

NE-2

NJ NY

07 AUG 25 to 02 OCT 25



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Northeast (NE) Vol 2 of 4

Effective: 0901Z

07 AUG 2025

to: 0901Z

02 OCT 2025

Consult the Change Notice
(CN) effective 04 SEP 2025 for
revised Instrument Procedure
Charts for this volume



Consult NOTAMs for latest information

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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:

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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

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

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

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 [†] To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

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IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criterion 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.

	DA	Visibility (RVR 100's of feet)		Aircraft Approach Category			
		A		B	C	D	
Straight-in ILS to Runway 27	CATEGORY	1352/24		200		(200-½)	
	S-ILS 27						
Straight-in with Glide Slope Inoperative or not used to Runway 27	S-LOC 27	1440/24		288		(300-½)	
						1440/50 288 (300-1)	
	CIRCLING	1540-1 361 (400-1)		1640-1 461 (500-1)		1640-1½ 461 (500-1½)	
						1740-2 561 (600-2)	
	MDA	HAA	Visibility in Statute Miles				

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

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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
HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas 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.

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

Users may ignore the presence of **C** symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

Comparable Values of RVR and Visibility

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

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

RADAR MINIMA

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

Radar Minima: All minima in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

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

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

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

- ⚠ Alternate Minima not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- ⚠ NA Alternate minima are Not Authorized due to unmonitored facility or absence of weather reporting service.
- ▼ Airport is published in the Takeoff Minima, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed by an authorized non-FAA service provider. 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.



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

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.
- Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
- Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

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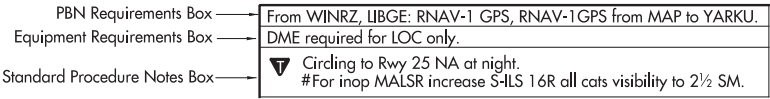
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans 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).

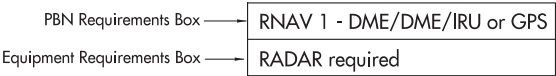
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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





RNAV STAR and DP PBN/Equipment Requirements Notes Box




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 "L" symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a 

KEY MIKE

- 7 times within 5 seconds
- 5 times within 5 seconds
- 3 times within 5 seconds

FUNCTION

- Highest intensity available
- Medium or lower intensity (Lower REIL or REIL-off)
- Lowest intensity available (Lower REIL or REIL-off)

ABBREVIATIONS 25107

AAF.....	Army Air Field	D-ATIS.....	Digital-Automatic Terminal Information Service
AAUP.....	Attention All Users Page	DA.....	Decision Altitude
ADF.....	Automatic Direction Finder	DEP.....	Departure
ADIZ.....	Air Defense Identification Zone	DEP CON.....	Departure Control
AFAUX.....	Air Force Auxiliary	DER.....	Departure End of Runway
AFB.....	Air Force Base	DH.....	Decision Height
AFRC.....	Armed Forces Reserve Center/Air Force Reserve Command	DME.....	Distance Measuring Equipment
AGL.....	Above Ground Level	DP.....	Departure Procedure
AFHP.....	Air Force Heliprot	DTHR.....	Displaced Runway Threshold
AFIS.....	Automatic Flight Information Service	DVA.....	Diverse Vector Area
AHP.....	Army Heliprot	ELEV.....	Elevation
ALF.....	Auxiliary Landing Field	EMAS.....	Engineered Material Arresting System
ALS.....	Approach Light System	EXEC.....	Executive
ALSF.....	Approach Light System with Sequenced Flashing Lights	FAF.....	Final Approach Fix
ANGB.....	Air National Guard Base	FD.....	Flight Director System
ANGS.....	Air National Guard Station	FL.....	Flight Level
Ant.....	Antenna	FLD.....	Field
AOB.....	At or Below	FM.....	Fan Marker
AP.....	Autopilot System	FMS.....	Flight Management System
APCH.....	Approach	GBAS.....	Ground Based Augmentation System
APP CON.....	Approach Control	GCA.....	Ground Control Approach
AR.....	Authorization Required	GCO.....	Ground Communication Outlet
ARB.....	Air Reserve Base	GLS.....	Ground Based Augmentation System
ARPT.....	Airport	GP.....	Landing System
ARR.....	Arrival	GPS.....	Glidepath
AS.....	Air Station	GS.....	Global Positioning System
ASOS.....	Automated Surface Observing System	HAA.....	Glide Slope
ASR.....	Airport Surveillance RADAR	HAL.....	Height Above Airport
ASSC.....	Airport Surface Surveillance Systems	HAT.....	Height Above Landing
ATC.....	Air Traffic Control	HATH.....	Height Above Touchdown
ATCT.....	Airport Traffic Control Tower	HCH.....	Height Above Threshold
ATIS.....	Automatic Terminal Information Service	hdg.....	Heliport Crossing Height
AUNICOM.....	Automated UNICOM	HIRL.....	Heading
AWOS.....	Automated Weather Observing System	HUD.....	High Intensity Runway Lights
Baro-VNAV.....	Barometric Vertical Navigation	IAF.....	Head-up Display
BC.....	Back Course	IAP.....	Initial Approach Fix
brg.....	Bearing	ICAO.....	Instrument Approach Procedure
CAPT.....	Captain	IF.....	International Civil Aviation Organization
CAT.....	Category	IFR.....	Intermediate Fix
CCW.....	Counterclockwise	ILS.....	Instrument Flight Rules
CDI.....	Course Deviation Indicator	IM.....	Instrument Landing System
CGAS.....	Coast Guard Air Station	INC.....	Inner Marker
Chan.....	Channel	Inop.....	Incorporated
CIR.....	Circling	INT.....	Inoperative
CL.....	Centerline Lighting System	INTCNTL.....	Intersection
CLNC DEL.....	Clearance Delivery	INTL.....	Intercontinental
CNF.....	Computer Navigation Fix	JNGB.....	International
CPDLC.....	Controller Pilot Data Link Communications	JRB.....	Joint National Guard Base
CTAF.....	Common Traffic Advisory Frequency	K.....	Joint Reserve Base
CW.....	Clockwise	KIAS.....	Knots
		LAAS.....	Knots Indicated Airspeed
			Local Area Augmentation System

ABBREVIATIONS 25107

LDA.....	Localizer Type Directional Aid	OPSPEC.....	Operations Specification
Ldg.....	Landing	PAR.....	Precision Approach Radar
LIRL.....	Low Intensity Runway Lights	PDC.....	Pre-Departure Clearance
LNAV.....	Lateral Navigation	PRM.....	Precision Runway Monitor
LOA.....	Letter of Agreement/Authorization	Pvt.....	Private
LOC.....	Localizer	R.....	Radial
LOM.....	Locator Outer Marker	RA.....	Radio Altimeter setting height
LP.....	Localizer Performance	RAIL.....	Runway Alignment Indicator Lights
LPV.....	Localizer Performance with Vertical Guidance	RCLS.....	Runway Centerline Light System
LR.....	Lead Radial	REIL.....	Runway End Identifier Lights
LRRS.....	Long Range RADAR Station	RF.....	Radius to Fix
MAA.....	Maximum Authorized Altitude	RGNL.....	Regional
MALS.....	Medium Intensity Approach Lighting System	RLLS.....	Runway Lead-in Light System
MALSF.....	Medium Approach Lighting System with Sequenced Flashers	RNAV.....	Area Navigation
MALSR.....	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RNP.....	Required Navigation Performance
MAP.....	Missed Approach Point	RPI.....	Runway Point of Interception)
MCAF.....	Marine Corps Air Facility	RVR.....	Runway Visual Range
MCALF.....	Marine Corps Auxiliary Landing Field	RWY.....	Runway
MCAS.....	Marine Corps Air Station	S.....	Straight-in
MCB.....	Marine Corps Base	SALS.....	Simplified Short Approach Light System
MCOLF.....	Marine Corps Outlying Field	SALSF.....	Short Approach Lighting System with Sequenced Flashing Lights
MDA.....	Minimum Descent Altitude	SDF.....	Simplified Directional Facility
MEA.....	Minimum Enroute Altitude	SFB.....	Space Force Base
MEML.....	Memorial	SID.....	Standard Instrument Departure
METRO.....	Metropolitan	SM.....	Statute Mile
MIRL.....	Medium Intensity Runway Lights	SR-SS.....	Sunrise-Sunset
MM.....	Middle Marker	SSALF.....	Short Approach Lighting System with Sequenced Flashing Lights
MOCA.....	Minimum Obstruction Clearance Altitude	SSALR.....	Simplified Short Approach Light System with Runway Alignment Indicator Lights
MRA.....	Minimum Reception Altitude	SSALS.....	Simplified Short Approach Lighting System
MSL.....	Mean Sea Level	ST.....	Saint
MSPEC.....	Management Specification	STE.....	Sainte
MUNI.....	Municipal	STAR.....	Standard Terminal Arrival
N/A.....	Not Applicable	TAA.....	Terminal Arrival Area
NA.....	Not Authorized	TACAN.....	Tactical Air Navigation
NAAS.....	Naval Auxiliary Air Station	TCH.....	Threshold Crossing Height
NAF.....	Naval Air Facility	TDZ.....	Touchdown Zone
NALF.....	Naval Auxiliary Landing Field	TDZE.....	Touchdown Zone Elevation
NAS.....	Naval Air Station	TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
NDB.....	Nondirectional Radio Beacon	TDZL.....	Touchdown Zone Lights
NM.....	Nautical Mile	THR.....	Threshold
NOLF.....	Naval Outlying Field	TODA.....	Takeoff Distance Available
NoPT.....	No Procedure Turn	TORA.....	Takeoff Run Available
NOTAM.....	Notice to Airmen	tr.....	Track
NS.....	Naval Station	TRML.....	Terminal
NTL.....	National	TWR.....	Tower
ODALS.....	Omnidirectional Approach Lighting System	UNICOM.....	Universal Communications Station
ODP.....	Obstacle Departure Procedure	USA.....	United States Army
OM.....	Outer Marker	USAF.....	United States Air Force

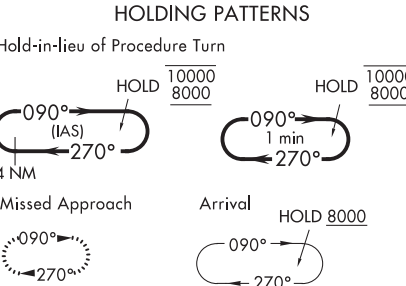
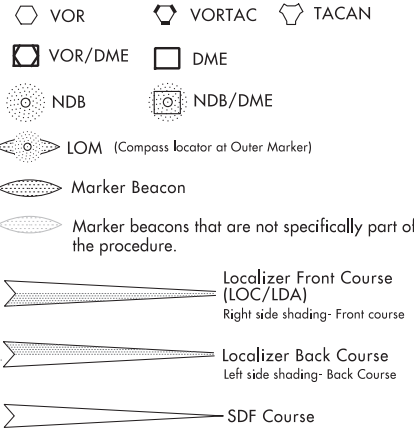
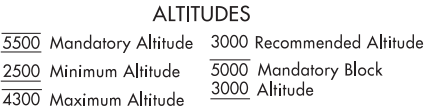
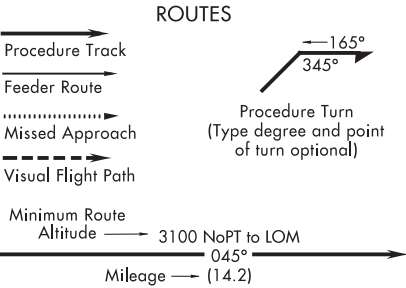
ABBREVIATIONS 25107

USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
VOR.....	Very High Frequency Omni-Directional Range
VORTAC.....	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint

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NE-2, 07 AUG 2025 to 02 OCT 2025

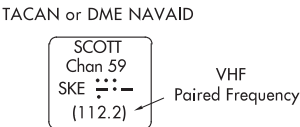
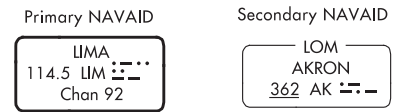
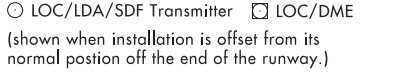
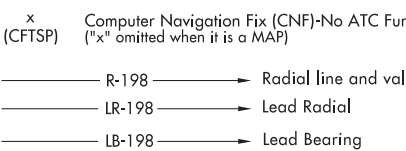
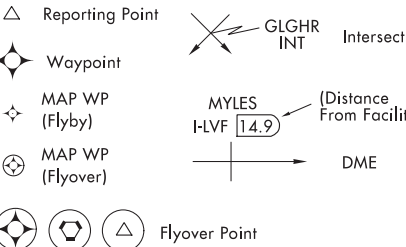
PLANVIEW SYMBOLS

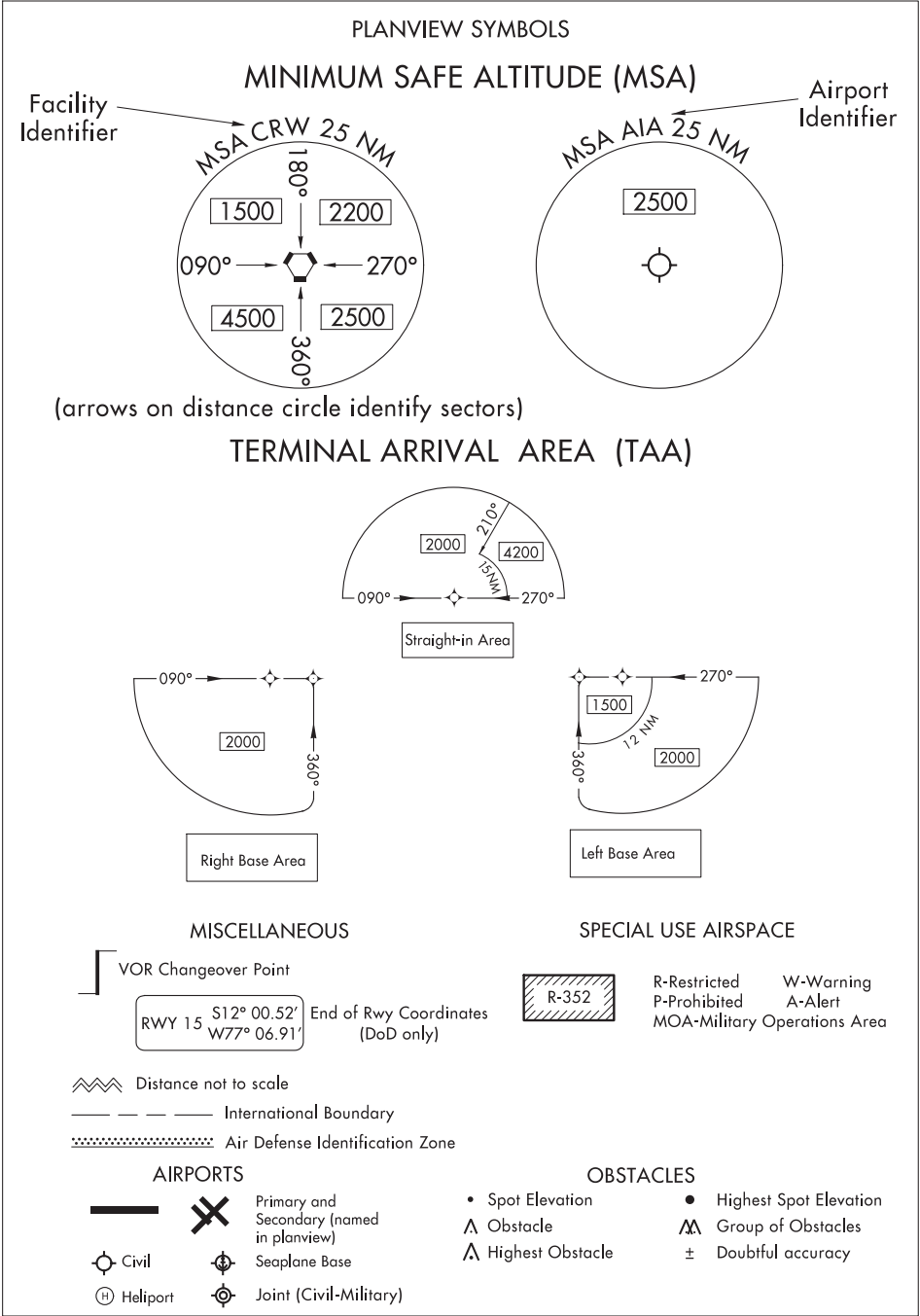


Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS





LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

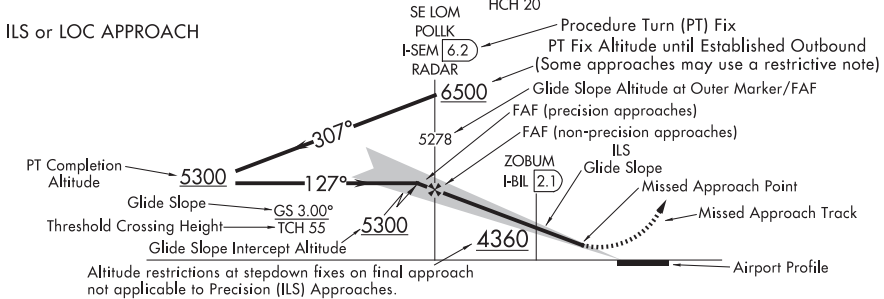
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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: $\angle 3.00^\circ$ TCH 55

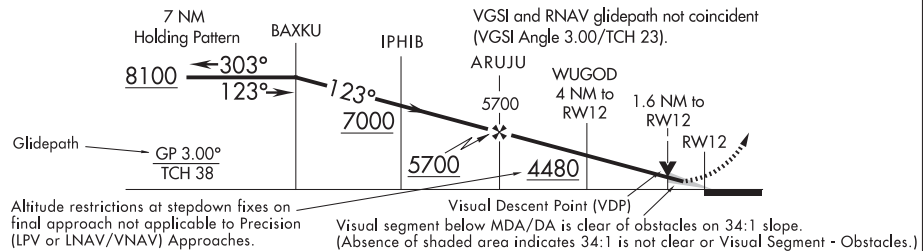
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

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

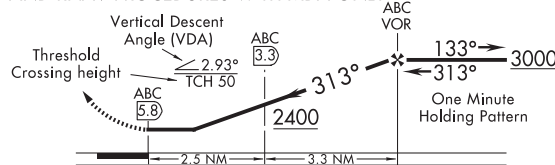
ILS or LOC APPROACH



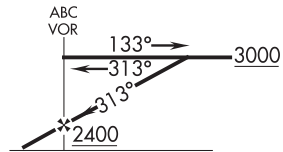
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



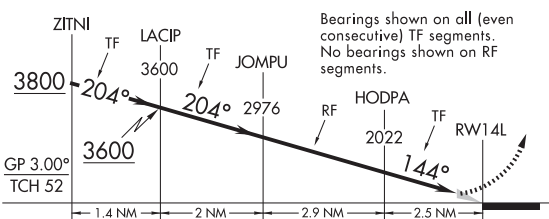
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



Bearings shown on all (even consecutive) TF segments. No bearings shown on RF segments.

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

PROFILE SYMBOLS

	Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 24361

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:



(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAID Box

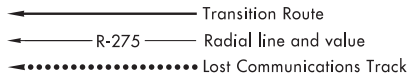


VHF Paired Frequency

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

ROUTES

MAA FL200 Maximum Authorized Altitude
4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude
270° Arrival Route
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks



V12 J80 Airway/Jet Route Identification



Holding pattern with maximum restricted airspace (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 2300 4800
Mandatory Altitude (Cross at) Minimum Altitude (Cross at or above) Maximum Altitude (Cross at or below)



Block Altitude

Altitude change at other than Radio Aids to Navigation

FIXES/ATC REPORTING REQUIREMENTS

→ Unnamed DME fix

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

→ Obvious DME (DME mileage matches route mileage) (75) → DME Mileage (when not obvious)

Waypoint (Compulsory) Waypoint (Non-Compulsory)

Flyover Point

x (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

AIRPORTS

Civil Military Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil Military Joint (Civil-Military)

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

N Indicates True North is not aligned to the top of the page

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier

LEGEND 23334

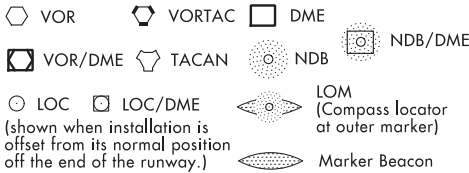
DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

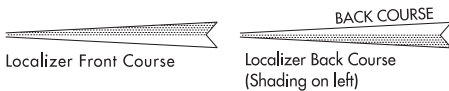
Compulsory:



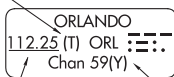
Non-Compulsory:



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

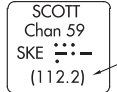


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAV AID Box



VHF Paired 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) [75] → DME Mileage (when not obvious)

Waypoint (Compulsory) Waypoint (Non-Compulsory)

Flyover Point

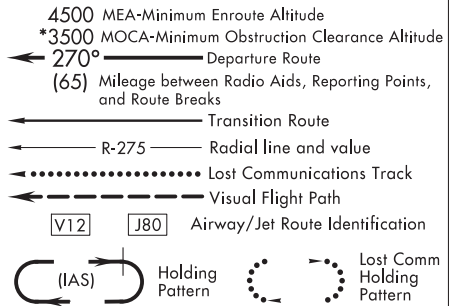
x Computer Navigation Fix (CFTSP) x Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS



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

ROUTES

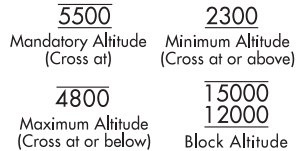


Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE

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

ALTITUDES



TOP ALTITUDE: 5000 Top altitude restriction

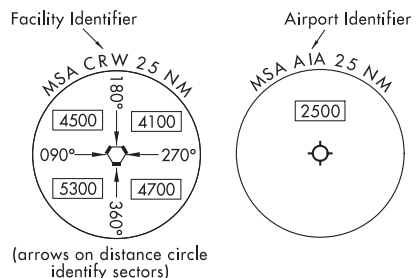
INDICATED AIRSPEED



AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

LEGEND 23334

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface

Other Than Hard Surface

Taxiways, Parking Areas

Stopways, Overruns, Blast Pads

Metal Surface

Closed Runway

Closed Surface

Non-Movement

Under Construction

Water Runway

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

uni-directional

bi-directional

Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....

Hot Spot.....

Runway Holding Position Markings.....

Buildings.....

Self-Serve Fuel ##.....

Tanks.....

Obstructions.....

Airport Beacon #.....

Runway Radar Reflectors.....

Bridges.....

Control Tower #..... TWR

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.....TDZE 123

Runway Slope..... 0.3% Down.....0.8% UP
(shown when rounded runway slope is $\geq 0.3\%$)

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

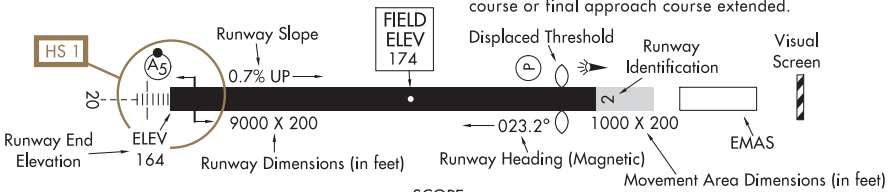
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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



SCOPE

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

LEGEND

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LEGEND 22195

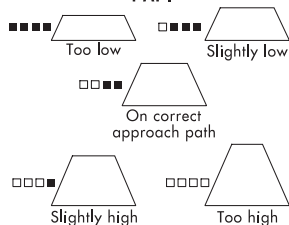
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) **PRECISION APPROACH
PATH INDICATOR**

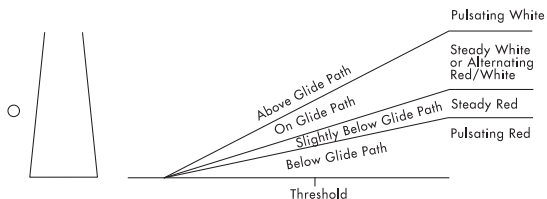
PAPI



Legend: □ White ■ Red

(V₂) **PULSATING VISUAL APPROACH
SLOPE INDICATOR**

PVASI



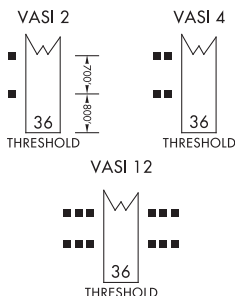
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) **VISUAL APPROACH
SLOPE INDICATOR**

VASI

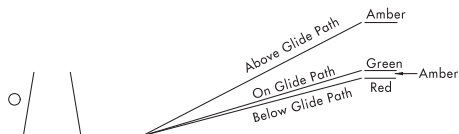
VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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



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

TRCV

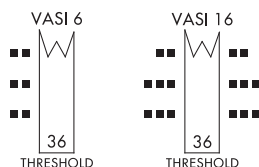


CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V₃) **VISUAL APPROACH
SLOPE INDICATOR**

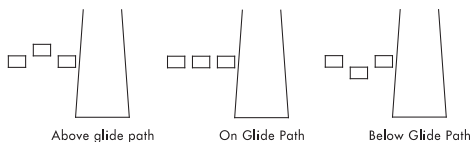
VASI

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



ALIGNMENT OF ELEMENTS SYSTEMS

APAP



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

LEGEND 22195

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF CLIMB TABLE
 (ft per min)

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF DESCENT TABLE												
The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.												
ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

AKRON, NY

AKRON/JESSON FLD (9G3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20JUN19 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

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

Lighting 11' from DER, 78' right of centerline, 841' MSL.

Vehicles on traverse way beginning 13' from DER, 206' right of centerline, up to 15' AGL/851' MSL.

Trees, vehicles on traverse way beginning 30' from DER, 258' left of centerline, up to 15' AGL/898' MSL.

Vehicles on traverse way beginning 103' from DER, 160' right of centerline, up to 15' AGL/853' MSL.

Trees, vehicles on traverse way beginning 142' from DER, 170' left of centerline, up to 15' AGL/903' MSL.

Transmission line, poles, fence, vehicles on traverse way, trees, stack beginning 187' from DER, 81' right of centerline, up to 870' MSL.

Tree 326' from DER, 489' left of centerline, 67' AGL/909' MSL.

Trees beginning 425' from DER, 17' left of centerline, up to 100' AGL/912' MSL.

Poles beginning 1140' from DER, 98' right of centerline, up to 887' MSL.

Tree, transmission line beginning 1303' from DER, 154' right of centerline, up to 906' MSL.

Trees, transmission lines beginning 1386' from DER, 115' right of centerline, up to 912' MSL.

Trees, transmission lines beginning 1555' from DER, 6' right of centerline, up to 920' MSL.

Trees beginning 2508' from DER, 24' right of centerline, up to 923' MSL.

Trees beginning 2690' from DER, 284' right of centerline, up to 924' MSL.

Trees beginning 2737' from DER, 132' right of centerline, up to 931' MSL.

Trees beginning 2871' from DER, 131' right of centerline, up to 938' MSL.

Trees beginning 3437' from DER, 205' right of centerline, up to 94' AGL/940' MSL.

Rwy 25, sign 7' from DER, 268' right of centerline, 834' MSL.

Fence 13' from DER, 319' right of centerline, 7' AGL/837' MSL.

Trees, fence beginning 22' from DER, 159' left of centerline, up to 60' AGL/875' MSL.

Tree 46' from DER, 375' right of centerline, 31' AGL/856' MSL.

Trees, vegetation beginning 146' from DER, 356' right of centerline, up to 41' AGL/858' MSL.

Trees beginning 231' from DER, 323' right of centerline, up to 880' MSL.

Trees beginning 250' from DER, 245' left of centerline, up to 63' AGL/876' MSL.

Trees beginning 386' from DER, 4' left of centerline, up to 72' AGL/883' MSL.

Tree 398' from DER, 215' right of centerline, 57' AGL/881' MSL.

Trees beginning 410' from DER, 13' right of centerline, up to 63' AGL/884' MSL.

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

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

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ALBANY, NY

ALBANY INTL (ALB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 14 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1% or std. w/min. climb of 378' per NM to 1100.**Rwy 28**, 300-1% 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.

Pole 5' from DER, 51' left of centerline, 8' AGL/277' MSL.

Tree 119' 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.

Trees beginning 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.

Trees beginning 1705' from DER, 52' right of centerline, up to 373' 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 3987' 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)

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

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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.

Tree, building beginning 149' from DER, 355' left of centerline, up to 34' AGL/293' MSL.

Poles beginning 330' from DER, 354' left of centerline, up to 39' AGL/304' MSL.

Poles beginning 455' from DER, 352' left of centerline, up to 35' AGL/305' MSL.

Trees, poles beginning 555' from DER, 458' right of centerline, up to 36' AGL/311' MSL.

Tree 569' from DER, 619' left of centerline, 309' MSL.

Building, tree, 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 329' MSL.

Pole 892' from DER, 587' right of centerline, 30' AGL/312' MSL.

Buildings beginning 989' from DER, 543' right of centerline, up to 39' AGL/329' MSL.

Trees beginning 1051' from DER, 277' left of centerline, up to 386' MSL.

Buildings, terrain beginning 1081' from DER, 265' right of centerline, up to 42' AGL/334' MSL.

Trees, buildings, pole beginning 1330' from DER, 5' left of centerline, up to 388' MSL.

Tree 1358' from DER, 534' right of centerline, 342' MSL.

Tree 1397' from DER, 581' right of centerline, 49' AGL/343' MSL.

Trees beginning 1497' from DER, 527' right of centerline, up to 362' MSL.

Trees beginning 1769' from DER, 107' right of centerline, up to 400' MSL.

Trees beginning 1912' from DER, 309' left of centerline, up to 401' MSL.

Trees beginning 1979' from DER, 44' right of centerline, up to 413' MSL.

Trees beginning 2152' from DER, 344' left of centerline, up to 405' MSL.

Tree 2357' from DER, 850' left of centerline, 418' MSL.

Trees beginning 2362' from DER, 466' right of centerline, up to 421' MSL.

Trees beginning 2380' from DER, 311' left of centerline, up to 419' MSL.

Trees beginning 2399' from DER, 408' right of centerline, up to 98' AGL/425' MSL.

Trees beginning 2441' from DER, 369' right of centerline, up to 427' MSL.

Trees beginning 2524' from DER, 389' right of centerline, up to 428' MSL.

Tree, amusement park structure beginning 2610' from DER, 2' right of centerline, up to 429' MSL.

Trees beginning 2696' from DER, 79' left of centerline, up to 432' MSL.

Tree 2886' from DER, 1015' left of centerline, 97' AGL/440' MSL.

Tree, pole beginning 2913' from DER, 22' left of centerline, up to 448' MSL.

Trees beginning 3017' from DER, 100' left of centerline, up to 451' MSL.

Trees, building, pole beginning 3085' from DER, 185' left of centerline, up to 469' MSL.

Trees, pole beginning 3152' from DER, 15' left of centerline, up to 479' MSL.

Trees beginning 3295' from DER, 192' left of centerline, up to 492' MSL.

Trees, terrain, vertical structure beginning 3981' from DER, 32' left of centerline, up to 466' MSL.

Trees beginning 5419' from DER, 507' right of centerline, up to 529' MSL.

Trees beginning 1.4 NM from DER, 2348' right of centerline, up to 542' MSL.

Trees beginning 1.5 NM from DER, 2642' right of centerline, up to 525' 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)

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



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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 1898' from DER, 568' right of centerline, up to 100' AGL/730' MSL.

Trees beginning 3291' from DER, 626' left of centerline, up to 100' AGL/770' MSL.

Trees beginning 3574' from DER, 198' left of centerline, up to 100' AGL/793' MSL.

Trees beginning 3856' from DER, 95' left of centerline, up to 100' AGL/819' MSL.

Power lines and transmission lines beginning 4555' from DER, right and left of centerline, up to 184' AGL/828' MSL.

Trees beginning 5029' from DER, 90' right of centerline, up to 100' AGL/770' AGL.

Trees beginning 5123' from DER, 5' left of centerline, up to 100' AGL/792' MSL.

Rwy 21, tree 68' from DER, 78' left of centerline, 100' AGL/639' MSL.

Tree 152' from DER, 135' right of centerline, 100' AGL/668' MSL.

Tree 236' from DER, 349' right of centerline, 100' AGL/711' MSL.

Trees beginning 267' from DER, 189' left of centerline, up to 100' AGL/645' MSL.

Trees beginning 320' from DER, 25' right of centerline, up to 100' AGL/740' MSL.

Trees beginning 550' from DER, 85' left of centerline, up to 100' AGL/648' MSL.

Tree 602' from DER, 453' right of centerline, 100' AGL/744' MSL.

Trees beginning 686' from DER, 4' right of centerline, up to 100' AGL/767' MSL.

Trees beginning 1116' from DER, 92' left of centerline, up to 100' AGL/658' MSL.

Trees beginning 1398' from DER, 99' left of centerline, up to 100' AGL/668' MSL.

Trees beginning 2048' from DER, 210' left of centerline, up to 100' AGL/675' MSL.

Tree 3514' from DER, 438' left of centerline, 100' AGL/678' MSL.

Tree 3598' from DER, 223' left of centerline, 100' AGL/681' MSL.

Trees beginning 3681' from DER, 9' left of centerline, up to 100' AGL/684' MSL.

Tree 3964' from DER, 120' left of centerline, 100' AGL/688' MSL.

Tree 4614' from DER, 127' left of centerline, 100' AGL/704' MSL.

Tree 4813' from DER, 451' left of centerline, 100' AGL/714' MSL.

Trees beginning 4896' from DER, 23' left of centerline, up to 100' AGL/730' MSL.

Tree 5095' from DER, 562' left of centerline, 100' AGL/737' MSL.

Tree 5179' from DER, 348' left of centerline, 100' AGL/763' MSL.

Trees beginning 5263' from DER, 133' left of centerline, up to 100' AGL/770' MSL.

Tree 5462' from DER, 458' left of centerline, 100' AGL/786' MSL.

Trees beginning 5546' from DER, 30' left of centerline, up to 100' AGL/799' MSL.

Tree 5745' from DER, 569' left of centerline, 100' AGL/806' MSL.

Trees beginning 5828' from DER, 140' left of centerline, up to 100' AGL/822' MSL.

Trees beginning 5996' from DER, 73' right of centerline, up to 100' AGL/780' MSL.

Trees beginning 1 NM from DER, 37' left of centerline, up to 100' AGL/835' MSL.

Trees beginning 1 NM from DER, 177' right of centerline, up to 100' AGL/783' MSL.

Trees beginning 1 NM from DER, 44' left of centerline, up to 100' AGL/839' MSL.

Trees beginning 1 NM from DER, 66' right of centerline, up to 100' AGL/803' MSL.

Trees beginning 1.1 NM from DER, 59' right of centerline, up to 100' AGL/819' MSL.

Tree 1.1 NM from DER, 907' left of centerline, 100' AGL/842' MSL.

Trees beginning 1.2 NM from DER, 50' left of centerline, up to 100' AGL/852' MSL.

Tree 1.2 NM from DER, 1027' right of centerline, 100' AGL/826' MSL.

Trees beginning 1.2 NM from DER, 488' right of centerline, up to 100' AGL/832' MSL.

Trees beginning 1.2 NM from DER, 370' right of centerline, up to 100' AGL/849' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL (ACY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12OCT17 (17285) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, sign 36' from DER, 303' right of centerline, 4' AGL/69' MSL.

Tree 1942' from DER, 803' left of centerline, 127' MSL.

Trees beginning 1967' from DER, 703' left of centerline, up to 130' MSL.

Tree 2014' from DER, 638' left of centerline, 132' MSL.

Trees beginning 2044' from DER, 440' left of centerline, up to 135' MSL.

Tree 2583' from DER, 648' right of centerline, 132' MSL.

Rwy 13, NAVAID 42' from DER, 149' right of centerline, 2' AGL/65' MSL.

Trees beginning 1161' from DER, 710' right of centerline, up to 104' MSL.

Trees beginning 1575' from DER, 814' right of centerline, up to 117' MSL.

Tree 1788' from DER, 922' right of centerline, 118' MSL.

Rwy 22, terrain and NAVAID beginning 5' from DER, 119' right of centerline, up to 63' MSL.

Bush 86' from DER, 475' right of centerline, 64' MSL.

Poles beginning 219' from DER, 446' left of centerline, up to 32' AGL/88' MSL.

Transmission tower and pole beginning 539' from DER, 618' left of centerline, up to 90' MSL.

Tree 848' from DER, 714' right of centerline, 84' MSL.

CON'T



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



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



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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 2405' from DER, 1114' left of centerline, up to 144' MSL.

BATAVIA, NY

GENESEE COUNTY AIRPORT (GVQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (07214) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 28, terrain 15' from DER, 72' left of centerline, 919' MSL.

Terrain 19' from DER, 231' right of centerline, 916' MSL.

Multiple trees beginning 608' from DER, 584' left of centerline, up to 100' AGL/1009' MSL.

Tower 1789' from DER, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ

MONMOUTH 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 928' from DER, 57' right of centerline, up to 78' AGL/203' MSL.

Trees beginning 1137' from DER, 297' left of centerline, up to 75' AGL/184' MSL.

Tree 1556' from DER, 75' left of centerline, 63' AGL/201' MSL.

Trees beginning 1592' from DER, 48' left of centerline, up to 65' AGL/205' MSL.

Tree 1635' from DER, 179' left of centerline, 69' AGL/209' MSL.

Rwy 32, vehicle on road 23' from DER, 322' right of centerline, 121' MSL.

Vehicle on road 53' from DER, 366' left of centerline, 122' MSL.

Vehicle on road beginning 80' from DER, 108' right of centerline, up to 123' MSL.

Trees beginning 107' from DER, 191' right of centerline, up to 69' AGL/176' MSL.

Trees beginning 117' from DER, 364' left of centerline, up to 45' AGL/147' MSL.

Tree 192' from DER, 490' left of centerline, 64' AGL/164' MSL.

Trees beginning 224' from DER, 94' left of centerline, up to 68' AGL/168' MSL.

Trees beginning 1330' from DER, 30' right of centerline, up to 99' AGL/179' MSL.

Trees beginning 1942' from DER, 188' left of centerline, up to 102' AGL/181' MSL.

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



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



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NE-2

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

25219

BERLIN, NJ

PINE VALLEY (19N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (23278) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 600-1¼ 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 35' AGL/179' MSL.

Vehicle on road beginning 76' from DER, 7' left and right of centerline, up to 15' AGL/158' MSL.

Trees beginning 73' from DER, 204' left and right of centerline, up to 120' AGL/271' MSL.

Sign 23' from DER, 97' right of centerline, up to 6' AGL/147' MSL.

Towers beginning at 1.2 NM from DER, 246' left and right of centerline, up to 310' AGL/500' MSL.

Rwy 23, poles beginning at 183' from DER, 37' left and right of centerline, up to 36' AGL/186' MSL.

Railroad beginning at 103' from DER, 25' left and of centerline, up to 17' AGL/167' MSL.

Trees beginning 4' from DER, 1' left and right of centerline, up to 79' AGL/234' MSL.

BINGHAMTON, NY

GREATER BINGHAMTON/EDWIN A LINK 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.

Trees beginning at DER, 145' left of centerline, up to 100' AGL/599' MSL.

Rwy 25, trees beginning at DER, 178' right of centerline, up to 100' AGL/559' MSL.

Trees beginning at DER, 220' left of centerline, up to 100' AGL/759' MSL.

BROCKPORT, NY

LEDGEDALE AIRPARK (7G0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning 882' from DER, 568' left of centerline up to 100' AGL/764' MSL.

Rwy 28, tree beginning 1820' from DER, 769' right of centerline up to 100' AGL/764' MSL.

Trees beginning 3049' from DER, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY

BUFFALO AIRFIELD (9G0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20NOV08 (08325) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 2296' from DER, 68' left of centerline, up to 100' AGL/770' MSL.

Tree 4038' from DER, 1425' right of centerline, 100' AGL/779' MSL.

Trees beginning 3080' from DER, 219' right of centerline, up to 100' AGL/769' MSL.

Rwy 24, trees beginning 91' from DER, 208' right of centerline, up to 100' AGL/780' MSL.

Trees beginning 868' from DER, 112' left of centerline, up to 100' AGL/750' MSL.

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

25219

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

25219

BUFFALO, NY (CON'T)

BUFFALO-LANCASTER RGNL (BQR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 17APR25 (25107) (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.

BUFFALO NIAGARA INTL (BUF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, pole 10' from DER, 55' right of centerline, 2' AGL/728' MSL.

Pole 11' from DER, 54' left of centerline, 2' AGL/728' MSL.

Tree 643' from DER, 663' left of centerline, 55' AGL/751' MSL.

Tree 797' from DER, 685' right of centerline, 752' MSL.

Tree 1153' from DER, 347' left of centerline, 756' MSL.

Tree 1306' from DER, 753' right of centerline, 88' AGL/779' MSL.

Trees beginning 1429' from DER, 772' right of centerline, up to 94' AGL/785' MSL.

Rwy 14, fence, walls, light pole beginning 2' from DER, on centerline, up to 20' AGL/715' MSL.

Signs, poles beginning 194' from DER, 418' right of centerline, up to 24' AGL/720' MSL.

Building, light poles beginning 329' from DER, 1' left of centerline, up to 13' AGL/722' MSL.

Light pole, poles, building beginning 329' from DER, 28' right of centerline, up to 20' AGL/722' MSL.

Vehicles on road 471' from DER, 556' left of centerline, 726' MSL.

Sign 492' from DER, 180' right of centerline, 25' AGL/725' MSL.

Poles, light pole beginning 514' from DER, on centerline, up to 36' AGL/733' MSL.

Poles, buildings, signs, light pole beginning 534' from DER, on and left of centerline, up to 35' AGL/745' MSL.

Poles, tree, electrical system beginning 792' from DER, 15' right of centerline, up to 35' AGL/734' MSL.

Poles, catenary wires, trees beginning 834' from DER, 7' right of centerline, up to 54' AGL/743' MSL.

Poles beginning 958' from DER, 352' left of centerline, up to 39' AGL/746' MSL.

Pole 1004' from DER, 546' left of centerline, 40' AGL/747' MSL.

Pole 1030' from DER, 666' left of centerline, 40' AGL/748' MSL.

Poles, sign, tree beginning 1053' from DER, 100' left of centerline, up to 43' AGL/749' MSL.

Poles, tree, catenary wires, electrical systems beginning 1117' from DER, 254' left of centerline, up to 44' AGL/750' MSL.

Tree 1205' from DER, 418' right of centerline, 55' AGL/745' MSL.

Trees beginning 1213' from DER, 265' right of centerline, up to 58' AGL/748' MSL.

Poles, catenary wires beginning 1253' from DER, 346' left of centerline, up to 48' AGL/751' MSL.

Electrical system 1287' from DER, 567' left of centerline, 48' AGL/752' MSL.

Poles beginning 1293' from DER, 411' left of centerline, up to 55' AGL/755' MSL.

Catenary wires, poles, electrical system beginning 1322' from DER, 480' left of centerline, up to 65' AGL/761' MSL.

Catenary wires, electrical system beginning 1395' from DER, 643' left of centerline, up to 70' AGL/768' MSL.

Tree 1413' from DER, 451' right of centerline, 66' AGL/758' MSL.

Catenary wires, poles beginning 1422' from DER, 489' left of centerline, up to 72' AGL/772' MSL.

Trees beginning 1427' from DER, 661' right of centerline, up to 72' AGL/762' MSL.

Trees beginning 1455' from DER, 394' right of centerline, up to 80' AGL/768' MSL.

Electrical system, trees beginning 1491' from DER, 399' left of centerline, up to 75' AGL/775' MSL.

Trees beginning 1715' from DER, 280' left of centerline, up to 70' AGL/781' MSL.

Trees beginning 1942' from DER, 193' left of centerline, up to 71' AGL/783' MSL.

Trees beginning 2100' from DER, 288' left of centerline, up to 79' AGL/792' MSL.

Trees beginning 2774' from DER, 507' left of centerline, up to 94' AGL/797' MSL.

CON'T

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

25219

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

25219

BUFFALO, NY (CON'T)

BUFFALO NIAGARA INTL (BUF) (CON'T)

Rwy 23, utility building, pole, sign beginning 5' from DER, 55' left of centerline, up to 6' AGL/676' MSL.
 Pole, terrains beginning 10' from DER, 54' right of centerline, up to 3' AGL/677' MSL.
 Pole, vehicles on roads beginning 185' from DER, 496' left of centerline, up to 17' AGL/684' MSL.
 Poles, vehicles on road, trees beginning 292' from DER, 425' left of centerline, up to 21' AGL/688' MSL.
 Vehicles on roads beginning 297' from DER, 508' right of centerline, up to 688' MSL.
 Pole 344' from DER, 514' left of centerline, 27' AGL/693' MSL.
 Building 357' from DER, 562' left of centerline, 26' AGL/694' MSL.
 Tree 382' from DER, 553' right of centerline, 25' AGL/695' MSL.
 Tree, poles, vehicles on road beginning 390' from DER, 430' right of centerline, up to 30' AGL/701' MSL.
 Buildings, tree, pole beginning 414' from DER, 393' left of centerline, up to 30' AGL/695' MSL.
 Trees, light pole, buildings, pole beginning 434' from DER, 422' right of centerline, up to 33' AGL/703' MSL.
 Pole, trees beginning 656' from DER, 451' right of centerline, up to 35' AGL/705' MSL.
 Electrical system 698' from DER, 628' right of centerline, 40' AGL/708' MSL.
 Poles, electrical system beginning 737' from DER, 590' right of centerline, up to 44' AGL/713' MSL.
 Tree 747' from DER, 418' left of centerline, 33' AGL/699' MSL.
 Tree 872' from DER, 567' right of centerline, 62' AGL/728' MSL.
 Trees, sign, electrical system beginning 878' from DER, 108' right of centerline, up to 77' AGL/744' MSL.
 Trees beginning 910' from DER, 263' left of centerline, up to 42' AGL/705' MSL.
 Trees beginning 1119' from DER, 178' left of centerline, up to 54' AGL/717' MSL.
 Trees beginning 1226' from DER, 282' left of centerline, up to 56' AGL/718' MSL.
 Trees beginning 1284' from DER, 398' left of centerline, up to 61' AGL/722' MSL.
 Trees beginning 1393' from DER, 218' left of centerline, up to 730' MSL.
 Tree 2201' from DER, 720' left of centerline, 71' AGL/733' MSL.
 Trees beginning 2232' from DER, 216' left of centerline, up to 75' AGL/736' MSL.
 Tree 3108' from DER, 1072' right of centerline, 85' AGL/753' MSL.
 Tree 3316' from DER, 916' right of centerline, 90' AGL/759' MSL.
Rwy 32, pole 6' from DER, 201' left of centerline, 1' AGL/700' MSL.
 Pole 9' from DER, 55' right of centerline, 2' AGL/701' MSL.
 Pole, terrains beginning 9' from DER, 54' left of centerline, up to 2' AGL/701' MSL.
 Vegetation 141' from DER, 304' left of centerline, 15' AGL/710' MSL.
 Pole 427' from DER, 604' left of centerline, 13' AGL/714' MSL.
 Electrical systems, poles, catenary wires, tree beginning 462' from DER, 443' left of centerline, up to 32' AGL/732' MSL.
 Pole 531' from DER, 600' right of centerline, 32' AGL/717' MSL.
 Trees, building, catenary wires, poles beginning 607' from DER, 336' left of centerline, up to 40' AGL/737' MSL.
 Poles, electrical systems beginning 632' from DER, 434' right of centerline, up to 31' AGL/719' MSL.
 Trees, catenary wires, poles beginning 685' from DER, 38' left of centerline, up to 60' AGL/756' MSL.
 Poles beginning 790' from DER, 325' right of centerline, up to 35' AGL/723' MSL.
 Tree 916' from DER, 619' right of centerline, 58' AGL/747' MSL.
 Tree, building beginning 939' from DER, 590' right of centerline, up to 60' AGL/750' MSL.
 Trees, pole, building beginning 957' from DER, 528' right of centerline, up to 59' AGL/751' MSL.
 Tree, building beginning 1031' from DER, 519' right of centerline, up to 60' AGL/753' MSL.
 Trees, catenary wires, poles beginning 1089' from DER, on centerline, up to 60' AGL/755' MSL.
 Trees beginning 1370' from DER, 51' left of centerline, up to 77' AGL/761' MSL.
 Trees beginning 1512' from DER, 485' right of centerline, up to 68' AGL/756' MSL.
 Trees beginning 1610' from DER, 364' right of centerline, up to 78' AGL/763' MSL.
 Trees beginning 1837' from DER, 330' left of centerline, up to 78' AGL/765' MSL.
 Trees beginning 1912' from DER, 342' left of centerline, up to 74' AGL/767' MSL.
 Trees beginning 2053' from DER, 446' left of centerline, up to 76' AGL/770' MSL.

CALDWELL, NJ

ESSEX COUNTY (CDW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, NA - Obstacles.

Rwy 22, 300-1¼ or std. w/min. climb of 655' per NM to 400.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 043° to 1000 before turning right.

Rwy 22, climb heading 223° to 900 before turning left.

Rwy 28, climb heading 276° to 1100 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 4, sign 18' from DER, 150' right of centerline, 3' AGL/173' MSL.

Tree 20' from DER, 310' left of centerline, 257' MSL.

Trees, fence beginning 21' from DER, 24' right of centerline, up to 105' AGL/268' MSL.

Trees beginning 324' from DER, 322' left of centerline, up to 272' MSL.

Trees, pole, buildings beginning 385' from DER, 2' left of centerline, up to 110' AGL/277' MSL.

Trees beginning 3620' from DER, 527' right of centerline, up to 280' MSL.

Rwy 22, trees, poles, vegetation, buildings, NAVAID, fence, vehicle on road beginning 1' from DER, on centerline, up to 96' AGL/263' MSL.

Trees, buildings, poles beginning 952' from DER, 62' right of centerline, up to 269' MSL.

Trees, buildings, poles beginning 1101' from DER, 5' right of centerline, up to 270' MSL.

Trees, poles, buildings beginning 1464' from DER, 27' left of centerline, up to 273' MSL.

CON'T

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

25219

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

25219

CALDWELL, NJ (CON'T)

ESSEX COUNTY (CDW) (CON'T)

Rwy 22 (CON'T), trees beginning 1535' from DER, 249' right of centerline, up to 284' MSL.

Trees, buildings beginning 1554' from DER, 358' right of centerline, up to 285' MSL.

Trees, buildings, vehicle on road, terrain beginning 1580' from DER, 51' left of centerline, up to 293' MSL.

Trees beginning 1787' from DER, 81' right of centerline, up to 295' MSL.

Trees, terrain, buildings beginning 1860' from DER, 48' right of centerline, up to 85' AGL/324' MSL.

Trees, traverse way, terrain, buildings, poles, fence, tower beginning 2216' from DER, 15' right of centerline, up to 84' AGL/343' MSL.

Rwy 28, building 28' from DER, 475' left of centerline, 196' MSL.

Trees beginning 51' from DER, 176' left of centerline, up to 48' AGL/214' MSL.

Trees, buildings, traverse way, poles beginning 116' from DER, 15' left of centerline, up to 71' AGL/237' MSL.

Tree 357' from DER, 156' right of centerline, 25' AGL/193' MSL.

Trees, buildings, traverse way, poles beginning 363' from DER, 15' right of centerline, up to 240' MSL.

Trees, poles beginning 533' from DER, 170' left of centerline, up to 241' MSL.

Trees, vehicle on road, buildings, poles beginning 592' from DER, 15' left of centerline, up to 242' MSL.

Trees, buildings, poles beginning 921' from DER, 22' right of centerline, up to 82' AGL/255' MSL.

Trees beginning 1790' from DER, 201' left of centerline, up to 76' AGL/249' MSL.

Trees beginning 2287' from DER, 30' right of centerline, up to 259' MSL.

Trees beginning 2515' from DER, 32' left of centerline, up to 76' AGL/252' MSL.

Trees beginning 3062' from DER, 62' left of centerline, up to 87' AGL/259' MSL.

Trees beginning 3093' from DER, 67' right of centerline, up to 264' MSL.

Trees beginning 3131' from DER, 86' left of centerline, up to 260' MSL.

Trees beginning 3216' from DER, 53' right of centerline, up to 265' MSL.

Trees beginning 3360' from DER, 86' left of centerline, up to 96' AGL/267' MSL.

CANANDAIGUA, NY

CANANDAIGUA (IUA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13NOV14 (14317) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, ground 28' from DER, 301' left of centerline, 818' MSL.

Trees beginning 76' from DER, 444' right of centerline, up to 100' AGL/901' MSL.

Trees beginning 1147' from DER, 164' left of centerline, up to 100' AGL/855' MSL.

Rwy 31, ground 6' from DER, 489' left of centerline, 797' MSL.

Pole 197' from DER, 390' right of centerline, 39' AGL/823' MSL.

Trees beginning 850' from DER, 146' left of centerline, up to 100' AGL/873' MSL.

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 6, climb heading 059° to 2200 before turning; or for climb in visual conditions: cross Cortland County/Chase Fld airport at or above 2500' MSL before proceeding on course.

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, vehicles on roadway, 755' from DER, across centerline, 15' AGL/1234' MSL.

Trees beginning 838' from DER, 415' right of centerline, up to 100' AGL/1299' MSL.

Trees beginning 2114' from DER, 326' left of centerline, up to 100' AGL/1339' MSL.

Tower 2.5 NM from DER, 595' right of centerline, 192' AGL/1624' MSL.

Rwy 24, trees beginning 749' from DER, 94' right of centerline, up to 100' AGL/1439' MSL.

Vehicles on roadway, 1364' from DER, across centerline, 17' AGL/1236' MSL.

Trees beginning 1.01 NM from DER, 1872' right of centerline, up to 100' AGL/1559' MSL.

CROSS KEYS, NJ

CROSS KEYS (17N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17DEC09 (09351) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL.

Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL.

Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL.

Rwy 27, trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL.

Tree 2099' from DER, 893' left of centerline, 100' AGL/249' MSL.

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

25219

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

25219

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, 700-2½ 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 35' 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, vehicles 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.

Trees, poles, buildings 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, pole beginning 1217' from DER, 24' left of centerline, up to 65' AGL/734' 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 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.

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.

CONT

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

25219

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

25219

DANSVILLE, NY (CON'T)

DANSVILLE MUNI (DSV) (CON'T)

Rwy 14 (CON'T), 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.

DUNKIRK, NY

CHAUTAUQUA COUNTY/DUNKIRK (DKK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

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

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

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

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

DEPARTURE PROCEDURE:

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

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

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.

Trees beginning 1150' from DER, 48' right of centerline, up to 721' MSL.

Trees and poles beginning 1303' from DER, 27' right of centerline, up to 728' MSL.

Trees beginning 2376' from DER, 383' right of centerline, up to 741' MSL.

Trees and pole beginning 2424' from DER, 39' right of centerline, up to 761' MSL.

Tree 2736' from DER, 44' left of centerline, 740' MSL.

Trees beginning 2807' from DER, 66' left of centerline, up to 743' MSL.

Tree 3298' from DER, 990' left of centerline, 746' MSL.

Tree 3418' from DER, 1240' left of centerline, 749' MSL.

Rwy 15, electrical system 2' from DER, 156' right of centerline, 2' AGL/694' MSL.

Tree 5' from DER, 32' left of centerline, 1061' MSL.

Tree 7' from DER, 673' right of centerline, 1061' MSL.

Electrical system 9' from DER, 29' left of centerline, 3' AGL/695' MSL.

Tree 33' from DER, 949' right of centerline, 1062' MSL.

Tree and vegetation beginning 102' from DER, 423' left of centerline, up to 1058' MSL.

Tree 126' from DER, 2852' right of centerline, 1079' MSL.

CON'T

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

25219



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



25219

DUNKIRK, NY (CON'T)

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

Rwy 15 (CON'T), trees beginning 168' from DER, 1267' right of centerline, up to 1108' MSL.

Trees and fence beginning 349' from DER, 260' right of centerline, up to 1118' MSL.

Trees beginning 362' from DER, 173' left of centerline, up to 1071' MSL.

Trees beginning 514' from DER, 594' right of centerline, up to 773' MSL.

Trees beginning 537' from DER, 3296' right of centerline, up to 1122' MSL.

Tree 566' from DER, 661' left of centerline, 1090' MSL.

Trees beginning 620' from DER, 2278' right of centerline, up to 1151' MSL.

Tree 667' from DER, 1055' left of centerline, 1091' MSL.

Trees beginning 718' from DER, 259' right of centerline, up to 1155' MSL.

Trees beginning 740' from DER, 130' left of centerline, up to 1098' MSL.

Trees beginning 860' from DER, 251' left of centerline, up to 1105' MSL.

Tree 893' from DER, 250' left of centerline, 744' MSL.

Tree 948' from DER, 608' left of centerline, 765' MSL.

Tree 951' from DER, 1814' left of centerline, 1101' MSL.

Tree 1057' from DER, 190' left of centerline, 731' MSL.

Trees beginning 1183' from DER, 1274' left of centerline, up to 1131' MSL.

Tree 1227' from DER, 111' right of centerline, 748' MSL.

Tree 1237' from DER, 3974' right of centerline, 1140' MSL.

Tree 1259' from DER, 1505' right of centerline, 1144' MSL.

Tree 1263' from DER, 9' right of centerline, 1158' MSL.

Tree 1277' from DER, 520' left of centerline, 1152' MSL.

Tree 1279' from DER, 156' left of centerline, 766' MSL.

Trees beginning 1286' from DER, 681' right of centerline, up to 1159' MSL.

Trees beginning 1293' from DER, 46' left of centerline, up to 1145' MSL.

Tree, pole, and transmission line beginning 1324' from DER, 82' right of centerline, up to 745' MSL.

Tree 1359' from DER, 3174' right of centerline, 1143' MSL.

Tree 1407' from DER, 3804' right of centerline, 1149' MSL.

Tree 1453' from DER, 109' right of centerline, 749' MSL.

Tree 1462' from DER, 282' left of centerline, 746' MSL.

Vegetation 1465' from DER, 4041' left of centerline, 100' AGL/1111' MSL.

Trees beginning 1470' from DER, 105' right of centerline, up to 757' MSL.

Tree 1509' from DER, 173' left of centerline, 739' MSL.

Tree 1539' from DER, 2232' left of centerline, 1124' MSL.

Trees beginning 1550' from DER, 262' left of centerline, up to 1160' MSL.

Tree 1599' from DER, 2403' right of centerline, 1167' MSL.

Trees beginning 1637' from DER, 165' right of centerline, up to 1168' MSL.

Vegetation and trees beginning 1666' from DER, 91' right of centerline, up to 100' AGL/1193' MSL.

Tree 1701' from DER, 429' left of centerline, 1168' MSL.

Tree 1759' from DER, 271' right of centerline, 762' MSL.

Trees beginning 1768' from DER, 663' left of centerline, up to 1171' MSL.

Trees beginning 1770' from DER, 41' right of centerline, up to 1162' MSL.

Tree 1805' from DER, 662' left of centerline, 769' MSL.

Trees beginning 1806' from DER, 2070' right of centerline, up to 1179' MSL.

Tree 1826' from DER, 742' right of centerline, 767' MSL.

Vegetation 1832' from DER, 4014' left of centerline, 100' AGL/1134' MSL.

Tree 1838' from DER, 2116' left of centerline, 1156' MSL.

Trees beginning 1853' from DER, 153' right of centerline, up to 1174' MSL.

Tree, vegetation beginning 1867' from DER, 504' left of centerline, up to 1173' MSL.

Trees beginning 1894' from DER, 2679' right of centerline, up to 1179' MSL.

Tree 1952' from DER, 2435' right of centerline, 1184' MSL.

Vegetation and tree beginning 2041' from DER, 734' right of centerline, up to 100' AGL/1193' MSL.

Trees beginning 2135' from DER, 308' left of centerline, up to 1207' MSL.

Trees beginning 2221' from DER, 2217' right of centerline, up to 1199' MSL.

Tree 2273' from DER, 351' left of centerline, 779' MSL.

Trees and vegetation beginning 2284' from DER, 1172' left of centerline, up to 1210' MSL.

Vegetation and trees beginning 2310' from DER, 909' right of centerline, up to 100' AGL/1219' MSL.

Tree 2386' from DER, 307' left of centerline, 792' MSL.

Tree 2391' from DER, 967' left of centerline, 804' MSL.

Vegetation beginning 2416' from DER, 4010' right of centerline, up to 100' AGL/1223' MSL.

Tree 2419' from DER, 2817' left of centerline, 1153' MSL.

Trees beginning 2467' from DER, 134' left of centerline, up to 795' MSL.

Vegetation 2549' from DER, 4328' left of centerline, 100' AGL/1150' MSL.

Tree 2550' from DER, 326' left of centerline, 783' MSL.

Tree 2553' from DER, 528' left of centerline, 800' MSL.

Trees beginning 2557' from DER, 5' left of centerline, up to 1227' MSL.

Trees beginning 2565' from DER, 1135' right of centerline, up to 1223' MSL.

Trees beginning 2632' from DER, 2545' right of centerline, up to 1230' MSL.

Tree 2633' from DER, 266' left of centerline, 801' MSL.

Trees beginning 2643' from DER, 84' left of centerline, up to 809' MSL.

Vegetation and trees beginning 2682' from DER, 28' right of centerline, up to 100' AGL/1252' MSL.

Tree 2733' from DER, 1936' left of centerline, 1204' MSL.

Tree 2737' from DER, 382' left of centerline, 795' MSL.

Vegetation 2740' from DER, 4130' left of centerline, 100' AGL/1141' MSL.

CON'T



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



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



25219

DUNKIRK, NY (CON'T)

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

Rwy 15 (CON'T), tree 2742' from DER, 2' left of centerline, 792' MSL.
 Trees beginning 2778' from DER, 122' left of centerline, up to 803' MSL.
 Tree 2799' from DER, 1824' left of centerline, 1202' MSL.
 Trees beginning 2802' from DER, 677' left of centerline, up to 1235' MSL.
 Trees beginning 2875' from DER, 36' left of centerline, up to 805' MSL.
 Vegetation 2912' from DER, 4300' left of centerline, 100' AGL/1144' MSL.
 Tree 2921' from DER, 977' left of centerline, 1237' MSL.
 Trees beginning 2937' from DER, 109' left of centerline, up to 802' MSL.
 Vegetation, trees, poles and transmission lines beginning 3056' from DER, 3' right of centerline, up to 100' AGL/1259' MSL.
 Trees and vegetation beginning 3058' from DER, 67' left of centerline, up to 1168' MSL.
 Trees, transmission lines, and poles beginning 3122' from DER, 202' left of centerline, up to 793' MSL.
 Transmission line, pole and Trees beginning 3646' from DER, 96' left of centerline, up to 76' AGL/800' MSL.
 Tree 4345' from DER, 1386' left of centerline, 806' MSL.
 Tree 4747' from DER, 500' left of centerline, 824' MSL.
 Trees beginning 5139' from DER, 24' left of centerline, up to 854' MSL.
 Trees beginning 5779' from DER, 265' left of centerline, up to 857' MSL.
 Tree 1 NM from DER, 30' left of centerline, 865' MSL.
 Tree 1.1 NM from DER, 235' left of centerline, 872' MSL.
 Trees beginning 1.1 NM from DER, 78' left of centerline, up to 876' MSL.
 Trees beginning 1.1 NM from DER, 68' left of centerline, up to 880' MSL.
 Trees beginning 1.2 NM from DER, 783' left of centerline, up to 882' MSL.
 Tree 1.2 NM from DER, 1615' left of centerline, 885' MSL.
 Trees beginning 1.2 NM from DER, 971' left of centerline, up to 889' MSL.
 Trees beginning 1.2 NM from DER, 766' left of centerline, up to 892' MSL.
 Tree 1.2 NM from DER, 1091' left of centerline, 893' MSL.
 Tree 1.3 NM from DER, 1450' left of centerline, 900' MSL.
 Trees beginning 1.3 NM from DER, 1106' left of centerline, up to 904' MSL.
 Trees beginning 1.3 NM from DER, 969' left of centerline, up to 912' MSL.
 Trees beginning 1.3 NM from DER, 1370' left of centerline, up to 915' MSL.
 Tree 1.4 NM from DER, 2147' left of centerline, 926' MSL.
 Tree 1.5 NM from DER, 1329' left of centerline, 936' MSL.
 Trees beginning 1.6 NM from DER, 1733' left of centerline, up to 954' MSL.
 tree 1.6 NM from DER, 2216' left of centerline, 956' MSL.
 Tree 1.8 NM from DER, 1162' left of centerline, 989' MSL.
 Trees beginning 1.9 NM from DER, 2071' left of centerline, up to 1026' MSL.
 Tree 1.9 NM from DER, 544' left of centerline, 1046' MSL.
Rwy 24, lighting 9' from DER, 95' left of centerline, 2' AGL/675' MSL.
 Lighting 9' from DER, 99' right of centerline, 2' AGL/675' MSL.
 Terrain beginning 23' from DER, 334' left of centerline, up to 683' MSL.
 Trees beginning 745' from DER, 89' left of centerline, up to 749' MSL.
 Trees beginning 1337' from DER, 8' right of centerline, up to 741' MSL.
 Trees beginning 2095' from DER, 134' left of centerline, up to 757' MSL.
 Tree 2504' from DER, 1041' right of centerline, 744' MSL.
 Tree 3186' from DER, 445' left of centerline, 758' MSL.
 Trees beginning 3193' from DER, 405' left of centerline, up to 768' MSL.
 Trees beginning 3300' from DER, 424' left of centerline, up to 772' MSL.
 Trees beginning 3462' from DER, 405' left of centerline, up to 778' MSL.
 Tree 3522' from DER, 107' right of centerline, 774' MSL.
 Tree 3564' from DER, 892' left of centerline, 779' MSL.
 Trees beginning 3573' from DER, 370' left of centerline, up to 785' MSL.
 Trees beginning 3665' from DER, 875' left of centerline, up to 788' MSL.
Rwy 33, vegetation 7' from DER, 436' left of centerline, 674' MSL.
 Tree 912' from DER, 29' left of centerline, 691' MSL.
 Trees beginning 945' from DER, 148' left of centerline, up to 694' MSL.
 Tree 957' from DER, 65' right of centerline, 685' MSL.
 Tree 1080' from DER, 234' left of centerline, 704' MSL.
 Trees beginning 1161' from DER, 178' left of centerline, up to 721' MSL.
 Trees beginning 1183' from DER, 110' right of centerline, up to 715' MSL.
 Trees beginning 1622' from DER, 46' left of centerline, up to 722' MSL.
 Tree 2189' from DER, 287' right of centerline, 719' MSL.
 Tree 2290' from DER, 19' right of centerline, 724' MSL.
 Tree 2366' from DER, 150' right of centerline, 727' MSL.
 Tree 2401' from DER, 11' right of centerline, 735' MSL.
 Tree 2516' from DER, 11' left of centerline, 724' MSL.
 Tree 2523' from DER, 827' left of centerline, 730' MSL.
 Tree 3296' from DER, 190' right of centerline, 747' MSL.

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



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



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NE-2

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

25219

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 370' 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 1131' 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' right of centerline, 58' AGL/90' 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' left 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.

Tree 1034' 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, 668' left of centerline, 64' AGL/133' MSL.

Trees beginning 2353' 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.

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.

Building 3805' from DER, 874' right of centerline, 42' AGL/152' 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 2 21MAR24 (24081) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 500-3 w/min climb of 335'/NM to 4300 or std w/min climb of 427'/NM to 4500, or 2900-3 for VCOA.

Rwy 22, 800-3 w/min climb of 407'/NM to 2300 or std w/min climb of 447'/NM to 2100, or 2900-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 4, climb on heading 047° to 2000 before turning right.

Rwy 22, climb on heading 227° to 2800 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Joseph Y Resnick airport at or above 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, fence 2' from DER, 43' right of centerline, 7' AGL/290' MSL.

Trees beginning 4' from DER, 53' right of centerline, up to 341' MSL.

Trees, terrain beginning 15' from DER, 5' right of centerline, up to 82' AGL/367' MSL.

Fence, tree beginning 26' from DER, 2' left of centerline, up to 7' AGL/291' MSL.

Tree, terrain, fence beginning 53' from DER, 15' left of centerline, up to 15' AGL/293' MSL.

Trees beginning 68' from DER, 9' left of centerline, up to 20' AGL/298' MSL.

Trees beginning 128' from DER, 47' left of centerline, up to 22' AGL/301' MSL.

Trees beginning 146' from DER, 10' left of centerline, up to 21' AGL/304' MSL.

Trees beginning 182' from DER, 3' left of centerline, up to 24' AGL/308' MSL.

Trees beginning 269' from DER, 179' left of centerline, up to 352' MSL.

Trees beginning 352' from DER, 575' left of centerline, up to 366' MSL.

Trees beginning 1858' from DER, 943' right of centerline, up to 373' MSL.

CONT

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

25219



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



25219

ELLENVILLE, NY (CON'T)

JOSEPH Y RESNICK (N89) (CON'T)

Rwy 4 (CON'T), trees beginning 1970' from DER, 701' right of centerline, up to 377' MSL.

Trees beginning 2063' from DER, 502' right of centerline, up to 386' MSL.

Trees beginning 2205' from DER, 404' right of centerline, up to 393' MSL.

Trees, poles beginning 2491' from DER, 21' right of centerline, up to 405' MSL.

Tree 3270' from DER, 802' left of centerline, 373' MSL.

Tree 3303' from DER, 18' left of centerline, 103' AGL/377' MSL.

Trees beginning 3344' from DER, 6' left of centerline, up to 105' AGL/378' MSL.

Trees beginning 3368' from DER, 9' left of centerline, up to 108' AGL/380' MSL.

Trees beginning 3408' from DER, 27' left of centerline, up to 120' AGL/392' MSL.

Building, tank beginning 3937' from DER, 680' right of centerline, up to 443' MSL.

Trees beginning 3984' from DER, 754' left of centerline, up to 406' MSL.

Trees beginning 4080' from DER, 707' left of centerline, up to 413' MSL.

Trees beginning 4177' from DER, 773' left of centerline, up to 422' MSL.

Tank, trees beginning 4683' from DER, 8' right of centerline, up to 222' AGL/503' MSL.

Trees beginning 4846' from DER, 1422' left of centerline, up to 427' MSL.

Tree 5133' from DER, 1602' left of centerline, 431' MSL.

Trees beginning 5735' from DER, 1437' left of centerline, up to 472' MSL.

Trees beginning 5841' from DER, 1319' left of centerline, up to 556' MSL.

Trees beginning 5936' from DER, 558' left of centerline, up to 578' MSL.

Trees, terrain beginning 1 NM from DER, 11' left of centerline, up to 614' MSL.

Trees, pole beginning 1.1 NM from DER, 289' left of centerline, up to 660' MSL.

Trees beginning 1.9 NM from DER, 3001' left of centerline, up to 669' MSL.

Trees beginning 2 NM from DER, 2984' left of centerline, up to 703' MSL.

Trees beginning 2.1 NM from DER, 2957' left of centerline, up to 779' MSL.

Rwy 22, tree 4' from DER, 188' left of centerline, 57' AGL/349' MSL.

Trees beginning 22' from DER, 184' left of centerline, up to 373' MSL.

Tree 27' from DER, 341' right of centerline, 365' MSL.

Trees, poles, fence, traverse ways, buildings beginning 95' from DER, 5' right of centerline, up to 110' AGL/410' MSL.

Trees beginning 267' from DER, 18' left of centerline, up to 386' MSL.

Trees beginning 468' from DER, 104' left of centerline, up to 403' MSL.

Trees beginning 850' from DER, 107' left of centerline, up to 405' MSL.

Trees, poles beginning 870' from DER, 98' left of centerline, up to 409' MSL.

Trees beginning 2772' from DER, 456' left of centerline, up to 416' MSL.

Trees beginning 2899' from DER, 1' left of centerline, up to 422' MSL.

Tree 3255' from DER, 1083' right of centerline, 416' MSL.

Trees beginning 3300' from DER, 351' right of centerline, up to 419' MSL.

Trees beginning 3372' from DER, 20' right of centerline, up to 423' MSL.

Trees beginning 4040' from DER, 28' left of centerline, up to 436' MSL.

Trees beginning 4118' from DER, 76' left of centerline, up to 438' MSL.

Tree 4200' from DER, 1428' right of centerline, 428' MSL.

Building, trees beginning 4233' from DER, 22' right of centerline, up to 440' MSL.

Trees beginning 4678' from DER, 97' left of centerline, up to 446' MSL.

Trees beginning 4841' from DER, 118' left of centerline, up to 459' MSL.

Trees beginning 5018' from DER, 21' left of centerline, up to 473' MSL.

Trees, building beginning 5213' from DER, 136' right of centerline, up to 453' MSL.

Trees beginning 5405' from DER, 1177' left of centerline, up to 504' MSL.

Trees beginning 5514' from DER, 56' left of centerline, up to 512' MSL.

Trees beginning 5684' from DER, 287' right of centerline, up to 463' MSL.

Trees beginning 5955' from DER, 1630' left of centerline, up to 529' MSL.

Tree 6047' from DER, 2009' left of centerline, 532' MSL.

Trees beginning 6070' from DER, 1398' left of centerline, up to 562' MSL.

Trees beginning 1 NM from DER, 1466' right of centerline, up to 487' MSL.

Trees beginning 1.1 NM from DER, 773' right of centerline, up to 556' MSL.

Trees beginning 1.2 NM from DER, 18' right of centerline, up to 574' MSL.

Trees beginning 1.2 NM from DER, 11' left of centerline, up to 611' MSL.

Trees beginning 1.3 NM from DER, 56' left of centerline, up to 704' MSL.

Trees, poles, traverse way beginning 1.5 NM from DER, 2235' left of centerline, up to 750' MSL.

Trees beginning 1.6 NM from DER, 2772' right of centerline, up to 581' MSL.

Trees beginning 1.8 NM from DER, 2224' right of centerline, up to 675' MSL.

Trees beginning 1.8 NM from DER, 2510' left of centerline, up to 756' MSL.

Trees beginning 1.9 NM from DER, 2437' left of centerline, up to 795' MSL.

Trees beginning 2 NM from DER, 2919' right of centerline, up to 683' MSL.

Trees, traverse way beginning 2.2 NM from DER, 3287' left of centerline, up to 1064' MSL.

Trees beginning 2.3 NM from DER, 2797' right of centerline, up to 777' MSL.

Trees beginning 2.4 NM from DER, 3508' left of centerline, up to 1069' MSL.

Trees beginning 2.4 NM from DER, 2778' right of centerline, up to 816' MSL.

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



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

25219

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**, 500-2¹/₂ or std. w/min. climb of 350' per NM to 1500.**Rwy 10**, 500-2 w/min. climb of 270' per NM to 2200 or std. w/min. climb of 420' per NM to 1500, or 2100-3 for VCOA.**Rwy 24**, std. w/min. climb of 420' per NM to 2300, or 2100-3 for VCOA.**Rwy 28**, 900-3 w/min. climb of 380' per NM to 2400 or std. w/min. climb of 650' per NM to 2100, or 2100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 062° to 2100 before proceeding on course.**Rwy 10**, climb heading 101° to 2500 before proceeding on course.**Rwy 24**, climb heading 242° to 2600 before proceeding on course.**Rwy 28**, climb heading 281° to 2300 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 581' from DER, 655' left of centerline, 25' AGL/976' MSL.

Tree 582' from DER, 513' left of centerline, 994' MSL.

Pole 597' from DER, on centerline, 20' AGL/970' MSL.

Trees beginning 1657' from DER, 820' left of centerline, up to 1023' MSL.

Trees beginning 3057' from DER, 383' right of centerline, up to 1039' MSL.

Tree 3434' from DER, 192' right of centerline, 1044' MSL.

Trees beginning 1.3 NM from DER, 2285' left of centerline, 1213' MSL.

Trees beginning 1.4 NM from DER, 2277' left of centerline, 1318' MSL.

Trees beginning 1.5 NM from DER, 1755' left of centerline, up to 1363' MSL.

Trees, terrain beginning 1.9 NM from DER, 1471' left of centerline, up to 1371' MSL.

Trees, poles beginning 2 NM from DER, 1776' left of centerline, up to 1412' MSL.

Trees beginning 2.1 NM from DER, 2282' left of centerline, up to 1423' MSL.

Rwy 10, fence 25' from DER, 494' left of centerline, 4' AGL/947' MSL.

Tree 549' from DER, 37' left of centerline, 969' MSL.

Tree 656' from DER, 329' left of centerline, 984' MSL.

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

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

Trees, poles beginning 782' from DER, 67' left of centerline, up to 998' MSL.

Tree 819' from DER, 413' right of centerline, 975' MSL.

Trees beginning 888' from DER, 110' right of centerline, up to 979' MSL.

Tree 1317' from DER, 613' right of centerline, 987' MSL.

Poles beginning 1351' from DER, 125' right of centerline, up to 51' AGL/998' MSL.

Pole 1743' from DER, 937' left of centerline, 38' AGL/999' MSL.

Poles, building beginning 1800' from DER, 235' left of centerline, up to 41' AGL/1000' MSL.

Tree 2051' from DER, 552' right of centerline, 1006' MSL.

Building, poles beginning 2160' from DER, 129' left of centerline, up to 47' AGL/1011' MSL.

Poles, building beginning 2383' from DER, 427' left of centerline, up to 50' AGL/1015' MSL.

Tree 2519' from DER, 616' right of centerline, 1012' MSL.

Poles beginning 2604' from DER, 304' left of centerline, up to 53' AGL/1019' MSL.

Pole 2703' from DER, 1215' left of centerline, 53' AGL/1020' MSL.

Tree 2737' from DER, 584' right of centerline, 1013' MSL.

Pole 2965' from DER, 1221' left of centerline, 52' AGL/1021' MSL.

Tree 5322' from DER, 1786' right of centerline, 1096' MSL.

Trees beginning 5460' from DER, 1787' right of centerline, up to 1152' MSL.

Tree 5617' from DER, 1992' right of centerline, 1160' MSL.

Trees beginning 5776' from DER, 1776' right of centerline, up to 1171' MSL.

Trees beginning 5886' from DER, 1852' right of centerline, up to 1178' MSL.

Trees beginning 1 NM from DER, 1773' right of centerline, up to 1215' MSL.

Trees beginning 1.1 NM from DER, 1783' right of centerline, up to 1288' MSL.

Trees beginning 1.2 NM from DER, 1990' right of centerline, up to 1351' MSL.

Trees, towers beginning 1.3 NM from DER, 1640' right of centerline, up to 1357' MSL.

Tower 1.6 NM from DER, 1748' right of centerline, up to 1237' MSL.

Rwy 24, terrain 12' from DER, 8' right of centerline, 944' MSL.

Terrain 34' from DER, 13' left of centerline, 944' MSL.

Sign 871' from DER, 634' left of centerline, 27' AGL/968' MSL.

Tree 962' from DER, 747' left of centerline, 991' MSL.

Tree 1455' from DER, 704' left of centerline, 59' AGL/997' MSL.

Trees beginning 1667' from DER, 529' left of centerline, up to 1006' MSL.

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

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ELMIRA, NY (CON'T)

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

Rwy 28, terrain 27' from DER, 370' right of centerline, 940' MSL.

Pole 344' from DER, 571' right of centerline, 38' AGL/978' MSL.

Trees, traverse way, pole beginning 440' from DER, 451' right of centerline, up to 57' AGL/997' MSL.

Tree, buildings beginning 1028' from DER, 544' right of centerline, up to 1014' MSL.

Tree, poles beginning 1144' from DER, 460' right of centerline, up to 83' AGL/1022' MSL.

Tower, poles, trees beginning 1223' from DER, 468' right of centerline, up to 92' AGL/1031' MSL.

Tree 1342' from DER, 631' left of centerline, 973' MSL.

Trees beginning 1850' from DER, 185' left of centerline, up to 983' MSL.

Tree 2689' from DER, 1083' left of centerline, 1028' MSL.

Trees beginning 2845' from DER, 657' left of centerline, up to 1039' MSL.

Tree 4445' from DER, 1530' right of centerline, 1048' MSL.

Trees beginning 4525' from DER, 1408' right of centerline, up to 1065' MSL.

Trees, pole beginning 4654' from DER, 1434' right of centerline, up to 1067' MSL.

Tree 4918' from DER, 1765' right of centerline, 1112' MSL.

Trees beginning 5047' from DER, 1375' right of centerline, up to 1131' MSL.

Trees beginning 1 NM from DER, 1388' right of centerline, up to 1179' MSL.

Trees beginning 1.1 NM from DER, 778' right of centerline, up to 1389' MSL.

Trees beginning 1.2 NM from DER, 506' right of centerline, up to 1520' MSL.

Trees beginning 1.3 NM from DER, 260' right of centerline, up to 1604' MSL.

Trees, poles beginning 1.4 NM from DER, 90' right of centerline, up to 1637' MSL.

Trees beginning 1.4 NM from DER, 11' left of centerline, up to 1189' MSL.

Trees beginning 1.5 NM from DER, 14' left of centerline, up to 1254' MSL.

Trees beginning 1.5 NM from DER, 72' right of centerline, up to 1653' MSL.

Trees beginning 1.6 NM from DER, 18' right of centerline, up to 1756' MSL.

Trees beginning 1.6 NM from DER, 9' left of centerline, up to 1702' MSL.

Trees beginning 1.7 NM from DER, 11' left of centerline, up to 1420' MSL.

Trees beginning 1.8 NM from DER, 16' left of centerline, up to 1421' MSL.

Trees beginning 2.2 NM from DER, 21' left of centerline, up to 1480' MSL.

Trees beginning 2.3 NM from DER, 17' left of centerline, up to 1583' MSL.

Trees beginning 2.4 NM from DER, 30' left of centerline, up to 1626' MSL.

Tree 2.5 NM from DER, 1094' right of centerline, 1557' MSL.

CAUTION: Extensive glider activity in vicinity of airport.

ENDICOTT, NY

TRI-CITIES (CZG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std w/min climb of 515'/NM to 1700, or 700-3 w/min climb of 271'/NM to 1700, or 1800-3 for VCOA.

Rwy 21, std w/min climb of 645'/NM to 2000, or 900-3 w/min climb of 452'/NM to 2300, or 1800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 3, climb on heading 036° to 2100 before proceeding on course.

Rwy 21, climb on heading 216° to 2300 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tri-Cities airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees, vehicles on road, terrain, pole beginning 3' from DER, 243' left of centerline, up to 919' MSL.

Pole 18' from DER, 327' right of centerline, 3' AGL/833' MSL.

Trees, pole beginning 748' from DER, 282' left of centerline, up to 940' MSL.

Trees beginning 883' from DER, 286' left of centerline, up to 942' MSL.

Trees beginning 1010' from DER, 34' right of centerline, up to 864' MSL.

Trees, pole, building beginning 1090' from DER, 1' left of centerline, up to 947' MSL.

Tree 1482' from DER, 710' right of centerline, 897' MSL.

Tree 1642' from DER, 567' right of centerline, 914' MSL.

Trees, electrical system, transmission line beginning 1670' from DER, 9' right of centerline, up to 921' MSL.

Trees beginning 3236' from DER, 656' left of centerline, up to 953' MSL.

Buildings, trees beginning 3476' from DER, 1104' left of centerline, up to 84' AGL/974' MSL.

Tree 5123' from DER, 1774' left of centerline, 1033' MSL.

Trees beginning 5300' from DER, 1665' left of centerline, up to 1034' MSL.

Trees beginning 5348' from DER, 1597' left of centerline, up to 1055' MSL.

Tower 5663' from DER, 627' right of centerline, 184' AGL/999' MSL.

Trees beginning 1 NM from DER, 2109' left of centerline, up to 1063' MSL.

Trees beginning 1.1 NM from DER, 2197' left of centerline, up to 1079' MSL.

Trees, water tower beginning 1.2 NM from DER, 1641' left of centerline, up to 1137' MSL.

Trees beginning 1.3 NM from DER, 1129' left of centerline, up to 1283' MSL.

Trees beginning 1.4 NM from DER, 961' left of centerline, up to 1349' MSL.

Trees beginning 1.5 NM from DER, 974' left of centerline, up to 1423' MSL.

Trees beginning 1.9 NM from DER, 3261' right of centerline, 1145' MSL.

Trees beginning 2 NM from DER, 3250' right of centerline, up to 1238' MSL.

Trees beginning 2.1 NM from DER, 3130' right of centerline, up to 1260' MSL.

Tower, trees, transmission line beginning 2.3 NM from DER, 2649' right of centerline, up to 188' AGL/1411' MSL.

CON'T

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

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

25219

ENDICOTT, NY (CON'T)

TRI-CITIES (CZG) (CON'T)

Rwy 21, tree, vegetation, sign beginning 5' from DER, 128' right of centerline, up to 860' MSL.

Vegetation 8' from DER, 96' left of centerline, 832' MSL.

Tree 38' from DER, 351' left of centerline, 868' MSL.

Trees, vegetation beginning 51' from DER, 24' left of centerline, up to 84' AGL/902' MSL.

Trees beginning 425' from DER, 372' right of centerline, up to 895' MSL.

Trees beginning 588' from DER, 110' right of centerline, up to 903' MSL.

Trees beginning 766' from DER, 165' right of centerline, up to 916' MSL.

Trees beginning 949' from DER, 384' left of centerline, up to 910' MSL.

Trees beginning 1023' from DER, 61' right of centerline, up to 919' MSL.

Trees beginning 1033' from DER, 94' left of centerline, up to 919' MSL.

Trees beginning 1404' from DER, 24' right of centerline, up to 103' AGL/922' MSL.

Trees beginning 1469' from DER, 243' right of centerline, up to 930' MSL.

Trees beginning 1545' from DER, 1' right of centerline, up to 934' MSL.

Trees beginning 1612' from DER, 187' left of centerline, up to 923' MSL.

Trees beginning 2127' from DER, 62' left of centerline, up to 96' AGL/929' MSL.

Trees, pole beginning 2180' from DER, 87' left of centerline, up to 933' MSL.

Trees beginning 2480' from DER, 31' left of centerline, up to 936' MSL.

Tree 2554' from DER, 314' left of centerline, 100' AGL/941' MSL.

Trees beginning 2568' from DER, 31' left of centerline, up to 113' AGL/946' MSL.

Trees beginning 2860' from DER, 11' right of centerline, up to 935' MSL.

Trees beginning 3246' from DER, 88' left of centerline, up to 949' MSL.

Trees beginning 3382' from DER, 142' right of centerline, up to 940' MSL.

Trees beginning 3440' from DER, 26' right of centerline, up to 961' MSL.

Trees beginning 3457' from DER, 333' left of centerline, up to 951' MSL.

Trees beginning 3670' from DER, 37' left of centerline, up to 967' MSL.

Trees beginning 3869' from DER, 624' left of centerline, up to 971' MSL.

Trees beginning 3972' from DER, 365' left of centerline, up to 975' MSL.

Trees beginning 4060' from DER, 171' left of centerline, up to 1021' MSL.

Trees beginning 4239' from DER, 57' left of centerline, up to 1029' MSL.

Trees beginning 4423' from DER, 251' right of centerline, up to 968' MSL.

Trees beginning 4600' from DER, 113' right of centerline, up to 976' MSL.

Trees beginning 4750' from DER, 52' left of centerline, up to 1040' MSL.

Trees beginning 4794' from DER, 319' left of centerline, up to 1046' MSL.

Trees beginning 4857' from DER, 113' left of centerline, up to 1058' MSL.

Trees beginning 4980' from DER, 89' right of centerline, up to 1014' MSL.

Tree 4998' from DER, 1094' left of centerline, 1086' MSL.

Trees beginning 5015' from DER, 46' left of centerline, up to 1105' MSL.

Tree 5185' from DER, 1070' left of centerline, 1111' MSL.

Trees beginning 5195' from DER, 137' right of centerline, up to 1017' MSL.

Trees beginning 5222' from DER, 329' left of centerline, up to 1147' MSL.

Trees beginning 5261' from DER, 357' right of centerline, up to 1038' MSL.

Trees beginning 5270' from DER, 3' left of centerline, up to 1153' MSL.

Trees beginning 5381' from DER, 202' right of centerline, up to 1050' MSL.

Trees beginning 5398' from DER, 290' left of centerline, up to 1158' MSL.

Tree 5465' from DER, 1347' left of centerline, 1183' MSL.

Trees beginning 5473' from DER, 532' left of centerline, up to 1185' MSL.

Trees beginning 5569' from DER, 10' right of centerline, up to 1056' MSL.

Tree 5610' from DER, 1136' left of centerline, 1193' MSL.

Trees beginning 5651' from DER, 395' left of centerline, up to 1211' MSL.

Trees beginning 5668' from DER, 37' left of centerline, up to 1213' MSL.

Trees, pole beginning 5733' from DER, 242' right of centerline, up to 1059' MSL.

Trees, pole beginning 5845' from DER, 8' right of centerline, up to 1078' MSL.

Trees, pole beginning 5933' from DER, 46' right of centerline, up to 1085' MSL.

Trees beginning 6002' from DER, 65' left of centerline, up to 1217' MSL.

Trees beginning 1 NM from DER, 30' right of centerline, up to 1098' MSL.

Trees beginning 1 NM from DER, 32' left of centerline, up to 1221' MSL.

Trees beginning 1.1 NM from DER, 76' right of centerline, up to 1102' MSL.

Trees beginning 1.1 NM from DER, 59' left of centerline, up to 1256' MSL.

Trees beginning 1.2 NM from DER, 3' left of centerline, up to 1402' MSL.

Trees beginning 1.2 NM from DER, 111' right of centerline, up to 1112' MSL.

Trees, buildings, terrain beginning 1.3 NM from DER, 49' right of centerline, up to 1127' MSL.

Trees beginning 1.3 NM from DER, 100' left of centerline, up to 1488' MSL.

Trees, buildings, terrain beginning 1.4 NM from DER, 9' right of centerline, up to 1135' MSL.

Trees, transmission line, building beginning 1.4 NM from DER, 3' left of centerline, up to 1528' MSL.

Trees beginning 1.5 NM from DER, 92' right of centerline, up to 1172' MSL.

Trees, building beginning 1.6 NM from DER, 90' right of centerline, up to 91' AGL/1175' MSL.

Trees, transmission line beginning 1.7 NM from DER, 236' right of centerline, up to 1206' MSL.

Trees beginning 1.8 NM from DER, 81' right of centerline, up to 1264' MSL.

Trees beginning 1.9 NM from DER, 1415' right of centerline, up to 1393' MSL.

Trees, transmission line beginning 2 NM from DER, 24' right of centerline, up to 1502' MSL.

Trees beginning 2.2 NM from DER, 345' left of centerline, up to 110' AGL/1636' MSL.

Trees beginning 2.3 NM from DER, 132' left of centerline, up to 110' AGL/1646' MSL.

Trees beginning 2.3 NM from DER, 172' right of centerline, up to 1528' MSL.

CON'T

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

25219

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

25219

ENDICOTT, NY (CON'T)

TRI-CITIES (CZG) (CON'T)

Rwy 21 (CON'T), tree, terrain beginning 2.5 NM from DER, 120' left of centerline, up to 1597' MSL.
Trees beginning 2.5 NM from DER, 187' right of centerline, up to 1647' 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, 300-1¼ or std. w/ min. climb of 215' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 1, fence 3' from DER, 421' left of centerline, 9' AGL/88' MSL.

Building, stack and trees beginning 264' from DER, 246' right of centerline, up to 55' AGL/134' MSL.

Trees beginning 315' from DER, 568' right of centerline, up to 76' AGL/155' MSL.

Pole and trees beginning 1266' from DER, 279' right of centerline, up to 54' AGL/137' MSL.

Tank, elevator and trees beginning 1382' from DER, 447' left of centerline, up to 69' AGL/141' MSL.

Tank 5858' from DER, 1440' left of centerline, 151' AGL/244' MSL.

Rwy 14, pole and vehicles on road beginning 181' from DER, 73' right of centerline, up to 17' AGL/74' MSL.

Trees beginning 534' from DER, 97' left of centerline, up to 33' AGL/88' MSL.

Trees beginning 915' from DER, 24' right of centerline, up to 66' AGL/119' MSL.

Pole and trees beginning 1124' from DER, 245' left of centerline, up to 50' AGL/104' MSL.

Trees 2135' from DER, 331' left of centerline, up to 77' AGL/124' MSL.

Rwy 19, sign, building, poles, and trees beginning 77' from DER, 208' right of centerline, up to 43' AGL/102' MSL.

Trees beginning 182' from DER, 498' left of centerline, up to 43' AGL/100' MSL.

Pole 861' from DER, 70' left of centerline, 41' AGL/99' MSL.

Poles and trees beginning 879' from DER, 14' right of centerline, up to 56' AGL/115' MSL.

Poles and trees beginning 1207' from DER, 308' left of centerline, up to 70' AGL/124' MSL.

Tower 2453' from DER, 318' right of centerline, 84' AGL/141' MSL.

Rwy 32, fence 146' from DER, 243' right of centerline, 12' AGL/88' MSL.

Pole 329' from DER, 451' left of centerline, 30' AGL/103' MSL.

Building and poles beginning 1489' from DER, 188' left of centerline, up to 69' AGL/142' MSL.

Trees 1690' from DER, 22' right of centerline, up to 52' AGL/124' MSL.

Tank 1.3 NM from DER, 1122' left of centerline, 107' AGL/296' MSL.

FISHERS ISLAND, NY

ELIZABETH 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.

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

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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**, climb 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.

Trees, terrain 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.

Trees, buildings, poles beginning 3155' from DER, 92' left of centerline, up to 475' MSL.

Trees, poles, buildings beginning 4112' from DER, 92' left of centerline, up to 452' 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.

Trees, poles, 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 2944' 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, 500-2¼ 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 3846' from DER, 1435' right of centerline, 42' AGL/1358' MSL.

Trees, poles beginning 4010' from DER, 860' right of centerline, up to 106' AGL/1428' MSL.

Tree 1.5 NM from DER, 2489' left of centerline, 94' AGL/1373' MSL.

Trees beginning 1.5 NM from DER, 1870' left of centerline, up to 78' AGL/1383' MSL.

Tower 1.7 NM from DER, 2808' left of centerline, 76' AGL/1552' MSL.

CONT

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

25219

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

25219

HAMILTON, NY (CON'T)

HAMILTON MUNI (VGC) (CON'T)

Rwy 17 (CON'T), tower, trees beginning 1.8 NM from DER, 2715' left of centerline, up to 98' AGL/1579' MSL.

Trees beginning 2 NM from DER, 1033' left of centerline, up to 78' AGL/1597' MSL.

Trees beginning 2.2 NM from DER, 66' right of centerline, up to 74' AGL/1517' MSL.

Tree 2.3 NM from DER, 1860' left of centerline, 78' AGL/1545' MSL.

Rwy 35, trees, poles beginning 363' from DER, 473' right of centerline, up to 68' AGL/1205' MSL.

Tree 955' from DER, 598' right of centerline, 86' AGL/1235' MSL.

Trees beginning 1193' from DER, 30' right of centerline, up to 85' AGL/1242' MSL.

Tree 2794' from DER, 128' left of centerline, 67' AGL/1203' MSL.

Trees beginning 2895' from DER, 445' right of centerline, up to 109' AGL/1269' MSL.

Trees beginning 3005' from DER, 304' left of centerline, up to 111' AGL/1247' MSL.

Tree 4172' from DER, 1430' right of centerline, 91' AGL/1281' MSL.

HAMMONTON, NJ

HAMMONTON MUNI (N81)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 21, trees 1572' from DER, 526' left of centerline, 100' AGL/163' MSL.

Trees 3201' from DER, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY

HORNELL MUNI (HTF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 36, NA-Obstacles.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees 1696' from DER, 143' left of centerline, up to 92' AGL/1252' MSL.

Trees 5644' from DER, 1746' right of centerline, up to 100' AGL/1499' MSL.

HUDSON, NY

COLUMBIA COUNTY (1B1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 3, climb heading 025° to 1500 before proceeding on course.

Rwy 21, climb heading 190° to 2300 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 187' from DER, 499' right of centerline, 36' AGL/239' MSL.

Trees beginning 353' from DER, 101' right of centerline, up to 44' AGL/246' MSL.

Tree 429' from DER, 134' left of centerline, 223' MSL.

Tree 430' from DER, 183' left of centerline, 225' MSL.

Trees beginning 432' from DER, 208' left of centerline, up to 230' MSL.

Pole 613' from DER, 655' left of centerline, 43' AGL/244' MSL.

Tree 839' from DER, 501' left of centerline, 65' AGL/263' MSL.

Trees beginning 1019' from DER, 555' right of centerline, up to 102' AGL/308' MSL.

Trees, poles beginning 1206' from DER, 226' left of centerline, up to 64' AGL/271' MSL.

Tree 2197' from DER, 748' left of centerline, 80' AGL/278' MSL.

Trees beginning 2264' from DER, 116' left of centerline, up to 76' AGL/281' MSL.

Trees beginning 2330' from DER, 188' left of centerline, up to 91' AGL/299' MSL.

Tree 3229' from DER, 451' left of centerline, 96' AGL/300' MSL.

Tree 3401' from DER, 582' left of centerline, 77' AGL/313' MSL.

Tree 3966' from DER, 348' left of centerline, 75' AGL/321' MSL.

Tree 4015' from DER, 443' right of centerline, 88' AGL/321' MSL.

Tree 4068' from DER, 804' left of centerline, 80' AGL/332' MSL.

Trees beginning 4189' from DER, 470' left of centerline, up to 80' AGL/338' MSL.

Rwy 21, fence 104' from DER, 373' left of centerline, 12' AGL/203' MSL.

Tree 483' from DER, 570' right of centerline, 64' AGL/250' MSL.

Trees beginning 563' from DER, 494' left of centerline, up to 76' AGL/253' MSL.

Tree 680' from DER, 532' right of centerline, 76' AGL/256' MSL.

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

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NE-2



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



25219

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.

Trnsn 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/1758' MSL.

Fence 257' from DER, 499' right of centerline, 1715' MSL.

Terrain 307' from DER, 375' right of centerline, 1717' MSL.

Fence, vehicles on roadway beginning 387' from DER, 363' right of centerline, up to 1725' MSL.

Tree, pole, building beginning 401' from DER, 378' left of centerline, up to 57' AGL/1766' MSL.

Vehicles on roadway 436' from DER, 501' right of centerline, 1733' MSL.

Pole 457' from DER, 599' right of centerline, 31' AGL/1751' MSL.

Building, fence, vehicles on roadway, tree, pole beginning 527' from DER, 188' right of centerline, up to 48' AGL/1768' MSL.

Trees beginning 850' from DER, 11' left of centerline, up to 1774' MSL.

Building, pole beginning 1065' from DER, 308' right of centerline, up to 45' AGL/1770' MSL.

Tree 1301' from DER, 724' right of centerline, 1804' MSL.

Tree, pole, building beginning 1361' from DER, 4' right of centerline, up to 88' AGL/1819' MSL.

Trees beginning 2358' from DER, 316' left of centerline, up to 1779' MSL.

Tree 2432' from DER, 924' left of centerline, 1785' MSL.

Trees beginning 2485' from DER, 449' left of centerline, up to 1788' MSL.

Trees beginning 2610' from DER, 4' left of centerline, up to 1793' MSL.

trees beginning 2750' from DER, 103' left of centerline, up to 1797' MSL.

Trees beginning 2851' from DER, 507' left of centerline, up to 1798' MSL.

Tree 2959' from DER, 611' left of centerline, 1802' MSL.

Trees beginning 2966' from DER, 694' left of centerline, up to 1804' MSL.

Trees beginning 3004' from DER, 556' left of centerline, up to 1805' MSL.

Trees beginning 3149' from DER, 621' left of centerline, up to 1808' MSL.

Trees beginning 3806' from DER, 1' left of centerline, up to 1813' MSL.

Tree 4208' from DER, 38' left of centerline, 1816' MSL.

Trees beginning 4322' from DER, 50' right of centerline, up to 1825' MSL.

Trees beginning 4376' from DER, 159' left of centerline, up to 1825' MSL.

Rwy 25, lighting 10' from DER, 29' left of centerline, 2' AGL/1722' MSL.

Lighting 10' from DER, 30' right of centerline, 2' AGL/1722' MSL.

Building 424' from DER, 261' left of centerline, 21' AGL/1733' MSL.

Tree 733' from DER, 654' left of centerline, 84' AGL/1753' MSL.

Tree 762' from DER, 662' left of centerline, 1756' MSL.

Rwy 31, sign 23' from DER, 200' left of centerline, 1724' MSL.

Terrain beginning 29' from DER, 303' left of centerline, up to 1735' MSL.

Trees beginning 46' from DER, 464' right of centerline, up to 73' AGL/1781' MSL.

Tree, terrain beginning 83' from DER, 423' left of centerline, up to 1740' MSL.

Fence, terrain beginning 133' from DER, 316' left of centerline, up to 1747' MSL.

Trees beginning 194' from DER, 460' right of centerline, up to 72' AGL/1785' MSL.

Fence 238' from DER, 500' left of centerline, 1751' MSL.

CONT



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



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

25219

JAMESTOWN, NY (CON'T)

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

Rwy 31 (CON'T), fence, tree, terrain beginning 354' from DER, 471' left of centerline, up to 1752' MSL.

Trees beginning 402' from DER, 470' right of centerline, up to 68' AGL/1790' MSL.

Fence beginning 457' from DER, 500' left of centerline, up to 1753' MSL.

Tree 578' from DER, 630' left of centerline, 40' AGL/1783' MSL.

Tree, terrain, fence beginning 582' from DER, 376' left of centerline, up to 1806' MSL.

Trees beginning 764' from DER, 475' right of centerline, up to 1800' MSL.

Trees beginning 775' from DER, 201' left of centerline, up to 1814' MSL.

Trees beginning 947' from DER, 536' right of centerline, up to 1805' MSL.

Tree 1011' from DER, 737' right of centerline, 1808' MSL.

Trees beginning 1057' from DER, 390' right of centerline, up to 1813' MSL.

Trees beginning 1266' from DER, 68' right of centerline, up to 84' AGL/1819' MSL.

Trees beginning 3494' from DER, 372' left of centerline, up to 1817' MSL.

Tree 3517' from DER, 786' left of centerline, 1824' MSL.

Trees beginning 3540' from DER, 447' left of centerline, up to 1835' MSL.

Trees beginning 3741' from DER, 419' left of centerline, up to 1841' MSL.

Tree 4412' from DER, 1677' left of centerline, 1843' MSL.

Trees beginning 4490' from DER, 1435' left of centerline, up to 1844' MSL.

Tree 4518' from DER, 1644' left of centerline, 1846' MSL.

Trees beginning 4615' from DER, 1457' left of centerline, up to 1856' MSL.

Trees beginning 4871' from DER, 1518' left of centerline, up to 1862' MSL.

Trees beginning 5135' from DER, 1044' left of centerline, up to 1868' MSL.

Trees beginning 5582' from DER, 1296' left of centerline, up to 1874' MSL.

Trees beginning 5725' from DER, 1015' left of centerline, up to 1875' MSL.

JOHNSTOWN, NY

FULTON COUNTY (NY0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning 83' from DER, 62' left of centerline, up to 57' AGL/936' MSL.

Trees beginning 206' from DER, 176' right of centerline, up to 43' AGL/922' MSL.

Rwy 28, trees beginning 310' from DER, 48' left of centerline, up to 72' AGL/921' MSL.

Trees beginning 23' from DER, 54' right of centerline, up to 73' AGL/892' MSL.

KINGSTON, NY

KINGSTON-ULSTER (20N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-2 w/ min. climb of 255' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 15, climb to 3000 on heading 153° and PWL VOR/DME R-316 to TRESA INT before proceeding on course.

Rwy 33, climbing right turn to 3000 on heading 170° and PWL VOR/DME R-316 to TRESA INT before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees and poles abeam DER, 806' left of centerline, up to 99' AGL/221' MSL.

Trees and poles beginning 27' from DER, 170' right of centerline, up to 40' AGL/162' MSL.

Vehicles on road 235' from DER, 37' right of centerline, up to 17' AGL/141' MSL.

Trees beginning 1322' from DER, 835' right of centerline, up to 89' AGL/203' MSL.

Trees beginning 1325' from DER, 846' left of centerline, up to 99' AGL/215' MSL.

Rwy 33, construction cone 6' from DER, 39' right of centerline, 10' AGL/149' MSL.

Trees and poles beginning 19' from DER, 933' left of centerline, up to 99' AGL/349' MSL.

Trees and poles beginning 60' from DER, 922' right of centerline, up to 69' AGL/215' MSL.

Buildings beginning 60' from DER, from 577' left of centerline to 569' right of centerline, up to 29' AGL/271' MSL.

Vehicles on road beginning 184' from DER, from 285' left of centerline to 496' right of centerline, up to 17' AGL/182' MSL.

Trees beginning 2004' from DER, 1936' left of centerline, up to 94' AGL/362' MSL.

Trees beginning 2004' from DER, 1908' right of centerline, up to 110' AGL/388' MSL.

LAKE PLACID, NY

LAKE PLACID (LKP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, NA-Obstacles.

Rwy 32, std. w/min. climb of 485' per NM to 4000, or 3600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 32, climbing left turn to heading 304° to 5000 before proceeding on course.

VCOA:

Rwy 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lake Placid airport at or above 5200 before proceeding on course.

CON'T

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

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

25219

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

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, buildings, poles beginning 1242' from DER, 25' left of centerline, up to 1876' MSL.
Trees beginning 1733' from DER, 23' right of centerline, up to 94' AGL/1825' MSL.
Tree 3024' from DER, 28' right of centerline, 84' AGL/1828' MSL.
Tree 3368' from DER, 1114' right of centerline, 1839' MSL.
Tree 3505' from DER, 1241' right of centerline, 1842' MSL.
Tree 3532' from DER, 1015' right of centerline, 1849' MSL.
Trees beginning 3536' from DER, 1117' right of centerline, up to 1859' MSL.
Trees beginning 4089' from DER, 1519' right of centerline, up to 1865' MSL.
Trees beginning 4364' from DER, 689' left of centerline, up to 1878' MSL.
Tree 5055' from DER, 650' left of centerline, 1883' MSL.
Tree 5085' from DER, 1807' right of centerline, 1875' MSL.
Tree 5169' from DER, 1884' right of centerline, 1883' MSL.
Buildings, tree beginning 1 NM from DER, 1686' right of centerline, up to 72' AGL/1910' MSL.
Tree 1 NM from DER, 1412' right of centerline, 1913' MSL.
Building 1 NM from DER, 1786' right of centerline, 65' AGL/1917' MSL.
Trees beginning 1 NM from DER, 1135' right of centerline, up to 1933' MSL.
Buildings, trees beginning 1.1 NM from DER, 1373' right of centerline, up to 1952' MSL.
Tree 1.1 NM from DER, 2109' right of centerline, 1964' MSL.
Trees beginning 1.1 NM from DER, 1368' right of centerline, up to 1988' MSL.
Trees, pole beginning 1.1 NM from DER, 1813' right of centerline, up to 2012' MSL.
Tree, pole beginning 1.1 NM from DER, 1649' right of centerline, up to 2015' MSL.
Trees, vehicle on road beginning 1.1 NM from DER, 1351' right of centerline, up to 2016' MSL.
Tree 1.2 NM from DER, 1778' right of centerline, 2020' MSL.
Buildings beginning 1.2 NM from DER, 1919' right of centerline, up to 63' AGL/2022' MSL.
Building, trees beginning 1.2 NM from DER, 1478' right of centerline, up to 53' AGL/2024' MSL.
Trees, poles, buildings, vehicle on road, terrain beginning 1.2 NM from DER, 1439' right of centerline, up to 2045' MSL.
Trees, poles, vehicle on road, buildings beginning 1.3 NM from DER, 65' right of centerline, up to 2057' MSL.
Trees, building beginning 2 NM from DER, 2312' left of centerline, up to 2117' MSL.
Tree 2 NM from DER, 1382' right of centerline, 2063' MSL.

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 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.

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

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

25219

LE ROY, NY

LE ROY (5G0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees and poles beginning 51' from DER, 101' right of centerline, up to 73' AGL/852' MSL.

Trees and poles beginning 26' from DER, 51' left of centerline, up to 64' AGL/843' MSL.

Buildings beginning 325' from DER, 116' right of centerline, up to 53' AGL/819' MSL.

Terrain beginning 96' from DER, 233' right of centerline, up to 787' MSL.

Rwy 28, trees and poles beginning 2' from DER, 38' left of centerline, up to 112' AGL/977' MSL.

Buildings, water tower and grain bins beginning 172' from DER, 38' left of centerline, up to 106' AGL/931' MSL.

Trees beginning 49' from DER, 100' right of centerline, up to 873' MSL.

Railroad 100' from DER, 261' right of centerline, 23' AGL/825' MSL.

LINCOLN PARK, NJ

LINCOLN PARK (N07)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 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, 2660' 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)

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

25219

MALONE, NY

MALONE-DUFORT (MAL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 300-1¼ or std w/min climb of 310' per NM to 1200.**Rwy 23**, 500-2¼ or std w/min climb of 285' per NM to 1500.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 052° to 1500 before proceeding on course.**Rwy 14**, climbing left turn heading 050° to 2300 before proceeding on course.**Rwy 23**, climb heading 232° to 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain and trees beginning 15' from DER, 316' left and right of centerline, up to 100' AGL/814' MSL.**Rwy 14**, sign, building and trees 171' from DER, 113' right of centerline, up to 100' AGL/809' MSL.

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

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

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

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

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

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

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

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

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

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

MANVILLE, NJ

CENTRAL JERSEY RGNL (47N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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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.

Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL.

Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL.

Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL.

Rwy 9, bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL.

Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL.

Rwy 23, trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL.

Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL.

Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL.

Rwy 27, trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL.

Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

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

WRIGHTSTOWN, NJ

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03DEC20 (20338) (USAF)

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees 1389' from DER, 854' right of cntrln, 83' AGL/184' MSL.

Trees 1929' from DER, 887' right of cntrln, 94' AGL/192' MSL.

Trees 2658' from DER, 1184' left of cntrln, 79' AGL/177' MSL.

Trees 3647' from DER, 946' right of cntrln, 103' AGL/194' MSL.

Rwy 18, potential aircraft 920' from DER, 182' left of cntrln, 66' AGL/206' MSL.

Potential aircraft 934' from DER, 199' left of cntrln, 66' AGL/199' MSL.

Rwy 24, potential vehicle 125' from DER, 479' right of cntrln, 17' AGL/154' MSL.

Trees 1954' from DER, 1051' right of cntrln, 54' AGL/191' MSL.

Rwy 36, potential aircraft 1976' from DER, 1234' right of cntrln, 66' AGL/185' MSL.

MIDDLETOWN, NY

RANDALL (06N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, 300-2 or std. with a min. climb of 205' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE:

Rwy 26, climb heading 246° to 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, rising terrain beginning abeam DER, 143' left of centerline, up to 536' MSL.

Trees beginning 46' from DER, 237' right of centerline, up to 98' AGL/578' MSL.

Trees beginning 59' from DER, 412' left of centerline, up to 100' AGL/639' MSL.

Rwy 26, trees abeam DER, 155' left of centerline, up to 87' AGL/576' MSL.

Vehicles on roadway, 186' from DER, left and right of centerline, up to 15' AGL/522' MSL.

Trees beginning 343' from DER, 569' right of centerline, 95' AGL/596' MSL.

Pole, 506' from DER, 141' right of centerline, 41' AGL/543' MSL.

MILLBROOK, NY

SKY ACRES (44N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 600-3 w/min. climb of 240' per NM to 1400 or std. w/min. climb of 390' per NM to 1500.

Rwy 35, 300-1½ or std. w/min. climb of 261' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 167° to 2200 then climbing right turn direct IGN VOR/DME before proceeding on course.

Rwy 35, climb heading 347° to 2100 then climbing left turn direct IGN VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 156' from DER, 302' left of centerline, up to 96' AGL/779' MSL.

Trees beginning 3213' from DER, 1350' left of centerline, up to 100' AGL/1259' MSL.

Rwy 35, trees beginning 46' from DER, 341' right of centerline, up to 94' AGL/742' MSL.

Building 251' from DER, 399' right of centerline, 36' AGL/695' MSL.

Tower 1254' from DER, 725' right of centerline, 88' AGL/733' MSL.

Trees beginning 1.4 NM from DER, 2762' right of centerline, up to 100' AGL/919' MSL.

Trees beginning 407' from DER, 284' left of centerline, up to 78' AGL/665' MSL.

Trees beginning 1.3 NM from DER, 1353' left of centerline, up to 100' AGL/919' MSL.



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



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



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MILLVILLE, NJ

MILLVILLE MUNI (MIV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08JUN06 (06159) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, multiple trees beginning 14' from DER, 498' right of centerline, up to 49' AGL/134' MSL.**Rwy 14**, multiple trees beginning 20' from DER, 167' left 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 24, climbing right turn to 3000 direct GON VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, ship 3600' from DER, on centerline, up to 225' AGL/225' MSL.

Building 9' from DER, 188' left of centerline, 14' AGL/34' MSL.

Trees beginning 10' from DER, 29' right of centerline, up to 40' AGL/47' MSL.

Bushes beginning 514' from DER, 50' right of centerline, up to 21' AGL/41' MSL.

Bushes beginning 33' from DER, 9' left of centerline, up to 5' AGL/19' MSL.

Rwy 24, ship 990' from DER, on centerline, up to 225' AGL/225' MSL.

Trees beginning 5' from DER, 152' left of centerline, up to 36' AGL/41' MSL.

Poles beginning 155' from DER, 28' left of centerline, up to 34' AGL/41' MSL.

Trees beginning 49' from DER, 25' right of centerline, up to 61' AGL/81' MSL.

Poles beginning 49' from DER, 75' right of centerline, up to 22' AGL/42' MSL.

Building 245' from DER, 316' left of centerline, 29' AGL/36' MSL.

Buildings beginning 641' from DER, 189' right of centerline, up to 29' AGL/38' MSL.

MONTGOMERY, NY

ORANGE COUNTY (MGJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 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.

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, building beginning 133' from DER, 120' right of centerline, up to 91' AGL/465' MSL.

Trees, terrain, signs, fences, vegetation, poles, building, 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.

CONT



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



25219

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

25219

MONTGOMERY, NY (CON'T) ORANGE COUNTY (MGJ) (CON'T)

Rwy 8 (CON'T), 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 2752' 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, 64' right of centerline, up to 63' AGL/509' MSL.
Trees beginning 3981' 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 3481' from DER, 208' right of centerline, up to 87' AGL/467' MSL.
Trees beginning 3514' from DER, 62' 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 4736' from DER, 1025' right of centerline, up to 94' AGL/461' 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.

Rwy 26, trees beginning 322' from DER, 274' right of centerline, up to 403' MSL.
Trees beginning 642' from DER, 399' right of centerline, up to 418' MSL.
Trees beginning 734' from DER, 177' right of centerline, up to 420' MSL.
Trees, vegetation beginning 913' from DER, 252' right of centerline, up to 433' MSL.
Trees beginning 1102' from DER, 399' right of centerline, up to 92' AGL/448' MSL.
Trees beginning 1319' from DER, 443' right of centerline, up to 80' AGL/449' MSL.
Trees beginning 1359' from DER, 185' right of centerline, up to 94' AGL/452' MSL.
Tree 1367' from DER, 586' left of centerline, 15' AGL/393' MSL.
Tree 1378' from DER, 100' left of centerline, 403' MSL.
Trees, terrain beginning 1521' from DER, 206' left of centerline, up to 418' MSL.
Trees beginning 1560' from DER, 19' right of centerline, up to 88' AGL/454' MSL.
Trees beginning 1659' from DER, on and right of centerline, up to 97' AGL/455' MSL.
Tree 1684' from DER, 392' left of centerline, 428' MSL.
Trees, terrain, vegetation beginning 1724' from DER, 89' left of centerline, up to 429' MSL.
Trees beginning 1997' from DER, 46' left of centerline, up to 433' MSL.
Trees beginning 2103' from DER, 10' left of centerline, up to 436' MSL.
Trees beginning 2632' from DER, 70' left of centerline, up to 79' AGL/438' MSL.

CON'T

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

25219

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

25219

MONTGOMERY, NY (CON'T)

ORANGE COUNTY (MGJ) (CON'T)

Rwy 26 (CON'T), trees beginning 2666' from DER, 179' left of centerline, up to 77' AGL/448' MSL.
 Trees beginning 2695' from DER, 38' left of centerline, up to 91' AGL/455' MSL.
 Trees beginning 2773' from DER, 22' left of centerline, up to 94' AGL/457' MSL.
 Trees beginning 2786' from DER, 411' right of centerline, up to 75' AGL/456' MSL.
 Trees beginning 2828' from DER, 390' right of centerline, up to 77' AGL/461' MSL.
 Trees beginning 2894' from DER, 8' right of centerline, up to 90' AGL/471' MSL.
 Trees beginning 2959' from DER, 294' right of centerline, up to 93' AGL/473' MSL.
 Trees, building beginning 3001' from DER, 290' right of centerline, up to 103' AGL/479' MSL.
 Trees beginning 3371' from DER, 641' left of centerline, up to 90' AGL/460' MSL.
 Trees beginning 3432' from DER, 748' left of centerline, up to 96' AGL/468' MSL.
 Trees beginning 3508' from DER, 219' right of centerline, up to 60' AGL/481' MSL.
 Trees beginning 3540' from DER, 738' left of centerline, up to 89' AGL/475' MSL.
 Tree 3590' from DER, 1249' right of centerline, 58' AGL/483' MSL.
 Trees beginning 3601' from DER, 446' right of centerline, up to 61' AGL/488' MSL.
 Trees beginning 3631' from DER, 37' right of centerline, up to 68' AGL/493' MSL.
 Trees beginning 3672' from DER, 55' left of centerline, up to 96' AGL/480' MSL.
 Trees beginning 3678' from DER, 264' right of centerline, up to 72' AGL/499' MSL.
 Trees beginning 3755' from DER, 736' right of centerline, up to 75' AGL/503' MSL.
 Trees beginning 3793' from DER, 47' right of centerline, up to 90' AGL/517' MSL.
 Trees beginning 3899' from DER, 15' left of centerline, up to 102' AGL/485' MSL.
 Tree 3973' from DER, 788' left of centerline, 73' AGL/489' MSL.
 Tree 3987' from DER, 812' left of centerline, 74' AGL/495' MSL.
 Trees beginning 3996' from DER, 209' left of centerline, up to 84' AGL/499' MSL.
 Tree 4058' from DER, 922' left of centerline, 65' AGL/500' MSL.
 Trees beginning 4097' from DER, 344' left of centerline, up to 118' AGL/547' MSL.
 Trees beginning 4180' from DER, 133' right of centerline, up to 83' AGL/519' MSL.
 Trees beginning 4258' from DER, 348' left of centerline, up to 548' MSL.
 Trees beginning 4280' from DER, 197' right of centerline, up to 107' AGL/521' MSL.
 Trees beginning 4313' from DER, 1007' left of centerline, up to 89' AGL/550' MSL.
 Trees beginning 4325' from DER, 256' right of centerline, up to 67' AGL/527' MSL.
 Trees beginning 4335' from DER, 305' left of centerline, up to 91' AGL/559' MSL.
 Trees beginning 4372' from DER, 335' right of centerline, up to 77' AGL/541' MSL.
 Trees beginning 4429' from DER, 452' right of centerline, up to 76' AGL/542' MSL.
 Trees beginning 4452' from DER, 368' left of centerline, up to 561' MSL.
 Trees beginning 4541' from DER, 819' left of centerline, up to 82' AGL/564' MSL.
 Trees, terrain, vegetation beginning 4557' from DER, 36' left of centerline, up to 85' AGL/566' MSL.
 Trees, terrain beginning 4595' from DER, 914' right of centerline, up to 82' AGL/552' MSL.
 Trees beginning 4673' from DER, 13' right of centerline, up to 88' AGL/556' MSL.
 Trees beginning 4747' from DER, 110' right of centerline, up to 90' AGL/559' MSL.
 Trees, buildings, pole, fence beginning 4936' from DER, on and right of centerline, up to 86' AGL/561' MSL.
 Trees beginning 5880' from DER, 482' right of centerline, up to 71' AGL/562' MSL.
 Trees beginning 1.7 NM from DER, 3089' right of centerline, up to 651' MSL.
 Trees beginning 1.7 NM from DER, 478' left of centerline, up to 701' MSL.
 Trees beginning 1.8 NM from DER, 2700' right of centerline, up to 722' MSL.
 Trees, building beginning 1.8 NM from DER, 767' left of centerline, up to 733' MSL.
 Trees beginning 1.9 NM from DER, 2328' right of centerline, up to 100' aagl27' MSL.
 Trees beginning 2 NM from DER, 2230' right of centerline, up to 104' AGL/736' 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.

MONTICELLO, NY

SULLIVAN COUNTY INTL (MSV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07AUG25 (25219) (FAA)

DEPARTURE PROCEDURE:

Rwy 33, climb on heading 335° to 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, light poles 10' from DER, 54' right of centerline, 3' AGL/1382' MSL.
 Trees beginning 383' from DER, 358' right of centerline, up to 1432' MSL.
Rwy 33, terrain, light poles beginning 6' from DER, 55' right of centerline, up to 1408' MSL.
 Light poles 10' from DER, 54' left of centerline, 2' AGL/1404' MSL.
 Tree 110' from DER, 276' right of centerline, 9' AGL/1412' MSL.
 Tree 1865' from DER, 960' right of centerline, 1450' MSL.
 Trees beginning 1912' from DER, 680' right of centerline, up to 1460' MSL.
 Trees beginning 2017' from DER, 505' right of centerline, up to 1474' MSL.
 Tree 2132' from DER, 1007' left of centerline, 1462' MSL.
 Trees beginning 2235' from DER, 509' left of centerline, up to 1470' MSL.
 Trees beginning 2583' from DER, 392' right of centerline, up to 1475' MSL.
 Trees beginning 2682' from DER, 409' right of centerline, up to 1482' MSL.

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

25219

MORRISTOWN, NJ

MORRISTOWN MUNI (MMU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 20002 (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1½ or std. w/min. climb of 230' per NM to 500.

Rwy 23, 400-2¼ w/min. climb of 205' per NM to 700 or std. w/min. climb of 460' per NM to 700.

Rwy 31, 400-1½ 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.

Rwy 23, climb on heading 229° to 900 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, lighting 5' from DER, 6' right of centerline, 1' AGL/184' MSL.

Trees beginning 6' from DER, 285' right of centerline, up to 187' MSL.

Tree 16' from DER, 300' right of centerline, 36' AGL/209' MSL.

Trees beginning 20' from DER, 424' right of centerline, up to 39' AGL/212' MSL.

Trees beginning 131' from DER, 476' left of centerline, up to 27' AGL/201' MSL.

Tree 526' from DER, 518' left of centerline, 216' MSL.

Trees beginning 626' from DER, 546' left of centerline, up to 236' MSL.

Trees beginning 973' from DER, 436' left of centerline, up to 244' MSL.

Trees beginning 1116' from DER, 506' left of centerline, up to 248' MSL.

Tree 1218' from DER, 740' left of centerline, 252' MSL.

Trees beginning 1343' from DER, 455' left of centerline, up to 260' MSL.

Trees beginning 1690' from DER, 662' right of centerline, up to 229' MSL.

Trees beginning 1698' from DER, 388' left of centerline, up to 273' MSL.

Tree 1790' from DER, 610' right of centerline, 239' MSL.

Trees beginning 1796' from DER, 723' right of centerline, up to 249' MSL.

Trees beginning 1843' from DER, 518' right of centerline, up to 256' MSL.

Trees beginning 1911' from DER, 310' right of centerline, up to 266' MSL.

Trees beginning 2077' from DER, 536' left of centerline, up to 280' MSL.

Trees beginning 2177' from DER, 364' left of centerline, up to 107' AGL/284' MSL.

Trees beginning 2302' from DER, 533' right of centerline, up to 278' MSL.

Trees beginning 2340' from DER, 649' right of centerline, up to 288' MSL.

Tree 2405' from DER, 950' left of centerline, 109' AGL/286' MSL.

Trees beginning 2408' from DER, 48' left of centerline, up to 287' MSL.

Trees beginning 2423' from DER, 44' right of centerline, up to 290' MSL.

Rwy 13, tree, lighting beginning 38' from DER, 150' left of centerline, up to 187' MSL.

Lighting 39' from DER, 150' right of centerline, 4' AGL/184' MSL.

Tree 46' from DER, 478' left of centerline, 209' MSL.

Trees beginning 50' from DER, 153' left of centerline, up to 53' AGL/228' MSL.

Tree 69' from DER, 297' right of centerline, 188' MSL.

Trees, vegetation beginning 208' from DER, 79' right of centerline, up to 28' AGL/203' MSL.

Trees, tank beginning 468' from DER, 500' right of centerline, up to 227' MSL.

Trees beginning 663' from DER, 49' right of centerline, up to 85' AGL/261' MSL.

Tree 1460' from DER, 734' left of centerline, 240' MSL.

Tree 1522' from DER, 566' right of centerline, 263' MSL.

Trees beginning 1526' from DER, 10' right of centerline, up to 276' MSL.

Trees beginning 1545' from DER, 127' left of centerline, up to 265' MSL.

Trees beginning 1666' from DER, 27' left of centerline, up to 266' MSL.

Trees beginning 1713' from DER, 1' left of centerline, up to 271' MSL.

Trees beginning 2152' from DER, 124' left of centerline, up to 94' AGL/272' MSL.

Trees beginning 2252' from DER, 19' left of centerline, up to 275' MSL.

Trees beginning 3269' from DER, 426' left of centerline, up to 284' MSL.

Trees beginning 3484' from DER, 398' left of centerline, up to 291' MSL.

Trees beginning 3744' from DER, 33' right of centerline, up to 91' AGL/277' MSL.

Tree 4002' from DER, 328' right of centerline, 91' AGL/285' MSL.

Tree 4142' from DER, 824' left of centerline, 292' MSL.

Trees beginning 4152' from DER, 1082' left of centerline, up to 294' MSL.

Trees beginning 4228' from DER, 370' left of centerline, up to 296' MSL.

Tree 4279' from DER, 289' right of centerline, 87' AGL/290' MSL.

Trees beginning 4297' from DER, 950' left of centerline, up to 297' MSL.

Tree 4412' from DER, 520' right of centerline, 292' MSL.

Tree 4414' from DER, 632' right of centerline, 300' MSL.

Tanks beginning 1.2 NM from DER, 1783' right of centerline, up to 135' AGL/394' MSL.

Rwy 23, lighting 21' from DER, 114' left of centerline, 4' AGL/184' MSL.

Lighting 21' from DER, 114' right of centerline, 4' AGL/184' MSL.

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.

CONT

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

25219



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



25219

MORRISTOWN, NJ (CON'T)

MORRISTOWN MUNI (MMU) (CON'T)

Rwy 23 (CON'T), trees beginning 957' from DER, 19' right of centerline, up to 249' MSL.

Trees beginning 1177' from DER, 667' left of centerline, up to 248' MSL.

Tree 1381' from DER, 831' left of centerline, 252' MSL.

Trees beginning 1406' from DER, 454' left of centerline, up to 80' AGL/257' MSL.

Trees beginning 1467' from DER, 48' left of centerline, up to 97' AGL/275' MSL.

Trees beginning 1517' from DER, 57' right of centerline, up to 254' MSL.

Tree 2077' from DER, 780' right of centerline, 257' MSL.

Tree 2088' from DER, 972' right of centerline, 265' MSL.

Trees beginning 2092' from DER, 140' right of centerline, up to 267' MSL.

Trees beginning 2118' from DER, 16' right of centerline, up to 96' AGL/280' MSL.

Trees beginning 2322' from DER, 29' right of centerline, up to 286' MSL.

Trees beginning 2330' from DER, 63' left of centerline, up to 96' AGL/279' MSL.

Trees beginning 2369' from DER, 748' left of centerline, up to 282' MSL.

Trees, building beginning 2508' from DER, 153' right of centerline, up to 292' MSL.

Trees, buildings beginning 2648' from DER, 570' left of centerline, up to 293' MSL.

Trees, buildings beginning 2721' from DER, 202' right of centerline, up to 294' MSL.

Trees, building beginning 3045' from DER, 36' right of centerline, up to 319' MSL.

Trees beginning 3186' from DER, 350' right of centerline, up to 350' MSL.

Trees, building beginning 3280' from DER, 180' right of centerline, up to 370' MSL.

Trees, terrain beginning 3593' from DER, 552' right of centerline, up to 378' MSL.

Trees beginning 3645' from DER, 709' left of centerline, up to 295' MSL.

Trees, terrain, buildings beginning 3746' from DER, 540' right of centerline, up to 381' MSL.

Trees beginning 4140' from DER, 1159' right of centerline, up to 389' MSL.

Trees, pole beginning 4243' from DER, 933' right of centerline, up to 397' MSL.

Trees, terrain beginning 4352' from DER, 616' right of centerline, up to 412' MSL.

Trees, terrain, building beginning 4515' from DER, 145' right of centerline, up to 427' MSL.

Tree 4610' from DER, 27' left of centerline, 57' AGL/301' MSL.

Trees, terrain, buildings, fence, pole, vehicle on road beginning 4710' from DER, 226' right of centerline, up to 428' MSL.

Tree 4713' from DER, 23' left of centerline, 63' AGL/311' MSL.

Trees, poles, terrain, buildings, vehicles on road beginning 5287' from DER, 55' right of centerline, up to 460' MSL.

Tree 5420' from DER, 116' left of centerline, 72' AGL/339' MSL.

Tree 5473' from DER, 210' left of centerline, 80' AGL/343' MSL.

Trees beginning 5742' from DER, 5' left of centerline, up to 81' AGL/367' MSL.

Trees, vehicle on road, pole, buildings beginning 6037' from DER, 26' right of centerline, up to 462' MSL.

Trees beginning 1 NM from DER, 246' right of centerline, up to 469' MSL.

Trees beginning 1 NM from DER, 71' left of centerline, up to 415' MSL.

Trees beginning 1 NM from DER, 44' right of centerline, up to 470' MSL.

Trees, building beginning 1 NM from DER, 150' right of centerline, up to 88' AGL/482' MSL.

Tree, building beginning 1 NM from DER, 1420' right of centerline, up to 485' MSL.

Trees, pole, buildings beginning 1 NM from DER, 63' right of centerline, up to 488' MSL.

Trees, vehicle on road, building, fence beginning 1 NM from DER, 37' left of centerline, up to 418' MSL.

Tanks, trees, buildings, terrain, vehicles on road, fence, electrical system, pole beginning 1 NM from DER, 17' right of centerline, up to 512' MSL.

Trees beginning 1.1 NM from DER, 46' left of centerline, up to 419' MSL.

Trees, buildings, vehicle on road, terrain, pole beginning 1.1 NM from DER, 20' left of centerline, up to 446' MSL.

Stack, trees, vehicles on road, terrain, buildings, poles, electrical system beginning 1.1 NM from DER, 9' right of centerline, up to 154' AGL/529' MSL.

Buildings, trees, poles, vehicles on road, terrain, electrical systems, antennas, tower beginning 1.2 NM from DER, 3' right of centerline, up to 168' AGL/546' MSL.

Trees beginning 1.3 NM from DER, 21' left of centerline, up to 448' MSL.

Tree 1.3 NM from DER, 438' left of centerline, 452' MSL.

Trees, poles beginning 1.3 NM from DER, 61' left of centerline, up to 462' MSL.

Trees, building beginning 1.3 NM from DER, 35' left of centerline, up to 468' MSL.

Trees beginning 1.4 NM from DER, 121' left of centerline, up to 472' MSL.

Trees, buildings beginning 1.4 NM from DER, 25' left of centerline, up to 476' MSL.

Trees, buildings beginning 1.4 NM from DER, 16' left of centerline, up to 106' AGL/488' MSL.

Tank, trees, buildings beginning 1.5 NM from DER, 122' left of centerline, up to 114' AGL/491' MSL.

Tree 1.7 NM from DER, 3156' left of centerline, 454' MSL.

Rwy 31, tree 2' from DER, 285' right of centerline, 33' AGL/213' MSL.

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

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

Trees, fence beginning 115' from DER, 232' right of centerline, up to 90' AGL/278' MSL.

Tree 205' from DER, 175' left of centerline, 16' AGL/202' MSL.

Tree 274' from DER, 292' left of centerline, 40' AGL/224' MSL.

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

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.

CON'T



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



25219

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

25219

MORRISTOWN, NJ (CON'T)

MORRISTOWN MUNI (MMU) (CON'T)

Rwy 31 (CON'T), trees beginning 1082' from DER, 285' right of centerline, up to 339' MSL.

Trees, fence beginning 1119' from DER, 24' left of centerline, up to 322' MSL.

Trees beginning 1193' from DER, 72' right of centerline, up to 364' MSL.

Trees, terrain, fence beginning 1399' from DER, 374' left of centerline, up to 326' MSL.

Trees, buildings, electrical system, poles, vehicle on road, fence, terrain beginning 1476' from DER, 7' right of centerline, up to 384' MSL.

Trees beginning 1538' from DER, 1' left of centerline, up to 329' MSL.

Trees, terrain beginning 1641' from DER, 132' left of centerline, up to 334' MSL.

Trees, fence, poles beginning 1963' from DER, 4' left of centerline, up to 344' MSL.

Trees, electrical systems, buildings beginning 2624' from DER, 2' left of centerline, up to 347' MSL.

Trees beginning 3426' from DER, 70' left of centerline, up to 361' MSL.

Tree 3782' from DER, 1040' left of centerline, 362' MSL.

Trees, building, pole beginning 3792' from DER, 62' left of centerline, up to 379' MSL.

Trees, terrain, building, vehicle on road beginning 3998' from DER, 68' right of centerline, up to 394' MSL.

Trees, building beginning 4002' from DER, 14' left of centerline, up to 431' MSL.

Trees, fence, buildings, vehicle on road, electrical system, terrain beginning 4128' from DER, 1' left of centerline, up to 441' MSL.

Trees, buildings, vehicles on road, poles beginning 4208' from DER, 13' right of centerline, up to 411' MSL.

Trees, building beginning 4542' from DER, 187' left of centerline, up to 446' MSL.

Trees, vehicles on road beginning 4721' from DER, 67' left of centerline, up to 451' MSL.

Trees, terrain, fence beginning 4823' from DER, 16' left of centerline, up to 463' MSL.

Trees, vehicles on road, terrain beginning 4869' from DER, 73' left of centerline, up to 466' MSL.

Trees, terrain, buildings, vehicle on road, pole beginning 4972' from DER, 134' left of centerline, up to 482' MSL.

Trees, terrain, pole beginning 5194' from DER, 96' left of centerline, up to 485' MSL.

Trees, vehicles on road, terrain, poles, fences, buildings, antennas, towers, electrical systems beginning 5315' from DER, 6' left of centerline, up to 495' MSL.

Tree 1.6 NM from DER, 2306' right of centerline, 89' AGL/444' MSL.

Tree 1.6 NM from DER, 1792' right of centerline, 475' MSL.

Trees beginning 1.7 NM from DER, 2448' right of centerline, up to 504' MSL.

Tree 1.7 NM from DER, 1958' right of centerline, 128' AGL/596' MSL.

Trees, building beginning 1.7 NM from DER, 1350' right of centerline, up to 122' AGL/604' MSL.

Antenna 1.8 NM from DER, 193' left of centerline, 214' AGL/509' MSL.

Tower 1.8 NM from DER, 51' left of centerline, 205' AGL/513' MSL.

Antennas, towers beginning 1.8 NM from DER, 52' left of centerline, up to 210' AGL/516' MSL.

Tree 2.4 NM from DER, 3826' right of centerline, 559' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 04JUN09 (09155) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL.

Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL.

Rwy 26, building 522' from DER, 604' right of centerline, 30' AGL/89' MSL.

Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL.

Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL.

Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL.

Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL.

Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

DOWNTOWN MANHATTAN/WALL ST (JRB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20FEB25 (25051) (FAA)

DEPARTURE PROCEDURE:

Use HUDSN DEPARTURE.

EAST 34TH ST (6N5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20FEB25 (25051) (FAA)

DEPARTURE PROCEDURE:

Use HUDSN DEPARTURE.

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

25219

NEW YORK, NY (CON'T)

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 4L, fence and light poles beginning 94' from DER, 466' right of centerline, up to 7' AGL/22' MSL.

Localizer 204' from DER, on centerline, 6' AGL/21' MSL.

Tower, light poles, utility poles, fence, and building beginning 212' from DER, left and right of centerline, up to 15' AGL/28' MSL.

Trees beginning 400' from DER, 765' right of centerline, up to 79' AGL/92' MSL.

Trees beginning 77' from DER, 655' left of centerline, up to 74' AGL/87' MSL.

Rwy 4R, lights beginning 6' from DER, 4' right of centerline, up to 2' AGL/13' MSL.

Lights beginning 6' from DER, 5' left of centerline, up to 2' AGL/13' MSL.

Lights 10' from DER, on centerline, 2' AGL/13' MSL.

Trees beginning 493' from DER, 468' right of centerline, up to 34' AGL/48' MSL.

Trees beginning 1757' from DER, 626' right of centerline, up to 57' AGL/66' MSL.

Trees beginning 1274' from DER, 477' left of centerline, up to 73' AGL/76' MSL.

Rwy 13L, sign and lights beginning 2' from DER, 2' right of centerline, up to 3' AGL/14' MSL.

Lights 11' from DER, on centerline, 2' AGL/13' MSL.

Sign, electrical equipment, and lights beginning 11' from DER, 3' left of centerline, up to 3' AGL/14' MSL.

Pole and sign beginning 254' from DER, 523' right of centerline, up to 9' AGL/20' MSL.

Rod 1119' from DER, 140' left of centerline, 39' AGL/58' MSL.

Trees beginning 1774' from DER, 1' right of centerline, up to 72' AGL/91' MSL.

Rwy 13R, lights beginning 4' from DER, 40' right of centerline, up to 3' AGL/14' MSL.

Lights beginning 4' from DER, 15' left of centerline, up to 3' AGL/14' MSL.

Buildings, tower, and glideslope antenna beginning 418' from DER, 404' left of centerline, up to 39' AGL/58' MSL.

Transmission towers beginning 4749' from DER, 1385' right of centerline, up to 139' AGL/140' MSL.

Rwy 22L, lights beginning 3' from DER, 4' left of centerline, up to 2' AGL/13' MSL.

Lights beginning 4' from DER, 5' right of centerline, up to 2' AGL/13' MSL.

Lights 5' from DER, on centerline, 2' AGL/13' MSL.

Trees beginning 433' from DER, 578' left of centerline, up to 27' AGL/31' MSL.

Rwy 22R, lights beginning abeam DER, 55' right of centerline, up to 2' AGL/13' MSL.

Fence, lights, and bushes beginning abeam DER, 54' left of centerline, up to 8' AGL/19' MSL.

Rwy 31L, lights beginning 9' from DER, 80' right of centerline, up to 3' AGL/14' MSL.

Lights beginning 10' from DER, 80' left of centerline, up to 2' AGL/13' MSL.

Trees 2075' from DER, 435' left of centerline, up to 87' AGL/91' MSL.

Rwy 31R, lights beginning 8' from DER, 3' left of centerline, up to 2' AGL/13' MSL.

Lights 10' from DER, on centerline, 2' AGL/13' MSL.

Lights beginning 10' from DER, 3' right of centerline, up to 2' AGL/13' MSL.

Electrical system, electrical box, and lights beginning 101' from DER, on centerline, and left and right of centerline, up to 7' AGL/18' MSL.

Approach lights beginning 200' from DER, on centerline, up to 9' AGL/27' MSL.

Fences, lights, and poles beginning 146' from DER, 115' left of centerline, up to 19' AGL/30' MSL.

Lights and trees beginning 553' from DER, 191' right of centerline, up to 34' AGL/48' MSL.

Lights and poles beginning 1443' from DER, 334' left of centerline, up to 55' AGL/67' MSL.

Pole 2162' from DER, 562' right of centerline, 54' AGL/66' MSL.

Antenna 3916' from DER, 1550' right of centerline, 111' AGL/130' MSL.

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**, 300-1¾ or std. w/min. climb of 330' per NM to 500.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 13, localizer 392' from DER, on centerline, 18' AGL/19' MSL.

Stack, fences, and buildings beginning 97' from DER, 171' left of centerline, up to 83' AGL/103' MSL.

Fences, buildings, and trees beginning 28' from DER, 415' right of centerline, up to 21' AGL/22' MSL.

Stack 4934' from DER, 1513' left of centerline, 172' AGL/181' MSL.

Building 1.9 NM from DER, 758' right of centerline, 280' AGL/345' MSL.

CON'T

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

25219

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

25219

NEW YORK, NY (CON'T)

LAGUARDIA (LGA) (CON'T)

Rwy 22, building 1278' from DER, 169' left of centerline, 48' AGL/71' MSL.

Buildings and trees beginning 165' from DER, 150' left of centerline, up to 72' AGL/101' MSL.

Blast fence, fence, stack on building, NAVAID, and trees beginning 109' from DER, 138' right of centerline, up to 55' AGL/104' MSL.

Tower 1.8 NM from DER, 566' right of centerline, 222' AGL/302' MSL.

Rwy 31, stack 1.2 NM from DER, 2015' left of centerline, 250' AGL/268' MSL.

LONG ISLAND MAC ARTHUR (ISP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 13SEP18 (18256) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, lighting 1' from DER, on centerline, 99' MSL.

Tree 902' from DER, 663' right of centerline, 43' AGL/140' MSL.

Trees beginning 1221' from DER, 708' right of centerline, up to 148' MSL.

Tree 1390' from DER, 854' left of centerline, 40' AGL/144' MSL.

Trees beginning 1515' from DER, 799' left of centerline, up to 148' MSL.

Trees beginning 1888' from DER, 938' left of centerline, up to 151' MSL.

Trees beginning 2014' from DER, 857' right of centerline, up to 156' MSL.

Trees beginning 2140' from DER, 853' left of centerline, up to 155' MSL.

Trees beginning 2269' from DER, 849' left of centerline, up to 166' MSL.

Tree 2332' from DER, 996' right of centerline, 159' MSL.

Tree 2399' from DER, 1086' right of centerline, 163' MSL.

Pole, tree beginning 2457' from DER, 865' left of centerline, up to 65' AGL/175' MSL.

Tree 2613' from DER, 727' right of centerline, 62' AGL/169' MSL.

Tree 2682' from DER, 1165' right of centerline, 173' MSL.

Tree 3423' from DER, 190' right of centerline, 75' AGL/186' MSL.

Tree 3563' from DER, 76' left of centerline, 77' AGL/189' MSL.

Rwy 15L, sign 9' from DER, 66' left of centerline, 83' MSL.

Terrain beginning 12' from DER, 458' left of centerline, up to 89' MSL.

Trees beginning 705' from DER, 404' right of centerline, up to 43' AGL/122' MSL.

Trees beginning 732' from DER, 560' right of centerline, up to 44' AGL/124' MSL.

Trees beginning 751' from DER, 317' right of centerline, up to 45' AGL/125' MSL.

Trees beginning 785' from DER, 224' right of centerline, up to 48' AGL/128' MSL.

Trees beginning 843' from DER, 188' right of centerline, up to 129' MSL.

Trees beginning 929' from DER, 192' right of centerline, up to 50' AGL/130' MSL.

Tree 933' from DER, 201' left of centerline, 113' MSL.

Tree 952' from DER, 209' left of centerline, 114' MSL.

Tree 974' from DER, 196' left of centerline, 118' MSL.

Trees beginning 977' from DER, 193' left of centerline, up to 120' MSL.

Trees beginning 1111' from DER, 16' right of centerline, up to 56' AGL/136' MSL.

Trees beginning 1133' from DER, 199' left of centerline, up to 48' AGL/132' MSL.

Trees beginning 1248' from DER, 42' left of centerline, up to 133' MSL.

Trees beginning 1506' from DER, 24' left of centerline, up to 139' MSL.

Trees beginning 1572' from DER, 138' left of centerline, up to 143' MSL.

Trees beginning 2291' from DER, 720' left of centerline, up to 145' MSL.

Trees beginning 2412' from DER, 802' left of centerline, up to 147' MSL.

Rwy 15R, vehicles on road beginning 175' from DER, 439' right of centerline, up to 91' MSL.

Building 629' from DER, 666' right of centerline, 101' MSL.

Tree 1213' from DER, 162' left of centerline, 109' MSL.

Tree 1239' from DER, 101' left of centerline, 112' MSL.

Tree 1267' from DER, 188' left of centerline, 45' AGL/121' MSL.

Trees beginning 1269' from DER, 74' left of centerline, up to 43' AGL/122' MSL.

Trees beginning 1295' from DER, 248' left of centerline, up to 44' AGL/124' MSL.

Trees beginning 1314' from DER, 178' left of centerline, up to 45' AGL/125' MSL.

Trees beginning 1348' from DER, 81' left of centerline, up to 48' AGL/128' MSL.

Trees beginning 1406' from DER, 67' left of centerline, up to 129' MSL.

Trees beginning 1492' from DER, 174' left of centerline, up to 50' AGL/130' MSL.

Trees beginning 1675' from DER, 236' left of centerline, up to 56' AGL/136' MSL.

Tree 1778' from DER, 924' right of centerline, 124' MSL.

Rwy 24, pole 787' from DER, 656' right of centerline, 38' AGL/120' MSL.

Tree, pole beginning 826' from DER, 559' left of centerline, up to 131' MSL.

Tree 1063' from DER, 781' right of centerline, 137' MSL.

Tree 1592' from DER, 892' left of centerline, 141' MSL.

Trees beginning 1976' from DER, 188' left of centerline, up to 142' MSL.

Rwy 33L, trees beginning 37' from DER, 467' right of centerline, up to 47' AGL/145' MSL.

Vehicles on road, tree beginning 92' from DER, 309' left of centerline, up to 112' MSL.

Tree, pole, vehicles on road beginning 392' from DER, 250' left of centerline, up to 116' MSL.

Trees beginning 551' from DER, 569' right of centerline, up to 149' MSL.

Trees beginning 563' from DER, 487' right of centerline, up to 50' AGL/151' MSL.

Tree 567' from DER, 637' right of centerline, 153' MSL.

Trees beginning 579' from DER, 534' right of centerline, up to 53' AGL/154' MSL.

Trees beginning 658' from DER, 519' right of centerline, up to 53' AGL/155' MSL.

CON'T

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

25219

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

25219

NEW YORK, NY (CON'T)

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

Rwy 33L (CON'T), tree 680' from DER, 483' left of centerline, 118' MSL.
Trees beginning 692' from DER, 501' right of centerline, up to 55' AGL/158' MSL.
Pole 699' from DER, 504' left of centerline, 32' AGL/132' MSL.
Pole, building, tree beginning 719' from DER, 325' left of centerline, up to 40' AGL/140' MSL.
Trees beginning 860' from DER, 394' right of centerline, up to 55' AGL/159' MSL.
tree, tank beginning 1075' from DER, 127' left of centerline, up to 142' MSL.
Tree 1223' from DER, 187' left of centerline, 143' MSL.
Trees beginning 1224' from DER, 141' left of centerline, up to 42' AGL/145' MSL.
Trees beginning 1263' from DER, 61' left of centerline, up to 43' AGL/146' MSL.
Tree, pole beginning 1290' from DER, 3' right of centerline, up to 55' AGL/160' MSL.
Trees beginning 1319' from DER, 31' left of centerline, up to 47' AGL/150' MSL.
Trees beginning 1523' from DER, 107' left of centerline, up to 52' AGL/155' MSL.
Tower, tree beginning 1528' from DER, 17' left of centerline, up to 61' AGL/163' MSL.
Trees beginning 1740' from DER, 6' left of centerline, up to 63' AGL/166' MSL.
Trees beginning 1948' from DER, 27' right of centerline, up to 59' AGL/166' MSL.
Trees beginning 2023' from DER, 13' left of centerline, up to 64' AGL/168' MSL.
Trees beginning 2055' from DER, 5' right of centerline, up to 69' AGL/174' MSL.
Trees beginning 2075' from DER, 26' left of centerline, up to 65' AGL/169' MSL.
Trees beginning 2186' from DER, 34' left of centerline, up to 68' AGL/172' MSL.
Trees beginning 2791' from DER, 389' right of centerline, up to 179' MSL.
Trees beginning 2796' from DER, 362' right of centerline, up to 180' MSL.
Trees beginning 2893' from DER, 316' right of centerline, up to 75' AGL/181' MSL.
Tree 2977' from DER, 1203' left of centerline, 173' MSL.
Tree 3173' from DER, 30' left of centerline, 83' AGL/188' MSL.
Tree 3370' from DER, 114' right of centerline, 78' AGL/185' MSL.
Rwy 33R, tower 324' from DER, 483' right of centerline, 28' AGL/118' MSL.
NAVAID 325' from DER, 484' right of centerline, 125' MSL.
NAVAID, pole beginning 725' from DER, 582' left of centerline, up to 114' MSL.
Trees beginning 761' from DER, 14' right of centerline, up to 130' MSL.
Tree 785' from DER, 166' left of centerline, 117' MSL.
Trees beginning 796' from DER, 63' left of centerline, up to 118' MSL.
Trees beginning 798' from DER, 34' right of centerline, up to 138' MSL.
Trees beginning 808' from DER, 164' left of centerline, up to 121' MSL.
Trees beginning 824' from DER, 19' left of centerline, up to 128' MSL.
Trees beginning 829' from DER, 21' right of centerline, up to 139' MSL.
Trees beginning 862' from DER, on centerline, up to 140' MSL.
Trees beginning 960' from DER, 60' left of centerline, up to 129' MSL.
Trees beginning 970' from DER, 40' right of centerline, up to 141' MSL.
Trees beginning 993' from DER, 6' left of centerline, up to 133' MSL.
Trees beginning 1014' from DER, 4' right of centerline, up to 146' MSL.
Trees beginning 1277' from DER, 16' left of centerline, up to 136' MSL.
Trees beginning 1463' from DER, 30' left of centerline, up to 138' MSL.
Trees beginning 1504' from DER, 40' left of centerline, up to 142' MSL.
Trees beginning 1527' from DER, 4' left of centerline, up to 143' MSL.
Trees beginning 1969' from DER, 42' left of centerline, up to 144' MSL.
Trees beginning 2020' from DER, 218' left of centerline, up to 145' MSL.
Tree 2157' from DER, 196' left of 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 6B 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, std. w/min. climb of 255' per NM to 2100 or 1500-2½ for climb in visual conditions.**Rwy 27**, 300-1 or std. w/min. climb of 400' per NM to 800.**Rwy 34**, 300-1 or std. w/min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 087° to 2100 before proceeding on course.**Rwy 16**, climb heading 161° to 1800 before proceeding on course. For climb in visual conditions: cross New York Stewart Intl airport at or above 1800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.**Rwy 27**, climb heading 272° to 1200 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 68' from DER, 132' left of centerline, up to 43' AGL/487' MSL.

Trees beginning 727' from DER, 23' left of centerline, up to 95' AGL/546' MSL.

Trees beginning 955' from DER, 21' right of centerline, up to 86' AGL/535' MSL.

Trees beginning 2692' from DER, 659' left of centerline, up to 78' AGL/587' MSL.

Rwy 16, trees beginning 785' from DER, 462' left of centerline, up to 70' AGL/466' MSL.

Trees beginning 1255' from DER, 562' right of centerline, up to 109' AGL/492' MSL.

CON'T

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

25219

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

25219

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/571' MSL.
 Trees 1045' from DER, 597' left of centerline, up to 83' AGL/542' MSL.
 Trees beginning 1773' from DER, 49' left of centerline, up to 89' AGL/587' MSL.
 Trees beginning 2422' from DER, 70' right of centerline, up to 72' AGL/601' MSL.
 Trees 2473' from DER, 910' right of centerline, up to 70' AGL/629' MSL.
 Trees 3207' from DER, 1345' right of centerline, up to 78' AGL/657' MSL.
 Trees beginning 4426' from DER, 244' left of centerline, up to 72' AGL/611' MSL.
 Trees 5527' from DER, 83' right of centerline, up to 83' AGL/612' MSL.

WEST 30TH ST (JRA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20FEB25 (25051) (FAA)

DEPARTURE PROCEDURE:

Use HUDSN DEPARTURE.

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 211' from DER, 552' left 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.
 Pole 1225' from DER, 814' left of centerline, 38' AGL/48' 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 beginning 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, 811' 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

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

25219



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



25219

NEWARK, NJ (CON'T)

NEWARK LIBERTY INTL (EWR) (CON'T)

Rwy 11, pole and fence beginning 53' from DER, 284' right of centerline, up to 35' MSL.

Fence 70' from DER, 507' left of centerline, 9' AGL/18' MSL.

Antennas, signs, fence, vegetation, pole, terrain, trees, and building beginning 77' from DER, 3' right of centerline, up to 52' MSL.

Fences and poles beginning 86' from DER, 49' left of centerline, up to 19' MSL.

Fence, trees, and electrical system beginning 151' from DER, 13' left of centerline, up to 20' MSL.

Sign, tree, fence, and vertical structure beginning 165' from DER, 22' left of centerline, up to 28' MSL.

Building 239' from DER, 495' left of centerline, 35' MSL.

Pipeline pipe 239' from DER, 534' left of centerline, 36' MSL.

Heat and cool system, fence, pipeline pipe, tank, and terrain beginning 245' from DER, 28' left of centerline, up to 37' MSL.

Pipeline pipes, terrain, fence, signs, building, vertical structure, heat and cool system, tree, and poles beginning 273' from DER, 2' left of centerline, up to 38' MSL.

Building, poles, signs, traverse way, and tanks beginning 358' from DER, 1' left of centerline, up to 42' MSL.

Poles beginning 476' from DER, 58' left of centerline, up to 43' MSL.

Antennas, poles, signs, trees, and fence beginning 490' from DER, 50' left of centerline, up to 50' MSL.

Signs and poles beginning 733' from DER, 242' left of centerline, up to 63' MSL.

Signs, poles, trees, fence, antennas, and building beginning 746' from DER, 109' left of centerline, up to 58' AGL/68' MSL.

Pole 3989' from DER, 1505' left of centerline, 117' MSL.

Rwy 22L, lighting beginning 3' from DER, 54' left of centerline, up to 12' MSL.

Lighting beginning 4' from DER, on centerline, up to 12' MSL.

Pole, antenna, and lighting beginning 8' from DER, 2' left of centerline, up to 8' AGL/16' MSL.

Fence 139' from DER, 454' left of centerline, 18' MSL.

Tree 627' from DER, 566' left of centerline, 27' MSL.

Poles beginning 835' from DER, 586' left of centerline, up to 39' MSL.

Pole 1368' from DER, 805' left of centerline, 48' MSL.

Pole 2876' from DER, 1216' left of centerline, 70' AGL/95' MSL.

Rwy 22R, lighting beginning 1' from DER, 46' left of centerline, up to 11' MSL.

Lighting and sign beginning 1' from DER, 55' right of centerline, up to 11' MSL.

Sign 59' from DER, 399' left of centerline, 12' MSL.

Sign 81' from DER, 482' left of centerline, 13' MSL.

Building and fence beginning 125' from DER, 510' left of centerline, up to 24' MSL.

Poles beginning 383' from DER, 566' left of centerline, up to 25' MSL.

Pole 1230' from DER, 783' right of centerline, 42' MSL.

Pole 1600' from DER, 506' left of centerline, 51' MSL.

Sign 1639' from DER, 885' right of centerline, 54' MSL.

Sign 1705' from DER, 940' right of centerline, 55' MSL.

Trees beginning 1812' from DER, 177' right of centerline, up to 60' MSL.

Tree 1829' from DER, 308' right of centerline, 54' AGL/64' MSL.

Tree 1874' from DER, 368' right of centerline, 67' MSL.

Trees and poles beginning 1898' from DER, 394' right of centerline, up to 70' MSL.

Rwy 29, sign 113' from DER, 309' left of centerline, 22' MSL.

Pole 661' from DER, 622' right of centerline, 35' MSL.

Pole 676' from DER, 507' left of centerline, 44' MSL.

Signs and poles beginning 689' from DER, 516' right of centerline, up to 34' AGL/43' MSL.

Pole 698' from DER, 608' left of centerline, 45' MSL.

Signs, pole, and tree beginning 754' from DER, 376' left of centerline, up to 52' MSL.

Pole 928' from DER, 685' right of centerline, 44' MSL.

Tree 961' from DER, 658' left of centerline, 68' MSL.

Poles beginning 968' from DER, 415' right of centerline, up to 49' MSL.

Trees and poles beginning 975' from DER, 105' left of centerline, up to 77' MSL.

Trees and pole beginning 980' from DER, 283' right of centerline, up to 50' MSL.

Signs, poles, buildings, and antenna beginning 1035' from DER, 6' right of centerline, up to 48' AGL/60' MSL.

Buildings, tree, heat and cool systems, antenna, and pole beginning 1415' from DER, 29' right of centerline, up to 55' AGL/63' MSL.

Signs, pole, and catenaries beginning 1422' from DER, 1' left of centerline, up to 105' AGL/113' MSL.

Antenna, buildings, trees, and pole beginning 1467' from DER, 74' right of centerline, up to 64' MSL.

Antennas and heat and cool system beginning 1613' from DER, 534' right of centerline, up to 91' MSL.

Buildings, heat and cool systems, antennas, catenaries, and pole beginning 1728' from DER, 226' right of centerline, up to 90' AGL/99' MSL.

Catenary 2495' from DER, 476' left of centerline, 118' MSL.

Pole and catenaries beginning 2539' from DER, 455' left of centerline, up to 110' AGL/119' MSL.

Trees beginning 5635' from DER, 1546' right of centerline, up to 160' MSL.

Tree 5711' from DER, 1280' right of centerline, 161' MSL.

Tree 5835' from DER, 1185' right of centerline, 164' MSL.

Tree 5988' from DER, 2020' right of centerline, 169' MSL.

NE-2, 07 AUG 2025 to 02 OCT 2025



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



25219

NE-2

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

25219

NIAGARA FALLS, NY

NIAGARA FALLS INTL (IAG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

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

Rwy 28L, trees beginning 1668' from DER, 244' right of centerline, up to 74' AGL/654' MSL.

Trees beginning 1337' from DER, 62' left of centerline, up to 63' AGL/646' MSL.

Bush 625' from DER, 172' right of centerline, 26' AGL/611' MSL.

Rwy 28R, trees beginning 866' from DER, 105' right of centerline, up to 100' AGL/690' MSL.

Trees beginning 837' from DER, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT WARREN EATON (OIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicles on roadway beginning 22' from DER, 128' left of centerline, up to 15' AGL/1034' MSL.

Trees beginning 96' from DER, 303' left of centerline, up to 44' AGL/1063' MSL.

Trees beginning 339' from DER, 211' right of centerline, up to 63' AGL/1082' MSL.

Rising terrain and trees beginning 1005' from DER, 10' left of centerline, up to 91' AGL/1159' MSL.

Trees and poles beginning 492' from DER, 24' right of centerline, up to 91' AGL/1099' MSL.

Rising terrain and trees beginning 5954' from DER, 1482' right of centerline, up to 88' AGL/1685' MSL.

Trees and buildings beginning 1.9 miles from DER, 1920' right of centerline, up to 88' AGL/1669' MSL.

Rising terrain and trees beginning 2 NM from DER, 1981' right of centerline, up to 84' AGL/1685' MSL.

Trees beginning 2.6 NM from DER, 2230' right of centerline, up to 110' AGL/1651' MSL.

Rwy 19, trees and poles beginning 49' from DER, 30' left of centerline, up to 59' AGL/1060' MSL.

Fence 77' from DER, 476' right of centerline, 9' AGL/1025' MSL.

Trees and poles beginning 387' from DER, 8' right of centerline, up to 64' AGL/1065' MSL.

Trees, poles and buildings beginning 1057' from DER, 78' right of centerline, up to 76' AGL/1197' MSL.

Trees beginning 1571' from DER, 6' left of centerline, up to 87' AGL/1088' MSL.

Vehicles on roadway beginning 1692' from DER, 448' right of centerline, up to 17' AGL/1076' MSL.

Rising terrain, trees and buildings beginning 2126' from DER, 75' right of centerline, up to 67' AGL/1273' MSL.

Trees 2370' from DER, 982' right of centerline, up to 100' AGL/1252' MSL.

Trees beginning 1.6 NM from DER, 1188' right of centerline, up to 101' AGL/1626' MSL.

Trees beginning 2.3 NM from DER, 3561' right of centerline, up to 85' AGL/1626' MSL.

Trees beginning 2.8 NM from DER, 1188' right of centerline, up to 120' AGL/1581' MSL.

Rising terrain and trees beginning 3.2 NM from DER, 2666' right of centerline, up to 98' AGL/1819' MSL.

ODGENSBURG, NY

ODGENSBURG INTL (OGS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15SEP16 (16259) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 314' from DER, 483' left of centerline, 37' AGL/341' MSL.

Trees, beginning 878' from DER, 90' left of centerline, up to 58' AGL/373' MSL.

Pole 1048' from DER, 741' right of centerline, 39' AGL/344' MSL.

Trees, beginning 1153' from DER, 147' right of centerline, up to 59' AGL/366' MSL.

Rwy 27, sign 6' from DER, 394' left of centerline, 3' AGL/288' MSL.

Vegetation, terrain, beginning 47' from DER, 313' right of centerline, up to 2' AGL/292' MSL.

Terrain 72' from DER, 352' right of centerline, 289' MSL.

Bldg 583' from DER, 474' left of centerline, 47' AGL/329' MSL.

Trees, beginning 698' from DER, 181' left of centerline, up to 56' AGL/337' MSL.

Tree 997' from DER, 532' right of centerline, 60' AGL/341' MSL.

Trees, beginning 1015' from DER, 62' right of centerline, up to 69' AGL/350' MSL.

Trees, beginning 1216' from DER, 56' right of centerline, up to 95' AGL/376' MSL.

CONT

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

25219

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

25219

OGDENSBURG, NY (CON'T)

OGDENSBURG INTL (OGS) (CON'T)

Rwy 27 (CON'T), trees, beginning 1251' from DER, 33' left of centerline, up to 75' AGL/353' MSL.

Tree 2345' from DER, 150' left of centerline, 354' MSL.

Tree 4155' from DER, 269' left of centerline, 390' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

OLEAN, NY

CATTARAUGUS COUNTY-OLEAN (OLE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

Rwys 16, 34, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 10' from DER, 348' left of centerline, up to 49' AGL/2150' MSL.

Trees beginning 41' from DER, 328' right of centerline, up to 2130' MSL.

Tree 981' from DER, 577' left of centerline, 69' AGL/2154' MSL.

Tree 1262' from DER, 764' left of centerline, 2156' MSL.

Tree 1754' from DER, 905' left of centerline, 2184' MSL.

Trees beginning 1902' from DER, 906' left of centerline, up to 2189' MSL.

Rwy 22, trees beginning 26' from DER, 65' left of centerline, up to 2188' MSL.

ONEONTA, NY

ALBERT S NADER RGNL (N66)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 26MAR20 (20086) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, pole 1' from DER, 319' left of centerline, 16' AGL/1775' MSL.

Fence 207' from DER, 267' left of centerline, 12' AGL/1765' MSL.

Tree 182' from DER, 401' right of centerline, 85' AGL/1787' MSL.

Trees beginning 392' from DER, 105' left of centerline, up to 85' AGL/1788' MSL.

Trees beginning 410' from DER, 434' right of centerline, up to 85' AGL/1798' MSL.

Trees beginning 1678' from DER, 354' left of centerline, up to 85' AGL/1844' MSL.

Trees beginning 1675' from DER, 188' right of centerline, up to 85' AGL/1829' MSL.

Trees beginning 2703' from DER, 190' left of centerline, up to 85' AGL/1870' MSL.

Trees beginning 2385' from DER, 450' right of centerline, up to 85' AGL/1852' MSL.

Trees beginning 4715' from DER, 152' right of centerline, up to 85' AGL/1940' MSL.

Rwy 24, bush 196' from DER, 203' left of centerline, 6' AGL/1775' MSL.

Road 209' from DER, 373' left of centerline, 1779' MSL.

Fence 312' from DER, 343' left of centerline, 2' AGL/1771' MSL.

Trees beginning 83' from DER, 396' left of centerline, up to 90' AGL/1859' MSL.

Trees beginning 53' from DER, 173' right of centerline, up to 90' AGL/1846' MSL.

PENN YAN, NY

PENN YAN/YATES COUNTY (PEO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 08NOV18 (24081) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

VCOA:

Rwys 19, 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Penn Yan/ Yates County airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, aircraft on taxiway 35' from DER, 300' left of centerline, up to 23' AGL/942' MSL.

Tree 1051' from DER, 760' right of centerline, 943' MSL.

Rwy 10, trees 18' from DER, 245' right of centerline, 100' AGL/979' MSL.

Fence 25' from DER, on centerline, 8' AGL/907' MSL.

CON'T

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

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

25219

PENN YAN, NY (CON'T)

PENN YAN/YATES COUNTY (PEO) (CON'T)

Rwy 10 (CON'T), berm 28' from DER, on centerline, 10' AGL/929' MSL.
Trees 43' from DER, 78' left of centerline, 100' AGL/999' MSL.
Vehicles on road 156' from DER, 6' left of centerline, 15' AGL/914' MSL.
Vehicles on road 183' from DER, 33' right of centerline, 15' AGL/914' MSL.
Buildings beginning 248' from DER, 48' left of centerline, up to 30' AGL/949' MSL.
Light poles beginning 308' from DER, 25' right of centerline, 16' AGL/927' MSL.
Tree 543' from DER, 170' left of centerline, 100' AGL/1019' MSL.
Buildings beginning 565' from DER, 94' left of centerline, 30' AGL/949' MSL.
Trees 573' from DER, 187' left of centerline, 100' AGL/1019' MSL.
Power lines 1200' from DER, crossing centerline, 40' AGL/959' MSL.
Rwy 19, aircraft on taxiway 24' from DER, 261' right of centerline, up to 23' AGL/1022' MSL.
Ground beginning 124' from DER, 479' right of centerline, up to 996' MSL.
Fence 348' from DER, 398' right of centerline, 2' AGL/1001' MSL.
Ground 460' from DER, 590' right of centerline, 1008' MSL.
Fence 483' from DER, 398' right of centerline, 3' AGL/1006' MSL.
Fence 606' from DER, 398' right of centerline, 7' AGL/1010' MSL.
Ground beginning 631' from DER, 459' right of centerline, up to 1027' MSL.
Trees beginning 1439' from DER, 673' right of centerline, up to 1087' MSL.
Trees beginning 1886' from DER, on centerline, up to 95' AGL/1110' MSL.
Tree 2238' from DER, 655' left of centerline, 1045' MSL.
Trees beginning 2242' from DER, 540' left of centerline, up to 1107' MSL.
Tree 2422' from DER, 116' left of centerline, up to 1111' MSL.
Tower 5844' from DER, 335' right of centerline, 122' AGL/1136' MSL.
Trees beginning 1.6 NM from DER, 3037' left of centerline, 100' AGL/1242' MSL.
Trees 1.7 NM from DER, 2781' left of centerline, up to 100' AGL/1265' MSL.
Trees beginning 1.8 NM from DER, 2748' left of centerline, up to 100' AGL/1291' MSL.
Trees, transmission lines beginning 1.9 NM from DER, 2939' left of centerline, up to 100' AGL/1350' MSL.
Trees, transmission lines beginning 2 NM from DER, 2907' left of centerline, up to 100' AGL/1396' MSL.
Trees, transmission lines beginning 2.1 NM from DER, 3098' left of centerline, up to 100' AGL/1419' MSL.
Trees, transmission lines, building beginning 2.2 NM from DER, 3065' left of centerline, up to 100' AGL/1452' MSL.
Trees beginning 2.5 NM from DER, 71' left of centerline, up to 100' AGL/1465' MSL.
Rwy 28, trees 111' from DER, 15' right of centerline, up to 100' AGL/939' MSL.
Trees 192' from DER, 59' left of centerline, up to 100' AGL/959' MSL.
Fence 16' from DER, on centerline, up to 8' AGL/867' MSL.
Vehicles on ramp 20' from DER, on centerline, up to 15' AGL/874' MSL.
Hangars and buildings 76' from DER, 63' right of centerline, up to 30' AGL/869' MSL.

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.

PITTSBURY, 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 31, climb on heading 128° to 1200 before proceeding on course.

VCOA:

Rwys 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.

CON'T

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

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

25219

PITTSTOWN, NJ (CON'T) ALEXANDRIA (N85) (CON'T)

Rwy 8 (CON'T), 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 2124' from DER, 221' right 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 2569' 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, 819' 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 4137' 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.

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' left 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, 126' left of centerline, up to 100' AGL/822' MSL.

Trees beginning 5782' from DER, 400' left of centerline, up to 100' AGL/826' MSL.

Trees beginning 5833' from DER, 247' right of centerline, up to 100' AGL/827' 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.

Trees beginning 1.1 NM from DER, 275' left of centerline, up to 100' AGL/862' MSL.

Trees beginning 1.1 NM from DER, 98' right of centerline, up to 100' AGL/730' MSL.

Trees beginning 1.1 NM from DER, 175' left of centerline, up to 100' AGL/868' MSL.

Trees beginning 1.1 NM from DER, 198' right of centerline, up to 100' AGL/740' MSL.

Trees beginning 1.1 NM from DER, 75' left of centerline, up to 100' AGL/878' MSL.

Trees beginning 1.2 nm from DER, 25' left of centerline, up to 100' AGL/888' MSL.

Trees beginning 1.2 NM from DER, 23' right of centerline, up to 100' AGL/744' MSL.

Trees beginning 1.6 NM from DER, 298' right of centerline, up to 200' AGL/758' MSL.

Tree 1.6 NM from DER, 24' right of centerline, 200' AGL/768' MSL.

Tree 1.7 NM from DER, 397' right of centerline, up to 200' AGL/771' MSL.

Trees beginning 1.7 NM from DER, 523' left of centerline, up to 200' AGL/906' MSL.

Trees beginning 1.7 NM from DER, 123' right of centerline, up to 200' AGL/788' MSL.

Trees beginning 1.7 NM from DER, 150' left of centerline, up to 200' AGL/919' MSL.

Trees beginning 1.7 NM from DER, 223' right of centerline, up to 200' AGL/801' MSL.

Trees beginning 1.7 NM from DER, 50' left of centerline, up to 200' AGL/922' MSL.

Trees beginning 1.7 NM from DER, 324' left of centerline, up to 200' AGL/939' MSL.

Trees beginning 1.7 NM from DER, 323' right of centerline, up to 200' AGL/814' MSL.

Trees beginning 1.8 NM from DER, 49' right of centerline, up to 200' AGL/821' MSL.

Trees beginning 1.8 NM from DER, 25' left of centerline, up to 200' AGL/955' MSL.

CON'T

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

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

25219

PITTSTOWN, NJ (CON'T) ALEXANDRIA (N85) (CON'T)

Rwy 8 (CON'T), tree 2.1 NM from DER, 2666' left of centerline, 200' AGL/821' MSL.

Rwy 13, tree 157' from DER, 369' right of centerline, 100' AGL/559' MSL.

Tree 320' from DER, 429' left of centerline, 100' AGL/579' MSL.

Tree 840' from DER, 521' left of centerline, 100' AGL/599' MSL.

Rwy 26, tree 26' from DER, 403' right of centerline, 100' AGL/527' MSL.

Trees beginning 79' from DER, 144' left of centerline, up to 100' AGL/553' MSL.

Trees beginning 157' from DER, 129' right of centerline, up to 100' AGL/534' MSL.

Trees beginning 429' from DER, 55' right of centerline, up to 100' AGL/539' MSL.

Trees beginning 455' from DER, 18' left of centerline, up to 100' AGL/559' MSL.

Rwy 31, tree 899' from DER, 648' right of centerline, 100' AGL/519' MSL.

Tree 974' from DER, 45' left of centerline, 100' AGL/519' MSL.

Tree 2044' from DER, 194' right of centerline, 100' AGL/539' MSL.

Tree 2064' from DER, 492' right of centerline, 100' AGL/559' MSL.

Trees beginning 2538' from DER, 624' right of centerline, up to 100' AGL/579' MSL.

Tree 4592' from DER, 1019' right of centerline, 100' AGL/599' MSL.

Tree 1 NM from DER, 2105' right of centerline, 100' AGL/619' MSL.

Tree 1.1 NM from DER, 2259' right of centerline, 100' AGL/639' MSL.

Tree 1.6 NM from DER, 890' right of centerline, 200' AGL/699' MSL.

SKY MANOR (N40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, vehicles on roadway beginning 38' from DER, 283' left of centerline, up to 15' AGL/574' MSL.

Power lines beginning 2008' from DER, left and right of centerline, up to 122' AGL/652' MSL.

Trees beginning 2550' from DER, 756' left of centerline, up to 100' AGL/657' MSL.

Trees beginning 4763' from DER, 1716' right of centerline, up to 100' AGL/699' MSL.

Rwy 25, vehicles on roadway beginning 51' from DER, 375' left of centerline, up to 15' AGL/574' MSL.

Trees beginning 1965' from DER, 139' right of centerline, up to 100' AGL/679' MSL.

Trees beginning 2261' from DER, 961' left of centerline, up to 100' AGL/659' MSL.

PLATTSBURGH, NY

PLATTSBURGH INTL (PBG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (22363) (FAA)

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 1844' from DER, 966' right of centerline, 87' AGL/237' MSL.

Tree 2289' from DER, 937' left of centerline, 75' AGL/222' MSL.

Rwy 35, numerous trees beginning 1602' from DER, 501' left of centerline, up to 63' AGL/293' MSL.

Tree, 2270' from DER, 944' left of centerline, 104' AGL/334' MSL.

Tree 2035' from DER, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (22083) (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.

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

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POUGHKEEPSIE, NY

HUDSON VALLEY RGNL (POU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, NA - VFR only.**Rwy 6**, 500-3 w/min. climb of 250' per NM to 1000 or std. w/min. climb of 537' per NM to 800 or 1700-2½ for climb in visual conditions.**Rwy 15**, 400-2½ or std. w/min. climb of 370' per NM to 700.**Rwy 33**, 300-1½ or std. w/min. climb of 270' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 063° to 2000 before proceeding on course.**Rwy 15**, climbing left turn direct IGN VOR/DME to 1400 before proceeding on course.**Rwy 24**, climb heading 243° to 1800 before proceeding on course.**Rwy 33**, climbing right turn direct IGN VOR/DME then on IGN R-070 to 2200 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, terrain and fences beginning 92' from DER, 64' right of centerline, up to 9' AGL/166' MSL.

Fences beginning 372' from DER, 78' left of centerline, up to 9' AGL/168' MSL.

Poles, trees, tower, and antenna beginning 185' from DER, 384' right of centerline, up to 101' AGL/262' MSL.

Trees beginning 949' from DER, 86' right of centerline, up to 70' AGL/229' MSL.

Terrain and trees beginning 881' from DER, 395' left of centerline, up to 81' AGL/228' MSL.

Pole and trees beginning 2419' from DER, 6' left of centerline, up to 97' AGL/306' MSL.

Pole, building, and trees beginning 2795' from DER, 16' right of centerline, up to 97' AGL/306' MSL.

Trees 2754' from DER, 1232' left of centerline, up to 77' AGL/346' MSL.

Transmission tower 2.5 NM from DER, 602' left of centerline, 132' AGL/604' MSL.

Trees 2.6 NM from DER, 1482' left of centerline, up to 76' AGL/557' MSL.

Rwy 15, sign, buildings, poles, and trees beginning 47' from DER, 86' left of centerline, up to 25' AGL/187' MSL.

Fence, pole, buildings, and trees beginning 301' from DER, 85' right of centerline, up to 55' AGL/214' MSL.

Buildings and trees beginning 107' from DER, 369' right of centerline, up to 65' AGL/224' MSL.

Antenna, poles, buildings, and trees beginning 594' from DER, 29' left of centerline, up to 76' AGL/275' MSL.

Poles, buildings, and trees beginning 528' from DER, 19' right of centerline, up to 56' AGL/288' MSL.

Poles and trees beginning 2687' from DER, 1' left of centerline, up to 56' AGL/315' MSL.

Poles, buildings, and trees beginning 3493' from DER, 10' right of centerline, up to 86' AGL/315' MSL.

Trees 3393' from DER, 1153' right of centerline, up to 83' AGL/322' MSL.

Trees 1.6 NM from DER, 1787' left of centerline, up to 95' AGL/534' MSL.

Trees 1.8 NM from DER, 3119' right of centerline, up to 46' AGL/455' MSL.

Rwy 33, sign 12' from DER, 85' right of centerline, 2' AGL/157' MSL.

Pole, buildings, and trees beginning 100' from DER, 316' left of centerline, up to 80' AGL/229' MSL.

Trees beginning 255' from DER, 241' right of centerline, up to 74' AGL/233' MSL.

Trees beginning 606' from DER, 1' left of centerline, up to 102' AGL/221' MSL.

Trees beginning 686' from centerline, 5' right of centerline, up to 111' AGL/230' MSL.

Trees Beginning 1598' from DER, 15' left of centerline, up to 98' AGL/307' MSL.

Trees beginning 1632' from DER, 18' right of centerline, up to 114' AGL/295' MSL.

Trees 4824' from DER, 1742' left of centerline, up to 81' AGL/320' MSL.

Tank 1.1 NM from DER, 37' left of centerline, 105' AGL/360' MSL.

Trees 1.2 NM from DER, 2094' right of centerline, up to 96' AGL/345' MSL.

Rwy 24, vehicles on road and trees beginning 7' from DER, 280' left of centerline, up to 54' AGL/154' MSL.

Trees beginning 71' from DER, 180' right of centerline, up to 77' AGL/182' MSL.

Trees beginning 706' from DER, 487' left of centerline, up to 78' AGL/227' MSL.

Trees beginning 661' from DER, 318' right of centerline, up to 130' AGL/230' MSL.

Trees beginning 2072' from DER, 48' left of centerline, up to 112' AGL/265' MSL.

Trees beginning 1936' from DER, 42' right of centerline, up to 137' AGL/270' MSL.

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.

Towers and trees beginning 1.5 NM from DER, 938' left of centerline, up to 208' AGL/496' MSL.

Vehicles on road, building, poles and trees beginning 277' from DER, 16' right of centerline, up to 23' AGL/151' MSL.

Vehicles on road, buildings, poles and trees beginning 491' from DER, 6' right of centerline, up to 36' AGL/180' MSL.

Tree 1.6 NM from DER, 7' right of centerline, 88' AGL/368' MSL.

CONT

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

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

25219

PRINCETON/ROCKY HILL, NJ (CON'T)

PRINCETON (39N) (CON'T)

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:

Rwys 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.
Trees, buildings beginning 216' from DER, 62' right of centerline, up to 100' AGL/299' MSL.
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 4909' from DER, 589' right of centerline, up to 167' AGL/297' MSL.

ROCHESTER, NY

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 300-1¾ 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.

Rwy 22, 400-2¾ or std. w/min. climb of 250' per NM to 1100.

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.
Tree 3890' from DER, 1119' right of centerline, 100' AGL/659' MSL.
Tower 1806' from DER, 817' right of centerline, 60' AGL/611' MSL.
Rwy 7, dome 1.4 NM from DER, 1164' right of centerline, 213' AGL/756' MSL.
Trees beginning 2732' from DER, 426' left of centerline, up to 93' AGL/622' MSL.
Rwy 10, dome 1.1 NM from DER, 1543' left of centerline, 213' AGL/756' MSL.
Trees beginning 743' from DER, 248' left of centerline, up to 100' AGL/636' MSL.
Tree beginning 2676' from DER, 112' right of centerline, up to 85' AGL/616' MSL.
Pole 950' from DER, 655' right of centerline, 41' AGL/570' MSL.
Rwy 22, tower 2.2 NM from DER, 3550' right of centerline, 412' AGL/934' MSL.
Tree 1997' from DER, 832' right of centerline, up to 63' AGL/587' MSL.
Tree 3026' from DER, 935' left of centerline, 105' AGL/621' MSL.

CON'T

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

25219

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

25219

ROCHESTER, NY (CON'T)

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC) (CON'T)

Rwy 25, transmission line tower 1523' from DER, 819' left of centerline, 61' AGL/592' MSL.

Poles beginning 1655' from DER, 330' left of centerline, up to 82' AGL/617' MSL.

Rwy 28, railroad beginning 326' from DER, 539' right of centerline, 23' AGL/574' MSL.

Transmission line towers beginning 1239' from DER, 253' left of centerline, up to 75' AGL/614' MSL.

Trees beginning 807' from DER, 148' left of centerline, up to 87' AGL/626' MSL.

Trees beginning 887' from DER, 113' right of centerline, up to 91' AGL/632' MSL.

ROME, NY

GRIFFISS INTL (RME)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 03JAN19 (19003) (FAA)

DEPARTURE PROCEDURE:

Rwy 15, climb heading 147° to 1000 before turning left.

Rwy 33, climb heading 327° to 1500 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 15, pole 9' from DER, 4' right of centerline, 1' AGL/499' MSL.

Tree 1991' from DER, 966' left of centerline, 573' MSL.

Trees beginning 2068' from DER, 934' left of centerline, up to 587' MSL.

Trees beginning 2223' from DER, 358' left of centerline, up to 591' MSL.

Tree 5558' from DER, 1957' left of centerline, 640' MSL.

Rwy 33, NAVAID 39' from DER, 260' right of centerline, 4' AGL/505' MSL.

Tree 2860' from DER, 1140' right of centerline, 580' MSL.

Tree 3002' from DER, 1266' right of centerline, 588' MSL.

SARANAC LAKE, NY

ADIRONDACK RGNL (SLK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 21JUN18 (18172) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/ min. climb of 345' per NM to 5000 or 2500 - 3 for VCOA.

Rwy 9, std. w/ min. climb of 500' per NM to 5000 or 2500 - 3 for VCOA.

Rwy 23, std. w/ min. climb of 316' per NM to 4800 or 2500 - 3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 049° to 4000 before proceeding on course.

Rwy 9, climb heading 072° to 5000 before proceeding on course.

Rwy 23, climb heading 229° to 3000 before proceeding on course.

Rwy 27, climb heading 273° to 3100 before proceeding on course.

VCOA:

Rwy 5, 9, 23, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Adirondack Regional airport at or above 4000, before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, traverse way 177' from DER, 20' left of centerline, 1673' MSL.

Tree 1421' from DER, 856' right of centerline, 41' AGL/1703' MSL.

Tree 1549' from DER, 854' right of centerline, 1712' MSL.

Trees beginning 1594' from DER, 888' left of centerline, up to 72' AGL/1735' MSL.

Trees beginning 1655' from DER, 914' right of centerline, up to 1725' MSL.

Tree 1778' from DER, 960' right of centerline, 1729' MSL.

Trees beginning 2417' from DER, 916' left of centerline, up to 1741' MSL.

Tree 2761' from DER, 1235' right of centerline, 1734' MSL.

Trees beginning 2772' from DER, 46' left of centerline, up to 1750' MSL.

Trees beginning 2820' from DER, 267' right of centerline, up to 1735' MSL.

Trees beginning 3104' from DER, 106' left of centerline, up to 1754' MSL.

Tree 3176' from DER, 54' right of centerline, 1747' MSL.

Trees beginning 3234' from DER, 789' left of centerline, up to 1756' MSL.

Tree 3344' from DER, 34' right of centerline, 1751' MSL.

Rwy 9, terrain 61' from DER, 421' left of centerline, 1643' MSL.

Tree 100' from DER, 341' left of centerline, 31' AGL/1662' MSL.

Tree, vegetation beginning 175' from DER, 240' left of centerline, up to 1663' MSL.

Vegetation 247' from DER, 297' right of centerline, 25' AGL/1649' MSL.

Trees beginning 421' from DER, 433' left of centerline, up to 58' AGL/1698' MSL.

Trees beginning 637' from DER, 396' right of centerline, up to 1680' MSL.

Trees beginning 684' from DER, 427' left of centerline, up to 1699' MSL.

Trees beginning 690' from DER, 381' right of centerline, up to 1681' MSL.

Trees beginning 784' from DER, 453' right of centerline, up to 1684' MSL.

Trees beginning 997' from DER, 86' right of centerline, up to 51' AGL/1678' MSL.

Trees beginning 1031' from DER, 52' left of centerline, up to 1693' MSL.

Tree 1459' from DER, 0' of centerline, 1692' MSL.

Trees beginning 1491' from DER, 28' right of centerline, up to 1684' MSL.

Trees beginning 1813' from DER, 25' right of centerline, up to 1691' MSL.

Trees beginning 2007' from DER, 24' left of centerline, up to 1697' MSL.

Trees beginning 2100' from DER, 16' right of centerline, up to 1698' MSL.

CON'T

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

25219

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

25219

SARANAC LAKE, NY (CON'T)

ADIRONDAC RGNL (SLK) (CON'T)

Rwy 9 (CON'T), trees beginning 3006' from DER, 45' right of centerline, up to 1750' MSL.

Trees beginning 3149' from DER, 45' left of centerline, up to 1734' MSL.

Trees beginning 4011' from DER, 41' left of centerline, up to 1768' MSL.

Tree, tower beginning 5018' from DER, 21' right of centerline, up to 89' AGL/1868' MSL.

Trees beginning 5150' from DER, 7' left of centerline, up to 1856' MSL.

Trees beginning 1 NM from DER, 12' right of centerline, up to 1895' MSL.

Trees beginning 1.3 NM from DER, 108' left of centerline, up to 1875' MSL.

Trees beginning 1.3 NM from DER, 742' right of centerline, up to 2159' MSL.

Tower, tree beginning 1.3 NM from DER, 674' right of centerline, up to 140' AGL/2210' MSL.

Tree, tower, pole beginning 1.4 nm from DER, 318' left of centerline, up to 1891' MSL.

Tree 1.8 NM from DER, 3112' left of centerline, 1924' MSL.

Rwy 23, tree 93' from DER, 498' right of centerline, 1656' MSL.

Tree 341' from DER, 538' right of centerline, 1667' MSL.

Tree 517' from DER, 511' right of centerline, 1669' MSL.

Trees beginning 666' from DER, 532' left of centerline, up to 1665' MSL.

Tree 810' from DER, 448' right of centerline, 1672' MSL.

Tree 848' from DER, 592' right of centerline, 1674' MSL.

Tree 951' from DER, 687' left of centerline, 1679' MSL.

Tree 1072' from DER, 683' right of centerline, 1676' MSL.

Trees beginning 1074' from DER, 188' right of centerline, up to 1682' MSL.

Trees beginning 1096' from DER, 290' left of centerline, up to 1686' MSL.

Tree 1210' from DER, 738' left of centerline, 1703' MSL.

Tree 1292' from DER, 407' right of centerline, 1685' MSL.

Tree 1305' from DER, 617' left of centerline, 86' AGL/1710' MSL.

Tree 1308' from DER, 460' left of centerline, 1711' MSL.

Tree 1313' from DER, 569' left of centerline, 1713' MSL.

Trees beginning 1343' from DER, 63' left of centerline, up to 96' AGL/1720' MSL.

Trees beginning 1451' from DER, 69' right of centerline, up to 1698' MSL.

Trees beginning 1515' from DER, 52' left of centerline, up to 1722' MSL.

Trees beginning 1660' from DER, 421' right of centerline, up to 1704' MSL.

Trees beginning 1846' from DER, 21' right of centerline, up to 1706' MSL.

Trees beginning 1954' from DER, 50' right of centerline, up to 87' AGL/1711' MSL.

Tree 2151' from DER, 340' left of centerline, 1742' MSL.

Trees beginning 2160' from DER, 116' right of centerline, up to 1716' MSL.

Trees beginning 2228' from DER, 253' right of centerline, up to 1718' MSL.

Trees beginning 2255' from DER, 17' left of centerline, up to 1745' MSL.

Trees beginning 2274' from DER, 304' right of centerline, up to 1719' MSL.

Trees beginning 2620' from DER, 138' right of centerline, up to 1720' MSL.

Trees beginning 2754' from DER, 290' right of centerline, up to 1728' MSL.

Rwy 27, tree, vegetation beginning 109' from DER, 249' right of centerline, up to 1677' MSL.

Trees beginning 256' from DER, 14' right of centerline, up to 1680' MSL.

Trees beginning 532' from DER, 35' right of centerline, up to 78' AGL/1710' MSL.

Tree 600' from DER, 128' left of centerline, 1669' MSL.

Trees beginning 749' from DER, 6' right of centerline, up to 1729' MSL.

Tree 766' from DER, 377' left of centerline, 1672' MSL.

Trees beginning 894' from DER, 203' left of centerline, up to 1674' MSL.

Trees beginning 1083' from DER, 392' left of centerline, up to 1685' MSL.

Trees beginning 1455' from DER, 117' left of centerline, up to 64' AGL/1691' MSL.

Trees beginning 1752' from DER, 422' left of centerline, up to 80' AGL/1704' MSL.

Trees beginning 1905' from DER, 21' left of centerline, up to 1718' MSL.

Trees beginning 2076' from DER, 18' right of centerline, up to 1733' MSL.

Trees beginning 2257' from DER, 116' left of centerline, up to 1719' MSL.

Trees beginning 2543' from DER, 151' left of centerline, up to 1721' MSL.

Trees beginning 2554' from DER, 103' right of centerline, up to 1746' MSL.

Trees beginning 3111' from DER, 454' right of centerline, up to 1751' MSL.

Trees beginning 3378' from DER, 672' right of centerline, up to 1756' MSL.

Tree 3889' from DER, 356' left of centerline, 1740' MSL.

SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 5, climb heading 053° to 1600 before proceeding on course.

Rwy 14, climb heading 143° to 1100 before proceeding on course.

Rwy 23, climb heading 233° to 1100 before proceeding on course.

Rwy 32, for climb in visual conditions, cross Saratoga County Airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 111' from DER, 521' left of centerline, up to 100' AGL/529' MSL.

Trees beginning 138' from DER, 508' right of centerline, up to 100' AGL/539' MSL.

CON'T

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

25219

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

25219

SARATOGA SPRINGS, NY (CON'T) SARATOGA COUNTY (5B2) (CON'T)

Rwy 5 (CON'T), trees beginning 1112' from DER, 571' right of centerline, up to 86' AGL/506' MSL.
Trees beginning 1232' from DER, 572' left of centerline, up to 60' AGL/489' MSL.
Rwy 14, trees beginning 40' from DER, left and right of centerline, up to 100' AGL/529' MSL.
Vehicles on road beginning 69' from DER, left and right of centerline, up to 15' AGL/442' MSL.
Poles beginning 533' from DER, left and right of centerline, up to 41' AGL/461' MSL.
Buildings beginning 624' from DER, left and right of centerline, up to 51' AGL/459' MSL.
Flag pole, 774' from DER, 471' left of centerline, 51' AGL/477' MSL.
Power transmission lines beginning 1178' from DER, left and right of centerline, up to 42' AGL/474' MSL.
Rwy 23, trees beginning 197' from DER, 426' right of centerline, up to 100' AGL/530' MSL.
Trees beginning 585' from DER, 692' left of centerline, up to 100' AGL/539' MSL.
Trees beginning 1002' from DER, 528' left of centerline, up to 100' AGL/530' MSL.
Trees beginning 1182' from DER, 576' right of centerline, up to 100' AGL/530' MSL.
Rwy 32, bushes and trees beginning 7' from DER, left and right of centerline, up to 58' AGL/528' MSL.
Building 1158' from DER, 127' left of centerline, up to 41' AGL/461' MSL.
Trees beginning 3062' from DER, left and right of centerline, up to 100' AGL/516' MSL.
Power transmission towers beginning 10146' from DER, 2895' right of centerline, up to 151' AGL/700' MSL.

SCHENECTADY, NY

SCHENECTADY COUNTY (SCH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 22, climb on heading 235° to 1300 before turning right.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 4, vegetation 101' from DER, 498' left of centerline, 2' AGL/401' MSL.
Tank, vegetation, tree beginning 133' from DER, 191' left of centerline, up to 130' AGL/505' MSL.
Trees beginning 1053' from DER, 481' right of centerline, up to 100' AGL/433' MSL.
Tree 1257' from DER, 559' right of centerline, 100' AGL/433' MSL.
Trees beginning 1725' from DER, on centerline and 530' right of centerline, up to 84' AGL/436' MSL.
Rwy 10, pole 2' from DER, 81' left of centerline, 322' MSL.
Pole 3' from DER, 78' right of centerline, 321' MSL.
Trees beginning 41' from DER, 259' right of centerline, up to 343' MSL.
Tree 57' from DER, 410' left of centerline, 332' MSL.
Tree, fence beginning 68' from DER, 431' left of centerline, up to 33' AGL/352' MSL.
Tree, building beginning 807' from DER, 218' left of centerline, up to 357' MSL.
Tree 1015' from DER, 712' left of centerline, 358' MSL.
Buildings beginning 1019' from DER, 574' left of centerline, up to 57' AGL/366' MSL.
Trees beginning 1176' from DER, 400' left of centerline, up to 369' MSL.
Rwy 22, trees beginning 486' from DER, 789' right of centerline, up to 101' AGL/413' MSL.
Tree 1156' from DER, 292' left of centerline, 59' AGL/349' MSL.
Tree 1215' from DER, 679' left of centerline, 80' AGL/366' MSL.
Tree 2187' from DER, 850' right of centerline, 104' AGL/403' MSL.
Rwy 28, tree 3' from DER, 460' left of centerline, 92' AGL/410' MSL.
Trees, poles, buildings, traverse way beginning 18' from DER, 430' left and 53' right of centerline, up to 420' MSL.
Trees beginning 1484' from DER, 250' right of centerline, up to 94' AGL/415' MSL.
Trees beginning 1496' from DER, 3' right of centerline, up to 422' MSL.
Trees beginning 3699' from DER, 670' right of centerline, up to 461' MSL.
Tree 5450' from DER, 1958' right of centerline, up to 466' MSL.
Tree 5763' from DER, 2004' right of centerline, up to 100' AGL/471' MSL.

SENECA FALLS, NY

FINGER LAKES RGNL (0G7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

25219

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

25219

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 126' from DER, 341' left of centerline, up to 76' AGL/1077' MSL.

Trees and light poles beginning 939' from DER, 84' right of centerline, up to 40' MSL.

Wall and trees beginning 2.7 NM from DER, 135' left of centerline, up to 92' AGL/1633' MSL.

Trees beginning 2.8 NM from DER, 43' right of centerline, up to 83' MSL.

Trees beginning 3 NM from DER, left and right of centerline, up to 116' AGL/1757' MSL.

Rising terrain beginning 3.2 NM from DER, 1021' left of centerline, up to 2039' MSL.

Rwy 25, rising terrain and trees beginning 4' from DER, 193' left of centerline, up to 65' AGL/1066' MSL.

Vehicles on roadway and trees beginning 17' from DER, 236' right of centerline, up to 80' AGL/1081' MSL.

Trees, vehicles on roadway, power transmission towers and lines beginning 3572' from DER, 94' left of centerline, up to 103' AGL/1413' MSL.

Trees and power transmission towers and lines beginning 1.1 NM from DER, 43' right of centerline, up to 118' AGL/1568' MSL.

Trees beginning 1.3 NM from DER, 1899' left of centerline, up to 100' AGL/1568' MSL.

Wall and trees beginning 1.8 NM from DER, 1766' left of centerline, up to 100' AGL/1339' MSL.

Rising terrain beginning 3.1 NM from DER, 5304' right of centerline up to 1739' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME (6B9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, NA-obstacles.**Rwys 4, 22**, NA-environmental.**Rwy 10**, 400-3 w/min. climb of 225' per NM to 1600 or 1000-3 for VCOA.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 3' from DER, 491' left of centerline, 150' AGL/1129' MSL.

Traverse ways beginning 6' from DER, left and right of centerline, up to 10' AGL/999' MSL.

Tree 39' from DER, 375' left of centerline, 150' AGL/1139' MSL.

Tree, traverse ways beginning 45' from DER, 6' right of centerline, up to 150' AGL/1130' MSL.

Trees, pole beginning 185' from DER, 3' left of centerline, up to 150' AGL/1149' MSL.

Tree, pole, beginning 483' from DER, 76' right of centerline, up to 150' AGL/1139' MSL.

Vehicle on road 694' from DER, left and right of centerline, 15' AGL/1014' MSL.

Trees beginning 718' from DER, 4' left of centerline, up to 150' AGL/1149' MSL.

Tree 867' from DER, 363' right of centerline, 150' AGL/1149' MSL.

Tree 880' from DER, 80' right of centerline, 150' AGL/1159' MSL.

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

25219



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



25219

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, 300-1¼ or std. w/ min. climb of 290' per NM to 600.**Rwy 19**, std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 1, climb heading 008° to 2000 before proceeding on course.**Rwy 19**, climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL.

Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL.

Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL.

Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL.

Rwy 19, trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

SUSSEX, NJ

SUSSEX (FWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 700-3 w/min. climb of 315' per NM to 1500 or 1600-3 for climb in visual conditions.**Rwy 21**, 600-3 w/min. climb of 295' per NM to 1300 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 029° to 1300, then climbing right turn to 3000 direct SAX VORTAC before proceeding on course, or for climb in visual conditions cross Sussex airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.**Rwy 21**, climb heading 209° to 1500 before proceeding on course, or for climb in visual conditions cross Sussex airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on road beginning at DER, 87' left of centerline, crossing centerline from left to right, up to 15' AGL/434' MSL.

Building 260' from DER, 120' right of centerline, 25' AGL/444' MSL.

Poles and catenaries beginning at DER, 215' left of centerline, crossing centerline from left to right, up to 50' AGL/469' MSL.

Tree 105' from DER, 215' left of centerline, 100' AGL/519' MSL.

Trees beginning 278' from DER, left and right of centerline, up to 100' AGL/579' MSL.

Tower 1.1 NM from DER, 580' right of centerline, 89' AGL/691' MSL.

Trees beginning 673' from DER, left and right of centerline, up to 100' AGL/799' MSL.

Trees beginning 1.8 NM from DER, left and right of centerline, up to 100' AGL/1022' MSL.

Rwy 21, hangars beginning at DER, 372' left of centerline, up to 25' AGL/444' MSL.

Buildings beginning 237' from DER, 44' left of centerline, up to 100' AGL/444' MSL.

Vehicles on roadway beginning 170' from DER, crossing centerline from left to right, up to 15' AGL/454' MSL.

Poles beginning 336' from DER, left and right of centerline, up to 50' AGL/489' MSL.

Trees beginning 117' from DER, left and right of centerline, up to 100' AGL/519' MSL.

Trees beginning 1200' from DER, 805' left of centerline, up to 100' AGL/579' MSL.

Trees beginning 4845' from DER, left and right of centerline, up to 100' AGL/759' MSL.

Trees beginning 1.4NM from DER, left and right of centerline, up to 100' AGL/1019' MSL.



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



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

25219

SYRACUSE, NY

SYRACUSE HANCOCK INTL (SYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 12OCT17 (17285) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, NAVAID 5' from DER, 119' left of centerline, 3' AGL/401' MSL.

NAVAID 5' from DER, 119' right of centerline, 3' AGL/401' MSL.

NAVAID 6' from DER, on centerline, 2' AGL/402' MSL.

Signs beginning 54' from DER, 219' right of centerline, up to 7' AGL/404' MSL.

Trees beginning 864' from DER, 618' right of centerline, up to 465' MSL.

Trees beginning 1434' from DER, 744' right of centerline, up to 474' MSL.

Trees beginning 2396' from DER, 729' right of centerline, up to 487' MSL.

Tree 2478' from DER, 804' left of centerline, 87' AGL/472' MSL.

Tree 2557' from DER, 1094' right of centerline, 96' AGL/494' MSL.

Trees beginning 2700' from DER, 822' right of centerline, up to 497' MSL.

Rwy 15, tree 255' from DER, 463' right of centerline, 414' MSL.

Tree 669' from DER, 606' left of centerline, 466' MSL.

Tree 742' from DER, 528' right of centerline, 440' MSL.

Tree 764' from DER, 646' right of centerline, 449' MSL.

Trees beginning 811' from DER, 270' left of centerline, up to 469' MSL.

Trees beginning 1331' from DER, 215' left of centerline, up to 475' MSL.

Tree 1853' from DER, 282' right of centerline, 39' AGL/450' MSL.

Tree 1997' from DER, 801' right of centerline, 453' MSL.

Trees beginning 2562' from DER, 237' right of centerline, up to 479' MSL.

Trees beginning 2829' from DER, 61' left of centerline, up to 487' MSL.

Trees beginning 2931' from DER, 39' right of centerline, up to 487' MSL.

Tree 3026' from DER, 763' left of centerline, 494' MSL.

Tree 3172' from DER, 626' left of centerline, 86' AGL/498' MSL.

Trees beginning 3197' from DER, 194' left of centerline, up to 504' MSL.

Trees beginning 3299' from DER, 196' right of centerline, up to 488' MSL.

Tree 3359' from DER, 109' right of centerline, 504' MSL.

Trees beginning 3362' from DER, 179' right of centerline, up to 88' AGL/505' MSL.

Rwy 28, pole 2456' from DER, 949' right of centerline, 85' AGL/497' MSL.**Rwy 33**, trees beginning 749' from DER, 222' right of centerline, up to 466' MSL.

Trees beginning 1445' from DER, 313' right of centerline, up to 63' AGL/467' MSL.

Trees beginning 1650' from DER, 32' left of centerline, up to 476' MSL.

Tree 1712' from DER, 846' right of centerline, 471' MSL.

Trees beginning 1770' from DER, 294' right of centerline, up to 71' AGL/475' MSL.

Tree 1935' from DER, 609' right of centerline, 476' MSL.

Tree 2101' from DER, 963' left of centerline, 484' MSL.

Trees beginning 2329' from DER, 849' left of centerline, up to 96' AGL/500' MSL.

Tree 3170' from DER, 889' right of centerline, 497' MSL.

TETERBORO, NJ

TETERBORO (TEB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 400-2¼ or std w/min climb of 294' per NM to 500.**Rwy 6**, 300-1½ or std w/min climb of 263' per NM to 400.**Rwy 19**, 600-2¼ or std w/min climb of 352' per NM to 700.**Rwy 24**, 400-1½ 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 4753' from DER, 127' left of centerline, up to 146' AGL/265' MSL.

Building 5903' from DER, 1521' left of centerline, 160' AGL/224' MSL.

Buildings beginning 1.5 NM from DER, 320' right of centerline, up to 206' AGL/285' MSL.

Buildings beginning 1.8 NM from DER, 752' right of centerline, up to 249' AGL/314' MSL.

CON'T

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

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



25219

TETERBORO, NJ (CON'T) TETERBORO (TEB) (CON'T)

Rwy 6, signs beginning 20' from DER, 308' left of centerline, 1' AGL/8' MSL.
Buildings, poles, trees, and sign beginning 26' from DER, 145' right of centerline, up to 44' AGL/53' MSL.
Buildings and poles beginning 195' from DER, 297' left of centerline, up to 42' AGL/51' MSL.
Vehicles on road beginning 274' from DER, left and right of centerline, up to 15' AGL/23' MSL.
Buildings, poles, trees, and signs beginning 434' from DER, 7' left of centerline, up to 104' AGL/115' MSL.
Buildings and trees beginning 1216' from DER, 57' right of centerline, up to 100' AGL/139' MSL.
Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL.
Rwy 19, vehicles on road beginning 12' from DER, left and right of centerline, up to 15' AGL/21' MSL.
Trees beginning 67' from DER, 373' left of centerline, up to 72' AGL/79' MSL.
Buildings, fence, poles, and trees beginning 186' from DER, 40' right of centerline, up to 89' AGL/98' MSL.
Localizer antenna 598' from DER, on centerline, 29' AGL/34' MSL.
Trees beginning 795' from DER, left and right of centerline, up to 88' AGL/109' MSL.
Towers and antennas beginning 1.1 NM from DER, 1370' right of centerline, up to 243' AGL/246' MSL.
Monuments 1.7 NM from DER, 1331' right of centerline, up to 287' AGL/299' MSL.
Towers and antennas beginning 1.9 NM from DER, 1643' right of centerline, up to 500' AGL/510' MSL.
Rwy 24, structures and trees beginning 26' from DER, 214' right of centerline, up to 67' AGL/76' MSL.
Pole and trees beginning 249' from DER, 100' right of centerline, up to 54' AGL/103' MSL.
Buildings, poles, sign, and trees beginning 2724' from DER, 536' right of centerline, up to 83' AGL/272' MSL.
Trees beginning 5264' from DER, 1915' right of centerline, up to 100' AGL/309' MSL.
Trees beginning 1.3 NM from DER, 1744' right of centerline, up to 88' AGL/217' MSL.

TICONDEROGA, NY

TICONDEROGA MUNI (4B6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 2, sign 18' from DER, 118' left of centerline, 1' AGL/266' MSL.
Tree 33' from DER, 279' right of centerline, 300' MSL.
Trees beginning 40' from DER, 186' right of centerline, up to 43' AGL/302' MSL.
Trees beginning 131' from DER, 23' right of centerline, up to 320' MSL.
Tree 653' from DER, 63' left of centerline, 284' MSL.
Trees beginning 717' from DER, 239' left of centerline, up to 286' MSL.
Trees beginning 759' from DER, 431' left of centerline, up to 90' AGL/289' MSL.
Tree 1068' from DER, 201' left of centerline, 292' MSL.
Rwy 20, tree 54' from DER, 262' left of centerline, 41' AGL/305' MSL.
Trees beginning 74' from DER, 256' left of centerline, up to 318' MSL.
Terrain 148' from DER, 185' right of centerline, 280' MSL.
Terrain beginning 190' from DER, 362' right of centerline, up to 282' MSL.
Trees beginning 331' from DER, 346' left of centerline, up to 328' MSL.
Terrain beginning 382' from DER, 317' right of centerline, up to 286' MSL.
Terrain beginning 503' from DER, 215' right of centerline, up to 288' MSL.
Terrain 541' from DER, 396' right of centerline, 289' MSL.
Terrain 607' from DER, 285' right of centerline, 290' MSL.
Terrain beginning 737' from DER, 213' right of centerline, up to 294' MSL.
Trees beginning 872' from DER, 173' left of centerline, up to 331' MSL.
Terrain 934' from DER, 303' right of centerline, 298' MSL.
Terrain 968' from DER, 221' right of centerline, 299' MSL.
Terrain 1022' from DER, 420' right of centerline, 301' MSL.
Trees beginning 1151' from DER, 51' right of centerline, up to 23' AGL/324' MSL.
Trees beginning 1159' from DER, 286' right of centerline, up to 30' AGL/332' MSL.
Tree and terrain beginning 1165' from DER, 167' right of centerline, up to 33' AGL/333' MSL.
Trees beginning 1400' from DER, 548' left of centerline, up to 341' MSL.
Tree 1603' from DER, 708' right of centerline, 47' AGL/340' MSL.
Trees beginning 1618' from DER, 676' left of centerline, up to 357' MSL.
Trees beginning 1681' from DER, 288' left of centerline, up to 100' AGL/359' MSL.
Trees beginning 1827' from DER, 95' left of centerline, up to 104' AGL/365' MSL.
Trees beginning 2953' from DER, 18' left of centerline, up to 374' MSL.
Trees beginning 2956' from DER, 100' right of centerline, up to 357' MSL.
Trees beginning 3379' from DER, 133' right of centerline, up to 364' MSL.
Tree 3720' from DER, 375' right of centerline, 368' MSL.
Trees beginning 3758' from DER, 105' left of centerline, up to 383' MSL.
Trees beginning 3938' from DER, 39' right of centerline, up to 384' MSL.
Trees beginning 4019' from DER, 126' left of centerline, up to 401' MSL.

CON'T



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



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

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TICONDEROGA, NY (CON'T)

TICONDEROGA MUNI (4B6) (CON'T)

Rwy 20 (CON'T), tree 4250' from DER, 552' right of centerline, 69' AGL/385' MSL.
Trees beginning 4482' from DER, 178' right of centerline, up to 86' AGL/404' MSL.
Tree 4595' from DER, 161' right of centerline, 91' AGL/405' MSL.

TOMS RIVER, NJ

OCEAN COUNTY (MJX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 32, NA.

TAKEOFF OBSTACLE NOTES:

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

TRENTON, NJ

TRENTON MERCER (TTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 546' from DER, 546' right of centerline, up to 100' AGL/224' MSL.
Vehicles on road beginning 719' from DER, left and right of centerline, up to 15' AGL/214' MSL.
Trees beginning 1068' from DER, 13' right of centerline, up to 100' AGL/275' MSL.
Trees beginning 1093' from DER, 290' left of centerline, up to 100' AGL/319' MSL.
Trees and poles beginning 1972' from DER, 3' left of centerline, up to 100' AGL/332' MSL.
Trees and tower beginning 2115' from DER, 5' right of centerline, up to 26' AGL/186' 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.

WATERTOWN, NY

WATERTOWN INTL (ART)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 300-1% or std. w/min. climb of 270' per NM to 600.

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 7, vehicle on road 539' from DER, 532' left of centerline, 341' MSL.
Trees beginning 787' from DER, 493' right of centerline, up to 55' AGL/378' MSL.
Tree 817' from DER, 408' left of centerline, 43' AGL/363' MSL.
Trees beginning 886' from DER, 478' left of centerline, up to 63' AGL/380' MSL.
Tree 1024' from DER, 665' right of centerline, 63' AGL/386' MSL.
Trees beginning 1092' from DER, 96' right of centerline, up to 387' MSL.
Tree 2506' from DER, 248' right of centerline, 81' AGL/399' MSL.
Trees beginning 4386' from DER, 699' left of centerline, 100' AGL/479' MSL.
Trees beginning 5223' from DER, 262' left of centerline, up to 100' AGL/499' MSL.
Trees beginning 1 nm from DER, 260' left of centerline, up to 100' AGL/509' MSL.
Tree 1.1 NM from DER, 208' left of centerline, 100' AGL/519' MSL.
Tree 1.3 NM from DER, 680' left of centerline, 100' AGL/559' MSL.

CON'T

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

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WATERTOWN, NY (CON'T)

WATERTOWN INTL (ART) (CON'T)

Rwy 10, vehicle on road 211' from DER, 526' left of centerline, 345' MSL.
Trees beginning 380' from DER, 563' left of centerline, up to 363' MSL.
Trees beginning 495' from DER, 396' right of centerline, up to 60' AGL/388' MSL.
Tree 1239' from DER, 671' left of centerline, 367' MSL.
Tree 1250' from DER, 789' left of centerline, 371' MSL.
Trees beginning 1410' from DER, 733' left of centerline, up to 392' MSL.
Trees beginning 2011' from DER, 811' right of centerline, up to 389' MSL.
Trees beginning 2134' from DER, 913' right of centerline, up to 394' MSL.
Trees beginning 2146' from DER, 797' right of centerline, up to 403' MSL.
Trees beginning 2439' from DER, 839' right of centerline, up to 404' MSL.
Tree 2515' from DER, 905' right of centerline, 407' MSL.
Tree 2553' from DER, 1150' right of centerline, 409' MSL.
Tree 2568' from DER, 996' right of centerline, 412' MSL.
Trees beginning 2652' from DER, 541' right of centerline, up to 414' MSL.
Trees beginning 2826' from DER, 635' right of centerline, up to 416' MSL.
Trees beginning 2973' from DER, 317' right of centerline, up to 425' MSL.
Tree 2991' from DER, 256' left of centerline, 72' AGL/407' MSL.
Tree 3034' from DER, 620' left of centerline, 410' MSL.
Tree 3051' from DER, 932' left of centerline, 419' MSL.
Tree 3982' from DER, 1388' right of centerline, 438' MSL.
Tree 4022' from DER, 1564' right of centerline, 482' MSL.
Trees beginning 4141' from DER, 960' right of centerline, up to 487' MSL.
Trees beginning 4480' from DER, 877' right of centerline, up to 491' MSL.
Trees beginning 4779' from DER, 966' right of centerline, up to 496' MSL.
Tree 4860' from DER, 1676' right of centerline, 513' MSL.
Trees beginning 4871' from DER, 863' right of centerline, up to 515' MSL.
Trees beginning 4966' from DER, 724' right of centerline, up to 65' AGL/520' MSL.
Trees and poles beginning 5048' from DER, 574' right of centerline, up to 72' AGL/529' MSL.
Rwy 28, tree 919' from DER, 356' right of centerline, 42' AGL/341' MSL.
Tree 1582' from DER, 786' left of centerline, 66' AGL/359' MSL.
Tree 1592' from DER, 331' left of centerline, 66' AGL/360' MSL.
Tree 1863' from DER, 988' left of centerline, 75' AGL/370' MSL.
Trees beginning 2572' from DER, 871' left of centerline, up to 381' MSL.
Trees beginning 2704' from DER, 622' left of centerline, up to 102' AGL/390' MSL.

WEEDSPORT, NY

WHITFORDS (B16)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

Rwys 10, 28, 300-1.

WELLSVILLE, NY

WELLSVILLE MUNI/TARANTINE 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 752' from DER, 31' left of centerline, up to 100' AGL/150' MSL.

CON'T

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

25219

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

25219

WEST CREEK, NJ (CON'T)

EAGLES NEST (31E) (CON'T)

Rwy 14 (CON'T), trees beginning 836' from DER, 20' right of centerline, up to 100' AGL/140' MSL.

Trees beginning 2692' from DER, 27' right of centerline, up to 100' AGL/146' MSL.

Trees beginning 2946' from DER, 28' left of centerline, up to 100' AGL/153' MSL.

Tower and trees beginning 3961' from DER, 82' right of centerline, up to 234' AGL/270' MSL.

Rwy 32, trees beginning 48' from DER, 320' right of centerline, up to 100' AGL/130' MSL.

Tree 133' from DER, 442' left of centerline, 100' AGL/127' MSL.

Trees beginning 343' from DER, 5' left of centerline, up to 100' AGL/130' MSL.

Trees beginning 427' from DER, 50' right of centerline, up to 100' AGL/133' MSL.

Trees beginning 850' from DER, 112' left of centerline, up to 100' AGL/133' MSL.

Trees beginning 1186' from DER, 106' right of centerline, up to 100' AGL/137' MSL.

Trees beginning 1271' from DER, 1' left of centerline, up to 100' AGL/137' MSL.

Trees beginning 1397' from DER, 54' right of centerline, up to 100' AGL/143' MSL.

Trees beginning 3126' from DER, 2' right of centerline, up to 100' AGL/146' MSL.

Trees beginning 4476' from DER, 1532' right of centerline, up to 100' AGL/150' MSL.

WEST MILFORD, NJ

GREENWOOD LAKE (4N1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09FEB12 (12040) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 24, 500 - 2½' or, 1300 - 2½' for climb in visual conditions.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI (FOK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-1¼ or std. w/min. climb of 230' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 1, terrain and trees beginning 6' from DER, 129' left of centerline, up to 33' AGL/107' MSL.

Trees beginning 1007' from DER, 677' right of centerline, up to 29' AGL/98' MSL.

Rwy 6, trees 1285' from DER, 720' left of centerline, up to 36' AGL/105' MSL.

Pole 2027' from DER, 987' right of centerline, 85' AGL/161' MSL.

Transmission line tower 1.3 NM from DER, 2432' left of centerline, 71' AGL/301' MSL.

Rwy 15, trees beginning 1053' from DER, 496' left of centerline, up to 50' AGL/79' MSL.

Trees beginning 977' from DER, 204' right of centerline, up to 51' AGL/90' MSL.

Rwy 19, poles, buildings, and trees beginning 270' from DER, 219' left of centerline, up to 57' AGL/88' MSL.

Trees 6' from DER, 358' right of centerline, up to 17' AGL/66' MSL.

Rwy 24, sign, building, and trees beginning 37' from DER, 251' left of centerline, up to 75' AGL/115' MSL.

Bushes and trees beginning 6' from DER, 299' right of centerline, up to 12' AGL/61' MSL.

Rwy 33, terrain beginning 53' from DER, 407' left of centerline, up to 67' MSL.

Terrain, runway end identifier light, and trees beginning 52' from DER, 97' right of centerline, up to 29' AGL/103' MSL.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 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.

CON'T

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

25219

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

25219

WHEELER-SACK AAF (KGTB) (CON'T)

FORT DRUM, NY (CON'T)

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.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 300-1½ or std. w/ min. climb of 235' per NM to 700, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 11, sign 22' from DER, 176' left of centerline, 3' AGL/390' MSL.

Vehicles on road 68' from DER, 167' right of centerline, 390' MSL.

Trees beginning 107' from DER, 379' right of centerline, up to 450' MSL.

Terrain 140' from DER, 248' left of centerline, 392' MSL.

Tree 148' from DER, 511' left of centerline, 472' MSL.

Trees beginning 164' from DER, 78' left of centerline, up to 77' AGL/477' MSL.

Trees beginning 187' from DER, 378' right of centerline, up to 77' AGL/468' MSL.

Trees beginning 379' from DER, 553' right of centerline, up to 99' AGL/482' MSL.

Trees beginning 411' from DER, 6' right of centerline, up to 101' AGL/484' MSL.

Trees beginning 484' from DER, 12' left of centerline, up to 96' AGL/491' MSL.

Tree and building beginning 589' from DER, 98' left of centerline, up to 499' MSL.

Tree and building beginning 599' from DER, 33' left of centerline, up to 104' AGL/502' MSL.

Tree and building beginning 651' from DER, 3' right of centerline, up to 111' AGL/493' MSL.

Trees beginning 703' from DER, 19' left of centerline, up to 507' MSL.

Tree, building, and pole beginning 760' from DER, 4' left of centerline, up to 113' AGL/523' MSL.

Tree 1083' from DER, 666' left of centerline, 526' MSL.

Tree 1099' from DER, 733' left of centerline, 79' AGL/528' MSL.

Tree, building, pole, and flagpole beginning 1100' from DER, 26' left of centerline, up to 530' MSL.

Trees beginning 1434' from DER, 10' left of centerline, up to 87' AGL/532' MSL.

Rwy 16, taxiway light 131' from DER, 499' left of centerline, 1' AGL/384' MSL.

Terrain 273' from DER, 515' left of centerline, 387' MSL.

Trees beginning 999' from DER, 171' left of centerline, up to 109' AGL/436' MSL.

Tree 1096' from DER, 663' right of centerline, 86' AGL/425' MSL.

Trees beginning 1098' from DER, 226' right of centerline, up to 112' AGL/454' MSL.

Building 3433' from DER, 604' left of centerline, 60' AGL/467' MSL.

Rwy 29, tree and REIL beginning 6' from DER, 115' right of centerline, up to 17' AGL/407' MSL.

Tree and pole beginning 22' from DER, 174' right of centerline, up to 23' AGL/416' MSL.

Sign 24' from DER, 252' left of centerline, 3' AGL/398' MSL.

Tree and pole beginning 198' from DER, 478' right of centerline, up to 57' AGL/435' MSL.

Tree 231' from DER, 522' right of centerline, 444' MSL.

Tree 255' from DER, 503' left of centerline, 425' MSL.

Tree and pole beginning 273' from DER, on centerline, up to 80' AGL/452' MSL.

Tree 364' from DER, 462' left of centerline, 433' MSL.

Trees beginning 396' from DER, 226' left of centerline, up to 477' MSL.

Tree 458' from DER, 467' left of centerline, 113' AGL/486' MSL.

Trees beginning 459' from DER, 1' left of centerline, up to 113' AGL/491' MSL.

Tree and pole beginning 771' from DER, 3' left of centerline, up to 98' AGL/494' MSL.

Tree 1562' from DER, 895' left of centerline, 495' MSL.

Trees beginning 1584' from DER, 495' left of centerline, up to 106' AGL/502' MSL.

Tree 1888' from DER, 884' left of centerline, 510' MSL.

Trees beginning 1890' from DER, 504' left of centerline, up to 98' AGL/511' MSL.

Trees beginning 2018' from DER, 485' left of centerline, up to 102' AGL/515' MSL.

Tree 1.1 NM from DER, 878' right of centerline, 86' AGL/600' MSL.

Tree and tank beginning 1.1 NM from DER, 733' right of centerline, up to 602' MSL.

Tree, tower, and tank beginning 1.1 NM from DER, 681' right of centerline, up to 96' AGL/603' MSL.

Rwy 34, pole 167' from DER, 282' right of centerline, 26' AGL/456' MSL.

Trees beginning 812' from DER, 298' left of centerline, up to 102' AGL/518' MSL.

Trees beginning 1792' from DER, 719' right of centerline, up to 91' AGL/499' MSL.

Trees beginning 2000' from DER, 751' right of centerline, up to 104' AGL/509' MSL.

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

25219



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



25219

WILDWOOD, NJ

CAPE MAY COUNTY (WWD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1½ or std. w/ min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 19, climb on heading 190° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 1, fence beginning 7' from DER, 497' left of centerline, up to 23' MSL.

Fence 52' from DER, 484' right of centerline, 23' MSL.

Vehicle on roadway, fence beginning 118' from DER, 26' right of centerline, up to 30' MSL.

Vehicle on roadway beginning 285' from DER, 21' left of centerline, up to 28' MSL.

Trees beginning 624' from DER, 44' left of centerline, up to 87' MSL.

Tree 886' from DER, 87' right of centerline, 36' AGL/47' MSL.

Tree 994' from DER, 507' right of centerline, 54' MSL.

Tree 1218' from DER, 614' right of centerline, 64' MSL.

Trees beginning 1384' from DER, 100' right of centerline, up to 67' MSL.

Tree 3246' from DER, 1085' right of centerline, 98' MSL.

Rwy 10, tree, fence beginning 42' from DER, 255' left of centerline, up to 34' AGL/47' MSL.

Trees beginning 131' from DER, 405' right of centerline, up to 24' MSL.

Tree 361' from DER, 482' left of centerline, 50' AGL/69' MSL.

Trees beginning 546' from DER, 498' right of centerline, up to 57' AGL/77' MSL.

Trees beginning 853' from DER, 13' left of centerline, up to 77' MSL.

Trees beginning 989' from DER, 104' right of centerline, up to 78' MSL.

Trees beginning 1517' from DER, 91' right of centerline, up to 86' MSL.

Tree 1806' from DER, 827' left of centerline, 78' MSL.

Trees beginning 1920' from DER, 405' right of centerline, up to 87' MSL.

Trees beginning 2017' from DER, 517' left of centerline, up to 87' MSL.

Trees beginning 2363' from DER, 533' left of centerline, up to 90' MSL.

Trees beginning 2391' from DER, 101' left of centerline, up to 95' MSL.

Trees beginning 2621' from DER, 433' left of centerline, up to 101' MSL.

Trees beginning 2670' from DER, 487' right of centerline, up to 94' MSL.

Trees beginning 2807' from DER, 470' right of centerline, up to 96' MSL.

Rwy 19, tree 63' from DER, 465' right of centerline, 31' MSL.

Pole 564' from DER, 610' right of centerline, 44' MSL.

Tree 761' from DER, 636' right of centerline, 45' AGL/65' MSL.

Trees beginning 791' from DER, 53' left of centerline, up to 20' AGL/43' MSL.

Tree 822' from DER, 176' left of centerline, 23' AGL/44' MSL.

Tree 826' from DER, 476' right of centerline, 49' AGL/69' MSL.

Tree 833' from DER, 57' left of centerline, 25' AGL/48' MSL.

Tree 851' from DER, 32' left of centerline, 27' AGL/51' MSL.

Trees beginning 855' from DER, 11' right of centerline, up to 76' MSL.

Trees beginning 903' from DER, 8' left of centerline, up to 62' MSL.

Trees beginning 1087' from DER, 15' left of centerline, up to 76' MSL.

Trees beginning 1194' from DER, 5' right of centerline, up to 77' MSL.

Trees beginning 1287' from DER, 27' right of centerline, up to 86' MSL.

Tree 1400' from DER, 677' left of centerline, 79' MSL.

Trees beginning 1400' from DER, 82' left of centerline, up to 56' AGL/80' MSL.

Trees beginning 1433' from DER, 16' right of centerline, up to 87' MSL.

Trees beginning 1443' from DER, 1' left of centerline, up to 84' MSL.

Trees beginning 1560' from DER, 142' left of centerline, up to 87' MSL.

Trees beginning 1564' from DER, 50' right of centerline, up to 91' MSL.

Trees beginning 1918' from DER, 292' right of centerline, up to 92' MSL.

Trees beginning 2299' from DER, 112' left of centerline, up to 71' AGL/90' MSL.

Trees beginning 2338' from DER, 49' left of centerline, up to 93' MSL.

Trees beginning 2403' from DER, 256' right of centerline, up to 73' AGL/94' MSL.

Trees beginning 2426' from DER, 212' right of centerline, up to 74' AGL/95' MSL.

Trees beginning 2445' from DER, 7' right of centerline, up to 76' AGL/97' MSL.

Tree 2476' from DER, 470' left of centerline, 101' MSL.

Trees beginning 2521' from DER, 137' left of centerline, up to 102' MSL.

Tree 3030' from DER, 979' right of centerline, 103' MSL.

Rwy 28, fence, tree beginning 17' from DER, 312' right of centerline, up to 24' MSL.

Trees beginning 43' from DER, 451' left of centerline, up to 64' AGL/76' MSL.

Tree, fence beginning 86' from DER, 282' right of centerline, up to 34' AGL/47' MSL.

Trees beginning 125' from DER, 481' left of centerline, up to 86' MSL.

Tree 474' from DER, 494' right of centerline, 82' MSL.

Trees beginning 696' from DER, 510' right of centerline, up to 86' MSL.

Trees beginning 1208' from DER, 503' left of centerline, up to 91' MSL.

Trees beginning 1236' from DER, 219' right of centerline, up to 78' AGL/88' MSL.

Trees beginning 1593' from DER, 38' left of centerline, up to 96' MSL.

Trees beginning 2101' from DER, 368' right of centerline, up to 89' MSL.

Trees beginning 2756' from DER, 75' right of centerline, up to 93' MSL.

Tree 3232' from DER, 1313' left of centerline, 100' MSL.

Antenna 3860' from DER, 1035' left of centerline, 102' AGL/120' MSL.

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



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



25219

NE-2

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

25219

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 561' 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 OBSTACLE NOTES:

Rwy 1, trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL.

Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL.

Train 387' from DER, 596' left of centerline up to 23' AGL/57' MSL.

Rwy 13, trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL.

Trees beginning 2395' from DER, 865' right of centerline up to 100' AGL/134' MSL.

Rwy 19, trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL.

Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL.

Rwy 31, trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL.

Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL.

Railroad 900' from DER left to right 23' AGL/63' MSL.

WURTSBORO, NY

WURTSBORO/SULLIVAN COUNTY (N82)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 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.

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.

CONT'

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

25219

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

25219

WURTSBORO, NY (CON'T)

WURTSBORO/SULLIVAN COUNTY (N82) (CON'T)

Rwy 23 (CON'T), 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.

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

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

25219

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.
ANA 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 **A**NA designation are not listed in this section. **A** 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. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	600-2	800-2
A Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

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).

NAME ALTERNATE MINIMUMS

ALBANY, NY

ALBANY INTL (ALB).....**ILS or LOC Rwy 1¹²**
ILS or LOC Rwy 19¹²
RNAV (GPS) Rwy 10²³
RNAV (GPS) Rwy 28²³
RNAV (GPS) Y Rwy 1²³
RNAV (GPS) Y Rwy 19²³
VOR Rwy 28³

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

ANDOVER, NJ

AEROFLEX/
ANDOVER (12N).....**RNAV (GPS) Rwy 3**
VOR-A

NA when local weather not available.
Category A, 1000-2.

NAME ALTERNATE MINIMUMS

ATLANTIC CITY, NJ

ATLANTIC CITY
INTL (ACY).....**ILS or LOC/DME Rwy 31¹**
ILS Z or LOC Z Rwy 13²
RNAV (GPS) Rwy 4³
RNAV (GPS) Rwy 22³
RNAV (GPS) Y Rwy 13³
RNAV (GPS) Y Rwy 31³
VOR Rwy 4³
VOR Rwy 31³

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.
²LOC, Category E, 800-2½.
³Category E, 800-2½.

BATAVIA, NY

GENESEE
COUNTY (GVQ).....**ILS or LOC Rwy 28¹**
RNAV (GPS) Rwy 10²
RNAV (GPS) Rwy 28²
VOR/DME-A²

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

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

NAME ALTERNATE MINIMUMS

BELMAR/FARMINGDALE, NJ

MONMOUTH
EXEC (BLM).....RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 32¹
RNAV (GPS) Z Rwy 32
VOR-A¹

NA when local weather not available.

¹Category D, 800-2¼.

BINGHAMTON, NY

GREATER BINGHAMTON/EDWIN A
LINK FLD (BGM).....ILS or LOC Rwy 16¹
ILS or LOC Rwy 34¹
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 4¹²
RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 22²³

¹Category B, 900-2; Category C, 1000-2¼;

Category D, 1300-3.

²NA when local weather not available.

³Category B, 900-2; Category C, 1000-2¼.

CORTLAND, NY

CORTLAND COUNTY/CHASE
FLD (N03).....RNAV (GPS) Rwy 6¹
RNAV (GPS) Rwy 24¹
VOR-A²

NA when local weather not available.

¹Category C, 1100-3.

²Categories A, B, 1100-2, Category C, 1200-3.

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)-A¹
RNAV (GPS)-B¹
RNAV (GPS) Rwy 15¹
RNAV (GPS) Rwy 33²

NA when local weather not available.

¹Category C, 1000-2¼; Category D, 1500-3.

²Categories A, B, 1200-2; Category C, 1200-3;

Category D, 1500-3.

NAME ALTERNATE MINIMUMS

EAST HAMPTON, NY

EAST HAMPTON TOWN
(JPX).....RNAV (GPS) Z Rwy 10
RNAV (GPS) Z Rwy 28

NA when local weather not available.

ELMIRA/CORNING, NY

ELMIRA/CORNING
RGNL (ELM).....ILS or LOC Rwy 6¹²
ILS or LOC Rwy 24¹²
RNAV (GPS) Rwy 6³
RNAV (GPS) Rwy 10⁴
RNAV (GPS) Rwy 24⁵
RNAV (GPS) Rwy 28⁶

NA when local weather not available.

¹NA when control tower closed.

²LOC, Categories A, B, 1200-2;

Category C, 1200-3, Category D, 1400-3.

³Categories A, B, C, 1200-5; Category D, 1400-5.

⁴Categories A, B, 1400-2; Categories C, D, 1400-3.

⁵Categories A, B, 1200-2¼; Category C, 1200-3;

Category D, 1400-3.

⁶Category A, 1100-2; Category B, 1200-2;

Category C, 1200-3, Category D, 1400-3.

FARMINGDALE, NY

REPUBLIC (FRG).....ILS or LOC Rwy 14¹³
RNAV (GPS) Rwy 1²
RNAV (GPS) Y Rwy 14²
RNAV (GPS) Rwy 19²
RNAV (GPS) Rwy 32²

NA when local weather not available.

¹LOC, Category C, 800-2¼; Category D, 1000-3.

²Category C, 800-2¼; Category D, 1000-3.

³ILS, LOC, NA when control tower closed.

FULTON, NY

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

NA when local weather not available.

GLENS FALLS, NY

FLOYD BENNETT
MEML (GFL).....ILS or LOC Rwy 1¹
RNAV (GPS) Rwy 1²⁴
RNAV (GPS) Rwy 19³⁴
RNAV (GPS) Rwy 30²

¹LOC, Category D, 1200-3.

²Category D, 1700-3.

³Category D, 1100-3.

⁴NA when local weather not available.

NAME ALTERNATE MINIMUMS

ITHACA, NY

ITHACA TOMPKINS

INTL (ITH).....ILS or LOC Rwy 32¹²
RNAV (GPS) Y Rwy 14³
RNAV (GPS) Z Rwy 14
RNAV (GPS) Rwy 32⁴

NA when local weather not available.

¹NA when tower closed.

²LOC, Categories A, B, 1100-2;

Category C, 1100-3; Category D, 1400-3.

³Category D, 800-2½.

⁴Categories A, B, 1300-2; Category C, 1300-3;

Category D, 1400-3.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/

JAMESTOWN (JHW).....RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

JOHNSTOWN, NY

FULTON COUNTY (NY0).....RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

MASSENA, NY

MASSENA INTL-RICHARDS

FLD (MSS).....RNAV (GPS) Rwy 5¹
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27

NA when local weather not available.

¹Categories A, B, C, D, 800-2½.

MILLVILLE, NJ

MILLVILLE MUNI (MIV).....ILS or LOC Rwy 10¹
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 14
VOR-A

NA when local weather not available.

¹ILS, LOC, Categories A, B, 900-2; Category C, 900-2¾, Category D, 900-3.

MONTGOMERY, NY

ORANGE COUNTY (MGJ).....ILS or LOC Rwy 4¹
RNAV (GPS) Rwy 4²³
RNAV (GPS) Rwy 8³⁴
RNAV (GPS) Rwy 22³⁴
RNAV (GPS) Rwy 26³⁴

¹LOC, Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-2¾.

²Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-2¾.

³NA when local weather not available.

⁴Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

MONTICELLO, NY

SULLIVAN COUNTY

INTL (MSV).....ILS or LOC Rwy 15¹
RNAV (GPS) Rwy 15²
RNAV (GPS) Rwy 33²

NA when local weather not available.

¹LOC, Category D, 800-2½.

²Category D, 800-2½.

MORRISTOWN, NJ

MORRISTOWN

MUNI (MMU).....ILS or LOC Rwy 23¹²
RNAV (GPS) Rwy 5³
RNAV (GPS) Z Rwy 23³

NA when local weather not available.

¹NA when tower closed.

²LOC, Category C, 900-2½, Category D, 1100-3.

³Category C, 900-2½, Category D, 1100-3.

MOUNT HOLLY, NJ

SOUTH JERSEY

RGNL (VAY).....RNAV (GPS) Rwy 8
NA when local weather not available.

NEW YORK, NY

JOHN F KENNEDY

INTL (JFK).....ILS or LOC Rwy 4L¹
ILS or LOC Rwy 13L¹
ILS or LOC Rwy 22L²
ILS or LOC Rwy 22R²
RNAV (GPS) Z RWY 13L³
RNAV (GPS) Z RWY 13R⁴
VOR or GPS Rwy 13L/R, 1000-3

¹Category D, 800-2½.

²NA when local weather not available.

³Categories A, B, C, D, 1300-2.

⁴Categories A, B, C, D, 1000-3.

LAGUARDIA (LGA).....ILS or LOC Rwy 4¹

ILS or LOC Rwy 13²

ILS or LOC Rwy 22²

LOC Rwy 31³

RNAV (GPS) X Rwy 22³

RNAV (GPS) X Rwy 31⁴

RNAV (GPS) Y Rwy 4³

RNAV (GPS) Y Rwy 22⁵

RNAV (GPS) Y Rwy 31³

RNAV (GPS) Z Rwy 13⁶

RNAV (GPS) Z Rwy 31³

¹LOC, Category D, 800-2½.

²LOC, Categories C, D, 1100-3.

³Category D, 800-2½.

⁴Categories A, B, C, D, 1200-4.

⁵Categories C, D, 1100-3.

⁶Category C, 1100-3; Category D, 1300-3.

NAME ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LONG ISLAND

MAC ARTHUR (ISP).....ILS or LOC Rwy 6¹²⁴

ILS or LOC Rwy 24¹²³

RNAV (GPS) Rwy 6¹⁴

RNAV (GPS) Rwy 15R¹⁴

RNAV (GPS) Rwy 24⁴

RNAV (GPS) Rwy 33L¹⁴

¹NA when local weather not available.

²NA when control tower closed.

³LOC, Category D, 900-2½.

⁴Category D, 900-2¼.

NEW YORK STEWART

INTL (SWF).....ILS or LOC Rwy 9¹

ILS or LOC Rwy 27¹

RNAV (GPS) Rwy 9²

RNAV (GPS) Rwy 16²

RNAV (GPS) Rwy 27²

RNAV (GPS) Rwy 34²

¹ILS, Categories A, B, C, 800-2, Category D, 800-2¼; LOC, Category D, 800-2¼.

²Category D, 800-2¼.

NEWARK, NJ

NEWARK LIBERTY

INTL (EWR).....ILS or LOC Rwy 4R¹

ILS or LOC Rwy 11²

ILS or LOC Rwy 22L¹

ILS or LOC Rwy 22R¹

ILS Z or LOC Z Rwy 4L¹

RNAV (GPS) Rwy 4L³

RNAV (GPS) Rwy 11³

RNAV (GPS) Rwy 22R³

RNAV (GPS) T Rwy 29⁴

RNAV (GPS) W Rwy 29⁵

RNAV (GPS) X Rwy 29⁶

RNAV (GPS) Y Rwy 4R³

RNAV (GPS) Z Rwy 22L³

¹LOC, Category C, 900-2¼; Category D, 900-3.

²LOC, Category C, 900-2½, Category D, 900-2¼.

³Category C, 900-2¼; Category D, 900-3.

⁴Categories A, B, C, D, 1300-4.

⁵Categories A, B, C, D, 1000-3.

⁶Category B, 900-2; Category C, 900-2¼;

Category D, 900-3.

NAME ALTERNATE MINIMUMS

NIAGARA FALLS, NY

NIAGARA FALLS

INTL (IAG).....ILS Y or LOC Y Rwy 28R¹²

ILS Z or LOC Z Rwy 28R¹²

NDB Rwy 28R¹³

RNAV (GPS) Rwy 6³

RNAV (GPS) Rwy 10L³

RNAV (GPS) Y Rwy 24⁴

RNAV (GPS) Z Rwy 24³

RNAV (GPS) Rwy 28R³

TACAN Rwy 28R¹⁵

NA when local weather not available.

¹NA when control tower closed.

²ILS, LOC, Category D, 800-2¼.

³Category D, 800-2¼.

⁴Category C, 800-2¼; Category D, 800-2½.

⁵Category D, 800-2½, Category E 800-2¼.

OGDENSBURG, NY

OGDENSBURG

INTL (OGS).....RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2¼.

PENN YAN, NY

PENN YAN/

YATES COUNTY (PEO).....RNAV (GPS) Rwy 1¹

RNAV (GPS) Rwy 19²

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½;

Category D, 1000-3.

²Category C, 900-2½; Category D, 1000-3.

PITTSBURGH, NJ

SKY MANOR (N40).....

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25

VOR Rwy 7

NA when local weather not available.

PLATTSBURGH, NY

PLATTSBURGH

INTL (PBG).....ILS or LOC Rwy 35¹

RNAV (GPS) Rwy 17²

RNAV (GPS) Rwy 35³

NA when local weather not available.

¹LOC, Category D, 800-2¼.

²Category D, 800-2¼; Category E, 900-3.

³Category D, 800-2¼.

POTSDAM, NY

POTSDAM MUNI/DAMON

FLD (PTD).....RNAV (GPS) Rwy 24

NA when local weather not available.

NAME ALTERNATE MINIMUMS

POUGHKEEPSIE, NY

HUDSON VALLEY
RGNL (POU).....**ILS or LOC Rwy 6¹²**
RNAV (GPS) Rwy 6³
RNAV (GPS) Rwy 24³
VOR-A³
VOR Rwy 24⁴

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category C, 800-2½; Category D, 1000-3.

³Category C, 800-2½; Category D, 1000-3.

⁴Category C, 800-2½; Category D, 1000-3.

ROCHESTER, NY

FREDERICK DOUGLASS/GREATER
ROCHESTER INTL (ROC).....**ILS or LOC Rwy 4¹**
ILS or LOC Rwy 22²
ILS or LOC Rwy 28³
RNAV (GPS) Rwy 4⁴
RNAV (GPS) Rwy 7⁴
RNAV (GPS) Rwy 10⁴
RNAV (GPS) Rwy 22⁴
RNAV (GPS) Rwy 25⁴
RNAV (GPS) Rwy 28⁴
VOR Rwy 4⁴

¹ILS, LOC, Category C, 1000-2½; Category D, 1000-3.

²LOC, Category C, 1000-2½; Category D, 1000-3.

³ILS, Categories A, B, 700-2; Category C, 1000-2½; Category D, 1000-3. LOC, Category C, 1000-2½; Category D, 1000-3.

⁴Category C, 1000-2½; Category D, 1000-3.

ROME, NY

GRIFFISS INTL (RME).....**ILS or LOC Rwy 33¹²³**
RNAV (GPS) Rwy 15³⁴
RNAV (GPS) Rwy 33⁴

¹NA when control tower closed.

²LOC, Category C, 900-2½; Category D, 1200-3.

³NA when local weather not available.

⁴Category C, 900-2½; Category D, 1200-3.

SARANAC LAKE, NY

ADIRONDACK
RGNL (SLK).....**ILS or LOC Rwy 23¹**
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 23³

NA when local weather not available.

¹LOC, Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1100-3.

²Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1100-3.

³Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.

NAME ALTERNATE MINIMUMS

SCHENECTADY, NY

SCHENECTADY
COUNTY (SCH).....**RNAV (GPS) Rwy 4**
NA when local weather not available.
Category C, 800-2½; Category D, 800-3.

SHIRLEY, NY

BROOKHAVEN (HWV).....**ILS or LOC Rwy 6**
RNAV (GPS)-A
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR Rwy 6

NA when local weather not available.

SKANEATELES, NY

SKANEATELES AÉRO
DROME (6B9).....**RNAV (GPS)-A**
RNAV (GPS)-B

NA when local weather not available.

Category C, 800-2½.

SOMERVILLE, NJ

SOMERSET (SMQ).....**RNAV (GPS) Rwy 12¹**
RNAV (GPS) Rwy 30²
VOR Rwy 8¹

NA when local weather not available.

¹Category B, 900-2.

²Categories A, B, 900-2.

SUSSEX, NJ

SUSSEX (FWN).....**RNAV (GPS) Rwy 3**
NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2½.

SYRACUSE, NY

SYRACUSE HANCOCK
INTL (SYR).....**ILS or LOC Rwy 10¹**
ILS or LOC Rwy 28¹
RNAV (GPS) Rwy 15²
RNAV (GPS) Rwy 33²
RNAV (GPS) Z Rwy 10²
RNAV (GPS) Z Rwy 28²
VOR Rwy 15²
TACAN Rwy 33²

NA when local weather not available.

¹LOC, Category D, 800-2½.

²Category D, 800-2½.

NAME ALTERNATE MINIMUMS

TETERBORO, NJ

TETERBORO (TEB).....ILS or LOC Rwy 19¹
ILS Z or LOC Z Rwy 6¹
RNAV (GPS) Rwy 24²³
RNAV (GPS) X Rwy 6³
RNAV (GPS) X Rwy 19⁴
RNAV (GPS) Y Rwy 6³
RNAV (GPS) Y Rwy 19⁵

¹LOC, Category C, 900-2½; Category D, 1100-3.

²NA when local weather not available.

³Category C, 900-2½; Category D, 1100-3.

⁴Categories A, B, 1000-2; Category C, 1000-3;

Category D, 1100-3.

⁵Categories A, B, C, D, 1100-4.

TRENTON, NJ

TRENTON
MERCER (TTN).....ILS or LOC Rwy 6¹
RNAV (GPS) Rwy 16²
RNAV (GPS) Rwy 34²
RNAV (GPS) Z Rwy 6²
RNAV (GPS) Z Rwy 24²³
VOR-A²³

¹LOC, Category D, 800-2½.

²Category D, 800-2½.

³NA when local weather not available.

WATERTOWN, NY

WATERTOWN
INTL (ART).....ILS or LOC Rwy 7¹³
RNAV (GPS) Rwy 7²³
RNAV (GPS) Rwy 10²
RNAV (GPS) Rwy 28²³
VOR Rwy 7³⁴

¹LOC, Category D, 800-2½.

²Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 800-2½.

WELLSVILLE, NY

WELLSVILLE MUNI/TARANTINE
FLD (ELZ).....RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

Category C, 800-2½; Category D, 1000-3.

WESTHAMPTON BEACH, NY

FRANCIS S
GABRESKI (FOK).....ILS or LOC Rwy 24¹²
RNAV (GPS) Rwy 6³
RNAV (GPS) Rwy 24³
TACAN Rwy 6³
TACAN Rwy 24³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2½.

³Category D, 800-2½.

NAME ALTERNATE MINIMUMS

WHITE PLAINS, NY

WESTCHESTER
COUNTY (HPN).....ILS or LOC Rwy 16¹²
ILS or LOC Rwy 34¹²
RNAV (GPS) Y Rwy 16³
RNAV (GPS) Y Rwy 34³

¹NA when control tower closed.

²LOC, Category D, 800-2½.

³Category D, 800-2½.

WILDWOOD, NJ

CAPE MAY
COUNTY (WWD).....RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 28
VOR-A

Category D, 1000-3.

WILLIAMSON/SODUS, NY

WILLIAMSON/SODUS
(SDC).....RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

MC GUIRE FLD, (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI),
NJ (Amdt 1, 18032 USAF) ELEV 141
RADAR (E) - 119.05 120.0 269.025 T

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	18 ¹	3.0°/51/950	ABCDE	322-¾	200	(200-¾)
	36	3.0°/46/950	ABCDE	429-1	300	(300-1)

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

WHEELER-SACK AAF (KGTB)
Fort Drum, NY RADAR-1 Amdt 1A RADAR-2 Amdt 1 15JUN23 (25163) (USA) ELEV 690
RADAR¹- 124.875 307.125 T

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
RADAR-1						
PAR ^{2 3}	3	3.0°/54/1038	ABCDE	885-½	200	(200-½)
	21	3.0°/58/1106	ABCDE	877-½	200	(200-½)
RADAR-2						
ASR	21 ⁴		ABCDE	1100-¾	423	(500-¾)
	3 ⁵		AB	1240-½	555	(600-½)
			C	1240-1⅙	555	(600-1⅙)
			D	1240-1¼	555	(600-1¼)
			E	1240-1½	555	(600-1½)
CIR ⁶	All Rwy		AB	1240-1	550	(600-1)
			C	1240-1½	550	(600-1½)
			D	1380-2¼	690	(700-2¼)
			E	1640-3	950	(1000-3)

¹Opr 1500-0400Z++ Mon-Thu 1500-2000Z++ Fri exc federal hol.
²When ALS inop, increase CAT ABCDE vis to ¾ mile.
³VGSI and PAR glide path not coincident.
⁴When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.
⁵When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1⅙ miles, CAT D vis to 1¼ miles, CAT E vis to 2 miles.
⁶Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and Rwy 15-33. Circling NA for CAT B, C, and D to Rwy 8.

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

19283

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

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

19283

24361

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 ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ATLANTIC CITY, NJ ATLANTIC CITY INTL (ACY)	HS 1	Rwy 13-31 at Twy A and Rwy 04-22 at Twy B.
BUFFALO, NY BUFFALO NIAGARA INTL (BUF)	HS 1	Maintain vigilance Twy D & Twy A waiver for ATC crossings.
CALDWELL, NJ ESSEX COUNTY (CDW)	HS 1	Twy N and Twy P close proximity to Rwy 28.
FARMINGDALE, NY REPUBLIC (FRG)	HS 1 HS 2	Be alert to the int of Twy A at Rwy 01/19. Short distance from ramp to Rwy 19 on Twy G4. Rwy incursion risk.
NEWARK, NJ NEWARK LIBERTY INTL (EWR)	HS 1 HS 2	EB Taxig Z, ZA and Rwy 22R/04L, NB Taxig P, WB onto Z hold line Rwy 04L/22R. Southbound t/c Twy Z5 and Twy Z6, and Rwy 11-29 and Twy Z.
NEW YORK, NY JOHN F KENNEDY INTL (JFK)	HS 1	Maintain vigilance Twy K and Twy J complex int close proximity to Rwy 04L and Rwy 31L.
LA GUARDIA (LGA)	HS 1 HS 2	Int of rws and Twy G, Twy P, Twy R, Twy S. Exiting Rwy 04 at Twy Q.
LONG ISLAND MAC ARTHUR (ISP)	HS 1	Maint vigilance at Int. of Rwy 24 and 33L, pilots often depart Rwy 33L instead of 24.
NEW YORK STEWART INTL (SWF)	HS 1 HS 2	Twy A and Twy C. Twy M and Rwy 09-27.
NIAGARA FALLS, NY NIAGARA FALLS INTL (IAG)	HS 1 HS 2	Rwy 28R, Rwy 24 and Twy D4. Rwy 24, Twy D and Rwy 28R.
POUGHKEEPSIE, NY HUDSON VALLEY RGNL (POU)	HS 1 HS 2	Hold line further back on Twy A. ATC non-vis area btw Twy A6 and Rwy 06. Twy A5 and Rwy 06-24.
SYRACUSE, NY SYRACUSE HANCOCK INTL (SYR)	HS 1	Rwy 28 and Rwy 33 int.
TETERBORO, NJ TETERBORO (TEB)	HS 1 HS 2	Twy L at int of Rwy 06-24. Twy G at int of Rwy 06-24.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

24361

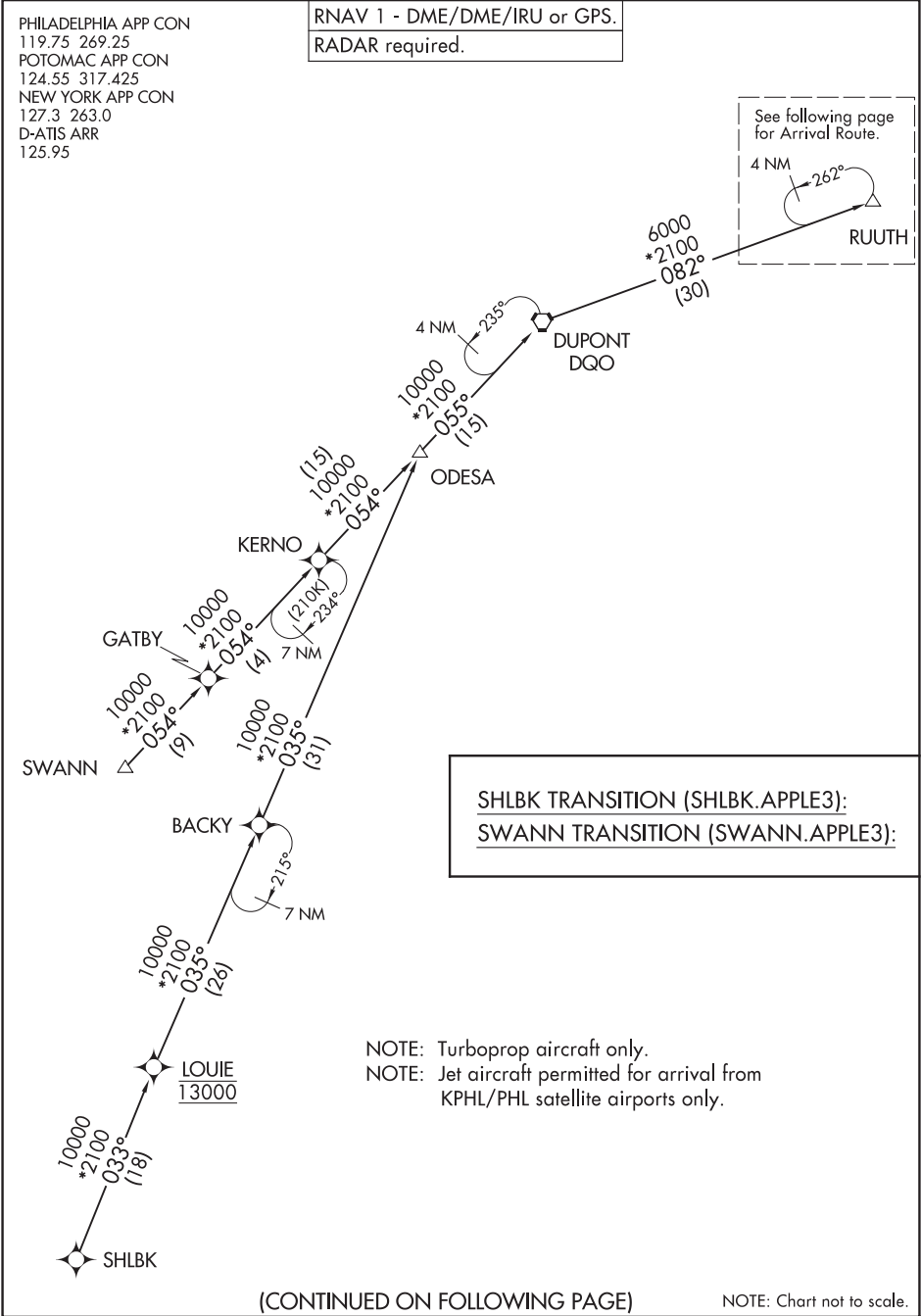
25107

HOT SPOTS		
(CONTINUED)		
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TRENTON, NJ TRENTON MERCER (TTN)	HS 1	Rwy incursion risk. After landing, pilots sometimes turn onto the intersecting Rwy without approval. Twy D and Twy F, converging Twys with Rwys.
WHITE PLAINS, NY WESTCHESTER COUNTY (HPN)	HS 1	Intersection of Rwy 11-29 and Twy A. Runway incursion risk.
	HS 2	Runway Intersection and Twy H turnoff. Runway incursion risk.
	HS 3	Twy L turns when crossing Rwy 11-29. Runway incursion risk.
	HS 4	Rwy incursion risk. Twy F at Rwy 11-29 intersection. High volume crossing point.
WRIGHTSTOWN, NJ MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (WRI)	HS 1	Aircraft southbound on Twy H may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use. Rwy 36 Apch Zone is prior to Rwy 36 Hold Short line.
	HS 2	Aircraft southwest bound on Twy G may be required to hold short of Rwy 36 Apch Zone when Rwy 36 or Rwy 18 in use.
*See appropriate Chart Supplement HOT SPOT table for additional information.		

25107

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



(RUUTH.APPLE3) 24025

AL-289 (FAA)

LAGUARDIA (LGA)

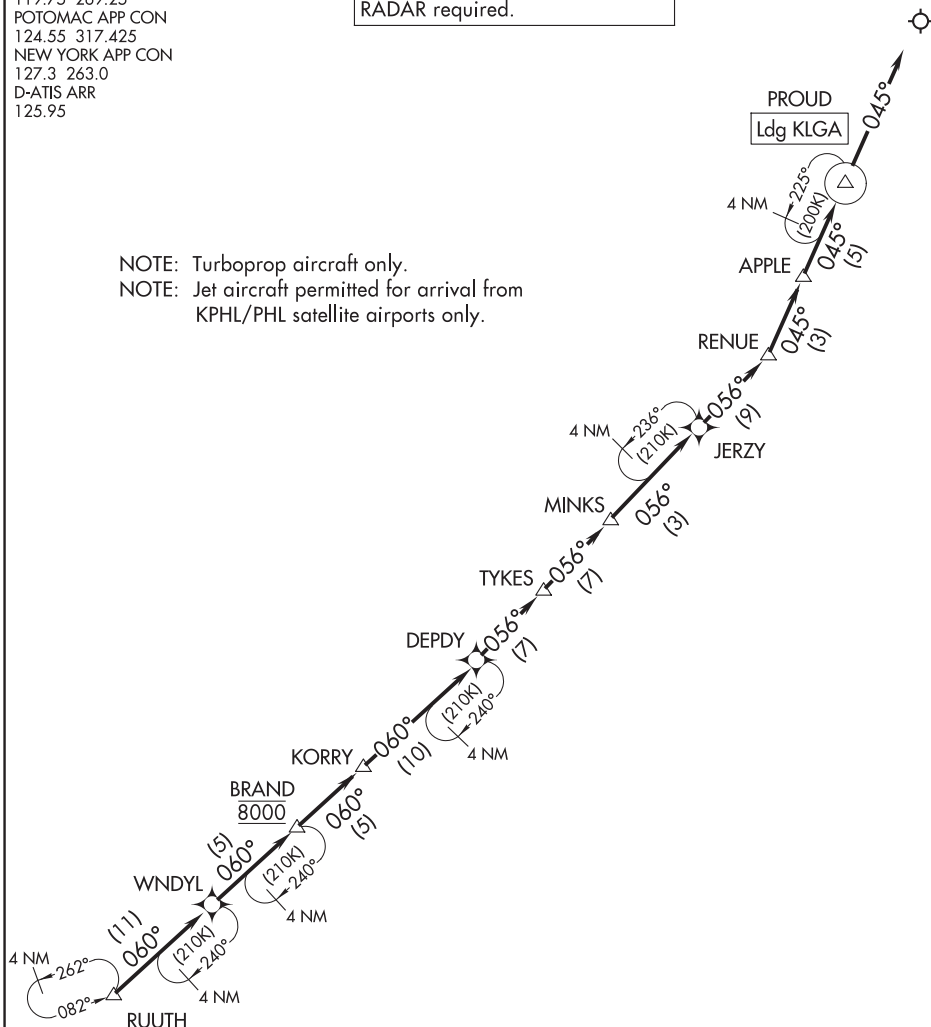
APPLE THREE ARRIVAL (RNAV) Arrival Routes

NEW YORK, NEW YORK

PHILADELPHIA APP CON
119.75 269.25
POTOMAC APP CON
124.55 317.425
NEW YORK APP CON
127.3 263.0
D-ATIS ARR
125.95

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

NOTE: Turboprop aircraft only.
NOTE: Jet aircraft permitted for arrival from
KPHL/PHL satellite airports only.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

APPLE THREE ARRIVAL (RNAV) Arrival Routes

(RUUTH.APPLE3) 25JAN24

NEW YORK, NEW YORK

LAGUARDIA (LGA)

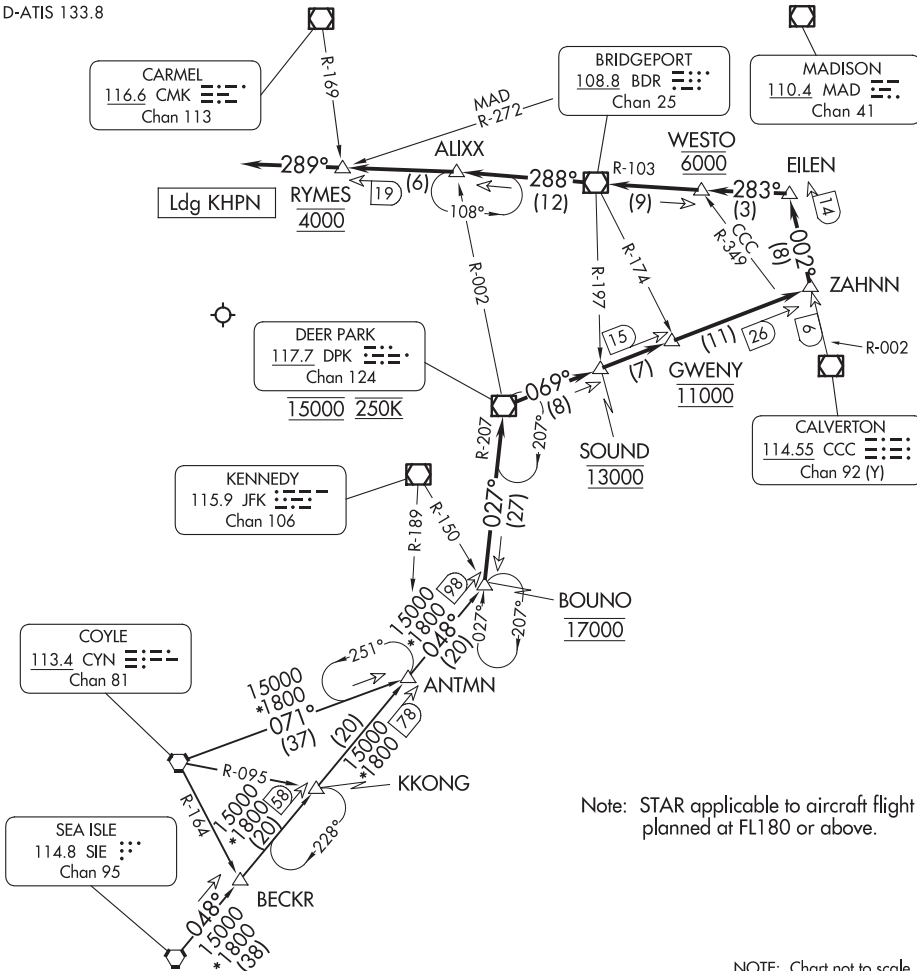
(BOUNO.BOUNO5) 23334
BOUNO FIVE ARRIVAL

AL-651 (FAA)

WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK

NEW YORK APP CON
124.075 133.1 343.75
D-ATIS 133.8

RADAR required.



ARRIVAL ROUTE DESCRIPTION

NOTE: Chart not to scale.

COYLE TRANSITION (CYN.BOUNO5): From over CYN VORTAC on CYN R-071 to ANTMMN, 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.

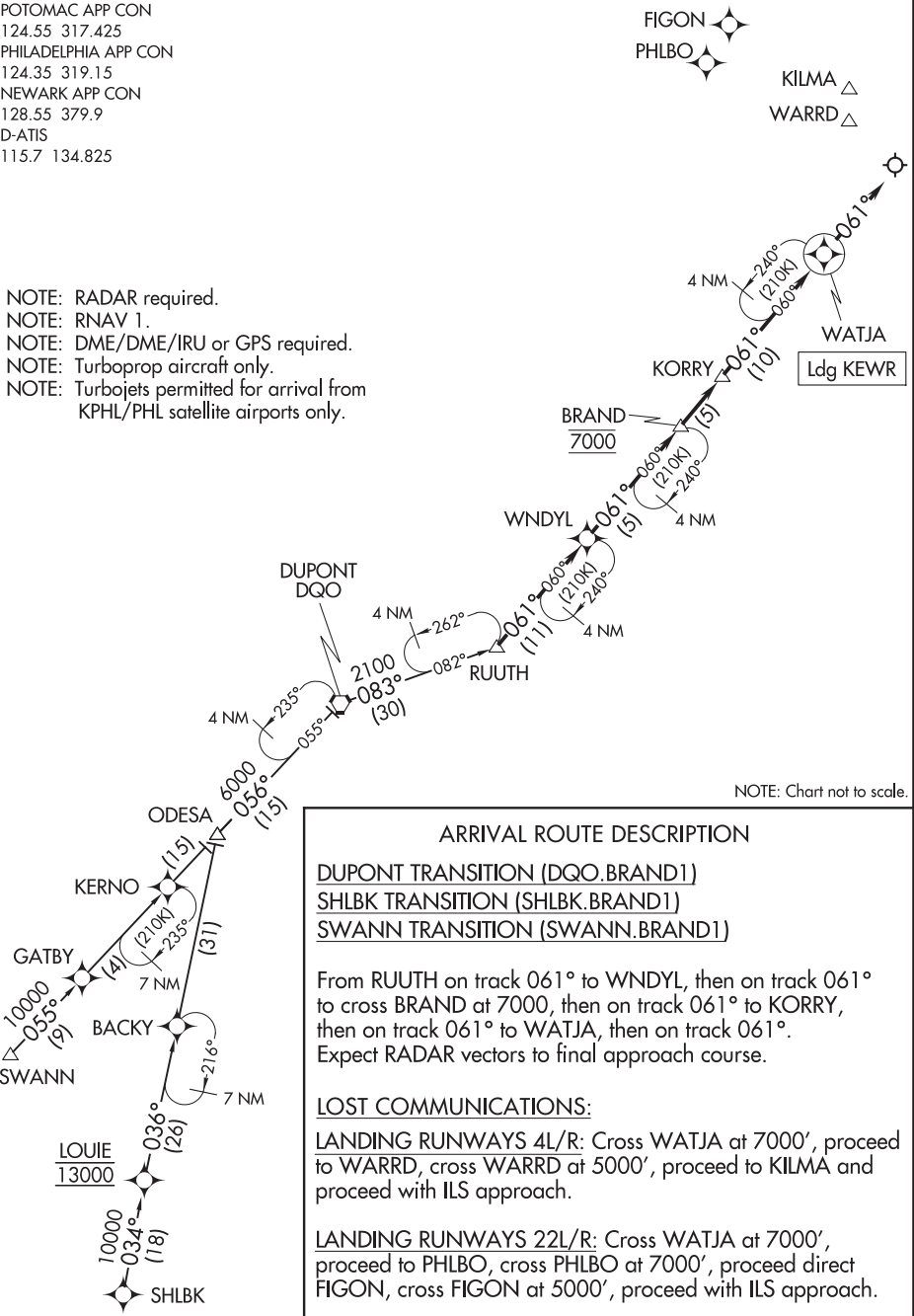
BOUNO FIVE ARRIVAL
(BOUNO.BOUNO5) 30NOV23

WHITE PLAINS, NEW YORK
WESTCHESTER COUNTY (HPN)

BRAND ONE ARRIVAL (RNAV)

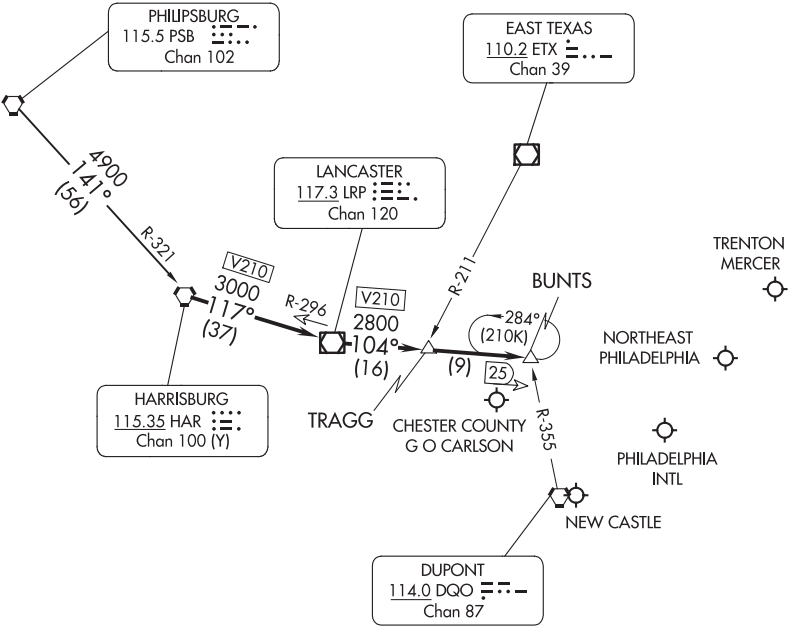
POTOMAC APP CON
124.55 317.425
PHILADELPHIA APP CON
124.35 319.15
NEWARK APP CON
128.55 379.9
D-ATIS
115.7 134.825

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



BRAND ONE ARRIVAL (RNAV)

PHILADELPHIA APP CON
128.4 272.575
ILG ATIS 123.95
PHL ARR D-ATIS 133.4
PNE ATIS 121.15
TTN ATIS 126.775



NOTE: Expect to cross BUNTS at 8000.
NOTE: This STAR is for aircraft capable of 250K or greater.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

PHILIPSBURG TRANSITION (PSB.BUNTS3):

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.

(SIE.CAMRN5) 25163

CAMRN FIVE ARRIVAL

Z6
AL-610 (FAA)

JOHN F KENNEDY INTL (JFK)
NEW YORK, NEW YORK

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

RADAR required.

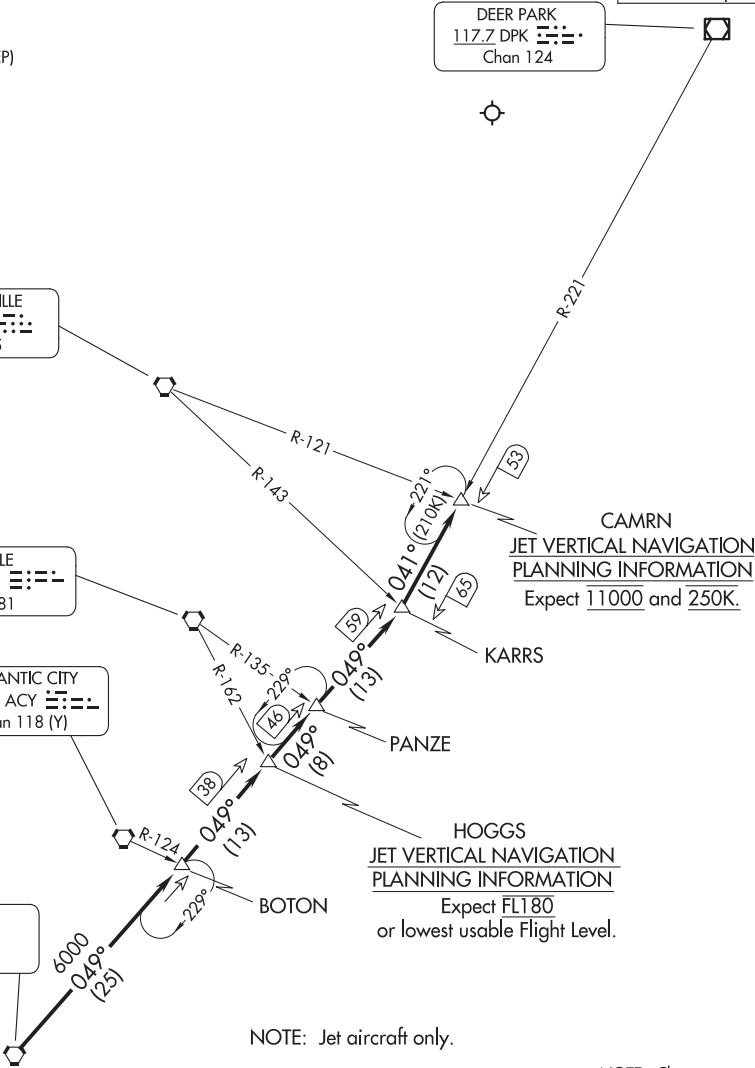
DEER PARK
117.7 DPK
Chan 124

ROBBINSVILLE
113.8 RBV
Chan 85

COYLE
113.4 CYN
Chan 81

ATLANTIC CITY
117.15 ACY
Chan 118 (Y)

SEA ISLE
114.8 SIE
Chan 95

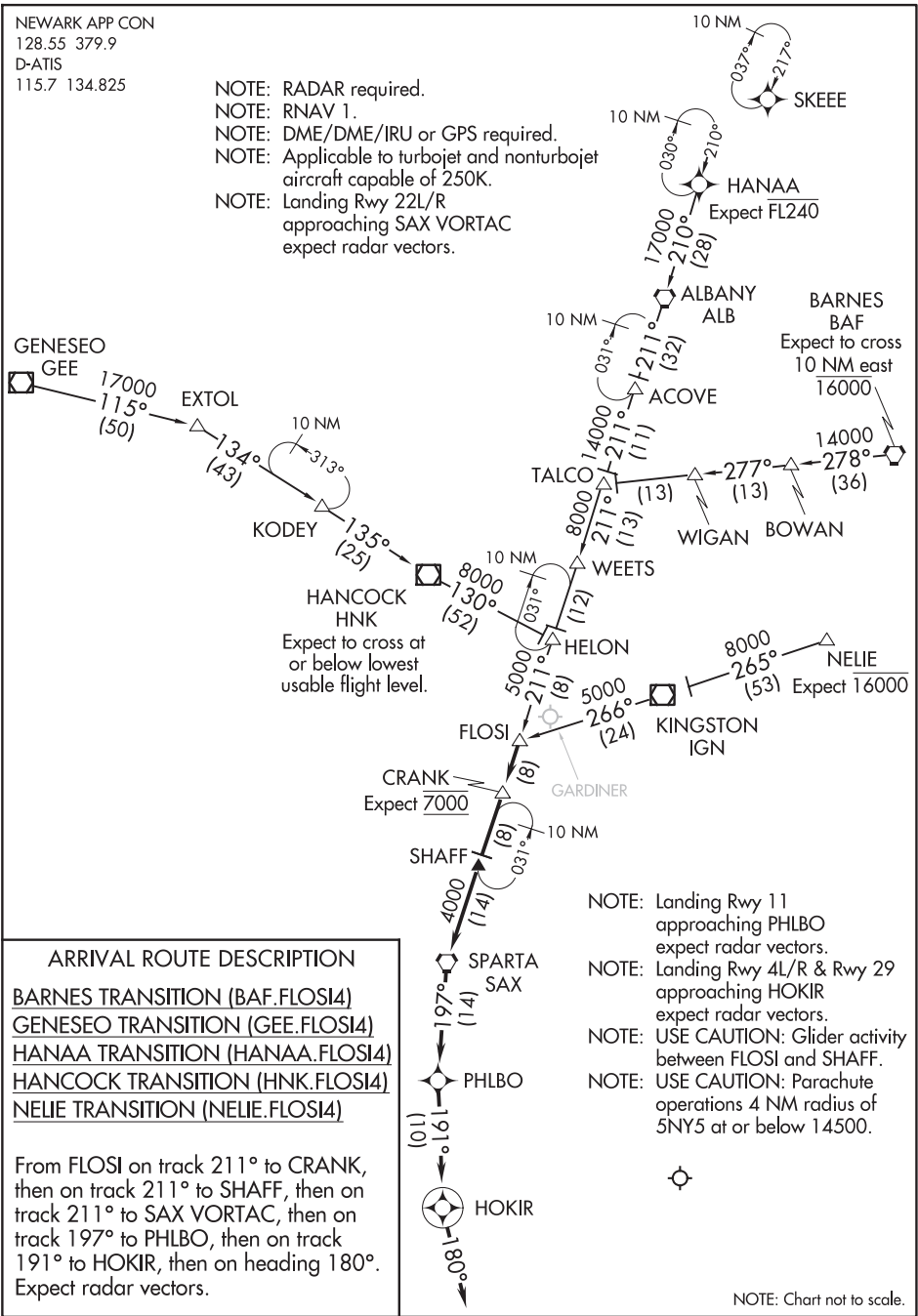


NOTE: Jet aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over SIE VORTAC on SIE R-049 and DPK R-221 to CAMRN. Expect radar vectors to final approach course.



(VALRE.HAARP4) 23334

HAARP FOUR ARRIVAL

AL-289 (FAA)

LAGUARDIA (LGA)
NEW YORK, NEW YORK

NEW YORK APP CON
120.8 263.0
BOSTON CENTER
128.1 351.7
D-ATIS
125.95

ALBANY
115.3 ALB :---:
Chan 100

RADAR required.
DME required.

ROCKDALE
112.6 RKA :---:
Chan 73

CYPER
Jet aircraft:
Expect to cross at lowest
useable flight level.

HUGUENOT
116.1 HUO :---:
Chan 108

VALRE

BASYE
Jet aircraft:
Expect 8000

NOTE: STAR applicable to jet
and non-jet aircraft
capable of operating at
250K or greater.

LA GUARDIA
113.1 LGA :---:
Chan 78

NOTE: Chart not to scale.

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....

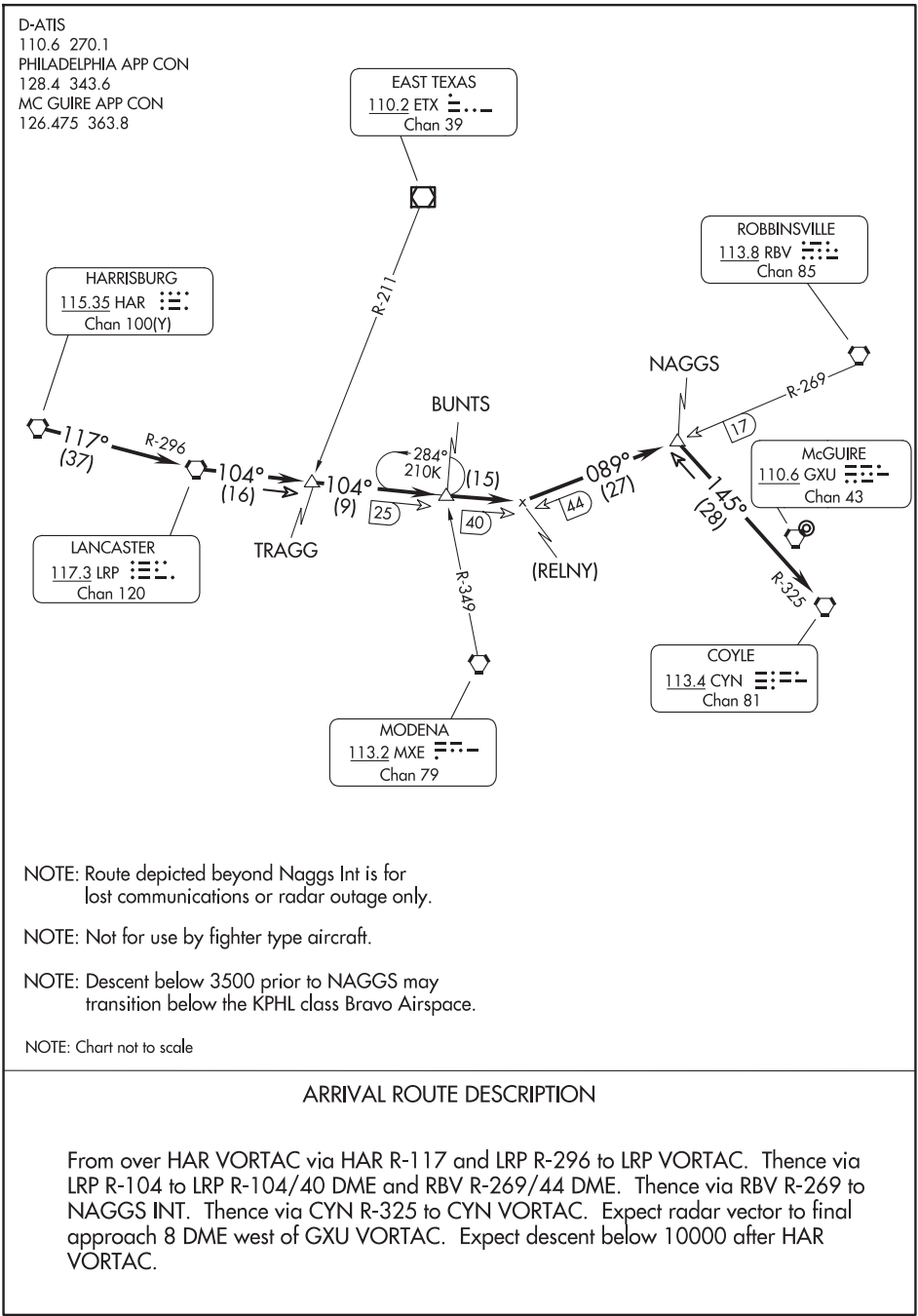
ROCKDALE TRANSITION (RKA.HAARP4): From over RKA VOR/DME on RKA R-127 to CYPER, then on PWL R-316 to TRESA, then on IGN R-013 to IGN VOR/DME, then on IGN R-203 to VALRE, thence....

....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.

HAARP FOUR ARRIVAL

(VALRE.HAARP4) 30NOV23

NEW YORK, NEW YORK
LAGUARDIA (LGA)



(DPK.HUD4) 23334

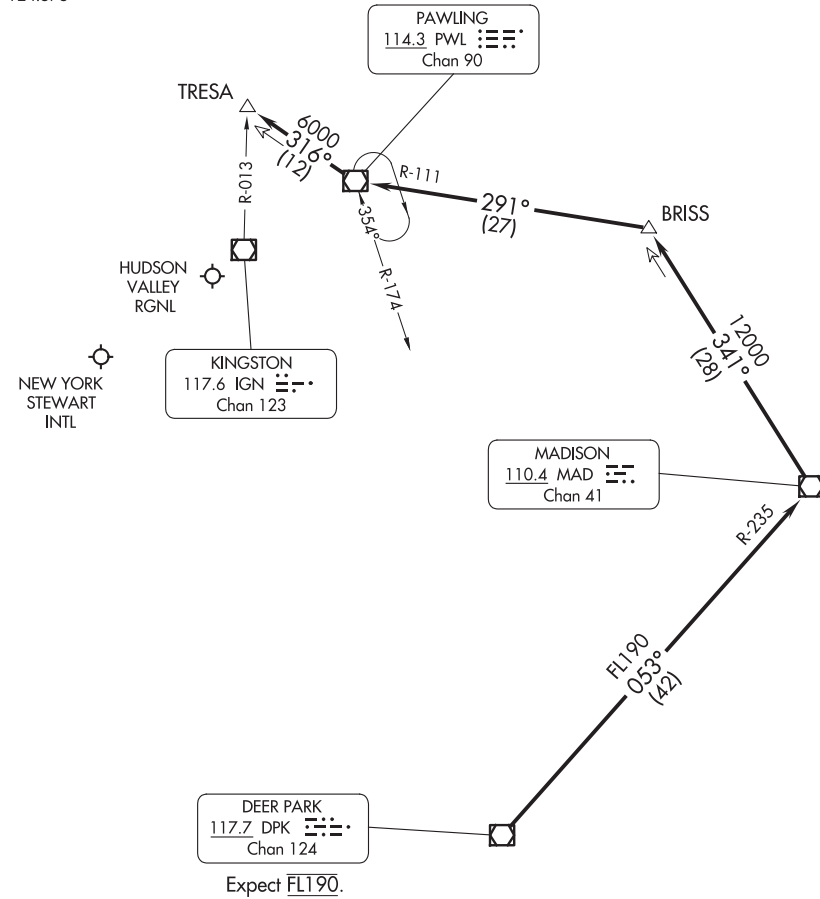
HUDSON FOUR ARRIVAL

Z10

AL-450 (FAA)

NEW YORK, NEW YORK

NEW YORK APP CON
132.75 363.1
POU ATIS
126.75
SWF ATIS
124.575



NOTE: RADAR required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

HUDSON FOUR ARRIVAL

(DPK.HUD4) 20JUN19

NEW YORK, NEW YORK

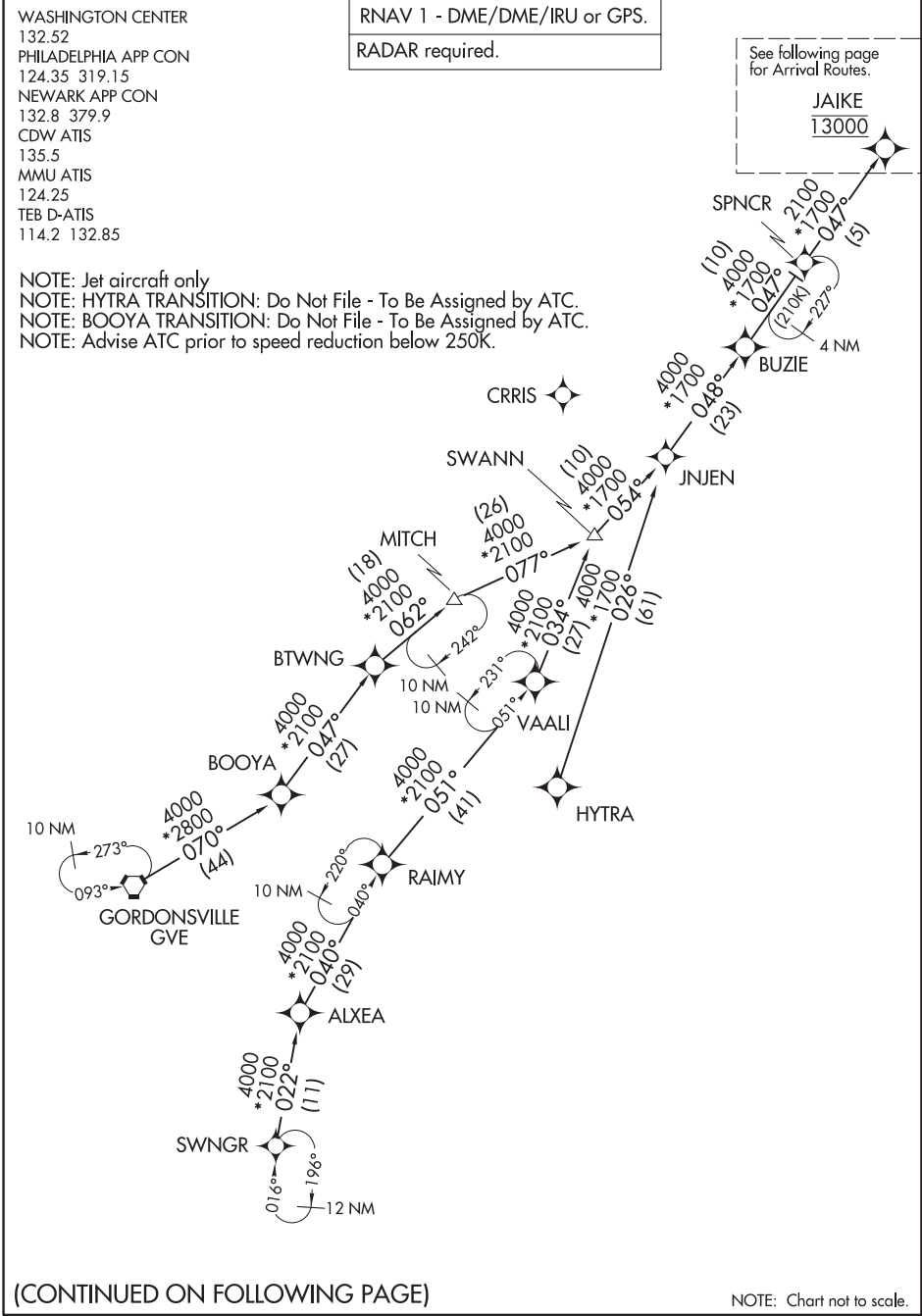
NE-2, 07 AUG 2025 to 02 OCT 2025

(JAIKE.JAIKE4) 24277

AL-890 (FAA)

JAIKE FOUR ARRIVAL (RNAV) Transition Routes

TETERBORO, NEW JERSEY



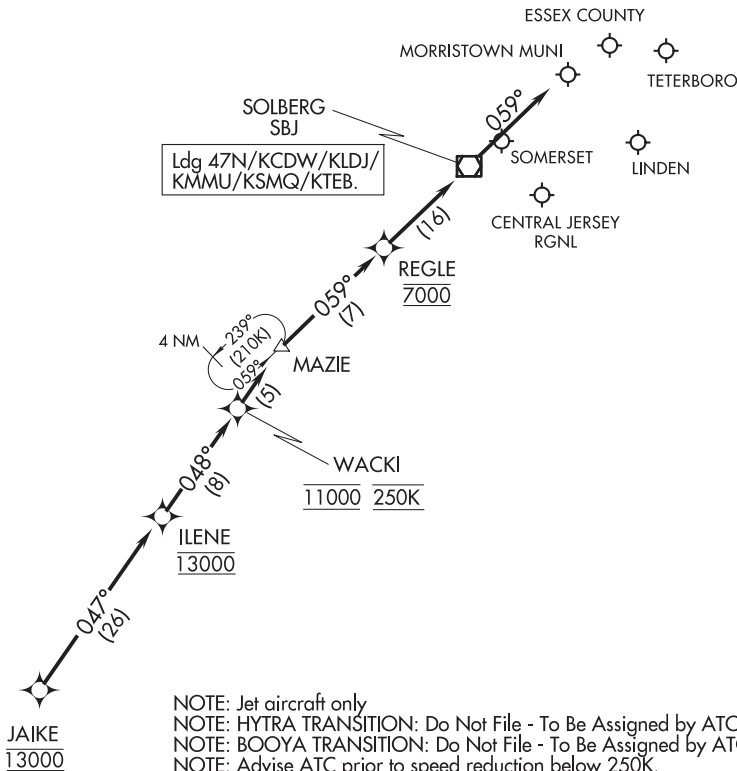
JAIKE FOUR ARRIVAL (RNAV) Transition Routes

TETERBORO, NEW JERSEY

(JAIKE.JAIKE4) 20APR23

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

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



NOTE: Chart not to scale.

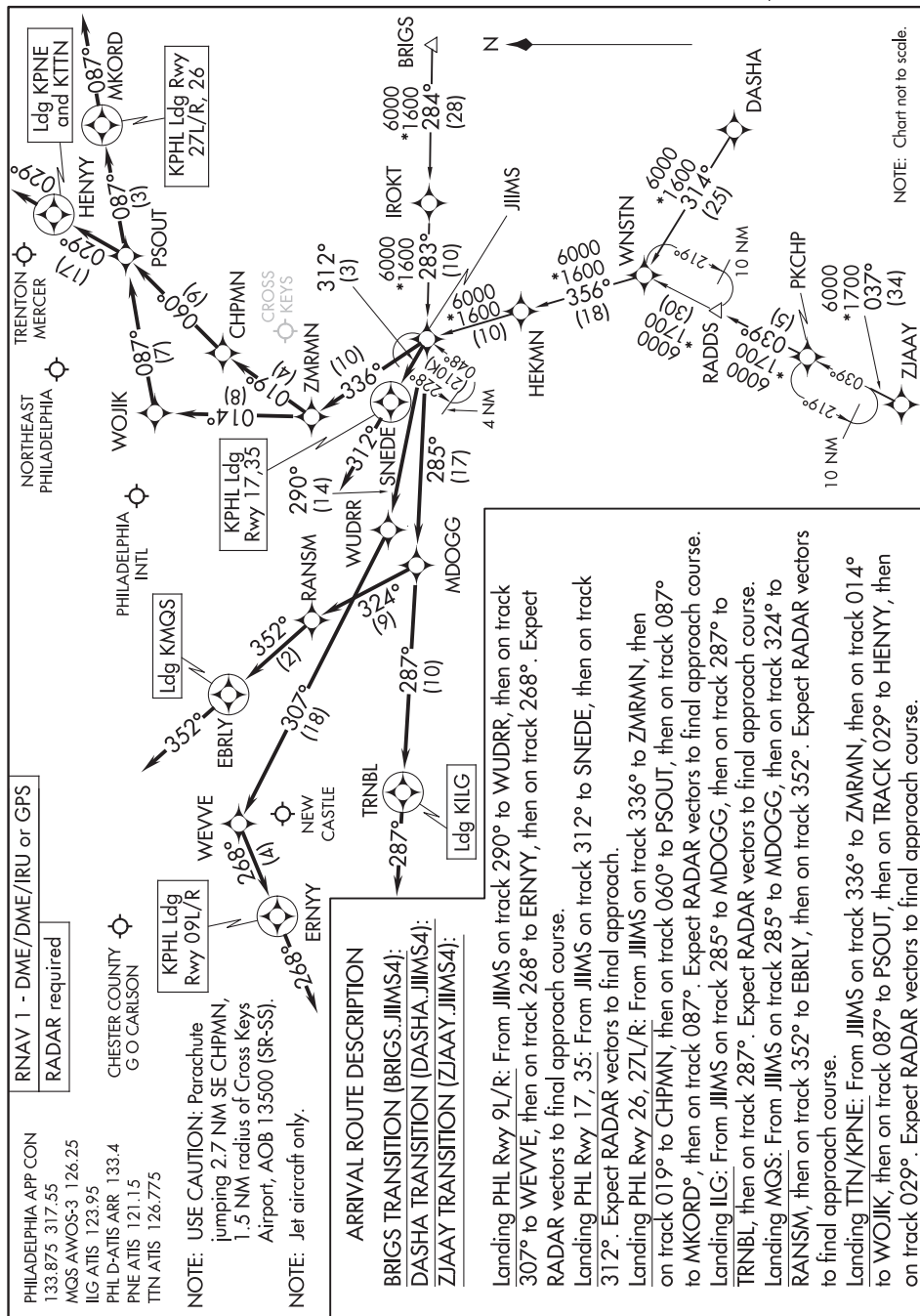
ARRIVAL ROUTE DESCRIPTION

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

LANDING 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.

JIMS FOUR ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA



NOTE: Chart not to scale.

NE-2, 07 AUG 2025 to 02 OCT 2025

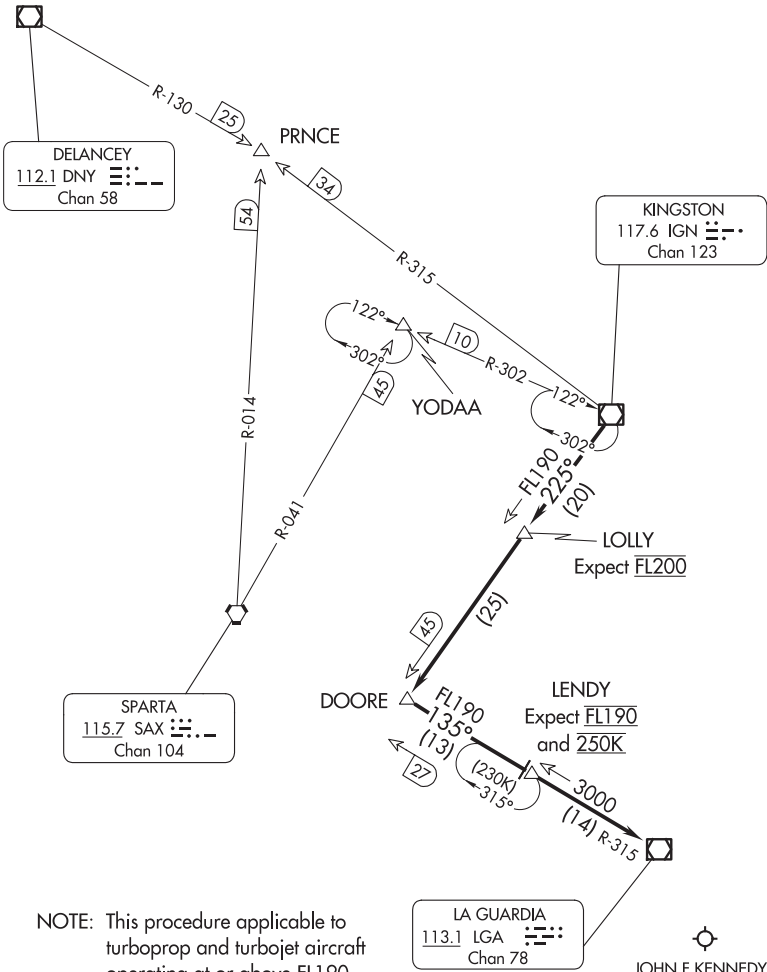
JIMS FOUR ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA

KINGSTON ONE ARRIVAL

NEW YORK, NEW YORK

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



ARRIVAL ROUTE DESCRIPTION

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

KINGSTON ONE ARRIVAL

(IGN.IGN1) 17OCT13

NEW YORK, NEW YORK

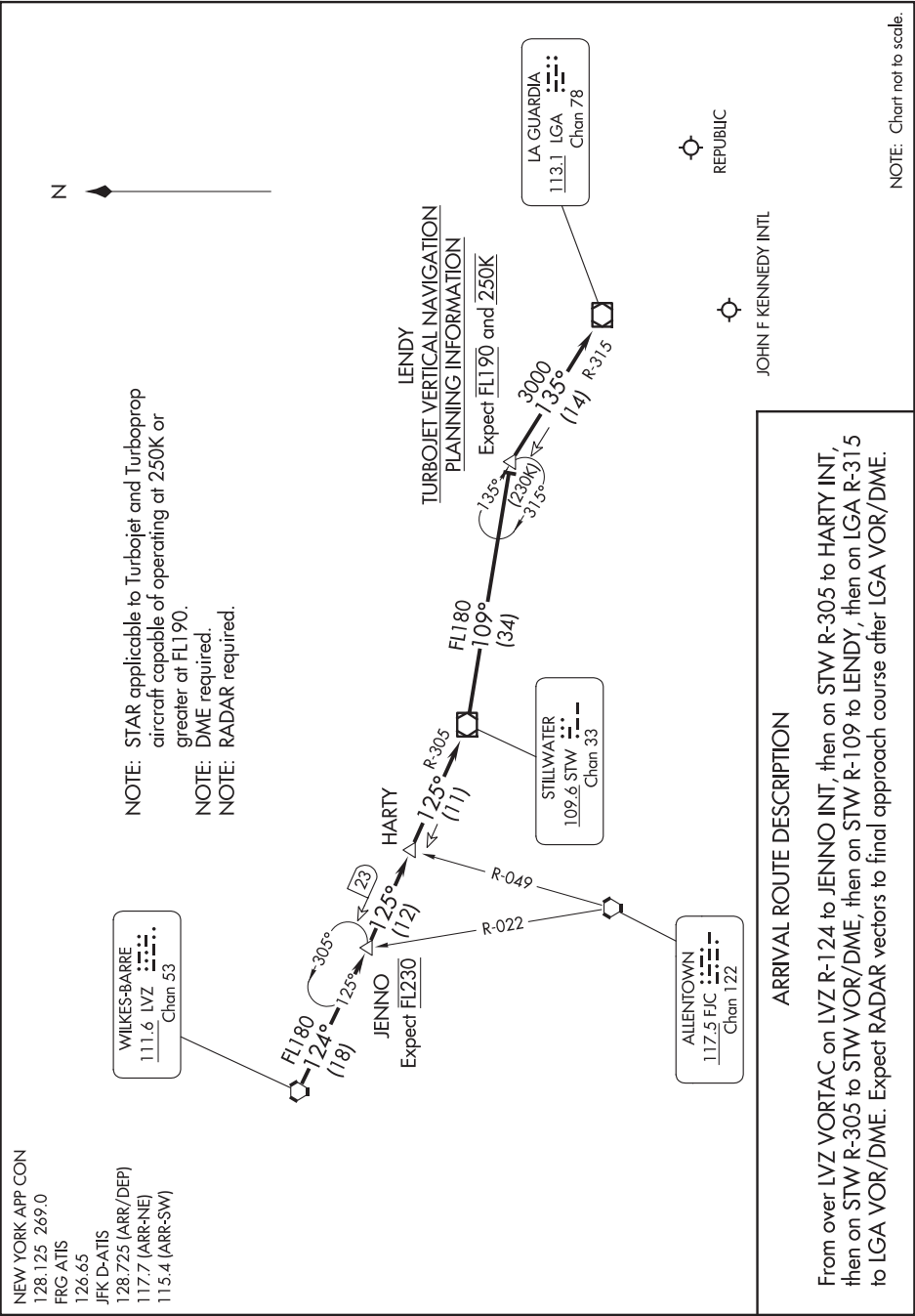
NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LENDY EIGHT ARRIVAL

NEW YORK, NEW YORK

NE-2, 07 AUG 2025 to 02 OCT 2025

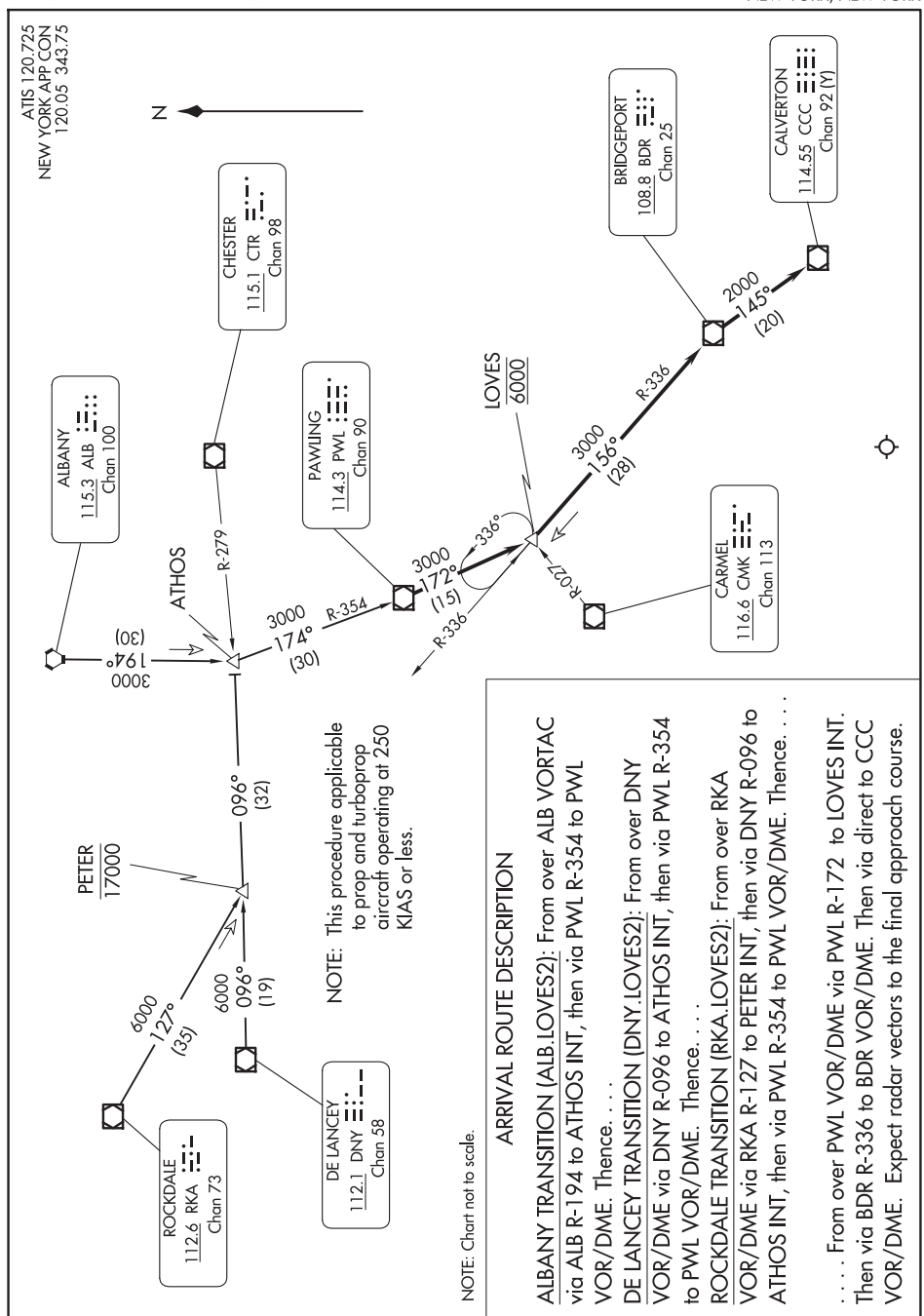


LENDY EIGHT ARRIVAL

NEW YORK, NEW YORK

NE-2, 07 AUG 2025 to 02 OCT 2025

LOVES TWO ARRIVAL



LOVES TWO ARRIVAL
(LOVES.LOVES2) 11SEP97

NEW YORK, NEW YORK
LONG ISLAND MAC ARTHUR (ISP)

NE-2, 07 AUG 2025 to 02 OCT 2025

MAZIE THREE ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

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

Ldg TEB, 47N, LDJ, CDW,
MMU, N07, SMQ

LINCOLN PARK
ESSEX COUNTY
MORRISTOWN MUNI
SOMERSET
LINDEN
CENTRAL JERSEY RGNL
SOLBERG SBJ

GNNZO

REGLE

7000

MAZIE

WACKI

11000

ILENE

12000

JAIKE

12000

BUZIE

RAZER

GATBY

BACKY

LOUIE

13000

SHLBK

HUNNR

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

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

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

MAZIE THREE ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

(MAZIE.MAZIE3) 05NOV20

NE-2, 07 AUG 2025 to 02 OCT 2025

NEW YORK, NEW YORK
LAGUARDIA (LGA)

(MIP.MIP4) 20OCT11

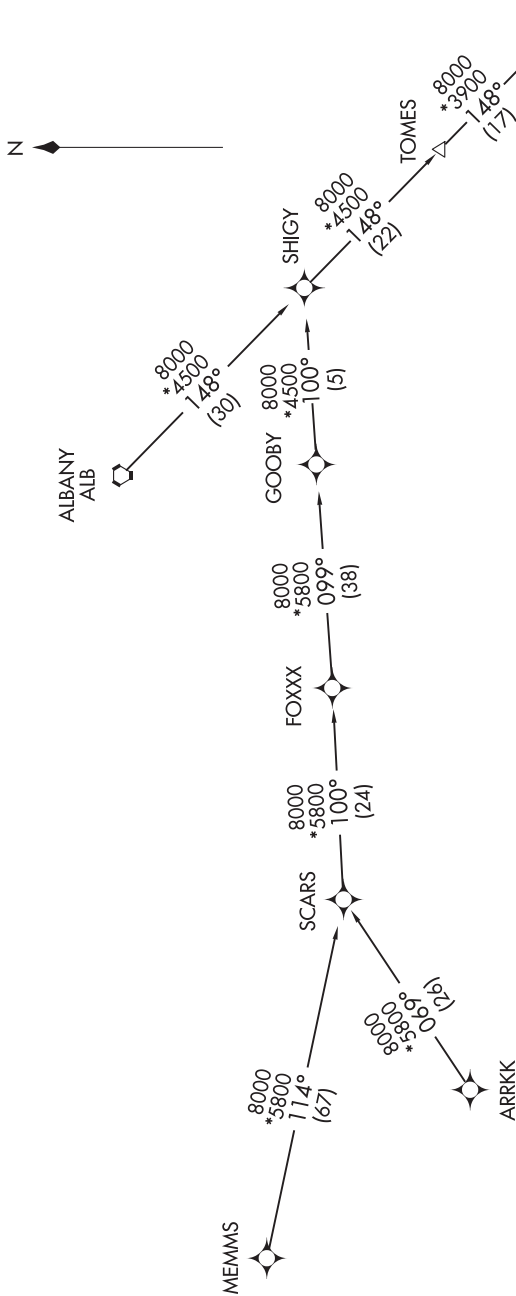
NELIE FOUR ARRIVAL (RNAV) Transition Routes

NEW YORK, NEW YORK

NE-2, 07 AUG 2025 to 02 OCT 2025

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

NEW YORK APP CON
120.05 343.75
ISP ATIS
120.725



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

ALBANY TRANSITION (ALB.NELIE4):
ARRKK TRANSITION (ARRKK.NELIE4):
MEMMS TRANSITION (MEMMS.NELIE4):

NELIE FOUR ARRIVAL (RNAV) Transition Routes

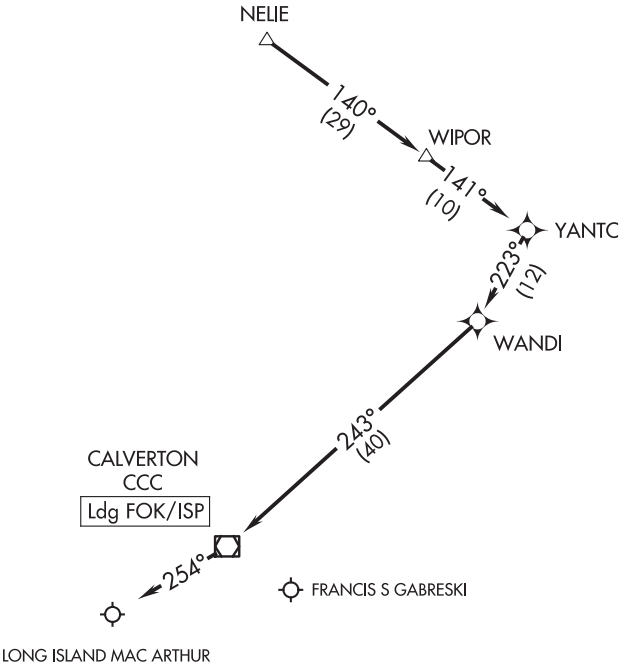
NEW YORK, NEW YORK

NELIE FOUR ARRIVAL (RNAV) Arrival Routes

NEW YORK, NEW YORK

NEW YORK APP CON
120.05 343.75
ISP ATIS
120.725

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



NE-2, 07 AUG 2025 to 02 OCT 2025

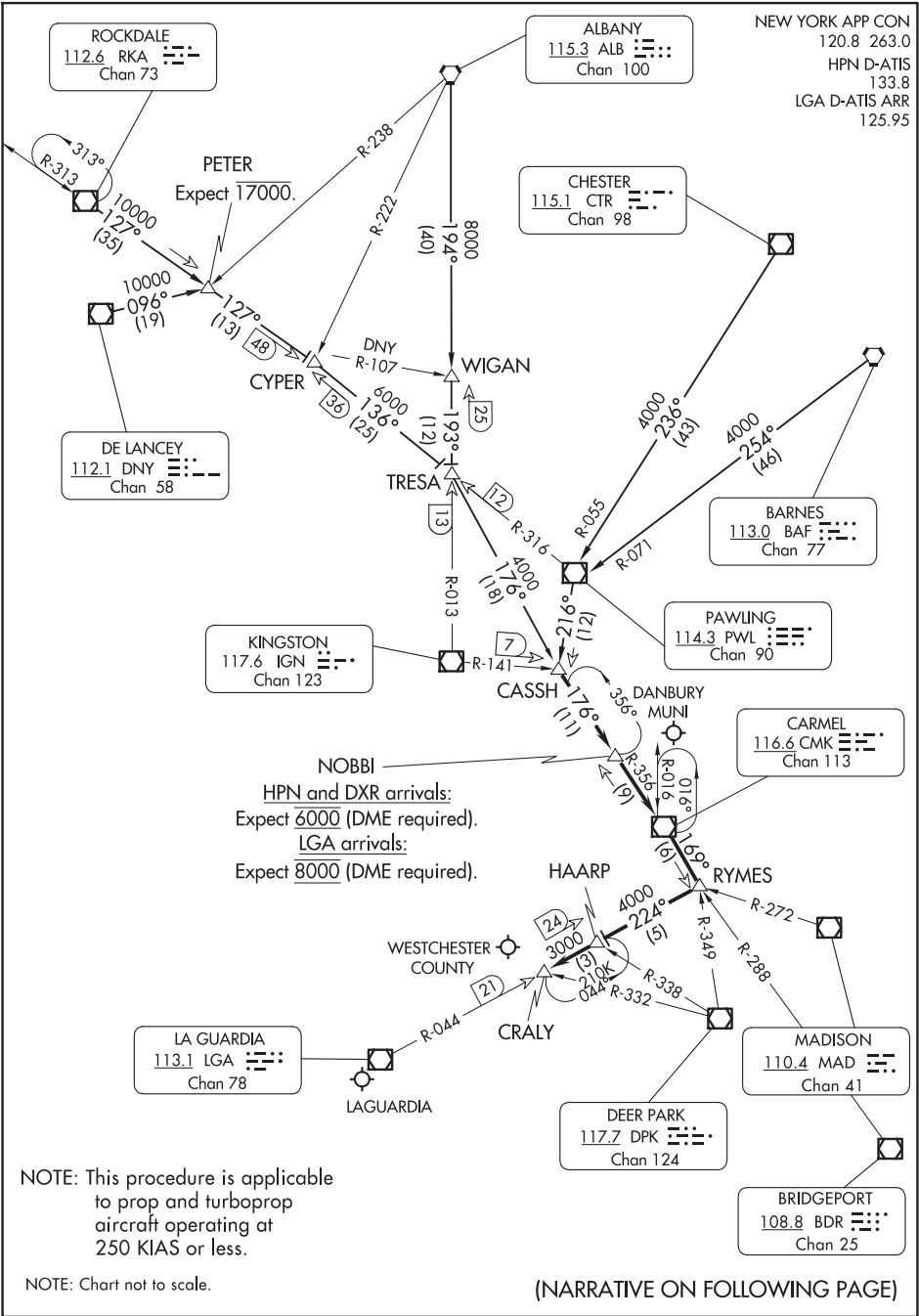
NE-2, 07 AUG 2025 to 02 OCT 2025

NOTE: USE CAUTION: Parachute jump activity southeast of CCC VOR/DME AOB 14500 (SR-SS).

Note: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING ALL AIRPORTS: From NELIE on track 140° to WIPOR, then on track 141° to YANTC, then on track 223° to WANDI, then on track 243° to CCC VOR/DME, then on heading 254°. Expect RADAR vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

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

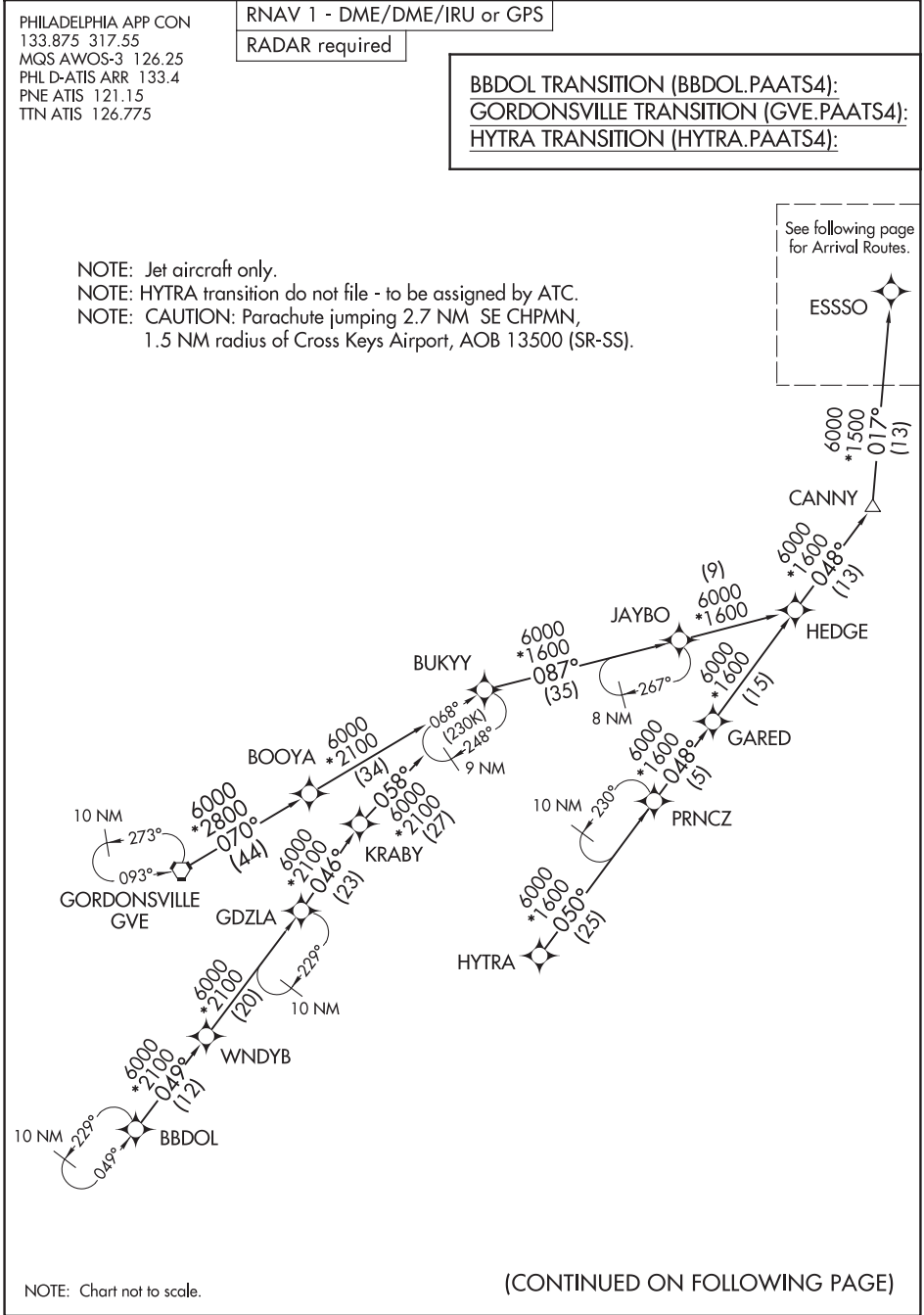
BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

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

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

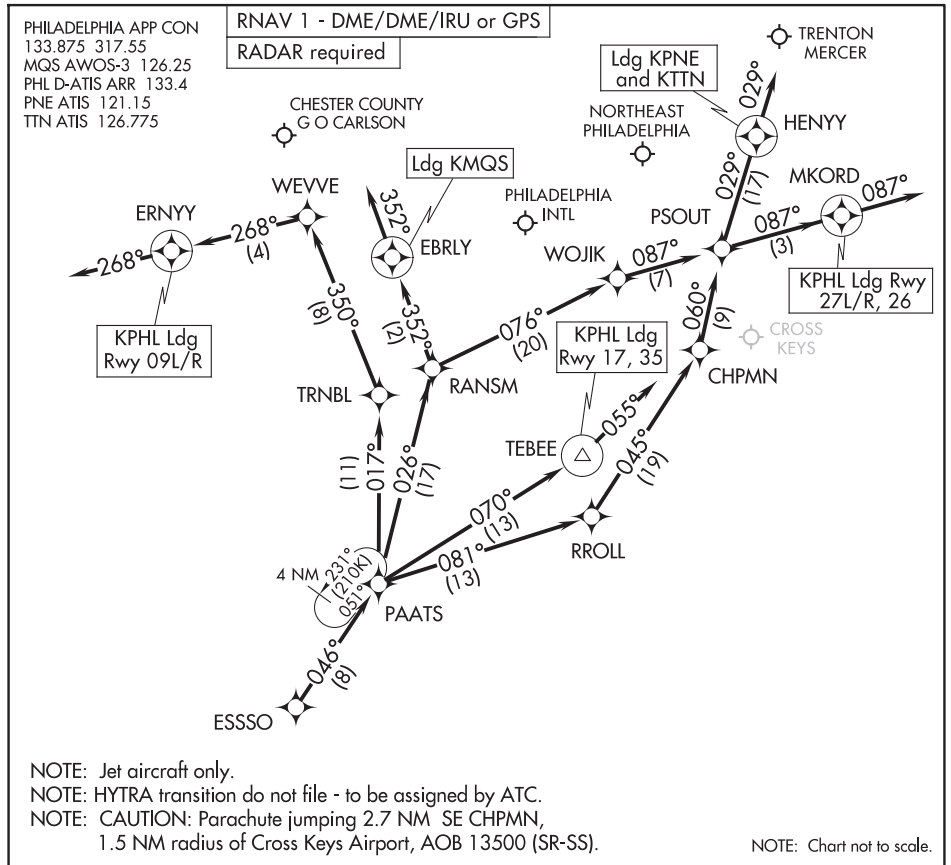
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

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



PAATS FOUR ARRIVAL (RNAV) Arrival Routes

PHILADELPHIA, PENNSYLVANIA



ARRIVAL ROUTE DESCRIPTION

KPHL: From ESSSO on track 046° to PAATS.

Landing PHL Rwy 9L/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 RANSM, 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 RANSM, 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.

PARCH FOUR ARRIVAL (RNAV)

NEW YORK, NEW YORK

NE-2, 07 AUG 2025 to 02 OCT 2025

NEW YORK APP CON	RNAV 1 - DME/DME/IRU or GPS.
125.7 269.0	RADAR required.
IFK D-ATIS	

ARRIVAL ROUTE DESCRIPTION

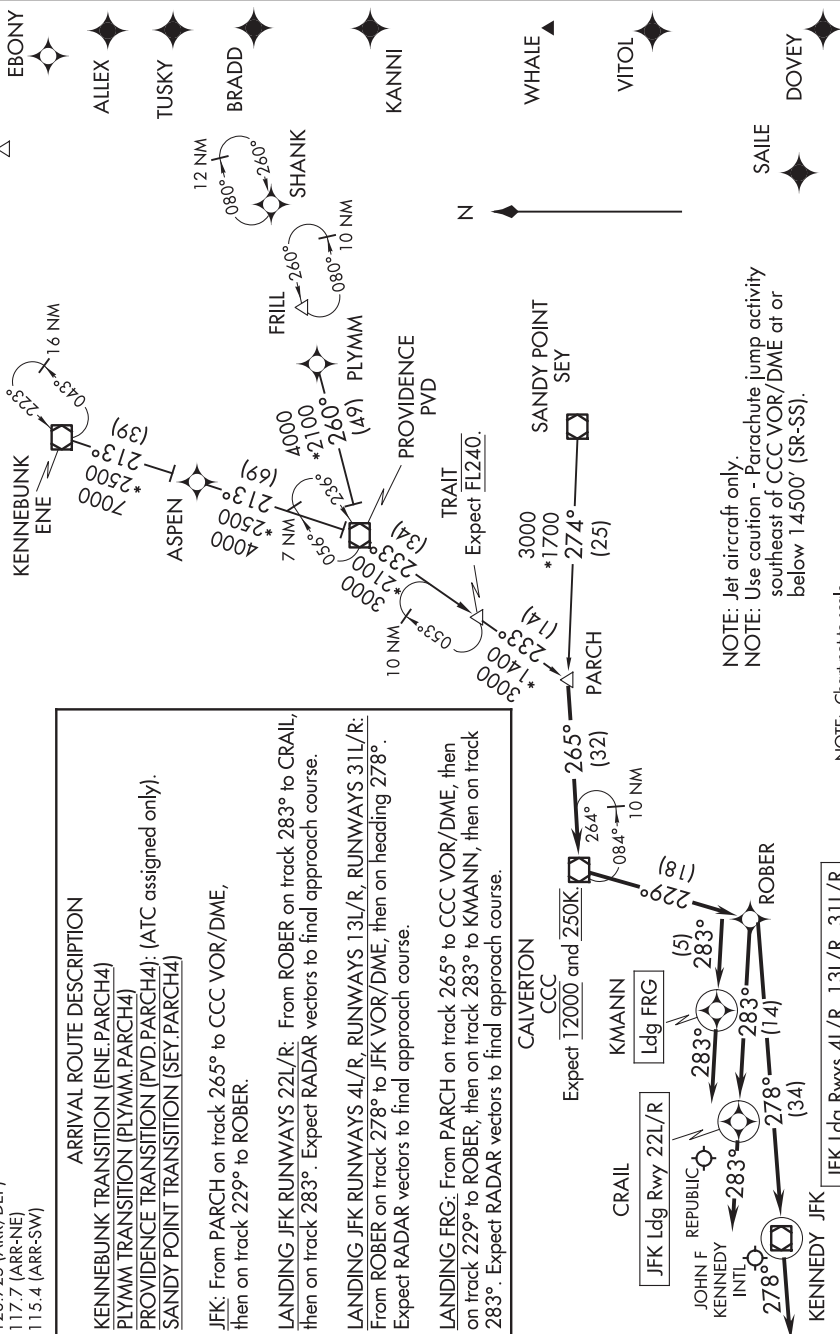
KENNEBUNK TRANSITION (ENE.PARCH4)
PLYMM TRANSITION (PLYMM.PARCH4)
PROVIDENCE TRANSITION (PVD.PARCH4): (ATC assigned only).

JFK: From PARCH on track 265° to CCC VOR/DME,
then on track 229° to ROBER.

LANDING JFK RUNWAYS 22L/R: From ROBER on track 283° to CRAIL, then on track 283°. Expect RADAR vectors to final approach course.

LANDING JFK RUNWAYS 4L/R, RUNWAYS 13L/R, RUNWAYS 31L/R:
From ROBER on track 278° to JFK VOR/DME, then on heading 278°.
Expect RADAR vectors to final approach course.

LANDING FRG: From PARCH on track 265° to CCC VOR/DME, then on track 229° to ROBER, then on track 283° to KMANIN, then on track 283°. Expect RADAR vectors to final approach course.



NOTE: Jet aircraft only.
NOTE: Use caution - Parachute jump activity southeast of CCC VOR/DME at or below 14500' (SR-SS).

NOTE: Chart not to scale.

NE-2, 07 AUG 2025 to 02 OCT 2025

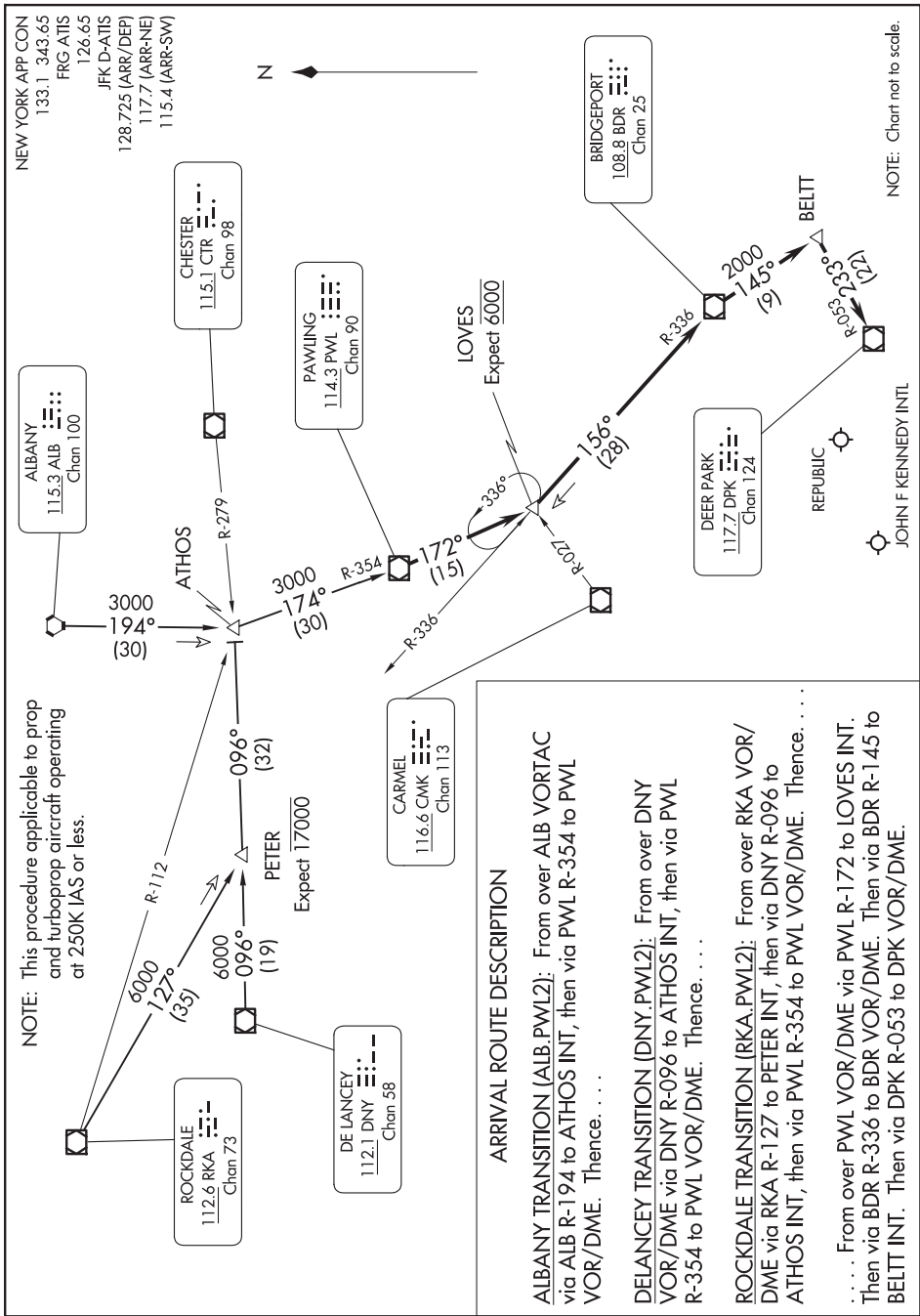
PARCH FOUR ARRIVAL (RNAV)

NEW YORK, NEW YORK

PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

NE-2, 07 AUG 2025 to 02 OCT 2025



NE-2, 07 AUG 2025 to 02 OCT 2025

PAWLING TWO ARRIVAL

NEW YORK, NEW YORK

PHLBO FOUR ARRIVAL (RNAV) Transition Routes

WASHINGTON CENTER

132.52 307.25

NEWARK APP CON

128.55 379.9

D-ATIS

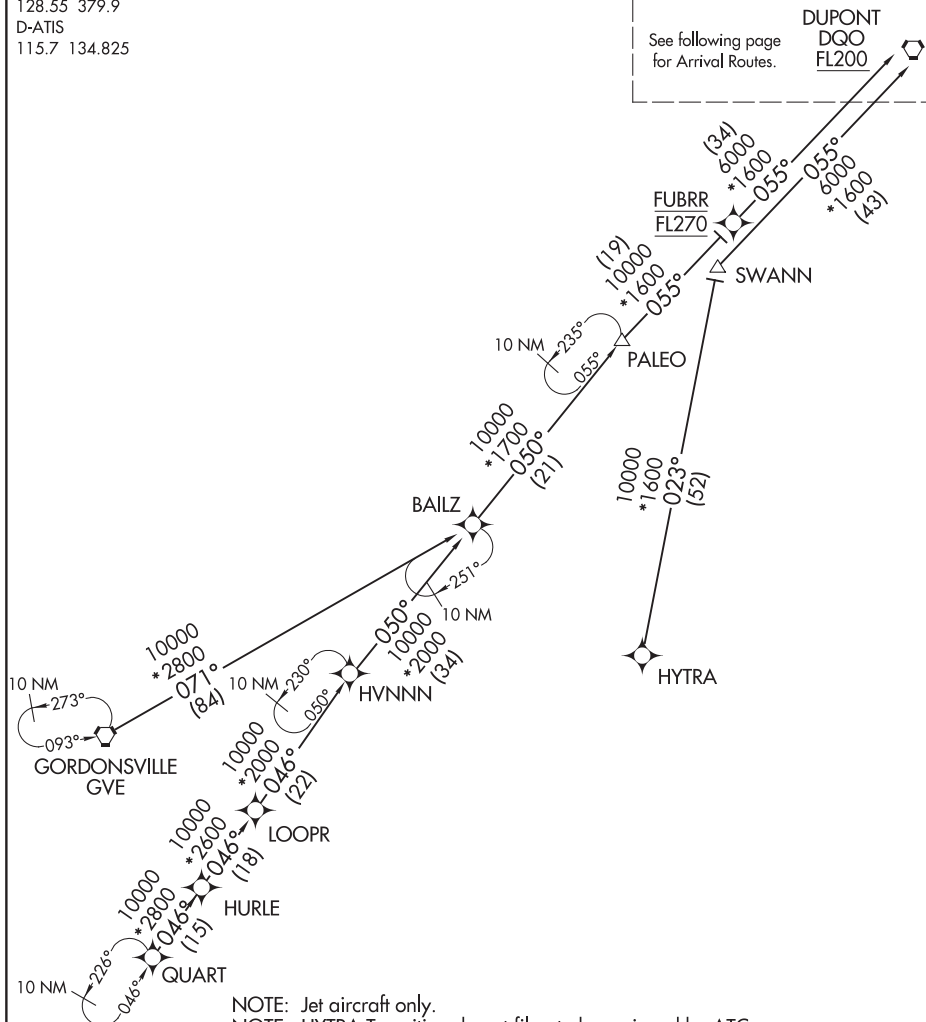
115.7 134.825

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

See following page
for Arrival Routes.

DUPONT
DQO
FL200



NOTE: Jet aircraft only.

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

NOTE: Landing Rwy 4L/R & 29, approaching METRO expect RADAR vectors.

NOTE: Landing Rwy 11 & 22L/R, approaching PHLBO expect RADAR vectors.

NOTE: Chart not to scale.

GORDONSVILLE TRANSITION (GVE.PHLBO4)

HYTRA TRANSITION (HYTRA.PHLBO4)

QUART TRANSITION (QUART.PHLBO4)

SWANN TRANSITION (SWANN.PHLBO4)

(CONTINUED ON FOLLOWING PAGE)

PHLBO FOUR ARRIVAL (RNAV) Transition Routes

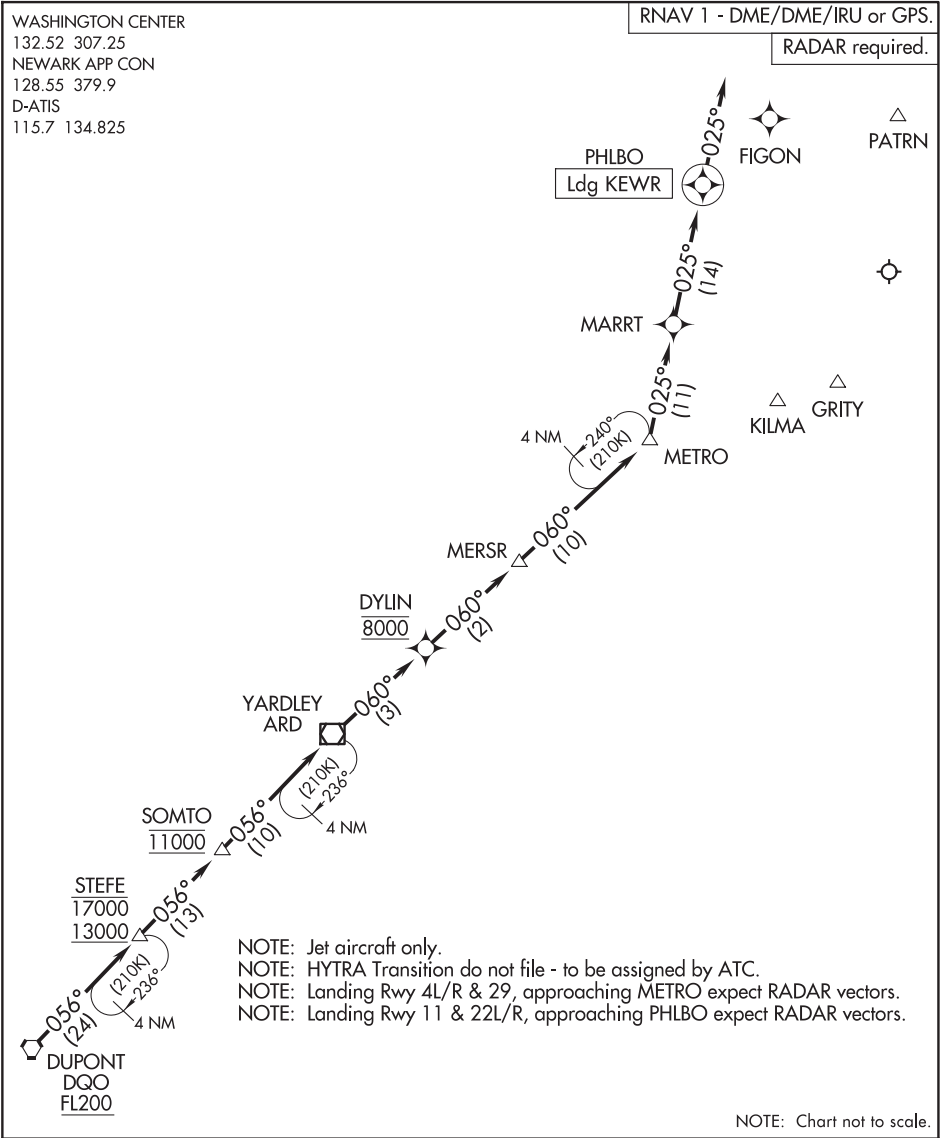
(DQO.PHLBO4) 20APR23

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NE-2, 07 AUG 2025 to 02 OCT 2025

PHLBO FOUR ARRIVAL (RNAV) Arrival Routes

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



ARRIVAL ROUTE DESCRIPTION

From 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.

PHLBO FOUR ARRIVAL (RNAV) Arrival Routes

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

PROUD TWO ARRIVAL (RNAV) Transition Routes

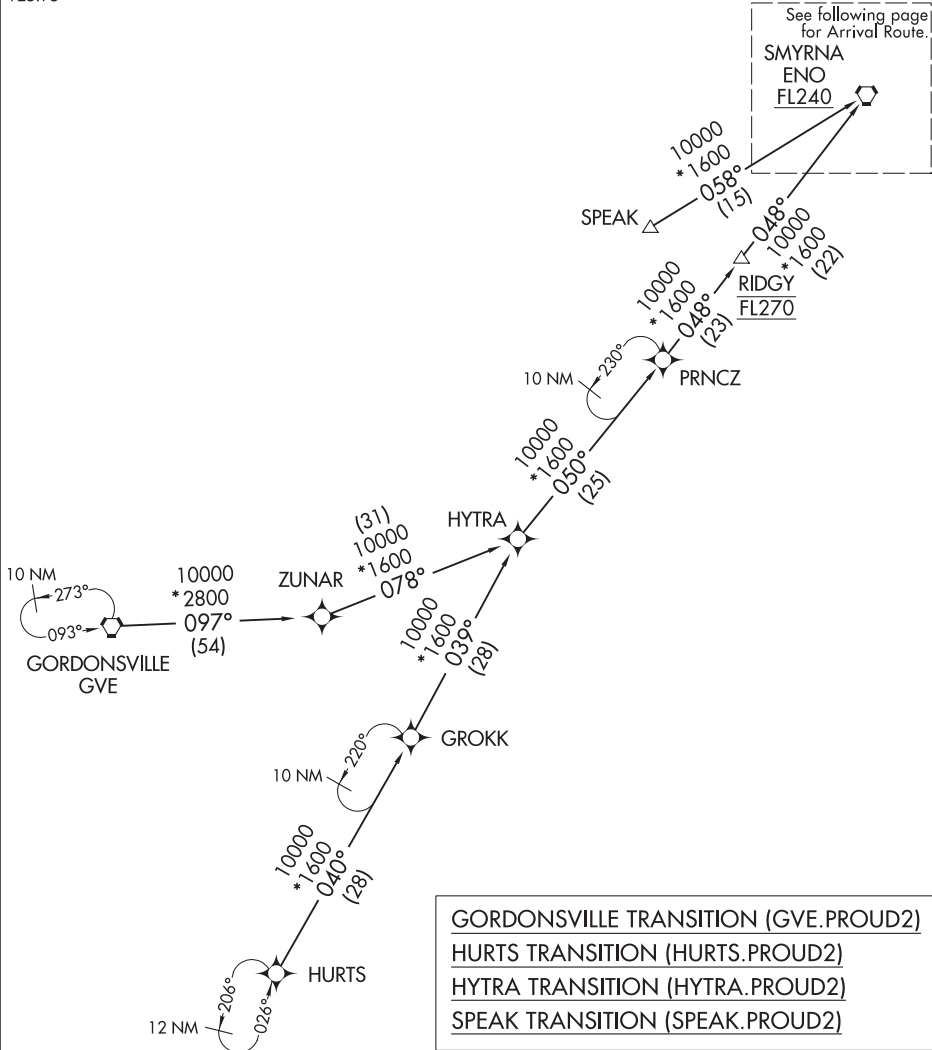
NEW YORK, NEW YORK

NEW YORK APP CON
127.3 263.0
D-ATIS ARR
125.95

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

See following page
for Arrival Route.
SMYRNA
ENO
FL240



NOTE: Jet aircraft only.
NOTE: SPEAK transition for Washington
Metropolitan departures only.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

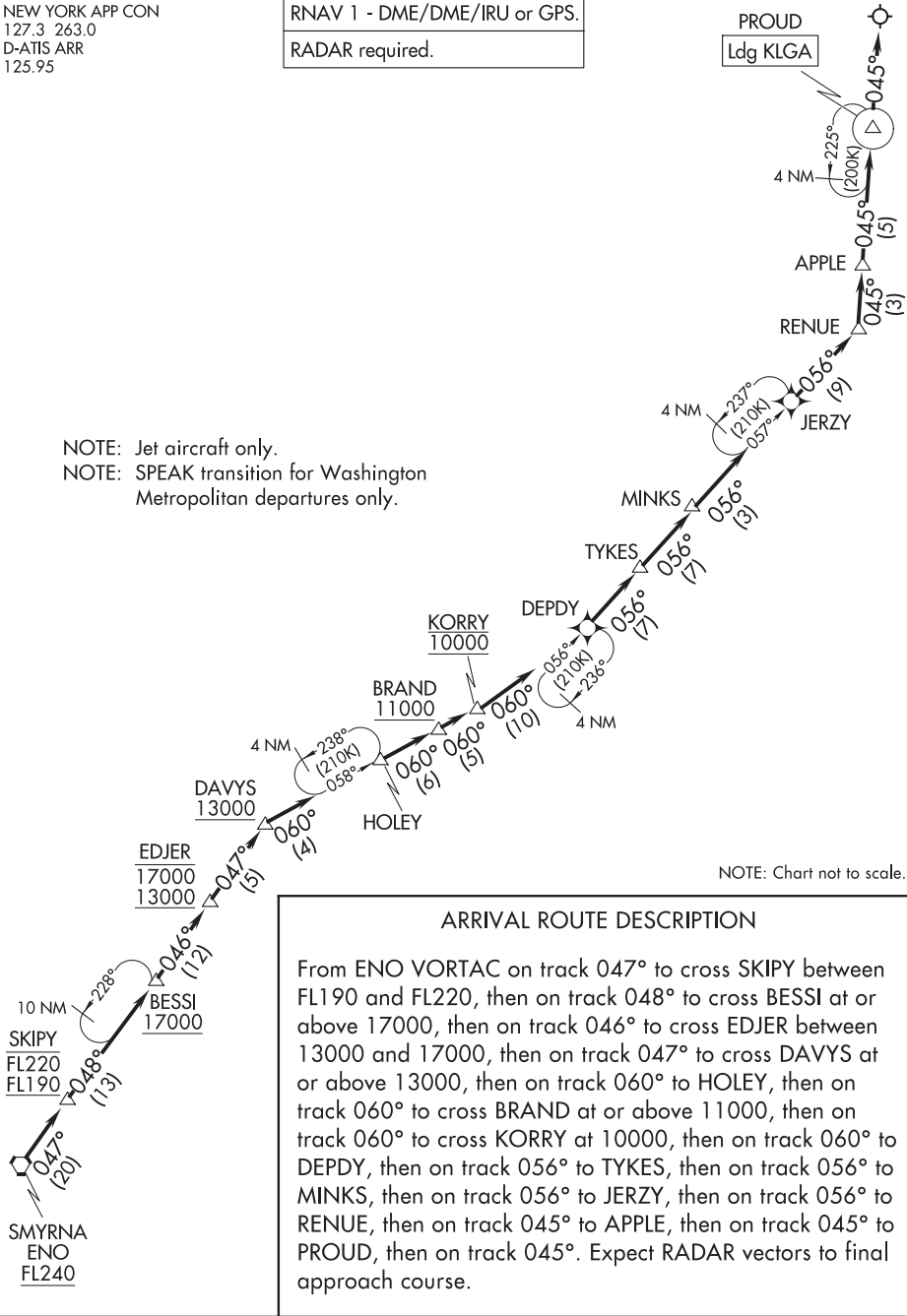
PROUD TWO ARRIVAL (RNAV) Transition Routes

PROUD TWO ARRIVAL(RNAV) Arrival Routes

NEW YORK APP CON
127.3 263.0
D-ATIS ARR
125.95

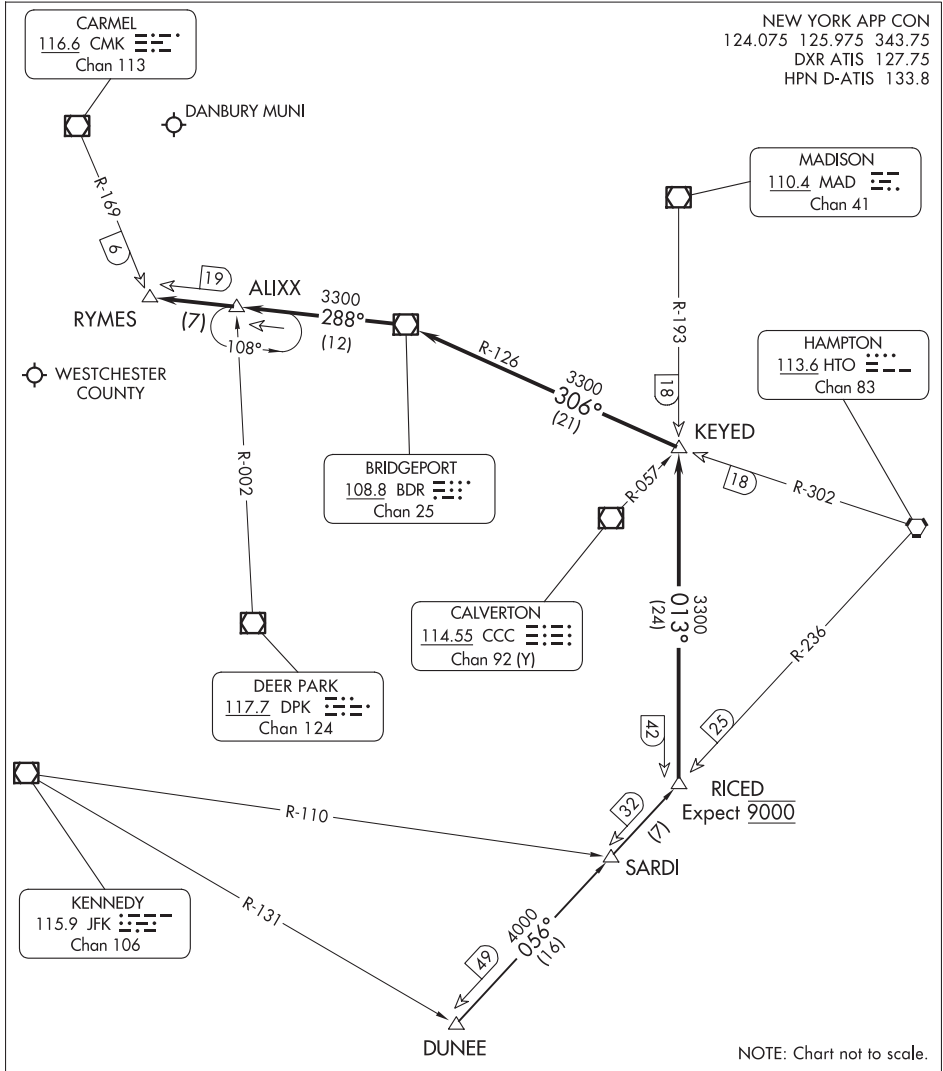
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet aircraft only.
NOTE: SPEAK transition for Washington
Metropolitan departures only.



NE-2, 07 AUG 2025 to 02 OCT 2025

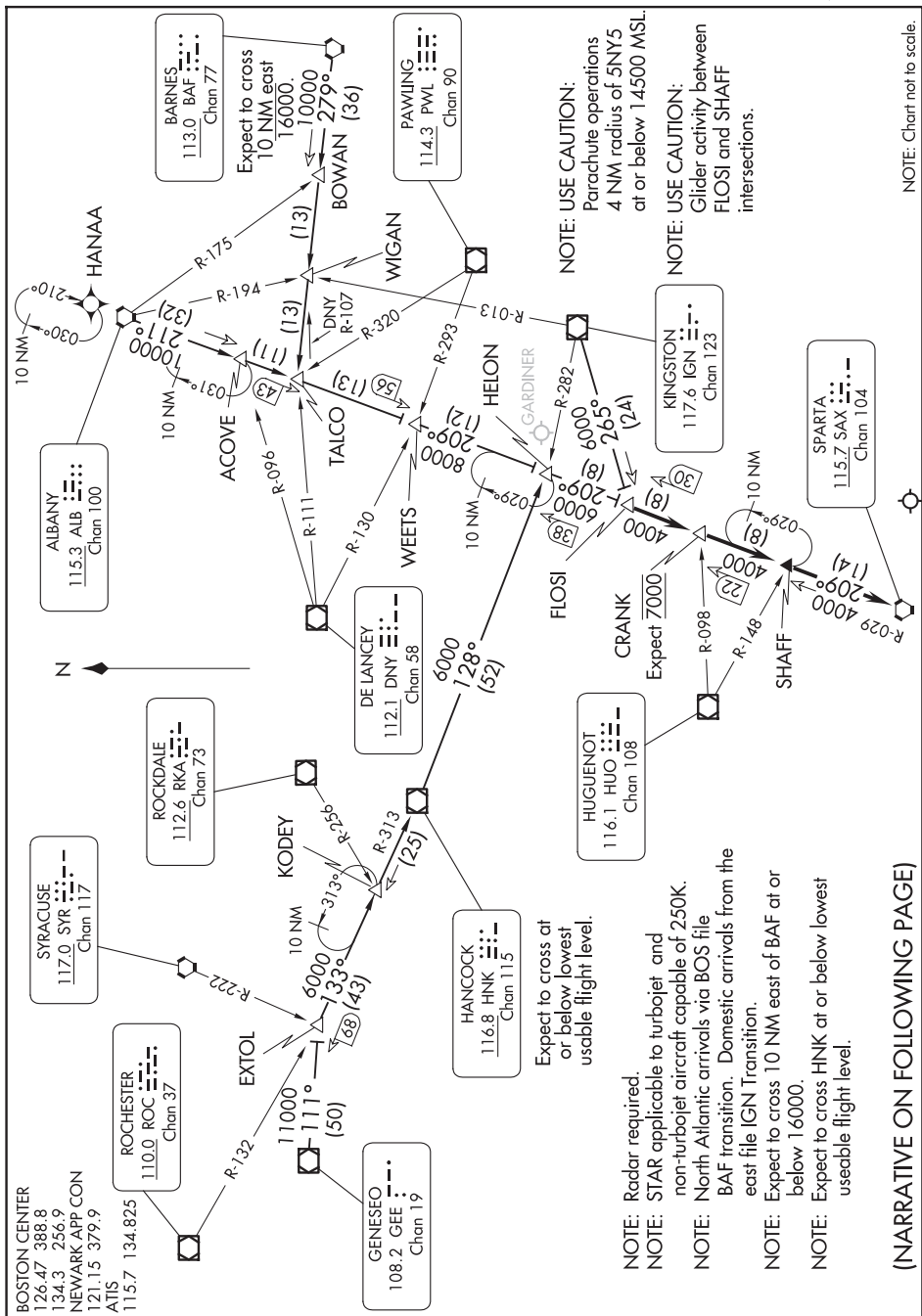
NE-2, 07 AUG 2025 to 02 OCT 2025



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.



NOTE: Chart not to scale.

NE-2, 07 AUG 2025 to 02 OCT 2025

(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. . . .

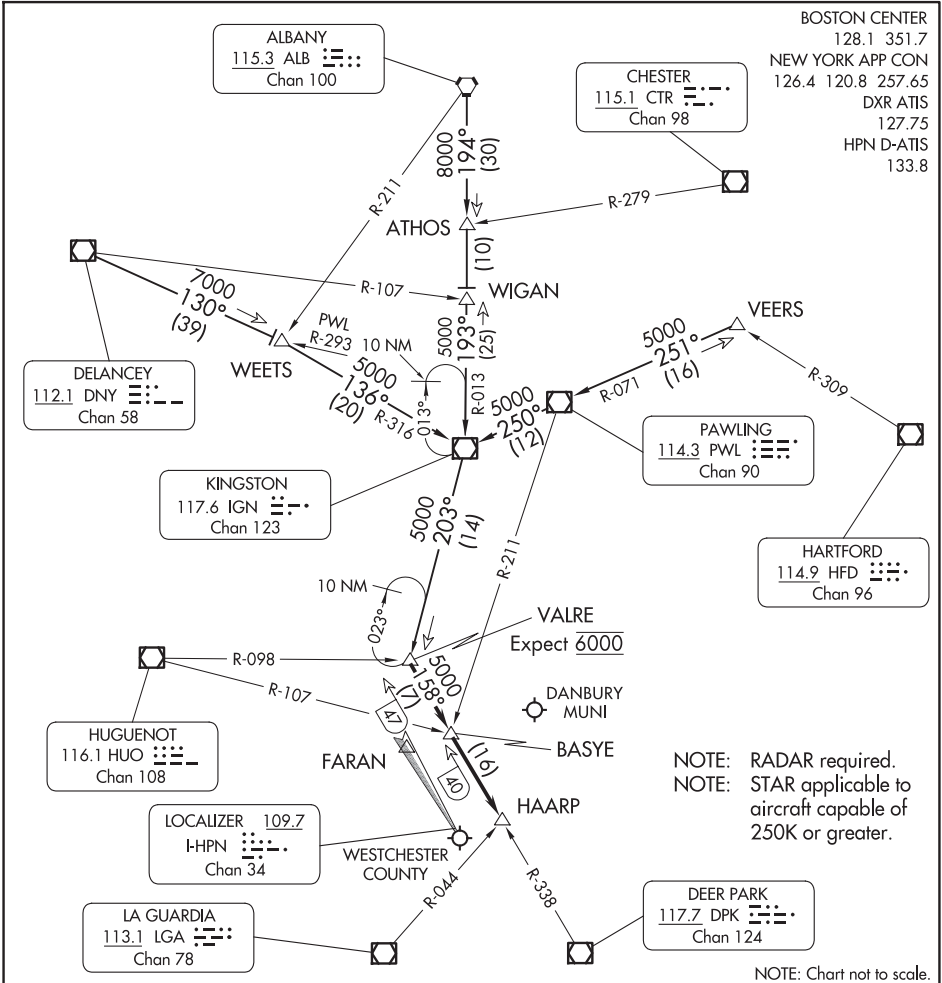
HANCOCK TRANSITION (HNK.SHAFF7): From over HNK VOR/DME on HNK R-128 to HELON INT, then on SAX R-029 to FLOSI INT. Thence. . . .

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.

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



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.

(WAALK.WAALK2) 24081

WAALK TWO ARRIVAL (RNAV)

TOMS RIVER, NEW JERSEY

ATLANTIC CITY APP CON

124.6 327.125

MC GUIRE APP CON

126.475 363.8

KNEL ATIS

276.525

KWRI ATIS

110.6 270.1

TRENTON-ROBBINSVILLE

MONMOUTH

EXEC

MC GUIRE FLD
(JOINT BASE MC GUIRE
DIX LAKEHURST)LAKEHURST
MAXFIELD FLDLdg KWRI, KN14, KNEL,
KBLM, KMJX, KVAY, KN87SOUTH JERSEY
RGNL

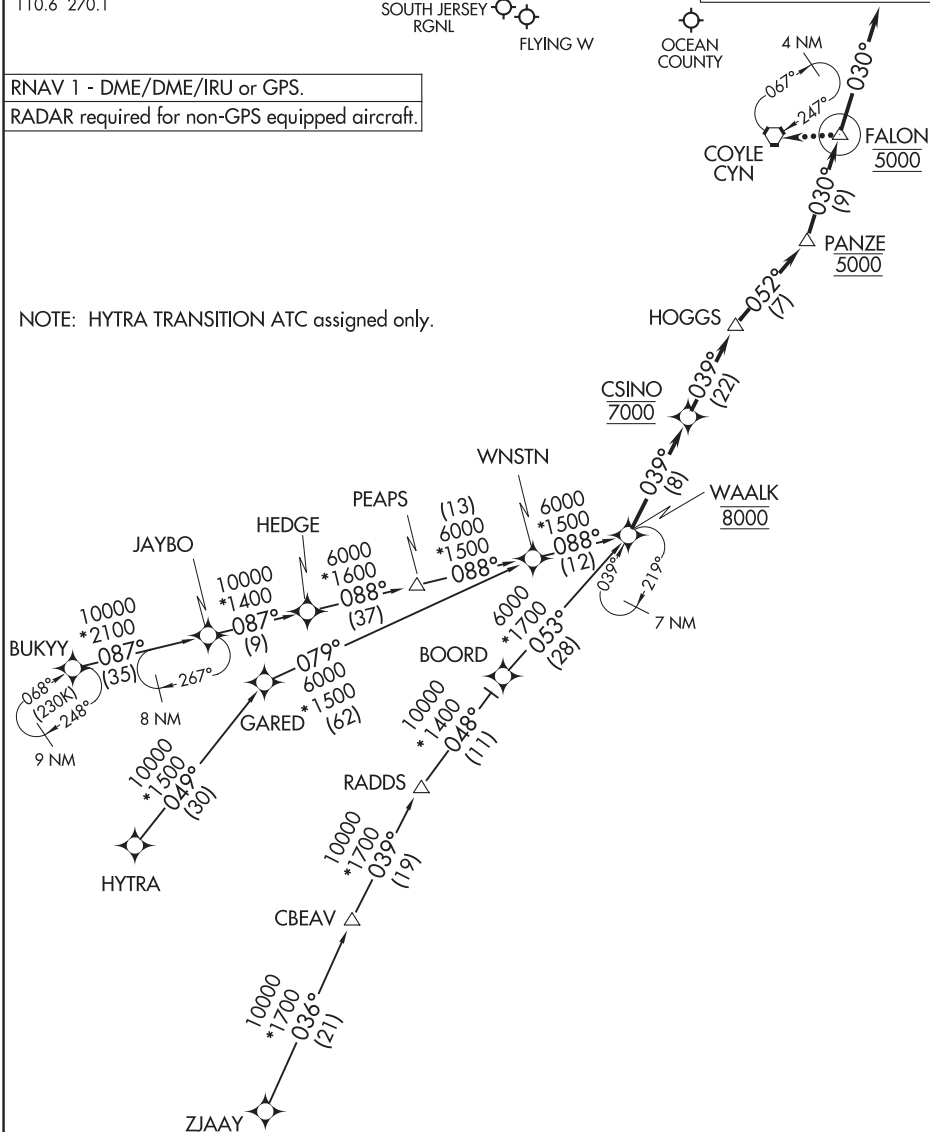
FLYING W

OCEAN
COUNTY

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

NOTE: HYTRA TRANSITION ATC assigned only.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WAALK TWO ARRIVAL (RNAV)

(WAALK.WAALK2) 07OCT21

TOMS RIVER, NEW JERSEY

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.

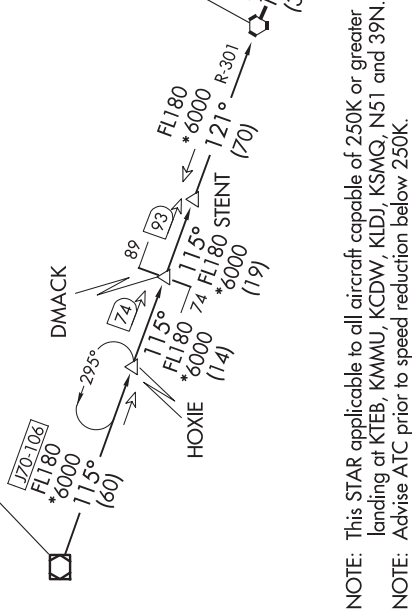
LOST COMMUNICATIONS:

After FALON, proceed direct CYN at 5000 feet, hold at CYN as published, descend in holding from 5000 to 3000 feet.

NE-2, 07 AUG 2025 to 02 OCT 2025

DME required. RADAR required.

JAMESTOWN
114.7 JHW
Chan 94



ARRIVAL ROUTE DESCRIPTION

JAMESTOWN TRANSITION (JHW.LVZ5): 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.

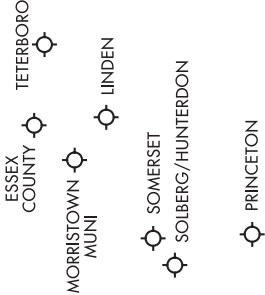
NEWARK APP CON
127.6 379.9
CDW ATIS
135.5
MMU ATIS
124.25
TEB D-ATIS
114.2 132.85



WILKES-BARRE
111.6 LVZ
Chan 53
Expect FL180

SPARTA
115.7 SAX
Chan 104

STILLWATER
109.6 STW
Chan 33



NOTE: Chart not to scale.

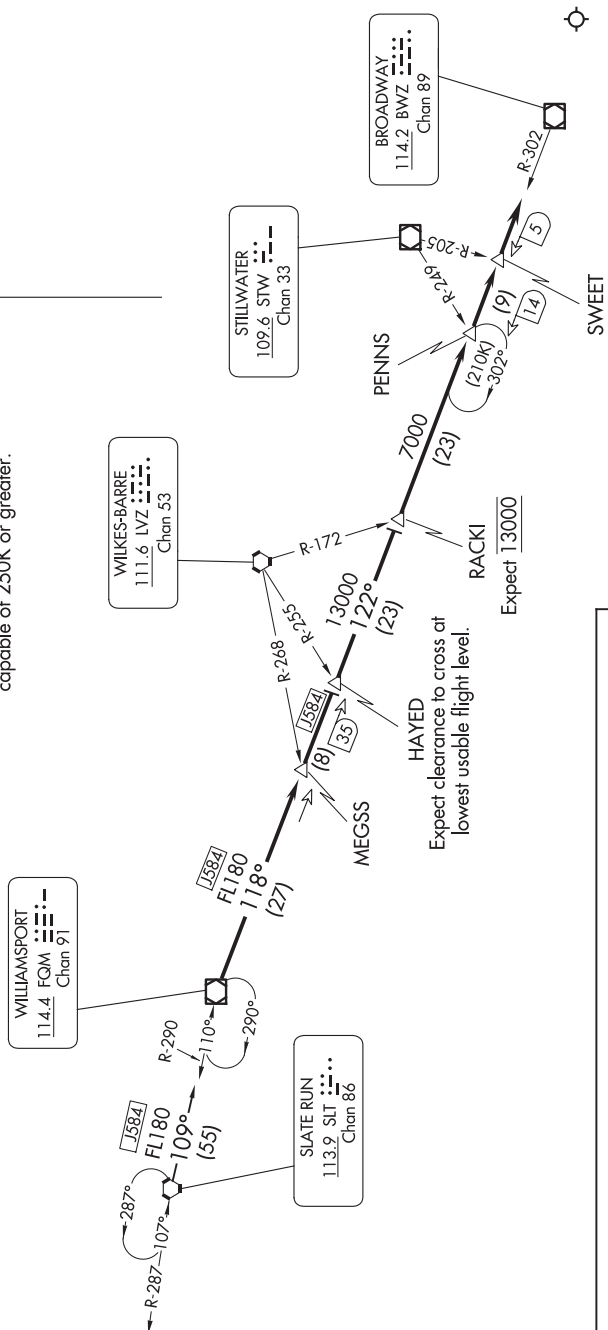
WILKES-BARRE FIVE ARRIVAL
(LVZ.LVZ5) 11JUL24

TETERBORO, NEW JERSEY

WILLIAMSPORT THREE ARRIVAL

NEWARK APP CON
127.6 379.9
D-ATIS
115.7 134.825

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



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.

NE-2, 07 AUG 2025 to 02 OCT 2025

WILLIAMSPORT THREE ARRIVAL

(FQM.FQM3) 31MAY12

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

INTENTIONALLY
LEFT
BLANK

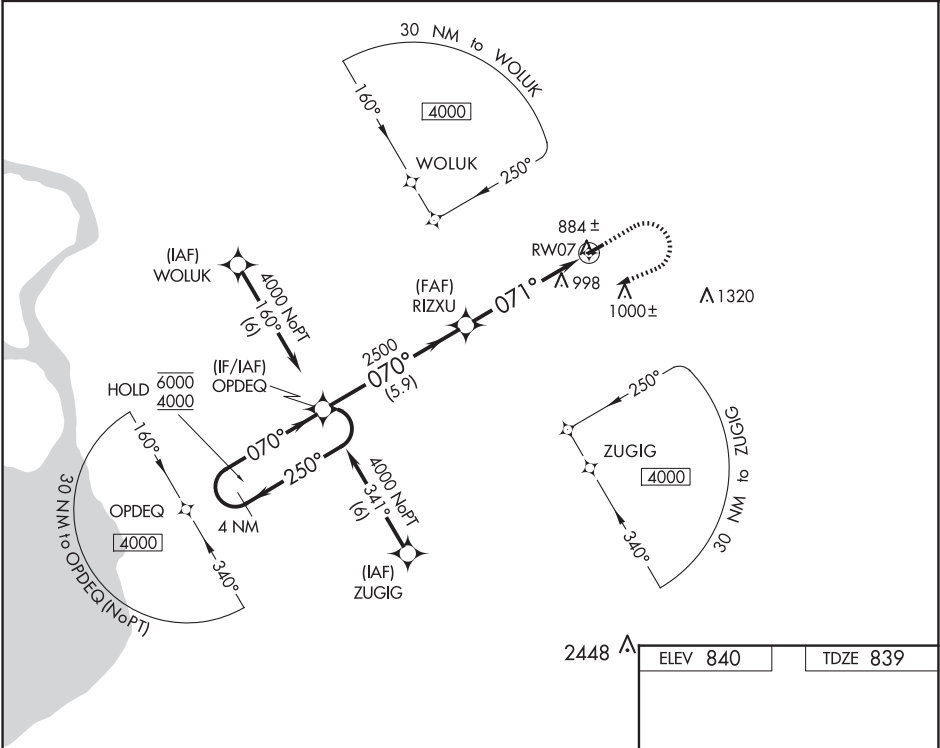
WAAS CH 93633 W07A	APP CRS 071°	Rwy Ldg TDZE 839 Apt Elev 840
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RNAV (GPS) RWY 7

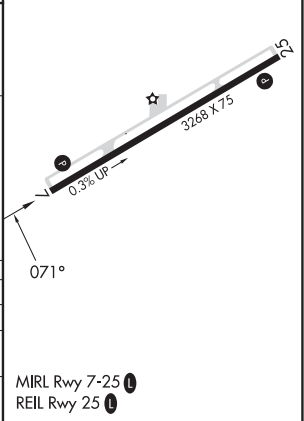
AKRON/JESSON FLD (9G3)

RNP APCH.	MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct OPDEQ and hold, continue climb-in-hold to 4000.
NA Procedure NA at night. Use Buffalo altimeter setting. Rwy 7 helicopter visibility reduction below 1 SM NA.	

BUF ASOS 135.35	BUFFALO APP CON 126.15 263.125	UNICOM 122.725 (CTAF) 0
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Visual Segment - Obstacles.				
4 NM Holding Pattern				
OPDEQ				
RIZXU				
RW07				
5.9 NM				
5.1 NM				
CATEGORY	A	B	C	D
LP MDA	1180-1	341 (400-1)	NA	NA
LNAV MDA	1300-1	461 (500-1)	NA	NA
CIRCLING	1380-1	540 (600-1)	NA	NA



AKRON, NEW YORK

AL-5971 (FAA)

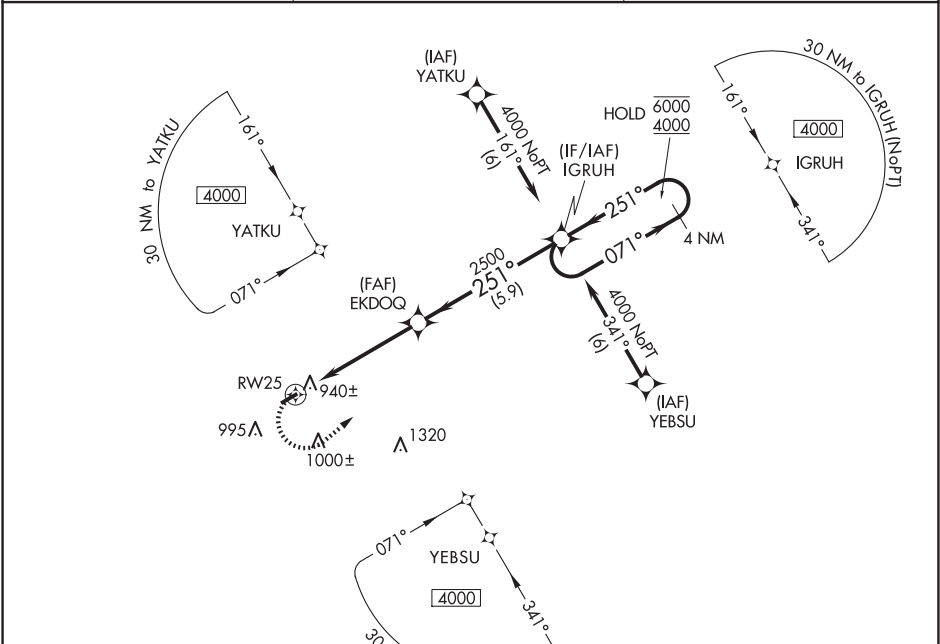
25163

WAAS CH 40233 W25A	APP CRS 251°	Rwy Ldg TDZE 840 Apt Elev 840
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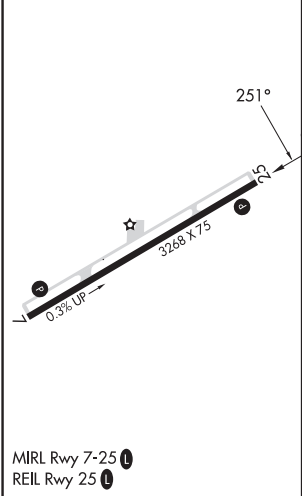
RNAV (GPS) RWY 25
AKRON/JESSON FLD (9G3)

RNP APCH.	MISSED APPROACH: Climbing left turn to 4000 direct IGRUH and hold, continue climb-in-hold to 4000.
▼ ▲ NA	Rwy 25 helicopter visibility reduction below 1 SM NA. Use Buffalo altimeter setting. Procedure NA at night.

BUF ASOS 135.35	BUFFALO APP CON 126.15 263.125	UNICOM 122.725 (CTAF) 0
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ELEV 840	TDZE 840
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<div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div>				
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Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div><div>Visual Segment - Obstacles.</div></div></div><div><div><div><div><div></div><div>4000</div></div><div><div>IGRUH</div><div></div></div></div></div></div></div></div>				

AKRON, NEW YORK
Amdt 2E 20JUN19

43°01'N-78°29'W

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

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

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

ILS or LOC RWY 1

ALBANY INTL (ALB)

⚠

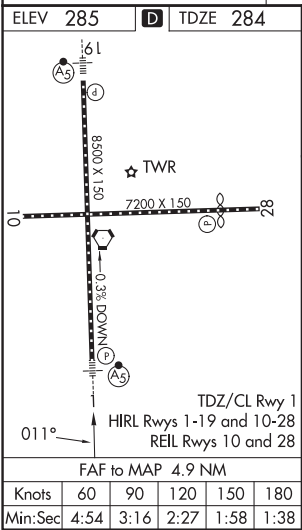
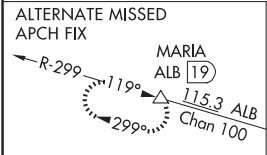
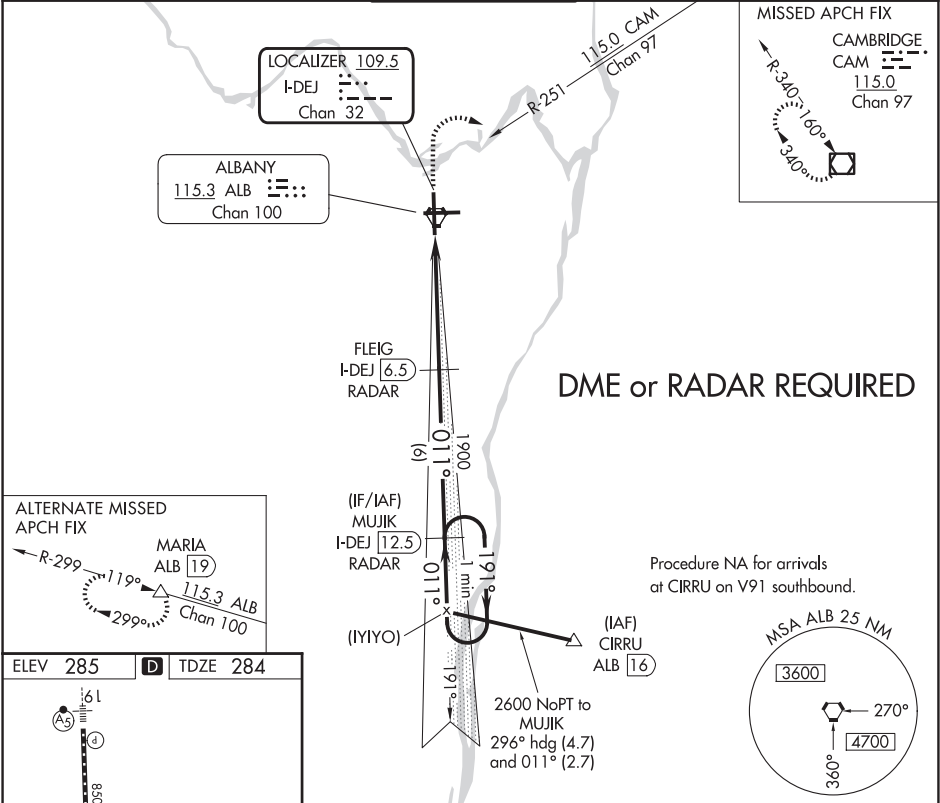
⚠

Circling NA west of Rwy 1-19. DME or RADAR required.
Circling Rwy 10 NA at night.

MALSR

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

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



800	5000	CAM	MUJIK I-DEJ 12.5	One Minute Holding Pattern
*LOC only.	*I-DEJ 2.8	1900	191°	2600
	1.2	3.7 NM	6 NM	
CATEGORY	A	B	C	D
S-ILS 1	484/18 200 (200-½)			
S-LOC 1	720/24	436 (500-½)	720/40	436 (500-¾)
CIRCLING	820-1	535 (600-1)	860-1½	960-2¼
			575 (600-1½)	675 (700-2¼)

ALBANY, NEW YORK



AL-10 (FAA)

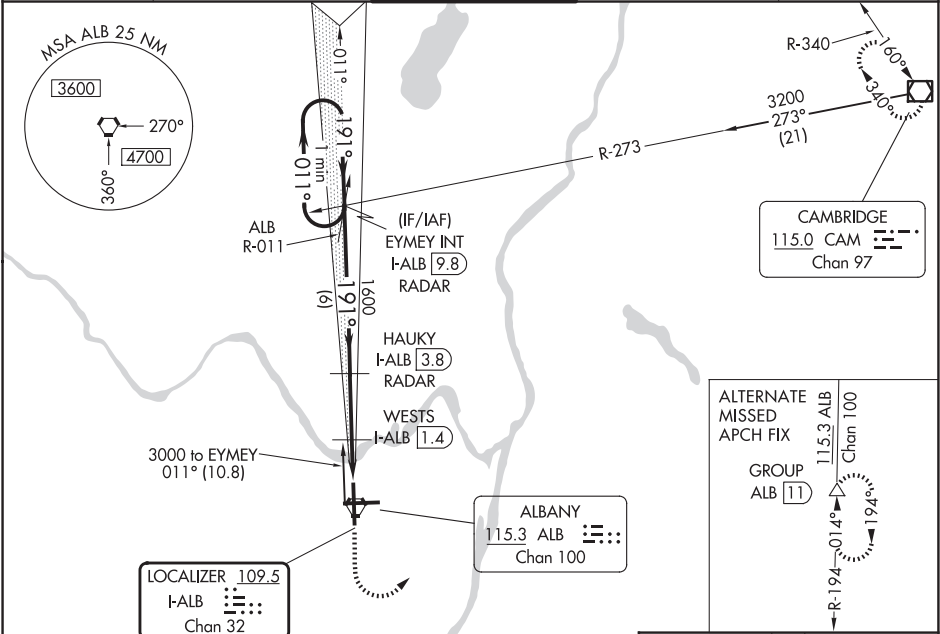
25219

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

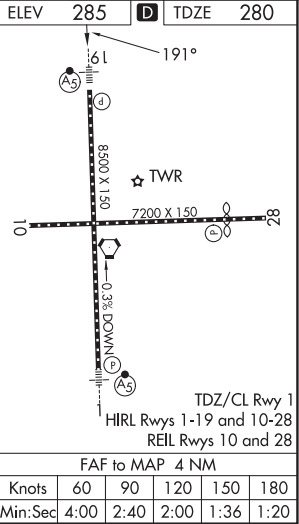
ILS or LOC RWY 19

ALBANY INTL (ALB)

 Circling NA west of Rwy 1-19. Circling Rwy 10 NA at night. DME or RADAR required.	 MALS R	MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct CAM VOR/DME and hold.		
D-ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50



One Minute Holding Pattern					ELEV 285 D TDZE 280		
EYMEY INT I-ALB 9.8 RADAR					2000 5000 CAM		
HAUKY I-ALB 3.8 RADAR					* LOC only.		
WESTS I-ALB 1.4					* I-ALB 0.7		
3000 to EYMEY 011° (10.8)					1600 1400 1200 1000 800 600 400 200		
LOCALIZER 109.5 I-ALB Chan 32					6 NM 2.4 NM 0.7 NM 0.9		
CATEGORY	A	B	C	D			
S-ILS 19	480/18 200 (200-½)						
S-LOC 19	820/24 540 (600-½)		820/55 540 (600-1)				
CIRCLING	820-1 535 (600-1)		860-1½ 575 (600-½)		960-2¼ 675 (700-2¼)		
WESTS FIX MINIMUMS							
S-LOC 19	620/24 340 (400-½)		620/26 340 (400-½)				
CIRCLING	820-1 535 (600-1)		820-1½ 535 (600-½)		960-2¼ 675 (700-2¼)		
ALBANY, NEW YORK					ALBANY INTL (ALB)		
Amdt 24A 06OCT22					42°45'N-73°48'W		



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

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

ILS RWY 1 (SA CAT II)

ALBANY INTL (ALB)

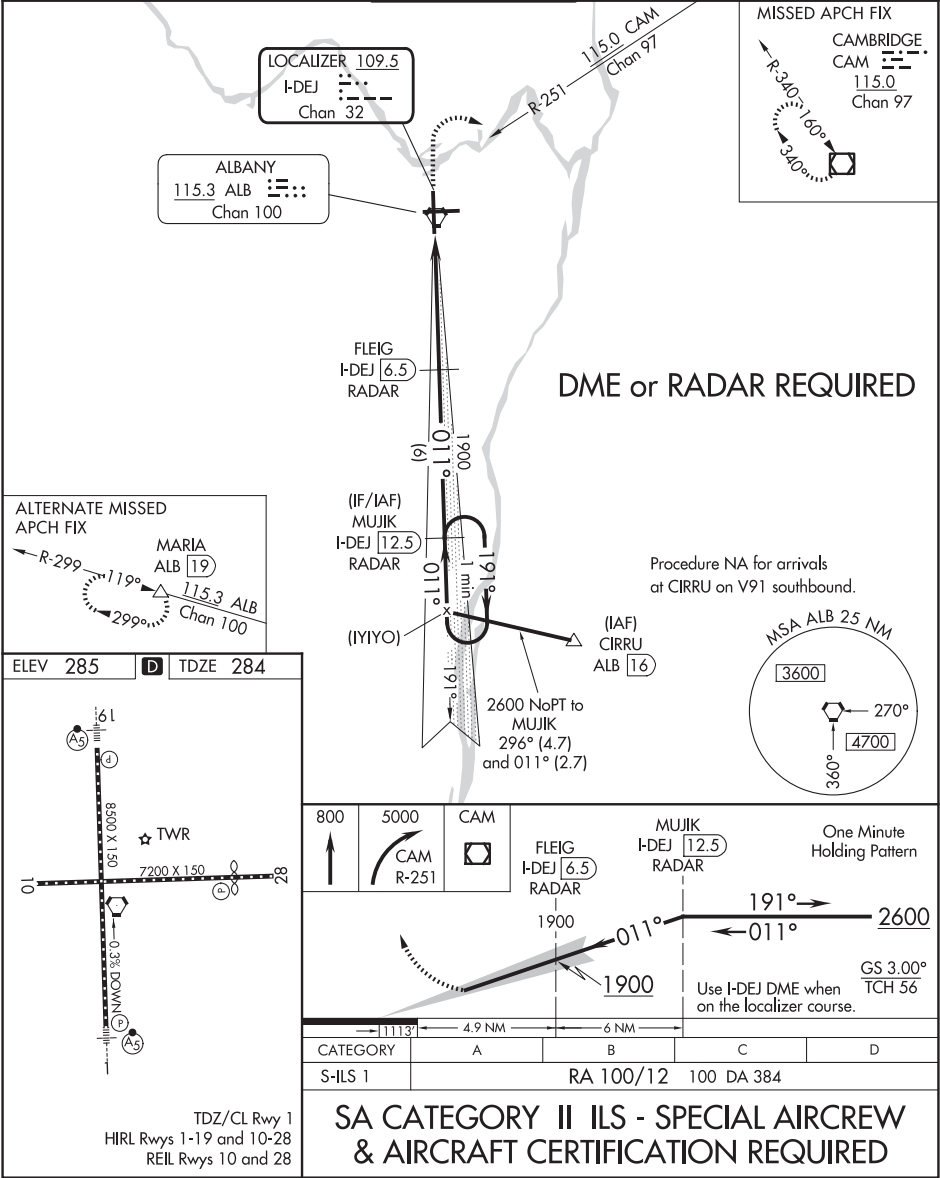
⚠

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

MALSR

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

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



ALBANY, NEW YORK

AL-10 (FAA)

25219

APP CRS	Rwy Ldg	8500
011°	TDZE	284
	Apt Elev	285

RNAV (RNP) Z RWY 1

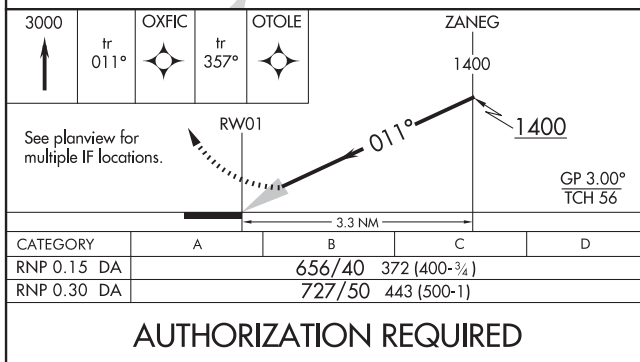
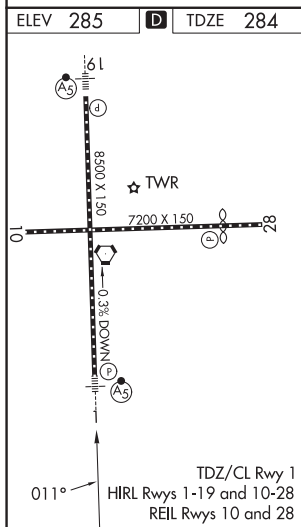
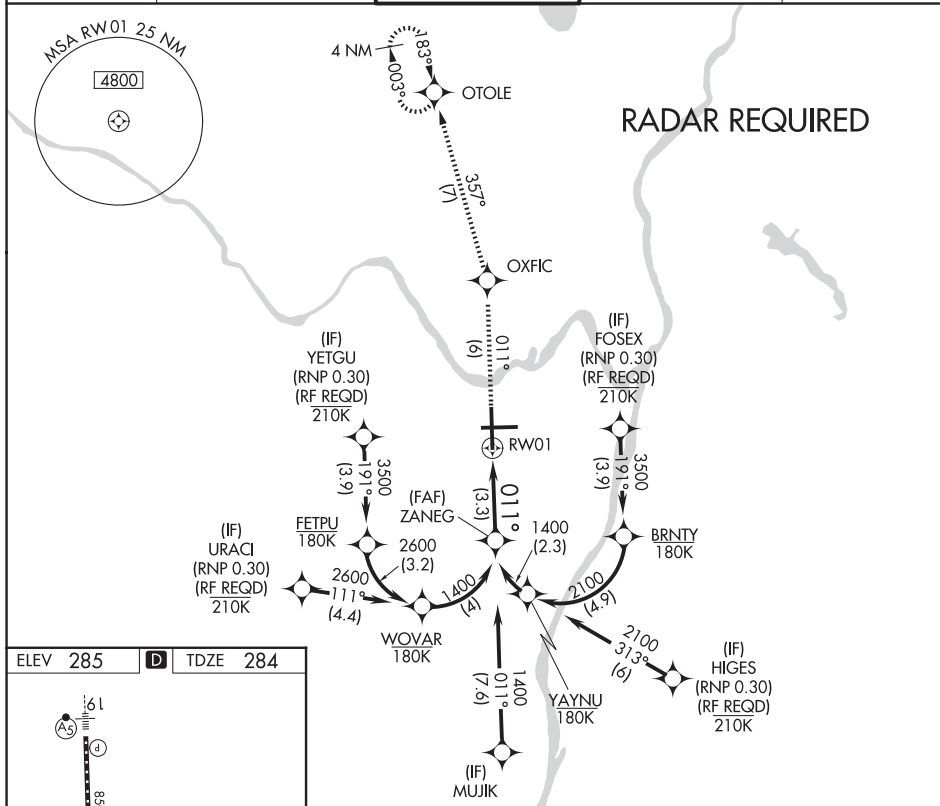
ALBANY INTL (ALB)

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

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



AUTHORIZATION REQUIRED

ALBANY, NEW YORK
Orig-A 24JUL14

42°45'N-73°48'W

ALBANY INTL (ALB)
RNAV (RNP) Z RWY 1

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
191°


Rwy Ldg
TDZE
280


Apt Elev
285

RNAV (RNP) Z RWY 19

ALBANY INTL (ALB)

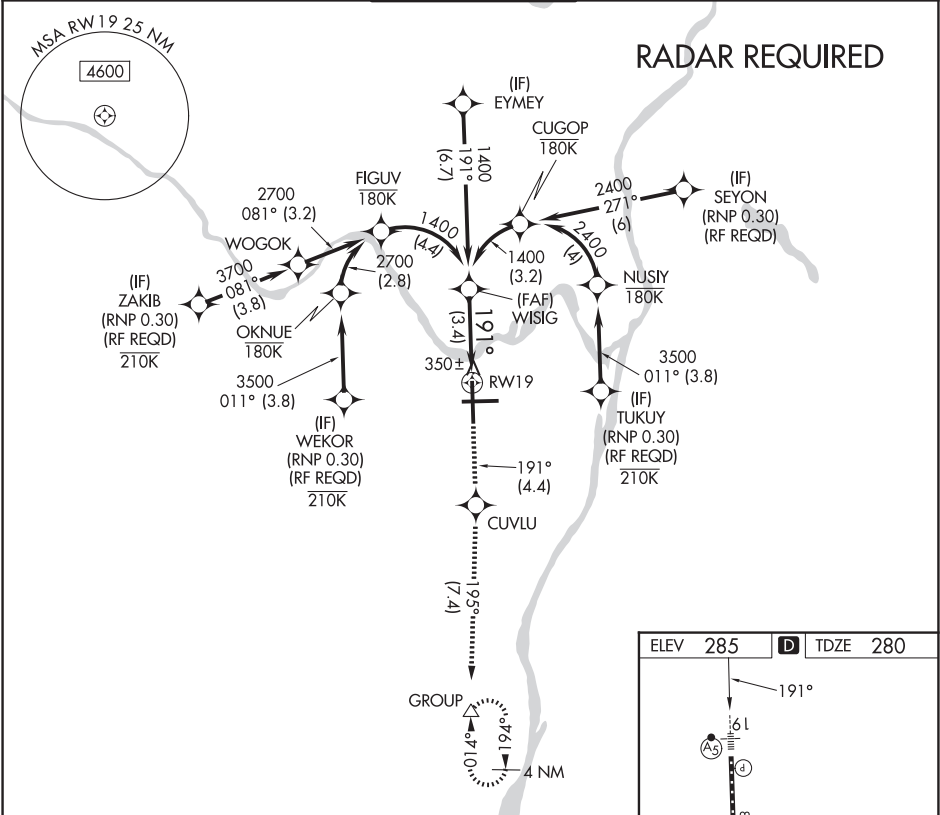
RNP AR UNCH.

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

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



WISIG
1400

1400

GP 3.00°
TCH 54

191°

See planview for multiple IF locations.

3.4 NM

RW19

3000

tr 191°

CUVLU

tr 195°

GROUP

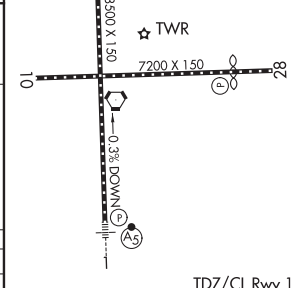
CATEGORY	A	B	C	D
RNP 0.30 DA	763/50	483 (500-1)		

AUTHORIZATION REQUIRED

ELEV 285

D TDZE 280

191°



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

RNAV (GPS) RWY 10
ALBANY INTL (ALB)

T Circling NA West of Rwy 1-19. Procedure NA at night.
A Rwy 10 helicopter visibility reduction below 1 SM NA.

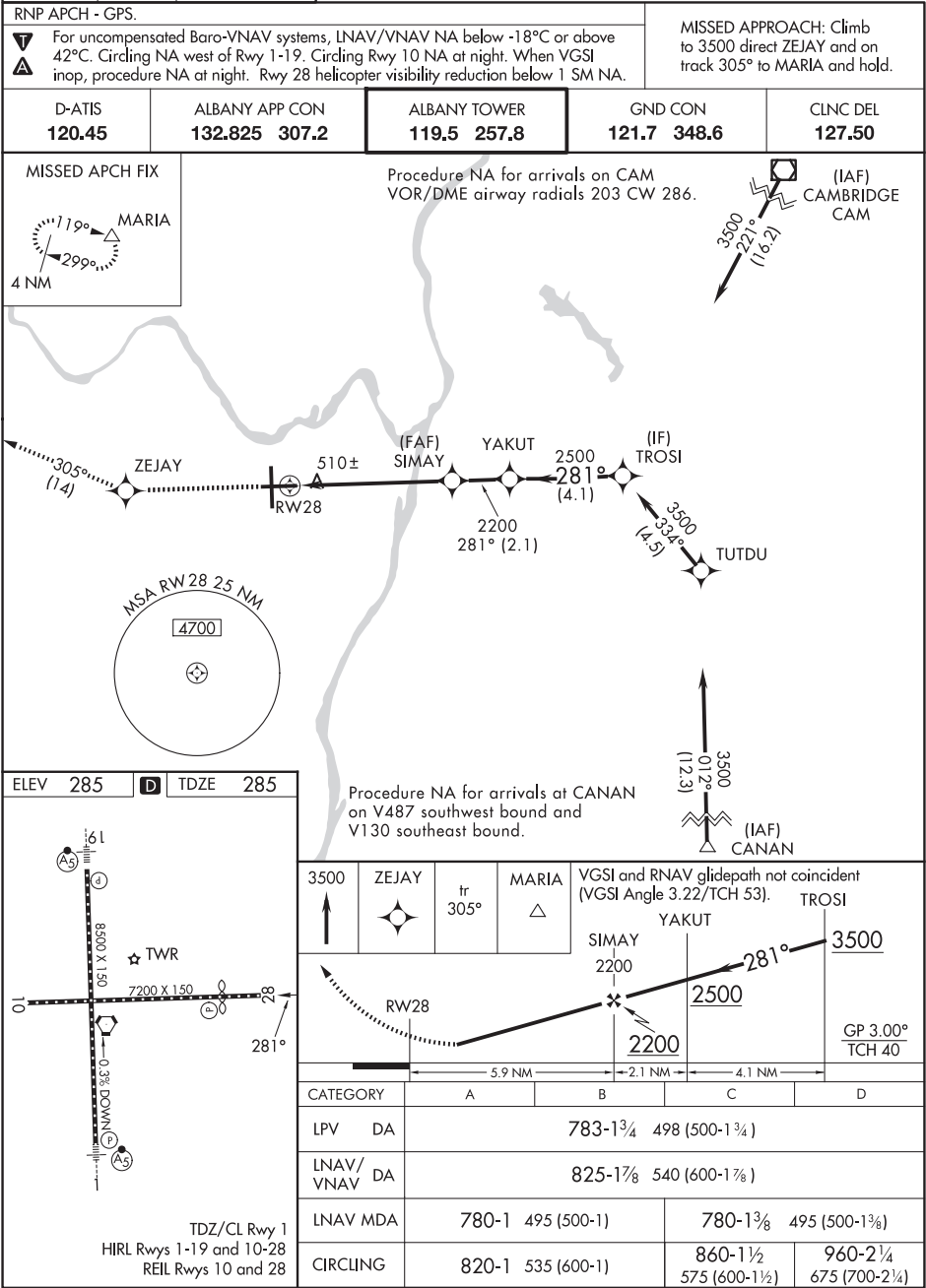
4500

RNAV (GPS) RWY 10

WAAS CH 78124 W28A	APP CRS 281°	Rwy Ldg TDZE Apt Elev	6007 285 285
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RNAV (GPS) RWY 28

ALBANY INTL (ALB)



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

ALBANY, NEW YORK

AL-10 (FAA)

25219

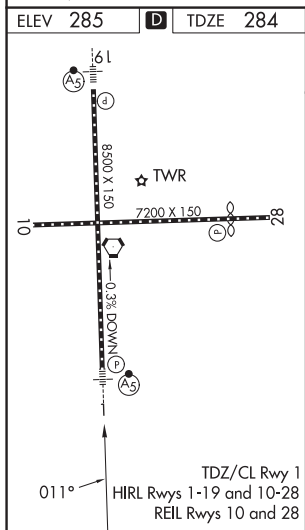
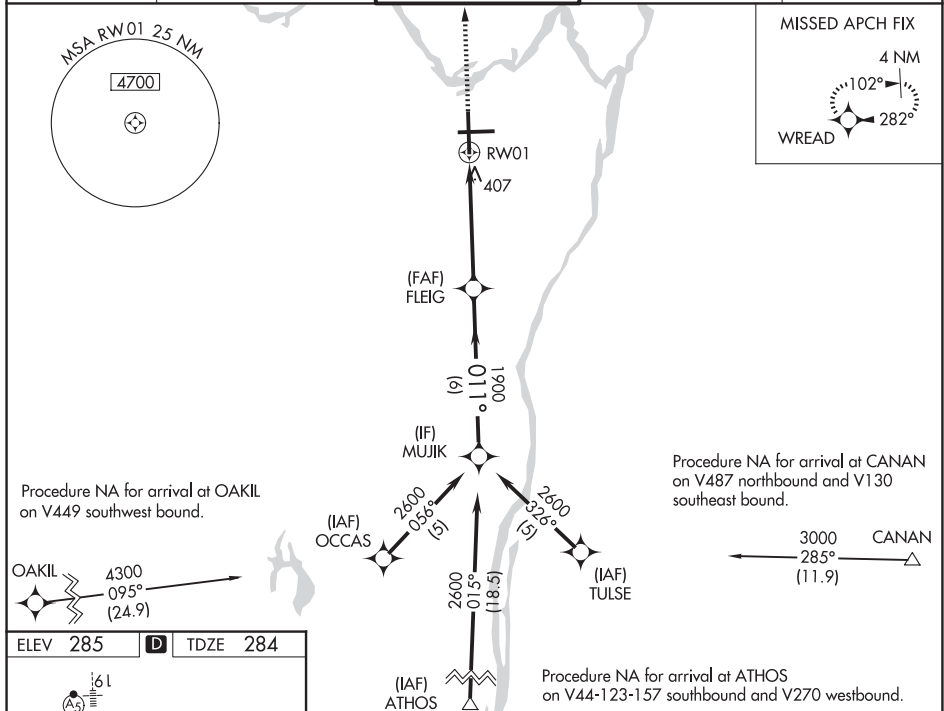
WAAS CH 97402 W01A	APP CRS 011°	Rwy Ldg 8500 TDZE 284 Apt Elev 285
--	------------------------	---



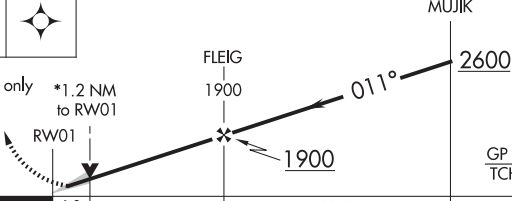
RNAV (GPS) Y RWY 1

ALBANY INTL (ALB)

RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.
<p>⚠ 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.</p>		

D-ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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3000	WREAD				
					
* LNAV only	* 1.2 NM to RW01				
					
CATEGORY	A	B	C	D	
LPV DA	484/18 200 (200-½)				
LNAV/VNAV DA	687/45 403 (500-¾)				
LNAV MDA	720/24 436 (500-½)	720/40 436 (500-¾)			
CIRCLING	820-1 535 (600-1)	860-1½ 575 (600-1½)	960-2¼ 675 (700-2¼)		

ALBANY, NEW YORK
Amdt 1D 06OCT22

42°45'N-73°48'W

RNAV (GPS) Y RWY 1

ALBANY INTL (ALB)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56302 W19A	APP CRS 191°	Rwy Ldg TDZE Apt Elev	8500 280 285
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RNAV (GPS) Y RWY 19
ALBANY INTL (ALB)

T 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.
A DME/DME RNP-0.3 NA.

MALSR



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

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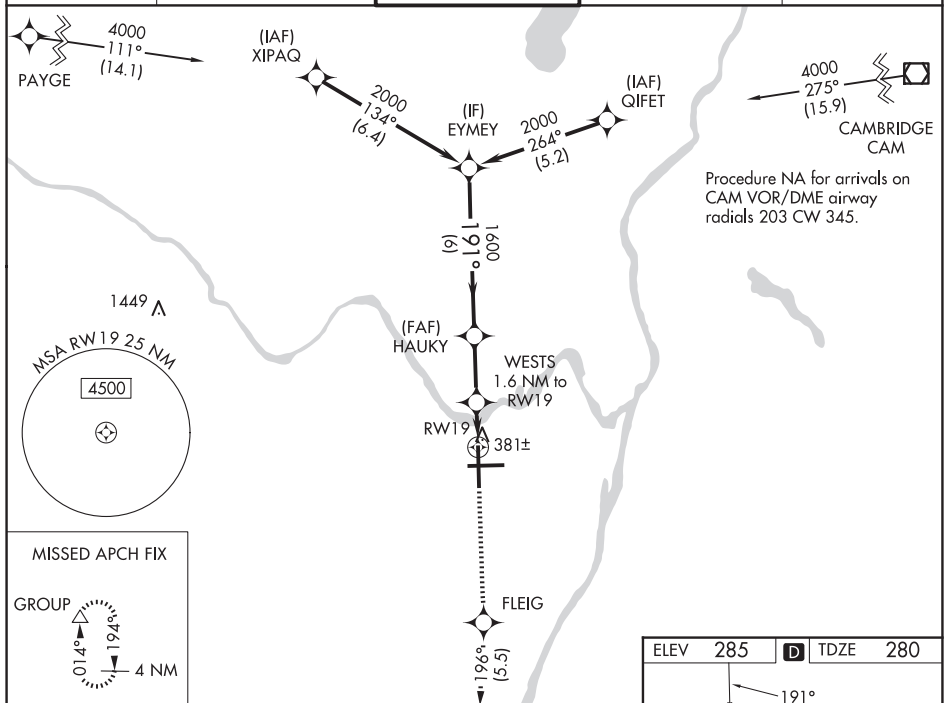
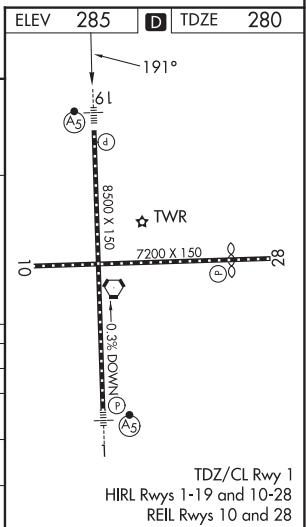


Diagram illustrating a flight path from EYMEY to RW19. The path is divided into four segments: 6 NM, 2.4 NM, 0.5 NM, and 1.1 NM. The total distance is 10.0 NM. The path is labeled with 'GP 3.00° TCH 54' and 'LNAV only'. The diagram also shows a compass rose, a heading of 196°, and a distance of 3000. The diagram is divided into four quadrants: A, B, C, and D.

CATEGORY	A	B	C	D
LPV DA	480/18	200 (200-½)		
LNAV/VNAV DA	590/24	310 (400-½)		
LNAV MDA	680/24	400 (400-½)	680/35	400 (400-¾)
CIRCLING	820-1	535 (600-1)	860-1½ 575 (600-1½)	960-2¼ 675 (700-2¼)



ALBANY, NEW YORK

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

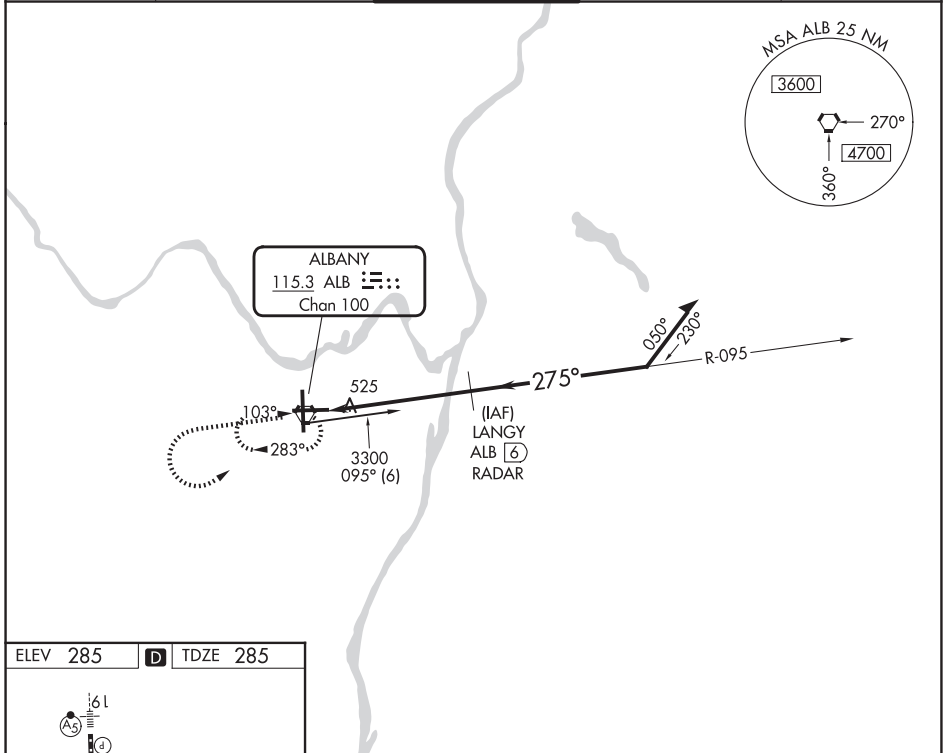
VOR RWY 28
ALBANY INTL (ALB)

DME or RADAR required.

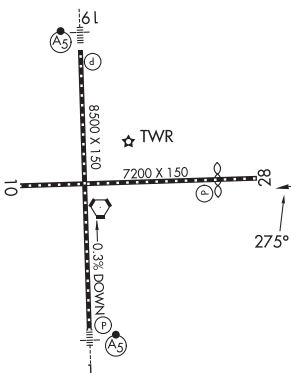
T Circling NA West of Rwy 1-19. Straight-in Rwy 28 NA at night, Circling Rwy
A 10, 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

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

D-ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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ELEV 285	D	TDZE 285
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TDZ/CL Rwy 1
HIRL Rwy 1-19 and 10-28
REIL Rwy 10 and 28

3000 4000 ALB

↑ ↪

VGSI and descent angles not coincident (VGSI Angle 3.22/TCH 53).

LANGY
ALB [6]/RADAR

Remain within 10 NM

095°

275°

3300

2300

ALB VORTAC

3.42°

TCH 63

0.6 5.4 NM

CATEGORY	A	B	C	D
S-28	780-1	495 (500-1)	780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	820-1	535 (600-1)	860-1½ 575 (600-1½)	960-2¼ 675 (700-2¼)

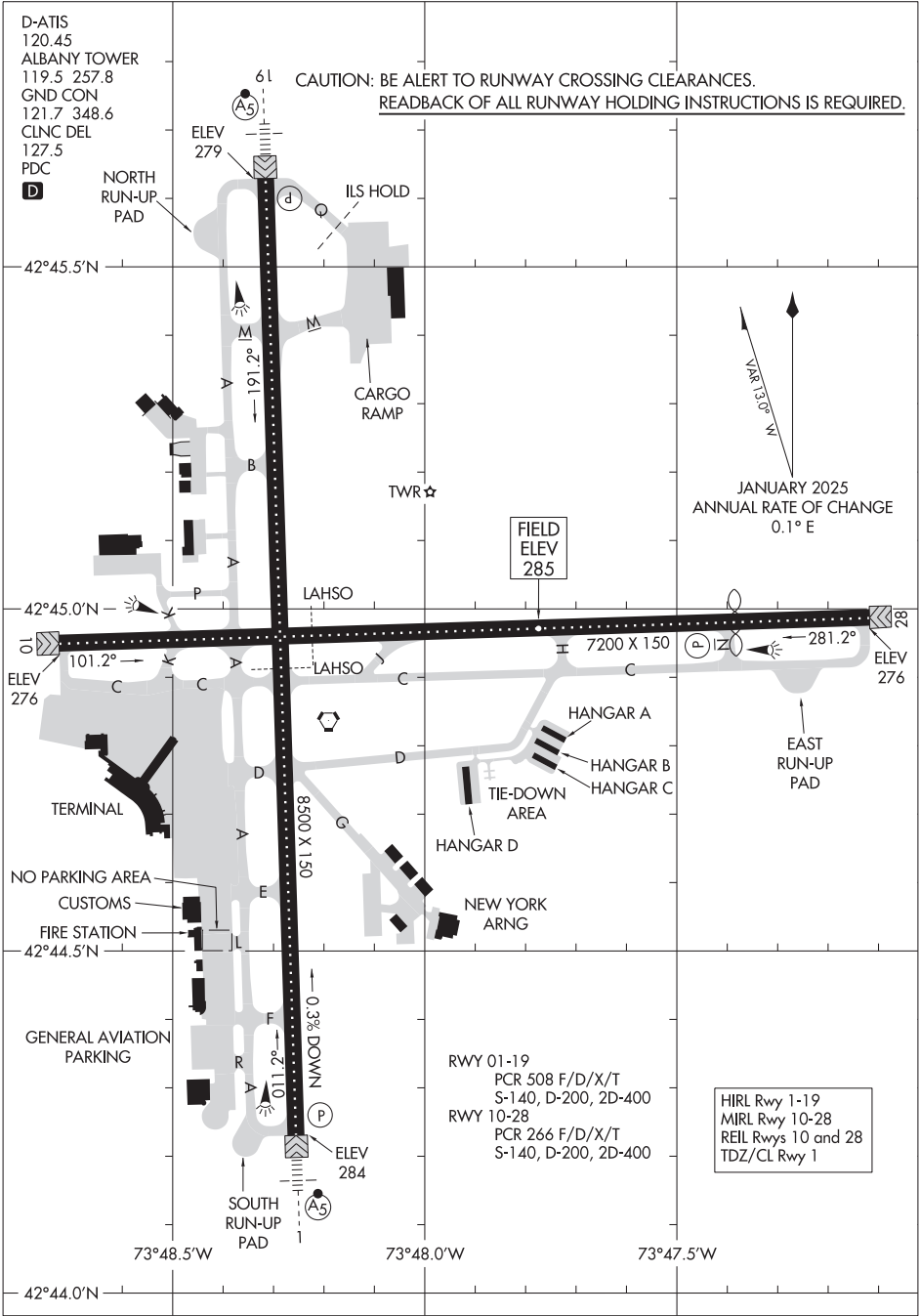
ALBANY, NEW YORK
Orig-F 06OCT22

42°45'N-73°48'W

ALBANY INTL (ALB)
VOR RWY 28

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



(ALB7.ALB) 23334

ALBANY SEVEN DEPARTURE

AL-10 (FAA)


ALBANY INTL (ALB)
ALBANY, NEW YORK


D-ATIS 120.45
CLNC DEL
127.5
GND CON
121.7 348.6
ALBANY TOWER
119.5 257.8

TOP ALTITUDE:
4000


TAKEOFF MINIMUMS:


Rwy 1: Standard.
Rwy 10: Standard with minimum
climb of 365' per NM to 1300.
Rwy 19: Standard with minimum
climb of 400' per NM to 1100.
Rwy 28: Standard with minimum
climb of 471' per NM to 900.


SYRACUSE
117.0 SYR 
Chan 117

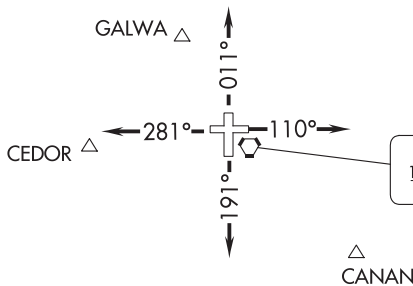
BURLINGTON
117.5 BTV 
Chan 122

GARDNER
116.95 GDM 
Chan 116 (Y)

ALBANY
115.3 ALB 
Chan 100

DELANCEY
112.1 DNY 
Chan 58

PAWLING
114.3 PWL 
Chan 90



NELIE
Δ

DBABE


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

(NARRATIVE ON FOLLOWING PAGE)

ALBANY SEVEN DEPARTURE
(ALB7.ALB) 19JUL18

ALBANY, NEW YORK
ALBANY INTL (ALB)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



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, JEFFE, PAYGE, SYR, SAX, JFK, CMK, PWL, IGN, requesting flight levels, expect a vector to the vicinity of the ALB, R-343/25 DME (or GALWA) expect on course leaving 14000.

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

ALBION, NEW YORK

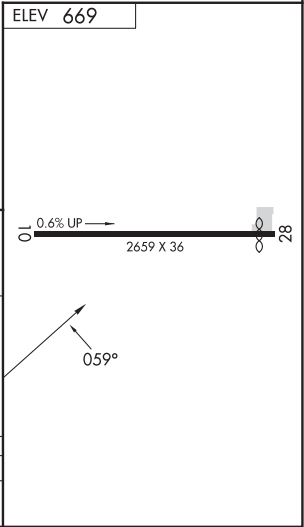
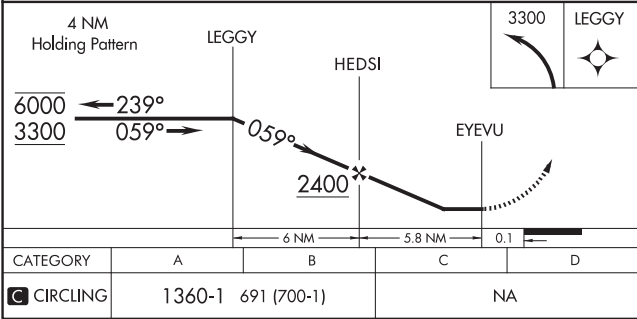
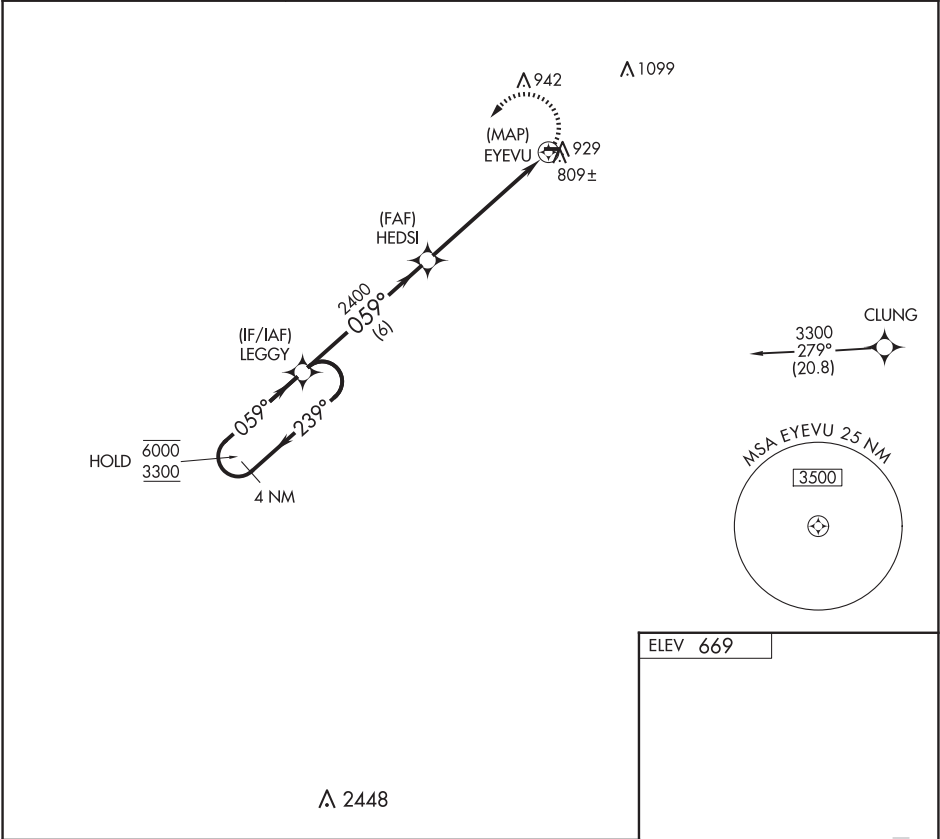
AL-6495 (FAA)

23278

APP CRS	Rwy Idg	N/A
059°	TDZE	N/A
	Apt Elev	669

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

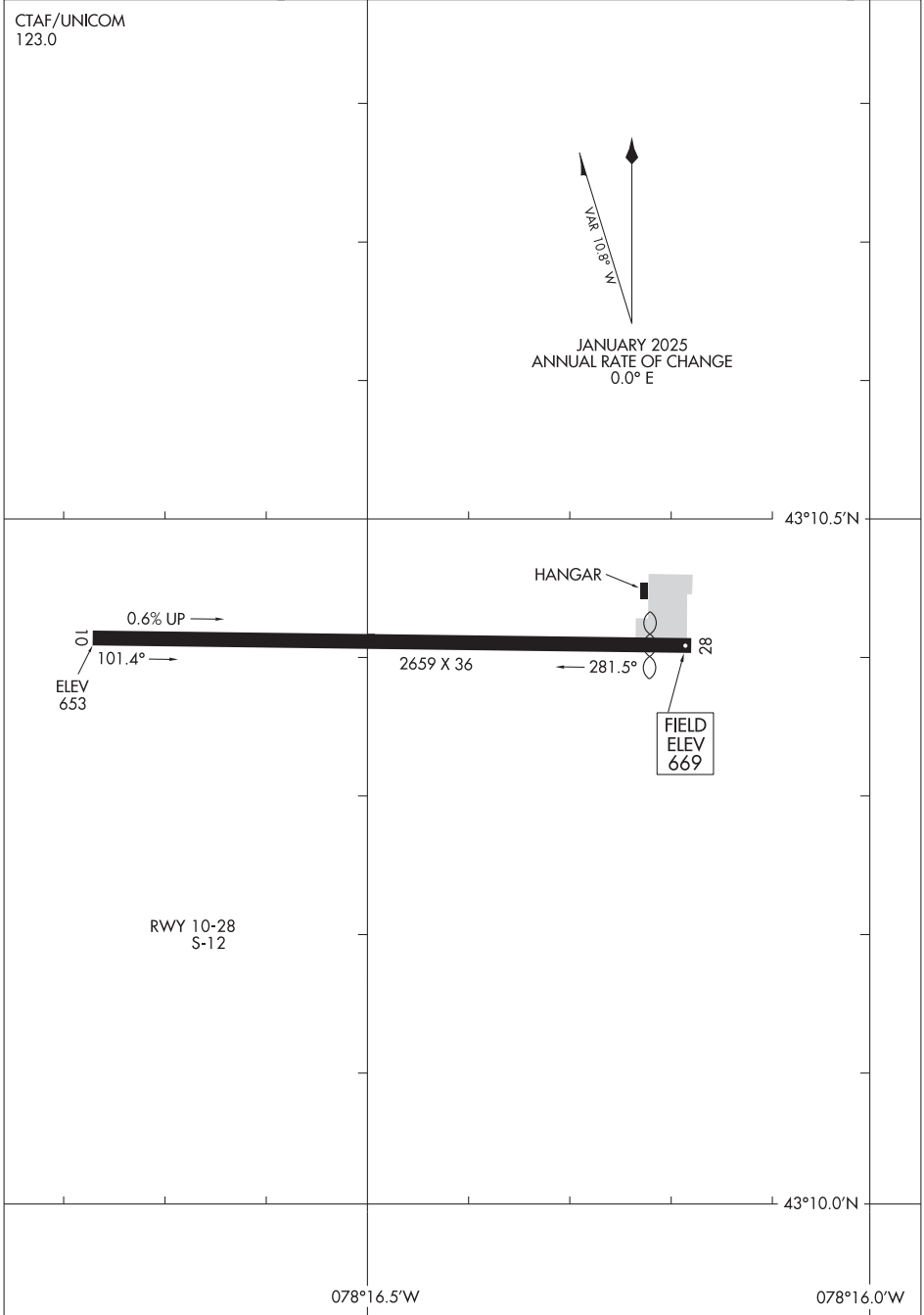
RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.	
Rwy 10 and 28 helicopter visibility reduction below 1 SM NA. Use Buffalo Niagara Intl altimeter setting; when not received, use Niagara Falls Intl altimeter setting and increase all MDA 20 feet. Procedure NA at night.			
NA	BUF AWOS 135.35	BUFFALO APP CON 126.15 263.125	UNICOM 123.0 (CTAF)



ALBION, NEW YORK
Orig-A 27JAN22

43°10'N - 78°16'W

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



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

ANDOVER, NEW JERSEY

AL-5026 (FAA)

24249

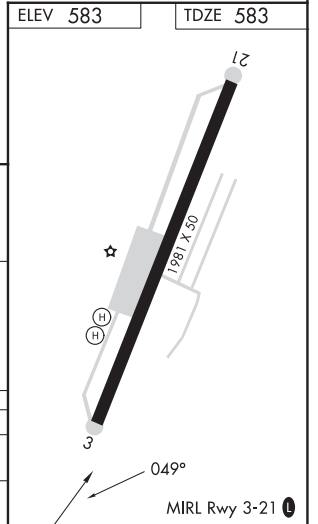
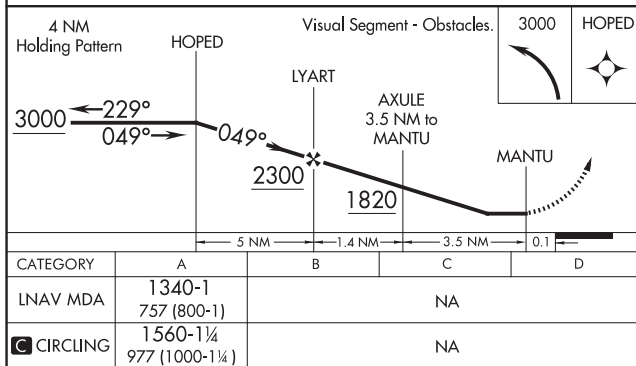
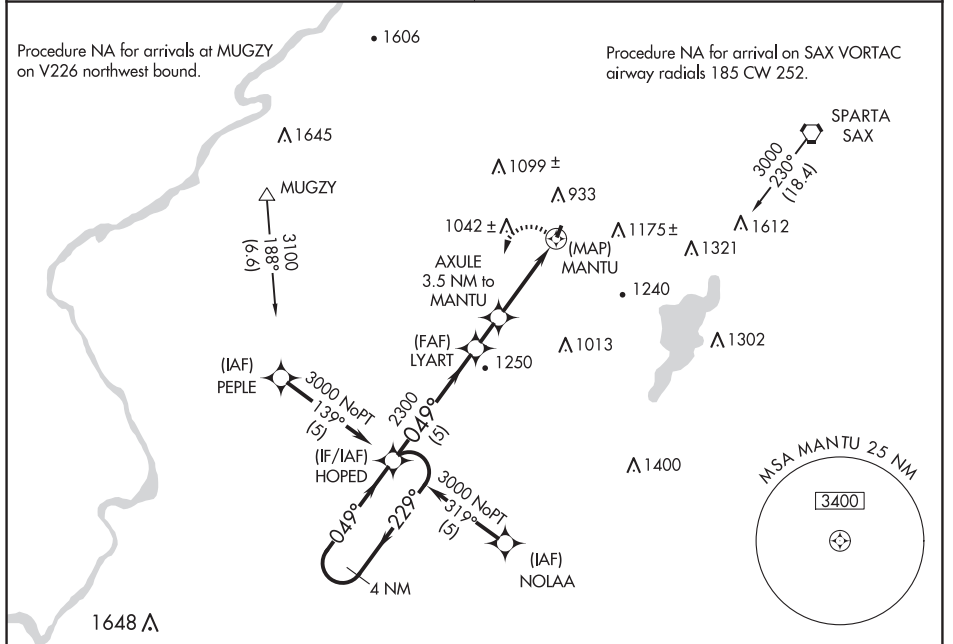
APP CRS	Rwy Idg	1981
049°	TDZE	583
	Apt Elev	583

RNAV (GPS) RWY 3

AEROFLEX/ANDOVER (12N)

RNP APCH.	MISSED APPROACH: Climbing left turn to 3000 direct HOPED and hold.
▼ 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.	

NEWARK APP CON 127.6 379.9	UNICOM 122.8 (CTAF) 0
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ANDOVER, NEW JERSEY

Amdt 1C 13AUG20

41°01'N-74°44'W

AEROFLEX/ANDOVER (12N)

RNAV (GPS) RWY 3

NE-2, 07 AUG 2025 to 02 OCT 2025

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

VOR-A

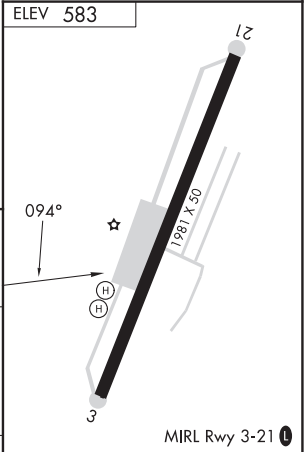
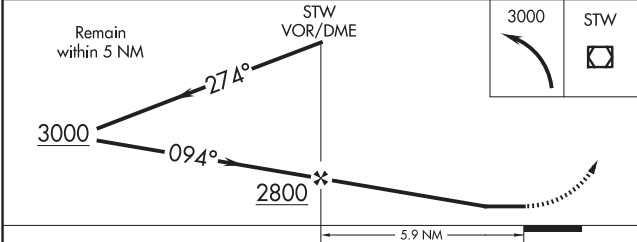
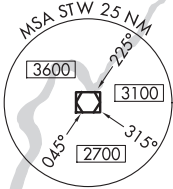
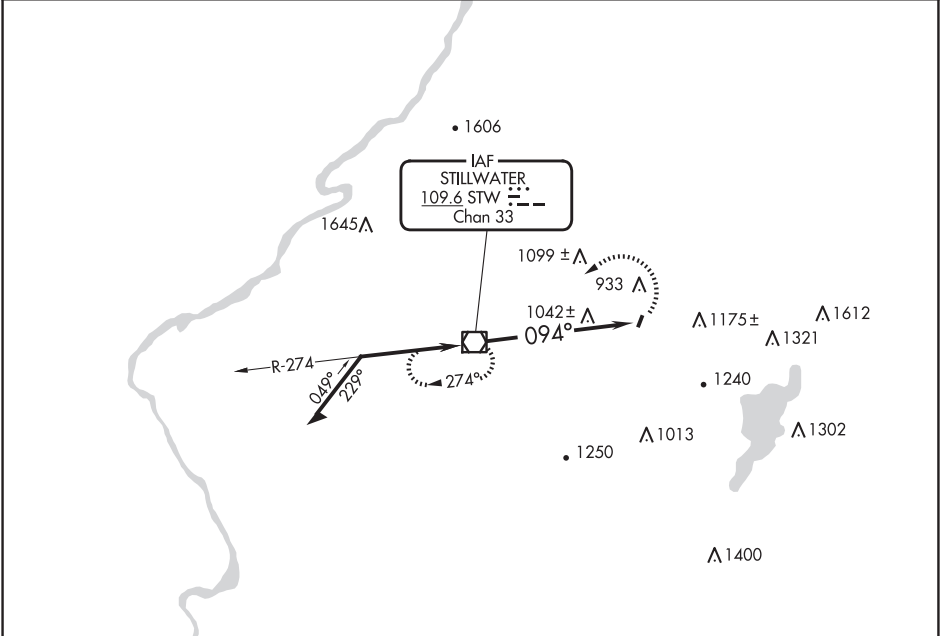
AEROFLEX/ANDOVER (12N)


When local altimeter setting not received, use Caldwell altimeter setting and increase MDA 120 feet. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

NEWARK APP CON
127.6 379.9

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 5.9 NM					
 CIRCLING	1560-1¼ 977 (1000-1¼)	NA			Knots	60	90	120	150	180
	Min:Sec				5:54	3:56	2:57	2:22	1:58	

ATLANTIC CITY, NEW JERSEY

AL-669 (FAA)

25219

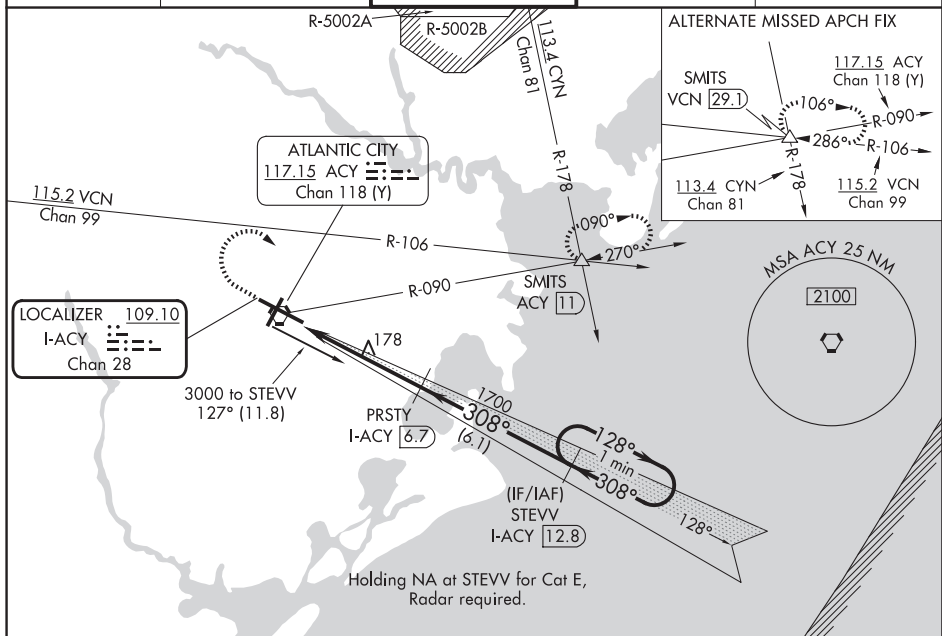
LOC/DME I-ACY 109.10 Chan 28	APP CRS 308°	Rwy Ldg TDZE Apt Elev	10001 64 75
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ILS or LOC/DME RWY 31 ATLANTIC CITY INTL (ACY)

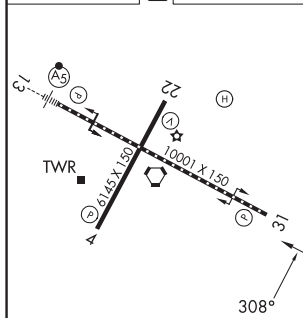


MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and via ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS 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
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ELEV 75	D	TDZE 64
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DME REQUIRED

500	2000	ACY R-090	SMITS	Use I-ACY DME when on localizer course. VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).		One Minute Holding Pattern	
↑	hdg 130°			PRSTY I-ACY [6.7]	STEVEV I-ACY [12.8]		
		I-ACY [1.8]	I-ACY [3]	1700	308°	128°	2000
						GS 3.00°	TCH 52
		1.2	3.7 NM	6.1 NM			
CATEGORY	A	B	C	D	E		
S-ILS 31	264/40 200 (200-¾)						
S-LOC 31	520/55	456 (500-1)	520-1½ 456 (500-1½)	520-1½	456 (500-1½)		
CIRCLING	540-1 465 (500-1)	600-1 525 (600-1)	620-1½ 545 (600-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)		

TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

ATLANTIC CITY, NEW JERSEY
Orig-E 11JUL24

39°27'N-74°35'W

ATLANTIC CITY INTL (ACY)
ILS or LOC/DME RWY 31

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-PVO	APP CRS	Rwy Ldg
109.1	128°	10001
Chan 28		TDZE 75
		Apt Elev 75

ILS Z or LOC Z RWY 13

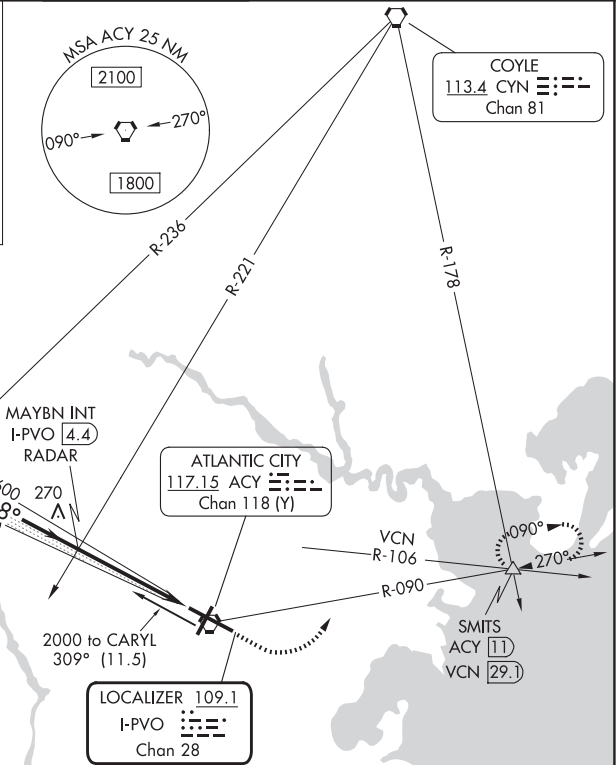
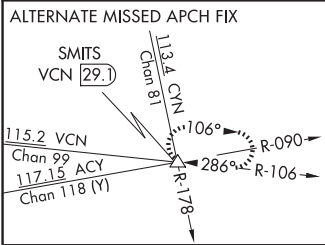
ATLANTIC CITY INTL (ACY)

⚠ For inop ALS, increase S-ILS 13 Cat E visibility to RVR 4000 and S-LOC 13 Cat E visibility to 1 3/8 SM.

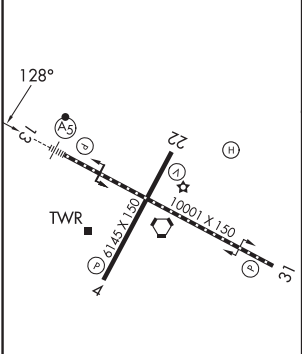
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 on ACY VORTAC R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
125.725 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



ELEV 75	D	TDZE 75
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TDZ/CL Rwy 13 HIRL Rwys 4-22 and 13-31 REIL Rwy 31					
FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

Use I-PVO DME when on the localizer course.

One Minute Holding Pattern	CARYL INT I-PVO 10.5	MAYBN INT I-PVO 4.4	600	2000	ACY R-090	SMITS
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GS 3.00° TCH 58

CATEGORY	A	B	C	D	E
S-ILS 13	275/18 200 (200-1/2)				
S-LOC 13	520/24	445 (500-1/2)	520/45	445 (500-2/3)	
CIRCLING	540-1	600-1	620-1 1/2	640-2	760-2 1/2
	465 (500-1)	525 (600-1)	545 (600-1 1/2)	565 (600-2)	685 (700-2 1/2)

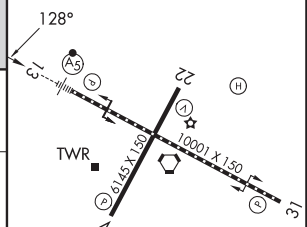
NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 13
ATLANTIC CITY INTL (ACY)

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

ELEV	75	D	TDZE 75
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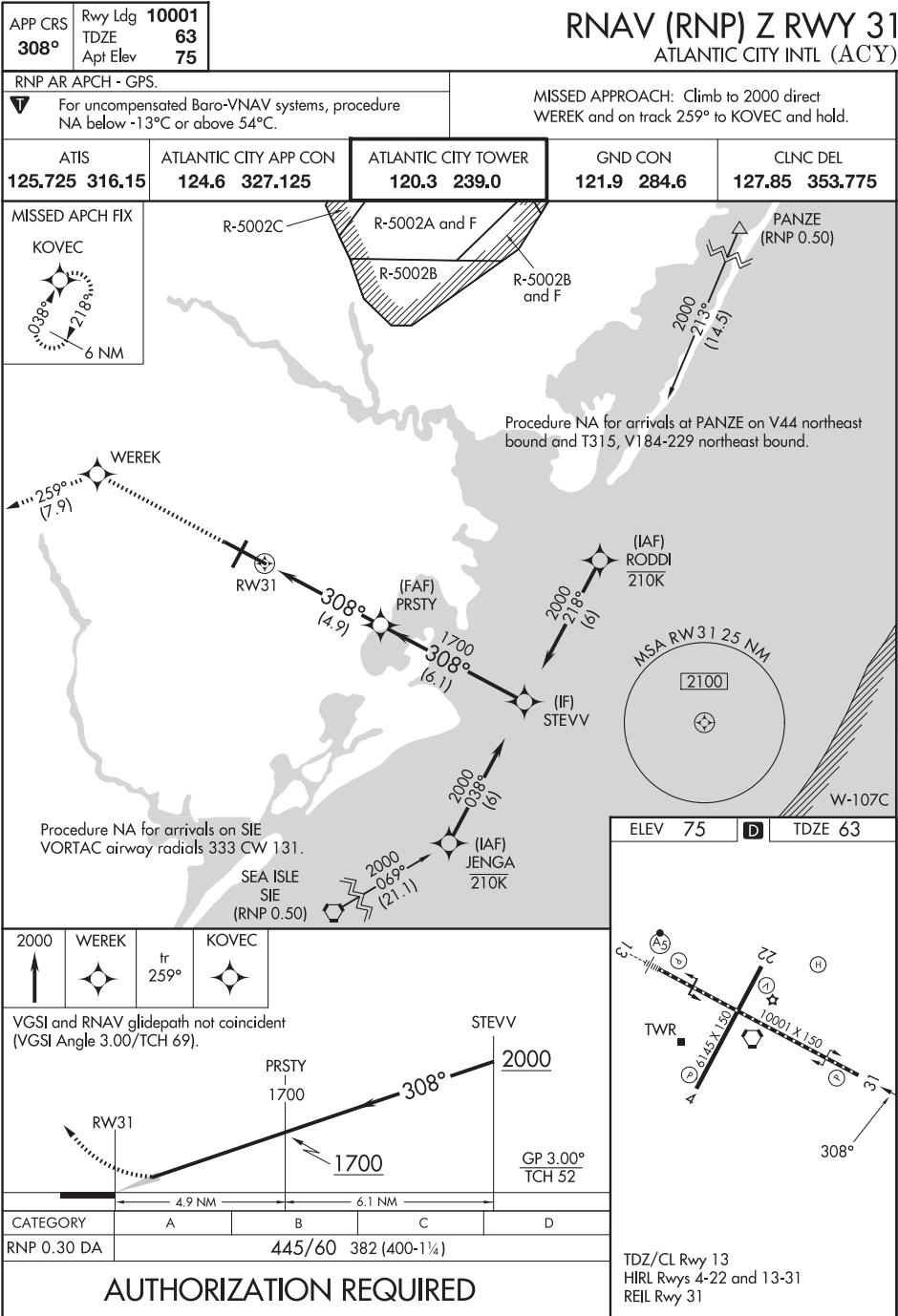


TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

AUTHORIZATION REQUIRED

ATLANTIC CITY INTL (ACY)
RNAV (RNP) Z RWY 13

NE-2, 07 AUG 2025 to 02 OCT 2025



ATLANTIC CITY, NEW JERSEY

AL-669 (FAA)

25219

WAAS CH 78231 W04A	APP CRS 038°	Rwy Ldg TDZE Apt Elev	6145 68 75
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RNAV (GPS) RWY 4

ATLANTIC CITY INTL (ACY)

RNP APCH - GPS.

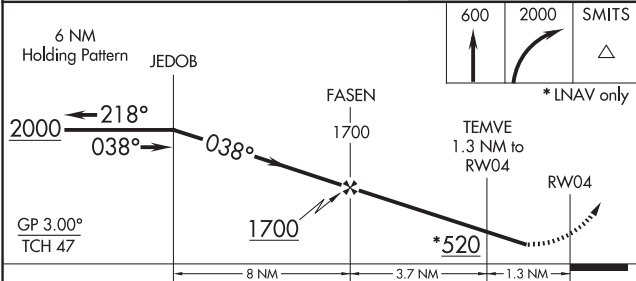
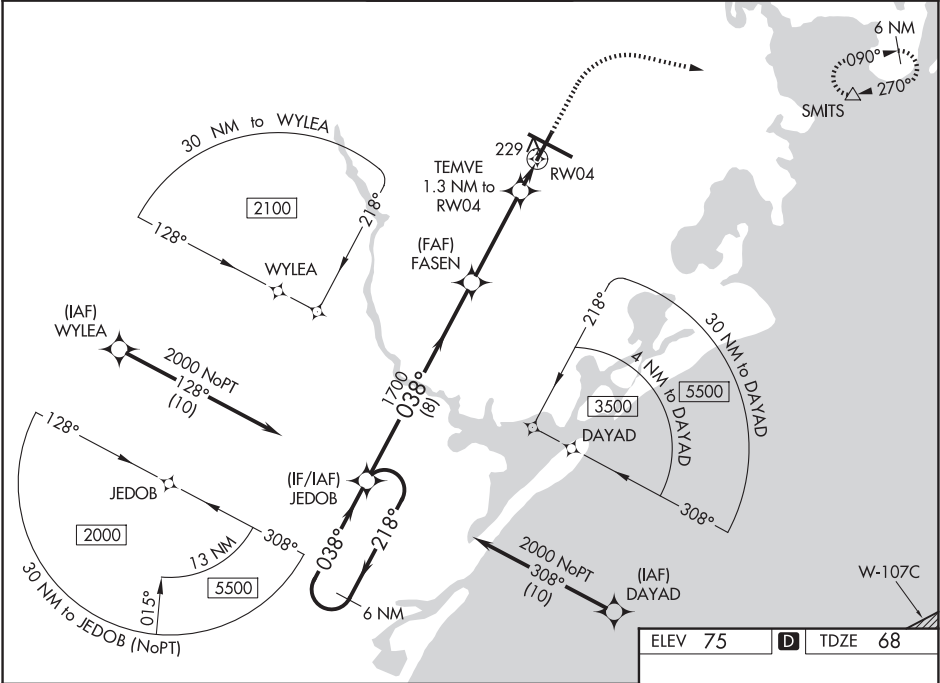
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct SMITS 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
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ELEV 75 TDZE 68

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

CATEGORY	A	B	C	D	E
LPV DA	318-1		250 (300-1)		
LNAV/VNAV DA	534-1½		466 (500-1½)		
LNAV MDA	480-1	412 (500-1)	480-1½	412 (500-1½)	
CIRCLING	540-1 465 (500-1)	600-1 525 (600-1)	620-1½ 545 (600-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

ATLANTIC CITY, NEW JERSEY
Amdt 2C 09SEP21

39°27'N-74°35'W

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

NE-2, 07 AUG 2025 to 02 OCT 2025


NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53631 W22A	APP CRS 218°	Rwy Ldg 6145 TDZE 68 Apt Elev 75
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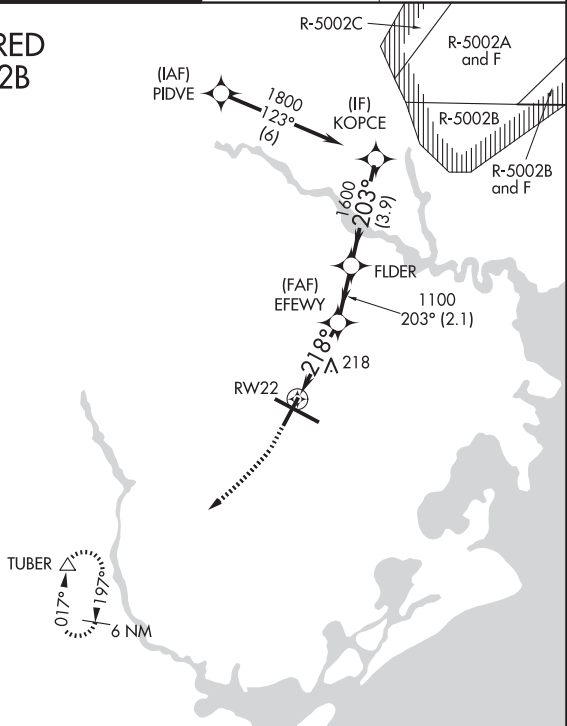
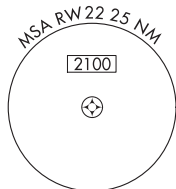
RNAV (GPS) RWY 22
ATLANTIC CITY INTL (ACY)

RNP APCH - GPS.				MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct TUBER and hold.					
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.4°C (7°F) or above 54°C (130°F). Rwy 22 helicopter visibility reduction below ¾ 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	

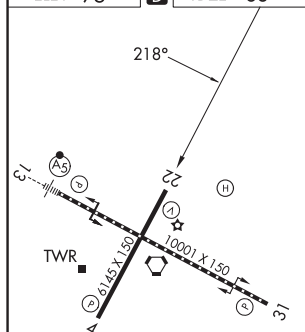
RADAR REQUIRED
WHEN R-5002B
IS ACTIVE.

CEDAR LAKE VCN 

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



ELEV 75	D	TDZE 68
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TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

ATLANTIC CITY, NEW JERSEY
Amdt 4C 09SEP21

39°27'N-74°35'W

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

NE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 13
ATLANTIC CITY INTL (ACY)

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

ELEV	75	D	TDZE 75
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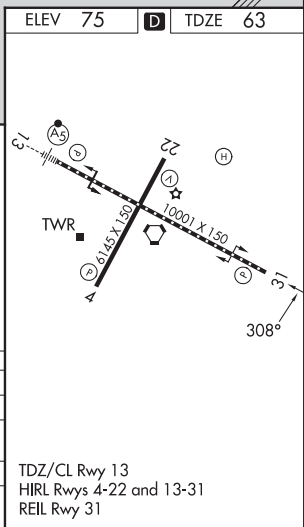
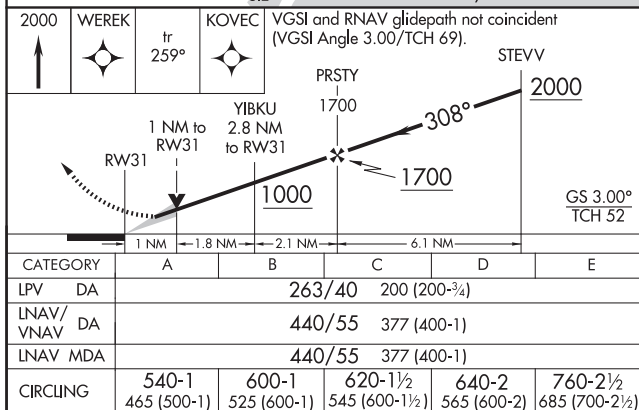
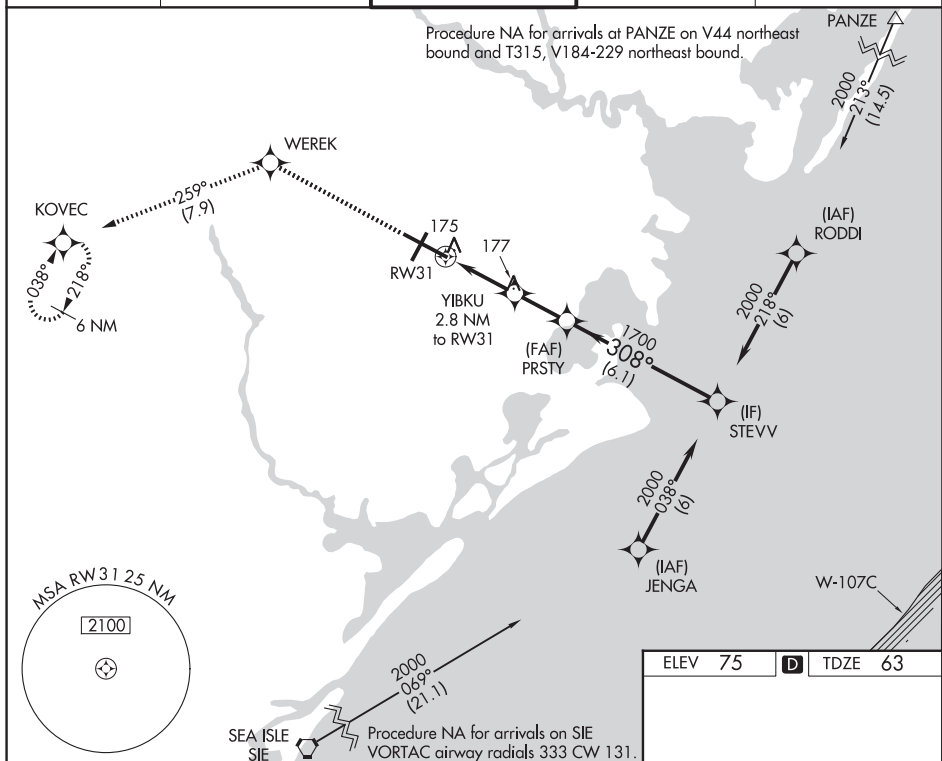
ATLANTIC CITY INTL (ACY)
RNAV (GPS) Y RWY 13

NE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 31
ATLANTIC CITY INTL (ACY)

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

CLNC DEL
127.85 353.775



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

VORTAC ACY	APP CRS	Rwy Ldg	6145
117.15	048°	TDZE	68
Chan 118 (Y)		Apt Elev	75

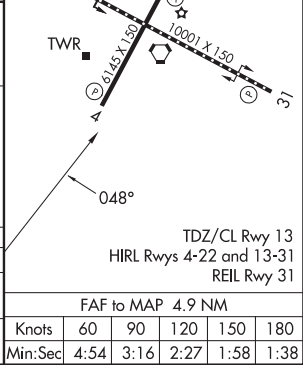
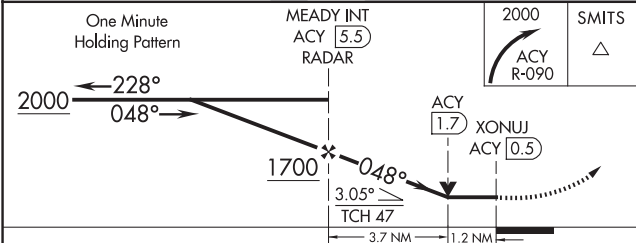
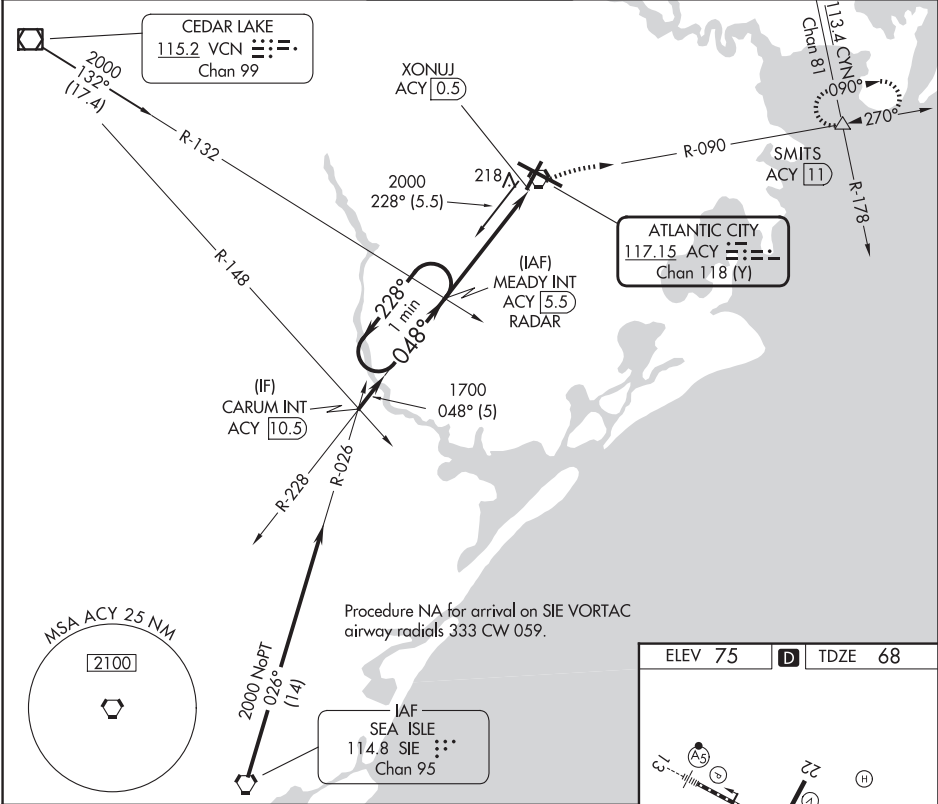
VOR RWY 4
ATLANTIC CITY INTL (ACY)



Rwy 4 helicopter visibility reduction below 3/4 SM NA.

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

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
125.725 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



CATEGORY	A	B	C	D	E
S-4	480-1	412 (500-1)	480-1 1/4	412 (500-1 1/4)	480-1 1/2
CIRCLING	540-1	600-1	620-1 1/2	640-2	760-2 1/2
	465 (500-1)	525 (600-1)	545 (600-1 1/2)	565 (600-2)	685 (700-2 1/2)

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

NE-2, 07 AUG 2025 to 02 OCT 2025

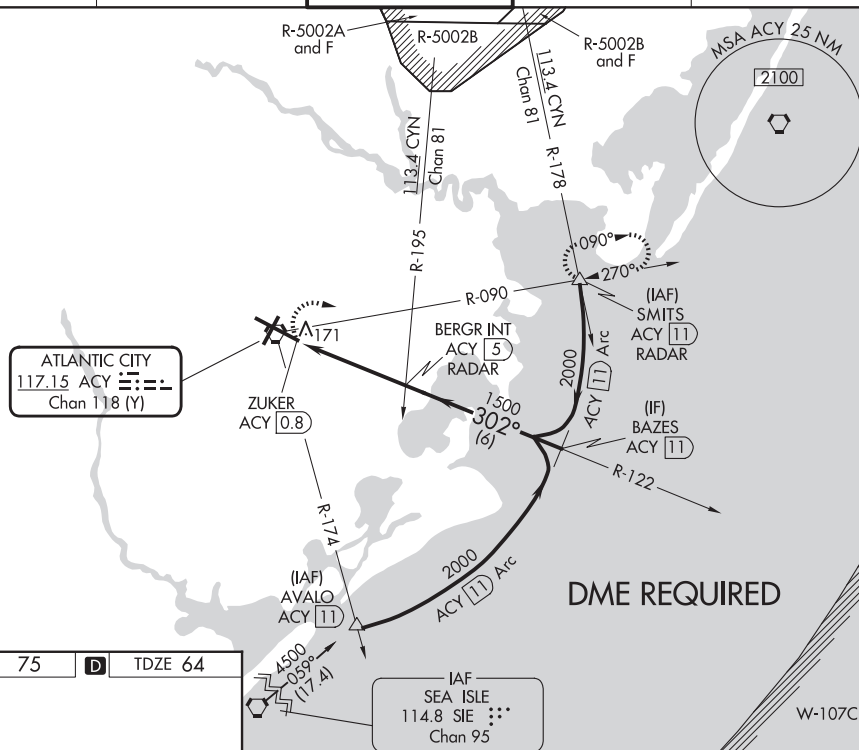
NE-2, 07 AUG 2025 to 02 OCT 2025

VOR RWY 31
ATLANTIC CITY INTL (ACY)

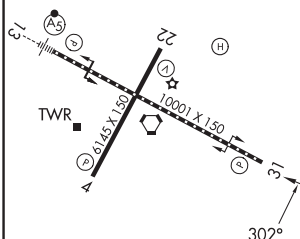


MISSED APPROACH: Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

ATIS	ATLANTIC CITY APP CON	ATLANTIC CITY TOWER	GND CON	CLNC DEL
125.725 316.15	124.6 327.125	120.3 239.0	121.9 284.6	127.85 353.775



ELEV	75	D	TDZE 64
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TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

Amdt 1D 11JUL24

CATEGORY	A	B	C	D	E
S-31	480/55	416 (500-1)	480/60	416 (500-1½)	480-1½ 416 (500-1½)
CIRCLING	540-1 465 (500-1)	500-1 525 (600-1)	620-1½ 545 (600-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

ATLANTIC CITY INTL (ACY)
VOR RWY 31

COPTER ILS or LOC/DME RWY 13
ATLANTIC CITY INTL (ACY)

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 on ACY VORTAC R-090 to SMITS INT/ACY 11 DME and hold.

600 ↑	2000 ↖	ACY R-090	SMITS △
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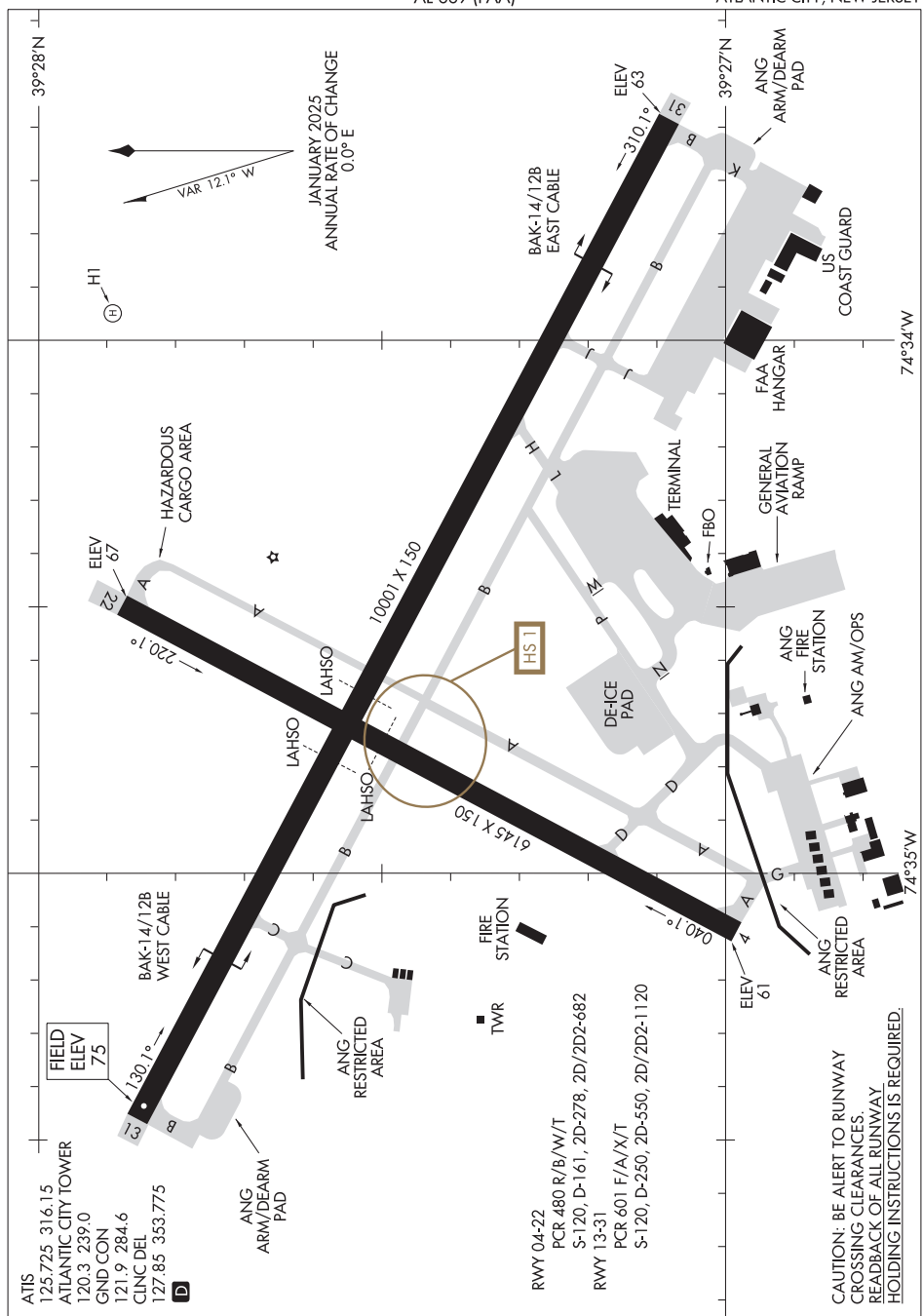
39°27'N-74°35'W

ATLANTIC CITY INTL (ACY)

COPTER ILS or LOC/DME RWY 13

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



NE-2, 07 AUG 2025 to 02 OCT 2025

(ACY3.ACY) 25219

AL-669 (FAA)

ATLANTIC CITY THREE DEPARTURE

ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY

ATIS
125.725 316.15
CLNC DEL
127.85 353.775
GND CON
121.9 284.6
ATLANTIC CITY TOWER
120.3 239.0

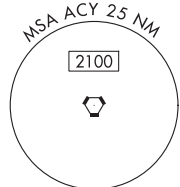
RADAR required.

**TOP ALTITUDE:
2000**

ROBBINSVILLE
113.8 RBV
Chan 85

COLTS NECK
115.4 COL
Chan 101

TAKEOFF MINIMUMS:
Rwy 4, 13, 22, 31: Standard.



COYLE
113.4 CYN
Chan 81

△ DIXIE

△ ZIGGI

△ CAMRN

△ MANTA

△ PANZE

CEDAR LAKE
115.2 VCN
Chan 99

ATLANTIC CITY
117.15 ACY
Chan 118 (Y)

WATERLOO
112.6 ATR
Chan 73

△ LEEAH

SEA ISLE
114.8 SIE
Chan 95

ACY NORTH DEP CON
134.25 292.2

SMYRNA
111.4 ENO
Chan 51

ACY SOUTH DEP CON
124.6 327.125

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 038° or as assigned by ATC, thence....

TAKEOFF RUNWAY 13: Climb on heading 128° or as assigned by ATC, thence....

TAKEOFF RUNWAY 22: Climb on heading 218° or as assigned by ATC, thence....

TAKEOFF RUNWAY 31: Climb on heading 308° or as assigned by ATC, thence....

...for vectors to filed route. Maintain 2000, expect 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.

ATLANTIC CITY THREE DEPARTURE

(ACY3.ACY) 07AUG25

ATLANTIC CITY, NEW JERSEY
ATLANTIC CITY INTL (ACY)

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-GVQ 108.9	APP CRS 282°	Rwy Idg TDZE 911 Apt Elev 914
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ILS or LOC RWY 28
GENESEE COUNTY (GVQ)

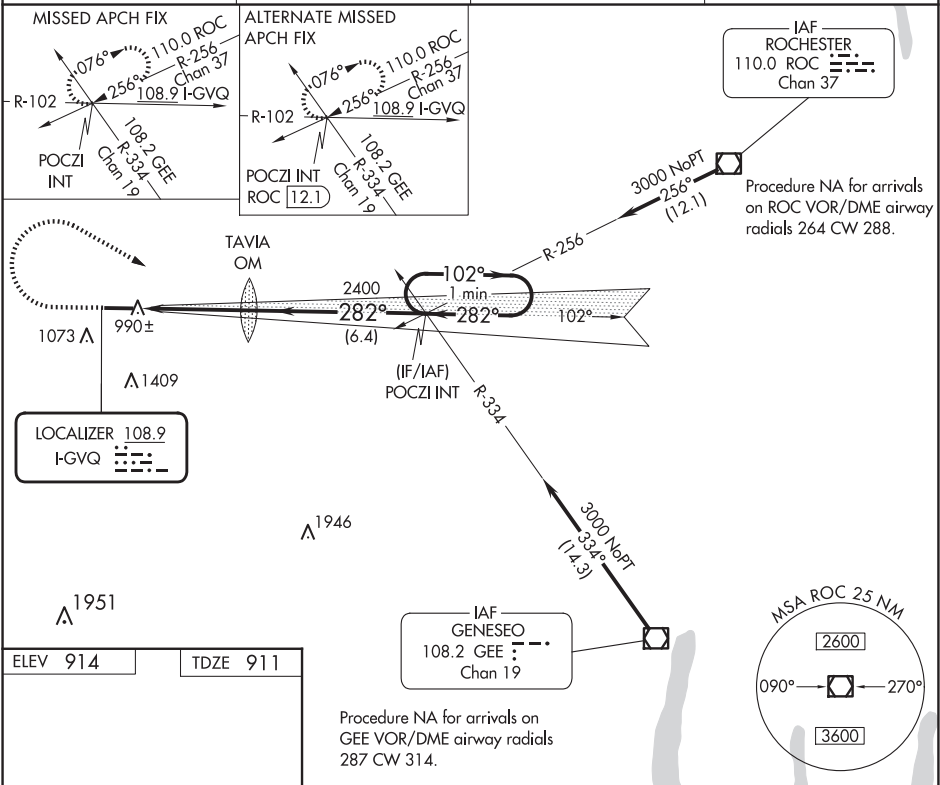
⚠ When local altimeter setting not received, use Rochester altimeter setting: increase DA to 1213 feet; increase all MDA 120 feet and visibility S-LOC 28 Cats C and D ¼ SM and Circling Cats C and D ½ SM. Autopilot coupled approach NA below 1433.

MALS

AS

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

AWOS-3PT 127.525	ROCHESTER APP CON 123.7 322.3	CLNC DEL 121.8	UNICOM 122.7 (CTAF) 0
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ELEV 914	TDZE 911
REIL Rwy 10 HIRL Rwy 10-28	
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24

1500	3000	I-GVQ	POCZI INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 62).	One Minute Holding Pattern
hdg 130°		E crs			
TAVIA OM		2307	282°	102°	3000
2400		282°	282°		
4.2 NM		6.4 NM			GS 3.00° TCH 56
CATEGORY	A	B	C	D	
S-ILS 28	1111-½ 200 (200-½)				
S-LOC 28	1260-½ 349 (400-½)				1260-¾ 349 (400-¾)
CIRCLING	1380-1 466 (500-1)		1720-2¼ 806 (900-2¼)		1720-2½ 806 (900-2½)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86311 W28A	APP CRS 282°	Rwy Idg 5499 TDZE 911 Apt Elev 914
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RNAV (GPS) RWY 28

GENESEE COUNTY (GVQ)

⚠

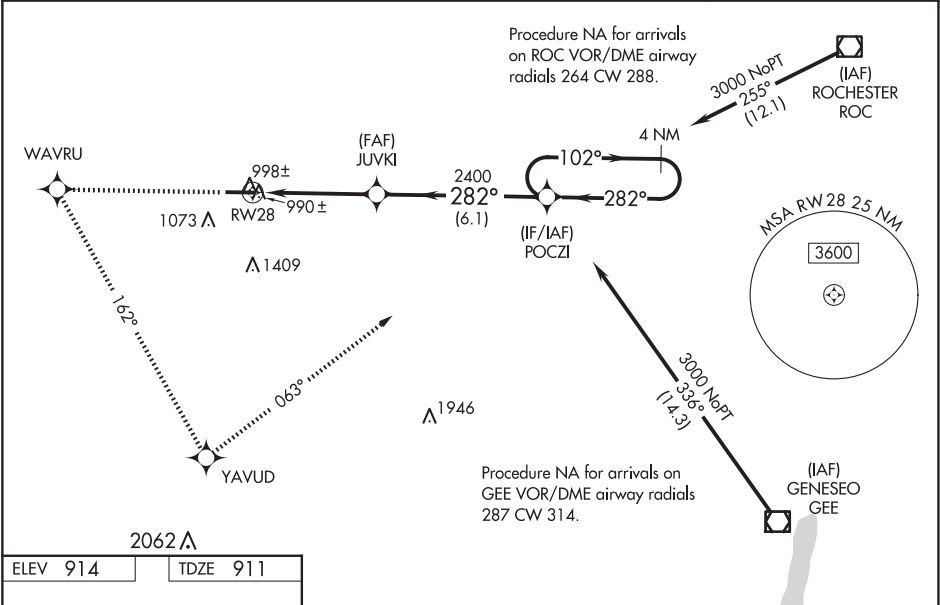
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting: increase LPV DA to 1263 feet and visibility ¼ SM all Cats; increase LNAV/VNAV DA to 1466 feet and visibility ½ SM all Cats; increase all MDA 120 feet and visibility LNAV Cat C ¼ SM and Circling Cats C and D ½ SM. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inop MALSR increase LNAV Cat D visibility to 1¼ mile. For inop MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.

MALSR

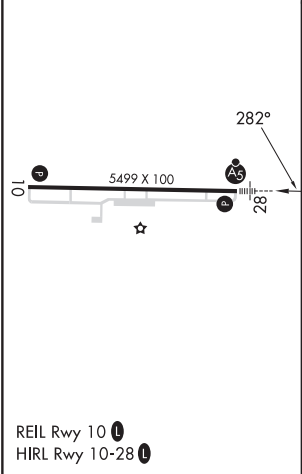
MISSED APPROACH:

Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

AWOS-3PT 127.525	ROCHESTER APP CON 123.7 322.3	CLNC DEL 121.8	UNICOM 122.7 (CTAF) 1
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ELEV 914	TDZE 911
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3300	WAVRU	YAVUD	POCZI	4 NM Holding Pattern
↑				
	tr 162°	tr 063°		
*LNAV only.				
		JUVKI		
		2400		
		282°		
		0.9	3.6 NM	6.1 NM
		RW28		
		* 0.9 NM to RW28		
CATEGORY	A	B	C	D
LPV DA	1161-1½ 250 (300-½)			
LNAV/VNAV DA	1364-1 453 (500-1)			
LNAV MDA	1260-½ 349 (400-½)			1260-1 349 (400-1)
CIRCLING	1380-1 466 (500-1)		1720-2¼ 806 (900-2¼)	1720-2½ 806 (900-2½)

BATAVIA, NEW YORK

AL-5562 (FAA)

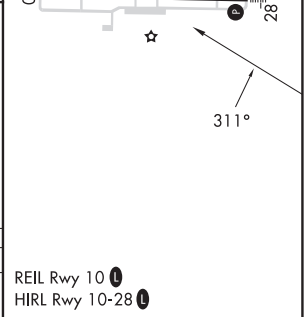
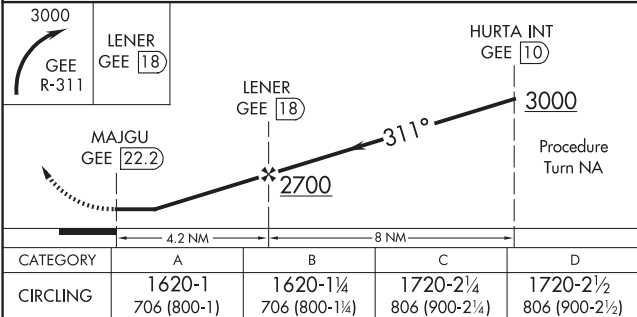
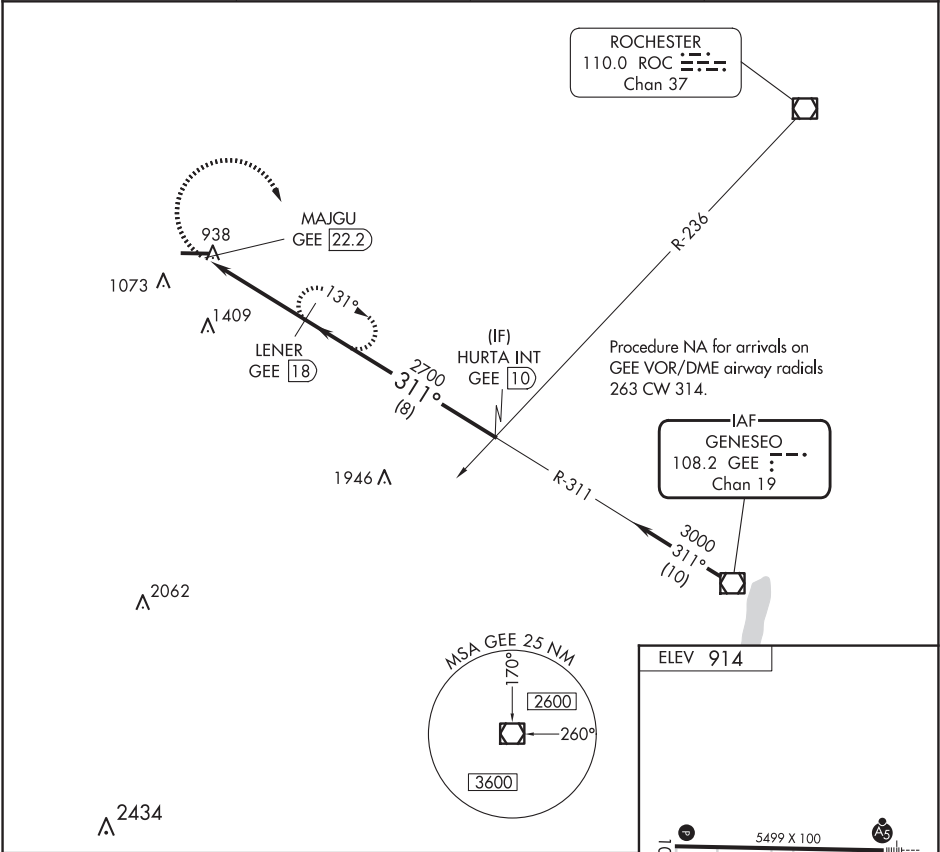
24025

VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2	311°	TDZE	N/A
Chan 19		Apt Elev	914

VOR/DME-A
GENESEE COUNTY (GVQ)

<p>⚠ When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase visibility Cat A ¼ SM and Cat C and D ½ SM.</p>	<p>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.</p>
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AWOS-3PT 127.525	ROCHESTER APP CON 123.7 322.3	CLNC DEL 121.8	UNICOM 122.7 (CTAF) 0
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BATAVIA, NEW YORK
Amdt 5C 30DEC21

43°02'N-78°10'W

GENESEE COUNTY (GVQ)
VOR/DME-A

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
144°

Rwy Idg
TDZE
Apt Elev

7345
119
153

RNAV (GPS) RWY 14
MONMOUTH EXEC (BLM)

RNP APCH

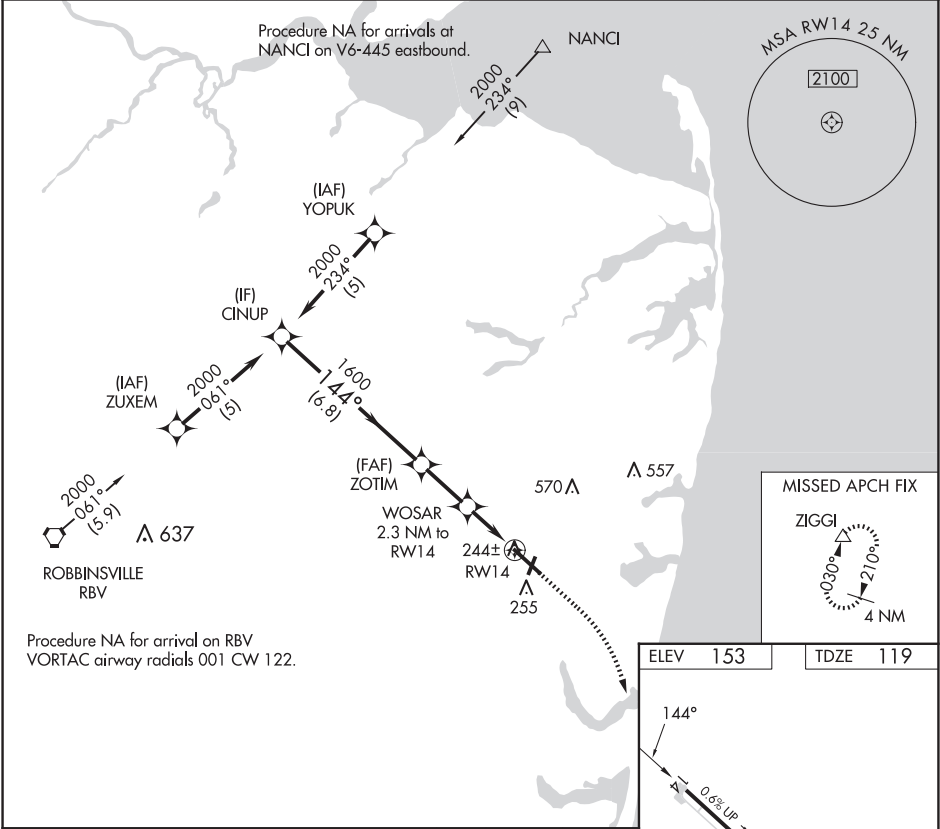
▼

▲

Circling Rwy 3, 21 NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA. VDP NA when using Lakehurst altimeter setting. When local altimeter setting not received, use Lakehurst altimeter setting: increase all MDA 40 feet and LNAV Cats C/D visibility ½ SM and Circling Cat C/D visibility ¼ SM.

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

AWOS-3PT 121.625	MC GUIRE APP CON 126.475 363.8	CLNC DEL 126.15	UNICOM 123.0 (CTAF)
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CINUP

2000

144°

ZOTIM

1600

3.00°

TCH 45

880

1.4 NM to RWY 14

RWY 14

600

2000

ZIGGI

△

CATEGORY	A	B	C	D
LNAV MDA	500-1	381 (400-1)	500-1½	381 (400-1½)
CIRCLING	560-1 407 (500-1)	620-1 467 (500-1)	880-2 727 (800-2)	880-2¼ 727 (800-2¼)

MIRL Rwy 14-32
REIL Rwy 14

APP CRS	Rwy Idg	7345
325°	TDZE	153
	Apt Elev	153

RNAV (GPS) RWY 32

MONMOUTH EXEC (BLM)

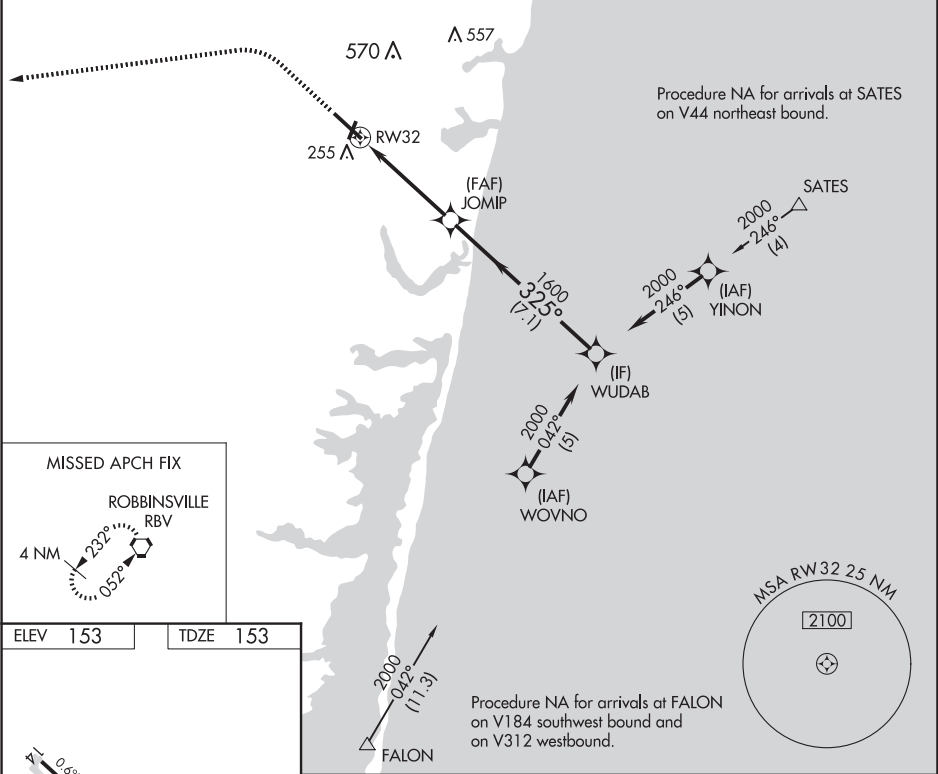
RNP APCH.

- ▼

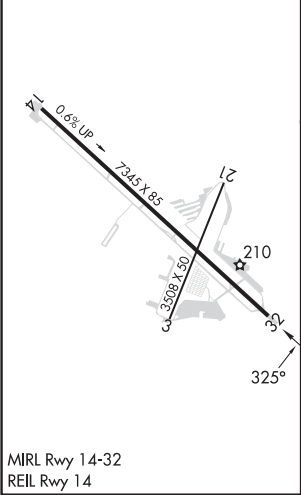
▲
- Circling Rwy 3, 21 NA at night. Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lakehurst altimeter setting and increase all MDA 40 feet; increase LNAV Cat C/D and Circling Cat C/D visibility ¼ SM.

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

AWOS-3PT 121.625	MC GUIRE APP CON 126.475 363.8	CLNC DEL 126.15	UNICOM 123.0 (CTAF)
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ELEV 153	TDZE 153
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Visual Segment - Obstacles.			
600	2000	RBV	
CATEGORY	A	B	C
LNAV MDA	560-1	407 (500-1)	560-1½ 407 (500-1½)
CIRCLING	560-1 407 (500-1)	620-1 467 (500-1)	880-2 727 (800-2) 880-2¼ 727 (800-2¼)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 43569 W14A	APP CRS 144°	Rwy Idg 7345 TDZE 119 Apt Elev 153
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RNAV (GPS) Z RWY 14
MONMOUTH EXEC. (BLM)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Lakehurst altimeter setting and increase all DA by 39 feet. Baro-VNAV NA when using Lakehurst altimeter setting.

MISSED APPROACH: Climb to 2000 direct EBULE, track 169° to ZIGGI and hold.

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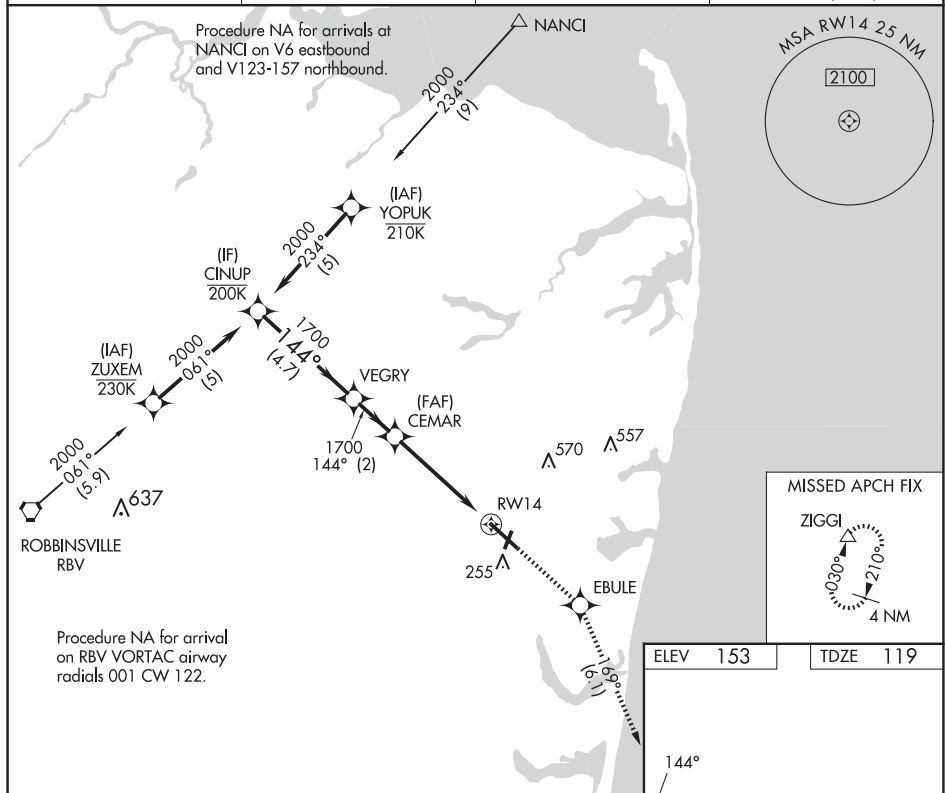


Diagram illustrating a 4-segment RNAV approach for RW14. The approach is categorized as LPV DA with a 369-1 250 (300-1) MSL. The approach is labeled "0.6% Up" and "7345 X 85". The diagram includes a legend for CINUP, VEGRY, CEMAR, RW14, and the runway. The diagram also shows the MRL Rwy 14-32 and REIL Rwy 14. The approach is labeled "0.6% Up" and "7345 X 85". The diagram includes a legend for CINUP, VEGRY, CEMAR, RW14, and the runway.

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78572 W32A	APP CRS 324°	Rwy Idg TDZE Apt Elev	7345 153 153
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RNAV (GPS) Z RWY 32

MONMOUTH EXEC (BLM)

RNP APCH - GPS.

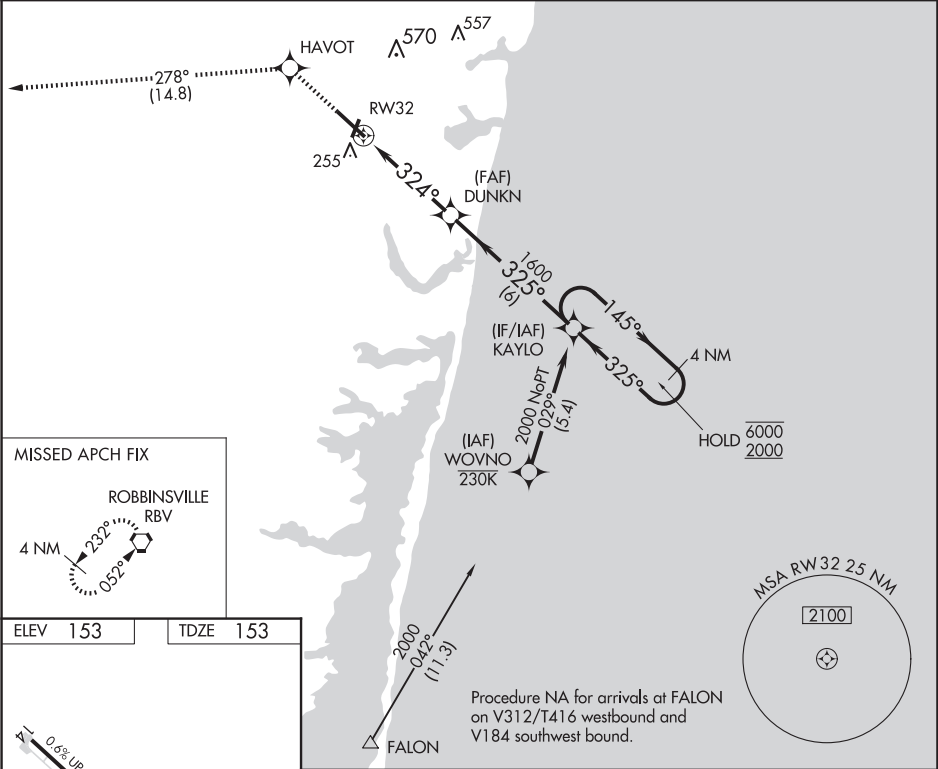
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.
Rwy 32 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Lakehurst altimeter setting and increase LPV DA to 442 feet, increase LNAV/VNAV DA to 442 feet. Baro-VNAV NA when using Lakehurst altimeter setting.

MISSED APPROACH:
Climb to 2000 direct
HAVOT, track 278° to
RBV VORTAC and hold.

AWOS-3PT 121.625	MC GUIRE APP CON 126.475 363.8	CLNC DEL 126.15	UNICOM 123.0 (CTAF)
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ELEV 153

TDZE 153

MIRL Rwy 14-32

REIL Rwy 14

2000

HAVOT

tr 278°

RBV

KAYLO

4 NM Holding Pattern

RW32

DUNKN

1600

324°

325°

145°

6000

2000

GP 3.10°

TCH 51

CATEGORY	A	B	C	D
LPV DA		403-1	250 (300-1)	
LNAV/VNAV DA		403-1	250 (300-1)	

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

VORTAC RBV	APP CRS	Rwy Idg	N/A
113.8	103°	TDZE	N/A
Chan 85		Apt Elev	153

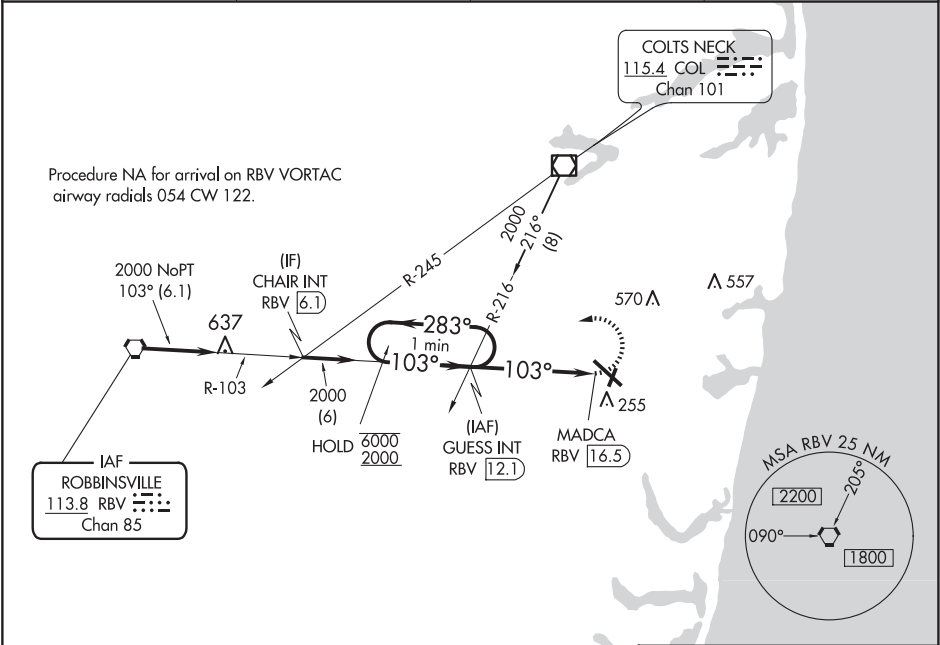
VOR-A

MONMOUTH EXEC (BLM)

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 ¼ SM.

MISSED APPROACH: Climbing left turn to 2000 on RBV VORTAC R-103 to GUESS INT/RBV 12.1 DME and hold.

AWOS-3PT 121.625	MC GUIRE APP CON 126.475 363.8	CLNC DEL 126.15	UNICOM 123.0 (CTAF)
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One Minute Holding Pattern

GUESS INT RBV 12.1

2000 RBV R-103

GUESS INT

6000

2000

283°

103°

103°

4.5 NM

MADCA RBV 16.5

ELEV 153

0.5% UP

103°

7345 X 85

210

32

3500 X 50

MIRL Rwy 14-32

REIL Rwy 14

CATEGORY	A	B	C	D	FAF to MAP 4.5 NM					
CIRCLING	640-1	487 (500-1)	880-2 727 (800-2)	880-2¼ 727 (800-2¼)	Knots	60	90	120	150	180
					Min:Sec	4:30	3:00	2:15	1:48	1:30

BERLIN, NEW JERSEY

AL-5496 (FAA)

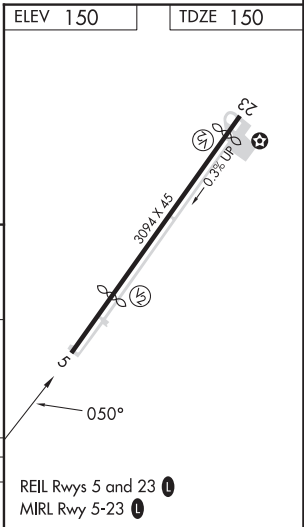
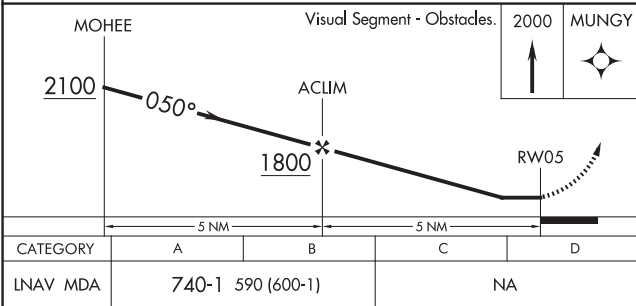
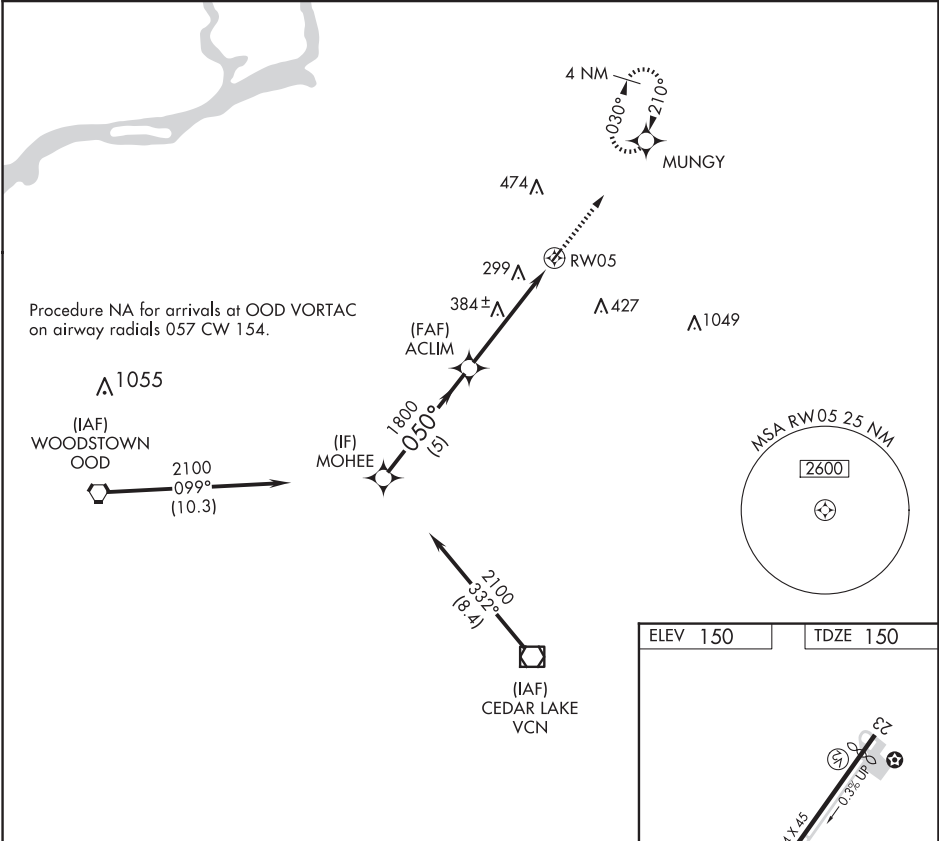
23278

APP CRS	Rwy Idg	2354
050°	TDZE	150
	Apt Elev	150

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

RNP APCH.	MISSED APPROACH: Climb to 2000 direct MUNGY and hold.
<div>▼ NA</div> <div>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.</div>	

MC GUIRE APP CON 126.475 363.8	UNICOM 123.0 (CTAF) 1
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BERLIN, NEW JERSEY
Orig-F 15AUG19

39° 47'N - 74° 57'W

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

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

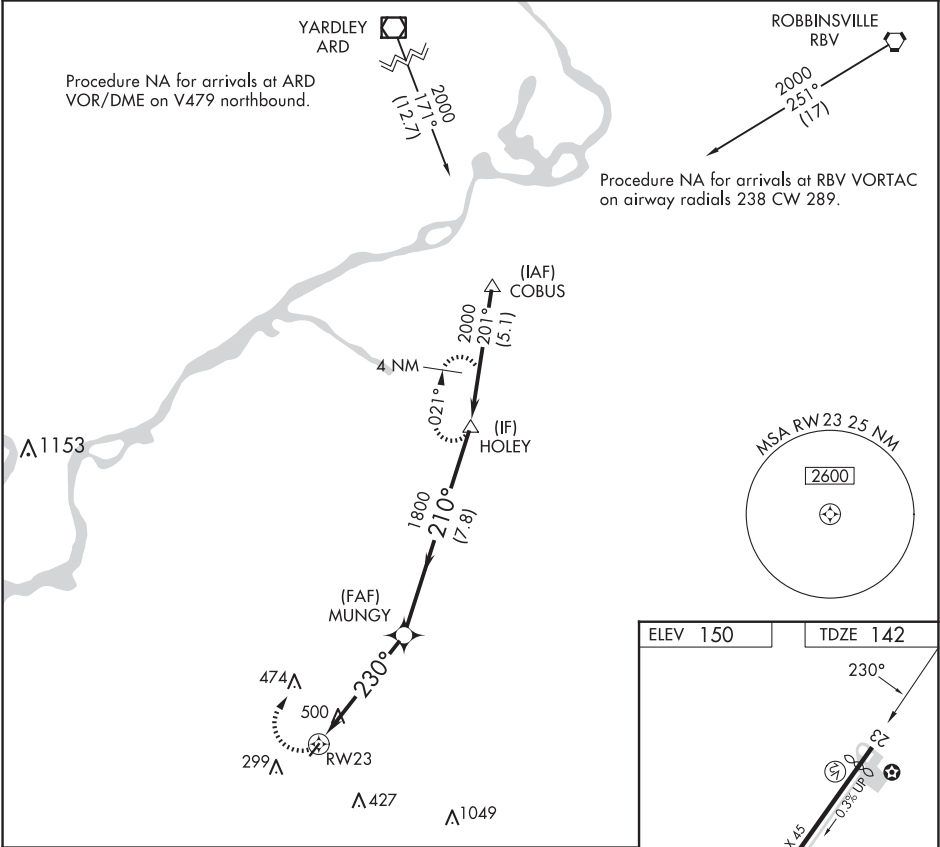
APP CRS	Rwy Idg	2855
230°	TDZE	142
	Apt Elev	150



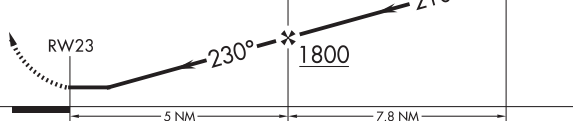
RNAV (GPS) RWY 23

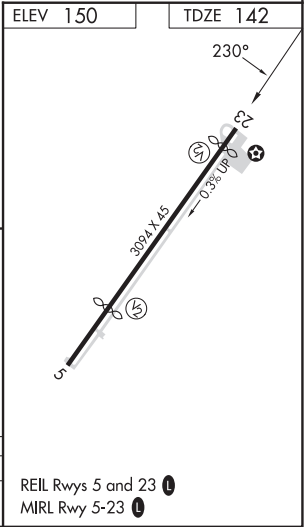
PINE VALLEY (19N)

RNP APCH.	MISSED APPROACH: Climbing right turn to 2000 direct HOLEY and hold.
▼ ▲ NA	Rwy 23 helicopter visibility reduction below 1 SM NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDA 20 feet. Procedure NA at night.

MC GUIRE APP CON 126.475 363.8	UNICOM 123.0 (CTAF) 1
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2000	HOLEY	Visual Segment - Obstacles.			HOLEY
					
					
CATEGORY	A	B	C	D	
LNAV MDA	840-1 698 (700-1)			NA	



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

BERLIN, NEW JERSEY

AL-5496 (FAA)

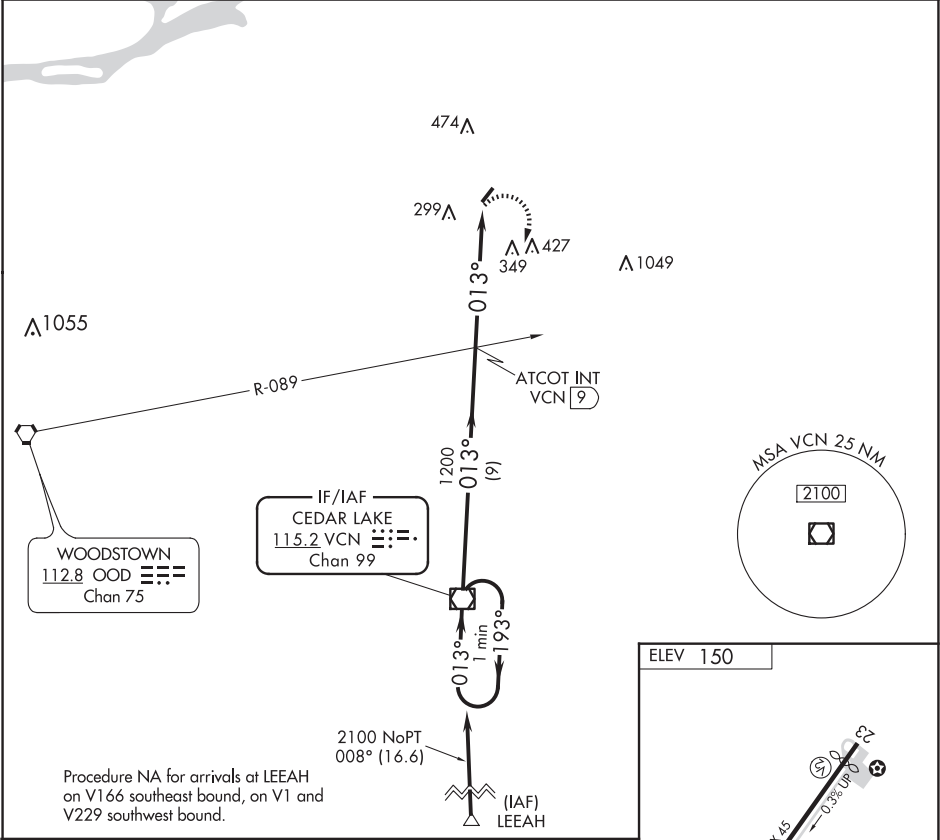
23278

VOR/DME VCN 115.2 Chan 99	APP CRS 013°	Rwy Idg TDZE Apt Elev	N/A N/A 150
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VOR-B
PINE VALLEY (19N)

<p>▼ 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.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2100 direct VCN VOR/DME and hold.</p>
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MC GUIRE APP CON 126.475 363.8	UNICOM 123.0 (CTAF) 0
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One Minute Holding Pattern		VCN VOR/DME		2100 VCN	
2100 ← 193°		013° →		VCN 14.3	
9 NM		5.3 NM		REIL Rwy 5 and 23	
CATEGORY		A		B	
CIRCLING		900-1		NA	
750 (800-1)				FAF to MAP 5.3 NM	
				Knots	
				60	
				90	
				120	
				150	
				180	
				Min:Sec	
				5:18	
				3:32	
				2:39	
				2:07	
				1:46	

BERLIN, NEW JERSEY
Amdt 2B 12OCT17

39°47'N-74°57'W

PINE VALLEY (19N)
VOR-B

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-AAJ 110.3	APP CRS 158°	Rwy Ldg TDZE 6905 1634 Apt Elev 1636
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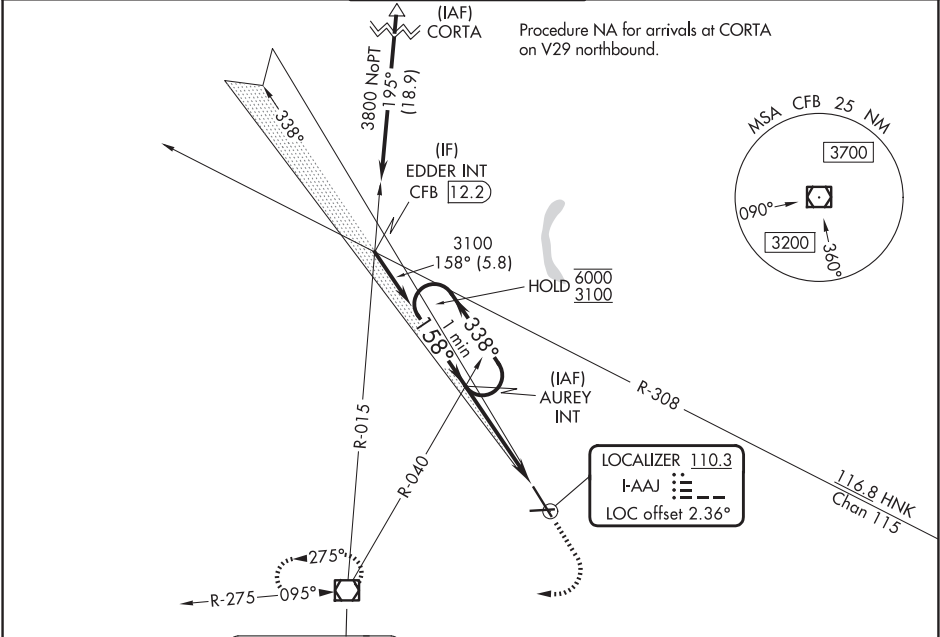
ILS or LOC RWY 16
GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

For inop ALS, increase S-LOC 16
Cats C and D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 3000 then climbing
right turn to 3700 direct CFB VOR/DME and hold.

ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625	BINGHAMTON TOWER ★ 119.3 (CTAF) 0 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95
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One Minute Holding Pattern

AUREY INT

3100

6000 ← 338°

3100 → 158°

GS 3.00° TCH 52

3100

158°

4.4 NM

3000

3700

CFB

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 61).

CATEGORY	A	B	C	D
S-ILS 16		1884/24	250 (300-½)	
S-LOC 16	1980/24	346 (400-½)	1980/30	346 (400-½)
CIRCLING	2120-1	484 (500-1)	2120-1½ 484 (500-½)	2200-2 564 (600-2)

ELEV 1636

D

TDZE 1634

158°

AS

7305 X 150

0.9% UP

TWR

5001 X 150

16-34

AS

28

2

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

MISSED APPROACH: Climb to 2200 then climbing left turn to 3900 direct CFB VOR/DME and hold, continue climb-in-hold to 3900.

UNICOM
122.95

NE-2, 07 AUG 2025 to 02 OCT 2025

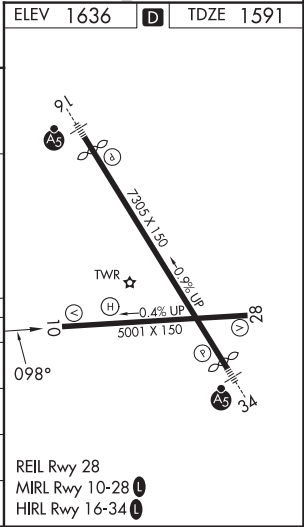
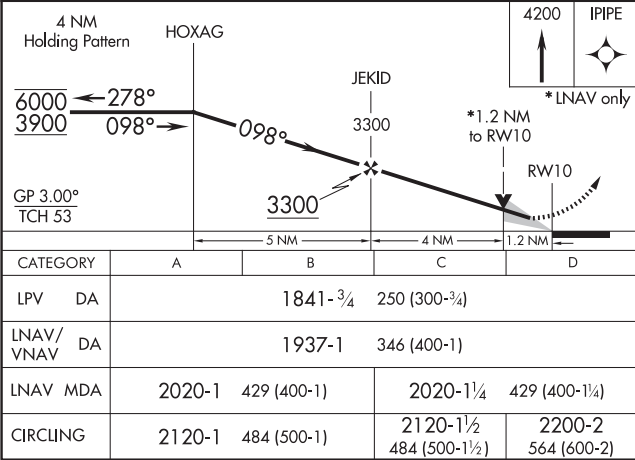
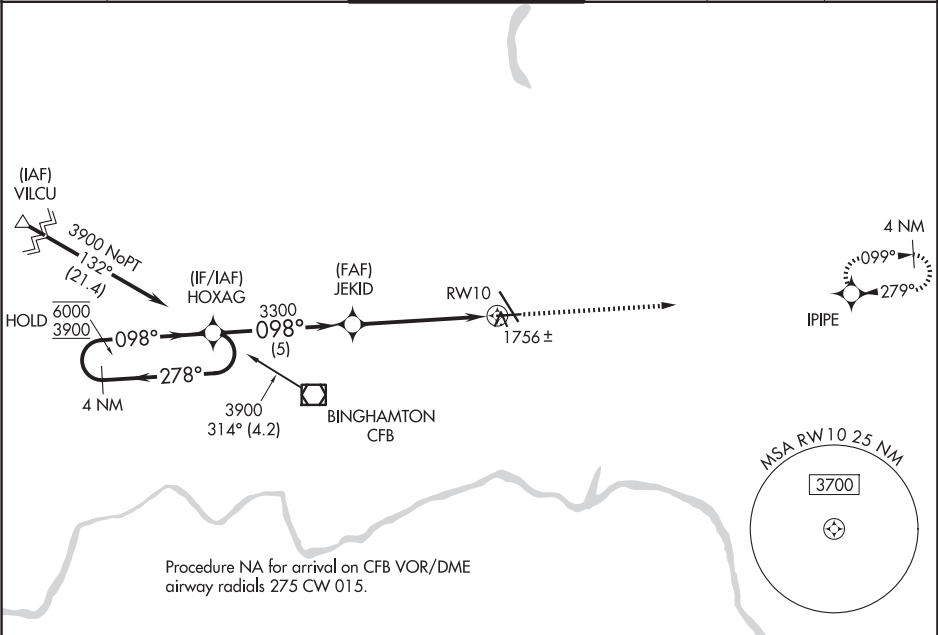
ILS or LOC RWY 34

WAAS CH 93820 W10A	APP CRS 098°	Rwy Ldg TDZE Apt Elev	5001 1591 1636
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RNAV (GPS) RWY 10

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

RNP APCH.		MISSED APPROACH: Climb to 4200 direct IPIPE and hold.			
<div><div><div></div></div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.				
ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625	BINGHAMTON TOWER ★ 119.3 (CTAF) 0 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95



BINGHAMTON, NEW YORK

AL-20 (FAA)

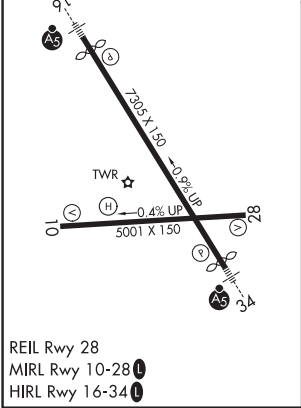
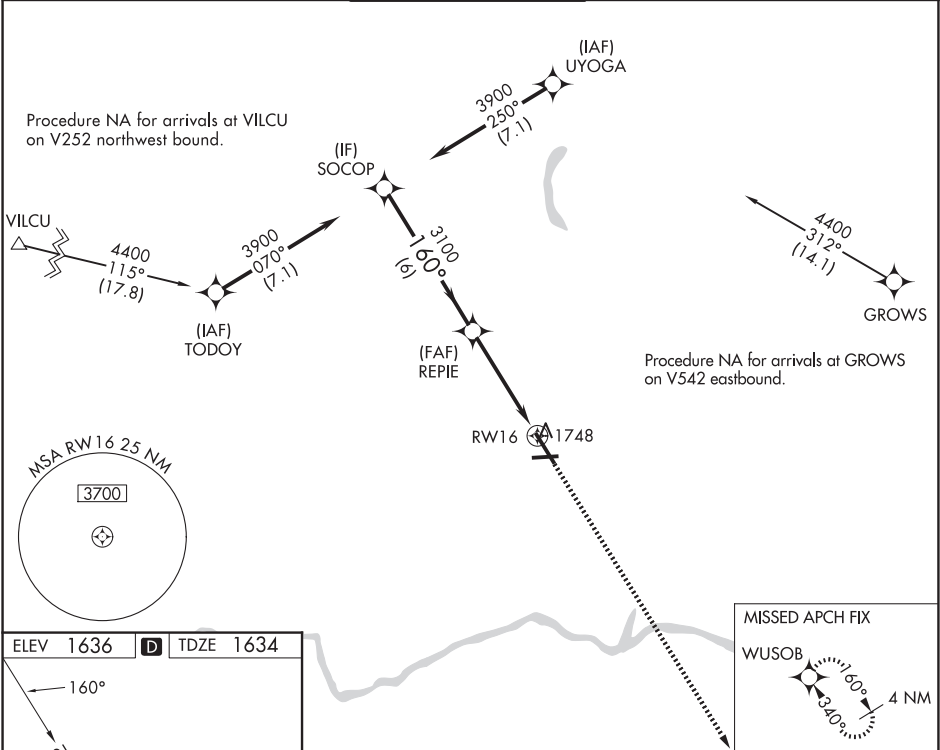
25219

WAAS CH 66015 W16A	APP CRS 160°	Rwy Ldg TDZE 1634 Apt Elev 1636
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RNAV (GPS) RWY 16

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

RNP APCH. <div><div></div><div>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.</div></div>				MALSR <div><div></div><div></div></div>	MISSED APPROACH: Climb to 4000 direct WUSOB and hold.
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



SOP				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).			
3900				4000 WUSOB			
160°				*1.1 NM to RW16			
3100				RW16			
6 NM				3.3 NM			
1.1 NM				1.1 NM			
CATEGORY	A	B	C	D			
LPV DA	1884/24			250 (300-1/2)			
LNAV/ VNAV DA	1984/30			350 (400-3/4)			
LNAV MDA	2060/24		426 (500-1/2)	2060/40	426 (500-3/4)		
CIRCLING	2120-1		484 (500-1)	2120-1 1/2	2200-2		
				484 (500-1 1/2)	564 (600-2)		

BINGHAMTON, NEW YORK
Amdt 2 10SEP20

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)
42° 13'N-75° 59'W
RNAV (GPS) RWY 16

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **82120**
W28A

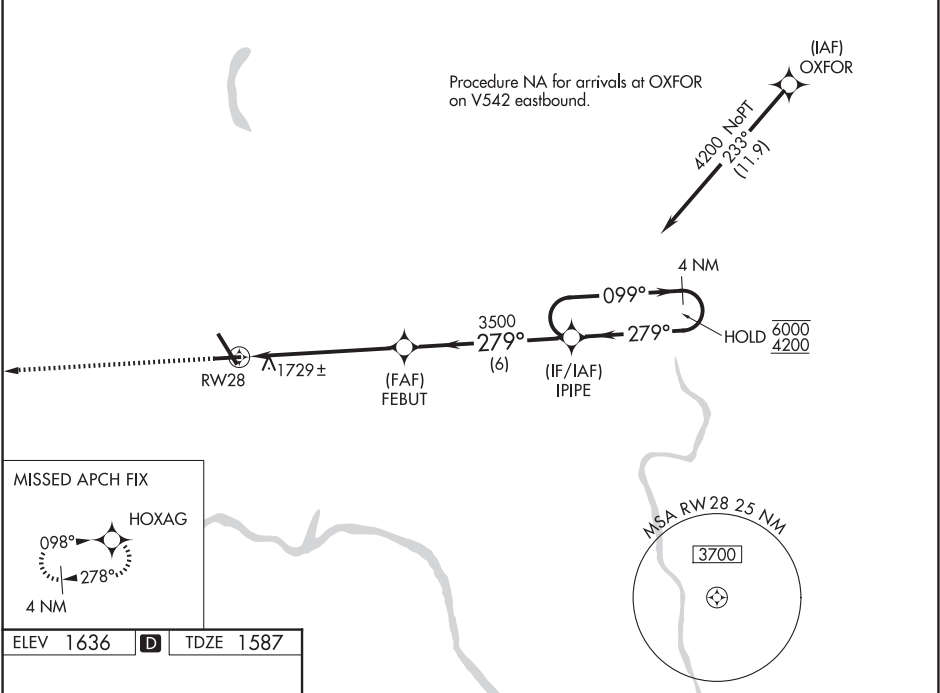
APP CRS
279°

Rwy Ldg
TDZE **1587**
Apt Elev **1636**

RNAV (GPS) RWY 28

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

RNP APCH.		MISSED APPROACH: Climb to 3900 direct HOXAG and hold.			
<div><div>▼</div><div>▲</div></div> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.					
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



ELEV **1636** **D** TDZE **1587**

3900 HOXAG

* LNAV only

* 1.2 NM to RWY 28

RWY 28

1.2 4.7 NM 6 NM

4 NM Holding Pattern

IPIPE

FEBUT 3500

279° 099°

6000 4200

GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA	1837-¾ 250 (300-¾)			
LNAV/VNAV DA	2091-1⅜ 504 (500-1⅜)			
LNAV MDA	2000-1	413 (400-1)	2000-1½	413 (400-1½)
CIRCLING	2120-1	484 (500-1)	2120-1½ 484 (500-1½)	2200-2 564 (600-2)

BINGHAMTON, NEW YORK

AL-20 (FAA)

25219

WAAS CH 93915 W34A	APP CRS 340°	Rwy Ldg TDZE 1600 Apt Elev 1636
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RNAV (GPS) RWY 34

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

RNP APCH.

- ▼ 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.

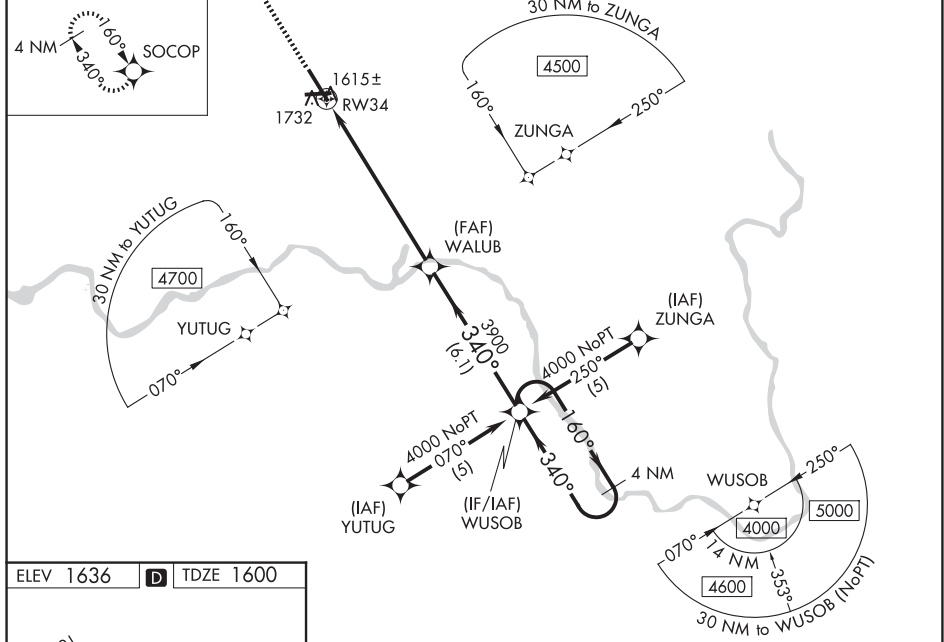
MALSR



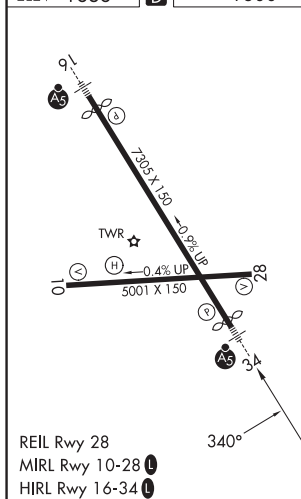
MISSED APPROACH:
Climb to 3900 direct
SOCOP and hold.



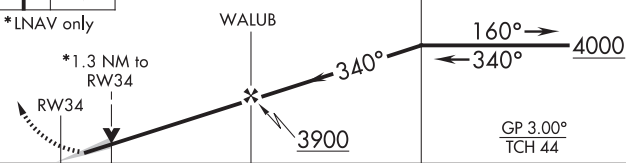
ATIS 128.15	BINGHAMTON APP CON ★ 118.6 257.625	BINGHAMTON TOWER ★ 119.3 (CTAF) 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95
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MISSED APCH FIX



ELEV 1636 D TDZE 1600



3900	SOCOP	VGSI and RNAV Glidepath not coincident (VGSI Angle 3.00/TCH 64).		4 NM Holding Pattern
				
*LNAV only				
				
<div>GP 3.00° TCH 44</div>				
CATEGORY	A	B	C	D
LPV DA	1800/24 200 (200-½)			
LNAV/ VNAV DA	2082/60 482 (500-1¼)			
LNAV MDA	2040/24 440 (500-½)	2040/40 440 (500-¾)	2040/50 440 (500-1)	
CIRCLING	2120-1 484 (500-1)	2120-1½ 484 (500-1½)	2200-2 564 (600-2)	

BINGHAMTON, NEW YORK

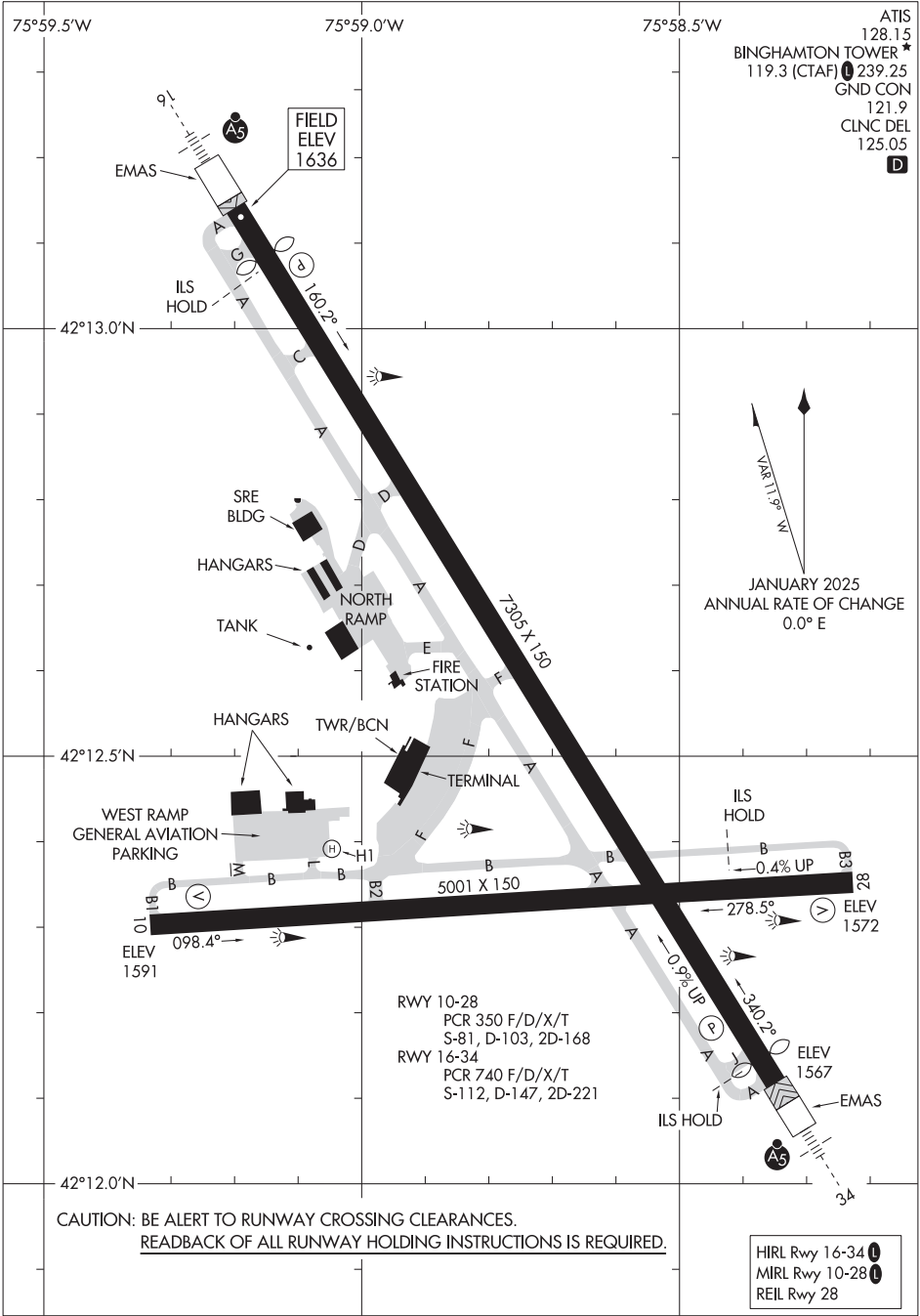
Amdt 1A 23APR20

GREATER BINGHAMTON/EDWIN A LINK FLD (BGM)

42°13'N-75°59'W

RNAV (GPS) RWY 34

NE-2, 07 AUG 2025 to 02 OCT 2025



BLAIRSTOWN, NEW JERSEY

AL-6784 (FAA)

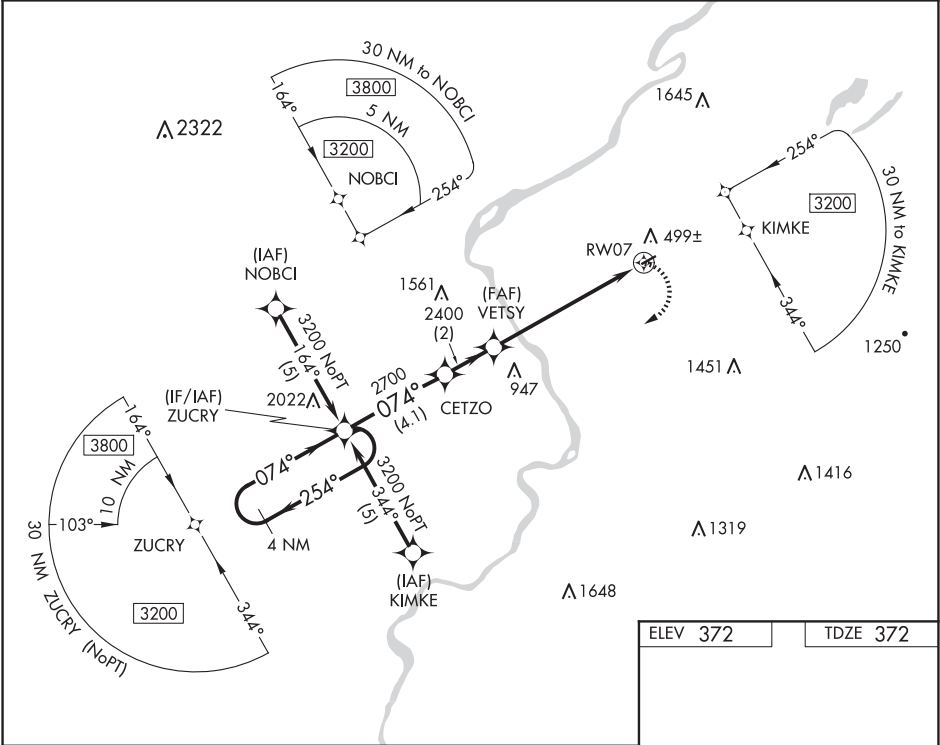
24249

APP CRS	Rwy Idg	2794
074°	TDZE	372
	Apt Elev	372

RNAV (GPS) RWY 7
BLAIRSTOWN (1N7)

RNP APCH.	MISSED APPROACH: Climbing right turn to 3200 direct ZUCRY and hold.
▼ ▲ NA	When local altimeter setting not received, use Lehigh Valley altimeter setting. Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA.

NEWARK APP CON 127.6 379.9	UNICOM 123.0 (CTAF) 0
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Visual Segment - Obstacles.			
4 NM Holding Pattern			
ZUCRY			
CETZO			
VETSY			
RW07			
4.1 NM 2 NM 6.2 NM			
CATEGORY	A	B	C
LNAV MDA	1140-1 768 (800-1)	1140-1¼ 768 (800-1¼)	NA
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS			
LNAV MDA	1420-1¼ 1048 (1100-1¼)	1420-1½ 1048 (1100-1½)	NA

ELEV 372 TDZE 372

MIRL Rwy 7-25 0

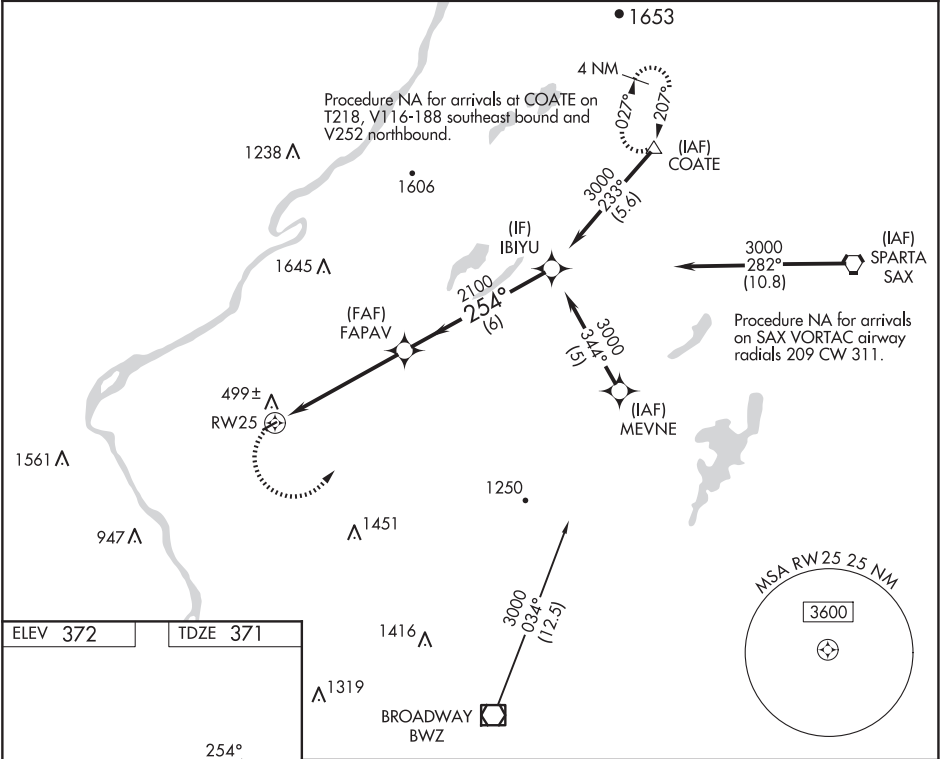
NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS 254°	Rwy Idg TDZE Apt Elev	2877 371 372	RNAV (GPS) RWY 25 BLAIRSTOWN (1N7)
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RNP APCH.	MISSED APPROACH: Climbing left turn to 3000 direct COATE and hold.
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.	

NEWARK APP CON 127.6 379.9	UNICOM 123.0 (CTAF)
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MIRL Rwy 7-25	Visual Segment - Obstacles.			
CATEGORY	A	B	C	D
LNAV MDA	1260-1¼	889 (900-1¼)	NA	
LEHIGH VALLEY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 1169 (1200-1¼)	1540-1½ 1169 (1200-1½)	NA	

BROCKPORT, NEW YORK

AL-6335 (FAA)

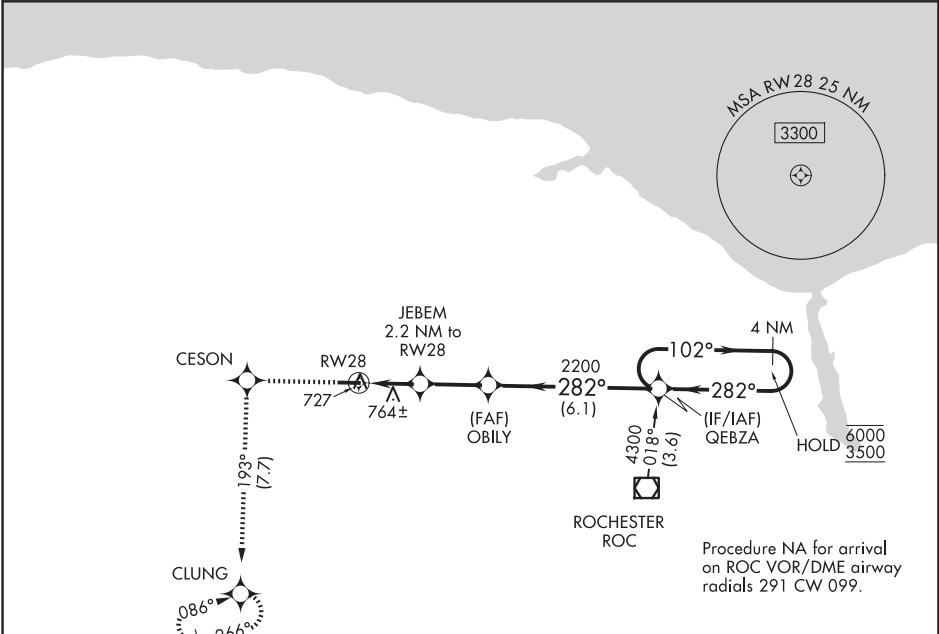
23110

APP CRS	Rwy Idg	4206
282°	TDZE	665
	Apt Elev	665

RNAV (GPS) RWY 28
LEDGEDALE AIRPARK (7G0)

RNP APCH.	MISSED APPROACH: Climb to 3500 direct CESON and on track 193° to CLUNG and hold, continue climb-in-hold to 3500.
<div>▼ Rwy 28 helicopter visibility reduction below 1 SM NA. ▲ NA Procedure NA at night.</div>	

ROCHESTER APP CON 123.7 322.3	UNICOM 122.7 (CTAF)
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ELEV 665 TDZE 665

3500 CESON tr 193° CLUNG

JEBEM 2.2 NM to RW28

OBILY

QEBZA

4 NM Holding Pattern

6000 3500

102° 282°

282°

1420 2200

3.00° TCH 59

RW28

2.2 NM 2.4 NM 6.1 NM

CATEGORY	A	B	C	D
LNVA MDA	1060-1	395 (400-1)	NA	
CIRCLING	1160-1	495 (500-1)	NA	

BROCKPORT, NEW YORK

Amtd 1C 20JUN19

43°11'N-77°55'W

LEDGEDALE AIRPARK (7G0)
RNAV (GPS) RWY 28

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

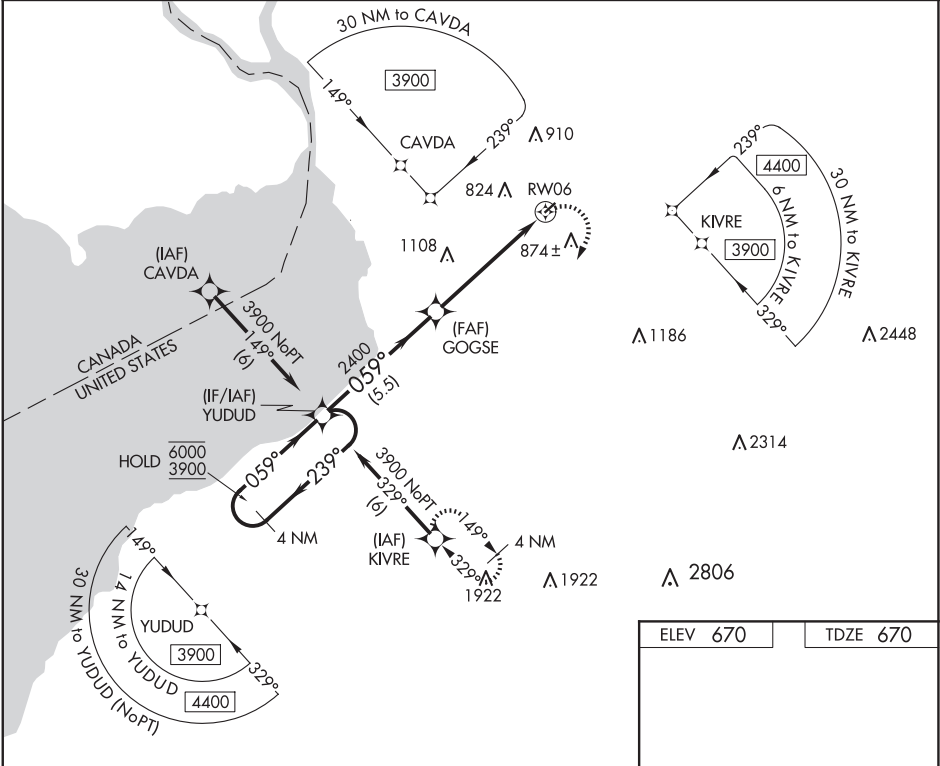
WAAS CH 99724 W06A	APP CRS 059°	Rwy Idg TDZE 670 Apt Elev 670
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RNAV (GPS) RWY 6

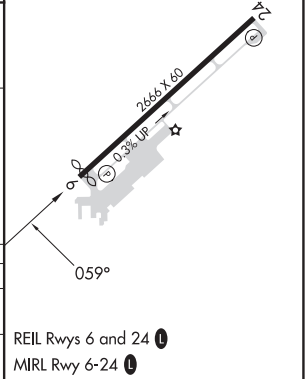
BUFFALO AIRFIELD (9G0)

RNP APCH.	MISSED APPROACH: Climbing right turn to 3900 direct KIVRE and hold, continue climb in hold to 3900.
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) 0
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4 NM Holding Pattern		YUDUD		Visual Segment - Obstacles.		3900	KIVRE
<div><div>6000</div><div>3900</div></div> <div>← 239°</div> <div>059° →</div>				GOGSE			
				2400		RW06	
		5.5 NM		5.3 NM			
CATEGORY	A	B	C	D			
LP MDA	1180-1	510 (600-1)	NA				
LNAV MDA	1180-1	510 (600-1)	NA				

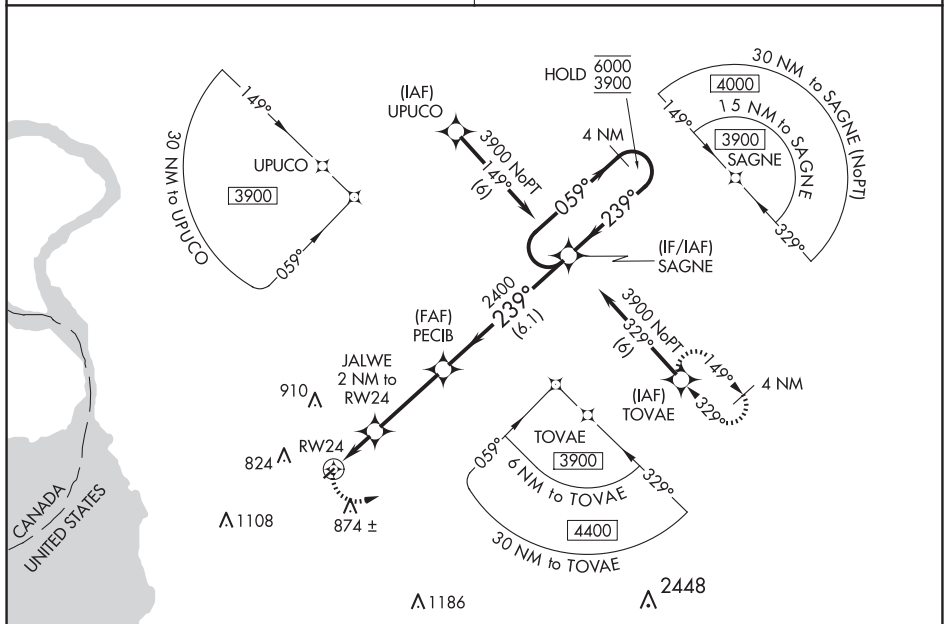


NE-2, 07 AUG 2025 to 02 OCT 2025

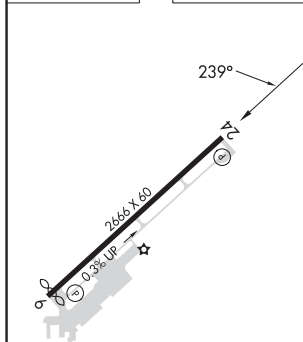
NE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 24

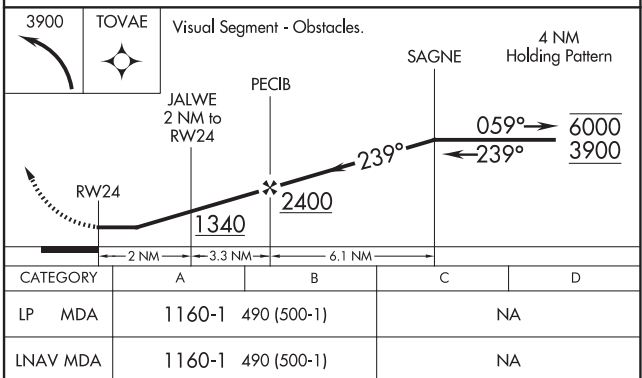
MISSED APPROACH: Climbing left turn to 3900 direct TOVAE and hold.

UNICOM
122.975 (CTAF) **L**

ELEV	670	TDZE	670
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A 2314



REIL Rwy 6 and 24 **L**
MIRL Rwy 6-24 **L**

42°52'N-78°43'W

BUFFALO AIRFIELD (9G0)
RNAV (GPS) RWY 24

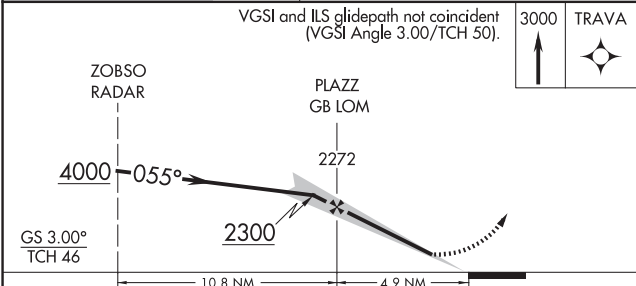
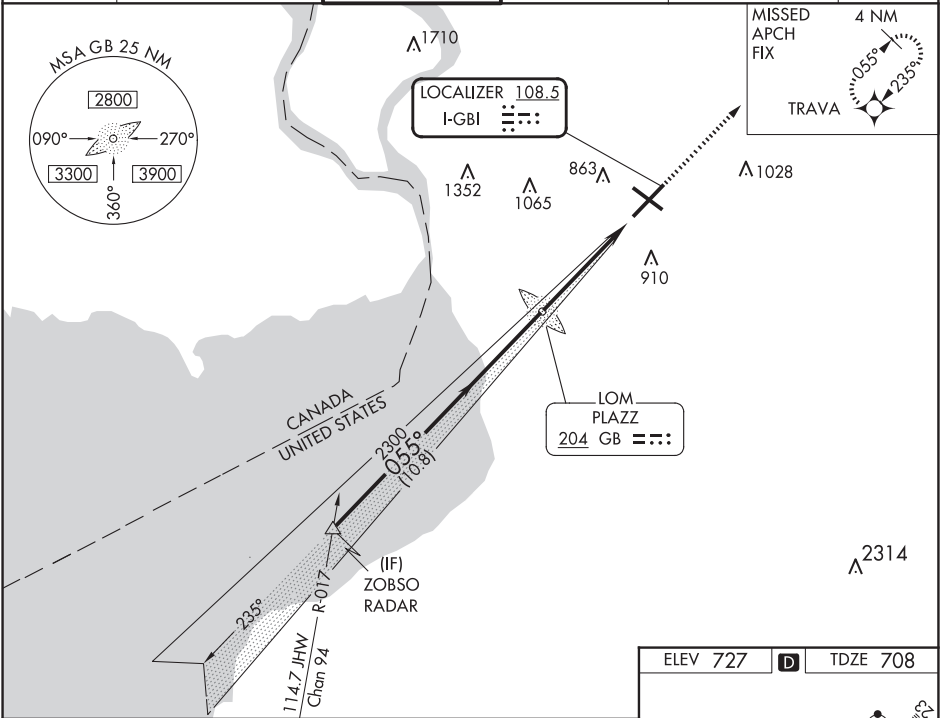
NE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-GBI 108.5	APP CRS 055°	Rwy Idg TDZE Apt Elev 7569 708 727
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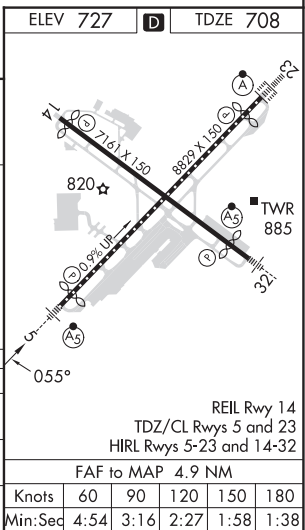
ILS or LOC RWY 5
BUFFALO NIAGARA INTL (BUF)

RADAR required for procedure entry. RNP APCH - GPS. ADF required for LOC only.			MALSR	MISSED APPROACH: Climb to 3000 direct TRAVA and hold.
Autopilot coupled approach NA. For inop ALS, increase S-LOC 5 Cats C and D visibility to RVR 5500.				

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
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CATEGORY	A	B	C	D
S-ILS 5	908/18 200 (200-½)			
S-LOC 5	1060/24	352 (400-½)	1060/30	352 (400-¾)
CIRCLING	1200-1	473 (500-1)	1220-1½ 493 (500-1½)	1340-2 613 (700-2)



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



ILS or LOC RWY 23
BUFFALO NIAGARA INTL (BUF)

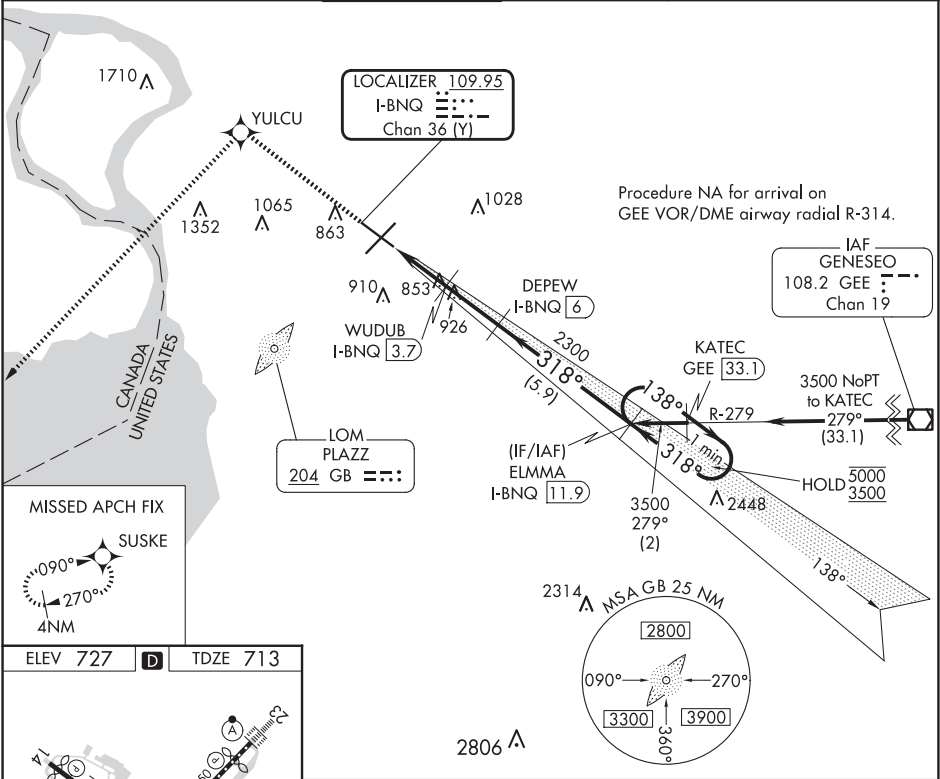
DME required. RNP APCH - GPS. ADF required for LOC only.				ALSF-2 	MISSED APPROACH: Climb to 3000 direct WABUS and hold.	
 For inop ALS, increase S-LOC 23 Cats C and D visibility to RVR 6000.						
D-ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8	GND CON 133.2 257.8	CLNC DEL 124.7 257.8		CPDLC

GENESEO
3.2 GEE : -
Chan 19

BUFFALO NIAGARA INTL (BUF)
ILS or LOC RWY 23

LOC/DME I-BNQ 109.95 Chan 36 (Y)	APP CRS 318°	Rwy Idg TDZE 713 Apt Elev 727	ILS or LOC RWY 32 BUFFALO NIAGARA INTL (BUF)	
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DME required. RNP APCH-GPS.			MALSR		MISSED APPROACH: Climb to 3000 direct YULCU and on track 235° to SUSKE 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



ELEV 727	D	TDZE 713
REIL Rwy 14	YULCU	SUSKE
TDZ/CL Rwys 5 and 23	tr 235°	
HRL Rwys 5-23 and 14-32		
	DEPEW I-BNQ 6	ELMMMA I-BNQ 11.9
	One Minute Holding Pattern	
	138° → 5000	← 318° 3500
	GS 3.00°	TCH 54
	1.1 NM	1.4 NM
	2.3 NM	5.9 NM
CATEGORY	A	B
S-ILS 32	913-1/2	200 (200-1/2)
S-LOC 32	1120-1/2	407 (400-1/2)
CIRCLING	1200-1	473 (500-1)
	1220-1 1/2	493 (500-1 1/2)
	1340-2	613 (700-2)

BUFFALO, NEW YORK


AL-65 (FAA)

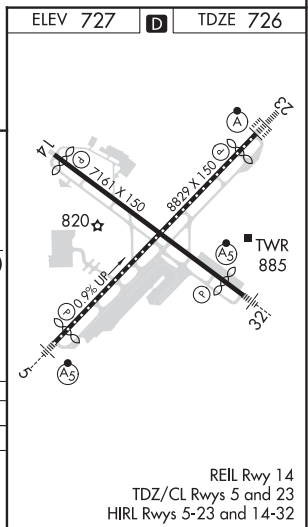
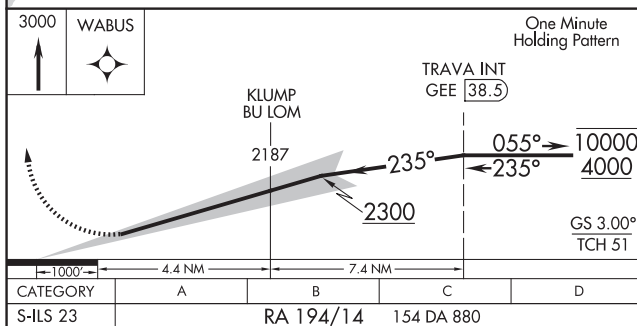
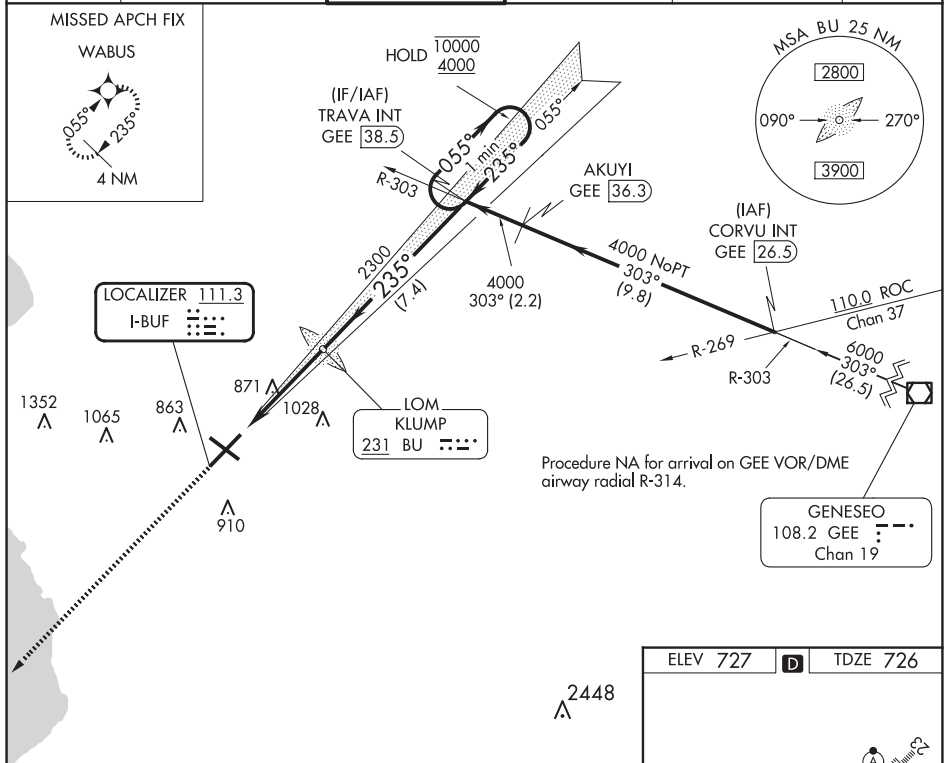
25051

LOC I-BUF 111.3	APP CRS 235°	Rwy Idg TDZE Apt Elev 7569 726 727
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ILS RWY 23 (SA CAT I)

BUFFALO NIAGARA INTL (BUF)

DME required. RNP APCH - GPS.				ALSIF-2	MISSED APPROACH: Climb to 3000 direct WABUS and hold.	
Requires specific OPSPEC, MSPEC, or LOA approval.						
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



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

BUFFALO, NEW YORK

Amdt 34 02DEC21

42°56'N-78°44'W



BUFFALO NIAGARA INTL (BUF)
ILS RWY 23 (SA CAT I)

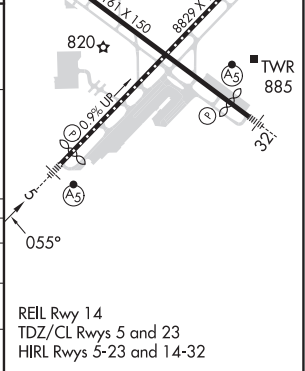
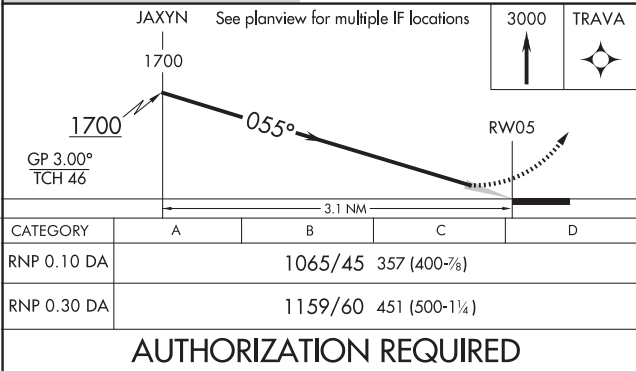
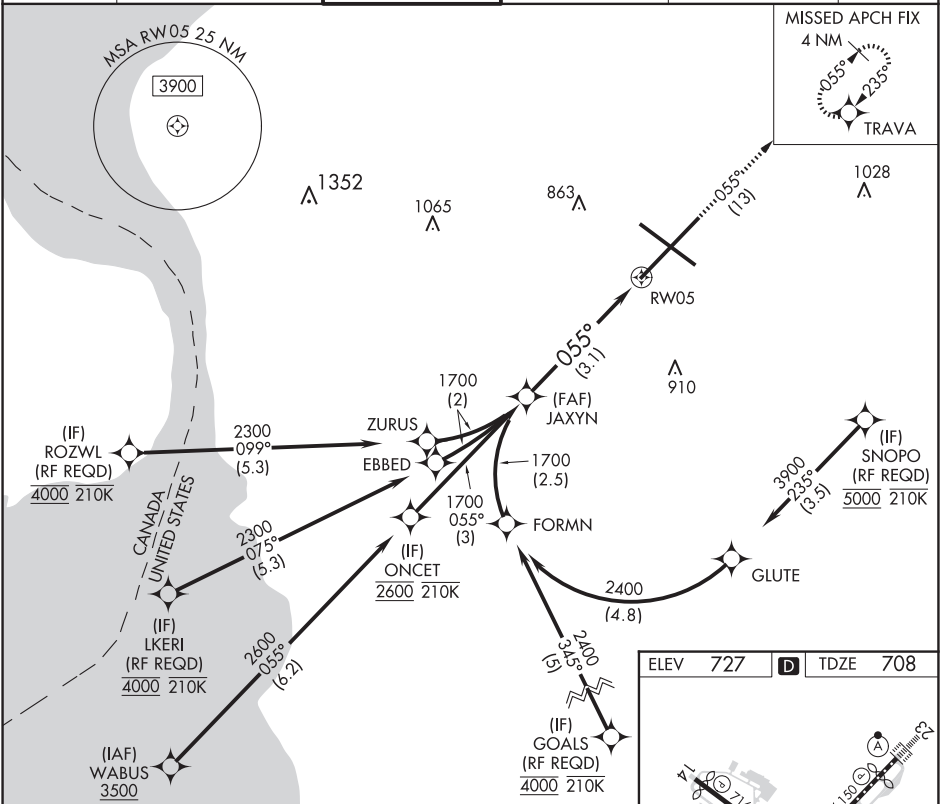
NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	7569
055°	TDZE	708
	Apt Elev	727

RNAV (RNP) Z RWY 5

BUFFALO NIAGARA INTL (BUF)

	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 Cnts visibility to 1¼. For inoperative MALSR, increase RNP 0.30 all Cnts visibility to 1%.			MALSR 	MISSED APPROACH: Climb to 3000 on the RNAV missed approach route to TRAVA 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



BUFFALO, NEW YORK

AL-65 (FAA)

25051

APP CRS	Rwy Idg	7569
235°	TDZE	726
	Apt Elev	727

RNAV (RNP) Z RWY 23

BUFFALO NIAGARA INTL (BUF')

RNP AR APCH.

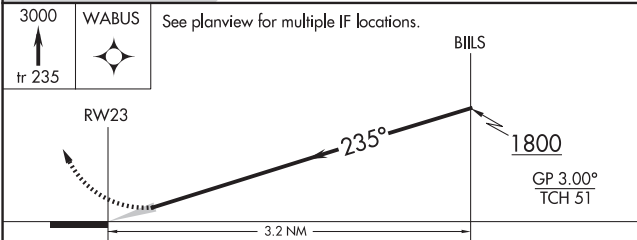
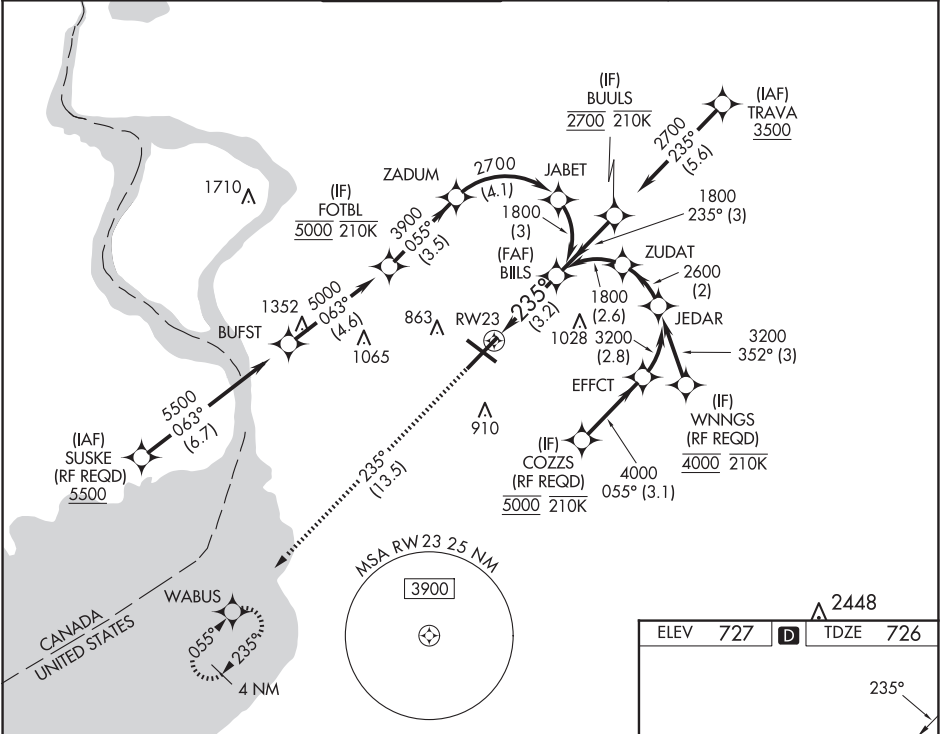
For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inop ALSF, increase RNP 0.10 all Cats visibility to 1 ¼. For inop ALSF, increase RNP 0.20 all Cats visibility to 1½. For inop ALSF, increase RNP 0.30 all Cats visibility to 1¾.

ALSF-2



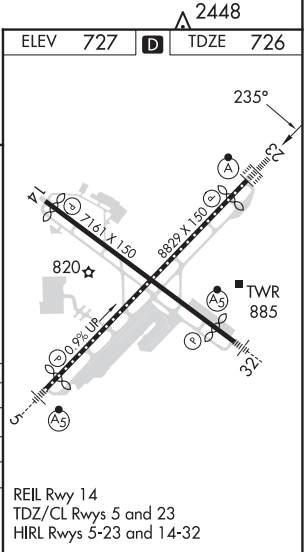
MISSED APPROACH: Climb to 3000 on the RNAV missed approach route to WABUS and hold.

D-ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL	CPDLC
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8	



CATEGORY	A	B	C	D
RNP 0.10 DA		1114/45	388 (400-7%)	
RNP 0.20 DA		1170/55	444 (500-1)	
RNP 0.30 DA		1228-1¼	502 (600-1¼)	

AUTHORIZATION REQUIRED



BUFFALO, NEW YORK
Orig-B 13SEP18

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF')
RNAV (RNP) Z RWY 23

BUFFALO, NEW YORK

AL-65 (FAA)

25051

WAAS CH 58129 W14A	APP CRS 138°	Rwy Idg 6121 TDZE 710 Apt Elev 727
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RNAV (GPS) RWY 14

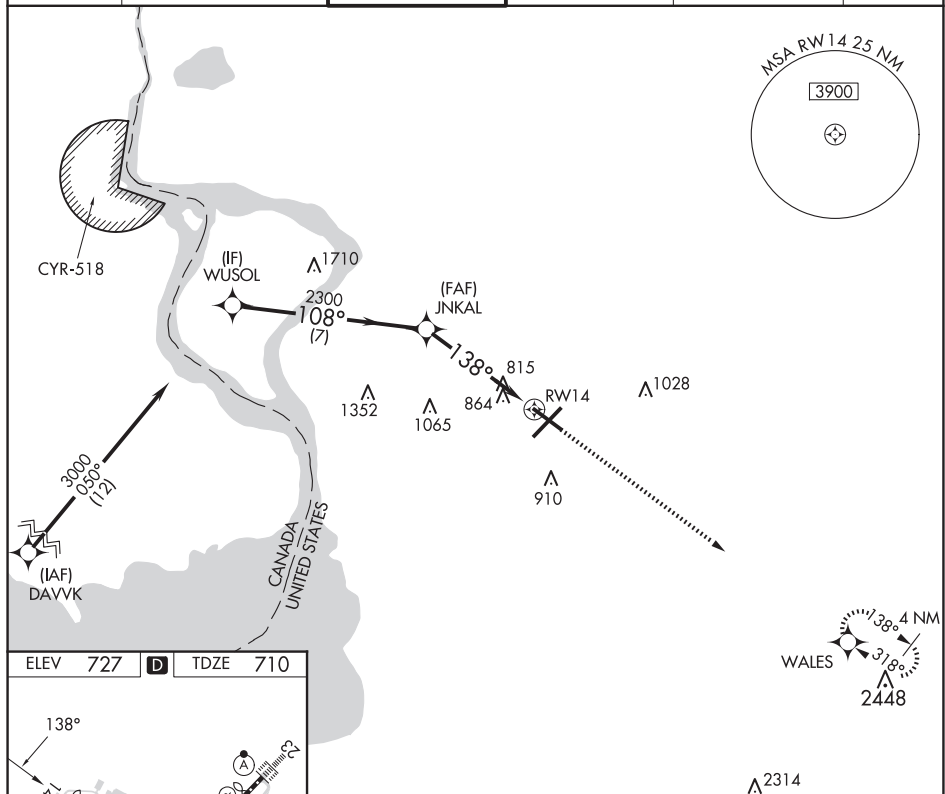
BUFFALO NIAGARA INTL (BUF)

RNP APCH.

T Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3500 direct WALES 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
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[illegible]

BUFFALO, NEW YORK

Amdt 2C 23APR20

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF)

RNAV (GPS) RWY 14

BUFFALO, NEW YORK

AL-65 (FAA)

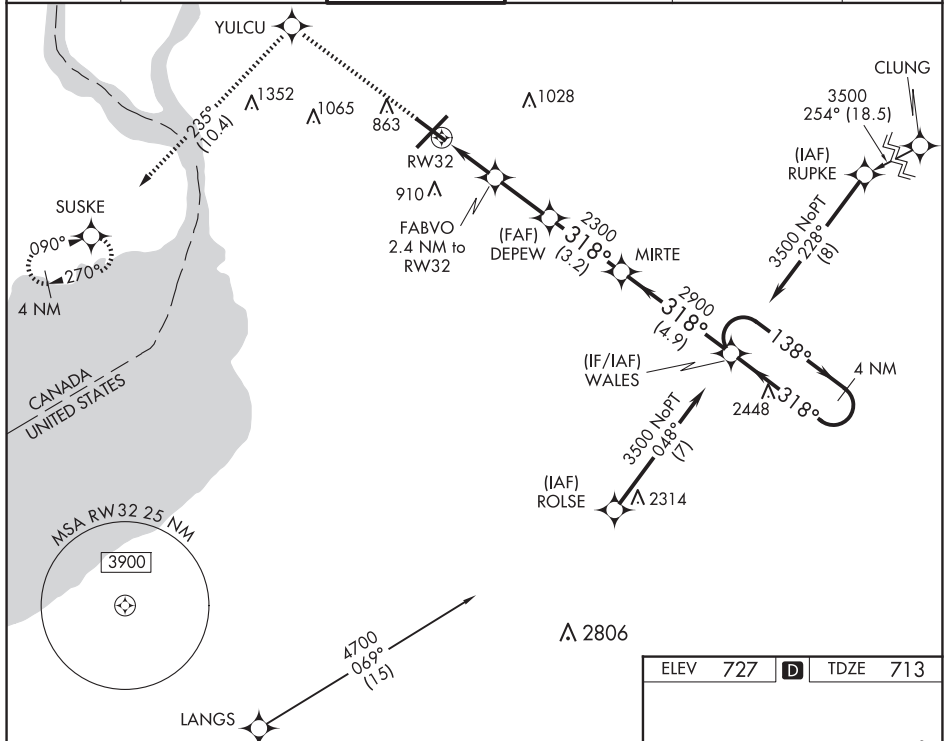
25051

WAAS CH 81811 W32A	APP CRS 318°	Rwy Idg TDZE Apt Elev 6121 713 727
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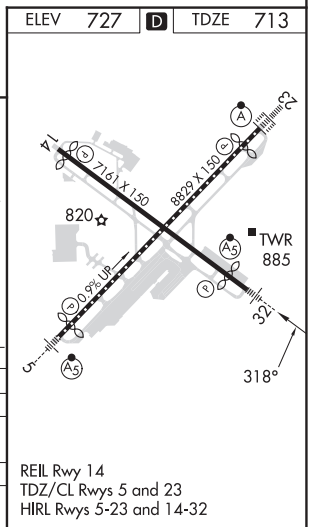
RNAV (GPS) RWY 32 **BUFFALO NIAGARA INTL (BUF)**

RNP APCH - GPS	MALSR	MISSED APPROACH: Climb to 3000 direct YULCU on track 235° to SUSKE and hold.
For uncompensated Baro-VNAV systems LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to 1 SM. Inop table does not apply to LPV all Cats.		

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
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3000	YULCU	tr 235°	SUSKE	4 NM
* LNAV only.				
		FABVO 2.4 NM to RW32	DEPEW 2300	MIRTE 2900
		*1.2 NM to RW32	*1520	2300
		1.2 NM	1.2 NM	2.4 NM
			3.2 NM	4.9 NM
CATEGORY	A	B	C	D
LPV DA		913-1/2	200 (200-1/2)	
LNAV/ VNAV DA		1092-5/8	379 (400-5/8)	
LNAV MDA	1140-1/2	427 (500-1/2)	1140-3/4	427 (500-3/4)
GP 3.00° TCH 54				
CIRCLING	1200-1	473 (500-1)	1220-1 1/2	1340-2
			493 (500-1 1/2)	613 (700-2)



BUFFALO, NEW YORK

Amdt 2C 02DEC21

42°56'N-78°44'W

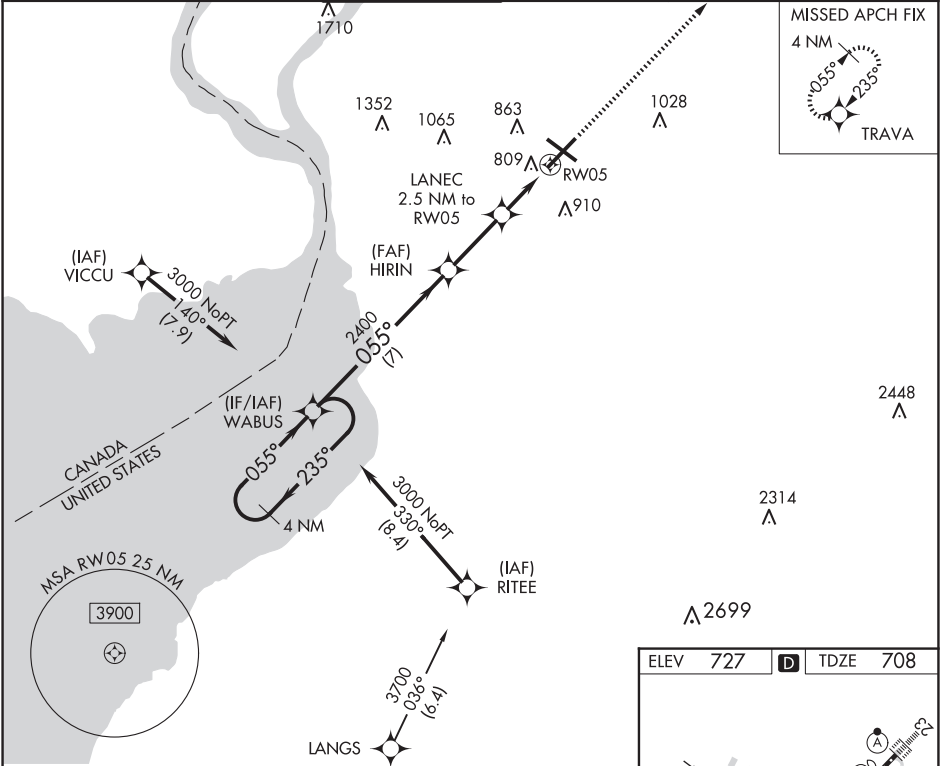
BUFFALO NIAGARA INTL (BUF)

RNAV (GPS) RWY 32

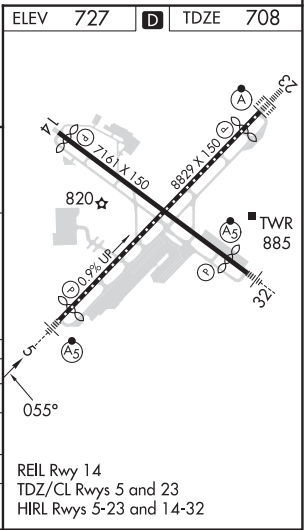
WAAS CH 70311 W05A	APP CRS 055°	Rwy Idg 7569 TDZE 708 Apt Elev 727
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RNAV (GPS) Y RWY 5
BUFFALO NIAGARA INTL (BUF')

RNP APCH - GPS For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.			MALS R	MISSED APPROACH: Climb to 3000 direct TRAVA 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



4 NM Holding Pattern		WABUS	HIRIN	LANEC 2.5 NM to RW05	3000	TRAVA
3000		235°	055°	2400	*1.1 NM to RW05	*LNAV only
GP 3.00° TCH 46				*1520		
		7 NM	2.8 NM	1.4 NM	1.1 NM	
CATEGORY	A	B	C	D		
LPV DA	908/18		200 (200-½)			
LNAV/VNAV DA	997/24		289 (300-½)			
LNAV MDA	1060/24	352 (400-½)	1060/35	352 (400-¾)		
CIRCLING	1200-1	473 (500-1)	1220-1½	1340-2		
			493 (500-1½)	613 (700-2)		



BUFFALO, NEW YORK

AL-65 (FAA)

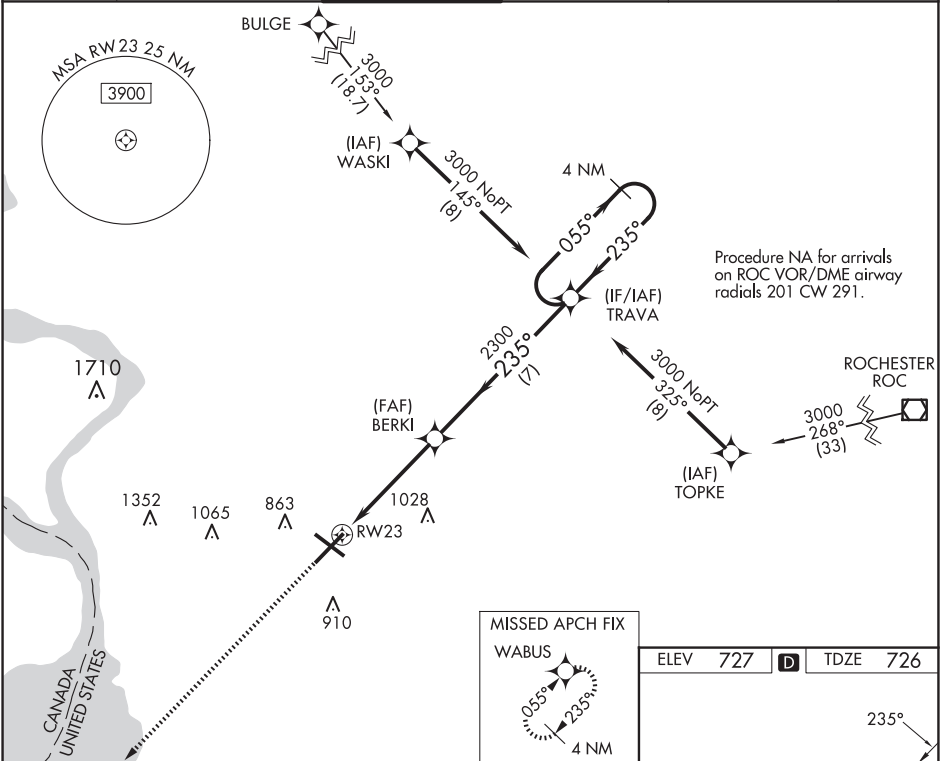
25051

WAAS CH 77511 W23A	APP CRS 235°	Rwy Idg TDZE Apt Elev	7569 726 727
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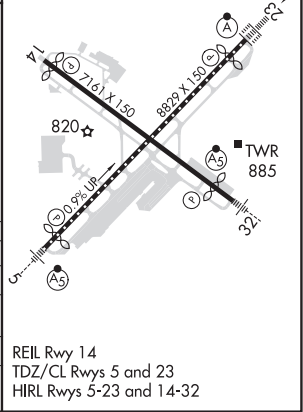
RNAV (GPS) Y RWY 23

BUFFALO NIAGARA INTL (BUF)

RNP APCH - GPS		ALSIF-2	MISSED APPROACH: Climb to 3000 direct WABUS and hold.		
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.					
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



3000 ↑ WABUS		*LNAV only.		4 NM Holding Pattern	
RW23		BERKI		TRAVA	
*1.1 NM to RW23		2300		055° → 3000	
1.1 NM		3.7 NM		235° ← 2300	
CATEGORY		A		B	
LPV DA		926/18		200 (200-½)	
LNAV/VNAV DA		1050/30		324 (400-¾)	
LNAV MDA		1140/24		1140/40	
CIRCLING		1200-1		1220-1½	

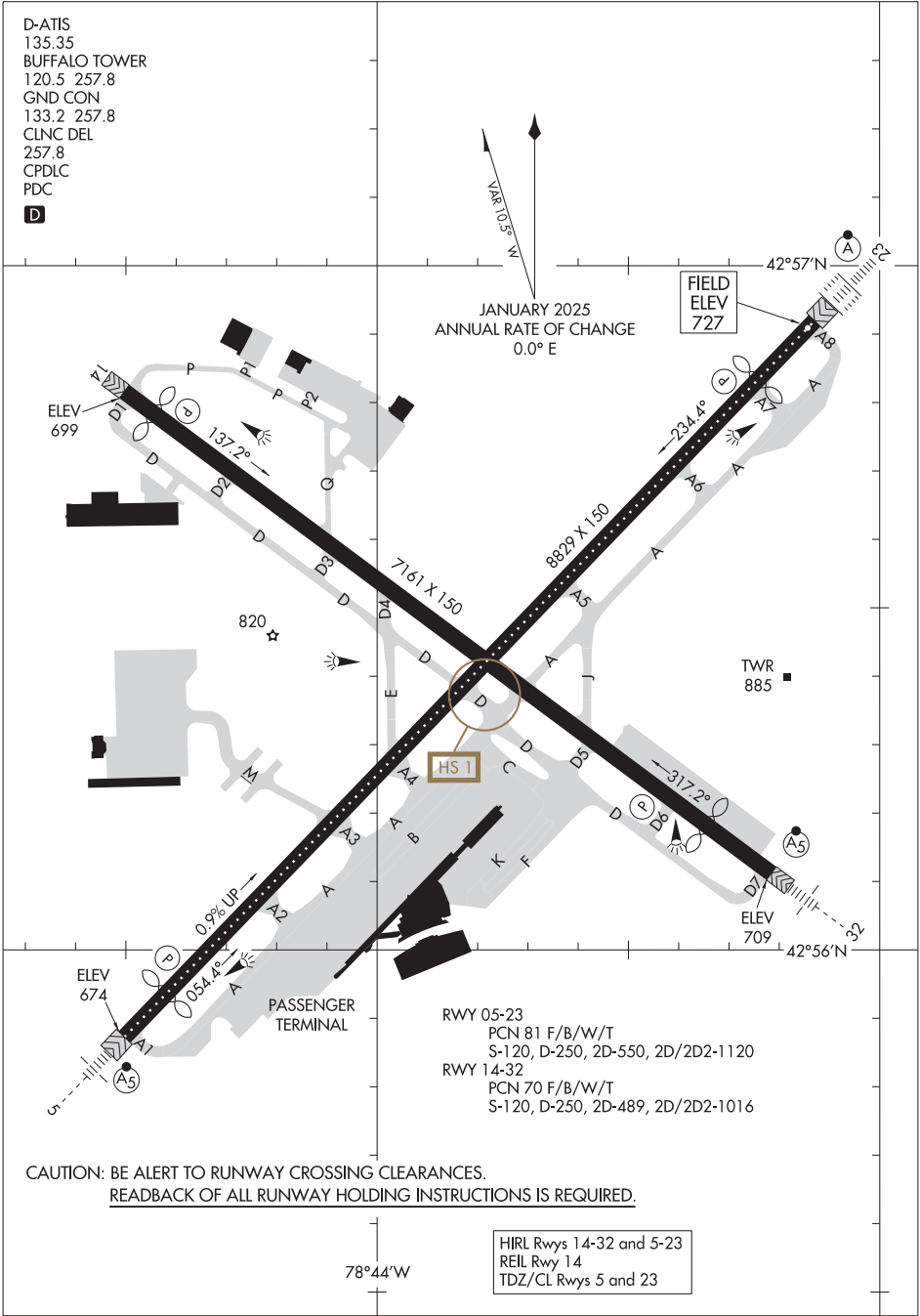


BUFFALO, NEW YORK
Amdt 2D 02DEC21

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF)

RNAV (GPS) Y RWY 23



(BUF8.BUF) 23334

BUFFALO EIGHT DEPARTURE

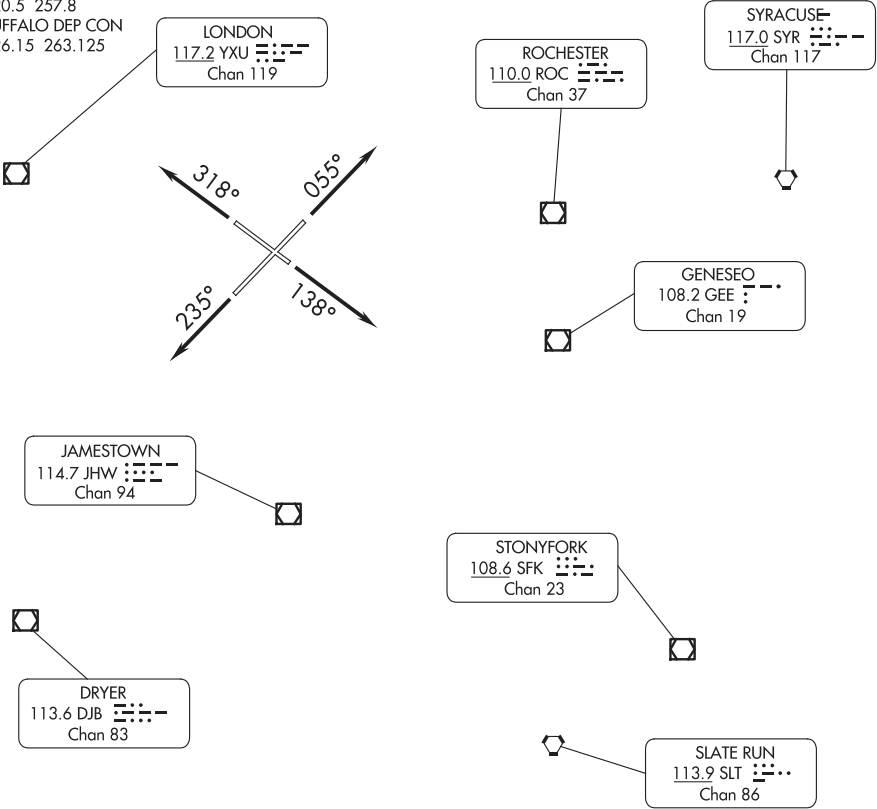
AL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

D-ATIS 135.35
CLNC DEL
124.7 257.8
CPDLC
GND CON
133.2 257.8
BUFFALO TOWER
120.5 257.8
BUFFALO DEP CON
126.15 263.125

TAKEOFF MINIMUMS:
Rwys 5, 14, 23, 32: Standard.

TOP ALTITUDE:
10000



NOTE: RADAR required.
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.

BUFFALO EIGHT DEPARTURE
(BUF8.BUF) 02DEC21

BUFFALO, NEW YORK
BUFFALO NIAGARA INTL (BUF)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

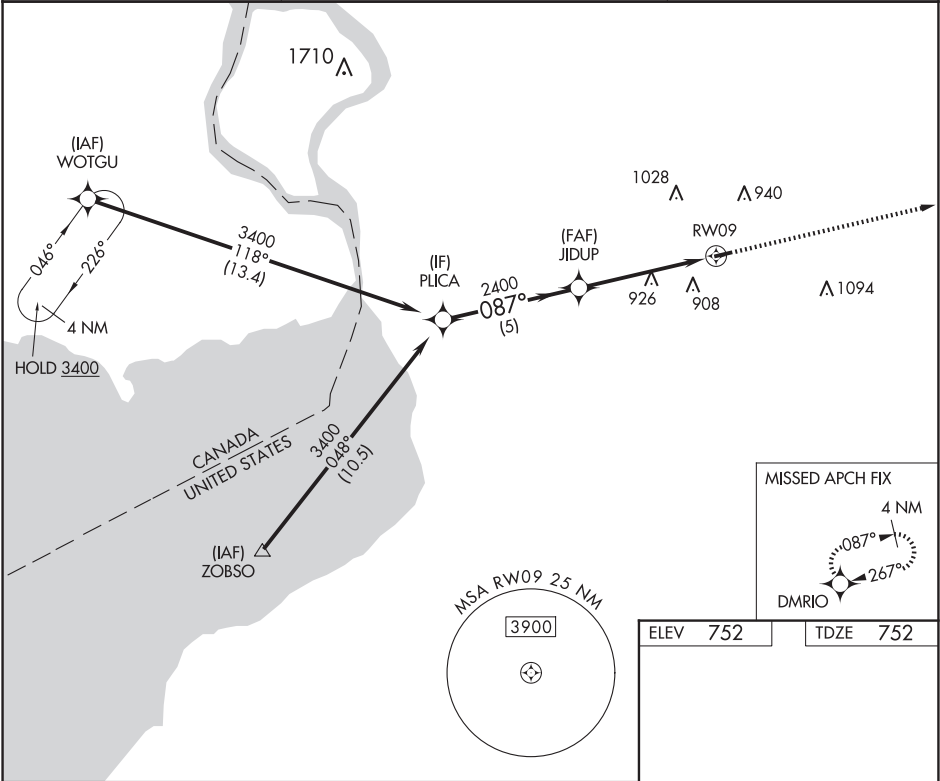
APP CRS	Rwy Idg	3199
087°	TDZE	752
	Apt Elev	752

RNAV (GPS) RWY 9

BUFFALO-LANCASTER RGNL (BQR)

RNP APCH - GPS.	When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 9 helicopter visibility reduction below ¾ SM NA. Use Buffalo Niagara Intl altimeter setting.	MISSED APPROACH: Climb to 3400 direct DMRIO and hold, continue climb-in-hold to 3400.
▼ NA		

BUF ASOS 135.35	BUFFALO APP CON 126.15 263.125	UNICOM 123.05 (CTAF) 0
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	PLICA	JIDUP	RW09	
	3400	2400		
	087°	3.00°		
	5 NM	5.1 NM		
CATEGORY	A	B	C	D
LNVA MDA	1200-1	448 (500-1)	NA	
CIRCLING	1220-1 468 (500-1)	1320-1 568 (600-1)	NA	
				MIRL Rwy 9-27 0 REIL Rwy 9 and 27 0

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

BUFFALO, NEW YORK

WAAS CH 93844 W27A	APP CRS 267°	Rwy Idg 3199 TDZE 752 Apt Elev 752
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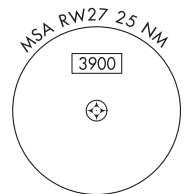
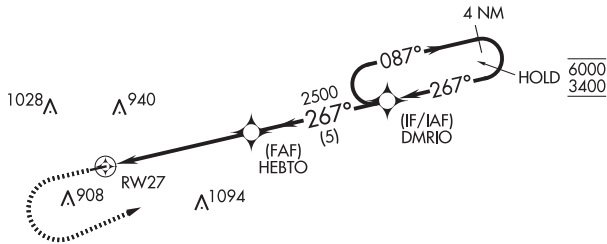
RNAV (GPS) RWY 27
BUFFALO-LANCASTER RGNL (BQR)

RNP APCH - GPS.

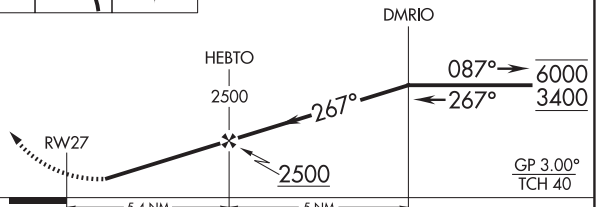
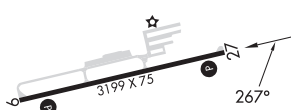
T Rwy 27 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA.
A NA Use Buffalo Niagara Intl altimeter setting. Straight-in Rwy 27 at night,
 Circling Rwy 27 at night, operational VGSI required, remain on or
 above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3400 direct DMRIQ and hold, continue climb-in-hold to 3400.

<p>BUF ASOS</p> <p>135.35</p>	<p>BUFFALO APP CON</p> <p>126.15 263.125</p>	<p>UNICOM</p> <p>123.05 (CTAF) 0</p>
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ELEV	752		TDZE	752
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CATEGORY		1.4 NM		3 NM	
		A	B	C	D
LPV	DA	1070-1	318 (400-1)	NA	
LNAV/ VNAV	DA	1164-1½	412 (500-1½)	NA	
LNAV	MDA	1320-1	568 (600-1)	NA	
CIRCLING		1320-1	568 (600-1)	NA	

MIRL Rwy 9-27 **L**
REIL Rwy 9 and 27 **L**

BUFFALO, NEW YORK
Orig 29DEC22

BUFFALO-LANCASTER RGNL (BQR)
RNAV (GPS) RWY 27

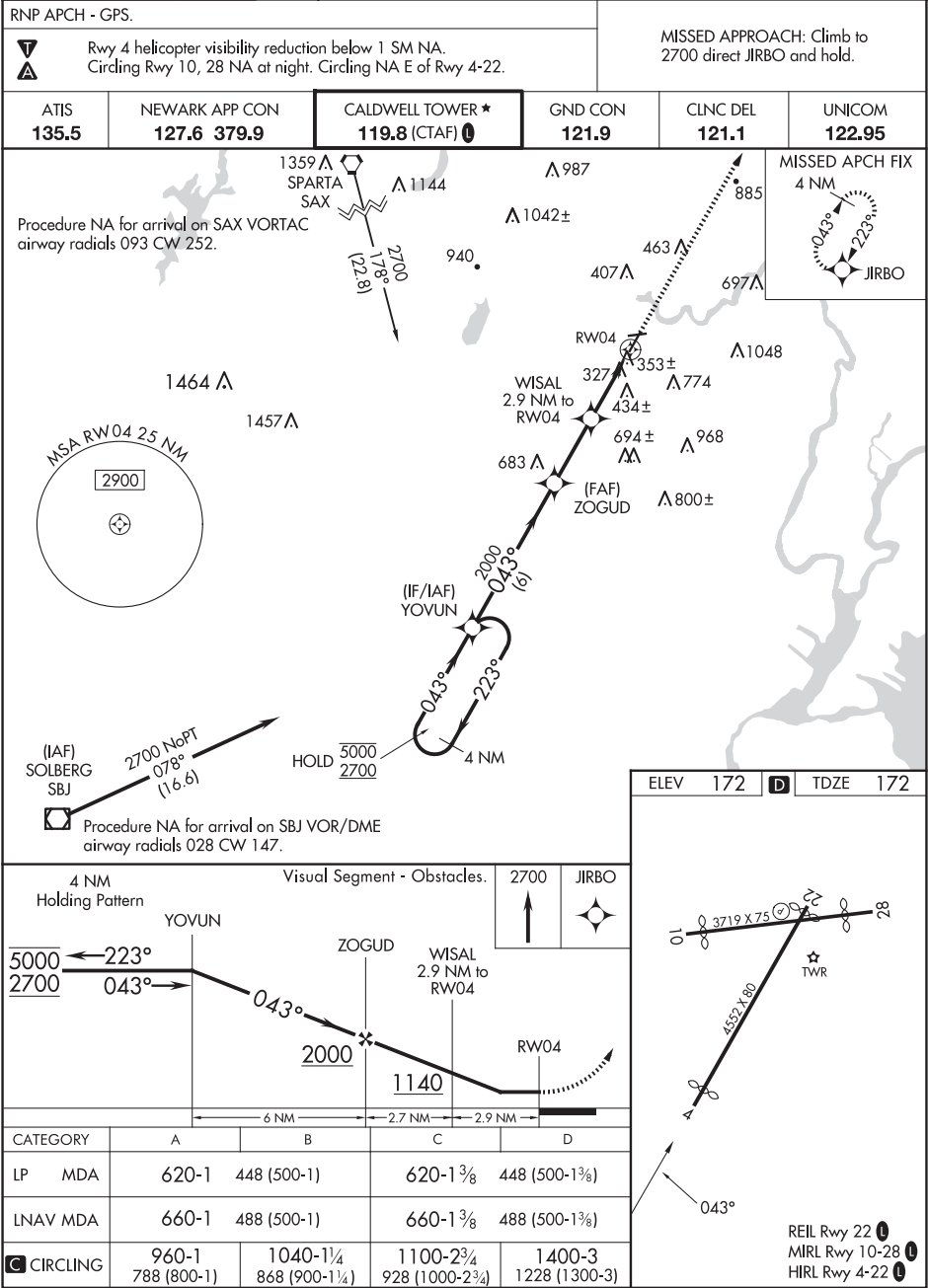
42°55'N-78°37'W

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42622 W04A	APP CRS 043°	Rwy Ldg TDZE 172 Apt Elev 172	3977
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RNAV (GPS) RWY 4

ESSEX COUNTY (CDW)



CALDWELL, NEW JERSEY

AL-5275 (FAA)

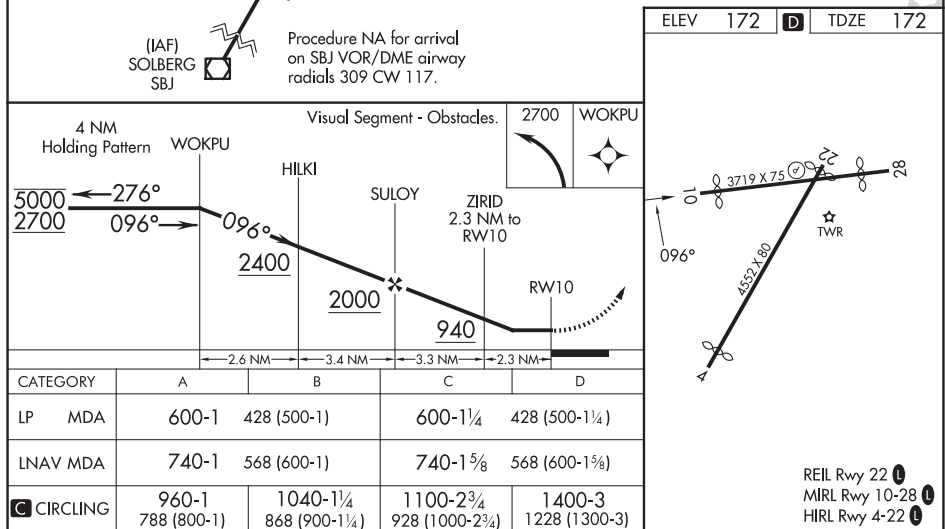
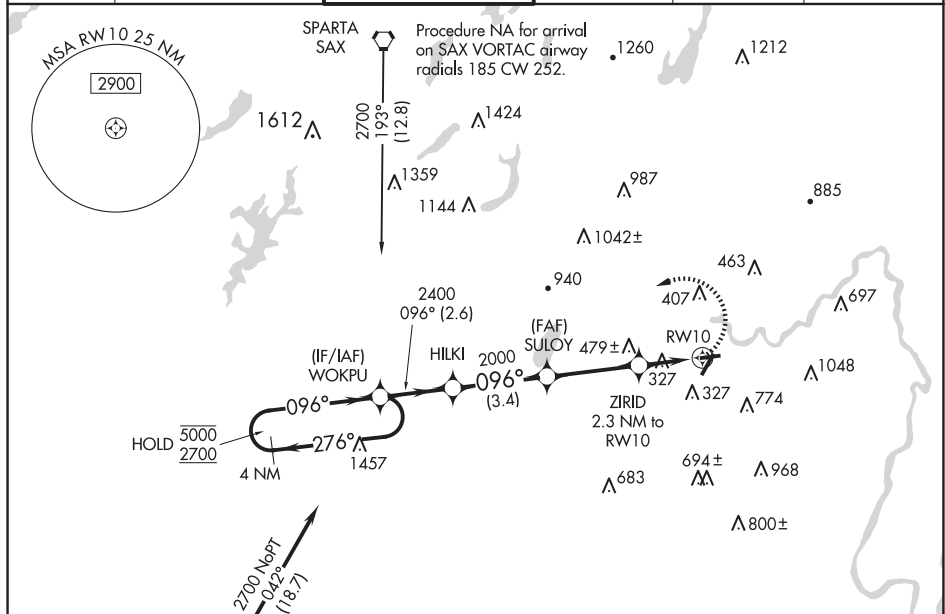
25163

WAAS CH 81922 W10A	APP CRS 096°	Rwy Ldg TDZE Apt Elev	2822 172 172
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RNAV (GPS) RWY 10

ESSEX COUNTY (CDW)

RNP APCH.			MISSED APPROACH: Climbing left turn to 2700 direct WOKPU and hold.		
Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.					
ATIS 135.5	NEWARK APP CON 127.6 379.9	CALDWELL TOWER ★ 119.8 (CTAF) 0	GND CON 121.9	CLNC DEL 121.1	UNICOM 122.95



CALDWELL, NEW JERSEY

Amdt 1A 16JUL20

40°53'N-74°17'W

ESSEX COUNTY (CDW)

RNAV (GPS) RWY 10

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

CALDWELL, NEW JERSEY

AL-5275 (FAA)

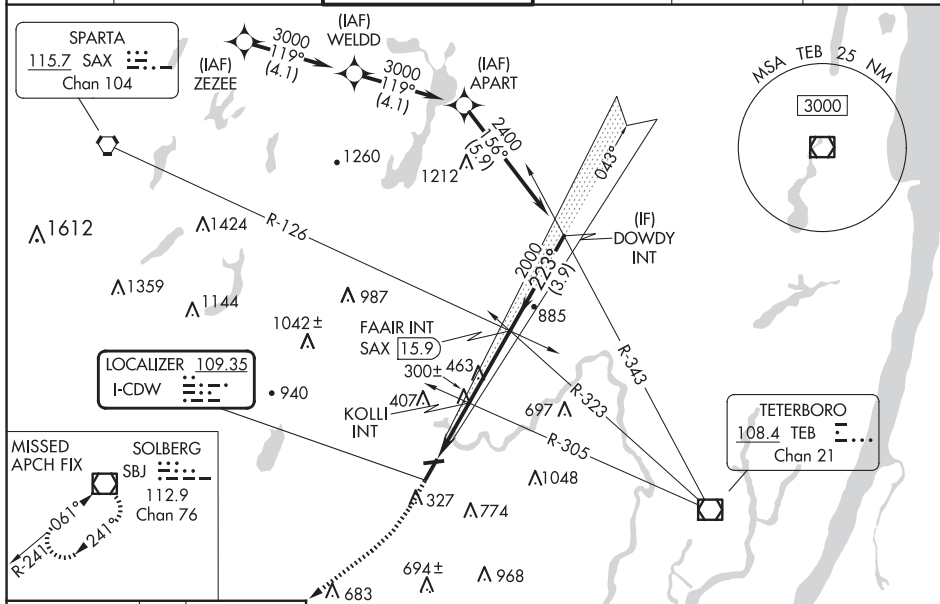
25163

LOC I-CDW	APP CRS	Rwy Ldg	4042
109.35	223°	TDZE	172
		Apt Elev	172

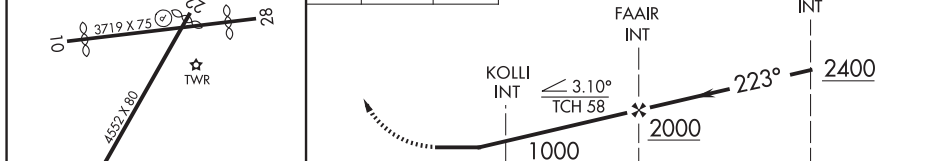
LOC RWY 22 ESSEX COUNTY (CDW)

Aircraft not GPS equipped - RADAR required for procedure entry.		MISSED APPROACH: Climb to 600 then climbing right turn to 2200 direct SBJ VOR/DME and hold.
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 ¼ SM. KOLLI INT minimums: increase all MDA 60 feet and increase S-22 Cats C/D and Circling Cats A and C visibility ¼ SM. Circling Rwy 10, 28 NA at night.		

ATIS	NEWARK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) 0	121.9	121.1	122.95



ELEV 172	D	TDZE 172	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 42).



CATEGORY	A	B	C	D
S-LOC 22	1000-1 828 (900-1)	1000-1¼ 828 (900-1¼)	1000-2½ 828 (900-2½)	
CIRCLING	1000-1¼ 828 (900-1¼)	1040-1¼ 868 (900-1¼)	1100-2¾ 928 (1000-2¾)	1400-3 1228 (1300-3)
KOLLI INT MINIMUMS				
S-LOC 22	560-1 388 (400-1)		560-1½ 388 (400-1½)	
CIRCLING	960-1 788 (800-1)	1040-1¼ 868 (900-1¼)	1100-2¾ 928 (1000-2¾)	1400-3 1228 (1300-3)

CALDWELL, NEW JERSEY

Amdt 4C 15JUN23

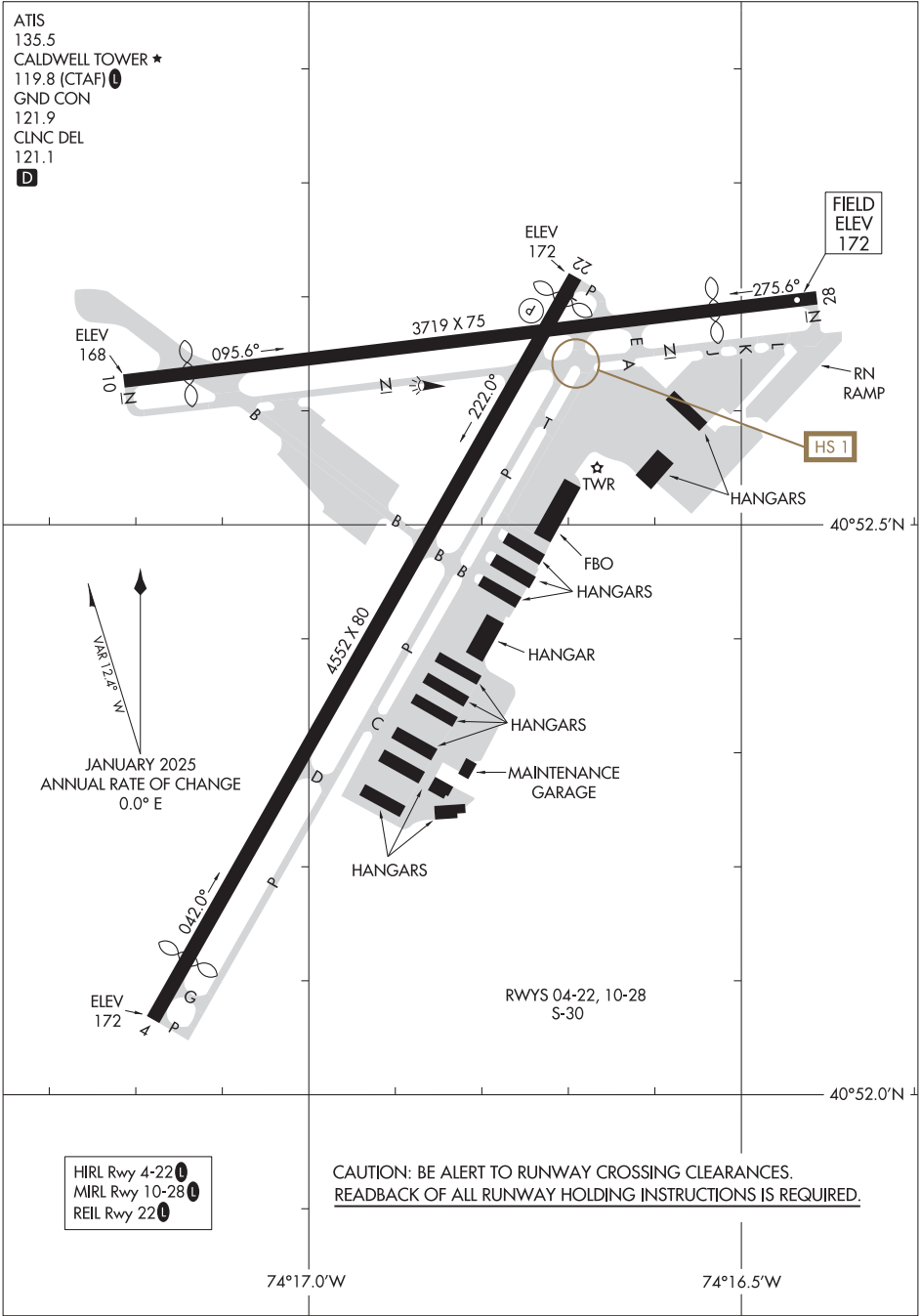
40°53'N-74°17'W

ESSEX COUNTY (CDW)

LOC RWY 22

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

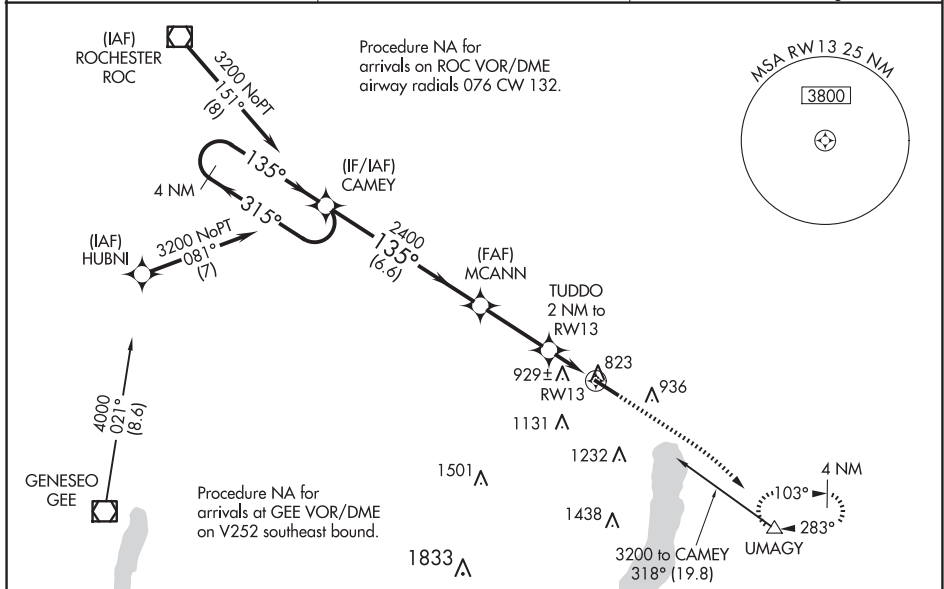
WAAS CH 45725 W13A	APP CRS 135°	Rwy Idg TDZE Apt Elev	5500 804 814
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RNAV (GPS) RWY 13

CANANDAIGUA (IUA)

RNP APCH-GPS.	Baro-VNAV and VDP NA when using ROC altimeter setting. Rwy 13 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use ROC altimeter setting and increase LPV DA to 1138 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1333 feet and all visibilities ½ SM. Increase all MDAs 100 feet and LNAV visibility Cat C ¾ SM, and Circling visibility Cat C ½ SM.	MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct UMAGY and hold, continue climb-in-hold to 4000.
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AWOS-3P 118.675	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) 1
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4 NM Holding Pattern		CAMEY		MCANN		TUDDO 2 NM to RW13		UMAGY	
3200		315°		135°		2400		1460	
GP 3.00°		TCH 40		6.6 NM		2.9 NM		0.9 NM	
CATEGORY		A		B		C		D	
LPV DA		1056-1		252 (300-1)				NA	
LNAV/VNAV DA		1251-1¾		447 (500-1¾)				NA	
LNAV MDA		1180-1		376 (400-1)				NA	
CIRCLING		1460-1		646 (700-1)		1540-2		726 (800-2)	
								MIRL Rwy 13-31 1	
								REIL Rwy 13 and 31 1	

WAAS CH 40125 W31A	APP CRS 315°	Rwy Idg TDZE Apt Elev	5500 814 814
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RNAV (GPS) RWY 31

CANANDAIGUA (IUA)

RNP APCH-GPS.

▼

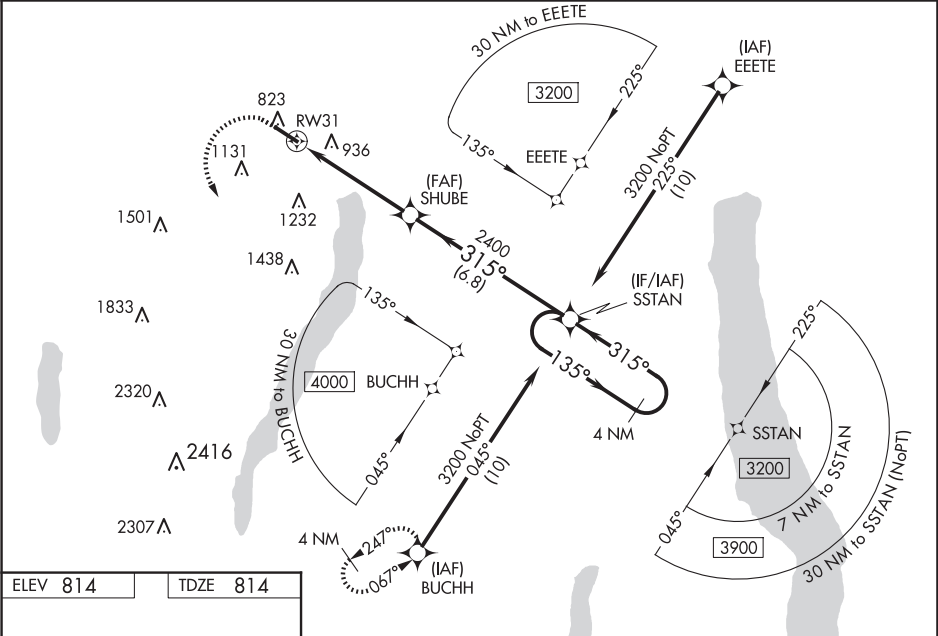
▲

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use ROC 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 ¾ SM, and Circling visibility Cat C ½ SM. Rwy 31 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using ROC altimeter setting.

MISSED APPROACH:
Climb to 1400 then climbing left turn to 3700 direct BUCHH and hold.

AWOS-3P 118.675	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) ①
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ELEV 814	TDZE 814	1400	3700	BUCHH	4 NM Holding Pattern
SSTAN					
135° 3200					
315° 2400					
1.4 NM to RW31					
RW31					
1.4 3.5 NM 6.8 NM					
CATEGORY	A	B	C	D	
LPV DA	1064-1	250 (300-1)		NA	
LNAV/VNAV DA	1246-1¼	432 (500-1¼)		NA	
LNAV MDA	1300-1	486 (500-1)	1300-1¾ 486 (500-1¾)	NA	
CIRCLING	1460-1	646 (700-1)	1540-2 726 (800-2)	NA	

CANANDAIGUA, NEW YORK

AL-9248 (FAA)

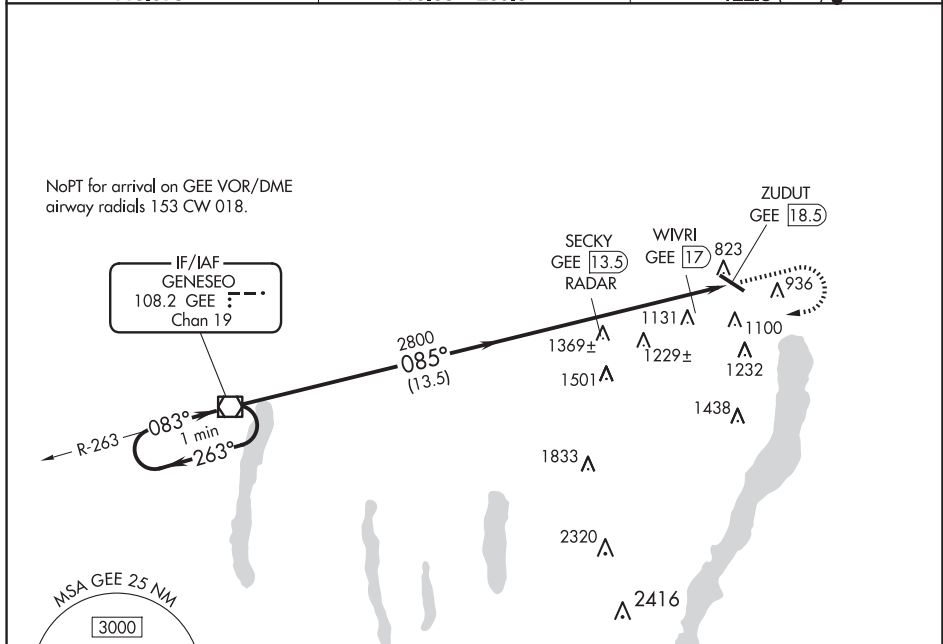
23166

VOR/DME GEE 108.2 Chan 19	APP CRS 085°	Rwy Idg TDZE Apt Elev 814	N/A N/A 814
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VOR-A
CANANDAIGUA (IUA)

DME or RADAR required.	MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 direct GEE VOR/DME and hold.
▼ NA When local altimeter setting not received, use Rochester altimeter setting and increase all MDAs 100 feet and Circling visibility all Cais ¼ SM, increase WIVRI Fix Circling minimums visibility Cat C ½ SM.	

AWOS-3P 118.675	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) 0
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2307 Δ

ELEV 814

One Minute
Holding Pattern

GEE
VOR/DME

SECKY
GEE 13.5
RADAR

2000

3500

GEE

3000

← 263°

083° →

085°

2800

1580

WIVRI
GEE 17

ZUDUT
GEE 18.5

13.5 NM

3.5 NM

1.5 NM

CATEGORY

A

B

C

D

C CIRCLING

1580-1

766 (800-1)

1580-2 $\frac{1}{4}$
766 (800-2 $\frac{1}{4}$)

NA

WIVRI FIX MINIMUMS

C CIRCLING

1500-1

686 (700-1)

1540-2
726 (800-2)

NA

MIRL Rwy 13-31 **1**
REIL Rws 13 and 31 **1**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CANANDAIGUA, NEW YORK
Orig-C 15JUN23

42°55'N - 77°20'W

CANANDAIGUA (IUA)
VOR-A

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
059°

Rwy Idg
TDZE **1197**
Apt Elev **1197**

RNAV (GPS) RWY 6

CORTLAND COUNTY/CHASE FLD (N03)

RNP APCH.

Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3700 direct NORRI and hold.

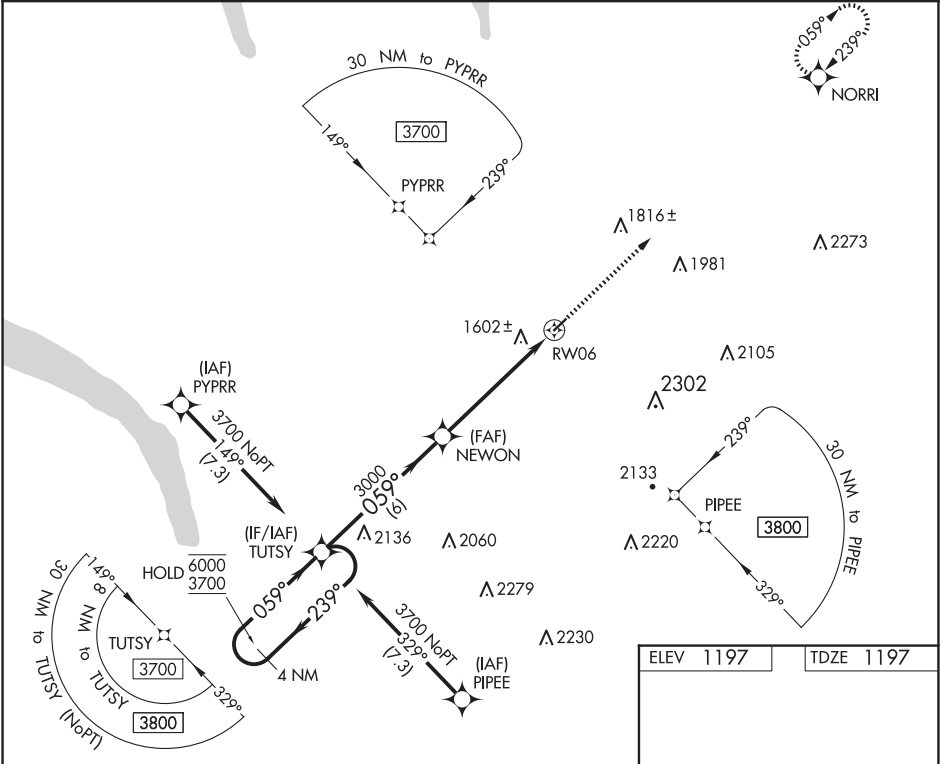
AWOS-3
132.225

BINGHAMTON APP CON ★
118.6 257.625 (S-SE)

ELMIRA APP CON ★
124.3 257.8 (W)

SYRACUSE APP CON
126.125 269.125 (N)

UNICOM
122.8 (CTAF)



4 NM Holding Pattern TUTSY

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

3700 NORRI

6000 3700

239° 059°

059°

NEWON

1.5 NM to RW06

3.00° TCH 40

3000

RW06

6 NM 4 NM 1.5

CATEGORY	A	B	C	D
LNVA MDA	1860-1	663 (700-1)	1860-1 7/8 663 (700-1 7/8)	NA
CIRCLING	1940-1 743 (800-1)	1980-1 783 (800-1)	2240-3 1043 (1100-3)	NA

REIL Rwy 24

MIRL Rwy 6-24

CORTLAND, NEW YORK

AL-6029 (FAA)

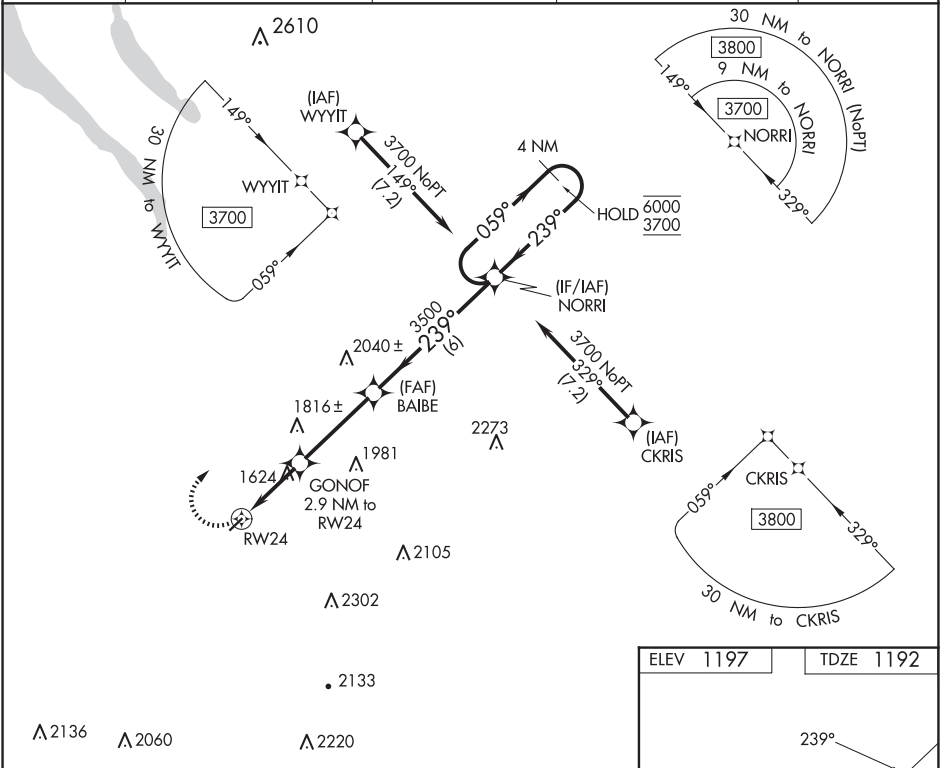
23278



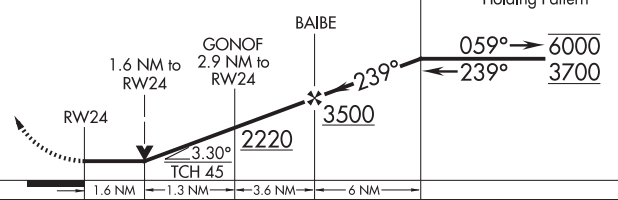

APP CRS	Rwy Idg	3401
239°	TDZE	1192
	Apt Elev	1197

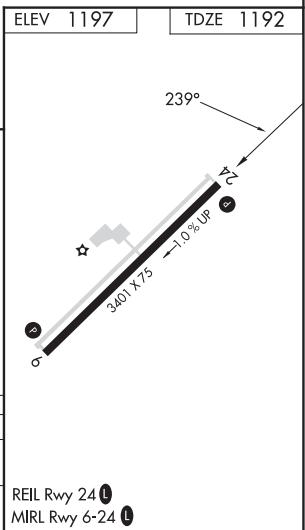
RNAV (GPS) RWY 24
CORTLAND COUNTY/CHASE FLD (N03)

RNP APCH.	MISSED APPROACH: Climbing right turn to 3700 direct NORRI and hold.
▼ ▲ Rwy 24 helicopter visibility reduction below 3/4 SM NA.	

AWOS-3 132.225	BINGHAMTON APP CON ★ 118.6 257.625 (S-S-E)	ELMIRA APP CON ★ 124.3 257.8 (W)	SYRACUSE APP CON 126.125 269.125 (N)	UNICOM 122.8 (CTAF) 0
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		VGSI and descent angles not coincident [VGSI Angle 4.00/TCH 45].			
					
CATEGORY	A		B	C	D
LNAV MDA	1880-1		688 (700-1)	1880-2 688 (700-2)	NA
 CIRCLING	1940-1 743 (800-1)	1980-1 783 (800-1)	2240-3 1043 (1100-3)	NA	



CORTLAND, NEW YORK

Amdt 2 10SEP20

42°36'N-76°13'W

CORTLAND COUNTY/CHASE FLD (N03)

RNAV (GPS) RWY 24

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

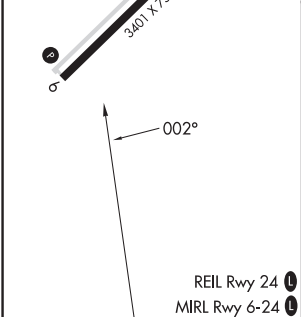
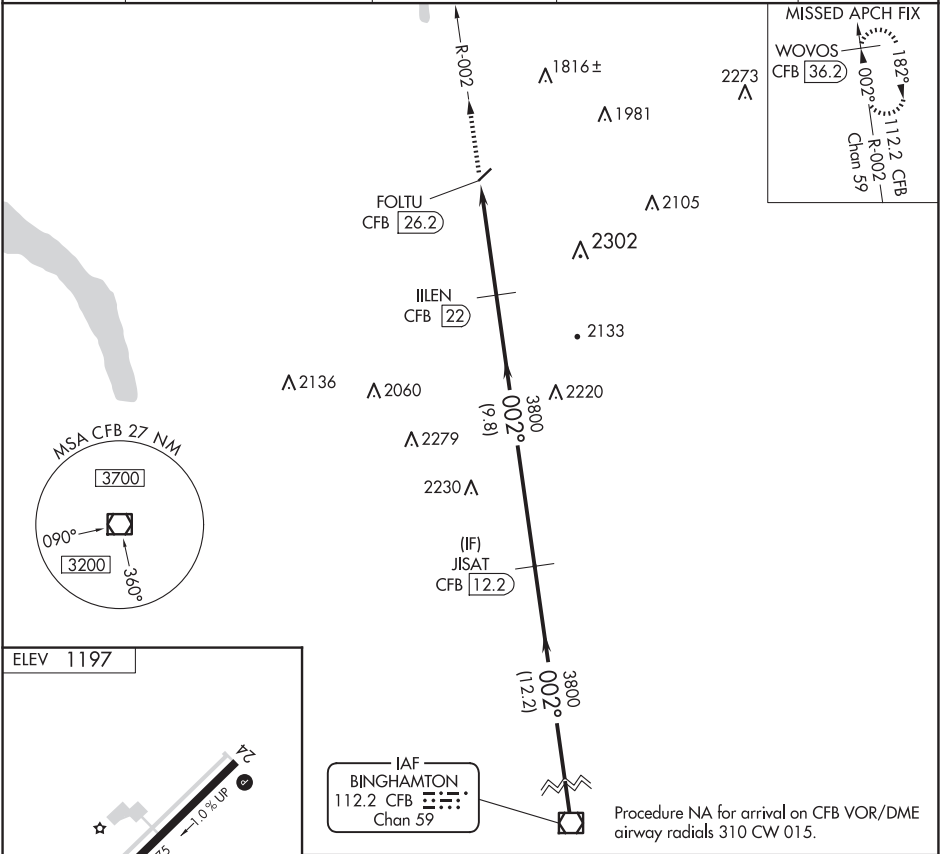
VOR/DME CFB	APP CRS	Rwy Idg	N/A
112.2	002°	TDZE	N/A
Chan 59		Apt Elev	1197

VOR-A

CORTLAND COUNTY/CHASE FLD (N03)

DME required.	MISSED APPROACH: Climb to 4000 on CFB VOR/DME R-002 to WOVOS/36.2 DME and hold.
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AWOS-3 132.225	BINGHAMTON APP CON ★ 118.6 257.625 (S-SE)	ELMIRA APP CON ★ 124.3 257.8 (W)	SYRACUSE APP CON 126.125 269.125 (N)	UNICOM 122.8 (CTAF) 0
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4000	WOVOS CFB 36.2	IILEN CFB 22	JISAT CFB 12.2	CFB VOR/DME
CFB R-002				
FOLTU CFB 26.2	3800	3800	3800	002° 3800
	4.2 NM	9.8 NM	12.2 NM	
CATEGORY	A	B	C	D
CIRCLING	2380-1¼ 1183 (1200-1¼)	2380-1½ 1183 (1200-1½)	2380-3 1183 (1200-3)	NA

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

CROSS KEYS, NEW JERSEY

AL-6333 (FAA)

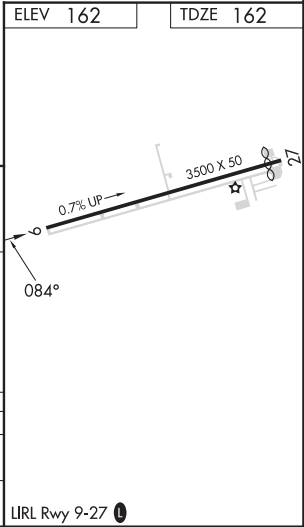
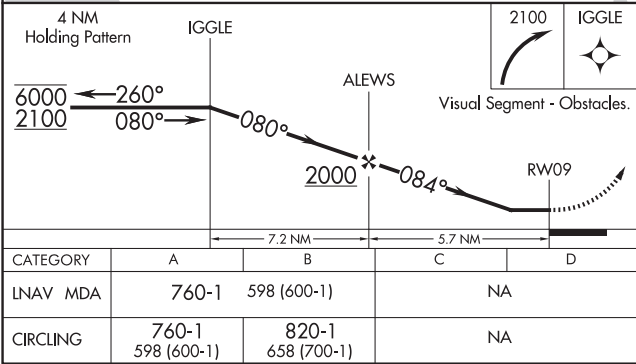
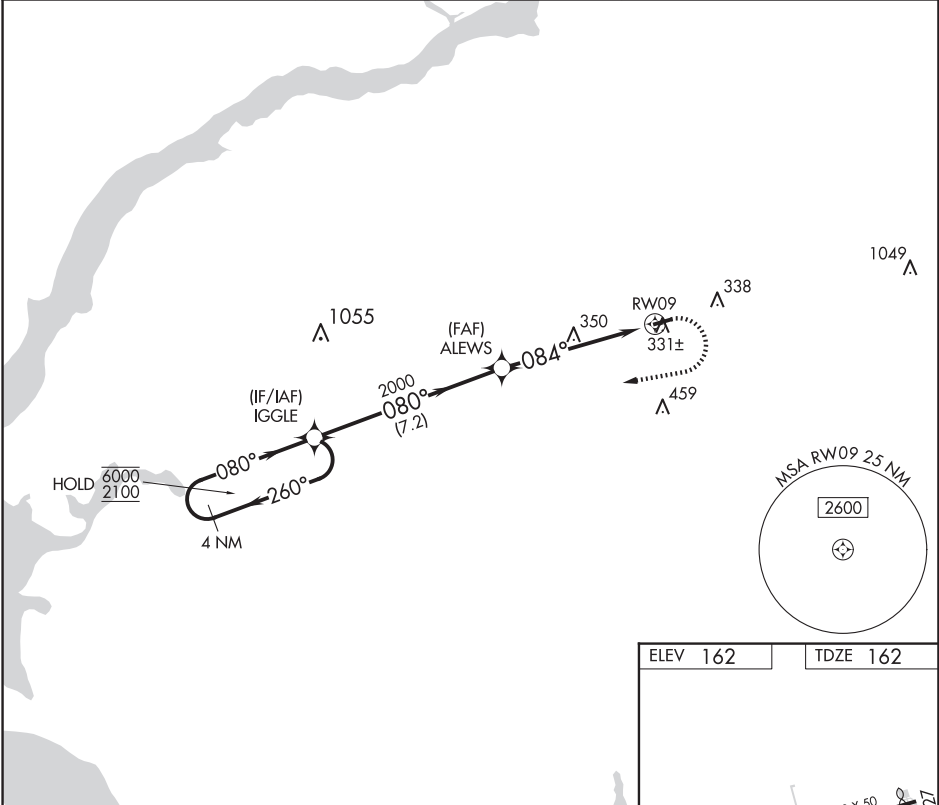
23306

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

RNAV (GPS) RWY 9
CROSS KEYS (17N)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 2100 direct IGGLE and hold.
▼ NA	Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Philadelphia Intl altimeter setting.	

PHL ASOS 133.4	PHILADELPHIA APP CON 127.35 133.875 317.55	UNICOM 122.8 (CTAF) 1
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CROSS KEYS, NEW JERSEY
Orig 02NOV23

39°42'N-75°02'W

CROSS KEYS (17N)
RNAV (GPS) RWY 9

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

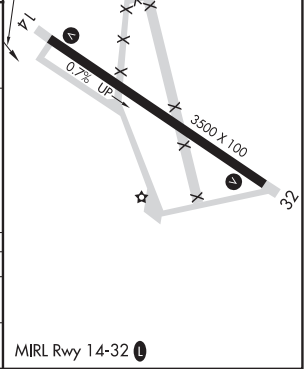
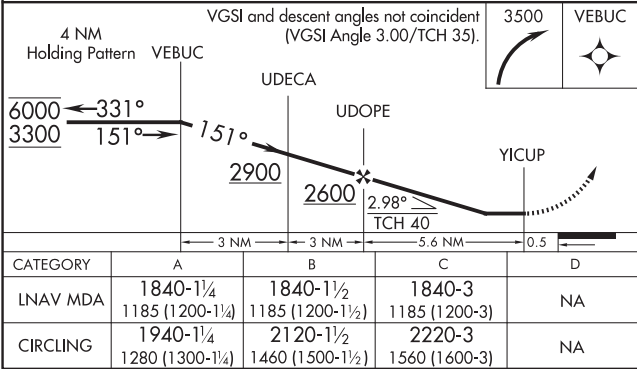
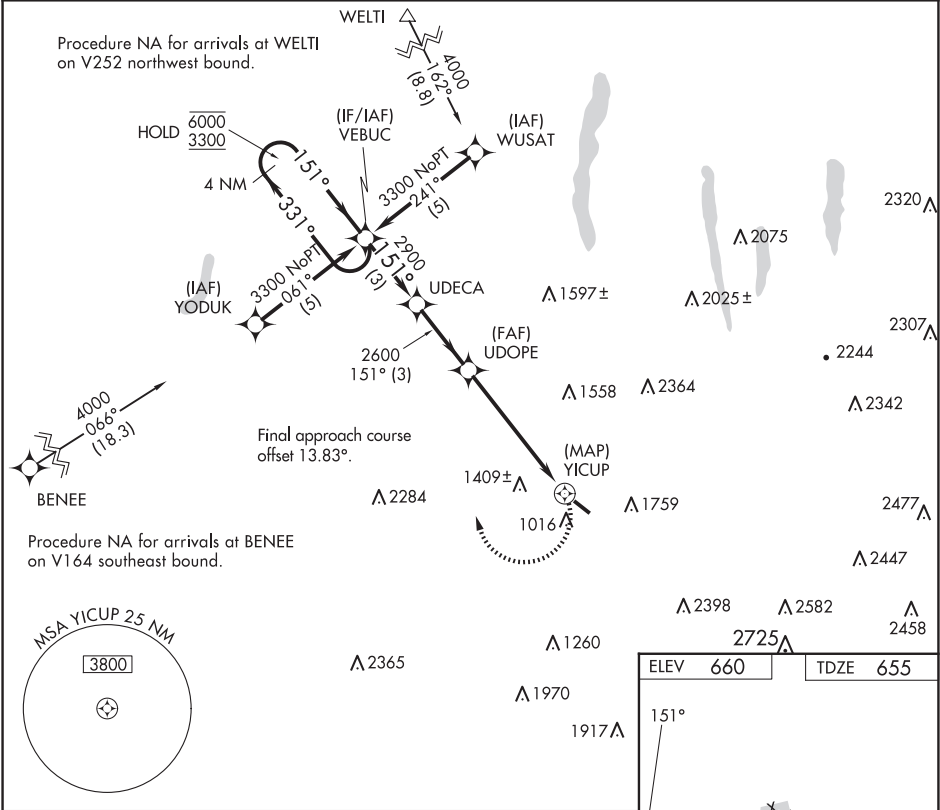
APP CRS	Rwy Idg	3500
151°	TDZE	655
	Apt Elev	660

RNAV (GPS) RWY 14

DANSVILLE MUNI (DSV)

RNP APCH.	MISSED APPROACH: Climbing right turn to 3500 direct VEBUC and hold.
<div><div>▼</div><div>▲</div></div> Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA.	

ASOS 118.325	ROCHESTER APP CON 123.7 322.3	UNICOM 123.0 (CTAF) 0
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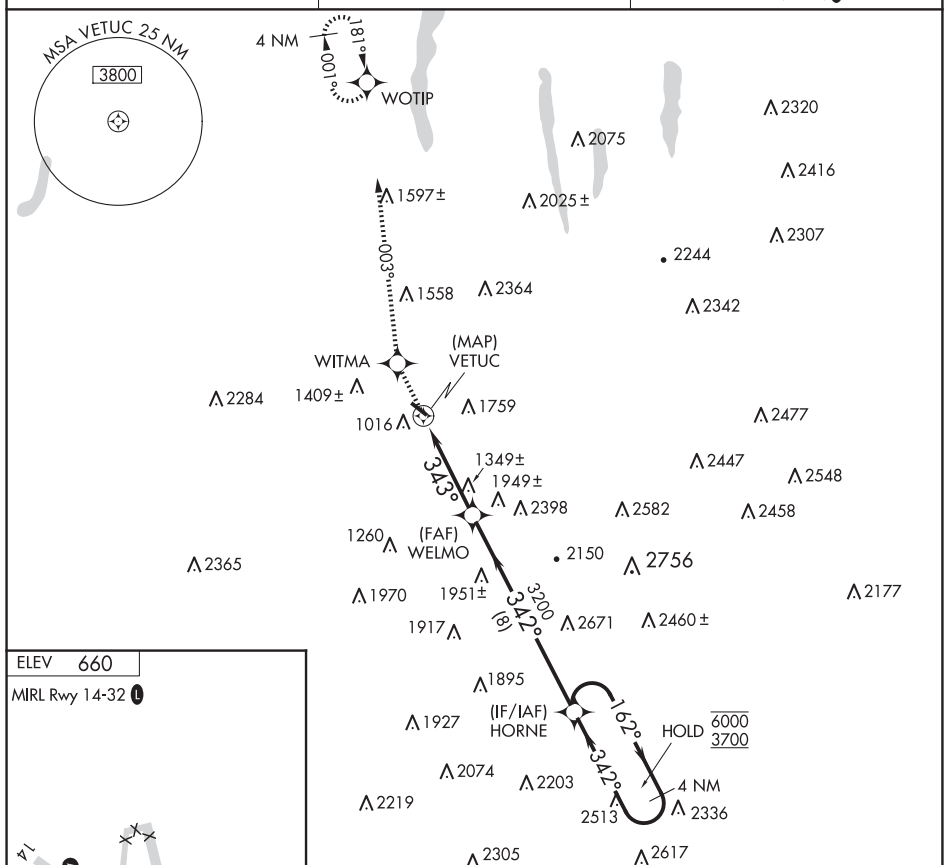
RNAV (GPS)-A
DANVILLE MUNI (DSV)

T Procedure NA at night. Rwy 14, 32 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use ROC altimeter setting and increase all MDAs 100 feet.

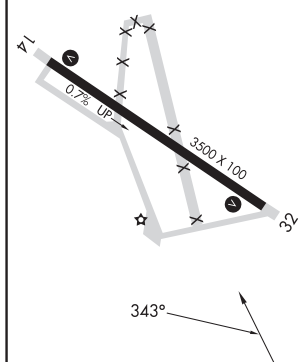
MISSED APPROACH: Climb to 3300 direct WITMA and on 003° track to WOTIP and hold.

ROCHESTER APP CON
123.7 322.3

UNICOM
123.0 (CTAF)



ELEV	660
MIRL Rwy 14-32 L	



3300 ↑	WITMA ✦	tr 003° ✦	HORNE 4 NM Holding Pattern 162° → 6000 ← 342° 3700	
WELMO 343° ✕ 3200 342°				
VETUC 4 NM 8 NM				
CATEGORY	A	B	C	D
CIRCLING	1960-1¼ 1300 (1300-1¼)	2120-1½ 1460 (1500-1½)	2220-3 1560 (1600-3)	NA

DANSVILLE MUNI (DSV)
RNAV (GPS)-A

NE-2, 07 AUG 2025 to 02 OCT 2025

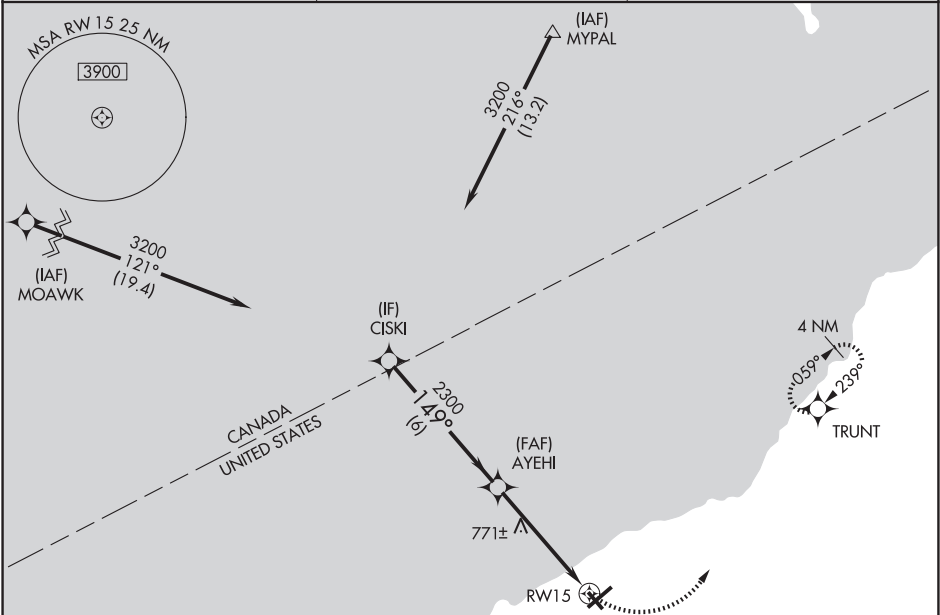
APP CRS	Rwy Ldg	4000
149°	TDZE	684
	Apt Elev	692

RNAV (GPS) RWY 15

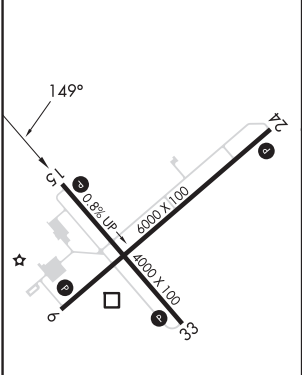
CHAUTAUQUA COUNTY/DUNKIRK (DKK)

RNP APCH.	<div><div><div>⚠</div><div>⚠</div><div>❄</div></div><div><div>Circling to Rwy 6, 24, 33 NA at night.</div><div>Circling Cat D NA southeast of Rwy 6 and southwest of Rwy 33.</div><div>Rwy 15 helicopter visibility reduction below $\frac{3}{4}$ SM NA.</div></div></div>	MISSED APPROACH: Climbing left turn to 3200 direct TRUNT and hold, continue climb-in-hold to 3200.
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ASOS 119.275	BUFFALO APP CON 126.5 317.6	UNICOM 123.075 (CTAF) 0
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ELEV 692	TDZE 684
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MIRL Rwy 15-33 0
REIL Rwy 6 and 24 0
HIRL Rwy 6-24 0

Visual Segment - Obstacles.				3200	TRUNT
CATEGORY	A	B	C	D	
LNAV MDA	1140-1	456 (500-1)	1140-1 $\frac{3}{8}$	456 (500-1 $\frac{3}{8}$)	
CIRCLING	1200-1 508 (600-1)	1320-1 628 (700-1)	1640-2 $\frac{3}{4}$ 948 (1000-2 $\frac{3}{4}$)	2140-3 1448 (1500-3)	

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

DUNKIRK, NEW YORK

AL-880 (FAA)

25219

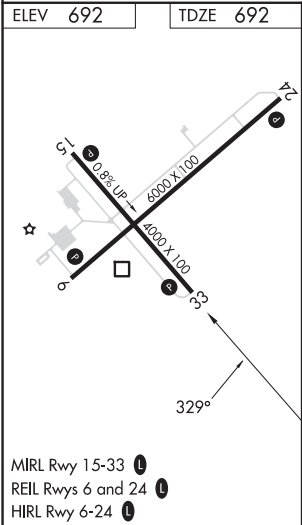
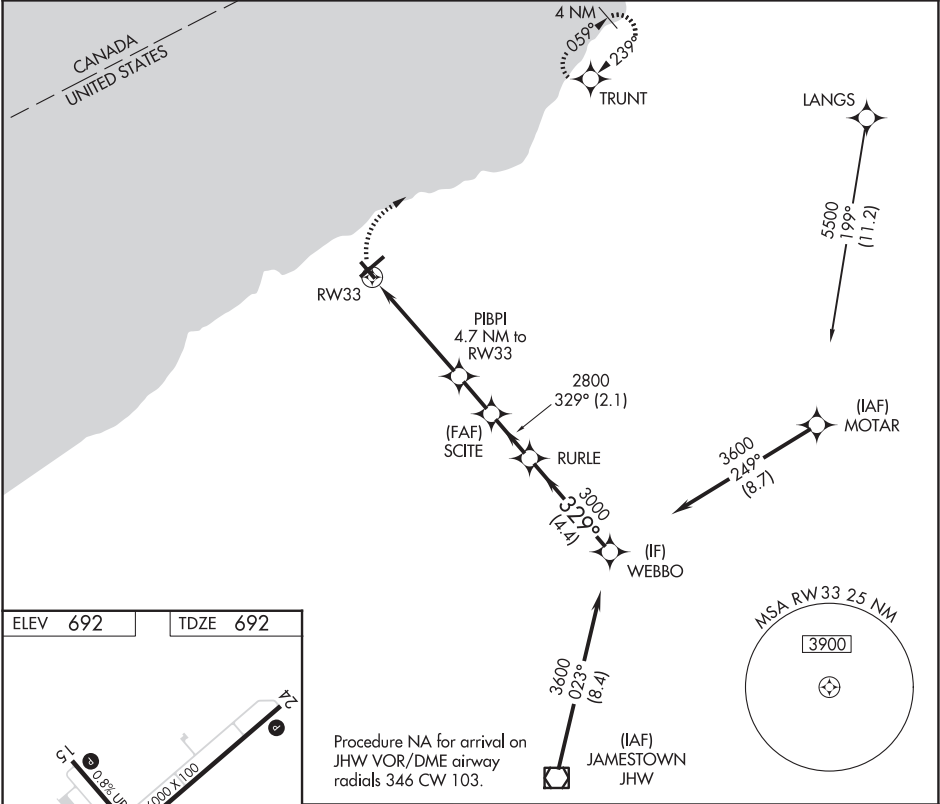
APP CRS	Rwy Ldg	4000
329°	TDZE	692
	Apt Elev	692

RNAV (GPS) RWY 33

CHAUTAUQUA COUNTY/DUNKIRK (DKK)

RNP APCH.	<p>T Circling Cat D NA southeast of Rwy 6 and southwest of Rwy 33. A Rwy 33 helicopter visibility reduction below 1 SM NA. S -21°C Straight-In Rwy 33 NA at night, Circling Rwy 6, 24, 33 NA at night.</p>	MISSED APPROACH: Climbing right turn to 3200 direct TRUNT and hold.
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ASOS 119.275	BUFFALO APP CON 126.5 317.6	UNICOM 123.075 (CTAF) 0
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3200	TRUNT	Visual Segment - Obstacles.				WEBBO
		PIBPI 4.7 NM to RWY 33	SCITE	RURLE		3600
		2240	2800	3000		
		4.7 NM	1.8 NM	2.1 NM	4.4 NM	
CATEGORY	A	B	C	D		
LNNAV MDA	1860-1¼ 1168 (1200-1¼)	1860-1½ 1168 (1200-1½)	1860-3 1168 (1200-3)	1168 (1200-3)		
CIRCLING	1860-1¼ 1168 (1200-1¼)	1860-1½ 1168 (1200-1½)	1860-3 1168 (1200-3)	2140-3 1448 (1500-3)		

DUNKIRK, NEW YORK
Orig-C 10OCT19

CHAUTAUQUA COUNTY/DUNKIRK (DKK)
42°30'N-79°16'W
RNAV (GPS) RWY 33

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

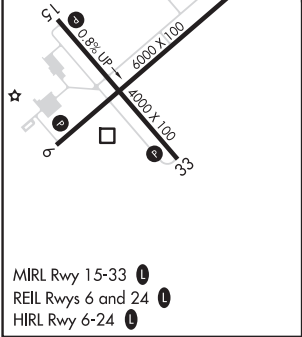
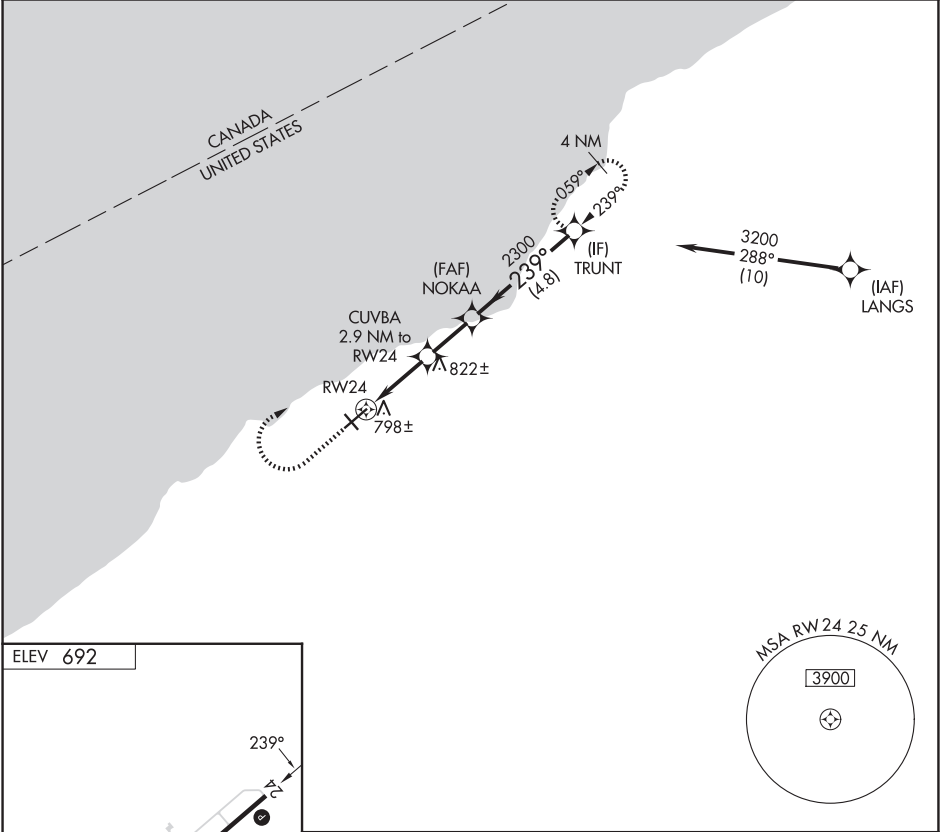
APP CRS	Rwy Ldg	N/A
239°	TDZE	N/A
	Apt Elev	692

RNAV (GPS)-A

CHAUTAUQUA COUNTY/DUNKIRK (DKK)

RNP APCH - GPS.	<div><div><div>▼</div><div>▲</div><div>❄</div></div><div><div>Circling Cat D NA southeast of Rwy 6 and southwest of Rwy 33.</div><div>Circling Rwy 6, 24, 33 NA at night.</div><div>Rwy 6, 24, 33 helicopter visibility reduction below 1 SM NA.</div></div></div>	MISSED APPROACH: Climb to 1900 then climbing right turn to 3200 direct TRUNT and hold.
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ASOS 119.275	BUFFALO APP CON 126.5 317.6	UNICOM 123.075 (CTAF) 1
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1900	3200	TRUNT	Visual Segment - Obstacles.	
CUVBA 2.9 NM to RW24		NOKAA	TRUNT	3200
RW24		239°	2300	
2.9 NM		2.1 NM	4.8 NM	
CATEGORY	A	B	C	D
CIRCLING	1200-1 508 (600-1)	1320-1 628 (700-1)	1640-2¾ 948 (1000-2¾)	2140-3 1448 (1500-3)

DUNKIRK, NEW YORK

AL-880 (FAA)



25219

APP CRS 059°	Rwy Ldg TDZE Apt Elev N/A N/A 692
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RNAV (GPS)-B

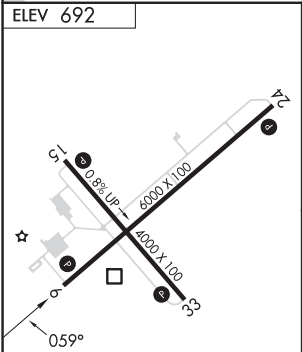
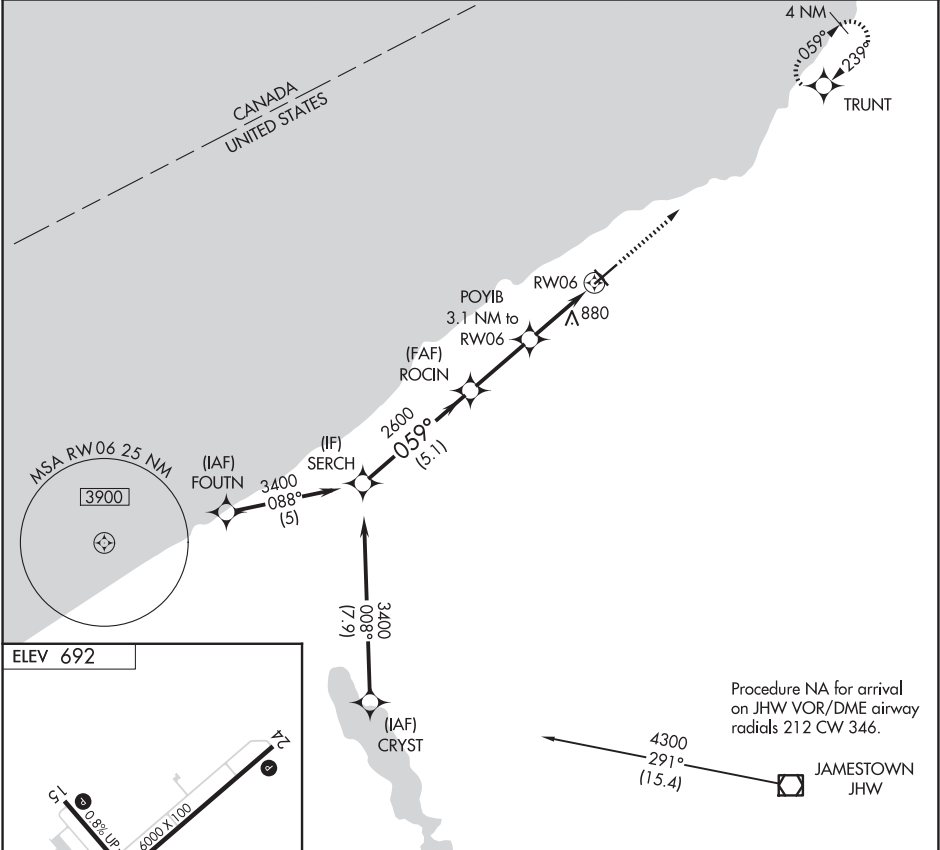
CHAUTAUQUA COUNTY/DUNKIRK (DKK)




RNP APCH.

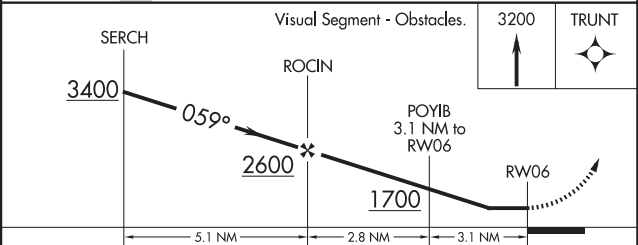
 Circling to Rwy 6, 24, 33 NA at night.
 -21°C
Circling Cat D NA southeast of Rwy 6 and southwest of Rwy 33.

MISSED APPROACH: Climb to 3200 direct TRUNT and hold.

ASOS 119.275	BUFFALO APP CON 126.5 317.6	UNICOM 123.075 (CTAF) 0
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MIRL Rwy 15-33 
REIL Rwy 6 and 24 
HIRL Rwy 6-24 

Visual Segment - Obstacles.				3200	TRUNT
					
CATEGORY	A	B	C	D	
CIRCLING	1200-1 508 (600-1)	1320-1 628 (700-1)	1640-2¾ 948 (1000-2¾)	2140-3 1448 (1500-3)	

DUNKIRK, NEW YORK
Orig-A 10OCT19

42°30'N-79°16'W

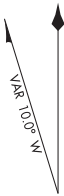
CHAUTAUQUA COUNTY/DUNKIRK (DKK)

RNAV (GPS)-B

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

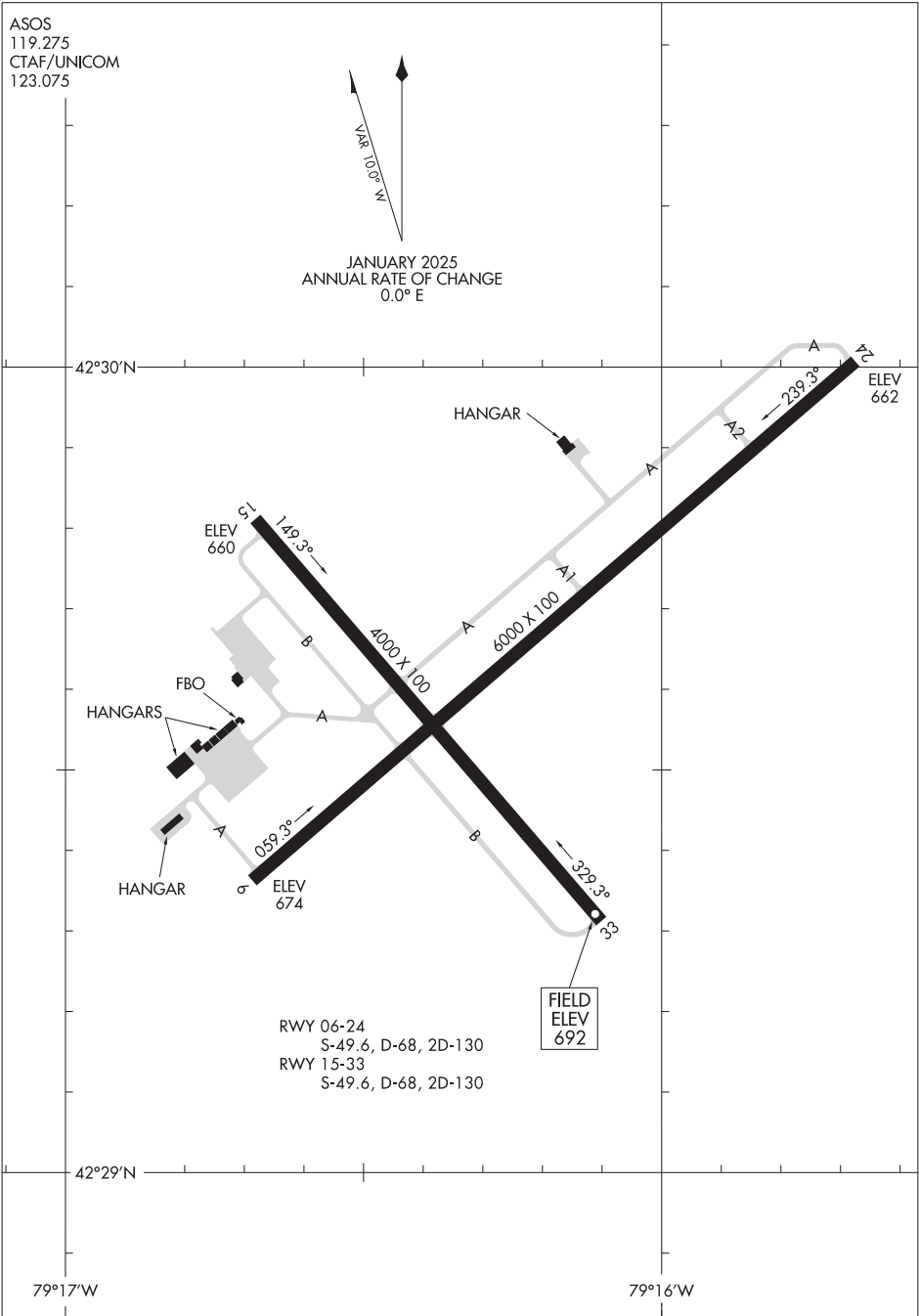
ASOS
119.275
CTAF/UNICOM
123.075


MAG 10.0° N

JANUARY 2025
ANNUAL RATE OF CHANGE
0.0° E

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



EAST HAMPTON, NEW YORK

AL-5016 (FAA)

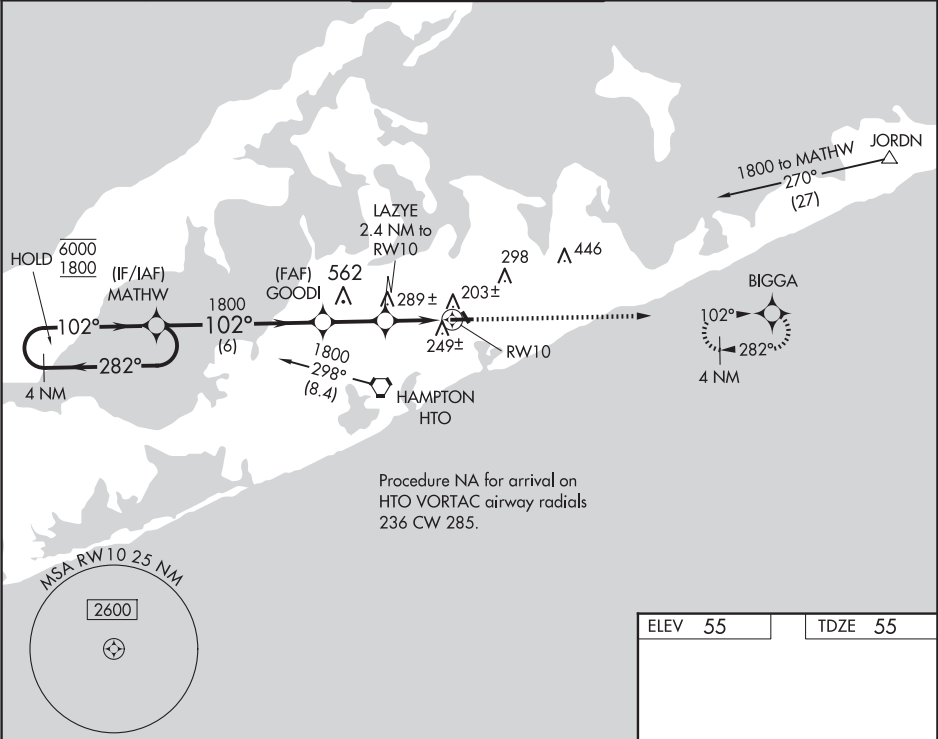
23334

WAAS CH 77844 W10B	APP CRS 102°	Rwy Idg 4255 TDZE 55 Apt Elev 55
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RNAV (GPS) Z RWY 10

EAST HAMPTON TOWN (JPX)

RNP APCH - GPS.					MISSED APPROACH: Climb to 2000 direct BIGGA and hold.
▼ 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.					
AWOS-3PT 118.075	NEW YORK APP CON 125.975 343.65	EAST HAMPTON TOWER ★ 125.225 (CTAF) 0	GND CON 121.9	CLNC DEL 118.95	



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.30/TCH 49°).		ELEV 55	TDZE 55
MATHW		GOODI		2000	BIGGA
6000 1800		1800		BIGGA	
GP 3.42° TCH 60		LAZY 2.4 NM to RW10		RW10	
6 NM		2.2 NM		2.4 NM	
CATEGORY	A	B	C	D	
LPV DA	361-1	306 (400-1)		NA	
LNAV/VNAV DA	500-1 $\frac{3}{8}$	445 (500-1 $\frac{3}{8}$)		NA	
LNAV MDA	500-1	445 (500-1)	500-1 $\frac{3}{8}$ 445 (500-1 $\frac{3}{8}$)	NA	
MIRL Rwy 10-28 0 REIL Rwy 10 REIL Rwy 28 0					

EAST HAMPTON, NEW YORK
Orig-A 06OCT22

40°58'N - 72°15'W

EAST HAMPTON TOWN (JPX)

RNAV (GPS) Z RWY 10

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

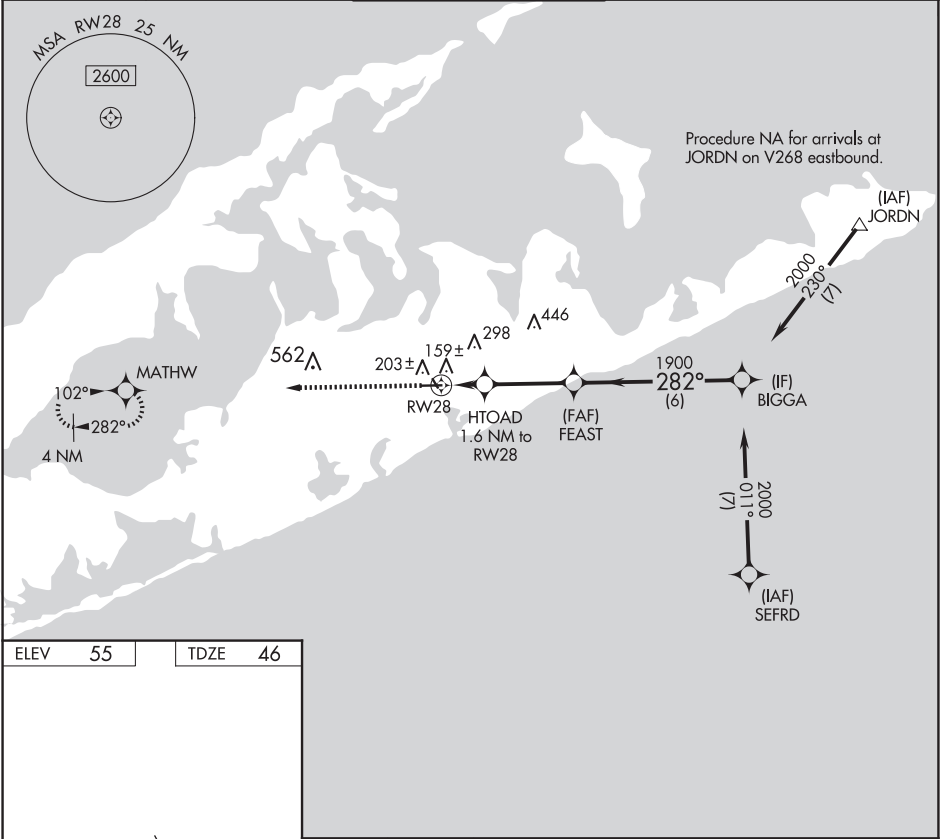
APP CRS	Rwy Idg	4255
282°	TDZE	46
	Apt Elev	55

RNAV (GPS) Z RWY 28

EAST HAMPTON TOWN (JPX)

RNP APCH - GPS.			MISSED APPROACH: Climb to 2000 direct MATHW and hold.		
Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Westhampton Beach altimeter setting and increase all MDAs 60 feet and visibility Cat C ½ SM.					

AWOS-3PT	NEW YORK APP CON	EAST HAMPTON TOWER ★	GND CON	CLNC DEL
118.075	125.975 343.65	125.225 (CTAF) 0	121.9	118.95



<p>MIRL Rwy 10-28 0 REIL Rwy 10 REIL Rwy 28 0</p>	2000		MATHW		VGSi and descent angles not coincident (VGSi Angle 3.80/TCH 48).	
	CATEGORY		A		B	
	LNAV MDA		420-1		374 (400-1)	
					NA	

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

ELLENVILLE, NEW YORK

AL-9390 (FAA)

25219

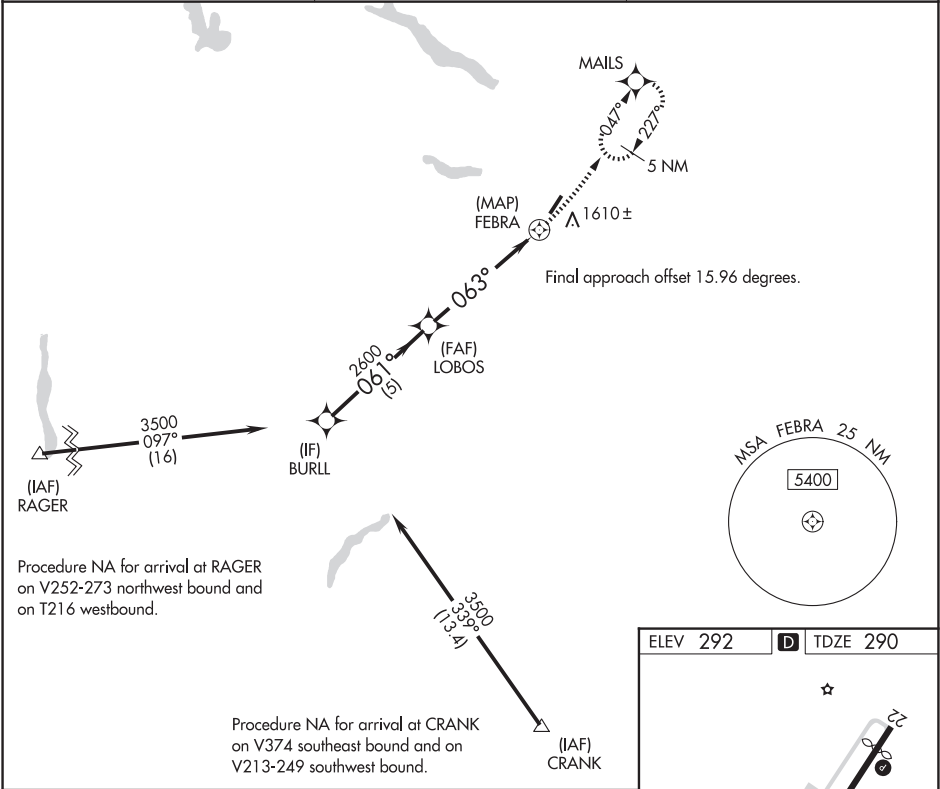
APP CRS 063°	Rwy Ldg TDZE 290
	Apt Elev 292

RNAV (GPS) RWY 4

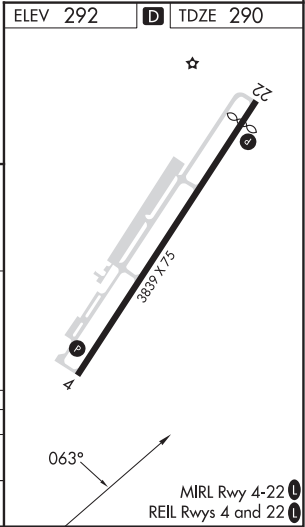
JOSEPH Y RESNICK (N89)

RNP APCH.	MISSED APPROACH: Climbing left turn to 6000 direct MAILS and hold, continue climb-in-hold to 6000.
<div><div>NA</div><div>-5° C</div></div> <div>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.</div>	

SWF ASOS 124.575	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF) 0
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Visual Segment - Obstacles.				6000	MAILS
5 NM				5.3 NM	0.7
CATEGORY	A	B	C	D	
RNAV MDA	2160-1¼ 1870 (1900-1¼)	2160-1½ 1870 (1900-1½)	NA		
CIRCLING	2160-1¼ 1868 (1900-1¼)	2160-1½ 1868 (1900-1½)	NA		



ELLENVILLE, NEW YORK
Orig 25APR19

41°44'N-74°23'W

JOSEPH Y RESNICK (N89)

RNAV (GPS) RWY 4

NE-2, 07 AUG 2025 to 02 OCT 2025

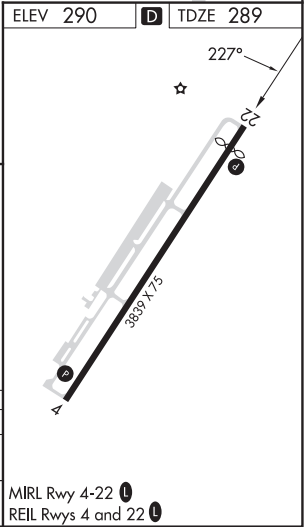
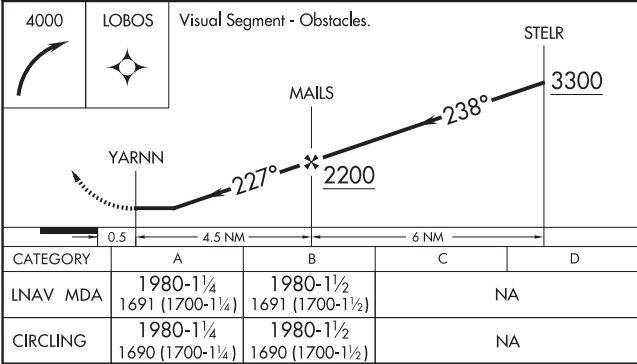
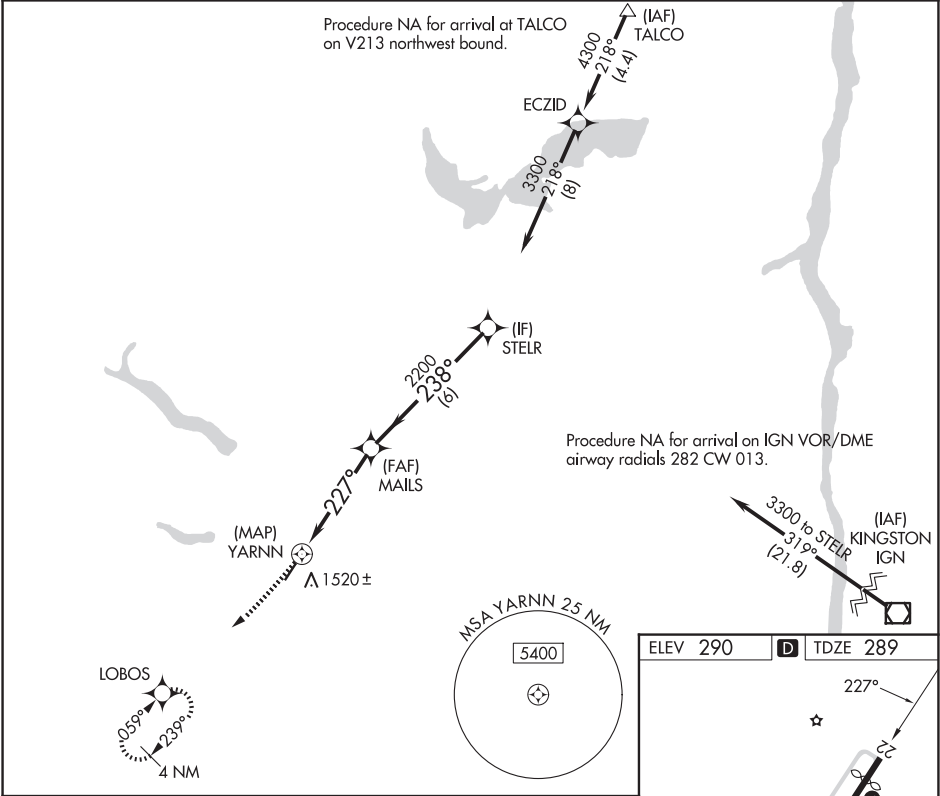
NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	3530
227°	TDZE	289
	Apt Elev	290

RNAV (GPS) RWY 22

JOSEPH Y RESNICK (N89)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 4000 direct LOBOS and hold, continue climb-in-hold to 4000.
SWF ASOS 124.575	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF) 1



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 24
ELMIRA/CORNING RGNL (ELM)

MISSED APPROACH:
Climb to 4000 direct
UNOLY/RADAR and hold.
**Missed approach
requires minimum
climb of 260 feet
per NM to 2400.



 -21°C For Inop ALS increase S-ILS 24 all Cals visibility to RVR 8000.
** S-ILS 24 RVR 1800 authorized with use of FD or AP or HUD to DA.

Diagram illustrating a flight profile and radar coverage areas:

- Flight Profile:**
 - Starts at **ELEV 955** (Indicated by **LOCALIZER 109.1** and **I-ELM**).
 - Rises to **1348 ±** (Indicated by **ERINN RADAR**).
 - Continues to **3200** (Indicated by **IAF ALPINE 245 ALP** and **RADAR**).
 - Descends to **4000** (Indicated by **HOLD**).
 - Ends at **4 NM** (Indicated by **MISSED APCH FIX** and **UNOLY RADAR**).
- Radar Coverage:**
 - ERINN RADAR** is located near the 1348 ± altitude.
 - IAF ALPINE 245 ALP RADAR** is located near the 3200 altitude.
 - (IF/IAF) IREKE RADAR** is located near the 4000 altitude.
 - Two circular radar coverage areas are shown, each with a radius of **30 NM** to **IREKE** (Noted).
 - The coverage areas are labeled **4000** and **332°**.
- Altitude and Distance Markers:**
 - 5400** and **4000** are marked at the top of the profile.
 - 062°** and **242°** are marked on the profile.
 - 4 NM** is marked at the end of the profile.

The diagram shows the UNOLY RADAR coverage area, which is a sector of 242° centered on the 062° heading. The coverage area is divided into three segments by the ERINN RADAR and ALP NDB RADAR. The distances from the UNOLY RADAR are 3.3 NM, 3.5 NM, and 7.2 NM. The diagram also shows the 4 NM Holding Pattern and the GS 3.00° TCH 53.

CATEGORY	A	B	C	D
S-ILS 24 **	1155/24 200 (200-½)			
S-ILS 24	1340/35 385 (400-¾)			
S-LOC 24	2060/40 1105 (1200-¾)	2060/55 1105 (1200-1)	2060-3	1105 (1200-3)
CIRCLING	2060-1¼ 1105 (1200-1¼)	2080-1½ 1125 (1200-½)	2100-3 1145 (1200-3)	2340-3 1385 (1400-3)
ERINN FIX MINIMUMS				
S-LOC 24	1600/24	645 (700-½)	1600-1⅝	645 (700-1⅝)
CIRCLING	2020-1¼ 1065 (1100-1¼)	2080-1½ 1125 (1200-½)	2100-3 1145 (1200-3)	2340-3 1385 (1400-3)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

ELMIRA/CORNING, NEW YORK

AL-131 (FAA)

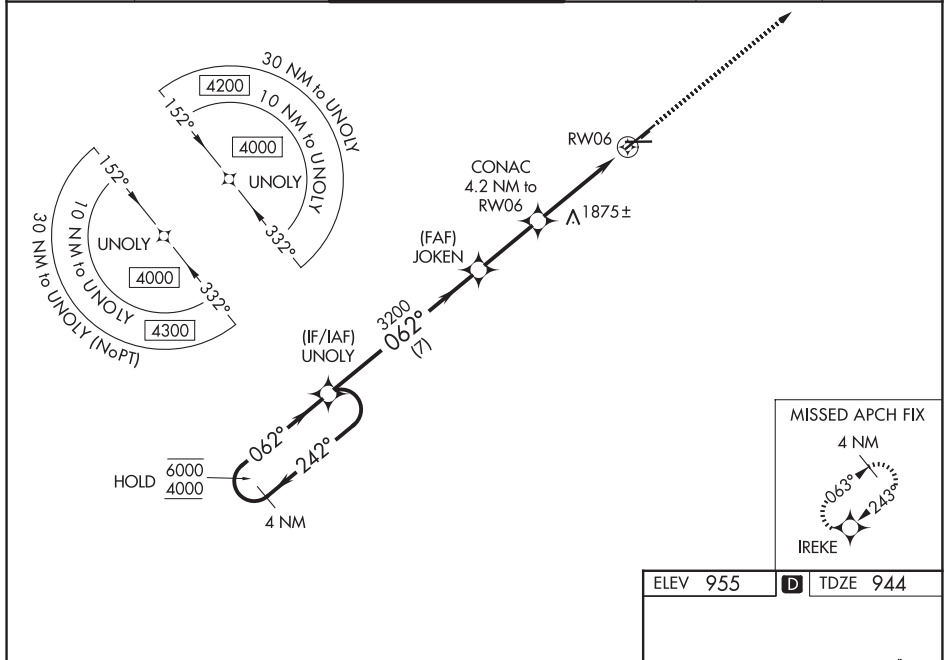
25219

WAAS CH 42827 W06A	APP CRS 062°	Rwy Ldg TDZE Apt Elev	7401 944 955
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RNAV (GPS) RWY 6 ELMIRA/CORNING RGNL (ELM)

RNP APCH.	<p> </p>	<p> </p>	<p> </p>
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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
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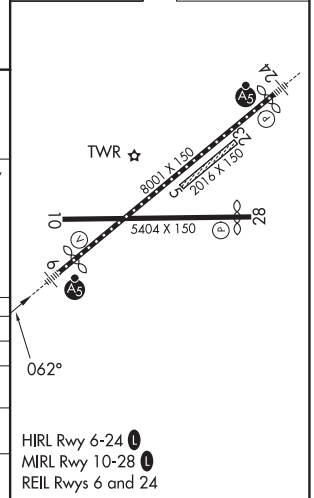
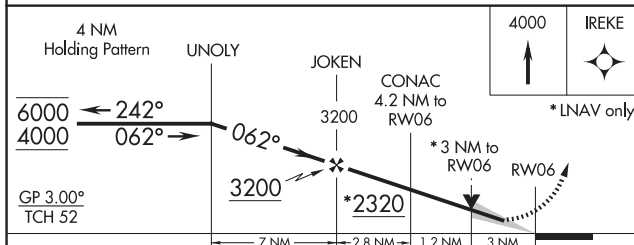


MISSED APCH FIX

4 NM



ELEV 955	D TDZE 944
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CATEGORY	A	B	C	D
LPV DA#		1144/24	200 (200-1/2)	
LNNAV/VNAV DA		2138-5	1194 (1200-5)	
LNNAV MDA	1940/40 996 (1000-3/4)	1940/55 996 (1000-1)	1940-2 1/2 996 (1000-2 1/2)	
CIRCLING	2020-1 1/4 1065 (1100-1 1/4)	2080-1 1/2 1125 (1200-1 1/2)	2100-3 1145 (1200-3)	2340-3 1385 (1400-3)

HIRL Rwy 6-24 0
 MIRL Rwy 10-28 0
 REIL Rwys 6 and 24

ELMIRA/CORNING, NEW YORK

Amdt 3 31DEC20

42°10'N-76°54'W

ELMIRA/CORNING RGNL (ELM)

RNAV (GPS) RWY 6

NE-2, 07 AUG 2025 to 02 OCT 2025

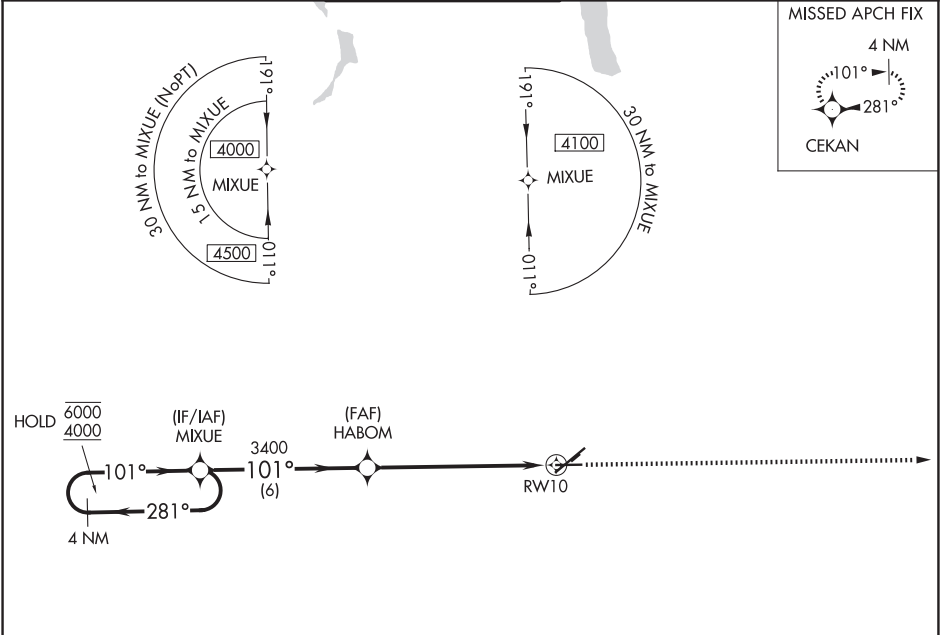
NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70530 W10A	APP CRS 101°	Rwy Ldg TDZE 942 Apt Elev 955	5004
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RNAV (GPS) RWY 10

ELMIRA/CORNING RGNL (ELM)

RNP APCH.		MISSED APPROACH: Climb to 4000 direct CEKAN and hold.	
Circling NA to Rws 5 and 23. Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA. Circling NA for Cat D south of Rws 10 and 28.			
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



4 NM Holding Pattern		Visual Segment - Obstacles.	
MIXUE		HABOM	
RW10		CEKAN	
6000 4000		4000	
281° 101°		101° 3400	
6 NM		6.8 NM	
CATEGORY	A	B	C D
LP MDA	2280-1¼ 1338 (1400-1¼)	2280-1½ 1338 (1400-1½)	2280-3 1338 (1400-3)
LNAV MDA	2280-1¼ 1338 (1400-1¼)	2280-1½ 1338 (1400-1½)	2280-3 1338 (1400-3)
CIRCLING	2280-1¼ 1325 (1400-1¼)	2280-1½ 1325 (1400-1½)	2280-3 2340-3 1385 (1400-3)

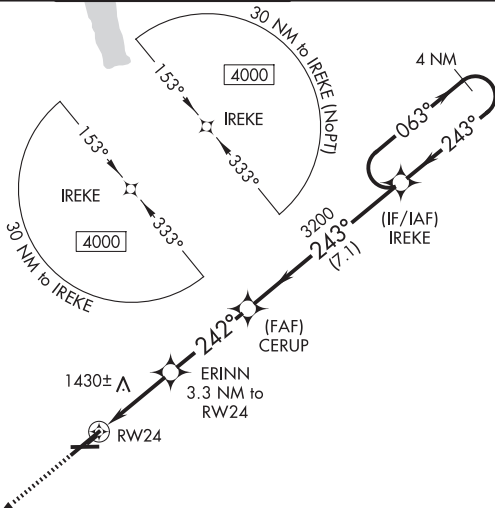
RNAV (GPS) RWY 24
ELMIRA/CORNING RGNL (ELM)

MISSED APPROACH:
Climb to 4000 direct
UNOLY and hold.

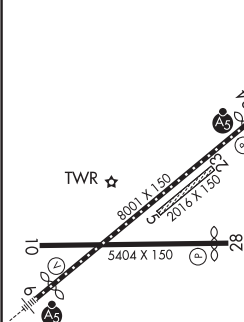
MISSED APCH FIX
UNOLY



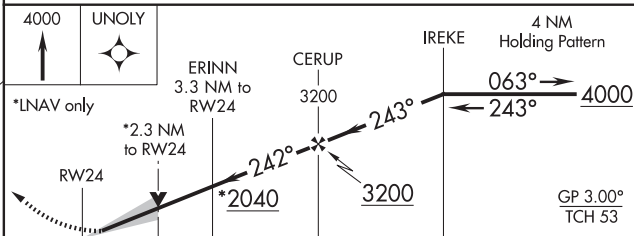
062°
242°
4 NM



ELEV 955	D	TDZE 955
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HIRL Rwy 6-24 **L**
MIRL Rwy 10-28 **L**
REIL Rwy 6 and 24



	2.3 NM	1 NM	3.6 NM	7.1 NM	
CATEGORY	A	B	C	D	
LPV DA**	1155/24		200 (200-½)		
LPV DA	1348/45		393 (400-¾)		
LNAV/ VNAV DA	1807-2 ½		852 (900-2 ½)		
LNAV MDA	1740/24 785 (800-½)	1740/40 785 (800-¾)	1740-1 ¾	785 (800-1 ¾)	
CIRCLING	2100-1 ¼ 1145 (1200-1 ¼)	2100-1 ½ 1145 (1200-1 ½)	2120-3 1165 (1200-3)	2340-3 1385 (1400-3)	

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **77730**
W28A

APP CRS
281°

Rwy Ldg
TDZE **944**
Apt Elev **955**

RNAV (GPS) RWY 28

ELMIRA/CORNING RGNL (ELM)

RNP APCH.

▼

⚠

❄

Circling NA for Cat D south of Rwys 10 and 28.
Rwy 28 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 10 NA at night. Circling NA to Rwys 5 and 23.

MISSED APPROACH:
Climb to 4000 direct
MIXUE and hold.

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
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The chart displays the RNAV (GPS) RWY 28 approach. The missed approach procedure starts at a 4 NM distance from the runway, heading 101° and 281°, then turns to 281° and 101° to reach the 4000' and 6000' altitudes. The enroute segment shows the path from the 4000' and 6000' altitudes, passing through ZIGAN (4.1 NM to RW28), FIDON, and CEKAN (101° and 281°), to the 3400' (6) altitude. The holding pattern is a 4 NM holding pattern at 6000' and 4000' altitudes, with a 101° and 281° heading.

ELEV 955

D

TDZE 944

TWR ★

8001 X 150

5404 X 150

2016 X 150

28

281°

HIRL Rwy 6-24

MIRL Rwy 10-28

REIL Rws 6 and 24

4000

MIXUE

Visual Segment - Obstacles.

4 NM Holding Pattern

CEKAN

101° → 6000

← 281° 4000

1.7 NM to RW28

2.4 NM

3.2 NM

6 NM

1.7 NM to RW28

2.4 NM

3.2 NM

6 NM

CATEGORY	A	B	C	D
LP	MDA 1540-1	596 (600-1)	1540-1¾	596 (600-1¾)
LNAV MDA	1960-1¼ 1016 (1100-1¼)	1960-1½ 1016 (1100-1½)	1960-3	1016 (1100-3)
CIRCLING	2020-1¼ 1065 (1100-1¼)	2080-1½ 1125 (1200-1½)	2100-3 1145 (1200-3)	2340-3 1385 (1400-3)

ELMIRA/CORNING, NEW YORK

Amdt 3C 31DEC20

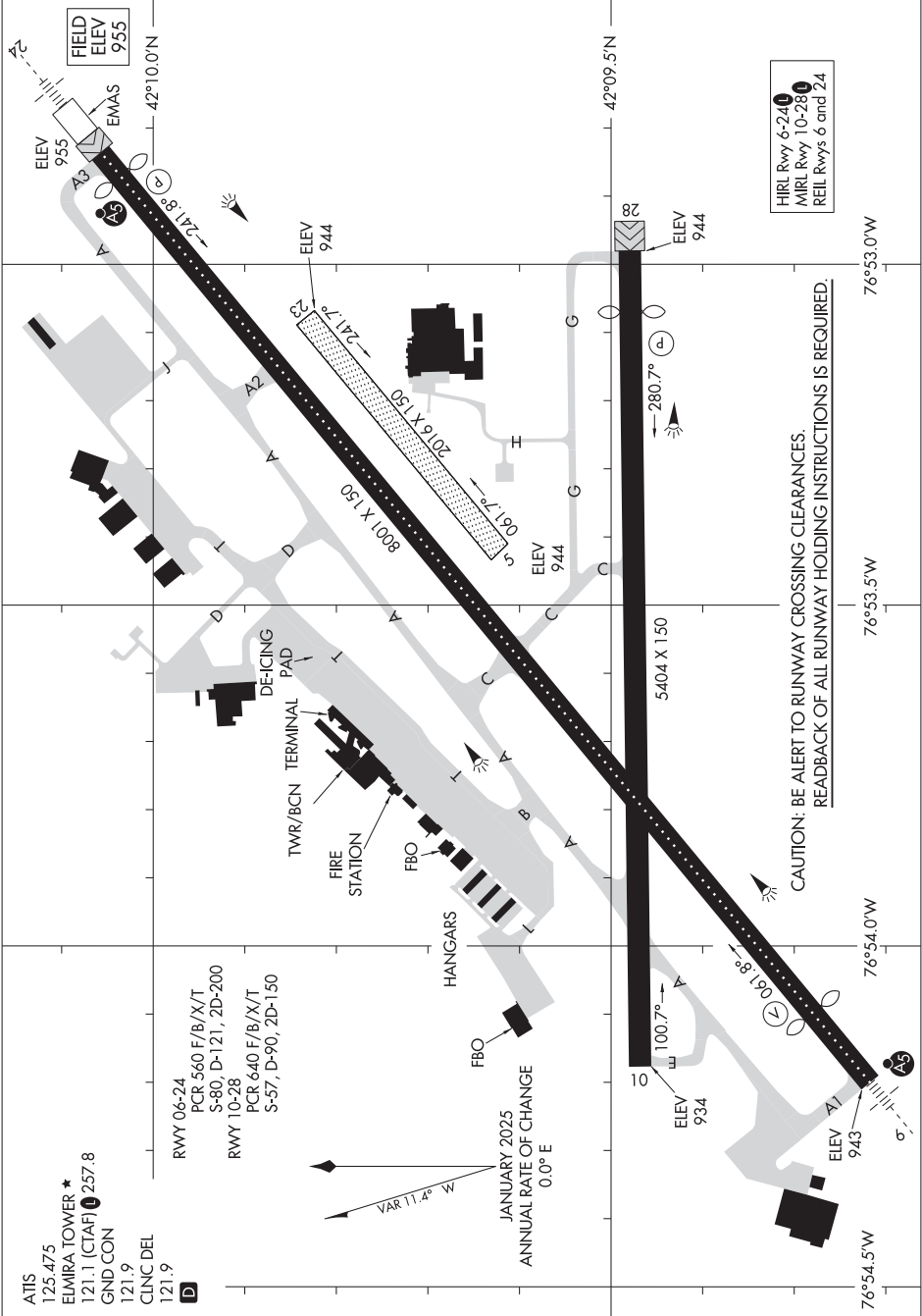
42°10'N-76°54'W

99

ELMIRA/CORNING RGNL (ELM)

RNAV (GPS) RWY 28

NE-2, 07 AUG 2025 to 02 OCT 2025



NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
036°

Rwy Ldg
TDZE
Apt Elev

3900
833
833

RNAV (GPS) RWY 3

TRI-CITIES (CZG)

NA

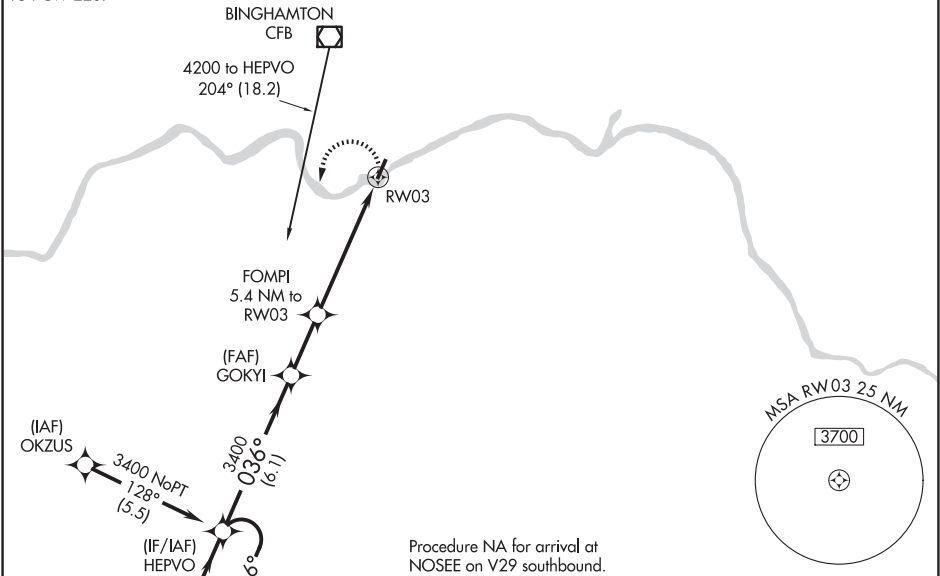
-16°C

DME/DME RNP-0.3 NA. Procedure NA at night.
Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3400 direct HEPVO and hold.

AWOS-3 119.075	BINGHAMTON APP CON ★ 118.6 257.625	CLNC DEL 121.7	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrival on
CFB VOR/DME airway radials
154 CW 220.



Visual Segment - Obstacles.

4 NM Holding Pattern

HEPVO

GOKYI

FOMPI 5.4 NM to RW03

RW03

3400

216°

036°

3400

036°

2580

6.1 NM

2.4 NM

5.4 NM

CATEGORY	A	B	C	D
LNAV MDA	2160-1¼ 1327 (1400-1¼)	2160-1½ 1327 (1400-1½)	NA	
CIRCLING	2160-1¼ 1327 (1400-1¼)	2160-1½ 1327 (1400-1½)	NA	

ELEV 833 TDZE 833

21

3900 Y75

3

036°

REIL Rwy 3 and 21 0
MIRL Rwy 3-21 0

ENDICOTT, NEW YORK

AL-5543 (FAA)

25219

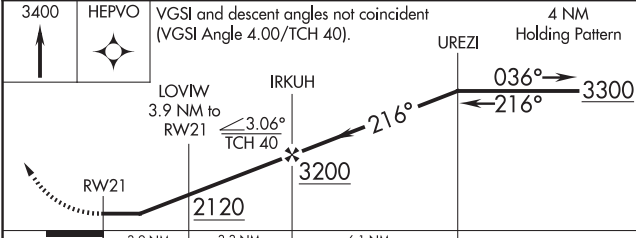
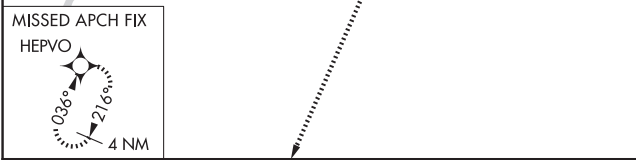
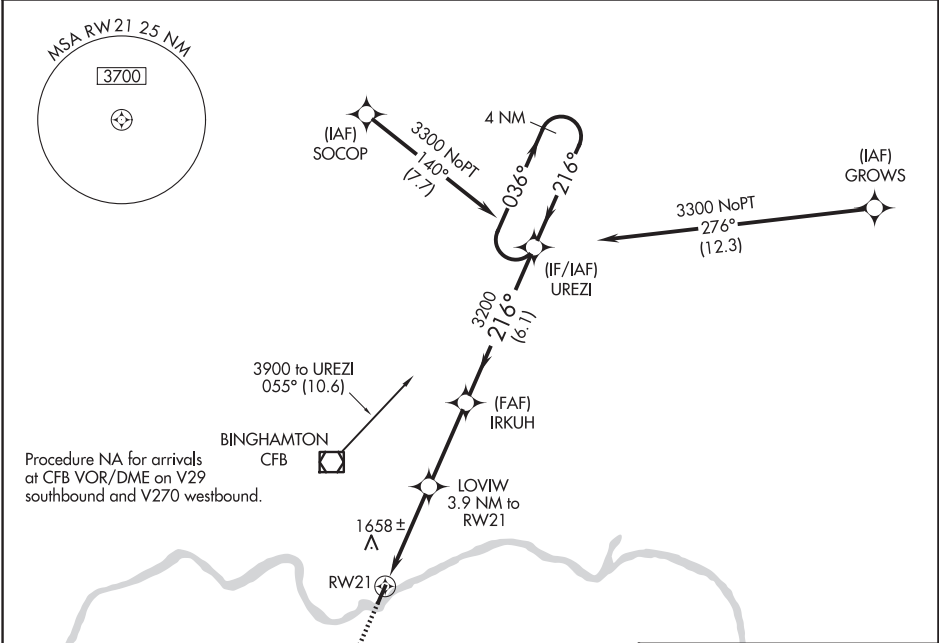
APP CRS	Rwy Ldg	3900
216°	TDZE	833
	Apt Elev	833

RNAV (GPS) RWY 21

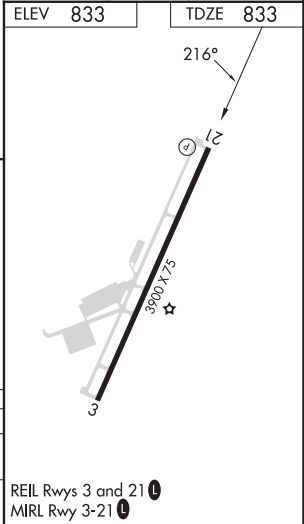
TRI-CITIES (CZG)

 DME/DME RNP-0.3 NA.  NA  -16°C Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3400 direct HEPVO and hold.
--	---

AWOS-3 119.075	BINGHAMTON APP CON ★ 118.6 257.625	CLNC DEL 121.7	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
LNAV MDA	1780-1¼ 947 (1000-1¼)		NA	
CIRCLING	1940-1¼ 1107 (1200-1¼)	2020-1½ 1187 (1200-1½)	NA	



ENDICOTT, NEW YORK
Orig-C 27JAN22

42°05'N - 76°06'W

RNAV (GPS) RWY 21

TRI-CITIES (CZG)

NE-2, 07 AUG 2025 to 02 OCT 2025

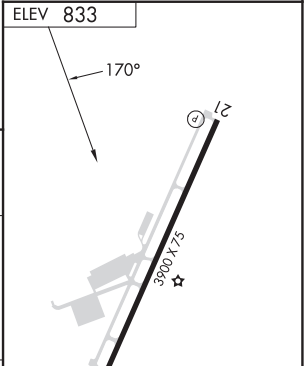
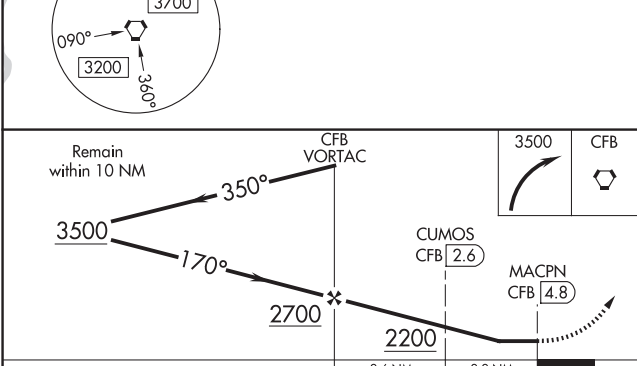
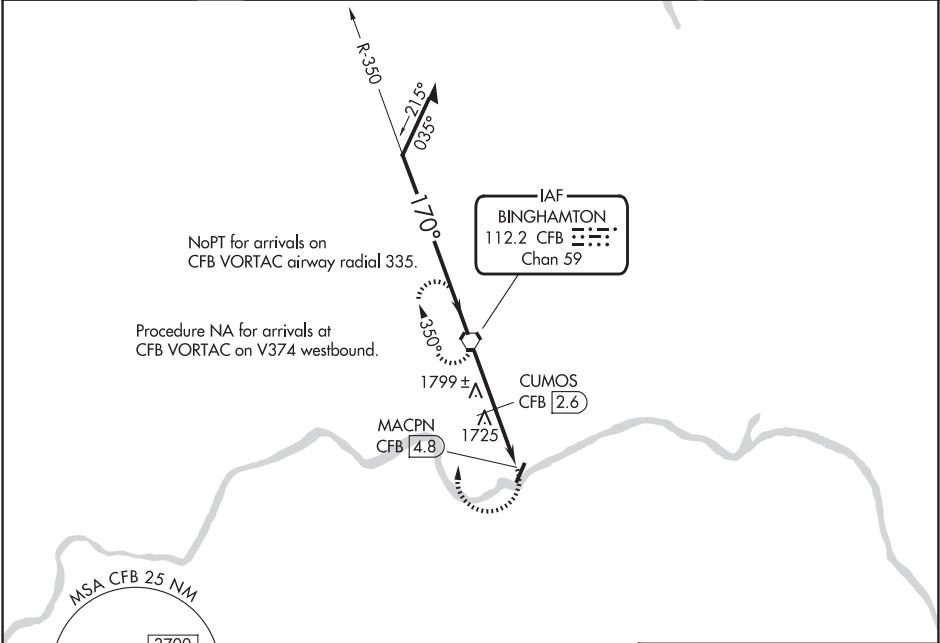
NE-2, 07 AUG 2025 to 02 OCT 2025

VORTAC CFB	APP CRS	Rwy Ldg	N/A
112.2	170°	TDZE	N/A
Chan 59		Apt Elev	833

VOR-A
TRI-CITIES (CZG)

NA -16°C	Visibility reduction by helicopters NA. Procedure NA at night. When local altimeter setting not received, use Binghamton altimeter and increase all MDA 140 feet.	MISSED APPROACH: Climbing right turn to 3500 direct CFB VORTAC and hold.
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AWOS-3 119.075	BINGHAMTON APP CON* 118.6 257.625	CLNC DEL 121.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 1367 (1400-1¼)	2200-1½ 1367 (1400-1½)	NA	
CUMOS FIX MINIMUMS				
CIRCLING	2000-1¼ 1167 (1200-1¼)	2020-1½ 1187 (1200-1½)	NA	

REIL Rwy 3 and 21 0 MIRL Rwy 3-21 0					
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

FARMINGDALE, NEW YORK

AL-704 (FAA)

25107

LOC I-FRG	APP CRS	Rwy ldg	6157
111.9	146°	TDZE	77
		Apt Elev	81

ILS or LOC RWY 14

REPUBLIC (F'RG)

MALSF

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

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

One Minute Holding Pattern		FR LOM	1376	800	3000	DPK
6000 ← 326°		1600 → 146°	1400			
GS 3.00°		TCH 60	3.9 NM			
CATEGORY	A	B	C	D		
S-ILS 14	338-¾		260 (300-¾)			
S-LOC 14	560-¾	483 (500-¾)	560-1⅞	483 (500-1⅞)		
CIRCLING	640-1 559 (600-1)	720-1 639 (700-1)	860-2¼ 779 (800-2¼)	1000-3 919 (1000-3)		
					FAF to MAP 3.9 NM	
					Knots	60 90 120 150 180
					Min:Sec	3:54 2:36 1:57 1:34 1:18

FARMINGDALE, NEW YORK
Amdt 8H 11JUL24

40°44'N-73°25'W

ILS or LOC RWY 14

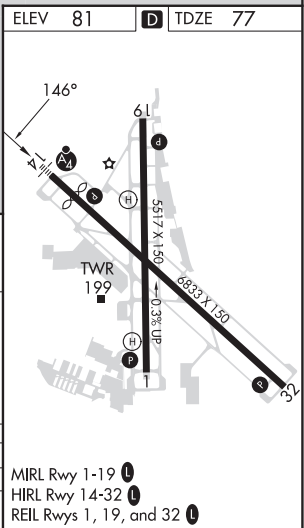
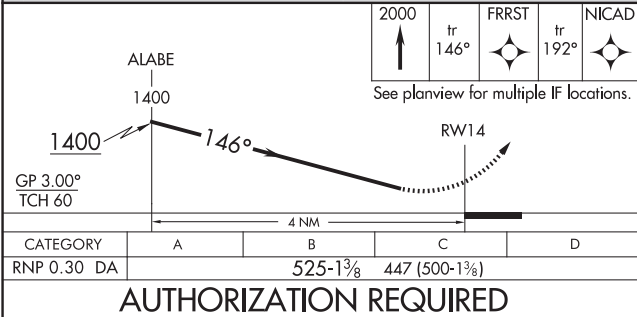
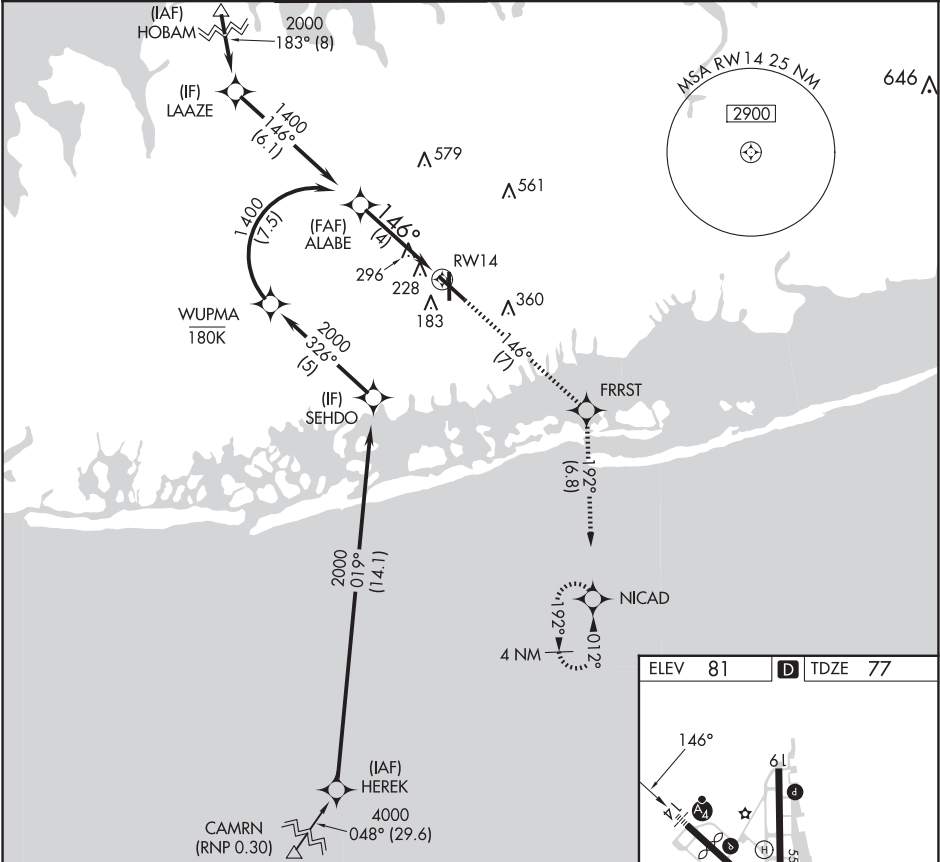
APP CRS	Rwy Idg	6157
146°	TDZE	77
	Apt Elev	81

RNAV (RNP) Z RWY 14

REPUBLIC (F'RG)

RNP AR APCH. RF required from HEREK.		MALSF	MISSED APPROACH: Climb to 2000 on track 146° to FRRST and on track 192° to NICAD and hold.
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 48°C.			

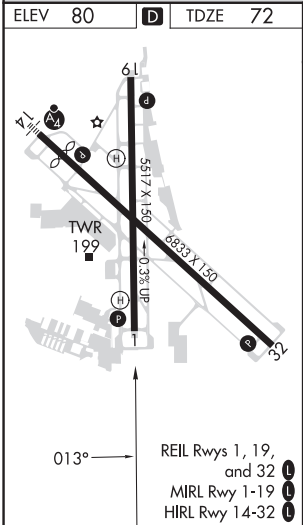
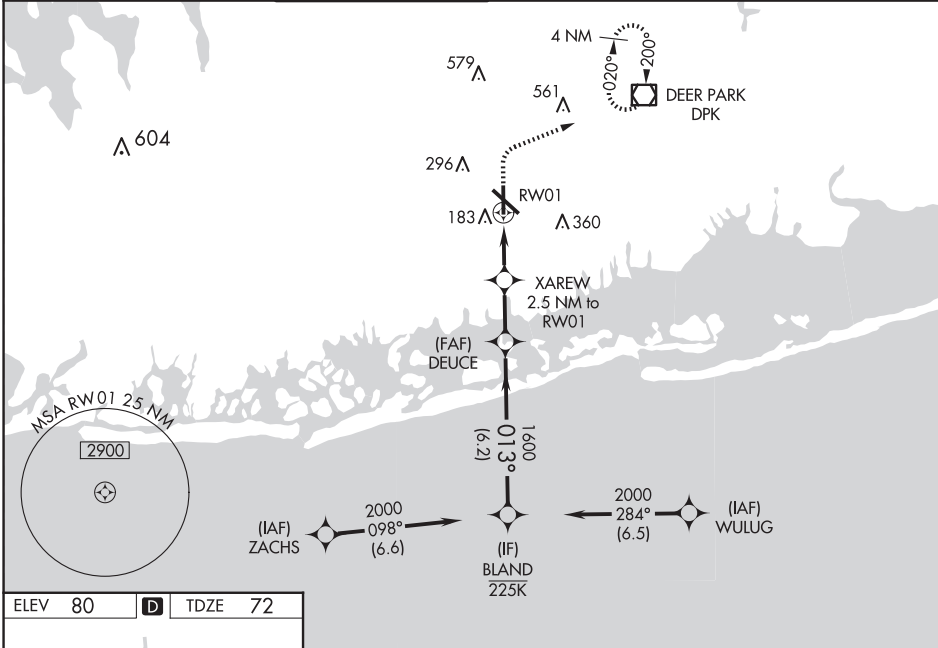
ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
126.65	128.125 269.0	118.8 (CTAF) 279.65	121.6 269.6	128.25	128.25 (When twr closed)	122.95



WAAS CH 82524 W01A	APP CRS 013°	Rwy Idg 5517 TDZE 72 Apt Elev 80
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RNAV (GPS) RWY 1
REPUBLIC (F'RG)

RNP APCH - GPS.			MISSED APPROACH: (Do not exceed 190K until DPK VOR/DME) Climb to 800 then climbing right turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.			
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA.						
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



ELEV 80 D TDZE 72		800 3000 DPK		VGSI and RNAV glidepath not coincident (VGSI Angle 3.09°/ TCH 44).	
800 3000 DPK		DEUCE		BLAND	
1.1 NM to RW01		XAREW 2.5 NM to RW01		1600 2000	
1.1		1.4 NM		2.2 NM	
CATEGORY		A		B	
LPV DA		335-7/8		263 (300-7/8)	
LNAV/VNAV DA		370-7/8		298 (300-7/8)	
LNAV MDA		460-1 388 (400-1)		460-1 388 (400-1 1/8)	
CIRCLING		640-1 560 (600-1)		720-1 640 (700-1)	
		860-2 1/4 780 (800-2 1/4)		1000-3 920 (1000-3)	

NE-2, 07 AUG 2025 to 02 OCT 2025

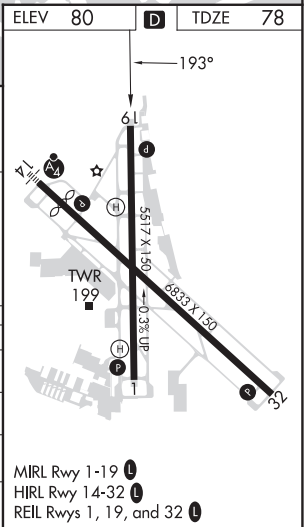
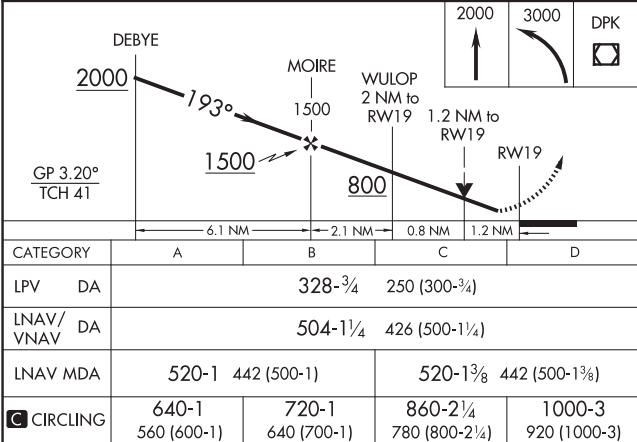
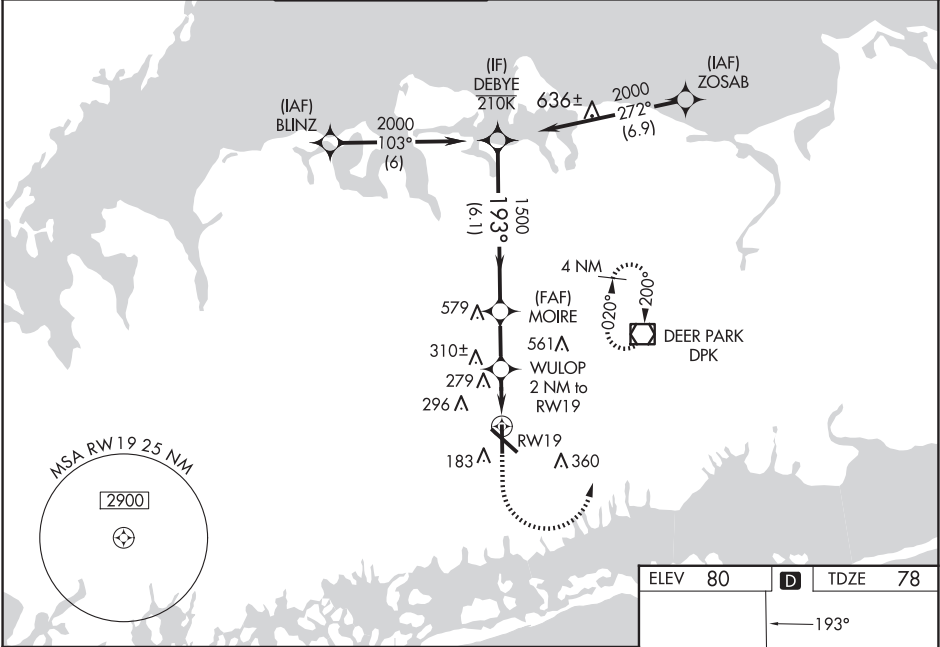
NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 81924 W19A	APP CRS 193°	Rwy Idg TDZE 78 Apt Elev 80	5516
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RNAV (GPS) RWY 19

REPUBLIC (F'RG)

RNP APCH - GPS.			<div>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.</div>			
<div><div>T</div><div>A</div><div>Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.</div></div>						
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



WAAS CH 69612 W14A	APP CRS 146°	Rwy Idg TDZE 77 Apt Elev 80	6157
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RNAV (GPS) Y RWY 14

REPUBLIC (F'RG)

RNP APCH - GPS.

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

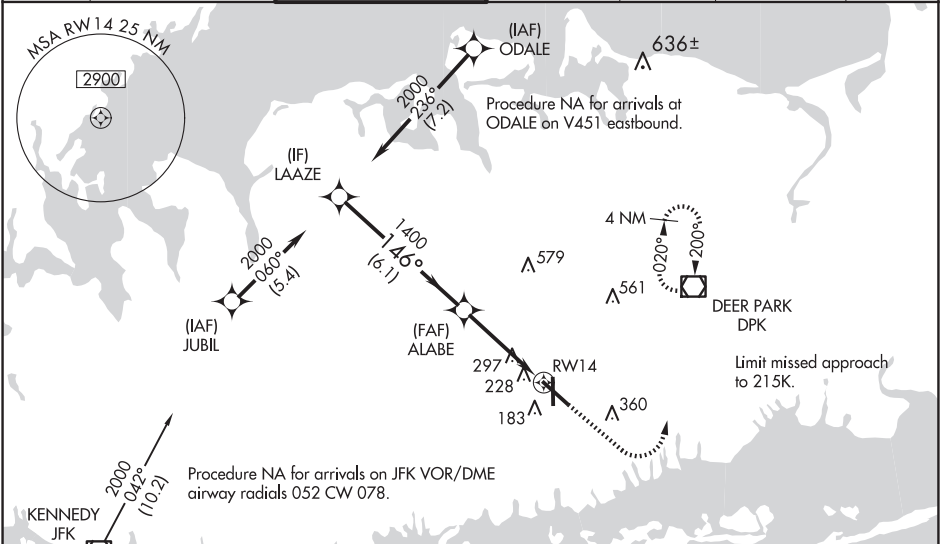
▲

Baro-VNAV and VDP NA when using ISP altimeter setting. When local altimeter setting not received, use ISP altimeter setting and increase LPV DA to 374 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 442 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ¼ SM.

MALSF

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 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
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ELEV 80	TDZE 77
---------	---------

1800

3000

DPK

LAAZE

2000

146°

1400

ALABE

1400

1.4 NM to RWY 14

RWY 14

GP 3.00°

TCH 60

6.1 NM

2.6 NM

1.4 NM

CATEGORY	A	B	C	D
LPV DA		337-3/4	260 (300-3/4)	
LNAV/VNAV DA		405-1	328 (400-1)	
LNAV MDA	560-3/4	483 (500-3/4)	560-1	483 (500-1)
CIRCLING	640-1 560 (600-1)	720-1 640 (700-1)	860-2 1/4 780 (800-2 1/4)	1000-3 920 (1000-3)

REIL Rwy 1, 19, and 32

MIRL Rwy 1-19

MIRL Rwy 14-32

146°

61

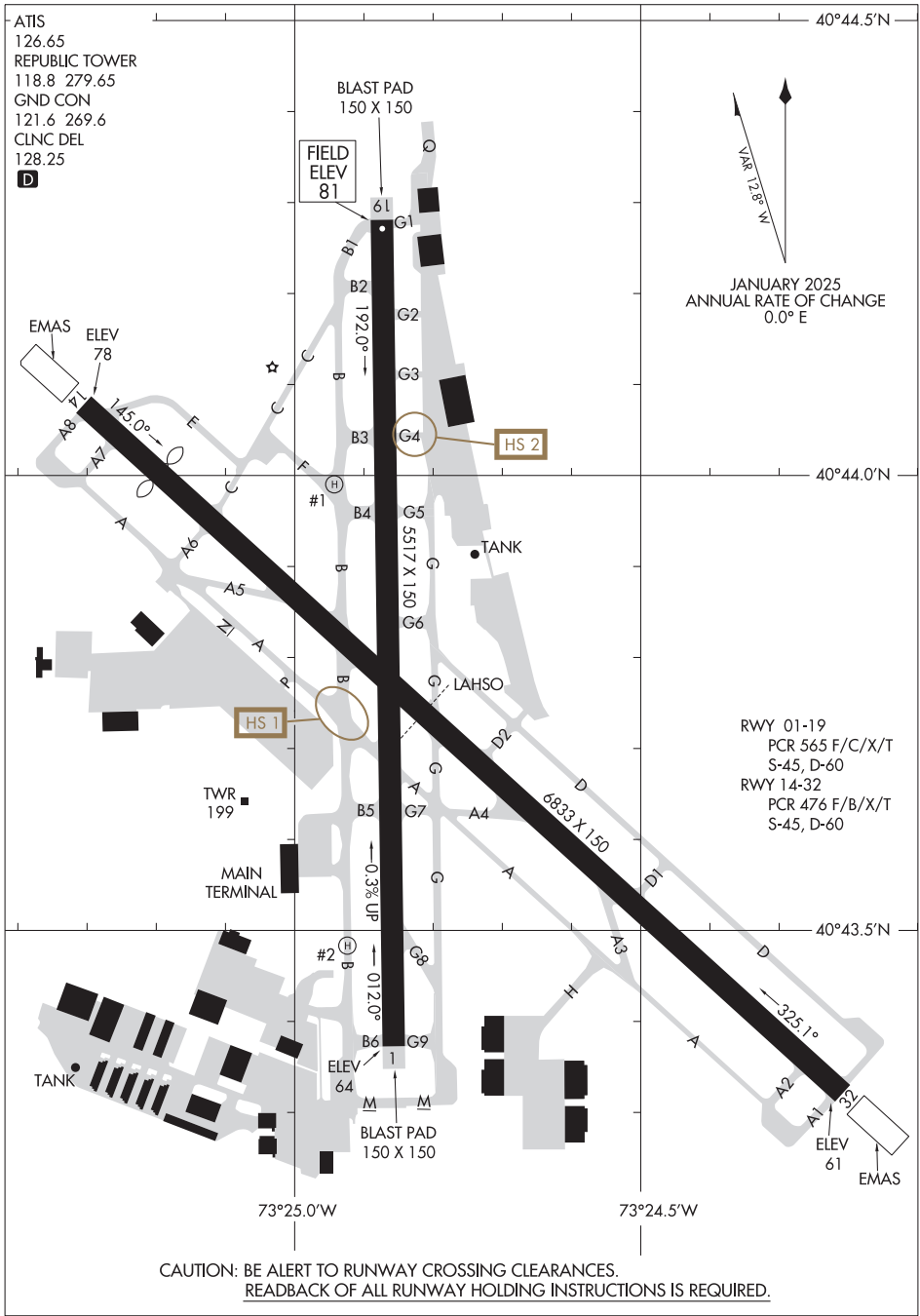
5517 X 150

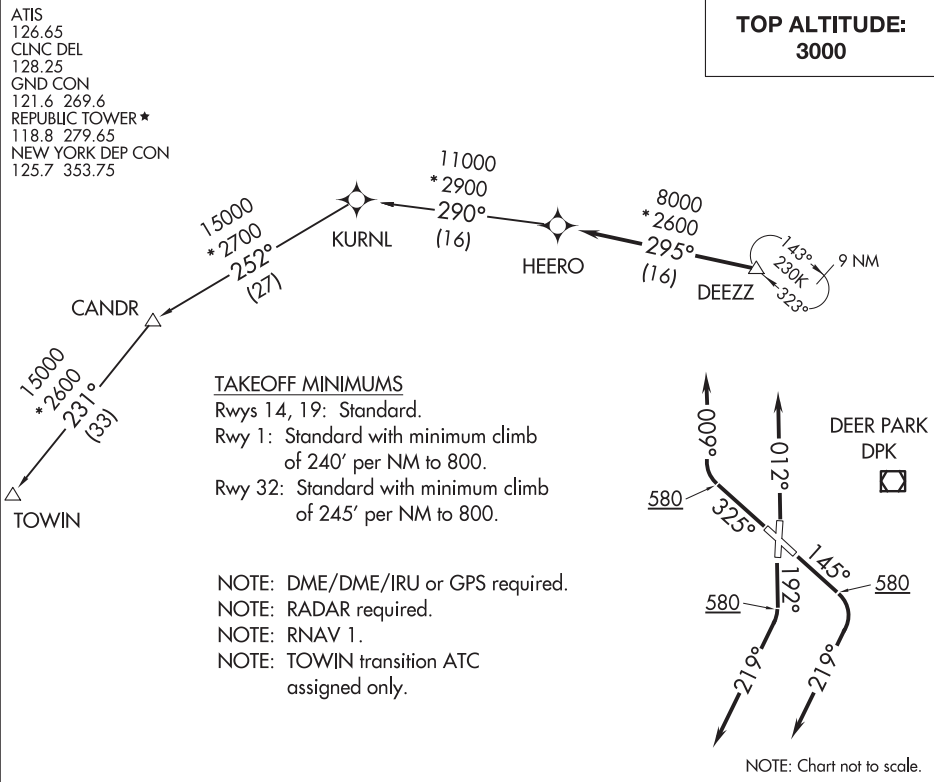
0.3° UP

6833 X 150

32

TWR 199





▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 012°, thence

TAKEOFF RUNWAY 14: Climb heading 145° to 580, then climbing right turn heading 219°, thence

TAKEOFF RUNWAY 19: Climb heading 192° to 580, then climbing right turn heading 219°, thence

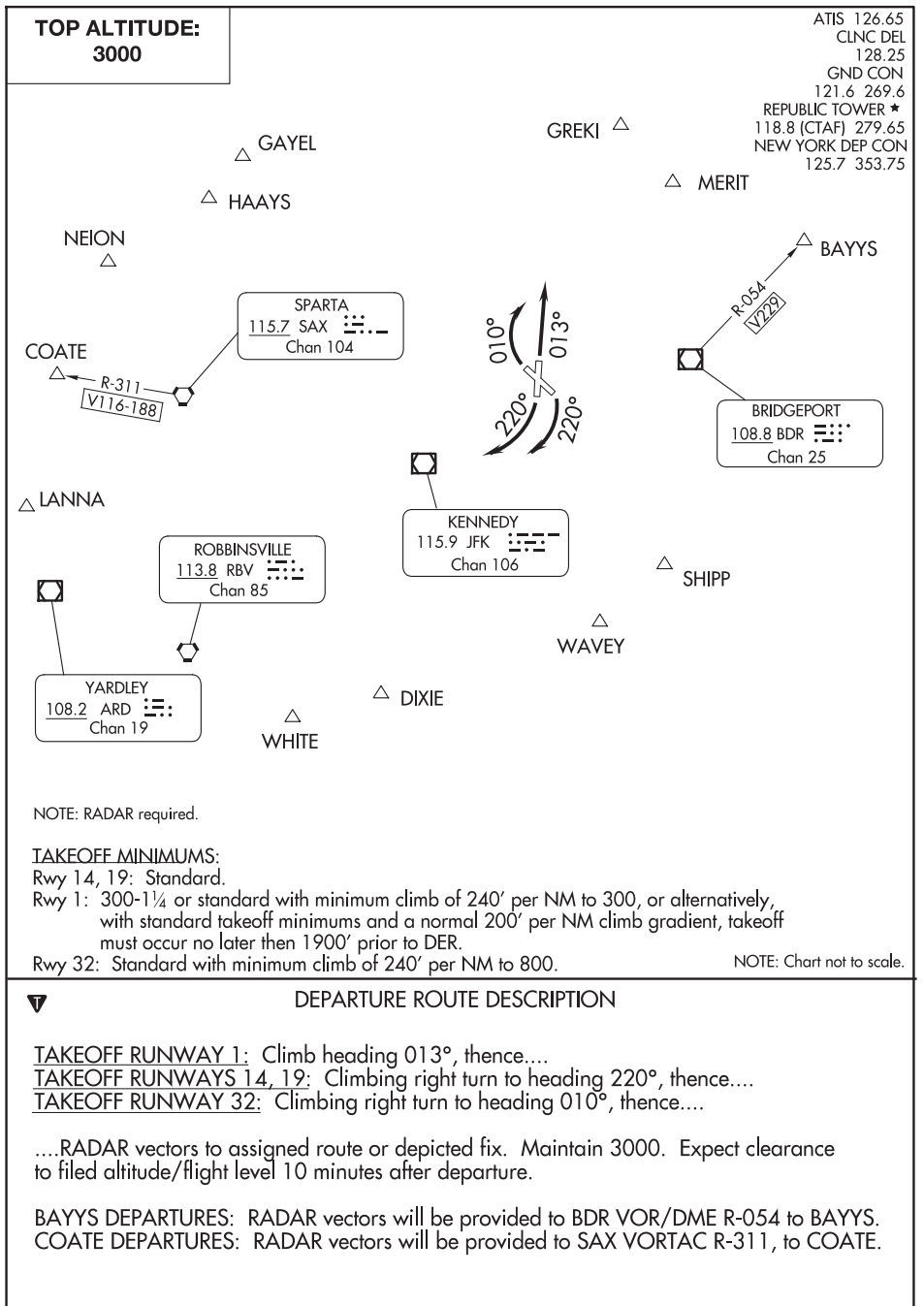
TAKEOFF RUNWAY 32: Climb heading 325° to 580, then climbing right turn heading 009°, thence

. . . . expect vectors to DEEZZ, then on track 295° to HEERO. Maintain 3000.
Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

CANDR TRANSITION (DEEZZ5.CANDR)
TOWIN TRANSITION (DEEZZ5.TOWIN)

REPUBLIC ONE DEPARTURE

REPUBLIC (F R G)
FARMINGDALE, NEW YORK



VOR/DME GON	APP CRS	Rwy Idg	N/A
110.85	183°	TDZE	N/A
Chan 45 (Y)		Apt Elev	7

VOR or GPS-A
ELIZABETH FLD (ØB8)

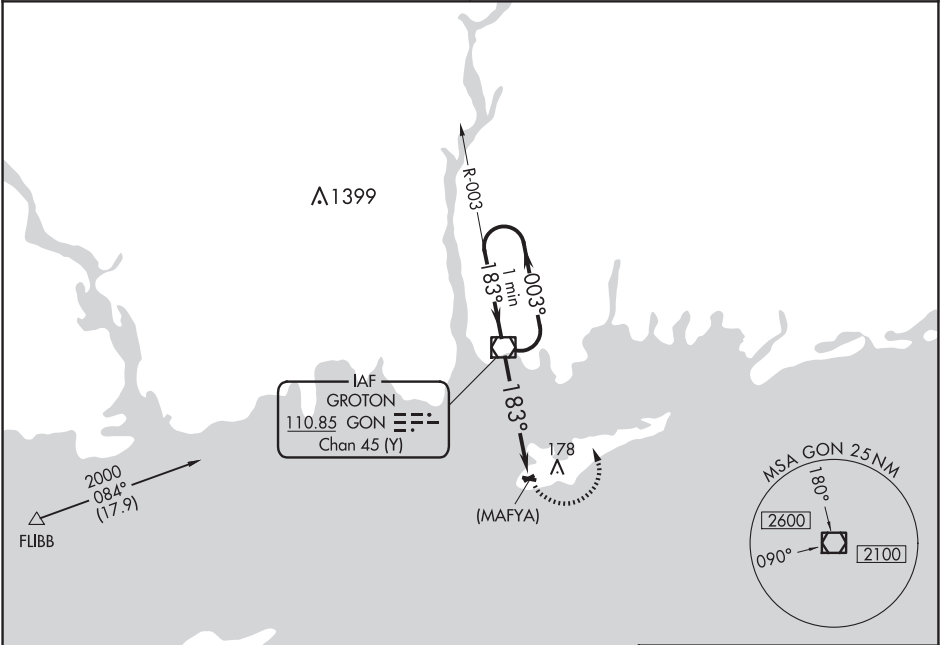
▼

▲ NA

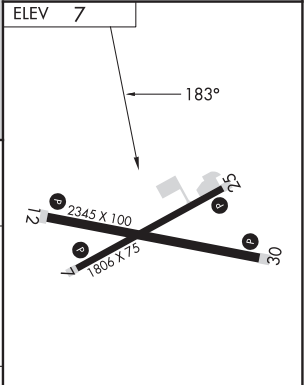
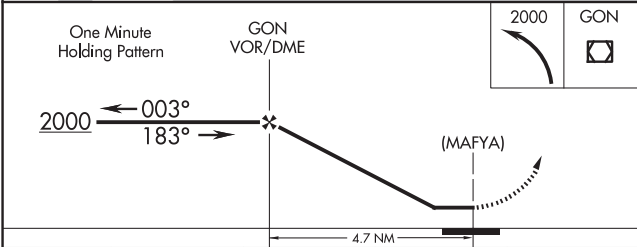
Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting. Procedure NA at night.

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

PROVIDENCE APP CON ★ 125.75 319.2	UNICOM 122.8 (CTAF) 0
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NoPT for arrival on GON VOR/DME airway radial 024.



CATEGORY	A	B	C	D
CIRCLING	540-1 533 (600-1)	580-1 573 (600-1)	600-1½ 593 (600-1½)	NA
BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS				
CIRCLING	600-1 593 (600-1)	640-1 633 (700-1)	660-1¾ 653 (700-1¾)	NA

REIL Rwy 7, 12, 25 and 30 MIRL Rwy 7-25 and 12-30				
FAF to MAP 4.7 NM				
Knots	60	90	120	150
Min:Sec	4:42	3:08	2:21	1:53

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

FULTON, NEW YORK

AL-5518 (FAA)

24025

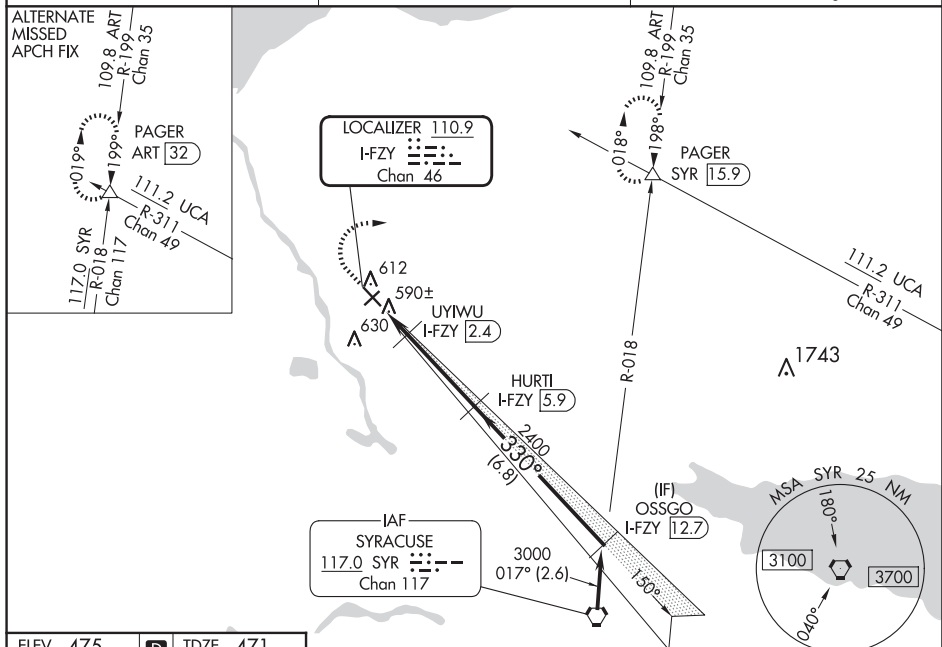
LOC/DME I-FZY 110.9 Chan 46	APP CRS 330°	Rwy Idg TDZE Apt Elev	4782 471 475
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ILS or LOC RWY 33

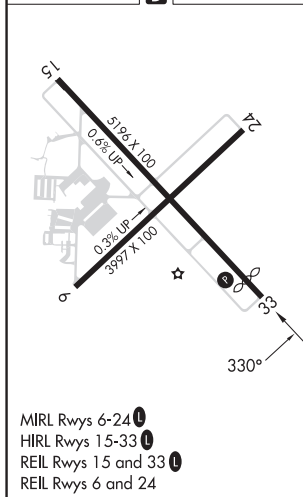
OSWEGO COUNTY (FZY)

DME required.	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 100° and SYR VORTAC R-018 to PAGER/SYR 15.9 DME and hold.
<p>NA Circling Rwy 24 NA at night. Rwy 33 helicopter visibility reduction below ¾ SM NA.</p>	

ASOS 119.275	SYRACUSE APP CON 126.125 269.125	UNICOM 123.0 (CTAF) 0
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ELEV 475	D	TDZE 471
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Procedure NA for arrivals at SYR VORTAC on V29 southbound.

1200	3000	SYR R-018	PAGER
↑	hdg 100°		△
*LOC only			
CATEGORY	A	B	C
S-ILS 33	814-1	343 (400-1)	NA
S-LOC 33	840-1	369 (400-1)	NA
CIRCLING	920-1 445 (500-1)	940-1 465 (500-1)	960-1½ 485 (500-1½)

FULTON, NEW YORK
Amdt 2 28FEB19

43°21'N-76°23'W

OSWEGO COUNTY (FZY)

ILS or LOC RWY 33

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **72820**
W15A

APP CRS
150°

Rwy Idg
TDZE **462**
Apt Elev **475**

RNAV (GPS) RWY 15
OSWEGO COUNTY (FZY)

RNP APCH.

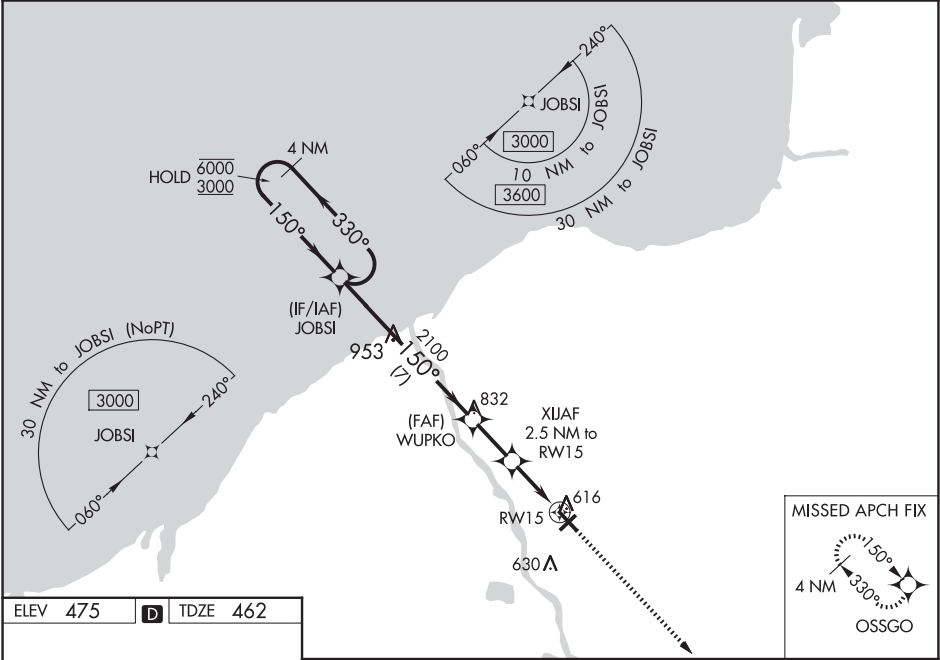
T

A

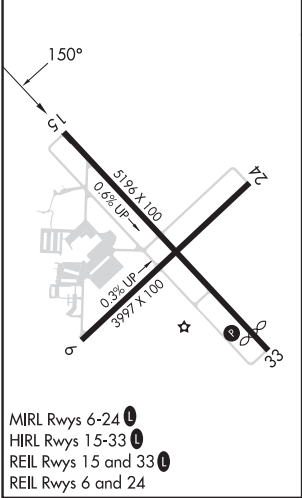
Rwy 15 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -24°C or above 54°C.

MISSED APPROACH:
Climb to 3000 direct
OSSGO and hold.

ASOS 119.275	SYRACUSE APP CON 126.125 269.125	UNICOM 123.0 (CTAF) 0
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ELEV 475	D	TDZE 462
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4 NM Holding Pattern JOBSI				3000	OSSGO
6000 ← 330° 3000 → 150°				*LNAV only.	
GP 3.30° TCH 60				2100 150° 2100 *1380 *1.2 NM to RWY 15 RWY 15 1.3 NM 1.2 NM	
CATEGORY	A	B	C	D	
LPV DA	783-1		321 (400-1)	NA	
LNAV/VNAV DA	887-1¼		425 (500-1¼)	NA	
LNAV MDA	920-1	458 (500-1)	920-1⅜ 458 (500-1⅜)	NA	
CIRCLING	920-1 445 (500-1)	940-1 465 (500-1)	960-1½ 485 (500-1½)	NA	

FULTON, NEW YORK

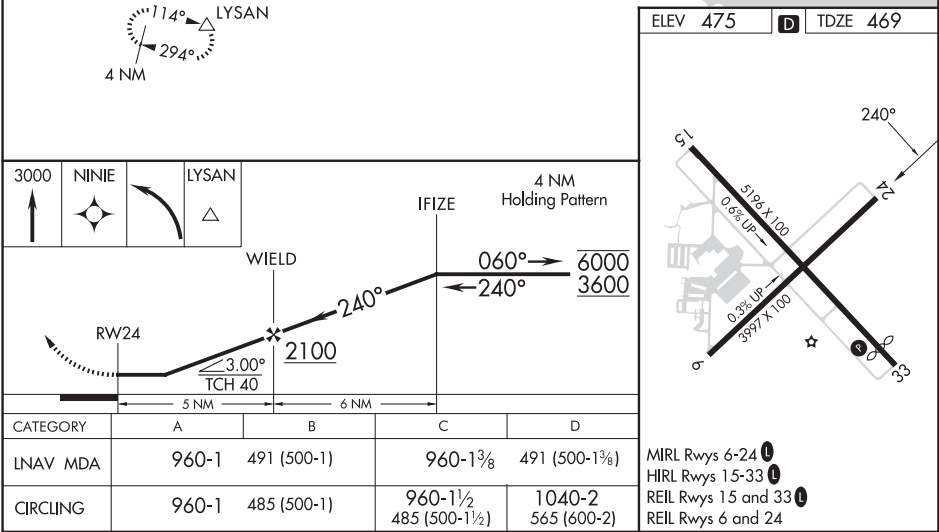
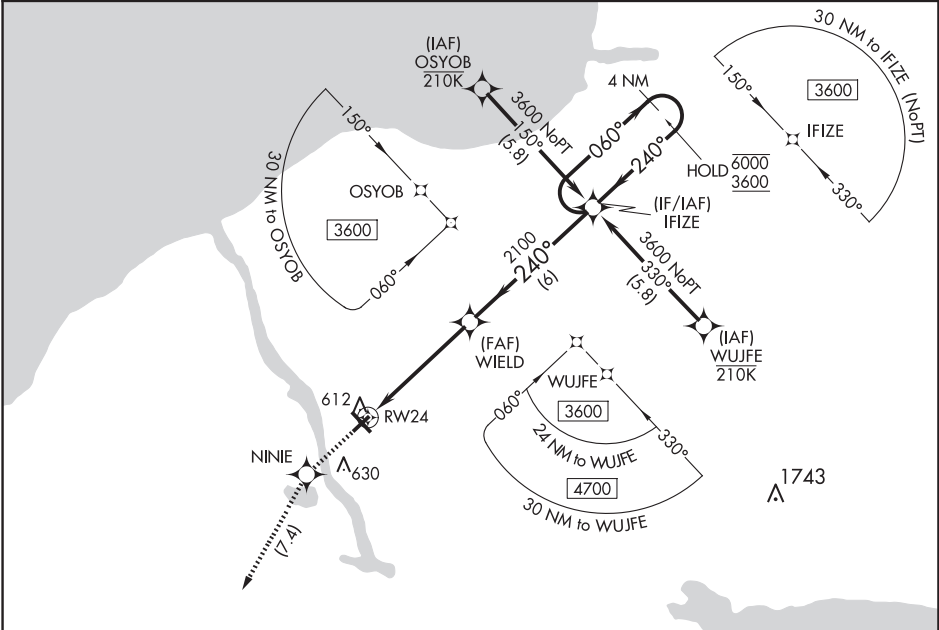
AL-5518 (FAA)

24249

APP CRS	Rwy Idg	3997
240°	TDZE	469
	Apt Elev	475

RNAV (GPS) RWY 24
OSWEGO COUNTY (FZY)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct NINIE and left turn direct LYSAN and hold, continue climb-in-hold to 3000.
Rwy 24 helicopter visibility reduction below 1 SM NA.		
ASOS 119.275	SYRACUSE APP CON 126.125 269.125	UNICOM 123.0 (CTAF) 0



FULTON, NEW YORK
Amdt 2 05SEP24

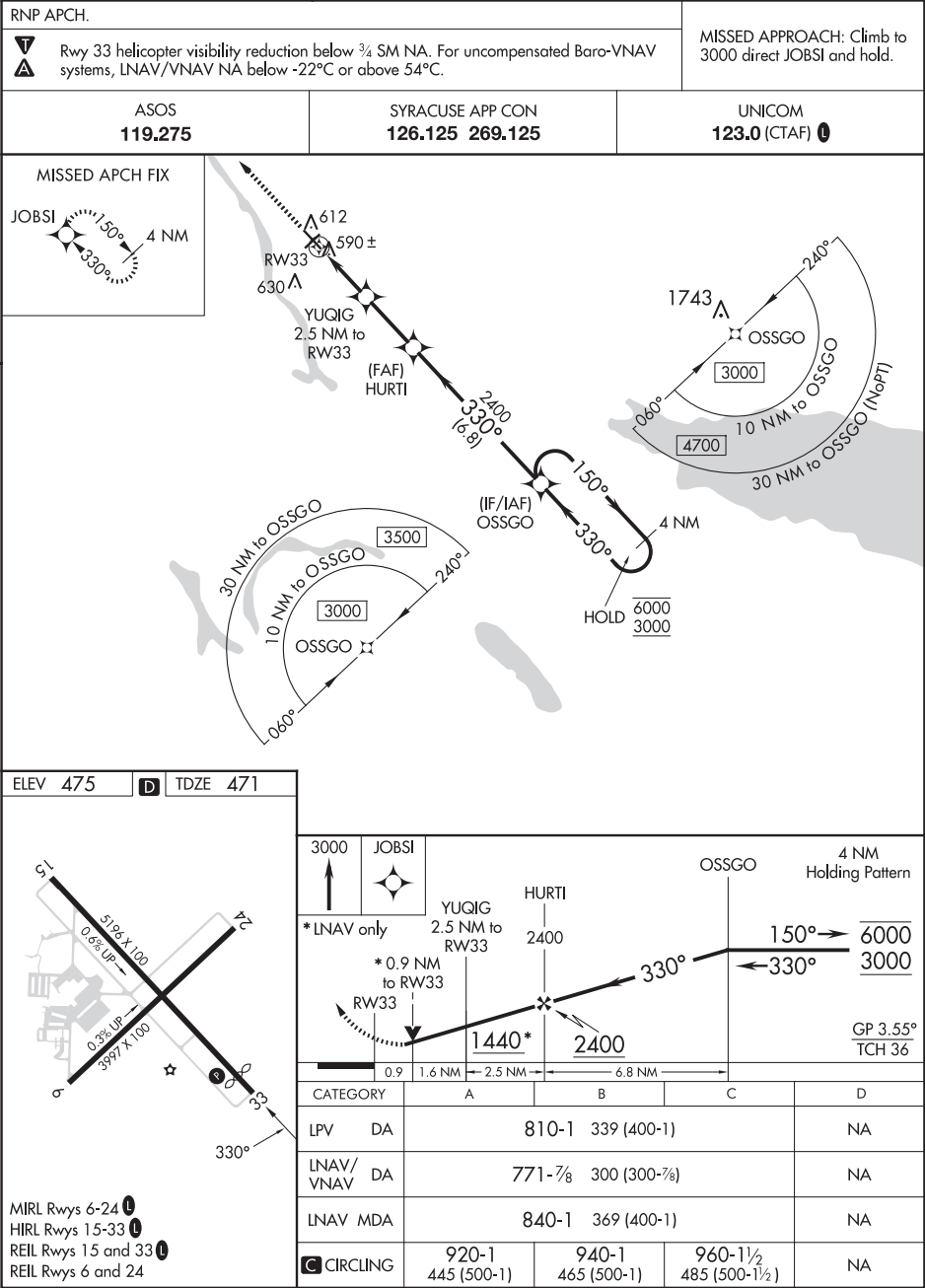
43°21'N-76°23'W

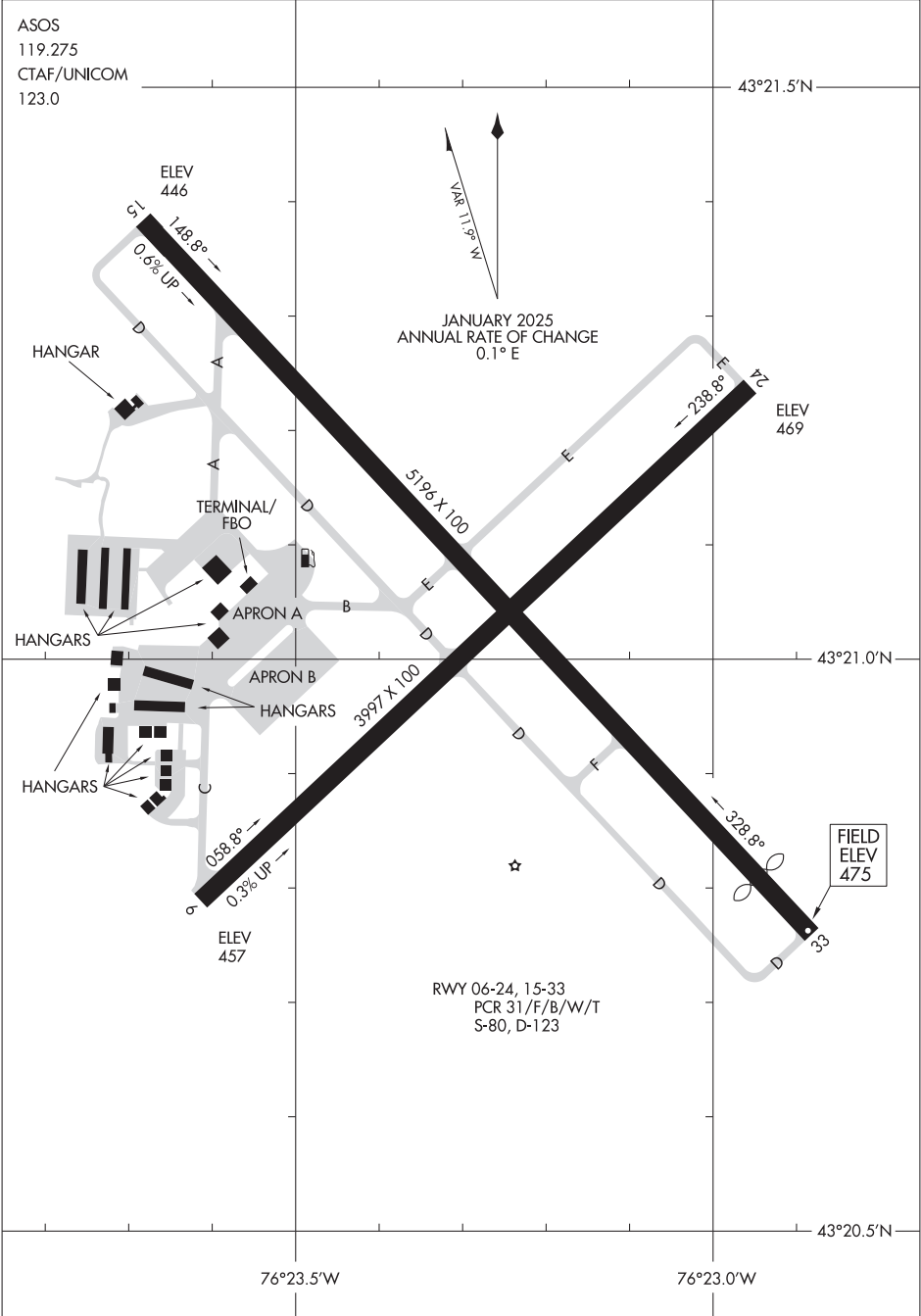
OSWEGO COUNTY (FZY)
RNAV (GPS) RWY 24

WAAS CH 82520 W33A	APP CRS 330°	Rwy Idg 4782 TDZE 471 Apt Elev 475
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RNAV (GPS) RWY 33

OSWEGO COUNTY (FZY)





NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

GLENS FALLS, NEW YORK

AL-673 (FAA)

25219

WAAS CH 87118 W01A	APP CRS 012°	Rwy Ldg TDZE Apt Elev	5000 324 328
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RNAV (GPS) RWY 1

FLOYD BENNETT MEML (GFL)

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 ½ SM, LNAV Cat C/D and Circling Cat C visibility ¼ SM. For inoperative ALS when using Albany altimeter setting, increase LPV all Cats visibility to 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.

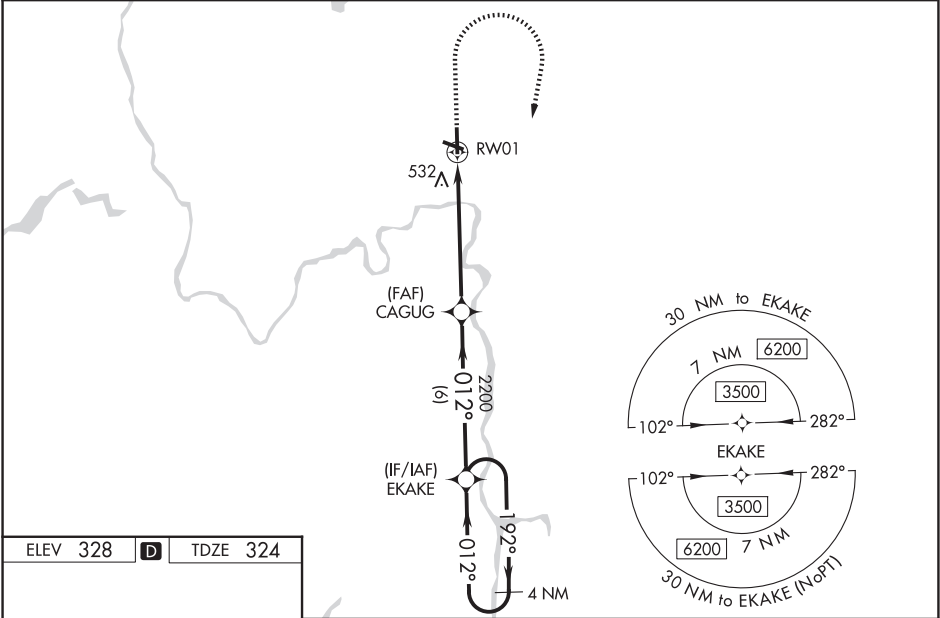
MALSRL

MISSED APPROACH:

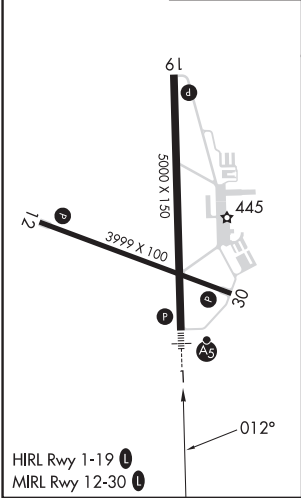
Climb to 900 then climbing right turn to 3500 direct EKAKE and hold.




-18°C

ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 0
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ELEV 328	D	TDZE 324
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900	3500	EKAKE	4 NM Holding Pattern	
				
*LNAV only.				

GLENS FALLS, NEW YORK
Amdt 2 05JAN17

43°20'N-73°37'W

FLOYD BENNETT MEML (GFL)

RNAV (GPS) RWY 1

NE-2, 07 AUG 2025 to 02 OCT 2025

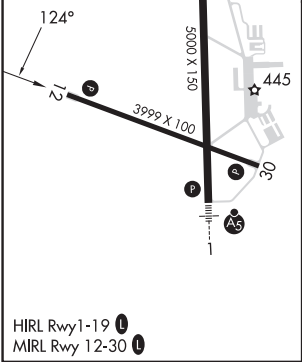
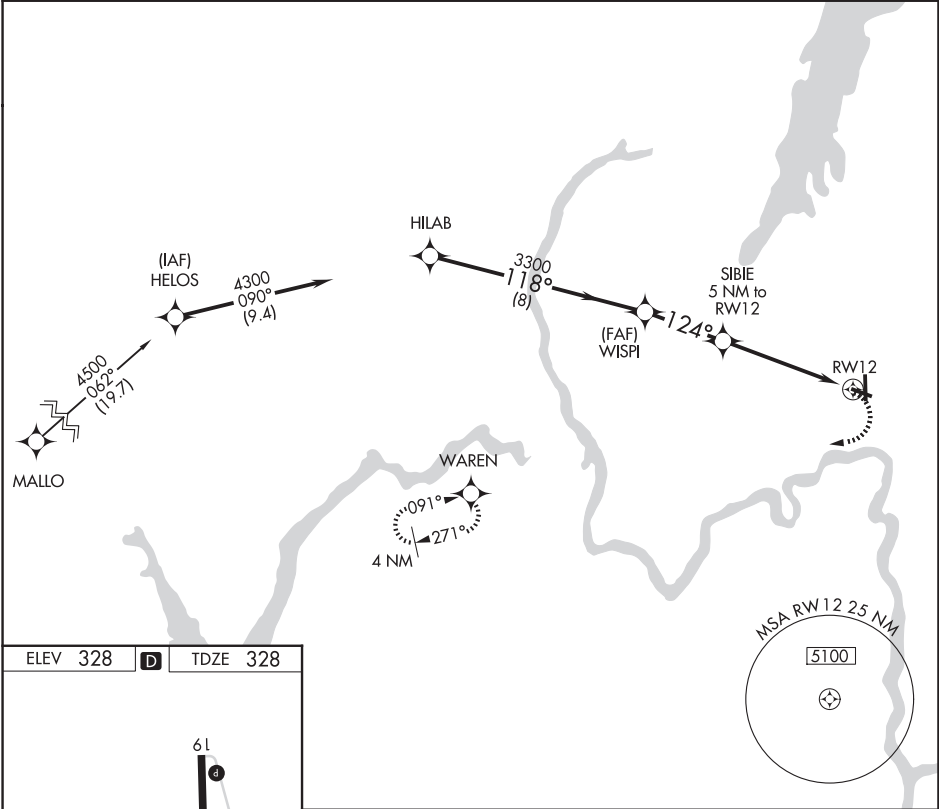
NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	3999
124°	TDZE	328
	Apt Elev	328

RNAV (GPS) RWY 12
FLOYD BENNETT MEML (GFL)

<div><div><div>T</div><div>NA</div><div>☄ -18°C</div></div></div> <div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 12, 30 NA.</div>	MISSED APPROACH: Climbing right turn to 4000 direct to WARREN WP and hold.
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ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 0
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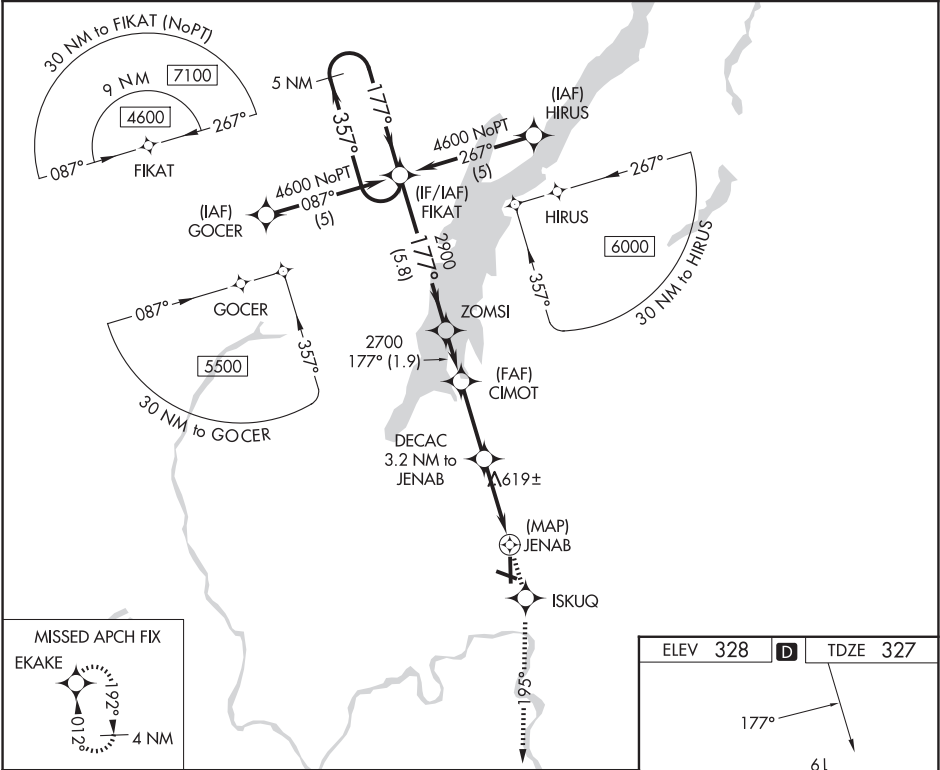
	HILAB	VGSI and descent angles not coincident (VGSI Angle 3.85/TCH 55).	4000	WARREN
	4300	WISPI	SIBIE 5 NM to RWY 12	
	Procedure Turn NA	3300	2200	RWY 12
	8 NM	3 NM	5 NM	
CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)
CIRCLING	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)

APP CRS	Rwy Ldg	5000
177°	TDZE	327
	Apt Elev	328

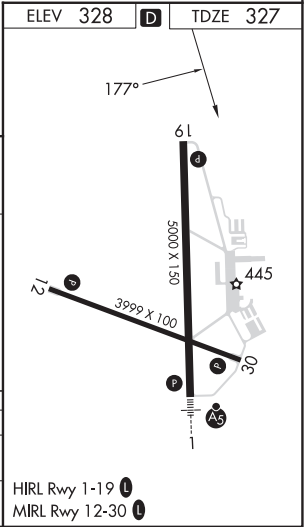
RNAV (GPS) RWY 19
FLOYD BENNETT MEML (GFL)

RNP APCH.	<p>⚠ Circling NA for Cat D NW of Rwy 12 and 19. Rwy 19 helicopter visibility reduction below ¾ SM NA. Circling Rwy 12, 30 NA at night.</p> <p>❄ -18°C</p>	MISSED APPROACH: Climb to 3000 direct ISKUQ and on track 195° to EKAKE and hold.
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ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 0
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5 NM Holding Pattern FIKAT				
4600 ← 357° 177° →				
ZOMS CIMOT				
2900 2700 1720				
DECAC 3.2 NM to JENAB JENAB				
5.8 NM 1.9 NM 2.9 NM 3.2 NM 0.5 NM				
CATEGORY	A	B	C	D
LNAV MDA	880-1	553 (600-1)	880-1½ 553 (600-1½)	880-1¼ 553 (600-1¼)
CIRCLING	880-1	552 (600-1)	940-1¾ 612 (700-1¾)	1420-3 1092 (1100-3)



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
305°

Rwy Ldg
TDZE
325

Apt Elev
328

RNAV (GPS) RWY 30

FLOYD BENNETT MEML (GFL)

RNP APCH.

⚠

⚠

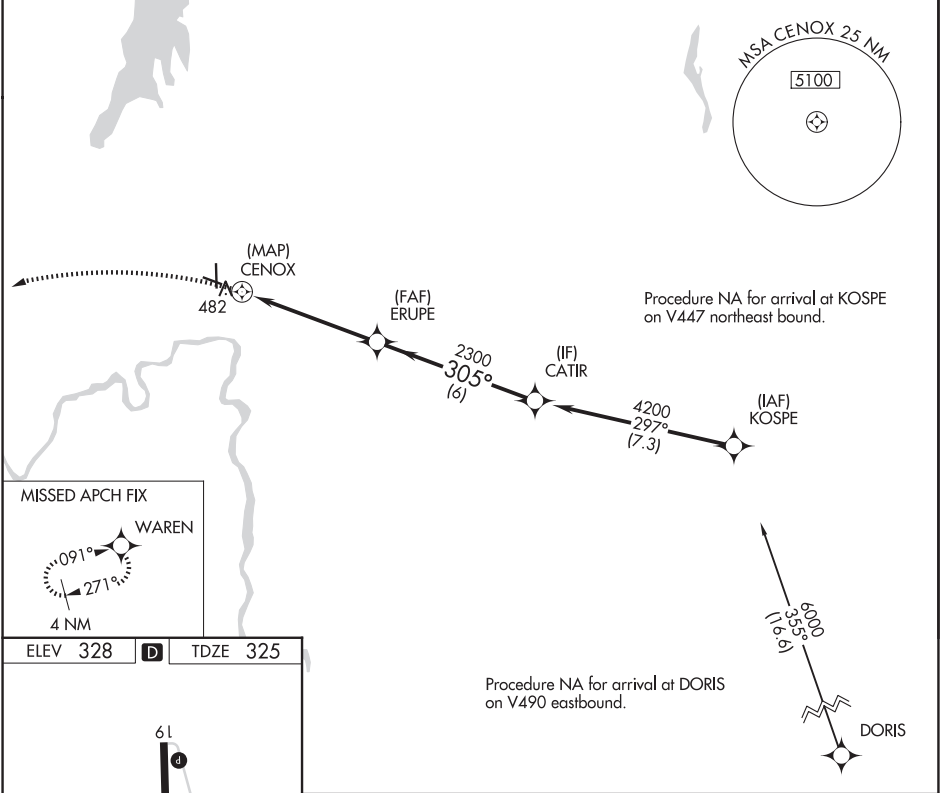
❄

Circling Rwy 12 NA at night.

Rwy 30 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 4000 direct WARREN and hold.

ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 0
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4000 WARREN

Visual Segment - Obstacles.

CENOX

1.2 NM to CENOX

ERUPE

CATIR

2300

4200

305°

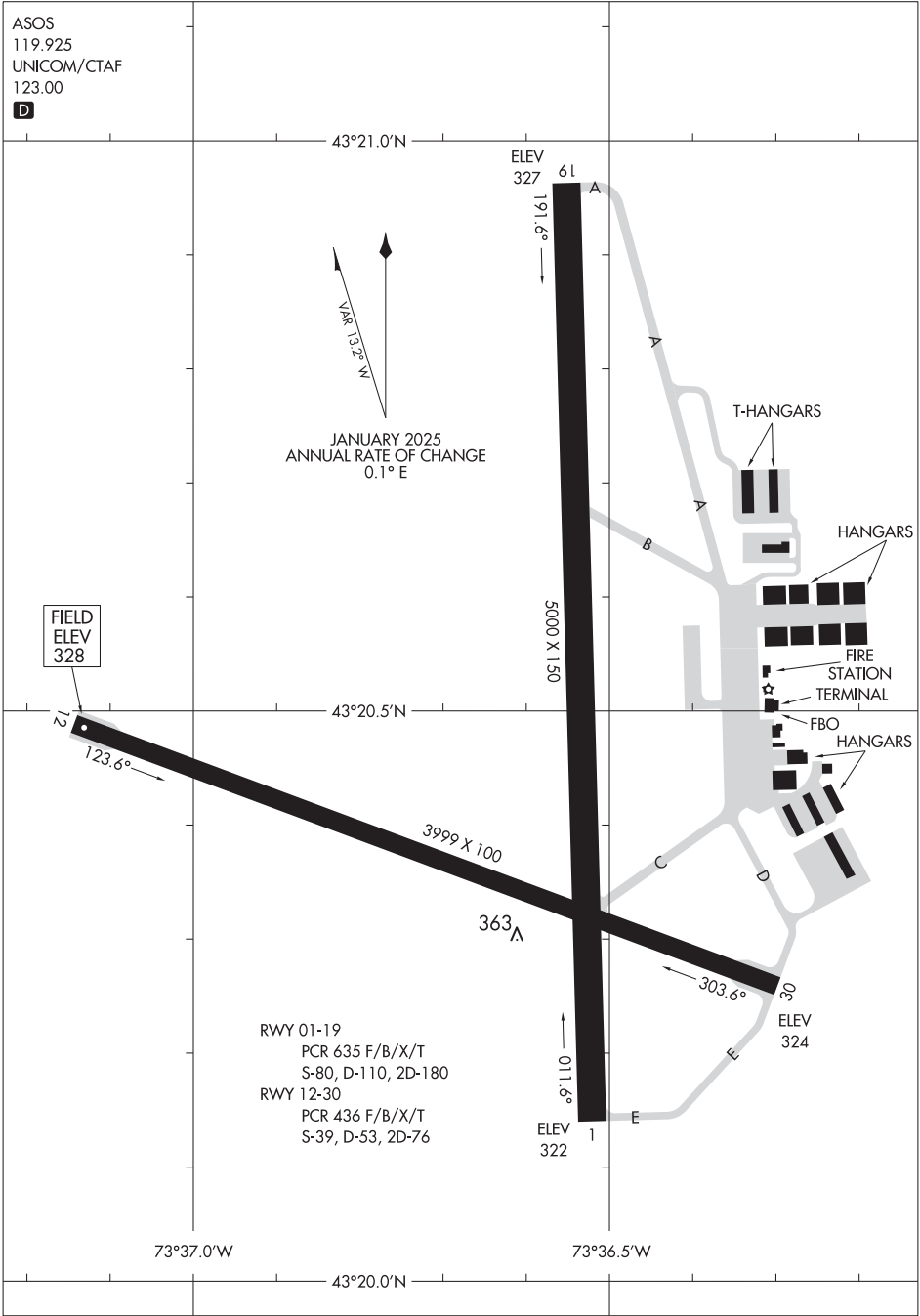
0.8

1.2 NM

4 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	1020-1	695 (700-1)	1020-2 695 (700-2)	1020-2½ 695 (700-2¼)
CIRCLING	1020-1	692 (700-1)	1020-2 692 (700-2)	1960-3 1632 (1700-3)



NE-2, 07 AUG 2025 to 02 OCT 2025

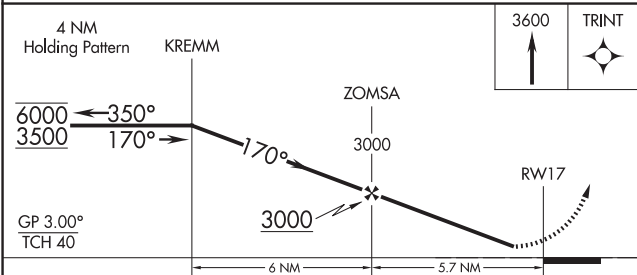
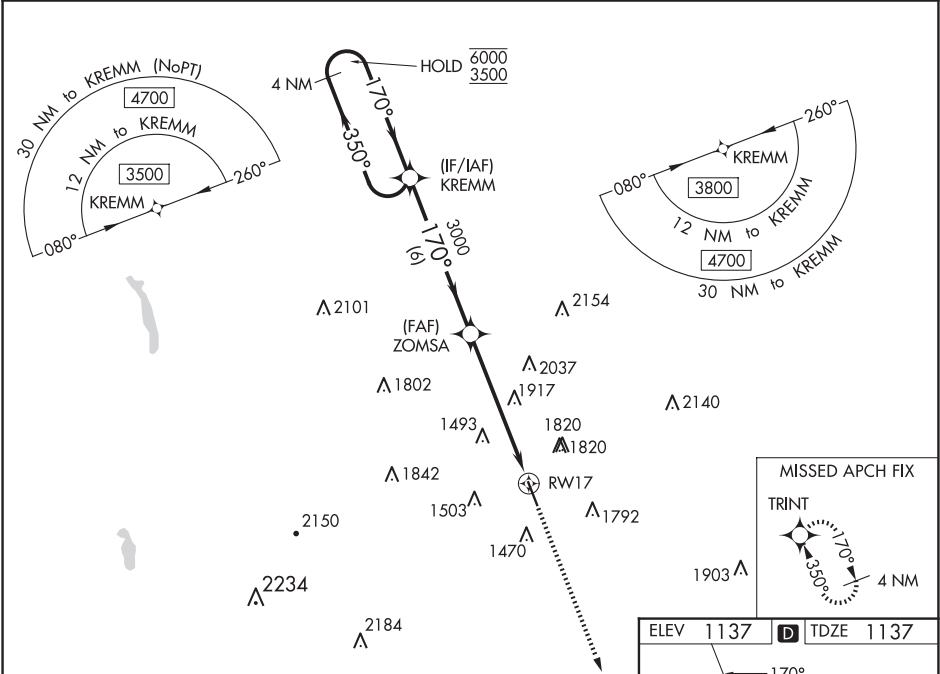
NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 65818 W17A	APP CRS 170°	Rwy Idg TDZE 1137 Apt Elev 1137
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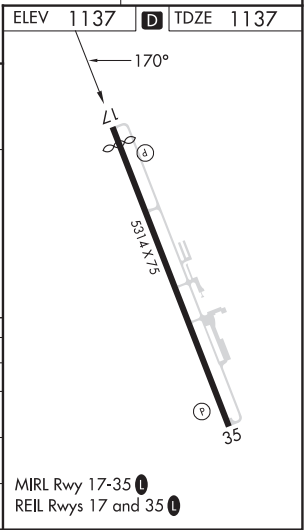
RNAV (GPS) RWY 17
HAMILTON MUNI (VGC)

RNP APCH - GPS. <div><div>▼</div> Rwy 17 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Straight-In and Circling Rwy 17 NA at night.</div>		MISSED APPROACH: Climb to 3600 direct TRINT and hold.
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AWOS-3P 119.425	SYRACUSE APP CON 126.125 269.125	UNICOM 123.0 (CTAF)	122.7
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CATEGORY	A	B	C	D
LPV DA	1447-7/8	310 (400-7/8)		NA
LNAV/VNAV DA	2412-5	1275 (1300-5)		NA
LNAV MDA	2220-1 1/4 1083 (1100-1 1/4)	2220-1 1/2 1083 (1100-1 1/2)	2220-3 1083 (1100-3)	NA
CIRCLING	2220-1 1/4 1083 (1100-1 1/4)	2220-1 1/2 1083 (1100-1 1/2)	2340-3 1203 (1300-3)	NA



WAAS CH 70518 W35A	APP CRS 350°	Rwy Idg TDZE 1135 Apt Elev 1137
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RNAV (GPS) RWY 35

HAMILTON MUNI (VGC)

RNP APCH.

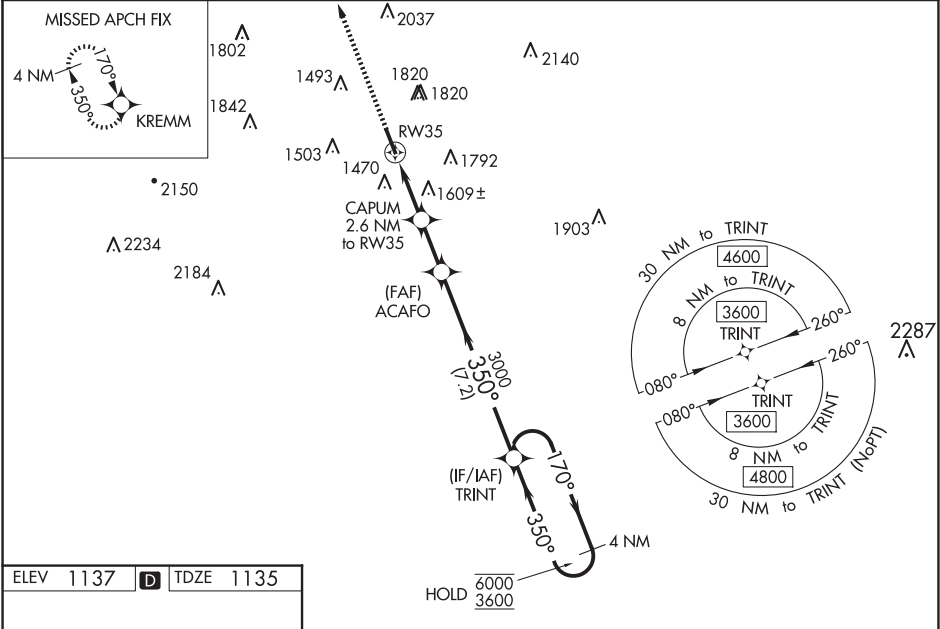
▼

▲ NA

Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 50°C. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 1748, LNAV/VNAV DA to 2164 and all MDA 180 feet; increase LPV visibility to $1\frac{3}{4}$ SM and LNAV Cat A/B visibility to $1\frac{1}{2}$ SM and Cat C visibility to $2\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 3500 direct KREMM and hold.

AWOS-3P 119.425	SYRACUSE APP CON 126.125 269.125	UNICOM 123.0 (CTAF)	122.7
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ELEV 1137 TDZE 1135

3500 KREMM

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).

4 NM Holding Pattern

* LNAV only

GP 3.77° TCH 40

CATEGORY	A	B	C	D
LPV DA	1581-1 $\frac{3}{8}$ 446 (500-1 $\frac{3}{8}$)			NA
LNAV/VNAV DA	1997-4 862 (900-4)			NA
LNAV MDA	1860-1	725 (800-1)	1860-2 725 (800-2)	NA
CIRCLING	2040-1 $\frac{1}{4}$ 903 (1000-1 $\frac{1}{4}$)	2120-1 $\frac{1}{2}$ 983 (1000-1 $\frac{1}{2}$)	2340-3 1203 (1300-3)	NA

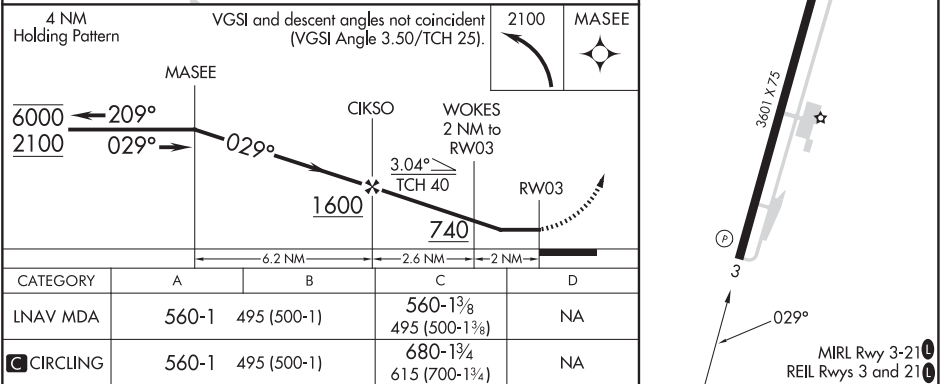
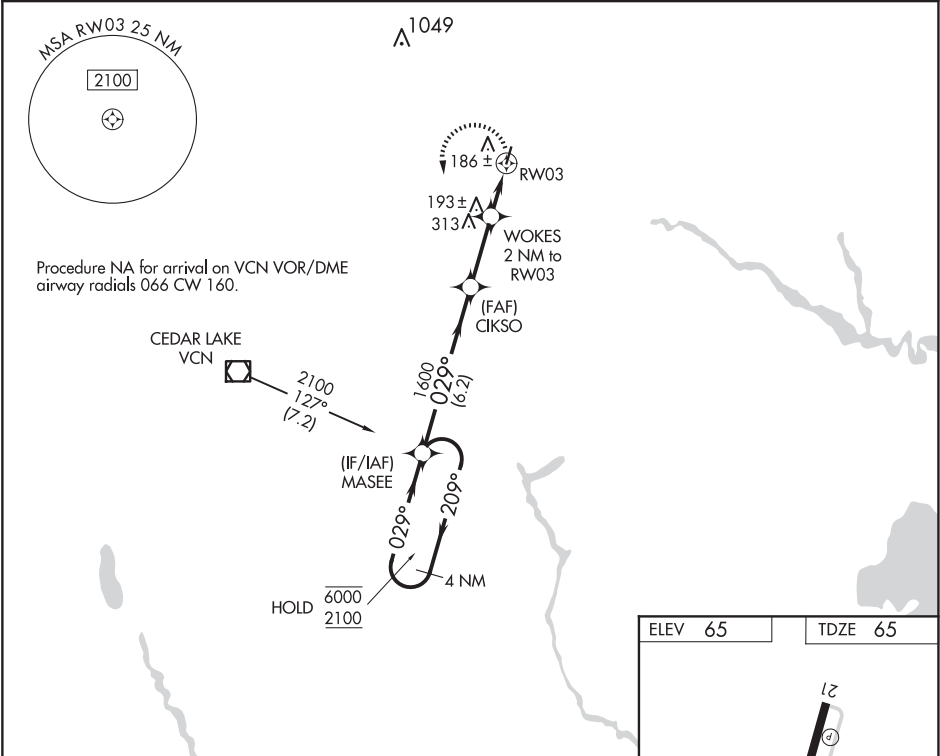
APP CRS	Rwy Idg	3601
029°	TDZE	65
	Apt Elev	65

RNAV (GPS) RWY 3

HAMMONTON MUNI (N81)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 2100 direct MASEE and hold.
<div><div><div>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.</div></div></div>	

AWOS-AV 122.7	ACY ASOS 125.725 316.15	ATLANTIC CITY APP CON 134.25 292.2	GCO 121.725	UNICOM 122.7 (CTAF)	123.5
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VOR-B
HAMMONTON MUNI (N81)

MISSED APPROACH: Climb to 2000
direct VCN VOR/DME and hold.

123.5 L



2000
274°
(5)

Procedure NA for arrival
on CYN VORTAC
airway radials 226 CW 274.

 $186 \pm \Delta$

A 313

CEDAR LAKE
15.2 VCN $\equiv \equiv$
Chan 99

NORTH INT
VCN 17.8

Chan 118(Y)
117.15 ACY

ELEV	6.5
------	-----

VCN
DORTH INT
VCN 17.8BEREW INT
VCN 25.6)

2000

VCN
12.7

1700

- 5.1 NM

— 7 —

REIL Rwys 3 and 21 **L**
MIRL Rwy 3-21 **L**

CATEGORY	A	B	C	D	FAF to MAP 5.1 NM					
CIRCLING	560-1	495 (500-1)	680-1 $\frac{3}{4}$	NA	Knots	60	90	120	150	180
			615 (700-1 $\frac{3}{4}$)		Min:Sec	5:06	3:24	2:33	2:02	1:42

VOR-B

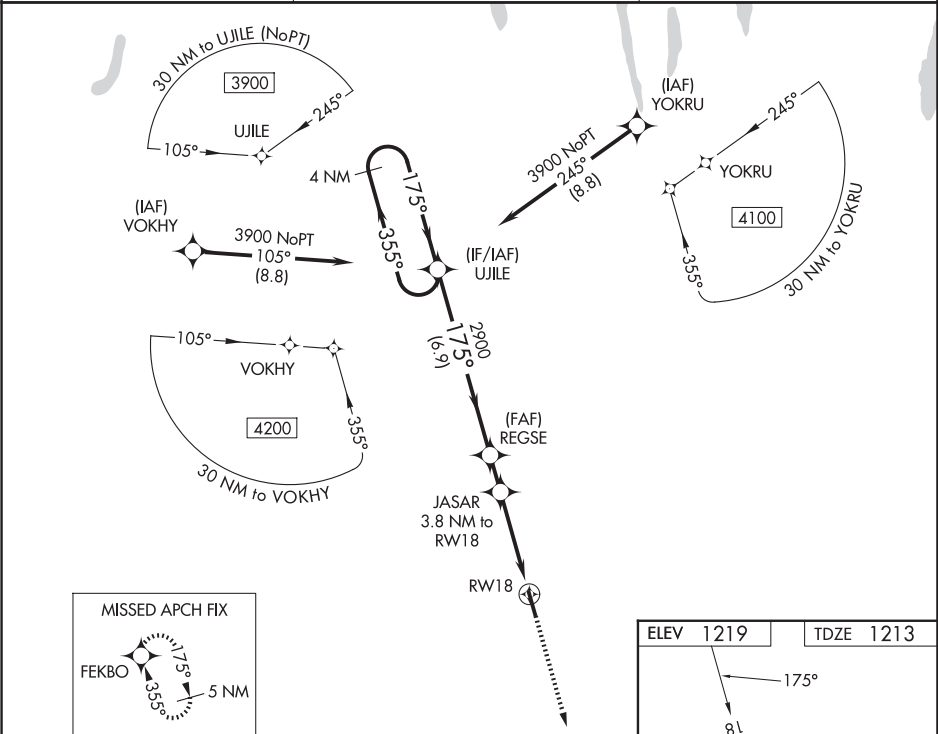
WAAS CH 50425 W18A	APP CRS 175°	Rwy Ldg TDZE 1213 Apt Elev 1219
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RNAV (GPS) RWY 18

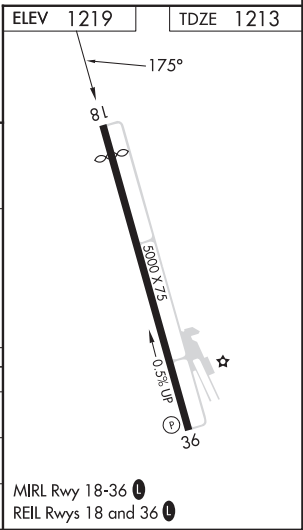
HORNELL MUNI (HTF')

RNP APCH - GPS	MISSED APPROACH: Climb to 4200 direct FEKBO and hold.
<div><div>▼</div><div>▲ NA</div><div>❄ -18°C</div></div> <div>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.</div>	

AWOS-3 118.475	CLEVELAND CENTER 124.325 353.85	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		Visual Segment - Obstacles.		4200	FEKBO
3900		UJILE	REGSE	JASAR 3.8 NM to RW18	RW18
355°		175°	2900	2460	
175°		6.9 NM	1.4 NM	3.8 NM	
CATEGORY	A	B	C	D	
LP MDA	2200-1¼ 987 (1000-1¼)	2200-1½ 987 (1000-1½)	2200-3 987 (1000-3)	NA	
LNAV MDA	2240-1¼ 1027 (1100-1¼)	2240-1½ 1027 (1100-1½)	2240-3 1027 (1100-3)	NA	
CIRCLING	2360-1¼ 1140 (1200-1¼)	2380-1½ 1161 (1200-1½)	2440-3 1220 (1300-3)	NA	



HORNELL, NEW YORK

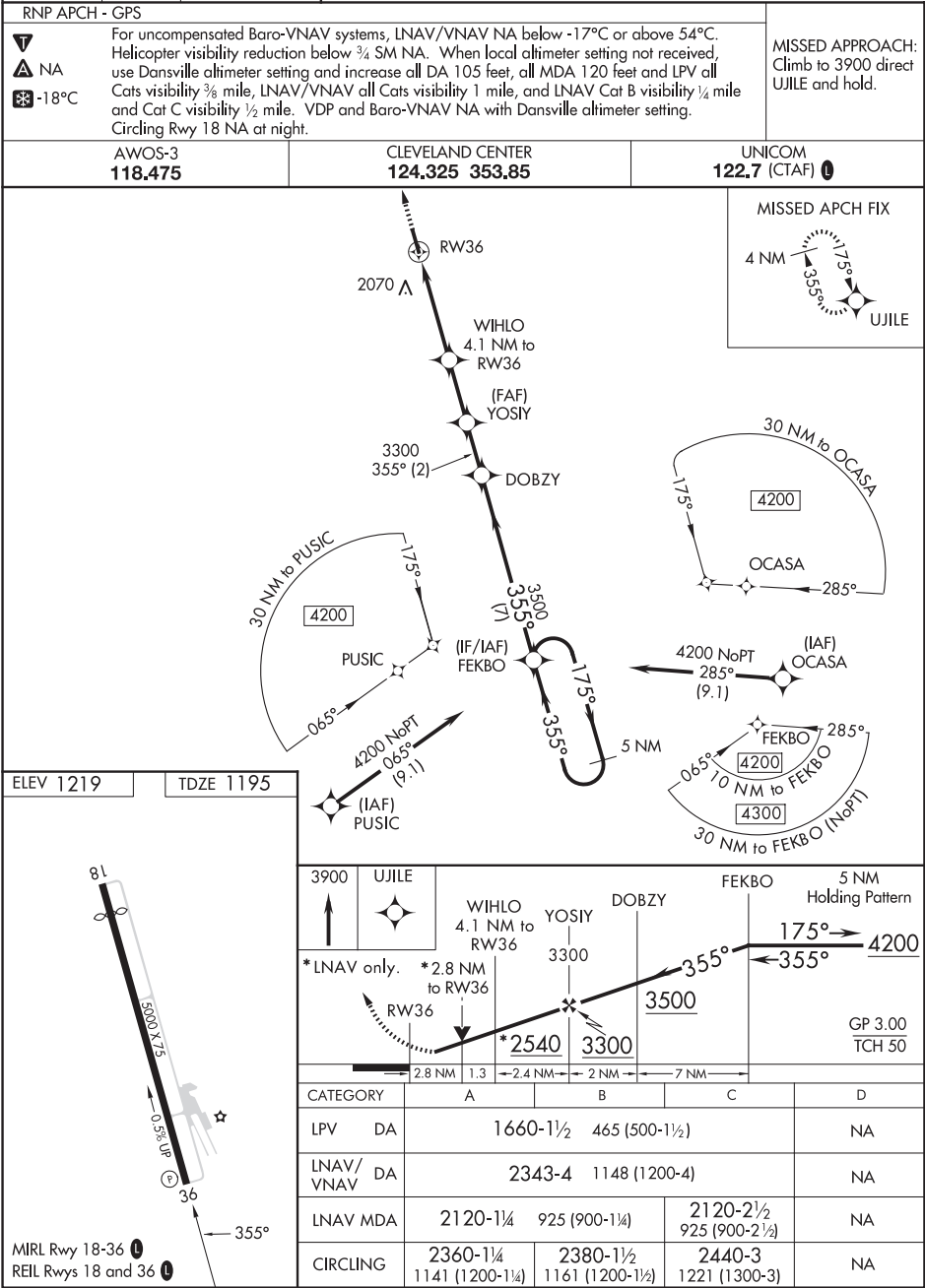
AL-5964 (FAA)

25219

WAAS CH 97625 W36A	APP CRS 355°	Rwy Ldg TDZE 1195 Apt Elev 1219
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RNAV (GPS) RWY 36

HORNELL MUNI (HTF)



HORNELL, NEW YORK
Orig-B 06OCT22

42°23'N - 77°41'W

RNAV (GPS) RWY 36

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77715 W03A	APP CRS 025°	Rwy Idg TDZE Apt Elev	5350 198 198
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RNAV (GPS) RWY 3

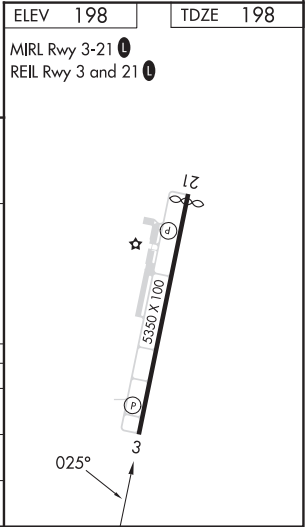
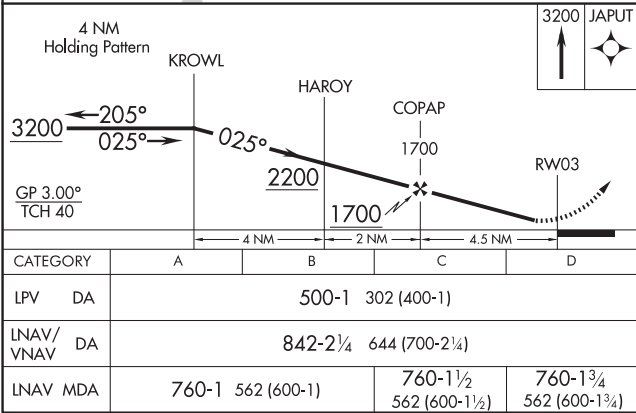
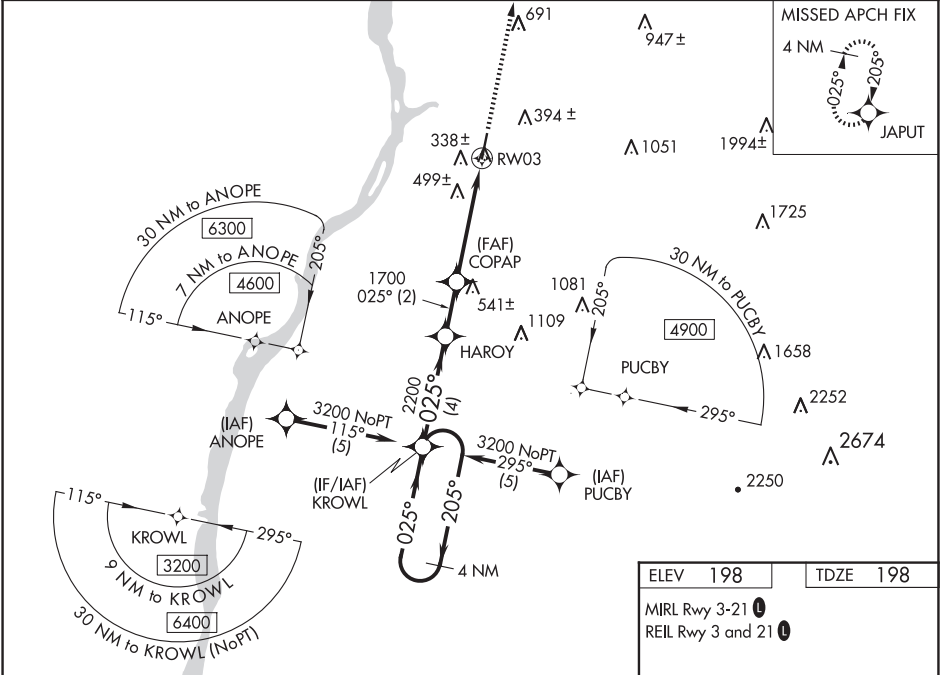
COLUMBIA COUNTY (1B1)

RNP APCH.

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Rwy 3 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

AWOS-3 133.525	ALBANY APP CON 132.825 307.2	UNICOM 123.05 (CTAF)
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HUDSON, NEW YORK

AL-6204 (FAA)

23054

WAAS CH 40215 W21A	APP CRS 205°	Rwy Idg TDZE Apt Elev	5190 194 198
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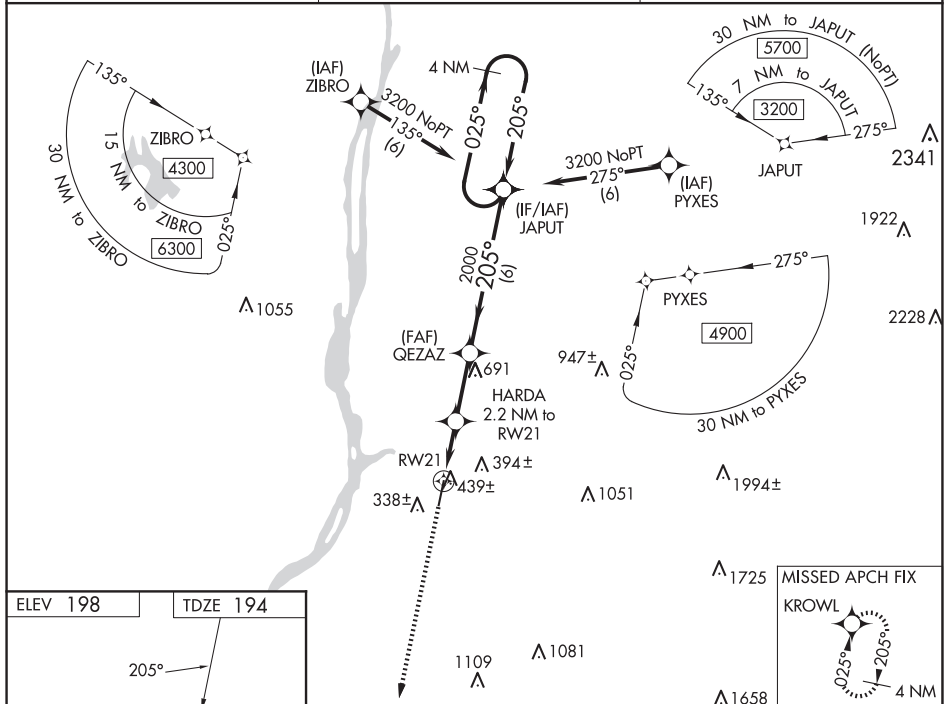
RNAV (GPS) RWY 21

COLUMBIA COUNTY (1B1)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 14°C (58°F). Rwy 21 helicopter visibility reduction below 1 SM NA. DME/DME RNP -0.3 NA. Straight-In Rwy 21 and Circling Rwy 21 NA at night. When local altimeter setting not received, use Albany altimeter setting and increase LPV DA to 638 feet and visibility to 1½ SM all Cats, LNAV/VNAV DA to 709 feet and visibility to 1½ SM all Cats; increase all MDA 80 feet, LNAV Cat C/D visibility to 1¼ SM, Circling Cat C to 2¼ SM, and Cat D to 3 SM.

MISSED APPROACH: Climb to 3200 direct KROWL and hold, continue climb-in-hold to 3200.

AWOS-3 133.525	ALBANY APP CON 132.825 307.2	UNICOM 123.05 (CTAF)
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ELEV **198** TDZE **194**

205°

12

3

MIRL Rwy 3-21

REIL Rwy 3 and 21

3200 KROWL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.52/TCH 41).

*LNAV only.

HARDA 2.2 NM to RW21

QEZAZ

JAPUT

4 NM Holding Pattern

025°

205°

3200

2000

GP 3.50° TCH 60

2.2 NM

2.5 NM

6 NM

CATEGORY	A	B	C	D
LPV DA		562-1	368 (400-1)	
LNAV/VNAV DA		633-1¼	439 (500-1¼)	
LNAV MDA	700-1	506 (600-1)	700-1¾	506 (600-1¾)
CIRCLING	740-1 542 (600-1)	860-1 662 (700-1)	860-1¾ 662 (700-1¾)	1020-2¾ 822 (900-2¾)

HUDSON, NEW YORK
Amdt 1 29MAR18

42°17'N - 73°43'W

COLUMBIA COUNTY (1B1)

RNAV (GPS) RWY 21

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-ITH <u>108.7</u>	APP CRS 325°	Rwy Ldg 6602 TDZE 1099 Apt Elev 1099
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ILS or LOC RWY 32
ITHACA TOMPKINS INTL (ITH)

DME required.

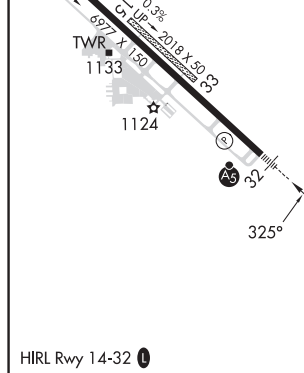
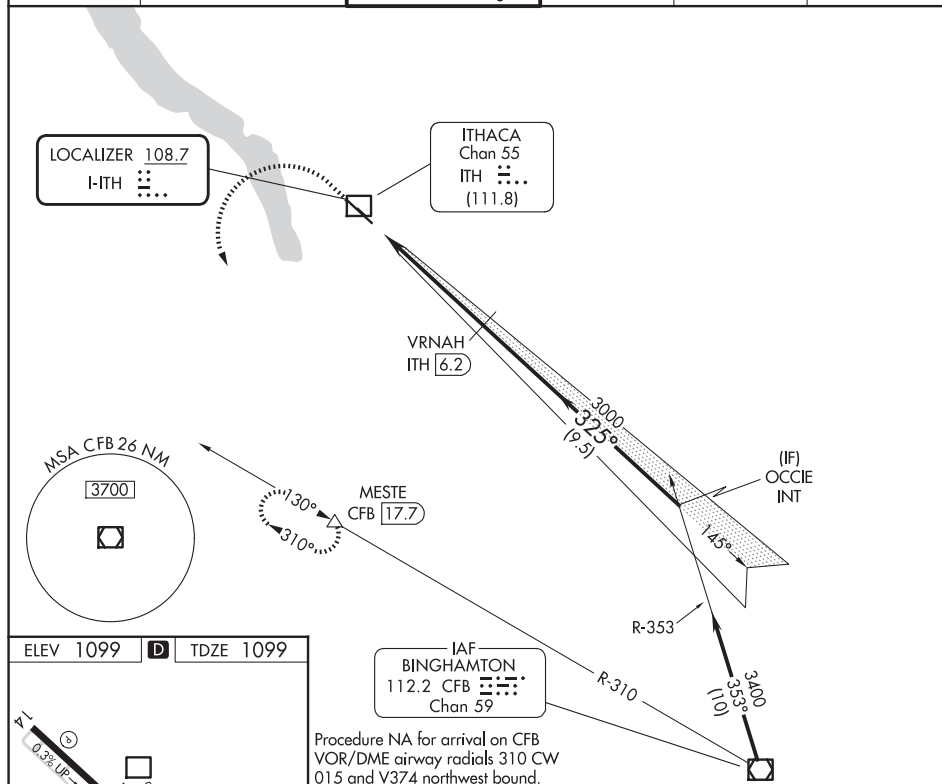
T Circling NA to Rwy 15 and 33. DME from ITH DME.
A DME use requires simultaneous reception of I-ITH and
SN ITH DME.
 -18°C

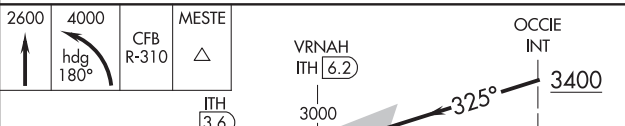
MALSRL



MISSED APPROACH: Climb to 2600 then climbing left turn to 4000 on heading 180° and CFB VOR/DME R-310 to MESTE/CFB VOR/DME 17.7 DME and hold.

ATIS 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
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2600 ↑	4000 hdg 180°	CFB R-310	MESTE △				
CATEGORY	A		B		C	D	
S-ILS 32	1349/24		250 (300-½)				
S-LOC 32	2140/40 1041 (1100-¾)	2140/55 1041 (1100-1)	2140-2½	1041 (1100-2½)			
CIRCLING	2140-1¼ 1041 (1100-1¼)	2140-1½ 1041 (1100-1½)	2140-3 1041 (1100-3)	2440-3 1341 (1400-3)			

ITHACA, NEW YORK

AL-779 (FAA)

25219

WAAS CH 62815 W32A	APP CRS 325°	Rwy Ldg TDZE 1099 Apt Elev 1099
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RNAV (GPS) RWY 32

ITHACA TOMPKINS INTL (ITH)

RNP APCH - GPS.

▼

⚠

❄

Rwy 32 helicopter visibility reduction below ¾ SM NA. Circling NA to Rws 15 and 33. Inop table does not apply to LNAV Cat A/C/D. For inop ALS, increase LPV all Cats visibility to RVR 4500.

-18°C

MAISR

MISSED APPROACH: Climb to 3700 direct STATN and on track 282° to VAFKU and hold.

ATIS 125.175	ELMIRA APP CON ★ 124.3 257.8	ITHACA TOWER ★ 119.6 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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ELEV 1099 **D** TDZE 1099

	3700	STATN	tr 282°	VAFKU		OCCIE	
					CONUL		
					3000	325°	3400
					3000		
					3.4 NM	2 NM	9.6 NM
CATEGORY	A	B	C	D			
LPV DA	1385/24			286 (300-½)			
LNAV MDA	2300/40 1201 (1300-¾)	2300/55 1201 (1300-1)	2300-3	1201 (1300-3)			
CIRCLING	2300-1¼ 1201 (1300-1¼)	2300-1½ 1201 (1300-1½)	2300-3	2440-3 1341 (1400-3)			

ITHACA, NEW YORK
Orig-D 20FEB25

42°29'N-76°28'W

ITHACA TOMPKINS INTL (ITH)

RNAV (GPS) RWY 32

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	6602
144°	TDZE	1083
	Apt Elev	1099

RNAV (GPS) Y RWY 14

ITHACA TOMPKINS INTL (ITH)

T

A

*

-18°C

DME/DME RNP-0.3 NA.

Helicopter visibility reduction below ¾ SM NA.

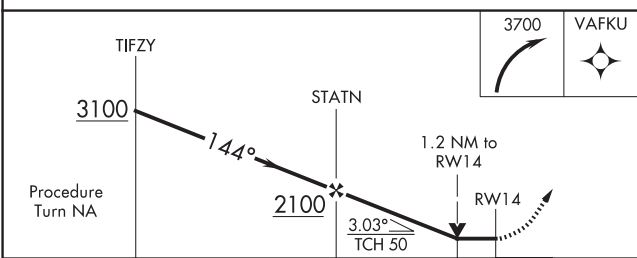
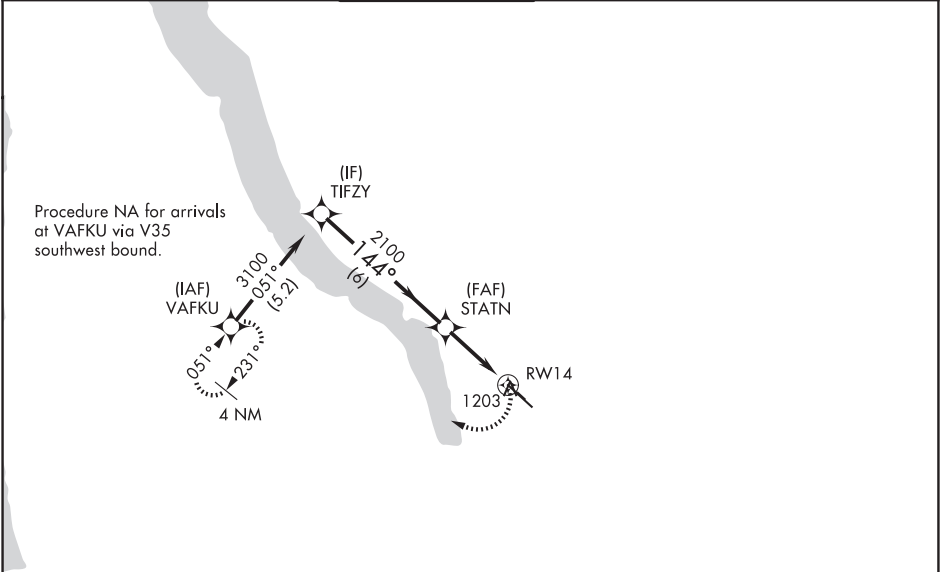
Circling NA to Rwys 15 and 33.

MISSED APPROACH:

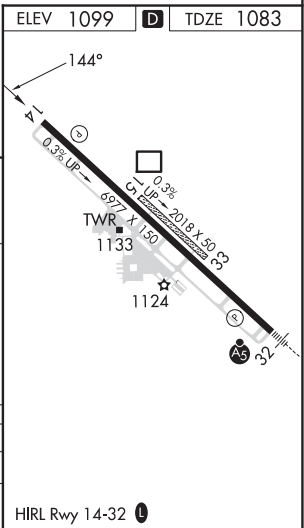
Climbing right turn to 3700

direct VAFKU and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	CLNC DEL	UNICOM
125.175	124.3 257.8	119.6 (CTAF) 0	121.8	121.8	122.95



CATEGORY	A	B	C	D
LNNAV MDA	1500-1	417 (500-1)	1500-1¼	417 (500-1¼)
CIRCLING	2040-1¼	941 (1000-1¼)	2040-2¾	NA
			941 (1000-2¾)	



ITHACA, NEW YORK

AL-779 (FAA)

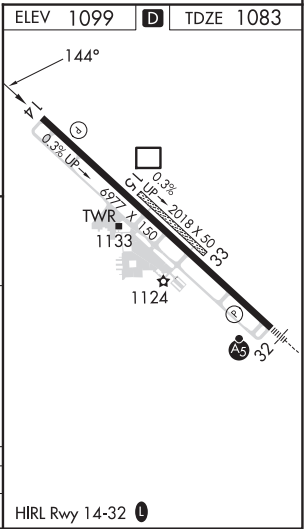
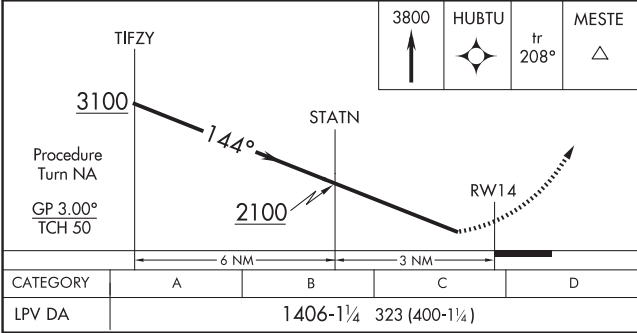
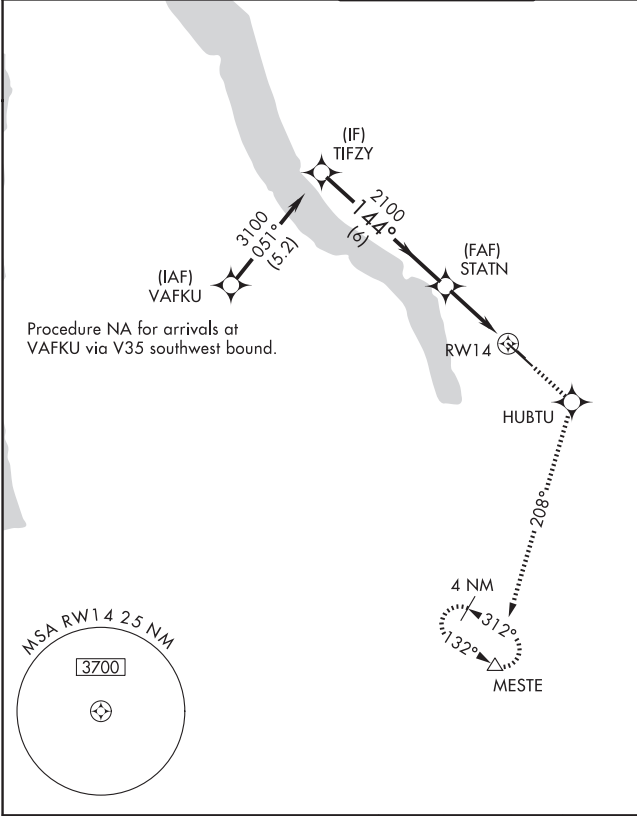
25219

WAAS CH 50415 W14A	APP CRS 144°	Rwy Ldg TDZE Apt Elev	6602 1083 1099
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RNAV (GPS) Z RWY 14
ITHACA TOMPKINS INTL (ITH)

 -18°C	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase DA 84 feet and LPV all Cats visibility ¼ mile.	MISSED APPROACH: Climb to 3800 direct HUBTU and via track 208° to MESTE and hold.
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ATIS 125.175	ELMIRA APP CON ★ 124.3 257.8	ITHACA TOWER ★ 119.6 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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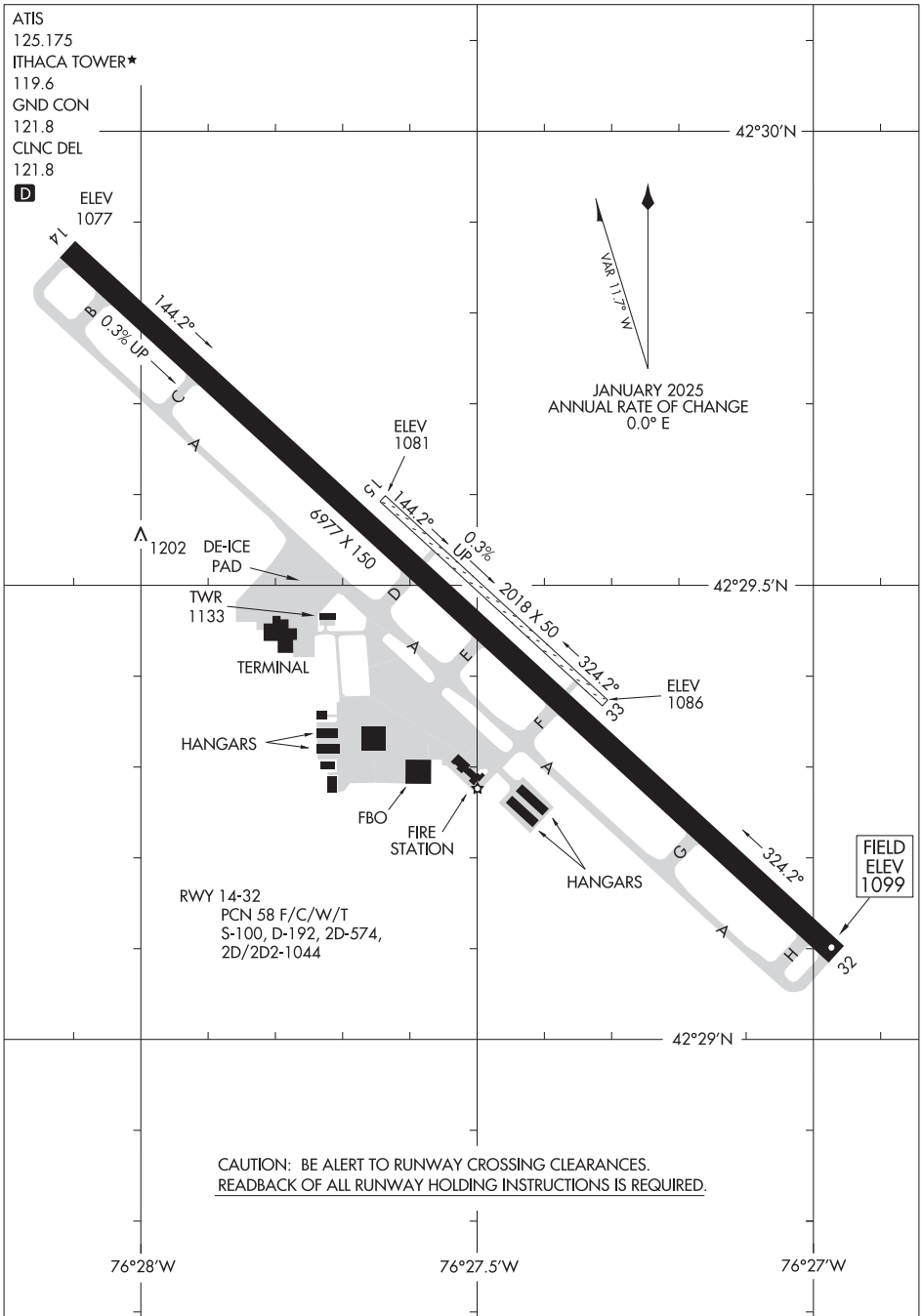
ITHACA, NEW YORK
Orig-A 29JUL10

42°29'N - 76°28'W

ITHACA TOMPKINS INTL (ITH)
RNAV (GPS) Z RWY 14

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



JAMESTOWN, NEW YORK

AL-731 (FAA)

23278

LOC/DME I-JHW 109.7 Chan 34	APP CRS 249°	Rwy Idg 5300 TDZE 1721 Apt Elev 1723
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ILS or LOC RWY 25

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

<p>⚠ 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 $\frac{3}{4}$ mile; increase S-LOC 25 Cats A and B visibility to $\frac{3}{4}$, Circling Cats A and B $1\frac{1}{4}$, increase S-LOC 25 Cats C and D visibility to 2, Circling Cats C visibility $2\frac{3}{4}$ and D visibility 3, DIPRE fix minimums increase S-LOC 25 Cats C and D visibility $1\frac{1}{8}$, and Circling Cats C visibility 2 and Cat D visibility $2\frac{3}{4}$ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase S-ILS 25 all Cats visibility $1\frac{1}{8}$ mile. VDP NA when using Dunkirk altimeter setting.</p>	<p>MALSR</p> <p>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.</p>
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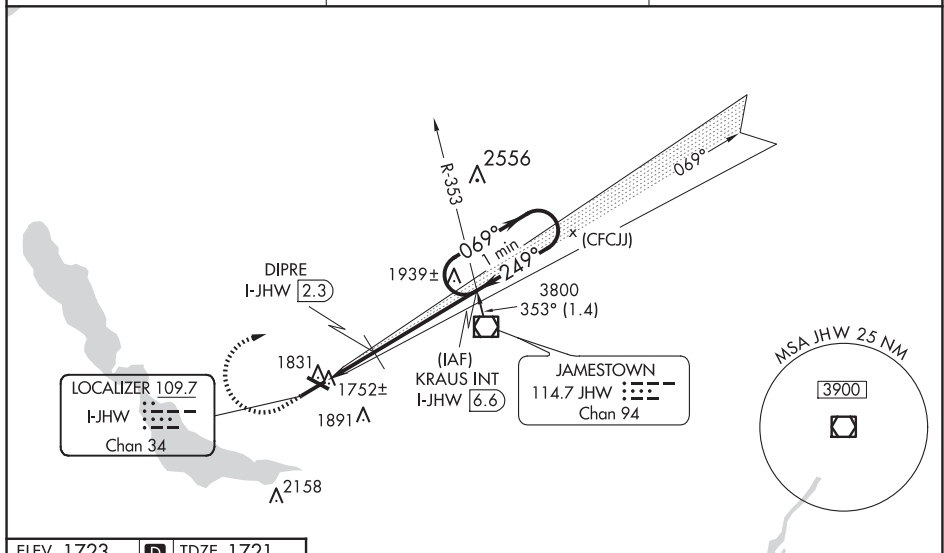
AWOS-3PT

118.425

BUFFALO APP CON★

126.05

UNICOM

122.975 (CTAF) 0

ELEV 1723	D	TDZE 1721
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REIL Rwy 31 **0**

MIRL Rwy 13-31 **0**

HIRL Rwy 7-25 **0**

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:23	4:15	3:11	2:33	2:08

2420	3800	LOC crs NE	KRAUS INT	KRAUS INT I-JHW 6.6	One Minute Holding Pattern
↑	hdg 125°			3800	
I-JHW 0.2	*I-JHW 1.1	DIPRE I-JHW 2.3	*2420	069°	3800
*LOC only.	1 NM	1.1 NM	4.3 NM	249°	GS 3.00° TCH 48
					* 2620 when using Dunkirk altimeter setting.

CATEGORY	A	B	C	D
S-ILS 25	1971-½		250 (300-½)	
S-LOC 25	2420-½	699 (700-½)	2420-1½	699 (700-1½)
C CIRCLING	2420-1	697 (700-1)	2420-2 697 (700-2)	2420-2¼ 697 (700-2¼)
DIPRE FIX MINIMUMS (DME REQUIRED)				
S-LOC 25	2080-½	359 (400-½)	2080-⅝	359 (400-⅝)
C CIRCLING	2200-1	477 (500-1)	2260-1½ 537 (600-1½)	2340-2 617 (700-2)

JAMESTOWN, NEW YORK

Amdt 8A 14JUL22

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

42°09'N-79°15'W

ILS or LOC RWY 25

APP CRS	Rwy Idg	5300
069°	TDZE	1722
	Apt Elev	1723

RNAV (GPS) RWY 7

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

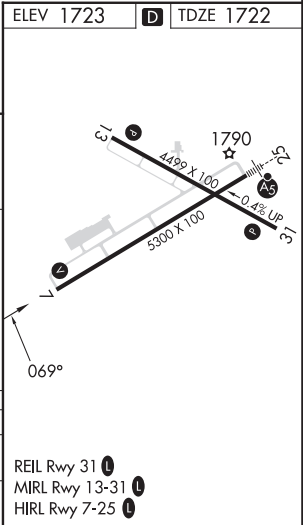
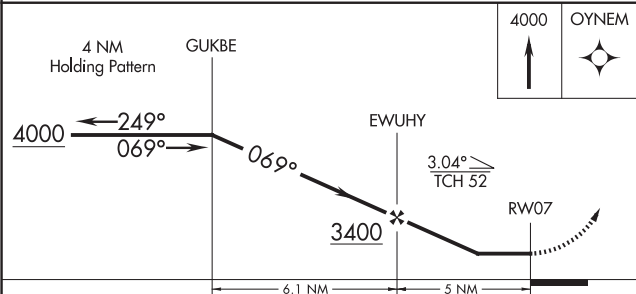
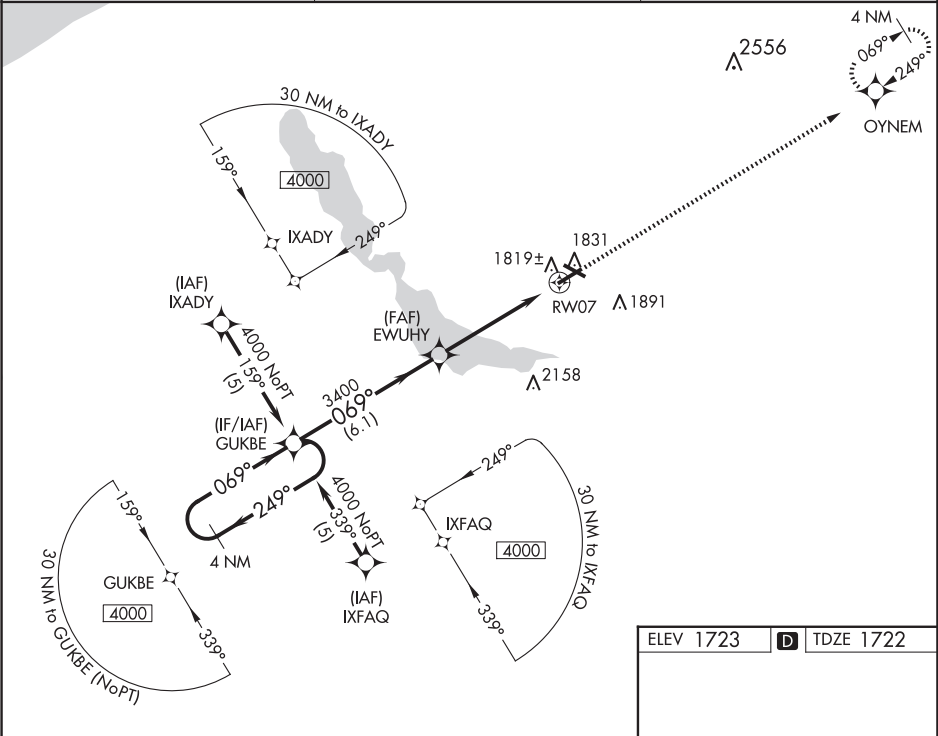
RNP APCH-GPS.

⚠

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 ½ SM, Circling Cat C ½ SM and Circling Cat D ¾ SM. Rwy 7 Straight-in/Circling and Circling to Rwy 13/31 NA at night.


MISSED APPROACH:
Climb to 4000 direct OYNEM and hold.

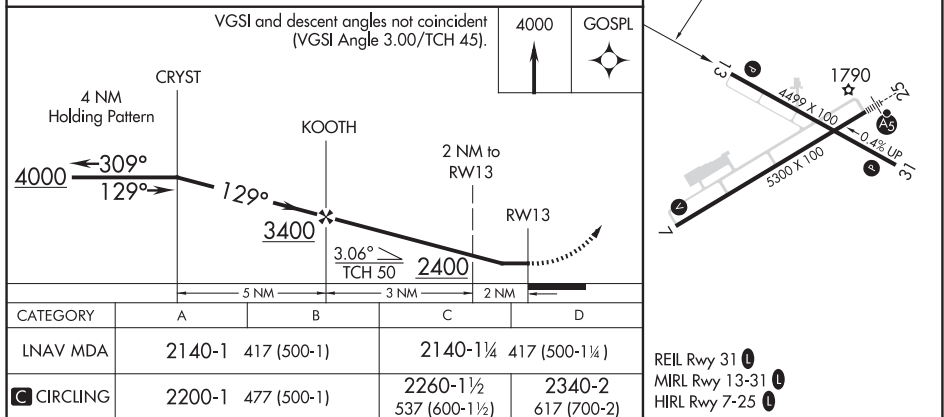
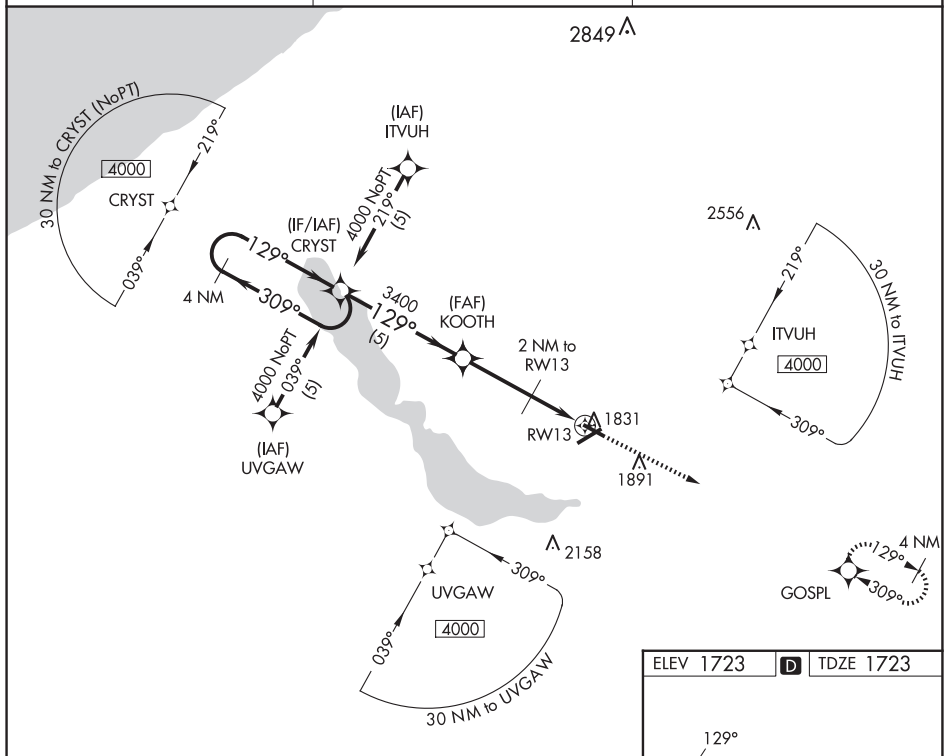
AWOS-3PT 118.425	BUFFALO APP CON ★ 126.05	UNICOM 122.975 (CTAF) ①
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RNAV (GPS) RWY 13

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

AWOS-3PT 118,425	BUFFALO APP CON ★ 126.05	UNICOM 122,975 (CTAF) 
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CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

RNAV (GPS) RWY 13

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS

CH **62910**

W25A

APP CRS

249°

Rwy Idg

5300

TDZE

1721

Apt Elev

1723

RNAV (GPS) RWY 25

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

RNP APCH-GPS.

⚠

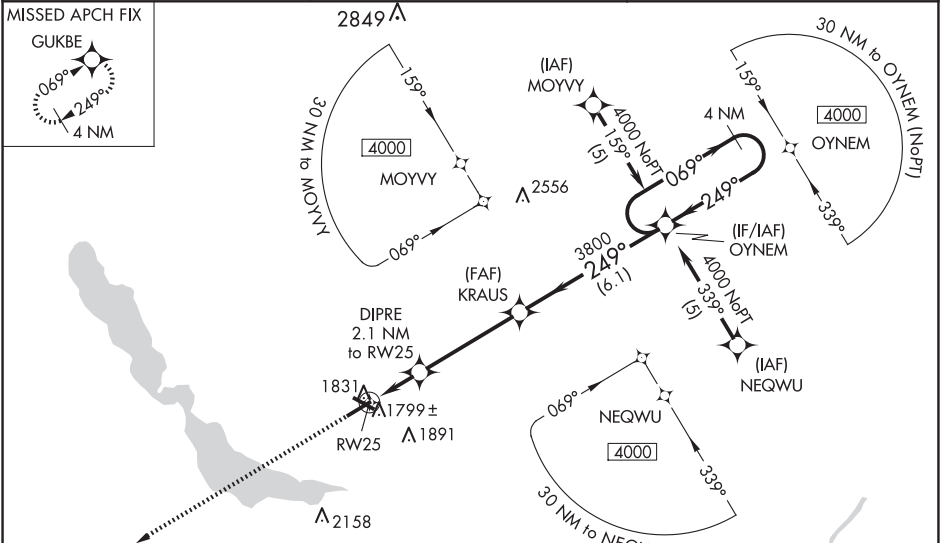
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Dunkirk altimeter setting: increase LPV DA to 2113 feet and visibility all Cats ½ SM; increase all MDAs 200 feet and visibility LNAV Cat C ½ SM, LNAV Cat D ¼ SM, Circling Cat C ½ SM and Circling Cat D ¾ SM. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting. Circling to Rwy 13/31 NA at night.

MALSR

MISSED APPROACH:

Climb to 4000 direct GUKBE and hold.

AWOS-3PT 118.425	BUFFALO APP CON * 126.05	UNICOM 122.975 (CTAF) 0
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ELEV 1723

D

TDZE 1721

4000

GUKBE

OYNEM

4 NM Holding Pattern

*LNAV only

DIPRE 2.1 NM to RW25

KRAUS 3800

RW25

*1.1 NM to RW25

*2440

3800

249°

069°

4000

GP 3.00° TCH 48

CATEGORY	A	B	C	D
LPV DA		1921-½	200 (200-½)	
LNAV/VNAV DA		2054-¾	333 (400-¾)	
LNAV MDA		2100-½ 379 (400-½)		2100-1 379 (400-1)
C CIRCLING	2200-1 477 (500-1)		2260-1½ 537 (600-1½)	2340-2 617 (700-2)

JAMESTOWN, NEW YORK

AL-731 (FAA)

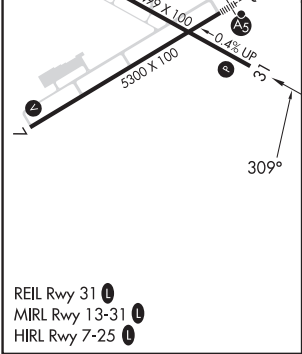
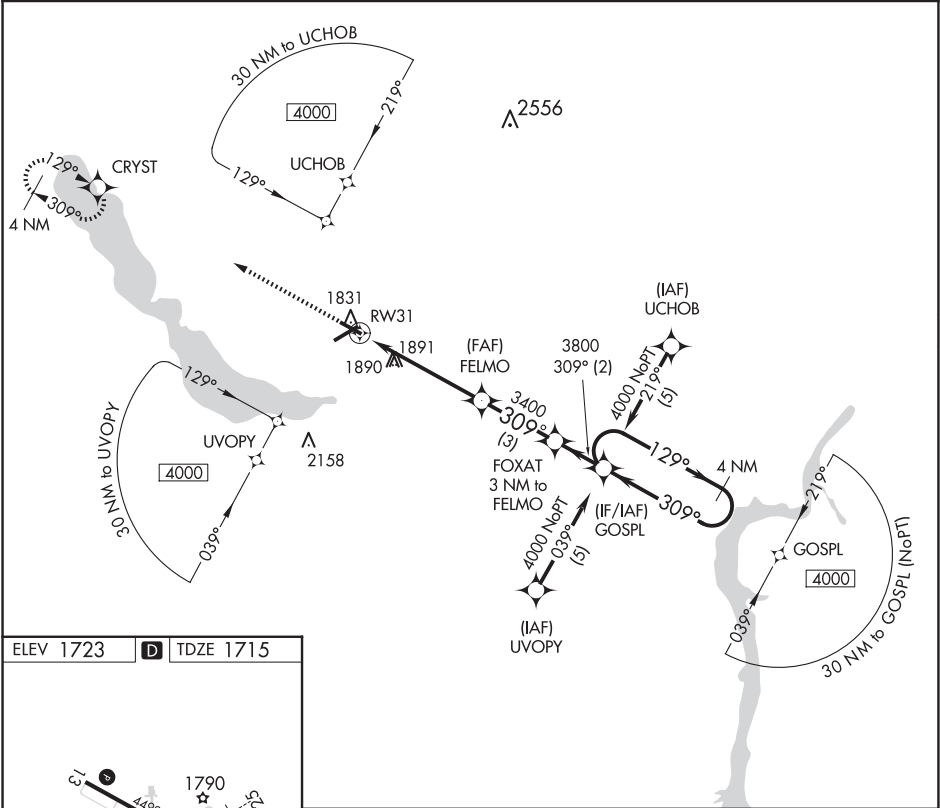
23278

APP CRS 309°	Rwy Idg 4499
	TDZE 1715
	Apt Elev 1723

RNAV (GPS) RWY 31
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

RNP APCH-GPS		MISSED APPROACH: Climb to 4000 direct CRYST WP and hold.
Rwy 31 Straight-in/Circling and Circling to Rwy 13 NA at night. When local altimeter setting not received, use Dunkirk altimeter setting: increase all MDAs 200 feet and visibility LNAV Cats C/D ¾ SM, Circling Cat C ½ SM and Circling Cat D ¾ SM. Helicopter visibility reduction below 1 SM NA.		

AWOS-3PT 118.425	BUFFALO APP CON ★ 126.05	UNICOM 122.975 (CTAF) 0
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4000	CRYST	FOXAT 3 NM to FELMO	GOSPL	4 NM Holding Pattern
		FELMO		
		3400	3800	4000
		3.10° TCH 50		
		5 NM	3 NM	2 NM
CATEGORY	A	B	C	D
LNAV MDA	2200-1	485 (500-1)	2200-1¼ 485 (500-1¼)	2200-1½ 485 (500-1½)
CIRCLING	2200-1	477 (500-1)	2260-1½ 537 (600-1½)	2340-2 617 (700-2)

JAMESTOWN, NEW YORK
Orig-C 14JUL22

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)
42°09'N-79°15'W
RNAV (GPS) RWY 31

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME JHW	APP CRS	Rwy Idg	5300
114.7	258°	TDZE	1721
Chan 94		Apt Elev	1723

VOR RWY 25

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

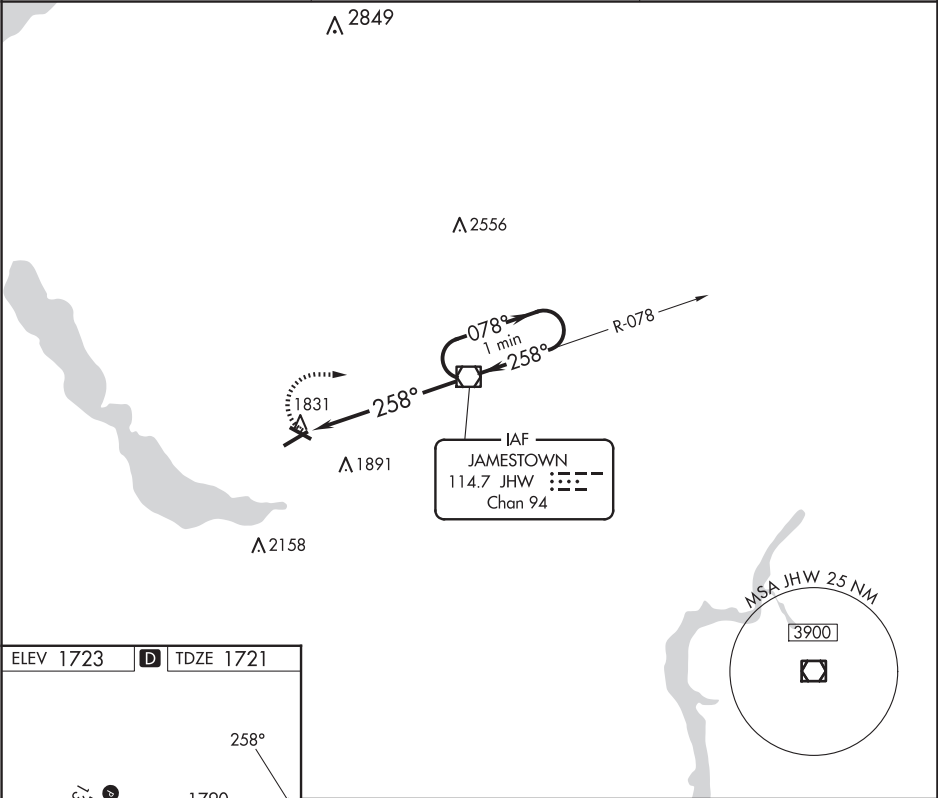
T

Inoperative table does not apply.
Circling to Rwy 13/31 NA at night.

MALSR

MISSED APPROACH: Climbing right turn to 3700
direct JHW VOR/DME and hold.

AWOS-3PT 118.425	BUFFALO APP CON ★ 126.05	UNICOM 122.975 (CTAF) 1
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ELEV 1723

D

TDZE 1721

REIL Rwy 31 1

MIRL Rwy 13-31 1

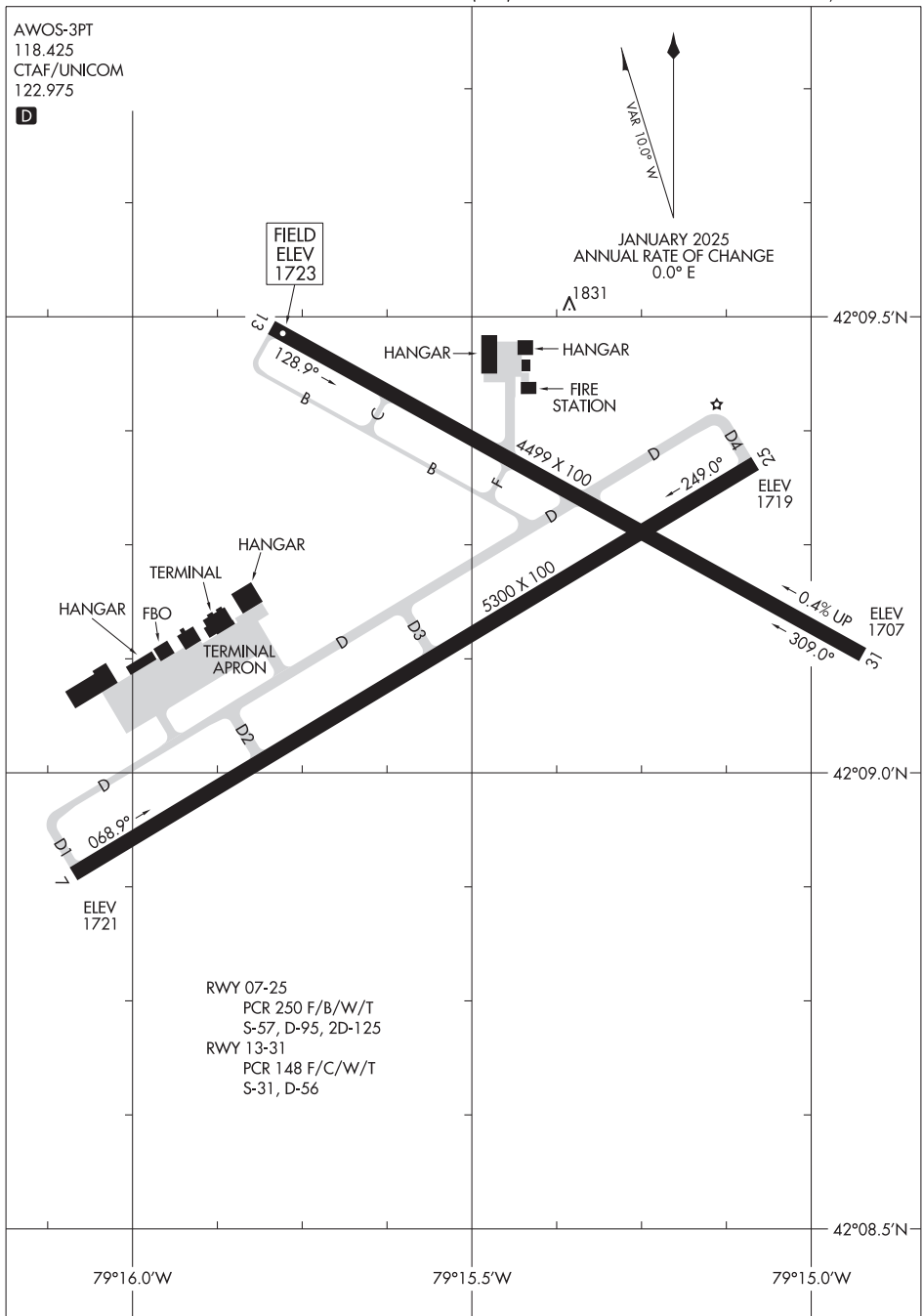
HIRL Rwy 7-25 1

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

3700 JHW		JHW VOR/DME		One Minute Holding Pattern	
CATEGORY		A	B	C	D
S-25		2180-1	459 (500-1)	2180-1¼ 459 (500-1¼)	2180-1½ 459 (500-1½)
CIRCLING		2200-1	477 (500-1)	2260-1½ 537 (600-1½)	2340-2 617 (700-2)

AWOS-3PT
118.425
CTAF/UNICOM
122.975



AIRPORT DIAGRAM

25107

JAMESTOWN, NEW YORK
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 58219 W10A	APP CRS 103°	Rwy Idg TDZE 879 Apt Elev 881	4000
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RNAV (GPS) RWY 10

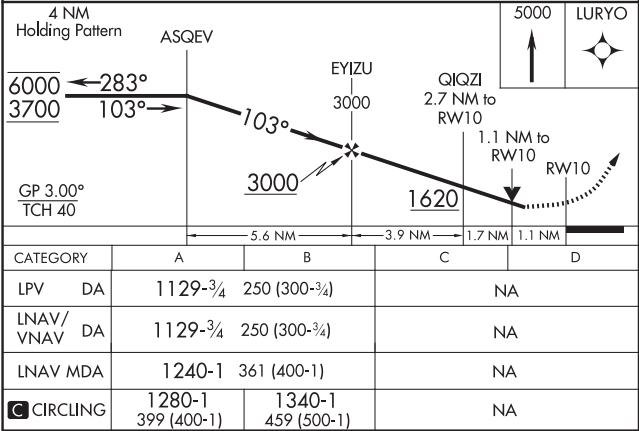
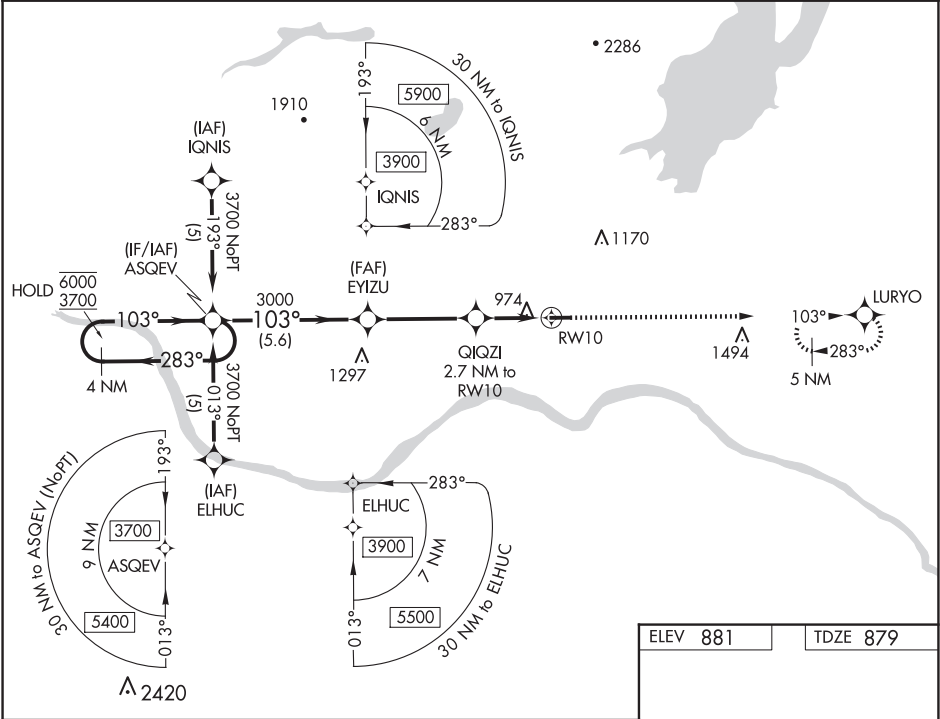
FULTON COUNTY (NY)

RNP APCH - GPS.

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.

AWOS-3 119.225	ALBANY APP CON 118.05	UNICOM 122.7 (CTAF)
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ELEV 881	TDZE 879
<div>MIRL Rwy 10-28</div> <div>REIL Rwy 10 and 28</div>	

JOHNSTOWN, NEW YORK

AL-6987 (FAA)

22251

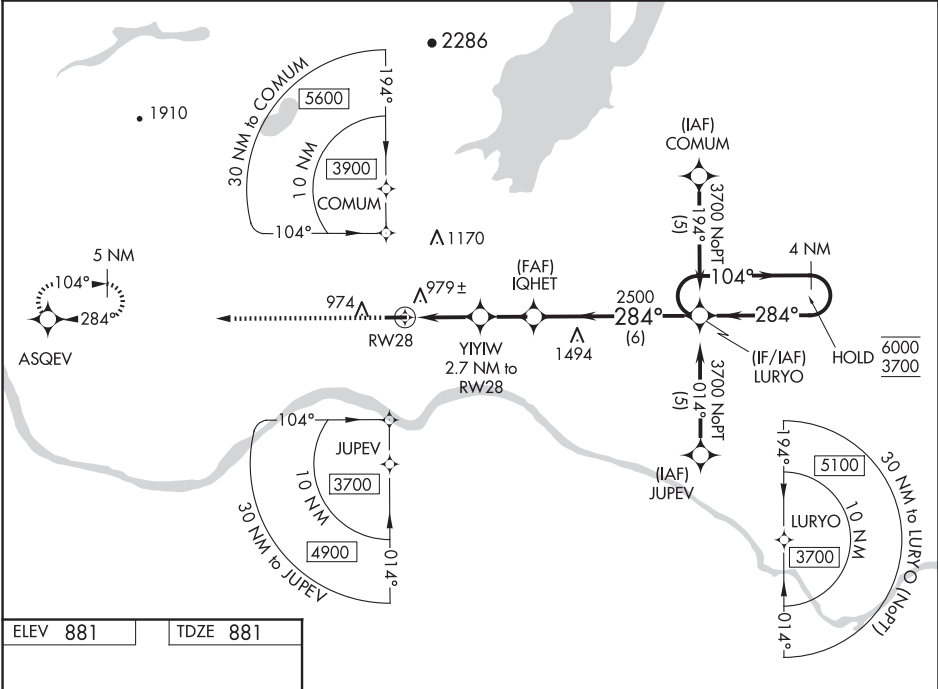
WAAS CH 53619 W28A	APP CRS 284°	Rwy Idg 4000 TDZE 881 Apt Elev 881
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RNAV (GPS) RWY 28
FULTON COUNTY (NY)

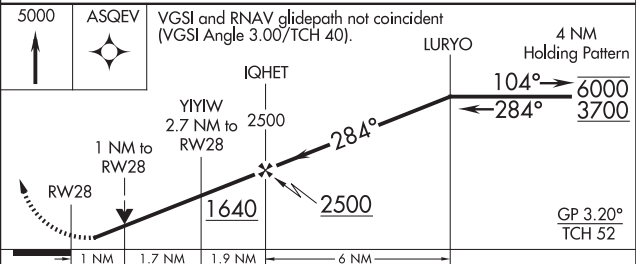
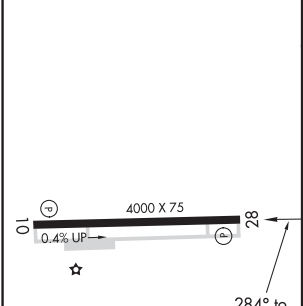
RNP APCH - GPS.

<p>V Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</p> <p>A</p>	<p>MISSED APPROACH: Climb to 5000 direct ASQEV and hold, continue climb-in-hold to 5000.</p>
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AWOS-3 119.225	ALBANY APP CON 118.05	UNICOM 122.7 (CTAF) 0
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ELEV 881	TDZE 881
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CATEGORY	A	B	C	D
LPV DA	1131-¾	250 (300-¾)		NA
LNAV/VNAV DA	1141-¾	260 (300-¾)		NA
LNAV MDA	1240-1	359 (400-1)		NA
C CIRCLING	1280-1 399 (400-1)	1340-1 459 (500-1)		NA

JOHNSTOWN, NEW YORK
Amdt 1 08SEP22

43°00'N-74°20'W



FULTON COUNTY (NY)
RNAV (GPS) RWY 28

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82336 W33A	APP CRS 333°	Rwy Ldg 2630 TDZE 147 Apt Elev 147
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RNAV (GPS) RWY 33
KINGSTON-ULSTER (20N)

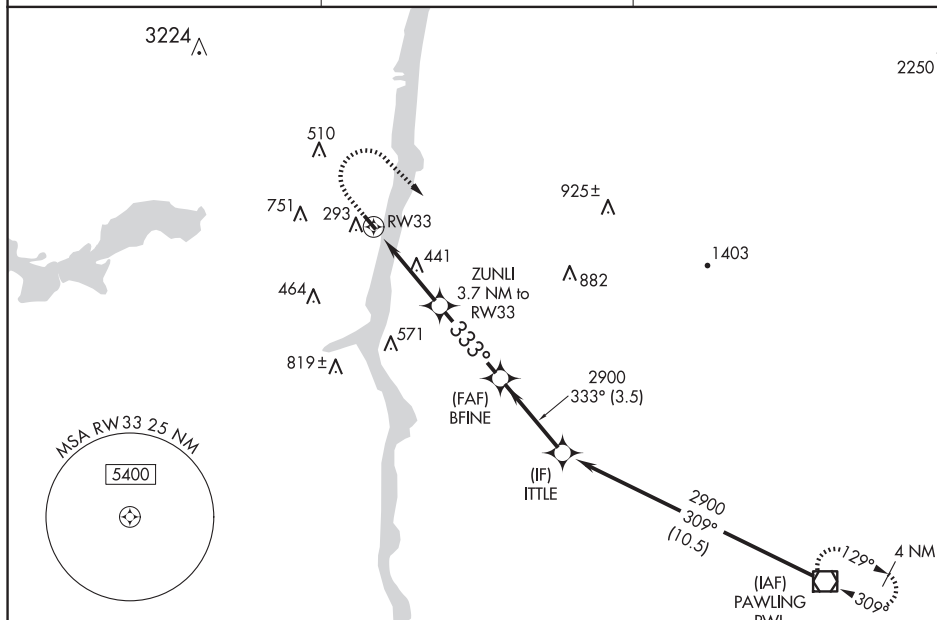
	Use Hudson altimeter setting. When not received, use Newburgh altimeter setting and increase all MDA 60 feet. Baro-VNAV NA. Rwy 33 helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwy 33 at night, operational VGSi required, remain on or above VGSi glidepath until threshold. Circling Rwy 15 NA at night.
 NA	

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct PWL VOR/DME and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF)

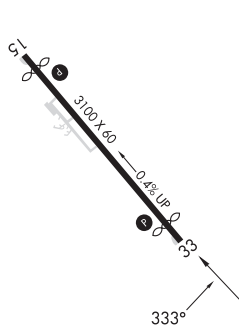
123.3 L



ELEV	147	D	TDZE	147
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A 1999

Procedure NA for arrivals on
PWL VOR/DME airway radials 250 CW 354.



VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.60/TCH 53).

600
3000
PWL

*RNAV only.

RW33

ZUNU
3.7 NM to RW33

BFINE
2900

ITILE

333°

2900

1600*

2900

GP 3.59°
TCH 60

3.7 NM

3.4 NM

3.5 NM

CATEGORY	A	B	C	D
LPV DA	499-1	352 (400-1)	NA	
LNNAV/ VNAV	635-1 $\frac{3}{8}$	489 (500-1 $\frac{3}{8}$)	NA	
LNNAV MDA	880-1 733 (800-1)	880-1 $\frac{1}{4}$ 733 (800-1 $\frac{1}{4}$)	NA	
C CIRCLING	880-1 733 (800-1)	960-1 $\frac{1}{4}$ 813 (900-1 $\frac{1}{4}$)	NA	

KINGSTON, NEW YORK
Amdt 1B 07SEP23

41°59'N-73°58'W

KINGSTON-ULSTER (20N)
RNAV (GPS) RWY 33

NE-2, 07 AUG 2025 to 02 OCT 2025

LAKE PLACID, NEW YORK

AL-9371 (FAA)

25219

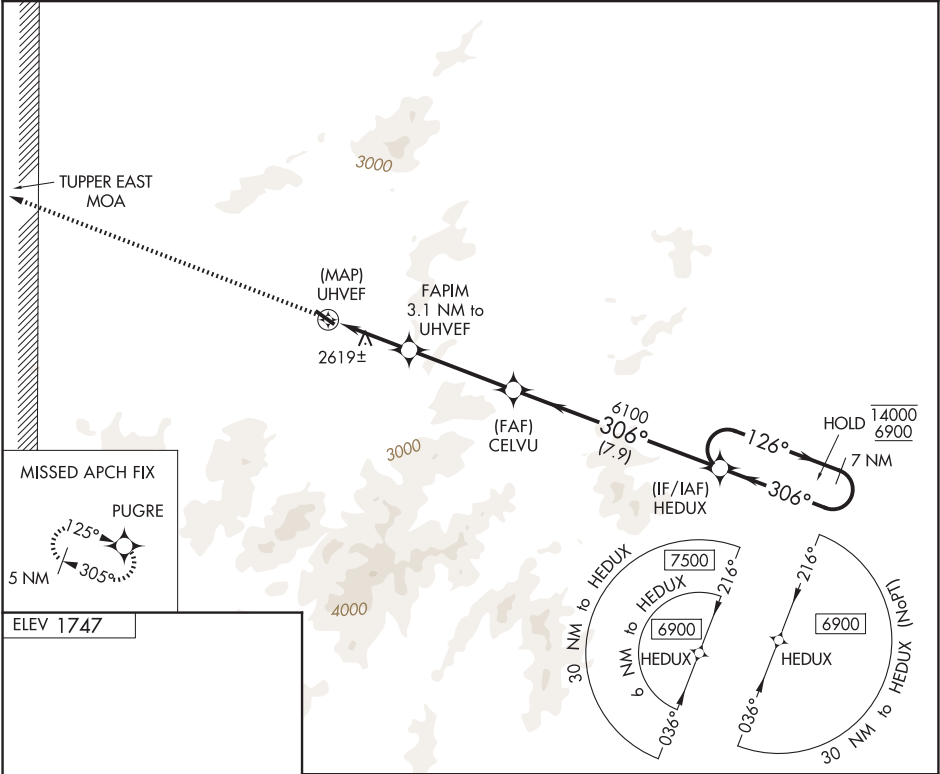
APP CRS	Rwy Ldg	N/A
306°	TDZE	N/A
	Apt Elev	1747

RNAV (GPS)-A

LAKE PLACID (LKP)

RNP APCH.		MISSED APPROACH: Climb to 5000 direct PUGRE and hold.
NA -31°C	Procedure NA at night. Use Saranac Lake altimeter setting.	

AWOS-3PT 118.025	SLK ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 122.8 (CTAF)
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		5000 PUGRE		7 NM Holding Pattern	
UHVEF		FAPIM 3.1 NM to UHVEF		CELVU	
3.1 NM		4 NM		7.9 NM	
CATEGORY	A	B	C	D	
CIRCLING	3160-1¼ 1413 (1500-1¼)	3160-1½ 1413 (1500-1½)	NA		

LAKE PLACID, NEW YORK
Amdt 2A 30JAN20

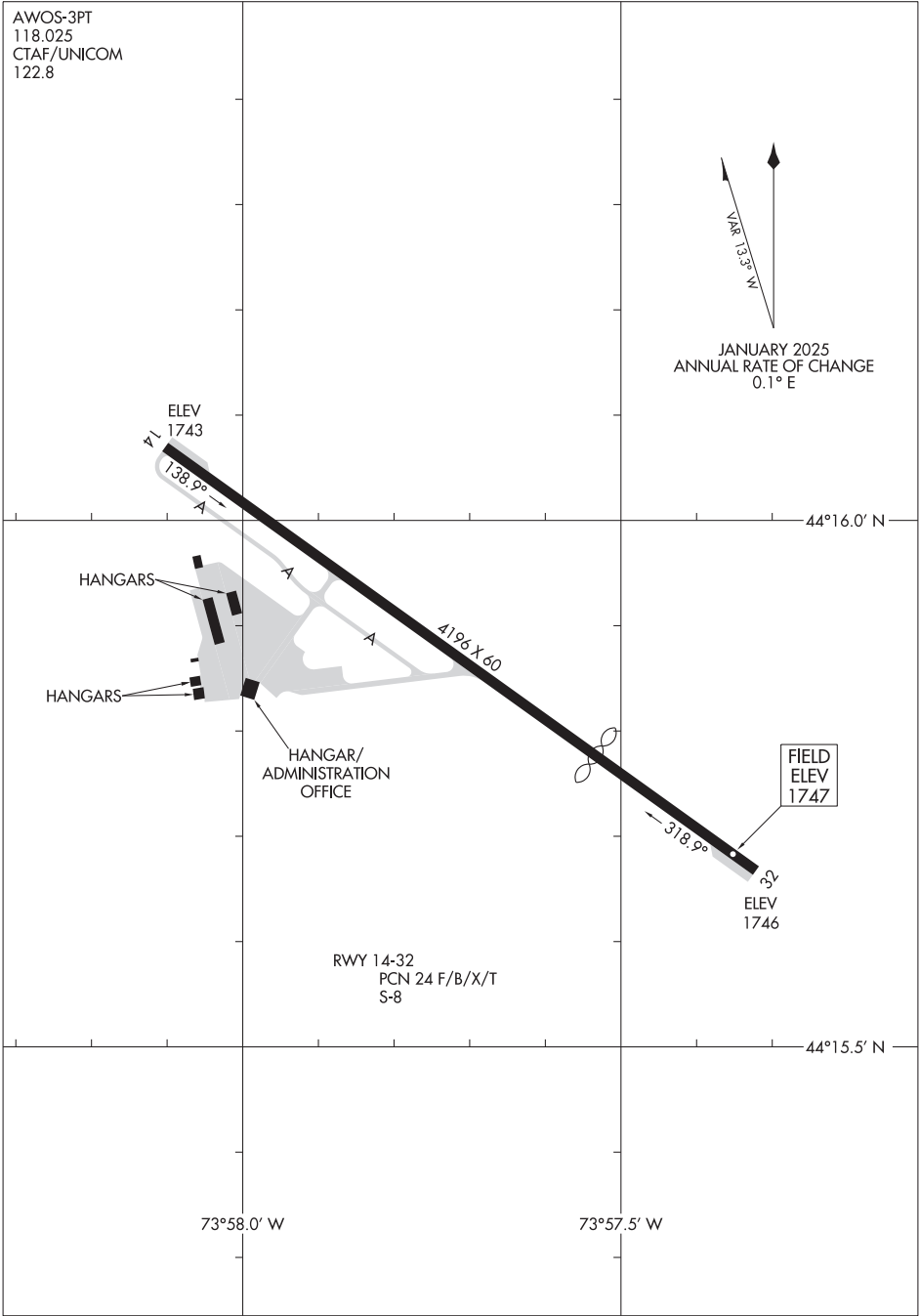
44°16'N-73°58'W

LAKE PLACID (LKP)

RNAV (GPS)-A

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LAKEHURST, NEW JERSEY

RNAV (GPS) RWY 24

LAKEHURST MAXFIELD FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

WAAS Chan 60342 W24A	APCH CRS 242°	Rwy Idg 5002 TDZE 101 Arpt Elev 101
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AL-223 [USN]

(JOINT BASE MC GUIRE DIX LAKEHURST)

RNP APCH

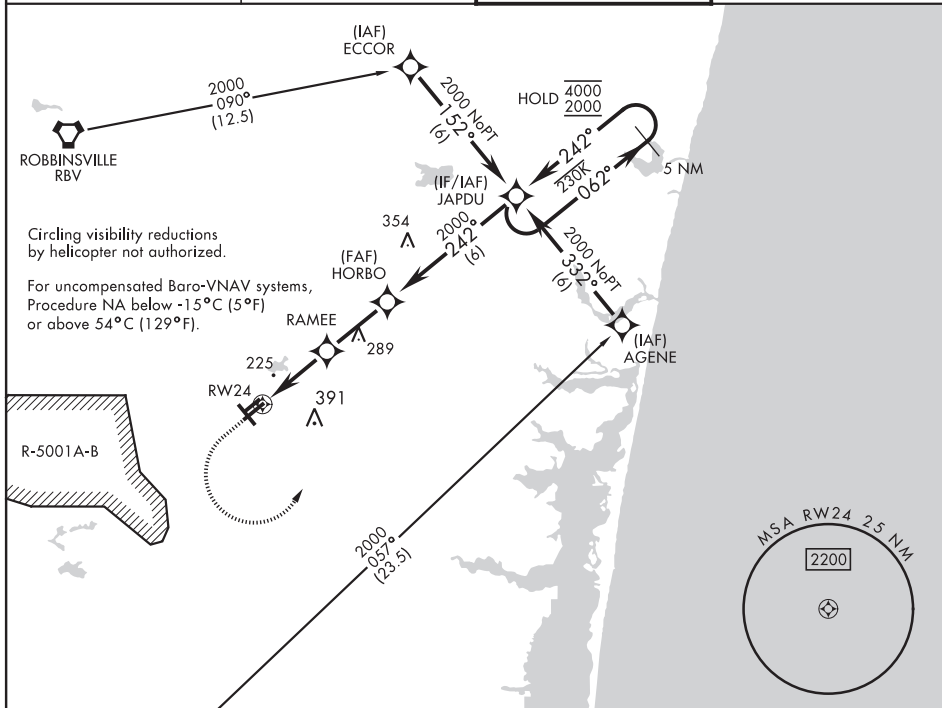
* When ALS inop, increase vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase vis to $1\frac{1}{2}$ miles.
 *** When ALS inop, increase CAT AB vis to 1mile; CAT
 CD vis to $1\frac{1}{4}$ miles.

MALSR

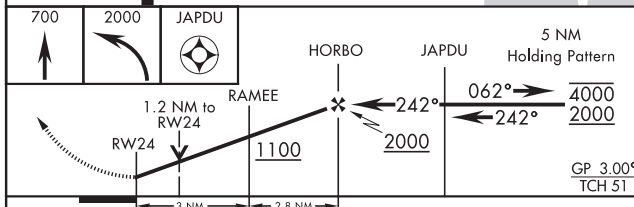


MISSED APPROACH: Climb to 700 then climbing left
 turn to 2000 direct JAPDU and hold.

ATIS ★ 276.525	MC GUIRE APP CON 126.475 363.8	TOWER ★ 127.775 360.2	GND CON 118.375 307.375
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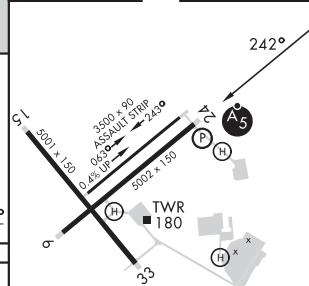


700	2000	JAPDU
EMERG SAFE ALT 100 NM 4100		



CATEGORY	A	B	C	D
LPV DA *	301- $\frac{1}{2}$	200	(200- $\frac{1}{2}$)	
RNAV/ ** VNAV DA	503- $\frac{3}{4}$	402	(500- $\frac{3}{4}$)	
RNAV MDA***	540 $\frac{1}{2}$	439 (500- $\frac{1}{2}$)	540- $\frac{3}{4}$	359 (400- $\frac{3}{4}$)
	660-1 559 (600-1)	720-1 619 (700-1)	720-1 $\frac{3}{4}$ 619 (700-1 $\frac{3}{4}$)	720-2 619 (700-2)
CIRCLING				

ELEV 101	TDZE 101
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HIRL Rwy 6-24	
MIRL Rwy 063°-243°	

LAKEHURST, NEW JERSEY

40°02'N-74°21'W

LAKEHURST MAXFIELD FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

RNAV (GPS) RWY 24

Amdt 3 05OCT23

NE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33

LAKEHURST MAXFIELD FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

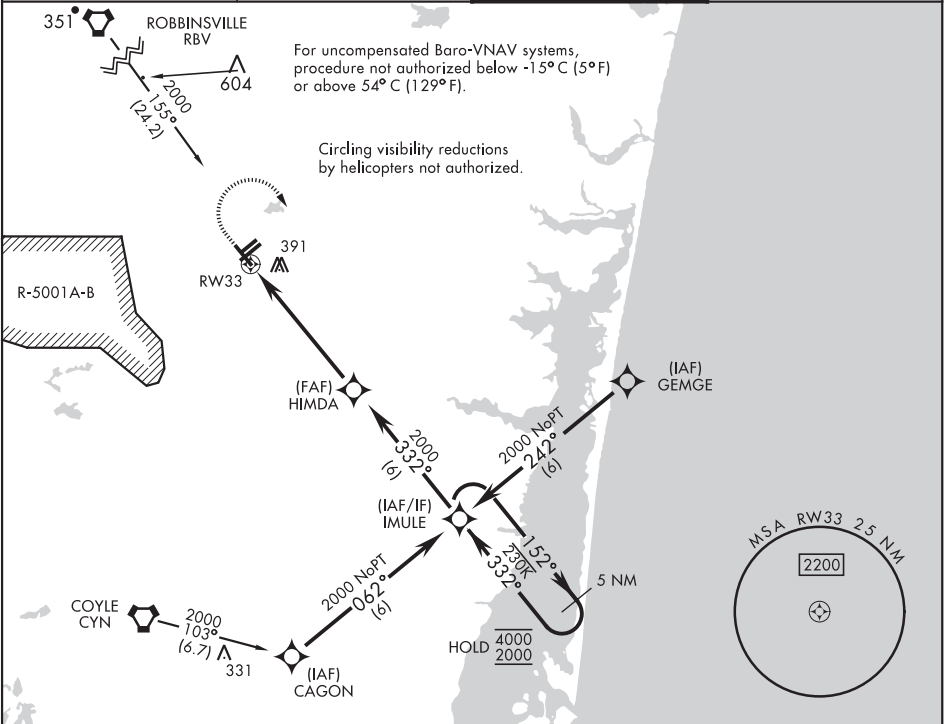
WAAS Chan 96580 W33A	APCH CRS 332°	Rwy Idg TDZE Arpt Elev 5001 88 101
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AL-223 [USN]

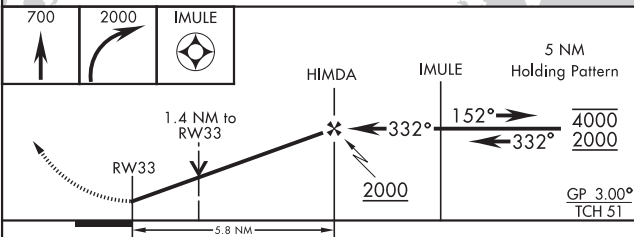
RNP APCH

MISSED APPROACH: Climb to 700 then climbing
right turn to 2000 direct IMULE and hold.

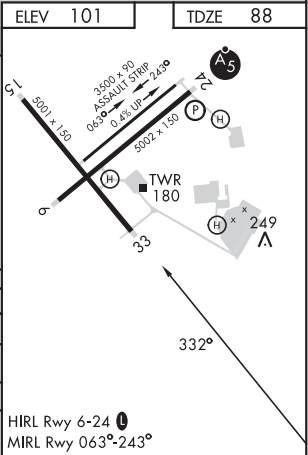
ATIS ★ 276.525	MC GUIRE APP CON 126.475 363.8	TOWER ★ 127.775 360.2	GND CON 118.375 307.375
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EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D
LPV DA	288-3/4	200	(200-3/4)	
LNAV/VNAV DA	556-1 1/8	468	(500-1 1/8)	
LNAV MDA	600-1 512 (500-1)	600-1 512 (500-1 1/8)	720-2 619 (700-1 1/4)	720-2 619 (700-2)
CIRCLING	660-1 559 (600-1)	720-1 619 (700-1)	720-1 619 (700-1 1/4)	720-2 619 (700-2)



RNAV (GPS) RWY 33

LAKEHURST, NEW JERSEY

23278

TACAN RWY 24

LAKEHURST MAXFIELD FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

TACAN NEL Chan 55	APCH CRS 250°	Rwy Idg TDZE Arpt Elev
		5002 101 101

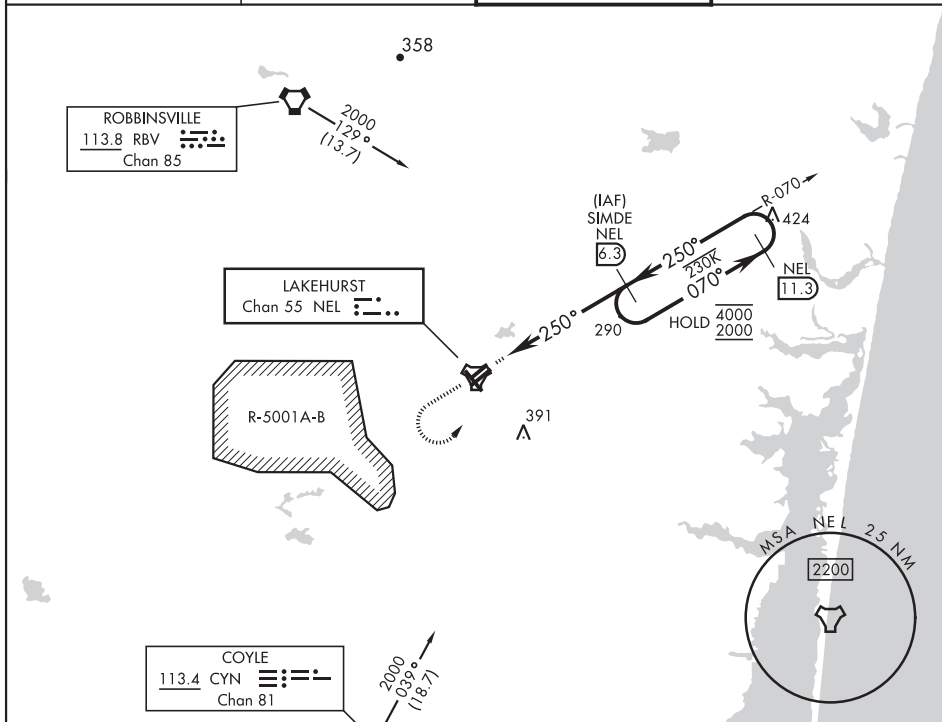
AL-223 [USN]

▼ * When ALS inop increase CAT AB vis to 1 mile,
CAT CD vis to 1½ miles.



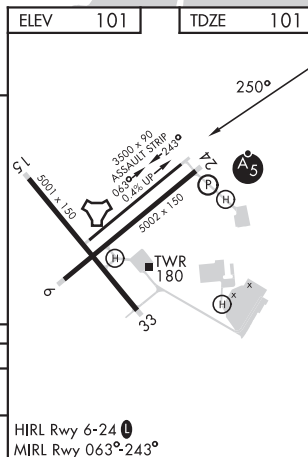
MISSED APPROACH: Climb to 700, then climbing left
turn to 2000 to intercept NEL TACAN R-070 to SIMDE
and hold.

ATIS ★ 276.525	MC GUIRE APP CON 126.475 363.8	TOWER ★ 127.775 360.2	GND CON 118.375 307.375
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EMERG SAFE ALT 100 NM 4100

700	2000	SIMDE		
↑	NEL R-070	NEL 6.3		
TACAN	TOYUB 1.0	MEDPE 3.7	SIMDE 6.3	11.3
		TCH 51		
	0.5	2.7 NM	2.6 NM	
CATEGORY	A	B	C	D
S-24 *	540-½	439 (500-½)	540-¾	439 (500-¾)
CIRCLING	660-1 559 (600-1)	720-1 619 (700-1)	720-1¾ 619 (700-1¾)	720-2 619 (700-2)



LAKEHURST, NEW JERSEY

40°02'N-74°21'W

LAKEHURST MAXFIELD FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

TACAN RWY 24

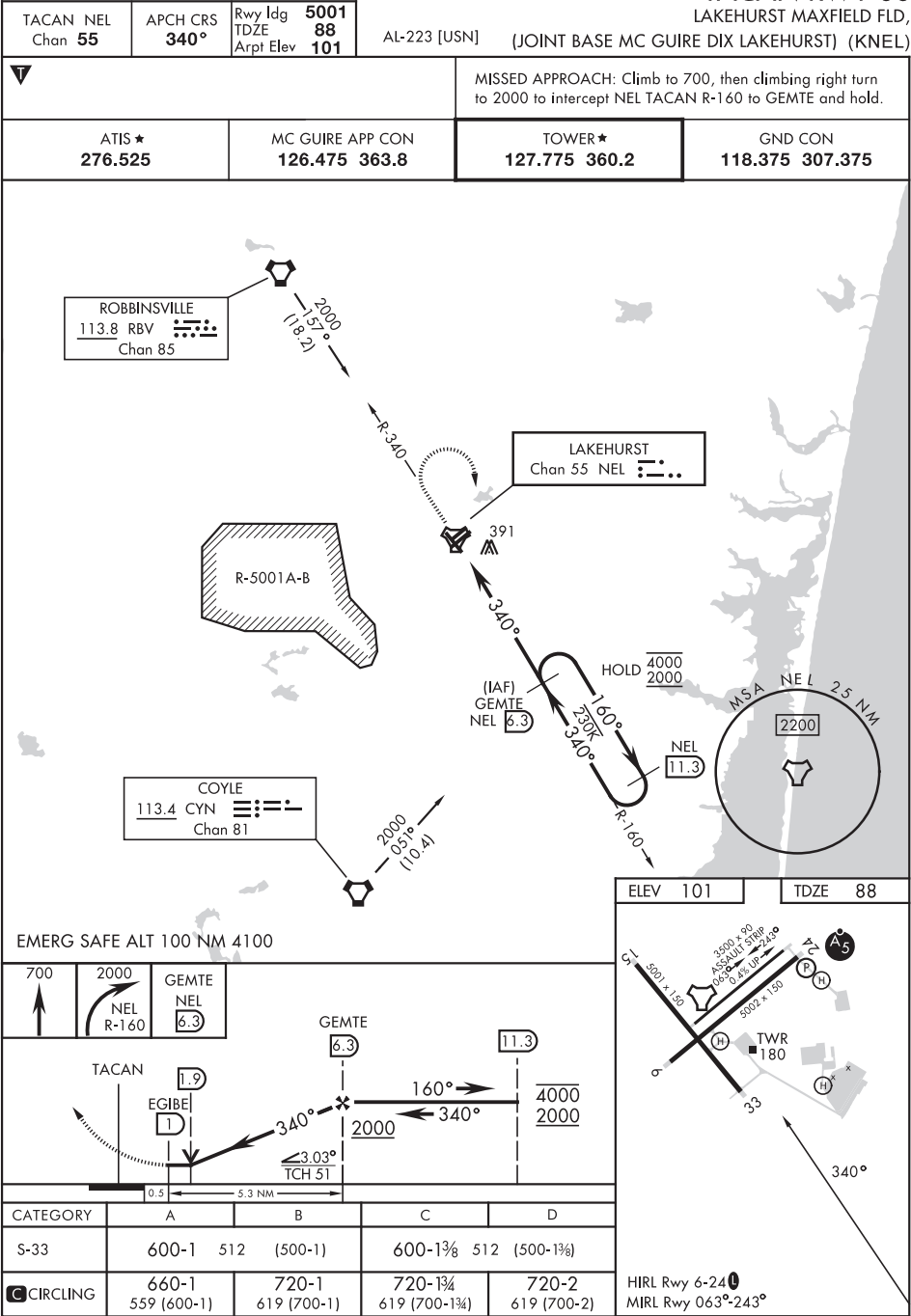
Amdt 3 05OCT23

NE-2, 07 AUG 2025 to 02 OCT 2025

TACAN RWY 33

LAKEHURST MAXFIELD FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LAKEHURST, NEW JERSEY

23278

NDB RWY 24

NDB NEL 396	APCH CRS 241°	Rwy Idg TDZE Arpt Elev 5002 101 101
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AL-223 [USN]

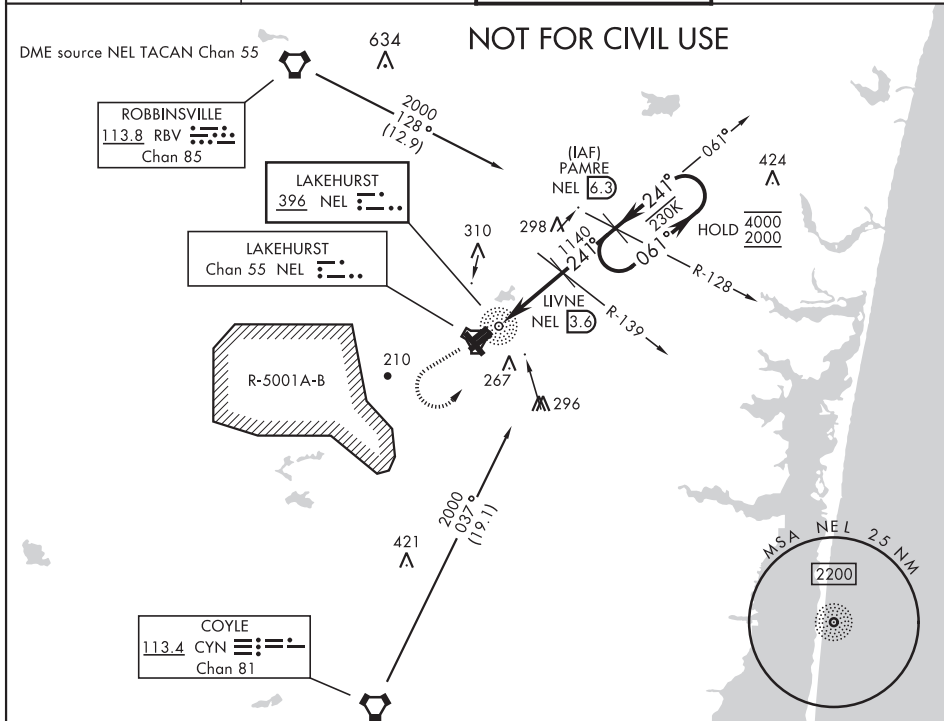
LAKEHURST MAXFIELD FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

V * When ALS inop, increase, CAT AB vis to 1 mile,
CAT CD vis to 1¼ miles.



MISSED APPROACH: Climb to 700, then climbing left
turn to 2000 and intercept NEL NDB 061° bearing to
PAMRE and hold.

ATIS ★ 276.525	MC GUIRE APP CON 126.475 363.8	TOWER ★ 127.775 360.2	GND CON 118.375 307.375
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EMERG SAFE ALT 100 NM 4100

700	2000	PAMRE NEL 6.3				
↑	NEL 061° brg					
TACAN						
NDB						
LIVNE RBV R-139 NEL 3.6						
PAMRE RBV R-128 NEL 6.3						
One Minute Holding Pattern						
TCH 51						
0.4 2.7 NM 2.7 NM						
CATEGORY	A	B	C	D		
S-24 *	540-¾		439	(500-¾)		
C CIRCLING	660-1 559 (600-1)	720-1 619 (700-1)	720-1¾ 619 (700-1¾)	720-2 619 (700-2)		

ELEV 101	TDZE 101
HIRL Rwy 6-24	
MIRL Rwy 063°-243°	
FAF to MAP 5.4 NM	
Knots	60 90 120 150 180
Min:Sec	5:24 3:36 2:42 2:10 1:48

LAKEHURST, NEW JERSEY

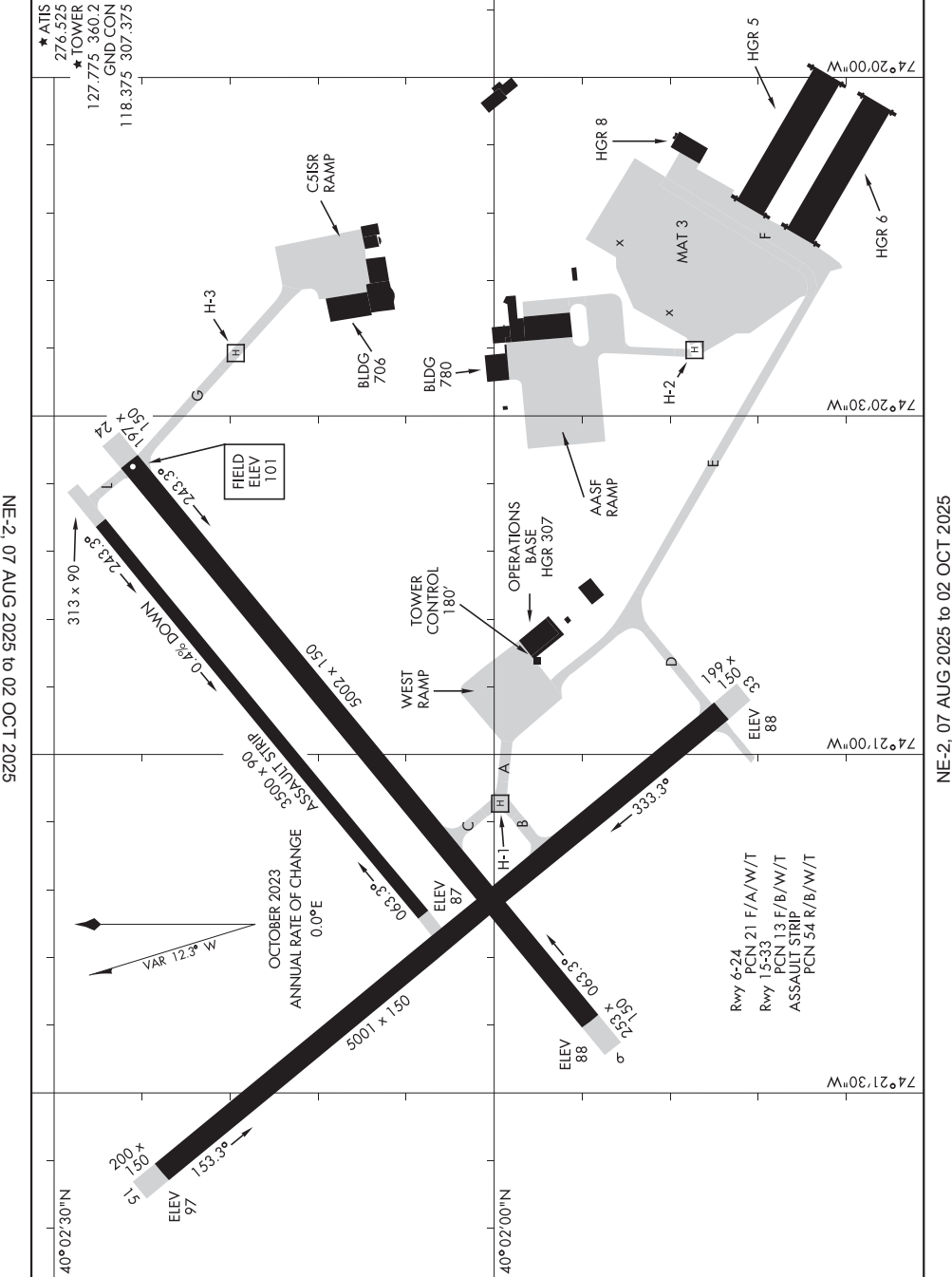
40°02'N-74°21'W

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

Amdt 4 05OCT23

NDB RWY 24

NE-2, 07 AUG 2025 to 02 OCT 2025



LAKEWOOD, NEW JERSEY

AL-5611 (FAA)

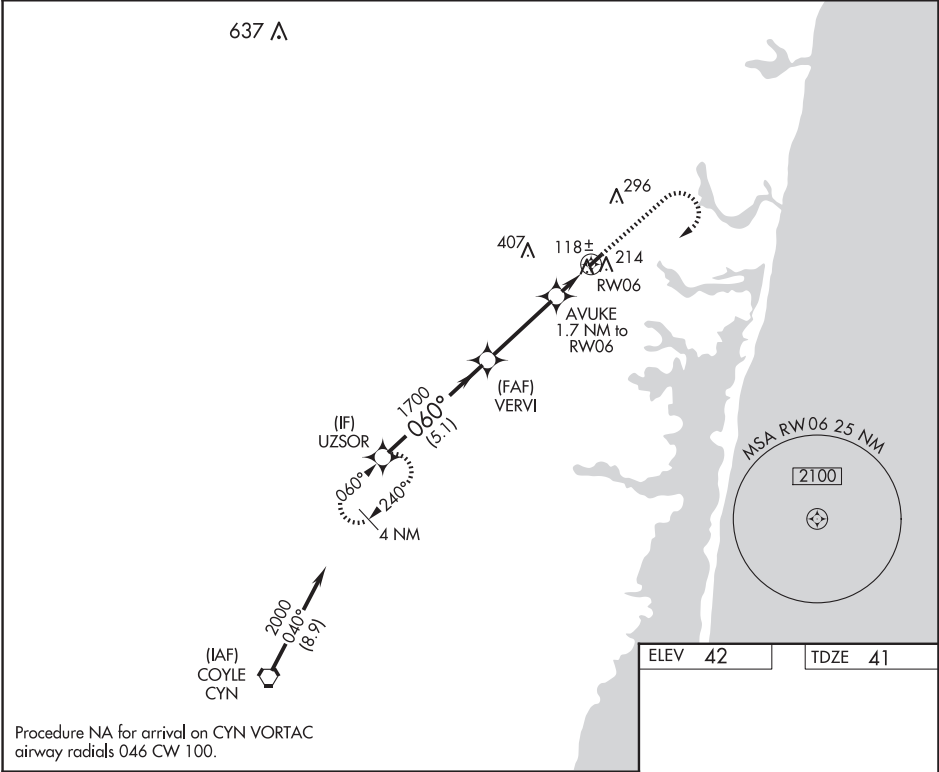
24081





WAAS CH 49038 W06A	APP CRS 060°	Rwy Idg TDZE 41 Apt Elev 42	2726 41 42
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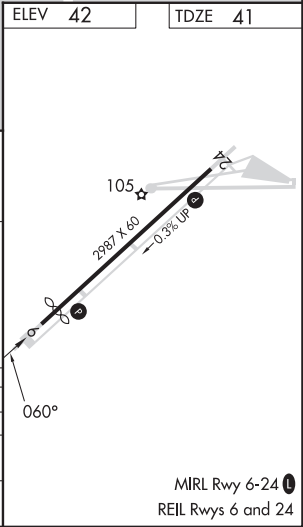
RNAV (GPS) RWY 6
LAKEWOOD (N12)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct UZSOR and hold.
	Circling Rwy 24 NA at night. Rwy 6 helicopter visibility reduction below 3/4 SM NA.	
	NA	

AWOS-AV 122.8	MC GUIRE APP CON 126.475 363.8	GCO 121.725	UNICOM 122.8 (CTAF) 
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VGSi and descent angles not coincident (VGSi Angle 3.00°/TCH 15).				1000	2000	UZSOR
UZSOR						
2000				VERVI		
060°				3.00° TCH 40		
1700				AVUKE 1.7 NM to RW06		
620				1 NM to RW06		
5.1 NM				3.4 NM		
0.7 NM				1 NM		
CATEGORY	A	B	C	D		
LP MDA	380-1	339 (400-1)	NA			
LNNAV MDA	580-1	539 (600-1)	NA			
 CIRCLING	580-1 538 (600-1)	620-1 578 (600-1)	NA			



LAKEWOOD, NEW JERSEY

Amdt 1A 21MAR24

40°04'N-74°11'W

RNAV (GPS) RWY 6
LAKEWOOD (N12)

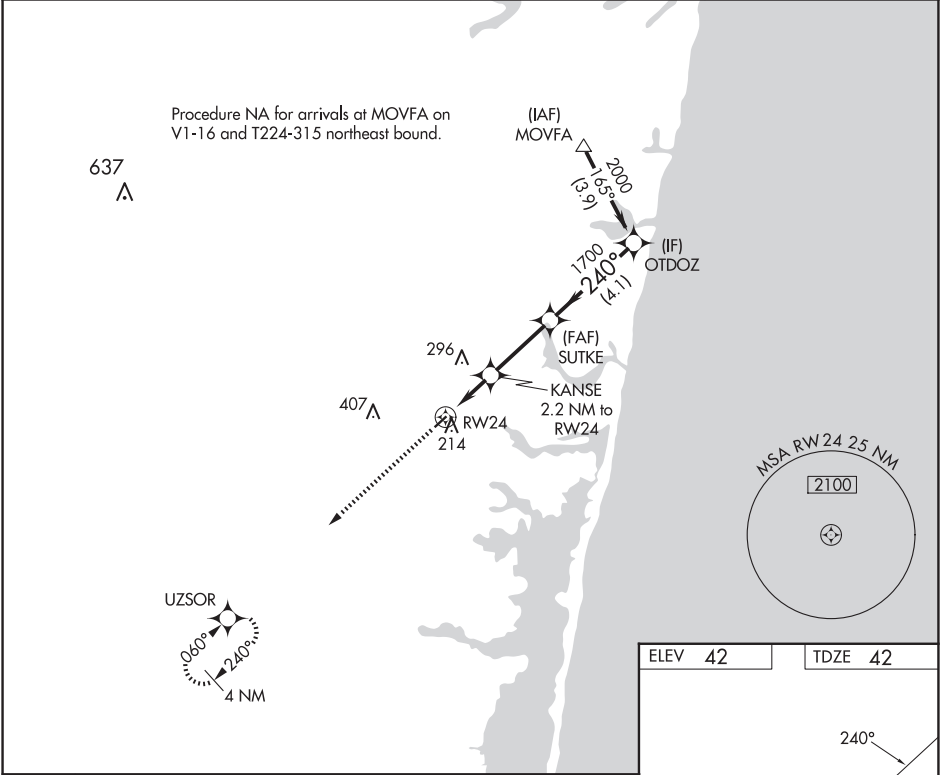
APP CRS	Rwy Idg	2987
240°	TDZE	42
	Apt Elev	42



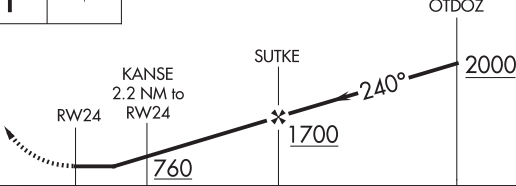

RNAV (GPS) RWY 24

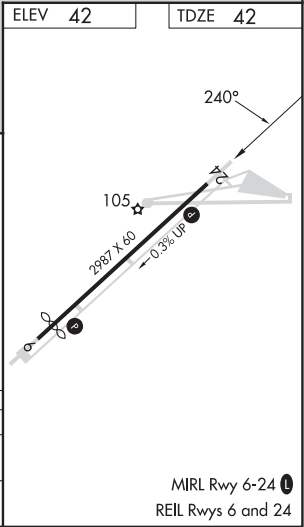
LAKEWOOD (N12)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct UZSOR and hold.
▼ ▲ NA	Rwy 24 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 24 NA at night.

AWOS-AV 122.8	MC GUIRE APP CON 126,475 363,8	GCO 121.725	UNICOM 122.8 (CTAF) 0
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2000	UZSOR	Visual Segment - Obstacles.			
					
					
CATEGORY	A	B	C	D	
LNAV MDA	520-1 478 (500-1)		NA		
 CIRCLING	540-1 498 (500-1)		620-1 578 (600-1)		NA



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LE ROY, NEW YORK

AL-6839 (FAA)

23110

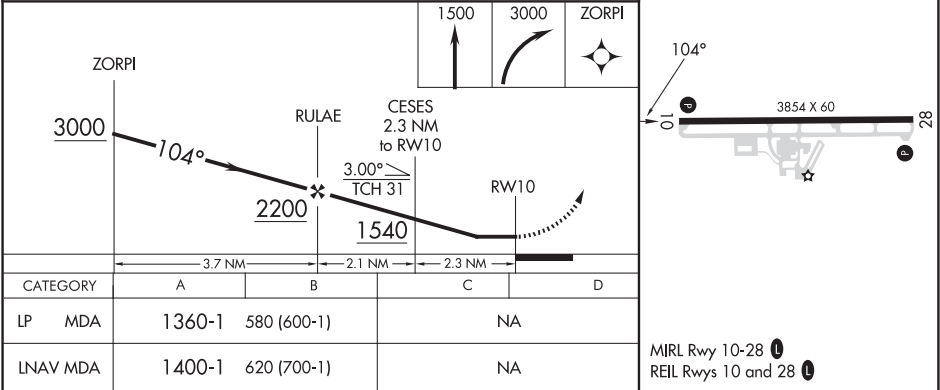
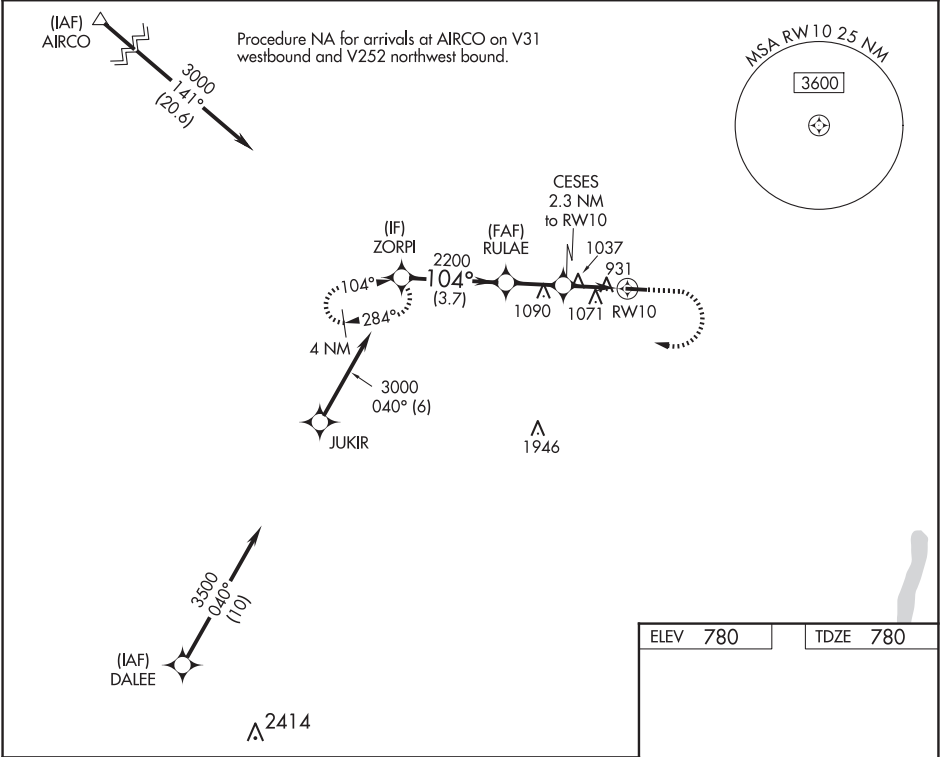
WAAS CH 61030 W10A	APP CRS 104°	Rwy Idg TDZE Apt Elev	3854 780 780
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RNAV (GPS) RWY 10

LE ROY (5GⓅ)

RNP APCH-GPS.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct ZORPI and hold.
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) 0
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LE ROY, NEW YORK
Orig-E 02DEC21

42°59'N-77°56'W

LE ROY (5GⓅ)

RNAV (GPS) RWY 10

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **69330**
W28A

APP CRS
284°

Rwy Idg
TDZE **778**
Apt Elev **780**

RNAV (GPS) RWY 28

LE ROY (5G0)

RNP APCH.

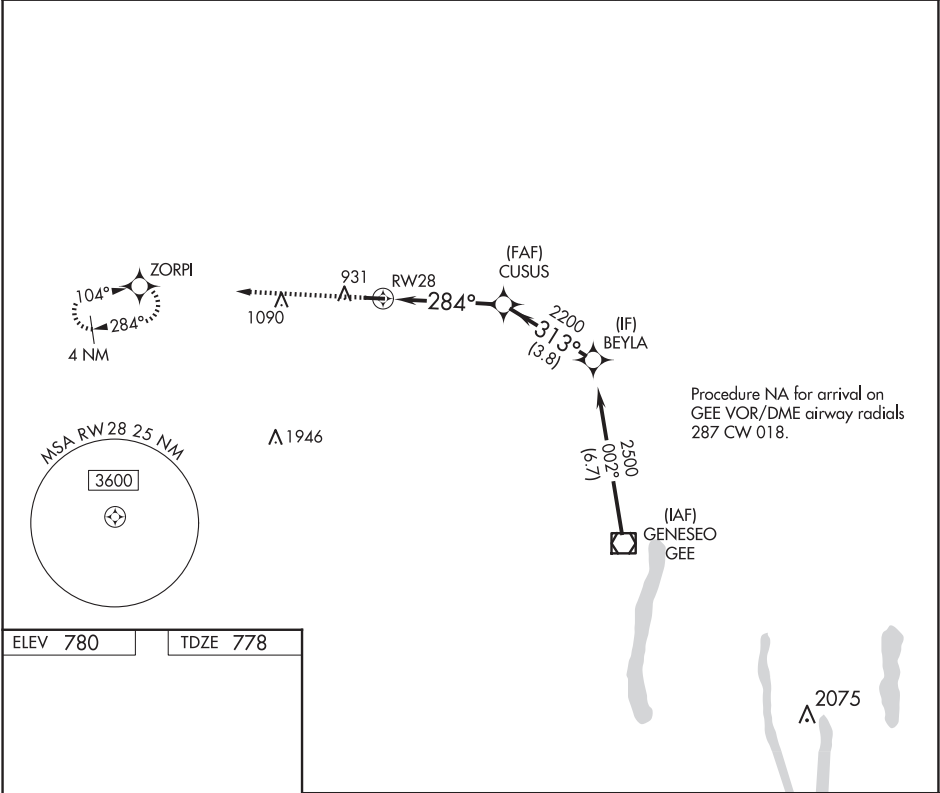
Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

NA

Use Frederick Douglass/Greater Rochester Intl 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) 0
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ELEV **780**

TDZE **778**

3000

ZORPI

Visual Segment - Obstacles.

RWY 28

3854 X 60

284°

28

10

CUSUS

BEYLA

2200

2500

313°

284°

4.3 NM

3.8 NM

CATEGORY	A	B	C	D
LP MDA	1 240-1	462 (500-1)	NA	
RNAV MDA	1 240-1	462 (500-1)	NA	

LE ROY, NEW YORK

Orig-E 07NOV19

42°59'N-77°56'W

161

RNAV (GPS) RWY 28

LE ROY (5G0)


LE ROY, NEW YORK

AL-6839 (FAA)

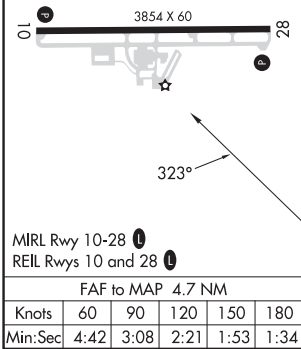
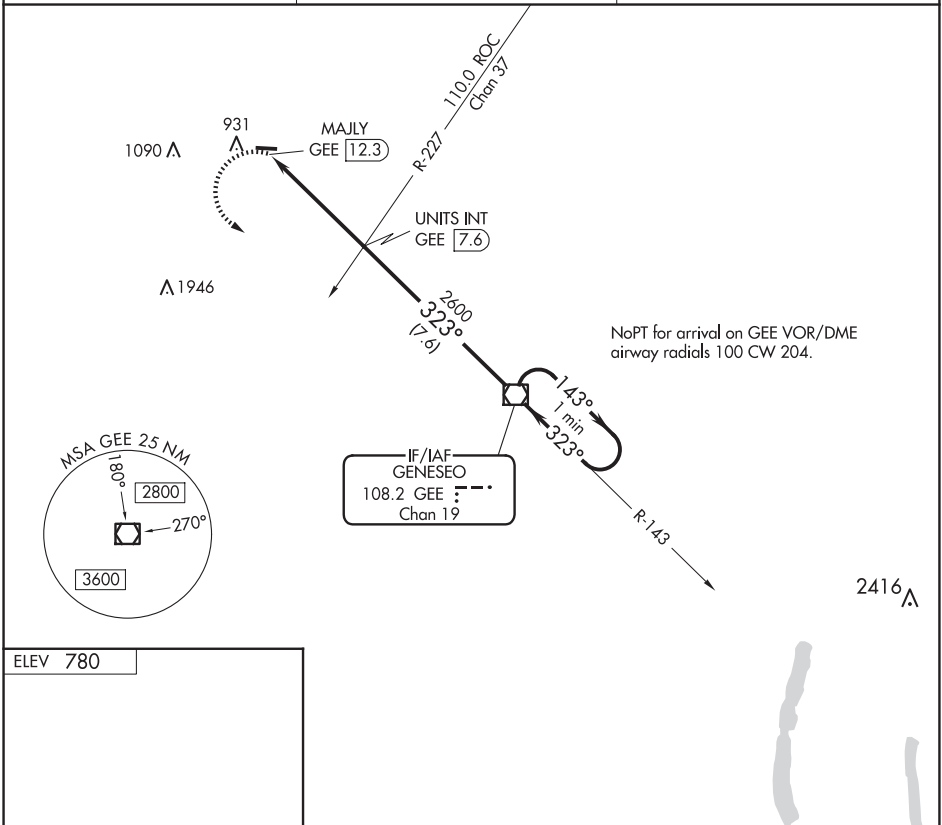
23110


VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2	323°	TDZE	N/A
Chan 19		Apt Elev	780

VOR-A
LE ROY (5GØ)

 NA 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.
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ROC ASOS 124,825	ROCHESTER APP CON 123.7 322.3	UNICOM 122.8 (CTAF) 
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4000	GEE	One Minute Holding Pattern			
					
MAYLY GEE 12.3		UNITS INT GEE 7.6		GEE VOR/DME	
2600		143°		4000	
4.7 NM		7.6 NM			
CATEGORY	A	B	C	D	
CIRCLING	1440-1 660 (700-1)		NA		

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
008°

Rwy Idg
TDZE
181

2077
181
Apt Elev

RNAV (GPS) RWY 1
LINCOLN PARK (NØ7)

RNP APCH.

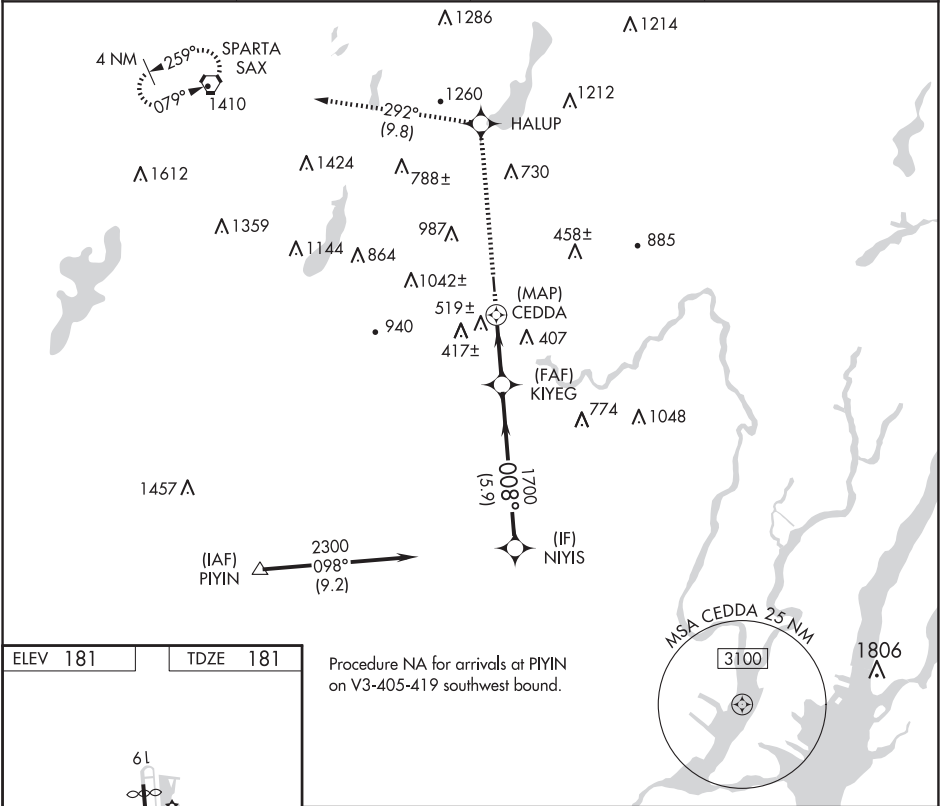
▼

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.

TEB D-ATIS 114.2 132.85	NEWARK APP CON 127.6 379.9	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 181

TDZE 181

3000

↑

HALUP

292° tr

SAX

NIYIS

2300

008°

1700

4.00° TCH 30

CEDDA

KIYEG

1 NM

2.5 NM

5.9 NM

CATEGORY	A	B	C	D
LNAV MDA	860-1¼ 679 (700-1¼)	NA		
CIRCLING	1260-1¼ 1079 (1100-1¼)	NA		

HIRL Rwy 1-19 0

LINCOLN PARK, NEW JERSEY

AL-6637 (FAA)

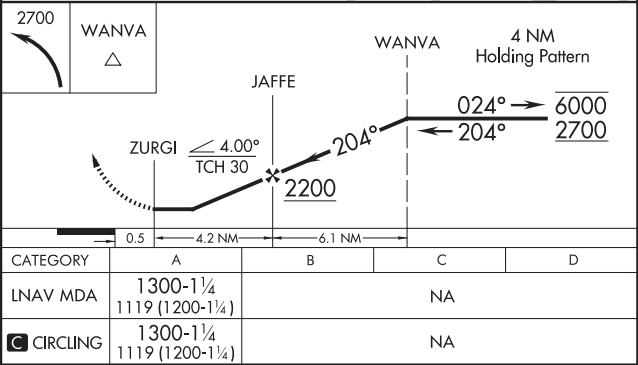
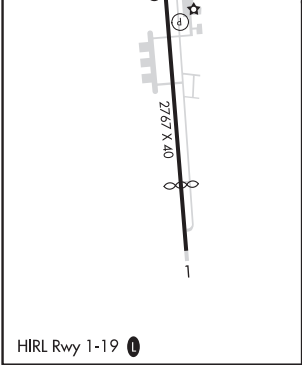
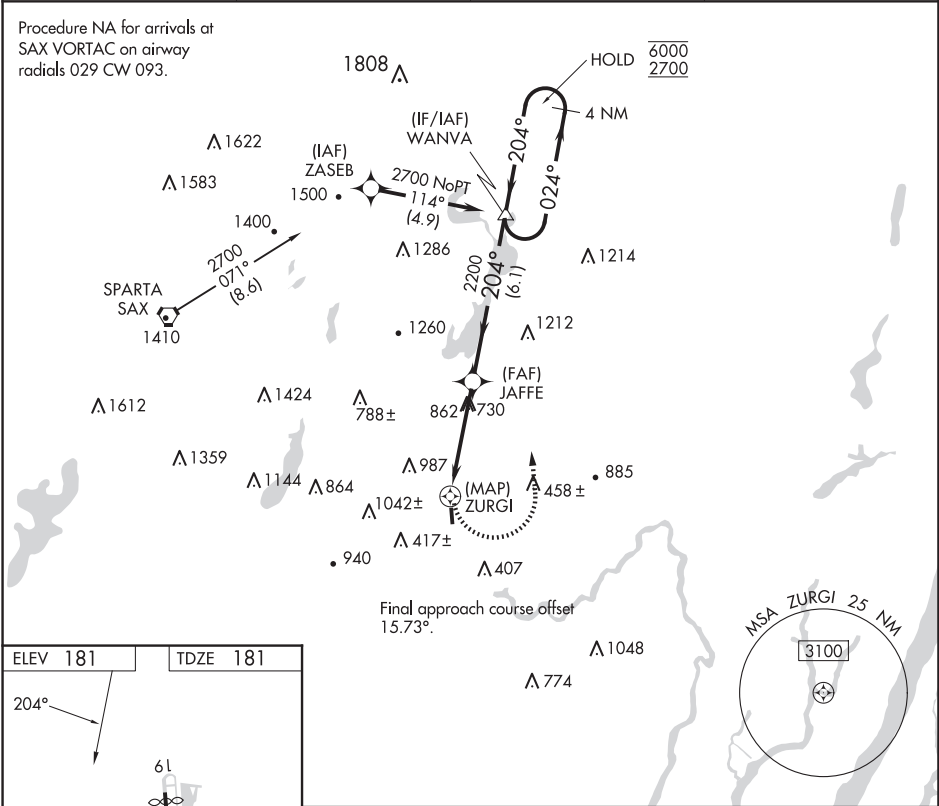
24249

APP CRS	Rwy Idg	2672
204°	TDZE	181
	Apt Elev	181

RNAV (GPS) RWY 19
LINCOLN PARK (NØ7)

RNP APCH.	MISSED APPROACH: Climbing left turn to 2700 direct WANVA and hold.
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	NEWARK APP CON 127.6 379.9	GCO 121.725	UNICOM 122.8 (CTAF) 0
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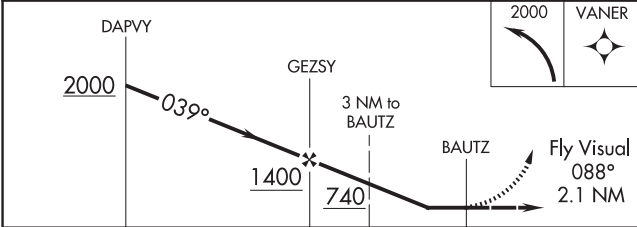
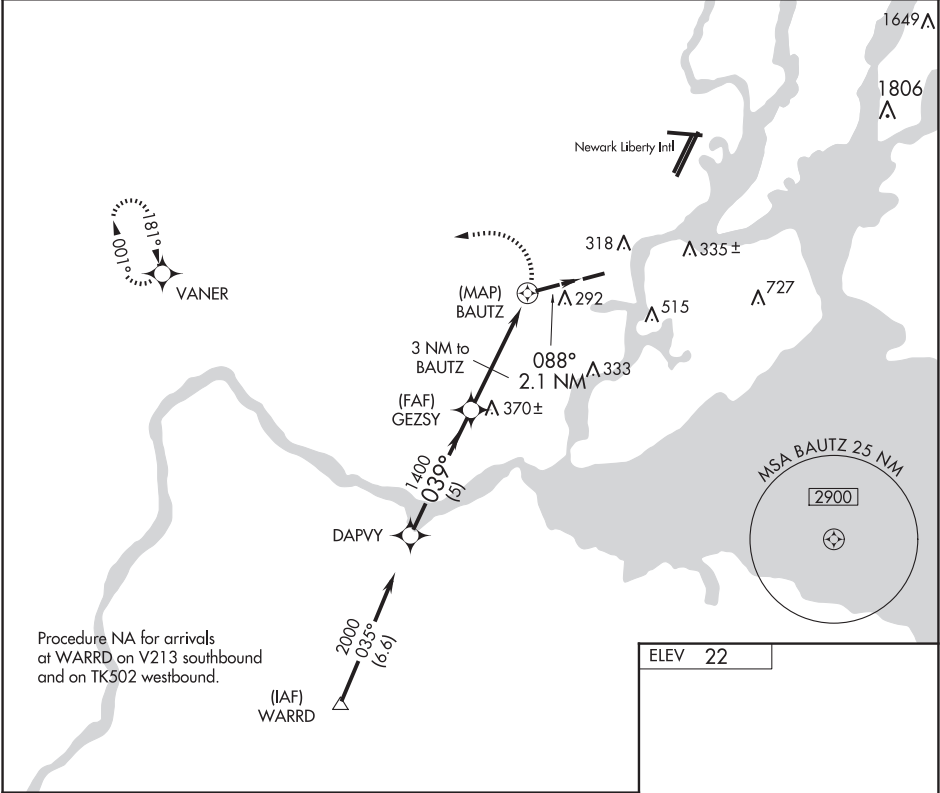
NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
039°	TDZE	N/A
	Apt Elev	22

GPS-A
LINDEN (LDJ)

RNP APCH - GPS		MISSED APPROACH: Climbing left turn to 2000 direct VANER WP and hold.	
▼ ▲ NA			
AWOS-3 124.025	NEWARK APP CON 128.55 379.9	CLNC DEL 127.25	UNICOM 123.0 (CTAF) 0



CATEGORY	A	B	C	D
CIRCLING	620-2½	598 (600-2½)	880-2½ 858 (900-2½)	NA
NEWARK ALTIMETER SETTING MINIMUMS				
CIRCLING	640-2½	618 (700-2½)	900-2½ 878 (900-2½)	NA

ELEV 22

MRL Rwy 9-27 0
REIL Rwys 9 and 27 0

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LUMBERTON, NEW JERSEY

AL-5529 (FAA)

22363

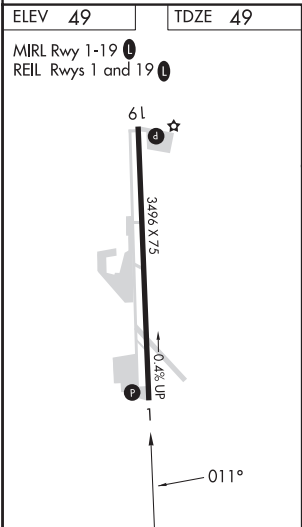
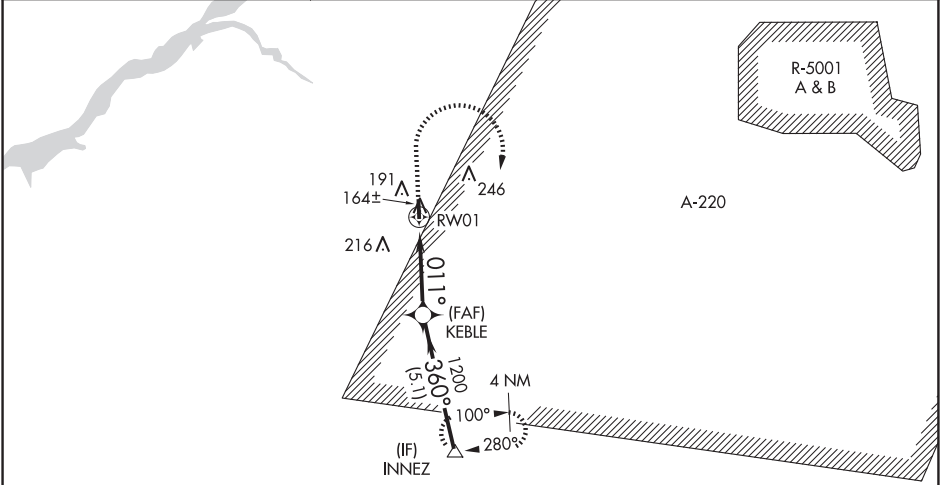
APP CRS	Rwy Idg	3496
011°	TDZE	49
	Apt Elev	49

RNAV (GPS) RWY 1
FLYING W (N14)

⚠ 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.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct INNEZ and hold.

VAY ASOS 119.325	MC GUIRE APP CON 126.475 363.8	UNICOM 122.8 (CTAF) ①
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500	2000	INNEZ	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).		INNEZ
↑	↷	△			
			RWY 1	KEBLE	1700
			011°	360°	
			≤3.00°	1200	
			TCH 45		
			3.5 NM	5.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	420-1	371 (400-1)	NA		
CIRCLING	520-1	471 (500-1)	NA		

LUMBERTON, NEW JERSEY
Amdt 1C 17AUG17

39°56'N-74°48'W

FLYING W (N14)
RNAV (GPS) RWY 1

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77828 W19A	APP CRS 191°	Rwy Idg 3496 TDZE 49 Apt Elev 49
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RNAV (GPS) RWY 19

FLYING W (N14)

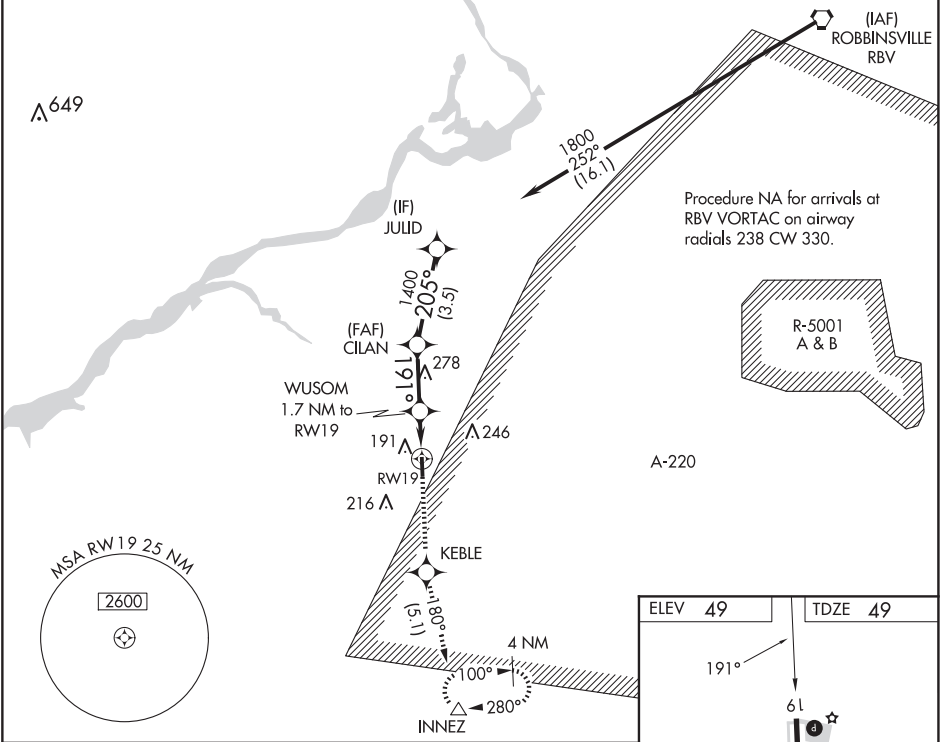
T

NA

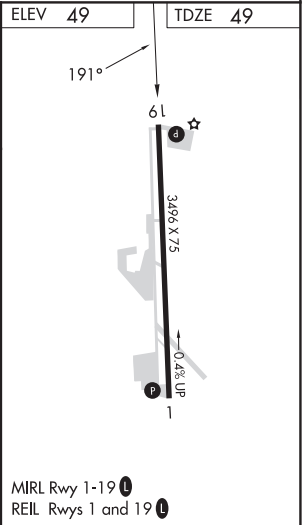
Baro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Northeast Philadelphia altimeter setting. Use Mount Holly altimeter setting, when not received use Northeast Philadelphia altimeter setting and increase all DA/MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. Circling Rwy 1 NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Rwy 19 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2000 direct
KEBLE and on track
180° to INNEZ and
hold.

VAY ASOS 119.325	MC GUIRE APP CON 126.475 363.8	UNICOM 122.8 (CTAF)
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.20/TCH 22).				
JULID	CILAN	WUSOM	KEBLE	INNEZ
1800	1400	1200	1000	800
GP 3.00° TCH 45	191°	171°	180°	
3.5 NM	2.4 NM	0.5 NM	1.2 NM	
CATEGORY	A	B	C	D
LPV DA	415-1 1/4	366 (400-1 1/4)	NA	NA
LNAV/VNAV DA	353-1	304 (400-1)	NA	NA
LNAV MDA	460-1	411 (500-1)	NA	NA
CIRCLING	520-1	471 (500-1)	NA	NA



LUMBERTON, NEW JERSEY

AL-5529 (FAA)

22363

VORTAC RBV 113.8 Chan 85	APP CRS 232°	Rwy Idg TDZE Apt Elev	N/A N/A 49
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VOR-A
FLYING W (N14)

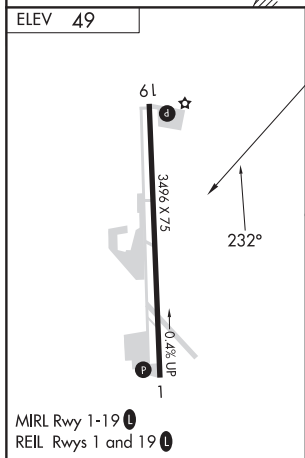
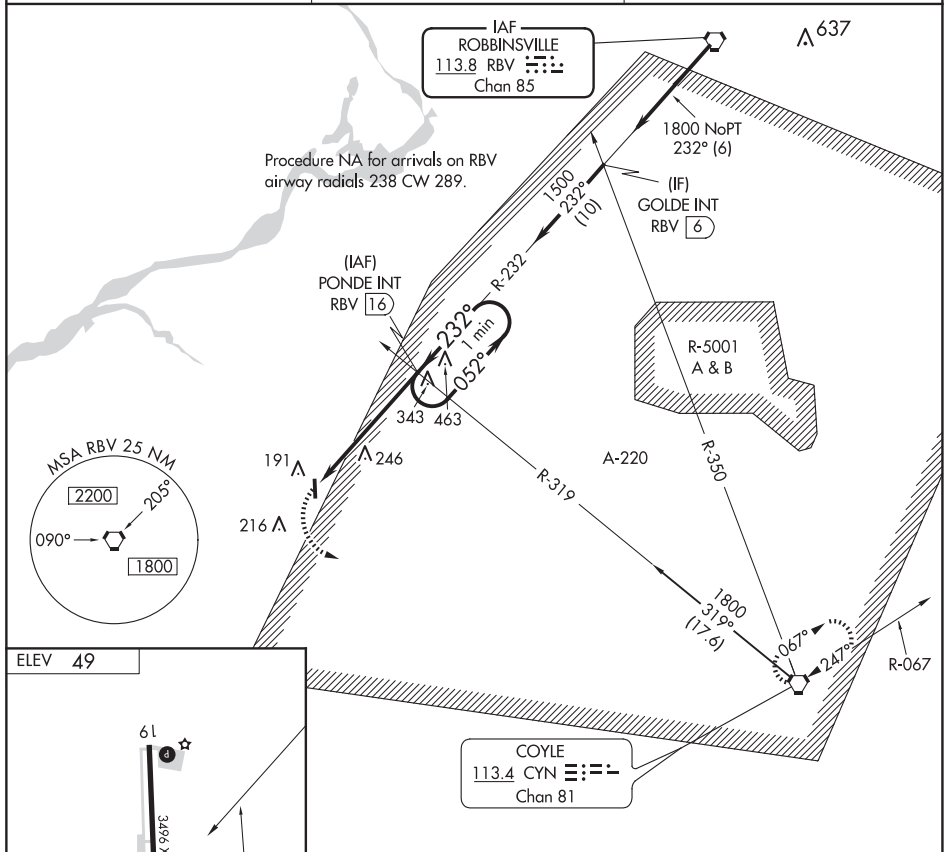
▼ Helicopter visibility reduction below 1 SM NA. Use Mount Holly altimeter setting, when not received use Northeast Philadelphia altimeter setting and increase all MDA 40 feet. Night Landing: Rwy 1 NA.
▲ NA



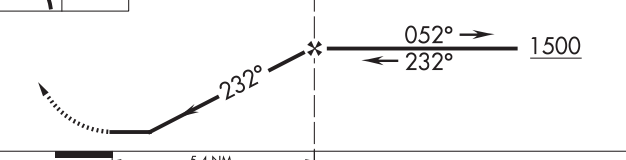
MISSED APPROACH: Climbing left turn to 2000 direct CYN VORTAC and hold.

VAY ASOS
119.325

MC GUIRE APP CON
126.475 363.8

UNICOM
122.8 (CTAF) **0**



2000		CYN		PONDE INT RBV 16		One Minute Holding Pattern	
							
		5.4 NM					
CATEGORY	A		B		C		D
CIRCLING	600-1 551 (600-1)		600-1½ 551 (600-1½)		NA		

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

LUMBERTON, NEW JERSEY
Amdt 4A 20AUG15

39°56'N - 74°48'W

FLYING W (N14)
VOR-A

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

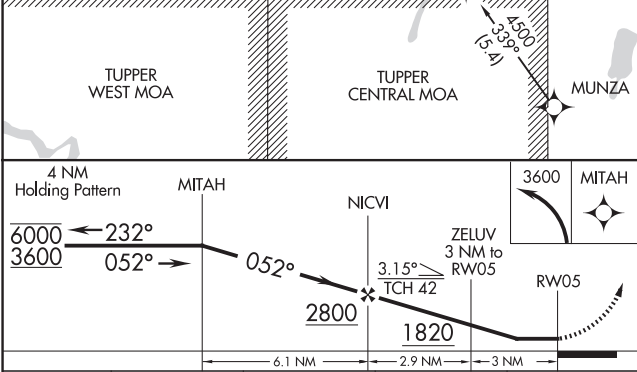
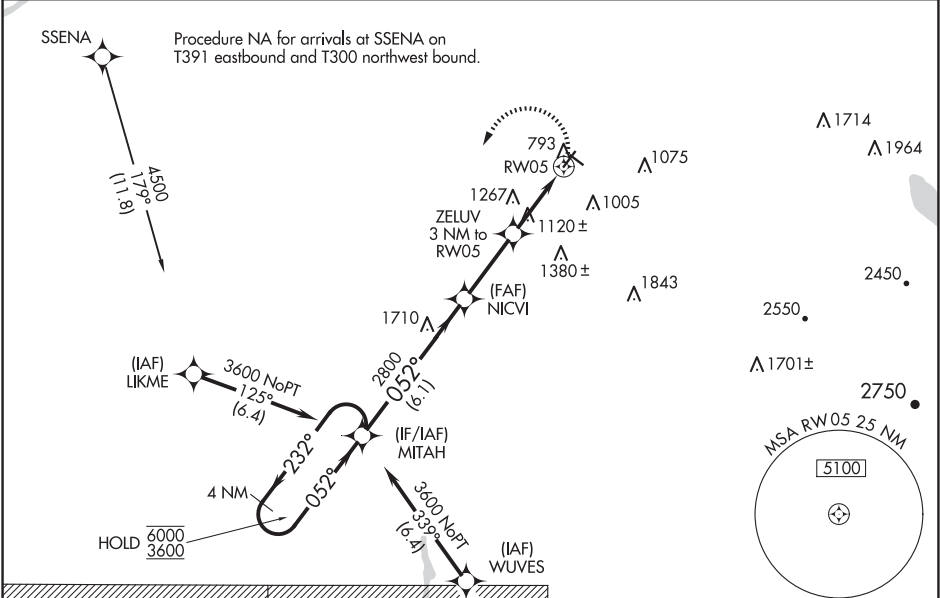
WAAS CH 93729 W05A	APP CRS 052°	Rwy Idg TDZE 771 Apt Elev 790
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RNAV (GPS) RWY 5

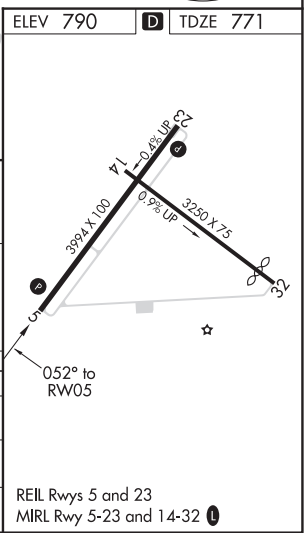
MALONE-DUFORT (MAL)

RNP APCH.	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.	MISSED APPROACH: Climbing left turn to 3600 direct MITAH and hold.
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AWOS-AV 122.8	MSS ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LP MDA	1520-1 749 (800-1)	1520-1¼ 749 (800-1¼)	1520-2 749 (800-2)	NA
LNAV MDA	1580-1 809 (800-1)	1580-1¼ 809 (800-1¼)	1580-2½ 809 (800-2½)	NA
CIRCLING	1580-1 790 (800-1)	1580-1¼ 790 (800-1¼)	1720-2¾ 930 (1000-2¾)	NA



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23
MALONE-DUFORT (MAL)

MISSED APPROACH:
Climb to 3600 direct
MITAH and hold.

UN|COM

122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LPV DA	1155 - 1 $\frac{1}{8}$ 385 (400-1 $\frac{1}{8}$)			NA
LNAP/ VNAV DA	1263-1 $\frac{3}{8}$ 493 (500-1 $\frac{3}{8}$)			NA
LNAP MDA	1240-1 470 (500-1)		1240-1 $\frac{3}{8}$ 470 (500-1 $\frac{3}{8}$)	NA
C CIRCLING	1460-1 670 (700-1)	1520-1 730 (800-1)	1720-2 $\frac{3}{4}$ 930 (1000-2 $\frac{3}{4}$)	NA

MALONE-DUFORT (MAL)

RNAV (GPS) RWY 23

APP CRS
069°

Rwy Idg
TDZE
Apt Elev

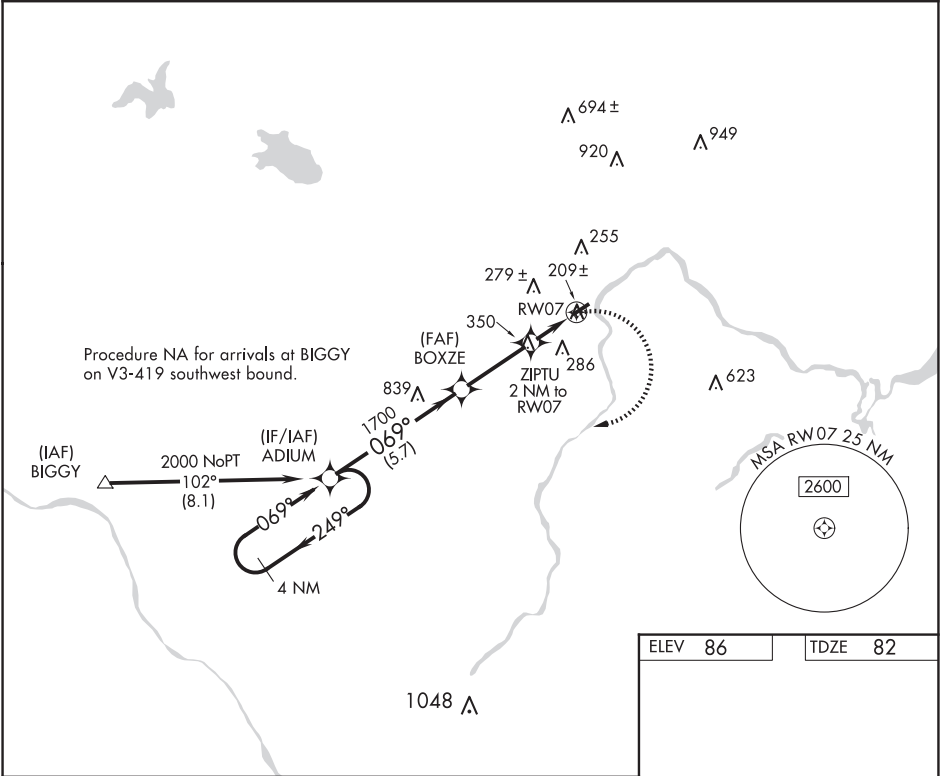
2927
82
86

RNAV (GPS) RWY 7
CENTRAL JERSEY RGNL (47N)

RNP APCH:
NA Procedure NA at night. Use Trenton altimeter setting; when not received, use Newark altimeter setting, and increase all MDAs 20 feet. Rwy 7 helicopter visibility reduction below 1 SM NA.

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

TTN ASOS 126.775	NEWARK APP CON 132.8 379.9	UNICOM 122.7 (CTAF)
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4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.40/TCH 36).

2000 ADIUM

249° 069° 069° 069°

BOXZE

3.00° TCH 30

ZIPTU 2 NM to RW07

1700 740

5.7 NM 3 NM 2 NM

CATEGORY	A	B	C	D
LNAV MDA	580-1	498 (500-1)	580-1 $\frac{3}{8}$ 498 (500-1 $\frac{3}{8}$)	NA
CIRCLING	620-1 534 (600-1)	700-1 614 (700-1)	700-1 $\frac{3}{4}$ 614 (700-1 $\frac{3}{4}$)	NA

ELEV 86

TDZE 82

UURL Rwy 7-25

MANVILLE, NEW JERSEY

AL-5155 (FAA)

24249

WAAS CH 53424 W25A	APP CRS 249°	Rwy Idg 3245 TDZE 85 Apt Elev 86
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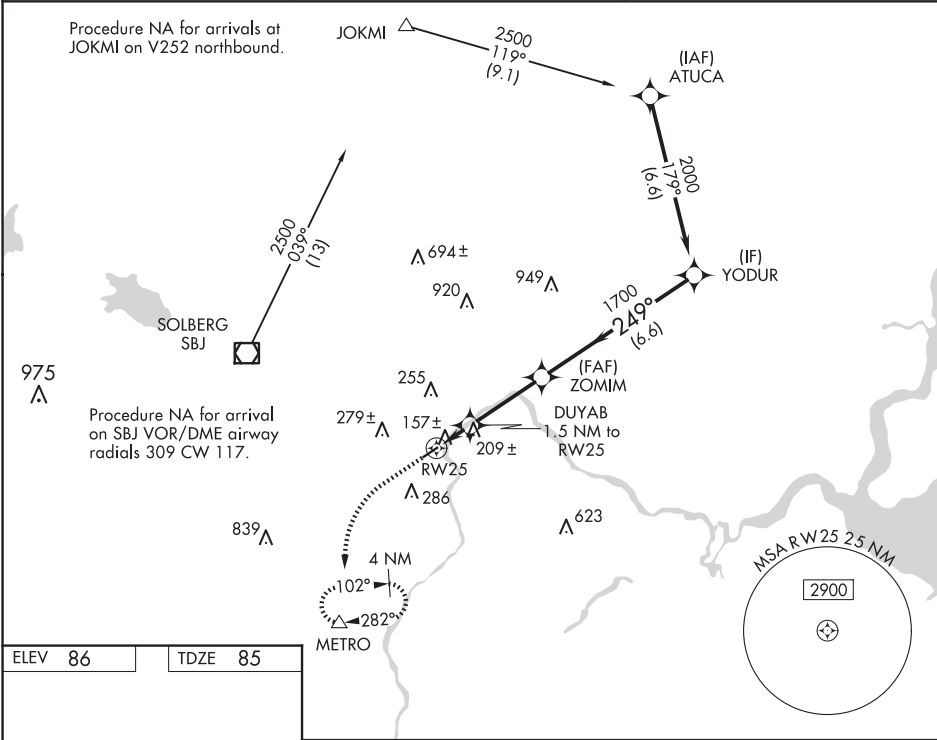
RNAV (GPS) RWY 25
CENTRAL JERSEY RGNL (47N)

RNP APCH - GPS.

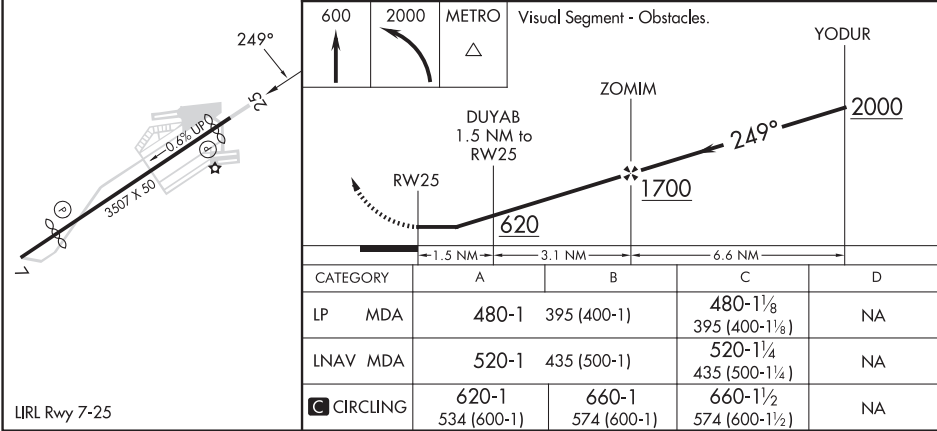
Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA.
Use Trenton Mercer altimeter setting.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct METRO and hold.

TTN ASOS 126.775	NEWARK APP CON 132.8 379.9	UNICOM 122.7 (CTAF)
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ELEV 86	TDZE 85
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LIRL Rwy 7-25

MANVILLE, NEW JERSEY
Amdt 2A 10AUG23

40°31'N-74°36'W

CENTRAL JERSEY RGNL (47N)
RNAV (GPS) RWY 25

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

MASSENA, NEW YORK

AL-905 (FAA)

24249

LOC I-MSS 108.7	APP CRS 045°	Rwy Idg 5601
		TDZE 205
		Apt Elev 221

ILS or LOC RWY 5
MASSENA INTL-RICHARDS FLD (MSS)

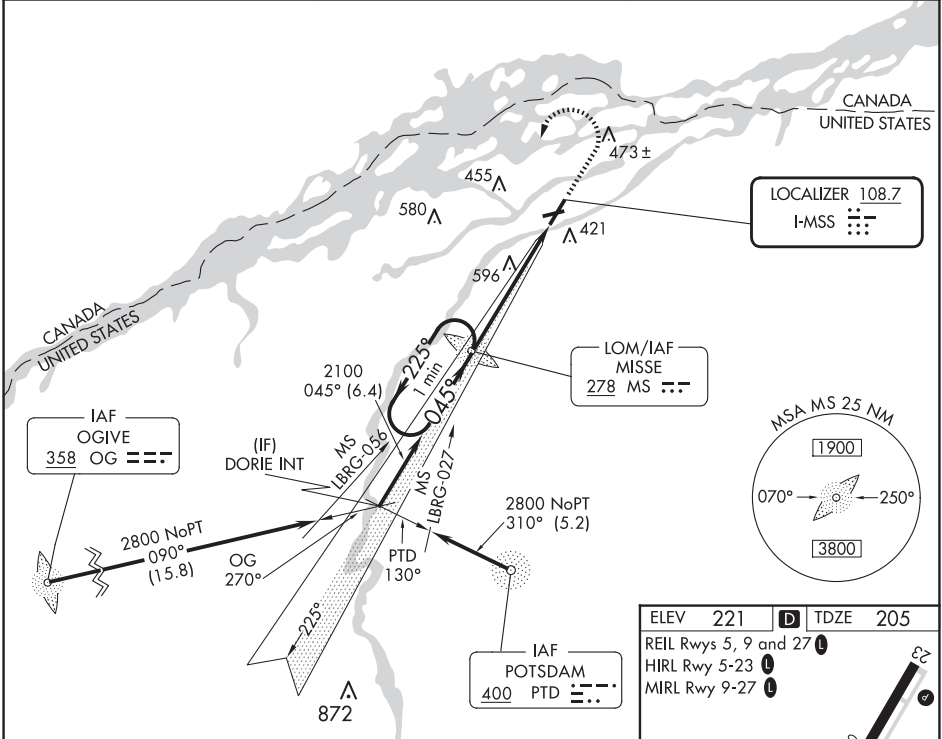
ADF required. ADF and RADAR required for procedure entry.

NA

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 ¼ SM; increase all MDAs 80 feet, visibility Cat C and D ½ SM and Circling visibility Cat C and Cat D ¼ SM.

MISSED APPROACH:
Climb to 1200 then climbing left turn to 2300 direct MISSE LOM and hold.

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF) 1
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One Minute Holding Pattern

2300

225°

045°

2100

GS 3.00°

TCH 54

MISSE LOM
1994

1200

2300

MS

VGSI and ILS glideslope not coincident
(VGSI Angle 3.00/TCH 55).

5.4 NM

CATEGORY	A	B	C	D
S-ILS 5		455-¾	250 (300-¾)	
S-LOC 5	800-1	595 (600-1)	800-1¾	595 (600-1¾)
CIRCLING	800-1	579 (600-1)	880-1¾ 659 (700-1¾)	900-2¼ 679 (700-2¼)

ELEV 221	D	TDZE 205
----------	---	----------

REIL Rwy 5, 9 and 27 1
HIRL Rwy 5-23 1
MIRL Rwy 9-27 1

4000 X 100

5601 X 100

0.3% UP

045°

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

MASSENA, NEW YORK
Amdt 3C 20MAY21

44°56'N-74°51'W

MASSENA INTL-RICHARDS FLD (MSS)
ILS or LOC RWY 5

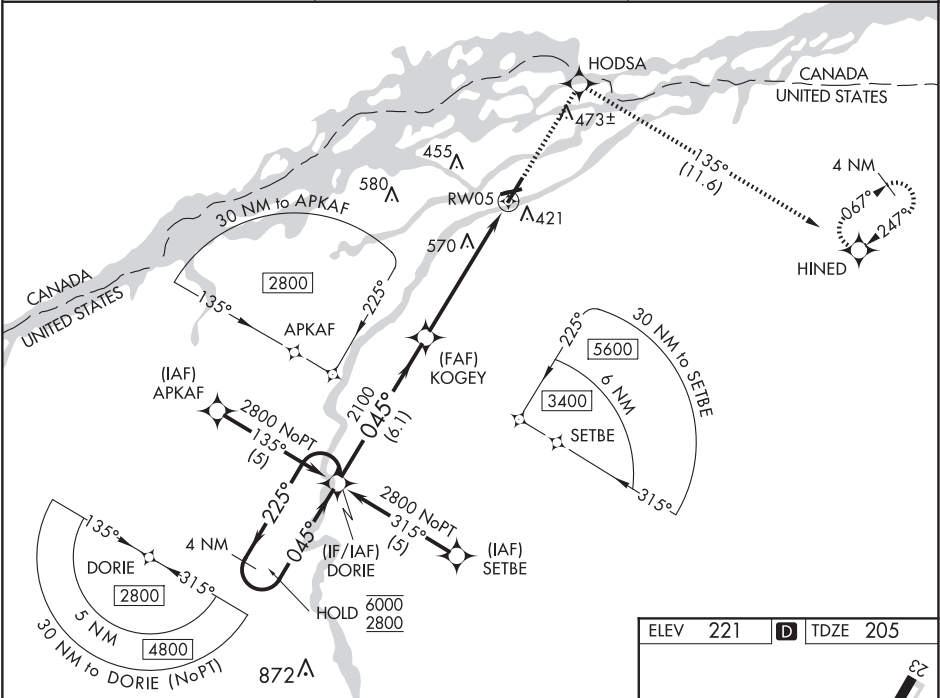
WAAS CH 70303 W05A	APP CRS 045°	Rwy Idg 5601 TDZE 205 Apt Elev 221
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RNAV (GPS) RWY 5

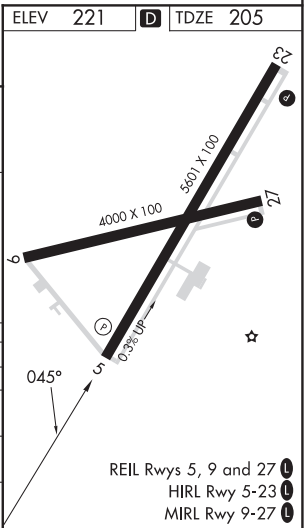
MASSENA INTL-RICHARDS FLD (MSS)

RNP APCH- GPS.	MISSED APPROACH: Climb to 3000 direct HODSA and on track 135° to HINED and hold.
<div><div>▼</div><div>▲</div></div> <div>Circling Rwy 9, 23, 27 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div>	

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF) 0
------------------------	--------------------------------------	---------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).				
4 NM Holding Pattern				
DORIE				
3000 HODSA tr 135° HINED				
*LNAV only				
*1.9 NM to RW05				
GP 3.00° TCH 54				
6.1 NM 3.8 NM 1.9 NM				
CATEGORY	A	B	C	D
LPV DA		455-3 ³ / ₄	250 (300-3 ³ / ₄)	
LNAV/VNAV DA		968-2 ¹ / ₂	763 (800-2 ¹ / ₂)	
LNAV MDA	860-1	655 (700-1)	860-1 ⁷ / ₈	655 (700-1 ⁷ / ₈)
CIRCLING	860-1	639 (700-1)	880-1 ⁷ / ₈	900-2 ¹ / ₄
			659 (700-1 ⁷ / ₈)	679 (700-2 ¹ / ₄)




MASSENA, NEW YORK

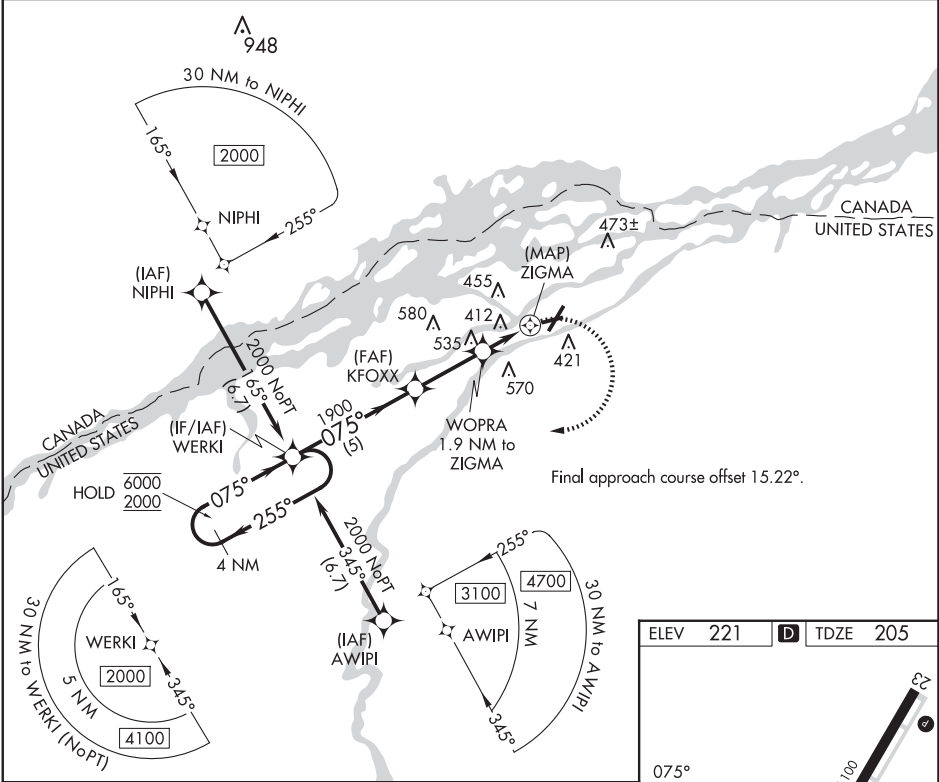
AL-905 (FAA)




RNAV (GPS) RWY 9
MASSENA INTL-RICHARDS FLD (MSS)

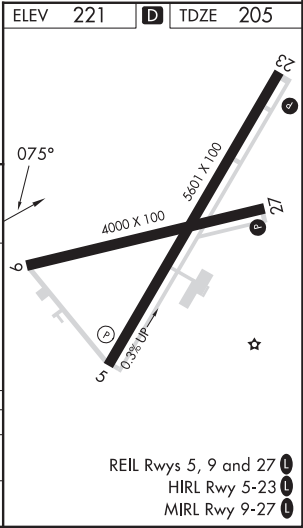
APP CRS	Rwy Idg	4000
075°	TDZE	205
	Apt Elev	221

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 2000 direct WERKI and hold.
	Rwy 9 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 9 NA at night, Circling Rwy 9, 23, 27 NA at night.	

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF) 
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4 NM Holding Pattern WERKI		Visual Segment - Obstacles.		2000	WERKI
					
6000 ← 255°		KFOXX		WOPRA 1.9 NM to ZIGMA	
2000 → 075°		1900		ZIGMA	
		1020			
		5 NM		2.8 NM	
				1.9 NM	
				0.5	
CATEGORY	A	B	C	D	
LNAV MDA	680-1	475 (500-1)	680-1 $\frac{3}{8}$	475 (500-1 $\frac{3}{8}$)	
 CIRCLING	740-1	519 (600-1)	880-1 $\frac{3}{4}$ 659 (700-1 $\frac{3}{4}$)	880-2 659 (700-2)	






MASSENA, NEW YORK

Amdt 2 17JUN21

44°56'N-74°51'W

MASSENA INTL-RICHARDS FLD (MSS)

RNAV (GPS) RWY 9

REIL Rwy 5, 9 and 27 
HIRL Rwy 5-23 
MIRL Rwy 9-27 

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
225°

Rwy Idg
5601

TDZE
221

Apt Elev
221

RNAV (GPS) RWY 23

MASSENA INTL-RICHARDS FLD (MSS)

RNP APCH - GPS

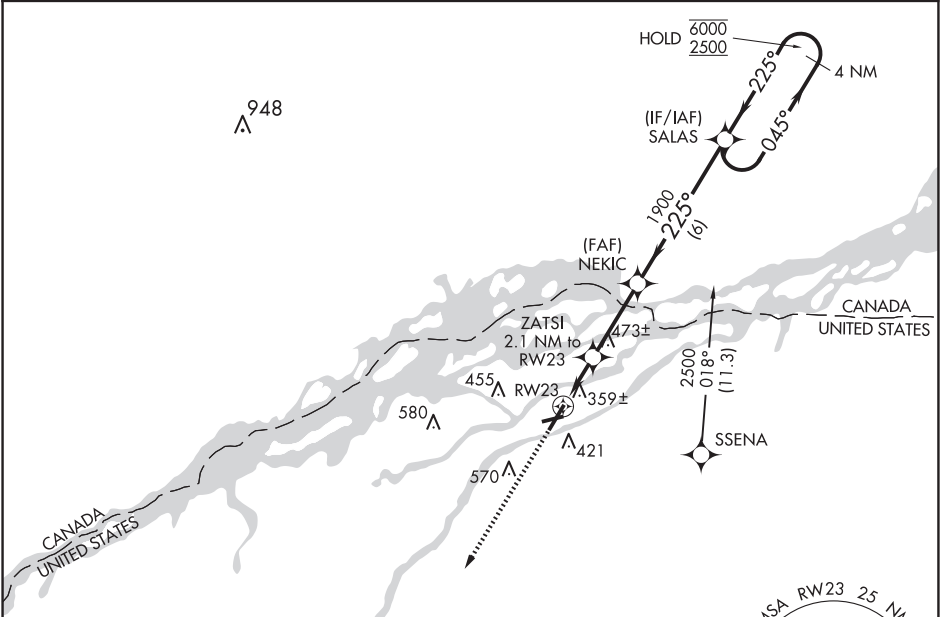
T

A

Rwy 23 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 23 NA at night, Circling Rwy 9, 23, 27 NA at night.

MISSED APPROACH: Climb to 2800 direct DORIE and hold.

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF) 0
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ELEV 221 TDZE 221

225°

4000 X 100

5601 X 100

27

0.3% Up

DORIE

2800

4 NM

Visual Segment - Obstacles.

RW23

ZATSI 2.1 NM to RW23

NEKIC

SALAS

4 NM Holding Pattern

CATEGORY	A	B	C	D
LNAV MDA	620-1	399 (400-1)	620-1 $\frac{1}{8}$	399 (400-1 $\frac{1}{8}$)
CIRCLING	740-1	519 (600-1)	880-1 $\frac{3}{4}$ 659 (700-1 $\frac{3}{4}$)	880-2 659 (700-2)

MASSENA, NEW YORK

AL-905 (FAA)

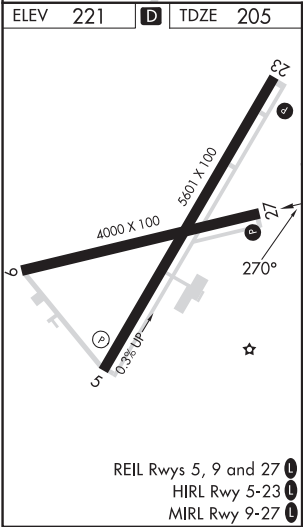
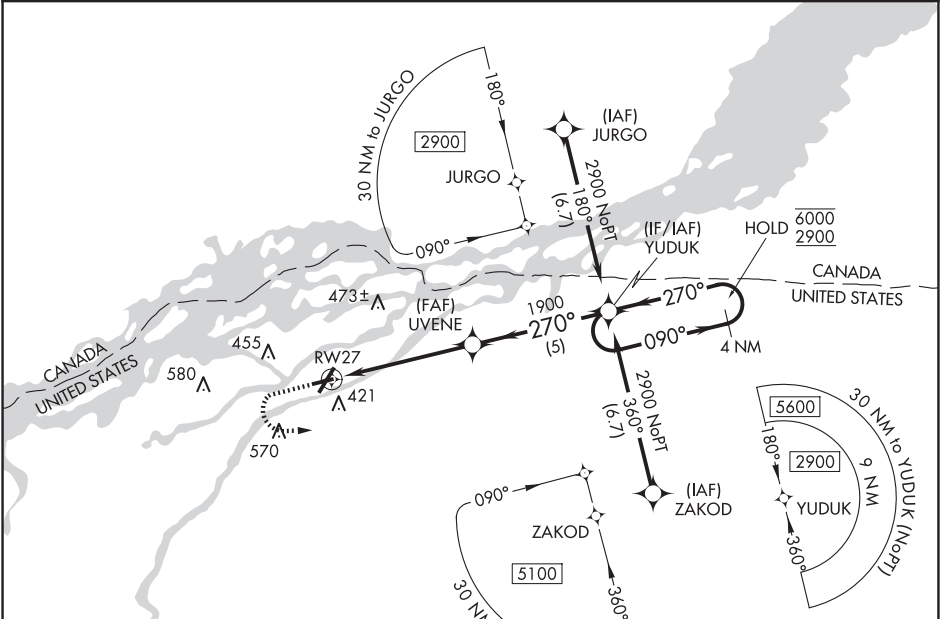
24249

APP CRS	Rwy Idg	4000
270°	TDZE	205
	Apt Elev	221

RNAV (GPS) RWY 27
MASSENA INTL-RICHARDS FLD (MSS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1000 then climbing left turn 2900 direct YUDUK and hold.
<div><div>▼</div><div>▲</div></div> <div>Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 27 NA at night, Circling Rwy 9, 23, 27 NA at night.</div>	

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF) 0
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1000	2900	YUDUK	Visual Segment - Obstacles.	YUDUK	4 NM Holding Pattern
			UVENE		
			1900		
			5.2 NM	5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	680-1	475 (500-1)	680-1 $\frac{3}{8}$	475 (500-1 $\frac{3}{8}$)	
CIRCLING	740-1	519 (600-1)	880-1 $\frac{3}{4}$ 659 (700-1 $\frac{3}{4}$)	880-2 659 (700-2)	

MASSENA, NEW YORK
Amdt 2 17JUN21

44°56'N-74°51'W

MASSENA INTL-RICHARDS FLD (MSS)
RNAV (GPS) RWY 27

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 6

MC GUIRE FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

LOC I-WRI	APCH CRS	Rwy Idg
110.1	058°	11,009
		TDZE 131
		Arpt Elev 141

[USAF]

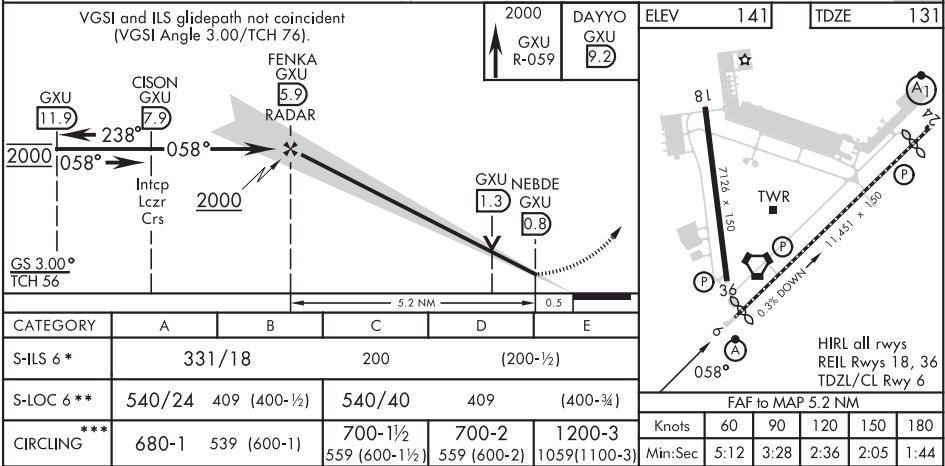
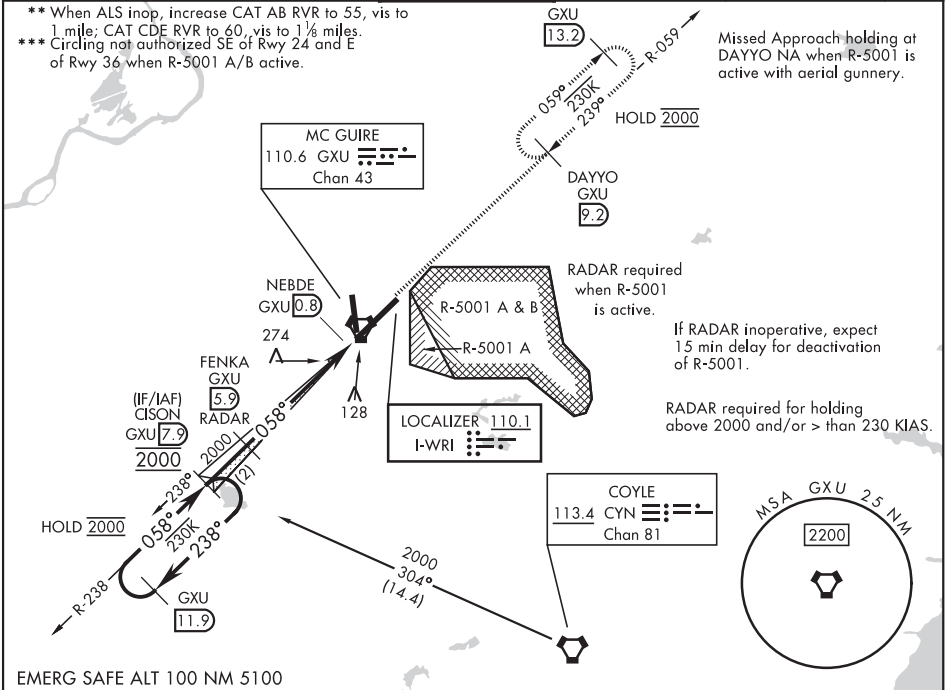
RADAR or DME required to identify the FAF.

ALSF-2



MISSED APPROACH: Climb to 2000 via GXU R-059 to DAYYO and hold.
Alternate Missed Approach Instruction: Climb to 2000 via GXU R-059 to DAYYO, expect further clearance from ATC.

ATIS	MC GUIRE APP CON/DEP CON	MC GUIRE TOWER	GND CON	CLNC DEL	PAR
110.6 270.1	126.475 363.8	118.65 255.6	121.8 275.8	135.2 335.8	



ILS or LOC RWY 6

WRIGHTSTOWN, NEW JERSEY

ILS or LOC RWY 24

LOC I-JTQ 110.1	APCH CRS 238°	Rwy Idg TDZE Arpt Elev	10,456 117 141
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(USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

<p>▼ * When ALS inop, increase RVR to 40, vis to 3/4 mile. +RVR 18 authorized with use of FD or AP or HUD to DA.</p> <p>** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.</p> <p>*** Circling NA SE of Rwy 24 and E of Rwy 36 when R-5001 A/B Active.</p>	<p>ALSF-1 (A1)</p> <p>MISSED APPROACH: Climb to 2000 via GXU R-236 to CISON and hold.</p>
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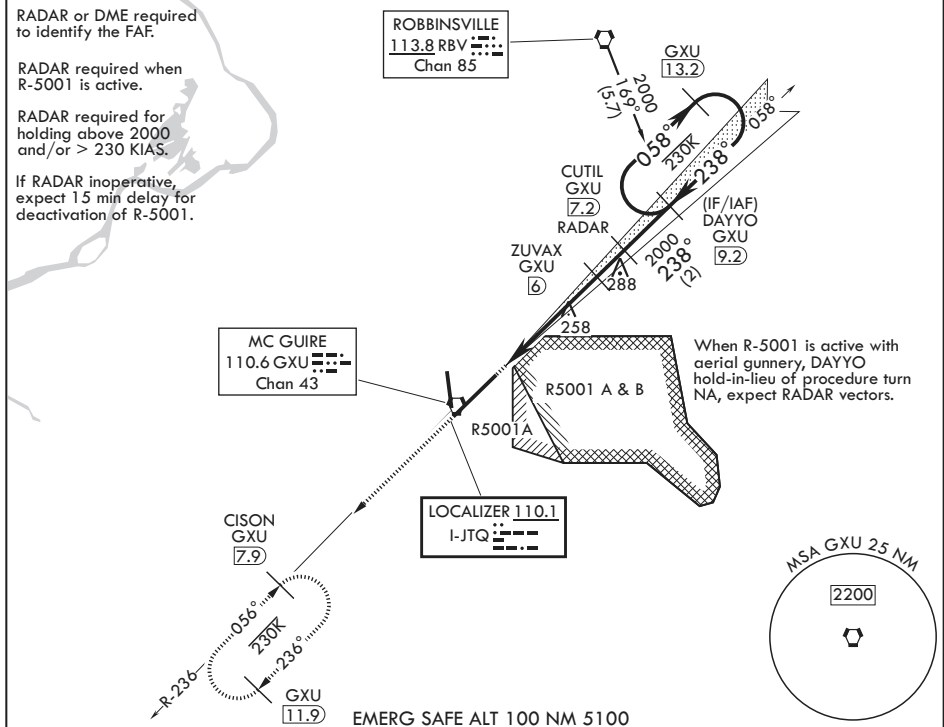
ATIS 110.6 270.1	MC GUIRE APP CON/DEP CON 126.475 363.8	TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8	PAR
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RADAR or DME required to identify the FAF.

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.



2000 GXU R-236	CISON GXU 7.9	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).			CUTIL 7.2 RADAR	DAYYO 9.2	ELEV 141	TDZE 117												
CATEGORY	A		B	C	D	E														
S-ILS 24*†	317/24		200		(200-½)															
S-LOC 24**	580/24	463 (500-½)	580/50		463	(500-1)														
CIRCLING***	680-1	539 (600-1)	700-1½ 559 (600-1½)	700-2 559 (600-2)	1200-3 1059 (1100-3)															
<p>HIRL all rwys REIL Rwy 18 and 36 TDZL/CL Rwy 6</p> <p>FAF to MAP 5.2 NM</p> <table><tr><td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr><tr><td>Min:Sec</td><td>5:12</td><td>3:28</td><td>2:36</td><td>2:05</td><td>1:44</td></tr></table>									Knots	60	90	120	150	180	Min:Sec	5:12	3:28	2:36	2:05	1:44
Knots	60	90	120	150	180															
Min:Sec	5:12	3:28	2:36	2:05	1:44															

WRIGHTSTOWN, NEW JERSEY

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

Amdt 6 18MAY23

40°01'N - 74°36'W

ILS or LOC RWY 24

ILS RWY 6 (CAT II)

MC GUIRE FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

LOC I-WRI 110.1	APCH CRS 058°	Rwy Idg 11,009 TDZE 131 Arpt Elev 141
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[USAF]

RADAR or DME required to identify the FAF.

ALSf-2

MISSED APPROACH: Climb to 2000 via GXU R-059 to DAYYO and hold. Alternate Missed Approach instructions: Climb to 2000 via GXU R-059 to DAYYO, expect further clearance from ATC.

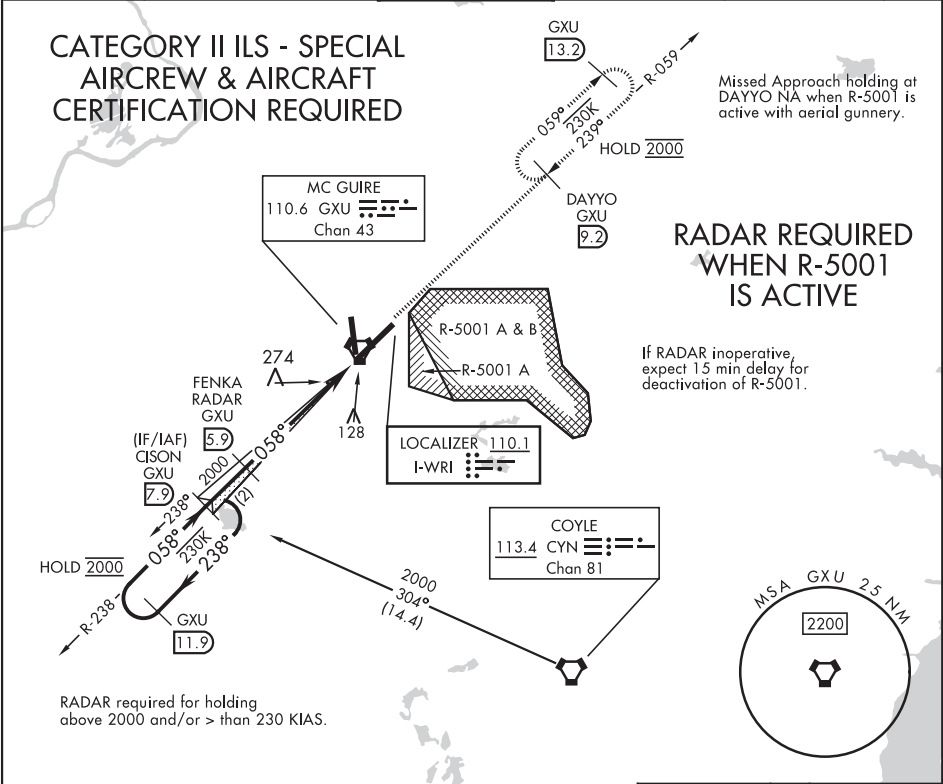
ATIS 110.6 270.1	MC GUIRE APP CON/DEP CON 126.475 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8	PAR
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CATEGORY II ILS - SPECIAL
AIRCREW & AIRCRAFT
CERTIFICATION REQUIRED

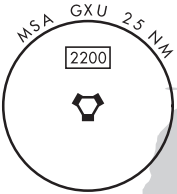
Missed Approach holding at DAYYO NA when R-5001 is active with aerial gunnery.

RADAR REQUIRED
WHEN R-5001
IS ACTIVE

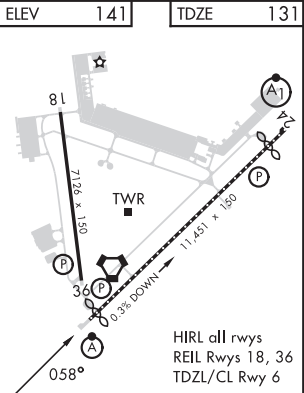
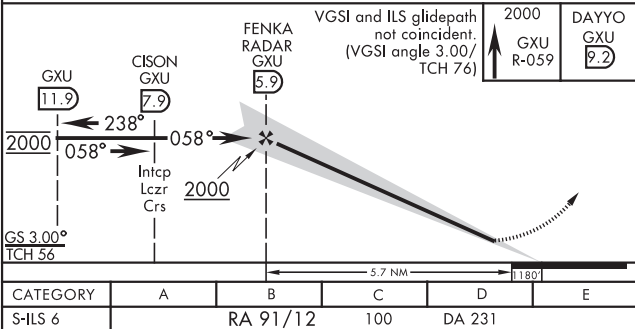
If RADAR inoperative,
expect 15 min delay for
deactivation of R-5001.



RADAR required for holding
above 2000 and/or > than 230 KIAS.



EMERG SAFE ALT 100 NM 5100



WRIGHTSTOWN, NEW JERSEY

40°01'N-74°36'W

MC GUIRE FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

ILS RWY 6 (CAT II)

Amtd 4 18MAY23

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WRIGHTSTOWN, NEW JERSEY

RNAV (RNP) Z RWY 24

APCH CRS	Rwy Idg	10,456
238°	TDZE	117
	Arpt Elev	141

(USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

RNP AR APCH. From EXMEN and GRACE: RF.

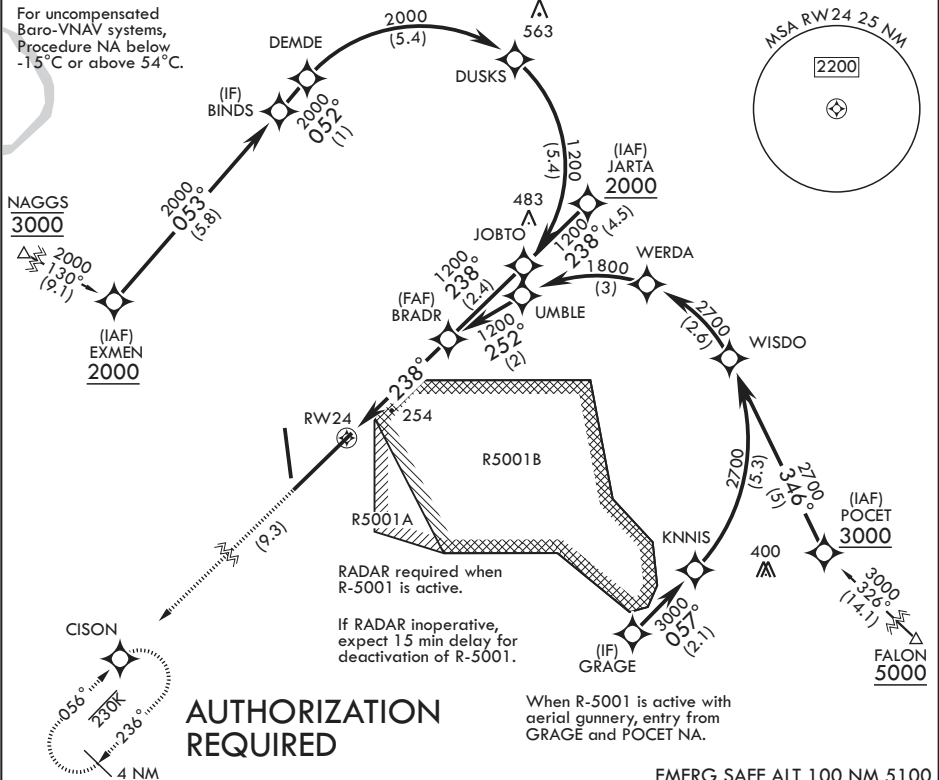
▼ * When ALS inop increase RVR to 50, vis to 1 mile.
 ** When ALS inop increase vis to 1 3/8 miles.



MISSED APPROACH: Climb to 2100 on track 238° to CISON and hold, continue to climb-in-hold to 2100.

ATIS	MC GUIRE APP CON/DEF CON	TOWER	GND CON	CLNC DEL	PAR
110.6 270.1	126.475 363.8	118.65 255.6	121.8 275.8	135.2 335.8	

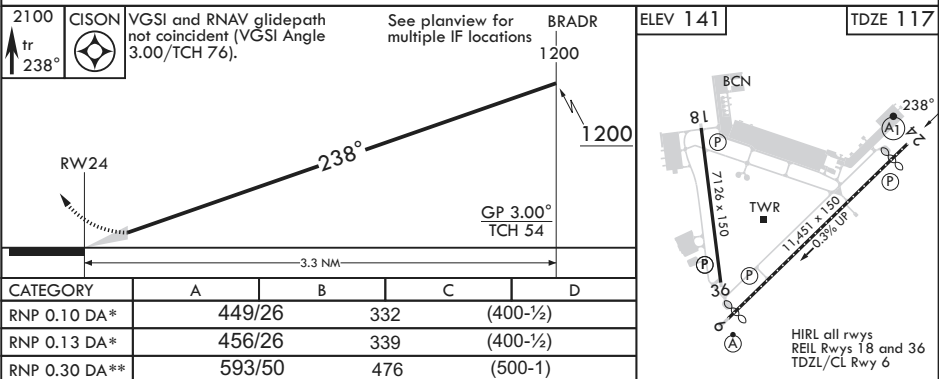
For uncompensated Baro-VNAV systems, Procedure NA below -15°C or above 54°C.



AUTHORIZATION REQUIRED

When R-5001 is active with aerial gunnery, entry from GRACE and POCET NA.

EMERG SAFE ALT 100 NM 5100



WRIGHTSTOWN, NEW JERSEY

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

Orig 20APR23

40°01'N - 74°36'W

RNAV (RNP) Z RWY 24

WRIGHTSTOWN, NEW JERSEY

RNAV (GPS) RWY 6

WAAS CH 91356 W06A	APCH CRS 058°	Rwy ldg TDZE Arpt Elev	11,009 131 141
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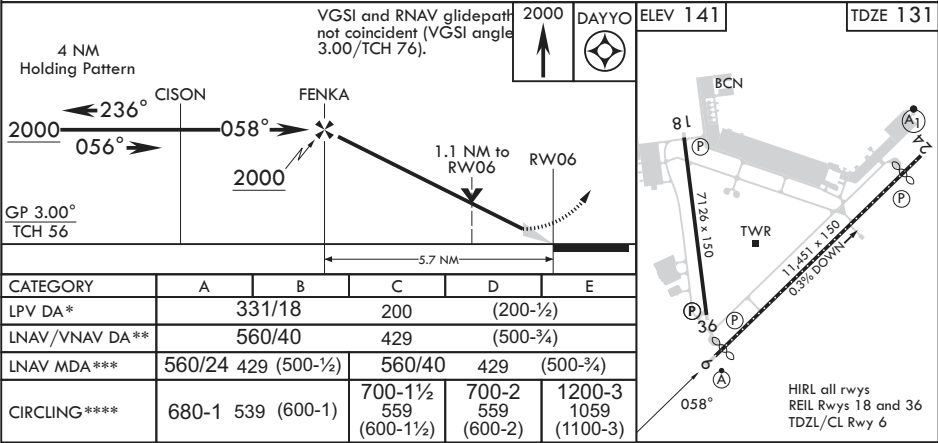
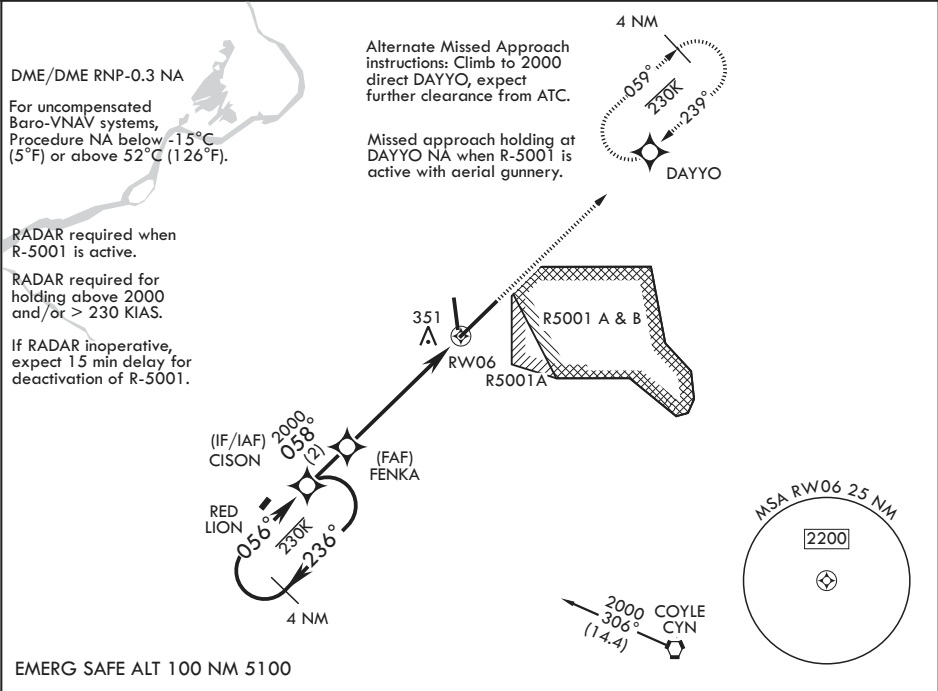
(USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

▼ * When TDZ/CL lights inop, increase RVR to 24. When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase vis to 1 1/4 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.
**** Circling NA SE of Rwy 24 and E of Rwy 36 when R-5001 A/B Active.

ALSF-2 	MISSED APPROACH: Climb to 2000 direct DAYYO and hold.
---	---

ATIS 110.6 270.1	MC GUIRE APP CON/DEF CON 126.475 363.8	TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8	PAR
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WRIGHTSTOWN, NEW JERSEY

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

Amtd 7 18MAY23

40°01'N - 74°36'W

RNAV (GPS) RWY 6

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WRIGHTSTOWN, NEW JERSEY

RNAV (GPS) RWY 18

APCH CRS	Rwy Idg	7126
185°	TDZE	123
	Arpt Elev	141

(USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

<p>▼ * Circling NA SE of Rwy 24 and E of Rwy 36 when R-5001 A/B Active.</p>	<p>MISSED APPROACH: Climb to 2000 direct KRIZZ and hold.</p>
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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
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DME/DME RNP-0.3 NA

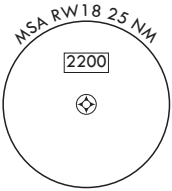
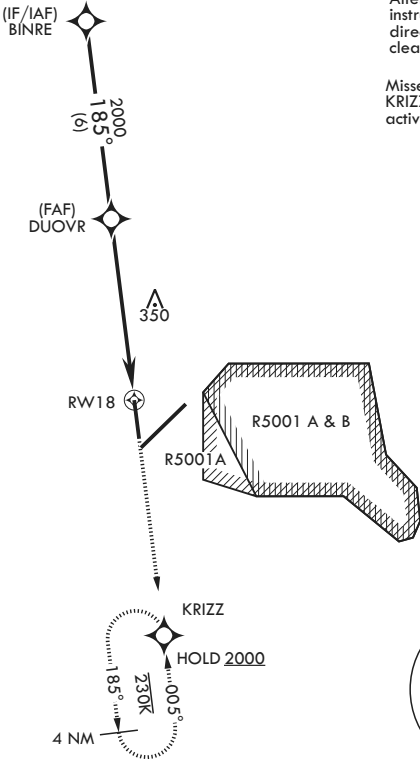
RADAR required when R-5001 is active and/or R-5002 is active.

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

2000

BINRE

2000

DUOVR

185°

→

1.3 NM to RW18

3.10° ≥ TCH 68

5.5 NM

↑

2000

KRIZZ

CATEGORY	A	B	C	D	E
LNAV MDA	600-1	477 (500-1)	600-1½	477 (500-1½)	
CIRCLING*	680-1	539 (600-1)	700-1½ 559 (600-1½)	700-2 559 (600-2)	1200-3 1059 (1100-3)

ELEV 141

TDZE 123

185°

81

7126 x 150

11,451 x 150

0.5% UP

BCN

TWR

36

18

A1

A2

HIRL all rwys

REIL Rwy 18 and 36

TDZL/CL Rwy 6

WRIGHTSTOWN, NEW JERSEY

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

Amdt 6 18MAY23

40°01'N - 74°36'W

RNAV (GPS) RWY 18

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WRIGHTSTOWN, NEW JERSEY

WAAS CH 91359 W24A	APCH CRS 238°	Rwy ldg TDZE Arprt Elev	10,456 117 141
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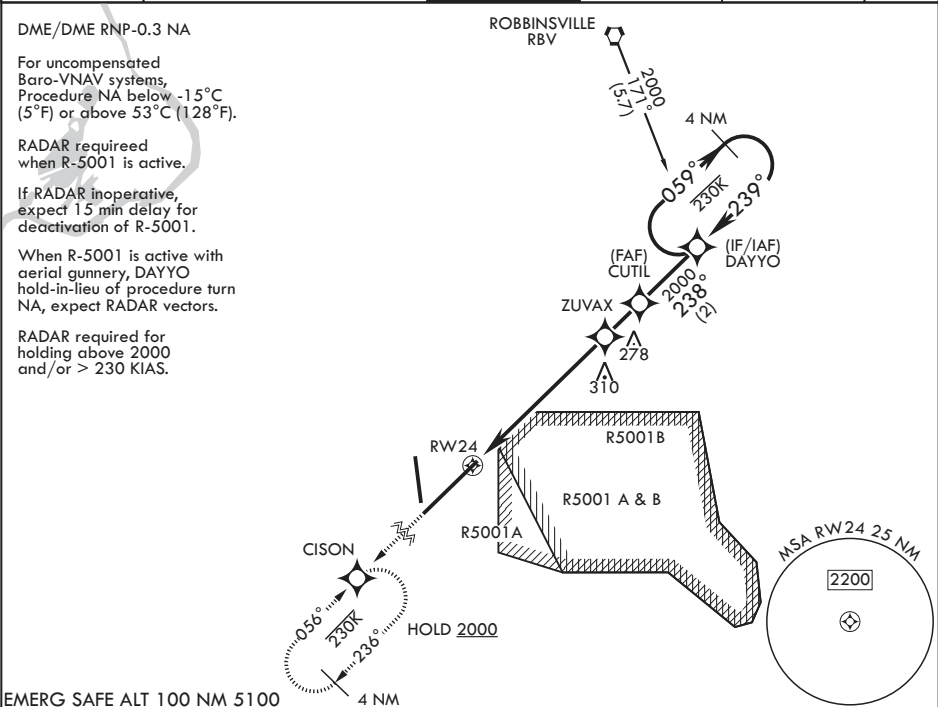
(USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

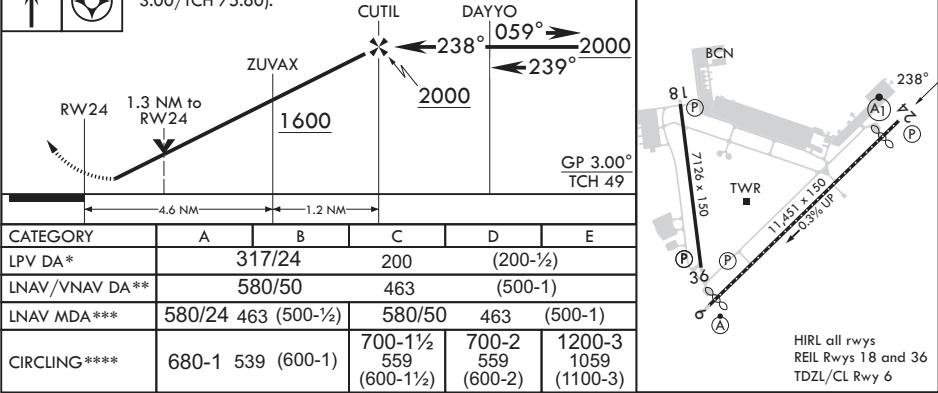
RNAV (GPS) RWY 24

<p>▼ * When ALS inop, increase RVR to 40, vis to 3/4 mile. ** When ALS inop, increase vis to 1 3/8 miles. *** When ALS inop increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles. **** Circling NA SE of Rwy 24 and E of Rwy 36 when R-5001 A/B Active.</p>	ALSF-1 	MISSED APPROACH: Climb to 2000 direct CISON and hold.
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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
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EMERG SAFE ALT 100 NM 5100	2000	CISON	VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 75.60).	4 NM Holding Pattern	ELEV 141	TDZE 117
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WRIGHTSTOWN, NEW JERSEY

Amtd 7 18MAY23

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

40°01'N - 74°36'W

RNAV (GPS) RWY 24

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WRIGHTSTOWN, NEW JERSEY

RNAV (GPS) RWY 36

APCH CRS	Rwy Idg	7126
005°	TDZE	129
	Arpt Elev	141

(USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

* 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.

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
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DME/DME RNP-0.3 NA

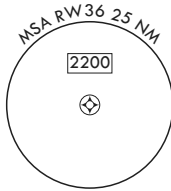
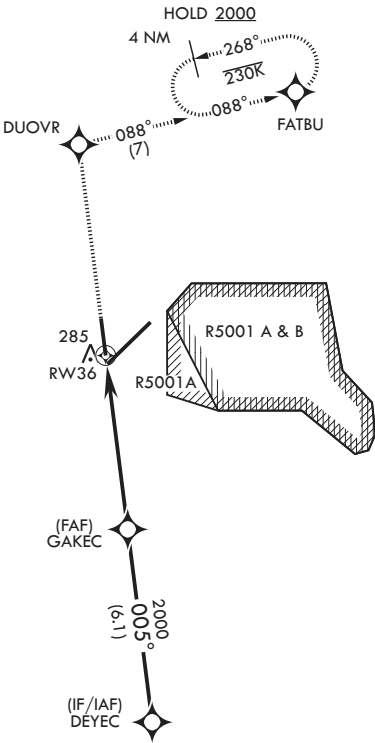
RADAR required when R-5001 is active.

RADAR required for holding above 2000 and/or > 230 KIAS.

If RADAR inoperative, expect 15 min delay for deactivation of R-5001.

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

2000

DUOVR

CATEGORY	A	B	C	D	E
LNAV MDA	560-1	431 (500-1)	560-1¼	431 (500-1¼)	
CIRCLING*	680-1	539 (600-1)	700-1½ 559 (600-1½)	700-2 1059 (600-2)	1200-3 1059 (1100-3)

ELEV 141

TDZE 129

WRIGHTSTOWN, NEW JERSEY

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

Amdt 6 18MAY23

40°01'N - 74°36'W

RNAV (GPS) RWY 36

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WRIGHTSTOWN, NEW JERSEY

VOR/DME or TACAN RWY 6

MC GUIRE FLD,

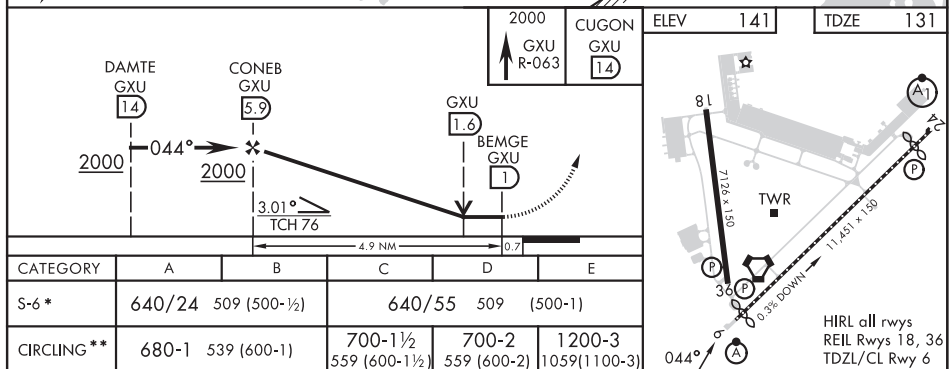
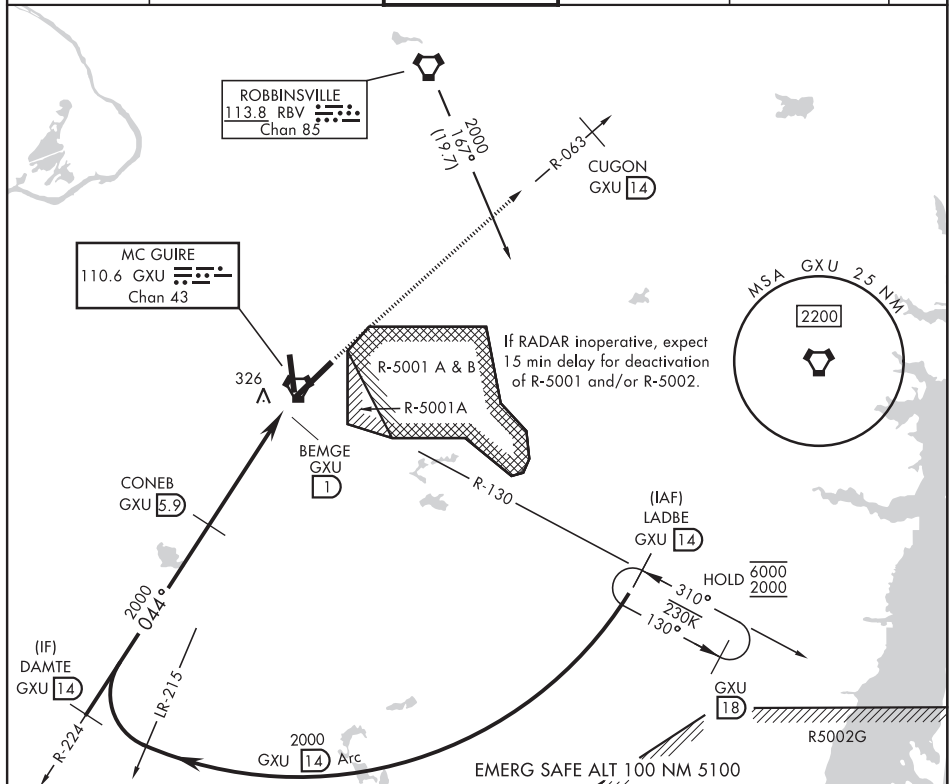
(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

VORTAC GXU 110.6 Chan 43	APCH CRS 044°	Rwy Idg 11,009 TDZE 131 Arpt Elev 141
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[USAF]

MISSED APPROACH: Climb to 2000 via GXU VORTAC R-063 to CUGON, expect further clearance from ATC.

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
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WRIGHTSTOWN, NEW JERSEY

40°00'N-74°36'W

MC GUIRE FLD.

Amdt 7 18MAY23

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

VOR/DME or TACAN RWY 6

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WRIGHTSTOWN, NEW JERSEY

VOR/DME or TACAN RWY 18

MC GUIRE FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

VORTAC GXU 110.6 Chan 43	APCH CRS 179°	Rwy Idg 7126 TDZE 123 Arpt Elev 141
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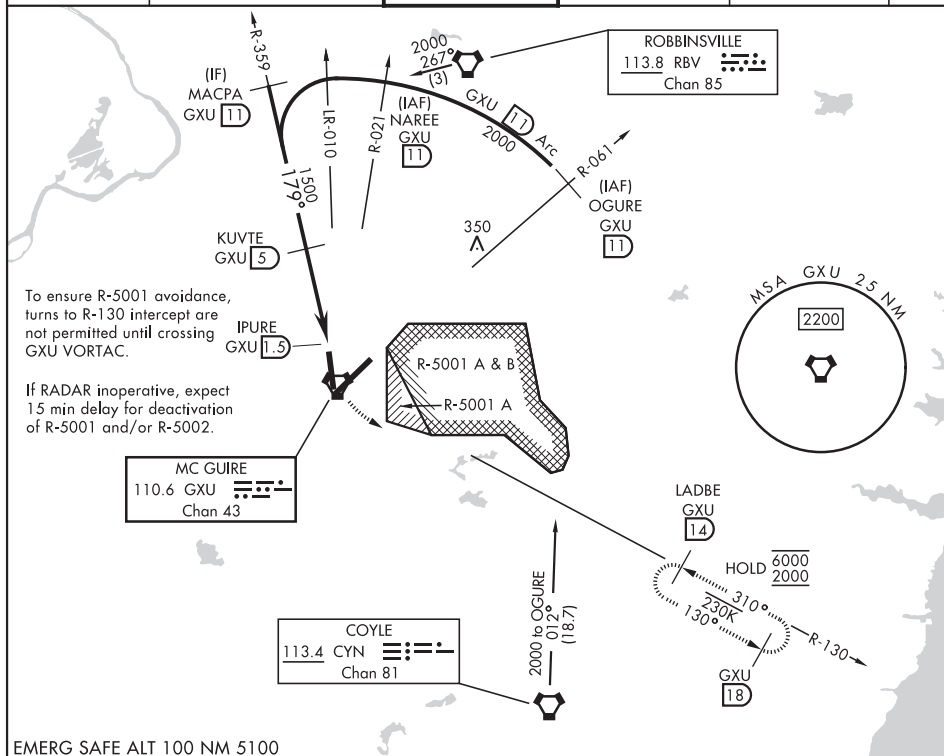
[USAF]

RADAR required when R-5001 and/or R-5002 is active.

* Circling NA SE of RWY 24 and E of RWY 36 when R-5001 A/B active.

MISSED APPROACH: Climb to 2000 via GXU VORTAC R-130 to LADBE and hold, DO NOT turn prior to GXU.

ATIS 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
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EMERG SAFE ALT 100 NM 5100

OGURE R-061 GXU 11		NAREE R-021 GXU 11		MACPA R-359 GXU 11		KUVTE GXU 5		GXU 2.5		IPURE GXU 1.5		2000 GXU R-130		LADBE GXU 14		ELEV 141		TDZE 123	
2000		2000		2000		179°		GXU 11		3.18°		1500		3.5 NM		0.4		7126 x 150	
CATEGORY		A		B		C		D		E									
S-18		640-1		517 (500-1)		640-1½		517 (500-1½)											
CIRCLING *		680-1		539 (600-1)		700-1½		559 (600-1½)		700-2		559 (600-2)		1200-3		1059 (1100-3)			

WRIGHTSTOWN, NEW JERSEY

40°00'N-74°36'W

MC GUIRE FLD,

Amdt 8 18MAY23

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

VOR/DME or TACAN RWY 18

NE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME or TACAN RWY 24

VORTAC GXU 110.6 Chan 43	APCH CRS 243°	Rwy Idg 10,456 TDZE 117 Arpt Elev 141
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(USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/2 miles.
** Circling NA SE of Rwy 24 and E of Rwy 36 when R-5001 A/B Active.

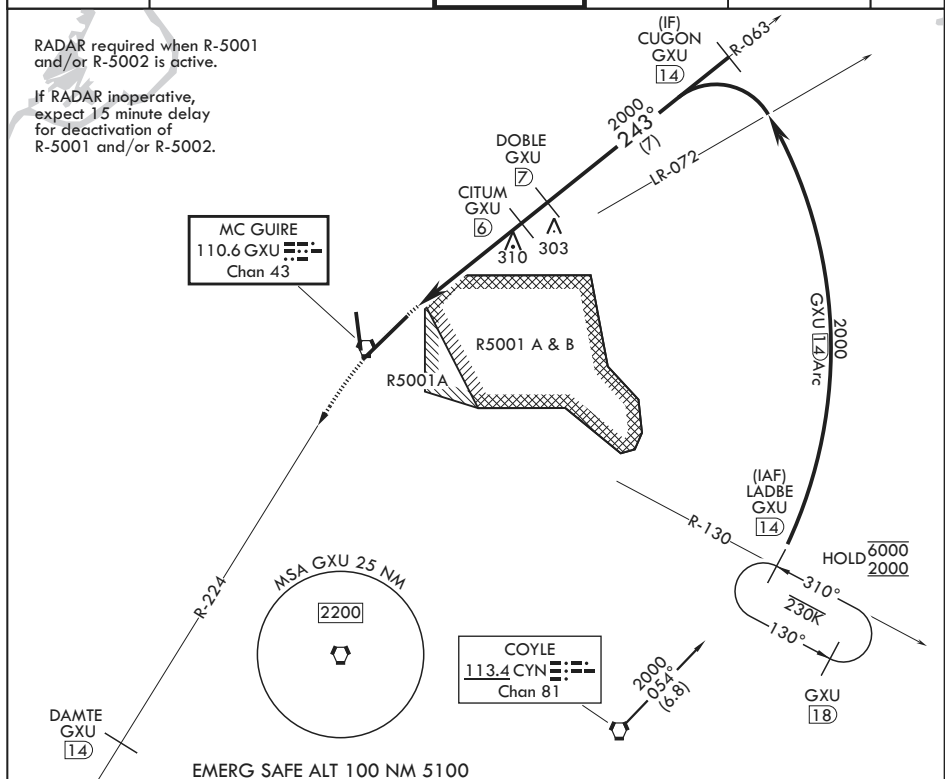
ALSF-1

MISSED APPROACH: Climb to 2000 via GXU R-224 to DAMTE. Expect further clearance from ATC.

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
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RADAR required when R-5001 and/or R-5002 is active.

If RADAR inoperative,
expect 15 minute delay
for deactivation of
R-5001 and/or R-5002.



Standard Instrument Departures (SIDs) for Runway 24

Departure Path:

- Runway 24 (VORTAC) → LAYEG (2) → CITUM (6) → DOBLE (7) → CUGON (14) → ELEV 141 → TDZE 117
- Distance segments: 0.6 NM, 4 NM, 1 NM
- Climb gradient: 3.07% (TCH 76)
- Final segment: 1.251 NM x 1.50 at 0.3% UP

Circling Approach:

- Runway 24 (VORTAC) → LAYEG (2) → CITUM (6) → DOBLE (7) → CUGON (14) → ELEV 141 → TDZE 117
- Distance segments: 0.6 NM, 4 NM, 1 NM
- Climb gradient: 3.07% (TCH 76)
- Final segment: 1.251 NM x 1.50 at 0.3% UP

WRIGHTSTOWN, NEW JERSEY

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

Amdt 8 18MAY23

40°01'N - 74°36'W

VOR/DME or TACAN RWY 24

WRIGHTSTOWN, NEW JERSEY

VOR/DME or TACAN RWY 36

VORTAC GXU 110.6 Chan 43	APCH CRS 021°	Rwy Idg TDZE Arpt Elev	7126 129 141
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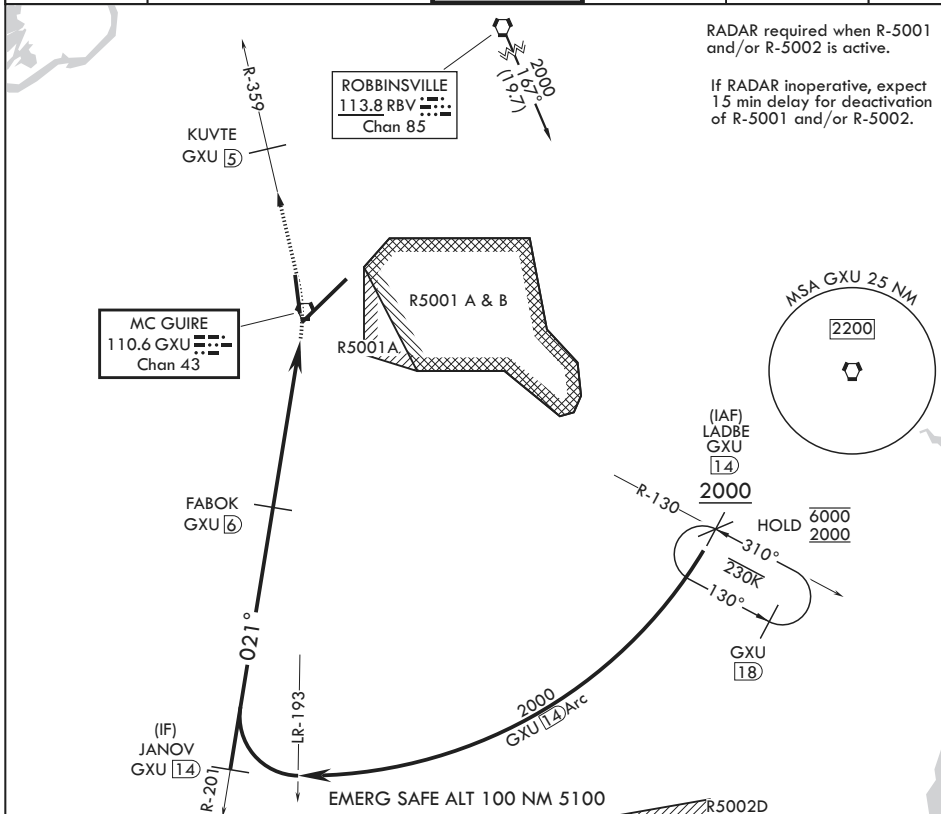
(USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

▼ * Circling NA SE of Rwy 24 and E of Rwy 36 when R-5001 A/B Active.

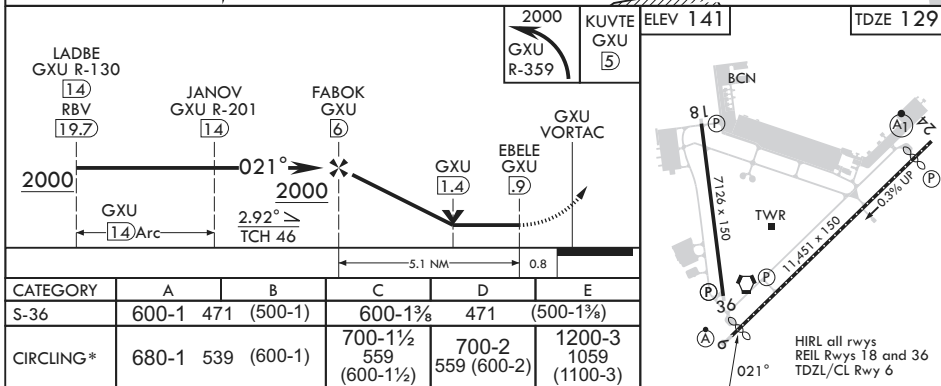
MISSED APPROACH: Climb to 2000 via GXU R-359 to KUVTE, expect further clearance with ATC.

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
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RADAR required when R-5001 and/or R-5002 is active.

If RADAR inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.



WRIGHTSTOWN, NEW JERSEY

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

Amdt 7 18MAY23

40°01'N - 74°36'W

VOR/DME or TACAN RWY 36

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WRIGHTSTOWN, NEW JERSEY

FIELD
ELEV
141

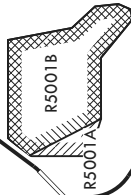
MC GUIRE FLD, (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

NE-2, 07 AUG 2025 to 02 OCT 2025

RNAV1-GPS

ATIS 110.6 270.1
CLNC DEL 135.2 335.8
GND CON 121.8 275.8
TOWER 118.65 255.6
MC GUIRE APP CON/DEP CON
126.475 363.8

PEETZ



COWDA

RADAR REQUIRED for Rwy 6 dept when R-5001 is active. If RADAR inoperative, expect 15 min delay for deactivation of R-5001.
Rwy 18 and 24 departures not authorized when R-5001 is active with aerial gunnery.

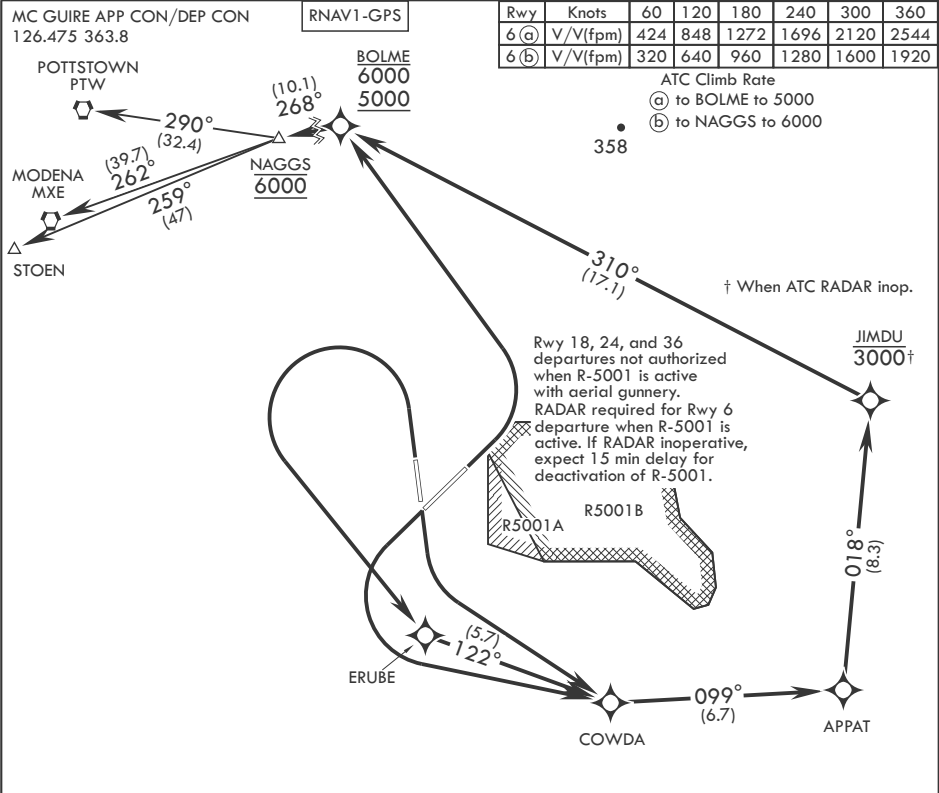
MANTA
6000

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.

NE-2, 07 AUG 2025 to 02 OCT 2025



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):

25163

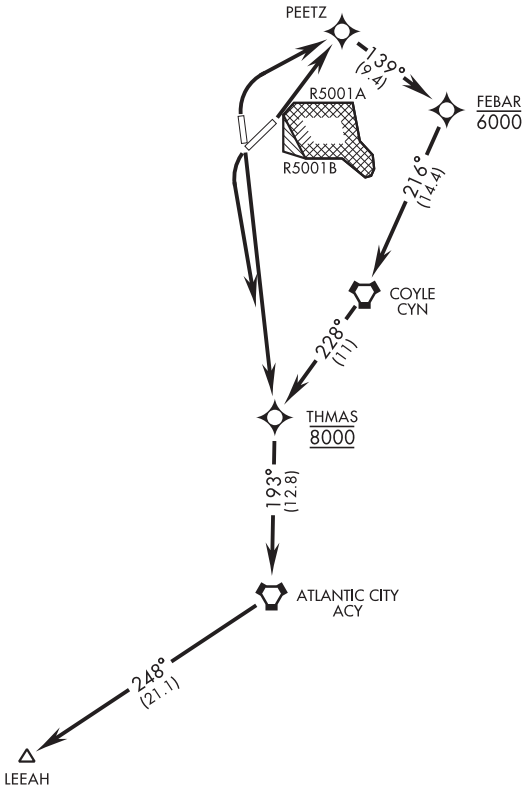
MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

THMAS TWO DEPARTURE (RNAV)(THMAS2.LEEAH)

WRIGHTSTOWN, NEW JERSEY

ATIS 110.6 270.1	RNAV1-GPS [USAF]	Rwy	Knots	60	120	180	240	300	360
CLNC DEL 135.2 335.8		06	V/V(fpm)	237	474	711	948	1185	1422
GND CON 121.8 275.8		18	V/V(fpm)	387	774	1161	1548	1935	2322
TOWER 118.65 255.6		24	V/V(fpm)	384	768	1152	1536	1920	2304
MC GUIRE APP CON/DEP CON 126.475 363.8		36	V/V(fpm)	213	426	639	852	1065	1278

ATC Climb Rate to 8000



Rwy 06 Departure: RADAR required (when R-5001 is active)

If RADAR inoperative, expect 15 min delay for deactivation of R-5001.

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

▼

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 turn 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.

APP CRS	Rwy Ldg	2247
076°	TDZE	523
	Apt Elev	523

RNAV (GPS) RWY 8

RANDALL (Ø6N)

RNP APCH.

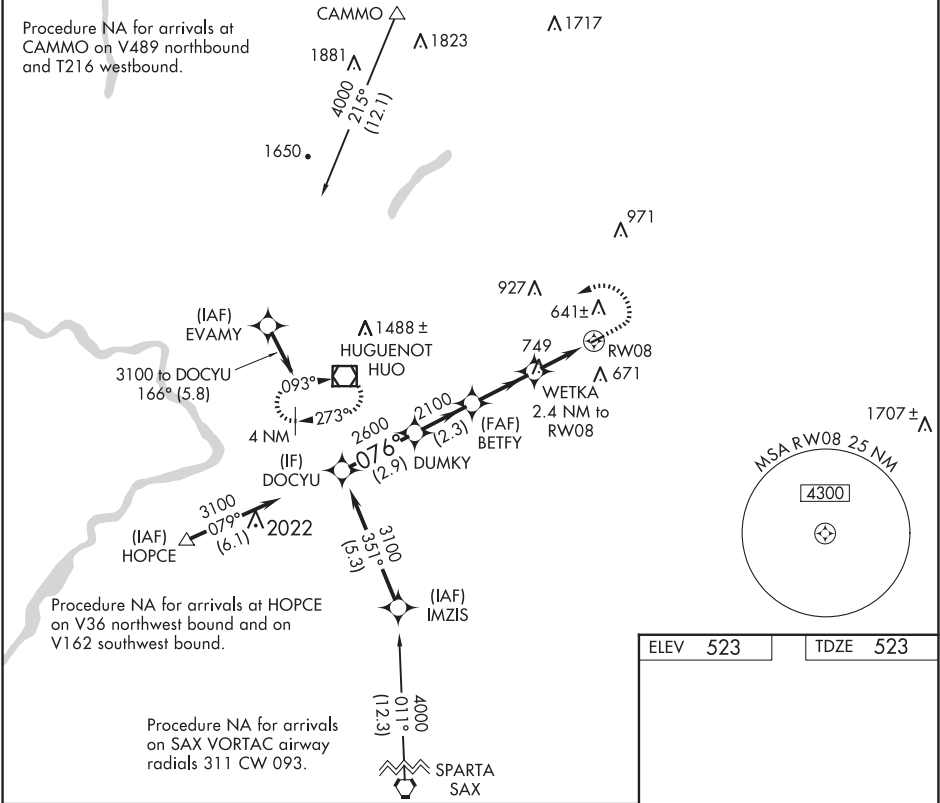
▼

▲NA

Procedure NA at night. Use Newburgh altimeter setting, when not received, use Montgomery altimeter setting.
Rwy 8 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3500 direct HUO VOR/DME and hold, continue climb-in-hold to 3500.

NEW YORK APP CON	UNICOM
132.75 363.1	122.8 (CTAF) 0



DOCYU

DUMKY

BETFY

WETKA 2.4 NM to RW08

RW08

3100

2600

2100

1300

076°

2.9 NM

2.3 NM

2.5 NM

2.4 NM

CATEGORY

A

B

C

D

LNAV MDA

1140-1
617 (700-1)

NA

CIRCLING

1140-1
617 (700-1)

NA

Visual Segment - Obstacles.

1200

3500

HUO

MIRL Rwy 8-26 0

MIDDLETOWN, NEW YORK

AL-5389 (FAA)

25163

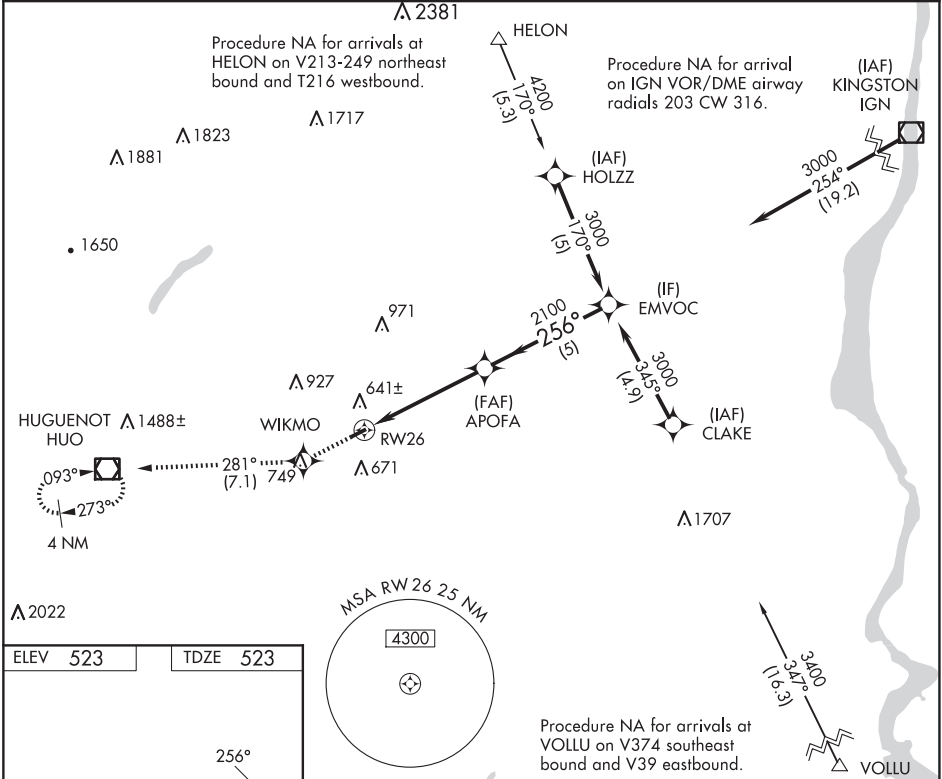
WAAS CH 40030 W26A	APP CRS 256°	Rwy Ldg TDZE Apt Elev	2810 523 523
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RNAV (GPS) RWY 26

RANDALL (Ø6N)

RNP APCH.	Procedure NA at night. Rwy 26 helicopter visibility reduction below 1 SM NA. Use Newburgh altimeter setting; when not received, use Montgomery altimeter setting.	MISSED APPROACH: Climb to 3500 direct WIKMO and on track 281° to HUO VOR/DME and hold, continue climb-in-hold to 3500.
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NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF) Ø
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ELEV 523	TDZE 523	3500	WIKMO	tr 281°	HUO	Visual Segment - Obstacles.
CATEGORY	A	B	C	D		
LP MDA	1020-1 497 (500-1)	NA				
LNAV MDA	1060-1 537 (600-1)	NA				
CIRCLING	1080-1 557 (600-1)	NA				

MIDDLETOWN, NEW YORK
Amdt 1B 03JAN19

41°26'N-74°23'W

RANDALL (Ø6N)

RNAV (GPS) RWY 26

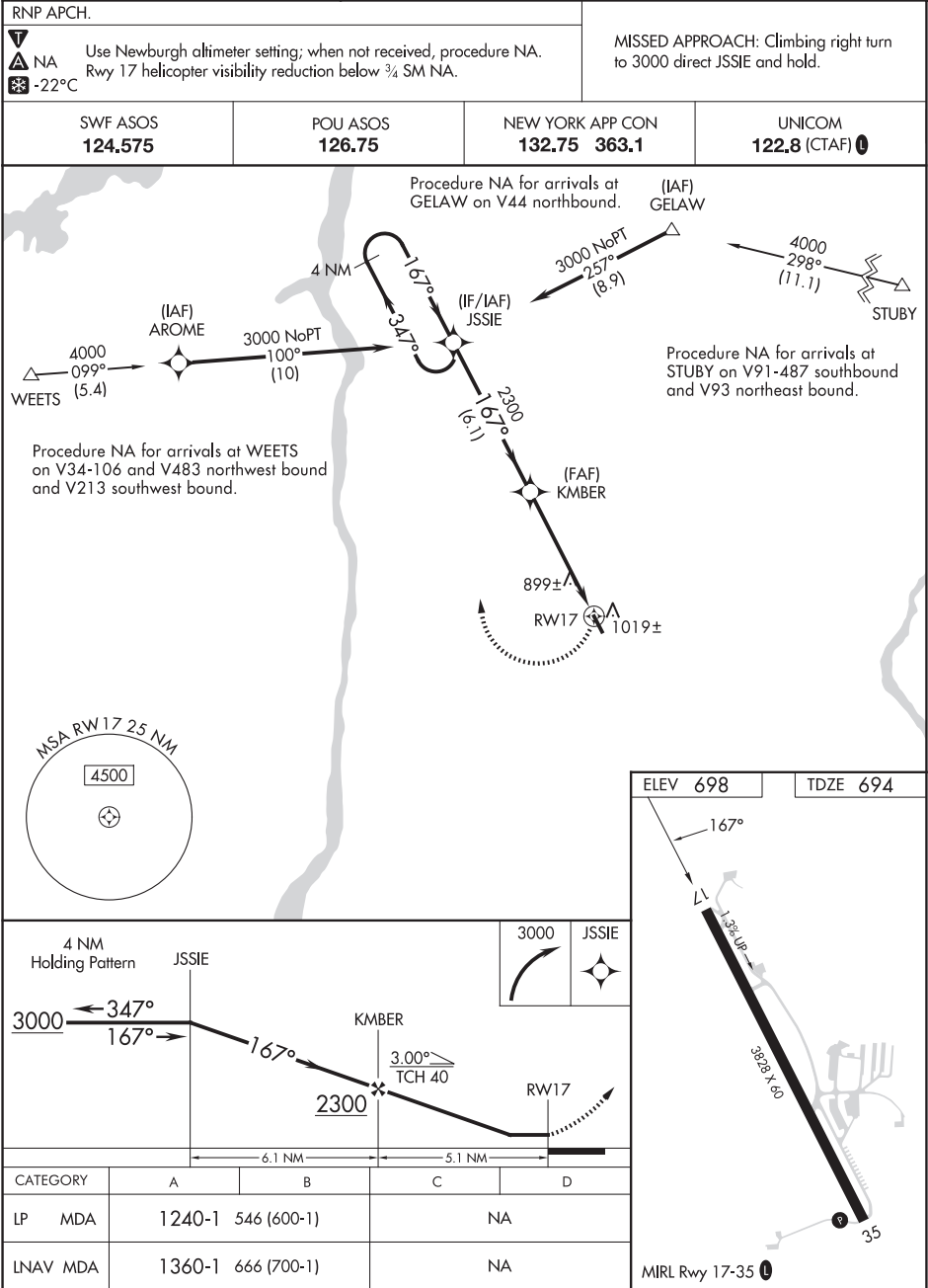
NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78008 W17A	APP CRS 167°	Rwy Ldg TDZE Apt Elev	3828 694 698
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RNAV (GPS) RWY 17

SKY ACRES (44N)



MILLBROOK, NEW YORK

AL-5473 (FAA)

25219

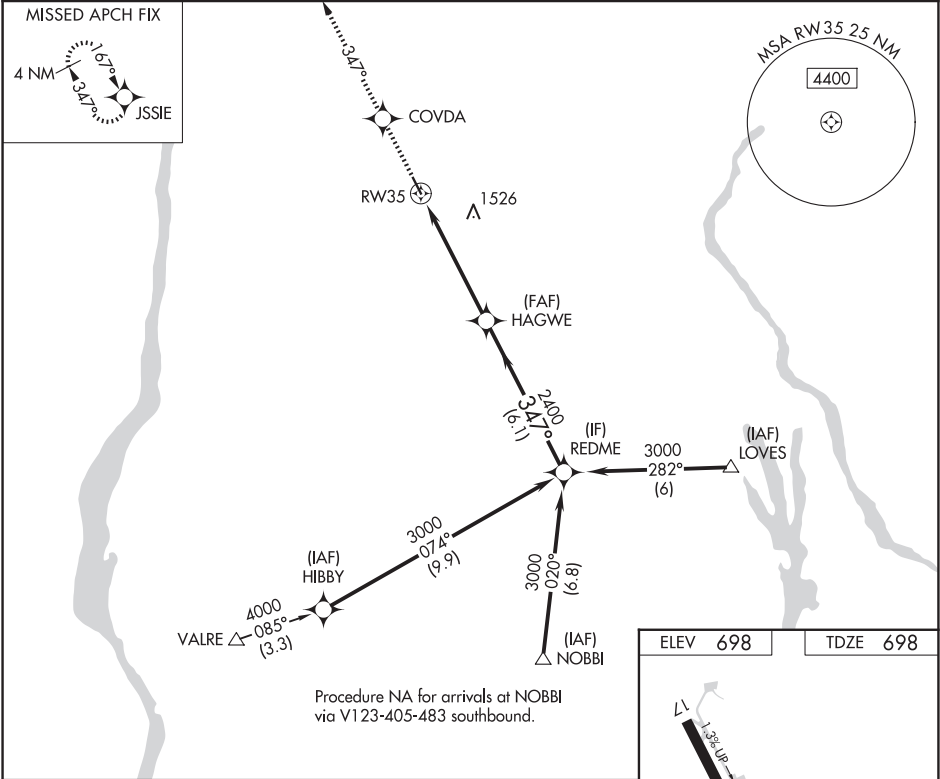
WAAS CH 86308 W35A	APP CRS 347°	Rwy Idg TDZE 698 Apt Elev 698	3828
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RNAV (GPS) RWY 35

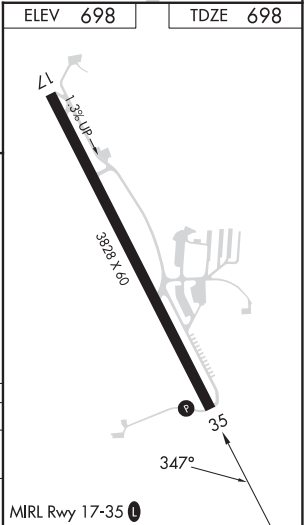
SKY ACRES (44N)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct COVDA and via 347° track to JSSIE and hold.
NA -22°C	Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

SWF ASOS 124.575	POU ASOS 126.75	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF)
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3000	COVDA	tr 347°	JSSIE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).	REDME	Procedure Turn NA
				HAGWE	3000	
				RW35	2400	
				5.2 NM	6.1 NM	GP 3.00° TCH 40
CATEGORY	A	B	C	D		
LPV DA	1046-1¼	348 (400-1¼)	NA			
LNNAV MDA	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)	NA			



MILLBROOK, NEW YORK

Amdt 1A 07NOV19

41°42'N-73°44'W

SKY ACRES (44N)

RNAV (GPS) RWY 35

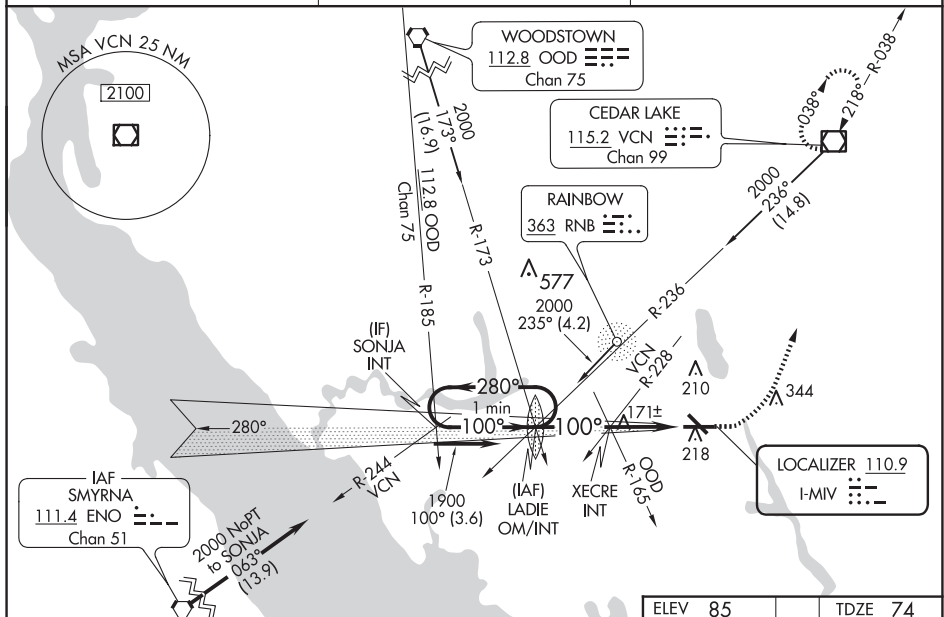
ILS or LOC RWY 10
MILLVILLE MUNI (MIV)

MALSR

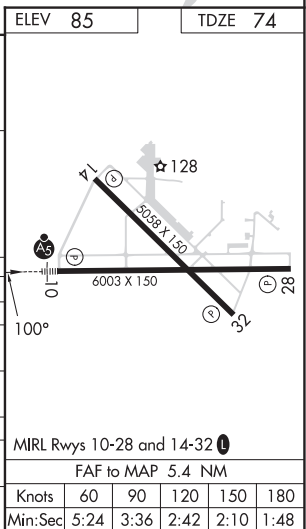
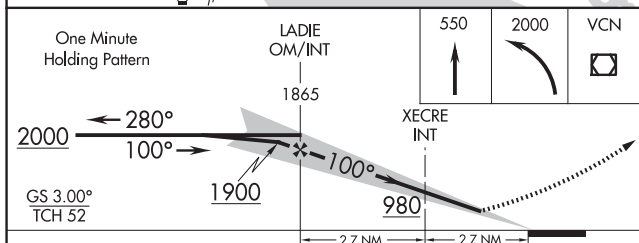
MISSED APPROACH: Climb to 550 then climbing left turn to 2000 direct VCN VOR/DME and hold.

ATLANTIC CITY APP CON
124.6 327.125

UNICOM
123.0 (CTAF) **L**



NE-2, 07 AUG 2025 to 02 OCT 2025



CATEGORY	A	B	C	D
S-ILS 10	347-1 273 (300-1)			
S-LOC 10	980-1¼ 906 (900-1¼)	980-2½ 906 (900-2½)		
CIRCLING	980-1¼ 895 (900-1¼)	980-2¾ 895 (900-2¾)	980-3 895 (900-3)	
XECRE FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 10	440-1 366 (400-1)			
CIRCLING	520-1 435 (500-1)	580-1 495 (500-1)	660-1½ 575 (600-1½)	660-2 575 (600-2)

MILLVILLE, NEW JERSEY

AL-891 (FAA)

23082

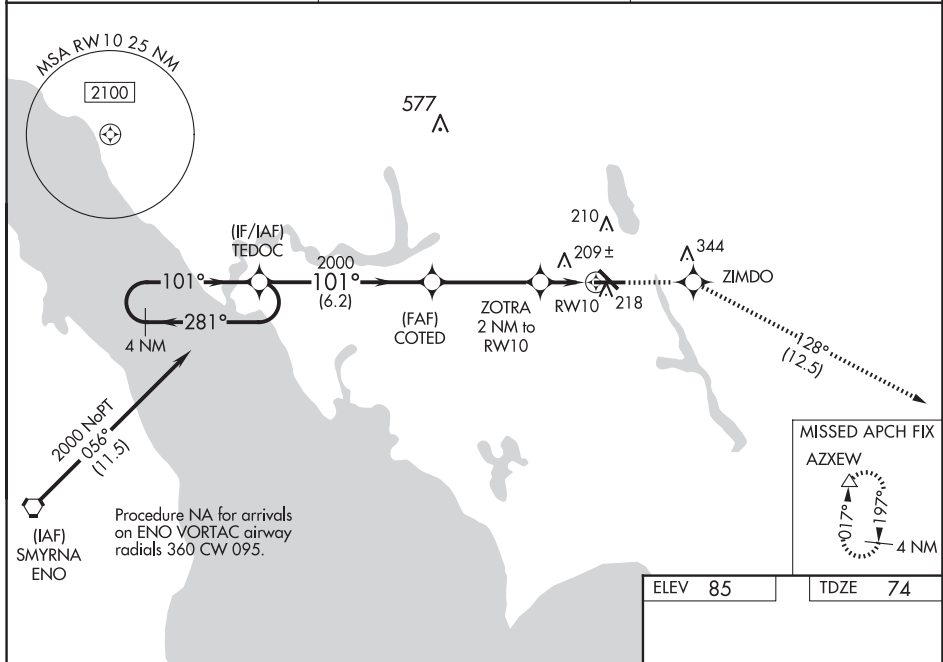
WAAS CH 53723 W10A	APP CRS 101°	Rwy Idg TDZE Apt Elev	6003 74 85
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RNAV (GPS) RWY 10

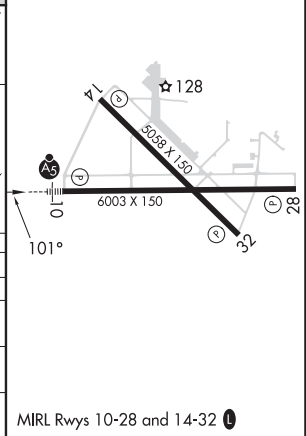
MILLVILLE MUNI (MIV)

RNP APCH-GPS. ▼ 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 ¼ SM; increase all MDAs 60 feet and visibility Cat C and D ¼ 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 1⅝. ▲	MALSR A5 MISSED APPROACH: Climb to 2000 direct ZIMDO and on track 128° to AZXEW and hold.
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ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		TEDOC	COTED	2000	ZOTRA 2 NM to RW10	1.1 NM to RW10	RW10
GP 3.00° TCH 52		2000	2000	760			
6.2 NM		3.9 NM	0.9 NM	1.1 NM			
CATEGORY	A	B	C	D			
LPV DA	274-1½		200 (200-½)				
LNAV/VNAV DA	515-1		441 (500-1)				
LNAV MDA	460-½	386 (400-½)	460-⅝	386 (400-⅝)			
CIRCLING	520-1 435 (500-1)	580-1 495 (500-1)	660-1½ 575 (600-1½)	660-2 575 (600-2)			



MILLVILLE, NEW JERSEY
Orig-D 23MAR23

39°22'N-75°04'W

RNAV (GPS) RWY 10

MILLVILLE MUNI (MIV)

NE-2, 07 AUG 2025 to 02 OCT 2025

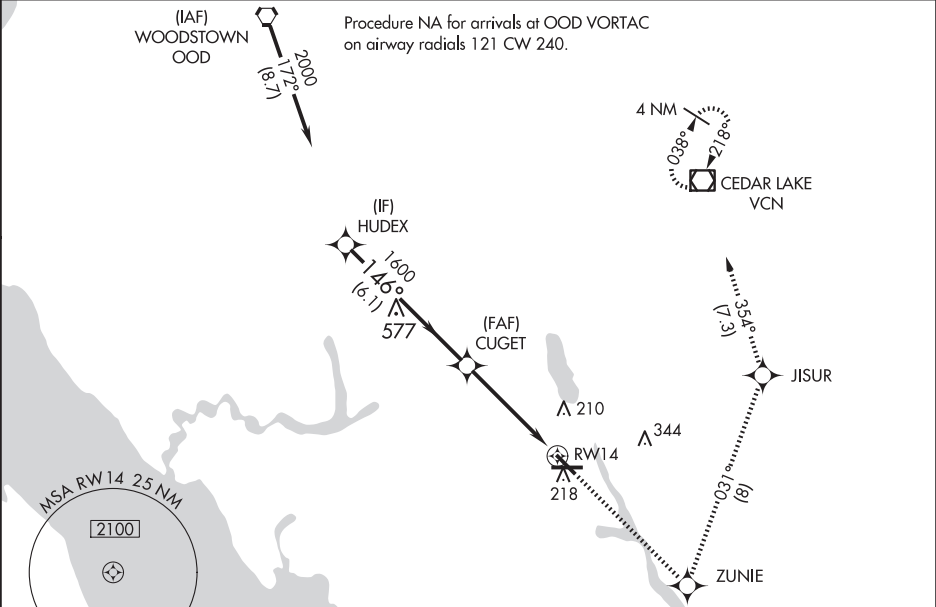
NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82000 W14A	APP CRS 146°	Rwy Idg TDZE Apt Elev	5058 81 85
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RNAV (GPS) RWY 14
MILLVILLE MUNI (MIV)

RNP APCH+GPS.	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.
<div><div>▼</div><div>⚠</div></div> Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 0
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ELEV 85		TDZE 81			
VSGI and RNAV glidepath not coincident (VSGI Angle 3.00/TCH 48).					
HUDEX		2000	ZUNIE	JISUR	VCN
GP 3.00° TCH 45		↑	tr 031°	tr 354°	☐
2000		1600	1.4 NM to RW14		RW14
6.1 NM		3.2 NM	1.4 NM		
CATEGORY	A		B	C	D
LPV DA	377-7⁄8		296 (300-7⁄8)		
LNAV/VNAV DA	550-13⁄8		469 (500-13⁄8)		
LNAV MDA	580-1 499 (500-1)		580-13⁄8 499 (500-13⁄8)		
CIRCLING	580-1 495 (500-1)		660-1½ 575 (600-1½)		660-2 575 (600-2)
MIRL Rwy 10-28 and 14-32 0					

MILLVILLE, NEW JERSEY

AL-891 (FAA)

23082

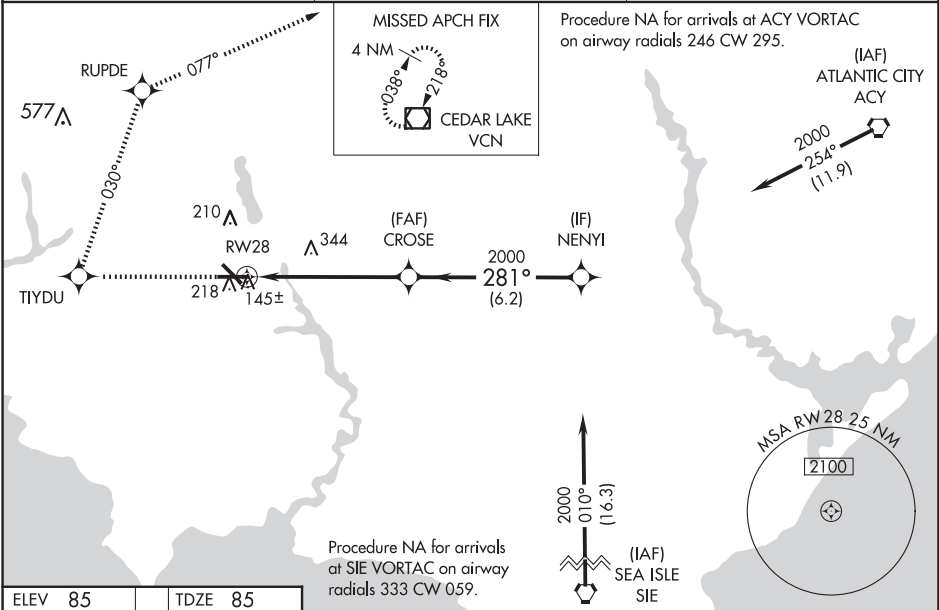
WAAS CH 42700 W28A	APP CRS 281°	Rwy Idg TDZE Apt Elev	6003 85 85
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RNAV (GPS) RWY 28

MILLVILLE MUNI (MIV)

RNP APCH-GPS.	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.
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ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 1
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ELEV 85	TDZE 85	2000 TIYDU	tr 030° RUPDE	tr 077° VCN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/ TCH 29)
CATEGORY		A	B	C	D
LPV	DA	344-1		259 (300-1)	
RNAV/VNAV	DA	405-1		320 (400-1)	
RNAV MDA	640-1 555 (600-1)		640-1 ½ 555 (600-1 ½)		640-1 ¾ 555 (600-1 ¾)
CIRCLING	640-1 555 (600-1)		660-1 ½ 575 (600-1 ½)		660-2 575 (600-2)

WAAS CH 86900 W32A	APP CRS 326°	Rwy Idg TDZE Apt Elev	5058 82 85
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RNAV (GPS) RWY 32

MILLVILLE MUNI (MIV)

RNP APCH-GPS

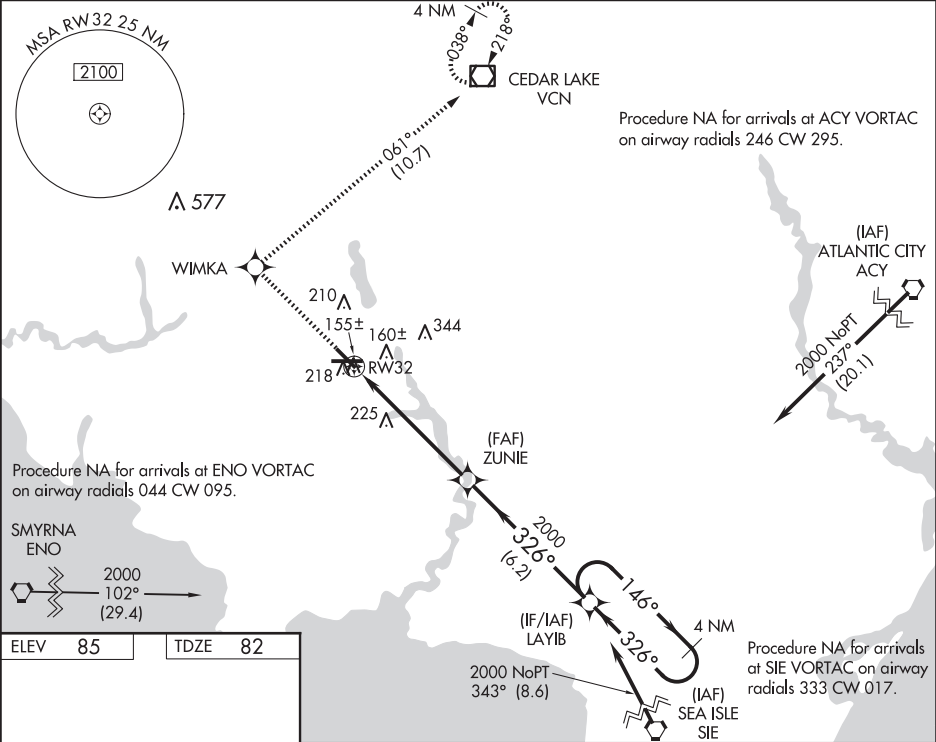
▼

NA

Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV NA when using Atlantic City altimeter setting. 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 441 feet; LNAV/VNAV DA to 475 feet and visibility $\frac{1}{8}$ SM; increase all MDAs 60 feet and visibility Cat C and D $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 2000 direct WIMKA and right turn on track 061° to VCN VOR/DME and hold.

ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 0
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2000 WIMKA tr 061° VCN

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 39).

4 NM Holding Pattern

146° 2000 326° GP 3.00° TCH 60

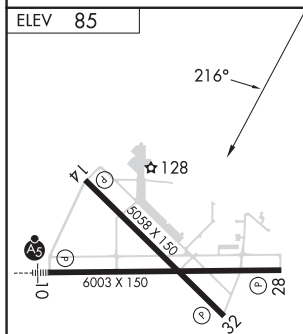
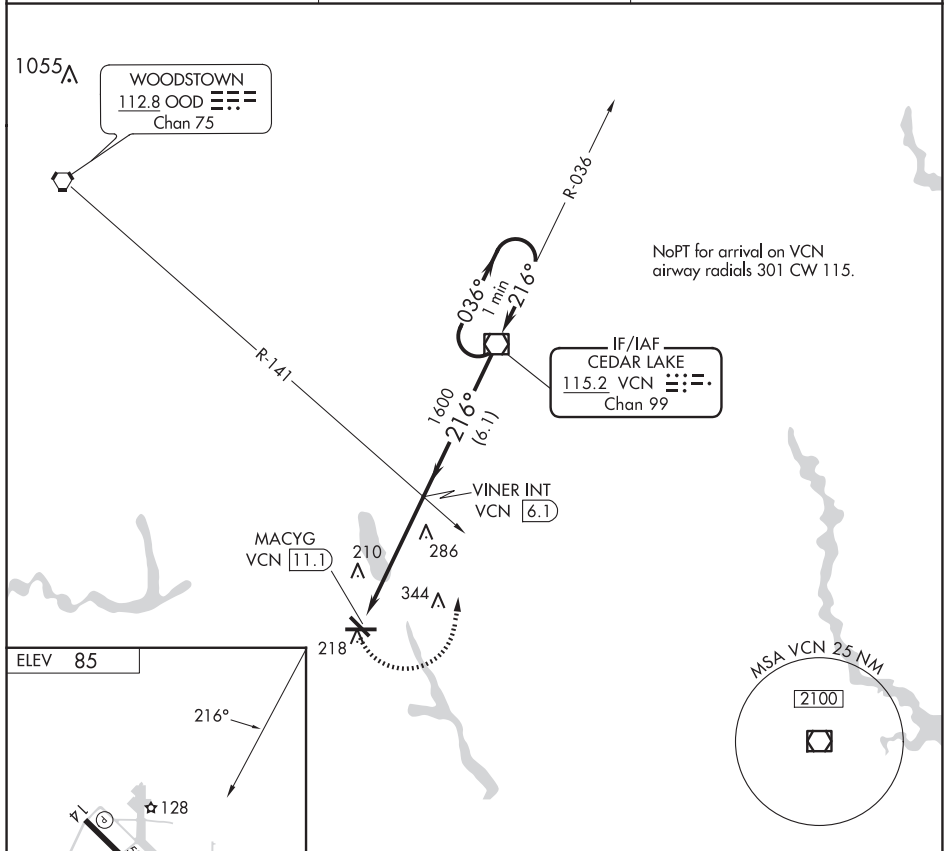
5.7 NM 6.2 NM

CATEGORY	A	B	C	D
LPV DA	381-1 299 (300-1)			
LNAV/VNAV DA	415-1 333 (400-1)			
LNAV MDA	480-1 398 (400-1)		480-1 $\frac{1}{8}$ 398 (400-1 $\frac{1}{8}$)	
CIRCLING	520-1 435 (500-1)	580-1 495 (500-1)	660-1 $\frac{1}{2}$ 575 (600-1 $\frac{1}{2}$)	660-2 575 (600-2)

VOR-A
MILLVILLE MUNI (MIV)

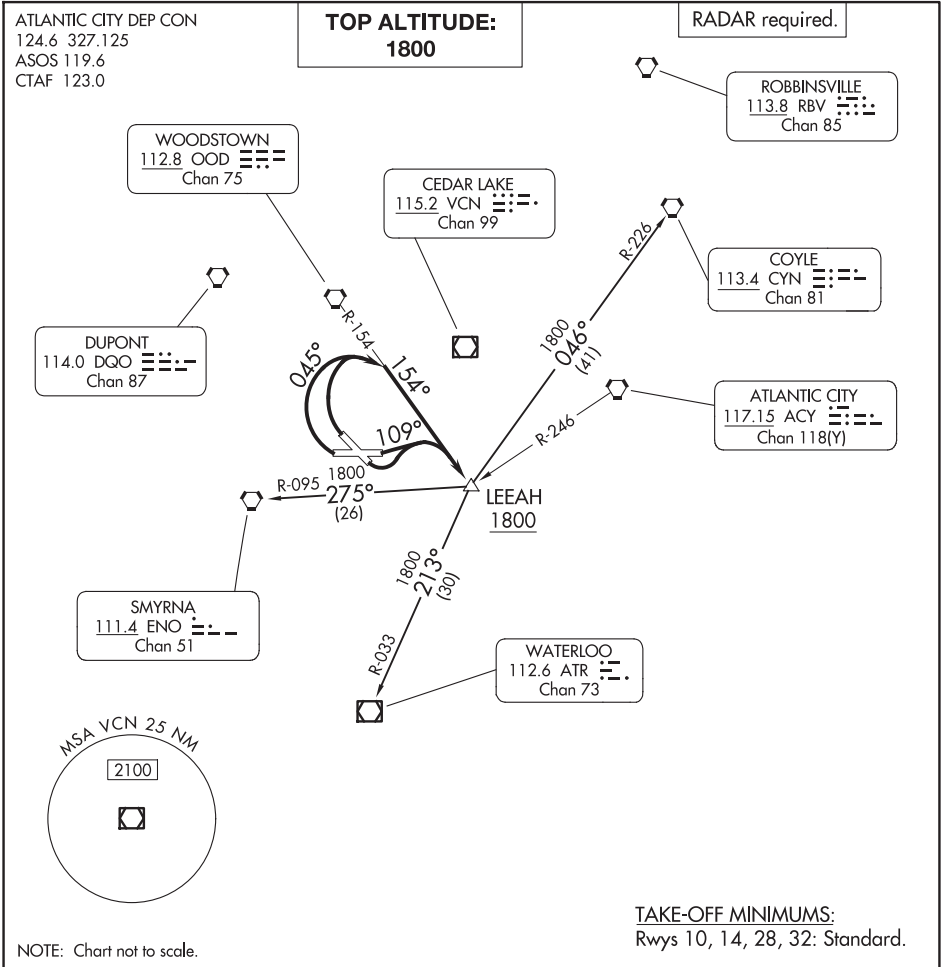
MISSED APPROACH: Climbing left turn to 2000 direct VCN VOR/DME and hold.

ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 1
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MIRL Rwy 10-28 and 14-32 **L**

FAF to MAP 5.1 NM						CATEGORY	CIRCLING		C	D
Knots	60	90	120	150	180	CIRCLING	A	B	660-1½ 575 (600-1½)	660-2 575 (600-2)
Min:Sec	5:06	3:24	2:33	2:02	1:42		600-1	515 (600-1)		

MILLVILLE MUNI (MIV)
VOR-A



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28, 32: Turn right heading 045° and OOD R-154 to LEEAH INT, thence....

TAKEOFF RUNWAYS 10, 14: Turn left heading 109° and OOD R-1 54 to LEEAH INT, thence....

....Then on transition. Maintain 1800, expect filed altitude 10 minutes after departure.

COYLE TRANSITION (LEEAH6.CYN): From over LEEAH INT via CYN R-226 to CYN VORTAC.

SMYRNA TRANSITION (LEEAH6.ENO): From over LEEAH INT via ENO R-095 to ENO VORTAC.

WATERLOO TRANSITION (LEEAH6.ATR): From over LEEAH INT via ATR R-033 to ATR VOR/DME.

MONTAUK, NEW YORK

AL-6710 (FAA)

22223

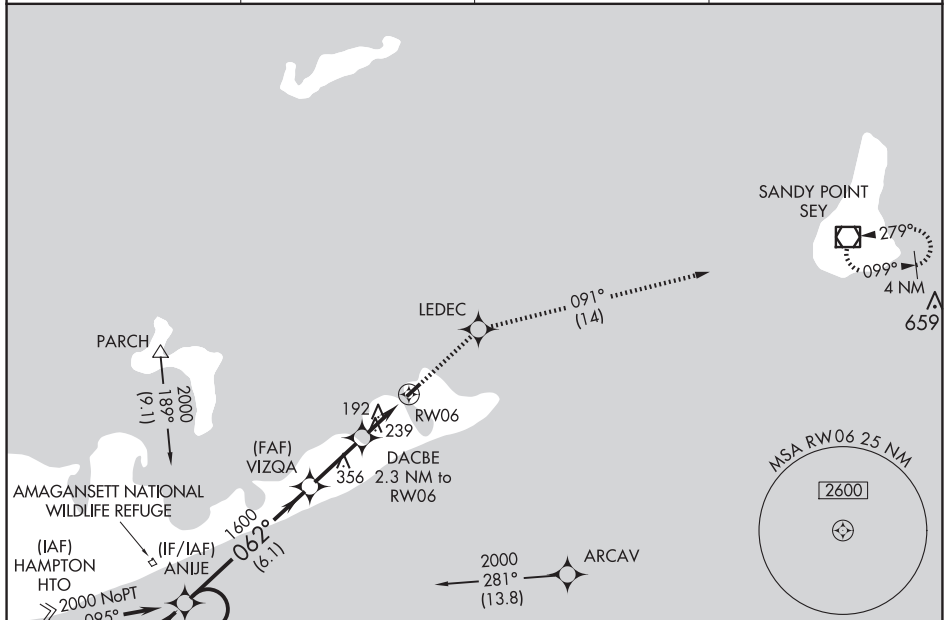
APP CRS	Rwy Idg	2944
062°	TDZE	6
	Apt Elev	7

RNAV (GPS) RWY 6

MONTAUK (MTP)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct LEDEC and on track 091° to SEY VOR/DME and hold.
▼	Use Graton-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 ½ SM and Circling Cat D ¼ SM. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	

GON ASOS 127.0	NEW YORK APP CON 125.975 343.65	UNICOM 122.7 (CTAF)	121.7 0
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ELEV 7		TDZE 6	
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4 NM Holding Pattern

2000

242°

062°

1600

780

6.1 NM

2.6 NM

2.3 NM

VGSI and descent angles not coincident (VGSI Angle 3.83/TCH 45).

3.00° TCH 45

2000

LEDEC

tr 091°

SEY

3246 X 75

062° to RWY 06

CATEGORY	A	B	C	D
LNAV MDA	540-1	534 (600-1)	540-1½	534 (600-1½)
CIRCLING	580-1	573 (600-1)	580-1½ 573 (600-1½)	740-2¼ 733 (800-2¼)

MIRL Rwy 6-24 0

MONTAUK, NEW YORK

Orig-C 11AUG22

41°05'N-71°55'W

RNAV (GPS) RWY 6

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	2578
242°	TDZE	7
	Apt Elev	7


RNAV (GPS) RWY 24

MONTAUK (MTP)

RNP APCH - GPS.	
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T 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 $\frac{1}{8}$ SM and Circling Cats D $\frac{1}{4}$ SM. Procedure NA at night.

MISSED APPROACH:
Climb to 600 then
climbing left turn to 2500
direct CUTUX and hold.

GON ASOS 127.0	NEW YORK APP CON 125.975 343.65	UNICOM 122.7 (CTAF)	121.7 
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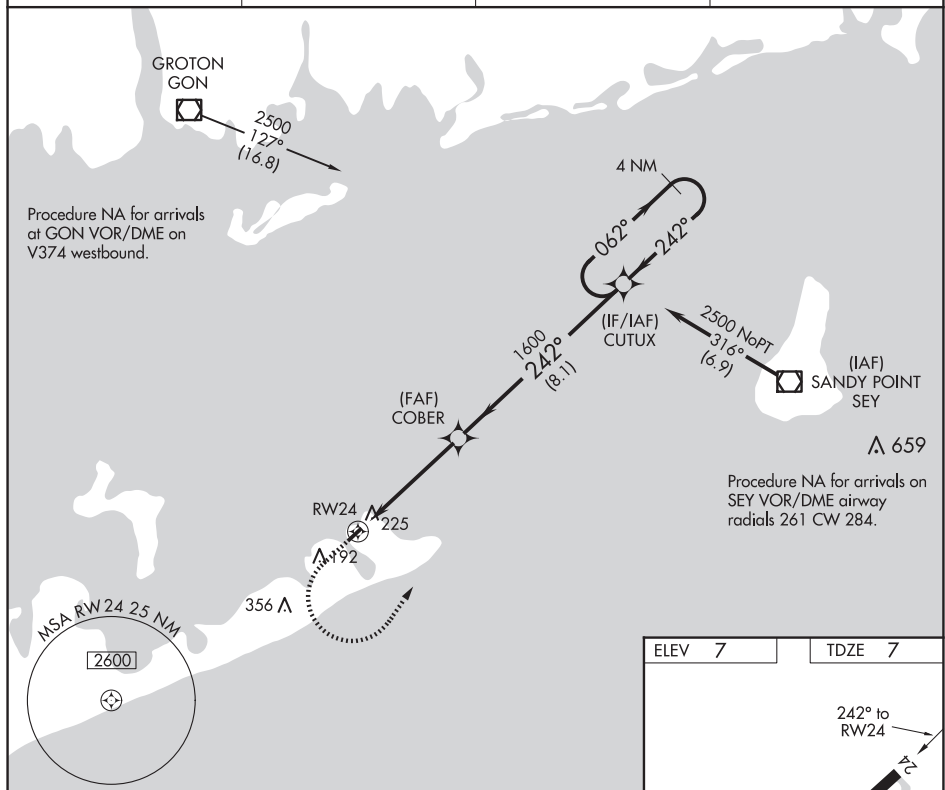
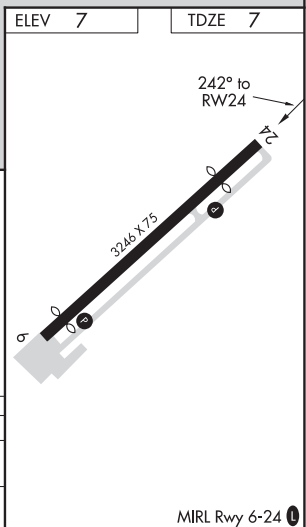

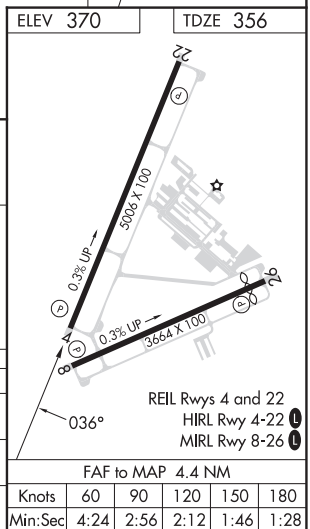
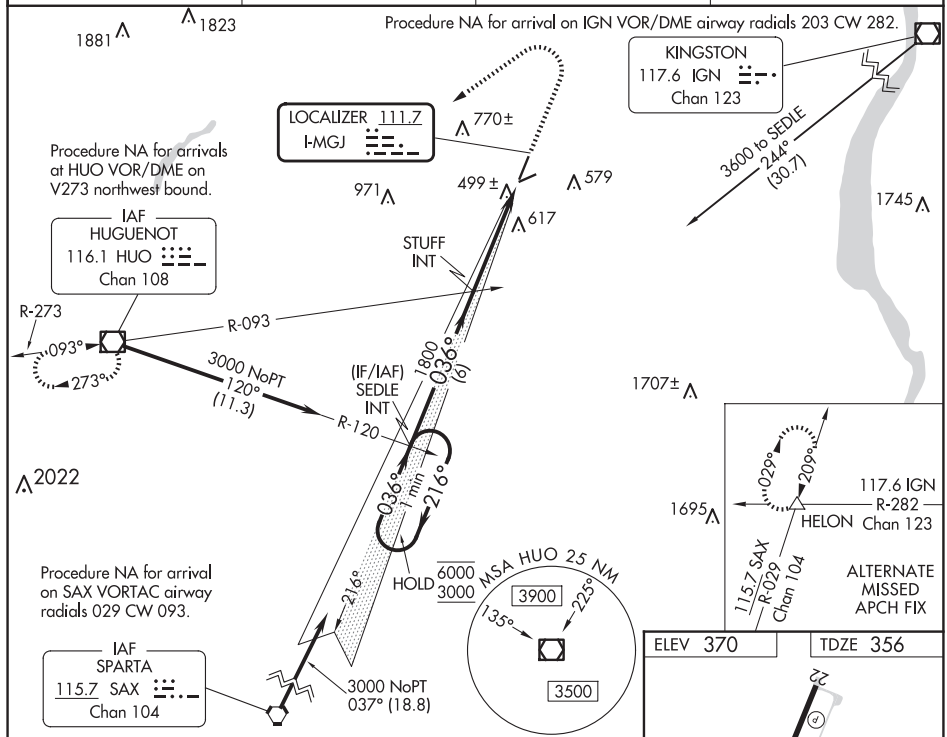


Diagram illustrating a 4 NM Holding Pattern for RW24. The pattern is defined by a 4.9 NM straight segment, a 242° turn, an 8.1 NM straight segment, and another 242° turn. The pattern is labeled 'CUTUX' and 'COBER'. The holding pattern is for RW24. The diagram also shows the VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 24).



ILS or LOC RWY 4
ORANGE COUNTY (MGJ)

	Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 8, 22, 26 NA at night.		MISSED APPROACH: Climb to 1100 then 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	AUNICOM 122.725 (CTAF) ①



ORANGE COUNTY (MGJ)
ILS or LOC RWY 4

Orig-B 05SEP24

APP CRS
036°

Rwy Ldg
TDZE
Apt Elev

5006
356
370

RNAV (GPS) RWY 4

ORANGE COUNTY (MGJ)

RNP APCH - GPS.

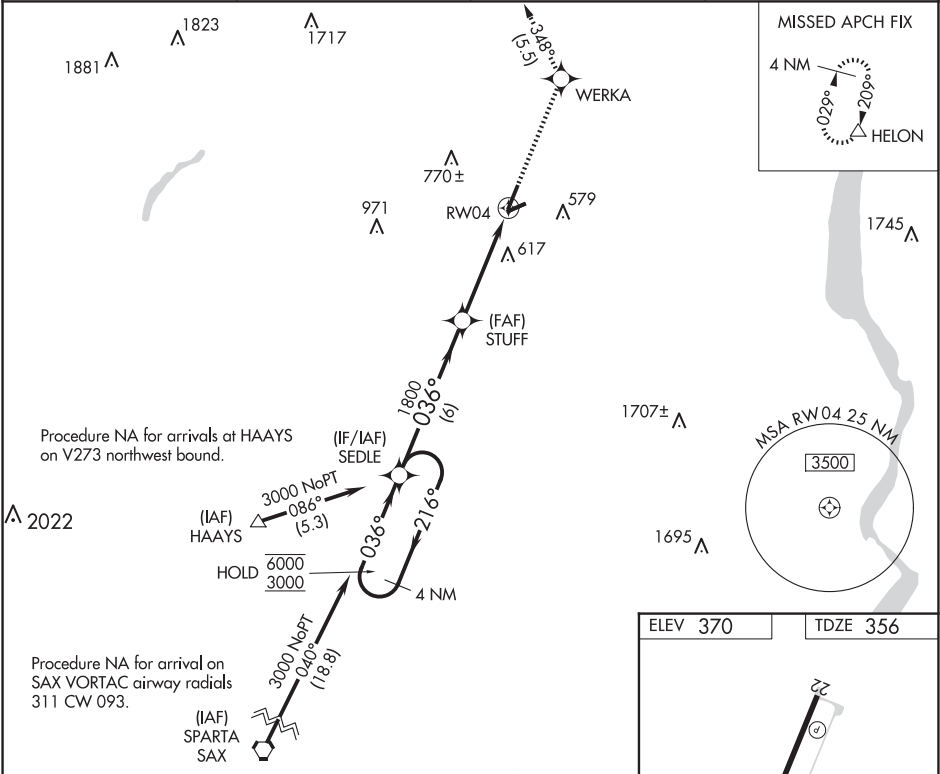
T

A

Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 8, 26 NA at night.

MISSED APPROACH: Climb to 5300 direct WERKA and on track 348° to HELON and hold, continue climb-in-hold to 5300.

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	AUNICOM 122.725 (CTAF) 0
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4 NM Holding Pattern

SEDLE

6000 3000

216°

036°

036°

1800

STUFF

5300

WERKA

tr 348°

HELON

2 NM to RWY 04

RWY 04

3.00°

TCH 52

6 NM

2.3 NM

2 NM

CATEGORY

A

B

C

D

LNVA MDA

1060-1

704 (700-1)

1060-2

704 (700-2)

CIRCLING

1180-1

810 (900-1)

1180-2¼

810 (900-2¼)

1240-2¾

870 (900-2¾)

ELEV 370

TDZE 356

0.3% UP

0.3% UP

3664 X 100

3006 X 100

REIL Rwy 4 and 22

HIRL Rwy 4-22

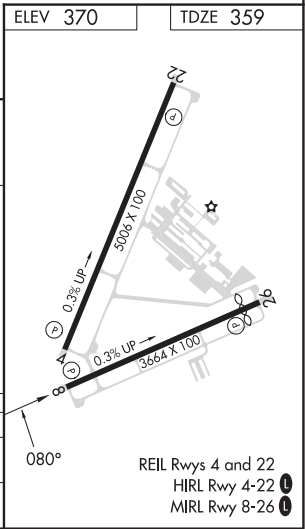
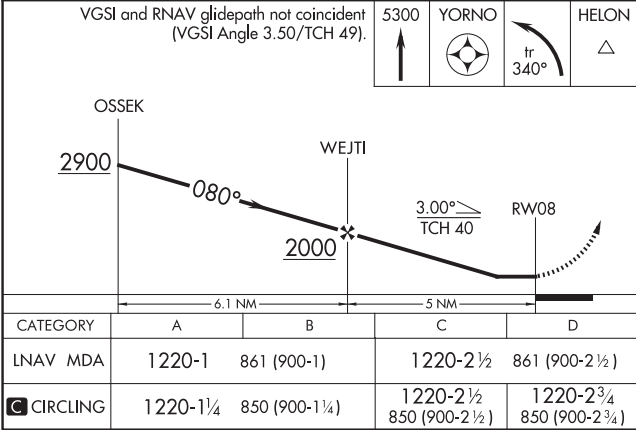
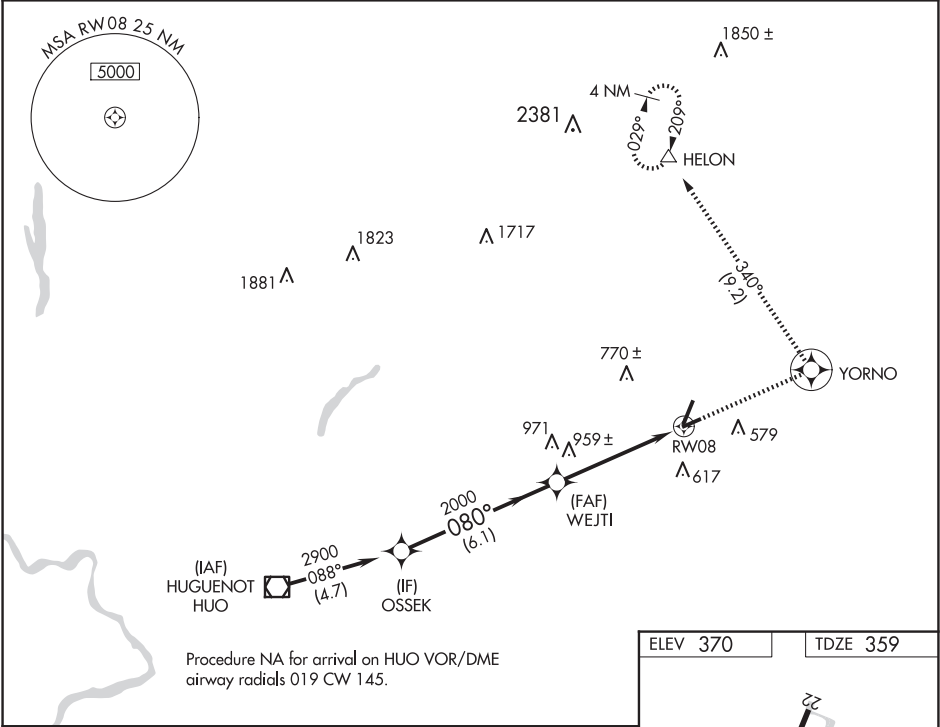
MIRL Rwy 8-26

APP CRS	Rwy Idg	3664
080°	TDZE	359
	Apt Elev	370

RNAV (GPS) RWY 8
ORANGE COUNTY (MGJ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 5300 direct YORNO and left turn on track 340° to HELON and hold.
<div><div>T</div><div>Rwy 8 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 8 NA at night, Circling Rwy 8, 22, 26 NA at night.</div></div>	

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	AUNICOM 122.725 (CTAF) 0
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NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

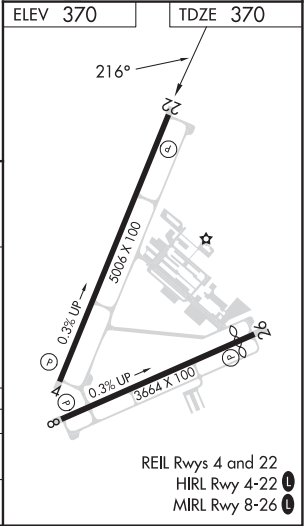
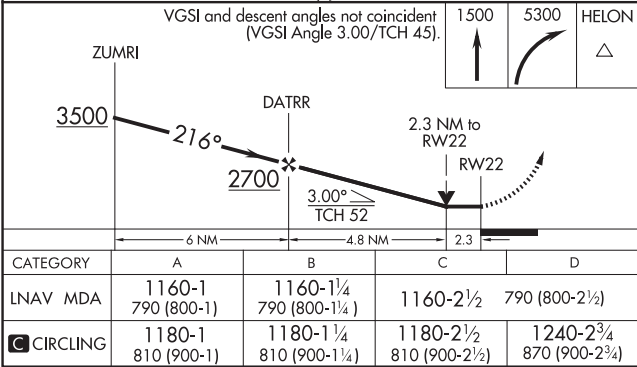
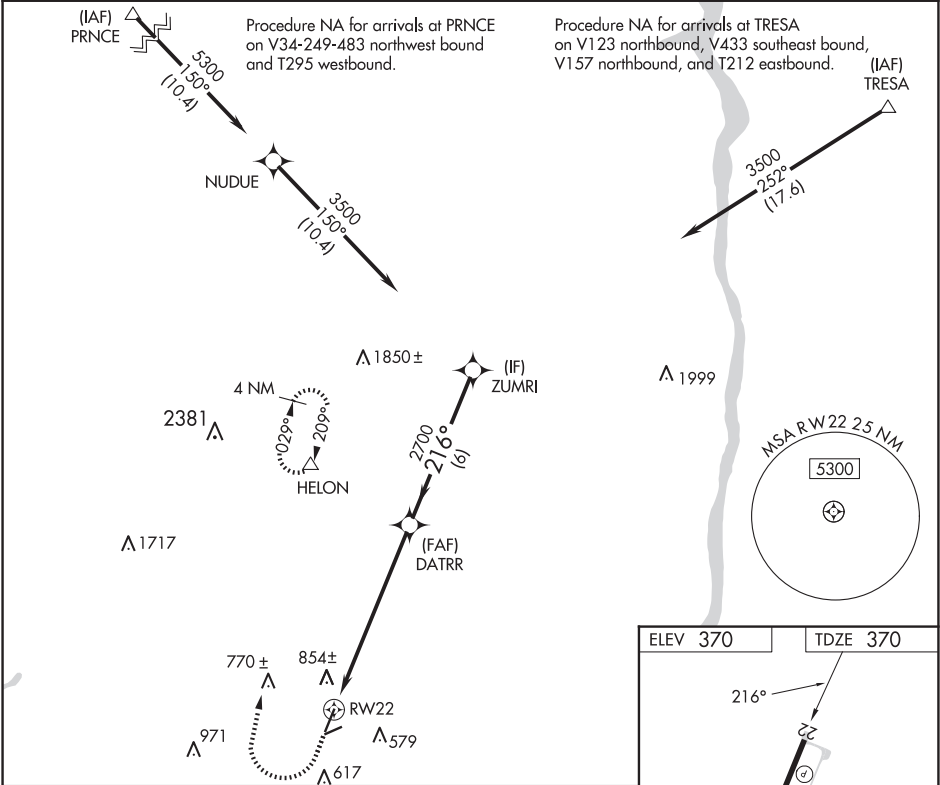
APP CRS	Rwy Ldg	5006
216°	TDZE	370
	Apt Elev	370

RNAV (GPS) RWY 22

ORANGE COUNTY (MGJ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climbing right turn to 5300 direct HELON and hold, continue climb-in-hold to 5300.
▼ ▲ Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 8, 26 NA at night.	

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	AUNICOM 122.725 (CTAF) 0
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NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

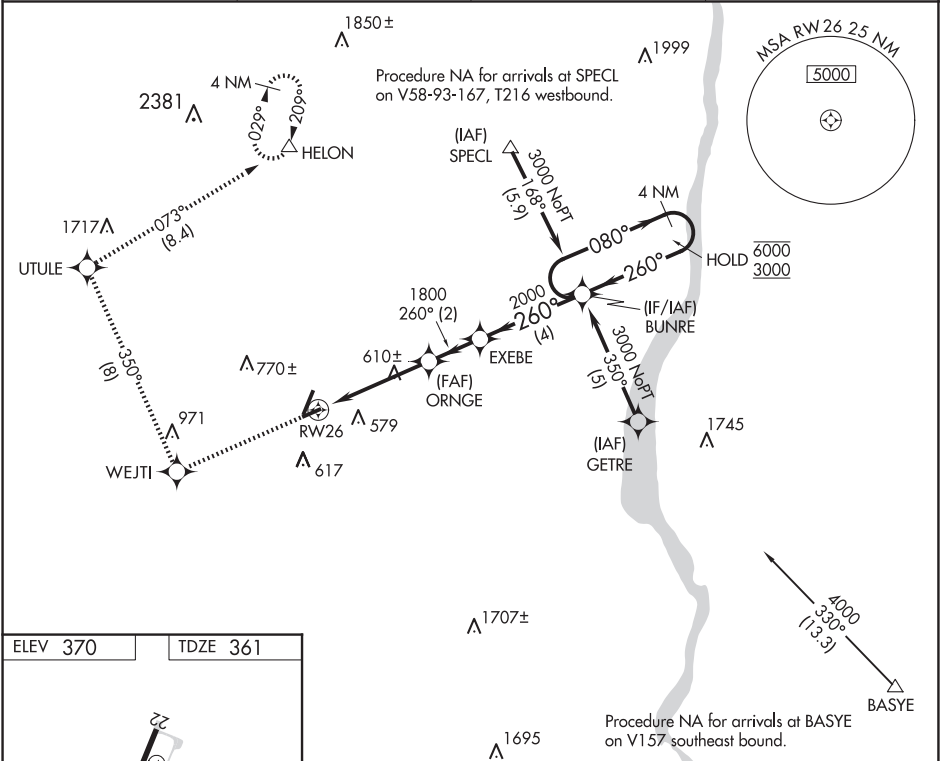
APP CRS 260°	Rwy Ldg 3349
	TDZE 361
	Apt Elev 370

RNAV (GPS) RWY 26

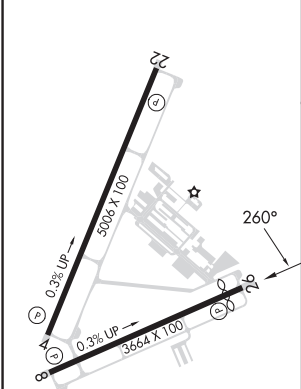
ORANGE COUNTY (MGJ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct WEJTI and right turn on track 350° to UTULE and on track 073° to HELON and hold.
<div><div>▼</div><div>Rwy 26 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 26 NA at night, Circling Rwy 8, 26 NA at night.</div></div>	

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	AUNICOM 122.725 (CTAF)
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ELEV 370	TDZE 361
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REIL Rwy 4 and 22
HIRL Rwy 4-22
MIRL Rwy 8-26

4000	WEJTI	UTULE	HELON	
	tr 350°	tr 073°		
Visual Segment - Obstacles.				
RW26	ORNGE	EXEBE	BUNRE	4 NM Holding Pattern
	1800	2000	080° 6000 260° 3000	
	4.3 NM	2 NM	4 NM	
CATEGORY	A	B	C	D
LNAV MDA	920-1 559 (600-1)	920-1½ 559 (600-1½)	920-1¾ 559 (600-1¾)	920-2 559 (600-2)
CIRCLING	1200-1¼ 830 (900-1¼)	1200-2½ 830 (900-2½)	1240-2¾ 870 (900-2¾)	1240-3 870 (900-3)

AIRPORT DIAGRAM

ORANGE COUNTY (MGJ)
MONTGOMERY, NEW YORK



NE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

MONTGOMERY, NEW YORK
ORANGE COUNTY (MGJ)

MONTICELLO, NEW YORK

AL-5675 (FAA)

24249

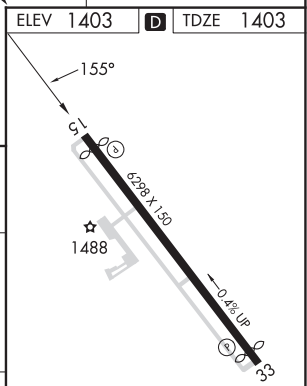
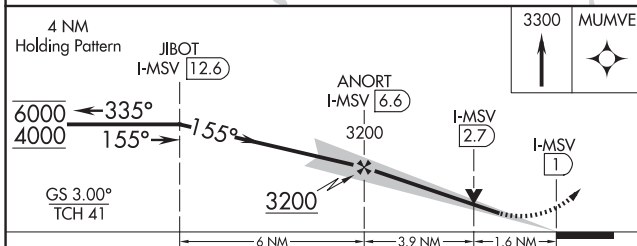
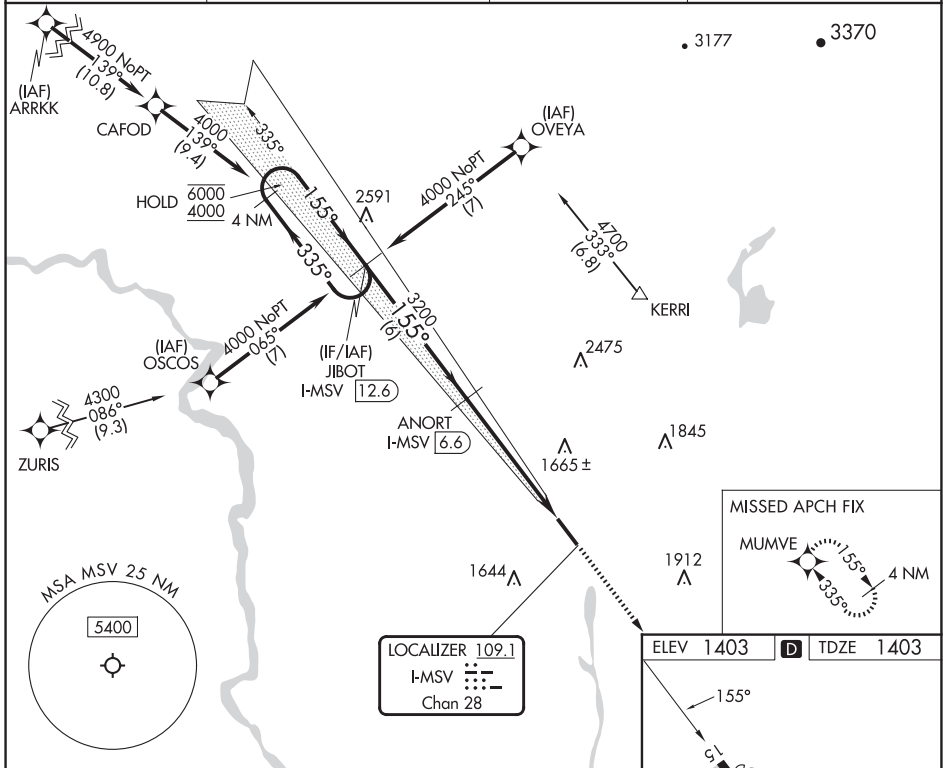
LOC/DME I-MSV 109.1 Chan 28	APP CRS 155°	Rwy Ldg 5900 TDZE 1403 Apt Elev 1403
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ILS or LOC RWY 15

SULLIVAN COUNTY INTL (MSV)

RNP APCH - GPS. ▼ VDP NA when using New York Stewart Intl altimeter setting. When local altimeter setting not received, use New York Stewart Intl altimeter setting; increase S-ILS 15 DA to 1858 feet and all visibilities ½ SM; increase all MDAs 220 feet and S-LOC 15 visibility Cat B, C and D ¾ SM, and Circling Cat B, C and D visibilities ¾ SM.	MISSED APPROACH: Climb to 3300 direct MUMVE and hold.
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AWOS-3PT 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-ILS 15		1653-¾	250 (300-¾)	
S-LOC 15	1960-1	557 (600-1)	1960-1¾	557 (600-1¾)
CIRCLING	1960-1	557 (600-1)	2020-1¾ 617 (700-1¾)	2180-2½ 777 (800-2½)

REIL Rwy 15 and 33 1					
HIRL Rwy 15-33 1					
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

MONTICELLO, NEW YORK
Amdt 7 05SEP24

41°42'N-74°48'W

SULLIVAN COUNTY INTL (MSV)

ILS or LOC RWY 15

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

RNP APCH - GPS.

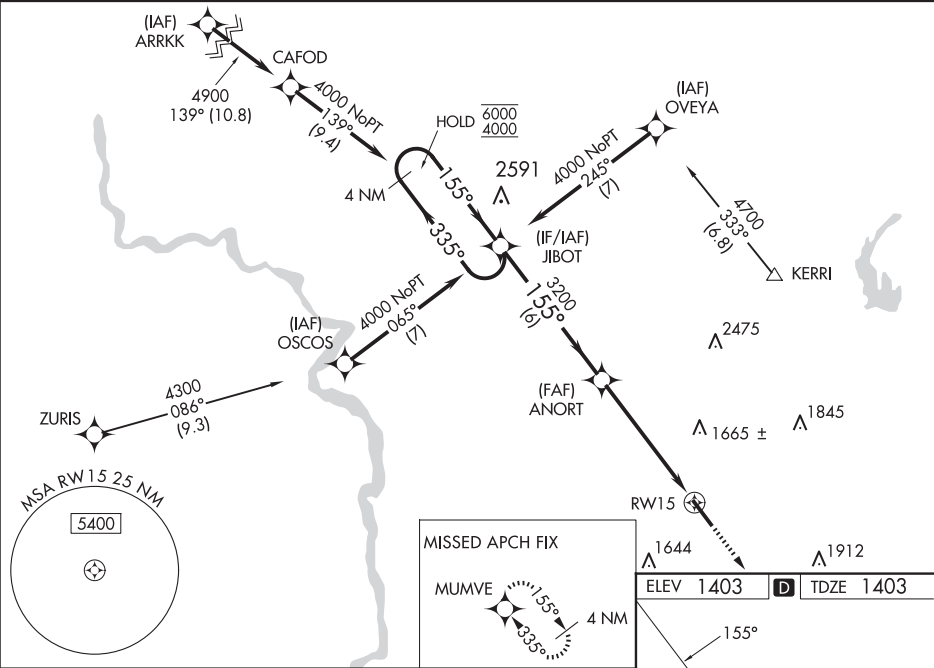
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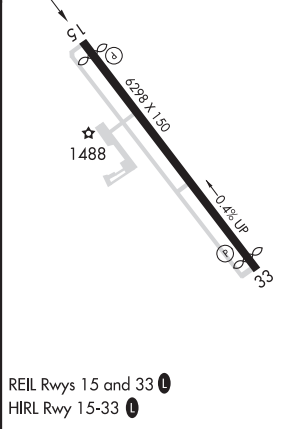
Baro-VNAV and VDP NA when using New York Stewart Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use New York Stewart Intl altimeter setting; increase LPV DA to 1858 feet and all visibilities $\frac{3}{8}$ SM; increase LNAV/VNAV DA to 2077 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 220 feet and LNAV visibility Cat B, C and D $\frac{7}{8}$ SM, and Circling visibility Cat B, C, and D $\frac{3}{4}$ SM.

MISSED APPROACH:
Climb to 3300 direct MUMVE and hold.

AWOS-3PT 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
----------------------------	---	--------------------------	---------------------------------



4 NM Holding Pattern				
JIBOT				
6000 ← 335°				
4000 → 155°				
GP 3.00°				
TCH 41				
ANORT				
3200				
1.6 NM to RWY 15				
RWY 15				
6 NM				
3.9 NM				
1.6 NM				
CATEGORY	A	B	C	D
LPV DA	1653- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
LNAV/VNAV DA	1872-1 $\frac{3}{8}$ 469 (500-1 $\frac{3}{8}$)			
LNAV MDA	1980-1 577 (600-1)		1980-1 $\frac{5}{8}$ 577 (600-1 $\frac{5}{8}$)	
CIRCLING	1980-1 577 (600-1)		2020-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$)	2180-2 $\frac{1}{2}$ 777 (800-2 $\frac{1}{2}$)



MONTICELLO, NEW YORK

AL-5675 (FAA)

24249

WAAS CH 82345 W33A	APP CRS 335°	Rwy Ldg TDZE Apt Elev	5798 1393 1403
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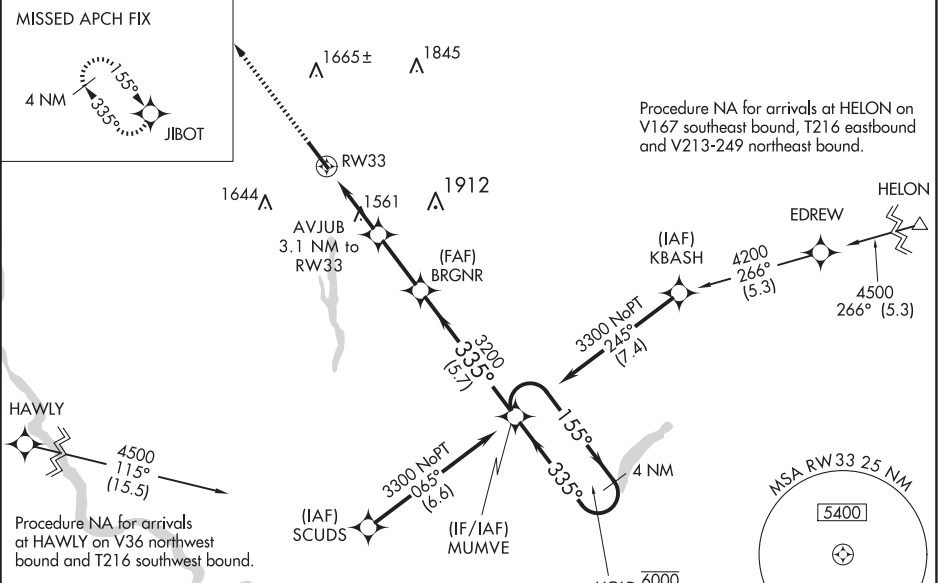
RNAV (GPS) RWY 33
SULLIVAN COUNTY INTL (MSV)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using New York Stewart Intl altimeter setting. When local altimeter setting not received, use New York Stewart Intl altimeter setting: increase LPV DA to 1848 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1861 feet and all visibilities ¾ SM; increase all MDAs 220 feet and LNAV visibility Cat C and D ¾ SM, and Circling visibility Cat C ¾ SM and Cat D ½ SM.

MISSED APPROACH:
Climb to 4000 direct JIBOT and hold.

AWOS-3PT 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
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ELEV 1403	D	TDZE 1393
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REIL Rwy 15 and 33
HIRL Rwy 15-33

4000 JIBOT
4 NM Holding Pattern
MUMVE
3200
335°
155°
6000
3300
GP 3.00°
TCH 39

CATEGORY	A	B	C	D
LPV DA	1643-1		250 (300-1)	
LNAV/VNAV DA	1656-1		263 (300-1)	
LNAV MDA	1820-1	427 (500-1)	1820-1¼	427 (500-1¼)
CIRCLING	1900-1 497 (500-1)	1920-1 517 (600-1)	2020-1¾ 617 (700-1¾)	2180-2½ 777 (800-2½)

MONTICELLO, NEW YORK
Amdt 2 05SEP24

41°42'N-74°48'W

SULLIVAN COUNTY INTL (MSV)
RNAV (GPS) RWY 33

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-MMU	APP CRS	Rwy Idg	5998
110.3	229°	TDZE	184
		Apt Elev	187

ILS or LOC RWY 23

MORRISTOWN MUNI (MMU)

RNAV 1-GPS or RADAR required for procedure entry.
From EMRSN: RNAV 1-GPS required.

MALSR

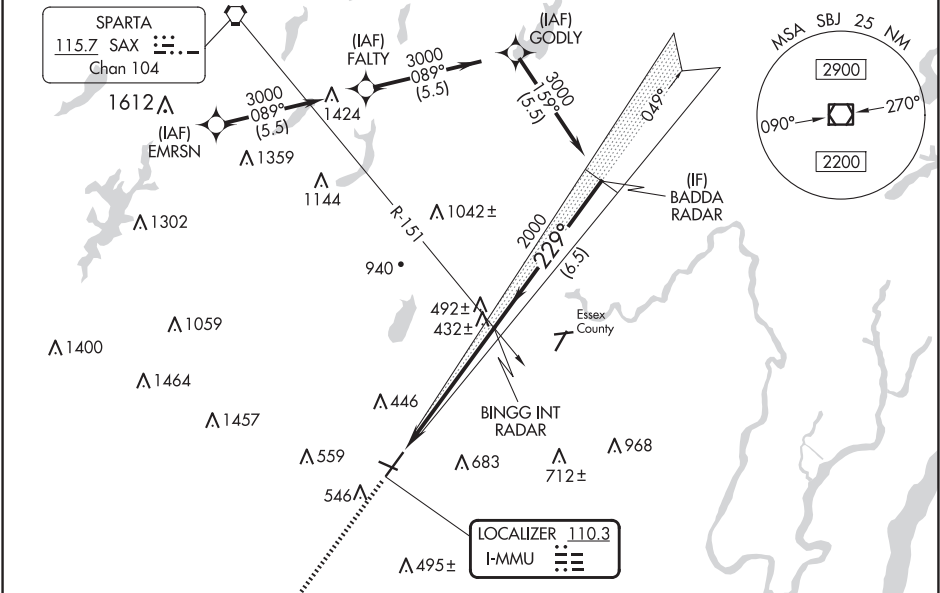
MISSED APPROACH: Climb to 2000 on heading 229° and on SBJ VOR/DME R-070 to SBJ VOR/DME and hold.

⚠

⚠

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 3/4 SM.

ATIS	NEWARK APP CON	MORRISTOWN TOWER ★	GND CON	CLNC DEL
124.25	127.6 379.9	118.10 (CTAF) 353.9	134.2	128.6



2000

hdg 229°

SBJ R-070

BINGG INT RADAR

BADDA RADAR

2000

229°

3000

2000

GS 3.00°

TCH 55

CATEGORY	A	B	C	D
S-ILS 23	384-1/2 200 (200-1/2)			
S-LOC 23	700-1/2 516 (600-1/2)		700-1 516 (600-1)	
CIRCLING	860-1 673 (700-1)	900-1 713 (800-1)	1000-2 1/2 813 (900-2 1/2)	1200-3 1013 (1100-3)

REIL Rwy 5 and 31

HIRL Rwy 5-23

MIRL Rwy 13-31

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

MORRISTOWN, NEW JERSEY

AL-931 (FAA)

24249

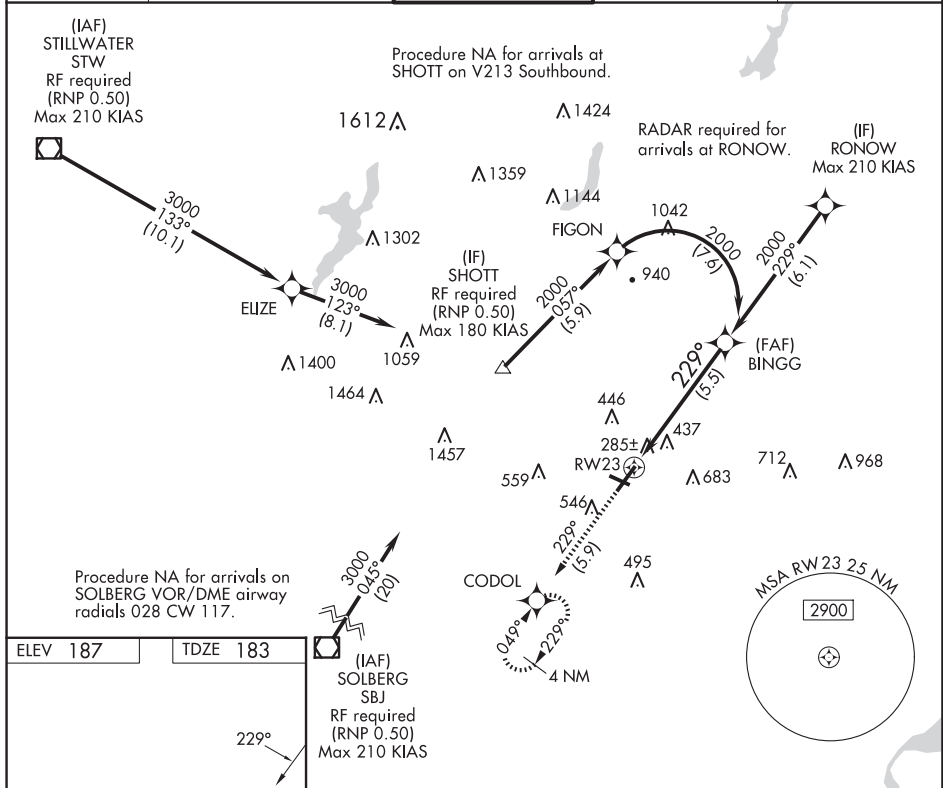
APP CRS	Rwy Idg	5998
229°	TDZE	183
	Apt Elev	187

RNAV (RNP) Y RWY 23

MORRISTOWN MUNI (MMU)

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, procedure NA. GPS required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to 1¼ mile and RNP 0.30 all Cats visibility to 2 miles. Visibility reduction by helicopters NA.	MALSR	MISSED APPROACH: Climb to 2000 on track 229° to CODOL and hold.
--	-------	---

ATIS 124.25	NEWARK APP CON 127.6 379.9	MORRISTOWN TOWER* 118.1 (CTAF) 353.9	GND CON 134.2	CLNC DEL 128.6
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ELEV 187

TDZE 183

229°

3997 X 150

5998 X 150

TWR 252

31

5

3000 045° (20)

(IAF) SOLBERG SBJ

RF required (RNP 0.50)

Max 210 KIAS

2000 tr 229°

CODOL

See planview for multiple IF locations.

BINGG

2000

GP 3.00°

TCH 55

5.5 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	553-¾ 370 (400-¾)			
RNP 0.30 DA	788-1⅝ 605 (700-1⅝)			

REIL Rwy 5 and 31

HIRL Rwy 5-23

MIRL Rwy 13-31

AUTHORIZATION REQUIRED

MORRISTOWN, NEW JERSEY

Orig-A 11DEC14

40°48'N - 74°25'W

MORRISTOWN MUNI (MMU)

RNAV (RNP) Y RWY 23

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

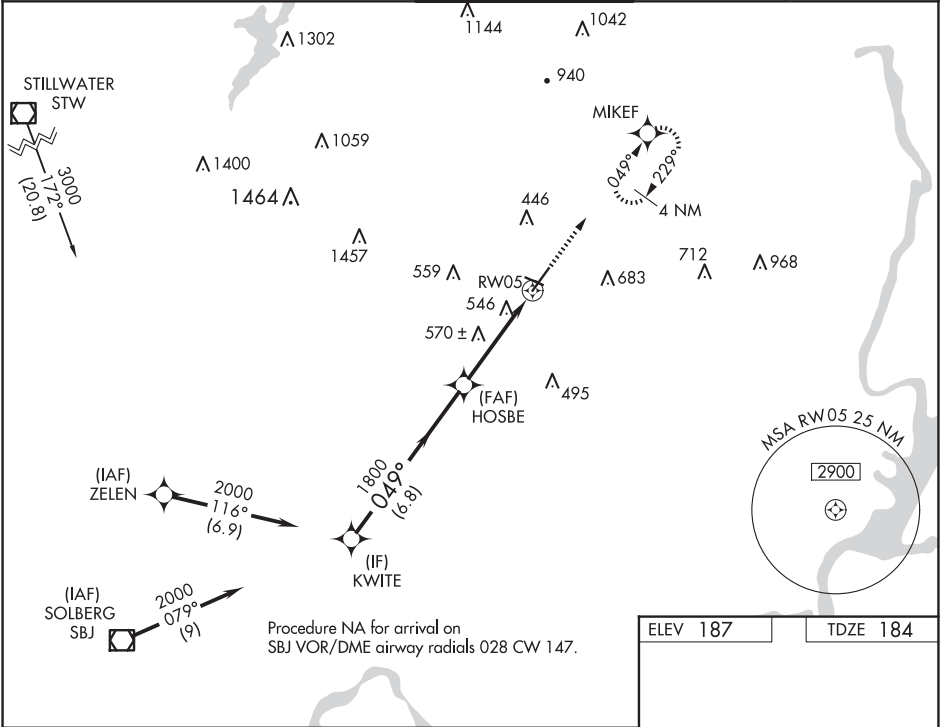
WAAS CH 97720 W05A	APP CRS 049°	Rwy Idg 5998 TDZE 184 Apt Elev 187
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RNAV (GPS) RWY 5

MORRISTOWN MUNI (MMU)

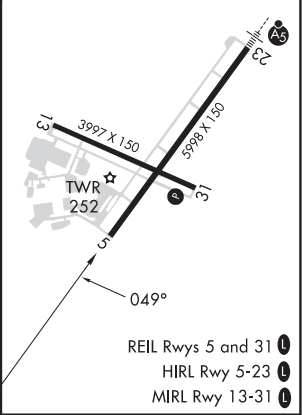
RNP APCH.	MISSED APPROACH: Climb to 2500 direct MIKEF and hold, continue climb-in-hold to 2500.
<div><div>▼</div><div>Rwy 5 helicopter visibility reduction below ¾ SM NA.</div><div>▲</div><div>For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 46°C. Circling Rwy 13, 31 NA at night.</div></div>	

ATIS 124.25	NEWARK APP CON 127.6 379.9	MORRISTOWN TOWER★ 118.10 (CTAF) 353.9	GND CON 134.2	CLNC DEL 128.6
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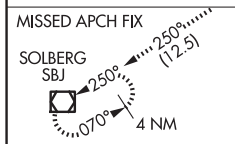
ELEV 187	TDZE 184
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KWITE		HOSBE		RW05		MIKEF
2000		1800		1800		2500
GP 3.50°		049°		*1.7 NM to RW05		*LNAV only.
TCH 59		1800		RW05		
6.8 NM		2.5 NM		1.7 NM		
CATEGORY	A	B	C	D		
LPV DA	879-2		695 (700-2)			
LNAV/VNAV DA	893-2		709 (800-2)			
LNAV MDA	880-1	696 (700-1)	880-2	696 (700-2)		
CIRCLING	880-1 693 (700-1)	900-1 713 (800-1)	1000-2½ 813 (900-2½)	1200-3 1013 (1100-3)		

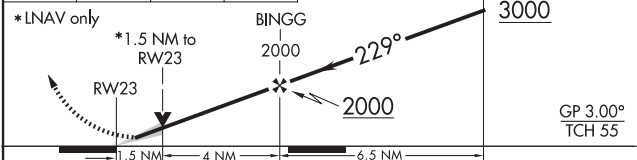



RNAV (GPS) Z RWY 23
MORRISTOWN MUNI (MMU)

MISSED APPROACH:
Climb to 2000 direct SUCSO
then on track 250° to SBJ
VOR/DME and hold.

CND

 SUCSO			
2000 	SUCSO 	tr 250°	SBJ 



CATEGORY		A	B	C	D
LPV	DA	384-1½		200 (200-½)	
LNAV/ VNAV	DA	749-1¼		565 (600-1¼)	
LNAV	MDA	700- ½ 516 (600-½)		700-1 516 (600-1)	
 CIRCLING		860-1 673 (700-1)	900-1 713 (800-1)	1000-2½ 813 (900-2½)	1200-3 1013 (1100-3)

MORRISTOWN MUNI (MMU)
RNAV (GPS) Z 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.

25107

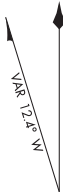
AIRPORT DIAGRAM

AL-931 (FAA)

MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY

ATIS
124.25
MORRISTOWN TOWER
118.1 353.9
GND CON
134.2
CLNC DEL
128.6

FIELD
ELEV
187



JANUARY 2025
ANNUAL RATE OF CHANGE
0.0° E

40°48.5'N

40°48.0'N

40°47.5'N

74°25.5'W

74°25.0'W

74°24.5'W

ELEV
187

13

126.3°

3997 X 150

5998 X 150

ELEV
183

228.5°

63

WEST
TIE
DOWN

TWR
252

GENERAL
AVIATION
PARKING

RWY 05-23
PCN 25 F/C/X/T
S-30, D-80
RWY 13-31
PCN 11 F/C/X/T
S-30

ELEV
182

5

048.3°

ELEV
181

31

306.3°

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

AIRPORT DIAGRAM

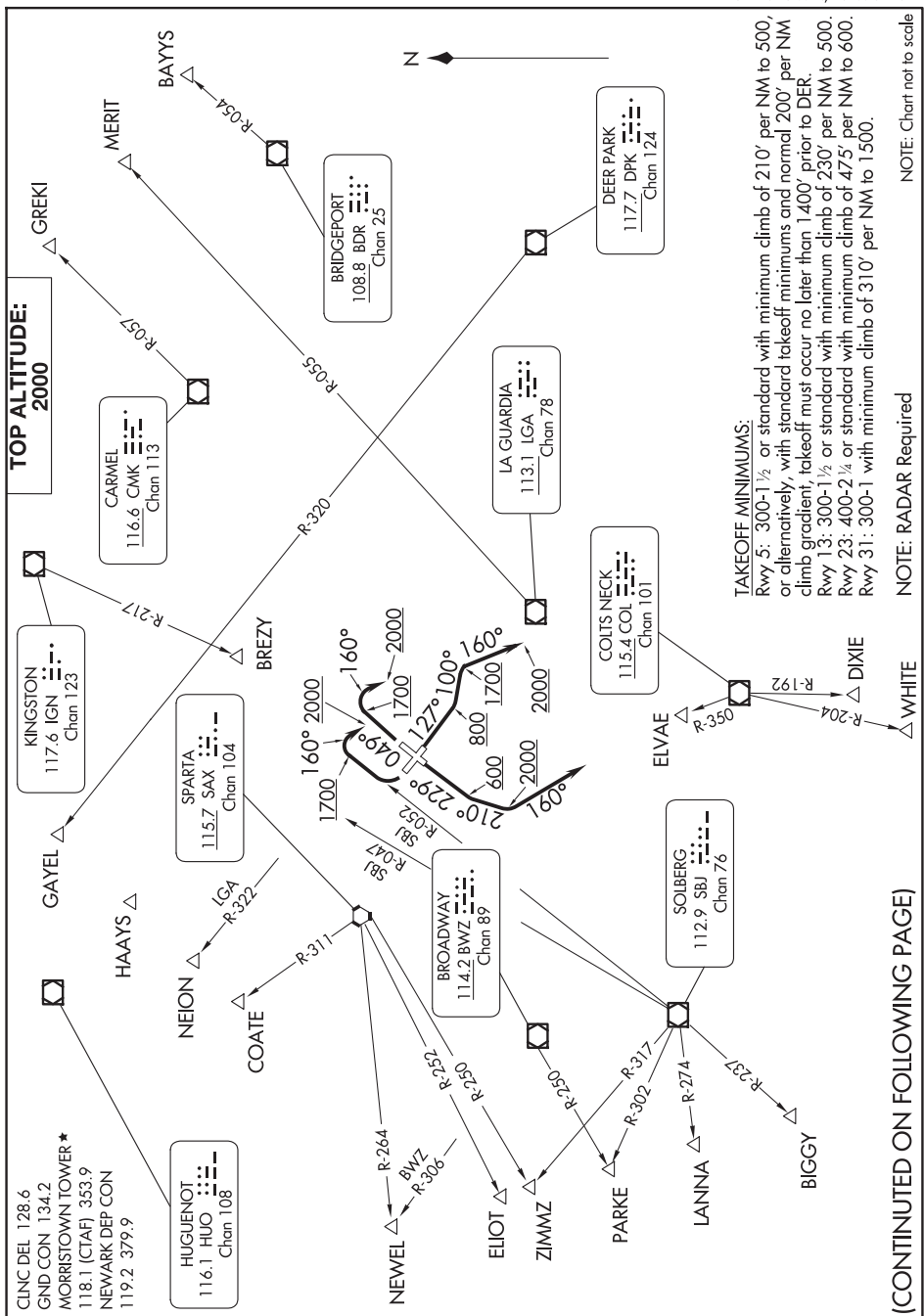
25107

MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI (MMU)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

MORRISTOWN SEVEN DEPARTURE



(CONTINUED ON FOLLOWING PAGE)

NOTE: RADAR Required

NOTE: Chart not to scale

NE-2, 07 AUG 2025 to 02 OCT 2025

MORRISTOWN SEVEN DEPARTURE

MORRISTOWN MUNI(MMU)
MORRISTOWN, NEW JERSEY

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.

MORRISTOWN SEVEN DEPARTURE

(MMU7.MMU) 28FEB19

MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI(MMU)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

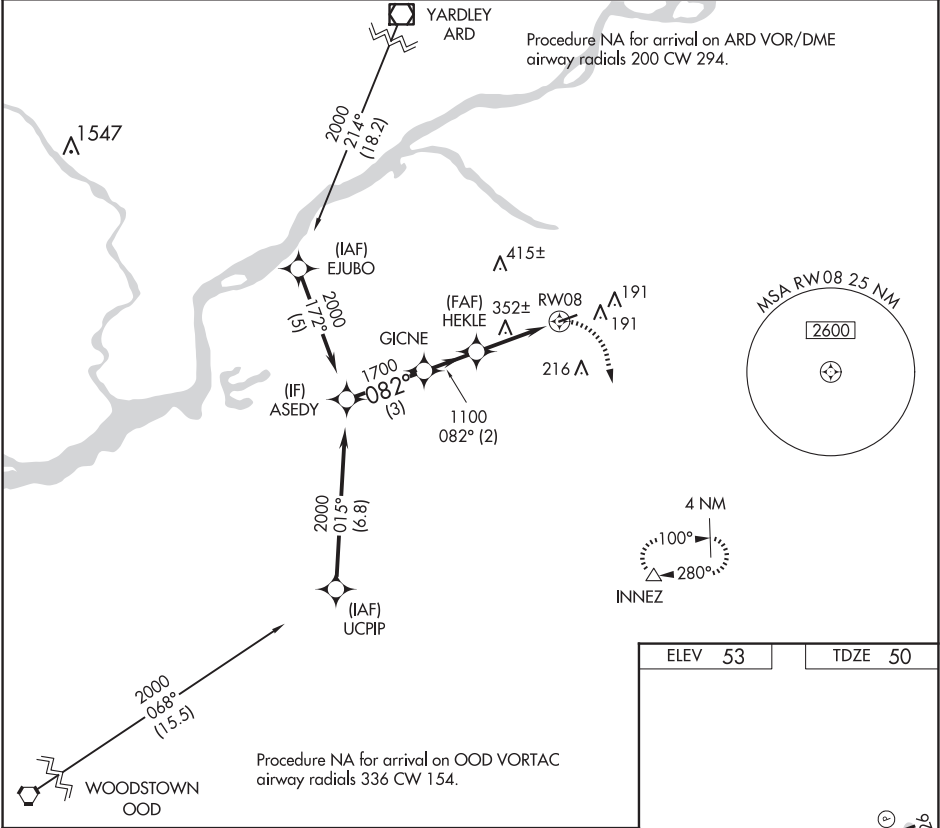
WAAS CH 69324 W08A	APP CRS 082°	Rwy Ldg TDZE Apt Elev	3881 50 53
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RNAV (GPS) RWY 8

SOUTH JERSEY RGNL (VAY)

RNP APCH.	MISSED APPROACH: Climbing right turn to 2000 direct INNEZ and hold.
<div><div>▼</div><div>▲</div></div> Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA.	

ASOS 119.325	MC GUIRE APP CON 126.475 363.8	UNICOM 122.8 (CTAF)	123.3
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Visual Segment - Obstacles.				
<div><div>ASEDY</div><div>GICNE</div><div>HEKLE</div><div>RW08</div></div> <div><div>2000</div><div>1700</div><div>1100</div></div> <div><div>3 NM</div><div>2 NM</div><div>3.2 NM</div></div>				
CATEGORY	A	B	C	D
LP MDA	660-1	610 (700-1)	NA	NA
LNAV MDA	660-1	610 (700-1)	NA	NA
CIRCLING	660-1	607 (700-1)	NA	NA

ELEV 53

TDZE 50

MRL Rwy 8-26

REIL Rws 8 and 26

MOUNT HOLLY, NEW JERSEY

AL-5871 (FAA)

25163

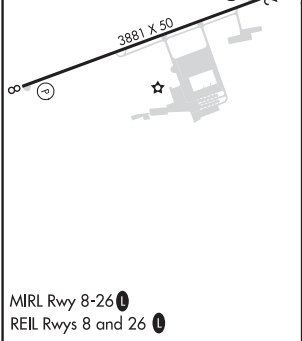
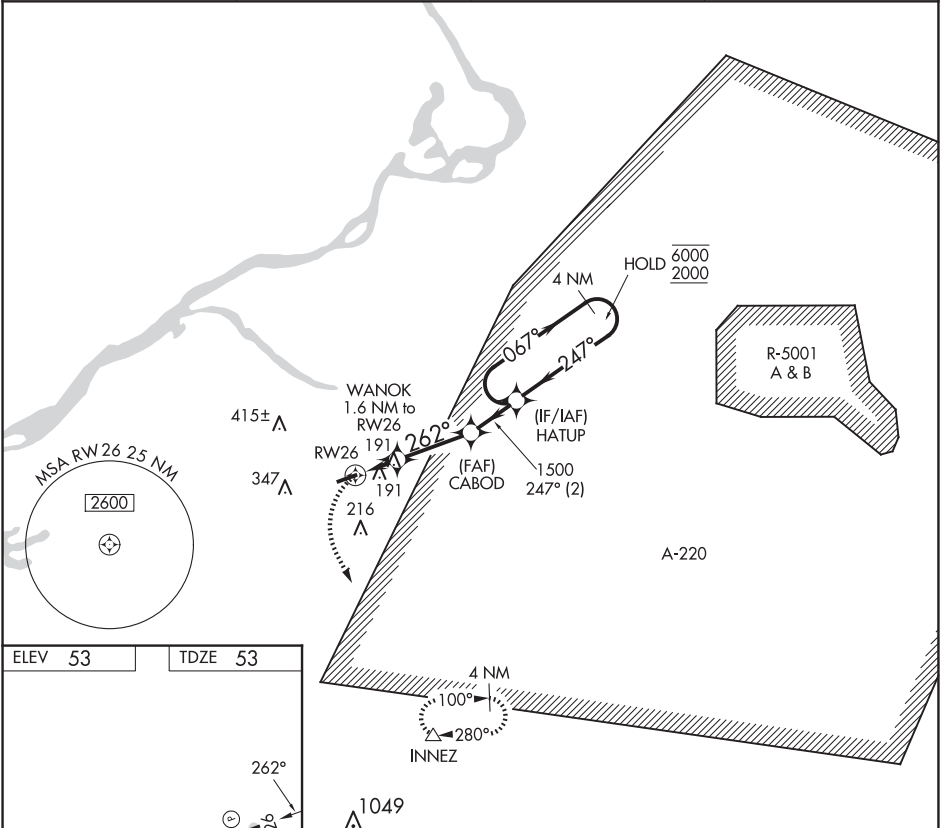
APP CRS	Rwy Ldg	3881
262°	TDZE	53
	Apt Elev	53

RNAV (GPS) RWY 26

SOUTH JERSEY RGNL (VAY)

RNP APCH.		MISSED APPROACH: Climbing left turn to 2000 direct INNEZ and hold.	
Rwy 26 helicopter visibility reduction below 1 SM NA. Procedure NA at night.			

ASOS 119.325	MC GUIRE APP CON 126.475 363.8	UNICOM 122.8 (CTAF)	123.3
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2000 INNEZ		HATUP	
WANOK 1.6 NM to RW26		CABOD	
RW26		1500	
600		3.00° TCH 40	
1.6 NM		2.8 NM	
2 NM		4 NM Holding Pattern	
CATEGORY	A	B	C
LNNAV MDA	480-1	427 (500-1)	NA
CIRCLING	520-1	540-1	NA
	467 (500-1)	487 (500-1)	

MOUNT HOLLY, NEW JERSEY
Amdt 1D 09SEP21

39°57'N-74°51'W

SOUTH JERSEY RGNL (VAY)

RNAV (GPS) RWY 26

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

VOR RWY 26
SOUTH JERSEY RGNL (VAY)

MISSED APPROACH: Climbing left turn to 2000 on CYN VORTAC R-295 to CYN VORTAC and hold.

MRL Rwy 8-26 **L**
 REIL Rws 8 and 26 **L**

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

Diagram illustrating the One Minute Holding Pattern for the 2000 frequency. The pattern is defined by a 5.8 NM radius. The inbound leg is 236° and the outbound leg is 056°. The pattern is centered on a 5.8 NM radius. The diagram includes a 'CYN' (Cylinder) symbol, a 'RBV' (Radius) of 22.1, and a 'LOUEY INT RBV' of 16.3. The pattern is labeled 'One Minute Holding Pattern'.

NE-2, 07 AUG 2025 to 02 OCT 2025

(HUDSN1.YOMAN) 25051

DOWNTOWN MANHATTAN/WALL ST(JRB)

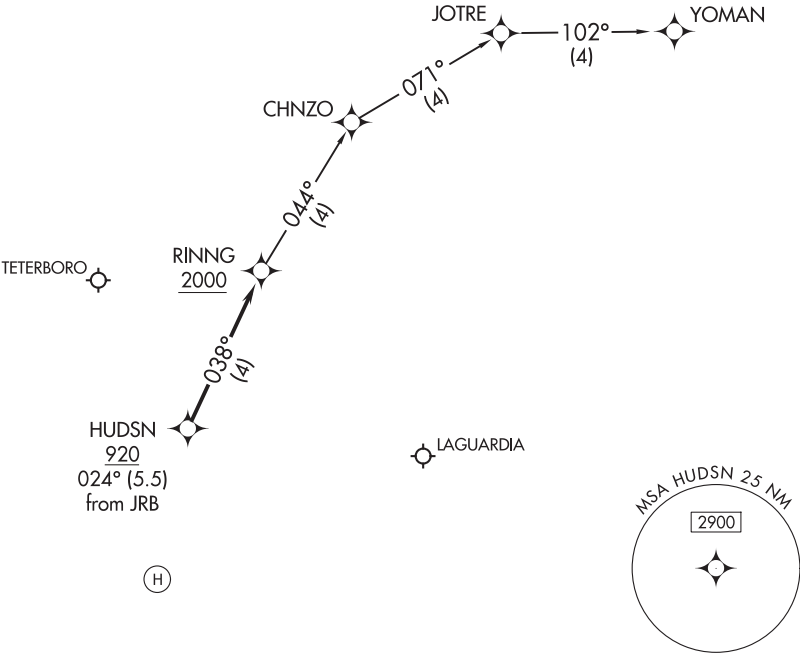
HUDSN ONE DEPARTURE (RNAV) AL-11235 (FAA)

NEW YORK, NEW YORK

NEW YORK DEP CON
120.4 263.0
LAGUARDIA TOWER
118.7 263.0
LAGUARDIA D-ATIS
127.05

RNAV 1 - GPS.
RADAR required.

TOP ALTITUDE:
2000



NOTE: Use LaGuardia altimeter setting; when not received, procedure NA.
NOTE: Prior to departure, contact LaGuardia Tower for clearance and release.

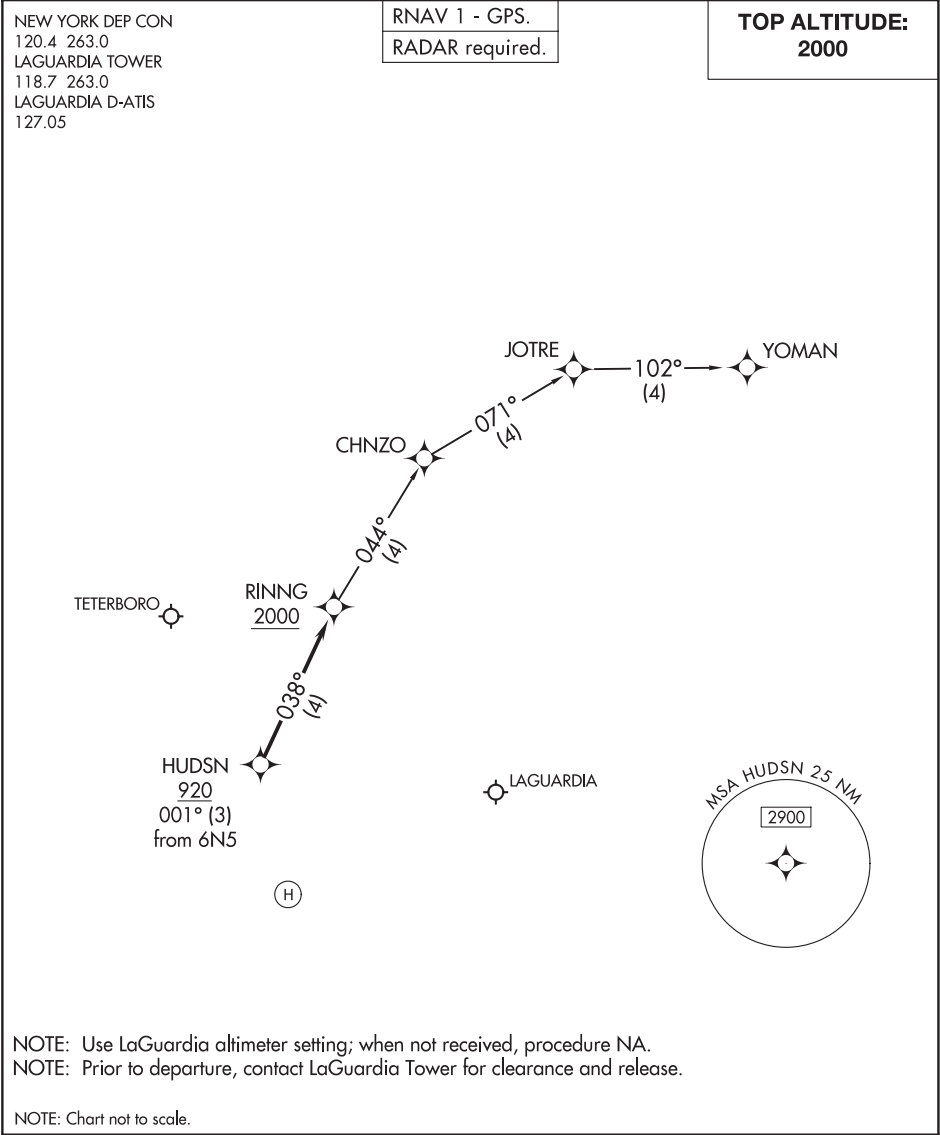
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: VFR climb to HUDSN, cross HUDSN at or above 920.
IFR SEGMENT: From HUDSN, climb on track 038° to RINNG, cross RINNG at or above 2000, then on depicted route.

HUDSN ONE DEPARTURE (RNAV)
(HUDSN1.YOMAN) 20FEB25

NEW YORK, NEW YORK
DOWNTOWN MANHATTAN/WALL ST(JRB)



DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: VFR climb to HUDSN, cross HUDSN at or above 920.

IFR SEGMENT: From HUDSN, climb on track 038° to RINNG, cross RINNG at or above 2000, then on depicted route.

NEW YORK, NEW YORK

AL-610 (FAA)

24249

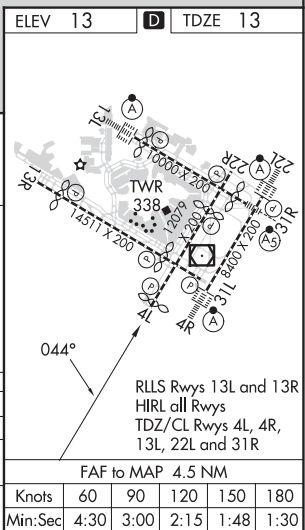
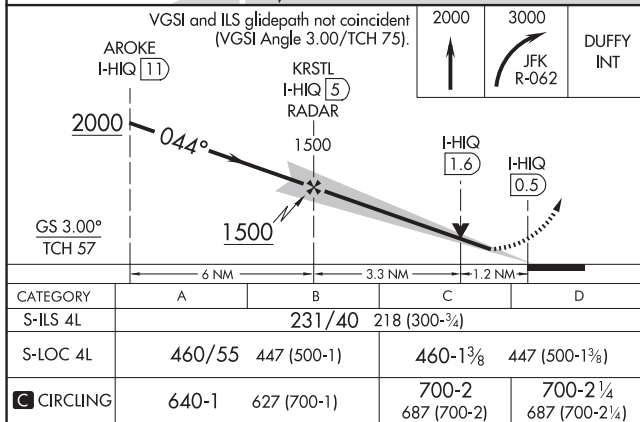
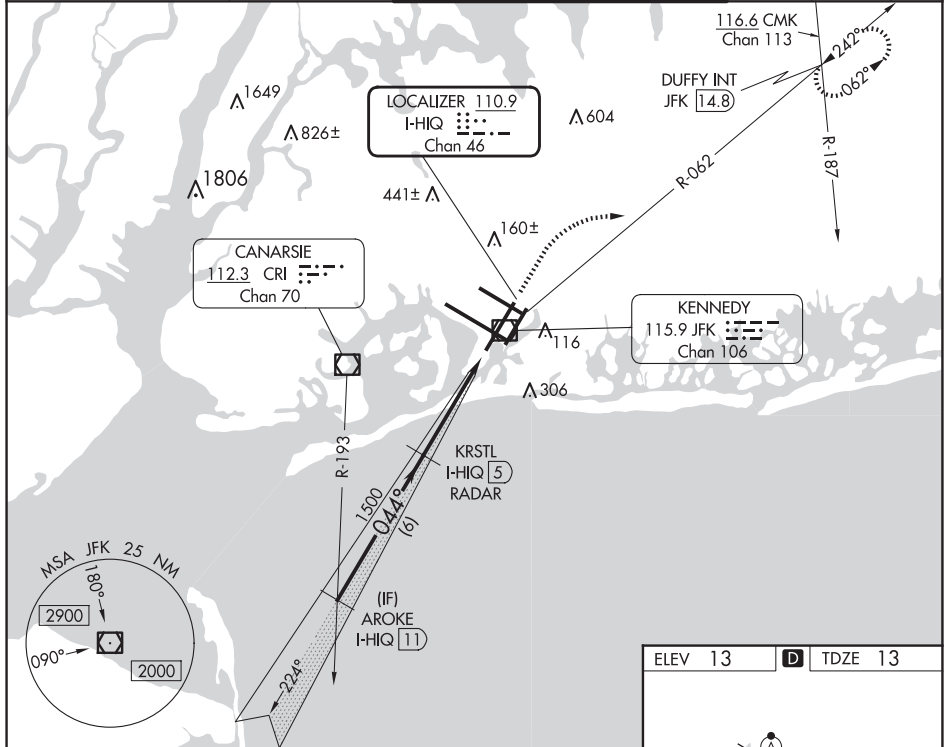
LOC/DME I-HIQ 110.9 Chan 46	APP CRS 044°	Rwy Idg 11010 TDZE 13 Apt Elev 13
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ILS or LOC RWY 4L

JOHN F KENNEDY INTL (JFK)

RADAR required for procedure entry. DME or RADAR required for LOC only.			MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on JFK VOR/DME R-062 to DUFFY INT/JFK 14.8 DME and hold.		
Simultaneous approach authorized. Autopilot coupled approach NA below 200 feet MSL.					

D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.125 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 135.05 348.6 348.6	CLNC DEL 135.05 348.6	CPDLC
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NEW YORK, NEW YORK
Amdt 11E 29DEC22

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

ILS or LOC RWY 4L

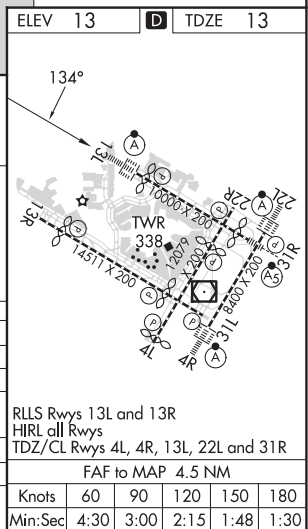
NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

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.

EL	
5	CPDLC



JOHN F KENNEDY INTL (JFK)
ILS or LOC RWY 13L

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-HWY	APP CRS	Rwy Idg	8400
110.9	224°	TDZE	12
Chan 46		Apt Elev	13

ILS or LOC RWY 22L

JOHN F KENNEDY INTL (JFK)

RNAV 1-GPS or RADAR required for procedure entry.

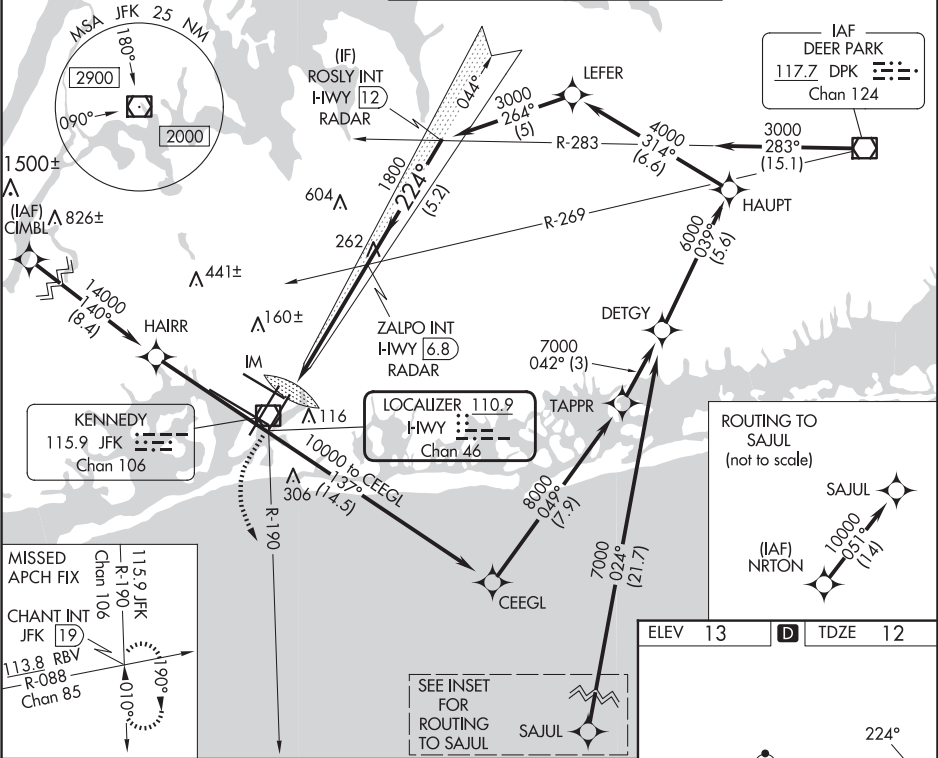
From CIMBL, NRTON: RNAV 1-GPS required.

Simultaneous approach authorized.

ALSIF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on JFK VOR/DME R-190 to CHANT INT/19 DME and hold.

D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER Rwys 4R/22L and 13L/31R Rwys 4L/22R and 13R/31L	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.125 269.0	119.1 281.55 123.9 281.55	121.9 348.6	135.05 348.6	



500	3000	CHANT INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 66°).	ROSLY INT HWY 12 RADAR
JFK R-190			ZALPO INT HWY 6.8 RADAR	
*LOC only.	*I-HWY 1.4	I-HWY 2.8	1800	3000
IM			224°	GS 3.00° TCH 53
0.2	1.2 NM	4.1 NM	5.2 NM	
CATEGORY	A	B	C	D
S-ILS 22L		212/18	200 (200-1/2)	
S-LOC 22L	520/24	508 (600-1/2)	520/55	508 (600-1)
CIRCLING	640-1	627 (700-1)	680-1 3/4 667 (700-1 3/4)	680-2 667 (700-2)

RLS Rwy's 13L and 13R
HIRL all Rwy's
TDZ/CL Rwy's 4L, 4R, 13L, 22L and 31R

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NEW YORK, NEW YORK

AL-610 (FAA)

25051

LOC/DME I-JOC	APP CRS	Rwy Idg	7795
109.5	221°	TDZE	13
Chan 32		Apt Elev	13

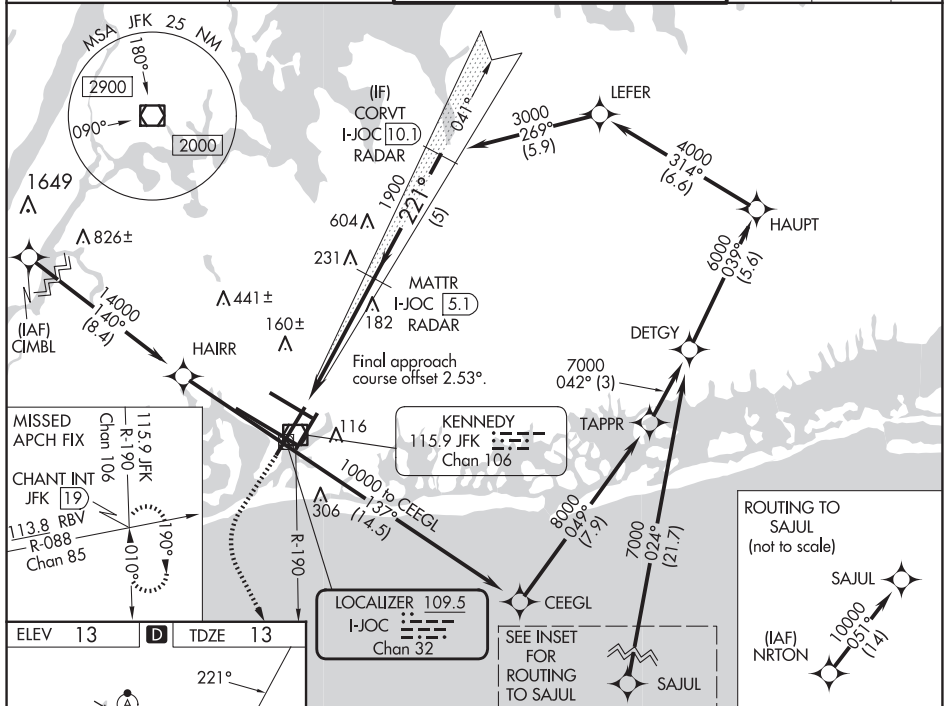
ILS or LOC RWY 22R

JOHN F KENNEDY INTL (JFK)

RNAV 1-GPS or RADAR required for procedure entry.
From CIMBL, NRTON: RNAV 1-GPS required. DME or RADAR required.
Simultaneous approach authorized.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 on JFK VOR/DME R-190 to CHANT INT and hold.

D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER Rwys 4R/22L and 13L/31R Rwys 4L/22R and 13R/31L	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.125 269.0	119.1 281.55 123.9 281.55	121.9 348.6	135.05 348.6	



ELEV 13	D	TDZE 13
RLS Rwys 13L and 13R		
HIRL all Rwys		
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R		
FAF to MAP 5.7 NM		
Knots	60	90 120 150 180
Min:Sec	5:42	3:48 2:51 2:17 1:54

CATEGORY	A	B	C	D
S-ILS 22R	263/40 250 (300-¾)			
S-LOC 22R	460/55	447 (500-1)	460-1⅓ 447 (500-1⅓)	
CIRCLING	640-1	627 (700-1)	680-1⅓ 667 (700-1⅓)	680-2 667 (700-2)

NEW YORK, NEW YORK

Amdt 4 31DEC20

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

ILS or LOC RWY 22R

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-MOH <u>111.35</u>	APP CRS 314°	Rwy Idg 11247 TDZE 13 Apt Elev 13
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ILS or LOC RWY 31L
JOHN F KENNEDY INTL (JFK)

<p>Simultaneous approach authorized. DME from JFK VOR/DME. Simultaneous reception of I-MOH and JFK DME required.</p>	<p>MISSED APPROACH: Climb to 500 then climbing left turn to 3000 intercepting JFK VOR/DME R-190 to CHANT INT/JFK 19 DME and hold.</p>
--	---

D-ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON	CLNC DEL	CPDLC
(ARR/DEP)	(ARR-NE)	(ARR-SW)			Rwys 4R/22L and 13L/31R	119.1	281.55		135.05	
128.725	117.7	115.4	128.125	269.0	Rwys 4L/22R and 13R/31L	123.9	281.55	121.9	135.05	
								348.6	348.6	

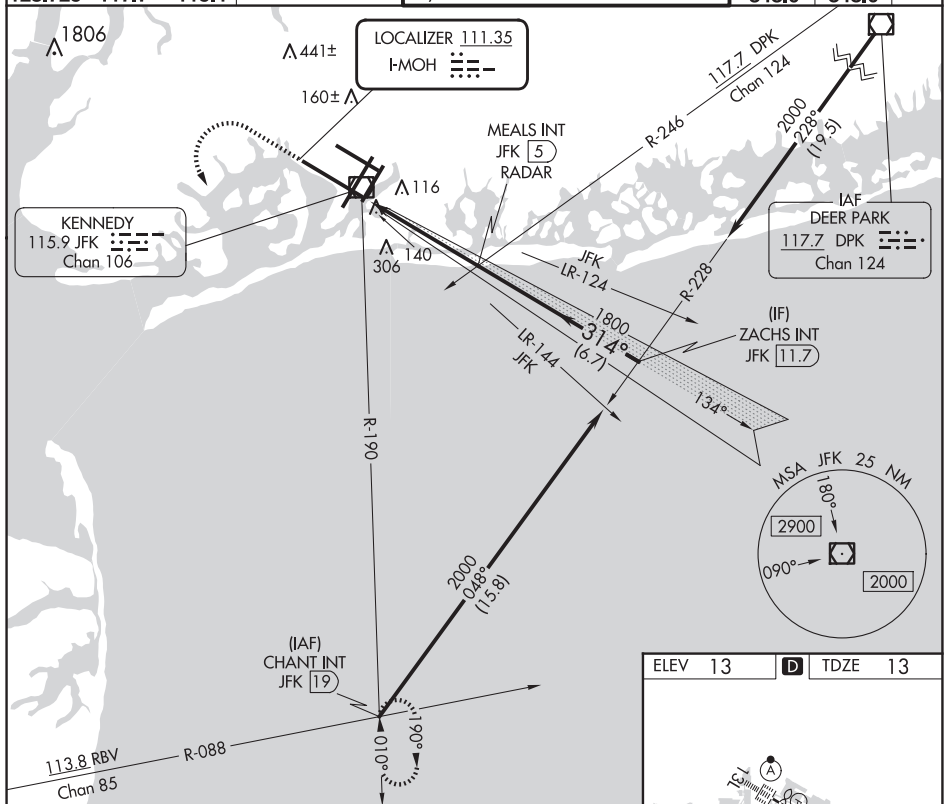
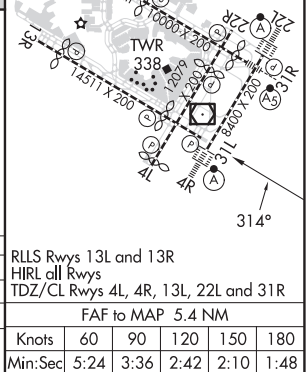


Diagram illustrating the S-ILS 31L approach procedure. The diagram shows a 31° glide path starting from a 500-foot elevation, passing through a 3000-foot elevation, and ending at a 2000-foot elevation. The glide path is 31°. The vertical distance from the 2000-foot elevation to the 500-foot elevation is 1500 feet. The horizontal distance from the 2000-foot elevation to the 500-foot elevation is 4.3 NM. The vertical distance from the 2000-foot elevation to the 1800-foot elevation is 200 feet. The horizontal distance from the 2000-foot elevation to the 1800-foot elevation is 6.7 NM. The diagram also shows the MEALS INT, JFK 15 RADAR, and ZACHS INT JFK 11.7. The diagram includes a table with the following data:

CATEGORY	A	B	C	D
S-ILS 31L	213/40			
S-LOC 31L	440/55	427 (500-1)	440-1 1/4	427 (500-1 1/4)
C CIRCLING	640-1	627 (700-1)	680-1 3/4 667 (700-1 3/4)	680-2 667 (700-2)



40°38'N-73°47'W

NE-2, 07 AUG 2025 to 02 OCT 2025

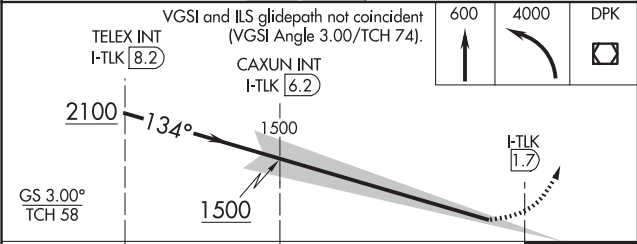
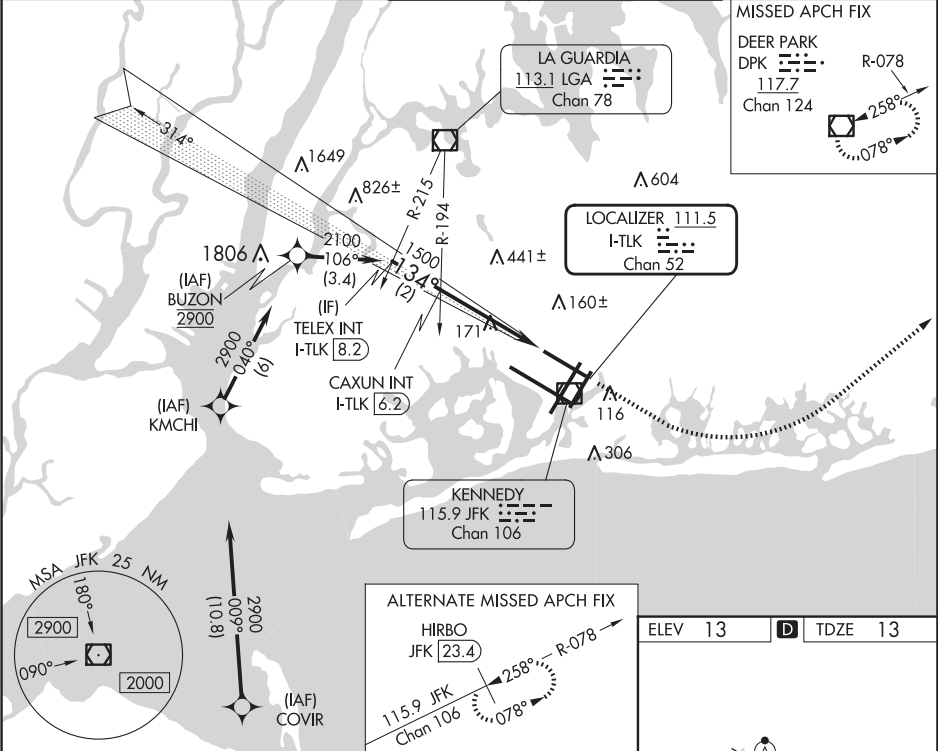
LOC/DME I-TLK	APP CRS	Rwy Idg
111.5	134°	9093
Chan 52		TDZE 13
		Apt Elev 13

ILS RWY 13L (CAT II)

JOHN F KENNEDY INTL (JFK)

RNAV 1-GPS or RADAR required for procedure entry.	ALSF-2	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.
From COVIR, KMCHI, BUZON: RNAV-1 GPS required.		

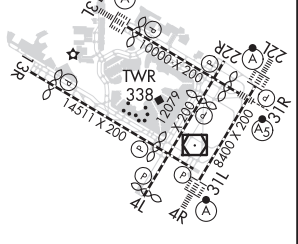
D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER Rwys 4R/22L and 13L/31R Rwys 4L/22R and 13R/31L	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.125 269.0	119.1 281.55 123.9 281.55	121.9 348.6	135.05 348.6	



CATEGORY	A	B	C	D
S-ILS 13L		RA 150/16	150 DA 163	

CATEGORY II ILS - SPECIAL AIRCREW

& AIRCRAFT CERTIFICATION REQUIRED



RLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

NEW YORK, NEW YORK

AL-610 (FAA)

24249

LOC/DME I-JFK	APP CRS	Rwy Idg	8400
109.5	044°	TDZE	12
Chan 32		Apt Elev	13

ILS RWY 4R (CAT II & III) **JOHN F KENNEDY INTL (JFK)**

RADAR required for procedure entry.

ALSF-2



MISSED APPROACH: Climb to 800 then climbing right turn to 4000 heading 099° and V44 to DPK VOR/DME and hold.

Simultaneous approach authorized.

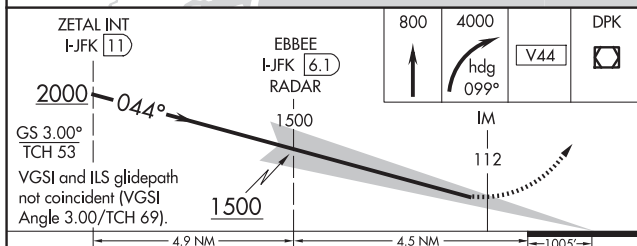
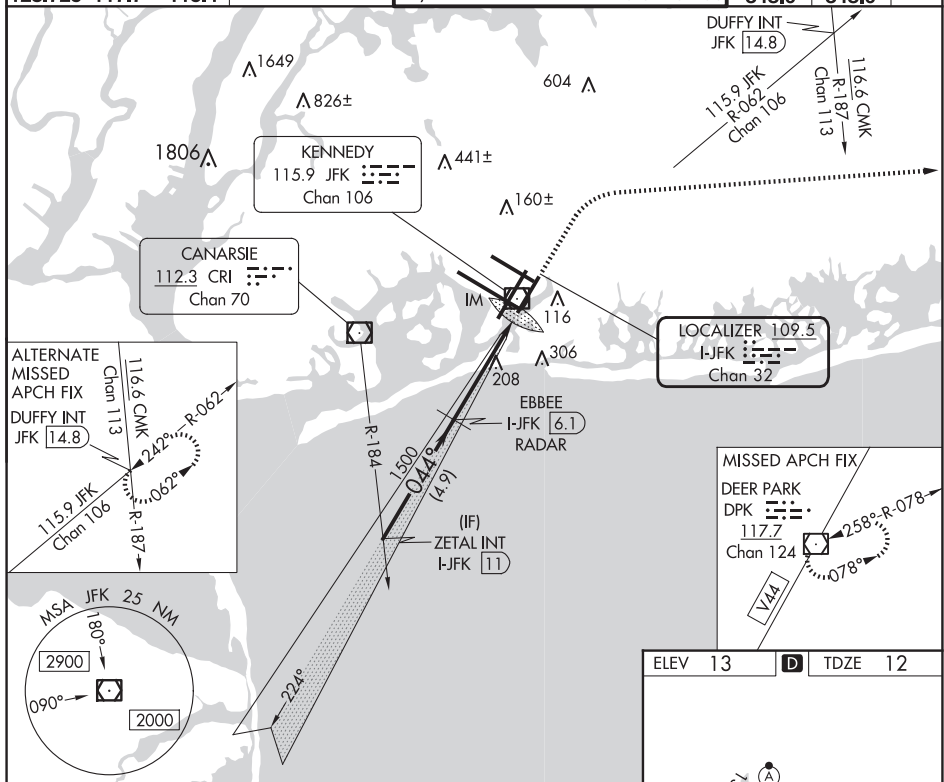
D-ATIS
(ARR/DEP) (ARR-NE) (ARR-SW)
128.725 117.7 115.4

NEW YORK APP CON
128.125 269.0

KENNEDY TOWER
Rwys 4R/22L and 13L/31R **119.1 281.55**
Rwys 4L/22R and 13R/31L **123.9 281.55**

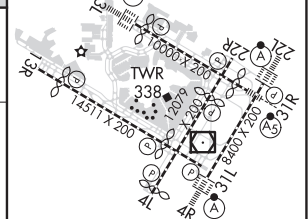
GND CON **121.9**
135.05

CLNC DEL **135.05**
CPDLC



CATEGORY	A	B	C	D
S-ILS 4R	CAT II	RA 112/12	100 DA 112	
S-ILS 4R	CAT III	RVR 06		

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



RLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

NEW YORK, NEW YORK

Amdt 30B 21MAY20

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

ILS RWY 4R (CAT II & III)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

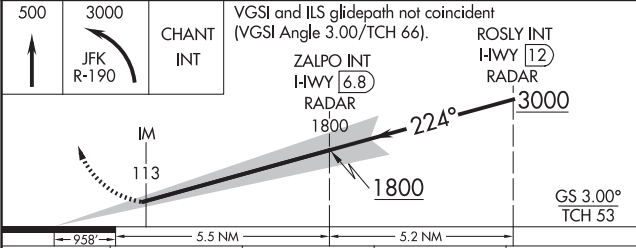
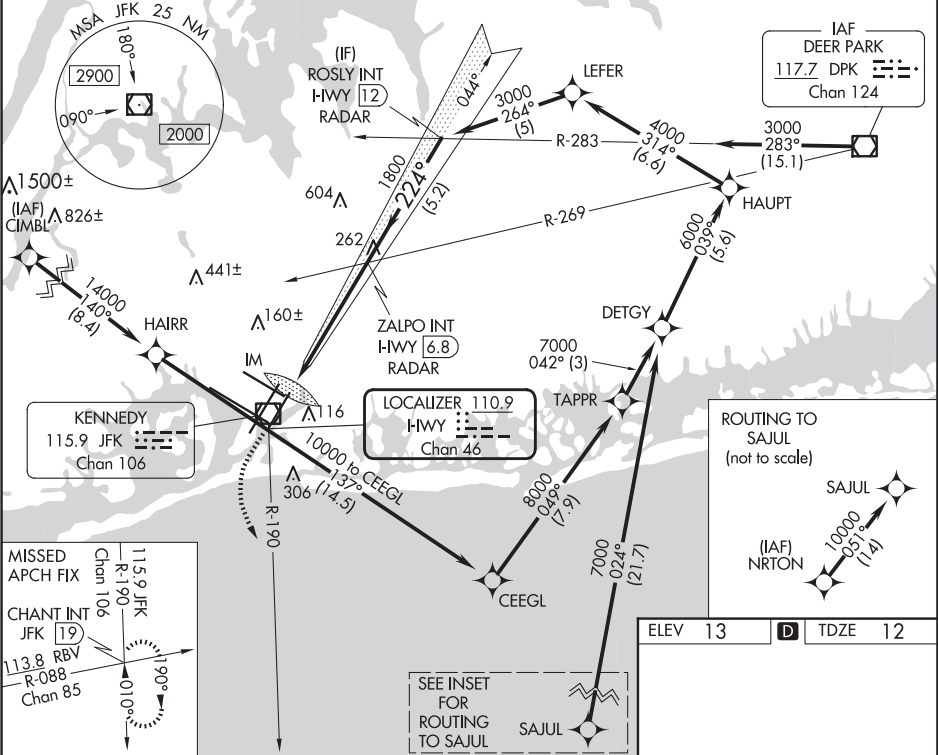
LOC/DME I-HWY	APP CRS	Rwy Idg	8400
110.9	224°	TDZE	12
Chan 46		Apt Elev	13

ILS RWY 22L (CAT II & III)

JOHN F KENNEDY INTL (JFK)

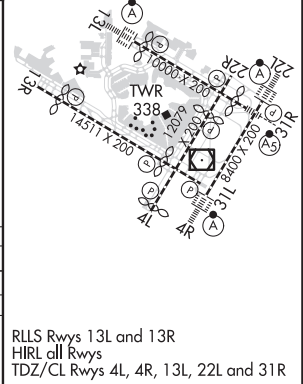
RNAV 1-GPS or RADAR required for procedure entry. From CIMBL, NRTON: RNAV 1-GPS required.	ALSIF-2	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on JFK VOR/DME R-190 to CHANT INT/19 DME and hold.
Simultaneous approach authorized.		

D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER Rwys 4R/22L and 13L/31R	119.1 281.55	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.125 269.0	Rwys 4L/22R and 13R/31L	123.9 281.55	121.9 348.6	135.05 348.6	



CATEGORY	A	B	C	D
S-ILS 22L	CAT II RA 113/12 100 DA 112			
S-ILS 22L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



NEW YORK, NEW YORK

AL-610 (FAA)

24249

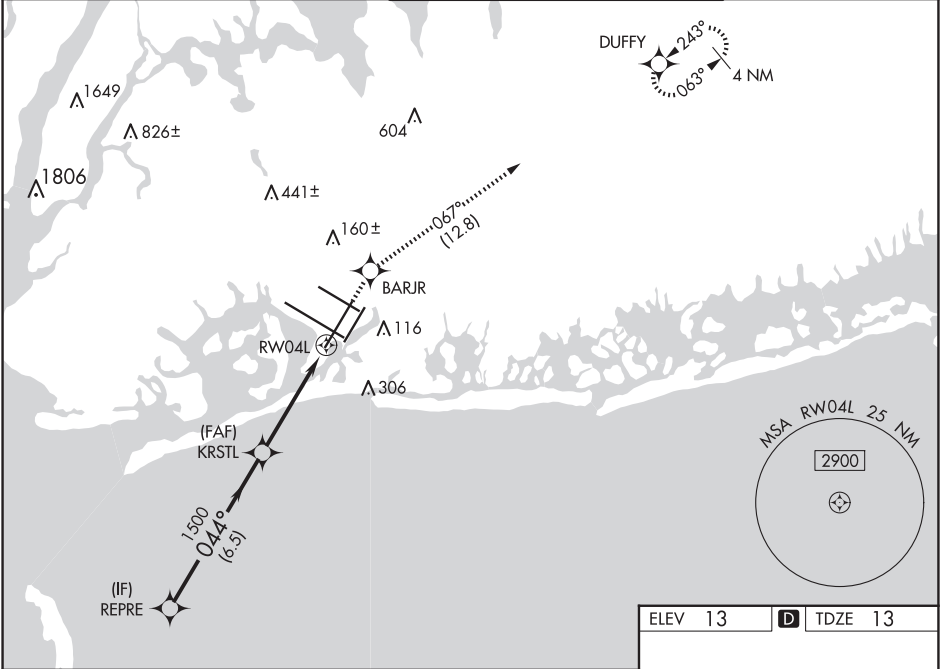
WAAS CH 77519 W04A	APP CRS 044°	Rwy Idg 11010 TDZE 13 Apt Elev 13
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RNAV (GPS) Y RWY 4L

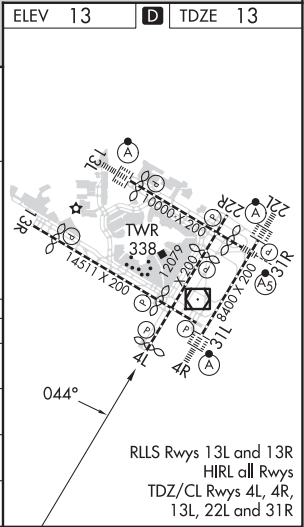
JOHN F KENNEDY INTL (JFK)

RNP APCH.	Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.	MISSED APPROACH: (Do not exceed 210K until BARJR) Climb to 3000 direct BARJR and track 067° to DUFFY and hold.
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D-ATIS (ARR/DEP)(ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.125 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).				
<div><div>ELEV 3000</div><div>BARJR</div><div>tr 067°</div><div>DUFFY</div></div>				
* LNAV only.				
<div><div>REPRE</div><div>2000</div><div>044°</div><div>GP 3.00° TCH 57</div><div>1500</div><div>6.5 NM</div><div>3.3 NM</div><div>1.2 NM</div><div>KRSTL</div><div>1500</div><div>RW04L</div></div>				
CATEGORY	A	B	C	D
LPV DA		232/40	219 (300-¾)	
LNAV/VNAV DA		329/50	316 (400-1)	
LNAV MDA	480/55	467 (500-1)	480-1⅜	467 (500-1⅜)
CIRCLING	640-1	627 (700-1)	680-1¾ 667 (700-1¾)	680-2 667 (700-2)



NEW YORK, NEW YORK
Amdt 3B 21MAY20

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

RNAV (GPS) Y RWY 4L

WAAS CH 81819 W04B	APP CRS 044°	Rwy Idg 8400 TDZE 12 Apt Elev 13
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RNAV (GPS) Y RWY 4R

JOHN F KENNEDY INTL (JFK)

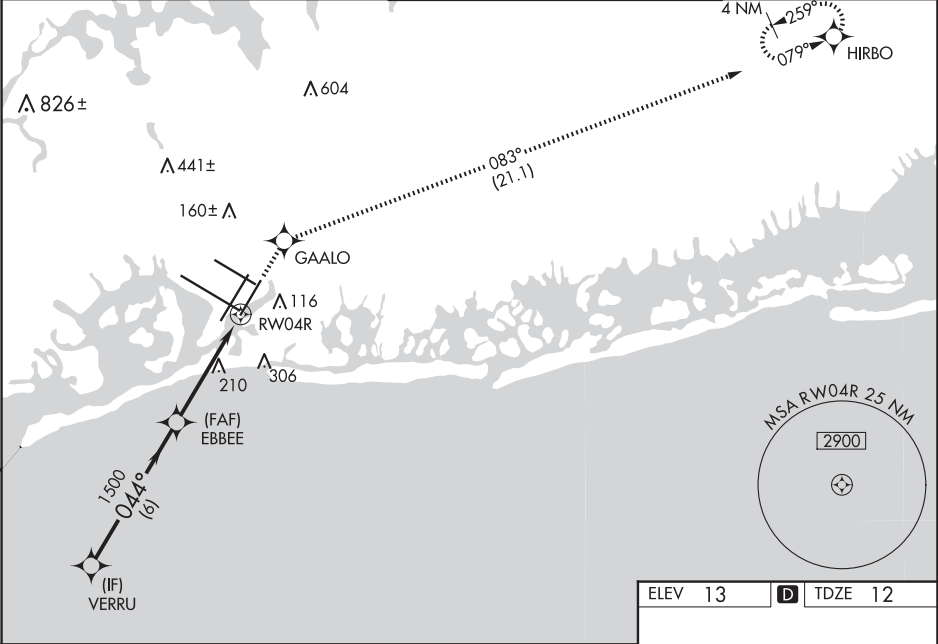
RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1½ SM.

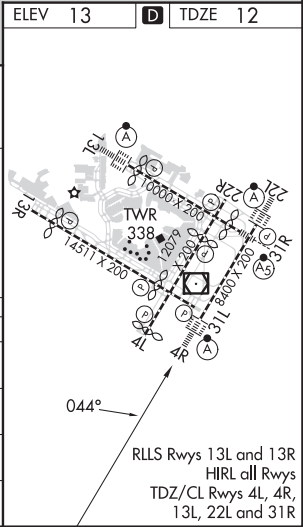
ALSF-2

MISSED APPROACH: (Do not exceed 210K until GAALO) Climb to 4000 direct GAALO and on track 083° to HIRBO and hold.

D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER Rwys 4R/22L and 13L/31R Rwys 4L/22R and 13R/31L	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.125 269.0	119.1 281.55 123.9 281.55	121.9 348.6	135.05 348.6	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).				
VERRU				
2000				
GP 3.00° TCH 53				
044°				
1500				
EBSEE				
*1.4 NM to RWY 4R				
RWY 4R				
*LNAV only				
6 NM 3.1 NM 1.4 NM				
CATEGORY	A	B	C	D
LPV DA	212/18 200 (200-½)			
LNAV/VNAV DA	369/40 357 (400-¾)			
LNAV MDA	520/24 508 (600-½)		520/55 508 (600-1)	
CIRCLING	640-1 627 (700-1)		680-1¾ 667 (700-1¾)	
			680-2 667 (700-2)	



NEW YORK, NEW YORK

AL-610 (FAA)

24249

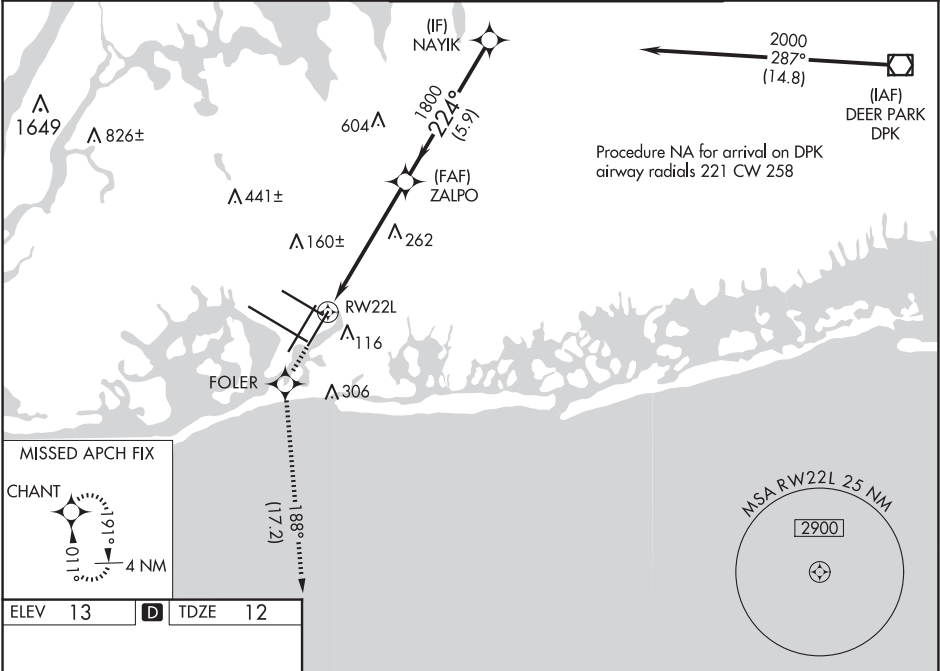
WAAS CH 97318 W22A	APP CRS 224°	Rwy Idg TDZE 12 Apt Elev 13
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RNAV (GPS) Y RWY 22L

JOHN F KENNEDY INTL (JFK)

RNP APCH.	ALSIF-2 	MISSED APPROACH: Climb to 3000 direct FOLER and on track 188° to CHANT and hold.

D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.125 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



3000	FOLER	tr 188°	CHANT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).	
*LNAV only.		*1.5 NM to RW22L		NAYIK	
RW22L		ZALPO		2000	
1.5		4 NM		5.9 NM	
CATEGORY		A	B	C	D
LPV DA		269/18		257 (300-½)	
LNAV/VNAV DA		419/50		407 (500-1)	
LNAV MDA		560/24 548 (600-½)		560/60 548 (600-1¼)	
C CIRCLING		640-1 627 (700-1)		680-1¾ 667 (700-1¾) 680-2 667 (700-2)	

RLS Rwy 13L and 13R
HRL all Rwy
TDZ/CL Rwy 4L, 4R, 13L, 22L and 31R

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1451° X 200

120°

1400° X 200

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NEW YORK, NEW YORK
Amdt 1F 21MAY20

40°38'N-73°47'W

RNAV (GPS) Y RWY 22L

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

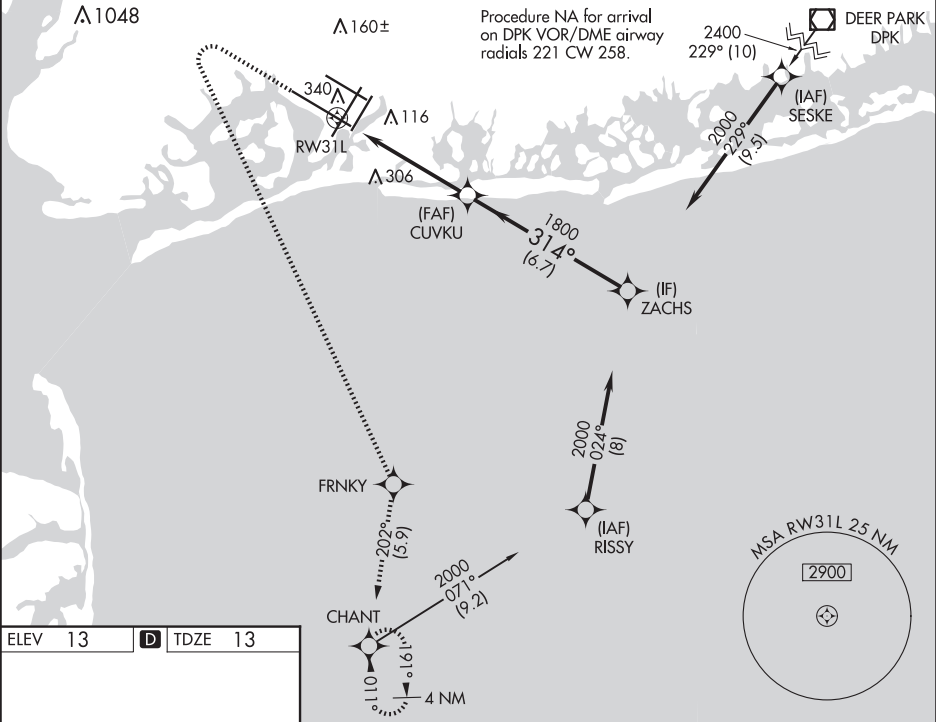
WAAS CH 50119 W31A	APP CRS 314°	Rwy Idg 11247 TDZE 13 Apt Elev 13
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RNAV (GPS) Y RWY 31L

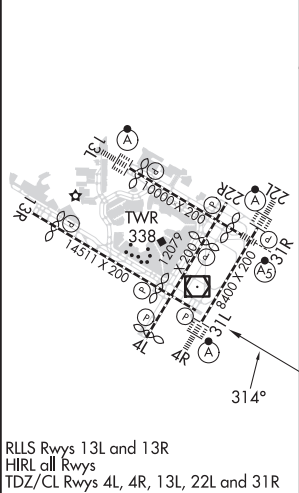
JOHN F KENNEDY INTL (JFK)

RNP APCH.	Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct FRNKY and on track 202° to CHANT and hold.
-----------	---	---

D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.125 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



ELEV 13	D	TDZE 13
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RLLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

500	3000	FRNKY	CHANT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).
↑	↶	✧	tr 202°	✧
*LNAV only.				
RW31L 1.6 NM to RW31L 3.7 NM 6.7 NM 1800 314° 2000 1800 GP 3.00° TCH 51				
CATEGORY	A	B	C	D
LPV DA	213/40 200 (200-¾)			
LNAV/VNAV DA	541-1¾ 528 (600-1¾)			
LNAV MDA	600/55	587 (600-1)	600-1¾	587 (600-1¾)
C CIRCLING	640-1	627 (700-1)	680-1¾ 667 (700-1¾)	680-2 667 (700-2)

NEW YORK, NEW YORK

AL-610 (FAA)

24249

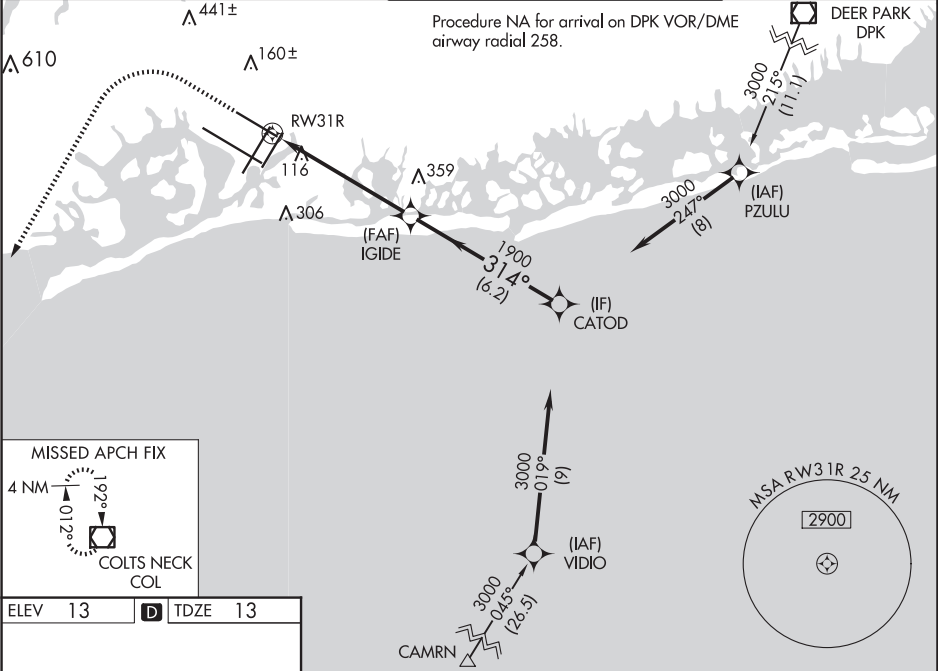
WAAS CH 45519 W31B	APP CRS 314°	Rwy Idg 8486 TDZE 13 Apt Elev 13
--	------------------------	---

RNAV (GPS) Y RWY 31R

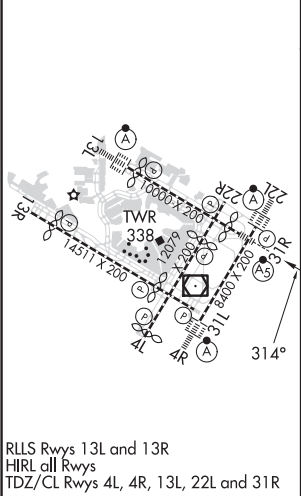
JOHN F KENNEDY INTL (JFK)

RNP APCH.	MISSED APPROACH:
<div><div>Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Minimum altitude at CATOD 2000 when authorized by ATC. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500.</div></div>	<div><div>MALSRL</div><div><div><div></div><div></div></div></div><div>Climb to 1800 then climbing left turn to 4000 direct COL VOR/DME and hold.</div></div>

D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.125 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



ELEV 13	D	TDZE 13
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1800	4000	COL	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).	CATOD
<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>
*LNAV only.	*1.2 NM to RWY 31R	RWY 31R	IGIDE	1900
		1.2 NM	4.6 NM	6.2 NM
314°				3000
				1900
				GP 3.00° TCH 49
CATEGORY	A	B	C	D
LPV DA	213/18	200 (200-½)		
LNAV/VNAV DA	369/35	356 (400-¾)		
LNAV MDA	460/24	447 (500-½)	460/45	447 (500-¾)
C CIRCLING	640-1	627 (700-1)	680-1¾ 667 (700-1¾)	680-2 667 (700-2)

NEW YORK, NEW YORK
Amdt 2C 21MAY20

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

RNAV (GPS) Y RWY 31R

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
134°

Rwy Idg
9093

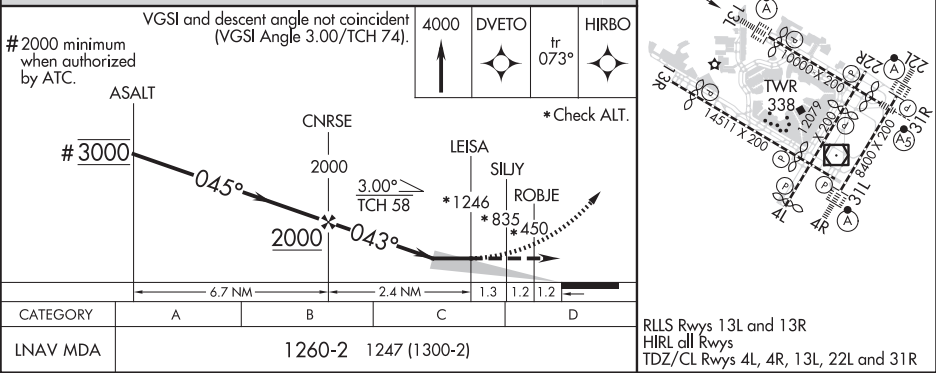
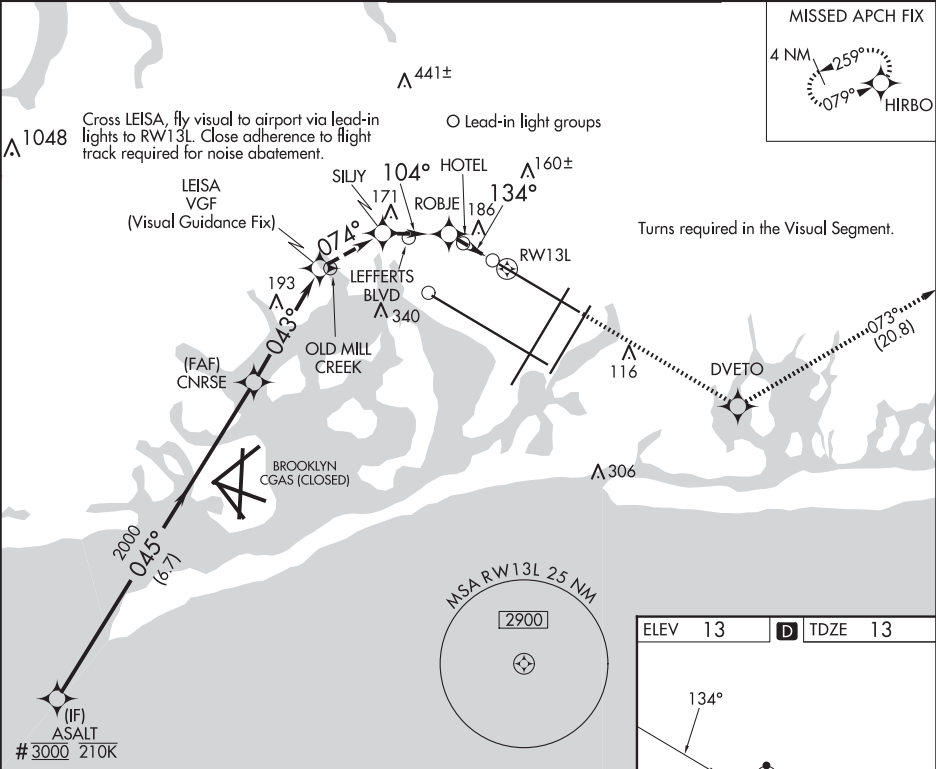
TDZE
13

Apt Elev
13

RNAV (GPS) Z RWY 13L

JOHN F KENNEDY INTL (JFK)

RNP APCH - GPS.		ALSF-2	MISSED APPROACH: (Do not exceed 210K until DVETO) Climb to 4000 on the extended visual approach track to RW13L, then direct DVETO and track 073° to HIRBO and hold.					
RADAR required.								
<div><div></div><div>For any lead-in light bank out of service, increase visibility to 4 SM.</div></div>		<div><div></div><div></div></div>						
D-ATIS (ARR/DEP)(ARR-NE) (ARR-SW)		NEW YORK APP CON	KENNEDY TOWER			GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4		128.125 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55			121.9 348.6	135.05 348.6	



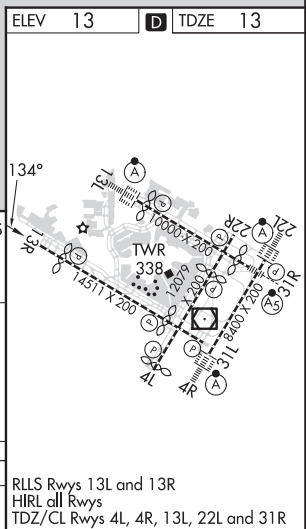
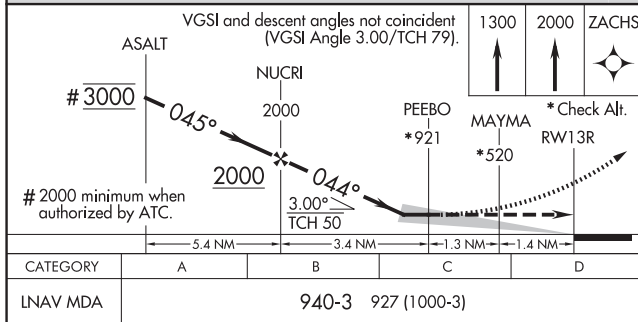
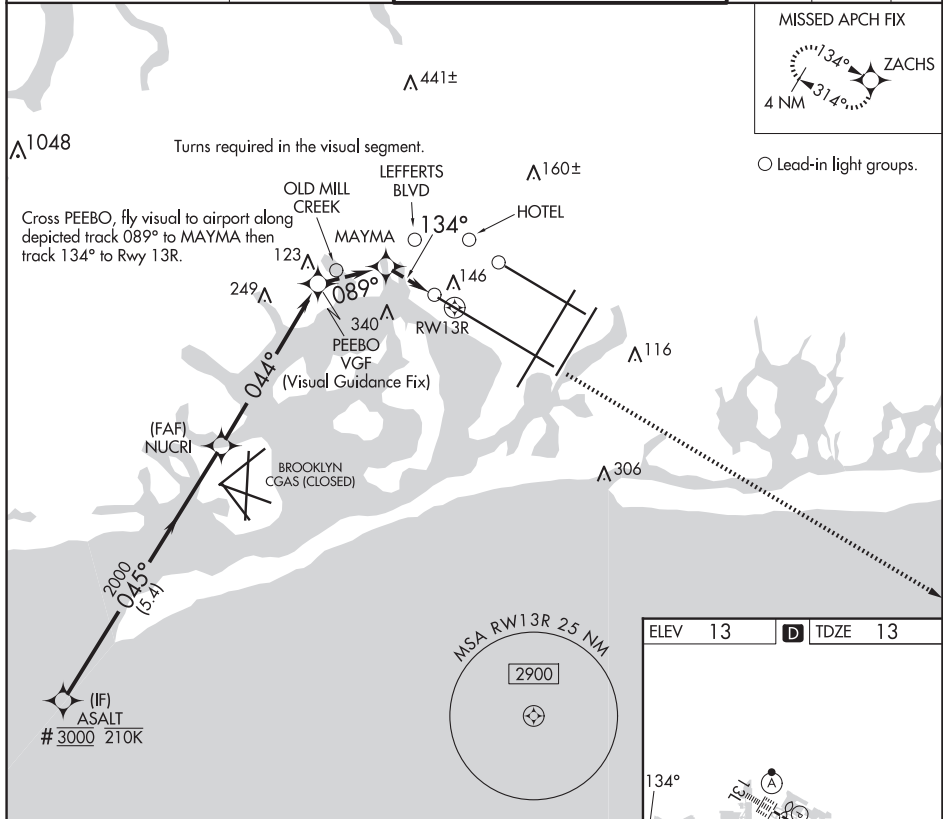
APP CRS	Rwy Idg	12467
134°	TDZE	13
	Apt Elev	13

RNAV (GPS) Z RWY 13R

JOHN F KENNEDY INTL (JFK)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 185K until RW13R) Climb to 1300 on the extended visual approach track to RW13R, then climb to 2000 direct ZACHS and hold.
RADAR required.	

D-ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
(ARR/DEP) (ARR-NE) (ARR-SW)		Rwys 4R/22L and 13L/31R	121.9	135.05	
128.725 117.7 115.4	128.125 269.0	Rwys 4L/22R and 13R/31L	348.6	348.6	



VOR/DME CRI 112.3 Chan 70	APP CRS 041°	Rwy Idg 13R 12467 TDZE 13L 9093 Apt Elev 13
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VOR or GPS RWY 13L/R
JOHN F KENNEDY INTL (JFK)



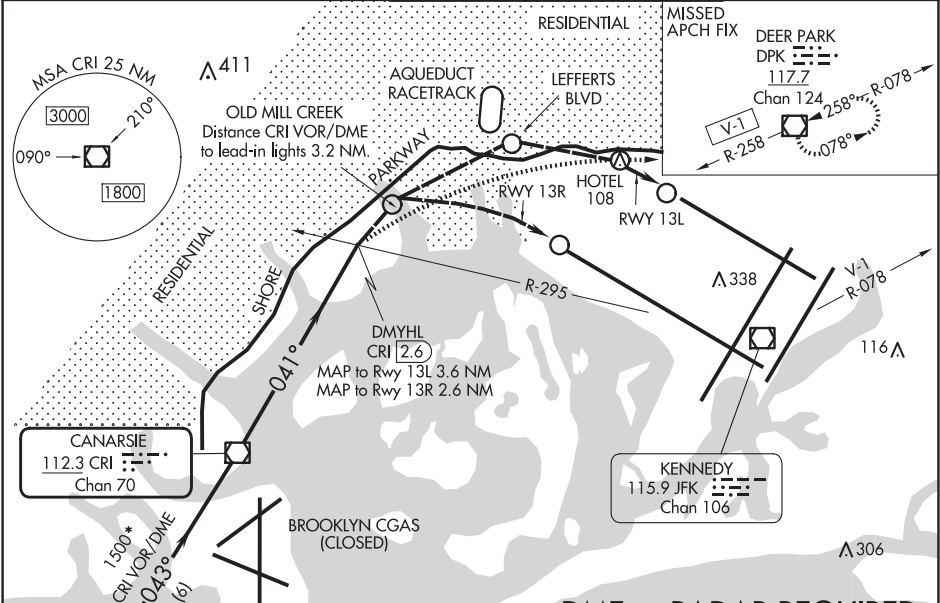
For inop lead-in lights, procedure NA.

Rwy 13L
ALS F-2



MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 on heading 100° and V-1 to DPK VOR/DME and hold.

D-ATIS [ARR/DEP][ARR-NE] [ARR-SW] 128.725 117.7 115.4	NEW YORK APP CON 128.125 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6	CPDLC
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DME or RADAR REQUIRED

ASALT INT CRI (6) \uparrow 3000

6 NM

CRI VOR/DME

DMYHL CRI (2.6) JFK R-295

*1500


*1000 minimum when authorized by ATC.

*2000 minimum when authorized by ATC.

4000


hdg 100° and V-1

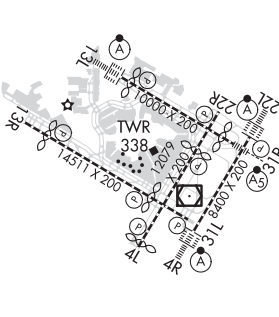
DPK



*1000 minimum when authorized by ATC.

CATEGORY	A	B	C	D
RLLS-13L	800-2 787 (800-2)		800-2½ 787 (800-2¼)	800-2½ 787 (800-2½)
RLLS-13R	800-2 787 (800-2)		800-2½ 787 (800-2¼)	800-2½ 787 (800-2½)

ELEV 13  TDZE 13



RLS Rwys 13L and 13R
HIRL all Rwys
TDZ/CL Rwys 4L, 4R, 13L, 22L and 31R

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

NEW YORK, NEW YORK

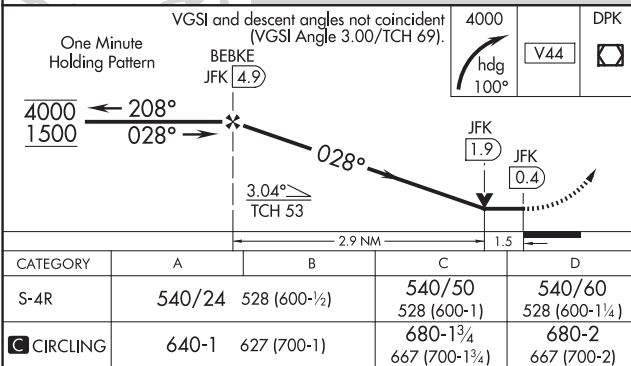
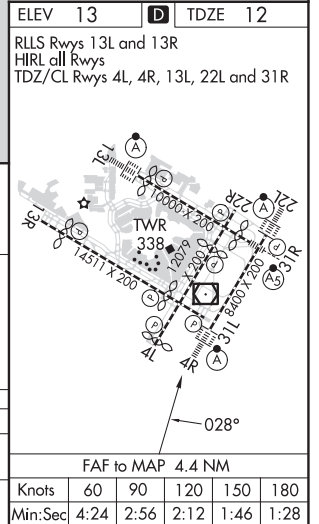
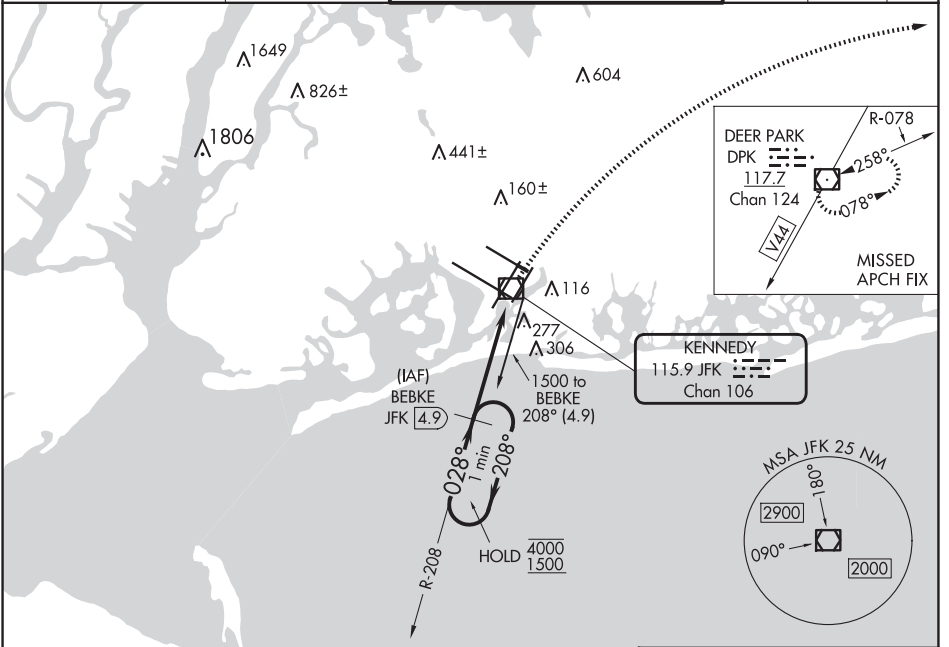
AL-610 (FAA)

24249

VOR/DME JFK	APP CRS	Rwy Idg	8400
115.9	028°	TDZE	12
Chan 106		Apt Elev	13

VOR RWY 4R
JOHN F KENNEDY INTL (JFK)

DME or RADAR required for procedure entry.			ALSF-2	MISSED APPROACH: Climbing right turn to 4000 on heading 100° and V44 to DPK VOR/DME and hold.		
D-ATIS (ARR/DEP) (ARR-NE) (ARR-SW) 128.725 117.7 115.4			NEW YORK APP CON 128.125 269.0			KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55
			GND CON 121.9 135.05 348.6 348.6			CLNC DEL 135.05 348.6 CPDLC



NEW YORK, NEW YORK
Orig-B 21MAY20

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)
VOR RWY 4R

NE-2, 07 AUG 2025 to 02 OCT 2025

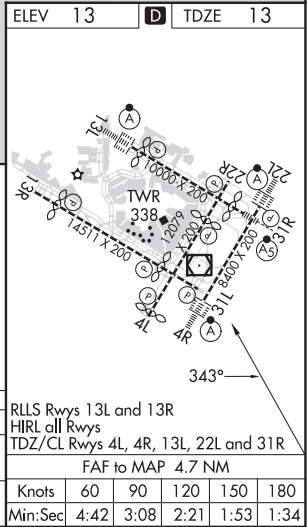
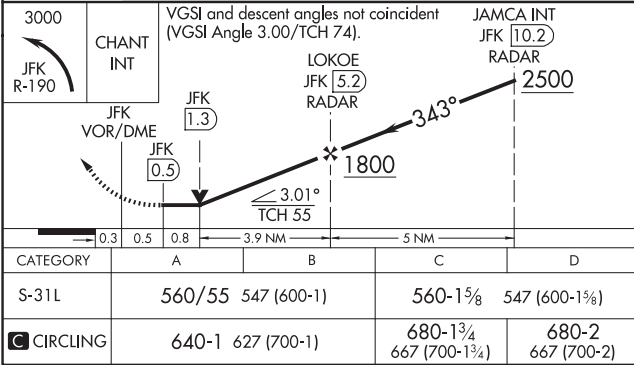
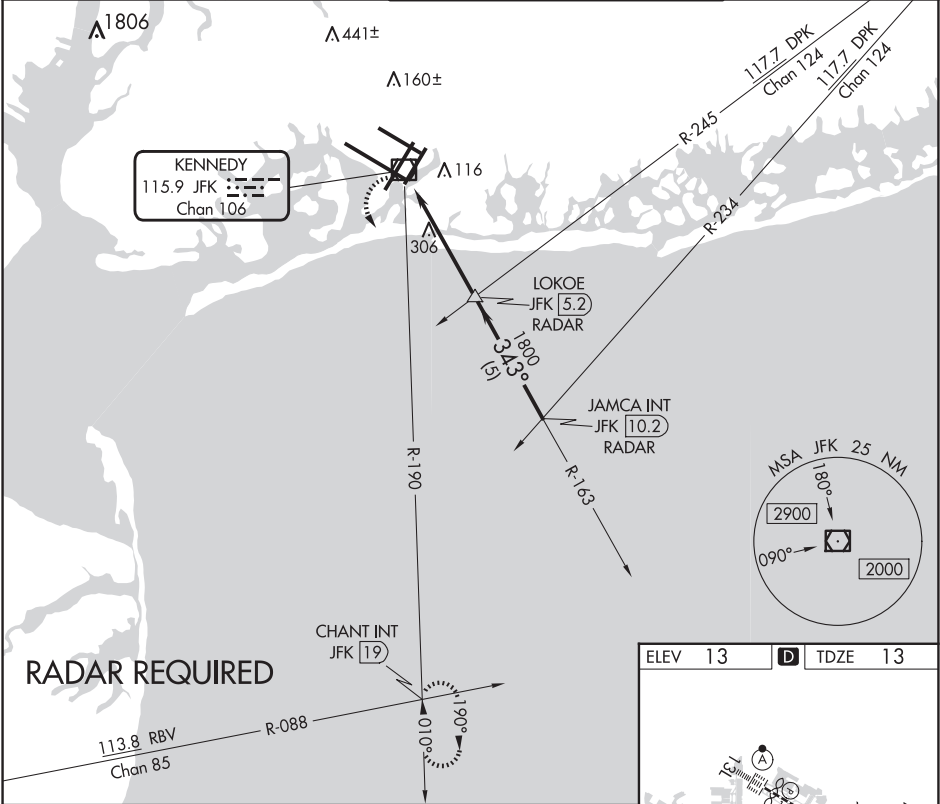
NE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME JFK	APP CRS	Rwy Idg
115.9	343°	11247
Chan 106		TDZE 13
		Apt Elev 13

VOR RWY 31L
JOHN F KENNEDY INTL (JFK)

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

D-ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL	CPDLC
(ARR/DEP)	(ARR-NE)	(ARR-SW)			Rwys 4R/22L and 13L/31R				
128.725	117.7	115.4	128.125	269.0	Rwys 4L/22R and 13R/31L	119.1 281.55	121.9 348.6	135.05 348.6	



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

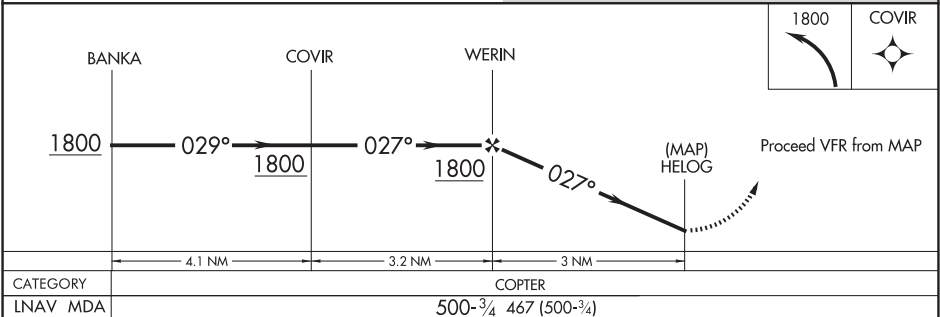
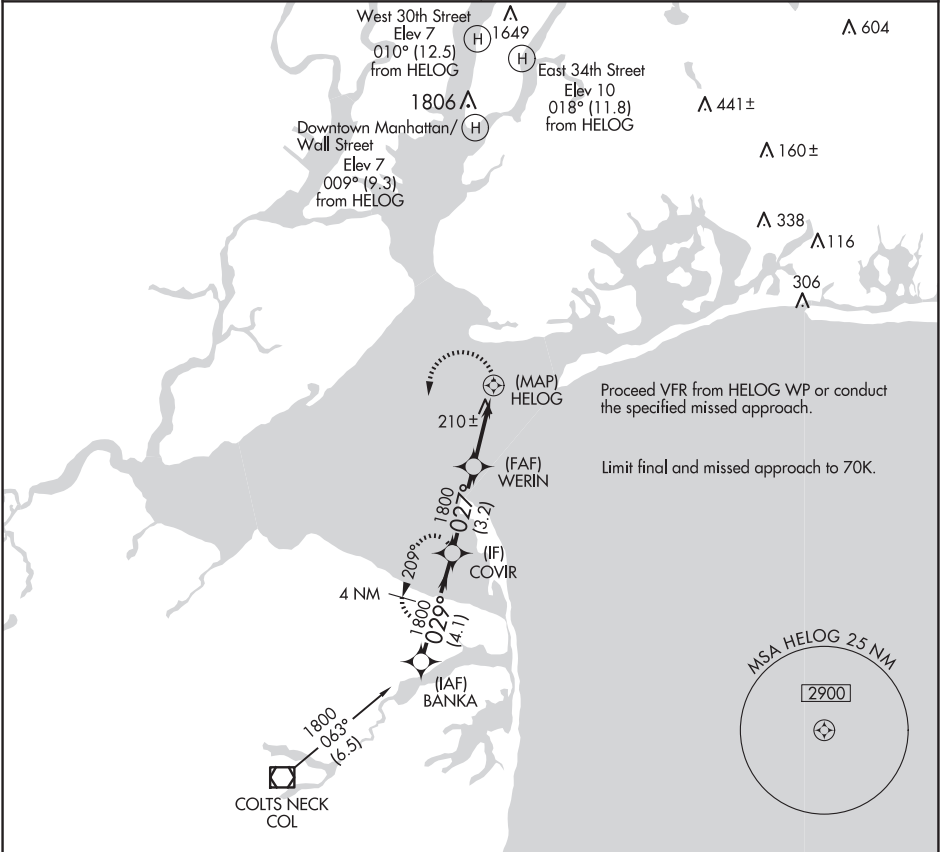
APP CRS 027°	Rwy Idg Sfc Elev Apt Elev	N/A 33 N/A
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COPTER RNAV (GPS) 027°

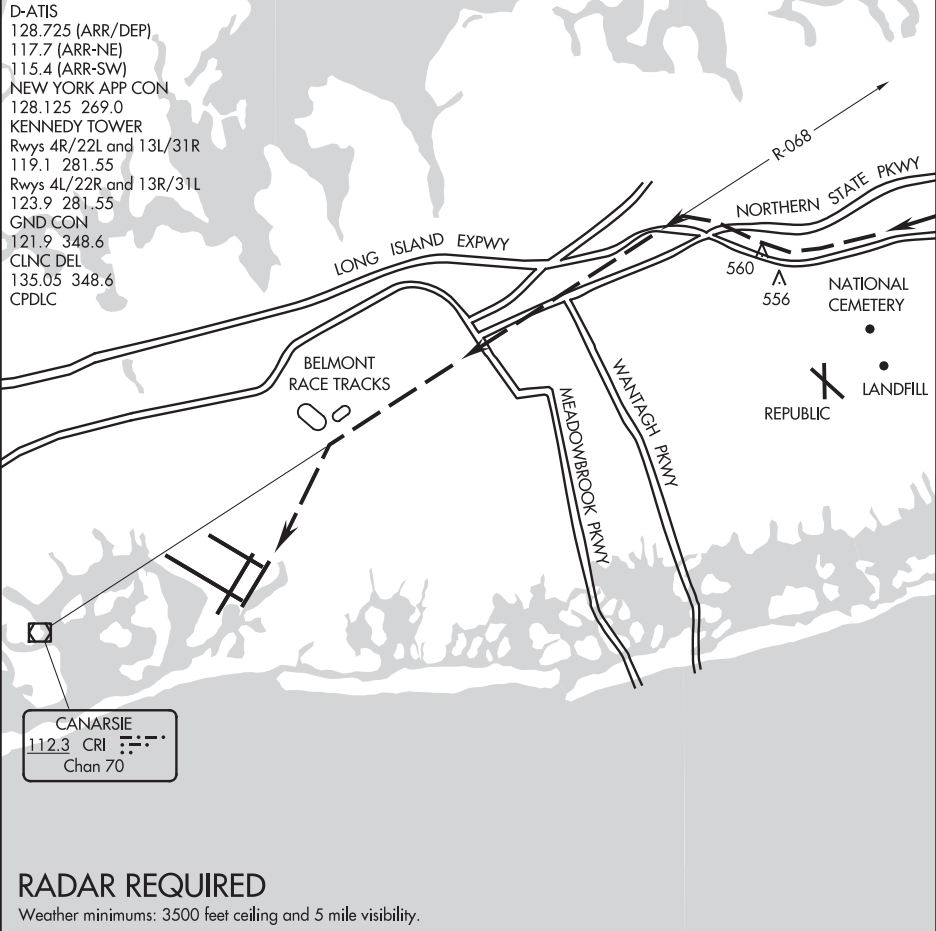
JOHN F KENNEDY INTL (JFK)

RNP APCH.	MISSED APPROACH: Climbing left turn to 1800 direct COVIR and hold.
▼ ▲ NA	Use John F Kennedy Intl altimeter setting.

(ARR/DEP) 128.725	D-ATIS (ARR-NE) 117.7	(ARR-SW) 115.4	NEW YORK APP CON 128.125 269.0
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D-ATIS
128.725 (ARR/DEP)
117.7 (ARR-NE)
115.4 (ARR-SW)
NEW YORK APP CON
128.125 269.0
KENNEDY TOWER
Rwys 4R/22L and 13L/31R
119.1 281.55
Rwys 4L/22R and 13R/31L
123.9 281.55
GND CON
121.9 348.6
CLNC DEL
135.05 348.6
CPDLC



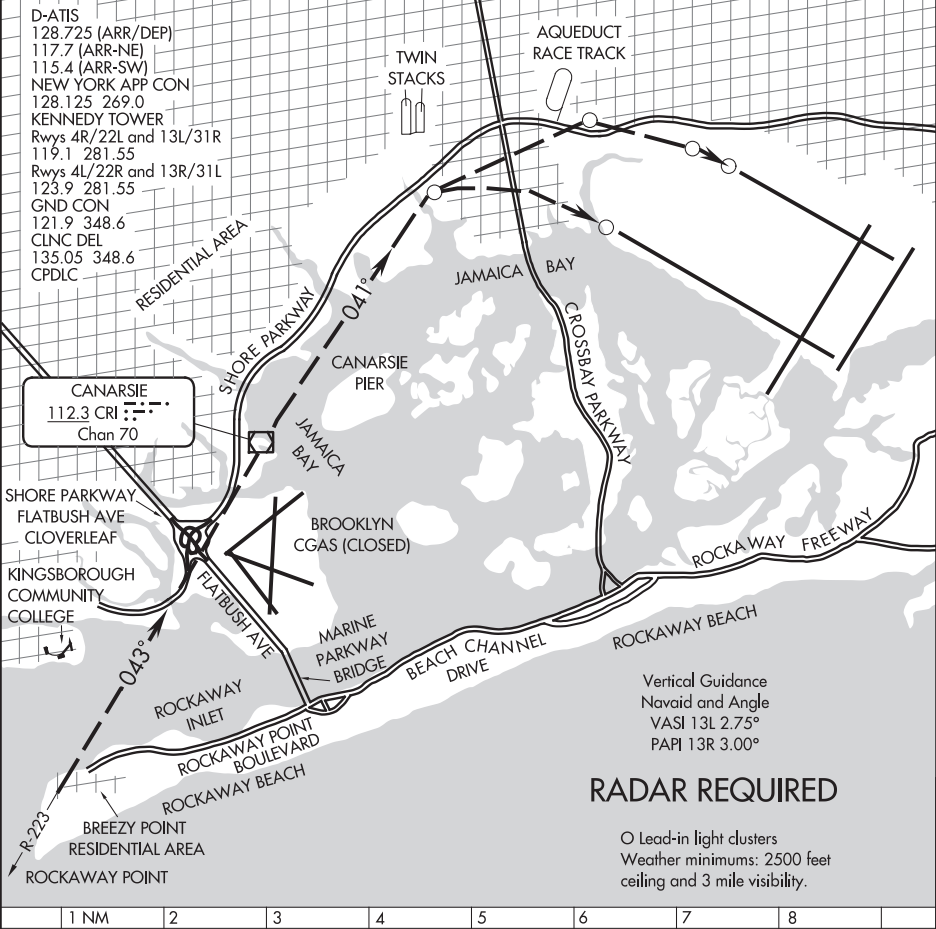
RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
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BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.



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PARKWAY VISUAL RUNWAY 13L/R

When cleared for Parkway Visual to Runway 13L/R maintain at or above 2000' until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500'. Remain east of the Shore Parkway until Canarsie Pier.

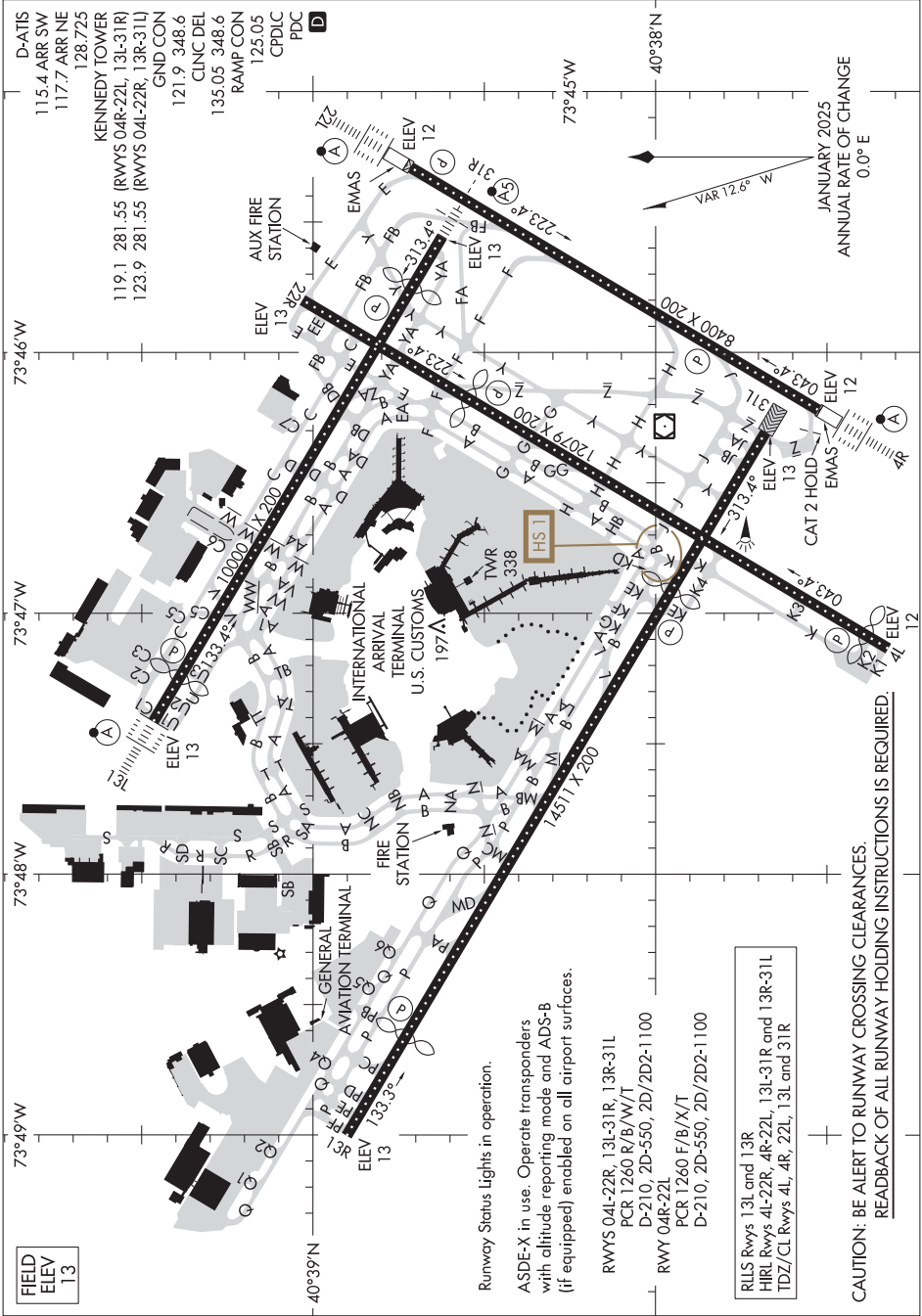
Runway 13R continue descent between the Canarsie Pier and Twin Stacks.
Runway 13L continue descent after passing the Twin Stacks.

AIRPORT DIAGRAM

AL-610 (FAA)

JOHN F KENNEDY INTL (JFK)
NEW YORK, NEW YORK

NE-2, 07 AUG 2025 to 02 OCT 2025



AIRPORT DIAGRAM

NEW YORK, NEW YORK
JOHN F KENNEDY INTL (JFK)

NE-2, 07 AUG 2025 to 02 OCT 2025

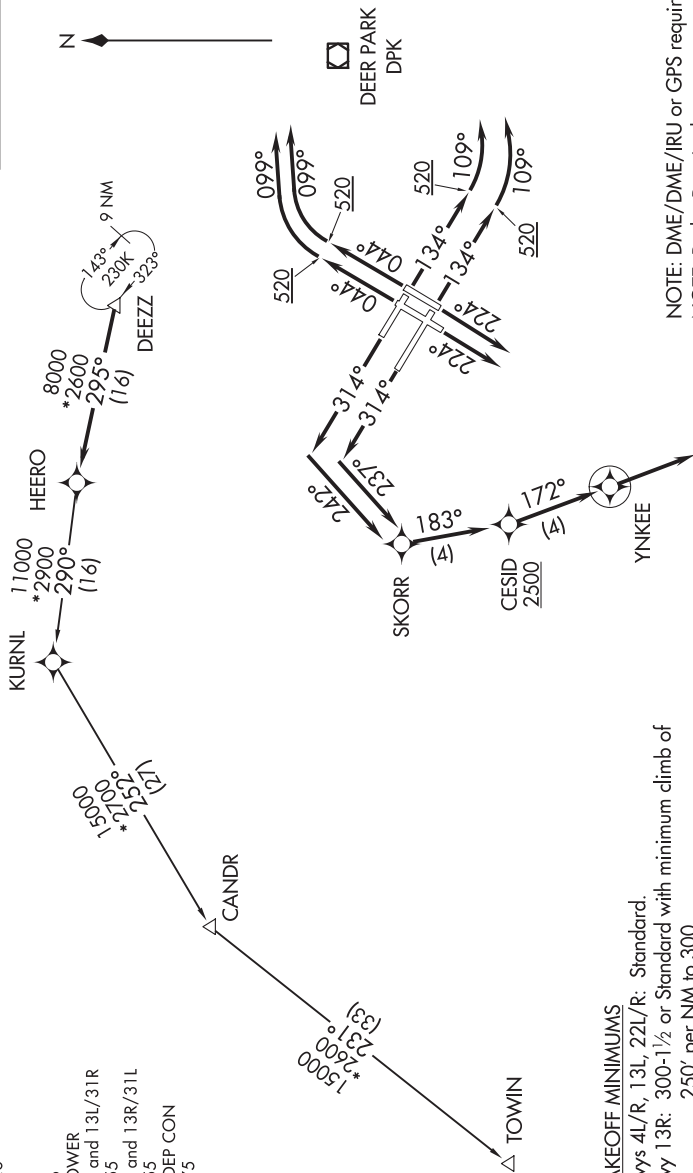
NE-2, 07 AUG 2025 to 02 OCT 2025

D-ATIS
128.725
CLNC DEL
135.05 348.6
CPDIC
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

DEEZZ FIVE DEPARTURE (RNAV)
(DEEZZ5.DEEZZ) 19JUL18

TOP ALTITUDE:
5000



TAKEOFF MINIMUMS

Rwys 4L/R, 13L, 22L/R: Standard.
Rwy 13R: 300-1½ 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: DME/DME/IRU or GPS required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: TOWIN transition ATC assigned only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-2, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4L/R: Climb heading 044° to 520, then climbing right turn heading 099° or as assigned by ATC, thence

TAKEOFF RWYS 13L/R: Climb heading 134° to 520, then climbing left turn heading 109° or as assigned by ATC, thence

TAKEOFF RWYS 22L/R: Climb heading 224° or as assigned by ATC, thence

TAKEOFF RWY 31L: Climb heading 314° to intercept course 237° to SKORR, then on track 183° to cross CESID at or above 2500, then on track 172° to YNKEE, then on heading 172° or as assigned by ATC, thence

TAKEOFF RWY 31R: Climb heading 314° to intercept course 242° to SKORR, then on track 183° to cross CESID at or above 2500, then on track 172° to YNKEE, then on heading 172° or as assigned by ATC, thence

. . . . expect vectors to DEEZZ, then on track 295° to HEERO. Maintain 5000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

CANDR TRANSITION (DEEZZ5.CANDR)
TOWIN TRANSITION (DEEZZ5.TOWIN)

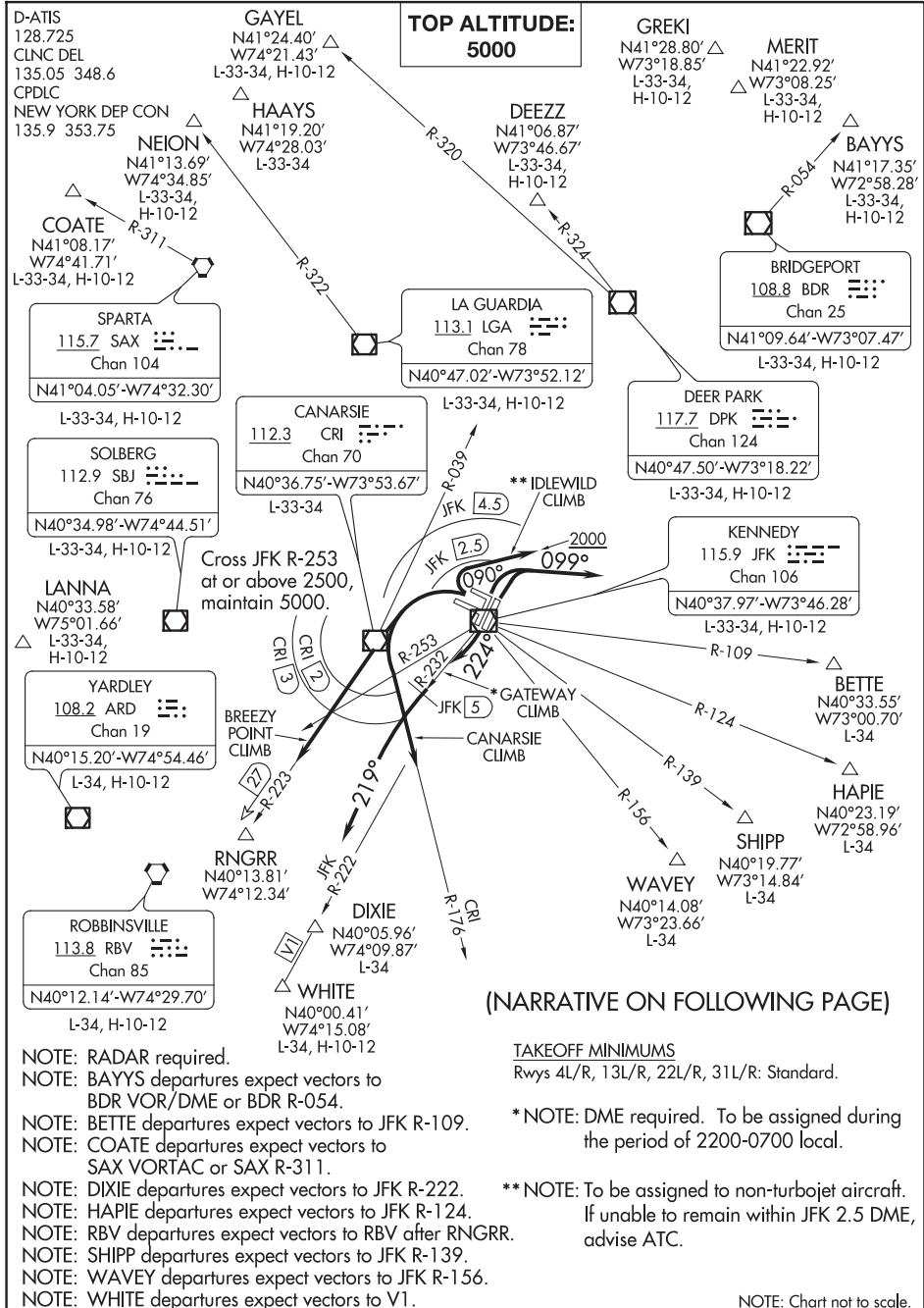
NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

(JFK5.JFK) 22335

KENNEDY FIVE DEPARTURE

AL-610 (FAA)

JOHN F KENNEDY INTL (JFK)
NEW YORK, NEW YORK

(NARRATIVE ON FOLLOWING PAGE)

KENNEDY FIVE DEPARTURE
(JFK5.JFK) 19JUL18NEW YORK, NEW YORK
JOHN F KENNEDY INTL (JFK)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



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.

(SKORR5.SKORR) 25219

JOHN F KENNEDY INTL (JFK)

NEW YORK, NEW YORK

SKORR FIVE DEPARTURE (RNAV)

D-ATIS
128.725
CLNC DEL
135.05 348.6
CPDLC
NEW YORK DEP CON
135.9 353.75

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

RADAR required.

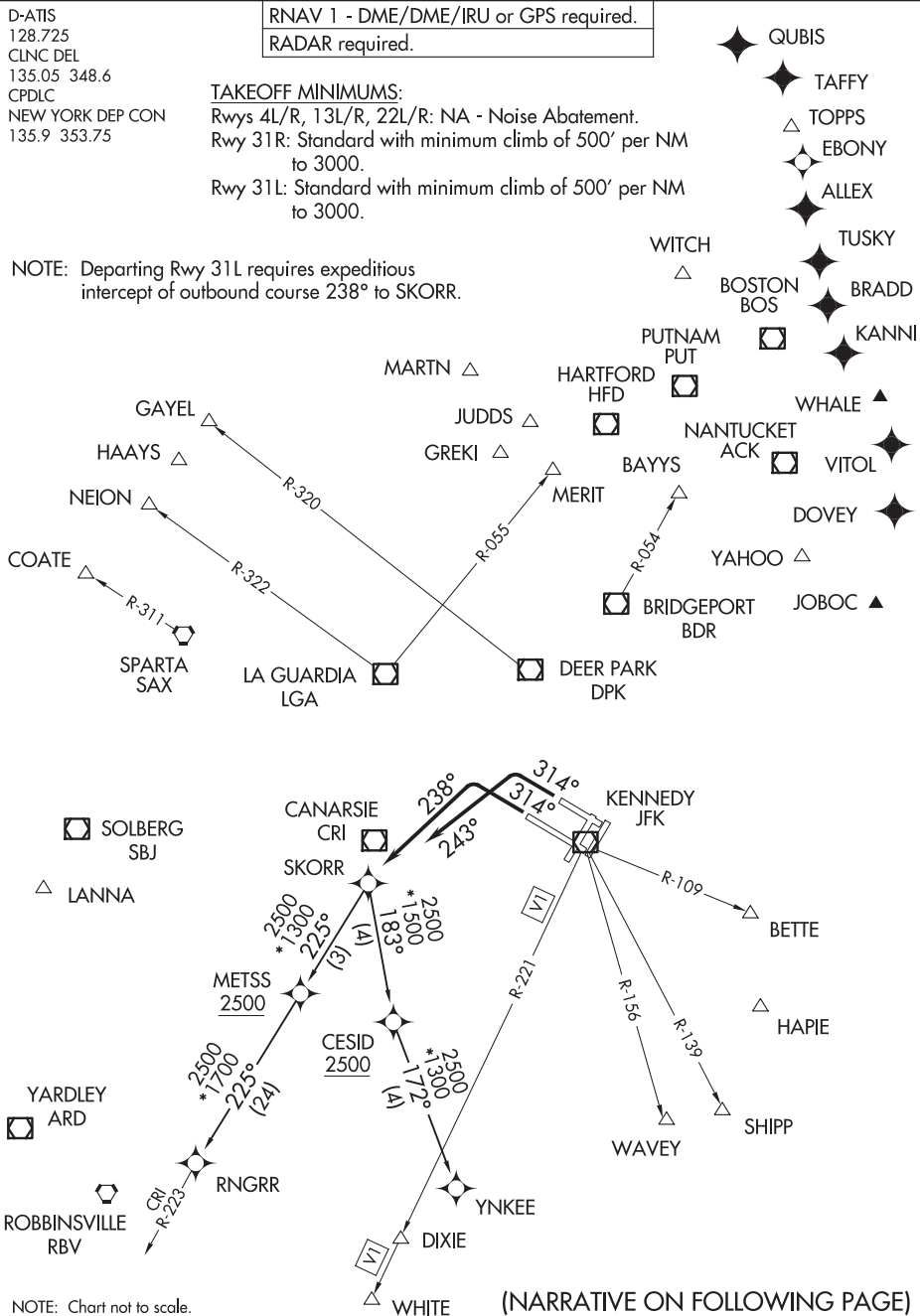
TAKEOFF MINIMUMS:

Rwys 4L/R, 13L/R, 22L/R: NA - Noise Abatement.

Rwy 31R: Standard with minimum climb of 500' per NM to 3000.

Rwy 31L: Standard with minimum climb of 500' per NM to 3000.

NOTE: Departing Rwy 31L requires expeditious intercept of outbound course 238° to SKORR.



(NARRATIVE ON FOLLOWING PAGE)

SKORR FIVE DEPARTURE (RNAV)

(SKORR5.SKORR) 29DEC22

NEW YORK, NEW YORK

JOHN F KENNEDY INTL (JFK)

NE-2, 07 AUG 2025 to 02 OCT 2025



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.

RNGRR TRANSITION (SKORR5.RNGRR)
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.
....ALEX via direct WITCH direct.
....TUSKY and south expect direct BOS VOR/DME direct.

NEW YORK, NEW YORK

AL-289 (FAA)

24361

LOC/DME I-LGA	APP CRS	Rwy Idg	7002
110.5	044°	TDZE	21
Chan 42		Apt Elev	21

ILS or LOC RWY 4 LAGUARDIA (LGA)

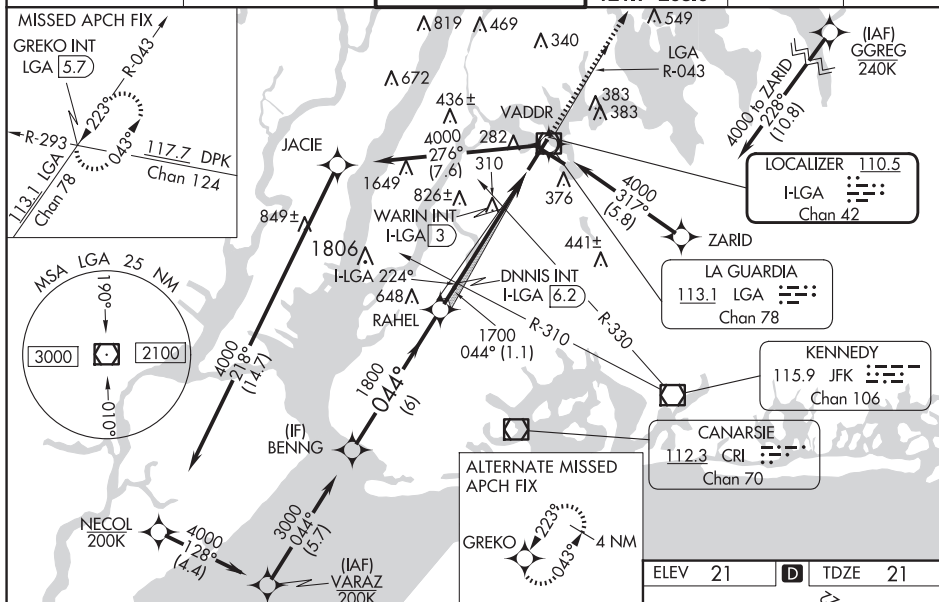
RNP APCH - GPS.

- ▼ Rwy 4 helicopter visibility reduction below RVR 5000 NA. Inop table does not apply to S-LOC 4 Cats A and B and WARIN fix minimums Cats A and B. For inop ALS increase S-ILS 4 all Cats visibility to RVR 4500. Going below glidepath may not provide obstacle clearance inside DA. Crossing Rwy threshold below charted TCH may not provide required visual area obstacle clearance. Autopilot couple approach NA. Circling NA northwest of Rwy 4 and southwest of Rwy 13.
- * RVR 2400 authorized with use of FD or HUD to DA.



MISSED APPROACH:
Climb to 2000 on LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold, continue climb-in-hold to 2000.

D-ATIS ARR 125.95	NEW YORK APP CON	LAGUARDIA TOWER	GND CON	CLNC DEL	CPDLC
D-ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2	



Use I-LGA DME when on the localizer course.			
BENNG	RAHEL	DNNIS INT	GREKO INT
3000	1800	1700	2000
GS 3.14°	044°	044°	044°
TCH 54	1700	640	1.3
6 NM	1.1 NM	3.2 NM	1.7 NM
CATEGORY	A	B	C
S-ILS 4 *	283/40 262 (300-¾)		
S-LOC 4	640/50	619 (700-1)	640-1⅓ 619 (700-1⅓)
CIRCLING	680-1	659 (700-1)	700-2 760-2¼
		679 (700-2)	739 (800-2¼)
WARIN FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)			
S-LOC 4	560/50	539 (600-1)	560/55 539 (600-1)
CIRCLING	680-1	659 (700-1)	700-2 760-2¼
		679 (700-2)	739 (800-2¼)
FAF to MAP 4.9 NM			
Knots	60	90	120 150 180
Min:Sec	4:54	3:16	2:27 1:58 1:38

NEW YORK, NEW YORK

Amdt 38B 11JUL24

40°47'N-73°52'W

LAGUARDIA (LGA)

ILS or LOC RWY 4

NE-2, 07 AUG 2025 to 02 OCT 2025

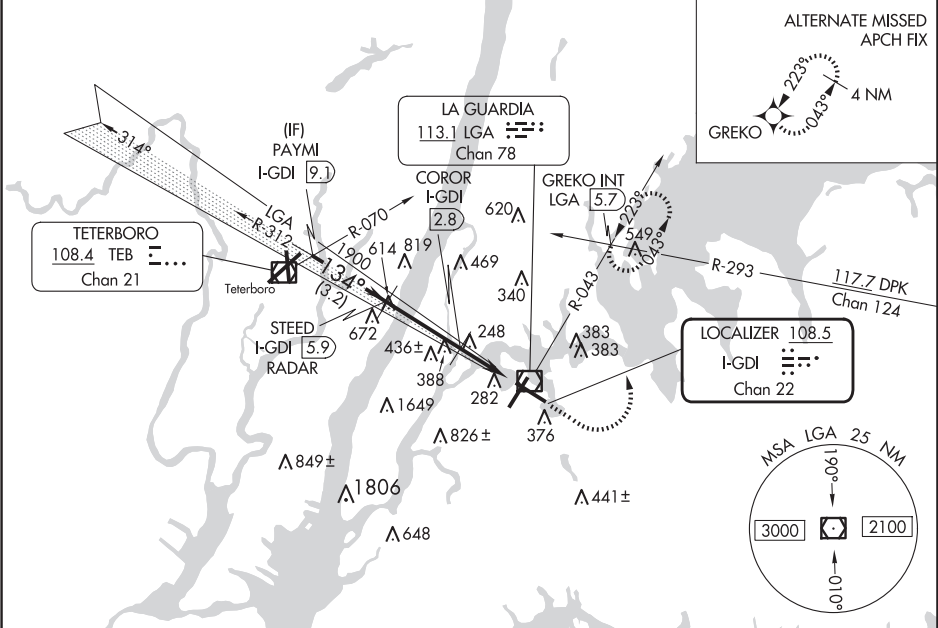
LOC/DME I-GDI	APP CRS	Rwy Idg	7002
108.5	134°	TDZE	12
Chan 22		Apt Elev	21

ILS or LOC RWY 13

LAGUARDIA (LGA)

Radar required for procedure entry. DME or RADAR required for LOC only.		MALSR	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold, continue climb-in-hold to 2000.
For inop ALS, increase S-LOC 13 Cats C/D visibility to 2½ SM. Circling NA northwest of Rwy 4 and southwest of Rwy 13.			

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
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VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 55).		800	2000	ELEV 21	TDZE 12
PAYMI I-GDI 9.1		GREKO INT			
STEED I-GDI 5.9 RADAR		*1900 when assigned by ATC			
COROR I-GDI 2.8					
I-GDI 1.7					
GS 3.10° TCH 49°					
3.2 NM		3.1 NM	1.1 NM	1.3 NM	
CATEGORY	A	B	C	D	
S-ILS 13	212/18		200 (200-½)		
S-LOC 13	800/24 788 (800-½)	800/40 788 (800-¾)	800-1¼	788 (800-1¼)	
CIRCLING	800-1 779 (800-1)	800-1¼ 779 (800-1¼)	1080-3 1059 (1100-3)	1260-3 1239 (1300-3)	
COROR FIX MINIMUMS					
S-LOC 13	500/24	488 (500-½)	500/50	488 (500-1)	
CIRCLING	700-1	679 (700-1)	1080-3 1059 (1100-3)	1260-3 1239 (1300-3)	
FAF to MAP 5.5 NM					
Knots		60	90	120	150 180
Min:Sec		5:30	3:40	2:45	2:12 1:50

NEW YORK, NEW YORK

AL-289 (FAA)

24361

LOC/DME I-URD 110.5 Chan 42	APP CRS 224°	Rwy Idg 7002 TDZE 12 Apt Elev 21
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ILS or LOC RWY 22 LAGUARDIA (LGA)

RADAR required for procedure entry. RADAR or DME required for LOC only.

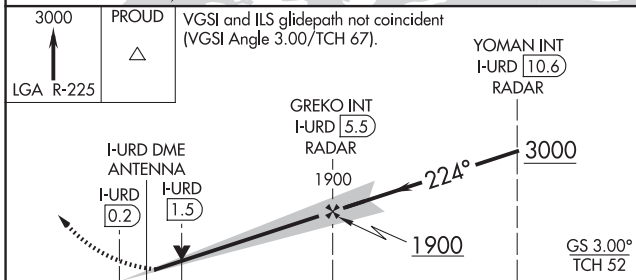
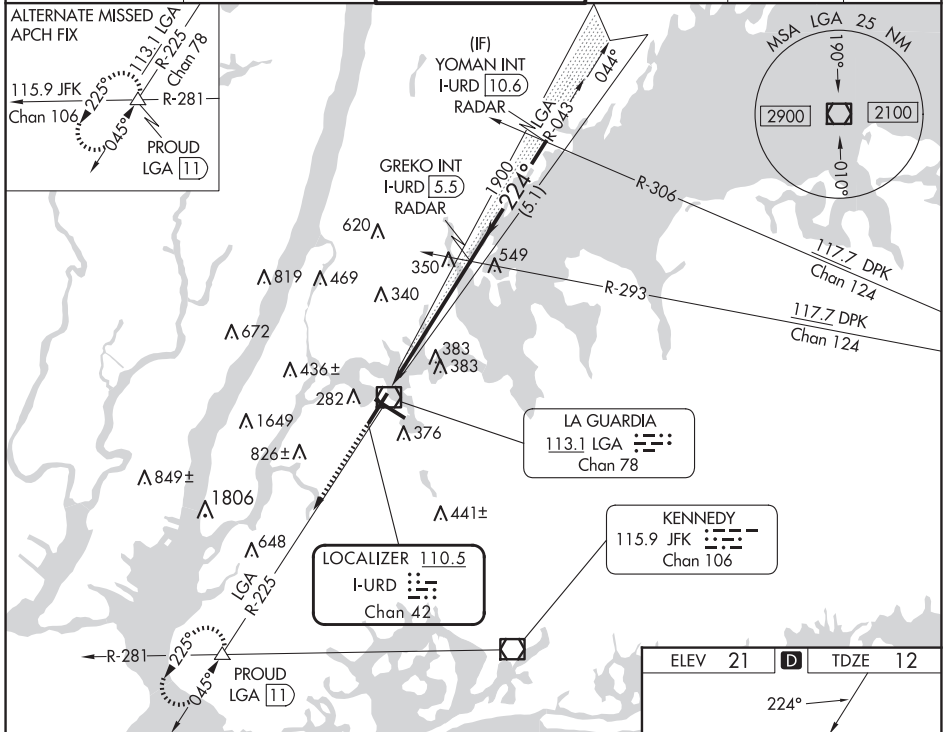
ALSF-1

MISSED APPROACH: Climb to 3000 on LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold, continue climb-in-hold to 3000.

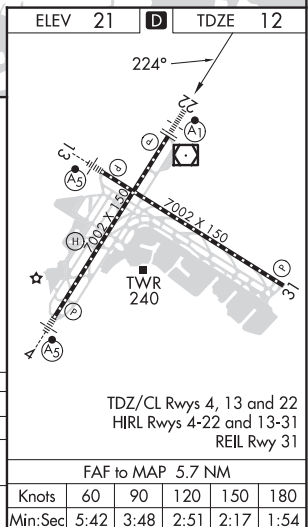
⚠ Circling NA northwest of Rwy 4 and southwest of Rwy 13.



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
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CATEGORY	A	B	C	D
S-ILS 22	212/18		200 (200-1/2)	
S-LOC 22	600/24 588 (600-1/2)		600-1 1/4 588 (600-1 1/4)	
CIRCLING	700-1 679 (700-1)		1080-3 1239 (1300-3)	



NEW YORK, NEW YORK

Amdt 21D 10AUG23

40°47'N-73°52'W

LAGUARDIA (LGA)

ILS or LOC RWY 22

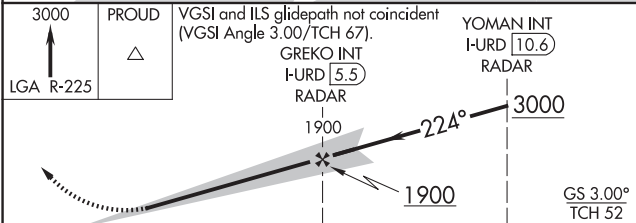
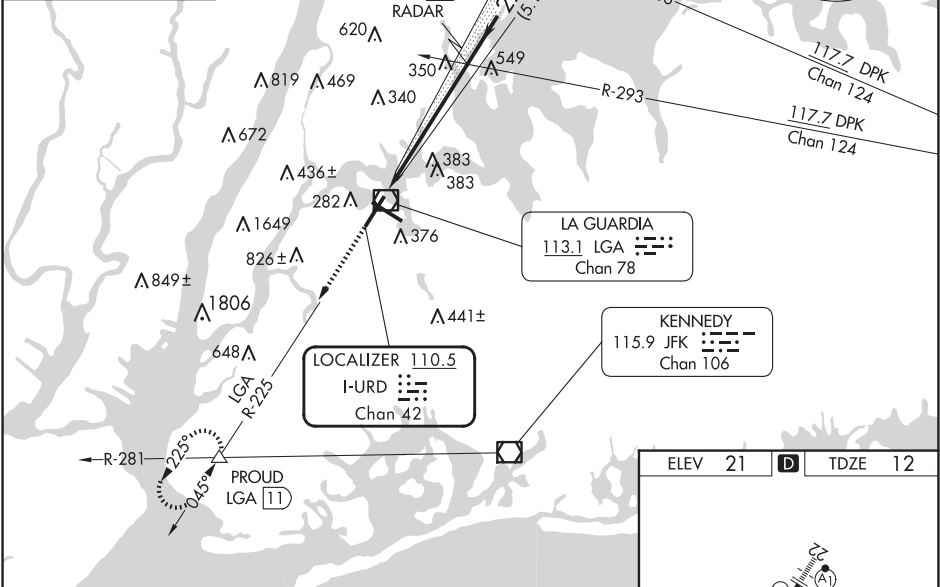
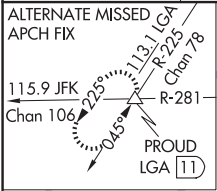
NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-URD 110.5 Chan 42	APP CRS 224°	Rwy Idg TDZE 12 Apt Elev 21	7002
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ILS RWY 22 (SA CAT I & II)
LAGUARDIA (LGA)

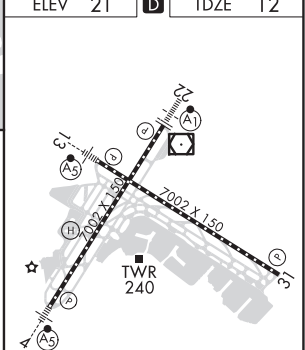
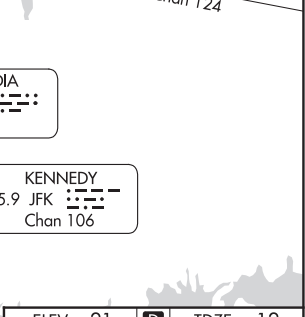
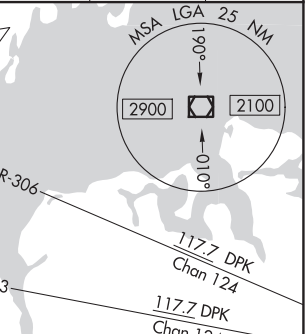
RADAR required for procedure entry.			ALSF-1 	MISSED APPROACH: Climb to 3000 on LGA VOR/DME R-225 to PROUD INT/LGA11 DME and hold, continue climb-in-hold to 3000.
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.				

D-ATIS ARR 125.95	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
D-ATIS DEP 127.05					



CATEGORY	A	B	C	D
S-ILS 22	SA CAT I RA 162/14	150	DA 162	
S-ILS 22	SA CAT II RA 112/12	100	DA 112	

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



ELEV 21	TDZE 12
TWR 240	
REIL Rwy 31	

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 4
LAGUARDIA (LGA)

MISSED APPROACH: Climb to 2000 on track 044° to GREKO and hold, continue climb-in-hold to 2000.

AUTHORIZATION REQUIRED

TDZ/CL Rwy 4, 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

LAGUARDIA (LGA)
RNAV (RNP) Z RWY 4

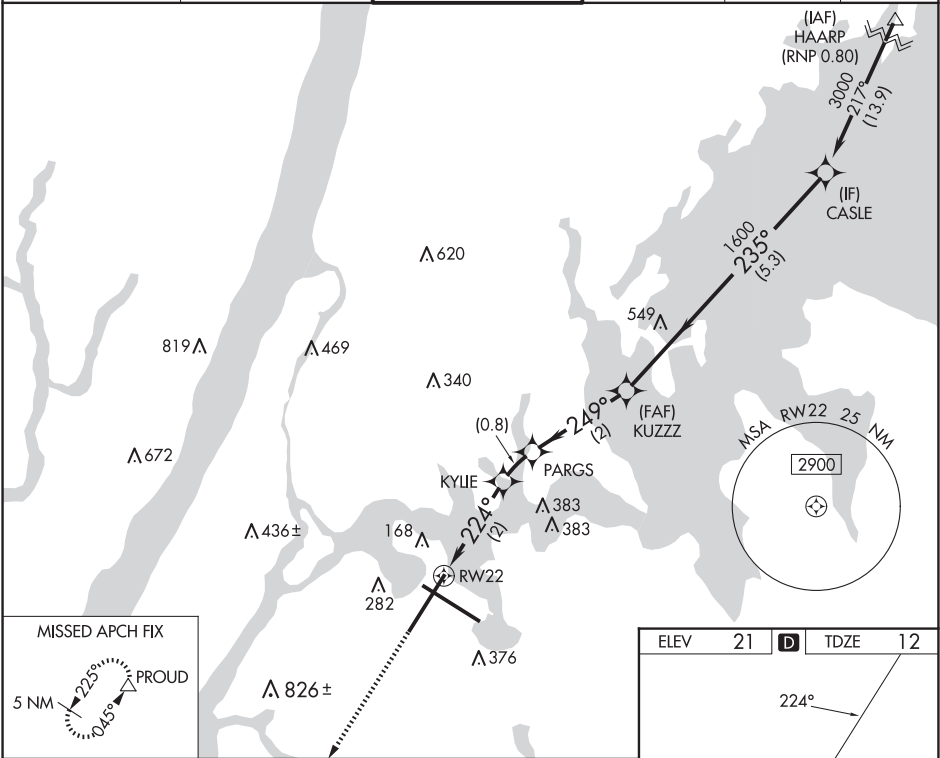
APP CRS	Rwy Idg	7002
224°	TDZE	12
	Apt Elev	21

RNAV (RNP) Z RWY 22

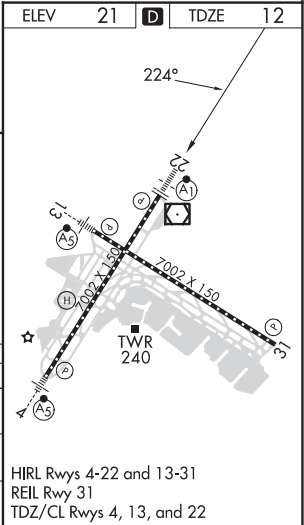
LAGUARDIA (LGA)

RNP AR APCH - GPS. RF required.		ALSIF-1 	MISSED APPROACH: Climb to 3000 direct PROUD and hold, continue climb-in-hold to 3000. *Missed approach requires minimum climb of 397 feet per NM to 560.
	For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.30 DA* visibility to RVR 5500.		

D-ATIS ARR	125.95	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	
D-ATIS DEP	127.05										



3000	PROUD	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).			
		KUZZZ	CASLE		
		PARGS			
		KYJIE			
		704	947	1600	3000
				235°	
				249°	
				224°	
				1600	
				GP 3.00°	
				TCH 52	
				2 NM	0.8 NM
				2 NM	5.3 NM
CATEGORY	A	B	C	D	
RNP 0.30 DA*		384/35	372 (400-3%)		
RNP 0.30 DA		445/40	433 (500-3/4)		



AUTHORIZATION REQUIRED

NEW YORK, NEW YORK

AL-289 (FAA)

24361

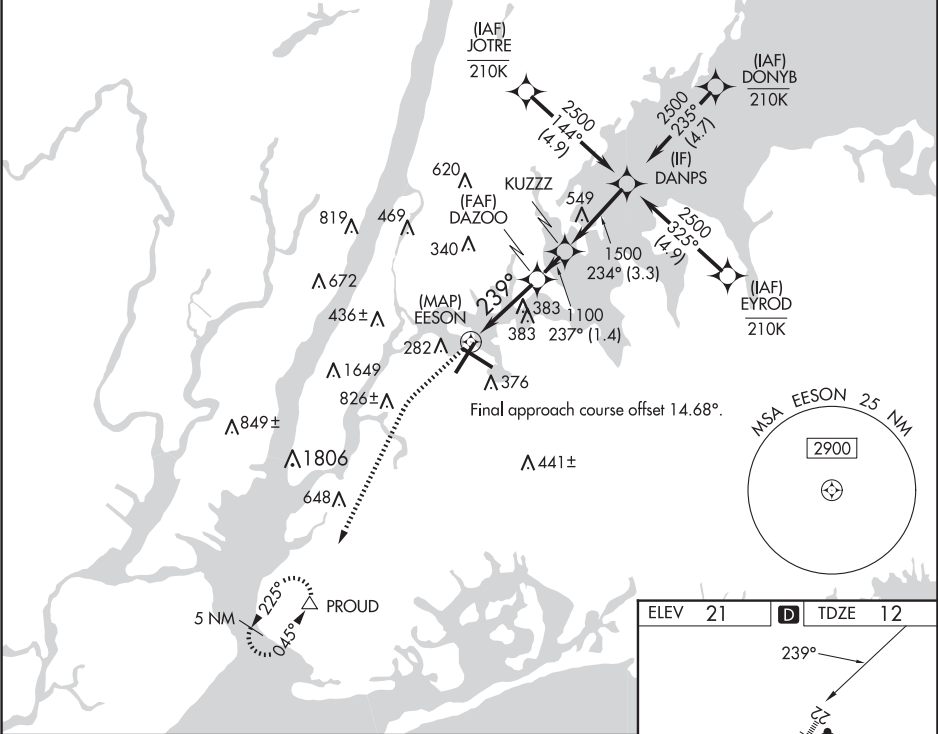
APP CRS	Rwy Idg	7002
239°	TDZE	12
	Apt Elev	21

RNAV (GPS) X RWY 22

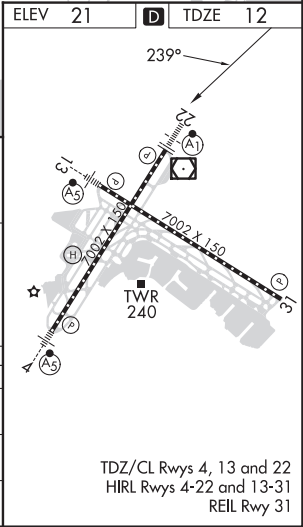
LAGUARDIA (LGA)

RNP APCH - GPS.		ALSF-1	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PROUD and hold, continue climb-in-hold to 3000.
⚠ 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 1½ SM.		ⓐ	

D-ATIS ARR	125.95	NEW YORK APP CON		LAGUARDIA TOWER		GND CON		CLNC DEL		CPDLC
D-ATIS DEP	127.05	120.8 263.0		118.7 263.0		121.7 263.0		135.2		



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 67).				
DANPS	2500	234°	1500	237°
GP 3.00°	TCH 50			
3.3 NM	1.4 NM	1.5 NM	1.8 NM	
CATEGORY	A	B	C	D
LNAV/VNAV DA	381/35		369 (400-5%)	
LNAV MDA	640/24	628 (700-½)	640-1⅓	628 (700-1⅓)
CIRCLING	680-1	659 (700-1)	700-2 679 (700-2)	760-2¼ 739 (800-2¼)



NEW YORK, NEW YORK
Orig-A 10AUG23

40°47'N-73°52'W

LAGUARDIA (LGA)
RNAV (GPS) X RWY 22

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

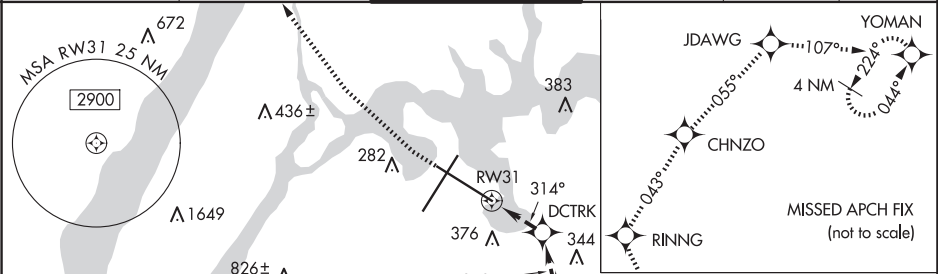
APP CRS	Rwy Idg	7002
314°	TDZE	7
	Apt Elev	21

RNAV (GPS) X RWY 31

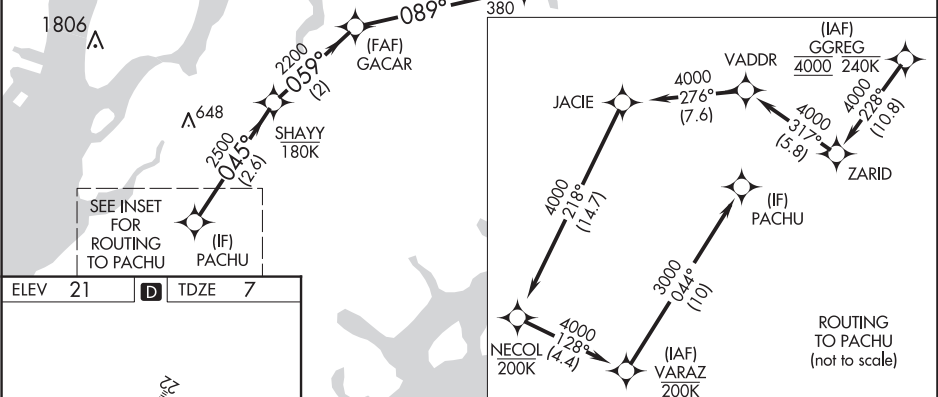
LAGUARDIA (LGA)







RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 165K until Rwy 31 and do not exceed 210K until YOMAN) Climbing right turn to 3000 direct RINNG and on track 043° to CHNZO and on track 055° to JDAWG and on track 107° to YOMAN and hold.
RADAR required.	
▼ ▲ Rwy 31 helicopter visibility reduction below ¾ SM NA.	

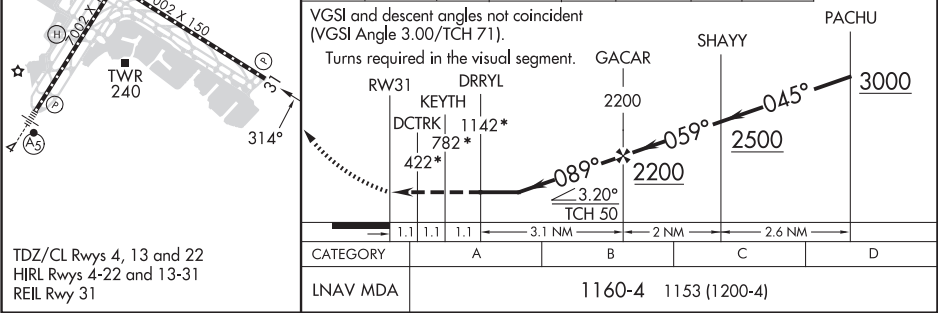
D-ATIS ARR	125.95	NEW YORK APP CON	120.8	263.0	LAGUARDIA TOWER	118.7	263.0	GND CON	121.7	263.0	CLNC DEL	135.2	CPDLC
D-ATIS DEP	127.05												



Cross DRRYL, fly visual to airport along depicted track 044° to KEYTH then 359° to DCTRK, then 314° to Rwy 31.



	3000	RINNG	CHNZO	JDAWG	YOMAN	* Check ALT.			
			tr 043°		tr 055°		tr 107°		

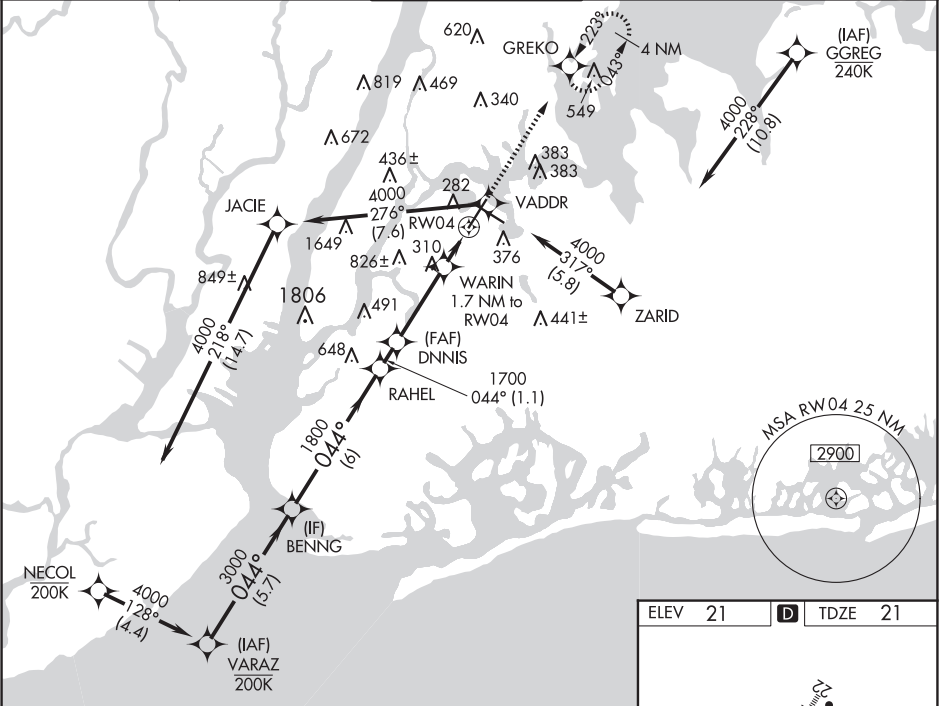


WAAS CH 60918 W04A	APP CRS 044°	Rwy Idg 7002 TDZE 21 Apt Elev 21
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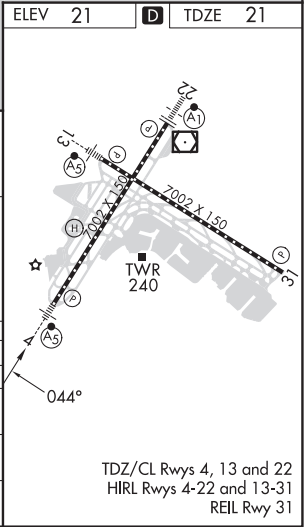
RNAV (GPS) Y RWY 4

LAGUARDIA (LGA)

RNP APCH - GPS.		MALSR		MISSED APPROACH: Climb to 2000 direct GREKO and hold, continue climb-in-hold to 2000.	
▼ 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 1½ SM. Circling NA northwest of Rwy 4 and southwest of Rwy 13. Going below glidepath may not provide obstacle clearance inside DA. Crossing Rwy threshold below charted TCH may not provide required visual area obstacle clearance. *RVR 2400 authorized with FD or AP or HUD to DA.		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	



BENNG		GREKO	
3000		2000	
GP 3.14° TCH 54		1800	
044°		1700	
6 NM		1.1 NM	
RAHEL		DNNIS	
1700		1700	
WARIN		640	
1.7 NM to RW04		RW04	
3.2 NM		1.7 NM	
CATEGORY	A	B	D
LPV DA*	271/40		250 (300-¾)
LNAV/VNAV DA	499/50		478 (500-1)
LNAV MDA	560/50	539 (600-1)	560/55 539 (600-1)
CIRCLING	680-1	659 (700-1)	700-2 760-2¼ 679 (700-2) 739 (800-2¼)



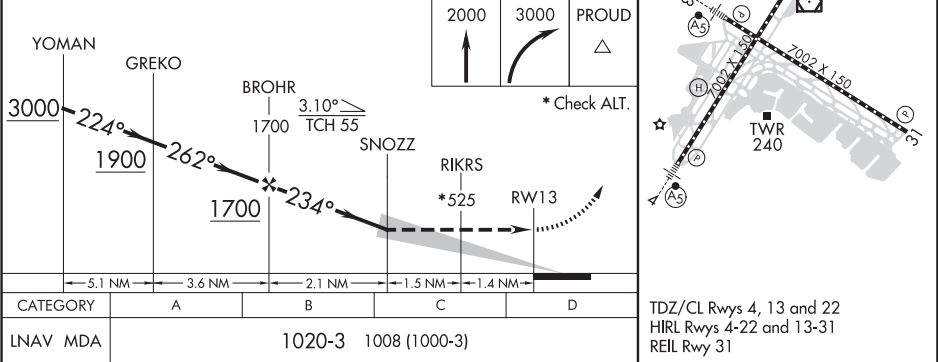
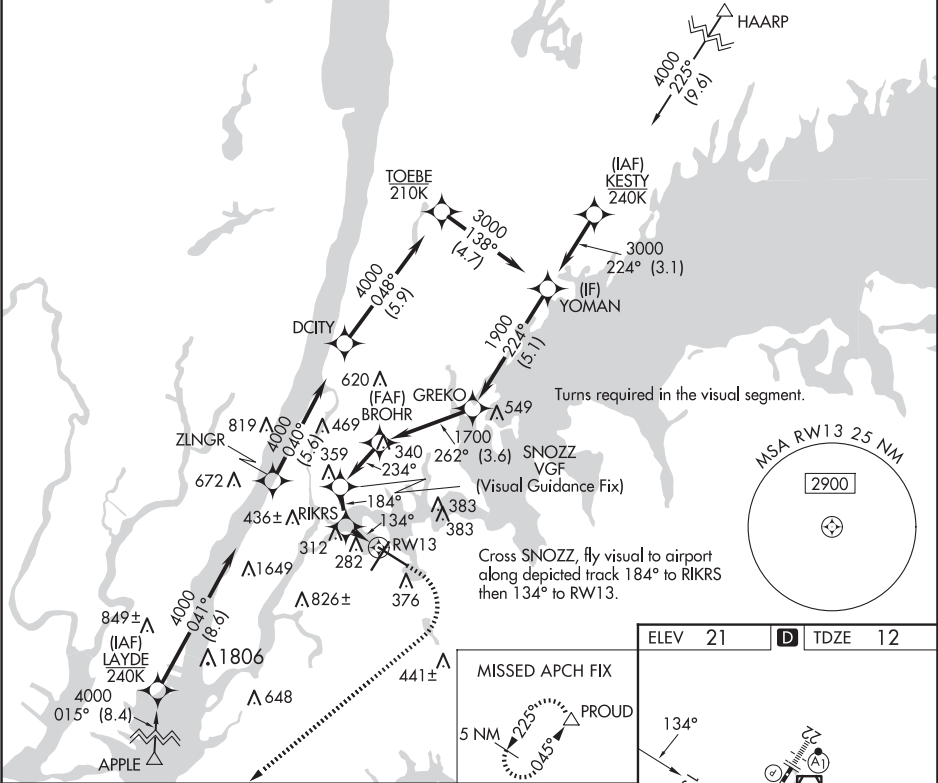
APP CRS	Rwy Idg	7002
134°	TDZE	12
	Apt Elev	21

RNAV (GPS) Y RWY 13

LAGUARDIA (LGA)

RNP APCH - GPS.	MALSR	MISSED APPROACH: (Do not exceed 185K until Rwy 13 then do not exceed 210K until PROUD) Climb to 2000 on the extended visual approach track to Rwy 13, then climbing right turn to 3000 direct PROUD and hold.
RADAR required.		

D-ATIS ARR	125.95	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
D-ATIS DEP	127.05									



NEW YORK, NEW YORK


AL-289 (FAA)

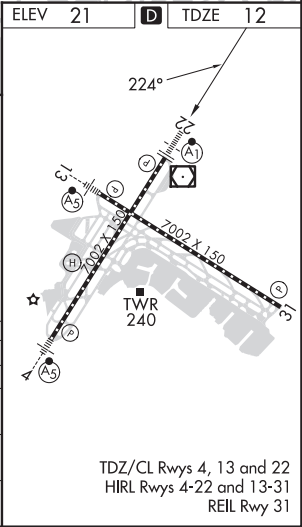
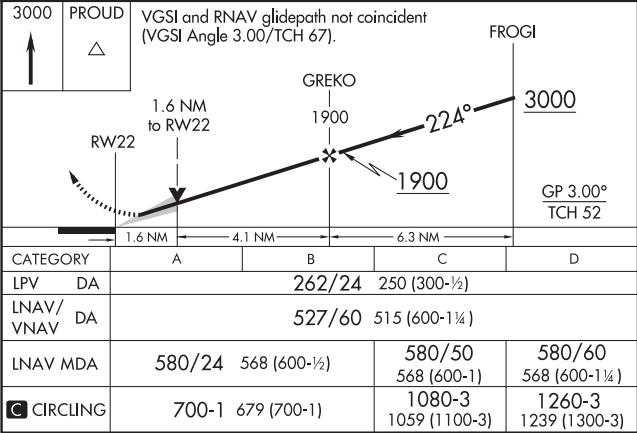
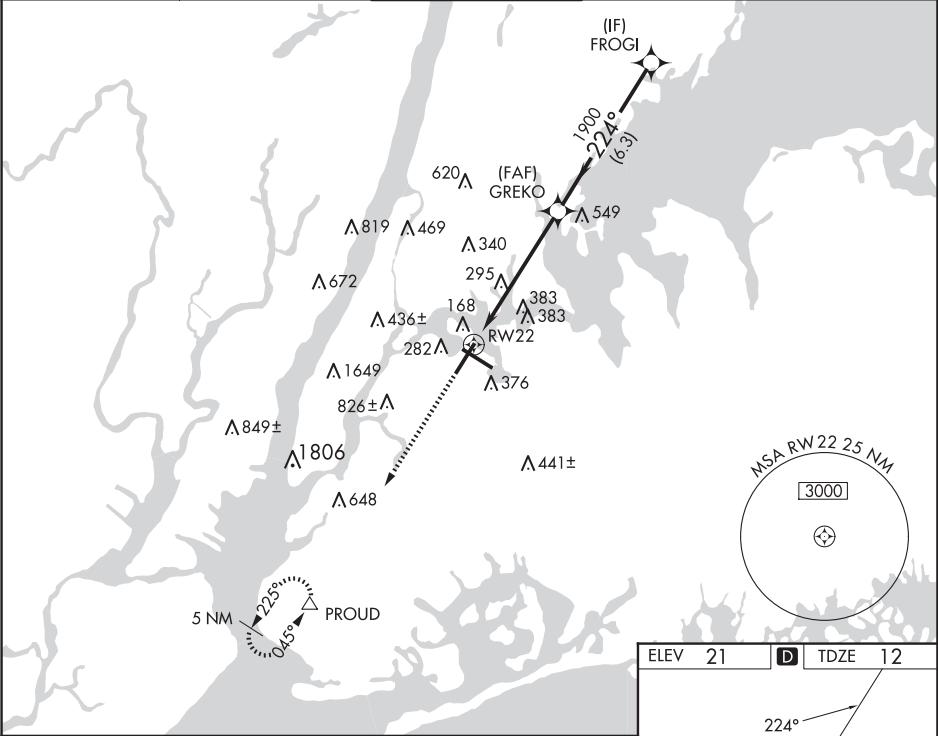
24361

WAAS CH 70318 W22A	APP CRS 224°	Rwy Idg TDZE 12 Apt Elev 21
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RNAV (GPS) Y RWY 22

LAGUARDIA (LGA)

RNP APCH - GPS.			ALSIF-1 	MISSED APPROACH: Climb to 3000 direct PROUD and hold, continue climb-in-hold to 3000.		
▼ 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 D-ATIS DEP	125.95 127.05	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



NEW YORK, NEW YORK
Amdt 2G 10AUG23

40°47'N-73°52'W

LAGUARDIA (LGA)

RNAV (GPS) Y RWY 22

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

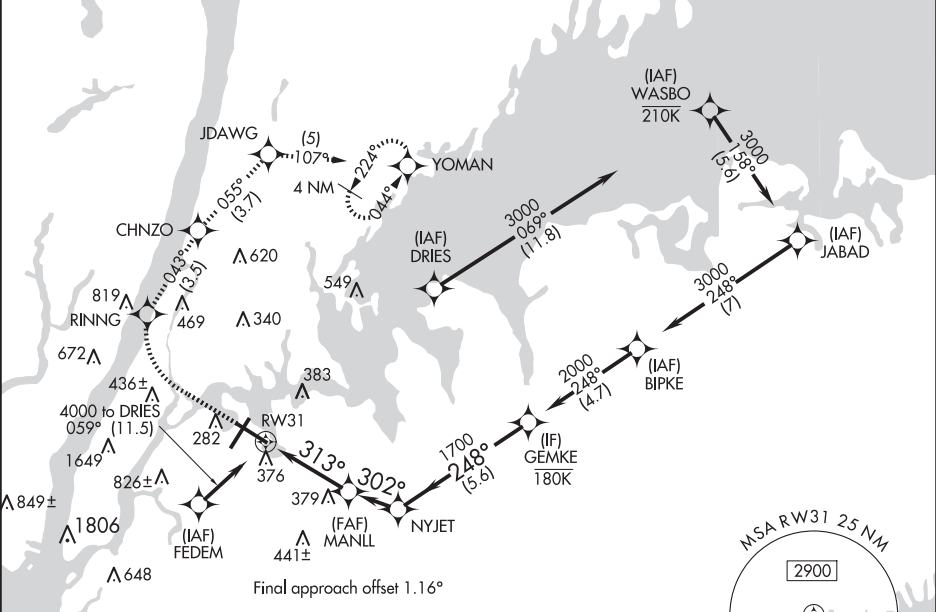
APP CRS	Rwy Idg	7002
313°	TDZE	7
	Apt Elev	21

RNAV (GPS) Y RWY 31

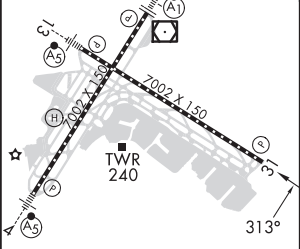
LAGUARDIA (LGA)

RNP APCH - GPS.		MISSED APPROACH: (Do not exceed 210K until YOMAN) Climb to 620 then climbing right turn to 3000 direct RINNG and on track 043° to CHNZO and on track 055° to JDAWG and on track 107° to YOMAN and hold.	
▼ Rwy 31 helicopter visibility reduction below RVR 5000 NA. 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		LAGUARDIA TOWER		GND CON		CLNC DEL		CPDLC
D-ATIS DEP	127.05	120.8 263.0		118.7 263.0		121.7 263.0		135.2		



ELEV	21	TDZE	7
------	----	------	---



	620	3000	RINNG	tr 043°	CHNZO	tr 055°	JDAWG	tr 107°	YOMAN	GEMKE
										2000
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).										
					MANLL		NYJET			
					1200		1700			
					313°		302°			
					3.5 NM		1.9 NM			
CATEGORY	A		B		C		D			
LNAV/VNAV	DA		618-1¾		611 (600-1¾)					
LNAV MDA	640/55		633 (700-1)		640-1¾		633 (700-1¾)			
CIRCLING	680-1		659 (700-1)		700-2		760-2¼			
					679 (700-2)		739 (800-2¼)			

NEW YORK, NEW YORK

AL-289 (FAA)

24361

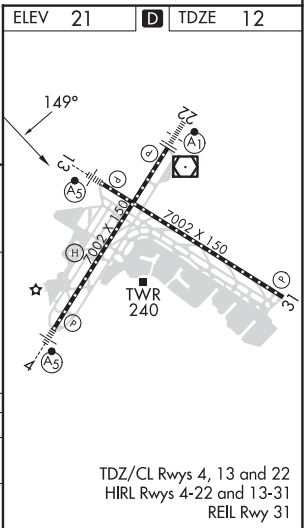
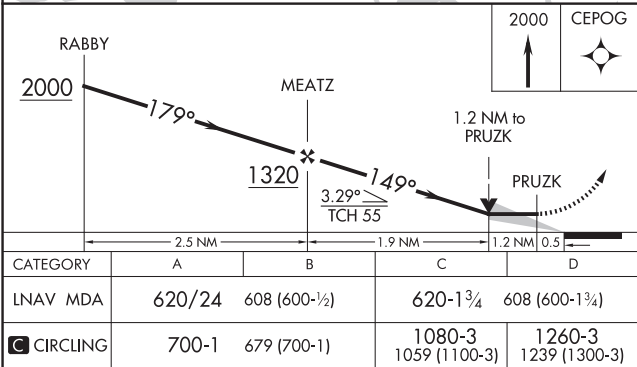
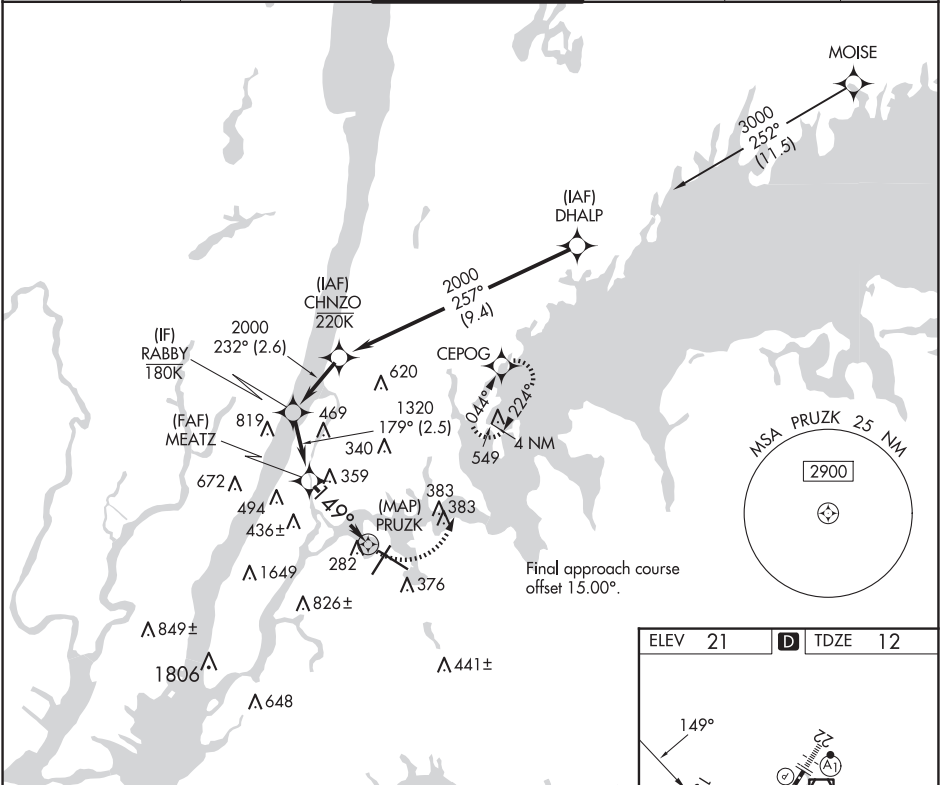
APP CRS	Rwy Idg	7002
149°	TDZE	12
	Apt Elev	21

RNAV (GPS) Z RWY 13

LAGUARDIA (LGA)

RNP APCH - GPS.	MALSR	MISSED APPROACH: (Do not exceed 220K) Climb to 2000 direct CEPOG and hold.
Circling NA northwest of Rwy 4 and southwest of Rwy 13.		

D-ATIS ARR 125.95	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
D-ATIS DEP 127.05					



NEW YORK, NEW YORK
Amdt 1D 22FEB24

40°47'N-73°52'W

LAGUARDIA (LGA)

RNAV (GPS) Z RWY 13

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 48928 W31A	APP CRS 314°	Rwy Idg 7002 TDZE 7 Apt Elev 21
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RNAV (GPS) Z RWY 31

LAGUARDIA (LGA)

RNP APCH - GPS.

▼

Rwy 31 helicopter visibility reduction below RVR 5000 NA.

▲

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.

MISSED APPROACH: (Do not exceed 210K until YOMAN)
Climb to 620 then climbing right turn to 3000 direct RINNG and on track 043° to CHNZO and on track 055° to JDAWG and on track 107° to YOMAN and hold, continue climb-in-hold to 3000.

D-ATIS ARR 125.95	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
D-ATIS DEP 127.05					

ELEV 21 **D** TDZE 7

TDZ/CL Rws 4, 13 and 22
HIRL Rws 4-22 and 13-31
REIL Rwy 31

620	3000	RINNG	tr 043°	CHNZO	tr 055°	JDAWG	tr 107°	YOMAN	CHALN
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/ TCH 71).									
RW31									
ZARID 1700									
314°									
2000									
GP 3.10° TCH 50									
5 NM 6 NM									
CATEGORY	A		B		C		D		
LPV DA	330/50		323 (400-1)						
LNAV/ VNAV DA	618-1¼		611 (600-1¼)						
LNAV MDA	640/55		633 (700-1)		640-1¼		633 (700-1¼)		
CIRCLING	680-1		659 (700-1)		700-2 679 (700-2)		760-2¼ 739 (800-2¼)		

NEW YORK, NEW YORK

Amtd 2 20MAR25

40°47'N -73°52'W

275

LAGUARDIA (LGA)

RNAV (GPS) Z RWY 31


NEW YORK, NEW YORK

AL-289 (FAA)

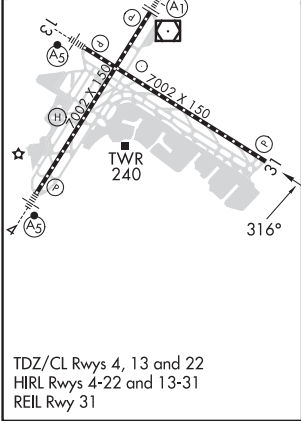
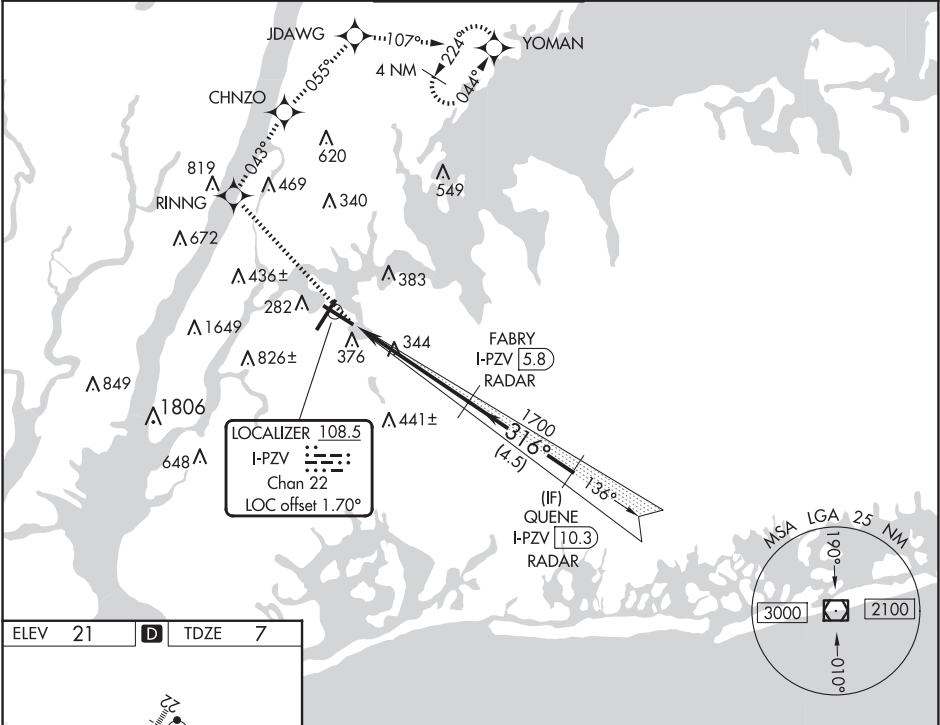
25191

LOC/DME I-PZV 108.5 Chan 22	APP CRS 316°	Rwy Ldg TDZE 7 Apt Elev 21	7002
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LOC RWY 31
LAGUARDIA (LGA)

RNP APCH - GPS.		MISSED APPROACH: (Do not exceed 210K until YOMAN) Climb to 3000 direct RINNG and on track 043° to CHNZO and on track 055° to JDAWG and on track 107° to YOMAN and hold.
RADAR required for procedure entry. DME required.		
	Rwy 31 helicopter visibility reduction below RVR 4000 NA. Circling NA northwest of Rwy 4 and southwest of Rwy 13.	

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
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3000	RINNG	CHNZO	JDAWG	YOMAN
↑	tr 043°	tr 055°	tr 107°	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 71).				
I-PZV 0.8	I-PZV 2.4	FABRY I-PZV 5.8 RADAR	QUENE I-PZV 10.3 RADAR	
1.6	3.4 NM	4.5 NM		
CATEGORY	A	B	C	D
S-31	600/55	593 (600-1)	600-1¾	593 (600-1¾)
CIRCLING	680-1	659 (700-1)	700-2 679 (700-2)	760-2¼ 739 (800-2¼)

NEW YORK, NEW YORK
Amdt 4 20MAR25

40°47'N-73°52'W

LAGUARDIA (LGA)
LOC RWY 31

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

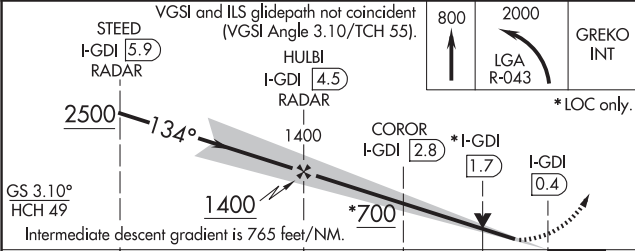
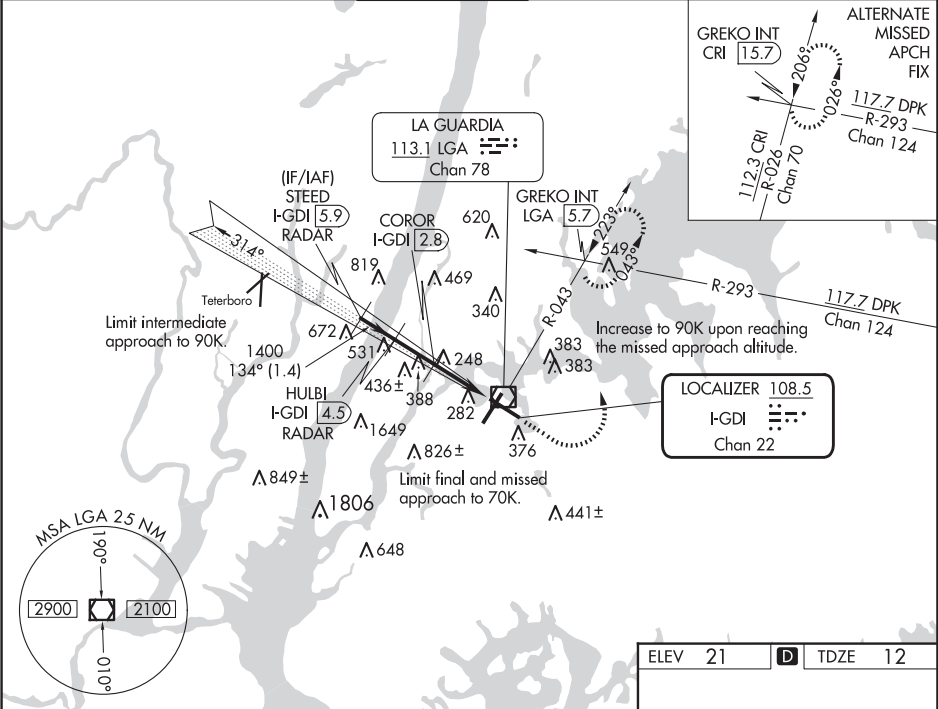
LOC/DME I-GDI	APP CRS	Rwy Idg	7002
108.5	134°	TDZE	12
Chan 22		Apt Elev	21

COPTER ILS or LOC RWY 13

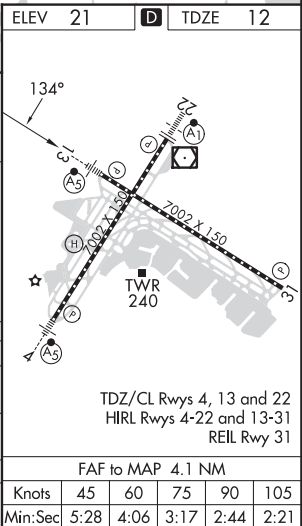
LAGUARDIA (LGA)

RADAR required for procedure entry. DME or RADAR required.	MALSR	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold, continue climb-in-hold to 2000.

D-ATIS ARR 125.95 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 135.2 121.875 (COPTER)	CPDLC
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CATEGORY	COPTER
H-ILS 13	212/12 200 (200-¼)
H-LOC 13	700/12 688 (700-¼)
COROR FIX MINIMUMS	
H-LOC 13	500/12 488 (500-¼)



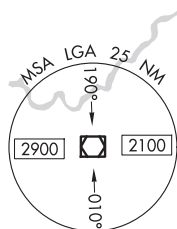
COPTER ILS or LOC RWY 22

ALSF-1

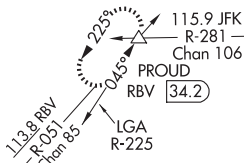
MISSED APPROACH: Climb to 3000 on LGA VOR/DME R-225 to PROUD/LGA VOR/DME 11 DME and hold.

CPDLC

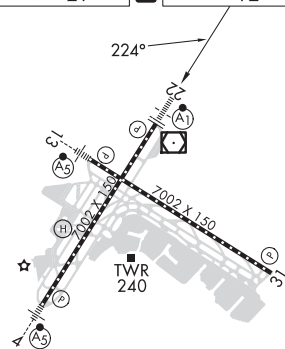
DME and RADAR REQUIRED



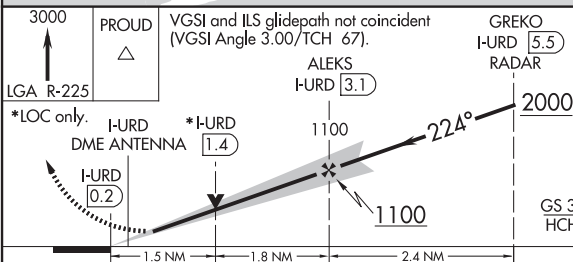
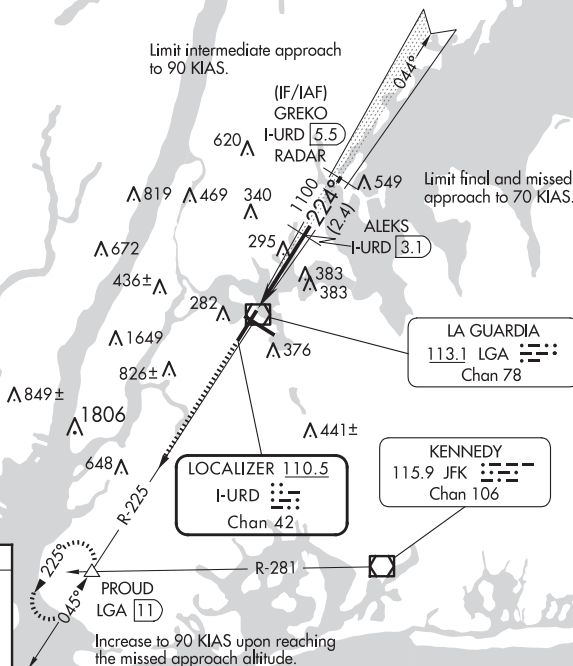
ALTERNATE MISSED
APCH FIX



ELEV	21	D	TDZE	12
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TDZ/CL Rwy 4, 13 and 22
HIRL Rwy 4-22 and 13-31
REIL Rwy 31



CATEGORY	COPTER
H-ILS 22	212/12 200 (200-1/8)
H-LOC 22	560/12 548 (600-1/8)

LAGUARDIA (LGA)

COPTER ILS or LOC RWY 22

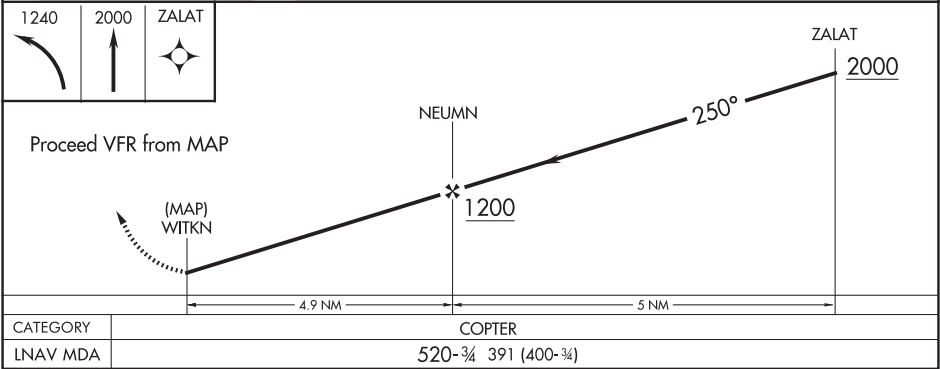
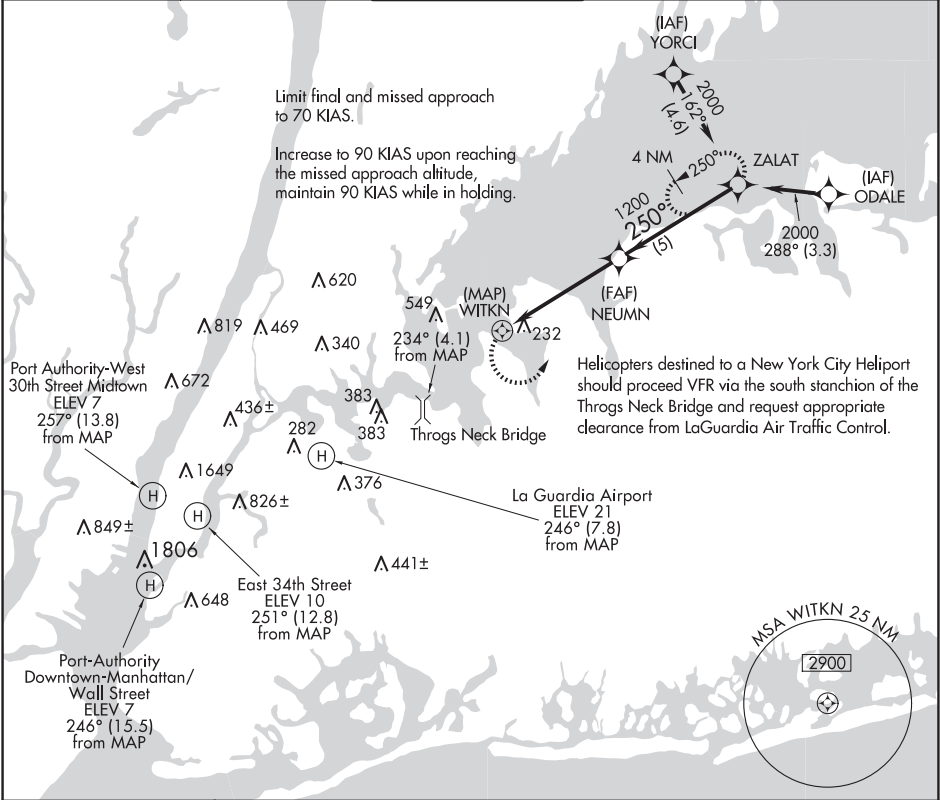
NE-2, 07 AUG 2025 to 02 OCT 2025

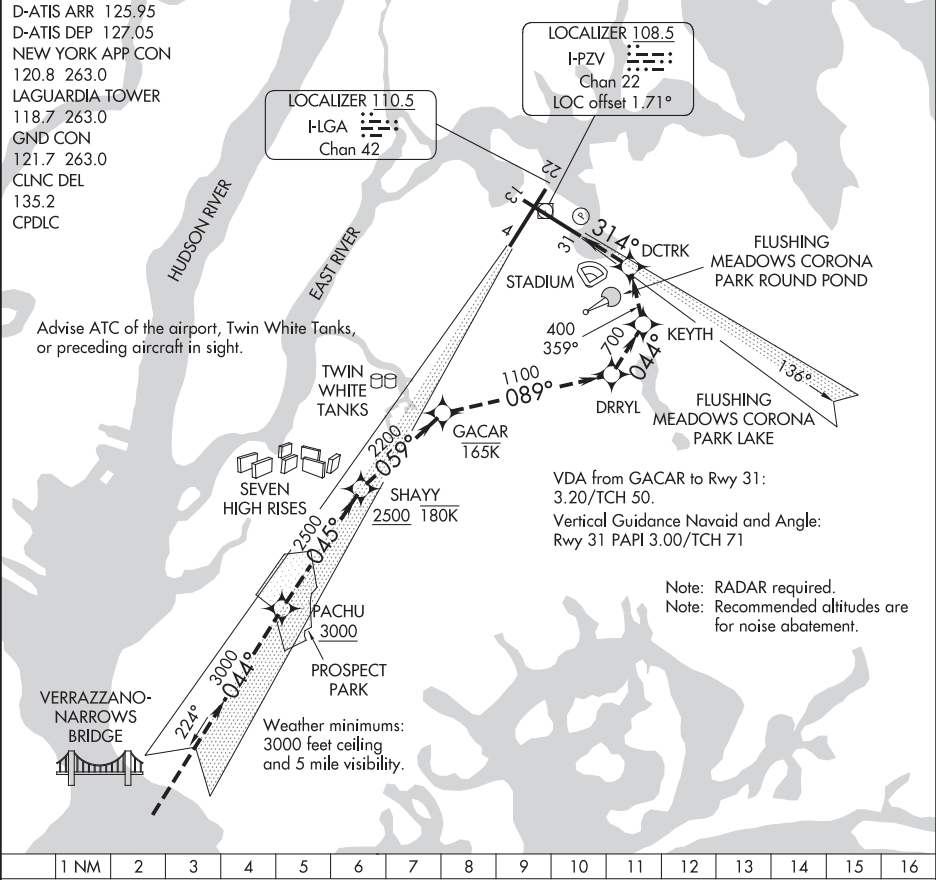
APP CRS 250°	Rwy Idg TDZE Apt Elev N/A N/A N/A
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COPTER RNAV (GPS) 250°

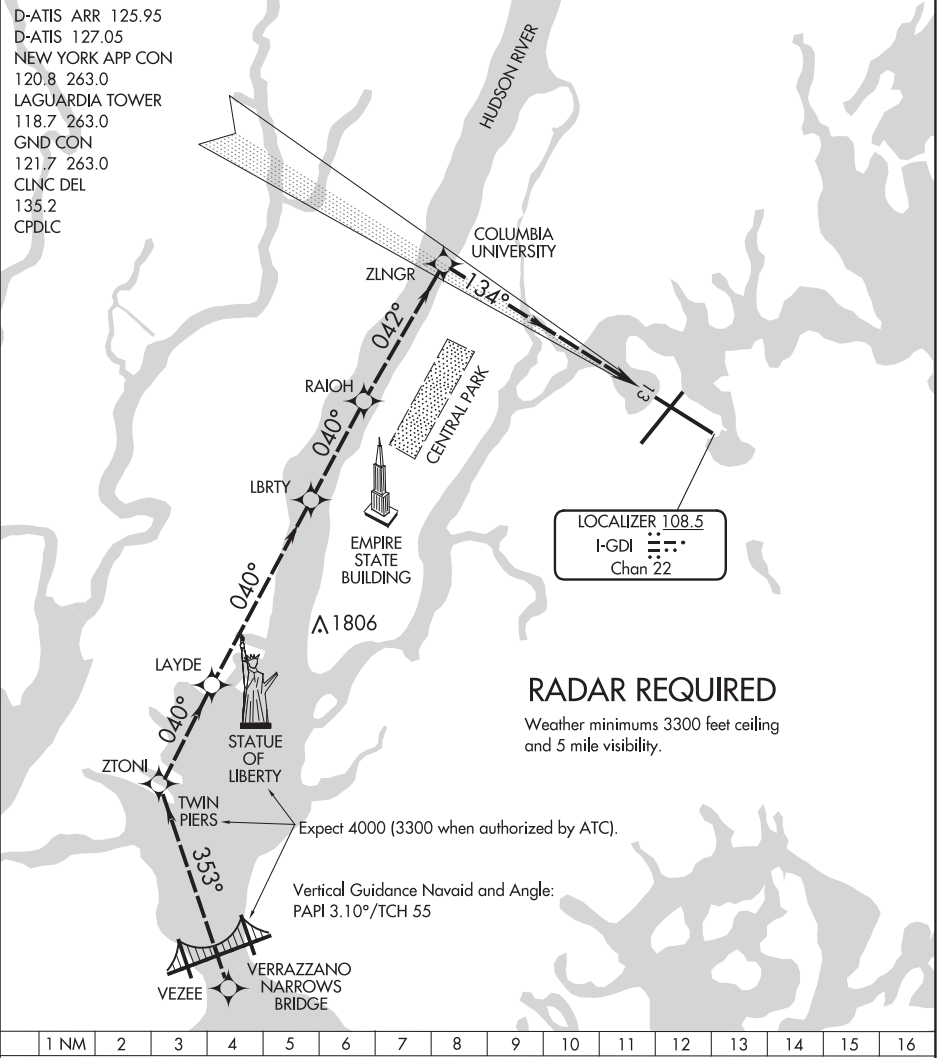
LAGUARDIA (L.G.A.)

<div><div><div>▼</div><div>▲</div></div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Use LaGuardia altimeter setting.</div>		<div>MISSED APPROACH: Climbing left turn to 1240, then climb to 2000 direct ZALAT and hold. (Maintain heading 070° until 1240).</div>				
<div>D-ATIS ARR</div> <div>D-ATIS DEP</div>	<div>125.95</div> <div>127.05</div>	<div>NEW YORK APP CON</div> <div>120.8 263.0</div>	<div>LAGUARDIA TOWER</div> <div>118.7 263.0</div>	<div>GND CON</div> <div>121.7 263.0</div>	<div>CLNC DEL</div> <div>135.2</div> <div>121.875 (COPTER)</div>	<div>CPDLC</div>



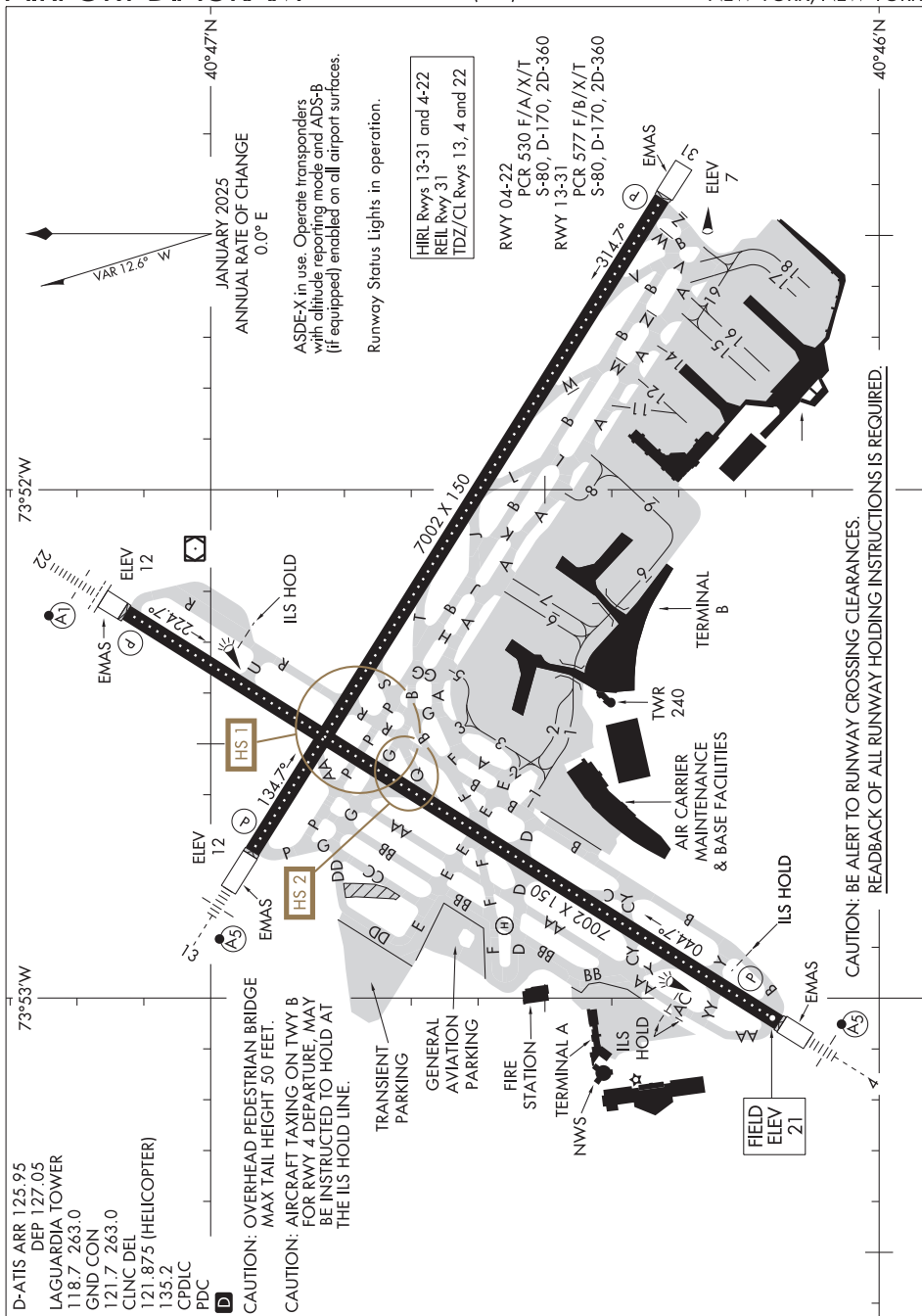


When cleared for the PARK VISUAL RWY 31 aircraft may proceed via the RNAV (GPS) X RWY 31 approach to Rwy 31 and/or cross PACHU at 3000 or above and tracking 045° to SHAYY at or below 180K (Seven High Rises) at 2500 or above and turn right tracking 059° to GACAR at or below 165K (Twin White Tanks) then 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.



RIVER VISUAL RWY 13 APPROACH

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).



Q



TAKEOFF RUNWAY 13: Climb on heading 134° to intercept course 179° to cross KWIE 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.

NE-2. 07 AUG 2025 to 02 OCT 2025

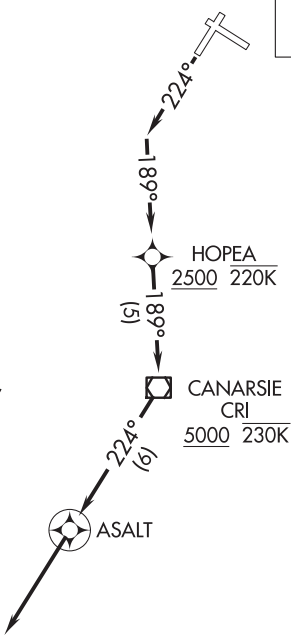
HOPEA THREE DEPARTURE (RNAV)

D-ATIS
127.05
CLNC DEL
135.2
CPDLC
GND CON
121.7 263.0
LAGUARDIA TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS

Rwys 4, 13, 31: NA-ATC.
Rwy 22: Standard with minimum climb of 516' per NM to 5000.



SHIPP

WAVEY

ROBBINSVILLE
RBV

DIXIE

WHITE

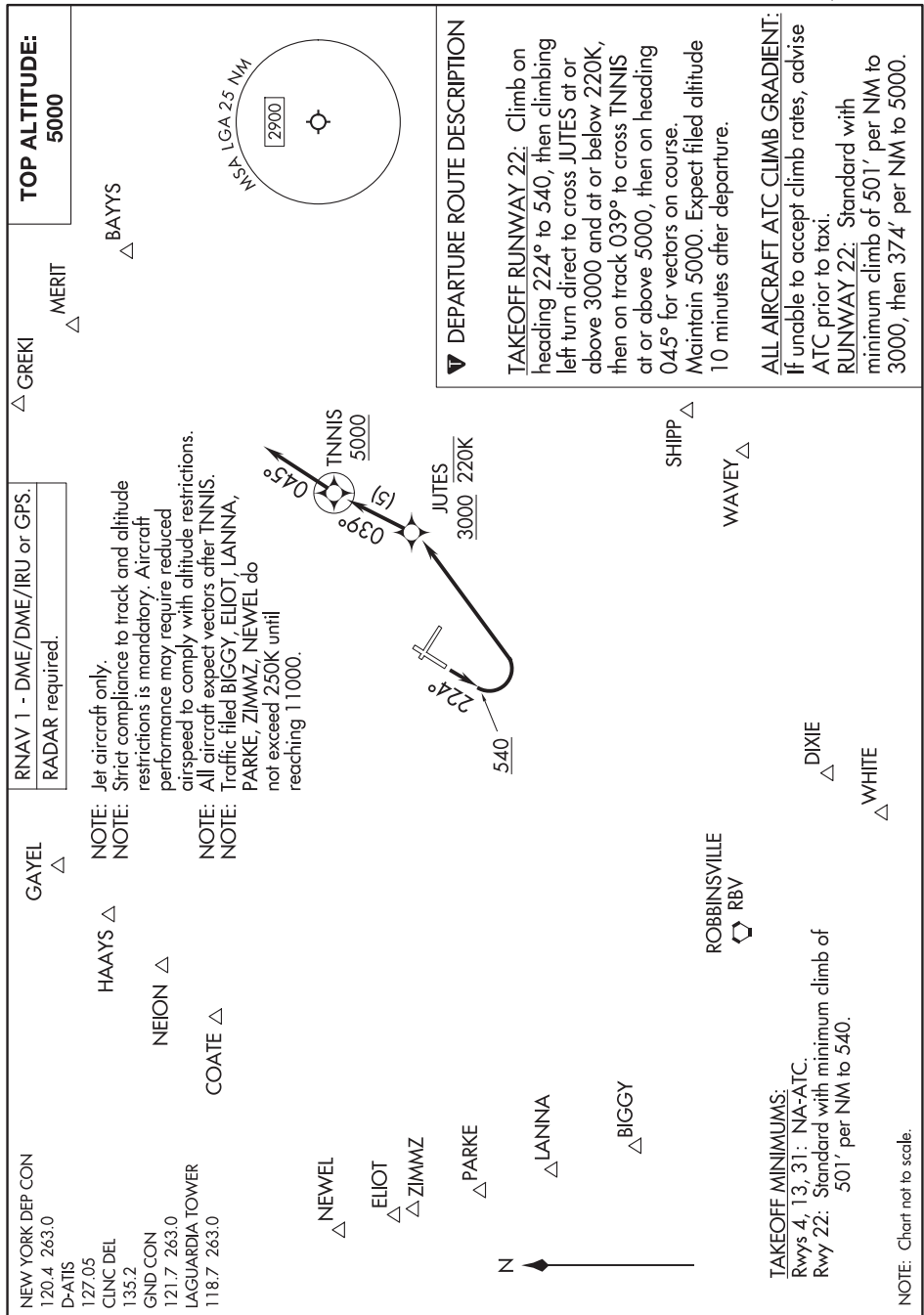
NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Do not exceed 220K until passing HOPEA.
NOTE: Do not exceed 230K until passing CRI VOR/DME.
NOTE: Strict compliance to track and altitude restrictions is mandatory. Aircraft performance may require reduced airspeed to comply with altitude restrictions. Advise ATC on initial contact if unable to comply with climb gradient requirements.
NOTE: Aircraft filed RBV VORTAC, WHITE, SHIPP, WAVEY, DIXIE expect vectors after ASALT.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

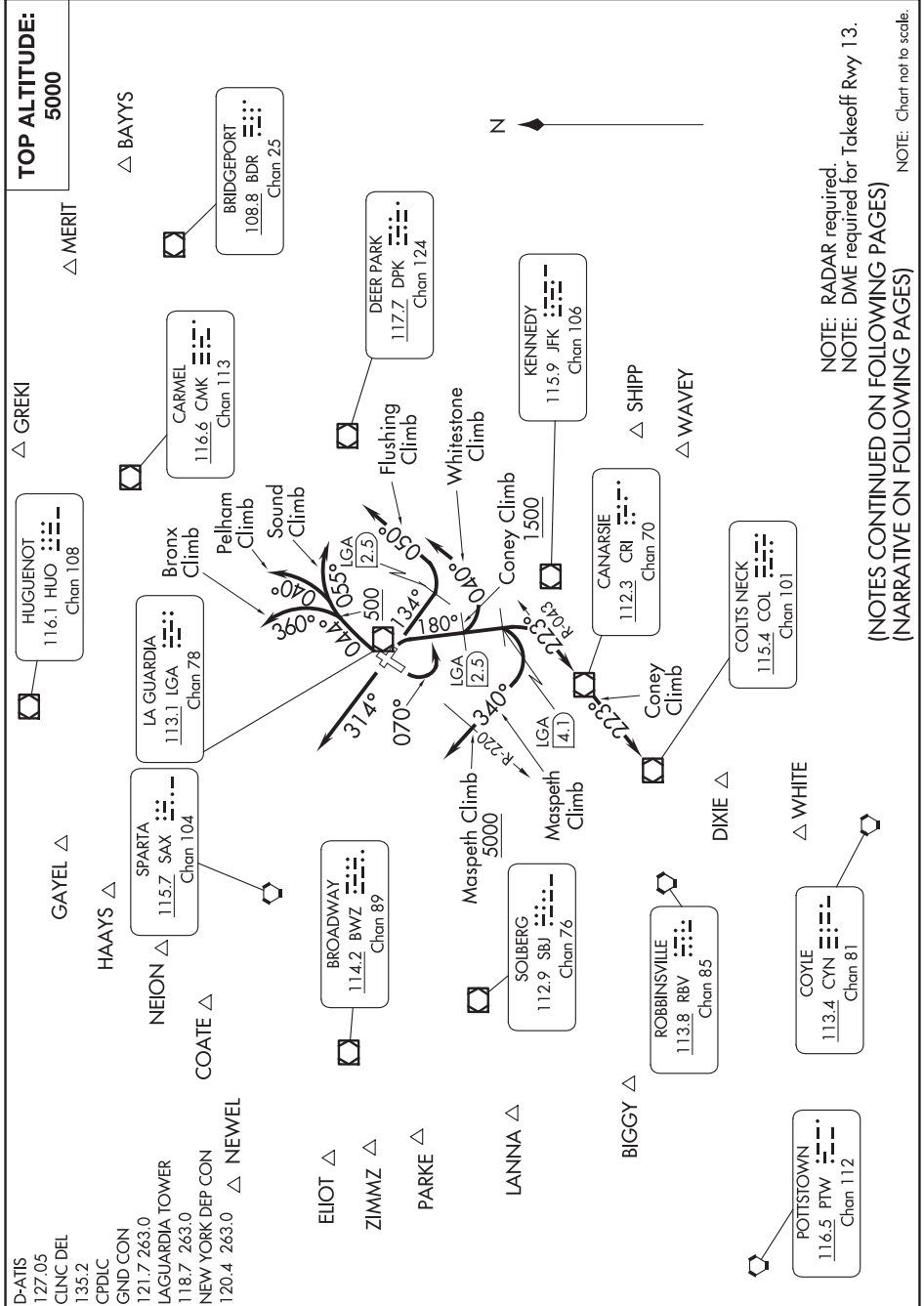
TAKEOFF RUNWAY 22: Climb heading 224° to intercept course 189° to cross HOPEA at or above 2500, then on track 189° to cross CRI VOR/DME at or above 5000, then on track 224° to ASALT, then on track 224° for vectors on course. Maintain 5000 or as assigned by ATC. Expect clearance to filed altitude/flight level 10 minutes after departure.

$\frac{1}{2}$ 

LAGUARDIA SEVEN DEPARTURE

LAGUARDIA (LGA)
NEW YORK, NEW YORK

NE-2, 07 AUG 2025 to 02 OCT 2025



LAGUARDIA SEVEN DEPARTURE

NEW YORK, NEW YORK
LAGUARDIA (LGA)

NE-2, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4 (Bronx Climb): Climb on heading 044° to 500 then climbing left turn to heading 360°, maintain 5000, Thence....

TAKEOFF RUNWAY 4 (Pelham Climb): Climb on heading 044° to 500 then climbing left turn to heading 040°, maintain 5000, Thence....

TAKEOFF RUNWAY 4 (Sound Climb): Climb on heading 044° to 500 then climbing right turn to heading 055°, maintain 5000, Thence....

TAKEOFF RUNWAY 13 (Coney Climb): TURBOJETS ONLY - Requires minimum ATC climb of 900' per NM to 1500, if unable, advise ATC prior to taxiing onto the departure runway: Climbing right turn to heading 180° to intercept CRI R-043 (do not exceed 230K until intercepting CRI R-043) to CRI VOR/DME, then on CRI R-223. Cross LGA 2.5 DME at or above 1500, maintain 5000, Thence....

TAKEOFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then climbing left turn to heading 050°, maintain 5000, Thence....

TAKEOFF RUNWAY 13 (Maspeth Climb): TURBOJETS ONLY - Requires minimum ATC climb of 900' per NM to 4400, if unable advise ATC prior to taxiing onto the departure runway: Climbing right turn to heading 180°, at LGA 4.1 DME turn right heading 340°, maintain 5000, cross LGA R-220 at or above 5000, Thence....

TAKEOFF RUNWAY 13 (Whitestone Climb): Requires minimum ATC climb of 500' per NM to 1500, if unable advise ATC prior to taxiing onto the departure runway: Climbing right turn to heading 180° to LGA 2.5 DME, then left turn heading 040° (do not exceed 210K until established on heading 040°). Maintain 5000, Thence....

TAKEOFF RUNWAY 22: Climbing left turn to heading 070°, maintain 5000, Thence....

TAKEOFF RUNWAY 31: Climb on heading 314° (or as assigned by ATC), maintain 5000, Thence....

....expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF MINIMUMS:

- Rwy 4: Standard.
- Rwy 13 (Coney Climb): 400-2 ¼ or standard with minimum climb of 283' per NM to 300. ATC climb of 900' per NM to 1500.
- Rwy 13 (Maspeth Climb): Standard with minimum climb of 323' per NM to 2100. ATC climb of 900' per NM to 4400.
- Rwy 13 (Flushing Climb): 400-2 ¼ or standard with minimum climb of 283' per NM to 300. ATC climb of 283' per NM to 500.
- Rwy 13 (Whitestone Climb): 400-2 ¼ or standard with minimum climb of 283' per NM to 300. ATC climb of 500' per NM to 1500.
- Rwy 22: 300-2 ¼ or standard with minimum climb of 210' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1100' prior to DER.
- Rwy 31: 300-1 ½ or standard with minimum climb of 334' per NM to 500.

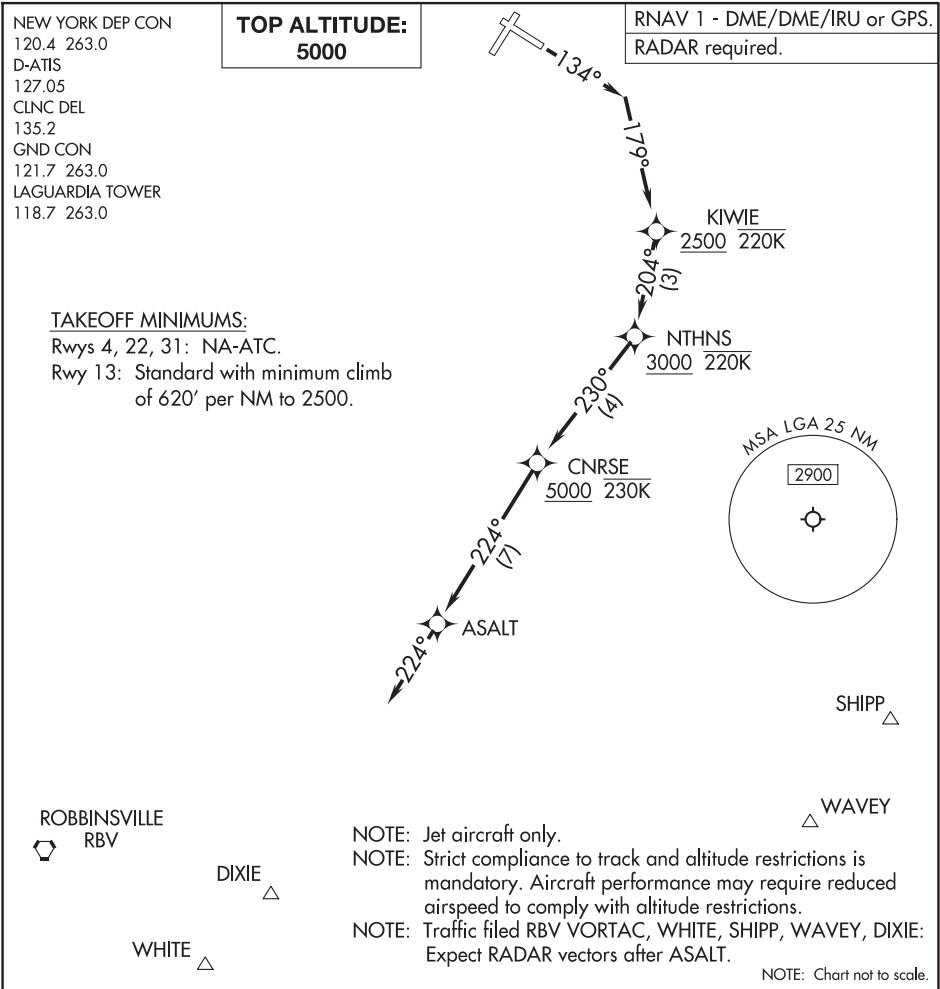
(CONTINUED ON FOLLOWING PAGE)

LAGUARDIA SEVEN DEPARTURE



(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.

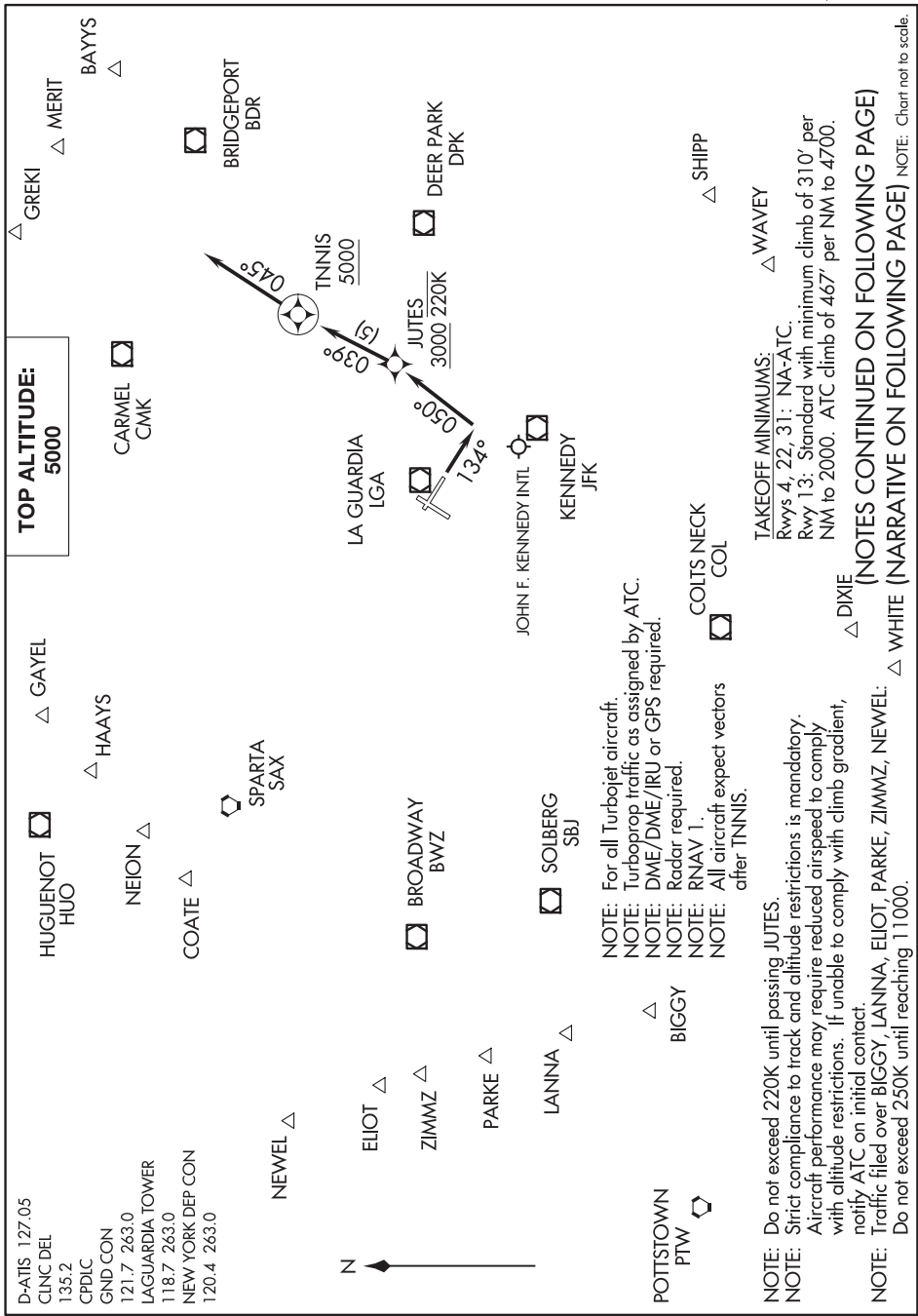


DEPARTURE ROUTE DESCRIPTION

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 track 224° to ASALT, then on track 224° for RADAR vector on course. Maintain 5000. Expect clearance to filed altitude 10 minutes after departure.

ALL AIRCRAFT ATC CLIMB GRADIENT: If unable to accept climb rate, advise ATC prior to taxi.

RUNWAY 13: Standard with minimum climb of 620' per NM to 2500.





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.

ILS or LOC RWY 6
LONG ISLAND MAC ARTHUR (ISP)

MALSR

MISSED APPROACH:
Climb to 600 then
climbing right turn to
2000 direct CCC
VOR/DME and hold.

DEER PARK
117.7 DPK
Chan 124

LOCALIZER 108.3
I-ISP
Chan 20

CALVERTON
114.55 CCC
Chan 92(Y)

DEERY INT
I-ISP 12.6

WILAK INT
HSP 2.5
RADAR

YOSUR INT
I-ISP 5.9
RADAR

MSA CCC 25 NM
1800
2100

ALTERNATE
MISSED
APCH FIX
DEERY INT
I-ISP 12.6

117.7 DPK
Chan 124

108.3 I-ISP
Chan 20

R-109
R-134
R-186
R-239
R-186
R-085

2000 to YOSUR
(21.1)

265°
085°
249°
059°
239°
206°
296°

(CFBTZ)




NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

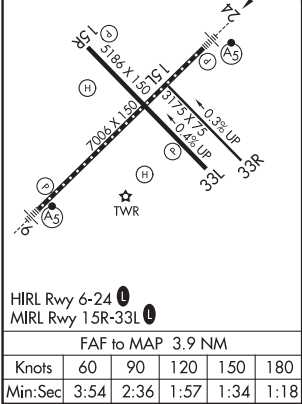
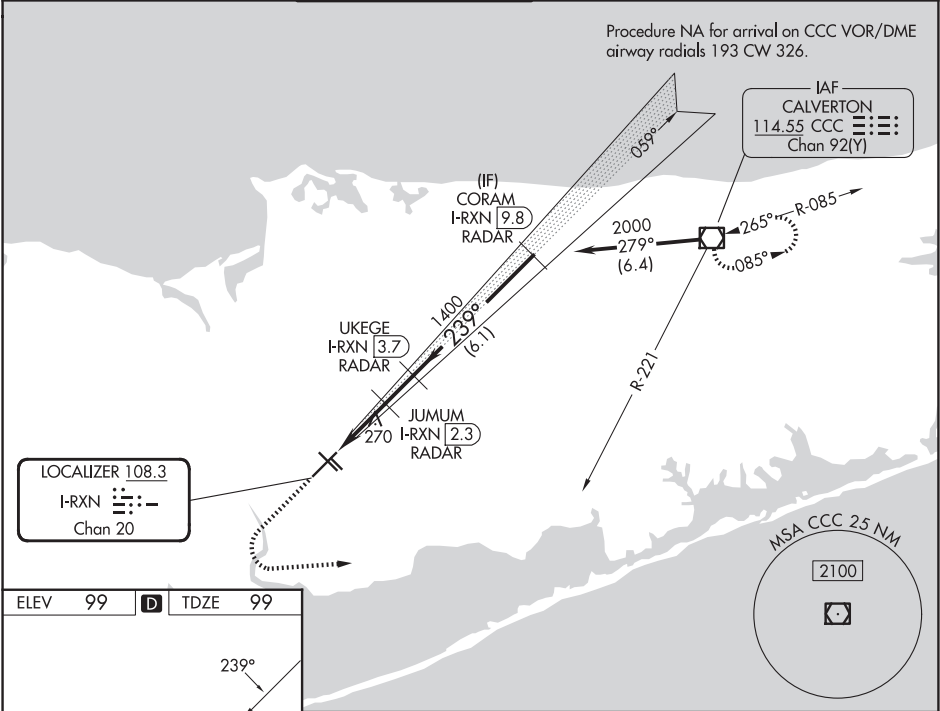
[illegible]

LOC/DME I-RXN	APP CRS	Rwy Ldg	7006
108.3	239°	TDZE	99
Chan 20		Apt Elev	99

ILS or LOC RWY 24
LONG ISLAND MAC ARTHUR (ISP)

RNP APCH - GPS.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 2000, then left turn on heading 100° and CCC R-221 to CCC VOR/DME and hold.
Aircraft not GPS equipped - RADAR required.			
<div> </div> <div>Autopilot coupled approach NA below 800. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using HWV altimeter setting).</div>			

ATIS	NEW YORK APP CON	LONG ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
120.725	120.05 343.75	119.3 (CTAF) 0335.5	135.3	121.85	122.95



ELEV 99	D	TDZE 99
2000	hdg 100°	CCC R-221
UKEGE I-RXN 3.7	JUMUM I-RXN 2.3	CORAM I-RXN 9.8
I-RXN DME ANTENNA	I-RXN 0.2	I-RXN 1.3
1400	1400	2000
940	1400	2000
GS 3.00°	TCH 52	
CATEGORY	A	B
S-ILS 24 *	299/24	200 (200-1/2)
S-LOC 24	520/24	421 (500-1/2)
CIRCLING	600-1	561 (600-1)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

NEW YORK, NEW YORK

AL-948 (FAA)

25219

LOC/DME I-SP 108.3 Chan 20	APP CRS 059°	Rwy Ldg TDZE Apt Elev	7006 94 99
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ILS RWY 6 (SA CAT I & II)

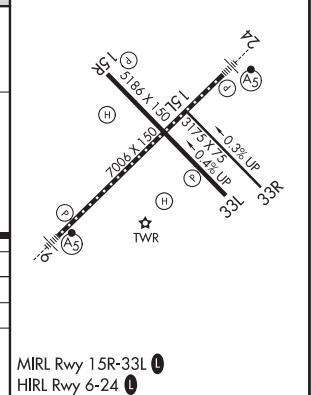
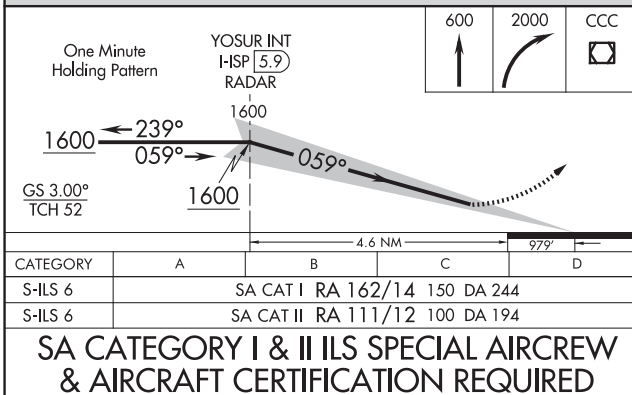
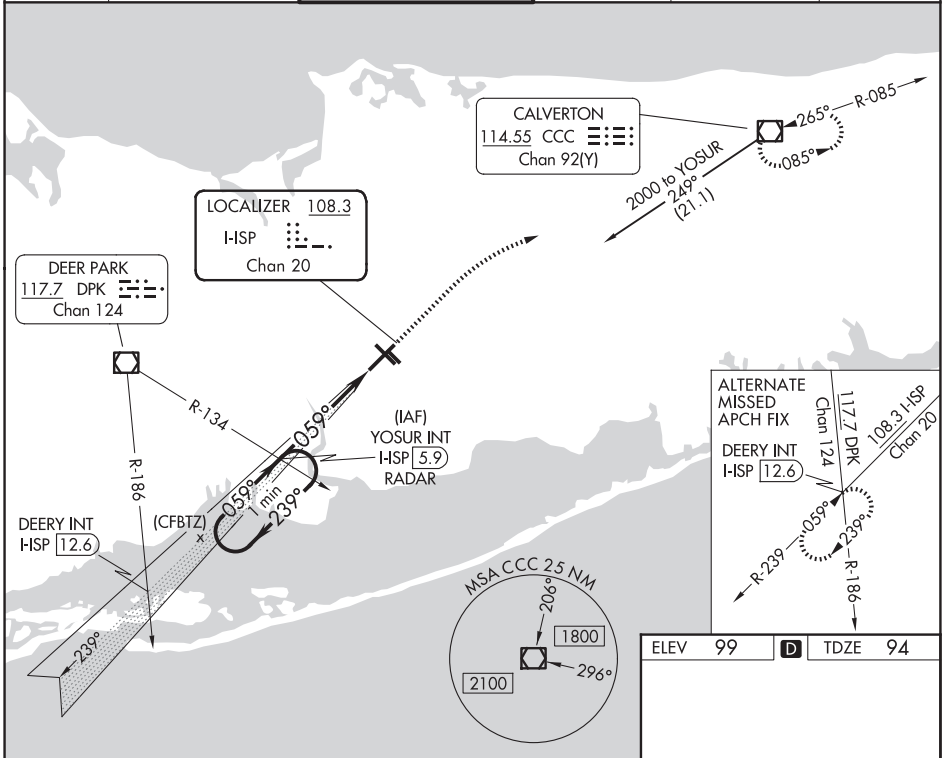
LONG ISLAND MAC ARTHUR (ISP)

▼ Procedure NA when tower closed. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
▲ SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 120.05 343.75	LONG ISLAND TOWER* 119.3 (CTAF) 0335.5	GND CON 135.3	CLNC DEL 121.85	UNICOM 122.95
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NEW YORK, NEW YORK

Amdt 25A 01FEB18

40°48'N-73°06'W

LONG ISLAND MAC ARTHUR (ISP)

ILS RWY 6 (SA CAT I & II)

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 66010 W06A	APP CRS 059°	Rwy Ldg TDZE 94 Apt Elev 99
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RNAV (GPS) RWY 6

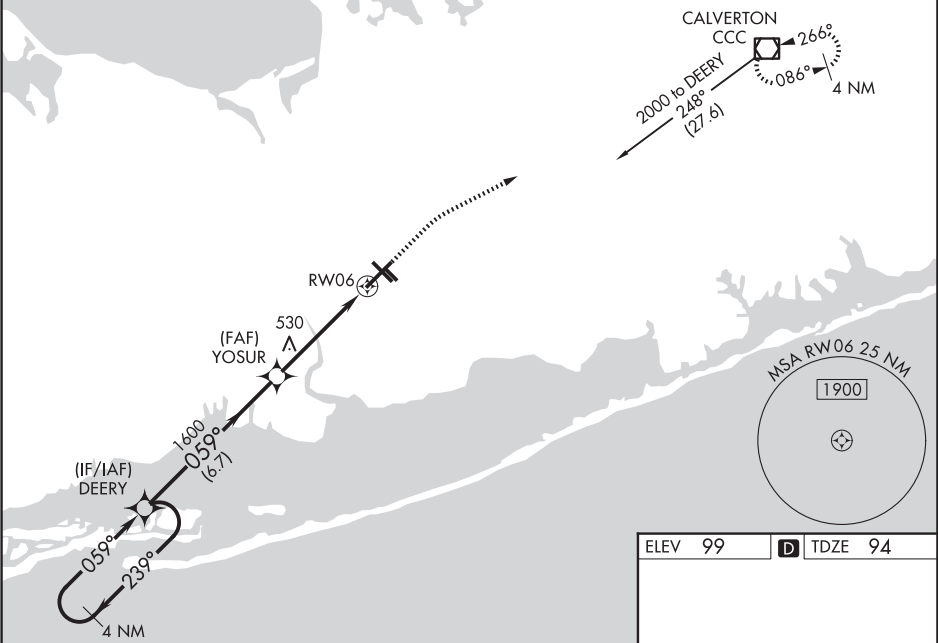
LONG ISLAND MAC ARTHUR (ISP)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. 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.

MALSR

MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 120.05 343.75	LONG ISLAND TOWER* 119.3 (CTAF) 0335.5	GND CON 135.3	CLNC DEL 121.85	UNICOM 122.95
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4 NM Holding Pattern DEERY				
GP 3.00° TCH 52				
*LNAV only.				
CATEGORY	A	B	C	D
LPV DA	**294/24		200 (200-½)	
LNAV/VNAV DA	385/24		291 (300-½)	
LNAV MDA	500/24	406 (500-½)	500/40	406 (500-¾)
CIRCLING	600-1 501 (600-1)	660-1 561 (600-1)	660-1½ 561 (600-1½)	960-2¾ 861 (900-2¾)

ELEV 99 D TDZE 94

MIRL Rwy 15R-33L
HIRL Rwy 6-24

WAAS CH 53620 W15A	APP CRS 149°	Rwy Ldg 5186 TDZE 99 Apt Elev 99
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RNAV (GPS) RWY 15R

LONG ISLAND MAC ARTHUR (ISP)

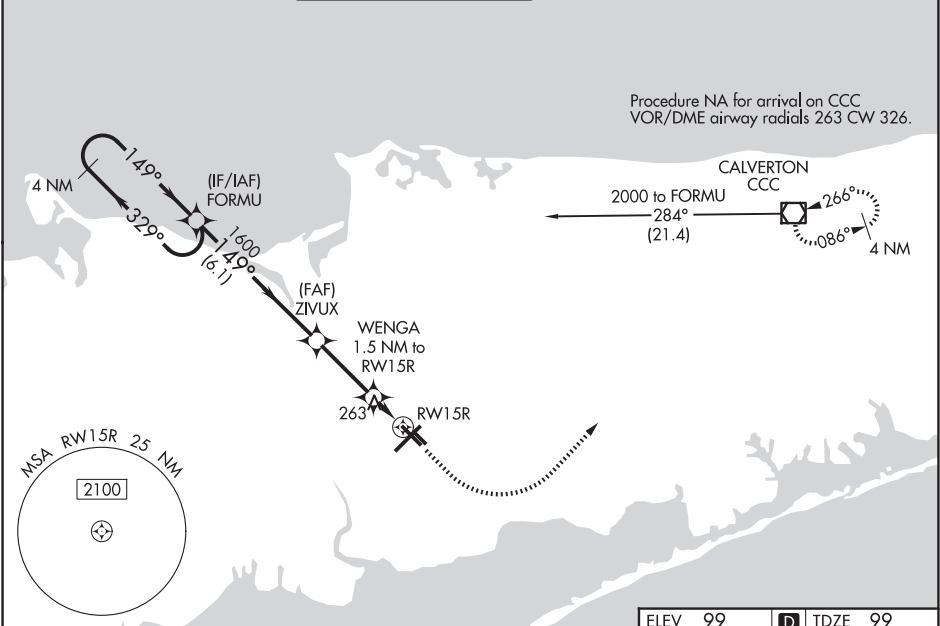
▼

▲

Baro-VNAV NA when using Shirley altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase LPV DA to 442 feet, LNAV/VNAV DA to 575 feet and LNAV/VNAV visibility all Cats ½ mile; all MDAs 40 feet, LNAV Cats C/D visibility ⅓ mile, and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct CCC VOR/DME and hold.

ATIS 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
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ELEV 99					D TDZE 99	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 46).						
4 NM Holding Pattern FORMU						
2000 ← 329° 149° →						
GP 3.10° TCH 46						
ZIVUX 1600						
WENGA 1.5 NM to RW15R						
RW15R						
*640						
6.1 NM 2.9 NM 1.5 NM						
CATEGORY	A	B	C	D		
LPV DA	414-1 315 (400-1)					
LNAV/VNAV DA	547-1⅜ 448 (500-1⅜)					
LNAV MDA	520-1 421 (500-1)		520-1¼ 421 (500-1¼)			
CIRCLING	600-1 501 (600-1)		660-1 561 (600-1)		660-1½ 561 (600-1½) 960-2¾ 861 (900-2¾)	
					MIRL Rwy 15R-33L 1 HIRL Rwy 6-24 1	

NEW YORK, NEW YORK

AL-948 (FAA)

25219

WAAS CH 49120 W33A	APP CRS 329°	Rwy Ldg TDZE 89 Apt Elev 99
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RNAV (GPS) RWY 33L

LONG ISLAND MAC ARTHUR (ISP)

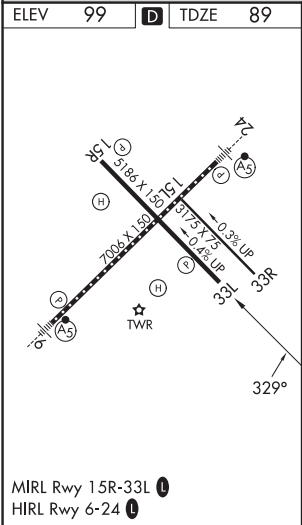
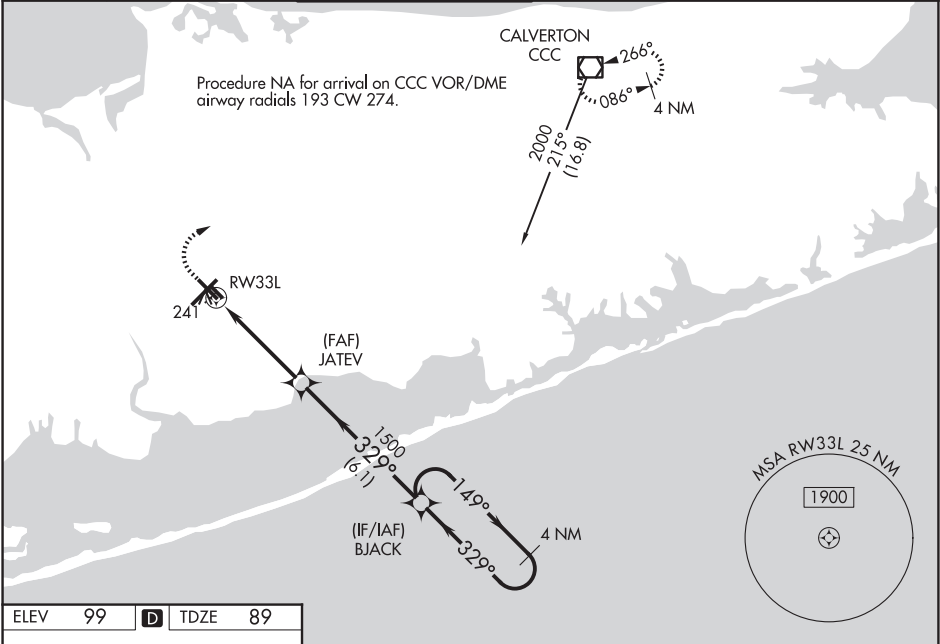
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase LPV DA to 367 feet, LNAV/VNAV DA to 440 feet and LPV and LNAV/VNAV visibility all Cats 1/8 mile, all MDA 40 feet, increase LNAV Cats C/D visibility 1/8 mile, and Circling Cats C/D visibility 1/4 mile. VDP and Baro-VNAV NA when using Shirley altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:

Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 120.05 343.75	LONG ISLAND TOWER* 119.3 (CTAF) 0335.5	GND CON 135.3	CLNC DEL 121.85	UNICOM 122.95
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600	2000	CCC	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).	4 NM Holding Pattern
*LNAV only.				
*1.1 NM to RW33L				
JATEV 1500				
149° 329° 2000				
GP 3.00° TCH 45				
1.1 3.2 NM 6.1 NM				
CATEGORY	A	B	C	D
LPV DA	339-7/8		250 (300-7/8)	
LNAV/VNAV DA	412-1 1/8		323 (400-1 1/8)	
LNAV MDA	500-1	411 (500-1)	500-1 1/4	411 (500-1 1/4)
CIRCLING	600-1 501 (600-1)	660-1 561 (600-1)	660-1 1/2 561 (600-1 1/2)	960-2 3/4 861 (900-2 3/4)

NEW YORK, NEW YORK
Amdt 1 10DEC15

40°48'N-73°06'W

LONG ISLAND MAC ARTHUR (ISP)
RNAV (GPS) RWY 33L

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

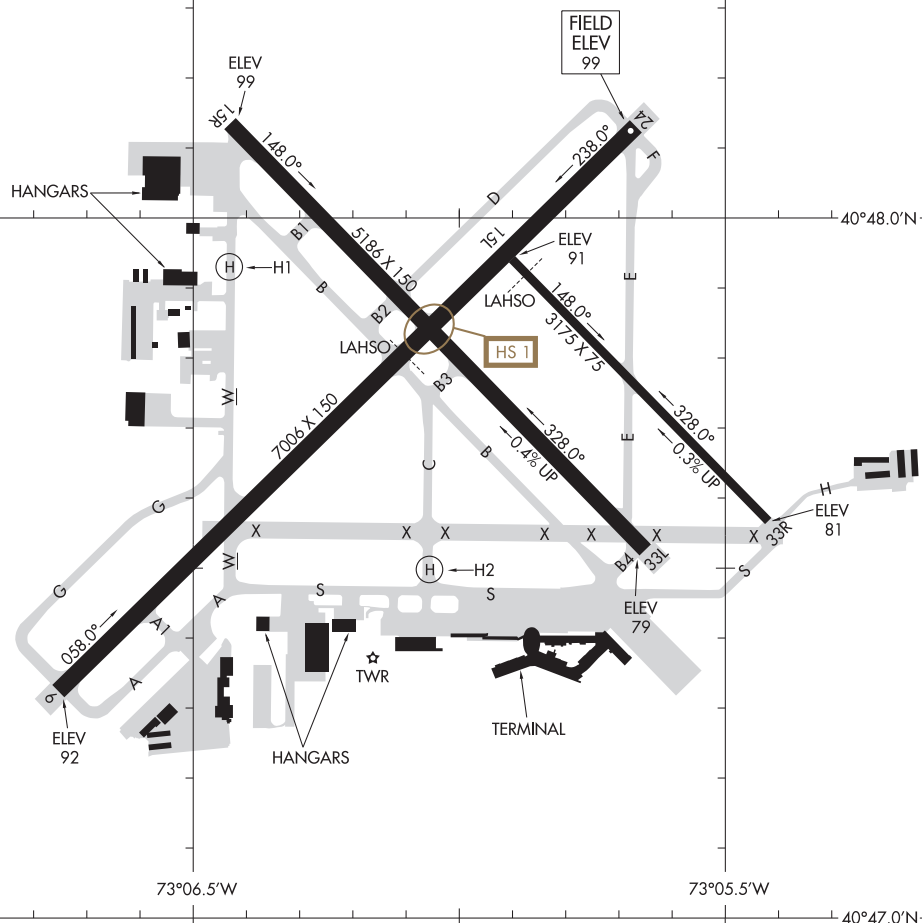
NEW YORK, NEW YORK

AL-948 (FAA)

D

RWY 06-24
PCR 550 F/A/X/T
S-100, D-210, 2D-300
RWY 15L-33R
PCR 280 F/B/X/T
S-25
RWY 15R-33L
PCR 590 F/B/X/T
S-100, D-170, 2D-300

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1°F



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

AIRPORT DIAGRAM

25219

NEW YORK, NEW YORK

NEW YORK NEW YORK

299

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

(LONGI7.ISP) 24025

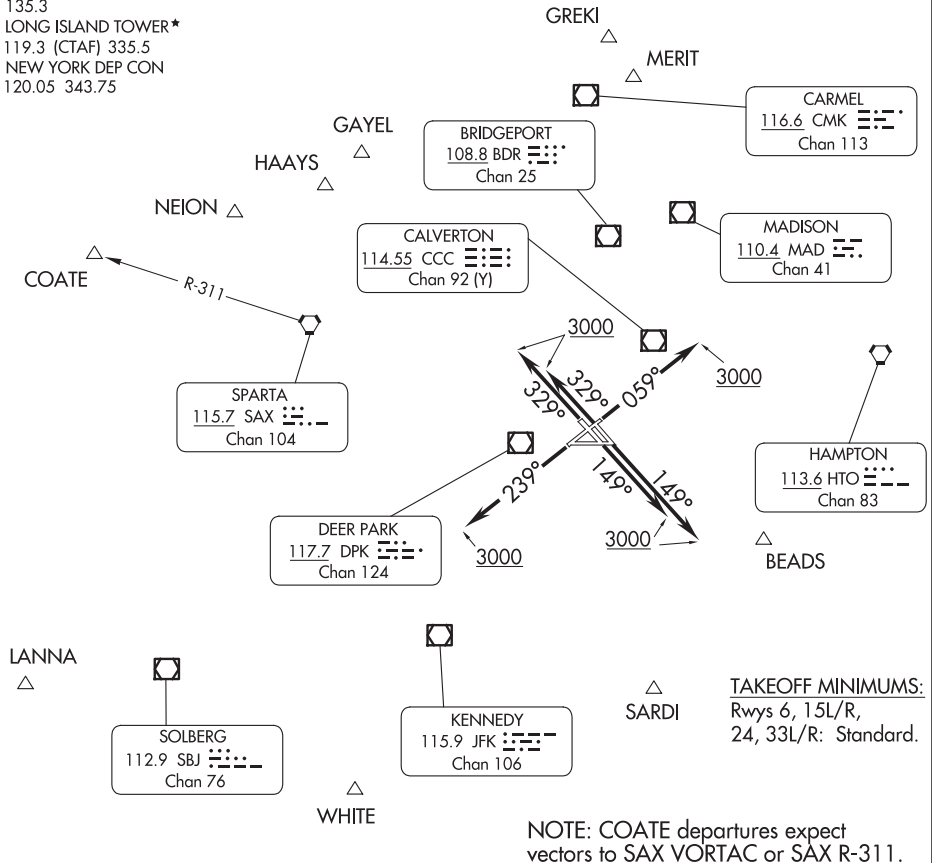
LONG ISLAND MAC ARTHUR (ISP)

NEW YORK, NEW YORK

LONG ISLAND SEVEN DEPARTURE

ATIS 120.725
CLNC DEL
121.85
GND CON
135.3
LONG ISLAND TOWER★
119.3 (CTAF) 335.5
NEW YORK DEP CON
120.05 343.75

TOP ALTITUDE:
3000



NOTE: Chart not to scale.

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.

LONG ISLAND SEVEN DEPARTURE

(LONGI7.ISP) 03JAN19

NEW YORK, NEW YORK

LONG ISLAND MAC ARTHUR (ISP)

NE-2, 07 AUG 2025 to 02 OCT 2025

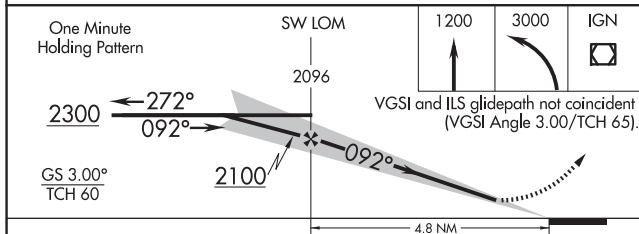
NE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 9
NEW YORK STEWART INTL (SWF)

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN VOR/DME and hold.

ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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CATEGORY	A	B	C	D
S-ILS 9	682/18 200 (200-½)			
S-LOC 9	940/24 458 (500-½)	940/50 458 (500-1)		
C CIRCLING	1200-1 709 (800-1)	1200-2 709 (800-2)	1200-2¼ 709 (800-2¼)	

ILS or LOC RWY 27
NEW YORK STEWART INTL (SWF)

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct IGN VOR/DME and hold.

GND CON
121.9

 $\Delta 1707 \pm$

D

CATEGORY	A	B	C	D
S-ILS 27		719-1	250 (300-1)	
S-LOC 27	840-1	371 (400-1)		840-1 1/4 371 (400-1 1/4)
CIRCLING	1200-1	709 (800-1)	1200-2 709 (800-2)	1200-2 1/4 709 (800-2 1/4)

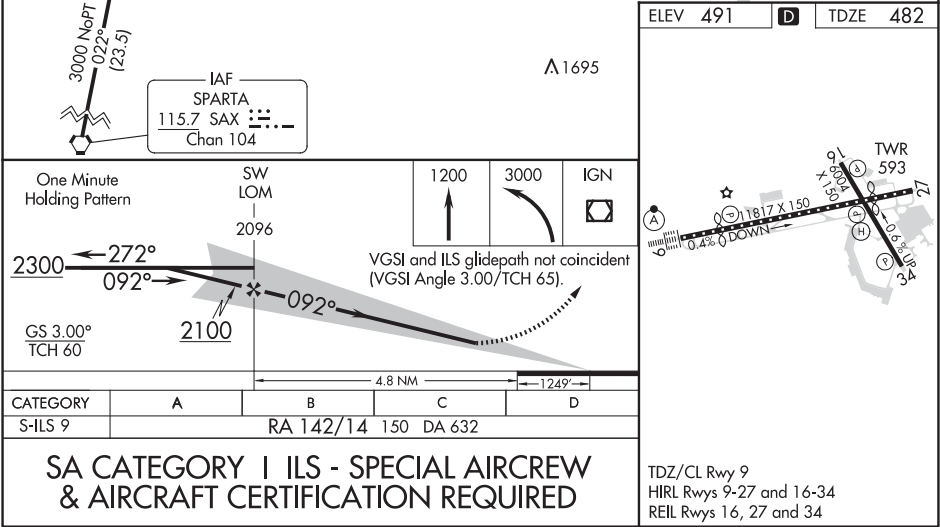
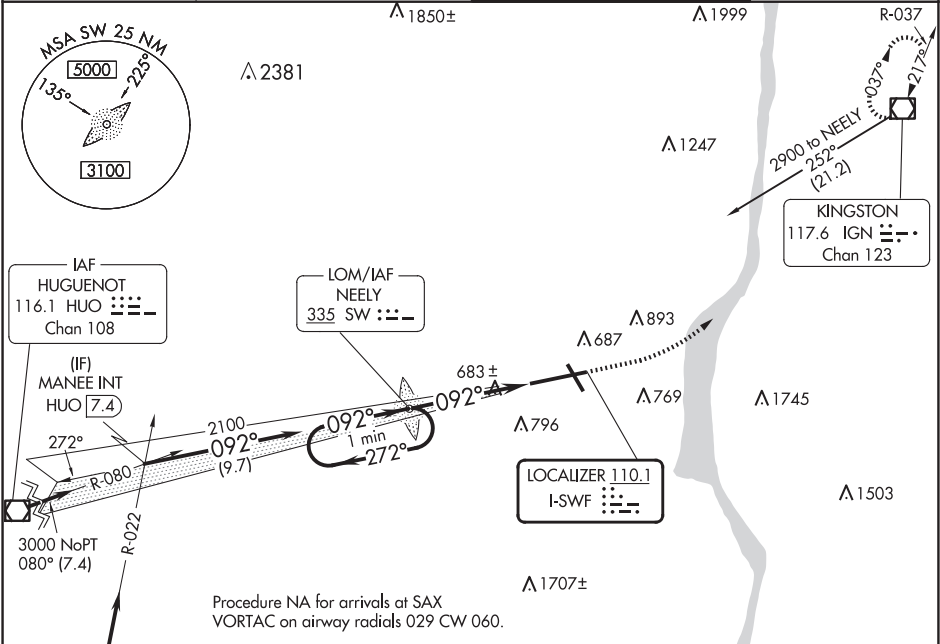
NEW YORK STEWART INTL (SWF)
ILS or LOC RWY 27

LOC I-SWF 110.1	APP CRS 092°	Rwy Idg TDZE Apt Elev 8817 482 491
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ILS RWY 9 (SA CAT I)
NEW YORK STEWART INTL (SWF)

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSF-2 	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN VOR/DME and hold.
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ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-SWF	APP CRS	Rwy Idg	8817
<u>110.1</u>	092°	TDZE	482
		Apt Elev	491

ILS RWY 9 (CAT II & III)
NEW YORK STEWART INTL (SWF)

T CAT II: RVR 1000 authorized with specific OPSPEC,
A MSPEC, or LOA and use of autoland or HUD
to touchdown.

ALSF-2



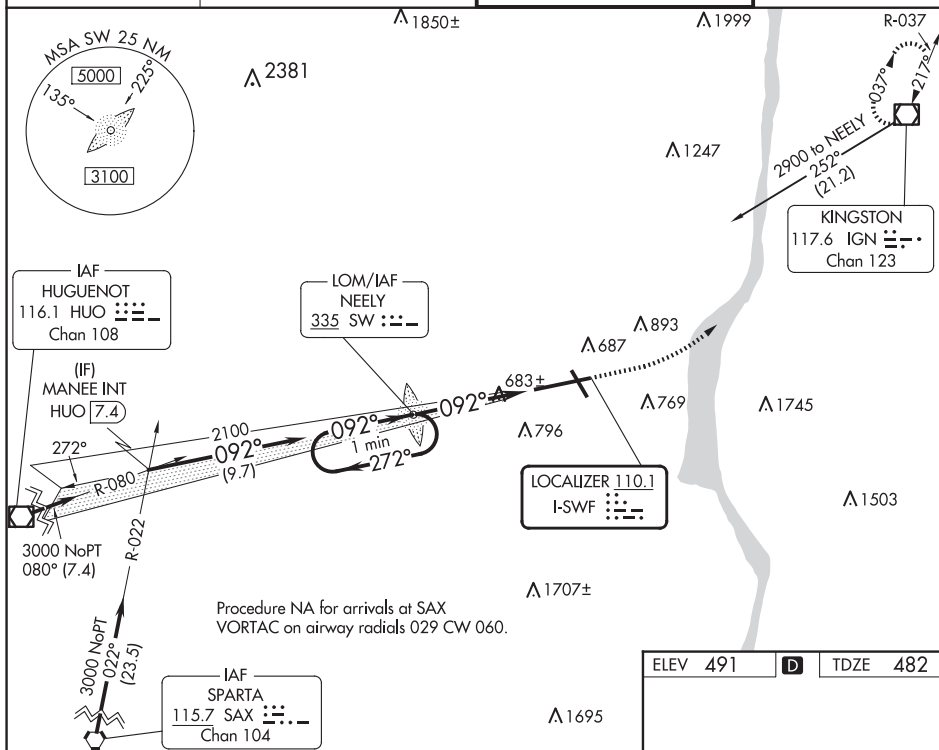
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN VOR/DME and hold.

ATIS
124.575

NEW YORK APP CON
132.75 363.1

STEWART TOWER
121.0 254.4

GND CON
121 9



ELEV 491	D	TDZE 482
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One Minute Holding Pattern

SW LOM

1200

3000

IGN

Diagram illustrating the difference between VGSi and ILS glidepaths. The diagram shows a horizontal line at 2300 feet with a heading of 272° and a heading of 092°. A vertical line is at 2100 feet. A dashed line represents the VGSi glidepath, and a solid line represents the ILS glidepath. The VGSi glidepath is steeper than the ILS glidepath. Text indicates "VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 65)".

4.8 NM → ← 1249'

CATEGORY	A	B	C	D
S-ILS 9		CAT II RA 97/12	100	DA 582
S-ILS 9		CAT IIIa RVR 07		
S-ILS 9		CAT IIIb RVR 06		
S-ILS 9		CAT IIIc NA		

CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

[illegible]

TDZ/CL Rwy 9
HIRL Rwy 9-27 and 16-34
REIL Rwy 16, 27 and 34

Amdt 13D 15AUG19

41°30'N-74°06'W

NEW YORK STEWART INTL (SWF)
ILS RWY 9 (CAT II & III)

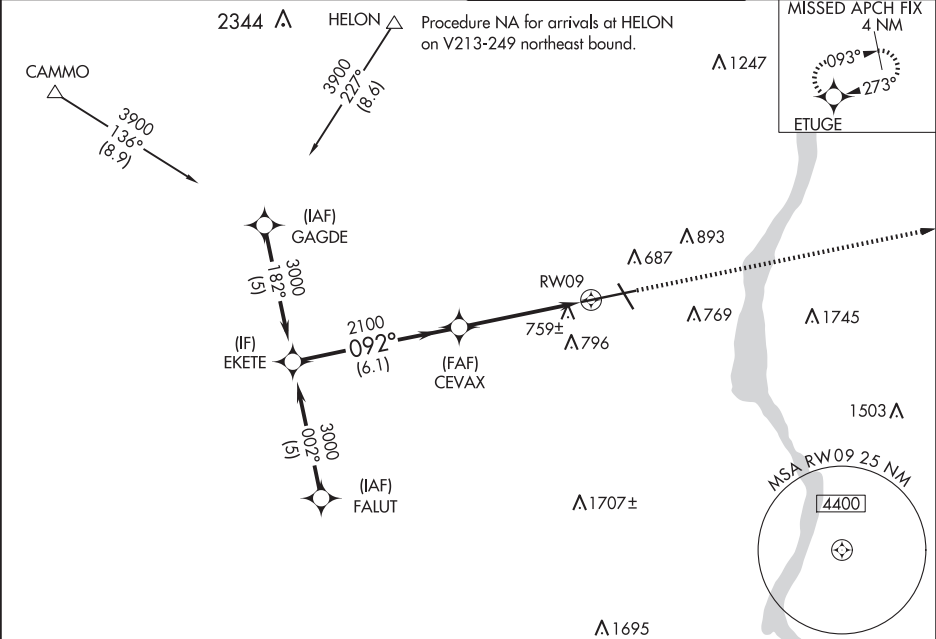
WAAS	APP CRS	Rwy Idg	8817
CH 62818	092°	TDZE	482
W09A		Apt Elev	491

RNAV (GPS) RWY 9

NEW YORK STEWART INTL (SWF)

RNP APCH.	ALSF-2	MISSED APPROACH: Climb to 3100 direct ETUGE and hold.
Inop table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.		

ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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	ELEV 491	D	TDZE 482
	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 65).		
	ETUGE		
	*1.5 NM to RWY 09		
	*LNAV only		
	GP 3.00° TCH 60		
	6.1 NM 3.3 NM 1.5		
CATEGORY	A	B	C
LPV DA		682/24	200 (200-1/2)
LNAV/ VNAV		1098-2	616 (700-2)
LNAV MDA	1020/24	538 (600-1/2)	1020/55 538 (600-1)
			1200-2 538 (600-1/4)
CIRCLING	1200-1	709 (800-1)	1200-2 709 (800-2)
			709 (800-2 1/4)
	TDZ/CL Rwy 9		
	HIRL Rwy 9-27 and 16-34		
	REIL Rwy 16, 27 and 34		

NEW YORK, NEW YORK

AL-450 (FAA)

24249

APP CRS	Rwy Idg	6004
163°	TDZE	471
	Apt Elev	491

RNAV (GPS) RWY 16

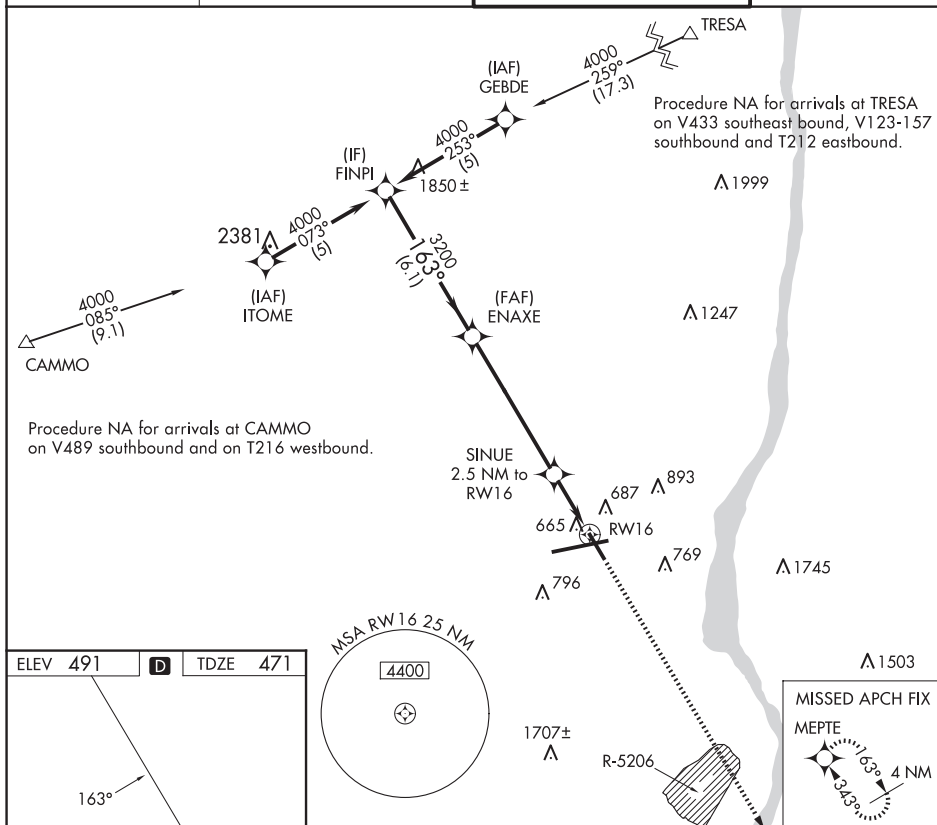
NEW YORK STEWART INTL (SWF)

RNP APCH-GPS.

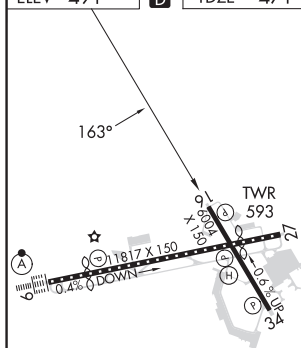
V Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A Procedure NA when restricted area R-5206 is active.

MISSED APPROACH: Climb to 4000
 direct MEPTTE and hold, continue
 climb-in-hold to 4000.

ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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ELEV	491	TDZE	471
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TDZ/CL Rwy 9
 HIRL Rws 9-27 and 16-34
 REIL Rws 16, 27 and 34

	FINPI	ENAXE	SINUE	RW16
	4000	3200	1320	
	6.1 NM	5.8 NM	0.5 NM	2 NM
CATEGORY	A	B	C	D
LNAV MDA	1140-1	669 (700-1)	1140-1 $\frac{1}{8}$	669 (700-1 $\frac{1}{8}$)
C CIRCLING	1200-1	709 (800-1)	1200-2 709 (800-2)	1200-2 $\frac{1}{4}$ 709 (800-2 $\frac{1}{4}$)

NEW YORK, NEW YORK

Amdt 1F 19MAY22

41°30'N-74°06'W

NEW YORK STEWART INTL (SWF)

RNAV (GPS) RWY 16

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
272°

Rwy Idg
TDZE
Apt Elev

9817
469
491

RNAV (GPS) RWY 27

NEW YORK STEWART INTL (SWF)

RNP APCH.

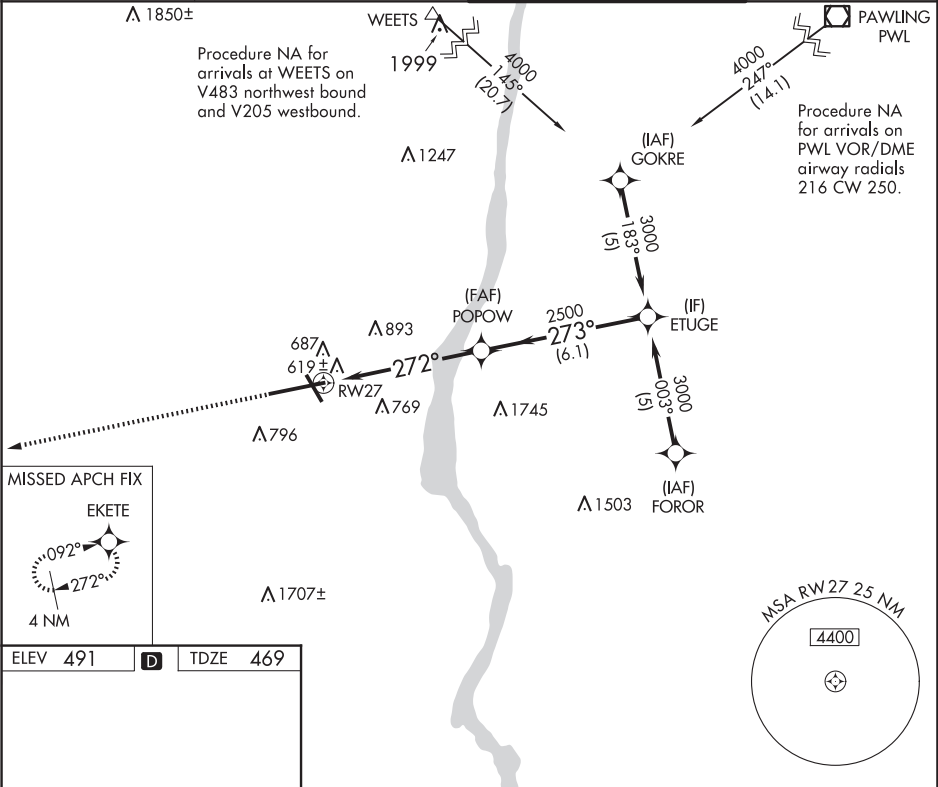
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct EKETE and hold.

ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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ELEV 491

D

TDZE 469

3000

EKETE

ETUGE

POPOW

RW27

272°

273°

3000

2500

2500

1.5 NM

4.6 NM

6.1 NM

1.5 NM

1.5 NM to RW27

GP 3.00° TCH 55

CATEGORY	A	B	C	D
LNAV/DA	1048-2 579 (600-2)			
LNAV MDA	1000-1 531 (600-1)	1000-1½ 531 (600-1½)	1000-1¾ 531 (600-1¾)	1000-2 531 (600-2)
CIRCLING	1200-1 709 (800-1)	1200-2 709 (800-2)	1200-2½ 709 (800-2½)	1200-3 709 (800-3)

TDZ/CL Rwy 9

HIRL Rws 9-27 and 16-34

REIL Rws 16, 27 and 34

NEW YORK, NEW YORK

AL-450 (FAA)

24249

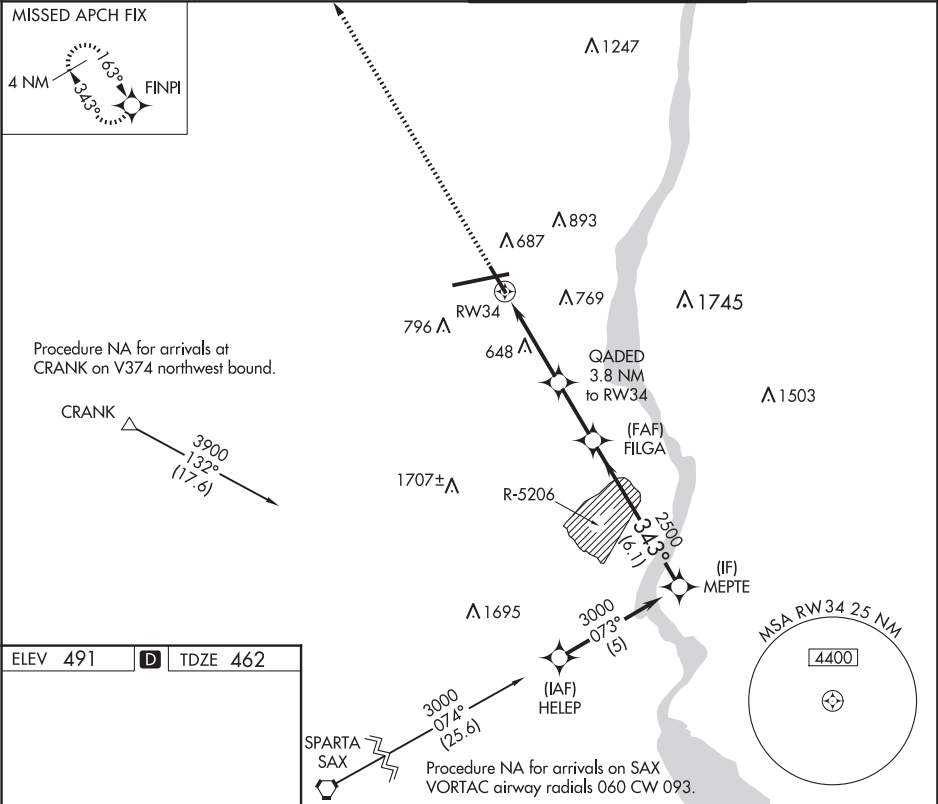
WAAS CH 90217 W34A	APP CRS 343°	Rwy Idg TDZE 462 Apt Elev 491	6004 462 491
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RNAV (GPS) RWY 34

NEW YORK STEWART INTL (SWF')

RNP APCH - GPS.	MISSED APPROACH: Climb to 3900 direct FINPI and hold.
<div><div>▼</div><div>▲</div></div> Procedure NA when restricted area R-5206 is active.	

ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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3900

↑

FINPI

✦

QADED 3.8 NM to RW34

FILGA 2500

MEPTE

3000

GP 3.00° TCH 50

1.7 NM

2.1 NM

2.4 NM

6.1 NM

TDZ/CL Rwy 9

HIRL Rwys 9-27 and 16-34

REIL Rwys 16, 27 and 34

CATEGORY	A		B		C		D	
LPV DA	900-1¼		438 (500-1¼)					
LNAV MDA	1020-1	558 (600-1)	1020-1½		558 (600-1½)			
C CIRCLING	1200-1	709 (800-1)	1200-2 709 (800-2)		1200-2¼ 709 (800-2¼)			

NEW YORK, NEW YORK
Amdt 1E 30DEC21

41°30'N-74°06'W

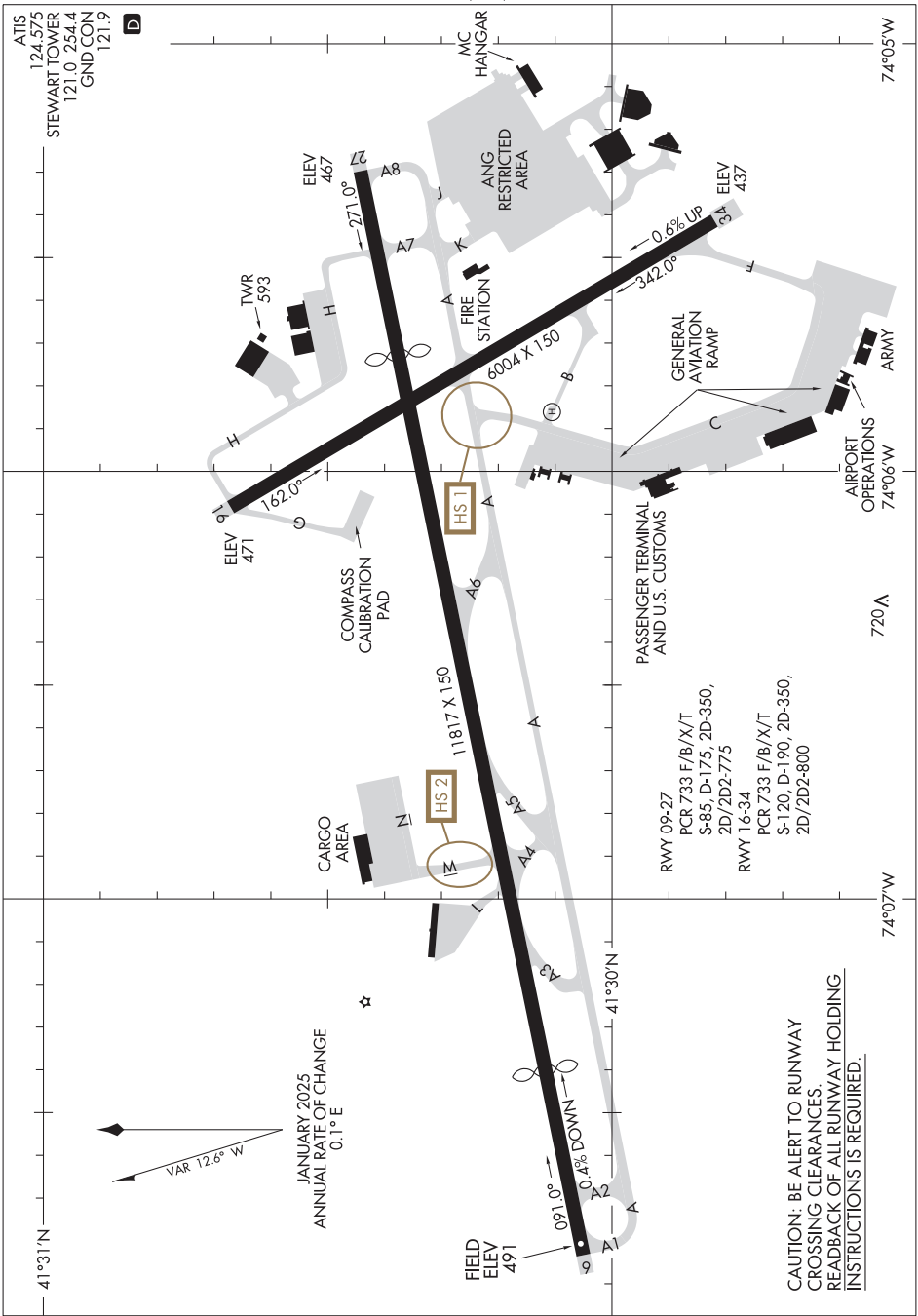
NEW YORK STEWART INTL (SWF')

RNAV (GPS) RWY 34

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

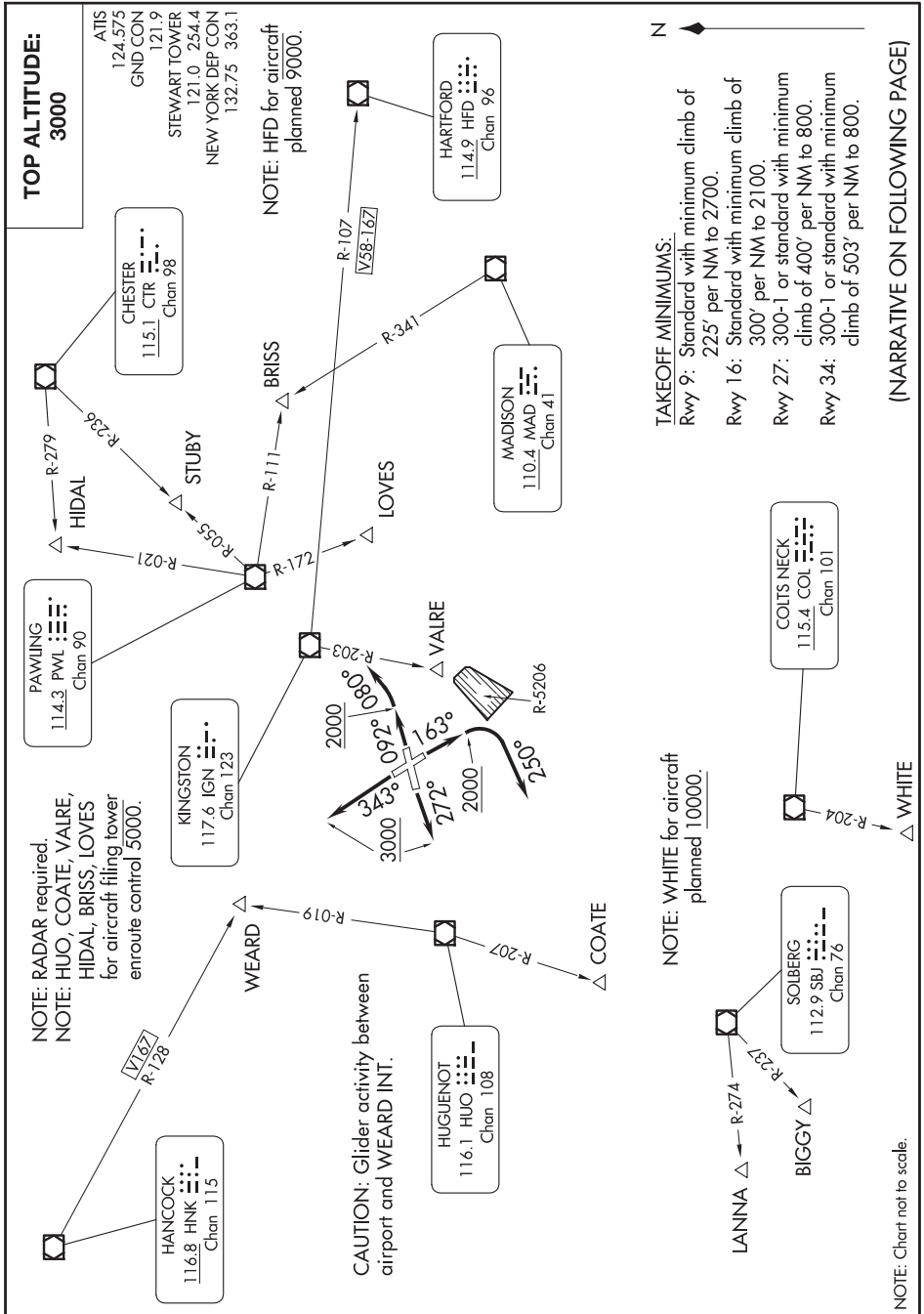
NE-2, 07 AUG 2025 to 02 OCT 2025



NE-2, 07 AUG 2025 to 02 OCT 2025

STEWART NINE DEPARTURE

NE-2, 07 AUG 2025 to 02 OCT 2025



STEWART NINE DEPARTURE

NE-2, 07 AUG 2025 to 02 OCT 2025



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.

NE-2, 07 AUG 2025 to 02 OCT 2025

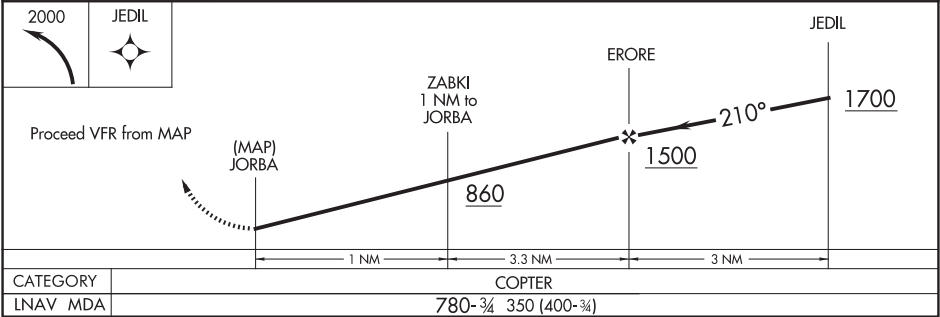
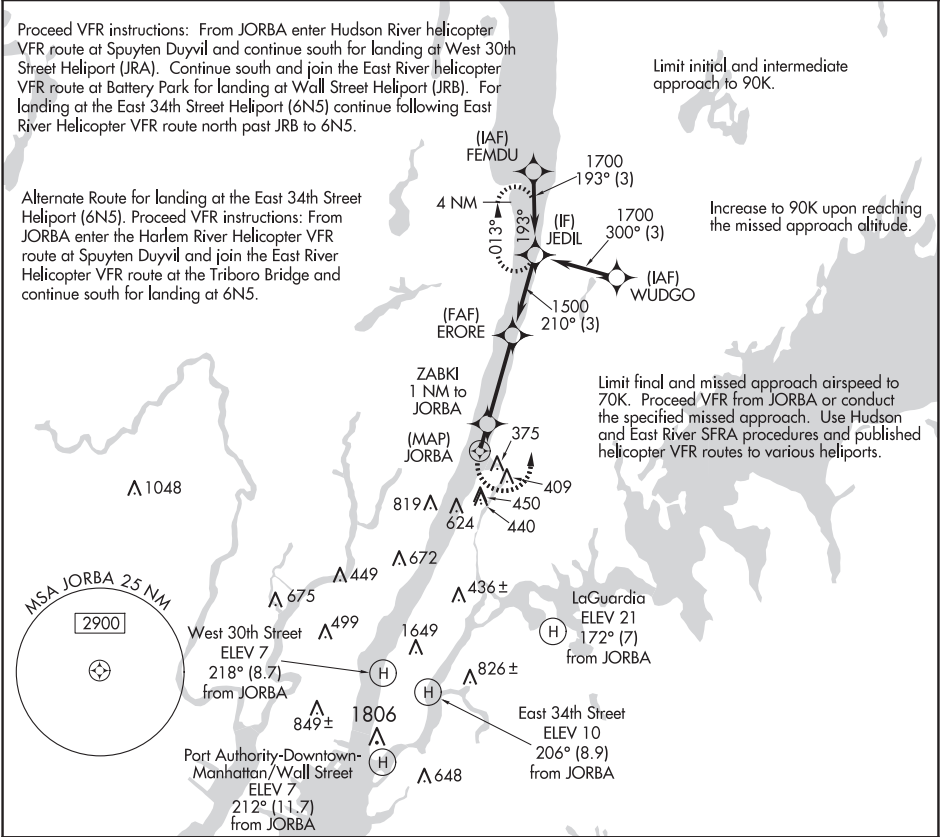
NE-2, 07 AUG 2025 to 02 OCT 2025

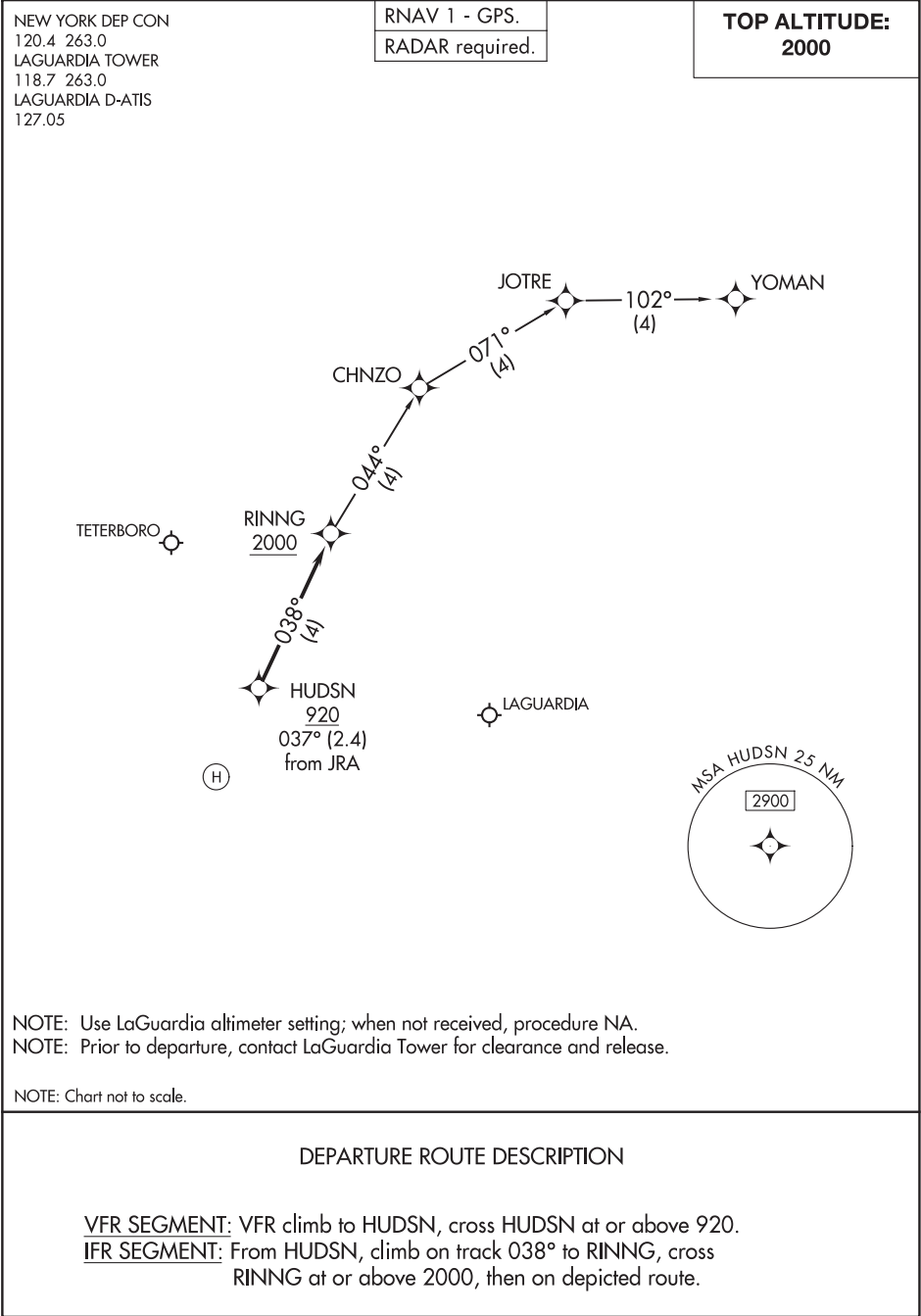
APP CRS 210°	Rwy Idg TDZE Apt Elev N/A
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COPTER RNAV (GPS) 210°
WEST 30TH ST (JRA)

<div><div>▼</div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Radar required. Use Teterboro altimeter setting when not received use LaGuardia altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 2000 direct JEDIL and hold.
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LA GUARDIA APP CON 126.05	NEWARK APP CON 127.85	UNICOM 123.050 (CTAF) 0
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NEWARK, NEW JERSEY

AL-285 (FAA)

25219

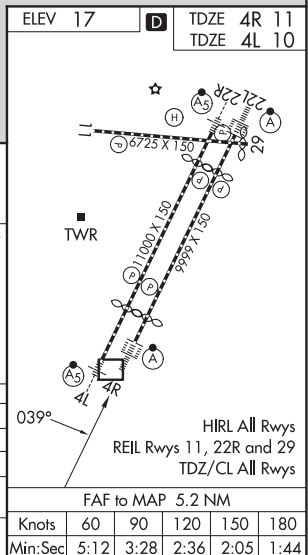
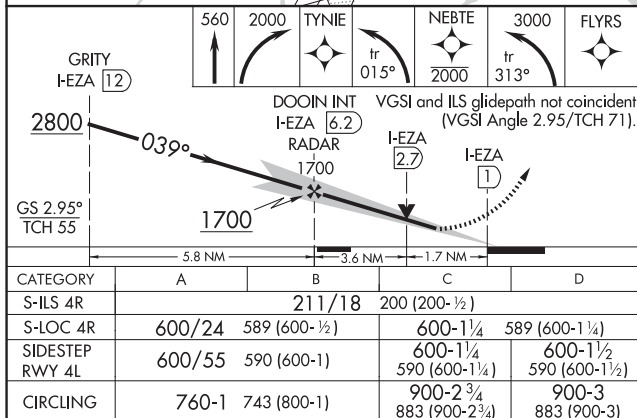
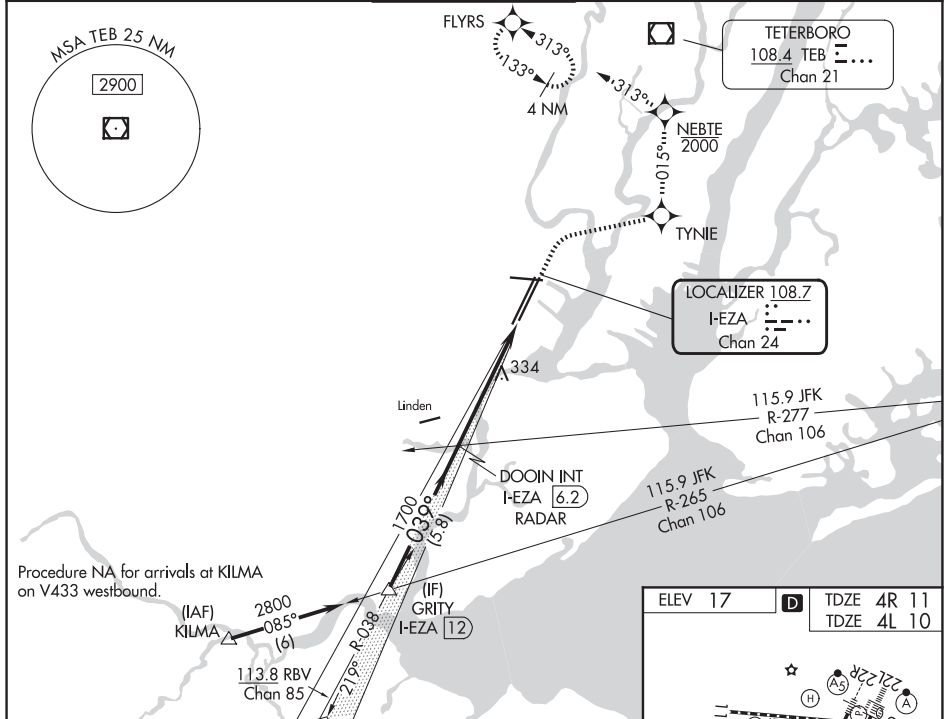
LOC/DME I-EZA	APP CRS	Rwy Ldg	4R	4L
108.7	039°	8809	8459	
Chan 24		TDZE	11	10
		Apt Elev	17	17

ILS or LOC RWY 4R

NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS. RADAR required.	4R ALSF-2 	4L MALSR 	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.
When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase Sidestep 4L Cat C visibility to 1½ SM.			

D-ATIS	NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	

NEWARK, NEW JERSEY
Amdt 14 15JUN23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

ILS or LOC RWY 4R

NE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 11
NEWARK LIBERTY INTL (EWR)

DME required. RADAR required.

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.

D-ATIS	NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	

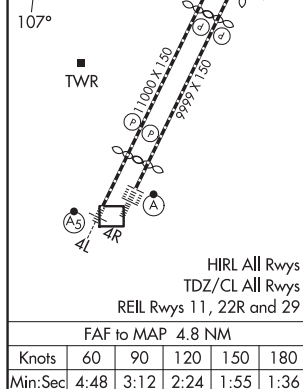
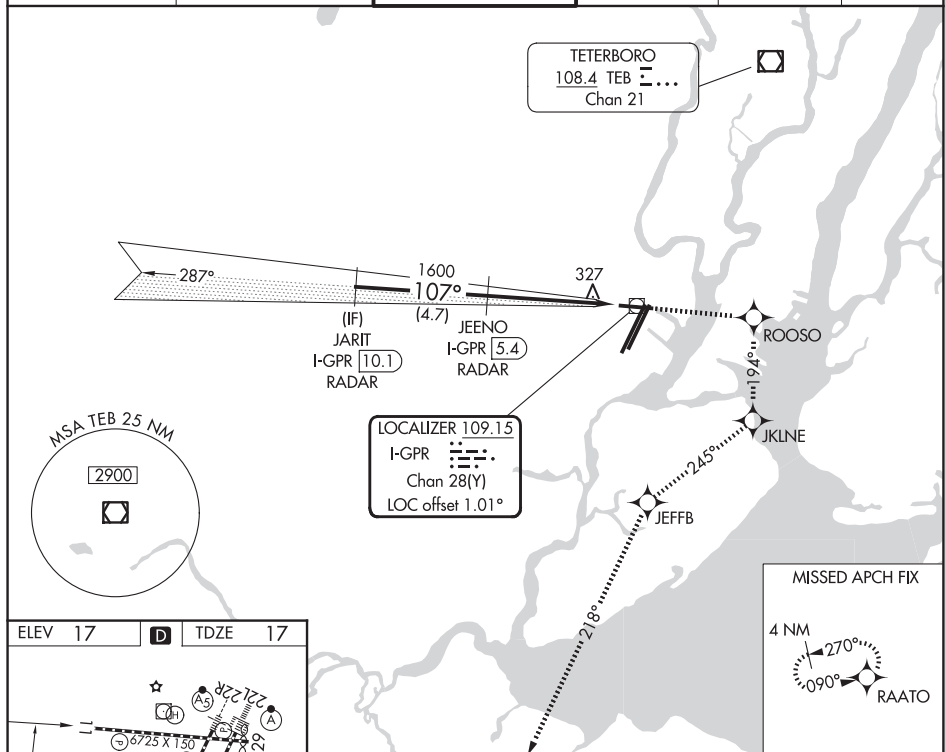


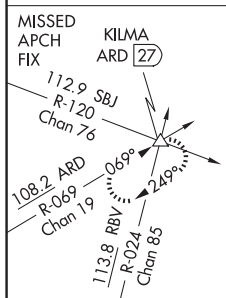
Diagram illustrating the ILS and glide path for Jeju International Airport (RJRO). The diagram shows the ILS station (I-GPR 10.1) and the glide path (GS 3.00° TCH 57). The distance from the runway to the ILS station is 4.7 NM. The glide path is 3.00 degrees, and the distance from the runway to the glide path is 1.6 NM. The diagram also shows the ILS station and the glide path for the Jeju International Airport (RJRO).

CATEGORY	A	B	C	D
S- ILS 11	618-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$)			
S- LOC 11	660/55	643 (700-1)	660-1 $\frac{5}{8}$	643 (700-1 $\frac{5}{8}$)
CIRCLING	660-1	643 (700-1)	900-2 $\frac{1}{2}$ 883 (900-2 $\frac{1}{2}$)	900-2 $\frac{3}{4}$ 883 (900-2 $\frac{3}{4}$)

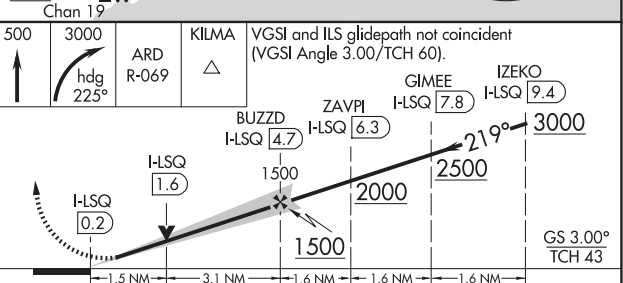
NE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 22L
NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

CPDLC

108.2 ARD \equiv



CATEGORY	A	B	C	D
S-ILS 22L	211/18 200 (200-½)			
S-LOC 22L	540/24	529 (600-½)	540/55	529 (600-1)
SIDESTEP RWY 22R	540/55 530 (600-1)			540-1½ 530 (600-1½)
CIRCLING	660-1	643 (700-1)	900-2¾ 883 (900-2¾)	900-3 883 (900-3)

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-JNN	APP CRS	Rwy Ldg	22R	22L
110.75	219°	9559 8205		
Chan 44(Y)		TDZE	10	11
		Apt Elev	17	17

ILS or LOC RWY 22R
NEWARK LIBERTY INTL (EWR)

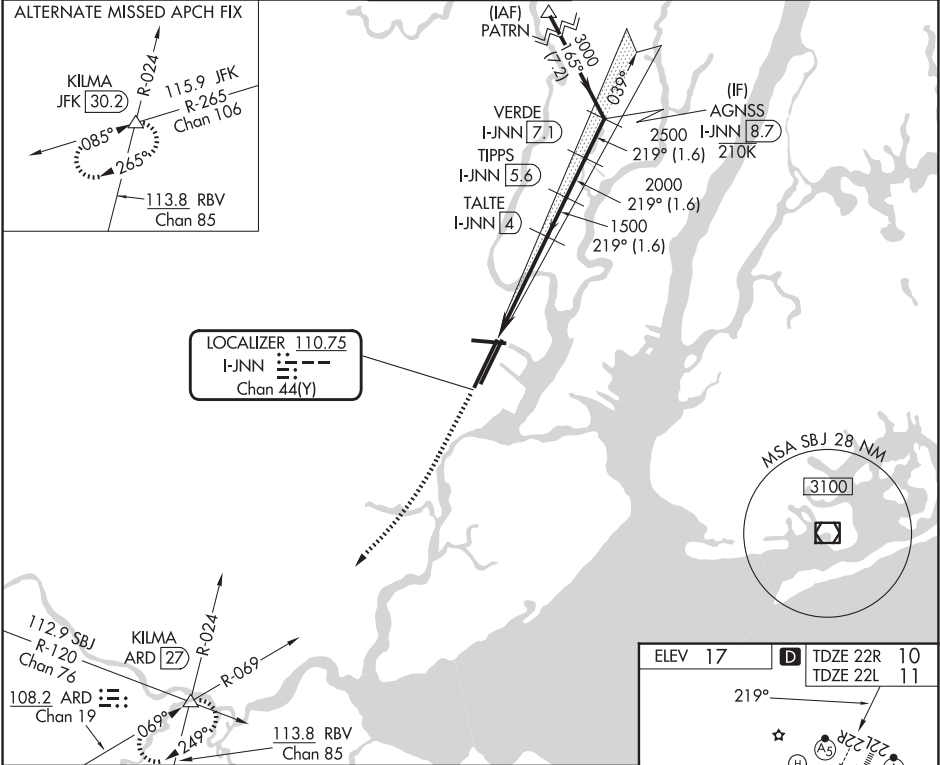
RNP APCH - GPS.
Aircraft not GPS equipped - RADAR required for procedure entry. DME required.

⚠ Circling NA south of Rwy 11-29. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase S-LOC 22R Cat C/D visibility to 1½ SM.

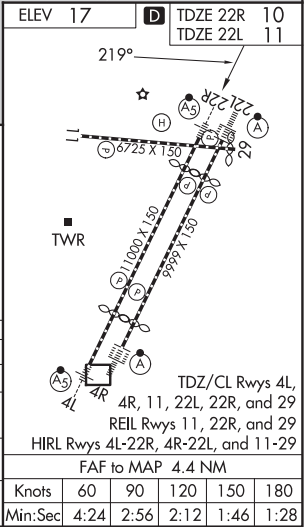
22R MALSR
22L ALSF-2

MISSED APPROACH: Climb to 3000 on heading 219° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

D-ATIS	NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



3000	ARD R-069	KILMA	TALTE I-JNN [4]	TIPPS I-JNN [5.6]	VERDE I-JNN [7.1]	AGNSS I-JNN [8.7]	GS 3.10° TCH 47
hdg 219°							
I-JNN DME ANTENNA	I-JNN [0.8]						
	1.2 NM	3.2 NM	1.6 NM	1.6 NM	1.6 NM		
CATEGORY	A	B	C	D			
S-ILS 22R	210/18 200 (200-½)						
S-LOC 22R	480/24	470 (500-½)	480/50	470 (500-1)			
SIDESTEP RWY 22L	540/55	529 (600-1)	540-1½	529 (600-1½)			
CIRCLING	660-1	643 (700-1)	900-2¾	883 (900-2¾)	900-3	883 (900-3)	



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

NEWARK, NEW JERSEY

AL-285 (FAA)

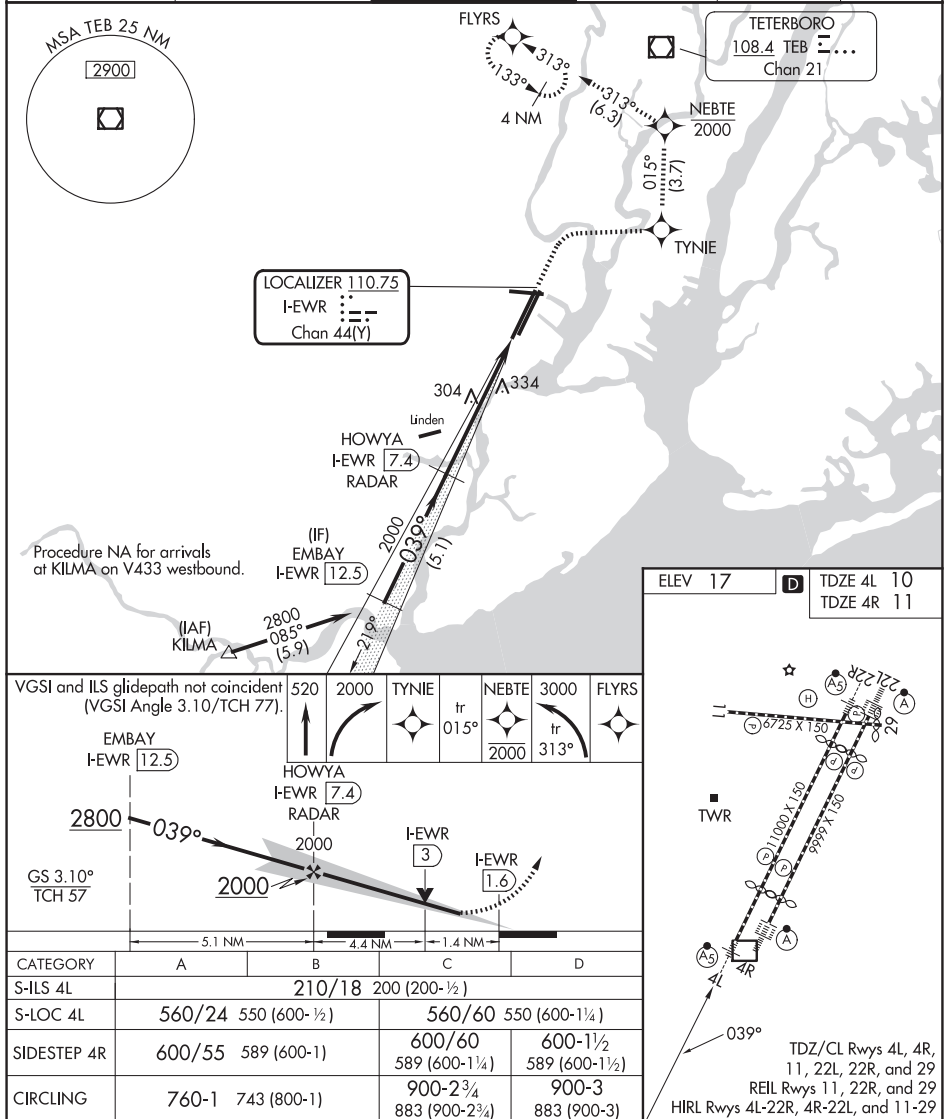
25219

LOC/DME I-EWR 110.75 Chan 44 (Y)	APP CRS 039°	Rwy Ldg TDZE Apt Elev	4L 8459 10 17	4R 8809 11 17
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ILS Z or LOC Z RWY 4L NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.	4L MALSR 	4R ALSF-2 	MISSED APPROACH: (Do not exceed 210K 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.
DME and RADAR required.			
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. 			

D-ATIS 115.7 134.825	NEWARK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NEWARK, NEW JERSEY
Amdt 16 15JUN23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

ILS Z or LOC Z RWY 4L

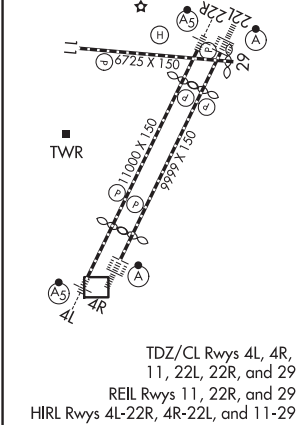
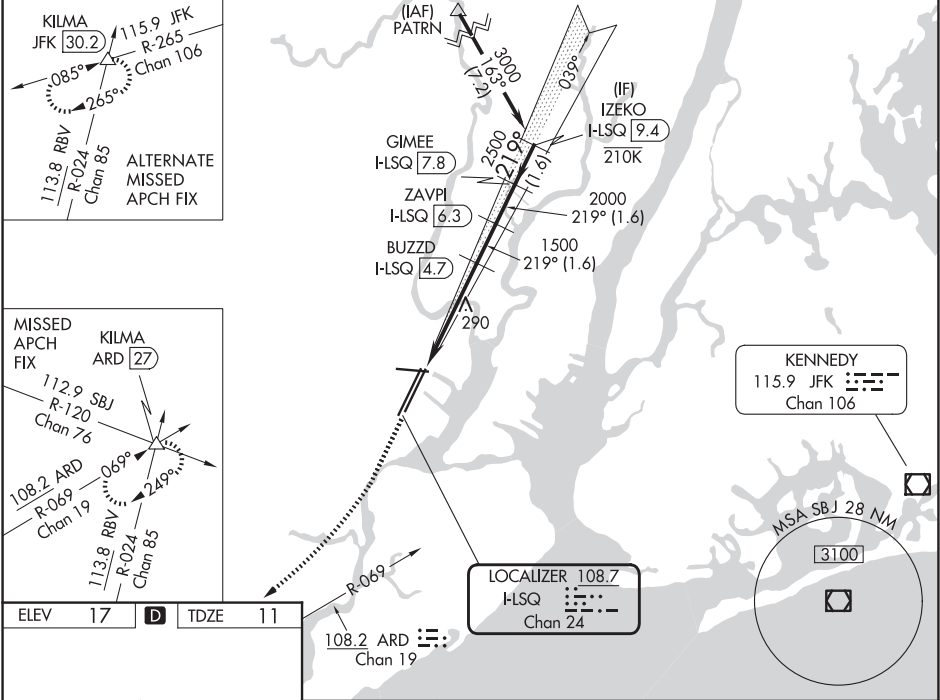
NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-LSQ	APP CRS	Rwy Ldg	8205
108.7	219°	TDZE	11
Chan 24		Apt Elev	17

ILS RWY 22L (SA CAT I)
NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.	ALSF-2 	MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.
Aircraft not GPS equipped - RADAR required for procedure entry. DME required.		
Requires specific OPSPEC, MSPEC, or LOA approval.		

D-ATIS	NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



500	3000	ARD R-069	KILMA △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).
↑	hdg 225°			
		BUZZD I-LSQ 4.7	ZAVPI I-LSQ 6.3	GIMEE I-LSQ 7.8
				IZEKO I-LSQ 9.4
		1500	2000	2500
		1500		
				GS 3.00° TCH 43
		4.5 NM	1.6 NM	1.6 NM
		1.6 NM		
CATEGORY	A	B	C	D
S-ILS 22L	RA 152/14 150 DA 161			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

NEWARK, NEW JERSEY

AL-285 (FAA)

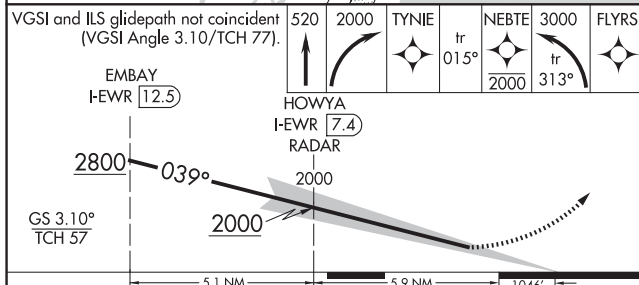
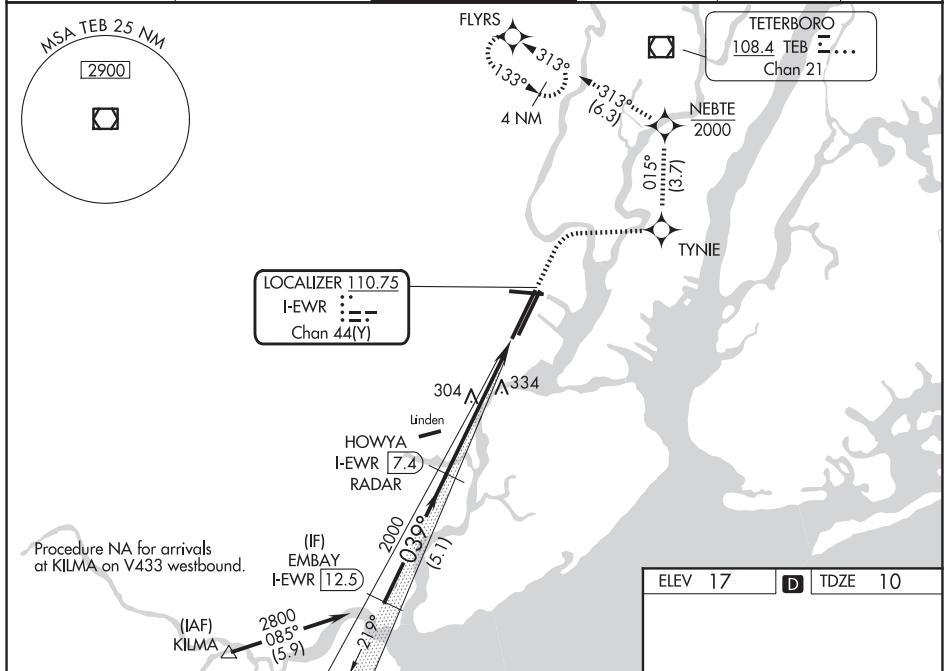
25219

LOC/DME I-EWR 110.75 Chan 44 (Y)	APP CRS 039°	Rwy Ldg TDZE Apt Elev	8459 10 17
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ILS Z RWY 4L (SA CAT I & II) NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.	MALSR	MISSED APPROACH: (Do not exceed 210K 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.
DME and RADAR required.	AS	
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.		

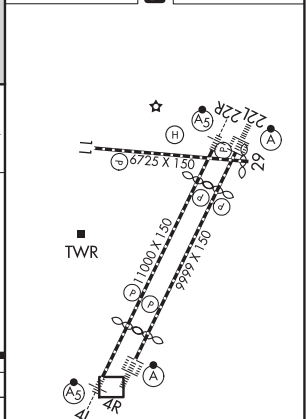
D-ATIS 115.7 134.825	NEWARK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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CATEGORY	A	B	C	D
S-ILS 4L	SA CAT I	RA 150/14	150	DA 160
S-ILS 4L	SA CAT II	RA 100/12	100	DA 110

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

ELEV 17	TDZE 10
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TDZ/CL Rwy 4L, 4R,
11, 22L, 22R, and 29
REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

NEWARK, NEW JERSEY
Amdt 16 15JUN23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

ILS Z RWY 4L (SA CAT I & II)

NE-2, 07 AUG 2025 to 02 OCT 2025

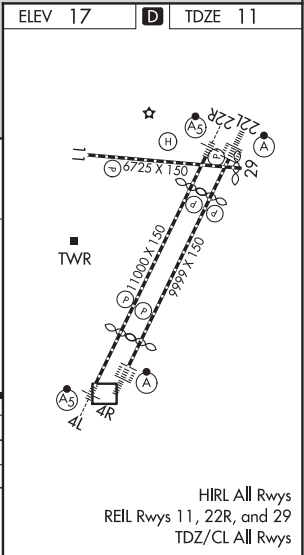
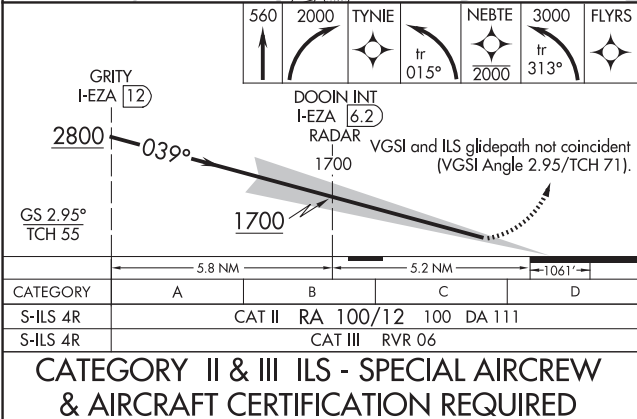
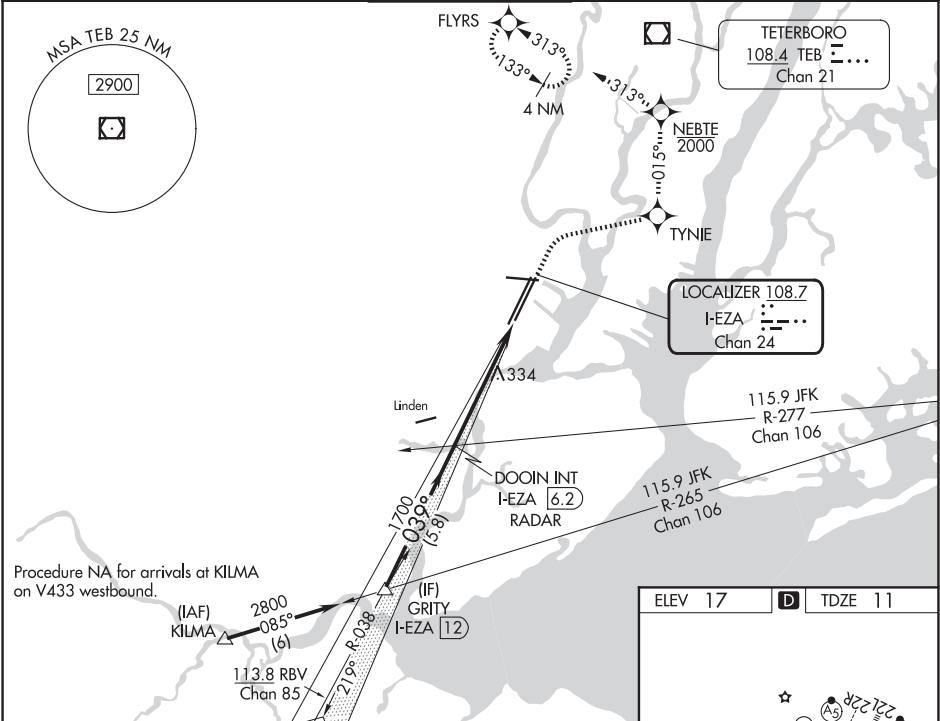
NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-EZA	APP CRS	Rwy Ldg	8809
108.7	039°	TDZE	11
Chan 24		Apt Elev	17

ILS RWY 4R (CAT II & III)
NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS. RADAR required.	ALSF-2 	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.
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D-ATIS 115.7 134.825	NEWARK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 22L (CAT II & III)
NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.



500 ↑	3000 hdg 225°	ARD R-069	KILMA △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 60).			
				IZEKO I-LSQ 9.4 3000 219° 2500 2000 1500 1500 GS 3.00° TCH 43			
CATEGORY	A			B		C	D
S-ILS 22L	CAT II RA 102/12 100 DA 111						
S-ILS 22L	CAT III RVR 06						

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

NEWARK LIBERTY INTL (EWR)
ILS RWY 22L (CAT II & III)

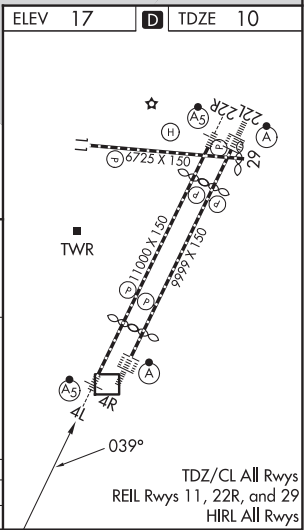
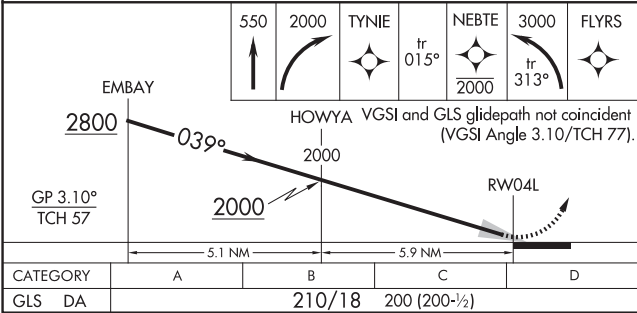
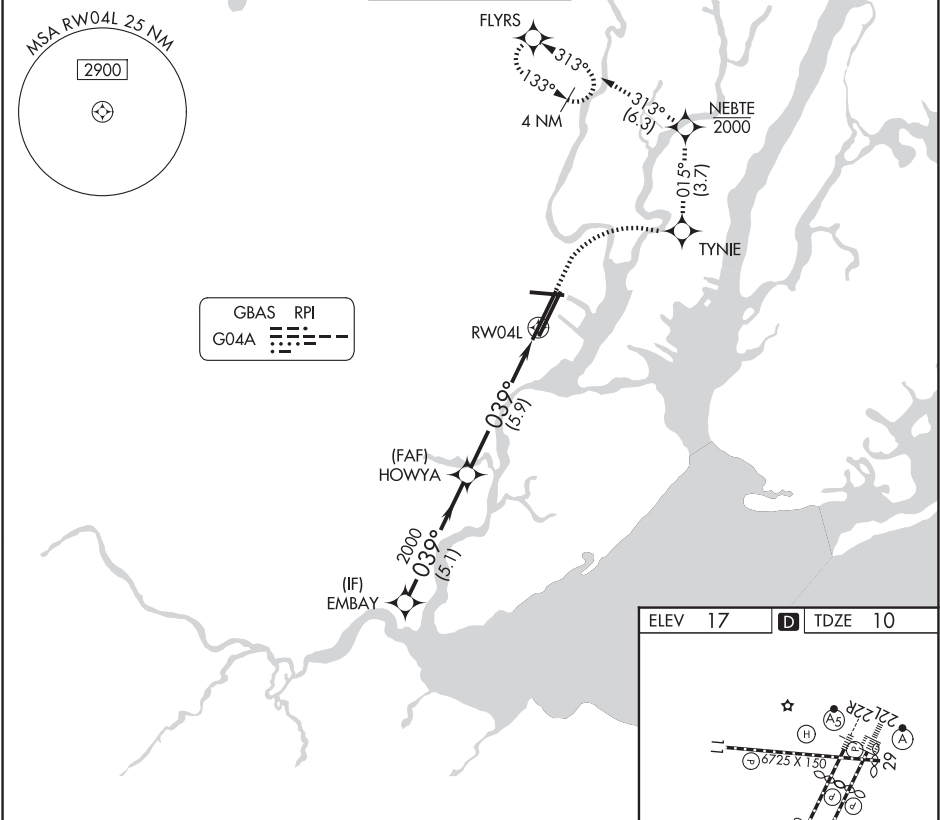
GBAS CH 22727 G04A	APP CRS 039°	Rwy Ldg 8459 TDZE 10 Apt Elev 17
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GLS RWY 4L

NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS. RADAR required. ⚠ NA Autopilot coupled approach NA below 210.	MALSR ⚠	MISSED APPROACH: (Do not exceed 210K until NEBTE) Climb to 550 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.
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D-ATIS 115.7 134.825	NEWARK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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GLS RWY 4L

NEWARK, NEW JERSEY

AL-285 (FAA)

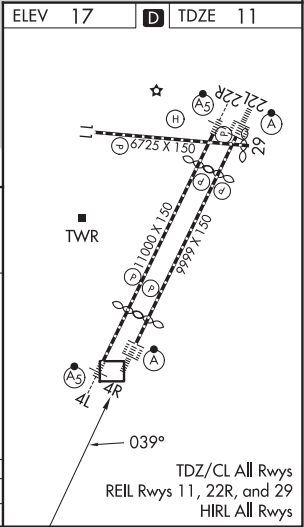
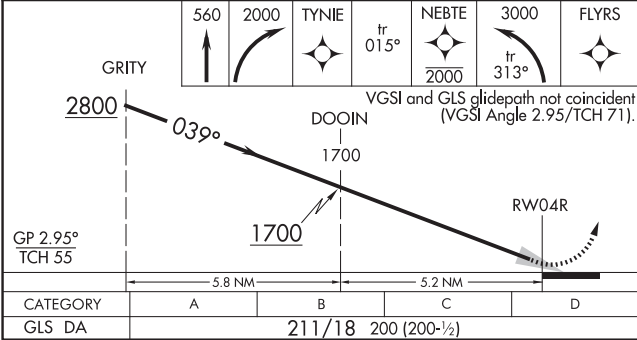
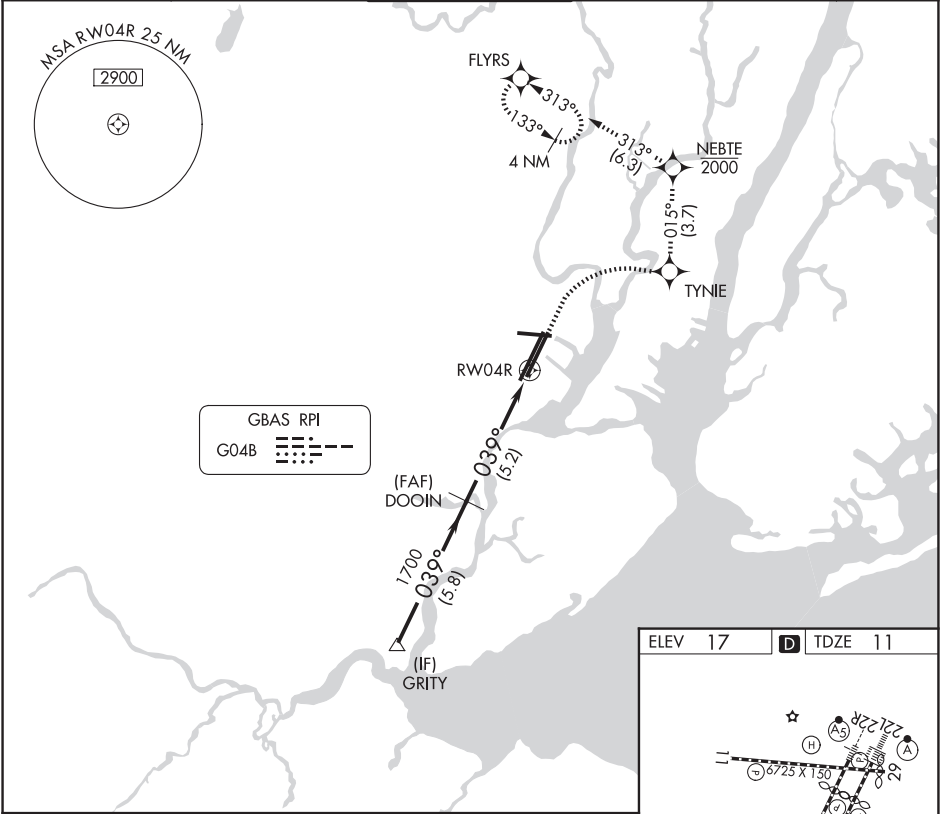
25219

GBAS	APP CRS	Rwy Ldg	8809
CH 21083	039°	TDZE	11
G04B		Apt Elev	17

GLS RWY 4R

NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.		ALSIF-2	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 at or below 2000 then climbing left turn to 3000 on track 313° to FLYRS and hold, continue climb-in-hold to 3000.		
RADAR required.					
Autopilot coupled approach NA below 211.					
<div><div><div><div><div></div><div></div><div></div><div></div><div></div></div><div></div></div><div>NA</div></div></div>		<div><div><div></div><div></div><div></div><div></div><div></div></div><div></div></div>			
D-ATIS	NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



NEWARK, NEW JERSEY
Amdt 2 15JUN23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

GLS RWY 4R

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

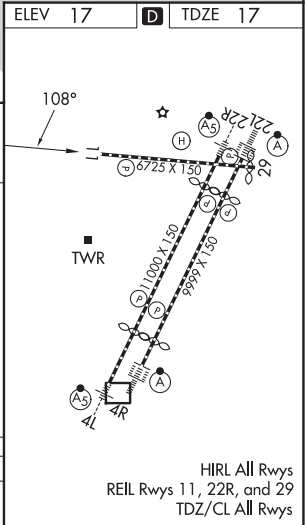
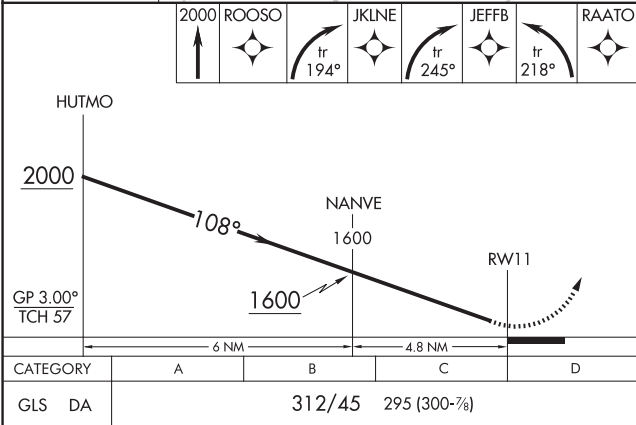
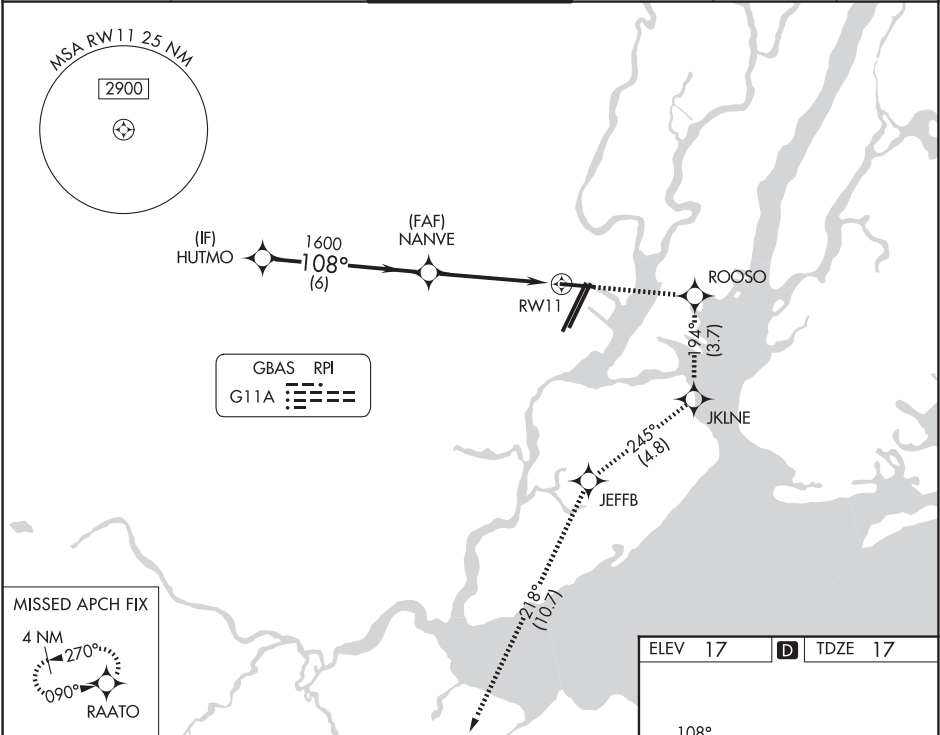
GBAS CH 21905 G11A	APP CRS 108°	Rwy Ldg TDZE 17 Apt Elev 17
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GLS RWY 11

NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.	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.
RADAR required.	
<div><div>Autopilot coupled approach NA below 312.</div><div>NA Rwy 11 helicopter visibility reduction below RVR 4000 NA.</div></div>	

D-ATIS 115.7 134.825	NEWARK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NEWARK, NEW JERSEY

AL-285 (FAA)

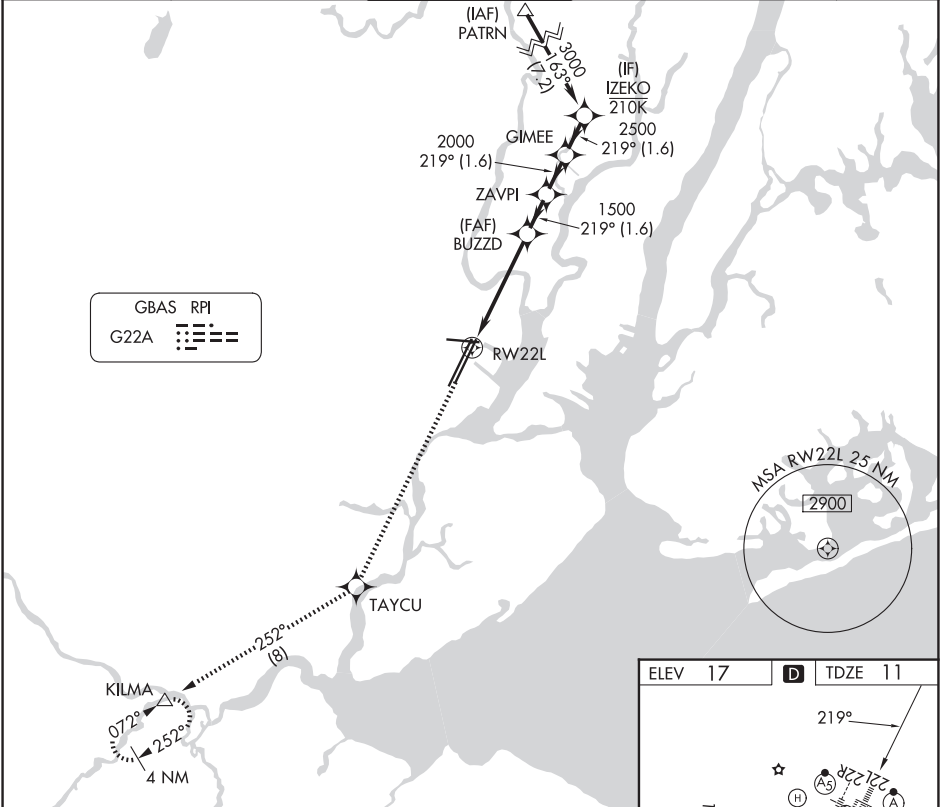
25219

GBAS CH 21494 G22A	APP CRS 219°	Rwy Ldg TDZE 11 Apt Elev 17
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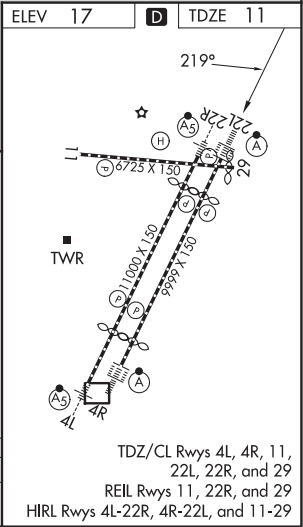
GLS RWY 22L

NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.			ALSF-2	MISSED APPROACH: Climb to 3000 direct TAYCU and on track 252° to KILMA and hold.		
NA Autopilot coupled approach NA below 211.			A			
D-ATIS 115.7 134.825	NEWARK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6		GND CON 121.8	CLNC DEL 118.85	CPDLC



3000 ↑	TAYCU ✦	tr 252°	KILMA △	VGSI and GLS glidepath not coincident (VGSI Angle 3.00/TCH 60).			
CATEGORY	A		B		C		D
GLS DA	211/18 200 (200- 1/2)						



NEWARK, NEW JERSEY
Amdt 1A 20APR23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

GLS RWY 22L

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

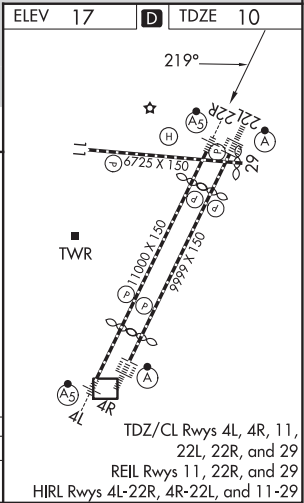
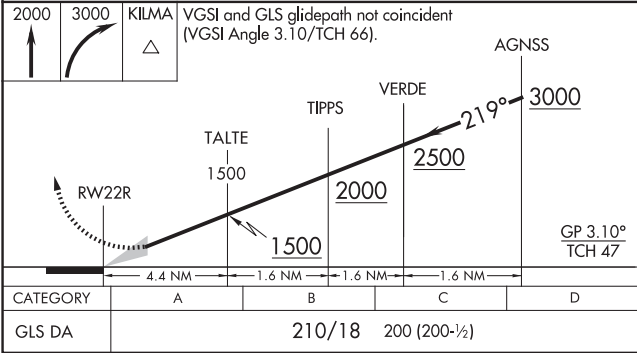
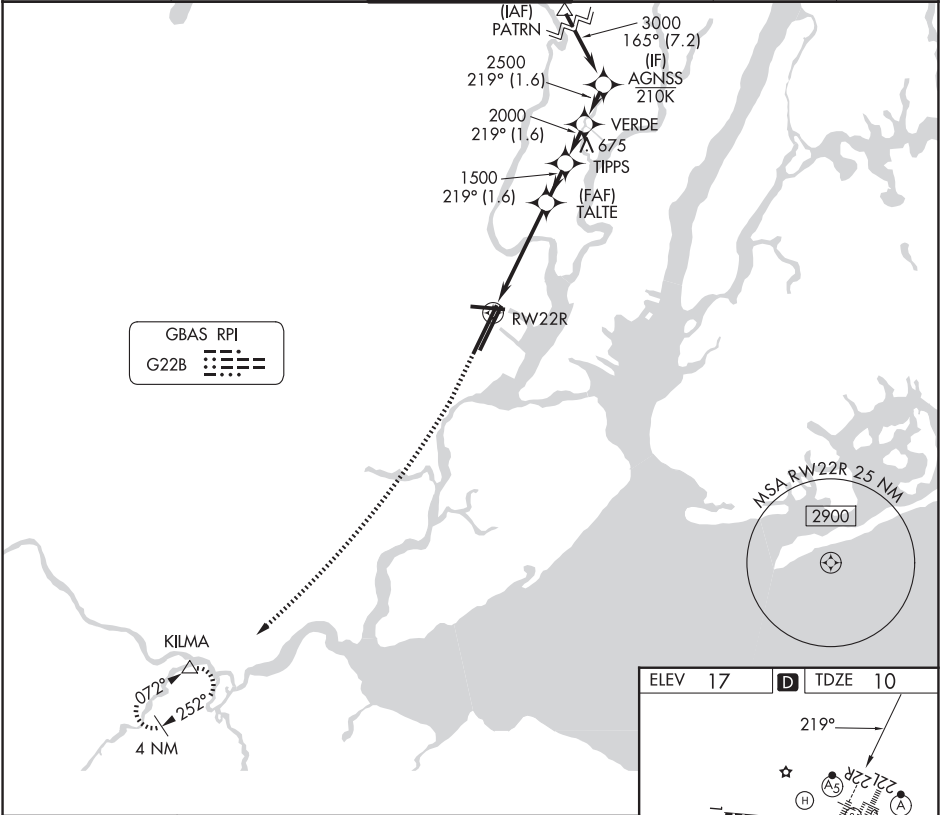
GBAS CH 20672 G22B	APP CRS 219°	Rwy Ldg TDZE 10 Apt Elev 17
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GLS RWY 22R

NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 3000, then climbing right turn to 3000 direct KILMA and hold.
Autopilot coupled approach NA below 210.		AS	

D-ATIS 115.7 134.825	NEWARK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NEWARK, NEW JERSEY

AL-285 (FAA)

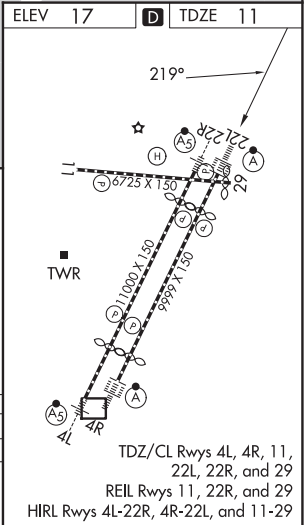
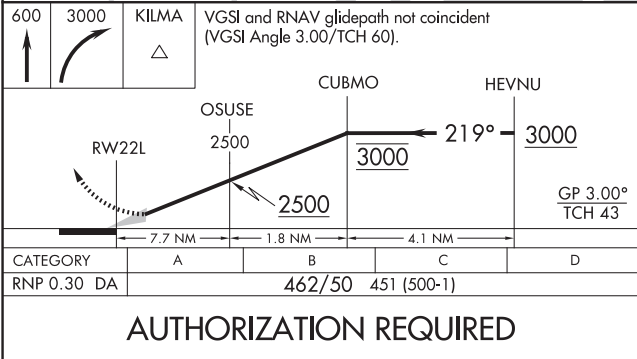
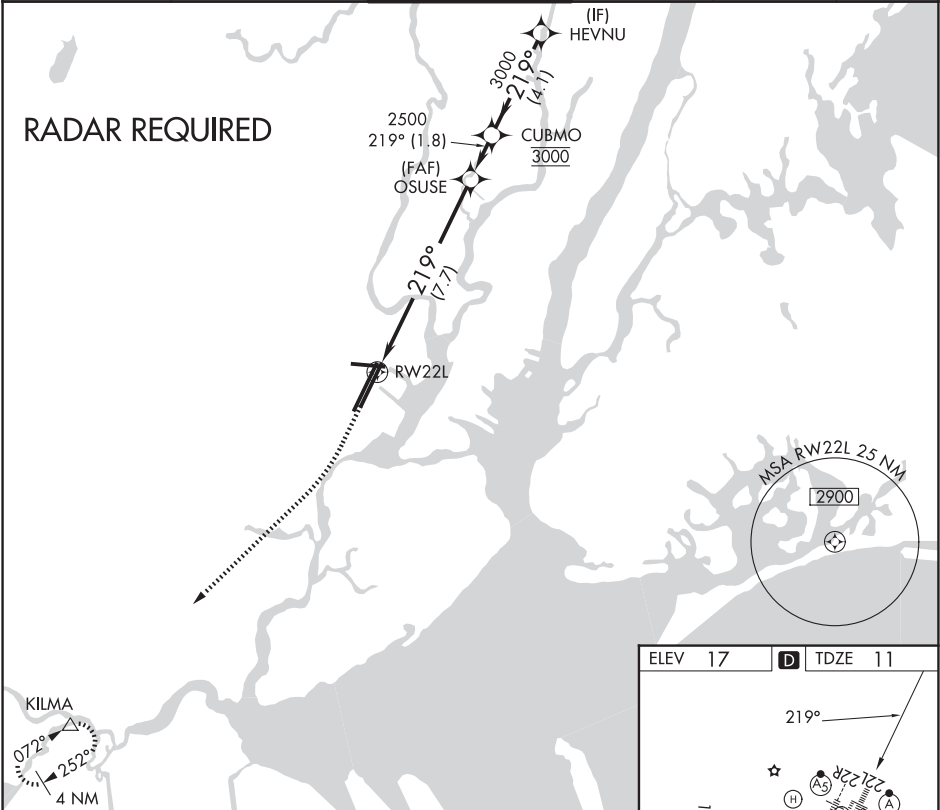
25219

APP CRS	Rwy Ldg	8205
219°	TDZE	11
	Apt Elev	17

RNAV (RNP) Y RWY 22L

NEWARK LIBERTY INTL (EWR)

RNP AR APCH - GPS.		ALSF-2	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct KILMA and hold.		
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.					
D-ATIS	NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



NEWARK, NEW JERSEY
Amdt 1A 25JAN24

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (RNP) Y RWY 22L

NE-2, 07 AUG 2025 to 02 OCT 2025

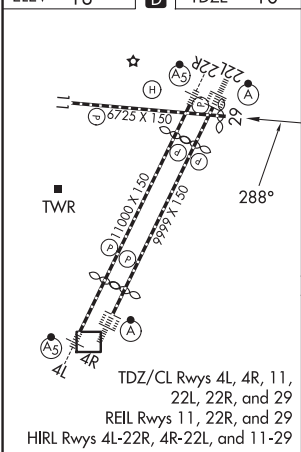
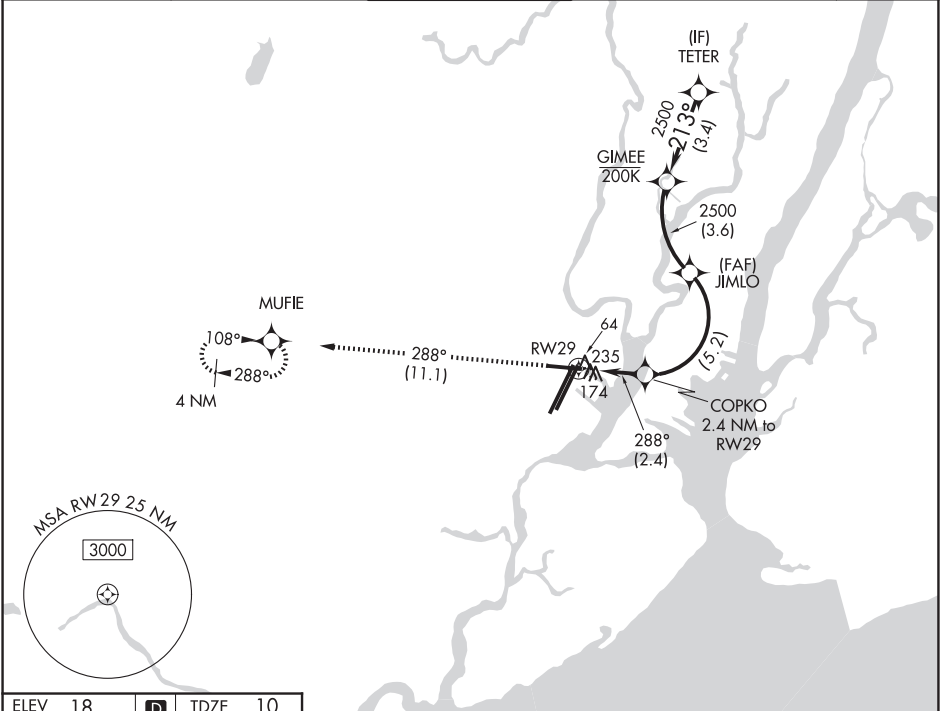
NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	6501
288°	TDZE	10
	Apt Elev	18

RNAV (RNP) Y RWY 29
NEWARK LIBERTY INTL (EWR)

RNP AR APCH. RF required.			MISSED APPROACH: Climb to 2000 on track 288° to MUFIE and hold.		
Straight-in Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. **Missed approach requires a minimum climb of 417 feet per NM to 800.					

D-ATIS	NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



ELEV	18	D	TDZE	10
2000	tr	288°	MUFIE	
COPKO	2.4 NM to RWY 29	834	JIMLO	2500
GIMEE	2500	213°	TETER	3000
GP 3.00°	TCH 60			
2.4	5.2 NM	3.6 NM	3.4 NM	
CATEGORY	A	B	C	D
RNP 0.16 DA		461-1½	451 (500-1½)	
RNP 0.30 DA		** 530-1¾	520 (600-1¾)	
RNP 0.30 DA		573-1⅞	563 (600-1⅞)	

AUTHORIZATION REQUIRED

NEWARK, NEW JERSEY

AL-285 (FAA)

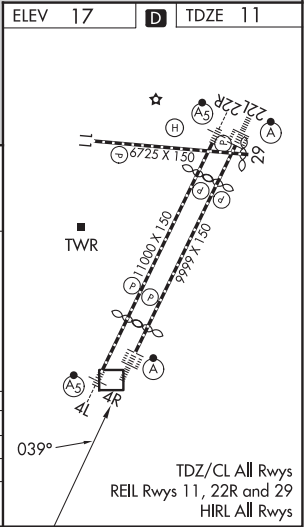
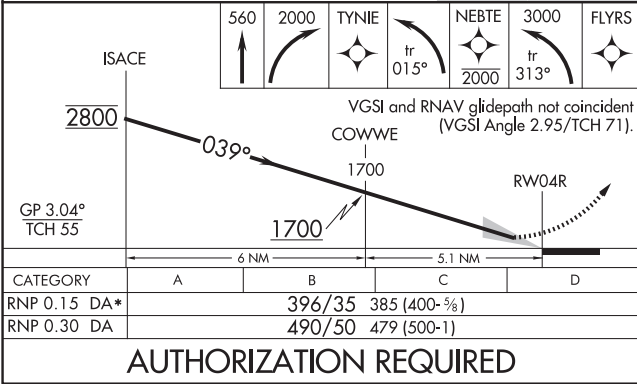
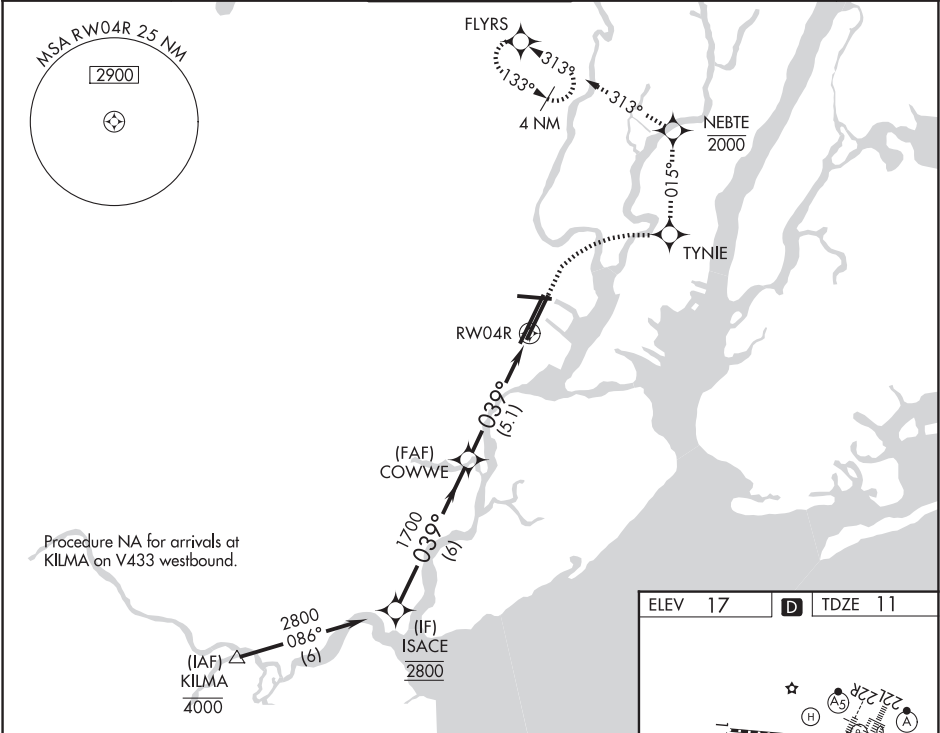
25219

APP CRS	Rwy Ldg	8809
039°	TDZE	11
	Apt Elev	17

RNAV (RNP) Z RWY 4R

NEWARK LIBERTY INTL (EWR)

RNP AR APCH.		<div>ALSIF-2</div> 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NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

NEWARK, NEW JERSEY
Amdt 1 15JUN23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (RNP) Z RWY 4R

NEWARK, NEW JERSEY

AL-285 (FAA)

25219

WAAS CH 56224 W04A	APP CRS 039°	Rwy Ldg 8459 TDZE 10 Apt Elev 17
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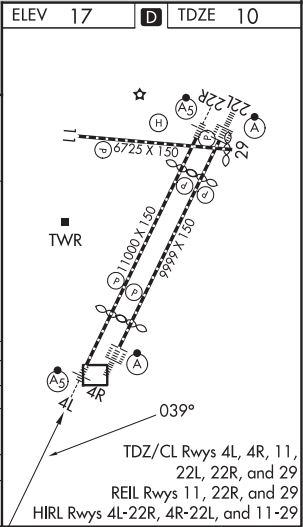
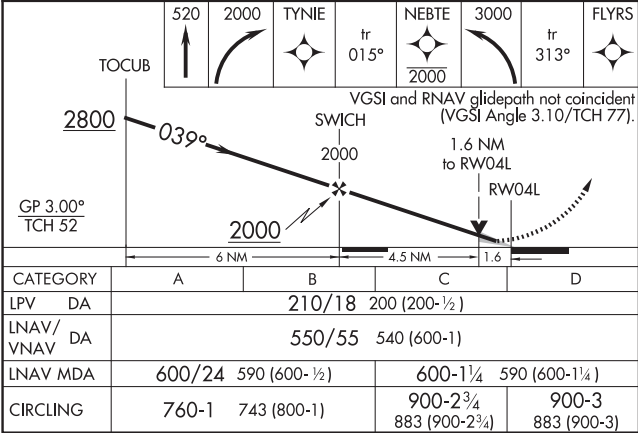
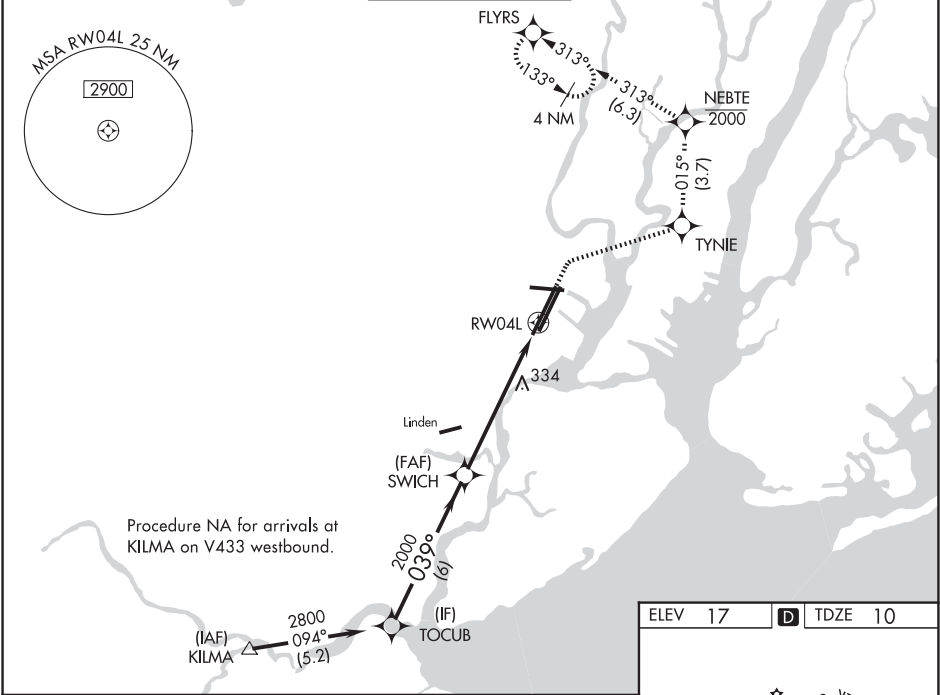
RNAV (GPS) RWY 4L
NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.

⚠ When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

MALSR
MISSED APPROACH: (Do not exceed 210K 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.

D-ATIS 115.7 134.825	NEWARK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NEWARK, NEW JERSEY
Amdt 3 15JUN23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)
RNAV (GPS) RWY 4L

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	6725
108°	TDZE	17
	Apt Elev	17

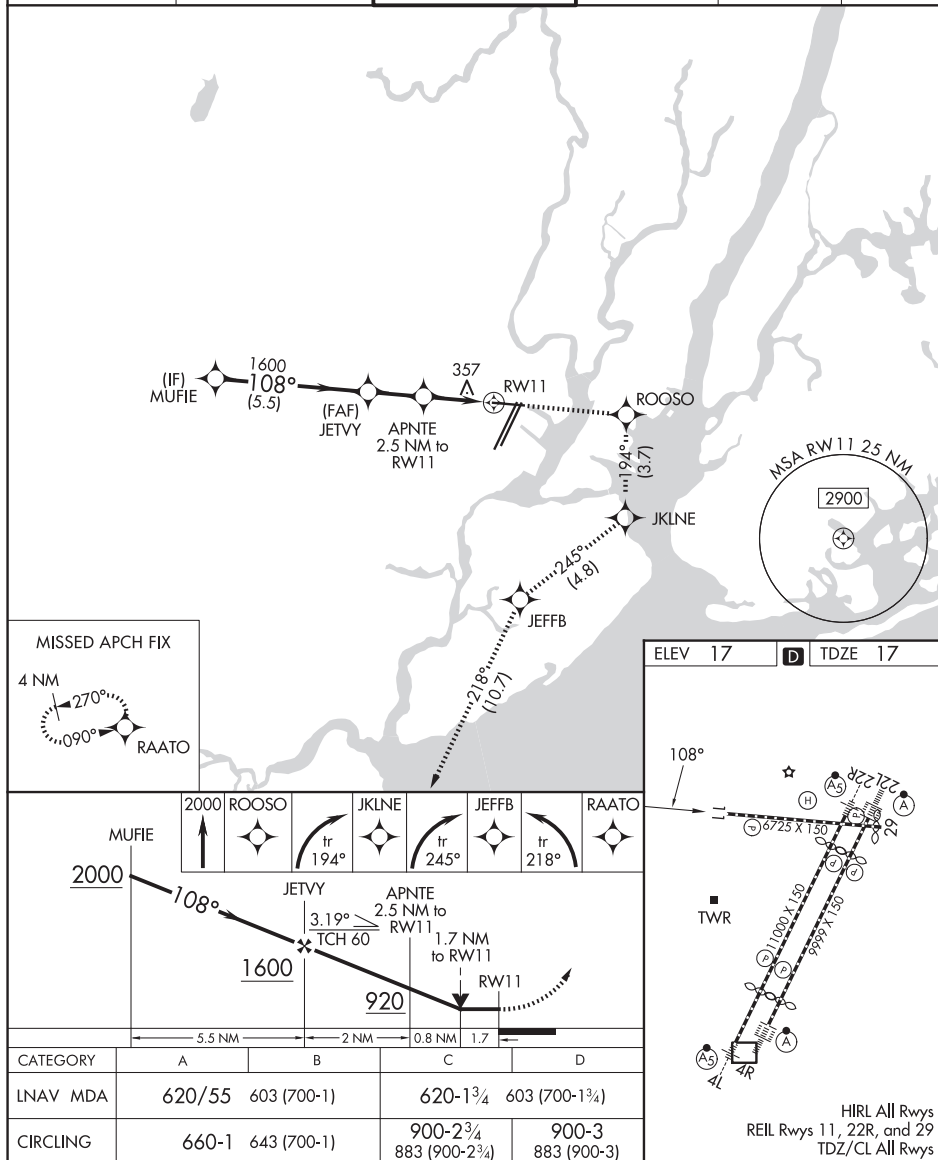
RNAV (GPS) RWY 11
NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.

T Circling NA south of Rwy 11-29. When Circling to Rwy 29 at night,
A operational VGSI required, remain on or above VGSI glidepath until
threshold. Rwy 11 helicopter visibility reduction below RVR 4000 NA.

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.

D-ATIS	NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



NEWARK, NEW JERSEY


AL-285 (FAA)

25219

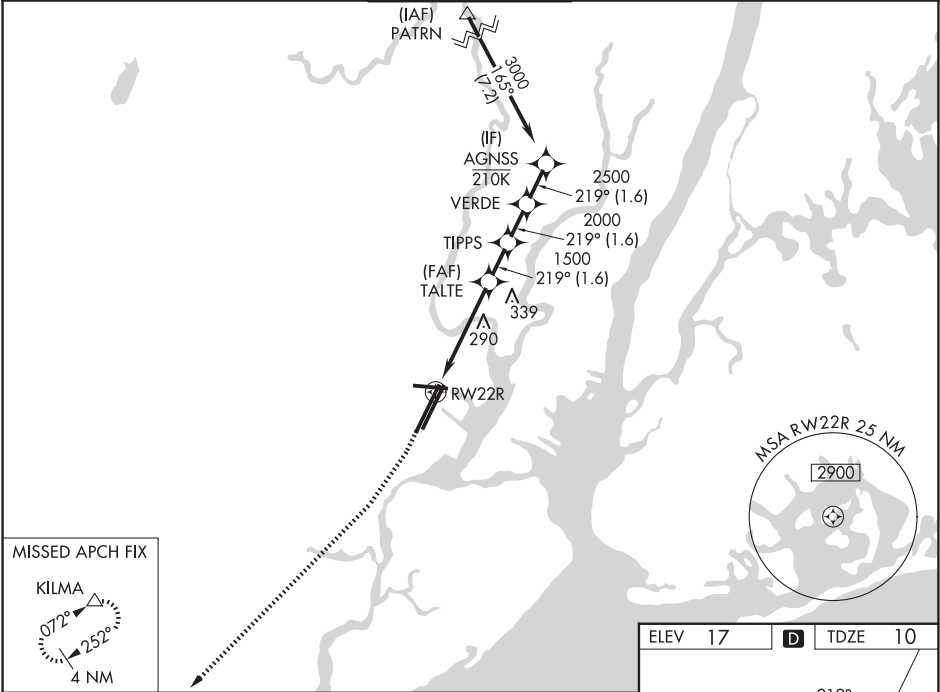
WAAS CH 61244 W22B	APP CRS 219°	Rwy Ldg 9559 TDZE 10 Apt Elev 17
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
RNAV (GPS) RWY 22R

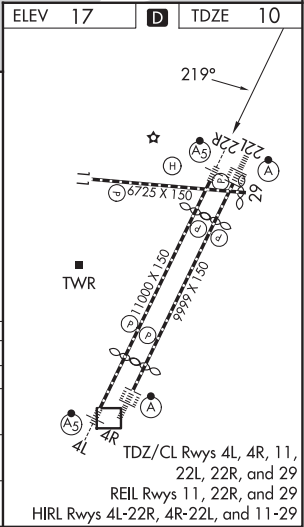
NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct KILMA and hold.
<p>⚠ Circling NA south of Rwy 11-29. When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.</p>		

D-ATIS 115.7 134.825	NEWARK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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2000 3000 KILMA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 66).				AGNSS
					AGNSS
		TALTE 1500	TIPPS 2000	VERDE 2500	3000
		1.5 NM to RW22R	1.5 NM	2.9 NM	1.6 NM
		1.5 NM	2.9 NM	1.6 NM	1.6 NM
CATEGORY	A	B	C	D	
LPV DA	210/18		200 (200-½)		
LNAV/VNAV DA	468/45		458 (500-¾)		
LNAV MDA	560/24	550 (600-½)	560/60	550 (600-1¼)	
CIRCLING	660-1	643 (700-1)	900-2¾ 883 (900-2¾)	900-3 883 (900-3)	



NEWARK, NEW JERSEY
Amdt 2 23FEB23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (GPS) RWY 22R

NE-2, 07 AUG 2025 to 02 OCT 2025

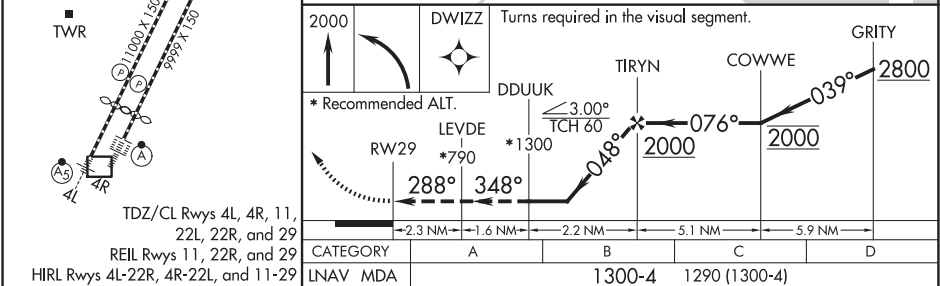
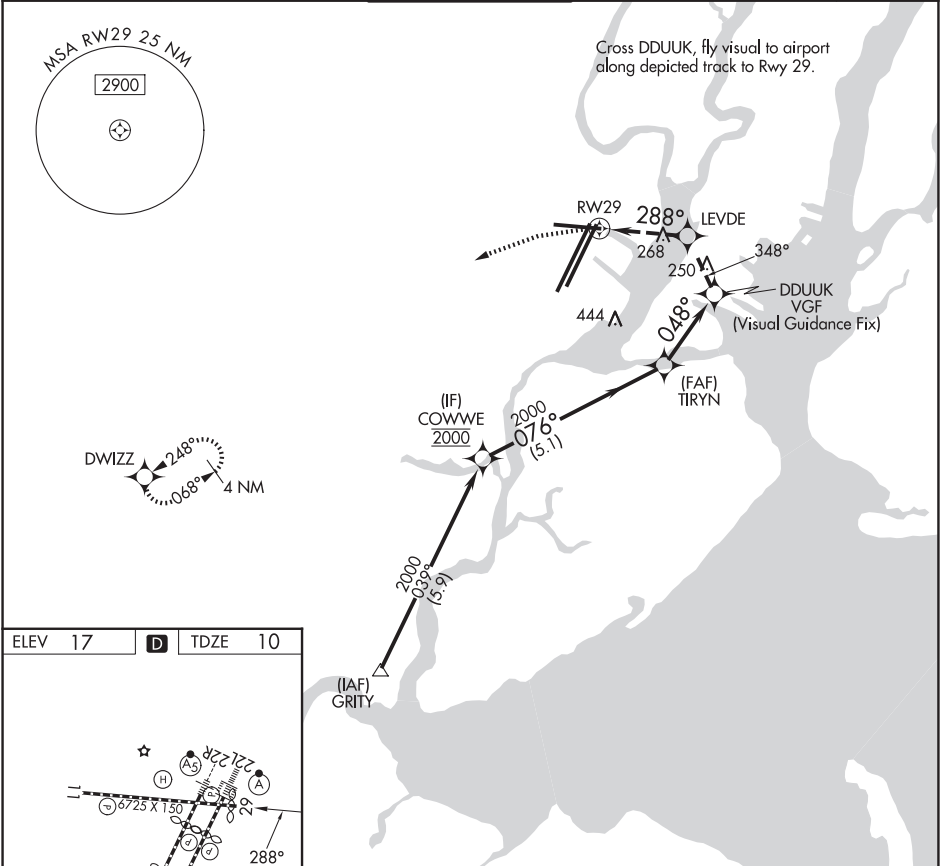
NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	6501
288°	TDZE	10
	Apt Elev	17

RNAV (GPS) T RWY 29

NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.			MISSED APPROACH: (Do not exceed 165K until Rwy 29) Climb to 2000 on the extended visual approach track to Rwy 29, then left turn direct DWIZZ and hold.		
RADAR required.					
▼ Rwy 29 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 29 at night, ▲ operational VGSI required, remain at or above VGSI glidepath until threshold.					
D-ATIS	NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

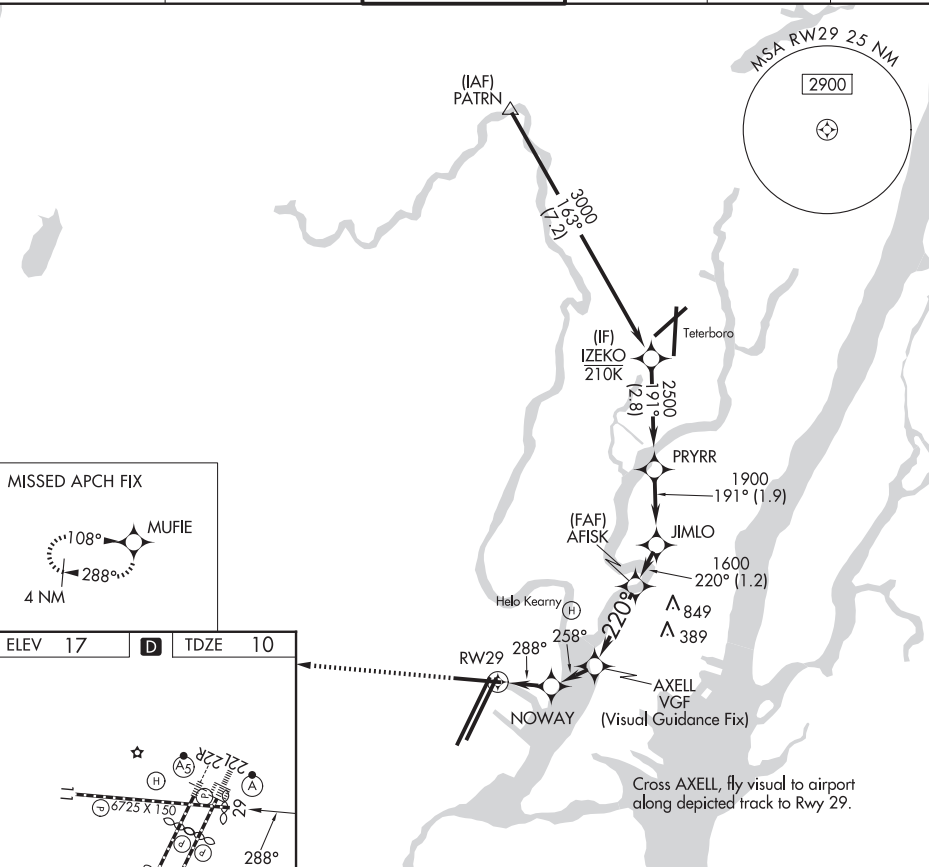
RNAV (GPS) W RWY 29
NEWARK LIBERTY INTL (EWR)

MISSED APPROACH: (Do not exceed 165K until Rwy 29) Climb to 2000 on the extended visual approach track to Rwy 29, then climb to 3000 direct MUFIE and hold.

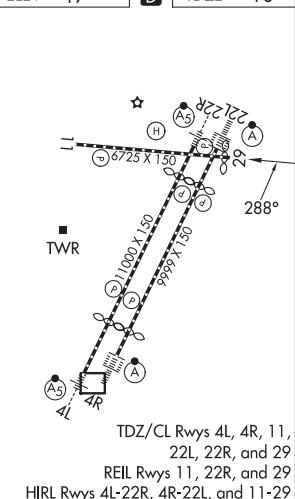
T Rwy 29 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 29 at night,
A operational VGSI required, remain at or above VGSI glidepath until threshold.

CDDLC

CFDLC



D

 TDZE | 10 |

2000 ↑ to RW29	3000 ↑ MUFIE	Turns required in the visual segment. * Recommended ALT.				IZEKO
CATEGORY	A	B	C	D		
INAV MDA	920-3		910 (1000-3)			

NEWARK LIBERTY INTL (EWR)

RNAV (GPS) W RWY 29

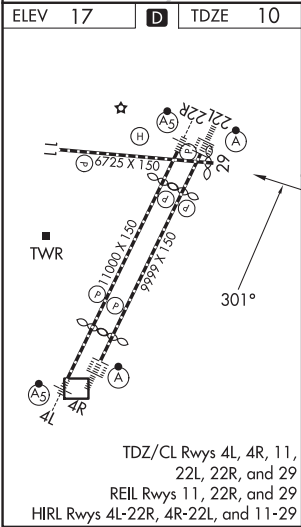
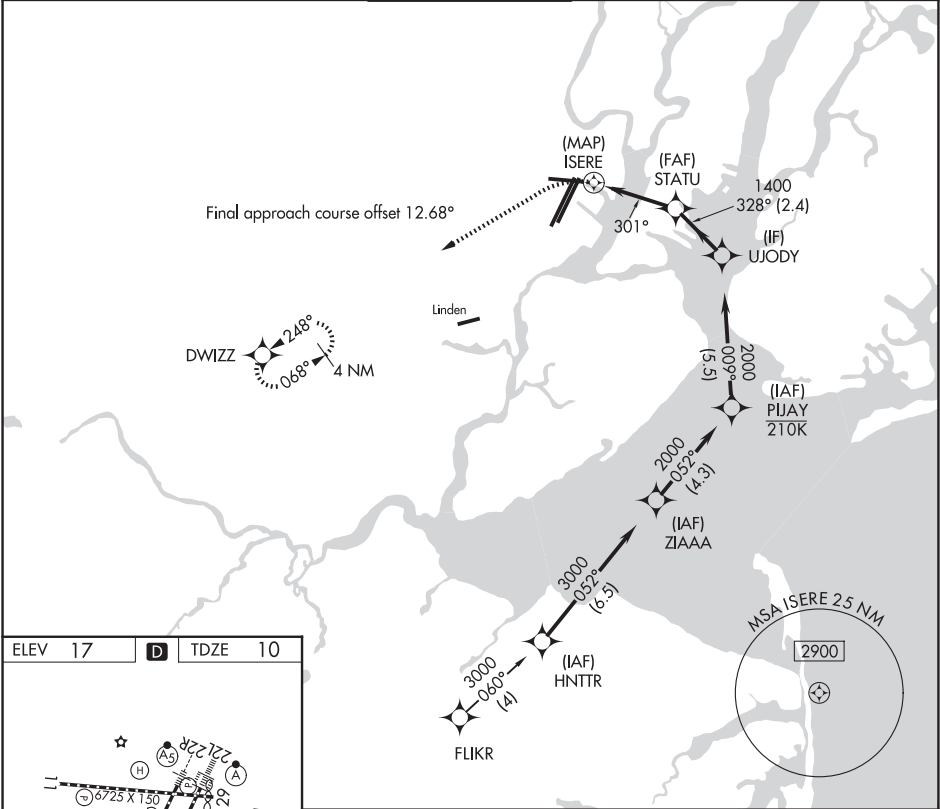
NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	6501
301°	TDZE	10
	Apt Elev	17

RNAV (GPS) X RWY 29

NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.			MISSED APPROACH: Climbing left turn to 2000 direct DWIZZ and hold.			
Rwy 29 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 29 at night, and when Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.						
D-ATIS		NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825		128.55 379.9	118.3 257.6	121.8	118.85	



2000 DWIZZ		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 60).	
		UJODY	
ISERE		STATU	
301°		328°	
1400		2000	
0.5		3.1 NM	
CATEGORY		A B C D	
LNAV MDA		520-1 510 (600-1) 520-1 3/8 510 (600-1 3/8)	
CIRCLING		760-1 820-1 900-2 3/4 900-3	
		743 (800-1) 803 (900-1) 883 (900-2 3/4) 883 (900-3)	



NEWARK, NEW JERSEY

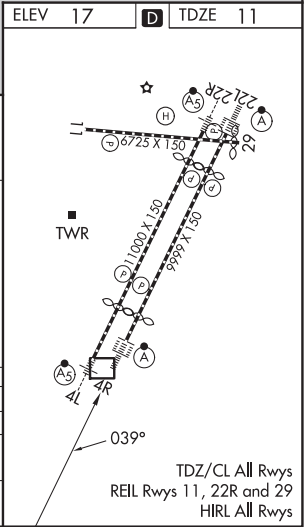
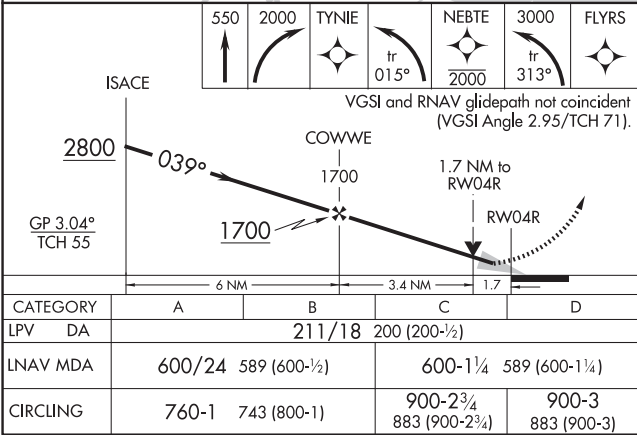
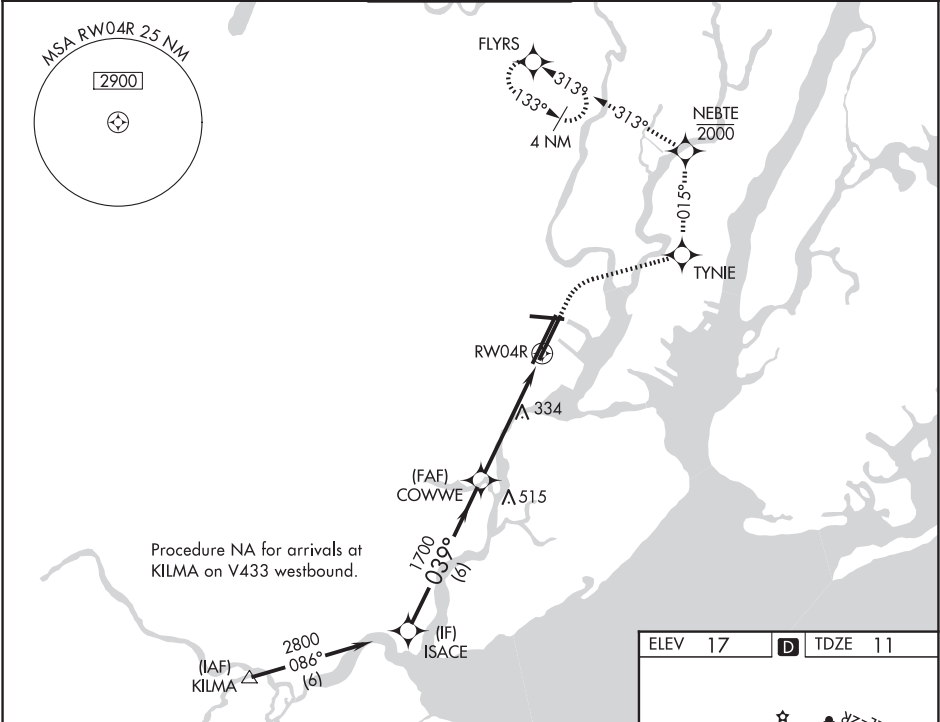
AL-285 (FAA)

25219

WAAS CH 60924 W04B	APP CRS 039°	Rwy Ldg 8809 TDZE 11 Apt Elev 17
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RNAV (GPS) Y RWY 4R
NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.		ALSF-2 	MISSED APPROACH: (Do not exceed 210K until NEBTE) Climb to 550 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.		
RADAR required.					
<div><div></div><div>When Circling to Rwy 29 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.</div></div>					
D-ATIS 115.7 134.825	NEWARK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC



NEWARK, NEW JERSEY
Amdt 2 15JUN23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)
RNAV (GPS) Y RWY 4R

NE-2, 07 AUG 2025 to 02 OCT 2025

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NEWARK, NEW JERSEY

AL-285 (FAA)

25219

LOC/DME I-EWR	APP CRS	Rwy Ldg
110.75	039°	8459
Chan 44(Y)		TDZE 10
		Apt Elev 17

COPTER ILS Y or LOC Y RWY 4L

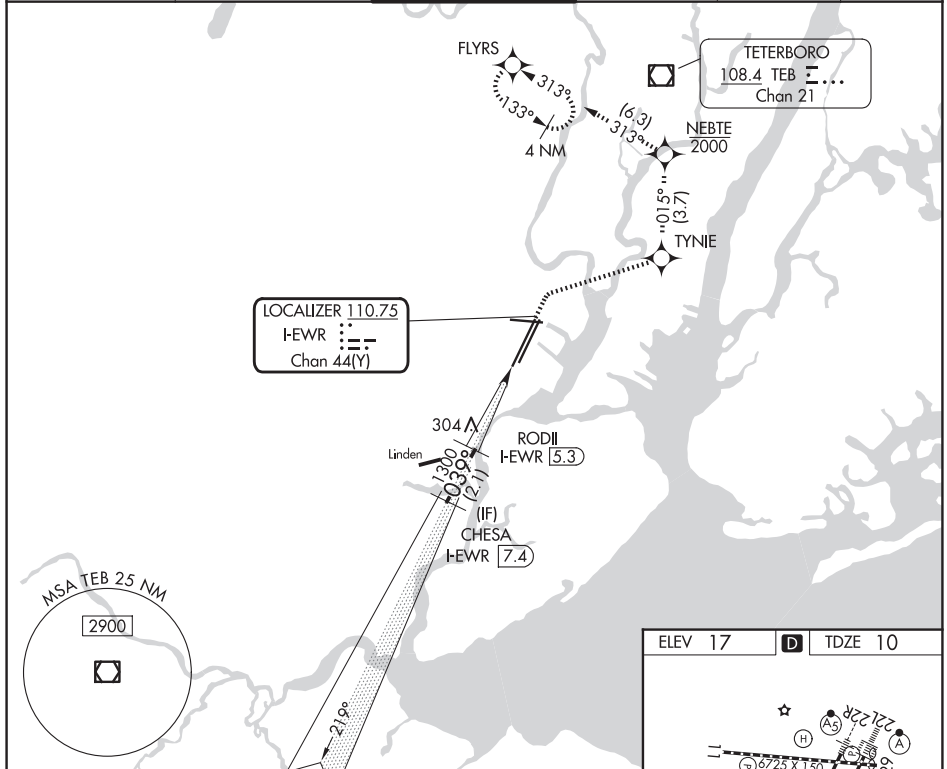
NEWARK LIBERTY INTL (EWR)

RNP APCH - GPS.
DME and RADAR required.
▼
▲ NA

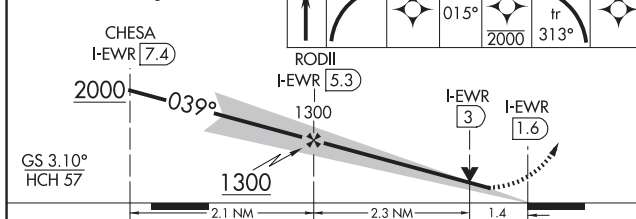


MISSED APPROACH: Climb to 520, then climbing right turn to 2000 direct TYNIE, then on track 015° to NEBTE, cross NEBTE at or below 2000, then climbing left turn to 3000 on track 313° to FLYRS and hold.

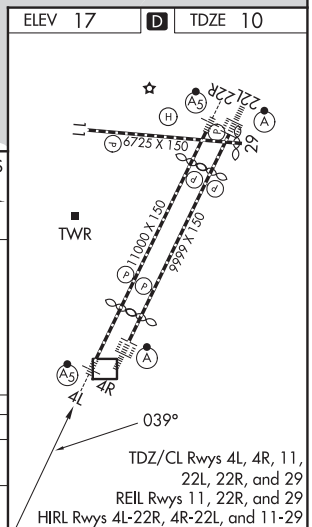
D-ATIS	NEWARK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



VGSI and ILS glidepath not coincident (VGSI Angle 3.10/TCH 77).



CATEGORY	COPTER
H-ILS 4L	210/12 200 (200-¼)
H-LOC 4L	560/12 550 (600-¼)



NEWARK, NEW JERSEY
Amdt 2 15JUN23

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

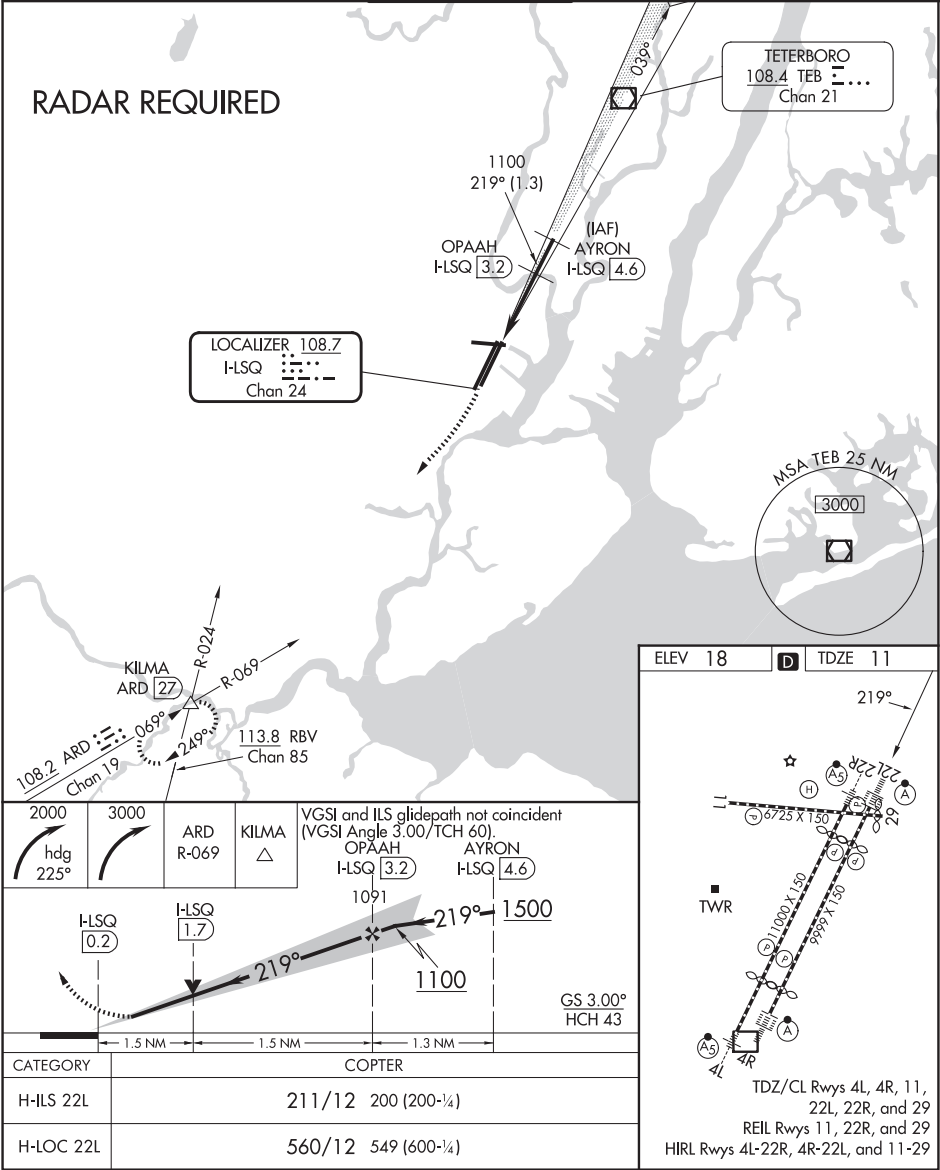
COPTER ILS Y or LOC Y RWY 4L

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-LSQ	APP CRS	Rwy Ldg
108.7	219°	8205
Chan 24		TDZE 11
		Apt Elev 18

COPTER ILS/DME RWY 22L
NEWARK LIBERTY INTL (EWR)

D-ATIS 115.7 134.825		NEWARK APP CON 128.55 379.9		NEWARK TOWER 118.3 257.6		GND CON 121.8	CLNC DEL 118.85	CPDLC
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D-ATIS
115.7 134.825
NEWARK APP CON
128.55 132.8 379.9
NEWARK TOWER
118.3 257.6
GND CON
121.8

NOTE: When Rwy 29 REILs and PAPIs are inoperative, procedure NA at night.
NOTE: In the event of a rejected landing, proceed direct MRAVE direct ROWND at 2000.

△ 861 ±

Vertical Guidance Navaid and Angle:
Rwy 29 PAPI, 3.00°

Weather Minima:
3500' Ceiling and 5 mile visibility

RUTGERS
STADIUM

HIMAR

JETOR

EDISON/DRISCOLL
BRIDGE

GRITY
2800

OUTERBRIDGE
CROSSING

COWWE
1700

TREMLEY
POINT

BAYONNE
BRIDGE

LAWNE

CHUMR
500

NEW JERSEY
TURNPIKE
BRIDGE

BAYONNE
GOLF COURSE

MRAVE

ROWND

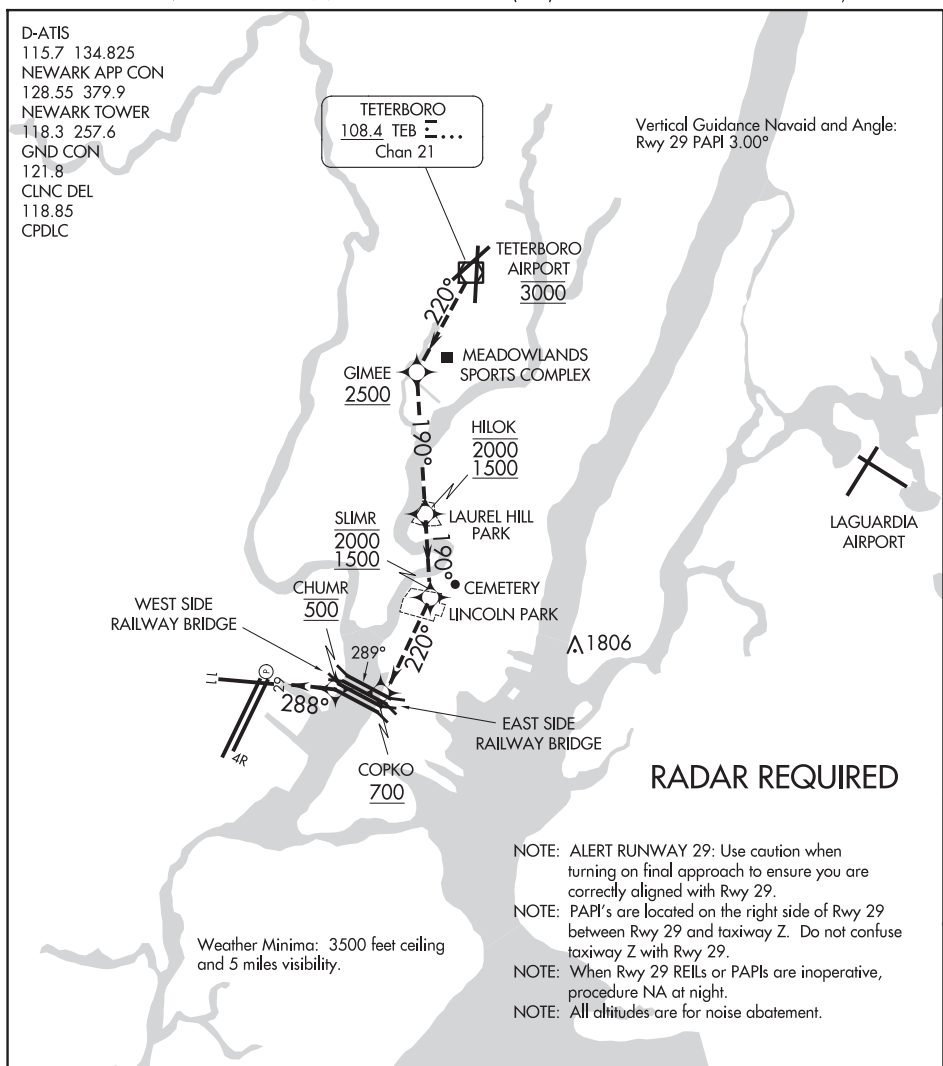
NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
----	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----

BRIDGE VISUAL RUNWAY 29

When cleared for Bridge Visual approach, cross the Edison/Driscoll Bridge (GRITY) at or above 2800. Proceed direct to Tremley Point (COWWE), cross Tremley Point at 1700. From Tremley Point proceed direct to Bayonne Bridge (LAWNE), then to the west end of the Bayonne Golf Course. Turn left and descend to cross Turnpike Bridge (CHUMR) at 500.



NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
----	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----

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 Meadowland 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) side 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.

STADIUM VISUAL RWY 29

Amdt 6 15JUN23

40°42'N-74°10'W

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NE-2, 07 AUG 2025 to 02 OCT 2025

25219

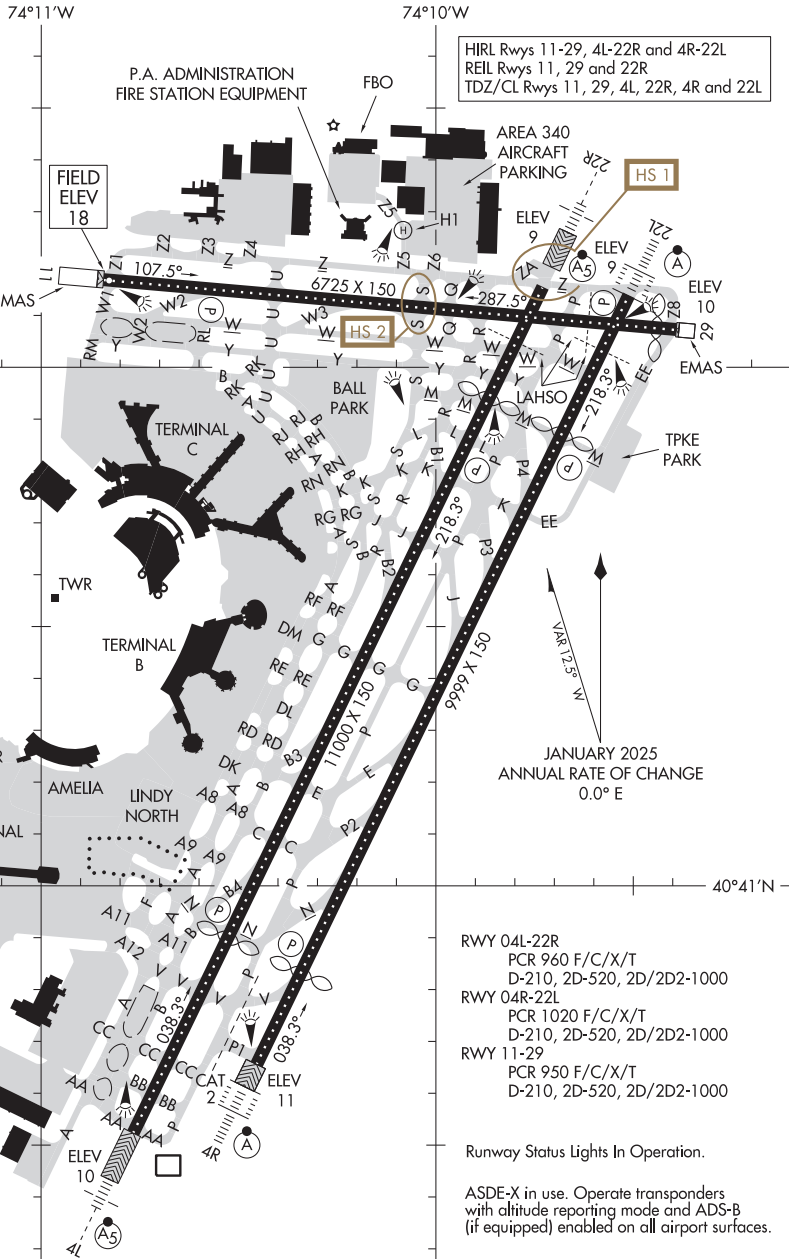
AIRPORT DIAGRAM

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

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

D



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

AIRPORT DIAGRAM

25219

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

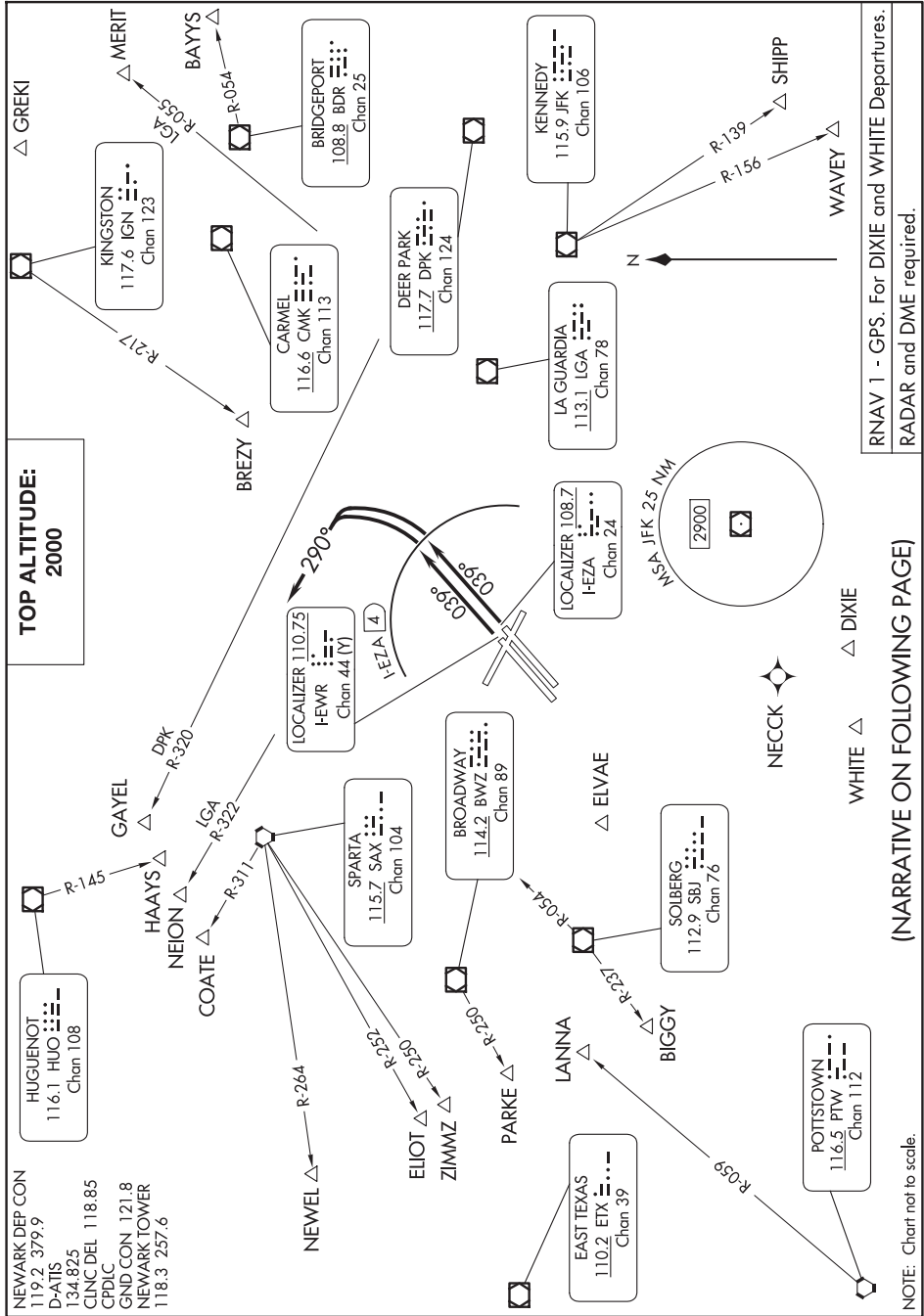
NE-2, 07 AUG 2025 to 02 OCT 2025

DEVIL ONE DEPARTURE

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

NE-2, 07 AUG 2025 to 02 OCT 2025



DEVIL ONE DEPARTURE

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 07 AUG 2025 to 02 OCT 2025



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.

	Depart Rwy 4L/R
<u>DP FIX</u>	<u>Expect RADAR VECTORS to:</u>
BAYYS	BDR/BDR R-054
BIGGY	SBJ /SBJ R-237
BREZY	IGN R-217 to BREZY
COATE	SAX/SAX R-311
DIXIE	ELVAE/NECCK
ELIOT	SAX R-252
GAYEL	DPK R-320
HAAYS	HUO
LANNA	PTW R-059
MERIT	LGA R-055
NEION	LGA R-322
NEWEL	SAX/SAX R-264
PARKE	BWZ R-250
SHIPP	JFK/JFK R-139
WAVEY	JFK/JFK R-156
WHITE	ELVAE/NECCK
ZIMMZ	SAX R-250

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.

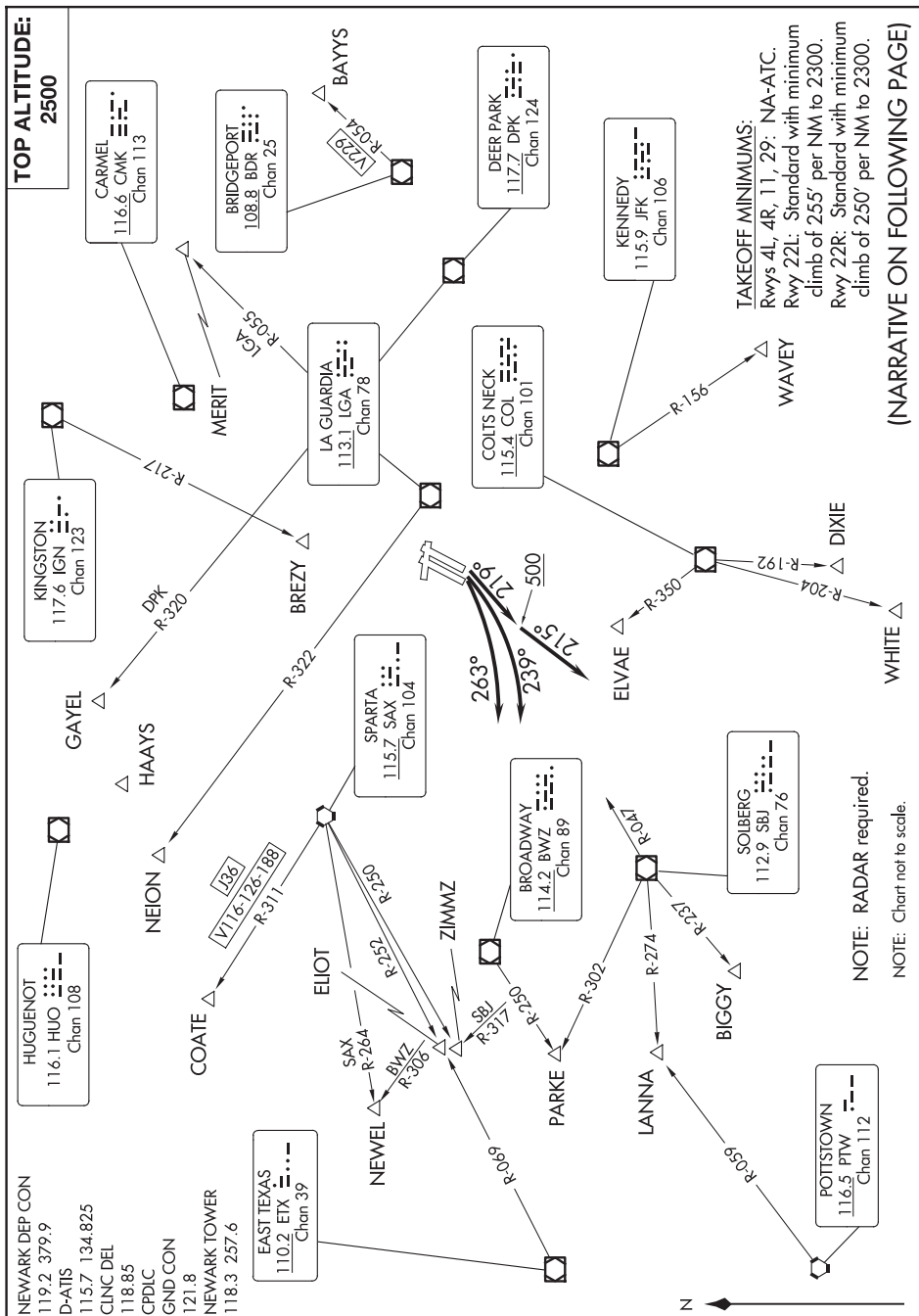
NOTE: ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above FL180.

TAKEOFF MINIMUMS:

Rwy 4L: Standard with minimum climb of 365'/NM to 800.

Rwy 4R: Standard with minimum climb of 345'/NM to 800.

NE-2, 07 AUG 2025 to 02 OCT 2025



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 11, 29: NA-ATC.
Rwy 22L: Standard with minimum
climb of 255' per NM to 2300.
Rwy 22R: Standard with minimum
climb of 250' per NM to 2300.

LIBERTY FIVE DEPARTURE



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....

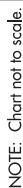
....expect radar vectors to assigned route/fix. Maintain 2500. Expect clearance to filed altitude/flight level within 10 minutes after departure.

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.

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



TOP ALTITUDE:
Rwy 4L/R/11/29: 3000
Rwy 22L/R: 2500

RNAV 1 - GPS.
FOR DIXIE and WHITE Departures.
RADAR and DME required.

(NARRATIVE ON FOLLOWING PAGES)

NE-2, 07 AUG 2025 to 02 OCT 2025

NEWARK FIVE DEPARTURE

AL-285 (FAA)

NEWARK, NEW JERSEY



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 FIVE DEPARTURE

(EWR5.EWR) 30NOV23

NEWARK, NEW JERSEY

NEWARK LIBERTY INTL (EWR)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

(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.

	Depart Rwy 4L/R	Depart Rwy 22L/R
	<u>Expect RADAR VECTORS to:</u>	<u>Expect RADAR VECTORS to:</u>
<u>DP FIX</u>	BDR/BDR R-054	BDR/BDR R-054
BAYYS	SBJ /SBJ R-237	SBJ /SBJ R-237
BIGGY	IGN R-217 to BREZY	IGN R-217 to BREZY
BREZY	SAX/SAX R-311	SAX/SAX R-311
COATE	ELVAE/NECCK	ELVAE/NECCK
DIXIE	SAX R-252	ETX (2300L-0700L SBJ/ETX)
ELIOT	DPK R-320	DPK R-320
GAYEL	HUO	HUO
HAAYS	PTW R-059	SBJ /SBJ R-274
LANNA	LGA R-055	LGA R-055
MERIT	LGA R-322	LGA R-322
NEION	SAX/SAX R-264	SAX/SAX R-264
NEWEL	BWZ R-250	SBJ /SBJ R-302
PARKE	JFK/JFK R-139	JFK/JFK R-139
SHIPP	JFK/JFK R-156	JFK/JFK R-156
WAVEY	ELVAE/NECCK	ELVAE/NECCK
WHITE	SAX R-250	SBJ /SBJ R-317
ZIMMZ		

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 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.

NEWARK, NEW JERSEY



T

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):

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025


NIAGARA FALLS, NEW YORK

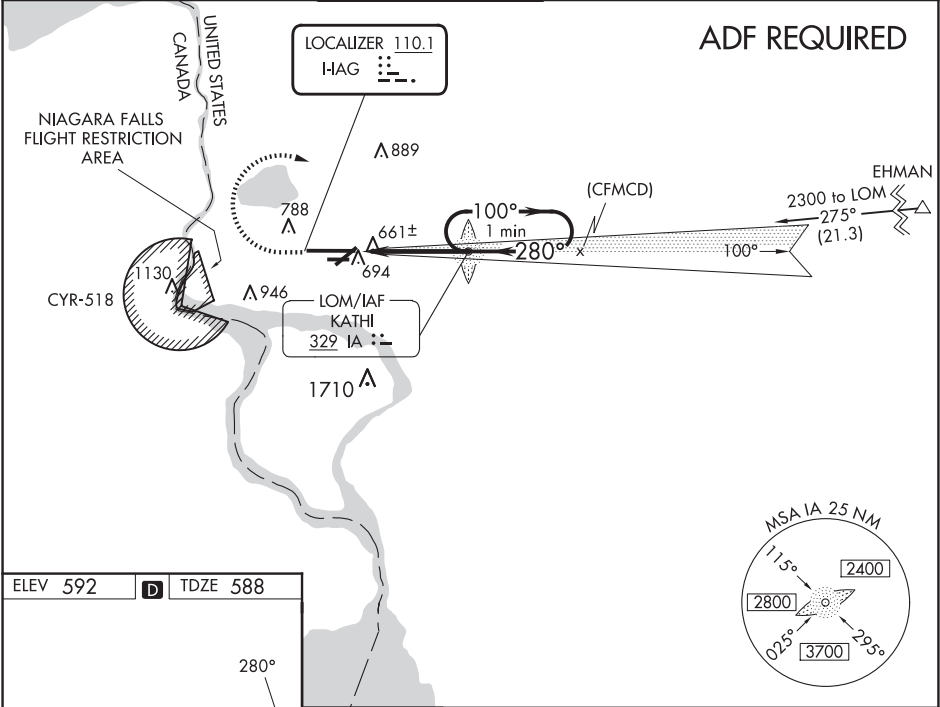
AL-614 (FAA)

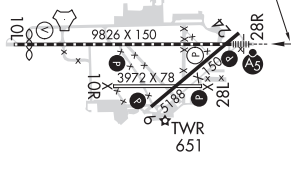
24305

LOC I- IAG	APP CRS	Rwy ldg	9129
110.1	280°	TDZE	588
		Apt Elev	592

ILS Y or LOC Y RWY 28R
NIAGARA FALLS INTL (IAG)

<p>ADF Required. When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet; increase Circling Cat C and D visibility ¼ SM. For inop MALSR, increase S-ILS 28R all Cats visibility to RVR 4500 and S-LOC 28R all Cats visibility to RVR 5000. For inop MALSR when using Buffalo Niagara Intl altimeter setting, increase S-ILS 28R all Cats visibility to RVR 4500, S-LOC 28R Cats A/B visibility to RVR 5000, and S-LOC 28R Cats C/D visibility to RVR 6000. Rwy 28R helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.</p>				<p>MALSR</p> 		<p>MISSED APPROACH: Climb to 1200 then climbing right turn to 3200 on heading 050° then direct KATHI LOM and hold.</p>
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	



ELEV 592	D	TDZE 588
		
280°		
1200 3200 IA		
1200 3200 1763		
One Minute Holding Pattern		
100° 2200 280° 2000 GS 2.50° TCH 67		
-4.1 NM		
CATEGORY A B C D		
S-ILS 28R 838/40 250 (300-¾)		
S-LOC 28R 920/40 332 (400-¾)		
FAF to MAP 4.1 NM		
Knots 60 90 120 150 180		
Min:Sec 4:06 2:44 2:03 1:38 1:22		
CIRCLING 1100-1 508 (600-1) 1280-2 688 (700-2) 1280-2 ¼ 688 (700-2 ¼)		

NIAGARA FALLS, NEW YORK
Amdt 23B 18JUN20

43°06'N-78°57'W

NIAGARA FALLS INTL (IAG)

ILS Y or LOC Y RWY 28R

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 6
NIAGARA FALLS INTL (IAG)

MISSED APPROACH:
Climb to 3600 direct
ZUPUV and hold.

RADAR REQUIRED

NIAGARA FALLS INTL (IAG)
RNAV (GPS) RWY 6

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 66034 W10A	APP CRS 120°	Rwy ldg TDZE 589 Apt Elev 592
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RNAV (GPS) RWY 10L

NIAGARA FALLS INTL (IAG)

▼

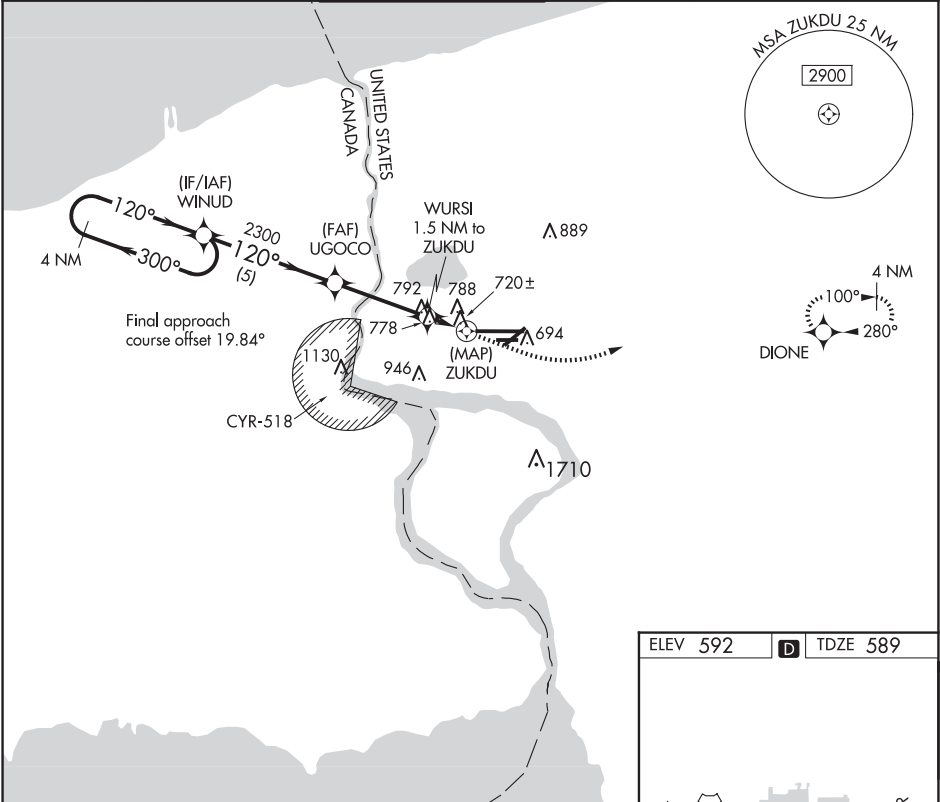
DME/DME RNP-0.3 NA. VDP NA with Buffalo Niagara Intl altimeter setting. When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet.

⚠

Increase LP Cats C/D and Circling Cats C/D visibility ¼ mile. Rwy 10L helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3600 direct DIONE and hold.

ATIS 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
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4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).		1100	3600	DIONE
WINUD		UGOCO	WURSI 1.5 NM to ZUKDU	0.6 NM to ZUKDU	ZUKDU	
3100		2300	1220			
300°		120°	120°			
5 NM		3.5 NM	0.9 NM	0.6 NM	0.5	
CATEGORY	A	B	C	D		
LP MDA	980-1	391 (400-1)	980-1½	391 (400-1½)		
LNAY MDA	1040-1	451 (500-1)	1040-1¾	451 (500-1¾)		
CIRCLING	1100-1	508 (600-1)	1280-2	1280-2¼	688 (700-2¼)	

ELEV 592 D TDZE 589

TDZ/CL Rwy 28R 0

REIL Rws 6,10R, 24, and 28L 0

HIRL Rwy 10L-28R 0

MIRL Rws 6-24 and 10R-28L 0


WAAS CH 99432 W28B	APP CRS 280°	Rwy ldg 9129 TDZE 588 Apt Elev 592
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RNAV (GPS) RWY 28R

NIAGARA FALLS INTL (IAG)

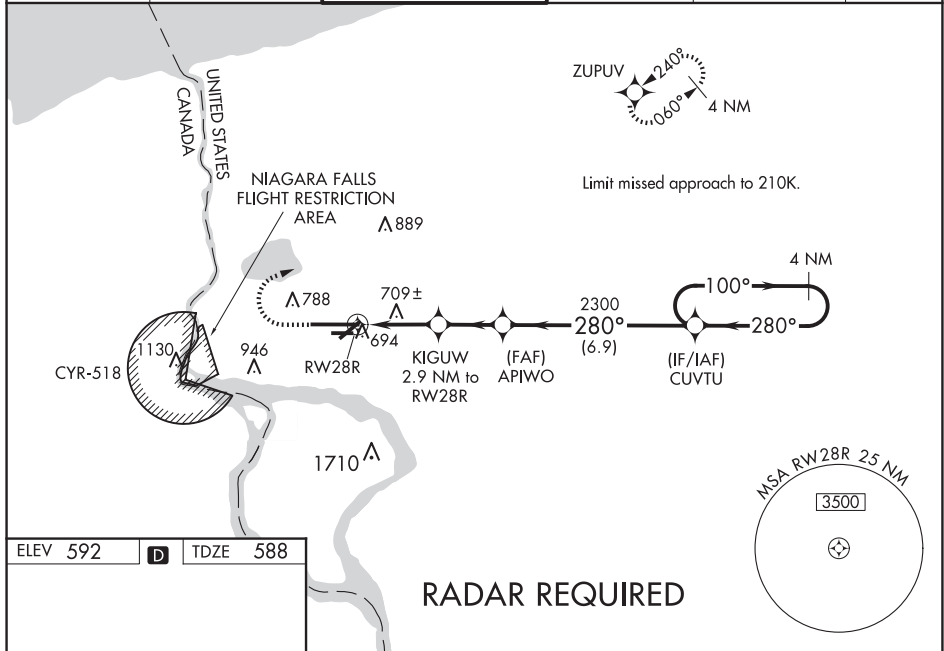
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility $\frac{1}{8}$ SM and Circling Cat C and D $\frac{1}{4}$ SM. Baro-VNAV and VDP NA with Buffalo Niagara Intl altimeter setting. For inop MALSRL increase LNAV/VNAV visibility all Cats to RVR 6000 and LNAV all Cats visibility to RVR 5500. For inop MALSRL when using Buffalo Niagara Intl altimeter setting, increase LPV all Cats and LNAV Cats C/D visibility to RVR 5500 and LNAV/VNAV all Cats visibility to RVR 6000. Rwy 28R helicopter visibility reduction below $\frac{3}{4}$ SM NA. Rwy 6, 10R, 24, 28L, helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L, NA at night.

MALSRL

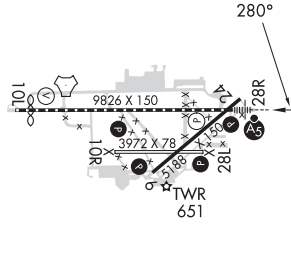


MISSED APPROACH:
Climb to 1040 then climbing right turn to 3600 direct ZUPUV and hold, continue climb-in-hold to 3600.

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
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ELEV 592 **D** TDZE 588



RADAR REQUIRED

1040 3600 ZUPUV VGSI and RNAV glidepath not coincident (VGSI Angle 2.50/TCH 67). 4 NM Holding Pattern

*LNAV only. KIGUW 2.9 NM to RW28R 2300 280° 3100 100° 280° GP 3.00° TCH 55

1560* 2300 6.9 NM

CATEGORY	A	B	C	D
LPV DA		838/40	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		957/40	369 (400- $\frac{3}{4}$)	
LNAV MDA		960/40	372 (400- $\frac{3}{4}$)	
C CIRCLING	1100-1	508 (600-1)	1280-2 688 (700-2)	1280-2 $\frac{1}{4}$ 688 (700-2 $\frac{1}{4}$)

TDZ/CL Rwy 28R **1**
REIL Rws 6,10R, 24, and 28L **1**
HIRL Rwy 10L-28R **1**
MIRL Rws 6-24 and 10R-28L **1**

WAAS CH 97333 W24B	APP CRS 240°	Rwy ldg TDZE Apt Elev	5108 592 592
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RNAV (GPS) Y RWY 24

NIAGARA FALLS INTL (IAG)

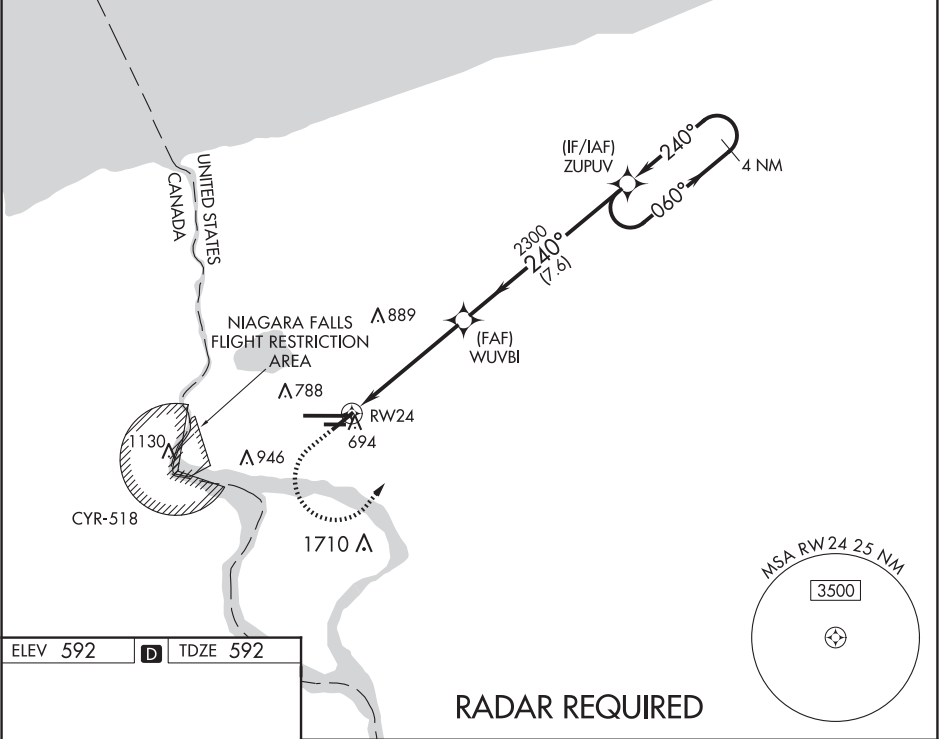
▼

⚠

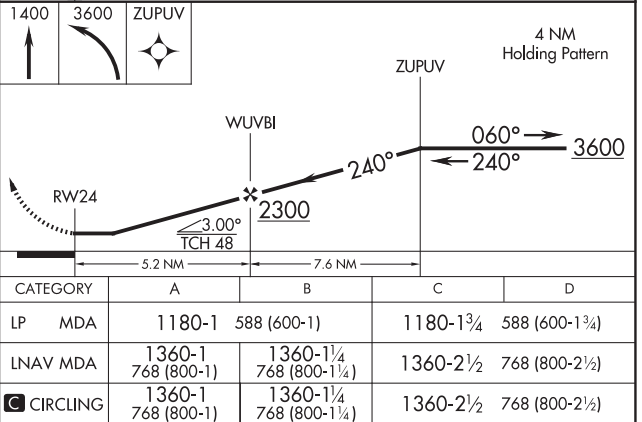
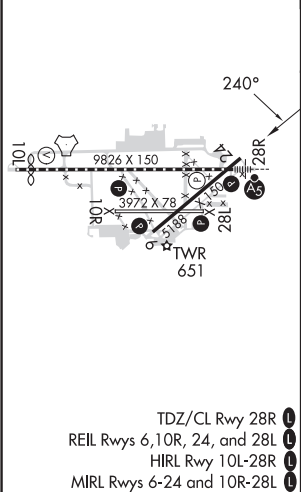
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet and increase LP Cats C and D visibility ⅛ mile and Circling Cats A and D visibility ¼ mile. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 6, 10R, 24, 28L NA at night.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3600 direct ZUPUV and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER ★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) 0 349.0	125.3 275.8	119.25 251.1	122.95



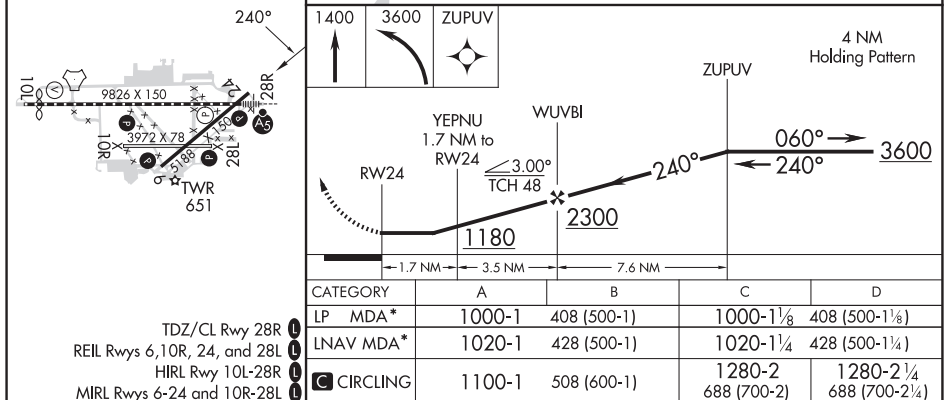
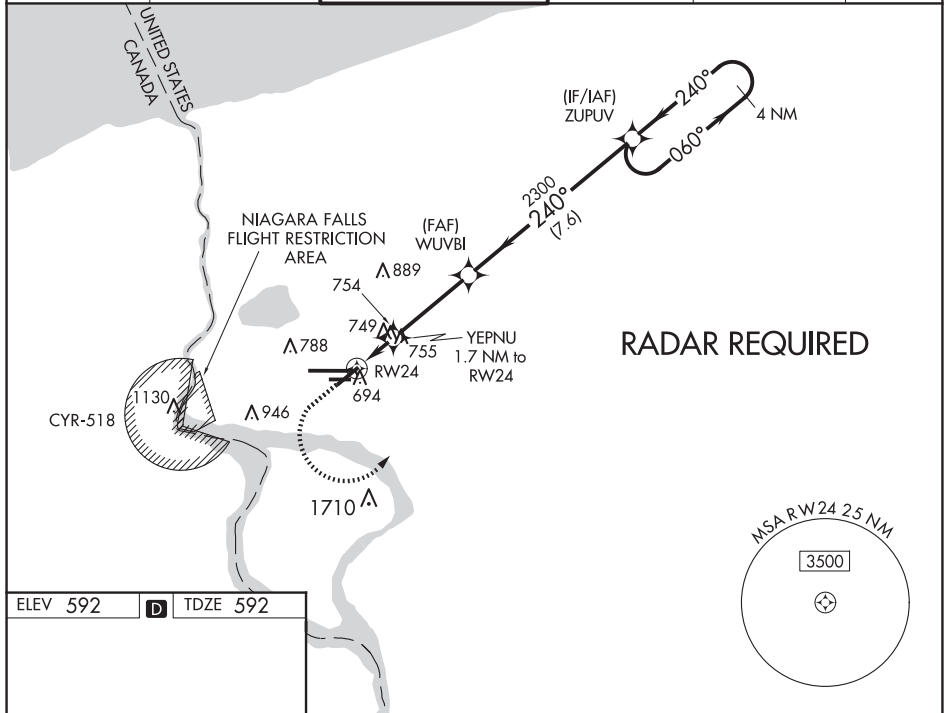
ELEV 592	D	TDZE 592
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RNAV (GPS) Z RWY 24
NIAGARA FALLS INTL (IAG)

<p>▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Buffalo Niagara Int altimeter setting and increase all MDA 60 feet; increase LP Cats C and D visibility $\frac{1}{4}$ SM, LNAV Cats C and D visibility $\frac{1}{4}$ SM, and Circling Cat C and D visibility $\frac{1}{4}$ SM. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 6, 10R, 24, 28L NA at night. *Missed approach requires a minimum climb of 265 feet per NM to 2120; if unable to meet climb gradient, see RNAV (GPS) Y RWY 24.</p>	<p>MISSED APPROACH: Climb to 1400 then climbing left turn to 3600 direct ZUPUV and hold.</p>
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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
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NIAGARA FALLS INTL (IAG)
RNAV (GPS) Z RWY 24

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

TACAN IAG Chan 47 (111.0)	APP CRS 286°	Rwy Idg TDZE 588 Apt Elev 592
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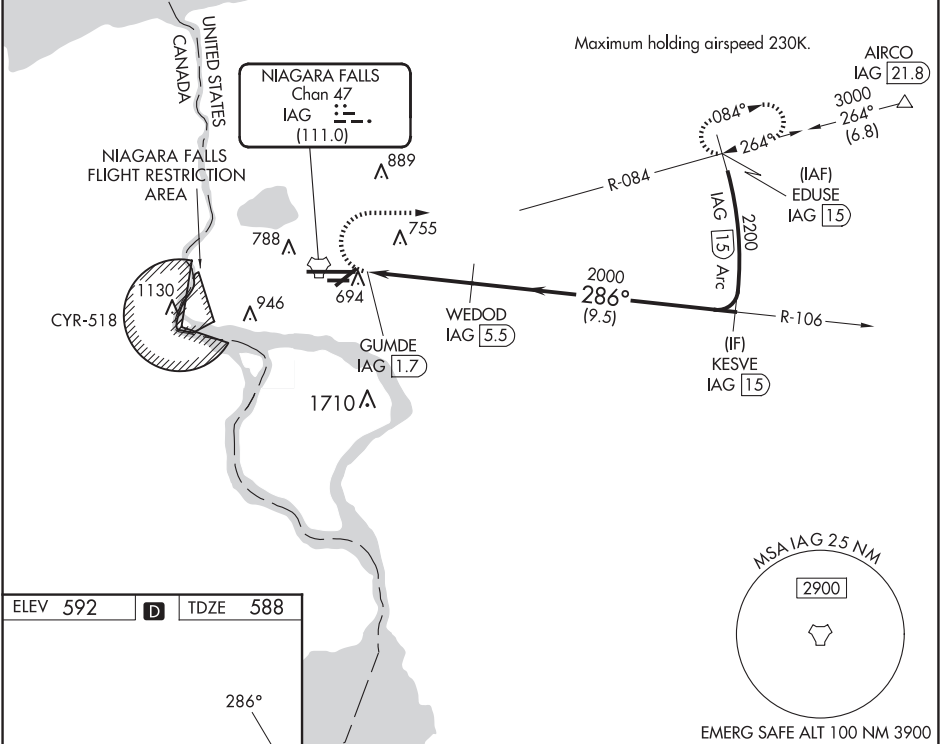
TACAN RWY 28R
NIAGARA FALLS INTL (IAG)

▼ When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting; increase all MDA 60 feet and S-28R visibility Cat C, D and E to RVR 4500 and Circling Cat C, D and E visibility ¼ SM. Circling NA for Cat E south of Rwy 10L-28R. For inop MALSR, increase S-28R Cat A/B visibility to RVR 5000 and Cat C/D/E to RVR 6000. Rwy 28R helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

MALSR

MISSED APPROACH:
Climbing right turn to 3000 on heading 100° and IAG R-084 to EDUSE/IAG 15 DME and hold.

ATIS 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
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ELEV **592** **D** TDZE **588**

TDZ/CL Rwy 28R 0
REIL Rwys 6, 10R, 24, and 28L 0
HIRL Rwy 10L-28R 0
MIRL Rwys 6-24 and 10R-28L 0

3000	hdg 100°	IAG R-084	EDUSE IAG 15	VGSI and descent angles not coincident (VGSI Angle 2.50/TCH 67).	
IAG TACAN		GUMDE IAG 1.7	WEDOD IAG 5.5	KESVE IAG 15	
2000		286°		2200	
0.5 NM		3.8 NM		9.5 NM	
CATEGORY	A	B	C	D	E
S-28R	1000/40 412 (500-¾)				
CIRCLING	1100-1	508 (600-1)	1280-2 688 (700-2)	1360-2½ 768 (800-2½)	1360-2¾ 768 (800-2¾)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

NIAGARA FALLS, NEW YORK

AL-614 (FAA)

24305

LOM IA	APP CRS	Rwy ldg	9129
329	280°	TDZE	588
		Apt Elev	592

NDB RWY 28R

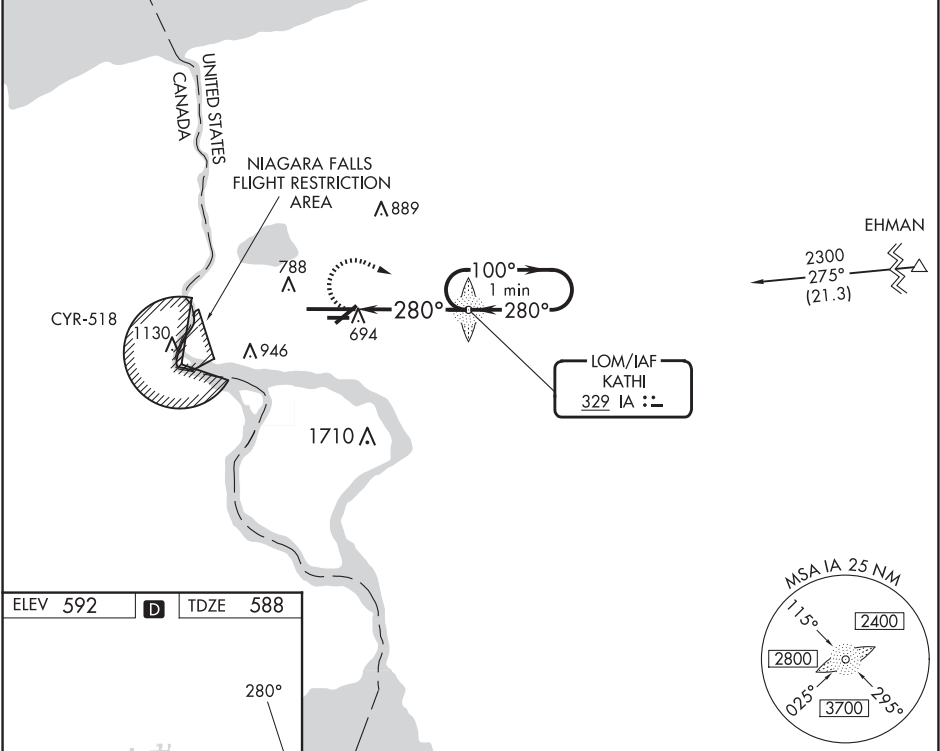
NIAGARA FALLS INTL (IAG)

⚠ 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 ¼ SM. For inop MALS, increase S-28R Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1¾. For inop MALS when using Buffalo Niagara Intl altimeter setting, increase S-28R Cats C/D visibility to 1¾. Rwy 28R helicopter visibility reduction below ¾ SM NA. Rwy 6, 10R, 24, 28L helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 10R, 24, 28L NA at night.

MALS

MISSED APPROACH:
Climbing right turn to 3200 direct KATHI LOM and hold, continue climb-in-hold to 3200.

ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) 349.0	125.3 275.8	119.25 251.1	122.95



ELEV 592 TDZE 588

TDZ/CL Rwy 28R 1
REIL Rws 6, 10R, 24, and 28L 1
HIRL Rwy 10L-28R 1
MIRL Rws 6-24 and 10R-28L 1

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

3200 IA VGSI and descent angles not coincident (VGSI Angle 2.50/TCH 67).

One Minute Holding Pattern

CATEGORY	A	B	C	D
S-28R	1200/40	612 (700-¾)	1200-1 ¾	612 (700-1 ¾)
CIRCLING	1200-1	608 (700-1)	1280-2	1280-2 ¼

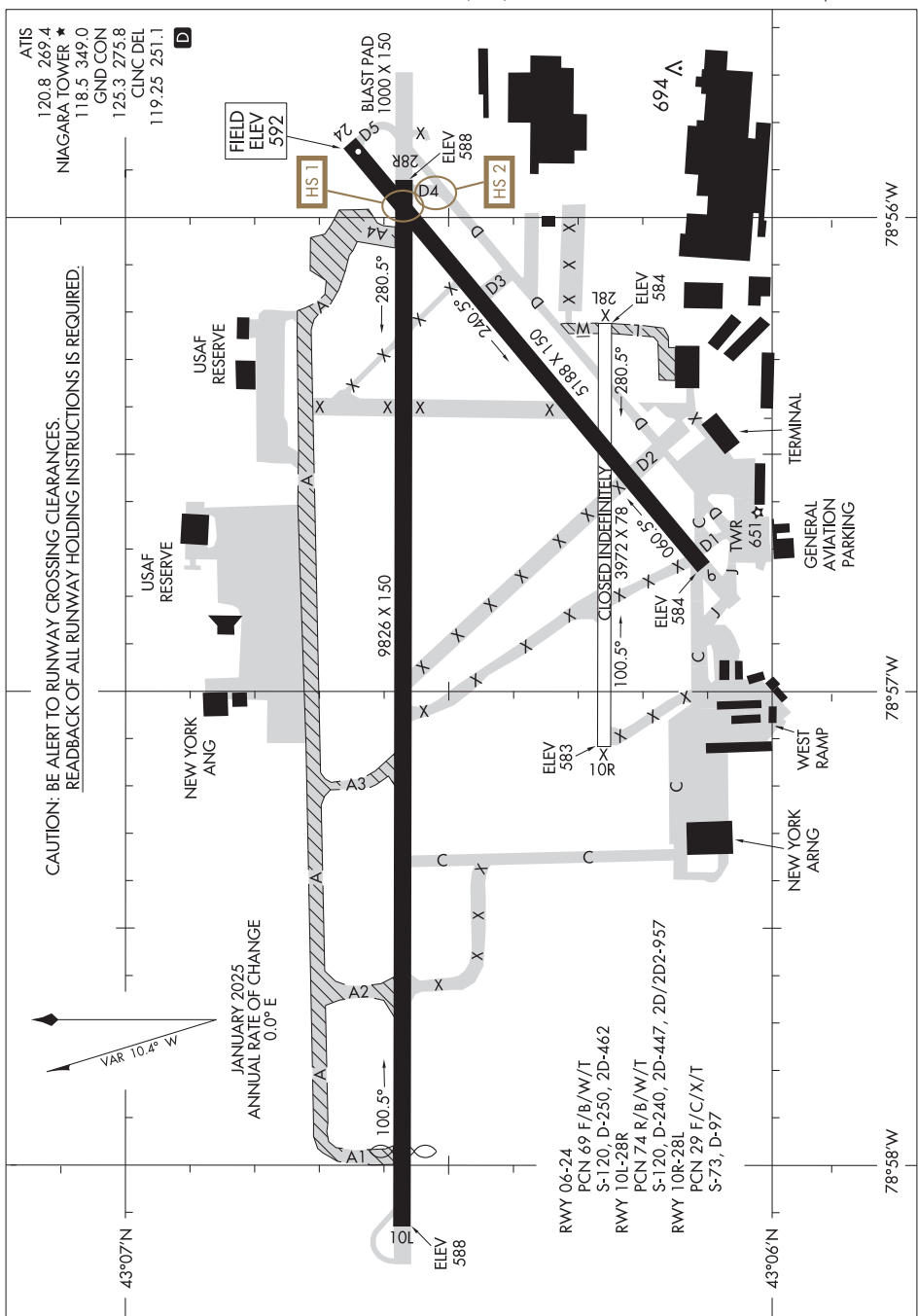
NIAGARA FALLS, NEW YORK
Amdt 17B 18JUN20

43°06'N-78°57'W

NIAGARA FALLS INTL (IAG)
NDB RWY 28R

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



RNAV (GPS) RWY 1
LT WARREN EATON (OIC)

MISSED APPROACH: Climb to 1900 then climbing left turn to 4300 direct HESOD and hold.

UNICOM
122.8 (CTAF) **L**

A diagram of the BIVME region. It shows a curved boundary labeled "30 NM to BIVME". Inside the curve, there is a box containing the number "5000". The region is labeled "BIVME". An angle of "084°" is indicated between two lines meeting at a point. A small vertical line segment is labeled "94°".

(IAF)
BIVME

4100 NoPT
304°
(8.9)

2358_A

ELEV 1024	D	TDZE 1023
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5 NM
Holding Pattern

$\overline{6000} \leftarrow 194$
 $\overline{4100} \quad \quad 014$

Visual Segment - Obstacles.

1900 ↑	4300 ↖	HESOD ✦
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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)
C CIRCLING	2060-1¼ 1036 (1100-1¼)	2160-1½ 1136 (1200-1½)	2240-3 1216 (1300-3)	2520-3 1496 (1500-3)

REIL Rwy 19 **L**
HIRL Rwy 1-19 **L**

LT WARREN EATON (OIC)
RNAV (GPS) RWY 1

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 49136 W19A	APP CRS 175°	Rwy Idg TDZE Apt Elev	4119 1024 1024
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RNAV (GPS) RWY 19

LT WARREN EATON (OIC)

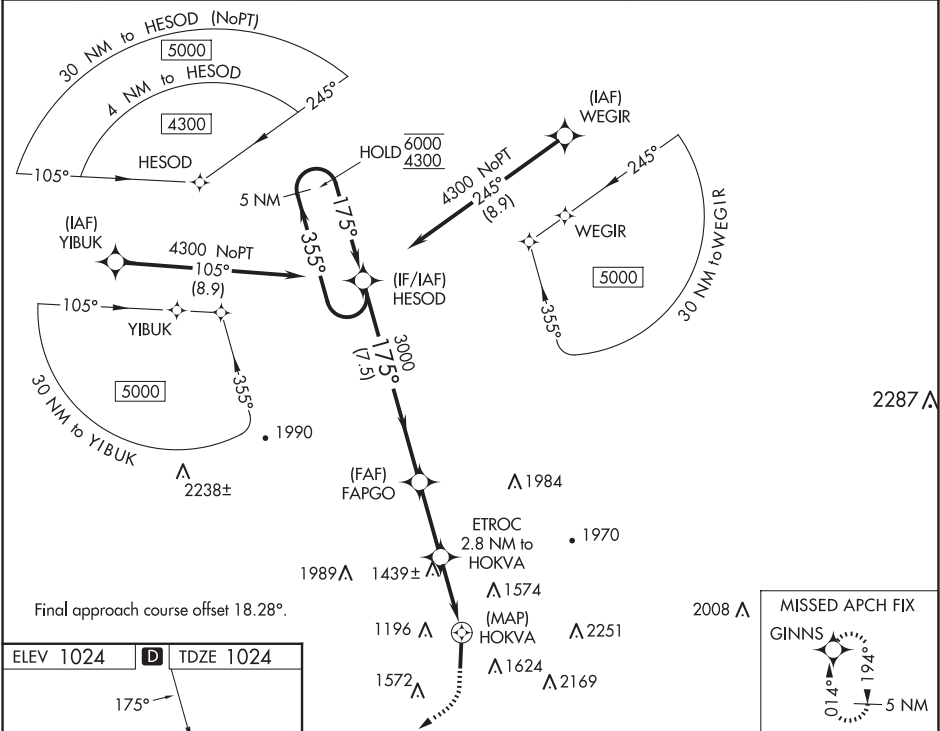
RNP APCH.

⚠️ NA When local altimeter setting not received, procedure NA. Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night. Rwy 19 helicopter visibility reduction 1 SM NA.

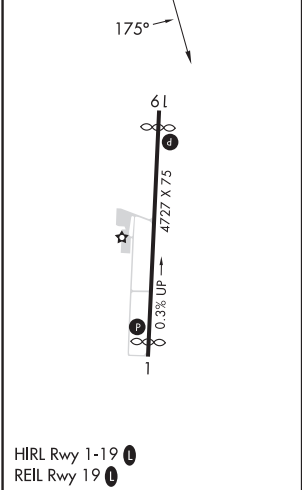
❄️ -24°C

MISSED APPROACH: Climb to 2100 then climbing right turn to 4100 direct GINNS and hold.

AWOS-3 119,025	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0
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ELEV 1024	D	TDZE 1024
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2100	4100	GINNS	Visual Segment - Obstacles.	5 NM
HESOD Holding Pattern				355° → 6000 ← 175° 4300
ETROC 2.8 NM to HOKVA				FAPGO 3000
HOKVA 2100				7.5 NM
CATEGORY	A	B	C	D
LP MDA	1700-1	676 (700-1)	1700-1 $\frac{7}{8}$	676 (700-1 $\frac{7}{8}$)
LNAV MDA	2040-1 $\frac{1}{4}$ 1016 (1100-1 $\frac{1}{4}$)	2040-1 $\frac{1}{2}$ 1016 (1100-1 $\frac{1}{2}$)	2040-3	1016 (1100-3)
C CIRCLING	2060-1 $\frac{1}{4}$ 1036 (1100-1 $\frac{1}{4}$)	2160-1 $\frac{1}{2}$ 1136 (1200-1 $\frac{1}{2}$)	2240-3 1216 (1300-3)	2520-3 1496 (1500-3)

OCEAN CITY, NEW JERSEY

AL-6823 (FAA)

25163

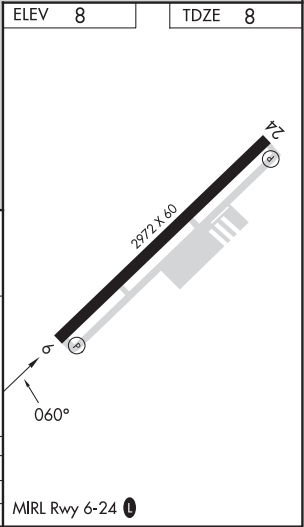
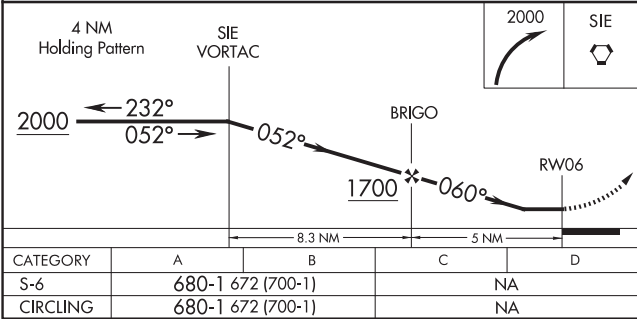
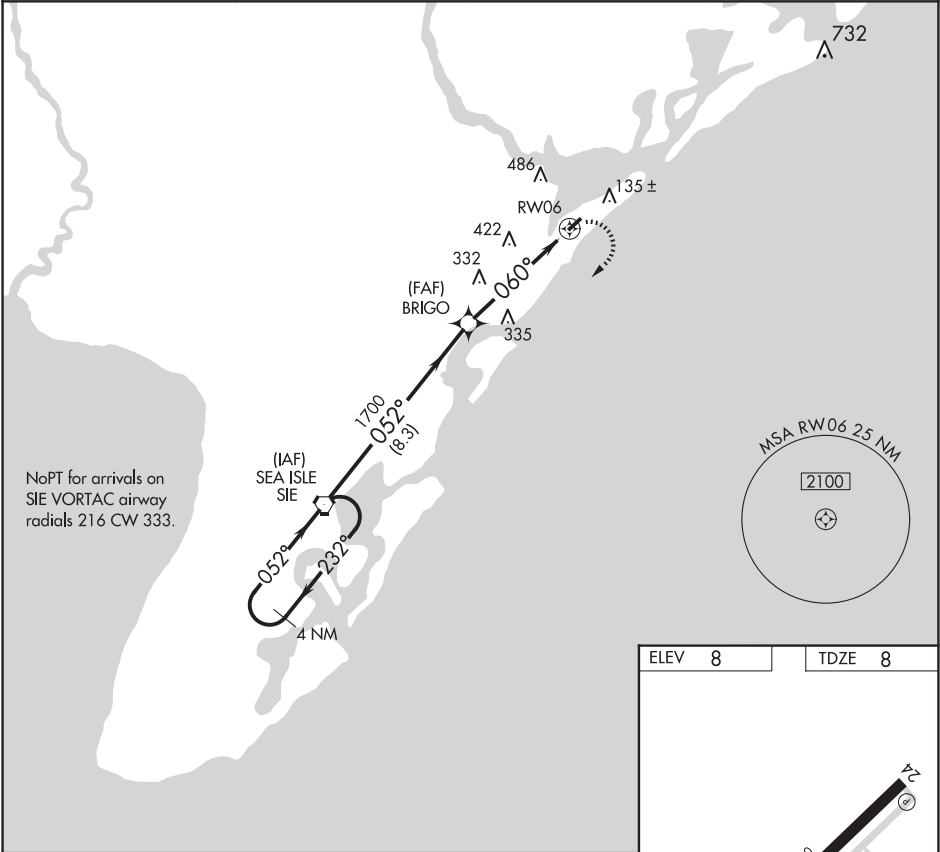
APP CRS	Rwy Ldg	2972
060°	TDZE	8
	Apt Elev	8

GPS RWY 6

OCEAN CITY MUNI (26N)

▲ NA	When local altimeter setting not received, use Atlantic City altimeter setting.	MISSED APPROACH: Climbing right turn to 2000 direct SIE VORTAC and hold.
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AWOS-AV 119.775	ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 133.6	UNICOM 122.7 (CTAF) 0
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OCEAN CITY, NEW JERSEY
Orig-C 13SEP18

39°16'N-74°36'W

OCEAN CITY MUNI (26N)
GPS RWY 6

NE-2, 07 AUG 2025 to 02 OCT 2025

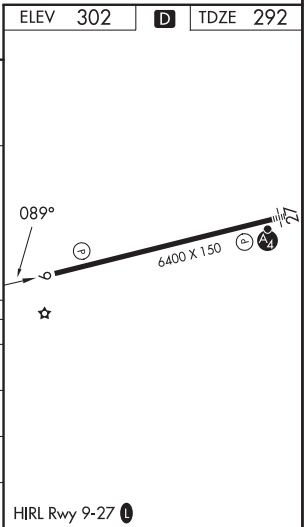
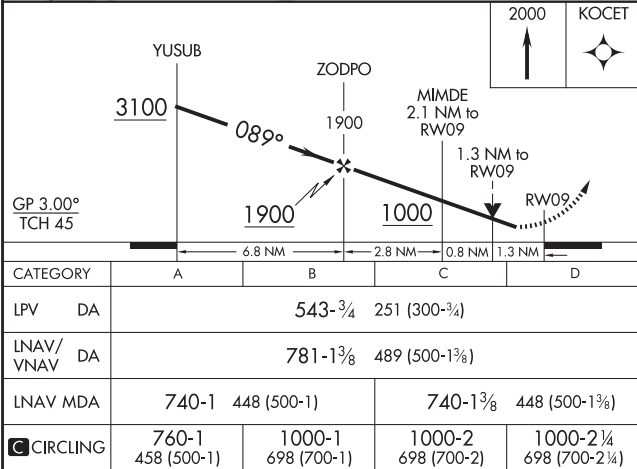
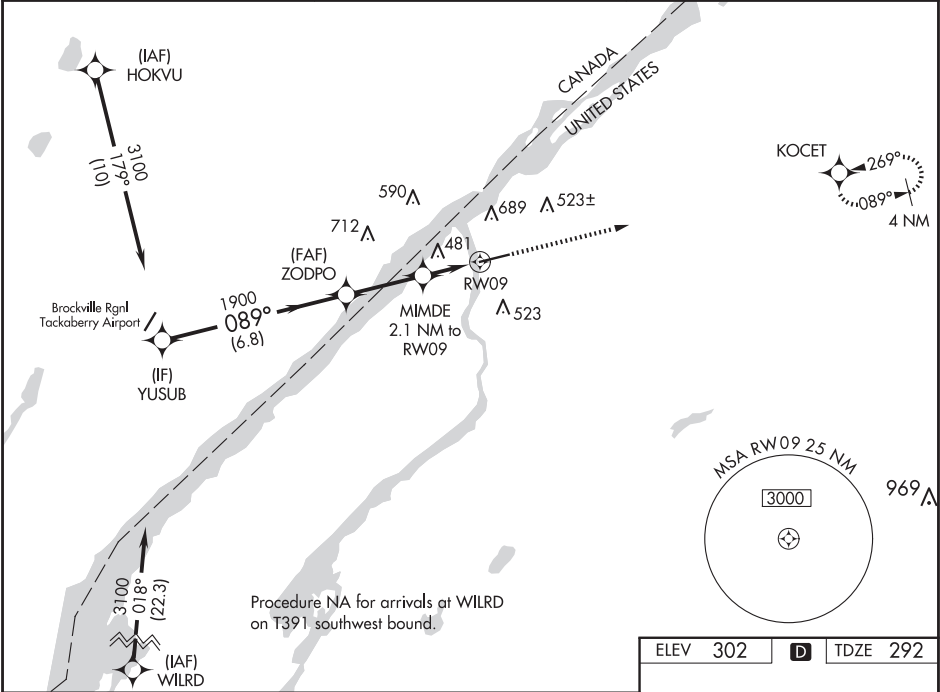
NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69528 W09A	APP CRS 089°	Rwy Ldg TDZE 292 Apt Elev 302
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RNAV (GPS) RWY 9

OGDENSBURG INTL (OGS)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct KOCET and hold.
<div><div><div>▼</div><div>▲</div></div></div> <div>Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div>		
AWOS-3 118.525	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0



OGDENSBURG, NEW YORK

AL-5207 (FAA)

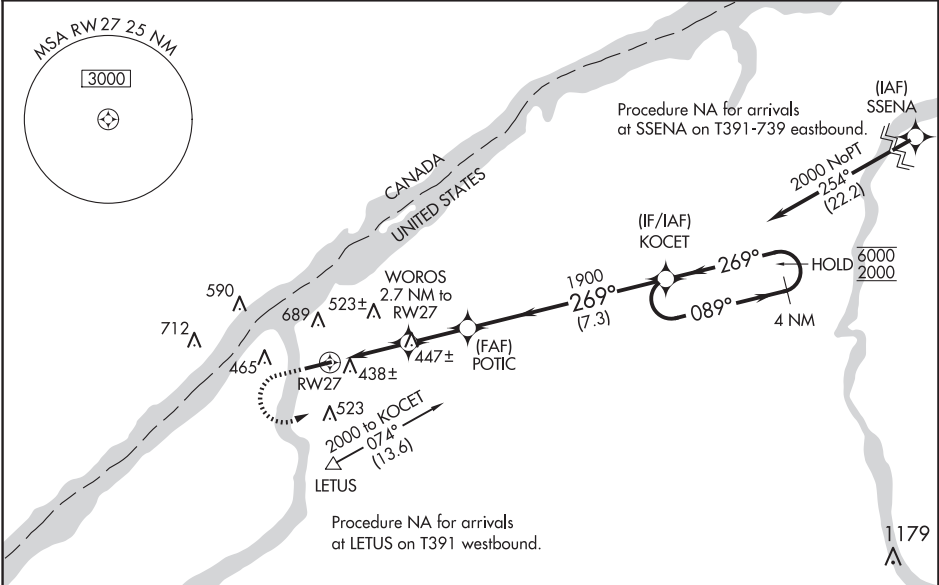
25163

WAAS CH 40041 W27A	APP CRS 269°	Rwy Ldg TDZE Apt Elev	6035 302 302
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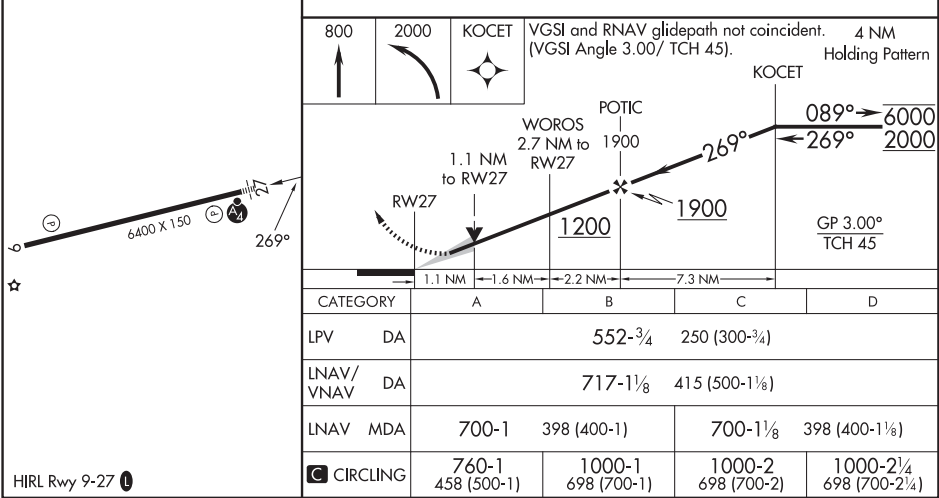
RNAV (GPS) RWY 27
OGDENSBURG INTL (OGS)

RNP APCH - GPS.	MALSF	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct KOCET and hold.

AWOS-3 118.525	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0
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ELEV 302	D	TDZE 302
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OGDENSBURG, NEW YORK
Amdt 2A 16MAY24

44°41'N-75°28'W

OGDENSBURG INTL (OGS)
RNAV (GPS) RWY 27

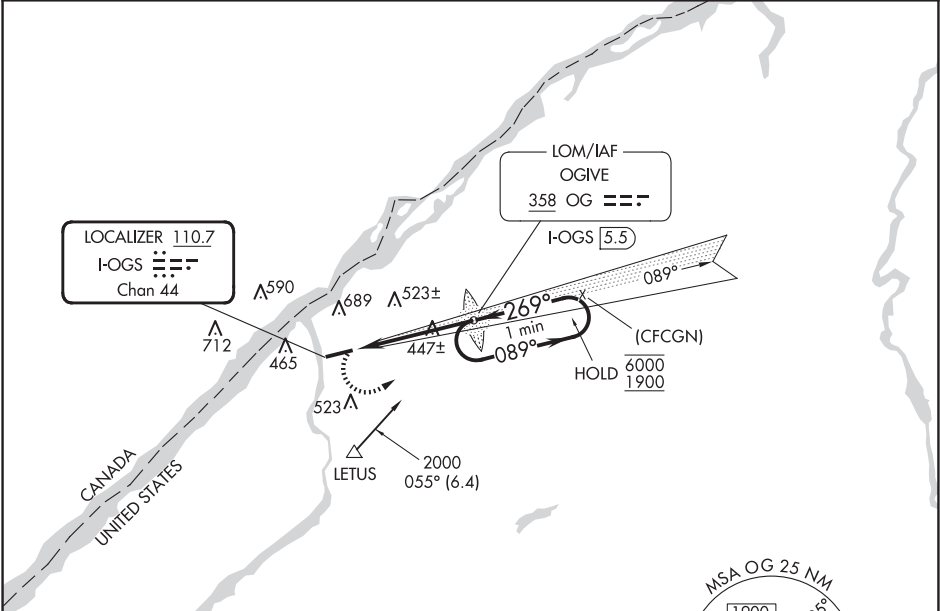
LOC/DME I-OGS	APP CRS	Rwy Ldg	6035
110.7	269°	TDZE	302
Chan 44		Apt Elev	302

LOC RWY 27

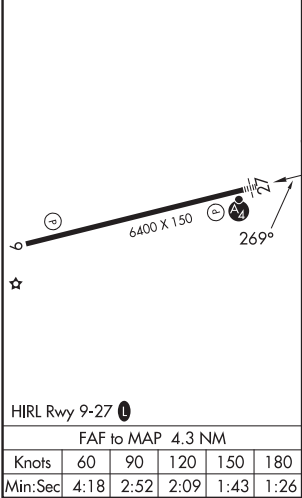
OGDENSBURG INTL (OGS)

ADF required.	MALSF	MISSED APPROACH: Climbing left turn to 2000 direct OGIVE LOM and hold.
<div><div>VDP NA when using Massena altimeter setting. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet and S-LOC 27 and Circling visibility Cat C/D ¼ SM.</div><div>NA</div></div>	<div><div></div><div></div></div>	

AWOS-3	BOSTON CENTER	UNICOM
118.525	135.25 377.1	122.8 (CTAF) 0



ELEV 302	TDZE 302
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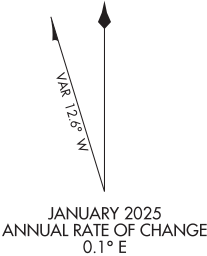
2000	OG	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).	OG LOM	One Minute Holding Pattern
			I-OGS 5.5	
			I-OGS 2.4	
			I-OGS 1.2	
				089° → 6000
				← 269° 1900
				≤ 3.38° TCH 45
				1.2 3.1 NM
CATEGORY	A	B	C	D
S-27	740-1	438 (500-1)	740-1¼	438 (500-1¼)
CIRCLING	760-1	1000-1	1000-2	1000-2¼
	458 (500-1)	698 (700-1)	698 (700-2)	698 (700-2¼)

AWOS-3
118.525
CTAF/UNICOM
122.8



75°28'W

75°27'W



FIELD
ELEV
302

PASSENGER
TERMINAL

ELEV
286

FBO

6400 X 150

RWY 09-27
PCR 523 F/D/X/T
S-114, D-151, 2D-225

44°40'N

44°41'N

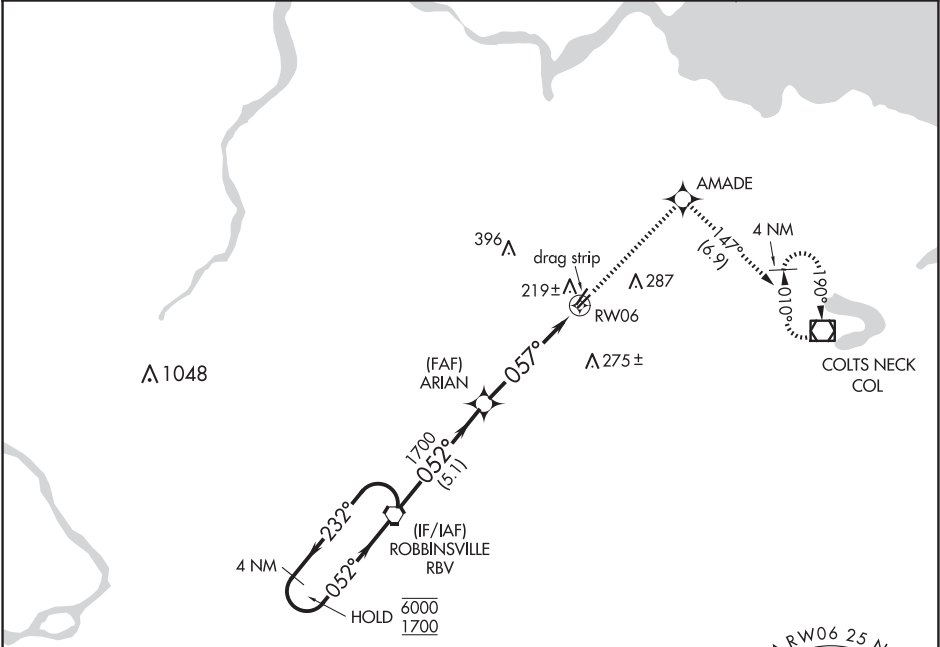
APP CRS	Rwy Idg	2994
057°	TDZE	87
	Apt Elev	87

RNAV (GPS) RWY 6

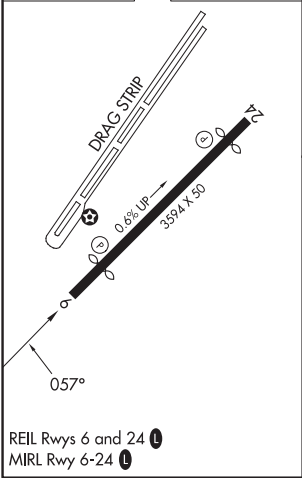
OLD BRIDGE (3N6)

RNP APCH.	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.	

BLM AWOS-3PT 121.625	MC GUIRE APP CON 126.475 363.8	GCO 121.725	UNICOM 123.075 (CTAF) 1
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ELEV 87	TDZE 87
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REIL Rwy 6 and 24 1
MIRL Rwy 6-24 1

Visual Segment - Obstacles.			
4 NM Holding Pattern	2000	AMADE	COL
	↑	✧	tr 147°
			☐
RBV VORTAC			
ARIAN			
RW06			
5.1 NM			
4.9 NM			
CATEGORY	A	B	C
LNAV MDA	660-1	573 (600-1)	NA

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

OLD BRIDGE, NEW JERSEY

AL-6383 (FAA)

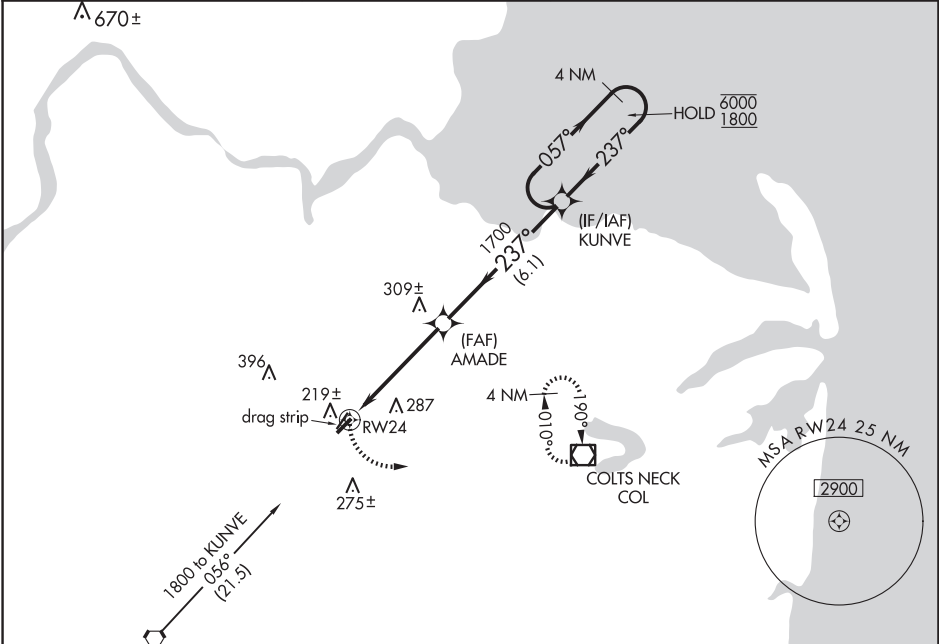
22307

APP CRS	Rwy Idg	3194
237°	TDZE	87
	Apt Elev	87

RNAV (GPS) RWY 24
OLD BRIDGE (3N6)

RNP APCH - GPS.		MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.
▼	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.	
▲ NA		

BLM AWOS-3PT 121.625	MC GUIRE APP CON 126.475 363.8	GCO 121.725	UNICOM 123.075 (CTAF) 0
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ROBBINSVILLE RBV					ELEV 87	TDZE 87
2000	COL	Visual Segment - Obstacles.				
RW24		AMADE	KUNVE	4 NM Holding Pattern		
1700		237°	057°	6000	1800	
4.9 NM		6.1 NM				
CATEGORY	A	B	C	D		
LNAV MDA	620-1	533 (600-1)	NA			
CIRCLING	620-1	640-1	NA			
	533 (600-1)	553 (600-1)				

OLD BRIDGE, NEW JERSEY
Orig-C 03NOV22

40°20'N-74°21'W

OLD BRIDGE (3N6)
RNAV (GPS) RWY 24

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

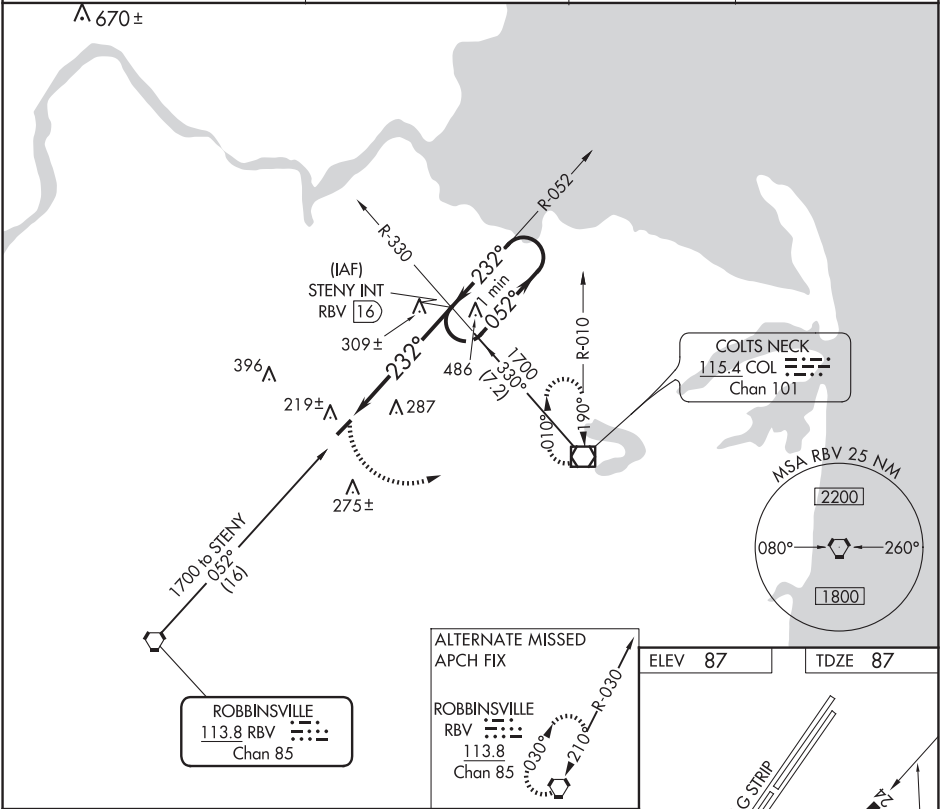
VORTAC RBV	APP CRS	Rwy Idg	3194
113.8	232°	TDZE	87
Chan 85		Apt Elev	87

VOR RWY 24

OLD BRIDGE (3N6)

<div><div>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.</div><div>NA</div></div>	MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.
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BLM AWOS-3PT	MC GUIRE APP CON	GCO	UNICOM
121.625	126.475 363.8	121.725	123.075 (CTAF) 0



2000

COL

RBV 10.5

232°

052°

1700

232°

5.6 NM

STENY INT RBV 16

One Minute Holding Pattern

CATEGORY	A	B	C	D	REIL Rwys 6 and 24 1
S-24	600-1	513 (600-1)	NA		MIRL Rwy 6-24 1
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA		FAF to MAP 5.6 NM
					<div>Knots</div> <div>60 90 120 150 180</div> <div>Min:Sec</div> <div>5:36 3:44 2:48 2:14 1:52</div>

OLEAN, NEW YORK

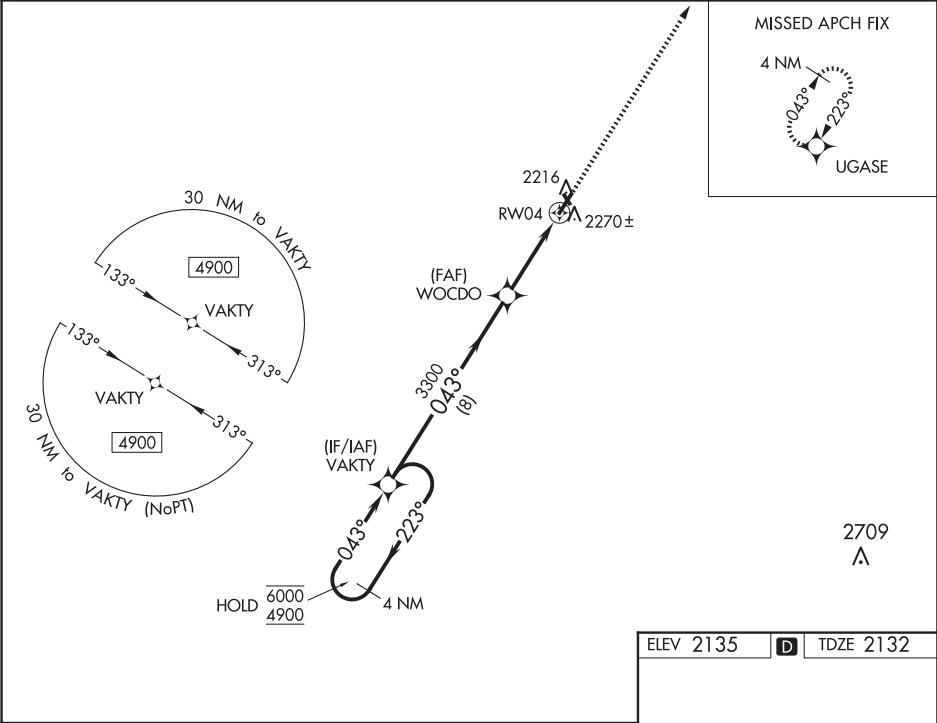
AL-5072 (FAA)

23222

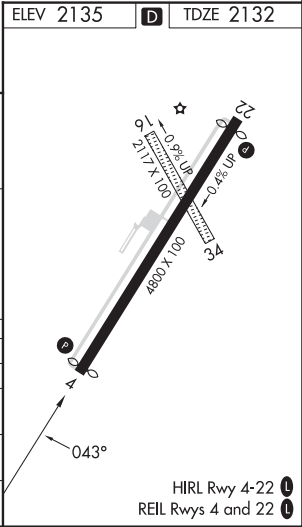
WAAS CH 53401 W04A	APP CRS 043°	Rwy Idg TDZE Apt Elev	4500 2132 2135
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RNAV (GPS) RWY 4
CATTARAUGUS COUNTY-OLEAN (OLE)

RNP APCH-GPS. Circling NA to Rwy 16 and 34. Rwy 4 helicopter visibility reduction below ¾ SM NA. When VGSI inop, Circling Rwy 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.		MISSED APPROACH: Climb to 4500 direct UGASE and hold.
AWOS-3 118.375	CLEVELAND CENTER 124.325 353.85	UNICOM 122.8 (CTAF)



4 NM Holding Pattern		VAKTY	WOCD0	UGASE
6000 ← 223°		← 043° →	3300	4500
4900		043°	1.2 NM to RW04	UGASE
GP 3.00°		3300	RW04	
TCH 40		8 NM	2.3 NM	1.2 NM
CATEGORY	A	B	C	D
LPV DA		2382-3¼	250 (300-¾)	
LNAV/VNAV DA		2549-1⅛	417 (500-1⅝)	
LNAV MDA	2560-1	428 (500-1)	2560-1¼	428 (500-1¼)
CIRCLING	2620-1	485 (500-1)	2680-1½	2720-2
			545 (600-1½)	585 (600-2)



OLEAN, NEW YORK
Amdt 2B 10AUG23

42°14'N - 78°22'W

CATTARAUGUS COUNTY-OLEAN (OLE)
RNAV (GPS) RWY 4

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

OLEAN, NEW YORK

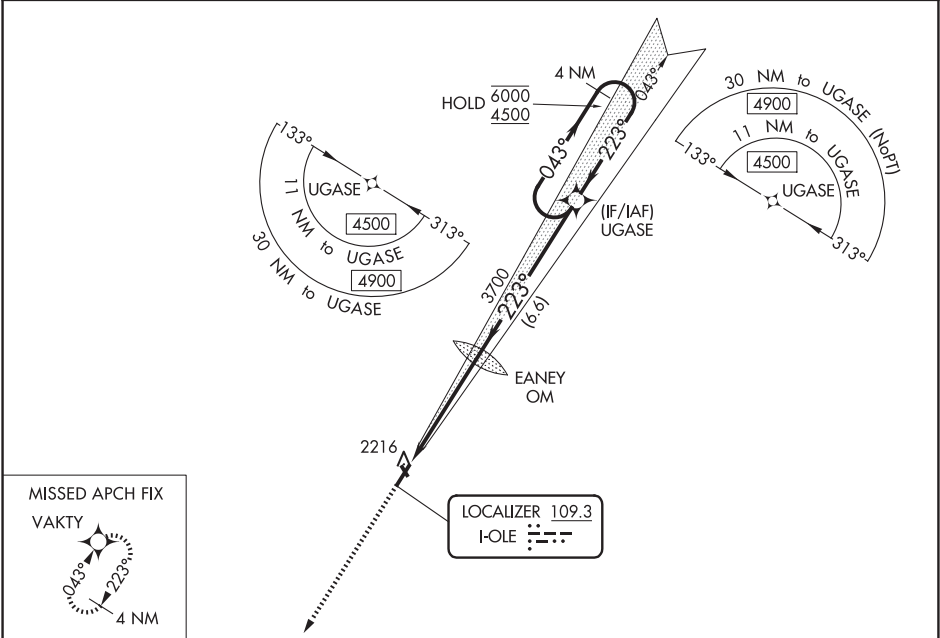
AL-5072 (FAA)

24249

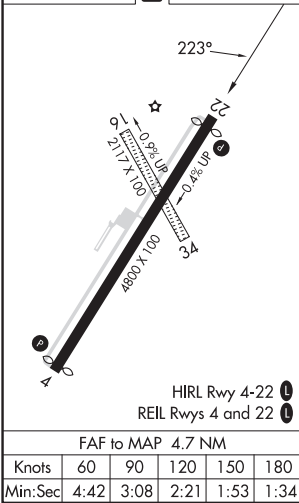
LOC I-OLE 109.3	APP CRS 223°	Rwy Idg TDZE Apt Elev	4500 2132 2135
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LOC RWY 22
CATTARAUGUS COUNTY-OLEAN (OLE)

RNP APCH-GPS.		MISSED APPROACH: Climb to 4900 direct VAKTY and hold.
NA	Circling NA to Rwys 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	UNICOM 122.8 (CTAF) 0



ELEV 2135	D	TDZE 2132
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				2758 A	
4900 ↑	VAKTY ✱			UGASE 4 NM Holding Pattern	
		EANEY OM ✱ 3700		043° → 6000 ← 223° 4500	
		3.09° TCH 40			
		4.7 NM		6.6 NM	
CATEGORY	A	B	C	D	
S-LOC 22	2580-1	448 (500-1)	2580-1 ³ / ₈	448 (500-1 ³ / ₈)	
CIRCLING	2620-1	485 (500-1)	2680-1 ¹ / ₂ 545 (600-1 ¹ / ₂)	2720-2 585 (600-2)	

OLEAN, NEW YORK
Amdt 7B 10AUG23

42°14'N - 78°22'W

CATTARAUGUS COUNTY-OLEAN (OLE)
LOC RWY 22

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86309 W06A	APP CRS 057°	Rwy Ldg TDZE 1763 Apt Elev 1763
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RNAV (GPS) RWY 6

ALBERT S NADER RGNL (N66)

RNP APCH - GPS.

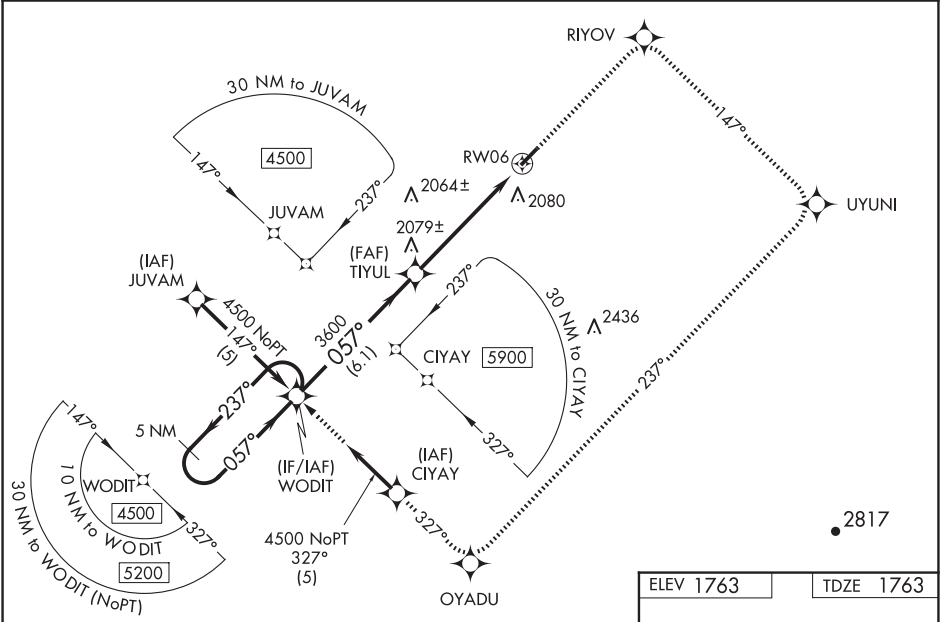
▼

▲ NA

When local altimeter setting not received, use Binghamton altimeter setting: increase LPV DA to 2197 feet, LNAV/VNAV DA to 2473 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 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 4500 direct RIYOV and right turn on track 147° to UYUNI and right turn on track 237° to OYADU and on track 327° to WODIT and hold.

AWOS-3 119.575	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 1
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5 NM Holding Pattern

4500

RIYOV

UYUNI

OYADU

WODIT

WODIT

4500 ← 237°

057° →

057°

TIYUL

3600

RW06

6.1 NM

5.5 NM

GP 3.00°

TCH 55

CATEGORY	A	B	C	D
LPV DA	2075-1	312 (400-1)	NA	
LNAV/VNAV DA	2351-2	588 (600-2)	NA	
LNAV MDA	2260-1	497 (500-1)	NA	
CIRCLING	2380-1	617 (700-1)	NA	

ELEV 1763

TDZE 1763

4199 x 75

0.3% UP

057°

MIRL Rwy 6-24 1

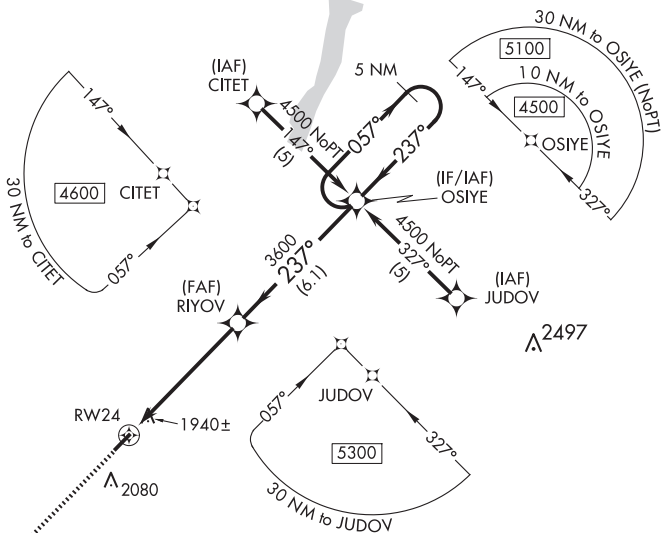
REIL Rws 6 and 24 1

RNAV (GPS) RWY 24

ALBERT S NADER RGNL (N66)

MISSED APPROACH:
Climb to 4500 direct
WODIT and hold.

UNICOM
122.8 (CTAF) **L**



TDZE 1758

²⁴³⁶Δ

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).

OSIYE 5 NM
| Holding Pattern

* LNAV only.

*1.6 NM to

1.6 nm	←
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MIRL Rwy 6-24 **L**
REIL Rwy 6 and 24 **L**

ALBERT S NADER RGNL (N66)

Orig-D 17JUN21

42°31'N - 75°04'W

RNAV (GPS) RWY 24

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99507 W01A	APP CRS 009°	Rwy ldg TDZE Apt Elev	5499 990 988
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RNAV (GPS) RWY 1

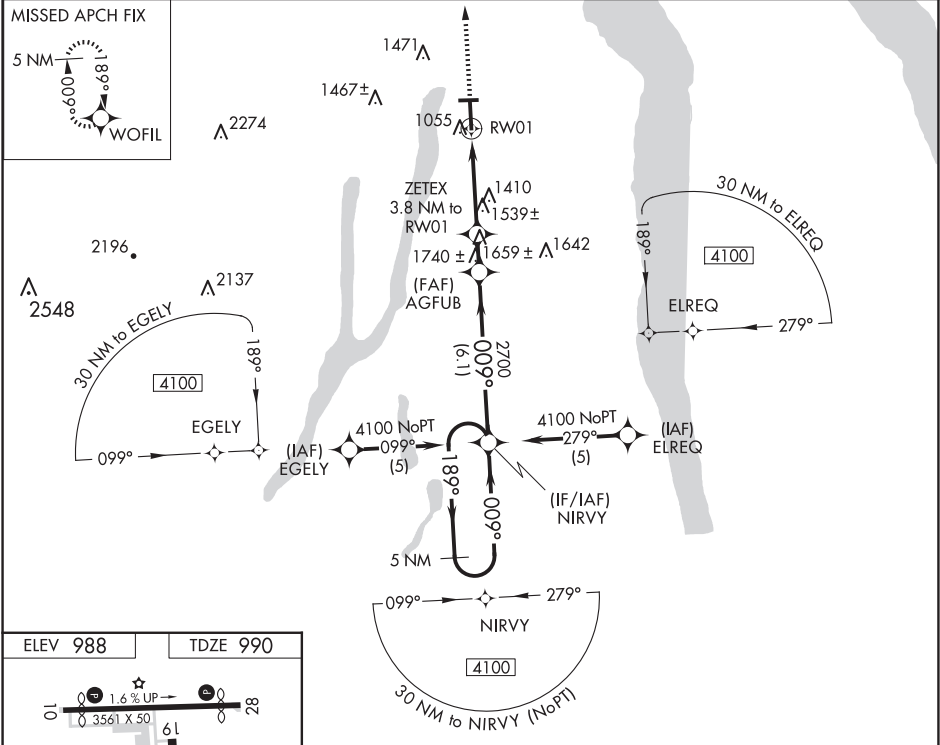
PENN YAN/YATES COUNTY (P/O)

⚠

When local altimeter setting not received, use Elmira altimeter setting: increase LPV DA to 1433 feet and visibility all Cats ¼ SM; increase all MDA 80 feet and visibility LNAV Cat A and Circling Cat C ¼ SM and LNAV Cat C and D ½ SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 4000 direct
WOFIL and hold, continue
climb in hold to 4000.

ASOS 121.175	ELMIRA APP CON★ 124.3 257.8	UNICOM 123.0 (CTAF) 0
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ELEV 988

TDZE 990

REIL Rwy 1 and 19
MIRL Rwy 1-19
LURL Rwy 10-28

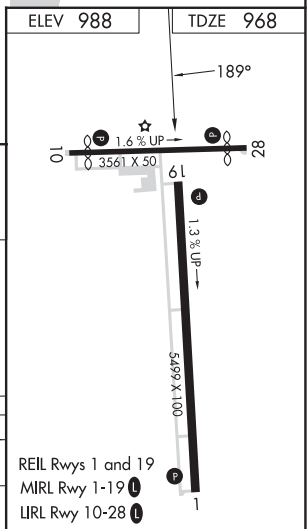
<div>4000</div> <div>↑</div>		<div>WOFIL</div> <div>✦</div>		<div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).</div>				<div>NIRVY</div> <div>5 NM Holding Pattern</div>	
<div>*LNAV only.</div>		<div>ZETEX</div> <div>3.8 NM to RW01</div>		<div>AGFUB</div> <div>✕</div>		<div>009°</div>		<div>189°</div> <div>← 009°</div> <div>4100</div>	
<div>RW01</div> <div>⋯</div>		<div>*2240</div>		<div>2700</div>		<div>GP 3.00°</div> <div>TCH 40</div>			
<div>3.8 NM</div>		<div>1.4 NM</div>		<div>6.1 NM</div>					
CATEGORY		A		B		C		D	
LPV DA		1360-1¼ 370 (400-1¼)							
LNAV MDA		1800-1 810 (900-1)		1800-1¼ 810 (900-1¼)		1800-2¼ 810 (900-2¼)		1800-2½ 810 (900-2½)	
CIRCLING		1800-1¼ 812 (900-1¼)		1820-2½ 832 (900-2½)		1980-3 992 (1000-3)			

RNAV (GPS) RWY 19

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

UNICOM
123.0 (CTAF) **L**

NE-2, 07 AUG 2025 to 02 OCT 2025



REIL Rwy 1 and 19
MIRL Rwy 1-19 **L**
LIRL Rwy 10-28 **L**

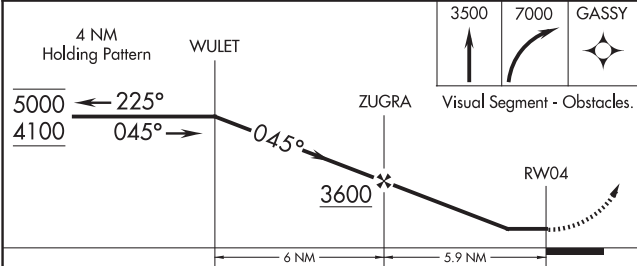
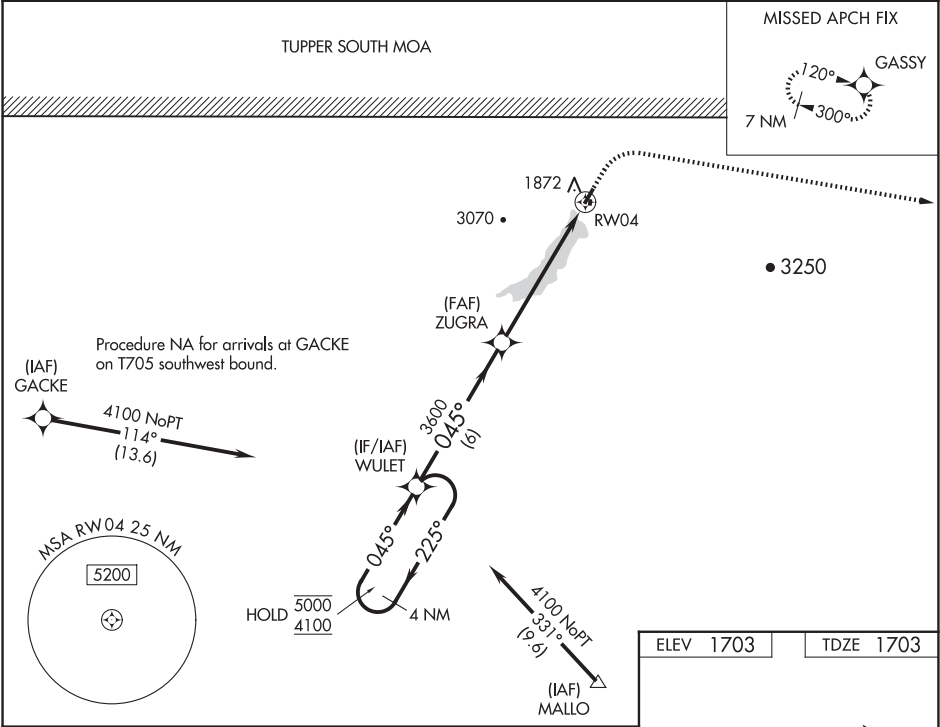
WAAS CH 86328 W04A	APP CRS 045°	Rwy Idg TDZE 1703 Apt Elev 1703	3016 1703 1703
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RNAV (GPS) RWY 4

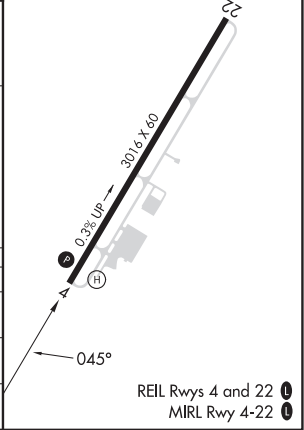
PISECO (K09)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3500 then climbing right turn to 7000 direct GASSY and hold.
▼ NA 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.	

RME ASOS 118.7	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	2680-1¼ 977 (1000-1¼)	2680-1½ 977 (1000-1½)	2680-3 977 (1000-3)	NA
LNAV MDA	3400-1¼ 1697 (1700-1¼)	3400-1½ 1697 (1700-1½)	3400-3 1697 (1700-3)	NA
CIRCLING	3400-1¼ 1697 (1700-1¼)	3400-1½ 1697 (1700-1½)	3520-3 1817 (1900-3)	NA



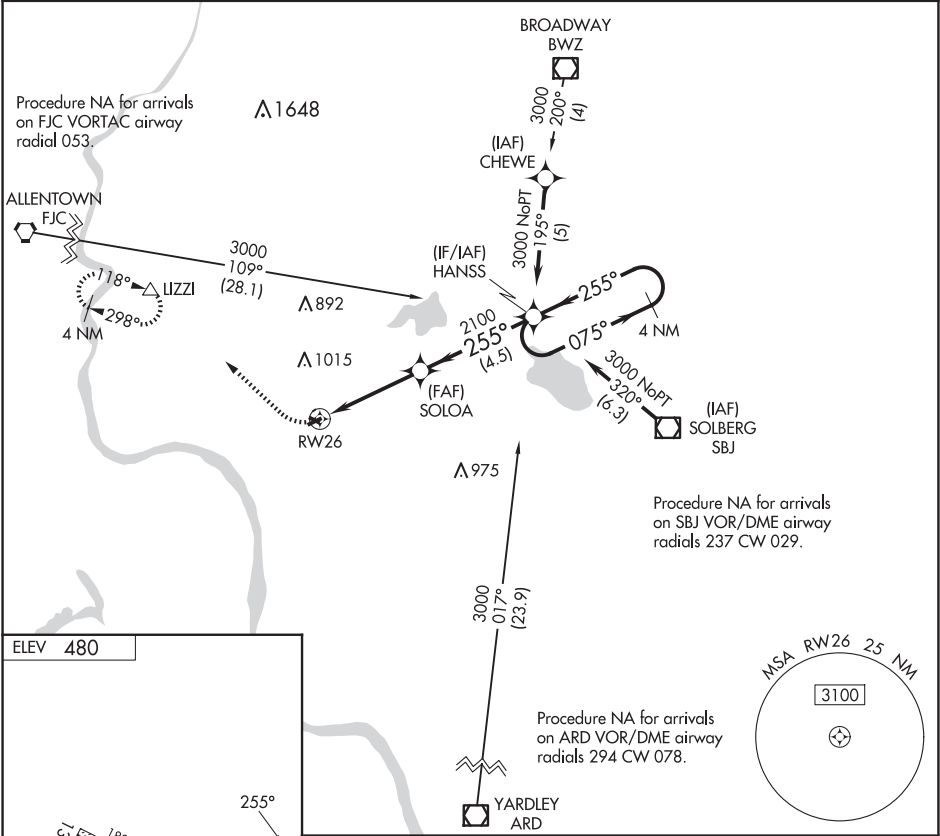
NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	NA
255°	TDZE	NA
	Apt Elev	480

RNAV (GPS)-B
ALEXANDRIA (N85)

<div><div>NA</div><div>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.</div></div>	<div>MISSED APPROACH: Climbing right turn 3000 direct LIZZI and hold.</div>
<div>ALLENTOWN APP CON 119.65 124.45 351.8</div>	<div>UNICOM 122.975 (CTAF)</div>
<div>121.8 0</div>	



<div><div>3000</div><div>LIZZI</div><div>△</div></div>	<div>4 NM Holding Pattern</div> <div>HANSS</div> <div>255°</div> <div>3000</div> <div>075°</div>			
<div>SOLOA</div> <div>2100</div> <div>3.75° TCH 30</div> <div>RW26</div> <div>4 NM</div> <div>4.5 NM</div>				
CATEGORY	A	B	C	D
CIRCLING	1240-1 760 (800-1)	NA		

NE-2, 07 AUG 2025 to 02 OCT 2025

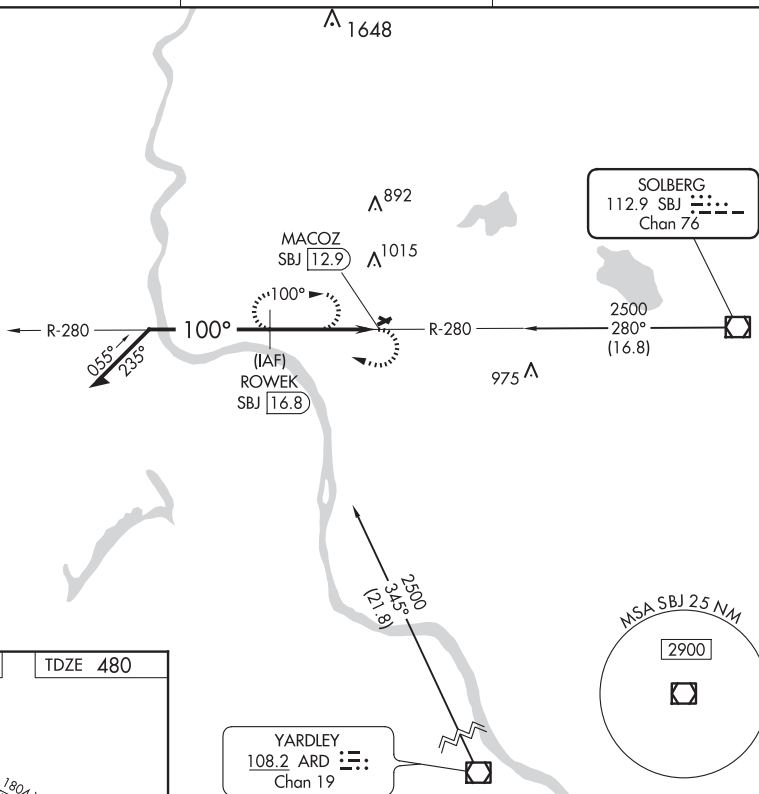
NE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME RWY 8
ALEXANDRIA (N85)

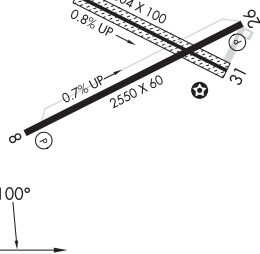
MISSED APPROACH: Climbing right turn to 2500 on SBJ VOR/DME R-280 to ROWEK/16.8 DME and hold.

UNICOM
122.975 (CTAF)

121.8 L



TDZE 480

MIRL Rwy 8-26 **L**

Remain
within 5 NM

ROWEK
SBJ 16.8

2500

ROWEK
INT

2500 -


200

3 50°

MACOZ
SBJ 12.9

3 50°

TCH 4C

CATEGORY	A	B	C	D
S-8	1420-1 940 (1000-1)	NA		
 CIRCLING	1420-1 940 (1000-1)	NA		

Amdt 2 15OCT15

40°35'N-75°01'W

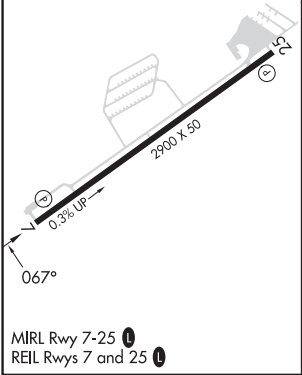
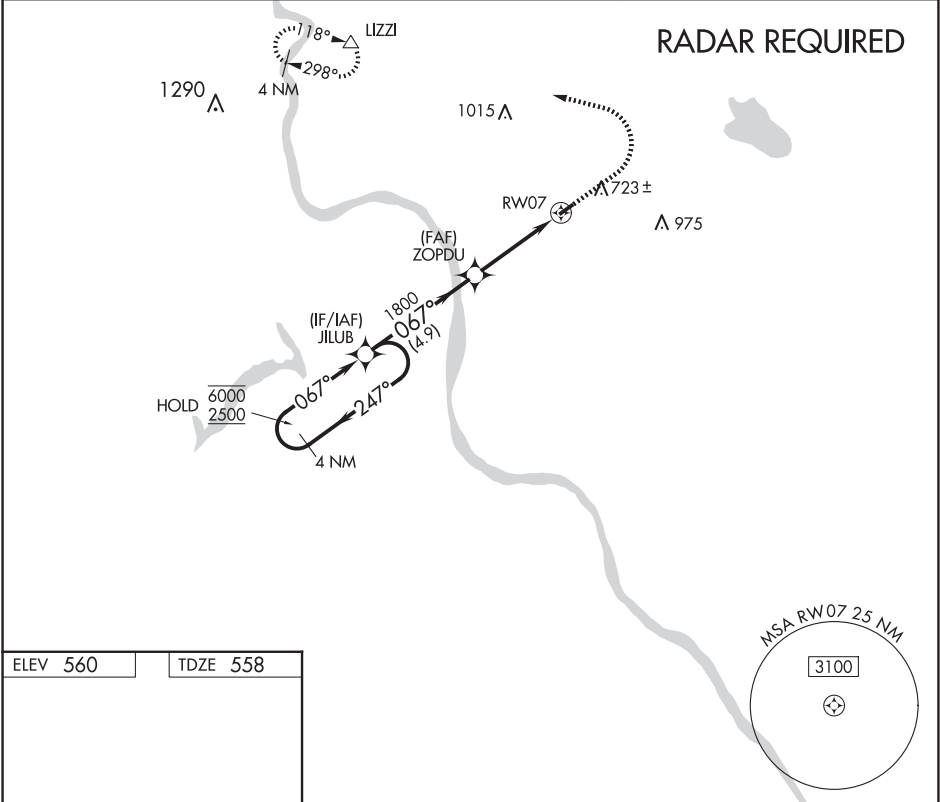
ALEXANDRIA (N85)
VOR/DME RWY 8

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	2900
067°	TDZE	558
	Apt Elev	560

RNAV (GPS) RWY 7
SKY MANOR (N4Ø)

RNP APCH	Procedure NA at night. When local altimeter setting not received, use Lehigh Valley Intl altimeter setting. Rwy 7 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct IZZI and hold.
AWOS-3 121.725	ALLENTOWN APP CON 119.65 124.45 351.8	UNICOM 122.975 (CTAF) Ø



Visual Segment - Obstacles.				1100	3000	LIZZI
4 NM Holding Pattern				↑	↷	△
6000 ← 247°						
2500 → 067°						
ZOPDU						
1800						
RW07						
4.9 NM						
3.8 NM						
CATEGORY	A	B	C	D		
LNAV MDA	1080-1 522 (600-1)	NA				
CIRCLING	1140-1 580 (600-1)	NA				

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

PITTSOWN, NEW JERSEY

AL-5803 (FAA)

25107

WAAS Ch 50427 W25A	APP CRS 247°	Rwy Idg TDZE 558 Apt Elev 560
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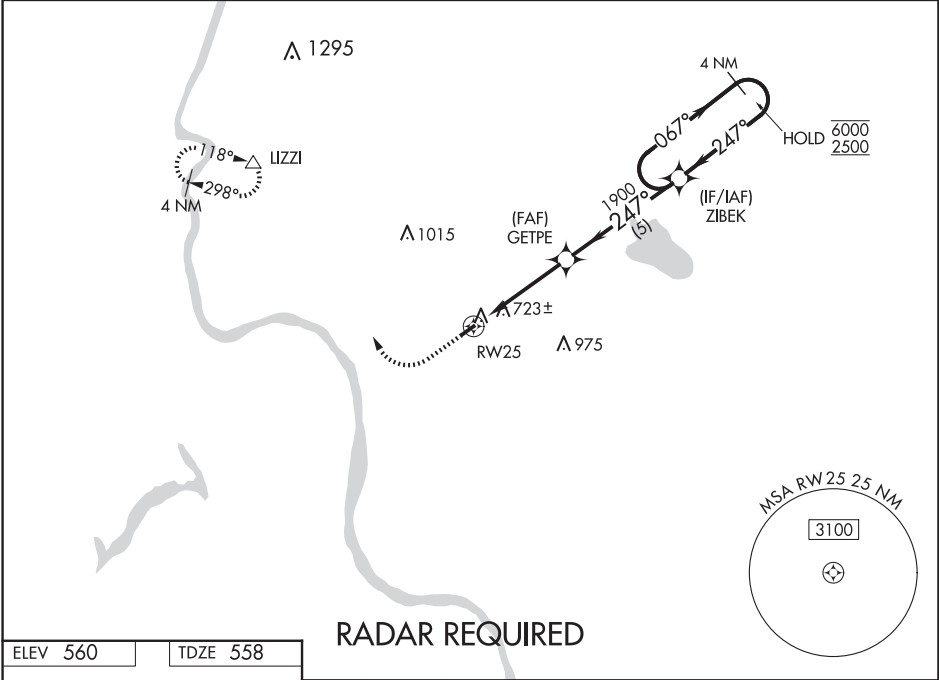
RNAV (GPS) RWY 25

SKY MANOR (N40)

RNP APCH:

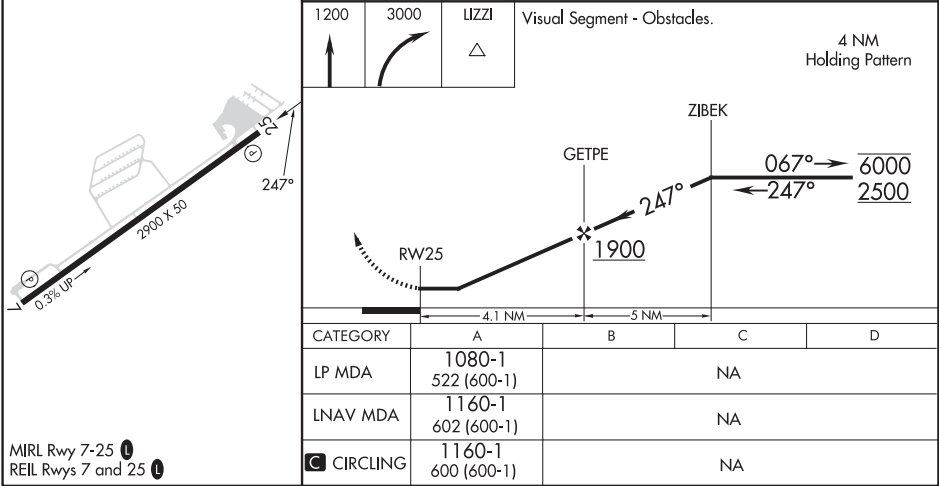
<div><div>▼</div><div>▲</div></div>	Procedure NA at night. When local altimeter setting not received, use Lehigh Valley Intl altimeter setting. Rwy 25 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct LIZZI and hold.
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AWOS-3 121.725	ALLENTOWN APP CON 119.65 124.45 351.8	UNICOM 122.975 (CTAF) 0
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ELEV 560	TDZE 558
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RADAR REQUIRED



MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

PITTSOWN, NEW JERSEY

Orig-C 18JUN20

40°34'N-74°59'W

SKY MANOR (N40)

RNAV (GPS) RWY 25

NE-2, 07 AUG 2025 to 02 OCT 2025

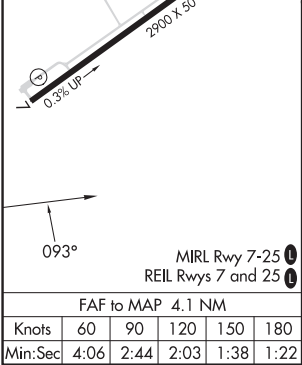
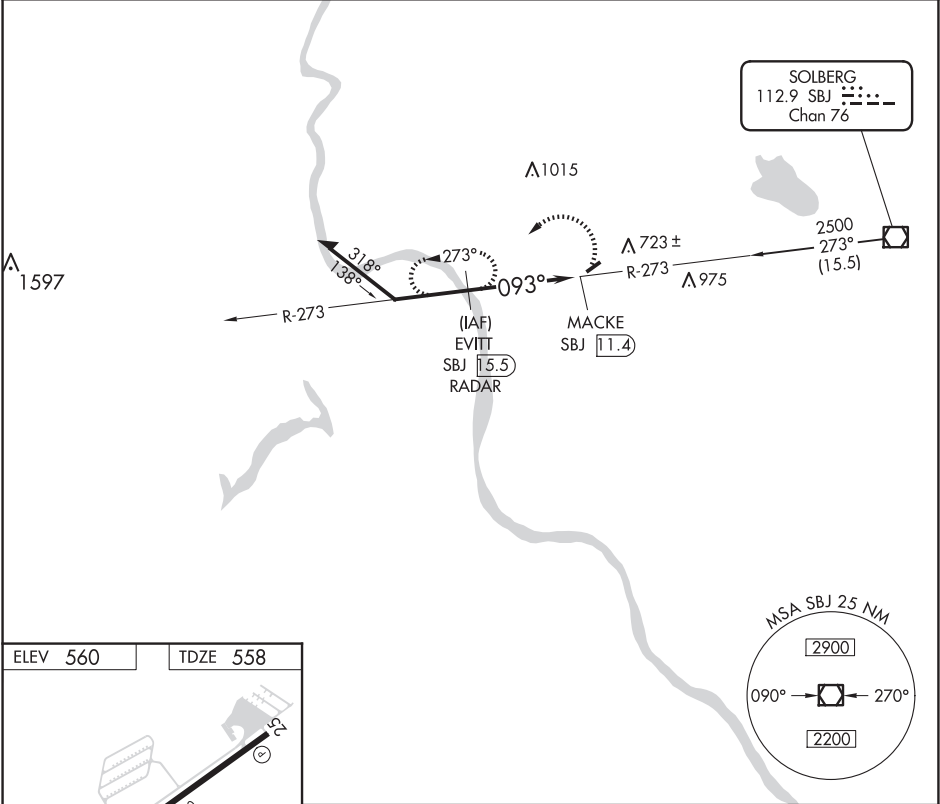
NE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME SBJ	APP CRS	Rwy Idg	2900
112.9	093°	TDZE	558
Chan 76		Apt Elev	560

VOR RWY 7
SKY MANOR (N40)

DME or RADAR required.	MISSED APPROACH: Climbing left turn to 2500 on SBJ VOR/DME R-273 to EVITT/SBJ 15.5 DME/RADAR and hold.
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.	

AWOS-3 121.725	ALLENTOWN APP CON 119.65 124.45 351.8	UNICOM 122.975 (CTAF) 0
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Remain within 5 NM	EVITT SBJ 15.5		2500	EVITT SBJ 15.5
	273°		SBJ R-273	
2500	093°	1800	MACKE SBJ 11.4	
VGSI and descent angles not coincident (VGSI Angle 4.00/ TCH 31).				
		4.1 NM	0.4	
CATEGORY	A	B	C	D
S-7	1220-1 662 (700-1)	NA		
CIRCLING	1220-1 660 (700-1)	NA		

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

PLATTSBURGH, NEW YORK


AL-729 (FAA)

23166

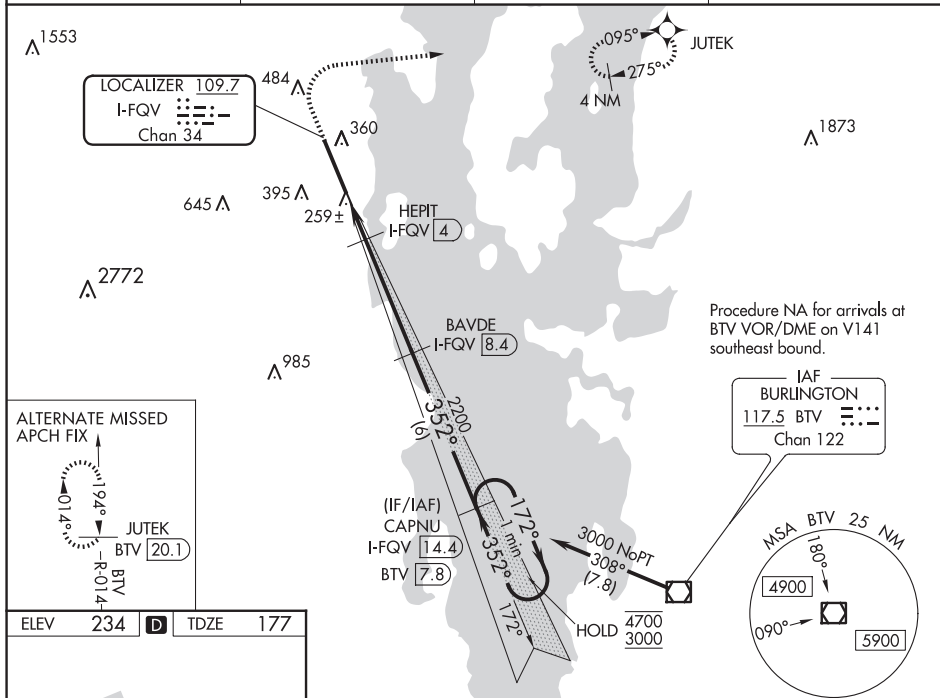
LOC/DME I-FQV 109.7 Chan 34	APP CRS 352°	Rwy Idg TDZE 177 Apt Elev 234
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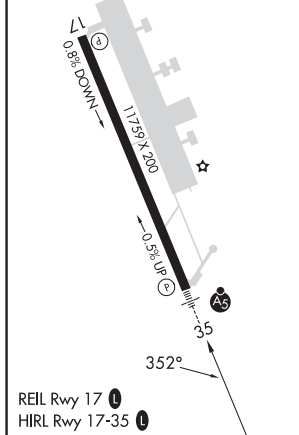
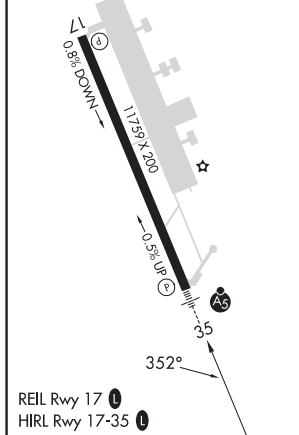

ILS or LOC RWY 35

PLATTSBURGH INTL (PBG)

DME required. RNAV 1-GPS required.	MALSR 	MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct JUTEK and hold.
For inop ALS, increase S-LOC 35 Cat C/D visibility to 1 SM.		

ASOS 132.225	BURLINGTON APP CON* 121.1 278.8	CLNC DEL 121.85	UNICOM 122.7 (CTAF)
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ELEV 234 D TDZE 177				
	700	3000	JUTEK	One Minute Holding Pattern
*LOC only	BAVDE I-FQV 8.4	CAPNU I-FQV 14.4	172°	4700
*I-FQV 3.1	HEPT I-FQV 4	352°	352°	3000
I-FQV 2.1	800*	2200	GS 3.00°	TCH 55
1 NM	0.9 NM	4.4 NM	6 NM	
CATEGORY	A	B	C	D
S-ILS 35	377-1/2 200 (200-1/2)			
S-LOC 35	520-1/2	343 (300-1/2)	520-5/8	343 (300-5/8)
 CIRCLING	720-1 486 (500-1)	740-1 506 (600-1)	800-1 1/2 566 (600-1 1/2)	960-2 1/4 726 (800-2 1/4)

PLATTSBURGH, NEW YORK

Amdt 2A 22APR21

44°39'N-73°28'W

PLATTSBURGH INTL (PBG)

ILS or LOC RWY 35

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40402 W17A	APP CRS 172°	Rwy Idg TDZE Apt Elev	11759 234 234
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RNAV (GPS) RWY 17

PLATTSBURGH INTL (PBG)

RNP APCH - GPS.

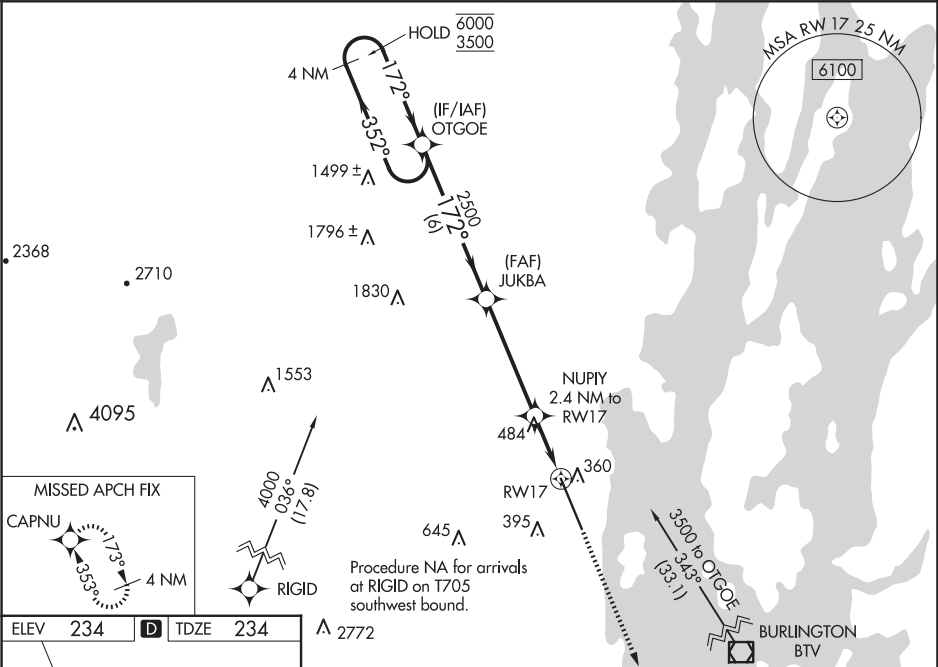
⚠

Baro-VNAV and VDP NA when using BTV altimeter setting. When local altimeter not received, use BTV altimeter setting and increase LPV DA to 615 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 770 feet and all visibilities ½ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D/E ¼ SM, and Circling visibility Cat C/D ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

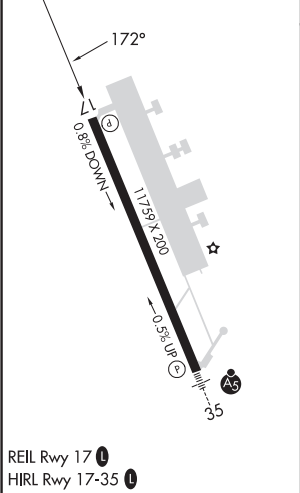
MISSED APPROACH:

Climb to 3000 direct CAPNU and hold.

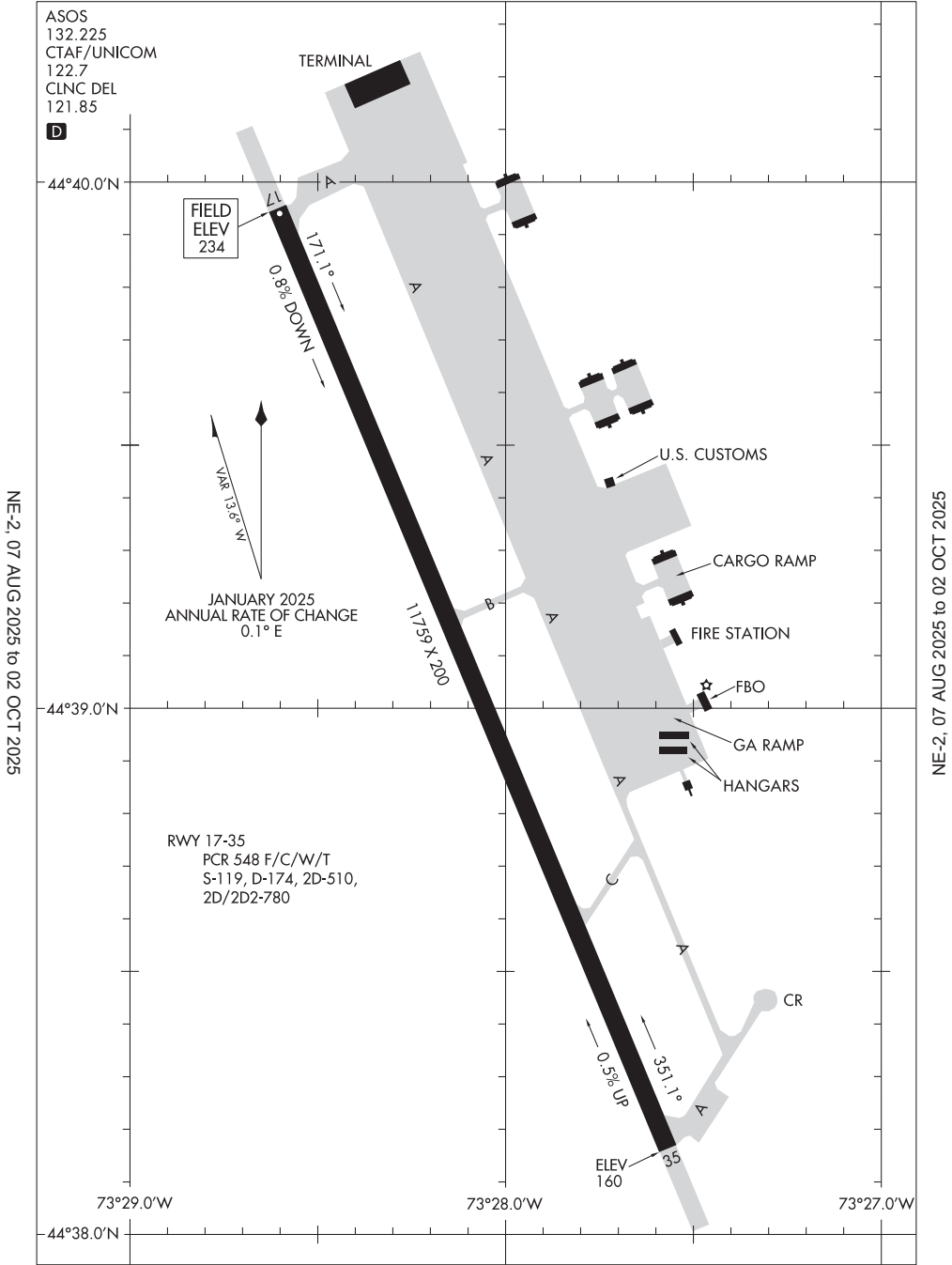
ASOS 132.225	BURLINGTON APP CON ★ 121.1 278.8	CLNC DEL 121.85	UNICOM 122.7 (CTAF) 0
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ELEV	234	TDZE	234
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4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).		3000	CAPNU
OTGOE		JUKBA		NUPIY	2.4 NM to RW17
6000 3500		2500		1060	
GP 3.00° TCH 54		2500		1.5 NM to RW17	
6 NM		4.5 NM		1 NM	
CATEGORY	A	B	C	D	E
LPV DA	561-¾		327 (400-¾)		
LNAV/VNAV DA	716-1⅝		482 (500-1⅝)		
LNAV MDA	740-1	506 (600-1)	740-1⅝	506 (600-1⅝)	
CIRCLING	740-1	506 (600-1)	800-1½ 566 (600-1½)	960-2¼ 726 (800-2¼)	1100-3 866 (900-3)



POTSDAM, NEW YORK

AL-5837 (FAA)

24165

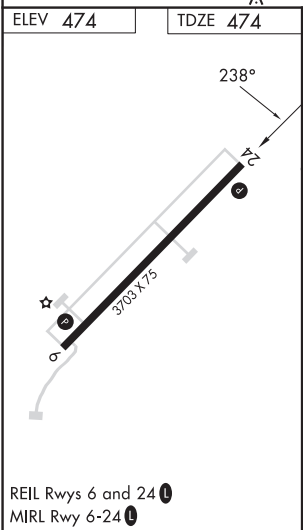
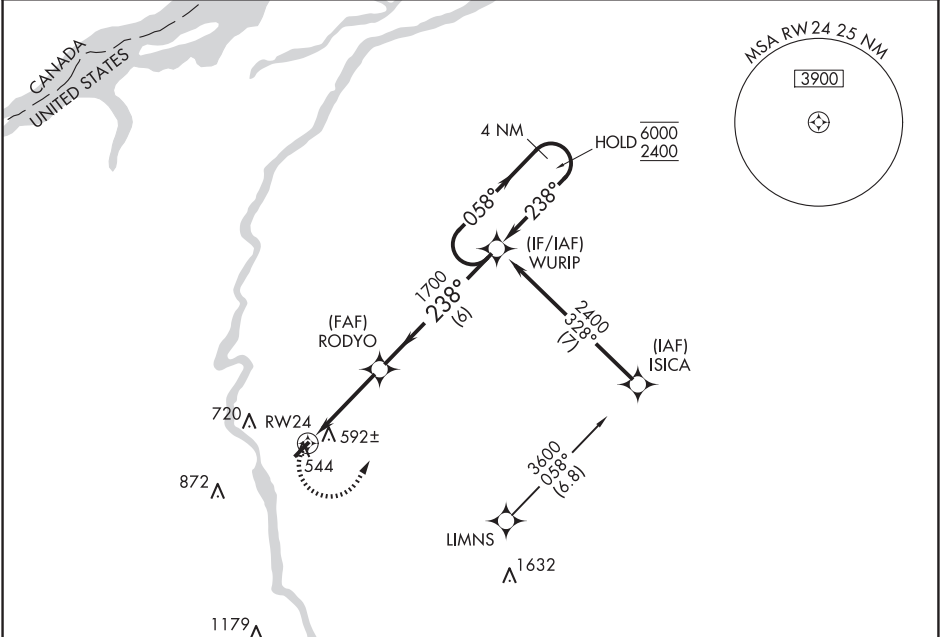
APP CRS	Rwy Idg	3703
238°	TDZE	474
	Apt Elev	474

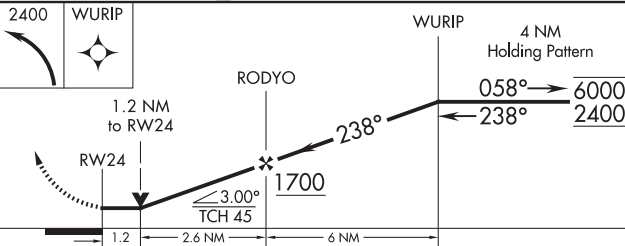

RNAV (GPS) RWY 24

POTSDAM MUNI/DAMON FLD (PTD)

RNP APCH.	MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.
<div><div></div><div></div></div> Rwy 24 helicopter visibility reduction below ¾ SM NA.	

AWOS-3P 118.325	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0
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 <p>2400 WURIP</p> <p>1.2 NM to RW24</p> <p>RW24</p> <p>RODYO</p> <p>3.00° TCH 45</p> <p>1700</p> <p>238°</p> <p>058°</p> <p>4 NM Holding Pattern</p> <p>6000</p> <p>2400</p> <p>1.2</p> <p>2.6 NM</p> <p>6 NM</p> <p>WURIP</p>					
CATEGORY	A		B	C	D
LNAV MDA	880-1		406 (500-1)	880-1½ 406 (500-1½)	NA
 CIRCLING	920-1 446 (500-1)		980-1 506 (600-1)	1040-1½ 566 (600-1½)	NA

POTSDAM, NEW YORK
Amdt 1 10OCT19

44°41'N-74°57'W

POTSDAM MUNI/DAMON FLD (PTD)

RNAV (GPS) RWY 24

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-POU
111.3

APP CRS
063°

Rwy Idg
TDZE **156**
Apt Elev **164**

ILS or LOC RWY 6
HUDSON VALLEY RGNL (POU)

DME required for LOC only.

▼

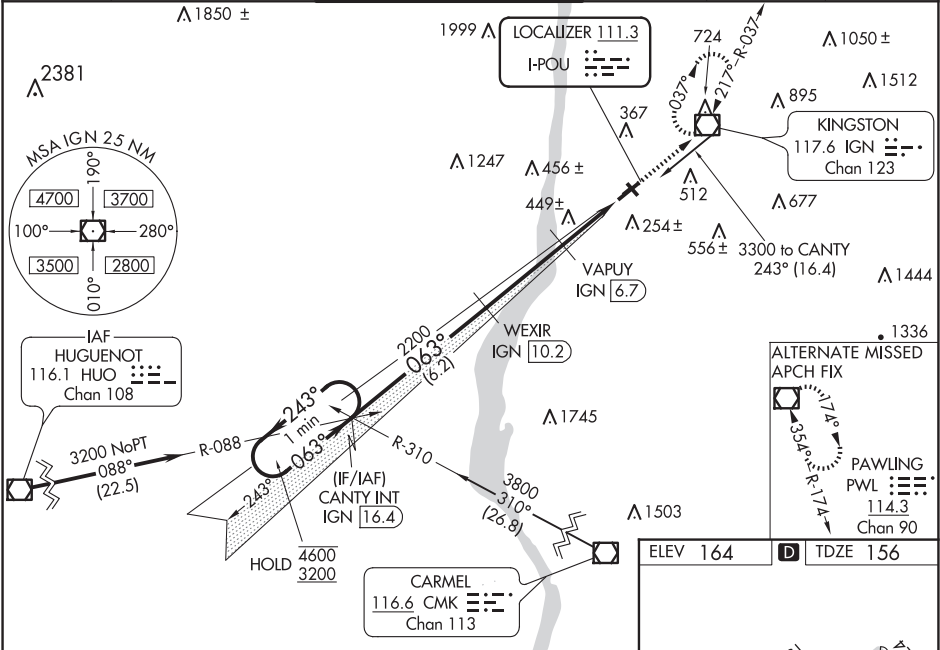
⚠

Circling NA to Rwy 7 and 25. Circling Rwy 15, 33 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA. DME from IGN VOR/DME. Simultaneous reception of I-POU and IGN DME required. For inop ALS, increase S-LOC 6 Cats C/D visibility to 1 ½ 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 ½ SM and S-LOC 6 Cats C/D visibility to 1 ½ SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct
IGN VOR/DME and
hold, continue
climb-in-hold
to 3000.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER ★ 124.0 (CTAF) 0 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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One Minute Holding Pattern

CANTY INT IGN 16.4

4600 ← 243°

3200 → 063°

GS 3.00° TCH 58

WEXIR IGN 10.2

VAPUY IGN 6.7

3000 IGN

*LOC only.

2200

*1040

6.2 NM

3.5 NM

1.2

1.4 NM

CATEGORY	A	B	C	D
S-ILS 6		485-1	329 (400-1)	
S-LOC 6		640-1	484 (500-1)	
CIRCLING	760-1 596 (600-1)	840-1 676 (700-1)	940-2 ¼ 776 (800-2 ¼)	1080-3 916 (1000-3)

MIRL Rwy 15-33

HIRL Rwy 6-24

REIL Rwy 24

REIL Rwy 33

APP CRS
243°

Rwy Idg
TDZE
Apt Elev

4886
157
164

RNAV (GPS) RWY 24

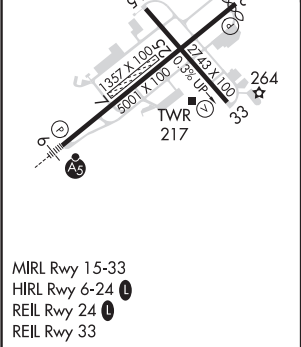
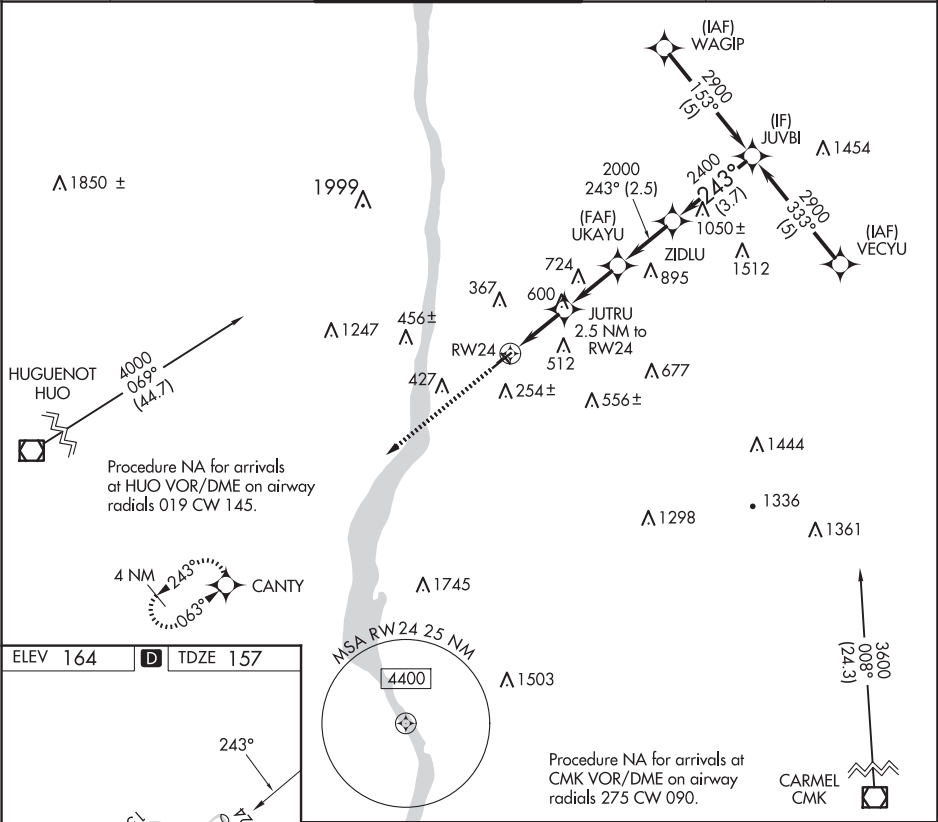
HUDSON VALLEY RGNL (POU)

⚠

Girdling NA to Rwys 7 and 25. Circling Rwy 15, 33 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. Rwy 15, 33 helicopter visibility reduction below 1 NA. DME/DME RNP-0.3 NA. When local altimeter 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.

MISSED APPROACH:
Climb to 3200 direct CANTY and hold.

ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER* 124.0 (CTAF) 0 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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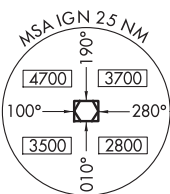
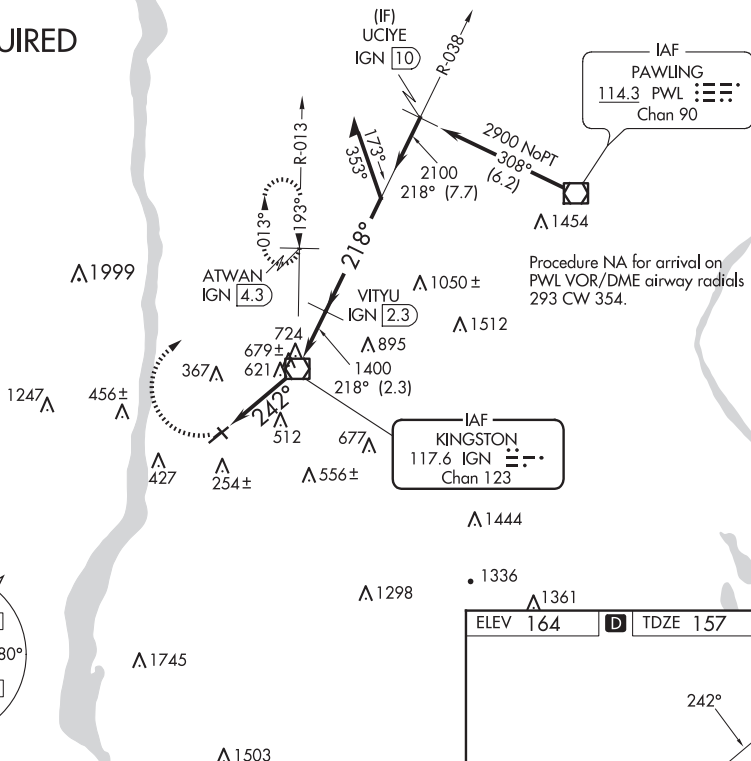


	3200	CANTY	JUTRU 2.5 NM to RW24	UKAYU	ZIDLU	JUVBI
			2.5 NM	2.5 NM	2.5 NM	3.7 NM
CATEGORY	A	B	C	D		
LNAV MDA	900-1 743 (800-1)	900-1¼ 743 (800-1¼)	900-2¼ 743 (800-2¼)	900-2½ 743 (800-2½)		
CIRCLING	900-1 736 (800-1)	900-1¼ 736 (800-1¼)	940-2¼ 776 (800-2¼)	1080-3 916 (1000-3)		

VOR RWY 24
HUDSON VALLEY RGNL (POU)

MISSED APPROACH: Climbing right turn to 3000 on heading 064° and IGN VOR/DME R-013 to ATWAN/4.3 DME and hold, continue climb-in-hold to 3000.

DME REQUIRED



HUDSON VALLEY RGNL (POU)

VOR RWY 24

NE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME IGN

117.6

Chan 123

APP CRS

242°

Rwy Idg TDZE

N/A

N/A

Apt Elev

164

VOR-A

HUDSON VALLEY RGNL (POU)

⚠

Circling NA to Rwys 7 and 25. Circling Rwy 15, 33 NA at night. 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 ¼ SM.

MISSED APPROACH:

Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

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

ELEV 164 **D**

MIRL Rwy 15-33
HIRL Rwy 6-24
REIL Rwy 24
REIL Rwy 33

FAF to MAP 3.3 NM

	A	B	C	D
CIRCLING	760-1 596 (600-1)	840-1 676 (700-1)	940-2¼ 776 (800-2¼)	1080-3 916 (1000-3)

POUGHKEEPSIE, NEW YORK
Amdt 11F 30DEC21

41°38'N-73°53'W

HUDSON VALLEY RGNL (POU)
VOR-A

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

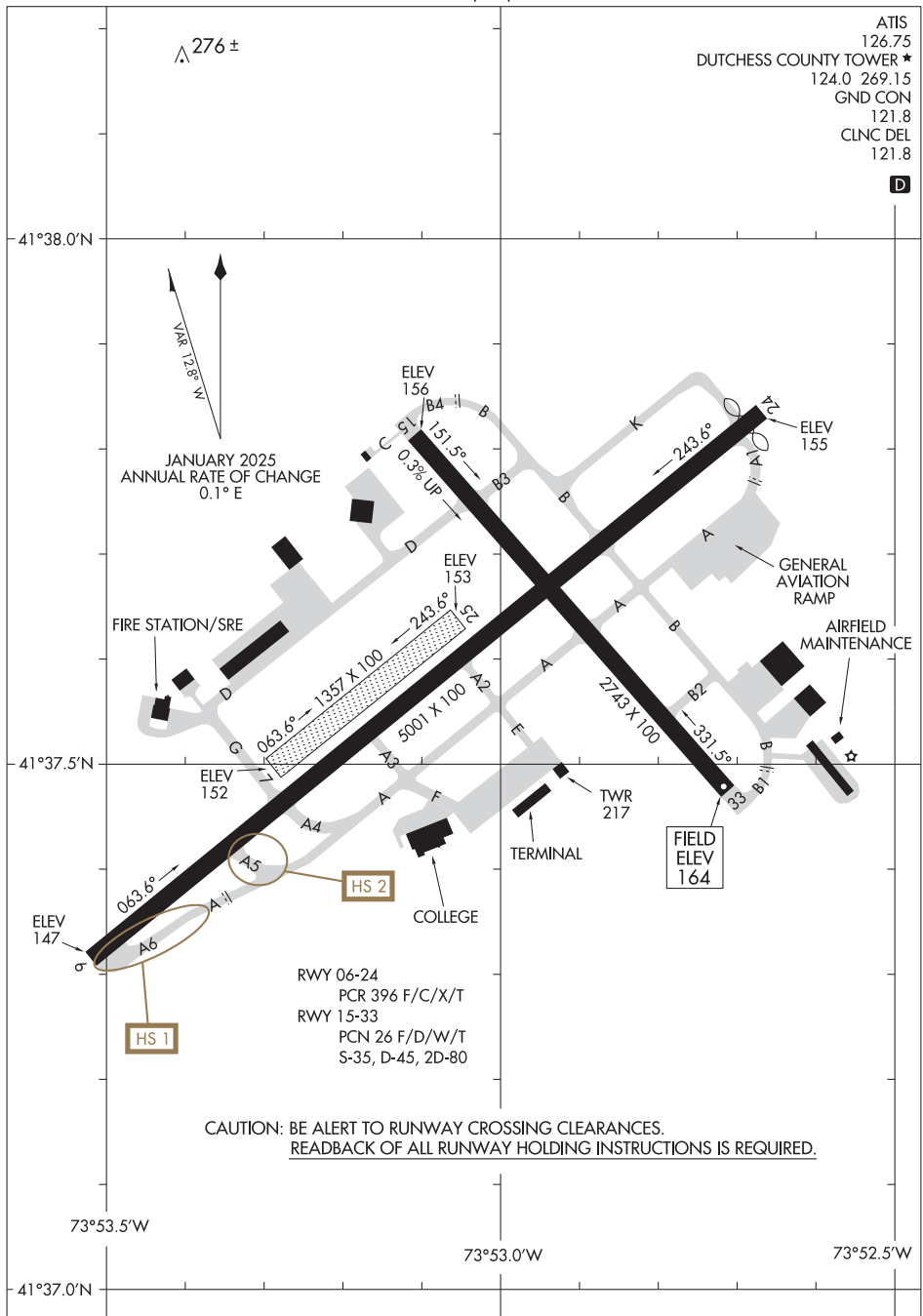
AIRPORT DIAGRAM

AL-286 (FAA)

HUDSON VALLEY RGNL (POU)
POUGHKEEPSIE, NEW YORK

ATIS	126.75
DUTCHESS COUNTY TOWER ★	124.0 269.15
GND CON	121.8
CLNC DEL	121.8

D



NE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25107

POUGHKEEPSIE, NEW YORK
HUDSON VALLEY RGNL (POU)

399

NE-2, 07 AUG 2025 to 02 OCT 2025

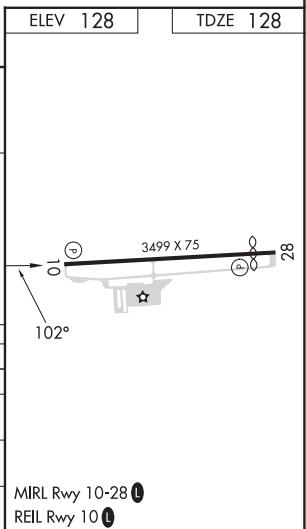
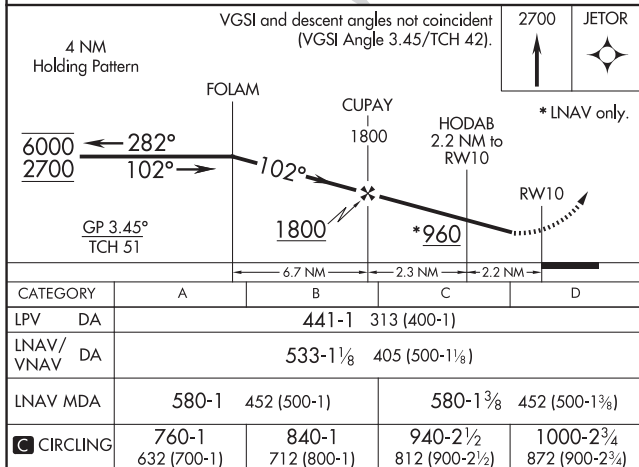
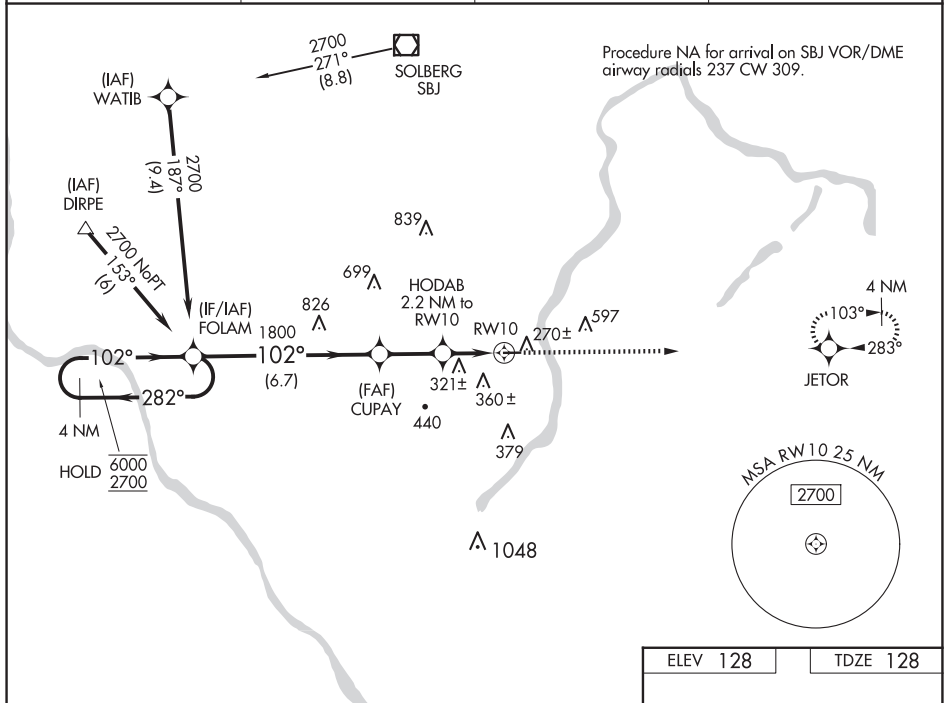
WAAS CH 86843 W10A	APP CRS 102°	Rwy Idg TDZE 128 Apt Elev 128	3499
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RNAV (GPS) RWY 10

PRINCETON (39N)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2700 direct JETOR and hold.
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TTN ASOS 126.775	NEWARK APP CON 132.8 379.9	UNICOM 122.725 (CTAF)	123.05 0
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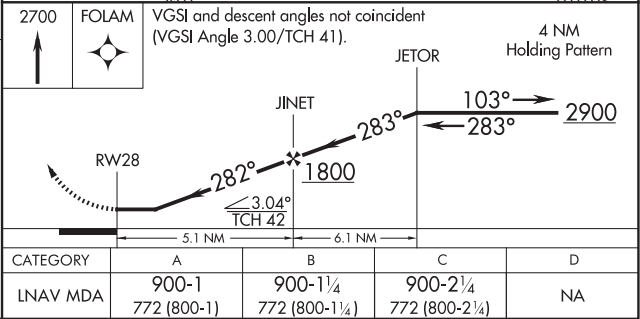
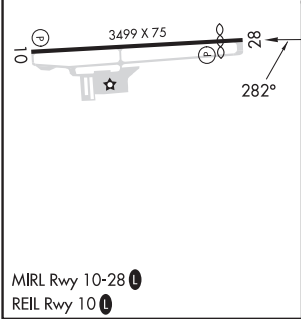
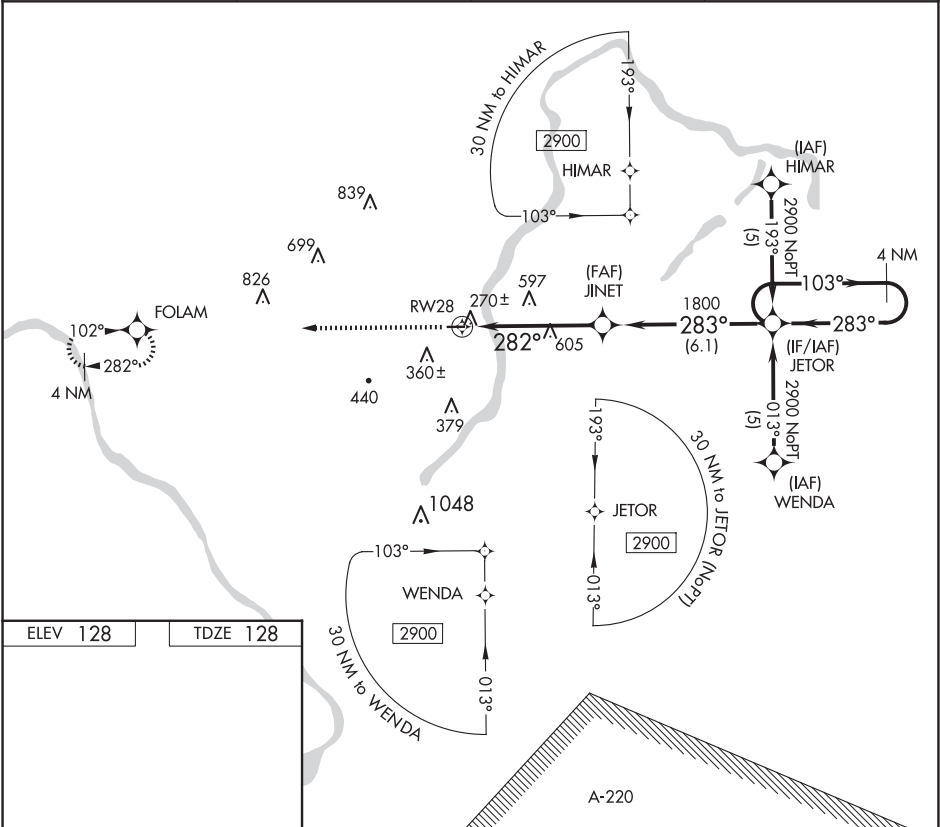
APP CRS	Rwy Idg	3130
282°	TDZE	128
	Apt Elev	128

RNAV (GPS) RWY 28

PRINCETON (39N)

RNP APCH.	MISSED APPROACH: Climb to 2700 direct FOLAM and hold.
<div><div><div>▼</div><div>▲ NA</div></div><div>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.</div></div>	

TTN ASOS 126.775	NEWARK APP CON 132.8 379.9	UNICOM 122.725 (CTAF)	123.05
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PRINCETON/ROCKY HILL, NEW JERSEY

AL-5374 (FAA)

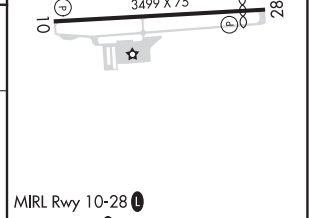
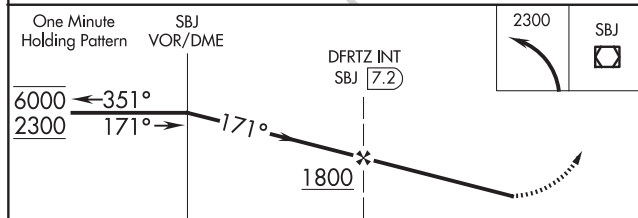
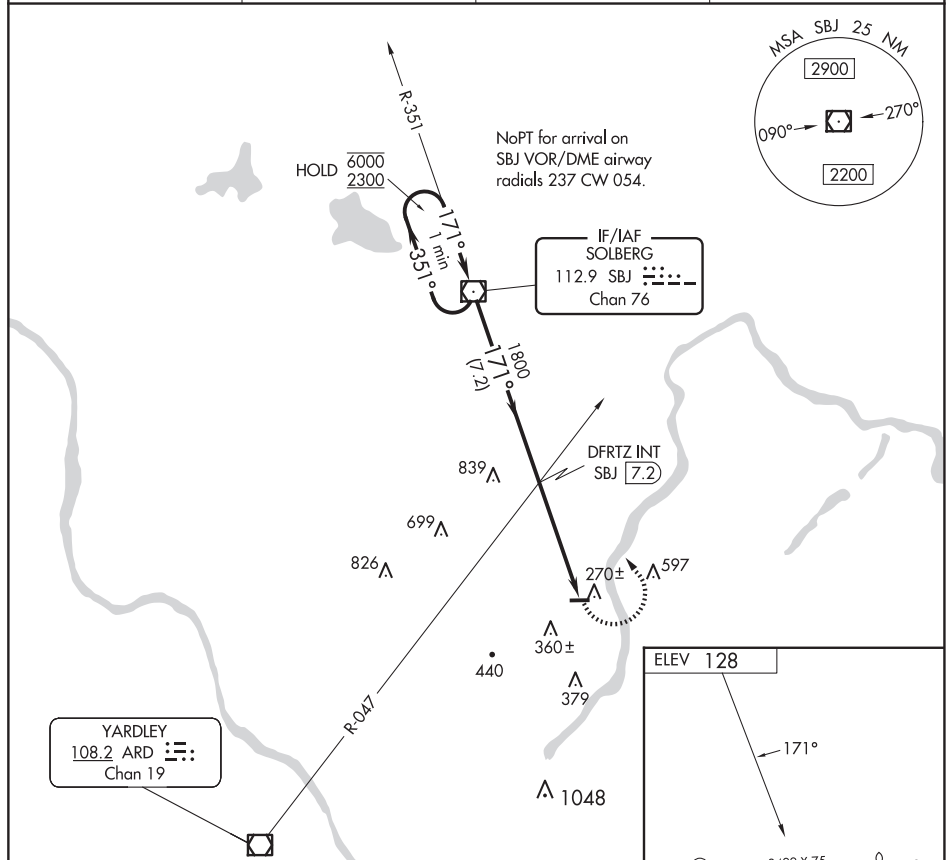
24249

VOR/DME SBJ 112.9 Chan 76	APP CRS 171°	Rwy Idg TDZE Apt Elev 128	N/A N/A 128
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VOR-A
PRINCETON (39N)

DME required. ▼ Circling Rwy 28 NA at night. Use Trenton altimeter setting; when not received, use ▲ NA Somerville altimeter setting.		MISSED APPROACH: Climbing left turn to 2300 direct SBJ VOR/DME and hold.
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TTN ASOS 126.775	NEWARK APP CON 132.8 379.9	UNICOM 122.725 (CTAF)	123.05 0
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PRINCETON/ROCKY HILL, NEW JERSEY

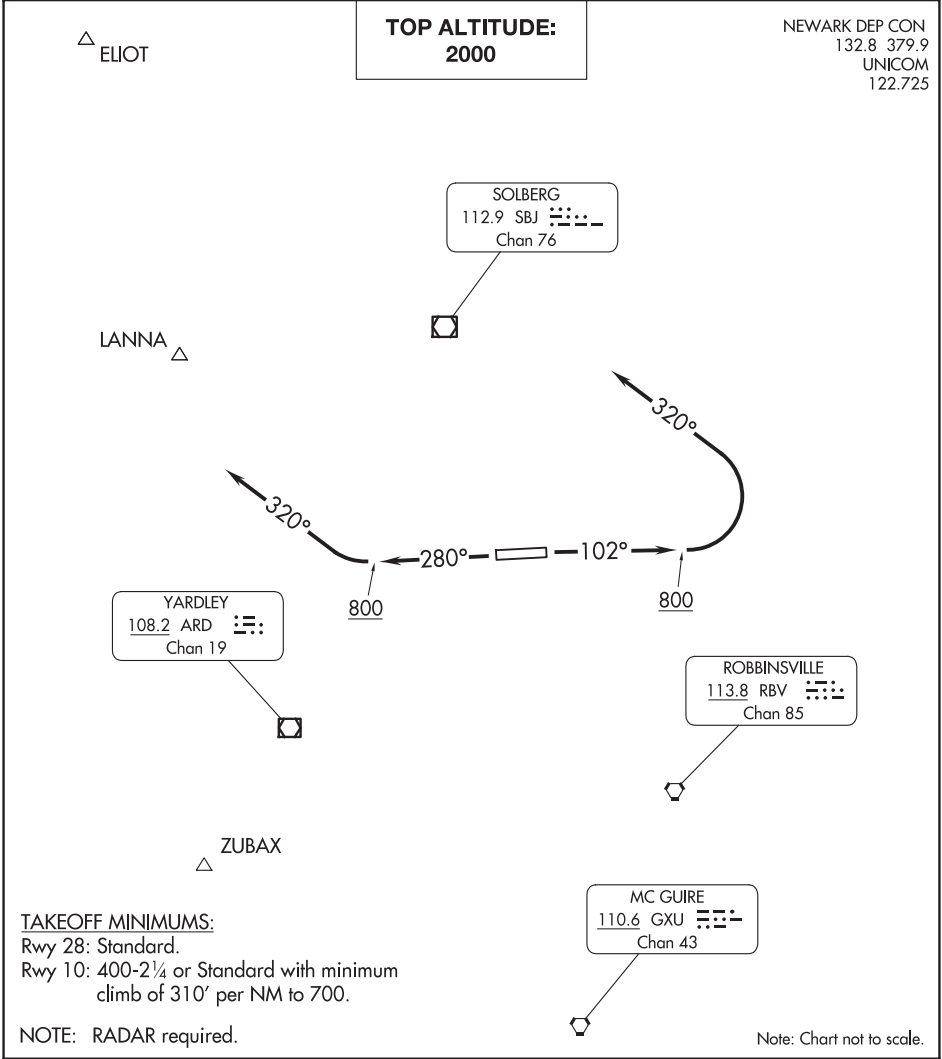
Amtd 7D 07OCT21

40°24'N-74°40'W

PRINCETON (39N)

VOR-A

NE-2, 07 AUG 2025 to 02 OCT 2025



T

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

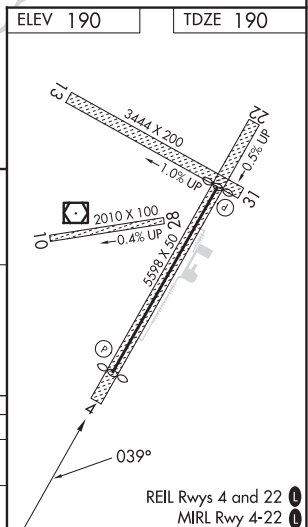
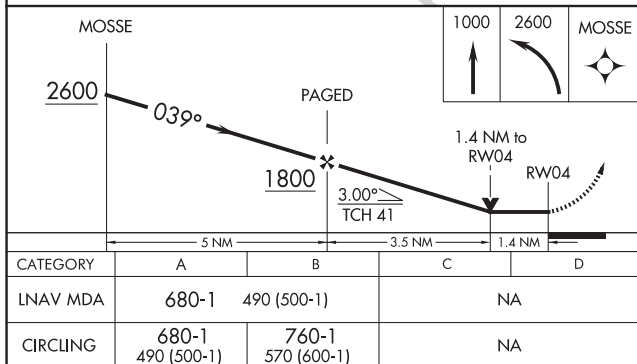
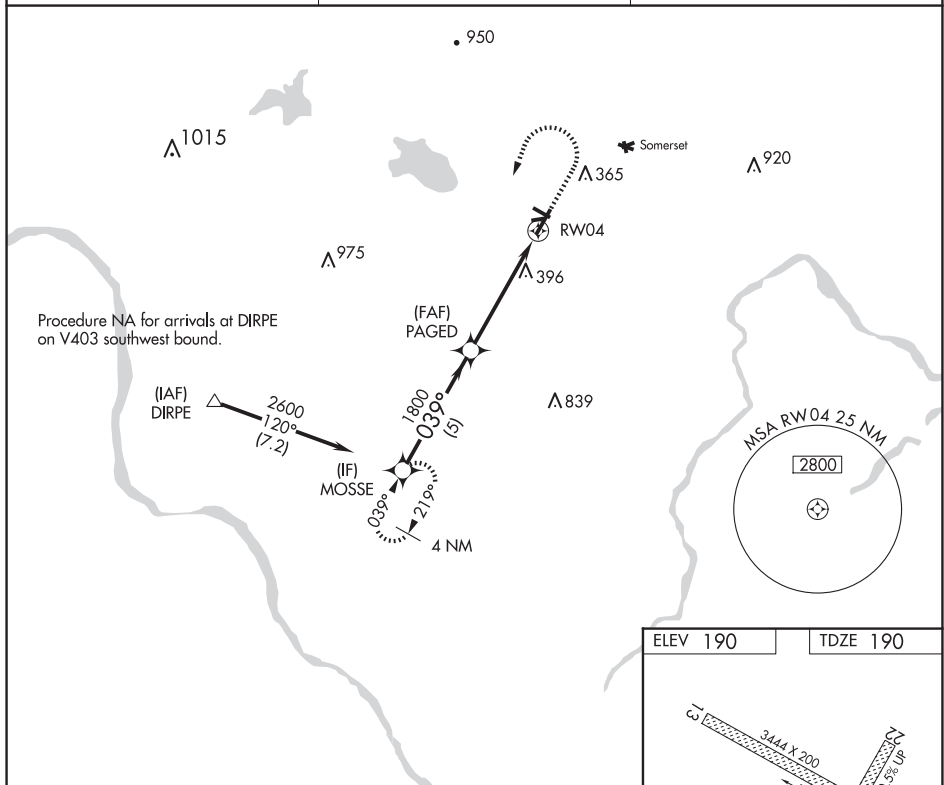
. . . . for vectors to assigned route/fix. Maintain 2000, expect clearance to filed altitude/flight level ten (10) minutes after departure.

RNAV (GPS) RWY 4
SOLBERG/HUNTERDON (N51)

NA Circling NA to Rwy 10-28 and 13-31. Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2600 direct MOSSE and hold.

GCO
121,725

UNICOM
122.8 (CTAF) **L**

SOLBERG/HUNTERDON (N51)
RNAV (GPS) RWY 4

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
220°

Rwy Idg
4279

TDZE
189

Apt Elev
189

RNAV (GPS) RWY 22
SOLBERG/HUNTERDON (N51)

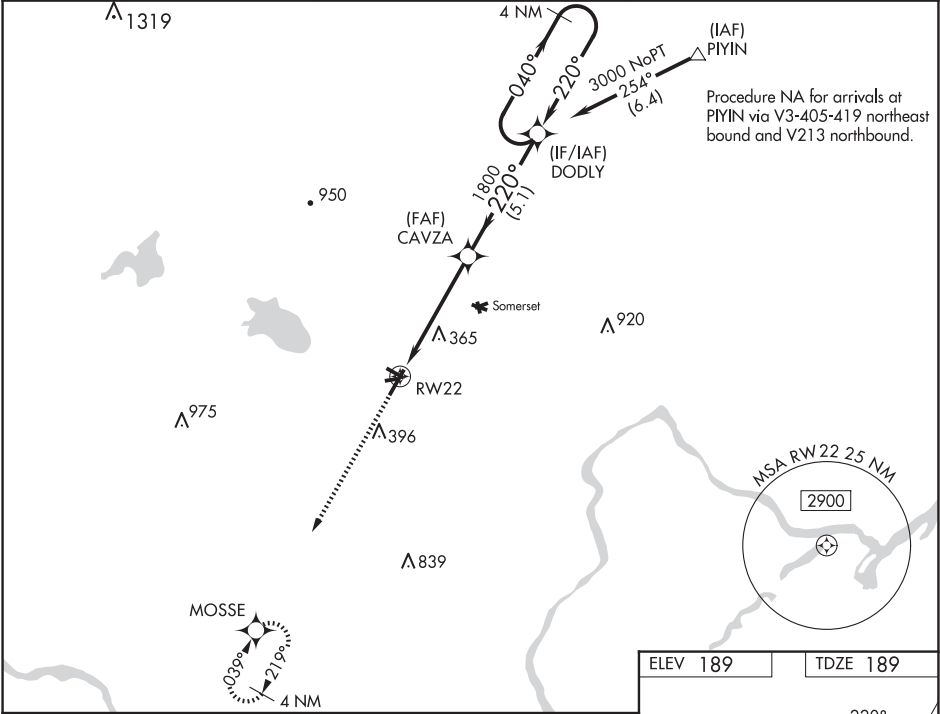
▽

NA

DME/DME RNP-0.3 NA. Circling NA to Rwys 10-28 and 13-31. Rwy 22 helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct MOSSE and hold.

NEWARK APP CON 132.8 379.9	GCO 121.725	UNICOM 122.8 (CTAF)
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2600

MOSSE

CAVZA

DODLY

4 NM Holding Pattern

040°

3000

220°

1800

3.04°

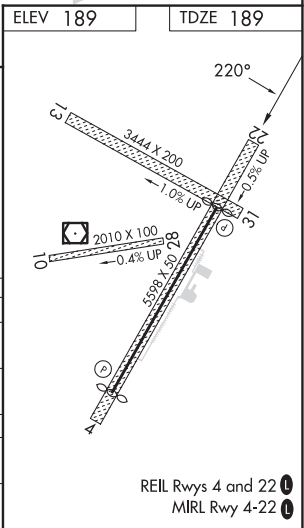
TCH 40

5 NM

5.1 NM

RW22

CATEGORY	A	B	C	D
LNAV MDA	620-1	431 (500-1)		NA
CIRCLING	680-1 491 (500-1)	760-1 571 (600-1)		NA
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	700-1	511 (600-1)		NA
CIRCLING	780-1 591 (600-1)	860-1 671 (700-1)		NA



READINGTON, NEW JERSEY

AL-5075 (FAA)

25135

VOR/DME SBJ 112.9 Chan 76	APP CRS 016°	Rwy Ldg 5054 TDZE 190 Apt Elev 190
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VOR RWY 4

SOLBERG/HUNTERDON (N51)



Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with Newark Liberty Intl 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 Intl altimeter setting and increase all MDAs 100 feet and S-04 visibility Cat B $\frac{1}{4}$ SM and Circling Cat B $\frac{1}{4}$ SM.

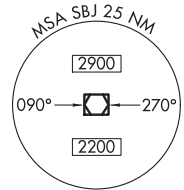
MISSED APPROACH: Climbing right turn to 2100 direct SBJ VOR/DME, continue climb-in-hold to 2100.

NEWARK APP CON
132.8 379.9

GCO
121.725

UNICOM
122.8 (CTAF) 0

△ 1648



IAF
SOLBERG
112.9 SBJ
Chan 76

Somerset

△ 365

△ 920

△ 975

396

APEGE
SBJ [3.5]

△ 839

15°
33°

R-196

ELEV 190

TDZE 190

Remain
within 10 NM

1900

SBJ VOR/DME 2100

2100 SBJ

196°

APEGE
SBJ [3.5]

*1200

016°

3.00°

TCH 41

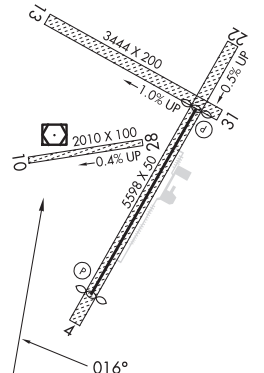
1.2 NM

1.9

0.4

*1300 when using Newark Liberty Intl altimeter setting.

CATEGORY	A	B	C	D
S-4	1200-1¼ 1010 (1100-1¼)	1200-1½ 1010 (1100-1½)		NA
CIRCLING	1200-1¼ 1010 (1100-1¼)	1200-1½ 1010 (1100-1½)		NA
APEGE DME MINIMUMS				
S-4	840-1	650 (700-1)		NA
CIRCLING	840-1	650 (700-1)		NA



REIL Rwy 4 and 22
MIRL Rwy 4-22

READINGTON, NEW JERSEY
Amdt 2 30NOV23

40°35'N-74°44'W

SOLBERG/HUNTERDON (N51)
VOR RWY 4

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
108°

Rwy Idg
TDZE
Apt Elev

3877
118
118

RNAV (GPS) RWY 11

TRENTON-ROBBINSVILLE (N87)

RNP APCH.

▼ NA

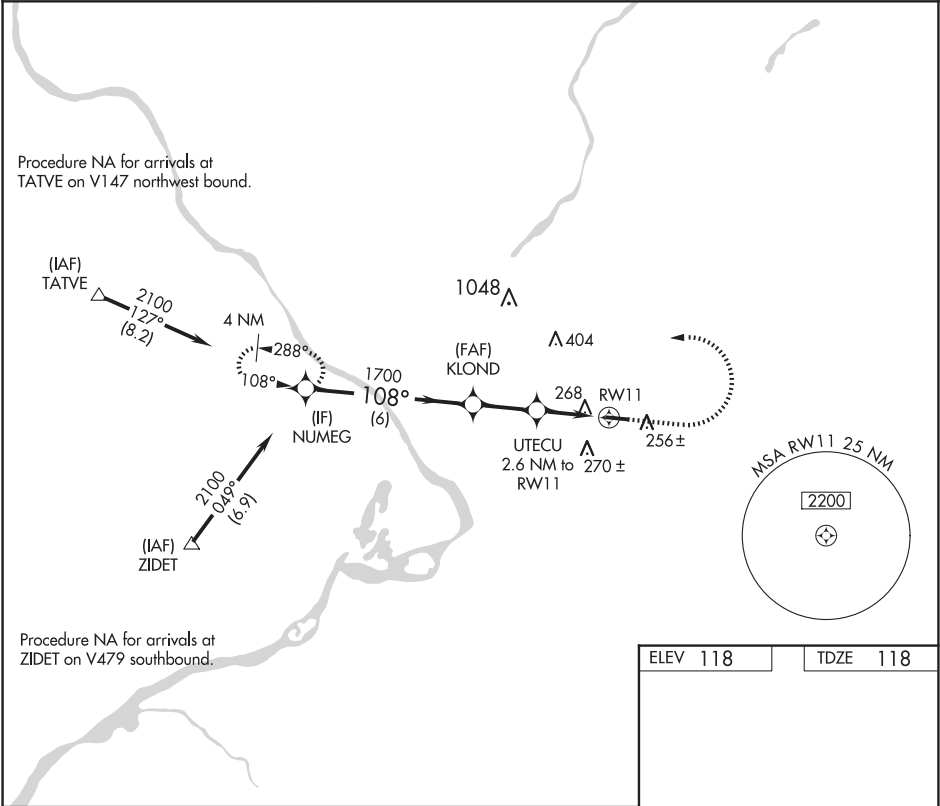
Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Use Wrightstown altimeter setting.

MISSED APPROACH: Climb to 1100, then climbing left turn to 2100 direct NUMEG and hold.

MC GUIRE APP CON
126.475 363.8

UNICOM
123.0 (CTAF)

123.3



ELEV 118

TDZE 118

CATEGORY

A

B

C

D

LNVA MDA

640-1

522 (600-1)

640-1 5/8

522 (600-1 5/8)

CIRCLING

680-1

562 (600-1)

680-1 5/8

760-2

562 (600-1 5/8)

642 (700-2)

MIRL Rwy 11-29

ROBBINSVILLE, NEW JERSEY

AL-5045 (FAA)

24025

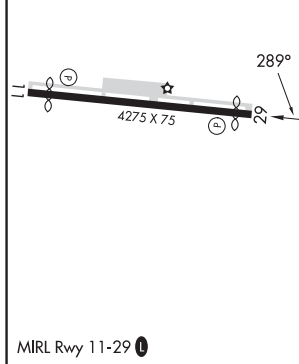
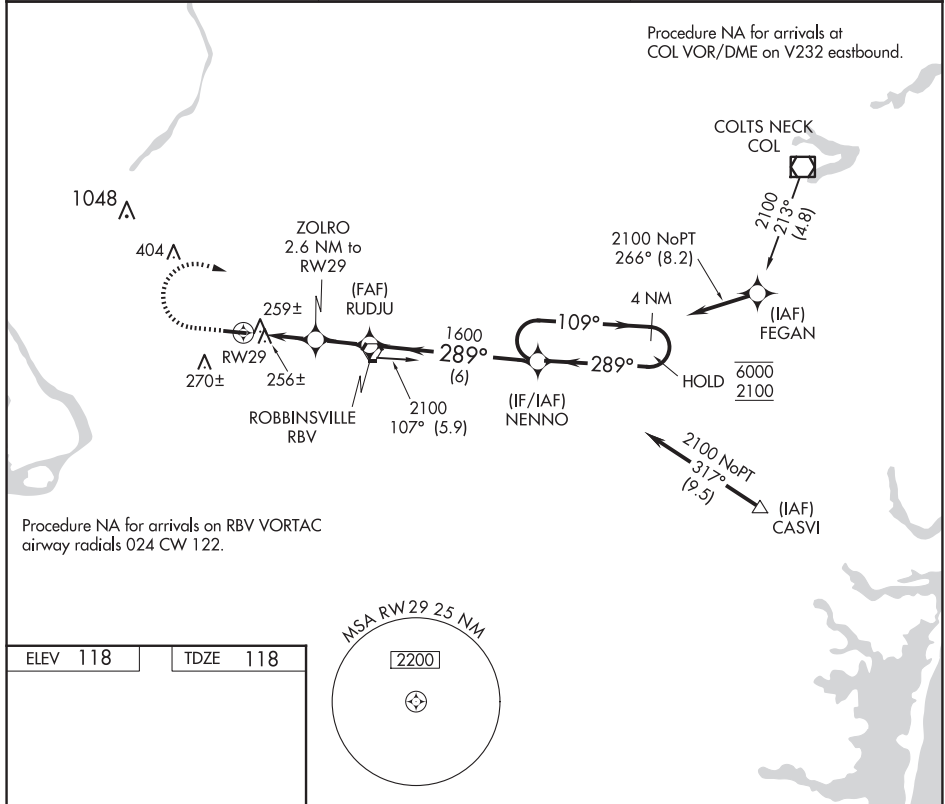
APP CRS	Rwy Idg	3975
289°	TDZE	118
	Apt Elev	118

RNAV (GPS) RWY 29

TRENTON-ROBBINSVILLE (N87)

RNP APCH.	MISSED APPROACH: Climb to 1000, then climbing right turn to 2100 direct NENNO and hold.
Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Use Wrightstown altimeter setting.	

MC GUIRE APP CON 126.475 363.8	UNICOM 123.0 (CTAF)	123.3 0
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1000	2100	NENNO	Visual Segment - Obstacles.	
RW29		ZOLRO 2.6 NM to RW29	RUDJU	NENNO
289°		289°	109°	4 NM Holding Pattern
980		1600	6000	2100
2.6 NM		1.9 NM	6 NM	
CATEGORY	A	B	C	D
LNAV MDA	540-1	422 (500-1)	540-1¼	422 (500-1¼)
CIRCLING	680-1	562 (600-1)	680-1½ 562 (600-1½)	760-2 642 (700-2)

ROBBINSVILLE, NEW JERSEY
Amdt 1C 30DEC21

40°13'N-74°36'W

TRENTON-ROBBINSVILLE (N87)

RNAV (GPS) RWY 29

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

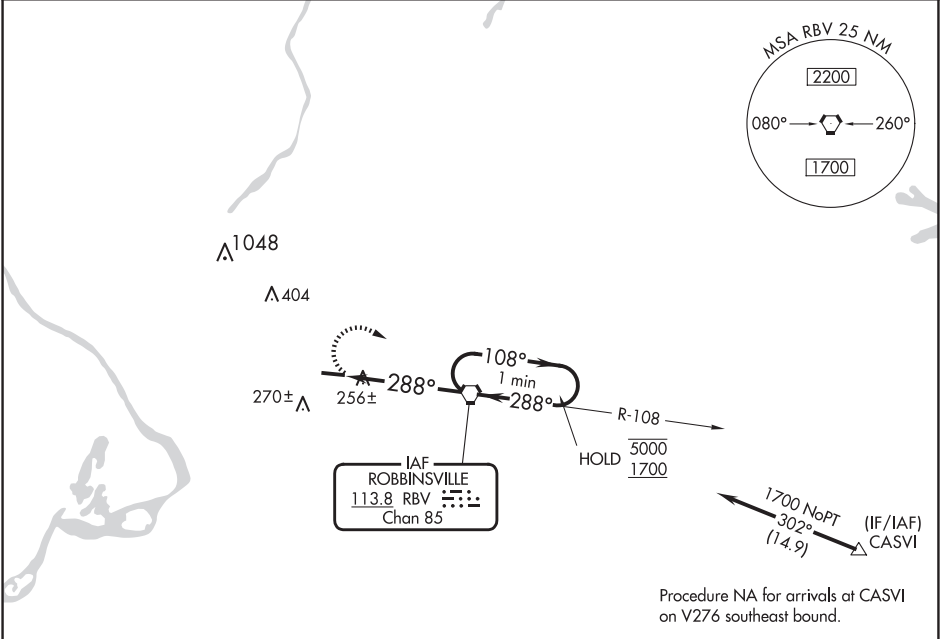
VORTAC RBV	APP CRS	Rwy Idg	3975
113.8	288°	TDZE	118
Chan 85		Apt Elev	118

VOR RWY 29

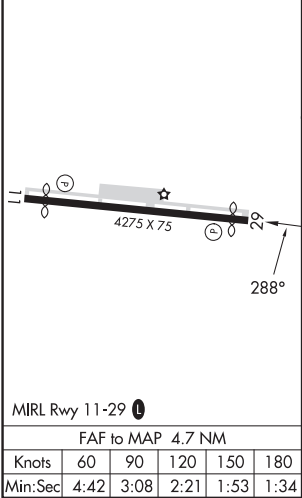
TRENTON-ROBBINSVILLE (N87)

<div><div>Procedure NA at night.</div><div>Rwy 29 helicopter visibility reduction below 1 SM NA.</div><div>Use Wrightstown altimeter setting.</div></div>	<div>MISSED APPROACH: Climbing right turn to 1700 direct RBV VORTAC and hold.</div>
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MC GUIRE APP CON 126.475 363.8	UNICOM 123.0 (CTAF)	123.3
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ELEV 118	TDZE 118
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1700	RBV	Visual Segment - Obstacles.				One Minute Holding Pattern	
		RBV 4.7					
		RBV VORTAC					
		108° → 5000					
		← 288° 1700					
		4.7 NM					
CATEGORY	A		B		C		D
S-29	620-1		502 (600-1)		620-1 3/8		502 (600-1 3/8)
CIRCLING	680-1		562 (600-1)		680-1 1/2		760-2
						562 (600-1 1/2)	
						642 (700-2)	

ROCHESTER, NEW YORK

AL-351 (FAA)

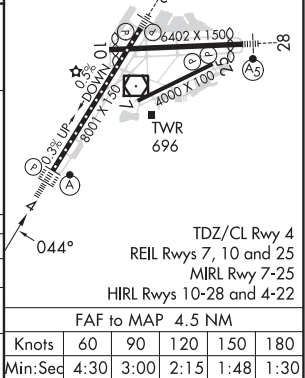
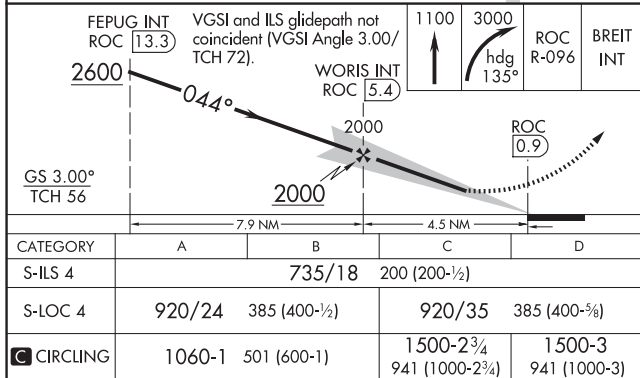
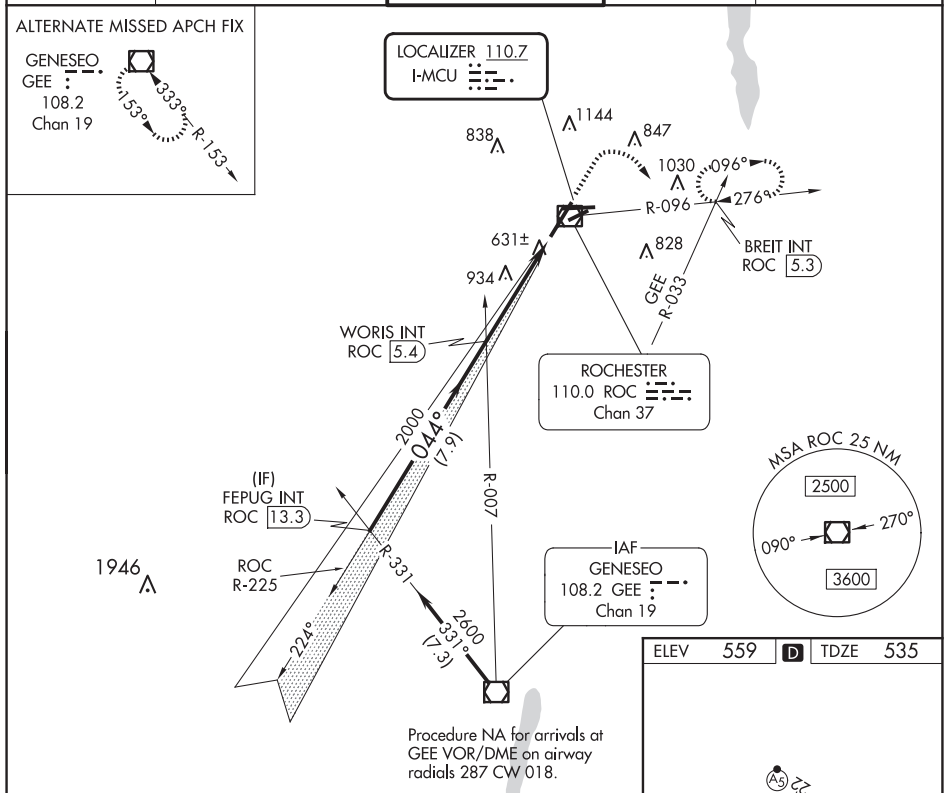
24305

LOC I-MCU 110.7	APP CRS 044°	Rwy ldg TDZE Apt Elev 8001 535 559
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ILS or LOC RWY 4
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

ALSIF-2 	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 135° and ROC VOR/DME R-096 to BREIT INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.
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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
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ROCHESTER, NEW YORK
Amdt 21C 31OCT24

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)
43°07'N-77°40'W
ILS or LOC RWY 4

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-MWD <u>110.7</u>	APP CRS 224°	Rwy Idg 8001 TDZE 559 Apt Elev 559
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ILS or LOC RWY 22
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

DME or RADAR required.

T When R-5203 active hold in lieu NA. DME from ROC VOR/DME.
A DME use requires simultaneous reception of I-MWD and ROC DME.
 * RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct GEE VOR/DME and hold.

ATIS 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
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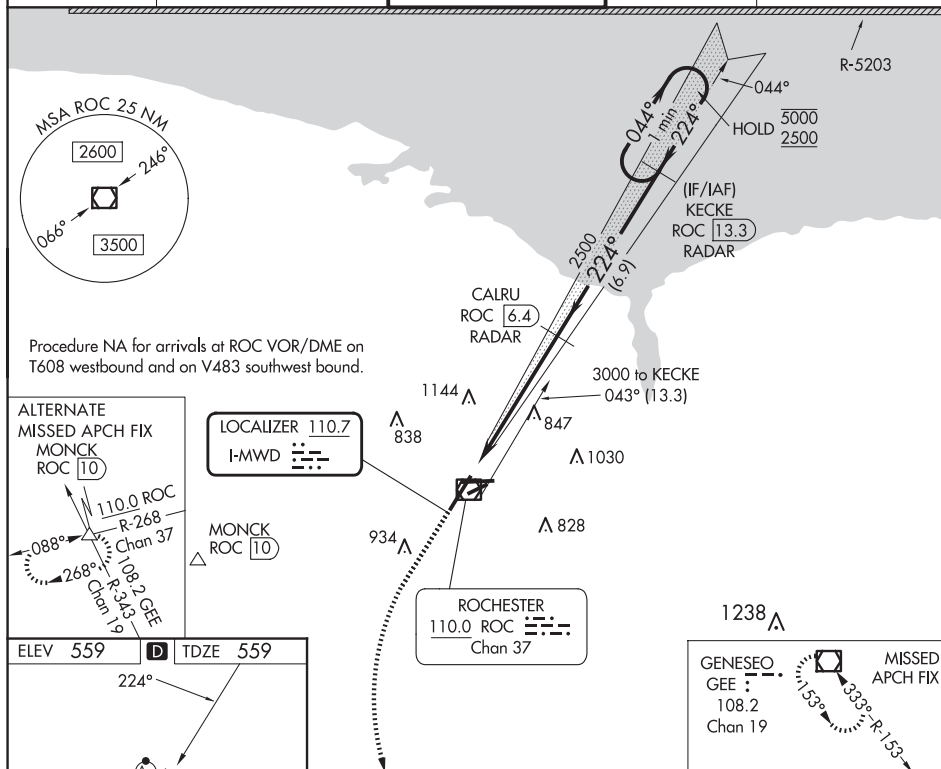


Diagram illustrating the S-ILS 22 approach procedure, showing the final approach segment (2500m) and the VGSi and ILS glidepaths. The diagram is divided into four categories: A, B, C, and D.

Key data points from the diagram:

- Final Approach Segment: 2500m, 224°
- Category A: 1.1 NM
- Category B: 4.8 NM
- Category C: 6.9 NM
- Category D: 1.1 NM
- ROC 1.5 (Category A)
- ROC 6.4 (Category B)
- ROC 13.3 (Category C)
- One Minute Holding Pattern
- VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 67°)
- GS 3.00° TCH 50

CATEGORY	A	B	C	D
S-ILS 22 *	759/24 200 (200-½)			
S-LOC 22	980/24	421 (500-½)	980/40	421 (500-¾)
CIRCLING	1060-1	501 (600-1)	1460-2 ¾ 901 (1000-2 ¾)	1460-3 901 (1000-3)

NE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 28
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

MALSR

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)
43°07'N-77°40'W ILS or LOC PWY 28

ILS or LOC RWY 28

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-MCU 110.7	APP CRS 044°	Rwy ldg TDZE Apt Elev	8001 535 559
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ILS RWY 4 (SA CAT I)

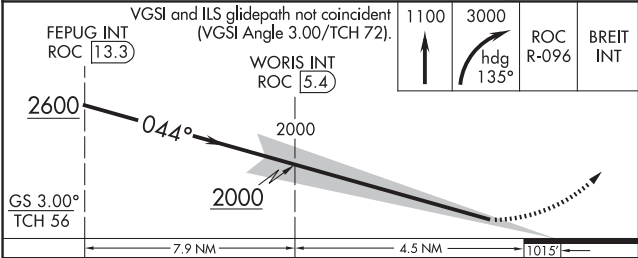
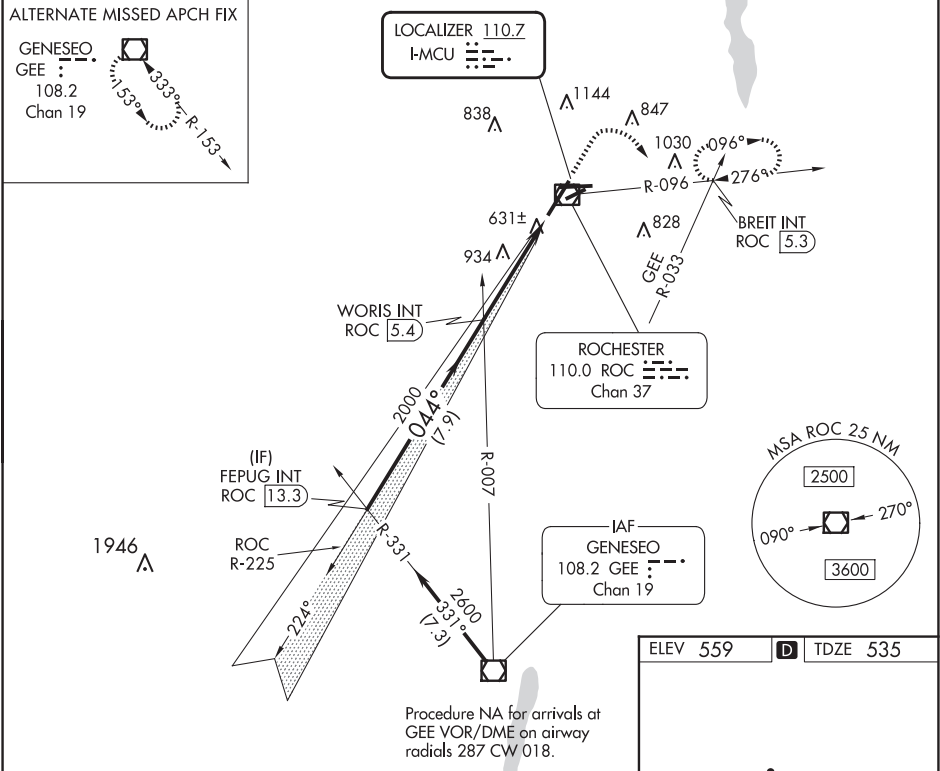
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

 Requires specific OPSPEC, MSPEC, or LOA approval and use of the HUD to DA.	ALSF-2 	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 135° and ROC VOR/DME R-096 to BREIT INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.
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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
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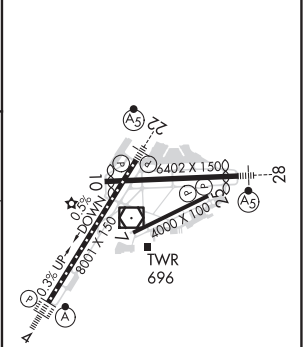
ALTERNATE MISSED APCH FIX

GENESECO
GEE
108.2
Chan 19



CATEGORY	A	B	C	D
S-ILS 4	RA 157/14	150 DA 685		

ELEV 559	TDZE 535
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SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 4
REIL Rwy 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwy 10-28 and 4-22

ILS RWY 4 (CAT II)
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
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

FEPUG INT ROC 13.3

WORIS INT ROC 5.4

ROC R-096

BREIT INT

2600

0.44°

2000

2000

1015

7.9 NM

4.5 NM

CATEGORY	A	B	C	D
S-ILS 4	RA 107/12 100 DA 635			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 4

REIL Rwys 7, 10 and 25

MRL Rwy 7-25

HIRL Rwys 10-28 and 4-22

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)
43°07'N-77°40'W ILS PWV 4 (CAT II)

ILS RWY 4 (CAT II)

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45611 W04A	APP CRS 044°	Rwy Idg 8001 TDZE 535 Apt Elev 559
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RNAV (GPS) RWY 4
GREATER ROCHESTER INTL (ROC)

FREDERICK DOUGLASS/GREATER ROCHESTER INTL. (ROC)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C
A or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1 7/8 SM.

ALSF-2



MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct BILAW and hold.

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
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ROCHESTER, NEW YORK


AL-351 (FAA)

24305

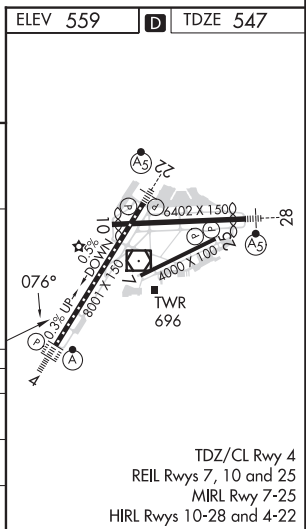
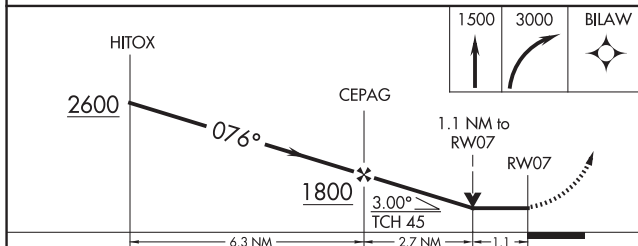
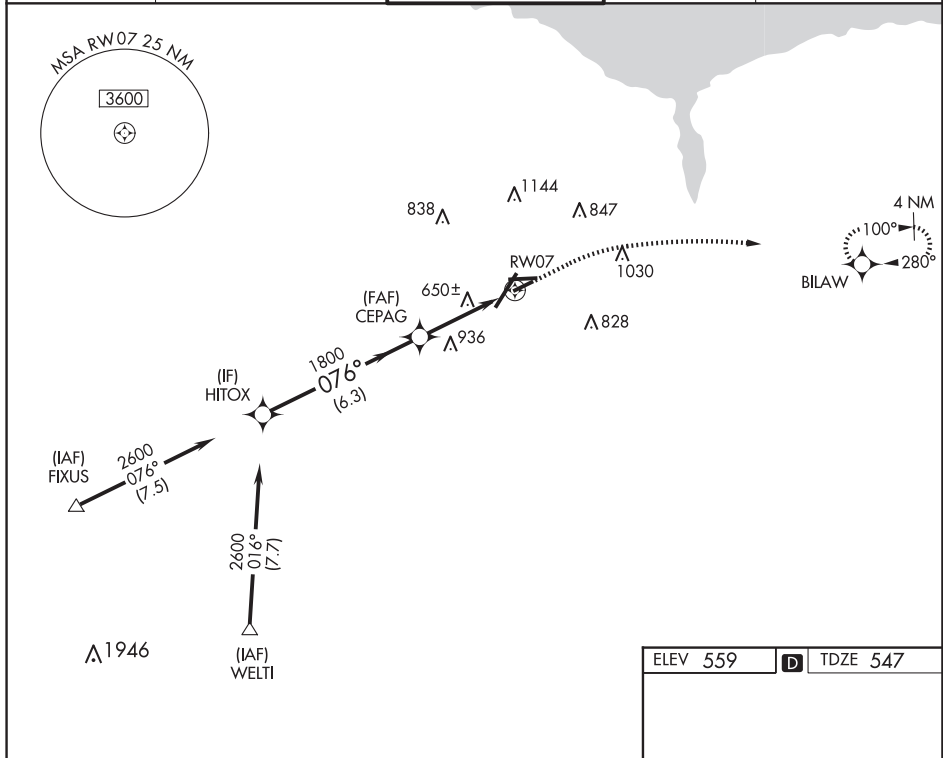
WAAS CH 61334 W07A	APP CRS 076°	Rwy Idg TDZE Apt Elev	4000 547 559
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RNAV (GPS) RWY 7

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct BILAW and hold.
 Rwy 7 helicopter visibility reduction below 3/4 SM 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
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CATEGORY	A	B	C	D
LP MDA	940-1 393 (400-1)	940-1 393 (400-1)	940-1 393 (400-1)	940-1 393 (400-1)
LNAV MDA	1060-1 513 (600-1)	1060-1 513 (600-1)	1060-1 513 (600-1)	1060-1 513 (600-1)
CIRCLING	1060-1 501 (600-1)	1500-2 941 (1000-2)	1500-2 941 (1000-2)	1500-2 941 (1000-2)

ROCHESTER, NEW YORK
Amdt 1B 02DEC21

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)
43°07'N-77°40'W

RNAV (GPS) RWY 7

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

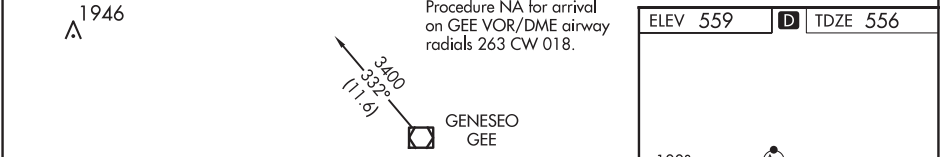
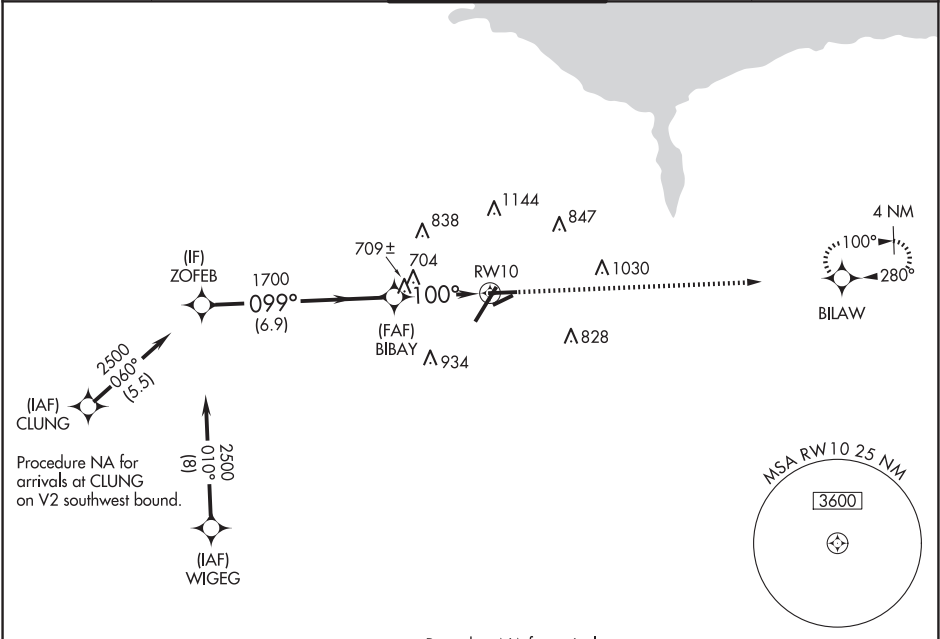
WAAS CH 70734 W10A	APP CRS 100°	Rwy Idg TDZE 556 Apt Elev 559
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RNAV (GPS) RWY 10

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct BILAW and hold.
<div><div></div><div>Rwy 10 helicopter visibility reduction below RVR 4000 NA.</div></div>	

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
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	ZOFEB		Visual Segment - Obstacles.		3000	BILAW
	2500		099°			
			BIBAY		1700	
			100°			
			RWY 10			
	6.9 NM		3.4 NM			
CATEGORY	A	B	C	D		
LP MDA	980/55	424 (500-1)	980-1¼	424 (500-1¼)		
LNAV MDA	980/55	424 (500-1)	980-1¼	424 (500-1¼)		
CIRCLING	1060-1	501 (600-1)	1500-2¾ 941 (1000-2¾)	1500-3 941 (1000-3)		

TDZ/CL Rwy 4
REIL Rws 7, 10 and 25
MIRL Rwy 7-25
HIRL Rws 10-28 and 4-22

ELEV 559

TDZE 556

100°

22

6402 X 1500

8001 X 1200

4000 X 1000

TWR 696

28

ROCHESTER, NEW YORK

AL-351 (FAA)

24305

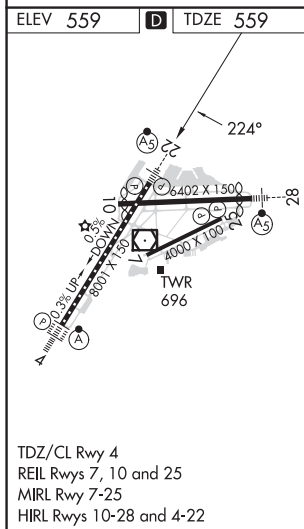
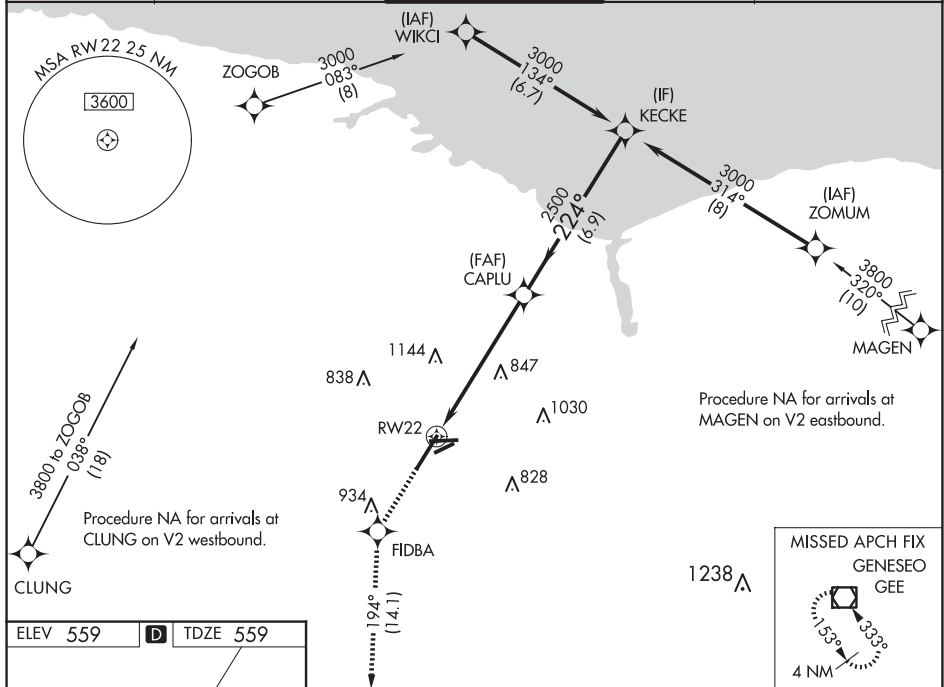
WAAS CH 73016 W22A	APP CRS 224°	Rwy Idg TDZE 559 Apt Elev 559	8001
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RNAV (GPS) RWY 22

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 4000 direct FIDBA and on track 194° to GEE VOR/DME and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. ** 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
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4000 ↑		FIDBA ✱		tr 194° ↗		GEE ◻		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 67).	
				CAPLU 2500		KECKE 3000		GP 3.00° TCH 50	
CATEGORY		A		B		C		D	
LPV DA		**759/24 200 (200-½)							
LNAV/ VNAV DA		859/25 300 (300-½)							
LNAV MDA		980/24 421 (500-½)				980/40 421 (500-¾)			
C CIRCLING		1060-1 501 (600-1)				1500-2¾ 941 (1000-2¾)		1500-3 941 (1000-3)	

ROCHESTER, NEW YORK
Amdt 2C 31OCT24

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)
43°07'N-77°40'W
RNAV (GPS) RWY 22

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



ROCHESTER, NEW YORK

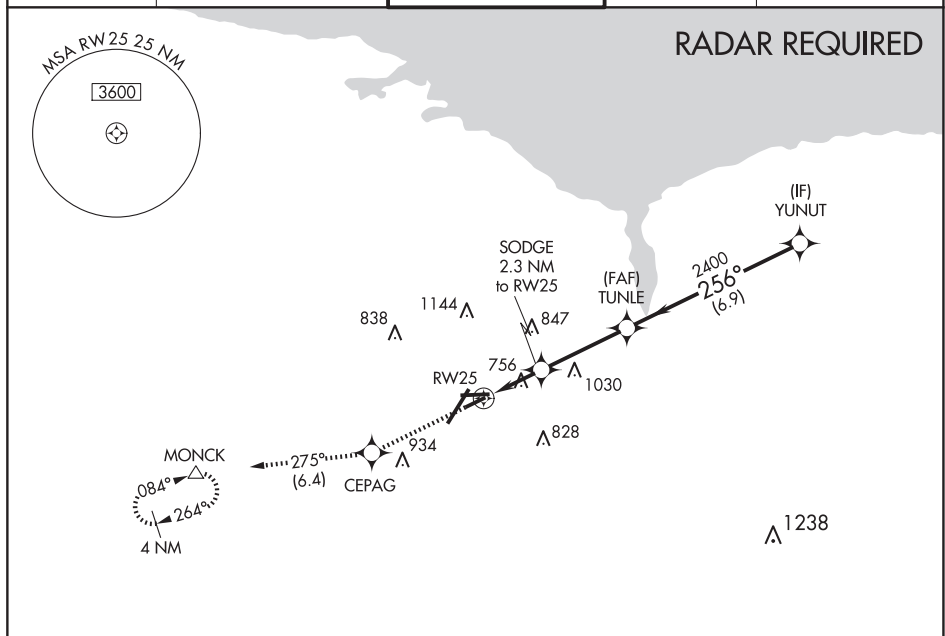
AL-351 (FAA)

24305

WAAS CH 72934 W25A	APP CRS 256°	Rwy Idg 4000 TDZE 547 Apt Elev 559
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RNAV (GPS) RWY 25
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

  DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 3000 direct CEPAG and on track 275° to MONCK and hold.	
ATIS 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	



ELEV 559

TDZE 547

0.2% UP
800 X 150

0.2% DOWN
800 X 150

TWR
696

6402 X 1500

4000 X 100

256°

28'

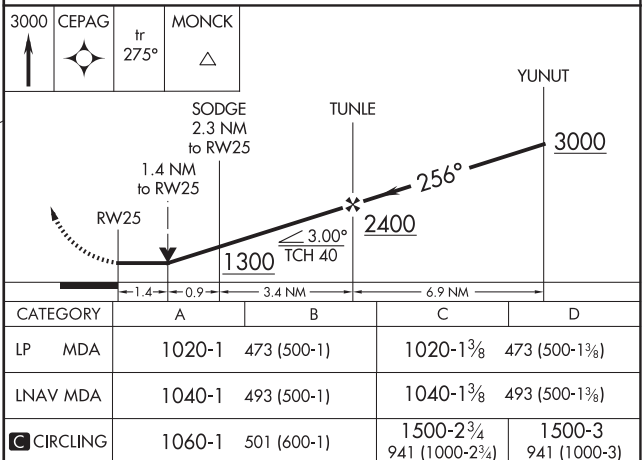
10'

TDZ/CL Rwy 4

REIL Rwys 7, 10 and 25

MIRL Rwy 7-25

HIRL Rwys 10-28 and 4-22



ROCHESTER, NEW YORK

AL-351 (FAA)

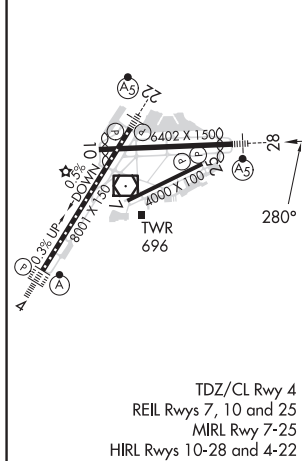
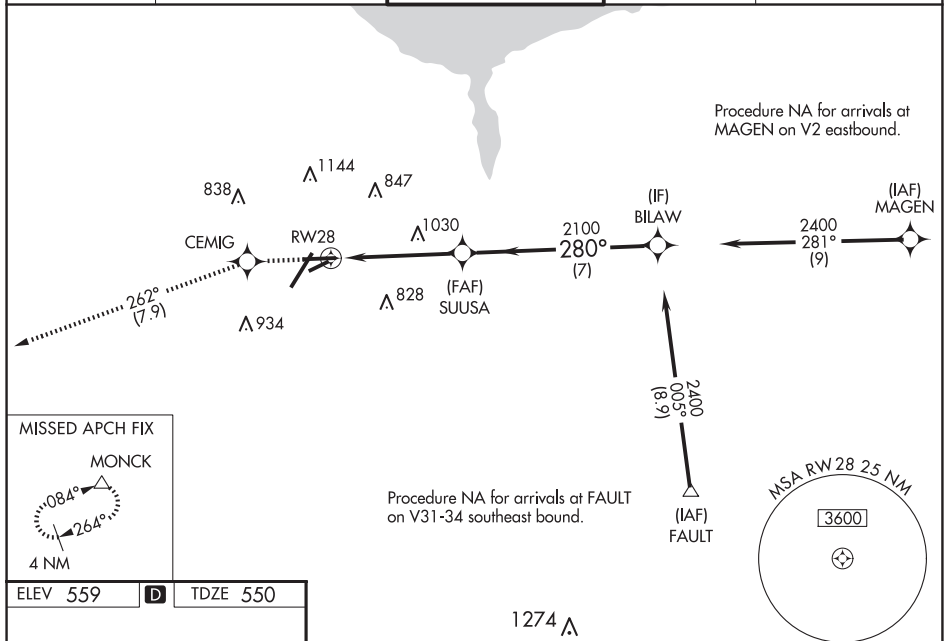
24305

WAAS CH 86411 W28A	APP CRS 280°	Rwy Idg TDZE Apt Elev	5802 550 559
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RNAV (GPS) RWY 28

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

<div><div><div>▼</div><div>▲</div></div><div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).</div><div>DME/DME RNP -0.3 NA.</div><div>Multiple unshielded lights in final approach area.</div><div>For inop MALSR, increase LPV Cats A/B visibility to RVR 5500 and Cats C/D visibility to 2.</div><div>Helicopter visibility reduction below RVR 4000 NA.</div></div></div>			<div>MALSR</div> <div><div><div>A5</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div><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CATEGORY	A	B	C	D
LPV DA		820/40	270 (300-¾)	
LNAV/VNAV DA		1067-1¼	517 (500-1¼)	
LNAV MDA	1280/40	730 (800-¾)	1280-1½	730 (800-1½)
CIRCLING	1280-1	721 (800-1)	1500-2¾ 941 (1000-2¾)	1500-3 941 (1000-3)

ROCHESTER, NEW YORK

Amdt 2A 05MAR15

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

43°07'N-77°40'W

RNAV (GPS) RWY 28

ROCHESTER, NEW YORK

AL-351 (FAA)

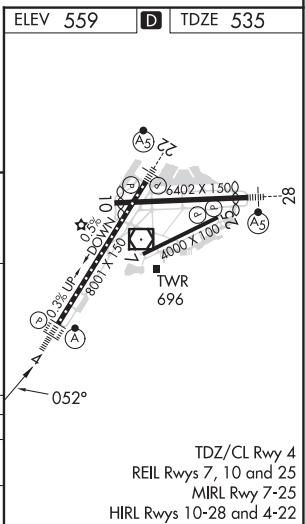
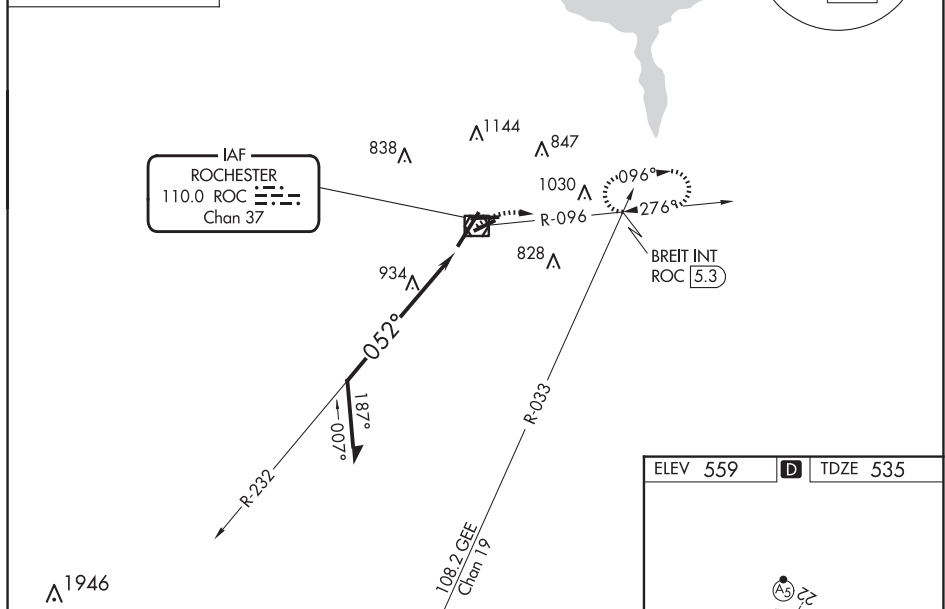
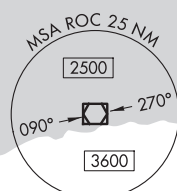
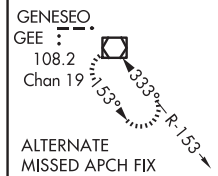
24305

VOR/DME ROC 110.0 Chan 37	APP CRS 052°	Rwy Idg 8001 TDZE 535 Apt Elev 559
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VOR RWY 4
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

 	<p>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.</p>	<p>ALSF-2</p> 	<p>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.</p>
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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
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TDZ/CL Rwy 4
REIL Rwy 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwy 10-28 and 4-22

ROCHESTER, NEW YORK
Amdt 12A 05MAR15

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)
43°07'N-77°40'W

NE-2, 07 AUG 2025 to 02 OCT 2025

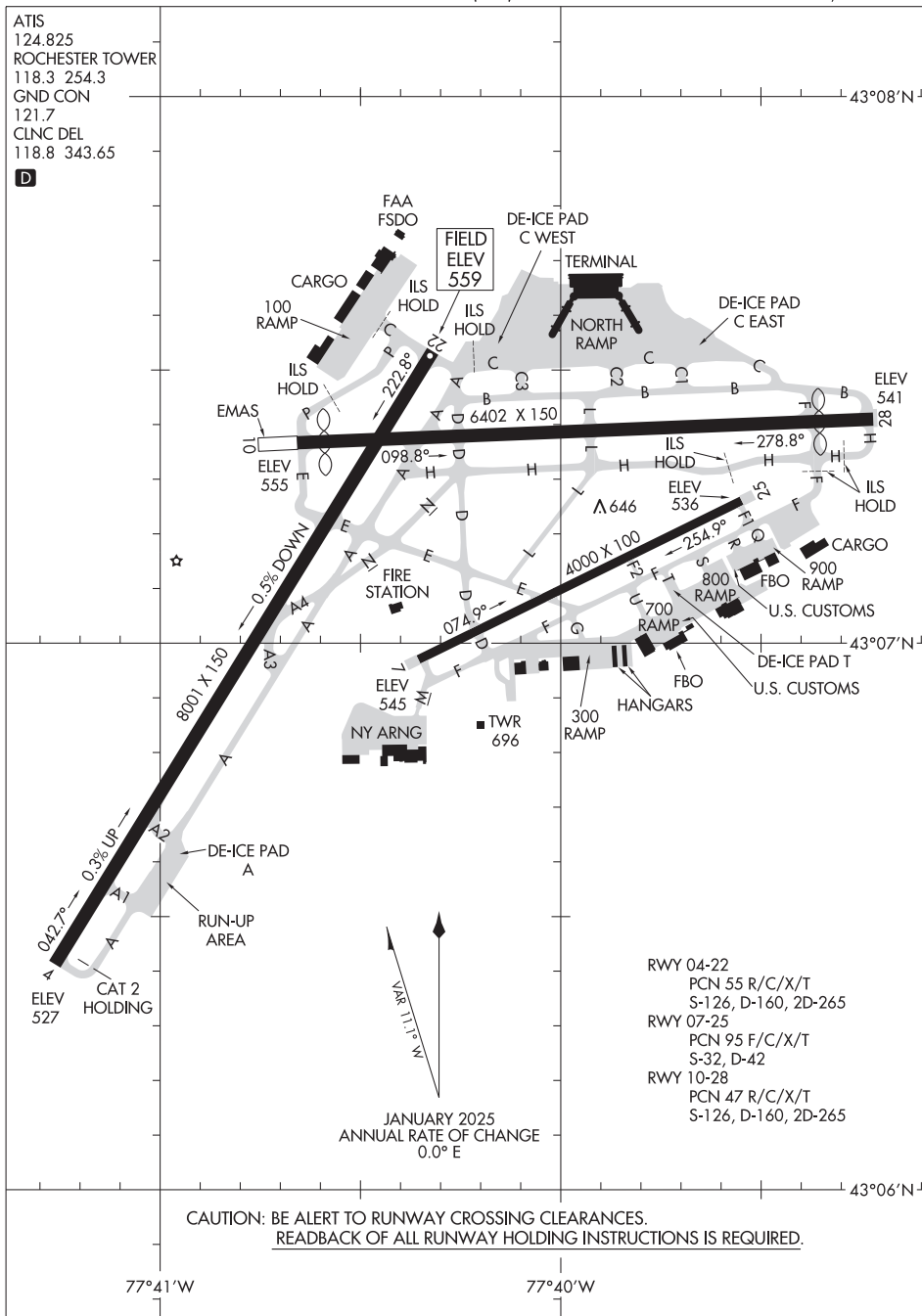
NE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

ATIS
124.825
ROCHESTER TOWER
118.3 254.3
GND CON
121.7
CLNC DEL
118.8 343.65

AL-351 (FAA)

ROCHESTER, NEW YORK



25107

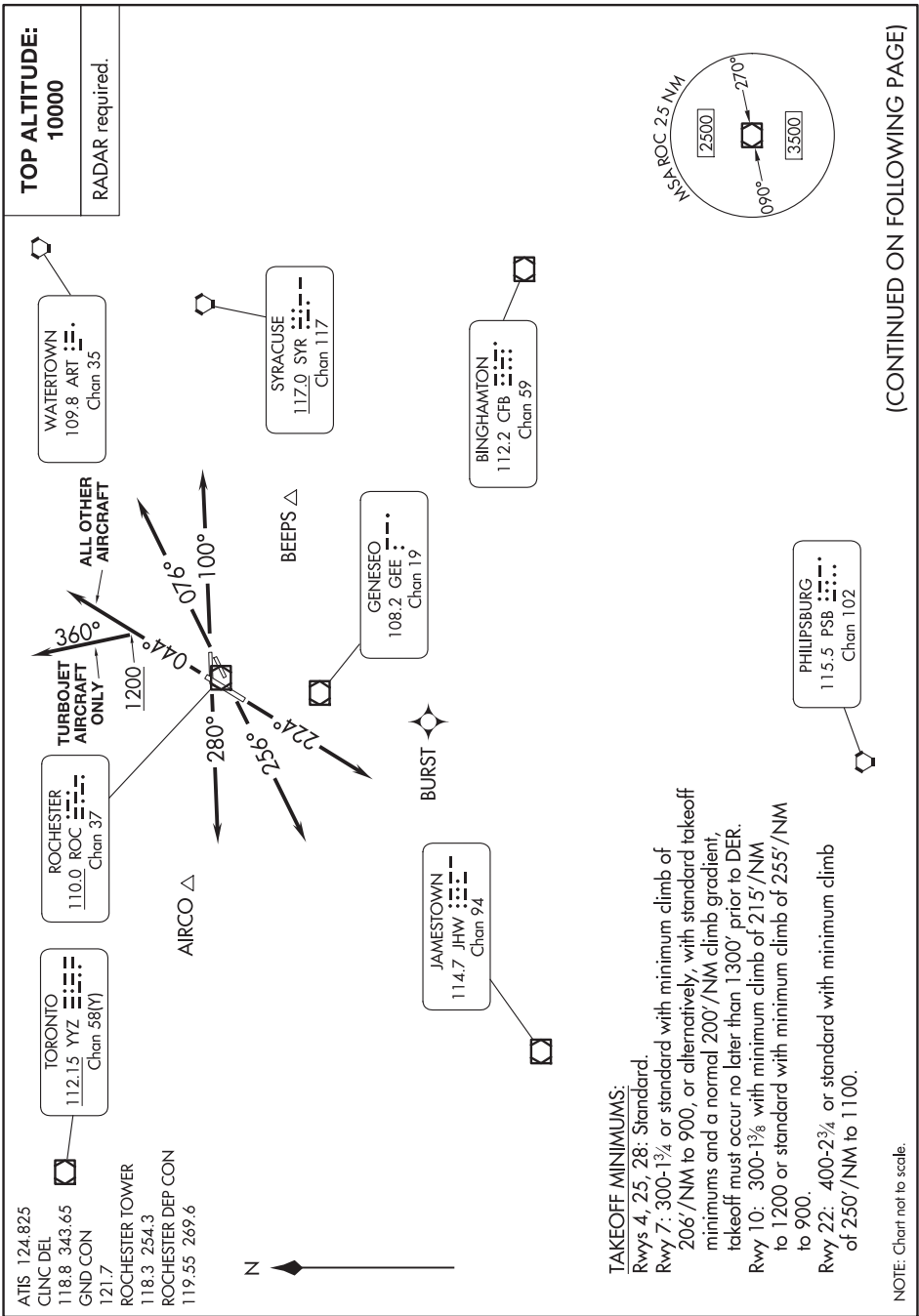
ROCHESTER, NEW YORK
FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)

NE-2, 07 AUG 2025 to 02 OCT 2025

(XEROX8.XEROX) 24305
XEROX EIGHT DEPARTURE

FREDERICK DOUGLASS/GREATER ROCHESTER INTL (ROC)
AL-351 (FAA) ROCHESTER, NEW YORK

NE-2, 07 AUG 2025 to 02 OCT 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Turbojet aircraft only climb on heading 044° to 1200,
then on 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.

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

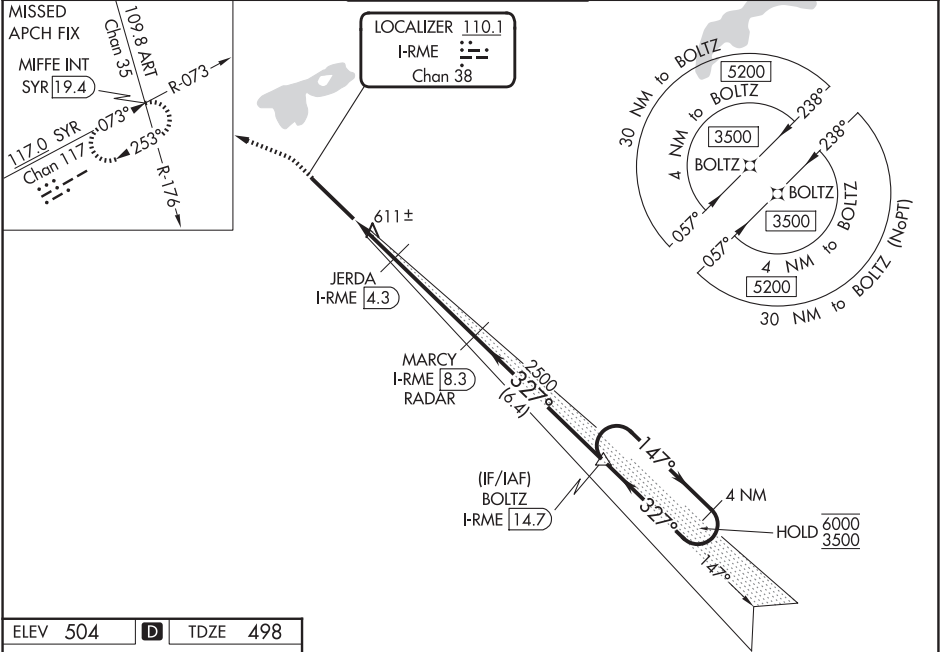
LOC/DME I-RME	APP CRS	Rwy Ldg
110.1	327°	11820
Chan 38		TDZE 498
		Apt Elev 504

ILS or LOC RWY 33

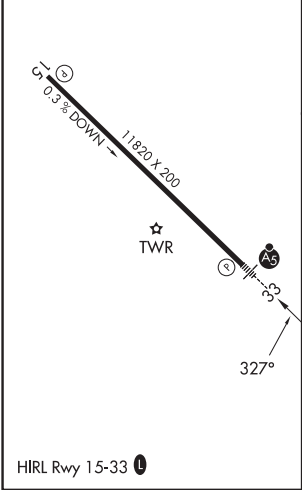
GRIFFISS INTL (RME)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 on heading 305° and on SYR VORTAC R-073 to MIFFE INT/SYR 19.4 DME and hold.
<div><div>▼</div><div>▲</div></div> <div>Circling NA southwest of Rwy 15-33. Rwy 33 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.</div>	<div><div>⬇</div><div>⬆</div></div>	

ATIS 118.7	SYRACUSE APP CON 127.425 290.45	GRIFFISS TOWER ★ 118.1(CTAF) 0 291.7	GND CON 121.9	UNICOM 122.95
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ELEV 504	D	TDZE 498
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1600	4000	SYR R-073	MIFFE INT	MARCY I-RME 8.3 RADAR	BOLTZ I-RME 14.7	4 NM Holding Pattern
hdg 305°						
		JERDA I-RME 4.3	2500	1200	2500	6000 3500
		I-RME 2.2	I-RME 3.2			GS 3.00° TCH 56
		1 NM	1.1 NM	4 NM	6.4 NM	
CATEGORY	A	B	C	D		
S-ILS 33		784-7/8	286 (300-7/8)			
S-LOC 33	880-1	382 (400-1)	880-1 1/8	382 (400-1 1/8)		
CIRCLING	1120-1 616 (700-1)	1220-1 716 (800-1)	1380-2 1/2 876 (900-2 1/2)	1640-3 1136 (1200-3)		

ROME, NEW YORK

AL-9515 (FAA)

25219

WAAS CH 82206 W15A	APP CRS 147°	Rwy Ldg 11820 TDZE 504 Apt Elev 504
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RNAV (GPS) RWY 15

GRIFFISS INTL (RME)

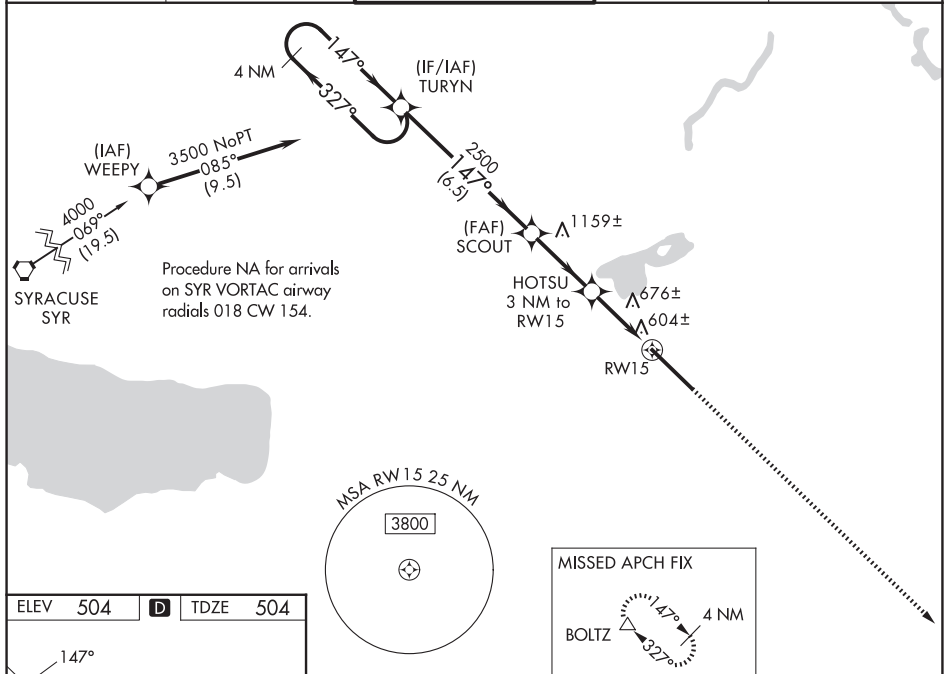
RNP APCH-GPS.

▼ 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 ¼ SM. Baro-VNAV and VDP NA when using Syracuse altimeter setting. Circling NA southwest of Rwy 15-33.

MISSED APPROACH: Climb to 3500 direct BOLTZ and hold.

ATIS 118.7	SYRACUSE APP CON 127.425 290.45	GRIFFISS TOWER ★ 118.1 (CTAF) 0 291.7	GND CON 121.9	UNICOM 122.95
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ELEV **504** **D** TDZE **504**

147°

GP 0.3% DOWN

11820 X 200

TWR

AS

HIRL Rwy 15-33

4 NM Holding Pattern					3500		BOLTZ	
					3500		BOLTZ	
3500					327°		147°	
GP 3.00° TCH 55					2500		*1500	
6.5 NM					3 NM		1.8 NM	
1.2					RW15			
CATEGORY					A		B	
LPV DA					704-1		200 (200-1)	
LNAV/VNAV DA					1052-2		548 (600-2)	
LNAV MDA					940-1 436 (500-1)		940-1¼ 436 (500-1¼)	
CIRCLING					1140-1 636 (700-1)		1260-1 756 (800-1)	
					1400-2¾ 896 (900-2¾)		1640-3 1136 (1200-3)	

ROME, NEW YORK
Amdt 1C 12AUG21

43°14'N-75°24'W

RNAV (GPS) RWY 15

GRIFFISS INTL (RME)


NE-2, 07 AUG 2025 to 02 OCT 2025

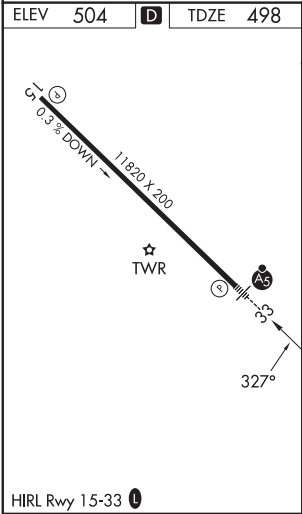
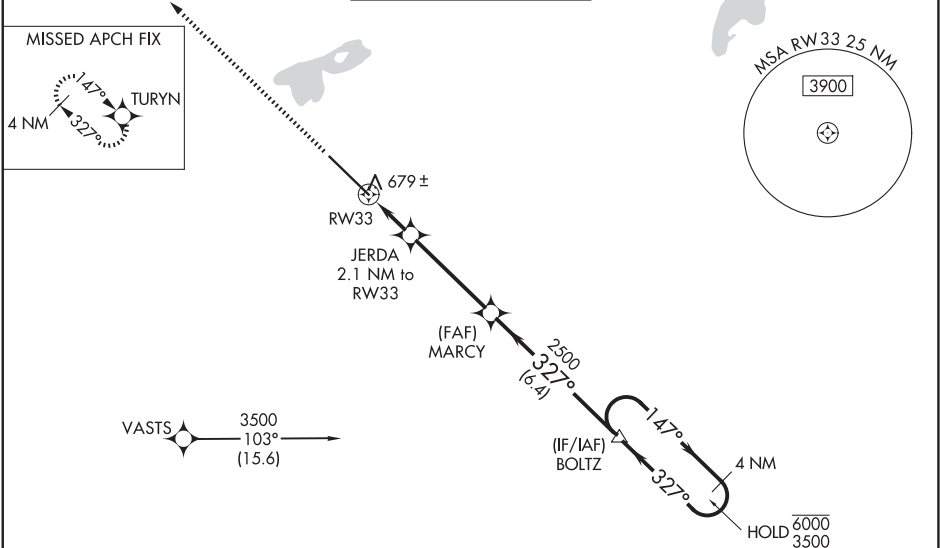
NE-2, 07 AUG 2025 to 02 OCT 2025



WAAS CH 42906 W33A	APP CRS 327°	Rwy Ldg 11820 TDZE 498 Apt Elev 504
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RNAV (GPS) RWY 33

GRIFFISS INTL (RME)

RNP APCH-GPS.				<div>MALSR</div> <div></div>	<div>MISSED APPROACH:</div> <div>Climb to 3500 direct TURYN and hold.</div>
<div><div><div><div><div>⚠</div><div>Circling NA southwest of Rwy 15-33. Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. For inop ALS, increase LPV visibility to $\frac{1}{2}$ SM and LNAV/VNAV visibility to $1\frac{1}{2}$ SM and LNAV Cat A/B visibility to 1 SM. For inop ALS when using Syracuse Intl altimeter setting, increase LNAV Cat A/B visibility to 1 SM. When local altimeter setting not received, use Syracuse Intl altimeter setting: increase LPV DA to 869 feet, increase LNAV/VNAV DA to 1051 feet; increase all MDAs 100 feet and visibility LNAV Cat C/D and Circling Cat B/C visibility $\frac{1}{4}$ SM.</div></div></div></div></div>					
<div>ATIS</div> <div>118.7</div>	<div>SYRACUSE APP CON</div> <div>127.425 290.45</div>	<div>GRIFFISS TOWER ★</div> <div>118.1 (CTAF) 0 291.7</div>	<div>GND CON</div> <div>121.9</div>	<div>UNICOM</div> <div>122.95</div>	



3500 ↑		TURYN 		JERDA 2.1 NM to RW33		MARCY 2500		BOLTZ		4 NM Holding Pattern	
*LNAV only.		*1.5 NM to RW33		*1220		2500		147° → 6000 ← 327° 3500		GP 3.00° TCH 56	
		RW33		1.5 NM		0.6		4 NM		6.4 NM	
CATEGORY	A		B		C		D				
LPV DA	784-¾		286 (300-¾)								
LNAV/VNAV DA	966-1¼		468 (500-1¼)								
LNAV MDA	1040-¾ 542 (600-¾)		1040-1⅝ 542 (600-1⅝)								
CIRCLING	1140-1 636 (700-1)		1260-1 756 (800-1)		1400-2¾ 896 (900-2¾)		1640-3 1136 (1200-3)				

25219

AIRPORT DIAGRAM

AL-9515 (FAA)

GRIFFISS INTL (RME)
ROME, NEW YORK

ATIS
118.7
GRIFFISS TOWER ★
118.1 291.7
GND CON
121.9

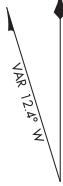
D

FIELD
ELEV
504

RWY 15-33
PCR 2050 F/A/X/T
S-120, D-250, 2D-550, 2D/2D2-1120

43°15'N

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° E



11820 X 200

APRON 4

APRON 3

TWR

APRON B

FIRE STATION

ELEV
498

APRON 1

APRON 2

HANGARS

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

75°25'W

75°24'W

AIRPORT DIAGRAM

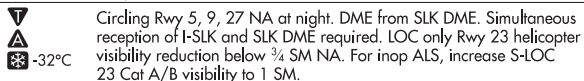
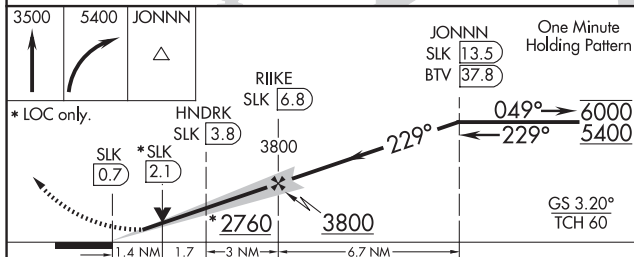
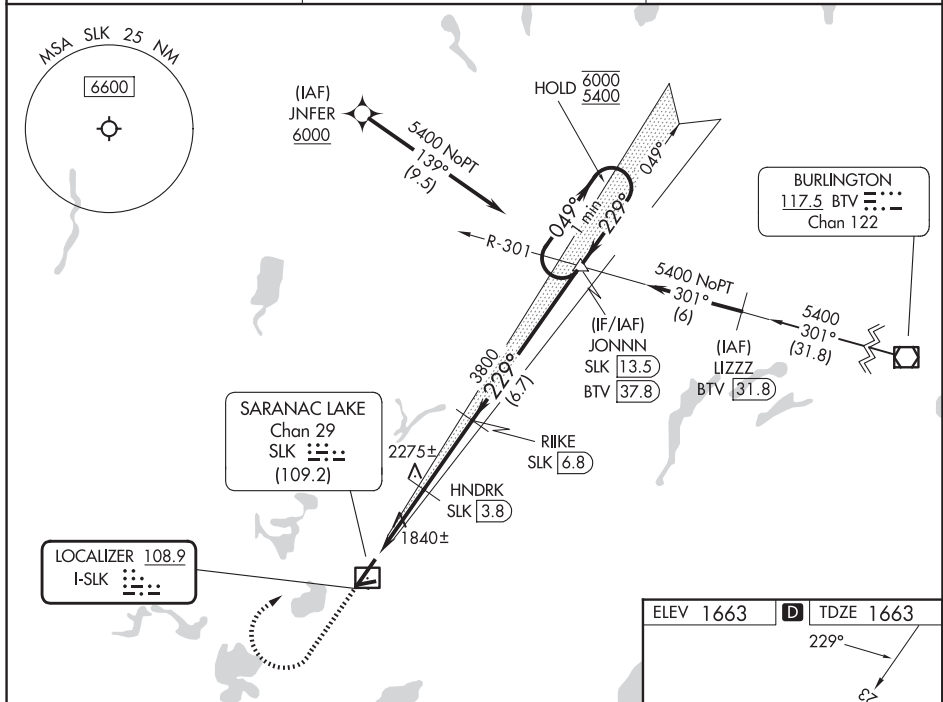
25219

ROME, NEW YORK
GRIFFISS INTL (RME)

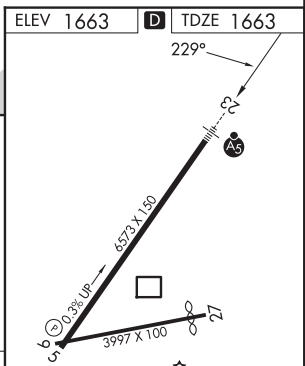
NE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 23
ADIRONDACK RGNL (SLK)

MISSED APPROACH: Climb to 3500 then climbing right turn to 5400 direct JONNN and hold.

UNICOM
123.0 (CTAF) **L**

CATEGORY	A	B	C	D
S-ILS 23	1863- $\frac{1}{2}$		200 (200- $\frac{1}{2}$)	
S-LOC 23	2200- $\frac{3}{4}$	537 (600- $\frac{3}{4}$)	2200-1	537 (600-1)
CIRCLING	2500-1 $\frac{1}{4}$ 837 (900-1 $\frac{1}{4}$)	2660-1 $\frac{1}{2}$ 997 (1000-1 $\frac{1}{2}$)	2660-3 997 (1000-3)	2700-3 1037 (1100-3)

ADIRONDACK RGNL (SLK)
ILS or LOC RWY 23

WAAS CH 48926 W05A	APP CRS 049°	Rwy Ldg TDZE 1654 Apt Elev 1663
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RNAV (GPS) RWY 5

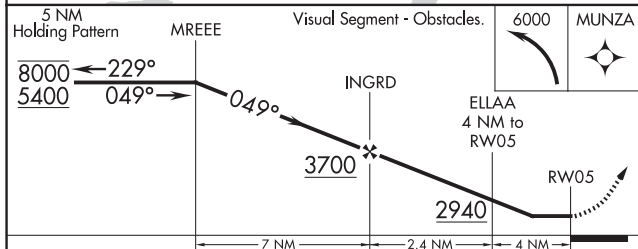
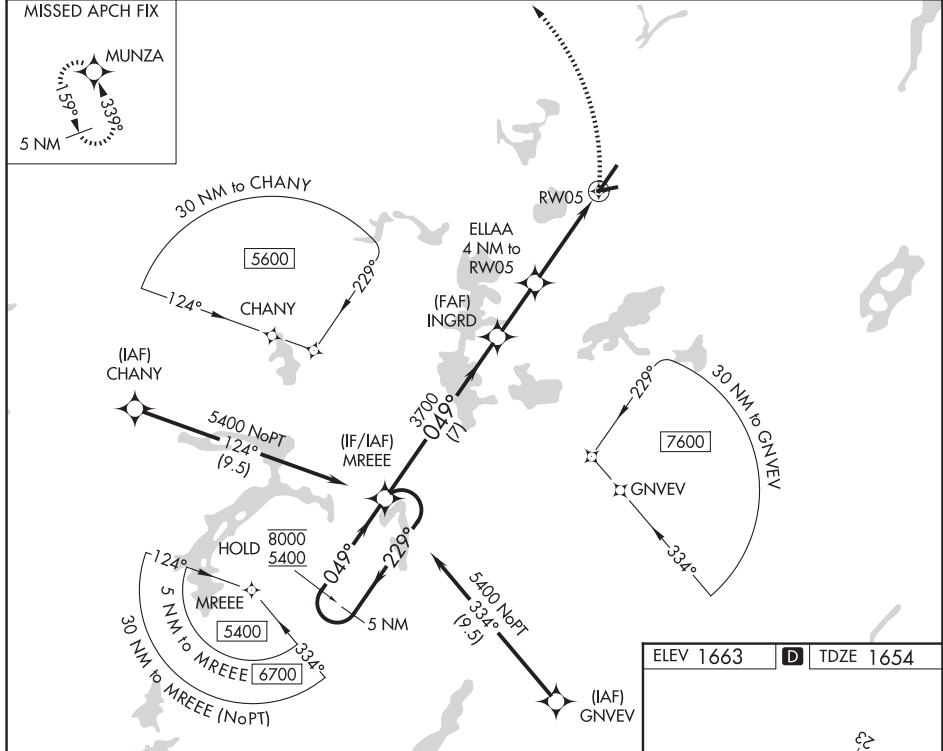
ADIRONDACK RGNL (SLK)

RNP APCH-GPS.

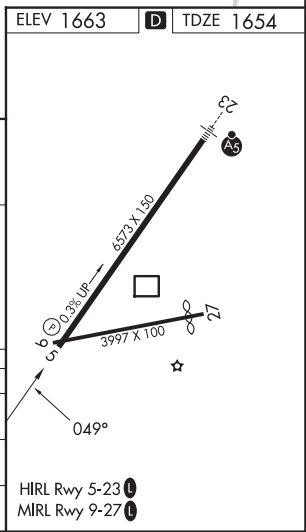
 Circling Rwy 5, 9, 27 NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Rwy 5 straight-in minimums NA at night.
 -32°C

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) 0
------------------------	---------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LP MDA	2420-1 766 (800-1)	2420-1 1/4 766 (800-1 1/4)	2420-2 1/2	766 (800-2 1/2)
LNAV MDA	2540-1 1/4	886 (900-1 1/4)	2540-2 1/2	886 (900-2 1/2)
CIRCLING	2540-1 1/4 877 (900-1 1/4)	2660-1 1/2 997 (1000-1 1/2)	2660-3 997 (1000-3)	2680-3 1017 (1100-3)



NE-2, 07 AUG 2025 to 02 OCT 2025

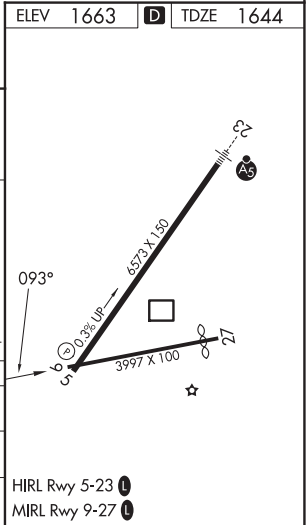
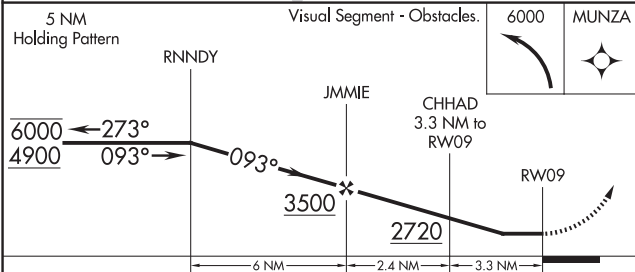
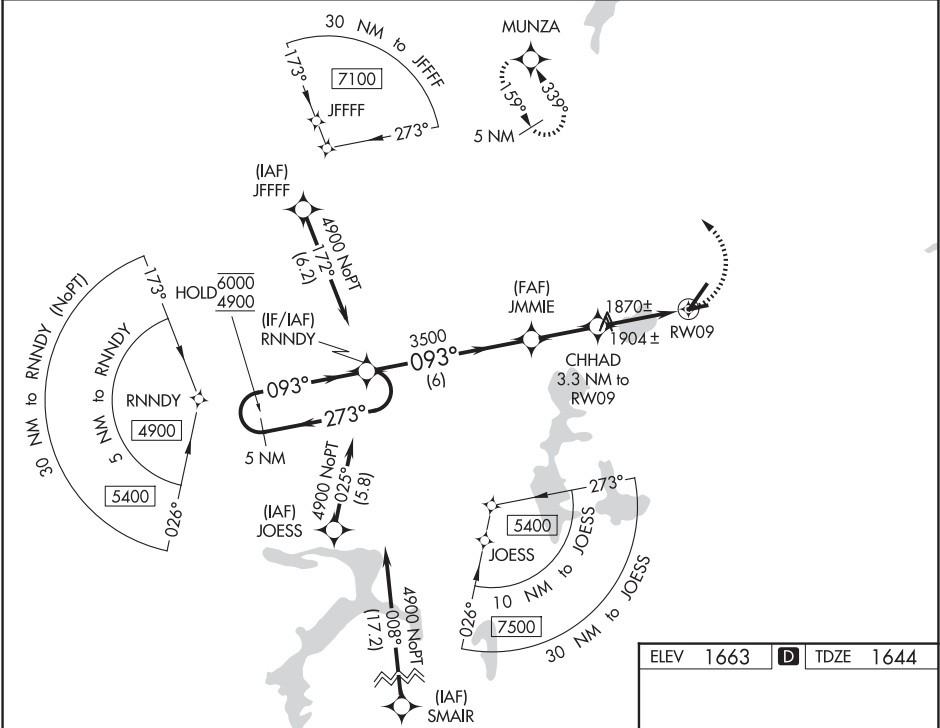
NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93626 W09A	APP CRS 093°	Rwy Ldg TDZE 1644 Apt Elev 1663
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RNAV (GPS) RWY 9
ADIRONDACK RGNL (SLK)

RNP APCH-GPS. ⚠ -32°C	Rwy 9 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 9 NA at night, Circling Rwy 5, 9, 27 NA at night.	MISSED APPROACH: Climbing left turn to 6000 direct MUNZA and hold, continue climb-in-hold to 6000.
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ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	2180-1	536 (600-1)	2180-1½	536 (600-1½)
LNAV MDA	2380-1	736 (800-1)	2380-2	736 (800-2)
CIRCLING	2500-1¼ 837 (900-1¼)	2660-1½ 997 (1000-1½)	2660-3 997 (1000-3)	2680-3 1017 (1100-3)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42520 W23A	APP CRS 229°	Rwy Ldg TDZE 1663 Apt Elev 1663
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RNAV (GPS) RWY 23

ADIRONDACK RGNL (SLK)

RNP APCH - GPS.

T

A

32°C

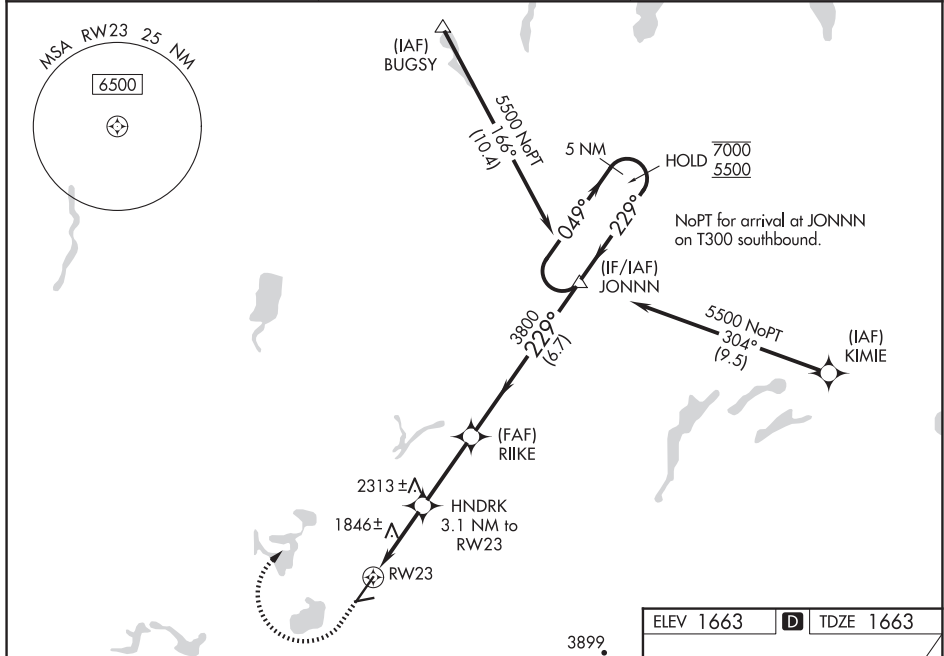
Rwy 23 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 54°C. When local altimeter setting not received, procedure NA. Circling Rwy 5, 9, 27 NA at night. Inop table does not apply to LPV DA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 3/8 SM; increase LNAV Cat A/B visibility to 1 SM.

MALSR

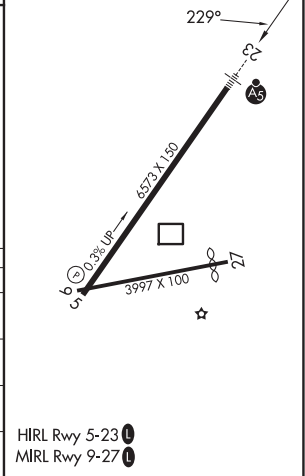
A5

MISSED APPROACH:
Climb to 3500 then
climbing right turn to
5500 direct JONNN
and hold.

ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF) 0
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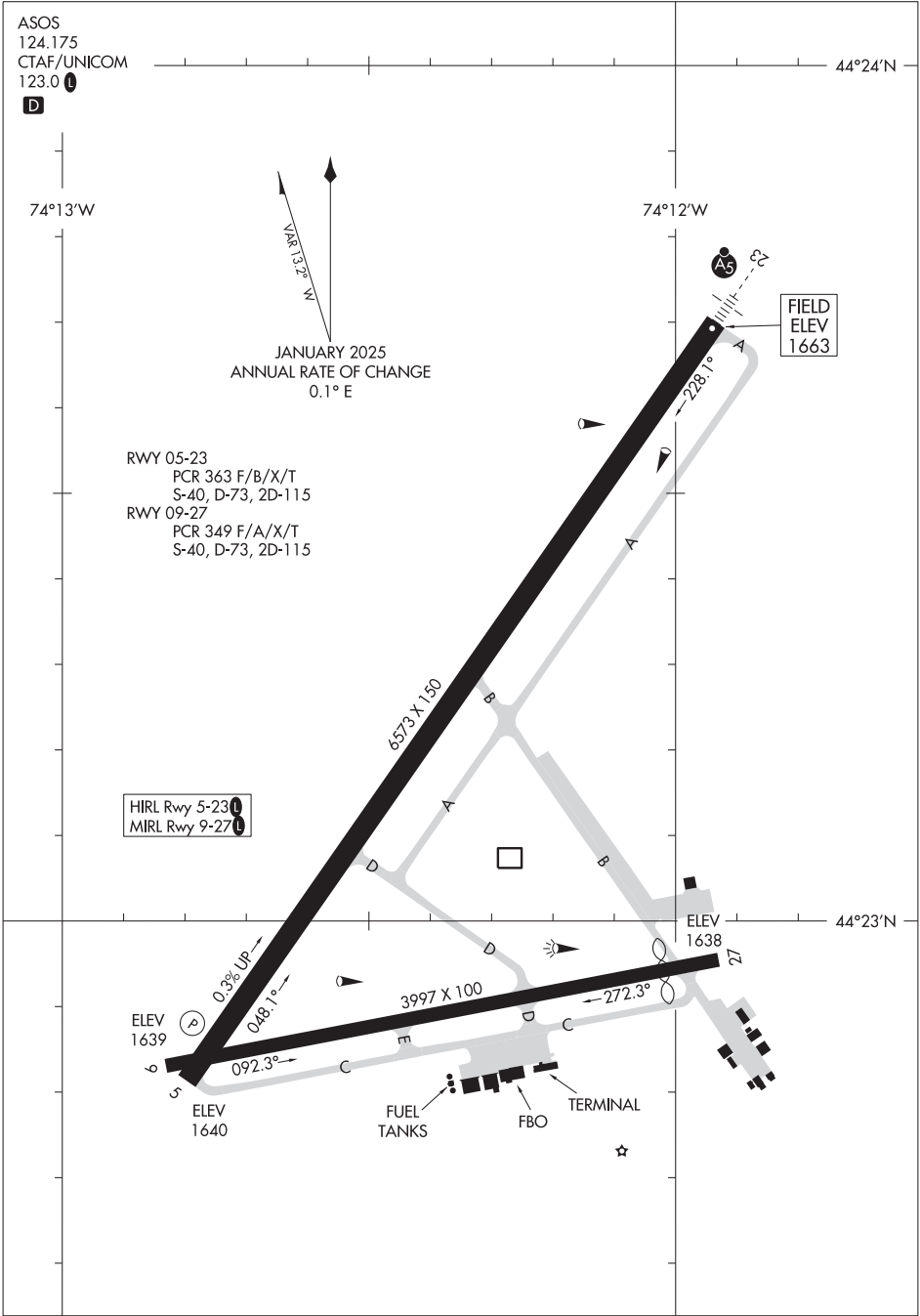


3500	5500	JONNN	RIIKE	JONNN	5 NM Holding Pattern
↑	↻	△			
		HNDRK 3.1 NM to RW23	3800	049° → 7000 ← 229° 5500	
		1.1 NM to RW23	2760	GP 3.20° TCH 60	
		1.1 NM	2 NM	3 NM	6.7 NM
CATEGORY	A	B	C	D	
LPV DA		1913-3/4	250 (300-3/4)		
LNAV/VNAV DA		2149-1	486 (500-1)		
LNAV MDA		2100-3/4	437 (500-3/4)		
CIRCLING	2500-1 1/4 837 (900-1 1/4)	2660-1 1/2 997 (1000-1 1/2)	2660-3 997 (1000-3)	2800-3 1137 (1200-3)	



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



SARATOGA SPRINGS, NEW YORK

AL-5816 (FAA)

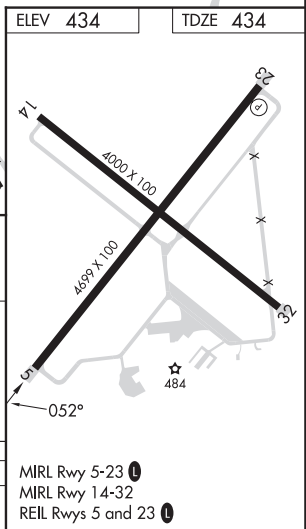
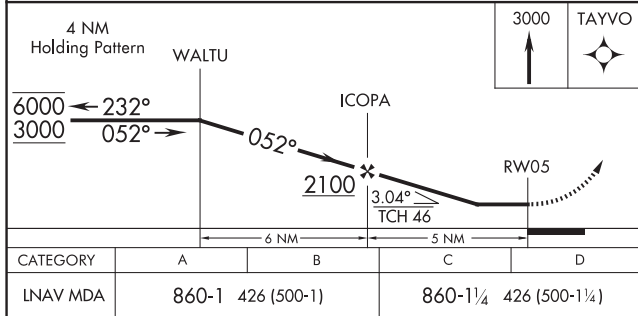
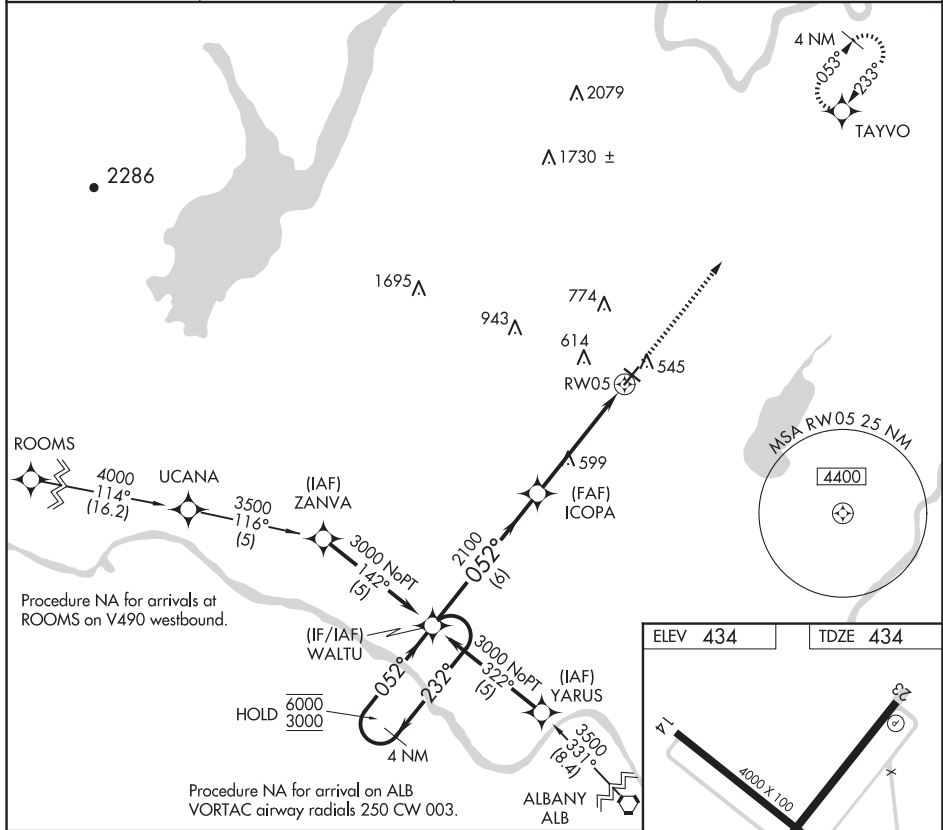
24081

APP CRS 052°	Rwy Idg 4699
TDZE 434	
Apt Elev 434	

RNAV (GPS) RWY 5
SARATOGA COUNTY (5B2)

RNP APCH.	<div><div>Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA.</div><div>When local altimeter setting not received, use Albany altimeter setting and increase all MDAs 80 feet and LNAV Cat C/D visibilities 1/8 SM.</div></div>	MISSED APPROACH: Climb to 3000 direct TAYVO and hold.
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AWOS-3 132.025	ALBANY APP CON 118.05 263.075	CLNC DEL (GCO) 118.125	UNICOM 123.075 (CTAF) 0
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SARATOGA SPRINGS, NEW YORK

Amdt 1E 25FEB21

43°03'N-73°52'W

SARATOGA COUNTY (5B2)
RNAV (GPS) RWY 5

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56611 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	4699 431 434
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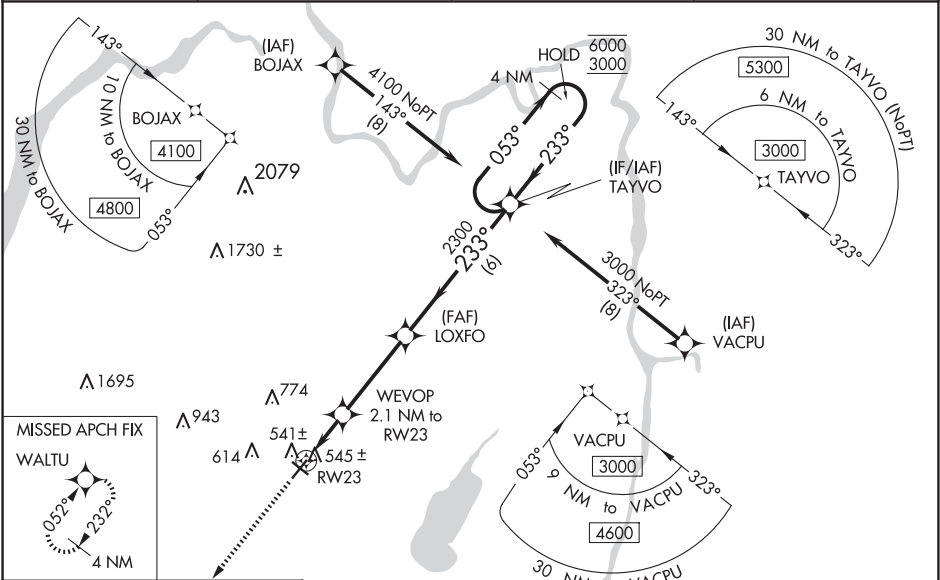
RNAV (GPS) RWY 23
SARATOGA COUNTY (5B2)

RNP APCH

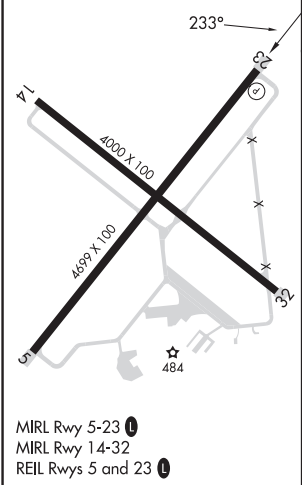
Baro-VNAV and VDP NA when using Albany altimeter setting. Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA at night. When local altimeter setting not received, use Albany altimeter setting and increase all DAs 63 feet and MDAs 80 feet. Increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{8}$ SM, LNAV Cats C/D visibility $\frac{3}{8}$ SM, and Circling Cat C visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3000 direct WALTU and hold.

AWOS-3 132.025	ALBANY APP CON 118.05 263.075	CLNC DEL (GCO) 118.125	UNICOM 123.075 (CTAF) 0
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ELEV 434	TDZE 431
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3000 WALTU		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).		TAYVO		4 NM Holding Pattern	
*LNAV only		WEVOP 2.1 NM to RW23		LOXFO		2300	
RW23		*1 NM to RW23		2300		053° → 6000 ← 233° 3000	
1 NM		1.1		3.6 NM		6 NM	
CATEGORY		A		B		C	
LPV DA		698-7/8		267 (300-7/8)			
LNAV/VNAV DA		706-7/8		275 (300-7/8)			
LNAV MDA		800-1		369 (400-1)			
CIRCLING		980-1 546 (600-1)		1080-1 646 (700-1)		1140-2 706 (800-2)	
						1340-3 906 (1000-3)	

NE-2, 07 AUG 2025 to 02 OCT 2025

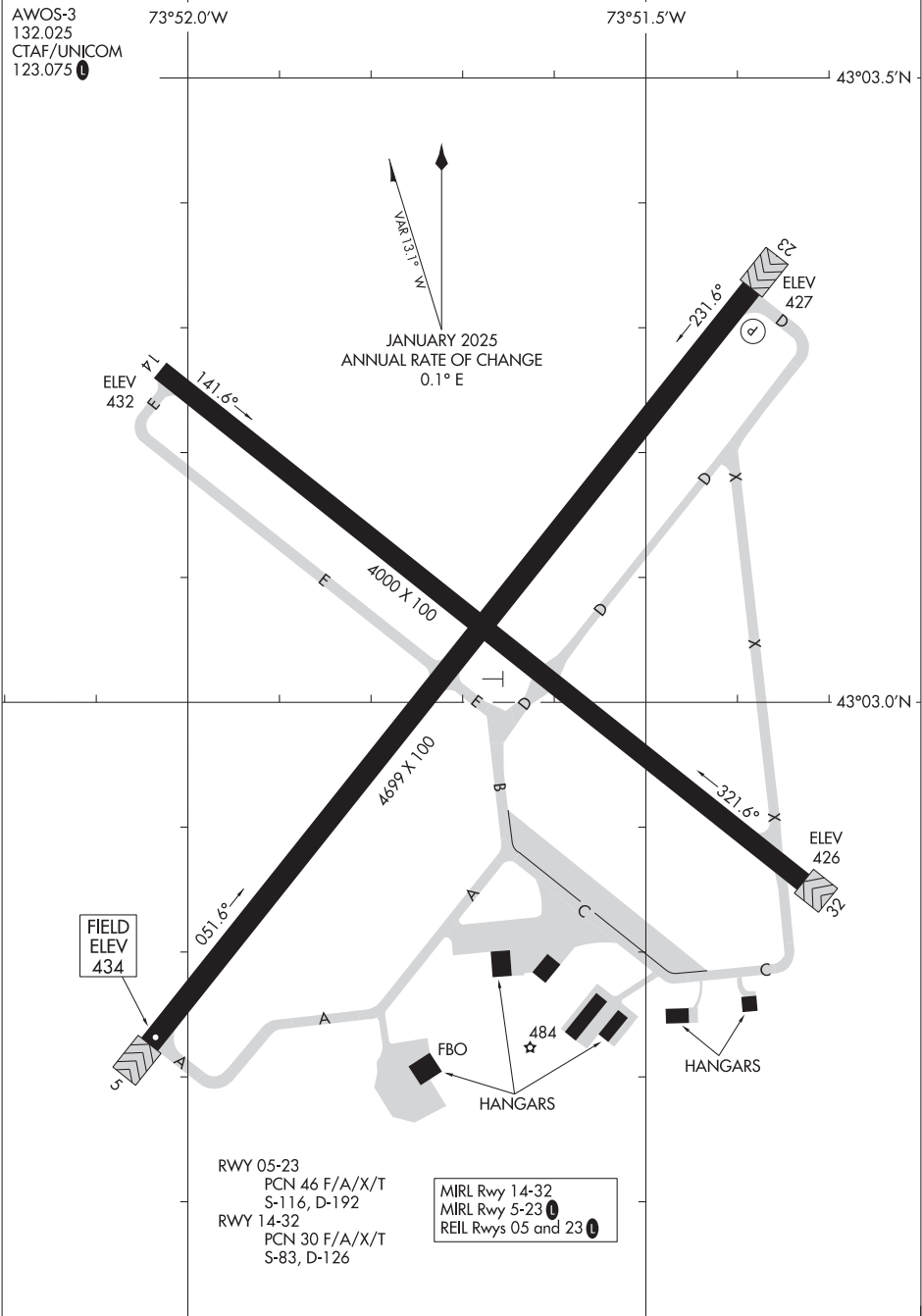
NE-2, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-5816 (FAA)

SARATOGA COUNTY (5B2)
SARATOGA SPRINGS, NEW YORK




NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 4
SCHENECTADY COUNTY (SCH)

MALSR



MISSED APPROACH:
Climb to 1 500 on 040°
course and on HEU NDB
bearing 045° then climbing
right turn to 3700 direct
HEU NDB and hold, continue
climb-in-hold to 3700.

GND CON 121.9	UNICOM 122.95
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ALBANY
APCH FIX

ALB 115.3
Chan 100

R-283 103° 283°

HUNTER
356 HEU

LOCALIZER 109.7
I-SCH

ALBANY
115.3 ALB
Chan 100

ELEV 378 TDZE 338

REIL Rwy 28
HIRL Rwy 4-22
MIRL Rwy 10-28

Remain within 10 NM

HANLY OM/INT

220°

3600

BUMPS INT

3100

040°

2010

2000

3.5 NM

5.1 NM

1500

040° crs

HEU 045°

3700

HEU

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 51).

* LOC only.

CATEGORY	A	B	C	D
S-ILS 4	538- ³ / ₄			
S-LOC 4	820- ³ / ₄	482 (500- ³ / ₄)	820-1	482 (500-1)
CIRCLING	880-1 502 (600-1)	940-1 562 (600-1)	1120-2 ¹ / ₄ 742 (800-2 ¹ / ₄)	1320-3 942 (1000-3)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

WAAS CH 42722 W04A	APP CRS 040°	Rwy Idg TDZE Apt Elev	7001 338 378
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RNAV (GPS) RWY 4
SCHEENECTADY COUNTY (SCH)

RNP APCH - GPS.

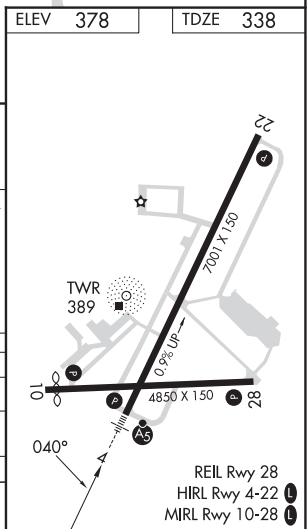
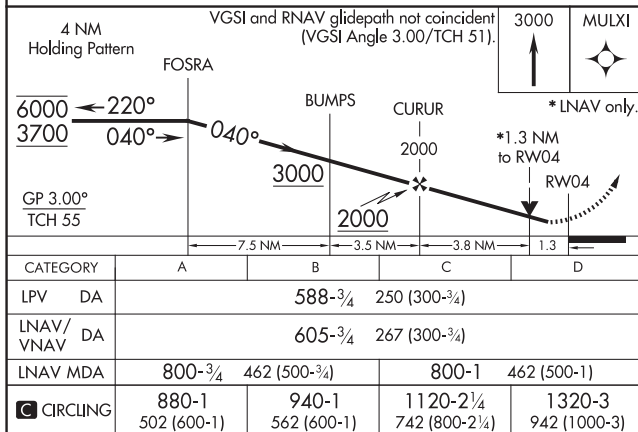
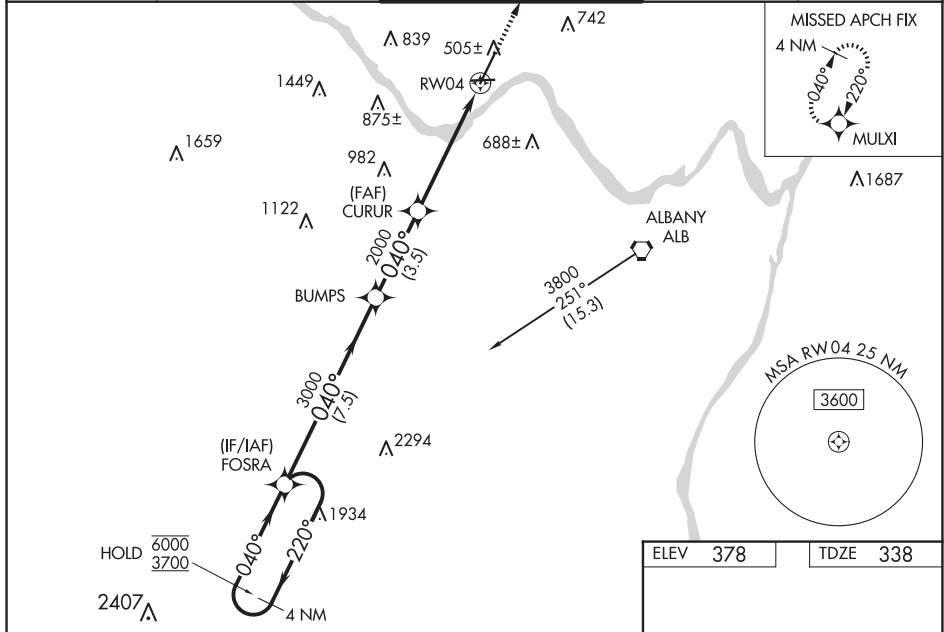
⚠ Circling Rwy 10 NA at night. Baro-VNAV and VDP NA when using Albany altimeter setting.
⚠ Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
When local altimeter setting not received, 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 $\frac{1}{2}$ SM and LNAV Cats A/B to 1 SM and Cats C/D to $\frac{1}{2}$ SM. For inop ALS when using Albany altimeter setting, increase LPV all Cats visibility to $\frac{1}{2}$ SM, increase LNAV/VNAV all Cats to $\frac{1}{2}$ SM, increase LNAV Cats A/B visibility to 1 SM, and Cats C/D to $\frac{1}{2}$ SM.

MALSR



MISSED APPROACH:
Climb to 3000 direct
MULXI and hold.

AWOS-3 119.275	ALBANY APP CON 132.825 263.075	SCHEENECTADY TOWER ★ 121.3 (CTAF) 0 321.1	GND CON 121.9	UNICOM 122.95
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SCHEENECTADY, NEW YORK

Orig-E 24MAR22

42°51'N-73°56'W

SCHEENECTADY COUNTY (SCH)
RNAV (GPS) RWY 4

NE-2, 07 AUG 2025 to 02 OCT 2025

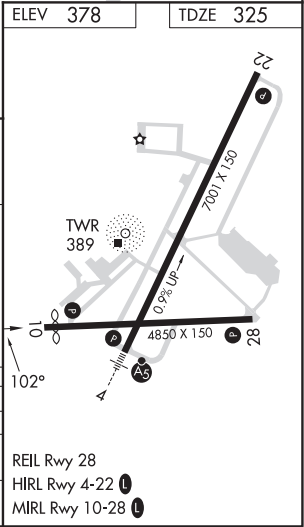
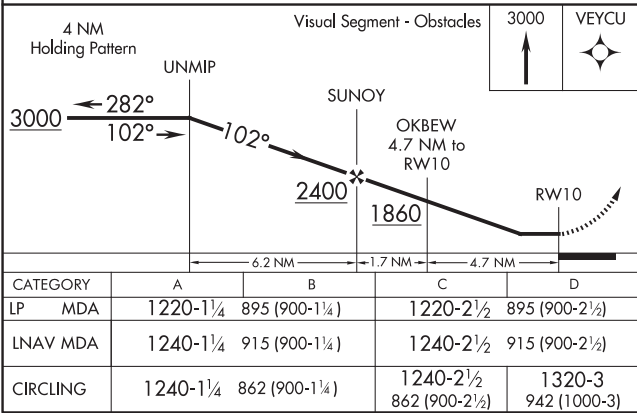
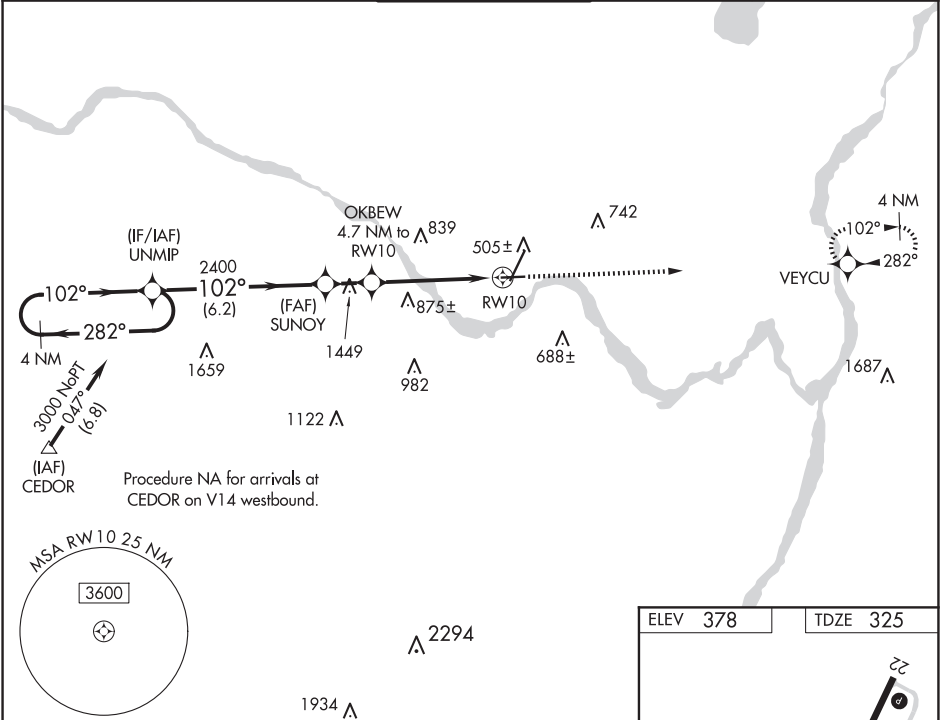
NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78224 W10A	APP CRS 102°	Rwy Idg 4650 TDZE 325 Apt Elev 378
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RNAV (GPS) RWY 10
SCHENECTADY COUNTY (SCH)

<p>▼ ▲ NA</p>	<p>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 40 feet; increase LNAV Cat B and Circling Cat B/D visibility ¼ mile, and LNAV Cat C/D and Circling Cat C visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 10 NA at night, Circling Rwy 10 NA at night.</p>	<p>MISSED APPROACH: Climb to 3000 direct VEYCU and hold.</p>
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AWOS-3 119.275	ALBANY APP CON 132.825 263.075	SCHENECTADY TOWER ★ 121.3 (CTAF) 0 321.1	GND CON 121.9	UNICOM 122.95
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SCHENECTADY, NEW YORK

AL-382 (FAA)

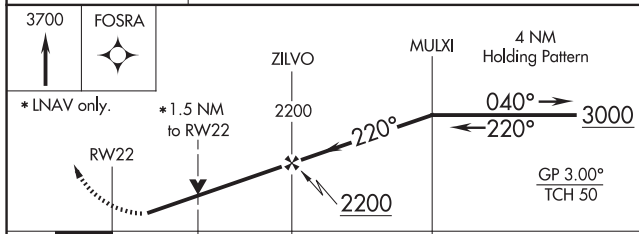
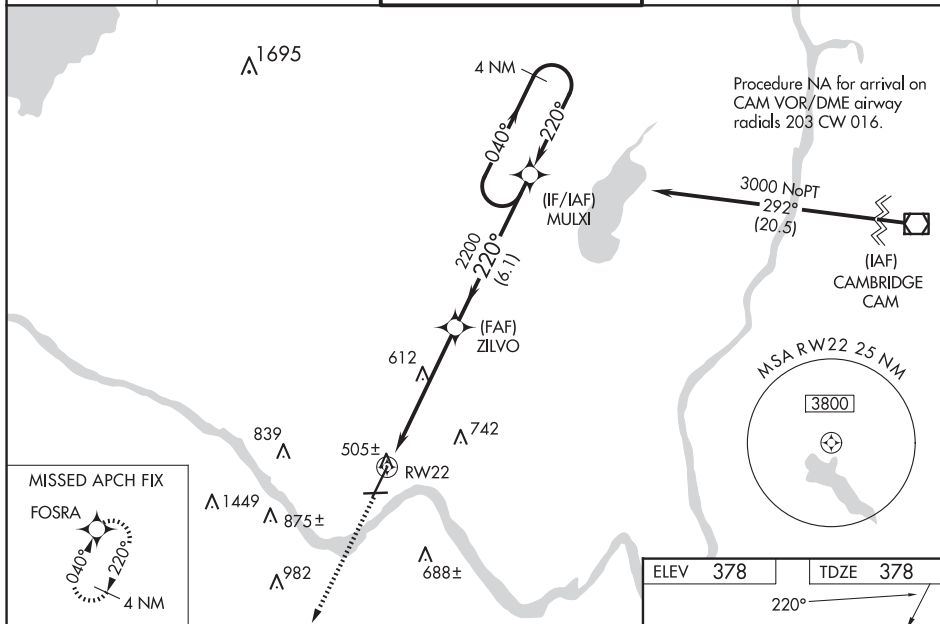
23222

WAAS CH 58122 W22A	APP CRS 220°	Rwy Idg TDZE Apt Elev	7001 378 378
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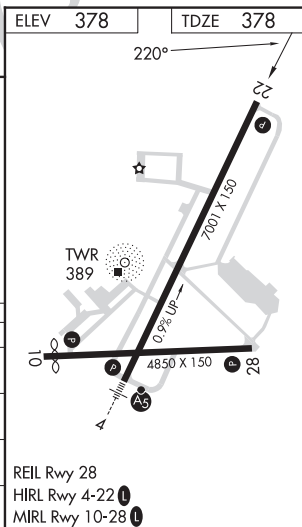
RNAV (GPS) RWY 22 SCHENECTADY COUNTY (SCH)

NA 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 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 1/2 mile.	MISSED APPROACH: Climb to 3700 direct FOSRA and hold.
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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
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CATEGORY	A	B	C	D
LPV DA		628-3/4	250 (300-3/4)	
LNAV/VNAV DA		716-1 1/8	338 (400-1 1/8)	
LNAV MDA	900-1	522 (600-1)	900-1 1/2	522 (600-1 1/2)
CIRCLING	900-1 522 (600-1)	940-1 562 (600-1)	1120-2 1/4 742 (800-2 1/4)	1320-3 942 (1000-3)



SCHENECTADY, NEW YORK

Orig-D 15JUL21

42°51'N-73°56'W

SCHENECTADY COUNTY (SCH)

RNAV (GPS) RWY 22

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

SCHENECTADY, NEW YORK

AL-382 (FAA)

23222

NDB HEU	APP CRS	Rwy Idg	7001
356	225°	TDZE	378
		Apt Elev	378

NDB RWY 22

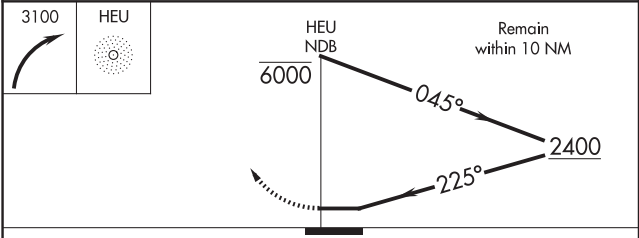
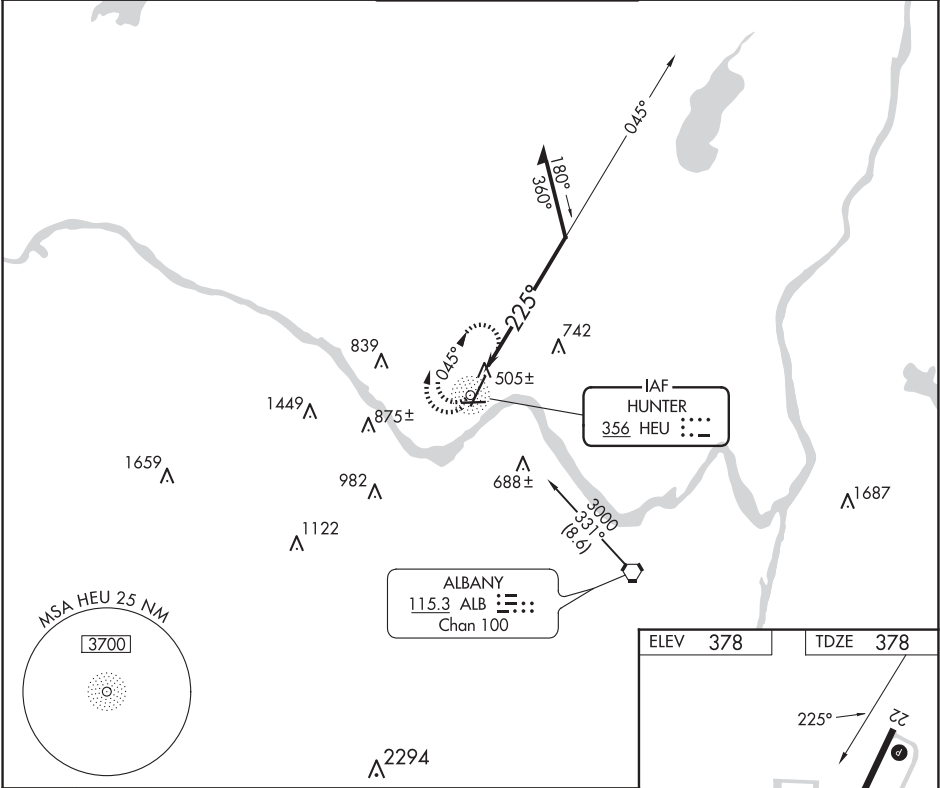
SCHENECTADY COUNTY (SCH)

NA

Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 40 feet, and increase Circling Cat A/D visibility ¼ mile. 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) 0 321.1	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-22	1160-1 782 (800-1)	1160-1¼ 782 (800-1¼)	1160-2½ 782 (800-2½)	782 (800-2½)
CIRCLING	1160-1 782 (800-1)	1160-1¼ 782 (800-1¼)	1160-2½ 782 (800-2½)	1320-3 942 (1000-3)

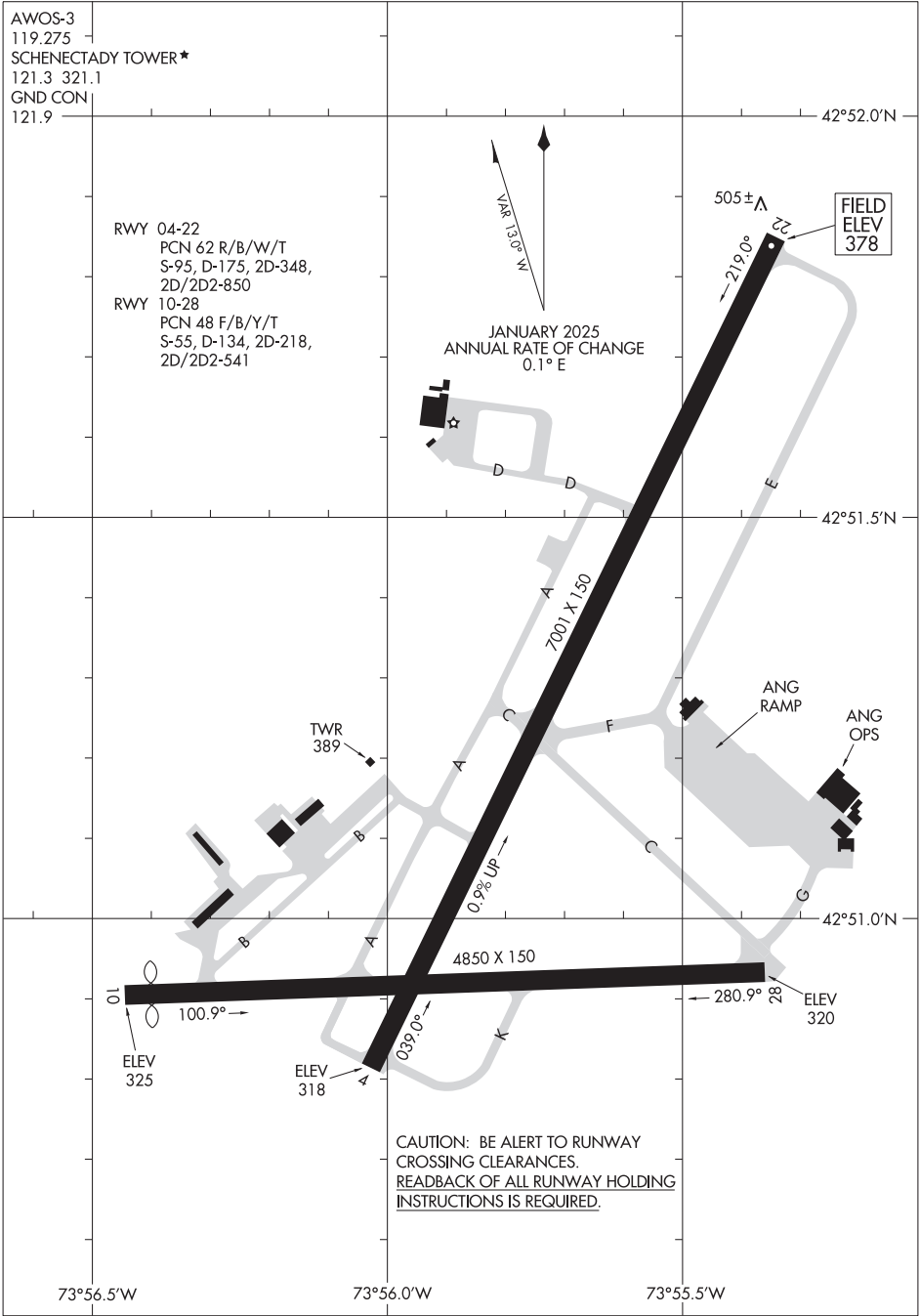
SCHENECTADY, NEW YORK
Amdt 16D 15JUL21

42°51'N-73°56'W

SCHENECTADY COUNTY (SCH)
NDB RWY 22

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

SENECA FALLS, NEW YORK

AL-9528 (FAA)

23054

WAAS CH 81936 W01A	APP CRS 007°	Rwy Idg 4199 TDZE 492 Apt Elev 492
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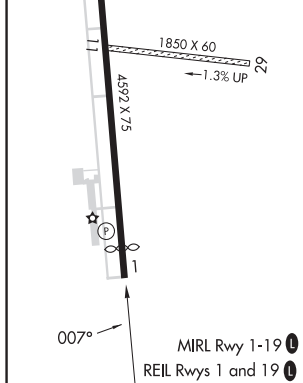
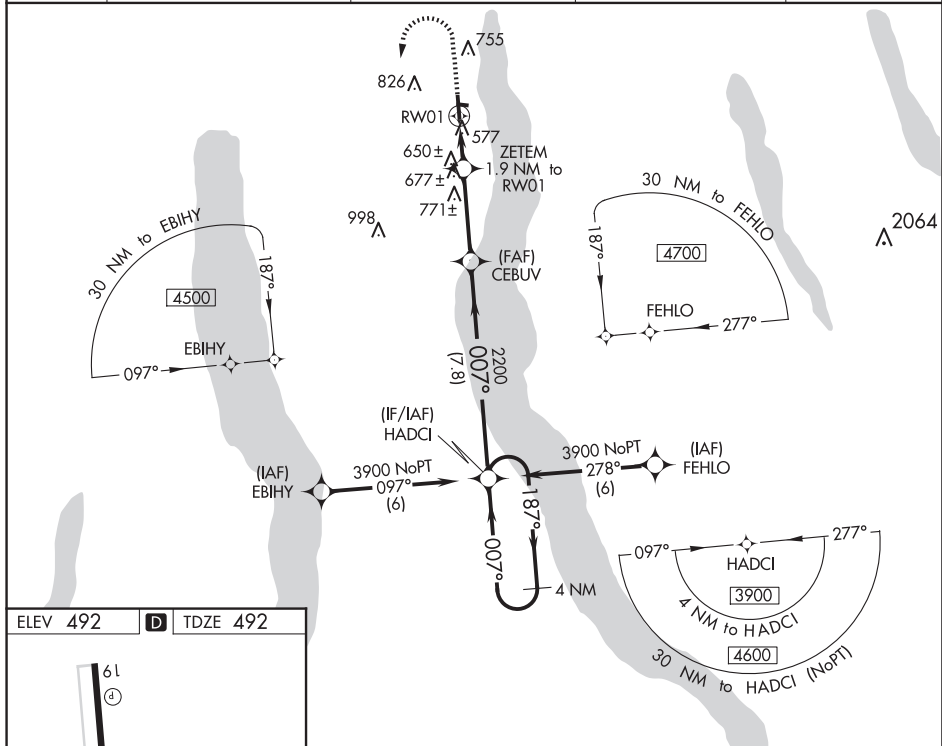
RNAV (GPS) RWY 1





FINGER LAKES RGNL (ØG7)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 1 helicopter visibility reduction below $\frac{3}{4}$ 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 $\frac{1}{4}$ SM, increase all MDA 100 feet.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3900 direct HADCI and hold, continue climb-in-hold to 3900.

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) Ø
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1000	3900	HADCI	4 NM Holding Pattern	
				
* LNAV only		ZETEM	CEBUV	HADCI
* 1.2 NM to 1.9 NM to RW01			2200	
RW01			007°	187°
* 1120			2200	3900
1.2 NM		0.7 NM	3.3 NM	7.8 NM
CATEGORY	A	B	C	D
LPV DA	742-7/8	250 (300-7/8)		NA
LNAV/ VNAV DA	959-15/8	467 (500-15/8)		NA
LNAV MDA	900-1	408 (500-1)		NA
 CIRCLING	980-1	1180-1		
	488 (500-1)	688 (700-1)		NA

SENECA FALLS, NEW YORK

Amdt 3B 22JUN17

42°53'N - 76°47'W

FINGER LAKES RGNL (ØG7)

RNAV (GPS) RWY 1

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77636 W19A	APP CRS 187°	Rwy Idg 4292 TDZE 491 Apt Elev 492
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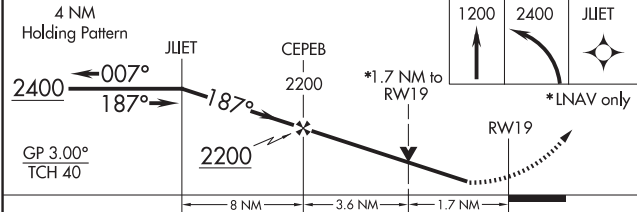
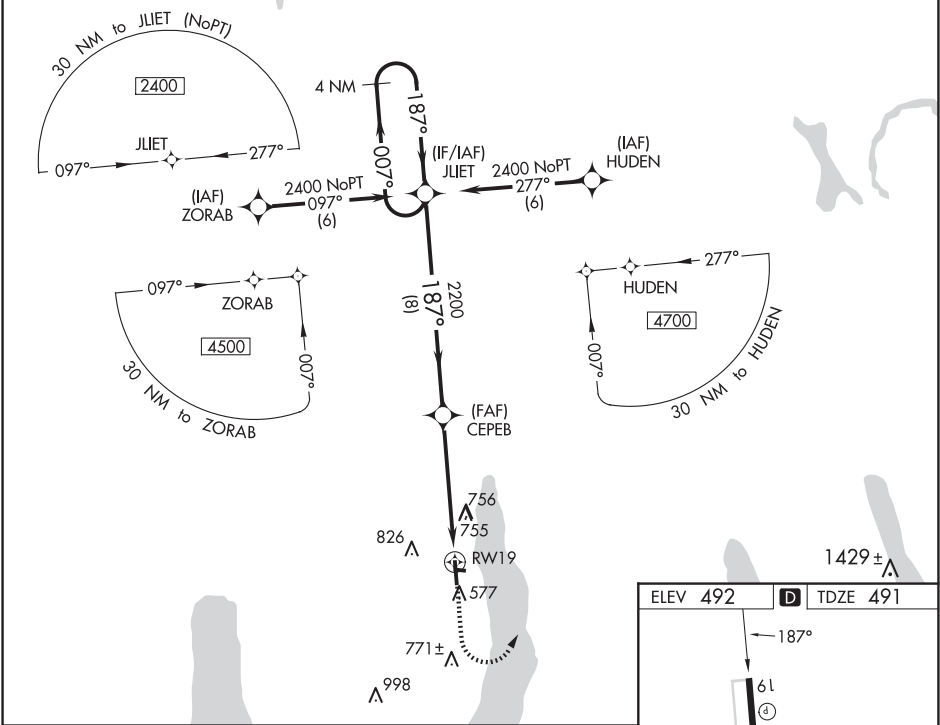
RNAV (GPS) RWY 19
FINGER LAKES RGNL (ØG7)



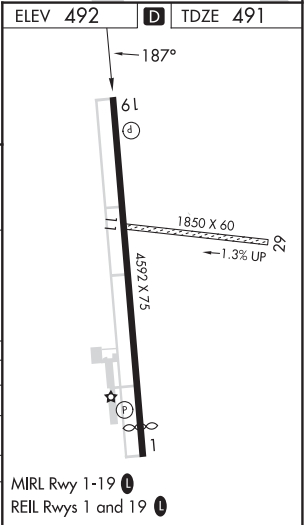
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 19 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all LPV DA to 856 feet, LNAV/VNAV DA to 1226 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ SM and LNAV/VNAV all Cats visibility ½ SM.

MISSED APPROACH:
Climb to 1200 then climbing left turn to 2400 direct JULIET 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) Ø
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CATEGORY	A	B	C	D
LPV DA	770-1	279 (300-1)		NA
LNAV/VNAV DA	1140-2½	649 (700-2½)		NA
LNAV MDA	1060-1	569 (600-1)		NA
CIRCLING	1060-1 568 (600-1)	1180-1 688 (700-1)		NA



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC I-HWV	APP CRS	Rwy Idg	4201
108.95	059°	TDZE	77
		Apt Elev	81

ILS or LOC RWY 6

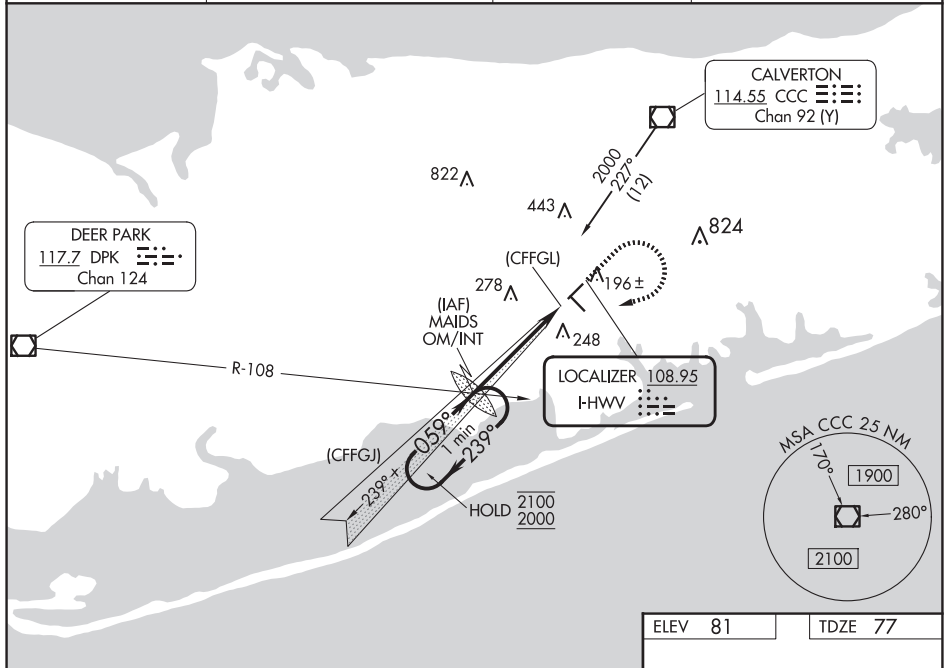
BROOKHAVEN (HWV)

⚠ Rwy 6 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use ISP altimeter setting and increase S-ILS 6 DA to 367; increase all MDAs 40 feet. For inop ALS, increase S-ILS 6 all Cats visibility to 7/8 SM and increase S-LOC 6 all Cats visibility to 1 SM. ILS localizer unusable 0.5 NM to threshold. Circling Rwy 6, 1.5 NA at night.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 on heading 270° and CCC VOR/DME R-227 to MAIDS OM/INT and hold, continue climb-in-hold to 2000.

ASOS 119.625	NEW YORK APP CON 120.05 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern

CATEGORY	A	B	C	D
S-ILS 6	339-¾	262 (300-¾)	NA	
S-LOC 6	540-¾	463 (500-¾)	NA	
C CIRCLING	560-1	479 (500-1)	NA	

ELEV	81	TDZE	77
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REIL Rwy 15, 24 and 33 **0**
MIRL Rwy 6-24 and 15-33 **0**

FAF to MAP 4.4 NM

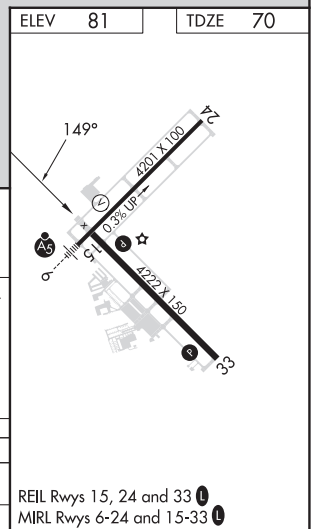
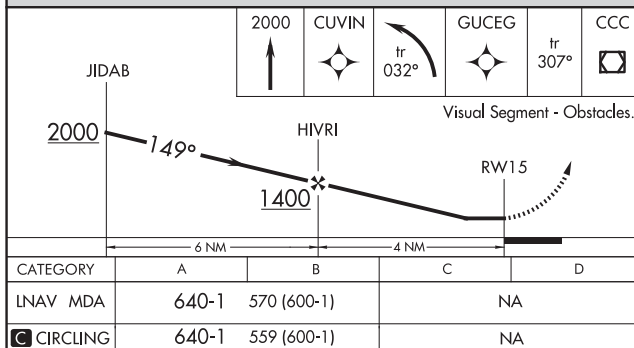
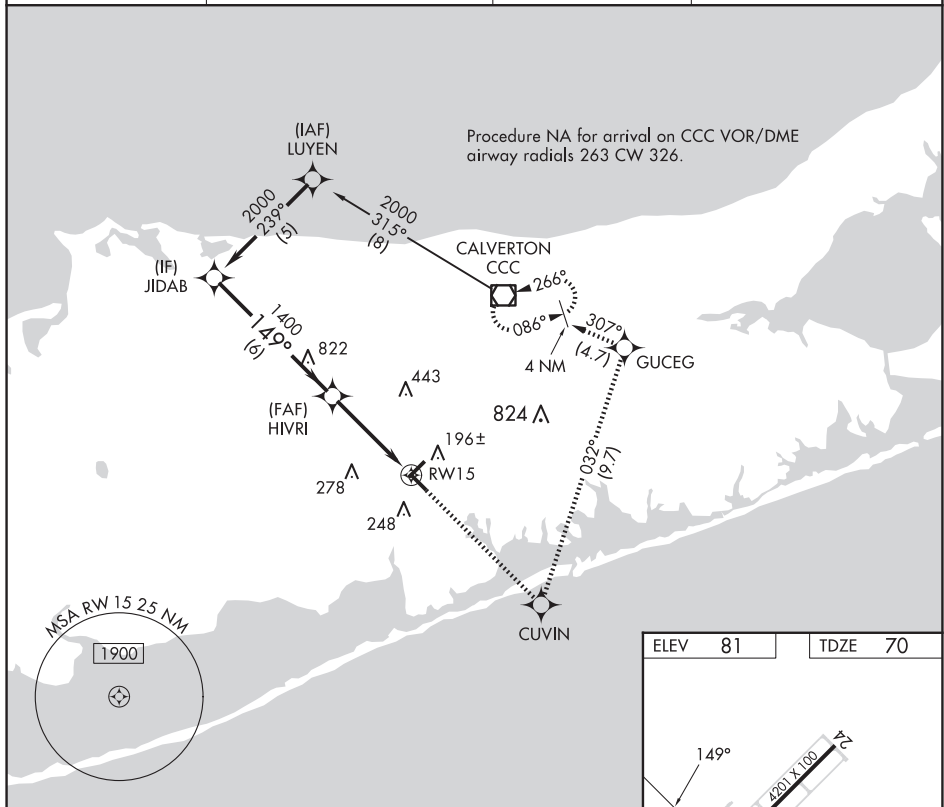
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

RNAV (GPS) RWY 15

BROOKHAVEN (HWV)

MISSED APPROACH: Climb to 2000 direct CUVIN and left turn on track 032° to GUCEG and on track 307° to CCC VOR/DME and hold.

ASOS 119.625	NEW YORK APP CON 120.05 343.75	CLINC DEL 133.2	UNICOM 122.8 (CTAF) 0
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BROOKHAVEN (HWV)
RNAV (GPS) RWY 15

NE-2, 07 AUG 2025 to 02 OCT 2025

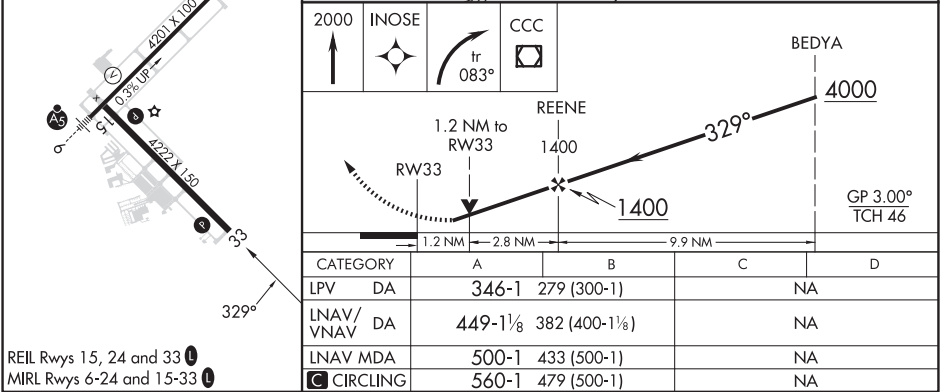
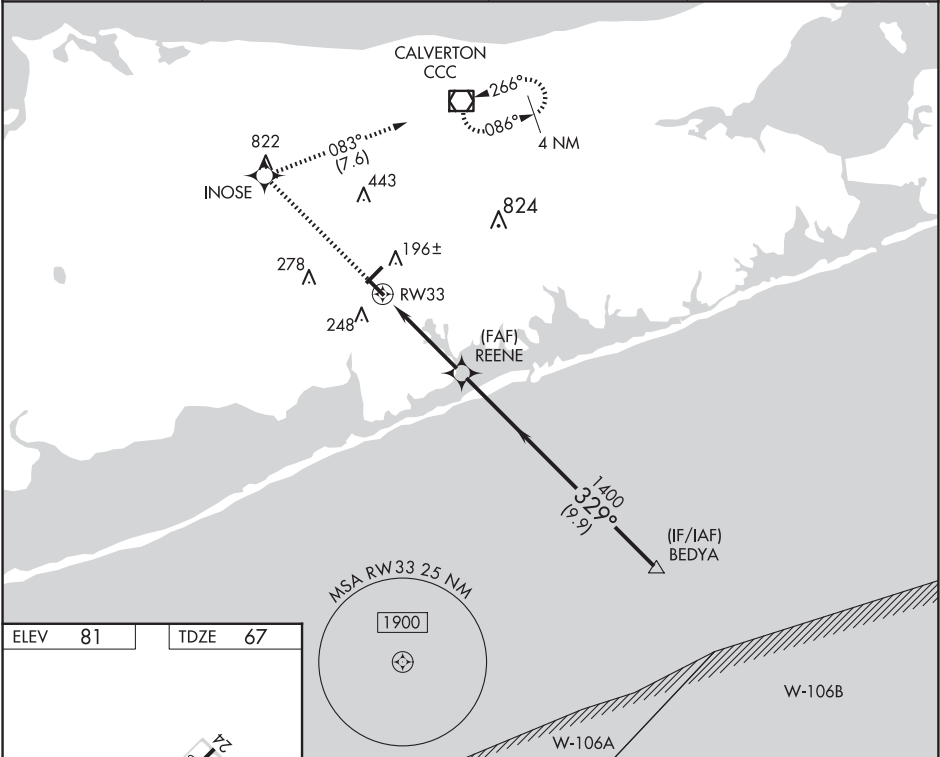
NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40412 W33A	APP CRS 329°	Rwy Idg 4222 TDZE 67 Apt Elev 81
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RNAV (GPS) RWY 33

BROOKHAVEN (HWV)

RNP APCH - GPS.			MISSED APPROACH: Climb to 2000 direct INOSE and right turn on track 083° to CCC VOR/DME and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 6, 15 NA at night. Rwy 33 helicopter visibility reduction below ¾ SM NA.			
ASOS 119.625	NEW YORK APP CON 120.05 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0



SHIRLEY, NEW YORK

AL-5603 (FAA)

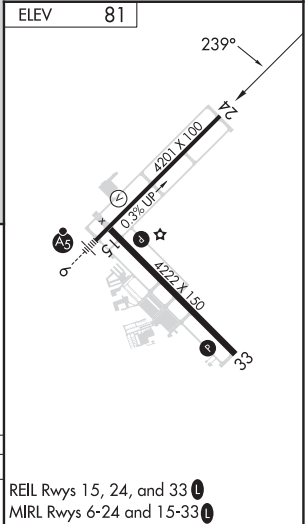
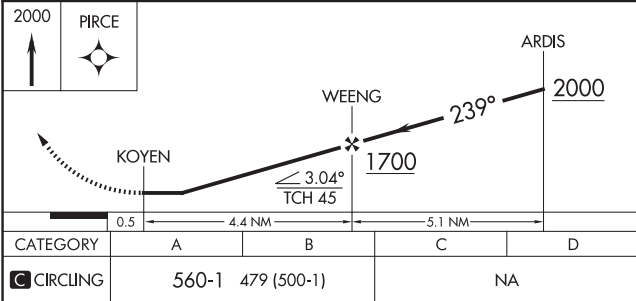
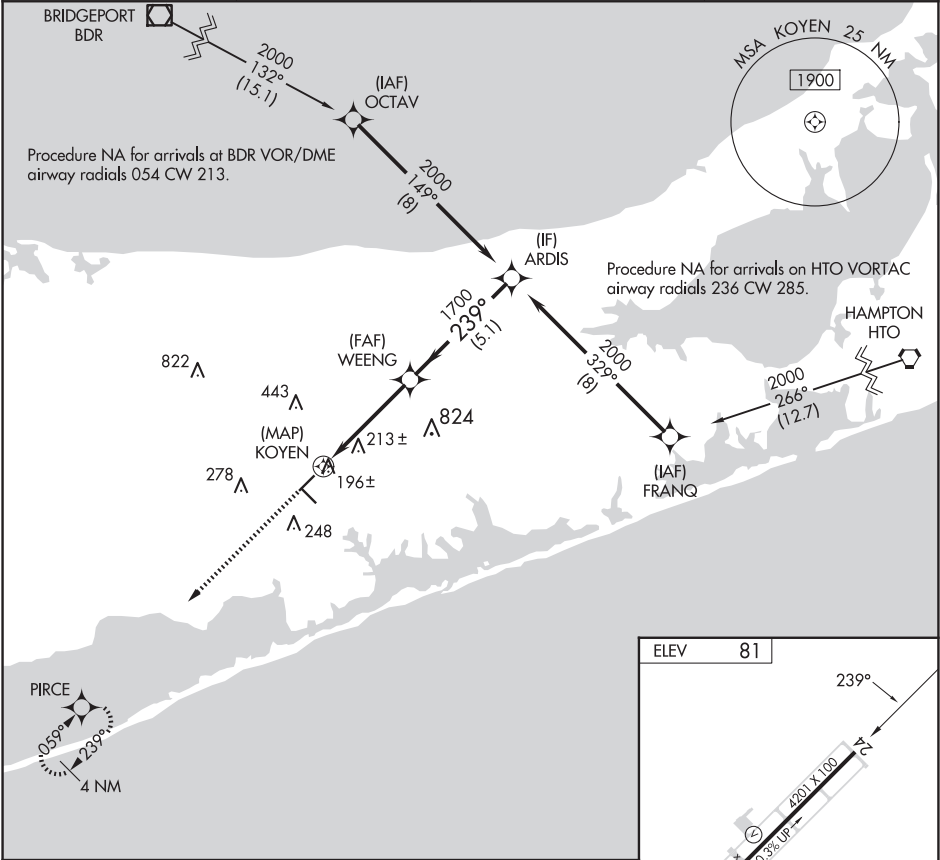
24361

APP CRS	Rwy Idg	N/A
239°	TDZE	N/A
	Apt Elev	81

RNAV (GPS)-A
BROOKHAVEN (HWV)

RNP APCH - GPS.	Rwy 6, 15 and 33 helicopter visibility reduction below 1 SM NA. Circling Rwy 6, 15, 33 NA at night. When local altimeter setting not received, use ISP altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climb to 2000 direct PIRCE and hold.
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ASOS 119.625	NEW YORK APP CON 120.05 343.75	CINC DEL 133.2	UNICOM 122.8 (CTAF) 0
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SHIRLEY, NEW YORK
Orig-B 26DEC24

40°49'N-72°52'W

BROOKHAVEN (HWV)
RNAV (GPS)-A

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME CCC 114.55 Chan 92 (Y)	APP CRS 042°	Rwy Idg 4201 TDZE 77 Apt Elev 81
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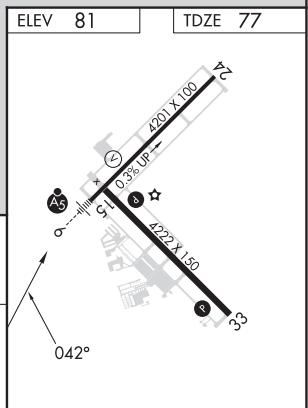
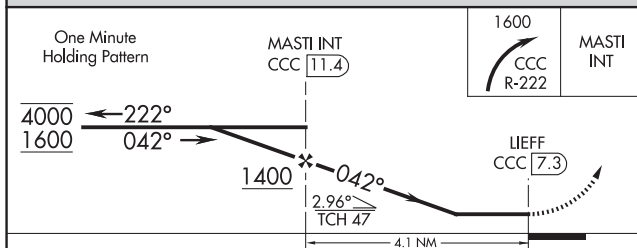
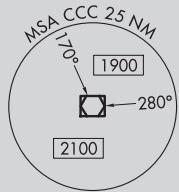
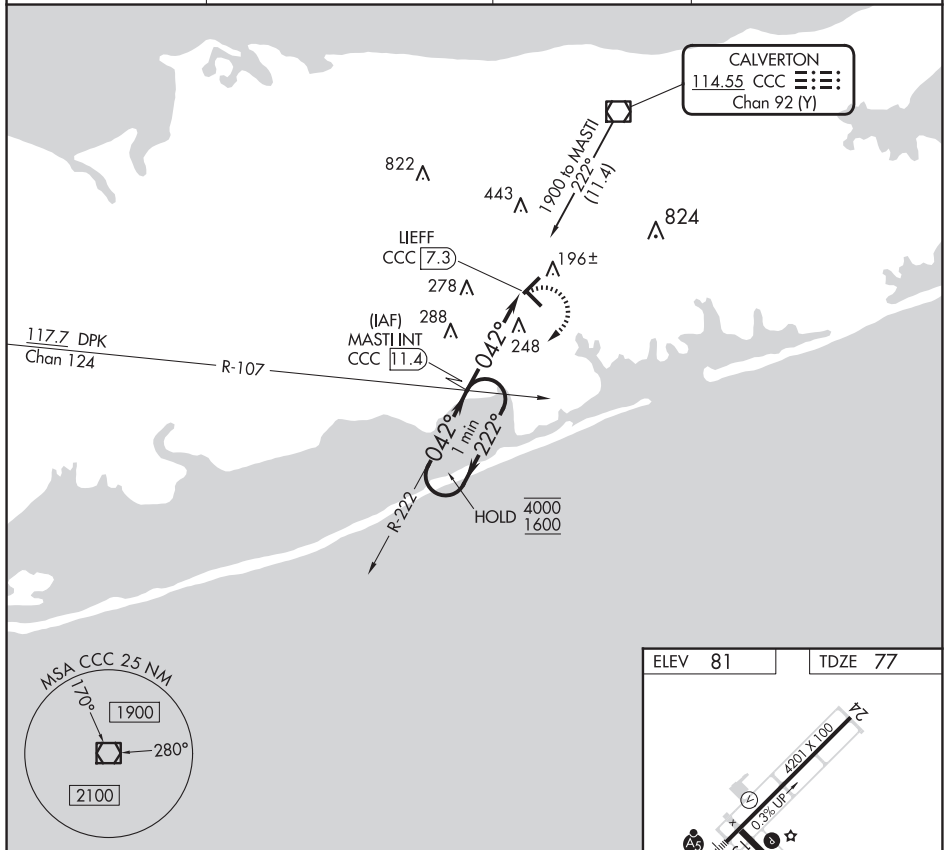
VOR RWY 6
BROOKHAVEN (HWV)

T Inop table does not apply. Rwy 6 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use **A** ISP altimeter setting and increase all MDAs 40 feet. Straight-in Rwy 6 NA at night. Circling Rwy 6, 15 NA at night

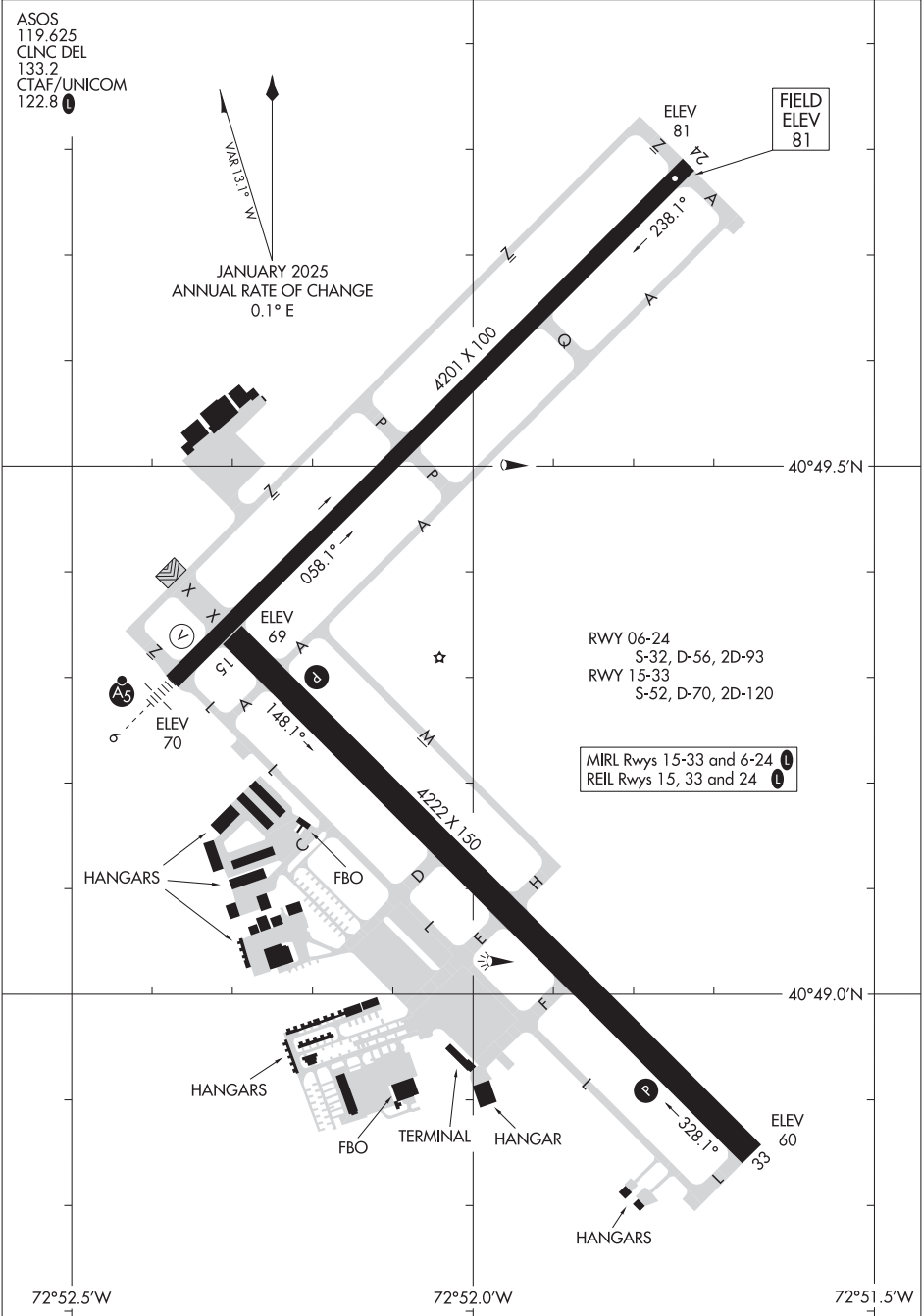


MISSED APPROACH: Climbing right turn to 1600 on CCC VOR/DME R-222 to MASTI INT/11.4 DME and hold.

ASOS 119.625	NEW YORK APP CON 120.05 343.75	CLINC DEL 133.2	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D	FAF to MAP 4.1 NM					
S-6	620-1	543 (600-1)	NA		Knots	60	90	120	150	180
C CIRCLING	620-1	539 (600-1)	NA		Min:Sec	4:06	2:44	2:03	1:38	1:22



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	4201
071°	TDZE	1027
	Apt Elev	1027

RNAV (GPS) RWY 7

SIDNEY MUNI (N23)

RNP APCH.

▼

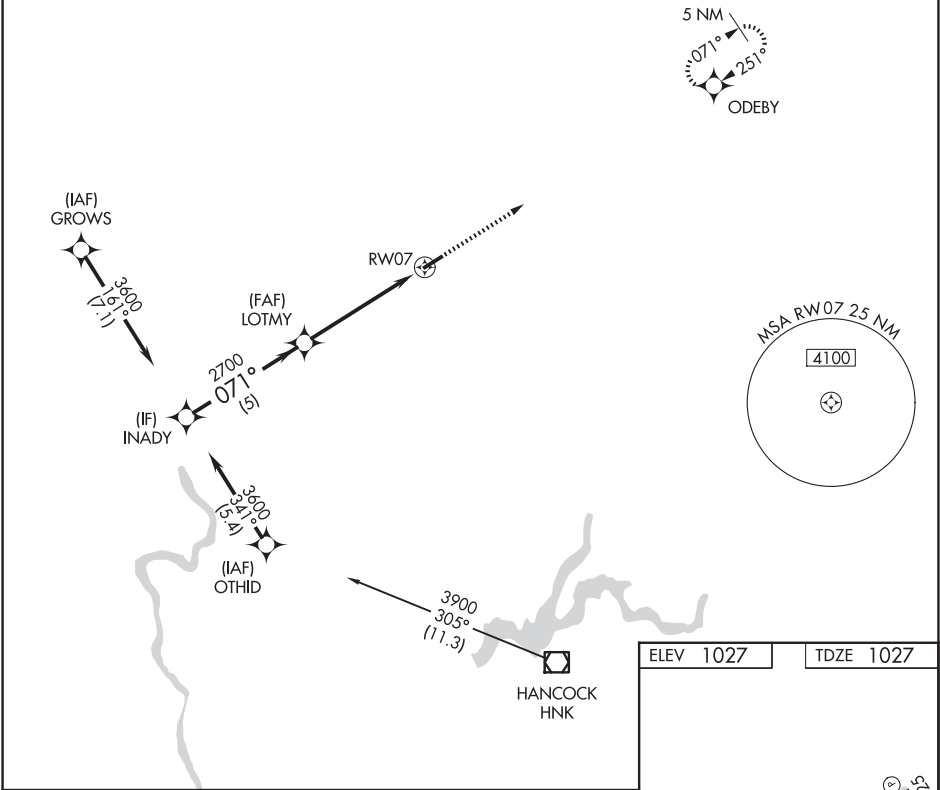
NA

-20°C

Rwy 7 helicopter visibility reduction below 1 SM NA.
Straight-in and Circling Rwy 7 NA at night.

MISSED APPROACH: Climb to 3700 direct ODEBY and hold.

AWOS-3 118.275	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0
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Visual Segment - Obstacles.

3700

ODEBY

INADY

3600

071°

LOTMY

2700

RW07

5 NM

5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	2140-1¼ 1113 (1200-1¼)	2140-1½ 1113 (1200-1½)	2140-3 1113 (1200-3)	NA
CIRCLING	2180-1¼ 1153 (1200-1¼)	2240-1½ 1213 (1300-1½)	2460-3 1433 (1500-3)	NA

REIL Rwy 7 and 25 0

MIRL Rwy 7-25 0

SIDNEY, NEW YORK

AL-6076 (FAA)

25219

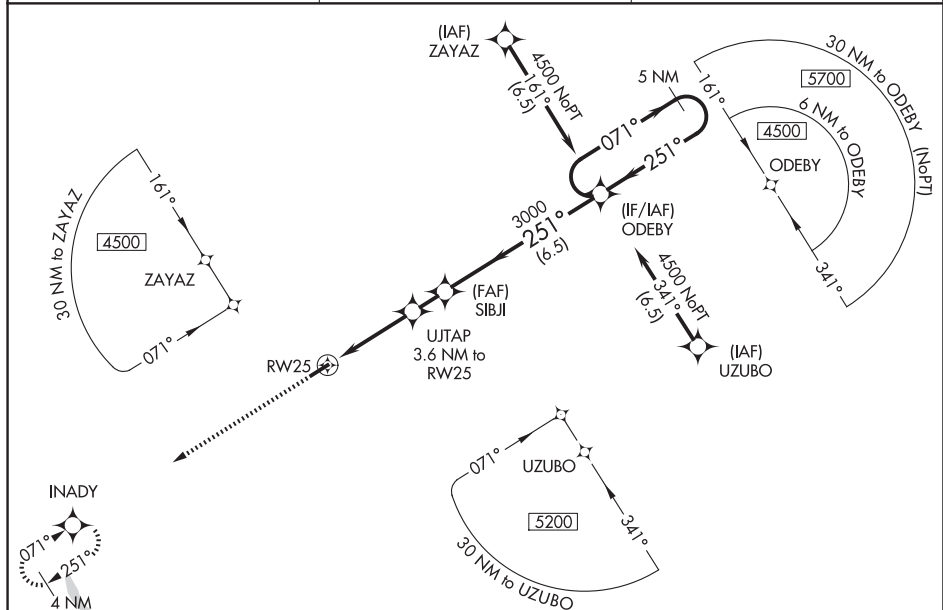
WAAS CH 77537 W25A	APP CRS 251°	Rwy Ldg TDZE Apt Elev	4201 1027 1027
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RNAV (GPS) RWY 25

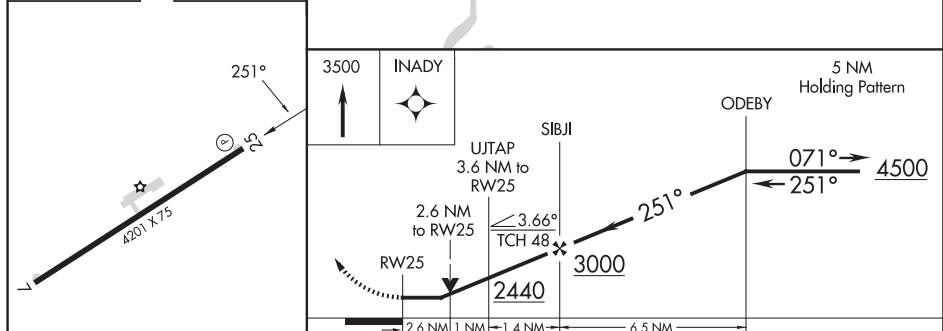
SIDNEY MUNI (N23)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3500 direct INADY and hold.
 NA -20°C	Circling Rwy 7 NA at night. VDP NA when using Binghamton altimeter setting. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet.	

AWOS-3 118.275	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0
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ELEV 1027	TDZE 1027
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CATEGORY	A	B	C	D
LP MDA	2080-1¼ 1053 (1100-1¼)	2080-1½ 1053 (1100-1½)	2080-3 1053 (1100-3)	NA
LNAV MDA	2200-1¼ 1173 (1200-1¼)	2200-1½ 1173 (1200-1½)	2200-3 1173 (1200-3)	NA
CIRCLING	2200-1¼ 1173 (1200-1¼)	2240-1½ 1213 (1300-1½)	2460-3 1433 (1500-3)	NA

SIDNEY, NEW YORK
Amdt 1B 11AUG22

42°18'N-75°25'W

RNAV (GPS) RWY 25

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
107°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
1039

RNAV (GPS)-A
SKANEATELES AERO DROME (6B9)

⚠

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) 0

MISSED APCH FIX

4 NM Holding Pattern

3800

DULAY

CATEGORY	A	B	C	D
CIRCLING	1600-1 561 (600-1)	1700-1 661 (700-1)	1780-2¼ 741 (800-2¼)	NA

REIL Rwy 10 and 28
MIRL Rwy 10-28 0

SKANEATELES, NEW YORK

Orig 02DEC21

42°55'N-76°26'W

455

SKANEATELES AERO DROME (6B9)

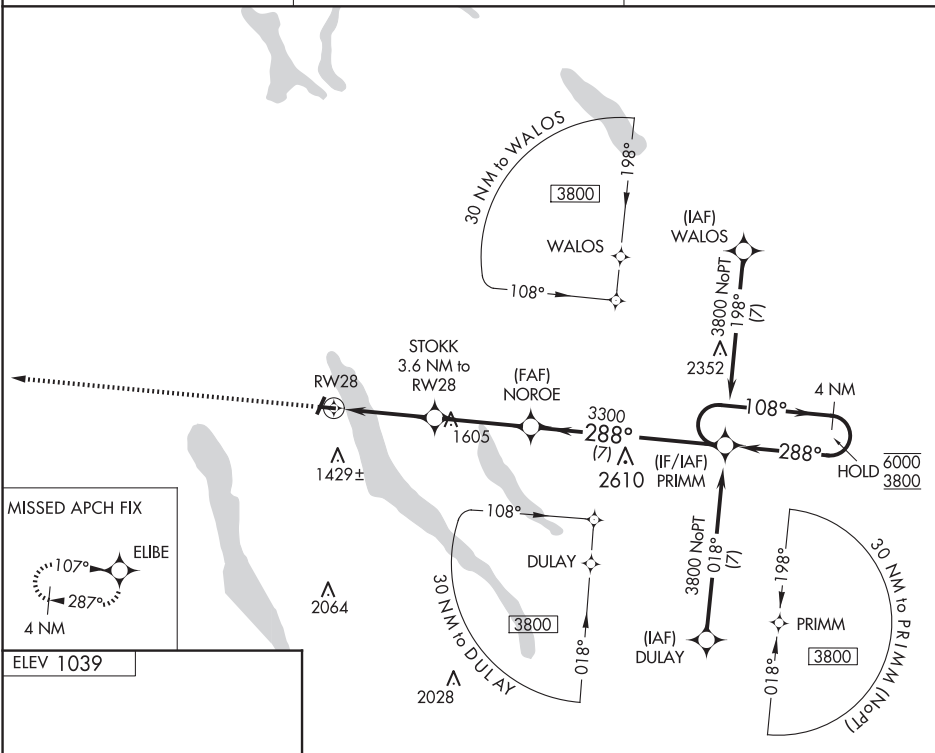
RNAV (GPS)-A

RNAV (GPS)-B
SKANEATELES AERO DROME (6B9)

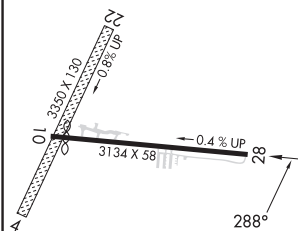
T Circling NA to Rwy 4 and 22. Circling to Rwy 28 NA at night.
A Rwy 28 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct EUBE and hold.

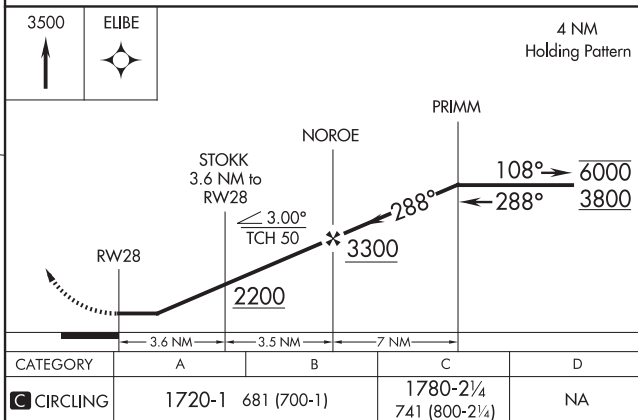
SYRACUSE APP CON
126,125 269,125

UNICOM
122.8 (CTAF) **L**

ELEV 1039



REIL Rwy 10 and 28
MIRL Rwy 10-28 **L**



SKANEATELES, NEW YORK
Orig-A 19MAY22

SKANEATELES AERO DROME (6B9)
RNAV (GPS)-B

42°55'N-76°26'W

NE-2, 07 AUG 2025 to 02 OCT 2025

SOMERVILLE, NEW JERSEY

AL-5080 (FAA)

24249

APP CRS	Rwy Idg	2539
302°	TDZE	104
	Apt Elev	106

RNAV (GPS) RWY 30

SOMERSET (SMQ)

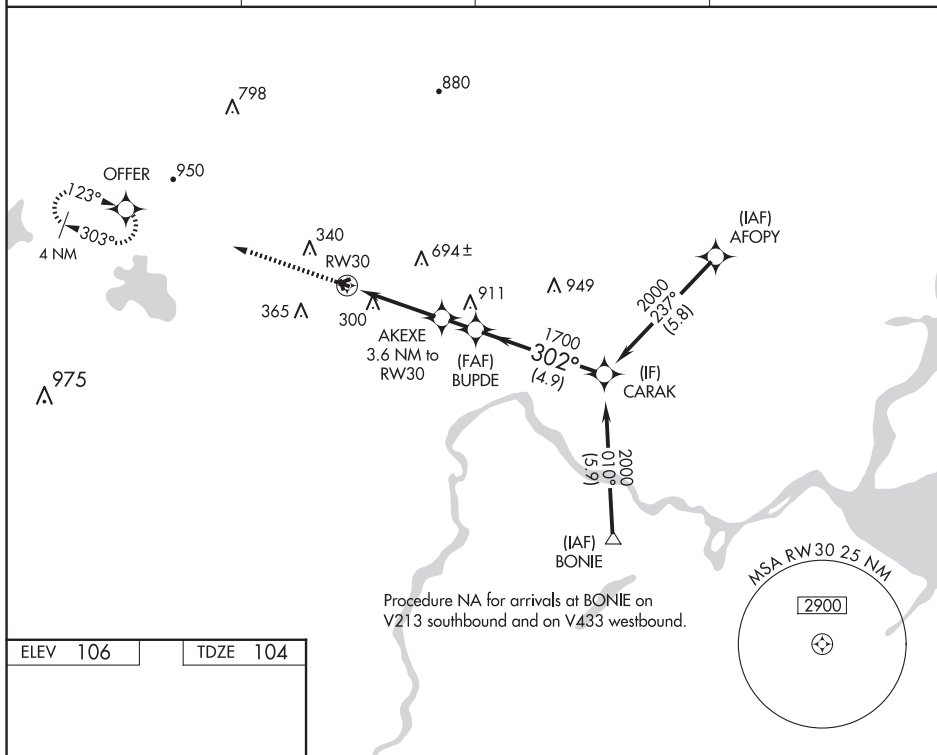
RNP APCH - GPS.



Rwy 30 helicopter visibility reduction below 1 SM NA. Circling Rwy 8, 17, 26, 30 and 35 NA at night. Straight-in Rwy 30 NA at night.

MISSED APPROACH: Climb to 2500 direct OFFER and hold.

ASOS 120.6	NEWARK APP CON 132.8 379.9	UNICOM 123.0 (CTAF)	118.325 0
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<div> <div>2500</div> <div>↑</div> </div> <div> <div>OFFER</div> <div>✦</div> </div>	Visual Segment - Obstacles.			
	<div> <div>RW30</div> <div>AKEXE 3.6 NM to RW30</div> <div>1680</div> </div>	<div> <div>BUPDE</div> <div>1700</div> </div>	<div> <div>CARAK</div> <div>2000</div> <div>302°</div> </div>	
	3.6 NM	1.3 NM	4.9 NM	
CATEGORY	A	B	C	D
LNAV MDA	960-1 856 (900-1)	960-1¼ 856 (900-1¼)	NA	
<div> <div>CIRCLING</div> </div>	960-1¼	854 (900-1¼)	NA	

REIL Rwy 12 and 30 **(L)**
MIRL Rwy 12-30 **(L)**

SOMERVILLE, NEW JERSEY

Amdt 2B 21MAR24

40°38'N-74°40'W

SOMERSET (SMQ)

RNAV (GPS) RWY 30

NE-2, 07 AUG 2025 to 02 OCT 2025

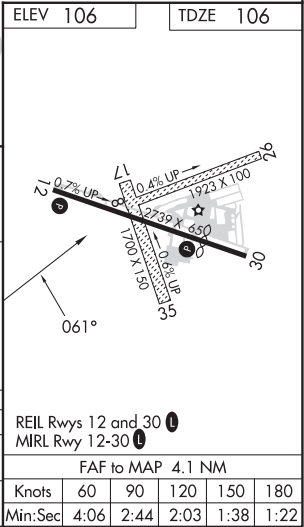
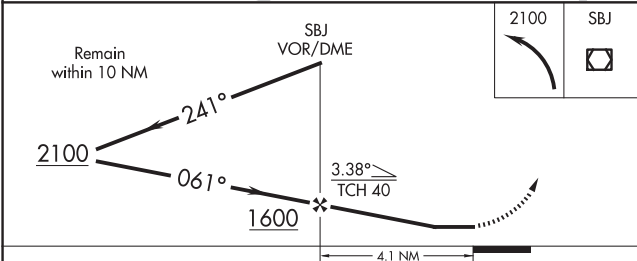
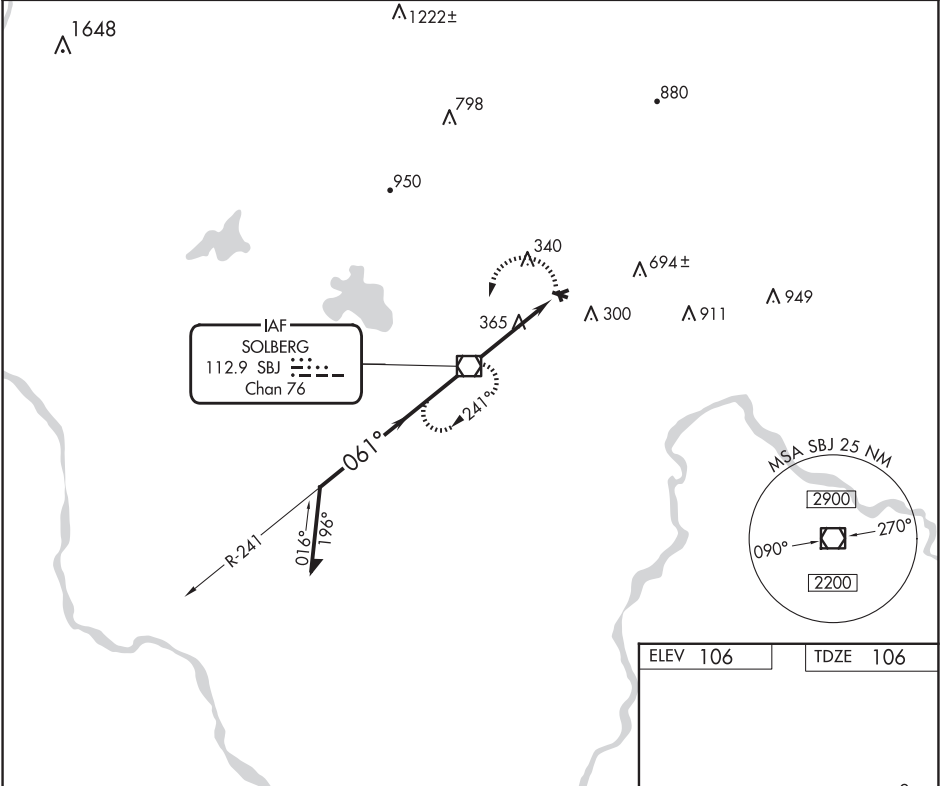
NE-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME SBJ	APP CRS	Rwy Idg	1923
112.9	061°	TDZE	106
Chan 76		Apt Elev	106

VOR RWY 8

SOMERSET (SMQ)

<div><div>▼</div><div>▲</div></div> <div>Circling Rwy 8, 17, 26, 30 and 35 NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 8 NA at night.</div>		MISSED APPROACH: Climbing left turn to 2100 direct SBJ VOR/DME and hold.	
ASOS 120.6	NEWARK APP CON 132.8 379.9		UNICOM 123.0 (CTAF)
			118.325 0



SOUTH BETHLEHEM, NEW YORK

AL-9737 (FAA)

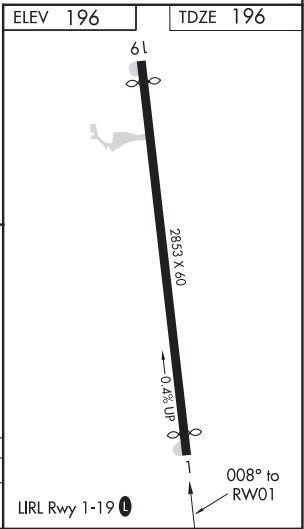
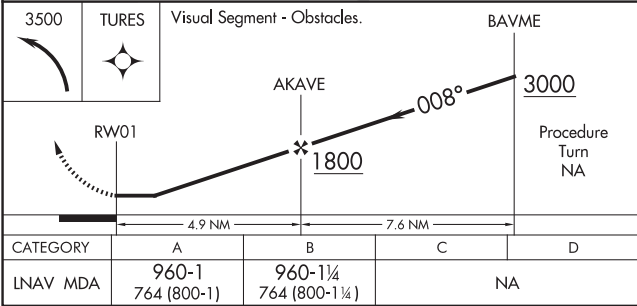
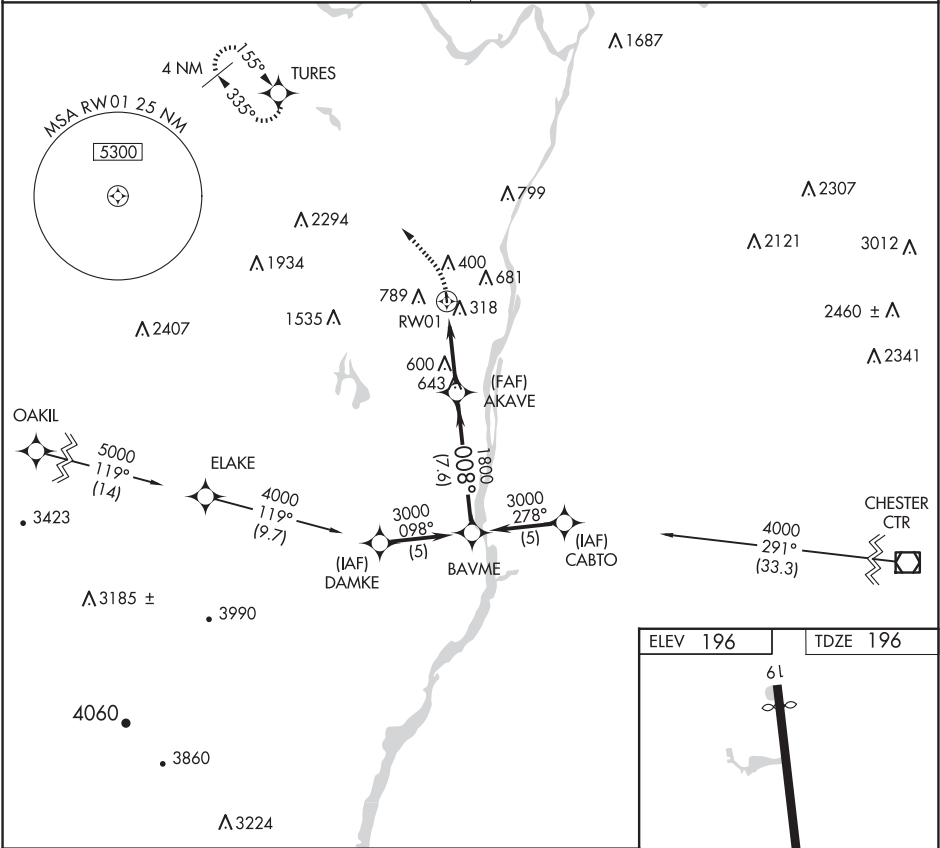
21280

APP CRS	Rwy ldg	2703
008°	TDZE	196
	Apt Elev	196

RNAV (GPS) RWY 1
SOUTH ALBANY (4B0)

RNP APCH.	MISSED APPROACH: Climbing left turn to 3500 direct TURES WP and hold.
▼ Use Albany Intl altimeter setting. Procedure NA at night.	
▲ NA Rwy 1 helicopter visibility reduction below 1 SM NA.	

ALBANY APP CON 118.05 263.075	CTAF 122.9 0
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SOUTH BETHLEHEM, NEW YORK
Orig-B 15AUG19

42°34'N-73°50'W

SOUTH ALBANY (4B0)
RNAV (GPS) RWY 1

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	2729
188°	TDZE	196
	Apt Elev	196

RNAV (GPS) RWY 19

SOUTH ALBANY (4BØ)

RNP APCH.

▼ Use Albany Intl altimeter setting. Procedure NA at night.

▲ NA Rwy 19 helicopter visibility reduction below 1 SM NA.

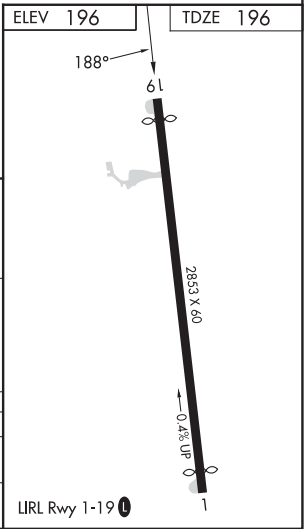
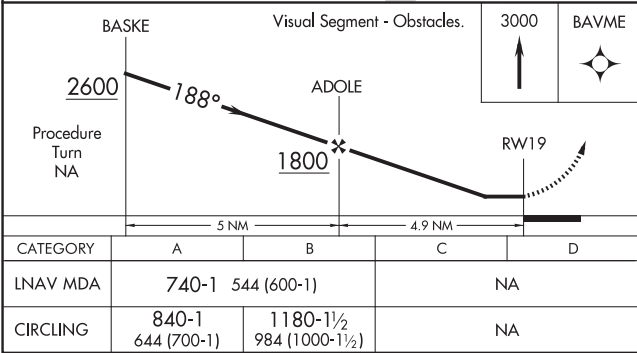
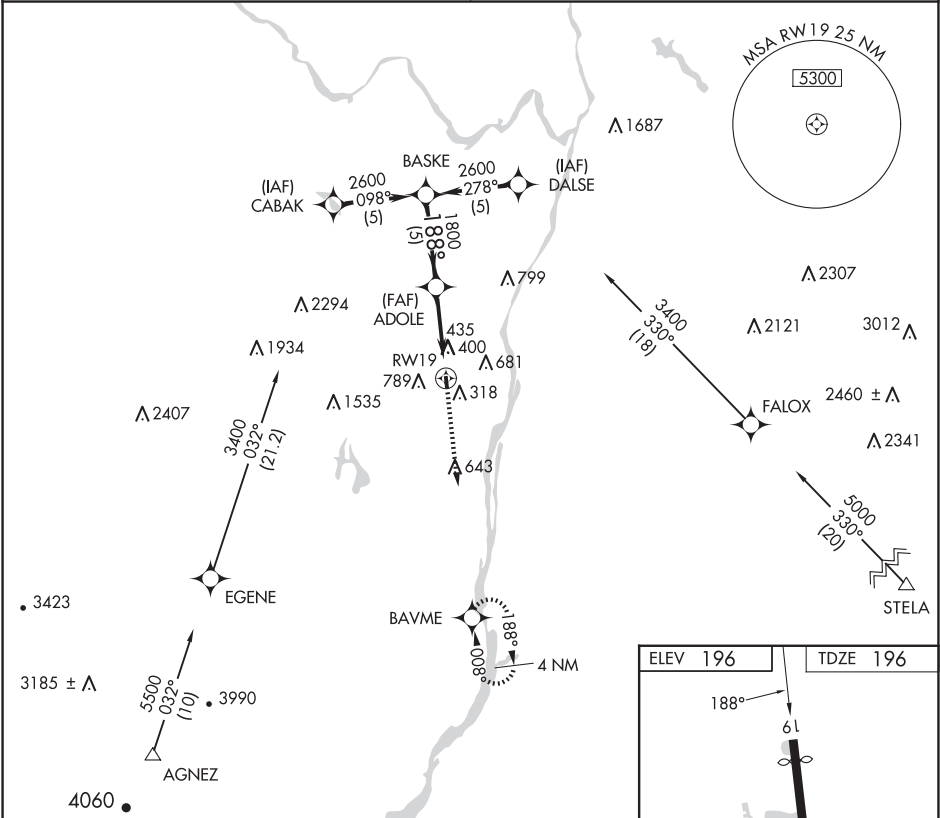
MISSED APPROACH: Climb to 3000 direct BAVME WP and hold.

ALBANY APP CON

118.05 263.075

CTAF

122.9 0



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

COPTER RNAV (GPS) 190° SOUTHAMPTON (87N)

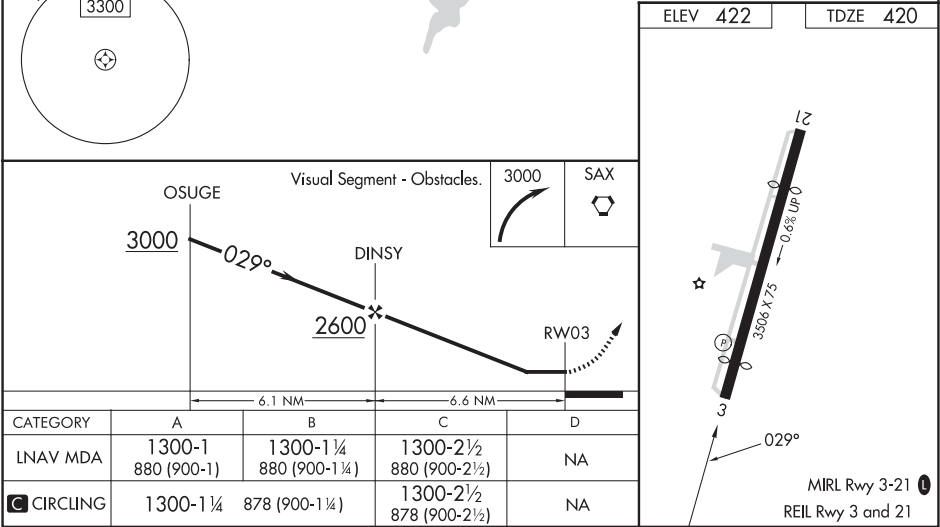
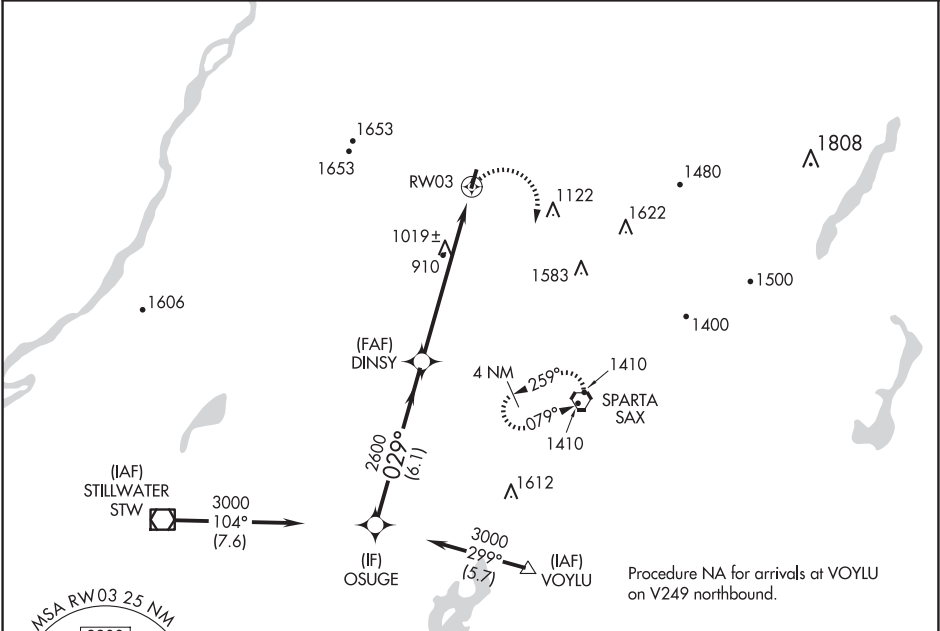
SOUTHAMPTON, NEW YORK 40°51'N-72°28'W SOUTHAMPTON (87N)
 Orig-B 10SEP20 COPTER RNAV (GPS) 190°

APP CRS	Rwy Ldg	3040
029°	TDZE	420
	Apt Elev	422

RNAV (GPS) RWY 3
SUSSEX (F'WN)

<p>⚠</p> <p>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.</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.</p>
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ASOS 118.525	NEWARK APP CON 127.6 379.9	UNICOM 122.7 (CTAF) 1
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ILS or LOC RWY 10
SYRACUSE HANCOCK INTL (SYR)

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 081° and on SYR VORTAC R-111 to STODA INT/ SYR VORTAC 15.5 DME/RADAR and hold.

SYRACUSE
117.0 SYR
Chan 117

Procedure NA for arrival on SYR VORTAC airway radials 207 CW 294.

(IF/IAF)
SCRBY
I-MRZ 16.7
SYR 12.2
RADAR

3800 to SCRBY
263° (12.2)

280° 100° 3200 2100 100° 100°
1 min
HOLD 6000 3800

MOYK INT
I-MRZ 12.7
RADAR

R-255

784
TANUE
I-MRZ 3.2

566
513±
544
575

SOLVA INT
I-MRZ 6.7
RADAR

734
846

LOCALIZER 109.9
I-MRZ
Chan 36

SYR
R-111

STODA
SYR 15.5
RADAR

R-336
Chan 36

117° 291°
R-112
R-336

1165
1053
1565

2352
2506

MSA SYR 25 NM
2100 2800 3700
080° 200° 290°

TDZ/CL Rwy 28 HIRL Rwys 10-28 and 15-33					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SYRACUSE HANCOCK INTL (SYR)
ILS or LOC RWY 10

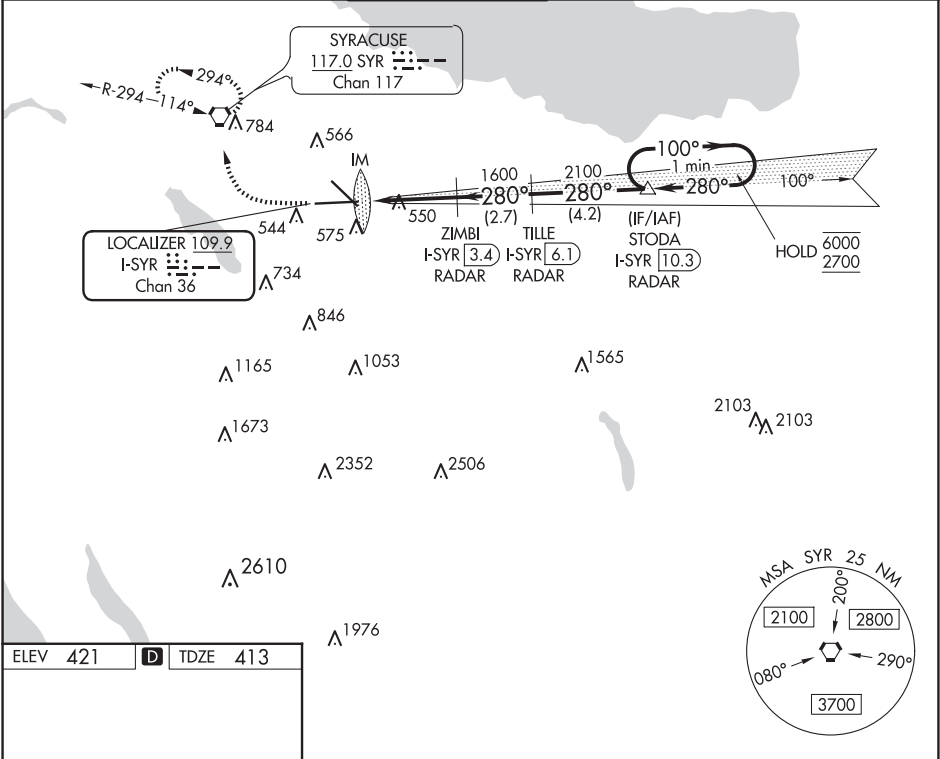
NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SYR 109.9 Chan 36	APP CRS 280°	Rwy Idg TDZE Apt Elev	9013 413 421
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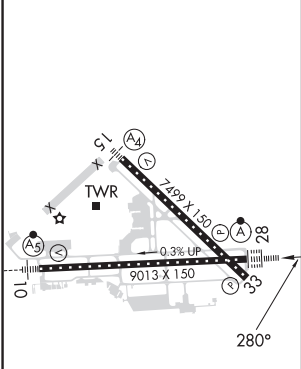
ILS or LOC RWY 28
SYRACUSE HANCOCK INTL (SYR)

DME or RADAR required.		ALSF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold, continue climb-in-hold to 3000.
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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
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ELEV 421	D	TDZE 413
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TDZ/CL Rwy 28 HIRL Rlys 10-28 and 15-33 FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

1100		3000	SYR	*LOC only	STODA I-SYR 10.3 RADAR	One Minute Holding Pattern
I-SYR 0.2		I-SYR 0.9	ZIMBI I-SYR 3.4 RADAR	TILLE I-SYR 6.1 RADAR	100° → 6000 ← 280° 2700	
DME ANTENNA		*I-SYR 0.9	1600	2100	GS 3.00° TCH 78	
0.2		0.9	2.5 NM	2.7 NM	4.2 NM	
CATEGORY	A		B		C	
S-ILS 28			613/18		200 (200-½)	
S-LOC 28	800/24		387 (400-½)		800/35 387 (400-¾)	
CIRCLING	900-1		920-1		1020-1½	
	479 (500-1)		499 (500-1)		599 (600-1½)	
					1180-2½	
					759 (800-2½)	

SYRACUSE, NEW YORK

AL-411 (FAA)

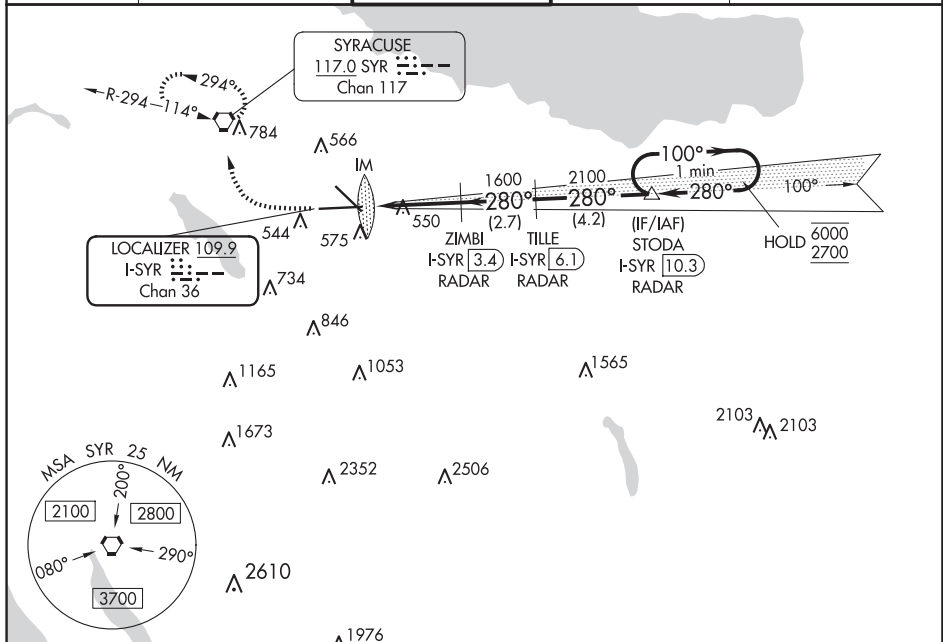
25107

LOC/DME I-SYR 109.9 Chan 36	APP CRS 280°	Rwy Idg TDZE 413 Apt Elev 421
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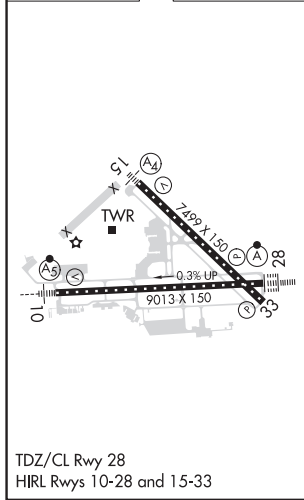
ILS RWY 28 (SA CAT I)

SYRACUSE HANCOCK INTL (SYR)

DME or RADAR required.		ALSIF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold, continue climb-in-hold to 3000.	
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.				
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



ELEV 421	D	TDZE 413
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1100	3000	SYR	STODA I-SYR 10.3 RADAR One Minute Holding Pattern	
			ZIMBI I-SYR 3.4 RADAR	TILLE I-SYR 6.1 RADAR
		GS 3.00° TCH 78		
CATEGORY	A	B	C	D
S-ILS 28	RA 150/14 150 DA 563			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SYRACUSE, NEW YORK
Amdt 35 30JAN20

43°07'N-76°06'W

SYRACUSE HANCOCK INTL (SYR)
ILS RWY 28 (SA CAT I)

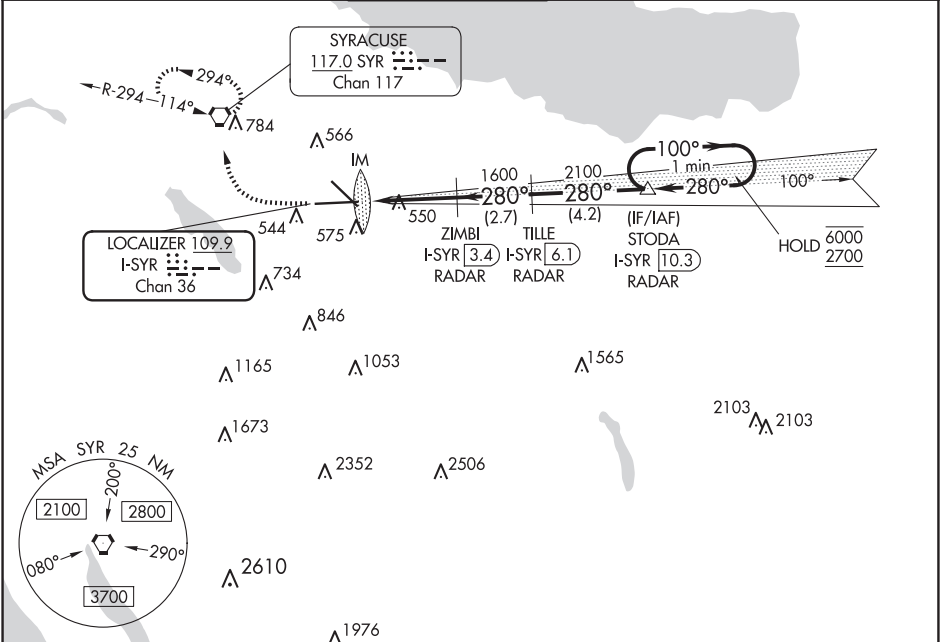
NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

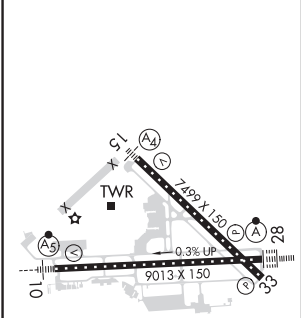
LOC/DME I-SYR 109.9 Chan 36	APP CRS 280°	Rwy Idg TDZE 413 Apt Elev 421	9013 413 421
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ILS RWY 28 (CAT II)
SYRACUSE HANCOCK INTL (SYR)

DME or RADAR required.		ALSF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold, continue climb-in-hold to 3000.	
▼ RVR 1000 authorized with specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		ⓘ		
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



ELEV 421	D	TDZE 413
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1100	3000	SYR	One Minute Holding Pattern	
↑	↪	ⓘ		
IM 512		ZIMBI I-SYR [3.4] RADAR	TILLE I-SYR [6.1] RADAR	STODA I-SYR [10.3] RADAR
1600		2100	280°	100° → 6000
1600		280°	← 280°	2700
GS 3.00°		TCH 78		
975'		3.6 NM	2.7 NM	4.2 NM
CATEGORY	A	B	C	D
S-ILS 28	RA 100/12 100 DA 513			

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 28
HIRL Rwy 10-28 and 15-33

SYRACUSE, NEW YORK

AL-411 (FAA)

25107

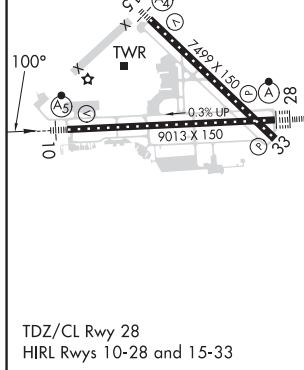
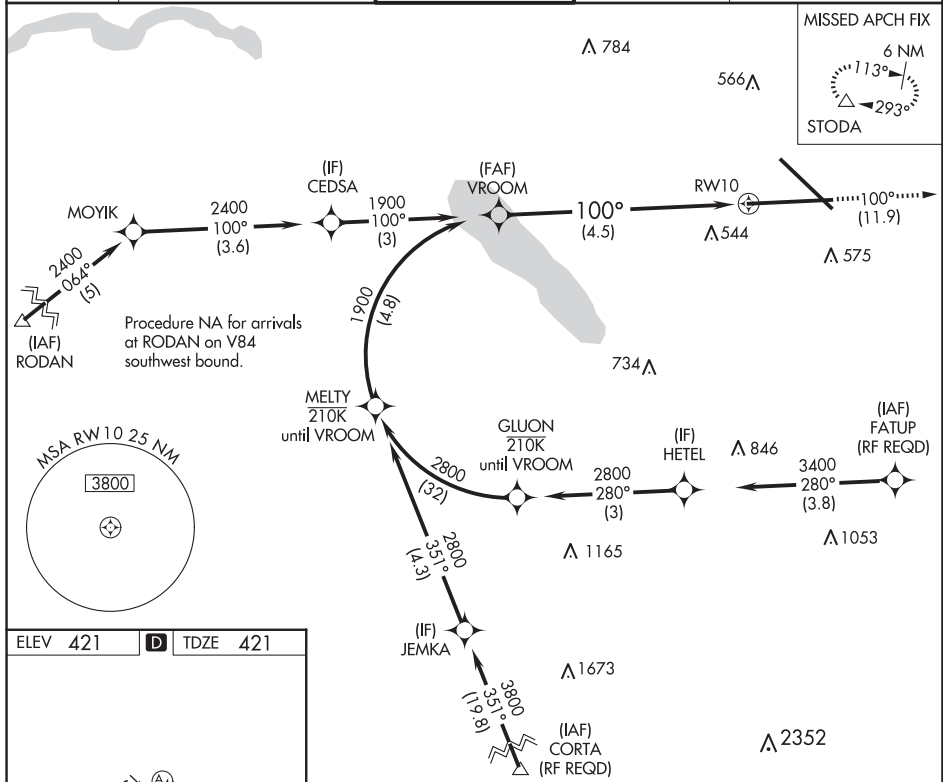
APP CRS	Rwy Idg	9013
100°	TDZE	421
	Apt Elev	421

RNAV (RNP) Y RWY 10

SYRACUSE HANCOCK INTL (SYR)

RNP AR APCH.	MALSR	MISSED APPROACH:
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 1½. For inop ALS, increase RNP 0.30 all Cats visibility to 1¾.		Climb to 3000 on track 100° to STODA and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124,225	126.125 269.125	120.3 239.0	121.7 348.6	125.05 257.775



VROOM		See planview for multiple IF locations.		3000		STODA	
1900		100°		trk 100°		△	
GP 3.00°		TCH 55					
		4.5 NM					
CATEGORY	A	B	C	D			
RNP 0.15 DA		816/45	395 (400-7%)				
RNP 0.30 DA		881/55	460 (500-1)				
AUTHORIZATION REQUIRED							

SYRACUSE, NEW YORK
Orig-B 16JUL20

43°07'N-76°06'W

SYRACUSE HANCOCK INTL (SYR)
RNAV (RNP) Y RWY 10

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

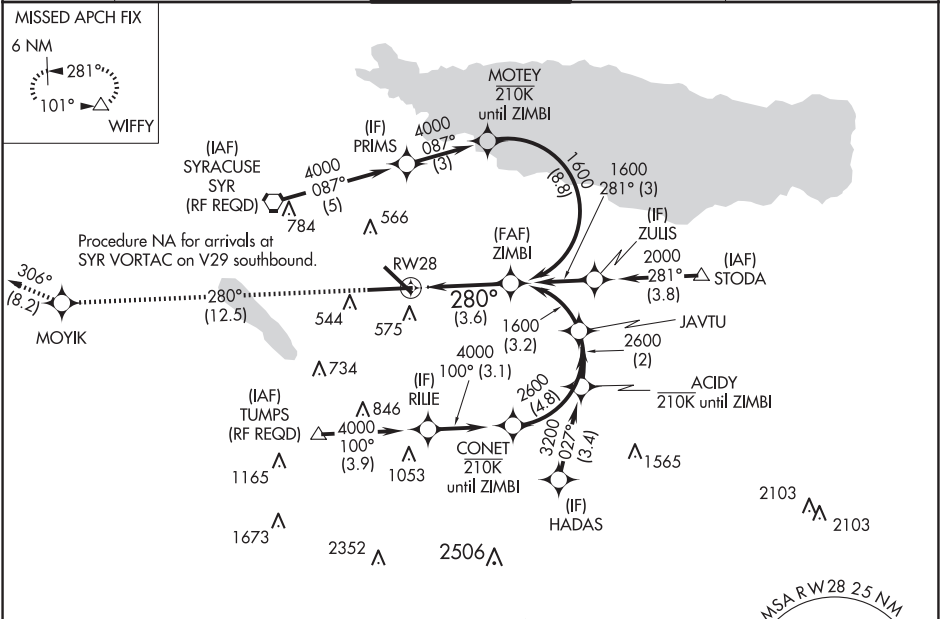
APP CRS	Rwy Idg	9013
280°	TDZE	413
	Apt Elev	421

RNAV (RNP) Y RWY 28

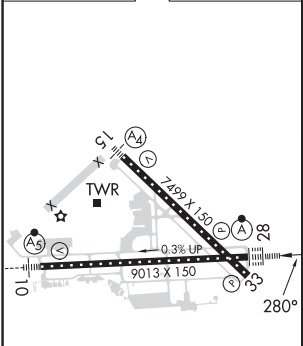
SYRACUSE HANCOCK INTL (SYR)

RNP AR APCH.	ALSF-2	MISSED APPROACH: Climb to 3000 on track 280° to MOYIK and on track 306° to WIFFY and hold.
▼ 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 1½. For inop ALS, increase RNP 0.30 all Cats visibility to 1%.		

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	126.125 269.125	120.3 239.0	121.7 348.6	125.05 257.775



ELEV 421	D	TDZE 413
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3000	MOYIK	WIFFY	See planview for multiple IF locations.	ZIMBI
tr 280°		tr 306°		1600
GP 3.00° TCH 78				
CATEGORY	A	B	C	D
RNP 0.15 DA		862/55	449 (500-1)	
RNP 0.30 DA		957-1½	544 (600-1½)	

TDZ/CL Rwy 28

HIRL Rwy 10-28 and 15-33

AUTHORIZATION REQUIRED

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

SYRACUSE, NEW YORK

AL-411 (FAA)

25107

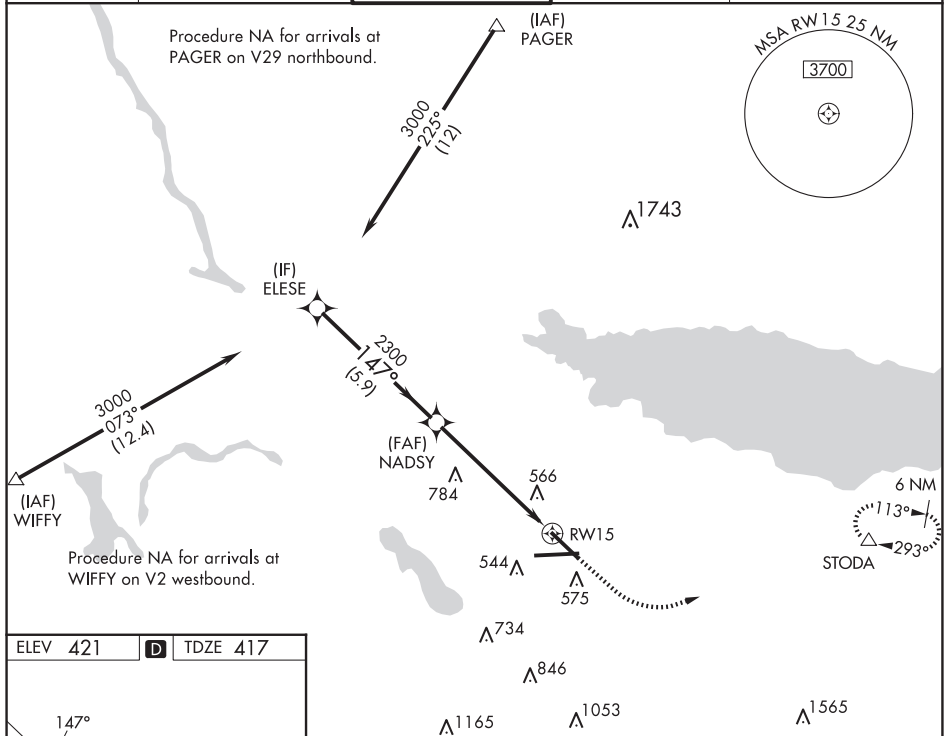
WAAS CH 50117 W15A	APP CRS 147°	Rwy Idg 7499 TDZE 417 Apt Elev 421
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RNAV (GPS) RWY 15

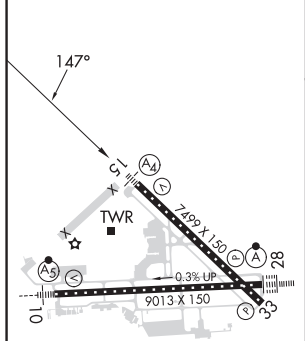
SYRACUSE HANCOCK INTL (SYR)

RNP APCH.	MALS 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3200 direct STODA and hold, continue climb-in-hold to 3200.
Rwy 15 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LPV DA all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.		

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
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ELEV 421	D	TDZE 417
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TDZ/CL Rwy 28
HIRL Rwy 10-28 and 15-33

	ELESE	NADSY		
	3000	2300		
	GP 3.00°			
	TCH 49			
	5.9 NM	4.5 NM	1.3 NM	
CATEGORY	A	B	C	D
LPV DA		667-3/4	250 (300-3/4)	
LNAV/VNAV DA		894-1 1/8	477 (500-1 1/8)	
LNAV MDA		880-3/4 463 (500-3/4)	880-1 1/8 463 (500-1 1/8)	
CIRCLING	900-1 479 (500-1)	920-1 499 (500-1)	1020-1 1/2 599 (600-1 1/2)	1180-2 1/2 759 (800-2 1/2)

SYRACUSE, NEW YORK

Amdt 2 30JAN20

43°07'N-76°06'W

SYRACUSE HANCOCK INTL (SYR)

RNAV (GPS) RWY 15

NE-2, 07 AUG 2025 to 02 OCT 2025

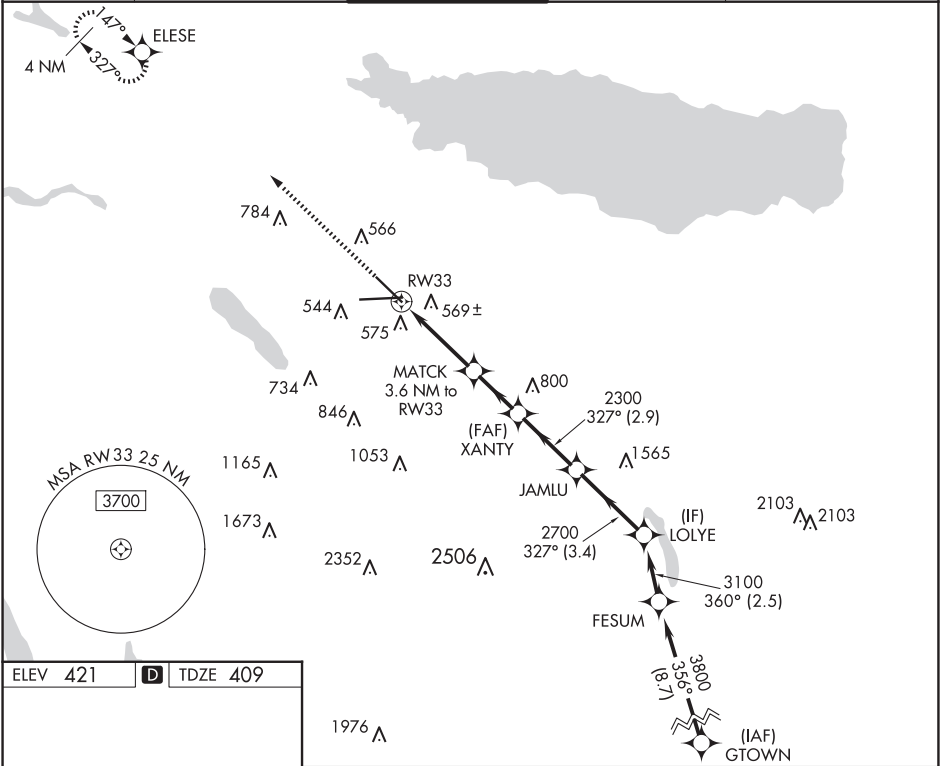
WAAS CH 81823 W33A	APP CRS 327°	Rwy Idg TDZE Apt Elev	7499 409 421
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RNAV (GPS) RWY 33

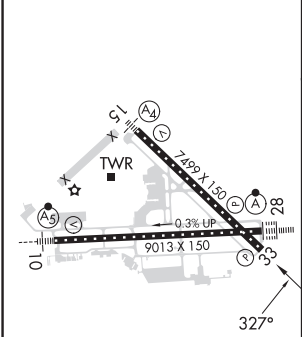
SYRACUSE HANCOCK INTL (SYR)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct ELESE and hold.	
▼ Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated			
▲ Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.			

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
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ELEV 421	D	TDZE 409
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TDZ/CL Rwy 28	
HIRL Rwy 10-28 and 15-33	

3000 ELESE		MATCH 3.6 NM to RW33		XANTY 2300		JAMLU		LOLYE 3100	
*LNAV only		*1.1 NM to RW33		2300		2700		GP 3.00° TCH 50	
1.1 NM		2.5 NM		2.2 NM		2.9 NM		3.4 NM	
CATEGORY	A	B		C		D			
LPV DA	715/45		306 (300-7½)						
LNAV/VNAV DA	882-1⅓		473 (500-1⅓)						
LNAV MDA	820/55		411 (400-1)		820/60		411 (400-1¼)		
CIRCLING	900-1 479 (500-1)		920-1 499 (500-1)		1020-1½ 599 (600-1½)		1180-2½ 759 (800-2½)		

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

SYRACUSE, NEW YORK

AL-411 (FAA)

25107

WAAS CH 40017 W10A	APP CRS 100°	Rwy Idg 9013 TDZE 421 Apt Elev 421
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RNAV (GPS) Z RWY 10

SYRACUSE HANCOCK INTL (SYR)

RNP APCH - GPS.

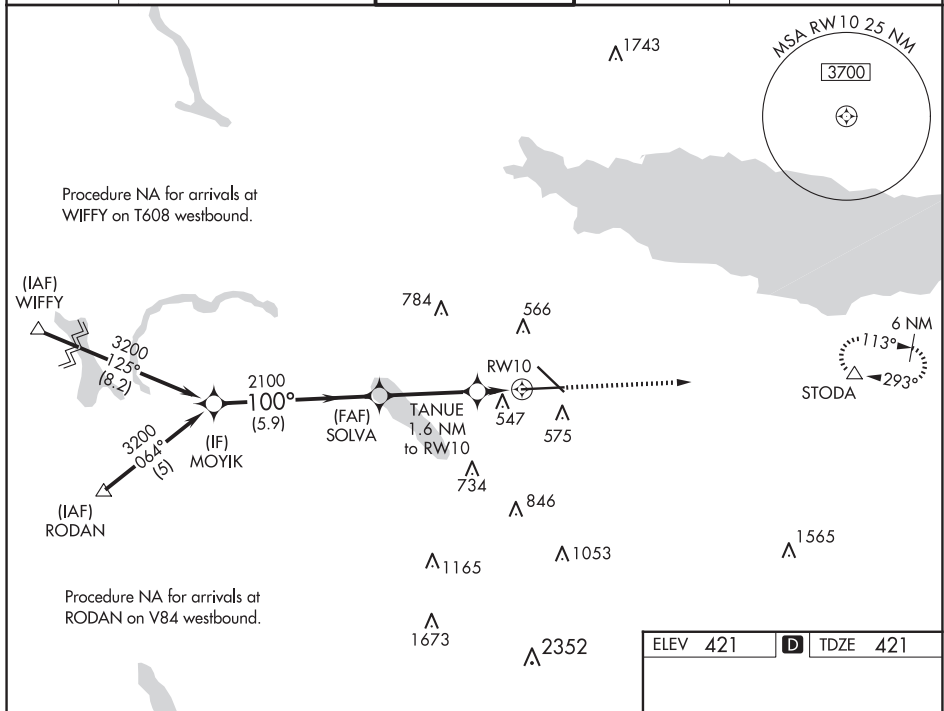
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

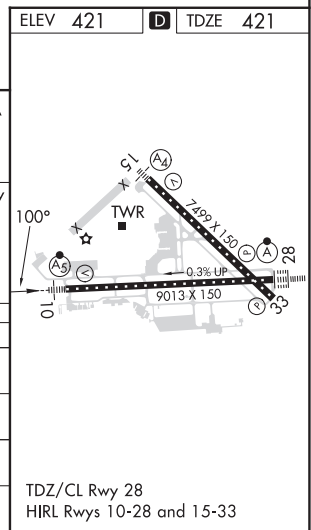


MISSED APPROACH: Climb to 3200 direct STODA and hold, continue climb-in-hold to 3200.

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
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SYRACUSE, NEW YORK

Amdt 3A 20APR23

43°07'N-76°06'W

SYRACUSE HANCOCK INTL (SYR)

RNAV (GPS) Z RWY 10

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45517 W28A	APP CRS 281°	Rwy Idg TDZE 413 Apt Elev 421
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RNAV (GPS) Z RWY 28
SYRACUSE HANCOCK INTL (SYR)

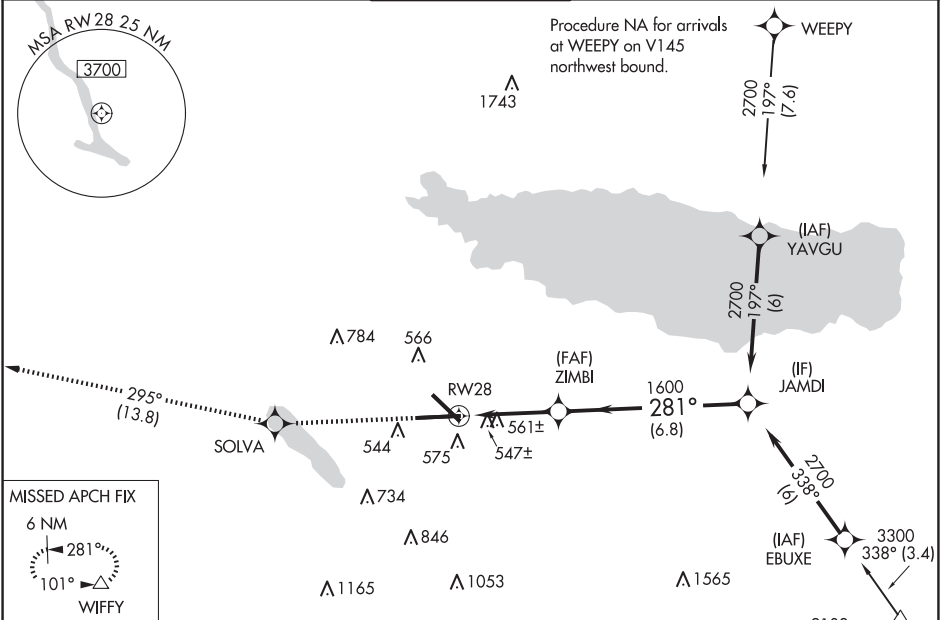
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-6°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV Cats C/D visibility to 1½ mile.

ALSF-2

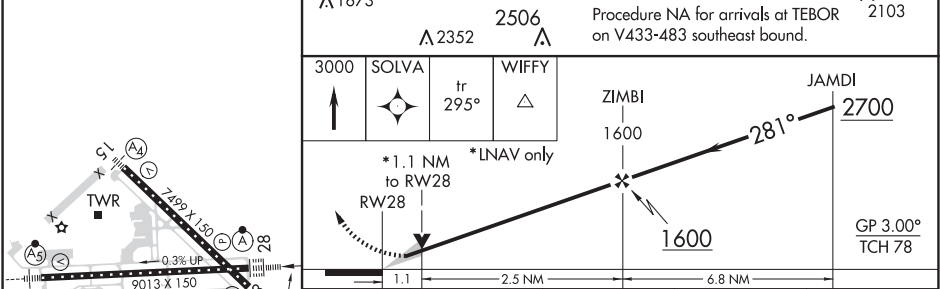
A

MISSED APPROACH: Climb to 3000 direct SOLVA and on track 295° to WIFFY and hold.

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
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ELEV 421	D	TDZE 413
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CATEGORY	A	B	C	D
LPV DA	613/18 200 (200-½)			
LNAV/VNAV DA	850/50 437 (500-1)			
LNAV MDA	820/24	407 (400-½)	820/40	407 (400-¾)
CIRCLING	900-1 479 (500-1)	920-1 499 (500-1)	1020-1½ 599 (600-1½)	1180-2½ 759 (800-2½)

SYRACUSE, NEW YORK

AL-411 (FAA)

25107

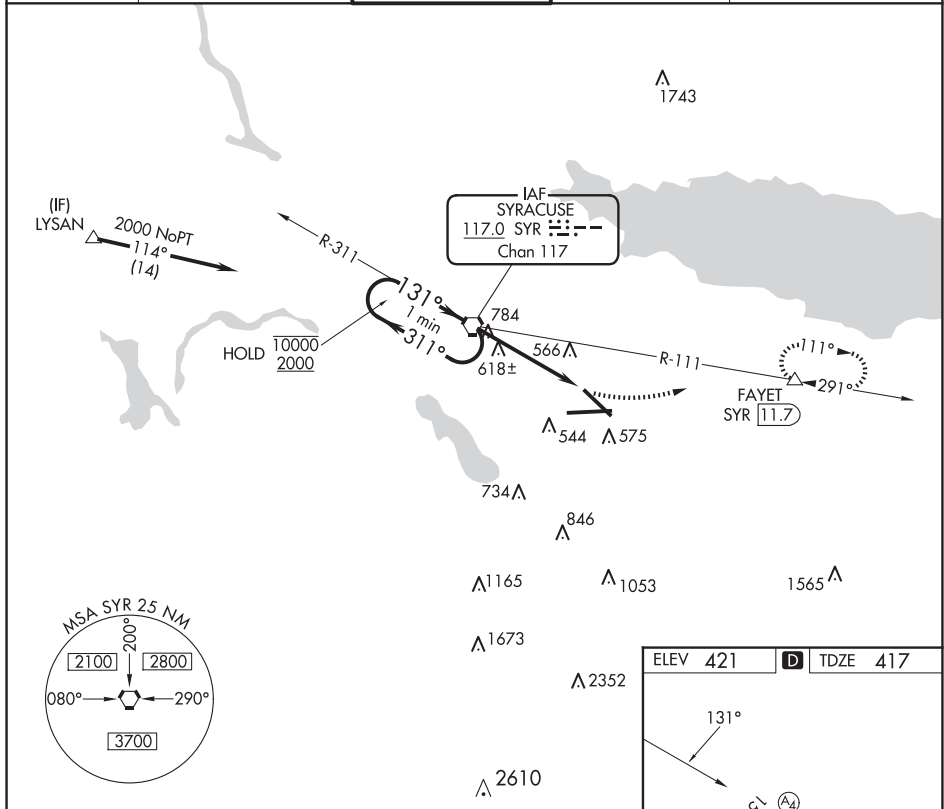
VORTAC SYR	APP CRS	Rwy Idg	7499
117.0	131°	TDZE	417
Chan 117		Apt Elev	421

VOR RWY 15

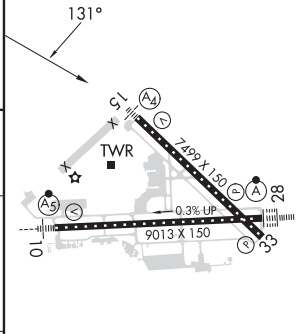
SYRACUSE HANCOCK INTL (SYR)

DME required.	MALS	MISSED APPROACH: Climbing left turn to 3200 on SYR VORTAC R-111 to FAYET/11.7 DME and hold, continue climb-in-hold to 3200.
Rwy 15 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase Cat C/D visibility to 1 3/8 SM.		

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



One Minute Holding Pattern		SYR VORTAC	3200	SYR R-111	FAYET
10000 2000		311° 131°	2000	131°	
		3.09° TCH 53		SYR 3.3 SYR 4.7	
		3.3 NM	1.4		
CATEGORY	A	B	C	D	
S-15	920-3/4	503 (500-3/4)	920-1 1/4	503 (500-1 1/4)	
CIRCLING	920-1	499 (500-1)	1020-1 1/2	1180-2 1/2	
			599 (600-1 1/2)	759 (800-2 1/2)	

ELEV 421	TDZE 417
	
TDZ/CL Rwy 28	
HIRL Rwy 10-28 and 15-33	
FAF to MAP 4.7 NM	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

SYRACUSE, NEW YORK
Amdt 23D 12AUG21

43°07'N - 76°06'W

SYRACUSE HANCOCK INTL (SYR)

VOR RWY 15

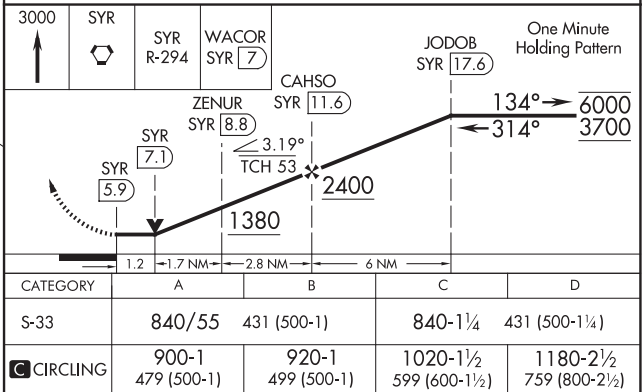
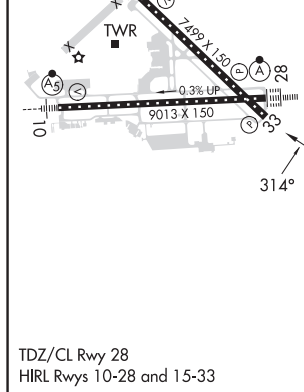
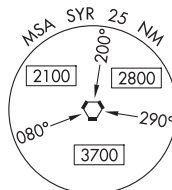
NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

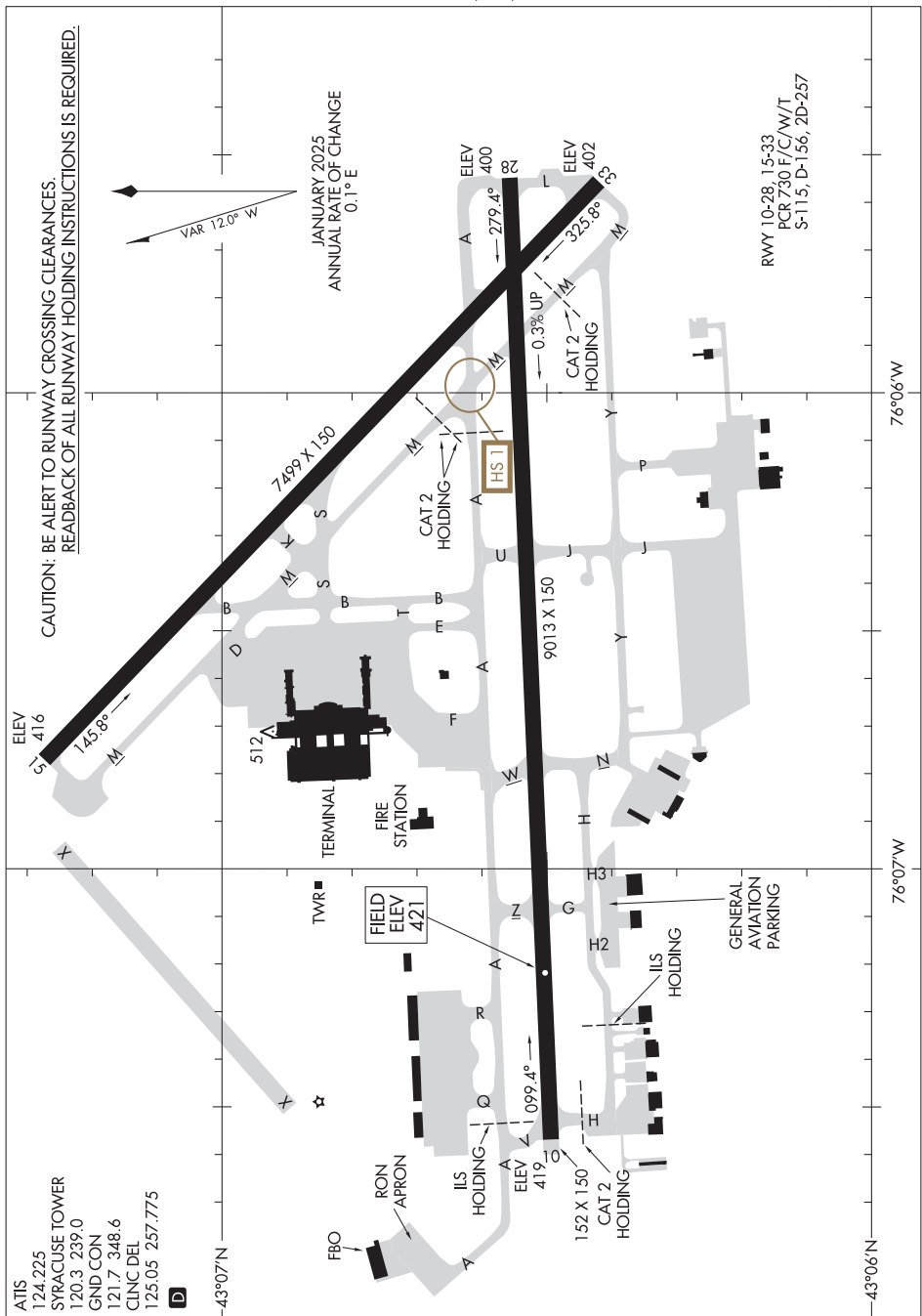
TACAN RWY 33
SYRACUSE HANCOCK INTL (SYR)

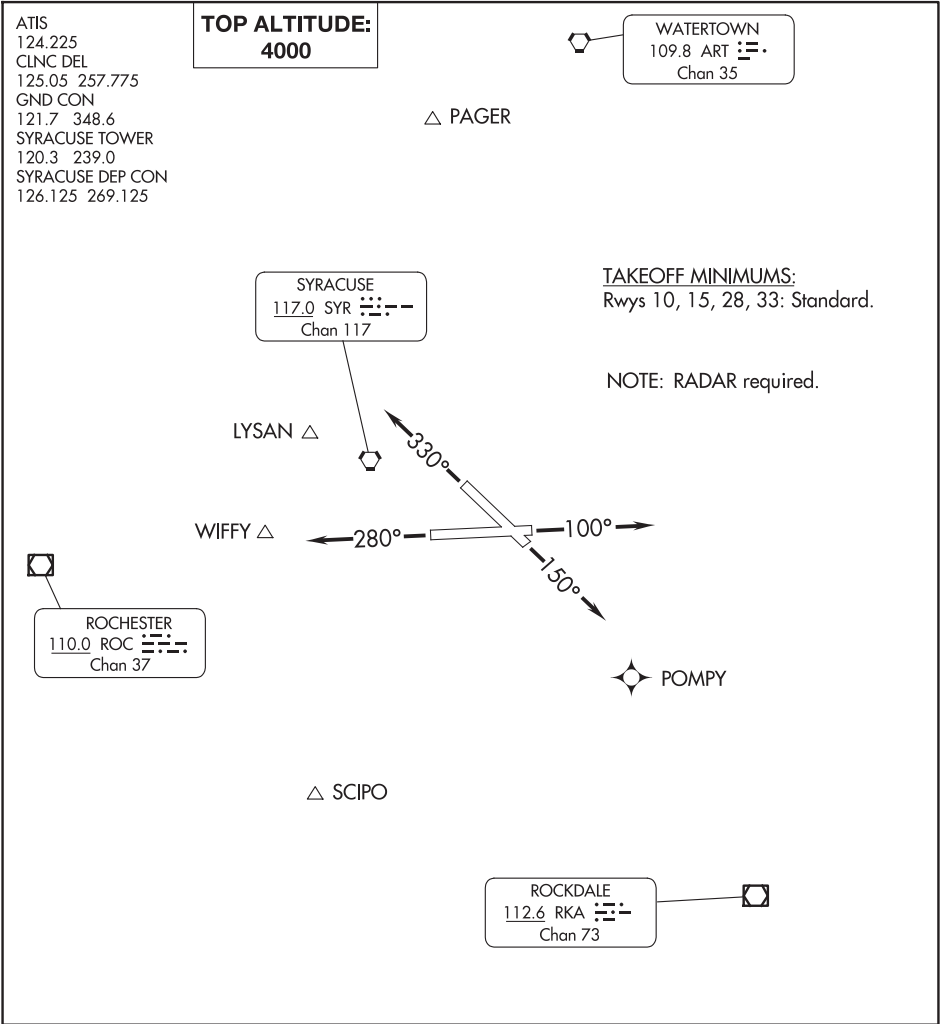
MISSED APPROACH: Climb to 3000 direct SYR VORTAC and on SYR VORTAC R-294 to WACOR/7 DME and hold.

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
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NE-2. 07 AUG 2025 to 02 OCT 2025





T	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.	

TETERBORO, NEW JERSEY


AL-890 (FAA)

25107

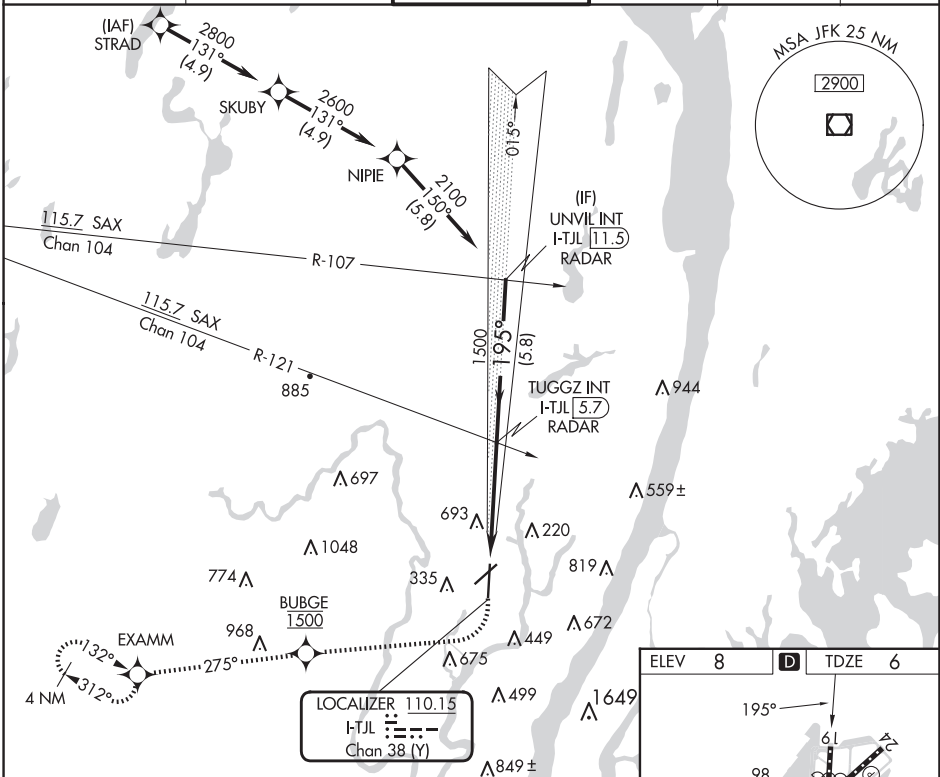
LOC/DME I-TJL	APP CRS	Rwy Idg	6230
110.15	195°	TDZE	6
Chan 38 (Y)		Apt Elev	8





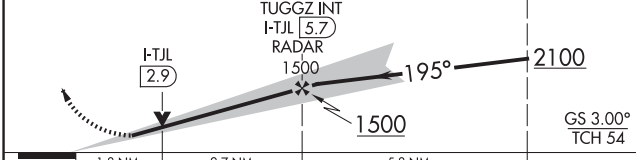

ILS or LOC RWY 19

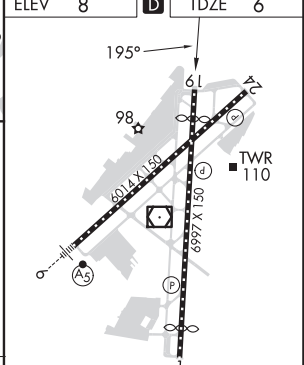
TETERBORO (TEB)

RNP APCH - GPS. RADAR required.	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.	

D-ATIS 114.2 132.85	NEWARK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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500			BUBGE  1500	3000 tr 275°	EXAMM 	UNVIL INT I-TJL 11.5 RADAR
						
CATEGORY	A		B		C	D
S-ILS 19	241-3/4 235 (300-3/4)					
S-LOC 19	640-1 634 (700-1)		640-1 3/4 634 (700-1 3/4)			
 CIRCLING	760-1 752 (800-1)		820-2 1/2 812 (900-2 1/2)		1040-3 1032 (1100-3)	

ELEV 8	D	TDZE 6
		
TDZ/CL Rws 6 and 19		
REIL Rws 1, 6, 19 and 24		
HIRL Rws 1-19 and 6-24		
FAF to MAP 4.5 NM		
Knots	60	90 120 150 180
Min:Sec	4:30	3:00 2:15 1:48 1:30

TETERBORO, NEW JERSEY
Amdt 1A 03NOV22

40°51'N-74°04'W

TETERBORO (TEB)

ILS or LOC RWY 19

NE-2, 07 AUG 2025 to 02 OCT 2025

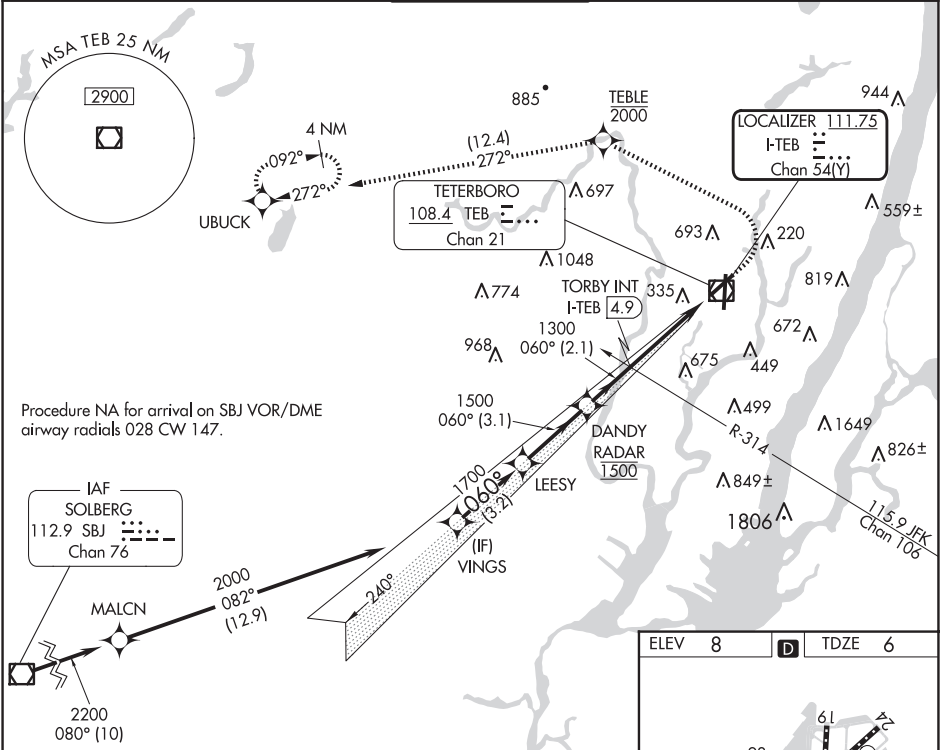
NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-TEB	APP CRS	Rwy Idg	6014
111.75	060°	TDZE	6
Chan 54(Y)		Apt Elev	8

ILS Z or LOC Z RWY 6
TETERBORO (TEB)

RNP APCH - GPS.	MALSR	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.
RADAR required.	AS	
⚠ Circling NA for Cats B, C and D northwest of Rwy 6 and 19.		

D-ATIS	NEWARK APP CON	TETERBORO TOWER	GND CON	CLNC DEL	CPDLC
114.2 132.85	127.6 379.9	119.5	121.9	128.05	



	VINGS	LEESY	DANDY RADAR	TORBY INT I-TEB 4.9	I-TEB 2.7	I-TEB 1	
	2000	1700	1500	1300	1300	1300	
	GS 3.00° TCH 53						
	3.2 NM	3.1 NM	2.1 NM	2.3 NM	1.6 NM		
CATEGORY	A	B	C	D			
S-ILS 6		206/18	200 (200-½)				
S-LOC 6	580/24	574 (600-½)	580-1¼	574 (600-1¼)			
CIRCLING	760-1	752 (800-1)	820-2½ 812 (900-2½)	1040-3 1032 (1100-3)			

ELEV 8	D	TDZE 6
TDZ/CL Rwy 6 and 19		
REIL Rwy 1, 6, 19 and 24		
HIRL Rwy 1-19 and 6-24		
FAF to MAP 3.9 NM		
Knots	60	90 120 150 180
Min:Sec	3:54	2:36 1:57 1:34 1:18

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

TETERBORO, NEW JERSEY

AL-890 (FAA)

25107

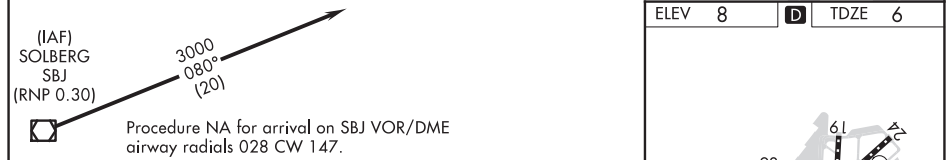
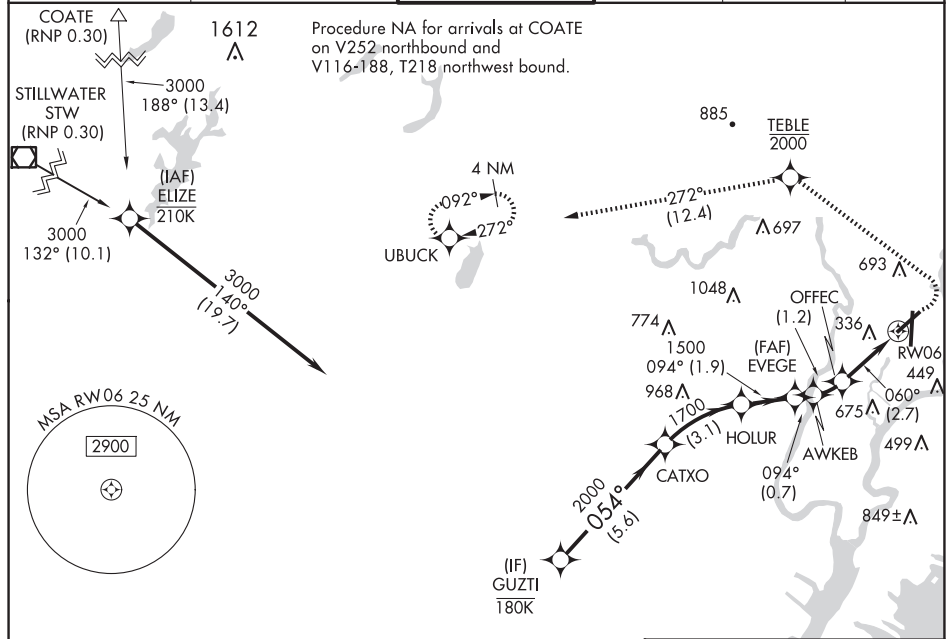
APP CRS	Rwy Idg	6014
060°	TDZE	6
	Apt Elev	8

RNAV (RNP) Z RWY 6

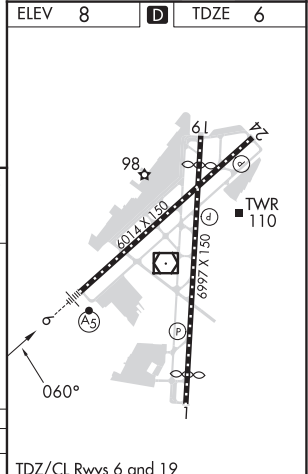
TETERBORO (TEB)

RNP AR APCH - GPS. RADAR required.	MALSR 	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.
▼ For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM.		

D-ATIS 114.2 132.85	NEWARK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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GUZTI	CATXO	HOLUR	1000	2000	TEBLE	3000	UBUCK
			↑	↶	✧	↑	✧
					2000	tr 272°	
3000	054°	2000	1700	094°	1500	060°	RW06
GP 3.00°							
TCH 53							
	5.6 NM	3.1 NM	1.9 NM	0.7 NM	1.2 NM	2.7 NM	
CATEGORY	A	B	C	D			
RNP 0.30 DA		679-1½	673 (700-1½)				



AUTHORIZATION REQUIRED

TDZ/CL Rws 6 and 19
HIRL Rws 1-19 and 6-24
REIL Rws 1, 6, 19 and 24

TETERBORO, NEW JERSEY

Amdt 1 10AUG23

40°51'N-74°04'W

TETERBORO (TEB)

RNAV (RNP) Z RWY 6

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

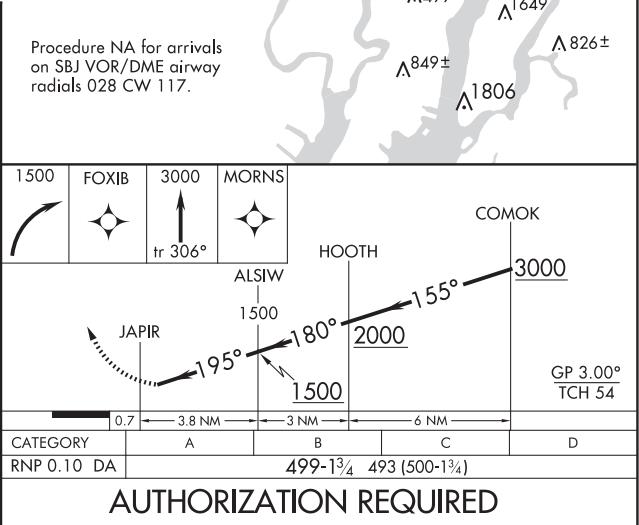
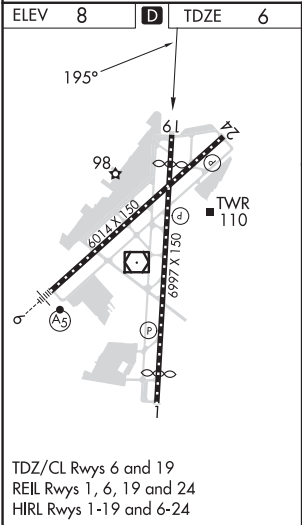
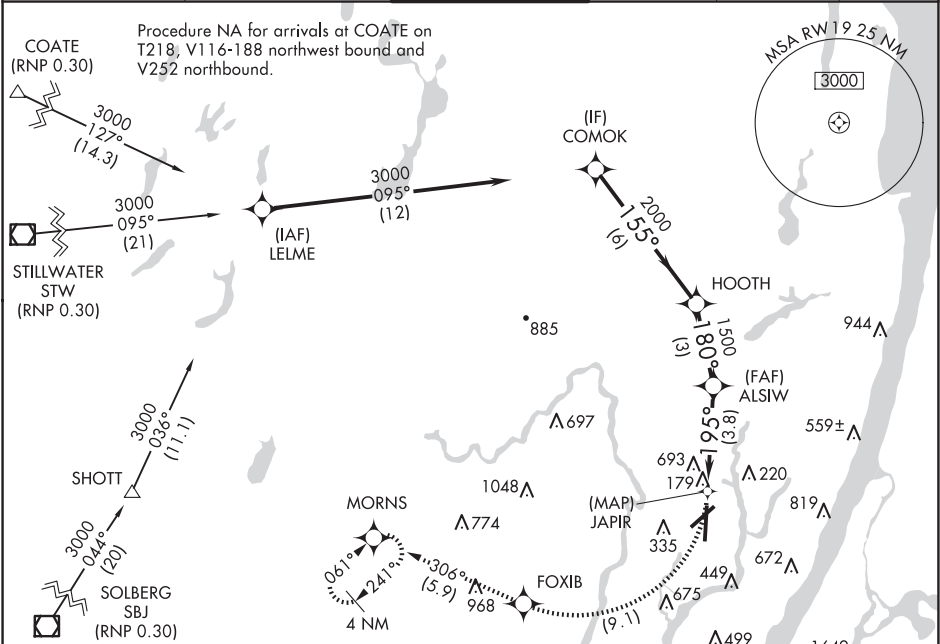
APP CRS	Rwy Idg	6230
195°	TDZE	6
	Apt Elev	8

RNAV (RNP) Z RWY 19

TETERBORO (TEB)

<div><div>▼</div><div>NA</div></div>	For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F). RF required. GPS required. Missed approach requires RNP less than 1.0.	MISSED APPROACH: Climb to 1500 via right turn to FOXIB, then climb to 3000 on track 306° to MORNNS and hold.
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D-ATIS	NEWARK APP CON	TETERBORO TOWER	GND CON	CLNC DEL	CPDLC
114.2 132.85	127.6 379.9	119.5	121.9	128.05	



TETERBORO, NEW JERSEY

AL-890 (FAA)

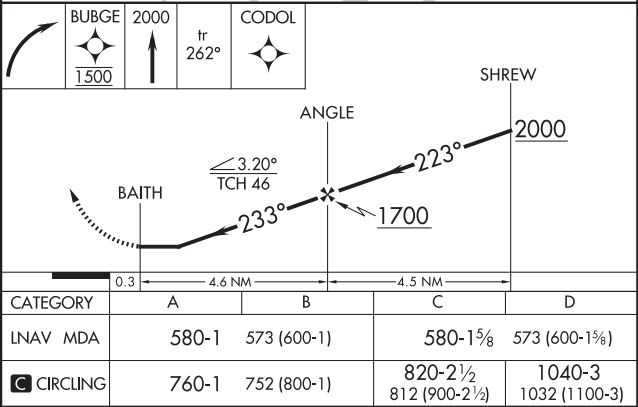
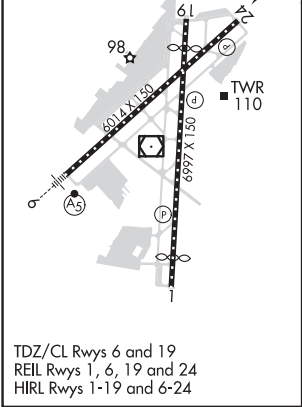
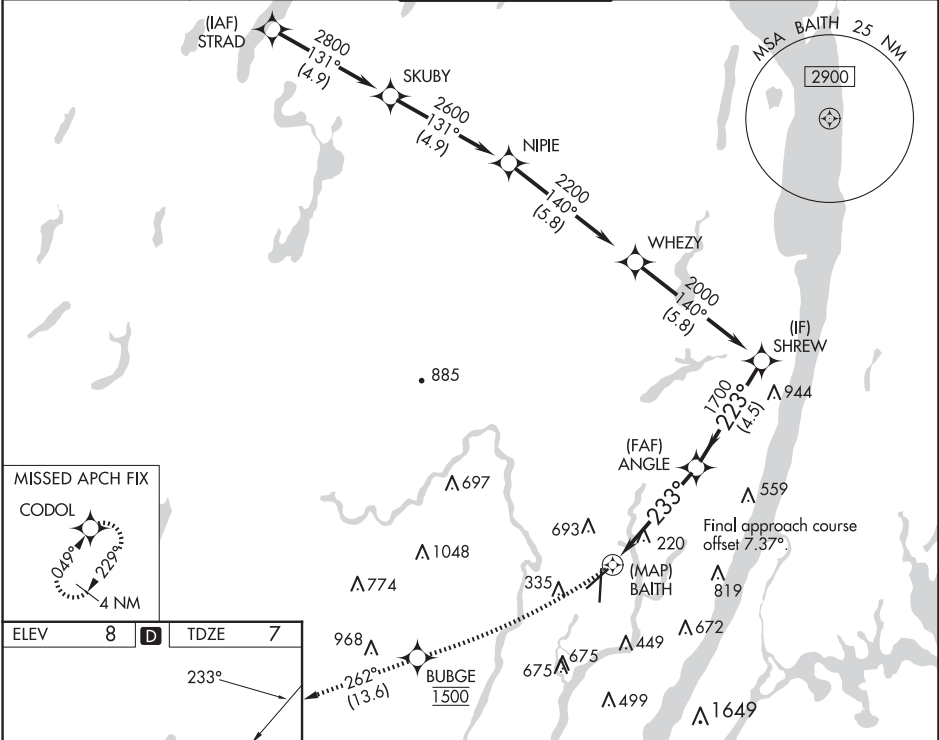
25107

APP CRS	Rwy Idg	6014
233°	TDZE	7
	Apt Elev	8

RNAV (GPS) RWY 24

TETERBORO (TEB)

RNP APCH. RADAR required.		MISSED APPROACH: Climbing right turn direct BUBGE, cross BUBGE at 1500 then climb to 2000 on track 262° to CODOL and hold.			
<div><div></div><div></div></div> <div>Circling NA for Cats B, C, D northwest of Rwy 6-19. Rwy 24 helicopter visibility reduction below 1 NA.</div>		D-ATIS 114.2 132.85	NEWARK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9
					CLNC DEL 128.05
					CPDLC



TETERBORO, NEW JERSEY
Orig 21MAY20

40°51'N-74°04'W

TETERBORO (TEB)

RNAV (GPS) RWY 24

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

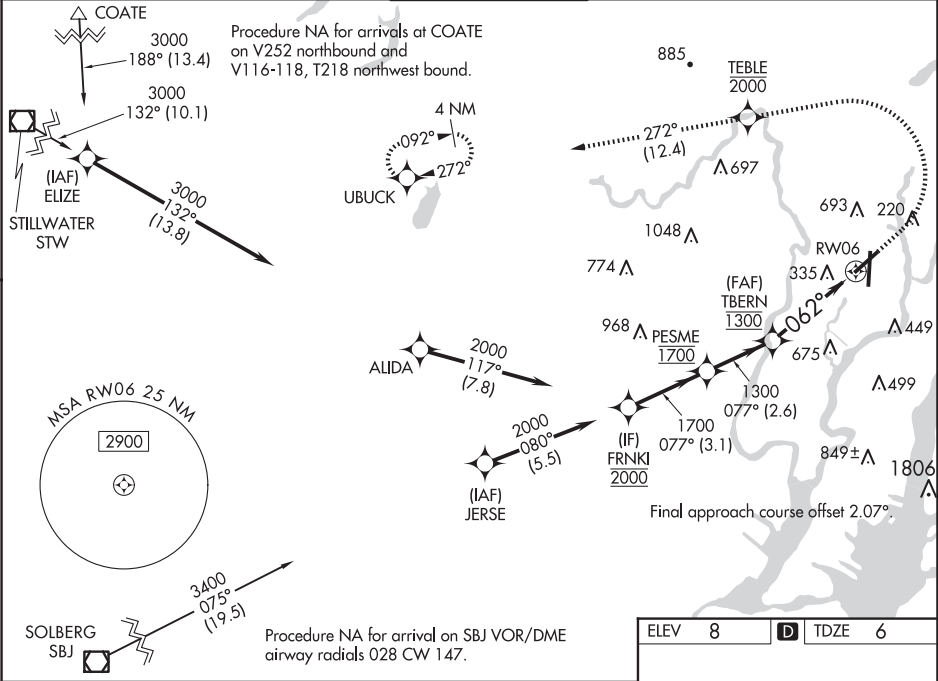
WAAS CH 65634 W06B	APP CRS 062°	Rwy Idg TDZE Apt Elev	6014 6 8
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RNAV (GPS) X RWY 6

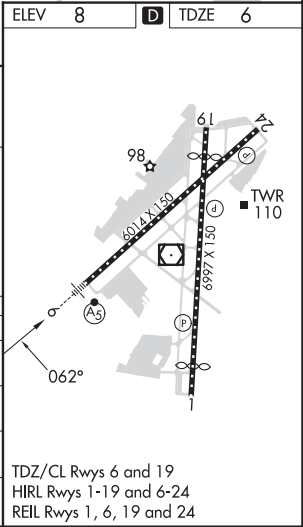
TETERBORO (TEB)

RNP APCH - GPS. RADAR required.	MALSR	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.
▼ Circling NA for Cats B, C and D northwest of Rwy 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 1½ SM, and LNAV/VNAV all Cats visibility to 1⅞ SM.		

D-ATIS 114.2 132.85	NEWARK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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FRNKI	1000	2000	TEBLE	3000	UBUCK
2000	↑	↻	2000	↑	tr 272°
PESME	TBERN	1.9 NM to RW06	RW06		
1700	1300	062°			
GP 3.00° TCH 55	1300				
3.1 NM	2.6 NM	2 NM	1.9 NM		
CATEGORY	A	B	C	D	
LPV DA		459/45	453 (500-⅞)		
LNAV/VNAV DA		672-1½	666 (700-1½)		
LNAV MDA	660/24	654 (700-½)	660-1⅜	654 (700-1⅜)	
CIRCLING	760-1	752 (800-1)	820-2½ 812 (900-2½)	1040-3 1032 (1100-3)	



TETERBORO, NEW JERSEY


AL-890 (FAA)

25107

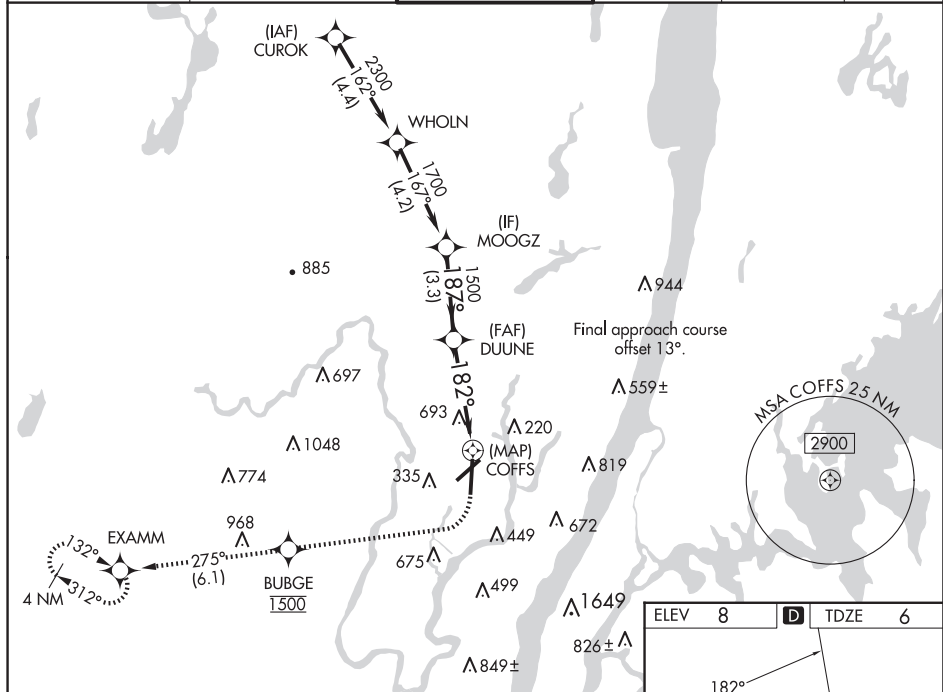
WAAS CH 49043 W19B	APP CRS 182°	Rwy Idg TDZE Apt Elev	6230 6 8
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RNAV (GPS) X RWY 19


TETERBORO (TEB)

RNP APCH. RADAR required.	MISSED APPROACH: Climbing right turn direct BUBGE, cross BUBGE at 1500, then climb to 3000 on track 275° to EXAMM and hold, continue climb-in-hold to 3000.
 Rwy 19 helicopter visibility reduction below 3/4 SM NA. Circling NA for Cats B, C, D northwest of Rwy 06-19.	

D-ATIS 114.2 132.85	NEWARK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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102

CATEGORY	A	B	C	D
LP MDA	880-1 874 (900-1)	880-1¼ 874 (900-1¼)	880-2½	874 (900-2½)
LNAV MDA	960-1¼ 954 (1000-1¼)	960-1½ 954 (1000-1½)	960-3	954 (1000-3)
 CIRCLING	960-1¼ 952 (1000-1¼)	960-1½ 952 (1000-1½)	960-3 952 (1000-3)	1040-3 1032 (1100-3)

TDZ/CL Rwy's 6 and 19
 REIL Rwy's 1, 6, 19 and 24
 HIRL Rwy's 1-19 and 6-24

TETERBORO, NEW JERSEY
Orig 31DEC20

40°51'N-74°04'W

RNAV (GPS) X RWY 19

NE-2, 07 AUG 2025 to 02 OCT 2025

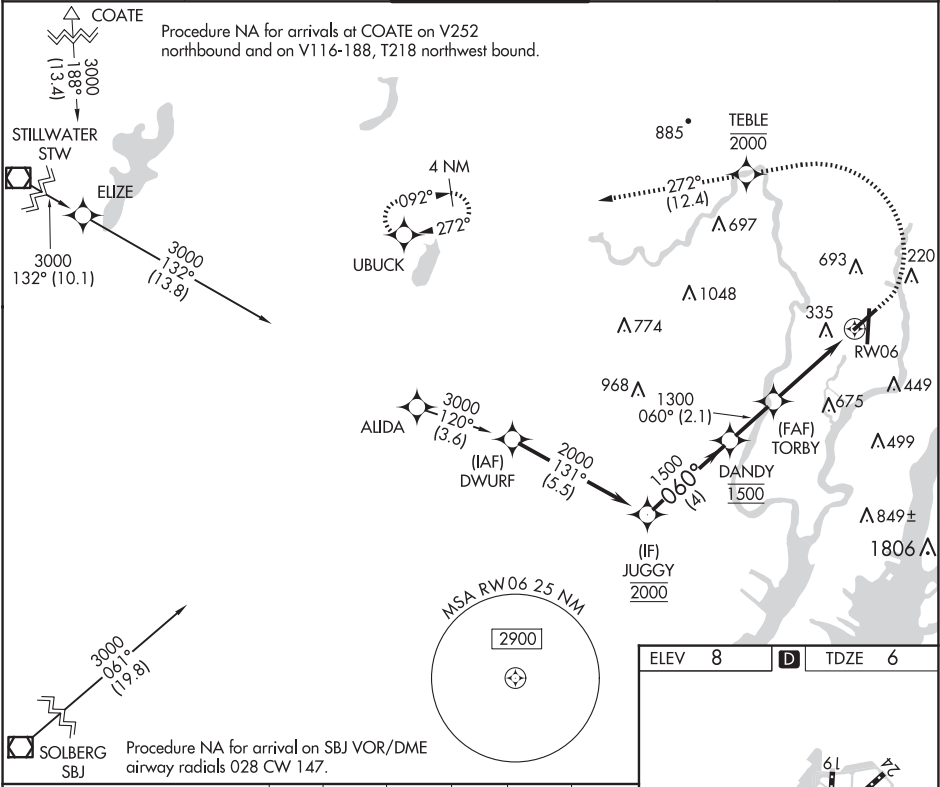
WAAS CH 65707 W06A	APP CRS 060°	Rwy Idg TDZE 6 Apt Elev 8	6014
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RNAV (GPS) Y RWY 6

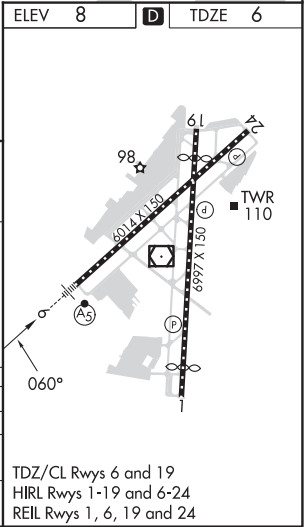
TETERBORO (TEB)

RNP APCH - GPS. RADAR required.	MALSR	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.
⚠ Circling NA for Cats B, C, and 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.	⚠	

D-ATIS 114.2 132.85	NEWARK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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JUGGY	DANDY	TORBY	TEBLE	UBUCK
2000	1500	1300	3000	tr 272°
GP 3.00° TCH 53				
4 NM	2.1 NM	1.6 NM	2.3 NM	
CATEGORY	A	B	C	D
LPV DA		369/35	363 (400-¾)	
LNAV MDA	800/24 794 (800-½)	800/40 794 (800-¾)	800-1¾ 794 (800-1¾)	
CIRCLING	800-1 792 (800-1)	800-1¼ 792 (800-1¼)	820-2½ 812 (900-2½)	1040-3 1032 (1100-3)

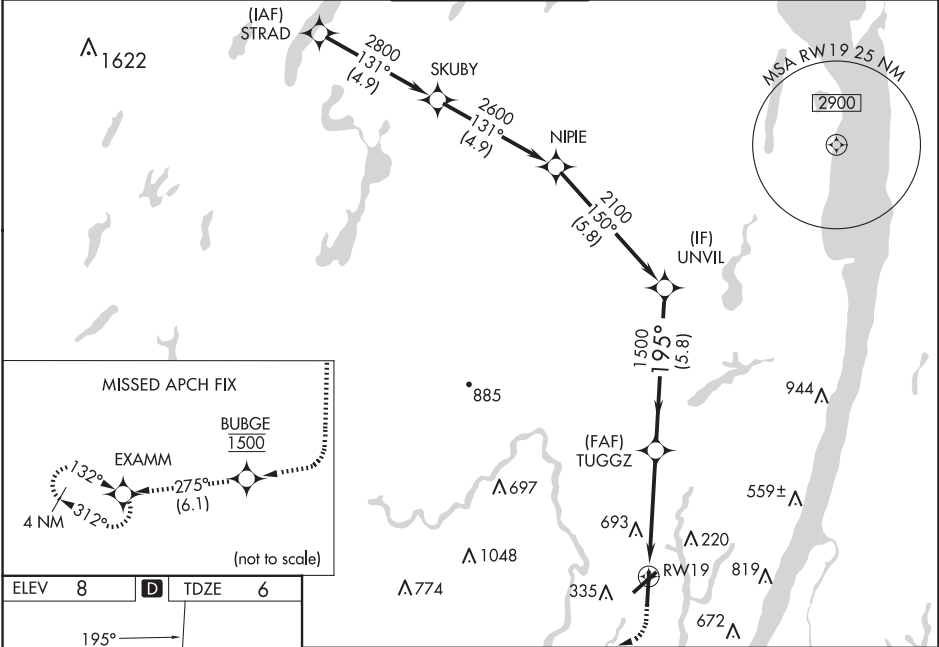


WAAS CH 97736 W19A	APP CRS 195°	Rwy Idg TDZE Apt Elev	6230 6 8
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RNAV (GPS) Y RWY 19

TETERBORO (TEB)

RNP APCH - GPS. RADAR required.		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.			
<div><div></div><div></div></div> <div>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.</div>					
D-ATIS 114.2 132.85	NEWARK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC



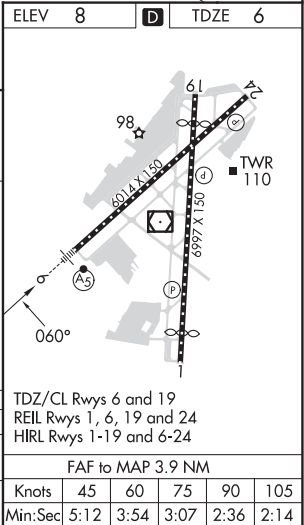
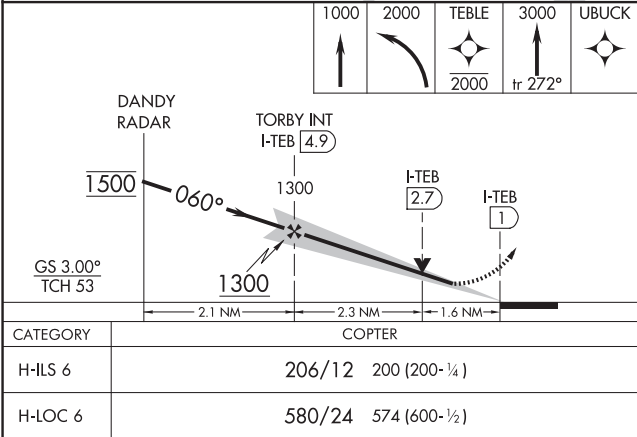
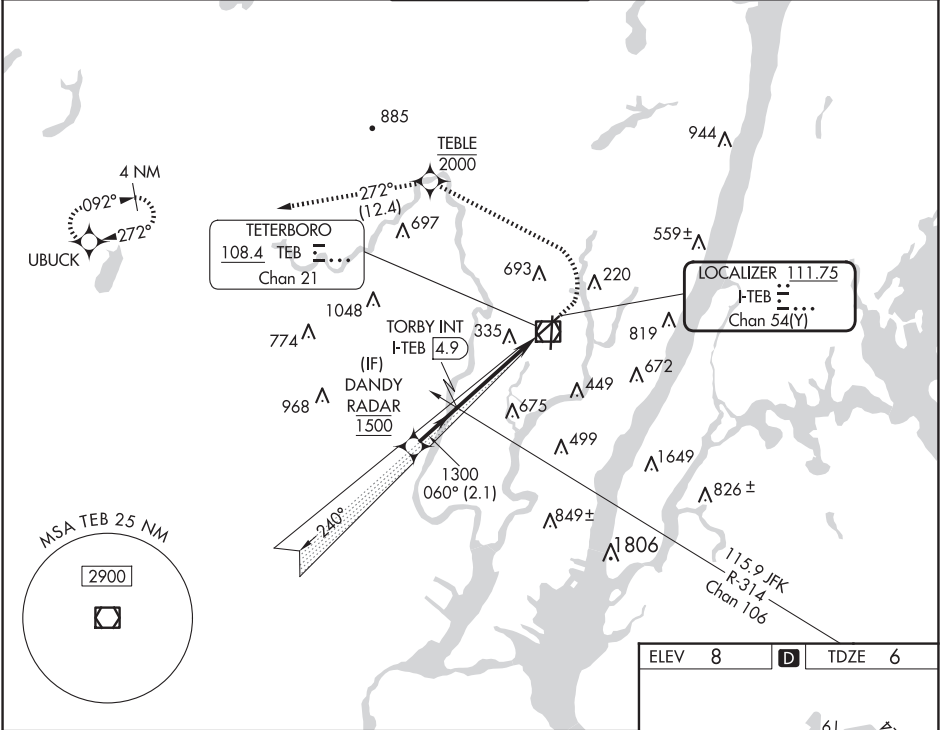
ELEV 8	D	TDZE 6
500		BUBGE 3000
1500		EXAMM
TUGGZ		UNVIL
2.8 NM to RW19		2100
RW19		GP 3.00° TCH 54
2.8 NM		1.7 NM
5.8 NM		
CATEGORY	A	B
LPV DA	241-3/4	235 (300-3/4)
LNAV/VNAV DA	1096-4	1090 (1100-4)
LNAV MDA	960-1 1/4	960-1 1/2
954 (1000-1 1/4)		954 (1000-3)
C CIRCLING		960-1 1/4
952 (1000-1 1/4)		952 (1000-3)
		1040-3
		1032 (1100-3)

LOC/DME I-TEB 111.75 Chan 54 (Y)	APP CRS 060°	Rwy Idg 6014 TDZE 6 Apt Elev 8
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COPTER ILS Y or LOC Y RWY 6
TETERBORO (TEB)

RNP APCH - GPS. RADAR required. NA	MALS AS	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.
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D-ATIS 114.2 132.85	NEWARK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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AIRPORT DIAGRAM

AL-890 (FAA)

TETERBORO (TEB)
TETERBORO, NEW JERSEY

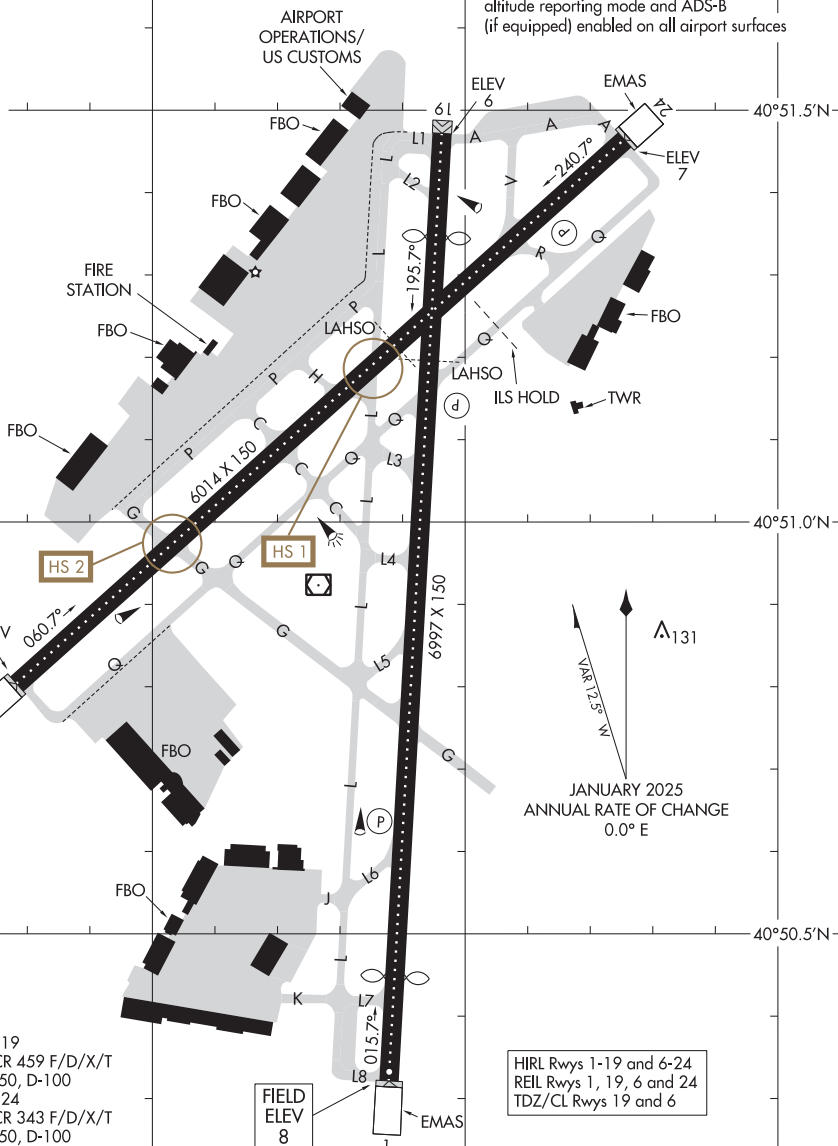
D-ATIS
114.2 132.85
TETERBORO TOWER
119.5
GND CON
121.9
CLNC DEL
128.05
RAMP CON
120.675
CPDLC
PDC
D

74°04.0'W

74°03.5'W

74°03.0'W

SAID in use. Operate transponders with
altitude reporting mode and ADS-B
(if equipped) enabled on all airport surfaces



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

AIRPORT DIAGRAM

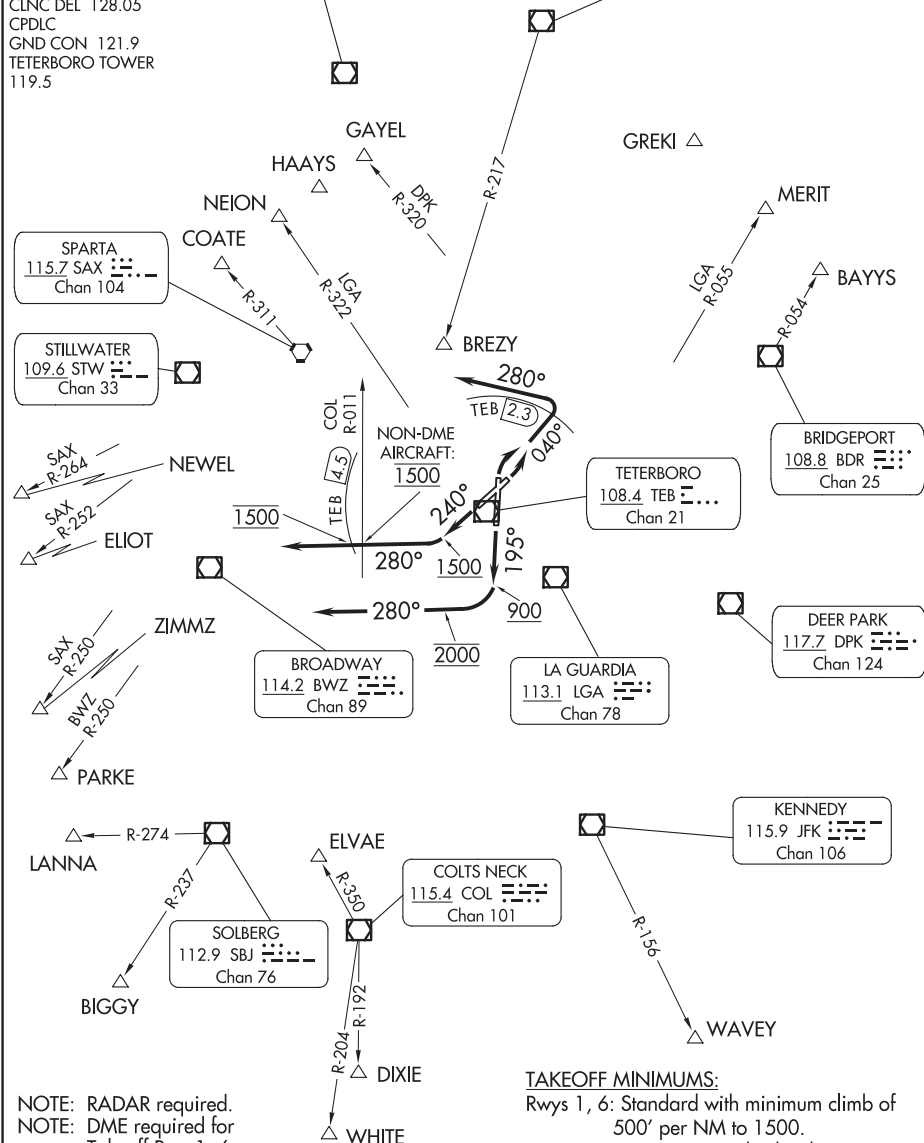
25107

TETERBORO, NEW JERSEY
TETERBORO (TEB)

NE-2, 07 AUG 2025 to 02 OCT 2025

TETERBORO FOUR DEPARTURE

KINGSTON
117.6 IGN $\ddot{\text{H}}-\cdot$
Chan 123



NOTE: RADAR required.
NOTE: DME required for
Takeoff Rwy 1, 6.
NOTE: GPS required for
GREKI Departures.

TAKEOFF MINIMUMS:

Rwys 1, 6: Standard with minimum climb of 500' per NM to 1500.

Rwy 19: 600-2¼ or Standard with minimum climb of 352' per NM to 700.

Rwy 24: 400-1¾ or Standard with minimum climb of 463' per NM to 1500.

Note: Chart not to scale.

TETERBORO FOUR DEPARTURE

TETERBORO, NEW JERSEY
TETERBORO (TEB)

(TEB4.TEB) 07OCT21

NE-2, 07 AUG 2025 to 02 OCT 2025

TETERBORO FOUR DEPARTURE



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.

NEWARK DEP CON
119.2 126.7 379.9
D-ATIS
114.2 132.85
CINC DEL
128.05
CPDLC
GND CON
121.9
TETERBORO TOWER
119.5

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

NOTE: CAUTION between TEB airport and WENTZ, EWR traffic overhead at 2500' MSL.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

TOP ALTITUDE:
1500

TAKEOFF MINIMUMS:
Rwy 24: Standard with minimum
climb of 500' /NM to 520.

280°
RUUDY
283°
WENTZ
262°
DAVIM
520

219°
219°

NEWARK
LIBERTY INTL

262°
240°
520

262°
240°
520

NEWARK
LIBERTY INTL

219°
219°

280°
RUUDY
283°
WENTZ
262°
DAVIM
520

262°
240°
520

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb on heading 240° to 520, then direct DAVIM, then on track 262° to cross WENTZ at 1500, then on track 283° to RUUDY, then on track 280°, thence....
...expect RADAR vectors. Maintain 1500, expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS:
After crossing WENTZ at 1500, then climb to cross RUUDY at 2000. Then proceed to first filed FIX and climb to filed altitude.

WENTZ ONE DEPARTURE (RNAV)

24249

AL-890 (FAA)

TETERBORO (TEB)

TETERBORO, NEW JERSEY

TOP ALTITUDE:
1500

NOTE: Chart not to scale.

WENTZ ONE DEPARTURE (RNAV)

(WENTZ\ .WENTZ) 11JUL24

TETERBORO, NEW JERSEY

TETERBORO (TEB)

491

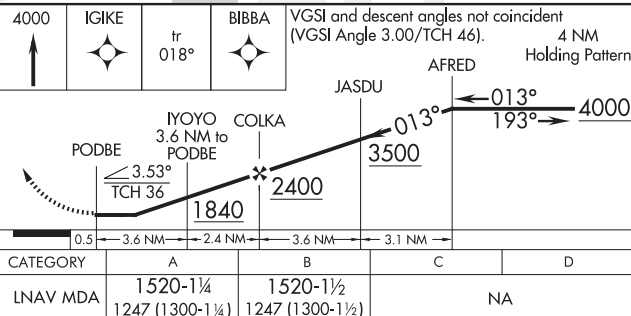
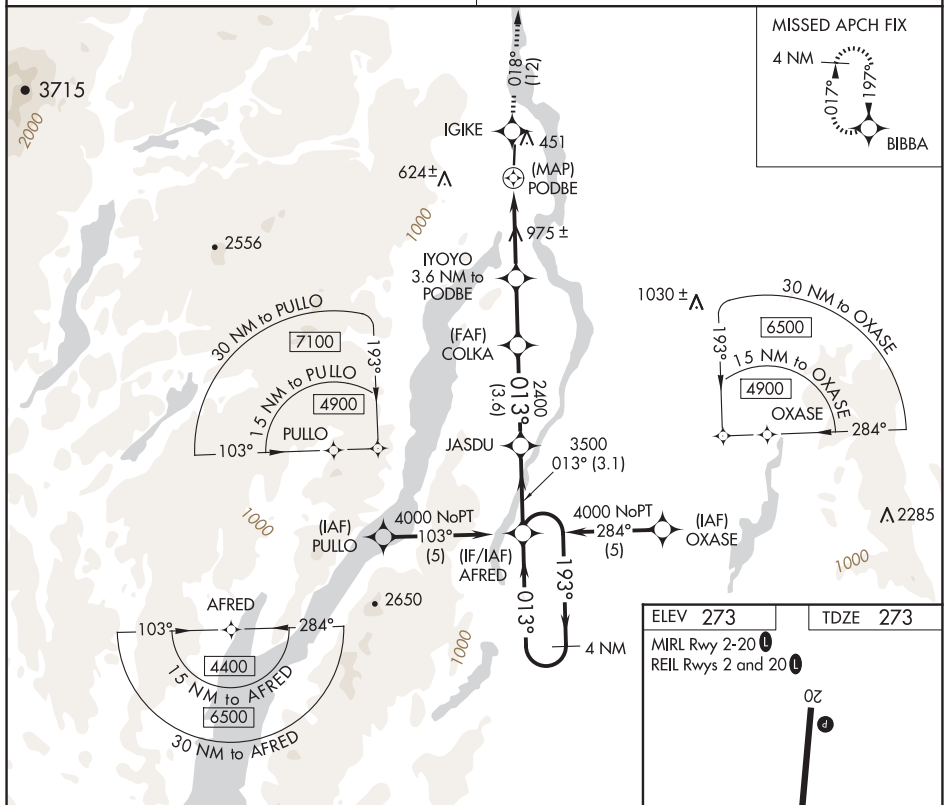
RNAV (GPS) RWY 2
TICONDEROGA MUNI (4B6)

T
A NA Use Burlington altimeter setting. Procedure NA at night.
Rwy 2 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct IGKE and on track 018° to BIBBA and hold.

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) 



Amdt 1B 15AUG19

43°53'N-73°25'W

TICONDEROGA MUNI (4B6)
RNAV (GPS) RWY 2

WAAS
CH **53716**
W20A

APP CRS
197°

Rwy Idg
TDZE
271

Apt Elev
273

RNAV (GPS) RWY 20
TICONDEROGA MUNI (4B6)

NA

DME/DME RNP-0.3 NA. Use Burlington altimeter setting.
Helicopter visibility reduction below 1 SM NA. Procedure
NA at night.

MISSED APPROACH: Climb to 4000 direct
UBISE and on track 193° to AFRED and
hold, continue climb-in-hold to 4000.

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) 0

ELEV 273	TDZE 271				
		4000	UBISE	tr 193°	AFRED
		LOCET	AKAYU	BIBBA	4000
		3500	2200	3500	4000
		5.8 NM	4.8 NM	1.9 NM	
CATEGORY	A	B	C	D	
LPV DA	666-1½	395 (400-1½)	NA		
LNAV MDA	1420-1¼ 1149 (1200-1¼)	1420-1½ 1149 (1200-1½)	NA		
CIRCLING	1420-1¼ 1147 (1200-1¼)	1420-1½ 1147 (1200-1½)	NA		

TICONDEROGA, NEW YORK

Amcl 1A 15NOV12

43°53'N-73°25'W

493

TICONDEROGA MUNI (4B6)

RNAV (GPS) RWY 20

TOMS RIVER, NEW JERSEY

AL-5623 (FAA)

24193

LOC I-MJX 109.9	APP CRS 063°	Rwy Idg 5835 TDZE 81 Apt Elev 86
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ILS or LOC RWY 6

OCEAN COUNTY (MJX)

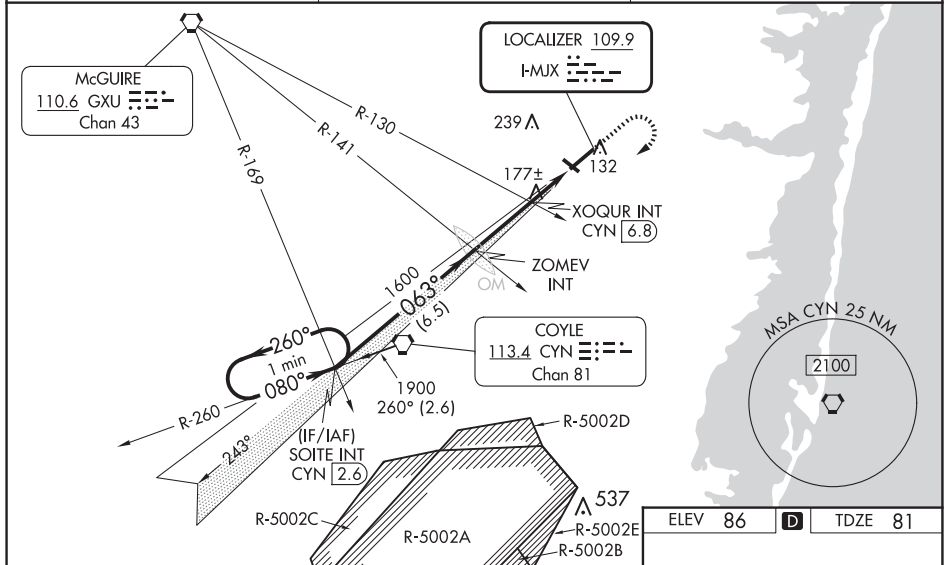
NA

Circling Rwy 14, 32 NA at night. Inop table does not apply to S-ILS 6. For inop ALS, 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 $\frac{3}{8}$ mile, Cat D $\frac{1}{4}$ mile; increase XOQUR Fix minimums S-LOC 6 Cat C/D visibility $\frac{1}{8}$ mile and Circling Cat D $\frac{1}{4}$ mile. For inop ALS when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting, increase S-ILS 6 all Cats visibility to $\frac{7}{8}$ 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 $1\frac{3}{8}$. Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MALS

MISSED APPROACH: Climb to 600 then climbing right turn to 1900 direct CYN VORTAC then on CYN R-260 to SOITE INT/CYN 2.6 DME and hold.

AWOS-3PT 119.875	MC GUIRE APP CON 126.475 363.8	UNICOM 122.7 (CTAF) 0
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*720 when using Joint Base Mc Guire Dix Lakehurst altimeter setting.

One Minute Holding Pattern

GS 3.00° TCH 56

CATEGORY	A	B	C	D
S-ILS 6		331- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
S-LOC 6	660- $\frac{3}{4}$	579 (600- $\frac{3}{4}$)	660- $1\frac{1}{4}$	579 (600- $1\frac{1}{4}$)
CIRCLING	660-1	574 (600-1)	660- $1\frac{3}{4}$	700-2
			574 (600-1 $\frac{3}{4}$)	614 (700-2)
XOQUR FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 6	520- $\frac{3}{4}$	439 (500- $\frac{3}{4}$)	520- $\frac{7}{8}$	439 (500- $\frac{7}{8}$)
CIRCLING	540-1	560-1	580- $1\frac{1}{2}$	700-2
	454 (500-1)	474 (500-1)	494 (500-1 $\frac{1}{2}$)	614 (700-2)

ELEV 86 **D** TDZE 81

MIRL Rwy 14-32 **0**
HIRL Rwy 6-24 **0**
REIL Rwys 14, 24 and 32 **0**

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

TOMS RIVER, NEW JERSEY

Amtd 2D 16MAY24

39°56'N-74°18'W

OCEAN COUNTY (MJX)

ILS or LOC RWY 6

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93733 W06A	APP CRS 063°	Rwy Idg 5835 TDZE 81 Apt Elev 86
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RNAV (GPS) RWY 6

OCEAN COUNTY (MJX)

RNP APCH - GPS.

NA

Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats A/B visibility to 1. When local altimeter setting not received, use Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV Cats C/D visibility 1/8 mile and Circling Cat D visibility 1/4 mile. For inop ALS when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting, increase LPV all Cats visibility to 7/8, LNAV/VNAV all Cats visibility to 1 1/8, LNAV Cats A/B visibility to 1, and LNAV Cats C/D visibility to 1 1/8. Rwy 6 helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting.

MALSRL

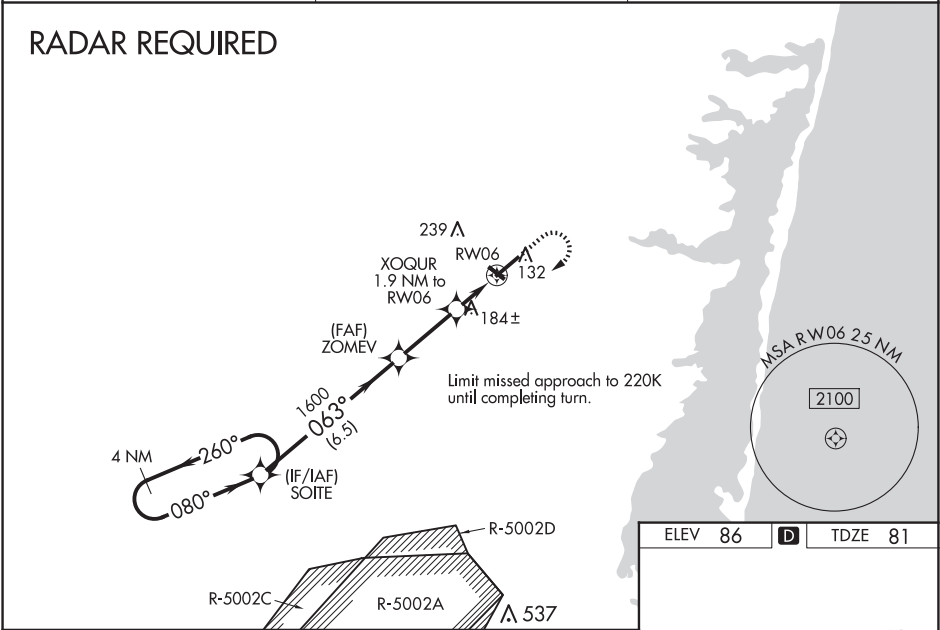
A5

MISSED APPROACH:

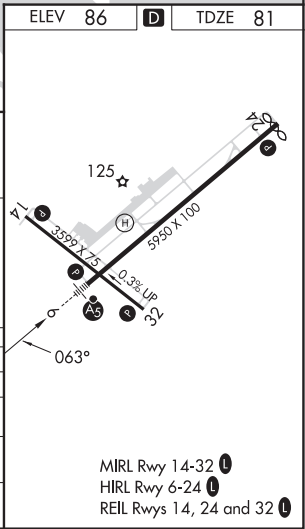
Climb to 600 then climbing right turn to 2000 direct SOITE and hold.

AWOS-3PT 119.875	MC GUIRE APP CON 126.475 363.8	UNICOM 122.7 (CTAF) 0
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RADAR REQUIRED



4 NM Holding Pattern		SOITE	ZOMEV	XOQUR 1.9 NM to RW06	600	2000	SOITE
2000		260°	080°	063°	1600	720	
GP 3.00° TCH 56							
		6.5 NM	2.7 NM	0.7 NM	1.2 NM		
CATEGORY		A	B	C	D		
LPV DA		331-3/4		250 (300-3/4)			
LNAV/VNAV DA		405-3/4		324 (400-3/4)			
LNAV MDA		520-3/4		439 (500-3/4)			
CIRCLING		540-1	560-1	580-1 1/2	700-2		
		454 (500-1)	474 (500-1)	494 (500-1 1/2)	614 (700-2)		



TOMS RIVER, NEW JERSEY

AL-5623 (FAA)

24193

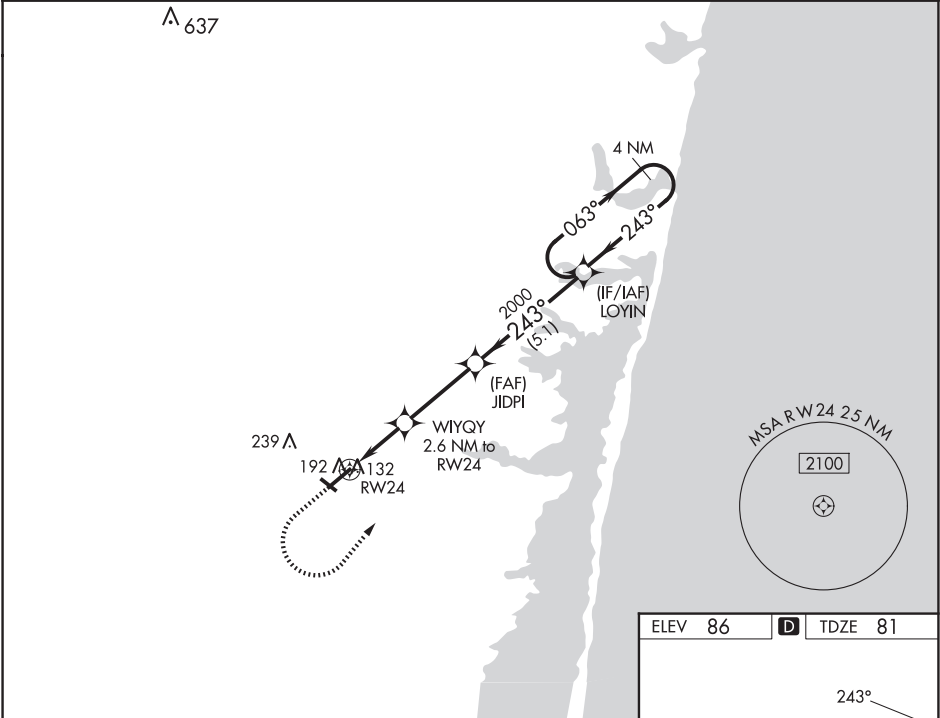
WAAS CH 86433 W24A	APP CRS 243°	Rwy Idg 5835 TDZE 81 Apt Elev 86
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RNAV (GPS) RWY 24

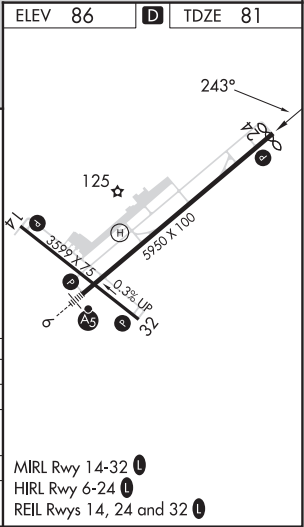
OCEAN COUNTY (MJX)

RNP APCH - GPS. ▼ Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 24 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct to LOYIN and hold.
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AWOS-3PT 119.875	MC GUIRE APP CON 126.475 363.8	UNICOM 122.7 (CTAF) 0
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600	2000	LOYIN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).			
WYQY 2.6 NM to RW24		JIDPI	2000	LOYIN	4 NM Holding Pattern	
1.1 NM to RW24			243°	063°	2000	GP 3.00° TCH 40
RW24			940	2000		
1.1 NM		1.5 NM	3.3 NM	5.1 NM		
CATEGORY	DA	A	B	C	D	
LPV	DA		331-¾	250 (300-¾)		
LNAV/VNAV	DA		358-7/8	277 (300-7/8)		
LNAV	MDA		460-1	379 (400-1)		
CIRCLING		540-1 454 (500-1)	560-1 474 (500-1)	580-1½ 494 (500-1½)	700-2 614 (700-2)	



TOMS RIVER, NEW JERSEY
Amdt 1B 16MAY24

39°56'N-74°18'W

RNAV (GPS) RWY 24

OCEAN COUNTY (MJX)

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

VORTAC CYN	APP CRS	Rwy Idg
113.4	054°	5835
Chan 81		TDZE 81
		Apt Elev 86

VOR RWY 6

OCEAN COUNTY (MJX)

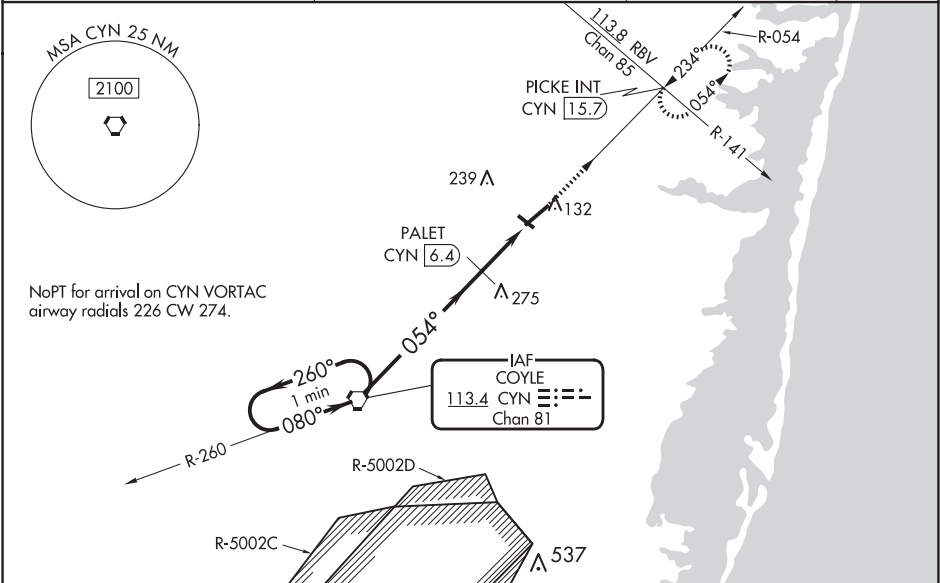
NA

Circling Rwy 14, 32 NA at night. For inop ALS, 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 ½ mile, Circling Cat C visibility ½ mile, and Circling Cat D visibility ¼ mile; increase PALET Fix Minimums Circling Cat D visibility ¼ mile. For inop ALS when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting, increase S-6 Cat A visibility to 1, Cats C/D visibility to 2½, and PALET Fix Minimums Cats A/B visibility to 1. Rwy 6 helicopter visibility reduction below ¾ SM NA. VDP NA when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting.

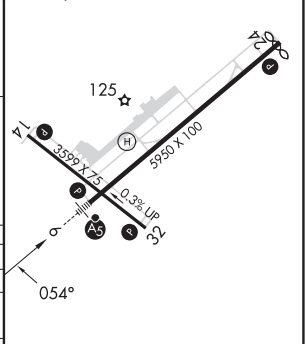
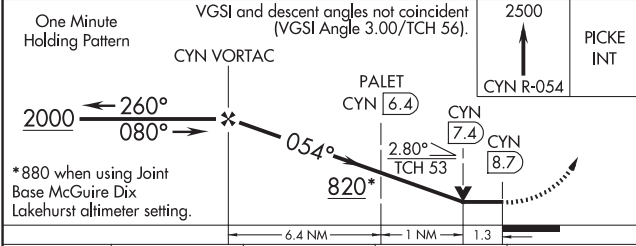
MALSR

MISSED APPROACH:
Climb to 2500 on
CYN R-054 to PICKE
INT/CYN 15.7 DME
and hold.

AWOS-3PT	MC GUIRE FLD CON	UNICOM
119.875	126.475 363.8	122.7 (CTAF) 1



ELEV 86	TDZE 81
MIRL Rwy 14-32 1	
HIRL Rwy 6-24 1	
REIL Rws 14, 24 and 32 1	



CATEGORY	A	B	C	D
S-6	820-¾	739 (800-¾)	820-1¾	739 (800-1¾)
CIRCLING	820-1	820-1¼	820-2	820-2¼
	734 (800-1)	734 (800-1¼)	734 (800-2)	734 (800-2¼)
PALET FIX MINIMUMS				
S-6	540-¾	459 (500-¾)	540-1	459 (500-1)
CIRCLING	540-1	560-1	580-1½	700-2
	454 (500-1)	474 (500-1)	494 (500-1½)	614 (700-2)

FAF to MAP 8.7 NM				
Knots	60	90	120	150
Min:Sec	8:42	5:48	4:21	3:29

TOMS RIVER, NEW JERSEY

AL-5623 (FAA)

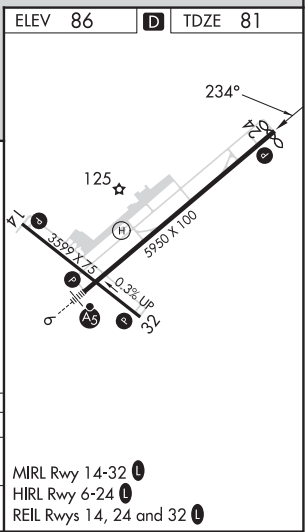
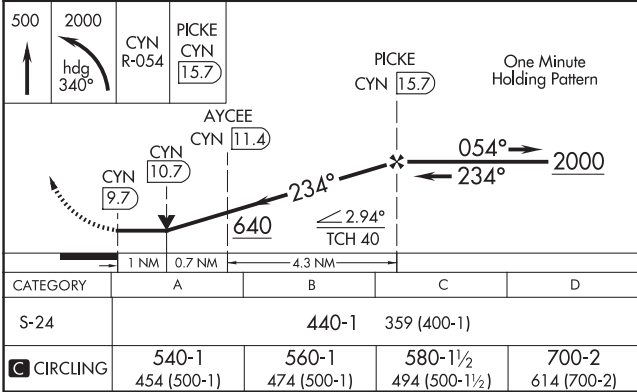
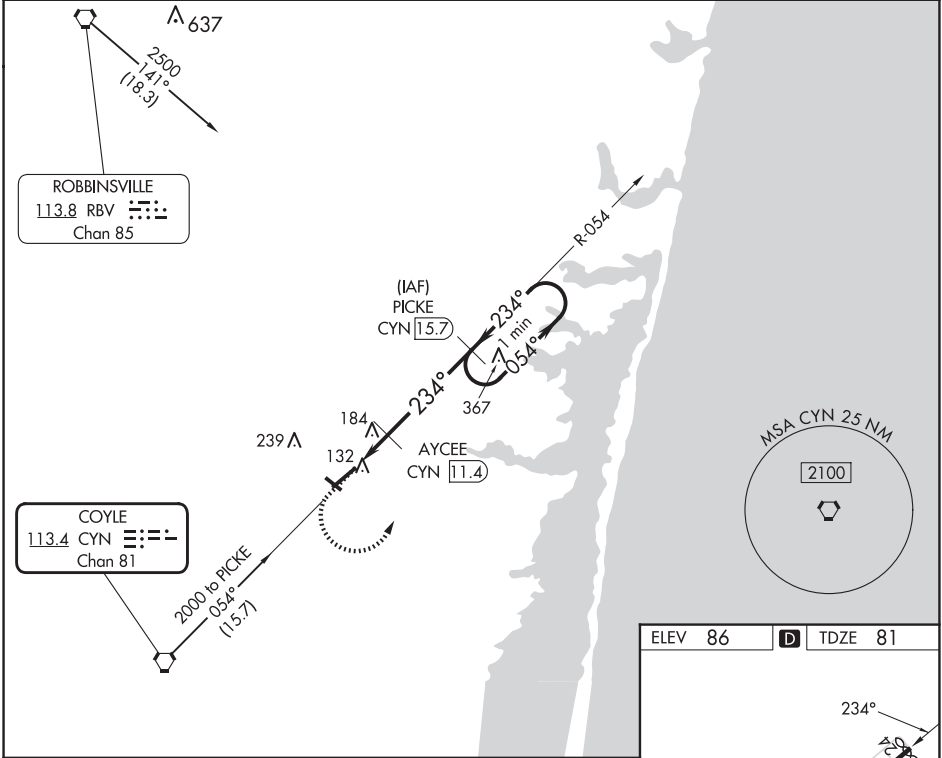
24193

VORTAC CYN	APP CRS	Rwy Idg	5835
113.4	234°	TDZE	81
Chan 81		Apt Elev	86

VOR RWY 24
OCEAN COUNTY (MJX)

DME required for procedure entry. DME required.	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.
T Rwy 24 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14, 32 NA at night.	

AWOS-3PT 119.875	MC GUIRE APP CON 126.475 363.8	UNICOM 122.7 (CTAF) 0
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TOMS RIVER, NEW JERSEY
Amdt 5 24MAY18

39°56'N-74°18'W

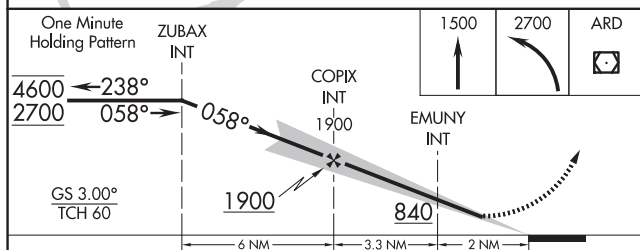
OCEAN COUNTY (MJX)
VOR RWY 24

NE-2, 07 AUG 2025 to 02 OCT 2025

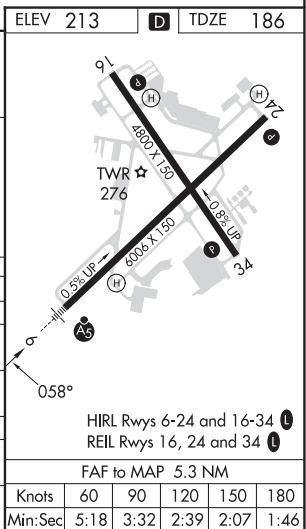
NE-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 6
TRENTON MERCER (TTN)

- MISSED APPROACH:** Climb to 1500 then climbing left turn to 2700 direct ARD VOR/DME and hold.



CATEGORY	A	B	C	D
S-ILS 6	414-½ 228 (300-½)			
S-LOC 6	840-½ 654 (700-½)		840- 1⅜ 654 (700-1⅜)	
C CIRCLING	840-1 627 (700-1)		840-1⅞ 627 (700-1⅞)	960-2½ 747 (800-2½)
EMUNY FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 6	540-½ 354 (400-½)		540-⅝ 354 (400-⅝)	
C CIRCLING	680-1 467 (500-1)		760-1½ 547 (600-1½)	960-2½ 747 (800-2½)



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

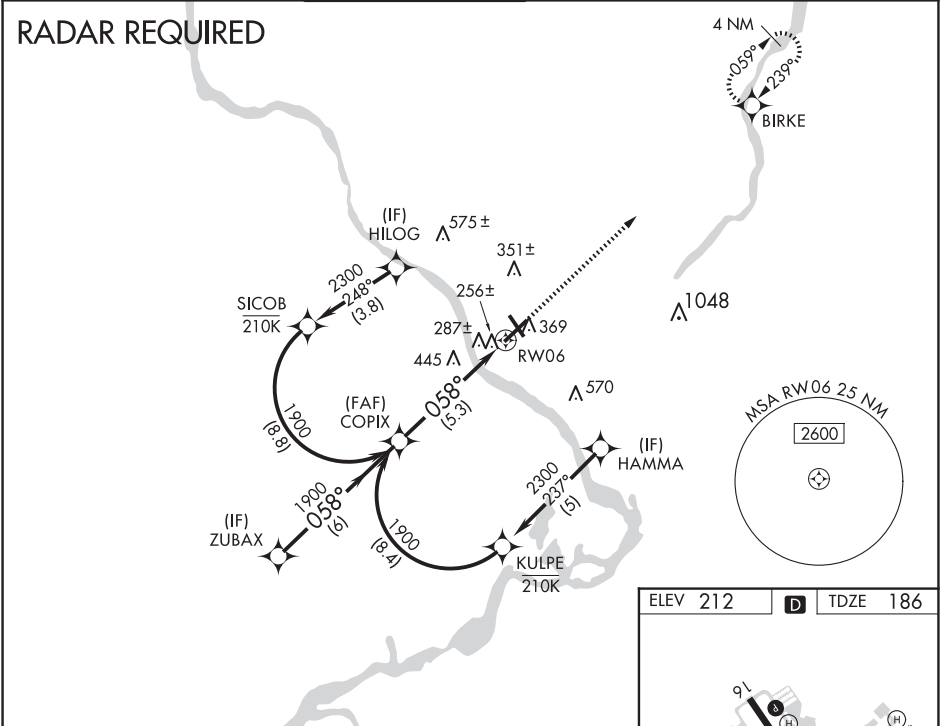
APP CRS	Rwy Idg	6006
058°	TDZE	186
	Apt Elev	212

RNAV (RNP) Y RWY 6

TRENTON MERCER (TTN)

<div><div></div><div>For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F). GPS required. For inoperative MALSR, increase RNP 0.10 DA all Cats visibility to 1 mile, increase RNP 0.30 DA all Cats visibility to 1½ mile.</div></div>	<div>MALSR</div> <div><div></div><div>A5</div></div> <div>MISSED APPROACH: Climb to 2600 direct BIRKE and hold.</div>
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ATIS	PHILADELPHIA	APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8	291.7	120.7 (CTAF) 0 257.8	121.9 257.8	121.9 257.8	122.95



COPIX 1900		VGSi and RNAV glidepath not coincident. See planview for multiple IF locations.		2600 BIRKE	
1900		058°		RWY 06	
GP 3.00° TCH 60		5.3 NM			
CATEGORY	A	B	C	D	
RNP 0.10 DA		510-½	324 (300-½)		
RNP 0.30 DA		668-1½	482 (500-1½)		
AUTHORIZATION REQUIRED					
HIRL Rwy 6-24 and 16-34 REIL Rwy 16, 24 and 34					

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	6006
239°	TDZE	193
	Apt Elev	212

RNAV (RNP) Y RWY 24

TRENTON MERCER (TTN)

T For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F).
When VGSI inop, procedure NA at night.
RF required.
GPS required.

MISSED APPROACH: Climb to 2700 on track 239° to ZUBAX and hold.

ATIS
126.775

PHILADELPHIA APP CON
123.8 291.7

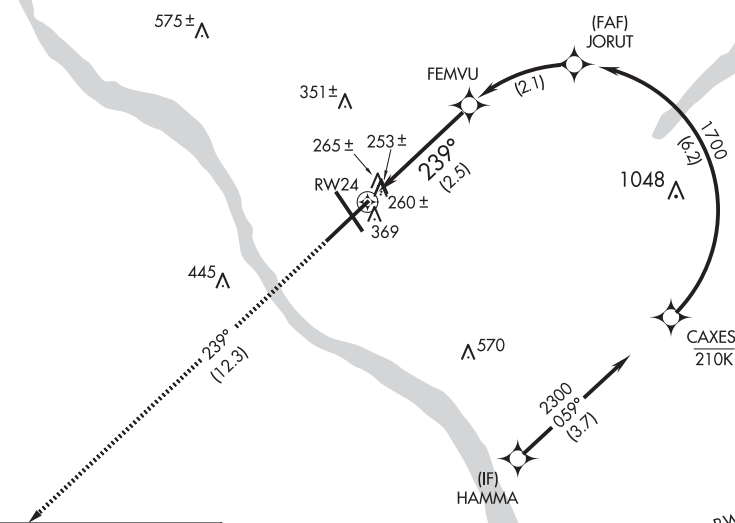
TRENTON TOWER ★
120.7 (CTAF) **L** 257.8

GND CON
121.9 257.8

CLNC DEL
121.9 257.8

UNICOM
122.95

RADAR REQUIRED



ELEV 212		TDZE 193
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MISSED APCH FIX

MSA RW24 25 NM

2600

2700

ZUBAX

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42)	CAYES
--	-------

23

FEMVU
1043
9°

J

Year	Number of people (millions)
1990	160
1995	164
2000	168

1700

2300

CATEGORY	
RNP 0.10	DA
RNP 0.30	DA

	A
A	
A	

	B
641-	
741-	

$1\frac{1}{2}$	448
$1\frac{5}{8}$	548

AUTHORIZATION REQUIRED

TRENTON, NEW JERSEY

Orig-A 18SEP14

40°17'N-74°49'W

501

TRENTON MERCER (TTN)

RNAV (RNP) Y RWY 24

NE-2. 07 AUG 2025 to 02 OCT 2025

TRENTON, NEW JERSEY

AL-982 (FAA)

24249

WAAS CH 99330 W16A	APP CRS 158°	Rwy Idg TDZE Apt Elev	4800 213 213
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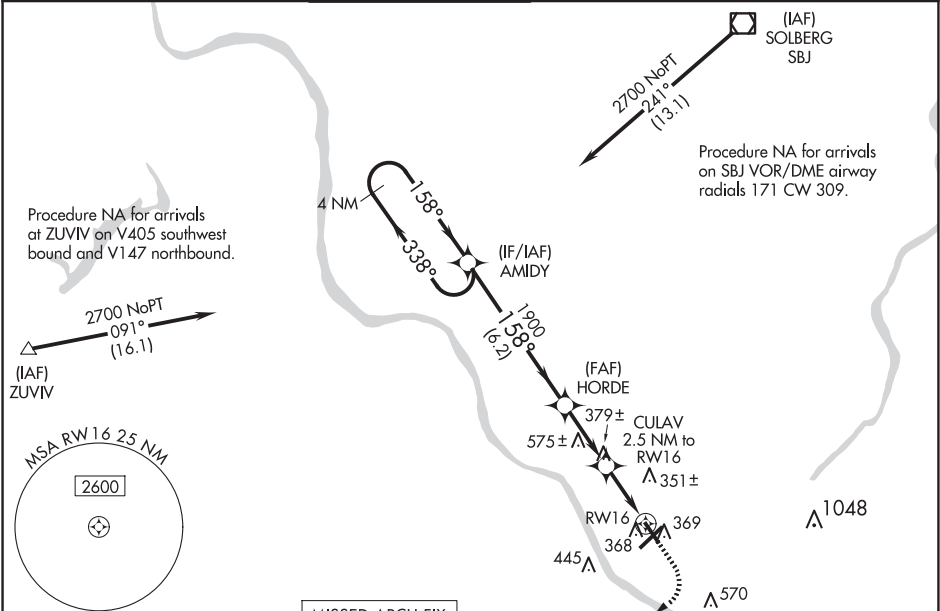
RNAV (GPS) RWY 16

TRENTON MERCER (TTN)

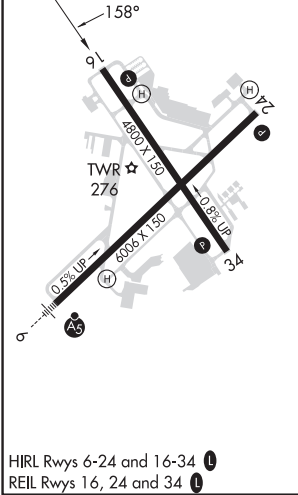
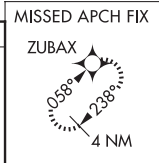
▼ Night Landing: Rwy 34 operational VGSi required, remain on or above VGSi glidepath until threshold.
Baro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Northeast Philadelphia altimeter setting; increase LPV DA to 510 feet and all Cats visibility ½ SM, LNAV/VNAV DA to 576 feet; increase all MDA 60 feet and LNAV Cat C/D visibility ½ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct ZUBAX and hold.

ATIS 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95
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ELEV 213	D	TDZE 213
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1500 ↑	2700 ↗	ZUBAX 	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).		4 NM Holding Pattern
* LNAV only.		CULAV 2.5 NM to RW16	HORDE 1900	AMIDY	338° → ← 158° 2700
		* 1.2 NM to RW16	* 1060	1900	GP 3.00° TCH 55
1.2		1.3	2.6 NM	6.2 NM	
CATEGORY	A		B	C	D
LPV DA	463-¾		250 (300-¾)		
LNAV/ VNAV DA	529-1		316 (400-1)		
LNAV MDA	640-1 427 (500-1)		640-1¼ 427 (500-1¼)		
C CIRCLING	680-1 467 (500-1)		760-1½ 547 (600-1½)	960-2½ 747 (800-2½)	

TRENTON, NEW JERSEY
Orig-C 23APR20

40°17'N-74°49'W

TRENTON MERCER (TTN)
RNAV (GPS) RWY 16

NE-2, 07 AUG 2025 to 02 OCT 2025

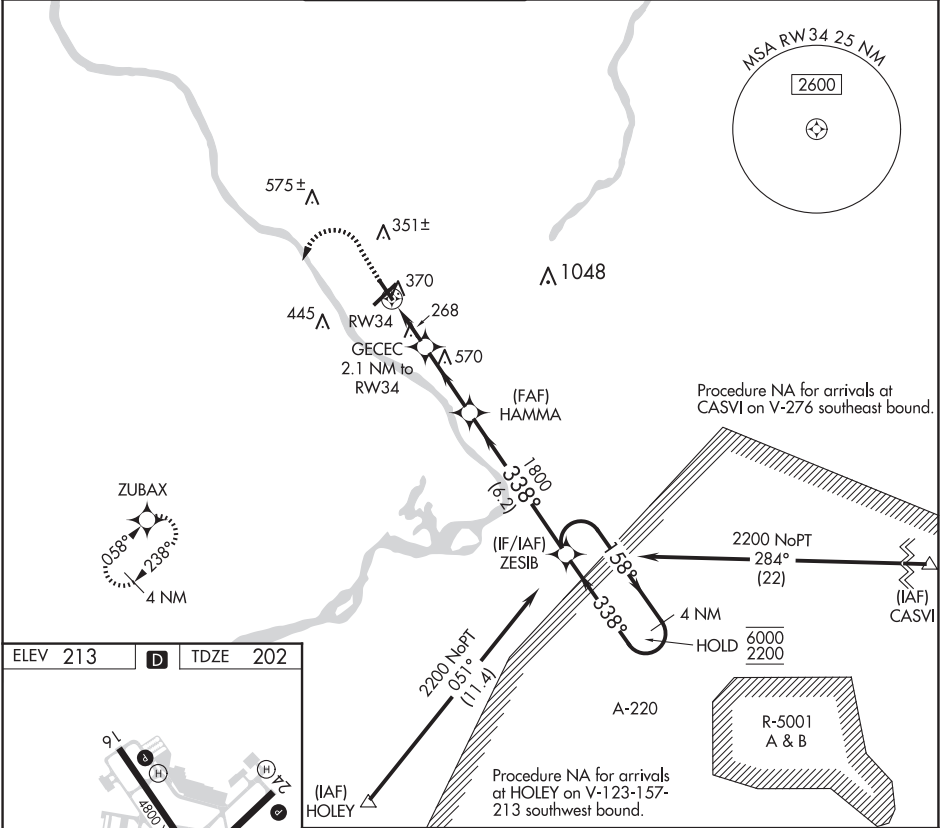
NE-2, 07 AUG 2025 to 02 OCT 2025




WAAS CH 40230 W34A	APP CRS 338°	Rwy Idg TDZE Apt Elev	4800 202 213
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RNAV (GPS) RWY 34
TRENTON MERCER (TTN)

RNP APCH.	MISSED APPROACH: (Do not exceed 250K until ZUBAX) Climb to 700 then climbing left turn to 2700 direct ZUBAX and hold.
▼ Rwy 34 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 34 at night, operational ▲ VGSi required, remain on or above VGSi glidepath until threshold. When Circling to Rwy 34 at night, operational VGSi required, remain on or above VGSi glidepath until threshold.	

ATIS 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95
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		<div><div></div><div>2.1 NM</div><div>2.9 NM</div><div>6.2 NM</div></div>							
		A		B		C		D	
HIRL Rwy 6-24 and 16-34 		LP MDA		520-1 318 (400-1)					
REIL Rwy 16, 24 and 34 		LNAV MDA		620-1 418 (500-1)		620-1 ³ / ₈ 418 (500-1 ³ / ₈)			
		 CIRCLING		680-1 467 (500-1)		760-1 ¹ / ₂ 547 (600-1 ¹ / ₂)		960-2 ¹ / ₂ 747 (800-2 ¹ / ₂)	

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56430 W06A	APP CRS 058°	Rwy Idg 6006 TDZE 186 Apt Elev 213
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RNAV (GPS) Z RWY 6
TRENTON MERCER (TTN)

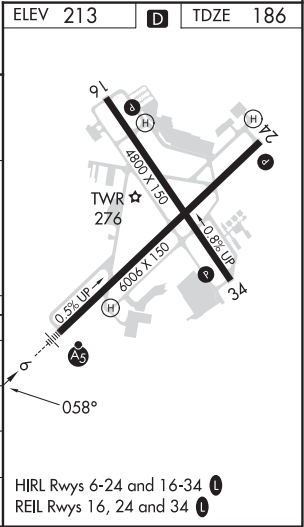
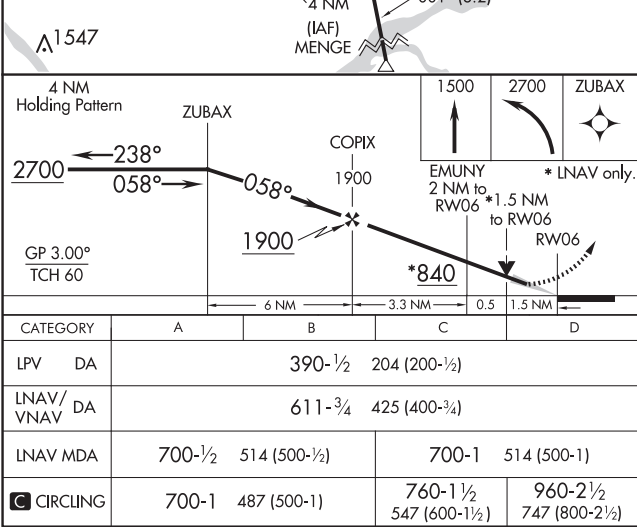
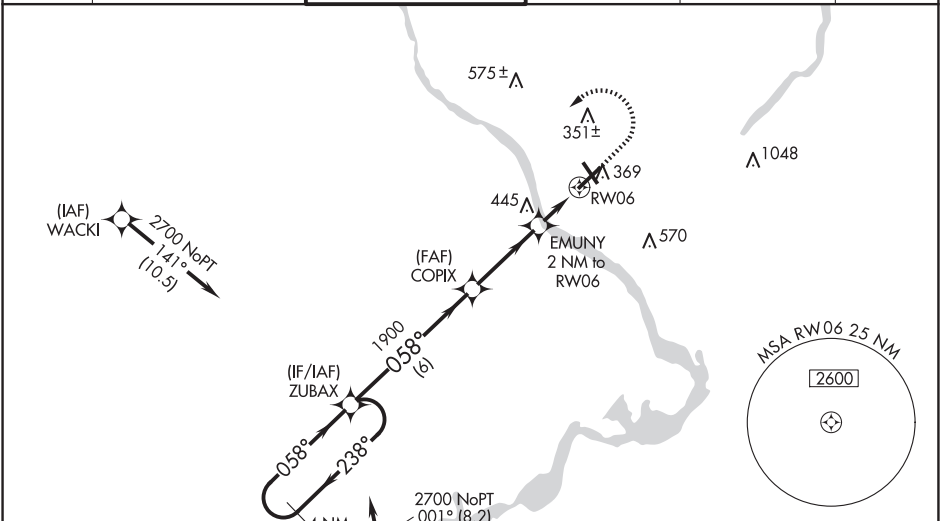
RNP APCH - GPS.

⚠ 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 ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM. For inop ALS, increase LNAV visibility Cats C/D to 1 ¾. For inop ALS when using Northeast Philadelphia altimeter setting, increase LNAV/VNAV all Cats visibility to 1 ¾ and LNAV visibility Cats C/D to 1 ¾. When Circling to Rwy 34 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR

MISSED APPROACH:
Climb to 1500 then climbing left turn to 2700 direct ZUBAX and hold.

ATIS 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95
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NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 97530 W24A	APP CRS 239°	Rwy Idg 6006 TDZE 193 Apt Elev 213
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RNAV (GPS) Z RWY 24

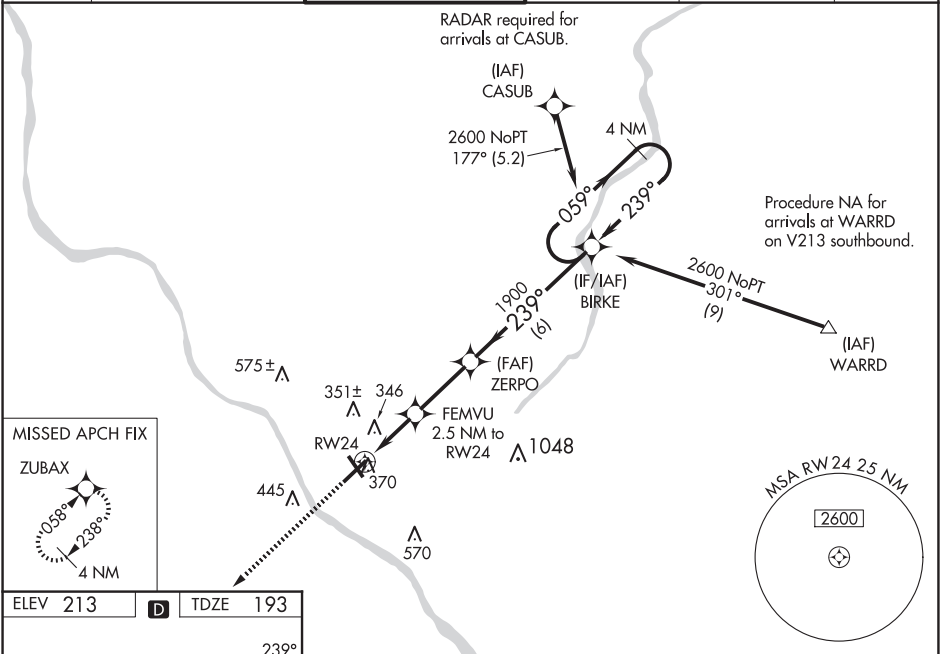
TRENTON MERCER (TTN)

⚠

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 (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Northeast Philadelphia altimeter setting: increase LPV DA to 626 feet and LNAV/VNAV DA to 677 feet and all visibilities ½ mile; increase all MDA 60 feet and LNAV Cats C and D visibilities ⅓ mile and Circling visibility Cat C ¼ mile. VDP NA with Northeast Philadelphia altimeter setting. Helicopter visibility reduction below ⅓ SM NA. Night Landing: Rwy 34 operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH:
Climb to 2700 direct ZUBAX and hold.

ATIS 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95
------------------------	--	--	-------------------------------	--------------------------------	-------------------------



ELEV 213

TDZE 193

2700 ZUBAX

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

4 NM Holding Pattern

* LNAV only

* 1.2 NM to RW24

* 1020

GP 3.00° TCH 55

1.2 NM

1.3 NM

2.7 NM

6.0 NM

CATEGORY	A	B	C	D
LPV DA	580-1¼		387 (400-1¼)	
LNAV/VNAV DA	631-1½		438 (500-1½)	
LNAV MDA	620-1	428 (500-1)	620-1¼	428 (500-1¼)
CIRCLING	680-1	467 (500-1)	760-1½ 547 (600-1½)	960-2½ 747 (800-2½)

TRENTON, NEW JERSEY

AL-982 (FAA)

24305

VORTAC RBV 113.8 Chan 85	APP CRS 117°	Rwy Idg TDZE Apt Elev	N/A N/A 213
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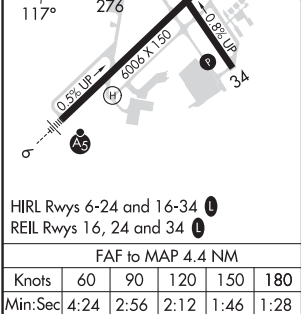
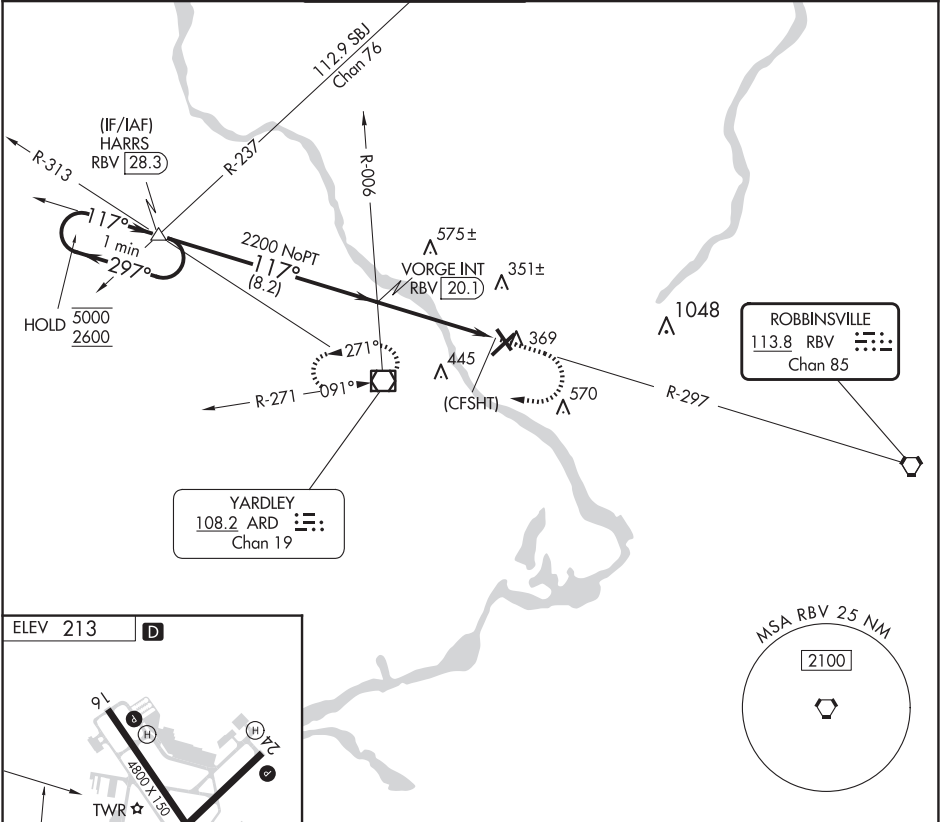
VOR-A
TRENTON MERCER (TTN)

▼ Rwy 34 helicopter visibility reduction below 1 SM NA. When Circling to Rwy 34 at night, operational VGSI required, remain at or above VGSI glidepath until threshold. When local altimeter setting not received, use PNE altimeter setting and increase all MDAs 60 feet and visibility Cat C/D ¼ SM.

▲

MISSED APPROACH: Climb to 1540 then climbing right turn to 2000 direct ARD VOR/DME and hold.

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
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1540 ↑	2000 ↗	ARD 	One Minute Holding Pattern			

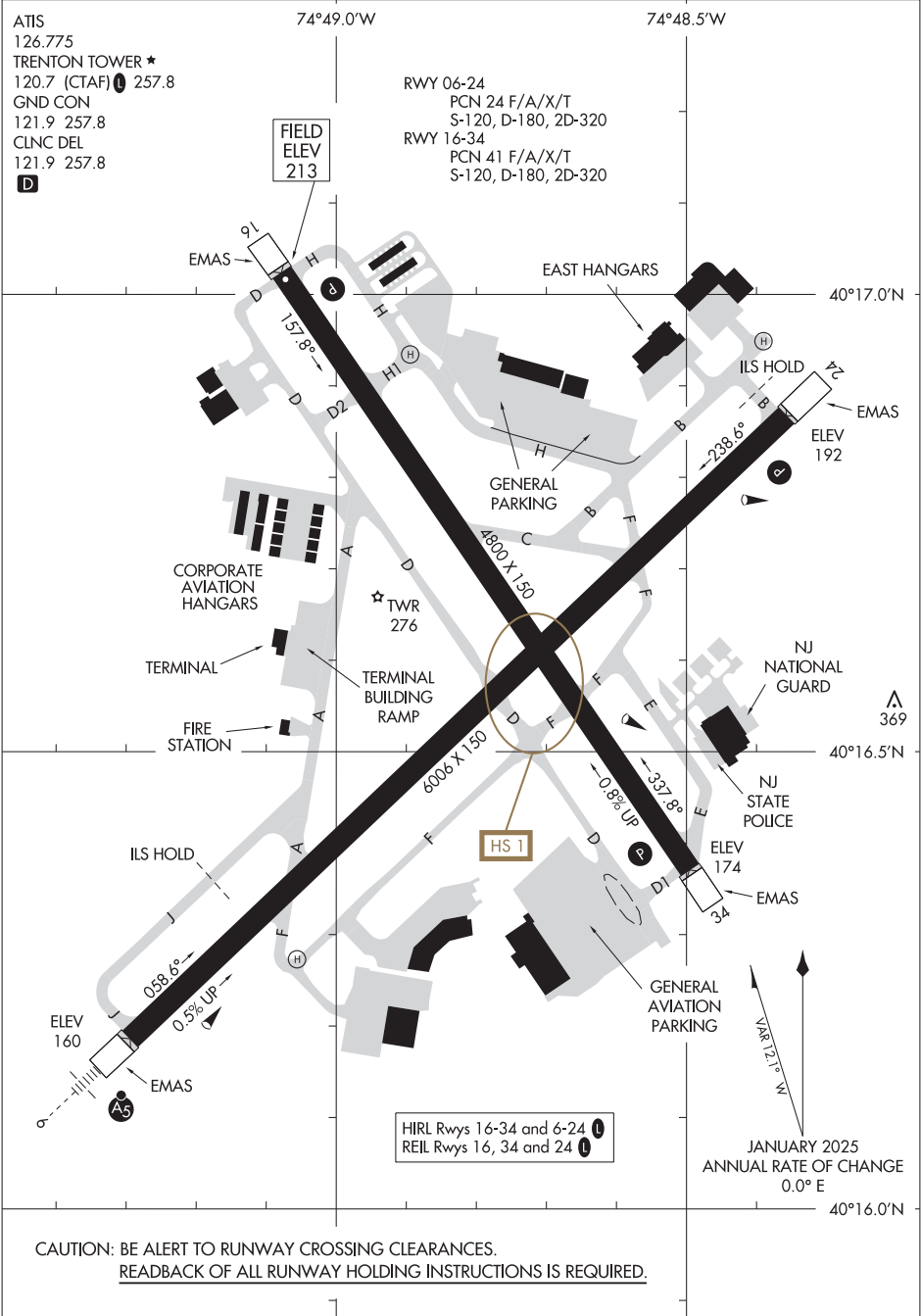
TRENTON, NEW JERSEY
Orig 05SEP24

40°17'N-74°49'W

TRENTON MERCER (TTN)
VOR-A

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



WATERTOWN, NEW YORK

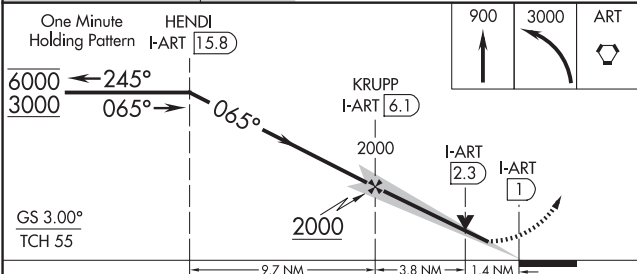
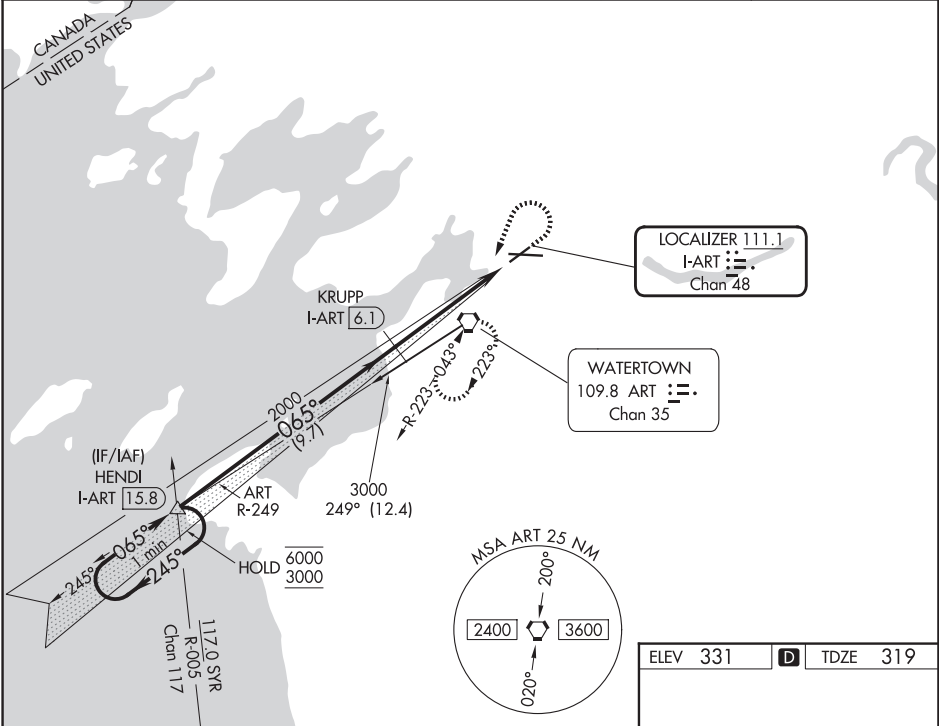
AL-666 (FAA)

25219

LOC/DME I-ART 111.1 Chan 48	APP CRS 065°	Rwy Ldg TDZE 319 Apt Elev 331
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ILS or LOC RWY 7
WATERTOWN INTL (ART)

DME required.		MALSR	MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct ART VORTAC and hold, continue climb in hold to 3000.	
Autopilot coupled approach NA below 900. For inop ALS, increase S-LOC visibility Cat C/D to 1 3/8 SM.				
ASOS 132.325	KGTB ATIS 119.525	WHEELER-SACK APP CON 124.875 307.125		CLNC DEL 120.8
		UNICOM 123.0 (CTAF)		



ELEV 331	D	TDZE 319
REIL Rwy 25 1		
HIRL Rwy 7-25 1		
MIRL Rwy 10-28 1		
FAF to MAP 5.1 NM		
Knots	60	90 120 150 180
Min:Sec	5:06	3:24 2:33 2:02 1:42

WATERTOWN, NEW YORK
Amdt 9 07AUG25

44°00'N-76°01'W

WATERTOWN INTL (ART)
ILS or LOC RWY 7

NE-2, 07 AUG 2025 to 02 OCT 2025

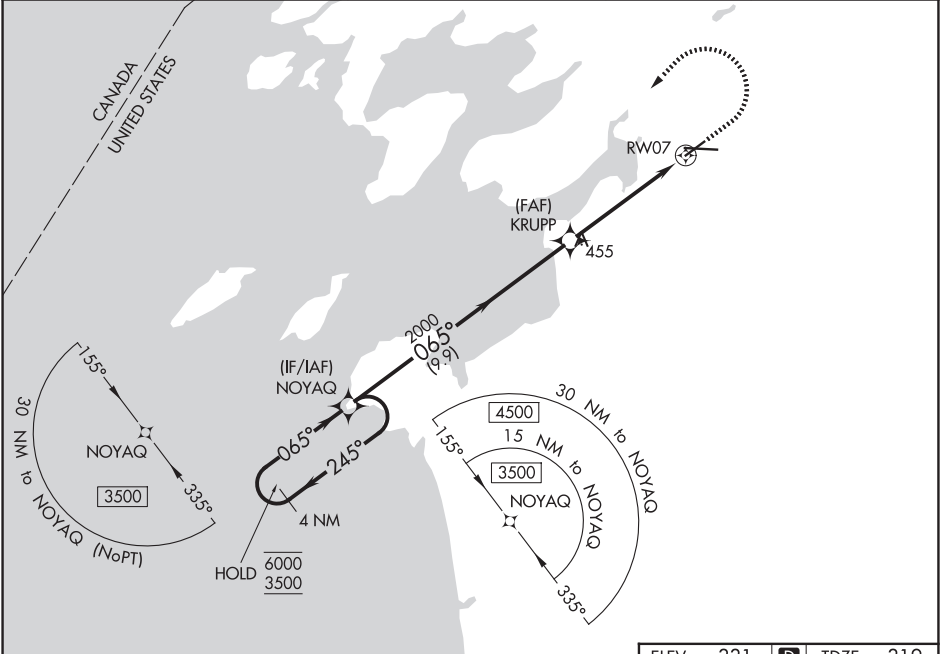
NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82510 W07A	APP CRS 065°	Rwy Ldg 4784 TDZE 319 Apt Elev 331
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RNAV (GPS) RWY 7

WATERTOWN INTL (ART)

RNP APCH - GPS. <div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV visibilities all Cats to 1½ SM and LNAV Cat C/D visibilities to 1½ SM.</div></div>			MALSR <div><div></div><div></div></div>	MISSED APPROACH: Climb to 900 then climbing left turn to 3500 direct NOYAQ and hold.	
ASOS 132.325	KGTB ATIS 119.525	WHEELER-SACK APP CON 124.875 307.125	CLNC DEL 120.8	UNICOM 123.0 (CTAF) <div></div>	



4 NM Holding Pattern		ELEV 331		TDZE 319	
<div><div>6000</div><div>3500</div><div>GP 3.00°</div><div>TCH 55</div></div>		<div><div>900</div><div>3500</div><div>NOYAQ</div></div>			
<div><div>NOYAQ</div><div>245°</div><div>065°</div><div>065°</div><div>2000</div><div>9.9 NM</div><div>3.8 NM</div><div>1.4 NM</div><div>RW07</div></div>		<div><div>01</div><div>0.3% UP</div><div>1999 X 150</div><div>7001 X 150</div><div>28</div><div>065°</div></div>			
CATEGORY	A	B	C	D	
LPV DA	519-½ 200 (200-½)				
LNAV/VNAV DA	800-1 481 (500-1)				
LNAV MDA	800-½	481 (500-½)	800-1	481 (500-1)	
CIRCLING	960-1	629 (700-1)	980-1¾ 649 (700-1¾)	1080-2½ 749 (800-2½)	

REIL Rwy 25
HIRL Rwy 7-25
MIRL Rwy 10-28

WATERTOWN, NEW YORK

AL-666 (FAA)

25219

WAAS CH 53522 W10A	APP CRS 105°	Rwy Ldg TDZE Apt Elev	7001 318 331
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RNAV (GPS) RWY 10

WATERTOWN INTL (ART)

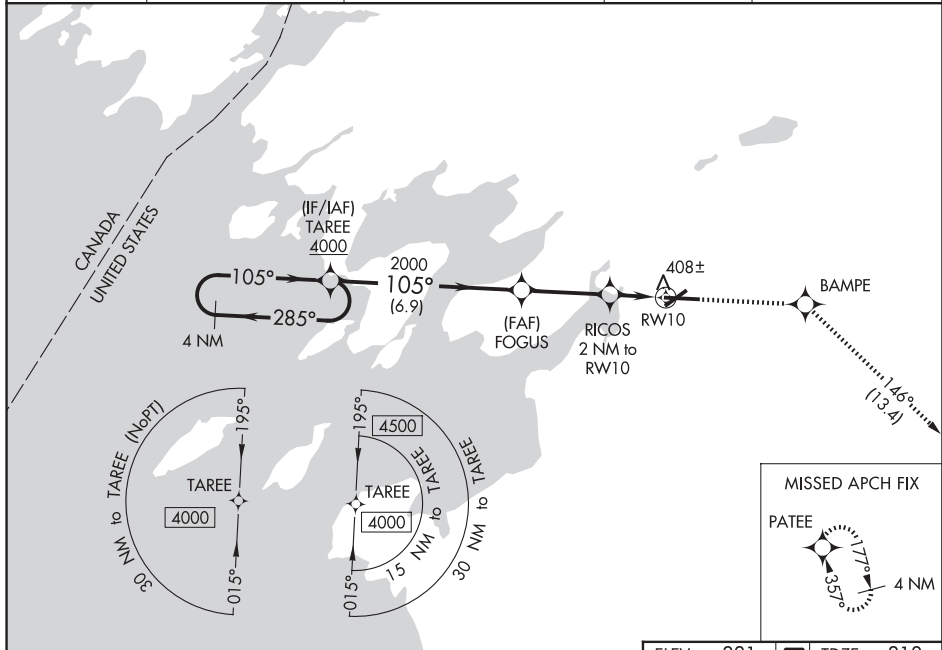
RNP APCH.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 10 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3600 direct BAMPE and on track 146° to PATEE and hold.

ASOS 132.325	KGTB ATIS 119.525	WHEELER-SACK APP CON 124.875 307.125	CLNC DEL 120.8	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern				TAREE		3600 ↑		BAMPE ✧		tr 146° ✧		PATEE ✧	
4000 ← 285° 105° →				2000 FOGUS		RICOS 2 NM to RW10		*1 NM to RW10		RW10		*LNAV only.	
GP 3.00° TCH 47				2000		*980							
				6.9 NM		3.2 NM		1 NM		1 NM			
CATEGORY		A		B		C		D					
LPV DA				568-¾		250 (300-¾)							
LNAV/VNAV DA				578-¾		260 (300-¾)							
LNAV MDA				660-1		342 (400-1)							
CIRCLING		960-1		629 (700-1)		980-1¾ 649 (700-1¾)		1080-2½ 749 (800-2½)					

WATERTOWN, NEW YORK

Amdt 1 19JUL18

44°00'N-76°01'W

WATERTOWN INTL (ART)

RNAV (GPS) RWY 10

NE-2, 07 AUG 2025 to 02 OCT 2025

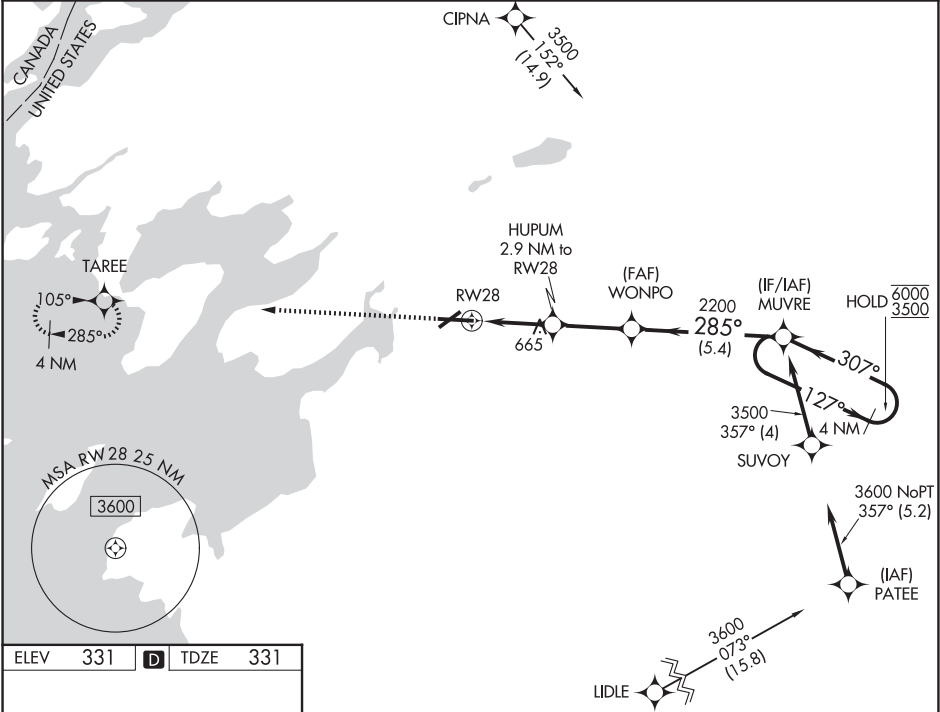
WAAS CH 82322 W28A	APP CRS 285°	Rwy Ldg TDZE Apt Elev	7001 331 331
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RNAV (GPS) RWY 28

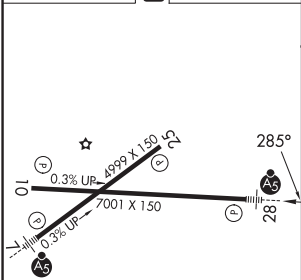
WATERTOWN INTL (ART)

RNP APCH - GPS.	MALS R	MISSED APPROACH: Climb to 2400 direct TAREE and hold.
<div><div>▼</div><div>▲</div></div> Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV Cats A/B visibility to 1 SM.	<div><div>AS</div><div>AS</div></div>	

ASOS 132.325	KGTB ATIS 119.525	WHEELER-SACK APP CON 124.875 307.125	CLNC DEL 120.8	UNICOM 123.0 (CTAF) 1
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ELEV 331	D	TDZE 331
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2400	TAREE	WONPO	MUVRE	4 NM Holding Pattern
↑	<div><div>AS</div><div>AS</div></div>	HUPUM 2.9 NM to RW28	2200	127° → 6000 ← 307° 3500
		1.7 NM to RW28	285°	GP 3.00° TCH 45
		RW28	1300	
		2.8 NM	5.4 NM	
CATEGORY	A	B	C	D
LPV DA		531-1½	200 (200-½)	
LNAV/VNAV DA		852-1	521 (600-1)	
LNAV MDA	920-¾	589 (600-¾)	920-1¼	589 (600-1¼)
CIRCLING	920-1 589 (600-1)	960-1 629 (700-1)	980-1¾ 649 (700-1¾)	1080-2½ 749 (800-2½)

REIL Rwy 25 1
HIRL Rwy 7-25 1
MIRL Rwy 10-28 1

WATERTOWN, NEW YORK

AL-666 (FAA)

25219

VORTAC ART 109.8 Chan 35	APP CRS 043°	Rwy Ldg TDZE 319 Apt Elev 331
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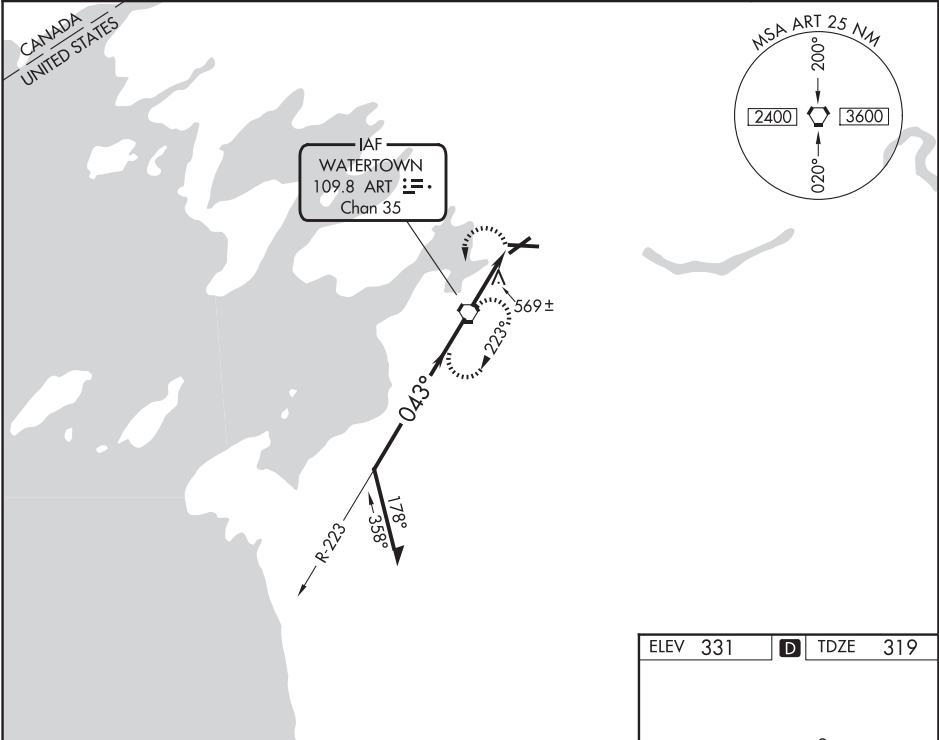
VOR RWY 7
WATERTOWN INTL (ART)

⚠ Inop table does not apply. When local altimeter setting not received, use Fort Drum altimeter setting and increase all MDAs 100 feet and visibility S-7 Cat C/D and Circling Cat D ¼ SM and Circling Cat C ½ SM. VDP NA when using Fort Drum altimeter setting.

MALSR

MISSED APPROACH: Climbing left turn to 2400 direct ART VORTAC and hold, continue climb-in-hold to 2400.

ASOS 132.325	KGTB ATIS 119.525	WHEELER-SACK APP CON 124.875 307.125	CLNC DEL 120.8	UNICOM 123.0 (CTAF)
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Remain within 10 NM

2400

223°

043°

1300

3.37°

TCH 55

1.1 NM

1.5

ART VORTAC

ART 1.1

ART 2.6

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 52).

ELEV 331

D TDZE 319

0.3% UP 4999 X 150

0.3% UP 7001 X 150

043°

REIL Rwy 25

HIRL Rwy 7-25

MIRL Rwy 10-28

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

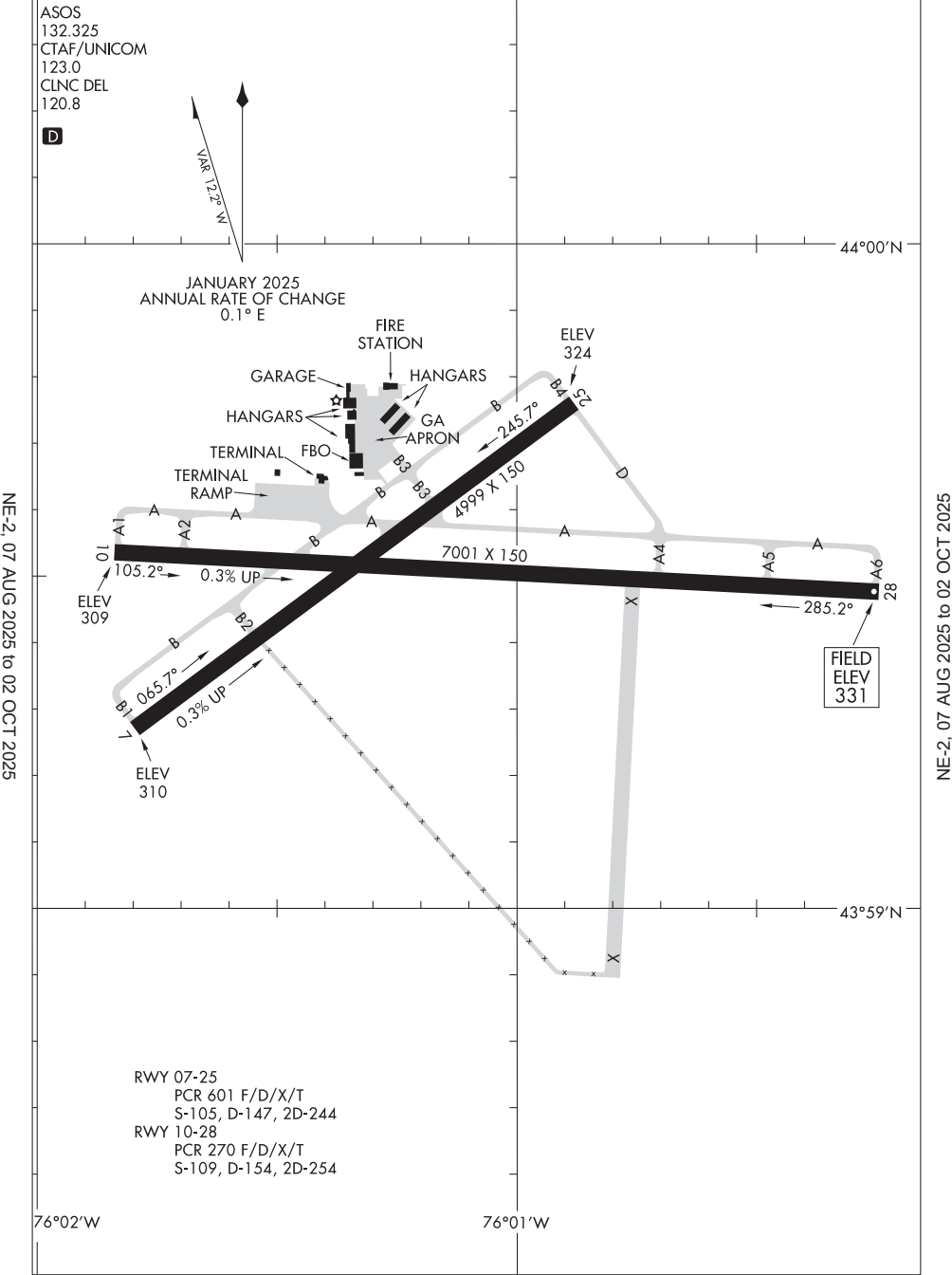
WATERTOWN, NEW YORK
Amdt 14B 08SEP22

44°00'N-76°01'W

WATERTOWN INTL (ART)
VOR RWY 7

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025



WEEDSPORT, NEW YORK

AL-9225 (FAA)

23054

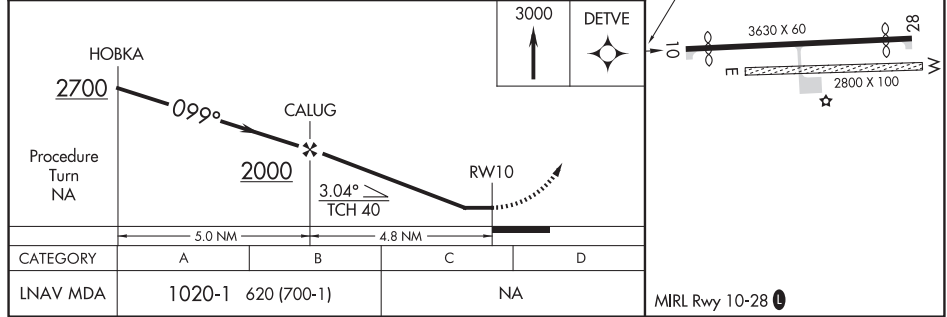
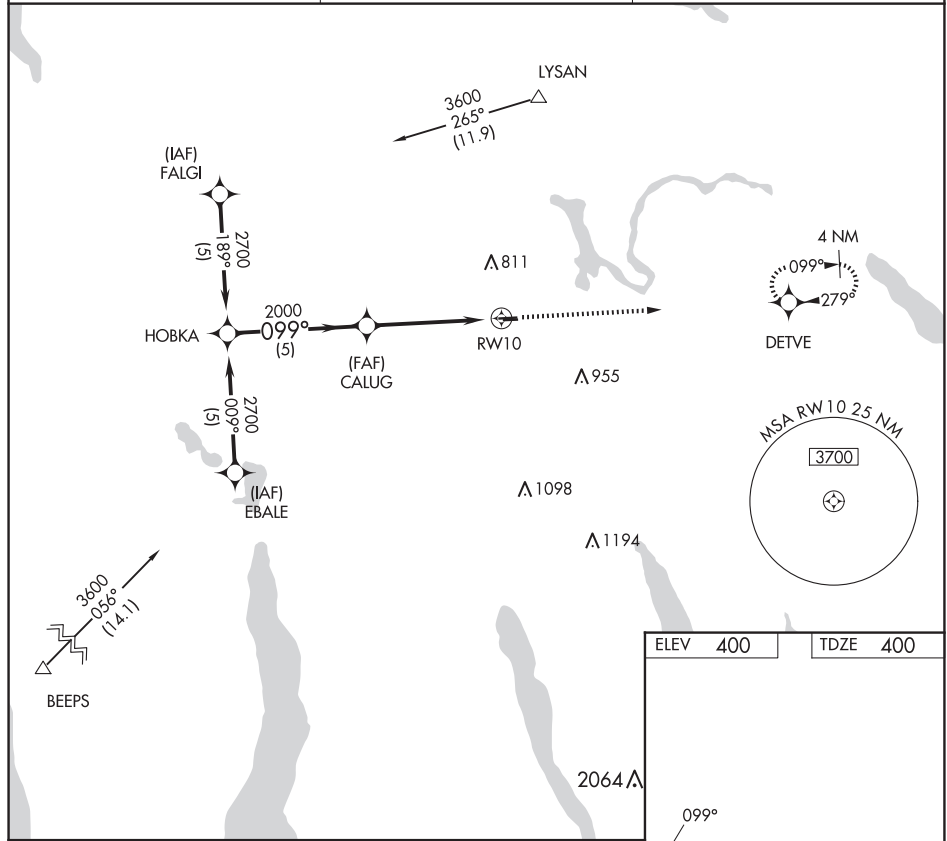
APP CRS	Rwy Idg	3200
099°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 10

WHITFORDS (B16)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.
NA Use Syracuse altimeter setting. Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.	

SYRACUSE APP CON 126.125 269.125	UNICOM 122.8 (CTAF)	122.7
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WEEDSPORT, NEW YORK
Orig-B 15AUG19

43°05'N - 76°32'W

RNAV (GPS) RWY 10

WHITFORDS (B16)


NE-2, 07 AUG 2025 to 02 OCT 2025

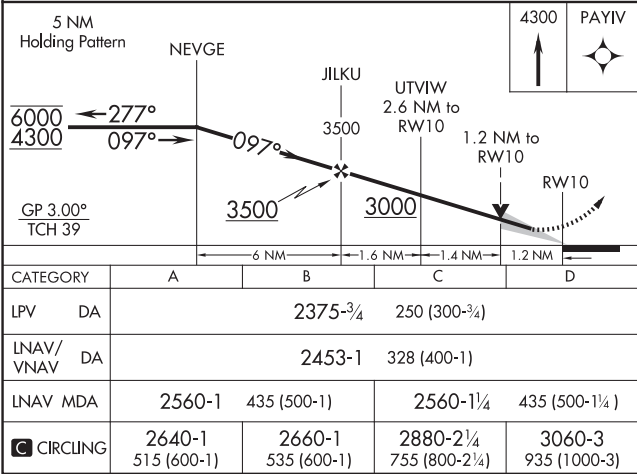
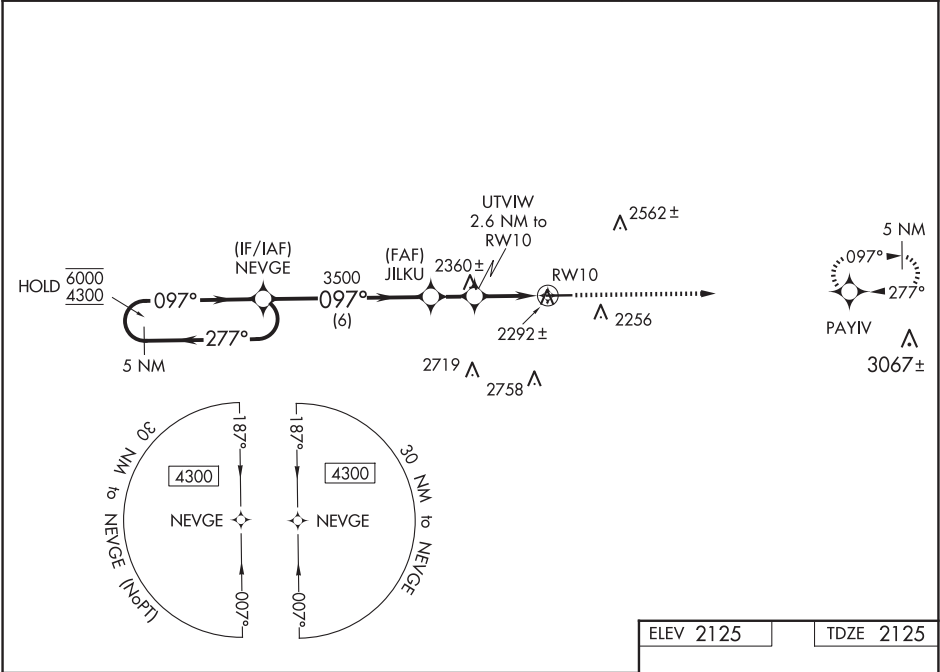
NE-2, 07 AUG 2025 to 02 OCT 2025


WAAS CH 87002 W10A	APP CRS 097°	Rwy Idg TDZE Apt Elev	5100 2125 2125
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RNAV (GPS) RWY 10

WELLSVILLE MUNI/TARANTINE FLD (ELZ)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4300 direct PAYIV and hold.
	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.	
ASOS 119.275	CLEVELAND CENTER 124.325 353.85	UNICOM 123.0 (CTAF) 1



ELEV 2125		TDZE 2125	
			
HIRL Rwy 10-28 1			
REIL Rwy 10 1			

WELLSVILLE, NEW YORK

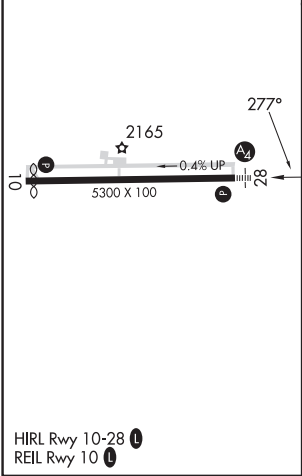
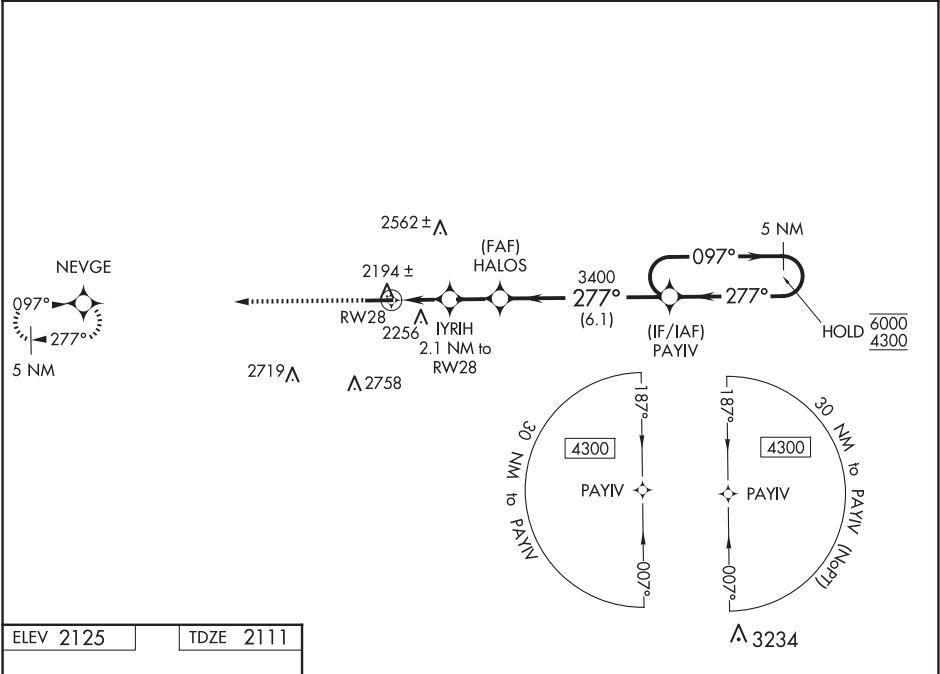
AL-5845 (FAA)

23110

WAAS CH 49102 W28A	APP CRS 277°	Rwy Idg TDZE Apt Elev	5300 2111 2125
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RNAV (GPS) RWY 28
WELLSVILLE MUNI/TARANTINE FLD (ELZ)

RNP APCH - GPS.		MALS	MISSED APPROACH: Climb to 4300 direct NEVGE and hold.
Inop table does not apply to LPV and LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.			
ASOS 119.275	CLEVELAND CENTER 124.325 353.85	UNICOM 123.0 (CTAF)	



4300 NEVGE

5 NM Holding Pattern

WELLSVILLE, NEW YORK
Amdt 2 11AUG22

WELLSVILLE MUNI/TARANTINE FLD (ELZ)
RNAV (GPS) RWY 28

42°07'N-77°59'W

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS
146°

Rwy Ldg
TDZE
Apt Elev

N/A
N/A
39

RNAV (GPS)-A
EAGLES NEST (31E)

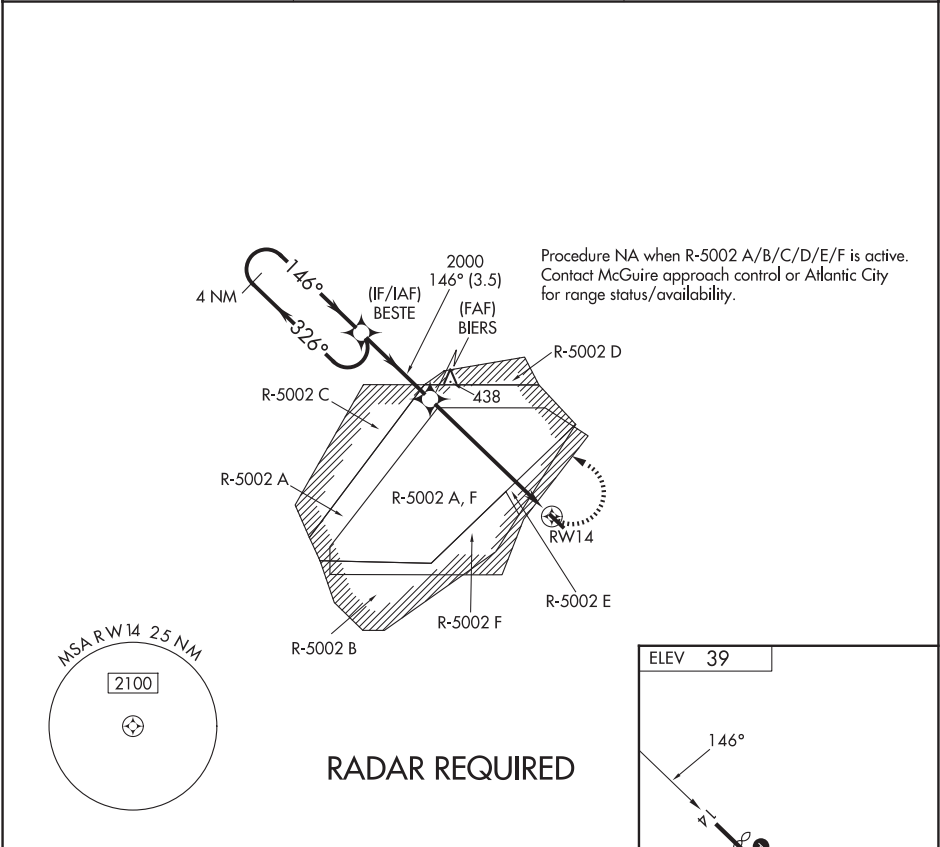
▼

▲ NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Toms River altimeter setting; when not received use Atlantic City altimeter setting. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 direct BESTE and hold.

MUX AWOS-3PT 119.875	ATLANTIC CITY APP CON 134.25 292.2	CTAF 122.9 0
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4 NM Holding Pattern

Visual Segment - Obstacles.

2000 BESTE

2000 326° 146° 2000

3.5 NM 6 NM

RW14

CATEGORY	A	B	C	D
CIRCLING	680-1 641 (700-1)	700-1 661 (700-1)	NA	

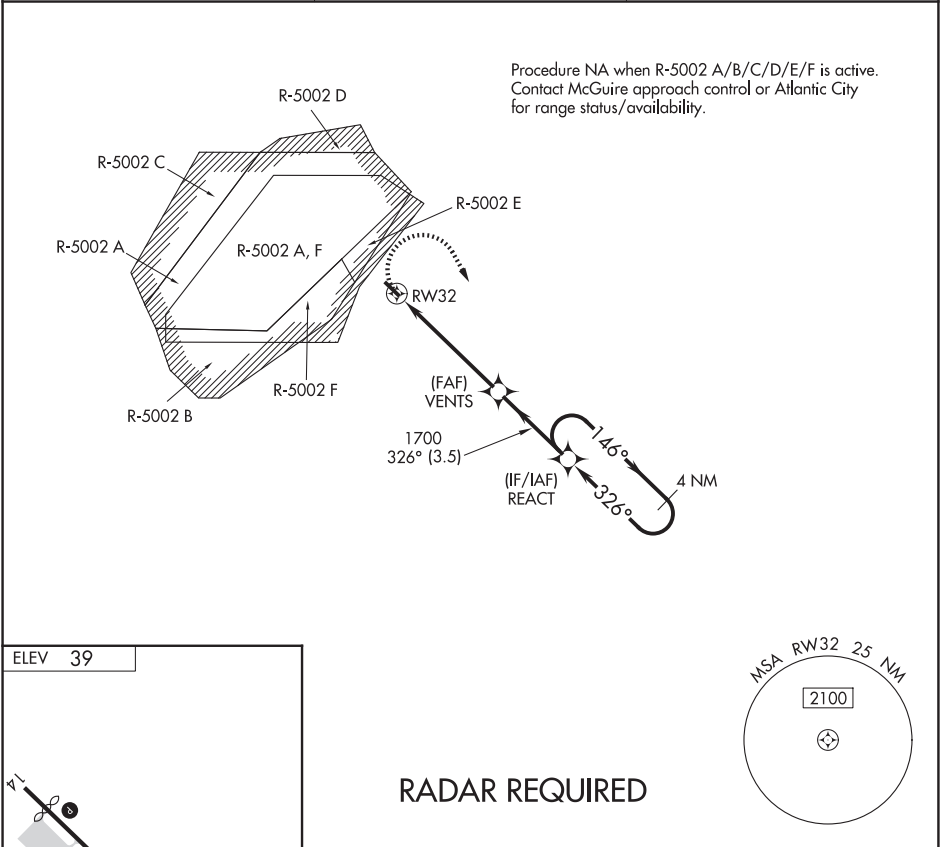
HIRL Rwy 14-32 0

APP CRS	Rwy Ldg	N/A
326°	TDZE	N/A
	Apt Elev	39

RNAV (GPS)-B
EAGLES NEST (31E)

<div><div>▼</div><div>▲ NA</div></div> <div>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.</div>	MISSED APPROACH: Climbing right turn to 2300 direct REACT and hold.
--	---

MIX AWOS-3PT 119.875	ATLANTIC CITY APP CON 134.25 292.2	CTAF 122.9 0
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RADAR REQUIRED			
2300	REACT	Visual Segment - Obstacles.	
4 NM Holding Pattern		VENTS	
RW32		1700	
5.1 NM		3.5 NM	
CATEGORY	A	B	C D
CIRCLING	680-1 641 (700-1)	700-1 661 (700-1)	NA

WAAS

CH **93821**

W06A

APP CRS

061°

Rwy Idg

3471

TDZE

790

Apt Elev

790

RNAV (GPS) RWY 6

GREENWOOD LAKE (4N1)

RNP APCH - GPS.

NA

Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Sussex altimeter setting and increase all MDAs 100 feet and visibility Circling Cat B ¼ SM.

MISSED APPROACH:

Climb to 3000 direct WAMUV and hold.

NEWARK APP CON

127.6 379.9

CTAF

122.9

2022

NoPT for arrival at WEKAS on V213 northbound.

4 NM

1808

1480

1622

1583

1500

1400

1124

1286

1239

1260

2500

(F/A) WAROG

HESIN 2.5 NM to RWY 06

2600

(IF/IAF) WEKAS

061°

241°

4 NM

HOLD 6000 3000

4 NM

MSA RWY 06 25 NM

3100

Visual Segment - Obstacles.

3000

WAMUV

4 NM Holding Pattern

WEKAS

WAROG

HESIN 2.5 NM to RWY 06

RWY 06

6000

3000

241°

061°

061°

2600

1660

5.6 NM

2.8 NM

2.5 NM

CATEGORY	A	B	C	D
LP MDA	1340-1	550 (600-1)	NA	
LNAV MDA	1540-1 750 (800-1)	1540-1¼ 750 (800-1¼)	NA	
CIRCLING	1600-1 810 (900-1)	1720-1¼ 930 (1000-1¼)	NA	

ELEV 790

TDZE 790

3471 X 60

061°

MIRL Rwy 6-24

WEST MILFORD, NEW JERSEY

Amdt 1D 29DEC22

41°08'N-74°21'W

519

GREENWOOD LAKE (4N1)

RNAV (GPS) RWY 6

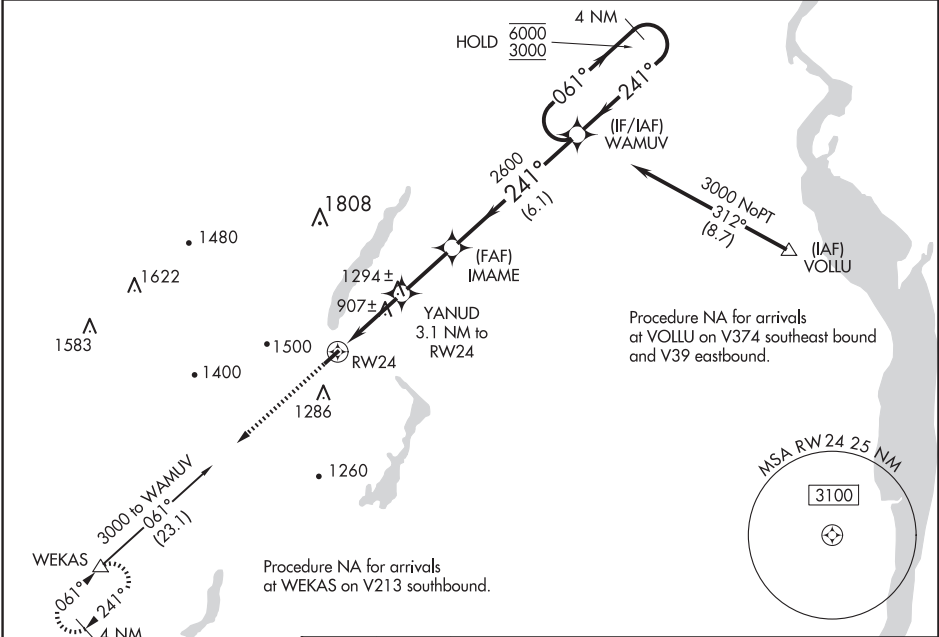
WAAS CH 45544 W24A	APP CRS 241°	Rwy Idg TDZE 790 Apt Elev 790
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RNAV (GPS) RWY 24

GREENWOOD LAKE (4N1)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct WEKAS and hold.
▼ Obtain local altimeter setting on CTAF; when not received, use Sussex altimeter setting.	
▲ NA Rwy 24 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	

NEWARK APP CON 127.6 379.9	CTAF 122.9 0
--------------------------------------	------------------------



ELEV 790	TDZE 790	3000	WEKAS	Visual Segment - Obstacles.	WAMUV	4 NM Holding Pattern	
		YANUD 3.1 NM to RW24					
		IMAME 2600					
		WAMUV 6000 3000					
		3.1 NM 2.5 NM 6.1 NM					
CATEGORY		A		B		C	D
LP MDA		1160-1		370 (400-1)		NA	
LNVA MDA		1560-1 771 (800-1)		1560-1¼ 771 (800-1¼)		NA	
CIRCLING		1600-1 810 (900-1)		1720-1¼ 930 (1000-1¼)		NA	
SUSSEX ALTIMETER SETTING MINIMUMS							
LP MDA		1240-1		450 (500-1)		NA	
LNVA MDA		1640-1 851 (900-1)		1640-1¼ 851 (900-1¼)		NA	
CIRCLING		1700-1¼ 910 (1000-1¼)		1820-1½ 1030 (1100-1½)		NA	


NE-2, 07 AUG 2025 to 02 OCT 2025

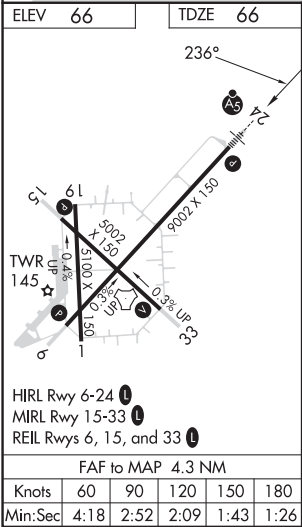
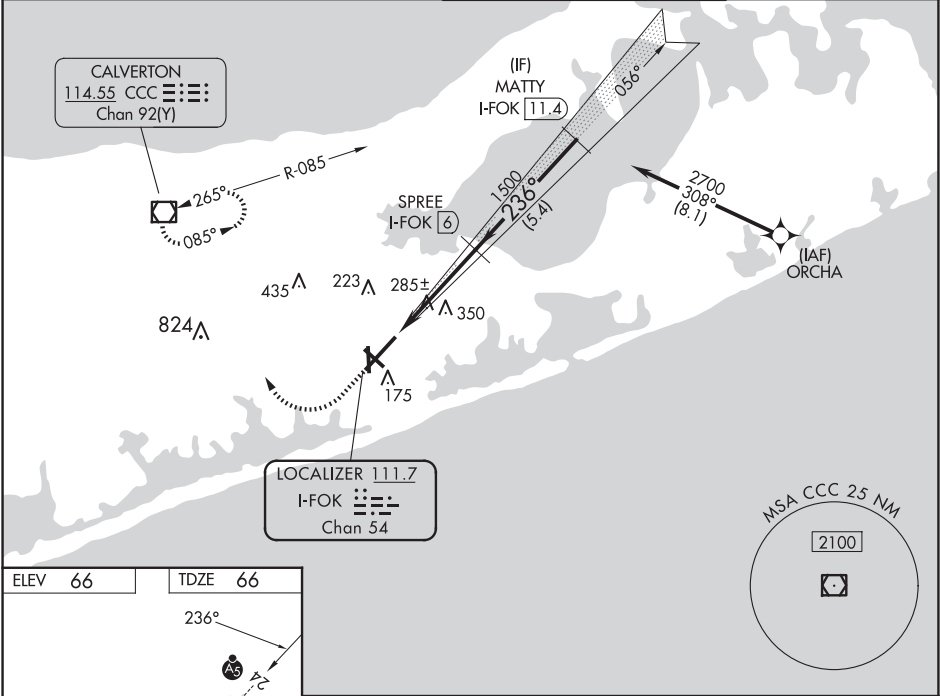
NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-FOK	APP CRS	Rwy Ldg	9002
111.7	236°	TDZE	66
Chan 54		Apt Elev	66

ILS or LOC RWY 24

FRANCIS S GABRESKI (F'OK)

RNP APCH - GPS. From ORCHA.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 880 then climbing right turn to 2000 direct CCC VOR/DME and hold.
DME required for LOC only.			
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div><div>Rwy 24 helicopter visibility reduction below ¾ SM NA. Circling Rwy 15, 19 NA at night. VDP NA when using HWV altimeter setting. For inop ALS, increase S-ILS 24 all Cats visibility to ¾ SM and S-LOC 24 Cat A/B visibility to 1 SM and Cat C/D visibility to 1¾ SM. When local altimeter setting not received, use HWV altimeter setting and increase S-ILS 24 DA to 374 feet; increase all MDAs 40 feet and Circling visibility Cat C/D ¼ SM.</div></div>			
ASOS	NEW YORK APP CON	SUFFOLK TOWER★	GND CON
119.925	125.975 343.65	125.3 (CTAF) 0 236.6	121.8 225.4

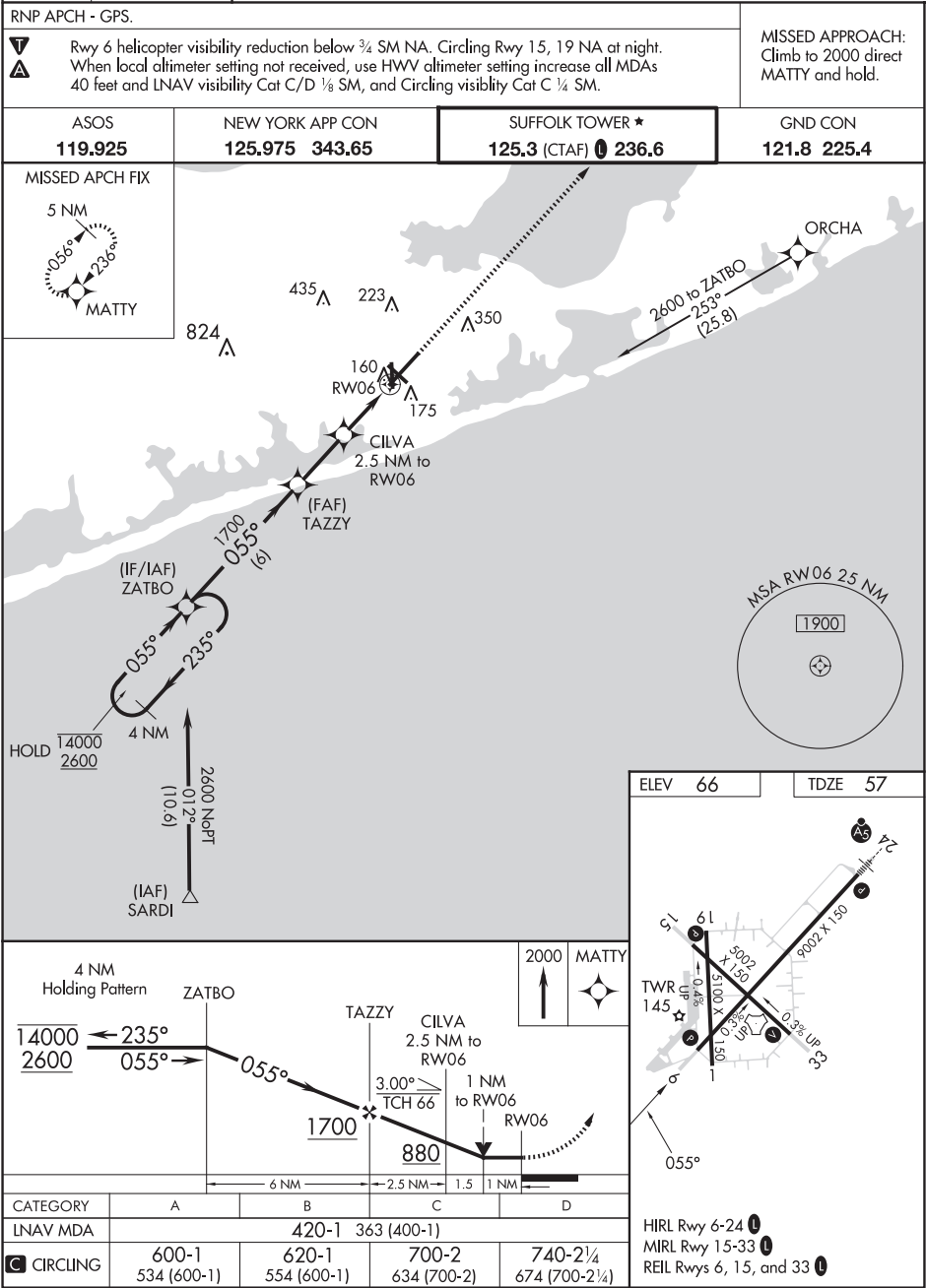


880		2000	CCC	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).	MATTY I-FOK 11.4			
					2700			
SPREE I-FOK 6		I-FOK 3	I-FOK 1.7	1500	1500	236°	GS 3.00° TCH 60	
1.2 NM		3.1 NM	5.4 NM					
CATEGORY	A	B	C	D				
S-ILS 24	344-¾		278 (300-¾)					
S-LOC 24	540-¾	474 (500-¾)	540-1	474 (500-1)				
	600-1	620-1	700-1¾	740-2¼				
	534 (600-1)	554 (600-1)	634 (700-1¾)	674 (700-2¼)				

APP CRS	Rwy Ldg	9002
055°	TDZE	57
	Apt Elev	66

RNAV (GPS) RWY 6

FRANCIS S GABRESKI (F'OK)



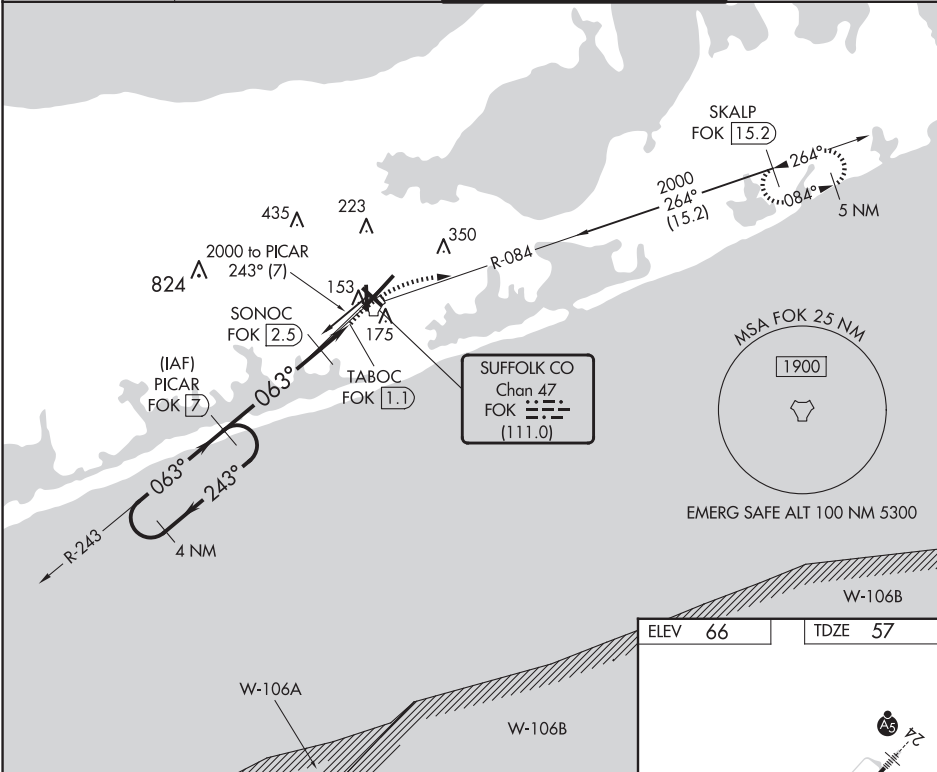
TACAN FOK Chan 47 (111.0)	APP CRS 063°	Rwy Idg TDZE 57 Apt Elev 66	9002
--	------------------------	---	-------------

TACAN RWY 6
FRANCIS S GABRESKI (F'OK)

⚠ Helicopter visibility reduction below ¾ 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 ¼ 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.

ASOS 119.925	NEW YORK APP CON 125.975 343.65	SUFFOLK COUNTY TOWER ★ 125.3 (CTAF) 0 236.6	GND CON 121.8 225.4
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4 NM Holding Pattern

2000 ← 243° → 063°

PICAR FOK (7)

SONOC FOK (2.5)

TABOC FOK (1.1)

740

4.5 NM 1.4 NM 0.8

2000 FOK R-084

SKALP FOK (15.2)

FOK TACAN

CATEGORY	A	B	C	D
S-6	420-1 363 (400-1)			
CIRCLING	600-1 534 (600-1)	620-1 554 (600-1)	700-1¾ 634 (700-1¾)	740-2¼ 674 (700-2¼)

ELEV 66 TDZE 57

W-106B

W-106A

063°

15 6L 5100 X 150 5002 X 150 9002 X 150

TWR 145

UP 0.4% UP 0.3% UP 0.3%

063°

HIRL Rwy 6-24 0

MIRL Rwy 15-33 0

REIL Rws 6, 15, and 33 0

TACAN FOK Chan 47 (111.0)	APP CRS 230°	Rwy Idg 9002 TDZE 66 Apt Elev 66
--	------------------------	---

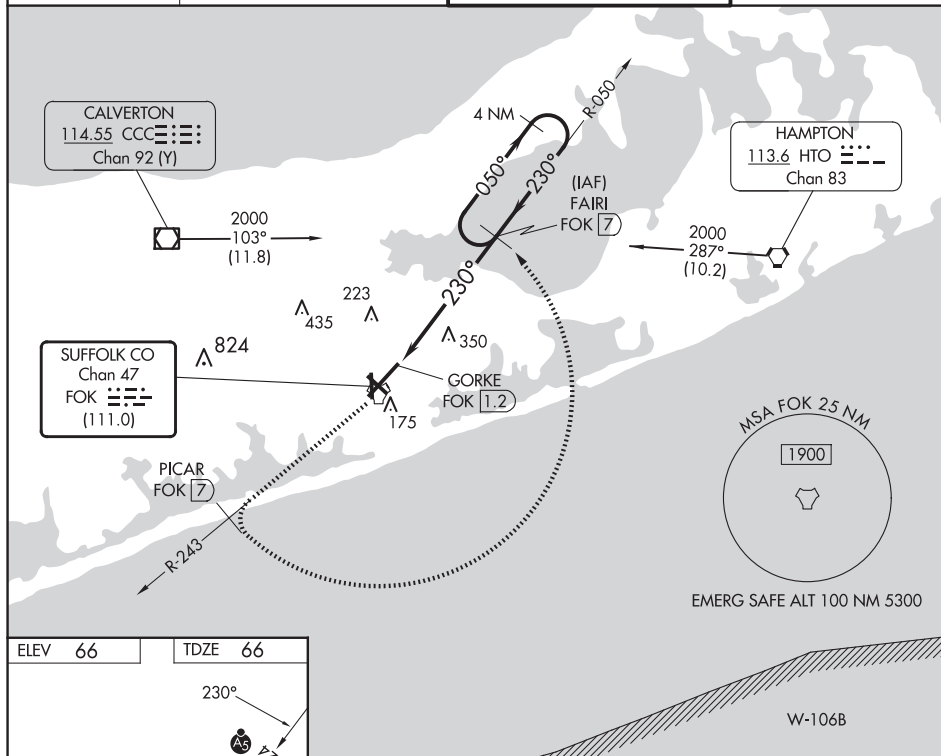
TACAN RWY 24
FRANCIS S GABRESKI (FOK)

T VDP NA with Shirley altimeter setting. When local altimeter setting
A not received, use Shirley altimeter setting and increase all MDAs 40
feet and S-24 Cat C/D visibility $\frac{1}{8}$ SM and Circling Cat C
visibility $\frac{1}{4}$ SM. Circling Rwy 15 NA at night.

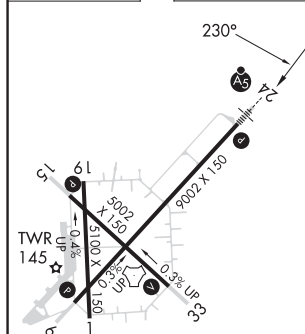


MISSED APPROACH: Climb to 2000 on FOK TACAN R-243 to PICAR/7 DME then arc CCW to FAIRI/7 DME and hold.

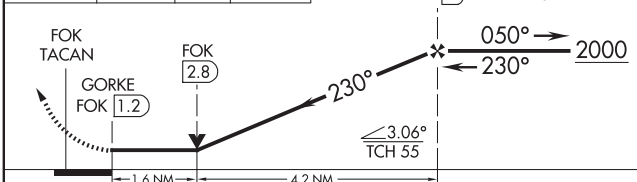
ASOS 119.925	NEW YORK APP CON 125.975 343.65	SUFFOLK COUNTY TOWER ★ 125.3 (CTAF) 0 236.6	GND CON 121.8 225.4
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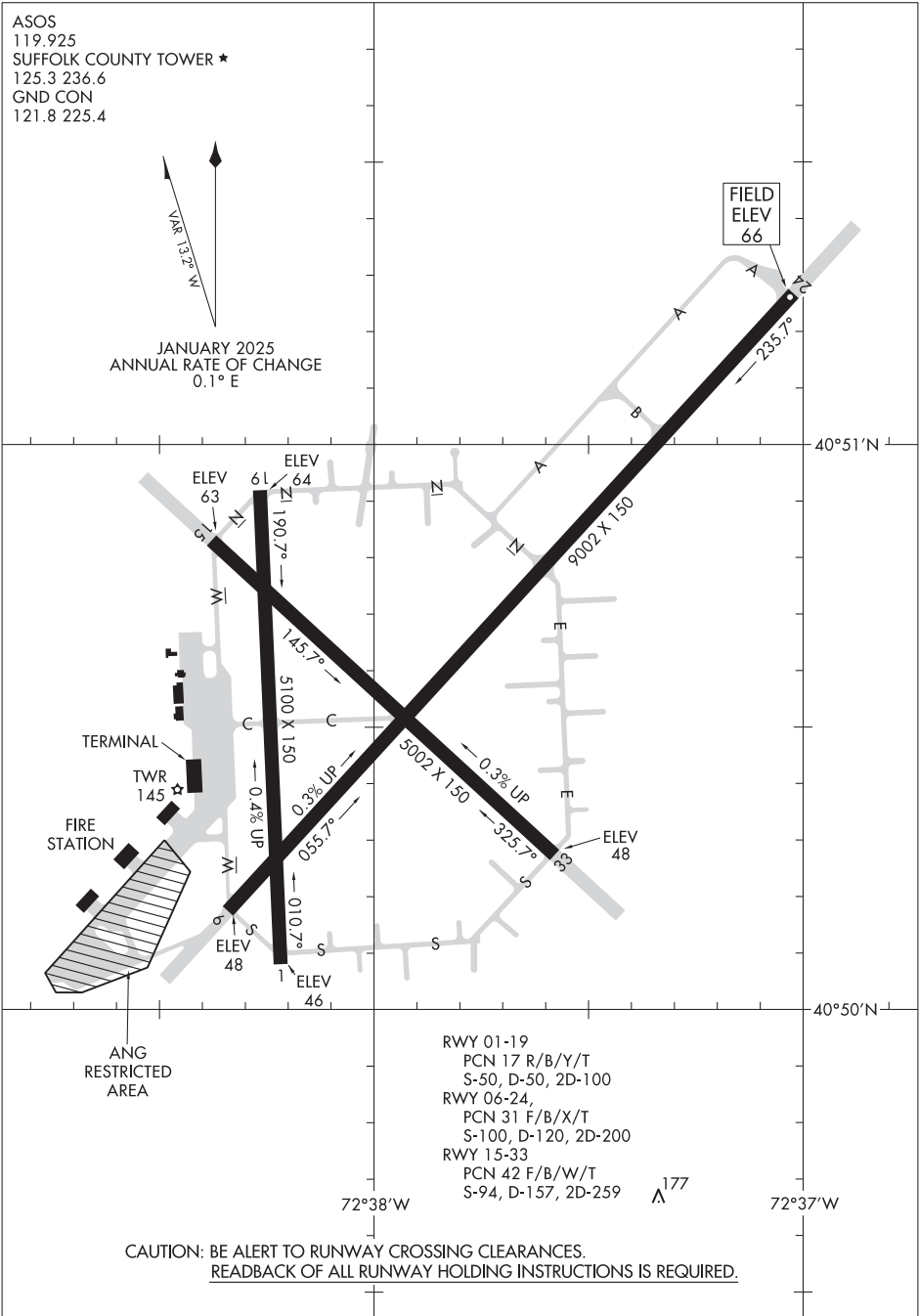
ELEV 66		TDZE 66
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2000 ↑ FOK R-243	PICAR FOK 7	Arc CCW	FAIRI FOK 7	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 77). FAIRI 4 NM FOK 7 Holding Pattern
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CATEGORY	A	B	C	D
S-24	660-1/2	594 (600-1/2)	660-1 1/4	594 (600-1 1/4)
CIRCLING	660-1	594 (600-1)	700-1 3/4 634 (700-1 3/4)	740-2 1/4 674 (700-2 1/4)



ILS or LOC RWY 3

LOC/DME I-AEZ
Chan 22
108.5

APCH CRS
029°

Rwy Idg
TDZE
Arprt Elev
8637
685
690

[USA]

WHEELER-SACK AAF (KGTB)

DME or RADAR required. RADAR required for procedure entry.

ALSF-1
(A1) [Symbol]

MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold.
Continue climb-in-hold to 5000.

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
119.525	124.875 307.125	118.75 290.25	123.65 229.8	123.65	

*** When ALS inop, increase CAT AB vis to 1 mile;
CAT C vis to 1½ miles; CAT D vis to 1¼ miles;
CAT E vis to 1½ miles.

**** Circling NA E of Rwy 21 and 33.
Circling NA for CAT BCD to Rwy 8.
Circling NA for CAT E to Rwy 8-26 and 15-33.

LOCALIZER 108.5
I-AEZ
Chan 22

WATERTOWN
109.8 ART
Chan 35

JOGIN
I-AEZ 18
RADAR 5000

KIMBO
I-AEZ 8.5
RADAR

REMIE
I-AEZ 4.3
RADAR

I-AEZ 2.6
RADAR

I-AEZ 1.6
RADAR

ALTERNATE MISSED APPROACH: When directed by ATC, climb to 1200, then climbing left turn to 3000 via hdg 340° within 10 NM (RADAR required).

MSA ART 2.5 NM
2500
3600

ELEV	TDZE
690	685

Rwy 3 ldg 8637'

CATEGORY	A	B	C	D	E
S-ILS 3 *	957-½ 272 (300-½)				
S-LOC 3 **	1560-½ 875 (900-½)	1560-¾ 875 (900-¾)	1560-2 875 (900-2)	1560-2¼ 875 (900-2¼)	1560-2½ 875 (900-2½)
***** CIRCLING	1560-1¼ 870 (900-1¼)	870 (900-1¼)	1560-2½ 870 (900-2½)	1560-2¾ 870 (900-2¾)	1640-3 950 (1000-3)

DME MINIMUMS

S-LOC 3 ***	1080-½ 395 (400-½)	1080-¾ 395 (400-¾)	1080-1 395 (400-1)
***** CIRCLING	1200-1 510 (600-1)	1220-1½ 530 (600-1½)	1380-2¼ 690 (700-2¼) 1640-3 950 (1000-3)

FAC TO MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:11

TWR 763

HIRL Rwy 3-21, 15-33
MIRL Rwy 8-26
RAIL Rwy 15

NE-2, 07 AUG 2025 to 02 OCT 2025

FORT DRUM, NEW YORK

LOC/DME I-GTB 108.5 Chgn 22	APCH CRS 209°	Rwy Idg 10,000 TDZE 677 Arpt Elev 690
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[USA]

WHEELER-SACK AAF (KGTB)

DME or RADAR required

T * When ALS inop, increase vis to $\frac{3}{4}$ mile.
** When ALS inop, increase CAT ABC vis to 1 mile,
CAT DE vis to $1\frac{1}{4}$ miles.

ALSF-1

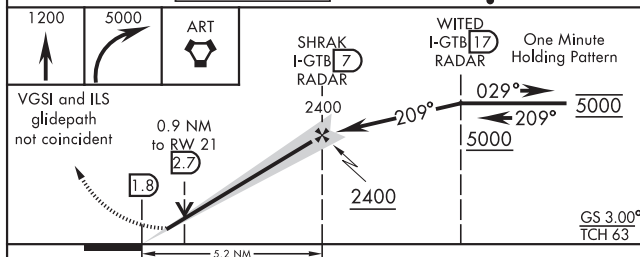
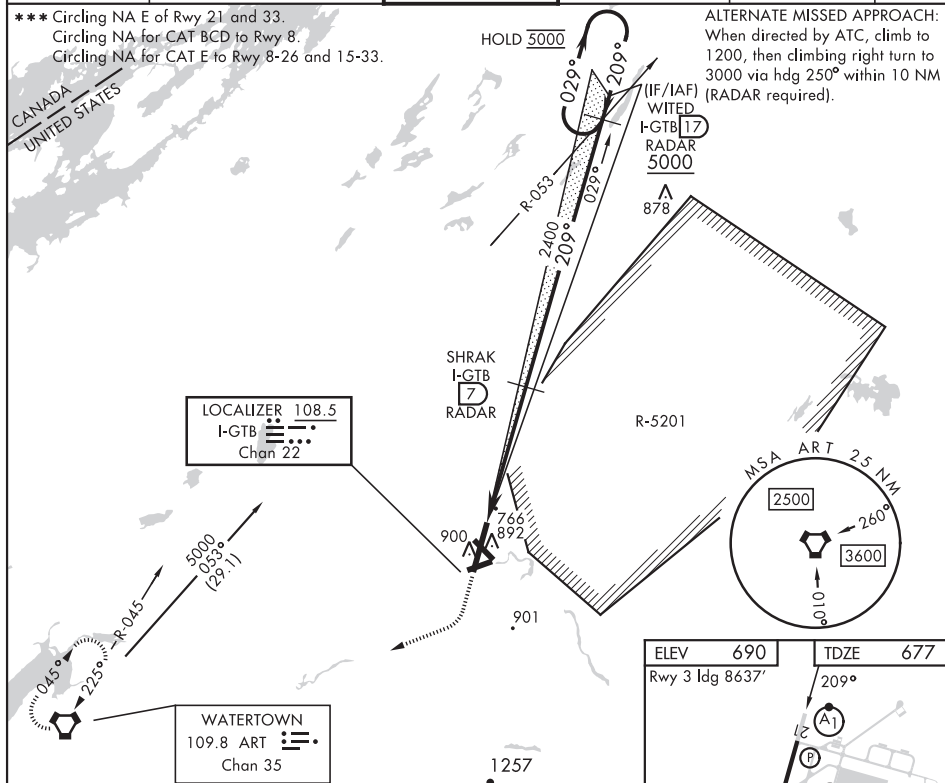


MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold.
Continue climb-in-hold to 5000.

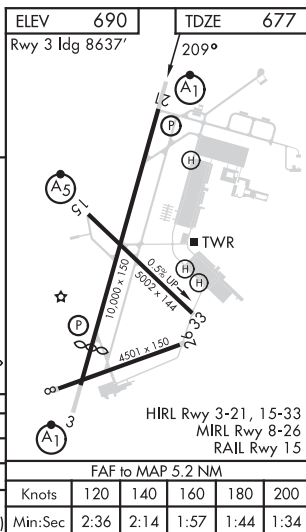
ATIS 119.525	APP CON 124.875 307.125	TOWER 118.75 290.25	GND CON 123.65 229.8	CLNC DEL 123.65	ASR/PAR
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*** Circling NA E of Rwy 21 and 33.
Circling NA for CAT BCD to Rwy 8.
Circling NA for CAT E to Rwy 8-26 and 15-33.

ALTERNATE MISSED APPROACH:
When directed by ATC, climb to 1200, then climbing right turn to 3000 via hdg 250° within 10 NM (RADAR required).



CATEGORY	A	B	C	D	E
S-ILS 21*	877-1/2		200	(200-1/2)	
S-LOC 21**	1040-1/2	363 (400-1/2)	1040-3/4	363	(400-3/4)
CIRCLING***	1200-1 510 (600-1)	1220-1 1/2	530 (600-1 1/2)	1380-2 1/4 690 (700-2 1/4)	1640-3 950 (1000-3)



FORT DRUM, NEW YORK

44° 03'N-75° 43'W

WHEELER-SACK AAF (KGTB)

Amdt 3 20APR23

ILS or LOC RWY 21

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

FORT DRUM, NEW YORK

RNAV (GPS) RWY 3

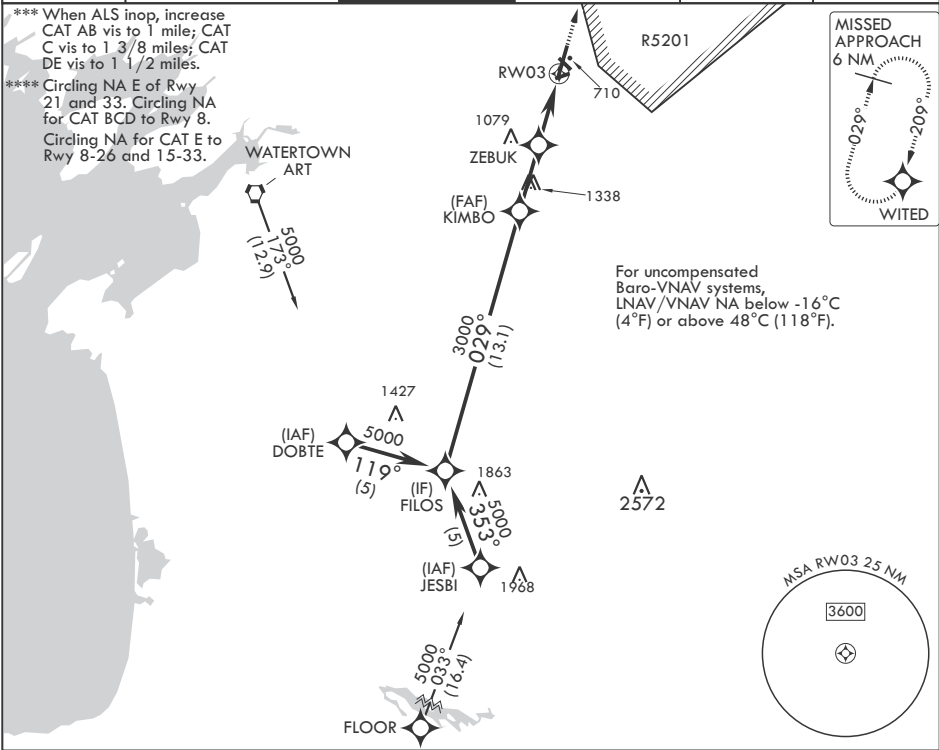
WAAS CH 937.14 W03A	APCH CRS 029°	Rwy ldg TDZE Arprt Elev	8637 685 690
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-(USA)

WHEELER SACK AAF (KGTB)

RNP APCH - GPS	ALSF-1	MISSED APPROACH: Climb to 4000 direct WITED and hold.
▼ * When ALS inop, increase vis to 3/4 mile. ** When ALS inop, increase vis to 1 1/4 miles.		

ATIS 119.525	APP CON/DEP CON 124.875 307.125	TOWER 118.75 290.25	GND CON 123.65 229.8	CLNC DEL 123.65	ASR/PAR
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FILOS

5000

029°

KIMBO

3000

GP 3.00°
TCH 66

ZEBUK
3.6 NM
to RW03

1880

1.2 NM to RW03

RW03

3.3 NM

3.6 NM

4000

WITED

ELEV 690

Rwy 3 ldg 8637'

TDZE 685

CATEGORY	A	B	C	D	E
LPV DA*	885-½		200	(200-½)	
LNAV/VNAV DA**	1080-¾		395	(400-¾)	
LNAV MDA***	1160-½ 475 (500-½)		1160-1	475	(500-1)
CIRCLING****	1200-1 510 (600-1)		1220-1½ 530 (600-1½)	1380-2¼ 690 (700-2¼)	1640-3 950 (1000-3)

BCN 876

10000 x 150

033° Up

3002 x 144

4501 x 150

029°

TWR 763

HIRL Rwy 3-21, 15-33

MIRL Rwy 8-26

RAIL Rwy 15

FORT DRUM, NEW YORK

44°03'N - 75°43'W

WHEELER SACK AAF (KGTB)

Amndt 2 20APR23

RNAV (GPS) RWY 3

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

FORT DRUM, NEW YORK

RNAV (GPS) RWY 15

APCH CRS	Rwy Idg	5002
147°	TDZE	687
	Arprt Elev	690

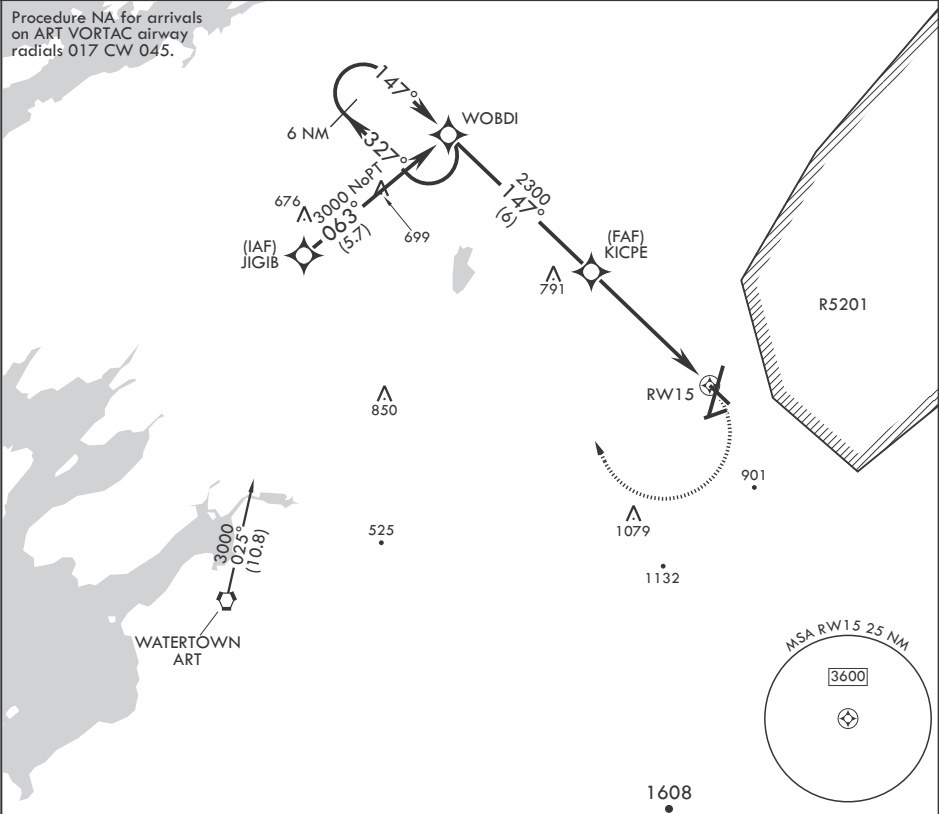
-(USA)

WHEELER SACK AAF (KGTB)

RNP APCH - GPS	MALSR	MISSED APPROACH: Climbing right turn to 3000 direct WOBDI and hold.
* When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 3/8 miles. ** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.		

ATIS 119.525	APP CON/DEP CON 124.875 307.125	TOWER 118.75 290.25	GND CON 123.65 229.8	CLNC DEL 123.65	ASR/PAR
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Procedure NA for arrivals on ART VORTAC airway radials 017 CW 045.



6 NM Holding Pattern

3000 ← 327° WOBDI

147° →

3.00° ≥ TCH 40

2300 KICPE

1.4 NM to RWY 15

5 NM

3000 WOBDI

ELEV 690

Rwy 3 Idg 8637'

147°

10000 x 150

0.53 x 144

900 BCN 876

4501 x 150

TWR 763

HIRL Rwy 3-21, 15-33

MIRL Rwy 8-26

RAIL Rwy 15

CATEGORY	A	B	C	D
LNAV MDA*	1200-3/4 513 (600-3/4)	1240-1 513 (600-1)	1280-1 513 (600-1)	1460-2 1/2 770 (800-2 1/2)
CIRCLING**	1200-1 510 (600-1)	1240-1 550 (600-1)	1280-1 1/2 590 (600-1 1/2)	1460-2 1/2 770 (800-2 1/2)

FORT DRUM, NEW YORK

44°03'N - 75°43'W

WHEELER SACK AAF (KGTB)

Amndt 2 10AUG23

RNAV (GPS) RWY 15

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

FORT DRUM, NEW YORK

WAAS CH 63007 W21A	APCH CRS 209°	Rwy ldg TDZE Arpt Elev 677 690
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- (USA)

WHEELER SACK AAF (KGTB)

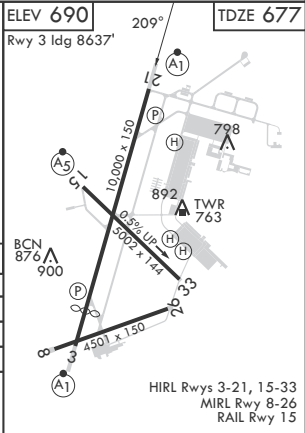
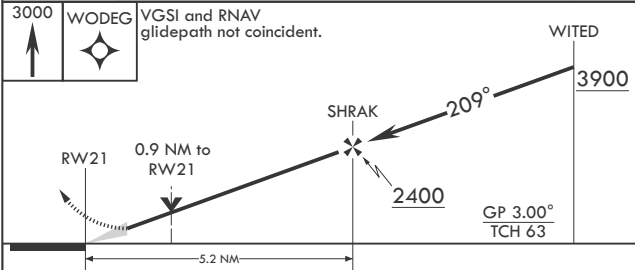
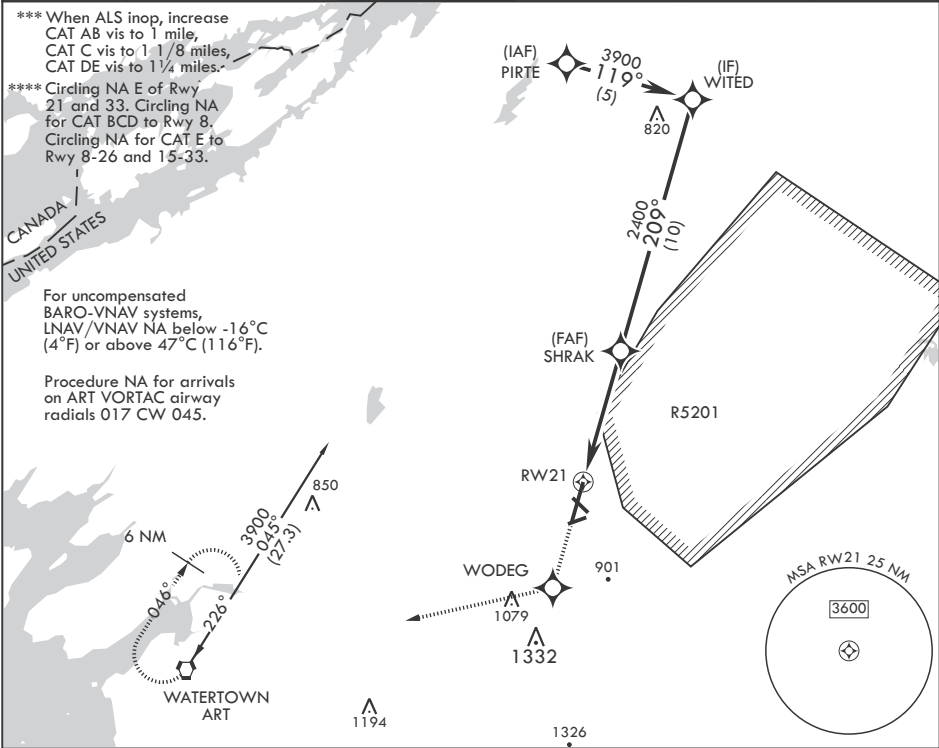
RNP APCH - GPS

▲ * When ALS inop, increase vis to 3/4 mile.
** When ALS inop, increase vis to 1 1/4 miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct WODEG then right turn 270° track to ART VORTAC and hold.

ATIS 119.525	APP CON/DEP CON 124.875 307.125	TOWER 118.75 290.25	GND CON 123.65 229.8	CLNC DEL 123.65	ASR/PAR
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CATEGORY	A	B	C	D	E
LPV DA*	877-1/2	200	(200-1/2)		
LNAV/VNAV DA**	1056-3/4	379	(400-3/4)		
LNAV MDA***	1080-1/2 403 (400-1/2)	1080-3/4 403 (400-3/4)			
CIRCLING****	1200-1 510 (600-1)	1220-1 530 (600-1)	1220-1 1/2 530 (600-1 1/2)	1380-2 1/4 690 (700-2 1/4)	1640-3 950 (1000-3)

FORT DRUM, NEW YORK

44°03'N - 75°43'W

WHEELER SACK AAF (KGTB)

Amdt 2 20APR23

RNAV (GPS) RWY 21

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

FORT DRUM, NEW YORK

RNAV (GPS) RWY 33

APCH CRS 327°	Rwy Idg 5002
TDZE 690	Arpt Elev 690

- (USA)

WHEELER SACK AAF (KGTB)

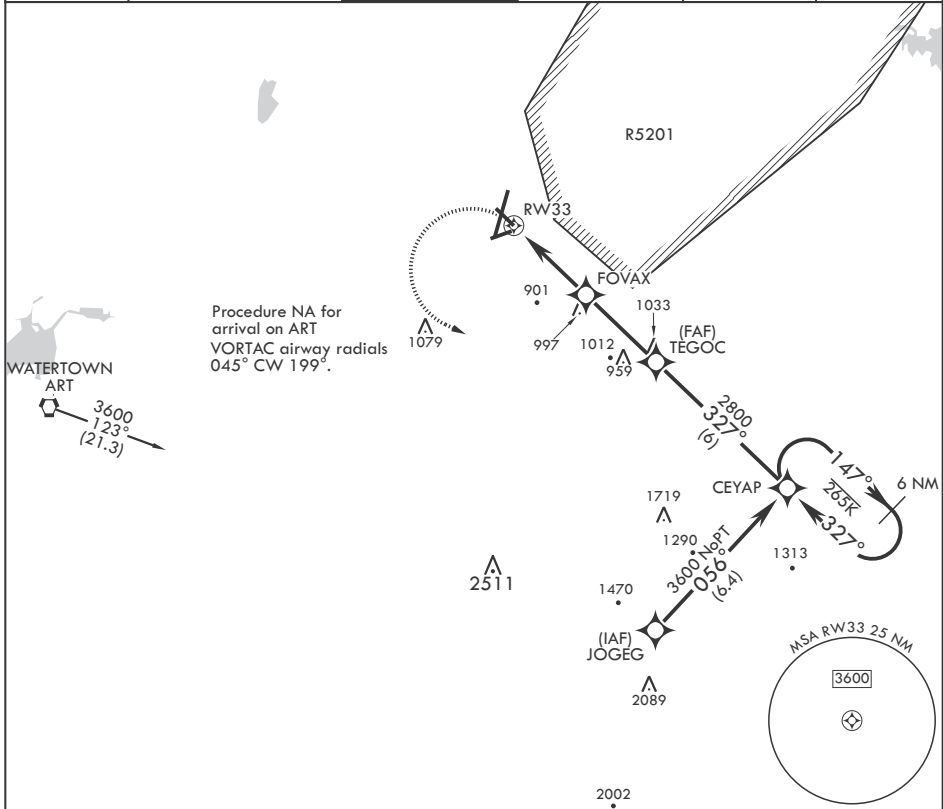
RNP APCH - GPS

MISSED APPROACH: Climbing left turn to 3600
direct CEYAP and hold.

* LNAV visibility reduction by helicopters NA.

** Circling NA for CAT BCD to Rwy 8. Circling NA E of Rwy 21 and 33.

ATIS 119.525	APP CON/DEP CON 124.875 307.125	TOWER 118.75 290.25	GND CON 123.65 229.8	CLNC DEL 123.65	ASR/PAR
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		ELEV 690		TDZE 690	
		Rwy 3 Idg 8637' 			
		TCH 40 ≤ 3.00°			
CATEGORY	A		B		C
LNAV MDA*	1200-1 510 (600-1)		1200-1½ 510 (600-1½)		D
CIRCLING**	1200-1 510 (600-1)		1240-1 550 (600-1)		1280-1½ 590 (600-1½)
	1460-2½ 770 (800-2½)				

HIRL Rwy 3-21, 15-33
 MIRL Rwy 8-26
 RAIL Rwy 15

FORT DRUM, NEW YORK

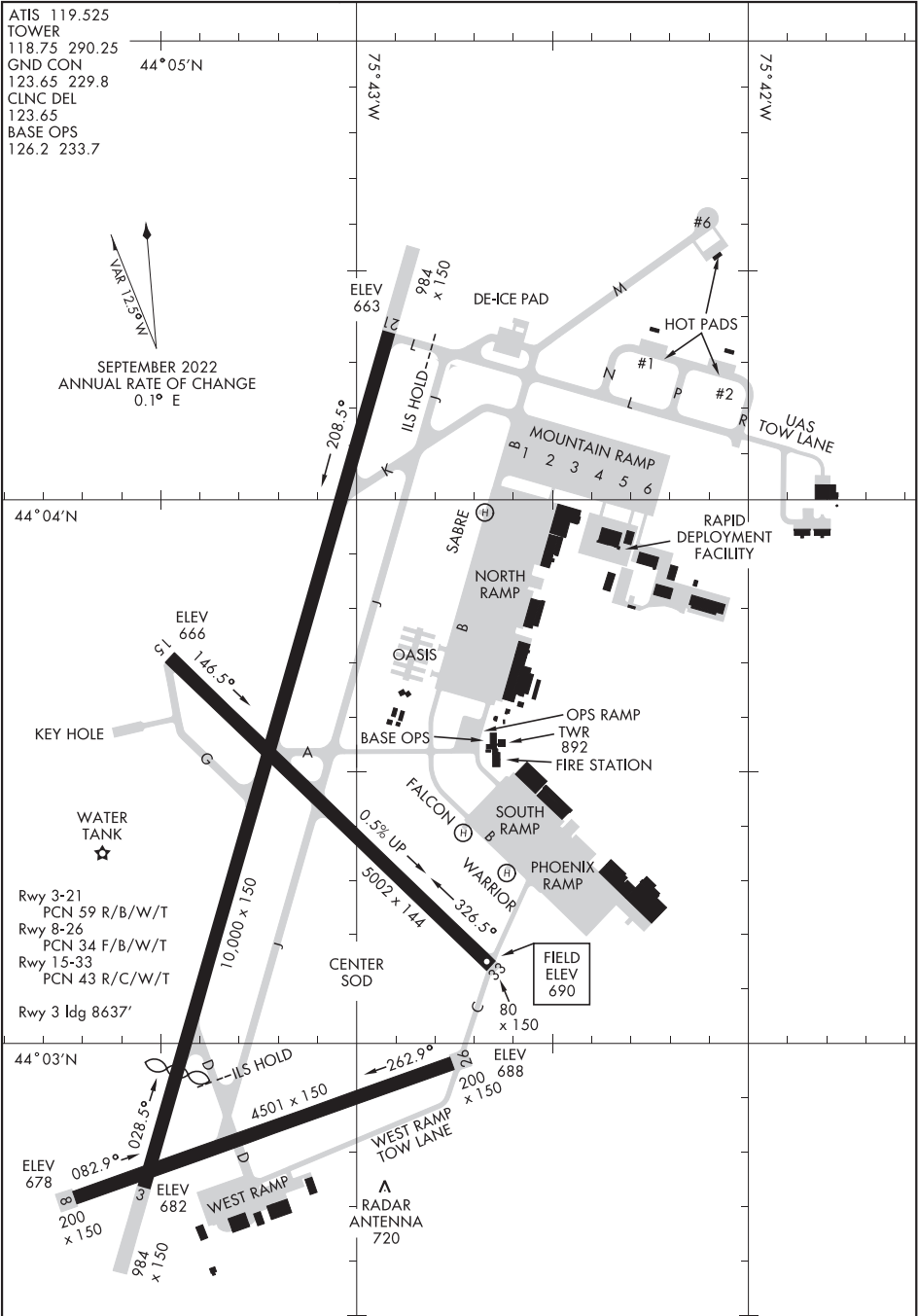
44°03'N - 75°43'W

WHEELER SACK AAF (KGTB)

Amdt 2 10AUG23

RNAV (GPS) RWY 33

NE-2, 07 AUG 2025 to 02 OCT 2025



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

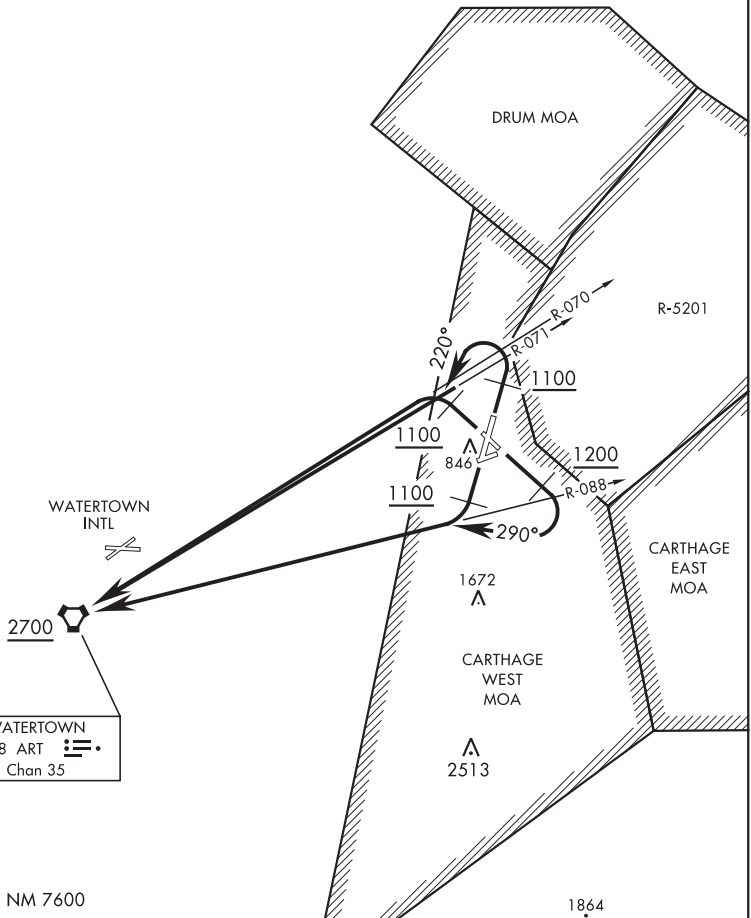
WATERTOWN-TWO DEPARTURE (ART 2.ART)

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY

[USA]

ATIS 119.525
 CLNC DEL
 123.65
 GND CON
 123.65 229.8
 TOWER
 118.75 290.25
 DEP CON
 124.875 307.125



EMERG SAFE ALT 100 NM 7600

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.

WATERTOWN-TWO DEPARTURE (ART 2.ART)

FORT DRUM, NY

WHEELER-SACK AAF (KGTB)

NE-2, 07 AUG 2025 to 02 OCT 2025

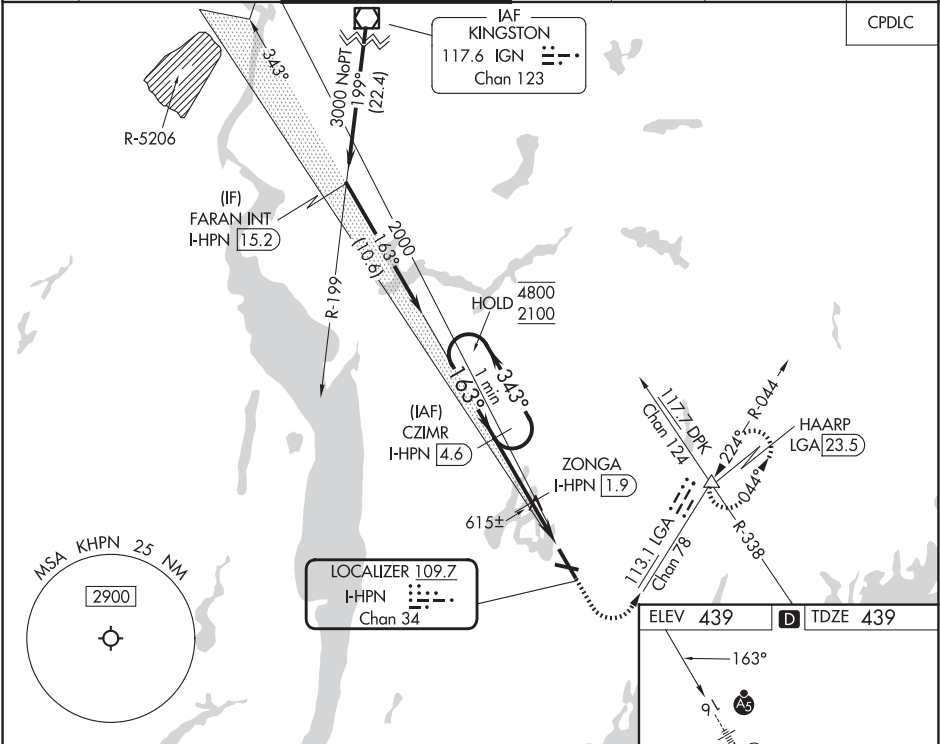
NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-HPN	APP CRS	Rwy Ldg
109.7	163°	6549
Chan 34		TDZE 439
		Apt Elev 439

ILS or LOC RWY 16

WESTCHESTER COUNTY (HPN)

DME required for LOC only.		MALSR	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 150° and LGA VOR/DME R-044 to HAARP INT/LGA 23.5 DME and hold, continue climb-in-hold to 3000.			
	Circling Rwy 11, 29 NA at night. For inop ALS, increase S-LOC 16 Cats C/D visibility to 1 3/8 SM.					
D-ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
133.8	120.8 126.4 257.65	118.575 (CTAF) 0 284.65	121.825	127.25	126.4 (when twr closed)	122.95



One Minute Holding Pattern		CZIMR I-HPN 4.6	1000	3000	LGA R-044	HAARP
4800 ← 343°		2000	hdg 150°			
2100 → 163°		ZONGA I-HPN 1.9				
2000		I-HPN DME ANTENNA				
GS 3.00° TCH 55		*I-HPN 1.3				
		*1100				
		2.7 NM	0.6	1.4 NM		
CATEGORY	A	B	C	D		
S-ILS 16		639/18	200 (200-1/2)			
S-LOC 16	940/24	501 (600-1/2)	940/55	501 (600-1)		
CIRCLING	980-1	541 (600-1)	1080-1 3/4 641 (700-1 3/4)	1200-2 1/2 761 (800-2 1/2)		

MIRL Rwy 11-29
HIRL Rwy 16-34
REIL Rwys 11 and 34
TDZ/CL Rwy 16

WHITE PLAINS, NEW YORK

AL-651 (FAA)

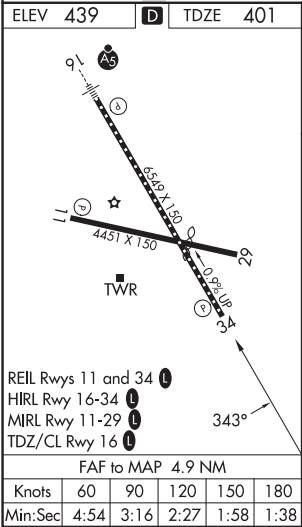
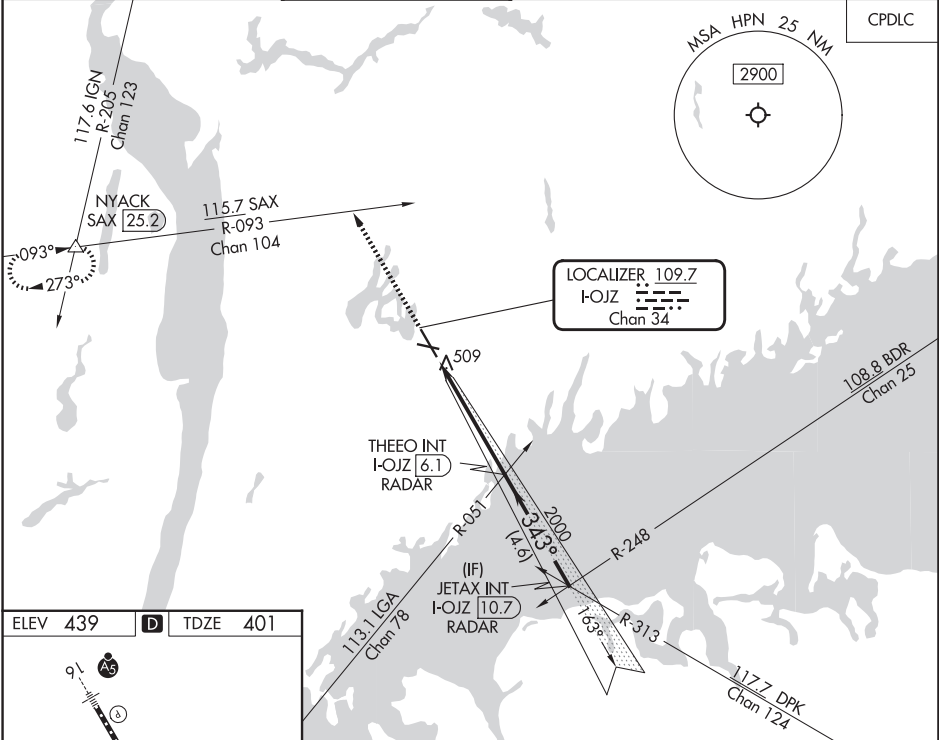
25219

LOC/DME I-OJZ	APP CRS	Rwy Ldg
109.7	343°	6549
Chan 34		TDZE 401
		Apt Elev 439

ILS or LOC RWY 34
WESTCHESTER COUNTY (HPN)

RADAR required for procedure entry.		MISSED APPROACH: Climb to 3000 on heading 343° and SAX R-093 to NYACK INT/SAX 25.2 DME and hold.
	Circling Rwy 11, 29 NA at night.	
	Rwy 34 helicopter visibility reduction below ¾ SM NA.	

D-ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
133.8	120.8 126.4 257.65	118.575 (CTAF) 0 284.65	121.825	127.25	126.4 (when twr closed)	122.95



3000 ↑ hdg 343° *LOC only	SAX R-093	NYACK INT	THEEO INT I-OJZ 6.1 RADAR	JETAX INT I-OJZ 10.7 RADAR
	I-OJZ 1.2	*I-OJZ 2.3	2000	2000
GS 3.00° TCH 55				
1.2 NM 3.7 NM 4.6 NM				
CATEGORY	A	B	C	D
S-ILS 34	742/60 341 (400-1¼)			
S-LOC 34	800/55	399 (400-1)	800/60	399 (400-1¼)
CIRCLING	980-1	541 (600-1)	1080-1¾ 641 (700-1¾)	1200-2½ 761 (800-2½)

WHITE PLAINS, NEW YORK
Amdt 5C 25FEB21

41°04'N-73°42'W

WESTCHESTER COUNTY (HPN)
ILS or LOC RWY 34

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-HPN 109.7 Chan 34	APP CRS 163°	Rwy Ldg 6549 TDZE 439 Apt Elev 439	ILS RWY 16 (SA CAT I & II) WESTCHESTER COUNTY (HPN)		
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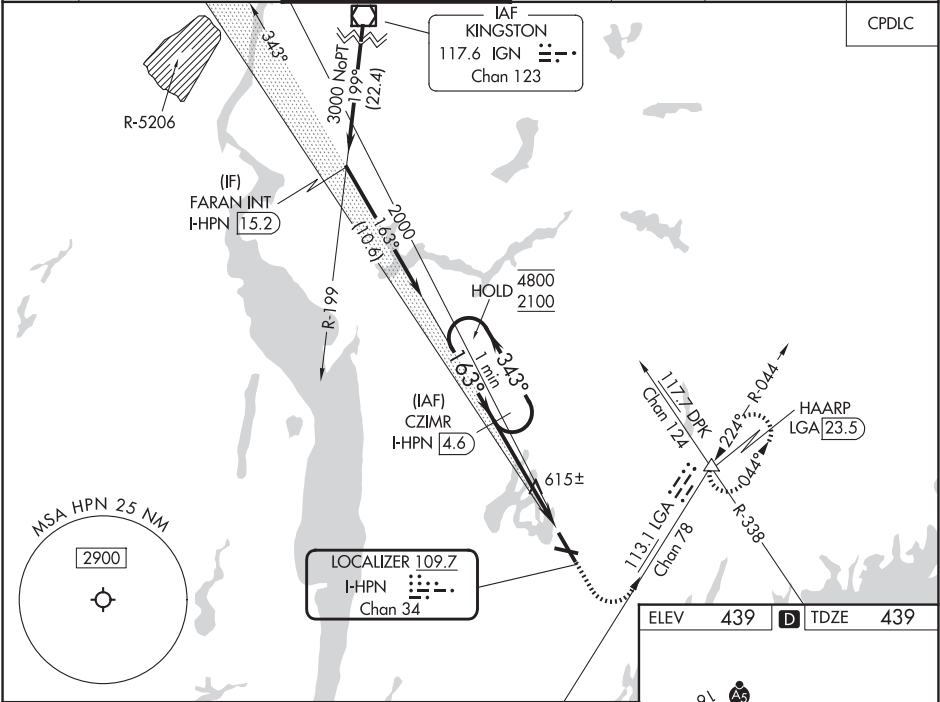
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 150° and LGA VOR/DME R-044 to HAARP INT/LGA 23.5 DME and hold, continue climb-in-hold to 3000.

D-ATIS 133.8	NEW YORK APP CON 120.8 126.4 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	CLNC DEL 126.4 (when twr closed)	UNICOM 122.95
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One Minute Holding Pattern

GS 3.00°
TCH 55

4.7 NM

1366'

1000 3000 HAARP
↑ hdg 150° LGA R-044 △

SA CATEGORY I & II SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

MIRL Rwy 11-29
HIRL Rwy 16-34
REIL Rws 11 and 34
TDZ/CL Rwy 16

CATEGORY	A	B	C	D
S-ILS 16	SA CAT I	RA 198/14	150 DA 589	
S-ILS 16	SA CAT II	RA 113/12	100 DA 539	

WHITE PLAINS, NEW YORK

AL-651 (FAA)

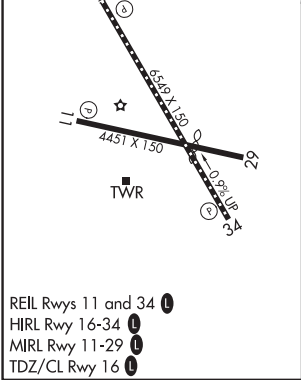
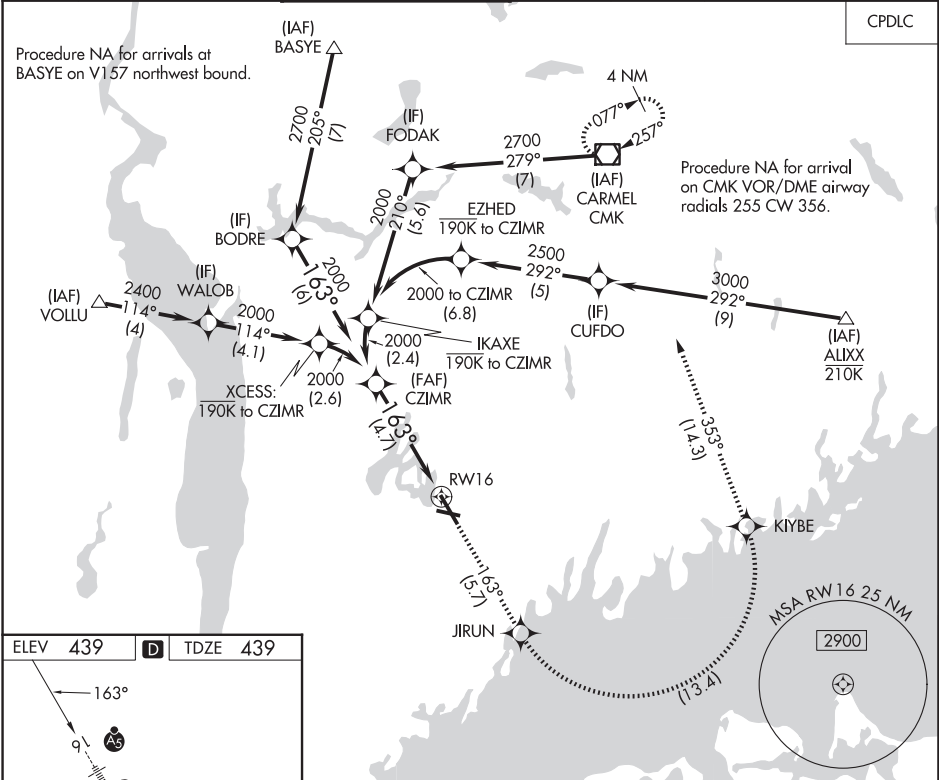
25219

APP CRS	Rwy Ldg	6549
163°	TDZE	439
	Apt Elev	439

RNAV (RNP) Z RWY 16

WESTCHESTER COUNTY (HPN)

RNP AR APCH - GPS.			MALSR	MISSED APPROACH: Climb to 3000 on track 163° to JIRUN, left turn to KIYBE, then track 353° to CMK VOR/DME and hold.		
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	CLNC DEL	UNICOM
133.8	120.8 126.4 257.65	118.575 (CTAF) 284.65	121.825	127.25	126.4 (when twr closed)	122.95



See planview for multiple IF locations.

3000

↑

tr 163°

JIRUN

KIYBE

tr 353°

CMK

CZIMR

2000

2000

↗

163°

RW16

GP 3.00°

TCH 55

4.7 NM

CATEGORY	A	B	C	D
RNP 0.15 DA		826/35	387 (400-5%)	
RNP 0.30 DA		950/55	511 (600-1)	

AUTHORIZATION REQUIRED

WHITE PLAINS, NEW YORK
Orig-D 11AUG22

41°04'N-73°42'W

WESTCHESTER COUNTY (HPN)
RNAV (RNP) Z RWY 16

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WHITE PLAINS, NEW YORK

AL-651 (FAA)

25219

APP CRS 343°	Rwy Ldg TDZE Apt Elev	6549 401 439
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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.		
	D-ATIS 133.8	NEW YORK APP CON 120.8 126.4 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CNLC DEL 127.25	CNLC DEL 126.4 (when hvr closed)

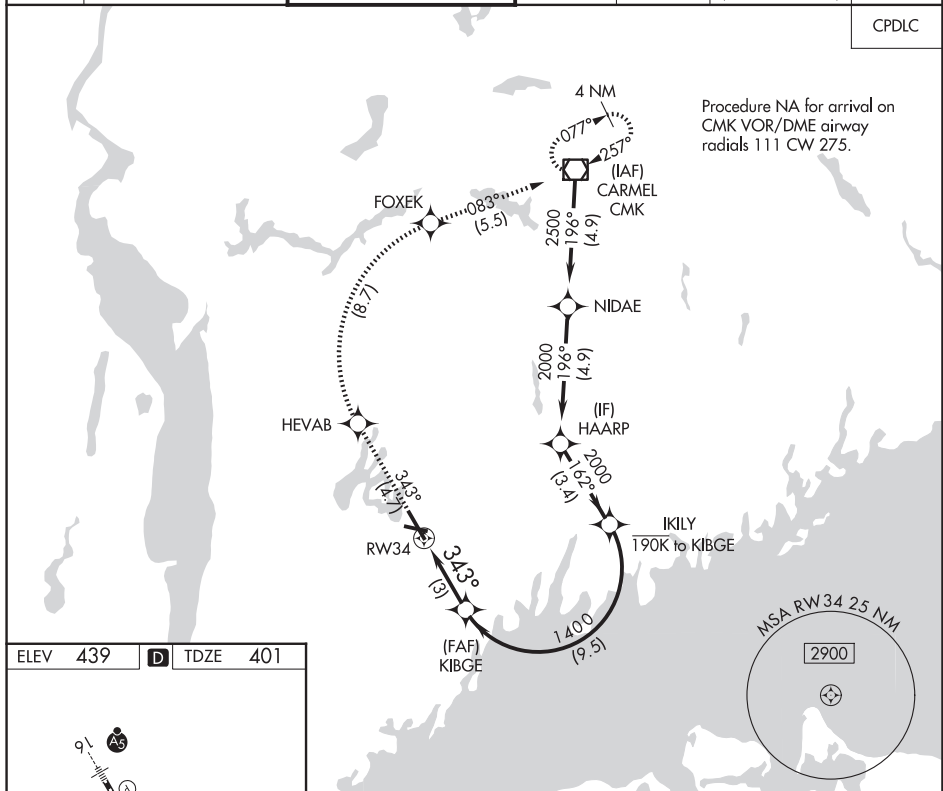


Diagram illustrating the ILS for Runway 34 at Killebuck Airport. The diagram shows the ILS path starting from the runway, passing through KIBGE (1400), IKLY, and HAARP (2000) to the TWR. The ILS frequency is 113.90 MHz. The diagram also shows the VOR station at 113.90 MHz and the TWR at 118.1 MHz. The ILS path is 343 degrees. The diagram includes a table with the following information:

CATEGORY	A	B	C	D
RNP 0.30 DA	788-1 $\frac{3}{8}$		387 (400-1 $\frac{3}{8}$)	
AUTHORIZATION REQUIRED				

WHITE PLAINS, NEW YORK
Orig-C 07DEC17

41°04'N-73°42'W

WESTCHESTER COUNTY (HPN)
RNAV (RNP) Z RWY 34

539

NE-2, 07 AUG 2025 to 02 OCT 2025

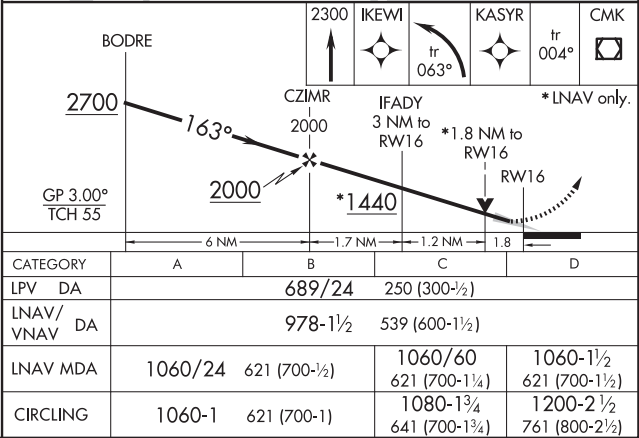
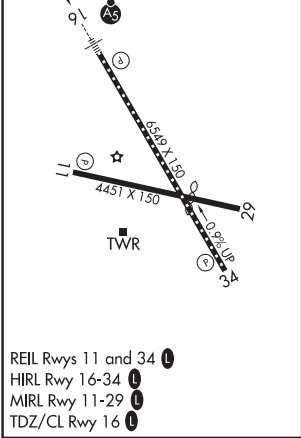
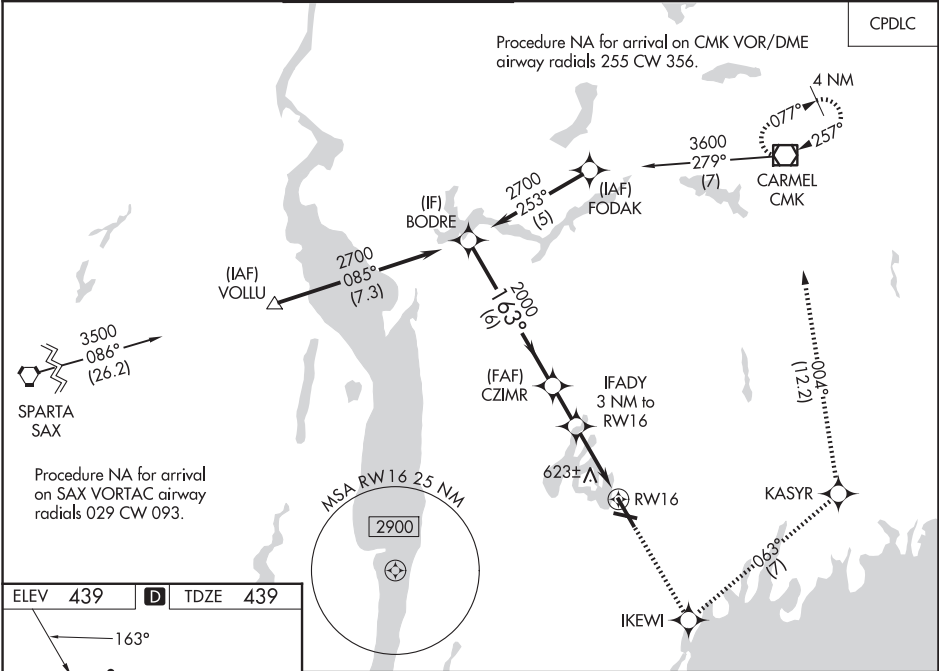
NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69519 W16A	APP CRS 163°	Rwy Ldg TDZE 439 Apt Elev 439
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RNAV (GPS) Y RWY 16

WESTCHESTER COUNTY (HPN)

<div><div></div><div></div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling Rwy 11, 29 NA at night. DME/DME RNP-0.3 NA.</div>			<div>MALSR</div> <div><div></div></div>	<div>MISSED APPROACH: Climb to 2300 direct IKEWI and left turn on track 063° to KASYR and on track 004° to CMK VOR/DME and hold.</div>		
D-ATIS 133.8	NEW YORK APP CON 120.8 126.4 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	CLNC DEL 126.4 (when twr closed)	UNICOM 122.95



WAAS CH 99410 W34A	APP CRS 343°	Rwy Ldg TDZE Apt Elev 6549 401 439
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RNAV (GPS) Y RWY 34

WESTCHESTER COUNTY (HPN)

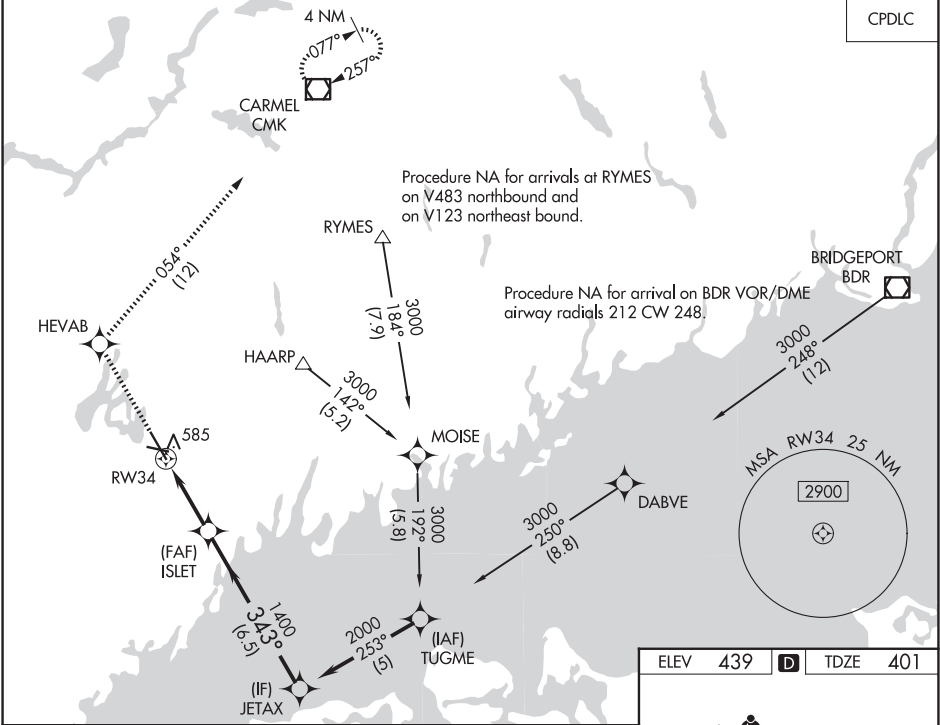
▼

⚠

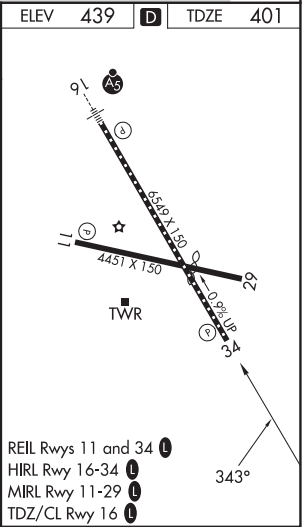
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling Rwy 11, 29 NA at night.
Rwy 34 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct HEVAB and on track 054° to CMK VOR/DME and hold.

D-ATIS 133.8	NEW YORK APP CON 120.8 126.4 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	CLNC DEL 126.4 (when twr closed)	UNICOM 122.95
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2300	HEVAB	tr 054°	CMK	
*LNAV only				
*1.3 NM to RW34				
JETAX				
ISLET				
RW34				
1400				
343°				
2000				
GP 3.00°				
TCH 55				
1.3 NM 1.7 NM 6.5 NM				
CATEGORY	A	B	C	D
LPV DA	723/60 322 (300-1¼)			
LNAV/VNAV DA	780-1½ 379 (400-1½)			
LNAV MDA	840/50	439 (500-1)	840/60 439 (500-1¼)	840-1½ 439 (500-1½)
CIRCLING	980-1	541 (600-1)	1080-1¾ 641 (700-1¾)	1200-2½ 761 (800-2½)



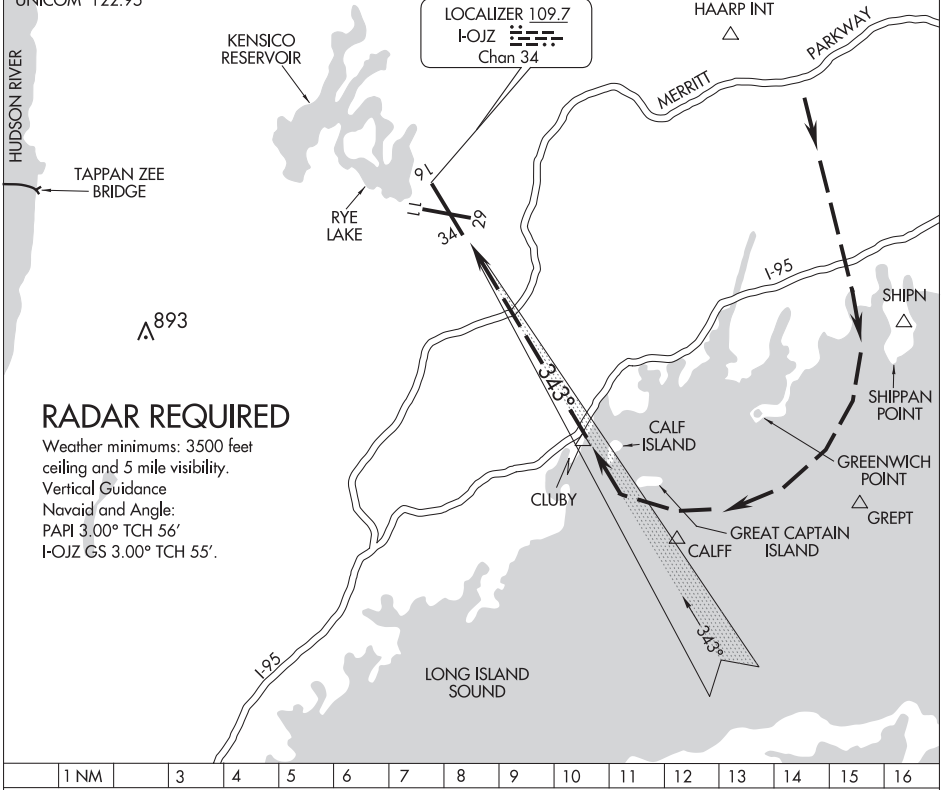
19283

SOUND VISUAL RWY 34

WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK

AL-651 (FAA)

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
127.25
NEW YORK CLNC DEL
126.4 (when tower closed)
CPDLC
UNICOM 122.95



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.

SOUND VISUAL RWY 34

41°04'N-73°42'W

WHITE PLAINS, NEW YORK
WESTCHESTER COUNTY (HPN)

Amdt 1A 07DEC17

NE-2, 07 AUG 2025 to 02 OCT 2025

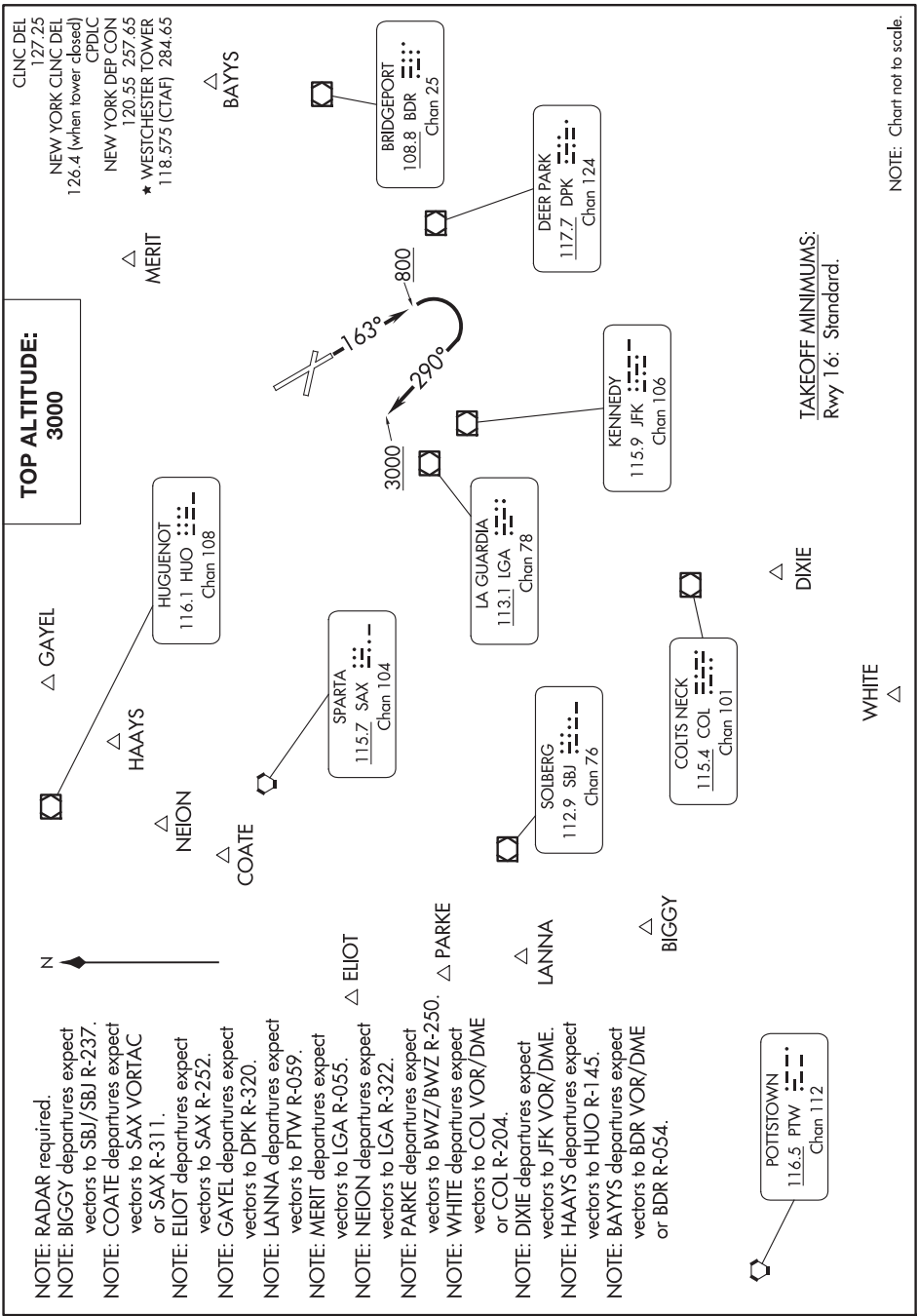
NE-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK



WHITE PLAINS, NEW YORK
WESTCHESTER COUNTY (HPN)





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.

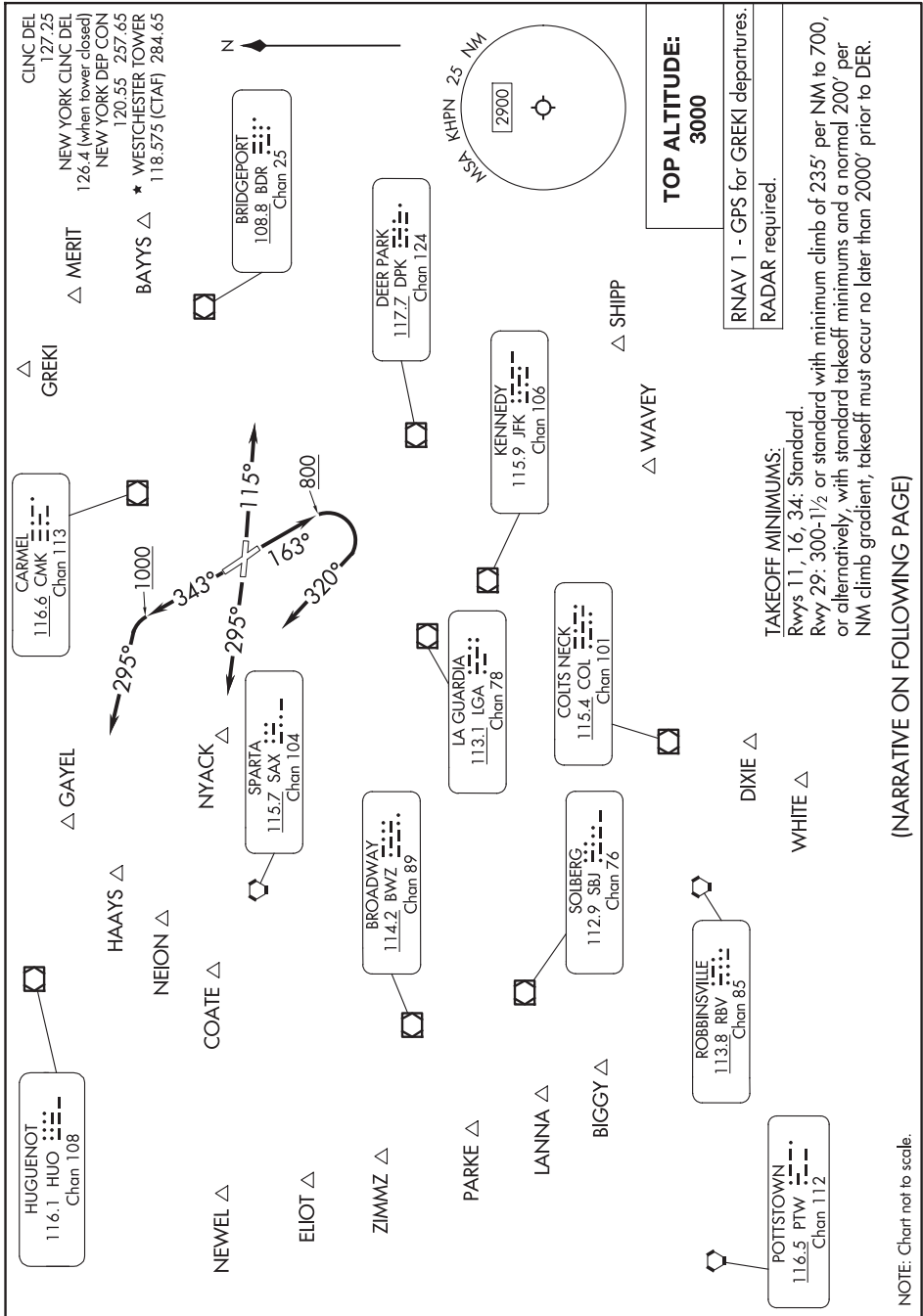
* NOTE: Do not exceed 190K until established on heading 290°.

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WESTCHESTER EIGHT DEPARTURE

WHITE PLAINS, NEW YORK



WESTCHESTER EIGHT DEPARTURE

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

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.

APP CRS 010°	Rwy Idg 5036 TDZE 22 Apt Elev 22
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RNAV (GPS) RWY 1

CAPE MAY COUNTY (WWD)

T Circling NA for Cats C and D NE of Rwy 19 and 28. Rwy 1 helicopter visibility
A reduction below 1 SM NA. Straight-in Rwy 1 NA at night, Circling Rwy 1 NA
at night.

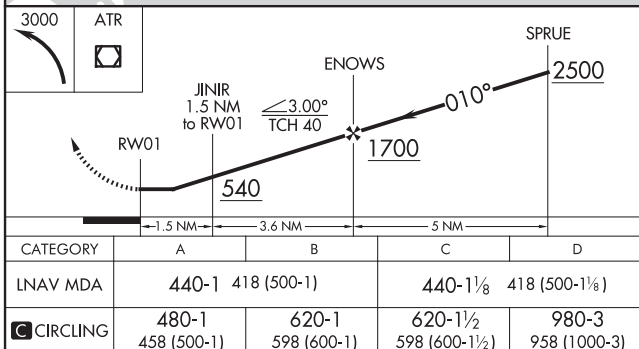
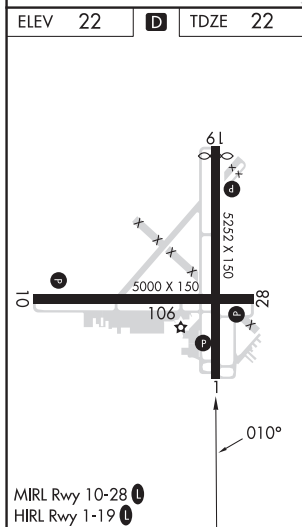
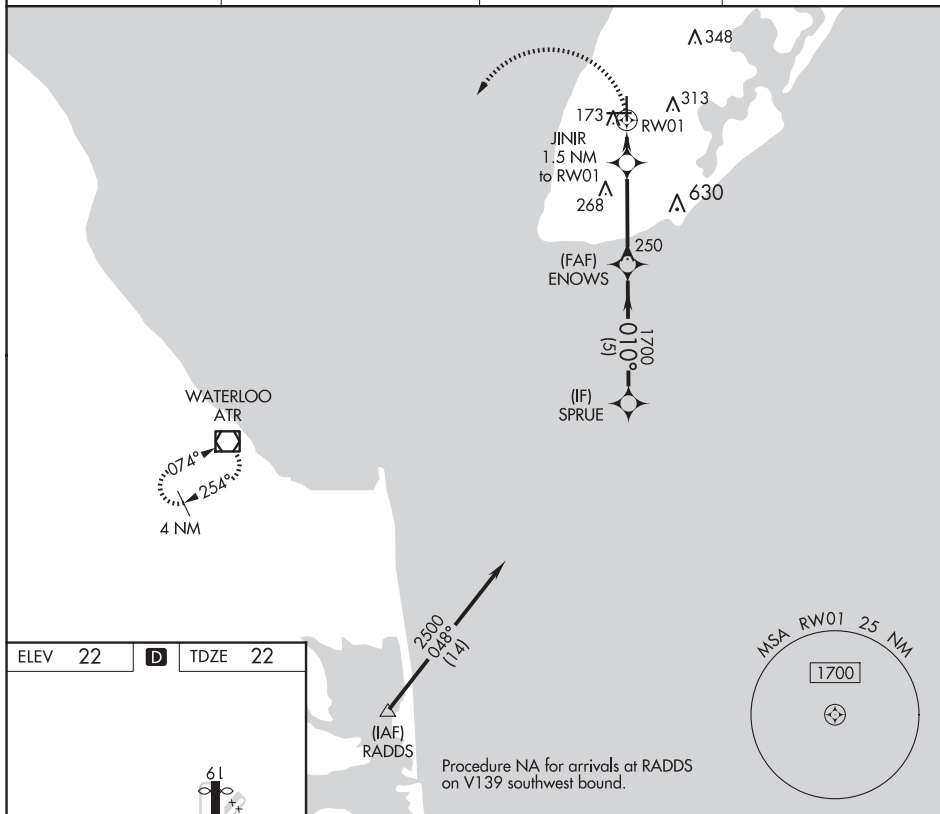
MISSED APPROACH: Climbing left turn to 3000 direct ATR VOR/DME and hold.

AWOS-3PT
118.275

ATLANTIC CITY APP CON
124.6 327.125

CLNC DEL
121.7

UNICOM
122.7 (CTAF) **L**



39°01'N-74°55'W

CAPE MAY COUNTY (WWD)
RNAV (GPS) RWY 1

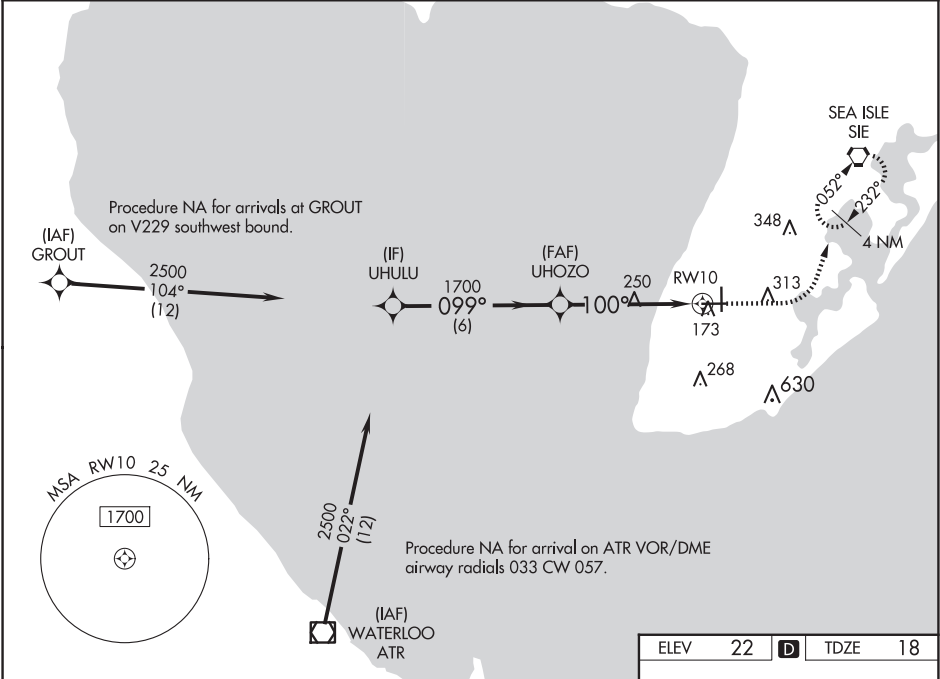
NE-2, 07 AUG 2025 to 02 OCT 2025


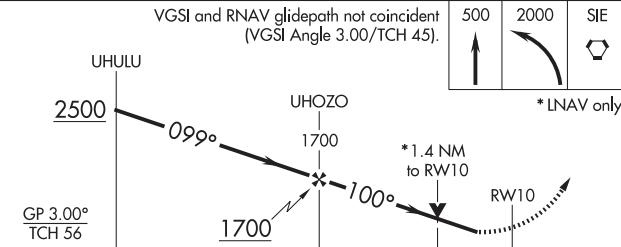



WAAS CH 93541 W10A	APP CRS 100°	Rwy Idg TDZE Apt Elev	5000 18 22
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RNAV (GPS) RWY 10

CAPE MAY COUNTY (WWD)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. Circling NA for Cats C and D northeast of Rwy 19 and 28. Rwy 10 helicopter visibility reduction below ¾ SM NA. Circling Rwy 1 NA at night. ▲		MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct SIE VORTAC and hold.	
AWOS-3PT 118.275	ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 0



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).					500 ↑	2000 ↘	SIE 
 <p>UHULU</p> <p>2500</p> <p>099°</p> <p>UHOZO</p> <p>1700</p> <p>1700</p> <p>100°</p> <p>* 1.4 NM to RW10</p> <p>RW10</p> <p>* LNAV only</p> <p>6 NM</p> <p>3.7 NM</p> <p>1.4 NM</p> <p>100°</p> <p>10</p> <p>5000 X 150</p> <p>106</p> <p>61</p> <p>28</p> <p>1</p>							
CATEGORY	A	B	C	D			
LPV DA	285- $\frac{7}{8}$		267 (300- $\frac{7}{8}$)				
LNAV/VNAV DA	336-1		318 (400-1)				
LNAV MDA	500-1 482 (500-1)		500-1 $\frac{3}{8}$ 482 (500-1 $\frac{3}{8}$)				
 CIRCLING	500-1 478 (500-1)	620-1 598 (600-1)	620-1 $\frac{1}{2}$ 598 (600-1 $\frac{1}{2}$)	980-3 958 (1000-3)	HIRL Rwy 1-19  MIRL Rwy 10-28 		

NE-2, 07 AUG 2025 to 02 OCT 2025

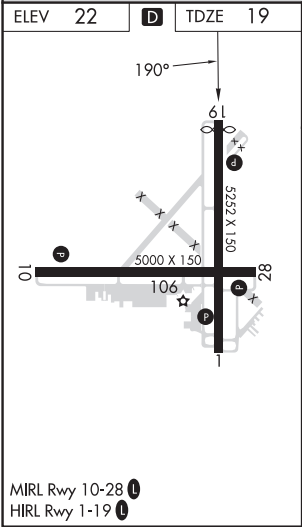
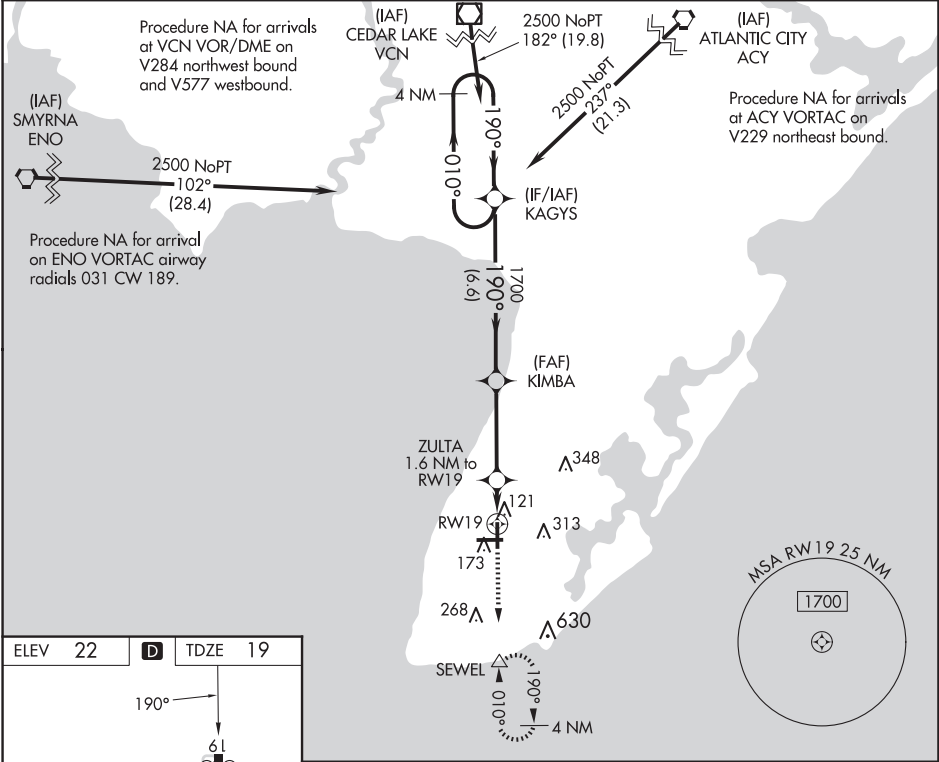
NE-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82400 W19A	APP CRS 190°	Rwy Idg 5036 TDZE 19 Apt Elev 22
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RNAV (GPS) RWY 19
CAPE MAY COUNTY (WWD)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct SEWEL and hold, continue climb-in-hold to 2500.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Circling NA for Cats C and D NE of Rwy 19 and 28. Rwy 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1 NA at night.	

AWOS-3PT 118.275	ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 1
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2500 ↑ *LNAV only.		SEWEL △		4 NM Holding Pattern	
RW19		ZULTA 1.6 NM to RW19		KIMBA 1700	
1.6		3.6 NM		6.6 NM	
2500		1700		GP 3.00° TCH 40	
CATEGORY		A		B	
LPV DA		269-1		250 (300-1)	
LNAV/VNAV DA		392-1¼		373 (400-1¼)	
LNAV MDA		380-1		361 (400-1)	
CIRCLING		480-1 458 (500-1)		620-1 598 (600-1)	
		620-1½ 598 (600-1½)		980-3 958 (1000-3)	

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

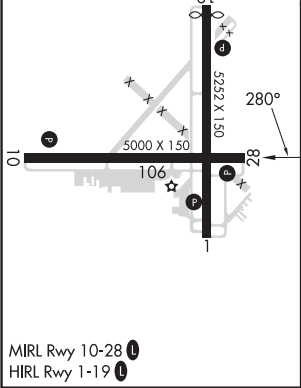
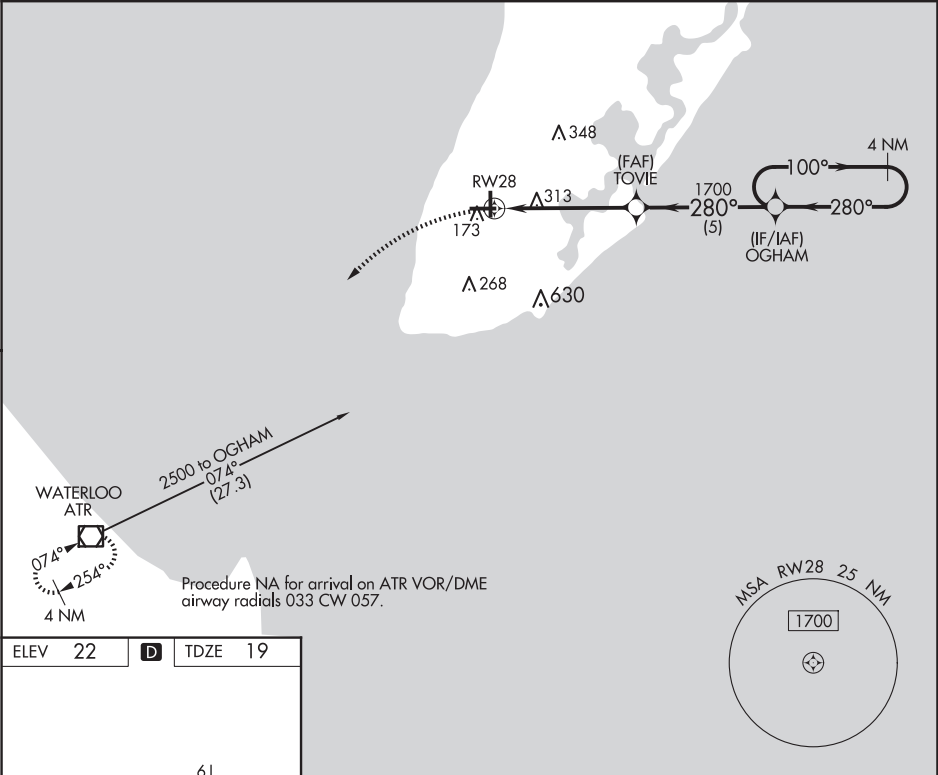
WAAS CH 86741 W28A	APP CRS 280°	Rwy Idg 5000 TDZE 19 Apt Elev 22
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RNAV (GPS) RWY 28

CAPE MAY COUNTY (WWD)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 2500 direct ATR VOR/DME 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 28 helicopter visibility reduction below ¼ SM NA. Circling Rwy 1 NA at night.	

AWOS-3PT 118.275	ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 1
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2500

ATR

1.6 NM to RW28

1.6

3.5 NM

5 NM

TOVIE

1700

OGHAM

4 NM Holding Pattern

100° →

← 280°

2500

280°

1700

GP 3.00°

TCH 57

CATEGORY	A	B	C	D
LPV DA	665-2½		646 (700-2½)	
LNAV/VNAV DA	634-2½		615 (700-2½)	
LNAV MDA	580-1	561 (600-1)	580-1½	561 (600-1½)
CIRCLING	580-1 558 (600-1)	620-1 598 (600-1)	620-1½ 598 (600-1½)	980-3 958 (1000-3)

Rwy Idg	5036
TDZE	19
Apt Elev	22

LOC RWY 19
CAPE MAY COUNTY (WWD)

T Circling NA for Cats C and D NE of Rwy 19 and 28. Rwy 19 helicopter visibility
A NA reduction below 1 SM NA. Circling Rwy 1 NA at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct SIE VORTAC and hold.

AWOS-3PT
118.275

ATLANTIC CITY APP CON
124.6 327.125

CLNC DEL
121.7UNICOM
122.7 (CTAF) **L**

IAF
CEDAR LAKE
115.2 VCN ::=.
Chan 99

2500 NoPT
182° (19.8)

Procedure NA for arrivals
on VCN VOR/DME on
V284 northwest bound.

Procedure NA for arrivals at ACY VORTAC
on V229 northeast bound.

IAF
ATLANTIC CITY
117.15 ACY $\ddot{::}::$
Chan 118 (Y)

KIM
IN
HOXG
INT

Procedure NA for arrivals
at SIE VORTAC on B24
northwest bound.

SEA ISLE
114.8 SIE 
Chan 95

LOCALIZER 108.9
I-CEJ

1000	2500	SIE


KAGYS INT	One Minute Holding Pattern
--------------	-------------------------------

HOXQU
INT $\angle 3.00^\circ$
TCH 40
460

KIMB.
INT

$\begin{array}{c} \text{010}^\circ \rightarrow \\ \leftarrow 190^\circ \end{array}$

Diagram of a 1D lattice with a unit cell of length 1.3 nm. The lattice constant is 3.9 nm, and the distance between atoms is 6.6 nm.

CATEGORY	A	B	C	D
S-19	460-1	441 (500-1)	460-1 ³ / ₈	441 (500-1 ³ / ₈)
 CIRCLING	480-1 458 (500-1)	620-1 598 (600-1)	620-1 ¹ / ₂ 598 (600-1 ¹ / ₂)	980-3 958 (1000-3)

HOXQU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)

S-19	360-1 341 (400-1)			
C CIRCLING	480-1 458 (500-1)	620-1 598 (600-1)	620-1½ 598 (600-1½)	980-3 958 (1000-3)

ELEV	22	D	TDZE	19
------	----	---	------	----

190°

61

5232 X 150

5000 X 150

106

10

28

MIRA (L)

MIRA (L)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

WILDWOOD, NEW JERSEY
Amdt 7A 11OCT18

39°01'N-74°55'W

CAPE MAY COUNTY (WWD)
LOC RWY 19

NE-2, 07 AUG 2025 to 02 OCT 2025

VORTAC SIE 114.8 Chan 95	APP CRS 236°	Rwy Idg TDZE Apt Elev N/A N/A 22	<div>VOR-A</div> <div>CAPE MAY COUNTY (WWD)</div>
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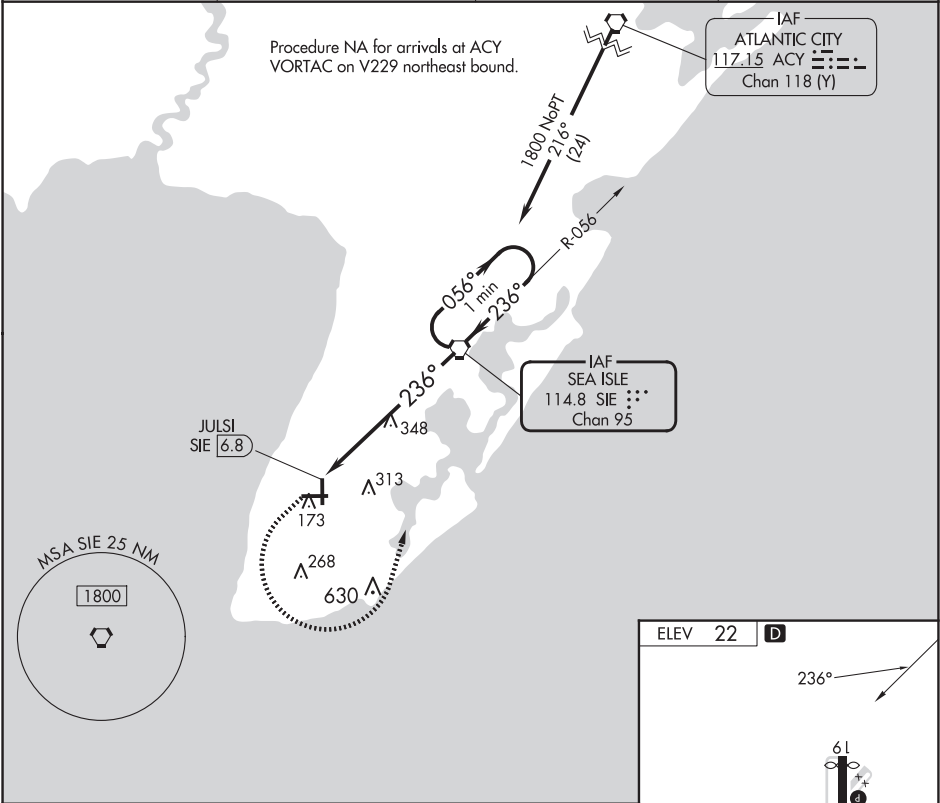
⚠

⚠

Circling NA for Cats C and D NE of Rwy 19 and 28.
Circling Rwy 1 NA at night.

MISSED APPROACH: Climb to 800 then climbing
left turn to 1800 direct SIE VORTAC and hold.

AWOS-3PT 118.275	ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 1
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800

1800

SIE

↑

↶

⬡

One Minute Holding Pattern

SIE VORTAC

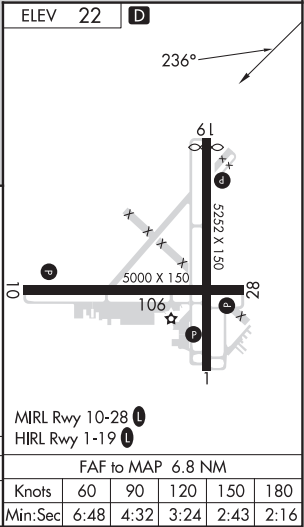
056° → 1800

← 236°

JULSI SIE 6.8

6.8 NM

CATEGORY	A	B	C	D	FAF to MAP 6.8 NM					
CIRCLING	640-7 ⁸ / ₈ 618 (700-7 ⁸ / ₈)	640-1 618 (700-1)	640-1 ³ / ₄ 618 (700-1 ³ / ₄)	980-3 958 (1000-3)	Knots	60	90	120	150	180
					Min:Sec	6:48	4:32	3:24	2:43	2:16



WILLIAMSON/SODUS, NEW YORK

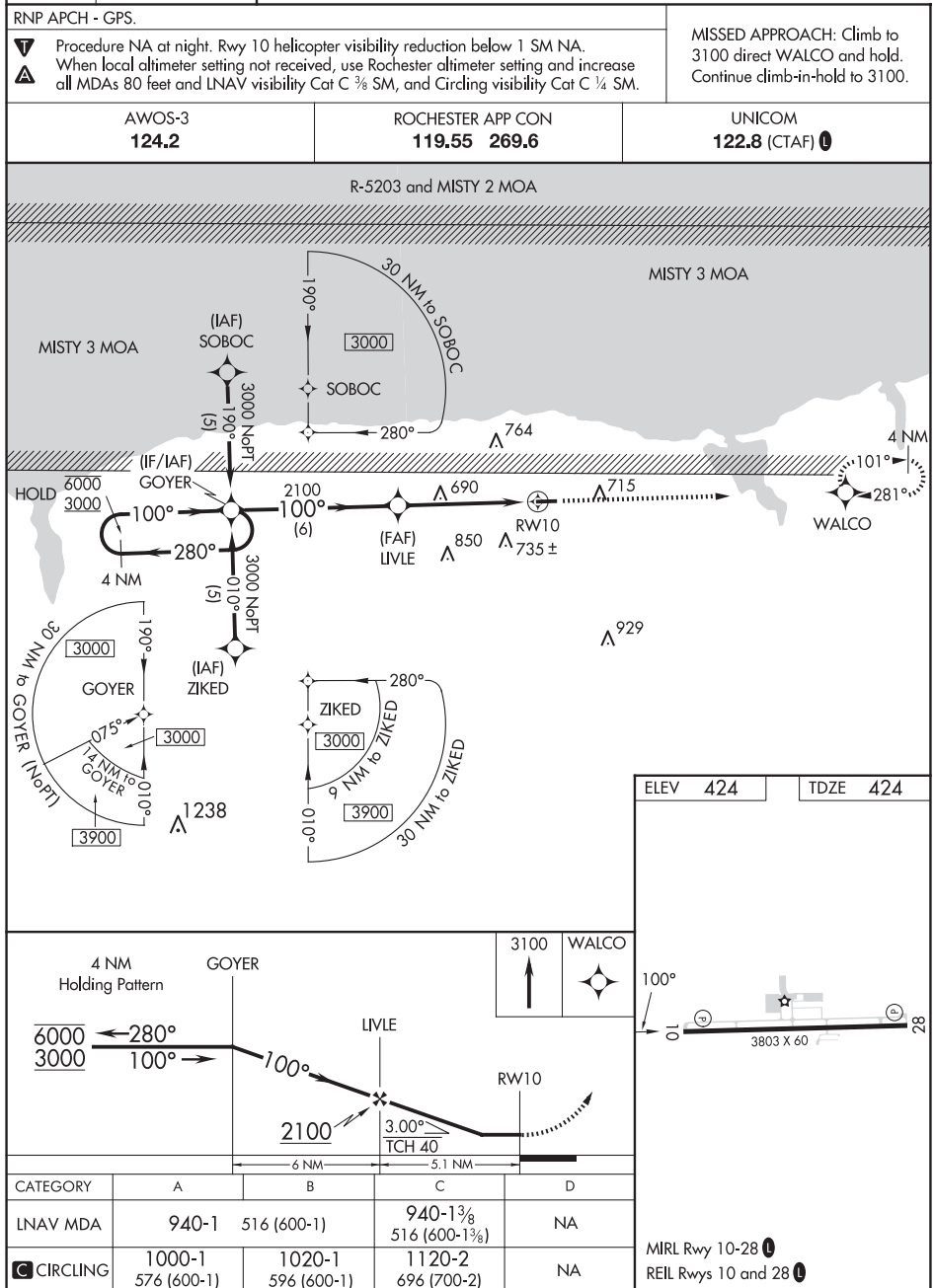
AL-6214 (FAA)

22307

APP CRS	Rwy Idg	3803
100°	TDZE	424
	Apt Elev	424

RNAV (GPS) RWY 10

WILLIAMSON/SODUS (SDC)



NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

WILLIAMSON/SODUS, NEW YORK

Amdt 1C 06OCT22

43°14'N-77°07'W

WILLIAMSON/SODUS (SDC)
RNAV (GPS) RWY 10

APP CRS	Rwy Idg	3803
280°	TDZE	422
	Apt Elev	424

RNAV (GPS) RWY 28
WILLIAMSON/SODUS (SDC)

RNP APCH - GPS.

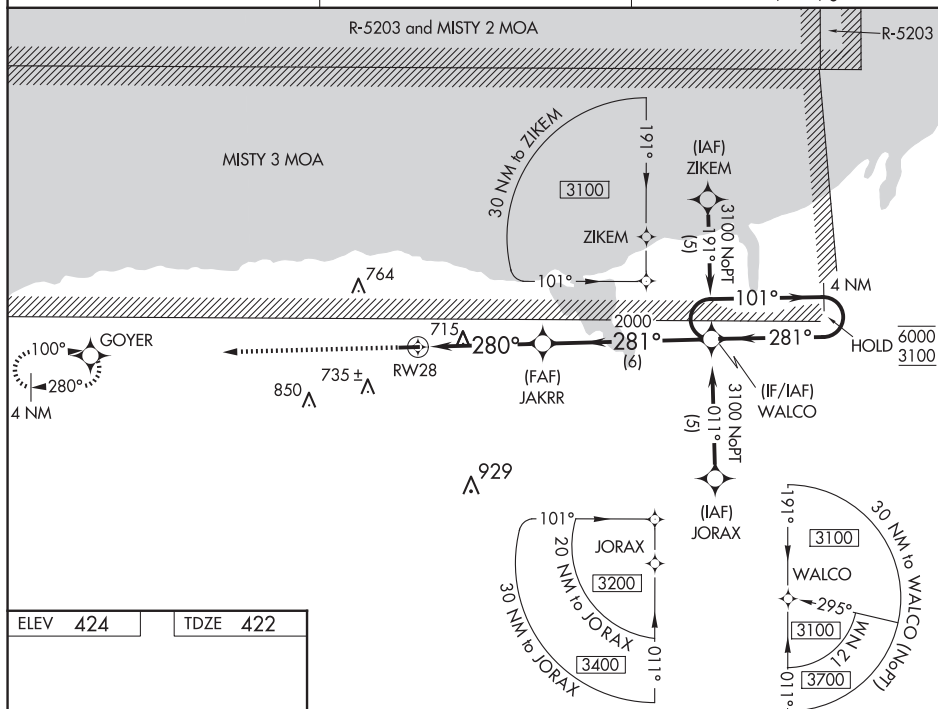


Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rochester altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C $\frac{1}{8}$ SM, and Circling visibility Cat C $\frac{1}{4}$ SM.

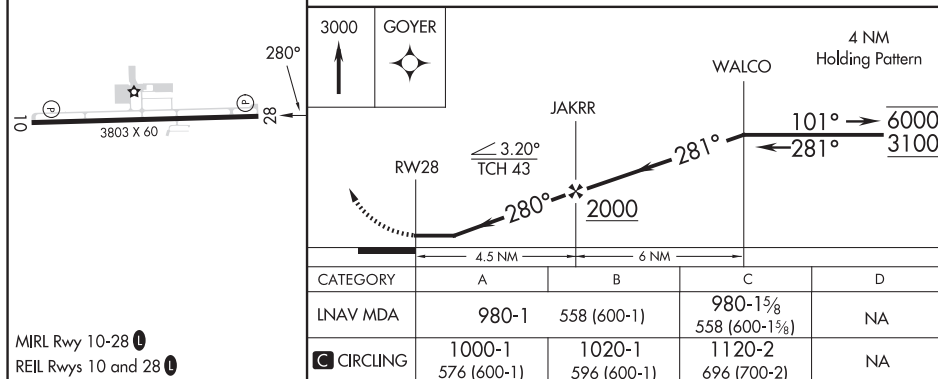
MISSED APPROACH.
Climb to 3000 direct
GOYER and hold.

AWOS-3
124.2

ROCHESTER APP CON
119.55 269.6

UNICOM
122.8 (CTAF) **L**

ELEV	424		TDZE	422
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WOODBINE, NEW JERSEY

AL-6587 (FAA)

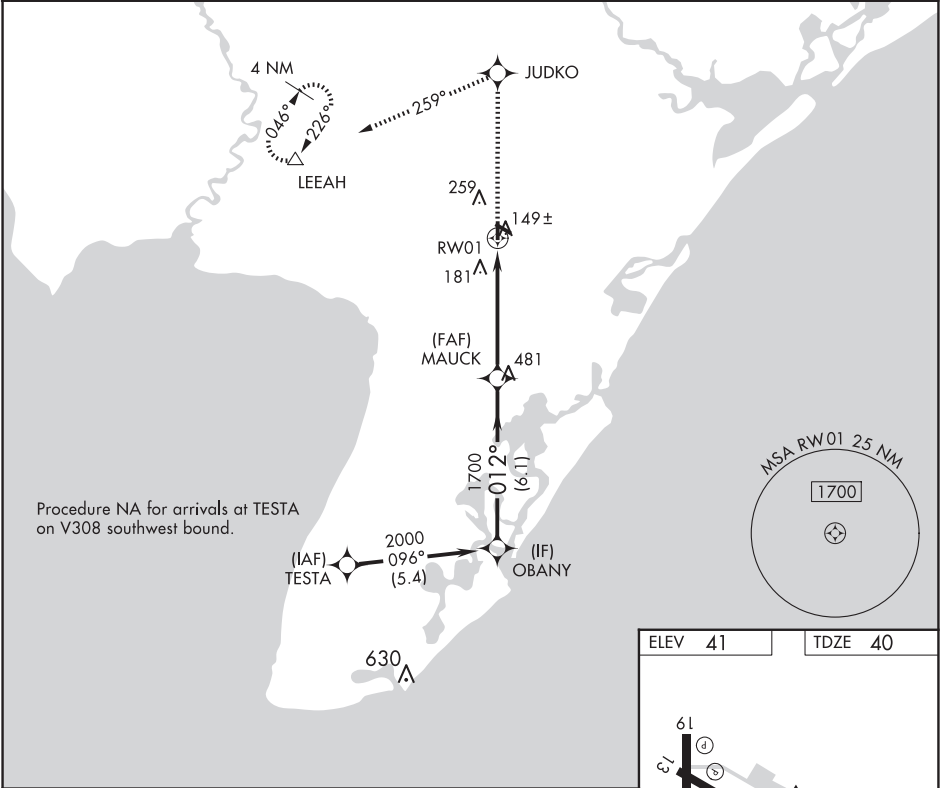
23222




APP CRS	Rwy Idg	3304
012°	TDZE	40
	Apt Elev	41

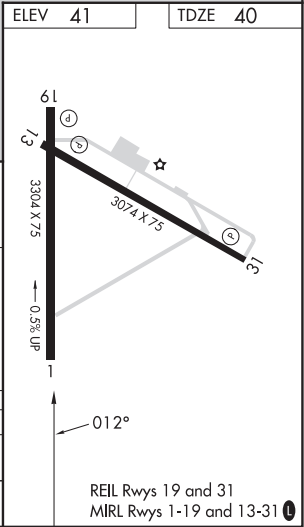
RNAV (GPS) RWY 1

WOODBINE MUNI (OBI)

RNP APCH.		MISSED APPROACH: Climb to 2000 direct JUDKO and on track 259° to LEEAH and hold.	
When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cat C visibility ¼ mile. VDP NA when using Millville Muni altimeter setting. Circling Rwy 13, 19, 31 NA at night. Rwy 1 helicopter visibility reduction below ¾ SM NA.			
AWOS-3	ATLANTIC CITY APP CON	GCO	UNICOM
120.475	124.6 327.125	121.725	123.05 (CTAF) 0



Procedure Turn NA	OBANY			2000	MAUCK	2000	JUDKO	tr 259°	LEEAH
	012°			1700					
	6.1 NM			3.9 NM		1.2 NM			
	A			B		C	D		
	LNAV MDA	440-1 400 (400-1)				440-1½ 400 (400-1½)	NA		
CIRCLING	620-1 579 (600-1)			620-1½ 579 (600-1½)	NA				



WOODBINE, NEW JERSEY
Orig-C 06DEC18

39°13'N-74°48'W

WOODBINE MUNI (OBI)

RNAV (GPS) RWY 1

NE-2, 07 AUG 2025 to 02 OCT 2025

NE-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3304
192°	TDZE	41
	Apt Elev	41

RNAV (GPS) RWY 19
WOODBINE MUNI (OBI)

WOODBINE MUNI (OBI)

T
A NA

Rwy 19 Straight-in and Circling and Circling to Rwy 13, 31 NA at night. Rwy 13, 19, 31 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet, and increase LNAV Cat C visibility ¼ mile.

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

AWOS-3 120.475	ATLANTIC CITY APP CON 124.6 327.125	GCO 121.725	UNICOM 123.05 (CTAF)
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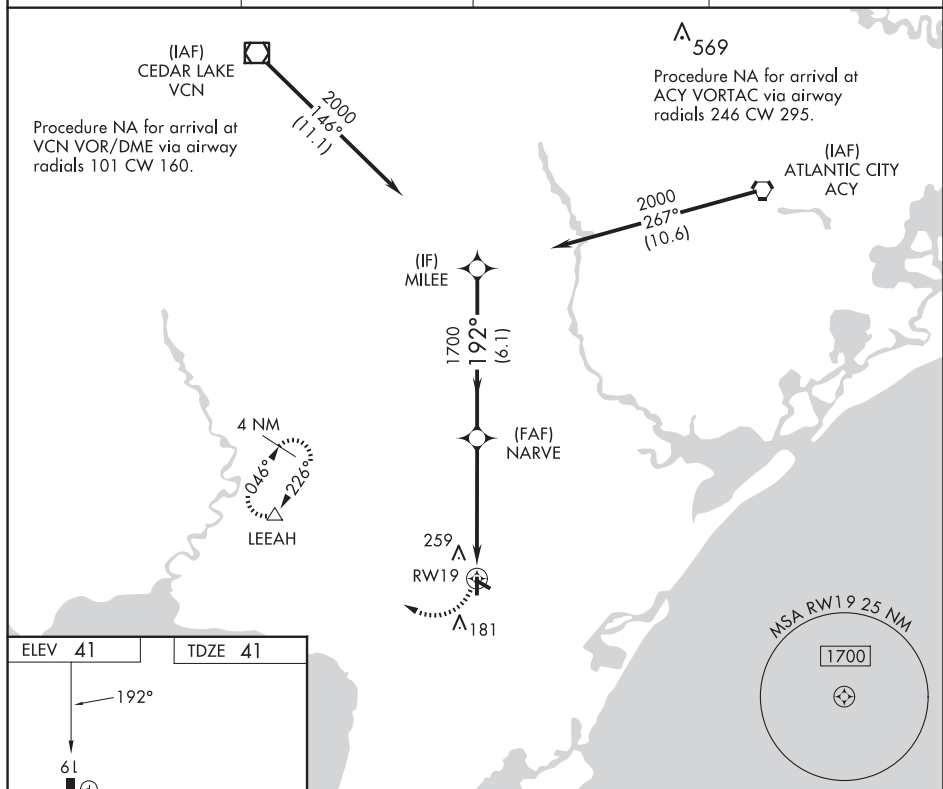


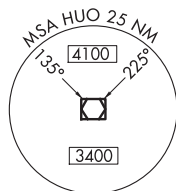
Diagram illustrating the REIL (Right-End Illumination) and MIRL (Main Illumination) systems for Runway 19 and 31.

The diagram shows a vertical line representing the REIL system, labeled "REIL Rwy 19 and 31". The vertical line is marked with "1" at the bottom and "61" at the top. A horizontal line is labeled "ELEV 41". A vertical line is labeled "TDZE 41". A diagonal line is labeled "3074 X 75". A vertical line is labeled "3004 X 75". A horizontal line is labeled "0.5% UP". A vertical line is labeled "192°". A vertical line is labeled "1:3". A vertical line is labeled "1". A vertical line is labeled "61". A vertical line is labeled "3074 X 75". A vertical line is labeled "3004 X 75". A horizontal line is labeled "0.5% UP". A vertical line is labeled "192°". A vertical line is labeled "1:3". A vertical line is labeled "1". A vertical line is labeled "61".

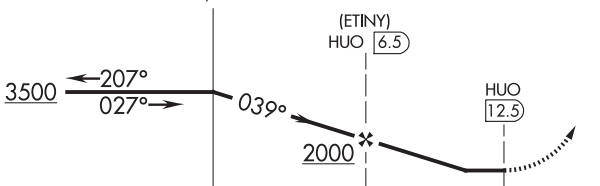
CATEGORY	A	B	C	D
LNNAV MDA	500-1 459 (500-1)		500-1¼ 459 (500-1¼)	NA
CIRCLING	620-1 579 (600-1)		620-1½ 579 (600-1½)	NA

VOR/DME or GPS RWY 5
WURTSBORO/SULLIVAN COUNTY (N82)

MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HUGO VOR/DME and hold.

UNICOM
122.8 (CTAF)

HUC



WURTSBORO/SULLIVAN COUNTY (N82)
VOR/DME or GPS RWY 5

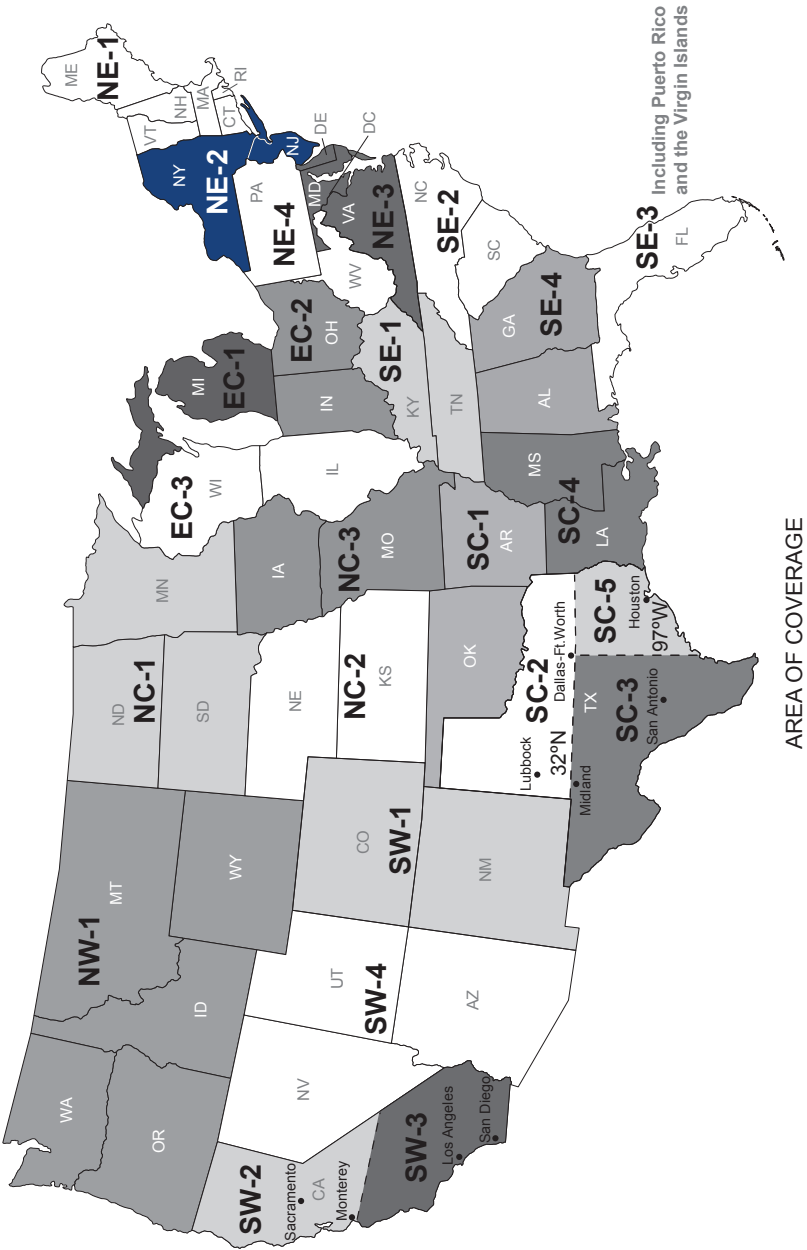
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

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EFF. DATE 25219