U.S. Terminal Procedures Publication
Northeast (NE) Vol 2 of 4

Effective: 0901Z
30 NOV 2023
to: 0901Z
25 JAN 2024

Consult the Change Notice (CN) effective 28 DEC 2023 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/
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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 4531
Silver Spring, MD 20910-3281
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
## 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**

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

*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**

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

4. **Sidestep minima (CAT C-D)**

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

5. **All Approach Types, All lines of minima**

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>½ mile</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td>1440/50</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1/2</td>
<td>1740-2</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Height Above Airport in Feet</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
</tr>
</thead>
<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>0</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>40</td>
<td>50</td>
<td>50</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>170</td>
<td>230</td>
<td>280</td>
</tr>
<tr>
<td>-10</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td>-20</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>130</td>
<td>140</td>
<td>210</td>
<td>280</td>
<td>420</td>
<td>570</td>
<td>710</td>
</tr>
<tr>
<td>-30</td>
<td>50</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
<td>380</td>
<td>570</td>
<td>760</td>
<td>950</td>
</tr>
<tr>
<td>-40</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
<td>240</td>
<td>360</td>
<td>480</td>
<td>720</td>
<td>970</td>
<td>1210</td>
</tr>
<tr>
<td>-50</td>
<td>70</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>180</td>
<td>210</td>
<td>240</td>
<td>270</td>
<td>450</td>
<td>590</td>
<td>890</td>
<td>1190</td>
<td>1500</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>MANEUVERING TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach Category</td>
</tr>
<tr>
<td>Speed (Knots)</td>
</tr>
</tbody>
</table>
**TERMS/LANDING MINIMA DATA**

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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 \( \text{C} \) symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

**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 \( \text{C} \) symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>1/4</td>
<td>2400</td>
<td>1/2</td>
<td>3500</td>
<td>3/8</td>
<td>5500</td>
<td>1</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
<td>2600</td>
<td>3/8</td>
<td>4000</td>
<td>3/8</td>
<td>6000</td>
<td>1/2</td>
</tr>
<tr>
<td>2200</td>
<td>5/8</td>
<td>3200</td>
<td>5/8</td>
<td>5000</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RADAR MINIMA**

<table>
<thead>
<tr>
<th>RWY GP/TCH/RPI</th>
<th>DA/ MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>DA/ MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>ABCDE</td>
<td>100</td>
<td>(100-1/4)</td>
<td>ABCDE</td>
<td>100</td>
<td>(100-1/4)</td>
</tr>
<tr>
<td>ASR</td>
<td>ABC</td>
<td>560</td>
<td>(500-1/4)</td>
<td>560</td>
<td>513</td>
<td>(600-1/4)</td>
</tr>
<tr>
<td>CIR</td>
<td>ABC</td>
<td>560</td>
<td>(500-1/4)</td>
<td>560</td>
<td>503</td>
<td>(600-1/4)</td>
</tr>
</tbody>
</table>

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 500-1/4.

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**ALL MINIMA NOT APPLICABLE TO CIVIL PILOTS. MILITARY PILOTS REFER TO APPROPRIATE REGULATIONS.**

**TERMS/LANDING MINIMA DATA**

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**NE-2, 30 NOV 2023 to 25 JAN 2024**

**B2**
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-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (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.

FAA Procedure Amendment Number

Orig 31DEC09

Procedure Amendment Effective Date

Amdt 2B 12MAR09

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.
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 online. 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

PBN Requirements Box - From WINRZ, UJBE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
Equipment Requirements Box - DME required for LOC only.
Standard Procedure Notes Box - Circling to Rwy 25 NA at night.
# For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box - RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box - RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., 🛠️, 🔞.

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "▲" symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communication section of the chart with a 🛠️ or the appropriate lighting system identification e.g., UNICOM 122.8 🛠️, 🔞, 🔞.

KEY MIKE

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

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
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<td>APCH</td>
<td>Approach</td>
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<td>Approach Control</td>
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<td>Published Radar Minimums at this Airport</td>
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<td>Automated UNICOM</td>
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<td>AWOS</td>
<td>Automated Weather Observing System</td>
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<td>CIFP</td>
<td>Coded Instrument Flight Procedures</td>
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<td>Clearance Delivery</td>
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<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
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<tr>
<td>DA</td>
<td>Decision Altitude</td>
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<tr>
<td>DER</td>
<td>Departure End of Runway</td>
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<td>DH</td>
<td>Decision Height</td>
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<td>DME</td>
<td>Distance Measuring Equipment</td>
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<tr>
<td>DVA</td>
<td>Diverse Vector Area</td>
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<td>Engineered Material Arresting System</td>
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<td>Final Approach Fix</td>
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<td>FD</td>
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<td>GBAS</td>
<td>Ground Based Augmentation System</td>
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<td>GCO</td>
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<td>Ground based Augmentation System Landing System</td>
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<tr>
<td>GP</td>
<td>Glidepath</td>
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<td>Ground Point of Intersection</td>
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<td>Global Positioning System</td>
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<td>Height above Airport</td>
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<td>Height above Landing</td>
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<td>IAF</td>
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<td>ICAO</td>
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<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
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<td>LAAS</td>
<td>Local Area Augmentation System</td>
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<tr>
<td>LDA</td>
<td>Localizer Type Directional Aid</td>
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<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
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<td>Maximum Authorized Altitude</td>
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<td>Medium Intensity Approach Light System</td>
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<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL</td>
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<td>Middle Marker</td>
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<td>Description</td>
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<td>Omnidirectional Approach Light System</td>
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<td>Obstacle Departure Procedure</td>
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<td>Precision Approach Radar</td>
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<td>Pre-Departure Clearance</td>
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<td>Precision Runway Monitor</td>
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<td>Radio Altimeter setting height</td>
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<td>Runway Alignment Indicator Lights</td>
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<td>RCLS</td>
<td>Runway Centerline Light System</td>
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<td>Runway End Identifier Lights</td>
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<td>RF</td>
<td>Radius-to-Fix</td>
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<td>Runway Lead-in Light System</td>
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<td>RNAV</td>
<td>Area Navigation</td>
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<td>Required Performance Navigation</td>
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<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
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<td>RRL</td>
<td>Runway Remaining Lights</td>
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<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
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<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
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<td>SDF</td>
<td>Simplified Directional Facility</td>
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<td>SM</td>
<td>Statute Mile</td>
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<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
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<td>SR-SS</td>
<td>Sunrise-Sunset</td>
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<td>TAA</td>
<td>Terminal Arrival Area</td>
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<tr>
<td>TAC</td>
<td>TACAN</td>
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<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
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<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
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<td>Touchdown Zone Lights</td>
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<td>THR</td>
<td>Threshold</td>
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<td>TODA</td>
<td>Takeoff Distance Available</td>
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<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
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<td>TR</td>
<td>Track</td>
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<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
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<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
<tr>
<td>VDA</td>
<td>Vertical Descent Angle</td>
</tr>
<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
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<tr>
<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
</tr>
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<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

TERMINAL ARRIVAL AREA (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

AIRPORTS

OBSTACLES

LEGEND 23110
**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°.

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°.

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: \( \text{\textbf{3.00°}} \).

On Copter procedures this is depicted in the following format: \( \text{\textbf{3.00°}} \).

**ILS or LOC APPROACH**

- **Procedure Turn (PT) Fix**
  - PT Fix Altitude until Established Outbound (Some approaches may use a restrictive note)
  - Glide Slope Altitude at Outer Marker/FAF
  - FAF (precision approaches)
  - FAF (non-precision approaches)
  - ILS Glide Slope
  - Missed Approach Track
  - Missed Approach Point

**RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE**

- **GSSI and RNAV Glidepath not coincident (VGS Angle 3.00/TCH 23).**
- **ARUJU**
- **WUGOD**
- **1.6 NM to**
- **RW12**
- **RW12**

**NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY**

- **Vertical Descent Angle (VDA)**
- **2.93°**
  - **ABC**
  - **TCH 30**
  - **IPHIB**
  - **7000**
  - **5700**
  - **4480**

**RNP APPROACH WITH TF AND RF SEGMENTS**

- **ZITNI**
- **3800**
- **3600**
- **204°**
- **HODPA**
- **2022**
- **2976**
- **TF**
- **RF**
- **VOR**

**DESCENT FROM HOLDING PATTERN**

- **30°**
  - **VOR**
  - **133°**
  - **3000**
  - **One Minute Holding Pattern**

**ALTIMETRIES**

- **5500**
  - **Mandatory Altitude**
  - **3000**
  - **Recommended Altitude**

- **2500**
  - **Minimum Altitude**
  - **5000**
  - **Mandatory Block Altitude**

- **4300**
  - **Maximum Altitude**

**PROFILE SYMBOLS**

- **Glide Slope/Glidepath:** Intercept Altitude and Final approach fix for vertically guided approach procedures.

- **Visual Descent Point (VDP):** Visual flight path.
LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME
- VOR/DME
- TACAN
- LOC
- LOC/DME

Non-Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME
- LOC
- LOC/DME

(shown when installation is offset from its normal position off the end of the runway.)

LOC/DME: Localizer Back Course (Shading on left)

Localizer Front Course

TACAN or DME NAVAID Box

(112.2) SCOTT

Chan 59

SKE

(112.2)

VHF Paired Frequency

Underline indicates no voice transmitted on this frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

Reporting Point (Compulsory)

Reporting Point (Non-Compulsory)

Obvious DME

(DME mileage matches route mileage)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

23334

ROUTES

4500

MEA-Minimum Enroute Altitude

3500

MOCA-Minimum Obstruction Clearance Altitude

270°

Departure Route

(65)

Mileage between Radio Aids, Reporting Points, and Route Breaks

R-275

Transition Route

Radial line and value

Lost Communications Track

Visual Flight Path

V12

Airway/Jet Route Identification

J80

Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

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

Block Altitude

12000

Top altitude restriction

5000

TOP ALTITUDE:

INDICATED AIRSPEED

175K

120K

250K

Mandatory Airspeed

Minimum Airspeed

Maximum Airspeed

AIRPORTS

Civil

Military

Heliport

Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

4500

090°

270°

4100

5300

4700

(MSA CRW 2.5 NM)

090°

270°

4100

5300

4700

(MSA AIA 2.5 NM)

(arrows on distance circle identify sectors)
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.

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel ##
- Tanks
- Obstructions
- Airport Beacon #
- Runway Radar Reflectors
- Bridges
- Control Tower #

Wind Cone
- Unlit
- Lit

Landing Tee
- Tetrahedron

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

## See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

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
- Runway Slope
- 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.

NOTE:
- 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 □ symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

SCOPE
- The airport sketch box includes the final approach course or final approach course extended.

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.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., 🟢, ⬤ etc.

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

<table>
<thead>
<tr>
<th>CATEGORY I APPROACH LIGHTING SYSTEM</th>
<th>SHORT APPROACH LIGHTING SYSTEM</th>
<th>MEDIUM INTENSITY APPROACH LIGHTING SYSTEM</th>
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<tr>
<td>🟢ALSF-1</td>
<td>🟢SALS/SALSF</td>
<td>🟢MALS/ODALS</td>
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<td><img src="image2" alt="SALS/SALSF Diagram" /></td>
<td><img src="image3" alt="MALS/ODALS Diagram" /></td>
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<tr>
<td><strong>CATEGORY II APPROACH LIGHTING SYSTEM</strong></td>
<td><strong>SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM</strong></td>
<td><strong>OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM</strong></td>
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<td>🟢SSALR</td>
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<td><img src="image5" alt="SSALR Diagram" /></td>
<td><img src="image6" alt="ODALS Diagram" /></td>
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<td><strong>MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS</strong></td>
<td><strong>NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS</strong></td>
<td><strong>RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS</strong></td>
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<tr>
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<td></td>
<td><strong>NOTE IN SKETCH E.G. &quot;TDZ/CL Rwy 15&quot;</strong></td>
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**LEGEND 22195**

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, \( \bigcirc \), \( \bigcirc \) etc.

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

**LEGEND 22195**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**APPROACH LIGHTING SYSTEM - UNITED STATES**

**P**

**PRECISION APPROACH PATH INDICATOR**

PAPI

Too low

Slightly low

On correct approach path

Slightly high

Too high

Legend: \( \Box \) White \( \bigcirc \) Red

**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 WHITE — TOO LOW

**VASI 2**

**VASI 4**

**VASI 12**

Threshold

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

**TRCV**

Above Glide Path

On Glide Path

Below Glide Path

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.

**ALIGNMENT OF ELEMENTS SYSTEMS**

**APAP**

Above glide path

On Glide Path

Below Glide Path

Painted panels which may be lighted at night.

To use the system the pilot positions the aircraft so the elements are in alignment.
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See the Chart Supplement for a complete listing.
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#### Additional Information

- **RNAV (GPS) RWY 03**: This page includes RNAV (GPS) RWY 03.
- **RNAV (GPS) RWY 05**: Details on RNAV (GPS) RWY 05 and other related details are present.
- **ILS OR LOC RWY 31**: Information on ILS or LOC RWY 31 is included.
- **VOR RWY 28**: VOR RWY 28 details are included.
- **ALTERNATE MINIMUMS**: Sections are dedicated to various minimums including ALTERNATE MINIMUMS, TAKEOFF MINIMUMS, RADAR MINIMUMS, and HOT SPOT.
- **INDEX**: A comprehensive index is provided for quick reference.

For detailed information, please refer to the full document or specific sections as indicated.
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**PRINCETON(39N)**

**TAKEOFF MINIMUMS**

**ALTERNATE MINIMUMS**

**VOR-RWY**

**DPS**

**RANDALL**

**--- SEE MIDDLETOWN, NY**

**READINGTON, NJ**

**SOLBERG/HUNTERDON(N51)**

**TAKEOFF MINIMUMS**

**ALTERNATE MINIMUMS**

**VOR-RWY**

**REPUBLIC**

**--- SEE FARMINGDALE, NY**

**ROBBINSVILLE, NJ**

**TRENTON-ROBBINSVILLE(N87)**

**TAKEOFF MINIMUMS**

**ALTERNATE MINIMUMS**

**VOR-RWY**

**ROCHESTER, NY**

**FREDERICK DOUGLASS/GREATER ROCHELLE INTL(ROC)**

**TAKEOFF MINIMUMS**

**ALTERNATE MINIMUMS**

**STAR**

**VOR-RWY**

**ROME, NY**

**GRIFFISS INTL(RME)**

**TAKEOFF MINIMUMS**

**ALTERNATE MINIMUMS**

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## INDEX OF TERMINAL CHARTS AND MINIMUMS

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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.

AKRON, NY

AKRON/JESSON FLD (9G3)

TAKOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ATCMT 1A 20JUN19 (21224) (FAA)

TAKOFF OBSTACLE NOTES:

Rwy 7, tree, lighting beginning 6' from DER, 77' left of centerline, up to 891' MSL.

L2

Rwy 25, sign 7' from DER, 368' right of centerline, 366' MSL.

Fence 13' from DER, 319' right of centerline, 834' 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 2680' 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 7, tree, lighting beginning 6' from DER, 77' left of centerline, up to 891' MSL.

L2

Rwy 25, sign 7' from DER, 368' right of centerline, 366' MSL.

Fence 13' from DER, 319' right of centerline, 834' 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 2680' 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.
TAKEOFF MINIMUMS, OBSTACLE DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ALBANY, NY
ALBANY INTL (ALB)

TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES
AMDT 14 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1½ or std. w/min. climb of 378' per NM to 1100.
Rwy 28, 300-1½ or std. w/min. climb of 524' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 10, climb on heading 110° to 2000 before turning north.
Rwy 19, climb on heading 191° to 1400 before turning west.
Rwy 28, climb on heading 281° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, pole 5' from DER, 5' right of centerline, 26' AGL/281' MSL.
Building 1095' from DER, 574' right of centerline, 34' AGL/314' MSL.
Tree 1155' from DER, 694' right of centerline, 332' MSL.
Trees beginning 1355' from DER, 770' right of centerline, up to 343' MSL.
Trees beginning 1499' from DER, 148' right of centerline, up to 348' MSL.
Catenary 1690' from DER, 929' left of centerline, 50' AGL/325' MSL.
Tree 1884' from DER, 938' left of centerline, 335' MSL.
Trees beginning 2088' from DER, 897' left of centerline, up to 348' MSL.
Trees beginning 2324' from DER, 918' left of centerline, up to 102' AGL/362' MSL.
Tree 2352' from DER, 883' right of centerline, 351' MSL.
Tree 2385' from DER, 1066' left of centerline, 364' MSL.
Tree 2390' from DER, 881' right of centerline, 113' AGL/354' MSL.
Trees beginning 2432' from DER, 581' left of centerline, up to 365' MSL.
Trees beginning 2500' from DER, 858' right of centerline, up to 355' MSL.
Trees beginning 2703' from DER, 283' right of centerline, up to 358' MSL.
Trees beginning 2733' from DER, 113' right of centerline, up to 362' MSL.
Tree 3023' from DER, 979' right of centerline, 106' AGL/363' MSL.
Tree 3080' from DER, 1076' right of centerline, 366' MSL.

Rwy 10, pole 5' from DER, 52' right of centerline, 8' AGL/277' MSL.
Pol. 5' from DER, 51' left of centerline, 8' AGL/277' MSL.

Tree 1159' from DER, 423' right of centerline, 297' MSL.

Trees beginning 282' from DER, 535' right of centerline, up to 343' MSL.
Vehicle on roadway 303' from DER, 500' left of centerline, 290' MSL.
Tree 358' from DER, 555' left of centerline, 345' MSL.
Tree 422' from DER, 582' left of centerline, 346' MSL.
Trees, pole beginning 459' from DER, 341' left of centerline, up to 92' AGL/352' MSL.
Tree 491' from DER, 571' right of centerline, up to 81' AGL/349' MSL.
Trees beginning 551' from DER, 130' right of centerline, up to 351' MSL.
Trees beginning 909' from DER, 267' left of centerline, up to 354' MSL.
Trees beginning 1141' from DER, 13' right of centerline, up to 354' MSL.
Trees beginning 1156' from DER, 244' left of centerline, up to 360' MSL.
Trees beginning 1235' from DER, 93' right of centerline, up to 362' MSL.
Trees, vehicle on roadway beginning 1243' from DER, 13' left of centerline, up to 367' MSL.
Tree 1269' from DER, 411' right of centerline, 97' AGL/366' MSL.
Trees beginning 1286' from DER, 79' right of centerline, up to 372' MSL.
Trees beginning 1570' from DER, 38' left of centerline, up to 391' MSL.
Trees, poles, building beginning 1671' from DER, 2' left of centerline, up to 402' MSL.
Tree 1705' from DER, 92' right of centerline, up to 372' MSL.
Trees beginning 2334' from DER, 70' right of centerline, up to 381' MSL.
Trees beginning 2473' from DER, 254' right of centerline, up to 383' MSL.
Trees beginning 2537' from DER, 22' right of centerline, up to 389' MSL.
Trees beginning 2697' from DER, 36' right of centerline, up to 401' MSL.
Trees beginning 3089' from DER, 274' right of centerline, up to 402' MSL.
Trees beginning 3446' from DER, 14' left of centerline, up to 408' MSL.
Trees beginning 3805' from DER, 67' right of centerline, up to 404' MSL.
Tree 3944' from DER, 276' right of centerline, 408' MSL.
Trees beginning 3967' from DER, 155' right of centerline, up to 415' MSL.
Trees beginning 4183' from DER, 106' right of centerline, up to 417' MSL.
Trees beginning 4319' from DER, 221' left of centerline, up to 413' MSL.
Trees beginning 4326' from DER, 130' right of centerline, up to 424' MSL.
Tree 4594' from DER, 224' left of centerline, 424' MSL.
Tree, pole beginning 4702' from DER, 95' left of centerline, up to 426' MSL.
Building, vegetation beginning 4725' from DER, 382' right of centerline, up to 22' AGL/425' MSL.
Building, terrain, tree, towers beginning 4924' from DER, 136' right of centerline, up to 14' AGL/427' 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, pole 1041' from DER, 775' left of centerline, 29' AGL/318' MSL.
Trees beginning 1085' from DER, 679' right of centerline, up to 331' MSL.
Tree 1724' from DER, 788' right of centerline, 332' MSL.
Tree 1986' from DER, 707' right of centerline, 348' MSL.
Trees beginning 1998' from DER, 562' right of centerline, up to 369' MSL.
Trees beginning 2487' from DER, 990' right of centerline, up to 377' MSL.
Tree 2713' from DER, 1178' left of centerline, 364' MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ALBANY, NY (CON’T)

ALBANY INTL (ALB) (CON’T)

Rwy 19 (CON’T), trees beginning 3069’ from DER, 1092’ right of centerline, up to 96’ AGL/386’ MSL.
Tree 3927’ from DER, 1436’ right of centerline, 397’ MSL.
Trees beginning 3978’ from DER, 1168’ right of centerline, up to 399’ MSL.
Tree 4358’ from DER, 1190’ right of centerline, 400’ MSL.

Rwy 28, pole 6’ from DER, 51’ right of centerline, 9’ AGL/278’ MSL.
Electrical system 23’ from DER, 427’ right of centerline, 19’ AGL/280’ MSL.

Pole 39’ from DER, 124’ left of centerline, 9’ AGL/278’ MSL.

Building, pole beginning 694’ from DER, 490’ left of centerline, up to 44’ AGL/325’ MSL.

Tree, pole, terrain beginning 827’ from DER, 490’ left of centerline, up to 44’ AGL/325’ MSL.

ALBION, NY

PINE HILL (9G6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  16MAR81  (22251)  (FAA)

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  (22195)  (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 400-2½.

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.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ANDOVER, NJ (CON’T)
AEROFLEX/ANDOVER (12N) (CON’T)

Rwy 3 (CON’T), 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.
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 1809’ from DER, 588’ right of centerline, up to 100’ AGL/773’ MSL.
Trees beginning 3291’ from DER, 826’ 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 666’ 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 1117’ 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.
Trees 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, 652’ 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, 568’ left of centerline, 100’ AGL/806’ MSL.
Trees beginning 5828’ from DER, 140’ left of centerline, up to 100’ AGL/822’ MSL.
Trees beginning 5906’ 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, NAVIDA 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, 614’ right of centerline, up to 117’ MSL.
Tree 1785’ from DER, 922’ right of centerline, 118’ MSL.

Rwy 22, terrain and NAVIDA 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.

CON’T
ATLANTIC CITY, NJ (CON’T)
ATLANTIC CITY INTL (ACY) (CON’T)

Rwy 22 (CON’T), 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.
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 2409’ 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 EXEC (BLM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3  20JUN19 (21112) (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 Exec 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 929’ 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.
NE-2, 30 NOV 2023 to 25 JAN 2024

BERLIN, NJ
PINE VALLEY (19N)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  13NOV14  (23278)  (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 600-1½ or std w/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 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 FLD (BGM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  05JUN08  (21112)  (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.
Rwy 10, trees beginning 882' from DER, 568' left of centerline up to 100' AGL/764' MSL.
Trees beginning 3049' from DER, 1253' left of centerline up to 100' AGL/759' 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, trees beginning 1820' from DER, 769' right of centerline up to 100' AGL/769' 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
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, 142' 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, 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.
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 OBSTACLE NOTES:
Rwy 10, NA - Obstacles.
Rwy 22, 300-1/4 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.

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/263’ MSL.
Trees beginning 51’ from DER, 176’ left of centerline, up to 48’ AGL/214’ MSL.
Trees, buildings, traverse way, poles, fence 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’ right 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.

NE-2, 30 NOV 2023 to 25 JAN 2024
CORTLAND, NY
CORTLAND COUNTY/CHASE FLD (N03)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 31MAY12 (21336) (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 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 3 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, 700-3 w/min. climb of 501' per NM to 2900, or std. w/min. climb of 513' per NM to 2900, or 2100-3 for climb in visual conditions.
Rwy 32, 700-2¾ w/min. climb of 331' per NM to 2200, or std. w/min. climb of 419' per NM to 1800, or 2100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 14, climb on heading 137° to 2100 before proceeding on course.
Rwy 32, climb on heading 317° to 2400 before proceeding on course.

VCOA:
Rwys 14, 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dansville Muni airport at or above 2600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, general utility 55' from DER, 318’ right of centerline, 662’ MSL.
Tree, building beginning 53’ from DER, 309’ left of centerline, up to 686’ MSL.
Vehicle on road 140’ from DER, 492’ right of centerline, 672’ MSL.
Trees, building, vehicles on road, pole beginning 152’ from DER, 55’ left of centerline, up to 43’ AGL/702’ MSL.
Vehicle on road 182’ from DER, 532’ right of centerline, 675’ MSL.
Pole, vehicle on road, building beginning 312’ from DER on centerline, up to 689’ MSL.
Trees beginning 409’ from DER, 1’ left of centerline, up to 725’ MSL.
Pole, vehicle on road beginning 509’ from DER, 161’ right of centerline, up to 697’ MSL.
Tree 518’ from DER, 70’ right of centerline, 38’ AGL/701’ MSL.
Trees, building, vehicles on road beginning 530’ from DER, 31’ right of centerline, up to 38’ AGL/702’ MSL.
Trees, poles, vehicles on road, building beginning 594’ from DER, 1’ right of centerline, up to 731’ MSL.
Tree, pole beginning 817’ from DER, 14’ left of centerline, up to 64’ AGL/729’ MSL.
Tree, pole beginning 1191’ from DER, 103’ left of centerline, up to 62’ AGL/730’ MSL.
Tree, building, pole beginning 1198’ from DER, 190’ left of centerline, up to 64’ AGL/732’ MSL.
Tree 1199’ from DER, 13’ right of centerline, 66’ AGL/734’ MSL.
Trees beginning 1208’ from DER, 15’ right of centerline, up to 71’ AGL/740’ MSL.
Trees, poles, building beginning 1259’ from DER, 44’ left of centerline, up to 69’ AGL/738’ MSL.
Trees, building, poles beginning 1614’ from DER, 237’ left of centerline, up to 751’ MSL.
Trees, building beginning 1705’ from DER, 284’ right of centerline, up to 743’ MSL.
Trees beginning 1764’ from DER, 25’ right of centerline, up to 748’ MSL.
Trees, pole beginning 1825’ from DER, 29’ right of centerline, up to 78’ AGL/754’ MSL.
Trees beginning 1887’ from DER, 503’ left of centerline, up to 757’ MSL.
Trees, pole beginning 1996’ from DER, 222’ left of centerline, up to 763’ MSL.
Trees beginning 2016’ from DER, 447’ left of centerline, up to 768’ MSL.
Trees, pole beginning 2073’ from DER, 27’ right of centerline, up to 762’ MSL.
CONT
DANSVILLE MUNI (DSV) (CON’T)

Rwy 14 (CON’T), trees, buildings, pole beginning 2183’ from DER, 17’ left of centerline, up to 772’ MSL.
Trees beginning 2210’ from DER, 37’ right of centerline, up to 768’ MSL.
Trees beginning 2581’ from DER, 61’ right of centerline, up to 87’ AGL/770’ MSL.
Trees, poles, antenna, tower beginning 2726’ from DER, 28’ right of centerline, up to 775’ MSL.
Trees beginning 3074’ from DER, 76’ left of centerline, up to 780’ MSL.
Trees, building beginning 3109’ from DER, 18’ left of centerline, up to 86’ AGL/782’ MSL.
Trees beginning 3523’ from DER, 699’ right of centerline, up to 782’ MSL.
Tree 3536’ from DER, 785’ left of centerline, 783’ MSL.
Trees beginning 3556’ from DER, 316’ left of centerline, up to 787’ MSL.
Trees, pole beginning 3821’ from DER, 242’ right of centerline, up to 785’ MSL.
Trees, building beginning 3862’ from DER, 168’ left of centerline, up to 792’ MSL.
Trees beginning 4119’ from DER, 546’ right of centerline, up to 792’ MSL.
Trees beginning 4231’ from DER, 666’ right of centerline, up to 796’ MSL.
Trees, building beginning 4307’ from DER, 164’ left of centerline, up to 809’ MSL.
Trees, antenna, building beginning 4358’ from DER, 237’ right of centerline, up to 799’ MSL.
Trees beginning 4416’ from DER, 399’ left of centerline, up to 812’ MSL.
Trees beginning 4658’ from DER, 262’ right of centerline, up to 804’ MSL.
Building, trees beginning 4800’ from DER, 23’ right of centerline, up to 824’ MSL.
Buildings, trees beginning 4825’ from DER, 189’ left of centerline, up to 101’ AGL/818’ MSL.
Spire, trees beginning 4917’ from DER, 14’ left of centerline, up to 151’ AGL/871’ MSL.
Trees beginning 5807’ from DER, 252’ right of centerline, up to 829’ MSL.
Trees beginning 1 NM from DER, 605’ right of centerline, up to 839’ MSL.
Trees, building beginning 1.1 NM from DER, 640’ left of centerline, up to 933’ MSL.
Trees beginning 1.1 NM from DER, 1109’ right of centerline, 849’ MSL.
Trees, catenaries, poles, terrain beginning 1.2 NM from DER, 136’ left of centerline, up to 946’ MSL.
Trees beginning 1.2 NM from DER, 1170’ right of centerline, up to 863’ MSL.
Trees, pole beginning 1.3 NM from DER, 3’ right of centerline, up to 922’ MSL.
Trees, terrain beginning 1.3 NM from DER, 360’ left of centerline, up to 957’ MSL.
Trees, terrain, catenaries, pole beginning 1.4 NM from DER, 51’ left of centerline, up to 1040’ MSL trees, poles, terrain beginning 1.5 NM from DER, 1018’ left of centerline, up to 1248’ MSL trees, pole, catenary beginning 1.5 NM from DER, 108’ right of centerline, up to 943’ MSL.
Trees beginning 1.6 NM from DER, 31’ left of centerline, up to 1291’ MSL trees, catenary beginning 1.6 NM from DER, 57’ right of centerline, up to 89’ AGL/952’ MSL.
Trees, antenna 1.7 NM from DER, 592’ right of centerline, 971’ MSL.
Trees beginning 1.8 NM from DER, 942’ right of centerline, up to 986’ MSL.
Trees beginning 1.9 NM from DER, 32’ right of centerline, up to 1032’ MSL.
Trees beginning 2.1 NM from DER, 1227’ right of centerline, up to 1049’ MSL.
Trees beginning 2.2 NM from DER, 417’ right of centerline, up to 1127’ MSL.
Trees beginning 2.3 NM from DER, 918’ right of centerline, up to 1158’ MSL.
Trees, terrain beginning 2.4 NM from DER, 470’ left of centerline, up to 1298’ MSL.
Trees beginning 2.4 NM from DER, 397’ right of centerline, up to 1194’ MSL.
Tree 2.5 NM from DER, 1489’ left of centerline, 1176’ MSL.
Rwy 32, trees, vehicle on road beginning 77’ from DER, 277’ left of centerline, up to 674’ MSL.
Tree, pole beginning 196’ from DER, 263’ left of centerline, up to 61’ AGL/694’ MSL.
Vehicle on road 302’ from DER, 542’ right of centerline, 654’ MSL.
Crane, vehicle on road beginning 348’ from DER, 118’ left of centerline, up to 695’ MSL.
Trees, building beginning 400’ from DER, 397’ right of centerline, up to 678’ MSL.
Cranes, buildings, trees beginning 685’ from DER, 188’ left of centerline, up to 734’ MSL.
Trees, building beginning 719’ from DER, 189’ right of centerline, up to 53’ AGL/681’ MSL.
Trees beginning 829’ from DER, 253’ right of centerline, up to 698’ MSL.
Trees beginning 896’ from DER, 591’ right of centerline, up to 709’ MSL.
Tree 3250’ from DER, 170’ right of centerline, 101’ AGL/717’ MSL.
Tree 4864’ from DER, 1620’ left of centerline, 764’ MSL.
Tree 1.1 NM from DER, 2435’ left of centerline, 825’ MSL.
Trees beginning 1.3 NM from DER, 2171’ left of centerline, up to 934’ MSL.
Trees beginning 1.4 NM from DER, 2152’ left of centerline, up to 999’ MSL.
Trees, terrain beginning 1.5 NM from DER, 1631’ left of centerline, up to 1123’ MSL trees beginning 1.6 NM from DER, 1520’ left of centerline, up to 1141’ MSL.
Trees beginning 1.8 NM from DER, 1160’ left of centerline, up to 1237’ MSL.
Trees, pole beginning 2 NM from DER, 588’ left of centerline, up to 1239’ MSL.
Trees, pole, terrain beginning 2.1 NM from DER, 236’ left of centerline, up to 1260’ MSL.
Trees, pole beginning 2.4 NM from DER, 219’ left of centerline, up to 100’ AGL/1282’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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.

DEPARTURE PROCEDURE:
Rwy 6, climb heading 059° to 1900 before turning.
Rwy 15, climb heading 149° to 3400 before turning.

CON’T
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.

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.
Tree 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.
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, 30' 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, 881' right of centerline, up to 1159' MSL.
Tree, pole, and transmission line beginning 1324' from DER, 82' right of centerline, up to 745' MSL.
Trees beginning 1359' from DER, 3174' right of centerline, 1143' MSL.
Tree 1407' from DER, 3804' right of centerline, 1149' MSL.
Tree 1453' from DER, 105' right of centerline, 749' 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.

CON’T
DUNKIRK, NY (CON’T)

CHAUTAUQUA COUNTY/ DUNKIRK (D KK) (CON’T)

Trees beginning 1.6 NM from DER, 1733’ left of centerline, up to 954’ MSL.

Tree 1.5 NM from DER, 1372’ left of centerline, 936’ MSL.

Tree 1.4 NM from DER, 1348’ left of centerline, 928’ MSL.

Trees beginning 1.3 NM from DER, 910’ left of centerline, up to 912’ MSL.

Trees beginning 1.3 NM from DER, 1370’ left of centerline, up to 916’ 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.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DUNKIRK, NY (CON’T)
CHAUTAUQUA COUNTY/ DUNKIRK (DKK) (CON’T)

Rwy 15 (CON’T), 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, 89’ 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’ right 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.

DUNKIRK, NY (CON’T)

EAST HAMPTON, NY
EAST HAMPTON TOWN (JPX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08SEP22 (22251) (FAA)
TAKEOFF MINIMUMS:

Rwy 34, 300-1¼ or std. w/min. climb of 455’ per NM to 400.

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees, vehicles on road, pole beginning 108’ from DER, 244’ left of centerline, up to 52’ AGL/85’ MSL.
Trees, pole, vehicle on road beginning 297’ from DER, on centerline, up to 52’ AGL/79’ MSL.
Trees beginning 580’ from DER, 297’ left of centerline, up to 60’ AGL/93’ MSL.
Trees beginning 580’ from DER, 289’ right of centerline, up to 61’ AGL/88’ MSL.
Tree 1105’ from DER, 428’ left of centerline, 56’ AGL/95’ MSL.
Trees beginning 1113’ from DER, 406’ 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, 519’ left of centerline, 58’ AGL/99’ MSL.

Rwy 16, trees, vehicle on road 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, train on railroad tracks beginning 770’ from DER, 4’ left of centerline, up to 50’ AGL/76’ MSL.
Tree 1902’ from DER, 312’ right of centerline, 139’ MSL.

Rwy 28, trees beginning 53’ from DER, 288’ 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, 398’ right of centerline, 57’ AGL/117’ MSL.
Trees beginning 786’ from DER, 303’ left of centerline, up to 52’ AGL/115’ MSL.
Trees beginning 786’ from DER, 421’ right of centerline, 53’ AGL/118’ MSL.
Tree 1052’ from DER, 430’ right of centerline, 59’ AGL/123’ MSL.
Trees beginning 1170’ from DER, 262’ right of centerline, up to 67’ AGL/128’ MSL.
Trees beginning 1690’ from DER, 6’ 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, 366’ left of centerline, 64’ AGL/133’ MSL.
Trees beginning 2533’ from DER, 307’ left of centerline, up to 67’ AGL/137’ MSL.
Trees beginning 2695’ from DER, 282’ left of centerline, up to 66’ AGL/138’ MSL.
Tree 3245’ from DER, 474’ right of centerline, 60’ AGL/141’ MSL.
Trees beginning 3293’ from DER, 337’ right of centerline, up to 65’ AGL/143’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EAST HAMPTON, NY (CON’T)

EAST HAMPTON TOWN (JPX) (CON’T)

Rwy 34, trees, vehicles on road 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, 189’ left of centerline, 41’ AGL/81’ MSL.

Tree 654’ from DER, 212’ left of centerline, 48’ AGL/86’ MSL.

Transmission line 1580’ from DER, 20’ left of centerline, 65’ AGL/103’ MSL.

Transmission line 2160’ from DER, 679’ left of centerline, 90’ AGL/144’ MSL.

Transmission line, trees beginning 2492’ from DER, 498’ left of centerline, up to 68’ AGL/161’ MSL.

Tree 3500’ from DER, 506’ left of centerline, 239’ 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.

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 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, 500-2½ 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.

Trees 1944’ 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, 964’ MSL.

Tree 701’ from DER, 498’ right of centerline, 969’ MSL.

Tree 767’ from DER, 666’ left of centerline, 987’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ELMIRA, NY (CON’T)

ELMIRA/CORNING RGNL (ELM) (CON’T)

Rwy 10 (CON’T), 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, buildings 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, buildings 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, 884’ right of centerline, 1013’ MSL.

Poles beginning 2804’ from DER, 129’ right of centerline, up to 47’ AGL/1021’ MSL.

Tree 3522’ from DER, 1786’ right of centerline, 1096’ MSL.

Trees beginning 3560’ from DER, 1787’ right of centerline, up to 1152’ MSL.

Tree 3617’ from DER, 1992’ right of centerline, 1160’ MSL.

Trees beginning 3776’ from DER, 1776’ right of centerline, up to 1117’ MSL.

Trees beginning 4886’ 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 4.6 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, 59’ right of centerline, 975’ MSL.

Trees beginning 1667’ from DER, 529’ left of centerline, up to 1096’ 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.

Pole, poles, trees 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, 416’ left of centerline, 78’ AGL/907’ MSL.
Multiple trees and tower 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/173’ 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.
Pole 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 FLD (0B8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03DEC98 (21196) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 300-1 or std. w/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.

GLENS FALLS, NY
FLOYD BENNETT MEML (GFL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22APR21 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, std. w/min. climb of 408’ per NM to 2100 or 2000-3 for VCOA.
Rwy 30, std. w/min. climb of 350’ per NM to 2200 or 2000-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 1, climbing right turn on heading 192° to 2100 before proceeding on course.
Rwy 12, climbing right turn on heading 206° to 1500 before proceeding on course.
Rwy 19, climbing on heading 192° to 1400 before proceeding on course.
Rwy 30, climbing left turn on heading 169° to 2200 before proceeding on course.
VCOA:
Rwys 1, 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Floyd Bennett Meml airport at or above 2200 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, terrain 81’ from DER, 464’ left of centerline, 330’ MSL.
Vegetation beginning 88’ from DER, 429’ right of centerline, up to 336’ MSL.
Vegetation 135’ from DER, 505’ left of centerline, 332’ MSL.
Poles, trees beginning 923’ from DER, 544’ left of centerline, up to 29’ AGL/366’ MSL.
Poles, trees, building beginning 1422’ from DER, 25’ right of centerline, up to 72’ AGL/413’ MSL.
Poles, trees, building beginning 1520’ from DER, 64’ left of centerline, up to 31’ AGL/374’ MSL.
Building, trees beginning 2973’ from DER, 239’ left of centerline, up to 25’ AGL/428’ MSL.
Tree 3091’ from DER, 1139’ left of centerline, 484’ MSL.
Poles, trees, buildings, vegetation beginning 3155’ from DER, 92’ left of centerline, up to 475’ MSL.
Antenna, towers, trees beginning 5139’ from DER, 3’ left of centerline, up to 61’ AGL/477’ MSL.
Rwy 12, vegetation, trees beginning 109’ from DER, 297’ right of centerline, up to 7’ AGL/327’ MSL.
Terrain beginning 183’ from DER, 339’ left of centerline, up to 334’ MSL.
Poles, vegetation, trees, buildings beginning 758’ from DER, 395’ left of centerline, up to 30’ AGL/374’ MSL.
Buildings, trees, water tower, vehicle on road beginning 778’ from DER, 3’ right of centerline, up to 32’ AGL/371’ MSL.
Poles, trees, buildings beginning 908’ from DER, 341’ right of centerline, up to 87’ AGL/429’ MSL.
Trees beginning 1026’ from DER, 72’ left of centerline, up to 425’ MSL.
Trees beginning 1346’ from DER, 37’ right of centerline, up to 403’ MSL.
Rwy 19, trees beginning 2113’ from DER, 580’ right of centerline, up to 380’ MSL.
Buildings, trees, poles beginning 2335’ from DER, 839’ left of centerline, up to 15’ AGL/388’ MSL.
Poles, trees beginning 2844’ from DER, 763’ left of centerline, up to 32’ AGL/408’ MSL.
Trees beginning 4029’ from DER, 241’ right of centerline, up to 424’ MSL.
Rwy 30, trees, terrain, vegetation beginning 27’ from DER, 255’ left of centerline, up to 364’ MSL.
Terrain beginning 41’ from DER, 369’ right of centerline, up to 343’ MSL.
Vegetation, terrain, trees beginning 994’ from DER, 51’ right of centerline, up to 358’ MSL.
Trees beginning 1020’ from DER, 2’ left of centerline, up to 408’ MSL.
Building, trees, poles beginning 1506’ from DER, 52’ right of centerline, up to 27’ AGL/400’ MSL.
Poles, trees, buildings beginning 2425’ from DER, 42’ left of centerline, up to 33’ AGL/402’ MSL.
Buildings, poles, trees beginning 2522’ from DER, 33’ right of centerline, up to 34’ AGL/408’ MSL.
Trees beginning 2766’ from DER, 20’ left of centerline, up to 413’ MSL.
HAMILTON, NY
HAMILTON MUNI (VGC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 10OCT19 (19283) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 500-2/2 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:
Rwys 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 3946’ 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.

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.

CON’T
Hudson, NY (Con’t)
Columbia County (B1) (Con’t)

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.

Ithaca, NY
Ithaca Tompkins Intl (ITH)
Takeoff Minimums and (Obstacle) Departure Procedures
AMDT 5 08APR10 (23250) (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.

Takeoff Obstacle Notes:
Rwy 14, trees beginning 569’ from DER, 527’ right of centerline, up to 100’ AGL/1599’ MSL.
Trees beginning 1831’ from DER, 767’ left of centerline, up to 100’ AGL/1780’ MSL.
Trmsn pole and towers beginning 1952’ from DER, 330’ right of centerline, up to 52’ AGL/1151’ MSL.
Tower 2.46 NM from DER, 4420’ left of centerline, up to 100’ AGL/1620’ MSL.
Rwy 32, trees beginning 338’ from DER, 380’ right of centerline, up to 100’ AGL/1219’ MSL.
Trees beginning 1265’ from DER, 462’ left of centerline, up to 100’ AGL/1179’ MSL.

 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 building 527’ from DER, 188’ right of centerline, up to 48’ AGL/1768’ MSL.
Con’t
JAMESTOWN, NY (CON'T)
CHAUTAUQUA COUNTY/JAMESTOWN (JHW) (CON'T)

Rwy 13 (CON'T), 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, 570' 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' right 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. Fence 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. 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 5522' 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.
DIVERSE VECTOR AREA (RADAR VECTORS)

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 fence 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, 1906' 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.

Trees beginning 1062' from DER, 77' left of centerline, up to 1871' MSL.

Trees, 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 1325' from DER, 846' 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.

Trees, buildings, tree 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.

DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

LAKEHURST, NJ
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05OCT23 (23278) (USN)
TAKEOFF OBSTACLE NOTES:
Rwy 6, terrain 0’ from DER, 500’ right of centerline, 105’ MSL.
Terrain 150’ from DER, 540’ left of centerline, 120’ MSL.
Terrain 173’ from DER, 546’ left of centerline, 120’ MSL.
Terrain 957’ from DER, 668’ left of centerline, 128’ MSL.
Rwy 15, terrain 0’ from DER, 500’ right of centerline, 96’ MSL.
Terrain 0’ from DER, 500’ left of centerline, 98’ MSL.
Rwy 24, terrain 0’ from DER, 41’ left of centerline, 104’ MSL.
Terrain 190’ from DER, 551’ right of centerline, 101’ MSL.
Rwy 33, terrain 127’ from DER, 534’ right of centerline, 112’ MSL.
Terrain 507’ from DER, 636’ right of centerline, 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.

LANCASTER, NY
BUFFALO-LANCASTER RGNL (BQR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29DEC22 (22363) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, train on railway beginning at DER, 221’ right of centerline, parallel to centerline, up to 21’ AGL/780’ MSL.
Tree, vehicles on roads beginning 81’ from DER, 225’ left of centerline, up to 777’ MSL.
Tree 103’ from DER, 169’ right of centerline, 793’ MSL.
Trees, beginning 124’ from DER, 337’ right of centerline, up to 52’ AGL/794’ MSL.
Tree 195’ from DER, 534’ left of centerline, 802’ MSL.
Trees, vehicles on roads, buildings beginning 310’ from DER, 229’ left of centerline, up to 811’ MSL.
Trees beginning 532’ from DER, 371’ right of centerline, up to 805’ MSL.
Tree 712’ from DER, 312’ right of centerline, 817’ MSL.
Trees beginning 724’ from DER, 335’ right of centerline, up to 826’ MSL.
Trees beginning 1166’ from DER, 132’ right of centerline, up to 843’ MSL.
Trees beginning 2804’ from DER, 1239’ left of centerline, up to 838’ MSL.
Tree 3164’ from DER, 1300’ left of centerline, 845’ MSL.
Tree 3352’ from DER, 1310’ left of centerline, 851’ MSL.
Trees beginning 3391’ from DER, 312’ right of centerline, up to 849’ MSL.
Tree 3603’ from DER, 1363’ left of centerline, 861’ MSL.
Antenna, tree beginning 3863’ from DER, 1313’ right of centerline, up to 143’ AGL/900’ MSL.
Trees beginning 4252’ from DER, 1599’ left of centerline, up to 100’ AGL/879’ MSL.
Trees beginning 4857’ from DER, 1780’ left of centerline, up to 100’ AGL/881’ MSL.
Rwy 27, train on railway beginning at DER, 222’ left of centerline, parallel to centerline, up to 21’ AGL/774’ MSL.
Trees beginning 50’ from DER, 170’ left of centerline, up to 76’ AGL/826’ MSL.
Terrain beginning 54’ from DER, 371’ right of centerline, 753’ MSL.
Trees beginning 105’ from DER, 232’ right of centerline, up to 811’ MSL.
Trees, vegetation, transmission line, poles beginning 115’ from DER, 142’ left of centerline, up to 87’ AGL/838’ MSL.
Trees, poles beginning 538’ from DER, 48’ right of centerline, up to 819’ MSL.
Trees, pole, vehicles on road beginning 1397’ from DER, 266’ left of centerline, up to 839’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NE-2, 30 NOV 2023 to 25 JAN 2024
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.
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 2  12AUG21  (21224)  (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 900-2½ w/min. climb of 400’ per NM to 1600 or 1600-3 for VCOA.
Rwy 19, 300-1½ or std. w/min. climb gradient of 253’ per NM to 600.
DEPARTURE PROCEDURE:
Rwy 1, climb on heading 008° to 1300 before proceeding on course.
Rwy 19, climb on heading 188° to 1000 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 85’ from DER, 479’ right of centerline, 56’ AGL/237’ MSL.
Tree, pole beginning 126’ from DER, 431’ left of centerline, up to 46’ AGL/225’ MSL.
Trees beginning 292’ from DER, 493’ right of centerline, up to 69’ AGL/249’ MSL.
Tree 1.4 NM from DER, 2592’ left of centerline, 71’ AGL/700’ MSL.
Tree 1.4 NM from DER, 2680’ left of centerline, 80’ AGL/737’ MSL.
Trees beginning 1.4 NM from DER, 2400’ left of centerline, up to 77’ AGL/753’ MSL.
Trees beginning 1.4 nm from DER, 2304’ left of centerline, up to 67’ AGL/758’ MSL.
Trees beginning 1.5 NM from DER, 2121’ left of centerline, up to 60’ AGL/768’ MSL.
Trees 1.6 NM from DER, 333’ left of centerline, up to 200’ AGL/919’ MSL.
Tree 1.7 NM from DER, 149’ right of centerline, 200’ AGL/762’ MSL.
Tree 1.8 NM from DER, 403’ right of centerline, 200’ AGL/765’ MSL.
Trees beginning 1.8 NM from DER, 62’ right of centerline, up to 200’ AGL/860’ MSL.
Trees beginning 1.8 NM from DER, 83’ right of centerline, up to 200’ AGL/919’ MSL.
Trees beginning 1.9 NM from DER, 17’ right of centerline, up to 200’ AGL/935’ MSL.
Rwy 19, trees beginning 279’ from DER, 360’ left of centerline, up to 91’ AGL/269’ MSL.
Tree 290’ from DER, 350’ right of centerline, 80’ AGL/258’ MSL.
Trees beginning 327’ from DER, 274’ right of centerline, up to 93’ AGL/273’ MSL.
Tower 4213’ from DER, 461’ right of centerline, 131’ AGL/306’ MSL.
Tower 4338’ from DER, 134’ right of centerline, 132’ AGL/307’ MSL.

LINDEN, NJ
LINDEN (LDJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  22APR21  (21112)  (FAA)
TAKEOFF MINIMUMS:
NA-Obstacles.

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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 09° 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, poles and trees 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.
Pole 214' 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.
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.
Buildings, 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.
Trees beginning 17' from DER, 456' 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.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MASSENA, NY
MASSENA INTL-RICHARDS FLD (MSS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8A 03APR14 (21112) (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.
- **Rwy 9**, bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL.
- **Rwy 23**, trees beginning 551' from DER, 249' left of centerline, up to 76' AGL/257' MSL.
- **Rwy 27**, trees beginning 1002' from DER, 249' left 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 ctrln, 83' AGL/184' MSL.
- **Rwy 18**, potential aircraft 920' from DER, 182' left of ctrln, 66' AGL/206' MSL.
- **Rwy 24**, potential vehicle 125' from DER, 479' right of ctrln, 17' AGL/154' MSL.
- **Rwy 36**, potential aircraft 1976' from DER, 1234' right of ctrln, 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 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- **Rwy 8**, rising terrain beginning abeam DER, 143' left of centerline, up to 536' MSL.
- **Rwy 26**, trees 156' from DER, 302' left of centerline, up to 96' AGL/779' MSL.
- **Rwy 26**, vehicles on roadway, 186' from DER, left and right of centerline, up to 15' AGL/522' 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.

DEPARTURE PROCEDURE:
- **Rwy 17**, climb heading 167° to 2200 then climbing right 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.
- **Rwy 35**, trees beginning 3213' from DER, 1350' left of centerline, up to 100' AGL/1259' MSL.
- **Rwy 35**, buildings 2551' from DER, 399' right of centerline, 36' AGL/895' MSL.
- **Tower 1254' from DER, 725' right of centerline, 88' AGL/733' MSL.

**Note:** The information provided is subject to updates and may not be current at the time of reading. Always consult the most recent FAA publications for the latest takeoff minimums and departure procedures.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 and 139' 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 6, 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, 316' left of centerline, up to 29' AGL/38' MSL.

MONTGOMERY, NY
ORANGE COUNTY (MGJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 10AUG23 (23222) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 300-1¼ or std w/min climb of 372'/NM to 700.
Rwy 22, 300-1½ or std w/min climb of 290'/NM to 600.
Rwy 26, 500-3 w/min climb of 220'/NM to 1300 or std w/min climb of 382'/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, 183' left of centerline, 373' MSL.
Trees, terrain, traverse ways, vegetation, fence beginning 32' from DER, 21' right of centerline, up to 410' MSL.
Trees, traverse ways beginning 88' from DER, 39' left of centerline, up to 404' MSL.
Tree 699' from DER, 574' left of centerline, 405' MSL.
Trees beginning 782' from DER, 490' left of centerline, up to 417' MSL.
Tree 1004' from DER, 690' right of centerline, 430' MSL.
Tree 1046' from DER, 727' left of centerline, 439' MSL.
Trees beginning 1113' from DER, 545' right of centerline, up to 436' MSL.
Trees beginning 1166' from DER, 18' left of centerline, up to 92' AGL/454' MSL.
Tree 1394' from DER, 455' right of centerline, 438' MSL.
Trees beginning 1470' from DER, 105' right of centerline, up to 440' MSL.
Trees beginning 1521' from DER, 1' right of centerline, up to 85' AGL/447' MSL.
Trees beginning 4334' from DER, 448' right of centerline, up to 102' AGL/491' MSL.
CON'T
**NE-2, 30 NOV 2023 to 25 JAN 2024**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**ORANGE COUNTY (MGJ)**

**MONTGOMERY, NY (CON’T)**

**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)**

**Rwy 8**, traverse way, fence beginning 106’ from DER, 288’ right of centerline, up to 387’ MSL.

Tree 120’ from DER, 516’ right of centerline, 74’ AGL/450’ MSL.

Trees, terrain, fences, buildings beginning 133’ from DER, 120’ right of centerline, up to 91’ AGL/465’ MSL.

Trees, terrain, signs, signs, vegetation, poles, buildings, traverse ways beginning 383’ from DER, 6’ right of centerline, up to 104’ AGL/485’ MSL.

Poles, fences, sign beginning 621’ from DER, 2’ left of centerline, up to 27’ AGL/401’ MSL.

Building, pole beginning 828’ from DER, 220’ left of centerline, up to 32’ AGL/411’ MSL.

Tree, sign, traverse ways beginning 835’ from DER, 60’ left of centerline, up to 80’ AGL/455’ MSL.

Trees, traverse way, sign beginning 879’ from DER, 1’ left of centerline, up to 101’ AGL/479’ MSL.

Trees, traverse way, signs, building, poles, antenna, electrical system beginning 1001’ from DER, 5’ left of centerline, up to 99’ AGL/483’ MSL.

Trees beginning 2539’ from DER, 21’ right of centerline, up to 89’ AGL/490’ MSL.

Trees, pole beginning 2659’ from DER, 27’ right of centerline, up to 97’ AGL/500’ MSL.

Trees beginning 2712’ from DER, 327’ left of centerline, up to 83’ AGL/487’ MSL.

Trees, building beginning 2785’ from DER, 176’ left of centerline, up to 89’ AGL/488’ MSL.

Trees, pole beginning 2821’ from DER, 186’ left of centerline, up to 74’ AGL/490’ MSL.

Trees beginning 2919’ from DER, 377’ left of centerline, up to 92’ AGL/494’ MSL.

Trees beginning 2949’ from DER, 2’ left of centerline, up to 83’ AGL/496’ MSL.

Trees beginning 3469’ from DER, 66’ left of centerline, up to 96’ AGL/500’ MSL.

Trees beginning 3553’ from DER, 75’ left of centerline, up to 80’ AGL/507’ MSL.

Trees beginning 3568’ from DER, 357’ right of centerline, up to 84’ AGL/502’ MSL.

Trees beginning 3600’ from DER, 20’ left of centerline, up to 88’ AGL/516’ MSL.

Trees beginning 3609’ from DER, 30’ right of centerline, up to 88’ AGL/505’ MSL.

Trees beginning 3754’ from DER, 84’ right of centerline, up to 63’ AGL/509’ MSL.

Trees beginning 3900’ from DER, 82’ right of centerline, up to 70’ AGL/534’ MSL.

Trees beginning 4272’ from DER, 5’ left of centerline, up to 84’ AGL/520’ MSL.

Trees beginning 4283’ from DER, 17’ right of centerline, up to 80’ AGL/563’ MSL.

Trees beginning 4474’ from DER, 14’ right of centerline, up to 86’ AGL/569’ MSL.

Trees beginning 4620’ from DER, 440’ left of centerline, up to 73’ AGL/522’ MSL.

Trees, water towers beginning 4626’ from DER, 35’ left of centerline, up to 73’ AGL/526’ MSL.

Tree 4629’ from DER, 1515’ right of centerline, 90’ AGL/571’ MSL.

Trees beginning 4636’ from DER, 1’ right of centerline, up to 103’ AGL/577’ MSL.

Tree 1 NM from DER, 1833’ right of centerline, 105’ AGL/519’ MSL.

**Rwy 22**, trees, tower, NAVAID beginning 65’ from DER, 273’ right of centerline, up to 408’ MSL.

Trees beginning 354’ from DER, 299’ right of centerline, up to 76’ AGL/423’ MSL.

Trees beginning 898’ from DER, 435’ right of centerline, up to 433’ MSL.

Tree 1542’ from DER, 876’ left of centerline, 401’ MSL.

Tree 1745’ from DER, 851’ left of centerline, 404’ MSL.

Trees beginning 1864’ from DER, 983’ left of centerline, up to 73’ AGL/422’ MSL.

Trees beginning 2268’ from DER, 993’ left of centerline, up to 49’ AGL/426’ MSL.

Trees beginning 2303’ from DER, 933’ left of centerline, up to 58’ AGL/431’ MSL.

Trees beginning 2378’ from DER, 986’ left of centerline, up to 63’ AGL/432’ MSL.

Tree 2393’ from DER, 1012’ left of centerline, 438’ MSL.

Trees beginning 2409’ from DER, 914’ left of centerline, up to 71’ AGL/440’ MSL.

Trees beginning 2517’ from DER, 685’ right of centerline, up to 436’ MSL.

Trees beginning 3110’ from DER, 1067’ right of centerline, up to 78’ AGL/441’ MSL.

Tree 3334’ from DER, 723’ right of centerline, 77’ AGL/448’ MSL.

Tree 3350’ from DER, 703’ right of centerline, 84’ AGL/449’ MSL.

Trees beginning 3352’ from DER, 333’ right of centerline, up to 91’ AGL/455’ MSL.

Trees beginning 3438’ from DER, 770’ right of centerline, up to 94’ AGL/457’ MSL.

Trees beginning 3452’ from DER, 251’ right of centerline, up to 81’ AGL/460’ MSL.

Trees beginning 3461’ from DER, 263’ right of centerline, up to 87’ AGL/467’ MSL.

Trees beginning 3514’ from DER, 82’ right of centerline, up to 84’ AGL/473’ MSL.

Trees beginning 3754’ from DER, 87’ left of centerline, up to 79’ AGL/452’ MSL.

Trees beginning 3843’ from DER, 135’ left of centerline, up to 77’ AGL/458’ MSL.

Trees beginning 3859’ from DER, 107’ right of centerline, up to 89’ AGL/475’ MSL.

Trees beginning 4174’ from DER, 57’ right of centerline, up to 96’ AGL/480’ MSL.

Trees beginning 4246’ from DER, 419’ right of centerline, up to 102’ AGL/485’ MSL.

Trees beginning 4334’ from DER, 982’ right of centerline, up to 491’ MSL.

Tree 4460’ from DER, 1673’ right of centerline, 503’ MSL.

Trees beginning 4520’ from DER, 1055’ right of centerline, up to 82’ AGL/505’ MSL.

Trees beginning 4730’ from DER, 1025’ right of centerline, up to 94’ AGL/516’ MSL.

Trees beginning 4832’ from DER, 987’ right of centerline, up to 528’ MSL.

Trees beginning 5225’ from DER, 1766’ right of centerline, up to 518’ MSL.

**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)**

**DIVERSE VECTOR AREA (RADAR VECTORS)**
NE-2, 30 NOV 2023 to 25 JAN 2024

ORANGE COUNTY (MGJ) (CON’T)

Tree 2.5 NM from DER, 2207’ right of centerline, 102’ AGL/741’ MSL.

Trees beginning 2.1 NM from DER, 2098’ right of centerline, up to 90’ AGL/812’ MSL.

Tree 2.5 NM from DER, 2207’ right of centerline, 102’ AGL/741’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, 400-2½ w/min. climb of 205' per NM to 700 or std. w/min. climb of 460' per NM to 700.
Rwy 31, 400-1½ 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.
TAKEOFF OBSTACLE NOTES:
Rwy 5, lighting 5' from DER, 6' right of centerline, 1' AGL/184' 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.

CON’T

NE-2, 30 NOV 2023 to 25 JAN 2024

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
Trees, fence beginning 115' from DER, 232' right of centerline, up to 90' AGL/278' MSL.

Tree 68' from DER, 506' right of centerline, 88' AGL/275' MSL.

Tree 24' from DER, 409' right of centerline, 245' MSL.

NE-2, 30 NOV 2023 to 25 JAN 2024

MORRISTOWN NJ (CON’T)  MORRISTOWN MUNI (MMU) (CON’T)

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.

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 1466' 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, 285' 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, terrain 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 379' 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/829' 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.

Trees 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.

CON’T
23334

MORRISTOWN, NJ (CON’T)
MORRISTOWN MUNI (MMU) (CON’T)

Rwy 31 (CON’T), tree 274’ from DER, 292’ left of centerline, 40’ AGL/224’ MSL.

Tree 292’ from DER, 402’ left of centerline, 52’ AGL/236’ MSL.

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 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, buildings, 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, building, 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 485’ 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 410’ 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
AMDT 1 22APR21 (21112) (FAA)

TAKEOFF MINIMUMS:

01H NA - ATC.
NE-2, 30 NOV 2023 to 25 JAN 2024

NEW YORK, NY (CON’T)
EAST 34TH ST (6N5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 22APR21 (21112) (FAA)
TAKEOFF MINIMUMS:
01H NA - ATC.

JOHN F KENNEDY INTL (JFK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9A 20APR23 (23110) (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 31L, fences 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/22’ MSL.

Rwy 31R, fences and light poles beginning 80’ from DER, 210’ left of centerline, up to 7’ AGL/22’ MSL.

Lights beginning 6’ from DER, 9’ 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 4749’ from DER, 1385’ left of centerline, up to 139’ AGL/140’ 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, 3’ 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 glide slope 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.

Rwy 22R, lights beginning abeam DER, 55’ right of centerline, up to 2’ AGL/13’ 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 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, 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 fences beginning 533’ 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.

Acft tails 1878’ from DER, 476’ left of centerline, 64’ AGL/74’ MSL.

LAGUARDIA (LGA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 10 15OCT15 (22195) (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, 300-1¼ 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.

CON’T

23334

L31

NE-2, 30 NOV 2023 to 25 JAN 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NEW YORK, NY (CON'T)
LAGUARDIA (LGA) (CON'T)

Rwy 13 (CON'T), 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.
Buildings and trees beginning 708' 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' right 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, 86' left of centerline, 83' MSL.
Terrain beginning 12' from DER, 458' left of centerline, up to 89' MSL.
Trees beginning 708' 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.
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 1083' 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 561' 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.

CON'T
NEW YORK, NY (CON’T)

LONG ISLAND MAC ARTHUR (ISP) (CON’T)

Rwy 33L (CON’T), 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.

Trees 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, 81’ 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’ right 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.

Trees 2977’ from DER, 1203’ left of centerline, 173’ MSL.

Tree 3173’ from DER, 30’ left of centerline, 83’ AGL/188’ MSL.

Trees beginning 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.

NEW YORK STEWART INTL (SWF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 68 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 66’ 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.

CON’T
NEW YORK, NY (CON’T)
NEW YORK STEWART INTL (SWF) (CON’T)
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/629’ MSL.
Signs and lighting beginning 15’ from DER, 84’ right of centerline, up to 12’ MSL.
Signs beginning 481’ from DER, 590’ right of centerline, up to 27’ MSL.

WEST 30TH ST (JRA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22APR21 (21112) (FAA)
TAKEOFF MINIMUMS:
01H NA - ATC.

NEWARK, NJ
NEWARK LIBERTY INTL (EWR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 08SEP22 (22251) (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 363’ 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 452’ 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, pole and sign beginning 4’ from DER, 375’ left of centerline, up to 11’ MSL.
Pole 10’ from DER, 320’ right of centerline, 10’ MSL.
Sign and lighting beginning 15’ from DER, 93’ right of centerline, up to 11’ MSL.
Fence beginning 180’ from DER, 492’ left of centerline, up to 17’ MSL.
Tree beginning 552’ from DER, 19’ right of centerline, 19’ AGL/27’ MSL.
Poles beginning 304’ from DER, 474’ left of centerline, up to 45’ MSL.
NAVAID 881’ from DER, 417’ right of centerline, 30’ AGL/38’ MSL.
Antenna 882’ from DER, 417’ right of centerline, 39’ MSL.
Poles beginning 1047’ from DER, 679’ left of centerline, up to 46’ MSL.
Tree 2041’ from DER, 776’ left of centerline, 43’ AGL/67’ MSL.
Tree 3085’ from DER, 709’ left of centerline, 62’ AGL/89’ MSL.

Pole 4730’ from DER, 1459’ right of centerline, 121’ AGL/130’ MSL.
Rwy 4R, lighting beginning 20’ from DER, 84’ right of centerline, up to 12’ MSL.
Signs beginning 31’ from DER, 332’ left of centerline, up to 12’ MSL.
Wind indicator and sign beginning 64’ from DER, 328’ right of centerline, up to 21’ MSL.

Pole and building beginning 481’ from DER, 590’ right of centerline, up to 27’ MSL.
NAVAID 529’ from DER, 532’ left of centerline, 30’ AGL/38’ MSL.
Antenna 530’ from DER, 533’ left of centerline, 39’ MSL.
Pole and building beginning 531’ from DER, 592’ right of centerline, up to 29’ MSL.
Building 742’ from DER, 687’ right of centerline, 38’ MSL.
Antenna 1068’ from DER, 748’ right of centerline, 44’ MSL.

Heat and cool system 1089’ from DER, 791’ right of centerline, 46’ MSL.
Building, antenna, and tower beginning 1133’ from DER, 584’ right of centerline, up to 40’ AGL/50’ MSL.
Tower, antenna, and tree building 1379’ from DER, 590’ right of centerline, up to 54’ AGL/62’ MSL.
Pole and tree beginning 1808’ from DER, 153’ right of centerline, up to 68’ MSL.
Tree 1899’ from DER, 477’ left of centerline, 48’ AGL/59’ MSL.
Poles beginning 2179’ from DER, 993’ right of centerline, up to 59’ AGL/72’ MSL.

Tower 2479’ from DER, 1150’ left of centerline, 66’ AGL/77’ MSL.
Sign 3401’ from DER, 611’ right of centerline, 70’ AGL/100’ MSL.
Sign 3649’ from DER, 1453’ right of centerline, 116’ MSL.
Pole and sign beginning 4379’ from DER, 509’ right of centerline, up to 121’ AGL/130’ MSL.
CON’T
NEWARK, NJ (CON’T)
NEWARK LIBERTY INTL (EWR) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NE-2, 30 NOV 2023 to 25 JAN 2024
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.
  Trees beginning 1668’ from DER, 244’ right of centerline, up to 74’ AGL/654’ 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:
  Rwy 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.
  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.
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 678' 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.

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.

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.

Tree 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, 300-1½ 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, 40' right of centerline, 85' AGL/1787' MSL.

Trees beginning 392' from DER, 106' 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 63' 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.
PEDRICKTOWN, NJ
OLDMANS TOWNSHIP (7N7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  20OCT11  (21112)  (FAA)
TAKEOFF MINIMUMS:
   Rw 25, NA - Obstacles.
DEPARTURE PROCEDURE:
   Rw 7, climb heading 074° to 800 before turning right.
TAKEOFF OBSTACLE NOTES:
   Rw 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:
   Rw 19, std. w/min. climb 275' per NM to 2000, or 1100-2½ for climb in visual conditions.
   Rw 28, std. w/min. climb 440' per NM to 1600, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
   Rw 1, climb on heading 009° to 1500 before turning left.
   VCOA:
   Rw 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.
   Rw 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:
   Rw 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.
   Rw 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.
   Trees 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.
   Rw 19, aircraft on taxiway 24’ from DER, 261’ right of centerline, up to 23’ AGL/1022’ MSL.
   Ground beginning 124’ from DER, crossing centerline, 100’ AGL/1111’ 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.
   Buildings 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 2.1 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.
   Rw 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 3 17JUN21 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 500-2½ w/min. climb of 250’ per NM to 1200 or 1200-3 for VCOA.
Rwy 31, std. w/min. climb of 390’ per NM to 1300 or 1200-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 8, climb on heading 074° to 1200 before proceeding on course.
Rwy 13, climb on heading 128° to 1200 before proceeding on course.
VCOA:
Ryw 8, 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Alexandria airport at or above 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, tree 191’ from DER, 245’ right of centerline, 100’ AGL/586’ MSL.
Tree 400’ from DER, 345’ right of centerline, 100’ AGL/593’ MSL.
Trees beginning 531’ from DER, 71’ right of centerline, up to 100’ AGL/599’ MSL.
Tree 584’ from DER, 576’ left of centerline, 100’ AGL/593’ MSL.
Tree 662’ from DER, 202’ left of centerline, 100’ AGL/596’ MSL.
Trees beginning 740’ from DER, 171’ right of centerline, up to 100’ AGL/606’ MSL.
Trees beginning 793’ from DER, 102’ left of centerline, up to 100’ AGL/602’ MSL.
Trees beginning 949’ from DER, 270’ right of centerline, up to 100’ AGL/612’ MSL.
Trees beginning 1002’ from DER, 3’ left of centerline, up to 100’ AGL/612’ MSL.
Trees beginning 1158’ from DER, 96’ right of centerline, up to 100’ AGL/619’ MSL.
Trees beginning 1210’ from DER, 277’ left of centerline, up to 100’ AGL/619’ MSL.
Trees beginning 1419’ from DER, 77’ left of centerline, up to 100’ AGL/625’ MSL.
Trees beginning 1575’ from DER, 296’ right of centerline, up to 100’ AGL/622’ MSL.
Tree 1784’ from DER, 669’ right of centerline, 100’ AGL/625’ MSL.
Trees beginning 1837’ from DER, 22’ right of centerline, up to 100’ AGL/629’ MSL.
Trees beginning 1993’ from DER, 121’ right of centerline, up to 100’ AGL/632’ MSL.
Trees beginning 2114’ from DER, 221’ left of centerline, up to 100’ AGL/635’ MSL.
Trees beginning 2229’ from DER, 52’ left of centerline, up to 100’ AGL/632’ MSL.
Tree 2333’ from DER, 595’ right of centerline, 100’ AGL/639’ MSL.
Trees beginning 2378’ from DER, 47’ right of centerline, up to 100’ AGL/640’ MSL.
Trees beginning 2438’ from DER, 326’ left of centerline, up to 100’ AGL/639’ MSL.
Tree 2589’ from DER, 974’ left of centerline, 100’ AGL/642’ MSL.
Trees beginning 2647’ from DER, 226’ left of centerline, up to 100’ AGL/645’ MSL.
Trees beginning 2778’ from DER, 500’ left of centerline, up to 100’ AGL/658’ MSL.
Trees beginning 2909’ from DER, 126’ left of centerline, up to 100’ AGL/681’ MSL.
Trees beginning 3118’ from DER, 27’ left of centerline, up to 100’ AGL/694’ MSL.
Trees beginning 3248’ from DER, 301’ left of centerline, up to 100’ AGL/704’ MSL.
Trees beginning 3299’ from DER, 72’ right of centerline, up to 100’ AGL/642’ MSL.
Trees beginning 3457’ from DER, 201’ left of centerline, up to 100’ AGL/711’ MSL.
Tree 3508’ from DER, 619’ right of centerline, 100’ AGL/645’ MSL.
Trees beginning 3561’ from DER, 172’ right of centerline, up to 100’ AGL/652’ MSL.
Trees beginning 3666’ from DER, 101’ left of centerline, up to 100’ AGL/721’ MSL.
Trees beginning 3769’ from DER, 271’ right of centerline, up to 100’ AGL/662’ MSL.
Trees beginning 3875’ from DER, 2’ left of centerline, up to 100’ AGL/724’ MSL.
Trees beginning 3978’ from DER, 38’ right of centerline, up to 100’ AGL/668’ MSL.
Tree 4084’ from DER, 923’ left of centerline, 100’ AGL/727’ MSL.
Trees beginning 4109’ from DER, 97’ right of centerline, up to 100’ AGL/694’ MSL.
Trees beginning 4133’ from DER, 176’ left of centerline, up to 100’ AGL/734’ MSL.
Trees beginning 4318’ from DER, 197’ right of centerline, up to 100’ AGL/698’ MSL.
Trees beginning 4345’ from DER, 76’ left of centerline, up to 100’ AGL/750’ MSL.
Trees beginning 4554’ from DER, 350’ left of centerline, up to 100’ AGL/763’ MSL.
CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PITTS TOWN, NJ (CON’T)
ALEXANDRIA (N85) (CON’T)

Rwy 8 (CON’T), trees beginning 4658’ from DER, 23’ right of centerline, up to 100’ AGL/717’ MSL.
Trees beginning 4685’ from DER, 624’ left of centerline, up to 100’ AGL/770’ MSL.
Trees beginning 4763’ from DER, 250’ left of centerline, up to 100’ AGL/776’ MSL.
Trees beginning 4894’ from DER, 524’ left of centerline, up to 100’ AGL/786’ MSL.
Trees beginning 4972’ from DER, 151’ left of centerline, up to 100’ AGL/789’ MSL.
Trees beginning 5025’ from DER, 798’ right of centerline, up to 100’ AGL/793’ MSL.
Trees beginning 5103’ from DER, 51’ left of centerline, up to 100’ AGL/799’ MSL.
Trees beginning 5234’ from DER, 699’ left of centerline, up to 100’ AGL/803’ MSL.
Trees beginning 5312’ from DER, 325’ left of centerline, up to 100’ AGL/809’ MSL.
Trees beginning 5442’ from DER, 225’ left of centerline, up to 100’ AGL/812’ MSL.
Trees beginning 5651’ from DER, 798’ left of centerline, up to 100’ AGL/826’ MSL.
Trees beginning 5782’ from DER, 51’ left of centerline, up to 100’ AGL/836’ MSL.
Trees beginning 5833’ from DER, 624’ right of centerline, up to 100’ AGL/822’ MSL.
Trees beginning 5913’ from DER, 1’ left of centerline, up to 100’ AGL/855’ MSL.
Trees beginning 1 NM from DER, 73’ right of centerline, up to 100’ AGL/727’ MSL.

SKY MANOR (N40)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31 MAY 12 (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
ORIG 10MAY07 (22363) (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climb heading 172° to 2500 before turning on course.
Rwy 35, climb heading 352° to 2600 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, up to 63’ AGL/293’ MSL.
Rwy 35, numerous trees beginning 1602’ from DER, 501’ left of centerline.
Tree, 2035’ from DER, 1014’ right of centerline, 107’ AGL/307’ MSL.

POTTSDAM, NY
POTSDAM MUNI/ Damon Fld (PTD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22OCT09 (22803) (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 840’ 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 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 634’ from DER, 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.
CONT
POUGHKEEPSIE, NY (CONT’)

Hudson Valley Rgnl (POU) (CON’T)

Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors)

Rwy 15 (CONT’), 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 693’ 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.

PRINCETON/ROCKY HILL, NJ

Princeton (39N)

Takeoff Minimums and (Obstacle) Departure Procedures

Amdt 3 29May14 (14149) (FAA)
Takeoff Minimums:
Rwy 10, 400-2½ 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.
Trees and buildings beginning 1.5 NM from DER, 938’ left of centerline, up to 208’ AGL/496’ MSL.
Vehicles on road, buildings, 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 2 30Nov23 (23334) (FAA)
Takeoff Minimums:
Rwy 10, 13, 28, 31, NA-Environmental.
Takeoff Obstacle Notes:
Rwy 4, trees beginning 25’ from DER, 453’ right of centerline, up to 100’ AGL/279’ MSL.
Vehicles on road, buildings, signs, poles, transmission line tower and trees beginning 1666’ from DER, 1’ left of centerline, up to 100’ AGL/259’ MSL.
Trees beginning 1666’ from DER, 1’ right of centerline, up to 100’ AGL/259’ MSL.
Rwy 22, trees beginning 209’ from DER, 91’ right of centerline, up to 100’ AGL/299’ MSL.
Trees beginning 299’ from DER, 316’ left of centerline, up to 100’ AGL/279’ 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 4903’ from DER, 589’ right of centerline, up to 167’ AGL/297’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ROCHESTER, NY
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8A 11AUG22 (22223) (FAA)
TAKEOFF MINIMUMS:
- Rwy 7, 300-1½ or std. w/min. climb of 206’ 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.
- Rwy 10, std. w/min. climb of 255’ per NM to 900 or 1000-3 for VCOA.
DEPARTURE PROCEDURE:
- Rwy 4, climb heading 044° to 1200 before turning left.
- Rwy 10, for climb in visual conditions, cross Frederick Douglass/Greater Rochester Intl airport at or above 1400 before proceeding on course. When executing VCOA, notify ATC prior to departure.
VCOA:
- Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Frederick Douglass/Greater Rochester Intl airport at or above 1400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 4, tree 2081’ from DER, 532’ left of centerline, 53’ AGL/612’ MSL.
- Rwy 7, dome 1.4 NM from DER, 1119’ right of centerline, 3’ AGL/499’ MSL.
- Rwy 10, dome 1 NM from DER, 1543’ left of centerline, 213’ AGL/756’ MSL.
- Rwy 10, tree 3890’ 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.
- Rwy 22, tree 1991’ from DER, 966’ left of centerline, 61’ AGL/592’ MSL.
- Rwy 22, trees beginning 2068’ from DER, 934’ left of centerline, up to 587’ MSL.
- Rwy 22, pole beginning 1655’ from DER, 330’ left of centerline, up to 82’ AGL/617’ MSL.
- Rwy 28, NAVAID 39’ from DER, 260’ right of centerline, 4’ AGL/505’ MSL.
- Rwy 33, tree 5558’ from DER, 1957’ left of centerline, 640’ MSL.
- Rwy 33, pole 177’ from DER, 20’ left of centerline, 1673’ MSL.
- Rwy 33, tree 1421’ from DER, 856’ right of centerline, 41’ AGL/1703’ MSL.
- Rwy 33, trees beginning 1487’ 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 229° to 1500 before turning right.
TAKEOFF OBSTACLE NOTES:
- Rwy 15, pole 9’ from DER, 4’ right of centerline, 1’ AGL/499’ MSL.
- Rwy 15, tree 1991’ from DER, 966’ left of centerline, 573’ MSL.
- Rwy 15, trees beginning 2068’ from DER, 934’ left of centerline, up to 587’ MSL.
- Rwy 15, poles beginning 2223’ from DER, 358’ left of centerline, up to 591’ MSL.
- Rwy 27, transmission line towers beginning 1239’ from DER, 253’ left of centerline, up to 75’ AGL/614’ MSL.
- Rwy 27, trees beginning 807’ from DER, 148’ left of centerline, up to 87’ AGL/626’ MSL.
- Rwy 27, trees beginning 887’ from DER, 113’ right of centerline, up to 91’ AGL/632’ 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.
- Rwy 5, tree 1421’ from DER, 856’ right of centerline, 41’ AGL/1703’ MSL.
- Rwy 5, tree 1549’ from DER, 854’ right of centerline, 1712’ MSL.
Rwy 5 (CON’T), 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. Trees beginning 1716’ from DER, 960’ right of centerline, 1729’ MSL. Trees beginning 2174’ 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. Trees beginning 3176’ 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/1682’ MSL. 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’ right of centerline, up to 1768’ MSL. Tree, tower beginning 5018’ from DER, 21’ right of centerline, up to 89’ AGL/1686’ 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. Trees beginning 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, 736’ left of centerline, 1703’ MSL. Tree 1292’ from DER, 407’ right of centerline, 1685’ MSL. Tree 1305’ from DER, 617’ left of centerline, 1710’ MSL. Tree 1308’ from DER, 460’ left of centerline, 1711’ MSL. Tree 1313’ from DER, 669’ 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 103’ from DER, 249’ right of centerline, up to 1677’ MSL. Trees beginning 256’ from DER, 14’ left of centerline, up to 1699’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

23334

SARANAC LAKE, NY (CON’T)
ADIRONDACK RGNL (SLK) (CON’T)

Rwy 27 (CON’T), 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. 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, 422’ 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 60’ AGL/489’ MSL. Trees beginning 1112’ from DER, 571’ right of centerline, up to 86’ AGL/506’ 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. Trees beginning 197’ from DER, 426’ right of centerline, up to 100’ AGL/529’ 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. Trees beginning 3062’ from DER, left and right of centerline, up to 58’ AGL/528’ 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, 595’ 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. Trees, buildings 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. CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SCHENECTADY, NY (CON’T)
SCHENECTADY COUNTY (SCH) (CON’T)

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.

Rwy 28, trees beginning 3’ from DER, 460’ left of centerline, 92’ AGL/410’ MSL.
Trees beginning 1486’ from DER, 3’ right of centerline, up to 420’ MSL.
Trees beginning 1496’ from DER, 3’ right of centerline, up to 422’ MSL.
Trees beginning 3899’ from DER, 670’ right of centerline, up to 481’ 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 (23110) (FAA)

TAKEOFF MINIMUMS:
Rwy 7, std. w/min. climb of 340’ per NM to 2300 or 1600-3 for VCOA.
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 VCOA.

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 VCOA 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 120’ 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.
Rwys 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.
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.
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, 300-1½ 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 168° 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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.

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, NAVID 5' from DER, 119' left of centerline, 3' AGL/401' MSL.
NAVID 5' from DER, 119' right of centerline, 3' AGL/401' MSL.
NAVID 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.
Trees beginning 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 1883' 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, 628' 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 2466' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, 809’ right of centerline, 476’ MSL.
Trees beginning 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 8A 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:
Rwy 1, 400-2½ 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, 600-2½ 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 on heading 195° to 900 then climbing right turn to intercept BWZ VOR/DME 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 2475’ from DER, 127’ left of centerline, up to 146’ AGL/265’ MSL.
Building 5903’ from DER, 152’ 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’ left 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 998’ from DER, on centerline, 29’ AGL/34’ MSL.
Trees beginning 795’ from DER, left and right of centerline, up to 88’ AGL/109’ MSL.
Trees 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.
Trees 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.
Trees 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.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 362’ from DER, 317’ right of centerline, up to 286’ MSL.
Terrain beginning 503’ from DER, 215’ right of centerline, up to 288’ 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 672’ from DER, 173’ left of centerline, up to 331’ MSL.
Terrain 934’ from DER, 303’ right of centerline, 298’ MSL.
Terrain 966’ from DER, 221’ right of centerline, 290’ 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 1078’ from DER, 98’ left of centerline, up to 24’ AGL/108’ MSL.

Trees beginning 1333’ from DER, 438’ right of centerline, up to 77’ MSL.
Trees beginning 1375’ from DER, 105’ left of centerline, up to 383’ MSL.
Trees beginning 1393’ from DER, 39’ right of centerline, up to 384’ MSL.
Trees beginning 1401’ from DER, 126’ left of centerline, up to 401’ MSL.

Tree 4250’ from DER, 552’ right of centerline, 69’ AGL/385’ MSL.

Trees beginning 4452’ from DER, 178’ right of centerline, up to 86’ AGL/404’ MSL.
Tree 4595’ from DER, 161’ right of centerline, 91’ AGL/405’ MSL.

TRENTON, NJ

TRENTON MERCER (TTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 54’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WATERTOWN, NY
WATERTOWN INTL (ART)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 19JUL18 (18200) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 300-1½ 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.
Trees beginning 1.3 NM from DER, 680' left of centerline, 100' AGL/550' 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' left 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.
Trees beginning 1663' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WELLSVILLE, NY
WELLSVILLE MUNI/TARANTINE FLD (ELZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 31DEC20 (22083) (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 572’ 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 - 2 ½ for climb in visual conditions.
Rwy 24, 500 - 2 ½ or, 1300 - 2 ½ 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.
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, 291’ 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 7 05OCT23 (23278) (USA)
DEPARTURE PROCEDURE:
Rwy 15, climb on hdg 327° CW to 173° from DER.
Rwy 21, climb on hdg 216° CW to 028° from DER.
Rwy 26, climb on hdg 217° CW to 083° from DER.
TAKEOFF OBSTACLE NOTES:
Rwy 8, bldg 314’ from DER, 368’ right of centerline, 5’ AGL/696’ MSL. Power pole 1314’ from DER, 246’ right of centerline, 724’ MSL. Trees 825’ from DER, 298’ right of centerline, 749’ MSL. Trees 825’ from DER, 469’ right of centerline, 768’ MSL.
Rwy 15, power pole 1252’ from DER, 28’ right of centerline, 724’ MSL. Trees 1080’ from DER, 488’ right of centerline, 749’ MSL. Trees 1233’ from DER, 565’ right of centerline, 768’ MSL.
Rwy 21, light pole 884’ from DER, 692’ left of centerline, 714’ MSL. Rwy 33, trees 1208’ from DER, 614’ right of centerline, 719’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 30NOV23 (23334) (USA)
Rwys 3, 8, 33, hdg as assigned by ATC.
Rwys 15, 26, hdg as assigned by ATC; requires min climb of 227’ per NM to 3100.
Rwy 21, hdg as assigned by ATC; requires min climb of 246’ per NM to 3100.
TAKEOFF MINIMUMS, (OBLASTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WHITE PLAINS, NY
WESTCHESTER COUNTY (HPN)
TAKEOFF MINIMUMS AND (OBLASTACLE) DEPARTURE PROCEDURES
AMDT 8  22JUN17  (17173)  (FAA)
TAKEOFF MINIMUMS:
Rwy 29, 300-1/2 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.
Rwy 16, taxiway light 131' from DER, 499' left of centerline, 1' AGL/384' MSL.
Terrain 233' 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 1096' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WILDWOOD, NJ
CAPE MAY COUNTY (WWD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1/2 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 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 564’ from DER, 496’ 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.

Rwy 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 2870’ 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.

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 2017’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WILLIAMSON/SODUS, NY
WILLIAMSON/SODUS (SDC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 06OCT22 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 300-2 or std. w/min. climb of 487’ per NM to 700.
TAKEOFF OBSTACLE NOTES:
Rwy 10, trees, vehicles on road, poles, building beginning 24’ from DER, 45’ right of centerline, up to 98’ AGL/516’ MSL.
Trees beginning 38’ from DER, 272’ left of centerline, up to 488’ MSL.
Trees beginning 154’ from DER, 279’ left of centerline, up to 493’ MSL.
Trees, vehicles on road, elevator, grain_elevator, pole, buildings beginning 259’ from DER, 16’ left of centerline, up to 67’ AGL/498’ MSL.
Trees beginning 1007’ from DER, 65’ right of centerline, up to 84’ AGL/518’ MSL.
Trees beginning 1231’ from DER, 9’ right of centerline, up to 535’ MSL.
Trees beginning 2102’ from DER, 251’ left of centerline, up to 502’ MSL.
Trees beginning 2236’ from DER, 24’ left of centerline, up to 83’ AGL/507’ MSL.
Trees beginning 2563’ from DER, 88’ right of centerline, up to 86’ AGL/536’ MSL.
Trees beginning 2780’ from DER, 49’ right of centerline, up to 542’ MSL.
Trees beginning 2934’ from DER, 25’ right of centerline, up to 543’ MSL.
Trees beginning 2938’ from DER, 187’ left of centerline, up to 93’ AGL/509’ MSL.
Trees beginning 2977’ from DER, 15’ left of centerline, up to 95’ AGL/511’ MSL.
Trees beginning 2991’ from DER, 26’ right of centerline, up to 553’ MSL.
Trees, utility lights beginning 3066’ from DER, 0’ right of centerline, up to 564’ MSL.
Utility light, trees beginning 3528’ from DER, 223’ right of centerline, up to 568’ MSL.
Utility light 4006’ from DER, 1234’ right of centerline, 569’ MSL.
Utility lights, trees, vehicle on road beginning 4016’ from DER, 809’ right of centerline, up to 570’ MSL.
Rwy 28, trees, terrain, vegetation, poles, fences, vehicles on road, buildings beginning 10’ from DER, 1’ left of centerline, up to 107’ AGL/532’ MSL.
Trees, buildings, poles, fences, vehicles on road beginning 70’ from DER, 10’ right of centerline, up to 513’ MSL.
Trees beginning 391’ from DER, 1’ right of centerline, up to 516’ MSL.
Trees beginning 431’ from DER, 64’ right of centerline, up to 90’ AGL/519’ MSL.
Trees beginning 460’ from DER, 3’ right of centerline, up to 93’ AGL/524’ MSL.
Trees beginning 470’ from DER, 1’ right of centerline, up to 106’ AGL/531’ MSL.
Trees beginning 2676’ from DER, 148’ left of centerline, up to 537’ MSL.
Trees beginning 2694’ from DER, 83’ left of centerline, up to 541’ MSL.
Trees beginning 2763’ from DER, 312’ left of centerline, up to 112’ AGL/549’ MSL.
Trees beginning 4103’ from DER, 957’ left of centerline, up to 552’ MSL.

WOODBINE, NJ
WOODBINE MUNI (OBI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 27AUG09 (09239) (FAA)
TAKEOFF MINIMUMS:
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, 885’ right of centerline up to 100’ AGL/134’ MSL.
Trees beginning 2411’ from DER, 865’ right of centerline up to 100’ AGL/129’ MSL.
Trees beginning 2470’ from DER, 1’ right of centerline, up to 106’ AGL/531’ MSL.
Trees beginning 2676’ from DER, 148’ left of centerline, up to 537’ MSL.
Trees beginning 2694’ from DER, 83’ left of centerline, up to 541’ 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 2A 27JAN22 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, NA-Obstacles.
Rwys 9, 27, NA-Environmental.
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.
CON’T
WURTSBORO, NY (CON’T)
WURTSBORO/SULLIVAN COUNTY (N82) (CON’T)

TAKEOFF OBSTACLE NOTES:

Rwy 23, terrain 32’ from DER, 187’ right of centerline, 549’ MSL.

Trees, 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.

Trees, 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.

Trees beginning 4795’ from DER, 1371’ right of centerline, up to 709’ MSL.

Trees beginning 5206’ from DER, 1732’ right of centerline, up to 713’ MSL.

Trees beginning 5404’ from DER, 1811’ right of centerline, up to 726’ MSL.

Trees beginning 5746’ from DER, 1749’ right of centerline, up to 757’ MSL.

Trees beginning 1 NM from DER, 1860’ right of centerline, up to 763’ MSL.

Trees beginning 1 NM from DER, 1818’ right of centerline, up to 784’ 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, 3028’ right of centerline, up to 820’ MSL.

Trees beginning 1.7 NM from DER, 3062’ right of centerline, up to 850’ MSL.

Trees beginning 1.7 NM from DER, 2995’ right of centerline, up to 877’ MSL.

Trees beginning 1.7 NM from DER, 2918’ right of centerline, up to 900’ 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 2.4 NM from DER, 3989’ right of centerline, 929’ MSL.

Tree 2.4 NM from DER, 3817’ right of centerline, 933’ MSL.

Trees beginning 2.4 NM from DER, 3685’ right of centerline, up to 935’ MSL.

Trees beginning 2.4 NM from DER, 3784’ right of centerline, up to 957’ MSL.
**IFR ALTERNATE AIRPORT MINIMUMS**

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. **△NA** designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **△NA** designation are not listed in this section. **△** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

### Alternate Minima (ref: 14 CFR 91.169)

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<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<td>ALBANY INTL (ALB) .................. ILS or LOC Rwy 1(^1), LOC Rwy 19(^2)</td>
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<td>RNAV (GPS) Rwy 10(^2)</td>
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<td>RNAV (GPS) Rwy 28(^3)</td>
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<td>RNAV (GPS) Y Rwy 12(^3)</td>
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<td>RNAV (GPS) Y Rwy 283</td>
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1LOC, Category D, 800-2½.
2LOC, Category E, 900-2½.
3Category C, 900-2½.

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<tr>
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<td>AEROFLX/ANDOVER (12N) .................. RNAV (GPS) Rwy 3</td>
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<td>NA when local weather not available. Category A, 1000-2.</td>
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<tr>
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<td>ATLANTIC CITY INTL (ACY) .................. ILS or LOC/DME Rwy 31</td>
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1ILS, Category E, 700-2½. LOC, Category E, 800-2½.
2LOC, Category E, 800-2½.
3Category E, 800-2½.

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<td>BATAVIA, NY</td>
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<td>RNAV (GPS) Rwy 10</td>
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<td></td>
<td>RNAV (GPS) Rwy 28</td>
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<td>VOR/DME-A</td>
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</tbody>
</table>

NA when local weather not available.
1ILS, LOC, Category C, 900-2½; Category D, 900-2½.
2Category C, 900-2½; Category D, 900-2½.

### Note:

For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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</thead>
</table>
| BELMAR/FARMINGDALE, NJ | EXEC (BLM)…….. RNAV (GPS) Rwy 14  
| | RNAV (GPS) Rwy 32  
| | VOR-A  
| | NA when local weather not available.  
| | Category D, 800-2¾.  
| BINGHAMTON, NY | GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)…….. ILS or LOC Rwy 16  
| | ILS or LOC Rwy 34  
| | RNAV (GPS) Rwy 10  
| | RNAV (GPS) Rwy 16  
| | RNAV (GPS) Rwy 28  
| | RNAV (GPS) Rwy 34  
| | NA when local weather not available.  
| | 1NA when control tower closed.  
| CALDWELL, NJ | ESSEX COUNTY (CDW)...... RNAV (GPS) Rwy 4  
| | RNAV (GPS) Rwy 10  
| | RNAV (GPS) Rwy 22  
| | 1Category B, 900-2; Category C, 1000-2¾;  
| | Category D, 1300-3.  
| | 2NA when local weather not available.  
| | 3Category B, 900-2; Category C, 1000-2¾.  
| CORTLAND, NY | CORTLAND COUNTY/CHASE FLD (N03)…….. RNAV (GPS) Rwy 6  
| | RNAV (GPS) Rwy 24  
| | VOR-A  
| | NA when local weather not available.  
| | 1Category B, 900-2; Category C, 1000-2¾;  
| | Category D, 1300-3.  
| DANSVILLE, NY | DANSVILLE MUNI (DSV)…… RNAV (GPS)-A  
| | RNAV (GPS) Rwy 14  
| | NA when local weather not available.  
| | Category A, 1300-2; Category B, 1500-2;  
| | Category C, 1600-3.  
| DUNKIRK, NY | CHAUTAUQUA COUNTY/ DUNKIRK (DKK)…… RNAV (GPS)-A  
| | RNAV (GPS)-B  
| | RNAV (GPS) Rwy 15  
| | RNAV (GPS) Rwy 33  
| | NA when local weather not available.  
| | 1Category C, 1000-2¾; Category D, 1500-3.  
| | 2Categories A, B, 1200-2; Category C, 1200-3;  
| | Category D, 1500-3.  
| EAST HAMPTON, NY | EAST HAMPTON TOWN (JPX)…… RNAV (GPS) Z Rwy 10  
| | RNAV (GPS) Z Rwy 28  
| | NA when local weather not available.  
| FARMINGDALE, NY | REPUBLIC (FRG)……… ILS or LOC Rwy 14  
| | RNAV (GPS) Rwy 1  
| | RNAV (GPS) Y Rwy 1  
| | RNAV (GPS) Rwy 19  
| | RNAV (GPS) Rwy 32  
| | NA when local weather not available.  
| | 1LOC, Category C, 800-2¼; Category D, 1000-3.  
| | 2Category C, 800-2¼; Category D, 1000-3.  
| | 3NA when local weather not available.  
| GLENS FALLS, NY | FLOYD BENNETT MEML (GFL)……… ILS or LOC Rwy 1  
| | RNAV (GPS) Rwy 1  
| | RNAV (GPS) Rwy 19  
| | RNAV (GPS) Rwy 30  
| | 1LOC, Category D, 1200-3.  
| | 2Category D, 1700-3.  
| | 3Category D, 1100-3.  
| | 4NA when local weather not available.  
| ITHACA, NY | ITHACA TOMPKINS INTL (ITH)……… ILS or LOC Rwy 32  
| | RNAV (GPS) Y Rwy 14  
| | RNAV (GPS) Z Rwy 14  
| | RNAV (GPS) Rwy 32  
| | 1NA when local weather not available.  
| | 2NA when tower closed.  
| | 3LOC, Categories A, B, 1100-2;  
| | Category C, 1100-3; Category D, 1400-3.  
| | 4Category D, 800-2¾;  
| | 5Categories A, B, 1300-2; Categories C, D, 1300-3.  

**NE-2, 30 NOV 2023 to 25 JAN 2024**
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<td>JAMESTOWN, NY</td>
<td>CHAUTAUQUA COUNTY/JAMESTOWN (JHW).........................RNAV (GPS) Rwy 7</td>
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<td>MILLVILLE MUNI (MIV)...........................................RNAV (GPS) Rwy 10&lt;sup&gt;1&lt;/sup&gt;</td>
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- ILS or LOC Rwy 27<sup>1</sup>  
- RNAV (GPS) Rwy 9<sup>2</sup>  
- RNAV (GPS) Rwy 16<sup>2</sup>  
- RNAV (GPS) Rwy 27<sup>2</sup>  
- RNAV (GPS) Rwy 34<sup>2</sup>  
1 ILs, Categories A, B, C, 800-2; Category D, 800-2¼; LOC, Category D, 800-2½.  
2 Category D, 800-2½. |
| NEWARK, NJ |                                                                                   |
| NEWARK LIBERTY INTL (EWR) | - ILS or LOC Rwy 4R<sup>1</sup>  
- ILS or LOC Rwy 11<sup>2</sup>  
- ILS or LOC Rwy 22L<sup>1</sup>  
- ILS Z or LOC Z Rwy 4L<sup>1</sup>  
- RNAV (GPS) Rwy 4L<sup>3</sup>  
- RNAV (GPS) Rwy 11<sup>3</sup>  
- RNAV (GPS) Rwy 22R<sup>3</sup>  
- RNAV (GPS) X Rwy 24<sup>4</sup>  
- RNAV (GPS) Y Rwy 4R<sup>3</sup>  
- RNAV (GPS) Z Rwy 22L<sup>3</sup>  
1 LOC, Category C, 900-2½; Category D, 900-3.  
2 LOC, Category C, 900-2½; Category D, 900-2½.  
3 Category C, 900-2½; Category D, 900-3.  
4 Category B, 900-2; Category C, 900-2½; Category D, 900-3. |
| NIAGARA FALLS, NY |                                                                                   |
| NIAGARA FALLS INTL (IAG) | - ILS Y or LOC Y Rwy 28R<sup>12</sup>  
- ILS Z or LOC Z Rwy 28R<sup>12</sup>  
- NDB Rwy 28R<sup>13</sup>  
- RNAV (GPS) Rwy 6<sup>1</sup>  
- RNAV (GPS) Rwy 10L<sup>3</sup>  
- RNAV (GPS) Y Rwy 24<sup>4</sup>  
- RNAV (GPS) Z Rwy 24<sup>4</sup>  
- RNAV (GPS) Rwy 28<sup>3</sup>  
- TACAN Rwy 28R<sup>15</sup>  
NA when local weather not available.  
1 NA when control tower closed.  
2 ILS, LOC, Category D, 800-2½.  
3 Category D, 800-2½.  
4 Category C, 800-2½; Category D, 800-2½.  
5 Category D, 800-2½; Category E 800-2½. |
| OGDENSBURG, NY |                                                                                   |
| OGDENSBURG INTL (OGS) | - RNAV (GPS) Rwy 9<sup>1</sup>  
- RNAV (GPS) Rwy 27<sup>1</sup>  
Category D, 800-2½.  
1 NA when local weather not available. |
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROME, NY</td>
<td></td>
</tr>
<tr>
<td>GRIFFISS INTL (RME)</td>
<td>ILS or LOC Rwy 33</td>
</tr>
<tr>
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<td>RNAV (GPS) Rwy 15</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 33</td>
</tr>
<tr>
<td>1 NA when control tower closed.</td>
<td></td>
</tr>
<tr>
<td>2 LOC, Category C, 900-2½; Category D, 1200-3.</td>
<td></td>
</tr>
<tr>
<td>3 NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>4 Category C, 900-2¼; Category D, 1200-3.</td>
<td></td>
</tr>
<tr>
<td>SARANAC LAKE, NY</td>
<td></td>
</tr>
<tr>
<td>ADIRONDACK</td>
<td>ILS or LOC Rwy 23</td>
</tr>
<tr>
<td>RGNL (SLK)</td>
<td>RNAV (GPS) Rwy 5</td>
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<tr>
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<td>RNAV (GPS) Rwy 9</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23</td>
</tr>
<tr>
<td>1 NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>2 LOC, Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1100-3.</td>
<td></td>
</tr>
<tr>
<td>3 LOC, Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1100-3.</td>
<td></td>
</tr>
<tr>
<td>4 LOC, Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.</td>
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</tr>
<tr>
<td>SCHENECTADY, NY</td>
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</tr>
<tr>
<td>SCHENECTADY COUNTY</td>
<td>RNAV (GPS) Rwy 4</td>
</tr>
<tr>
<td>(SCH)</td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category C, 800-2½; Category D, 800-3.</td>
</tr>
<tr>
<td>SHIRLEY, NY</td>
<td>RNAV (GPS)-A</td>
</tr>
<tr>
<td>BROOKHAVEN (HWV)</td>
<td>RNAV (GPS) Rwy 6</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 15</td>
</tr>
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<td></td>
<td>RNAV (GPS) Rwy 33</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 6</td>
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<tr>
<td>1 NA when local weather not available.</td>
<td></td>
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<tr>
<td>2 LOC, Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1100-3.</td>
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</tr>
<tr>
<td>3 LOC, Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1100-3.</td>
<td></td>
</tr>
<tr>
<td>4 LOC, Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.</td>
<td></td>
</tr>
<tr>
<td>SKANEATELES, NY</td>
<td>RNAV (GPS)-A</td>
</tr>
<tr>
<td>SKANEATELES AERO DROME</td>
<td>RNAV (GPS)-B</td>
</tr>
<tr>
<td>(6B9)</td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category C, 800-2¼.</td>
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<tr>
<td>SOMERVILLE, NJ</td>
<td>RNAV (GPS) Rwy 12</td>
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<tr>
<td>SOMERSET (SMQ)</td>
<td>RNAV (GPS) Rwy 30</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 8</td>
</tr>
<tr>
<td>1 NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>2 Category A, B, 900-2.</td>
<td></td>
</tr>
<tr>
<td>SUSSEX, NJ</td>
<td>RNAV (GPS) Rwy 3</td>
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<tr>
<td>SUSSEX (FWN)</td>
<td>VOR-A</td>
</tr>
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<td>1 NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>2 Categories A, B, 900-2; Category C, 900-2½.</td>
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</tr>
<tr>
<td>3 Categories A, B, 1400-2; Category C, 1400-3.</td>
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<tr>
<td>SYRACUSE, NY</td>
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<tr>
<td>SYRACUSE HANCOCK INTL</td>
<td>ILS or LOC Rwy 10</td>
</tr>
<tr>
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<td>RNAV (GPS) Rwy 15</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z Rwy 10</td>
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<td></td>
<td>VOR Rwy 15</td>
</tr>
<tr>
<td></td>
<td>TACAN Rwy 33</td>
</tr>
<tr>
<td>1 NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>2 LOC, Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>3 Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>TETERBORO, NJ</td>
<td>RNAV (GPS) Z Rwy 8</td>
</tr>
<tr>
<td>TETERBORO (TEB)</td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>Categories A, B, C, D, 1100-4.</td>
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<tr>
<td>TRENTON, NJ</td>
<td>RNAV (GPS) Rwy 28</td>
</tr>
<tr>
<td>TRENTON MERCER (TTN)</td>
<td>RNAV (GPS) Rwy 33</td>
</tr>
<tr>
<td></td>
<td>VOR or GPS-A</td>
</tr>
<tr>
<td>1 NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>2 LOC, Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>3 LOC, Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>4 LOC, Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>5 LOC, Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>WATERTOWN, NY</td>
<td>RNAV (GPS) Rwy 7</td>
</tr>
<tr>
<td>WATERTOWN INTL</td>
<td>RNAV (GPS) Rwy 7</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 10</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 7</td>
</tr>
<tr>
<td>1 ILS, Categories A, B, C, 700-2; Category D 800-2½; LOC, Category D, 800-2½.</td>
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</tr>
<tr>
<td>2 Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>3 NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>4 Category D, 800-2½.</td>
<td></td>
</tr>
<tr>
<td>WELLSVILLE, NY</td>
<td>RNAV (GPS) Rwy 10</td>
</tr>
<tr>
<td>WELLSVILLE MUNI/TARANTINE</td>
<td>RNAV (GPS) Rwy 28</td>
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<tr>
<td>FLD (ELZ)</td>
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<tr>
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<td>Category C, 800-2½; Category D, 1000-3.</td>
</tr>
<tr>
<td>ALTERNATE MINS</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
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<tr>
<td>------</td>
<td>--------------------</td>
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<tr>
<td>WESTHAMPTON BEACH, NY</td>
<td>NAME</td>
</tr>
<tr>
<td>FRANCIS S. GABRESKI (FOK)</td>
<td>ILS or LOC Rwy 24&lt;sup&gt;12&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 24&lt;sup&gt;34&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>TACAN Rwy 24&lt;sup&gt;34&lt;/sup&gt;</td>
</tr>
<tr>
<td>1&lt;sup&gt;1&lt;/sup&gt;NA when control tower closed.</td>
<td>2&lt;sup&gt;2&lt;/sup&gt;ILS, Category C, 700-2, Category D, 700-2½; LOC, Category D, 800-2½.</td>
</tr>
<tr>
<td>WHITE PLAINS, NY</td>
<td>WESTCHESTER COUNTY (HPN)</td>
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<td></td>
<td>RNAV (GPS) Y Rwy 34&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>1&lt;sup&gt;1&lt;/sup&gt;NA when control tower closed.</td>
<td>2&lt;sup&gt;2&lt;/sup&gt;LOC, Category D, 800-2½.</td>
</tr>
<tr>
<td>WILDWOOD, NJ</td>
<td>CAPE MAY COUNTY (WWD)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 10</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 10</td>
</tr>
<tr>
<td></td>
<td>VOR-A</td>
</tr>
<tr>
<td></td>
<td>Category D, 1000-3.</td>
</tr>
<tr>
<td>WILLIAMSON/SODUS, NY</td>
<td>WILLIAMSON/SODUS (SDC)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 10</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
</tbody>
</table>

1<sup>1</sup>NA when control tower closed.
2<sup>2</sup>ILS, Category C, 700-2, Category D, 700-2½; LOC, Category D, 800-2½.
3<sup>3</sup>NA when local weather not available.
4<sup>4</sup>Category D, 800-2½.
### ATLANTIC CITY, NJ
#### ATLANTIC CITY INTL (ACY)

**RADAR-1**  124.6  327.125

<table>
<thead>
<tr>
<th>ASR</th>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/MDA-VIS</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/MDA-VIS</th>
<th>CEIL-VIS</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>13</td>
<td>AB</td>
<td>480/24</td>
<td>405</td>
<td>(500-½)</td>
<td></td>
<td>CDE</td>
<td>480/40</td>
<td>405</td>
<td>(500-¾)</td>
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<tr>
<td></td>
<td>4</td>
<td>AB</td>
<td>480-1</td>
<td>412</td>
<td>(500-1)</td>
<td>CDE</td>
<td>480-1½</td>
<td>412</td>
<td>(500-1½)</td>
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<tr>
<td></td>
<td>31</td>
<td>AB</td>
<td>480/55</td>
<td>416</td>
<td>(500-1¼)</td>
<td>CDE</td>
<td>480/60</td>
<td>416</td>
<td>(500-1¼)</td>
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<td></td>
<td>22</td>
<td>AB</td>
<td>600-1</td>
<td>532</td>
<td>(600-1)</td>
<td>CDE</td>
<td>600-1½</td>
<td>532</td>
<td>(600-1½)</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>CIRCLING</td>
<td>ALL RWY</td>
<td>A</td>
<td>600-1</td>
<td>525</td>
<td>(600-1)</td>
<td>B</td>
<td>600-1</td>
<td>525</td>
<td>(600-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td>620-1½</td>
<td>545</td>
<td>(600-1½)</td>
<td>D</td>
<td>640-2</td>
<td>565</td>
<td>(600-2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>E</td>
<td>760-2½</td>
<td>685</td>
<td>(700-2½)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

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.

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

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

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>PAR</td>
<td>18¹</td>
<td>ABCDE</td>
<td>322-¾</td>
<td>200</td>
<td>(200-¾)</td>
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<td></td>
<td>36</td>
<td>ABCDE</td>
<td>429-1</td>
<td>300</td>
<td>(300-1)</td>
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</tbody>
</table>

No-NOTAM MP: 0400-1100Z++ Mon-Fri, (by NOTAM if required).
PAR apch avbl 1200-0200Z++ Mon-Fri.

¹Rwy 18, VGSI and PAR glidepaths not coincident.
### RADAR INSTRUMENT APPROACH MINIMUMS

**WHEELER-SACK AAF (KGTB)**, Fort Drum, NY

RADAR-1 Amdt 1A  RADAR-2 Amdt 1  15JUN23 (23166) (USA)

**Radar 1**
- **Rwy**
  - PAR\(^2\)\(^3\): 3, 55°/54/1038
  - 21, 55°/58/1106

**Radar 2**
- **ASR**
  - 21\(^4\), 55°/58/1106
  - 3\(^5\), 55°/58/1106

**Circling**
- All Rwy

<table>
<thead>
<tr>
<th>CAT</th>
<th>DH/ MDA-VIS</th>
<th>HAT/HATH/ HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABCDE</td>
<td>885-½</td>
<td>200</td>
<td>(200-½)</td>
</tr>
<tr>
<td>ABCDE</td>
<td>877-½</td>
<td>200</td>
<td>(200-½)</td>
</tr>
<tr>
<td>ABCDE</td>
<td>1100-¾</td>
<td>423</td>
<td>(500-¾)</td>
</tr>
<tr>
<td>AB</td>
<td>1240-½</td>
<td>555</td>
<td>(600-½)</td>
</tr>
<tr>
<td>C</td>
<td>1240-1½</td>
<td>555</td>
<td>(600-1½)</td>
</tr>
<tr>
<td>D</td>
<td>1240-1¾</td>
<td>555</td>
<td>(600-1¾)</td>
</tr>
<tr>
<td>E</td>
<td>1240-1½</td>
<td>555</td>
<td>(600-1½)</td>
</tr>
<tr>
<td>AB</td>
<td>1240-1</td>
<td>550</td>
<td>(600-1)</td>
</tr>
<tr>
<td>C</td>
<td>1240-1½</td>
<td>550</td>
<td>(600-1½)</td>
</tr>
<tr>
<td>D</td>
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</tr>
<tr>
<td>E</td>
<td>1640-3</td>
<td>950</td>
<td>(1000-3)</td>
</tr>
</tbody>
</table>

---

1. Opr 1500-0400Z++ Mon-Fri exc federal hol.
2. When ALS inop, increase CAT ABCDE vis to ¾ mile.
3. VGS1 and PAR glide path not coincident.
4. When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.
5. When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
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.

<table>
<thead>
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<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
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<td>ALBANY, NY</td>
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<td></td>
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</tr>
<tr>
<td>ABLANY INTL (ALB)</td>
<td>01</td>
<td>10-28</td>
<td>4,150 feet</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>01-19</td>
<td>3,757 feet</td>
</tr>
<tr>
<td>ATLANTIC CITY, NJ</td>
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<tr>
<td>ATLANTIC CITY INTL (ACY)</td>
<td>04</td>
<td>13-31</td>
<td>3,550 feet</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>04-22</td>
<td>3,600 feet</td>
</tr>
<tr>
<td></td>
<td>31</td>
<td>04-22</td>
<td>5,750 feet</td>
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<td>FARINGDALE, NY</td>
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<tr>
<td>REPUBLIC (FRG)</td>
<td>32</td>
<td>01-19</td>
<td>3,650 feet</td>
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</tr>
<tr>
<td>LONG ISLAND</td>
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<tr>
<td>MAC ARTHUR (ISP)</td>
<td>06</td>
<td>15R-33L</td>
<td>4,200 feet</td>
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<td></td>
<td>33R</td>
<td>06-24</td>
<td>3,000 feet</td>
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<td>11</td>
<td>04R-22L</td>
<td>5,700 feet</td>
</tr>
<tr>
<td></td>
<td>04L</td>
<td>11-29</td>
<td>7,750 feet</td>
</tr>
<tr>
<td></td>
<td>04R</td>
<td>11-29</td>
<td>8,100 feet</td>
</tr>
<tr>
<td>TETERBORO, NJ</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TETERBORO (TEB)</td>
<td>01</td>
<td>06-24</td>
<td>4,550 feet</td>
</tr>
<tr>
<td></td>
<td>06</td>
<td>01-19</td>
<td>3,750 feet</td>
</tr>
<tr>
<td>WHITE PLAINS, NY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WESTCHESTER COUNTY (HPN)</td>
<td>11</td>
<td>16-34</td>
<td>2,500 feet</td>
</tr>
<tr>
<td></td>
<td>16</td>
<td>11-29</td>
<td>4,000 feet</td>
</tr>
</tbody>
</table>
**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.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATLANTIC CITY, NJ</td>
<td>HS 1</td>
<td>Rwy 13-31 at Twy A and Rwy 04-22 at Twy B.</td>
</tr>
<tr>
<td>ATLANTIC CITY INTL (ACY)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BUFFALO, NY</td>
<td>HS 1</td>
<td>Maintain vigilance Twy D &amp; Twy A waiver for ATC crossings.</td>
</tr>
<tr>
<td>BUFFALO NIAGARA INTL (BUF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CALDWELL, NJ</td>
<td>HS 1</td>
<td>Twy N and Twy P close proximity to Rwy 28.</td>
</tr>
<tr>
<td>ESSEX COUNTY (CDW)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FARMINGDALE, NY</td>
<td>HS 1</td>
<td>Be alert to the int of Twy A at Rwy 01/19.</td>
</tr>
<tr>
<td>REPUBLIC (FRG)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEWARK, NJ</td>
<td>HS 1</td>
<td>EB Taxi Z, ZA and Rwy 22R/04L, NB Taxi P, WB onto Z hold line Rwy 04L/22R.</td>
</tr>
<tr>
<td>NEWARK LIBERTY INTL (EWR)</td>
<td></td>
<td>Southbound tfc Twy Z5 and Twy Z6, and Rwy 11-29 and Twy Z.</td>
</tr>
<tr>
<td>NEW YORK, NY</td>
<td>HS 1</td>
<td>Maintain vigilance Twy K and Twy J complex int close proximity to Rwy 04L and Rwy 31L.</td>
</tr>
<tr>
<td>JOHN F KENNEDY INTL (JFK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA GUARDIA (LGA)</td>
<td>HS 1</td>
<td>Int of rwy and Twy G, Twy P, Twy R, Twy S.</td>
</tr>
<tr>
<td>HS 2</td>
<td></td>
<td>Exiting Rwy 04 at Twy Q.</td>
</tr>
<tr>
<td>LONG ISLAND MAC ARTHUR (ISP)</td>
<td></td>
<td>Int. of Rwy 24/33L, confusing int.</td>
</tr>
<tr>
<td>NEW YORK STEWART INTL (SWF)</td>
<td></td>
<td>Twy A and Twy C.</td>
</tr>
<tr>
<td>HS 2</td>
<td></td>
<td>Twy M and Rwy 09-27.</td>
</tr>
<tr>
<td>NIAGARA FALLS, NY</td>
<td>HS 1</td>
<td>Rwy 28R, Rwy 24 and Twy D1.</td>
</tr>
<tr>
<td>NIAGARA FALLS INTL (IAG)</td>
<td></td>
<td>Rwy 24, Twy D and Rwy 28R.</td>
</tr>
<tr>
<td>Poughkeepsie, NY</td>
<td>HS 1</td>
<td>Hold line further back on Twy A. ATC non-vis area btw Twy A6 and Rwy 06.</td>
</tr>
<tr>
<td>HUDSON VALLEY RGNL (POU)</td>
<td></td>
<td>Twy A5 and Rwy 06-24.</td>
</tr>
<tr>
<td>ROCHESTER, NY</td>
<td>HS 1</td>
<td>Twy E and Rwy 07-25.</td>
</tr>
<tr>
<td>FREDERICK DOUGLASS/ GREATER ROCHESTER INTL (ROC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SYRACUSE, NY</td>
<td>HS 1</td>
<td>Rwy 28 and Rwy 33 int.</td>
</tr>
<tr>
<td>SYRACUSE HANCOCK INTL (SYR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TETERBORO, NJ</td>
<td>HS 1</td>
<td>Twy L at int of Rwy 06-24.</td>
</tr>
<tr>
<td>TETERBORO (TEB)</td>
<td></td>
<td>Twy G at int of Rwy 06-24.</td>
</tr>
</tbody>
</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
**HOT SPOTS**

(CONTINUED)

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>WRIGHTSTOWN, NJ</td>
<td>HS 1</td>
<td>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.</td>
</tr>
<tr>
<td>WRIGHTSTOWN, NJ</td>
<td>HS 2</td>
<td>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.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.*
NOTE: Turboprop aircraft only.

NOTE: Jet aircraft permitted for arrival from KPHL/PHL satellite airports only.
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 JERZY, 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.
BOUNO FIVE ARRIVAL

ARIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO5): From over CYN VORTAC on CYN R-071 to ANTMN, then on SIE R-048 to BOUNO. Thence.

SEA ISLE TRANSITION (SIE.BOUNO5): From over SIE VORTAC on SIE R-048 to BOUNO. Thence.

... From BOUNO on DPK VOR/DME R-207 to cross DPK at 15000 and at 250K, then on DPK R-069 to cross SOUND at 13000, then on DPK R-069 to cross GWENY at 11000, then on DPK R-069 to ZAHNN, then on CCC VOR/DME R-002 to EILEN, then on BDR VOR/DME R-103 to cross WESTO at 6000, then BDR R-103 to BDR, then on BDR R-288 to ALIXX, then on BDR R-288 to cross RYMES at 4000, then on heading 289°. Expect radar vectors to final approach course.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

DUPONT TRANSITION (DGO.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 approach.

LANDING RUNWAYS 22L/R: Cross WATJA at 7000’, proceed to PHLBO, cross PHLBO at 7000’, proceed direct FIGON, cross FIGON at 5000’, proceed with ILS approach.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turboprop aircraft only.
NOTE: Turbojets permitted for arrival from KPHL/PHL satellite airports only.

PHILADELPHIA APP CON
119.75 269.25
POTMAC APP CON
124.55 317.425
NEW YORK APP CON
128.55 379.9
D-ATIS
115.7 134.825

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NE-2, 30 NOV 2023 to 25 JAN 2024
From over HAR VORTAC on HAR R-117 (V210) and LRP R-296 to LRP VOR/DME, thence on LRP R-104 (V210) to BUNTS. Expect RADAR vectors to final approach course.
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.
CEDAR LAKE NINE ARRIVAL

NOTE: Chart not to scale.

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-301 and the OOD R-121 to OOD VORTAC; expect RADAR vectors to final approach course.
ARIVAL 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.

NOTE: Landing Rwy 11 approaching PHLBO expect radar vectors.
NOTE: Landing Rwy 4L/R & Rwy 29 approaching HOKIR expect radar vectors.
NOTE: USE CAUTION: Glider activity between FLOSI and SHAFF.
NOTE: USE CAUTION: Parachute operations 4 NM radius of 5NY5 at or below 14500.

NEW YORK APP CON
128.55 379.9
D-ATIS
115.7 134.825

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Applicable to turbojet and nonturbojet aircraft capable of 250K.
NOTE: Landing Rwy 22L/R approaching SAX VORTAC expect radar vectors.

NOTE: Chart not to scale.
NEW YORK APP CON
120.8 263.0
BOSTON CENTER
128.1 351.7
D-ATIS
125.95

LAGUARDIA (LGA)
NEW YORK, NEW YORK

ALBANY TRANSITION (ALB.HAARP4): From over ALB VORTAC on ALB R-184 to STOTT, then on PWL R-003 to PWL VOR/DME, then on PWL R-250 and IGN R-070 to IGN VOR/DME, then on IGN R-203 to VALRE, thence....

ROCKDALE TRANSITION (RKA.HAARP4): From over RKA VOR/DME on RKA R-127 to CYPER, then on PWL R-316 to TRESA, then on IGN R-013 to IGN VOR/DME, then on IGN R-203 to VALRE, thence....

....From over VALRE on DPK R-338 to BASYE, then to HAARP, then on LGA R-044 to CRALY, then to LGA VOR/DME. Expect radar vectors to final approach course.
HARRISBURG FIVE ARRIVAL
(HAR.HAR5) 22MAY97
MC GUIRE FIELD
(JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)
WRIGHTSTOWN, NEW JERSEY

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.

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
NOTE: RADAR required.

ARIVAL 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.
NOTE:  Chart not to scale.

JAIKE FOUR ARRIVAL (RNAV) Transition Routes

WASHINGTON CENTER
132.52
NEW YORK APP CON
132.8 379.9
PHILADELPHIA APP CON
124.35 319.15
CDW ATIS
135.5
MMU ATIS
124.25
TEB D-ATIS
114.2 132.85

NOTE:  Jet aircraft only
NOTE:  HYTRA TRANSITION:  Do Not File - To Be Assigned by ATC.
NOTE:  BOOYA TRANSITION:  Do Not File - To Be Assigned by ATC.
NOTE:  Advise ATC prior to speed reduction below 250K.

NE-2, 30 NOV 2023 to 25 JAN 2024

NOTE: Advise ATC prior to speed reduction below 250K.

NOTE: BOOYA TRANSITION: Do Not File - To Be Assigned by ATC.
NOTE: HYTRA TRANSITION: Do Not File - To Be Assigned by ATC.

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CONTINUED ON FOLLOWING PAGE

(NE-2, 30 NOV 2023 to 25 JAN 2024)

JAIKE FOUR ARRIVAL (RNAV) Transition Routes

(NE-2, 30 NOV 2023 to 25 JAN 2024)
JAIKE FOUR ARRIVAL (RNAV) Arrival Routes

Arrival Routes

WASHINGTON CENTER
132.52
NEW YORK APP CON
132.8  379.9
PHILADELPHIA APP CON
124.35  319.15
CDW ATIS
135.5
MMU ATIS
124.25
TEB D ATIS
114.2  132.85

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

Arrival Route Description

BOOYA TRANSITION (BOOYA.JAIKE4):
GORDONSVILLE TRANSITION (GVE.JAIKE4):
HYTRA TRANSITION (HYTRA.JAIKE4):
SWANN TRANSITION (SWANN.JAIKE4):
SWNGR TRANSITION (SWNGR.JAIKE4):

LANDBING ALL AIRPORTS: From JAIKE on track 047° to cross ILENE at 13000, then on track 048° to cross WACKI at 11000 and at 250K, then on track 048° to MAZIE, then on track 059° to cross REGLE at 7000, then on track 059° to SBJ VOR/DME, then on track 059°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
**Arrival Route Description**

**Jiims Four Arrival (RNAV)**

**Brigs Transition (Brigs.Jiims4):**
Dasha Transition (Dasha.Jiims4):
Zjaay Transition (Zjaay.Jiims4):

**Landing PHL Rwy 9L/R:** From Jiims on track 290° to Wudrr, then on track 307° to Wevve, then on track 268° to Ernny, then on track 268°. Expect Radar vectors to final approach course.

**Landing PHL Rwy 17, 35:** From Jiims on track 312° to Snde, then on track 312°. Expect Radar vectors to final approach.

**Landing PHL Rwy 26, 27L/R:** From Jiims on track 336° to Zmrmn, then on track 019° to CHPMn, then on track 060° to Psout, then on track 087° to MKORD°, then on track 087°. Expect Radar vectors to final approach course.

**Landing Ilg:** From Jiims on track 285° to Mdogg, then on track 287° to Trnbl, then on track 287°. Expect Radar vectors to final approach course.

**Landing Mqs:** From Jiims on track 285° to Mdogg, then on track 324° to Ransm, then on track 352° to Ebrrly, then on track 352°. Expect Radar vectors to final approach course.

**Landing Ttn/Kpne:** From Jiims on track 336° to Zmrmn, then on track 014° to Wojjk, then on track 087° to Psout, then on track 029° to Henyy, then on track 029°. Expect Radar vectors to final approach course.
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.
NOTE: AGARD transition for Washington Metropolitan departures only.

NOTE: Maintain last assigned altitude until cleared to "descend via the KORRY4". Then comply with altitude restrictions as published.

(NARRATIVE ON FOLLOWING PAGE)
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.
LENDY EIGHT ARRIVAL

ARRIVAL ROUTE DESCRIPTION

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

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

NOTE: DME required.

NOTE: RADAR required.

NOTE: Chart not to scale.
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)

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.
NOTE: For aircraft capable of 210K or greater.

† Or lowest usable flight level.

NOTE: Chart not to scale.
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.
NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.
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.
NOTE: Jet aircraft only.

NOTE: HYTRA transition do not file - to be assigned by ATC.

NOTE: CAUTION: Parachute jumping 2.7 NM SE CHPMN, 1.5 NM radius of Cross Keys Airport, AOB 13500 (SR-SS)

RNAV 1 - DME/DME/IRU or GPS
RADAR required

BBDOL TRANSITION (BBDOL.PAATS4):
GORDONSVILLE TRANSITION (GVE.PAATS4):
HYTRA TRANSITION (HYTRA.PAATS4):

See following page for Arrival Routes.

RAL 320 (FAA)

PHILADELPHIA PENNSYLVANIA

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

PAATS FOUR ARRIVAL (RNAV) Transition Routes
PHILADELPHIA, PENNSYLVANIA

CONTINUOUS ON FOLLOWING PAGE
ARRIVAL ROUTE DESCRIPTION

KPHL: From ESSSO on track 046° to PAATS.

Landing PHL Rwy 09L/R: From PAATS on track 017° to TRNBL, then on track 350° to WEVVE, then on track 268° to ERNYY, then on track 268°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 17, 35: From PAATS on track 070° to TEBEE, then on track 055°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 26, 27L/R: From PAATS on track 081° to RROLL, then on track 045° to CHPMN, then on track 060° to PSOUT, then on track 087° to MKORD, then on track 087°. Expect RADAR vectors to final approach course.

Landing MQS: From ESSSO on track 046° to PAATS, then on track 026° to RANS, then on track 352° to EBRLY, then on track 352°. Expect RADAR vectors to final approach course.

Landing TTN/KPNE: From ESSSO on track 046° to PAATS, then on track 026° to RANS, then on track 076° to WOJIK, then on track 087° to PSOUT, then on track 029° to HENYY, then on track 029°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

NOTE: Chart not to scale.
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.
ARRIVAL ROUTE DESCRIPTION

WILKES-BARRE TRANSITION (LVZ.PENNS2): From over LVZ VORTAC via R-172 to RACKI INT, then via FQM R-118 to PENNS INT. Thence . . . .

WILLIAMSPORT TRANSITION (FQM.PENNS2): From over FQM VOR/DME via FQM R-118 to PENNS INT. Thence . . . .

. . . . From over PENNS INT via BWZ VOR/DME R-302 to SWEET INT. Expect radar vectors to final approach course.

NOTE: This STAR is applicable to non-jet aircraft filed less than 250K landing Newark Liberty Intl airport.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

PHLBO FOUR ARRIVAL (RNAV) Transition Routes

RNAV 1 - DME/DME/IRU or GPS.
Radar required.

See following page for Arrival Routes.

Washington Center
135.52 307.25
New York APP Con
128.55 379.9
D-ATIS
115.7 134.825

NOTE: Landing Rwy 4L/R & 29, approaching METRO expect RADAR vectors.
NOTE: HYTRA Transition do not file - to be assigned by ATC.
NOTE: Jet aircraft only.

Gordonsville Transition (GVE.PHLBO4)
Hytra Transition (HYTRA.PHLBO4)
Quart Transition (QUART.PHLBO4)
Swann Transition (SWANN.PHLBO4)

(Continued on following page)
PHLBO FOUR ARRIVAL (RNAV) Arrival Routes

WASHINGTON CENTER
132.52 307.25
NEW YORK APP CON
128.55 379.9
D-ATIS
115.7 134.825

NOTE: Chart not to scale.

DQO VORTAC on track 056° to cross STEFE between 13000 and 17000, then on track 056° to cross SOMTO at 11000, then on track 056° to ARD VOR/DME, then on track 060° to cross DYLIN at 8000, then on track 060° to MERSR, then on track 060° to METRO, then on track 025° to MARRT, then on track 025° to PHLBO, then on track 025°. Expect RADAR vectors to final approach course.
NOTE: Jet aircraft only.

NOTE: SPEAK transition for Washington Metropolitan departures only.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.
**Proud One Arrival (RNAV) Arrival Route**

**Eno proud1**

### NEW YORK APP CON

- **D-ATIS:** 125.95
- **Radar required**
- **RNAV 1 - DME/DME/IRU or GPS**

### Arrival Route Description

From Eno VORTAC on track 047° to cross SKIPY between FL190 and FL220, then on track 048° to cross BESSI at or above 17000. Then on track 046° to cross EDJER between 13000 and 17000, then on track 047° to cross DAVYS at or above 13000, then on track 060° to HOLEY, then on track 060° to BRAND, then on track 060° to cross KORRY at or above 11000, then on track 060° to cross DEPDY at 10000, then on track 056° to TYKES, then on track 056° to MINKS, then on track 056° to JERZY, then on track 056° to RENUE, then on track 045° to PROUD, then on track 045° to VADDR, then on track 045°. Expect Radar vectors to final approach course.

**NOTE:** Jet aircraft only.
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.
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.

CALVERTON 114.55 CCC 118 (Y)

KENNEDY 115.9 JFK 106

REPUBLIC

JOHN F KENNEDY INTL

NOTE: Chart not to scale.

NOTE: Procedure applicable to Turbojet aircraft only.

NOTE: Use caution - Parachute jump activity vicinity CCC at and below 13500’ (SR-SS).
NOTE: Radar required.
NOTE: STAR applicable to turbojet and non-turbojet aircraft capable of 250K.
NOTE: North Atlantic arrivals via BOS file BAF transition. Domestic arrivals from the east file IGN Transition.
NOTE: Expect to cross 10 NM east of BAF at or below 16000.
NOTE: Expect to cross HNK at or below lowest usable flight level.

(NARRATIVE ON FOLLOWING PAGE)
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.
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.
NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

NOTE: HYTRA TRANSITION ATC assigned only.
ARRIVAL ROUTE DESCRIPTION

BUKYY TRANSITION (BUKYY.WAALK2):
HYTRA TRANSITION (HYTRA.WAALK2):
ZJAAY TRANSITION (ZJAAY.WAALK2):

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 cross FALON at 5000. Then on track 030°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
After FALON, proceed direct CYN at 5000 feet, hold at CYN as published, descend in holding from 5000 to 3000 feet.
ARRIVAL ROUTE DESCRIPTION

JAMESTOWN TRANSITION (JHW.LVZ4): From over JHW VOR/DME on JHW R-115 and LVZ R-301 to LVZ VORTAC. Thence . . . .

. . . . from over LVZ VORTAC, on LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

NOTE: Chart not to scale.
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.

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

A higher crossing altitude may be required between the hours of 2300 to 0700 local.
**RNAV (GPS) RWY 7**

AKRON/JESSON FLD (9G3)

**Procedure NA at night. Use Buffalo altimeter setting.**

**Holding Pattern**

- Holding Pattern
  - 6000 ft to 4000 ft
  - 250°

**Visual Segment - Obstacles**

- 4 NM Holding Pattern
- 5.9 NM
- 5.1 NM

**Category**

<table>
<thead>
<tr>
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<tr>
<td>LP MDA</td>
<td>1180-1</td>
<td>341 (400-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1300-1</td>
<td>461 (500-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>1380-1</td>
<td>540 (600-1)</td>
<td>NA</td>
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</tbody>
</table>

**AERONAUTICAL INFORMATION DISPLAY SYSTEM**

- WAAS CH 93633 W07A
- APP CRS 071° RWy Idg 3268 TDZE 839 Apt Elev 840
- RNP APCH.

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

**Buffalo APP CON**

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

**AKRON, NEW YORK**

Amdt 2E 20JUN19

**AKRON/JESSON FLD (9G3)**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**RNAV (GPS) RWY 7**

AKRON/JESSON FLD (9G3)
RNAV (GPS) RWY 25
AKRON/JESSON FLD (9G3)

AERONAUTICAL NAVIGATIONderived from AIP

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

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

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LP MDA</td>
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<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1380-1</td>
<td>540 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

Use Buffalo altimeter setting. Procedure NA at night.

Rwy 25 helicopter visibility reduction below 1 SM NA.

Nearest Airport
AKRON, OH (AKR)

AKRON/JESSON FLD (9G3)

43°01'N-78°29'W

AKRON, NEW YORK
AL-5971 (FAA) 23278

BUFFALO APP CON
126.15  263.125

UNICOM
122.725 (CTAF)

BUF ASOS
135.35

RNAV (GPS) RWY 25
AKRON/JESSON FLD (9G3)

Map detailed
**ILS RWY 1 (SA CAT II)**

**ALBANY INTL (ALB)**

**LOC/DME I-DEJ**
- 109.5
- Channel 32

**APP CRS**
- 011°

**Rwy Idg**
- 8500

**TDZE**
- 284

**Apt Elev**
- 285

**MALSR**
- 115°

**R-251**
- Chan 100

**ALBANY APP CON**
- 132.825

**ALBANY TOWER**
- 119.5

**GND CON**
- 121.7

**CLNC DEL**
- 127.5

**MALSR**
- 115.0

**Chan 97**
- 112°

**115.3 ALB**
- Chan 100

**D-ATIS**
- 120.45

**ALBANY, NEW YORK**

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

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

**ALTERNATE MISSED APCH FIX**
- MARIA
  - I-DEJ 12.5
  - Chan 32

**ALBANY INTL**
- 160°

**CAMBRIDGE**
- CAM
  - 115.0
  - Chan 97

**DME or RADAR REQUIRED**

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

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**AMENDMENT**
- 11D 06OCT22

**ALBANY, NEW YORK**
- 42°45'N-73°48'W

**ALBANY INTL (ALB)**
- 5
A WARNING: GPS required. For uncompensated Baro-VNAV systems, procedure NA below -1.5°C (3°F) or above 47°C (117°F). For inoperative MALS R, increase RNP 0.15 visibility to 1¼ and RNP 0.30 visibility to 1½.

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

See planview for multiple IF locations.
RNAV (RNP) Z RWY 19
ALBANY INTL (ALB)

**RNAV (RNP) Z RWY 19**

**ALBANY INTL (ALB)**

**Category A**

**RNP 0.30 DA**

**Authorization Required**

For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 47°C. For inop ALS increase RNP 0.30 visibility to 1/4s.

MALSR

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

**D-ATIS**

**120.45**

**ALBANY APP CON**

**132.825**

**ALBANY TOWER**

**119.5**

**125.7**

**GND CON**

**121.7**

**CLNC DEL**

**127.50**

**ALBANY, NEW YORK**

**AL-10 (FAA)**

**APP CRS**

**191°**

**Rwy Idg**

**8500**

**TDZE**

**280**

**Apt Elev**

**285**

**RNP AR APCH.**

**D-ATIS**

**120.45**

**ALBANY APP CON**

**132.825**

**ALBANY TOWER**

**119.5**

**257.8**

**GND CON**

**121.7**

**CLNC DEL**

**127.50**

**RNAV (RNP) Z RWY 19**

**ALBANY INTL (ALB)**
Procedure NA for arrivals at MARIA on V2 northwest bound.

Procedure NA for arrivals at SHAHE on VS42 westbound.

MISSED APPROACH: Climb to 5000 direct SIMAY and on track 091° to WARUV and hold, continue climb-in-hold to 5000.
RNAV (GPS) RWY 28
ALBANY INTL (ALB)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 42°C. Circling NA west of Rwy 1-19. Circling Rwy 10 NA at night.

Procedure NA for arrival at OAKIL on V449 southwest bound.

Procedure NA for arrival at ATHOS on V449-123-157 southbound and V270 westbound.

Procedure NA for arrival at CANAN on V487 northbound and V130 southeast bound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. Circling NA west of Rwy 1-19. Circling Rwy 10 NA at night. DME/DME RNP-0.3 NA.

**RNAV (GPS) Y RWY 19**

**ALBANY INTL (ALB)**

*Procedure NA for arrivals on CAM VOR/DME airway radials 203 CW 345.*
VOR RWY 28
ALBANY INTL (ALB)

D-alt: 115.3 ALB
Chan 100

APP CRS: 115°

Rwy Idg: 285
TDZE: 285

DME or RADAR required.

Circling NA West of Rwy 1-19. Straight-in Rwy 28 NA at night. Circling Rwy 10, 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

ALBANY APP CON: 132.825 307.2
ALBANY TOWER: 119.5 257.8
GND CON: 121.7 348.6
CLNC DEL: 127.50

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

ELEV: 285
TDZE: 285

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

VEI 285
LAD 285

Remain within 10 NM

VGSJ and descent angles not coincident (VGSJ Angle 3.35/TCH 51).

VOR RWY 28
ALBANY INTL (ALB)

ORIG-F 06OCT22

ALBANY, NEW YORK

42°45'N-73°48'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

TERMINAL
CARGO
GENERAL AVIATION
HANGAR D
HANGAR C
HANGAR B
HANGAR A

AIRPORT DIAGRAM
ALBANY INTL (ALB)
ALBANY, NEW YORK

ALBANY TOWER
120.45
D-ATIS
NE-2, 30 NOV 2023 to 25 JAN 2024

NO PARKING AREA
TIE-DOWN
PARKING

TERMINAL

NO PARKING AREA
CARGO
GENERAL AVIATION
HANGAR D
HANGAR C
HANGAR B
HANGAR A

AIRPORT DIAGRAM
ALBANY INTL (ALB)
ALBANY, NEW YORK

ALBANY TOWER
120.45
D-ATIS
NE-2, 30 NOV 2023 to 25 JAN 2024

NO PARKING AREA
TIE-DOWN
PARKING

TERMINAL


ALBANY SEVEN DEPARTURE

ALBANY SEVEN DEPARTURE

NOTE: RADAR required.
NOTE: Chart not to scale.

NE-2, 30 NOV 2023 to 25 JAN 2024
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.
RVAP (GPS)-B
PINE HILL (9G6)

MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.

BUF AWOS
135.35

BUFFALO APP CON
126.15 263.125

UNICOM
123.0 (CTAF)

Rwy 10 and 28 helicopter visibility reduction below 1 SM NA. Use Buffalo
Niagara Intl altimeter setting; when not received, use Niagara Falls Intl
altimeter setting and increase all MDA 20 feet. Procedure NA at night.

Albion, New York
43°10'N - 78°16'W

Category
A
B
C
D

1360-1 691 (700-1)

RNAV (GPS)-B
PINE HILL (9G6)

Buffalo to 3300 direct LEGGY and hold.

LEGGY

5000

059°

HOLD

6000

060°

3300

059°

239°

060°

EYEVU

LEGGY

2400

3300

LEGGY

5000

3300

HEDSI

EYEVU

2448

3300

HOLD

6000

3300

Elev 2448

Elev 669

809±

279°

20.8

Leggy

809±

059°

3300

EYEVU

HEDSI

IF/IAF

LEGGY
RNAV (GPS) RWY 3
AEROFLEX/ANDOVER (12N)

NEW YORK APP CON
127.6 379.9

UNICOM
122.8 (CTAF) 0

Procedures for arrivals at MUGZY on V226 northwest bound.

Procedures for arrival on SAX VORTAC:

Airway radials 185 CW 252.

Holding Pattern 229° 049°

Visual Segment - Obstacles.

RNAV (GPS) RWY 3
AEROFLEX/ANDOVER (12N)

ANDOVER, NEW JERSEY
AL-5026 (FAA) 22335

APP CRS
Rwy Idg 1981
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.

MISSING APPROACH:
Climbing left turn to 3000 direct HOPED and hold.

CATEGORY
A
B
C
D

LNAV MDA
1340-1
757 (800-1)
NA

CIRCLING
1560-1¼
977 (1000-1¼)
NA

ANDOVER, NEW JERSEY
Amdt 1C 13AUG20

41°01'N-74°44'W

RNAV (GPS) RWY 3
AEROFLEX/ANDOVER (12N)

NE-2, 30 NOV 2023 to 25 JAN 2024

UNICOM
122.8 (CTAF) 0

MIRL Rwy 3-21 0

18
VOR-A

AEROFLEX/ANDOVER (12N)

NEW YORK APP CON
127.6 379.9

UNICOM
122.8 (CTAF) 0

VOR/DME STW
109.6 Chan 33
APP CRS 094°
Rwy Idg N/A
TDZE 583
Apt Elev 1981

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
127.6 379.9

UNICOM
122.8 (CTAF) 0

VOR/DME STW
109.6 Chan 33
APP CRS 094°
Rwy Idg N/A
TDZE 583
Apt Elev 1981

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
127.6 379.9

UNICOM
122.8 (CTAF) 0

VOR/DME STW
109.6 Chan 33
APP CRS 094°
Rwy Idg N/A
TDZE 583
Apt Elev 1981

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
127.6 379.9

UNICOM
122.8 (CTAF) 0

VOR/DME STW
109.6 Chan 33
APP CRS 094°
Rwy Idg N/A
TDZE 583
Apt Elev 1981

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
127.6 379.9

UNICOM
122.8 (CTAF) 0

VOR/DME STW
109.6 Chan 33
APP CRS 094°
Rwy Idg N/A
TDZE 583
Apt Elev 1981

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
127.6 379.9

UNICOM
122.8 (CTAF) 0

VOR/DME STW
109.6 Chan 33
APP CRS 094°
Rwy Idg N/A
TDZE 583
Apt Elev 1981

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
127.6 379.9

UNICOM
122.8 (CTAF) 0

VOR/DME STW
109.6 Chan 33
APP CRS 094°
Rwy Idg N/A
TDZE 583
Apt Elev 1981

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
127.6 379.9

UNICOM
122.8 (CTAF) 0

VOR/DME STW
109.6 Chan 33
APP CRS 094°
Rwy Idg N/A
TDZE 583
Apt Elev 1981

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.
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.

ATLANTIC CITY, NEW JERSEY

<table>
<thead>
<tr>
<th>ATIS</th>
<th>ATLANTIC CITY APP CON</th>
<th>ATLANTIC CITY TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
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<tbody>
<tr>
<td>125.725</td>
<td>124.6</td>
<td>120.3</td>
<td>121.9</td>
<td>127.85</td>
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<tr>
<td>316.15</td>
<td>327.125</td>
<td>239.0</td>
<td>284.6</td>
<td>353.775</td>
</tr>
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</table>

ATLANTIC CITY INTL (ACY)

ILS or LOC/DME RWY 31

DME REQUIRED

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<td>S-ILS 31</td>
<td>264/40 200 (200-¾)</td>
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<tr>
<td>S-LOC 31</td>
<td>520/50 456 (500-1)</td>
<td>520/60 456 (500-1¼)</td>
<td>520-1½ 456 (500-1½)</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>540-1 600-1</td>
<td>620-1½ 545 (600-1½)</td>
<td>640-2 565 (600-2)</td>
<td>760-2½ 685 (700-2½)</td>
<td></td>
</tr>
</tbody>
</table>

ALTERNATE MISSED APCH FIX

Alternate holding pattern for Cat E, Radar required.

Radar required.

VGSI and ILS glidepath not coincident

ILS or LOC/DME RWY 31

ATLANTIC CITY INTL (ACY)

NE-2, 30 NOV 2023 to 25 JAN 2024

ATLANTIC CITY, NEW JERSEY

Orig-D 09SEP21

39°27'N-74°35'W
RNAV (RNP) Z RWY 13
ATLANTIC CITY INTL (ACY)

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.

MISSED APPROACH: Climb to 2000 on track 128° to JURAD and on track 076° to RODDI and hold.

ATIS
125.725 316.15

ATLANTIC CITY APP CON
124.6 327.125

ATLANTIC CITY TOWER
120.3 239.0

GND CON
121.9 284.6

CLNCE DEL
127.85 353.775

NE-2, 30 NOV 2023 to 25 JAN 2024

For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.
RNAV (RNP) Z RWY 31

ATLANTIC CITY INTL (ACY)

APP CRS

308°

Rwy Idg 10000

TDZE 63

Apt Elev 75

ATIS

125.725 316.15

ATLANTIC CITY APP CON

124.6 327.125

ATLANTIC CITY TOWER

120.3 239.0

GND CON

121.9 284.6

CLNC DEL

127.85 353.775

MISSED APPROACH: Climb to 2000 on track 308° to WEREK on track 259° to KOVEC and hold.

MISSED APCH FIX

KOVEC

KOVEC

W-107C

PANZE

(RNP 0.50)

2000 (13.5)

6 NM

Procedure NA for arrivals at PANZE via V44 northeast bound, V184-229 northeast bound.

259° (7.9)

308° (7.1)

WREK

SEA ISLE

SIE (RNP 0.50)

Procedure NA for arrivals on SIE VORTAC airway radials 333 CW 131.

2000

tr 308°

WREK

tr 259°

KOVEC

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 69).

Procedure NA for arrivals at SIE VORTAC airway radials 333 CW 131.

2000

PRSTY

1700

GP 3.00°

TCH 52

RWP31

1700

4.9 NM

6.1 NM

TDZE/CL Rwy 31

HIRL Rwys 4-22 and 13-31

NE-2, 30 NOV 2023 to 25 JAN 2024

RNAV (RNP) Z RWY 31

AUTHORIZATION REQUIRED

ATLANTIC CITY, NEW JERSEY

Orig-B 27JUN13

39°27'N-74°35'W

NE-2, 30 NOV 2023 to 25 JAN 2024

RNAV (RNP) Z RWY 31

AUTHORIZATION REQUIRED
RNAV (GPS) RWY 4
ATLANTIC CITY INTL (ACY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Rw4 helicopter visibility reduction below ½ SM NA.

ATIS
125.725 316.15

ATLANTIC CITY APP CON
124.6 327.125

ATLANTIC CITY TOWER
120.3 239.0

GND CON
121.9 284.6

CLNC DEL
127.85 353.775

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct SMITS and hold.
**Radar Required When R-5002B is Active.**

Procedure NA for arrival on VCN VORTAC airway radials 066 CW 160.

### ATIS

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### GND CON

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</thead>
<tbody>
<tr>
<td>121.9 284.6</td>
<td>127.85 353.775</td>
</tr>
</tbody>
</table>

### 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.

### LPV DA

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>364-1</td>
<td>296 (300-1)</td>
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<tr>
<td>LNAV/VNAV DA</td>
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<td>LNAV MDA</td>
<td>520-1</td>
<td>452 (500-1)</td>
<td>520-1/2</td>
<td>452 (500-1/2)</td>
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<td>CIRCLING</td>
<td>540-1</td>
<td>600-1</td>
<td>620-1/2</td>
<td>640-2</td>
<td>760-2/2</td>
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### APRS

**APRIS**

<table>
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<tr>
<th>APP CRS</th>
<th>Rdg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td>W22A</td>
<td>6144</td>
<td>68</td>
<td>75</td>
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</table>

### RNP APCH - GPS

- **RNAV (GPS) RWY 22**
- **ATLANTIC CITY INTL (ACY)**

### Misc

**ATIS**

| 125.725 | 316.15 |

**ATLANTIC CITY NEW JERSEY**

Amdt 4C 09SEP21

**A-2, 30 NOV 2023 to 25 JAN 2024**

**LNAV only.**

**mis**

**MISSED APPROACH:** Climb to 600 then climbing right turn to 2000 direct TUBER and hold.

**ATIS**

| 125.725 | 316.15 |

**ATLANTIC CITY NEW JERSEY**

Amdt 4C 09SEP21
Helicopter visibility reduction below 3/4 SM NA.

**ATIS**
- ATLANTIC CITY 125.725
- ATLANTIC CITY APP CON 316.15
- ATLANTIC CITY 124.6
- ATLANTIC CITY 327.125

**ATLANTIC CITY TOWER**
- 120.3
- 239.0

**GND CON**
- 121.9
- 284.6

**CLNC DEL**
- 127.85
- 353.775

**ATLANTIC CITY TOWER**
- 120.3
- 239.0

**GND CON**
- 121.9
- 284.6

**CLNC DEL**
- 127.85
- 353.775

**RADAR REQUIRED**

**ATLANTIC CITY**
- VOR/DME RWY 22
- ATLANTIC CITY INTL (ACY)

**ERL Rwy 31**
- NE-2, 30 NOV 2023 to 25 JAN 2024

**TDZ/CL Rwy 13**
- HIRL Rwys 4-22 and 13-31

**VOR/DME RWY 22**
- ATLANTIC CITY INTL (ACY)

** control**
- 120.3
- 239.0

**control**
- 121.9
- 284.6

**control**
- 127.85
- 353.775

**ERL Rwy 31**
- NE-2, 30 NOV 2023 to 25 JAN 2024

**TDZ/CL Rwy 13**
- HIRL Rwys 4-22 and 13-31

**VOR/DME RWY 22**
- ATLANTIC CITY INTL (ACY)

**control**
- 120.3
- 239.0

**control**
- 121.9
- 284.6

**control**
- 127.85
- 353.775

**ERL Rwy 31**
- NE-2, 30 NOV 2023 to 25 JAN 2024

**TDZ/CL Rwy 13**
- HIRL Rwys 4-22 and 13-31
Rwy 4 helicopter visibility reduction below ½ SM NA.

ATLANTIC CITY, NEW JERSEY (ACY)

ATIS
125.725 316.15

ATLANTIC CITY APP CON
124.6 327.125

ATLANTIC CITY TOWER
120.3 239.0

GND CON
121.9 284.6

CLNC DEL
127.85 353.775

MISSED APPROACH: Climbing right turn to 2000 on ACY VORTAC R-090 to SMITS INT/11 DME and hold.

Procedure NA for arrival on SIE VORTAC airway radials 333 CW 059.

AIRPORT FLEXIBLE MINIMUMS

CATEGORY A B C D E
S-4 480-1 412 (500-1) 480-1/2 412 (500-1/2) 480-11/2 412 (500-11/2)
CIRCLING 540-1 600-1 620-1/2 640-2 760-2/2 685 (700-2/2)

Knots 60 90 120 150 180
Min:Sec 4:54 3:16 2:27 1:58 1:38

1.2 NM 3.7 NM

AVAIABLE TIMES

Day

ATLANTIC CITY INTL (ACY)

APR 15D 09SEP21

NE-2, 30 NOV 2023 to 25 JAN 2024

ATLANTIC CITY INTL (ACY)
VOR RWY 13
ATLANTIC CITY INTL (ACY)

For inoperative MALSR, increase S-13 Cat D visibility to RVR 6000 and Cat E to 1 1/2.

MALSR

MISSED APPROACH: Climbing left turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.

ATIS
125.725 316.15

ATLANTIC CITY APP CON
124.6 327.125

ATLANTIC CITY TOWER
120.3 239.0

GND CON
121.9 284.6

CLNC DEL
127.85 353.775

ELEV 75

Rwy Idg 10000

Apt Elev 75

TDZE 75

One Minute Holding Pattern

1900
1.1 NM

3.4 NM

VOR RWY 13

Atlantic City, New Jersey

ATLANTIC CITY, NEW JERSEY

Amdt 4C 09SEP21

39°27’N-74°35’W
ATLANTIC CITY, NEW JERSEY

ATLANTIC CITY INTL (ACY)

VOR RWY 31

ATIS
125.725 316.15

ATLANTIC CITY APP CON
124.6 327.125

ATLANTIC CITY TOWER
120.3 239.0

GND CON
121.9 284.6

CLNC DEL
127.85 353.775

ELEV 
t

TDZE 64

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

ATLANTIC CITY, NEW JERSEY

Amdt 1C  09SEP21

120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 69).

3.12°
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY CLEARANCES IS REQUIRED.

ATIS
125.725 316.15
ATLANTIC CITY TOWER
120.3 239.0
GND CON
121.9 284.6
CINC 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

FIELD
ELEV 75

BAK-14/12B
WEST CABLE

ANG ARM/DEARM PAD

ANG RESTRICTED AREA

LHSO

HAZARDOUS CARGO AREA

ELEV 67

TWR 229
FIRE STATION

ANG ARM/DEARM PAD

ANG RESTRICTED AREA

74°35'W

74°34'W

ATLANTIC CITY, NEW JERSEY

AIRPORT DIAGRAM

ATLANTIC CITY INTL (ACY)

ATLANTIC CITY, NEW JERSEY

NE-2, 30 NOV 2023 to 25 JAN 2024
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.
RNAV (GPS) RWY 10
GENESEE COUNTY  (GVQ)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

AWOS-3PT  ROCHESTER APP CON  CLNC DEL  UNICOM
127.525  123.7  322.3  121.8  122.7 (CTAF)

Procedure NA for arrival on GEE VOR/DME airway radials 287 CW 314.

MISSED APPROACH: Climb to 3000 direct POCZI and hold.

ELEV 914  TDZE 914
RNAV (GPS) RWY 28
GENESEE COUNTY (GVQ)

**Category B**

**RNAV (GPS) RWY 28**

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: increase LPV DA to 1263 feet and visibility 1/2 SM all Cats; increase LNAV/VNAV DA to 1466 feet and visibility 1/2 SM all Cats; increase all MDA 120 feet and visibility LNAV Cat C 1/4 SM and Circling Cats C and D 1/2 SM. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inop MALS R increase LNAV Cat D visibility to 1/4 mile. For inop MALS R, when using Rochester altimeter setting increase LPV visibility all Cats to 1/4 mile.

**MALSR**

**MISSING 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**

**127.525**

**ROCHESTER APP CON**

**123.7 322.3**

**CLINIC DEL**

**121.8**

**UNICOM**

**122.7** (CTAF)

**Procedure NA for arrivals on**
**ROC VOR/DME airway radials 264 CW 288.**

**WAVRU**

**YAVUD**

**POCZI**

**JUVKI**

**ROC**

**GENESEO**

**VNAV**

**LNAV/VNAV**

**LPV**

**MALSR**

**Rwy Idg**

**282°**

**Apt Elev**

**5499**

**43°02'N-78°10'W**

**Orig-A 30DEC21**

**Geneese County (GVQ)**

**RNAV (GPS) RWY 28**

**BATAVIA, NEW YORK**

**AL-5562 (FAA)**

**21364**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**Geneese County (GVQ)**
When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase visibility Cat A ½ SM and Cat C and D ½ SM.

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.

Procedure NA for arrivals on GEE VOR/DME airway radials 263 CW 314.

Procedure Turn NA for arrivals on GEE VOR/DME airway radials 263 CW 314.

When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase visibility Cat A ½ SM and Cat C and D ½ SM.

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.

Procedure NA for arrivals on GEE VOR/DME airway radials 263 CW 314.

Procedure Turn NA for arrivals on GEE VOR/DME airway radials 263 CW 314.

When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase visibility Cat A ½ SM and Cat C and D ½ SM.

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.

Procedure NA for arrivals on GEE VOR/DME airway radials 263 CW 314.

Procedure Turn NA for arrivals on GEE VOR/DME airway radials 263 CW 314.
Procedure NA for arrivals at NANC on V6-445 eastbound.

Procedure NA for arrival on RBV
VORTAC airway radials 001 CW 122.

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; increase all MDA 40 feet and LNAV Cats C/D visibility ¾ SM and Circling Cat C/D visibility ½ SM.

AWOS-3PT 121.625  
MC GUIRE APP CON 126.475 363.8  
CINC DEL 126.15  
UNICOM 123.0 (CTAF)
**RNAV (GPS) RWY 32**

**MONMOUTH EXEC (BLM)**

- **RNP ACH:**
  - 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 Cat C/D and Circling Cat C/D visibility ¾ SM.

- **AWOS 3PT:** 121.625
- **MC GUAIRE APP CON:** 126.475 363.8
- **CLNC DEL:** 126.15
- **UNICOM:** 123.0 (CTAF)

**Procedure NA for arrivals at SATES on V44 northeast bound.**

**Procedure NA for arrivals at FALON on V312 westbound.**

**Procedure NA for arrivals at SATES on V184 southwest bound and on V312 westbound.**

**MISSED APCH FIX:** ROBBINSVILLE

**Visual Segment - Obstacles:**

**WUDAB**

**MONMOUTH EXEC (BLM)**

**BELMAR/FARMINGDALE, NEW JERSEY**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>560-1</td>
<td>407 (500-1)</td>
<td>560-1/8</td>
<td>407 (500-1/8)</td>
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<tr>
<td>Circling</td>
<td>560-1</td>
<td>620-1</td>
<td>880-2</td>
<td>880-2½</td>
</tr>
</tbody>
</table>

- **MISSED APPROACH:**
  - Climb to 600 then climbing left turn to 2000 direct RBV VORTAC and hold.

**BELMAR/FARMINGDALE, NEW JERSEY**

**Orig-D 22APR21**

**40°11'N-74°07'W**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**MONMOUTH EXEC (BLM)**

**BELMAR/FARMINGDALE, NEW JERSEY**

**Belmar/Farmingdale, New Jersey**

**Orig-D 22APR21**

**40°11'N-74°07'W**

**NE-2, 30 NOV 2023 to 25 JAN 2024**
Procedure NA for arrival on RBV VORTAC airway radials 054 CW 122.

Circling Rwy 3, 21 NA at night. When local altimeter setting not received, use Lakehurst altimeter setting and increase all MDA 40 feet; increase Cat C/D visibility 1/2 SM.

Procedure NA for arrival on RBV VORTAC airway radials 054 CW 122.
RNAV (GPS) RWY 5
PINE VALLEY (19N)

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.

MC GUIRE APP CON
126.475 363.8

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at OOD VORTAC on airway radials 057° CW 154.

Visual Segment - Obstacles.

2000 MUNGY

MOHEE

2100 050°

ACLIM

1800

5 NM

5 NM

MUNGY

REIL Rwys 5 and 23

MIRL Rwy 5-23

BERLIN, NEW JERSEY
Orig F 15AUG19

BERLIN, NEW JERSEY
AL-5496 (FAA) 23278

RNAV (GPS) RWY 5
PINE VALLEY (19N)

39° 47’N - 74° 57’W

Ne-2, 30 Nov 2023 to 25 Jan 2024
RNAV (GPS) RWY 23
PINE VALLEY (19N)

MISSED APPROACH: Climbing right turn to 2000 direct HOLEY and hold.

Procedure NA for arrivals at RBV VORTAC on airway radials 238 CW 289.

Procedure NA for arrivals at ARD VOR/DME on V479 northbound.

RNAV (GPS) RWY 23
PINE VALLEY (19N)

BERLIN, NEW JERSEY
AL-5496 (FAA)

CATEGORY
A
B
C
D
LNAV MDA
840-1
698 (700-1)
NA

ELEV 150
TDZE 142

2000
HOLEY

230°

3094 X 45

39° 47'N - 74° 57'W

BERLIN, NEW JERSEY
Orig-C 15AUG19
NE-2, 30 NOV 2023 to 25 JAN 2024

MC GUIRE APP CON
126.475 363.8

UNICOM
123.0 (CTAF)

ROBBINSVILLE
RBV

2000
251°
(17)

123.0

HOLEY

MUNGY

YARDLEY ARD

Procedure NA for arrivals at ARD VOR/DME on V479 northbound.

Visual Segment - Obstacles.

RNAV (GPS) RWY 23
PINE VALLEY (19N)

BERLIN, NEW JERSEY
AL-5496 (FAA)

CATEGORY
A
B
C
D
LNAV MDA
840-1
698 (700-1)
NA

ELEV 150
TDZE 142

2000
HOLEY

230°

3094 X 45

39° 47'N - 74° 57'W

BERLIN, NEW JERSEY
Orig-C 15AUG19
NE-2, 30 NOV 2023 to 25 JAN 2024
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.

**Unicom**

**Mc Guire App Con**

| 126.475 | 363.8 |

**Category**

| A | B | C | D |

| 900-1 | 750 | 800-1 |

**Circling**

| Knots | Min:Sec |

| 60 | 3:32 |
| 90 | 2:39 |
| 120 | 2:07 |
| 150 | 1:46 |
| 180 | 1:29 |

**VOR/B PINE VALLEY (19N)**

**BERLIN, NEW JERSEY**

**AL-5496 (FAA)**

**Procedure NA for arrivals at LEEAH on V166 southeast bound, on V1 and V229 southwest bound.**

**MISSED APPROACH: Climbing right turn to 2100 direct VCN VOR/DME and hold.**
For inop ALS, increase S-LOC 16. Cats C and D visibility to RVR 5500.

For arrivals, increase S-LOC 16 right turn to 3700 direct CFB VOR/DME and hold.

For inop ALS, increase S-LOC 16 right turn to 3700 direct CFB VOR/DME and hold.

Cats C and D visibility to RVR 5500.

Cats C and D visibility to RVR 5500.
Procedure NA for arrival on CFB VOR/DME airway radials 075 CW 169.

**Notes:**
- VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).
- LOC only. *2180 when using Ithaca altimeter setting.*
- XIKCY INT
- 2200 CFB
- SMITE INT
- **XIKCY FIX MINIMUMS**
  - S-LOC 34
  - 2120-1 484 (500-1) 2200-2 564 (600-2)
  - CIRCLING
  - 2120-1 484 (500-1) 2200-2 564 (600-2)

**XIKCY INT**
- **V**
- **A**
- **M**
- **N**
- **N**
- 5
- **B**
- **F**
- **C**
- **S**
- **M**

**ATIS**
- 128.15

**BINGHAMTON APP CON**
- 118.6 257.625

**BINGHAMTON TOWER**
- 119.3 (CTAF) 239.25

**GND CON**
- 121.9

**CLNC DEL**
- 125.05

**UNICOM**
- 122.95

**MALSR**
- [Diagram of airport layout and runway configurations]

**Missed Approach:** Climb to 2200 then climbing left turn to 3900 direct CFB VOR/DME and hold, continue climb-in-hold to 3900.
RNAV (GPS) RWY 10
GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

ATIS 128.15
BINGHAMTON APP CON 118.6
BINGHAMTON TOWER 119.3 (CTAF)
GND CON 121.9
CLNC DEL 125.05
UNICOM 122.95

Procedure NA for arrival on CFB VOR/DME airway radials 275 CW 015.

HOLD 6000 3900
098°
278°
4 NM

4 NM Holding Pattern

GP 3.00°
TCH 53

CATEGORY A B C D
LPV DA 1841-3/4 250 (300-3/4)
LNAV/ VNAV DA 1937-1 346 (400-1)
LNAV MDA 2020-1 429 (400-1)
CIRCLING 2120-1 484 (500-1)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 4200 direct IPIPE and hold.
RNAV (GPS) RWY 16

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.

−\text{ATIS} \quad 128.15
−\text{Binghamton App Con} \quad 118.6 \ 257.625
−\text{Binghamton Tower} \quad 119.3 \ (CTAF) \ 239.25
−\text{GND Con} \quad 121.9
−\text{CLNC Del} \quad 125.05
−\text{Unicom} \quad 122.95

Procedure NA for arrivals at VILCU on V252 northwest bound.

Procedure NA for arrivals at GROWS on V342 eastbound.
RNAV (GPS) RWY 28
GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

Procedure NA for arrivals at OXFOR on V542 eastbound.

MISSING APCH FIX

HAXOG

098°
279°
4 NM

2657±

MISSING APCH FIX

HAXOG

098°
279°
4 NM

ELEV 1636 TDZE 1587

3900 HAXOG

* LNAV only
* 1.2 NM to RW28

FEBUT

IPIPE

279°

279°

3500

6 NM

4.7 NM

099°

6000

4200

4 NM

GP 3.00°

TCH 45

CATEGORY

A

B

C

D

LPV DA 1837-¾ 250 (300-¾)

LNAV/ VNAV DA 2091-1¾ 504 (500-1¾)

LNAV MDA 2000-1 413 (400-1)

2000-1¼ 413 (400-1¼)

2120-1 484 (500-1)

2120-1¼ 484 (500-1¼)

2200-2 564 (600-2)

CIRCLING

2120-1 484 (500-1)

2120-1¼ 484 (500-1¼)

2200-2 564 (600-2)

Amdt 3 10SEP20

BINGHAMTON, NEW YORK
AL-20 (FAA) 22083

RNAV (GPS) RWY 28
GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

42°13'N-75°59'W

49
### RNAV (GPS) RWY 34

**GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)**

**MALSR**
- **ATIS**
  - 128.15 BINGHAMTON APP CON *
  - 118.6 257.625
  - 119.3 (CTAF) 239.25
  - 121.9 GND CON
  - 125.05 CLNC DEL
  - 122.95 UNICOM

**Climb to 3900 direct SOCOP and hold.**

**MALSR**
- Climb to 3900 direct SOCOP and hold.

**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 ½ 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.**

**3900 SOCOP**
- VGSI and RNAV Glidepath not coincident (VGSI Angle 3.00°/TCH 64).

**WUSOB Holding Pattern**
- **4 NM**
- **4000 Holding Pattern**

**LNAV only**
- **1.3 NM to RW34**

**WUSOB**
- **4 NM**
- **5000**

**WUSOB**
- **4000**
- **340° to RW34**

**WUSOB**
- **340°/TCH 44**

**CATEGORY**
- **A**
  - 1800/24
  - 200 (200-1/2)
- **B**
  - 2082/60
  - 482 (500-1/4)
- **C**
  - 2040/24
  - 440 (500-1/5)
  - 2040/40
  - 440 (500-3/4)
  - 2040/50
  - 440 (500-1)
- **D**
  - 2120-1
  - 1/2
  - 2120-1/2
  - 484 (500-1/5)
  - 2200-2
  - 564 (600-2)

**BINGHAMTON, NEW YORK**

**Amrd 1A** 23APR20

**RNAV (GPS) RWY 34**

**GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)**

**42°13’N-75°59’W**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
BLAIRSTOWN, NEW JERSEY  
AL-6784 (FAA)  
23222

RNAV (GPS) RWY 7  
BLAIRSTOWN (1N7)

NEW YORK APP CON  
127.6  379.9

UNICOM  
123.0 (CTAF)

RNP APCH.
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.

LEHIGH VALLEY ALTIMETER SETTING MINIMUMS

BLAIRSTOWN, NEW JERSEY
Orig-C 15AUG19  
40°58'N - 75°00'W

ELEV 372  
TDZE 372

4 NM Holding Pattern

Visual Segment - Obstacles.

4.1 NM  
2 NM  
6.2 NM

CATEGORY  
A  
B  
C  
D

LNAV MDA  
1140-1  
768 (800-1)  
NA

LEHIGH VALLEY ALTIMETER SETTING MINIMUMS

LNAV MDA  
1420-1½  
1048 (1100-1½)  
NA

MIRL Rwy 7-25
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.

**RNAV (GPS) RWY 25**

**BLAIRSTOWN (1N7)**

**NEW YORK APP CON**

127.6 379.9

**UNICOM**

123.0 (CTAF) **I**
**RNAV (GPS) RWY 28**

**LEDDGDALE AIRPARK (7G0)**

- **ROCHESTER APP CON**: 123.7 322.3
- **UNICOM**: 122.7 (CTAF)

**RNAV APCH.**

- **Rwy 28 helicopter visibility reduction below 1 SM NA.**
- **Procedure NA at night.**

**ROCHESTER ROC**

- **Procedure NA for arrival on ROC VOR/DME airway radials 291 CW 099.**

**CLUNG**

- **QEBZA**
- **4 NM Holding Pattern**

**Apt Elev**

- **TDZE**: 665
- **ELEV**: 665

**TCH 59**

- **1420**
- **2200**
- **3500**

**RNP APCH.**

- **Climb to 3500 direct CESON and on track 193° to CLUNG and hold, continue climb-in-hold to 3500.**

**MISSED APPROACH:** Climb to 3500 direct CESON and on track 193° to CLUNG and hold, continue climb-in-hold to 3500.

**RNAV (GPS) RWY 28**

- **Amdt 1C  20JUN19**

**CIRCLING**

- **1160-1**
- **495 (500-1)**

**TCH 59**

- **1420**
- **2200**
- **3500**

**ELEV**

- **102°**
- **6000**

**TDZE**

- **102°**
- **3500**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

**RNAV MDA**

- **1060-1 395 (400-1)**
- **NA**

**RNAV (GPS) RWY 28**

- **14°11'N-77°55'W**

**AL-6335 (FAA)**

**BROCKPORT, NEW YORK**

**LGEDAILE AIRPARK (7G0)**

**43°11'N-77°55'W**
**RNAV (GPS) RWY 6**

**BUFFALO AIRFIELD (9G)**

**BUFFALO, NEW YORK**

**AL-5339 (FAA)**

**WAAS CH 99724**

**W06A**

**APP CRS 059°**

**Rwy Idg 2598**

**TDZE 670**

**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.

**BUFFALO APP CON**

**126.15 263.125**

**UNICOM**

**122.975 (CTAF)**

**Revised NE-2 effective 30 NOV 2023 to 25 JAN 2024**

**Category**

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<tr>
<td>IP MDA</td>
<td>1180-1 510 (600-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1180-1 510 (600-1)</td>
<td>NA</td>
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</tbody>
</table>

**5.3 NM**

**5.5 NM**

**52°52'N-78°43'W**

**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.

**CAVDA**

**3900**

**KIVRE**

**3900**

**GOGSE**

**3900**

**YUDUD**

**3900**

**4400**

**2400**

**239°**

**329°**

**2806**

**ELEV 670**

**TDZE 670**

**Use Buffalo Niagara Intl altimeter setting.**
RNAV (GPS) RWY 24
BUFFALO AIRFIELD (9G6)

BUFFALO, NEW YORK
AL-5339 (FAA)

RNAV (GPS) RWY 24
BUFFALO AIRFIELD (9G6)

BUFFALO APP CON
126.15  263.125

UNITED STATES
CANADA

HOLD 6000
3900
3 NM to SAGNE (NePT)
1.5 NM to SAGNE (NePT)

1.5 NM to SAGNE (NePT)
4 NM

HOLD
4 NM
30 NM to TOVAE
3900

SAGNE

TOVAE

1.5 NM to SAGNE (NePT)
4 NM

3900

TOVAE

Visual Segment - Obstacles.

3900

TOVAE

JALWE 2 NM to RW24
PECIB

NEL

RNP APCH.

NA

Procedure NA at night. Rwy 24 helicopter visibility reduction below 5 SM NA.

Use Buffalo Niagara Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3900 direct TOVAE and hold.

BUFFALO, NEW YORK
Amdt 1C  15AUG19

42°52'N-78°43'W

REIL Rwys 6 and 24
MIRL Rwys 6-24

EUROPE-1
NE-2, 30 NOV 2023 to 25 JAN 2024
MISSING APCH FIX:

YULCU

SUSKE

GND CON

BUFFALO TOWER

BUFFALO APP CON

D-ATIS

MALS

LOC/DME I-BNQ

713

6121

Rwy Idg

Apt Elev

109.95

36° (Y)

1065

863

1352

1710

204 GB

Procedure NA for arrival on

GEE VOR/DME airway radial R-314.

109.95

Chan 36 (Y)

DEPEW

LOC CRUS

WUDUB

I-BNQ

3.7

200

(5.9)

270°

ELMMA

I-BNQ

11.9

090°

270°

235°

279°

318°

Rwy Idg

Apt Elev

126.15

263.125

120.5

257.8

133.2

257.8

124.7

257.8

BUFFALO, NEW YORK

AL-65 (FAA)

ILS or LOC RWY 32

BUFFALO NIAGARA INTL (BUF)

DME required. RNP APCH-GPS.

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.

GND CON

BUFFALO TOWER

LOC/DM E I-BNQ

MISSED APPROACH: Climb to 3000 direct

YULCU and on track 235° to SUSKE and hold.
**ILS RWY 23 (SA CAT I)**
BUFFALO NIAGARA INTL (BUF)

** Locating aids: **

- **LOC** I-BUF 111.3
- **APP CRS** 235°
- **Rwy Idg**
- **TDZE**
- **Apt Elev**

**DME required. RNP APCH - GPS.**

**Requires specific OPSPEC, MSPEC, or LOA approval.**

**ALSF-2**

**MISSED APPROACH: Climb to 3000 direct WABUS and hold.**

**D-ATIS**

- **135.35**

**BUFFALO APP CON**

- **126.15**
- **263.125**

**BUFFALO TOWER**

- **120.5**
- **257.8**

**GND CON**

- **133.2**
- **257.8**

**CLNC DEL**

- **124.7**
- **257.8**

**CPDLC**

**MISSP APCH FIX**

- **WABUS**
  - **GEE**
  - **38.5**
  - **303°**
  - **2.2 NM**
  - **4000 NPT**
  - **303°**
  - **(9.8)**

**LOCALIZER**

- **I-BUF 111.3**

**LOM KLUMP 231 BU 229° 1028**

**klump**

**Centerline**

**WABUS**

**3000**

**Hold 10000 4000**

**One Minute Holding Pattern**

**WABUS**

**GEE 38.5**

**303°**

**L O M**

**T R A V A I N T**

**G E E 38.5**

**WABUS**

**GeneSEO**

**108.2 GEE**

**Chan 19**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**Procedure NA for arrival on GEE VOR/DME airway radial R-314.**

**HIRL Rwys 5-23 and 14-32**

**TDZE 726**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**REIL Rwy 14**

**H I R L R w y s 5-23 and 14-32**

**BUFFALO, NEW YORK**

**Amdt 34 02DEC21**

**42°56'N-78°44'W**

**BUFFALO NIAGARA INTL (BUF)**

**RA 194/14 154 DA 880**

**& AIRCRAFT CERTIFICATION REQUIRED**

**Buffalo, New York**

**IlS RWY 23 (SA CAT I)**

**uffers, New York**

**Amdt 34 02DEC21**

**42°56'N-78°44'W**

**BUFFALO NIAGARA INTL (BUF)**

**ILS RWY 23 (SA CAT I)**

**BUFFALO, NEW YORK**

**Amdt 34 02DEC21**

**42°56'N-78°44'W**

**BUFFALO NIAGARA INTL (BUF)**

**ILS RWY 23 (SA CAT I)**

**BUFFALO, NEW YORK**

**Amdt 34 02DEC21**

**42°56'N-78°44'W**

**BUFFALO NIAGARA INTL (BUF)**

**ILS RWY 23 (SA CAT I)**
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to 1/4. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1%.

**Goals**
- JAXYN

See planview for multiple IF locations

**3000**
**TRAVA**

**MALSR**

**MISSED APPROACH:** Climb to 3000 on the RNAV missed approach route to TRAVA and hold.

**AUTHORIZATION REQUIRED**
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 1/4. For inop ALSF, increase RNP 0.20 all Cats visibility to 1/2. For inop ALSF, increase RNP 0.30 all Cats visibility to 1/4.

**MISSED APPROACH:** Climb to 3000 on the RNAV missed approach route to WABUS and hold.

**AUTHORIZATION REQUIRED**

- **RNP 0.10 DA:** 1114/45 388 (400-7/8)
- **RNP 0.20 DA:** 1170/55 444 (500-1)
- **RNP 0.30 DA:** 1228-1/4 502 (600-1/4)
Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3500 direct WALES and hold.

CIRCLING

D-ATIS
BUFFALO APP CON
BUFFALO TOWER
GND CON
CLNC DEL
CPDLC

WALES

TWRR

Rwy Idg
TDZE
Apt Elev

6121
710
727

138°

138°

108°

2314

3500

108°

2300

WUSOL

JNKAL

1028

WALES

ELEV 727

TDZE 710

7 NM

2 NM

1 NM

1080-1
370 (400-1)
1080-1/8 370 (400-1/8)

1120-1 410 (400-1)
1120-1/4 410 (400-1/4)

1200-1 473 (500-1)
1220-1/2 493 (500-1/2)
1340-2 613 (700-2)

 CATEGORY A B C D

LP MDA
LNAV MDA
C CIRCLING

BUFFALO, NEW YORK
Amdt 2C 23APR20
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
BUFFALO EIGHT DEPARTURE

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

NOTE: Chart not to scale.

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.
RNAV (GPS) RWY 4
ESSEX COUNTY (CDW)

Caldwell, New Jersey

Rwy 4 helicopter visibility reduction below 1 SM NA.

Circling Rwy 10, 28 NA at night. Circling NA E of Rwy 4-22.

Procedure NA for arrival on SAX VORTAC airway radials 093 CW 252.

Procedure NA for arrival on SBJ VOR/DME airway radials 028 CW 147.

**CIRCLING** 4 NM

Holding Pattern

YOVUN

ZOGUD

WISAL 2.9 NM to RW04

RW04

**CATEGORY**

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<th>C</th>
<th>D</th>
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<tr>
<td>LP MDA</td>
<td>620-1</td>
<td>448 (500-1)</td>
<td>620-1½</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>660-1</td>
<td>488 (500-1)</td>
<td>660-1½</td>
</tr>
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</table>

**ELEV** 172

**TDZE** 172
**RNAV (GPS) RWY 10**

**ESSEX COUNTY (CDW)**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>600-1</td>
<td>428 (500-1)</td>
<td>600-1/4</td>
<td>428 (500-1/4)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>740-1</td>
<td>568 (600-1)</td>
<td>740-1/8</td>
<td>568 (600-1/8)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>960-1</td>
<td>1040-1/4</td>
<td>1100-2/4</td>
<td>1400-3</td>
</tr>
<tr>
<td></td>
<td>788 (800-1)</td>
<td>868 (900-1/4)</td>
<td>928 (1000-2/4)</td>
<td>1228 (1300-3)</td>
</tr>
</tbody>
</table>

**Procedure NA at night.**
Rwy 10 helicopter visibility reduction below 1 SM NA.

**Procedure NA for arrival on SAX VORTAC airway radials 185 CW 292.**

**Procedure NA for arrival on SBJ VOR/DME airway radials 309 CW 117.**

**MISSED APPROACH: Climbing left turn to 2700 direct WOKPU and hold.**
RNAV (GPS) RWY 22
ESSEX COUNTY (CDW)

Rwy 22 helicopter visibility reduction below 1 SM NA.
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -15°C or above 54°C.
Circling Rwy 10, 28 NA at night. Circling NA E of Rwy 4-22.

ATIS 135.5
NEW YORK APP CON 127.6 379.9
Caldwell Tower 119.8 (CTAF) 0
GND CON 121.9
CLNC DEL 121.1
UNICOM 122.95

2000 YOVUN
VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 42).

2400 DOWDY
GP 3.10°
TCH 58

MISSED APCH FIX
YOVUN and hold.

Amdt 2C 15JUN23

RNAV (GPS) RWY 22
ESSEX COUNTY (CDW)

Amdt 2C 15JUN23
Aircraft not GPS equipped - RADAR required for procedure entry.

NA
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 1/2 SM. KOLLI INT minimums: increase all MDA 60 feet and increase S-22 Cats C/D and Circling Cats A and C visibility 1/2 SM. Circling Rwy 10, 28 NA at night.

MISSED APPROACH:
Climb to 600 then climbing right turn to 2200 direct SBJ VOR/DME and hold.

KOLLI INT minimums:

Circling Rwy 22 helicopter visibility reduction below 1 SM NA at night. 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 1/2 SM. KOLLI INT minimums: increase all MDA 60 feet and increase S-22 Cats C/D and Circling Cats A and C visibility 1/2 SM. Circling Rwy 10, 28 NA at night.

MISSED APPROACH:
Climb to 600 then climbing right turn to 2200 direct SBJ VOR/DME and hold.

KOLLI INT minimums:
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

JANUARY 2020 ANNUAL RATE OF CHANGE 0.0° E

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 13
CANANDAIGUA (IUA)

PNP APCH-GPS.

Baro-VNAV and VDP NA when using Rochester altimeter setting. Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Rochester altimeter setting and increase LPV DA to 1138 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1333 feet and all visibilities ½ SM. Increase all MDAs 100 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ½ SM.

AWOS-3P 118.675
ROCHESTER APP CON 119.55 269.6
UNICOM 122.8 (CTAF)

Procedure NA for arrivals on ROC VOR/DME airway radials 076 CW 132.

Procedure NA for arrivals at GEE VOR/DME on V252 southeast bound.

METHOD: Climb to 1300 then climbing right turn to 4000 direct UMAGY and hold, continue climb-in-hold to 4000.

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

CATEGORY
A
B
C
D
LPV DA
1056-¾
252 (300-¾)
NA
LNAV/VNAV DA
1251-1¾
447 (500-1¾)
NA
LNAV MDA
1180-1
376 (400-1)
NA
CIRCLING
1460-1
646 (700-1)
NA
1540-2
726 (800-2)
NA
RNAV (GPS) RWY 31
CANANDAIGUA (IUA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Rochester altimeter setting and increase LPV DA to 1146 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1328 feet and all visibilities ½ SM. Increase all MDAs 100 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ½ SM. Rwy 31 helicopter visibility reduction below ¼ SM NA. Baro-VNAV and VDP NA when using Frederick Douglass/Greater Rochester Int'l altimeter setting.

AWOS-3P
118.675

ROCHESTER APP CON
119.55 269.6

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 31
CANANDAIGUA (IUA)

ELEV 814
TDZE 814

1400
3700
BUCHH

4 NM

SSTAN

Holding Pattern

1.4 NM
to RW31

SHUBE
2400

315°

2400

GP 3.00°

TCH 40°

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1064-3/4</td>
<td>250 (300-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1246-1/4</td>
<td>432 (500-1/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1300</td>
<td>486 (500-1)</td>
<td>1300-1/2</td>
<td>486 (500-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1460-1</td>
<td>646 (700-1)</td>
<td>1540-2</td>
<td>726 (800-2)</td>
</tr>
</tbody>
</table>

Canandaigua, New York
Amdt 1C 15Jun23

42°55'N-77°20'W
75
NoPT for arrival on GEE VOR/DME airway radials 153 CW 018.
RNAV (GPS) RWY 6
CORTLAND COUNTY/CHASE FLD (N03)

AWOS-3  BINGHAMTON 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)

MISSED APPROACH: Climb to
3700 direct NORRI and hold.

Δ Rwy 6 helicopter visibility reduction below ¾ SM NA.

VGSI and descent angles not coincident
(VGSI Angle 4.00/TCH 40).

Holding Pattern

6000  3700
239°  059°

CATEGORY
LNAV MDA
CIRCLING

A  B  C  D
1860-1  663 (700-1)  1860-1/76  663 (700-1%)  NA
1940-1  743 (800-1)  1980-1  783 (800-1)  2240-3  1043 (1100-3)  NA

CORTLAND, NEW YORK
Amdt 1  10SEP20

1197
23278
77
MISSED APPROACH: Climb to 4000 on CFB VOR/DME R-002 to WOVOS/36.2 DME and hold.

Procedure NA for arrival on CFB VOR/DME airway radials 310 CW 015.
Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Philadelphia Intl altimeter setting.

**RNAV (GPS) RWY 9**

**CROSS KEYS (17N)**

**APP CRS** 084°  
**Rwy Idg** 3500  
**TDZE** 162  
**Apt Elev** 162

**RNP APCH - GPS.**

**RNAV (GPS) RWY 9**

**HOLD 2100**

**IGGLE**

**ALEWS**

**Visual Segment - Obstacles.**

**CATEGORY**  
**A**  
**B**  
**C**  
**D**

**LNAV MDA**  
760-1  
598 (600-1)  
NA  
NA

**CIRCLING**  
760-1  
598 (600-1)  
820-1  
658 (700-1)  
NA  
NA

**PLL ASOS** 133.4  
**PHILADELPHIA APP CON** 127.35 133.875 317.55  
**UNICOM** 122.8 (CTAF)

**NE-2, 30 NOV 2023 to 25 JAN 2024**
Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at WELTI on V252 northwest bound.

Final approach course offset 13.83°.

Procedure NA for arrivals at BENEE on V164 southeast bound.

HOLD 5000 3300

Final approach course

ASOS

118.325

ROCHESTER APP CON

123.7 322.3

UNICOM

123.0 (CTAF)

Send CIG or TURN or AFE or WSSR or WSV

4 NM

5000 3300

HOLD

1409±

2600 151° (3)

VEBUC

WUSAT

(IF/IAF)

2900

2000 Napt

(FAF)

UDOPE

(YODUK)

1016±

1597±

151°

1558

2365

1260

1970

1917±

2284

2307

23025±

2244

2347

2398

2582

2458

2725

2722

3025

3075

2360

2320

3050

3007

1840-1

1185 (1200-1)

1840-3

1185 (1200-3)

1840-1/4

1185 (1200-1/4)

1840-1/2

1185 (1200-1/2)

NA

30 NOV 2023 to 25 JAN 2024

TCH 35.0

VGS Angle 3.00/

VESI and descent angles not coincident

(3,00/35.0)

1 SM NA.

Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA.

Final approach course offset 13.83°.

Procedure NA for arrivals at WELTI on V252 northwest bound.

Final approach course

ASOS

118.325

ROCHESTER APP CON

123.7 322.3

UNICOM

123.0 (CTAF)

Send CIG or TURN or AFE or WSSR or WSV

4 NM

5000 3300

HOLD

1409±

2600 151° (3)

VEBUC

WUSAT

(IF/IAF)

2900

2000 Napt

(FAF)

UDOPE

(YODUK)

1016±

1597±

151°

1558

2365

1260

1970

1917±

2284

2307

23025±

2244

2347

2398

2582

2458

2725

2722

3025

3007

1840-1

1185 (1200-1)

1840-3

1185 (1200-3)

1840-1/4

1185 (1200-1/4)

1840-1/2

1185 (1200-1/2)

NA

30 NOV 2023 to 25 JAN 2024

TCH 35.0

VGS Angle 3.00/

VESI and descent angles not coincident

(3,00/35.0)

1 SM NA.

Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA.

Final approach course offset 13.83°.

Procedure NA for arrivals at WELTI on V252 northwest bound.

Final approach course

ASOS

118.325

ROCHESTER APP CON

123.7 322.3

UNICOM

123.0 (CTAF)

Send CIG or TURN or AFE or WSSR or WSV

4 NM

5000 3300

HOLD

1409±

2600 151° (3)

VEBUC

WUSAT

(IF/IAF)

2900

2000 Napt

(FAF)

UDOPE

(YODUK)

1016±

1597±

151°

1558

2365

1260

1970

1917±

2284

2307

23025±

2244

2347

2398

2582

2458

2725

2722

3025

3007

1840-1

1185 (1200-1)

1840-3

1185 (1200-3)

1840-1/4

1185 (1200-1/4)

1840-1/2

1185 (1200-1/2)

NA

30 NOV 2023 to 25 JAN 2024

TCH 35.0

VGS Angle 3.00/

VESI and descent angles not coincident

(3,00/35.0)

1 SM NA.

Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA.

Final approach course offset 13.83°.

Procedure NA for arrivals at WELTI on V252 northwest bound.
RNAV (GPS)-A
DANSVILLE MUNI (DSV)

**ASOS**
118.325

**ROCHESTER APP CON**
123.7 322.3

**UNICOM**
123.0 (CTAF)

---

DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, use Frederick Douglass/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.

---

**ELEV**
660

---

**RNAV (GPS)-A**

---

**CATEGORY**

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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>CIRCLING</td>
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<td></td>
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<tr>
<td>1960-1½</td>
<td>2120-1½</td>
<td>2220-3</td>
<td>NA</td>
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<tr>
<td>1300 (1300-1½)</td>
<td>1460 (1500-1½)</td>
<td>1560 (1600-3)</td>
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</tbody>
</table>
RNAV (GPS) RWY 15
CHAUTAUQUA COUNTY/DUNKIRK (DKK)

ASOS 119.275
BUFFALO APP CON 126.5 317.6
UNICOM 123.075 (CTAF)

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 1/2 SM NA.

MISSED APPROACH: Climbing left turn to 3200 direct TRUNT and hold, continue climb-in-hold to 3200.

-22°C

RNAV (GPS) RWY 15
MIRL Rwy 15-33
REIL Rwy 6 and 24
HIRL Rwy 6-24

DUNKIRK, NEW YORK
Amdt 1A 10OCT19

42°30'N-79°16'W
RNAV (GPS)-B
CHAUTAUQUA COUNTY/DUNKIRK (DKK)

Circling to Rwy 6, 24, 33 NA at night.
Circling Cat D NA southeast of Rwy 6 and southwest of Rwy 33.

**ASOS**

<p>| | | |</p>
<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>119.275</td>
<td>126.5</td>
<td>123.075</td>
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**BUFFALO APP CON**

<p>| | | |</p>
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<tr>
<td>317.6</td>
<td>880</td>
<td>2047</td>
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**UNICOM**

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<tbody>
<tr>
<td>119.275</td>
<td>126.5</td>
<td>123.075</td>
</tr>
</tbody>
</table>

**RAP CH**

4 NM to

**ASOS**

119.275

**BUFFALO APP CON**

126.5  317.6

**UNICOM**

123.075 (CTAF)

---

**ELEV 692**

**ASOS**

119.275

**BUFFALO APP CON**

126.5  317.6

**UNICOM**

123.075 (CTAF)

---

**ELEV 692**

**ASOS**

119.275

**BUFFALO APP CON**

126.5  317.6

**UNICOM**

123.075 (CTAF)
RNAV (GPS) Z RWY 10
EAST HAMPTON TOWN (JPX)

Rwy 10 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Westhampton Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Westhampton Beach altimeter setting; increase LPV DA to 404 feet; increase LNAV/VNAV DA to 543 feet; and increase all MDAs 60 feet. Straight-in Rwy 10 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

Procedure NA for arrival on HTO VORTAC airway radials 236 CW 285.

4 NM Holding Pattern

<table>
<thead>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPY DA</td>
<td>361-1</td>
<td>306</td>
<td>400-1</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>500-1 3/8</td>
<td>445</td>
<td>500-1 3/8</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>500-1</td>
<td>445</td>
<td>500-1 3/8</td>
<td>NA</td>
</tr>
</tbody>
</table>

EAST HAMPTON, NEW YORK
Orig-A 06OCT22
40°58’N - 72°15’W

EAST HAMPTON TOWN (JPX)
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)

Procedure NA for arrival at RAGER on V252-273 northwest bound and on 1216 westbound.

Procedure NA for arrival at CRANK on V374 southeast bound and on V213-249 southwest bound.

Visual Segment - Obstacles:

**CATEGORY** | **A** | **B** | **C** | **D**
---|---|---|---|---
LNAV MDA | 2160-1 1/2 | 2160-1 1/2 | NA | NA
FAF | 2160-1 1/2 | 2160-1 1/2 | NA | NA

**RNAV (GPS) RWY 4**

JOSEPH Y RESNICK (N89)

ELLENVILLE, NEW YORK

Orig 25APR19

41°44'N-74°23'W
RNAV (GPS) RWY 22
JOSEPH Y RESNICK (N89)

New York App Control.
132.75  363.1
227°

Missed Approach: Climbing right turn to 4000 direct LOBOS and hold, continue climb-in-hold to 4000.

SWF ASOS 124.575

New York App Control 132.75 363.1

UNICOM 122.8 (CTAF)

Procedure NA for arrival at TALCO on V213 northwest bound.

Procedure NA for arrival on IGN VOR/DME airway radials 282 CW 013.

Visual Segment - Obstacles.

Category

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1820-1¼</td>
<td>1820-1½</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1820-1¼</td>
<td>1820-1½</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

RNP App.

W

NA

-6° C

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.

Received, use Poughkeepsie altimeter setting. Procedure NA at night.
**ILS or LOC RWY 6**

**ELMIRA/CORNING RGNL (ELM)**

**LOC I-UEK**

**Category A**

- APP CRS 109.1
- TDZE 944
- APT Elev 955

**ELEV**

- AL-131 (FAA)
- 955

**ATIS**

- 125.475
- ELMIRA APP CON
- 128.425 257.8

**GND CON**

- 121.1
- 257.8

**CIRCLING**

- S-LOC 6
- 109.1

**MALSR**

- 180
- 150
- 120
- 90
- 60

**Knots**

- Min:Sec
- 60:00
- 90:00
- 120:00
- 150:00
- 180:00

**FAF to MAP**

- 6.9 NM

**FAF**

- 6:54
- 4:36
- 3:27
- 2:46
- 2:18

**MISSED APCH FIX**

- 4 NM

**IREKE/RADAR**

- PENNY YAN ALT
- 2160

**MISSING APPROACH**

- 4000 DIRECT

**PENNY YAN RWS 6 and 24**

- 1800

**PENNY YAN RWS 6 and 24**

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**Radar Required to define JOKEN, CONAC. RNAV 1-GPS required for procedure entry.**

**RNAV 1-GPS required from MAP to IREKE.**

**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.**

**NE-2, 30 Nov 2023 to 25 Jan 2024**

**ELEV 955**

**TDZE 944**

**HIRL Rwy 6-24**

**MIRL Rwy 10-28**

**HIRL Rwy 6-24**
RNAV (GPS) RWY 10
ELMIRA/CORNING RGNL (ELM)

Amdt 2B 31DEC20

At 101° 

MISSED APPROACH: Climb to 4000 direct CEKAN and hold.

Circling NA to RWys 5 and 23. Procedure NA at night.
Rwy 10 helicopter visibility reduction below 1 SM NA.
Rwy 10 NA to Cat D south of RWys 10 and 28.

ATIS
ELMIRA APP CON* 128.425 257.8
ELMIRA TOWER* 121.1 (CTAF) 257.8
GND CON 121.9
CLNC DEL 121.9
UNICOM 122.95

HABOM (FAF)

HOLD 4 NM

Holding Pattern

Visual Segment - Obstacles.

4 NM

Categoria A B C D

LP MDA 2280-1\(\frac{1}{4}\) 2280-1\(\frac{1}{2}\) 2280-3 1338 (1400-3)
LNAV MDA 2280-1\(\frac{1}{4}\) 2280-1\(\frac{1}{2}\) 2280-3 1338 (1400-3)
CIRCLING 2280-1\(\frac{1}{4}\) 2280-1\(\frac{1}{2}\) 2280-3 2340-3

4000

CEKAN

281°

HABOM

6.8 NM

6000

281°

4000

101°

3400

101° (6)

2496

1951

1688

RW10

1672±

1801

1830

ELMIRA/CORNING, NEW YORK

42°10'N-76°54'W

4000 direct CEKAN and hold.

ELMIRA/CORNING, NEW YORK

4000 direct CEKAN and hold.

ELMIRA/CORNING, NEW YORK

4000 direct CEKAN and hold.

ELMIRA/CORNING, NEW YORK

4000 direct CEKAN and hold.

ELMIRA/CORNING, NEW YORK

4000 direct CEKAN and hold.

4000 direct CEKAN and hold.
Apt Elev 955

**Category** A B C D

- **LPV DA** 1155/24 200 (200-1/2)
- **LPV DA** 1348/45 393 (400-3)
- **LNAV/ VNAV DA** 1807-2 852 (900-2)
- **LNAV MDA** 1740/24 1740/40 1740-1 785 (800-1/4)
- **CIRCLING** 2100-1 2100-1 2120-3 2340-3

**RNAV (GPS) RWY 24**

**ELMIRA/CORNING RGNL (ELM)**

**ATIS** 125.475 128.425 257.8

**ELMIRA APP CON** 121.1 (CTAF) 257.8

**GND CON** 121.9

**CLNC DEL** 121.9

**UNICOM** 122.95

**MISSED APCH FIX**

**UNOLY**

**3.00°**

**TCH 53**

**RNAV (GPS) RWY 24**

**W24A**

**7799**

**TDZE**

**955**

**ELEV** 955

**TDZE** 955

**ELEV** 955

**TDZE** 955

**ELMIRA/CORNING, NEW YORK**

Amdt 2C 07OCT21

**AL-131 (FAA)**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**ELMIRA/CORNING, NEW YORK**

Amdt 2C 07OCT21

**AL-131 (FAA)**
RNAV (GPS) RWY 28
ELMIRA/CORNING RGNL (ELM)

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.

ATIS
125.475
ELMIRA APP CON *
128.425
257.8
ELMIRA TOWER *
121.1 (CTAF) 0 257.8
GND CON
121.9
CLNC DEL
121.9
UNICOM
122.95

MIXED APPROACH:
Climb to 4000 direct
MIXUE and hold.

ELMIRA CORNING RGNL (ELM)

ELEV 955
TDZE 944

RNAV (GPS) RWY 28
ELMIRA/CORNING RGNL (ELM)

Holding Pattern
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.

NoPT for arrivals on CFB VORTAC airway radial 335.

Procedure NA for arrivals at CFB VORTAC on V374 westbound.

Remain within 10 NM

VORTAC CFB

APP CRS

Rwy Idg

TDZE

Apt Elev

**CUMOS FIX MINIMUMS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>2200-1/4</td>
<td>2200-1/2</td>
<td>NA</td>
<td></td>
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<tr>
<td></td>
<td>1367 (1400-1/4)</td>
<td>1367 (1400-1/4)</td>
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<tr>
<td>CUMOS</td>
<td>CFB 2.6</td>
<td>CFB 4.8</td>
<td></td>
<td></td>
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</tbody>
</table>
| MIRL Rwy 3-21

REIL Rwys 3 and 21

MIRL Rwy 3-21

ENDICOTT, NEW YORK

Amrt 5B 27JAN22

42°05'S-76°06'W

ENDICOTT, NEW YORK

AL-5543 (FAA)

23166

TRI-CITIES (CZG)

VOR-A

TRI-CITIES (CZG)

VOR-A

101
MGSA FR 25 NM

ATIS 126.65
NEW YORK APP CON 128.125 269.0
REPUBLIC TOWER * 118.8 (CTAF) 0 279.65
GND CON 121.6 269.6
CLNC DEL 128.25
CLNC DEL 128.25 (When twr closed)
UNICOM 122.95

**ILS or LOC RWY 14**
**REPUBLIC (FRG)**

**ATIS**
126.65
**NEW YORK APP CON**
128.125 269.0
**REPUBLIC TOWER**
* 118.8 (CTAF) 0 279.65
**GND CON**
121.6 269.6
**CLNC DEL**
128.25
**CLNC DEL**
128.25 (When twr closed)
**UNICOM**
122.95

**Autopilot coupled approach NA below 550. Inop table does not apply to S-ILS 14.**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

**ATIS**
126.65
**NEW YORK APP CON**
128.125 269.0
**REPUBLIC TOWER**
* 118.8 (CTAF) 0 279.65
**GND CON**
121.6 269.6
**CLNC DEL**
128.25
**CLNC DEL**
128.25 (When twr closed)
**UNICOM**
122.95

**ILS or LOC RWY 14**
**REPUBLIC (FRG)**

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).**

**One Minute Holding Pattern**

**category**
- **A**
- **B**
- **C**
- **D**

**S-ILS 14**
277-3/4 200 (200-3/4)

**S-LOC 14**
560-3/4 483 (500-3/4) 560-1/3 483 (500-1/3)

**CIRCLING**
640-1 720-1 860-2 1/4 1000-3
559 (600-1) 639 (700-1) 779 (800-2 1/4) 919 (1000-3)

**MISSED APPROACH:** Climb to 800 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

**ATIS**
126.65
**NEW YORK APP CON**
128.125 269.0
**REPUBLIC TOWER**
* 118.8 (CTAF) 0 279.65
**GND CON**
121.6 269.6
**CLNC DEL**
128.25
**CLNC DEL**
128.25 (When twr closed)
**UNICOM**
122.95

**ILS or LOC RWY 14**
**REPUBLIC (FRG)**

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).**

**One Minute Holding Pattern**

**category**
- **A**
- **B**
- **C**
- **D**

**S-ILS 14**
277-3/4 200 (200-3/4)

**S-LOC 14**
560-3/4 483 (500-3/4) 560-1/3 483 (500-1/3)

**CIRCLING**
640-1 720-1 860-2 1/4 1000-3
559 (600-1) 639 (700-1) 779 (800-2 1/4) 919 (1000-3)
RNAV (RNP) Z RWY 14

REPUBLIC (F'RG)

Authorization Required

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 48°F. For inop ALS, increase all Cats visibility to 1 1/2 SM.

MISSED APPROACH: Climb to 2000 on track 146° to FRRST and on track 192° to NICAD and hold.

See planview for multiple IF locations.
RNAV (GPS) RWY 19
REPUBLIC (FRG)

Helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

ATIS 126.65  NEW YORK APP CON 128.125 269.0  REPUBLIC TOWER: 118.8 (CTAF) 279.65
GND CON 121.6 269.6
CLNC DEL 128.25 (When twr closed)
UNICOM 122.95

MISSED APPROACH:
(Do not exceed 210K until DPK VOR/DME)
Climb to 2000 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

RNAV (GPS) RWY 19
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA.

ATIS 126.65
NEW YORK APP CON 128.125 269.0
REPUBLIC TOWER 118.8 (CTAF) 279.65
GND CON 121.6 269.6
CLNC DEL 128.25
CLNC DEL 128.25 (When twr closed)
UNICOM 122.95

MISSED APCH FIX
PUGGS

WADIR
FAAYE
RW32
ALFED
FAAYE
RW32
ALFED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).

Rwy 32 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA.

ATIS 126.65
NEW YORK APP CON 128.125 269.0
REPUBLIC TOWER 118.8 (CTAF) 279.65
GND CON 121.6 269.6
CLNC DEL 128.25
CLNC DEL 128.25 (When twr closed)
UNICOM 122.95

MISSED APCH FIX
PUGGS

WADIR
FAAYE
RW32
ALFED
FAAYE
RW32
ALFED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).

Rwy 32 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA.

ATIS 126.65
NEW YORK APP CON 128.125 269.0
REPUBLIC TOWER 118.8 (CTAF) 279.65
GND CON 121.6 269.6
CLNC DEL 128.25
CLNC DEL 128.25 (When twr closed)
UNICOM 122.95

MISSED APCH FIX
PUGGS

WADIR
FAAYE
RW32
ALFED
FAAYE
RW32
ALFED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).

Rwy 32 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA.
RNAV (GPS) Y RWY 14

REPUBLIC (FRG)

Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. For inop MALSR: increase LNAV/VNAV all Cats visibility to 1; LNAV Cats A/B visibility to 1; LNAV Cats C/D visibility to 1¾. Baro-VNAV and VDP NA when using Islip altimeter setting. When local altimeter setting not received, use Islip altimeter setting: increase LPV DA to 314 feet; increase LNAV/VNAV DA to 426 feet; increase all MDAs 40 feet and visibility Cat C ¾ SM.

Procedure NA for arrivals at JFK VOR/DME airway radials 052 CW 078.

Procedure NA for arrivals at ODALE on V451 eastbound.

RNAV (GPS) Y RWY 14

REPUBLIC (FRG)

NE-2, 30 NOV 2023 to 25 JAN 2024

Amdt 2E 12AUG21

FARMINGDALE, NEW YORK

At 128.125 269.0

At 118.8 (CTAF) 279.65

At 121.6 269.6

At 128.25

At 122.95

At 128.125 269.0

At 121.6 269.6

At 128.25

At 122.95

At 128.125 269.0

At 121.6 269.6

At 128.25

At 122.95

At 128.125 269.0

At 121.6 269.6

At 128.25

At 122.95

At 128.125 269.0

At 121.6 269.6

At 128.25

At 122.95
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEEZZ FIVE DEPARTURE (RNAV)

TOWIN TRANSITION (DEEZZ5.TOWIN)

CANDR TRANSITION (DEEZZ5.CANDR)

Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

CANDR TRANSITION (DEEZZ5.CANDR)

TOWIN TRANSITION (DEEZZ5.TOWIN)
REPUBLIC ONE DEPARTURE

Rwy 14, 19: Standard.
Rwy 1: 300-1 1/4 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 than 1900' prior to DER.
Rwy 32: Standard with minimum climb of 240' per NM to 800.

NOTE: Chart not to scale.

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.
Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting. Procedure NA at night.

PROVIDENCE APP CON *
125.75  319.2

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.

NoPT for arrival on GON VOR/DME airway radial 024.

One Minute Holding Pattern

2000  003°
183°

2000 GON

CATEGORY
CIRCLING
A
B
C
D
540-1
580-1
600-1/2
NA
533 (600-1)
573 (600-1)
593 (600-1/2)
NA
BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS

CIRCLING
600-1
640-1
660-1/4
NA
593 (600-1)
633 (700-1)
653 (700-1/4)
NA

REIL Rws 7, 12, 25 and 30
MIRL Rws 7-25 and 12-30

183°

183°

4.7 NM

Provided by FAA 2023-2024

FISHERS ISLAND, NEW YORK

ELIZABETH FLD (0B8)

NE-2, 30 NOV 2023 to 25 JAN 2024

111
### ILS or LOC RWY 33

**OSWEGO COUNTY (FZY)**

**LOC/DME**
- I-FZY 110.9
  - Chan 46

**APP CRS**
- 330°
- 4782

**Rwy Idg**
- 471

**Apt Elev**
- 475

**DME required.**

**NA**

- Circling Rwy 24 NA at night.
- Rwy 33 helicopter visibility reduction below ¾ SM NA.

#### ASOS
- 119.275

#### SYRACUSE APP CON
- 126.125
- 269.125

#### UNICOM
- 123.0 (CTAF)

- **LOCALIZER 110.9**
  - I-FZY
  - Chan 46

**Circling**
- RWy 33

**Un rollout**
- Rwy 33 helicopter visibility reduction below ¾ SM NA.

**MISSING 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.

- **I-FZY 5.9**
  - Chan 117
  - 017° (2.6)

- **LOC only**

**Procedure NA for arrivals at SYR VORTAC on V29 southbound.**

**UNICOM**

** Category A**
- S-ILS 33: 814-1
- S-LOC 33: 840-1

** Category B**
- 814-1: 343 (400-1)
- 840-1: 369 (400-1)

** Category C**
- 940-1: 465 (500-1)
- 960-1: 485 (500-1)

** Category D**
- NA

**MIRL Rwys 6-24**
- NA

**HIRL Rwys 15-33**
- NA

**REIL Rwys 15 and 33**
- NA

**REIL Rwys 6 and 24**
- NA

**MIRL Rwys 6-24**
- 109.8

**HIRL Rwys 15-33**
- 117.0

**REIL Rwys 15 and 33**
- 117.0

**REIL Rwys 6 and 24**
- 117.0

**ELEV**
- 475

**TDZE**
- 471
RNAV (GPS) RWY 24
OSWEGO COUNTY (FZY)

FULTON, NEW YORK

Rwy ldg 3997
TDZE 469
Apt Elev 475

APP CRS
240°

RNP APCH.

W Rwy 24 helicopter visibility reduction below 1 SM NA.

ASOS
FULTON, NEW YORK
119.275

SYRACUSE APP CON
126.125 269.125

UNICOM
123.0 (CTAF)

 CATEGORY
 A     B     C     D
 LNAV MDA 960-1 491 (500-1) 960-1\frac{1}{2} 491 (500-1\frac{1}{2}) 960-1\frac{1}{2} 491 (500-1\frac{1}{2})
 CIRCLING 1000-1 525 (600-1) 1000-1\frac{1}{2} 525 (600-1\frac{1}{2}) 1040-2 565 (600-2)

HOLDING PATTERN

3600

MISSED APPROACH: Climb to 3000 direct NINIE and on track 222° to LYSAN and hold.

Rwy 24 holding pattern

OSYOB
641

WIELD
630

525 (600-1)

1040-2

565 (600-2)

1000-1

240°

2100

WUJFE

OSYOB

LYSAN

UNICOM

ASOS

FULTON, NEW YORK

119.275

SYRACUSE APP CON

126.125 269.125

UNICOM

123.0 (CTAF)

CATEGORY

A

B

C

D

LNAV MDA

960-1 491 (500-1)

960-1\frac{1}{2} 491 (500-1\frac{1}{2})

960-1\frac{1}{2} 491 (500-1\frac{1}{2})

CIRCLING

1000-1 525 (600-1)

1000-1\frac{1}{2} 525 (600-1\frac{1}{2})

1040-2 565 (600-2)

1040-2 565 (600-2)

3600

HOLDING PATTERN

3600

MISSED APPROACH: Climb to 3000 direct NINIE and on track 222° to LYSAN and hold.

Rwy 24 holding pattern

OSYOB
641

WIELD
630

525 (600-1)

1040-2

565 (600-2)

1000-1

240°

2100

WUJFE

OSYOB

LYSAN

UNICOM

ASOS

FULTON, NEW YORK

119.275

SYRACUSE APP CON

126.125 269.125

UNICOM

123.0 (CTAF)

CATEGORY

A

B

C

D

LNAV MDA

960-1 491 (500-1)

960-1\frac{1}{2} 491 (500-1\frac{1}{2})

960-1\frac{1}{2} 491 (500-1\frac{1}{2})

CIRCLING

1000-1 525 (600-1)

1000-1\frac{1}{2} 525 (600-1\frac{1}{2})

1040-2 565 (600-2)

1040-2 565 (600-2)
RNP APCH.

⚠️ Rwy 33 helicopter visibility reduction below 3/4 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 119.275
SYRACUSE APP CON 126.125 269.125
UNICOM 123.0 (CTAF) *

ELEV 475 [D] TDZE 471

REIL Rwy 6-24
HIRL Rwy 15-33
REIL Rwy 6 and 24

MIRL Rwys 6-24
HIRL Rwy 15-33
REIL Rwy 15 and 33
MIRL Rwys 6-24

Note: 612
YUQIG
2.5 NM to RW33

(FAF)
HURTI

OSWEGO COUNTY
(FZY)

RNAV (GPS) RWY 33

SAFETY

OSWEGO

MISSED APCH FIX
JOBSI

3000
HURTI

2.5 NM to
RW33

150°
330°

YUQIG
330°
2.5 NM to
RW33

LNAV only

* 0.9 NM to RW33

150°
330°

4 NM

1.6 NM
2.5 NM
6.8 NM

A
B
C
D

LPV DA 810-1 339 (400-1)
NA

LNAV/ VNAV DA 771-7/8 300 (300-7/8)
NA

LNAV MDA 840-1 369 (400-1)
NA

CIRCLING
920-1 445 (500-1)
NA
940-1 465 (500-1)
960-1/2 485 (500-1/2)
NA

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Alaska Aeronautical Chart Service

43°21'N-76°23'W
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 ¾ SM, LNAV Cat C/D and Circling Cat C visibility ½ SM. For inoperative ALS when using Albany altimeter setting, increase LPV all Cats visibility to ½ 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.

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 ¾ SM, LNAV Cat C/D and Circling Cat C visibility ½ SM. For inoperative ALS when using Albany altimeter setting, increase LPV all Cats visibility to ½ 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.

MALSR

MISSING APPROACH: Climb to 900 then climbing right turn to 3500 direct EAKE and hold.

-19°C
RNAV (GPS) RWY 12
FLOYD BENNETT MEML (GFL)

ASOS
119.925

ALBANY APP CON
132.825 307.2

UNICOM
123.0 (CTAF)

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.
Circling Rwy 12 NA at night.
Rwy 30 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrival at KOSPE
on V447 northeast bound.

Procedure NA for arrival at DORIS
on V490 eastbound.

Visual Segment - Obstacles.

MISSED APPROACH: Climbing
left turn to 4000 direct WAREN
and hold.

CIRCLING

RNAV (GPS) RWY 30
FLOYD BENNETT MEML (GFL)
RNAV (GPS) RWY 17
HAMILTON MUNI (VGC)

Category A
- GP 3.00°
- TCH 40
- 4 NM Holding Pattern
- RWY 17
- LNAV/VNAV
- LNAV MDA
- RNAV (GPS) RWY 17
- RNAV (GPS) RWY 17 (IF/IAF)

Category B
- 5.7 NM
- 6 NM
- 3000
- 3500
- 4700
- KREMM
- 170°
- 350°
- 5314 X 75
- 2150

Category C
- 1200 (IF/IAF)
- 1137
- 122.7
- 1903
- 21336
- 2154
- 2234
- 2184

Category D
- 1137
- 1137
- 122.7
- 170°
- 350°
- 260°
- 4700
- 1137
- 5014
- 1100-1
- 1100-1½

MISSED APPROACH:
Climb to 3600 direct TRINT and hold.

AWOS-3P
119.425
SYRACUSE APP CON
126.125 269.125
UNICOM
123.0 (CTAF)

HAMILTON, NEW YORK
Amdt 1A 02DEC21
42°51’N-75°34’W
123
RNAV (GPS) RWY 3
HAMMONTON MUNI (N81)

APP CRS

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>560-1</td>
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<td>560-1</td>
<td>495 (500-1)</td>
<td>680-1/4</td>
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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. Increase LNAV CAT C visibility 1/8 SM.

MISSED APPROACH: Climbing left turn to 2100 direct MASEE and hold.

AWOS-AV

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ACY ASOS

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ATLANTIC CITY APP CON

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GCO

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UNICOM

<table>
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<th>Airport</th>
<th>122.7 (CTAF)</th>
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</thead>
</table>

123.5

Procedure NA for arrival on VCN VOR/DME airway radials 066 CW 160.

Holding Pattern

MASEE

CEDAR LAKE

VCN

MIRL Rwy 3-21

REIL Rwys 3 and 21

MISSED APPROACH: Climbing left turn to 2100 direct MASEE and hold.
When local altimeter setting not received, use Dansville altimeter setting and increase all MDA 120 feet. Procedure NA at night.

Helicopter visibility reduction below 1 SM NA.

MINSED APPROACH: Climb to 4200 direct FEKBO and hold.

AWOS-3  
CLEVELAND CENTER  
UNICOM

118.475  
124.325  
353.85  
122.7 (CTAF)
### RNAV (GPS) RWY 36

**HORNELL MUNI (HTF')**

**AWOS-3**

<table>
<thead>
<tr>
<th><strong>APPROACH</strong></th>
<th><strong>UNICOM</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>118.475</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

**ELEV 1219**  
**TDZE 1195**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Helicopter visibility reduction below ⅔ 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 Cat visibility ⅔ mile, LNAV/VNAV all Cat visibility 1 mile, and LNAV Cat B visibility ⅔ mile and Cat C visibility ⅔ mile. VDP and Baro-VNAV NA withDansville altimeter setting. Circling Rwy 18 NA at night.

**CLEVELAND CENTER**

| **124.325** | **353.85** |

**gartner G - 06OCT22**

**HORNELL, NEW YORK**

Orig-B 06OCT22

---

**RNAV (GPS) RWY 36**

**HORNELL MUNI (HTF')**

**ELEV 1219**  
**TDZE 1195**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Helicopter visibility reduction below ⅔ 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 Cat visibility ⅔ mile, LNAV/VNAV all Cat visibility 1 mile, and LNAV Cat B visibility ⅔ mile and Cat C visibility ⅔ mile. VDP and Baro-VNAV NA withDansville altimeter setting. Circling Rwy 18 NA at night.

**CLEVELAND CENTER**

| **124.325** | **353.85** |

**gartner G - 06OCT22**

**HORNELL, NEW YORK**

Orig-B 06OCT22

---

**RNAV (GPS) RWY 36**

**HORNELL MUNI (HTF')**

**ELEV 1219**  
**TDZE 1195**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Helicopter visibility reduction below ⅔ 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 Cat visibility ⅔ mile, LNAV/VNAV all Cat visibility 1 mile, and LNAV Cat B visibility ⅔ mile and Cat C visibility ⅔ mile. VDP and Baro-VNAV NA withDansville altimeter setting. Circling Rwy 18 NA at night.

**CLEVELAND CENTER**

| **124.325** | **353.85** |

**gartner G - 06OCT22**

**HORNELL, NEW YORK**

Orig-B 06OCT22

---

**RNAV (GPS) RWY 36**

**HORNELL MUNI (HTF')**

**ELEV 1219**  
**TDZE 1195**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Helicopter visibility reduction below ⅔ 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 Cat visibility ⅔ mile, LNAV/VNAV all Cat visibility 1 mile, and LNAV Cat B visibility ⅔ mile and Cat C visibility ⅔ mile. VDP and Baro-VNAV NA withDansville altimeter setting. Circling Rwy 18 NA at night.

**CLEVELAND CENTER**

| **124.325** | **353.85** |

**gartner G - 06OCT22**

**HORNELL, NEW YORK**

Orig-B 06OCT22

---

**RNAV (GPS) RWY 36**

**HORNELL MUNI (HTF')**

**ELEV 1219**  
**TDZE 1195**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Helicopter visibility reduction below ⅔ 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 Cat visibility ⅔ mile, LNAV/VNAV all Cat visibility 1 mile, and LNAV Cat B visibility ⅔ mile and Cat C visibility ⅔ mile. VDP and Baro-VNAV NA withDansville altimeter setting. Circling Rwy 18 NA at night.

**CLEVELAND CENTER**

| **124.325** | **353.85** |

**gartner G - 06OCT22**

**HORNELL, NEW YORK**

Orig-B 06OCT22

---

**RNAV (GPS) RWY 36**

**HORNELL MUNI (HTF')**

**ELEV 1219**  
**TDZE 1195**

**RNP APCH - GPS**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Helicopter visibility reduction below ⅔ 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 Cat visibility ⅔ mile, LNAV/VNAV all Cat visibility 1 mile, and LNAV Cat B visibility ⅔ mile and Cat C visibility ⅔ mile. VDP and Baro-VNAV NA withDansville altimeter setting. Circling Rwy 18 NA at night.
Boro-VNAV NA when using Albany altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Rwy 3 helicopter visibility reduction below ½ 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 C/D visibility ⅛ mile.

**RNAV (GPS) RWY 3**

**COLUMBIA COUNTY (IB1)**

**AWOS-3**
133.525

**ALBANY APP CON**
132.825 307.2

**UNICOM**
123.05 (CTAF)

**ELEV** 198

**TDZE** 198

**MISSED APCH FIX**

**HOLDING PAT**

**KROWL**

**295°**

**3200**

**205°**

**025°**

**225°**

**20°**

**205°**

**20°**

**3200**

**JAPUT**

**025°**

**HAROY**

**COPAP**

**3200**

**MISSED APPROACH:** Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

**AIRPORTS**

**HUDSON, NEW YORK**

**AWOS**

**ALBANY**

**UNICOM**

**Rwy Idg**

**TDZE**

**Apt Elev**

**WAAS**

**CH**

**W03A**

**APP CRS**

**025°**

**RNAV (GPS) RWY 3**

**500-1 302 (400-1)**

**562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1)**

**562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1)**

**562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1)**

**Towards Reil Rwy 3 and 21**

**HOLDING PATTERN**

**RPV**

**LNAV**

**MDA**

**500-1 302 (400-1)**

**562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1)**

**562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1)**

**562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1) 562 (600-1)**

**REIL Rwy 3 and 21**

**LNAV/D**

**DPV**

**DA**

**3200 (1B1)**

**KROWL**

**2250**

**115°**

**295°**

**30°**

**5350 X 100**

**947°**

**199°±**

**1947°±**

**1725°±**

**2252°±**

**2674°±**

**2250°±**

**A394°±**

**A1051°±**

**947±**

**23054**

**HUDSON, NEW YORK**

**ORIG-C 15AUG19**

**129**
Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, <br> 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 1 ½ SM all Cats, LNAV/VNAV DA to 709 feet and visibility to 1 ½ SM all Cats; increase all MDA 80 feet, LNAV Cat C/D visibility to 1 ½ SM, Circling Cat C to 2 ½ SM, and Cat D to 3 SM. MISSED APPROACH: Climb to 3200 direct KROWL and hold, continue climb-in-hold to 3200.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>ALBANY APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>133.525</td>
<td>132.825 307.2</td>
<td>123.05 (CTAF)</td>
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<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
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<td>562-1</td>
<td>368 (400-1)</td>
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<tr>
<td>LNAV/VNAV DA</td>
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<td>LNAV MDA</td>
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<td>506 (600-1)</td>
<td>700-1 ½</td>
<td>506 (600-1 ½)</td>
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<tr>
<td>CIRCLING</td>
<td>740-1</td>
<td>860-1</td>
<td>860-1 ½</td>
<td>1020-2 ½</td>
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<tr>
<td></td>
<td>542 (600-1)</td>
<td>662 (700-1)</td>
<td>662 (700-1 ½)</td>
<td>822 (900-2 ½)</td>
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</tbody>
</table>

MISSED APCH FIX KROWL and hold, continue climb-in hold to 3200.

REIL Rwy 3 and 21
REIL Rwy 3 and 21
ILS or LOC RWY 32
ITHACA TOMPKINS INTL (ITH)

DME required.

- Circling NA to Rwy 15 and 33. Inop table does not apply to S-ILS 32. DME from ITH DME. Simultaneous reception of ITH LOC and ITH DME required.

- 19°C

- Amdt 8 24MAR22

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**ATIS**
125.175

**ELMIRA APP CON**
124.3 257.8

**ITHACA TOWER**
119.6 (CTAF)

**GND CON**
121.8

**CLNC DEL**
121.8

**UNICOM**
122.95

**2600**

**4000**

**CFB**

**MESTE**

**VRNAH**

**ITH**

**INT**

**OCCIE**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**ILS or LOC RWY 32**

**ITHACA, NEW YORK**

**AMT 8 24MAR22**

**42°29’N-76°28’W**
RNAV (GPS) RWY 32

ITHACA TOMPKINS INTL (ITH)

Circling NA to Rwy 15 and 33. Inop table does not apply to LNAV Cat A. Rwy 32 helicopter visibility reduction below ½ 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 ¾ mile. For inop MALSR, when using Elmira altimeter setting, increase LPV all Cat visibility to RVR 6000, and increase LNAV Cat B visibility to 1½.

Procedure NA for arrival on CFB VOR/DME airway radials 310° CW 015.

* LNAV only
* 3.4 NM to RW32

HIRL Rwy 14-32

42°29′N-76°28′W
RNAV (GPS) Y RWY 14
ITHACA TOMPKINS INTL (ITH)

**ATIS**
125.175

**ELMIRA APP CON**
124.3 257.8

**ITHACA TOWER**
119.6 (CTAF)

**GND CON**
121.8

**CLNC DEL**
121.8

**UNICOM**
122.95

**Procedure NA for arrivals at VAFKU via V35 southwest bound.**

**MISSED APPROACH:**
Climbing right turn to 3700 direct VAFKU and hold.

**Algorithm:**
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.
Circling NA to Rwy 15 and 33.

**AIRPORT DATA:**
ITHACA, NEW YORK
AL-779 (FAA)

**ELEV**
1099

**TDZE**
1083

**Apt Elev**
1099

**APP CRS**
144°

**Rwy Idg**
6602

**Ellipses:**
3700

**Global Positioning System (GPS) Localizer (LNAV):**
1500-1 417 (500-1)
1500-1¼ 417 (500-1¼)
2040-1¼ 941 (1000-1¼)
2040-2¼ 941 (1000-2¼)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

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ITHACA TOMPKINS INTL (ITH)

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ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)

**RNAV (GPS) Y RWY 14**
ITHACA TOMPKINS INTL (ITH)
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 ½ mile.

Procedure NA for arrivals at VAFKU via V35 southwest bound.

MISSED APPROACH: Climb to 3800 direct HUBTU and via track 208° to MESTE and hold.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY-HOLDING INSTRUCTIONS IS REQUIRED.
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 C and D visibility 2 1/2, and increase S-ILS 25 Cats C visibility 2 1/2 and D visibility 3; DIPRE fix minimums increase S-LOC 25 Cats C and D visibility 2 and Cat D visibility 2 1/2 mile. For inoperative MALSR when using Dunkirk altimeter setting, increase S-ILS 25 all Cats visibility 1 1/2 mile. VDP NA when using Dunkirk altimeter setting.

**MISSED APPROACH**: Climb to 2420 then climbing right turn to 3800 on heading 125° and I-JHW LOC course NE to KRAUS INT/ I-JHW 6.6 DME and hold.

**DIPRE FIX MINIMUMS (DME REQUIRED)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 25</td>
<td>1971-1/2</td>
<td>250 (300-1/2)</td>
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<tr>
<td>S-LOC 25</td>
<td>2420-1/2</td>
<td>699 (700-1/2)</td>
<td>2420-1/2</td>
<td>699 (700-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>2420-1</td>
<td>697 (700-1)</td>
<td>2420-2</td>
<td>697 (700-2)</td>
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<tr>
<td>DIPRE FIX MINIMUMS (DME REQUIRED)</td>
<td>2420-1/2</td>
<td>359 (400-1/2)</td>
<td>2080-5/8</td>
<td>359 (400-5/8)</td>
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<tr>
<td>S-LOC 25</td>
<td>2080-1/2</td>
<td>359 (400-1/2)</td>
<td>2080-1/2</td>
<td>359 (400-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2200-1</td>
<td>477 (500-1)</td>
<td>2260-1/2</td>
<td>617 (700-2)</td>
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**AWOS 3PT**

<table>
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<tr>
<th>Location</th>
<th>Frequency</th>
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<tbody>
<tr>
<td>JAMESTOWN</td>
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**BUFFALO APP CON**

<table>
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<tr>
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<th>Frequency</th>
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<tbody>
<tr>
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**UNICOM**

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**LOC/DME I-JHW**

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**rwy Idg**

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**Apt Elev**

<table>
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<tr>
<th>Apt Elev</th>
<th>Frequency</th>
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</thead>
<tbody>
<tr>
<td>1723</td>
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</tr>
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</table>

**JAMESTOWN, NEW YORK**

**CHAUTAUQUA COUNTY/JAMESTOWN (JHW)**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**AWOS-3PT**

- BUFFALO APP CON
- UNICOM

**MALSR**

- ENCOUNTERING MALSRS AT MULTIPLE RADIALS
- TURNS MAY NARROW MALSRS

**LOCALIZER 109.7**

| I-JHW | Channel 34 |

**I-JHW 114.7**

| JHW | Channel 94 |

**KRAUS INT**

| I-JHW | Channel 6.6 |

**MIA**

| JHW | 2.3 |

**CIRCLING**

- Climb 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 C and D visibility 2 1/2, and increase S-ILS 25 Cats C visibility 2 1/2 and D visibility 3; DIPRE fix minimums increase S-LOC 25 Cats C and D visibility 2 and Cat D visibility 2 1/2 mile.

**MISSING APPROACH**: Climb to 2420 then climbing right turn to 3800 on heading 125° and I-JHW LOC course NE to KRAUS INT/ I-JHW 6.6 DME and hold.

**DIPRE FIX MINIMUMS (DME REQUIRED)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
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<th>D</th>
</tr>
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<tbody>
<tr>
<td>S-ILS 25</td>
<td>1971-1/2</td>
<td>250 (300-1/2)</td>
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<tr>
<td>S-LOC 25</td>
<td>2420-1/2</td>
<td>699 (700-1/2)</td>
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<td>699 (700-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>2420-1</td>
<td>697 (700-1)</td>
<td>2420-2</td>
<td>697 (700-2)</td>
</tr>
<tr>
<td>DIPRE FIX MINIMUMS (DME REQUIRED)</td>
<td>2420-1/2</td>
<td>359 (400-1/2)</td>
<td>2080-5/8</td>
<td>359 (400-5/8)</td>
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<tr>
<td>S-LOC 25</td>
<td>2080-1/2</td>
<td>359 (400-1/2)</td>
<td>2080-1/2</td>
<td>359 (400-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2200-1</td>
<td>477 (500-1)</td>
<td>2260-1/2</td>
<td>617 (700-2)</td>
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### RNAV (GPS) RWY 7

**Category:** A, B, C, D

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<td>2120-1</td>
<td>398 (400-1)</td>
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<tr>
<td></td>
<td>2200-1</td>
</tr>
<tr>
<td>2120-1</td>
<td>398 (400-1)</td>
</tr>
<tr>
<td>2260-1½</td>
<td>537 (600-1½)</td>
</tr>
<tr>
<td>2340-2</td>
<td>617 (700-2)</td>
</tr>
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</table>

**MISSED APPROACH:**
- Climb to 4000 direct.
- OYNEM and hold.

**AWOS-3PT:**
- 118.425

**BUFFALO APP CON:**
- 126.05

**UNICOM:**
- 122.975 (CTAF)

**RNP APCH-GPS:**
- *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 1/2 SM, Circling Cat C ½ SM and Circling Cat D 1/4 SM. RWY 7 Straight-in/Circling and Circling to RWY 13/31 NA at night.*

### JAMESTOWN, NEW YORK

**APP CRS**
- 069°
  - Rwyr Idg: 5300
  - TDZE: 1722
  - Apt Elev: 1723

**CHAUTAUQUA COUNTY/JAMESTOWN (JHW)**
- **RNAV (GPS) RWY 7**

---

**AWOS-3PT**
- 118.425

**BUFFALO APP CON**
- 126.05

**UNICOM**
- 122.975 (CTAF)

---

**JAMESTOWN, NEW YORK**

**Amdt 1C 14JUL22**

**Amdt 1**

**NE-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 13
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

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 118.425
BUFFALO APP CON 126.05
UNICOM 122.975 (CTAF)

RNAV (GPS) RWY 13
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

138

RNAV (GPS) RWY 13
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

138
RNAV (GPS) RWY 25
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Dunkirk altimeter setting: increase LPV DA to 2113 feet and visibility all Cats ½ SM; increase all MDAs 200 feet and visibility LNAV Cat C ½ SM, LNAV Cat D ¾ SM, Circling Cat C ¾ SM and Circling Cat D ¾ SM. For inoperative MALS, 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.

MISSED APPROACH: Climb to 4000 direct GUKBE and hold.

**MISSED APCH FIX**
GUKBE

**AWOS-3PT**
118.425

**BUFFALO APP CON**
126.05

**UNICOM**
122.975 (CTAF)

**UNC**

**NA** when using Dunkirk altimeter setting. Circling to Rwy 13/31 NA at night.

For inoperative MALSR, increase all MDAs 200 feet and visibility LNAV Cat C ½ SM, LNAV Cat D ¾ SM, Circling Cat C ¾ SM and Circling Cat D ¾ SM. 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.

**MISSED APPROACH: Climb to 4000 direct GUKBE and hold.**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1921-1/2</td>
<td>200 (200-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>2054-3/4</td>
<td>333 (400-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2100-1/2</td>
<td>379 (400-1/2)</td>
<td>2100-1</td>
<td>379 (400-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2200-1</td>
<td>477 (500-1)</td>
<td>2260-1/2</td>
<td>537 (600-1/2)</td>
</tr>
<tr>
<td></td>
<td>2340-2</td>
<td>617 (700-2)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Inoperative table does not apply.
Circling to Rwy 13/31 NA at night.

**AWOS: 3PT**

**ELEV**

**TDZE**

**APP CRS**

**Rwy Idg**

**Apt Elev**

**MALS**

**Rwy Idg**

**Apt Elev**

**JAMESTOWN, NEW YORK**

**VOR/RWY 25**

**CHAUTAUQUA COUNTY/JAMESTOWN (JHW)**

**MALSR**

**MISSED APPROACH:** Climbing right turn to 3700 direct JHW VOR/DME and hold.

**UNICOM**

**BUFFALO APP CON**

**ELEV 1723**

**TDZE 1721**

**3700**

**JHW**

**One Minute**

**Holding Pattern**

**JHW VOR/DME**

**JHW 6.1**

**JHW 4.8**

**CATEGORY**

**A**

**B**

**C**

**D**

**FAF to MAP 6.1 NM**

**KNOTS**

**MIN/SEC**

**60**

**90**

**120**

**150**

**180**

**6:06**

**4:04**

**3:03**

**2:26**

**2:02**

**S-25**

**2180-1**

**459 (500-1)**

**2180-1 ¼**

**459 (500-1 ¼)**

**2180-1 ½**

**459 (500-1 ½)**

**CIRCLING**

**2200-1**

**477 (500-1)**

**2260-1 ½**

**537 (600-1 ½)**

**2340-2**

**617 (700-2)**

**JAMESTOWN, NEW YORK**

**Amdt 8C 14JUL22**

**NE-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 10
FULTON COUNTY (NY0)

AWOS-3 119.225
ALBANY APP CON 118.05
UNICOM 122.7 (CTAF)

Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct LURYO and hold, continue climb-in-hold to 5000.

JOHNSTOHN, NEW YORK
Amtd 1 08SEP22

FL6987 (FAA) 22307
**Radar Required**

- **3200**
  - 209° (3.9)
  - 1600° (7.5)

**Final Approach Course Offset 029.1°**

- **3200**
  - 209°
  - 1600°
  - 1080°

**Visual Segment - Obstacles**

- **3200**
  - IMIBE
  - FRDL1 1.8 NM to NEWMN

**Missed Approach Fix**

- **3200**
  - 3224
  - 3860
  - 4060

**NearestPermanentNDB**

- **WAAS CH 40136 W15A**
  - APP CRS 182°
  - Rwy ldg 2775
  - TDZE 147
  - Apt Elev 147

**RNAV (GPS) Rwy 15**

- **KINGSTON-ULSTER (20N)**

**New York App Con**

- **132.75 363.1**

**Unicom**

- **122.8 (CTAF)**

**123.3°**

**Kingston, New York**

- **Amdt 1B 07SEP23**

**Nearest Airport**

- **Kingston-ULSTER (20N)**

**Nearest NDB**

- **WOBVU (IF)**
  - **WOBVU (IF)**

**Nearest IAF**

- **ILGEZ (IAF)**

**Nearest MAP**

- **NEWMN (MAP)**

**Nearest IAF**

- **WOBVU (IF)**

**Nearest FAF**

- **IMIBE (FAF)**

**Newburgh Minimum Operating Altitude**

- **800-1 653 (700-1)**

**Newburgh MDA**

- **960-1 813 (900-1.1°)**

**Hudson Nearest VOR**

- **132.75 363.1**

**Hudson Minimum Operating Altitude**

- **800-1 653 (700-1)**

**Hudson MDA**

- **960-1 813 (900-1.1°)**

**Altimeter Setting**

- **Kingston, New York**
  - **41°59'N-73°58'W**

**RNAV (GPS) Rwy 15**

- **KINGSTON-ULSTER (20N)**

**Nearest NDB**

- **WOBVU (IF)**

**Nearest IAF**

- **ILGEZ (IAF)**

**Nearest MAP**

- **NEWMN (MAP)**

**Nearest FAF**

- **IMIBE (FAF)**

**Missed Approach Fix**

- **3200**
  - 3224
  - 3860
  - 4060

**Nearest Airport**

- **Kingston-ULSTER (20N)**

**Nearest NDB**

- **WOBVU (IF)**

**Nearest IAF**

- **ILGEZ (IAF)**

**Nearest MAP**

- **NEWMN (MAP)**

**Nearest FAF**

- **IMIBE (FAF)**

**Missed Approach Fix**

- **3200**
  - 3224
  - 3860
  - 4060

**Nearest Airport**

- **Kingston-ULSTER (20N)**

**Nearest NDB**

- **WOBVU (IF)**

**Nearest IAF**

- **ILGEZ (IAF)**

**Nearest MAP**

- **NEWMN (MAP)**

**Nearest FAF**

- **IMIBE (FAF)**

**Missed Approach Fix**

- **3200**
  - 3224
  - 3860
  - 4060
RNAV (GPS) RWY 33
KINGSTON-ULSTER (20N)

**RNP APCH - GPS.**

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/Circling Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 15 NA at night.

**NEW YORK APP CON**

| 132.75 | 363.1 |

**UNICOM**

| 122.8 | (CTAF) |

| 123.3 | 0 |

**Procedure NA for arrivals on PWL VOR/DME airway radials 250 CW 354.**

**MISSED APPROACH:** Climb to 600, then climbing right turn to 3000 direct PWL VOR/DME and hold.

**LNAV only.**
RNAV (GPS) RWY 14
LAKE PLACID (LKP)

MISSED APPROACH: Climbing right turn to 5000 direct PUGRE and hold.

Rwy 14 helicopter visibility reduction below 1 SM NA.
Use Saranac Lake altimeter setting.
Procedure NA at night.

SLK ASOS 124.175
BOSTON CENTER 120.35 342.25
UNICOM 122.8 (CTAF)

5 NM Holding Pattern
PUGRE IRABE

Final approach course offset 15.70°.

CATEGORY A B C D
LNAV MDA 3080-2 1334 (1400-2) NA
CIRCLING 3080-2 1333 (1400-2) NA

RNAV (GPS) RWY 14
LAKE PLACID (LKP)

44°16'N-73°58'W
147
**When ALS inop, increase vis to ¼ mile.**

**When ALS inop, increase vis to ½ mile.**

**When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to ½ miles.**

**RPN APCH**

- **ATIS**: 276.525
- **MC GUIRE APP CON**: 126.475 363.8
- **TOWER**: 127.775 360.2
- **GND CON**: 118.375 307.375

For uncompensated Baro-VNAV systems, Procedure NA below -1.5 °C (5 °F) or above 54 °C (129 °F).

EMERG SAFE ALT 100 NM 4100

**HOL**

HORBO 242°

JAPDU 3000

5 NM Holding Pattern

LPV DA

- **A**: 301-⅛
- **B**: 200
- **C**: (200-⅛)

**LNAV, VNAV DA**

- **A**: 503-⅙
- **B**: 402
- **C**: (500-⅛)

**LNAV MDA**

- **A**: 540 ½
- **B**: 439
- **C**: (500 ½)
- **D**: 359
- **E**: (400-¼)

**CIRCLING**

- **A**: 660-1
- **B**: 720-1
- **C**: 720-1⅛
- **D**: 720-2
- **E**: 559
- **F**: 619
- **G**: 619 (700-⅛)
- **H**: 619 (700-⅐)
- **I**: 619 (700-⅐)
- **J**: 619 (700-⅐)

- **HIRL Rwy 6-24**
- **MIRL Rwy 063°-243°**

**RNP APCH**

- **ATIS**: 276.525
- **MC GUIRE APP CON**: 126.475 363.8
- **TOWER**: 127.775 360.2
- **GND CON**: 118.375 307.375

**Missed Approach**: Climbing to 700 then climbing left turn to 2000 direct JAPDU and hold.
### RNAV (GPS) RWY 33
#### LAKEHURST MAXFIELD FLD, (JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

<table>
<thead>
<tr>
<th>WAAS Chan</th>
<th>APCH CRS</th>
<th>RWy Idg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>96580</td>
<td>332°</td>
<td>5001</td>
<td>88</td>
<td>101</td>
</tr>
<tr>
<td>AL-223 [USN]</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RNP APCH**

- **ATIS**: 276.525
- **MC GUIRE APP CON**: 126.475 363.8
- **TOWER**: 127.775 360.2
- **GND CON**: 118.375 307.375

**Missed Approach**: Climb to 700 then climbing right turn to 2000 direct IMULE and hold.

#### For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 54°C (129°F).

#### Circling visibility reductions by helicopters not authorized.

**EMERG Safe Alt 100 NM 4100**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>288-3/4</td>
<td>200</td>
<td>(200-3/4)</td>
<td></td>
</tr>
<tr>
<td>UNAV/VNAV DA</td>
<td>556-1 1/8</td>
<td>468</td>
<td>(500-1 1/8)</td>
<td></td>
</tr>
<tr>
<td>UNAV MDA</td>
<td>600-1</td>
<td>512</td>
<td>(500-1) 600-1</td>
<td>512</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>660-1</td>
<td>720-1</td>
<td>(700-1)</td>
<td>660-1</td>
</tr>
</tbody>
</table>

**HIRL Rwy 6-24**

**Rwy 6-24**

**MIRL Rwy 063°-243°**

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**LAKEHURST, NEW JERSEY**

Amdt 3 05OCT23

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**NE-2, 30 NOV 2023 to 25 JAN 2024**
MISSED APPROACH: Climb to 700, then climbing right turn to 2000 to intercept NEL TACAN R-160 to GEMTE and hold.
**LKEhurst, New Jersey**

**NDB RWY 24**

**NE-2, 30 Nov 2023 to 25 Jan 2024**

- **ATIS**
  - 276.525

- **MC GUIRE APP CON**
  - 126.475 363.8

- **TOWER**
  - 127.775 360.2

- **GND CON**
  - 118.375 307.375

---

**NOT FOR CIVIL USE**

**DME source NEL TACAN Chan 55**

- **ROBBINSVILLE 113-8 RBV CHAN 85**

- **LAKEHURST**
  - 396 NEL

- **COYLE 113.4 CYN CHAN 81**

---

**EMERG SAFE ALT 100 NM 4100**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-24**</td>
<td>540-3/4</td>
<td>439</td>
<td>500-1/4</td>
<td></td>
</tr>
</tbody>
</table>

**CIRCLING**

- 660-1
- 720-1
- 720-3/4
- 720-2

**LAKEHURST, NEW JERSEY**

**Amdt 4 05OCT23**
RNAV (GPS) RWY 6
LAKewood (N12)

**Category:** A

**LP MDA:** 380-1 339 (400-1) NA

**LNAV MDA:** 580-1 539 (600-1) NA

**Circling:** 580-1 538 (600-1) 620-1 578 (600-1) NA

**UZSOR and hold.**

Procedure NA for arrivals on CYN VORTAC airway radials 046 CW 100.

**Amdt 1 02MAR17**

**RW06**

**UZSOR**

**VERVI**

**AVUKE**

1.7 NM to RW06

**MIRL Rwy 6-24**

**REIL Rwy 6 and 24**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**NE-2, 30 NOV 2023 to 25 JAN 2024**
**RNAV (GPS) RWY 24**

**LAKEWOOD (N12)**

**APP CRS 240°**
- **Rwy Idg:** 2987
- **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.

**AWOS-AV**
- 122.8

**MC GUIRE APP CON**
- 126.475
- 363.8

**GCO**
- 121.725

**UNICOM**
- 122.8 (CTAF)

**MISSED APPROACH:**
- Climb to 2000 direct UZSOR and hold.

**PROCEDURE NA for arrivals at MOVFA on V1-16-229 northeast bound.**

**ELEV 42**

**TDZE 42**

**2000**

**UZSOR**

**Visual Segment - Obstacles.**

**KANSE 2.2 NM to RW24**

**SUTKE**

**OTDOZ**

**240°**

**2000**

**760**

**1700**

**240°**

**CIRCLING**
- **LNAV MDA:** 520-1 (500-1)
- **NA**

**CIRCLING**
- **478 (500-1)**
- **620-1**
- **578 (600-1)**
- **NA**

**CATEGORY A**
- **2.2 NM**
- **2.9 NM**
- **4.1 NM**

**LAKEWOOD, NEW JERSEY**

**Amdt 1A 06DEC18**

**40°04'N-74°11'W**

**LAKEWOOD (N12)**

**RNAV (GPS) RWY 24**

**LAKEWOOD, NEW JERSEY**

**Amdt 1A 06DEC18**

**40°04'N-74°11'W**

**LAKEWOOD (N12)**

**RNAV (GPS) RWY 24**

**LAKEWOOD, NEW JERSEY**

**Amdt 1A 06DEC18**

**40°04'N-74°11'W**

**LAKEWOOD (N12)**

**RNAV (GPS) RWY 24**

**LAKEWOOD, NEW JERSEY**

**Amdt 1A 06DEC18**

**40°04'N-74°11'W**

**LAKEWOOD (N12)**

**RNAV (GPS) RWY 24**

**LAKEWOOD, NEW JERSEY**

**Amdt 1A 06DEC18**

**40°04'N-74°11'W**
When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 9 helicopter visibility reduction below ½ SM NA. Use Buffalo Niagara Intl altimeter setting.

MISSED APPROACH: Climb to 3400 direct DMRO and hold, continue climb-in-hold to 3400.

When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 9 helicopter visibility reduction below ½ SM NA. Use Buffalo Niagara Intl altimeter setting.

MISSED APPROACH: Climb to 3400 direct DMRO and hold, continue climb-in-hold to 3400.
RNAV (GPS) RWY 27
BUFFALO-LANCASTER RGNL (BQR)

Rwy 27 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA.
Use Buffalo Niagara Intl altimeter setting. Straight-in Rwy 27 at night,
Circling Rwy 27 at night, operational VGSI required, remain on or
above VGSI glidepath until threshold.

Circling Rwy 27 at night, operational VGSI required, remain on or
above VGSI glidepath until threshold.

RNP APCH - GPS.

WAAS CH 93844 APP CRS W27A
Rwy Idg 3199 TDZE 752
Apt Elev 752

LANCASTER, NEW YORK
AL-10761 (FAA)
22363

UNICOM 123.05 (CTAF)

BUFFALO APP CON
126.15 263.125

BUFF ASOS
135.35

ELEV 752 TDZE 752

NE-2, 30 NOV 2023 to 25 JAN 2024

LANCASTER, NEW YORK
Orig 29DEC22

42°55′N-78°37′W
159

RNAV (GPS) RWY 27
BUFFALO-LANCASTER RGNL (BQR)

MISSED APPROACH: Climb to
1300 then climbing left turn to
3400 direct DMRIO and hold,
continue climb-in-hold to 3400.
RNAV (GPS) RWY 10
LE ROY (5G0)

RNP APCH-GPS.
- Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.
- Use Rochester altimeter setting.

ROC ASOS
124.825

ROCHESTER APP CON
123.7 322.3

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at AIRCO on V31 westbound and V252 northwest bound.

Procedure NA for arrivals at AIRCO on V31 westbound and V252 northwest bound.

RNP APCH-GPS.

- Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.
- Use Rochester altimeter setting.

ROC ASOS
124.825

ROCHESTER APP CON
123.7 322.3

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at AIRCO on V31 westbound and V252 northwest bound.

Procedure NA for arrivals at AIRCO on V31 westbound and V252 northwest bound.

RNP APCH-GPS.

- Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.
- Use Rochester altimeter setting.

ROC ASOS
124.825

ROCHESTER APP CON
123.7 322.3

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at AIRCO on V31 westbound and V252 northwest bound.

Procedure NA for arrivals at AIRCO on V31 westbound and V252 northwest bound.

RNP APCH-GPS.

- Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.
- Use Rochester altimeter setting.

ROC ASOS
124.825

ROCHESTER APP CON
123.7 322.3

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at AIRCO on V31 westbound and V252 northwest bound.
RNAP APCH.

- Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.
- Use Frederick Douglass/Greater Rochester Int'l altimeter setting.

**MISSED APPROACH:**
Climb to 3000 direct ZORPI and hold.

**ROC ASOS:** 124.825
**ROCHESTER APP CON:** 123.7 322.3
**UNICOM:** 122.8 (CTAF)

**ELEV** 780  **TDZE** 778

**ROC ASOS**
**ROCHESTER APP CON**
**UNICOM**

**RNAV (GPS) RWY 28**

**LE ROY (5G0)**

- **Category A**
  - LP MDA: 1240-1 462 (500-1)
  - LNAV MDA: 1240-1 462 (500-1)
  - NA

**ZORPI**
- 284°
- 4 NM

**BEYLA**
- 313°
- 2500

**2500**
- ZORPI and hold.
- Procedure NA for arrival on GEE VOR/DME airway radials 287 CW 018.

**3600**
- MSA RW 28 25 NM

**ELEV 780**  **TDZE 778**

**LE ROY, NEW YORK**

**Orig-E 07NOV19**

**AL-6839 (FAA)**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**42°59'N-77°56'W**

161
<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>660 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

Use Frederick Douglass/Greater Rochester Intl 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.

NoPT for arrival on GEE VOR/DME airway radials 100 CW 204.
RNAV (GPS) RWY 1
LINCOLN PARK (N07)

APP CRS
008°

Rwy Idg 2077
TDZE 181
Apt Elev 181

RNAV (GPS) RWY 1
LINCOLN PARK (N07)

TEB D-ATIS
114.2 132.85

NEW YORK APP CON
127.6 379.9

GCO
121.725

UNICOM
122.8 (CTAF) 0

NA

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

MISSED APPROACH: Climb to 3000 direct HALUP
and on 292° track to SAX VORTAC and hold.

PIYIN (IAF)

KIYEG (FAF)

CEDDA (MAP)

HALUP

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

Procedure NA for arrivals at PIYIN
on V3-405-419 southwest bound.
RNAV (GPS) RWY 19
LINCOLN PARK (N07)

LINCOLN PARK, NEW JERSEY

Amdt 1 09SEP21

RAV (GPS) RWY 19
LINCOLN PARK (N07)

LINCOLN PARK, NEW JERSEY

APP CRS
204°

Rwy Idg
2672

TDZE
181

Apt Elev
181

RNP APCH.

NA

Rwy 19 helicopter visibility reduction below 1 SM NA. Use Teterboro altimeter setting. Procedure NA at night.

TEB D-ATIS
114.2 132.85

NEW YORK APP CON
127.6 379.9

GCO
121.725

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at SAX VORTAC on airway radials 029 CW 093.

Final approach course offset 15.73°.

Category
A  B  C  D

LNAV MDA
1300-1¼ 1119 (1200-1¼)
NA

CIRCLING
1300-1¼ 1119 (1200-1¼)
NA

LINCOLN PARK, NEW JERSEY

NE-2, 30 NOV 2023 to 25 JAN 2024

LINCOLN PARK (N07)

40°57'N-74°19'W
When local altimeter setting not received, use Newark Liberty Int'l.
Procedure NA at night.

AWOS-3 124.025
NEW YORK APP CON 128.55 379.9
CLNC DEL 127.25
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at WARRD on V213 southbound and on TK502 westbound.

NEWARK ALTIMETER SETTING MIN/MUMS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>620-2½ 598 (600-2½)</td>
<td>880-2½ 858 (900-2½)</td>
<td>NA</td>
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 Procedure NA at night.
 Helicopter visibility reduction below 1 SM NA.
 When local altimeter setting not received, use Newark Liberty Int'l.
 Procedure NA at night.

NEWARK ALTIMETER SETTING MIN/MUMS

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 Procedure NA at night.

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 When local altimeter setting not received, use Newark Liberty Int'l.
 Procedure NA at night.

NEWARK ALTIMETER SETTING MIN/MUMS

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</table>
**LUMBERTON, NEW JERSEY**

**APP CRS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>420-1</td>
<td>371 (400-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>520-1</td>
<td>471 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Weather Information**

- **Unicom**: 122.8 (CTAF)
- **Vay ASOS**: 119.325
- **Mc Guire APP CON**: 126.475 363.8
- **Unicom**: 122.8 (CTAF)

**Diagram Instructions**

- 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.

**Procedure**

- Procedure NA for arrivals on V16 southwest bound.

**MISSED APPROACH**: Climb to 500 then climbing right turn to 2000 direct INNEZ and hold.

**Notes**

- Amdt 1C 17AUG17

**Location**

- Lumberton, New Jersey
- 39°56'N-74°48'W
Boro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -3°C (5°F) or above 34°C (93°F).

For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -3°C (5°F) or above 34°C (93°F). 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 Cat's visibility 1/4 mile. Circling RW 1 NA at night. RW 1 heli visibility reduction below 1 SM NA. RW 19 heli visibility reduction below 3/4 SM NA.

Procedure NA for arrivals at RBV VORTAC on airway radials 238 CW 330.
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.

Procedure NA for arrivals on RBV airway radials 238 CW 289.

One Minute Holding Pattern

IF

ROBBINSVILLE

113.8 RBV

Chan 85

GOLDE INT RBV

1800 ft NoPT

R-5001 A & B

R-33o

R-067

COYLE

113.4 CYN

Chan 81

One Minute Holding Pattern

FAF to MAP 5.4 NM

CATEGORY

A

B

C

D

FAF to MAP 5.4 NM

CIRCLING

551 (600-1)

551 (600-1.4)

NA

LUMBERTON, NEW JERSEY

AL-5529 (FAA)

22363

VOR-A

FLYING W (N14)

REIL Rwys 1 and 19

CIRCLING

600-1

551 (600-1)

39°56'N - 74°48'W

Amdt 4A 20AUG15

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

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NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 5
MALONE-DUFORT (MAL)

Rwy 5 helicopter visibility reduction below 1 SM NA. Use Massena Intl-Richards Fld 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 and C visibility ¼ SM. Straight-in and Circling Rwy 5 NA at night.

Procedure NA for arrivals at SSENA on T391 eastbound and T300 northwest bound.
Circling Rwy 5 NA at night. Baro-VNAV NA. Use Massena Intl-Richards Fld altimeter setting; when not received, use Adirondack Rgnl altimeter setting and increase LPV DA to 1208 feet; increase LNAV/VNAV DA to 1316 feet; increase all MDAs 60 feet; Increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats 1/4 SM, LNAV Cat C 1/8 SM and Circling Cat C visibility 1/4 SM.

MISSED APPROACH:
Climb to 3600 direct MITAH and hold.

AWOS-AV 122.8
MSS ASOS 128.075
BOSTON CENTER 135.25 377.1
UNICOM 122.8 (CTAF)

WAAS CH 58229 W23A
App CRS 232° Rwly Idg 3994 TDZE 770 Apt Elev 790

RNAV (GPS) RWY 23
MALONE-DUFORT (MAL)

ELEV 790 TDZE 770

TUPPER CENTRAL MOA

3600 MITAH VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 43); DNWLs

4 NM

1800 RW23

3.2 NM 4.6 NM

CATEGORIES
LPV DA 1155 -1/8 385 (400-11/8)
LNAV/VNAV DA 1263-1/8 493 (500-11/8) NA
LNAV MDA 1240-1 470 (500-1) NA
CIRCLING 1460-1 670 (700-1) 1520-1 730 (800-1) 1720-2 930 (1000-21/8) NA
MANVILLE, NEW JERSEY

RNAV (GPS) RWY 7

MANVILLE, NEW JERSEY

Amdt 1D 08OCT20

NE-2, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 7

CENTRAL JERSEY RGNL (47N)

APP CRS

 CATEGORY

LNAV MDA

CIRCLING

MISSED APPROACH: Climbing right turn to 2000 direct ADIUM and hold.

Procedure NA for arrivals at BIGGY on V3-419 southwest bound.

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.

TTN ASOS

126.775

NEW YORK APP CON

132.8 379.9

UNICOM

122.7 (CTAF)

APP CRS

069°

Rwy Idg

2927

TDZE

82

Apt Elev

86

RNP APCH.

40°31'N - 74°36'W

4 NM

249°

069°

5.7 NM

3 NM

2 NM

LNAV MDA

580-1 498 (500-1)

620-1 534 (600-1)

614 (700-1)

700-1 700-1¾

700-1¾

700-1¾

NA

NA

NA

NA

VGS1 and descent angles not coincident (VGS1 Angle 3.40/TCH 36).

2000

ADIUM

069°

1700

740

ZIPTU

2 NM to RW07

BOXZE

2 NM to RW07

(FAF)

(IAF)

BIGGY

2000 NoPT

102° (8.1)

255

350

2927

620-1

580-1

498 (500-1)

498 (500-1)

498 (500-1)

3 NM

286

279 ±

209 ±

839

1700

5.7

171
RNAV (GPS) RWY 25

MANVILLE, NEW JERSEY

RNAV (GPS) RWY 25

CENTRAL JERSEY RGNL (47N)

Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA.
Use Trenton Mercer altimeter setting.

Procedure NA for arrivals at JOKMI on V252 northbound.

Procedure NA for arrivals at SBJ VOR/DME airway radials 309 CW 117.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct METRO and hold.

Procedure NA for arrivals at JOKMI on V252 northbound.

NE-2, 30 NOV 2023 to 25 JAN 2024
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.
**MISSIVE APPROACH:** Climb to 1200 then climbing left turn to 2300 direct MISSE LOM and hold.

**Circling Rwy 9, 23, 27 NA at night.** When local altimeter setting not received, use Potsdam altimeter setting and increase DA to 528 feet and all visibilities 1/2 SM; increase all MDAs 80 feet, visibility Cat C and D 1/2 SM and Circling visibility Cat C and Cat D 1/2 SM.

---

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<tbody>
<tr>
<td>S-LOC 5</td>
<td>800-1</td>
<td>595 (600-1)</td>
<td>800-1/2</td>
<td>595 (600-1/2)</td>
</tr>
<tr>
<td>S-LOC 5</td>
<td>880-1/2</td>
<td>519 (700-1/2)</td>
<td>880-1/2</td>
<td>519 (700-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>800-1</td>
<td>579 (600-1)</td>
<td>880-1/2</td>
<td>659 (700-1/2)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 5
MASSENA INTL-RICHARDS FLD (MSS)

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.
**RNAV (GPS) RWY 9**

**MASSENA INTL-RICHARDS FLD (MSS)**

**Category**

- **A**
- **B**
- **C**
- **D**

**LNAV MDA**

- **A**
  - 475 (500-1)
  - 475 (500-1½)

**CIRCLING**

- **A**
  - 519 (600-1)
  - 659 (700-1½)
  - 659 (700-2)

- **B**

**APP CRS**

- 075°

**Rwy Idg**

- 4000

**TDZE**

- 205

**Apt Elev**

- 221

**ASOS**

- 128.075

**BOSTON CENTER**

- 135.25
  - 377.1

**UNICOM**

- 123.0 (CTAF)

**HOLD 2000**

**Final approach course offset 15.22°.**

**MISSED APPROACH:** Climbing right turn to 2000 direct WERKI and hold.

**Visual Segment - Obstacles.**
RNAV (GPS) RWY 23
MASSENA INTL-RICHARDS FLD (MSS)

**ASOS**
128.075

**BOSTON CENTER**
135.25  377.1

**UNICOM**
123.0 (CTAF)

**TDZE**
221

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.

**RNAV (GPS) RWY 23**
Masena Intl-Richards Fld (MSS)

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

**LNAV MDA**
620-1  399 (400-1)
620-1\(\frac{1}{2}\)  399 (400-\(\frac{1}{2}\))

**CIRCLING**
740-1  519 (600-1)
880-1\(\frac{1}{2}\)  659 (700-1\(\frac{1}{4}\))
880-2  659 (700-2)

**ELEV**
221

**APP CRS**
225°
Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 27 NA at night, Circling Rwy 9, 23, 27 NA at night.

ASOS
128.075

BOSTON CENTER
135.25 377.1

UNICOM
123.0 (CTAF)

RNAV (GPS) RWY 27
MASSENA INTL-RICHARDS FLD (MSS)

MISSED APPROACH: Climb to 1000 then climbing left turn 2900 direct YUDUK and hold.

- Visual Segment - Obstacles.
- Holding Pattern

REIL Rwys 5, 9 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27

ELEV 221
TDZE 205

MAP

MASSENA, NEW YORK
AL-905 (FAA)

Amdt 2 17JUN21
**When ALS inop, increase CAT A/R VOR to 55, vis to 1 mile, CAT C/D VOR to 60, vis to 1/2 mile.**

**Circling not authorized SE of Rwy 24 and E of Rwy 36 when R-5001 A/B active.**

---

**When ALS inop, increase CAT A/B VOR to 55, vis to 1 mile, CAT C/D VOR to 60, vis to 1/2 mile.**

**Circling not authorized SE of Rwy 24 and E of Rwy 36 when R-5001 A/B active.**

---

**Missed Approach:** Climb to 2000 via GXU R-059 to DAVYYO and hold. Alternate Missed Approach Instruction: Climb to 2000 via GXU R-059 to DAVYYO, expect further clearance from ATC.

**IF RADAR inoperative, expect 15 min delay for deactivation of R-5001.**

**Radar required for holding above 2000 and/or > than 230 KIAS.**

---

**MC GIURE APP CON/DEP CON**

**MC GIURE TOWER**

**GND CON**

**CLNC DEL**

**PAR**

---

**LOC: I-WRI**

**TDZE: 131**

**APCH CRS: 10,014**

**Arpl Elev: 141**

**AL-150 [USAF]**

**JOINT BASE MC GIURE DIX LAKEHURST**

(KWRI)

---

**MC GIURE FLD,**

(JOINT BASE MC GIURE DIX LAKEHURST)**

(KWRI)

---

**WRIGHTSTOWN, NEW JERSEY**

(Amdt 5 18MAY23)

---

**Emerg Safe Alt 100 NM 5100 from Gxu Vortac**

---

**Unit:**

**FWSI and ILS glidepath not coincident (VWSI Angle 3.00/TCH 76).**

---

**Rwy Idg: 10,014**

**TDZE: 131**

**Arpl Elev: 141**

**AL-150 [USAF]**

**Joint Base MC Giure Dix Lakehurst**

(KWRI)
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

RADAR REQUIRED WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 1.5 min delay for deactivation of R-5001.

Missed Approach holding at DAYYO NA when R-5001 is active with aerial gunnery.

EMERG SAFE ALT 100 NM 5100 FROM GXU VORTAC

5.7 NM
For uncompensated Baro-VNAV systems, Proceed NA below -15°C or above 54°C.

NE-2, 30 Nov 2023 to 25 Jan 2024

NE-2, 30 Nov 2023 to 25 Jan 2024

NE-2, 30 Nov 2023 to 25 Jan 2024

NE-2, 30 Nov 2023 to 25 Jan 2024
**RNAV (GPS) RWY 6**

**MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>110.6 270.1</th>
<th>MC GUIRE APP CON/DEP CON</th>
<th>126.475 363.8</th>
<th>TOWER</th>
<th>118.65 255.6</th>
<th>GND CON</th>
<th>121.8 275.8</th>
<th>CLNC DEL</th>
<th>135.2 335.8</th>
<th>PAR</th>
</tr>
</thead>
</table>

**ALF-2**

**MISSING APPROACH:** Climb to 2000 direct DAYYO and hold.

**ATIS:** 110.6 270.1

**MC GUIRE APP CON/DEP CON:** 126.475 363.8

**TOWER:** 118.65 255.6

**GND CON:** 121.8 275.8

**CLNC DEL:** 135.2 335.8

**PAR:**

---

**4 NM**

**DAYYO**

---

**EMERG SAFE ALT 100 NM 5100**

**VGSI and RNAV glideslope not coincident (VGSI angle 3.00/TCH 76).**

**CISON**

**FENKA**

**2000**

**236°**

**056°**

**058°**

**1.1 NM to RW06 RW06**

**5.7 NM**

---

**CATEGORY**

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<th>D</th>
<th>E</th>
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<tbody>
<tr>
<td>LPV DA*</td>
<td>331/18</td>
<td>200</td>
<td>(200-½)</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA**</td>
<td>560/40</td>
<td>429</td>
<td>(500-¾)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA***</td>
<td>560/24 429 (500-½)</td>
<td>560/40 429 (500-¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCULING****</td>
<td>680-1 539 (600-1)</td>
<td>700-1½ 559 (600-1½)</td>
<td>700-2 559 (600-2)</td>
<td>1200-3 1059 (1100-3)</td>
</tr>
</tbody>
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**NE-2, 30 NOV 2023 to 25 JAN 2024**

---

**WRIGHTSTOWN, NEW JERSEY**

**MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)**

**40°01'N - 74°36'W**

---

**Amendment:** 18MAY23

---

**NE-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 18

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

APCH CRS
185°

Rwy Ldg 7126
TDZE 123
Arpt Elev 141

ATIS
110.6 270.1
MC GUIRE APP CON/DEP CON
126.475 363.8
TOWER
118.65 255.6
GND CON
121.8 275.8
CLNC DEL
135.2 335.8
PAR

DME/DME RNP-0.3 NA
RADAR required when R-5001 is active and/or R-5002 is active.
RADAR required for holding above 2000 and/or > 230 KIAS.
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

RNAV (GPS) RWY 18

WRIGHTSTOWN, NEW JERSEY

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

Amdt 6 1BMY23

2000
KIRIZ

ELEV 141
TDZE 123

2000
KIRIZ

1.3 NM to RW18
RW18

2000

3.10°
TCH 68

185°

BINRE

DUOVR

3.5 NM

185°

700-1 559
(600-1/2)

700-2 559
(600-2)

1200-3
1059
(1100-3)

680-1 539
(600-1)

600-1 477
(500-1)

600-1 1/2
(500-1/2)

477
(500-1/2)

ELEV
141

81

764± 30°

764± 30°

1001± 30°

1001± 30°

81

764± 30°

764± 30°

1001± 30°

1001± 30°

HIRL all Rwys
REIL Rwys 18, 36
TDZL/CL Rw 6

40°01'N - 74°36'W

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024
EMERG SAFE ALT 100 NM 5100

**Circling NA SE of Rwy 24 and E of Rwy 36 when R-5001 A/B Active.**

**DME/DME RNP-0.3 NA**

For uncompensated Baro-VNAV systems,
Procedure NA below -1.5°C (5°F) or above 53°C (128°F).

RADAR required when R-5001 is active.

RADAR required for holding above 2000 and/or > 230 KIAS.

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.
* Circling NA SE of Rwy 24 and E of Rwy 36 when R-5001 A/B Active.

MISSED APPROACH: Climb to 2000 direct DUOVR, then turn right direct FATBU and hold.

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

NE-2, 30 NOV 2023 to 25 JAN 2024

Amdt 6 18MAY23
VOR/DME or TACAN RWY 6

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

ATIS 110.6 270.1  
MC GUIRE APP CON/DEP CON 126.475 363.8
MC GUIRE TOWER 118.65 255.6  
GND CON 121.8 275.8  
CLNC DEL 135.2 335.8  
PAR

**CIRCLING**

CIRCLING

R-5001 A & B
R-5001A

ROBBINSVILLE
113.8 RXV Chan 85

EMERG SAFE ALT 100 NM 5100 FROM GXU VORTAC

IF RADAR inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.

MISSED APPROACH: Climb to 2000 via GXU VORTAC R-063 to CUGON, expect further clearance from ATC.

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 1½ miles
** Circling NA SE of RWY 24 and E of RWY 36 when R-5001 A/B active.

WRIGHTSTOWN, NEW JERSEY

Amdt 7 18MAY23

VOR/DME or TACAN RWY 6

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

187
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 06: Climb direct PEETZ, thence...

TAKEOFF RWY 18: Climbing left turn direct COWDA, thence...

TAKEOFF RWY 24: Climbing left turn direct COWDA, thence...

TAKEOFF RWY 36: Climbing right turn direct PEETZ, thence...

...track and climb as depicted. Maintain 6000 or higher as assigned.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climbing left turn direct to cross BOLME at or above 5000 and at or below 6000, then track as depicted to NAGGS at and maintain 6000, thence...

TAKEOFF RWY 18: Climbing left turn direct COWDA, then track as depicted to cross NAGGS at and maintain 6000, thence...

TAKEOFF RWY 24: Climbing left turn direct COWDA, then track as depicted to cross NAGGS at and maintain 6000, thence...

TAKEOFF RWY 36: Climbing left turn direct ERUBE, then track as depicted to cross NAGGS at and maintain 6000, thence...

...as depicted on assigned transition. Expect further clearance from ATC.

ALTERNATIVE: Initial RADAR vector climb-out option to rejoin RNAV routing at BOLME at or above 5000. All runways: Fly runway heading, maintain 6000. Request RADAR vector departure option with CLNC DEL upon initial contact.

POTTSTOWN TRANSITION (NAGGS2.PTW):

MODENA TRANSITION (NAGGS2.MXE):

STOEN TRANSITION (NAGGS2.STOEN):
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 06: Climb direct PEETZ then track and climb as depicted. Maintain 8000.

TAKEOFF RWY 18: Climb direct to cross THMAS at and maintain 8000, then track as depicted.

TAKEOFF RWY 24: Climbing left trun direct to cross THMAS at and maintain 8000, then track as depicted.

TAKEOFF RWY 36: Climbing right turn direct PEETZ then track and climb as depicted. Maintain 8000.

Expect further ATC clearance to filed altitude within 10 minutes after departure.
RNAV (GPS) RWY 8
RANDALL (06N)

**NEW YORK APP CON**

132.75 363.1

**UNICOM**

122.8 (CTAF)

- Procedure NA at night. Use Newburgh altimeter setting, when not received, use Montgomery altimeter setting. Rwy 8 helicopter visibility reduction below 1 SM NA.
- Procedure NA for arrivals at CAMMO on V489 northbound and T216 westbound.
- Procedure NA for arrivals at HOPCE on V36 northwest bound and on V162 southwest bound.
- Procedure NA for arrivals on SAX VORTAC airway radials 311 CW 093.

**CATEGORY**

LNAV MDA: 1140-1 617 (700-1) NA
CIRCLING: 1140-1 617 (700-1) NA

MISSED APPROACH: Climb to 1200 then climbing left turn to 3500 direct HUO VOR/DME and hold, continue climb-in-hold to 3500.
Procedure NA at night. Rwy 26 helicopter visibility reduction below 1 SM NA. Use Newburgh altimeter setting; when not received, use Montgomery altimeter setting.

NEW YORK APP CON

132.75  363.1

UNICOM

122.8 (CTAF)

Procedure NA for arrivals at HELON on V213-249 northeast bound and T216 westbound.

Procedure NA for arrival on IGN VOR/DME airway radials 203 CW 316.

Procedure NA for arrivals at VOLU on V374 southeast bound and V39 eastbound.

Visual Segment - Obstacles.

Nearest Appr Cat A

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MIRL Rwy 8-26

Amdt 1B  03JAN19

MIDDLETOWN, NEW YORK

41°26'N-74°23'W

RNAV (GPS) RWY 26

RANDALL (06N)
Use Newburgh altimeter setting; when not received, procedure NA.
Rwy 17 helicopter visibility reduction below 3/4 SM NA.

SWF ASOS
124.575

POU ASOS
126.75

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climbing right turn to 3000 direct JSSIE and hold.

Procedure NA for arrivals at WEETS on V34-106 and V483 northwest bound and V213 southwest bound.

Procedure NA for arrivals at WEETS on V34-106 and V483 northwest bound and V213 southwest bound.

Procedure NA for arrivals at GELAW on V44 northbound.

Procedure NA for arrivals at STUBY on V91-487 southbound and V93 northeast bound.

RNAV (GPS) RWY 17
SKY ACRES (44N)
RNAV (GPS) RWY 35
SKY ACRES (44N)

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.

Procedure NA for arrivals at NOBBI via V123-405-483 S Bnd.
VOR-DME IGN
117.6
Chan 123
APP CRS
069°
Rwy Idg
TDZE
 Apt Elev
N/A
N/A
Apt Elev
697

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
124.575
POU ASOS
126.75
NEW YORK APP CON
132.75 363.1
UNICOM
122.8 (CTAF)

One Minute
Holding Pattern

IGN VOR/DME

3000

249°
069°

IGN
4.5

IGN 117.6 IGN
Chan 123

CHAN 123
IGN 1444

IGN 1999

IGN 1050±

IGN 1512

IGN 1177±

IGN 1454

IGN 35

IGN 35

IGN 4.5

IGN 697

ELEV 697

MIRL Rwy 17-35

NE-2, 30 Nov 2023 to 25 Jan 2024

Millbrook, New York
Amdt 8A 30DEC21

41°42'N-73°44'W

199
Inoperative table does not apply. Rwy 10 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Atlantic City altimeter setting: increase DA to 407 feet; increase all MDAs 60 feet and visibility Cat B 1/8 SM and Cats C and D 1/2 SM. Autopilot coupled approach NA below 300 MSL.

**MISSUED APPROACH:** Climb to 550 then climbing left turn to 2000 direct VCN VOR/DME and hold.
RNAV (GPS) RWY 10
MILLVILLE MUNI (MIV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter setting not received, use Atlantic City altimeter setting: increase LPV DA to 330 feet; LNAV/VNAV DA to 571 feet and visibility ½ SM; increase all MDAs 60 feet and visibility Cat C and D ½ SM. 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 ½ SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Atlantic City altimeter setting: increase LPV DA to 330 feet; LNAV/VNAV DA to 571 feet and visibility ½ SM; increase all MDAs 60 feet and visibility Cat C and D ½ SM. 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 ½ SM.

Procedure NA for arrivals on ENO VORTAC airway radials 360 CW 095.
RNAV (GPS) RWY 14

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.

Procedure NA for arrivals at OOD VORTAC on airway radials 121 CW 240.

VSGI and RNAV glidepath not coincident (VSGI Angle 3.00/TCH 48).

Rwy 14 helicopter visibility reduction below 3/8 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
**RNAV (GPS) RWY 28**

**MILLVILLE, NEW JERSEY** (MIV)

**AL-891 (FAA)**

**Category**

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<td>CIRCLING</td>
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**Procedure NA for arrivals at ACY VORTAC on airway radials 246 CW 295.**

**Procedure NA for arrivals at SIE VORTAC on airway radials 333 CW 059.**

**For uncompensated Baro-NAV systems, LNAV/VNAV NA below -15°C or above 54°C. 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-NAV 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.

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**Mitchell Field, Long Island, NY**

RIPEX

[Diagram and text related to navigation, runway information, and aerodrome data]
When local altimeter setting not received, use Atlantic City altimeter setting and increase all MDAs 60 feet and visibility Circling Cat C ¼ SM.

MISSED APPROACH: Climbing left turn to 2000 direct VCN VOR/DME and hold.

- Woodstown 112.8 OOD
  Chan 75
- Miro Elevation 85
- Atlantic City APP CON 124.6 327.125
- Unicom 123.0 (CTAF)

NoPT for arrival on VCN airway radials 301 CW 115.

MIRL Rwys 10-28 and 14-32

Amdt 1D 23MAR23

39°22'N-75°04'W
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.
Procedure NA for arrivals on HTO VORTAC.

AIRWAY RADIALS 039 CW 079.

VGS and descent angles not coincident (VGS Angle 3.83/TCH 45).

Use Groton New London altimeter setting; when not received, use Block Island State altimeter setting: increase all MDA 20 feet and visibility LNAV Cats C and D 1/3 SM and Circling Cat D 1/4 SM. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

RNAV APCH - GPS.

NA

MISSED APPROACH:
Climb to 2000 direct LEDEC and on track 091° to SEY VOR/DME and hold.

Go to page 208.
RNAV (GPS) RWY 24
MONTAUK (MTP)

Procedure NA for arrivals at GON VOR/DME on V374 westbound.

Procedure NA for arrivals on SEY VOR/DME airway.

MISSED APPROACH: Climb to 600 then climbing left turn to 2500 direct CUTUX and hold.

Category A

LNAV MDA 520-1 513 (600-1) 520-1 1/8 513 (600-1 1/8)
CIRCLING 580-1 573 (600-1) 573 (600-1 1/8) 733 (800-2 1/4)

Helicopter visibility reduction below 1 SM NA. Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting: increase all MDA 20 feet and visibility LNAV Cats C and D 1/8 SM and Circling Cats D 1/4 SM. Procedure NA at night.

600 2500 CUTUX

VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 24).

CUTUX Holding Pattern

4 NM

242° to RW24

242°

062°

2500

4.9 NM

8.1 NM

2600

216°

216°

2500 N oPT radials 261 CW 284.
MONTGOMERY, NEW YORK

**ILS or LOC RWY 4**

**ORANGE COUNTY (MGJ)**

**ASOS**
119.275

**NEW YORK APP CON**
132.75 363.1

**CLNC DEL**
123.85

**UNICOM**
122.725 (CTAF)

---

**Circling RWY 8, 22, 26 NA at night.**

**Procedure NA for arrivals at HUO VOR/DME on V273 northwest bound.**

**Procedure NA for arrivals at IGN VOR/DME on V58-93-167 and T216 eastbound.**

**One Minute Holding Pattern**

- Holding Pattern limits:
  - 6000 ft to 3000 ft
  - 3000 ft to 3000 ft
  - 1800 ft to 1800 ft

**KINGSTON 117.6 IGN Chan 123**

**LOCALIZER 111.7 I-MGJ Chan 123**

**IAN HUGUENOT 116.1 HUO Chan 108**

**IAN SPARTA 115.7 SAX Chan 104**

**MISSING APPROACH: Climb to 1100 then climbing left turn to 4000 direct HUO VOR/DME and hold.**

---

**NE2 30 NOV 2023 to 25 JAN 2024**

**NE2 30 NOV 2023 to 25 JAN 2024**

**Circling Rwy 8, 22, 26 NA at night.**

**Procedure NA for arrivals at HUO VOR/DME on V273 northwest bound.**

**Procedure NA for arrivals at IGN VOR/DME on V58-93-167 and T216 eastbound.**

---

**CATEGORY**

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**S-ILS 4**

- 682-1
- 327 (400-1)

**S-LOC 4**

- 960-1 605 (600-1)
- 960-1 605 (600-1)

**CIRCLING**

- 1180-1 810 (900-1)
- 1180-2/4 810 (900-2/4)
- 1220-2/4 850 (900-2/4)

**FAF to MAP 4.4 NM**

**Knots**

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<td>24</td>
<td>256</td>
<td>212</td>
<td>146</td>
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**Locating Reference**

- 41°31'N-74°16'W

**ILS or LOC RWY 4**

**ORANGE COUNTY (MGJ)**
Procedure NA for arrival at HAAYS on V273 northwest bound.

Procedure NA for arrival on SAX VOR/TAC airway radials 311 CW 093.

MISSED APCH FIX

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.
Misguided Approach: Climb to 5300 direct YORNO and left turn on track 340° to HELON and hold, continue climb-in-hold to 5300.

Procedure NA for arrival on HUO VOR/DME airway radials 019 CW 145.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 49).

Amdt 1C 31JAN19

NE-2, 30 NOV 2023 to 25 JAN 2024

ORANGE COUNTY (MGJ)
RNAV (GPS) RWY 22
ORANGE COUNTY (MJG)

MISSED APPROACH: Climb to 1500 then climbing right turn to 5300 direct HELON and hold, continue climb-in-hold to 5300.

Procedure NA for arrivals at TRESA on V123 northbound, V433 southeast bound, V157 northbound, and T212 eastbound.

Procedure NA for arrivals at PRNCE on V34-249-483 northwest bound and T295 westbound.

MONTGOMERY, NEW YORK
AL-5264 (FAA)
Rwy 22 helicopter visibility reduction below 1 SM NA, Straight-in Rwy 22 NA at night, Circling Rwy 8, 22, 26 NA at night.

ASOS
119.275
NEW YORK APP CON
132.75 363.1
CLNC DEL
123.85
UNICOM
122.725 (CTAF)

LNAV MDA
1140-1 770 (800-1)
1140-1½ 770 (800-1¼)
1140-2½ 770 (800-2½)

CIRCLING
1180-1 810 (900-1)
1180-1½ 810 (900-1¼)
1180-2½ 810 (900-2½)
1220-2¾ 850 (900-2¾)

MONTGOMERY, NEW YORK
Orig A 31JAN19
41°31'N-74°16'W

212°
RNAV (GPS) RWY 26
ORANGE COUNTY (MGJ)

MISSED APPROACH: Climb to 4000 direct WEJTI and right turn on track 073° to UTULE and on track 073° to HELON and hold.

Procedure NA for arrivals at SPECL on V58-93-167, T216 westbound.

Procedure NA for arrivals at BASYE on V157 southeast bound.

Visual Segment- Obstacles.

VGS1 and descent angles not coincident (VGS1 Angle 3.50/TCH 43).

CATEGORY A B C D
LNAV MDA 920-1 920-1 \( \frac{3}{4} \) 920-1 \( \frac{3}{4} \) 920-1 \( \frac{3}{4} \)
MIRL 559 (600-1) 559 (600-1\%) 559 (600-1\%) 559 (600-1\%)
CIRCLING 1200-1\( \frac{1}{4} \) 1200-1\( \frac{1}{4} \) 1200-1\( \frac{1}{4} \) 1200-1\( \frac{1}{4} \)

ORANGE COUNTY (MGJ)

RNAV (GPS) RWY 26

MONTGOMERY, NEW YORK

Amdt 1C 03JAN19

41°31'N-74°16'W

213
Rwy 8 helicopter visibility reduction below ½ 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
119.275

NEW YORK APP CON
132.75 363.1

CLNC DEL
123.85

UNICOM
122.725 (CTAF)

HOLD
2000
4000

NoPT for arrival on HUO VOR/DME airway radials R-207, R-235, and R-314.

One Minute Holding Pattern

One Minute Holding Pattern

HUO VOR/DME

6000
260°

2800

260°

080°

080°

2800

HuO 9

HuO 13

Zogul HuO 13

Zexat HuO 15.7

VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 49).

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Zogul Minimums

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Published Procedures

MONTGOMERY, NEW YORK

VOR RWY 8

One Minute Holding Pattern

HUO VOR/DME

6000
260°

2800

260°

080°

080°

2800

HuO 9

HuO 13

Zogul HuO 13

Zexat HuO 15.7

VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 49).

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Zogul Minimums

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<td>C CIRCLING</td>
<td>1200-1</td>
<td>830 (900-1)</td>
<td>1200-2</td>
<td>1200-2</td>
</tr>
<tr>
<td></td>
<td>830 (900-1/4)</td>
<td>830 (900-2 1/2)</td>
<td>830 (900-2 3/4)</td>
<td>830 (900-2 3/4)</td>
</tr>
</tbody>
</table>

Published Procedures
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.

Procedure NA for arrival on HNK VOR/DME airway radials 078 CW 159.

REIL Rwys 15 and 33

HOLD 4000

GS 3.00° TCH 41

One Minute Holding Pattern

Localizer 109.1

I-MSV

Procedure NA for arrival on HNK VOR/DME airway radials 078 CW 159.
### RNAV (GPS) RWY 15
### SULLIVAN COUNTY INTL (MSV)

**Category:** A, B, C, D

<table>
<thead>
<tr>
<th>Category</th>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>Circling</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>1653-1</td>
<td>1872-1 3/4</td>
<td>577 (600-1)</td>
<td>1980-1 2/3</td>
</tr>
<tr>
<td>B</td>
<td>250 (300-1)</td>
<td>469 (500-1 3/4)</td>
<td>577 (600-1 3/4)</td>
<td>2020-1 2/3</td>
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<tr>
<td>C</td>
<td></td>
<td></td>
<td></td>
<td>2180-2 1/2</td>
</tr>
<tr>
<td>D</td>
<td></td>
<td></td>
<td></td>
<td>777 (800-2 1/2)</td>
</tr>
</tbody>
</table>

**Procedure:**
- Turn NA at JIBOT.
- Follow GP 3.00° TCH 41°.
- Climb to 3200 and 5.4 NM.
- Proceed direct to TOLMY and 3200.
- Continue to RW15 and 155°.

**Missed Approach:**
- If not on final approach, proceed direct to FITRE or 2077 and visibility Cat A/B/C 1/2 SM; increase all MDAs 220 feet and LNAV Cat B visibility 1/4 SM, Cat C/D visibility 1/4 SM, and Circling visibility Cat C 1/2 SM, Cat D 1/2 SM.

**Notes:**
- 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. Helicopter visibility reduction below 0.5 SM NA. When local altimeter setting not received, use Newburgh altimeter setting and increase LPV DA to 1858 and visibility all Cats 1/2 SM, LNAV/VNAV DA to 2077 and visibility Cat A/B/C 1/2 SM; increase all MDAs 220 feet and LNAV Cat B visibility 1/4 SM, Cat C/D visibility 1/4 SM, and Circling visibility Cat C 1/2 SM, Cat D 1/2 SM.

**Unicom:** 122.8 (CTAF)
Circling to Rwy 13, 31 NA at night. Autopilot coupled approach NA below 732. For inop ALS, increase S-LOC 23 Cats C/D visibility to 1/2 SM.

MISSED APPROACH: Climb to 2000 on heading 229° and on SBJ VOR/DME R-070 to SBJ VOR/DME and hold.

From EMRSN: RNAV 1-GPS or RADAR required.

RNAV 1-GPS or RADAR required for procedure entry.

ATIS
124.25

NEW YORK APP CON
127.6
379.9

MORRISTOWN TOWER *
118.10 (CTAF) 353.9

GND CON
134.2

CLNC DEL
128.6

ATIS
124.25

NEW YORK APP CON
127.6
379.9

MORRISTOWN TOWER *
118.10 (CTAF) 353.9

GND CON
134.2

CLNC DEL
128.6

ATIS
124.25

NEW YORK APP CON
127.6
379.9

MORRISTOWN TOWER *
118.10 (CTAF) 353.9

GND CON
134.2

CLNC DEL
128.6

ATIS
124.25

NEW YORK APP CON
127.6
379.9

MORRISTOWN TOWER *
118.10 (CTAF) 353.9

GND CON
134.2

CLNC DEL
128.6
RNAV (RNP) Y RWY 23
MORRISTOWN MUNI (MMU)

For uncompensated Baro-VNAV systems, procedure NA below -1.5°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 1/2 mile and RNP 0.30 all Cats visibility to 2 miles. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 on track 229° to CODOL and hold.

New York APP CON

118.1 (CTAF) 353.9

GND CON

134.2

CLNC DEL

128.6

Procedure NA for arrivals at SHOTT on V213 Southbound.

Procedure NA for arrivals on SOLBERG VOR/DME airway radials 028 CW 117.

Max 210 KIAS

Max 210 KIAS

Max 180 KIAS

Max 210 KIAS

Max 210 KIAS

Max 180 KIAS

Max 210 KIAS

Max 210 KIAS

Max 210 KIAS

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Max 210 KIAS

Max 210 KIAS

Max 210 KIAS

Max 229°
RNAV (GPS) RWY 5
MORRISTOWN MUNI (MMU)

**ATIS**
- **124.25**

**NEW YORK APP CON**
- **127.6**
- **379.9**

**MORRISTOWN TOWER**
- **118.1** (CTAF)
- **353.9**

**GND CON**
- **134.2**

**CLNC DEL**
- **128.6**

**RNP APCH.**

- **RNAV (GPS) RWY 5**
- **MORRISTOWN MUNI (MMU)**

**MISSING APPROACH:**
- Climb to 2500 direct MIKEF and hold, continue climb-in-hold to 2500.

- **Rwy 5 helicopter visibility reduction below 3/4 SM NA.**
- **For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 46°C.**
- **Circling Rwy 13, 31 NA at night.**

**ATIS**
- **124.25**

**NEW YORK APP CON**
- **127.6**
- **379.9**

**MORRISTOWN TOWER**
- **118.1** (CTAF)
- **353.9**

**GND CON**
- **134.2**

**CLNC DEL**
- **128.6**

**RNP APCH.**

- **RNAV (GPS) RWY 5**
- **MORRISTOWN MUNI (MMU)**

**MISSING APPROACH:**
- Climb to 2500 direct MIKEF and hold, continue climb-in-hold to 2500.

- **Rwy 5 helicopter visibility reduction below 3/4 SM NA.**
- **For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 46°C.**
- **Circling Rwy 13, 31 NA at night.**

**ATIS**
- **124.25**

**NEW YORK APP CON**
- **127.6**
- **379.9**

**MORRISTOWN TOWER**
- **118.1** (CTAF)
- **353.9**

**GND CON**
- **134.2**

**CLNC DEL**
- **128.6**

**RNP APCH.**

- **RNAV (GPS) RWY 5**
- **MORRISTOWN MUNI (MMU)**

**MISSING APPROACH:**
- Climb to 2500 direct MIKEF and hold, continue climb-in-hold to 2500.

- **Rwy 5 helicopter visibility reduction below 3/4 SM NA.**
- **For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 46°C.**
- **Circling Rwy 13, 31 NA at night.**
RNAV (GPS) Z RWY 23
MORRISTOWN MUNI (MMU)

MISSED APPROACH: Climb to 2000 direct SUSCO then on track 250° to SBJ VOR/DME and hold.

ATIS
124.25
NEW YORK APP CON
127.6 379.9
MORRISTOWN TOWER *
118.1 (CTAF) 353.9
GND CON
134.2
CLNC DEL
128.6

LNAV only

* 1.5 NM to RW23

BINGG
2000
229°

NE-2, 30 NOV 2023 to 25 JAN 2024
MORRISTOWN, NEW JERSEY
222
Procedure NA at night

RADAR REQUIRED

Weather Minimums: 3500 foot ceiling and 5 miles visibility.

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.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
MORRISTOWN SEVEN DEPARTURE

NOTE: Chart not to scale

TAKING MINIMUMS:
Rwy 5: 300-1.5 or standard with minimum climb of 210' per NM to 500, or alternatively, with standard takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
Rwy 13: 300-1.5 or standard with minimum climb of 230' per NM to 500.
Rwy 23: 400-2.2 or standard with minimum climb of 475' per NM to 600.
Rwy 31: 300-1 with minimum climb of 310' per NM to 1500.

NOTE: Radar Required

(Descriptions of flight paths and takeoff minimums for various runways are detailed on the diagram.)
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.
Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA.

**ASOS**
- **ASEDY**: 119.325

**MC GUIRE APP CON**
- **ASEDY**: 126.475
- **INNEZ**: 363.8

**UNICOM**
- **MC GUIRE APP CON**: 122.8 (CTAF)
- **UNICOM**: 123.3 (CTAF)

**RNAV (GPS) RWY 8**

**MISSED APPROACH**: Climbing right turn to 2000 direct INNEZ and hold.

- Procedure NA for arrival on ARD VOR/DME airway radials 200 CW 294.
- Procedure NA for arrival on OOD VORTAC airway radials 336 CW 154.

**Visual Segment - Obstacles**
- **ASEDY**: 2000
- **HEKLE**: 1700
- **GICNE**: 1100
- **RW08**: 082°

**CATEGORY**
- **LP MDA**: 660-1 610 (700-1) NA
- **LNAV MDA**: 660-1 610 (700-1) NA
- **CIRCLING**: 660-1 607 (700-1) NA

**MT HOLLY, NEW JERSEY**
- Orig-C 10OCT19
- 39°57'N-74°51'W

**RNAV (GPS) RWY 8**
- SOUTH JERSEY RGNL (VAY)
- AL-5871 (FAA)
- 23054
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 119.325
MC GUIRE APP CON 126.475
UNICOM 122.8 (CTAF)

123.3
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.

**VOR RWY 26**

**SOUTH JERSEY RGNL (VAY)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>S-26</td>
<td>640-1</td>
<td>587 (600-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>640-1</td>
<td>587 (600-1)</td>
<td>640-1 ¼</td>
<td>NA</td>
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</tbody>
</table>

**FAF to MAP 5.8 NM**

- **Knots**
  - 60: 5.48
  - 90: 3.52
  - 120: 2.54
  - 150: 2.19
  - 180: 1.56

- **MIRL Rwy B-26**
- **REIL Rwys 8 and 26**
- **ASOS**
  - 119.325
- **MC GUIRE APP CON**
  - 126.475
  - 363.8
- **UNICOM**
  - 122.8 (CTAF)
- **ELEV**
  - 53
- **TDZE**
  - 53

**One Minute Holding Pattern**

- **MT HOLLY, NEW JERSEY**
  - Amdt 3A 30APR15

**VORTAC RBV 113.8**

- **APP CRS 236°**
- **Rwy Idg 3881**
- **TDZE 53**
- **Apt Elev 53**

- **Misssed Approach:** Climbing left turn to 2000 on CYN VORTAC R-295 to CYN VORTAC and hold.

- **MT HOLLY, NEW JERSEY**
  - 39°57'N-74°51'W

**UNICOM 123.3 (CTAF)**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

- **23054**
- **NE-2, 30 NOV 2023 to 25 JAN 2024**
- **30APR15**

**ASOS**

- **119.325**

**MC GUIRE APP CON**

- **126.475**
- **363.8**

**UNICOM 122.8 (CTAF)**

**Alternate Missed Approach Fix**

- **ROBBINSVILLE RBV 113.8**
- **Chan 85**

**Amdt 3A 30APR15**

- **Helicopter visibility reduction below 1 SM NA.**
- **Procedure NA for arrivals on RBV VORTAC airway radials 238 CW 330.**

**Procedure NA for arrivals on RBV VORTAC airway radials 238 CW 330.**

- **(IF) MAYOR INT RBV 6**
- **COYLE 113.4 CYN Chan 81**

**One Minute Holding Pattern**

- **MT HOLLY, NEW JERSEY**
  - Amdt 3A 30APR15

**SOUTH JERSEY RGNL (VAY)**

**VOR RWY 26**

** MT HOLLY, NEW JERSEY**

**AL-5871 (FAA)**

**23054**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**229**
ILS or LOC RWY 4R
JOHN F KENNEDY INTL (JFK)

Radar required for procedure entry.

Climate approach authorized.

New York, New York

109.5 LOc/dme 1-JFK
120.125 269.0 New York App Con
119.1 281.55 Kennedy Tower
121.9 348.6 Gnd Con
135.05 348.6 ClnC Del
14.8 DuffY int JFK
117.7 Chan 106
128.6 Chan 116
3.1 I-JFk
3.0 Canarsie Chan 70

D-Atis
(Arr/dep) (arr-ne) (arr-sw)
128.725 117.7 115.4 New York App Con
2000 560 540
540/24 528 (600-1/2)

Canarsie
112.3 Chan 70

Alternate
Missed Apch Fix
Radar Int JFK

I-JFk 11

DuffY int JFK

Missed Apch Fix
Deer Park DPK

115.9 JFK

112.3 CRI

Canarsie Chan 70

115.9 JFK Chan 106

New York, New York

VgsI and ILS Glidepath not coincident (VgsI Angle 3.00°/TCh 69).

LOC Only.

Simultaneous approach authorized.

044°

New York, New York

109.5 Loc/dme 1-JFK
120.125 269.0 New York App Con
119.1 281.55 Kennedy Tower
121.9 348.6 Gnd Con
135.05 348.6 ClnC Del
14.8 DuffY int JFK
117.7 Chan 106
128.6 Chan 116
3.1 I-JFk
3.0 Canarsie Chan 70

D-Atis
(Arr/dep) (arr-ne) (arr-sw)
128.725 117.7 115.4 New York App Con
2000 560 540
540/24 528 (600-1/2)

Canarsie
112.3 Chan 70

Alternate
Missed Apch Fix
Radar Int JFK

I-JFk 11

DuffY int JFK

Missed Apch Fix
Deer Park DPK

115.9 JFK

112.3 CRI

Canarsie Chan 70

115.9 JFK Chan 106

New York, New York

VgsI and ILS Glidepath not coincident (VgsI Angle 3.00°/TCh 69).

LOC Only.

Simultaneous approach authorized.
ILS or LOC RWY 13L
JOHN F KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

For inop ALS, increase S-LOC 13L Cat C/D visibility to 1/4 SM.

RNAV 1-GPS or RADAR required for procedure entry.

From COVIR, KMCHI, BUZON: RNAV-1 GPS required.

NEW YORK APP CON
Rwys 4R/22L and 13L/31R
Rwys 4L/22R and 13R/31L

NEW YORK, NEW YORK
40°38'N-73°47'W

Amdt 18D 29DEC22

NE-2, 30 NOV 2023 to 25 JAN 2024

ILS or LOC RWY 13L
JOHN F KENNEDY INTL (JFK)
ILS or LOC RWY 22L
JOHN F KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on JFK VOR/DME R-190 to CHANT INT/19 DME and hold.

Simultaneous approach authorized.

NEW YORK, NEW YORK
AL-610 (FAA)
23334

ILS or LOC RWY 22L
JOHN F KENNEDY INTL (JFK)

RSBY INT:
RNAV 1-GPS or RADAR required for procedure entry.

From CIMBL, NRTON: RNAV 1-GPS required.

NEW YORK APP CON
128.125 269.0

MSA JFK 25 NM
3000
1800
1500
1200
900
600
300
0

DEER PARK
IAF
110.9
111.4
111.7
128.725

051°
10000
8000
6000
4000
2000
1000
0

604°
262°
441°
41°
160°
116°

I-IWY 12
ZALPO INT
RADAR
IM
(15.1)
(6.6)
(3)

Haupt
Radar I-IWY 6.8
Zalpo Int
TAPP

042°
039°
042°
042°
042°
042°

1800
1800
1800
1800
1800
1800

GS 3.00°
TCH 53

NEW YORK, NEW YORK
Amdt 26 31DEC20

40°38'N-73°47'W

CIRCLING
640-1 627(700-1)
680-1 680-2
680-1 680-2
667(700-1) 667(700-2)

FAF to MAP 5.5 NM

CATEGORIES
S-ILS 22L
S-LOC 22L
CIRCLING

Flights at or below 3000' MSL: R-283 to CHANT INT/19 DME and hold.

NEW YORK, NEW YORK
Amdt 26 31DEC20

40°38'N-73°47'W

CIRCLING
640-1 627(700-1)
680-1 680-2
680-1 680-2
667(700-1) 667(700-2)

FAF to MAP 5.5 NM

CATEGORIES
S-ILS 22L
S-LOC 22L
CIRCLING

Flights at or below 3000' MSL: R-283 to CHANT INT/19 DME and hold.
ILS or LOC RWY 22R

JOHN F KENNEDY INTL (JFK)

RNAV 1-GPS or RADAR required for procedure entry.
From CITMRL, NRTON: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized.

TWR

221°

5.7 NM

GS 3.00°

TCH 59

CIRCLING

NEW YORK, NEW YORK

NE-2, 30 Nov 2023 to 25 Jan 2024

Amdt 4 31 Dec 2020

NEW YORK APP CON

128.125 269.0

KGN CON

121.9 348.6

CLNC DLN

135.05 348.6

RADAR

I-JOC  10.1

CORVT

IF

7794

Rwy 1Dg

13

Apt Elev

0

5.7 NM

FAF to MAP  0:05

5:42

3:48

2:51

2:17

1:54

CATEGORIES

A

B

C

D

S-ILS 22R

263/40

250 (300-¾)

S-LOC 22R

460/55

447 (500-1)

460-1¾

447 (500-1¾)

CIRCLING

640-1

627 (700-1)

680-1¾

667 (700-¾)

680-2

667 (700-2)

JFK

1900

1900

GS 3.00°

TCH 59

Amdt 4 31 Dec 2020

NEW YORK, NEW YORK

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

ILS or LOC RWY 22R
MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

RNAV 1-GPS or RADAR required for procedure entry.

From COVIR, KMCHI, BUZON: RNAV-1 GPS required.

MISSED APCH FIX

DEER PARK
DPK 117.7
R-078
258°

LOCALIZER 111.5
I-TLK Chan 52

115.9 JFK Chan 106

ALTERNATE MISSED APCH FIX

HIRBO
Chan 106

258°

111.5

3.4

600
4000
DPK

NEW YORK, NEW YORK
AL-610 (FAA) 23334

ILS RWY 13L (CAT II)
JOHN F KENNEDY INTL (JFK)

ALSF-2

JOHN F KENNEDY INTL (JFK)

VALENTINE, TX 25 JAN 2024

F\AAL-610 2000

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

RNAV 1-GPS or RADAR required for procedure entry.

From COVIR, KMCHI, BUZON: RNAV-1 GPS required.

MISSED APCH FIX

DEER PARK
DPK 117.7
R-078
258°

LOCALIZER 111.5
I-TLK Chan 52

115.9 JFK Chan 106

ALTERNATE MISSED APCH FIX

HIRBO
Chan 106

258°

111.5

3.4

600
4000
DPK

NEW YORK, NEW YORK
AL-610 (FAA) 23334

ILS RWY 13L (CAT II)
JOHN F KENNEDY INTL (JFK)

ALSF-2

JOHN F KENNEDY INTL (JFK)

VALENTINE, TX 25 JAN 2024

F\AAL-610 2000

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

RNAV 1-GPS or RADAR required for procedure entry.

From COVIR, KMCHI, BUZON: RNAV-1 GPS required.

MISSED APCH FIX

DEER PARK
DPK 117.7
R-078
258°

LOCALIZER 111.5
I-TLK Chan 52

115.9 JFK Chan 106

ALTERNATE MISSED APCH FIX

HIRBO
Chan 106

258°

111.5

3.4

600
4000
DPK

NEW YORK, NEW YORK
AL-610 (FAA) 23334

ILS RWY 13L (CAT II)
JOHN F KENNEDY INTL (JFK)

ALSF-2

JOHN F KENNEDY INTL (JFK)

VALENTINE, TX 25 JAN 2024

F\AAL-610 2000

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

RNAV 1-GPS or RADAR required for procedure entry.

From COVIR, KMCHI, BUZON: RNAV-1 GPS required.

MISSED APCH FIX

DEER PARK
DPK 117.7
R-078
258°

LOCALIZER 111.5
I-TLK Chan 52

115.9 JFK Chan 106

ALTERNATE MISSED APCH FIX

HIRBO
Chan 106

258°

111.5

3.4

600
4000
DPK

NEW YORK, NEW YORK
AL-610 (FAA) 23334

ILS RWY 13L (CAT II)
JOHN F KENNEDY INTL (JFK)

ALSF-2

JOHN F KENNEDY INTL (JFK)

VALENTINE, TX 25 JAN 2024

F\AAL-610 2000

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

RNAV 1-GPS or RADAR required for procedure entry.

From COVIR, KMCHI, BUZON: RNAV-1 GPS required.

MISSED APCH FIX

DEER PARK
DPK 117.7
R-078
258°

LOCALIZER 111.5
I-TLK Chan 52

115.9 JFK Chan 106

ALTERNATE MISSED APCH FIX

HIRBO
Chan 106

258°

111.5

3.4

600
4000
DPK

NEW YORK, NEW YORK
AL-610 (FAA) 23334

ILS RWY 13L (CAT II)
JOHN F KENNEDY INTL (JFK)

ALSF-2

JOHN F KENNEDY INTL (JFK)

VALENTINE, TX 25 JAN 2024

F\AAL-610 2000

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

RNAV 1-GPS or RADAR required for procedure entry.

From COVIR, KMCHI, BUZON: RNAV-1 GPS required.

MISSED APCH FIX

DEER PARK
DPK 117.7
R-078
258°

LOCALIZER 111.5
I-TLK Chan 52

115.9 JFK Chan 106

ALTERNATE MISSED APCH FIX

HIRBO
Chan 106

258°

111.5

3.4

600
4000
DPK

NEW YORK, NEW YORK
AL-610 (FAA) 23334

ILS RWY 13L (CAT II)
JOHN F KENNEDY INTL (JFK)

ALSF-2

JOHN F KENNEDY INTL (JFK)

VALENTINE, TX 25 JAN 2024

F\AAL-610 2000

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

RNAV 1-GPS or RADAR required for procedure entry.

From COVIR, KMCHI, BUZON: RNAV-1 GPS required.

MISSED APCH FIX

DEER PARK
DPK 117.7
R-078
258°

LOCALIZER 111.5
I-TLK Chan 52

115.9 JFK Chan 106

ALTERNATE MISSED APCH FIX

HIRBO
Chan 106

258°

111.5

3.4

600
4000
DPK

NEW YORK, NEW YORK
AL-610 (FAA) 23334

ILS RWY 13L (CAT II)
JOHN F KENNEDY INTL (JFK)

ALSF-2

JOHN F KENNEDY INTL (JFK)

VALENTINE, TX 25 JAN 2024

F\AAL-610 2000

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.

RNAV 1-GPS or RADAR required for procedure entry.

From COVIR, KMCHI, BUZON: RNAV-1 GPS required.

MISSED APCH FIX

DEER PARK
DPK 117.7
R-078
258°

LOCALIZER 111.5
I-TLK Chan 52

115.9 JFK Chan 106

ALTERNATE MISSED APCH FIX

HIRBO
Chan 106

258°

111.5

3.4

600
4000
DPK
NEW YORK, NEW YORK

AL-610 (FAA) 23334

ILS RWY 4R (CAT II & III)
JOHN F KENNEDY INTL (JFK)

Radar required for procedure entry.

Simultaneous approach authorized.

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 heading 099° and V44 to DPK VOR/DME and hold.

SIMPLIFIED APPR CRS

NEW YORK APP CON

KENNEDY TOWER

GND CON

CLNC DEL

CPDLC

AIRCRAFT CERTIFICATION REQUIRED

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NEW YORK, NEW YORK

Amdt 30B 21MAY20

238
Simultaneous approach authorized.

RNAV 1-GPS or RADAR required for procedure entry. From CIMBL, NRTON: RNAV 1-GPS required.

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)
128.725 117.7 115.4

NEW YORK APP CON
128.125 269.0

KENNEDY TOWER
119.1 281.55
123.9 281.55

NEW YORK, NEW YORK
40°38'N-73°47'W

ILS RWY 22L (CAT II & III)
JOHN F KENNEDY INTL (JFK)

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
RNAV (RNP) Z RWY 4L

JOHN F KENNEDY INTL (JFK)

NEW YORK, NEW YORK (JFK)

APP CRS
044°
Rwy Idg 11010
TDZE 13
Apt Elev 13

ELEV
13

NEW YORK APP CON
128.125 269.0

KENNEDY TOWER
Rwys 4R/22L and 13L/31R
Rwys 4L/22R and 13R/31L

CND CON
121.9
348.6

CLNC DEL
135.05
348.6

OPDLC

119.1 281.55
123.9 281.55
348.6
121.9
348.6

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] [ARR-NE] [ARR-SW]
NEW YORK CON
128.725 117.7 115.4

REPRE
RW04L

RNP AR APCH.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

Rwys 13L, 22L and 31R
HIRL all Rwys

RLLS Rwys 13L and 13R

AUTHORIZATION REQUIRED

NEW YORK, NEW YORK

Amdt 2A 19JUL18

JOHN F KENNEDY INTL (JFK)

RNAV (RNP) Z RWY 4L

40°38’N-73°47’W

NE-2, 30 NOV 2023 to 25 JAN 2024
RNAV (RNP) Z RWY 4R
JOHN F KENNEDY INTL (JFK)

**NEW YORK, NEW YORK**

**APP CRS**
044°

**Rwy Idg**
8400

**TDZE**
12

**Apt Elev**
13

**ELEV**
8400

**13**

**ALSF-2**

**NEW YORK, NEW YORK**

**NEW YORK APP CON**

**128.725**

**117.7**

**115.4**

**AL-610 (FAA)**

**23334**

**CATEGORY**

**A**

**B**

**C**

**D**

**RWY4R**

**RNAV (RNP) Z RWY 4R**

**JOHN F KENNEDY INTL (JFK)**

**MISSED APPROACH:** (Do not exceed 210K until GAALO) Climb to 4000 direct GAALO and track 083° to HIRBO and hold.

**TDZE**
12

**ELEV**
13

**RAPT**

**GND CON**

**121.9**

**348.6**

**CLNC DEL**

**135.05**

**CPDLC**

**TDZE**

**2900**

**AUTHORIZATION REQUIRED**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**AVERTISSEMENT:**

**A**

**B**

**C**

**D**

**RNP 0.30 DA**

**358/30**

**346 (400-3%)**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**ATTENTION:**

**A**

**B**

**C**

**D**

**RNP 0.30 DA**

**358/30**

**346 (400-3%)**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**NE-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (RNP) Z RWY 22L
JOHN F KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above .54°C (1.9°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.

**MISSING APPROACH**: Climb to 3000 on track 224° to WEPLA and on track 177° to CHANT and hold.

**AUTHORIZATION REQUIRED**

**RNAV (RNP) Z RWY 22L**
RNAV (RNP) Z RWY 31R
JOHN F KENNEDY INTL (JFK)

For uncompensated Boro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

MALSR

MISSING APPROACH: Climb to 1800 then climbing left turn to 4000 direct COL VOR/DME and hold.

NEW YORK APP CON
128.125 269.0

KENNEDY TOWER
119.1 281.55
113.9 281.55
115.3 348.5
111.9 348.6

GND CON
121.9
135.05
348.6

CLNC DEL
348.6

CPDLC
121.9
117.7
123.9
117.7
115.3
111.9

DEER PARK
DPK

DEER PARK
DPK

NEW YORK, NEW YORK
40°38'N-73°47'W

AIRWAY radial 258.

VGS and RNAV glidepath not coincident (VGS Ig 3.00/TCH 54).

RNAV (RNP) Z RWY 31R
JOHN F KENNEDY INTL (JFK)

AUTHORIZATION REQUIRED

NEW YORK, NEW YORK
Amdt 18 26MAR20
40°38'N-73°47'W

RNAV (RNP) Z RWY 31R
JOHN F KENNEDY INTL (JFK)

AIRWAY radial 258.

VGS and RNAV glidepath not coincident (VGS Ig 3.00/TCH 54).

RNAV (RNP) Z RWY 31R
JOHN F KENNEDY INTL (JFK)

AUTHORIZATION REQUIRED

NEW YORK, NEW YORK
Amdt 18 26MAR20
40°38'N-73°47'W

AIRWAY radial 258.

VGS and RNAV glidepath not coincident (VGS Ig 3.00/TCH 54).

RNAV (RNP) Z RWY 31R
JOHN F KENNEDY INTL (JFK)

AUTHORIZATION REQUIRED

NEW YORK, NEW YORK
Amdt 18 26MAR20
40°38'N-73°47'W
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.

**RNAV (GPS) RWY 22R**

**JOHN F KENNEDY INTL (JFK)**

**MISSED APPROACH:**
Climb to 4000 direct PIDTO and on track 236° to COL VOR/DME and hold.

**NEW YORK APP CON**

**Rwys 4R/22L and 13L/31R**

**Rwys 4L/22R and 13R/31L**

**119.1  281.55**

**123.9  281.55**

**348.6**

**121.9**

**348.6**

**135.05**

**NEW YORK App**

**TDZE 13**

**Rwys 13L and 13R**

**HIRL all Rwys**

**TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R**

**RLLS Rwys 13L and 13R**

**New York, New York**

**Amdt 1G 21MAY20**

**Potential for 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.**

**RNAV (GPS) RWY 22R**

**JOHN F KENNEDY INTL (JFK)**

**NEW YORK, NEW YORK**

**DEER PARK DPK**

**COLTS NECK COL**

**245**

**3000 287° (15.3)**

**RG 3.00° TCH 77**

**MA RWY 22R 25 NM**

**NEW YORK, NEW YORK**

**Amdt 1G 21MAY20**

**3000**

**287° (15.3)**

**4000**

**PITTO**

**COL**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).**

**RPP**

**RLLS Rwys 13L and 13R**

**NEW YORK, NEW YORK**

**Amdt 1G 21MAY20**

**25 NM**

**NEW YORK, NEW YORK**

**DEER PARK DPK**

**COLTS NECK COL**

**3000**

**287° (15.3)**

**RG 3.00° TCH 77**

**MA RWY 22R 25 NM**

**NEW YORK, NEW YORK**

**Amdt 1G 21MAY20**

**3000**

**287° (15.3)**

**RG 3.00° TCH 77**

**MA RWY 22R 25 NM**
NEW YORK, NEW YORK

APP CRS 234°

Rwy ldg 8400
TDZE 12
Apt Elev 13

NEW YORK, NEW YORK

ELEV 13
TDZE 12

RNAV (GPS) X RWY 22L
JOHN F KENNEDY INTL (JFK)

CIRCLING

LNAV/ VNAV
DA  413/40  401 (400-1/2)

LNAV MDA  440/24  428 (500-1/2)  440/40  428 (500-1/2)

CIRCLING  640-1  627 (700-1)

RNAV (GPS) X RWY 22L
JOHN F KENNEDY INTL (JFK)

40°38'N-73°47'W

NE-2, 30 NOV 2023 to 25 JAN 2024

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.
For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.
RNAV (GPS) Y RWY 4L

JOHN F KENNEDY INTL (JFK)

**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.**

**REPRESENTATIVE**

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.

**BARJ**

*RW04L (FAF) KRSTL*

**RW04L**

*044°* 1500

**1100**

**2000**

**GP 3.00° TCH 57°**

**REPRE**

**1.2 NM to RW04L**

**LNAV/VNAV**

**DA**

**329/50 316 (400-1)**

**LNAV**

**MDA**

**480/55 467 (500-1)**

**480-1 467 (500-1 1/8)**

**CIRCLING**

**640-1 627 (700-1)**

**680-1 667 (700-1 1/4)**

**680-2 667 (700-2)**

**NOTE:**

*VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).*

**3000**

**BARJR**

*fr 067°*

**DUFFY**

*LNAV only.*

**MISSING APPROACH:** (Do not exceed 210K until BARJR) Climb to 3000 direct BARJR and track 067° to DUFFY and hold.
Simultaneous approach authorized. UNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -12°C or above 54°C. For inap ALS, increase UNAV/VNAV all Cats visibility to RVR 6000 and UNAV Cat C/D visibility to 1½ SM.

**D-ATIS**

**NEW YORK APP CON**

**KENNEDY TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

**NEW YORK, NEW YORK**

**JOHN F KENNEDY INTL (JFK)**

**RNAV (GPS) Y RWY 4R**
**RNAV (GPS) Y RWY 22L**

**JOHN F KENNEDY INTL (JFK)**

**New York, New York**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>WAAS 97318</td>
<td>12</td>
<td>13</td>
</tr>
</tbody>
</table>

**New York, New York (JFK)**

**ALSF-2**

**MISSED APPROACH:** Climb to 3000 direct FOLER and on track 188° to CHANT and hold.

**RNAV (GPS) Y RWY 22L**

**New York, New York**

**ELEV 13**

**TDZE 12**

**New York App Con**

**Rwy ldg**

**2800 (JFK)**

**560/60**

**640-1 (VGSI Angle 3.00°/TCH 66)**

**Procedure NA for arrival on DPK airway radials 221 CW 258**

**RAP 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.

**New York App Con**

**Rwys 4R/22L and 13R/31L**

**Rwys 4L/22R and 13L/31R**

**119.1 281.55**

**123.9 281.55**

**348.6**

**New York Tower**

**Rwys 22L and 31R**

**111.925**

**128.125 (ARR/DEP)**

**115.4**

**2000**

**287° (14.8)**

**M-S A RWY 22L 25 NM**

**2900**

**Rwy ldg**

**221°**

**LNAV only.**

**NAYIK**

**ZALPO**

**224°**

**2000**

**GP 3.00°**

**TCH 53**

**CATEGORY**

**A**

**B**

**C**

**D**

**LPV DA**

269/18

257 (300-1/2)

**LNAV/VNAV DA**

419/50

407 (500-1)

**LNAV MDA**

560/24

548 (600-1/2)

560/60

548 (600-1/2)

**CIRCLING**

640-1

627 (700-1)

667 (700-1/4)

667 (700-2)

**NE-2, 30 Nov 2023 to 25 Jan 2024**
NEW YORK, NEW YORK

RNAV (GPS) Y RWY 31R

JOHN F KENNEDY INTL (JFK)

APP CRS 314°

Rwys 4R/22L and 13L/31R
Rwys 4L/22R and 13R/31L

RW31R

DA

RNAV (GPS) Y RWY 31R

LPV

MISSED APPROACH:
Climb to 1800 then climbing left turn to 4000 direct COL VOR/DME and hold.

Procedure NA for arrival on DPK VOR/DME airway radial 258.

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.

LNAV only.

**CATOD**

3000

41°

1800

4000

COL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

* LNAV only.

** RW31R

1.2 NM to RW31R

1900

314°

1.2 NM

4.6 NM

6.2 NM

CATEGORIES

A

B

C

D

LPV DA 213/18 200 (200-½)

LNAV/VNAV DA 369/35 356 (400-½)

LNAV MDA 460/24 447 (500-½) 460/45 447 (500-½)

C IRCLING 640-1 627 (700-1) 680-1 667 (700-14) 667 (700-2)

JOHN F KENNEDY INTL (JFK)

40°38’N-73°47’W
RNAV (GPS) Z RWY 13L
JOHN F KENNEDY INTL (JFK)

For any inap lead-in light bank out of service, increase visibility to 4 SM.

Upper Limit 4000

Cross LEISA, fly visual to airport via lead-in lights to RW13L. Close adherence to flight track required for noise abatement.

ALSF-2

RNP APCH - GPS. RADAR required.

Lead-in light groups

Missed Approach: (Do not exceed 210K until CICAV). Climb to 4000 on FMS lateral path to RW13L, then direct CICAV and track 073° to HIRBO and hold. If unable to follow the FMS lateral path, turn to heading 100°, then climb to 4000 direct CICAV and track 073° to HIRBO and hold.

John F Kennedy INTL

New York, New York

RNAV (GPS) Z RWY 13L

New York App Con
New York Int Con

Rwys 4R/22L and 13L/31R
Rwys 4L/22R and 13R/31L

40°38’N-73°47’W

John F Kennedy INTL (JFK)
RNAV (GPS) Z RWY 13R
JOHN F KENNEDY INTL (JFK)

MISSED APPROACH: (Do not exceed 185K until RW13R). Climb to 1300 on FMS lateral path to RW13R, then climb to 2000 direct ZACHS and hold. If unable to follow the FMS lateral path, turn right heading 134° and climb to 2000 direct ZACHS hold.

Radar required.

Cross PEEBO, by visual to airport along depicted track 089° to MAYMA then track 134° to RWY 13R.

* Lead-in light groups

Turns required in the visual segment.

---

**RNAV (GPS) Z RWY 13R**

**JOHN F KENNEDY INTL (JFK)**

**NEW YORK, NEW YORK**

**ORIG 07OCT21**

**40°38'N-73°47'W**

**253**
For inap lead-in lights, procedure NA.

1000 minimum when authorized by ATC.

Lead-in light groups

When visual reference established, fly visual to airport via lead-in lights to Rwy 13L or 13R. Close adherence to flight track required for noise abatement.

1000 minimum when authorized by ATC.

4000 on heading 100° and V-1 to DPK VOR/DME and hold.

*1000 minimum when authorized by ATC.

**1000 minimum when authorized by ATC.

DPK

112.3 CRI Chan 70

**1000 minimum when authorized by ATC.

AERONAUTICAL INFORMATION

KENNEDY TOWER

DEER PARK

CNTRL DEL

CPDLC

DME or RADAR REQUIRED

GRAND CON

VOR or GPS RWY 13L/R

JOHN F KENNEDY INTL (JFK)

NEW YORK, NEW YORK

Amdt 18D 21JUL16

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

NEW YORK, NEW YORK

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

255
VOR RWY 4R
JOHN F KENNEDY INTL (JFK)

NEW YORK, NEW YORK
AL-610 (FAA)
23334

VOR/DME JFK
115.9
Chan 106
APP CRS
028°
Rwy Idg 8400
TDZE 12
Apt Elev 13

NEW YORK CON
KENNEDY TOWER
119.1
281.55
GND CON
121.9
135.05
CLNC DEL
348.6
348.6
CPDLC

115.9 JFK
Ch 106
DEER PARK
DPK
117.7
Ch 124

MISSED APPROACH: Climbing right turn to 4000 on heading 100° and V44 to DPK VOR/DME and hold.

D-MID
(ARR/DEP) [ARR-NE] [ARR-SW]
128.725 117.7 115.4
NEW YORK APP CON
128.125 269.0

115.9 JFK
Ch 106

NEW YORK, NEW YORK
Orig-B 21MAY20

NE-2, 30 NOV 2023 to 25 JAN 2024

Category
A
B
C
D
S-4R
540/24
528 (600-1/2)
540/50
528 (600-1)
540/60
528 (600-1/4)
CIRCLING
640-1
627 (700-1)
680-1 1/2
667 (700-1 1/4)
680-2
667 (700-2)

HOLD 4000
VOR/DME JFK
115.9

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 69).

One Minute Holding Pattern
BEBKE
JFK 4.9

4000
208°
208°
28°
1 min

4000
1500
208°
3.0°
TCH 53
2.9 NM
1.5

DPK
V44
100°

JFK
1.9
0.4

2.9 NM

FAP to MAP 4.4 NM
Knots
60 90 120 150 180
Min:Sec 1.21 2.56 2.12 1.46 1.28
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.
Runway 13L continue descent after passing the Twin Stacks.
Runway 13R continue descent between the Canarsie Pier and Twin Stacks.

Air Station at or above 1500'. Remain east of the Shore Parkway until Canarsie Pier. Cross Brooklyn Coast Guard Aids to Navigation (CGAS) (CLOSED) 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.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

Runway Status Lights in Operation

NE-2, 30 NOV 2023 to 25 JAN 2024
NOTE: Chart not to scale.

TOP ALTITUDE: 5000

DEEZZ FIVE DEPARTURE (RNAV)

D-ATIS 128.725
CLNC DEL 135.05 348.6
CPDLC GND CON 121.9 348.6
KENNEDY TOWER
Rwys 4R/22L and 13L/31R 119.1 281.55
Rwys 4L/22R and 13R/31L 123.9 281.55
NEW YORK DEP CON 135.9 353.75

NEW YORK, NEW YORK (JFK) (RNAV)

(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS
Rwy 13R: 300-1 1/2 or Standard with minimum climb of 250' per NM to 300.
Rwys 31L/R: Standard with minimum climb of 500' per NM to 1400.

NOTE: Chart not to scale.
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)
TOP ALTITUDE: 5000

NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: BAYYS departures expect vectors to 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, 30 NOV 2023 to 25 JAN 2024

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.
RNAV 1 - DME/DME/IRU or GPS required.
RADAR required.

TAKEOFF MINIMUMS:
Rwy 31R: Standard with minimum climb of 500' per NM to 3000.
Rwy 31L: Standard with minimum climb of 500' per NM to 3000.

NOTE: Departing Rwy 31L requires expeditious intercept of outbound course 238° to SKORR.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31R: Climb on heading 314° to intercept course 243° to SKORR. Thence....

TAKEOFF RUNWAY 31L: Climb on heading 314° to intercept course 238° to SKORR. Thence....

....maintain 5000, expect clearance to filed altitude/flight level ten minutes after departure.

YNKEE TRANSITION (SKORR5.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.
For inop ALS, increase S-LOC 13 Cats C/D visibility to 2 1/2 SM. Circling NA northwest of Rwy 4 and southwest of Rwy 13.

Circling NA northwest of Rwy 4 and southwest of Rwy 13.
Circling NA northwest of Rwy 4 and southwest of Rwy 13.

RADAR required for procedure entry. RADAR or DME required for LOC only.

_Category_ B

Circling NA northwest of Rwy 4 and southwest of Rwy 13.

RADAR required for procedure entry. RADAR or DME required for LOC only.

Circling NA northwest of Rwy 4 and southwest of Rwy 13.

RADAR required for procedure entry. RADAR or DME required for LOC only.

Circling NA northwest of Rwy 4 and southwest of Rwy 13.

RADAR required for procedure entry. RADAR or DME required for LOC only.
**SA CATEGORY I & II ILS - SPECIAL AIRCrew & Aircraft Certification Required**

**NEW YORK, NEW YORK**

**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.

**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  **D-ATIS DEP** 127.05

**NEW YORK APP CON** 120.8  **LAGUARDIA TOWER** 263.0

**GND CON** 121.7  **CLNCE DEL** 135.2

**CPDLC**

**ALTERNATE MISSED APCH FIX**

**115.9 JFK**
Chan 106

**PROUD LGA**

**LOCALIZER 110.5**
Chan 42

**GREKO INT I-URD 10.6**
Radar

**LA GUARDIA**
Chan 78

**ILS RWY 22**
LGA R-225

**S-ILS 22**
SA CAT I RA 162/14 150 DA 162
SA CAT II RA 112/12 100 DA 112

**New York, New York**

Amdt 21D 10AUG23

**ILS RWY 22**
LAGUARDIA (LGA)

**NEW YORK, NEW YORK**

**AMT 21D 10AUG23**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**40°47'N-73°52"W**
RNAV (RNP) Z RWY 4
LAGUARDIA (LGA)

Procedure NA for arrivals at GRITY on V433 westbound.

Procedure NA for arrivals at MINKS on V123-157 southwest bound.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.18 visibility to 1.8 SM.

MISSED APPROACH: Climb to 2000 on track 044° to GREKO and hold, continue climb-in-hold to 2000.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.18 visibility to 1.8 SM.

MISSED APPROACH: Climb to 2000 on track 044° to GREKO and hold, continue climb-in-hold to 2000.

RNP AR APCH - GPS.
RNAV (RNP) Z RWY 22
LAGUARDIA (LGA)

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 1% SM.

MISSING 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.

MISS APACH FIX
5 NM 225° PROUD

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).

AUTHORIZATION REQUIRED
RNAV (GPS) RWY 13
LAGUARDIA (LGA)

Circling NA northwest of Rwy 4 and southwest of Rwy 13.

Final approach course offset 15.00°.

NE-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) X RWY 22
LAGUARDIA (LGA)

Circling NA northwest of Rwy 4 and southwest of Rwy 13. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500; increase LNAV Cats C/D visibility to 3/4 SM.

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

Final approach course offset 14.68°.

DAVNAV/ VNAV DA
381/35
369 (400-50)

LNAV MDA
640/24
628 (700-1/2)
640-1/2
628 (700-1/2)

CIRCLING
680-1
659 (700-1)
700-2
679 (700-2)
739 (800-2/4)

NEW YORK, NEW YORK
Orig-A 10AUG23
275
RNAV (GPS) X RWY 31
LAGUARDIA (LGA)

MISSED APPROACH: (Do not exceed 165K until RW 31 then do not exceed 210K until GREKO). Climb to 2000 on FMS lateral path to RW31, then climbing right turn direct GREKO and hold. If unable to follow the FMS lateral path, turn left heading 025° and climb to 2000 direct GREKO and hold.

Cross DRRYL, fly visual to airport along depicted track 044° to KEYTH then 359° to DCTRK, then 314° to RW 31.

Turns required in the visual segment.

VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 71).

Check ALT.

LAGUARDIA TOWER
GND CON
118.7 263.0

LAGUARDIA (LGA)

NEW YORK, NEW YORK
Orig A 23FEB23

NE-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) Y RWY 4
LAGUARDIA (LGA)

Rwy 4 helicopter visibility reduction below RVR 5000 NA. Inop table does not apply to LPV all Cats, and LNAV Cat A and B. 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 1 SM. Circling NA northwest of Rwy 4 and southwest of Rwy 13. Going below glidepath may not provide required visual area obstacle clearance. *RVR 2400 authorized with FD or AP or HUD to DA.


**Category:**
- **A:** LNAV
- **B:** LPV
- **C:** VNAV
- **D:** RNAV

**LNAV MDA:**
- Cat A: 539 (600-1)
- Cat B: 539 (600-1)
- Cat C: 739 (800-2)

**CIRCLING:**
- 659 (700-1)
- 679 (700-2)
- 739 (800-2¼)

**MALSR:**
- **M** 500 310
- **S** 260 260

**NECOL 200K**
- 2000 (4.7)
- 640 (4.4)

**RAHEL 3000**
- 228° (10.8)
- 4000

**JACIE 1806**
- 228° (10.8)
- 4000

**VADDR 310**
- 2000

**ZARID**
- 228° (10.8)
- 4000

**WARIN**
- 1700

**LAGUARDIA TOWER**
- 121.7 263.0
- 135.2

**NEW YORK APP CON**
- 120.8 263.0
- 118.7

**NEW YORK, NEW YORK**
- 125.95

**LNAV/DA LPV   DA**
- 404° (5.4)

**App CRS 044°**
- RW04

**RSO**
- 29900

**TDZE 21**
- 218° 4000

**CPDLC**
- D-ATIS DEP
- D-ATIS ARR

**Rwy Idg**
- 21

**Apt Elev**
- 310

**App CRS 044°**
- 21

**Rwy Idg**
- 310

**Apt Elev**
- 310

**App CRS 044°**
- 21
NEW YORK, NEW YORK
AL-289 (FAA)

RNAV (GPS) Y RWY 22
LAGUARDIA (LGA)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-11°C or above 54°C. Circling NA northwest of Rwy 4 and southwest
of Rwy 13.

D-ATIS ARR 125.95 NEW YORK APP CON
D-ATIS DEP 127.05 LAGUARDIA TOWER

GND CON 121.7 263.0
CLNC DEL 135.2
CPDLC

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00/TCH 67).

NEW YORK, NEW YORK
Amdt 2G 10AUG23

LAGUARDIA (LGA)
RNAV (GPS) Y RWY 31
LAGUARDIA (LGA)

- **MISSED APPROACH**: (Do not exceed 220K until CEPOG) Climb to 700 then climbing right turn to 2000 direct CEPOG and hold.

- Rwy 31 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 48°C. Circling NA northwest of Rwy 4 and southwest of Rwy 13.

- **VGSI and RNAV glideslope not coincident** (VGSI Angle 3.00/TCH 71).

- **Rwy 31**
  - TDZ/CL Rwy 4, 13 and 22
  - HIRL Rwy 4-22 and 13-31
  - REL Rwy 31

- **NEW YORK APP CON**
  - LAGUARDIA TOWER
  - GND CON
  - CLNCE DEL
  - CPDLC

- **APP CRS** 313°
  - 7003
  - 7
  - 21

- **ELEV**
  - 640/55
  - 633 (700-1)
  - 640-1 633 (700-1)
RNAV (GPS) Z RWY 31
LAGUARDIA (LGA)

Rwy 31 helicopter visibility reduction below RVR 5000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 48°C. Circling NA 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.

TDZ/CL Rwy 4, 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

NEW YORK, NEW YORK
Amdt 1H 10AUG23

280
**LOC RWY 31**  
LAGUARDIA (LGA)

**Rwy 31 helicopter visibility reduction below RVR 4000 NA. Circling NA northwest of Rwy 4 and southwest of Rwy 13.**

- **Radar** required for procedure entry. **DME** required.

**MISSING 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.

### Table

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-31</td>
<td>600/55</td>
<td>593 (600-1)</td>
<td>600-1¾</td>
<td>593 (600-1¾)</td>
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<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>679 (700-1)</td>
<td>1080-3</td>
<td>1260-3</td>
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</tbody>
</table>

**LEGEND**

- **NE-2, 30 Nov 2023 to 25 Jan 2024**

**NEW YORK, NEW YORK**

### Diagram

- **Map** showing the area around LGA with various navigation aids and vectors.

**Information**

- **ELEV 21 TDZE 7**
- **TDZ/CL Rwys 4, 13 and 22**
- **HIRL Rwys 4-22 and 13-31**
- **REL Rwy 31**

**NE-2, 30 Nov 2023 to 25 Jan 2024**
**COPTER ILS or LOC RWY 22**

LAGUARDIA (LGA)

**DME and RADAR REQUIRED**

Limit intermediate approach to 90 KIAS.

Limit final and missed approach to 70 KIAS.

Increase to 90 KIAS upon reaching the missed approach altitude.

*LOC only.

DME and RADAR REQUIRED.

**ALTERNATE MISSED APCH FIX**

NEW YORK, NEW YORK

AL-289 (FAA)

23344

NE-2, 30 NOV 2023 to 25 JAN 2024

Newark, New Jersey

NE-2, 30 NOV 2023 to 25 JAN 2024

**NEW YORK, NEW YORK**

Amdt 3 07DEC17

**LAGUARDIA (LGA)**

40°47'N-73°52'W
MISSED APPROACH: Climbing left turn to 1240, then climb to 2000 direct ZALAT and hold. (Maintain heading 070° until 1240).

Limit final and missed approach to 70 KIAS.

Increase to 90 KIAS upon reaching the missed approach altitude, maintain 90 KIAS while in holding.

Helicopters destined to a New York City Heliport should proceed VFR via the south stanchion of the Throgs Neck Bridge and request appropriate clearance from LaGuardia Air Traffic Control.

Use LaGuardia altimeter setting.

Proceed VFR from MAP.

NEW YORK, NEW YORK
Orig-B 17AUG17

LAGUARDIA (LGA)

COPPER RNAV (GPS) 250°

NEW YORK, NEW YORK
AL-289 (FAA)

COPPER RNAV (GPS) 250°
LAGUARDIA (LGA)
When cleared for the PARK VISUAL RWY 31 aircraft may proceed via the RNAV (GPS) X RWY 31 approach to Rwy 31 and/or cross PACHU at 3000 or above and tracking 045° to SHAYY at or below 180K (Seven High Rises) at 2500 or above and turn right tracking 059° to GACAR at or below 165K (Twin White Tanks) then turn right tracking 089° to DRRYL (Flushing Meadows Corona Park Lake) then turn left tracking 044° to KEYTH (Flushing Meadows Corona Park Round Pond) then left turn tracking 359° to DCTRK (stadium) then left turn direct RWY 31.

Advise ATC of the airport, Twin White Tanks, or preceding aircraft in sight.

Note: RADAR required.
Note: Recommended altitudes are for noise abatement.
When cleared for the 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).
CAUTION: OVERHEAD PEDESTRIAN BRIDGE MAX TAIL HEIGHT 50 FEET

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.

Runway Status Lights in operation

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.
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 or below 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.

ALL AIRCRAFT: ATC CLIMB GRADIENT: If unable to accept climb rate advise ATC prior to taxi. Rwy 13: 620’ per NM to 4000.

NOTE: Chart not to scale.
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 189° for vectors on course. Maintain 5000 or as assigned by ATC. Expect clearance to filed altitude/flight level 10 minutes after departure.

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 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.

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 up to 73' AGL/104' MSL.

NOTE: Traffic filed BIGGY, ELIOT, PARKE, ZIMMZ, after TNNIS.

NOTE: All aircraft expect vectors.

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: All aircraft expect vectors after TNNIS. Traffic filed BIGGY, ELIOT, LANNA, PARKE, ZIMMZ, NEWEL do not exceed 220K until reaching 11000.

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: 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: All aircraft expect vectors after TNNIS.

NOTE: All aircraft expect vectors after TNNIS. Traffic filed BIGGY, ELIOT, LANNA, PARKE, ZIMMZ, NEWEL do not exceed 220K until reaching 11000.

NOTE: Chart not to scale.
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 ⅛ 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 ⅛ 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 ⅛ or standard with minimum climb of 283' per NM to 300. ATC climb of 500' to 1500.
Rwy 22: 300-2 ⅛ 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: 300-1½ or standard with minimum climb of 334' per NM to 500.

(CONTINUED ON FOLLOWING PAGE)
NEW YORK, NEW YORK

LAGUARDIA SEVEN DEPARTURE

LGA7.LGA 20366
AL-289 (FAA)
LAGUARDIA (LGA)
NEW YORK, NEW YORK

△

(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, 30 NOV 2023 to 25 JAN 2024

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.

**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.

**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: Chart not to scale.

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.

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.

NOTE: Traffic filed over BIGGY, LANNA, ELIOT, PARKE, ZIMMZ, NEWEL: Do not exceed 250K until reaching 11000.

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: Do not exceed 250K until reaching 11000.

(TNNIS SIX DEPARTURE (RNAV) 295
NE-2, 30 NOV 2023 to 25 JAN 2024)
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.
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 1/4 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.

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 1/4 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.

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** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Shirley altimeter setting.
SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NEW YORK, NEW YORK

Amdt 25A 01FEB18

40°48'N-73°06'W

299
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.**

**RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Shirley altimeter setting.**

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### Category

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### Diagram

- **MALSR**: MISSPAP APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.
- **WP**: 2000 to DEERLY
- **IF/IAF**: YOSUR
- **DEERLY**: Holding Pattern
- **CCC**: 2000-1 DEERLY

---

### Technical Information

- **ATIS**: 120.725
- **NEW YORK APP CON**: 120.05 343.75
- **LONG ISLAND TOWER**: 119.3 (CTAF) 335.5
- **GND CON**: 135.3
- **CLINC DEL**: 121.85
- **UNICOM**: 122.95
- **NEW YORK, NEW YORK**: 40°48'N-73°06'W
RNAV (GPS) RWY 15R
LONG ISLAND MAC ARTHUR (ISP)

**ATIS** 120.725  **NEW YORK APP CON** 120.05  **LONG ISLAND TOWER** 119.3 [CTAF]  **GND CON** 135.3  **CINC DEL** 121.85  **UNICOM** 122.95

Procedure for arrival on CCC VOR/DME airways radials 263 CW 326.

**RNAV (GPS) RWY 15R**

**MISSED APPROACH:** Climb to 600 then climbing left turn to 2000 direct CCC VOR/DME and hold.

Helicopter visibility reduction below 1/2 SM NA.

LPV DA: 414-1  315 (400-1)

LNAV/VNAV DA: 547-1/8  448 (500-1/8)

LNAV MDA: 520-1  421 (500-1)

CIRCLING: 660-1  660-1/2  660-1  960-2/3

Helicopter visibility reduction below 1/2 SM NA.
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/VA NA DA to 440 feet and LPV and LNAV/VNAV visibility all Cats ½ mile, all MDA 40 feet, increase LNAV Cats C/D visibility ½ mile, and Circling Cats C/D visibility ¼ mile. VDP and Baro-VNA NA when using Shirley altimeter setting. Helicopter visibility reduction below ½ SM NA.

**MISSING APPROACH:**
Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

**Procedure NA for arrival on CCC VOR/DME airway radials 193 CW 274.**

**ATIS**
120.725

**NEW YORK APP CON**
120.05 343.75

**LONG ISLAND TOWER**
119.3 (CTAF) 335.5

**GND CON** 135.3

**CLNC DEL** 121.85

**UNICOM** 122.95

**ELEV** 99

**TDZE** 89

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**ATIS**
120.725

**NEW YORK APP CON**
120.05 343.75

**LONG ISLAND TOWER**
119.3 (CTAF) 335.5

**PD**
889

**TDZE** 89

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

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**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

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**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**

**LONG ISLAND MAC ARTHUR (ISP)**

**AIRPORT*.**

**NEW YORK, NEW YORK**

**AL-948 (FAA)**

**RNAV (GPS) RWY 33L**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.
NEW YORK, NEW YORK

ILS or LOC RWY 9
NEW YORK STEWART INTL (SWF')

ATIS 124.575

NEW YORK APP CON 132.75 363.1

STEWART TOWER 121.0 254.4

GND CON 121.9

AL-450 (FAA)

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN/VOR/DME and hold.

ELEV 491

One Minute Holding Pattern

GS 3.00° TCH 60

CIRCLING

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)

CIRCLING

1200-1 709 (800-1)

1200-2 709 (800-2)

1200-2½ 709 (800-2½)

NEW YORK, NEW YORK

Amdt 13D 15AUG19

41°30'N-74°06'W
 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN/VOR/DME and hold.

Procedure NA for arrivals at SAX VORTAC on airway radials 029 CW 060.

SA CATEGORY  I  ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NEW YORK STEWART INTL (SWF)

NEW YORK, NEW YORK

NE-2, 30 Nov 2023 to 25 Jan 2024
**ILS RWY 9 (CAT II & III) NEW YORK STEWART INTL (SWF)**

**Table:**

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**MISSED APPROACH:** Climb to 1200 then climbing left turn to 3000 direct IGN/DME and hold.

**Procedure NA for arrivals at SAX VORTAC on airway radials 029 CW 060.**

**LOCALIZER 110.1 I-SWF**

**Category II & III ILS Special Aircrew & Aircraft Certification Required**
RNAV (GPS) RWY 16
NEW YORK STEWART INTL (SWF)

**ATIS**
124.575

**NEW YORK APP CON**
132.75 363.1

**STEWART TOWER**
121.0 254.4

**GND CON**
121.9

---

**RNAV (GPS) RWY 16**

**MISSED APPROACH:** Climb to 4000
direct MEPTE and hold, continue
climb-in-hold to 4000.

**Procedure NA for arrivals at TRESA**
on V433 southeast bound, V123-157
southbound and T212 eastbound.

**Procedure NA for arrivals at CAMMO**
on V489 southbound and on T216 westbound.

---

**ATIS**
124.575

**NEW YORK APP CON**
132.75 363.1

**STEWART TOWER**
121.0 254.4

**GND CON**
121.9

---

**RNAV (GPS) RWY 16**

**MISSED APPROACH:** Climb to 4000
direct MEPTE and hold, continue
climb-in-hold to 4000.

**Procedure NA for arrivals at TRESA**
on V433 southeast bound, V123-157
southbound and T212 eastbound.

**Procedure NA for arrivals at CAMMO**
on V489 southbound and on T216 westbound.

---

**ATIS**
124.575

**NEW YORK APP CON**
132.75 363.1

**STEWART TOWER**
121.0 254.4

**GND CON**
121.9

---

**RNAV (GPS) RWY 16**

**MISSED APPROACH:** Climb to 4000
direct MEPTE and hold, continue
climb-in-hold to 4000.

**Procedure NA for arrivals at TRESA**
on V433 southeast bound, V123-157
southbound and T212 eastbound.

**Procedure NA for arrivals at CAMMO**
on V489 southbound and on T216 westbound.

---

**ATIS**
124.575

**NEW YORK APP CON**
132.75 363.1

**STEWART TOWER**
121.0 254.4

**GND CON**
121.9

---

**RNAV (GPS) RWY 16**

**MISSED APPROACH:** Climb to 4000
direct MEPTE and hold, continue
climb-in-hold to 4000.

**Procedure NA for arrivals at TRESA**
on V433 southeast bound, V123-157
southbound and T212 eastbound.

**Procedure NA for arrivals at CAMMO**
on V489 southbound and on T216 westbound.

---

**ATIS**
124.575

**NEW YORK APP CON**
132.75 363.1

**STEWART TOWER**
121.0 254.4

**GND CON**
121.9

---

**RNAV (GPS) RWY 16**

**MISSED APPROACH:** Climb to 4000
direct MEPTE and hold, continue
climb-in-hold to 4000.

**Procedure NA for arrivals at TRESA**
on V433 southeast bound, V123-157
southbound and T212 eastbound.

**Procedure NA for arrivals at CAMMO**
on V489 southbound and on T216 westbound.

---

**ATIS**
124.575

**NEW YORK APP CON**
132.75 363.1

**STEWART TOWER**
121.0 254.4

**GND CON**
121.9

---

**RNAV (GPS) RWY 16**

**MISSED APPROACH:** Climb to 4000
direct MEPTE and hold, continue
climb-in-hold to 4000.

**Procedure NA for arrivals at TRESA**
on V433 southeast bound, V123-157
southbound and T212 eastbound.

**Procedure NA for arrivals at CAMMO**
on V489 southbound and on T216 westbound.

---

**ATIS**
124.575

**NEW YORK APP CON**
132.75 363.1

**STEWART TOWER**
121.0 254.4

**GND CON**
121.9

---

**RNAV (GPS) RWY 16**

**MISSED APPROACH:** Climb to 4000
direct MEPTE and hold, continue
climb-in-hold to 4000.

**Procedure NA for arrivals at TRESA**
on V433 southeast bound, V123-157
southbound and T212 eastbound.

**Procedure NA for arrivals at CAMMO**
on V489 southbound and on T216 westbound.

---

**ATIS**
124.575

**NEW YORK APP CON**
132.75 363.1

**STEWART TOWER**
121.0 254.4

**GND CON**
121.9

---

**RNAV (GPS) RWY 16**

**MISSED APPROACH:** Climb to 4000
direct MEPTE and hold, continue
climb-in-hold to 4000.

**Procedure NA for arrivals at TRESA**
on V433 southeast bound, V123-157
southbound and T212 eastbound.

**Procedure NA for arrivals at CAMMO**
on V489 southbound and on T216 westbound.
RNAV (GPS) RWY 27
NEW YORK STEWART INTL (SWF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MI$$S$$SED AP$$P$$ACH: Climb to 3000 direct EKETE and hold.

ATIS
124.575

NEW YORK APP CON
132.75
363.1

STEWART TOWER
121.0
254.4

GND CON
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.

NEW YORK STEWART INTL

41°30’N-74°06’W

NEW YORK, NEW YORK
Amdt 1D 15AUG19

RNAV (GPS) RWY 27
NEW YORK STEWART INTL (SWF)

RNAV (GPS) RWY 27
NEW YORK STEWART INTL (SWF)

RNAV (GPS) RWY 27
NEW YORK STEWART INTL (SWF)
NEW YORK, NEW YORK

AL-450 (FAA) 23110

RNAV (GPS) RWY 34
NEW YORK STEWART INTL (SWF')

RNAV (GPS) RWY 34
MISSED APPROACH: Climb to 3900 direct FINPI and hold.

Procedure NA when restricted area R-5206 is active.

Procedure NA for arrivals at CRANK on V374 northwest bound.

Procedure NA for arrivals at SAX VORTAC airway radials 060 CW 093.

NEW YORK, NEW YORK
Amdt 1E 30DEC21

NE-2, 30 NOV 2023 to 25 JAN 2024

AIR NAVIGATION CHART

ATIS

124.575

NEW YORK APP CON

132.75 363.1

STEWART TOWER

121.0 254.4

GND CON

121.9

ATIS

124.575

NEW YORK APP CON

132.75 363.1

STEWART TOWER

121.0 254.4

GND CON

121.9

NE-2, 30 NOV 2023 to 25 JAN 2024

AIR NAVIGATION CHART

ATIS

124.575

NEW YORK APP CON

132.75 363.1

STEWART TOWER

121.0 254.4

GND CON

121.9

NE-2, 30 NOV 2023 to 25 JAN 2024

AIR NAVIGATION CHART
INSTRUCTIONS IS REQUIRED.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: RADAR required.
NOTE: HUO, COATE, VALRE, HIDAL, BRISS, LOVES for aircraft filing tower enroute control 5000.

CAUTION: Glider activity between airport and WEARD INT.

NOTE: WHITE for aircraft planned 10000.

NOTE: Chart not to scale.
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.
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.
ILS Z or LOC Z RWY 4L
NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: (Do not exceed 210K until NEBTE) Climb to 320, then climbing right turn to 2000 direct TYNIE and on track 015° to NEBTE, cross NEBTE at or below 2000, then climbing left turn to 3000 on track 313° to FLYRS and hold, continue climb-in-hold to 3000.

Procedure NA for arrivals at KILMA on V433 westbound.

When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase sidestep 4R Cat C visibility to 1½ SM.

Category

A

B

C

D

S-LOC 4L

S-ILS 4L

SIDESTEP 4R

CIRCLING

560/24 550 (600-1½)

560/60 550 (600-1½)

560/60 550 (600-1½)

760-1 743 (800-1)

597 (600-1½) 589 (600-1½)

597 (600-1½) 589 (600-1½)

900-3 883 (900-3)

900-3 883 (900-3)

VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 77).

NE-2, 30 NOV 2023 to 25 JAN 2024

NEWARK, NEW JERSEY

AL-285 (FAA)
ILS Z RWY 4L (SA CAT I & II)

NEWARK LIBERTY INTL (EWR)

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

NEWARK, NEW JERSEY

LOC/DME I-EWR 110.75
Chan 44 (Y)

Rwy Ldg 8460
TDZE 10
Apt Elev 17

RNP APCH - GPS.
DME and RADAR required.

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.

MISSED APPROACH: (Do not exceed 210K until NEBTE) Climb to 320, then climbing right turn to 2000 direct TYNIE and on track 015° to NEBTE, cross NEBTE at or below 2000, then climbing left turn to 3000 on track 313° to FLYRS and hold, continue climb-in-hold to 3000.

NEWARK, NEW JERSEY (EWR)

039° 2000 M

TETERBORO 108.4 TEB Chan 21

 Loc 105°

Procedure NA for arrivals at KILMA on V433 westbound.

VGS, and ILS glidepath not coincident.
(VGS Angle 3.10/TCH 77).

EMBAY 1-EWR (12.5)

HOWYA 1-EWR (7.4)

NEBTE 2000

TWR 348

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NEWARK TOWER

118.3  257.6

GND CON

121.8

CPDLC

118.85

D-ATIS

115.7    134.825

NEW YORK APP CON

128.55  379.9

NEWARK LIBERTY INTL

NEBTE

TYNIE

FLYRS

015°

520

2000

313°

849

A1806

A1649

693

693

Apt Elev

TDZE

KILMA

5.1 NM

5.9 NM

10.46

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

40°42'N-74°10'W

NEWARK, NEW JERSEY

Amdt 16 15JUN23

ILS Z RWY 4L (SA CAT I & II)
Autopilot coupled approach NA below 211.

MISSED APPROACH: (Do not exceed 210K until NEBTE) Climb to 560 then climbing right turn to 2000 direct TYNIE and on track 015° to NEBTE, cross NEBTE or below 2000 then climbing left turn to 3000 on track 313° to FLYRS and hold, continue climb-in-hold to 3000.

GBAS RPI
G04B

VGSI and GLS glidepath not coincident (VGSI Angle 2.95/TCH 71).
MISSED APPROACH: (Do not exceed 230K until JKLNE) Climb to 2000 direct ROOSO and right turn on track 194° to JKLNE and right turn on track 245° to JEFFB and left turn on track 218° to RAATO and hold. Autopilot coupled approach NA below 312. Rwy 11 helicopter visibility reduction below RVR 4000 NA.
NEWARK, NEW JERSEY

AL-285 (FAA) 23278

GLS RWY 22L
NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climb to 3000 direct TAYCU and on track 252° to KILMA and hold.

NE-2, 30 NOV 2023 to 25 JAN 2024

NEWARK, NEW JERSEY
Amdt 1A 20APR23

40°42'N-74°10'W
REF. G-285 (FAA) NEWARK, NEW JERSEY

Newark Liberty Int'l (EWR)

GLS RWY 22R

Newark, New Jersey

Amdt 2 23FEB23

APPROACH

RNP APCH - GPS.

GLS RWY 22R

Newark Liberty Int'l (EWR)

Amdt 2 23FEB23

Newark, New Jersey

G-285 (FAA)
NEWARK, NEW JERSEY

AL-285 (FAA)

RNAV (RNP) Y RWY 22L
NEWARK LIBERTY INTL (EWR)

APP CRS
219°

Apt Elev 17

TDZE 11

For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 54°C (130°F). GPS required.

ALLOWED ENROUTE/TERMINAL PROCEDURES:

1. OSUSE \n2. CUBMO \n3. RW22L

MLESS APPROACH: Climb to 600 then climbing right turn to 3000 direct KILMA and hold.

Radar Required

Authorization Required

NEWARK, NEW JERSEY

Amdt 1 15SEP16

NE-2, 30 NOV 2023 to 25 JAN 2024
RNAV (RNP) Y RWY 29

NEWARK, NEW JERSEY

APP CRS
288°

TDZE
10

Apt Elev
18

RNAV (RNP) Y RWY 29

MISSED APPROACH: Climb to 2000° on track 288° to MUFIE and hold.

Straight in RW 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 41.7 feet per NM to 800.

Mandatory NAV equipment:
- RNP 0.16 DA
- RNP 0.30 DA

AUTHORIZATION REQUIRED

NE-2, 30 NOV 2023 to 25 JAN 2024

NEWARK, NEW JERSEY
Amdt 1E 31DEC20
RNAV (RNP) Z RWY 4R
NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: (Do not exceed 210K until NEBTE) Climb to 560 then climbing right turn to 2000 direct TYNIE and left turn on track 015° to NEBTE, cross NEBTE at or below 2000 then climbing left turn to 3000 on track 313° to FLYRS and hold, continue climb-in-hold to 3000. * Missed approach requires minimum climb of 351 feet per NM to 660.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1/2 SM.

Procedure NA for arrivals at KILMA on V433 westbound.

VGSI and RNAV glideslope not coincident (VGSI Angle 2.95/TCH 71).

TWR 348

NEWARK, NEW JERSEY
Amdt 1 15JUN23

40°42’N-74°10’W

NE-2, 30 NOV 2023 to 25 JAN 2024
RNAV (RNP) Z RWY 29
NEWARK LIBERTY INTL (EWR)

APPROACH:

RNAV (RNP) Z RWY 29

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 -1.4°C or above 54°C.
* Missed approach requires minimum climb of 340 feet per NM to 800.

Straight-in Approaches

- 3000 ft
- 288°
- 039°
- GP 3.0°
- TCH 60°

MISSED APPROACH: Climb to 3000 on track 288° to JETVY and left turn to FIRSI, and on track 228° to DIRMY and hold.

AUTHORIZATION REQUIRED
NEWARK, NEW JERSEY
Orig-G 31DEC20

NEWARK, NEW JERSEY
AL-285 (FAA) 2327B

RNAV (RNP) Z RWY 29
NEWARK LIBERTY INTL (EWR)
**RNAV (GPS) RWY 4L**

**NEWARK LIBERTY INTL (EWR)**

**NEWARK, NEW JERSEY**

**AL-285 (FAA)**

**Amdt 3 15JUN23**

### RNP APCH - GPS

**WAAAS**
- Ch 56224
- 039°
- Rwy ldg 8460
- TDZE 10
- Apt Elev 17

**RNAV (GPS) RWY 4L**

**NEWARK LIBERTY INTL (EWR)**

**NEWARK, NEW JERSEY**

**AL-285 (FAA)**

**Amdt 3 15JUN23**

- 40°42'N 74°10'W

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**SLC SJP MB, 30 NOV 2023 to 25 JAN 2024**

### MISSED APPROACH

Do not exceed 210 K until NEBTE. Climb to 520, then climbing right turn to 2000 direct TYNIE, and on track 015° to NEBTE, cross NEBTE at or below 2000, then climbing left turn to 3000 on track 313° to FLYRS and hold, continue climb-in-hold to 3000.

## Category

<table>
<thead>
<tr>
<th>LPV DA</th>
<th>LNAV/ VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>210/18 200 (200-½)</td>
<td>550/55 540 (600-1)</td>
<td>600/24 590 (600-½) 600-1¼ 590 (600-1¼)</td>
<td>760-1 743 (800-1) 900-2½ 883 (900-2½) 900-3 883 (900-3)</td>
</tr>
</tbody>
</table>

### Procedure NA for arrivals at KILMA on V433 westbound.

When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath unitl threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

### TDZ/CL Rwy 4L, 4R, 11, 22L, 22R, and 29

Rel Rwy 11, 22R, and 29

HIRL Rwy 4L, 22L, and 11-29

**NEWARK, NEW JERSEY**

**Al-285 (FAA)**

**Amdt 3 15JUN23**

40°42'N 74°10'W
RNAV (GPS) RWY 11

NEWARK, NEW JERSEY (EWR)

**App CRS**
- 108°

**RNAV (GPS) RWY 11**
- Missed Approach: Do not exceed 230K until JKLNE
- Climb to 2000 direct ROOSO and right turn on track 245° to JEFFB and left turn on track 218° to RAATO and hold.

**Newark Tower**
- 118.3

**Gnd Con**
- 121.8

**Clnc Del**
- 118.85

**Al-285 (FAA)**
- 6726

**New York App Con**
- 128.55

**D-Atis**
- 134.825

**Apt Elev**
- 17

**Elev**
- 17

**TDZE**
- 17

**Category**
- A

**LnAv Mda**
- 620-55

**Circling**
- 660-1

**Newark Liberty Intl (EWR)**
- New York App Con
- Newark Tower
- Gnd Con
- Clnc Del

**Newark, New Jersey**
- 40°42'N-74°10'W

**Newark Liberty Intl (EWR)**
- NE-2, 30 Nov 2023 to 25 Jan 2024

**Note:**
- Missed Approach Fix: Climb to 2000 direct ROOSO and right turn on track 245° to JEFFB and left turn on track 218° to RAATO and hold.

**Newark**
- (FAA)

**Adm 1 15Jun23**

**Newark, New Jersey**
- 6726 X 150
- 10000 X 150
- 11000 X 150

**Newark Airport**
- RW11
- 2.5 NM to APNTE
- 3.7 NM to JKLNE
- 4.8 NM to JEFFB
- 10.7 NM to RAATO

**Newark**
- 1806
- 360°
- 90°

**Newark Tower**
- 118.3

**Gnd Con**
- 121.8

**Clnc Del**
- 118.85

**D-Atis**
- 134.825

**New York App Con**
- 128.55

**App Ldg**
- 6726

**Apt Elev**
- 17

**Elev**
- 17

**TDZE**
- 17

**Category**
- A

**LnAv Mda**
- 620-55

**Circling**
- 660-1

**Newark Liberty Intl (EWR)**
- New York App Con
- Newark Tower
- Gnd Con
- Clnc Del

**Newark, New Jersey**
- 40°42'N-74°10'W

**Newark Liberty Intl (EWR)**
- NE-2, 30 Nov 2023 to 25 Jan 2024

**Note:**
- Missed Approach Fix: Climb to 2000 direct ROOSO and right turn on track 245° to JEFFB and left turn on track 218° to RAATO and hold.
RNAV (GPS) RWY 22R
NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct KILMA and hold.

**ATIS**
115.7 134.825

**NEW YORK APP CON**
128.55 379.9

**NEWARK TOWER**
118.3 257.6

**GND CON**
121.8

**CLNC DEL**
118.85

**CPDLC**

**MISS APCH FIX**
KILMA

**VGS** and RNAV glideslope not coincident (VGS Angle 3.10°/TCH 70).

**KILMA**

**VERDE**

**AGNSS**

**TDZ/CL** Rwy 4L, 4R, 11, 22L, 22R, 29

**HILR** Rwy 4L-22R, 4R-22L, and 11-29

**NEW YORK APP CON**
NEWARK TOWER

**GND CON**

**CLNC DEL**

**CPDLC**

**RNP APCH - GPS.**

Circling NA south of Rwy 11-29. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glideslope until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

**NEWARK TOWER**

**MULTI-ACCESS TO NAVIGATION SYSTEMS**

**NEWARK LIBERTY INTL (EWR)**

NE-2, 30 NOV 2023 to 25 JAN 2024

AL-285 (FAA)

WEATHER DISTURBANCES

Amdt 2 23FEB23
RNAV (GPS) X RWY 29
NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climbing left turn to 2000 direct DWIZZ and hold.

Final approach course offset 12.68°

VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 60).

APPROACH

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

CASHH
(UAF)

ZIAAA
(IAF)

UJODY
(IF)

ISERE
(Map)

328°

2000

DWIZZ

VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 60).

ISERE

0.5

3.1 NM

3.50°

TCH 60

1400

2000

CATEGORY

A

B

C

D

LNAV MDA

520-1

510 (600-1)

520-1

510 (600-1)

520-1

510 (600-1)

520-1

510 (600-1)

CIRCLING

760-1

743 (800-1)

820-1

803 (900-1)

900-2

883 (900-2.4)

900-3

883 (900-3)

NEWARK, NEW JERSEY
Orig-B 31DEC20

NEWARK, NEW JERSEY
AL-285 (FAA)

W 2327B
Procedure NA for arrivals at KILMA on V433 westbound.
RNAV (GPS) Z RWY 22L

NEWARK LIBERTY INTL (EWR)

Missed Approach: Climb to 3000 direct TAYCU and on track 252° to KILMA and hold.

- Category A
  - LPV DA: 211/18
  - LNAV/VNAV DA: 462/45 (500-3)

- Category B
  - LPV DA: 200 (200-1/2)
  - LNAV/VNAV DA: 549 (600-1/2)

- Category C
  - LPV DA: 560/60 (600-1/4)
  - LNAV/VNAV DA: 549 (600-1/4)

- Category D
  - LPV DA: 900-2 1/2
  - LNAV/VNAV DA: 883 (900-2 1/4)

Newark, New Jersey

E-2, 30 Nov 2023 to 25 Jan 2024

Amdt 3 23FEB23

40°42'N-74°10'W
Amdt 2 15JUN23

NEWARK, NEW JERSEY

LOC/DME  I-EWR 110.75 Chan 44 (Y)
APP CRS 039° Rwy ldg 8460 TDZE 10
Apt Elev 17

RNP APCH - GPS.
DME and RADAR required.

\[\text{D-ATIS} \quad 115.7 \quad 134.825 \quad \text{NEW YORK APP CON} \quad 128.55 \quad 379.9 \quad \text{NEWARK TOWER} \quad 118.3 \quad 257.6 \quad \text{GND CON} \quad 121.8 \quad \text{CLNC DEL} \quad 118.85 \quad \text{CPDLC} \]

\[\text{MAI} \quad \text{SR} \quad \text{NA} \]

\[\text{LOCALIZER 110.75} \quad \text{I-EWR} \quad \text{Chan 44 (Y)} \]

\[\text{MASA TEB 25 NM} \quad 2900 \]

\[\text{VGSI and ILS glidepath not coincident} \quad \text{(VGSI Angle 3.10°/TCH 77).} \]

\[\text{REIL Rwys 11, 22R, and 29} \quad \text{HIRL Rwys 4L-22R, 4R-22L, and 11-29} \]

\[\text{TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29} \quad \text{REIL Rwys 11, 22R, and 29} \quad \text{HIRL Rwys 4L-22R, 4R-22L, and 11-29} \]

\[\text{VGSI and ILS glidepath not coincident} \quad \text{(VGSI Angle 3.10°/TCH 77).} \]

\[\text{LOCALIZER 110.75} \quad \text{I-EWR} \quad \text{Chan 44 (Y)} \]

\[\text{MAI} \quad \text{SR} \quad \text{NA} \]

\[\text{LOCALIZER 110.75} \quad \text{I-EWR} \quad \text{Chan 44 (Y)} \]

\[\text{MASA TEB 25 NM} \quad 2900 \]

\[\text{VGSI and ILS glidepath not coincident} \quad \text{(VGSI Angle 3.10°/TCH 77).} \]

\[\text{REIL Rwys 11, 22R, and 29} \quad \text{HIRL Rwys 4L-22R, 4R-22L, and 11-29} \]

\[\text{TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29} \quad \text{REIL Rwys 11, 22R, and 29} \quad \text{HIRL Rwys 4L-22R, 4R-22L, and 11-29} \]

\[\text{VGSI and ILS glidepath not coincident} \quad \text{(VGSI Angle 3.10°/TCH 77).} \]

\[\text{LOCALIZER 110.75} \quad \text{I-EWR} \quad \text{Chan 44 (Y)} \]

\[\text{MASA TEB 25 NM} \quad 2900 \]

\[\text{VGSI and ILS glidepath not coincident} \quad \text{(VGSI Angle 3.10°/TCH 77).} \]

\[\text{REIL Rwys 11, 22R, and 29} \quad \text{HIRL Rwys 4L-22R, 4R-22L, and 11-29} \]

\[\text{TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29} \quad \text{REIL Rwys 11, 22R, and 29} \quad \text{HIRL Rwys 4L-22R, 4R-22L, and 11-29} \]

\[\text{VGSI and ILS glidepath not coincident} \quad \text{(VGSI Angle 3.10°/TCH 77).} \]

\[\text{LOCALIZER 110.75} \quad \text{I-EWR} \quad \text{Chan 44 (Y)} \]

\[\text{MASA TEB 25 NM} \quad 2900 \]

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\[\text{MASA TEB 25 NM} \quad 2900 \]

\[\text{VGSI and ILS glidepath not coincident} \quad \text{(VGSI Angle 3.10°/TCH 77).} \]

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\[\text{LOCALIZER 110.75} \quad \text{I-EWR} \quad \text{Chan 44 (Y)} \]

\[\text{MASA TEB 25 NM} \quad 2900 \]

\[\text{VGSI and ILS glidepath not coincident} \quad \text{(VGSI Angle 3.10°/TCH 77).} \]

\[\text{REIL Rwys 11, 22R, and 29} \quad \text{HIRL Rwys 4L-22R, 4R-22L, and 11-29} \]

\[\text{TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29} \quad \text{REIL Rwys 11, 22R, and 29} \quad \text{HIRL Rwys 4L-22R, 4R-22L, and 11-29} \]
BRIDGE VISUAL RWY 29

Vertical Guidance Navaid and Angle:
Rwy 29 PAPI, 3.00°

Weather Minima:
3500' Ceiling and 5 mile visibility

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.
When cleared for the Stadium Visual Approach proceed direct to Teterboro Airport/VOR DME and cross it at 3000' proceed on 220° heading to west end of Meadowlands Sports Complex (GIMEE). Cross GIMEE at or above 2500'. Turn left at the west end of Meadowland Sports Complex (GIMEE) on heading 190° and continue along left (east) side of river to Laurel Hill Park (HILOK), cross HILOK between 2000' and 1500'. Continue along left (east) size of river heading 190° to Lincoln Park (SLIMR). Cross SLIMR between 2000' and 1500'. Continue southwest along the east side heading 220° to the east side of the railway bridge (COPKO) at or above 700' then turn right heading 288° to cross the west side of the railway bridge (CHUMR) at 500'. Plan to be in final landing configuration by Lincoln Park.

Weather Minima: 3500 feet ceiling and 5 miles visibility.

NOTE: ALERT RUNWAY 29: Use caution when turning on final approach to ensure you are correctly aligned with Rwy 29.

NOTE: PAPI's are located on the right side of Rwy 29 between Rwy 29 and taxiway Z. Do not confuse taxiway Z with Rwy 29.

NOTE: When Rwy 29 REILs or PAPIs are inoperative, procedure NA at night.

NOTE: All altitudes are for noise abatement.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIRE STATION EQUIPMENT
P.A. ADMINISTRATION
FIELD ELEV 17
EMAS
1107 X 150
107 X 150
6726 X 150

PARKING
AIRCRAFT AREA 340

AREA 340 AIRCRAFT PARKING

HARDSTAND AB
TERMINAL C
TERMINAL B
TERMINAL A

NE-2, 30 NOV 2023 to 25 JAN 2024

AMelia

TERMINAL

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.

NEWARK, NEW JERSEY

NEWARK LIBERTY INTL (EWR)

D-ATIS
115.7 134.825
NEWARK TOWER
118.3 257.6
GND CON
121.8
CLNC DEL
118.85
RAMP CON
132.45
CPDLC
PDC

NEWARK TOWER
118.3 257.6
GND CON
121.8
CLNC DEL
118.85
RAMP CON
132.45
CPDLC
PDC

NEWARK TOWER
118.3 257.6
GND CON
121.8
CLNC DEL
118.85
RAMP CON
132.45
CPDLC
PDC

NEWARK TOWER
118.3 257.6
GND CON
121.8
CLNC DEL
118.85
RAMP CON
132.45
CPDLC
PDC

NEWARK TOWER
118.3 257.6
GND CON
121.8
CLNC DEL
118.85
RAMP CON
132.45
CPDLC
PDC

NEWARK TOWER
118.3 257.6
GND CON
121.8
CLNC DEL
118.85
RAMP CON
132.45
CPDLC
PDC

NEWARK TOWER
118.3 257.6
GND CON
121.8
CLNC DEL
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RAMP CON
132.45
CPDLC
PDC

NEWARK TOWER
118.3 257.6
GND CON
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CLNC DEL
118.85
RAMP CON
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CPDLC
PDC

NEWARK TOWER
118.3 257.6
GND CON
121.8
CLNC DEL
118.85
RAMP CON
132.45
CPDLC
PDC
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

RNAV 1 - GPS. For DIXIE and WHITE Departures.
RADAR and DME required.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 4L/R:** Climb on heading 039° until I-EZA 4 DME (use I-EWR 3.6 DME when I-EZA is NA), then climbing left to turn heading 290°, maintain 2000, thence....

....as per notes or for RADAR vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten (10) minutes after departure. Thence....

**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-054.

**NOTE:** Rwy 4L/R, simultaneous reception of EWR ILS/DME required.

<table>
<thead>
<tr>
<th>DP FIX</th>
<th>Expect RADAR VECTORS to:</th>
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</thead>
<tbody>
<tr>
<td>BAYYS</td>
<td>BDR/BDR R-054</td>
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<tr>
<td>BIGGY</td>
<td>SBJ/SBJ R-237</td>
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<tr>
<td>BREZY</td>
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<td>COATE</td>
<td>SAX/SAX R-311</td>
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<td>DIXIE</td>
<td>ELVAE/NECCK</td>
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<td>ELIOT</td>
<td>SAX R-252</td>
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<td>GAYEL</td>
<td>DPK R-320</td>
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<td>HAAYS</td>
<td>HUO</td>
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<td>LANNA</td>
<td>PTW R-059</td>
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<td>MERIT</td>
<td>LGA R-055</td>
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<td>NEION</td>
<td>LGA R-322</td>
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<td>NEWEL</td>
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<td>PARKE</td>
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<td>JFK/JFK R-139</td>
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<td>WAVEY</td>
<td>JFK/JFK R-156</td>
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<td>ELVAE/NECCK</td>
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<tr>
<td>ZIMMZ</td>
<td>SAX R-250</td>
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</tbody>
</table>

**NOTE:** ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000 or 16000.

**NOTE:** NEWEL may be accessed by turbo jet 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.

**TAKEOFF MINIMUMS:**
Rwy 4L: Standard with minimum climb of 365'/NM to 800.
Rwy 4R: Standard with minimum climb of 345'/NM to 800.
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.
TOP ALTITUDE: 
Rwy 4L/R/11/29: 3000
Rwy 22L/R: 2500

NOTE: Chart not to scale.

NEWARK FIVE DEPARTURE
(EWR5.EWR)
30 NOV 23
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4L/R: Climb on heading 039° to 500, then climbing right turn to heading 055° to I-EZA 4 DME (use I-EWR 3.6 DME when I-EZA is NA), then climbing left turn to heading 290°, cross TEB R-214 westbound at or above 2500, climb and maintain 3000, thence....

TAKEOFF RUNWAY 11: Climbing left turn on heading 060° to I-EZA 4 DME (use I-EWR 3.6 DME when I-EZA is NA), then climbing left turn to heading 290°, cross TEB R-214 westbound at or above 2500, climb and maintain 3000, thence....

TAKEOFF RUNWAY 22L: Climb on heading 219° to 500, then climbing left turn to heading 190° to I-LSQ 2.3 DME (use I-JNN 2.8 DME when I-LSQ is NA), then climbing right turn to heading 220°, maintain 2500, thence....

TAKEOFF RUNWAY 22R: Climbing left turn on heading 190° to I-LSQ 2.3 DME (use I-JNN 2.8 DME when I-LSQ is NA), then climbing right turn to heading 220°, maintain 2500, thence....

TAKEOFF RUNWAY 29: Climb on heading 288° to I-GPR 1.4 DME, then climbing left turn to heading 265°, maintain 3000, thence....

...as per notes or for RADAR vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

All Aircraft: ATC climb gradients: If unable to accept climb rates advise ATC prior to taxi. Rwy 4L/R/11: ATC climb of 500’/NM to 2500. Rwy 22L: ATC climb of 500’/NM to 600. Rwy 22R/29: ATC climb of 500’/NM to 500.

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.

(NOTES CONTINUED ON FOLLOWING PAGE)
NEWARK, NEW JERSEY

NEWARK FIVE DEPARTURE

(EWR5.EWR) 30NOV23

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

AL-285 (FAA)

(NOTES CONTINUED)

NOTE: Rwy 4L/R, 11 simultaneous reception of EWR ILS/DME required.
NOTE: Rwy 22L/R westbound departures expect RADAR vectors between 5 and 8 NM.

<table>
<thead>
<tr>
<th>DP FIX</th>
<th>Expect RADAR VECTORS to:</th>
<th>Depart Rwy 4L/R</th>
<th>Expect RADAR VECTORS to:</th>
<th>Depart Rwy 22L/R</th>
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NOTE: E LIOT may be accessed by all types of aircraft requesting a final altitude of 14000 or 16000.
NOTE: NEWEL may be accessed by turbo jet 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.

TAKEOFF MINIMUMS:
Rwy 4L: Standard with minimum climb of 365'/NM to 800.
Rwy 4R: Standard with minimum climb of 345'/NM to 900.
Rwy 11: Standard with minimum climb of 250'/NM to 2000.
Rwy 22L: Standard with minimum climb of 450'/NM to 700.
Rwy 22R: Standard with minimum climb of 225'/NM to 500.
Rwy 29: Standard with minimum climb of 455'/NM to 500.
NOTE: Chart not to scale.

TOP ALTITUDE: 2500

NOTE: COATE departures expect vectors to BDR VOR/DME direct COATE.
NOTE: HAAYS departures expect vectors to HAAYS.

NOTE: BAYYS departures 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.

NOTE: DIXIE departures expect vectors to ELVAE direct COL VOR/DME direct DIXIE.
NOTE: WAHEY departures expect vectors to JFK VOR/DME direct WAHEY.
NOTE: WHITE departures expect vectors to ELVAE direct COL VOR/DME direct WHITE.

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)
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):
**NIAGARA FALLS, NEW YORK**

**ATIS** 120.8 269.4

**BUFFALO APP CON** 126.5 317.6

**NIAGARA TOWER** 118.5 (CTAF) 349.0

**GND CON** 125.3 275.8

**CLNC DEL** 119.25 251.1

**UNICOM** 122.95

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**Radar Required**

**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.

---

**NIAGARA FALLS-flight Restriction Area**

1. 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 1/2 SM. For inop MALSR, increase S-ILS 28R all Cat visibility to RVR 4500 and S-LOC 28R all Cat visibility to RVR 5000. For inop MALSR when using Buffalo Niagara Intl altimeter setting, increase S-ILS 28R all Cat visibility to RVR 4500, S-LOC 28R Cat A/B visibility to RVR 5000, and S-LOC 28R Cat C/D visibility to RVR 6000. DME required. Rwy 28R helicopter visibility reduction below 1/2 SM NA. Rwy 6, 10R, 24, 28L, helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

2. MIRL Rwys 6-24 and 10R-28L

3. HIRL Rwy 10L-28R

4. REIL Rwys 6, 10L-28R

5. TDZ/CL Rwy 28R

**Treatment:**

- **S-LOC 28R**
  - Category A: 838/40 (300-3/4)
  - Category B: 920/40 (400-3/4)

- **S-ILS 28R**
  - Category A: 838/40 (300-3/4)
  - Category B: 920/40 (400-3/4)

- **CIRCLING**
  - Category A: 1100-1 (600-1)
  - Category B: 688 (700-2)
  - Category C: 688 (700-2½)
  - Category D: 688 (700-2½)

---

**Niagara Falls, New York**

**Amdt 4B 18JUN20**

**280°**

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**NE-2, 30 NOV 2023 to 25 JAN 2024**

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More information can be found in the document.
NIAGARA FALLS, NEW YORK

RNAV (GPS) RWY 6
NIAGARA FALLS INTL (IAG)

ATIS 120.8 269.4
BUFFALO APP CON 126.5 317.6
NIAGARA TOWER* 118.5 (CTAF) 349.0
GND CON 125.3 275.8
CLNC DEL 119.25 251.1
UNICOM 122.95

HOLDING PATTERN

WOTGU 3300 226°
046°

ZUPUV

3600

MISSED APPROACH:
Climb to 3600 direct ZUPUV and hold.

NIAGARA FALLS, NEW YORK
Orig B 18JUN20
43°06'N-78°57'W
RNAV (GPS) RWY 10L

NIAGARA FALLS INTL (IAG)

**NIAGARA FALLS, NEW YORK**

- **APN CRS**: 120°
- **TDZE**: 589
- **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 ½ 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.**

**MAF ZUKDU 25 NM**

- **Final approach course offset 19.84°**

**Category**

- **LP MDA**: 980-1 391 (400-1)
- **LNAV MDA**: 1040-1 451 (500-1)
- **CIRCLING**: 1100-1 508 (600-1)

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tr>
<td>LP MDA</td>
<td>980</td>
<td>391</td>
<td>980</td>
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<tr>
<td>LNAV MDA</td>
<td>1040</td>
<td>451</td>
<td>1040</td>
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<tr>
<td>CIRCLING</td>
<td>1100</td>
<td>508</td>
<td>688</td>
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</table>

**ATIS**: 120.8 269.4
**BUFFALO APP CON**: 126.5 317.6
**NIAGARA TOWER**: 118.5 (CTAF) 349.0
**GND CON**: 125.3 275.8
**CLNC DEL**: 119.25 251.1
**UNICOM**: 122.95

**NIAGARA FALLS INTL (IAG)**

**LE-2, 30 NOV 2023 to 25 JAN 2024**

**ELEV 592**

**TDZE 589**
**RNAV (GPS) RWY 28R**

**NIAGARA FALLS INTL (IAG)**

---

### 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 1/2 SM and Circling Cat C and D 1/4 SM. Baro-VNAV and VDP NA with Buffalo Niagara Intl altimeter setting. For inop MALSR increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV all Cats visibility to RVR 6000. 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. RW 28R helicopter visibility reduction below 1/2 SM NA. Rwy 6, 10R, 24, 28L, helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

### At 1100-1
- **1.9 NM to RW28R**
- **2.3 NM**
- **6.9 NM**

### Holding Pattern

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 1/2 SM and Circling Cat C and D 1/4 SM. Baro-VNAV and VDP NA with Buffalo Niagara Intl altimeter setting. For inop MALSR increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV all Cats visibility to RVR 6000. 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. RW 28R helicopter visibility reduction below 1/2 SM NA. Rwy 6, 10R, 24, 28L, helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

### Radar Required

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<th>D</th>
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<td>LPV DA</td>
<td>838/40</td>
<td>250 (300-340)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>957/40</td>
<td>369 (400-440)</td>
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<tr>
<td>LNAV MDA</td>
<td>960/40</td>
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<tr>
<td>CIRCLING</td>
<td>1100-1</td>
<td>508 (600-1)</td>
<td>1280-2</td>
<td>688 (700-2)</td>
</tr>
</tbody>
</table>

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**NIAGARA FALLS, NEW YORK**

**43°06′N-78°57′W**

**NIAGARA FALLS INTL (IAG)**

**RNAV (GPS) RWY 28R**

---

**NIAGARA FALLS, NEW YORK**

**43°06′N-78°57′W**

**NIAGARA FALLS INTL (IAG)**

**RNAV (GPS) RWY 28R**

---

**NIAGARA FALLS, NEW YORK**

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**RNAV (GPS) RWY 28R**

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**NIAGARA FALLS, NEW YORK**

**43°06′N-78°57′W**

**NIAGARA FALLS INTL (IAG)**

**RNAV (GPS) RWY 28R**

---

**NIAGARA FALLS, NEW YORK**

**43°06′N-78°57′W**

**NIAGARA FALLS INTL (IAG)**

**RNAV (GPS) RWY 28R**
RNAV (GPS) Y RWY 24
NIAGARA FALLS INTL (IAG)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3600 direct ZUPUV and hold.

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Buffalo Niagara Intl alimeter setting and increase all MDA 60 feet and increase LP Cats C and D visibility 1/4 mile and Circling Cats A and D visibility 1/2 mile. Rwys 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.

NIAGARA FALLS, NEW YORK
AL-614 (FAA)

RADAR REQUIRED

NIAGARA FALLS INTL (IAG)

RNAV (GPS) Y RWY 24

TDZ/CL Rwy 28R

REIL Rwy 7-15R, 23L-31R

HIRL Rwy 10L-18R, 24R, 28L

MINERALS
Rwys 6-24 and 10R-28L

CADillac
Rwys 6-24 and 10R-28L

AREA FLIGHT RESTRICTION

NE-2, 30 NOV 2023 to 25 JAN 2024

TDZE 592

ZUPUV

3600

7.6 NM

5.2 NM

240°

3,00°

TCH 48

2300

M5A RW24 25 NM

3500

240°

060°

N 3600

WUVBI

ZUPUV

Holding Pattern

240°

240°

7.6 NM

5.2 NM

240°

3,00°

TCH 48

2300

M5A RW24 25 NM

3500

240°

060°

N 3600

WUVBI

ZUPUV

Holding Pattern

240°

240°

7.6 NM

5.2 NM
NIAGARA FALLS, NEW YORK

RNAV (GPS) Z RWY 24
NIAGARA FALLS INTL (IAG)

ATIS 120.8 269.4
BUFFALO APP CON 126.5 317.6
NIAGARA TOWER* 118.5 (CTAF) 0 349.0
GND CON 125.3 275.8
CLNC DEL 119.25 251.1
UNICOM 122.95

MISSED APPROACH: Climb to 1400 then climbing left turn to 3600 direct ZUPUV and hold.

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 1/2 SM, LNAV Cats C and D visibility 3/4 SM, and Circling Cat C and D visibility 1/2 SM. Rwy 6, 10R, 24, 28L NA at night. 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.

RNAV (GPS) Z RWY 24

NIAGARA FALLS INTL (IAG)

RNAV (GPS) Z RWY 24
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 ½ SM and Circling Cat C and D ¾ SM. For inop MALSR, increase S-28R Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1¼. For inop MALSR when using Buffalo Niagara Intl altimeter setting, increase S-28R Cats C/D visibility to 1½. Rwy 28R helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1½ SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

**NIAGARA FALLS INTL (IAG)**

**ATIS**
120.8  269.4

**BUFFALO APP CON**
126.5  317.6

**NIAGARA TOWER**
118.5 (CTAF)  349.0

**GND CON**
125.3  275.8

**CLNC DEL**
119.25  251.1

**UNICOM**
122.95

---

**NIAGARA FALLS, NEW YORK**

**ELEV**
592 (D)

**TDZE**
588

---

**MALSR**
329 IA

**LOM/IAF**
KATHI

**LOM/IAF**
329 IA

---

**NIAGARA FALLS, NEW YORK**

**Category**

<table>
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<td>S-28R</td>
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<td>612 (700-¾)</td>
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**ELEV**
592

**TDZE**
588

---

**MALSR**
329 IA

**LOM/IAF**
KATHI

---

**NIAGARA FALLS, NEW YORK**

**ATIS**
120.8  269.4

**BUFFALO APP CON**
126.5  317.6

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**NIAGARA FALLS, NEW YORK**

**ELEV**
592 (D)

**TDZE**
588

---

**MALSR**
329 IA

**LOM/IAF**
KATHI

---

**NIAGARA FALLS, NEW YORK**

**ATIS**
120.8  269.4

**BUFFALO APP CON**
126.5  317.6

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<td>688 (700-2)</td>
<td>1280-2½</td>
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**NIAGARA FALLS, NEW YORK**

**ELEV**
592 (D)

**TDZE**
588

---

**MALSR**
329 IA

**LOM/IAF**
KATHI

---

**NIAGARA FALLS, NEW YORK**

**ATIS**
120.8  269.4

**BUFFALO APP CON**
126.5  317.6

---

**Category**

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<td>688 (700-2)</td>
<td>1280-2½</td>
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</table>
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 1
LT WARREN EATON (OIC)

MISSING APCH FIX

AWOS-3
119.025

BOSTON CENTER
133.25 279.5

UNICOM
122.8 (CTAF)

Category

A
B
C
D

LP MDA
1860-1 837 (900-1)
1860-1¼ 837 (900-1¼)
1860-2½ 837 (900-2½)

LNAV MDA
1880-1 857 (900-1)
1880-1¼ 857 (900-1¼)
1880-2½ 857 (900-2½)

CIRCLING
2060-1¼ 1136 (1200-1¼)
2160-1½ 1216 (1300-1½)
2240-3 1456 (1500-3)

Visual Segment - Obstacles.

5 NM Holding Pattern

GINNS

FENUB

Olgae
3.3 NM to RW01

RNAV (GPS) RWY 1

Norwich, New York

Amdt 1A 12OCT17

Norwich, New York

AL-6148 (FAA)

23166

NE-2, 30 NOV 2023 to 25 JAN 2024

Helicopter visibility reduction below 1 SM NA.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Procedure NA at night.

When local altimeter setting not received, procedure NA.

Holding Pattern

4100

194°

014°

7.5 NM

2.8 NM

3.3 NM

Ne-2, 30 Nov 2023 to 25 Jan 2024

Helicopter visibility reduction below 1 SM NA.
RNAV (GPS) RWY 19
LT WARREN EATON (OIC)

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.

Final approach course offset 18.28°.
A. NA

When local altimeter setting not received, use Atlantic City altimeter setting.

M. MISSED APPROACH: Climbing right turn to 2000 direct SIE VORTAC and hold.

AWOS-AV
119.775

ATLANTIC CITY APP CON
124.6 327.125

CLNC DEL
133.6

UNICOM
122.7 (CTAF)

GPS RWY 6
OCEAN CITY MUNI (26N)

OCEAN CITY, NEW JERSEY
AL-6823 (FAA)

APP CRS
060°

Rwy Idg
TDZE
Apt Elev
2972
8
8

Holding Pattern

2000
232°
052°

4 NM

052°

BRIGO

060°

060°

NE-2, 30 NOV 2023 to 25 JAN 2024

OCEAN CITY MUNI (26N)

GPS RWY 6

AVOS-AV
AWOS-AV
119.775

GPS RWY 6

260°

5 NM

NA

MIRL Rwy 6-24

105°

052°

052°

NE-2, 30 NOV 2023 to 25 JAN 2024

OCEAN CITY, NEW JERSEY

Orig-C 13SEP18

39°16'N-74°36'W

M6A RW06 25 NM

2100

(CTAF)

368
**RNAV (GPS) RWY 9**

**OGDENSBURG INTL (OGS)**

**AWOS-3**
- 118.525

**BOSTON CENTER**
- 135.25
- 377.1

**UNICOM**
- 122.8 (CTAF)

**RNP APCH.**

- RWY 9 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

**Procedure NA for arrival at WILRD on V29 southwest bound.**

**MISSP APPRCH:** Climb to 2000 direct KOCET and hold.

- 500-1
- 489 (500-1)
- 740-1
- 448 (500-1)
- 698 (700-2)
- 698 (700-2)
- 1000-2
- 1000-2
- 781-1

**Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.**

**Rotation NE-2, 30 Nov 2023 to 25 Jan 2024**

**RNAV**
- 3,000
- 695
- 712
- 523
- 699
- 749
- 822
- 1000

**Tackaberry Airport**

**HIRL Rwy 9-27**

**NE-2, 30 Nov 2023 to 25 Jan 2024**

**369**
RNAV (GPS) RWY 27
OGDENSBURG INTL (OGS)

AWOS-3
118.525

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C or above 54°C.**

**MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct KOCET and hold.**

Procedure NA for arrivals at LETUS on V29 westbound.

Procedure NA for arrivals at SSENA on T391 eastbound.

**LNAV only.**

**LPV DA**

552-3/4 250 [300-3/4]

**LNAV/ VNAV DA**

717-1/8 415 [500-1/8]

**LNAV MDA**

700-1 398 [400-1]

1000-1 398 [400-1]

1000-2 398 [400-1]

1000-2/4 398 [700-2]

**CIRCLING**

458 [500-1] 698 [700-1]

1000-1 698 [700-2]

1000-2/4 698 [700-2]
RNAV (GPS) RWY 6
OLD BRIDGE (3N6)

MISSED APPROACH: Climb to 2000 direct AMADE and on track 147° to COL VOR/DME and hold.

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.

NoPT for arrival on RBV VORTAC airway radials 238 CW 289.
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.
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.

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<td>CIRCLING</td>
<td>620-1</td>
<td>640-1</td>
<td>533 (600-1)</td>
<td>553 (600-1)</td>
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</table>
Circling NA to Rwy 16 and 34. Rwy 4 helicopter visibility reduction below 3/4 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.

**MISSING APPROACH:** Climb to 4500 direct UGASE and hold.
RNAV (GPS) RWY 22
CATTARAUGUS COUNTY-OLEAN (O.L.E.)

AWOS: 3  118.375
CLEVELAND CENTER  124.325  353.85
UNICOM  122.8 (CTAF)

MISSED APPROACH: Climb to 4900 direct VAKTY and hold.

Circling NA to Rwy 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.

MISSAPCH FIX
VAKTY
4 NM

HOLD
UGASE

ELEV 2135  TDZE 2132

RNAV (GPS) RWY 22
CATTARAUGUS COUNTY-OLEAN (O.L.E.)

CIRCLING

2261±
2216±
(FAF) UHZOS
RW22

223°
4 NM

HOLD
6000
4500

133°
11 NM to UGASE (IF/IAF)
4500

UGASE
133°
11 NM to UGASE
4500

UGASE
30 NM to UGASE
4900

4900 VAKTY

3200

1.3 NM to RW22

223°

3200

133°

UGASE

4 NM

Holding Pattern

3200

GP 3.00°

TCH 40

CATEGORY
A
B
C
D

LPV
DA
2382-3/4
250 (300-3/4)

LNAV/VNAV
DA
2569-1 1/4
437 (500-1/4)

LNAV MDA
2560-1
428 (500-1)
2560-1 1/2
428 (500-1 1/2)

CIRCLING
2620-1
485 (500-1)
2680-1 1/2
545 (600-1 1/2)
585 (600-2)

HIRL Rwy 4-22
REIL Rwy 4 and 22

Amdt 2B  10AUG23

OLAN, NEW YORK
377

NE-2, 30 NOV 2023 to 25 JAN 2024

CATTARAUGUS COUNTY-OLEAN (O.L.E.)
RNAV APCH-GPS.

**NA**
- Circling NA to Rwy 16 and 34.
- When VGSI inop, Straight-in/Circling Rwy 22 procedure NA at night.

**AWOS-3**
- 118.375

**CLEVELAND CENTER**
- 124.325
- 353.85

**LOC  I-OLE**
- 109.3
- 223°

**CATTARAUGUS COUNTY-OLEAN (OLE)**
- TDZE 2132
- Apt Elev 2135

**ELEV**
- 2135
- 2132

**LOC RWY 22**

**MISSED APPROACH:** Climb to 4900 direct VAKTY and hold.

**UNICOM**
- 122.8 (CTAF)

**FAF to MAP 4.7 NM**

**Min:Sec**
- 4.42
- 3.08
- 2.21
- 1.53
- 1.34

**Knots**
- 60
- 90
- 120
- 150
- 180

**4900 VAKTY**

**LOCALIZER 109.3**

**LNAV**

**LOCALIZER 4900**

**UGASE**

**EANEY OM**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**CATEGORY**

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<td>S-LOC 22</td>
<td>2580-1</td>
<td>448 (500-1)</td>
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**RNAV APCH-GPS.**

**ELEV**
- 2135
- 2132

**TDZE**
- 2132

**AMI 223°**

**Loc RWY 22**

**CLEVELAND CENTER**
- 124.325
- 353.85

**AVOS-3**
- 118.375

**RN**
- 2135

**REIL Rwys 4 and 22**

**HIRL Rwy 4-22**

**HIRL Rwy 4-22**

**REIL Rwys 4 and 22**

**CIRCLING**
- 2620-1
- 485 (500-1)

**EANEY OM**

**2758**

**LOCALIZER 109.3**

**1-OLE**

**HOLD**
- 5000
- 4500

**4 NM**

**30 NM to UGASE (IF/IAF)**

**IF/IAF**

**UGASE**

**EANEY OM**

**HOLD**
- 4500
- 6000

**4 NM**

**MISSED APCH FIX**

**VAKTY**

**HOLD**
- 4500
- 6000

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
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</tr>
</thead>
<tbody>
<tr>
<td>S-LOC 22</td>
<td>2580-1</td>
<td>448 (500-1)</td>
<td>2580-1½</td>
</tr>
<tr>
<td>CIRCLING</td>
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**NE-2, 30 NOV 2023 to 25 JAN 2024**

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**NE-2, 30 NOV 2023 to 25 JAN 2024**

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**NE-2, 30 NOV 2023 to 25 JAN 2024**

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<td>2620-1</td>
<td>485 (500-1)</td>
<td>2680-1½</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 6
ALBERT S NADER RGNL (N66)

Misssed 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.

When local altimeter setting not received, use Binghamton altimeter setting: increase LPV DA to 2197 feet, UNNAV/UNAV DA to 2473 feet, and all MDAs 140 feet; increase LPV and UNNAV/UNAV visibilities all Cats 1/2 SM. Baro-UNAV NA when using Binghamton altimeter setting. For uncompensated Baro-UNNAV systems, UNNAV/UNAV NA below -18°C or above 54°C. RWy 6 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

4500 147° to UYUNI and on track 237° turn on track 147° to UYUNI 4500 direct RIYOV and right
RNAV (GPS) RWY 24
ALBERT S NADER RGNL (N66)

When local altimeter setting not received, use Binghamton altimeter setting and increase LPV DA to 2313 feet, LNAV/VNAV DA to 2380 feet, and all MDAs 140 feet; increase LPV and LNAV/VNAV visibilities all Cats ½ SM. 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.

**AWOS**

- **30**
- **AWOS-3**

**BOSTON CENTER**

- **133.25**
- **279.5**

**UNICOM**

- **122.8**
- **CTAF**

**.Types of RNAV Approach:**

- **RNAV (GPS) RWY 24**

**MISSED APPROACH:**

Climb to 4500 direct WODIT and hold.

**Notes:**

- VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 51).
- Rwy 6 NA at night.
- MIRL Rwy 6-24 NA.
- 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.

**AWOS**

- **30**
- **AWOS-3**

**BOSTON CENTER**

- **133.25**
- **279.5**

**UNICOM**

- **122.8**
- **CTAF**

**Types of RNAV Approach:**

- **RNAV (GPS) RWY 24**

**MISSED APPROACH:**

Climb to 4500 direct WODIT and hold.

**Notes:**

- VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 51).
- Rwy 6 NA at night.
- MIRL Rwy 6-24 NA.
- 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.
Use Philadelphia Intl altimeter setting. Procedure NA at night. Rwy 25 helicopter visibility below 1 SM NA.

Procedure NA for arrivals at MXE VORTAC via airway radials 056 CW 177.

Procedure NA for arrivals at RUUTH via V123-157 northeast bound.

REIL Rwys 7 and 25
MIRL Rwy 7-25

Amdt 1A 03JAN19

PEDRICKTOWN, NEW JERSEY

MOORES LAKES 25 JUN 2023 to 25 JAN 2024

CENAM

(FAF)

CIRCLING

LNAV MDA

NA

NA

RNAV (GPS) RWY 25
OLDMANS TOWNSHIP (7N7)

RNAV (GPS) RWY 25
PEDRICKTOWN, NEW JERSEY

TP337

TDZE

38

@ 23110

RNP APCH.

Rwy Idg

Apt Elev

2419

40

NA

254°

3500

115°

(23.3)

448

MODENA

MXE

1153

38

254°

2600

1700

254°

(5.9)

POVAE

(FAF)

CENAM

289°

254°

(8.6)

269°

254°

074°

2600

4 NM

2600

4 NM

254°

2600

NA

NA

LNAV MDA

600-1

600-1

560-1

542 (600-1)

580-1

PHL ASOS

133.4

PHILADELPHIA APP CON

119.75

269.25

122.7 (CTAF)

UNICOM

CENAM

(FAF)

POVAE

(IAF/IF)

RUUTH

2600

119.75

269.25

269°

2600

40

74°

254°

38

122.7

269°

(5.9)

(8.6)

9°

115°

119°

254°

38

122.7

269°

(5.9)

(8.6)

9°

115°

119°

254°

38

122.7

269°

(5.9)

(8.6)

9°

115°

119°

254°

38

122.7

269°

(5.9)

(8.6)

9°

115°

119°

254°

38

122.7

269°

(5.9)

(8.6)

9°

115°

119°

254°

38

122.7

269°

(5.9)

(8.6)

9°

115°

119°

254°

38

122.7

269°

(5.9)

(8.6)

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115°

119°

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(8.6)

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119°

254°

38

122.7

269°

(5.9)

(8.6)

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119°

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122.7

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122.7

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115°

119°

254°

38

122.7

269°

(5.9)

(8.6)

9°

115°

119°

254°

38

122.7

269°

(5.9)

(8.6)

9°

115°

119°

254°

38

122.7

269°
When local altimeter setting not received, use Elmira altimeter setting: increase LPV DA to 1433 feet and visibility all Cats 1/2 SM; increase MDA 80 feet and visibility RNAV Cat A and Circling Cat C 1/4 SM and RNAV Cat C and D 1/2 SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/4 SM NA.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>ELMIRA APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>121.175</td>
<td>124.3 257.8</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**MISSED APCH FIX**

5 NM

WOFIL

2274

WOFIL

2196

2548

30 NM to EGELY

AGFUB

4100

2137

30 NM to EGELY

EGELY

099°

1467

1055

1471

RW01

ZETEX

1.4 NM

3.8 NM to RW01

1740 ± 1659 ± 1642

(IF/IAF) NIRVY

189°

279°

30 NM to NIRVY (No PT)

AGFUB

4100

099°

2700

2240

1400

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

* LNAV only.

** LPV DA to 1433 feet and visibility all Cats 1/2 SM; increase MDA 80 feet and visibility RNAV Cat A and Circling Cat C 1/4 SM and RNAV Cat C and D 1/2 SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/4 SM NA.

**MISSED APPROACH:**

Climb to 4000 direct WOFIL and hold, continue climb in hold to 4000.
RNAV (GPS) RWY 19
PENN YAN (PEO)

**UNICOM**
123.0 (CTAF)

**ASOS**
121.175

**ELMIRA APP CON**
124.3 257.8

**PENN YAN, NEW YORK**
42°38'N - 77°03'W

**CATEGORY**

<table>
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<tr>
<th>A</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1400-1 432 (500-1)</td>
<td>1400-1½ 432 (500-1½)</td>
<td>1400-1½ 432 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1500-1 512 (600-1)</td>
<td>1720-1 732 (800-1)</td>
<td>1820-2½ 832 (900-2½) 1980-3 992 (1000-3)</td>
</tr>
</tbody>
</table>

**A**

- **DME/DME RNP-0.3 NA.** When local altimeter setting not received, use Elmira altimeter setting; increase all MDA 80 feet and visibility S-19 Cat C and D, and Circling Cat B and C ½ SM.

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

**PENN YAN, NEW YORK (PEO)**
Orig-D 27JAN22

42°38'N - 77°03'W
Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. Use Griffiss Intl altimeter setting. Circling NA west of Rwy 4-22. Circling NA for Cat C.

Procedure NA for arrivals at GACKE on T705 southwest bound.

**RNAV (GPS) RWY 4**

**PISECO (K09)**

---

**RNP APCH - GPS.**

**BOSTON CENTER** 135.25 377.1

**UNICOM** 122.8 (CTAF)

**TUPPER SOUTH MOA**

**ELEV 1703** **TDZE 1703**

**GASSY**

**ZUGRA**

**MISSED APCH FIX**

**WULET**

**MALLO**

**GACKE**

**RATIONALE**

Use Griffiss Intl altimeter setting. Circling NA west of Rwy 4-22. Circling NA for Cat C.

**MISSING APCH FIX**

- Climb to 3500 then climbing right turn to 7000 direct GASSY and hold.
RNAV (GPS)-A
ALEXANDRIA (N85)

Procedure NA for arrivals at ARD VOR/DME airway radials 233 CW 304.

Procedure NA for arrivals at FJC VOR/DME airway radials 115 CW 159.

Procedure NA for arrivals at SBJ VOR/DME airway radials 237 CW 309.

Procedure NA for arrivals at JABAH IAF radials 237 CW 309.

Helicopter visibility reduction below 1 SM NA.

Allentown, PA altimeter setting. Procedure NA at night.

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.

ELEV 480

386
Procedure NA for arrivals on FJC VORTAC airway radial 053.

Procedure NA for arrivals on SBJ VOR/DME airway radials 237 CW 029.

Procedure NA for arrivals on ARD VOR/DME airway radials 294 CW 078.

MISSED APPROACH:
Climbing right turn 3000 direct LIZZI and hold.

Helicopter visibility reduction below 1 SM NA.

Altimeter setting. Procedure NA at night.

Use Lehigh Valley Intl, Allentown, PA.

DME/DME RNP-0.3 NA.

Procedure NA for arrivals on SBJ VOR/DME airway radials 237 CW 029.

Procedure NA for arrivals on ARD VOR/DME airway radials 294 CW 078.

Use Lehigh Valley Intl, Allentown, PA.
### VOR/DME RWY 8

**ALEXANDRIA (N85)**

**AL-6709 (FAA)**

**VOR/DME SBJ**
- **112.9**
- **Chm 76**

**APP CRS**
- 100°

**Rwy Idg**
- 2550

**TDZE**
- 480

**Apt Elev**
- 480

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<tr>
<td>S-B</td>
<td>1420-1</td>
<td>940 (1000-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1420-1</td>
<td>940 (1000-1)</td>
<td>NA</td>
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**Use Lehigh Valley Int'l, Allentown, PA altimeter setting.**

**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**
- **119.65**
- **124.45**
- **351.8**

**UNICOM**
- **122.975 (CTAF)**

---

**PITTSTOWN, NEW JERSEY**

**Amdt 2 15OCT15**

**40°35'N-75°01'W**
**RNAV (GPS) RWY 7**

**SKY MANOR (N40)**

**AWOS-3**
- 121.725

**ALLENTOWN APP CON**
- 119.65
- 124.45
- 351.8

**UNICOM**
- 122.975 (CTAF)

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**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.**

**RADAR REQUIRED**

**HOLD 2500**

**Visual Segment - Obstacles.**

**CATEGORY**

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<tr>
<td>LNAV MDA</td>
<td>1080-1</td>
<td>522 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>580 (600-1)</td>
<td>NA</td>
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**MIRL Rwy 7-25**

**REIL Rwy 7 and 25**
PITTS TOWN, NEW JERSEY

AWOS: 3
121.725

ALLENTOWN APP CON
119.65 124.45 351.8

UNICOM
122.975 (CTAF)

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.

MISSING APPROACH: Climb to 1200 then climbing right turn to 3000 direct UIZZI and hold.

RADAR REQUIRED

ELEV 560
TDZE 558

1200 3000 UZZI

Visual Segment - Obstacles.

4 NM

HOLD 2000 2500

ZIBEK

GETPE

4 NM

067° 6000
2500

067° 247°

1900

ZIBEK

GETPE

4.1 NM

HOLDING PATERN

4 NM

Visual Segment - Obstacles.

CATEGORY
A
B
C
D
LP MDA
1080-1
522 (600-1)
NA
LNAV MDA
1160-1
602 (600-1)
NA
CIRCLING
1160-1
600 (600-1)
NA
For inop ALS, increase S-LOC 35 Cat C/D visibility to 1 SM.
When local altimeter setting not received, use Patrick Leahy 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 ¼ mile, LNAV Cats C, D and E visibility ⅛ mile and Circling Cat C/D visibility ⅛ mile. VDP NA when using Patrick Leahy Burlington Intl altimeter setting. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA.

**MISSED APPROACH:** Climb to 3100 direct CAPNU and hold.

**ASOS**
- 132.225

**BURLINGTON APP CON**
- 121.1
- 278.8

**CLNC DEL**
- 121.85

**UNICOM**
- 122.7 (CTAF)

**MISSPD APCH FIX**
- CAPNU
- 172° ±
- 4 NM
- 2368
- 2710

**4095**
- 352° ±
- Procedure NA for arrivals at RIGID via V196 southwest bound.

**RIGID**
- 234
- 2772

**ELEV**
- 234

**TDZE**
- 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 ½ 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 ½ mile, LNAV Cats C, D visibility to ¼ mile, and increase Circling Cats C/D visibility ½ mile. VDP and Baro-VNAV NA when using Burlington Intl altimeter setting.

Procedure NA for arrivals at BTV VORTAC airway radials 311 CW 014.

Procedure NA for arrivals at LEAFY on V489 southbound.
RNAV (GPS) RWY 24
POTSDAM MUNI/DAMON FLD (PTD)

AWOS-3P
118.325

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

Rwy 24 helicopter visibility reduction below ¾ SM NA.

AWOS-3P
118.325

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

Rwy 24 helicopter visibility reduction below ¾ SM NA.

AWOS-3P
118.325

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

Rwy 24 helicopter visibility reduction below ¾ SM NA.
**ILS or LOC RWY 6**

**HUDSON VALLEY RGNL (POU)**

**LOC I-POU**: 111.3

**APP CRS**: 063°

**Rwy Idg**: 5001

**TDZE**: 156

**Apt Elev**: 164

---

**DME required for LOC only.**

- Circling NA to Rwy 7 and 25. Circling Rwy 15, 33 NA at night. Rwy 6 helicopter visibility reduction below ¼ SM NA. DME from IGN VOR/DME. Simultaneous reception of I-POU and IGN DME required. For inop ALS, increase S-ILS 6 Cats C/D visibility to 1 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 1 SM and S-LOC 6 Cats C/D visibility to 1 SM.

**ATIS**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>NEW YORK APP CON</th>
<th>DUTCHESS COUNTY TOWER</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.75</td>
<td>132.75</td>
<td>363.1</td>
<td>124.0 (CTAF)</td>
<td>269.15</td>
</tr>
</tbody>
</table>

**ELEV**: 164

**TDZE**: 156

**NE-2, 30 NOV 2023 to 25 JAN 2024**

---

**POUGHKEEPSIE, NEW YORK**

Amdt 6F 30DEC21

---

**41°38'N-73°53'W**

**ILS or LOC RWY 6**

**HUDSON VALLEY RGNL (POU)**

**POUGHKEEPSIE, NEW YORK**

**AL-286 (FAA)**

23166
RNAV (GPS) RWY 24
Hudson Valley Rgnl (POU)

Circling NA to Rwy 7 and 25. Circling Rwy 15, 33 NA at night. Rwy 24 helicopter visibility reduction below 3/4 SM NA. Rwy 15, 33 helicopter visibility reduction below 1 NA. DME/DME RNP-0.3 NA. When local altimeter not received, use Montgomery altimeter setting and increase all MDAs 80 feet and LNAV Cat C and Circling Cats A, B and C visibility ¼ SM.

Atis
126.75
New York App Con
132.75
363.1
Dutchess County Tower
124.0 (CTAF)
269.15
Gnd Con
121.8
Clnc Del
121.8
Unicom
122.95

RNAV (GPS) RWY 24
Hudson Valley Rgnl (POU)

Procedure NA for arrivals at HUO VOR/DME on airway radials 019 CW 145.

Procedure NA for arrivals at CMK VOR/DME on airway radials 275 CW 090.
Circling NA to Rwys 7 and 25. Circling Rwy 15, 33 helicopter visibility reduction below 1 SM NA. When local altimeter not received, use Montgomery altimeter setting and increase all MDAs 80 feet and visibility Cat C 1/4 SM.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

Misaligned approach and hold, continue climb-in-hold to 3000.

Amdt 11F 30DEC21

41°38'N-73°53'W

POUGHKEEPSIE, NEW YORK

AL-286 (FAA)

VOR-A

HUDSON VALLEY RGNL (POU)

POUGHKEEPSIE, NEW YORK

Amdt 11F 30DEC21

41°38'N-73°53'W

POUGHKEEPSIE, NEW YORK

AL-286 (FAA)

VOR-A

HUDSON VALLEY RGNL (POU)

POUGHKEEPSIE, NEW YORK

23166

VOR/DME IGN

117.6

Chan 123

APP CRS

242°

Rwy Idg

TDZE

Apt Elev

N/A

N/A

N/A

N/A

ELEV

164

D

1745

1503

1500

3000

IGN

IGN

VOR/DME

242°

217°

1900

172°

356°

1050±

1512

1999

1444

1361

1298

1336

1247

1456±

456±

427

512

677

509±

724±

367

424

51

364

217

53

MIRL Rwy 15-33

HIRL Rwy 6-24

REIL Rwy 24

REIL Rwy 33

MSA IGN 25 NM

14700

37000

100°

280°

35000

28000

Remain within 10 NM

FAF to MAP 3.3 NM

CATEGORY

A

B

C

D

CIRCLING

760-1

840-1

940-2 ¼

1080-3

596 (600-1)

676 (700-1)

776 (800-2 ¼)

916 (1000-3)

23166
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.

NOTE: Chart not to scale.
RNAV (GPS) RWY 28
PRINCETON (39N)

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.

TTN ASOS 126.775
NEW YORK APP CON 132.8 379.9
UNICOM 122.725 (CTAF)
123.05

MISSED APPROACH: Climb to 2700 direct FOLAM and hold.

- UNICOM:
  - NEW YORK APP CON: 132.8 379.9
  - 122.725 (CTAF)

- ELEV: 128
- TDZE: 128

- MIRL Rwy 10-28
- REIL Rwy 10

- TTN ASOS: 2900 N

- Visibility reduction below 1 SM NA.
- Procedure NA at night. Rwy 28 helicopter

- Category A
  - LNAV MDA: 900-1
  - 772 (800-1)

- Category B
  - LNAV MDA: 900-1/4
  - 772 (800-1/4)

- Category C
  - LNAV MDA: 900-2/4
  - 772 (800-2/4)

- Category D
  - LNAV MDA: NA

- 282°
- 283°
- 282°
- 283°
DME required.

NA

Circling Rwy 28 NA at night. Use Trenton altimeter setting; when not received, use Somerville altimeter setting.

TIN ASOS
126.775

NEW YORK APP CON
132.8 379.9

UNICOM
122.725 (CTAF)

123.05

NoPT for arrival on SBJ VOR/DME airway radials 237 CW 054.

MISSED APPROACH: Climbing left turn to 2300 direct SBJ VOR/DME and hold.

Unit: 1 m

ELEV 128

Category: A

Knots
60 90 120 150 180
Min:Sec
4:24 2:56 2:12 1:46 1:28

One Minute Holding Pattern

CIRCLING

1040-1/4

912 (1000-1/4)

NA

UNIT: 1 m

CATEGORY
A

B

C

D

FAF to MAP 4.4 NM

NE-2, 30 NOV 2023 to 25 JAN 2024

PRINCETON/ROCKY HILL, NEW JERSEY
AL-5374 (FAA)
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.
Rwy 4 helicopter visibility reduction below 3/4 SM NA. VDP NA with Newark Liberty Int'l altimeter setting. Circling NA to Rwy 10-28 and 13-31. Obtain local altimeter setting on CTAF. When local altimeter setting not received, use Newark Liberty Int'l altimeter setting and increase all MDAs 100 feet and S-04 visibility Cat B 1/4 SM and Circling Cat B 1/4 SM.

MISSED APPROACH: Climbing right turn to 2100 direct SBJ VOR/DME, continue climb-in-hold to 2100.

NEW YORK APP CON
132.8  379.9

GCO
121.725

UNICOM
122.8 (CTAF)

SOLBERG/HUNTERDON (N51)

VOR RWY 4

MIRL Rwy 4-22 (hard surface only)

REIL Rwy 4 and 22

APEGE DME MINIMUMS

CATEGORY  A  B  C  D
S-4  1200-1/4  1200-1/2  NA
CIRCLING  1200-1/4  1200-1/2  NA

APEGE SBJ 3.5

APEGE SBJ 2.3

Somerset

ELEV 190  TDZE 190
RNAV (GPS) RWY 11
TRENTON-ROBBINSVILLE (N87)

Procedural NA at night. RWY 11 helicopter visibility reduction below 8 SM NA. Use Wrightstown altimeter setting.

Procedural NA for arrivals at TATVE on V147 northwest bound.

Procedural NA for arrivals at ZIDET on V479 southbound.

Visual Segment - Obstacles.

Category

LNAV MDA

CIRCLING

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>640-1</td>
<td>522 (600-1)</td>
<td>640-1½</td>
<td>522 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>680-1</td>
<td>562 (600-1)</td>
<td>680-1½</td>
<td>562 (600-1½)</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 11
TRENTON-ROBBINSVILLE (N87)

NE-2, 30 NOV 2023 to 25 JAN 2024

40°13'N-74°36'W

411
**RNAV (GPS) RWY 29**

**TRENTON-ROBBINSVILLE (N87)**

---

### APP CRS

269°

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE-2</td>
<td>118</td>
<td>118</td>
</tr>
</tbody>
</table>

### MC GUIRE APP CON

126.475  363.8

### UNICOM

123.0  (CTAF)

### ELEV

118

### TDZE

118

### RNAV (GPS) RWY 29

**2100 NoPT 266° (8.2)**

**4 NM**

**HOLD 6000 2100**

**FEGAN**

**CASVI**

**COLTS NECK**

**COL**

**ZOLRO**

2.6 NM to RW29

**[FAF] RUDJU**

**[IF/IAF] NENNO**

**109°**

**289°**

**2100**

**2100 direct NENNO and hold.**

**MISSED APPROACH:** Climb to 1000, then climbing right turn to 2100 direct NENNO and hold.

Procedure NA for arrivals on RBV VORTAC airway radials 024 CW 122.

Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Use Wrightstown altimeter setting.

Procedure NA for arrivals at COL VOR/DME on V232 eastbound.

---

**RNP APCH.**

**ROBBINSVILLE, NEW JERSEY**

40°13'N-74°36'W

**RNAV (GPS) RWY 29**

**TRENTON-ROBBINSVILLE (N87)**

---

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**ROBBINSVILLE, NEW JERSEY**

Amdt 1C  30DEC21

---

**266° (8.2)**

**2100**

**6000**

**2100**

**289°**

**Visual Segment - Obstacles.**

**289° to RW29**

**COLS NECK**

**COL**

**ZOLRO**

2.6 NM to RW29

**[FAF] RUDJU**

**[IF/IAF] NENNO**

**109°**

**289°**

**2100**

**2100 direct NENNO and hold.**

**MISSED APPROACH:** Climb to 1000, then climbing right turn to 2100 direct NENNO and hold.

Procedure NA for arrivals on RBV VORTAC airway radials 024 CW 122.

Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Use Wrightstown altimeter setting.

Procedure NA for arrivals at COL VOR/DME on V232 eastbound.

---

**RNAV (GPS) RWY 29**

**TRENTON-ROBBINSVILLE (N87)**

---

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**ROBBINSVILLE, NEW JERSEY**

Amdt 1C  30DEC21

---

**266° (8.2)**

**2100**

**6000**

**2100**

**289°**

**Visual Segment - Obstacles.**

**289° to RW29**

**COLS NECK**

**COL**

**ZOLRO**

2.6 NM to RW29

**[FAF] RUDJU**

**[IF/IAF] NENNO**

**109°**

**289°**

**2100**

**2100 direct NENNO and hold.**

**MISSED APPROACH:** Climb to 1000, then climbing right turn to 2100 direct NENNO and hold.

Procedure NA for arrivals on RBV VORTAC airway radials 024 CW 122.

Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Use Wrightstown altimeter setting.

Procedure NA for arrivals at COL VOR/DME on V232 eastbound.

---

**RNAV (GPS) RWY 29**

**TRENTON-ROBBINSVILLE (N87)**

---

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**ROBBINSVILLE, NEW JERSEY**

Amdt 1C  30DEC21

---

**266° (8.2)**

**2100**

**6000**

**2100**

**289°**

**Visual Segment - Obstacles.**

**289° to RW29**

**COLS NECK**

**COL**

**ZOLRO**

2.6 NM to RW29

**[FAF] RUDJU**

**[IF/IAF] NENNO**

**109°**

**289°**

**2100**

**2100 direct NENNO and hold.**

**MISSED APPROACH:** Climb to 1000, then climbing right turn to 2100 direct NENNO and hold.

Procedure NA for arrivals on RBV VORTAC airway radials 024 CW 122.

Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Use Wrightstown altimeter setting.

Procedure NA for arrivals at COL VOR/DME on V232 eastbound.

---

**RNAV (GPS) RWY 29**

**TRENTON-ROBBINSVILLE (N87)**

---

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**ROBBINSVILLE, NEW JERSEY**

Amdt 1C  30DEC21

---

**266° (8.2)**

**2100**

**6000**

**2100**

**289°**

**Visual Segment - Obstacles.**

**289° to RW29**

**COLS NECK**

**COL**

**ZOLRO**

2.6 NM to RW29

**[FAF] RUDJU**

**[IF/IAF] NENNO**

**109°**

**289°**

**2100**

**2100 direct NENNO and hold.**

**MISSED APPROACH:** Climb to 1000, then climbing right turn to 2100 direct NENNO and hold.

Procedure NA for arrivals on RBV VORTAC airway radials 024 CW 122.

Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Use Wrightstown altimeter setting.

Procedure NA for arrivals at COL VOR/DME on V232 eastbound.
VOR RWY 29
TRENTON-ROBBINSVILLE (N87)

VISUAL APPROACH

Procedure NA at night.
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
126.475 363.8

UNICOM
123.0 (CTAF)

123.3

ELEV 118 TDZE 118

MIRL Rwy 11-29

RBV

Visual Segment - Obstacles.

One Minute Holding Pattern

1700 RBV 25 NM

MIA

ROBBINSVILLE

113.8 RBV Channel 85

108° 1 min

R-108

HOLD 5000 1700

288° 4.7 NM from FAF

1700 NoPT (14.9) CASVI

(1F/IAF)

Rwy 29 Visual Segment - Obstacles.

MIRL Rwy 11-29

NE-2, 30 NOV 2023 to 25 JAN 2024

CATEGORY
A
B
C
D

FAF to MAP 4.7 NM

Knots
60 90 120 150 180

Min:Sec
4:42 3:08 2:21 1:53 1:34

30-1 502 (600-1) 620-1 502 (600-1½)

CIRCLING
680-1 562 (600-1)

680-1½ 562 (600-1½) 760-2 642 (700-2)

40°13'N-74°36'W

413
ILS or LOC RWY 22
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

DME or RADAR required.

> When R-5203 active hold in lieu NA. DME from ROC VOR/DME.

DME use requires simultaneous reception of I-MWD and ROC DME. *RVR 1800 authorized with use of FD or AP or HUD to DA.

ATIS 124.825
ROCHESTER APP CON 119.55 269.6
ROCHESTER TOWER 118.3 254.3
GND CON 121.7
CLNC DEL 118.8 343.65

ACFT R-5203

PROCEDURE NA FOR ARRIVALS AT ROC VOR/DME ON T608 WESTBOUND AND ON V483 SOUTHWEST BOUND.

ATC COMMUNICATIONS

* FREDERICK DOUGLASS/GREATER ROCHESTER INTL

FREDERICK DOUGLASS/GREATER ROCHESTER INTL

AMENDED 9 APR 2023

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct GEE VOR/DME and hold.
ILS or LOC RWY 28
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

Helicopter visibility reduction below RVR 4000 NA.
Multiple unshielded lights in final approach area.
For inop MALSR, increase S-ILS 28 all Cat A/B 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 1 3/4.

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.

Procedure NA for arrivals at LORTH on V2 eastbound.
**ROCHESTER, NEW YORK**

**AL-351 (FAA)**

**ILS RWY 4 (CAT II)**

**FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)**

**ALT**

**ATIS**  
**ROCHESTER APP CON**  
124.825  
119.55  
269.6

**ROCHESTER TOWER**  
118.3  
254.3

**GND CON**  
121.7

**CLNC DEL**  
118.8  
343.65

---

**LOCALIZER 110.7**  
**I-MCU**

**GENESEO**  
**GEE**  
108.2  
Chan 19

**WORIS INT**  
**ROC 5.4**  
**110.0 ROC**  
**Chan 37**

**ROCHESTER**  
**110.0 ROC**  
**Chan 37**

**ALTERNATE MISSED APCH FIX**

**GENESEO**  
**GEE**  
108.2  
Chan 19

---

**MISSING 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.

**LOCALIZER 110.7**  
**I-MCU**

---

**LOWERED MINIMUMS**

**ROCHESTER**  
**TWR**  
6402 X 150

**4000 X 100**

**ATIS**  
**ROCHESTER APP CON**

**S-ILS 4**  
**3600**

---

**D**  
**TDZE 535**

---

**FEATURE**

**FEPUG INT**  
**ROC 13.3**

**WORIS INT**  
**ROC 5.4**

**1100**  
**3000**  
**ROC R-096**  
**BREIT INT**

**GS 3.00°**  
**TCH 56**

**7.9 NM**  
**100 DA 635**

---

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**REPL VFR CORRIDOR**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**ROCHESTER, NEW YORK**

**Amdt 21B 20AUG15**

**FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)**

**43°07'N-77°40'W**

**ILS RWY 4 (CAT II)**
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 1\%.

Procedure NA for arrivals at GEE VOR/DME on airway radials 287 CW 018.
RNAV (GPS) RWY 7
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

ATIS
124.825

ROCHESTER APP CON
119.55 269.6

ROCHESTER TOWER
118.3 254.3

GND CON
121.7

CLNC DEL
118.8 343.65

HITOX

CEPAG

APP CRS 076°

TDZE 076° 547

Apt Elev 559

Rwy 7 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct BILAW and hold.

MIRL Rwy 7-25
REIL Rwys 7, 10 and 25
HIRL Rwys 10-28 and 4-22

TDZ/CL Rwy 4

940-1 940-1 1060-1 1060-1

393 (400-1) 393 (400-1) 513 (600-1) 513 (600-1)

02DEC21

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)
RNAV (GPS) RWY 10
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

Rwy 10 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 3000 direct BILAW and hold.

Procedure NA for arrivals at CLUNG on V2 southwest bound.

Procedure NA for arrival on GEE VOR/DME airway radials 263 CW 018.

Visual Segment - Obstacles.

LP MDA
980/55  424 (500-1)
980-1  424 (500-1)

LNAV MDA
980/55  424 (500-1)
980-1  424 (500-1)

CIRCLING
1060-1  501 (600-1)
1500-2  941 (1000-2½)
1500-3  941 (1000-3)

ROCHESTER, NEW YORK
Amdt 1C  08SEP22

NE-2, 30 NOV 2023 to 25 JAN 2024
**RNAV (GPS) RWY 22**

**FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)**

- **APP CRS**: 224°
- **Rwy Idg**: 8001
- **TDZE**: 559
- **Apt Elev**: 559

**ATIS**: 124.825
**ROCHESTER APP CON**: 119.55 269.6
**ROCHESTER TOWER**: 118.3 254.3
**GND CON**: 121.7
**CLNC DEL**: 118.8 343.65

**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.**

**MISSED APPROACH**: Climb to 4000 direct FIDBA and on track 194° to GEE VOR/DME and hold.

- **TDZ/CL Rwy 4**
- **REIL Rwy 7, 10 and 25**
- **MIRL Rwy 7-25**
- **HIRL Rwy 10-28 and 4-22**

**PROCLING**: 980/24 421 (500-1/2) 980/40 421 (500-3/4)

**FDA**: 859/25 300 (300-1/4)

**MANGN**: LNAV only. 1.2 NM to RW22

**Remarks**:
- **MISSED APCH FIX**: GENESSEE
- **RVR 1800 authorized with use of FD or AP or HUD to DA.**
- **MAX TEMP**: -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
RNAV (GPS) RWY 25
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 34 SM NA.

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

Radar Required

Missed Approach: Climb to 3000 direct CEPAG and on track 275° to MONCK and hold.

Amdt 1A 05MAR15

SM NA.

MISSED APPROACH: Climb to 3000 direct CEPAG and on track 275° to MONCK and hold.

ROCHESTER, NEW YORK
AL-351 (FAA)
23278
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.

ATIS 124.825  ROCHester APP CON  119.55  269.6  ROCHester TOWER  118.3  254.3  GND CON  121.7  CLNC DEL  118.8  343.65

Procedure NA for arrivals at MAGEN on V2 eastbound.
Procedure NA for arrivals at FAULT on V31-34 southeast bound.
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.

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.

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.

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.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

RECORD ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

N 90°

Top Altitude: 10000

Takeoff Minimums
Rwys 4, 25, 28: Standard.
Rwy 7: 300-1¼ 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: 200-1½ 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.

Xerox Seven Departure

Frederick Douglass/Greater Rochester Int'l (ROC)

Rochester, New York

108.2 GEE
Chan 19

Geneseo

108.6 SFK
Chan 23

Stonyfork

108.6 SFK
Chan 23

Hancock

116.8 HNK
Chan 115

Jamestown

114.7 JHW
Chan 94

Slate Run

113.2 SLT
Chan 86

Philadelphia

115.5 PSB
Chan 102

Binghamton

112.2 CFB
Chan 59

Syracuse

117.0 SYR
Chan 117

Rochester

110.0 ROC
Chan 37

Turbojet Aircraft Only

All Other Aircraft

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

Note: Radar required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Turbojet aircraft only climb on heading 044° to 1200, then heading 360°, thence . . .
All other aircraft climb on heading 044°, thence . . .
TAKEOFF RUNWAY 7: Climb on heading 076°, thence . . .
TAKEOFF RUNWAY 10: Climb on heading 100°, thence . . .
TAKEOFF RUNWAY 22: Climb on heading 224°, thence . . .
TAKEOFF RUNWAY 25: Climb on heading 256°, thence . . .
TAKEOFF RUNWAY 28: Climb on 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.
Circling NA southwest of Rwy 15-33.
Rwy 33 helicoper visibility reduction below 3/4 SM NA.
Inop table does not apply.

Rwy Idg 11820
Apt Elev 498

Localizer 110.1
Chan 38

LOCALIZER 110.1
Chan 38

ILS or LOC RWY 33
GRIFFISS INTL (RME)

CIRCLING

-lop CRS
11820
498

EWALR
504

GA
0.3
116°

ATIS
118.7

SYRACUSE APP CON
127.425
290.45

GRIFFISS TOWER
118.1 (CTAF)
291.7

GND CON
121.9

UNICOM
122.95

ELEV 504

TDZE 498

HIRL Rwy 15-33

MDL Rwy 15-33

GRPHS INTL (RME)

NE-2, 30 NOV 2023 to 25 JAN 2024

ROM-E, NEW YORK

Amnd 3 12AUG21

43°14’N-75°24’W
429

S-LOC 33
880-1 382 (400-1)
880-1 382 (400-1)

S-ILS 33
880-1 382 (400-1)
880-1 382 (400-1)

CIRCLING

9120-1
616 (700-1)

1220-1
716 (800-1)

1380-2
876 (900-2)

1136 (1200-3)

4 NM

6.4 NM

1 NM

1.1 NM
RNAV (GPS) RWY 15
GRIFFISS INTL (RME)

MISSED APPROACH: Climb to 3500 direct BOLTZ and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 48°C.
When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 804 feet, LNAV/VNAV DA to 1152 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats B and C visibility ½ SM. Baro-VNAV and VDP NA when using Syracuse altimeter setting. Circling NA southwest of Rwy 15-33.

Procedure NA for arrivals on SYR VORTAC airway radials 018 CW 154.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS or LOC RWY 23
ADIRONDACK RGNL (SLK)

DME required.
RNAV 1-GPS required.

Circling Rwy 5, 9, 27 NA at night. DME from SLK DME. Simultaneous reception of I-SLK and SLK DME required. LOC only Rwy 23 helicopter visibility reduction below ½ SM NA. For inop ALS, increase S-LOC 23 Cat A/B visibility to 1 SM.

MISSED APPROACH: Climb to 3500 then climbing right turn to 5400 direct JONNN and hold.

RNAV 1-GPS required.
DME required.

LOC I-SLK 108.9
APP CRS 229°
Rwy Idg 6333
TDZE 1663
Apt Elev 1663

CIRCLING
2500-1 2660-1 2660-3 2700-3
383 997 997 1037

CIRCLING
2500-1 2660-1 2660-3 2700-3
383 997 997 1037

S-LOC 23
2200-3 537 (600-3) 2200-1 537 (600-1)

S-ILS 23
1863-1/2 200 (200-1/2)

ELEV 1663
TDZE 1663

MISSED APPROACH: Climb to 3500 then climbing right turn to 5400 direct JONNN and hold.

RNAV 1-GPS required.
DME required.

LOC I-SLK 108.9
APP CRS 229°
Rwy Idg 6333
TDZE 1663
Apt Elev 1663

CIRCLING
2500-1 2660-1 2660-3 2700-3
383 997 997 1037

CIRCLING
2500-1 2660-1 2660-3 2700-3
383 997 997 1037

S-LOC 23
2200-3 537 (600-3) 2200-1 537 (600-1)

S-ILS 23
1863-1/2 200 (200-1/2)
Circling Rwy 5, 9, 27 NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Rwy 5 straight-in minimums NA at night.

MISSING APPROACH: Climbing left turn to 6000 direct MUNZA and hold, continue climb-in-hold to 6000.
Rw 9 helicopter visibility reduction below 1 SM NA.
Straight-in Rw 9 NA at night, Circling Rw 5, 9, 27 NA at night.

MisSED APPROACH: Climbing left turn to 6000 direct MUNZA and hold, continue climb-in-hold to 6000.

ASOS 124.175  BOSTON CENTER 120.35  342.25  UNICOM 123.0 (CTAF)

ADIRONDACK RGNL (SLK)
RNAV (GPS) RWY 23
ADIRONDACK RGNL (SLK)

Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-
VNAV systems, LNAV/VNAV NA below -29°C or above 54°C. When local
altimeter setting not received, procedure NA. Circling Rwy 5, 9, 27 NA at night.
Inop table does not apply to LPV DA. For inop ALS, increase LNAV/VNAV all
Categories visibility to 1¾ SM; increase LNAV Cat A/B visibility to 1 SM.

---

**ASOS**

<table>
<thead>
<tr>
<th>Location</th>
<th>Code</th>
<th>Temperature</th>
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</thead>
<tbody>
<tr>
<td>SARANAC LAKE, NEW YORK</td>
<td>SARANAC LAKE, NEW YORK</td>
<td>-29°C</td>
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**RW23**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1913-¾</td>
<td>250 (300-¾)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>2149-1</td>
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<td>LNAV MDA</td>
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**CIRCLING**

<table>
<thead>
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<td>2500-1¼</td>
<td>837 (900-1¼)</td>
<td>997 (1000-1½)</td>
<td>2660-3</td>
<td>2660-3</td>
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<td>2660-1½</td>
<td>997 (1000-1½)</td>
<td>2660-3</td>
<td>2800-3</td>
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<tr>
<td>2800-3</td>
<td>1137 (1200-3)</td>
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**UNICOM**

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<tr>
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<td>MIRL Rwy 9-27</td>
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<td>120.35</td>
<td>HIRL Rwy 5-23</td>
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**BOSTON CENTER**

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<th>Code</th>
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RNAV (GPS) RWY 5
SARATOGA COUNTY (5B2)

APP CRS
052°
Rwy Idg 4699
TDZE 434
Apt Elev 434

RNP APCH.

RNAV (GPS) RWY 5
SARATOGA SPRINGS, NEW YORK
AL-5816 (FAA) 23222

AWOS-3
ALBANY APP CON
CLNC DEL (GCO)
UNICOM

132.025
118.05 263.075
118.125
123.075 (CTAF)

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 ½ SM.

MISSED APPROACH: Climb to 3000 direct TAYVO and hold.

 Procedure NA for arrivals at ROOMS on V490 westbound.

 Procedure NA for arrival on ALB VORTAC airway radials 250 CW 003.

Procedure NA for arrivals at MSA RW05 25 NA.

RNAV (GPS) RWY 5
SARATOGA COUNTY (5B2)

SARATOGA SPRINGS, NEW YORK

Amdt 1E 25FEB21

43°03'N-73°52'W
Baro-VNAV and VDP NA when using Albany altimeter setting. Rwy 23 helicopter visibility reduction below 3/8 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 1/8 SM, LNAV Cats C/D visibility 3/8 SM, and Circling Cat C visibility 1/4 SM.

**AWOS-3**

**ALBANY APP CON**

**CLNC DEL (GCO)**

**UNICOM**

**ELEV**

**TDZE**

**RNP APCH**

**MISSAPCH FIX**

**VACPU**

**RAYU**

**TAYVO**

**LOXFO**

**VDP**

**VSI**

**LPV**

**DA**

**MDA**

**CIRCLING**

**MISSED APPROACH:** Climb to 3000 direct WALTU and hold.
Circling RWY 10 NA at night, Baro-VNAV and VDP NA when using Albany altimeter setting. RWY 4 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LPV.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

When local altimeter setting not received, use Albany altimeter setting and increase LPV DA to 621 feet, LNAV/VNAV DA to 638 feet, and increase all MDAs 40 feet. For inop ALS, increase LNAV/VNAV all Cats visibility to 3/4 SM and LNAV Cats A/B to 1 SM and Cats C/D to 1/2 SM. For inop ALS when using Albany altimeter setting, increase LPV all Cats visibility to 3/4 SM, increase LNAV/VNAV all Cats to 3/4 SM, increase LNAV Cats A/B visibility to 1/2 SM, and Cats C/D to 1/2 SM.

**Categories and MDA Values**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>588-3/4</td>
<td>250 (300-3/4)</td>
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<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>605-3/4</td>
<td>267 (300-3/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>800-3/4</td>
<td>462 (500-3/4)</td>
<td>800-1</td>
<td>462 (500-1)</td>
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<tr>
<td></td>
<td>502 (600-1)</td>
<td>562 (600-1)</td>
<td>1120-2 1/4</td>
<td>742 (800-2 1/4)</td>
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</table>

**Circling RWY 10 NA at night, Baro-VNAV and VDP NA when using Albany altimeter setting. RWY 4 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LPV.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

When local altimeter setting not received, use Albany altimeter setting and increase LPV DA to 621 feet, LNAV/VNAV DA to 638 feet, and increase all MDAs 40 feet. For inop ALS, increase LNAV/VNAV all Cats visibility to 3/4 SM and LNAV Cats A/B to 1 SM and Cats C/D to 1/2 SM. For inop ALS when using Albany altimeter setting, increase LPV all Cats visibility to 3/4 SM, increase LNAV/VNAV all Cats to 3/4 SM, increase LNAV Cats A/B visibility to 1/2 SM, and Cats C/D to 1/2 SM.

**Categories and MDA Values**

<table>
<thead>
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<th>A</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>588-3/4</td>
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<td>LNAV/ VNAV DA</td>
<td>605-3/4</td>
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<tr>
<td>LNAV MDA</td>
<td>800-3/4</td>
<td>462 (500-3/4)</td>
<td>800-1</td>
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<tr>
<td></td>
<td>502 (600-1)</td>
<td>562 (600-1)</td>
<td>1120-2 1/4</td>
<td>742 (800-2 1/4)</td>
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</table>
RNAV (GPS) RWY 10
SCHENECTADY COUNTY (SCH)

AWOS-3  119.275  ALBANY APP CON  132.825  263.075  SCHENECTADY TOWER  121.3  (CTAF)  321.1  GND CON  121.9  UNICOM  122.95

Procedure NA for arrivals at CEDOR on V14 westbound.

Circling Rwy 10 NA at night.
Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 10 NA at night, Circling Rwy 10 NA at night.

Visual Segment - Obstacles

Circling Cat C visibility 1 mile, and LNAV Cat B and Circling Cat C visibility 1/2 mile.

MISSED APPROACH: Climb to 3000 direct VEYCU and hold.

AL-382 (FAA)

SCHENECTADY, NEW YORK

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 1/2 mile, and LNAV Cat C/D and Circling Cat C visibility 1/2 mile.

SCHENECTADY, NEW YORK

Orig-F 15JUL21

42°51’N-73°56’W
Circling Rwy 10 NA at night. Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 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 1/4 mile.

Procedure NA for arrival on CAM VOR/DME airway radials 203 CW 016.

MISSED APPROACH: Climb to 3700 direct FOSRA and hold.

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>Circling</th>
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<tbody>
<tr>
<td>A</td>
<td>628-3/4</td>
<td>716-1 1/8</td>
<td>900-1</td>
<td>900-1</td>
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<tr>
<td>B</td>
<td>250 (300-3/4)</td>
<td>338 (400-1/8)</td>
<td>522 (600-1)</td>
<td>940-1</td>
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<tr>
<td>C</td>
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<td>D</td>
<td>6.1 NM</td>
<td>522 (600-1)</td>
<td>1120-2 1/4</td>
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</table>
Circling Rwy 10 NA at night. 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 ½ mile.

**Circling Rwy 10 NA**

**Procedures NA for arrivals at ALB VORTAC on V203 southbound.**

**Procedure NA at night.**

**Circling Rwy 10 NA at night.**

**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 ½ mile.
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. Circling Rwy 10 NA at night.

MISSED APPROACH:
Climbing right turn to 3100 in HEU NDB holding pattern.

AWOS-3
119.275

ALBANY APP CON
132.825 263.075

SCHENECTADY TOWER
*121.3 (CTAF) 321.1

GND CON
121.9

UNICOM
122.95

ALBANY
115.3 ALB Chan 100

IN HEU NDB holding pattern.
Circling Rwy 10 NA at night.

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. Circling Rwy 10 NA at night.

MISSED APPROACH:
Climbing right turn to 3100 in HEU NDB holding pattern.
ANNUAL RATE OF CHANGE
JANUARY 2020

0.1° E

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 1
FINGER LAKES RGNL (OF7)

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. Rw 1. Helicopter visibility reduction below 3/4 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 1/2 SM, increase all MDA 100 feet.

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)

Amdt 3B  22JUN17

* LNAV only
*1.2 NM to RW01
*1120

MISSED APPROACH: Climb to 1000 then climbing left turn to 3900 direct HADCI and hold, continue climbing in-hold to 3900.
RNAV (GPS) RWY 19
FINGER LAKES RGNL (SG7)

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 ⅛ SM.

AWOS-3 120.0
SYRACUSE APP CON 126.125 269.125
ROCHESTER APP CON 119.55 269.6 (W-NW)
ELMIRA APP CON 124.3 257.8 (SW-SE)
UNICOM 122.8 (CTAF)

MISSED APPROACH:
Climb to 1200 then climbing left turn to 2400 direct JLIET and hold.

AWOS-3 120.0
SYRACUSE APP CON 126.125 269.125
ROCHESTER APP CON 119.55 269.6 (W-NW)
ELMIRA APP CON 124.3 257.8 (SW-SE)
UNICOM 122.8 (CTAF)

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 ⅛ SM.

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 ⅛ SM.

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 ⅛ SM.

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 ⅛ SM.
Helicopter visibility reduction below 3/4 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 3/4, and S-LOC 6 all Cats visibility to 1 mile. ILS localizer unusable 0.4 NM to threshold.

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.

One Minute Holding Pattern

- MAIDS OM/INT
- CCC R-227
- MAIDS OM/INT

FAF to MAP 4.4 NM

Knots

<table>
<thead>
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<th>Category</th>
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<tbody>
<tr>
<td>S-ILS 6</td>
<td>337-3/4 261 (300-3/4)</td>
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<td>S-LOC 6</td>
<td>520-3/4 444 (500-3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>560-1 479 (500-1)</td>
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</table>
RNAV (GPS) RWY 6
BROOKHAVEN (HWV)

ASOS
119.625

NEW YORK APP CON
120.05 343.75

CLINC DEL
133.2

UNICOM
122.8 (CTAF)

**RNAV (GPS) RWY 6**

**SHIRLEY, NEW YORK**

**AL-5603 (FAA)**

**DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ 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 ½ 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 ½ 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).**

**MISSING APPROACH:** Climb to 600 then climbing right turn to 2000 direct ISQAC and hold.

**Category**

- **A**
  - LPV DA: 339 ½ 263 (300-3/2)
  - LNAV/VNAV DA: 326 ½ 250 (300-3/2)
  - LNAV MDA: 420 ½ 344 (400-3/2)
- **B**
  - NA
  - NA
  - NA
- **C**
  - NA
  - NA
  - NA
- **D**
  - NA
  - NA
  - NA

**SHIRLEY, NEW YORK**

Amdt 2C 21MAY20

**NE-2, 30 NOV 2023 to 25 JAN 2024**
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 220 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

Procedure NA for arrivals at CCC VOR/DME on airway radials 263 CW 326.

NE-2, 30 Nov 2023 to 25 Jan 2024
**RNAV (GPS) RWY 33**

**BROOKHAVEN (HWV)**

**SHIRLEY, NEW YORK**

**APP CRS**
- Ch 40412
- W33A
- Rwy IDG 4222
- TDZE 67
- Apt Elev 81

**ASOS**
- SHIRLEY, NEW YORK
  - 119.625
  - NEW YORK APP CON
  - 120.05
  - CLNC DEL
  - 133.2
  - UNICOM
  - 122.8 (CTAF)

**Notices**
- 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 Cat 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.

### UNICOM frequencies
- 122.8 (CTAF)
- 122.8 (CTAF)

### RNAV (GPS) RWY 33

- WAAS CH 40412 W33A
- Rwy IDG 4222
- TDZE 67
- Apt Elev 81

### RNAV (GPS) RWY 33

- Category A
- LNAV
- LPV
- LNAV/ VNAV
- LNAV MDA

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>RW33</th>
<th>REENE</th>
<th>INOSE</th>
<th>CCC</th>
<th>BEDYA</th>
<th>1900</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>1.2 NM</td>
<td>2.8 NM</td>
<td>9.9 NM</td>
<td>1.2 NM</td>
<td>2.8 NM</td>
<td>9.9 NM</td>
</tr>
<tr>
<td>B</td>
<td>1.2 NM</td>
<td>2.8 NM</td>
<td>9.9 NM</td>
<td>1.2 NM</td>
<td>2.8 NM</td>
<td>9.9 NM</td>
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<tr>
<td>C</td>
<td>1.2 NM</td>
<td>2.8 NM</td>
<td>9.9 NM</td>
<td>1.2 NM</td>
<td>2.8 NM</td>
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<td>9.9 NM</td>
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<td>2.8 NM</td>
<td>9.9 NM</td>
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</table>

### Categories
- LNAV only
- 1.2 NM to RW33
- Procedure
- Turn 083º
- LPV DA 346-1 279 (300-1)
- LNAV/ VNAV DA 449-1¼ 382 (400-1¼)
- LNAV MDA 500-1 433 (500-1)
- Circling 560-1 479 (500-1)

**MAP**
- NE-2, 30 NOV 2023 to 25 JAN 2024
- NE-2, 30 NOV 2023 to 25 JAN 2024
- NE-2, 30 NOV 2023 to 25 JAN 2024
- NE-2, 30 NOV 2023 to 25 JAN 2024

**NE-2, 30 NOV 2023 to 25 JAN 2024**
- 083°
- 329°
- 40°49'N-72°52'W
- 40°49'N-72°52'W

**SHIRLEY, NEW YORK**

**Orig-A 21MAY20**

452

23222
**RNAV (GPS)-A**

**BROOKHAVEN (HWV)**

**APP CRS**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rdg Ldg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>239°</td>
<td>N/A</td>
<td>N/A</td>
<td>81</td>
</tr>
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</table>

**RNAV APCH - GPS**

When local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all MDAs 40 feet. Rwy 15 and 33 helicopter visibility reduction below 1 SM NA. Circling Rwy 15, 33 NA at night.

**ASOS**

<table>
<thead>
<tr>
<th>SHIRLEY, NEW YORK</th>
<th>119.625</th>
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**NEW YORK APP CON**

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<th>SHIRLEY, NEW YORK</th>
<th>120.05</th>
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**CLNC DEL**

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**UNICOM**

<table>
<thead>
<tr>
<th>SHIRLEY, NEW YORK</th>
<th>122.8 (CTAF)</th>
</tr>
</thead>
</table>

**MISSING APPROACH**

- Climb to 2000 direct PIRCE and hold.

**Procedure NA for arrivals at BDR VOR/DME airway radials 054 CW 212.**

**Procedure NA for arrivals on HTO VORTAC airway radials 236 CW 285.**

**When local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all MDAs 40 feet. Rwy 15 and 33 helicopter visibility reduction below 1 SM NA. Circling Rwy 15, 33 NA at night.**

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**REIL Rwy 15, 24, and 33**

**MIRL Rwy 6-24 and 15-33**

**Notes:**

- 560-1 479 (500-1) NA
- 40°49'N 72°52'W
- Orig-A 10AUG23
Inoperative table does not apply.
When local altimeter setting not received, useIslip
altimeter setting and increase all MDAs 40 feet.

**VOR RWY 6**

**BROOKHAVEN (HWV)**

**ASOS**

<table>
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<td>S-6</td>
<td>620-1</td>
<td>543 (600-1)</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>620-1</td>
<td>539 (600-1)</td>
<td>NA</td>
<td>NA</td>
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</tbody>
</table>

**SHIRLEY, NEW YORK**

Amdt 4A 21MAY20

NE-2, 30 NOV 2023 to 25 JAN 2024

**Category**

- **A**
- **B**
- **C**
- **D**

**Knots**

- 60
- 90
- 120
- 150
- 180

**Min:Sec**

- 4:06
- 2:44
- 2:03
- 1:38
- 1:22

**ELEV 81**

**TDZE 77**

**FAF to MAP 4.1 NM**

**FAF**

- 2.5 NM
- 1.6 NM

**MIN:**

**Rwy Idg**

- 4201

**TDZE**

- 77

**Apt Elev**

- 81

**MISSING APPROACH:** Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI INT/11.4 DME and hold.

**UNICOM**

- 122.8 (CTAF)

**MALSR**

- 11.4

**VOR/DME CCC**

- 114.55

**APP CRS**

- 042°

**Chan**

- 92 (Y)

**APP CRS**

- 042°

**Chan**

- 92 (Y)

**One Minute Holding Pattern**

**REIL R wys 15, 24 and 33**

**MIRL R wys 6-24 and 15-33**

**Shirley, NEW YORK**

AL-5603 (FAA) 23222

**40°49'N-72°52'W**
Rwy 7 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 7 NA at night.

**AWOS-3**
118.275

**BOSTON CENTER**
133.25  279.5

**UNICOM**
122.8 (CTAF)

**RNAV (GPS) RWY 7**
**SIDNEY MUNI (N23)**

**APP CRS**
071°

**Rwy Idg**
4201

**Apt Elev**
1027

**ELEV**
1027

**TDZE**
1027

**CATEGORY**
A  B  C  D

**LNAV MDA**
2140-1\(\frac{1}{4}\)  2140-1\(\frac{1}{2}\)  2140-3  NA
1113 (1200-1\(\frac{1}{4}\))  1113 (1200-1\(\frac{1}{2}\))  1113 (1200-3)  NA

**CIRCLING**
2180-1\(\frac{1}{4}\)  2240-1\(\frac{1}{2}\)  2460-3  NA
1153 (1200-1\(\frac{1}{4}\))  1213 (1300-1\(\frac{1}{2}\))  1433 (1500-3)  NA

**Visual Segment - Obstacles,**
3700  ODEBY

**Climbing Required:**
Climb to 3700 direct ODEBY and hold.
RNP APCH - GPS.

- CIRCLING NA to Rwy 4 and 22. Circling to Rwy 28 NA at night.
- Rwy 28 helicopter visibility reduction below 1 SM NA.

**Missed Approach**: Climbing right turn to 3800 direct DULAY and hold.

**AWOS-3P**

- 120.125

**SYRACUSE APP CON**

- 126.125
- 269.125

**UNICOM**

- 122.8 (CTAF)
Circling NA to Rwys 4 and 22. Circling to Rwy 28 NA at night.
Rwy 28 helicopter visibility reduction below 1 SM NA.

AWOS-3P 120.125
SYRACUSE APP CON 126.125 269.125
UNICOM 122.8 (CTAF)

MISSING APPROACH: Climb to 3500 direct ELIBE and hold.

AWOS-3P 120.125
SYRACUSE APP CON 126.125 269.125
UNICOM 122.8 (CTAF)

MISSING APPROACH: Climb to 3500 direct ELIBE and hold.

AWOS-3P 120.125
SYRACUSE APP CON 126.125 269.125
UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 30
SOMERSET (SMQ)

**Asos**
120.6

**New York App Con**
132.8 379.9

**Unicom**
123.0 (CTAF) 118.325

**Category**
A  B  C  D

**Lnav Mda**
960-1 960-1 856 (900-1) 856 (900-1¼) NA

**Circling**
960-1¼ 854 (900-1¼) NA

**Rwy 30 Helicopter Visibility Reduction Below 1 SM NA. Procedure NA at Night.**

**Procedure NA for Arrivals at BONIE on V213 Southbound and on V433 Westbound.**

**Reil Rwy 12 and 30**
MIRL Rwy 12-30

**Amdt 2A 05NOV20**

**2500 OFFER**
Visual Segment - Obstacles.

**Circularing**
960-1¼ 854 (900-1¼) NA

**Directional**
302° 1680 1700 2000

**RNAV (GPS) RWY 30**
SOMERSET (SMQ)
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)

Remain within 10 NM

CATEGORY | A | B | C | D
--- | --- | --- | --- | ---
S-8 | 700-1 599 (600-1) | NA | NA | NA

CIRCLING | 700-1 594 (600-1) | 960-1½ 854 (900-1¼) | NA | NA

REIL Rwys 12 and 30
MIRL Rwy 12-30

NE-2, 30 Nov 2023 to 25 Jan 2024
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.

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.

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.

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.

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.
**RNAV (GPS) RWY 19**

**SOUTH ALBANY (4B0)**

**ALBANY APP CON**

118.05 263.075

**CTAF**

122.9

**APP CRS**

188°

**Rwy Idg**

2729

**TDZE**

196

**Apt Elev**

196

**RNP APCH.**

- Use Albany Intl altimeter setting. Procedure NA at night.
- Rwy 19 helicopter visibility reduction below 1SM NA.

**ALBANY APP CON**

- **ELEV**
  - SOUTH BETHLEHEM, NEW YORK
  - SOUTH ALBANY, NEW YORK

**RNAV (GPS) RWY 19**

**MINED APPROACH:** Climb to 3000 direct

**BAVME WP and hold.**

**BASKE**

**2600**

**Procedure Turn**

NA

**ADOLE**

**RW19**

**BAVME**

**AGNEZ**

**EGENE**

**3423**

**3185 ± A**

**4060**

**Visual Segment - Obstacles.**

**3000**

**BAVME**

**Category**

A | B | C | D

**LNAV MDA**

740-1 | 544 (600-1) | NA

**CIRCLING**

840-1 | 644 (700-1) | 1180-1½ | 984 (1000-1½) | NA

**SOUTH BETHLEHEM, NEW YORK**

Orig-8  07OCT21

**42°34'N-73°50'W**

**SOUTH ALBANY (4B0)**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**orig 21 263.075 AL-9737 (FAA) 23222**
COPTER RNAV (GPS) 190°

**Category**: COPTER

**Copter RNAV (GPS) 190°**

**HOLD**

- **4000 1700 (IF/IAF)**
- **1700 190° (3)**
- **190° 0.9 NM from MAP**
- **1800 304°**
- **19° 1700**

**Procedure NA**

- Procedure NA at night. Use Westhampton Beach altimeter setting.

**CTAF**

- **122.9**

**FOK ASOS**

- **119.925**

**NEW YORK APP CON**

- **125.975**

**MISSED APPROACH**: Climbing right turn to 2000 direct BEADS and hold.

**Procedure NA**

- Procedure NA for arrival on CCC VOR/DME airway radials 057 CW 105.

**Increase to 90 KIAS upon reaching the missed approach altitude; maintain 90 KIAS while in holding.**

- Procedure NA for arrivals at HTO VORTAC on V46 eastbound.

**Procedure NA**

- Proceed VFR from CRANN or conduct the specified missed approach.

**Limit final and missed approach to 70 KIAS.**

**Warning**

- Limit final and missed approach to 70 KIAS.
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.

Procedure NA for arrivals at VOYLU on V249 northbound.

ASOS
118.525

NEW YORK APP CON
127.6  379.9

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 3
SUSSEX (FWN)

CIRCLING
1300-1 1-1\(\frac{1}{4}\)  880 (900-1\(\frac{1}{4}\))

CIRCLING
1300-2\(\frac{1}{2}\)  880 (900-2\(\frac{1}{2}\))

CIRCLING
1300-2\(\frac{1}{2}\)  878 (900-2\(\frac{1}{2}\))

CIRCLING
1300-1\(\frac{1}{4}\)  878 (900-1\(\frac{1}{4}\))

CIRCLING
1300-1\(\frac{1}{4}\)  878 (900-1\(\frac{1}{4}\))

CIRCLING
1300-2\(\frac{1}{2}\)  878 (900-2\(\frac{1}{2}\))

CIRCLING
1300-2\(\frac{1}{2}\)  880 (900-2\(\frac{1}{2}\))

CIRCLING
1300-1 1-1\(\frac{1}{4}\)  880 (900-1\(\frac{1}{4}\))

CIRCLING
1300-2\(\frac{1}{2}\)  880 (900-2\(\frac{1}{2}\))

CIRCLING
1300-2\(\frac{1}{2}\)  878 (900-2\(\frac{1}{2}\))

CIRCLING
1300-1\(\frac{1}{4}\)  878 (900-1\(\frac{1}{4}\))

CIRCLING
1300-1 1-1\(\frac{1}{4}\)  880 (900-1\(\frac{1}{4}\))

CIRCLING
1300-2\(\frac{1}{2}\)  880 (900-2\(\frac{1}{2}\))

CIRCLING
1300-2\(\frac{1}{2}\)  878 (900-2\(\frac{1}{2}\))

CIRCLING
1300-1\(\frac{1}{4}\)  878 (900-1\(\frac{1}{4}\))

CIRCLING
1300-1 1-1\(\frac{1}{4}\)  880 (900-1\(\frac{1}{4}\))

CIRCLING
1300-2\(\frac{1}{2}\)  880 (900-2\(\frac{1}{2}\))

CIRCLING
1300-2\(\frac{1}{2}\)  878 (900-2\(\frac{1}{2}\))

CIRCLING
1300-1\(\frac{1}{4}\)  878 (900-1\(\frac{1}{4}\))

CIRCLING
1300-1 1-1\(\frac{1}{4}\)  880 (900-1\(\frac{1}{4}\))

CIRCLING
1300-2\(\frac{1}{2}\)  880 (900-2\(\frac{1}{2}\))

CIRCLING
1300-2\(\frac{1}{2}\)  878 (900-2\(\frac{1}{2}\))

CIRCLING
1300-1\(\frac{1}{4}\)  878 (900-1\(\frac{1}{4}\))

CIRCLING
1300-1 1-1\(\frac{1}{4}\)  880 (900-1\(\frac{1}{4}\))

CIRCLING
1300-2\(\frac{1}{2}\)  880 (900-2\(\frac{1}{2}\))

CIRCLING
1300-2\(\frac{1}{2}\)  878 (900-2\(\frac{1}{2}\))

CIRCLING
1300-1\(\frac{1}{4}\)  878 (900-1\(\frac{1}{4}\))
**VOR-A**

**SUSSEX (FWN)**

**VORTAC** 115.7

**Chan** 104

**APP CRS** 345°

**Rwy Idg** TDZE

**Apt Elev** N/A

**N/A**

**422**

When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet and ANKLE FIX Minimums Cats A & B visibility 1/2 mile and Cat C 1/2 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:** Climbing right turn to 3000 direct SAX VORTAC and hold.

**ASOS** 118.525

**NEW YORK APP CON** 127.6 379.9

**UNICOM** 122.7 (CTAF)

---

**ELEV 422**

**3000** SAX

*1960 when using Teterboro altimeter setting.

**SAX VORTAC**

**ANKLE FIX MINIMUMS** (DUAL VOR RECEIVERS OR DME REQUIRED)

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>1820-1</td>
<td>1398 (1400-1½)</td>
<td>1398 (1400-1½)</td>
<td>NA</td>
</tr>
<tr>
<td>1820-1½</td>
<td>1398 (1400-1½)</td>
<td>1398 (1400-3)</td>
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</table>

**ANKLE FIX MINIMUMS**

**FAF to MAP 8.6 NM**

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<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<tbody>
<tr>
<td>Min:Sec</td>
<td>8.36</td>
<td>5.44</td>
<td>4.18</td>
<td>3.26</td>
<td>2.52</td>
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**SUSSEX, NEW JERSEY**

Amdt 6B 10SEP20

---

**ANEKLE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
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<tbody>
<tr>
<td>1820-1</td>
<td>1398 (1400-1½)</td>
<td>1398 (1400-1½)</td>
<td>1398 (1400-3)</td>
<td>NA</td>
</tr>
<tr>
<td>1820-1½</td>
<td>1398 (1400-1½)</td>
<td>1398 (1400-3)</td>
<td>1398 (1400-3)</td>
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<tr>
<td>1820-3</td>
<td>1398 (1400-3)</td>
<td>1398 (1400-3)</td>
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<td>NA</td>
</tr>
</tbody>
</table>

**41°12’N-74°37’W**

**467**
ILS or LOC RWY 28
SYRACUSE HANCOCK INTL (SYR)

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold, continue climb-in-hold to 3000.

ATIS
124.225

SYRACUSE APP CON
126.125 269.125

SYRACUSE TOWER
120.3 239.0

GND CON
121.7 348.6

CLNC DEL
125.05 257.775

ATIS
117.0 SYR
Chan 117

LOCALIZER 109.9
I-SYR
Chan 36

DME or RADAR required.

ALSF-2

109.9
280°

APP CRS
Rwy Idg
Apt Elev
9014
413
421

ELEV 421
TDZE 413

SYRACUSE, NEW YORK
AL-411 (FAA)
23278

NE-2, 30 NOV 2023 to 25 JAN 2024

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

CAT CIRCLING
280°

S-LOC 28
800/24 387 (400-½)
800/35 387 (400-½)

CIRCLING
900-1
479 (500-1)

1020-1 1/2
599 (600-1 1/2)

1180-2 1/2
759 (800-2 1/2)

S-ILS 28
613/18 200 (200-½)

1100
3000

*LOC only
ZIMBI
I-SYR 3.4
RADAR

TILLE
I-SYR 6.1
RADAR

STODA
I-SYR 10.3
RADAR

One Minute Holding Pattern

GS 3.00°
TCH 60°

ELEV 421
TDZE 413

I-SYR
0.2

14°07′N-76°06′W

SYRACUSE HANCOCK INTL (SYR)

ILS or LOC RWY 28

SYRACUSE, NEW YORK
Amdt 35 30 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

43°07′N-76°06′W

469
ILS RWY 28 (CAT II)  
SYRACUSE HANCOCK INTL (SYR)

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold, continue climb-in-hold to 3000.

ATIS 124.225  
SYRACUSE APP CON 126.125 269.125  
SYRACUSE TOWER 120.3 239.0  
GND CON 121.7 348.6  
CLNC DEL 125.05 257.775

43°07'N-76°06'W
RNAV (RNP) Y RWY 28
SYRACUSE HANCOCK INTL (SYR)

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 1%. For inop ALS, increase RNP 0.30 all Cats visibility to 1.5%.

ATIS
124.225
SYRACUSE APP CON
126.125 269.125
SYRACUSE TOWER
120.3 239.0
GND CON
121.7 348.6
CLNC DEL
125.05 257.775

MISSAPD FLX
6 NM
281°
WIFFY

Procedure NA for arrivals at SYR VORTAC on V29 southbound.

MISSED APCH FIX
6 NM
281°
WIFFY

ATIS
124.225
SYRACUSE APP CON
126.125 269.125
SYRACUSE TOWER
120.3 239.0
GND CON
121.7 348.6
CLNC DEL
125.05 257.775

MISSAPD FLX
6 NM
281°
WIFFY

Procedure NA for arrivals at SYR VORTAC on V29 southbound.

MISSED APCH FIX
6 NM
281°
WIFFY

ATIS
124.225
SYRACUSE APP CON
126.125 269.125
SYRACUSE TOWER
120.3 239.0
GND CON
121.7 348.6
CLNC DEL
125.05 257.775

MISSAPD FLX
6 NM
281°
WIFFY

Procedure NA for arrivals at SYR VORTAC on V29 southbound.

MISSED APCH FIX
6 NM
281°
WIFFY

ATIS
124.225
SYRACUSE APP CON
126.125 269.125
SYRACUSE TOWER
120.3 239.0
GND CON
121.7 348.6
CLNC DEL
125.05 257.775

MISSAPD FLX
6 NM
281°
WIFFY

Procedure NA for arrivals at SYR VORTAC on V29 southbound.

MISSED APCH FIX
6 NM
281°
WIFFY

ATIS
124.225
SYRACUSE APP CON
126.125 269.125
SYRACUSE TOWER
120.3 239.0
GND CON
121.7 348.6
CLNC DEL
125.05 257.775

MISSAPD FLX
6 NM
281°
WIFFY

Procedure NA for arrivals at SYR VORTAC on V29 southbound.

MISSED APCH FIX
6 NM
281°
WIFFY

ATIS
124.225
SYRACUSE APP CON
126.125 269.125
SYRACUSE TOWER
120.3 239.0
GND CON
121.7 348.6
CLNC DEL
125.05 257.775

MISSAPD FLX
6 NM
281°
WIFFY

Procedure NA for arrivals at SYR VORTAC on V29 southbound.
RNAV (GPS) Z RWY 10
SYRACUSE HANCOCK INTL (Syr)

ATIS 124.225
SYRACUSE APP CON 126.125 269.125
SYRACUSE TOWER 120.3 239.0
GND CON 121.7 348.6
CLNC DEL 125.05 257.775

Procedure NA for arrivals at WIFFY on T608 westbound.

Procedure NA for arrivals at RODAN on V84 westbound.

RNPA PCH - GPS.

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.

MISSED APPROACH: Climb to 3200 direct STODA and hold, continue climb-in-hold to 3200.

SYRACUSE, NEW YORK
AL-411 (FAA)
23278

RNAV (GPS) Z RWY 10
SYRACUSE HANCOCK INTL (Syr)

MALSR

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

Procedure NA for arrivals at WIFFY on T608 westbound.

Procedure NA for arrivals at RODAN on V84 westbound.

RNPA PCH - GPS.

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.

MISSED APPROACH: Climb to 3200 direct STODA and hold, continue climb-in-hold to 3200.

SYRACUSE, NEW YORK
AL-411 (FAA)
23278

RNAV (GPS) Z RWY 10
SYRACUSE HANCOCK INTL (Syr)

MALSR

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

Procedure NA for arrivals at WIFFY on T608 westbound.

Procedure NA for arrivals at RODAN on V84 westbound.

RNPA PCH - GPS.

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.

MISSED APPROACH: Climb to 3200 direct STODA and hold, continue climb-in-hold to 3200.

SYRACUSE, NEW YORK
AL-411 (FAA)
23278

RNAV (GPS) Z RWY 10
SYRACUSE HANCOCK INTL (Syr)

MALSR

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

Procedure NA for arrivals at WIFFY on T608 westbound.

Procedure NA for arrivals at RODAN on V84 westbound.

RNPA PCH - GPS.

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.

MISSED APPROACH: Climb to 3200 direct STODA and hold, continue climb-in-hold to 3200.
RNAV (GPS) Z RWY 28
SYRACUSE HANCOCK INTL (SYR)

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 1½ mile.

ATIS 124.225
SYRACUSE APP CON 126.125 269.125
SYRACUSE TOWER 120.3 239.0
GND CON 121.7 348.6
CUNC DEL 125.05 257.775

Procedure NA for arrivals at WEEPY on V145 northwest bound.

MISSED APCH FIX
6 NM
295°
1743
WEEPY

Procedure NA for arrivals at TEBOR on V433-483 southeast bound.

LPV DA 613/18 200 (200-1/2)
LNAV/ VNAV DA 850/50 437 (500-1)
LNAV MDA 820/24 407 (400-1/2) 820/40 407 (400-3/4)
CIRCLING 900-1 479 (500-1) 920-1 499 (500-1)
1020-1½ 599 (600-1½) 1180-2½ 759 (800-2½)

Amdt 2D 25MAR21

SYRACUSE, NEW YORK
AL-411 (FAA) 23278

RNAV (GPS) Z RWY 28
SYRACUSE HANCOCK INTL (SYR)
Rwy 33 helicopter visibility reduction below ⅔ SM NA.

MISSED APPROACH: Climb to 3000 direct SYR VORTAC and on SYR VORTAC R-294 to WACOR/7 DME and hold.

Procedure NA for arrival on SYR VORTAC airway radials 111 CW 180.
ANNUAL RATE OF CHANGE
JANUARY 2020

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**TOP ALTITUDE:**

4000

**TAKEOFF MINIMUMS:**

 Rwys 10, 15, 28, 33: Standard.

**NOTE:** RADAR required.

**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.
RNP APCH - GPS. RADAR required.

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.

GS 3.00°
TCH 54
ILS Z or LOC Z RWY 6
TETERBORO (TEB)

RNP APCH - GPS.
RADAR required.

Circling NA for Cats B, C and D northwest of Rwys 6 and 19.

Procedure NA for arrival on SBJ VOR/DME airway radials 028 CW 147.

Procedure NA for arrival on SBJ VOR/DME airway radials 028 CW 147.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct TEBLE, cross TEBLE if below 2000, then climb to 3000 on track 272° to UBCK and hold.

1000 3000 TEBLE 2000 UBCK 2200 080° (10)

RNP APCH - GPS.
RADAR required.

Circling NA for Cats B, C and D northwest of Rwys 6 and 19.

Procedure NA for arrival on SBJ VOR/DME airway radials 028 CW 147.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct TEBLE, cross TEBLE if below 2000, then climb to 3000 on track 272° to UBCK and hold.

1000 3000 TEBLE 2000 UBCK 2200 080° (10)
RNAV (RNP) Z RWY 6

TETERBORO (TEB)

**APP CRS**
- Rwy Idg 6013
- TDZE 6
- Apt Elev 8

**RNP AR APCH - GPS.**

**RADAR** required.

- For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°F. For inop ALS, increase RNP 0.30 all Cats visibility to 1/4 SM.

**D-ATIS**
- 114.2 132.85

**NEW YORK APP CON**
- 127.6 379.9

**TETERBORO TOWER**
- 119.5

**GND CON**
- 121.9

**CLNC DEL**
- 128.05

**CPDLC**
- 114.2 132.85

- NEW YORK APP CON 127.6 379.9
- TETERBORO TOWER 119.5
- GND CON 121.9
- CLNC DEL 128.05
- CPDLC 114.2 132.85

**RNAV (RNP) Z RWY 6**

**MALSR**

**767**

**MISSED APPROACH:** Climb to 1000, then climbing left turn to 2000 direct TEBL, cross TEBL at or below 2000, then climb to 3000 on track 272° to UBUCK and hold.

**COATE (RNP 0.30)**

**STILLWATER STW (RNP 0.30)**

**885**

**TEBLE**

**WY 6**

**1612**

**Procedure NA for arrivals at COATE on V252 northbound and V116-188, T218 northwest bound.**

**1048**

**OFFEC**

**RNP 0.30**

**STW**

**STILLWATER**

**SOLBERG**

**SBJ (RNP 0.30)**

**Procedure NA for arrival on SBJ VOR/DME airway radials 028 CW 147.**

- **MSA RW06 25 NM**
- 2900

- **GUZTI**
- 3000

- **CATXO**
- 2000

- **HOLUR**
- 1700

- **EVEGE**
- 1500

- **AWKEB**
- 1290

- **OFFEC**
- 923

- **RW06**
- 849

- **RWP6**
- 1700

- **HOLUR**
- 968

- **EVEGE**
- 968

- **AWKEB**
- 968

- **OFFEC**
- 968

- **TEBLE**
- 1500

- **UBUCK**
- 1000

- **GND CON**
- 121.9

- **CLNC DEL**
- 128.05

- **CPDLC**
- 114.2 132.85

**CATEGORY**
- A
- B
- C
- D

**RNP 0.30 DA**

**679-1/2 673 (700-1/2)**

**AUTHORIZATION REQUIRED**

**TETERBORO, NEW JERSEY**

Amdt 1 10AUG23

**40°51'N-74°04'W**

**TETERBORO (TEB)**

**RNAV (RNP) Z RWY 6**

**TETERBORO, NEW JERSEY**

**AL-890 (FAA)**

23334

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**TDZ/CL Rwys 6 and 19**

**HIRL Rwys 1-19 and 6-24**

**REIL Rwys 1, 6, 19 and 24**
RNAV (RNP) Z RWY 19

TETERBORO (TEB)

**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.**

**MISSING APPROACH:** Climb to 1500 via right turn to FOXIB, then climb to 3000 on track 306° to MORNs and hold.

**D-ATIS**
114.2 132.85

**NEW YORK APP CON**
127.6 379.9

**TETERBORO TOWER**
119.5

**GND CON**
121.9

**CLNC DEL**
128.05

**CPDLC**

**COATE (RNP 0.30)**
Procedure NA for arrivals at COATE on T218, V116-188 northwest bound and V252 northbound.

**STILLWATER (STW) (RNP 0.30)**

**SOLBERG (SBJ) (RNP 0.30)**

**MORNs**

- Procedure NA for arrivals on SBJ VOR/DME airway radials 028 CW 117.

**REIL Rwys 1, 6, 19 and 24**
**HIRL Rwys 1-19 and 6-24**

**ELEV**
8

**TDZE**
6

**APP CRS**
195°

**6230**

**Rwy Idg**
6

**TDZE**
6

**Apt Elev**
8

**D-ATIS**

**NEW YORK APP CON**

**TETERBORO TOWER**

**GND CON**

**CLNC DEL**

**TDZ/CL Rwys 6 and 19**

**REIL Rwys 1, 6, 19 and 24**

**HIRL Rwys 1-19 and 6-24**

**ELEV**
8

**TDZE**
6

**AUTHORIZATION REQUIRED**

**CATEGORY**
A
B
C
D

**RNP 0.10 DA**
499-1.3

**493 (500-1.3)**

**NE-2, 30 NOV 2023 to 25 JAN 2024**

TETERBORO, NEW JERSEY
Orig-D 24JUL14

TETERBORO, NEW JERSEY
AL-890 (FAA)
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.

Final approach course offset 7.37°.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>580-1</td>
<td>573 (600-1)</td>
<td>580-1½</td>
<td>573 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>760-1</td>
<td>752 (800-1)</td>
<td>820-2½</td>
<td>1040-3</td>
</tr>
</tbody>
</table>

NE-2, 30 NOV 2023 to 25 JAN 2024

HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 6, 19 and 24
HIRL Rwys 1-19 and 6-24

TDZ/CL Rwys 6 and 19
REIL Rwys 1, 6, 19 and 24
HIRL Rwys 1-19 and 6-24

TETERBORO, NEW JERSEY
Orig 21 MAY 20
RNAV (GPS) X RWY 6
TETERBORO (TEB)

D-ATIS: 114.2 132.85
NEW YORK APP CON: 127.6 379.9
TETERBORO TOWER: 119.5
GND CON: 121.9
CLNC DEL: 128.05
CPDLC

Circling NA for Cats B, C and D northwest of Rwys 6 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Procedure NA for arrivals at COATE on V252 northbound and V116-118, T218 northwest bound.

Procedure NA for arrivals at SBJ VOR/DME on V252 northbound and SBJ VOR/DME (IF) RWY 6.

Final approach course offset 2.07°.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Circling NA for Cats B, C and D northwest of Rwys 6 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.

Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats visibility to 1/2 SM.
RNAV (GPS) X RWY 19

TETERBORO (TEB)

Category B, C, D

Rwy 19 helicopter visibility reduction below ¾ SM NA.
Circling NA for Cats B, C, D northwest of Rwy 06-19.

TETERBORO, NEW JERSEY

AL-890 (FAA)

WAAS CH 49043 W19B
APP CRS Rwy Idg
6230
TDZE
182°
Apt Elev
6
8

RNP APCH. RADAR required.

TETERBORO TOWER

GND CON
119.5
121.9
128.05

NEW YORK APP CON
127.6
379.9

D-ATIS
114.2
132.85

MISSED APPROACH: Climbing right turn direct BUBGE, cross BUBGE at 1500, then climb to 3000 on track 275° to EXAMM and hold, continue climb-inhold to 3000.

RNAV (GPS) X RWY 19

TETERBORO (TEB)

Category B, C, D

Rwy 19 helicopter visibility reduction below ¾ SM NA.
Circling NA for Cats B, C, D southwest of Rwy 19.

TETERBORO, NEW JERSEY

AL-890 (FAA)

WAAS CH 49043 W19B
APP CRS Rwy Idg
6230
TDZE
182°
Apt Elev
6
8

RNP APCH. RADAR required.

TETERBORO TOWER

GND CON
119.5
121.9
128.05

NEW YORK APP CON
127.6
379.9

D-ATIS
114.2
132.85

MISSED APPROACH: Climbing right turn direct BUBGE, cross BUBGE at 1500, then climb to 3000 on track 275° to EXAMM and hold, continue climb-inhold to 3000.

RNAV (GPS) X RWY 19

TETERBORO (TEB)

Category B, C, D

Rwy 19 helicopter visibility reduction below ¾ SM NA.
Circling NA for Cats B, C, D northwest of Rwy 06-19.
RNAV (GPS) Y RWY 6

TETERBORO (TEB)

RNP APCH - GPS

RADAR required.

Circling NA for Cats B, C, D northwest of Rwy 6 and 19. For inop ALS, increase LPV all Cats visibility to RVR 5500 and increase LNAV Cats C/D visibility to 2½ SM.

DATIS

D-AL-890 (FAA)

NE-2, 30 NOV 2023 to 25 JAN 2024

For arrivals at COATE on V252 northbound and on V116-188, T218 northwest bound.

Procedure NA for arrival on SBJ VOR/DME airway radials 028 CW 147.

Procedure NA for arrivals at COATE on V252 northbound and on V116-188, T218 northwest bound.

For inop ALS, increase LPV all Cats visibility to RVR 5500 and increase LNAV Cats C/D visibility to 2½ SM.

RNAV (GPS) Y RWY 6

TETERBORO (TEB)
RNAV (GPS) Y RWY 19
TETERBORO (TEB)

**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.

Circling NA for Cats B, C, D northwest of Rwy 6-19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

**RNP APCH - GPS. RADAR required.**

### D-ATIS
- NEW YORK APP CON: 119.5
- TETERBORO TOWER: 121.9
- GND CON: 128.05
- CLNC DEL: 114.2
- CPDLC: 132.85

**NEW YORK APP CON**

119.5

**TETERBORO TOWER**

121.9

**GND CON**

128.05

**CLNC DEL**

114.2

**CPDLC**

132.85

### MISSED APCH FIX

- BUBGE: 1500
- EXAMM: 885
- TUGGZ: 2100

**RNAV (GPS) Y RWY 19**

**TETERBORO (TEB)**

**ELEV**

8

**TDZE**

6

**TDZ/CL Rwy 6 and 19**

**REIL** Rwy 1, 6, 19 and 24

**HIRL** Rwy 1-19 and 6-24

**TETERBORO, NEW JERSEY**

**Amdt 1A** 03NOV22

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**RNAV (GPS) Y RWY 19**

**TETERBORO (TEB)**

40°51'S-74°04'W
**TETERBORO, NEW JERSEY**

**LOC  I-TEB**  
108.9

**APP CRS**  
6013

**Rwy Idg**  
6

**TDZE**  
060°

**Apt Elev**  
8

**MALSR**

**RWP**

**APP CRS**  
6013

**Rwy Idg**  
6

**TDZE**  
060°

**Apt Elev**  
8

**MISSED APPROACH:** Climb to 1000, then climbing left turn to 2000 direct TEBLE, cross TEBLE at or below 2000, then climb to 3000 on track 272° to UBUCK and hold.

**D-ATIS**  
114.2  132.85

**NEW YORK APP CON**  
127.6  379.9

**TETERBORO TOWER**  
119.5

**GND CON**  
121.9

**CLNC DEL**  
128.05

**CPDLC**

**GND:**  
V

**NA**

**GND CON**  
119.5

**CLNC DEL**  
128.05

**CPDLC**

**TETERBORO, NEW JERSEY**  
TETERBORO (TEB)

**AL-890 (FAA)**

**23334**

**COPTER ILS Y or LOC Y RWY 6**

**TETERBORO (TEB)**

**ELEV 8**

**TDZE 6**

**RADAR DANDY**

**DANDY RADAR**

**LOM**

**TORBY**

**214 TE**

**MALS**

**LOCALIZER 108.9**

**I-TEB**

**108.4 TEB Chan 21**

**UBUCK**

**D-ATIS**  
114.2  132.85

**NEW YORK APP CON**  
127.6  379.9

**TETERBORO TOWER**  
119.5

**GND CON**  
121.9

**CLNC DEL**  
128.05

**CPDLC**

**GND:**  
V

**NA**

**GND CON**  
119.5

**CLNC DEL**  
128.05

**CPDLC**

**TETERBORO, NEW JERSEY**  
TETERBORO (TEB)

**AL-890 (FAA)**

**23334**

**COPTER ILS Y or LOC Y RWY 6**

**TETERBORO (TEB)**

**ELEV 8**

**TDZE 6**

**RADAR DANDY**

**DANDY RADAR**

**LOM**

**TORBY**

**214 TE**

**MALS**

**LOCALIZER 108.9**

**I-TEB**

**108.4 TEB Chan 21**

**UBUCK**

**D-ATIS**  
114.2  132.85

**NEW YORK APP CON**  
127.6  379.9

**TETERBORO TOWER**  
119.5

**GND CON**  
121.9

**CLNC DEL**  
128.05

**CPDLC**

**GND:**  
V

**NA**

**GND CON**  
119.5

**CLNC DEL**  
128.05

**CPDLC**

**TETERBORO, NEW JERSEY**  
TETERBORO (TEB)

**AL-890 (FAA)**

**23334**

**COPTER ILS Y or LOC Y RWY 6**

**TETERBORO (TEB)**

**ELEV 8**

**TDZE 6**

**RADAR DANDY**

**DANDY RADAR**

**LOM**

**TORBY**

**214 TE**

**MALS**

**LOCALIZER 108.9**

**I-TEB**

**108.4 TEB Chan 21**

**UBUCK**

**D-ATIS**  
114.2  132.85

**NEW YORK APP CON**  
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**TETERBORO TOWER**  
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**CLNC DEL**  
128.05

**CPDLC**

**GND:**  
V

**NA**

**GND CON**  
119.5

**CLNC DEL**  
128.05

**CPDLC**

**TETERBORO, NEW JERSEY**  
TETERBORO (TEB)

**AL-890 (FAA)**

**23334**

**COPTER ILS Y or LOC Y RWY 6**

**TETERBORO (TEB)**

**ELEV 8**

**TDZE 6**

**RADAR DANDY**

**DANDY RADAR**

**LOM**

**TORBY**

**214 TE**

**MALS**

**LOCALIZER 108.9**

**I-TEB**

**108.4 TEB Chan 21**

**UBUCK**

**D-ATIS**  
114.2  132.85

**NEW YORK APP CON**  
127.6  379.9

**TETERBORO TOWER**  
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**GND CON**  
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**CPDLC**

**GND:**  
V

**NA**

**GND CON**  
119.5

**CLNC DEL**  
128.05

**CPDLC**

**TETERBORO, NEW JERSEY**  
TETERBORO (TEB)

**AL-890 (FAA)**

**23334**

**COPTER ILS Y or LOC Y RWY 6**

**TETERBORO (TEB)**

**ELEV 8**

**TDZE 6**

**RADAR DANDY**

**DANDY RADAR**

**LOM**

**TORBY**

**214 TE**

**MALS**

**LOCALIZER 108.9**

**I-TEB**

**108.4 TEB Chan 21**

**UBUCK**

**D-ATIS**  
114.2  132.85

**NEW YORK APP CON**  
127.6  379.9

**TETERBORO TOWER**  
119.5

**GND CON**  
121.9

**CLNC DEL**  
128.05

**CPDLC**

**GND:**  
V

**NA**

**GND CON**  
119.5

**CLNC DEL**  
128.05

**CPDLC**

**TETERBORO, NEW JERSEY**  
TETERBORO (TEB)

**AL-890 (FAA)**

**23334**

**COPTER ILS Y or LOC Y RWY 6**

**TETERBORO (TEB)**

**ELEV 8**

**TDZE 6**

**RADAR DANDY**

**DANDY RADAR**

**LOM**

**TORBY**

**214 TE**

**MALS**

**LOCALIZER 108.9**

**I-TEB**

**108.4 TEB Chan 21**

**UBUCK**

**D-ATIS**  
114.2  132.85

**NEW YORK APP CON**  
127.6  379.9

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119.5

**GND CON**  
121.9

**CLNC DEL**  
128.05

**CPDLC**

**GND:**  
V

**NA**

**GND CON**  
119.5

**CLNC DEL**  
128.05

**CPDLC**

**TETERBORO, NEW JERSEY**  
TETERBORO (TEB)

**AL-890 (FAA)**

**23334**

**COPTER ILS Y or LOC Y RWY 6**

**TETERBORO (TEB)**

**ELEV 8**

**TDZE 6**

**RADAR DANDY**

**DANDY RADAR**

**LOM**

**TORBY**

**214 TE**

**MALS**

**LOCALIZER 108.9**

**I-TEB**

**108.4 TEB Chan 21**

**UBUCK**

**D-ATIS**  
114.2  132.85

**NEW YORK APP CON**  
127.6  379.9

**TETERBORO TOWER**  
119.5

**GND CON**  
121.9

**CLNC DEL**  
128.05

**CPDLC**

**GND:**  
V

**NA**

**GND CON**  
119.5

**CLNC DEL**  
128.05

**CPDLC**
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: BAYYS Departures expect vectors to BDR VOR/DME/BAYYS.
NOTE: BIGGY Departures expect vectors to SBJ VOR/DME/BIGGY.
NOTE: COATE Departures expect vectors to SAX VORTAC/COATE.
NOTE: DIXIE Departures expect vectors to ELVAE/COL VOR/DME/DIXIE.
NOTE: HAAYS Departures expect vectors to HUO VOR/DME/HAAYS.
NOTE: WHITE Departures expect vectors to ELVAE/COL VOR/DME/WHITE.

RAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: BAYYS Departures expect vectors to BDR VOR/DME/BAYYS.
NOTE: BIGGY Departures expect vectors to SBJ VOR/DME/BIGGY.
NOTE: COATE Departures expect vectors to SAX VORTAC/COATE.
NOTE: DIXIE Departures expect vectors to ELVAE/COL VOR/DME/DIXIE.
NOTE: HAAYS Departures expect vectors to HUO VOR/DME/HAAYS.
NOTE: WHITE Departures expect vectors to ELVAE/COL VOR/DME/WHITE.

NE-2, 30 Nov 2023 to 25 Jan 2024
NOTE: RADAR required.
NOTE: DME required for Takeoff Rwy 1, 6.
NOTE: GPS required for GREKI Departures.

TETERBORO FOUR DEPARTURE

NE-2, 30 NOV 2023 to 25 JAN 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing right turn heading 040° to TEB 2.3 DME, then turn left heading 280°, maintain 2000, thence . . . .

TAKEOFF RUNWAY 6: Climbing left turn heading 040° to TEB 2.3 DME, then turn left heading 280°, maintain 2000, thence . . . .

TAKEOFF RUNWAY 19: Climb on heading 195° to 900, then climbing right turn to 2000 heading 280°, maintain 2000 (do not climb above 2000), thence . . . .

TAKEOFF RUNWAY 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 DPK 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.
RNAV (GPS) RWY 2
TICONDEROGA MUNI (4B6)

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.
RNAV (GPS) RWY 20
TICONDEROGA MUNI (4B6)

---

**APPROACH PROCEDURE**

- **UNICOM**
  - **122.8 (CTAF)**

- **BOSTON CENTER**
  - **135.7 282.2**

**MISSED APPROACH:** Climb to 4000 direct UBISE and on track 193° to AFRED and hold, continue climb-in-hold to 4000.

**BIBBA**

**LO CET**

**AKAYU**

**WALIX**

**TIMDE**

**AFRED**

**UBISE**

**Rwy**

**LNAV MDA**

**RNAV (GPS) RWY 20**

**LNAV MDA**

**CIRCLING**

**NA** at night.

Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Use Burlington altimeter setting.

Procedure DME/DME RNP-0.3 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 ½ mile, Cat D ¼ mile; increase XOQUR Fix minimums S-LOC 6 Cat C/D visibility ½ 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 ½ 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 1%. Helicopter visibility reduction below ¾ SM NA.

AWOS-3PT  119.875
MC GUIRE APP CON  126.475  363.8
GCO  121.725
UNICOM  122.7 (CTAF)

*720 when using Joint Base Mc Guire Dix Lakehurst altimeter setting.
One Minute Holding Pattern

TOMS RIVER, NEW JERSEY
Amdt 2C  18AUG16

498

HELIPORTS

TOMS RIVER, NEW JERSEY
AL-5623 (FAA)  22363

ILS or LOC RWY 6
OCEAN COUNTY (MJX)
### RNAV (GPS) RWY 24

**TOMS RIVER, NEW JERSEY**

**AWOS-3PT**

- 119.875

**MC GUIRE APP CON**

- 126.475
- 363.8

**GCO**

- 121.725

**UNICOM**

- 122.7 (CTAF)

---

**ANM APCH.**

- Circling Ryw 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Ryw 24 helicopter visibility reduction below ½ SM NA.

**MISSING APPROACH:** Climb to 600 then climbing left turn to 2000 direct to LOYIN and hold.

---

**RNP APCH.**

- RNAV (GPS) RWY 24

---

**TOMS RIVER, NEW JERSEY**

**AWOS-3PT**

- 119.875

**MC GUIRE APP CON**

- 126.475
- 363.8

**GCO**

- 121.725

**UNICOM**

- 122.7 (CTAF)

---

**RNAV (GPS) RWY 24**

**OCEAN COUNTY (MJX)**

**Category A**

- LPV DA
- LNAV/VNAV DA
- LNAV MDA

**CIRCLING**

- 540-1
- 454 (500-1)

---

**RNAV (GPS) RWY 24**

**OCEAN COUNTY (MJX)**

**Category A**

- LPV DA
- LNAV/VNAV DA
- LNAV MDA

**CIRCLING**

- 540-1
- 560-1
- 580-1½

---

**RNAV (GPS) RWY 24**

**OCEAN COUNTY (MJX)**

**Category A**

- LPV DA
- LNAV/VNAV DA
- LNAV MDA

**CIRCLING**

- 540-1
- 454 (500-1)
- 474 (500-1½)

---

**RNAV (GPS) RWY 24**

**OCEAN COUNTY (MJX)**

**Category A**

- LPV DA
- LNAV/VNAV DA
- LNAV MDA

**CIRCLING**

- 540-1
- 454 (500-1)
- 474 (500-1½)
- 494 (500-1½)
- 614 (700-2)
Circling RWY 14, 32 NA at night. For inop MALS, 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 1/2 mile, Circling Cat C visibility 1/4 mile, and Circling Cat D visibility 1/8 mile. For inop MALS 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 2 1/2, and PALET Fix Minimums Cats A/B visibility to 1. Helicopter visibility reduction below 1/2 SM NA. VDP NA when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting.

Amdt 7C 18AUG16

NE-2, 30 NOV 2023 to 25 JAN 2024
VOR RWY 24
OCEAN COUNTY (MJX)

VORTAC CYN
113.4 234°
Chan 81

AWOS-3PT 119.875
MC GUIRE APP CON 126.475 363.8
GCO 121.725
UNICOM 122.7 (CTAF)

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.

ROBBINSVILLE 113.8 RBV Chan 85

COYLE 113.4 CYN Chan 81

MISSING DME required for procedure entry. DME required.

Rwy 24 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 14, 32 NA at night.

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

NE-2, 30 NOV 2023 to 25 JAN 2024

637

2000 CYN 15.7

PICK Rwy Idg
TDZE 81
Apt Elev 86

Circling Rwy 14, 32 NA at night.

DME required for procedure entry. DME required.

TCH 40

1 NM

0.7 NM

4.3 NM

CIRCLING 540-1

454 (500-1)

560-1

474 (500-1)

580-1/2

494 (500-1/2)

700-2

614 (700-2)

502
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 & Cat C/D visibility to 1 SM.

ATIS

PHILADELPHIA  APP CON  126.775  123.8  291.7

TRENTON TOWER  120.7 (CTAF)  257.8

GND CON  121.9  257.8

CLNC DEL  121.9  257.8

UNICOM  122.95

ILS or LOC RWY 6 TRENTO MERCER (TTN)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct ARD VOR/DME and hold.

MSC GUIRE

EMUNY fix minimums S-LOC 6 Cat C/D visibility to 1 SM.

Regarding holding patterns, the diagram shows:

- **HOLD 4600-2700**
- **GS 3.00° TCH 60°**
- **1 NM in 058°**

Categories and Thresholds:

- **CATEGORY A**
  - S-LOC 6: 840-1/2 654 (700-1/2)
  - S-LOC 6: 840-1 627 (700-1)
- **CATEGORY B**
  - S-LOC 6: 540-1/2 354 (400-1/2)
  - CIRCLING: 680-1 467 (500-1)
- **CATEGORY C**
  - S-LOC 6: 540-1/2 354 (400-1/2)
  - CIRCLING: 680-1 467 (500-1)
- **CATEGORY D**
  - S-LOC 6: 540-1/2 354 (400-1/2)
  - CIRCLING: 680-1 467 (500-1)

The diagram includes the following details:

- **2600**
- **Apt Elev 276 TWR**
- **MALSR 267**
- **TRENTON, NEW JERSEY**
- **TRENTON MERCER (TTN)**
- **TDZE 186**
- **EMUNY INT**
- **LOCALIZER 111.3 I-TTN**
- **MC GUIRE**
- **EMUNY FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)**
- **FAF to MAP 5.3 NM**

Atmospheric Pressure:

- **1014 hPa**

AirPressure: 1014.3 hPa

Weather information:

- **TRENTON TOWER**
  - **GND CON**
  - **CLNC DEL**
  - **UNICOM**

FAF to MAP 5.3 NM

Knots: 60 90 120 150 180


- **TRENTON, NEW JERSEY**
  - **Amdt 10F 08SEP22**

- **NE-2, 30 NOV 2023 to 25 JAN 2024**

- **EMUNY fix minimums S-LOC & Cat C/D visibility to 1 SM.**
For uncompensated Baro-VNAV systems, procedure NA below -13°C (130°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 1½ mile.

ATIS 126.775 PHILADELPHIA 123.8 APP CON 291.7
TRENTON TOWER 120.7 (CTAF) CLNC DEL 257.8
GND CON 121.9 257.8 UNICOM 122.95

RAIL REQUIRED

VGS and RNAV glidepath not coincident. See planview for multiple IF locations.

AUTHORIZATION REQUIRED
RNAV (RNP) Y RWY 24
TRENTON MERCER (TTN)

MISSED APPROACH: Climb to 2700 on track 239° to ZUBAX and hold.

For uncompensated Baro-VNAV systems, procedure NA below -13°C (130°F).
When VGSI inop, procedure NA at night.
GPS required.

ATIS
126.775

PHILADELPHIA APP CON
123.8 291.7

TRENTON TOWER
120.7 (CTAF) 257.8

GND CON
121.9 257.8

CLNC DEL
121.9 257.8

UNICOM
122.95

RADAR REQUIRED

575±
351±
265±
253±
239°
260±
369

MISSED APCH FIX
ZUBAX
059°
039°

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 42).

HIRL Rwys 6-24 and 16-34
REIL Rwys 16, 24 and 34

HILMA
2000
3.00°

M6A RW24 25 NM

2600

239°

2700

1048

570

CAXES
210K

505

AUTHORIZATION REQUIRED

CATEGORY
A
B
C
D
RNP 0.10 DA
641-1½
448 (500-1½)
RNP 0.30 DA
741-1¾
548 (600-1½)
RNAP APCH.

RNAP APCH.

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RNAP APCH.
RNAV (GPS) Z RWY 6
TRENTON MERCER (TTN)

Baro-VNAV and VDP NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 13°C or above 54°C. When local altimeter setting not received, use Northeast Philadelphia altimeter setting and increase LPV DA to 437 feet; increase LNAV/VNAV DA to 658 feet and all visibilities ½ SM; increase all MDAs 60 feet and LNAV/ VNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. For inop ALS, increase LNAV/visibility Cats C/D to 1 ½. For inop ALS when using Northeast Philadelphia altimeter setting, increase LNAV/VNAV all Cats visibility 1 ½ and LNAV visibility Cats C/D to 1 ½. For inop ALS when using Northeast Philadelphia altimeter setting, increase LNAV/VNAV all Cats visibility 1 ½ and LNAV visibility Cats C/D to 1 ½. When Circling to Rwy 34 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH:
Climb to 1500 then climbing left turn to 2700 direct ZUBAX and hold.
RNAV (GPS) Z RWY 24
TRENTON MERCER (TTN)

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 (120°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 ½ mile; increase all MDA 60 feet and LNAV Cats C and D visibilities ½ mile and Circling visibility Cat C ½ mile. VDP NA with Northeast Philadelphia altimeter setting. Helicopter visibility reduction below ½ SM NA. Night Landing: Rwy 34 operational VGSI required, remain on or above VGSI glidepath until threshold.

2700 ZUBAX
2.5 NM to RW24

2.5 NM to RW24

Procedure NA for arrivals at CASUB.

MASA RW24 2.5 NM

HIWL Rwy 6-24 and 16-34
REIL Rwy 16, 24 and 34

VPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING

40°17'N-74°49"W
TRENTON MERCER (TTN)
AL-982 (FAA) 23278

TRENTON, NEW JERSEY
Amdt 1B 04FEB16

NE-2, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) Z RWY 24
TRENTON MERCER (TTN)
WATERTOWN, NEW YORK
AL-666 (FAA)

MISSED APPROACH: Climb to 900 then climbing left turn to 2400 direct ART VORTAC and hold.
RNAV (GPS) RWY 7
WATERTOWN INTL (ART)

For inop ALS, increase LPV, LNAV/VNAV visibilities to ½ SM and LNAV Cat C/D visibilities to 1½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 18°C or above 54°C.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3500 direct NOYAQ and hold.

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**ASOS** 132.325  **KGBT ATIS** 119.525  **WHEELER-SACK APP CON** 124.875  **CLNC DEL** 120.8  **UNICOM** 123.0 (CTAF)

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**RNP APCH.**

- **Categories:**
  - 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)
  - CIRCLING: 960 1, 629 (700 1)

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**MALSR**

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**WATERTOWN, NEW YORK**
AL-666 (FAA)

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**RNAV (GPS) RWY 7**
WATERTOWN INTL (ART)

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**Amdt 3 19JUL18**

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**NE-2, 30 NOV 2023 to 25 JAN 2024**

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**WATERTOWN, NEW YORK**
**Amdt 3 19JUL18**

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**44°00'N-76°01'W**

513
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 10 helicopter visibility reduction below ¾ SM NA.

**MISSLED APPROACH:** Climb to 3600 direct BAMPE and on track 146° to PATEE and hold.
RNAV (GPS) RWY 28
WATERTOWN INTL (ART)

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 1SM; 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 ¼ SM NA.

Procedure NA for arrivals at LDLE on V145 southbound.

MISSED APPROACH: Climb to 2400 direct TAREE and hold.

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 1SM; 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 ¼ SM NA.

Procedure NA for arrivals at LDLE on V145 southbound.

MISSED APPROACH: Climb to 2400 direct TAREE and hold.

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 1SM; 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 ¼ SM NA.

Procedure NA for arrivals at LDLE on V145 southbound.

MISSED APPROACH: Climb to 2400 direct TAREE and hold.
RNAV (GPS) RWY 10

WHITFORDS (B16)

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

RNAV (GPS) RWY 10

MIRL Rwy 10-28

43°05'N - 76°32'W

Orig-B 15AUG19

NE-2, 30 NOV 2023 to 25 JAN 2024
Use Syracuse altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

**RNAV (GPS) RWY 28**

**WHITFORDS (B16)**

**Syracuse APP CON**
- 126.125
- 269.125

**Unicom**
- 122.8 (CTAF)
- 122.7

**ELEV**
- 400

**TDZE**
- 400

**LYSAN**
- 3500
- 117°
- (9)

**HOBKA**
- 099°
- 279°
- 4 NM

**MA RWY 28**
- 25 NM
- 3700

**Lysans**

**CAMVA**
- 955°

**Detve**
- 2000
- 279°
- (5)

**EBIRE**
- 270°

**FAMEP**
- 270°

**MARKER**
- 2000

**SCIPO**
- 2064

**VESPE**
- 2610°

**2352°**

**AL-9225 (FAA)**

**SYRACUSE APP CON**

**UNICOM**

**126.125**

**269.125**

**122.8 (CTAF)**

**122.7**

**MIRL Rwy 10-28**

**WEEDSPORT, NEW YORK**

**ORIG-A 10NOV16**

**NE-2, 30 NOV 2023 TO 25 JAN 2024**

**RNAV (GPS) RWY 28**

**WHITFORDS (B16)**

**ELEV**

**TDZE**

**ELEV 400**

**TDZE 400**

**APP CRS**

**279°**

**Rwy Idg**

**3280**

**TDZE**

**400**

**Apt Elev**

**400**

**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**

**ATC UNICOM**

**122.8**

**(CTAF)**

**122.7**

**WEEDSPORT, NEW YORK**

**ORIG-A 10NOV16**

**43°05'N - 76°32'W**

**519**
### RNAV (GPS) RWY 10

**WELLSVILLE MUNI/TARANTINE FLD (ELZ)**

**RNAP APCH - GPS.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>CLEVELAND CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.275</td>
<td>124.325 353.85</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**HOLD**

- **3500**
  - (IF/IFAF) NEVGE
  - 277°
  - 097°
  - 5 NM

**UTVIW**

- 2.6 NM to RW10
- 2360 2292 ±
- 2719 ±
- 2758 ±
- 2562 ±
- 124.325 353.85

**5 NM**

- 4300
- 097°
- 277°
- NEVGE

**5 NM Holding Pattern**

- 6000 4300
- 097°
- 277°
- GP 3.00°
- TCH 39°

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2375-3/4</td>
<td>250 (300-3/4)</td>
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<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>2453-1</td>
<td>328 (400-1)</td>
<td></td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>2560-1</td>
<td>435 (500-1)</td>
<td>2560-1/4</td>
<td>435 (500-1/4)</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>2640-1</td>
<td>2660-1</td>
<td>2880-2 1/4</td>
<td>3060-3</td>
</tr>
<tr>
<td></td>
<td>515 (600-1)</td>
<td>535 (600-1)</td>
<td>755 (800-2 1/4)</td>
<td>935 (1000-3)</td>
</tr>
</tbody>
</table>

**ELEV 2125**
**TDZE 2125**

**WELLSVILLE MUNI/TARANTINE FLD (ELZ)**

**RNAV (GPS) RWY 10**

**Amdt 2 11AUG22**

**WELLSVILLE, NEW YORK**

**AL-5845 (FAA)**

**23110**

**MISSED APPROACH:** Climb to 4300 direct PAYIV and hold.

**42°07'N-77°59'W**

**NE-2, 30 NOV 2023 TO 25 JAN 2024**

**NE-2, 30 NOV 2023 TO 25 JAN 2024**

**NE-2, 30 NOV 2023 TO 25 JAN 2024**

**520**
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.

**Procedure NA** when R-5002 A/B/C/D/E/F is active. Contact McGuire approach control or Atlantic City for range status/availability.

**Visual Segment - Obstacles.**

**Radar Required**

**Category**

<table>
<thead>
<tr>
<th>CIRCLING</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>680-1</td>
<td>700-1</td>
<td>661 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS)-B
EAGLES NEST (31E)

Apt Elev: 39

Procedure NA when R-5002 A/B/C/D/E/F is active. Contact McGuire approach control or Atlantic City for range status/availability.

MISSED APPROACH: Climbing right turn to 2300 direct REACT and hold.

CTAF
122.9

EAGLES NEST (31E)

ATLANTIC CITY APP CON
134.25 292.2

mux AWOS-3PT
119.875

Helicopter visibility reduction below 1 SM NA.

altimeter setting; when not received use Atlantic City altimeter setting.

DME/DME RNP-0.3 NA. Procedure NA at night. Use Toms River Rwy Idg.

Helicopter visibility reduction below 1 SM NA.

Contact McGuire approach control or Atlantic City for range status/availability.

REACT 374

REACT 2300 direct REACT and hold.

Vents 3.5 NM

R-5002 Rwy 32

Contact McGuire approach control or Atlantic City for range status/availability.

Holding Pattern 4 NM

R-5002

RADAR REQUIRED

R-5002 C

R-5002 A

R-5002 B

R-5002 D

R-5002 E

R-5002 F

R-5002 A, F

R-5002 A

R-5002 B

R-5002 C

R-5002 D

R-5002 E

R-5002 F

R-5002 A, F

R-5002 A

R-5002 B

R-5002 C

R-5002 D

R-5002 E

R-5002 F

R-5002 A, F

R-5002 A

R-5002 B

R-5002 C

R-5002 D

R-5002 E

R-5002 F

R-5002 A, F

R-5002 A

R-5002 B

R-5002 C

R-5002 D

R-5002 E

R-5002 F

R-5002 A, F

R-5002 A

R-5002 B

R-5002 C

R-5002 D

R-5002 E

R-5002 F

R-5002 A, F

R-5002 A

R-5002 B

R-5002 C

R-5002 D

R-5002 E

R-5002 F

R-5002 A, F

R-5002 A

R-5002 B

R-5002 C

R-5002 D

R-5002 E

R-5002 F

R-5002 A, F

R-5002 A

R-5002 B

R-5002 C

R-5002 D

R-5002 E

R-5002 F

R-5002 A, F

R-5002 A

R-5002 B

R-5002 C

R-5002 D

R-5002 E

R-5002 F

R-5002 A, F
RNAV (GPS) RWY 6
GREENWOOD LAKE (4N1)

MIRL Rwy 6-24

ALEX 122.9

NoPT for arrival at WEKAS on V213 northbound.

Obtain local altimeter setting on CTAF; when not received, use Sussex altimeter setting and increase all MDAs 100 feet and visibility Circling Cat B ½ SM.

Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA.

NEW YORK APP CON

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1340-1</td>
<td>550 (600-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1540-1</td>
<td>750 (800-1)</td>
<td>1540-1½</td>
<td>750 (800-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1600-1</td>
<td>810 (900-1)</td>
<td>1720-1½</td>
<td>930 (1000-1½)</td>
</tr>
</tbody>
</table>

Amdt 1D 29DEC22
Circling RWY 15 NA at night.

ASOS
119.925
NEW YORK APP CON
125.975
343.65
SUFFOLK COUNTY TOWER *
125.3 (CTAF) 236.6
GND CON
121.8
225.4
UNICOM
122.95

MISSING APPROACH: Climb to 880 then climbing right turn to 2000 direct CCC VOR/DME and hold.

CALVERTON
114.55
CCC
Chan 92 (Y)

HAMPTON
113.6
HTO
Chan 83

LOC/DME I-FOK
111.7
Chan 54

APP CRS
236°

Rwy Idg
TDZE
Apt Elev
9002
66
66

MALS R

VECTORS

LOCLIZER 111.7
I-FOK
Chan 54

LOC-del 2000 direct CCC VOR/DME and hold.

DME required for LOC only.

HTO
1900

ELEV
66
TDZE
66

HAMPTON
113.6
HTO
Chan 83

ALTERNATE MISSED APCH FIX

HAMPTON
113.6
HTO
Chan 83

LOC only

* I-FOK 1.7

IF

SPREE
I-FOK 6

R-308

R-085

265°

824A

R-085

265°

435A

223A

270°

350

175

HTO

ELEV 66

TDZE 66

FAF to MAP 4.3 NM

Knots
60
90
120
150
180

Min:Sec
4:18
2:52
2:09
1:43
1:26

S-ILS 24

266-1/2
200 (200-1/2)

S-LOC 24

520-1/2
454 (500-1/2)
520-7/8
454 (500-7/8)

** CIRCLING **

600-1
534 (600-1)
620-1
554 (600-1)
700-1/4
634 (700-1/4)
740-2/4
674 (700-2/4)

526
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 feet and all Cats visibility ½ SM; increase LNAV/VNAV DA to 361 feet and all Cats visibility ½ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility ½ SM and Circling Cat C visibility ¾ SM. 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: 119.925
- SUFFOLK COUNTY TOWER: 125.975 (CTAF) 236.6
- GND CON: 121.8 225.4
- UNICOM: 122.95

**MISSING APCH FIX**
- 5 NM
  - S 20°6' MATTY

Procedure NA for arrivals on HTO VORTAC airway radials 236 CW 285.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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 feet; increase LNAV/VNAV DA to 632 feet and all Cats visibility ½ SM; increase all MDAs 40 feet and Circling Cat C visibility ½ SM. Baro-VNAV and VDP NA when using Shirley altimeter setting. Circling Rwy 15 NA at night.

Procedure NA for arrivals at CREAM on V16-451 northeast bound.

Procedure NA for arrivals on HTO VORTAC airway radials 236 CW 285.

Procedure NA for arrivals on 236° holding pattern.
Helicopter visibility reduction below ½ SM not authorized. When local altimeter setting not received, use Shirley altimeter setting and increase all MDAs 40 feet and S-6 Cat C/D visibility ½ SM and Circling Cat C visibility ½ SM. 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.
MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold.
Continue climb-in-hold to 5000.

ALTERNATE MISSSED APPROACH:
- When directed by ATC, climb to 1200, then climbing right turn to 3000 via hgd 250° within 10 NM (RADAR required).
- When ALS inop, increase vis to 3/4 mile.
- When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1 1/4 miles.
**When ALS inop, increase vis to 3/4 mile.**

**When ALS inop, increase vis to 1 1/4 miles.**

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

Procedure NA for arrivals on ART VORTAC airway radials 017 CW 043.

**When ALS inop, increase CAT A8 vis to 1 mile, CAT C vis to 1 1/8 miles, CAT DE vis to 1 1/4 miles.**

**Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy B. Circling NA for CAT E to Rwy 8-26 and 18-33.**

NE-2, 30 NOV 2023 to 25 JAN 2024
Procedure NA for arrival on ART
VORTAC airway radials
045° CW 199°.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF 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...

**TAKEOFF RWY 21**: Climb via heading 209° to 1100, then climbing right turn to 2700 via ART R-088 to ART VORTAC, thence...

**TAKEOFF 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...

**TAKEOFF 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.
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.

DME required for LOC only.

D-ATIS
133.8
NEW YORK APP CON
120.8 126.4 257.65
WESTCHESTER TOWER *
118.575 (CTAF) 284.65
GND CON
121.825
CLNC DEL
126.4
CLNC DEL (when twr closed)
122.95

Amdt 25C 25FEB21
Cats C/D visibility to 1 SM.
For inop ALS, increase S-LOC 16 NA at night.
Circling Rwy 11, 29 NA at night.

WHITE PLAINS, NEW YORK
Amrd 25C 25FEB21
41°04'N-73°42'W

ILS or LOC RWY 16
WESTCHESTER COUNTY (HPN)
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.

RADAR required for procedure entry.

NEW YORK APP CON 120.8 126.4 257.65
WESTCHESTER TOWER * 118.575 (CTAF) 1284.65

RADAR

THEEO INT I-OJZ 6.1 RADAR
JETAX INT I-OJZ 10.7 RADAR

LOCALIZER 109.7

ILS or LOC RWY 34
WESTCHESTER COUNTY (HPN)
RNAV (RNP) Z RWY 16
WESTCHESTER COUNTY (HPN)

**RNP AR APCH - GPS.**

- For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

**D-ATIS**
**NEW YORK APP CON**
**WESTCHESTER TOWER**
**GND CON**
**CLNC DEL**
**UNICOM**

<table>
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<tr>
<th></th>
<th>133.8</th>
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<td><strong>ELEV</strong></td>
<td>439</td>
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<td>TDZE</td>
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**Procedure NA for arrivals at BASYE on V157 northwest bound.**

**Procedure NA for arrival on CMK VOR/DME airway radials 255 CW 356.**

**See planview for multiple IF locations.**

**RNPA Authorization Required for uncompensated Baro-VNAV systems.**

**CATEGORY**

<table>
<thead>
<tr>
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<tr>
<td>RNP 0.15 DA</td>
<td>826/35</td>
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RNAV (RNP) Z RWY 34
WESTCHESTER COUNTY (HPN)

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.

For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). RF required. GPS required.

Procedure NA for arrival on CMK VOR/DME airway radials 111 CW 275.
RNAV (GPS) Y RWY 34
WESTCHESTER COUNTY (HPN)

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.

Procedure NA for arrivals at RYMES on V483 northbound and on V123 northeast bound.

Procedure NA for arrival on BDR VOR/DME airway radials 212 CW 248.

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.

Procedure NA for arrivals at RYMES on V483 northbound and on V123 northeast bound.

Procedure NA for arrival on BDR VOR/DME airway radials 212 CW 248.
RADAR REQUIRED
Weather minimums: 3500 feet ceiling and 5 mile visibility.
Vertical Guidance
Navaid and Angle:
PAPI 3.00° TCH 56'
I-OJZ GS 3.00° TCH 55°.

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.
NOTE: RADAR required.
NOTE: BAYYS 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 BWZ/BWZ R-250.
NOTE: LANNA departures expect vectors to PTW R-320.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE 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: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: WHITE departures expect vectors to BWZ/BWZ R-250.
NOTE: GAYEL departures expect vectors to SAX R-252.
NOTE: LANNA departures expect vectors to BWZ/BWZ R-250.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE 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: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: WHITE departures expect vectors to BWZ/BWZ R-250.
NOTE: GAYEL departures expect vectors to SAX R-252.
NOTE: LANNA departures expect vectors to BWZ/BWZ R-250.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE 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: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: WHITE departures expect vectors to BWZ/BWZ R-250.
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, 30 NOV 2023 to 25 JAN 2024

NOTE: Chart not to scale.

Takeoff minimums:
Rwy 11, 16, 34: Standard.
Rwy 29: 300-1½ or standard with minimum climb of 235' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

Radar required.
RNAV 1 - GPS for GREKI departures.

(NARRATIVE ON FOLLOWING PAGE)
TAKEOFF RUNWAY 11: Climb on heading 115°, maintain 3000. Thence...
TAKEOFF RUNWAY 29: Climb on heading 295°, maintain 3000. Thence....
*TAKEOFF RUNWAY 16: Climb on heading 163° to 800, then climbing right turn heading 320°, maintain 3000. Thence. . .
TAKEOFF RUNWAY 34: Climb on heading 343° to 1000, then climbing left turn heading 295°, maintain 3000. Thence. . .

...on RADAR 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: BAYYS departures expect RADAR vectors to BDR VOR/DME or BDR R-054.
NOTE: BIGGY departures expect RADAR vectors to SBJ/SBJ R-237.
NOTE: COATE departures expect RADAR vectors to SAX VORTAC or SAX R-311.
NOTE: DIXIE departures expect RADAR vectors to JFK VOR/DME.
NOTE: ELIOT departures expect RADAR 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 RADAR vectors to DPK R-320.
NOTE: GREKI departures expect RADAR vectors.
NOTE: HAAYS departures expect RADAR vectors to HUO R-145.
NOTE: LANNA departures expect RADAR vectors to PTW R-059.
NOTE: MERIT departures expect RADAR vectors to LGA R-055.
NOTE: NEION departures expect RADAR vectors to LGA R-322.
NOTE: NEWEL departures expect RADAR 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 RADAR vectors to BWZ/BWZ R-250.
NOTE: SHIPP departures expect RADAR vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect RADAR vectors to JFK/JFK R-156.
NOTE: WHITE departures expect RADAR vectors to COL VOR/DME or COL R-204.
NOTE: ZIMMZ departures expect RADAR vectors to SAX R-250. ZIMMZ may be accessed by all type aircraft requesting a final altitude at or above FL180.
CAPE MAY COUNTY (WWD)

RNAV (GPS) RWY 1

AWOS-3PT  118.275
ATLANTIC CITY APP CON  124.6  327.125
CLNC DEL  121.7
UNICOM  122.7 (CTAF)

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.

Procedure NA for arrivals at RADDS on V139 southwest bound.
**RNAV (GPS) RWY 10**  
**CAPE MAY COUNTY (WWD)**

**AWOS-3PT**  
118.275  
**ATLANTIC CITY APP CON**  
124.6  327.125  
**CLNC DEL**  
121.7  
**UNICOM**  
122.7 (CTAF)

**Procedure NA for arrivals at GROUT on V229 southwest bound.**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 45).**

**CATEGORY**  
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**NE-2, 30 Nov 2023 to 25 Jan 2024**

**MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct SIE VORTAC and hold.**

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 3/4 SM NA. Circling Rwy 1 NA at night.
RNAV (GPS) RWY 19
CAPE MAY COUNTY (WWD)

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.

Procedure NA for arrivals at VCN VOR/DME on V284 northeast bound and V577 westbound.

Procedure NA for arrival on ENO VORTAC airway radials 031 CW 189.

LPV DA 269-1 250 (300-1)
LNAV/ VNAV DA 392-1 1/4 373 (400-1 1/4)
LNAV MDA 380-1 361 (400-1)
CIRCLING 480-1 458 (500-1) 620-1 598 (600-1) 620-1/2 598 (600-1 1/2) 980-3 958 (1000-3)

**AWOS-3PT**
118.275

**WASHINGTON DC**
280°

**CLNC DEL**
121.7

**UNICOM**
122.7 (CTAF)

**AIRPORT**

**WATERLOO**
ATR

**OGHAM**
TOVIE
RW28

**RAP**

**MISSED APPROACH: Climbing left turn to 2500 direct ATR VOR/DME and hold.**

Procedure NA for arrival on ATR VOR/DME airway radials 033 CW 057.

**AWOS-3PT**
118.275

**WASHINGTON DC**
280°

**CLNC DEL**
121.7

**UNICOM**
122.7 (CTAF)

**AIRPORT**

**WATERLOO**
ATR

**OGHAM**
TOVIE
RW28

**RAP**

**MISSED APPROACH: Climbing left turn to 2500 direct ATR VOR/DME and hold.**

Procedure NA for arrival on ATR VOR/DME airway radials 033 CW 057.
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.

Procedure NA for arrivals at ACY VORTAC on V284 northeast bound.

Procedure NA for arrivals at SIE VORTAC on B24 northwest bound.

Procedure NA for arrivals at SIE VORTAC on B24 northbound.

Procedure NA for arrivals at SIE VORTAC on B24 northbound.

Procedure NA for arrivals at SIE VORTAC on B24 northbound.

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Procedure NA for arrivals at SIE VORTAC on B24 northbound.

Procedure NA for arrivals at SIE VORTAC on B24 northbound.

Procedure NA for arrivals at SIE VORTAC on B24 northbound.
Circling NA for Cats C and D NE of Rwys 19 and 28. Circling Rwy 1 NA at night.

Procedure NA for arrivals at ACY VORTAC on V229 northeast bound.

MISSED APPROACH: Climb to 800 then climbing left turn to 1800 direct SIE VORTAC and hold.
Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rochester altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ½ SM.

**RNAV (GPS) RWY 10**

**WILLIAMSON/SODUS (SDC)**

**AWOS-3**

124.2

**ROCHESTER APP CON**

119.55  269.6

**UNICOM**

122.8 (CTAF)

**R-5203 and MISTY 2 MOA**

**HOLD 5000**

**Goyer**

100°

280°

3000 (IF/NAPT)

3000 (IAP)

3000 (IAF)

3000 (IF/IAF)

**ZIKED**

**GOYER**

1238

**ZIKED**

690

**WALCO**

715

**MISTY 3 MOA**

**2100**

**6000**

**280°**

**MISTY 3 MOA**

**100°**

**TCH 40**

**3.00°**

**6 NM**

**5.1 NM**

**CATEGORY**

**A**

**B**

**C**

**D**

**LNAV MDA**

940-1

516 (600-1)

940-3/4

516 (600-1/4)

NA

**CIRCLING**

1000-1

576 (600-1)

1020-1

596 (600-1)

1120-2

696 (700-2)

NA

**NE-2, 30 NOV 2023 to 25 JAN 2024**

**MIRL Rwy 10-28**

**REIL Rwsys 10 and 28**
RNAV (GPS) RWY 28
WILLIAMSON/SODUS (SDC)

RNP APCH - GPS.

- Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rochester altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C 1/2 SM, and Circling visibility Cat C 1/4 SM.

### ANCHORAGE

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<th>CIRCLING</th>
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<td>C</td>
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**AWOS-3**

- 124.2

**ROCHESTER APP CON**

- 119.55 269.6

**UNICOM**

- 122.8 (CTAF)

**ELEV**

- 424

**TDZE**

- 422

**RNAV (GPS) RWY 28**

- WILLIAMSON/SODUS, NEW YORK

Amdt 2B 06OCT22

WILLIAMSON/SODUS, NEW YORK

NE-2, 30 NOV 2023 to 25 JAN 2024

WILLIAMSON/SODUS, NEW YORK

Amdt 2B 06OCT22

43°14’N-77°07’W
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 1/4 mile. VDP NA when using Millville Muni altimeter setting. Circling Rwy 13, 19, 31 NA at night. Rwy 1 helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrivals at TESTA on V308 southwest bound.

RNAV (GPS) RWY 1
WOODBINE MUNI (OBI)

RNAV (GPS) RWY 1
WOODBINE, NEW JERSEY
Orig-C 06DEC18

AWOS-3
ATLANTIC CITY APP CON
GCO
UNICOM

120.475
124.6  327.125
121.725
123.05 (CTAF)

MISSED APPROACH: Climb to 2000 direct JUDKO and on track 259° to LEEAH and hold.

Procedure NA for arrivals at TESTA on V308 southwest bound.
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.

Procedure NA for arrival at VCN VOR/DME via V284 northwest bound.

MISSED APPROACH: Climbing right turn to 2000 on VCN VOR/DME R-167 to PADDY INT/VCN 15 DME and hold.
Obtain local altimeter setting on CTAF, when not received, procedure NA. Procedure not authorized at night. Circling Cat B/C NA north of Rwy 9/27. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HUO VOR/DME and hold.

VOR/DME or GPS RWY 5
WURTSBORO/SULLIVAN COUNTY (N82)

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)

One Minute Holding Pattern

HUO VOR/DME

NoPT for arrivals on HUO VOR/DME airway radials 145 CW 235.
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 exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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