 33 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA. Rwy 15, 33 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Montgomery altimeter setting: increase LPV DA to 574; increase LNAV/VNAV DA to 809 and all Cats visibility ¼ SM; increase all MDA 80 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ SM; inop table does not apply to LNAV Cats A/B; for inop ALS, increase LPV all Cats visibility to 1⅛ SM. For inop ALS when using Montgomery altimeter setting, increase LPV all Cats visibility to 1⅜ SM, LNAV/VNAV all Cats visibility to 2 SM and LNAV Cats C/D to 1⅞ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct JURIL and on track 061° to IGN VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 503-1 347 (400-1) | | | |
| LNAV/VNAV DA | 738-1½ 582 (600-1½) | | | |
| LNAV MDA | 740-1 584 (600-1) | | 740-1¼ 584 (600-1¼) | |
| CIRCLING | 760-1 596 (600-1) | 840-1 676 (700-1) | 840-2 676 (700-1) | 840-2¼ 676 (700-2¼) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L



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# RNAV (GPS) RWY 24

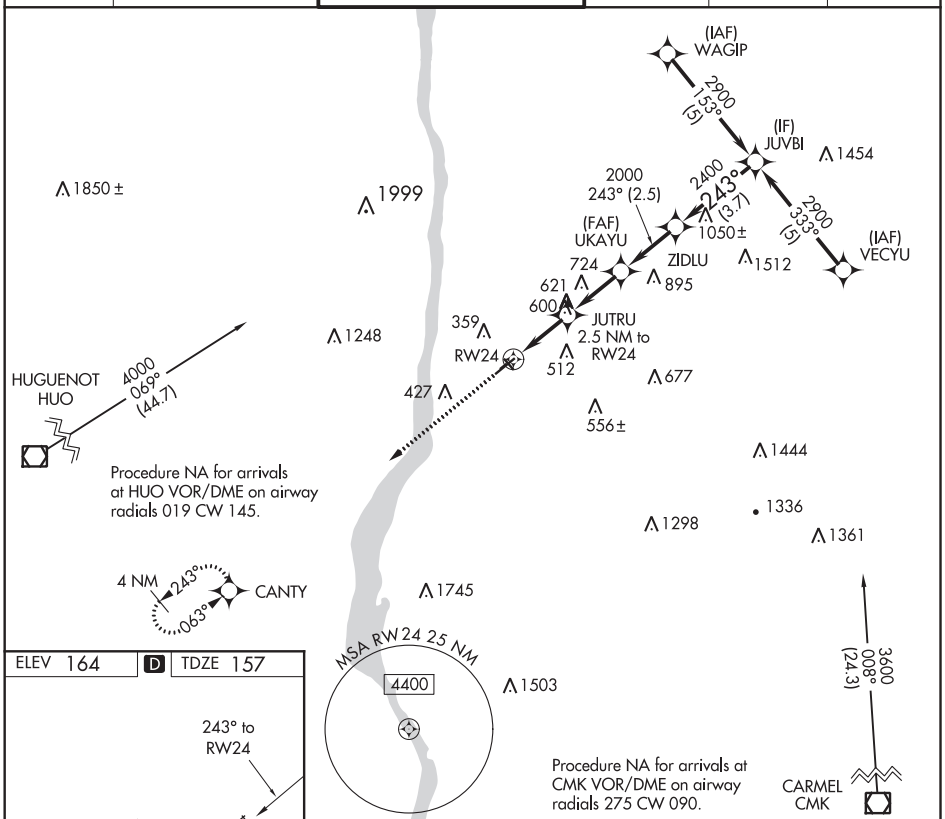
## HUDSON VALLEY RGNL (POU)

| APP CRS | Rwy Idg | 4886 |
|---|---|---|
| 243° | TDZE | 157 |
| | Apt Elev | 164 |

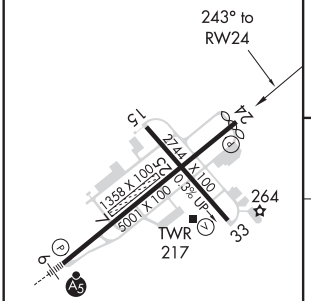
Circling NA to Rwys 7 and 25. Circling Rwy 15, 33 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. Rwy 15, 33 helicopter visibility reduction below 1 NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV Cat C and Circling Cats A, C and D visibility ¼ mile.

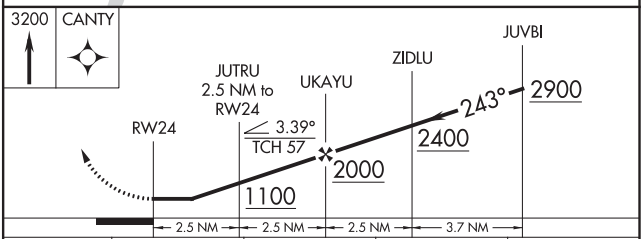
MISSED APPROACH: Climb to 3200 direct CANTY and hold.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




ELEV 164 | D | TDZE 157




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1<br>743 (800-1) | 900-1¼<br>743 (800-1¼) | 900-2¼<br>743 (800-2¼) | 900-2½<br>743 (800-2½) |
| CIRCLING | 900-1<br>736 (800-1) | 900-1¼<br>736 (800-1¼) | 900-2¼<br>736 (800-2¼) | 900-2½<br>736 (800-2½) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwy 24 L
REIL Rwy 33



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NE-2, 25 FEB 2021 to 22 APR 2021

POUGHKEEPSIE, NEW YORK AL-286 (FAA) 20310

# VOR RWY 24

HUDSON VALLEY RGNL (POU)

| VOR/DME IGN | APP CRS | Rwy Idg | 4886 |
|---|---|---|---|
| 117.6 | 242° | TDZE | 157 |
| Chan 123 | | Apt Elev | 164 |

Circling NA to Rwys 7 and 25. Circling Rwy 15, 33 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. Rwy 15, 33 helicopter visibility reduction below 1 NA. DME required. When local altimeter setting not recieved, use Montgomery altimeter setting and increase all MDA 80 feet, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 on heading 064° and IGN VOR/DME R-013 to ATWAN/4.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |

DME REQUIRED

(IF) UCIYE IGN 10 R-038

IAF PAWLING 114.3 PWL Chan 90

2900 NoPT 308° (6.2)

2100 218° (7.7)

R-013 173° 353° 193° 013°

218°

1454

1999

ATWAN IGN 4.3

1050 ±

VITYU IGN 2.3

1512

724

679±

621

895

1400 218° (2.3)

1248

359

242°

512

IAF KINGSTON 117.6 IGN Chan 123

677

427

556 ±

1444

1336

1298

1361

1745

1503

Procedure NA for arrival on PWL VOR/DME airway radials 293 CW 354.

MSA IGN 25 NM

190° 4700 3700 280° 3500 2800 010° 100°

ELEV 164 D TDZE 157

242° 3.3 NM from FAF

15 2744 X 100 7 24 33 264 TWR 217 Vasi 1358 X 100 0.3% UP 500 X 100

3000 hdg 064°

IGN R-013

ATWAN IGN 4.3

IGN VOR/DME

038° 2900

Remain within 10 NM

VITYU

218° 2100

IGN 3.3

242° 3.41° 1400 TCH 57

3.3 NM 2.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 940-1 783 (800-1) | 940-1¼ 783 (800-1¼) | 940-2½ | 783 (800-2½) |
| CIRCLING | 940-1 776 (800-1) | 940-1¼ 776 (800-1¼) | 940-2½ | 776 (800-2½) |

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwy 24 L
REIL Rwy 33



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# VOR-A

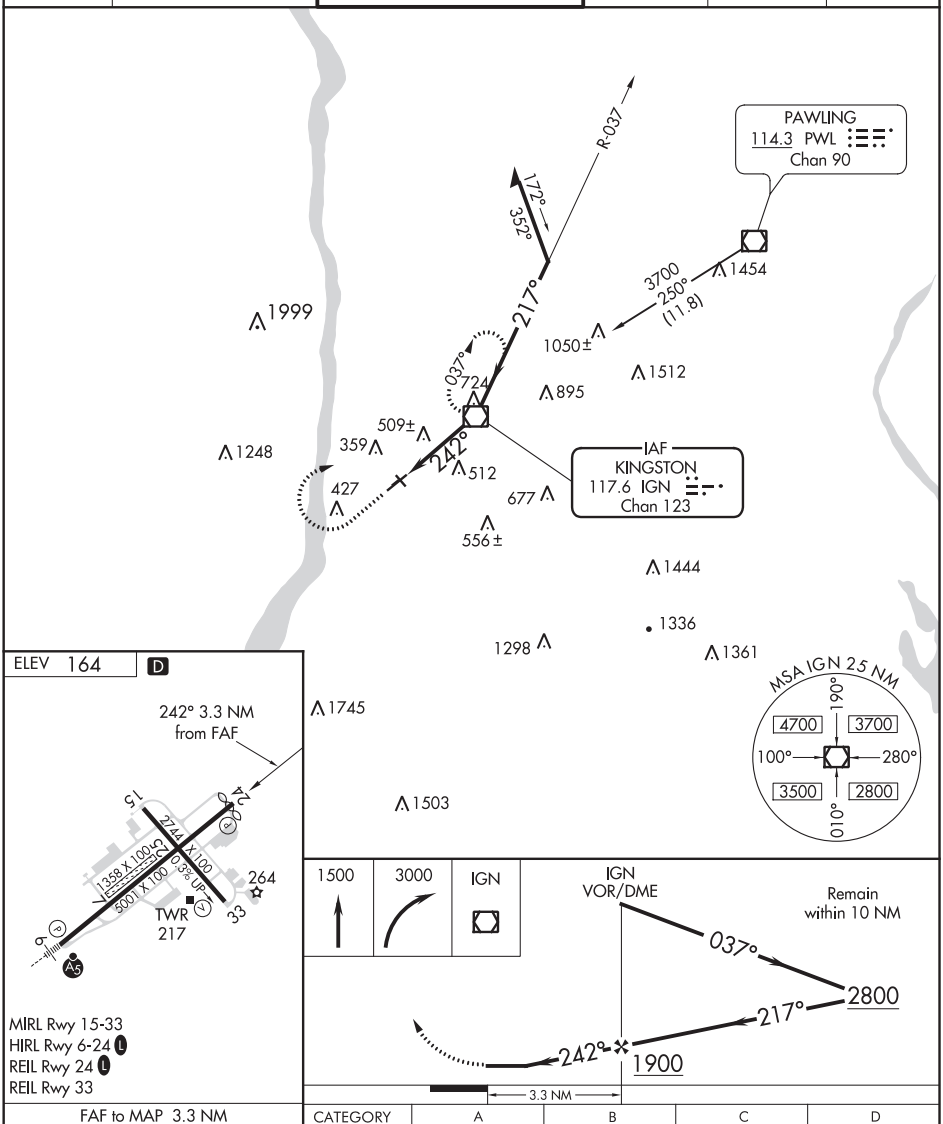
## HUDSON VALLEY RGNL (POU)

| VOR/DME IGN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.6 | 242° | TDZE | N/A |
| Chan 123 | | Apt Elev | 164 |

T Circling NA to Rwys 7 and 25. Circling Rwy 15, 33 NA at night.
A Rwy 15, 33 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet and Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

| ATIS | NEW YORK APP CON | DUTCHESS COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.75 | 132.75 363.1 | 124.0 (CTAF) L 269.15 | 121.8 | 121.8 | 122.95 |




| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760-1<br>596 (600-1) | 840-1<br>676 (700-1) | 840-2<br>676 (700-2) | 840-2¼<br>676 (700-2¼) |

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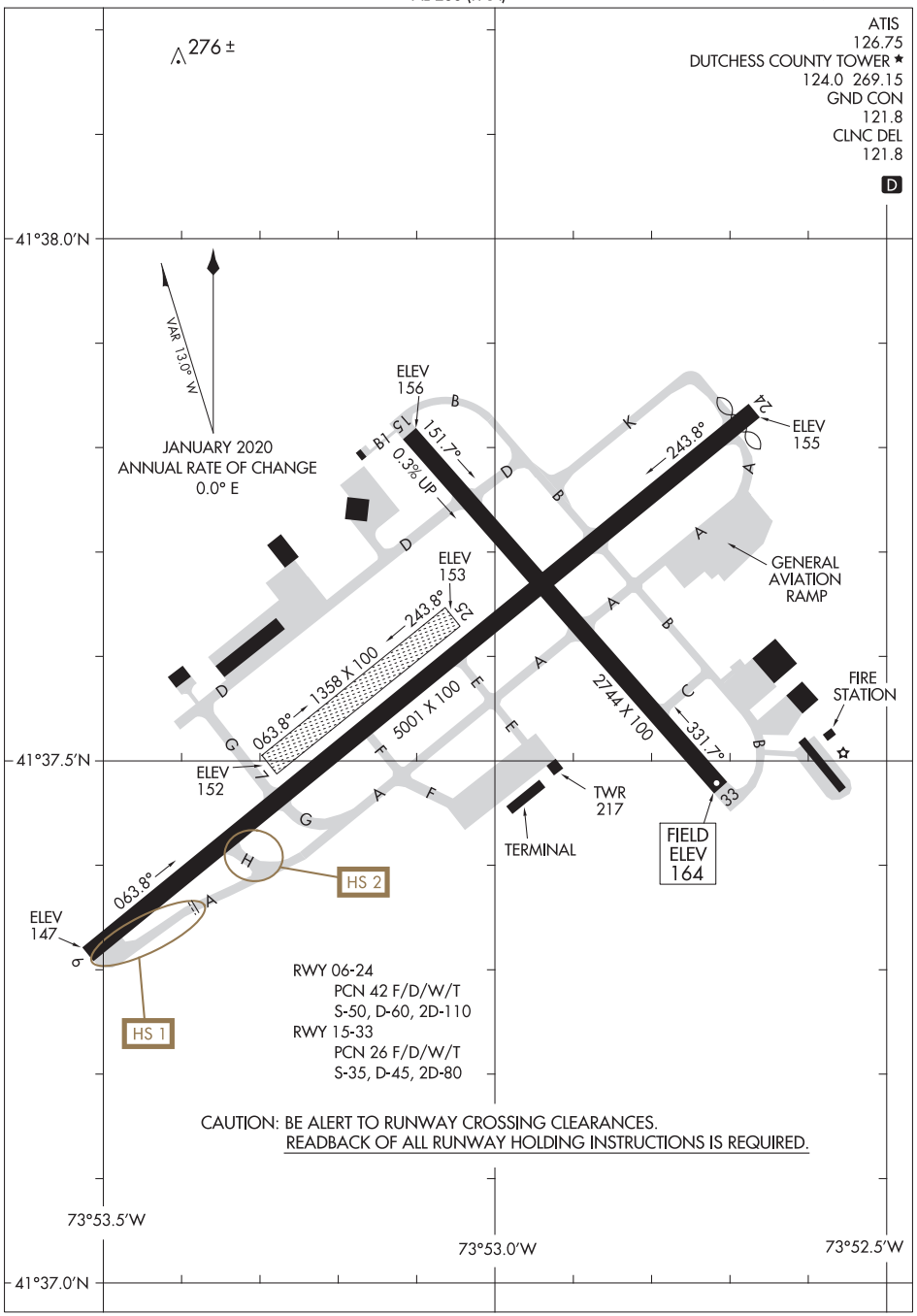
20366

# AIRPORT DIAGRAM

AL-286 (FAA)

## HUDSON VALLEY RGNL (POU)

POUGHKEEPSIE, NEW YORK




AIRPORT DIAGRAM

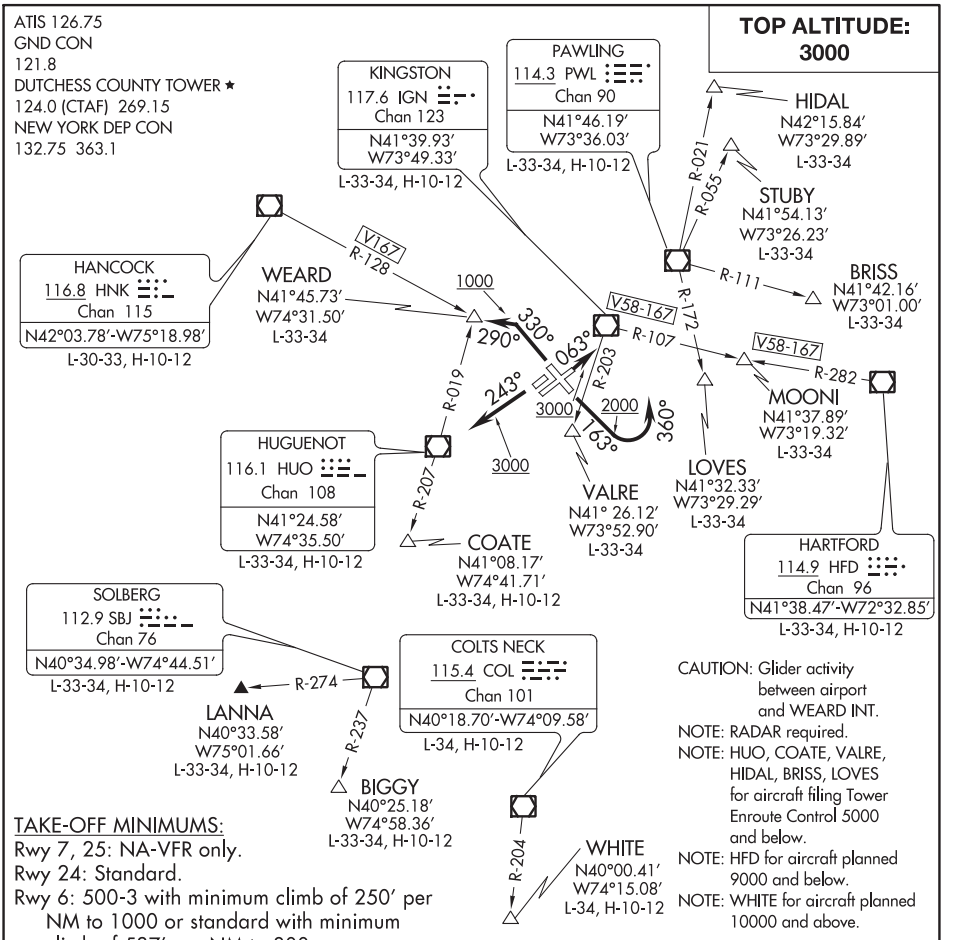
20366

HUDSON VALLEY RGNL (POU)

POUGHKEEPSIE, NEW YORK



NE-2, 25 FEB 2021 to 22 APR 2021




TAKE-OFF MINIMUMS:
Rwy 7, 25: NA-VFR only.
Rwy 24: Standard.
Rwy 6: 500-3 with minimum climb of 250′ per NM to 1000 or standard with minimum climb of 537′ per NM to 800.
Rwy 15: Standard with minimum climb of 370′ per NM to 700.
Rwy 33: Standard with minimum climb of 270′ per NM to 1500.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 3000, thence. . . .
TAKEOFF RUNWAY 15: Climb heading 163° to 2000, then turn left heading 360°, maintain 3000, thence. . . .
TAKEOFF RUNWAY 24: Climb heading 243° to 3000, thence. . . .
TAKEOFF RUNWAY 33: Climb heading 330° to 1000, then turn left heading 290°, maintain 3000, thence. . . .
. . . . via radar vectors to assigned Route/Fix, expect clearance to filed altitude/flight level within ten (10) minutes after departure.
LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000. Ten minutes after departure, climb to filed altitude/flight level.



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# RNAV (GPS) RWY 10

## PRINCETON (39N)

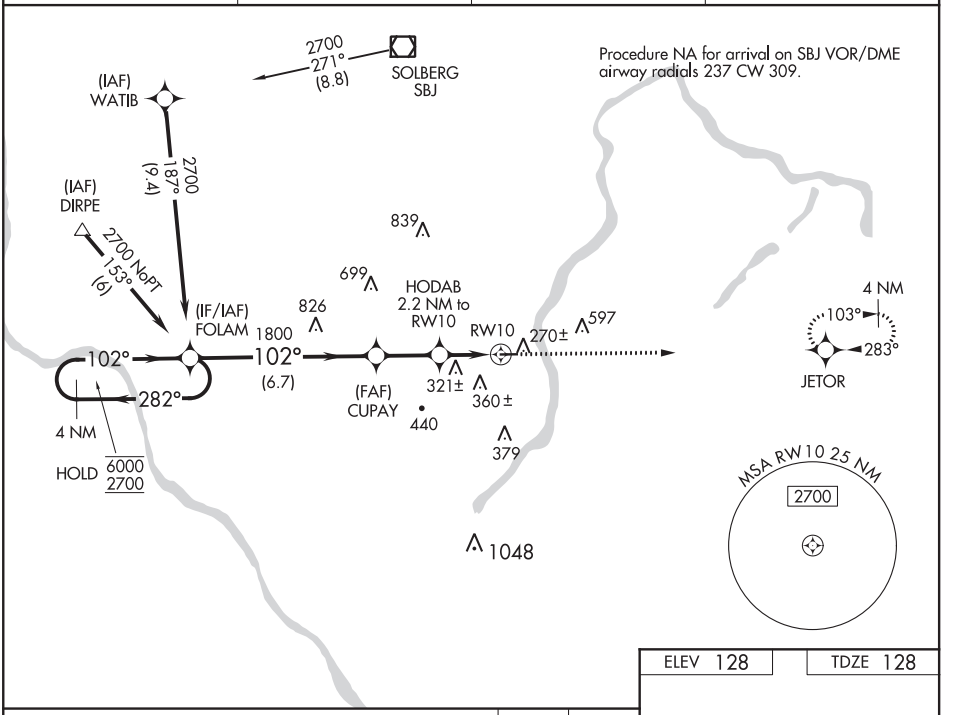
| WAAS | APP CRS | Rwy Idg | 3499 |
|---|---|---|---|
| CH 86843 | 102° | TDZE | 128 |
| W10A | | Apt Elev | 128 |

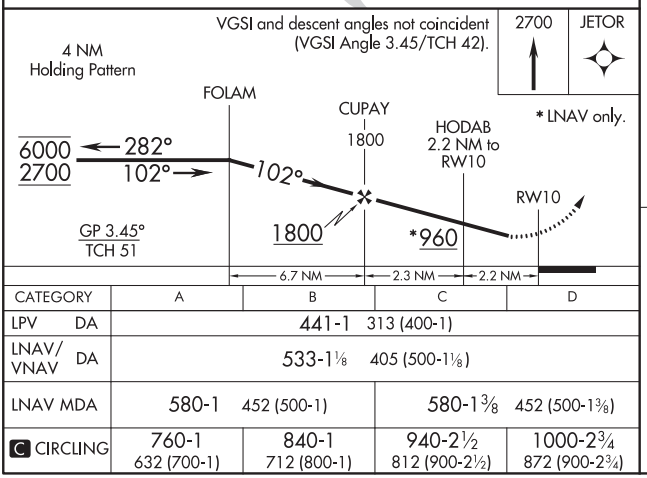
RNP APCH.

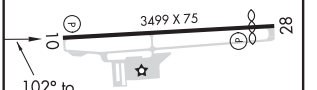
Rwy 10 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA.
NA Procedure NA at night. Use Trenton altimeter setting.

MISSED APPROACH: Climb to 2700 direct JETOR and hold.

| TTN ASOS | NEW YORK APP CON | UNICOM | |
|---|---|---|---|
| 126.775 | 132.8 379.9 | 122.725 (CTAF) | 123.05 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 441-1 313 (400-1) | | | |
| LNAV/VNAV DA | 533-1⅛ 405 (500-1⅛) | | | |
| LNAV MDA | 580-1 452 (500-1) | | 580-1⅜ 452 (500-1⅜) | |
| C CIRCLING | 760-1 632 (700-1) | 840-1 712 (800-1) | 940-2½ 812 (900-2½) | 1000-2¾ 872 (900-2¾) |

MIRL Rwy 10-28 L
REIL Rwy 10 L

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# RNAV (GPS) RWY 28

PRINCETON (39N)

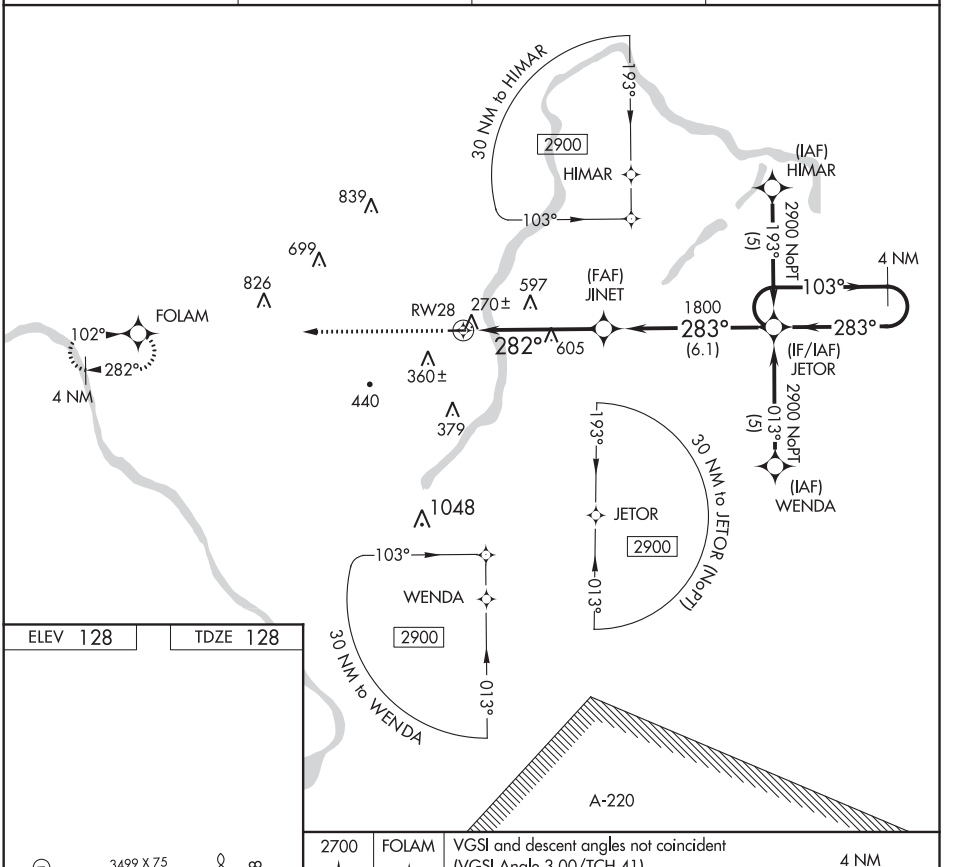
| APP CRS | Rwy Idg | 3130 |
|---|---|---|
| 282° | TDZE | 128 |
| | Apt Elev | 128 |

RNP APCH.

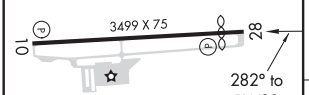
T A NA Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting. Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2700 direct FOLAM and hold.

| TTN ASOS | NEW YORK APP CON | UNICOM | |
|---|---|---|---|
| 126.775 | 132.8 379.9 | 122.725 (CTAF) | 123.05 L |

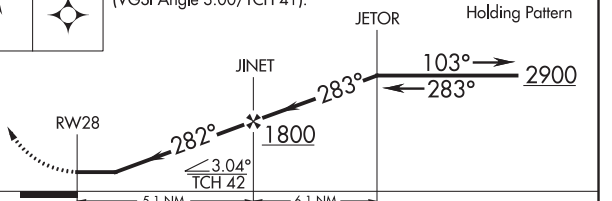



ELEV 128 TDZE 128




MIRL Rwy 10-28 L
REIL Rwy 10 L

| 2700 | FOLAM | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41). |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1<br>772 (800-1) | 900-1¼<br>772 (800-1¼) | 900-2¼<br>772 (800-2¼) | NA |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

PRINCETON/ROCKY HILL, NEW JERSEY AL-5374 (FAA) 21056

| VOR/DME SBJ | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.9 | 171° | TDZE | N/A |
| Chan 76 | | Apt Elev | 128 |

# VOR-A

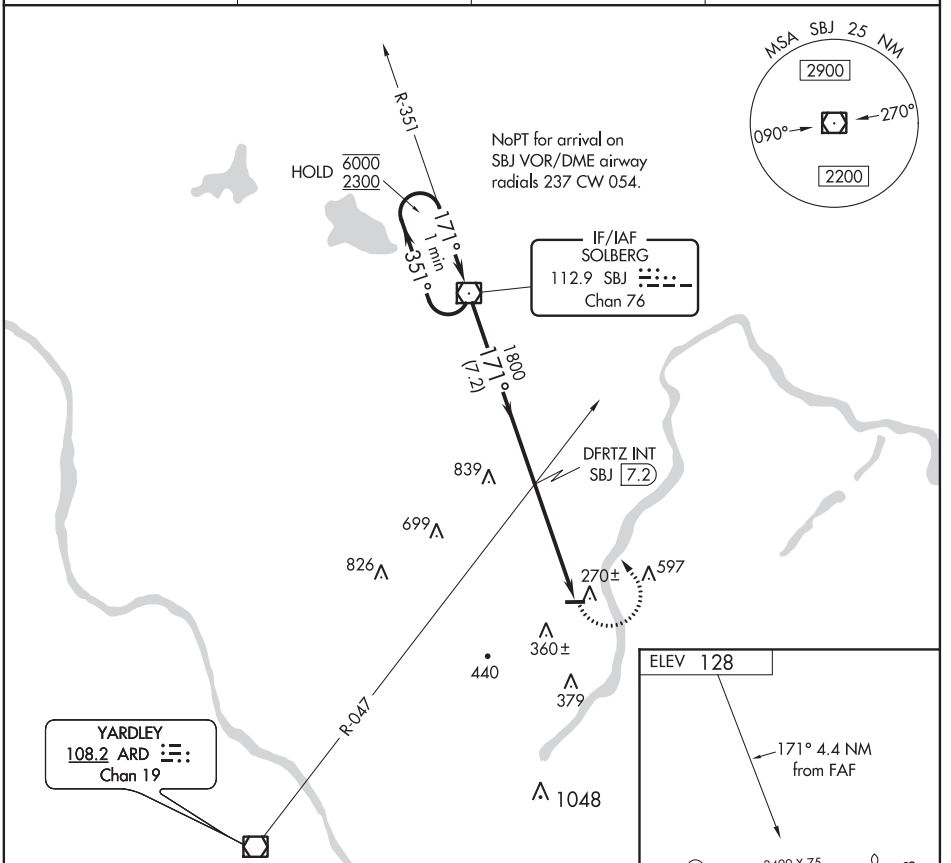
PRINCETON (39N)

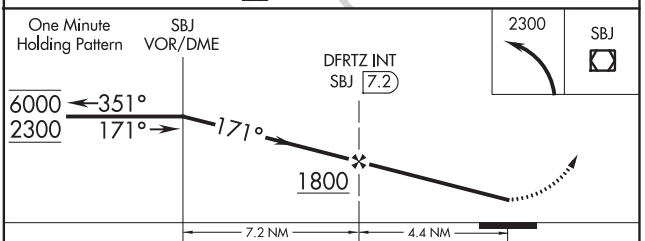
DME required.

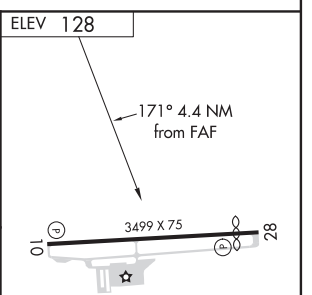
Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA. Use Trenton altimeter setting; when not received, use Somerville altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct SBJ VOR/DME and hold.

| TTN ASOS | NEW YORK APP CON | UNICOM | |
|---|---|---|---|
| 126.775 | 132.8 379.9 | 122.725 (CTAF) | 123.05 L |




MIRL Rwy 10-28 L

REIL Rwy 10 L

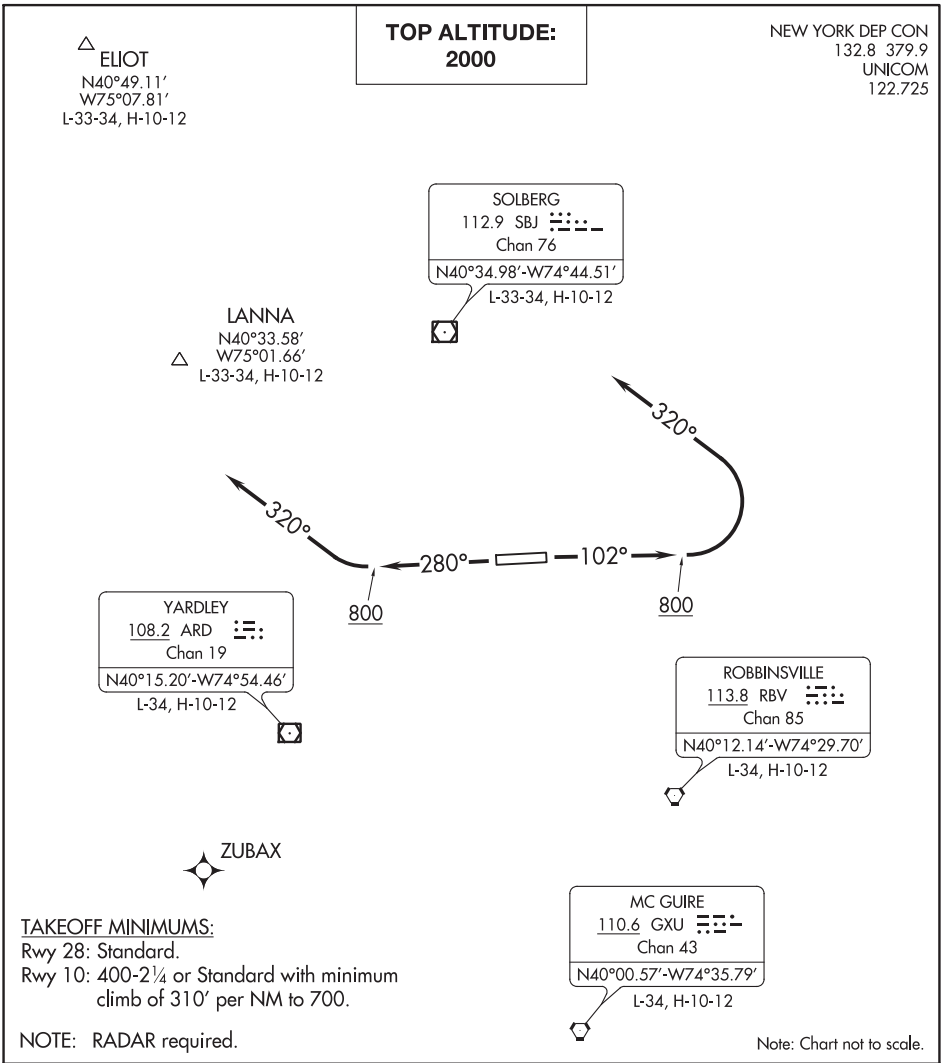
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1040-1¼ | 912 (1000-1¼) | NA | |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# PRINCETON ONE DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climb on heading 102° to 800 then climbing left turn to heading 320°, thence . . . .

TAKEOFF RWY 28: Climb on heading 280° to 800 then climbing right turn to heading 320°, thence . . . .

. . . . for vectors to assigned route/fix. Maintain 2000, expect clearance to filed altitude/flight level ten (10) minutes after departure.



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NE-2, 25 FEB 2021 to 22 APR 2021

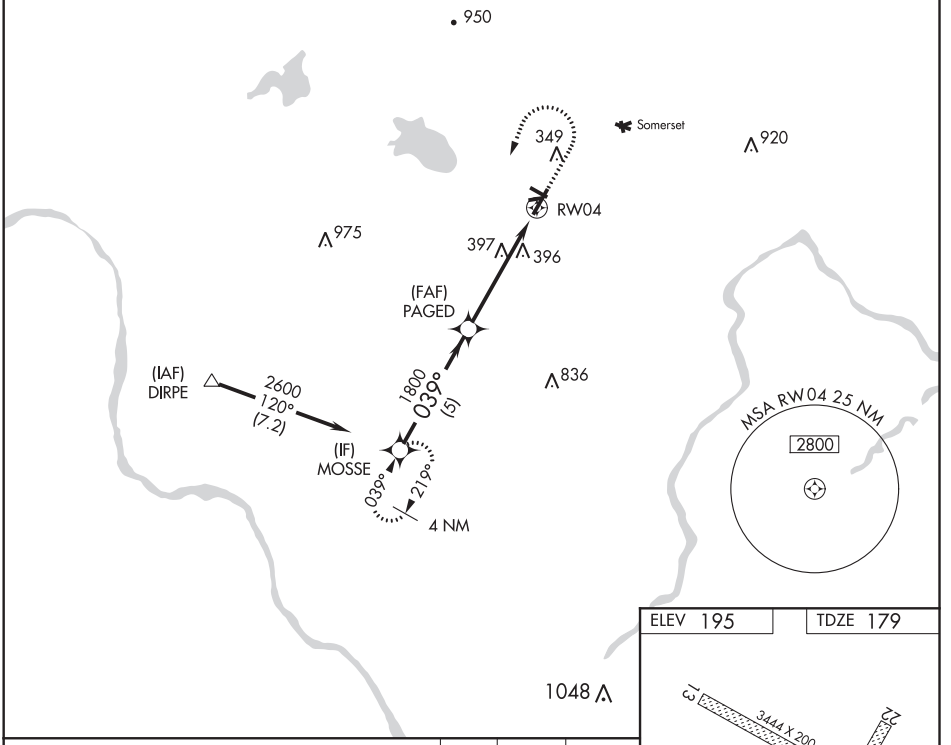
| APP CRS | Rwy Idg | 4297 |
|---|---|---|
| 039° | TDZE | 179 |
| | Apt Elev | 195 |

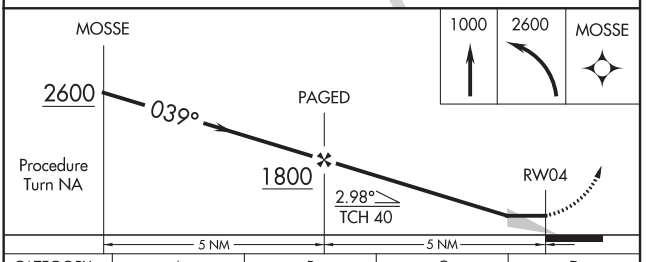
# RNAV (GPS) RWY 4
## SOLBERG-HUNTERDON (N51)

Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting. DME/DME RNP-0.3 NA. Circling NA to Rwys 10-28 and 13-31. Rwy 4 helicopter visibility reduction below ¾ SM NA.

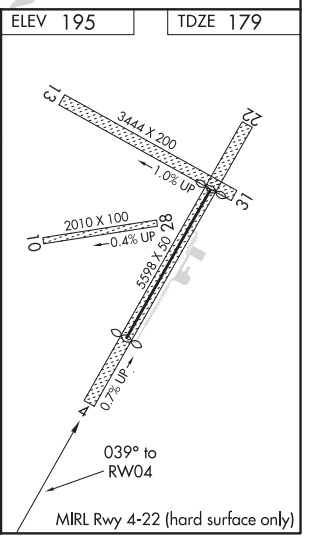
MISSED APPROACH: Climb to 1000, then climbing left turn to 2600 direct MOSSE WP and hold.

| NEW YORK APP CON | GCO | UNICOM |
|---|---|---|
| 132.8 379.9 | 121.725 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 521 (600-1) | | NA | |
| CIRCLING | 700-1 505 (600-1) | | NA | |
| NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 800-1 621 (700-1) | | NA | |
| CIRCLING | 800-1 605 (700-1) | | NA | |







NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 22

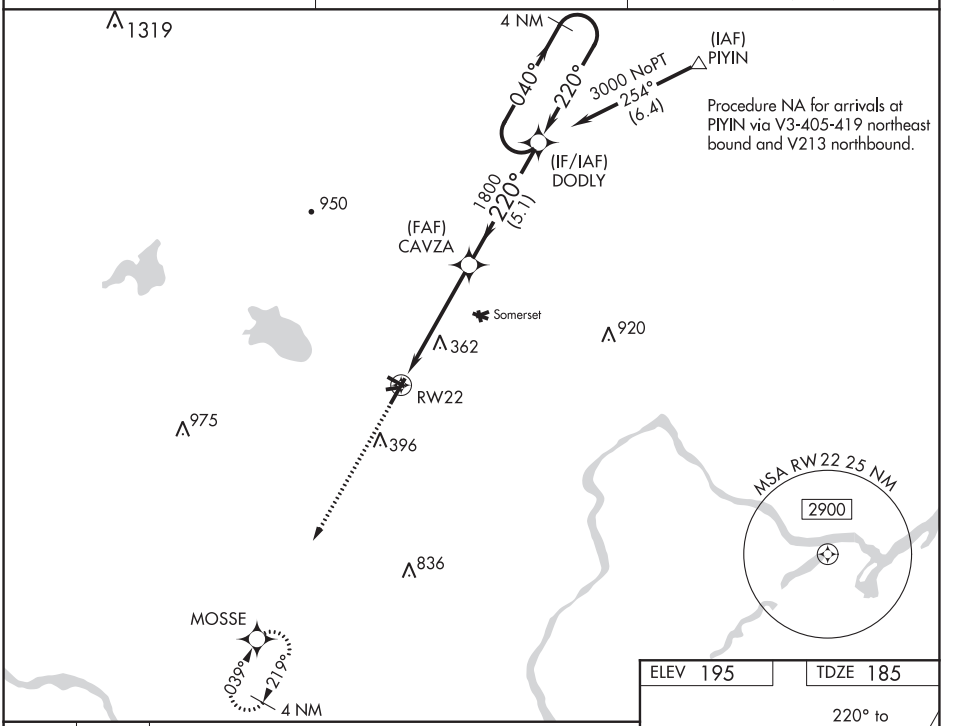
## SOLBERG-HUNTERDON (N51)

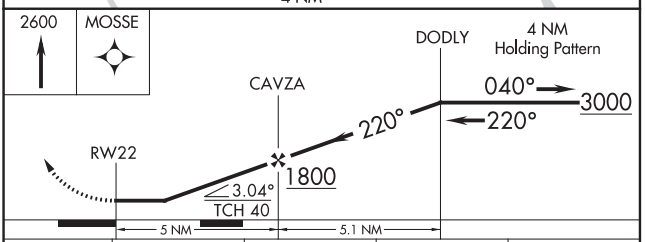
| APP CRS | Rwy Idg | 4298 |
|---|---|---|
| 220° | TDZE | 185 |
| | Apt Elev | 195 |

DME/DME RNP-0.3 NA. Circling NA to Rwys 10-28 and 13-31. Rwy 22 helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

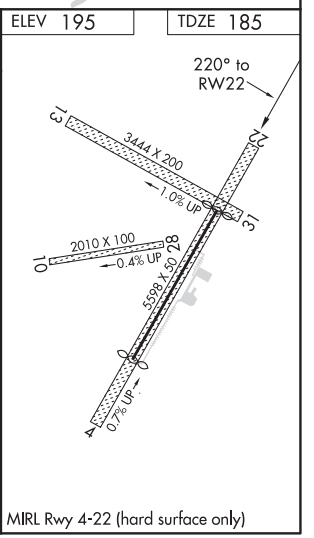
MISSED APPROACH: Climb to 2600 direct MOSSE and hold.

| NEW YORK APP CON | GCO | UNICOM |
|---|---|---|
| 132.8 379.9 | 121.725 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 | 435 (500-1) | NA | |
| CIRCLING | 680-1 | 485 (500-1) | NA | |
| NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 700-1 | 515 (600-1) | NA | |
| CIRCLING | 780-1 | 585 (600-1) | NA | |




MIRL Rwy 4-22 (hard surface only)



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

READINGTON, NEW JERSEY | AL-5075 (FAA) | 19115

| VOR/DME SBJ | APP CRS | Rwy Idg | 4297 |
|---|---|---|---|
| 112.9 | 016° | TDZE | 179 |
| Chan 76 | | Apt Elev | 195 |

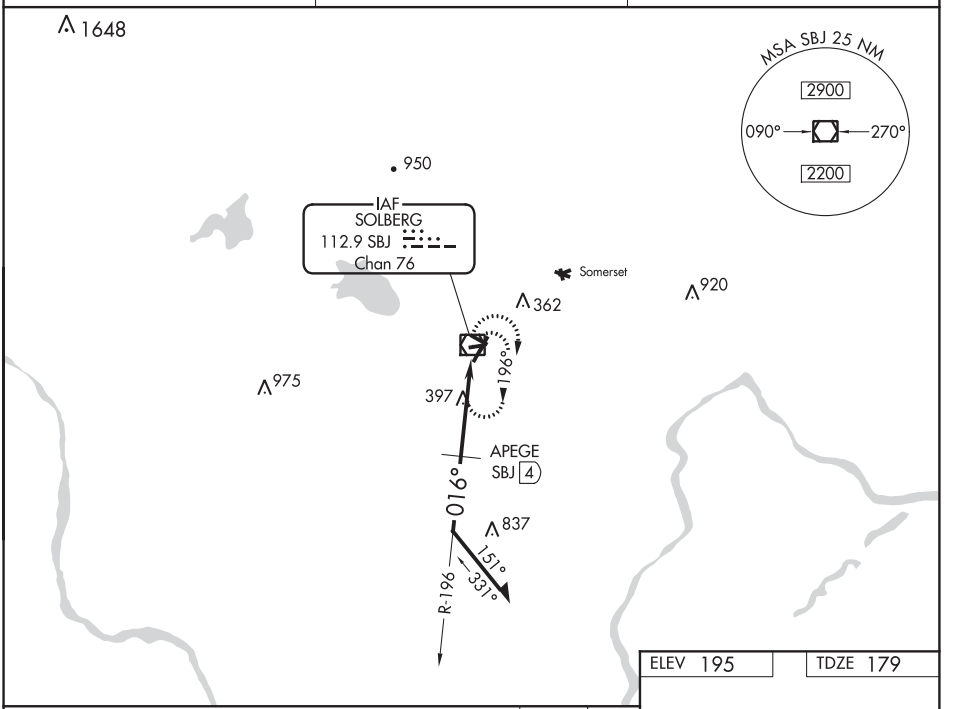
# VOR RWY 4

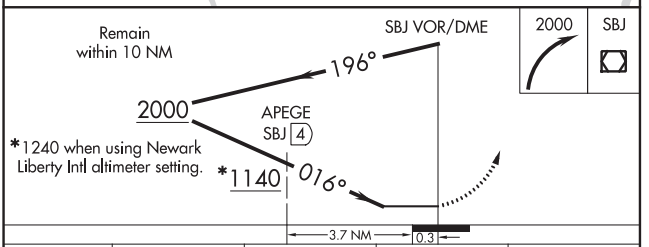
## SOLBERG-HUNTERDON (N51)

NA — Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting and increase all MDAs 100 feet. Circling NA to Rwys 10-28 and 13-31. Rwy 4 helicopter visibility reduction below ¾ SM NA.

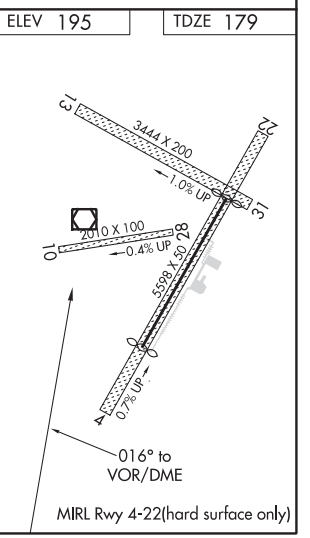
MISSED APPROACH: Climbing right turn to 2000 in SBJ VOR/DME holding pattern and hold.

| NEW YORK APP CON | GCO | UNICOM |
|---|---|---|
| 132.8 379.9 | 121.725 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1140-1¼<br>961 (1000-1¼) | 1140-1½<br>961 (1000-1½) | NA | |
| CIRCLING | 1140-1¼<br>945 (1000-1¼) | 1140-1½<br>945 (1000-1½) | NA | |
| APEGE DME MINIMUMS | | | | |
| S-4 | 700-1 521 (600-1) | | NA | |
| CIRCLING | 700-1 505 (600-1) | | NA | |




NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 3877 |
|---|---|---|
| 108° | TDZE | 118 |
| | Apt Elev | 118 |

# RNAV (GPS) RWY 11

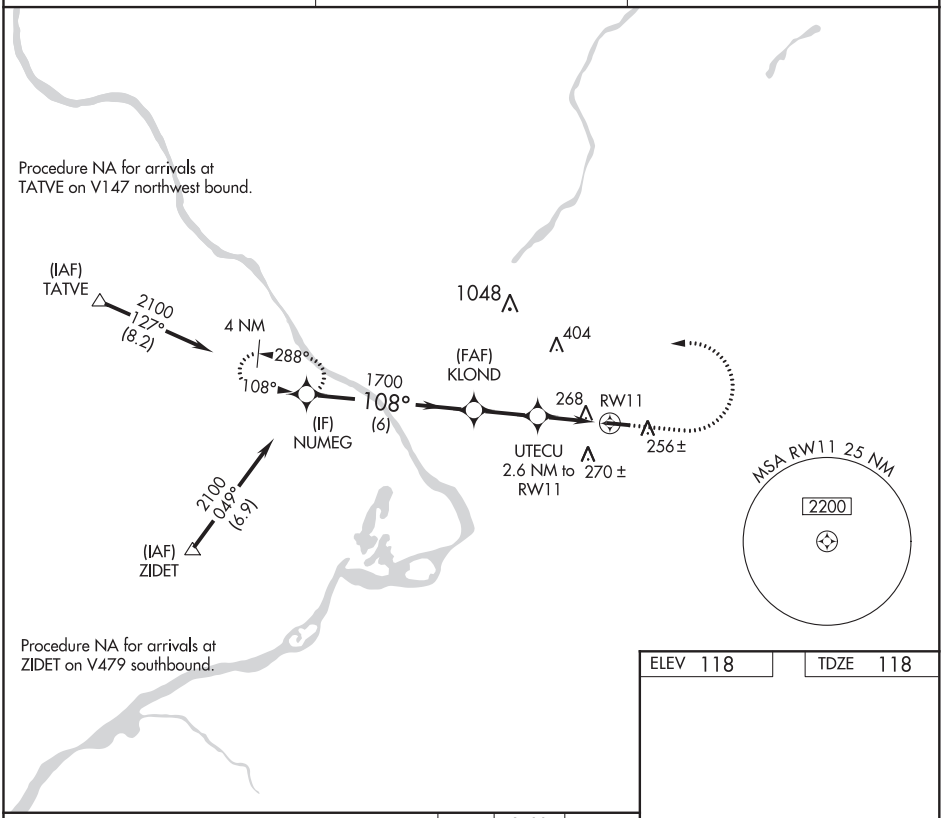
TRENTON-ROBBINSVILLE (N87)

RNP APCH.

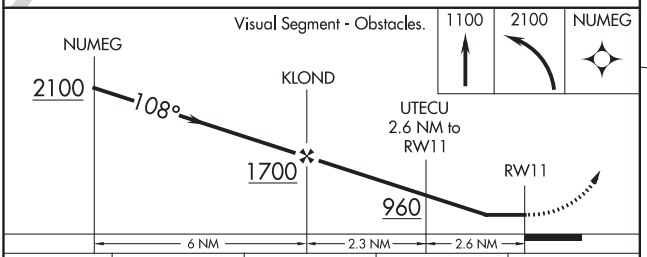
T NA Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Use Wrightstown altimeter setting.

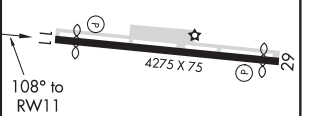
MISSED APPROACH: Climb to 1100, then climbing left turn to 2100 direct NUMEG and hold.

| MC GUIRE APP CON | UNICOM | |
|---|---|---|
| 126.475 363.8 | 123.0 (CTAF) | 123.3 L |




ELEV 118 TDZE 118




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 522 (600-1) | | 640-1⅝ 522 (600-1⅝) | |
| CIRCLING | 680-1 562 (600-1) | | 680-1⅝ 562 (600-1⅝) | 680-2 562 (600-2) |

MIRL Rwy 11-29 L



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# RNAV (GPS) RWY 29

## TRENTON-ROBBINSVILLE (N87)

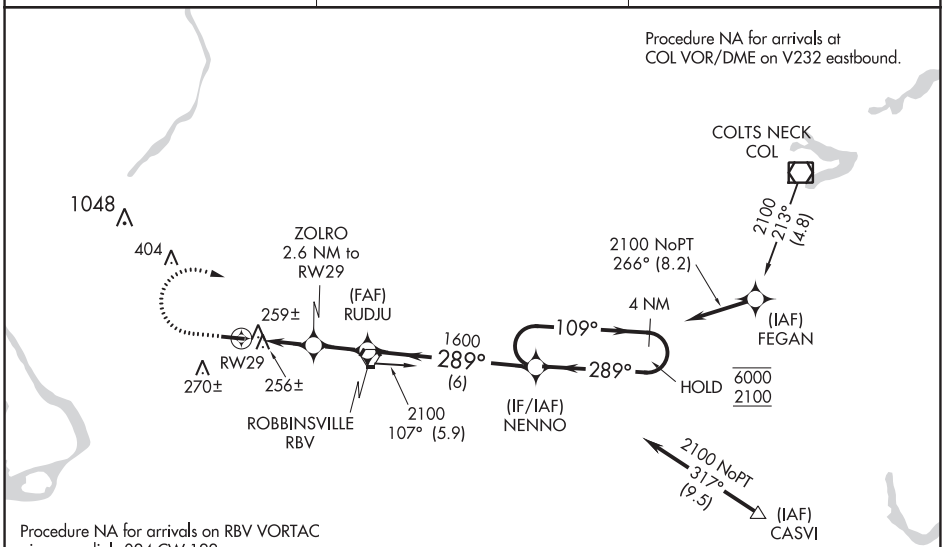
| APP CRS | Rwy Idg | 3975 |
|---|---|---|
| 289° | TDZE | 118 |
| | Apt Elev | 118 |

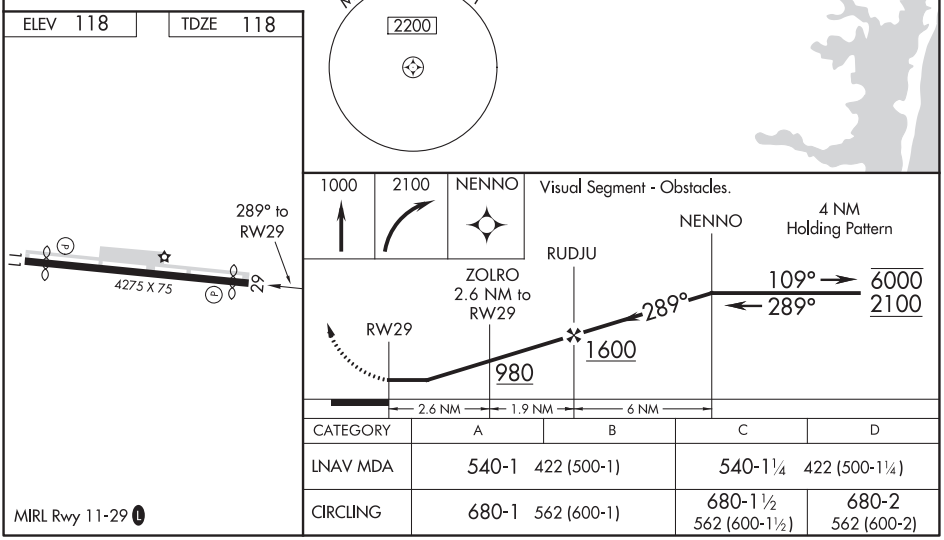
RNP APCH.

Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Use Wrightstown altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2100 direct NENNO and hold.

| MC GUIRE APP CON | UNICOM | |
|---|---|---|
| 126.475 363.8 | 123.0 (CTAF) | 123.3 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 422 (500-1) | | 540-1¼ 422 (500-1¼) | |
| CIRCLING | 680-1 562 (600-1) | | 680-1½ 562 (600-1½) | 680-2 562 (600-2) |



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| VORTAC RBV | APP CRS | Rwy Idg | 3975 |
|---|---|---|---|
| 113.8 | 288° | TDZE | 118 |
| Chan 85 | | Apt Elev | 118 |

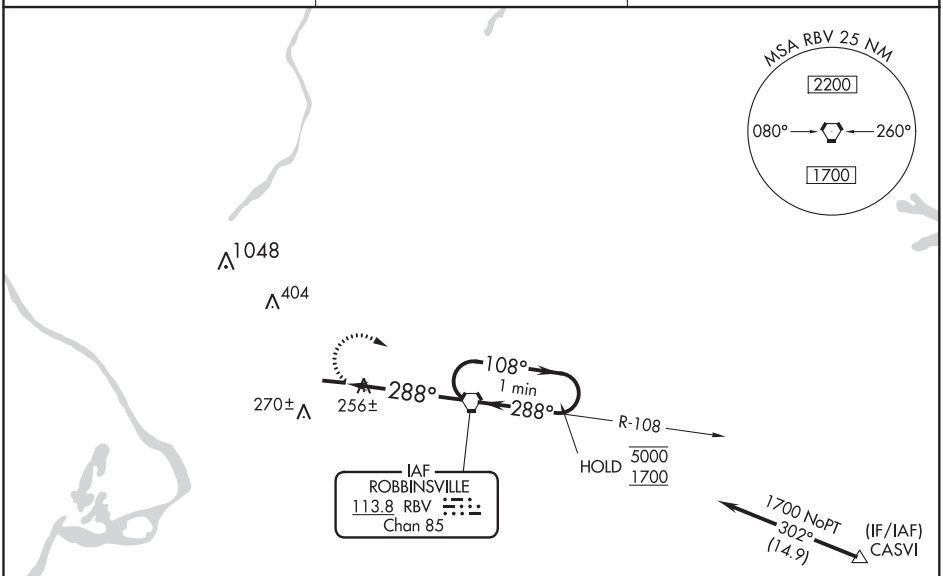
# VOR RWY 29

## TRENTON-ROBBINSVILLE (N87)

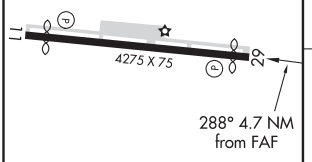
Procedure NA at night.
NA Rwy 29 helicopter visibility reduction below 1 SM NA.
Use Wrightstown altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 direct RBV VORTAC and hold.

| MC GUIRE APP CON | UNICOM | |
|---|---|---|
| 126.475 363.8 | 123.0 (CTAF) | 123.3 L |

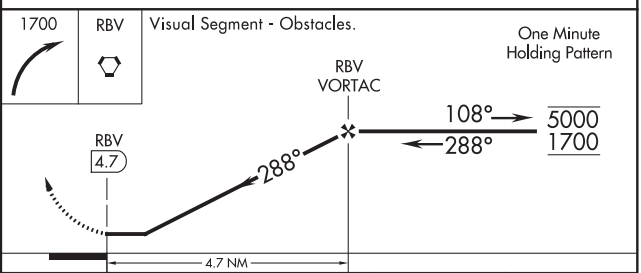



| ELEV 118 | TDZE 118 |
|---|---|




MIRL Rwy 11-29 L

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 620-1 502 (600-1) | | 620-1⅜ 502 (600-1⅜) | |
| CIRCLING | 680-1 562 (600-1) | | 680-1½ 562 (600-1½) | 680-2 562 (600-2) |



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ROCHESTER, NEW YORK

AL-351 (FAA)

20310

# ILS or LOC RWY 4

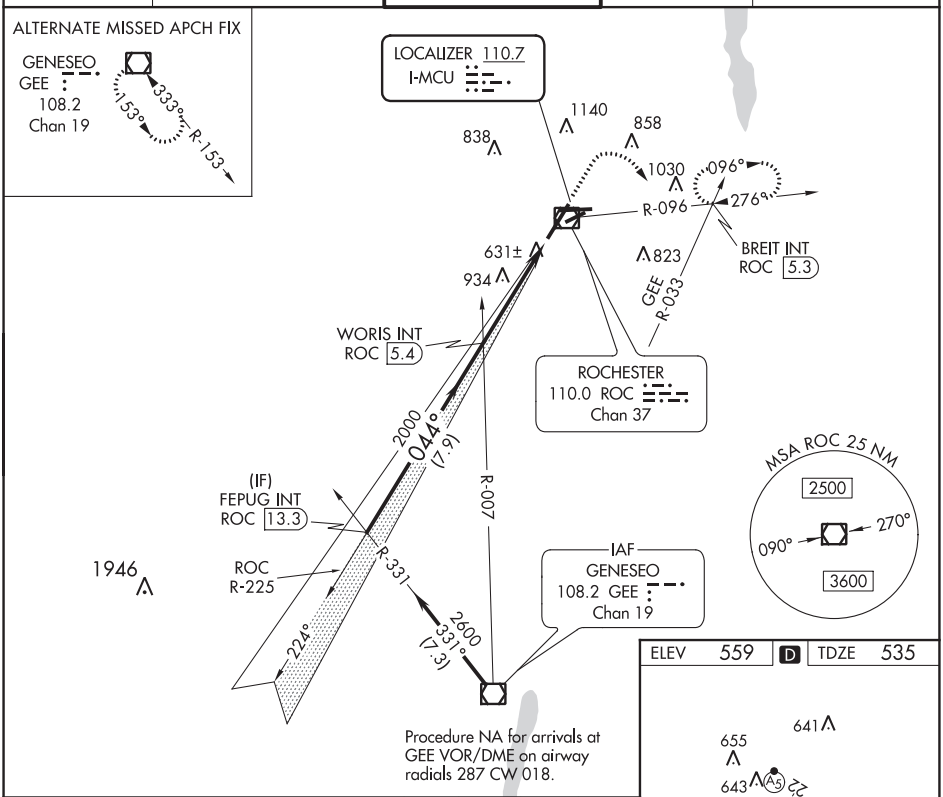
FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

| LOC I-MCU | APP CRS | Rwy ldg | 8001 |
|---|---|---|---|
| 110.7 | 044° | TDZE | 535 |
| | | Apt Elev | 559 |

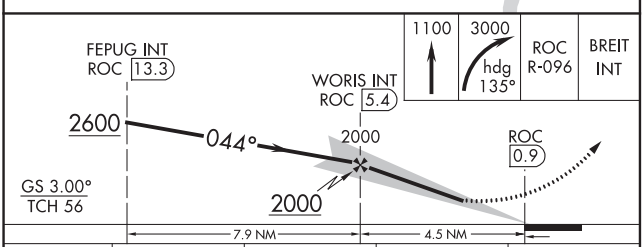
ALSF-2

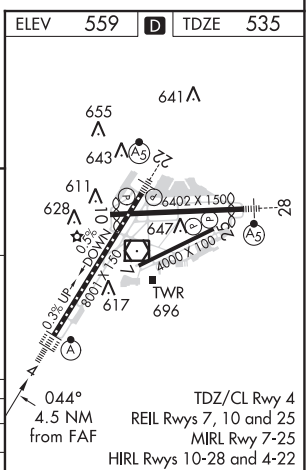
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 135° and ROC VOR/DME R-096 to BREIT INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |




Procedure NA for arrivals at GEE VOR/DME on airway radials 287 CW 018.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 735/18 200 (200-½) | | | |
| S-LOC 4 | 920/24 385 (400-½) | | 920/35 385 (400-⅝) | |
| C CIRCLING | 1060-1 501 (600-1) | | 1500-2¾ 941 (1000-2¾) | 1500-3 941 (1000-3) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

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NE-2, 25 FEB 2021 to 22 APR 2021

ROCHESTER, NEW YORK

Amdt 21B 20AUG15

FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

43°07′N-77°40′W

ILS or LOC RWY 4

# ILS or LOC RWY 22

FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

| LOC I-MWD | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.7 | 224° | TDZE | 559 |
| | | Apt Elev | 559 |

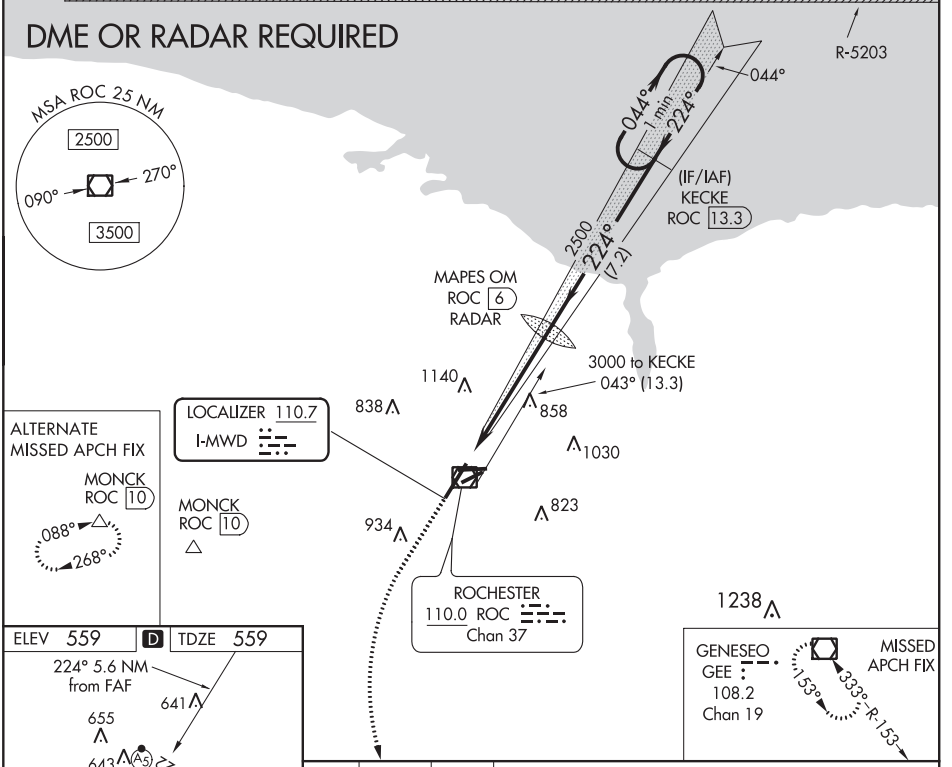
When R-5203 active hold in lieu not authorized.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

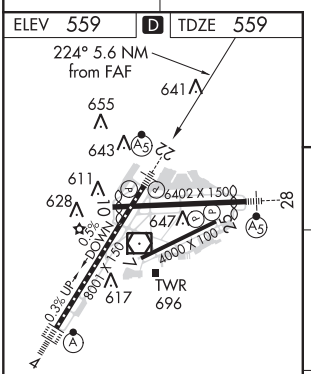
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct GEE VOR/DME and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |

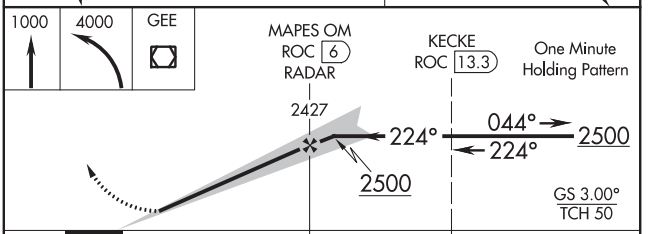
DME OR RADAR REQUIRED




TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | *759/24 200 (200-½) | | | |
| S-LOC 22 | 1000/24 441 (500-½) | | 1000/45 441 (500-⅞) | |
| C CIRCLING | 1060-1 501 (600-1) | | 1500-2¾ 941 (1000-2¾) | 1500-3 941 (1000-3) |



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# ILS or LOC RWY 28

## FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

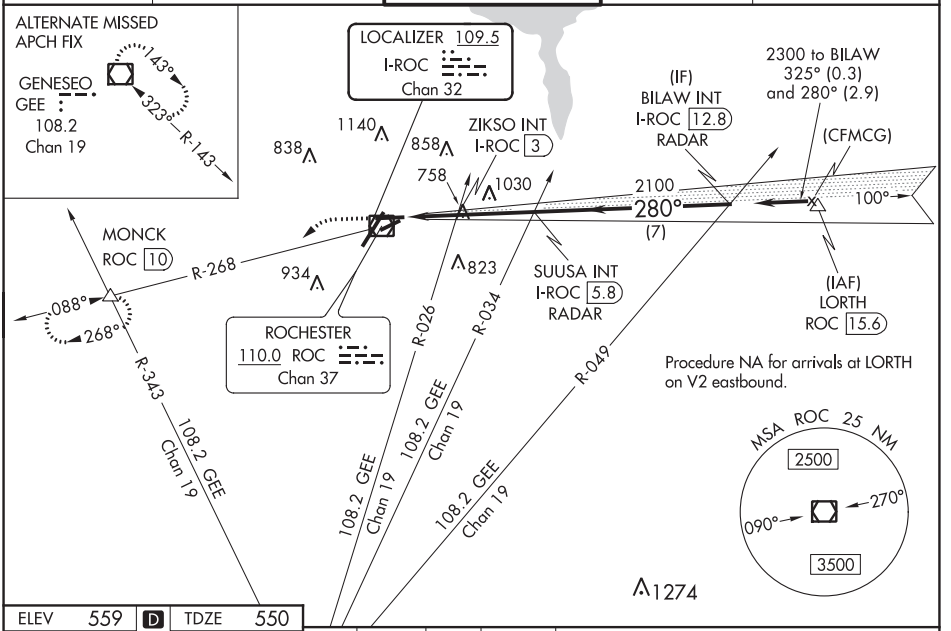
| LOC/DME I-ROC | APP CRS | Rwy Idg | 5802 |
|---|---|---|---|
| 109.5 | 280° | TDZE | 550 |
| Chan 32 | | Apt Elev | 559 |

▼ Helicopter visibility reduction below RVR 4000 NA.
▲ Multiple unshielded lights in final approach area.
For inop MALSR, increase S-ILS 28 all Cats visibility to RVR 4500 and S-LOC 28 Cat A/B visibility to RVR 5500. For inop MALSR with ZIKSO fix minimums, increase S-LOC 28 Cat A/B visibility to RVR 5500 and Cat C/D visibility to 1⅜.

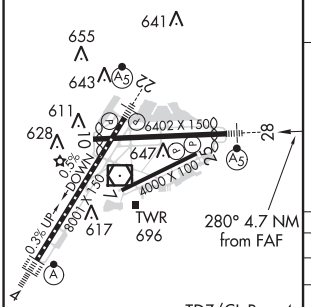
MALSR (A5)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 230° and ROC VOR/DME R-268 to MONCK INT/ROC 10 DME and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |

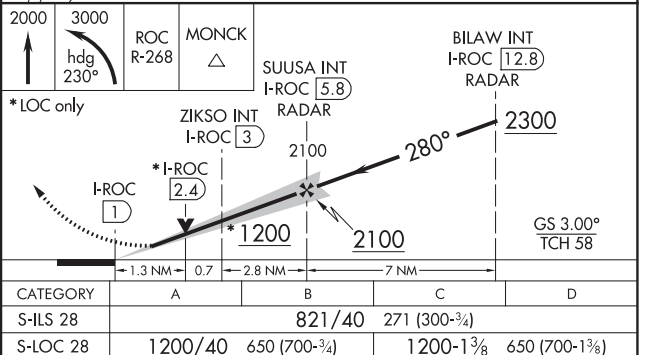



ELEV 559 D TDZE 550




TDZ/CL Rwy 4
REIL Rwys 7, 10, and 25
MIRL Rwy 7-25
HIRL Rwys 4-22 and 10-28

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 821/40 | 271 (300-¾) | | |
| S-LOC 28 | 1200/40 | 650 (700-¾) | 1200-1⅜ | 650 (700-1⅜) |
| C CIRCLING | 1200-1 | 641 (700-1) | 1500-2¾ 941 (1000-2¾) | 1500-3 941 (1000-3) |
| ZIKSO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 28 | 1020/40 | 470 (500-¾) | 1020/50 | 470 (500-1) |
| C CIRCLING | 1060-1 | 501 (600-1) | 1500-2¾ 941 (1000-2¾) | 1500-3 941 (1000-3) |





NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# ILS RWY 4 (SA CAT I)

## FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

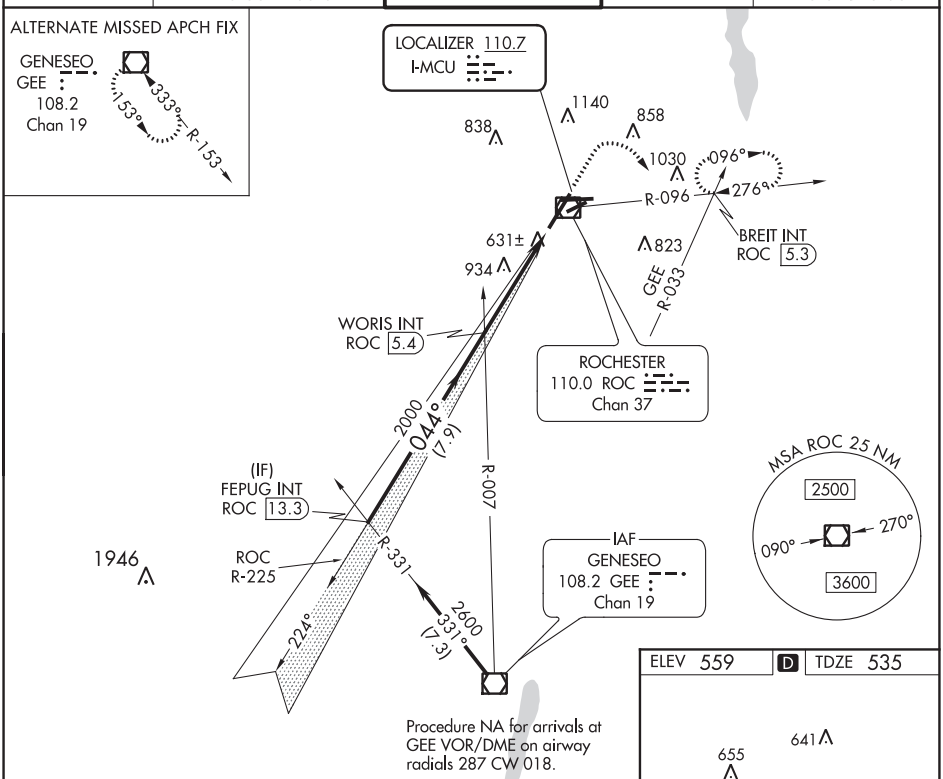
| LOC I-MCU | APP CRS | Rwy ldg | 8001 |
|---|---|---|---|
| 110.7 | 044° | TDZE | 535 |
| | | Apt Elev | 559 |

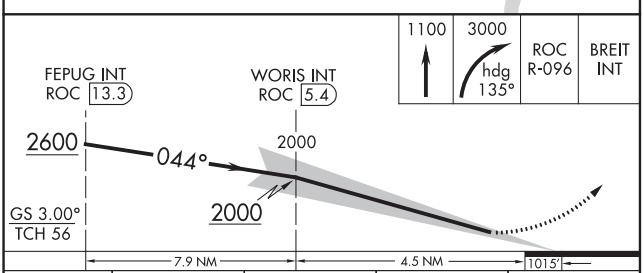
T A Requires specific OPSPEC, MSPEC, or LOA approval and use of the HUD to DA.

ALSF-2 (A)

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 135° and ROC VOR/DME R-096 to BREIT INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

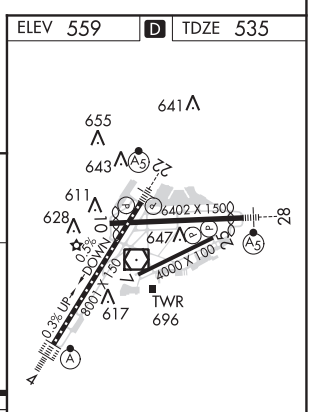
| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | RA 157/14 150 DA 685 | | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

ROCHESTER, NEW YORK

AL-351 (FAA)

20310

# ILS RWY 4 (CAT II)

FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

| LOC I-MCU | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.7 | 044° | TDZE | 535 |
| | | Apt Elev | 559 |

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 135° and ROC VOR/DME R-096 to BREIT INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |

ALTERNATE MISSED APCH FIX

GENESEO
GEE
108.2
Chan 19
153°
333°
R-153

LOCALIZER 110.7
I-MCU

1140
858
838
1030
096°
276°
R-096
631±
934
823
BREIT INT
ROC 5.3
GEE
R-033

WORIS INT
ROC 5.4

ROCHESTER
110.0 ROC
Chan 37

2000
044°
(7.9)
R-007

(IF)
FEPUG INT
ROC 13.3

ROC
R-225
R-331
1946

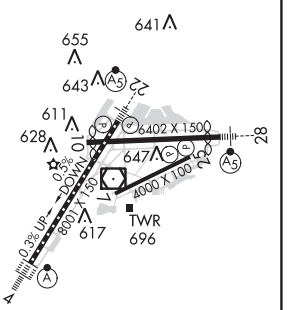
IAF
GENESEO
108.2 GEE
Chan 19

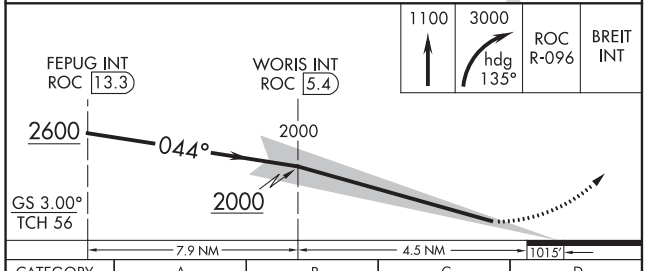
2600
331°
(7.3)
224°

MSA ROC 25 NM
2500
090°
270°
3600

Procedure NA for arrivals at GEE VOR/DME on airway radials 287 CW 018.

ELEV 559 D TDZE 535




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | RA 107/12 | | 100 DA 635 | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS CH 45611 W04A | APP CRS 044° | Rwy Idg 8001<br>TDZE 535<br>Apt Elev 559 |
|---|---|---|

# RNAV (GPS) RWY 4

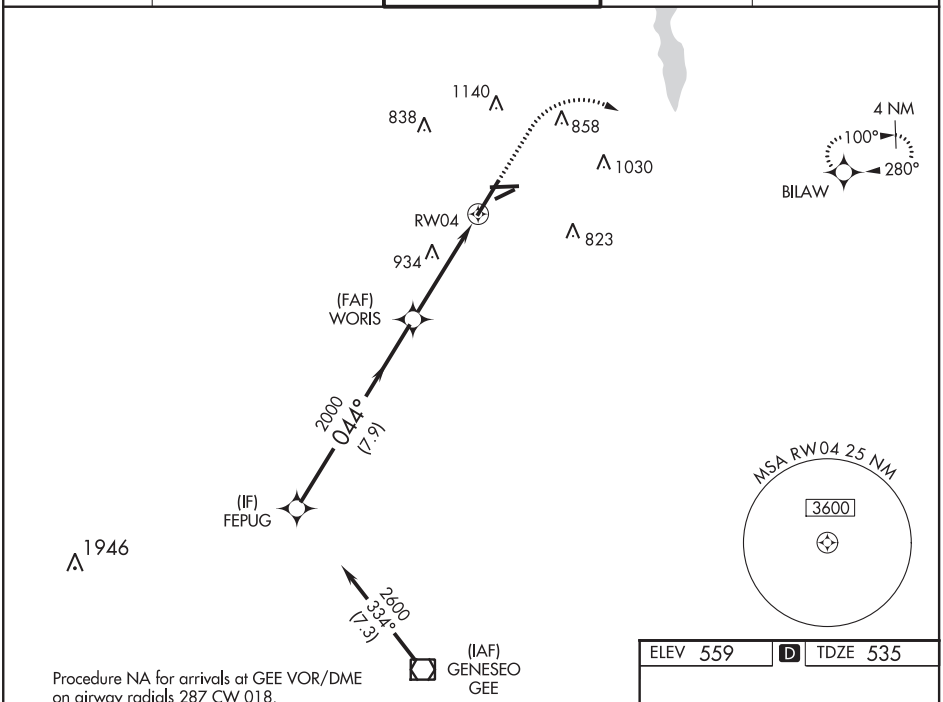
## FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV Cats C/D visibility to 1⅞ .

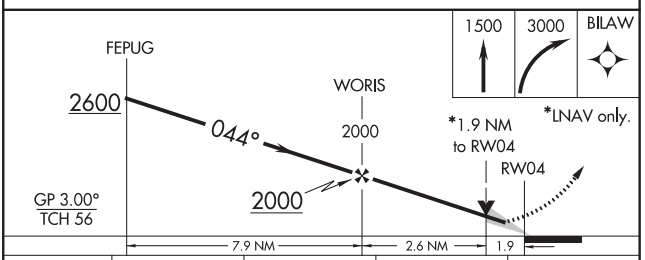
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct BILAW and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |

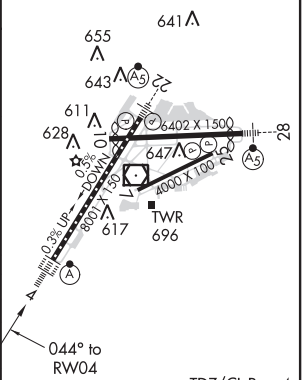



Procedure NA for arrivals at GEE VOR/DME on airway radials 287 CW 018.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 735/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1290-2¼ 755 (800-2¼) | | | |
| LNAV MDA | 1200/24 665 (700-½) | | 1200-1½ 665 (700-1½) | |
| C CIRCLING | 1200-1 641 (700-1) | | 1500-2¾ 941 (1000-2¾) | 1500-3 941 (1000-3) |

ELEV 559 D TDZE 535




TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

ROCHESTER, NEW YORK | AL-351 (FAA) | 20310

# RNAV (GPS) RWY 7

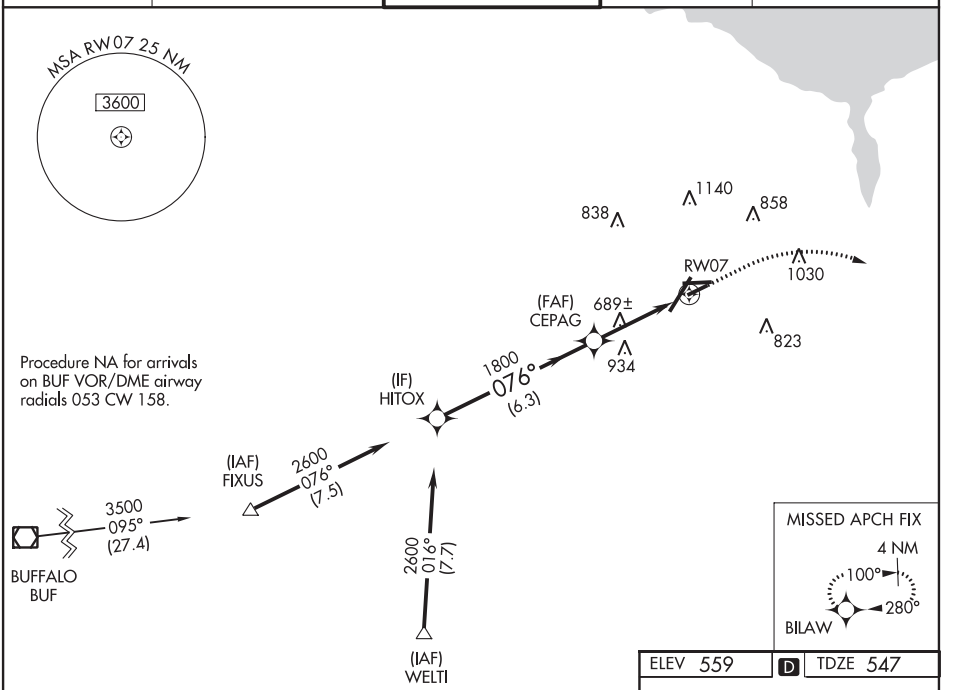
FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 61334 | 076° | TDZE | 547 |
| W07A | | Apt Elev | 559 |

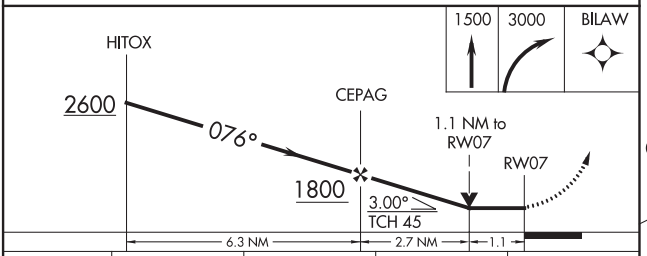
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct BILAW and hold.

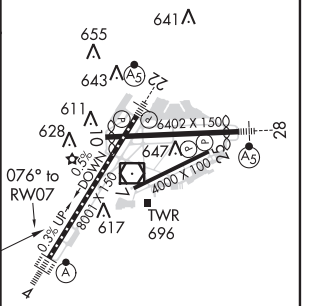
| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |




ELEV 559 | D | TDZE 547




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 940-1 | 393 (400-1) | 940-1⅛ | 393 (400-1⅛) |
| LNAV MDA | 1060-1 | 513 (600-1) | 1060-1⅜ | 513 (600-1⅜) |
| C CIRCLING | 1060-1 | 501 (600-1) | 1500-2¾ 941 (1000-2¾) | 1500-3 941 (1000-3) |




TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 5502 |
|---|---|---|---|
| CH 70734 | 100° | TDZE | 556 |
| W10A | | Apt Elev | 559 |

# RNAV (GPS) RWY 10

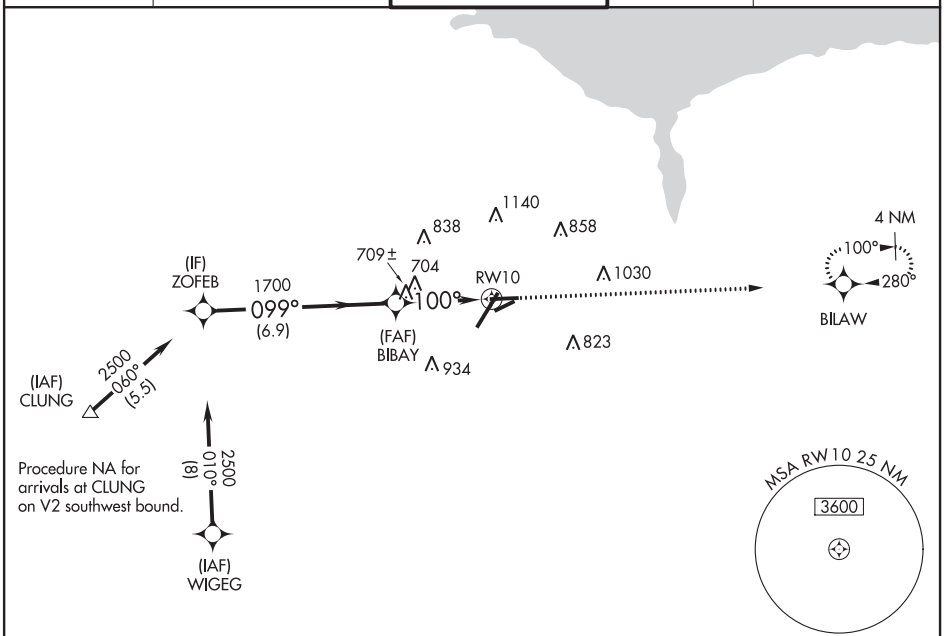
## FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

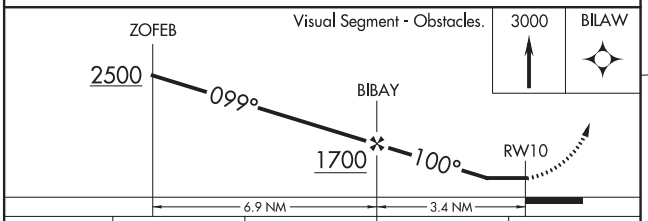
RNP APCH.

T A Rwy 10 helicopter visibility reduction below 1 SM NA.

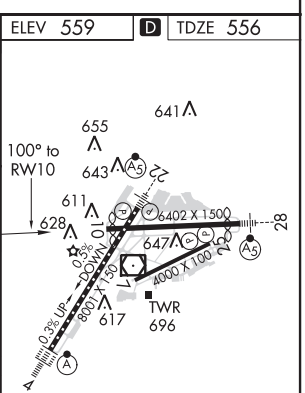
MISSED APPROACH: Climb to 3000 direct BILAW and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 960/55 | 404 (500-1) | 960/60 | 404 (500-1¼) |
| LNAV MDA | 960/55 | 404 (500-1) | 960/60 | 404 (500-1¼) |
| C CIRCLING | 1060-1 | 501 (600-1) | 1500-2¾ 941 (1000-2¾) | 1500-3 941 (1000-3) |




TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

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| WAAS | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| CH 73016 | 224° | TDZE | 559 |
| W22A | | Apt Elev | 559 |

# RNAV (GPS) RWY 22

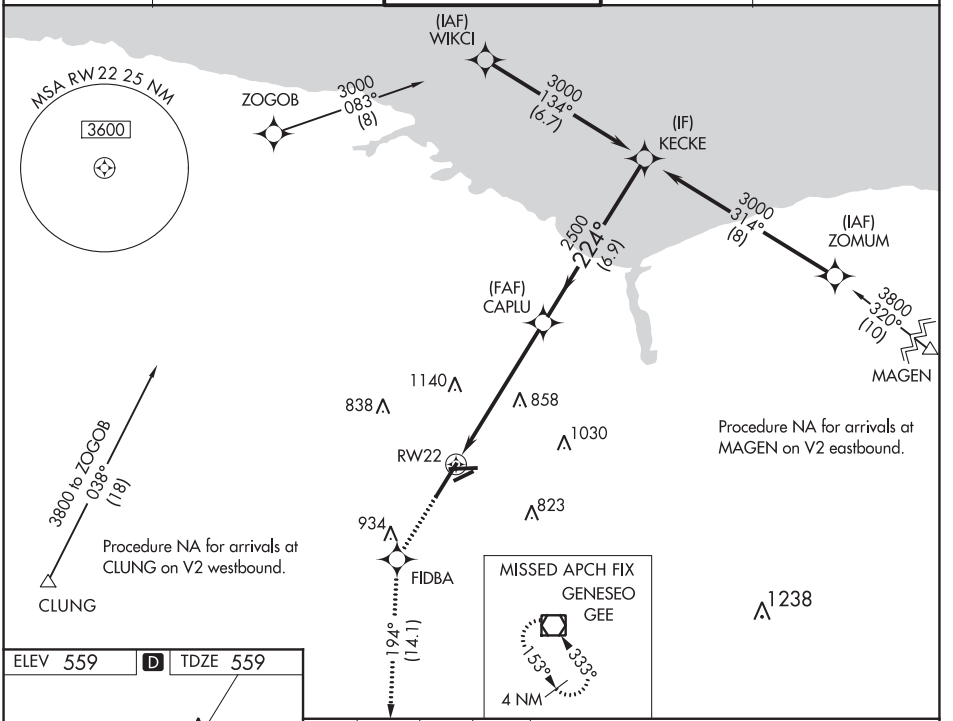
FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

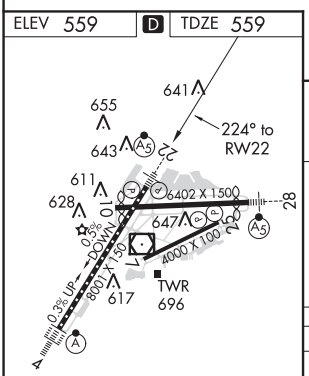
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

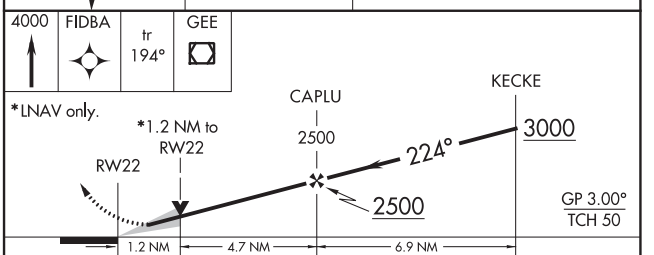
MALSR

MISSED APPROACH: Climb to 4000 direct FIDBA and on track 194° to GEE VOR/DME and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | **759/24 200 (200-½) | | | |
| LNAV/VNAV DA | 859/25 300 (300-½) | | | |
| LNAV MDA | 980/24 421 (500-½) | | 980/40 421 (500-¾) | |
| C CIRCLING | 1060-1 501 (600-1) | | 1500-2¾ 941 (1000-2¾) | 1500-3 941 (1000-3) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 72934 | 256° | TDZE | 547 |
| W25A | | Apt Elev | 559 |

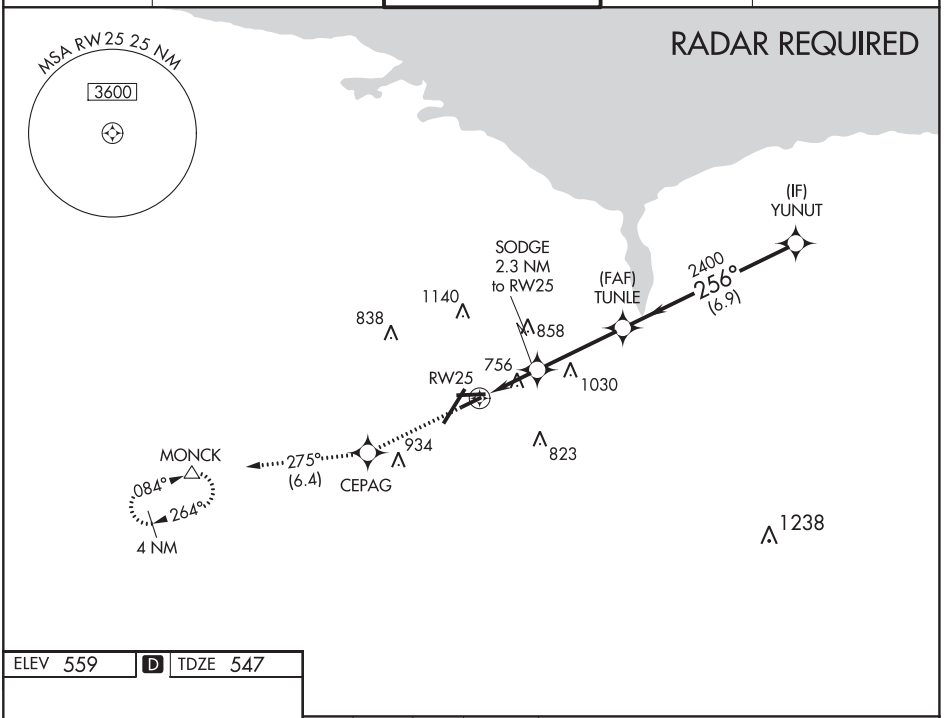
# RNAV (GPS) RWY 25

## FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

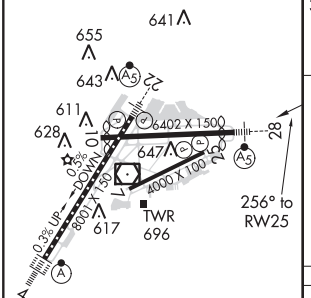
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

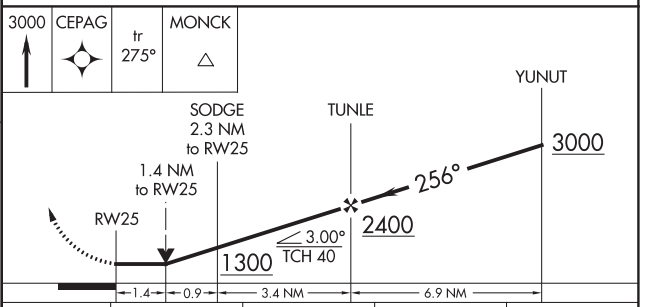
MISSED APPROACH: Climb to 3000 direct CEPAG and on track 275° to MONCK and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |




ELEV 559 | D | TDZE 547




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1020-1 | 473 (500-1) | 1020-1⅜ | 473 (500-1⅜) |
| LNAV MDA | 1040-1 | 493 (500-1) | 1040-1⅜ | 493 (500-1⅜) |
| C CIRCLING | 1060-1 | 501 (600-1) | 1500-2¾ 941 (1000-2¾) | 1500-3 941 (1000-3) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 5802 |
|---|---|---|---|
| CH 86411 | 280° | TDZE | 550 |
| W28A | | Apt Elev | 559 |

# RNAV (GPS) RWY 28

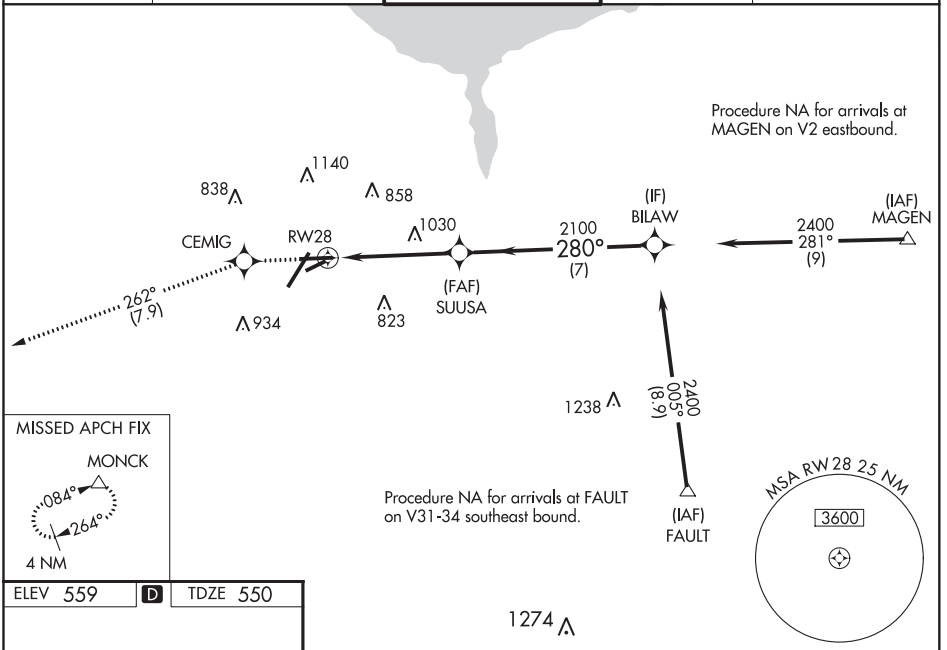
## FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-18°C (0°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA.
Multiple unshielded lights in final approach area.
For inop MALSR, increase LPV Cats A/B visibility to RVR 5500 and Cats C/D visibility to 2.
Helicopter visibility reduction below RVR 4000 NA.

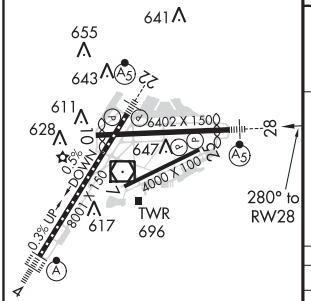
MALSR

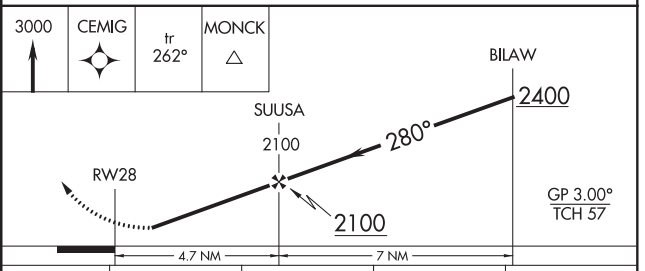
MISSED APPROACH: Climb to 3000 direct CEMIG and on track 262° to MONCK and hold.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |




ELEV 559 D TDZE 550




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 820/40 | 270 (300-¾) | | |
| LNAV/VNAV DA | 1067-1¼ | 517 (500-1¼) | | |
| LNAV MDA | 1280/40 | 730 (800-¾) | 1280-1⅝ | 730 (800-1⅝) |
| C CIRCLING | 1280-1 | 721 (800-1) | 1500-2¾ 941 (1000-2¾) | 1500-3 941 (1000-3) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| VOR/DME ROC | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.0 | 052° | TDZE | 535 |
| Chan 37 | | Apt Elev | 559 |

# VOR RWY 4

## FREDERICK DOUGLASS-GREATER ROCHESTER INTL (ROC)

For inop ALSF-2, increase S-4 Cat A visibility to RVR 5000, increase Cats C/D visibility to 2. Helicopter visibility reduction below RVR 4000 NA.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 on ROC VOR/DME R-096 to BREIT INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

| ATIS | ROCHESTER APP CON | ROCHESTER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.825 | 119.55 269.6 | 118.3 254.3 | 121.7 | 118.8 343.65 |

GENESEO
GEE
108.2
Chan 19
153°
333°
R-153
ALTERNATE
MISSED APCH FIX

MSA ROC 25 NM
2500
090°
270°
3600

IAF
ROCHESTER
110.0 ROC
Chan 37

1140
838
858
1030
096°
276°
R-096
BREIT INT
ROC 5.3
934
823
052°
187°
007°
R-232
R-033
108.2 GEE
Chan 19
1946

Remain within 10 NM
ROC VOR/DME
232°
2600
052°

| 3000 | ROC R-096 | BREIT INT |
|---|---|---|

ELEV 559 D TDZE 535

641
655
643
611
628
647
617
TWR
696
6402 X 150
4000 X 100
8001 X 150
0.3% UP
0.3% DOWN
10
28
052° to VOR/DME

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1280/40 745 (800-¾) | | 1280-1¾ 745 (800-1¾) | |
| C CIRCLING | 1280-1 721 (800-1) | 1280-1¼ 721 (800-1¼) | 1500-2¾ 941 (1000-2¾) | 1500-3 941 (1000-3) |

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

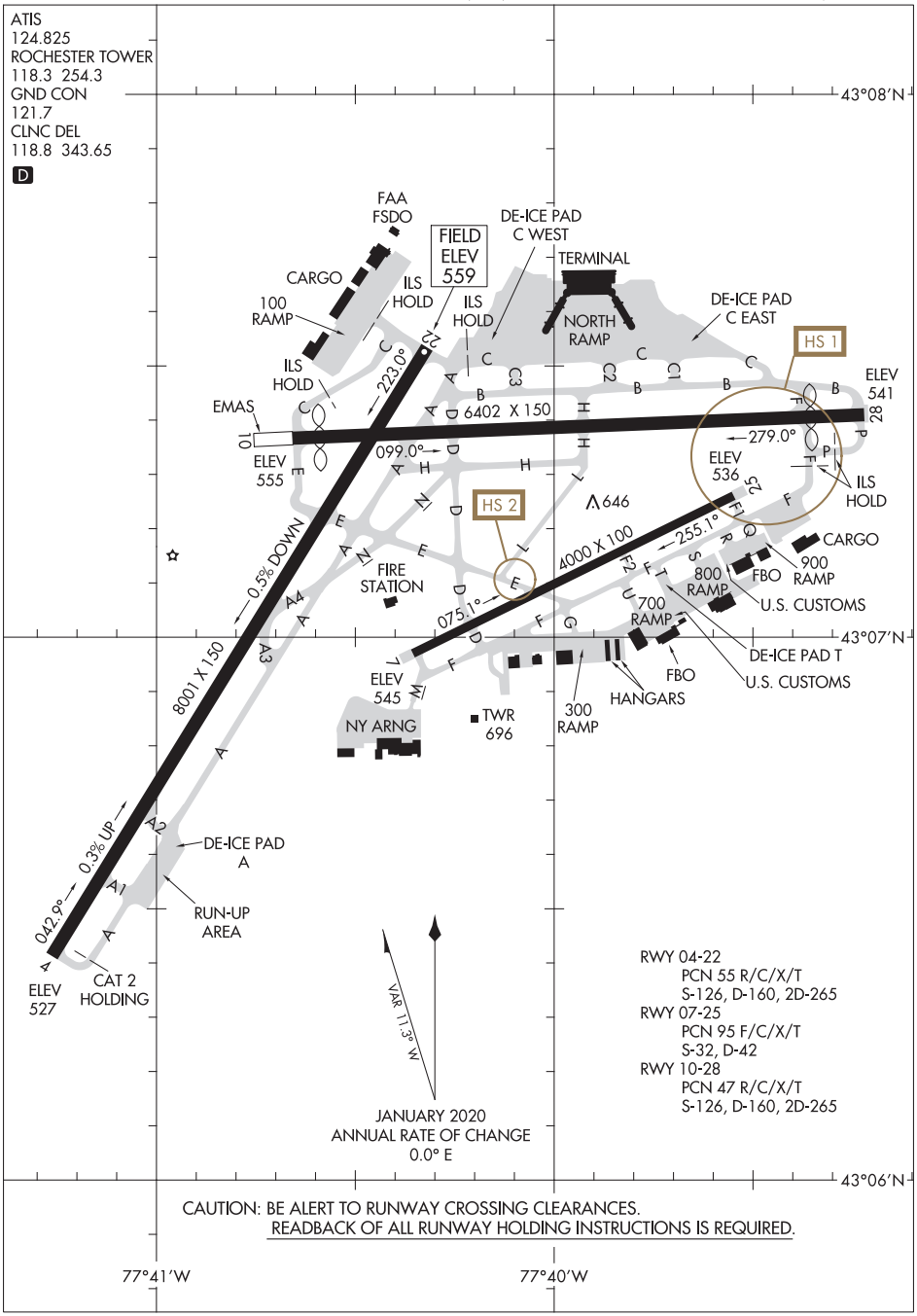
20366

# AIRPORT DIAGRAM

## FREDERICK DOUGLASS - GREATER ROCHESTER INTL (ROC)

AL-351 (FAA)

ROCHESTER, NEW YORK




NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20366
ROCHESTER, NEW YORK
FREDERICK DOUGLASS - GREATER ROCHESTER INTL (ROC)

ATIS 124.825
CLNC DEL
118.8 343.65
GND CON
121.7
ROCHESTER TOWER
118.3 254.3
ROCHESTER DEP CON
119.55 269.6

**TOP ALTITUDE: 10000**

TORONTO
112.15 YYZ
Chan 58 (Y)
N43°39.48′-W79°37.89′
L-31, H-11

ROCHESTER
110.0 ROC
Chan 37
N43°07.08′-W77°40.37′
L-31-32, H-10-11-12

TURBOJET AIRCRAFT ONLY
360°
1200
ALL OTHER AIRCRAFT

WATERTOWN
109.8 ART
Chan 35
N43°57.13′
W76°03.88′
L-32, H-11-12

AIRCO
N43°12.61′ △
W78°28.95′
L-31-32

044°
076°
100°
280°
256°
224°

BUFFALO
116.4 BUF
Chan 111
N42°55.74′ W78°38.78′
L-31, H-10-11

BEEPS
N42°49.22′ △
W76°59.08′
L-32, H-10-11-12

SYRACUSE
117.0 SYR
Chan 117
N43°09.63′
W76°12.27′
L-32, H-11-12

N

NOTE: RADAR required.

BURST △
N42°31.34′
W77°50.72′
L-30-31-32

GENESEO
108.2 GEE
Chan 19
N42°50.06′
W77°43.97′
L-31-32, H-10-11-12

BINGHAMTON
112.2 CFB
Chan 59
N42°09.45′-W76°08.19′
L-30-32, H-10-12

HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-12

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32′
W79°07.28′
L-30, H-10

STONYFORK
108.6 SFK
Chan 23
N41°41.72′-W77°25.19′
L-30, H-10-12

SLATE RUN
113.9 SLT
Chan 86
N41°30.77′-W77°58.21′
L-30, H-10-12

PHILIPSBURG
115.5 PSB
Chan 102
N40°54.98′
W77°59.56′
L-30, H-10-12

TAKEOFF MINIMUMS
Rwys 4, 25, 28: Standard.
Rwy 7: 300-1¾ or standard with minimum climb of 206′ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1300′ prior to DER.
Rwy 10: 200-1⅜ with minimum climb of 215′ per NM to 1200 or standard with minimum climb of 255′ per NM to 900.
Rwy 22: 400-2¾ or standard with minimum climb of 250′ per NM to 1100.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: TURBOJET AIRCRAFT ONLY: Climb heading 044° to 1200, then heading 360°, thence . . .
ALL OTHER AIRCRAFT: Climb heading 044°, thence . . .
TAKEOFF RUNWAY 7: Climb heading 076°, thence . . .
TAKEOFF RUNWAY 10: Climb heading 100°, thence . . .
TAKEOFF RUNWAY 22: Climb heading 224°, thence . . .
TAKEOFF RUNWAY 25: Climb heading 256°, thence . . .
TAKEOFF RUNWAY 28: Climb heading 280°, thence . . .

. . . expect RADAR vectors to intercept filed/assigned route or enroute fix or navaid. Maintain 10000 or assigned lower altitude. Expect further clearance to requested altitude/flight level ten minutes after departure.



NE-2, 25 FEB 2021 to 22 APR 2021

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| LOC/DME I-RME | APP CRS | Rwy Idg | 11821 |
|---|---|---|---|
| 110.1 | 327° | TDZE | 498 |
| Chan 38 | | Apt Elev | 504 |

# ILS or LOC RWY 33

GRIFFISS INTL (RME)

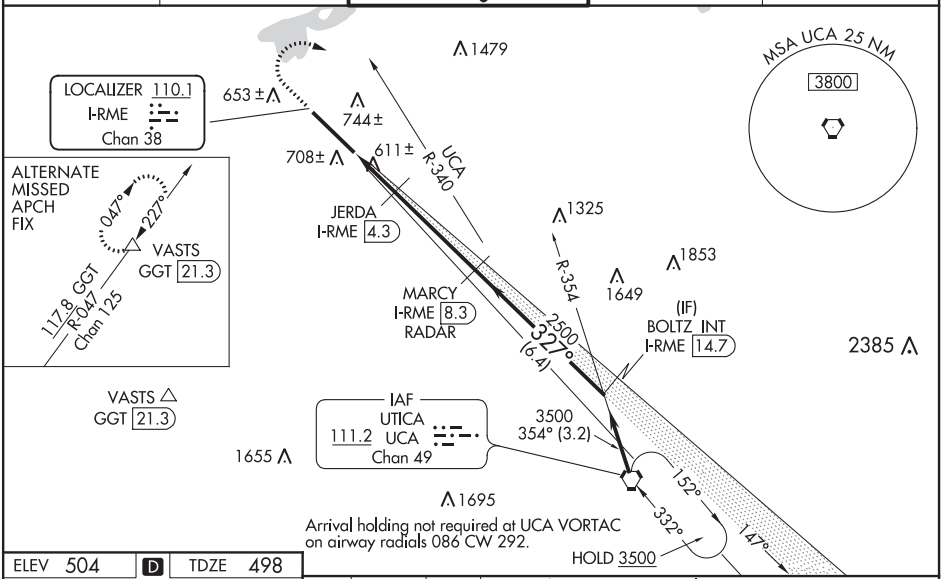
DME or RADAR required for LOC only.

Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Syracuse altimeter setting: increase S-ILS 33 DA to 873; increase all MDAs 100 feet and S-LOC 33 Cat C/D visibility ¼ SM, Circling Cat B/C ¼ SM and JERDA fix minimums S-LOC 33 Cat C/D ¼ SM, Circling Cat B/C ¼ SM. For inop ALS, increase S-ILS 33 all Cats visibility to ⅞ SM, S-LOC 33 Cat A/B to 1 SM, and Cat C/D to 1¾ SM and JERDA fix minimums S-LOC 33 Cat A/B to 1 SM. For inop ALS when using Syracuse altimeter setting, increase S-LOC 33 Cat A/B visibility to 1 SM, and Cat C/D to 2 SM and JERDA fix minimums S-LOC 33 Cat A/B to 1 SM. Circling NA southwest of Rwy 15-33.

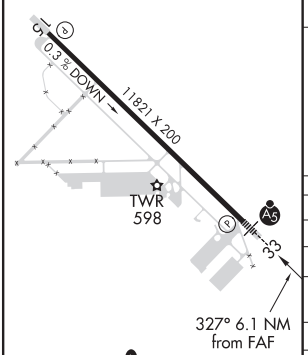
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on UCA VORTAC R-340 to UCA VORTAC and hold.

| ATIS | SYRACUSE APP CON | GRIFFISS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.7 | 127.425 290.45 | 118.1 (CTAF) L 291.7 | 121.9 | 122.95 |



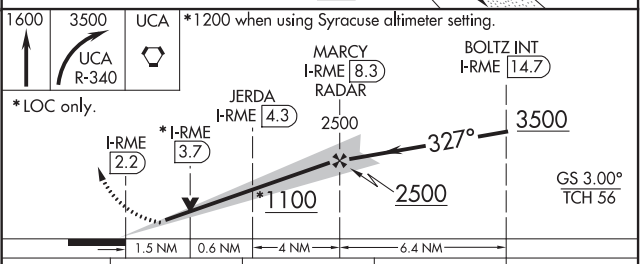

ELEV 504 D TDZE 498




HIRL Rwy 15-33 L

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 788-¾ 290 (300-¾) | | | |
| S-LOC 33 | 1100-¾ 602 (600-¾) | | 1100-1⅜ 602 (600-1⅜) | |
| C CIRCLING | 1140-1 636 (700-1) | 1260-1 756 (800-1) | 1400-2¾ 896 (900-2¾) | 1640-3 1136 (1200-3) |
| JERDA FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 33 | 1040-¾ 542 (600-¾) | | 1040-1⅛ 542 (600-1⅛) | |
| C CIRCLING | 1140-1 636 (700-1) | 1260-1 756 (800-1) | 1400-2¾ 896 (900-2¾) | 1640-3 1136 (1200-3) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

ROME, NEW YORK | AL-9515 (FAA) | 21056

| WAAS | APP CRS | Rwy Idg | 11821 |
|---|---|---|---|
| CH 82206 | 147° | TDZE | 504 |
| W15A | | Apt Elev | 504 |

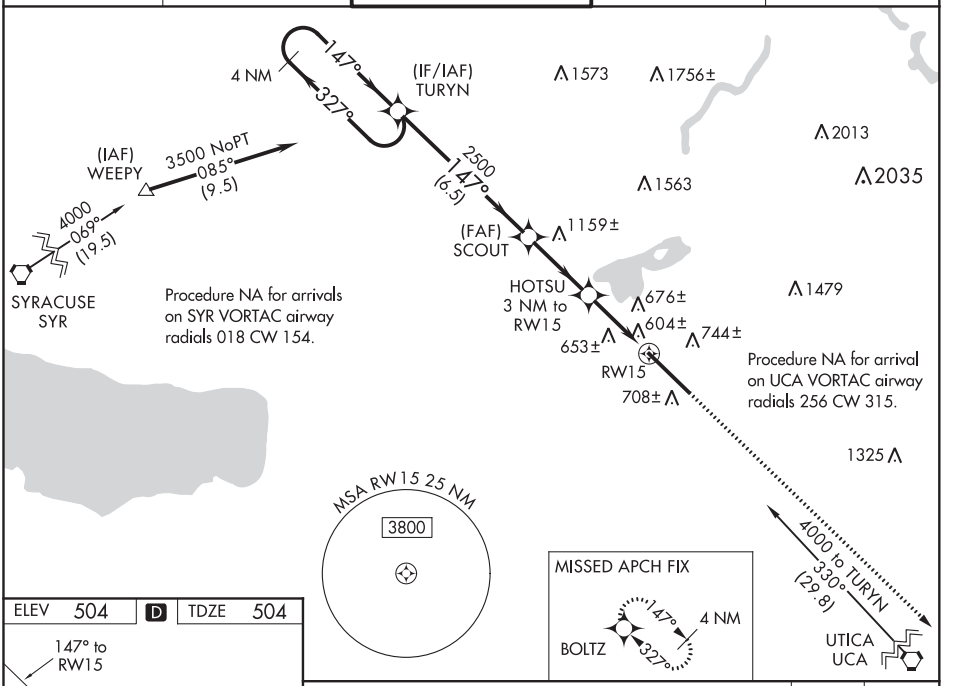
# RNAV (GPS) RWY 15

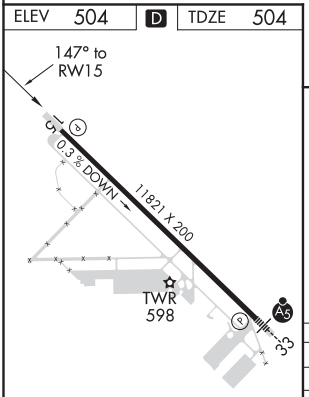
GRIFFISS INTL (RME)

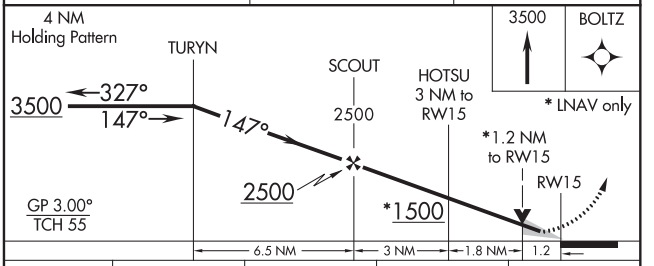
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 100 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats B visibility ¼ mile; Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting. Circling NA west of Rwy 15-33.

MISSED APPROACH: Climb to 3500 direct BOLTZ and hold.

| ATIS | SYRACUSE APP CON | GRIFFISS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.7 | 127.425 290.45 | 118.1 (CTAF) L 291.7 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 704-1 200 (200-1) | | | |
| LNAV/VNAV DA | 1052-2 548 (600-2) | | | |
| LNAV MDA | 940-1 436 (500-1) | | 940-1¼ 436 (500-1¼) | 940-1½ 436 (500-1½) |
| CIRCLING | 1140-1 636 (700-1) | 1200-1 696 (700-1) | 1220-2 716 (800-2) | 1300-2½ 796 (800-2½) |

HIRL Rwy 15-33 L



NE-2, 25 FEB 2021 to 22 APR 2021
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# RNAV (GPS) RWY 33

GRIFFISS INTL (RME)

| WAAS CH 42906 W33A | APP CRS 327° | Rwy Idg 11821<br>TDZE 498<br>Apt Elev 504 |
|---|---|---|

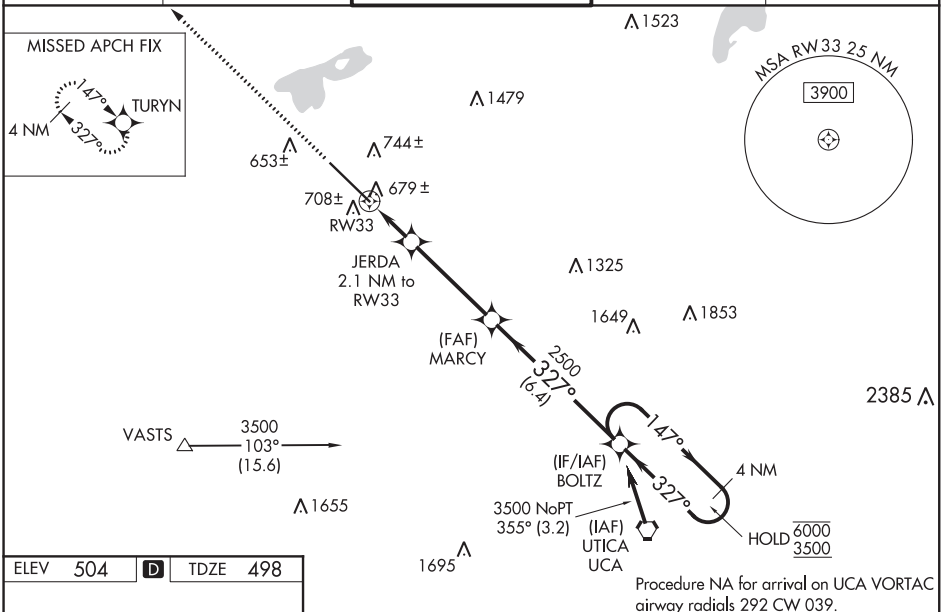
RNP APCH.

T A Circling NA southwest of Rwy 15-33. Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. For inop ALS, increase LPV visibility to ⅞ SM and LNAV/VNAV visibility to 1 ⅜ SM and LNAV Cat A/B visibility to 1 SM. For inop ALS when using Syracuse Intl altimeter setting, increase LNAV Cat A/B visibility to 1 SM. When local altimeter setting not received, use Syracuse Intl altimeter setting: increase LPV DA to 869 feet, increase LNAV/VNAV DA to 1051 feet; increase all MDAs 100 feet and visibility LNAV Cat C/D and Circling Cat B/C visibility ¼ SM.

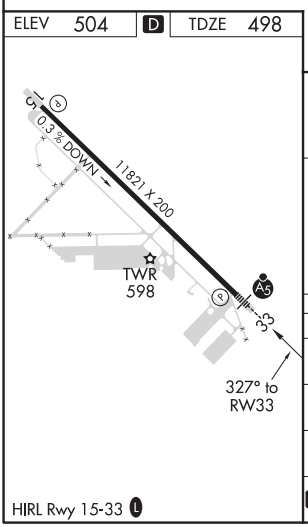
MALSR

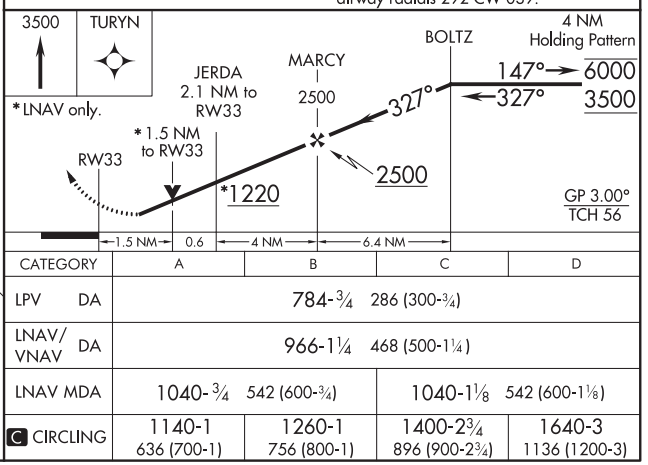
MISSED APPROACH: Climb to 3500 direct TURYN and hold.

| ATIS | SYRACUSE APP CON | GRIFFISS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.7 | 127.425 290.45 | 118.1 (CTAF) L 291.7 | 121.9 | 122.95 |




Procedure NA for arrival on UCA VORTAC airway radials 292 CW 039.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 784-¾ 286 (300-¾) | | | |
| LNAV/VNAV DA | 966-1¼ 468 (500-1¼) | | | |
| LNAV MDA | 1040-¾ 542 (600-¾) | | 1040-1⅛ 542 (600-1⅛) | |
| C CIRCLING | 1140-1 636 (700-1) | 1260-1 756 (800-1) | 1400-2¾ 896 (900-2¾) | 1640-3 1136 (1200-3) |



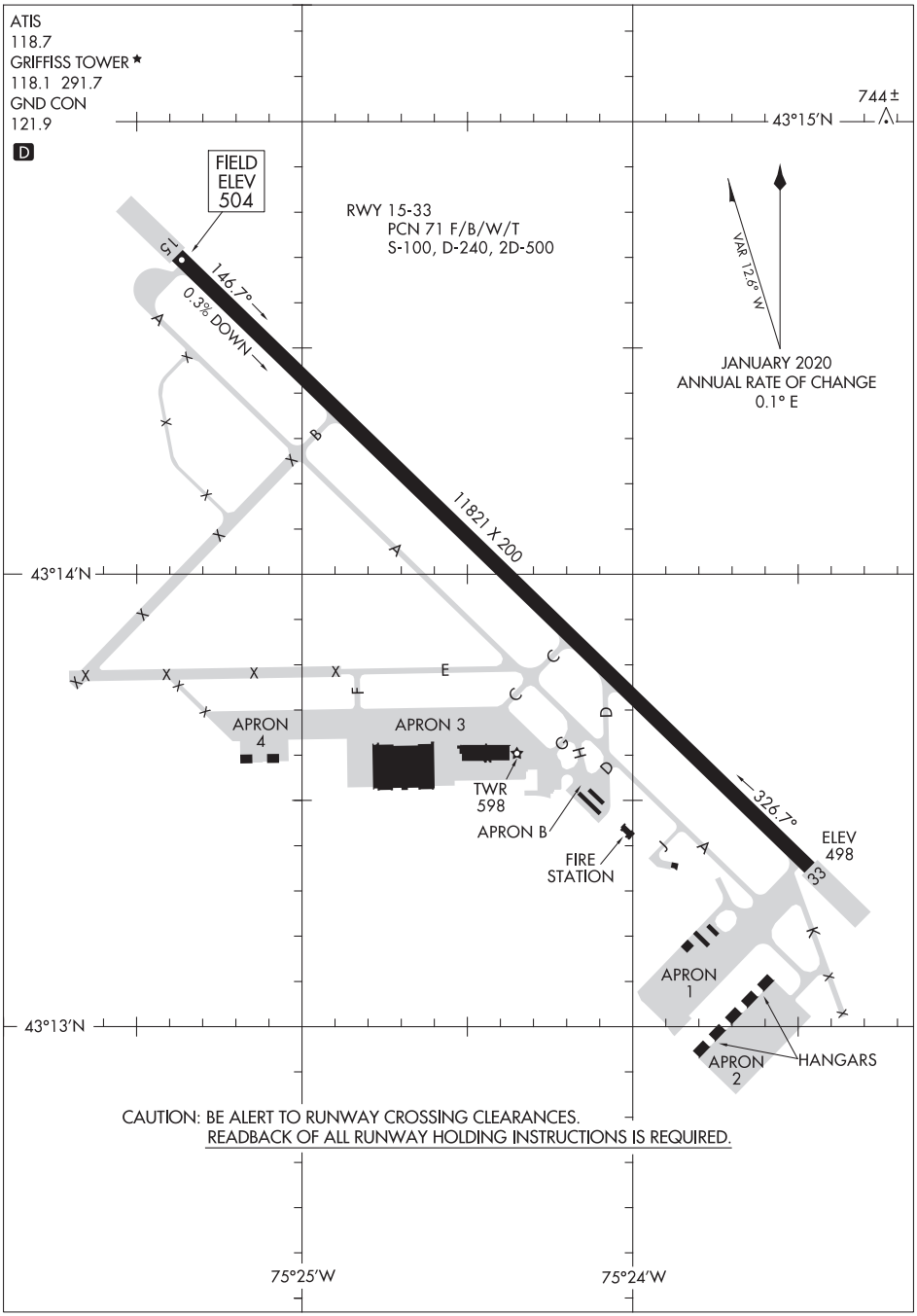
NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

20310

# AIRPORT DIAGRAM

AL-9515 (FAA)

GRIFFISS INTL (RME)
ROME, NEW YORK




NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20310
ROME, NEW YORK
GRIFFISS INTL (RME)

| LOC I-SLK | APP CRS | Rwy Idg | 6333 |
|---|---|---|---|
| 108.9 | 229° | TDZE | 1663 |
| | | Apt Elev | 1663 |

# ILS or LOC RWY 23

ADIRONDACK RGNL (SLK)

Circling to Rwy 5, 9, 27 NA at night.
Inop table does not apply to S-ILS 23.
Rwy 23 helicopter visibility reduction below ¾ SM NA.
DME from SLK DME.
Simultaneous reception of I-SLK and SLK DME required.
-28°C

MALSR

MISSED APPROACH: Climb to 3500 on heading 232° then climbing right turn to 5400 on heading 070° to intercept I-SLK localizer course NE to JONNN INT/SLK 13.5 DME and hold.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) |

MSA K SLK 25 NM
6700

DME REQUIRED

4095

BURLINGTON
117.5 BTV
Chan 122

R-301
049°
1 min
229°
049°
3330
2541
5400 (NoPT)
301°
(6)
5400
301°
(31.8)
(IF/IAF)
JONNN INT
SLK 13.5
BTV 37.8
(IAF)
LIZZZ
BTV 31.8
3800
229°
(6.7)

SARANAC LAKE
Chan 29
SLK
(109.2)

2275±
RIIKE
SLK 6.8
HNDRK
SLK 3.8
2874
2258
2210
LOCALIZER 108.9
I-SLK
3899
2173±
2076±

Procedure NA for arrivals at BTV VOR/DME on V141 southeast bound.

ELEV 1663 D TDZE 1663

229° 6.1 NM from FAF

23
A5
6573 X 150
0.3% UP
5
9
27
3997 X 100
1700

| 3500 hdg 232° | 5400 hdg 070° | JONNN INT |
|---|---|---|

JONNN INT
SLK 13.5
BTV 37.8
One Minute Holding Pattern

RIIKE
SLK 6.8
HNDRK
SLK 3.8
SLK 0.7
SLK 3.1
3800
229°
049°
5400
229°
*LOC only
*2760
3800
GS 3.20°
TCH 60

2.5 NM | 0.6 | 3 NM | 6.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 1863-¾ 200 (200-¾) | | | |
| S-LOC 23 | 2580-¾ 917 (1000-¾) | | 2580-2 917 (1000-1) | |
| C CIRCLING | 2580-1¼ 917 (1000-1¼) | 2660-1½ 997 (1000-1½) | 2660-3 997 (1000-3) | 2680-3 1017 (1100-3) |

HIRL Rwy 5-23 L
MIRL Rwy 9-27 L



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NE-2, 25 FEB 2021 to 22 APR 2021

SARANAC LAKE, NEW YORK | AL-806 (FAA) | 21056

WAAS CH 48926 W05A | APP CRS 049° | Rwy Idg 6573 | TDZE 1654 | Apt Elev 1663

# RNAV (GPS) RWY 5

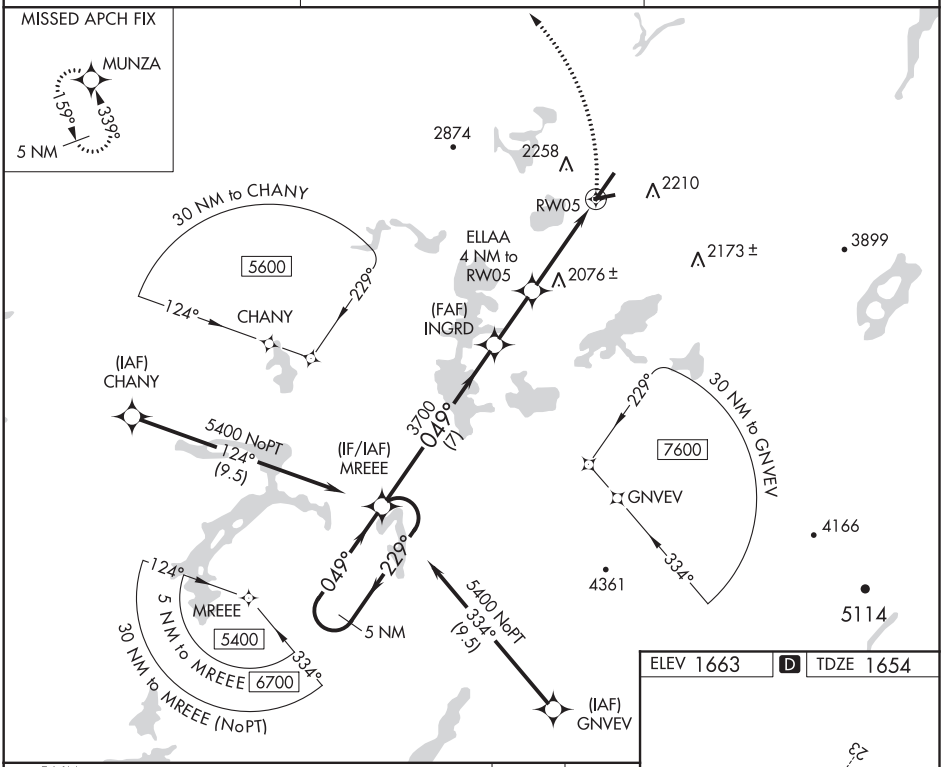
ADIRONDACK RGNL (SLK)

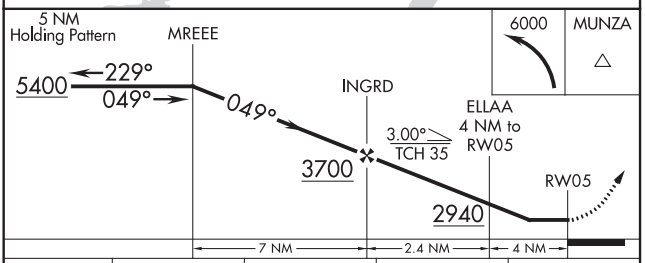
-28°C

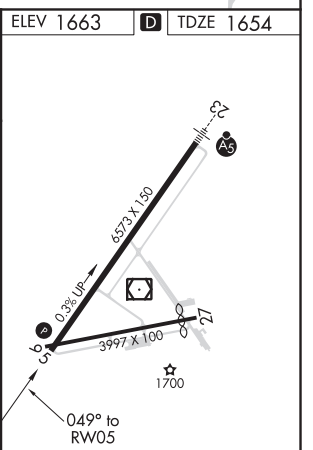
DME/DME RNP-0.3 NA.
Rwy 5 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 5 NA at night, Circling to Rwy 5, 9, 27 NA at night.

MISSED APPROACH: Climbing left turn to 6000 direct MUNZA and hold, continue climb-in-hold to 6000.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 2420-1 766 (800-1) | 2420-1¼ 766 (800-1¼) | 2420-2½ 766 (800-2½) | |
| LNAV MDA | 2540-1¼ 886 (900-1¼) | | 2540-2½ 886 (900-2½) | |
| C CIRCLING | 2540-1¼ 877 (900-1¼) | 2660-1½ 997 (1000-1½) | 2660-3 997 (1000-3) | 2680-3 1017 (1100-3) |

HIRL Rwy 5-23 L
MIRL Rwy 9-27 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 3997 |
|---|---|---|---|
| CH 93626 | 093° | TDZE | 1643 |
| W09A | | Apt Elev | 1663 |

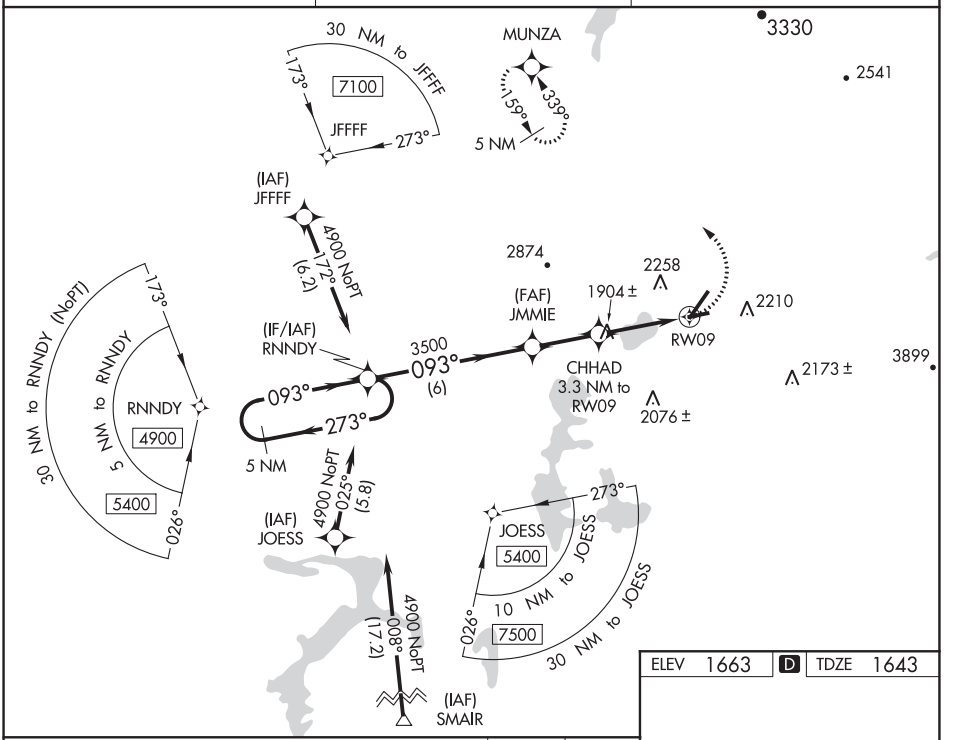
# RNAV (GPS) RWY 9

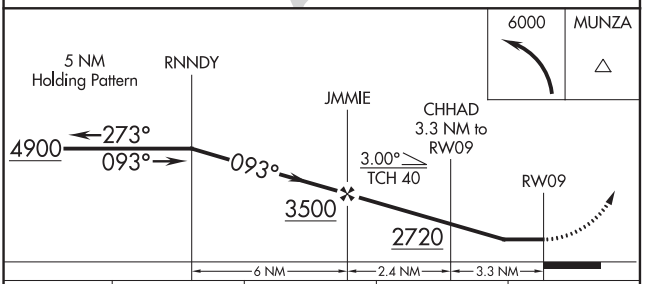
ADIRONDACK RGNL (SLK)

DME/DME RNP-0.3 NA.
Straight-in Rwy 9 NA at night, Circling to Rwy 5, 9, 27 NA at night.
Rwy 9 helicopter visibility reduction below 1 SM NA.
-28°C

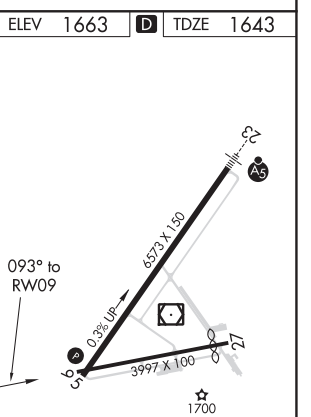
MISSED APPROACH: Climbing left turn to 6000 direct MUNZA and hold, continue climb-in-hold to 6000.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 2180-1 | 537 (600-1) | 2180-1½ | 537 (600-1½) |
| LNAV MDA | 2380-1 | 737 (800-1) | 2380-2 | 737 (800-2) |
| C CIRCLING | 2500-1¼ 837 (900-1¼) | 2660-1½ 997 (1000-1½) | 2660-3 997 (1000-3) | 2680-3 1017 (1100-3) |






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

SARANAC LAKE, NEW YORK | AL-806 (FAA) | 21056

# RNAV (GPS) RWY 23

## ADIRONDACK RGNL (SLK)

| WAAS CH 42520 W23A | APP CRS 229° | Rwy Idg 6333 / TDZE 1663 / Apt Elev 1663 |
|---|---|---|

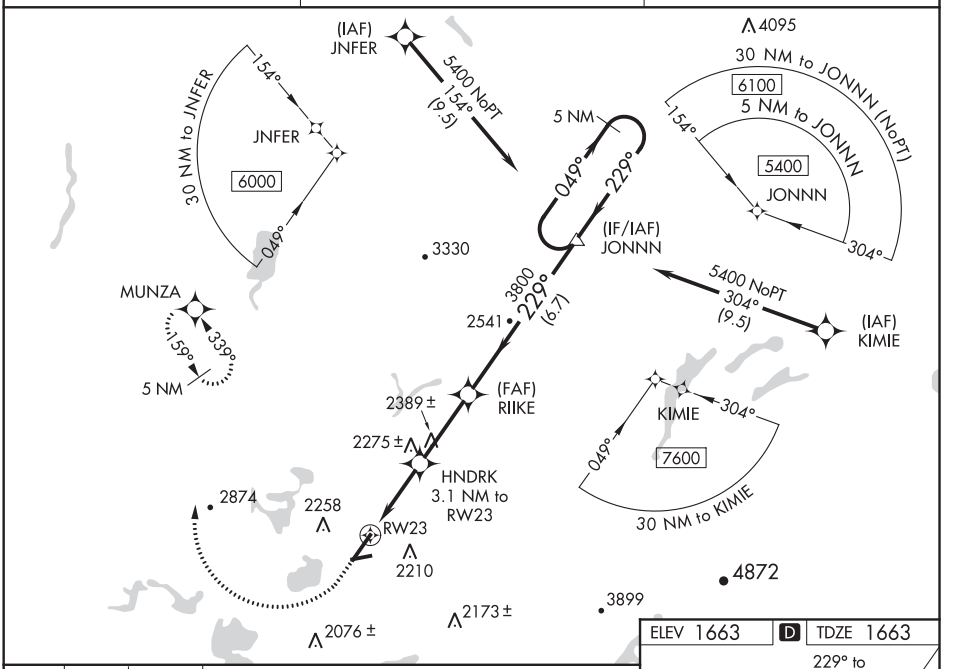
RNP APCH.

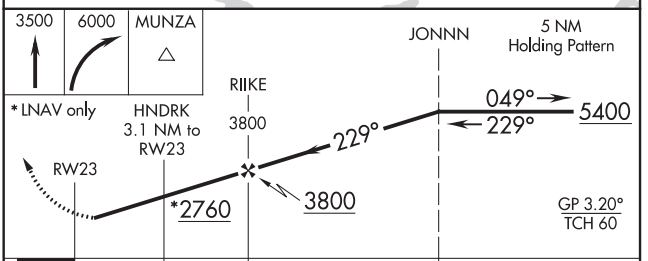
T A -28°C Circling to Rwy 5, 9, 27 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Rwy 23 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM.

MALSR

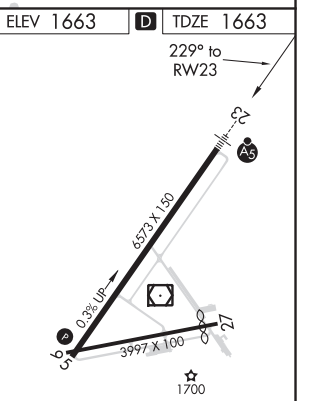
MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct MUNZA and hold, continue climb-in-hold to 6000.

| ASOS | BOSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 120.35 342.25 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1863-¾ | 200 (200-¾) | | |
| LNAV/VNAV DA | 2150-1 | 487 (500-1) | | |
| LNAV MDA | 2640-¾ 977 (1000-¾) | 2640-1 977 (1000-1) | 2640-2½ | 977 (1000-2½) |
| C CIRCLING | 2640-1¼ 977 (1000-1¼) | 2660-1½ 997 (1000-1½) | 2660-3 997 (1000-3) | 2680-3 1017 (1100-3) |



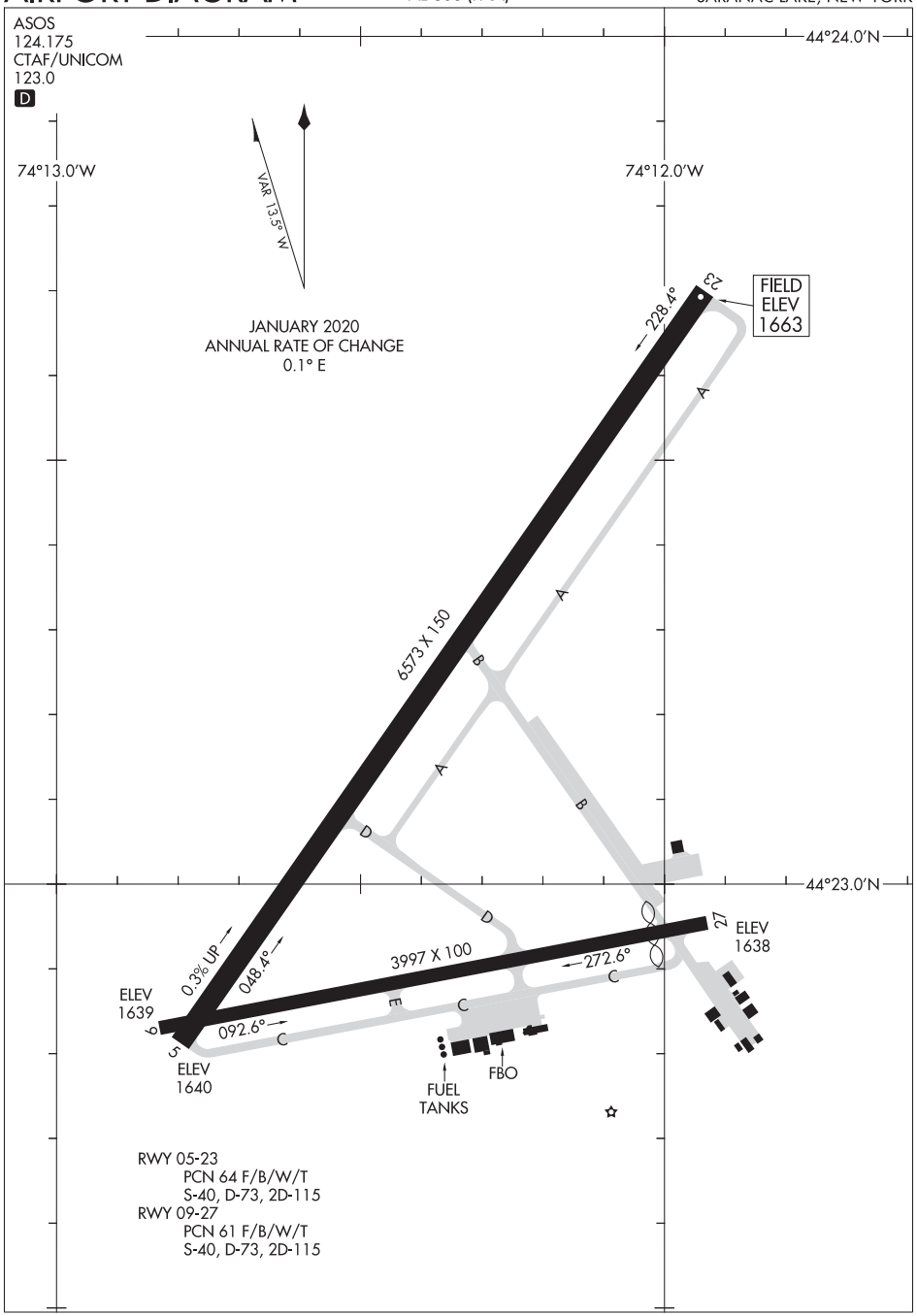

SARANAC LAKE, NEW YORK
Orig-E 25APR19

44°23'N-74°12'W

ADIRONDACK RGNL (SLK)

RNAV (GPS) RWY 23


NE-2, 25 FEB 2021 to 22 APR 2021





NE-2, 25 FEB 2021 to 22 APR 2021

SARATOGA SPRINGS, NEW YORK AL-5816 (FAA) 21056

# RNAV (GPS) RWY 5

SARATOGA COUNTY (5B2)

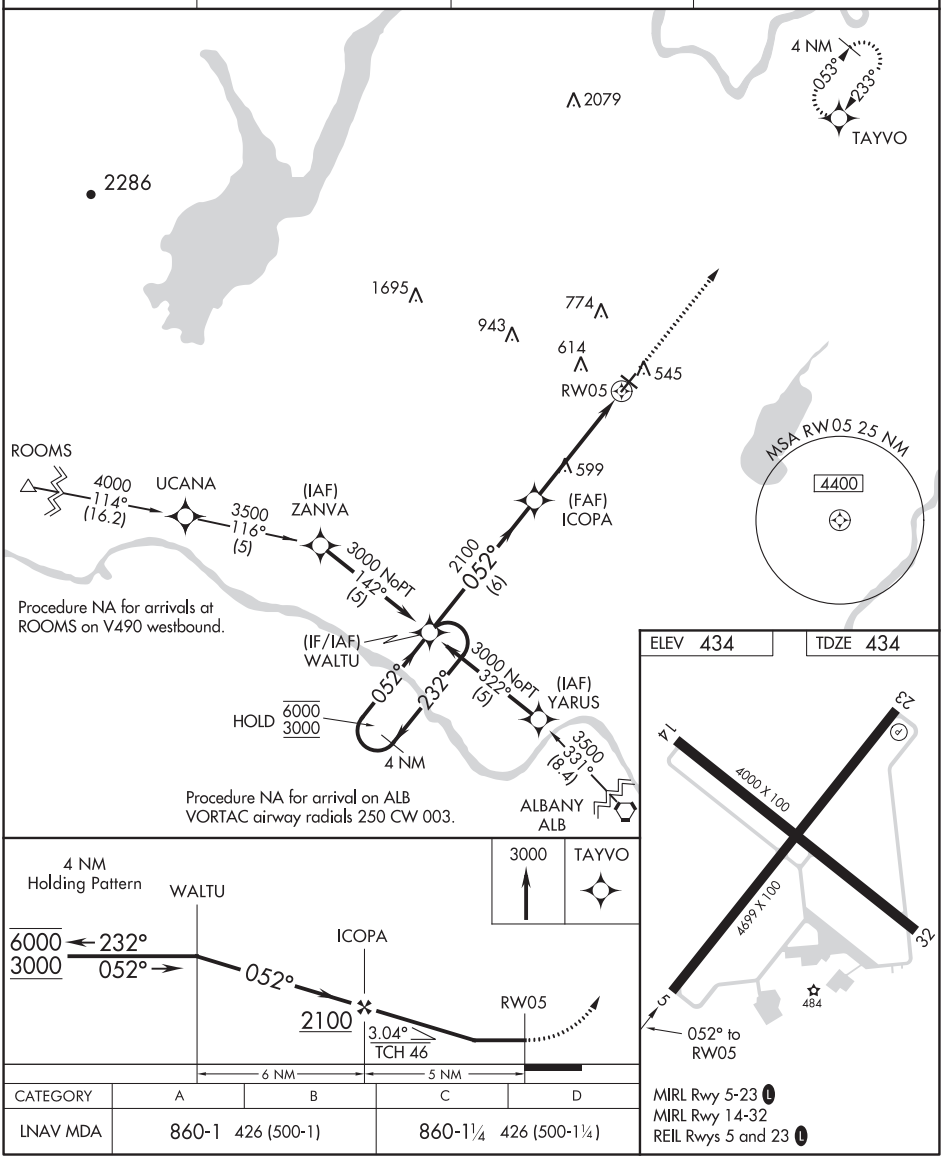
| APP CRS | Rwy Idg | 4699 |
|---|---|---|
| 052° | TDZE | 434 |
| | Apt Elev | 434 |

RNP APCH.

NA Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 80 feet and LNAV Cat C/D visibilities ⅛ SM.

MISSED APPROACH: Climb to 3000 direct TAYVO and hold.

| AWOS-3 | ALBANY APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 132.025 | 118.05 263.075 | 118.125 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 426 (500-1) | | 860-1¼ 426 (500-1¼) | |

MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 23 L

SARATOGA SPRINGS, NEW YORK
Amdt 1E 25FEB21

43°03'N-73°52'W

SARATOGA COUNTY (5B2)

RNAV (GPS) RWY 5


NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **56611** | **233°** | Rwy Idg | **4699** |
| **W23A** | | TDZE | **431** |
| | | Apt Elev | **434** |

# RNAV (GPS) RWY 23

SARATOGA COUNTY (5B2)

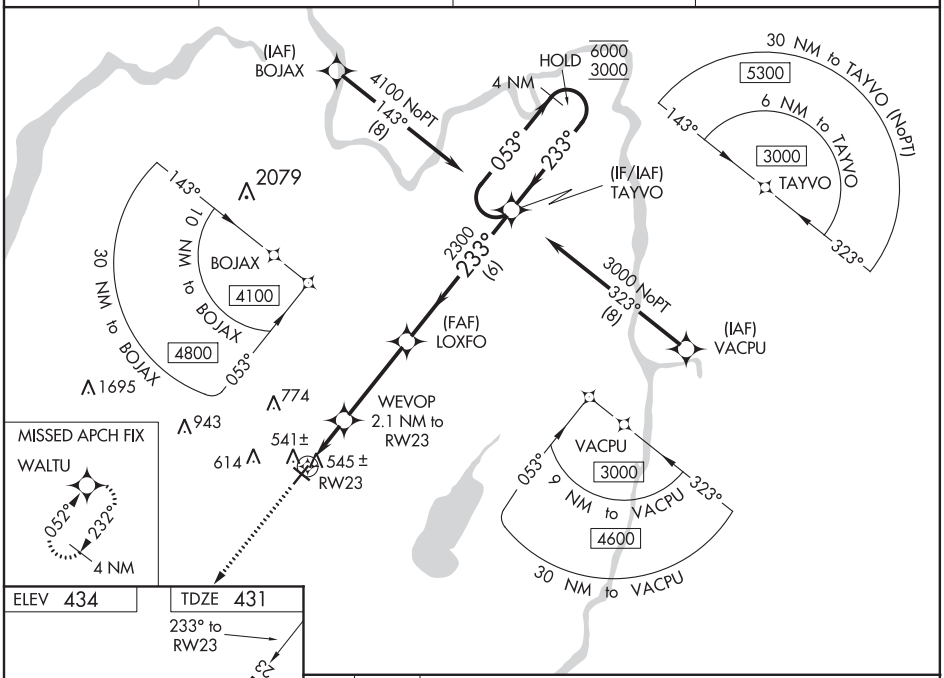
RNP APCH

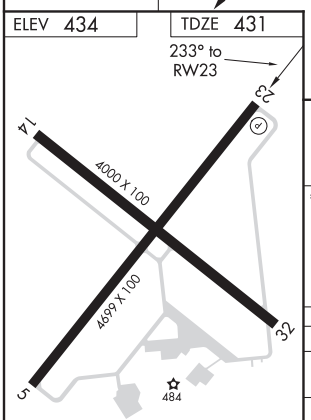
Baro-VNAV and VDP NA when using Albany altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA at night. When local altimeter setting not received, use Albany altimeter setting and increase all DAs 63 feet and MDAs 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cats C/D visibility ⅜ SM, and Circling Cat C visibility ¼ SM.

NA

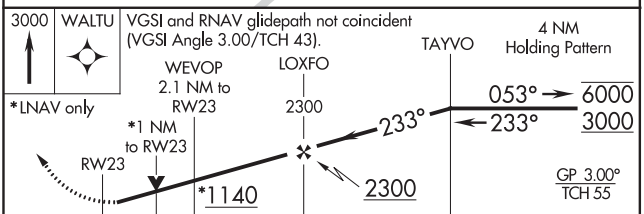
MISSED APPROACH: Climb to 3000 direct WALTU and hold.

| AWOS-3 | ALBANY APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| **132.025** | **118.05 263.075** | **118.125** | **123.075** (CTAF) L |




MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 698-⅞ 267 (300-⅞) | | | |
| LNAV/VNAV DA | 706-⅞ 275 (300-⅞) | | | |
| LNAV MDA | 800-1 369 (400-1) | | | |
| C CIRCLING | 980-1 546 (600-1) | 1080-1 646 (700-1) | 1140-2 706 (800-2) | 1340-3 906 (1000-3) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

SARATOGA SPRINGS, NEW YORK | AL-5816 (FAA) | 20366

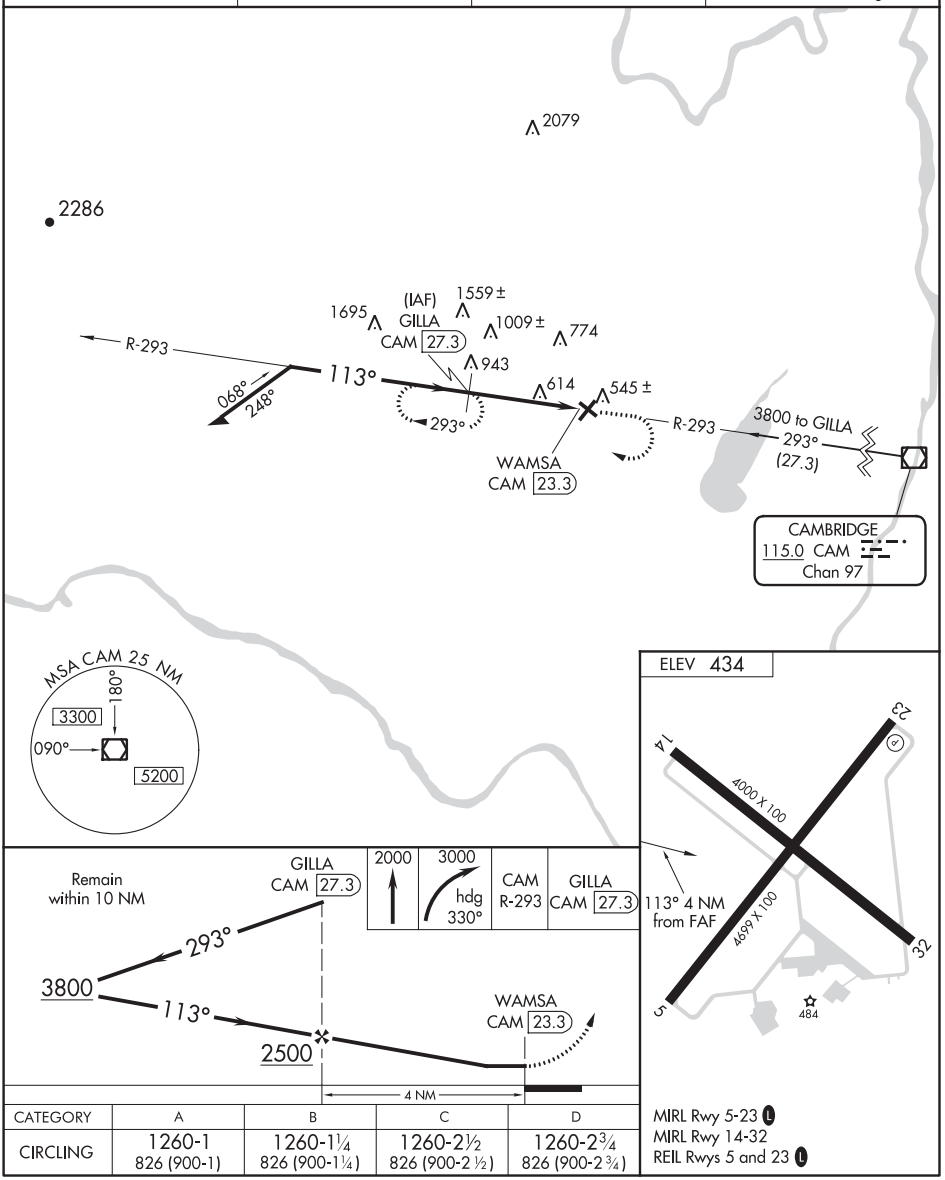
| VOR/DME CAM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.0 | 113° | TDZE | N/A |
| Chan 97 | | Apt Elev | 434 |

# VOR/DME-A
## SARATOGA COUNTY (5B2)

When local altimeter setting not received use Albany altimeter setting and increase all MDA 80 feet, and Cat A, C and D visibility ¼ mile. Night landing: 5,14, 32 NA. Helicopter visibilty reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 330° and CAM VOR/DME R-293 to GILLA/CAM 27.3 DME and hold.

| AWOS-3 | ALBANY APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 132.025 | 118.05 263.075 | 118.125 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1260-1<br>826 (900-1) | 1260-1¼<br>826 (900-1¼) | 1260-2½<br>826 (900-2 ½) | 1260-2¾<br>826 (900-2 ¾) |

MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 23 L

SARATOGA SPRINGS, NEW YORK
Amdt 1B 30APR15

43°03'N-73°52'W

SARATOGA COUNTY (5B2)
VOR/DME-A


NE-2, 25 FEB 2021 to 22 APR 2021

| LOC I-SCH | APP CRS | Rwy ldg | 7001 |
|---|---|---|---|
| 109.7 | 040° | TDZE | 338 |
| | | Apt Elev | 378 |

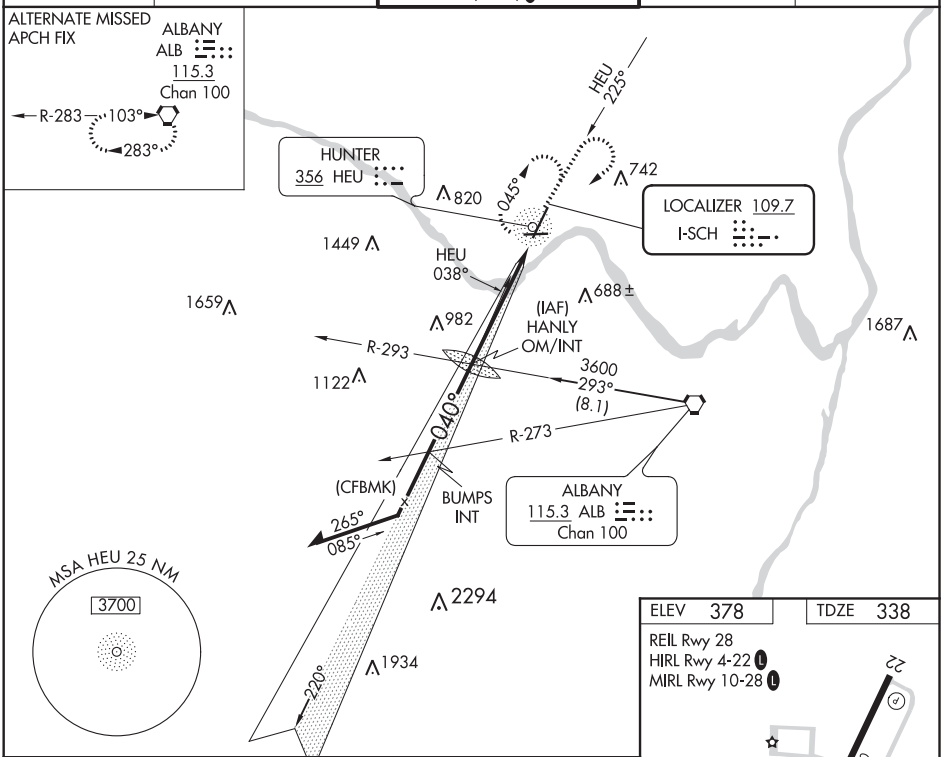
# ILS or LOC RWY 4
## SCHENECTADY COUNTY (SCH)

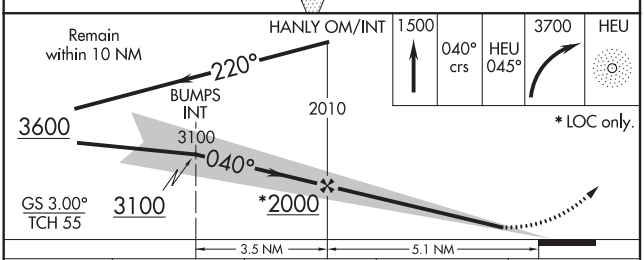
T A NA Night landing: Rwy 10, 15, 33 NA. Inop table does not apply to S-ILS 4. For inop MALSR, increase S-LOC 4 Cat A/B visibility to 1 mile and Cat C/D visibility to 1⅜ mile. For inoperative MALSR when using Albany altimeter setting, increase S-LOC 4 Cat A/B visibility to 1mile. When using Albany altimeter setting inoperative table does not apply to S-ILS-4. ADF required. When local altimeter setting not received, use Albany altimeter setting and increase all DA 33 feet, and all MDA 40 feet. Helicopter visibility reduction below ¾ SM NA.

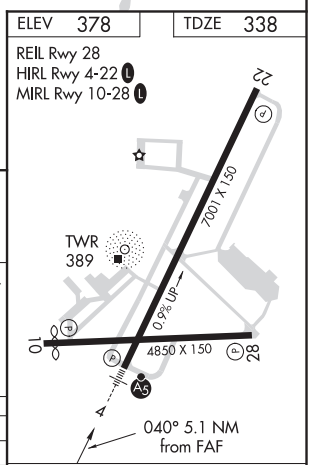
MALSR A5

MISSED APPROACH: Climb to 1500 on 040° course and on HEU NDB bearing 045° then climbing right turn to 3700 direct HEU NDB and hold, continue climb-in-hold to 3700.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 538-¾ 200 (200-¾) | | | |
| S-LOC 4 | 820-¾ 482 (500-¾) | | 820-1 482 (500-1) | |
| CIRCLING | 880-1 502 (600-1) | | 880-1½ 502 (600-1½) | 980-2 602 (700-2) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 4

SCHENECTADY COUNTY (SCH)

| WAAS CH 42722 W04A | APP CRS 040° | Rwy Idg 7001 | TDZE 338 | Apt Elev 378 |
|---|---|---|---|---|

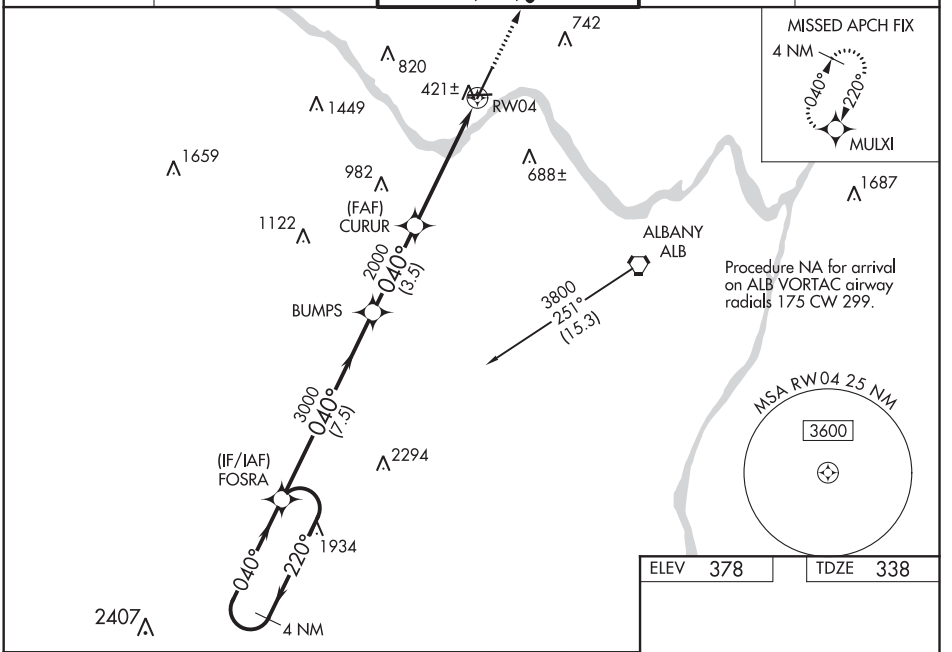
T NA

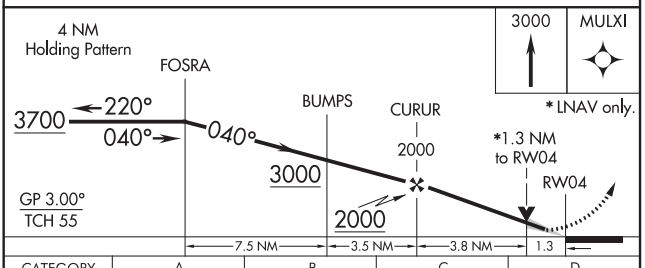
Night landing: Rwy 10, 15, 33 NA. Baro-VNAV NA when using Albany altimeter setting. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile and LNAV Cat A/B visibility to 1 mile, Cat C/D to 1⅜ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Albany altimeter setting. When local altimeter setting not received, use Albany altimeter setting and increase all DA 33 feet and all MDA 40 feet. For inop MALSR when using Albany altimeter setting, increase LNAV/VNAV all Cats and LNAV Cat A/B visiblity to 1 mile and Cat C/D visibility to 1⅜ mile. Inop table does not apply to LPV. When using Albany altimeter setting inop table does not apply to LPV. Helicopter visibility reduction below ¾ SM NA.

MALSR

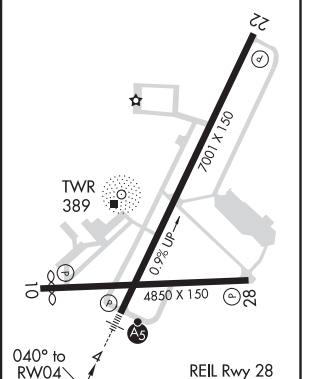
MISSED APPROACH: Climb to 3000 direct MULXI and hold.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 538-¾ | 200 (200-¾) | | |
| LNAV/VNAV DA | 605-¾ | 267 (300-¾) | | |
| LNAV MDA | 800-¾ | 462 (500-¾) | 800-1 | 462 (500-1) |
| CIRCLING | 880-1 | 502 (600-1) | 880-1½ 502 (600-1½) | 980-2 602 (700-2) |






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 10

SCHENECTADY COUNTY (SCH)

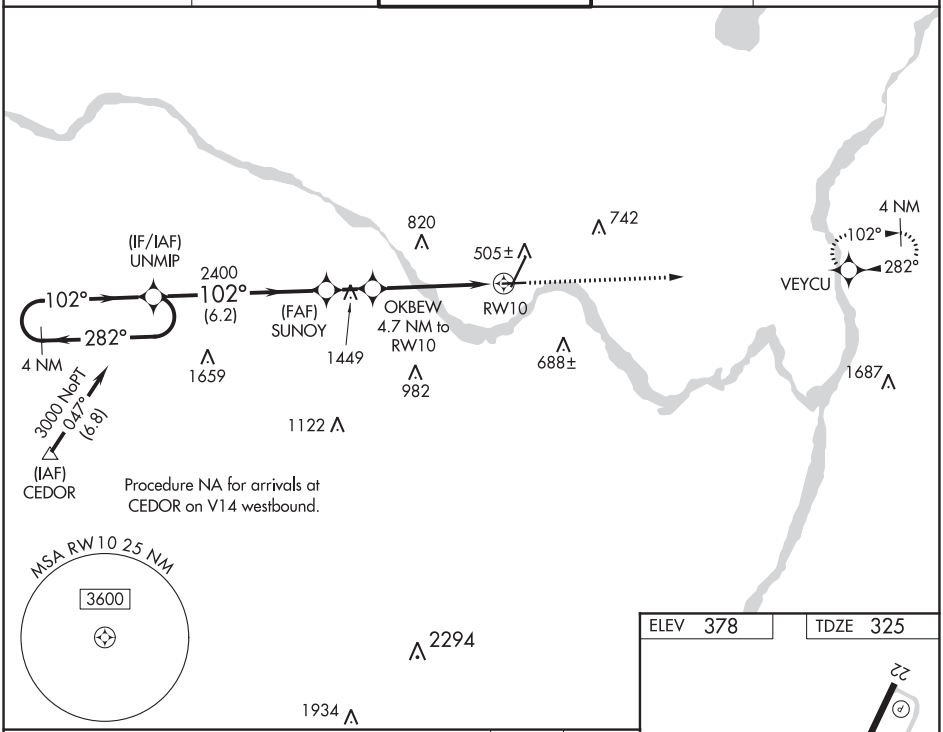
| WAAS | APP CRS | Rwy Idg | 4650 |
|---|---|---|---|
| CH 78224 | 102° | TDZE | 325 |
| W10A | | Apt Elev | 378 |

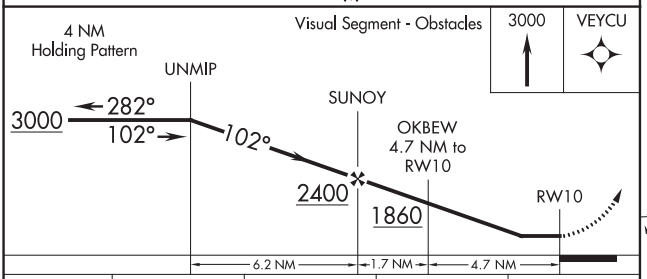
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 40 feet; increase LNAV Cat B and Circling Cat B/D visibility ¼ mile, and LNAV Cat C/D and Circling Cat C visibility ½ mile. Night landing: Rwy 10,15, 33 NA. Helicopter visibility reduction below 1 SM NA.

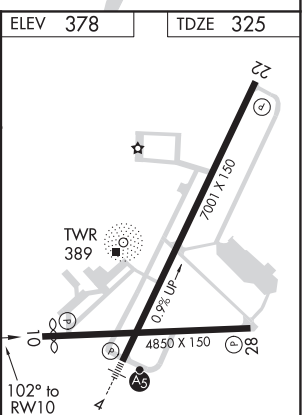
MISSED APPROACH: Climb to 3000 direct VEYCU and hold.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1220-1¼ | 895 (900-1¼) | 1220-2½ | 895 (900-2½) |
| LNAV MDA | 1240-1¼ | 915 (900-1¼) | 1240-2½ | 915 (900-2½) |
| CIRCLING | 1240-1¼ | 862 (900-1¼) | 1240-2½ 862 (900-2½) | 1240-2¾ 862 (900-2¾) |




REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

SCHENECTADY, NEW YORK | AL-382 (FAA) | 20142

| WAAS CH 58122 W22A | APP CRS 220° | Rwy Idg 7001 TDZE 378 Apt Elev 378 |
|---|---|---|

# RNAV (GPS) RWY 22

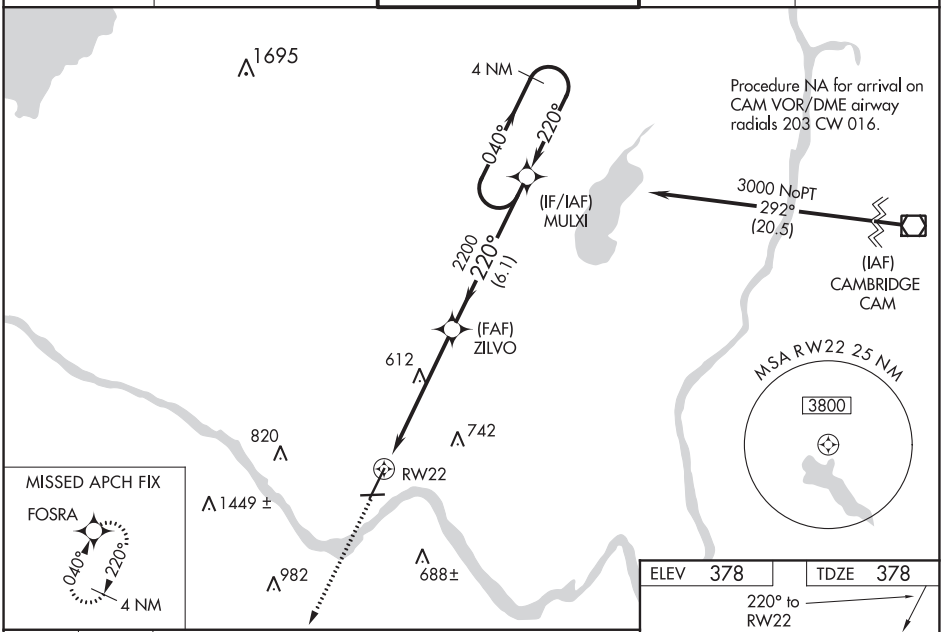
SCHENECTADY COUNTY (SCH)

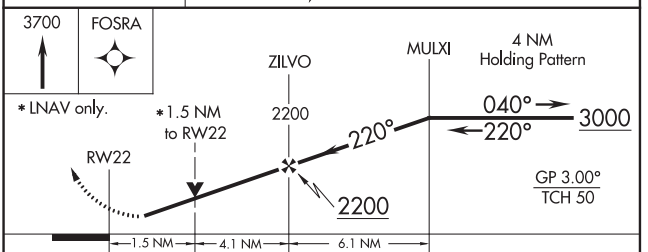
T
NA

Night Landing: Rwy 10, 15, 33 NA. Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Albany altimeter setting. When local altimeter setting not received, use Albany altimeter setting and increase LPV DA to 661, LNAV/VNAV DA to 749, and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C visibility ⅛ mile.

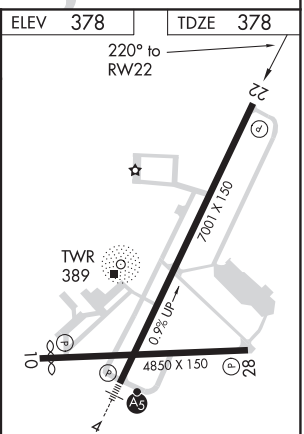
MISSED APPROACH: Climb to 3700 direct FOSRA and hold.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 628-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 716-1⅛ 338 (400-1⅛) | | | |
| LNAV MDA | 900-1 522 (600-1) | | 900-1½ 522 (600-1½) | |
| CIRCLING | 900-1 522 (600-1) | | 900-1½ 522 (600-1½) | 980-2 602 (700-2) |




REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 4850 |
|---|---|---|---|
| CH 97622 | 282° | TDZE | 323 |
| W28A | | Apt Elev | 378 |

# RNAV (GPS) RWY 28

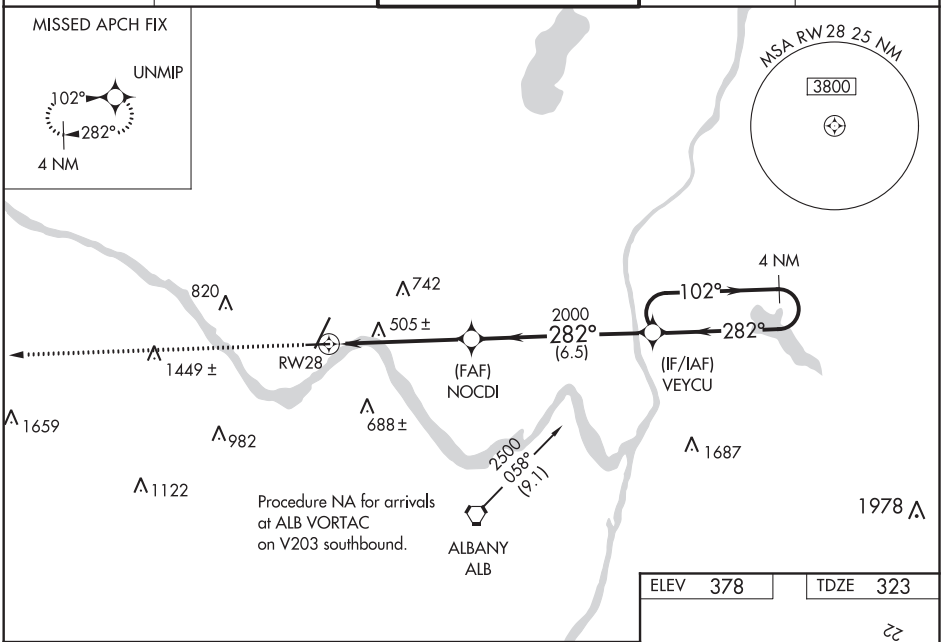
SCHENECTADY COUNTY (SCH)

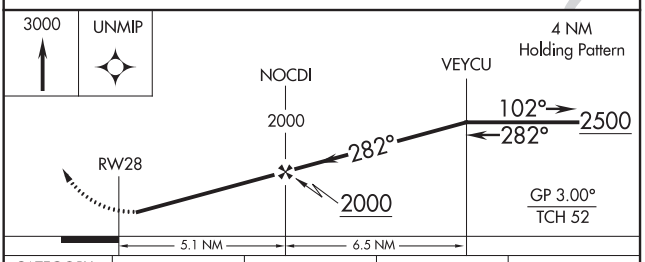
T
NA

Night Landing: Rwy 10, 15, 33 NA. Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 33 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility ⅛ mile.

MISSED APPROACH: Climb to 3000 direct UNMIP and hold.

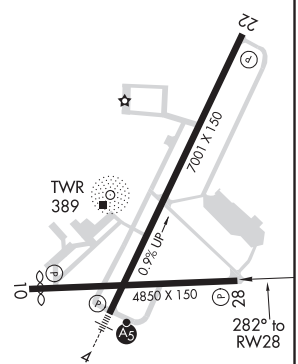
| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 618-1 | 295 (300-1) | | |
| LNAV/VNAV DA | 774-1½ | 451 (400-1½) | | |
| LNAV MDA | 820-1 | 497 (500-1) | 820-1⅜ | 497 (500-1⅜) |
| CIRCLING | 880-1 | 502 (600-1) | 880-1½ 502 (600-1½) | 980-2 602 (700-2) |

ELEV 378 TDZE 323




REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

SCHENECTADY, NEW YORK AL-382 (FAA) 20254

# NDB RWY 22

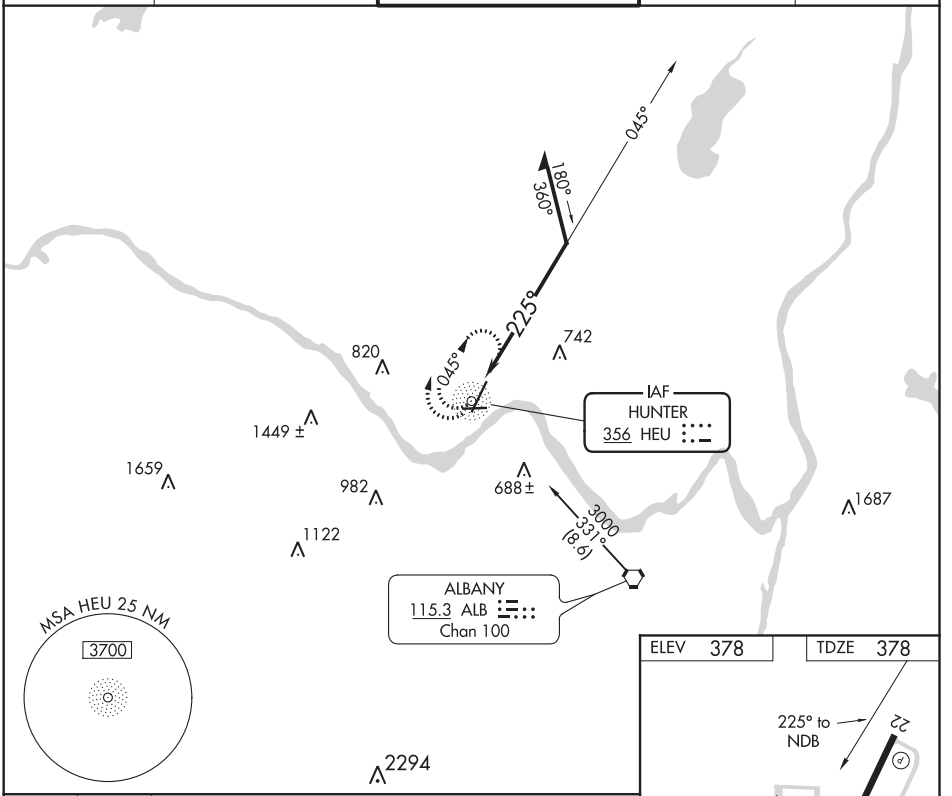
SCHENECTADY COUNTY (SCH)

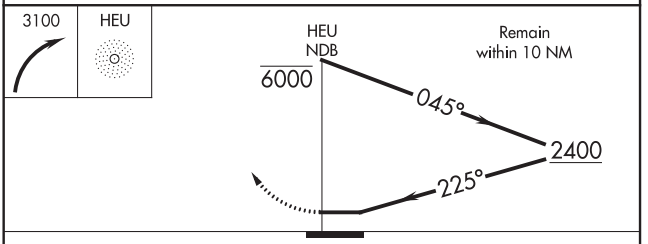
| NDB HEU 356 | APP CRS 225° | Rwy ldg 7001 / TDZE 378 / Apt Elev 378 |
|---|---|---|

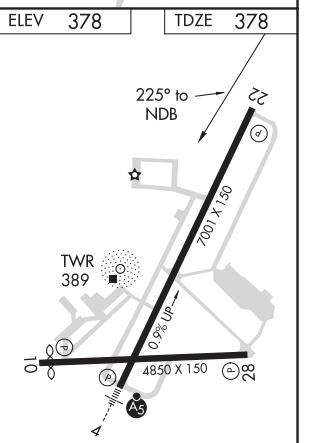
T NA — Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 40 feet, and increase Circling Cat A/D visibility ¼ mile. Night Landing: Rwy 10, 15, 33 NA.

MISSED APPROACH: Climbing right turn to 3100 in HEU NDB holding pattern.

| AWOS-3 | ALBANY APP CON | SCHENECTADY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.275 | 118.05 263.075 | 121.3 (CTAF) L 321.1 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1160-1<br>782 (800-1) | 1160-1¼<br>782 (800-1¼) | 1160-2½ | 782 (800-2½) |
| CIRCLING | 1160-1<br>782 (800-1) | 1160-1¼<br>782 (800-1¼) | 1160-2½ | 782 (800-2½) |

SCHENECTADY, NEW YORK
Amdt 16C 23JUN16

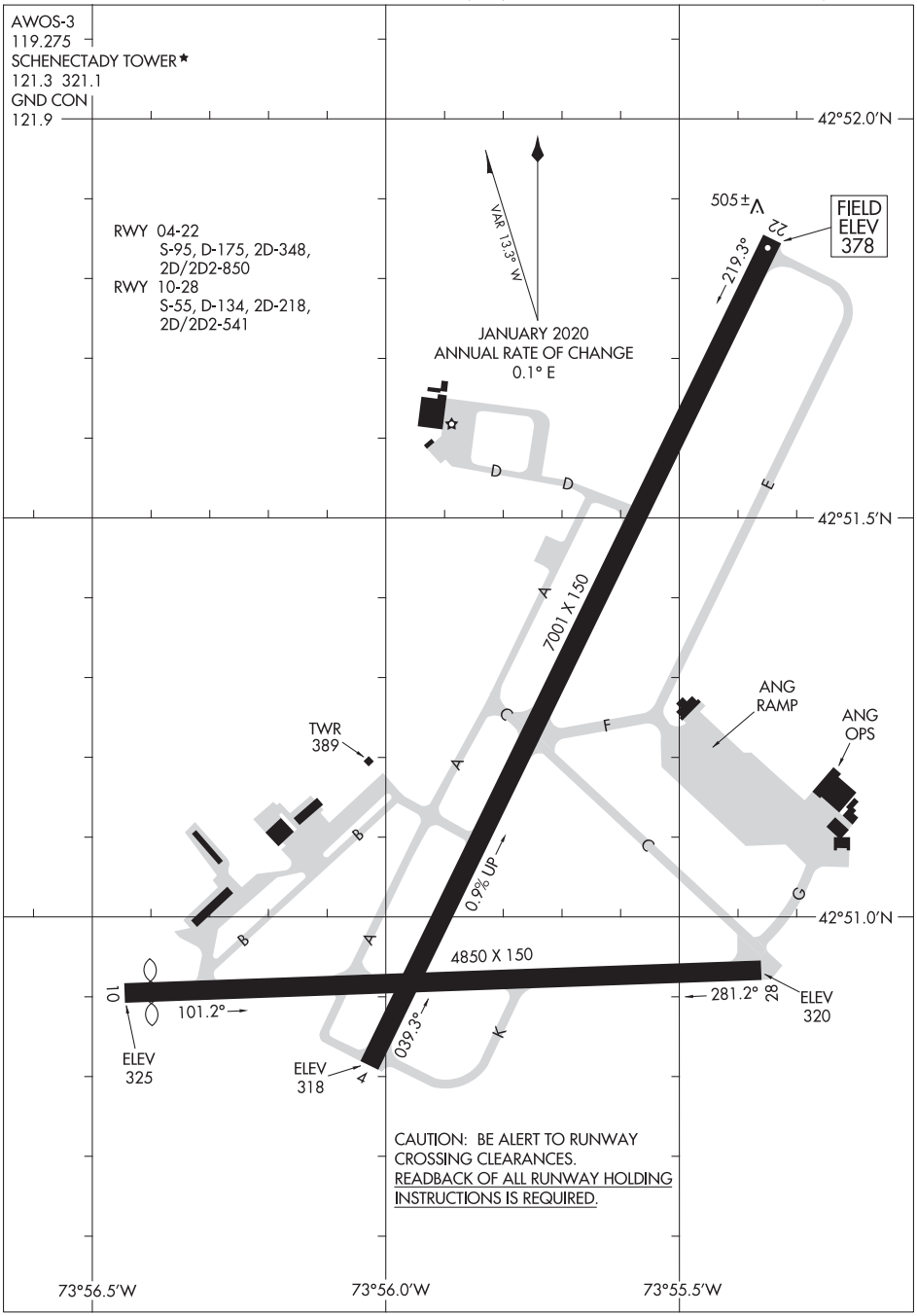
42°51′N-73°56′W

SCHENECTADY COUNTY (SCH)

NDB RWY 22

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021





NE-2, 25 FEB 2021 to 22 APR 2021

SENECA FALLS, NEW YORK | AL-9528 (FAA) | 20086

| WAAS | APP CRS | Rwy Idg | 4199 |
|---|---|---|---|
| CH 81936 | 007° | TDZE | 492 |
| W01A | | Apt Elev | 492 |

# RNAV (GPS) RWY 1

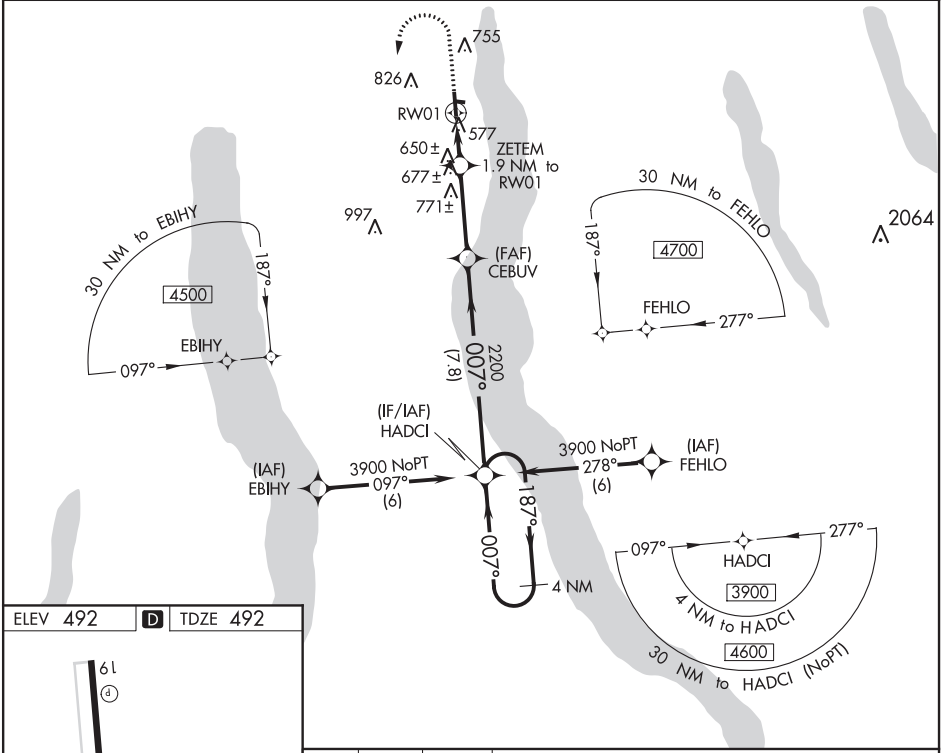
## FINGER LAKES RGNL (ØG7)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 1 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 86 feet and all visibility ¼ SM, increase all MDA 100 feet.

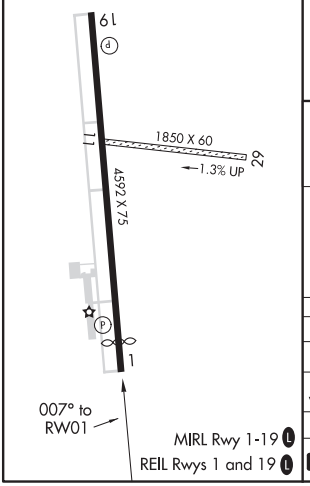
NA

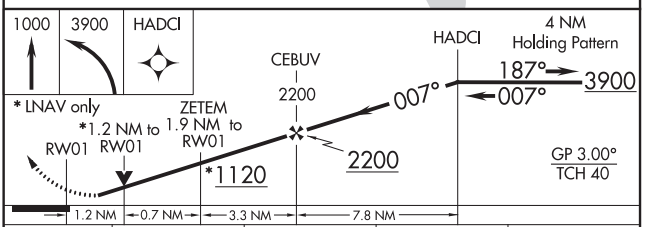
MISSED APPROACH: Climb to 1000 then climbing left turn to 3900 direct HADCI and hold, continue climb-in-hold to 3900.

| AWOS-3 | SYRACUSE APP CON | ROCHESTER APP CON | ELMIRA APP CON ★ | UNICOM |
|---|---|---|---|---|
| 120.0 | 126.125 269.125 | 119.55 269.6 (W-NW) | 124.3 257.8 (SW-SE) | 122.8 (CTAF) L |




ELEV 492 | D | TDZE 492




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 742-⅞ | 250 (300-⅞) | NA | |
| LNAV/VNAV DA | 959-1⅝ | 467 (500-1⅝) | NA | |
| LNAV MDA | 900-1 | 408 (500-1) | NA | |
| C CIRCLING | 980-1<br>488 (500-1) | 1180-1<br>688 (700-1) | NA | |

SENECA FALLS, NEW YORK
Amdt 3B 22JUN17

42°53′N - 76°47′W

FINGER LAKES RGNL (ØG7)
RNAV (GPS) RWY 1

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS CH 77636 W19A | APP CRS 187° | Rwy Idg 4292 TDZE 491 Apt Elev 492 |
|---|---|---|

# RNAV (GPS) RWY 19

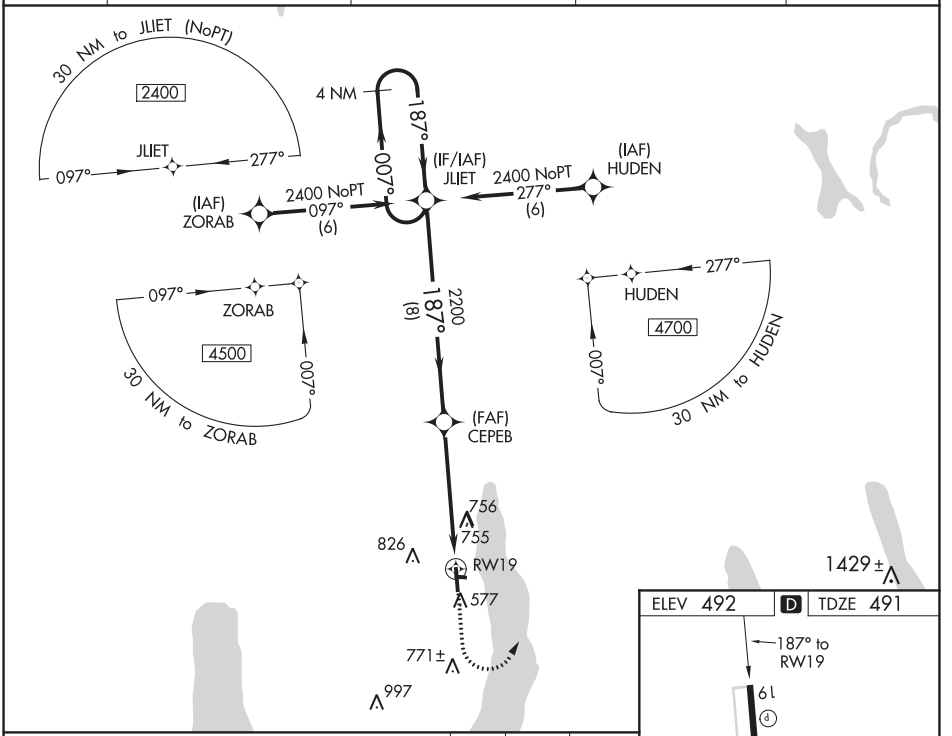
## FINGER LAKES RGNL (ØG7)

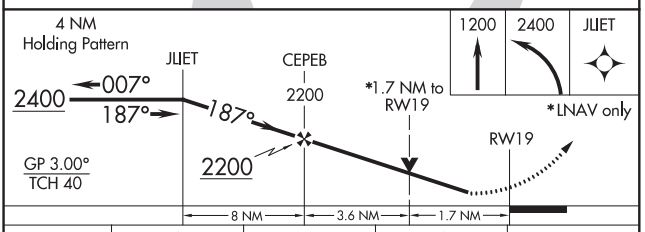
V A NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 19 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all LPV DA to 856 feet, LNAV/VNAV DA to 1226 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ SM and LNAV/VNAV all Cats visibility ½ SM.

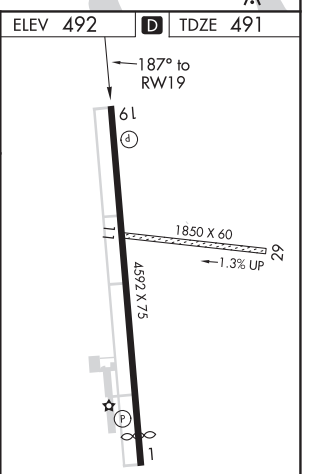
MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct JLIET and hold.

| AWOS-3 | SYRACUSE APP CON | ROCHESTER APP CON | ELMIRA APP CON ★ | UNICOM |
|---|---|---|---|---|
| 120.0 | 126.125 269.125 | 119.55 269.6 (W-NW) | 124.3 257.8 (SW-SE) | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 770-1 | 279 (300-1) | NA | |
| LNAV/VNAV DA | 1140-2½ | 649 (700-2½) | NA | |
| LNAV MDA | 1060-1 | 569 (600-1) | NA | |
| C CIRCLING | 1060-1 568 (600-1) | 1180-1 688 (700-1) | NA | |






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 6

BROOKHAVEN (HWV)

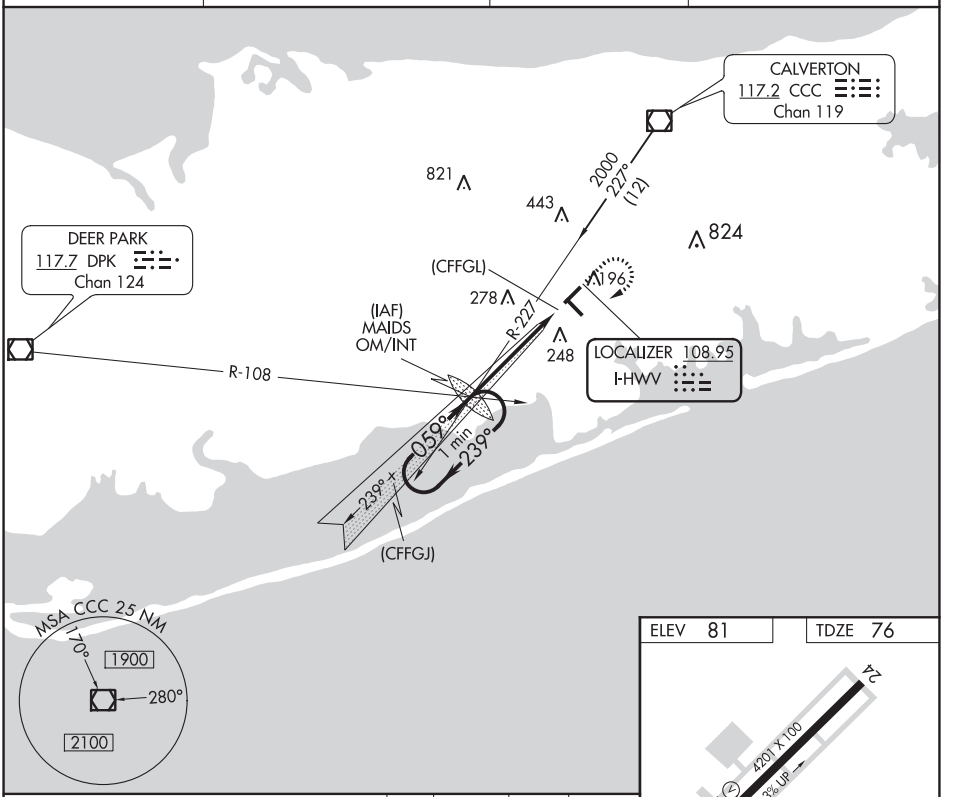
| LOC I-HWV | APP CRS | Rwy Idg | 4201 |
|---|---|---|---|
| 108.95 | 059° | TDZE | 76 |
| | | Apt Elev | 81 |

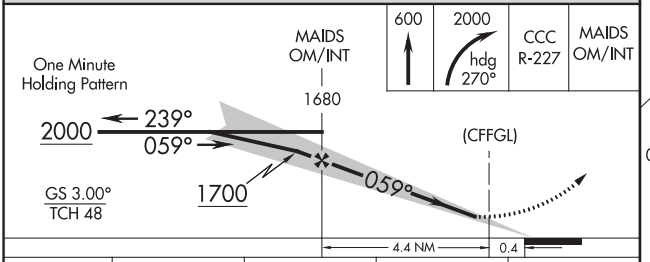
▼ NA — Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Long Island Mac Arthur altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR, increase S-ILS 6 all Cats visibility to ⅞, and S-LOC 6 all Cats visibility to 1 mile. ILS localizer unusable 0.4 NM to threshold.

MALSR

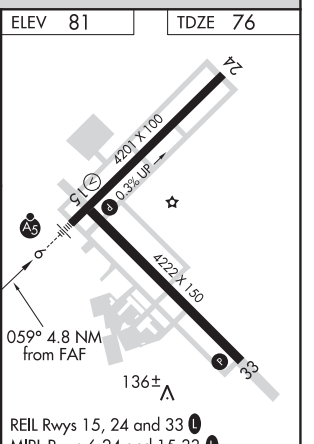
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 on heading 270° and CCC VOR/DME R-227 to MAIDS OM/INT and hold, continue climb-in-hold to 2000.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 120.05 343.75 | 133.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 337-¾ 261 (300-¾) | | NA | |
| S-LOC 6 | 520-¾ 444 (500-¾) | | NA | |
| C CIRCLING | 560-1 479 (500-1) | | NA | |




REIL Rwys 15, 24 and 33 L
MIRL Rwys 6-24 and 15-33 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS CH 57925 W06A | APP CRS 059° | Rwy Idg 4201 TDZE 76 Apt Elev 81 |
|---|---|---|

# RNAV (GPS) RWY 6

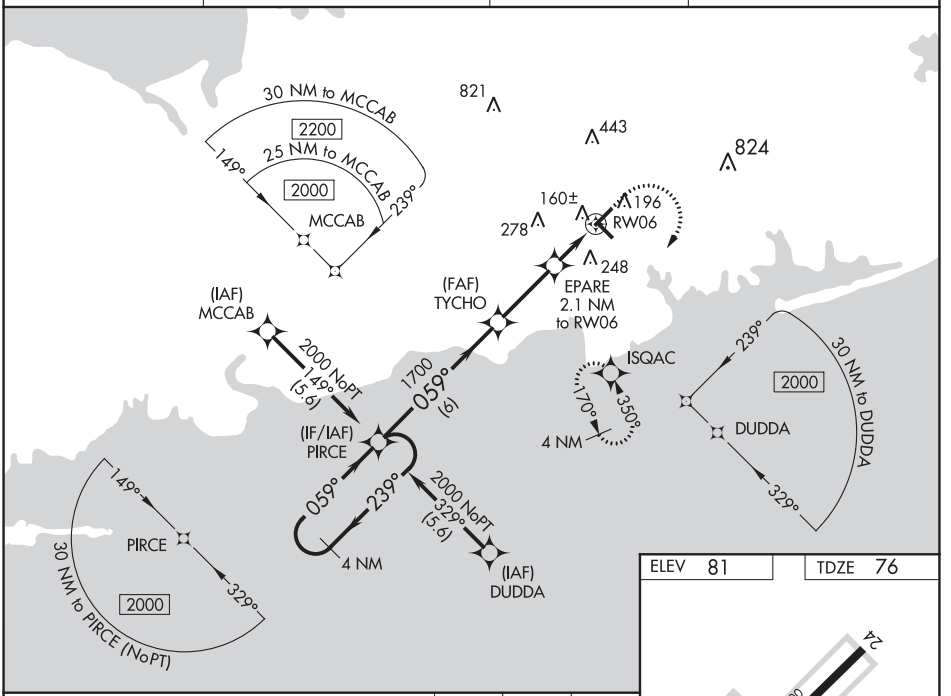
BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet. Inoperative table does not apply to LNAV/VNAV. For inoperative MALSR, increase LPV all Cats visibility to ⅞ mile, increase LNAV all Cats visibility to 1 mile. For inoperative MALSR when using Islip altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to ⅞ mile, increase LNAV all Cats visibility to 1 mile. Baro-VNAV and VDP NA with Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

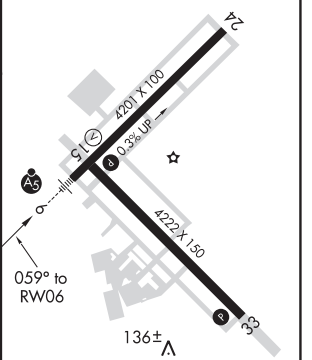
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct ISQAC and hold.

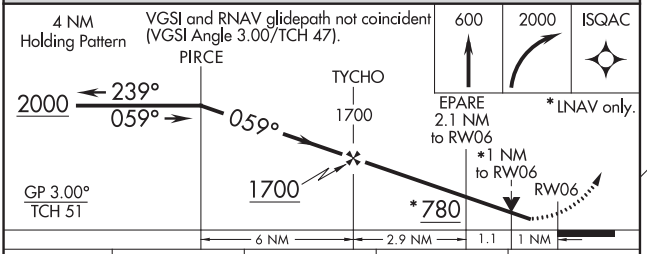
| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 120.05 343.75 | 133.2 | 122.8 (CTAF) L |




| ELEV 81 | TDZE 76 |
|---|---|




REIL Rwys 15, 24 and 33 L
MIRL Rwys 6-24 and 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 339-¾ | 263 (300-¾) | NA | |
| LNAV/VNAV DA | 326-¾ | 250 (300-¾) | NA | |
| LNAV MDA | 420-¾ | 344 (400-¾) | NA | |
| C CIRCLING | 560-1 | 479 (500-1) | NA | |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

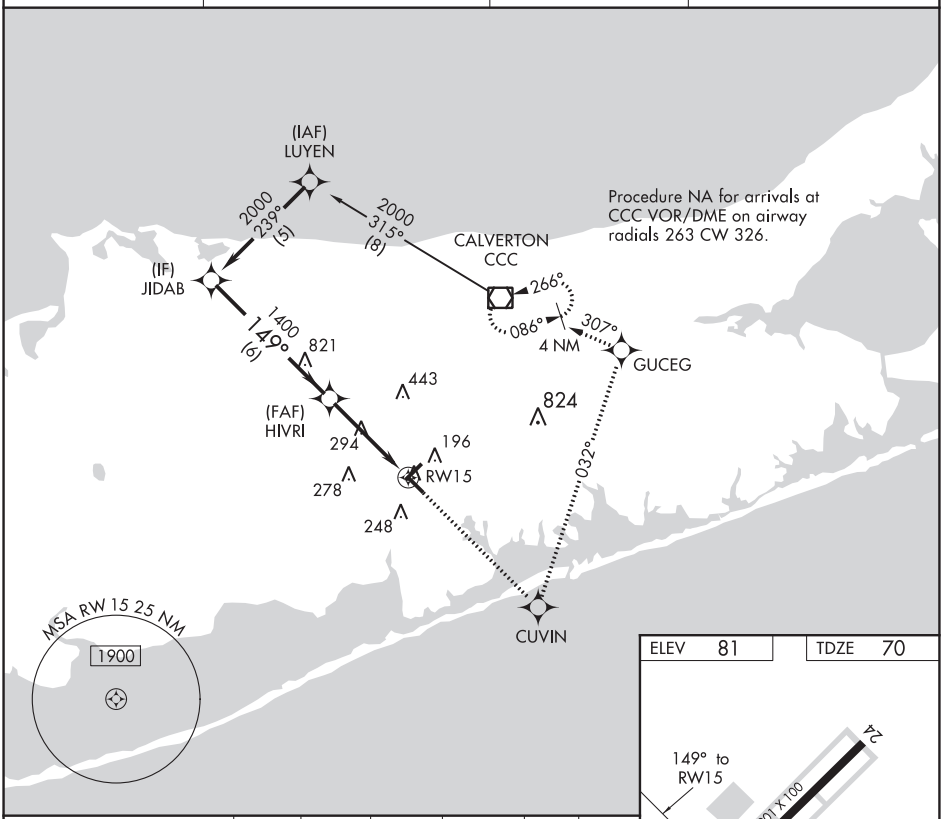
| WAAS CH 90402 W15A | APP CRS 149° | Rwy Idg 4222 / TDZE 70 / Apt Elev 81 |
|---|---|---|

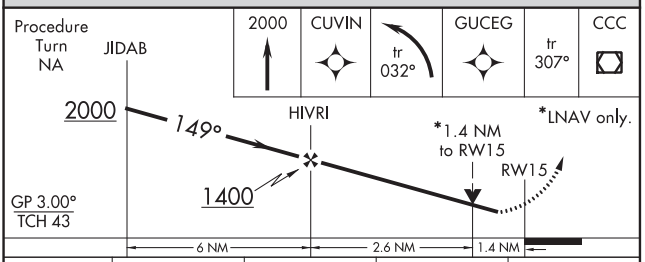
# RNAV (GPS) RWY 15
## BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 420 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

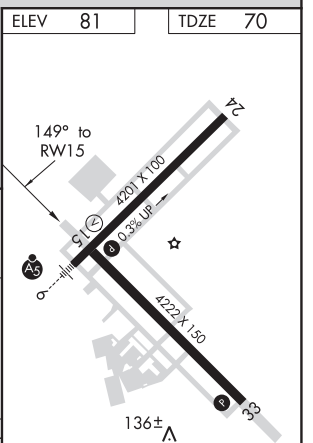
MISSED APPROACH: Climb to 2000 direct CUVIN and left turn via 032° track to GUCEG and 307° track to CCC VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 120.05 343.75 | 133.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 392-1¼ | 322 (400-1¼) | NA | |
| LNAV MDA | 560-1 | 490 (500-1) | NA | |
| C CIRCLING | 560-1 | 479 (500-1) | NA | |




REIL Rwys 15, 24 and 33 L
MIRL Rwys 6-24 and 15-33 L



40°49'N-72°52'W



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg 4222 |
|---|---|---|
| CH 40412 | 329° | TDZE 67 |
| W33A | | Apt Elev 81 |

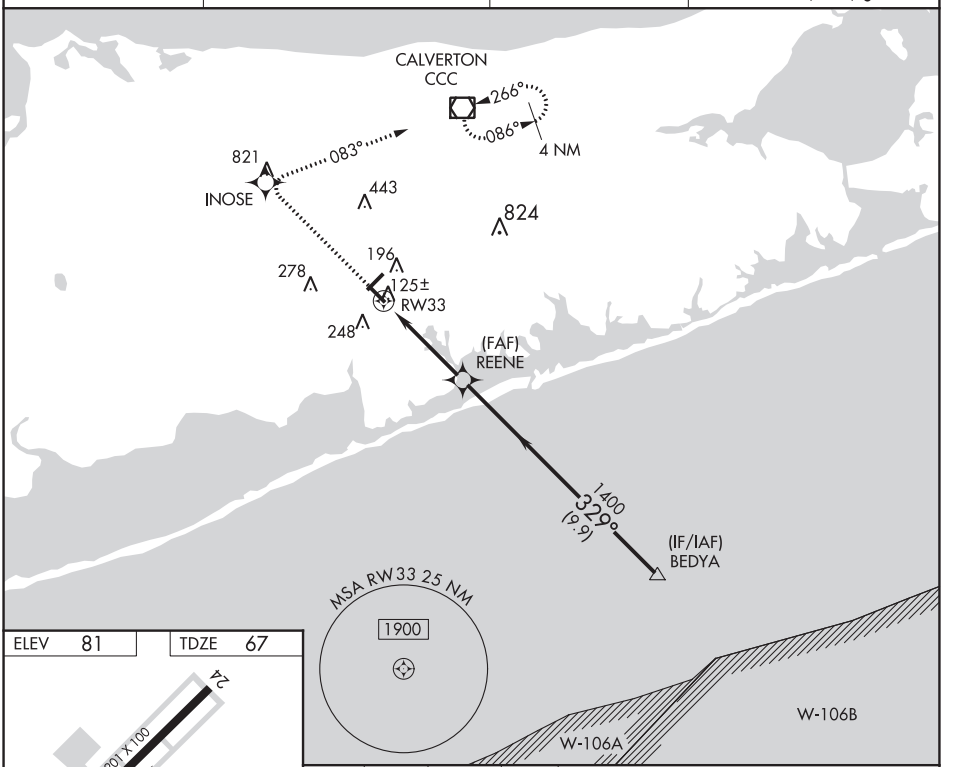
# RNAV (GPS) RWY 33

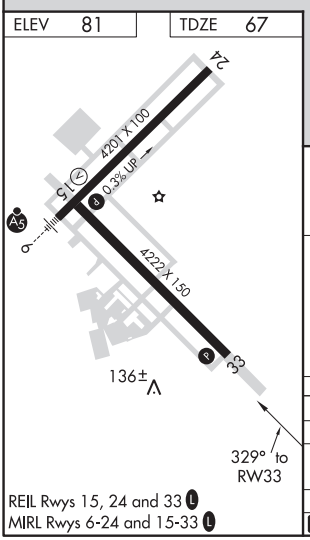
## BROOKHAVEN (HWV)

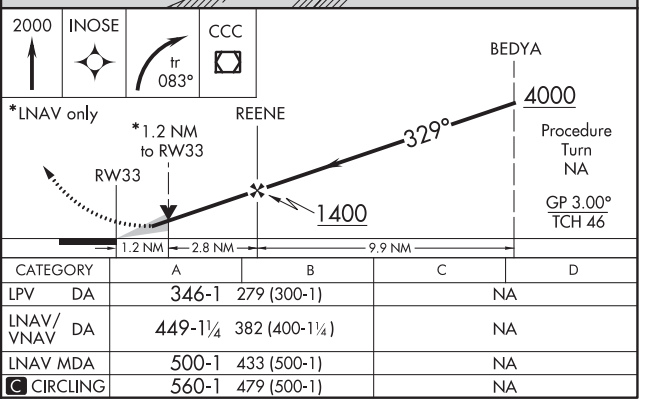
Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 2000 direct INOSE and right turn via track 083° to CCC VOR/DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 120.05 343.75 | 133.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 346-1 | 279 (300-1) | NA | |
| LNAV/VNAV DA | 449-1¼ | 382 (400-1¼) | NA | |
| LNAV MDA | 500-1 | 433 (500-1) | NA | |
| C CIRCLING | 560-1 | 479 (500-1) | NA | |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

SHIRLEY, NEW YORK AL-5603 (FAA) 20030

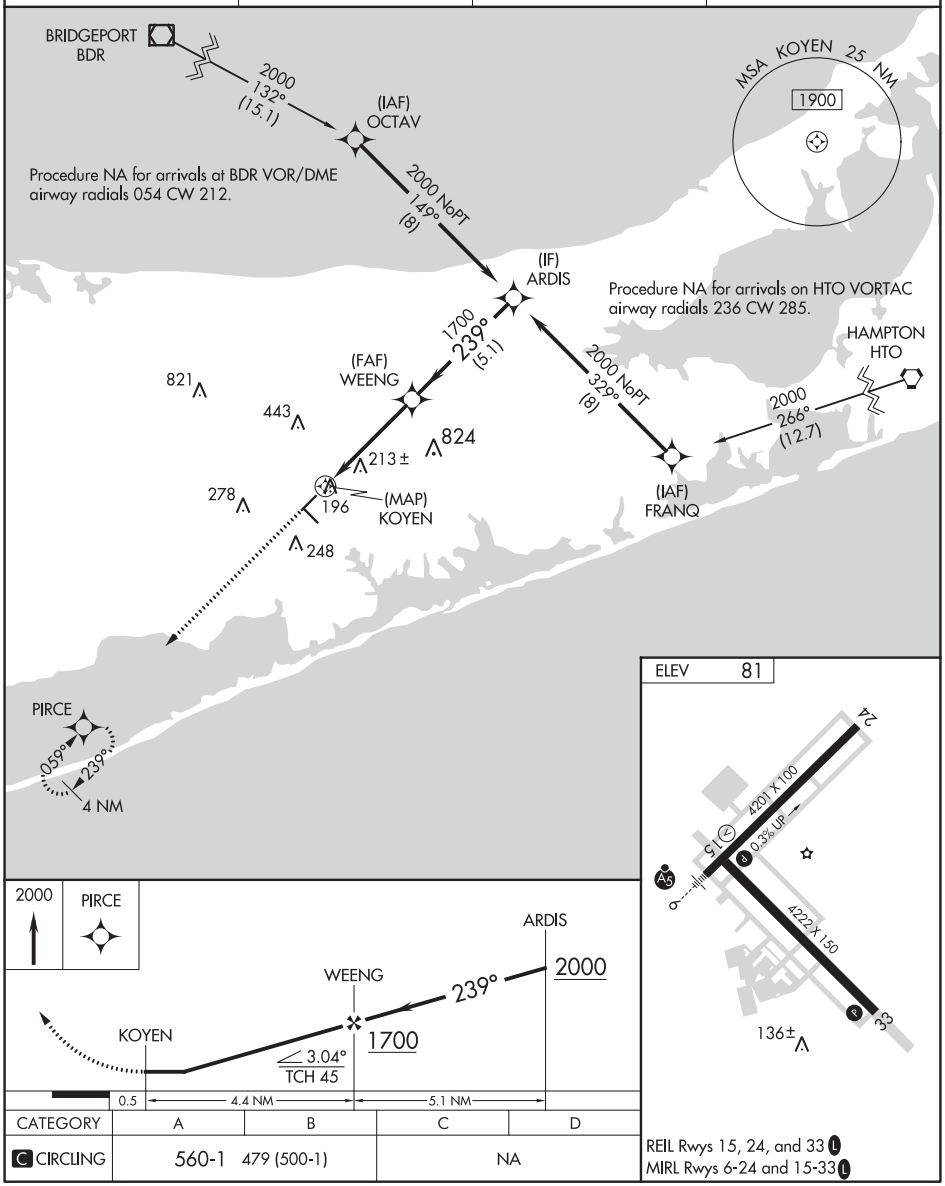
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 239° | TDZE | N/A |
| | Apt Elev | 81 |

# RNAV (GPS)-A
## BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all MDAs 40 feet.
Rwy 24 helicopter visibility below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct PIRCE and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 120.05 343.75 | 133.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 560-1 | 479 (500-1) | NA | |

REIL Rwys 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| VOR/DME CCC | APP CRS | Rwy Idg | 4201 |
|---|---|---|---|
| 117.2 | 042° | TDZE | 77 |
| Chan 119 | | Apt Elev | 81 |

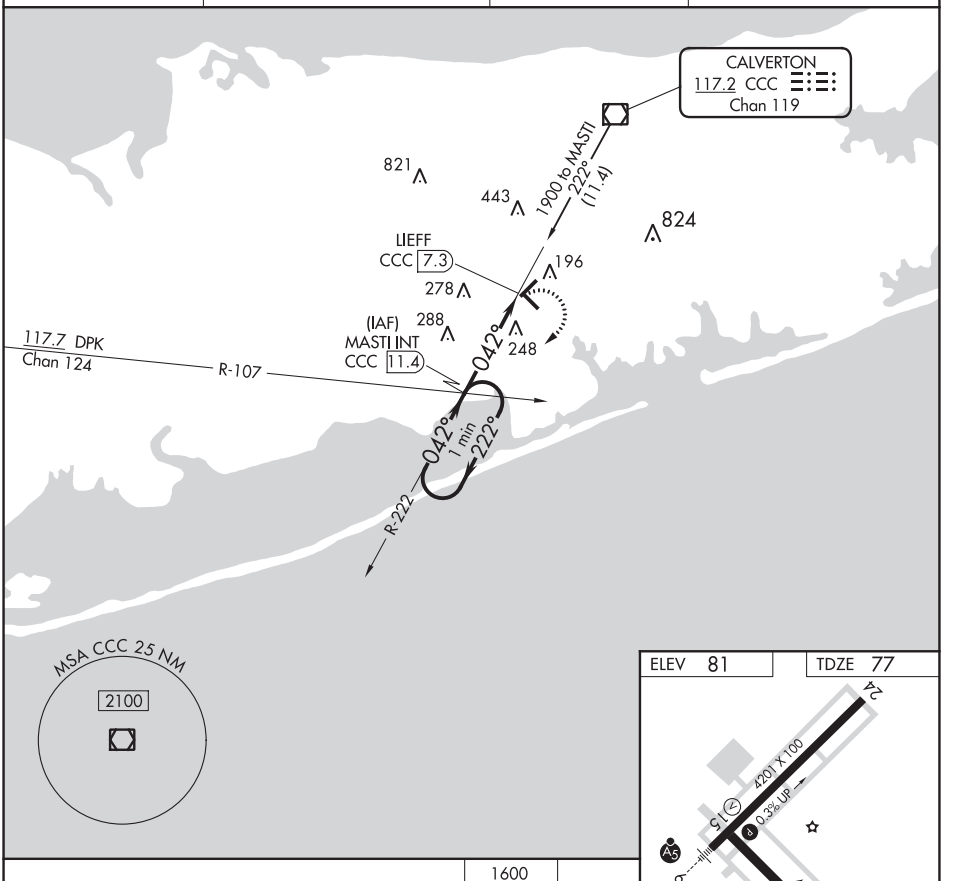
# VOR RWY 6
## BROOKHAVEN (HWV)

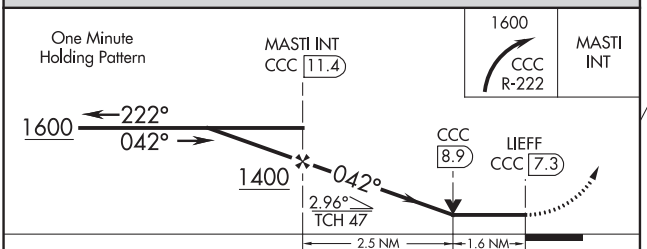
Inoperative table does not apply. When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

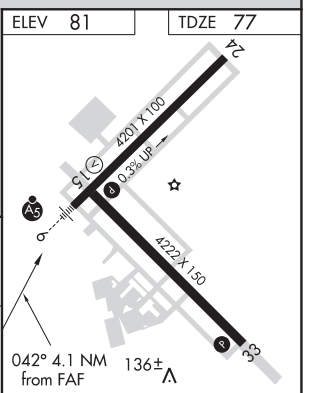
MALSR

MISSED APPROACH: Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI INT/11.4 DME and hold.

| ASOS | NEW YORK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 120.05 343.75 | 133.2 | 122.8 (CTAF) L |




REIL Rwys 15, 24 and 33 L
MIRL Rwys 6-24 and 15-33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 620-1 | 543 (600-1) | NA | |
| C CIRCLING | 620-1 | 539 (600-1) | NA | |

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

SIDNEY, NEW YORK | AL-6076 (FAA) | 20198

# RNAV (GPS) RWY 7

SIDNEY MUNI (N23)

| APP CRS | Rwy Idg | 4201 |
|---|---|---|
| 071° | TDZE | 1027 |
| | Apt Elev | 1027 |

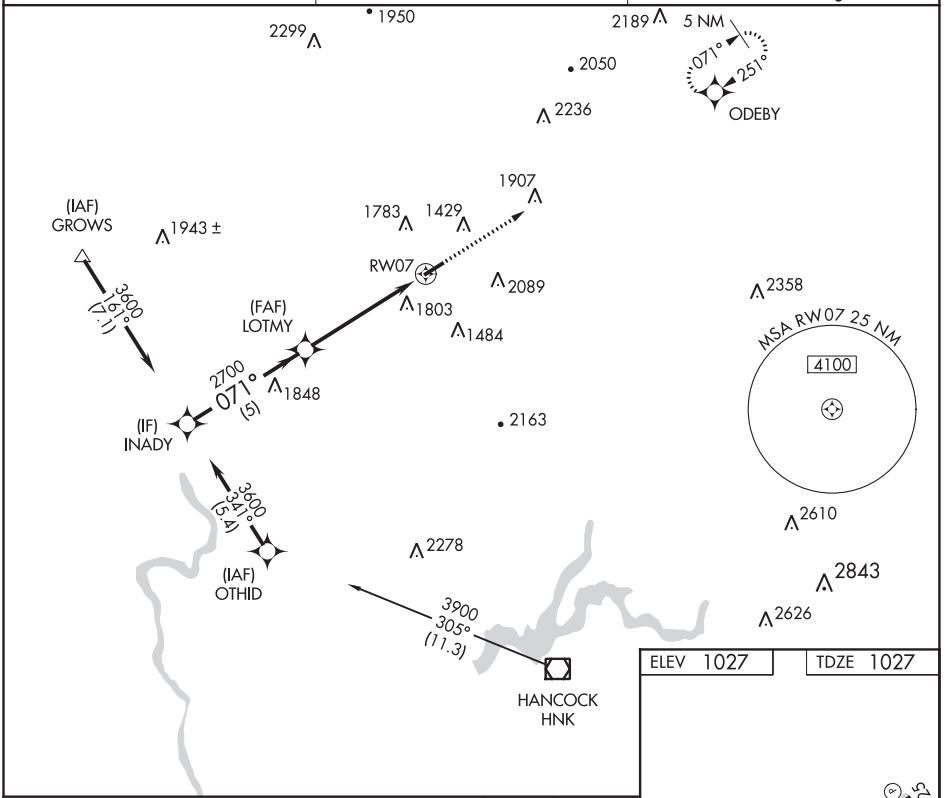
RNP APCH.

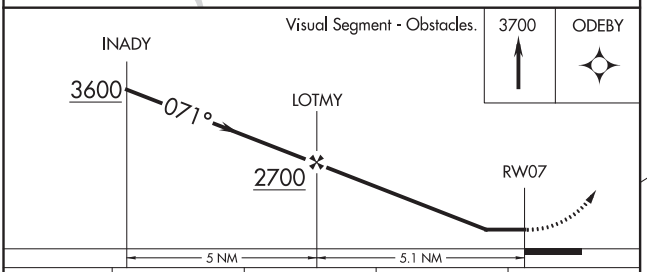
T A NA -21°C

Rwy 7 helicopter visibility reduction below 1 SM NA.
Straight-in and Circling Rwy 7 NA at night.

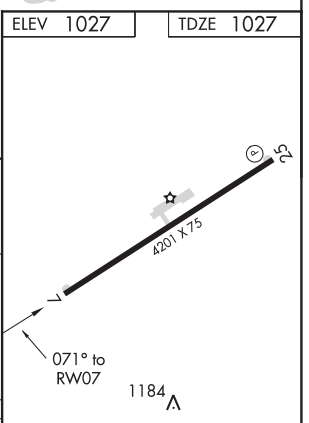
MISSED APPROACH: Climb to 3700 direct ODEBY and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.275 | 133.25 279.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2140-1¼<br>1113 (1200-1¼) | 2140-1½<br>1113 (1200-1½) | 2140-3<br>1113 (1200-3) | NA |
| C CIRCLING | 2180-1¼<br>1153 (1200-1¼) | 2240-1½<br>1213 (1300-1½) | 2460-3<br>1433 (1500-3) | NA |




SIDNEY, NEW YORK
Orig-E 28FEB19

42°18'N-75°25'W

SIDNEY MUNI (N23)

RNAV (GPS) RWY 7



NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 25

SIDNEY MUNI (N23)

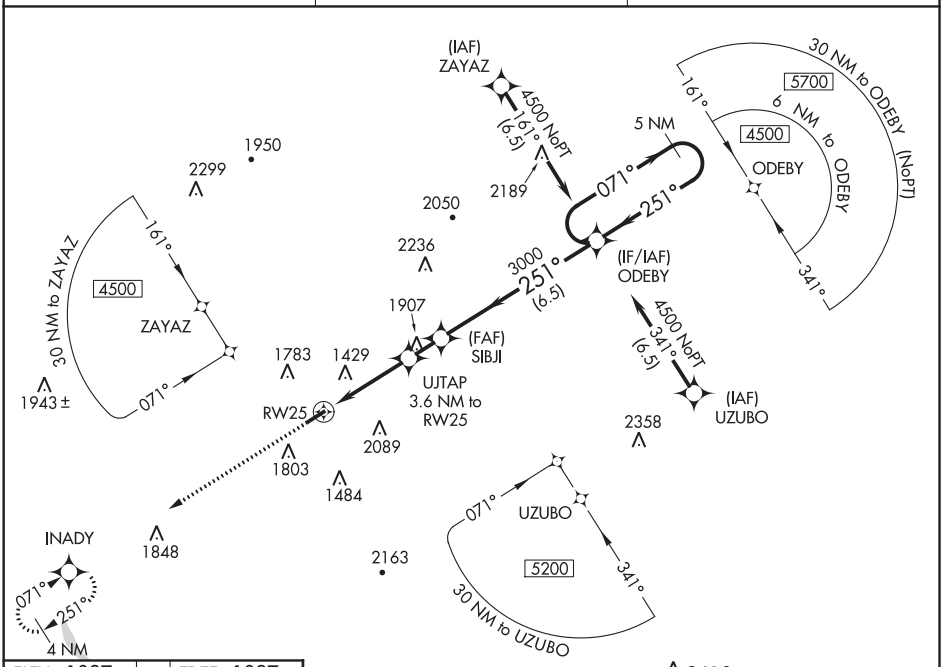
| WAAS | APP CRS | Rwy Idg | 4201 |
|---|---|---|---|
| CH 77537 | 251° | TDZE | 1027 |
| W25A | | Apt Elev | 1027 |

T
A NA
-21°C

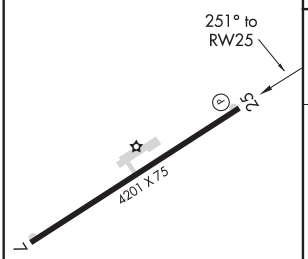
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet. Rwy 7, 25 helicopter visibility reduction below 1 SM NA. Circling Rwy 7 NA at night. When Rwy 25 VGSI inop, Straight-in and Circling minimums NA at night.

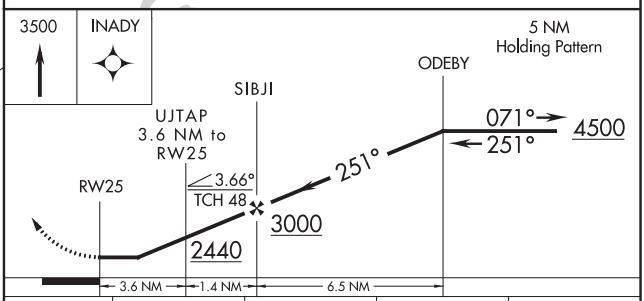
MISSED APPROACH: Climb to 3500 direct INADY and hold.

| AWOS-3 | BOSTON CENTER | UNICOM |
|---|---|---|
| 118.275 | 133.25 279.5 | 122.8 (CTAF) L |




ELEV 1027 TDZE 1027




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 2080-1¼ (1053 (1100-1¼)) | 2080-1½ (1053 (1100-1½)) | 2080-3 (1053 (1100-3)) | NA |
| LNAV MDA | 2200-1¼ (1173 (1200-1¼)) | 2200-1½ (1173 (1200-1½)) | 2200-3 (1173 (1200-3)) | NA |
| C CIRCLING | 2200-1¼ (1153 (1200-1¼)) | 2240-1½ (1213 (1300-1½)) | 2460-3 (1433 (1500-3)) | NA |

1184

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

SKANEATELES, NEW YORK

AL-5661 (FAA)

20254

| VORTAC SYR | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.0 | 226° | TDZE | N/A |
| Chan 117 | | Apt Elev | 1038 |

# VOR or GPS-A

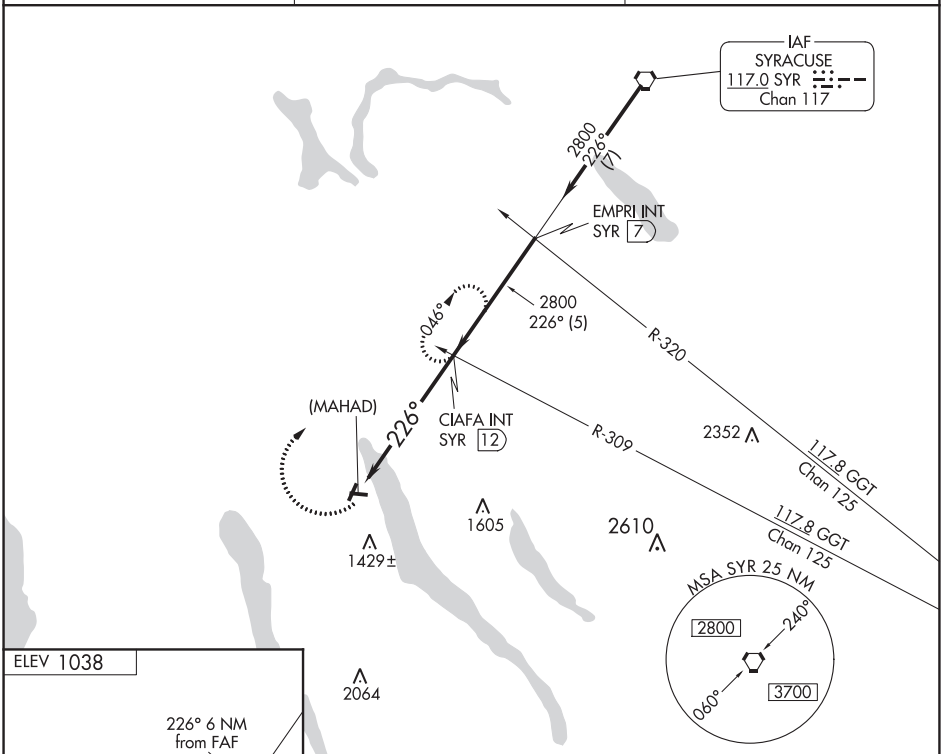
## SKANEATELES AERO DROME (6B9)

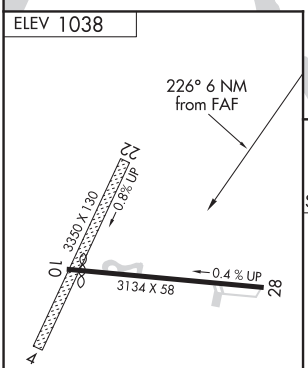
Use Syracuse altimeter setting.
Two 55′ poles 70′ either side centerline 900′ from AER 28.

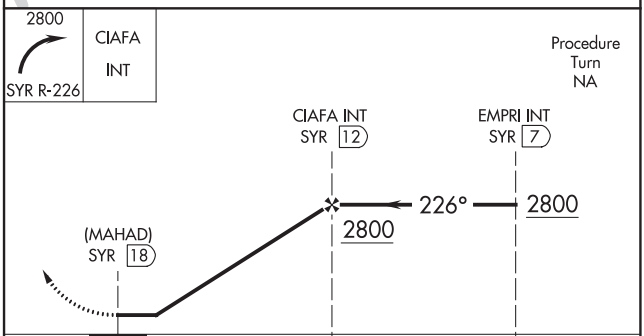
NA

MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to CIAFA INT/12 DME and hold.

| AWOS-3P | SYRACUSE APP CON | UNICOM |
|---|---|---|
| 120.125 | 126.125 269.125 | 122.8 (CTAF) L |




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1660-1 | 622 (700-1) | 1720-2 | NA |
| | | | 682 (700-2) | |

SKANEATELES, NEW YORK

Orig-B 20MAY99

42°55′N - 76°26′W

SKANEATELES AERO DROME (6B9)

VOR or GPS-A



NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 12

SOMERSET (SMQ)

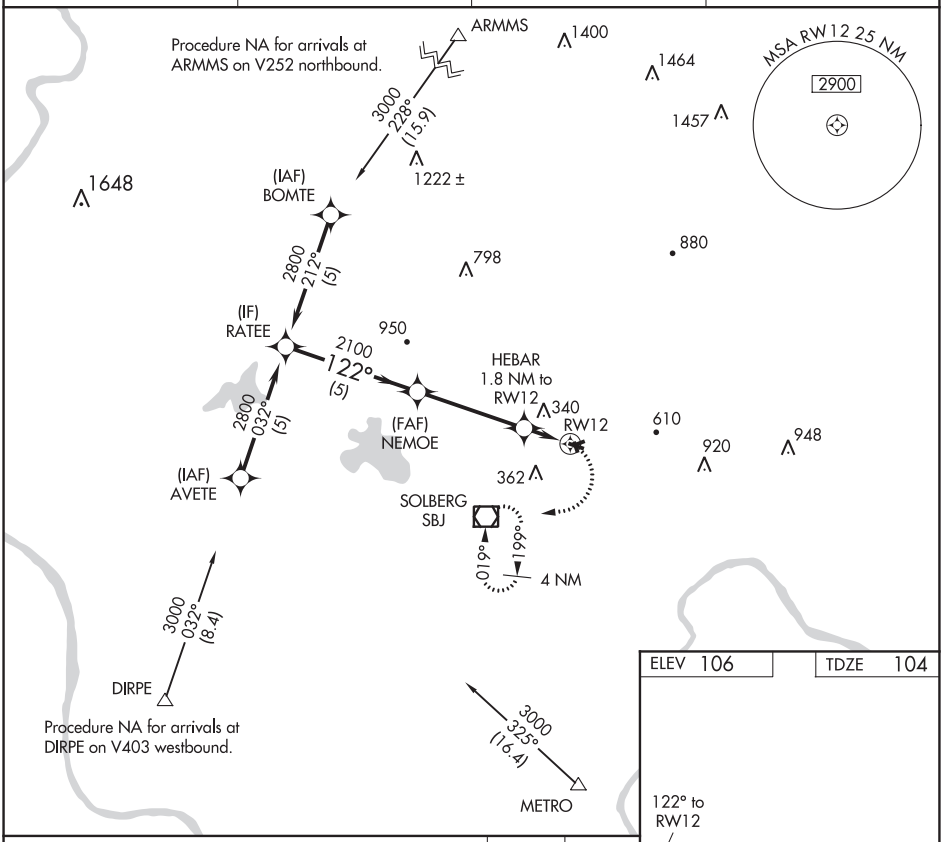
| APP CRS | Rwy Idg | 2739 |
|---|---|---|
| 122° | TDZE | 104 |
| | Apt Elev | 106 |

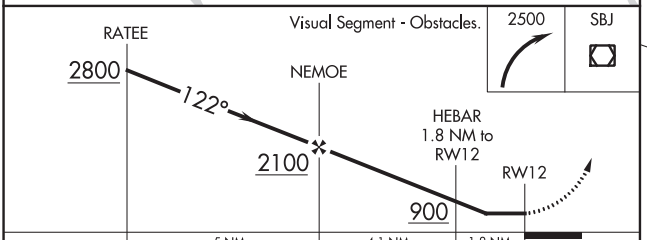
RNP APCH.

Procedure NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA.

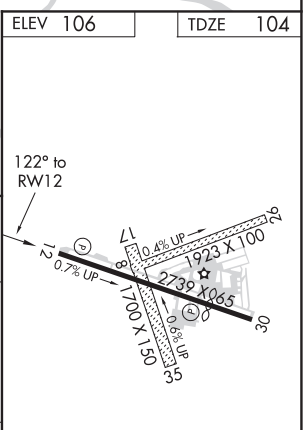
MISSED APPROACH: Climbing right turn to 2500 direct SBJ VOR/DME and hold, continue climb in hold to 2500

| ASOS | NEW YORK APP CON | UNICOM | |
|---|---|---|---|
| 120.6 | 132.8 379.9 | 123.0 (CTAF) | 118.325 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 536 (600-1) | | NA | |
| (C) CIRCLING | 640-1 534 (600-1) | 960-1¼ 854 (900-1¼) | NA | |




REIL Rwys 12 and 30 (L)
MIRL Rwy 12-30 (L)



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 30

SOMERSET (SMQ)

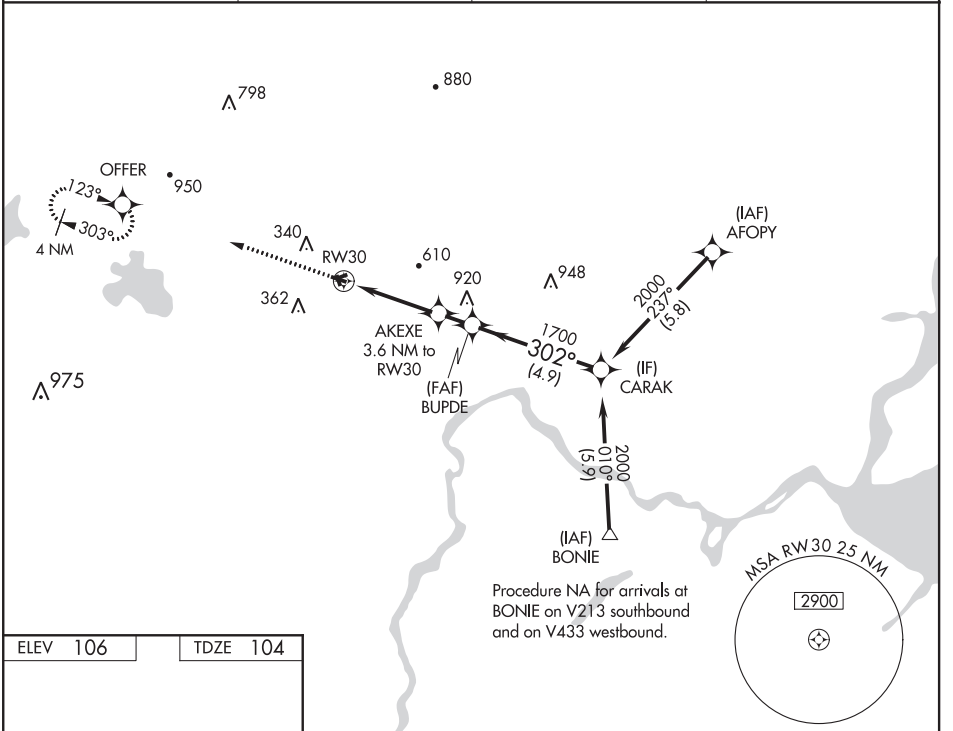
| APP CRS | Rwy Idg | 2539 |
|---|---|---|
| 302° | TDZE | 104 |
| | Apt Elev | 106 |

RNP APCH.

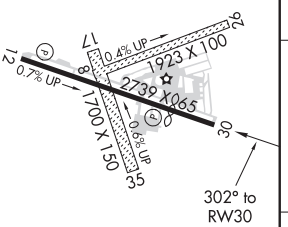
Rwy 30 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct OFFER and hold.

| ASOS | NEW YORK APP CON | UNICOM | |
|---|---|---|---|
| 120.6 | 132.8 379.9 | 123.0 (CTAF) | 118.325 (L) |

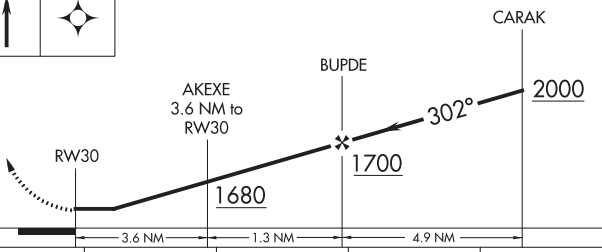



ELEV 106 TDZE 104




REIL Rwys 12 and 30 (L)
MIRL Rwy 12-30 (L)

2500 OFFER Visual Segment - Obstacles.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1<br>856 (900-1) | 960-1¼<br>856 (900-1¼) | NA | |
| C CIRCLING | 960-1¼ | 854 (900-1¼) | NA | |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# VOR RWY 8

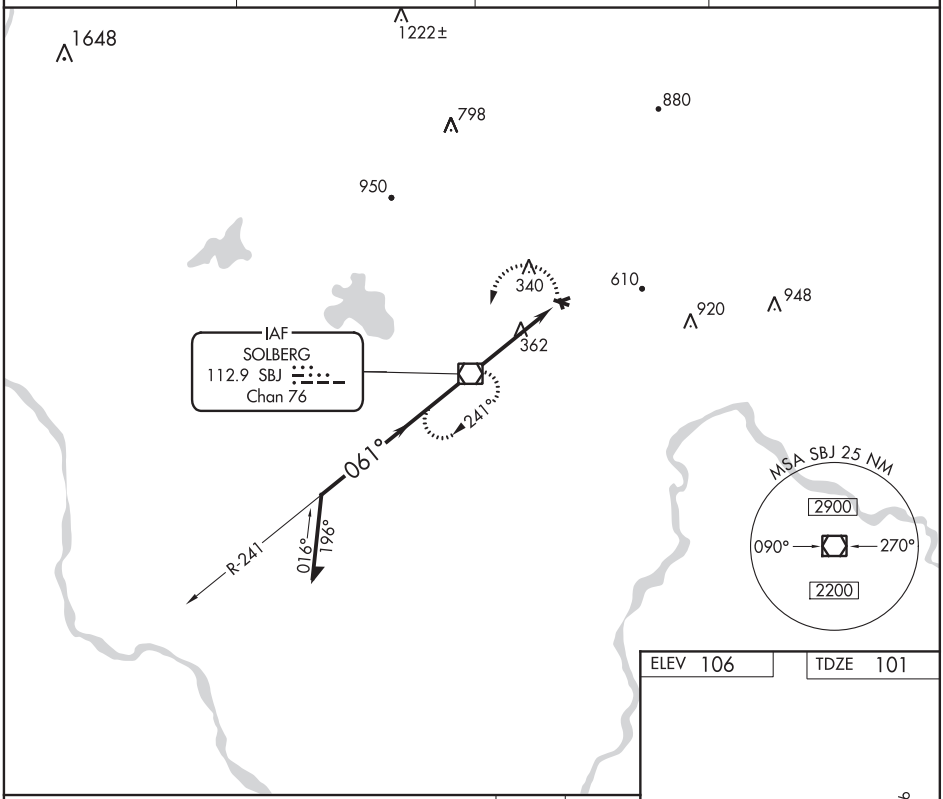
SOMERSET (SMQ)

| VOR/DME SBJ | APP CRS | Rwy Idg | 1923 |
|---|---|---|---|
| 112.9 | 061° | TDZE | 101 |
| Chan 76 | | Apt Elev | 106 |

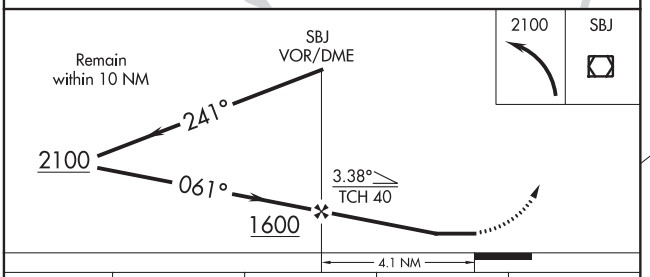
Helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Morristown altimeter setting and increase all MDA 60 feet.

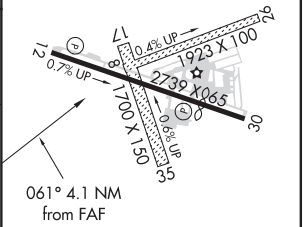
MISSED APPROACH: Climbing left turn to 2100 direct SBJ VOR/DME and hold.

| ASOS | NEW YORK APP CON | UNICOM | |
|---|---|---|---|
| 120.6 | 132.8 379.9 | 123.0 (CTAF) | 118.325 L |




| ELEV 106 | TDZE 101 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 700-1 | 599 (600-1) | NA | |
| C CIRCLING | 700-1<br>594 (600-1) | 960-1¼<br>854 (900-1¼) | NA | |

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

SOUTH BETHLEHEM, NEW YORK | AL-9737 (FAA) | 21056

# RNAV (GPS) RWY 1
## SOUTH ALBANY (4BØ)

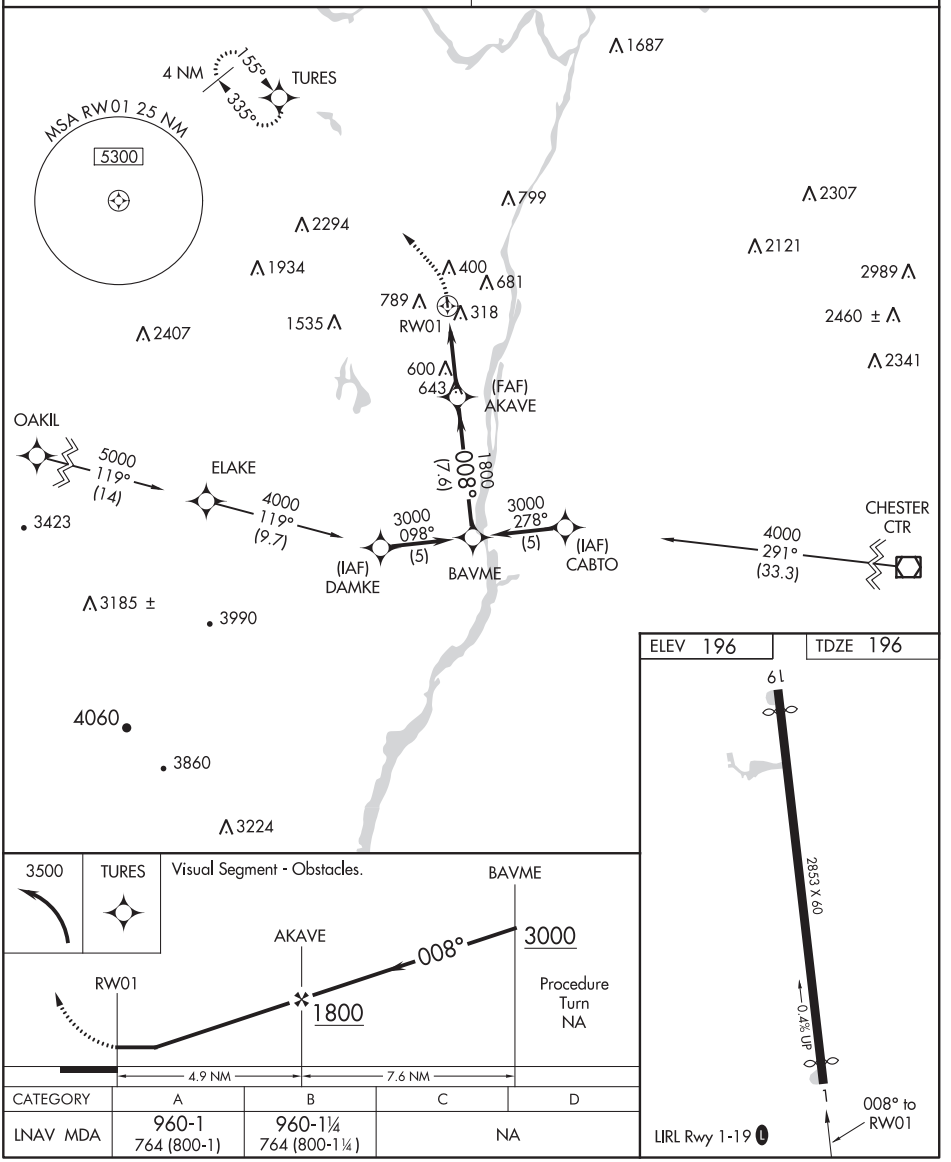
| APP CRS | Rwy ldg | 2703 |
|---|---|---|
| 008° | TDZE | 196 |
| | Apt Elev | 196 |

RNP APCH.

Use Albany Intl altimeter setting. Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3500 direct TURES WP and hold.

| ALBANY APP CON | CTAF |
|---|---|
| 118.05 263.075 | 122.9 (L) |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1<br>764 (800-1) | 960-1¼<br>764 (800-1¼) | NA | |




SOUTH BETHLEHEM, NEW YORK
Orig-B 15AUG19

42°34'N-73°50'W

SOUTH ALBANY (4BØ)
RNAV (GPS) RWY 1


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 19

SOUTH ALBANY (4BØ)

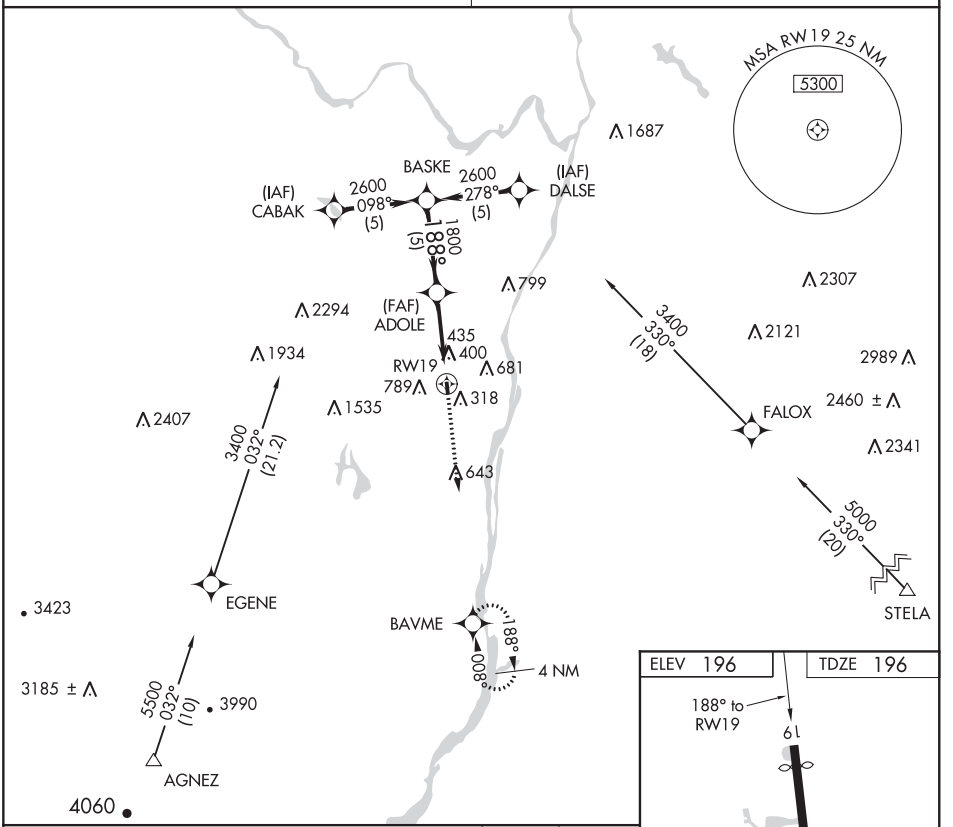
| APP CRS | Rwy ldg | 2729 |
|---|---|---|
| 188° | TDZE | 196 |
| | Apt Elev | 196 |

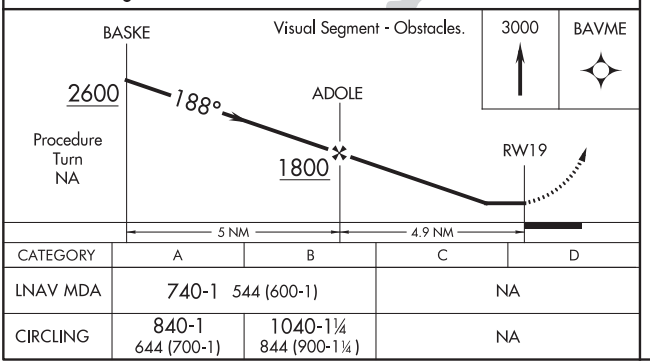
RNP APCH.

Use Albany Intl altimeter setting. Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.

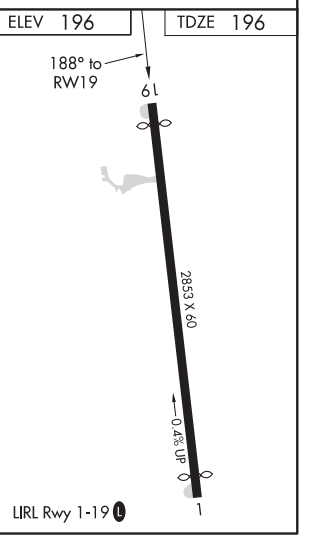
MISSED APPROACH: Climb to 3000 direct BAVME WP and hold.

| ALBANY APP CON | CTAF |
|---|---|
| 118.05 263.075 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 544 (600-1) | | NA | |
| CIRCLING | 840-1 644 (700-1) | 1040-1¼ 844 (900-1¼) | NA | |






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# COPTER RNAV (GPS) 190°

SOUTHAMPTON (87N)

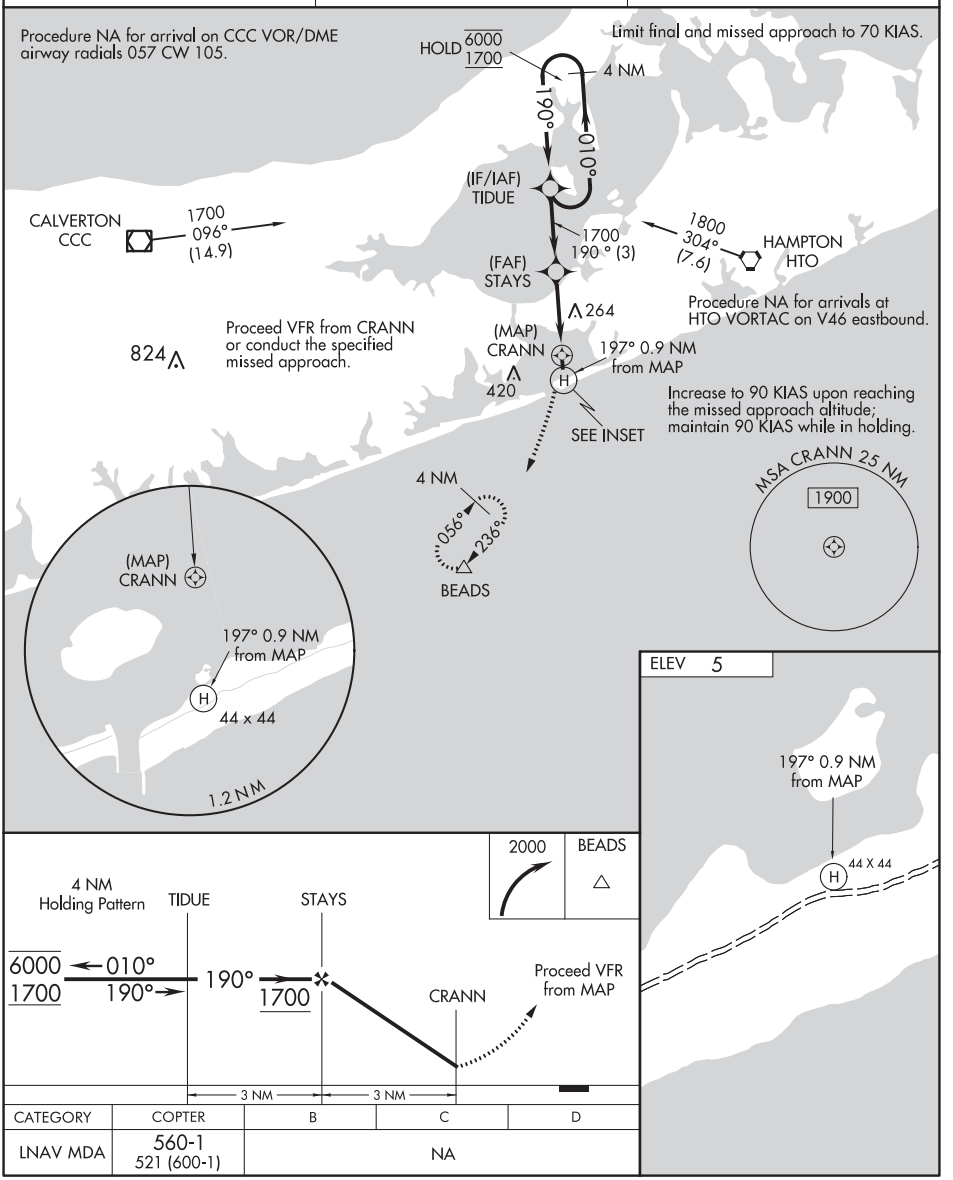
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 190° | Surface Elev | 39 |
| | Apt Elev | 5 |

RNP APCH.

⚠ NA Procedure NA at night.
Use Westhampton Beach altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct BEADS and hold.

| FOK ASOS | NEW YORK APP CON | CTAF |
|---|---|---|
| 119.925 | 125.975 | 122.9 |




| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1<br>521 (600-1) | NA | | |



COPTER RNAV (GPS) 190°



NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 3040 |
|---|---|---|
| 029° | TDZE | 420 |
| | Apt Elev | 422 |

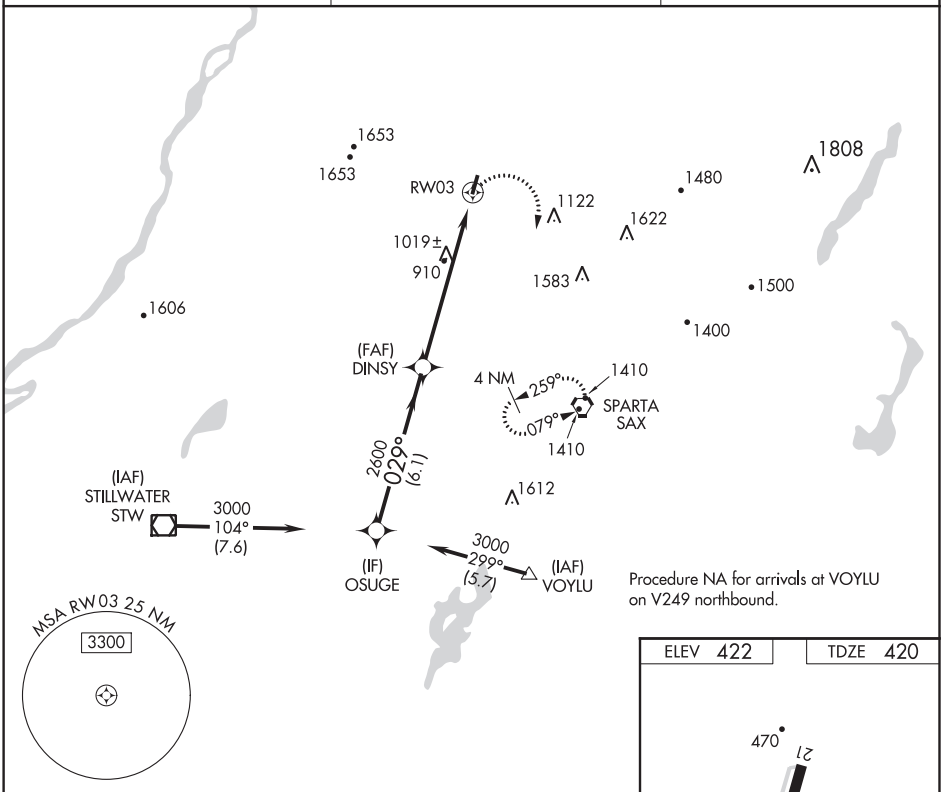
# RNAV (GPS) RWY 3

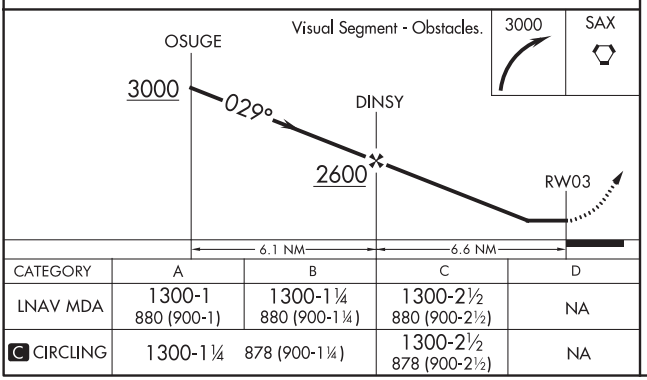
SUSSEX (FWN)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet; increase LNAV Cats A/B and Circling Cat B visibility ¼ mile and increase LNAV and Circling Cat C visibility ½ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

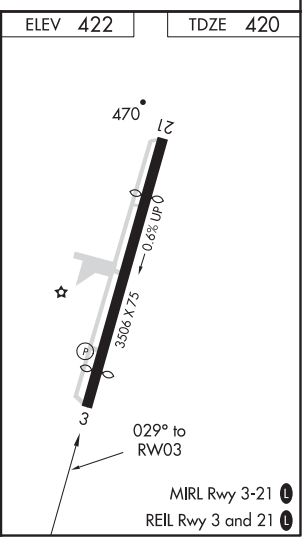
MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

| ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 118.525 | 127.6 379.9 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1<br>880 (900-1) | 1300-1¼<br>880 (900-1¼) | 1300-2½<br>880 (900-2½) | NA |
| C CIRCLING | 1300-1¼ 878 (900-1¼) | | 1300-2½<br>878 (900-2½) | NA |






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

SUSSEX, NEW JERSEY AL-5412 (FAA) 20254

| VORTAC SAX | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.7 | 345° | TDZE | N/A |
| Chan 104 | | Apt Elev | 422 |

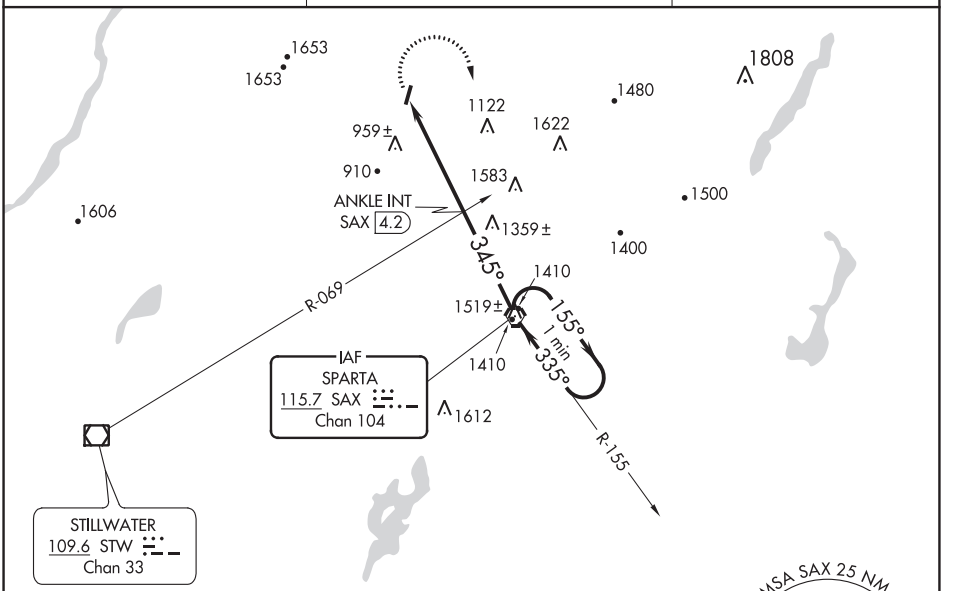
# VOR-A

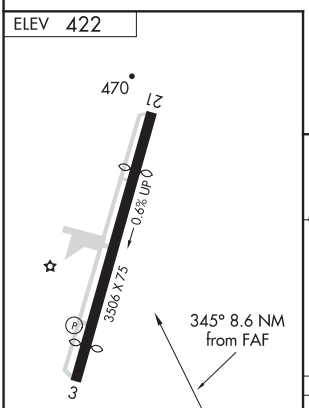
SUSSEX (FWN)

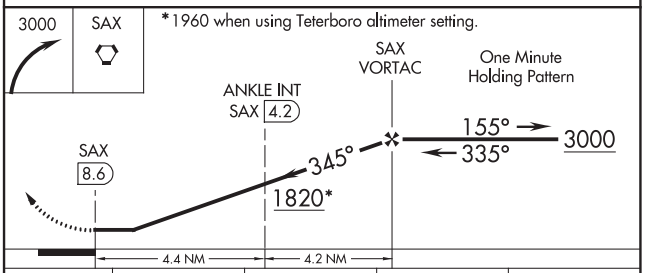
When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet and ANKLE FIX Minimums Cats A & B visibility ¼ mile and Cat C ½ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

| ASOS | NEW YORK APP CON | UNICOM |
|---|---|---|
| 118.525 | 127.6 379.9 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1820-1¼ 1398 (1400-1¼) | 1820-1½ 1398 (1400-1½) | 1820-3 1398 (1400-3) | NA |
| ANKLE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| C CIRCLING | 1300-1 878 (900-1) | 1300-1¼ 878 (900-1¼) | 1300-2½ 878 (900-2½) | NA |

| FAF to MAP 8.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:36 | 5:44 | 4:18 | 3:26 | 2:52 |

SUSSEX, NEW JERSEY
Amdt 6B 10SEP20

41°12′N-74°37′W

SUSSEX (FWN)
VOR-A


NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 10

SYRACUSE HANCOCK INTL (SYR)

| LOC/DME I-MRZ | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 109.9 | 100° | TDZE | 421 |
| Chan 36 | | Apt Elev | 421 |

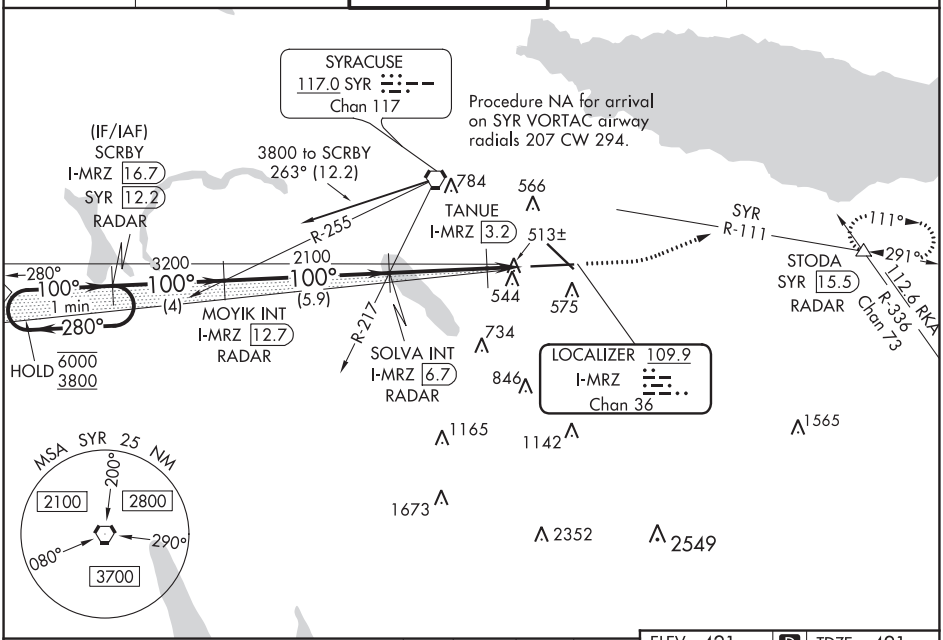
DME or RADAR required.

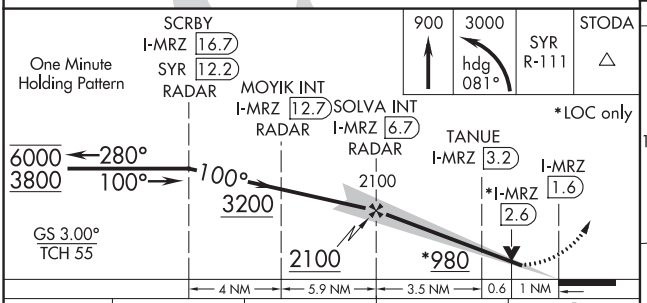
T TANUE fix minimums, for inoperative ALS, increase S-LOC 10
A Cats C and D visibility to RVR 5500.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

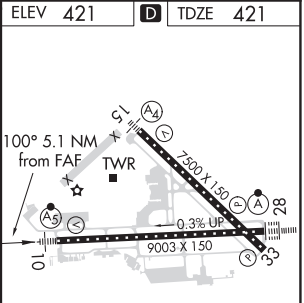
MALSR (A5)

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 081° and on SYR VORTAC R-111 to STODA INT/ SYR VORTAC 15.5 DME/RADAR and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10** | 621/24 | 200 (200-½) | | |
| S-LOC 10 | 980/24 | 559 (600-½) | 980/60 | 559 (600-1¼) |
| C CIRCLING | 980-1 | 559 (600-1) | 1020-1⅝ | 1180-2½ |
| | | | 599 (600-1⅝) | 759 (800-2½) |
| TANUE FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 10 | 780/24 | 359 (400-½) | 780/30 | 359 (400-⅝) |
| C CIRCLING | 900-1 | 920-1 | 1020-1½ | 1180-2½ |
| | 479 (500-1) | 499 (500-1) | 599 (600-1½) | 759 (800-2½) |

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| LOC/DME I-SYR | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 109.9 | 280° | TDZE | 413 |
| Chan 36 | | Apt Elev | 421 |

# ILS or LOC RWY 28

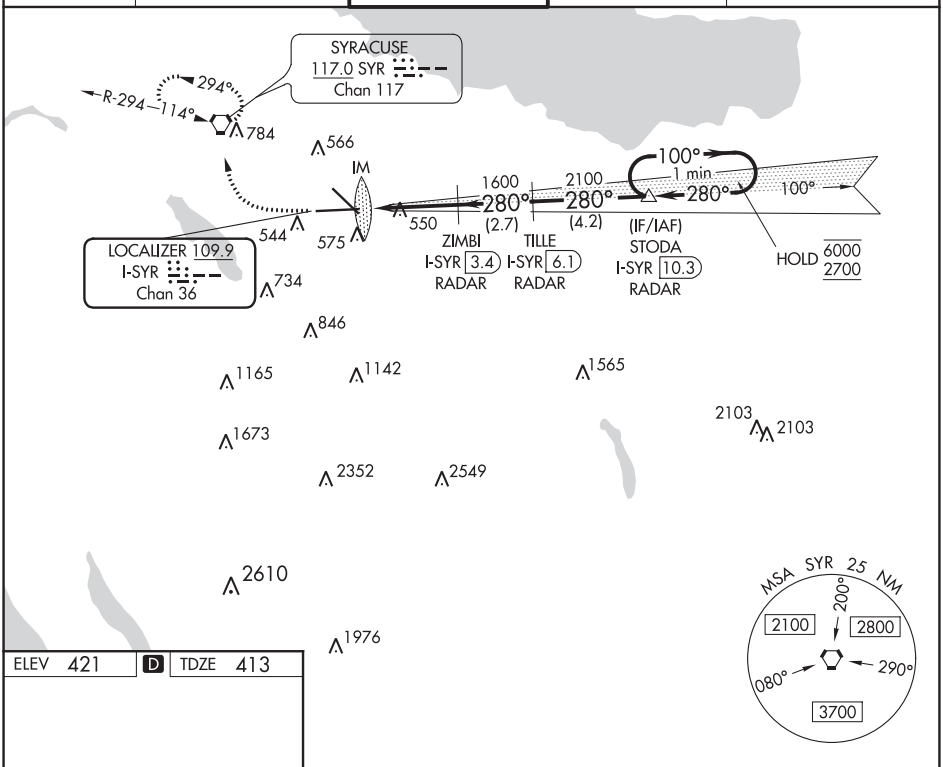
## SYRACUSE HANCOCK INTL (SYR)

DME or RADAR required.

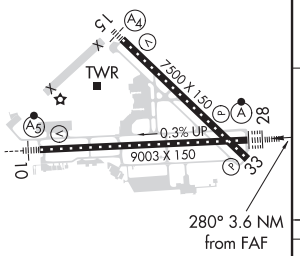
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold, continue climb-in-hold to 3000.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |



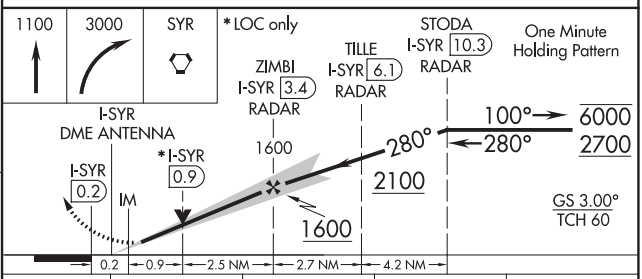

| ELEV 421 | D | TDZE 413 |
|---|---|---|




280° 3.6 NM from FAF

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

| FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 613/18 200 (200-½) | | | |
| S-LOC 28 | 800/24 387 (400-½) | | 800/35 387 (400-⅝) | |
| C CIRCLING | 900-1 479 (500-1) | 920-1 499 (500-1) | 1020-1½ 599 (600-1½) | 1180-2½ 759 (800-2½) |



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| LOC/DME I-SYR | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 109.9 | 280° | TDZE | 413 |
| Chan 36 | | Apt Elev | 421 |

# ILS RWY 28 (SA CAT I)

## SYRACUSE HANCOCK INTL (SYR)

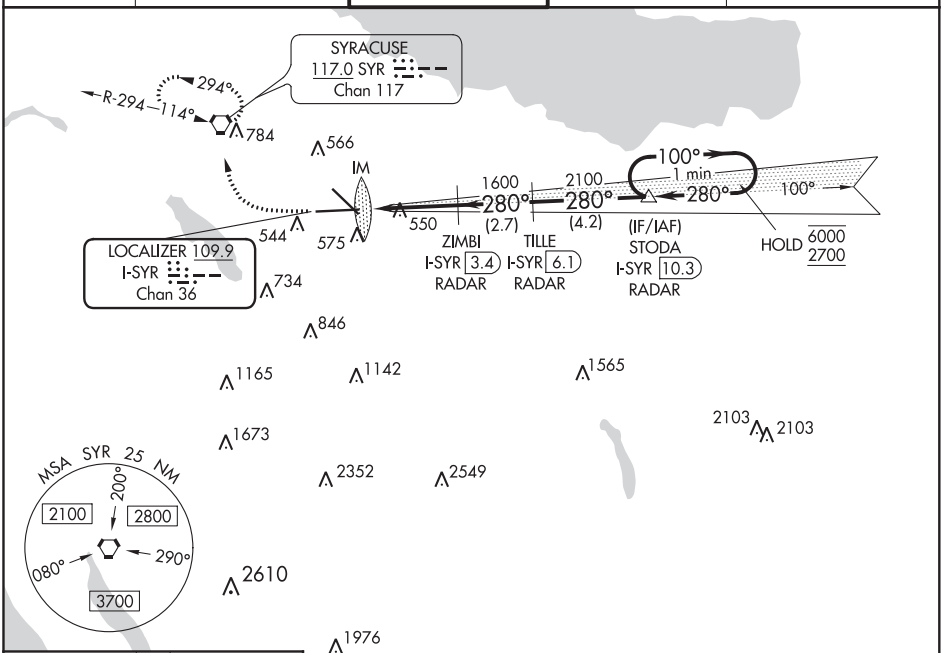
DME or RADAR required.

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

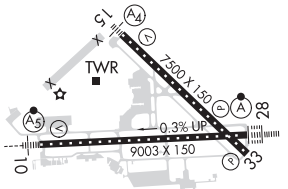
ALSF-2

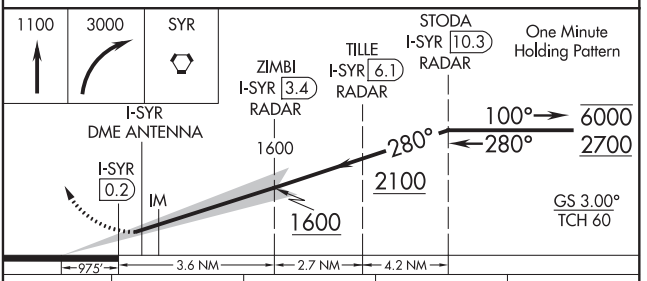
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold, continue climb-in-hold to 3000.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




ELEV 421 D TDZE 413




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | RA 150/14 150 DA 563 | | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| LOC/DME I-SYR | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 109.9 | 280° | TDZE | 413 |
| Chan 36 | | Apt Elev | 421 |

# ILS RWY 28 (CAT II)

## SYRACUSE HANCOCK INTL (SYR)

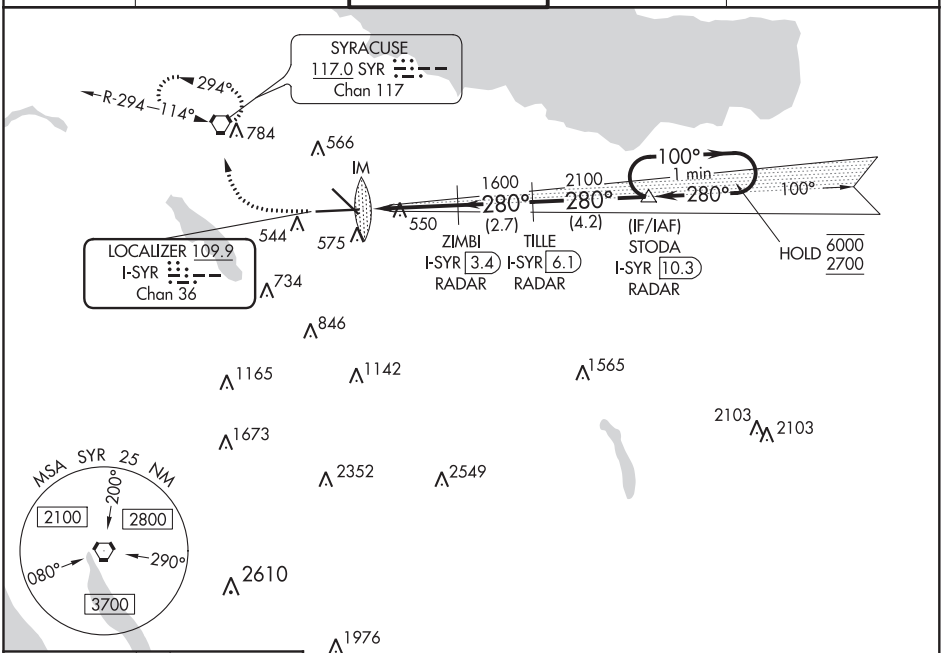
DME or RADAR required.

RVR 1000 authorized with specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

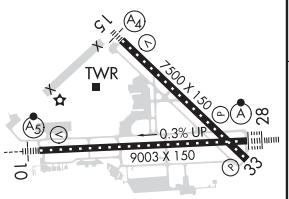
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold, continue climb-in-hold to 3000.

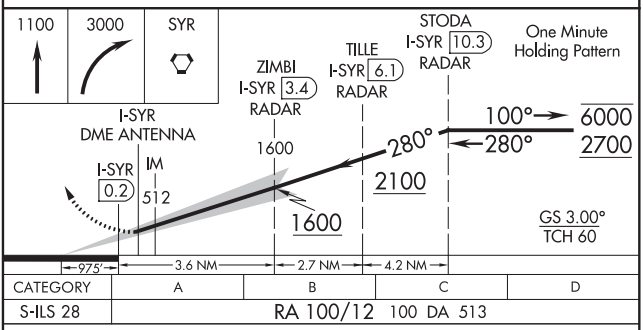
| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




| ELEV 421 | D | TDZE 413 |
|---|---|---|




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | RA 100/12 100 DA 513 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 9003 |
|---|---|---|
| 100° | TDZE | 421 |
| | Apt Elev | 421 |

# RNAV (RNP) Y RWY 10

SYRACUSE HANCOCK INTL (SYR)

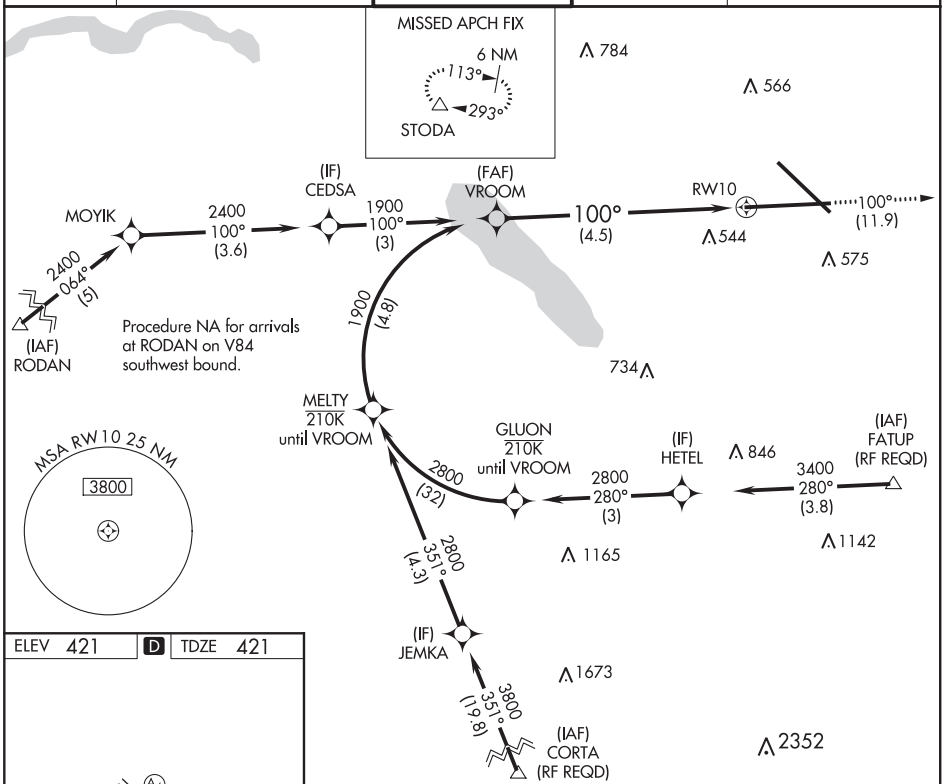
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to 1⅛. For inop ALS, increase RNP 0.30 all Cats visibility to 1⅜.

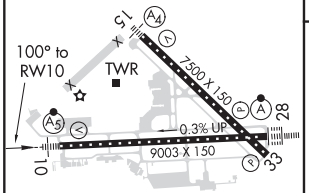
MALSR

MISSED APPROACH: Climb to 3000 on track 100° to STODA and hold.

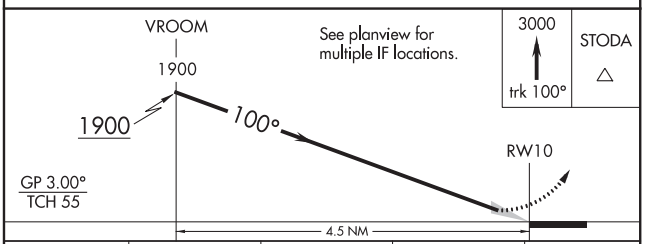
| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




ELEV 421 | D | TDZE 421




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | | 816/45 | 395 (400-⅞) | |
| RNP 0.30 DA | | 881/55 | 460 (500-1) | |

## AUTHORIZATION REQUIRED



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

SYRACUSE, NEW YORK | AL-411 (FAA) | 20310

| APP CRS | Rwy Idg | 9003 |
|---|---|---|
| 280° | TDZE | 413 |
| | Apt Elev | 421 |

# RNAV (RNP) Y RWY 28

## SYRACUSE HANCOCK INTL (SYR)

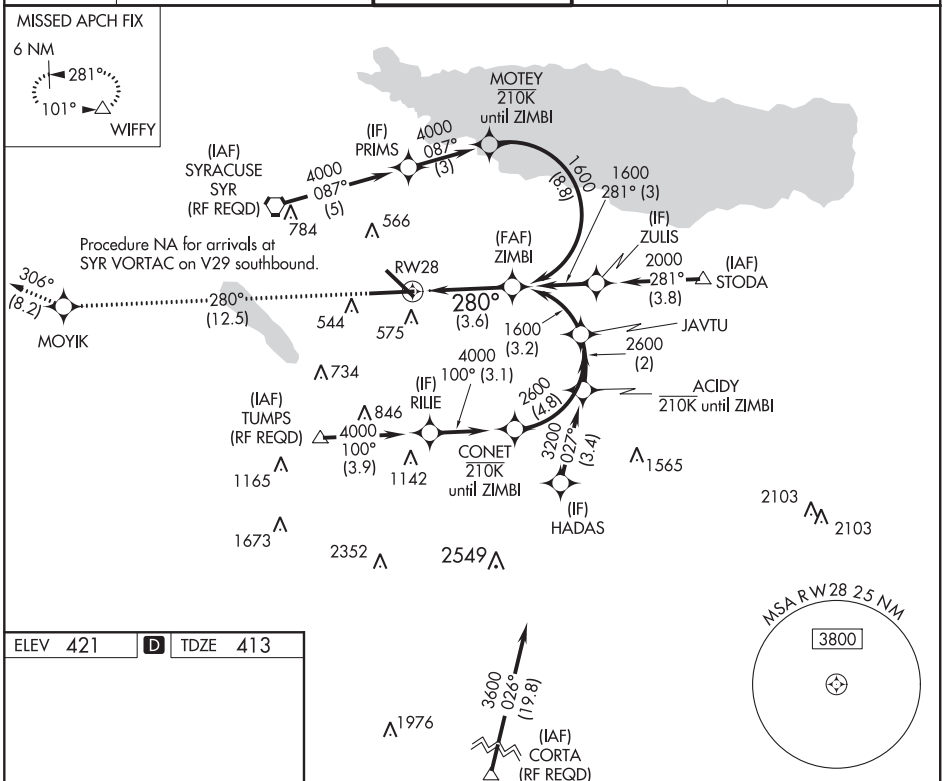
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to 1⅜. For inop ALS, increase RNP 0.30 all Cats visibility to 1⅝.

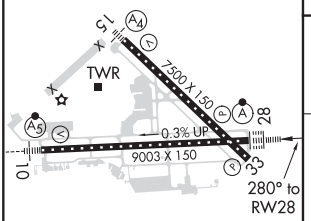
ALSF-2

MISSED APPROACH: Climb to 3000 on track 280° to MOYIK and on track 306° to WIFFY and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |

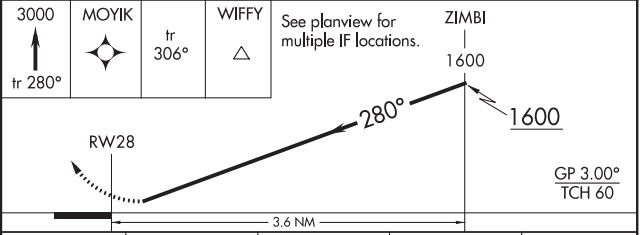



| ELEV 421 | D | TDZE 413 |
|---|---|---|




| 3000 | MOYIK | tr 306° | WIFFY |
|---|---|---|---|
| tr 280° | | | |

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | | 862/55 | 449 (500-1) | |
| RNP 0.30 DA | | 957-1⅜ | 544 (600-1⅜) | |

AUTHORIZATION REQUIRED

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

SYRACUSE, NEW YORK
Orig-B 16JUL20

43°07′N-76°06′W

SYRACUSE HANCOCK INTL (SYR)

RNAV (RNP) Y RWY 28


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 15

## SYRACUSE HANCOCK INTL (SYR)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **50117** | **147°** | Rwy Idg | **7500** |
| **W15A** | | TDZE | **417** |
| | | Apt Elev | **421** |

RNP APCH.

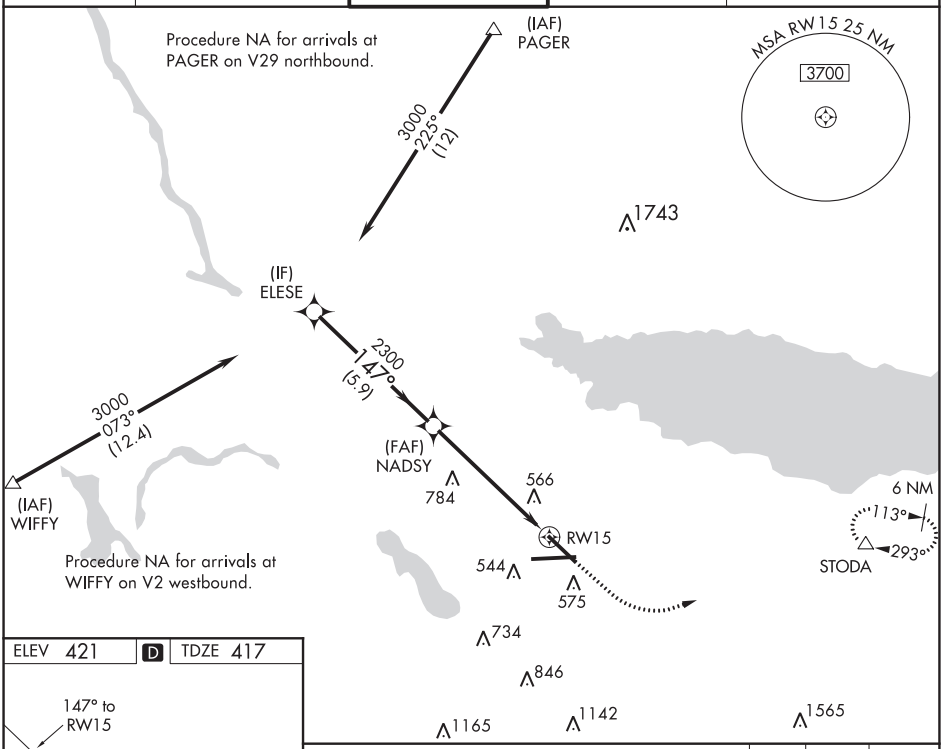
Rwy 15 helicopter visibility reduction below ¾ SM NA.

Inop table does not apply to LPV DA all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

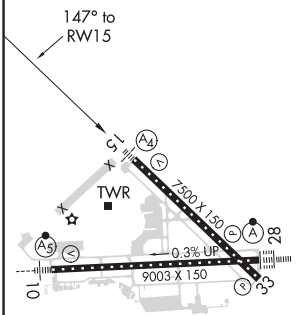
MALS

MISSED APPROACH: Climb to 1600 then climbing left turn to 3200 direct STODA and hold, continue climb-in-hold to 3200.

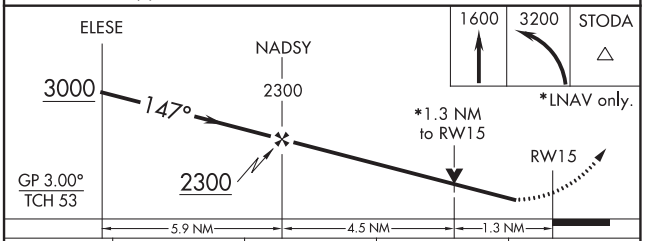
| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| **124.225** | **126.125 269.125** | **120.3 239.0** | **121.7 348.6** | **125.05 257.775** |




ELEV 421 | D | TDZE 417




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 667-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 894-1⅛ 477 (500-1⅛) | | | |
| LNAV MDA | 880-¾ 463 (500-¾) | | 880-1⅛ 463 (500-1⅛) | |
| C CIRCLING | 900-1 479 (500-1) | 920-1 499 (500-1) | 1020-1½ 599 (600-1½) | 1180-2½ 759 (800-2½) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 33

## SYRACUSE HANCOCK INTL (SYR)

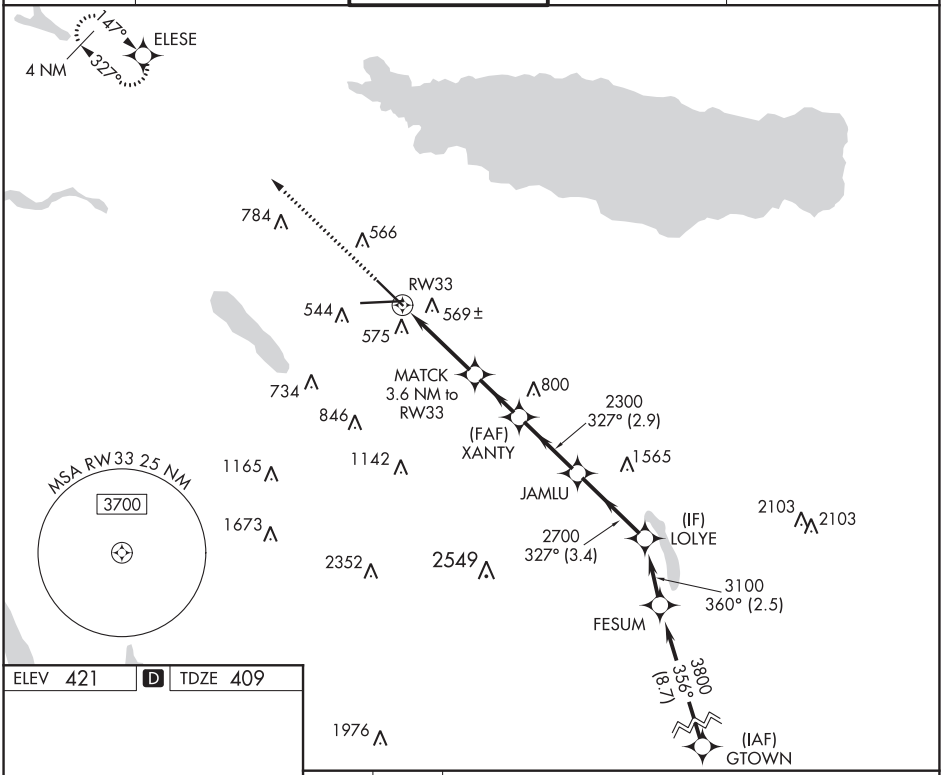
| WAAS | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| CH 81823 | 327° | TDZE | 409 |
| W33A | | Apt Elev | 421 |

RNP APCH.

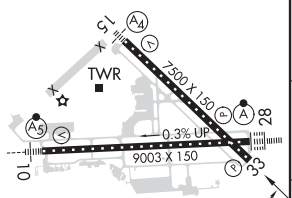
▼ Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated
▲ Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

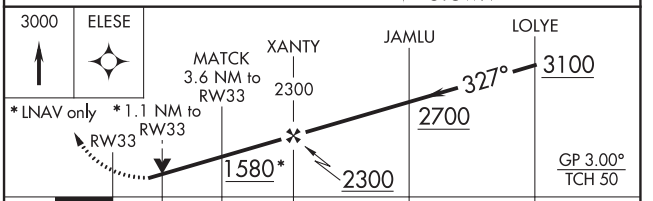
MISSED APPROACH: Climb to 3000 direct ELESE and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




ELEV 421 | D | TDZE 409




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 715/45 306 (300-⅞) | | | |
| LNAV/VNAV DA | 882-1⅜ 473 (500-1⅜) | | | |
| LNAV MDA | 820/55 411 (400-1) | | 820/60 411 (400-1¼) | |
| C CIRCLING | 900-1 479 (500-1) | 920-1 499 (500-1) | 1020-1½ 599 (600-1½) | 1180-2½ 759 (800-2½) |

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Z RWY 10

SYRACUSE HANCOCK INTL (SYR)

| WAAS CH 40017 W10A | APP CRS 100° | Rwy Idg 9003<br>TDZE 421<br>Apt Elev 421 |
|---|---|---|

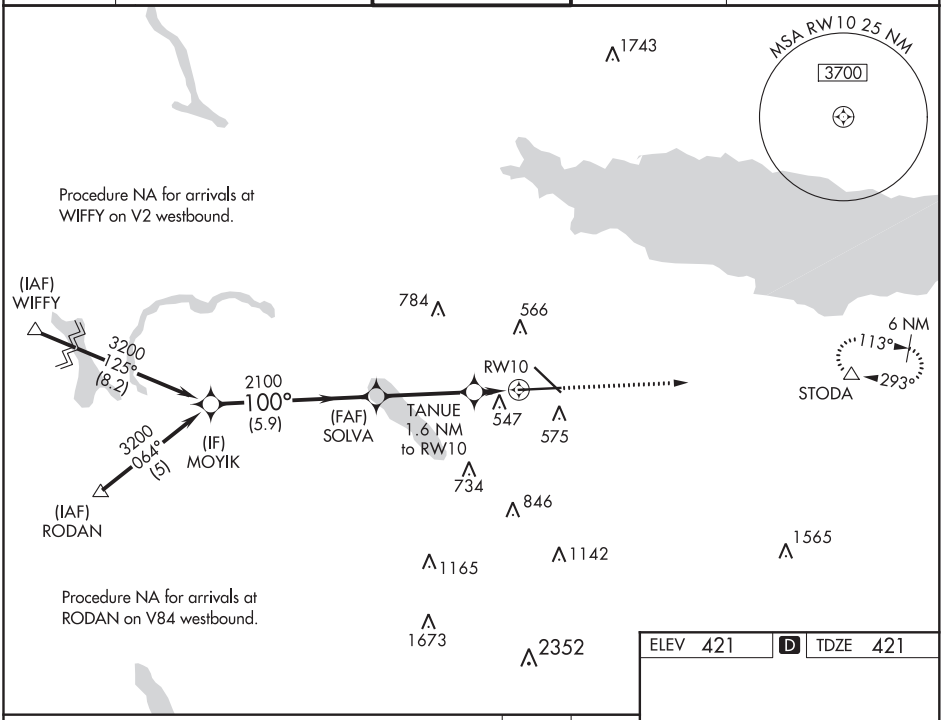
RNP APCH.

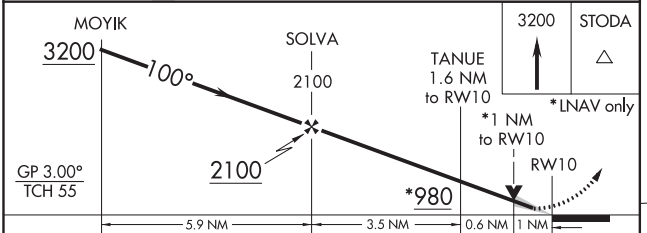
T A For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3200 direct STODA and hold, continue climb-in-hold to 3200.

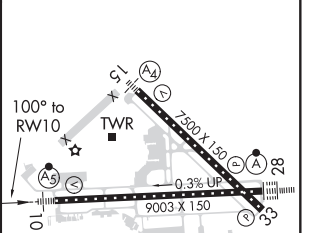
| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 621/24 200 (200-½) | | | |
| LNAV/ VNAV DA | 846/40 425 (500-¾) | | | |
| LNAV MDA | 800/24 379 (400-½) | | 800/35 379 (400-⅝) | |
| C CIRCLING | 900-1 479 (500-1) | 920-1 499 (500-1) | 1020-1½ 599 (600-1½) | 1180-2½ 759 (800-2½) |

ELEV 421 D TDZE 421




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Z RWY 28

## SYRACUSE HANCOCK INTL (SYR)

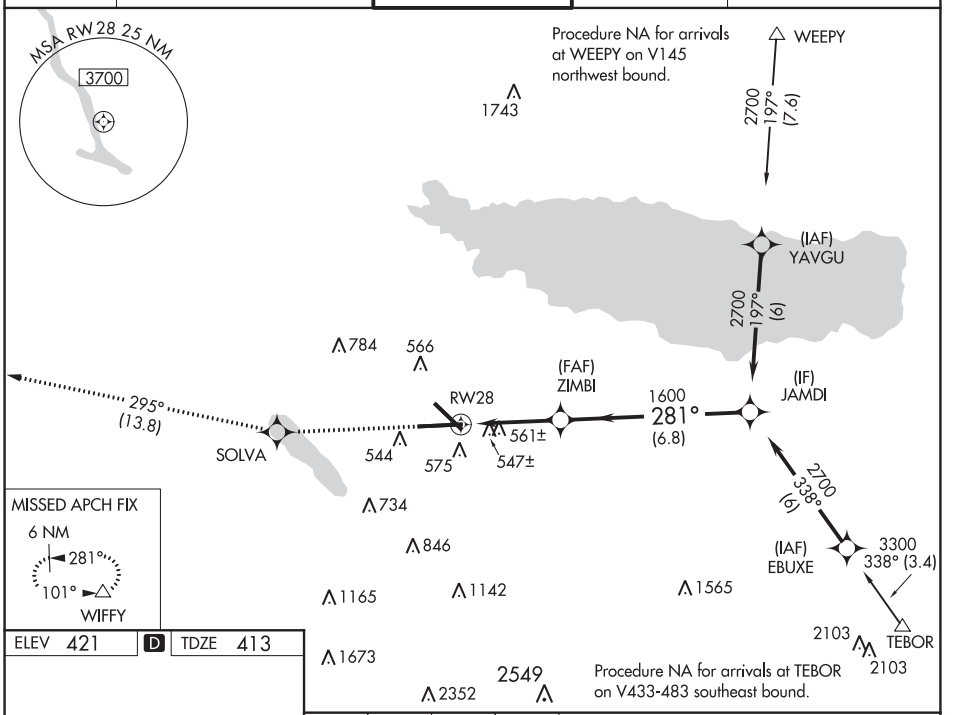
| WAAS | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| CH 45517 | 281° | TDZE | 413 |
| W28A | | Apt Elev | 421 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-6°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV Cats C/D visibility to 1⅛ mile.

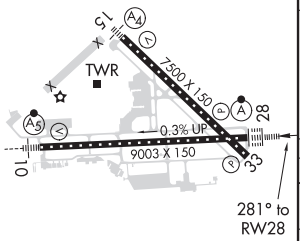
ALSF-2

MISSED APPROACH: Climb to 3000 direct SOLVA and on track 295° to WIFFY and hold.

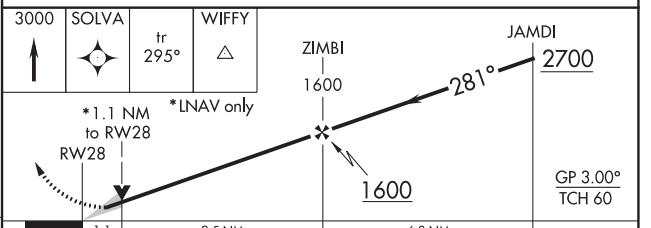
| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




ELEV 421 D TDZE 413




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 613/18 200 (200-½) | | | |
| LNAV/VNAV DA | 850/50 437 (500-1) | | | |
| LNAV MDA | 820/24 407 (400-½) | | 820/40 407 (400-¾) | |
| CIRCLING | 880-1 459 (500-1) | 900-1 479 (500-1) | 900-1½ 479 (500-1½) | 980-2 559 (600-2) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| VORTAC SYR | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| 117.0 | 131° | TDZE | 417 |
| Chan 117 | | Apt Elev | 421 |

# VOR RWY 15

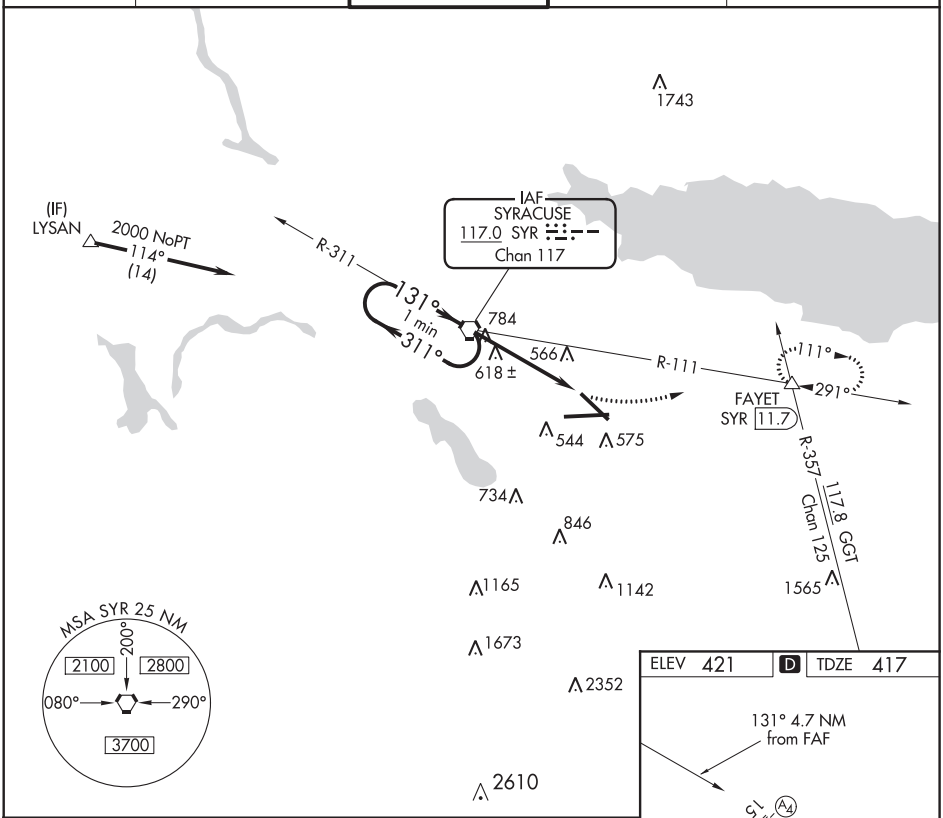
## SYRACUSE HANCOCK INTL (SYR)

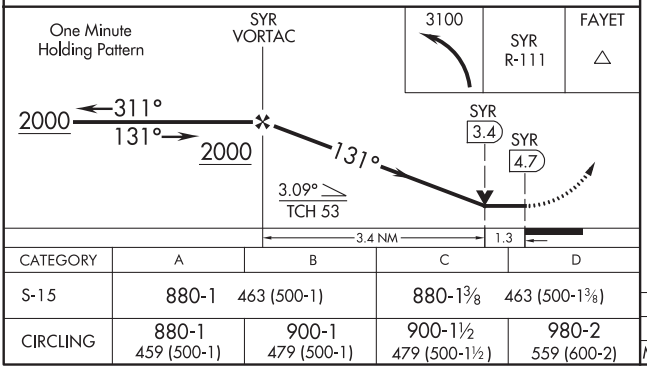
Inoperative table does not apply.
Helicopter visibility reduction below ¾ SM NA.

MALS

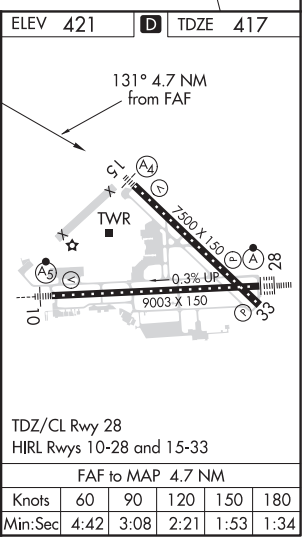
MISSED APPROACH: Climbing left turn to 3100 via SYR R-111 to FAYET INT/SYR 11.7 DME and hold, continue climb-in-hold to 3100.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 880-1 | 463 (500-1) | 880-1⅜ | 463 (500-1⅜) |
| CIRCLING | 880-1<br>459 (500-1) | 900-1<br>479 (500-1) | 900-1½<br>479 (500-1½) | 980-2<br>559 (600-2) |




TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| VORTAC SYR | APP CRS | Rwy Idg | 7500 |
|---|---|---|---|
| 117.0 | 314° | TDZE | 409 |
| Chan 117 | | Apt Elev | 421 |

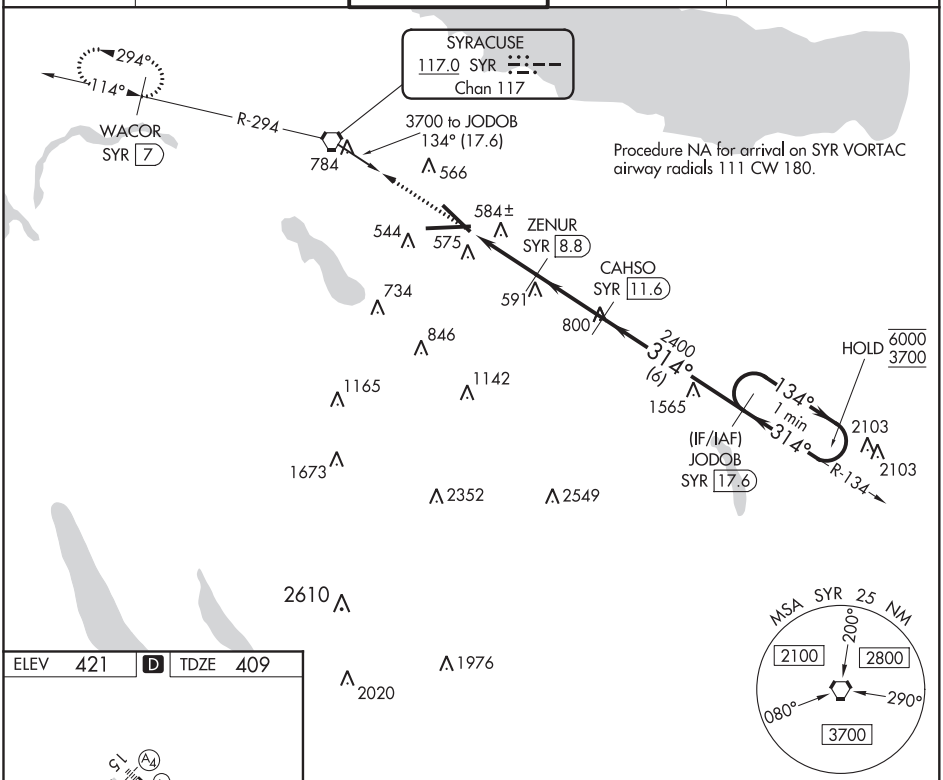
# TACAN RWY 33

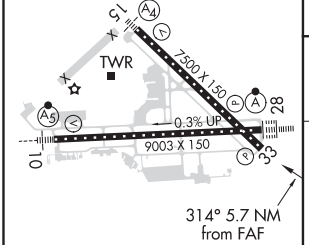
## SYRACUSE HANCOCK INTL (SYR)

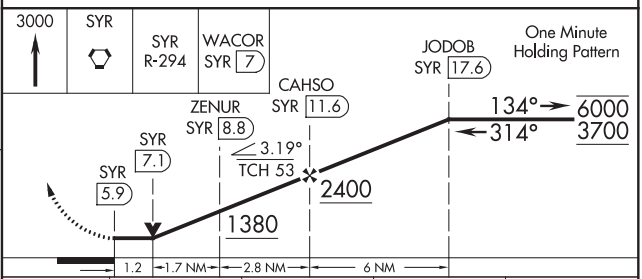
T A Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct SYR VORTAC and on SYR VORTAC R-294 to WACOR/7 DME and hold.

| ATIS | SYRACUSE APP CON | SYRACUSE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.225 | 126.125 269.125 | 120.3 239.0 | 121.7 348.6 | 125.05 257.775 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 840/55 | 431 (500-1) | 840-1¼ | 431 (500-1¼) |
| C CIRCLING | 900-1<br>479 (500-1) | 920-1<br>499 (500-1) | 1020-1½<br>599 (600-1½) | 1180-2½<br>759 (800-2½) |

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

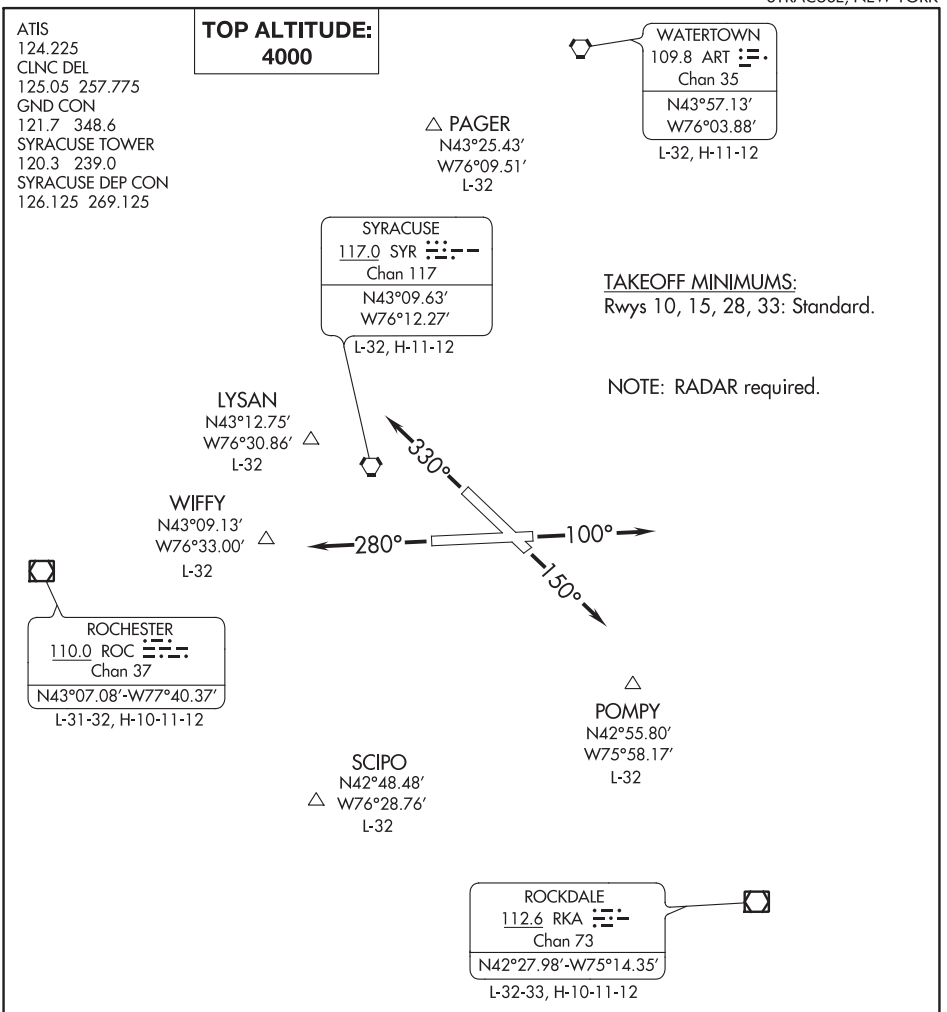
NE-2, 25 FEB 2021 to 22 APR 2021

(SYR2.SYR) 20086

# SYRACUSE TWO DEPARTURE

AL-411 (FAA)

SYRACUSE HANCOCK INTL (SYR)
SYRACUSE, NEW YORK




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 100°, thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 280°, thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 150°, thence . . . .
TAKEOFF RUNWAY 33: Climb on heading 330°, thence . . . .

. . . .for RADAR vectors to intercept filed/assigned route or enroute fix or navaid. Maintain 4000, expect further clearance to requested altitude/flight level ten minutes after departure.

| LOC I-TEB | APP CRS | Rwy Idg | 6013 |
|---|---|---|---|
| 108.9 | 060° | TDZE | 6 |
| | | Apt Elev | 8 |

# ILS or LOC RWY 6

TETERBORO (TEB)

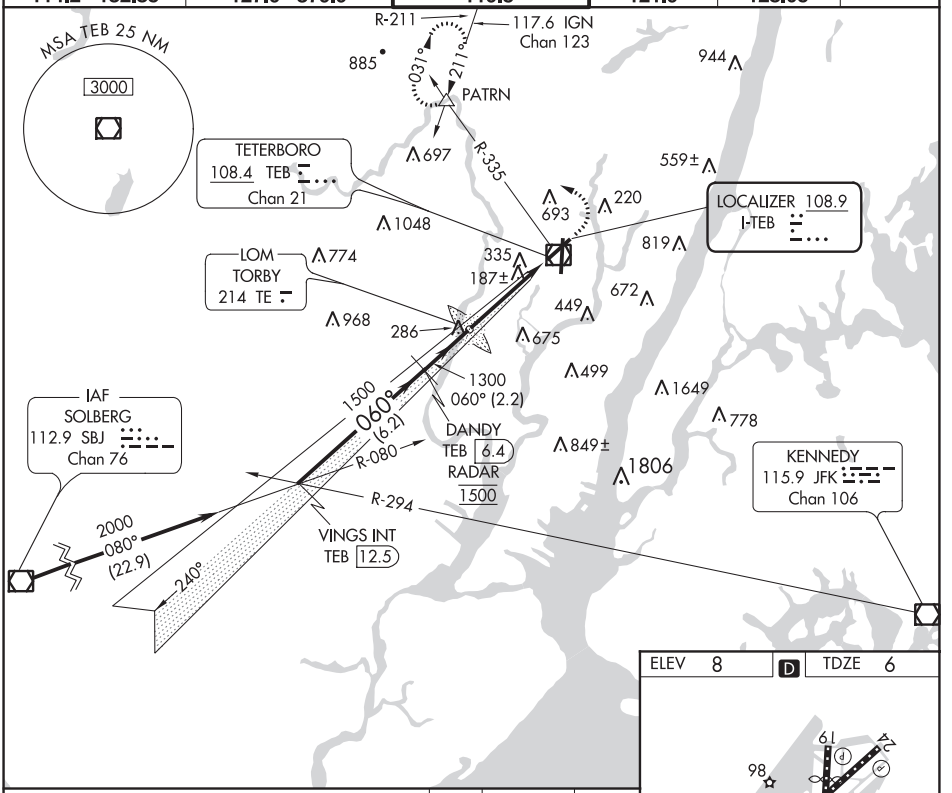
DME or RADAR required. ADF required for LOC only.

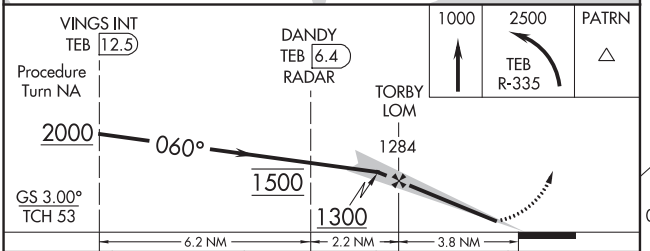
DME from TEB VOR/DME. For inop ALS, increase LOC Cat C/D visibility to 1⅜ SM. Circling NA Cats B, C, and D northwest of Rwys 6 and 19. When Circling to Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

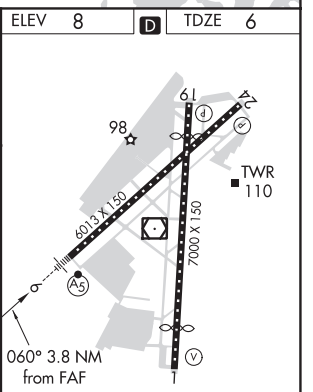
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 on TEB R-335 to PATRN INT and hold.

| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 206/18 | | 200 (200-½) | |
| S-LOC 6 | 500/24 | 494 (500-½) | 500/50 | 494 (500-1) |
| C CIRCLING | 760-1 752 (800-1) | 760-1¼ 752 (800-1¼) | 820-2½ 812 (900-2½) | 1040-3 1032 (1100-3) |

TDZ/CL Rwys 6 and 19
REIL Rwys 1, 6, 19 and 24
HIRL Rwys 1-19 and 6-24

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |



NE-2, 25 FEB 2021 to 22 APR 2021
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# ILS or LOC RWY 19

TETERBORO (TEB)

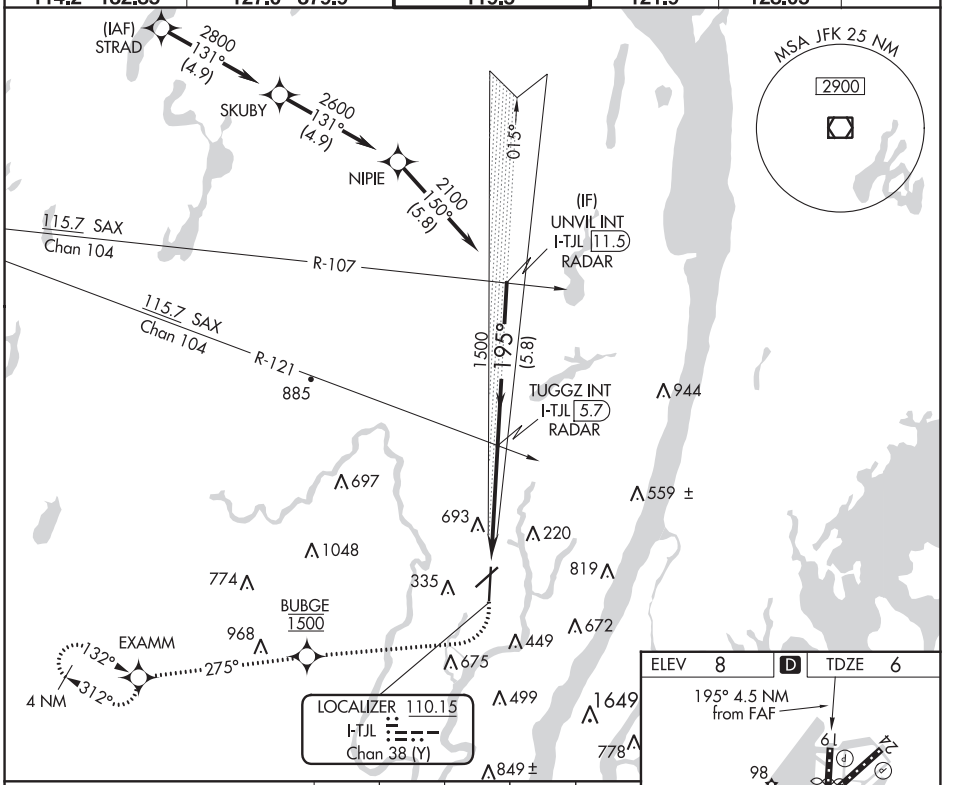
| LOC/DME I-TJL | APP CRS | Rwy Idg | 6230 |
|---|---|---|---|
| 110.15 | 195° | TDZE | 6 |
| Chan 38 (Y) | | Apt Elev | 8 |

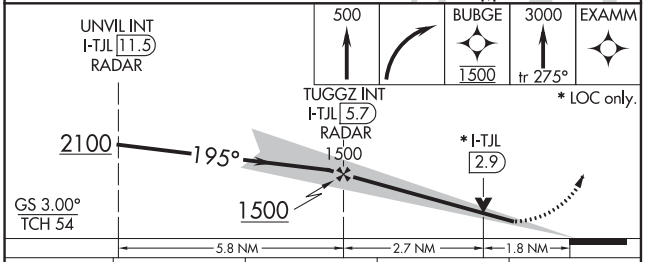
RNAV 1-GPS or RADAR required for procedure entry.
From STRAD: RNAV 1-GPS required.
RADAR required. RNAV 1-GPS from MAP to EXAMM.

Circling NA for Cats B, C, D northwest of Rwy 6-19.

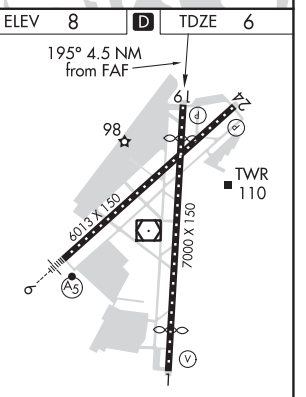
MISSED APPROACH: Climb to 500 then climbing right turn direct BUBGE, cross BUBGE at 1500, then climb to 3000 on track 275° to EXAMM and hold, continue climb-in-hold to 3000.

| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | 219-¾ | 213 (300-¾) | | |
| S-LOC 19 | 640-1 | 634 (700-1) | 640-1¾ | 634 (700-1¾) |
| C CIRCLING | 760-1 | 752 (800-1) | 820-2½ | 1040-3 |
| | | | 812 (900-2½) | 1032 (1100-3) |




TDZ/CL Rwys 6 and 19
REIL Rwys 1, 6, 19 and 24
HIRL Rwys 1-19 and 6-24

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |





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# RNAV (RNP) Z RWY 6

TETERBORO (TEB)

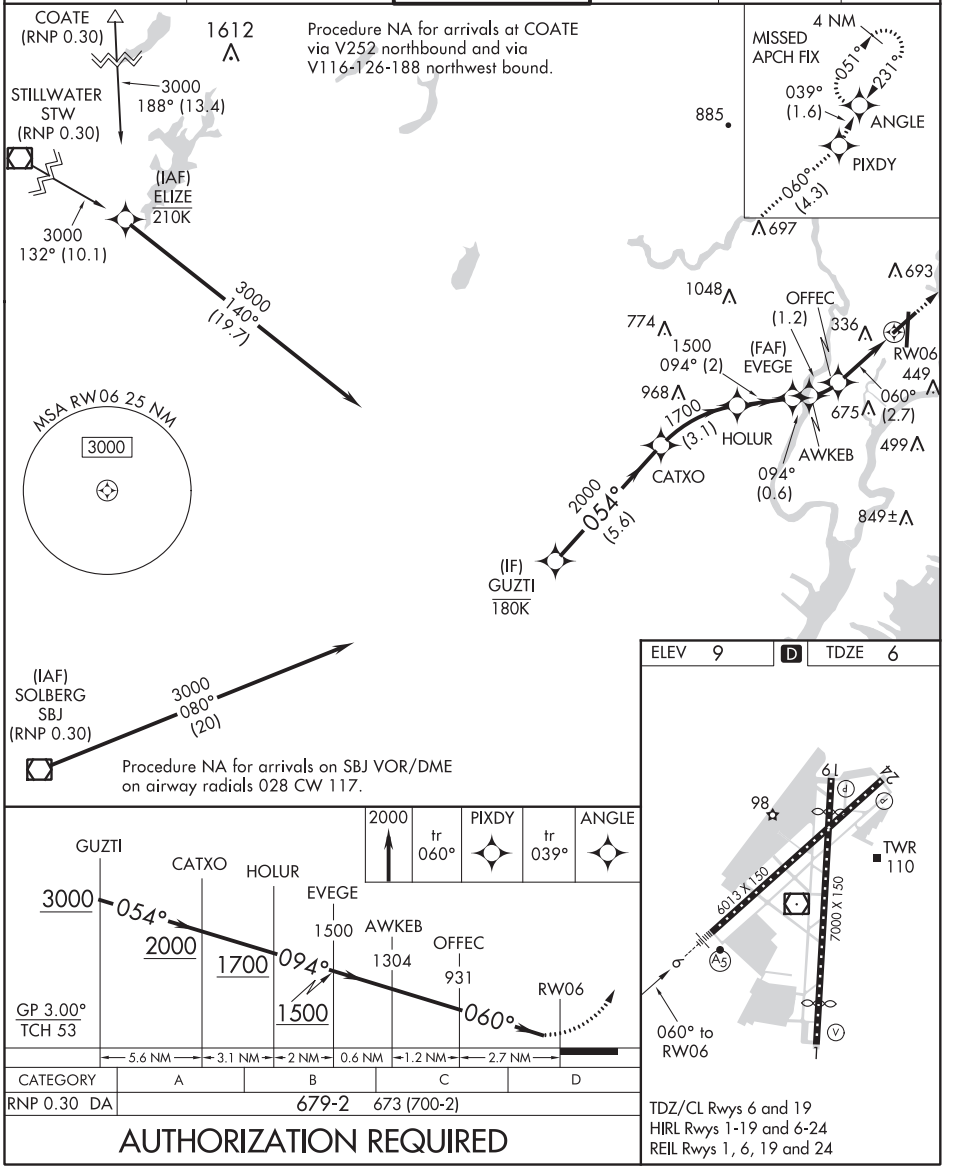
| APP CRS | Rwy Idg | 6013 |
|---|---|---|
| 060° | TDZE | 6 |
| | Apt Elev | 9 |

For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 2 ¼. RF required. GPS required.

MALSR

MISSED APPROACH: Climb to 2000 on track 060° to PIXDY and on track 039° to ANGLE and hold.

| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 679-2 | 673 (700-2) | | |

## AUTHORIZATION REQUIRED




TDZ/CL Rwys 6 and 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 6, 19 and 24



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TETERBORO, NEW JERSEY AL-890 (FAA) 20366

# RNAV (RNP) Z RWY 19

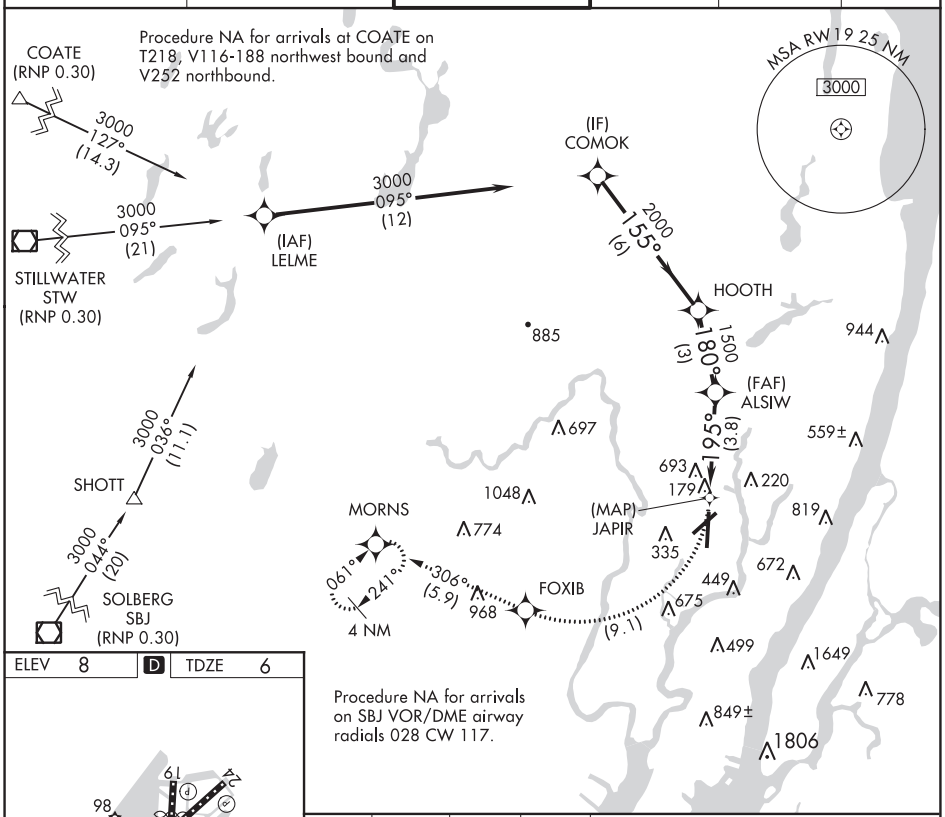
TETERBORO (TEB)

| APP CRS | Rwy ldg | 6230 |
|---|---|---|
| 195° | TDZE | 6 |
| | Apt Elev | 8 |

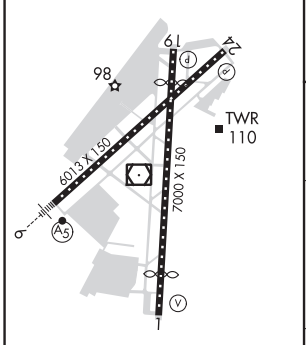
T A NA — For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F). RF required. GPS required. Missed approach requires RNP less than 1.0.

MISSED APPROACH: Climb to 1500 via right turn to FOXIB, then climb to 3000 on track 306° to MORNS and hold.

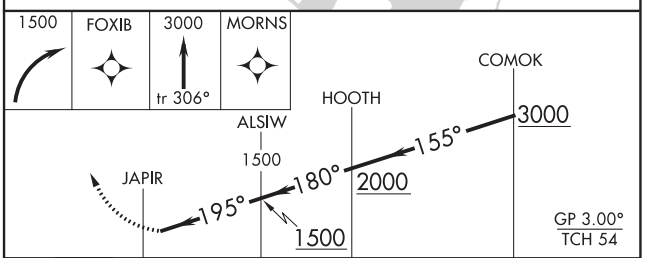
| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |




ELEV 8 D TDZE 6




TDZ/CL Rwys 6 and 19
REIL Rwys 1, 6, 19 and 24
HIRL Rwys 1-19 and 6-24




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 499-1¾ 493 (500-1¾) | | | |

AUTHORIZATION REQUIRED

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NE-2, 25 FEB 2021 to 22 APR 2021

TETERBORO, NEW JERSEY
Orig-D 24JUL14

40°51′N-74°04′W

TETERBORO (TEB)
RNAV (RNP) Z RWY 19

# RNAV (GPS) RWY 24

TETERBORO (TEB)

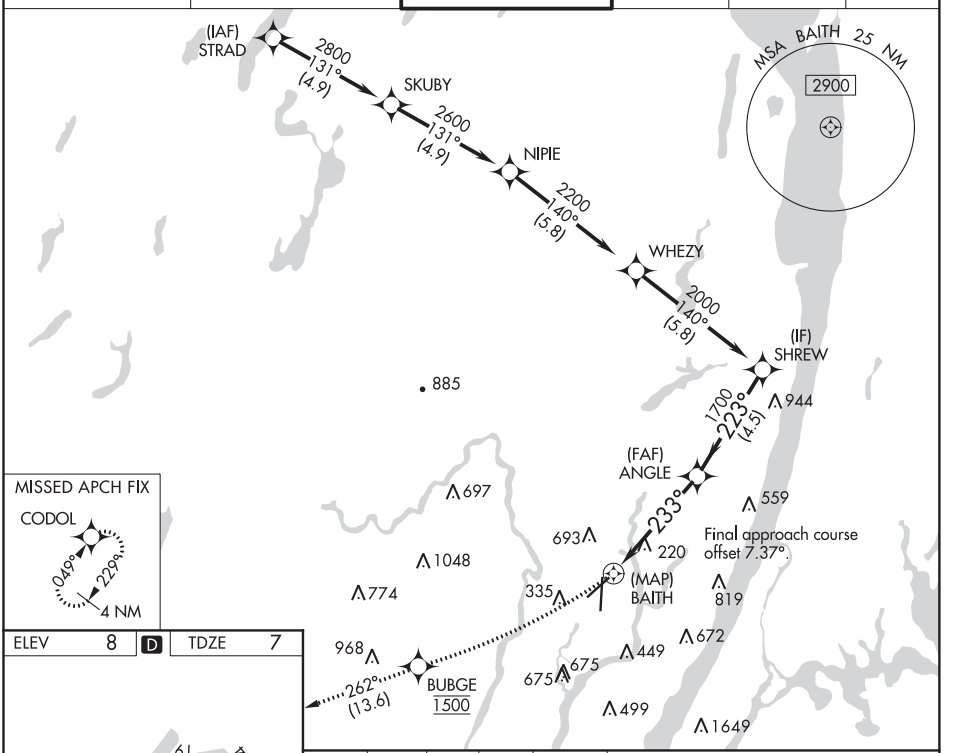
| APP CRS | Rwy ldg | 6013 |
|---|---|---|
| 233° | TDZE | 7 |
| | Apt Elev | 8 |

RNP APCH. RADAR required.

Circling NA for Cats B, C, D northwest of Rwy 6-19.
Rwy 24 helicopter visibility reduction below 1 NA.

MISSED APPROACH: Climbing right turn direct BUBGE, cross BUBGE at 1500 then climb to 2000 on track 262°to CODOL and hold.

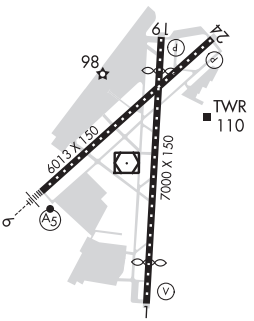
| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |



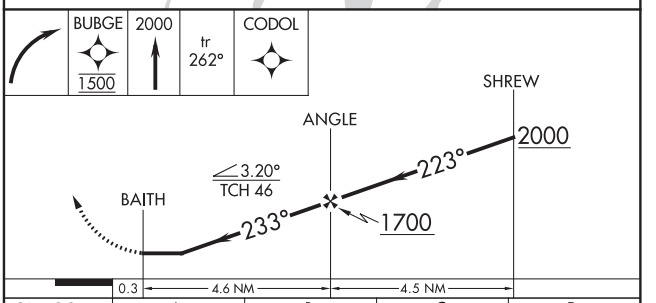

MISSED APCH FIX




| ELEV | 8 | D | TDZE | 7 |
|---|---|---|---|---|




TDZ/CL Rwys 6 and 19
REIL Rwys 1, 6, 19 and 24
HIRL Rwys 1-19 and 6-24




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 | 573 (600-1) | 580-1⅝ | 573 (600-1⅝) |
| C CIRCLING | 760-1 | 752 (800-1) | 820-2½<br>812 (900-2½) | 1040-3<br>1032 (1100-3) |



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# RNAV (GPS) X RWY 6

TETERBORO (TEB)

| WAAS CH 65634 W06B | APP CRS 063° | Rwy Idg 6013 / TDZE 6 / Apt Elev 8 |
|---|---|---|

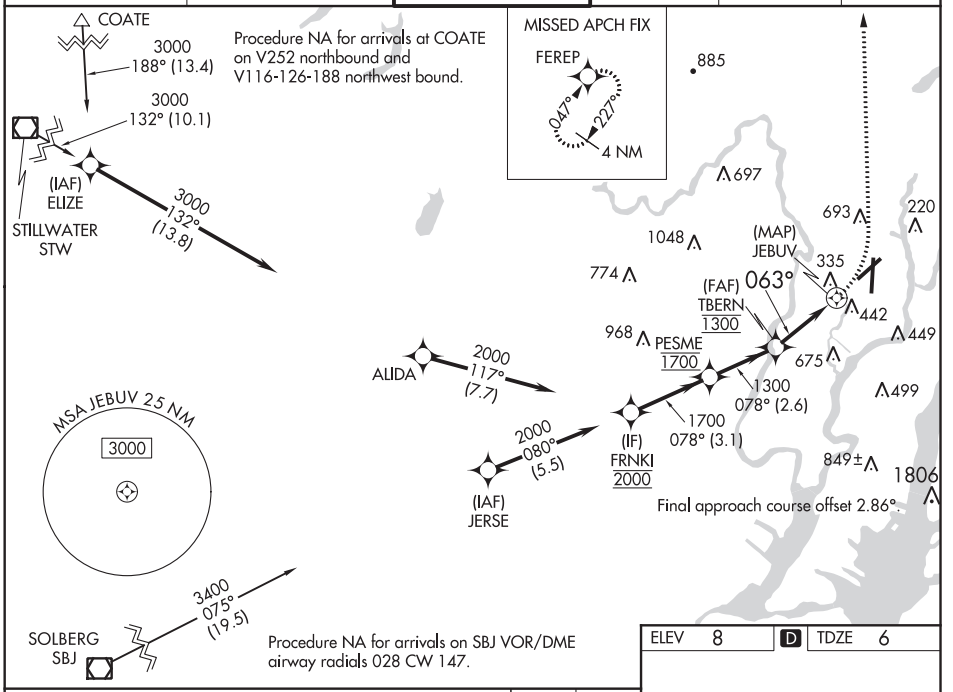
RNP APCH.

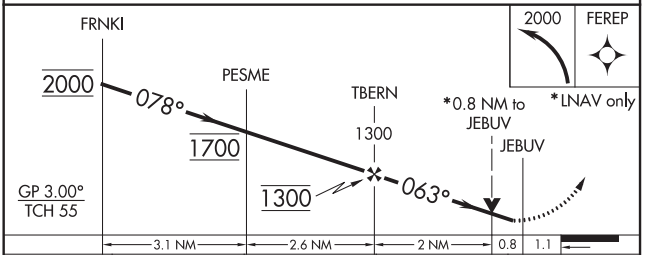
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cats B, C and D NW of Rwys 6 and 19. For inop ALS, increase LPV all Cats visibility to 1½ SM, LNAV/VNAV all Cats visibility to 2½ SM, and LNAV Cats A/B visibility to 1¼ SM. When Circling to Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR

MISSED APPROACH: Climbing left turn to 2000 direct FEREP and hold.

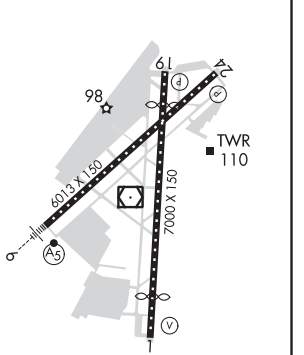
| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 459/55 453 (500-1) | | | |
| LNAV/VNAV DA | 672-1⅞ 666 (700-1⅞) | | | |
| LNAV MDA | 660/45 654 (700-⅞) | | 660-1⅜ 654 (700-1⅜) | |
| C CIRCLING | 760-1¼ 752 (800-1¼) | | 820-2½ 812 (900-2½) | 1040-3 1032 (1100-3) |

ELEV 8 D TDZE 6




TDZ/CL Rwys 6 and 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 6, 19 and 24





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| WAAS CH 49043 W19B | APP CRS 182° | Rwy Idg 6230<br>TDZE 6<br>Apt Elev 8 |
|---|---|---|

# RNAV (GPS) X RWY 19

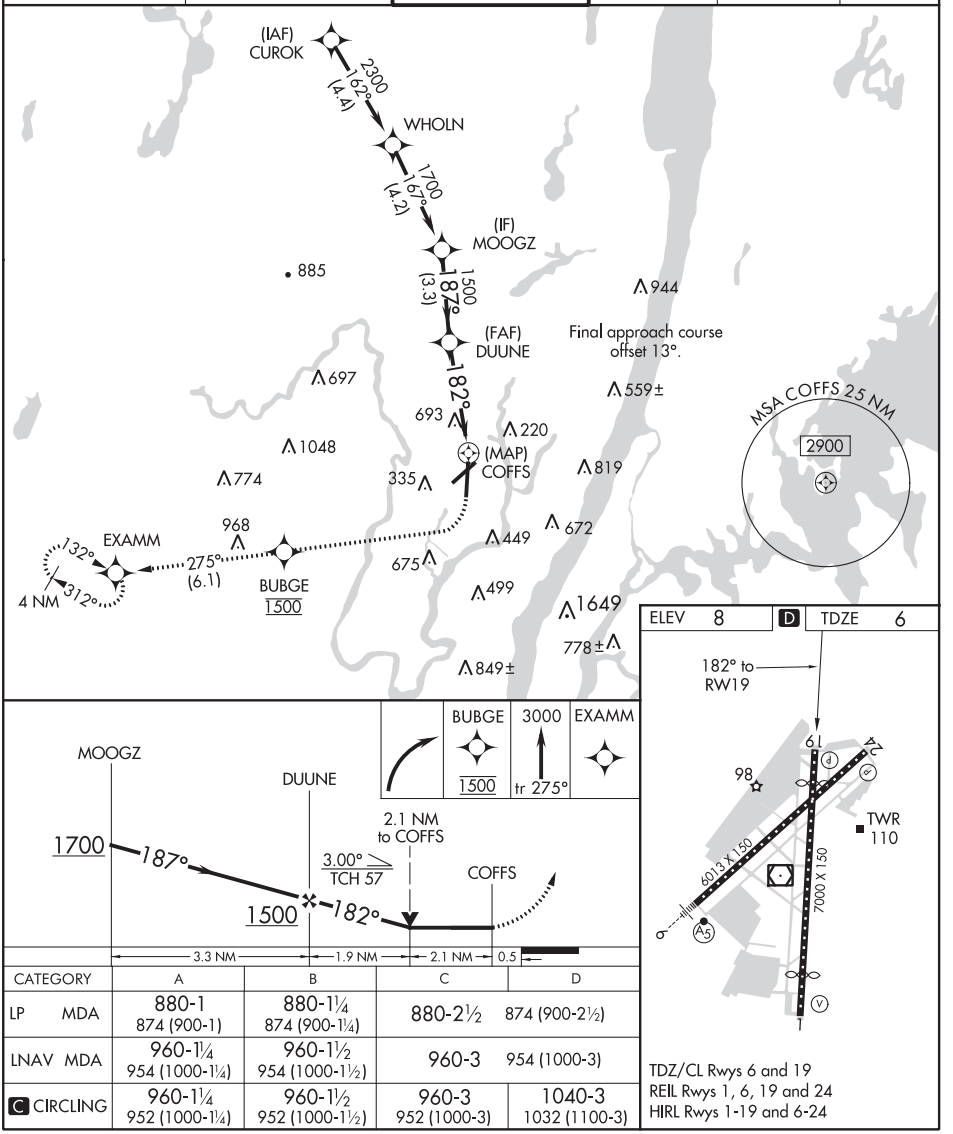
TETERBORO (TEB)

RNP APCH. RADAR required.

Rwy 19 helicopter visibility reduction below ¾ SM NA.
Circling NA for Cats B, C, D northwest of Rwy 06-19.

MISSED APPROACH: Climbing right turn direct BUBGE, cross BUBGE at 1500, then climb to 3000 on track 275° to EXAMM and hold, continue climb-in-hold to 3000.

| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 880-1<br>874 (900-1) | 880-1¼<br>874 (900-1¼) | 880-2½ | 874 (900-2½) |
| LNAV MDA | 960-1¼<br>954 (1000-1¼) | 960-1½<br>954 (1000-1½) | 960-3 | 954 (1000-3) |
| C CIRCLING | 960-1¼<br>952 (1000-1¼) | 960-1½<br>952 (1000-1½) | 960-3<br>952 (1000-3) | 1040-3<br>1032 (1100-3) |

TDZ/CL Rwys 6 and 19
REIL Rwys 1, 6, 19 and 24
HIRL Rwys 1-19 and 6-24



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# RNAV (GPS) Y RWY 6

TETERBORO (TEB)

| WAAS | APP CRS | Rwy Idg | 6013 |
|---|---|---|---|
| CH 65707 | 060° | TDZE | 6 |
| W06A | | Apt Elev | 8 |

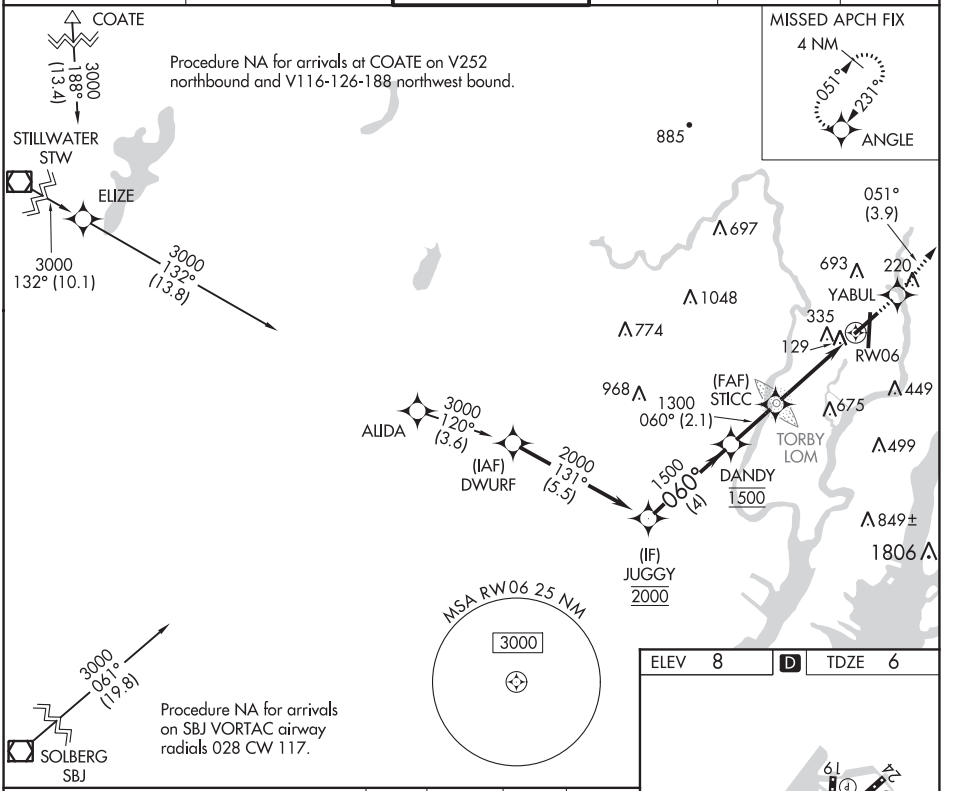
RNP APCH.

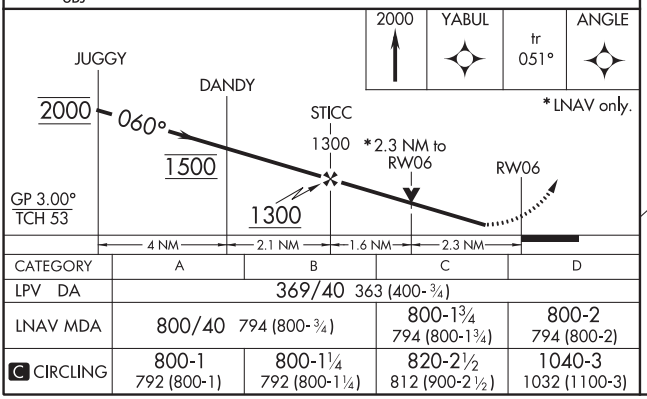
Circling NA for Cats B, C, and D NW of Rwys 6 and 19. When Circling to Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR

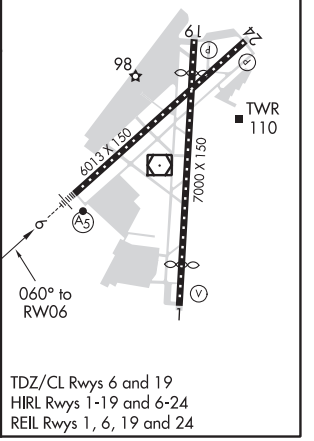
MISSED APPROACH: Climb to 2000 direct YABUL and on track 051° to ANGLE and hold.

| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 369/40 363 (400-¾) | | | |
| LNAV MDA | 800/40 794 (800-¾) | | 800-1¾ 794 (800-1¾) | 800-2 794 (800-2) |
| C CIRCLING | 800-1 792 (800-1) | 800-1¼ 792 (800-1¼) | 820-2½ 812 (900-2½) | 1040-3 1032 (1100-3) |




TDZ/CL Rwys 6 and 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 6, 19 and 24



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# RNAV (GPS) Y RWY 19

TETERBORO (TEB)

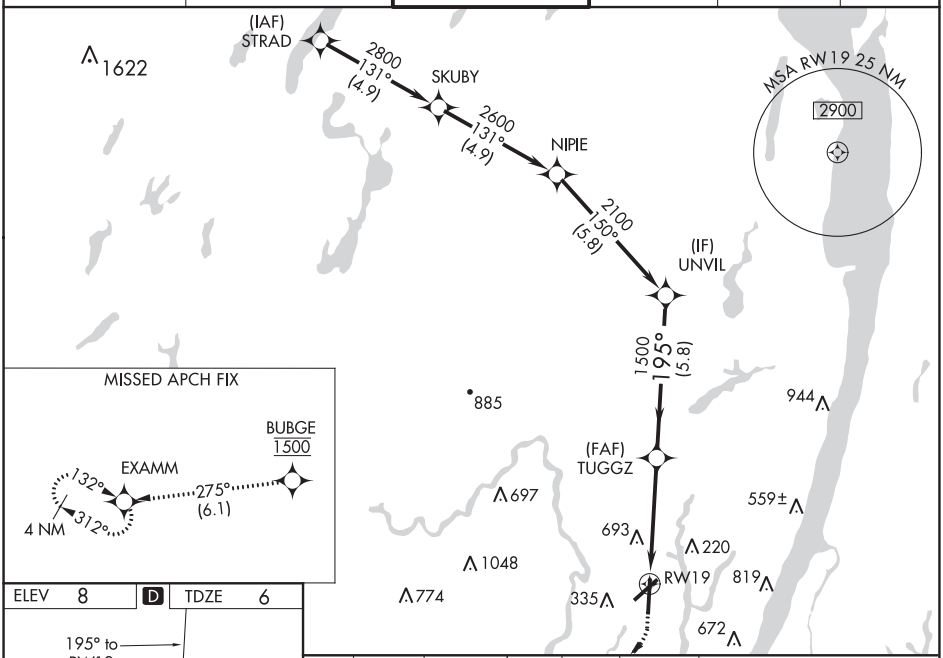
| WAAS CH 97736 W19A | APP CRS 195° | Rwy Idg 6230 / TDZE 6 / Apt Elev 8 |
|---|---|---|

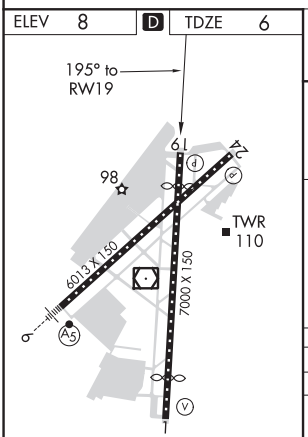
RNP APCH. RADAR required.

Circling NA for Cats B, C, D northwest of Rwy 6-19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

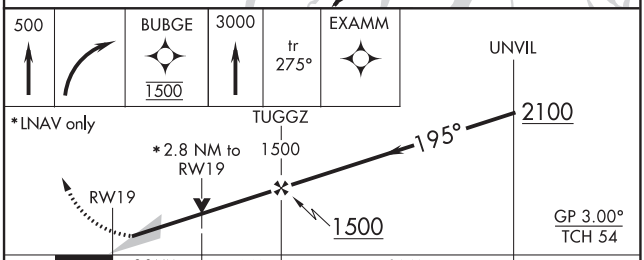
MISSED APPROACH: Climb to 500 then climbing right turn direct BUBGE, cross BUBGE at 1500, then climb to 3000 on track 275°to EXAMM and hold, continue climb-in-hold to 3000.

| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |




TDZ/CL Rwys 6 and 19
REIL Rwys 1, 6, 19 and 24
HIRL Rwys 1-19 and 6-24




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 219-¾ 213 (300-¾) | | | |
| LNAV/VNAV DA | 1096-4 1090 (1100-4) | | | |
| LNAV MDA | 960-1¼ 954 (1000-1¼) | 960-1½ 954 (1000-1½) | 960-3 954 (1000-3) | |
| C CIRCLING | 960-1¼ 952 (1000-1¼) | 960-1½ 952 (1000-1½) | 960-3 952 (1000-3) | 1040-3 1032 (1100-3) |



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| VOR/DME TEB | APP CRS | Rwy Idg 6013 |
|---|---|---|
| 108.4 | 064° | TDZE 6 |
| Chan 21 | | Apt Elev 8 |

# VOR/DME RWY 6

## TETERBORO (TEB)

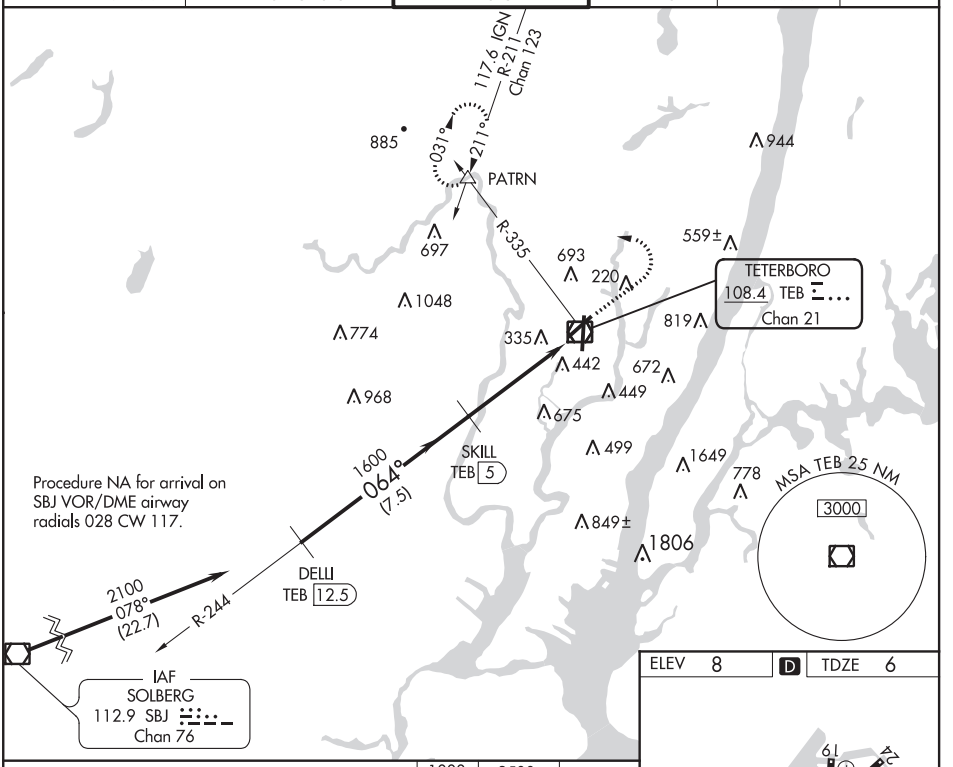
DME required for procedure.

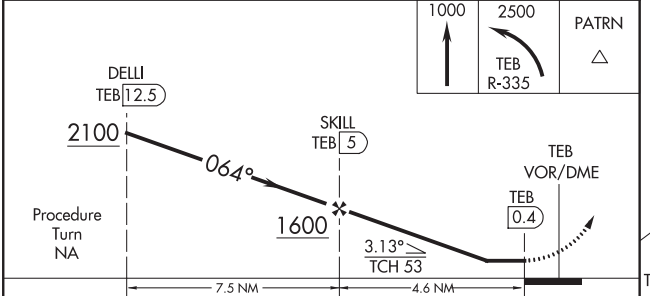
T A Inoperative table does not apply to S-6 Cats A and B. Circling NA for Cats B, C, and D NW of Rwys 6 and 19. When Circling to Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

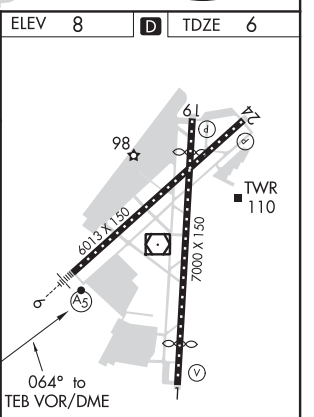
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 on TEB R-335 to PATRN INT and hold.

| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 700/50 694 (700-1) | | 700-1½ 694 (700-1½) | 700-1¾ 694 (700-1¾) |
| C CIRCLING | 760-1 751 (800-1) | 760-1¼ 751 (800-1¼) | 820-2½ 812 (900-2½) | 1040-3 1032 (1100-3) |

TDZ/CL Rwys 6 and 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 6, 19 and 24



NE-2, 25 FEB 2021 to 22 APR 2021
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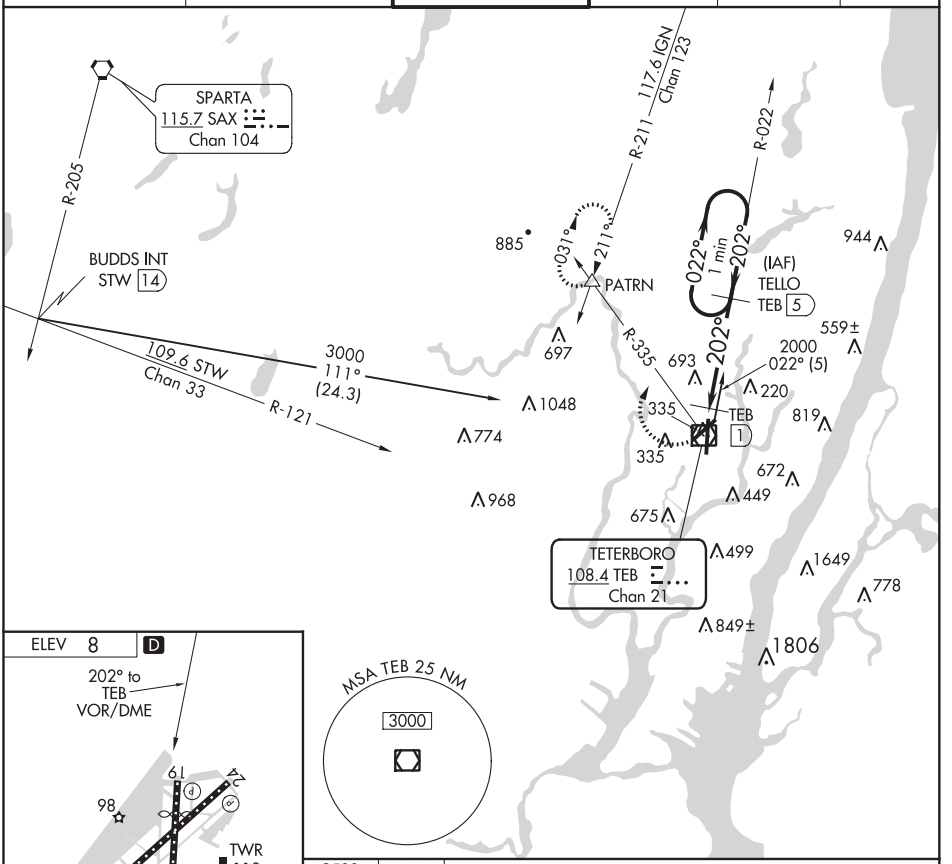
| VOR/DME TEB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.4 | 202° | TDZE | N/A |
| Chan 21 | | Apt Elev | 8 |

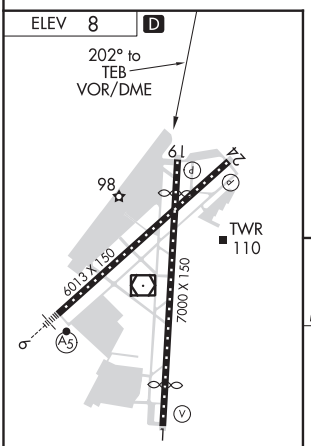
# VOR/DME-B
## TETERBORO (TEB)

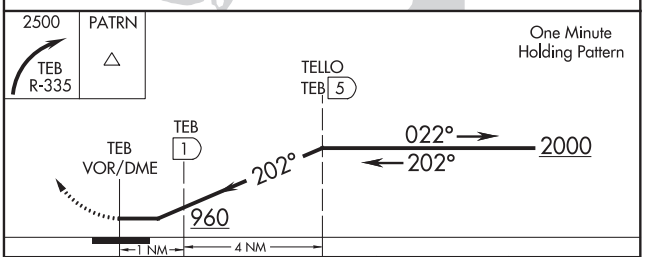
Circling NA for Cats B, C and D NW of Rwys 6 and 19. When Circling to Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing right turn to 2500 on TEB R-335 to PATRN INT and hold.

| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 800-1<br>792 (800-1) | 800-1¼<br>792 (800-1¼) | 820-2½<br>812 (900-2½) | 1040-3<br>1032 (1100-3) |

TDZ/CL Rwys 6 and 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 6, 19 and 24



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

TETERBORO, NEW JERSEY | AL-890 (FAA) | 20366

# VOR RWY 24

TETERBORO (TEB)

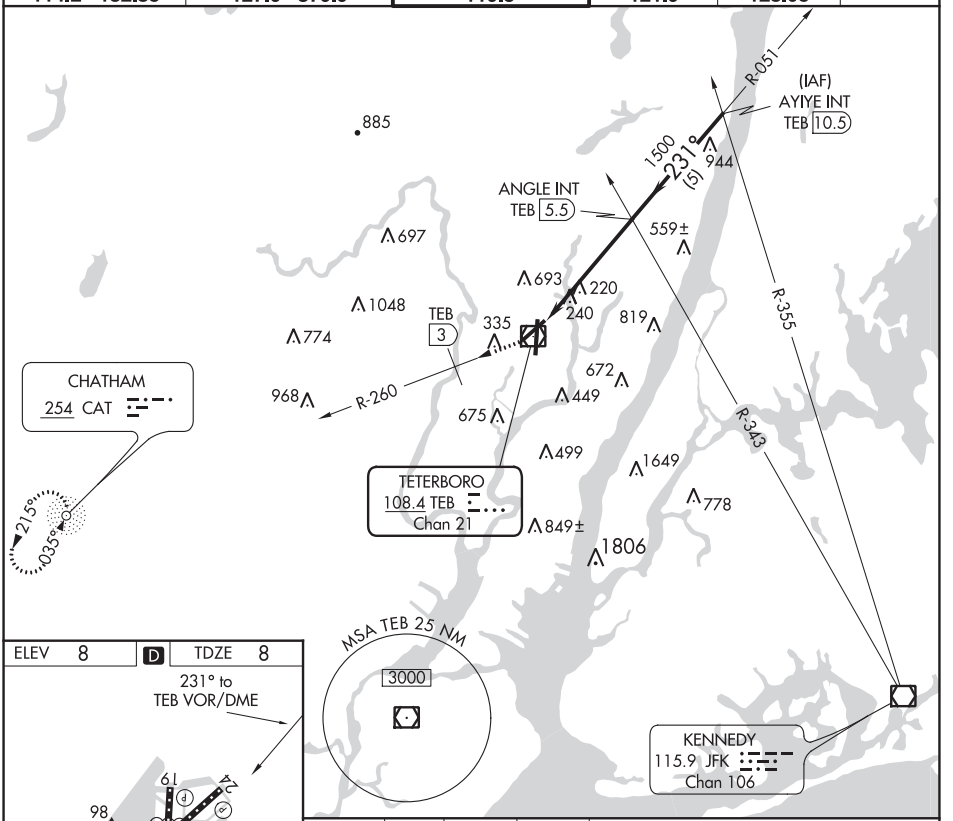
| VOR/DME TEB | APP CRS | Rwy Idg | 6013 |
|---|---|---|---|
| 108.4 | 231° | TDZE | 8 |
| Chan 21 | | Apt Elev | 8 |

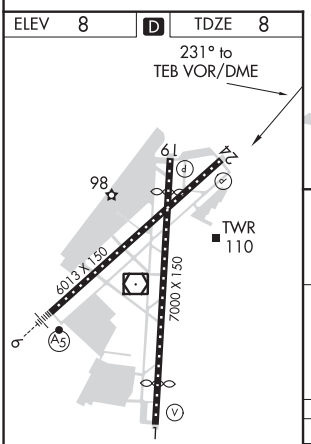
DME and RADAR required for procedure entry. DME required. ADF and DME required for missed approach.

Circling NA for Cats B, C and D NW of Rwys 6 and 19. Rwy 24 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 24, Circling Rwy 24 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

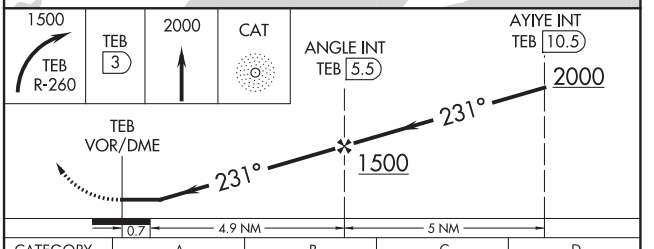
MISSED APPROACH: Climbing right turn to 1500 on TEB R-260 to 3 DME then climb to 2000 direct CAT NDB and hold.

| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |




TDZ/CL Rwys 6 and 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 6, 19 and 24




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 540-1 532 (600-1) | | 540-1½ 532 (600-1½) | 540-1¾ 532 (600-1¾) |
| C CIRCLING | 760-1 752 (800-1) | 1000-1½ 992 (1000-1½) | 1000-3 992 (1000-3) | 1040-3 1032 (1100-3) |

TETERBORO, NEW JERSEY
Orig-F 20JUN19

40°51′N - 74°04′W

TETERBORO (TEB)

VOR RWY 24


NE-2, 25 FEB 2021 to 22 APR 2021

| LOC I-TEB | APP CRS | Rwy Idg | 6013 |
|---|---|---|---|
| 108.9 | 060° | TDZE | 6 |
| | | Apt Elev | 8 |

# COPTER ILS or LOC RWY 6

TETERBORO (TEB)

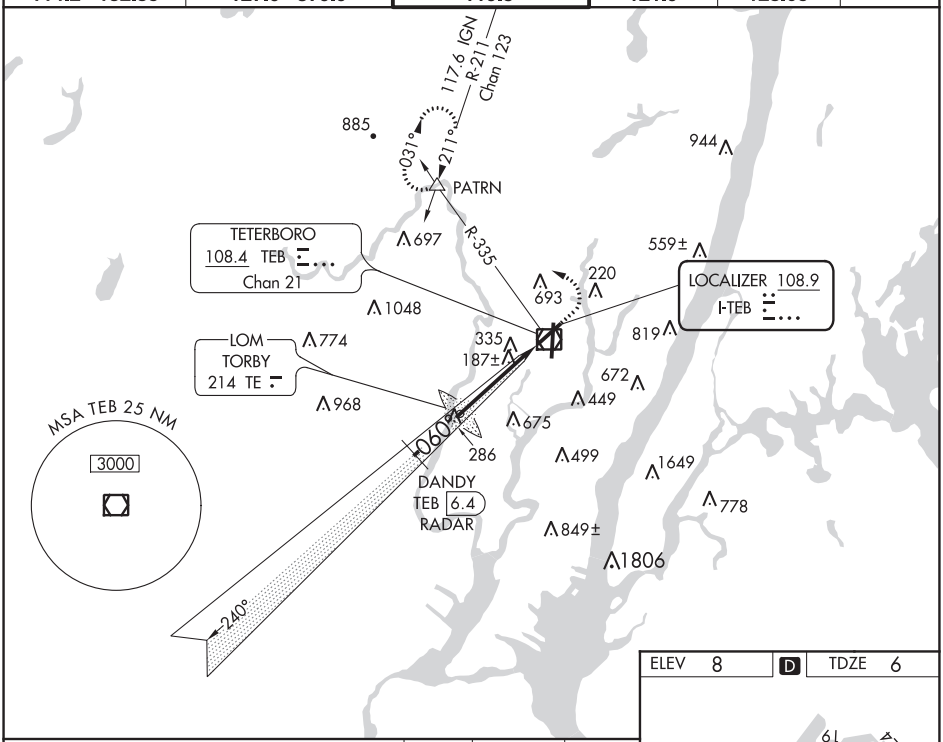
DME or RADAR required. RADAR required for procedure entry.
ADF required for LOC only.

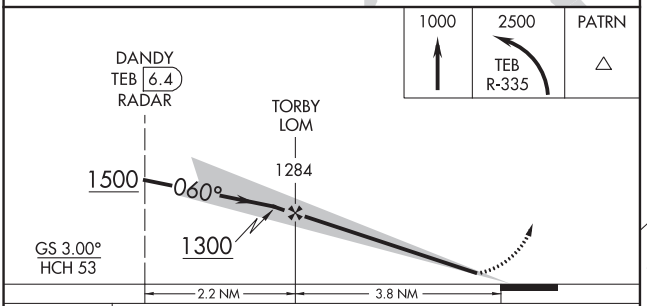
NA DME from TEB VOR/DME. Inop table does not apply to S-LOC 6.

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 on TEB R-335 to PATRN INT and hold.

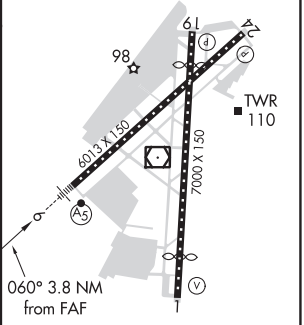
| D-ATIS | NEW YORK APP CON | TETERBORO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 114.2 132.85 | 127.6 379.9 | 119.5 | 121.9 | 128.05 | |




| CATEGORY | COPTER |
|---|---|
| S-ILS 6 | 206/12 200 (200- ¼) |
| S-LOC 6 | 500/24 494 (500- ½) |
| CIRCLING | NA |

ELEV 8 D TDZE 6




TDZ/CL Rwys 6 and 19
REIL Rwys 1, 6, 19 and 24
HIRL Rwys 1-19 and 6-24

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 5:04 | 3:48 | 3:02 | 2:32 | 2:10 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

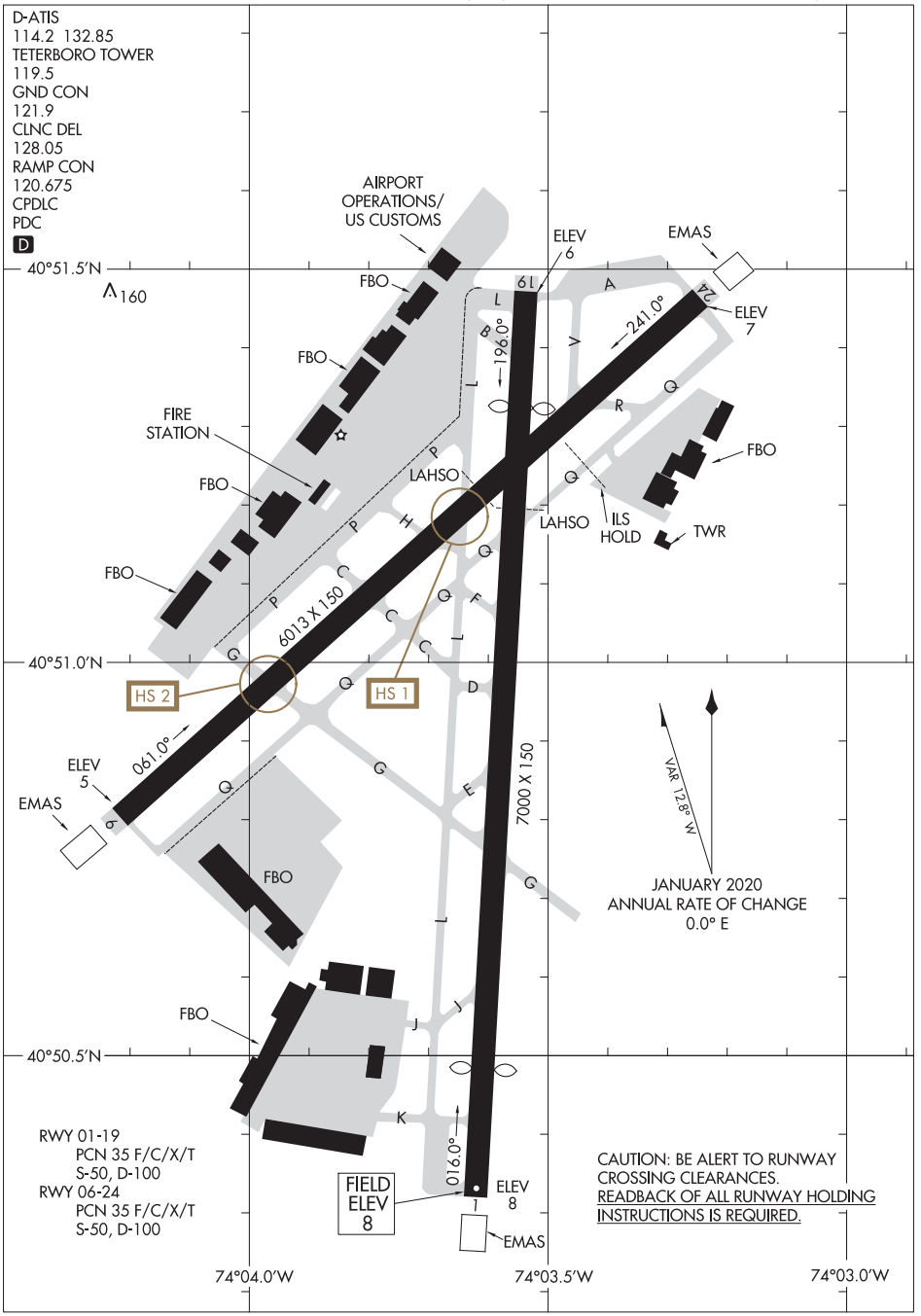
20366

# AIRPORT DIAGRAM

AL-890 (FAA)

TETERBORO (TEB)

TETERBORO, NEW JERSEY




NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

20366

TETERBORO, NEW JERSEY

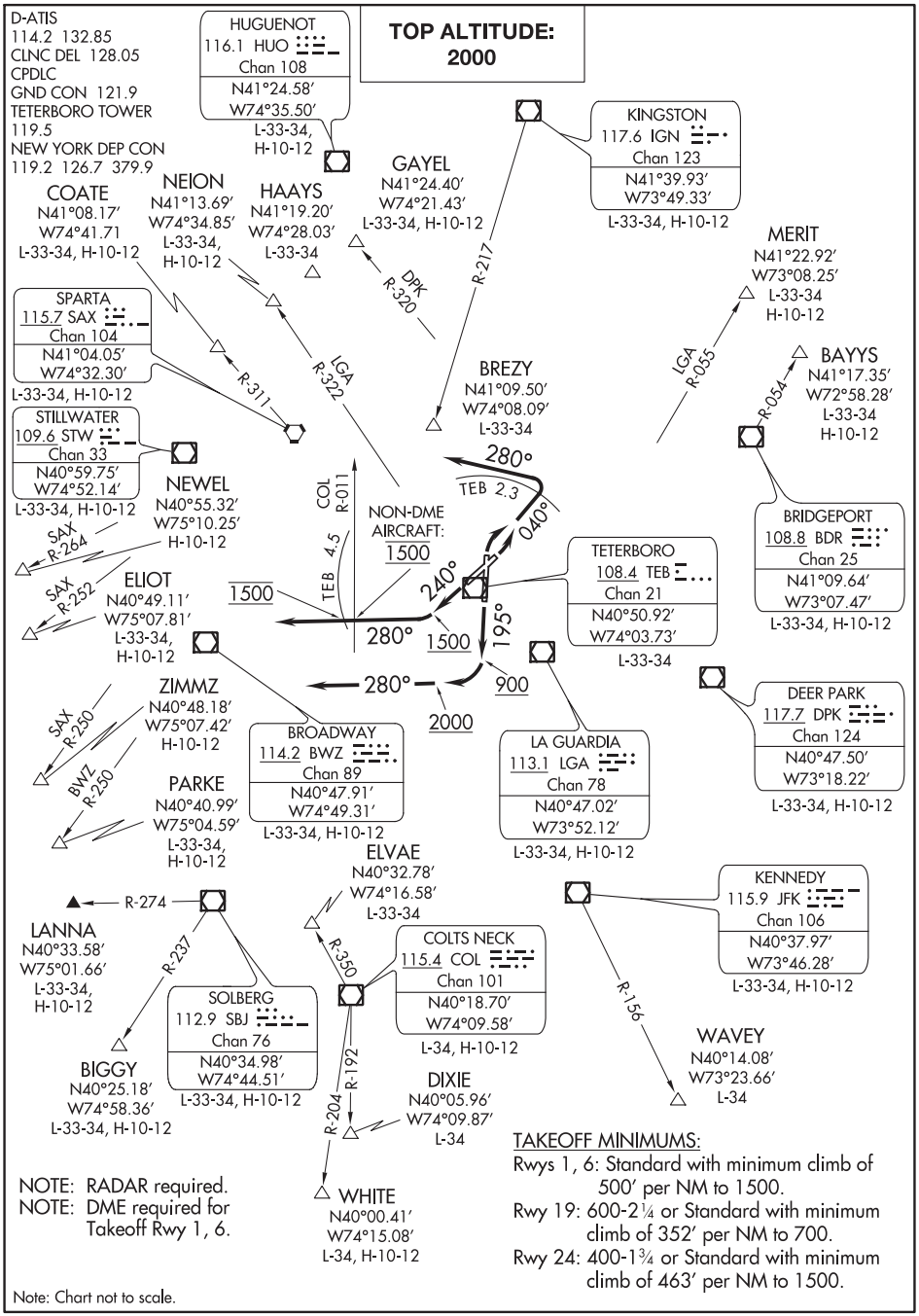
TETERBORO (TEB)

# RUUDY SIX DEPARTURE (RNAV)

(TEB3.TEB) 20310

# TETERBORO THREE DEPARTURE

TETERBORO (TEB)
TETERBORO, NEW JERSEY




TETERBORO THREE DEPARTURE

(TEB3.TEB) 05NOV20

TETERBORO, NEW JERSEY
TETERBORO (TEB)



NE-2, 25 FEB 2021 to 22 APR 2021

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climbing right turn heading 040° to TEB 2.3 DME, then turn left heading 280°, maintain 2000, thence . . . .
TAKEOFF RWY 6: Climbing left turn heading 040° to TEB 2.3 DME, then turn left heading 280°, maintain 2000, thence . . . .
TAKEOFF RWY 19: Climb on heading 195° to 900, then climbing right turn to 2000 heading 280°, maintain 2000 (do not climb above 2000), thence . . . .
TAKEOFF RWY 24: Climb on heading 240° to 1500 (do not climb above 1500), then turn right heading 280°, cross TEB 4.5 DME at 1500 (non-DME aircraft cross COL R-011 at 1500), then climb and maintain 2000, thence . . . .

. . . . as per notes or via vector to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES:
BAYYS Departures expect vectors to BDR/BDR R-054.
BIGGY Departures expect vectors to SBJ/SBJ R-237.
BREZY Departures expect vectors to IGN R-217 to BREZY.
COATE Departures expect vectors to SAX/SAX R-311.
ELIOT Departures expect vectors to SAX R-252. ELIOT authorized for all aircraft types but restricted to a final altitude of 14000 to 16000.
GAYEL Departures expect vectors to R-320.
HAAYS Departures expect vectors to HUO.
LANNA Departures expect vectors to SBJ/SBJ R-274.
MERIT Departures expect vectors to LGA R-055.
NEION Departures expect vectors to LGA R-322.
NEWEL Departures expect vectors to SAX R-264. NEWEL authorized only for jet aircraft requesting a final altitude of FL180 and above.
PARKE Departures expect vectors to BWZ R-250.
WAVEY Departures expect vectors to JFK/JFK R-156.
WHITE/DIXIE Departures expect vectors to COL R-350 or ELVAE/COL. Thence WHITE on COL R-204 or DIXIE on COL R-192.
ZIMMZ Departures expect vectors to SAX R-250. ZIMMZ authorized for all aircraft types but restricted to final altitude of FL180 and above.

NE-2, 25 FEB 2021 to 22 APR 2021

TICONDEROGA, NEW YORK | AL-9282 (FAA) | 20254

# RNAV (GPS) RWY 2
## TICONDEROGA MUNI (4B6)

| APP CRS | Rwy Idg | 4041 |
|---|---|---|
| 013° | TDZE | 273 |
| | Apt Elev | 273 |

RNP APCH.

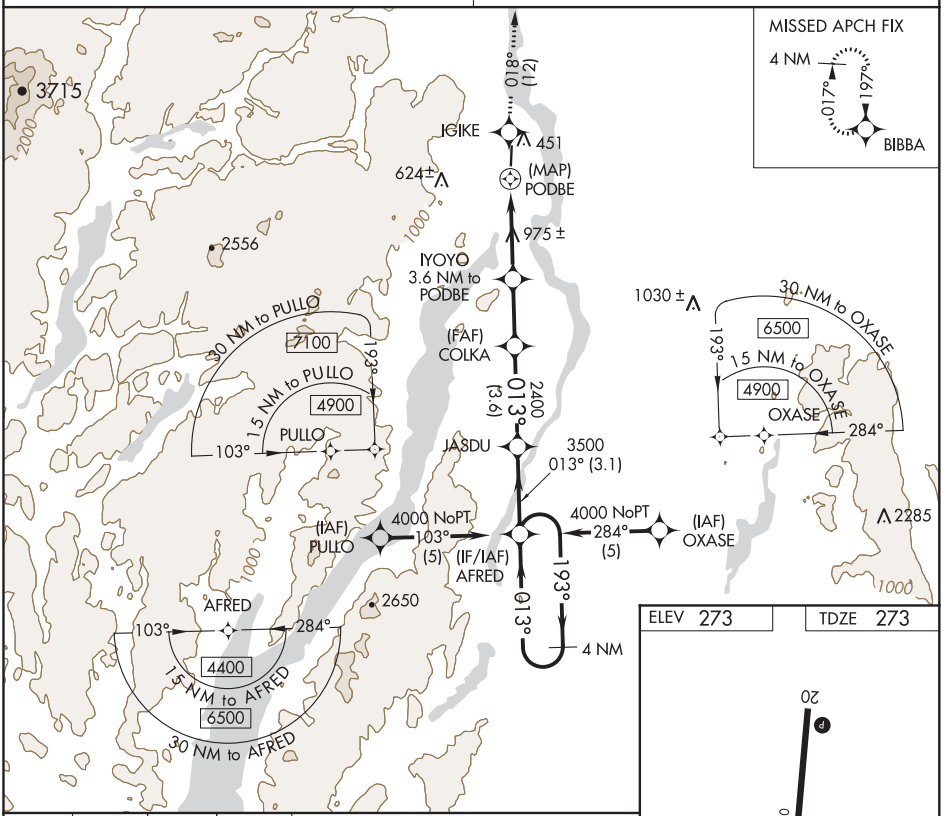
T
NA
-18°C

Use Burlington altimeter setting. Procedure NA at night.
Rwy 2 helicopter visibility reduction below 1 SM NA.

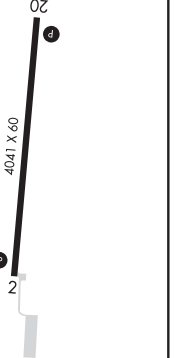
MISSED APPROACH: Climb to 4000 direct IGIKE and on track 018° to BIBBA and hold.

BOSTON CENTER
135.7 282.2

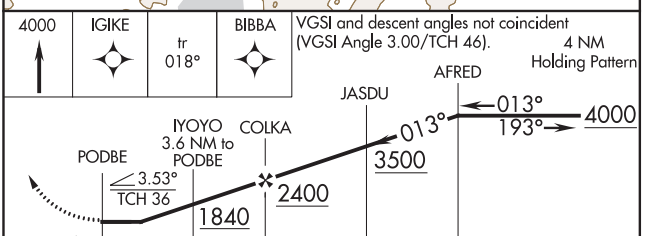
UNICOM
122.8 (CTAF) L




ELEV 273 | TDZE 273




MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1520-1¼<br>1247 (1300-1¼) | 1520-1½<br>1247 (1300-1½) | NA | |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS CH 53716 W20A | APP CRS 197° | Rwy Idg 4041 TDZE 271 Apt Elev 273 |
|---|---|---|

# RNAV (GPS) RWY 20

## TICONDEROGA MUNI (4B6)

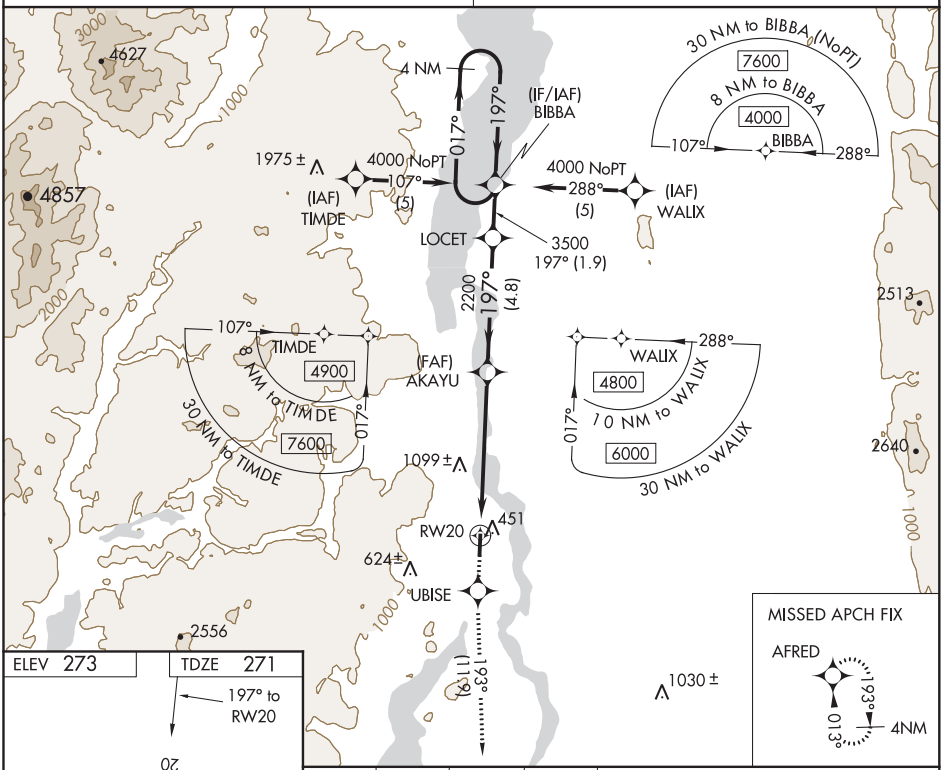
T
A NA
-18°C

DME/DME RNP-0.3 NA. Use Burlington altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 4000 direct UBISE and on track 193° to AFRED and hold, continue climb-in-hold to 4000.

BOSTON CENTER
135.7 282.2

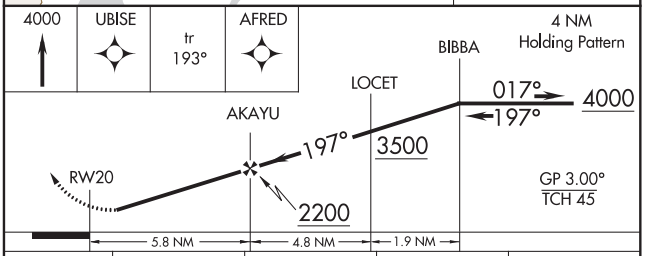
UNICOM
122.8 (CTAF) L




ELEV 273 TDZE 271

197° to RW20

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 666-1½ 395 (400-1½) | | NA | |
| LNAV MDA | 1420-1¼ 1149 (1200-1¼) | 1420-1½ 1149 (1200-1½) | NA | |
| CIRCLING | 1420-1¼ 1147 (1200-1¼) | 1420-1½ 1147 (1200-1½) | NA | |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

TOMS RIVER, NEW JERSEY | AL-5623 (FAA) | 20086

# ILS or LOC RWY 6
OCEAN COUNTY (MJX)

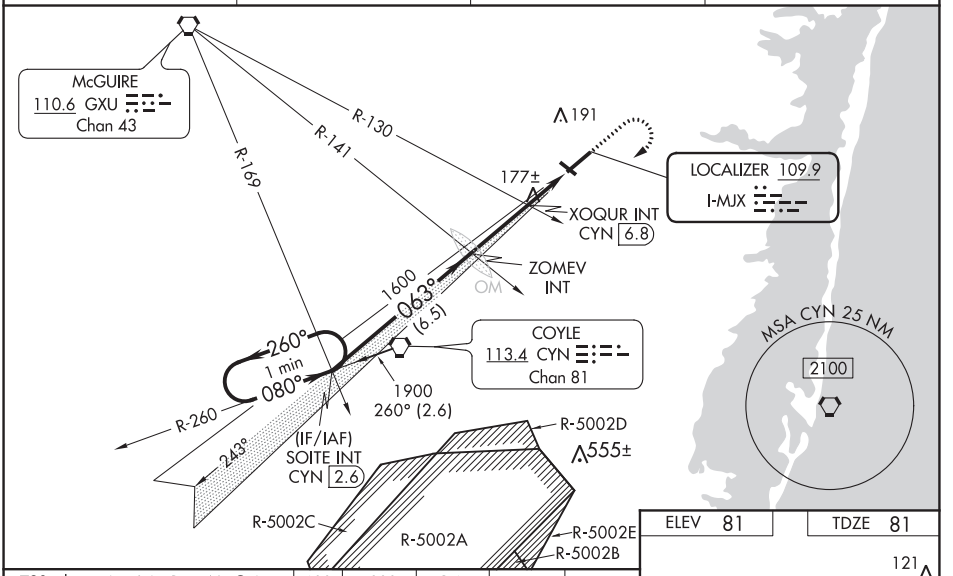
| LOC I-MJX | APP CRS | Rwy Idg | 5950 |
|---|---|---|---|
| 109.9 | 063° | TDZE | 81 |
| | | Apt Elev | 81 |

V A NA — Circling Rwy 14, 32 NA at night. Inop table does not apply to S-ILS 6. For inop MALSR, increase S-LOC 6 Cats A/B and S-LOC 6 XOQUR Fix minimums Cats A/B visibility to 1. When local altimeter setting not received, use Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase S-LOC 6 Cats C/D and Circling Cat C visibility ⅛ mile, Cat D ¼ mile; increase XOQUR Fix minimums S-LOC 6 Cat C/D visibility ⅛ mile and Circling Cat D ¼ mile. For inop MALSR when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting, increase S-ILS 6 all Cats visibility to ⅞ and S-LOC 6 Cats A/B and S-LOC 6 XOQUR Fix minimums Cats A/B visibility to 1, Cats C/D visibility to 1⅜. Helicopter visibility reduction below ¾ SM NA.

MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing right turn to 1900 direct CYN VORTAC then on CYN R-260 to SOITE INT/CYN 2.6 DME and hold.

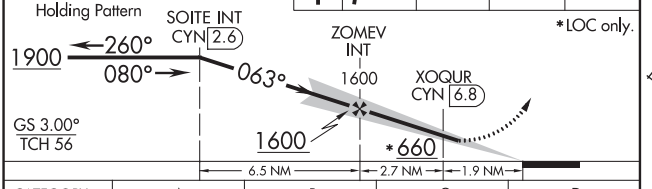
| AWOS-3PT | MC GUIRE APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.875 | 126.475 363.8 | 121.725 | 122.7 (CTAF) L |




*720 when using Joint Base Mc Guire Dix Lakehurst altimeter setting.

| 600 | 1900 | CYN | CYN R-260 | SOITE INT |
|---|---|---|---|---|

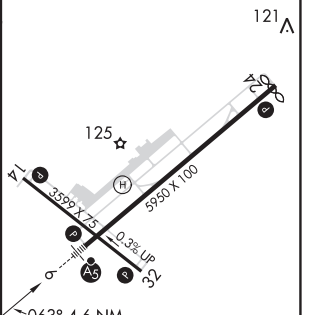
One Minute Holding Pattern




*LOC only.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 331-¾ 250 (300-¾) | | | |
| S-LOC 6 | 660-¾ 579 (600-¾) | | 660-1¼ 579 (600-1¼) | |
| C CIRCLING | 660-1 579 (600-1) | | 660-1¾ 579 (600-1¾) | 700-2 619 (700-2) |
| XOQUR FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED) | | | | |
| S-LOC 6 | 520-¾ 439 (500-¾) | | 520-⅞ 439 (500-⅞) | |
| C CIRCLING | 520-1 439 (500-1) | 560-1 479 (500-1) | 580-1½ 499 (500-1½) | 700-2 619 (700-2) |

ELEV 81 | TDZE 81




MIRL Rwy 14-32 L
HIRL Rwy 6-24 L
REIL Rwys 14, 24 and 32 L

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **93733** | **063°** | Rwy Idg | **5950** |
| **W06A** | | TDZE | **81** |
| | | Apt Elev | **81** |

# RNAV (GPS) RWY 6

## OCEAN COUNTY (MJX)

Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Inop table does not apply to LPV. For inop MALSR, increase LNAV/VNAV all Cats and LNAV Cats A/B visibility to 1. When local altimeter setting not received, use Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV Cats C/D visibility ⅛ mile and Circling Cat D visibility ¼ mile. For inop MALSR when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting, increase LPV all Cats visibility to ⅞, LNAV/VNAV all Cats visibility to 1⅛, LNAV Cats A/B visibility to 1, and LNAV Cats C/D visibility to 1⅜. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) alitmeter setting.

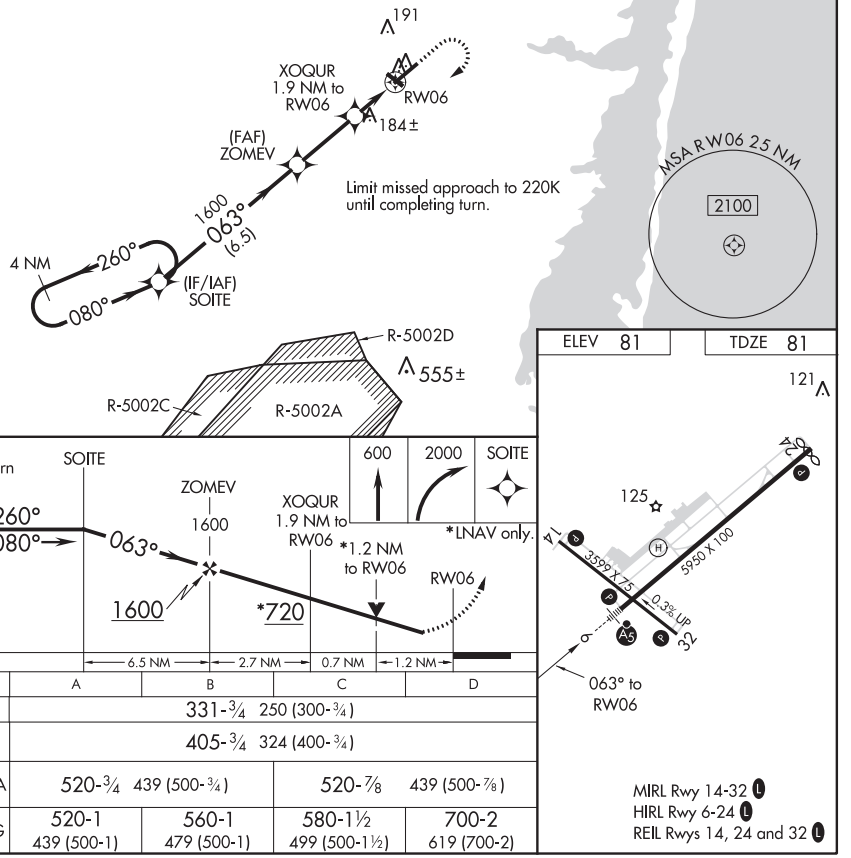
NA

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct SOITE and hold.

| AWOS-3PT | MC GUIRE APP CON | GCO | UNICOM |
|---|---|---|---|
| **119.875** | **126.475 363.8** | **121.725** | **122.7** (CTAF) L |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 331-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 405-¾ 324 (400-¾) | | | |
| LNAV MDA | 520-¾ 439 (500-¾) | | 520-⅞ 439 (500-⅞) | |
| C CIRCLING | 520-1 439 (500-1) | 560-1 479 (500-1) | 580-1½ 499 (500-1½) | 700-2 619 (700-2) |

MIRL Rwy 14-32 L
HIRL Rwy 6-24 L
REIL Rwys 14, 24 and 32 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

TOMS RIVER, NEW JERSEY AL-5623 (FAA) 20366

# RNAV (GPS) RWY 24

OCEAN COUNTY (MJX)

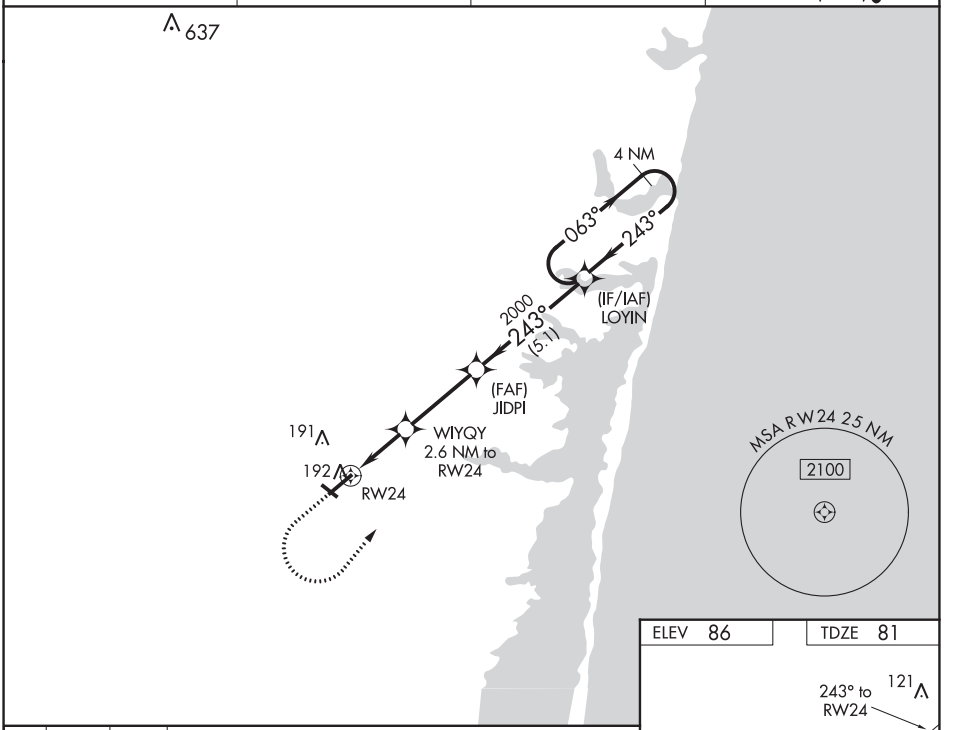
| WAAS CH 86433 W24A | APP CRS 243° | Rwy Idg 5834 | TDZE 81 | Apt Elev 86 |
|---|---|---|---|---|

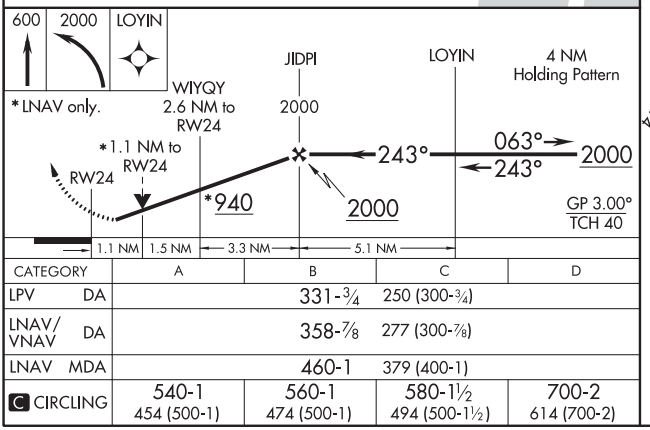
RNP APCH.

Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C . Rwy 24 helicopter visibility reduction below ¾ SM NA.

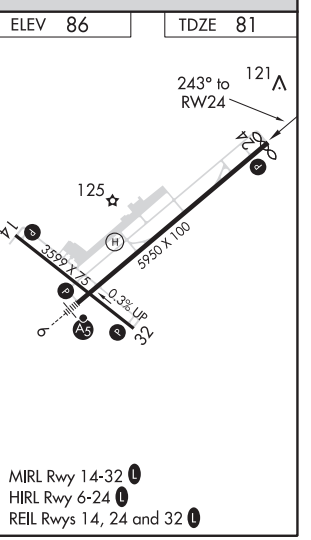
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct to LOYIN and hold.

| AWOS-3PT | MC GUIRE APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.875 | 126.475 363.8 | 121.725 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 331-¾ | 250 (300-¾) | |
| LNAV/VNAV DA | | 358-⅞ | 277 (300-⅞) | |
| LNAV MDA | | 460-1 | 379 (400-1) | |
| C CIRCLING | 540-1 454 (500-1) | 560-1 474 (500-1) | 580-1½ 494 (500-1½) | 700-2 614 (700-2) |




TOMS RIVER, NEW JERSEY

Amdt 1A 31DEC20

39°56'N-74°18'W

OCEAN COUNTY (MJX)

RNAV (GPS) RWY 24

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| VORTAC CYN | APP CRS | Rwy Idg | 5950 |
|---|---|---|---|
| 113.4 | 054° | TDZE | 81 |
| Chan 81 | | Apt Elev | 81 |

# VOR RWY 6

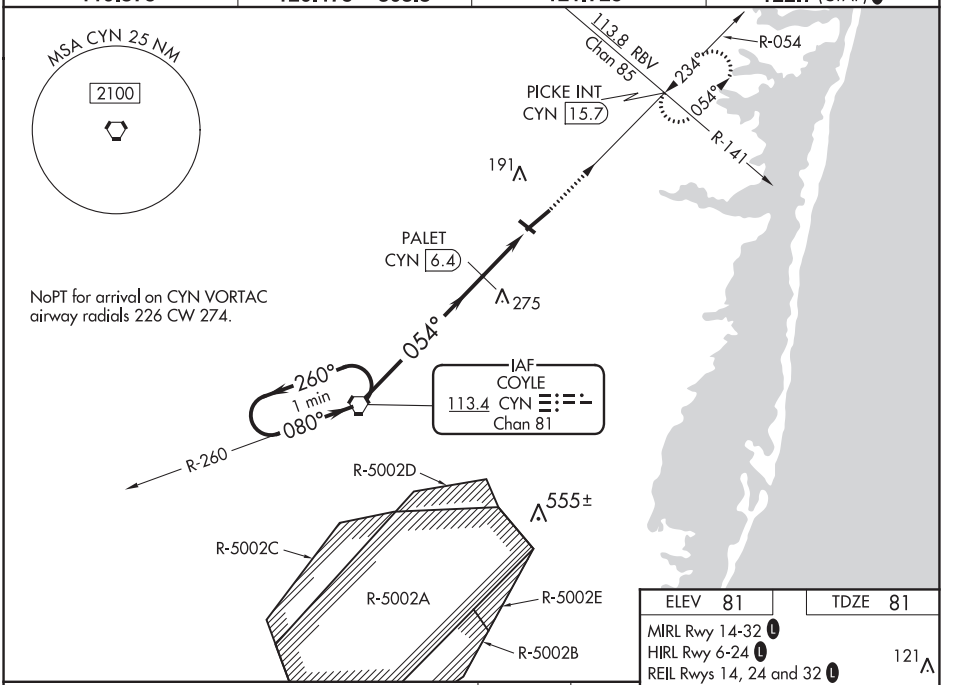
## OCEAN COUNTY (MJX)

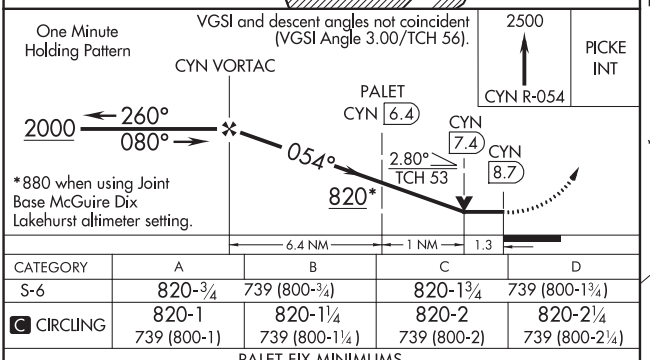
T NA — Circling Rwy 14, 32 NA at night. For inop MALSR, increase S-6 Cat A visibility to 1, S-6 Cats C/D visibility to 2, and PALET Fix Minimums S-6 Cats A/B visibility to 1. When local altimeter setting not received, use Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting and increase all MDA 60 feet; increase S-6 Cats C/D visibility ⅛ mile, Circling Cat C visibility ½ mile, and Circling Cat D visibility ¼ mile; increase PALET Fix Minimums Circling Cat D visibility ¼ mile. For inop MALSR when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting, increase S-6 Cat A visibility to 1, Cats C/D visibility to 2½ , and PALET Fix Minimums Cats A/B visibility to 1. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting.

MALSR

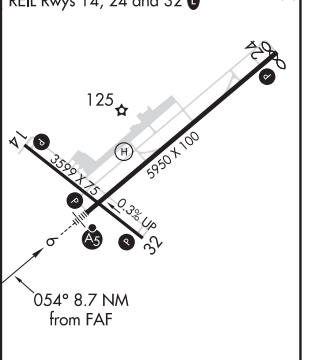
MISSED APPROACH: Climb to 2500 on CYN R-054 to PICKE INT/CYN 15.7 DME and hold.

| AWOS-3PT | MC GUIRE APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.875 | 126.475 363.8 | 121.725 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 820-¾ | 739 (800-¾) | 820-1¾ | 739 (800-1¾) |
| C CIRCLING | 820-1<br>739 (800-1) | 820-1¼<br>739 (800-1¼) | 820-2<br>739 (800-2) | 820-2¼<br>739 (800-2¼) |
| PALET FIX MINIMUMS | | | | |
| S-6 | 540-¾ | 459 (500-¾) | 540-1 | 459 (500-1) |
| C CIRCLING | 540-1<br>459 (500-1) | 560-1<br>479 (500-1) | 580-1½<br>499 (500-1½) | 700-2<br>619 (700-2) |




| FAF to MAP 8.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:42 | 5:48 | 4:21 | 3:29 | 2:54 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

TOMS RIVER, NEW JERSEY AL-5623 (FAA) 20086

# VOR RWY 24

OCEAN COUNTY (MJX)

| VORTAC CYN | APP CRS | Rwy Idg | 5834 |
|---|---|---|---|
| 113.4 | 234° | TDZE | 81 |
| Chan 81 | | Apt Elev | 86 |

DME required for procedure entry.
DME required.

Rwy 24 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 14, 32 NA at night.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on heading 340° and on CYN VORTAC R-054 to PICKE/CYN 15.7 DME and hold.

| AWOS-3PT | MC GUIRE APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.875 | 126.475 363.8 | 121.725 | 122.7 (CTAF) |

637
2500
141°
(18.3)
ROBBINSVILLE
113.8 RBV
Chan 85
R-054
(IAF)
PICKE
CYN 15.7
234°
1 min
054°
367
234°
191
184
AYCEE
CYN 11.4
COYLE
113.4 CYN
Chan 81
2000 to PICKE
054°
(15.7)
MSA CYN 25 NM
2100

ELEV 86 TDZE 81
234° 6 NM from FAF
121
125
3599 X 75
5950 X 100
0.3% UP
A5

500 2000 hdg 340° CYN R-054 PICKE CYN 15.7

PICKE CYN 15.7 One Minute Holding Pattern
AYCEE CYN 11.4
CYN 10.7
CYN 9.7
234°
640
2.94°
TCH 40
054°
234°
2000
1 NM 0.7 NM 4.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 440-1 | | 359 (400-1) | |
| C CIRCLING | 540-1<br>454 (500-1) | 560-1<br>474 (500-1) | 580-1½<br>494 (500-1½) | 700-2<br>614 (700-2) |

MIRL Rwy 14-32
HIRL Rwy 6-24
REIL Rwys 14, 24 and 32



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 6

TRENTON MERCER (TTN)

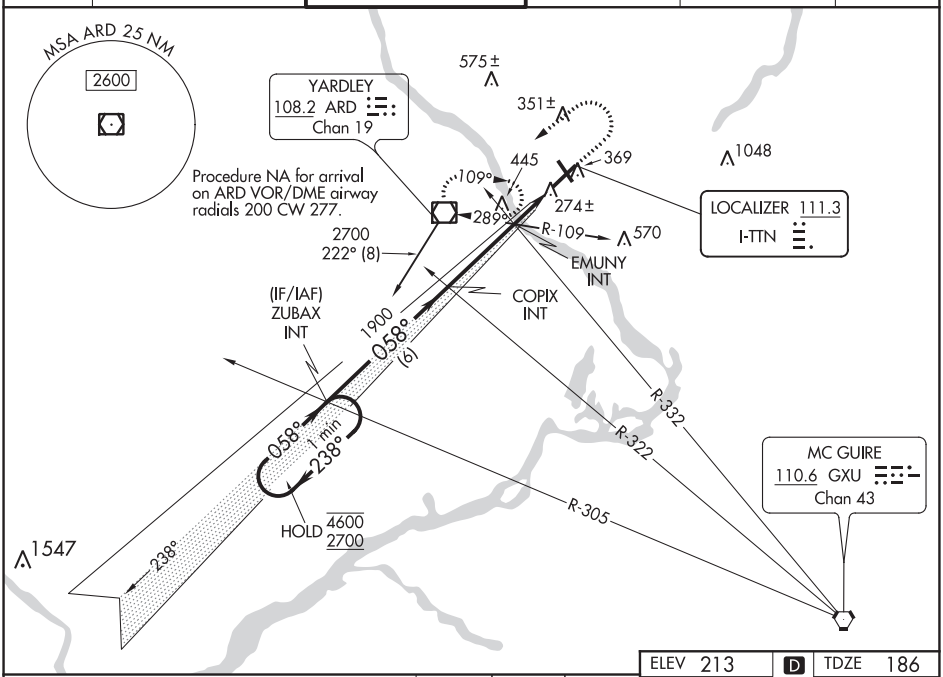
| LOC I-TTN | APP CRS | Rwy Idg | 6006 |
|---|---|---|---|
| 111.3 | 058° | TDZE | 186 |
| | | Apt Elev | 213 |

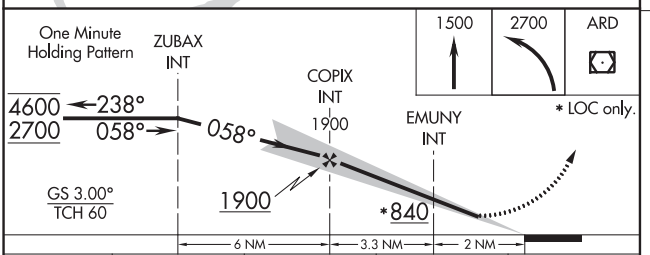
When Circling to Rwy 34 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase EMUNY fix minimums S-LOC 6 Cat C/D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 414-½ 228 (300-½) | | | |
| S-LOC 6 | 840-½ 654 (700-½) | | 840- 1⅜ 654 (700-1⅜) | |
| C CIRCLING | 840-1 627 (700-1) | | 760-1⅞ 547 (600-1⅞) | 960-2½ 747 (800-2½) |
| EMUNY FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) | | | | |
| S-LOC 6 | 540-½ 354 (400-½) | | 540-⅝ 354 (400-⅝) | |
| C CIRCLING | 680-1 467 (500-1) | | 680-1½ 467 (500-1½) | 780-2 567 (600-2) |

HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 6006 |
|---|---|---|
| 058° | TDZE | 186 |
| | Apt Elev | 212 |

# RNAV (RNP) Y RWY 6

## TRENTON MERCER (TTN)

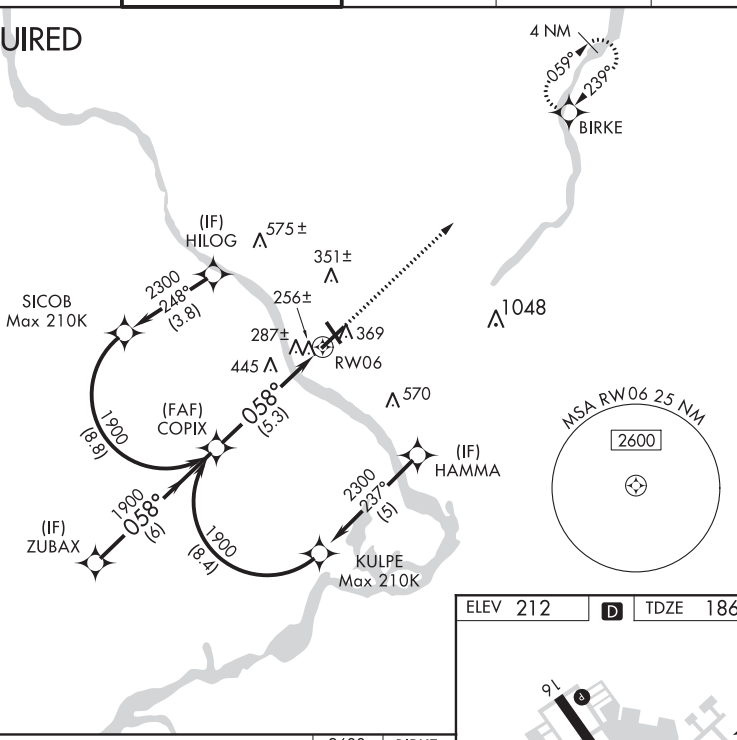
For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F).
GPS required.
For inoperative MALSR, increase RNP 0.10 DA all Cats visibility to 1 mile, increase RNP 0.30 DA all Cats visibility to 1⅜ mile.

MALSR

MISSED APPROACH: Climb to 2600 direct BIRKE and hold.

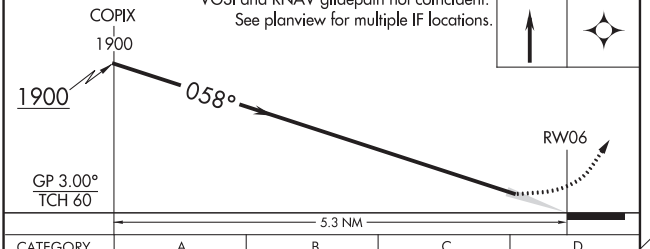
| ATIS | PHILADELPHIA APP CON | TRENTON TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |

RADAR REQUIRED




VGSI and RNAV glidepath not coincident. See planview for multiple IF locations.

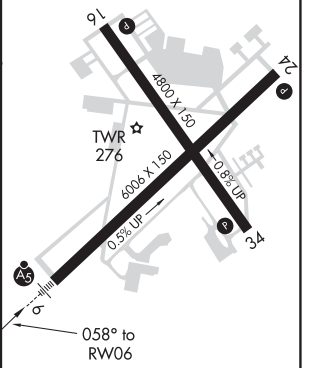
2600 BIRKE




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | | 510-½ | 324 (300-½) | |
| RNP 0.30 DA | | 668-1⅛ | 482 (500-1⅛) | |

AUTHORIZATION REQUIRED

ELEV 212 D TDZE 186




HIRL Rwys 6-24 and 16-34 (L)
REIL Rwys 16, 24 and 34 (L)



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

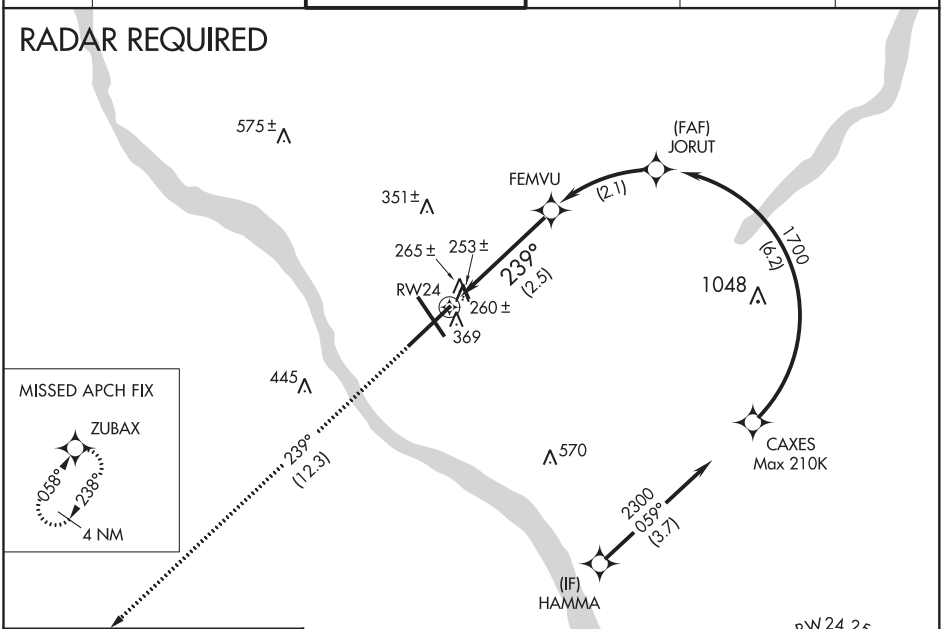
| APP CRS | Rwy ldg | 6006 |
|---|---|---|
| 239° | TDZE | 193 |
| | Apt Elev | 212 |

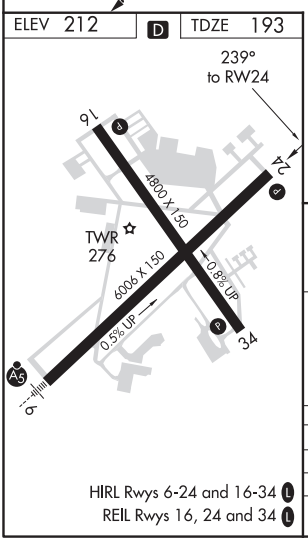
# RNAV (RNP) Y RWY 24
## TRENTON MERCER (TTN)

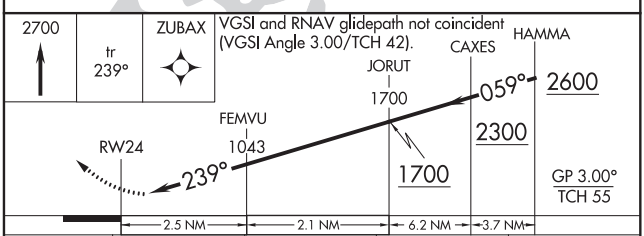
For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F).
When VGSI inop, procedure NA at night.
RF required.
GPS required.

MISSED APPROACH: Climb to 2700 on track 239° to ZUBAX and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 641-1½ | 448 (500-1½) | | |
| RNP 0.30 DA | 741-1⅝ | 548 (600-1⅝) | | |

AUTHORIZATION REQUIRED

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 16

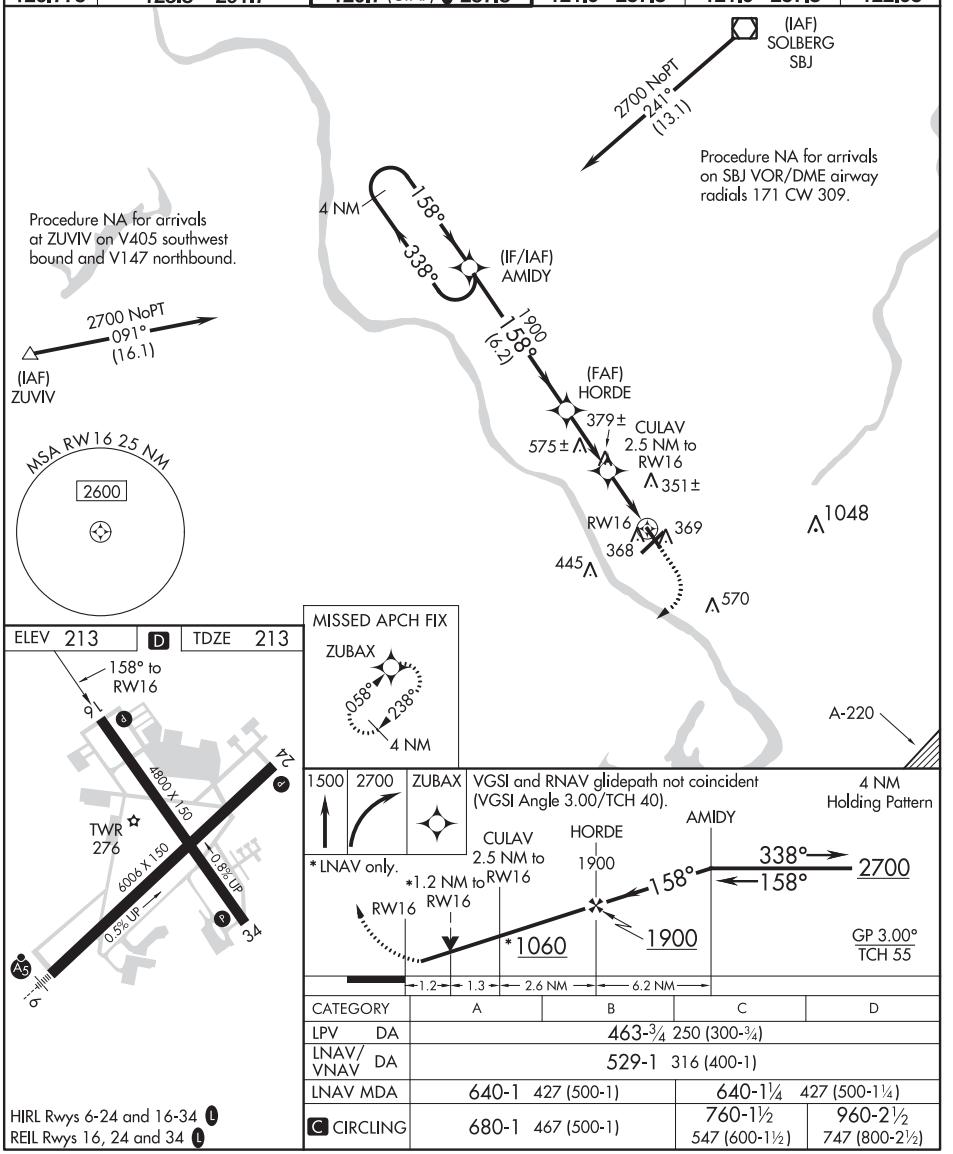
## TRENTON MERCER (TTN)

| WAAS | APP CRS | Rwy Idg | 4800 |
|---|---|---|---|
| CH 99330 | 158° | TDZE | 213 |
| W16A | | Apt Elev | 213 |

Night Landing: Rwy 34 operational VGSI required, remain on or above VGSI glidepath until threshold.
Baro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Northeast Philadelphia altimeter setting; increase LPV DA to 510 feet and all Cats visibility ⅛ SM, LNAV/VNAV DA to 576 feet; increase all MDA 60 feet and LNAV Cat C/D visibility ⅛ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct ZUBAX and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 463-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 529-1 316 (400-1) | | | |
| LNAV MDA | 640-1 427 (500-1) | | 640-1¼ 427 (500-1¼) | |
| C CIRCLING | 680-1 467 (500-1) | | 760-1½ 547 (600-1½) | 960-2½ 747 (800-2½) |

HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 34

## TRENTON MERCER (TTN)

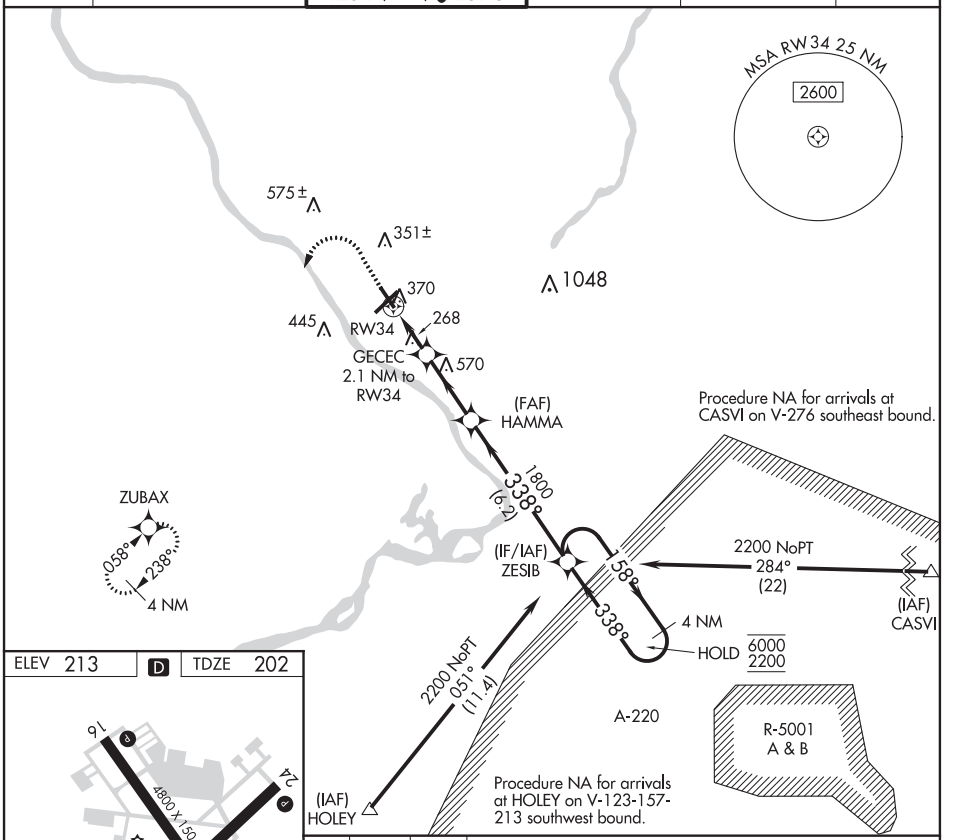
| WAAS | APP CRS | Rwy Idg | 4800 |
|---|---|---|---|
| CH 40230 | 338° | TDZE | 202 |
| W34A | | Apt Elev | 213 |

RNP APCH.

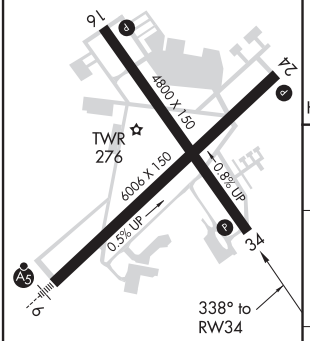
Ⓣ Rwy 34 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 34 at night, operational
Ⓐ VGSI required, remain on or above VGSI glidepath until threshold. When Circling to Rwy 34 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

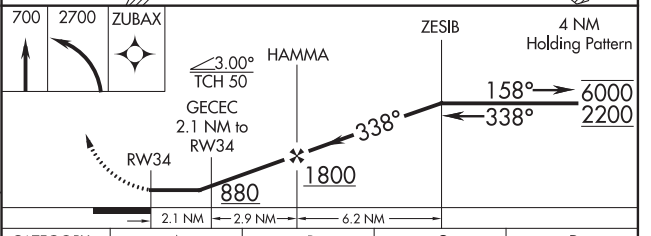
MISSED APPROACH:
(Do not exceed 250K until ZUBAX)
Climb to 700 then climbing left turn to 2700 direct ZUBAX and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) Ⓛ 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |




ELEV 213 Ⓓ TDZE 202




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 520-1 318 (400-1) | | | |
| LNAV MDA | 620-1 418 (500-1) | | 620-1⅜ 418 (500-1⅜) | |
| Ⓒ CIRCLING | 680-1 467 (500-1) | | 760-1½ 547 (600-1½) | 960-2½ 747 (800-2½) |

HIRL Rwys 6-24 and 16-34 Ⓛ
REIL Rwys 16, 24 and 34 Ⓛ



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Z RWY 6

## TRENTON MERCER (TTN)

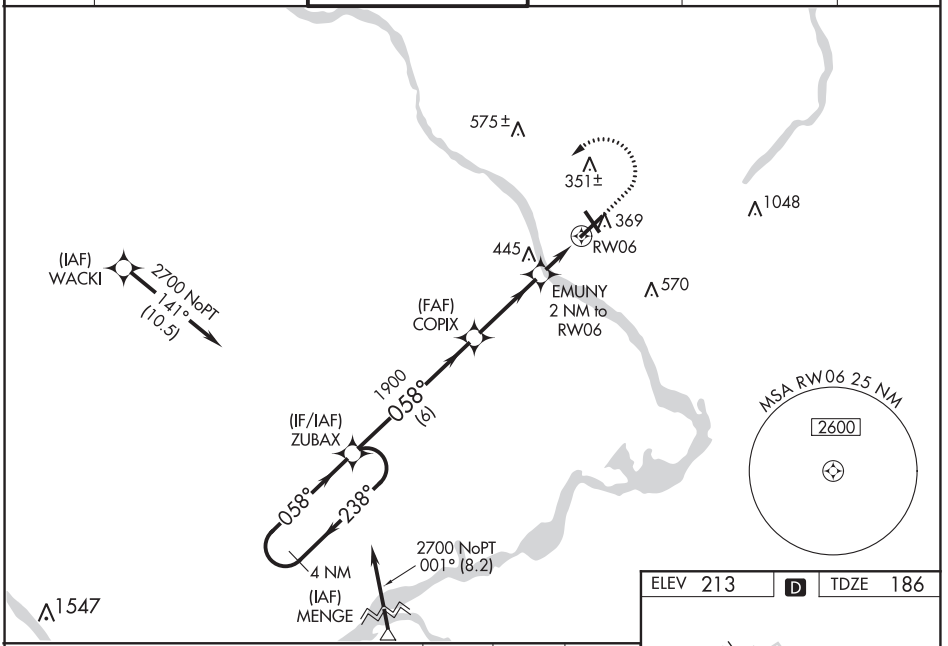
| WAAS | APP CRS | | |
|---|---|---|---|
| CH 56430 | 058° | Rwy Idg | 6006 |
| W06A | | TDZE | 186 |
| | | Apt Elev | 213 |

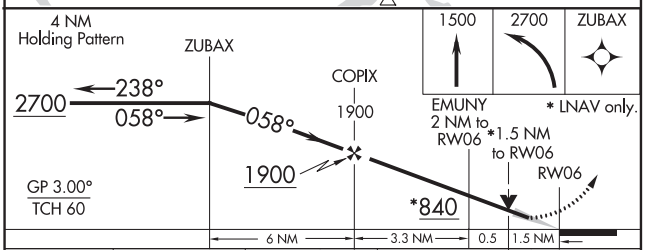
Baro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Northeast Philadelphia altimeter setting: increase LPV DA to 435 feet; increase LNAV/VNAV DA to 658 feet, and all Cats visibility ⅛ SM; increase all MDA 60 feet and LNAV Cat C/D visibility ¼ SM and Circling Cat C visibility ¼ SM. Night Landing: Rwy 34 operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR

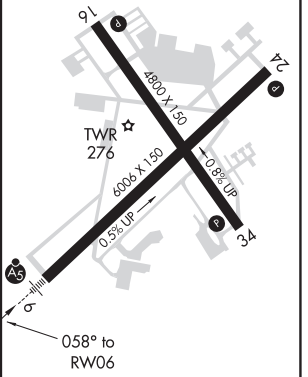
MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct ZUBAX and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 388-½ | 202 (200-½) | | |
| LNAV/VNAV DA | 611-⅞ | 425 (400-⅞) | | |
| LNAV MDA | 700-½ | 514 (500-½) | 700-1 | 514 (500-1) |
| C CIRCLING | 700-1 | 487 (500-1) | 760-1½ 547 (600-1½) | 960-2½ 747 (800-2½) |




HIRL Rwys 6-24 and 16-34 L
REIL Rwys 16, 24 and 34 L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

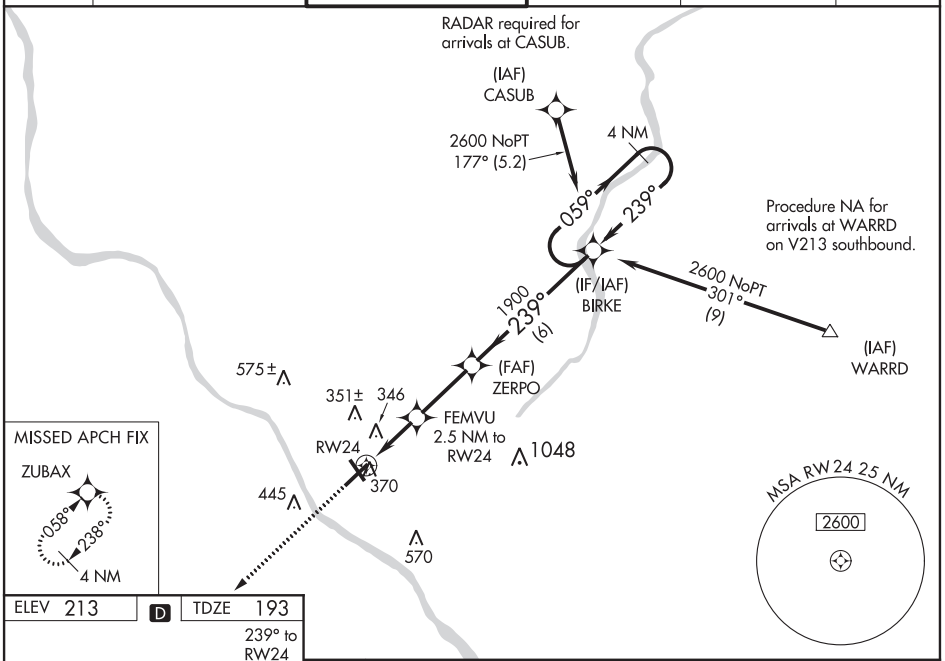
| WAAS | APP CRS | Rwy Idg | 6006 |
|---|---|---|---|
| CH 97530 | 239° | TDZE | 193 |
| W24A | | Apt Elev | 213 |

# RNAV (GPS) Z RWY 24
## TRENTON MERCER (TTN)

T A Baro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Northeast Philadelphia altimeter setting: increase LPV DA to 626 feet and LNAV/VNAV DA to 677 feet and all visibilities ⅛ mile; increase all MDA 60 feet and LNAV Cats C and D visibilities ⅛ mile and Circling visibility Cat C ¼ mile. VDP NA with Northeast Philadelphia altimeter setting. Helicopter visibility reduction below ¾ SM NA. Night Landing: Rwy 34 operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2700 direct ZUBAX and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 580-1¼ | 387 (400-1¼) | | |
| LNAV/VNAV DA | 631-1½ | 438 (500-1½) | | |
| LNAV MDA | 620-1 | 428 (500-1) | 620-1¼ | 428 (500-1¼) |
| C CIRCLING | 680-1 | 467 (500-1) | 760-1½ 547 (600-1½) | 960-2½ 747 (800-2½) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

TRENTON, NEW JERSEY

AL-982 (FAA)

21056

# VOR or GPS-A

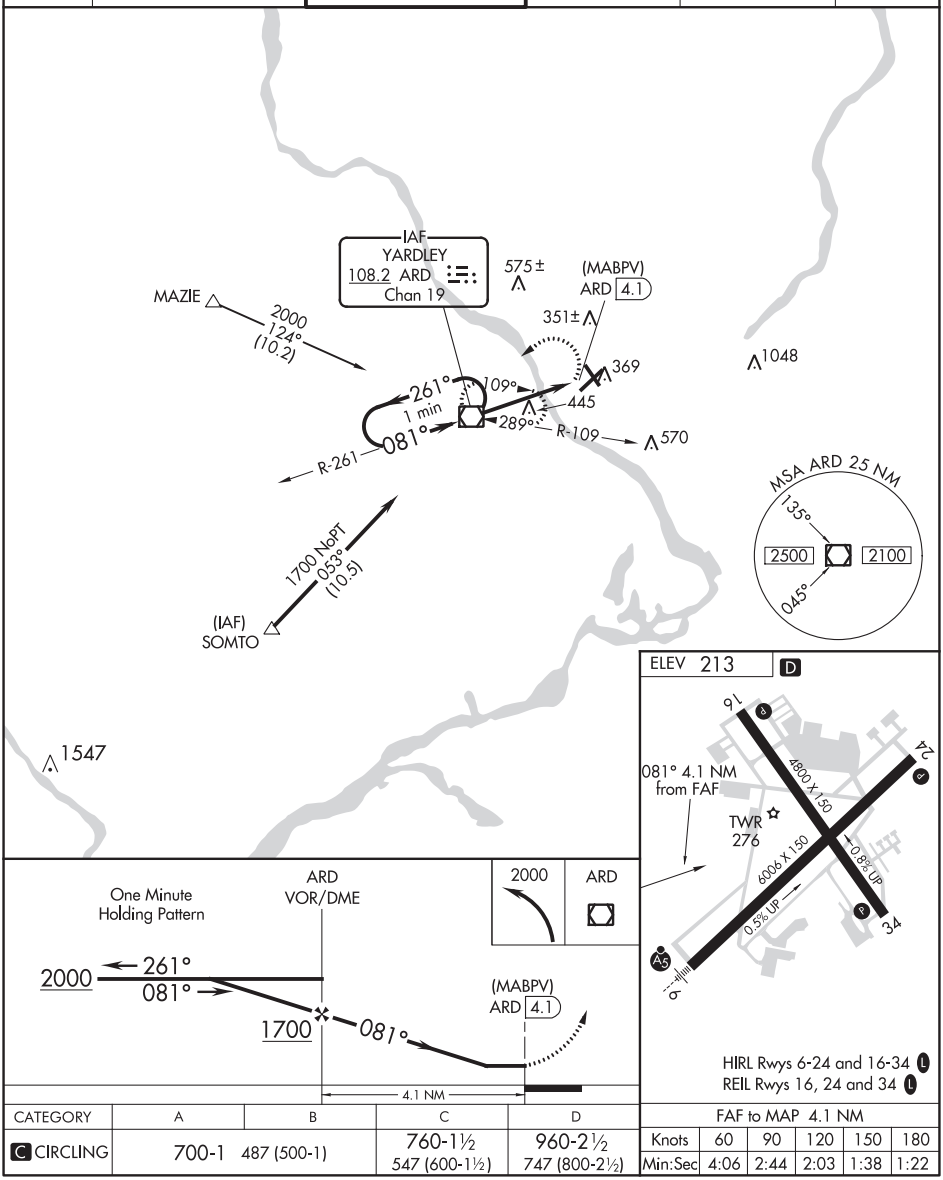
## TRENTON MERCER (TTN)

| VOR/DME ARD | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.2 Chan 19 | 081° | TDZE | N/A |
| | | Apt Elev | 213 |

Night Landing: Rwy 34 operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing left turn to 2000 direct ARD VOR/DME and hold.

| ATIS | PHILADELPHIA APP CON | TRENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.775 | 123.8 291.7 | 120.7 (CTAF) L 257.8 | 121.9 257.8 | 121.9 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 700-1 | 487 (500-1) | 760-1½ 547 (600-1½) | 960-2½ 747 (800-2½) |

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

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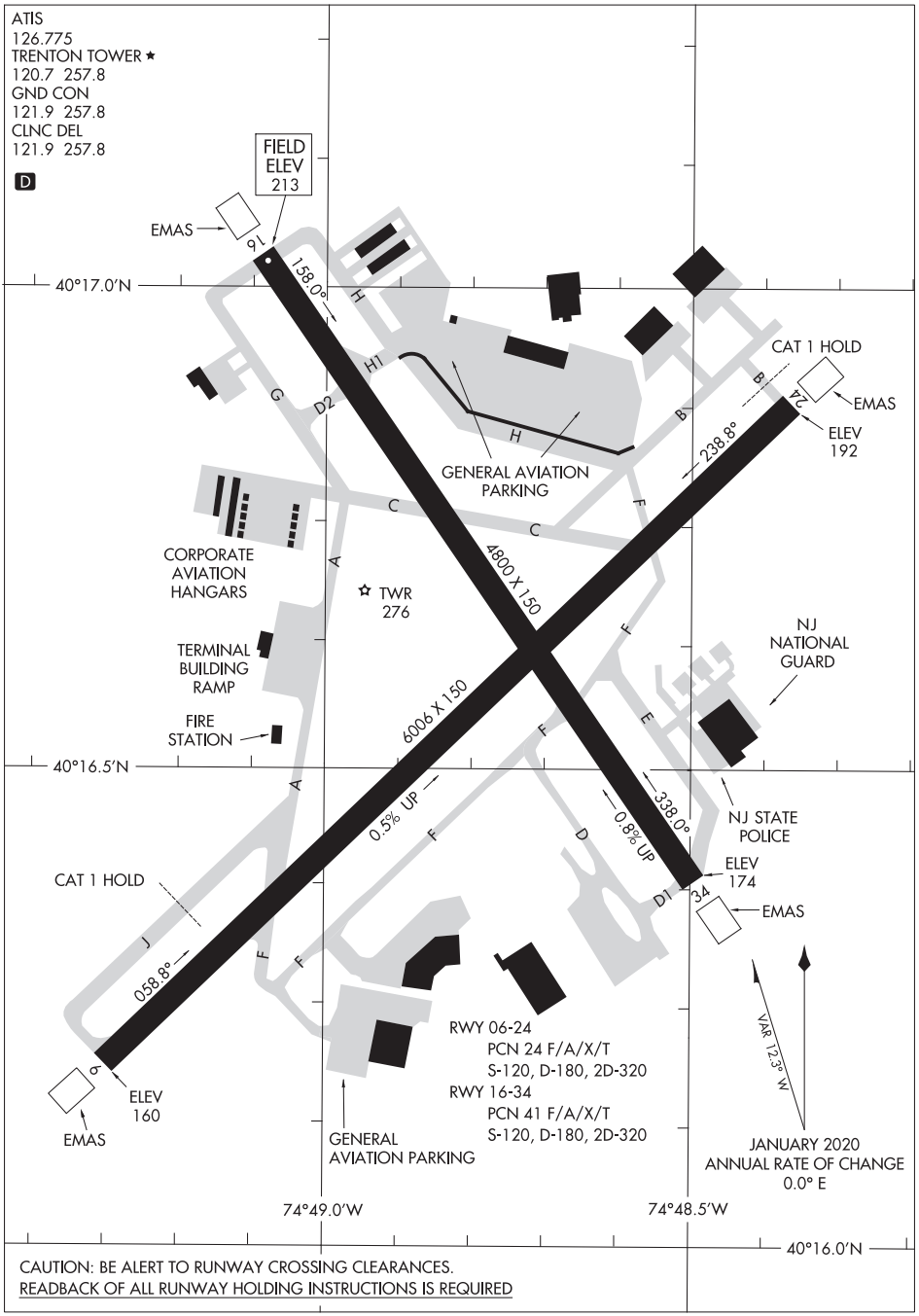


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| VOR/DME VCN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.2 | 267° | TDZE | N/A |
| Chan 99 | | Apt Elev | 93 |

# VOR or GPS-B
## KROELINGER (29N)

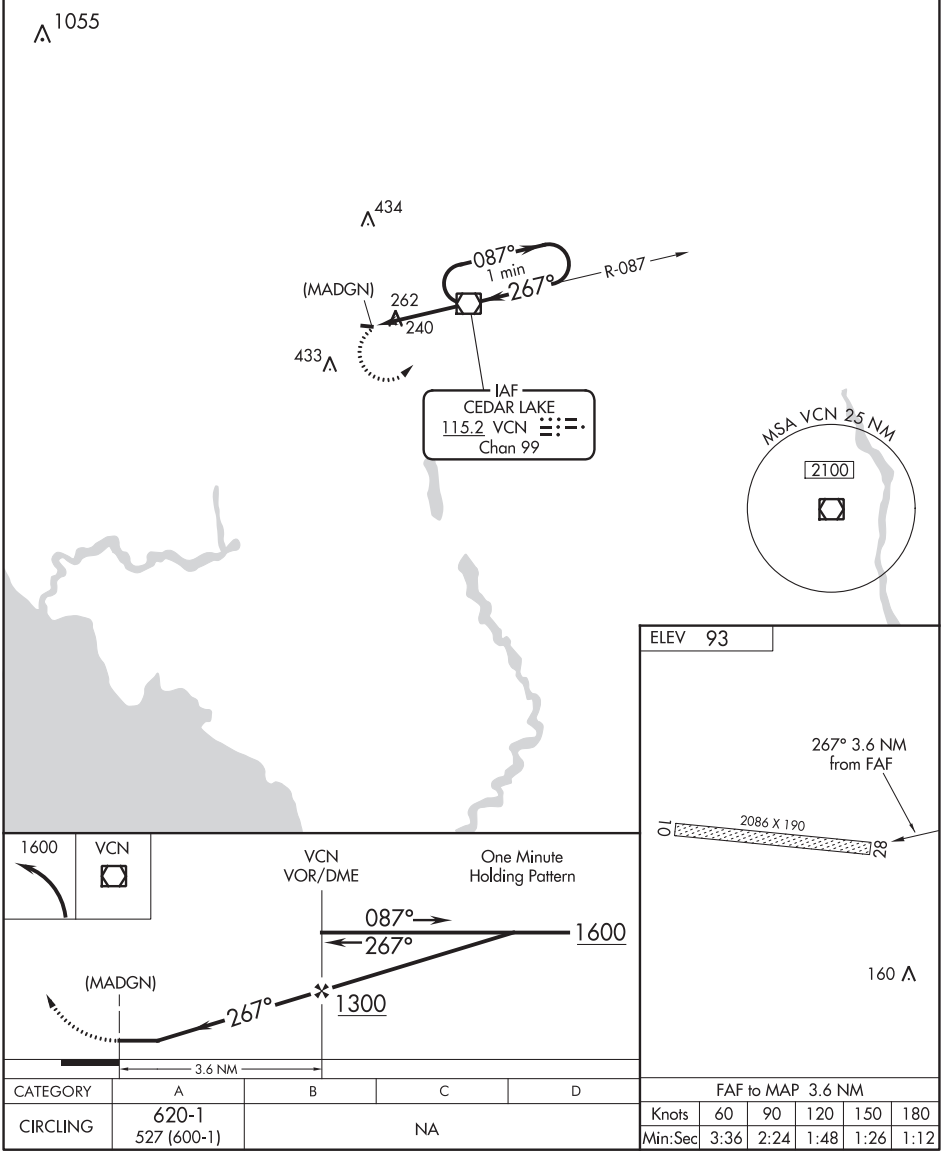
NA

Procedure NA at night.
Use Millville altimeter setting.

MISSED APPROACH: Climbing left turn to 1600 direct VCN VOR/DME and hold.

ATLANTIC CITY APP CON
124.6 327.125

CTAF
122.9




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 620-1<br>527 (600-1) | NA | | |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |



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NE-2, 25 FEB 2021 to 22 APR 2021

| LOC I-ART | APP CRS | Rwy Idg | 4784 |
|---|---|---|---|
| 111.1 | 065° | TDZE | 319 |
| | | Apt Elev | 331 |

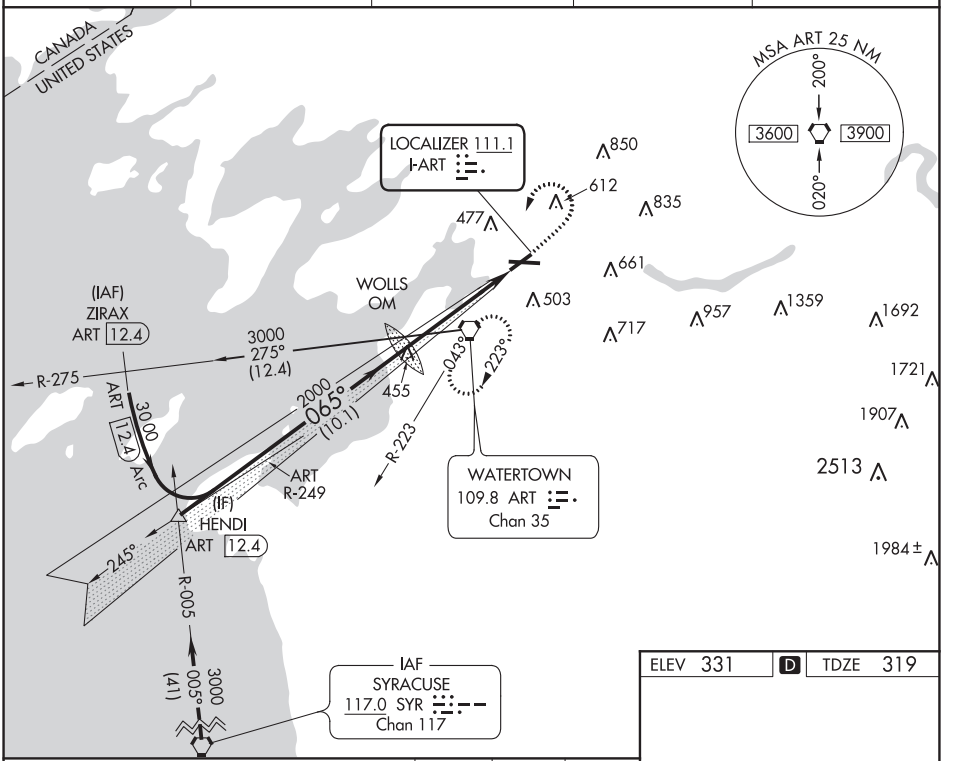
# ILS or LOC RWY 7
## WATERTOWN INTL (ART)

T A -37°C

MALSR

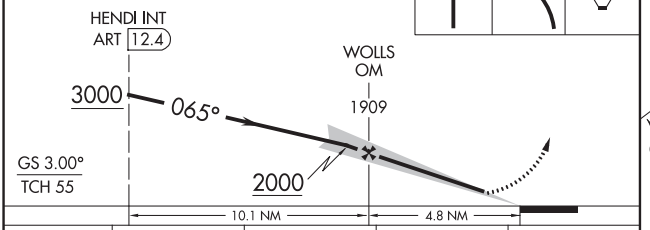
MISSED APPROACH: Climb to 900 then climbing left turn to 2400 direct ART VORTAC and hold.

| ASOS | GTB ATIS | WHEELER-SACK APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 132.325 | 119.525 | 124.875 | 257.6 | 120.8 | 123.0 (CTAF) L |



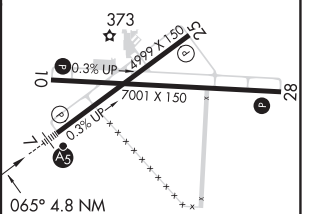

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 51).

900 | 2400 | ART




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | 519-½ 200 (200-½) | | | |
| S-LOC 7 | 760-½ 441 (500-½) | | 760-⅞ 441 (500-⅞) | |
| C CIRCLING | 960-1 629 (700-1) | | 980-1¾ 649 (700-1¾) | 1080-2½ 749 (800-2½) |

ELEV 331 D TDZE 319




REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



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# RNAV (GPS) RWY 7
## WATERTOWN INTL (ART)

| WAAS CH 82510 W07A | APP CRS 065° | Rwy Idg 4784 / TDZE 319 / Apt Elev 331 |
|---|---|---|

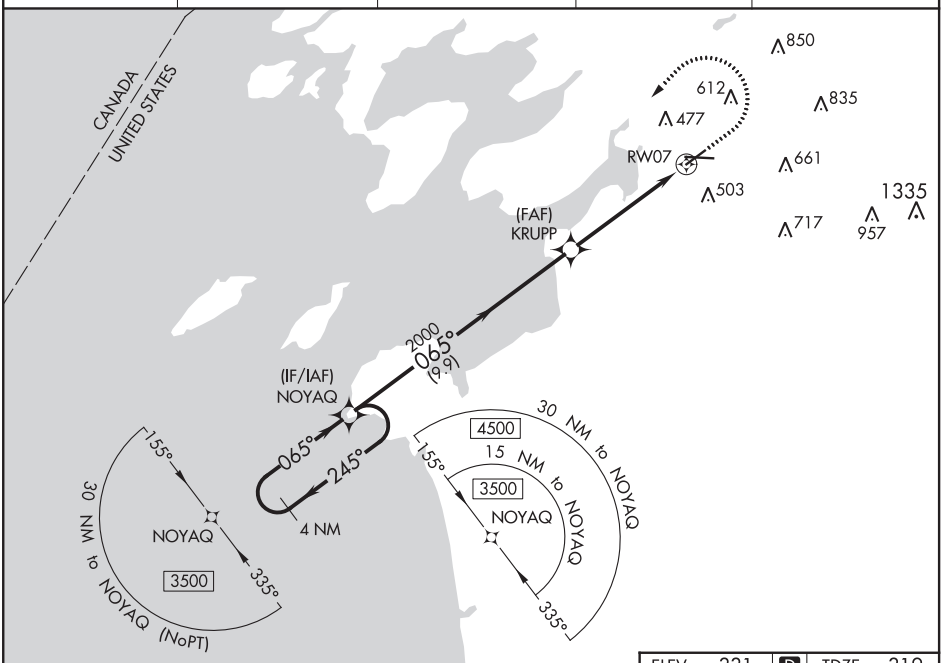
RNP APCH.

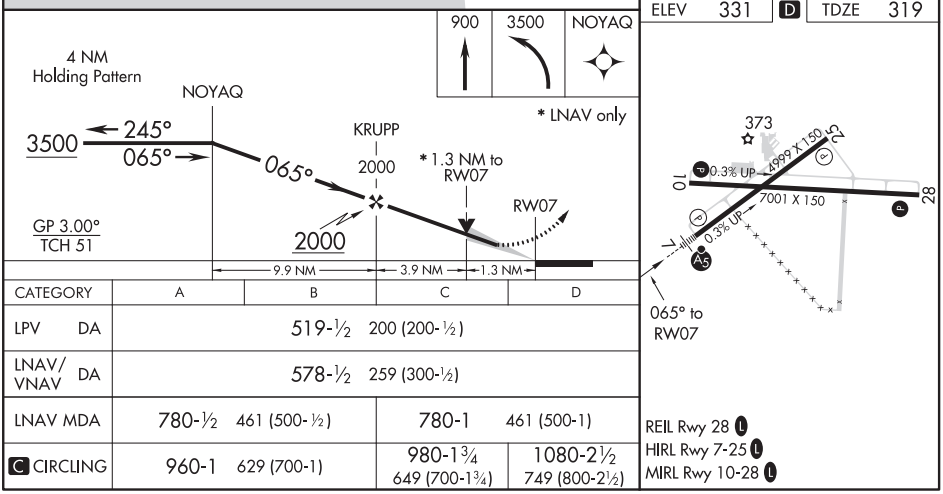
For inop ALS, increase LPV, LNAV/VNAV visibilities to ¾ SM and LNAV Cat C/D visibilities to 1⅜ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 3500 direct NOYAQ and hold.

| ASOS | GTB ATIS | WHEELER-SACK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 132.325 | 119.525 | 124.875 257.6 | 120.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 519-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 578-½ 259 (300-½) | | | |
| LNAV MDA | 780-½ 461 (500-½) | | 780-1 461 (500-1) | |
| C CIRCLING | 960-1 629 (700-1) | | 980-1¾ 649 (700-1¾) | 1080-2½ 749 (800-2½) |




REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L



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| WAAS CH 53522 W10A | APP CRS 105° | Rwy Idg 7001<br>TDZE 318<br>Apt Elev 331 |
|---|---|---|

# RNAV (GPS) RWY 10
## WATERTOWN INTL (ART)

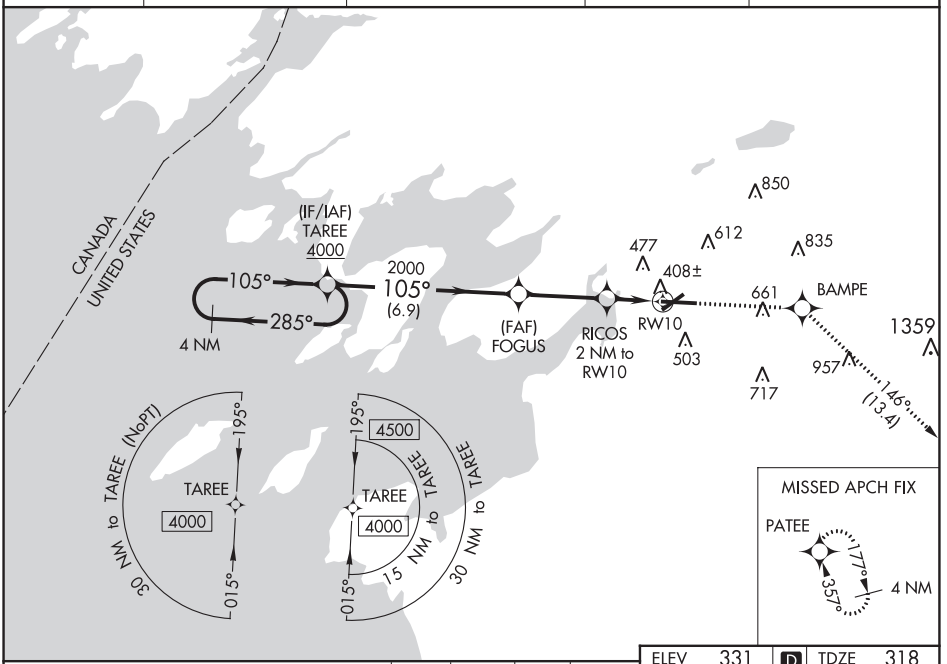
RNP APCH.

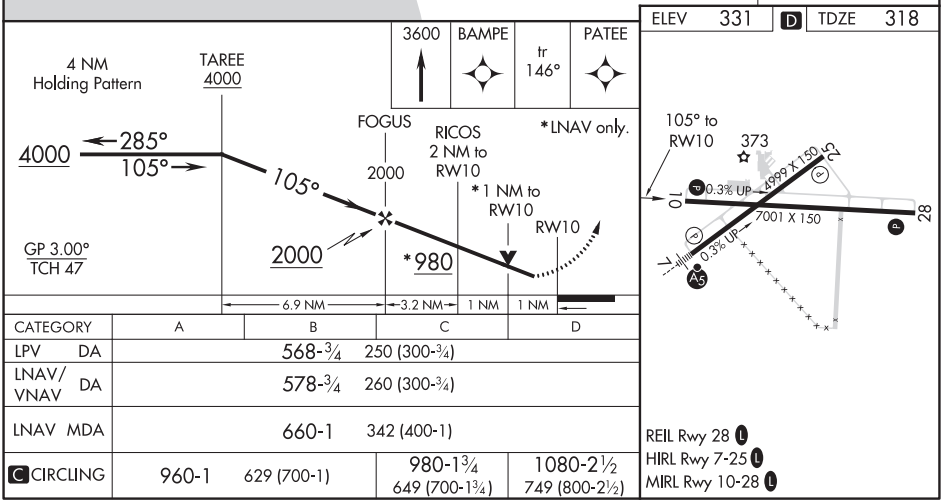
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 10 helicopter visibility reduction below ¾ SM NA.

-37°C

MISSED APPROACH: Climb to 3600 direct BAMPE and on track 146° to PATEE and hold.

| ASOS | GTB ATIS | WHEELER-SACK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 132.325 | 119.525 | 124.875 257.6 | 120.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 568-¾ | 250 (300-¾) | |
| LNAV/VNAV DA | | 578-¾ | 260 (300-¾) | |
| LNAV MDA | | 660-1 | 342 (400-1) | |
| C CIRCLING | 960-1 | 629 (700-1) | 980-1¾<br>649 (700-1¾) | 1080-2½<br>749 (800-2½) |




REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L



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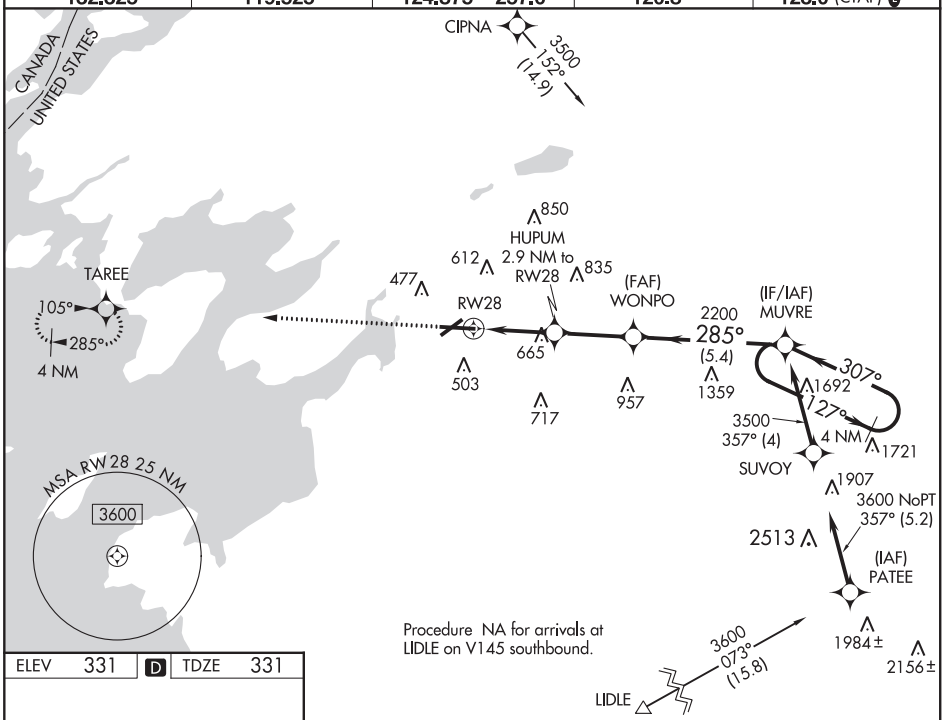
# RNAV (GPS) RWY 28
## WATERTOWN INTL (ART)

| WAAS CH 82322 W28A | APP CRS 285° | Rwy Idg 7001 / TDZE 331 / Apt Elev 331 |
|---|---|---|

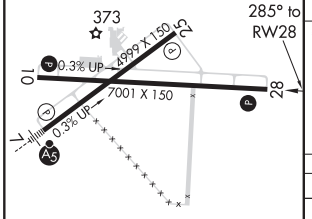
For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Wheeler-Sack AAF altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wheeler-Sack AAF altimeter setting; increase LPV DA to 663 feet and all visibilities to 1⅛ SM; LNAV/VNAV DA to 934 feet and all visibilities to 2½ SM. Increase all MDA 100 feet and LNAV Cat C and D visibility ½ SM, Circling Cat C ½ SM and Cat D ¼ SM. Rwy 28 helicopter visibility reduction below ¾ SM NA. -37°C

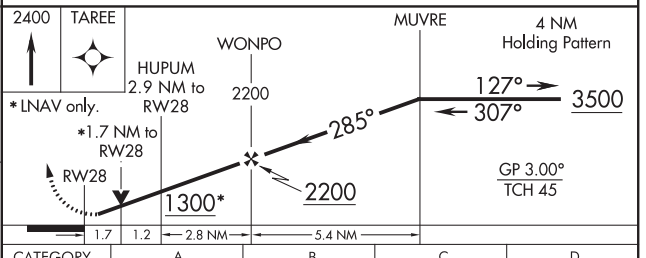
MISSED APPROACH: Climb to 2400 direct TAREE and hold.

| ASOS | GTB ATIS | WHEELER-SACK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 132.325 | 119.525 | 124.875 257.6 | 120.8 | 123.0 (CTAF) L |




ELEV 331 D TDZE 331




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 581-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 852-1¾ | 521 (600-1¾) | | |
| LNAV MDA | 920-1 | 589 (600-1) | 920-1¾ | 589 (600-1¾) |
| C CIRCLING | 960-1 | 629 (700-1) | 980-1¾ 649 (700-1¾) | 1080-2½ 749 (800-2½) |

REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L



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| VORTAC ART | APP CRS | Rwy Idg | 4784 |
|---|---|---|---|
| 109.8 | 043° | TDZE | 319 |
| Chan 35 | | Apt Elev | 325 |

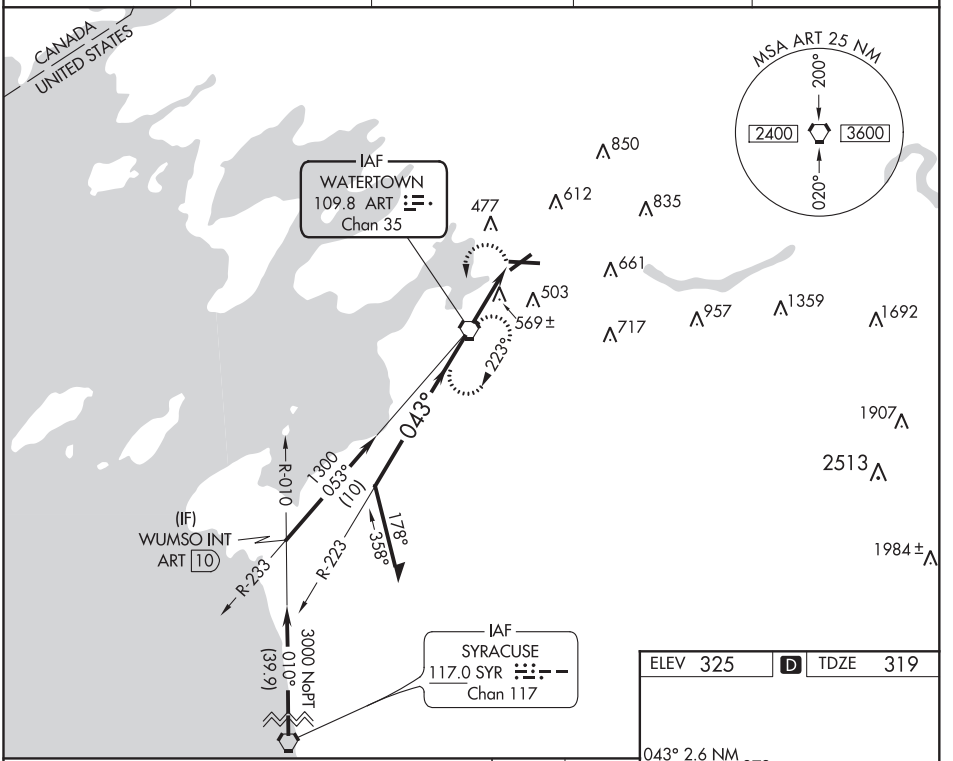
# VOR RWY 7
## WATERTOWN INTL (ART)

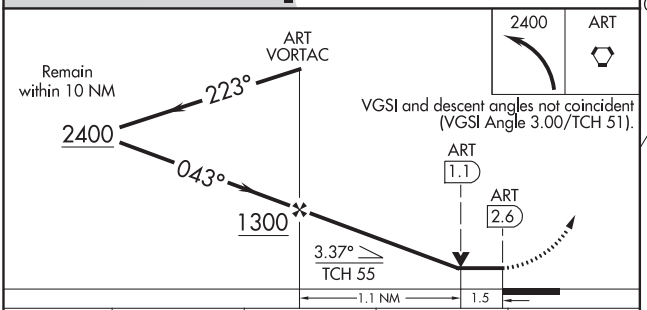
T A -37°C — Inoperative table does not apply. When VGSI inop, Circling Rwy 10 NA at night. Helicopter visibility reduction below ¾ SM NA.

MALSR

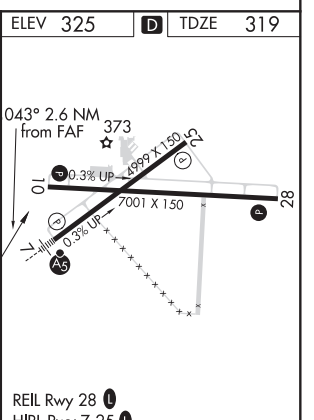
MISSED APPROACH: Climbing left turn to 2400 direct ART VORTAC and hold, continue climb-in-hold to 2400.

| ASOS | GTB ATIS | WHEELER-SACK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 132.325 | 119.525 | 124.875 257.6 | 120.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 840-1 521 (600-1) | | 840-1½ 521 (600-1½) | |
| CIRCLING | 960-1 635 (700-1) | | 980-1¾ 655 (700-1¾) | 1000-2¼ 675 (700-2¼) |




| FAF to MAP 2.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |



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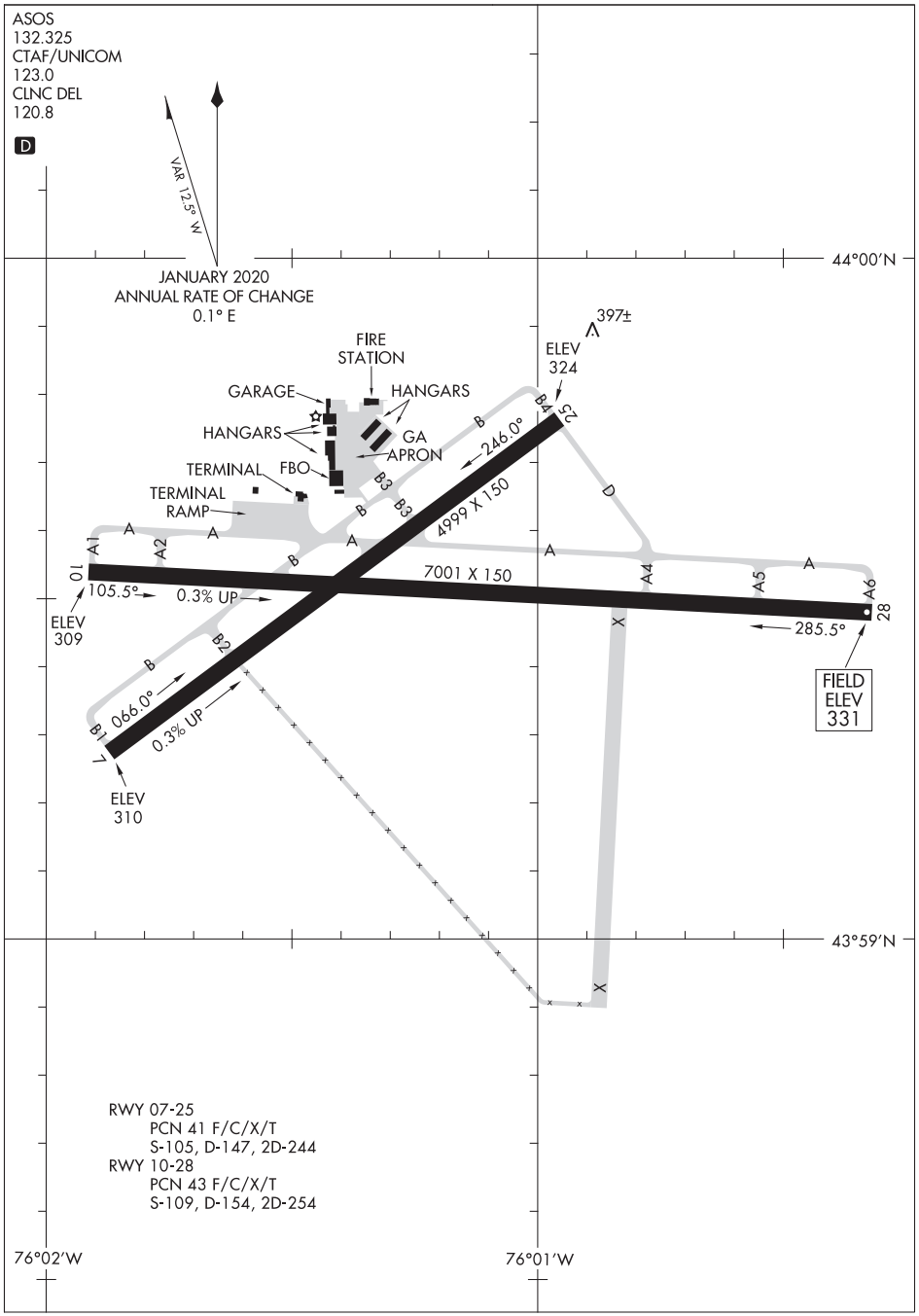
20366

# AIRPORT DIAGRAM

AL-666 (FAA)

WATERTOWN INTL (ART)
WATERTOWN, NEW YORK

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AIRPORT DIAGRAM
20366

WATERTOWN, NEW YORK
WATERTOWN INTL (ART)

# RNAV (GPS) RWY 10

## WHITFORDS (B16)

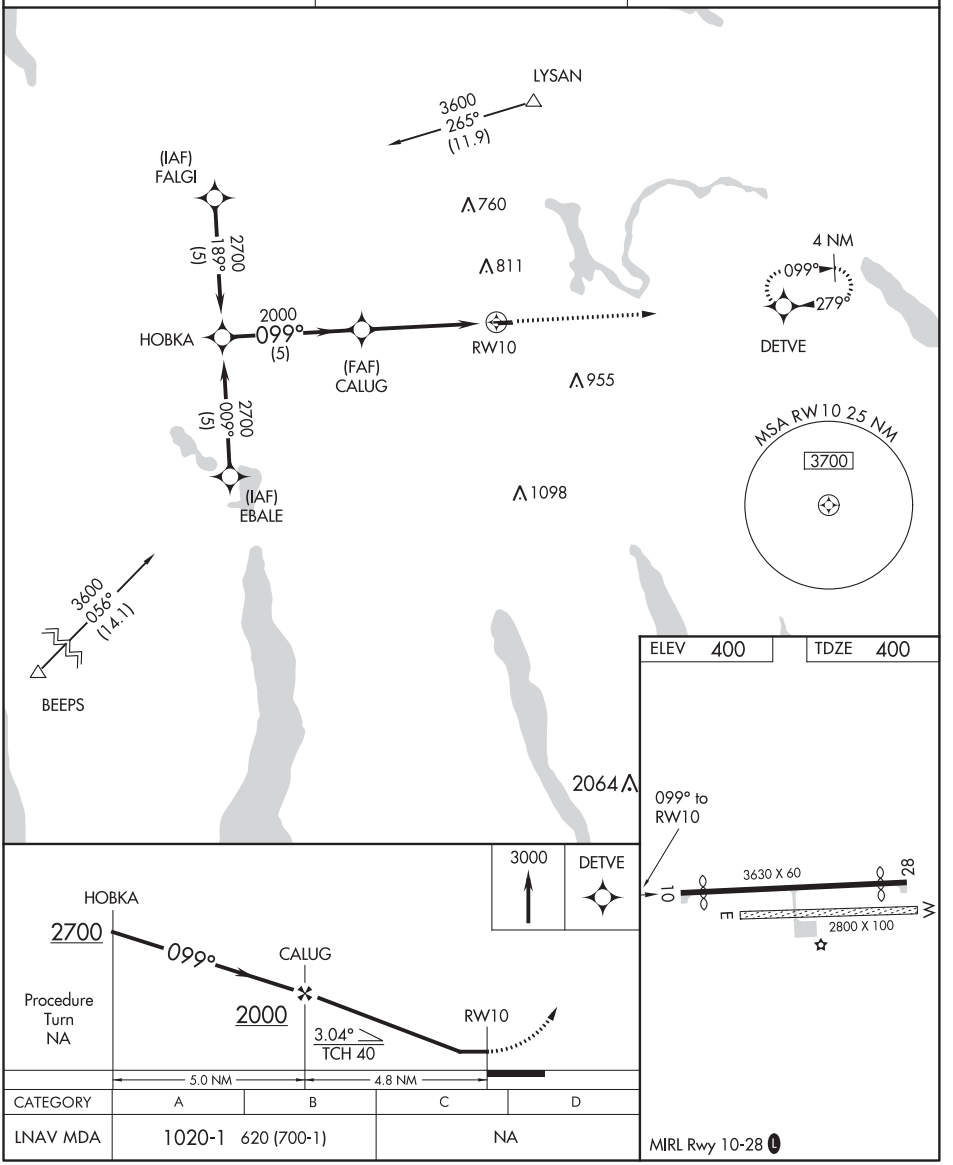
| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 099° | TDZE | 400 |
| | Apt Elev | 400 |

RNP APCH.

NA Use Syracuse altimeter setting. Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.

| SYRACUSE APP CON | UNICOM | |
|---|---|---|
| 126.125 269.125 | 122.8 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 620 (700-1) | | NA | |

MIRL Rwy 10-28 L



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# RNAV (GPS) RWY 28

## WHITFORDS (B16)

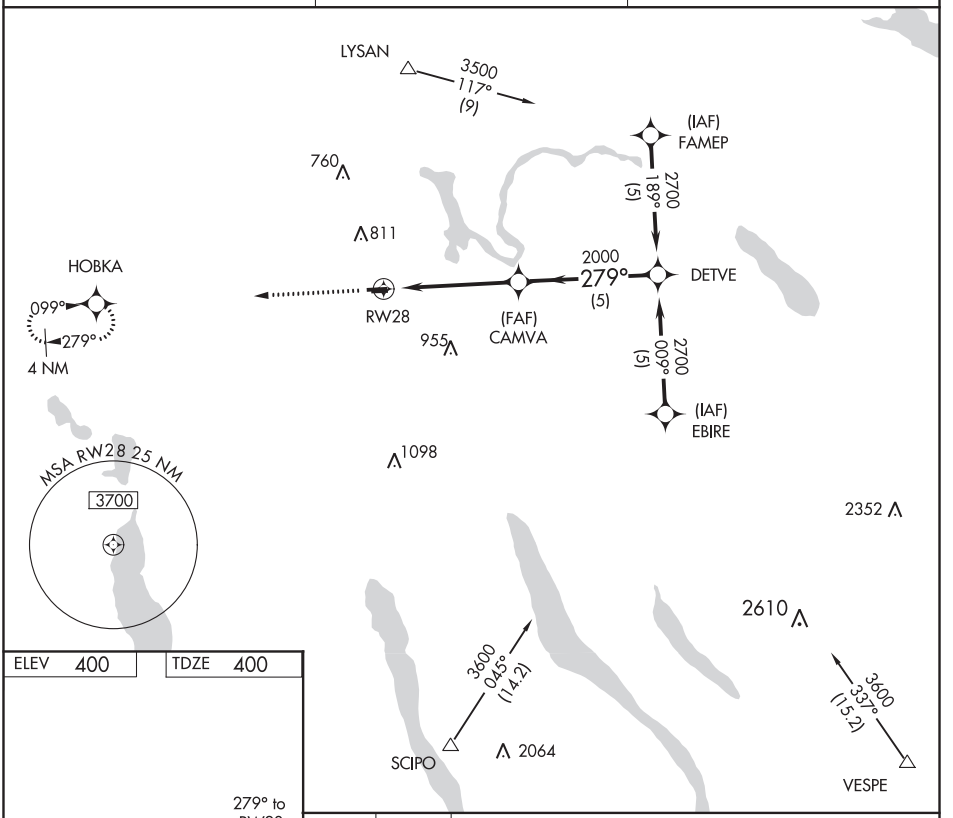
| APP CRS | Rwy Idg | 3280 |
|---|---|---|
| 279° | TDZE | 400 |
| | Apt Elev | 400 |

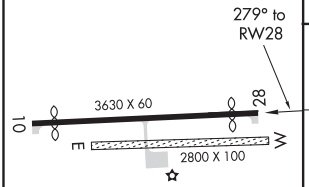
Use Syracuse altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

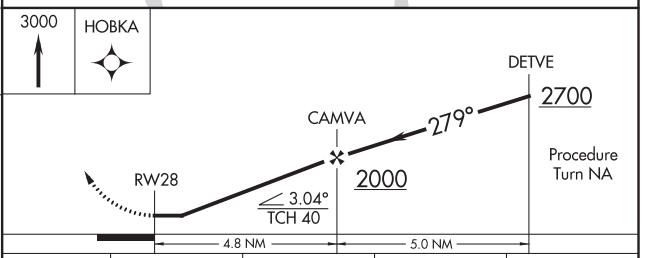
NA

MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

| SYRACUSE APP CON | UNICOM | |
|---|---|---|
| 126.125 269.125 | 122.8 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 600 (600-1) | | NA | |
| CIRCLING | 1000-1 600 (600-1) | 1060-1 660 (700-1) | NA | |

MIRL Rwy 10-28 L



43°05′N - 76°32′W



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| WAAS CH 87002 W10A | APP CRS 097° | Rwy Idg 4901 TDZE 2124 Apt Elev 2124 |
|---|---|---|

# RNAV (GPS) RWY 10

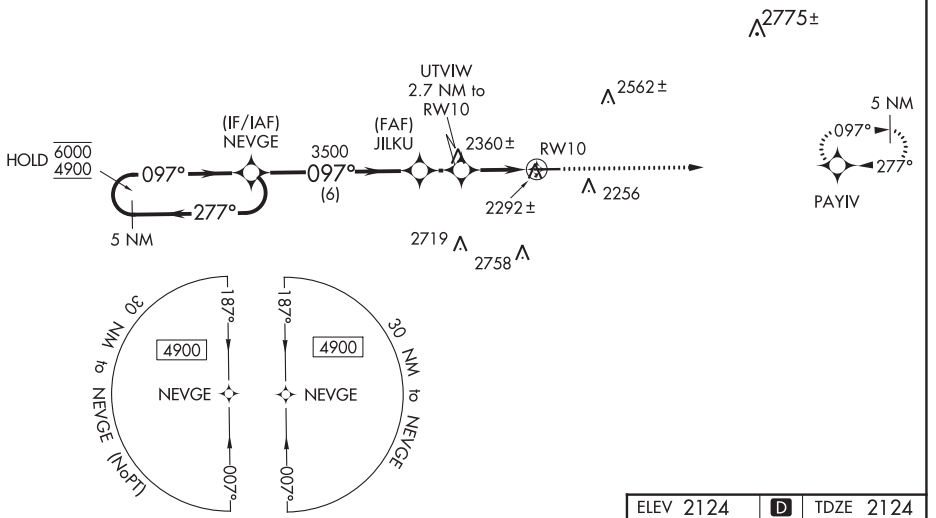
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

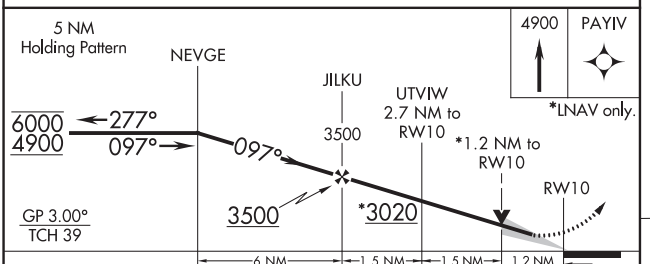
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 4900 direct PAYIV and hold.

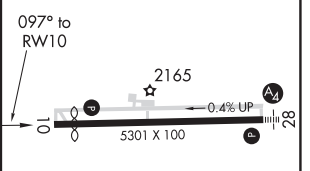
| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.325 353.85 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2374-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 2453-1 | 329 (400-1) | | |
| LNAV MDA | 2560-1 | 436 (500-1) | 2560-1¼ | 436 (500-1¼) |
| C CIRCLING | 2640-1 516 (600-1) | 2660-1 536 (600-1) | 2880-2¼ 756 (800-2¼) | 3060-3 936 (1000-3) |

ELEV 2124 D TDZE 2124




HIRL Rwy 10-28 L
REIL Rwy 10 L



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NE-2, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy Idg | 5101 |
|---|---|---|---|
| CH 49102 | 277° | TDZE | 2111 |
| W28A | | Apt Elev | 2124 |

# RNAV (GPS) RWY 28

## WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

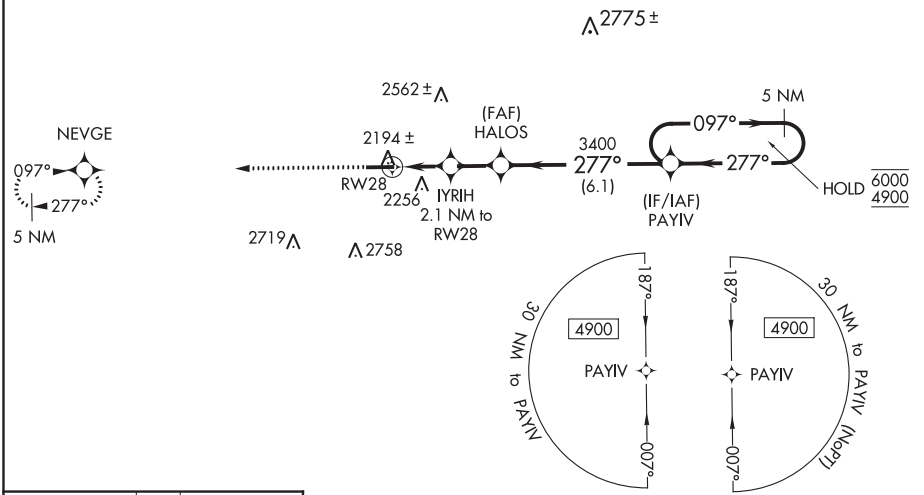
RNP APCH.

Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.

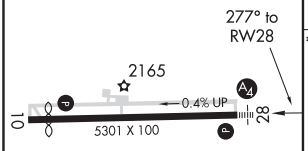
MALS

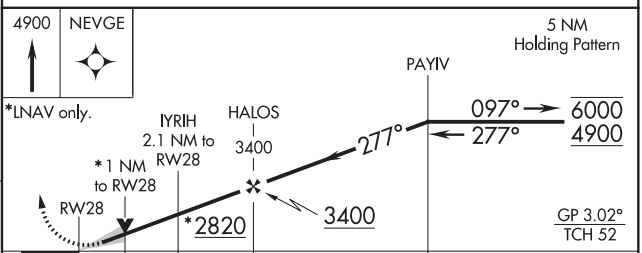
MISSED APPROACH: Climb to 4900 direct NEVGE and hold, continue climb-in-hold to 4900.

| ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 124.325 353.85 | 123.0 (CTAF) L |




ELEV 2124 D TDZE 2111




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2311-¾ | | 200 (200-¾) | |
| LNAV/VNAV DA | 2376-¾ | | 265 (300-¾) | |
| LNAV MDA | 2460-1 | | 349 (400-1) | |
| C CIRCLING | 2640-1<br>516 (600-1) | 2660-1<br>536 (600-1) | 2880-2¼<br>756 (800-2¼) | 3060-3<br>936 (1000-3) |

HIRL Rwy 10-28 L
REIL Rwy 10 L





NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

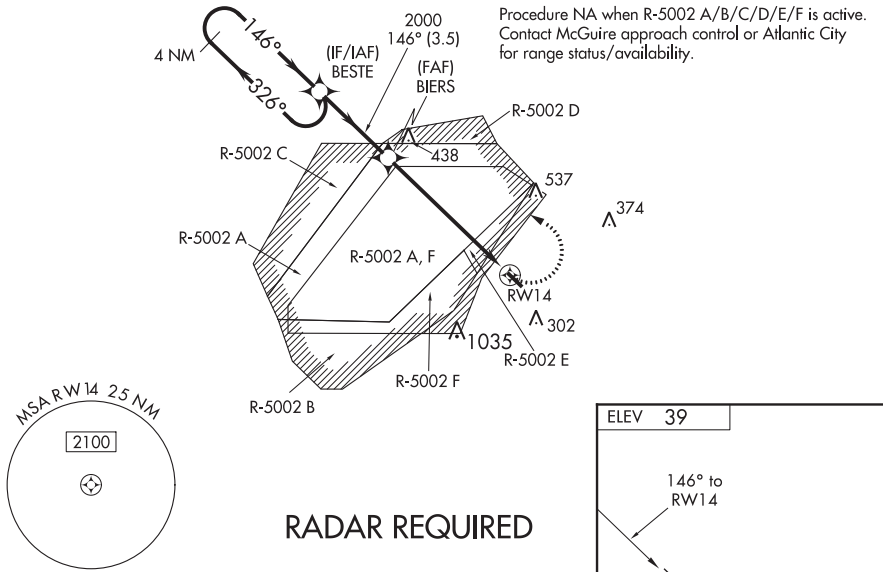
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 146° | TDZE | N/A |
| | Apt Elev | 39 |

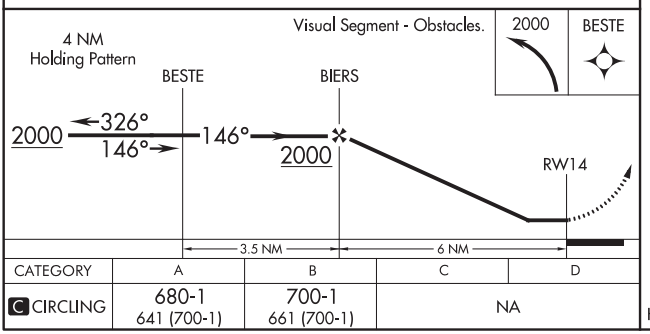
# RNAV (GPS)-A

EAGLES NEST (31E)

| | | |
|---|---|---|
| NA | DME/DME RNP-0.3 NA. Procedure NA at night. Use Toms River altimeter setting; when not received use Atlantic City altimeter setting. Helicopter visibility reduction below 1 SM NA. | MISSED APPROACH: Climbing left turn to 2000 direct BESTE and hold. |

| MJX AWOS-3PT | ATLANTIC CITY APP CON | CTAF |
|---|---|---|
| 119.875 | 134.25 292.2 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 680-1<br>641 (700-1) | 700-1<br>661 (700-1) | NA | |

HIRL Rwy 14-32 (L)



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WEST CREEK, NEW JERSEY | AL-11022 (FAA) | 21056

# RNAV (GPS)-B

EAGLES NEST (31E)

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 326° | TDZE | N/A |
| | Apt Elev | 39 |

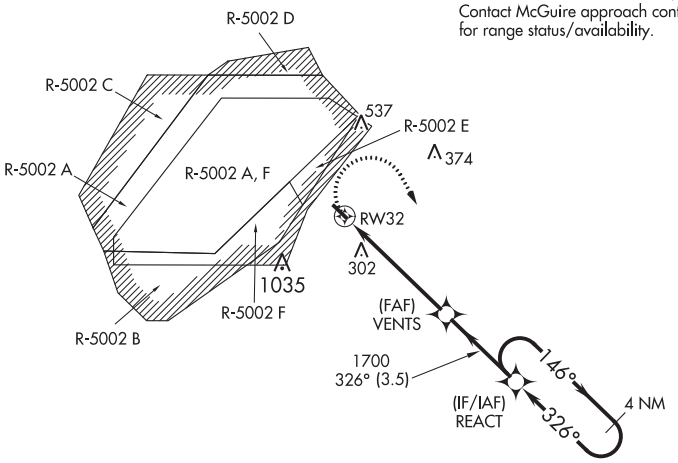
T
A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Toms River altimeter setting; when not received use Atlantic City altimeter setting. Helicopter visibility reduction below 1 SM NA.

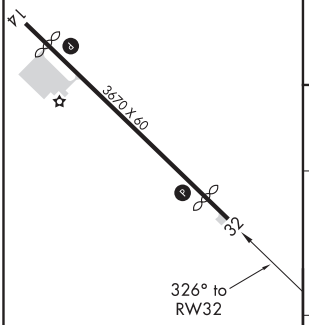
MISSED APPROACH: Climbing right turn to 2300 direct REACT and hold.

| MJX AWOS-3PT | ATLANTIC CITY APP CON | CTAF |
|---|---|---|
| 119.875 | 134.25 292.2 | 122.9 L |

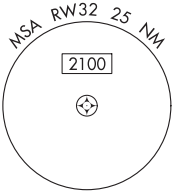
Procedure NA when R-5002 A/B/C/D/E/F is active. Contact McGuire approach control or Atlantic City for range status/availability.



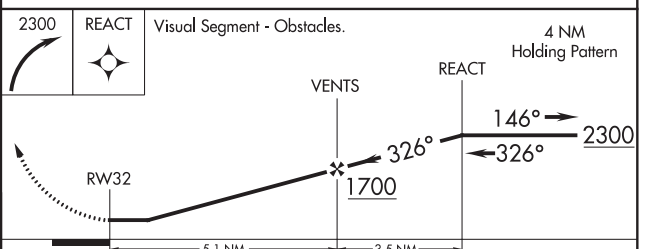

ELEV 39




HIRL Rwy 14-32 L




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 680-1<br>641 (700-1) | 700-1<br>661 (700-1) | NA | |



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# RNAV (GPS) RWY 6

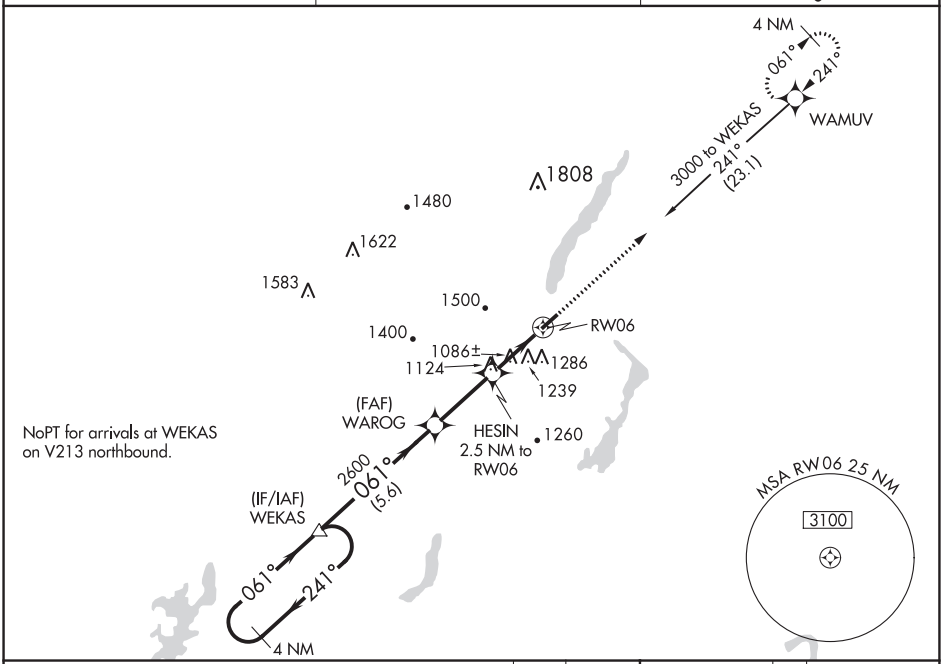
## GREENWOOD LAKE (4N1)

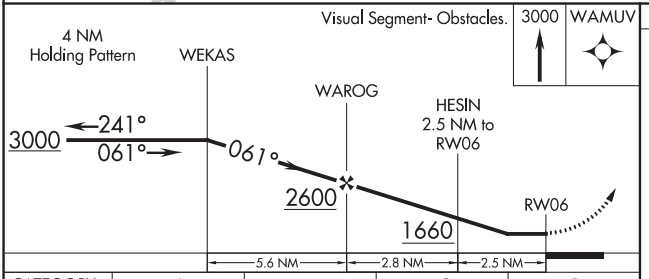
| WAAS | APP CRS | Rwy Idg | 3471 |
|---|---|---|---|
| CH 93821 | 061° | TDZE | 790 |
| W06A | | Apt Elev | 790 |

T
A NA — DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Sussex altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

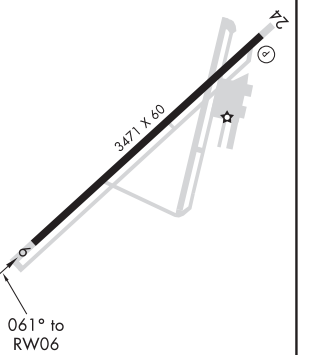
MISSED APPROACH: Climb to 3000 direct WAMUV and hold.

| NEW YORK APP CON | GCO | CTAF |
|---|---|---|
| 127.6 379.9 | 121.725 | 122.9 L |




ELEV 790 TDZE 790




MIRL Rwy 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1340-1 | 550 (600-1) | NA | |
| LNAV MDA | 1540-1<br>750 (800-1) | 1540-1¼<br>750 (800-1¼) | NA | |
| CIRCLING | 1600-1<br>810 (900-1) | 1600-1¼<br>810 (900-1¼) | NA | |
| SUSSEX ALTIMETER SETTING MINIMUMS | | | | |
| LP MDA | 1420-1 | 630 (700-1) | NA | |
| LNAV MDA | 1580-1<br>790 (800-1) | 1580-1¼<br>790 (800-1¼) | NA | |
| CIRCLING | 1700-1¼ | 910 (1000-1¼) | NA | |



NE-2, 25 FEB 2021 to 22 APR 2021
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# RNAV (GPS) RWY 24

## GREENWOOD LAKE (4N1)

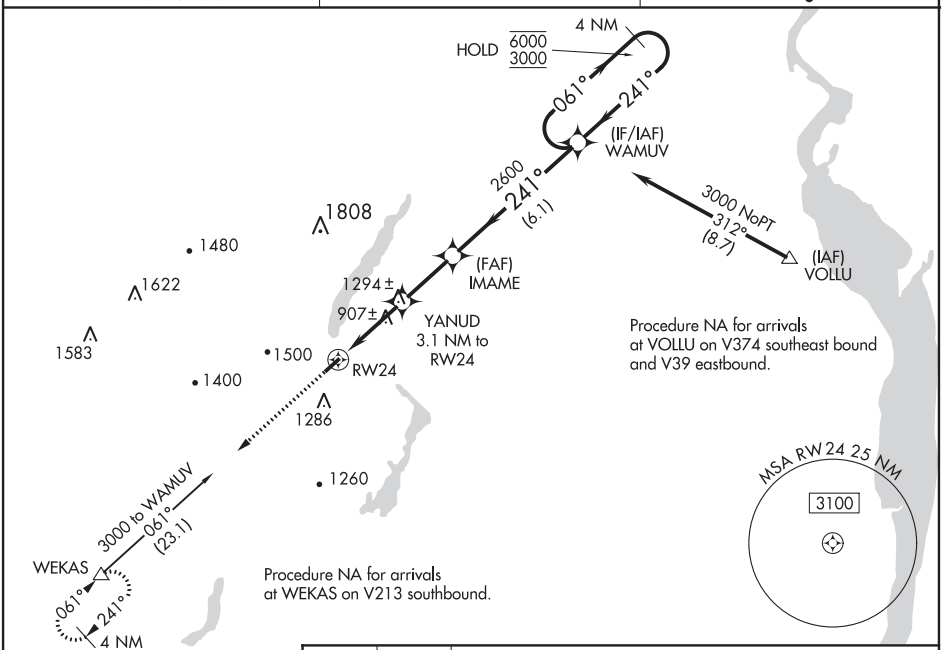
| WAAS | APP CRS | Rwy Idg | 3471 |
|---|---|---|---|
| CH 45544 | 241° | TDZE | 790 |
| W24A | | Apt Elev | 790 |

RNP APCH.

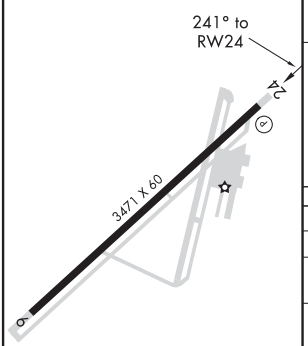
Obtain local altimeter setting on CTAF; when not received, use Sussex altimeter setting.
NA Rwy 24 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

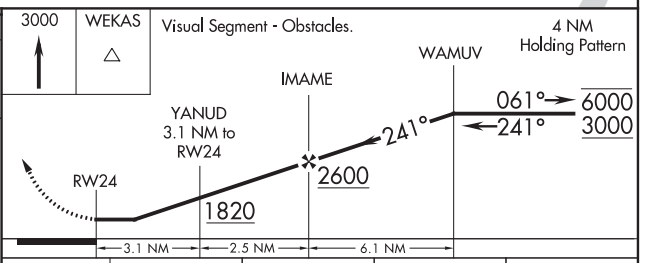
MISSED APPROACH: Climb to 3000 direct WEKAS and hold.

| NEW YORK APP CON | GCO | CTAF |
|---|---|---|
| 127.6 379.9 | 121.725 | 122.9 L |




| ELEV 790 | TDZE 790 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1160-1 | 370 (400-1) | NA | |
| LNAV MDA | 1560-1<br>771 (800-1) | 1560-1¼<br>771 (800-1¼) | NA | |
| CIRCLING | 1600-1<br>810 (900-1) | 1600-1¼<br>810 (900-1¼) | NA | |
| SUSSEX ALTIMETER SETTING MINIMUMS | | | | |
| LP MDA | 1240-1 | 450 (500-1) | NA | |
| LNAV MDA | 1640-1<br>851 (900-1) | 1640-1¼<br>851 (900-1¼) | NA | |
| CIRCLING | 1700-1¼ | 910 (1000-1¼) | NA | |

MIRL Rwy 6-24 L



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NE-2, 25 FEB 2021 to 22 APR 2021

| LOC/DME I-FOK | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 111.7 | 236° | TDZE | 66 |
| Chan 54 | | Apt Elev | 66 |

# ILS or LOC RWY 24

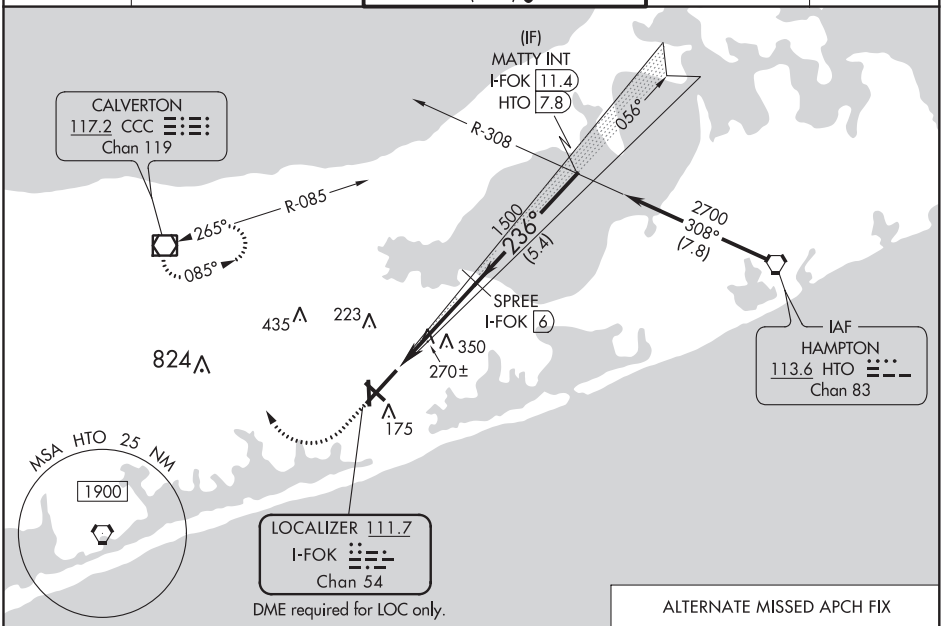
FRANCIS S GABRESKI (FOK)

Circling Rwy 15 NA at night.

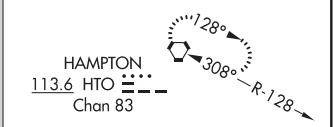
MALSR

MISSED APPROACH: Climb to 880 then climbing right turn to 2000 direct CCC VOR/DME and hold.

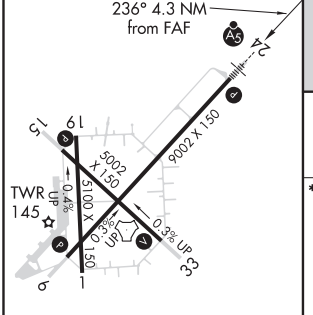
| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |




ALTERNATE MISSED APCH FIX




ELEV 66 TDZ 66

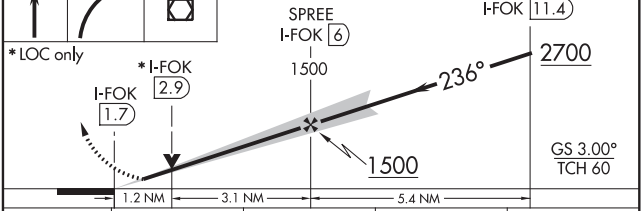



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

| 880 | 2000 | CCC |
|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 266-½ | | 200 (200-½) | |
| S-LOC 24 | 520-½ | 454 (500-½) | 520-⅞ | 454 (500-⅞) |
| C CIRCLING | 600-1 | 620-1 | 700-1¾ | 740-2¼ |
| | 534 (600-1) | 554 (600-1) | 634 (700-1¾) | 674 (700-2¼) |



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# RNAV (GPS) RWY 6

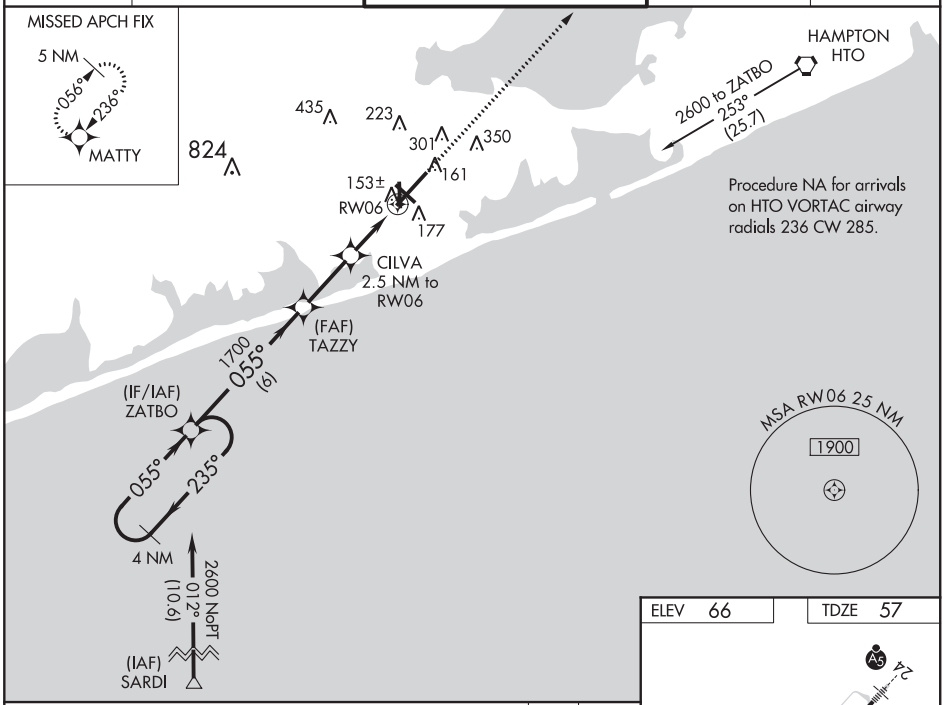
FRANCIS S GABRESKI (FOK)

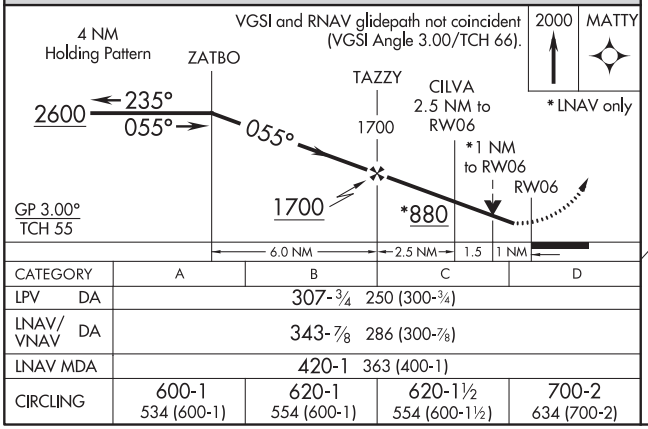
| WAAS | APP CRS | | |
|---|---|---|---|
| CH 81822 | 055° | Rwy ldg | 9002 |
| W06A | | TDZE | 57 |
| | | Apt Elev | 66 |

Helicopter visibility reduction below ¾ SM not authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting: increase LPV DA to 325 and all Cats visibility ⅛ mile; increase LNAV/VNAV DA to 361 and all Cats visibility ⅛ mile; increase all MDA 40 feet and LNAV cats C/D visibility ⅛ mile and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Shirley altimeter setting. Circling Rwy 15 NA at night.

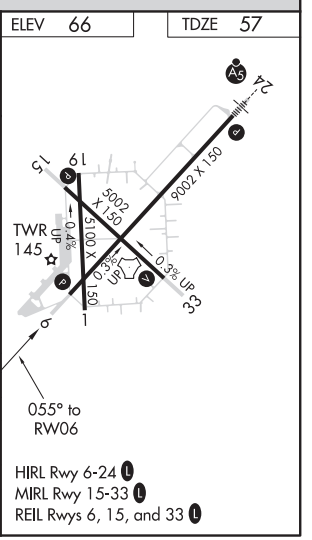
MISSED APPROACH: Climb to 2000 direct MATTY and hold.

| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 307-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 343-⅞ 286 (300-⅞) | | | |
| LNAV MDA | 420-1 363 (400-1) | | | |
| CIRCLING | 600-1 534 (600-1) | 620-1 554 (600-1) | 620-1½ 554 (600-1½) | 700-2 634 (700-2) |




HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L



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# RNAV (GPS) RWY 24

FRANCIS S GABRESKI (FOK)

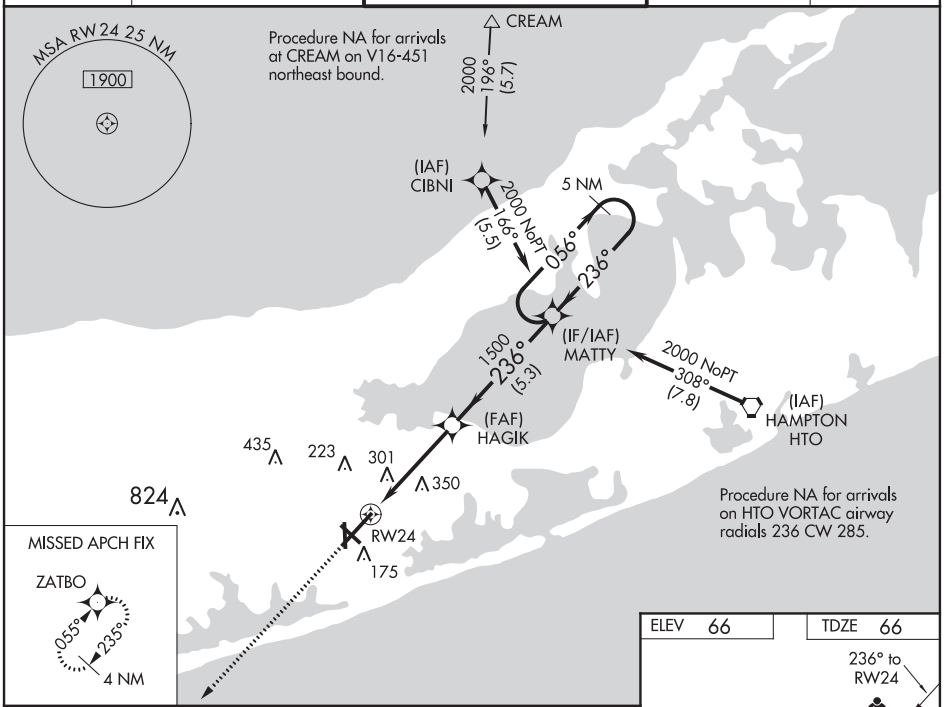
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **40009** | **236°** | Rwy Idg | **9002** |
| **W24A** | | TDZE | **66** |
| | | Apt Elev | **66** |

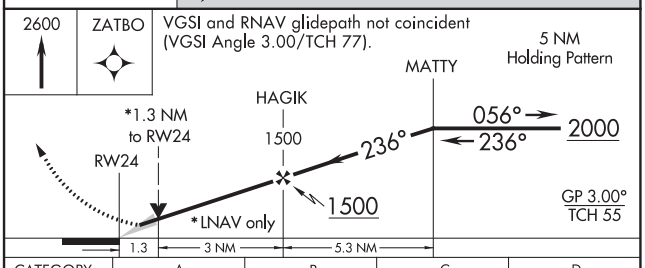
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting: increase LPV DA to 293; increase LNAV/VNAV DA to 632 and LNAV/VNAV all Cats visibility ⅛ mile; increase all MDA 40 feet and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Shirley altimeter setting. Circling Rwy 15 NA at night.

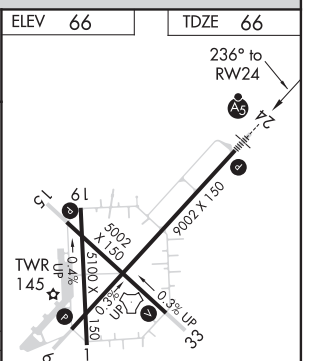
MALSR

MISSED APPROACH: Climb to 2600 direct ZATBO and hold.

| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| **119.925** | **125.975 343.65** | **125.3** (CTAF) L **236.6** | **121.8 225.4** | **122.95** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 266-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 605-1⅜ 539 (600-1⅜) | | | |
| LNAV MDA | 560-½ 494 (500-½) | | 560-1 494 (500-1) | |
| CIRCLING | 600-1 534 (600-1) | 620-1 554 (600-1) | 620-1½ 554 (600-1½) | 700-2 634 (700-2) |

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L



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| TACAN FOK Chan 47 (111.0) | APP CRS 063° | Rwy Idg 9002 TDZE 57 Apt Elev 66 |
|---|---|---|

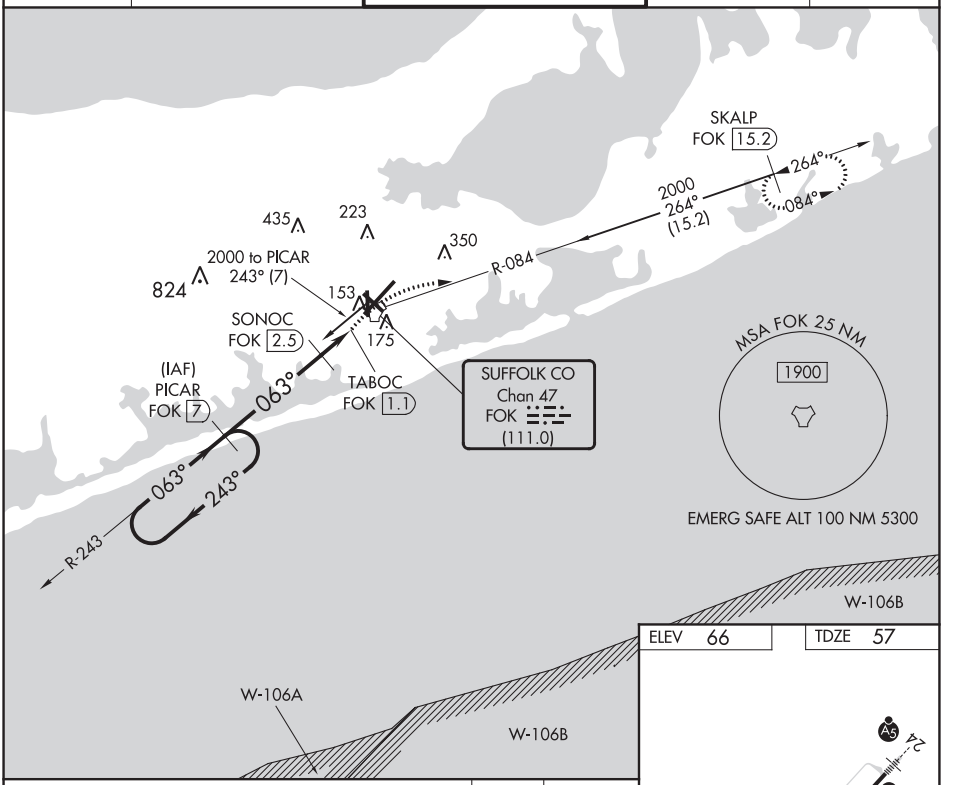
# TACAN RWY 6

FRANCIS S GABRESKI (FOK)

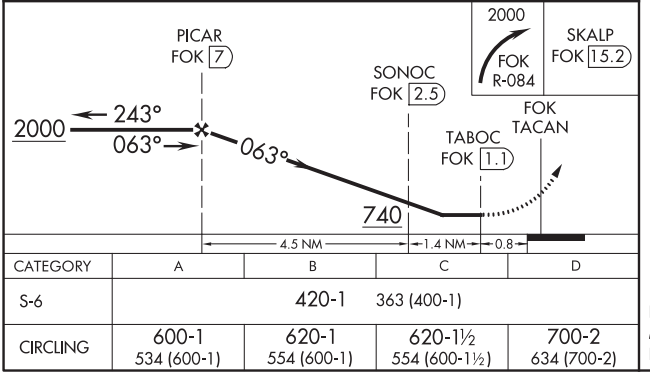
T NA — Helicopter visibility reduction below ¾ SM not authorized. When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and S-6 Cats C/D visibility to 1⅛ miles and Circling Cat D visibility to 2¼ miles. Circling Rwy 15 NA at night.

MISSED APPROACH: Climbing right turn to 2000 on FOK TACAN R-084 to SKALP/15.2 DME and hold.

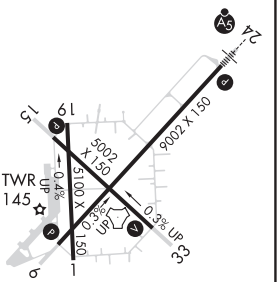
| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |




| ELEV 66 | TDZE 57 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 420-1 | | 363 (400-1) | |
| CIRCLING | 600-1 534 (600-1) | 620-1 554 (600-1) | 620-1½ 554 (600-1½) | 700-2 634 (700-2) |




HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L



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NE-2, 25 FEB 2021 to 22 APR 2021

| TACAN FOK Chan 47 (111.0) | APP CRS 230° | Rwy Idg 9002 TDZE 66 Apt Elev 66 |
|---|---|---|

# TACAN RWY 24

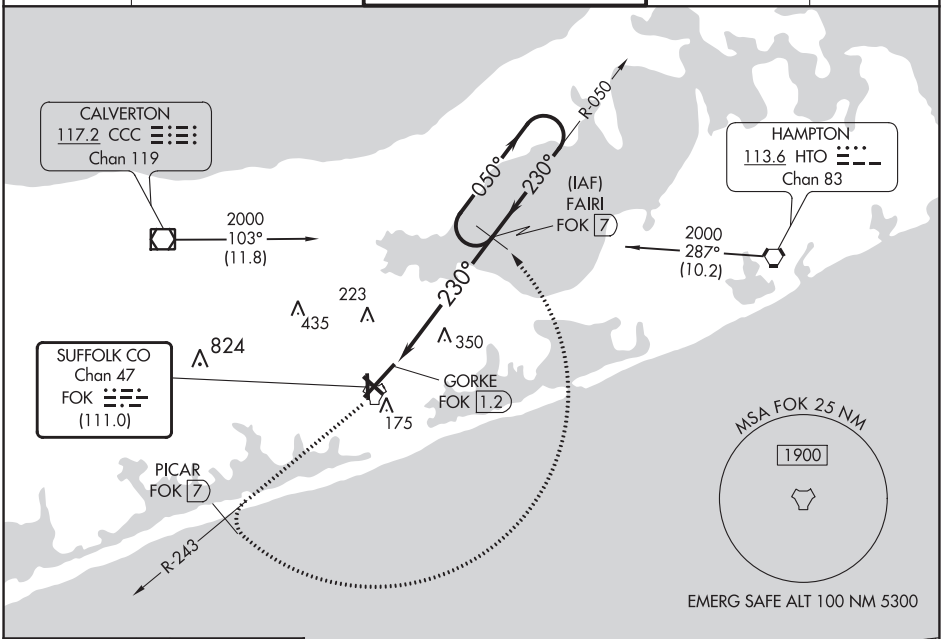
FRANCIS S GABRESKI (FOK)

VDP NA with Shirley altimeter setting. When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and S-24 Cats C/D visibility to 1⅜ mile and Circling Cat D visibility to 2¼ miles. Circling Rwy 15 NA at night.

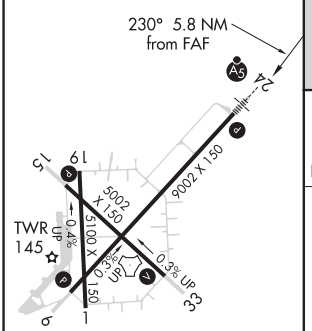
MALSR

MISSED APPROACH: Climb to 2000 on FOK TACAN R-243 to PICAR/7 DME then arc CCW to FAIRI/7 DME and hold.

| ASOS | NEW YORK APP CON | SUFFOLK COUNTY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.925 | 125.975 343.65 | 125.3 (CTAF) L 236.6 | 121.8 225.4 | 122.95 |



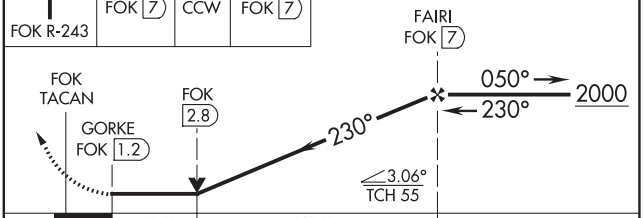

| ELEV 66 | TDZE 66 |
|---|---|




HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

| 2000 FOK R-243 | PICAR FOK 7 | Arc CCW | FAIRI FOK 7 |
|---|---|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 77).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 660-½ 594 (600-½) | | 660-1¼ 594 (600-1¼) | |
| CIRCLING | 660-1 594 (600-1) | | 660-1¾ 594 (600-1¾) | 700-2 634 (700-2) |



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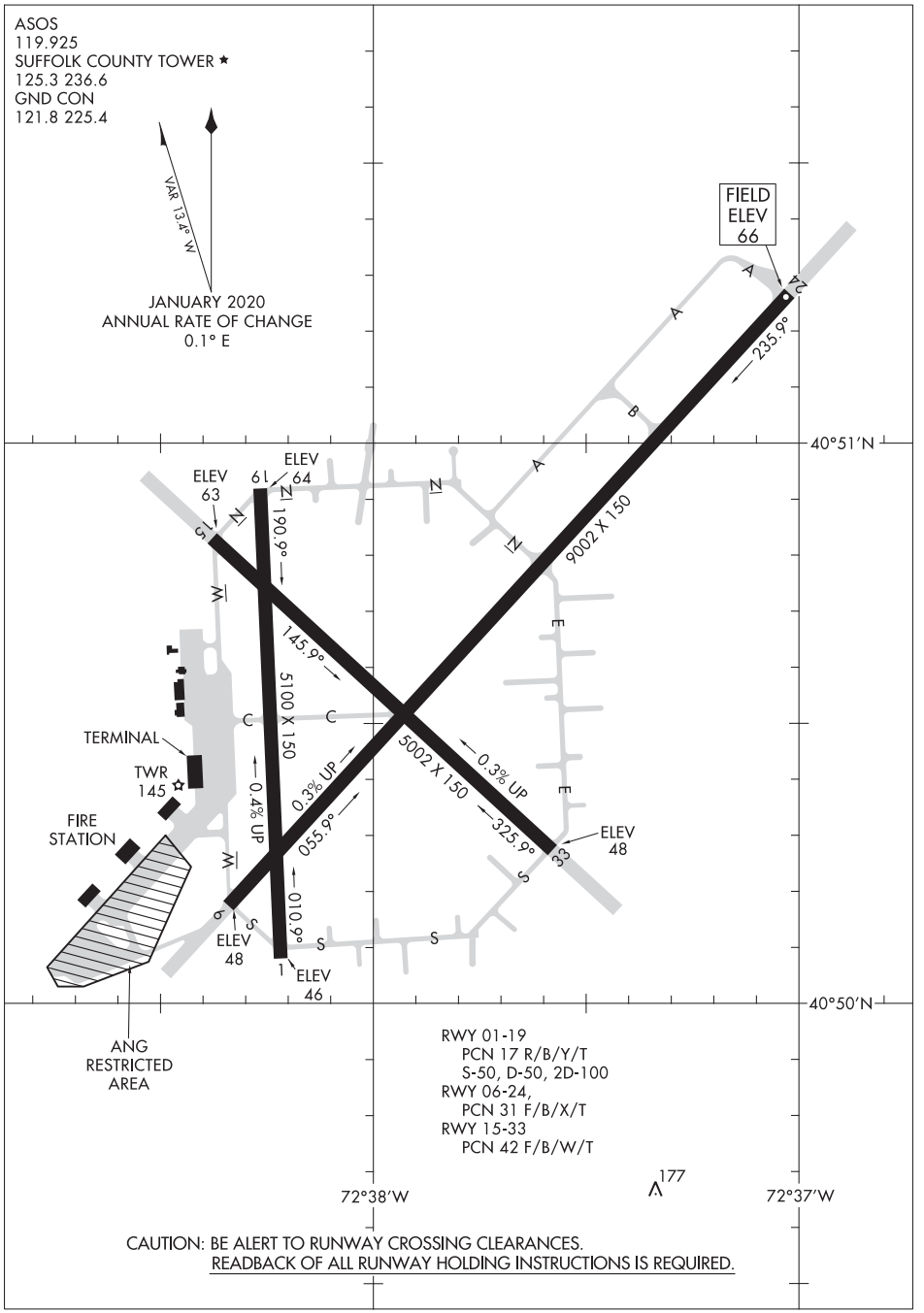
20310

# AIRPORT DIAGRAM

AL-996 (FAA)

FRANCIS S. GABRESKI (FOK)
WESTHAMPTON BEACH, NEW YORK




AIRPORT DIAGRAM

WESTHAMPTON BEACH, NEW YORK
FRANCIS S. GABRESKI (FOK)

20310

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

FORT DRUM, NEW YORK

# ILS or LOC RWY 3

| LOC/DME I-AEZ | APCH CRS | Rwy ldg | 8637 |
|---|---|---|---|
| 108.5 | 029° | TDZE | 685 |
| Chan 22 | | Arpt Elev | 690 |

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

DME or RADAR required.

▼ * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1¼ miles, CAT C vis to 2½ miles, CAT D vis to 2¾ miles, CAT E vis to 3 miles.

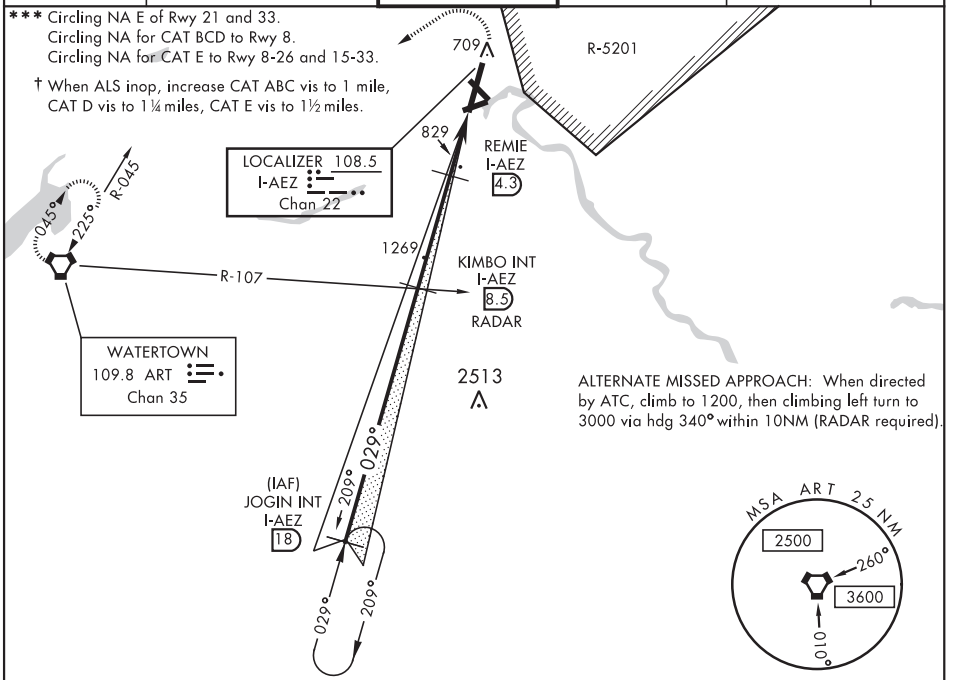
ALSF-1

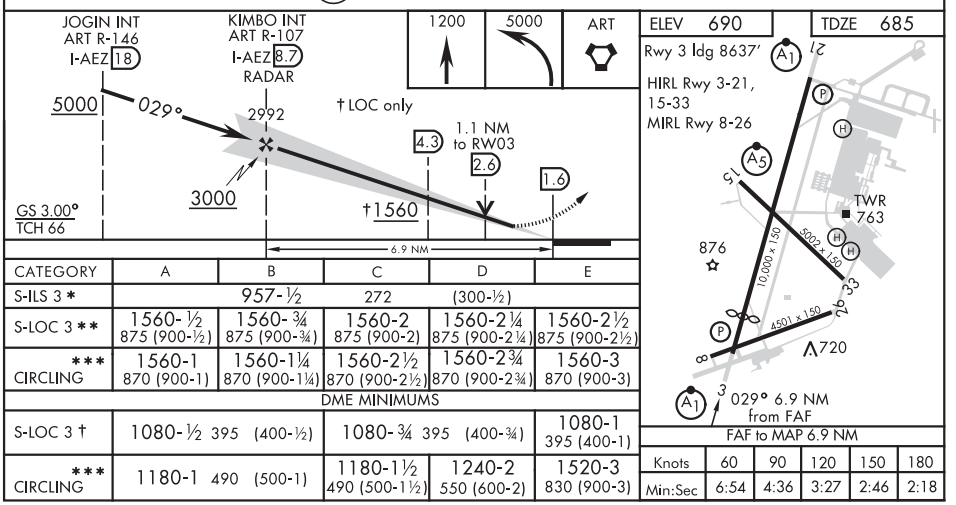
MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

| ATIS | WHEELER-SACK APP CON | WHEELER-SACK TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 119.525 | 124.875 257.6 | 118.75 290.25 | 121.9 229.8 | 121.9 | |

*** Circling NA E of Rwy 21 and 33.
Circling NA for CAT BCD to Rwy 8.
Circling NA for CAT E to Rwy 8-26 and 15-33.

† When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles, CAT E vis to 1½ miles.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 3 * | | 957-½ | 272 | (300-½) | |
| S-LOC 3 ** | 1560-½ 875 (900-½) | 1560-¾ 875 (900-¾) | 1560-2 875 (900-2) | 1560-2¼ 875 (900-2¼) | 1560-2½ 875 (900-2½) |
| *** CIRCLING | 1560-1 870 (900-1) | 1560-1¼ 870 (900-1¼) | 1560-2½ 870 (900-2½) | 1560-2¾ 870 (900-2¾) | 1560-3 870 (900-3) |
| DME MINIMUMS | | | | | |
| S-LOC 3 † | 1080-½ 395 (400-½) | | 1080-¾ 395 (400-¾) | | 1080-1 395 (400-1) |
| *** CIRCLING | 1180-1 490 (500-1) | | 1180-1½ 490 (500-1½) | 1240-2 550 (600-2) | 1520-3 830 (900-3) |

FAF to MAP 6.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:54 | 4:36 | 3:27 | 2:46 | 2:18 |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

FORT DRUM, NEW YORK

# ILS or LOC RWY 21

| LOC/DME I-GTB | APCH CRS | Rwy ldg 10,000 |
|---|---|---|
| 108.5 | 209° | TDZE 677 |
| Chan 22 | | Arpt Elev 690 |

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

DME or RADAR required.

▼ * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

| ATIS | WHEELER-SACK APP CON | TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 119.525 | 124.875 257.6 | 118.75 290.25 | 121.9 229.8 | 121.9 | |

*** Circling NA E of Rwy 21 and 33.
Circling NA for CAT BCD to Rwy 8.
Circling NA for CAT E to Rwy 8-26 and 15-33.

ALTERNATE MISSED APPROACH: When directed by ATC, climb to 1200, then climbing right turn to 3000 via hdg 250° within 10 NM (RADAR required).

CANADA
UNITED STATES

029°
209°
(IAF)
WITED
I-GTB 17
RADAR

SHRAK
I-GTB
7
RADAR

LOCALIZER 108.5
I-GTB
Chan 22

709

R-5201

MSA ART 25 NM
2500
260°
3600
010°

5000
053°
(29.1)
R-045
045°
225°

WATERTOWN
109.8 ART
Chan 35

ELEV 690 | TDZE 677
Rwy 3 ldg 8637′
209° 5.2 NM from FAF

TWR
763

876

1200 | 5000 | ART

VGSI and ILS glidepath not coincident

.9 NM to RW 21
2.7
1.8

SHRAK
I-GTB 7
RADAR
2400

WITED
I-GTB 17
RADAR
209° 029°
209°
2400
5000
GS 3.00°
TCH 63

5.2 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 21* | 877-½ | | 200 | (200-½) | |
| S-LOC 21 ** | 1020-½ | 343 (400-½) | 1020-¾ | 343 (400-¾) | |
| CIRCLING *** | 1200-1 510 (600-1) | 1220-1½ 530 (600-1½) | | 1240-2 550 (600-2) | 1520-3 830 (900-3) |

HIRL Rwy 3-21, 15-33
MIRL Rwy 8-26

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:36 | 2:14 | 1:57 | 1:44 | 1:34 |



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

FORT DRUM, NEW YORK

# RNAV (GPS) RWY 3

| WAAS CH **93714** **W03A** | APCH CRS **029°** | Rwy ldg **8637** TDZE **685** Arpt Elev **690** |
|---|---|---|

AL-5754 (USA)

WHEELER SACK AAF (KGTB)

* When ALS inop, increase vis to 3/4 mile.
** When ALS inop, increase vis to 1 1/4 miles.
*** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1 1/4 miles, CAT DE vis to 1 1/2 miles.

ALSF-1

MISSED APPROACH: Climb to 4000 direct WITED and hold.

| ATIS | APP CON/DEP CON | TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| **119.525** | **124.875 257.6** | **118.75 290.25** | **121.9 229.8** | **121.9** | |

**** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8. Circling NA for CAT E to Rwy 8-26 and 15-33.

860
RW03
710

R5201

MISSED APPROACH 6 NM
029°
209°
WITED

ZEBUK

1672
(FAF) KIMBO

WATERTOWN ART
5000
173°
(12.9)

2513

3000
029°
(13.1)

DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).

Procedure NA for arrivals at ART VORTAC via V29-423 northbound.

(IAF) DOBTE
5000
5000 NoPT
119°
(5)
FILOS
5000 NoPT
353°
(5)
(IAF) JESBI
5000
5000
033°
(16.4)
FLOOR

MSA RW03 25 NM
3600

FILOS
5000
029°
KIMBO
3000
ZEBUK
3.6 NM
to RW03
†1.2 NM to RW03
RW03
† 1880
GP 3.00°
TCH 66
3.3 NM
3.6 NM

4000
WITED
†LNAV only

ELEV 690
TDZE 685
Rwy 3 ldg 8637'

TWR 763
BCN 876
10,000 x 150
5002 x 150
0.5% UP
4501 x 150
720
029° to RW03

HIRL Rwys 3-21, 15-33
MIRL Rwy 8-26

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA* | 885-½ | | 200 | (200-½) | |
| LNAV/VNAV DA** | 1080-¾ | | 395 | (400-¾) | |
| LNAV MDA*** | 1160-½ 475 (500-½) | | 1160-¾ 475 (500-¾) | 1160-1 475 (500-1) | |
| CIRCLING**** | 1180-1 490 (500-1) | | 1180-1½ 490 (500-1½) | 1240-2 550 (600-2) | 1520-3 830 (900-3) |

FORT DRUM, NEW YORK
Amdt 1B 25FEB21

44°03'N - 75°43'W

WHEELER SACK AAF (KGTB)

RNAV (GPS) RWY 3



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

21056

FORT DRUM, NEW YORK

# RNAV (GPS) RWY 15

| APCH CRS | Rwy ldg | 5002 |
|---|---|---|
| 147° | TDZE | 687 |
| | Arpt Elev | 690 |

AL-5754 (USA)

WHEELER SACK AAF (KGTB)

T A * Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.

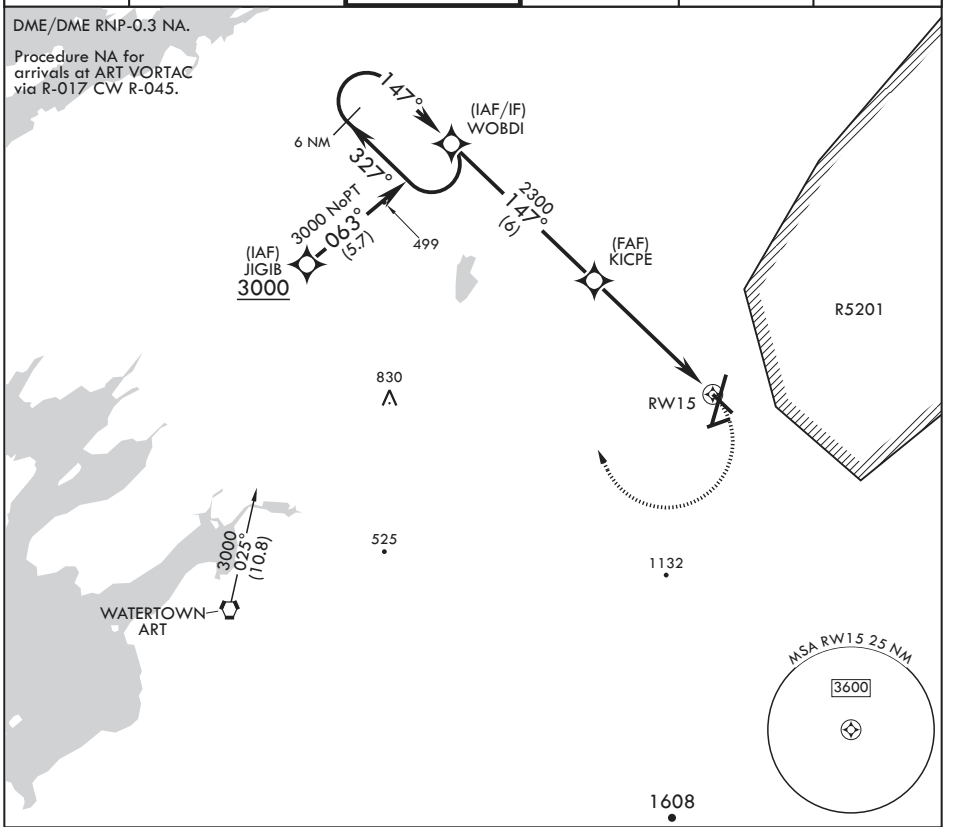
MALSR (A5)

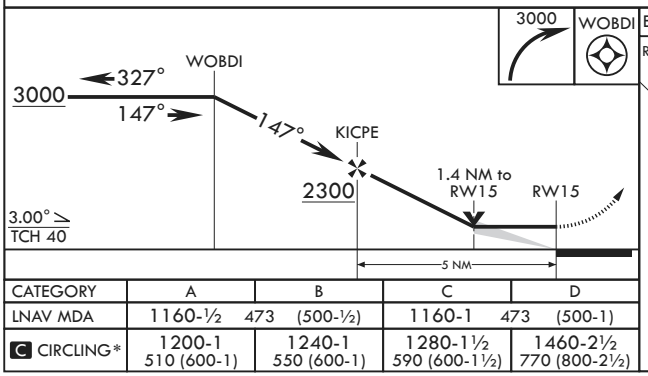
MISSED APPROACH: Climbing right turn to 3000 direct WOBDI and hold.

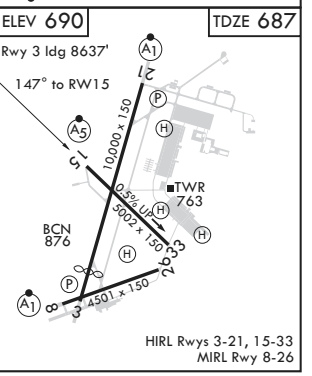
| ATIS | APP CON/DEP CON | TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 119.525 | 124.875 257.6 | 118.75 290.25 | 121.9 229.8 | 121.9 | |

DME/DME RNP-0.3 NA.

Procedure NA for arrivals at ART VORTAC via R-017 CW R-045.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-½ 473 (500-½) | | 1160-1 473 (500-1) | |
| C CIRCLING* | 1200-1 510 (600-1) | 1240-1 550 (600-1) | 1280-1½ 590 (600-1½) | 1460-2½ 770 (800-2½) |

FORT DRUM, NEW YORK

Amdt 1A 25FEB21

44°03'N - 75°43'W

WHEELER SACK AAF (KGTB)

RNAV (GPS) RWY 15

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

FORT DRUM, NEW YORK

# RNAV (GPS) RWY 21

| WAAS CH 63007 W21A | APCH CRS 209° | Rwy ldg 10,000<br>TDZE 677<br>Arpt Elev 690 |
|---|---|---|

AL-5754 (USA)

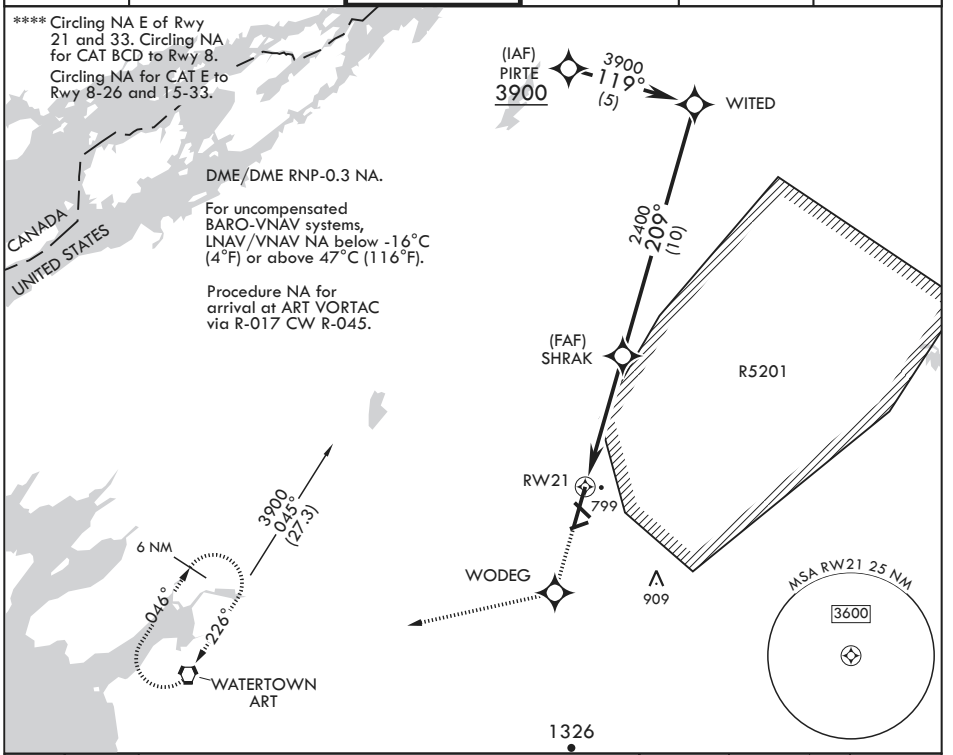
WHEELER SACK AAF (KGTB)

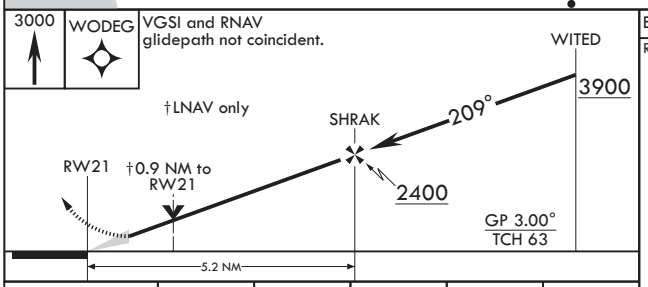
* When ALS inop, increase vis to 3/4 mile.
** When ALS inop, increase vis to 1 1/4 miles.
*** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1 1/4 miles.

ALSF-1

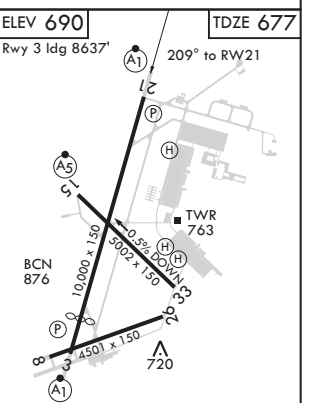
MISSED APPROACH: Climb to 3000 direct WODEG and via 270° track to ART VORTAC and hold.

| ATIS | APP CON/DEP CON | TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 119.525 | 124.875 257.6 | 118.75 290.25 | 121.9 229.8 | 121.9 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA* | 877-½ | | 200 | (200-½) | |
| LNAV/VNAV DA** | 1056-¾ | | 379 | (400-¾) | |
| LNAV MDA*** | 1080-½ | 403 (400-½) | 1080-¾ | 403 | (400-¾) |
| CIRCLING**** | 1200-1<br>510 (600-1) | 1220-1<br>530 (600-1) | 1220-1½<br>530<br>(600-1½) | 1240-2<br>550 (600-2) | 1520-3<br>830 (900-3) |




FORT DRUM, NEW YORK

Amdt 1B 25FEB21

44°03'N - 75°43'W

WHEELER SACK AAF (KGTB)

RNAV (GPS) RWY 21



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

17117

FORT DRUM, NEW YORK

# RNAV (GPS) RWY 33

| APCH CRS | Rwy ldg | 5002 |
|---|---|---|
| 327° | TDZE | 690 |
| | Arpt Elev | 690 |

AL-5754 (USA)

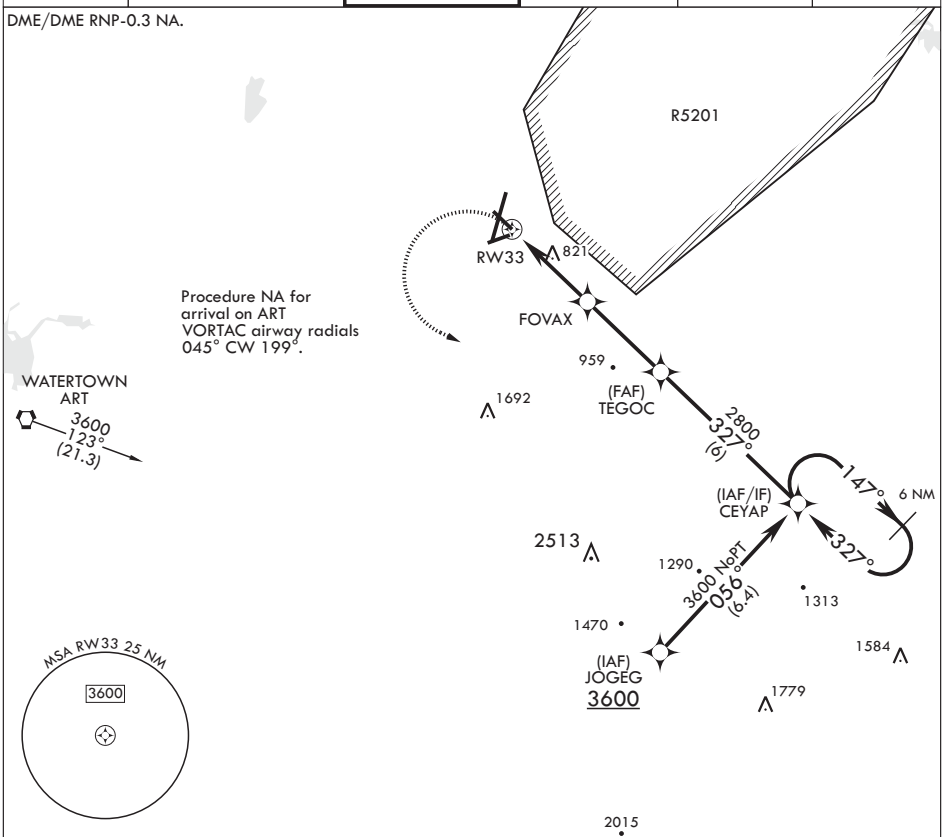
WHEELER SACK AAF (KGTB)

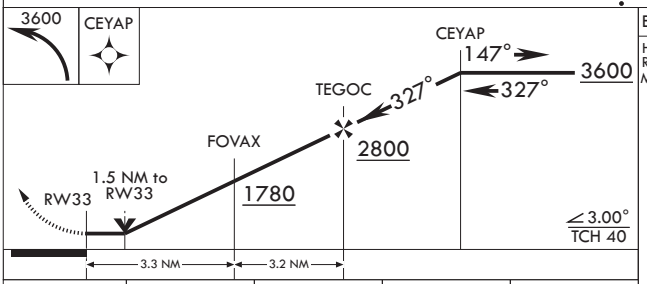
T A * Circling NA for CATS B,C, and D to Rwy 08. Circling NA E of RWY 21-33.

MISSED APPROACH: Climbing left turn to 3600 direct CEYAP and hold.

| ATIS | APP CON/DEP CON | TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 119.525 | 124.875 257.6 | 118.75 290.25 | 121.9 229.8 | 121.9 | |

DME/DME RNP-0.3 NA.



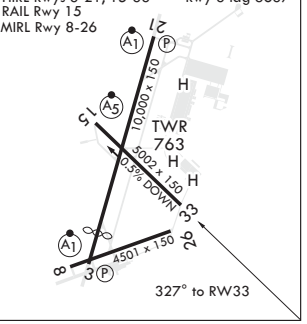




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 510 (600-1) | | 1200-1⅜ 510 (600-1⅜) | |
| C CIRCLING* | 1200-1 510 (600-1) | 1240-1 550 (600-1) | 1280-1½ 590 (600-1½) | 1460-2½ 770 (800-2½) |

ELEV 690 TDZE 690

HIRL Rwys 3-21, 15-33
RAIL Rwy 15
MIRL Rwy 8-26

Rwy 3 ldg 8637'




FORT DRUM, NEW YORK

Amdt 1 30MAR17

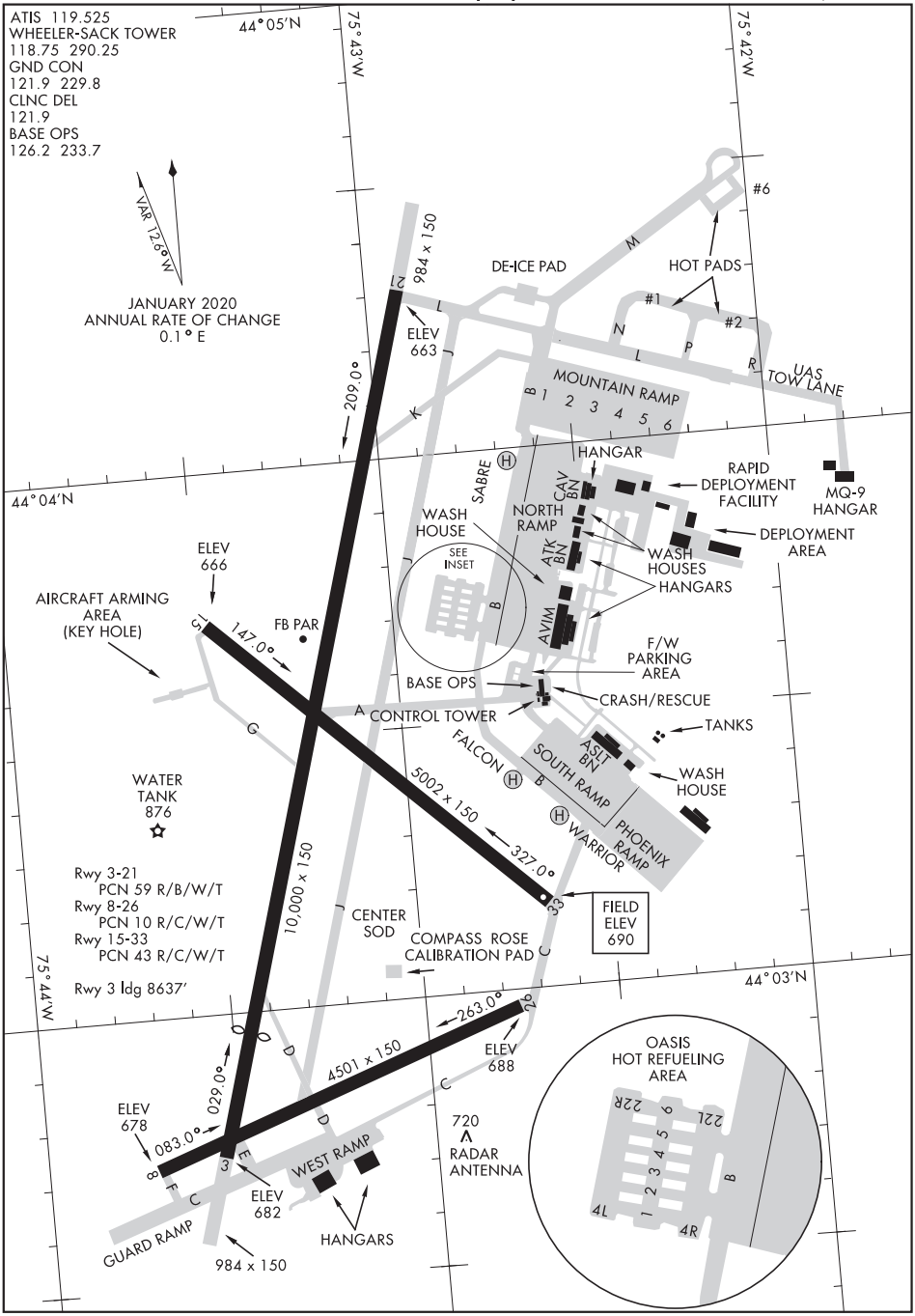
44°03'N - 75°43'W

WHEELER SACK AAF (KGTB)

RNAV (GPS) RWY 33



NE-2, 25 FEB 2021 to 22 APR 2021

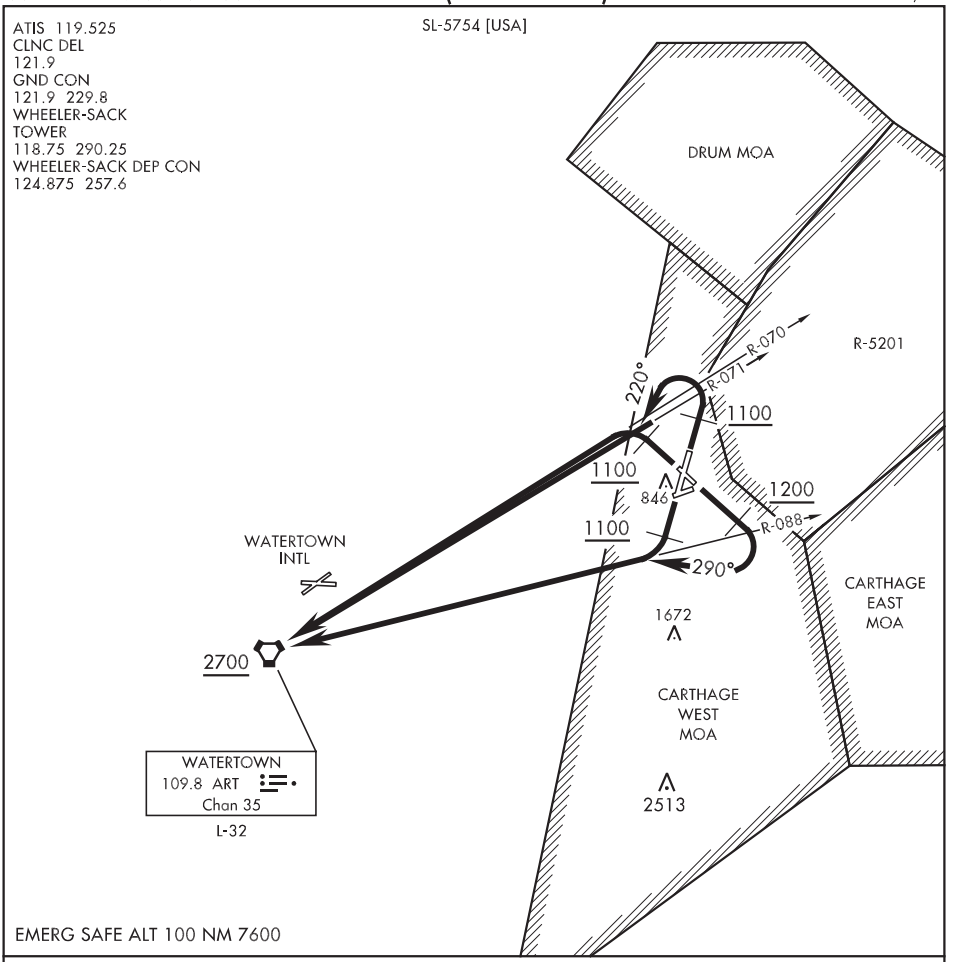

ATIS 119.525
WHEELER-SACK TOWER
118.75 290.25
GND CON
121.9 229.8
CLNC DEL
121.9
BASE OPS
126.2 233.7
44°05'N
75°43'W
75°42'W
VAR 12.6°W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E
21
984 x 150
ELEV
663
209.0°
DE-ICE PAD
HOT PADS
#1
#2
#6
MOUNTAIN RAMP
UAS
TOW LANE
HANGAR
SABRE
CAV BN
RAPID
DEPLOYMENT
FACILITY
MQ-9
HANGAR
44°04'N
WASH
HOUSE
NORTH
RAMP
ATK BN
DEPLOYMENT
AREA
WASH
HOUSES
HANGARS
SEE
INSET
AVIM
ELEV
666
AIRCRAFT ARMING
AREA
(KEY HOLE)
FB PAR
15
147.0°
F/W
PARKING
AREA
BASE OPS
CRASH/RESCUE
A CONTROL TOWER
TANKS
FALCON
ASLT BN
SOUTH RAMP
WASH
HOUSE
WATER
TANK
876
5002 x 150
327.0°
WARRIOR
PHOENIX
RAMP
Rwy 3-21
PCN 59 R/B/W/T
Rwy 8-26
PCN 10 R/C/W/T
Rwy 15-33
PCN 43 R/C/W/T
Rwy 3 ldg 8637'
10,000 x 150
33
FIELD
ELEV
690
CENTER
SOD
COMPASS ROSE
CALIBRATION PAD
75°44'W
44°03'N
263.0°
26
ELEV
688
OASIS
HOT REFUELING
AREA
4501 x 150
029.0°
ELEV
678
083.0°
720
RADAR
ANTENNA
WEST RAMP
ELEV
682
HANGARS
GUARD RAMP
984 x 150

13290

WHEELER-SACK AAF (KGTB)

# WATERTOWN-TWO DEPARTURE (ART 2•ART)

FORT DRUM, NY




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb via heading 147° to 1200, then climbing right turn to 2700 via heading 290° and ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 21: Climb via heading 209° to 1100, then climbing right turn to 2700 via ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 03: Climb via heading 029° to 1100, then climbing left turn to 2700 via heading 220° and ART R-071 to ART VORTAC, thence...

TAKE-OFF RWY 33: Climb via heading 327° to 1100, then climbing left turn to 2700 via ART R-070 to ART VORTAC, thence...

... Cross ART VORTAC at or above 2700 via assigned route.

WATERTOWN-TWO DEPARTURE (ART 2•ART)

FORT DRUM, NY
WHEELER-SACK AAF (KGTB)

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

| LOC/DME I-HPN | APP CRS | Rwy Idg 6549 |
|---|---|---|
| 109.7 | 163° | TDZE 439 |
| Chan 34 | | Apt Elev 439 |

# ILS or LOC RWY 16
## WESTCHESTER COUNTY (HPN)

DME required for LOC only.

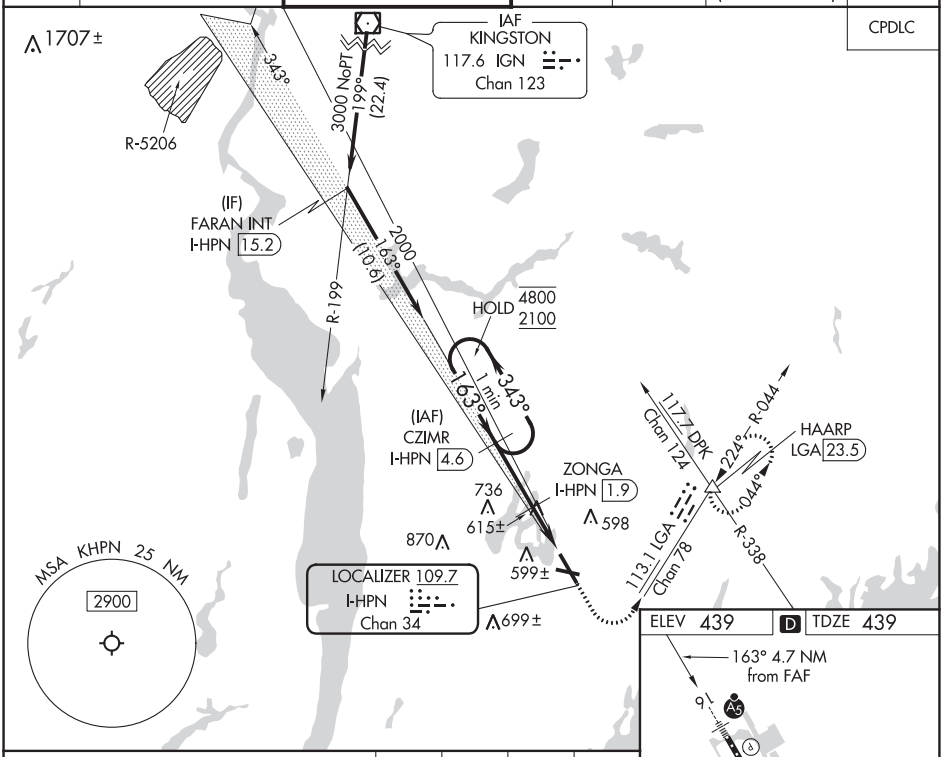
Circling Rwy 11, 29 NA at night.
For inop ALS, increase S-LOC 16 Cats C/D visibility to 1⅜ SM.

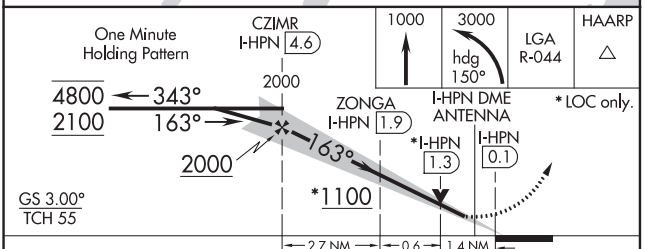
MALSR

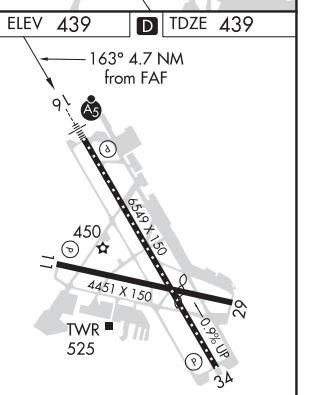
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 150° and LGA VOR/DME R-044 to HAARP INT/LGA 23.5 DME and hold, continue climb-in-hold to 3000.

| D-ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 133.8 | 120.8 126.4 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 126.4 | 122.95 |

CPDLC




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | | 639/18 | 200 (200-½) | |
| S-LOC 16 | 940/24 | 501 (600-½) | 940/55 | 501 (600-1) |
| C CIRCLING | 980-1 | 541 (600-1) | 1080-1¾ 641 (700-1¾) | 1200-2½ 761 (800-2½) |

MIRL Rwy 11-29L
HIRL Rwy 16-34L
REIL Rwys 11 and 34L
TDZ/CL Rwy 16L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 34
## WESTCHESTER COUNTY (HPN)

| LOC/DME I-OJZ | APP CRS | Rwy Idg 6549 |
|---|---|---|
| 109.7 | 343° | TDZE 401 |
| Chan 34 | | Apt Elev 439 |

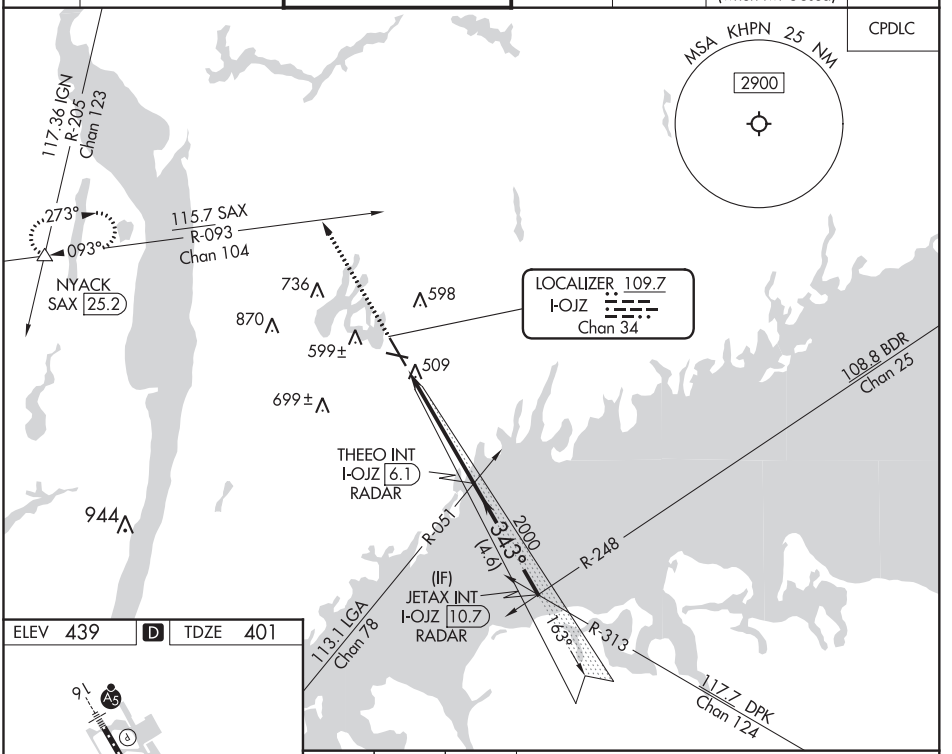
RADAR required for procedure entry.

Circling Rwy 11, 29 NA at night.
Rwy 34 helicopter visibility reduction below ¾ SM NA.

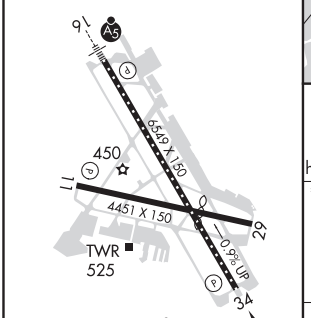
MISSED APPROACH: Climb to 3000 on heading 343° and SAX R-093 to NYACK INT/SAX 25.2 DME and hold.

| D-ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 133.8 | 120.8 126.4 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 126.4 | 122.95 |

CPDLC



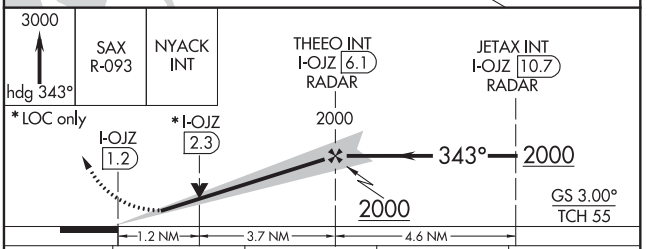

ELEV 439 D TDZE 401




REIL Rwys 11 and 34 L
HIRL Rwy 16-34 L
MIRL Rwy 11-29 L
TDZ/CL Rwy 16 L
343° 4.9 NM from FAF

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 742/60 | 341 (400-1¼) | | |
| S-LOC 34 | 800/55 | 399 (400-1) | 800/60 | 399 (400-1¼) |
| C CIRCLING | 980-1 | 541 (600-1) | 1080-1¾ 641 (700-1¾) | 1200-2½ 761 (800-2½) |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| LOC/DME I-HPN | APP CRS | Rwy Idg 6549 |
|---|---|---|
| 109.7 | 163° | TDZE 439 |
| Chan 34 | | Apt Elev 439 |

# ILS RWY 16 (SA CAT I & II)
## WESTCHESTER COUNTY (HPN)

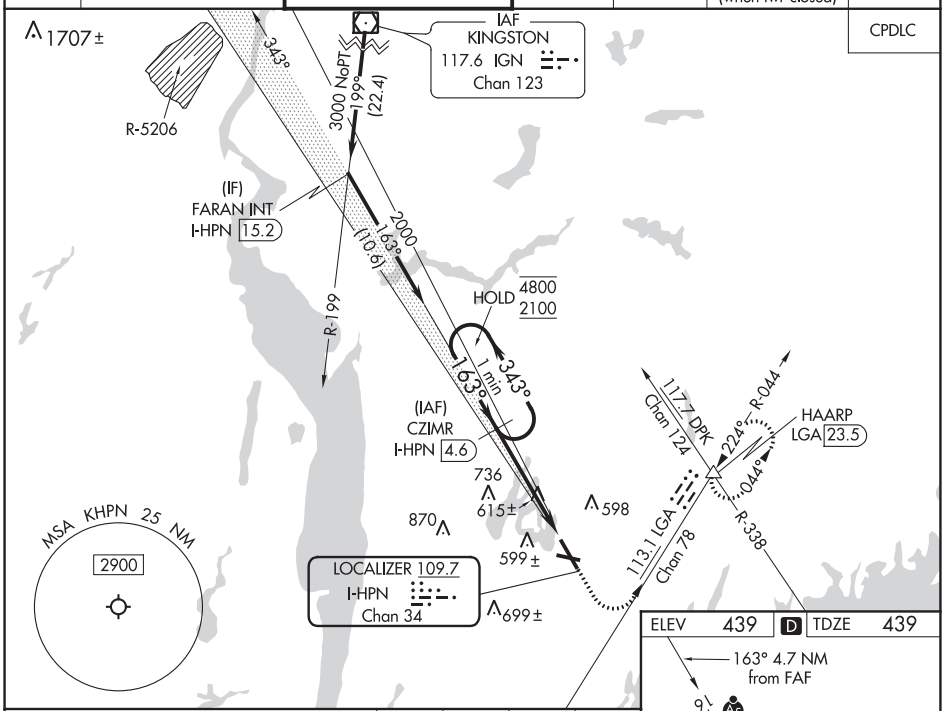
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

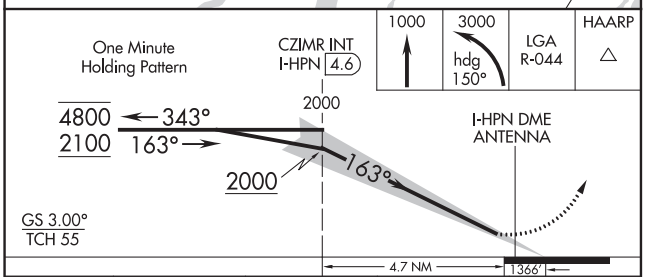
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 150° and LGA VOR/DME R-044 to HAARP INT/LGA 23.5 DME and hold, continue climb-in-hold to 3000.

| D-ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 133.8 | 120.8 126.4 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 126.4 | 122.95 |

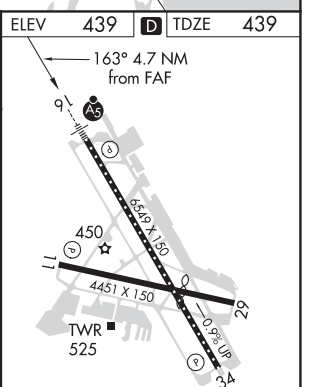
CPDLC




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | SA CAT I RA 198/14 150 DA 589 | | | |
| S-ILS 16 | SA CAT II RA 113/12 100 DA 539 | | | |

**SA CATEGORY I & II SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




MIRL Rwy 11-29L
HIRL Rwy 16-34L
REIL Rwys 11 and 34L
TDZ/CL Rwy 16L



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy Idg | 6549 |
|---|---|---|
| 163° | TDZE | 439 |
| | Apt Elev | 439 |

# RNAV (RNP) Z RWY 16

## WESTCHESTER COUNTY (HPN)

For uncompensated Baro-VNAV systems, procedure NA below -14C (7°F) or above 54°C (130°F). RF required. GPS required.

MALSR

MISSED APPROACH: Climb to 3000 on track 163° to JIRUN, left turn to KIYBE, then track 353° to CMK VOR/DME and hold.

| D-ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 133.8 | 120.8 126.4 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 126.4 (when twr closed) | 122.95 |

CPDLC

Procedure NA for arrivals at BASYE on V157 northwest bound.

Procedure NA for arrival on CMK VOR/DME airway radials 255 CW 356.

(IAF) BASYE
2700 205° (7)
(IF) FODAK
2700 279° (7)
4 NM
077° 257°
(IAF) CARMEL CMK
2000 210° (5.6)
EZHED 190K to CZIMR
(IF) BODRE
2000 163° (6)
2500 292° (5)
(IF) CUFDO
3000 292° (9)
(IAF) ALIXX 210K
1279
(IAF) VOLLU
2400 114° (4)
(IF) WALOB
2000 114° (4.1)
2000 to CZIMR (6.8)
2000 (2.4)
IKAXE 190K to CZIMR
XCESS: 190K to CZIMR
2000 (2.6)
(FAF) CZIMR
163° (4.7)
736
598
870
RW16
599±
699±
353° (14.3)
KIYBE
163° (5.7)
JIRUN
MSA RW16 25 NM
2900
(13.4)

ELEV 439 D TDZE 439

163° to RW16

9 A5 27 450 11 29 34 TWR 525 6549 X 150 4451 X 150 0.9% UP

REIL Rwys 11 and 34 L
HIRL Rwy 16-34 L
MIRL Rwy 11-29 L
TDZ/CL Rwy 16 L

See planview for multiple IF locations.

| 3000 | tr 163° | JIRUN | | KIYBE | tr 353° | CMK |
|---|---|---|---|---|---|---|

CZIMR 2000 2000 163° RW16
GP 3.00° TCH 55
4.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | | 810/40 | 371 (400-¾) | |
| RNP 0.30 DA | | 950-1¼ | 511 (600-1¼) | |

AUTHORIZATION REQUIRED



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Z RWY 34
## WESTCHESTER COUNTY (HPN)

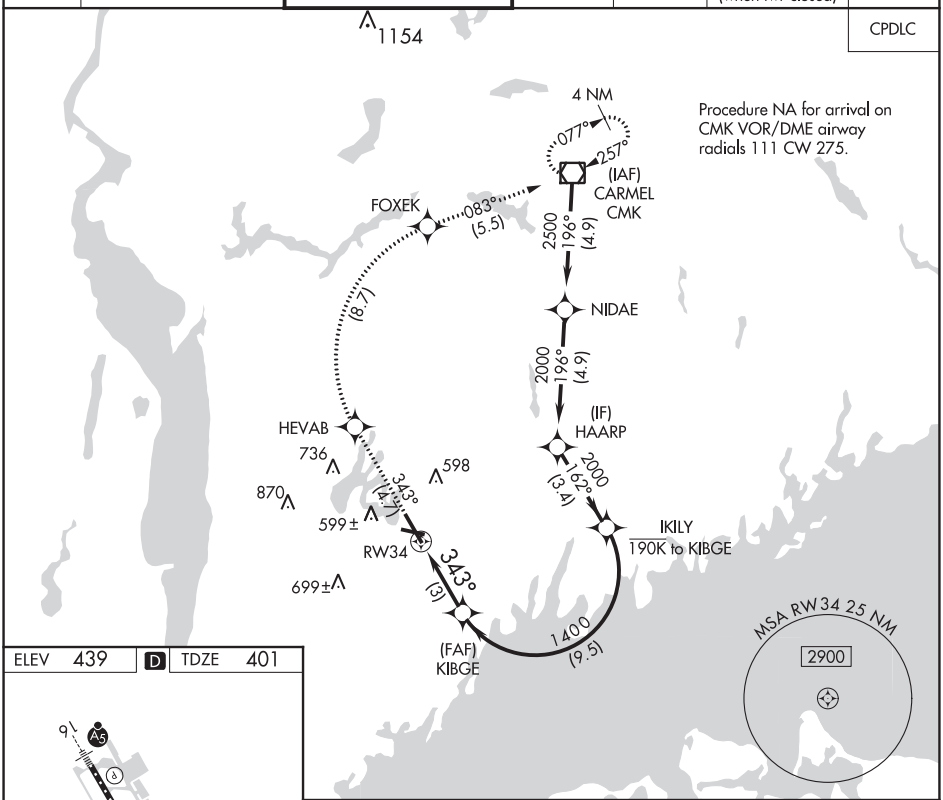
| APP CRS | Rwy ldg | 6549 |
|---|---|---|
| 343° | TDZE | 401 |
| | Apt Elev | 439 |

For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). RF required. GPS required.

MISSED APPROACH: Climb to 3000 on track 343° to HEVAB, right turn to FOXEK, then on track 083° to CMK VOR/DME and hold.

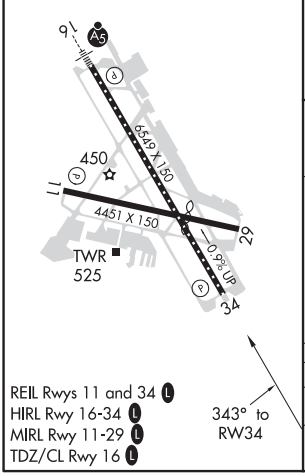
| D-ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 133.8 | 120.8 126.4 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 126.4 (when twr closed) | 122.95 |

CPDLC

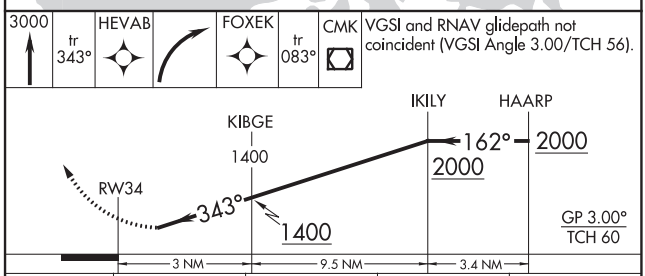



Procedure NA for arrival on CMK VOR/DME airway radials 111 CW 275.

ELEV 439 D TDZE 401




REIL Rwys 11 and 34 L
HIRL Rwy 16-34 L
MIRL Rwy 11-29 L
TDZ/CL Rwy 16 L




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 788-1⅜ 387 (400-1⅜) | | | |

AUTHORIZATION REQUIRED



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

WHITE PLAINS, NEW YORK | AL-651 (FAA) | 20310

# RNAV (GPS) Y RWY 16

WESTCHESTER COUNTY (HPN)

| WAAS | APP CRS | Rwy Idg | 6549 |
|---|---|---|---|
| CH 69519 W16A | 163° | TDZE | 439 |
| | | Apt Elev | 439 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
Circling Rwy 11, 29 NA at night.
DME/DME RNP-0.3 NA.

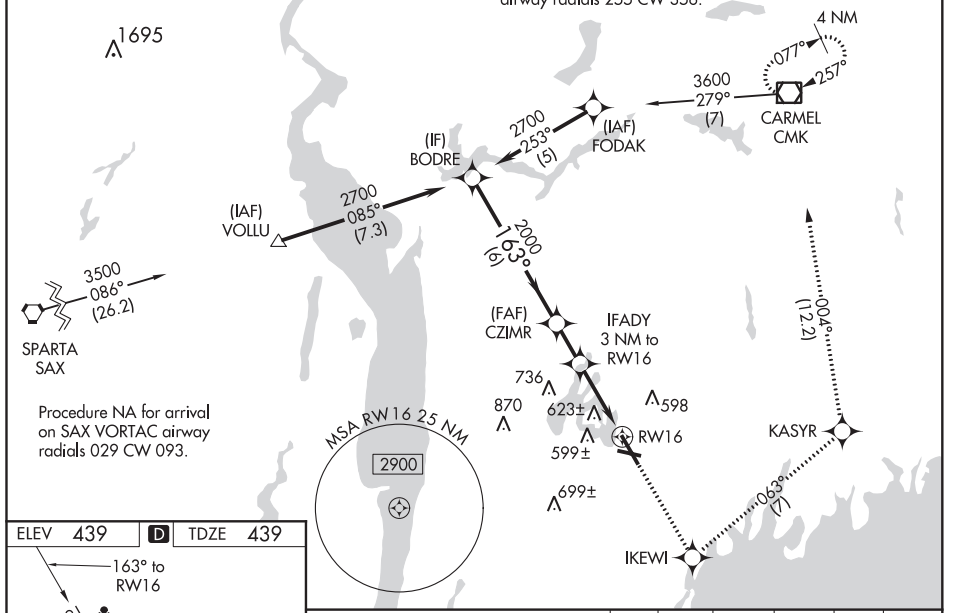
MALSR

MISSED APPROACH: Climb to 2300 direct IKEWI and left turn on track 063° to KASYR and on track 004° to CMK VOR/DME and hold.

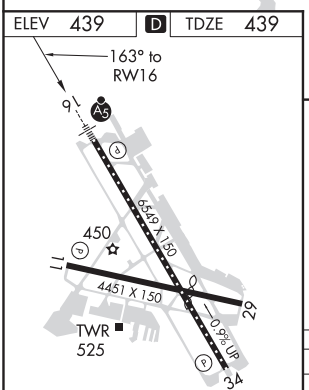
| D-ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 133.8 | 120.8 126.4 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 126.4 | 122.95 |

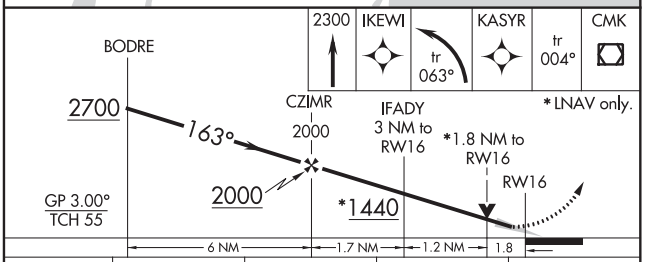
CPDLC

Procedure NA for arrival on CMK VOR/DME airway radials 255 CW 356.




Procedure NA for arrival on SAX VORTAC airway radials 029 CW 093.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 689/24 | 250 (300-½) | | |
| LNAV/VNAV DA | 978-1½ | 539 (600-1½) | | |
| LNAV MDA | 1060/24 | 621 (700-½) | 1060/60 621 (700-1¼) | 1060-1½ 621 (700-1½) |
| C CIRCLING | 1060-1 | 621 (700-1) | 1080-1¾ 641 (700-1¾) | 1200-2½ 761 (800-2½) |

REIL Rwys 11 and 34 L
HIRL Rwy 16-34 L
MIRL Rwy 11-29 L
TDZ/CL Rwy 16 L

WHITE PLAINS, NEW YORK
Amdt 1B 07DEC17

41°04'N-73°42'W

WESTCHESTER COUNTY (HPN)

RNAV (GPS) Y RWY 16


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) Y RWY 34

## WESTCHESTER COUNTY (HPN)

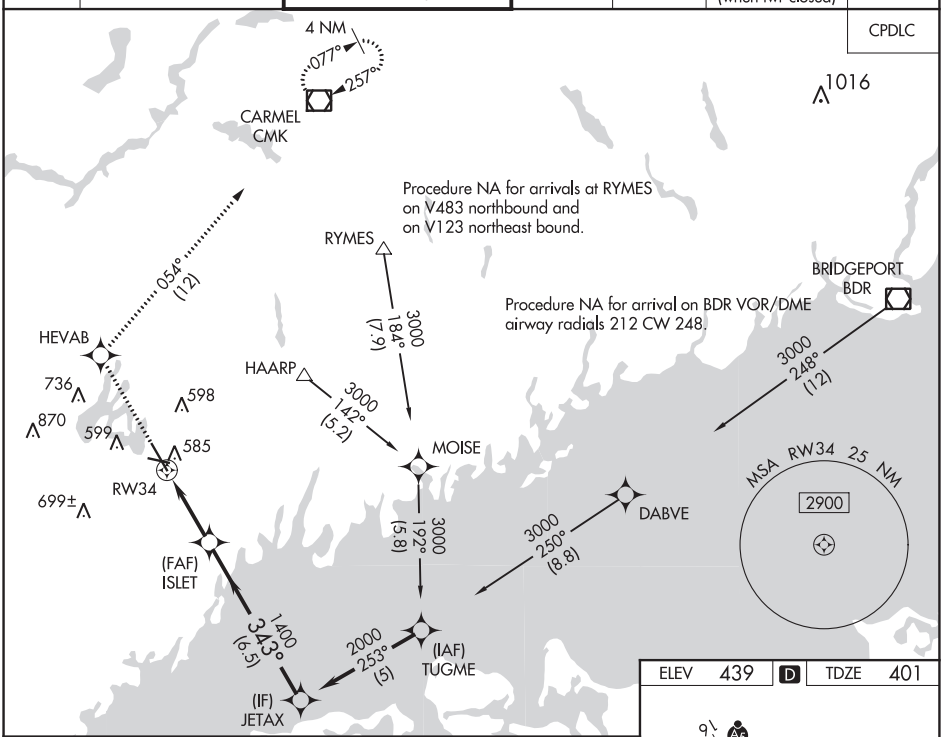
| WAAS | APP CRS | | |
|---|---|---|---|
| CH 99410 W34A | 343° | Rwy Idg | 6549 |
| | | TDZE | 401 |
| | | Apt Elev | 439 |

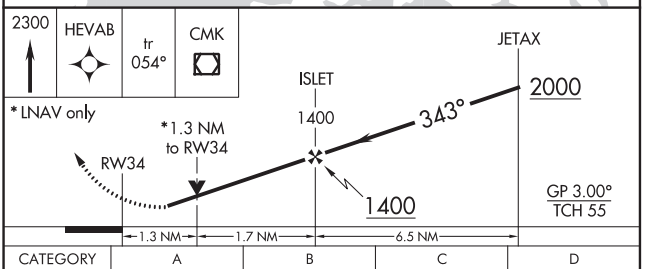
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling Rwy 11, 29 NA at night.
Rwy 34 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct HEVAB and on track 054° to CMK VOR/DME and hold.

| D-ATIS | NEW YORK APP CON | WESTCHESTER TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 133.8 | 120.8 126.4 257.65 | 118.575 (CTAF) L 284.65 | 121.825 | 127.25 | 126.4 (when twr closed) | 122.95 |

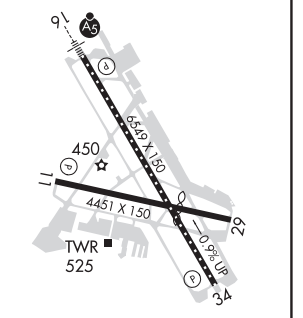
CPDLC




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 723/60 322 (300-1¼) | | | |
| LNAV/VNAV DA | 780-1½ 379 (400-1½) | | | |
| LNAV MDA | 840/50 439 (500-1) | | 840/60 439 (500-1¼) | 840-1½ 439 (500-1½) |
| C CIRCLING | 980-1 541 (600-1) | | 1080-1¾ 641 (700-1¾) | 1200-2½ 761 (800-2½) |

ELEV 439 D TDZE 401






NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

19283

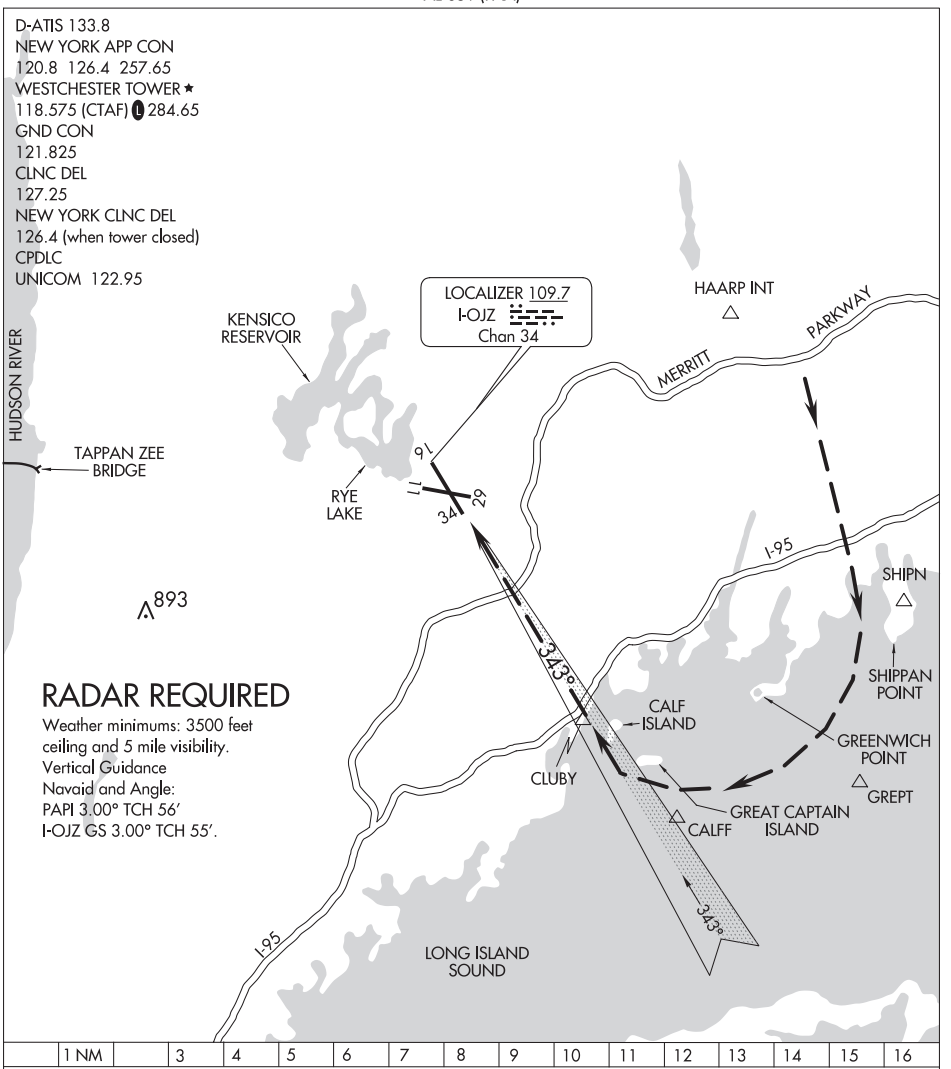
# SOUND VISUAL RWY 34

AL-651 (FAA)

WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK



NE-2, 25 FEB 2021 to 22 APR 2021




## SOUND VISUAL RWY 34

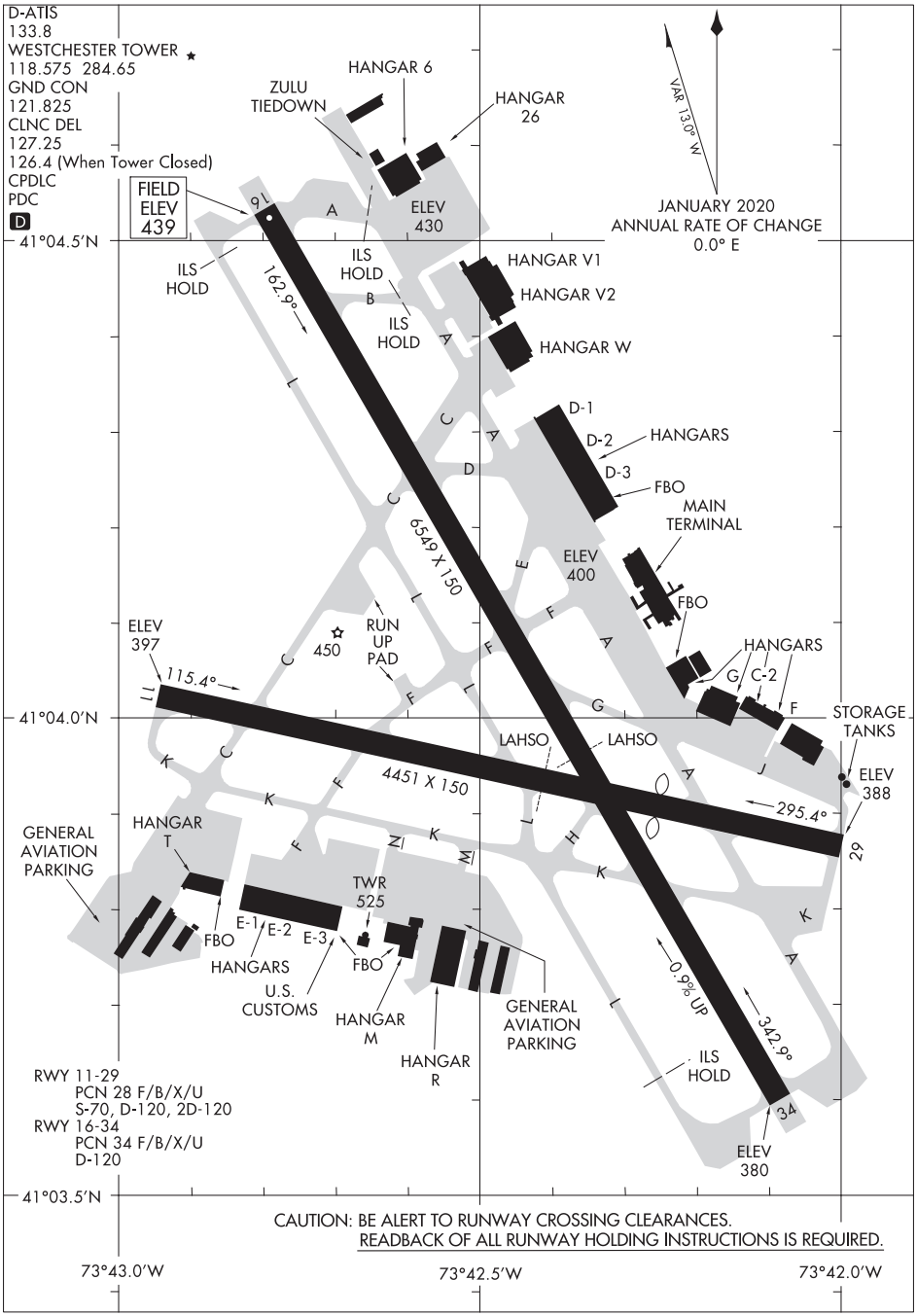
When cleared for a Sound Visual Approach RWY 34, maintain 3000 feet until south of the shoreline on base leg (2000 feet when authorized by ATC).

Fly depicted track to remain offshore of Greenwich Point.

# AIRPORT DIAGRAM

AL-651 (FAA)

WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK




AIRPORT DIAGRAM

WHITE PLAINS, NEW YORK
WESTCHESTER COUNTY (HPN)

20366



NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# PROP ONE DEPARTURE

(PROP1.PROP) 22JUN17

WHITE PLAINS, NEW YORK

WESTCHESTER COUNTY (HPN)

NOTE: RADAR required.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.
NOTE: DIXIE departures expect vectors to JFK VOR/DME.
NOTE: HAAYS departures expect vectors to HUO R-145.
NOTE: BAAYS departures expect vectors to BDR VOR/DME or BDR R-054.

**TOP ALTITUDE: 3000**

CLNC DEL 127.25
NEW YORK CLNC DEL 126.4 (when tower closed)
CPDLC
NEW YORK DEP CON 120.55 257.65
★ WESTCHESTER TOWER 118.575 (CTAF) 284.65

N

GAYEL
N41°24.40′
W74°21.43′
L-33-34, H-10-12

NEION
N41°13.69′
W74°34.85′
L-33-34, H-10-12

HAAYS
N41°19.20′
W74°28.03′
L-33-34

HUGUENOT
116.1 HUO
Chan 108
N41°24.58′-W74°35.50′
L-33-34, H-10-12

MERIT
N41°22.92′
W73°08.25′
L-33-34, H-10-12

BAYYS
N41°17.35′
W72°58.28′
L-33-34

COATE
N41°08.17′
W74°41.71′
L-33-34, H-10-12

SPARTA
115.7 SAX
Chan 104
N41°04.05′-W74°32.30′
L-33-34, H-10-12

ELIOT
N40°49.11′
W75°07.81′
L-33-34, H-10-12

PARKE
N40°40.99′
W75°04.59′
L-33-34, H-10-12

163°
290°
800
3000

BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64′-W73°07.47′
L-33-34, H-10-12

LA GUARDIA
113.1 LGA
Chan 78
N40°47.02′-W73°52.12′
L-33-34, H-10-12

LANNA
N40°33.58′
W75°01.66′
L-33-34, H-10-12

SOLBERG
112.9 SBJ
Chan 76
N40°34.98′-W74°44.51′
L-33-34, H-10-12

DEER PARK
117.7 DPK
Chan 124
N40°47.50′-W73°18.22′
L-33-34, H-10-12

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

BIGGY
N40°25.18′
W74°58.36′
L-33-34, H-10-12

COLTS NECK
115.4 COL
Chan 101
N40°18.70′-W74°09.58′
L-34, H-10-12

POTTSTOWN
116.5 PTW
Chan 112
N40°13.33′-W75°33.62′
L-34, H-10-12

WHITE
N40°00.41′
W74°15.08′
L-34, H-10-12

DIXIE
N40°05.96′
W74°09.87′
L-34

TAKEOFF MINIMUMS:
Rwy 16: Standard.

NOTE: Chart not to scale.

(PROP1.PROP) 20254

PROP ONE DEPARTURE

WESTCHESTER COUNTY (HPN)

WHITE PLAINS, NEW YORK

DEPARTURE ROUTE DESCRIPTION

*TAKEOFF RUNWAY 16: Climb heading 163° to 800, then climbing right turn to 3000 on heading 290°, thence. . . .

. . . . on vectors to assigned route/fix. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

* NOTE: Do not exceed 190K until established on heading 290°.

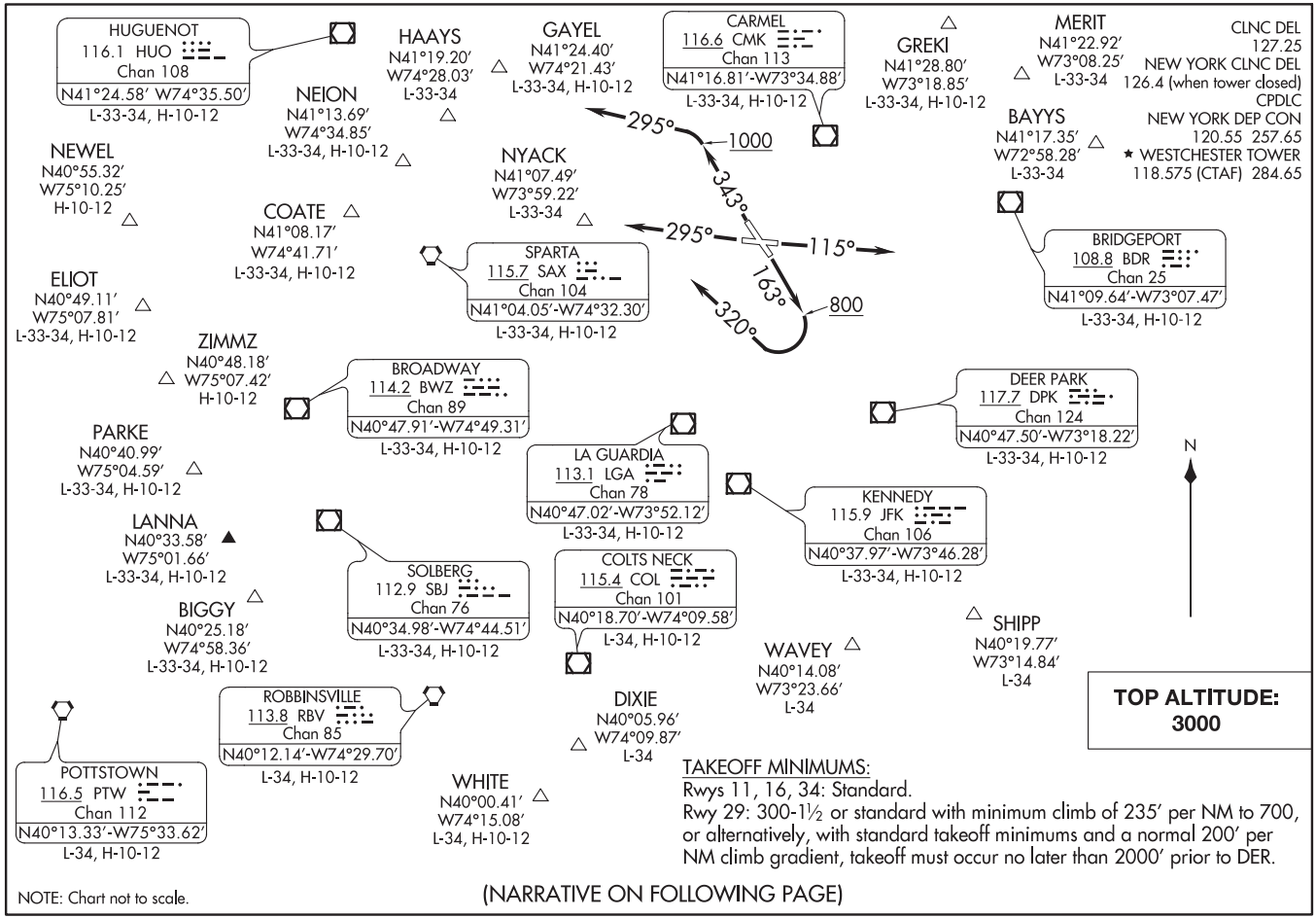

NE-2, 25 FEB 2021 to 22 APR 2021

# WESTCHESTER SEVEN DEPARTURE

(HPN7.HPN) 07DEC17

WESTCHESTER COUNTY (HPN)

WHITE PLAINS, NEW YORK




(HPN7.HPN) 20254

AL-651 (FAA)

570

WESTCHESTER SEVEN DEPARTURE

WESTCHESTER COUNTY (HPN)

WHITE PLAINS, NEW YORK

CLNC DEL
127.25
NEW YORK CLNC DEL
126.4 (when tower closed)
CPDLC
NEW YORK DEP CON
120.55 257.65
★ WESTCHESTER TOWER
118.575 (CTAF) 284.65

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 11: Climb heading 115°, maintain 3000. Thence. . . .
TAKEOFF RWY 29: Climb heading 295°, maintain 3000. Thence. . . .
*TAKEOFF RWY 16: Climb heading 163° to 800, then climbing right turn heading 320°, maintain 3000. Thence. . . .
TAKEOFF RWY 34: Climb heading 343° to 1000, then climbing left turn heading 295°, maintain 3000. Thence. . . .

. . . .on vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

*NOTE: Do not exceed 190K until established on heading 320°.

NOTE: RADAR required.
NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.
NOTE: DIXIE departures expect vectors to JFK VOR/DME.
NOTE: ELIOT departures expect vectors to SAX R-252. ELIOT may be accessed by all type aircraft requesting a final altitude of 14000 to 16000.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: HAAYS departures expect vectors to HUO R-145.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: NEWEL departures expect vectors to SAX R-264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.
NOTE: ZIMMZ departures expect vectors to SAX R-250. ZIMMZ may be accessed by all type aircraft requesting a final altitude at or above FL180.


NE-2, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 1

CAPE MAY COUNTY (WWD)

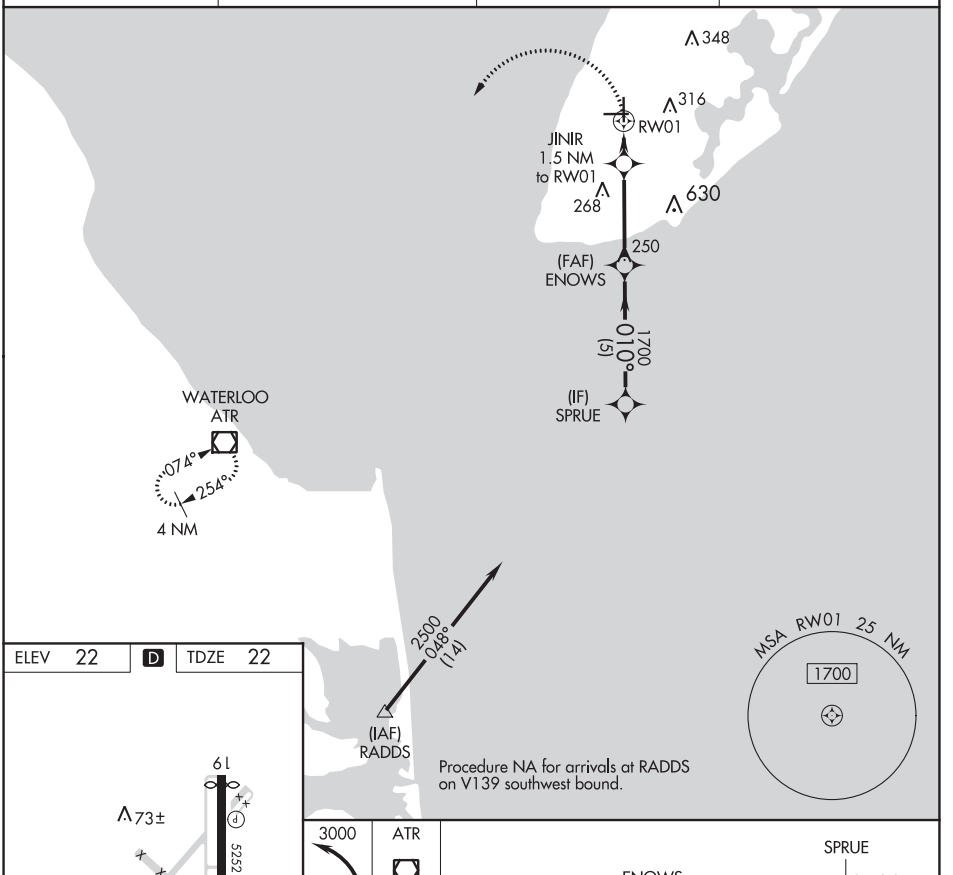
| APP CRS | Rwy Idg | 5037 |
|---|---|---|
| 010° | TDZE | 22 |
| | Apt Elev | 22 |

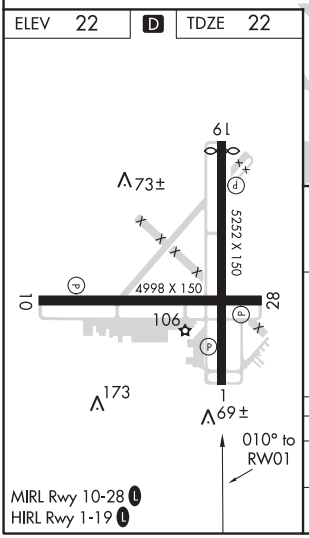
RNP APCH.

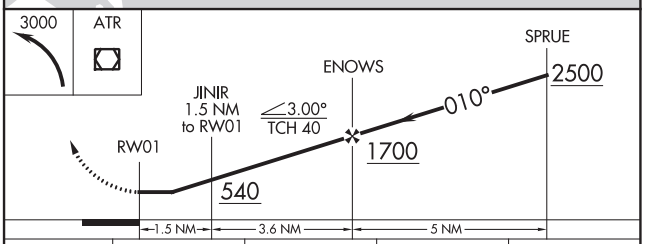
Circling NA for Cats C and D NE of Rwys 19 and 28. Rwy 1 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 1 NA at night, Circling Rwy 1 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct ATR VOR/DME and hold.

| AWOS-3PT | ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.6 327.125 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 418 (500-1) | | 440-1⅛ 418 (500-1⅛) | |
| C CIRCLING | 480-1 458 (500-1) | 620-1 598 (600-1) | 620-1½ 598 (600-1½) | 980-3 958 (1000-3) |



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# RNAV (GPS) RWY 10

CAPE MAY COUNTY (WWD)

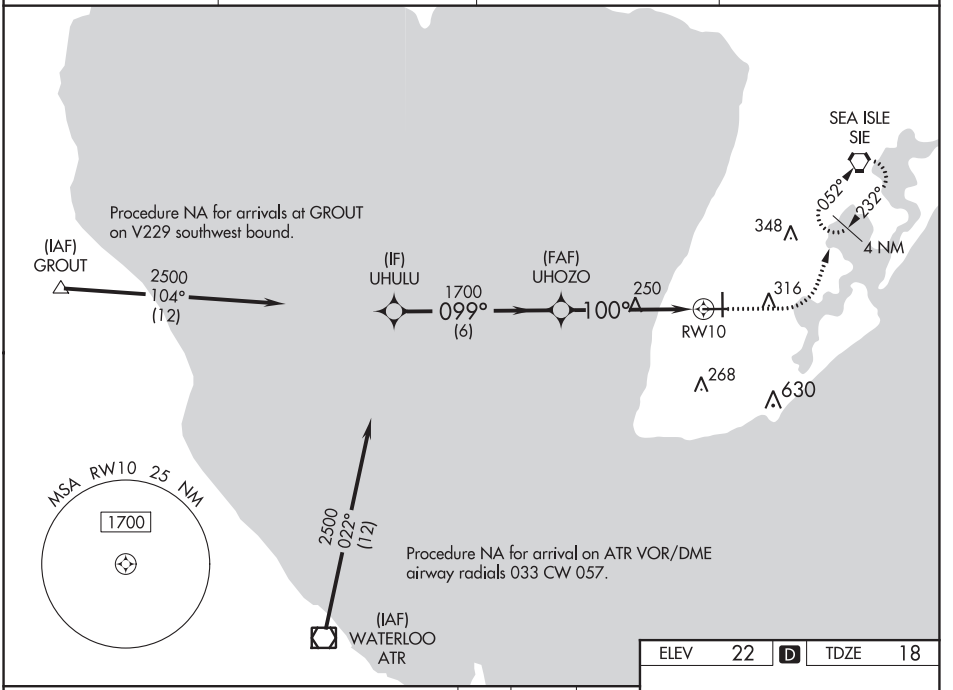
| WAAS | APP CRS | Rwy Idg | 4998 |
|---|---|---|---|
| CH 93541 | 100° | TDZE | 18 |
| W10A | | Apt Elev | 22 |

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. Circling NA for Cats C and D northeast of Rwys 19 and 28. Rwy 10 helicopter visibility reduction below ¾ SM NA. Circling Rwy 1 NA at night.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct SIE VORTAC and hold.

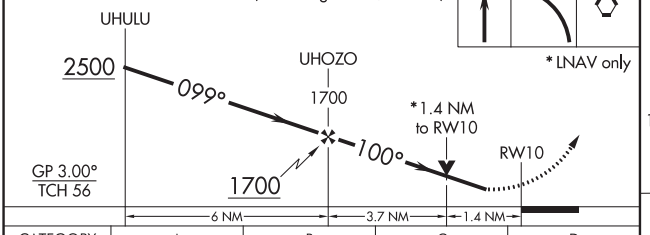
| AWOS-3PT | ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.6 327.125 | 121.7 | 122.7 (CTAF) L |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

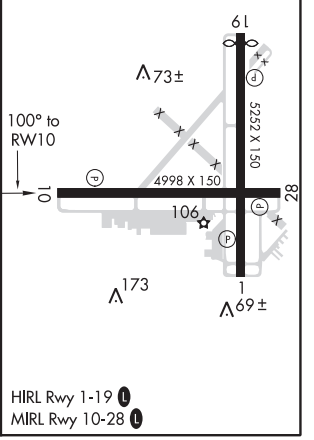
500 | 2000 | SIE

* LNAV only




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 285-⅞ 267 (300-⅞) | | | |
| LNAV/VNAV DA | 336-1 318 (400-1) | | | |
| LNAV MDA | 500-1 482 (500-1) | | 500-1⅜ 482 (500-1⅜) | |
| C CIRCLING | 500-1 478 (500-1) | 620-1 598 (600-1) | 620-1½ 598 (600-1½) | 980-3 958 (1000-3) |

ELEV 22 D TDZE 18




HIRL Rwy 1-19 L
MIRL Rwy 10-28 L



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# RNAV (GPS) RWY 19

CAPE MAY COUNTY (WWD)

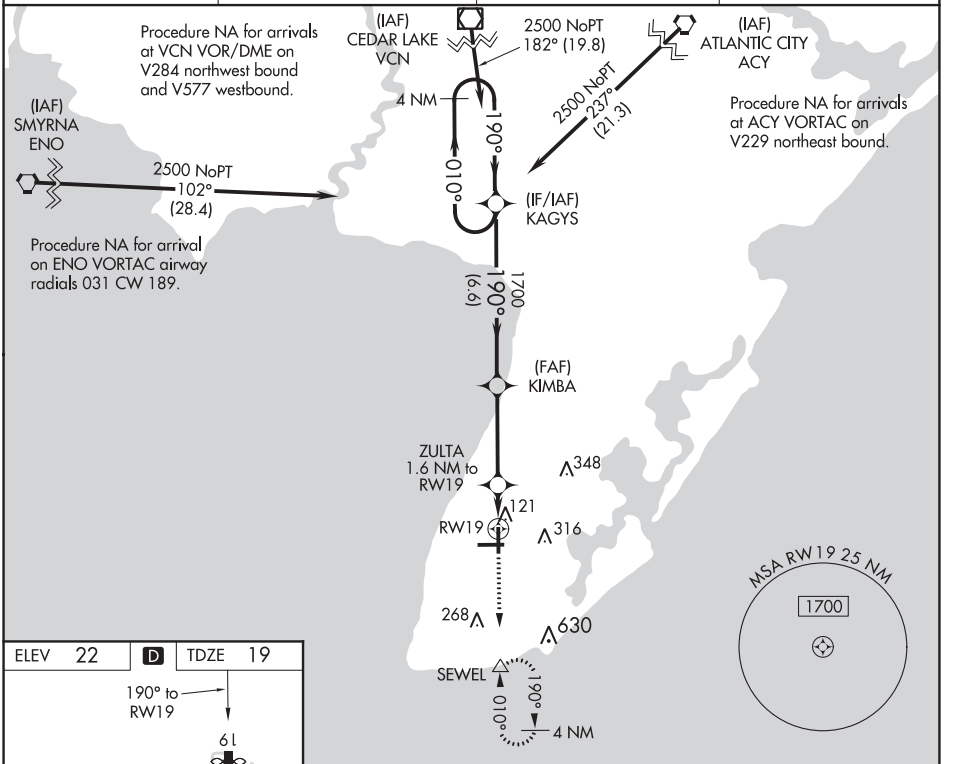
| WAAS CH 82400 W19A | APP CRS 190° | Rwy Idg 5037 / TDZE 19 / Apt Elev 22 |
|---|---|---|

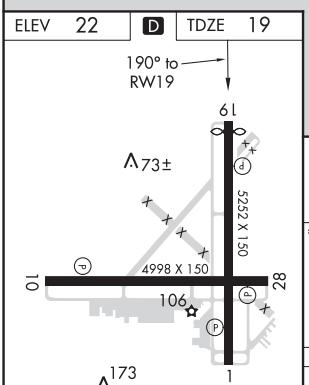
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Circling NA for Cats C and D NE of Rwys 19 and 28. Rwy 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1 NA at night.

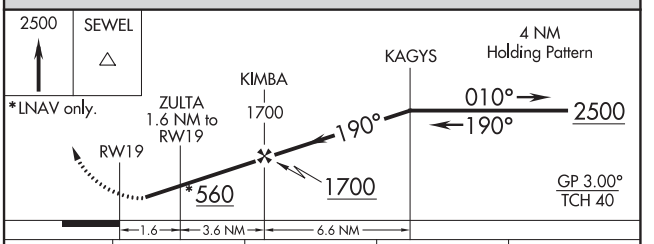
MISSED APPROACH: Climb to 2500 direct SEWEL and hold, continue climb-in-hold to 2500.

| AWOS-3PT | ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.6 327.125 | 121.7 | 122.7 (CTAF) L |




MIRL Rwy 10-28 L
HIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 269-1 250 (300-1) | | | |
| LNAV/VNAV DA | 392-1¼ 373 (400-1¼) | | | |
| LNAV MDA | 380-1 361 (400-1) | | | |
| C CIRCLING | 480-1 458 (500-1) | 620-1 598 (600-1) | 620-1½ 598 (600-1½) | 980-3 958 (1000-3) |



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# RNAV (GPS) RWY 28

CAPE MAY COUNTY (WWD)

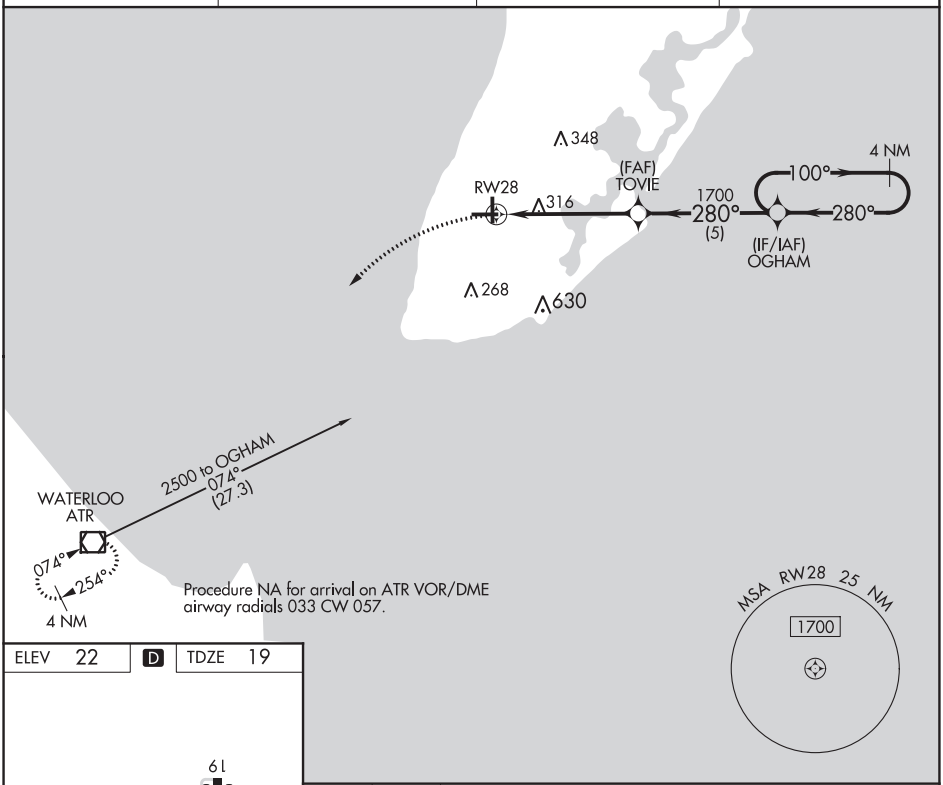
| WAAS | APP CRS | Rwy Idg | 4998 |
|---|---|---|---|
| CH 86741 | 280° | TDZE | 19 |
| W28A | | Apt Elev | 22 |

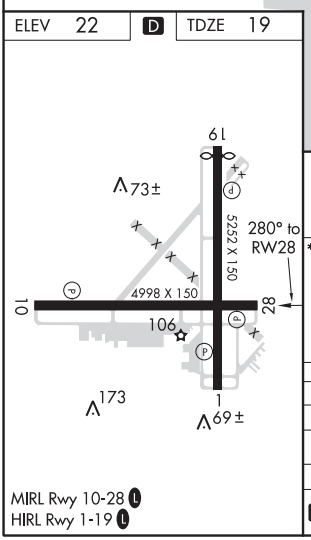
RNP APCH.

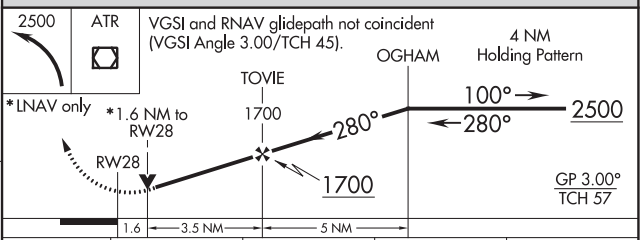
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. Circling NA for Cats C and D northeast of Rwys 19 and 28. Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 1 NA at night.

MISSED APPROACH: Climbing left turn to 2500 direct ATR VOR/DME and hold.

| AWOS-3PT | ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.6 327.125 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 665-2½ | 646 (700-2½) | |
| LNAV/VNAV DA | | 634-2½ | 615 (700-2½) | |
| LNAV MDA | 580-1 561 (600-1) | | 580-1⅝ 561 (600-1⅝) | |
| C CIRCLING | 580-1 558 (600-1) | 620-1 598 (600-1) | 620-1⅝ 598 (600-1⅝) | 980-3 958 (1000-3) |



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WILDWOOD, NEW JERSEY | AL-476 (FAA) | 20366

# LOC RWY 19

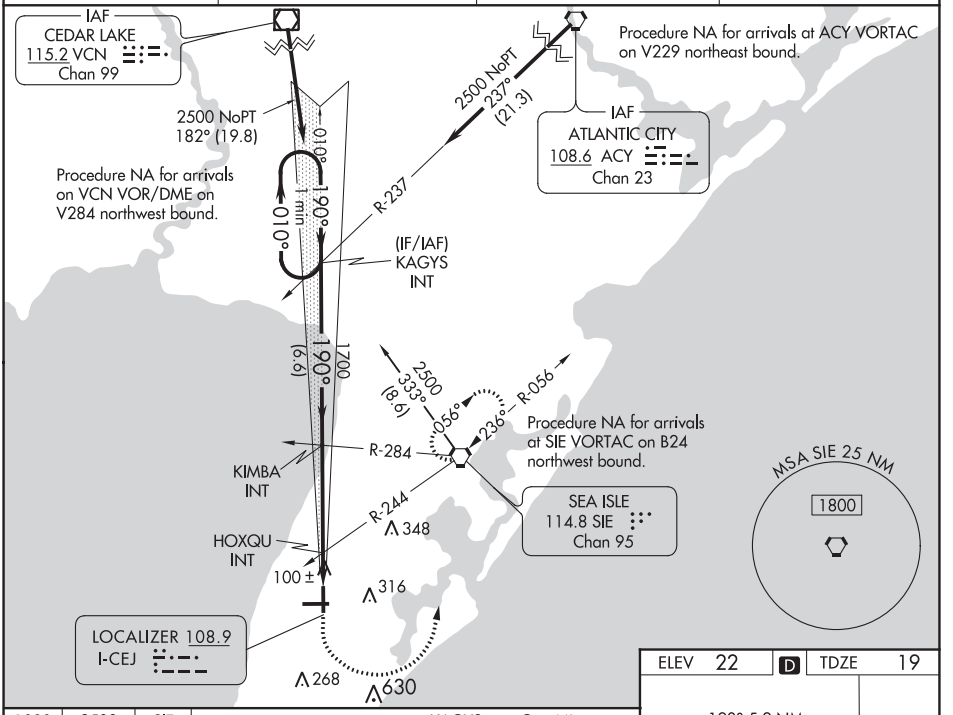
CAPE MAY COUNTY (WWD)

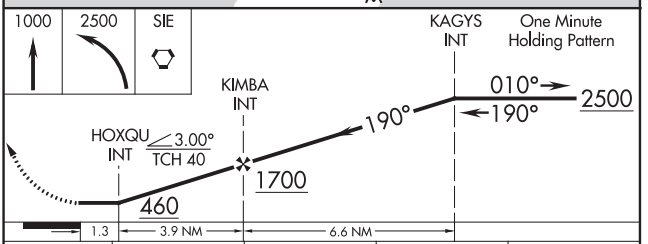
| LOC I-CEJ | APP CRS | Rwy Idg | 5037 |
|---|---|---|---|
| 108.9 | 190° | TDZE | 19 |
| | | Apt Elev | 22 |

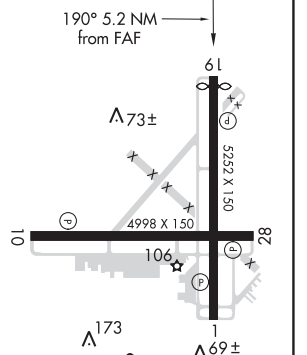
T NA — Circling NA for Cats C and D NE of Rwys 19 and 28. Rwy 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1 NA at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct SIE VORTAC and hold.

| AWOS-3PT | ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.6 327.125 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 460-1 441 (500-1) | | 460-1⅜ 441 (500-1⅜) | |
| C CIRCLING | 480-1 458 (500-1) | 620-1 598 (600-1) | 620-1½ 598 (600-1½) | 980-3 958 (1000-3) |
| HOXQU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) | | | | |
| S-19 | 360-1 341 (400-1) | | | |
| C CIRCLING | 480-1 458 (500-1) | 620-1 598 (600-1) | 620-1½ 598 (600-1½) | 980-3 958 (1000-3) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



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| VORTAC SIE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.8 | 236° | TDZE | N/A |
| Chan 95 | | Apt Elev | 22 |

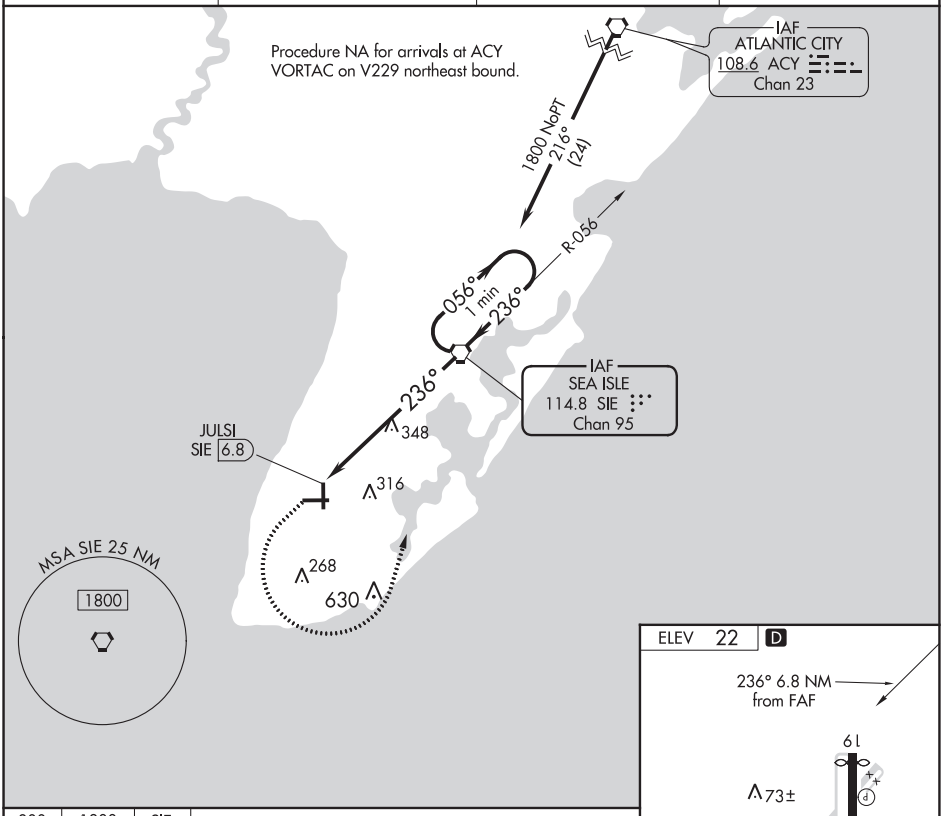
# VOR-A

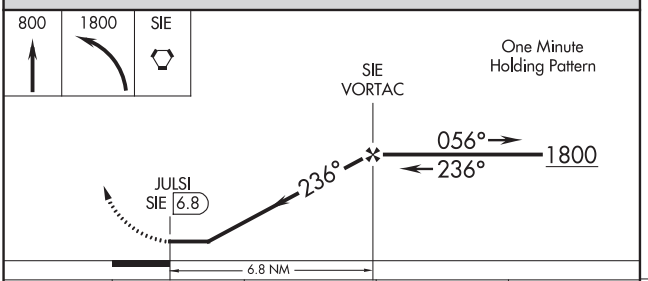
CAPE MAY COUNTY (WWD)

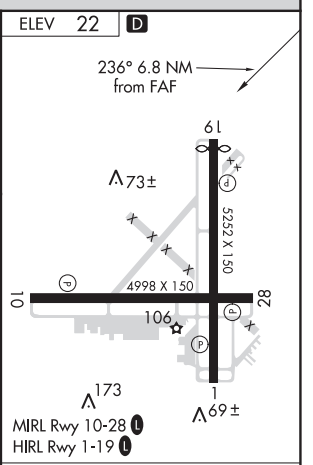
Circling NA for Cats C and D NE of Rwys 19 and 28.
Circling Rwy 1 NA at night.

MISSED APPROACH: Climb to 800 then climbing left turn to 1800 direct SIE VORTAC and hold.

| AWOS-3PT | ATLANTIC CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.275 | 124.6 327.125 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 640-7/8 618 (700-7/8) | 640-1 618 (700-1) | 640-1 3/4 618 (700-1 3/4) | 980-3 958 (1000-3) |

| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |



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# RNAV (GPS) RWY 10

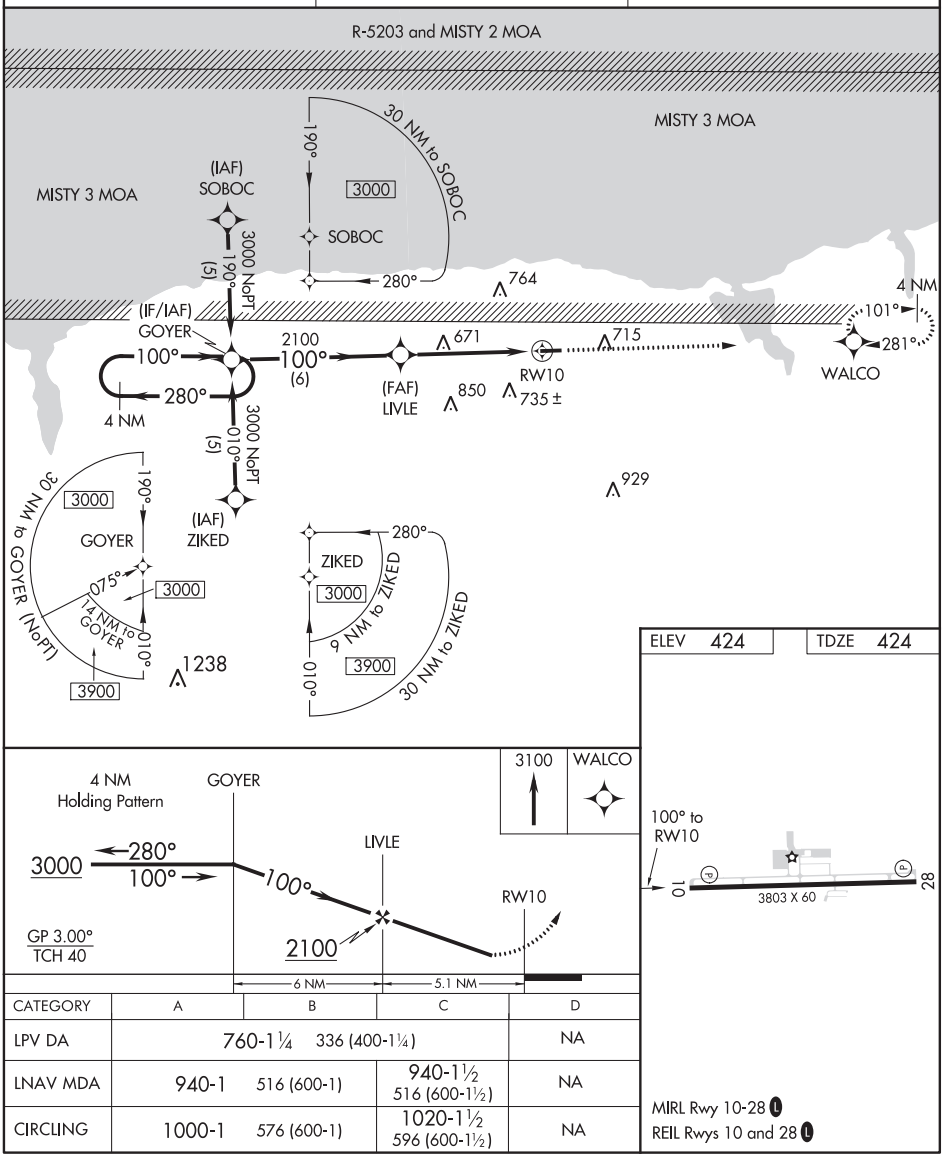
## WILLIAMSON-SODUS (SDC)

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **90507** | **100°** | Rwy Idg | **3803** |
| **W10A** | | TDZE | **424** |
| | | Apt Elev | **424** |

DME/DME RNP-0.3 NA. When VGSI inop, Straight-in and Circling Rwy 10 procedures NA at night. When VGSI inop, Circling Rwy 28 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct WALCO and hold.

| AWOS-3 | ROCHESTER APP CON | UNICOM |
|---|---|---|
| **124.2** | **119.55 269.6** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 760-1¼ | 336 (400-1¼) | | NA |
| LNAV MDA | 940-1 | 516 (600-1) | 940-1½ 516 (600-1½) | NA |
| CIRCLING | 1000-1 | 576 (600-1) | 1020-1½ 596 (600-1½) | NA |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



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# RNAV (GPS) RWY 28

## WILLIAMSON-SODUS (SDC)

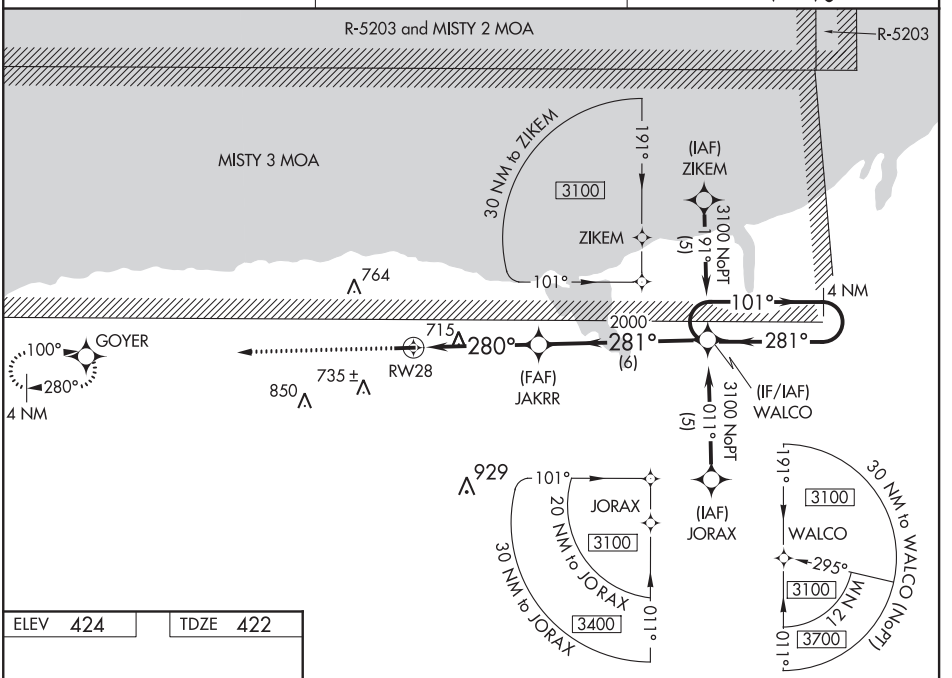
| WAAS | APP CRS | Rwy Idg | 3803 |
|---|---|---|---|
| CH 78416 | 280° | TDZE | 422 |
| W28A | | Apt Elev | 424 |

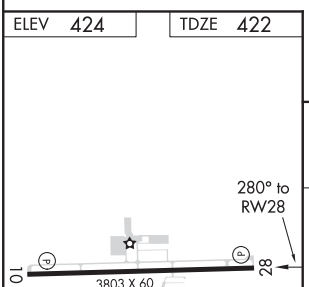
Baro-VNAV NA when using Rochester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When VGSI inop, Straight-in and Circling Rwy 28 procedures NA at night. When VGSI inop, Circling Rwy 10 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase LPV DA 148 feet, LNAV/VNAV DA 77 feet, all MDA 80 feet, LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

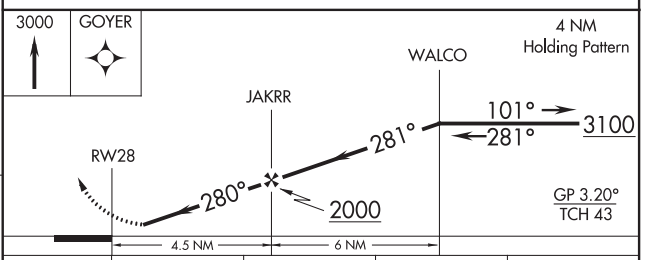
NA

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

| AWOS-3 | ROCHESTER APP CON | UNICOM |
|---|---|---|
| 124.2 | 119.55 269.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 706-1 284 (300-1) | | | NA |
| LNAV/VNAV DA | 1048-2 626 (700-2) | | | NA |
| LNAV MDA | 980-1 558 (600-1) | | 980-1½ 558 (600-1½) | NA |
| CIRCLING | 1000-1 576 (600-1) | | 1020-1½ 596 (600-1½) | NA |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



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# RNAV (GPS) RWY 1

## WOODBINE MUNI (OBI)

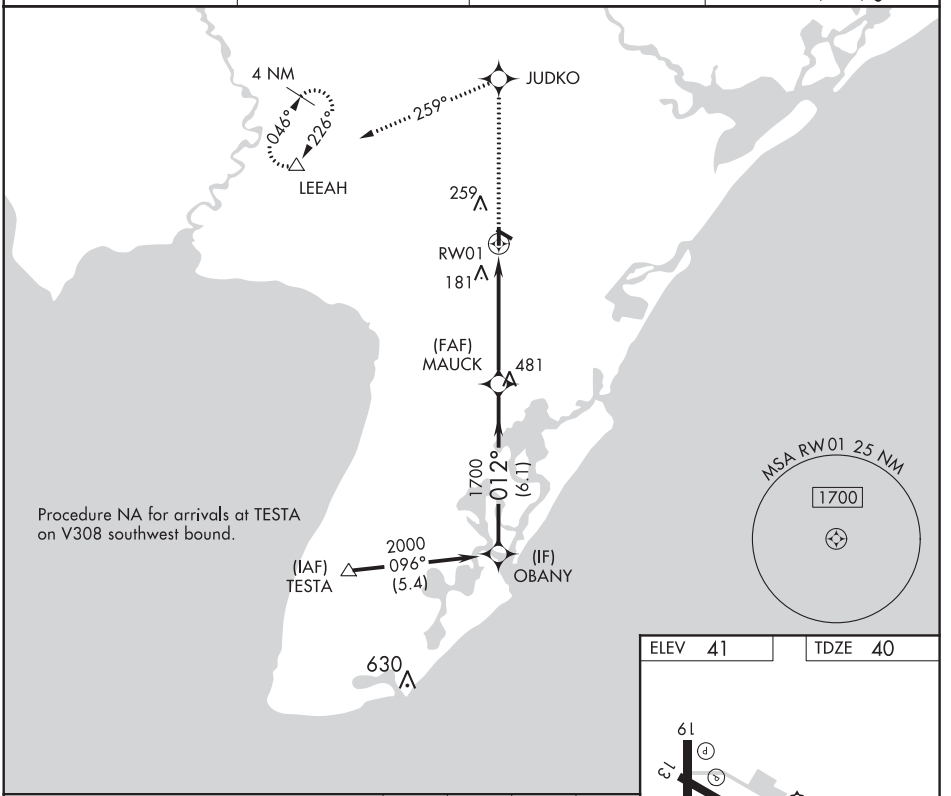
| APP CRS | Rwy Idg | 3304 |
|---|---|---|
| 012° | TDZE | 40 |
| | Apt Elev | 41 |

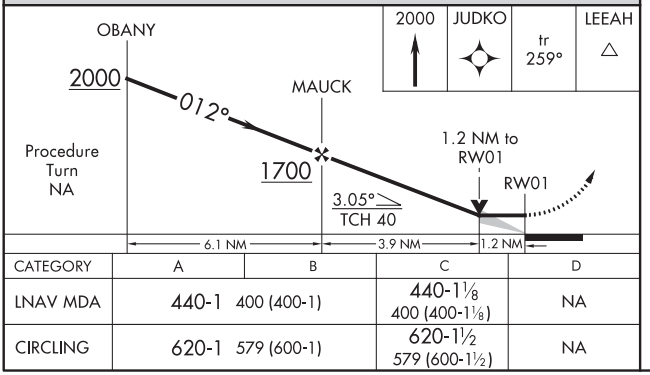
RNP APCH.

When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cat C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting. Circling Rwy 13, 19, 31 NA at night. Rwy 1 helicopter visibility reduction below ¾ SM NA.

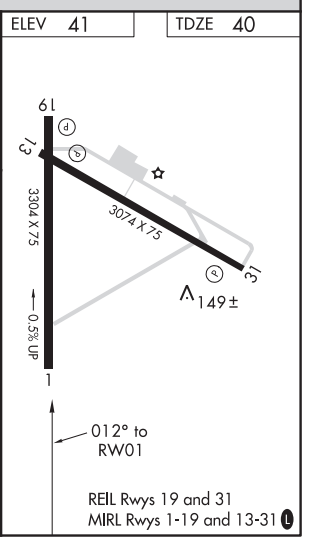
MISSED APPROACH: Climb to 2000 direct JUDKO and on track 259° to LEEAH and hold.

| AWOS-3 | ATLANTIC CITY APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.475 | 124.6 327.125 | 121.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 | 400 (400-1) | 440-1⅛ 400 (400-1⅛) | NA |
| CIRCLING | 620-1 | 579 (600-1) | 620-1½ 579 (600-1½) | NA |





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| APP CRS | Rwy Idg | 3304 |
|---|---|---|
| 192° | TDZE | 41 |
| | Apt Elev | 41 |

# RNAV (GPS) RWY 19

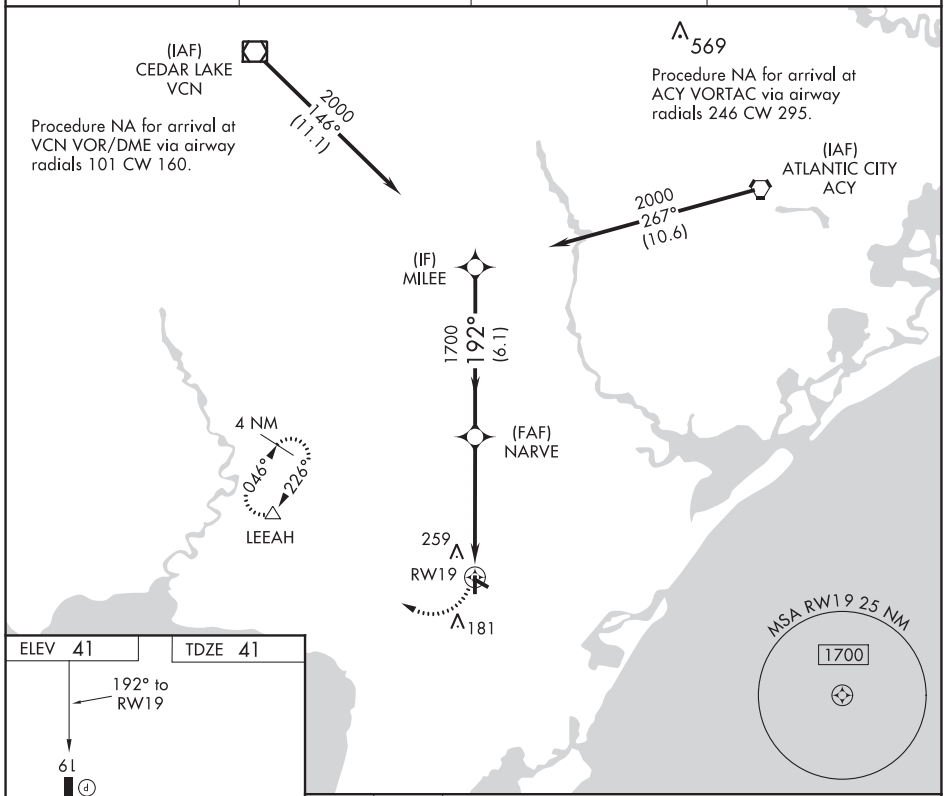
## WOODBINE MUNI (OBI)

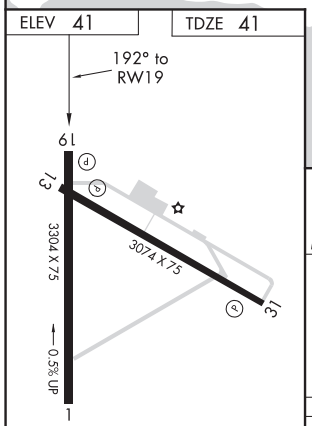
T NA

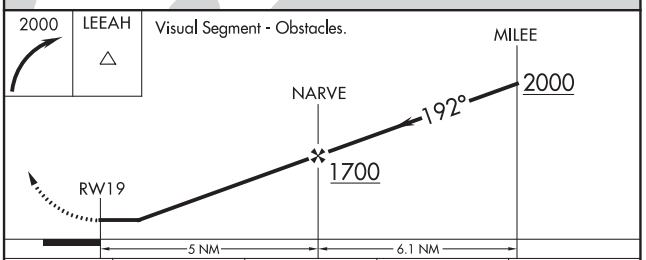
Rwy 19 Straight-in and Circling and Circling to Rwy 13, 31 NA at night. Rwy 13, 19, 31 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct LEEAH and hold.

| AWOS-3 | ATLANTIC CITY APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.475 | 124.6 327.125 | 121.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 459 (500-1) | | 500-1¼ 459 (500-1¼) | NA |
| CIRCLING | 620-1 579 (600-1) | | 620-1½ 579 (600-1½) | NA |

REIL Rwys 19 and 31
MIRL Rwys 1-19 and 13-31 L



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# VOR-A

## WOODBINE MUNI (OBI)

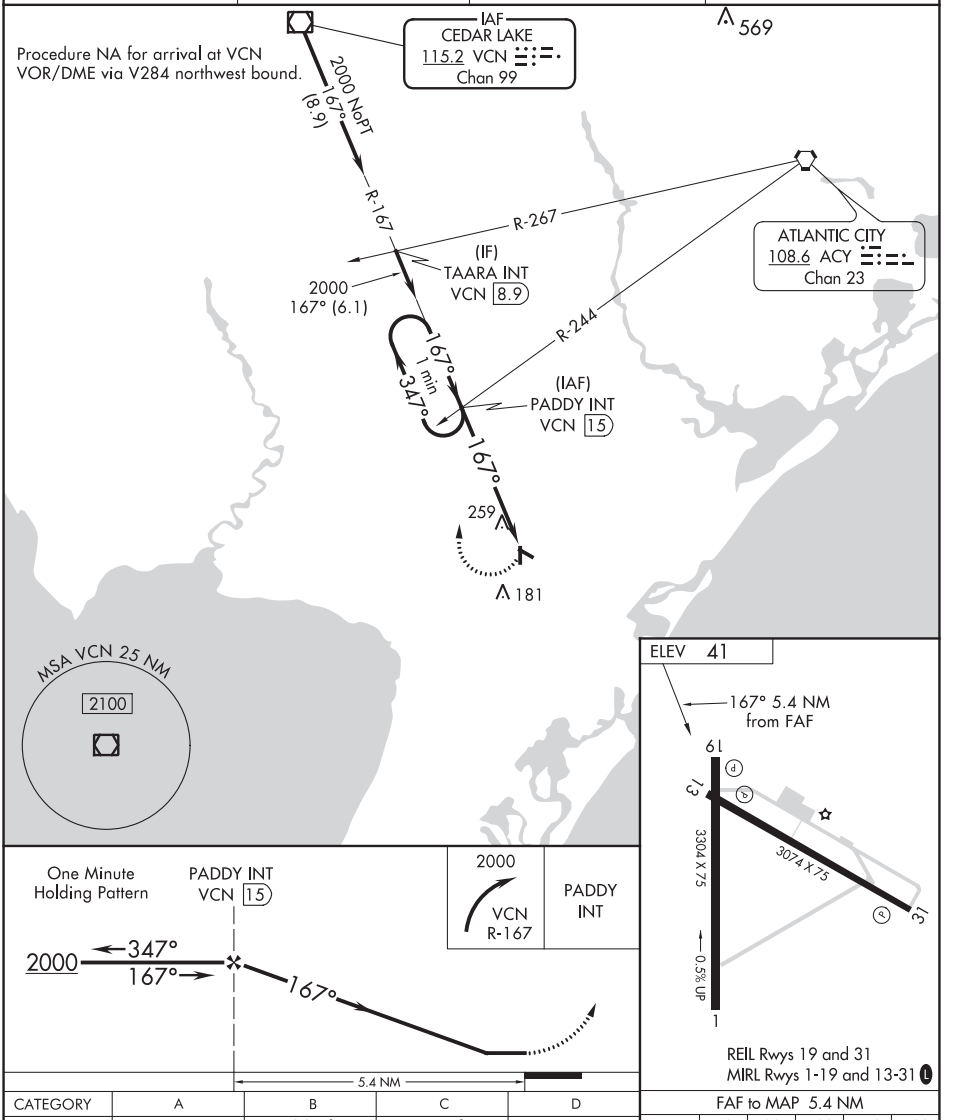
| VOR/DME VCN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.2 | 167° | TDZE | N/A |
| Chan 99 | | Apt Elev | 41 |

V
A NA

Circling Rwy 13, 19, 31 NA at night. Rwy 13, 19, 31 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 on VCN VOR/DME R-167 to PADDY INT/VCN 15 DME and hold.

| AWOS-3 | ATLANTIC CITY APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.475 | 124.6 327.125 | 121.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 620-1<br>579 (600-1) | 620-1¼<br>579 (600-1¼) | 620-1½<br>579 (600-1½) | NA |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



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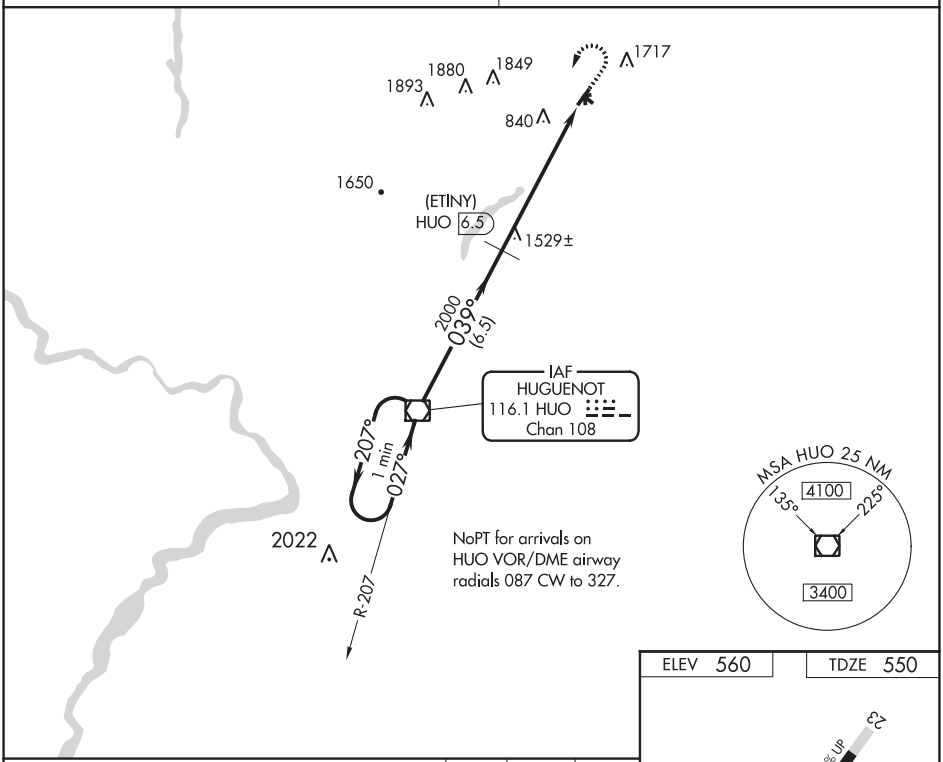
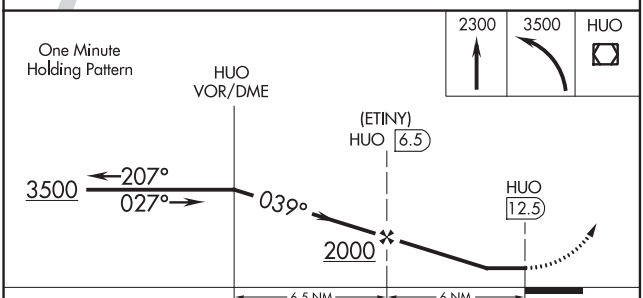
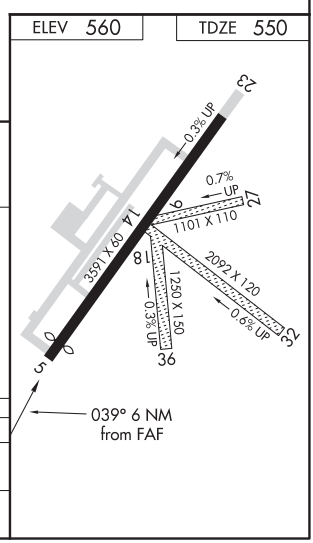
| VOR/DME HUO | APP CRS | Rwy ldg | 3358 |
|---|---|---|---|
| 116.1 | 039° | TDZE | 550 |
| Chan 108 | | Apt Elev | 560 |

# VOR/DME or GPS RWY 5
## WURTSBORO-SULLIVAN COUNTY (N82)

| | |
|---|---|
| T<br>A NA — Obtain local altimeter setting on CTAF, when not received, procedure not authorized. Procedure not authorized at night. | MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HUO VOR/DME and hold. |
| NEW YORK APP CON<br>**132.75 363.1** | UNICOM<br>**122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1880-1¼<br>1330 (1400-1¼) | 1880-1½<br>1330 (1400-1½) | 1880-3<br>1330 (1400-3) | NA |
| CIRCLING | 1880-1¼<br>1320 (1400-1¼) | 1880-1½<br>1320 (1400-1½) | 2020-3<br>1460 (1500-3) | NA |



NE-2, 25 FEB 2021 to 22 APR 2021
NE-2, 25 FEB 2021 to 22 APR 2021

INTENTIONALLY

LEFT

BLANK

NE-2, 25 FEB 2021 to 22 APR 2021

NE-2, 25 FEB 2021 to 22 APR 2021

# CLIMB/DESCENT TABLE 10042

## INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
## RATE OF CLIMB/DESCENT TABLE

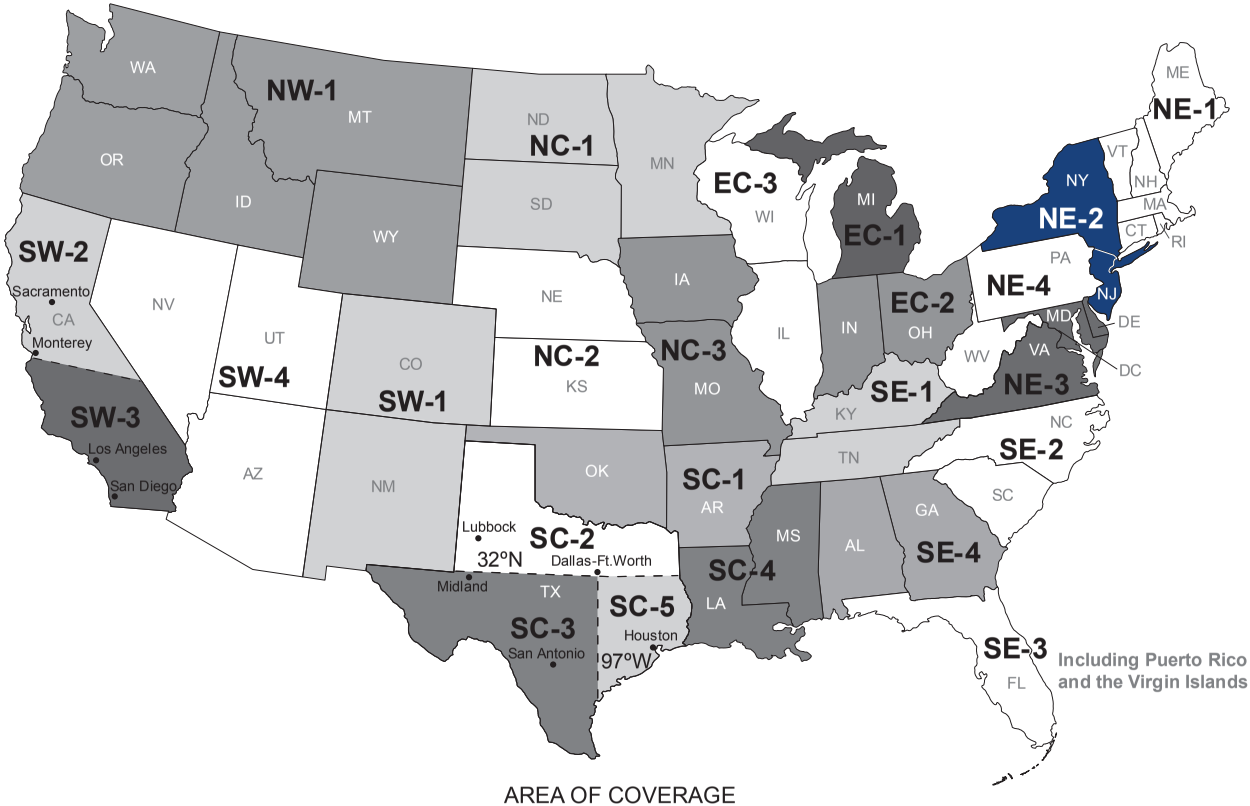
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

| CLIMB/ DESCENT ANGLE (degrees and tenths) | ft/NM | GROUND SPEED (knots) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 330 | 360 |
| 2.0 | 210 | 210 | 320 | 425 | 530 | 635 | 743 | 850 | 955 | 1060 | 1165 | 1275 |
| 2.5 | 265 | 265 | 400 | 530 | 665 | 795 | 930 | 1060 | 1195 | 1325 | 1460 | 1590 |
| VERTICAL PATH ANGLE 2.7 | 287 | 287 | 430 | 574 | 717 | 860 | 1003 | 1147 | 1290 | 1433 | 1576 | 1720 |
| 2.8 | 297 | 297 | 446 | 595 | 743 | 892 | 1041 | 1189 | 1338 | 1486 | 1635 | 1783 |
| 2.9 | 308 | 308 | 462 | 616 | 770 | 924 | 1078 | 1232 | 1386 | 1539 | 1693 | 1847 |
| 3.0 | 318 | 318 | 478 | 637 | 797 | 956 | 1115 | 1274 | 1433 | 1593 | 1752 | 1911 |
| 3.1 | 329 | 329 | 494 | 659 | 823 | 988 | 1152 | 1317 | 1481 | 1646 | 1810 | 1975 |
| 3.2 | 340 | 340 | 510 | 680 | 850 | 1020 | 1189 | 1359 | 1529 | 1699 | 1869 | 2039 |
| 3.3 | 350 | 350 | 526 | 701 | 876 | 1052 | 1227 | 1402 | 1577 | 1752 | 1927 | 2103 |
| 3.4 | 361 | 361 | 542 | 722 | 903 | 1083 | 1264 | 1444 | 1625 | 1805 | 1986 | 2166 |
| 3.5 | 370 | 370 | 555 | 745 | 930 | 1115 | 1300 | 1485 | 1670 | 1860 | 2045 | 2230 |
| 4.0 | 425 | 425 | 640 | 850 | 1065 | 1275 | 1490 | 1700 | 1915 | 2125 | 2340 | 2550 |
| 4.5 | 480 | 480 | 715 | 955 | 1195 | 1435 | 1675 | 1915 | 2150 | 2390 | 2630 | 2870 |
| 5.0 | 530 | 530 | 795 | 1065 | 1330 | 1595 | 1860 | 2125 | 2390 | 2660 | 2925 | 3190 |
| 5.5 | 585 | 585 | 880 | 1170 | 1465 | 1755 | 2050 | 2340 | 2635 | 2925 | 3220 | 3510 |
| 6.0 | 640 | 640 | 960 | 1275 | 1595 | 1915 | 2235 | 2555 | 2875 | 3195 | 3510 | 3830 |
| 6.5 | 690 | 690 | 1040 | 1385 | 1730 | 2075 | 2425 | 2770 | 3115 | 3460 | 3805 | 4155 |
| 7.0 | 745 | 745 | 1120 | 1490 | 1865 | 2240 | 2610 | 2985 | 3355 | 3730 | 4105 | 4475 |
| 7.5 | 800 | 800 | 1200 | 1600 | 2000 | 2400 | 2800 | 3200 | 3600 | 4000 | 4400 | 4800 |
| 8.0 | 855 | 855 | 1280 | 1710 | 2135 | 2560 | 2990 | 3415 | 3845 | 4270 | 4695 | 5125 |
| 8.5 | 910 | 910 | 1360 | 1815 | 2270 | 2725 | 3180 | 3630 | 4085 | 4540 | 4995 | 5450 |
| 9.0 | 960 | 960 | 1445 | 1925 | 2405 | 2885 | 3370 | 3850 | 4330 | 4810 | 5295 | 5775 |
| 9.5 | 1015 | 1015 | 1525 | 2035 | 2540 | 3050 | 3560 | 4065 | 4575 | 5085 | 5590 | 6100 |
| 10.0 | 1070 | 1070 | 1605 | 2145 | 2680 | 3215 | 3750 | 4285 | 4820 | 5355 | 5890 | 6430 |

CLIMB/DESCENT TABLE 10042

# U.S. TERMINAL PUBLICATION VOLUMES




AREA OF COVERAGE

FAA Product ID: BTPNE2

NSN 7641015059583

NGA REF. NO. OK-10-2859

TERMXFAABTPNE2

EFF. DATE 21056