

NE-2

NJ NY

10 NOV 16 to 05 JAN 17



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Northeast (NE) Vol 2 of 4

Effective: 0901Z

10 NOV 2016

to: 0901Z

05 JAN 2017

Consult the Change Notice
(CN) effective 08 DEC 2016 for
revised Instrument Procedure
Charts for this volume



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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

**FOR CHARTING ERRORS,
OR FOR CHANGES, ADDITIONS,
RECOMMENDATIONS ON
PROCEDURAL ASPECTS CONTACT:**

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

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

INOP COMPONENTS

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument 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 glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

(1) ILS, PAR, RNAV (LPV line of minima) and GLS

Inoperative Component or Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	¼ mile

(2) ILS with visibility minimum of 1,800 RVR

ALSF 1 & 2, MALSR, & SSALR	ABCD	To 4000 RVR
TDZL RCLS	ABCD	To 2400 RVR*
RVR	ABCD	To ½ mile

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

(3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR, RNAV (LNAV/VNAV, LP, LNAV lines of minima) and RNP

Inoperative Visual Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	½ mile
SSALS, MALS, & ODALS	ABC	¼ mile

(4) NDB

ALSF 1 & 2, MALSR, & SSALR	C	½ mile
MALS, SSALS, ODALS	ABD	¼ mile
	ABC	¼ mile

TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

CATEGORY	A		B	C	D
	MDA	HAA	MDA	MDA	MDA
S-ILS 27	1352/24			200	(200-½)
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)

COPTER MINIMA ONLY

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

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

Copter Approach Direction Height of MDA/DA Above Landing Area (HAL) No circling minimums are provided

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 RESTRICTED AIRPORTS

NOTE: A **⊗** -12°C/10°F symbol and associated temperature indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required. See following Cold Temperature Error Table to make manual corrections. See Notices to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature/s, segments and procedure information. www.faa.gov/air_traffic/publications/notices

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. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. 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

TERMS/LANDING MINIMA DATA

TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

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

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 1800 RVR, use 2400 RVR with the resultant visibility of 1/2 mile.

RVR (feet)	Visibility (statute miles)	RVR (feet)	Visibility (statute miles)
1600	1/4	4500	3/8
2400	1/2	5000	1
3200	5/8	6000	1 1/4
4000	3/4		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-1/4)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-1/4)				
ASR	10		ABC	560/40	463	(500-3/4)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1 1/4)
CIR	10		AB	560-1/4	463	(500-1 1/4)	CDE	560-1/2	463	(500-1 1/2)
	28		AB	600-1 1/4	503	(600-1 1/4)	CDE	600-1 1/2	503	(600-1 1/2)

Visibility in Statute Miles ↙

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

Radars Minima:

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

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

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

⚠ Takeoff Minimums not standard and/or Departure Procedures are published. Refer to tabulation.

TERMS/LANDING MINIMA DATA

GENERAL INFO

GENERAL INFORMATION

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

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREQ3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREQ3.EWC).

RNAV DP and STAR. Effective March 15, 2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

Standard RNAV 1 Procedure Chart Notes

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required

Some procedures may require use of GPS and will be identified by a "GPS required" note.

RNAV 1 Procedure Characteristics and Operations

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

GENERAL INFO

GENERAL INFO

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

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.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

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 in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings 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.

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

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

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

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

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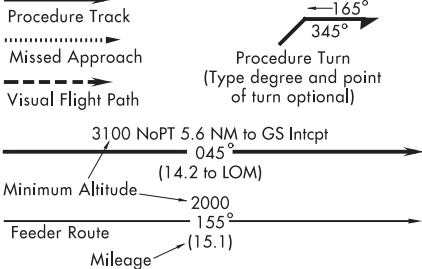
GENERAL INFO

LEGEND

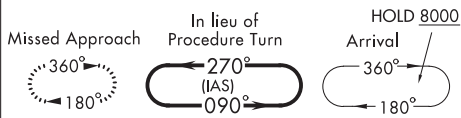
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

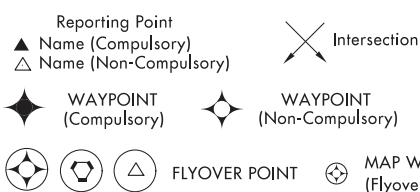


HOLDING PATTERNS

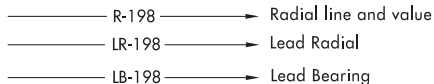
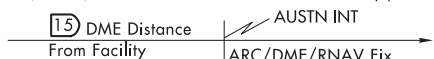


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the standard. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS



Computer Navigation Fix (CNF)
x (NAME) ("x" omitted when it conflicts with runway pattern)



ALTITUDES

<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block Altitude
<u>4300</u> Maximum Altitude	

INDICATED AIRSPEED

<u>175K</u>	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:



Non-Compulsory:



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

Marker Beacon

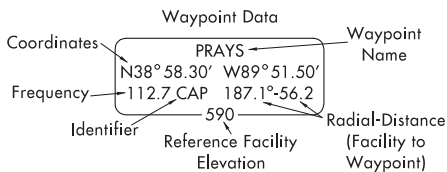
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

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

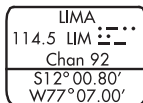
SDF Course

LOC/DME

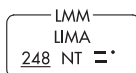
LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



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LEGEND

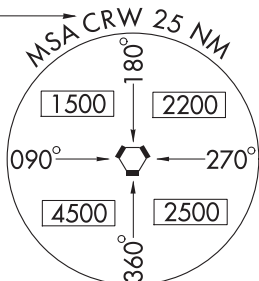
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INSTRUMENT APPROACH PROCEDURES (CHARTS)

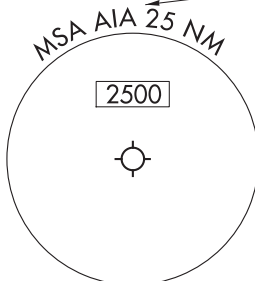
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

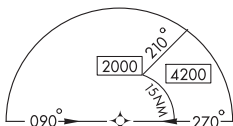


Airport Identifier

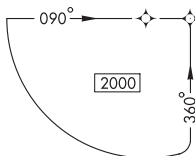


(arrows on distance circle identify sectors)

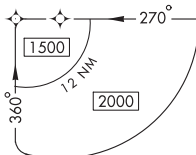
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area

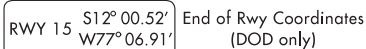


Right Base Area



Left Base Area

MISCELLANEOUS



AIRPORTS



SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

W-Warning

A-Alert

OBSTACLES



LEGEND

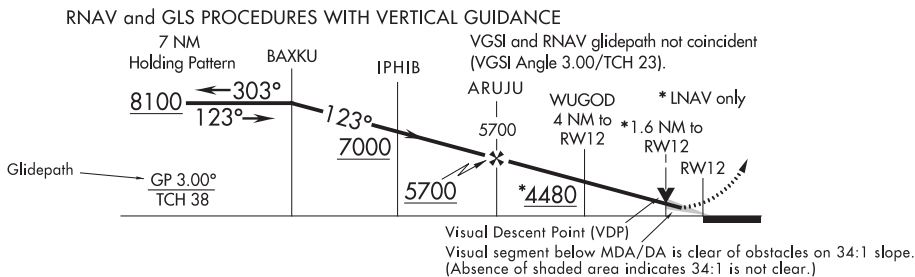
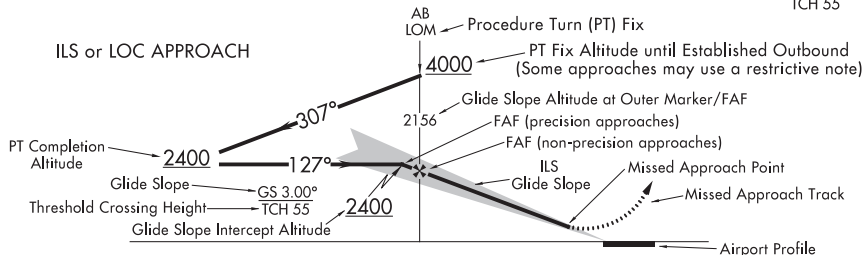
PROFILE VIEW

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

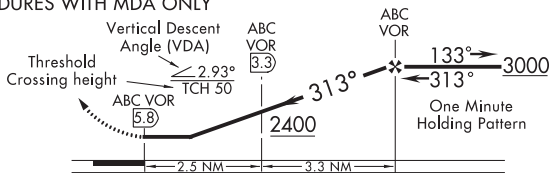
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: **GS 3.00°**, TCH 55

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

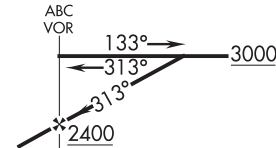
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure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



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



DESCENT FROM HOLDING PATTERN



ALTITUDES	
<u>5500</u> Mandatory Altitude	<u>3000</u> Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block Altitude
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

PROFILE SYMBOLS

Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.

Visual Descent Point (VDP)

Visual Flight Path

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

LEGEND

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

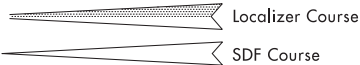
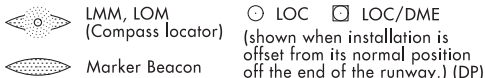
Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

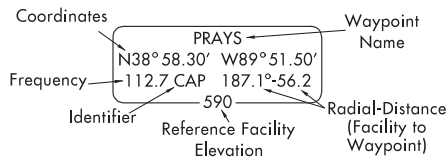
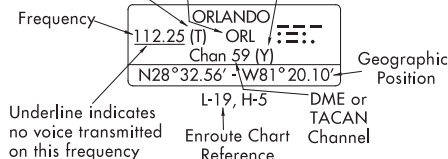
Compulsory:



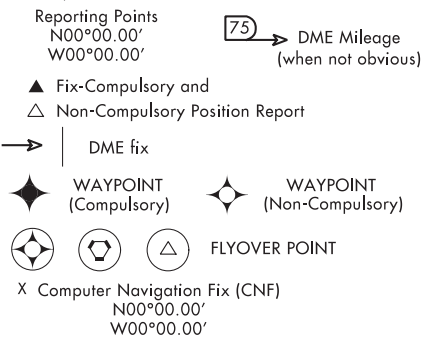
Non-Compulsory:



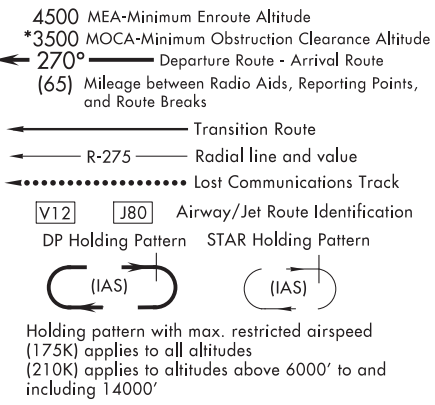
(T) indicates frequency protection range (STAR)
 Identifier
 Frequency
 (Y) TACAN must be placed in "Y" mode to receive distance information
 Geographic Position
 L-19, H-5
 Enroute Chart Reference
 DME or TACAN Channel



FIXES/ATC REPORTING REQUIREMENTS



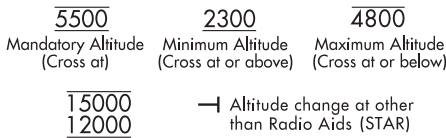
ROUTES



SPECIAL USE AIRSPACE



ALTITUDES



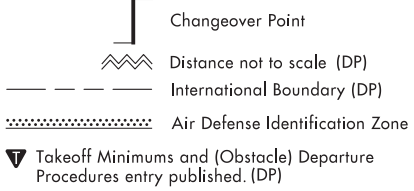
INDICATED AIRSPEED



AIRPORTS



MISCELLANEOUS



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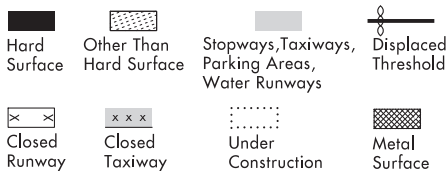
LEGEND

LEGEND

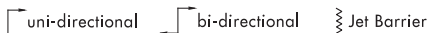
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

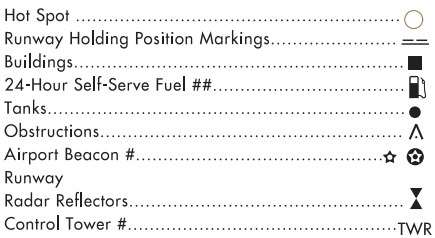


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM  (EMAS)


REFERENCE FEATURES



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

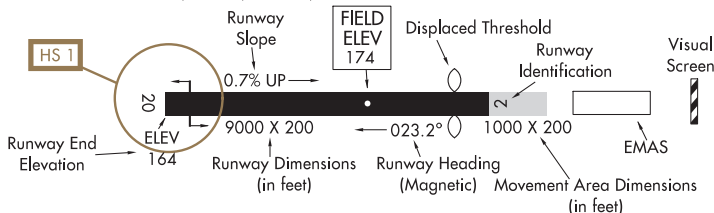
A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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.











Runway Weight Bearing Capacity/ or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325




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.

Helicopter Alighting Areas     
 Negative Symbols used to identify Copter Procedures landing point.....     

Runway Threshold elevation.....THRE 123
 Runway TDZ elevation.....TDZE 123
 ← 0.3% DOWN
 Runway Slope.....0.8% UP →
 (shown when runway slope is greater than or equal to 0.3%)

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 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.

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

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LEGEND

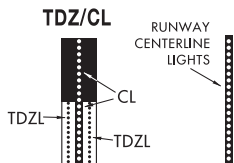
LEGEND

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

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

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

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS



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

SHORT APPROACH LIGHTING SYSTEM

(A2)

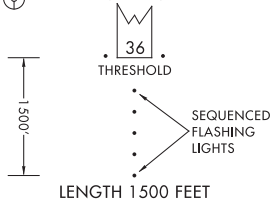
SALS/SALSF
(High Intensity)

SAME AS INNER 1500' OF ALSF-1

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

(V)

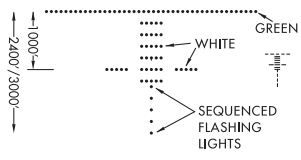
ODALS



SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights

(A3)

SSALR



(High Intensity)
LENGTH 2400/3000 FEET

VISUAL APPROACH SLOPE INDICATOR

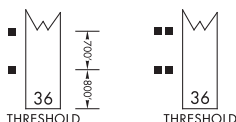
VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

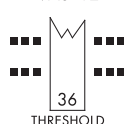
- ALL LIGHTS WHITE — TOO HIGH
- FAR LIGHTS RED — ON GLIDE SLOPE
- NEAR LIGHTS WHITE — TOO LOW
- ALL LIGHTS RED — TOO LOW

VASI 2

VASI 4



VASI 12



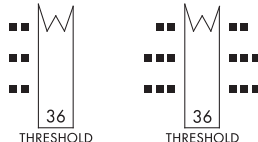
VISUAL APPROACH SLOPE INDICATOR

VASI

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

VASI 6

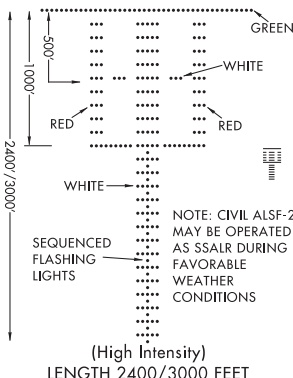
VASI 16



APPROACH LIGHTING SYSTEM

(A)

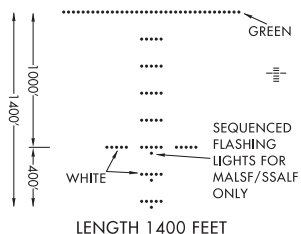
ALSF-2



(High Intensity)
LENGTH 2400/3000 FEET

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

(A4)

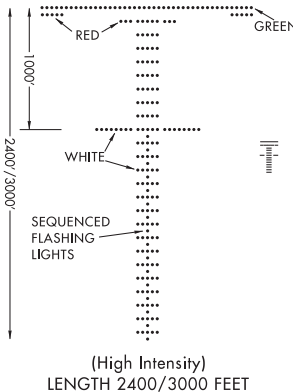


LENGTH 1400 FEET

APPROACH LIGHTING SYSTEM

(A1)

ALSF-1



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights

(A5)

MALSR

SAME LIGHT CONFIGURATION AS SSALR.

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LEGEND

04330
LEGEND

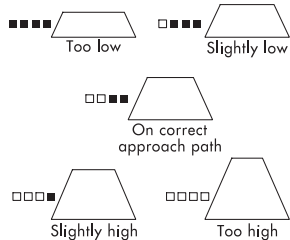
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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., (A₁F). Negative symbology, e.g., (A₁), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH PATH INDICATOR**

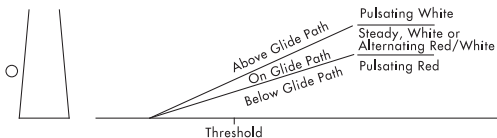
PAPI



Legend: □ White ■ Red

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

PVASI



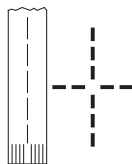
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

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

"T"-VASI

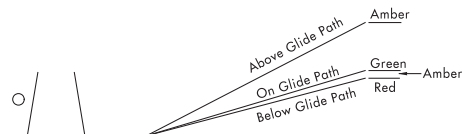


"T" ON BOTH SIDES OF RWY
ALL LIGHTS VARIABLE WHITE.
CORRECT APPROACH SLOPE-
ONLY CROSS BAR VISIBLE.
UPRIGHT "T"- FLY UP.
INVERTED "T"- FLY DOWN.
RED "T"- GROSS
UNDERSHOOT.



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

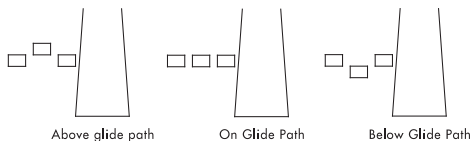
TRCV



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

(V₅) **ALIGNMENT OF ELEMENTS SYSTEMS**

APAP



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

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LEGEND

FREQ PAIRING

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		

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ADIRONDACK RGNL			ATLANTIC CITY, NJ		
---SEE SARANAC LAKE, NY			ATLANTIC CITY INTL(ACY)		
AEROFLEX-ANDOVER			TAKEOFF MINIMUMS	L	
---SEE ANDOVER, NJ			ALTERNATE MINIMUMS	M	
AKRON, NY			RADAR MINIMUMS	N	
AKRON(9G3)			LAHSO	O	
TAKEOFF MINIMUMS	L		IAPS	ILS OR LOC RWY 13	20
IAPS	RNAV (GPS) RWY 07	1		ILS OR LOC/DME RWY 31	21
	RNAV (GPS) RWY 25	2		RNAV (RNP) Z RWY 13	22
				RNAV (RNP) Z RWY 31	23
				RNAV (GPS) RWY 04	24
				RNAV (GPS) RWY 22	25
				RNAV (GPS) Y RWY 13	26
				RNAV (GPS) Y RWY 31	27
				VOR/DME RWY 22	28
				VOR RWY 04	29
				VOR RWY 13	30
				VOR RWY 31	31
				COPTER ILS OR LOC/DME RWY 13	32
			AIRPORT DIAGRAM	33	
			DPS	ATLANTIC CITY ONE	34
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ALBANY INTL(ALB)			GENESEE COUNTY(GVQ)		
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ALTERNATE MINIMUMS	M		IAPS	ILS OR LOC RWY 28	35
LAHSO	O			RNAV (GPS) RWY 10	36
HOT SPOT	P			RNAV (GPS) RWY 28	37
IAPS	ILS OR LOC RWY 01	3		VOR/DME-A	38
	ILS OR LOC RWY 19	4			
	ILS RWY 01 (SA CAT II)	5			
	RNAV (RNP) Z RWY 01	6			
	RNAV (RNP) Z RWY 19	7			
	RNAV (GPS) RWY 10	8			
	RNAV (GPS) RWY 28	9			
	RNAV (GPS) Y RWY 01	10			
	RNAV (GPS) Y RWY 19	11			
	VOR RWY 28	12			
	AIRPORT DIAGRAM	13			
	DPS	ALBANY SIX			
		14			
ALBION, NY			BELMAR-FARMINGDALE, NJ		
PINE HILL(9G6)			MONMOUTH EXECUTIVE(BLM)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS)-B	16	ALTERNATE MINIMUMS	M	
AIRPORT DIAGRAM	17		STARS	SEA ISLE FOUR	233
			IAPS	RNAV (GPS) RWY 14	39
				RNAV (GPS) RWY 32	40
				VOR-A	41
ALEXANDRIA			BERLIN, NJ		
---SEE PITTSSTOWN, NJ			CAMDEN COUNTY(19N)		
ANDOVER, NJ			TAKEOFF MINIMUMS	L	
AEROFLEX-ANDOVER(12N)			IAPS	RNAV (GPS) RWY 05	42
TAKEOFF MINIMUMS	L			RNAV (GPS) RWY 23	43
ALTERNATE MINIMUMS	M			VOR-B	44
IAPS	RNAV (GPS) RWY 03	18			
	VOR-A	19			
			BINGHAMTON, NY		
			GREATER BINGHAMTON/EDWIN A. LINK FIELD		
			(BGM)		
			TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
			HOT SPOT	P	
			IAPS	ILS OR LOC RWY 16	45
				ILS OR LOC RWY 34	46
				RNAV (GPS) RWY 10	47
				RNAV (GPS) RWY 16	48
				RNAV (GPS) RWY 28	49
				RNAV (GPS) RWY 34	50
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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
BLAIRSTOWN, NJ			CATTARAUGUS COUNTY-OLEAN		
BLAIRSTOWN(1N7)			---SEE OLEAN, NY		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 07	52	CENTRAL JERSEY RGNL		
	RNAV (GPS) RWY 25	53	---SEE MANVILLE, NJ		
	VOR RWY 25	54			
BROCKPORT, NY			CHAUTAUQUA COUNTY/DUNKIRK		
LEDGEDALE AIRPARK(7G0)			---SEE DUNKIRK, NY		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 28	55	CHAUTAUQUA COUNTY/JAMESTOWN		
			---SEE JAMESTOWN, NY		
BROOKHAVEN			COLUMBIA COUNTY		
---SEE SHIRLEY, NY			---SEE HUDSON, NY		
BUFFALO, NY			CORTLAND, NY		
BUFFALO AIRFIELD(9G0)			CORTLAND COUNTY-CHASE FIELD(N03)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 06	56	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 24	57	IAPS	GPS RWY 06	78
BUFFALO NIAGARA INTL(BUF)				GPS RWY 24	79
TAKEOFF MINIMUMS		L		VOR OR GPS-A	80
HOT SPOT		P	CROSS KEYS, NJ		
IAPS	ILS OR LOC RWY 05	58	CROSS KEYS(17N)		
	ILS OR LOC RWY 23	59	TAKEOFF MINIMUMS		L
	ILS OR LOC/DME RWY 32	60	IAPS	VOR OR GPS RWY 09	81
	RNAV (RNP) Z RWY 05	61	DANVILLE, NY		
	RNAV (RNP) Z RWY 23	62	DANVILLE MUNI(DSV)		
	RNAV (GPS) RWY 14	63	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 32	64	ALTERNATE MINIMUMS		M
	RNAV (GPS) Y RWY 05	65	IAPS	RNAV (GPS) RWY 14	82
	RNAV (GPS) Y RWY 23	66		RNAV (GPS) RWY 18	83
AIRPORT DIAGRAM		67		RNAV (GPS)-A	84
DPS	BUFFALO FIVE	68	DUNKIRK, NY		
CALDWELL, NJ			CHAUTAUQUA COUNTY/DUNKIRK(DKK)		
ESSEX COUNTY(CDW)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 06	85
HOT SPOT		P		RNAV (GPS) RWY 15	86
STARS	JAIKE THREE (RNAV)	Z10		RNAV (GPS) RWY 24	87
	MAZIE TWO (RNAV)	Z20		RNAV (GPS) RWY 33	88
	WILKES-BARRE FOUR	Z37		VOR RWY 24	89
IAPS	RNAV (GPS) RWY 04	70	DUTCHESS COUNTY		
	RNAV (GPS) RWY 10	71	---SEE POUGHKEEPSIE, NY		
	RNAV (GPS) RWY 22	72			
	LOC RWY 22	73	EAGLES NEST		
AIRPORT DIAGRAM		74	---SEE WEST CREEK, NJ		
CAMDEN COUNTY					
---SEE BERLIN, NJ					
CANANDAIGUA, NY					
CANANDAIGUA(D38)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 13	75			
	RNAV (GPS) RWY 31	76			
	VOR-A	77			
CAPE MAY COUNTY					
---SEE WILDWOOD, NJ					

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EAST HAMPTON(HTO)			REPUBLIC(FRG)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) X RWY 10	90	ALTERNATE MINIMUMS		M
	RNAV (GPS) Y RWY 10	91	LAHSO		O
	RNAV (GPS) Y RWY 28	92	STARS	CAMRN FOUR	Z3
	RNAV (GPS) Z RWY 10	93		KINGSTON ONE	Z15
	RNAV (GPS) Z RWY 28	94		LENDY SIX	Z18
	VOR-A	95		PARCH TWO (RNAV)	Z26
				PAWLING TWO	Z27
				ROBER TWO	Z31
ELIZABETH FIELD			IAPS	ILS OR LOC RWY 14	109
---SEE FISHERS ISLAND, NY				RNAV (RNP) Z RWY 14	110
ELLENVILLE, NY				RNAV (GPS) RWY 01	111
JOSEPH Y RESNICK(N89)				RNAV (GPS) RWY 19	112
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 32	113
IAPS	GPS RWY 04	96		RNAV (GPS) Y RWY 14	114
	GPS RWY 22	97		NDB RWY 01	115
ELMIRA, NY			AIRPORT DIAGRAM		116
ELMIRA/CORNING RGNL(ELM)			DPS	DEEZZ FOUR (RNAV)	117
TAKEOFF MINIMUMS		L		FARMINGDALE FIVE	119
ALTERNATE MINIMUMS		M	FINGER LAKES RGNL		
IAPS	ILS OR LOC RWY 06	98	---SEE SENECA FALLS, NY		
	ILS OR LOC RWY 24	99	FISHERS ISLAND, NY		
	RNAV (GPS) RWY 06	100	ELIZABETH FIELD(0B8)		
	RNAV (GPS) RWY 10	101	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 24	102	IAPS	VOR OR GPS-A	120
	RNAV (GPS) RWY 28	103	FLOYD BENNETT MEMORIAL		
AIRPORT DIAGRAM		104	---SEE GLENS FALLS, NY		
DPS	ELMIRA FOUR	105	FLYING W		
ELMIRA/CORNING RGNL			---SEE LUMBERTON, NJ		
---SEE ELMIRA, NY			FORT DRUM, NY		
ENDICOTT, NY			---SEE WHEELER-SACK AAF		
TRI-CITIES(CZG)			FRANCIS S. GABRESKI		
TAKEOFF MINIMUMS		L	---SEE WESTHAMPTON BEACH, NY		
IAPS	RNAV (GPS) RWY 03	106	FULTON, NY		
	RNAV (GPS) RWY 21	107	OSWEGO COUNTY(FZY)		
	VOR-A	108	TAKEOFF MINIMUMS		L
ESSEX COUNTY			ALTERNATE MINIMUMS		M
---SEE CALDWELL, NJ			IAPS	ILS OR LOC RWY 33	121
				RNAV (GPS) RWY 15	122
				RNAV (GPS) RWY 24	123
				RNAV (GPS) RWY 33	124
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FLOYD BENNETT MEMORIAL(GFL)			CHAUTAUQUA COUNTY/JAMESTOWN(JHW)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS ILS OR LOC RWY 01		125	IAPS ILS OR LOC RWY 25		147
RNAV (GPS) RWY 01		126	RNAV (GPS) RWY 07		148
RNAV (GPS) RWY 12		127	RNAV (GPS) RWY 13		149
RNAV (GPS) RWY 19		128	RNAV (GPS) RWY 25		150
RNAV (GPS) RWY 30		129	RNAV (GPS) RWY 31		151
			VOR RWY 25		152
GREATER BINGHAMTON/EDWIN A. LINK FIELD			JOHN F. KENNEDY INTL		
---SEE BINGHAMTON, NY			---SEE NEW YORK, NY		
GREATER ROCHESTER INTL			JOHNSTOWN, NY		
---SEE ROCHESTER, NY			FULTON COUNTY(NY0)		
GREENWOOD LAKE			TAKEOFF MINIMUMS		
---SEE WEST MILFORD, NJ			IAPS RNAV (GPS) RWY 10		
GRIFFISS INTL			RNAV (GPS) RWY 28		
---SEE ROME, NY			NDB RWY 10		
HAMILTON, NY			NDB RWY 28		
HAMILTON MUNI(VGC)			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS RNAV (GPS) RWY 10		
IAPS RNAV (GPS) RWY 35		130	RNAV (GPS) RWY 28		
RNAV (GPS) Y RWY 17		131	NDB RWY 10		
RNAV (GPS) Z RWY 17		132	NDB RWY 28		
VOR-A		133	TAKEOFF MINIMUMS		
HAMMONTON, NJ			JOSEPH Y RESNICK		
HAMMONTON MUNI(N81)			---SEE ELLENVILLE, NY		
TAKEOFF MINIMUMS		L	KINGSTON, NY		
IAPS RNAV (GPS) RWY 03		134	KINGSTON-ULSTER(20N)		
VOR-B		135	TAKEOFF MINIMUMS		
HORNELL, NY			IAPS RNAV (GPS) RWY 15		
HORNELL MUNI(HTF)			RNAV (GPS) RWY 33		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
IAPS RNAV (GPS) RWY 18		136	IAPS RNAV (GPS) RWY 14		
RNAV (GPS) RWY 36		137	RNAV (GPS)-A		
HUDSON, NY			KROELINGER		
COLUMBIA COUNTY(1B1)			---SEE VINELAND, NJ		
TAKEOFF MINIMUMS		L	LAGUARDIA		
IAPS RNAV (GPS) RWY 03		138	---SEE NEW YORK, NY		
RNAV (GPS) RWY 21		139	LAKE PLACID, NY		
NDB-A		140	LAKE PLACID(LKP)		
ITHACA, NY			TAKEOFF MINIMUMS		
ITHACA TOMPKINS RGNL(ITH)			IAPS RNAV (GPS) RWY 14		
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 33		
ALTERNATE MINIMUMS		M	NDB RWY 24		
IAPS ILS OR LOC RWY 32		141	AIRPORT DIAGRAM		
RNAV (GPS) RWY 32		142			
RNAV (GPS) Y RWY 14		143			
RNAV (GPS) Z RWY 14		144			
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LAKESWOOD, NJ			MANVILLE, NJ		
LAKESWOOD(N12)			CENTRAL JERSEY RGNL(47N)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 06	169	STARS	JAIKE THREE (RNAV)	Z13
	RNAV (GPS) RWY 24	170		MAZIE TWO (RNAV)	Z20
	VOR RWY 06	171	IAPS	RNAV (GPS) RWY 07	184
				RNAV (GPS) RWY 25	185
				VOR-A	186
LE ROY, NY			MASSENA, NY		
LE ROY(5G0)			MASSENA INTL-RICHARDS FIELD(MSS)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 10	172	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 28	173	IAPS	ILS OR LOC RWY 05	187
	VOR-A	174		RNAV (GPS) RWY 05	188
				RNAV (GPS) RWY 09	189
				RNAV (GPS) RWY 23	190
				RNAV (GPS) RWY 27	191
LEDGEDALE AIRPARK			MCGUIRE FLD (JOINT BASE MCGUIRE DIX		
---SEE BROCKPORT, NY			LAKEHURST(KWRI)		
LINCOLN PARK, NJ			WRIGHTSTOWN, NJ		
LINCOLN PARK(N07)			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L	RADAR MINIMUMS		
IAPS	RNAV (GPS) RWY 01	175	STARS		
	RNAV (GPS) RWY 19	176	HARRISBURG FIVE		
			SEA ISLE FOUR		
			IAPS		
			ILS OR LOC RWY 06		
			ILS OR LOC RWY 24		
			ILS RWY 06 (CAT II)		
			RNAV (GPS) RWY 06		
			RNAV (GPS) RWY 18		
			RNAV (GPS) RWY 24		
			RNAV (GPS) RWY 36		
			VOR/DME OR TACAN RWY 06		
			VOR/DME OR TACAN RWY 18		
			VOR/DME OR TACAN RWY 24		
			VOR/DME OR TACAN RWY 36		
			AIRPORT DIAGRAM		
			DPS		
			MODENA FOUR		
			POINT PLEASANT FIVE		
			POTTSTOWN THREE		
LINDEN, NJ			MIDDLETOWN, NY		
LINDEN(LDJ)			RANDALL(06N)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
STARS	JAIKE THREE (RNAV)	Z13	IAPS		
	MAZIE TWO (RNAV)	Z20	RNAV (GPS) RWY 08		
	WILKES-BARRE FOUR	Z37	RNAV (GPS) RWY 26		
IAPS	GPS-A	177	VOR RWY 08		
LOCKPORT, NY			MILLBROOK, NY		
NORTH BUFFALO SUBURBAN(0G0)			SKY ACRES(44N)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
IAPS	RNAV (GPS) RWY 28	178	IAPS		
			RNAV (GPS) RWY 17		
			RNAV (GPS) RWY 35		
			VOR-A		
LONG ISLAND MAC ARTHUR			MALONE, NY		
---SEE NEW YORK, NY			MALONE-DUFORT(MAL)		
LT. WARREN EATON			TAKEOFF MINIMUMS		
---SEE NORWICH, NY			IAPS		
LUMBERTON, NJ			RNAV (GPS) RWY 05		
FLYING W(N14)			RNAV (GPS) RWY 23		
TAKEOFF MINIMUMS		L			
STARS	SEA ISLE FOUR	Z33			
IAPS	RNAV (GPS) RWY 01	179			
	RNAV (GPS) RWY 19	180			
	VOR-A	181			

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MILLVILLE, NJ

MILLVILLE MUNI(MIV)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	ILS OR LOC RWY 10216
	RNAV (GPS) RWY 10217
	RNAV (GPS) RWY 14218
	RNAV (GPS) RWY 28219
	RNAV (GPS) RWY 32220
	VOR-A221
DPS	LEEAH FOUR222

MONMOUTH EXECUTIVE

---SEE BELMAR-FARMINGDALE, NJ

MONTAUK, NY

MONTAUK(MTP)

TAKEOFF MINIMUMS	L
IAPS	RNAV (GPS) RWY 06223
	RNAV (GPS) RWY 24224
	VOR RWY 06225

MONTGOMERY, NY

ORANGE COUNTY(MGJ)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	ILS OR LOC RWY 03226
	RNAV (GPS) RWY 03227
	RNAV (GPS) RWY 08228
	RNAV (GPS) RWY 21229
	RNAV (GPS) RWY 26230
	VOR RWY 08231

MONTICELLO, NY

SULLIVAN COUNTY INTL(MSV)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	ILS OR LOC RWY 15232
	RNAV (GPS) RWY 15233
	RNAV (GPS) RWY 33234
	VOR/DME RWY 33235

MORRISTOWN, NJ

MORRISTOWN MUNI(MMU)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
STARS	JAIKE THREE (RNAV)Z13
	MAZIE TWO (RNAV)Z20
	WILKES-BARRE FOURZ37
IAPS	ILS OR LOC RWY 23236
	RNAV (RNP) Y RWY 23237
	RNAV (GPS) RWY 05238
	RNAV (GPS) Z RWY 23239
	ROUTE 80 VISUAL RWY 23240
AIRPORT DIAGRAM	241
DPS	MORRISTOWN SIX242

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL(VAY)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
STARS	SEA ISLE FOURZ33
IAPS	RNAV (GPS) RWY 08244
	RNAV (GPS) RWY 26245
	VOR RWY 26246

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JOHN F. KENNEDY INTL(JFK)
 TAKEOFF MINIMUMS L
 ALTERNATE MINIMUMS M
 STARS CAMRN FOUR Z3
 KINGSTON ONE Z15
 LENDY SIX Z18
 PARCH TWO (RNAV) Z26
 PAWLING TWO Z27
 ROBER TWO Z31
 IAPS ILS OR LOC RWY 04L 247
 ILS OR LOC RWY 04R 248
 ILS OR LOC RWY 13L 249
 ILS OR LOC RWY 22L 250
 ILS OR LOC RWY 31L 251
 ILS OR LOC RWY 31R 252
 ILS RWY 22R 253
 ILS RWY 13L (CAT II) 254
 ILS RWY 04R (CAT II - III) 255
 ILS RWY 22L (CAT II - III) 256
 RNAV (RNP) Z RWY 04L 257
 RNAV (RNP) Z RWY 04R 258
 RNAV (RNP) Z RWY 22L 259
 RNAV (RNP) Z RWY 31L 260
 RNAV (RNP) Z RWY 31R 261
 RNAV (GPS) RWY 22R 262
 RNAV (GPS) Y RWY 04L 263
 RNAV (GPS) Y RWY 04R 264
 RNAV (GPS) Y RWY 22L 265
 RNAV (GPS) Y RWY 31L 266
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 VOR OR GPS RWY 13L/R 269
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 VOR RWY 04R 271
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 GREKI FOUR 282
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 HOT SPOT P
 STARS GATBY ONE Z9
 HAARP THREE Z10
 KORRY THREE Z16
 MILTON FOUR Z21
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 IAPS ILS OR LOC RWY 04 296
 ILS OR LOC RWY 13 297
 ILS OR LOC RWY 22 298
 ILS RWY 22 (SA CAT I - II) 299
 RNAV (RNP) Z RWY 04 300
 RNAV (RNP) Z RWY 22 301
 RNAV (GPS) RWY 31 302
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NEW YORK, NY			NEWARK, NJ			
STEWART INTL(SWF)			NEWARK LIBERTY INTL(EWR)			
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L	
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M	
HOT SPOT		P	LAHSO		O	
STARS	HUDSON TWO	Z12	HOT SPOT		P	
IAPS	ILS OR LOC RWY 09	335	STARS	DYLIN FOUR	Z6	
	ILS OR LOC RWY 27	336		FLOSI THREE (RNAV)	Z8	
	ILS RWY 09 (SA CAT I)	337		PENNS TWO	Z28	
	ILS RWY 09 (CAT II - III)	338		PHLBO THREE (RNAV)	Z29	
	RNAV (GPS) RWY 09	339		RUUTH ONE	Z32	
	RNAV (GPS) RWY 16	340		SHAFF SEVEN	Z34	
	RNAV (GPS) RWY 27	341		WILLIAMSPORT THREE	Z38	
	RNAV (GPS) RWY 34	342	IAPS	ILS OR LOC RWY 04L	348	
	VOR RWY 27	343		ILS OR LOC RWY 04R	349	
AIRPORT DIAGRAM		344		ILS OR LOC RWY 11	350	
DPS	STEWART EIGHT	345		ILS OR LOC RWY 22L	351	
WEST 30TH ST(JRA)				ILS OR LOC RWY 22R	352	
TAKEOFF MINIMUMS		L		ILS RWY 22L (SA CAT I)	353	
IAPS	COPTER RNAV (GPS) 210	347		ILS RWY 04L (SA CAT I - II)	354	
				ILS RWY 04R (CAT II - III)	355	
				ILS RWY 22L (CAT II - III)	356	
				GLS RWY 04L	357	
				GLS RWY 04R	358	
				GLS RWY 11	359	
				GLS RWY 22L	360	
				GLS RWY 22R	361	
				RNAV (RNP) Y RWY 22L	362	
				RNAV (RNP) Y RWY 29	363	
				RNAV (RNP) Z RWY 04R	364	
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				RNAV (GPS) RWY 04L	366	
				RNAV (GPS) RWY 11	367	
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				RNAV (GPS) Y RWY 04R	370	
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				COPTER ILS OR LOC/DME RWY 04L	373	
				COPTER ILS/DME RWY 22L	374	
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				STADIUM VISUAL RWY 29	376	
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				DPS	LIBERTY THREE	378
					NEWARK TWO	380
					PORTT THREE (RNAV)	383

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NIAGARA FALLS INTL(IAG)

TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS	ILS Y OR LOC RWY 28R	385
	ILS Z OR LOC/DME RWY 28R	386
	RNAV (GPS) RWY 06	387
	RNAV (GPS) RWY 10L	388
	RNAV (GPS) RWY 28R	389
	RNAV (GPS) Y RWY 24	390
	RNAV (GPS) Z RWY 24	391
	TACAN RWY 28R	392
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NORWICH, NY			PENN YAN, NY		
LT. WARREN EATON(OIC)			PENN YAN(PEO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 01	395	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 19	396	IAPS	RNAV (GPS) RWY 01	413
				RNAV (GPS) RWY 19	414
				NDB RWY 28	415
OCEAN CITY, NJ			PINE HILL		
OCEAN CITY MUNI(26N)			---SEE ALBION, NY		
IAPS	GPS RWY 06	397			
	VOR-A	398			
OCEAN COUNTY			PISECO, NY		
---SEE TOMS RIVER, NJ			PISECO(K09)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 04	416
OGDENSBURG, NY			PITTSTOWN, NJ		
OGDENSBURG INTL(OGS)			ALEXANDRIA(N85)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 09	399	IAPS	RNAV (GPS)-A	417
	RNAV (GPS) RWY 27	400		RNAV (GPS)-B	418
	LOC RWY 27	401		VOR/DME RWY 08	419
			SKY MANOR(N40)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 07	420
				RNAV (GPS) RWY 25	421
				VOR RWY 07	422
OLD BRIDGE, NJ			PLATTSBURGH, NY		
OLD BRIDGE(3N6)			PLATTSBURGH INTL(PBG)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 06	402	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 24	403	IAPS	ILS OR LOC RWY 35	423
	VOR RWY 24	404		RNAV (GPS) RWY 17	424
				RNAV (GPS) RWY 35	425
				AIRPORT DIAGRAM	426
OLEAN, NY			POTSDAM, NY		
CATTARAUGUS COUNTY-OLEAN(OLE)			POTSDAM MUNI DAMON FIELD(PTD)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 04	405	IAPS	RNAV (GPS) RWY 24	427
	RNAV (GPS) RWY 22	406		NDB RWY 24	428
	LOC RWY 22	407			
ONEONTA, NY			POUGHKEEPSIE, NY		
ONEONTA MUNI(N66)			DUTCHESS COUNTY(POU)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 06	408	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 24	409	STARS	HUDSON TWO	Z12
	LOC RWY 24	410	IAPS	ILS OR LOC RWY 06	429
				RNAV (GPS) RWY 06	430
				RNAV (GPS) RWY 24	431
				VOR/DME RWY 24	432
				VOR-A	433
			AIRPORT DIAGRAM		434
			DPS	DUTCHESS SIX	435
ORANGE COUNTY					
---SEE MONTGOMERY, NY					
OSWEGO COUNTY					
---SEE FULTON, NY					
PEDRICKTOWN, NJ					
SPLITFIRE AERODROME(7N7)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 07	411			
	RNAV (GPS) RWY 25	412			

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PRINCETON(39N)			GRIFFISS INTL(RME)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
STARS	WILKES-BARRE FOUR	Z37	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 10	437	IAPS	ILS OR LOC RWY 33	461
	RNAV (GPS) RWY 28	438		RNAV (GPS) RWY 15	462
	VOR-A	439		RNAV (GPS) RWY 33	463
				VOR/DME RWY 15	464
			AIRPORT DIAGRAM		465
RANDALL			SARANAC LAKE, NY		
---SEE MIDDLETOWN, NY			ADIRONDACK RGNL(SLK)		
READINGTON, NJ			TAKEOFF MINIMUMS		
SOLBERG-HUNTERDON(N51)			ALTERNATE MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS	ILS OR LOC/DME Z RWY 23	466
STARS	WILKES-BARRE FOUR	Z37		RNAV (GPS) RWY 05	467
IAPS	RNAV (GPS) RWY 04	440		RNAV (GPS) RWY 09	468
	RNAV (GPS) RWY 22	441		RNAV (GPS) RWY 23	469
	VOR RWY 04	442		LOC Y RWY 23	470
				VOR/DME RWY 05	471
				VOR RWY 09	472
RED LION			SARATOGA SPRINGS, NY		
---SEE VINCENTOWN, NJ			SARATOGA COUNTY(5B2)		
REPUBLIC			TAKEOFF MINIMUMS		
---SEE FARMINGDALE, NY			IAPS		
ROBBINSVILLE, NJ			RNAV (GPS) RWY 05		
TRENTON-ROBBINSVILLE(N87)			RNAV (GPS) RWY 23		
TAKEOFF MINIMUMS		L	VOR/DME-A		
STARS	SEA ISLE FOUR	Z33	475		
IAPS	RNAV (GPS) RWY 11	443	SCHENECTADY, NY		
	RNAV (GPS) RWY 29	444	SCHENECTADY COUNTY(SCH)		
	VOR RWY 29	445	TAKEOFF MINIMUMS		
			IAPS		
			ILS OR LOC RWY 04		
			RNAV (GPS) RWY 04		
			RNAV (GPS) RWY 10		
			RNAV (GPS) RWY 22		
			RNAV (GPS) RWY 28		
			NDB RWY 22		
			AIRPORT DIAGRAM		
			482		
			SENECA FALLS, NY		
			FINGER LAKES RGNL(0G7)		
			TAKEOFF MINIMUMS		
			IAPS		
			RNAV (GPS) RWY 01		
			RNAV (GPS) RWY 19		
			484		
			SHIRLEY, NY		
			BROOKHAVEN(HWV)		
			TAKEOFF MINIMUMS		
			ALTERNATE MINIMUMS		
			IAPS		
			ILS OR LOC RWY 06		
			RNAV (GPS) RWY 06		
			RNAV (GPS) RWY 15		
			RNAV (GPS) RWY 33		
			RNAV (GPS) Y RWY 24		
			RNAV (GPS) Z RWY 24		
			VOR RWY 06		
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SIDNEY, NY			SULLIVAN COUNTY INTL		
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TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 07	492			
	RNAV (GPS) RWY 25	493			
SKANEATELES, NY			SUSSEX, NJ		
SKANEATELES AERO DROME(6B9)			SUSSEX(FWN)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	VOR OR GPS-A	494	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 03	502
				VOR-A	503
SKY ACRES			SYRACUSE, NY		
---SEE MILLBROOK, NY			SYRACUSE HANCOCK INTL(SYR)		
			TAKEOFF MINIMUMS		L
			HOT SPOT		P
			IAPS	ILS OR LOC RWY 10	504
				ILS OR LOC RWY 28	505
				ILS RWY 28 (SA CAT I)	506
				ILS RWY 28 (CAT II)	507
				RNAV (RNP) Y RWY 10	508
				RNAV (RNP) Y RWY 28	509
				RNAV (GPS) RWY 15	510
				RNAV (GPS) RWY 33	511
				RNAV (GPS) Z RWY 10	512
				RNAV (GPS) Z RWY 28	513
				VOR RWY 15	514
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			AIRPORT DIAGRAM		516
SKY MANOR			TETERBORO, NJ		
---SEE PITTSTOWN, NJ			TETERBORO(TEB)		
			TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			LAHSO		O
			HOT SPOT		P
			STARS	JAIKE THREE (RNAV)	Z13
				MAZIE TWO (RNAV)	Z20
				WILKES-BARRE FOUR	Z37
			IAPS	ILS OR LOC RWY 06	517
				ILS OR LOC RWY 19	518
				RNAV (RNP) Z RWY 06	519
				RNAV (RNP) Z RWY 19	520
				RNAV (GPS) X RWY 06	521
				RNAV (GPS) Y RWY 06	522
				RNAV (GPS) Y RWY 19	523
				VOR/DME RWY 06	524
				VOR/DME-B	525
				VOR RWY 24	526
				COPTER ILS OR LOC RWY 06	527
				QUIET VISUAL RWY 19	528
			AIRPORT DIAGRAM		529
			DPS	RUUDY FIVE (RNAV)	530
				TETERBORO ONE	531
SOLBERG-HUNTERDON			TICONDEROGA, NY		
---SEE READINGTON, NJ			TICONDEROGA MUNI(4B6)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 02	534
				RNAV (GPS) RWY 20	535
SOMERSET					
---SEE SOMERVILLE, NJ					
SOMERVILLE, NJ					
SOMERSET(SMQ)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
STARS	JAIKE THREE (RNAV)	Z13			
	MAZIE TWO (RNAV)	Z20			
	WILKES-BARRE FOUR	Z37			
IAPS	RNAV (GPS) RWY 12	495			
	RNAV (GPS) RWY 30	496			
	VOR RWY 08	497			
SOUTH BETHLEHEM, NY					
SOUTH ALBANY(4B0)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 01	498			
	RNAV (GPS) RWY 19	499			
SOUTH JERSEY RGNL					
---SEE MOUNT HOLLY, NJ					
SOUTHAMPTON, NY					
SOUTHAMPTON(87N)					
IAPS	COPTER RNAV (GPS) 190	500			
SPITFIRE AERODROME					
---SEE PEDRICKTOWN, NJ					
STEWART INTL					
---SEE NEW YORK, NY					
STORMVILLE, NY					
STORMVILLE(N69)					
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IAPS	VOR OR GPS-A	501			

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OCEAN COUNTY(MJX)			WHITFORDS(B16)		
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STARS SEA ISLE FOUR		Z33	IAPS RNAV (GPS) RWY 10		559
IAPS ILS OR LOC RWY 06		536	RNAV (GPS) RWY 28		560
RNAV (GPS) RWY 06		537	WELLSVILLE, NY		
RNAV (GPS) RWY 24		538	ALTERNATE MINIMUMS M		
VOR RWY 06		539	WELLSVILLE MUNI AIRPORT,TARANTINE FIELD (ELZ)		
VOR/DME RWY 24		540	TAKEOFF MINIMUMS		L
TRENTON, NJ			IAPS RNAV (GPS) RWY 10		561
TRENTON MERCER(TTN)			RNAV (GPS) RWY 28		562
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STARS BUNTS TWO		Z2	WEST 30TH ST		
CEDAR LAKE EIGHT		Z4	---SEE NEW YORK, NY		
DUPONT FIVE		Z5	WEST CREEK, NJ		
JIMS TWO (RNAV)		Z14	EAGLES NEST(31E)		
PAATS TWO (RNAV)		Z25	TAKEOFF MINIMUMS		L
IAPS ILS OR LOC RWY 06		541	IAPS RNAV (GPS)-A		565
RNAV (RNP) Y RWY 06		542	RNAV (GPS)-B		566
RNAV (RNP) Y RWY 24		543	WEST MILFORD, NJ		
RNAV (GPS) RWY 16		544	GREENWOOD LAKE(4N1)		
RNAV (GPS) RWY 34		545	TAKEOFF MINIMUMS		L
RNAV (GPS) Z RWY 06		546	IAPS RNAV (GPS) RWY 06		567
RNAV (GPS) Z RWY 24		547	RNAV (GPS) RWY 24		568
VOR OR GPS-A		548	WESTCHESTER COUNTY		
AIRPORT DIAGRAM		549	---SEE WHITE PLAINS, NY		
TRENTON-ROBBINSVILLE			WESTHAMPTON BEACH, NY		
---SEE ROBBINSVILLE, NJ			FRANCIS S. GABRESKI(FOK)		
TRI-CITIES			TAKEOFF MINIMUMS		L
---SEE ENDICOTT, NY			ALTERNATE MINIMUMS		M
VINCENTOWN, NJ			STARS NELIE THREE (RNAV)		Z22
RED LION(N73)			IAPS ILS OR LOC RWY 24		569
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 06		570
IAPS RNAV (GPS) RWY 05		550	RNAV (GPS) RWY 24		571
VOR-A		551	TACAN RWY 06		572
VINELAND, NJ			TACAN RWY 24		573
KROELINGER(29N)			AIRPORT DIAGRAM		574
TAKEOFF MINIMUMS		L	WATERTOWN, NY		
IAPS VOR OR GPS-B		552	WATERTOWN INTL(ART)		
WATERTOWN, NY			TAKEOFF MINIMUMS		L
WATERTOWN INTL(ART)			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS ILS OR LOC RWY 07		553
ALTERNATE MINIMUMS		M	RNAV (GPS) RWY 07		554
IAPS ILS OR LOC RWY 07		553	RNAV (GPS) RWY 10		555
RNAV (GPS) RWY 07		554	RNAV (GPS) RWY 28		556
RNAV (GPS) RWY 10		555	VOR RWY 07		557
RNAV (GPS) RWY 28		556	AIRPORT DIAGRAM		558
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WHEELER-SACK AAF(KGTB)

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TAKEOFF MINIMUMS	L
RADAR MINIMUMS	
IAPS	N
ILS OR LOC RWY 03	575
ILS OR LOC RWY 21	576
RNAV (GPS) RWY 03	577
RNAV (GPS) RWY 15	578
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	585

WRIGHTSTOWN, NJ

---SEE MCGUIRE FLD (JOINT BASE MCGUIRE DIX LAKEHURS

WURTSBORO, NY

WURTSBORO-SULLIVAN COUNTY(N82)

TAKEOFF MINIMUMS	L
IAPS	VOR/DME OR GPS RWY 05
	606

WHITE PLAINS, NY

WESTCHESTER COUNTY(HPN)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
LAHSO	O
STARS	BOUNO FOUR
	Z1
	NOBBI FIVE
	Z23
	RICED FOUR
	Z30
	VALRE FIVE
	Z36
IAPS	ILS OR LOC RWY 16
	586
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	588
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	592
	SOUND VISUAL RWY 34
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AIRPORT DIAGRAM	594
DPS	WESTCHESTER FIVE
	595

WHITFORDS

---SEE WEEDSPORT, NY

WILDWOOD, NJ

CAPE MAY COUNTY(WWD)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	RNAV (GPS) RWY 10
	597
	RNAV (GPS) RWY 19
	598
	LOC RWY 19
	599
	VOR-A
	600

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS(SDC)

TAKEOFF MINIMUMS	L
IAPS	RNAV (GPS) RWY 10
	601
	RNAV (GPS) RWY 28
	602

WOODBINE, NJ

WOODBINE MUNI(OBI)

TAKEOFF MINIMUMS	L
IAPS	RNAV (GPS) RWY 01
	603
	RNAV (GPS) RWY 19
	604
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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. 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 VCOA 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.

NAME	TAKEOFF MINIMUMS	NAME	TAKEOFF MINIMUMS
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AKRON, NY

AKRON (9G3)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 14177 (FAA)

NOTE: Rwy 7, trees beginning 6' from DER, 62' left of centerline, up to 100' AGL/912' MSL. REIL 11' from DER, 76' left of centerline, 841' MSL. REIL 11' from DER, 78' right of centerline, 841' MSL. Vehicles on roadway, 14' from DER, left and right of centerline, up to 15' AGL/857' MSL. Transmission tower 187' from DER, 380' right of centerline, 50' AGL/870' MSL. Multiple poles beginning 190' from DER, 81' right of centerline, up to 33' AGL/866' MSL. Fence 195' from DER, 243' right of centerline, 10' AGL/845' MSL. Tree 399' from DER, 188' right of centerline, 28' AGL/850' MSL. Chimney 555' from DER, 387' right of centerline, 34' AGL/870' MSL. Trees beginning 839' from DER, 16' left of centerline, up to 100' AGL/910 MSL. Tree 874' from DER, 300' right of centerline, 33' AGL/862' MSL. Trees beginning 1303' from DER, 7' right of centerline, 100' AGL/940' MSL. Transmission line beginning 1314' from DER, 617' right of centerline, up to 52' AGL/895' MSL. **Rwy 25,** sign 7' from DER, 268' right of centerline, 4' AGL/834' MSL. Fence 14' from DER, 319' right of centerline, 7' AGL/830' MSL. Trees beginning 21' from DER, 5' left of centerline, up to 76' AGL/876' MSL. Trees beginning 368' from DER, 8' right of centerline, up to 73' AGL/884' MSL. Fence 196' from DER, 159' left of centerline, 11' AGL/836' MSL.

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

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
AMD T 13 15344 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/min. climb of 365' per NM to 600. **Rwy 28**, 300-1¼ or std. w/min. climb of 458' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 110° to 2000 before turning north. **Rwy 19**, climb heading 191° to 1100 before turning west. **Rwy 28**, climb heading 281° to 2000 before proceeding on course.

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

ALBION, NY

PINE HILL (9G6)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

TAKEOFF MINIMUMS: **Rwy 10**, 300-1.
DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER (12N)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMD T 1 03135 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21**, 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200 before proceeding on course. **Rwy 21**, climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3**, trees 4800' from DER, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21**, trees 715' from DER, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL (ACY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 07074 (FAA)

NOTE: **Rwy 4**, tree 2185' from DER, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13**, tree 1654' from DER, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22**, building 530' from DER, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY

GENESE COUNTY AIRPORT (GVQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 07214 (FAA)

NOTE: **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.

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

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

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BELMAR-FARMINGDALE, NJ

MONMOUTH EXECUTIVE (BLM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 12152 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 325° to 1000 before turning right.

NOTE: **Rwy 3**, trees beginning 29' from DER, 195' right of centerline, up to 60' AGL/209' MSL. Trees beginning 165' from DER, 99' left of centerline, up to 60' AGL/214' MSL. Vehicles on road, 309' from DER, left and right of centerline, up to 15' AGL/214' MSL. **Rwy 14**, pole, 29' from DER, 351' left of centerline, 34' AGL/156' MSL. Trees beginning 38' from DER, left and right of centerline, up to 56' AGL/202' MSL. **Rwy 21**, vehicles on roadway, 17' from DER, left and right of centerline, up to 15' AGL/169' MSL. Trees beginning 42' from DER, 260' right of centerline, up to 60' AGL/214' MSL. Trees beginning 99' from DER, left and right of centerline, up to 60' AGL/214' MSL. **Rwy 32**, vehicles on roadway, 24' from DER, 323' right of centerline, up to 15' AGL/121' MSL. Vehicles on roadway, 53' from DER, 367' right of centerline, up to 15' AGL/122' MSL. Vehicles on roadway, 81' from DER, 210' right of centerline, up to 15' AGL/123' MSL. Vehicles on roadway, 100' from DER, 109' right of centerline, up to 15' AGL/123' MSL. Trees beginning 230' from DER, 190' left of centerline, up to 62' AGL/164' MSL. Trees beginning 257' from DER, 203' right of centerline, up to 90' AGL/172' MSL. Trees beginning 1918' from DER, 51' right of centerline, up to 97' AGL/174' MSL.

BERLIN, NJ

CAMDEN COUNTY (19N)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 600-1¼ or std. with a min. climb of 442' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 050° to 600 before turning on course. **Rwy 23**, climb heading 230° to 600 before turning on course.

NOTE: **Rwy 5**, poles beginning at 1' from DER, 199' left and right of centerline, up to 35' AGL/179' MSL. Vehicle on road beginning 76' from DER, 7' left and right of centerline, up to 15' AGL/158' MSL. Trees beginning 73' from DER, 204' left and right of centerline, up to 120' AGL/271' MSL. Sign 23' from DER, 97' right of centerline, up to 6' AGL/147' MSL. Towers beginning at 1.2 NM from DER, 246' left and right of centerline, up to 310' AGL/500' MSL. **Rwy 23**, poles beginning at 183' from DER, 37' left and right of centerline, up to 36' AGL/186' MSL. Railroad beginning at 103' from DER, 25' left and of centerline, up to 17' AGL/167' MSL. Trees beginning 4' from DER, 1' left and right of centerline, up to 79' AGL/234' MSL.

BINGHAMTON, NY

GREATER BINGHAMTON/EDWIN A. LINK
FIELD (BGM)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08157 (FAA)

NOTE: **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 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.

NOTE: **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 09015 (FAA)

NOTE: **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.

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

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

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BUFFALO, NY

BUFFALO AIRFIELD (9G0)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMD T 1 08325 (FAA)

NOTE: **Rwy 6**, trees beginning 2296' from DER, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from DER, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from DER, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24**, trees beginning 91' from DER, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from DER, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL (BUF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMD T 6 12208 (FAA)

NOTE: **Rwy 5**, trees beginning 649' from DER, 347' left of centerline, up to 100' AGL/756' MSL. Trees beginning 1449' from DER, 685' right of centerline, up to 100' AGL/787' MSL. **Rwy 14**, trees, poles, signs, and fence 2' from DER, 395' right of centerline, up to 100' AGL/759' MSL. Trees, poles, and building beginning 329' from DER, 17' left of centerline, up to 100' AGL/790' MSL. **Rwy 23**, trees, poles, building, and signs beginning 393' from DER, 108' right of centerline, up to 100' AGL/741' MSL. Trees, poles, building, and signs beginning 14' from DER, 216' left of centerline, up to 100' AGL/732' MSL. **Rwy 32**, trees and poles beginning 632' from DER, 10' right of centerline, up to 100' AGL/753' MSL. Trees and vegetation beginning 16' from DER, 27' left of centerline, up to 100' AGL/756' MSL.

CALDWELL, NJ

ESSEX COUNTY (CDW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMD T 2 11125 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, NA - Obstacles.

Rwy 22, 300-1 or std. w/min. climb of 613' 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.

NOTE: **Rwy 4**, building, bushes and trees beginning 150' from DER, 157' left of centerline, up to 72' AGL/271' MSL. Trees and bushes beginning 170' from DER, 96' right of centerline, up to 54' AGL/253' MSL. **Rwy 22**, building and trees beginning 24' from DER, 9' left of centerline, up to 100' AGL/343' MSL. Trees, poles and building beginning 201' from DER, 113' right of centerline, up to 100' AGL/287' MSL. Localizer 364' from DER, on centerline, 183' MSL. **Rwy 28**, trees and light on building beginning 300' from DER, 14' right of centerline, up to 100' AGL/255' MSL. Trees, poles and buildings beginning 113' from DER, 15' left of centerline, up to 100' AGL/237' MSL.

CANANDAIGUA, NY

CANANDAIGUA (D38)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMD T 1 14317 (FAA)

NOTE: **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 FIELD (N03)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMD T 3 12152 (FAA)

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

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

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 2200 before turning; or for climb in visual conditions: cross Cortland County-Chase Field Airport at or above 2500' MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2200 before turning.

NOTE: **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
AMD T 1 09351 (FAA)

NOTE: **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.

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


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


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DANSVILLE, NY**DANSVILLE MUNI (DSV)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 2 09071 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18**, std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32**, std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18**, climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32**, climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36**, climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 14**, vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18**, trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32**, vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36**, trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY**CHAUTAUQUA COUNTY/ DUNKIRK (DKK)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 2 15120 (FAA)

TAKEOFF MINIMUMS: **Rwy 15**, std. w/min. climb of 354' per NM to 2000. **Rwy 33**, std. w/min. climb of 250' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 2200 then climbing left turn on heading 210° and DKK R-020 to DKK VORTAC before proceeding on course. **Rwy 15**, climb heading 149° to 2600 then climbing left turn on heading 265° and DKK R-085 to DKK VORTAC before proceeding on course. **Rwy 24**, climb heading 239° to 2600 then climbing right turn on heading 087° and DKK R-268 to DKK VORTAC before proceeding on course. **Rwy 33**, climb heading 329° to 2000 then climbing right turn on heading 175° and DKK R-358 to DKK VORTAC before proceeding on course.

NOTE: **Rwy 6**, trees beginning 2400' from DER, 138' right of centerline, up to 100' AGL/799' MSL. **Rwy 15**, vertical structures beginning 2' from DER, left and right of centerline, up to 3' AGL/695' MSL. Wall 372' from DER, 513' right of centerline, up to 13' AGL/703' MSL. Trees beginning 514' from DER, left and right of centerline, up to 100' AGL/773' MSL. Trees beginning 1452' from DER, 91' right of centerline, up to 100' AGL/776' MSL. Trees beginning 1462' from DER, 3' left of centerline, up to 100' AGL/809' MSL. Trees beginning 3002' from DER, left and right of centerline, up to 100' AGL/853' MSL. Poles beginning 3521' from DER, 95' left of centerline, up to 100' AGL/800' MSL. Poles beginning 3700' from DER, 14' right of centerline, up to 100' AGL/808' MSL. Trees beginning 1.1 NM from DER, left and right of centerline, up to 100' AGL/1058' MSL. Trees beginning 2.1 NM from DER, left and right of centerline, up to 100' AGL/1237' MSL. Trees beginning 2.8 NM from DER, left and right of centerline, up to 100' AGL/1372' MSL. Pole 3.3 NM from DER, 3258' right of centerline, up to 100' AGL/1362' MSL. Rising terrain beginning 3.3 NM from DER, 3625' right of centerline, up to 1649' MSL. **Rwy 24**, vehicles on roadway 413' from DER, across centerline, up to 15' AGL/704' MSL. Trees beginning 3597' from DER, 1098' left of centerline, up to 100' AGL/809' MSL. **Rwy 33**, vegetation beginning 7' from DER, 436' left of centerline, up to 100' AGL/674' MSL. Trees beginning 651' from DER, left and right of centerline, up to 100' AGL/711' MSL. Trees beginning 1080' from DER, left and right of centerline, up to 100' AGL/722' MSL. Trees beginning 2025' from DER, left and right of centerline, up to 100' AGL/747' MSL.

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


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

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EAST HAMPTON, NY

EAST HAMPTON (HTO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A 16063 (FAA)

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

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

ELLENVILLE, NY

JOSEPH Y RESNICK (N89)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 12320 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 400-1½ w/min. climb of 402' per NM to 4300 or std. w/min. climb of 490' per NM to 4300 or 2700-3 for climb in visual conditions. **Rwy 22**, std. w/min. climb of 470' per NM to 2000 or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb on heading 047° to 4300' before proceeding on course or for climb in visual conditions, cross Joseph Y Resnick airport at or above 2800 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 22**, climb on heading 235° to 2900' before proceeding on course or for climb in visual conditions, cross Joseph Y Resnick airport at or above 2800 before proceeding on course. When executing VCOA, notify ATC prior to departure.

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

ELMIRA, NY

ELMIRA/CORNING RGNL (ELM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 9 12320 (FAA)

TAKEOFF MINIMUMS: **Rwys 5, 23**, NA-ATC. **Rwy 6**, 500 -2¼ or std. with a min. climb of 338' per NM to 1600.

Rwy 10, 500-2 with a min. climb of 269' per NM to 2200, or std. w/min. climb of 400' per NM to 1600 or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 405' per NM to 2300, or 2000-3 for climb in visual conditions. **Rwy 28**, 800-3 w/min. climb of 373' per NM to 2400, or std. w/min. climb of 639' per NM to 2000 or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2100 before proceeding on course. **Rwy 10**, climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning RGNL Airport at or above 2800 MSL before proceeding on course. When executing VCOA notify ATC prior to departure. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning RGNL Airport at or above 2800 MSL before proceeding on course. When executing VCOA notify ATC prior to departure. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning RGNL Airport at or above 2800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

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

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

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ELMIRA, NY (CON'T)

ELMIRA/CORNING RGNL (CON'T)

NOTE: **Rwy 6**, trees beginning 581' from DER, 513' left of centerline, up to 34' AGL/1023' MSL. Trees beginning 3057' from DER, 192' right of centerline, up to 45' AGL/1044' MSL. Trees 1.5 NM from DER, 2967' left of centerline, up to 74' AGL/1363' MSL. Trees 2.1 NM from DER, 3856' left of centerline, up to 49' AGL/1428' MSL. Trees 2.2 NM from DER, 3892' left of centerline, up to 56' AGL/1335' MSL. **Rwy 10**, wall, building, poles, and trees beginning 25' from DER, 37' left of centerline, up to 52' AGL/1021' MSL. Poles and trees beginning 128' from DER, 110' right of centerline, up to 99' AGL/1096' MSL. Trees 1.3 NM from DER, 2592' right of centerline, up to 92' AGL/1351' MSL. Trees 1.3 NM from DER, 2662' right of centerline, up to 97' AGL/1357' MSL. Communications tower 1.7 NM from DER, 1756' right of centerline, 249' AGL/1236' MSL. **Rwy 24**, terrain, sign, and trees beginning 34' from DER, 13' left of centerline, up to 59' AGL/1005' MSL. Terrain beginning 11' from DER, 8' right of centerline, up to 944' MSL. **Rwy 28**, antenna and trees beginning 7' from DER, 186' left of centerline, up to 100' AGL/1039' MSL. Terrain, vehicles on road, tower, antenna, buildings, poles and trees beginning 27' from DER, 369' right of centerline, up to 90' AGL/1079' MSL. Trees 1.4 NM from DER, 2095' right of centerline, up to 75' AGL/1624' MSL. Trees 1.7 NM from DER, 2432' right of centerline, up to 59' AGL/1708' MSL. Trees 2.5 NM from DER, 4399' right of centerline, up to 53' AGL/1672' MSL.

ENDICOTT, NY

TRI-CITIES (CZG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 10154 (FAA)

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

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

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

FARMINGDALE, NY

REPUBLIC (FRG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 7 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.

NOTE: **Rwy 1**, fence 3' from DER, 421' left of centerline, 9' AGL/88' MSL. Building, stack and trees beginning 264' from DER, 246' right of centerline, up to 55' AGL/134' MSL. Trees beginning 315' from DER, 568' right of centerline, up to 76' AGL/155' MSL. Pole and trees beginning 1266' from DER, 279' right of centerline, up to 54' AGL/137' MSL. Tank, elevator and trees beginning 1382' from DER, 447' left of centerline, up to 69' AGL/141' MSL. Tank 5858' from DER, 1440' left of centerline, 151' AGL/244' MSL. **Rwy 14**, pole and vehicles on road beginning 181' from DER, 73' right of centerline, up to 17' AGL/74' MSL. Trees beginning 534' from DER, 97' left of centerline, up to 33' AGL/88' MSL. Trees beginning 915' from DER, 24' right of centerline, up to 66' AGL/119' MSL. Pole and trees beginning 1124' from DER, 245' left of centerline, up to 50' AGL/104' MSL. Trees 2135' from DER, 331' left of centerline, up to 77' AGL/124' MSL. **Rwy 19**, sign, building, poles, and trees beginning 77' from DER, 208' right of centerline, up to 43' AGL/102' MSL. Trees beginning 182' from DER, 498' left of centerline, up to 43' AGL/100' MSL. Pole 861' from DER, 70' left of centerline, 41' AGL/99' MSL. Poles and trees beginning 879' from DER, 14' right of centerline, up to 56' AGL/115' MSL. Poles and trees beginning 1207' from DER, 308' left of centerline, up to 70' AGL/124' MSL. Tower 2453' from DER, 318' right of centerline, 84' AGL/141' MSL. **Rwy 32**, fence 146' from DER, 243' right of centerline, 12' AGL/88' MSL. Pole 329' from DER, 451' left of centerline, 30' AGL/103' MSL. Building and poles beginning 1489' from DER, 188' left of centerline, up to 69' AGL/142' MSL. Trees 1690' from DER, 22' right of centerline, up to 52' AGL/124' MSL. Tank 1.3 NM from DER, 1122' left of centerline, 107' AGL/296' MSL.

FISHERS ISLAND, NY

ELIZABETH FIELD (0B8)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 98337 (FAA)

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

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

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

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

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FULTON, NY

OSWEGO COUNTY (FZY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 01137 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb gradient of 270' per NM to 900.NOTE: **Rwy 6**, hill 1400' from DER, on centerline 50' AGL/549' MSL. **Rwy 15**, trees 1700' from DER, on centerline 85' AGL/560' MSL. **Rwy 24**, trees 1350' from DER, on centerline 60' AGL/517' MSL. **Rwy 33**, road 400' from DER, on centerline 15' AGL/462' MSL.

GLENS FALLS, NY

FLOYD BENNETT MEMORIAL (GFL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10350 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 385' per NM to 2500 or 2000-3 for climb in visual conditions. **Rwy 12**, std. w/ min. climb of 304' per NM to 1800 or 2000-3 for climb in visual conditions.**Rwy 30**, std. w/ min. climb of 345' per NM to 2500 or 2000-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn to 2500 direct GANSE (GF) LOM before proceeding on course. For climb in visual conditions: cross Floyd Bennett Memorial Airport at or above 2200 MSL before proceeding on course. **Rwy 12**, climbing right turn to 1800 direct GANSE (GF) LOM before proceeding on course. For climb in visual conditions: cross Floyd Bennett Memorial Airport at or above 2200 MSL before proceeding on course. **Rwy 19**, climb heading 192° to 1400 before proceeding on course. **Rwy 30**, climbing left turn to 2500 direct GANSE (GF) LOM before proceeding on course. For climb in visual conditions: cross Floyd Bennett Memorial Airport at or above 2200 MSL before proceeding on course.NOTE: **Rwy 1**, trees beginning 1185' from DER, 65' left of centerline, up to 88' AGL/503' MSL. Trees beginning 1423' from DER, 24' right of centerline, up to 88' AGL/535' MSL. Multiple towers beginning 5140' from DER, 5' left of centerline, up to 69' AGL/498' MSL.**Rwy 12**, trees beginning 852' from DER, 115' left of centerline, up to 77' AGL/416' MSL. Vehicles on road and trees beginning 378' from DER, 3' right of centerline, up to 80' AGL/429' MSL. **Rwy 19**, trees beginning 703' from DER, 121' left of centerline, up to 65' AGL/454' MSL. Bush and trees beginning 73' from DER, 46' right of centerline, up to 77' AGL/456' MSL. **Rwy 30**, trees beginning 89' from DER, 20' left of centerline, up to 93' AGL/458' MSL. Trees beginning 1281' from DER, 32' right of centerline, up to 89' AGL/472' MSL.

HAMILTON, NY

HAMILTON MUNI (VGC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08353 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35**, 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35**, climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.NOTE: **Rwy 17**, multiple trees beginning 37' from DER, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from DER, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from DER, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from DER, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from DER, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from DER, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35**, railroad 27' from DER, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from DER, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from DER, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from DER, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ

HAMMONTON MUNI (N81)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 034° to 600 before turning left.NOTE: **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 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.NOTE: **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.

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

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

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HUDSON, NY

COLUMBIA COUNTY (1B1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 16091 (FAA)

TAKEOFF MINIMUMS: **Rwy 21**, std. w/min. climb of 210' per NM to 2300 or 2200-2½ 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 climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Columbia County airport at or above 2200 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 188' from DER, 489' right of centerline up to 44' AGL/246' MSL. Trees and poles beginning 613' from DER, 226' left of centerline up to 65' AGL/271' MSL. Trees beginning 1019' from DER, 699' right of centerline up to 102' AGL/308' MSL. Trees beginning 2198' from DER, 116' left of centerline, up to 91' AGL/299' MSL. Trees beginning 3292' from DER, 555' right of centerline, up to 93' AGL/292' MSL. Trees beginning 3229' from DER, 452' left of centerline, up to 77' AGL/313' MSL. Trees beginning 3967' from DER, 348' left of centerline, up to 80' AGL/338' MSL. Tree 4016' from DER, 443' right of centerline, 88' AGL/321' MSL. **Rwy 21**, fence 104' from DER, 372' left of centerline, 12' AGL/203' MSL. Trees beginning 483' from DER, 533' right of centerline, up to 76' AGL/256' MSL. Trees beginning 570' from DER, 494' left of centerline, up to 79' AGL/253' MSL.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 10098(FAA)

TAKEOFF MINIMUMS: **Rwy 14**, Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 14**, Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32**, Climb heading 325° to 1600 before proceeding on course.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

NOTE: **Rwy 7**, multiple trees beginning 495' from DER, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13**, rising terrain beginning 200' from DER, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from DER, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from DER, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from DER, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from DER, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from DER, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from DER, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25**, antenna on building 424' from DER, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from DER, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31**, vehicles on road 0' from DER, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam DER, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from DER, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from DER, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from DER, 728' left of DER, 35' AGL/1834' MSL. Tree 6082' from DER, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY

FULTON COUNTY (NYO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10266 (FAA)

NOTE: **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.

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

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

16315

KINGSTON, NY

KINGSTON-ULSTER (20N)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 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.

NOTE: **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

ORIG 03191 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, NA-obstacles. **Rwy 32**, std. with a min. climb of 420' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEHURST MAXFIELD FLD

(JOINT BASE MC GUIRE DIX

LAKEHURST) (KNEL)

LAKEHURST, NJ

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG, 14205

TAKE-OFF OBSTACLES: **Rwy 6**, terrain 507' from DER, 636' right of centerline, 115' MSL. Terrain 365' from DER, 418' right of centerline, 112' MSL. Terrain 5' from DER, 121' right of centerline, 105' MSL. Terrain 110' from DER, 529' left of centerline, 120' MSL. Terrain 211' from DER, 496' left of centerline, 118' MSL. Terrain 957' from DER, 668' left of centerline, 128' MSL. Terrain 997' from DER, 767' left of centerline, 128' MSL. **Rwy 15**, terrain 254' from DER, 568' right of centerline, 102' MSL. Terrain 190' from DER, 551' right of centerline, 100' MSL. Terrain 4' from DER, 393' right of centerline, 95' MSL. **Rwy 24**, terrain 165' from DER, 207' right of centerline, 105' MSL. Terrain 0' inward of DER, 91' right of centerline, 105' MSL. Terrain 190' from DER, 551' right of centerline, 101' MSL. **Rwy 33**, terrain 55' from DER, 149' right of centerline, 108' MSL. Terrain 444' from DER, 619' right of centerline, 118' MSL. Terrain 524' from DER, 536' right of centerline, 118' MSL. Terrain 761' from DER, 704' right of centerline, 124' MSL.

LAKELWOOD, NJ

LAKELWOOD (N12)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 14149 (FAA)

NOTE: **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.

LE ROY, NY

LE ROY (5G0)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 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.

NOTE: **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.

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

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

16315

LINCOLN PARK, NJ

LINCOLN PARK (N07)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course.**Rwy 19**, climb runway heading to 1000 before proceeding on course.NOTE: **Rwy 19**, towers 4200' from DER, 96' right of centerline, 132' AGL/307' MSL.

LINDEN, NJ

LINDEN (LDJ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2A 11125 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1¼ or std. w/min. climb of 259' per NM to 400. **Rwy 27**, 300-1.NOTE: **Rwy 9**, pole and building 667' from DER, 53' right of centerline, up to 60' AGL/77' MSL. Multiple stacks 1.3 NM from DER, 1135' right of centerline, up to 275' AGL/287' MSL. **Rwy 27**, stack 825' from DER, 655' right of centerline, 86' AGL/113' MSL. Multiple buildings 2197' from DER, left and right of centerline, up to 110' AGL/140' MSL.

LOCKPORT, NY

NORTH BUFFALO SUBURBAN (0G0)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 97142 (FAA)

TAKEOFF MINIMUMS: **Rwys 10, 28**, 300-1.NOTE: **Rwy 10**, 46' AGL tree 353' from DER, 75' right of centerline. **Rwy 28**, 60' AGL tree 650' from DER, 350' right of centerline.

LUMBERTON, NJ

FLYING W (N14)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 12208 (FAA)

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

MALONE, NY

MALONE-DUFORT (MAL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 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.NOTE: **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 3 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 069° to 800 before turning left.NOTE: **Rwy 7**, multiple trees and a building beginning 29' from DER, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from DER, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25**, multiple trees beginning 183' from DER, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from DER, 181' left of centerline, up to 83' AGL/163' MSL.

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

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

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MASSENA, NY

MASSENA INTL-RICHARDS FIELD (MSS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 8A 14093 (FAA)

TAKEOFF MINIMUMS: **Rwy 23**, 400-2½ or std. w/min. climb of 240' per NM to 800.

NOTE: **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

ORIG, 15232

TAKEOFF OBSTACLES: **Rwy 6**, trees 1432' to 1935' from DER, 426' to 1312' right of centerline, 94' AGL/192' MSL. Trees 2405' from DER, 448' right of centerline, 79' AGL/174' MSL. Trees 2663' from DER, 1186' left of centerline, 79' AGL/177' MSL. trees 3285' from DER, 362' right of centerline, 97' AGL/185' MSL. Trees 3287' from DER, 341' left of centerline, 94' AGL/195' MSL. Trees 3653' from DER, 944' right of centerline, 103' AGL/194' MSL. **Rwy 24**, trees 1973' from DER, 980' left of centerline, 85' AGL/199' MSL. **Rwy 36**, C-5 aircraft on Romeo row 1976' from DER, 1234' right of centerline, 66' AGL/184' MSL.

MIDDLETOWN, NY

RANDALL (06N)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 12264 (FAA)

TAKEOFF MINIMUMS: **Rwy 26**, 300-2 or std. with a min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 26**, climb heading 246° to 1400 before proceeding on course.

NOTE: **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.

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

MILLBROOK, NY

SKY ACRES (44N)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 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.

NOTE: **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.

MILLVILLE, NJ

MILLVILLE MUNI (MIV)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 06159 (FAA)

NOTE: **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 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.

NOTE: **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.

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

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MONTGOMERY, NY

ORANGE COUNTY(MGJ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 00279 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8**, 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21**, 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26**, 400-1 or std. with a min. climb of 270' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26**, climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY

SULLIVAN COUNTY INTL (MSV)

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

MORRISTOWN, NJ

MORRISTOWN MUNI (MMU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 6 11293 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 300-1½ or std. w/min. climb of 227' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER. **Rwy 23**, 400-2 or std. w/min. climb of 394' per NM to 700. **Rwy 31**, 500-1 with minimum climb of 342' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 700 before turning westbound. **Rwy 13**, climb heading 127° to 800 before turning northbound. **Rwy 23**, climb heading 229° to 900 before turning westbound.
NOTE: **Rwy 5**, trees beginning 16' from DER, 300' left/right of centerline, up to 87' AGL/286' MSL. **Rwy 13**, trees, power lines, bushes beginning 50' from DER, 32' left/right of centerline, up to 84' AGL/283' MSL. Tank 1.2 NM from DER, 1830' right of centerline, 135' AGL/395' MSL. **Rwy 23**, trees and buildings beginning 80' from DER, 48' left/right of centerline, up to 91' AGL/290' MSL. **Rwy 31**, trees, power lines, bushes beginning 2' from DER, 6' left/right of centerline, up to 150' AGL/329' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 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.
NOTE: **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

JOHN F KENNEDY INTL (JFK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 9 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 31L**, std. w/min. climb of 250' per NM to 2400. **Rwy 31R**, std. w/min. climb of 230' per NM to 2400.
NOTE: **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. Lights 5' from DER, on centerline, 2' AGL/13' MSL. Trees beginning 433' from DER, 578' left of centerline, up to 27' AGL/31' MSL. **Rwy 22R**, lights beginning abeam DER, 55' right of centerline, up to 2' AGL/13' MSL. Fence, lights, and bushes beginning abeam DER, 54' left of centerline, up to 8' AGL/19' MSL. **Rwy 31L**, lights beginning 9' from DER, 80' right of centerline, up to 3' AGL/14' MSL. Lights beginning 10' from DER, 80' left of centerline, up to 2' AGL/13' MSL. Trees 2075' from DER, 435' left of centerline, up to 87' AGL/91' MSL. **Rwy 31R**, lights beginning 8' from DER, 3' left of centerline, up to 2' AGL/13' MSL. Lights 10' from DER, on centerline, 2' AGL/13' MSL. Lights beginning 10' from DER, 3' right of centerline, up to 2' AGL/13' MSL. Electrical system, electrical box, and lights beginning 101' from DER, on centerline, and left and right of centerline, up to 7' AGL/18' MSL. Approach lights beginning 200' from DER, on centerline, up to 9' AGL/27' MSL. Fences, lights, and poles beginning 146' from DER, 115' left of centerline, up to 19' AGL/30' MSL. Lights and trees beginning 553' from DER, 191' right of centerline, up to 34' AGL/48' MSL. Lights and poles beginning 1443' from DER, 334' left of centerline, up to 55' AGL/67' MSL. Pole 2162' from DER, 562' right of centerline, 54' AGL/66' MSL. Antenna 3916' from DER, 1550' right of centerline, 111' AGL/130' MSL.

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

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

16315

NEW YORK, NY (CON'T)

LAGUARDIA (LGA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 400-2¼ or std. w/min. climb of 280' per NM to 500. **Rwy 22**, 300-2¼ or std. w/min. climb of 210' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1100' prior to DER. **Rwy 31**, 300-1¼ or std. w/min. climb of 330' per NM to 500.

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

NOTE: **Rwy 13**, localizer 392' from DER, on centerline, 18' AGL/19' MSL. Stack, fences, and buildings beginning 97' from DER, 171' left of centerline, up to 83' AGL/103' MSL. Fences, buildings, and trees beginning 28' from DER, 415' right of centerline, up to 21' AGL/22' MSL. Stack 4934' from DER, 1513' left of centerline, 172' AGL/181' MSL. Building 1.9 NM from DER, 758' right of centerline, 280' AGL/345' MSL.

Rwy 22, building 1278' from DER, 169' left of centerline, 48' AGL/71' MSL. Buildings and trees beginning 165' from DER, 150' left of centerline, up to 72' AGL/101' MSL. Blast fence, fence, stack on building, NAVAID, and trees beginning 109' from DER, 138' right of centerline, up to 55' AGL/104' MSL. Tower 1.8 NM from DER, 566' right of centerline, 222' AGL/302' MSL. **Rwy 31**, stack 1.2 NM from DER, 2015' left of centerline, 250' AGL/268' MSL.

NEW YORK, NY (CON'T)

LONG ISLAND MAC ARTHUR (ISP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 11181 (FAA)

NOTE: **Rwy 6**, trees beginning 611' from DER, 191' right of centerline, up to 76' AGL/186' MSL. Trees beginning 1391' from DER, 76' left of centerline, up to 79' AGL/189' MSL. Pole 2458' from DER, 1127' left of centerline, 65' AGL/175' MSL. **Rwy 10**, trees beginning 950' from DER, 259' right of centerline, up to 49' AGL/132' MSL. Trees beginning 276' from DER, 263' left of centerline, up to 54' AGL/139' MSL. Antenna on pole 1141' from DER, 455' left of centerline, 48' AGL/133' MSL. **Rwy 15L**, trees beginning 706' from DER, 271' right of centerline, up to 56' AGL/136' MSL. Trees beginning 1134' from DER, 214' left of centerline, up to 50' AGL/132' MSL. **Rwy 15R**, trees beginning 1267' from DER, 68' left of centerline, up to 56' AGL/136' MSL. **Rwy 24**, pole 788' from DER, 656' right of centerline, 40' AGL/120' MSL. **Rwy 28**, tree 643' from DER, 391' right of centerline, 36' AGL/126' MSL. Pole 918' from DER, 367' right of centerline, 30' AGL/118' MSL. Light pole 991' from DER, 244' right of centerline, 27' AGL/117' MSL. Rod 822' from DER, 442' left of centerline, 36' AGL/121' MSL. Trees beginning 1101' from DER, 280' left of centerline, up to 48' AGL/128' MSL. Pole 1254' from DER, 89' left of centerline, 29' AGL/124' MSL. **Rwy 33L**, trees beginning 37' from DER, 5' right of centerline, up to 80' AGL/185' MSL. Trees beginning 180' from DER, 27' left of centerline, up to 83' AGL/188' MSL. Poles beginning 699' from DER, 505' left of centerline, up to 40' AGL/140' MSL. Tower 1528' from DER, 387' left of centerline, 61' AGL/164' MSL. Post 459' from DER, 251' left of centerline, 11' AGL/111' MSL. **Rwy 33R**, trees beginning 1025' from DER, 273' right of centerline, up to 45' AGL/135' MSL. Tower 2996' from DER, 79' right of centerline, 108' AGL/210' MSL. Obstruction light on GS 325' from DER, 484' right of centerline, 28' AGL/118' MSL. Trees beginning 789' from DER, 266' left of centerline, up to 48' AGL/133' MSL. Obstruction light WSK 726' from DER, 583' left of centerline, 29' AGL/114' MSL.

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

16315

NEW YORK, NY (CON'T)

STEWART INTL (SWF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 16259 (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 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.

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

WEST 30TH ST (JRA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15008 (FAA)

DEPARTURE PROCEDURE: Use JEDIL DEPARTURE, or HORBA DEPARTURE.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 10042 (FAA)

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

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

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

NIAGARA FALLS, NY

NIAGARA FALLS INTL (IAG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 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.

NOTE: **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.

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

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

16315

NORWICH, NY

LT WARREN EATON (OIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 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.

NOTE: **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.

OGDENSBURG, NY

OGDENSBURG INTL (OGS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 16259 (FAA)

NOTE: **Rwy 09**, tree 314' from DER, 483' left of centerline, 37' AGL/341' MSL. Trees, beginning 878' from DER, 90' left of centerline, up to 58' AGL/373' MSL. Pole 1048' from DER, 741' right of centerline, 39' AGL/344' MSL. Trees, beginning 1153' from DER, 147' right of centerline, up to 59' AGL/366' MSL. **Rwy 27**, sign 6' from DER, 394' left of centerline, 3' AGL/288' MSL. Vegetation, terrain, beginning 47' from DER, 313' right of centerline, up to 2' AGL/292' MSL. Terrain 72' from DER, 352' right of centerline, 289' MSL. Bldg 583' from DER, 474' left of centerline, 47' AGL/329' MSL. Trees, beginning 698' from DER, 181' left of centerline, up to 56' AGL/337' MSL. Tree 997' from DER, 532' right of centerline, 60' AGL/341' MSL. Trees, beginning 1015' from DER, 62' right of centerline, up to 69' AGL/350' MSL. Trees, beginning 1216' from DER, 56' right of centerline, up to 95' AGL/376' MSL. Trees, beginning 1251' from DER, 33' left of centerline, up to 75' AGL/353' MSL. Tree 2345' from DER, 150' left of centerline, 354' MSL. Tree 4155' from DER, 269' left of centerline, 390' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 09239 (FAA)

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

NOTE: **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 3 14009 (FAA)

TAKEOFF MINIMUMS: **Rwy 16**, 200-1 or std. with min. climb of 328' per NM to 2400. **Rwy 34**, 200-1 or std. with min. climb of 366' per NM to 2400.

NOTE: **Rwy 4**, trees beginning 10' from DER, 74' left of centerline, up to 69' AGL/2186' MSL. Trees beginning 12' from DER, 34' right of centerline, up to 57' AGL/2140' MSL. **Rwy 16**, trees beginning 95' from DER, 374' left of centerline, up to 65' AGL/2264' MSL. Trees beginning 35' from DER, 387' right of centerline, up to 71' AGL/2270' MSL. **Rwy 22**, trees beginning 18' from DER, 26' left of centerline, up to 88' AGL/2185' MSL. Trees beginning 31' from DER, 51' right of centerline, up to 88' AGL/2167' MSL. **Rwy 34**, trees beginning 191' from DER, 122' right of centerline, up to 71' AGL/2221' MSL.

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

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

16315

ONEONTA, NY

ONEONTA MUNI (N66)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15288 (FAA)

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

NOTE: **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.

PEDRICKTOWN, NJ

SPITFIRE AERODROME (7N7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11293 (FAA)

TAKEOFF MINIMUMS: **Rwy 25**, NA-obstacles. DEPARTURE PROCEDURE: **Rwy 7**, climb heading 074° to 800 before turning right.

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

PENN YAN, NY

PENN YAN (PEO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 12208 (FAA)

TAKEOFF MINIMUMS: **Rwy 19**, std. w/min. climb of 275' per NM to 1900 or 1100-2½ for climb in visual conditions.

Rwy 28, std. w/min. climb of 360' per NM to 1800 or 1100-2½ for climb in visual conditions.

TAKEOFF MINIMUMS: **Rwy 1**, climb heading 008° to 1500 before turning left. **Rwy 19**, for climb in visual conditions cross Penn Yan airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 28**, for climb in visual conditions cross Penn Yan airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 1**, Trees 74' from DER, 246' right of centerline, up to 100' AGL/1019' MSL. Trees 571' from DER, 18' left of centerline, up to 100' AGL/999' MSL. Aircraft on taxiway 35' from DER, 300' left of centerline, up to 23' AGL/942' MSL. **Rwy 19**, Trees 1172' from DER, 347' right of centerline, up to 100' AGL/1102' MSL. Trees 2309' from DER, 476' left of centerline, up to 100' AGL/1120' MSL. Aircraft on taxiway 24' from DER, 261' right of centerline, up to 23' AGL/1022' MSL. **Rwy 10**, Trees 18' from DER, 245' right of centerline, up to 100' AGL/1039' MSL. Trees 43' from DER, 78' left of centerline, up to 100' AGL/999' MSL. Fence 28' from DER, on centerline, up to 8' AGL/907' MSL. Berm 25' from DER, on centerline, up to 10' AGL/909' MSL. Vehicle on road 33' from DER, 183' right of centerline, up to 15' AGL/914' MSL. Vehicle on road 156' from DER, 6' left of centerline, up to 15' AGL/914' 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. Vehicle on ramp 20' from DER, on centerline, up to 15' AGL/874' MSL. Hangar 76' from DER, 63' right of centerline, up to 30' AGL/869' MSL.

PISECO, NY

PISECO (K09)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 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 Pisecco 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 Pisecco airport at or above 3600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **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.

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

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

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PITTSBURY, NJ

ALEXANDRIA (N85)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 400-1¼ or std. w/ min. climb of 479' per NM to 1000. **Rwy 31**, 400-2¼ or std. w/min. climb of 226' per NM to 900.

NOTE: **Rwy 8**, trees beginning 192' from DER, 238' right of centerline, up to 70' AGL/569' MSL. Trees beginning 591' from DER, 279' left of centerline, up to 70' AGL/829' MSL. **Rwy 13**, trees beginning 205' from DER, 347' left of centerline, up to 70' AGL/569' MSL.

SKY MANOR (N40)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 12152 (FAA)

NOTE: **Rwy 7**, vehicles on roadway beginning 38' from DER, 283' left of centerline, up to 15' AGL/574' MSL. Power lines beginning 2008' from DER, left and right of centerline, up to 122' AGL/652' MSL. Trees beginning 2550' from DER, 756' left of centerline, up to 100' AGL/657' MSL. Trees beginning 4763' from DER, 1716' right of centerline, up to 100' AGL/699' MSL. **Rwy 25**, vehicles on roadway beginning 51' from DER, 375' left of centerline, up to 15' AGL/574' MSL. Trees beginning 1965' from DER, 139' right of centerline, up to 100' AGL/679' MSL. Trees beginning 2261' from DER, 961' left of centerline, up to 100' AGL/659' MSL.

PLATTSBURGH, NY

PLATTSBURGH INTL (PBG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 2500 before turning on course.

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

NOTE: **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 09295 (FAA)

NOTE: **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.

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

POUGHKEEPSIE, NY

DUTCHESS COUNTY (POU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 13290 (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 1700-2¼ 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. For climb in visual conditions: cross Dutchess County airport at or above 1700 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure. **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.

NOTE: **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 78' 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 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. **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.

NE-2, 10 NOV 2016 to 05 JAN 2017

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

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PRINCETON (ROCKY HILL), NJ

PRINCETON (39N)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 3 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 400-2¼ or std. w/
min. climb of 310' per NM to 700.DEPARTURE PROCEDURE: **Rwy 10**, climb heading
102° to 800 before turning left.

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

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 09211 (FAA)

TAKEOFF MINIMUMS: **Rwy 31**, std. w/ min. climb of
405' per NM to 1400 or 1300-2½ for climb in visual
conditions.DEPARTURE PROCEDURE: **Rwy 31**, for climb in
visual conditions; cross Solberg-Hunterdon airport at
or above 1300 before proceeding on course.

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

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE (N87)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2A 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.

NOTE: **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

GREATER ROCHESTER INTL (ROC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 8 14093 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 300-1¼ or std. w/min. climb of
206' per NM to 900, or alternatively, with standard takeoff
minimums and a normal 200' per NM climb gradient, takeoff
must occur no later than 1300' prior to DER. **Rwy 10**, std. w/
min. climb of 250' per NM to 900 or 1000-2½ for climb in
visual conditions. **Rwy 22**, 400-2¼ or std. w/min. climb of
240' per NM to 1100.DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to
1200 before turning left. **Rwy 10**, for climb in visual
conditions, cross greater Rochester Intl airport at or above
1400 before proceeding on course. When executing VCOA,
notify ATC prior to departure.

NOTE: **Rwy 4**, tree 2081' from DER, 532' left of centerline, 53' AGL/612' MSL. Tree 3890' from DER, 1119' right of centerline, 100' AGL/659' MSL. Tower 1806' from DER, 817' right of centerline, 60' AGL/611' MSL. **Rwy 7**, dome 1.4 NM from DER, 1164' right of centerline, 213' AGL/756' MSL. Trees beginning 2732' from DER, 426' left of centerline, up to 93' AGL/622' MSL. **Rwy 10**, dome 1.1 NM from DER, 1543' left of centerline, 213' AGL/756' MSL. Trees beginning 743' from DER, 248' left of centerline, up to 100' AGL/636' MSL. Tree beginning 2676' from DER, 112' right of centerline, up to 85' AGL/616' MSL. Pole 950' from DER, 655' right of centerline, 41' AGL/570' MSL. **Rwy 22**, tower 2.2 NM from DER, 3550' right of centerline, 412' AGL/934' MSL. Tree 1997' from DER, 832' right of centerline, up to 63' AGL/587' MSL. Tree 3026' from DER, 935' left of centerline, 105' AGL/621' MSL. **Rwy 25**, transmission line tower 1523' from DER, 819' left of centerline, 61' AGL/592' MSL. Poles beginning 1655' from DER, 330' left of centerline, up to 82' AGL/617' MSL. **Rwy 28**, railroad beginning 326' from DER, 539' right of centerline, 23' AGL/574' MSL. Transmission line towers beginning 1239' from DER, 253' left of centerline, up to 75' AGL/614' MSL. Trees beginning 807' from DER, 148' left of centerline, up to 87' AGL/626' MSL. Trees beginning 887' from DER, 113' right of centerline, up to 91' AGL/632' MSL.

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

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

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ROME, NY

GRIFFISS INTL (RME)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 147° to 1000 before turning left. **Rwy 33**, climb heading 327° to 1400 before turning right.

NOTE: **Rwy 15**, trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY

ADIRONDACK RGNL (SLK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 7 12264 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, standard w/ min. climb of 265' per NM to 4300, or 2500-3 for climb in visual conditions. **Rwy 9**, 800-2¼. **Rwy 23**, standard w/ min. climb of 270' per NM to 3100, or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 4300 before proceeding on course. Or for climb in visual conditions: cross Adirondack RGNL airport at or above 4000 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 9**, climbing left turn heading 079° to intercept SLK VOR/DME R-081 eastbound to 3700, then climbing left turn direct SLK VOR/DME and hold (N, right turns, 159° degrees inbound). Continue climb in hold to depart SLK VOR/DME at or above MEA for route of flight. **Rwy 23**, climb heading 229° to intercept SLK VOR/DME R-232 westbound to 4600 before proceeding on course, or for climb in visual conditions: cross Adirondack RGNL airport at or above 4000 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 27**, climb heading 273° to 3600 before proceeding on course.

NOTE: **Rwy 5**, vehicle on road 178' from DER, left of centerline, up to 15' AGL/1691' MSL. Trees beginning 1421' from DER, left and right of centerline, up to 100' AGL/1756' MSL. **Rwy 9**, terrain 61' from DER, 421' left of centerline, 1643' MSL. Trees and vegetation beginning 100' from DER, left and right of centerline, up to 116' AGL/1789' MSL. Tower 7982' from DER, 1868' right of centerline, 140' AGL/2225' MSL. Tree 11105' from DER, 2564' left of centerline, 100' AGL/1938' MSL. **Rwy 23**, trees beginning 93' from DER, left and right of centerline, up to 100' AGL/1745' MSL. **Rwy 27**, trees and vegetation beginning 109' from DER, left and right of centerline, up to 100' AGL/1756' MSL.

SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4 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.

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

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


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


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SCHENECTADY, NY

SCHENECTADY COUNTY (SCH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 14177 (FAA)

TAKEOFF MINIMUMS: **Rwy 28**, std. w/min. climb of 275' per NM to 1900.

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

NOTE: **Rwy 4**, tank beginning 133' from DER, 191' left of centerline, 130' AGL/505' MSL. Trees beginning 1725' from DER, 530' right of centerline, up to 84' AGL/436' MSL. Trees beginning 1471' from DER, 226' left of centerline, up to 72' AGL/426' MSL. Trees beginning 1727' from DER, on centerline, up to 72' AGL/423' MSL. **Rwy 10**, trees, fence and light support structure beginning 69' from DER, 431' left of centerline, up to 33' AGL/352' MSL. Buildings and trees beginning 1021' from DER, 597' left of centerline, up to 47' AGL/366' MSL. Trees and light support structure beginning 543' from DER, 175' right of centerline, up to 48' AGL/347' MSL. Trees beginning 1177' from DER, 401' left of centerline, up to 60' AGL/369' MSL. Trees beginning 1898' from DER, 977' left of centerline, up to 80' AGL/369' MSL. **Rwy 22**, trees beginning 1215' from DER, 679' left of centerline, up to 80' AGL/366' MSL. **Rwy 28**, trees beginning 20' from DER, 460' left of centerline, up to 101' AGL/420' MSL. Trees beginning 1482' from DER, 595' right of centerline, up to 95' AGL/424' MSL. Trees beginning 1018' from DER, 226' left of centerline, up to 89' AGL/408' MSL. Poles beginning 64' from DER, 335' right of centerline, 32' AGL/361' MSL. Poles beginning 464' from DER, 449' left of centerline, 42' AGL/361' MSL. Trees beginning 377' from DER, 451' right of centerline, up to 28' AGL/357' MSL. Trees beginning 2595' from DER, 480' left of centerline, up to 88' AGL/407' MSL. Buildings and parking lot beginning 218' from DER, 431' right of centerline, up to 18' AGL/347' MSL. Trees beginning 3845' from DER, 1413' right of centerline, up to 80' AGL/439' MSL. Trees beginning 2895' from DER, 243' right of centerline, up to 72' AGL/411' MSL. Trees beginning 2897' from DER, 42' left of centerline, up to 68' AGL/407' MSL. Trees beginning 4023' from DER, 917' right of centerline, up to 83' AGL/432' MSL. Buildings beginning 350' from DER, 425' left of centerline, 20' AGL/339' MSL. Flagpole beginning 590' from DER, 54' right of centerline, 22' AGL/341' MSL. Trees beginning 5450' from DER, 1958' right of centerline, up to 97' AGL/466' MSL.

SENECA FALLS, NY

FINGER LAKES RGNL (0G7)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 14261 (FAA)

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

NOTE: **Rwy 1**, trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL.

Rwy 19, trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL. Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY

BROOKHAVEN (HWV)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07130 (FAA)

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

NOTE: **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.

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


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

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SIDNEY, NY

SIDNEY MUNI (N23)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 14149 (FAA)

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

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

NOTE: **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 17' 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

ORIG 81218 (FAA)

TAKEOFF MINIMUMS: **Rwys 10,28**, 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 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.

NOTE: **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 09099 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 300-1½ or std. w/min. climb of 290' per NM to 600. **Rwy 19**, std. w/min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 2000 before proceeding on course. **Rwy 19**, climb via heading 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.

NOTE: **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.

STORMVILLE, NY

STORMVILLE (N69)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 86072 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 1200-1. **Rwy 24**, 300-1. DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

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

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

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SUSSEX, NJ

SUSSEX (FWN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 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.

NOTE: **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'/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 1.4 NM from DER, left and right of centerline, up to 100' AGL/1019' MSL.

SYRACUSE, NY

SYRACUSE HANCOCK INTL (SYR)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 7 98001 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28**, climb runway heading to 1100 before turning southbound. **Rwy 33**, climb runway heading to 1000 before turning southbound.

TETERBORO, NJ

TETERBORO (TEB)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 8 14205 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/min. climb of 294' per NM to 500. **Rwy 6**, 300-1¼ 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**, 400-1¼ or std. w/min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn heading 040° to 900 before proceeding on course.

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

NOTE: **Rwy 1**, building, poles, and trees beginning 198' from DER, 147' left of centerline, up to 77' AGL/86' MSL. Building, poles, and trees beginning 906' from DER, 135' right of centerline, up to 65' AGL/74' MSL. Tree 1771' from DER, on centerline, 49' AGL/58' MSL. Buildings and trees beginning 4753' from DER, 127' left of centerline, up to 146' AGL/265' MSL. Building 5903' from DER, 1521' left of centerline, 160' AGL/224' MSL. Buildings beginning 1.5 NM from DER, 320' right of centerline, up to 206' AGL/285' MSL. Buildings beginning 1.8 NM from DER, 752' right of centerline, up to 249' AGL/314' MSL.

Rwy 6, signs beginning 20' from DER, 308' left of centerline, 1' AGL/8' MSL. Buildings, poles, trees, and sign beginning 26' from DER, 145' right of centerline, up to 44' AGL/53' MSL. Buildings and poles beginning 195' from DER, 297' left of centerline, up to 42' AGL/51' MSL. Vehicles on road beginning 274' from DER, left and right of centerline, up to 15' AGL/23' MSL. Buildings, poles, trees, and signs beginning 434' from DER, 7' left of centerline, up to 104' AGL/115' MSL. Buildings and trees beginning 1216' from DER, 57' right of centerline, up to 100' AGL/139' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19**, vehicles on road beginning 12' from DER, left and right of centerline, up to 15' AGL/21' MSL. Trees beginning 67' from DER, 373' left of centerline, up to 72' AGL/79' MSL. Buildings, fence, poles, and trees beginning 186' from DER, 40' right of centerline, up to 89' AGL/98' MSL. Localizer antenna 598' from DER, on centerline, 29' AGL/34' MSL. Trees beginning 795' from DER, left and right of centerline, up to 88' AGL/109' MSL. Towers and antennas beginning 1.1 NM from DER, 1370' right of centerline, up to 243' AGL/246' MSL. Monuments 1.7 NM from DER, 1331' right of centerline, up to 287' AGL/299' MSL. Towers and antennas beginning 1.9 NM from DER, 1643' right of centerline, up to 500' AGL/510' MSL.

Rwy 24, structures and trees beginning 26' from DER, 214' left of centerline, up to 67' AGL/76' MSL. Pole and trees beginning 249' from DER, 100' right of centerline, up to 54' AGL/103' MSL. Buildings, poles, sign, and trees beginning 2724' from DER, 536' right of centerline, up to 83' AGL/272' MSL. Trees beginning 5264' from DER, 1915' right of centerline, up to 100' AGL/309' MSL. Trees beginning 1.3 NM from DER, 1744' right of centerline, up to 88' AGL/217' MSL.

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

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

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TICONDEROGA, NY

TICONDEROGA MUNI (4B6)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 98113 (FAA)

TAKEOFF MINIMUMS: **Rwy 20**, 800-2 or std. with a min. climb of 330' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3800 before proceeding on course.**Rwy 20**, climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ

OCEAN COUNTY (MJX)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 14093 (FAA)

NOTE: **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 13122 (FAA)

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

VINCENTOWN, NJ

RED LION (N73)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 09071 (FAA)

NOTE: **Rwy 5**, trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL.

Rwy 23, trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ

KROELINGER (29N)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 94062 (FAA)

TAKEOFF MINIMUMS: **Rwys 10, 28**, 300-1.

WATERTOWN, NY

WATERTOWN INTL (ART)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 11321 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/min.

climb of 231' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER. **Rwy 10**, 300-1¼ or std. w/min. climb of 306' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 090° to 1000 before turning right.

NOTE: **Rwy 7**, road and trees beginning 540' from DER, 33' left of centerline, up to 100' AGL/559' MSL. Trees beginning 787' from DER, 97' right of centerline, up to 100' AGL/405' MSL. **Rwy 10**, trees beginning 536' from DER, 62' right of centerline, up to 100' AGL/532' MSL. Trees beginning 1827' from DER, 204' left of centerline, up to 100' AGL/382' MSL. Rising terrain beginning 5573' from DER, 1148' right of centerline, up to 569' MSL.

Rwy 28, trees beginning 620' from DER, 2' right of centerline, up to 100' AGL/409' MSL. Trees beginning 784' from DER, 1' left of centerline, up to 100' AGL/391' MSL.

WEEDSPORT, NY

WHITFORDS (B16)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 96284 (FAA)

TAKEOFF MINIMUMS: **Rwys 1, 10, 19, 28**, 300-1.

WELLSVILLE, NY

WELLSVILLE MUNI AIRPORT,

TARANTINE FIELD (ELZ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

DEPARTURE PROCEDURE: **Rwys 10,28**, climb runway heading to 2500 before proceeding on course.

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

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

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WEST CREEK, NJ

EAGLES NEST (1E)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 15232 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, 300-1 or std. w/min. climb of 605' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 146° to 700 before turning right. **Rwy 32**, climb heading 326° to 700 before turning left.

NOTE: **Rwy 14**, numerous trees beginning at DER, 239' left of centerline, up to 100' AGL/149' MSL. Numerous trees beginning 0' from DER, 293' right of centerline, up to 100' AGL/149' MSL. Numerous trees 447' from DER, crossing left to right of centerline, up to 100' AGL/159' MSL. Numerous trees 2871' from DER, 878' left of centerline, up to 100' AGL/169' MSL. Tower 3971' from DER, 239' left of centerline, 235' AGL/269' MSL. **Rwy 32**, numerous trees beginning at DER, 295' right of centerline, up to 100' AGL/149' MSL. Numerous trees beginning 202' from DER, 288' left of centerline, up to 100' AGL/149' MSL. Numerous trees beginning 4655' from DER, 1703' right of centerline, up to 100' AGL/169' MSL.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI (FOK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 12152 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 300-1½ 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.

NOTE: **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.

WEST MILFORD, NJ

GREENWOOD LAKE (4N1)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 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.

NOTE: **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.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26**, Climb hdg 263° to 1400 before turning left.

TAKEOFF OBSTACLES: **Rwy 3**: Trees 100' AGL/ 759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8**: Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fence line 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15**: Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26**: Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33**: Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

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

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WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 7 13234 (FAA)

TAKEOFF MINIMUMS: **Rwy 29**, 300-1½ or std. w/ min. climb of 260' per NM to 800.

NOTE: **Rwy 11**, terrain beginning 19' from DER, crossing centerline, up to 407' MSL. Trees beginning 107' from DER, 379' right of centerline, up to 46' AGL/450' MSL. Trees beginning 147' from DER, 275' left of centerline, up to 44' AGL/474' MSL. Trees beginning 433' from DER, crossing centerline, up to 95' AGL/474' MSL. Terrain beginning 562' from DER, 499' left of centerline, up to 466' MSL. Poles and buildings beginning 623' from DER, 28' left of centerline, up to 73' AGL/525' MSL. Building 1067' from DER, 196' right of centerline, 55' AGL/420' MSL. **Rwy 16**, terrain 273' from DER, 515' left of centerline, up to 387' MSL. Trees beginning 1096' from DER, 416' right of centerline, up to 136' AGL/436' MSL. Poles, antennas, and trees beginning 1101' from DER, 187' left of centerline, up to 105' AGL/509' MSL. **Rwy 29**, tree 6' from DER, 191' right of centerline, 17' AGL/407' MSL. Terrain beginning 54' from DER, left and right of centerline, up to 420' MSL. Trees beginning 231' from DER, 14' right of centerline, up to 65' AGL/430' MSL. Poles beginning 123' from DER, 419' right of centerline, up to 41' AGL/417' MSL. Trees beginning 396' from DER, 67' left of centerline, up to 91' AGL/464' MSL. Trees beginning 594' from DER, crossing centerline, up to 100' AGL/482' MSL. Poles beginning 893' from DER, 395' left of centerline, up to 38' AGL/423' MSL. Trees beginning 1532' from DER, crossing centerline, up to 100' AGL/629' MSL. Water tank 1.1 NM from DER, 733' right of centerline, 87' AGL/600' MSL. **Rwy 34**, pole 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Tree 612' from DER, 560' left of centerline, 72' AGL/491' MSL. Trees beginning 2007' from DER, 751' right of centerline, up to 100' AGL/504' MSL.

WILDWOOD, NJ

CAPE MAY COUNTY (WWD)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 06215 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1**, multiple trees beginning 212' from DER, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from DER, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from DER 240' right of centerline, 15' AGL/30' MSL. Road 265' from DER, on runway centerline, 15' AGL/29' MSL. **Rwy 10**, multiple trees beginning 42' from DER, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from DER, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from DER, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19**, multiple trees beginning 669' from DER, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from DER, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from DER, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28**, multiple trees beginning 74' from DER, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from DER, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 08213 (FAA)

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

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

WOODBINE, NJ

WOODBINE MUNI (OBI)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 09239 (FAA)

NOTE: **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 1 03135 (FAA)

TAKEOFF MINIMUMS: **Rwys 5,9,14,18,27,32,36**, NA-obstacles. **Rwy 23**, std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23**, numerous trees 6594' from DER, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

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



INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

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

NAME ALTERNATE MINIMUMS

ALBANY, NY

ALBANY INTL (ALB) ILS or LOC Rwy 19¹
RNAV (GPS) Y Rwy 19²

¹ILS, Category D, 700-2½; LOC, Category D, 800-2½.

²Category D, 800-2½.

ANDOVER, NJ

AEROFLEX-
ANDOVER (12N)..... RNAV (GPS) Rwy 3
VOR-A

NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ

ATLANTIC CITY
INTL (ACY)..... ILS or LOC Rwy 13¹
ILS or LOC/DME Rwy 31¹

RADAR-1²
RNAV (GPS) Rwy 4²

RNAV (GPS) Y Rwy 13²

RNAV (GPS) Rwy 22²

RNAV (GPS) Y Rwy 31²

VOR/DME Rwy 22²

VOR Rwy 4²

VOR Rwy 13²

VOR Rwy 31²

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Category E, 800-2½.

BELMAR/FARMINGDALE, NJ

MONMOUTH
EXECUTIVE (BLM) RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

VOR-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

BINGHAMTON, NY

GREATER BINGHAMTON/EDWIN A.
LINK FIELD (BGM) ILS or LOC Rwy 16¹
ILS or LOC Rwy 34¹²

RNAV (GPS) Rwy 10²

RNAV (GPS) Rwy 16²

RNAV (GPS) Rwy 28²

RNAV (GPS) Rwy 34²

¹NA when control tower closed.

²NA when local weather not available.

CALDWELL, NJ

ESSEX COUNTY (CDW) RNAV (GPS) Rwy 4¹
RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 22²

NA when local weather not available.

¹Category B, 900-2; Category C, 900-2½;

Category D, 1000-3.

²Category B, 900-2; Category C, 1000-2½.

CORTLAND, NY

CORTLAND COUNTY-
CHASE FIELD (N03)..... VOR or GPS-A

Categories A, B, 1100-2, Categories C, D, 1100-3.

DANVILLE, NY

DANVILLE MUNI (DSV)..... RNAV (GPS)-A
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18

NA when local weather not available.

Category A, 1300-2; Category B, 1500-2;

Category C, 1500-3.

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ALTERNATE MINS

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M2



NAME ALTERNATE MINIMUMS

DUNKIRK, NY

CHAUTAUQUA COUNTY/

DUNKIRK (DKK) RNAV (GPS) Rwy 6¹
RNAV (GPS) Rwy 15¹
RNAV (GPS) Rwy 24¹
RNAV (GPS) Rwy 33²
VOR Rwy 24¹

NA when local weather not available.

¹Category C, 1000-2½; Category D, 1500-3.

²Categories A, B, 1200-2; Category C, 1200-3; Category D, 1500-3.

ELMIRA, NY

ELMIRA/CORNING

RGNL (ELM)..... ILS or LOC Rwy 6¹⁵
ILS or LOC Rwy 24¹³
RNAV (GPS) Rwy 6⁴
RNAV (GPS) Rwy 10²
RNAV (GPS) Rwy 24⁴
RNAV (GPS) Rwy 28⁴

NA when local weather not available.

¹NA when control tower closed.

²Categories A, B, 1500-2, Categories C, D, 1500-3.

³Categories A, B, 1200-2; Category C, 1200-3, Category D, 1300-3.

⁴Categories A, B, 1200-2; Category C, 1200-3; Category D, 1300-3.

⁵Categories A, B, 1400-2; Categories C, D, 1400-3.

FARMINGDALE, NY

REPUBLIC (FRG) ILS or LOC Rwy 14¹²
RNAV (GPS) Rwy 1
RNAV (GPS) Y Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32

NA when local weather not available.

¹NA when control tower closed.

²Categories C, D, 700-2.

FULTON, NY

OSWEGO

COUNTY (FZY) RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33

NA when local weather not available.

GLENS FALLS, NY

FLOYD BENNETT

MEMORIAL (GFL)..... ILS or LOC Rwy 1²
RNAV (GPS) Rwy 1¹
RNAV (GPS) Rwy 19

NA when local weather not available.

¹Category D, 800-2½.

²ILS, Category C, 700-2; Category D, 1100-3; LOC, Category D, 1100-3.

NAME ALTERNATE MINIMUMS

ITHACA, NY

ITHACA TOMPKINS

RGNL (ITH)..... ILS or LOC Rwy 32¹²
RNAV (GPS) Y Rwy 14³
RNAV (GPS) Z Rwy 14
RNAV (GPS) Rwy 32⁴
VOR Rwy 14³

NA when local weather not available.

¹ILS, Categories A, B, 1000-2; Category C, 1000-2½, Category D, 1000-3. LOC, Category A, 1000-2.

²NA when control tower closed.

³Category D, 800-2½.

⁴Categories A, B, 1300-2; Categories C, D, 1300-3.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/

JAMESTOWN (JHW) RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

MASSENA, NY

MASSENA INTL-RICHARDS

FIELD (MSS)..... RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27

Category D, 800-2½.

NA when local weather not available.

MILLVILLE, NJ

MILLVILLE MUNI (MIV) ILS or LOC Rwy 10¹
RNAV (GPS) Rwy 10
VOR-A

NA when local weather not available.

¹ILS, LOC, Categories A, B, 900-2; Category C, 900-2½, Category D, 900-3.

MONTGOMERY, NY

ORANGE COUNTY (MGJ)..... ILS or LOC Rwy 3
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 26

NA when local weather not available.

Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

MONTICELLO, NY

SULLIVAN COUNTY

INTL (MSV) RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

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NAME ALTERNATE MINIMUMS

MORRISTOWN, NJ

MORRISTOWN

MUNI (MMU) ILS or LOC Rwy 23¹³
RNAV (GPS) Rwy 5²
RNAV (GPS) Z Rwy 23⁴

NA when local weather not available.

¹ILS, Category A, 700-2; Category B, 800-2;

Category C, 900-2½; Category D, 1100-3;

LOC, Category C, 900-2½; Category D, 1100-3.

²Category D, 900-2¼.

³ILS, NA when control tower closed.

⁴Category C, 900-2½; Category D, 1100-3.

MOUNT HOLLY, NJ

SOUTH JERSEY

RGNL (VAY) RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

NEW YORK, NY

JOHN F. KENNEDY

INTL (JFK) ILS or LOC Rwy 22L¹
ILS Rwy 22R¹
ILS or LOC Rwy 4L¹
ILS or LOC Rwy 4R¹
ILS or LOC Rwy 13L¹
ILS or LOC Rwy 31L¹
ILS or LOC Rwy 31R¹
VOR or GPS Rwy 13L/R, 1000-3

¹ILS, 700-2.

LAGUARDIA (LGA) ILS or LOC Rwy 4¹
ILS or LOC Rwy 13³
ILS or LOC Rwy 22²
LDA-A⁴
LOC Rwy 31⁴
RNAV (GPS)-B⁴
RNAV (GPS) Y Rwy 4⁴
RNAV (GPS) Y Rwy 22⁴
RNAV (GPS) Rwy 31⁴
VOR/DME-H⁴
VOR Rwy 4⁴

¹ILS, Categories A, B, 700-2; Category C, 800-2¼; Category D, 1100-3. LOC, Category C, 800-2¼; Category D, 1100-3.

²ILS, LOC, Category C, 800-2¼; Category D, 1100-3.

³ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 1100-3. LOC, Category C, 800-2¼; Category D, 1100-3.

⁴Category C, 800-2¼; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

NEW YORK, NY (CON'T)

LONG ISLAND

MAC ARTHUR (ISP) ILS or LOC Rwy 6¹²
ILS or LOC Rwy 24¹
RNAV (GPS) Rwy 6³
RNAV (GPS) Rwy 15R³
RNAV (GPS) Rwy 24³
RNAV (GPS) Rwy 33L³

NA when local weather not available.

¹NA when control tower closed.

²ILS, LOC, Category D, 900-2¼.

³Category D, 900-2¼.

NEWARK, NJ

NEWARK LIBERTY

INTL (EWR) ILS or LOC Rwy 4L⁵
ILS or LOC Rwy 4R⁵
ILS or LOC Rwy 11¹
ILS or LOC Rwy 22L¹
ILS or LOC Rwy 22R⁵
RNAV (GPS) Rwy 4L⁴
RNAV (GPS) Y Rwy 4R⁴
RNAV (GPS) Rwy 11²
RNAV (GPS) Z Rwy 22L⁴
RNAV (GPS) Rwy 22R²
RNAV (GPS) X Rwy 29⁴
VOR Rwy 11³

¹ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.

²Category D, 900-3.

³Categories A, B, 1000-2; Categories C, D, 1000-3.

⁴Category B, 900-2; Category C, 900-2¼; Category D, 900-3.

⁵ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2¼; Category D, 900-3; LOC, Category B, 900-2; Category C, 900-2¼; Category D, 900-3.

NEWBURGH, NY

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
VOR Rwy 27²

¹ILS, Categories A, B, C, 800-2, Category D, 800-2¼; LOC, Category D, 800-2¼.

²Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

NIAGARA FALLS, NY

NIAGARA FALLS

INTL (IAG)..... ILS Y or LOC Rwy 28R¹⁵
 ILS Z or LOC/DME Rwy 28R¹⁵
 NDB Rwy 28R²⁵
 RNAV (GPS) Rwy 6²
 RNAV (GPS) Rwy 10L³
 RNAV (GPS) Y Rwy 24⁴
 RNAV (GPS) Z Rwy 24²
 RNAV (GPS) Rwy 28R²
 TACAN Rwy 28R⁵⁶

NA when local weather not available.

¹ILS, Category D, 800-2½; LOC, Category D, 800-2½.

²Category D, 800-2½.

³Category D, 800-2½.

⁴Categories C, D, 800-2½.

⁵NA when control tower closed.

⁶Category D, 800-2½, Category E 800-2½.

PENN YAN, NY

PENN YAN (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, 900-2½.

²Category D, 800-2½.

PLATTSBURGH, NY

PLATTSBURGH
 INTL (PBG)..... ILS or LOC Rwy 35¹
 RNAV (GPS) Rwy 35²

NA when local weather not available.

¹ILS, LOC, Category D, 800-2½.

²Category D, 800-2½.

POUGHKEEPSIE, NY

DUTCHESS
 COUNTY (POU)..... RNAV (GPS) Rwy 6¹
 RNAV (GPS) Rwy 24²
 VOR-A¹
 VOR/DME Rwy 24²

NA when local weather not available.

¹Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

ROCHESTER, NY

GREATER ROCHESTER

INTL (ROC)..... ILS or LOC Rwy 4³
 ILS or LOC Rwy 22³
 ILS or LOC Rwy 28¹
 RNAV (GPS) Rwy 4²
 RNAV (GPS) Rwy 7²
 RNAV (GPS) Rwy 10²
 RNAV (GPS) Rwy 22²
 RNAV (GPS) Rwy 25²
 RNAV (GPS) Rwy 28²
 VOR Rwy 4²

¹ILS, Categories A, B, 700-2; Category C, 1000-2½; Category D, 1000-3. LOC, Category C, 1000-2½; Category D, 1000-3.

²Category C, 1000-2½; Category D, 1000-3.

³ILS, LOC, Category C, 1000-2½; Category D, 1000-3.

ROME, NY

GRIFFISS INTL (RME) ILS or LOC Rwy 33¹²
 RNAV (GPS) Rwy 15³
 RNAV (GPS) Rwy 33³
 VOR/DME Rwy 15⁴

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴Categories A, B, 1000-2; Category C, 1000-3; Category D, 1200-3.

SARANAC LAKE, NY

ADIRONDACK
 RGNL (SLK)..... ILS or LOC/DME Z Rwy 23²
 RNAV (GPS) Rwy 5³
 RNAV (GPS) Rwy 9³
 RNAV (GPS) Rwy 23²
 VOR/DME Rwy 5²
 VOR Rwy 9¹

¹Categories A, B, 1500-2; Categories C, D, 1500-3.

²Categories A, B, 1000-2, Categories C, D, 1000-3.

³Category A, 900-2, Category B, 1000-2, Categories C, D, 1000-3.

SHIRLEY, NY

BROOKHAVEN (HWW) RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 15
 RNAV (GPS) Y Rwy 24
 RNAV (GPS) Z Rwy 24
 RNAV (GPS) Rwy 33
 VOR Rwy 6

NA when local weather not available.

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ALTERNATE MINS

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NAME ALTERNATE MINIMUMS
SOMERVILLE, NJ
 SOMERSET (SMQ)..... **RNAV (GPS) Rwy 30²**
VOR Rwy 8¹

¹NA when local weather not available.

²Categories A, B, 900-2.

SUSSEX, NJ
 SUSSEX (FWN) **RNAV (GPS) Rwy 3¹**
VOR-A²

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½.

²Categories A, B, 1400-2; Category C, 1400-3.

TETERBORO, NJ
 TETERBORO (TEB)..... **ILS or LOC Rwy 6¹**
ILS or LOC RWY 19¹
RNAV (GPS) X Rwy 6⁵
RNAV (GPS) Y Rwy 6³
RNAV (GPS) Y Rwy 19⁶
RNAV (RNP) Z Rwy 6, 800-2¼
VOR/DME-B²
VOR/DME Rwy 6³
VOR Rwy 24⁴

¹ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

³Category C, 800-2¼; Category D, 900-2¾.

⁴Categories B, C, D, 1000-3.

⁵Category C, 900-2½; Category D, 1100-3

⁶Categories A, B, 1000-2; Category C, 1000-3; Category D, 1100-3.

TRENTON, NJ
 TRENTON
 MERCER (TTN) **ILS or LOC Rwy 6¹²**
RNAV (GPS) Rwy 16²
RNAV (GPS) Rwy 34²
RNAV (GPS) Z Rwy 6²
RNAV (GPS) Z Rwy 24²³
VOR or GPS-A⁴

¹Categories A, B, C, D, 700-2.

²NA when local weather not available.

³Category D, 800-2½.

⁴NA when control tower closed.

NAME ALTERNATE MINIMUMS
WATERTOWN, NY
 WATERTOWN
 INTL (ART)..... **ILS or LOC Rwy 7¹**
RNAV (GPS) Rwy 7²
RNAV (GPS) Rwy 10³
RNAV (GPS) Rwy 28³
VOR Rwy 7²

¹ILS, Categories A, B, C, 700-2; Category D 700-2¼. LOC, Category D, 800-2¼.

²Category D, 800-2¼.

³NA when local weather not available.

WELLSVILLE, NY
 WELLSVILLE MUNI ARPT, TARANTINE
 FIELD (ELZ)..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR-A¹

NA when local weather not available.

¹Categories A, B, 1100-2; Categories C, D, 1100-3.

WESTHAMPTON BEACH, NY
 FRANCIS S.
 GABRESKI (FOK)..... **ILS or LOC Rwy 24¹²**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

¹NA when control tower closed.

²Category D, 700-2.

WHITE PLAINS, NY
 WESTCHESTER
 COUNTY (HPN)..... **ILS or LOC Rwy 16¹²**
ILS or LOC Rwy 34³
RNAV (GPS) Y Rwy 16
RNAV (GPS) Y Rwy 34

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A, B, C, 700-2; Category D, 800-2½; LOC, Category D, 800-2½.

³ILS, Category C, 700-2; Category D, 800-2½; LOC, Category D, 800-2½.

WILDWOOD, NJ
 CAPE MAY
 COUNTY (WWD)..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

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ALTERNATE MINS

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NE-2



RADAR MINS


16035


RADAR INSTRUMENT APPROACH MINIMUMS

ATLANTIC CITY, NJ
ATLANTIC CITY INTL (ACY)

Amdt 16, 04FEB16 (16035) (FAA)

ELEV 75

RADAR-1 124.6 327.125 

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


For inoperative MALSR, increase ASR S-13 CAT C/D/E visibility to RVR 6000.

Rwy 4 helicopter visibility reduction below ¾ SM not authorized.

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

NJ (Amdt 1, 14317 USAF)

ELEV 141

RADAR (E) - 120.0 269.025 

PAR	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
	18 ¹	3.0°/51/950	ABCDE	322-¾	200	(200-¾)
	36	3.0°/46/950	ABCDE	329-¾	200	(200-¾)

No-NOTAM MP: 0400-1100Z++ Mon-Fri, (by NOTAM if required).

PAR apch avbl 1200-0200Z++ Mon-Fri.

*Rwy 18, VGSI and PAR glidepaths not coincident.

NE-2

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16035

RADAR MINS

N2

16035

RADAR INSTRUMENT APPROACH MINIMUMS

WHEELER-SACK AAF (KGTB), NY (Fort Drum) (1-Amdt 1, 2-Orig-A 14149 USA)

RADAR¹- 124.875 257.6 ▽

ELEV 690

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
RADAR-1						
PAR	3 ² 3	3.0°/54/1038	ABCDE	885-½	200	(200-½)
	21 ² 3	3.0°/58/1106	ABCDE	877-½	200	(200-½)
	33 ⁴	3.0°/49/938	AB	938-¾	250	(300-¾)
			CDE	938-1	250	(300-1)
RADAR-2						
ASR	21 ⁵		AB	1020-½	343	(400-½)
			CDE	1020-¾	343	(400-¾)
	15 ⁶		AB	1100-½	413	(500-½)
			CD	1100-¾	413	(500-¾)
			E	1100-1	413	(500-1)
	33 ⁴		AB	1140-1	450	(500-1)
			C	1140-1¼	450	(500-1¼)
			DE	1140-1½	450	(500-1½)
	3 ⁷		AB	1240-½	555	(600-½)
			C	1240-1	555	(600-1)
			D	1240-1¼	555	(600-1¼)
			E	1240-1½	555	(600-1½)
CIR ⁸	ALL RWY		AB	1240-1	550	(600-1)
			C	1240-1½	550	(600-1½)
			D	1240-2	550	(600-2)
			E	1520-3	830	(900-3)

¹Opr 1300-0500Z++ Mon-Fri exc federal hol. OT upon req.

²When ALS inop, increase CAT ABCDE vis to ¾ mile.

³VGSI and PAR glide path not coincident.

⁴Visibility reduction by helicopters NA.

⁵When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.

⁷When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

⁸Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16035

N2

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LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
ALBANY, NY			
ALBANY INTL (ALB)	01	10-28	4,150 feet
	28	01-19	3,757 feet
ATLANTIC CITY, NJ			
ATLANTIC CITY INTL (ACY)	04	13-31	3,550 feet
	13	04-22	3,600 feet
	31	04-22	5,750 feet
ELMIRA, NY			
ELMIRA/CORNING RGNL (ELM)	24	10-28	4,950 feet
	28	06-24	3,050 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
	10	15R-33L	3,350 feet
	15R	10-28	4,600 feet
	24	10-28	4,600 feet
	28	06-24	4,500 feet
	15L	10-28	3,000 feet
	33R	06-24	3,000feet
NEWARK, NJ			
NEWARK LIBERTY INTL (EWR)	11	04R-22L	5,700 feet
	04L	11-29	7,750 feet
	04R	11-29	8,100 feet
TETERBORO, NJ			
TETERBORO (TEB)	01	06-24	4,550 feet
	06	01-19	3,750 feet
WHITE PLAINS, NY			
WESTCHESTER COUNTY (HPN)	11	16-34	2,500 feet
	16	11-29	4,000 feet

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HOT SPOTS

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

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALBANY, NY ALBANY INTL (ALB)	HS 1	Maintain vigilance Twy A and Twy C complex int in close proximity to Rwy 10-28.
BINGHAMTON, NY GREATER BINGHAMTON/ EDWIN A LINK FIELD (BGM)	HS 1	Maintain vigilance int in close proximity to Rwy 28 and Rwy 34.
BUFFALO, NY BUFFALO NIAGARA INTL (BUF)	HS 1	Maintain vigilance Twy D & Twy A waiver for ATC crossings.
CALDWELL, NJ ESSEX COUNTY (CDW)	HS 1	Twy N and Twy P close proximity to Rwy 28.
NEWARK, NJ NEWARK LIBERTY INTL (EWR)	HS 1	Maintain heightened awareness on Twy P between Rwy 22L and Rwy 22R, north of Rwy 11-29.
	HS 2	Southbound tfc Twy Z3 and Twy Z4, and Rwy 11-29 and Twy Z.
NEW YORK, NY LA GUARDIA (LGA)	HS 1	Int of rws and Twy G, Twy P, Twy R, Twy S.
	HS 2	Exiting Rwy 04 at Twy Q.
STEWART INTL (SWF)	HS 1	Twy A and Twy C.
	HS 2	Maintain vigilance high traffic area in GA ramp.
ROCHESTER, NY GREATER ROCHESTER INTL (ROC)	HS 1	Adjacent thresholds.
SYRACUSE, NY SYRACUSE HANCOCK INTL (SYR)	HS 1	Ramp area exits in close proximity to rwy.
	HS 2	Twy B, Twy E, and Twy F at Twy A.
TETERBORO, NJ TETERBORO (TEB)	HS 1	Twy B between Rwy 01-19 and Rwy 06-24.
	HS 2	Twy L at int of Rwy 06-24.
	HS 3	Twy G at int of Rwy 06-24

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

16259

(BOUNO.BOUNO4) 12264 BOUNO FOUR ARRIVAL

ST-651 (FAA)

WESTCHESTER COUNTY
WHITE PLAINS, NEW YORK

DANBURY MUNI ATIS 127.75
WESTCHESTER COUNTY ATIS 133.8
NEW YORK APP CON
128.62 (1200-0400Z) 343.75
133.1 (0400-1200Z) 343.75

CARMEL
116.6 CMK
Chan 113

MADISON
110.4 MAD
Chan 41

BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64'
W73°07.47'

WESTO
N41°09.48'
W72°56.01'
Expect to cross
at 6,000'.

EILEN
N41°09.41'
W72°51.44'

RYMES
N41°11.50'
W73°31.85'

ALIXX
N41°10.88'
W73°23.58'



DEER PARK
117.7 DPK
Chan 124
N40°47.50'
W73°18.22'

Expect to cross at 15000'
and 250K.

KENNEDY
115.9 JFK
Chan 106

SOUND
N40°51.86'
W73°09.38'
Expect to cross
at 13000'.

GWENY
N40°55.66'
W73°01.62'
Expect to cross at 11000'.

ZAHNN
N41°01.61'
W72°49.43'

CALVERTON
117.2 CCC
Chan 119

COYLE
113.4 CYN
Chan 81
N39°49.04'-W74°25.90'
L-34, H-10-12

BOUNO
N40°21.93'
W73°27.42'
Expect to cross at 17000'.

BECKR
N39°35.28'
W74°17.23'

SEA ISLE
114.8 SIE
Chan 95
N39°05.73'
W74°48.02'
L-34, H-10-12

Note: STAR applicable to
aircraft flight planned
at FL180 or above.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO4): From over CYN VORTAC via CYN R-063

to BOUNO INT. Thence

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

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

BOUNO FOUR ARRIVAL (BOUNO.BOUNO4) 12264

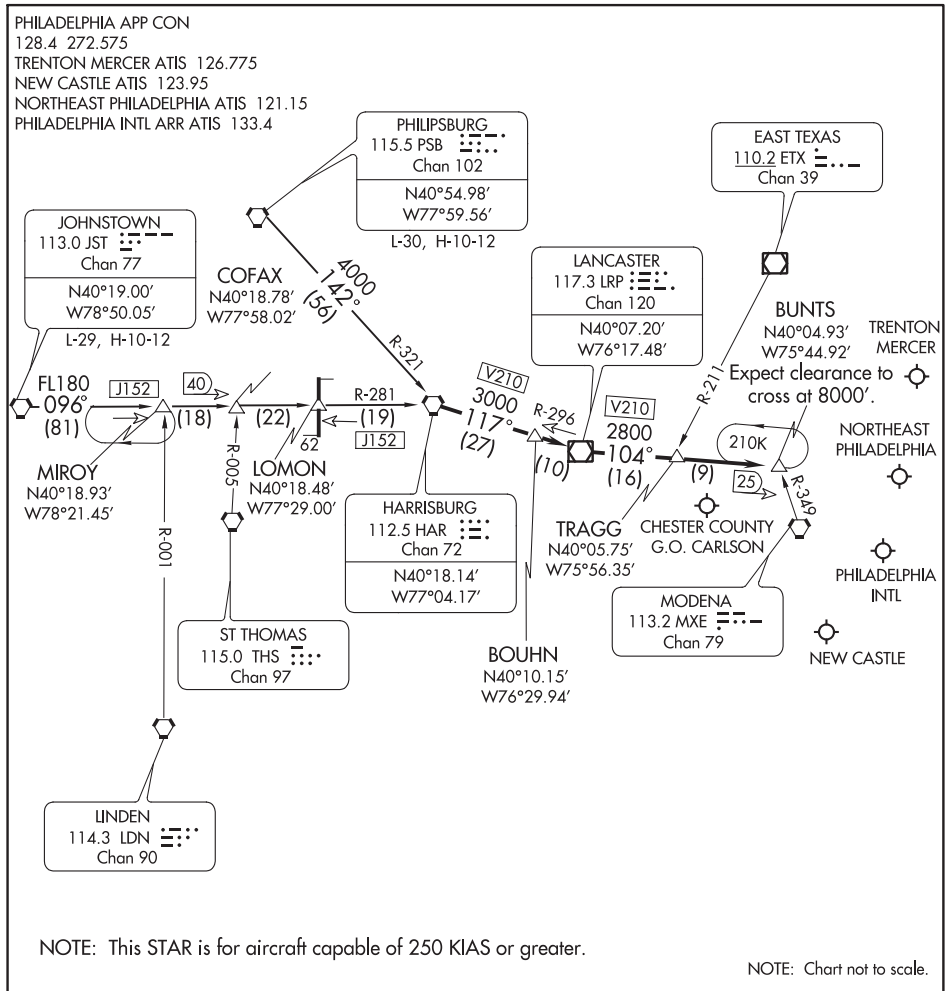
WHITE PLAINS, NEW YORK
WESTCHESTER COUNTY

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

BUNTS TWO ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

JOHNSTOWN TRANSITION (JST.BUNTS2):

PHILIPSBURG TRANSITION (PSB.BUNTS2):

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

BUNTS TWO ARRIVAL

PHILADELPHIA, PENNSYLVANIA

CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
128.12 269.0
KENNEDY INTL ATIS 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

DEER PARK
117.7 DPK
Chan 124

JOHN F. KENNEDY INTL

REPUBLIC

ROBBINSVILLE
113.8 RBV
Chan 85

COYLE
113.4 CYN
Chan 81

ATLANTIC CITY
108.6 ACY
Chan 23

SEA ISLE
114.8 SIE
Chan 95
N39°05.73'
W74°48.02'
L-34, H-10-12

CAMRN
N40°01.04'-W73°51.66'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 11000 and 250K.

KARRS
N39°50.45'
W73°59.16'

PANZE
N39°40.56'
W74°10.09'

HOGGS
N39°34.97'-W74°16.24'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL180
or lowest usable Flight Level.

BOTON
N39°24.87'
W74°27.29'

NOTE: STAR applicable to Turbojet aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

CAMRN FOUR ARRIVAL

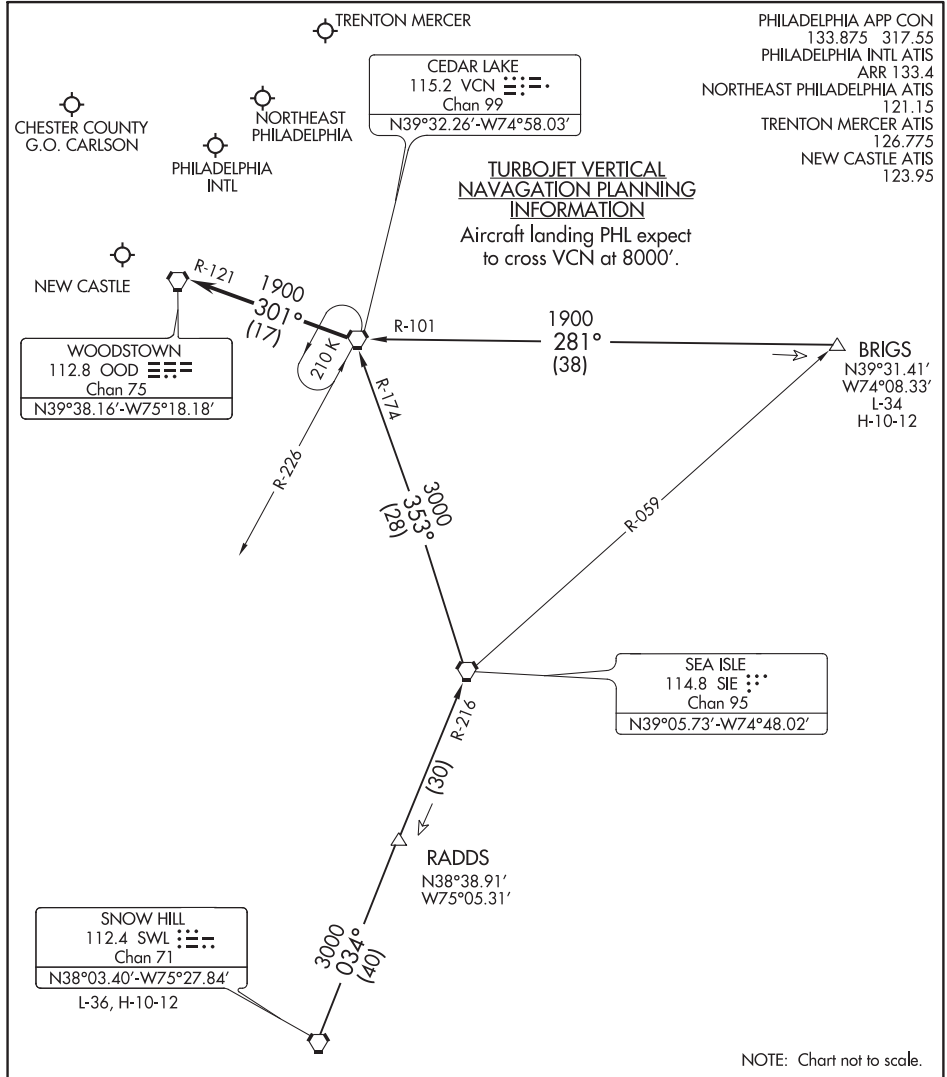
NEW YORK, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



BRIGS TRANSITION (BRIGS.VCN8): From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC: Turbojets expect radar vectors to final approach course. Non-Turbojets continue via the VCN R-301 and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

DUPONT FIVE ARRIVAL

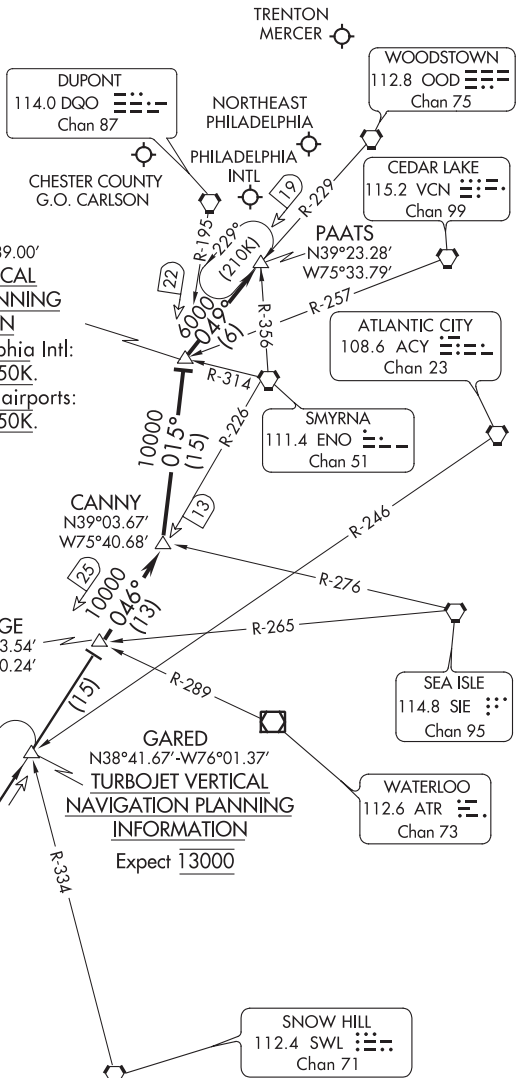
PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON
 133.875 317.55
 PHILADELPHIA INTL ATIS
 ARR 133.4
 NORTHEAST PHILADELPHIA ATIS
 121.15
 TRENTON MERCER ATIS
 126.775
 CHESTER COUNTY G.O. CARLSON
 AWOS-3 126.25

HOGHEY
 N39°18.31'-W75°39.00'
TURBOJET VERTICAL
NAVIGATION PLANNING
INFORMATION

Aircraft landing Philadelphia Intl:
 Expect 10000 and 250K.
 Aircraft landing all other airports:
 Expect 2000 and 250K.

- NOTE: STAR applicable to Turbojet aircraft only.
- NOTE: PXT transition as assigned by ATC only.
- NOTE: Radar required.



PATUXENT
 117.6 PXT
 Chan 123
 N38°17.27'
 W76°24.01'
 L-34-36, H-10-12

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

PATUXENT TRANSITION (PXT.DPNT5): From over PXT VORTAC on R-046 to HEDGE INT, Thence. . . .

. . . . From over HEDGE INT on ENO VORTAC R-226 to CANNY INT, then on DQO VORTAC R-195 to HOGHEY INT, then on OOD VORTAC R-229 to PAATS INT.

Expect radar vector to final approach course prior to PAATS INT.

DUPONT FIVE ARRIVAL

(HEDGE.DPNT5) 31MAY12

PHILADELPHIA, PENNSYLVANIA

NE-2, 10 NOV 2016 to 05 JAN 2017

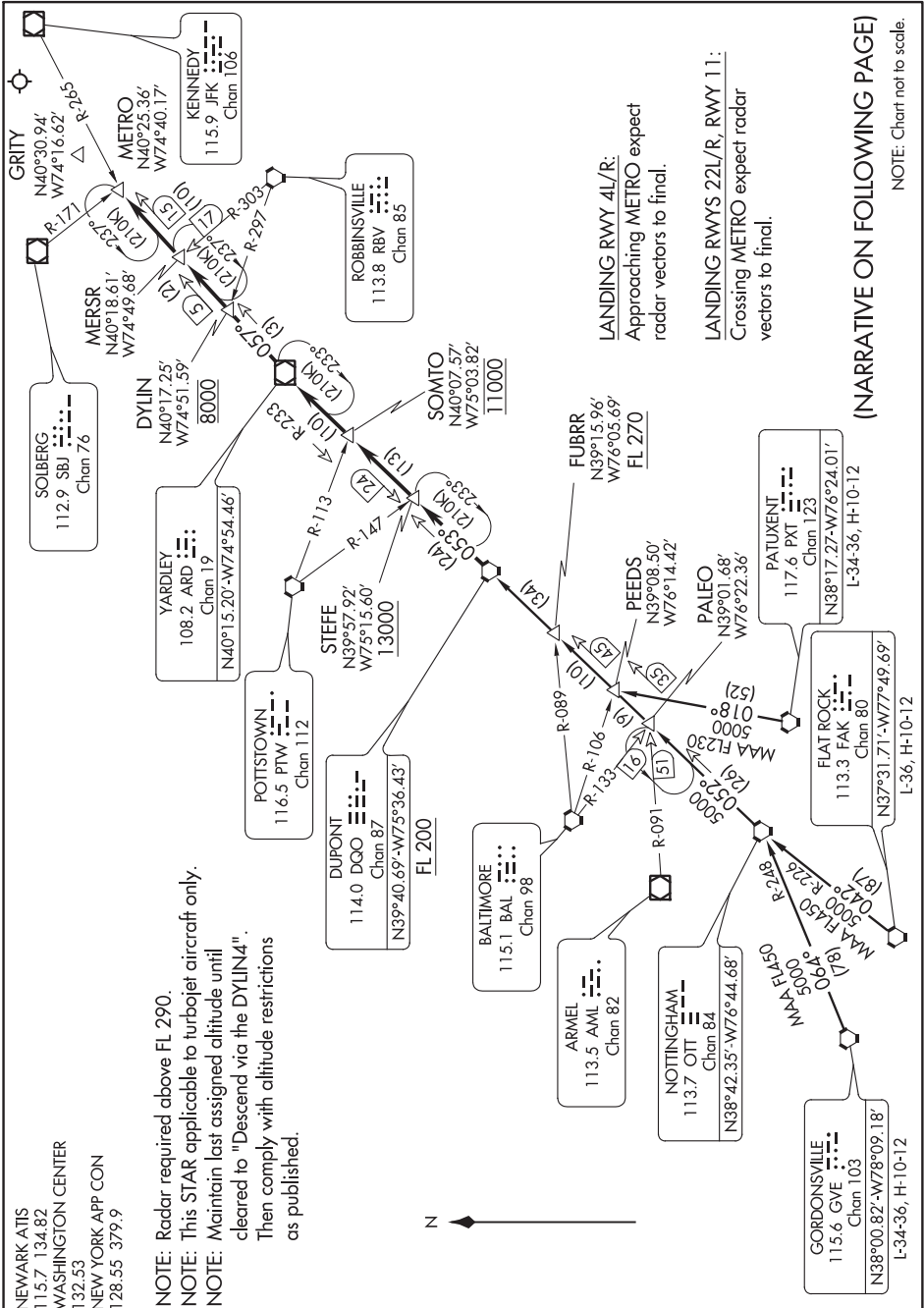
NE-2, 10 NOV 2016 to 05 JAN 2017

DYLIN FOUR ARRIVAL

NE-2, 10 NOV 2016 to 05 JAN 2017

NEWARK ATIS
115.7 134.82
WASHINGTON CENTER
132.53
NEW YORK APP CON
128.55 379.9

NOTE: Radar required above FL 290.
NOTE: This STAR applicable to turbojet aircraft only.
NOTE: Maintain last assigned altitude until cleared to "Descend via the DYLIN4".
Then comply with altitude restrictions as published.



LANDING RWY 4L/R:
Approaching METRO expect radar vectors to find.

LANDING RWYS 22L/R, RWY 11:
Crossing METRO expect radar vectors to find.

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

NE-2, 10 NOV 2016 to 05 JAN 2017

DYLIN FOUR ARRIVAL

ARRIVAL ROUTE DESCRIPTION

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

Thence. . . .

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

Thence. . . .

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

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

NE-2, 10 NOV 2016 to 05 JAN 2017

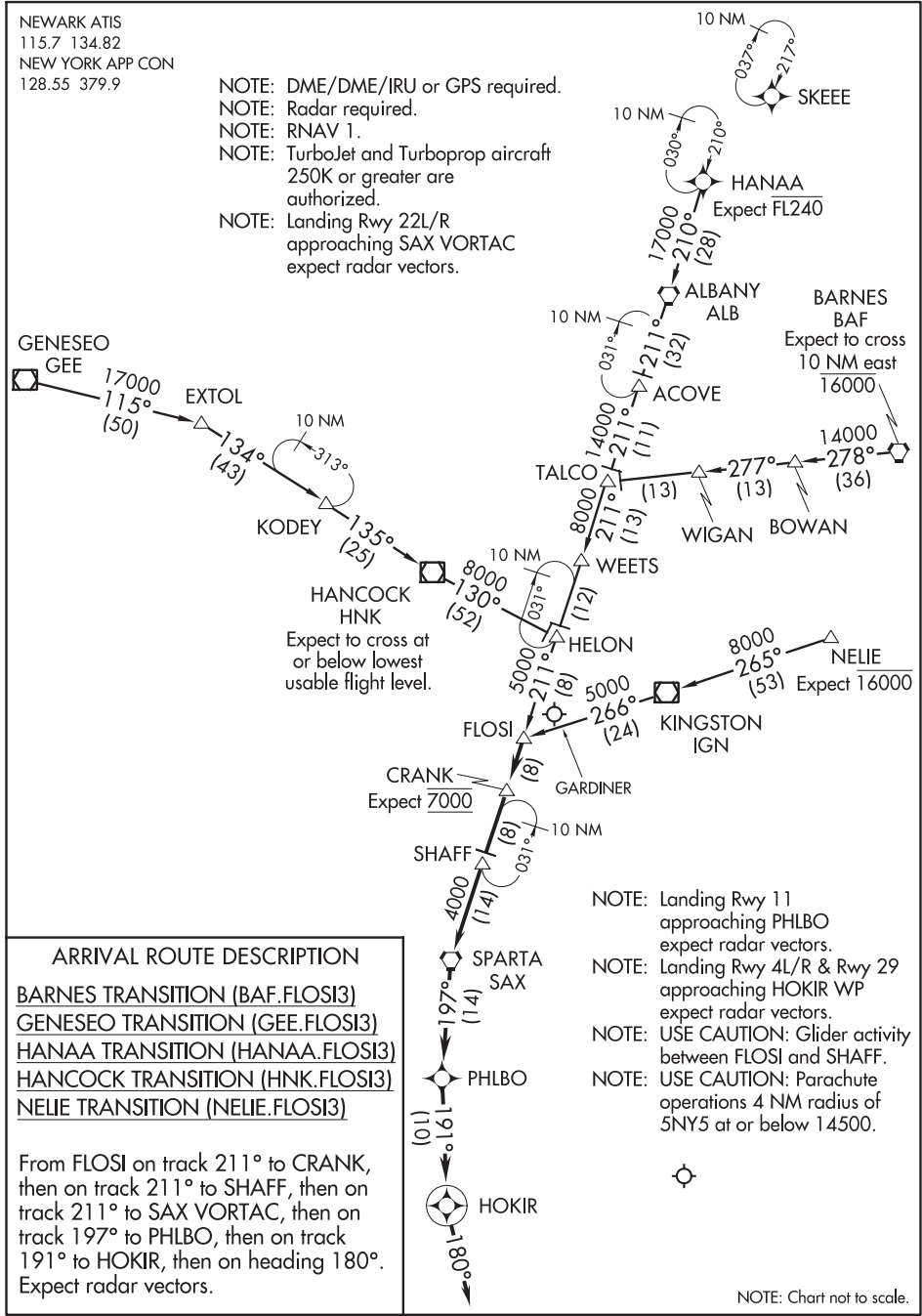
NE-2, 10 NOV 2016 to 05 JAN 2017

FLOSI THREE ARRIVAL (RNAV)

NEWARK, NEW JERSEY

NEWARK ATIS
115.7 134.82
NEW YORK APP CON
128.55 379.9

- NOTE: DME/DME/IRU or GPS required.
- NOTE: Radar required.
- NOTE: RNAV 1.
- NOTE: TurboJet and Turboprop aircraft 250K or greater are authorized.
- NOTE: Landing Rwy 22L/R approaching SAX VORTAC expect radar vectors.



ARRIVAL ROUTE DESCRIPTION

- BARNES TRANSITION (BAF.FLOSI3)
- GENESEO TRANSITION (GEE.FLOSI3)
- HANAA TRANSITION (HANAA.FLOSI3)
- HANCOCK TRANSITION (HNK.FLOSI3)
- NELIE TRANSITION (NELIE.FLOSI3)

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

- NOTE: Landing Rwy 11 approaching PHLBO expect radar vectors.
- NOTE: Landing Rwy 4L/R & Rwy 29 approaching HOKIR WP expect radar vectors.
- NOTE: USE CAUTION: Glider activity between FLOSI and SHAFF.
- NOTE: USE CAUTION: Parachute operations 4 NM radius of 5N5 at or below 14500.

NOTE: Chart not to scale.

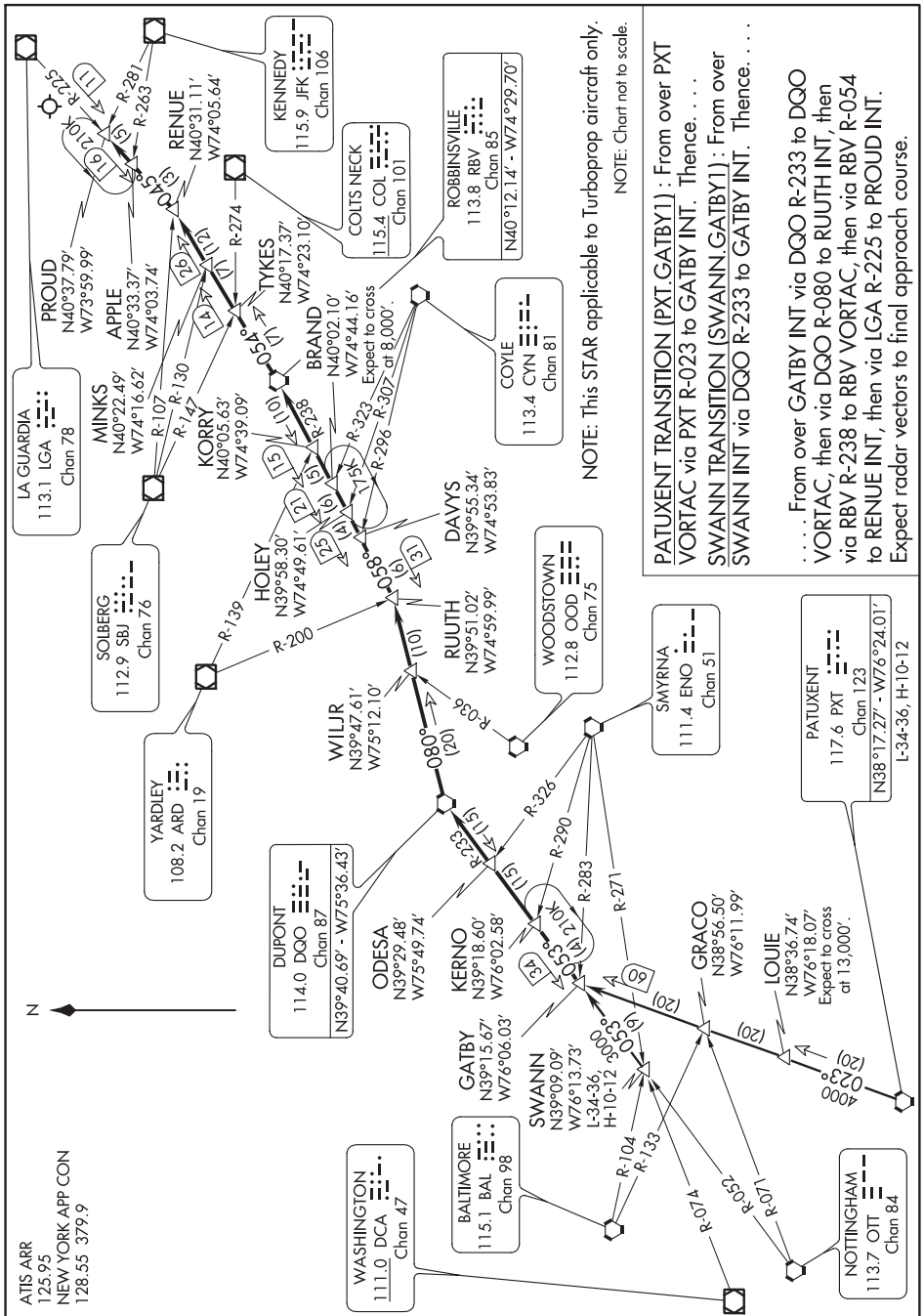
FLOSI THREE ARRIVAL (RNAV)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

GATBY ONE ARRIVAL

NE-2, 10 NOV 2016 to 05 JAN 2017



NE-2, 10 NOV 2016 to 05 JAN 2017

GATBY ONE ARRIVAL

HAARP THREE ARRIVAL

NEW YORK APP CON
120.8 263.0
BOSTON CENTER
128.1 351.7
ATIS ARR
125.95

ROCKDALE
112.6 RKA
Chan 73
N42°27.98'-W75°14.36'
L-32-33, H-10-11-12

HUGUENOT
116.1 HUO
Chan 108

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

CYPER
N42°06.54'
W74°16.43'
Turbojet aircraft:
Expect to cross at lowest
useable flight level.

TRESA
N41°52.83'
W73°49.11'

VALRE
N41°26.12'
W73°52.90'

CRALY
N41°04.63'
W73°37.56'

PETER
N42°12.32'
W74°31.84'

BAYSE
N41°20.62'-W73°47.92'
Turbojet aircraft:
Expect 8000

HAARP
N41°06.98'
W73°35.61'

ALBANY
115.3 ALB
Chan 100
N42°44.84'
W73°48.19'
L-32-33-34, H-10-11-12

PAWLING
114.3 PWL
Chan 90
N41°46.19'
W73°36.03'

KINGSTON
117.6 IGN
Chan 123
N41°39.93'
W73°49.33'

CHESTER
115.1 CTR
Chan 98

DEER PARK
117.7 DPK
Chan 124

NOTE: Radar required.
NOTE: DME required.
NOTE: STAR applicable to turbojet
and non-turbojet aircraft
capable of operating at
250K or greater.

NOTE: Chart not to scale.

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

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

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

HAARP THREE ARRIVAL

NE-2, 10 NOV 2016 to 05 JAN 2017

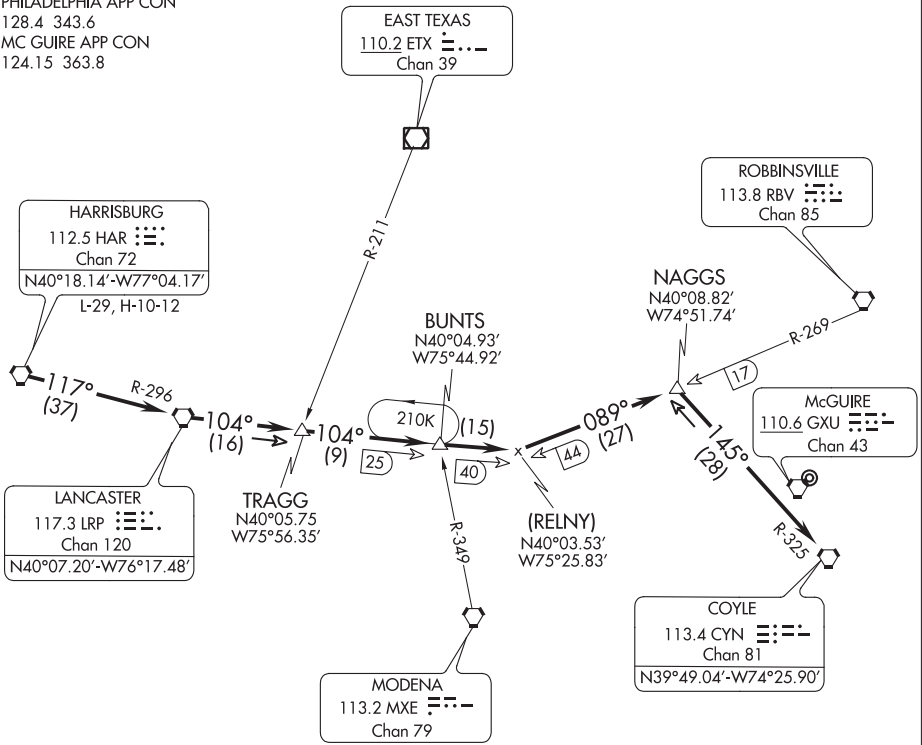
NE-2, 10 NOV 2016 to 05 JAN 2017

(HAR.HAR5) 12040
HARRISBURG FIVE ARRIVAL

Z11
 ST-150 (FAA)

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

JOINT BASE MC GUIRE DIX LAKEHURST ATIS ★
 110.6 270.1
 PHILADELPHIA APP CON
 128.4 343.6
 MC GUIRE APP CON
 124.15 363.8



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

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

NOTE: Not for use by fighter type aircraft.

NOTE: Chart not to scale

ARRIVAL ROUTE DESCRIPTION

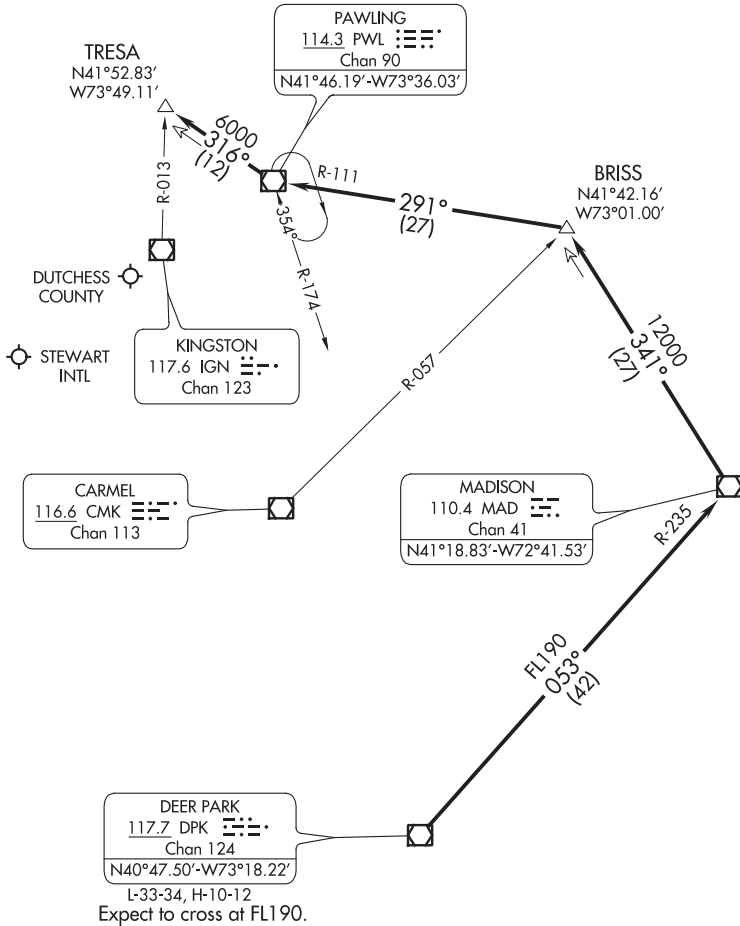
From over HAR VORTAC via HAR R-117 and LRP R-296 to LRP VORTAC. Thence via LRP R-104 to LRP R-104/40 DME and RBV R-269/44 DME. Thence via RBV R-269 to NAGGS INT. Thence via CYN R-325 to CYN VORTAC. Expect radar vector to final approach 8 DME west of GXU VORTAC. Expect descent below 10000 after HAR VORTAC.

HARRISBURG FIVE ARRIVAL
 (HAR.HAR5) 12040

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

HUDSON TWO ARRIVAL

NEW YORK APP CON
 132.75 363.1
 STEWART INTL ATIS
 124.575
 DUTCHESS COUNTY ATIS
 126.75



NOTE: Radar required.

NOTE: Chart not to scale.

... 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 TWO ARRIVAL

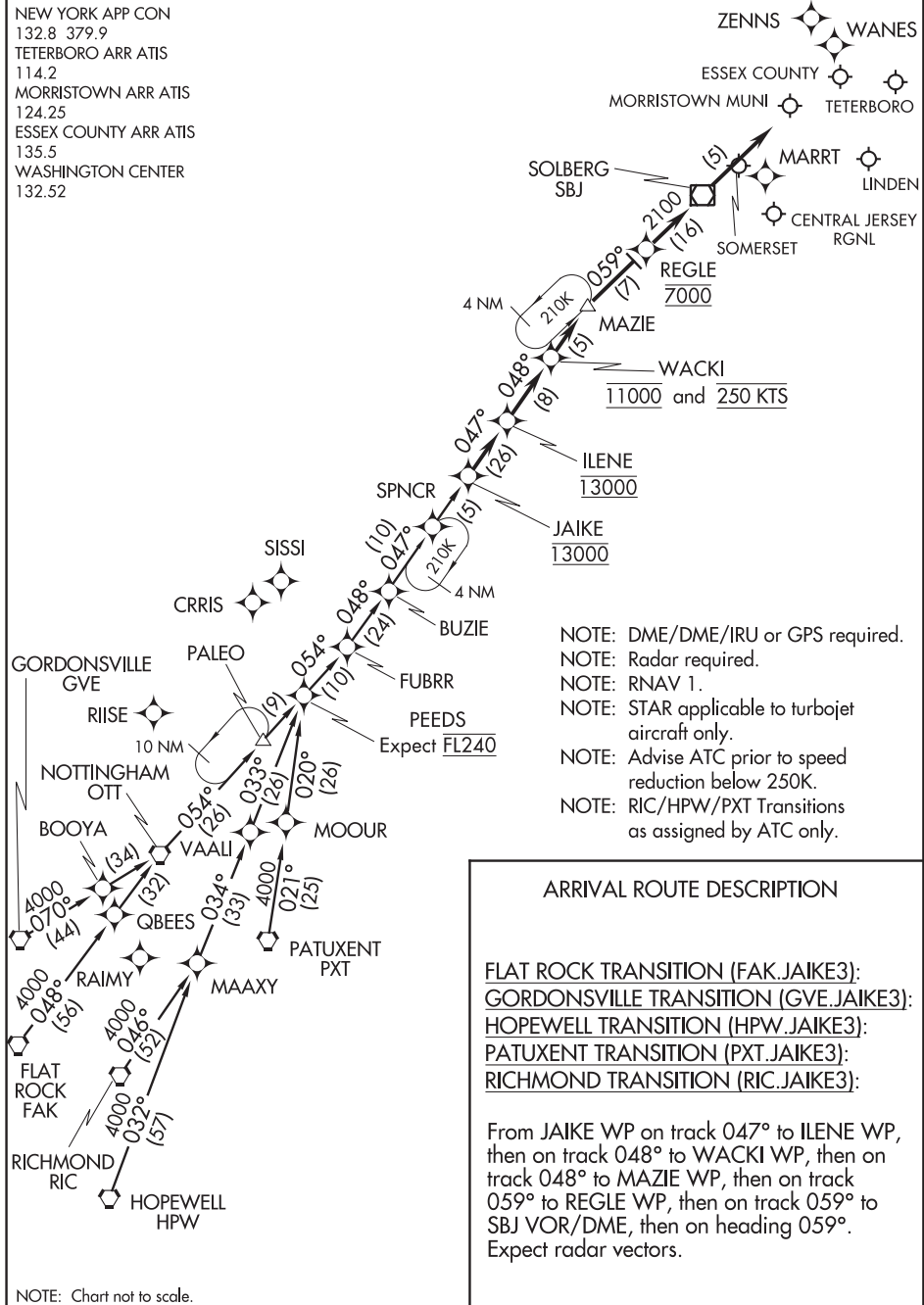
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

JAIKE THREE ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NEW YORK APP CON
132.8 379.9
TETERBORO ARR ATIS
114.2
MORRISTOWN ARR ATIS
124.25
ESSEX COUNTY ARR ATIS
135.5
WASHINGTON CENTER
132.52



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

ARRIVAL ROUTE DESCRIPTION

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

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

NOTE: Chart not to scale.

JAIKE THREE ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

JIIIMS TWO ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA

NE-2, 10 NOV 2016 to 05 JAN 2017

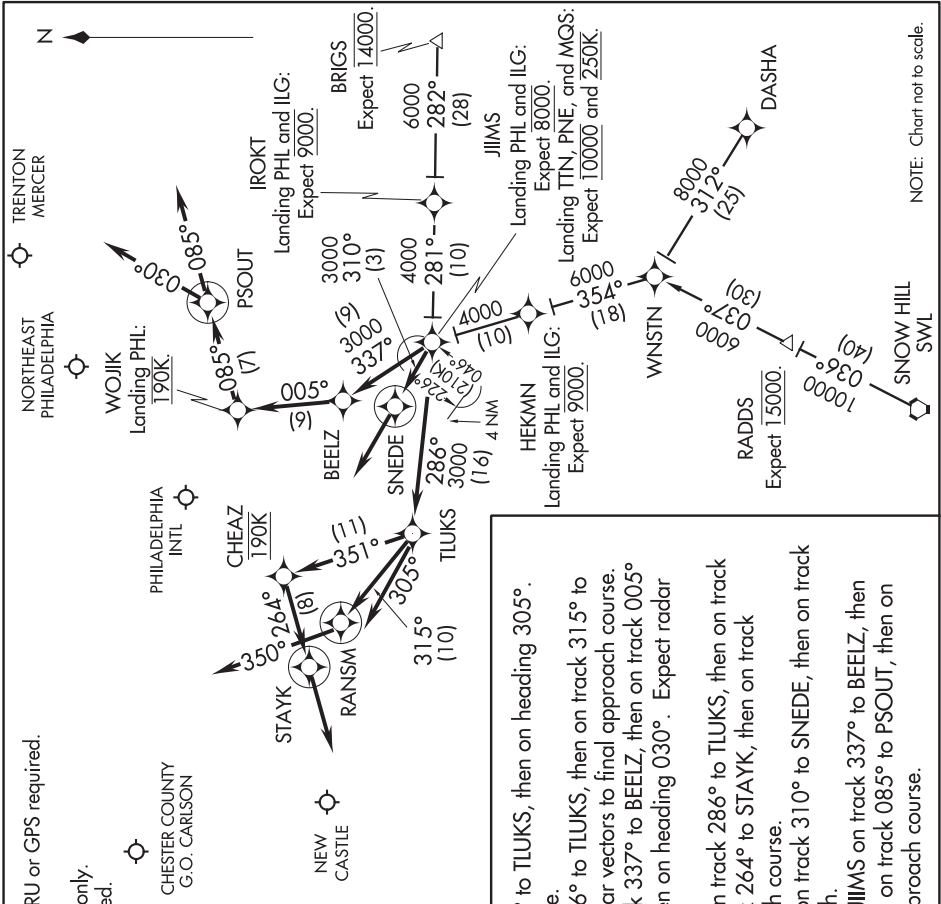
NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: For turbojets only.
 NOTE: Radar required.

PHILADELPHIA INTL
 ATIS ARR 133.4
 NORTHEAST PHILADELPHIA
 ATIS 121.15
 TRENTON MERCER
 ATIS 126.775
 NEW CASTLE ATIS 123.95
 CHESTER COUNTY G.O. CARLSON
 AWOS-3 126.25
 PHILADELPHIA APP CON
 133.875 317.55

ARRIVAL ROUTE DESCRIPTION

BRIGS TRANSITION (BRIGS.JIIMS2):
DASHA TRANSITION (DASHA.JIIMS2):
SNOW HILL TRANSITION (SWL.JIIMS2):

Landing ILC: From over JIIMS on track 286° to TLUKS, then on heading 305°. Expect radar vectors to final approach course.
Landing MQS: From over JIIMS on track 286° to TLUKS, then on track 315° to RANSM, then on heading 350°. Expect radar vectors to final approach course.
Landing PNE, TTN: From over JIIMS on track 337° to BEELZ, then on track 005° to WOJJK, then on track 085° to PSOUT, then on heading 030°. Expect radar vectors to final approach course.
Landing PHL Rwy 9L, 9R: From over JIIMS on track 286° to TLUKS, then on track 351° to cross CHEAZ at 190K, then on track 264° to STAYK, then on track 264°. Expect radar vectors to final approach course.
Landing PHL Rwy 17, 35: From over JIIMS on track 310° to SNEDE, then on track 310°. Expect radar vectors to final approach.
Landing PHL Rwy 26, 27L, 27R: From over JIIMS on track 337° to BEELZ, then on track 005° to cross WOJJK at 190K, then on track 085° to PSOUT, then on track 085°. Expect radar vectors to final approach course.



NE-2, 10 NOV 2016 to 05 JAN 2017

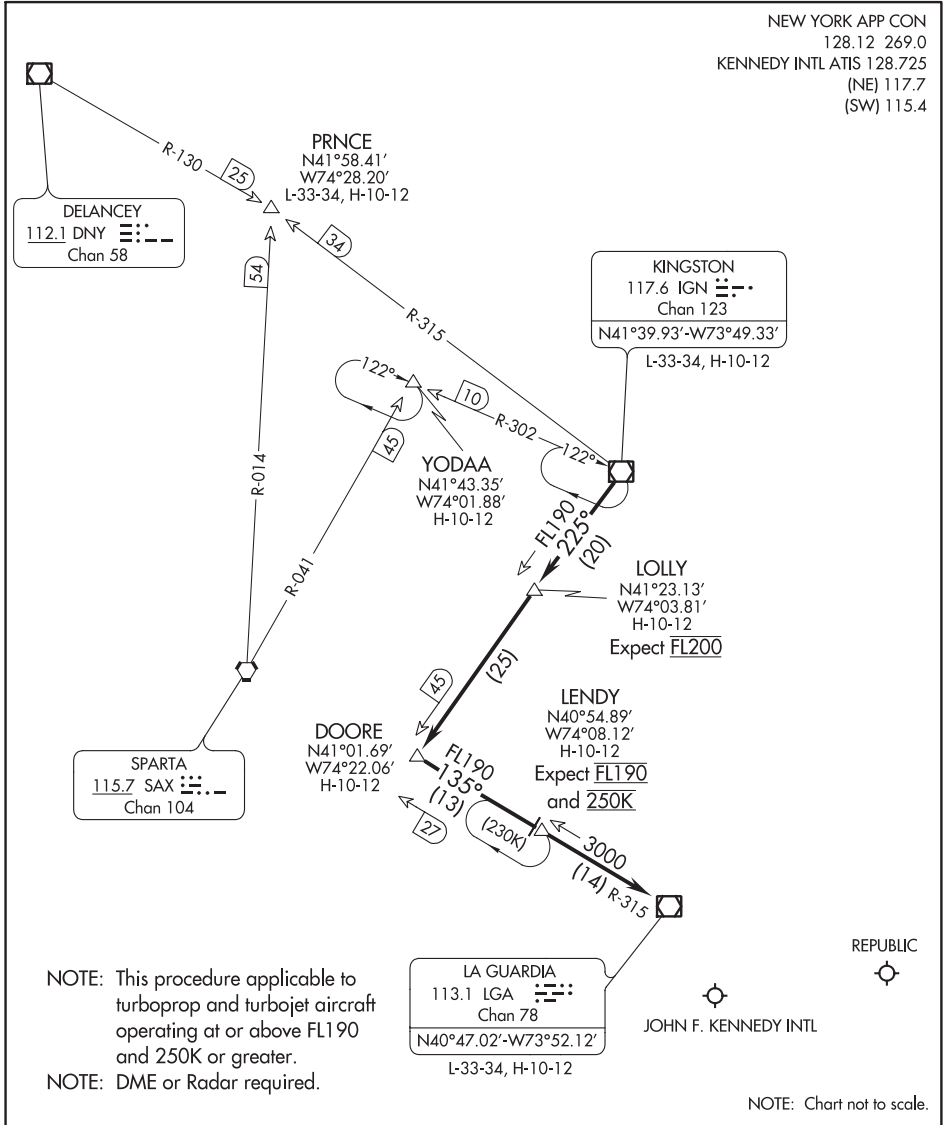
JIIIMS TWO ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA

KINGSTON ONE ARRIVAL

NEW YORK, NEW YORK

NEW YORK APP CON
128.12 269.0
KENNEDY INTL ATIS 128.725
(NE) 117.7
(SW) 115.4



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NOTE: This procedure applicable to turboprop and turbojet aircraft operating at or above FL190 and 250K or greater.
NOTE: DME or Radar required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

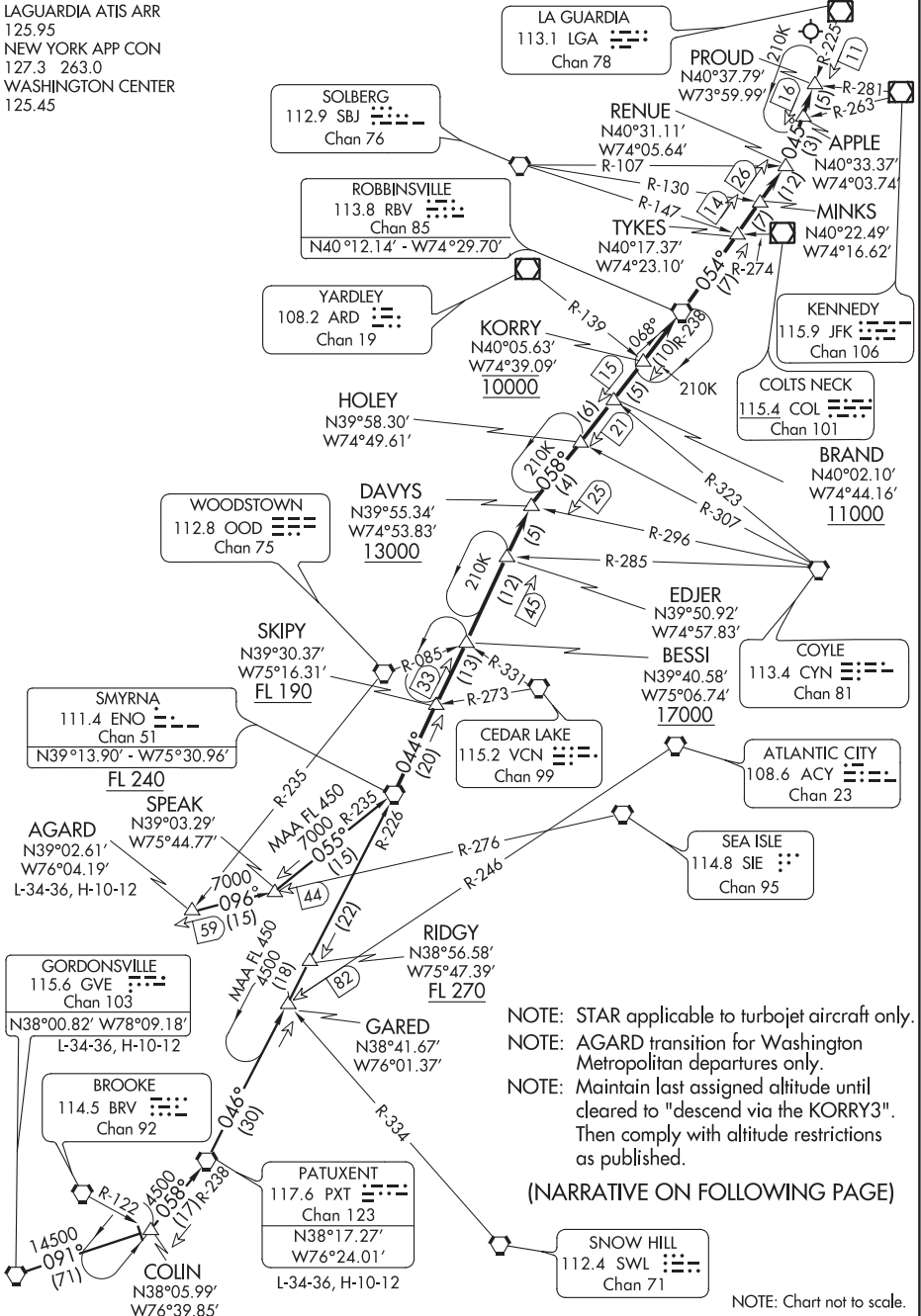
From over IGN VOR/DME on IGN R-225 to LOLLY/20 DME, then on IGN R-225 to DOORE INT, then on LGA R-315 to LENDY/14 DME, then on LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

KINGSTON ONE ARRIVAL

NEW YORK, NEW YORK

KORRY THREE ARRIVAL

LAGUARDIA ATIS ARR
125.95
NEW YORK APP CON
127.3 263.0
WASHINGTON CENTER
125.45



NOTE: STAR applicable to turbojet aircraft only.
NOTE: AGARD transition for Washington Metropolitan departures only.
NOTE: Maintain last assigned altitude until cleared to "descend via the KORRY3". Then comply with altitude restrictions as published.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

KORRY THREE ARRIVAL (ENO.KORRY3) 15176

KORRY THREE ARRIVAL (ENO.KORRY3)

ARRIVAL ROUTE DESCRIPTION

AGARD TRANSITION (AGARD.KORRY3): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence

GORDONSVILLE TRANSITION (GVE.KORRY3): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence

PATUXENT TRANSITION (PXT.KORRY3): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence

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

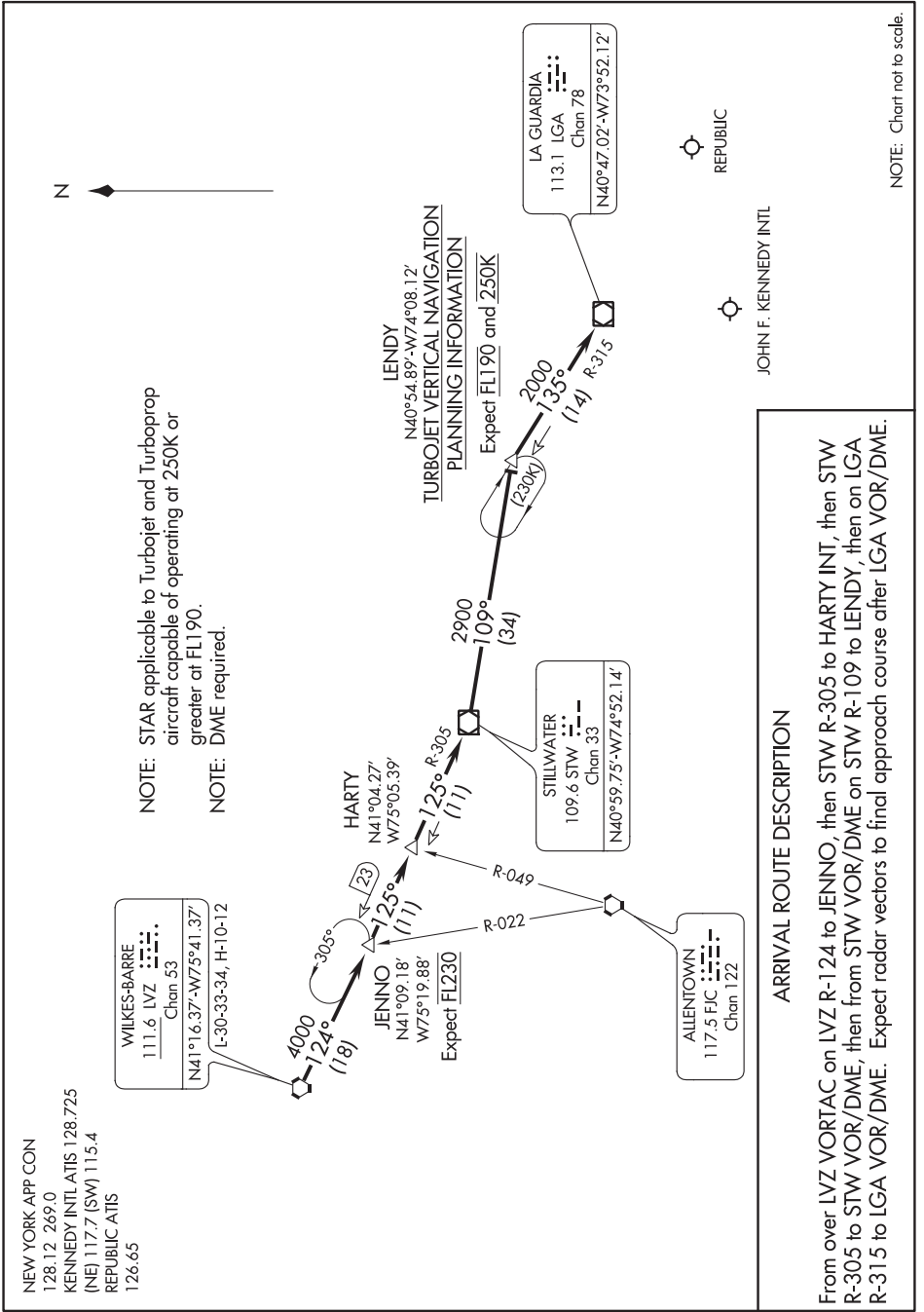
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LENDY SIX ARRIVAL

NEW YORK, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017



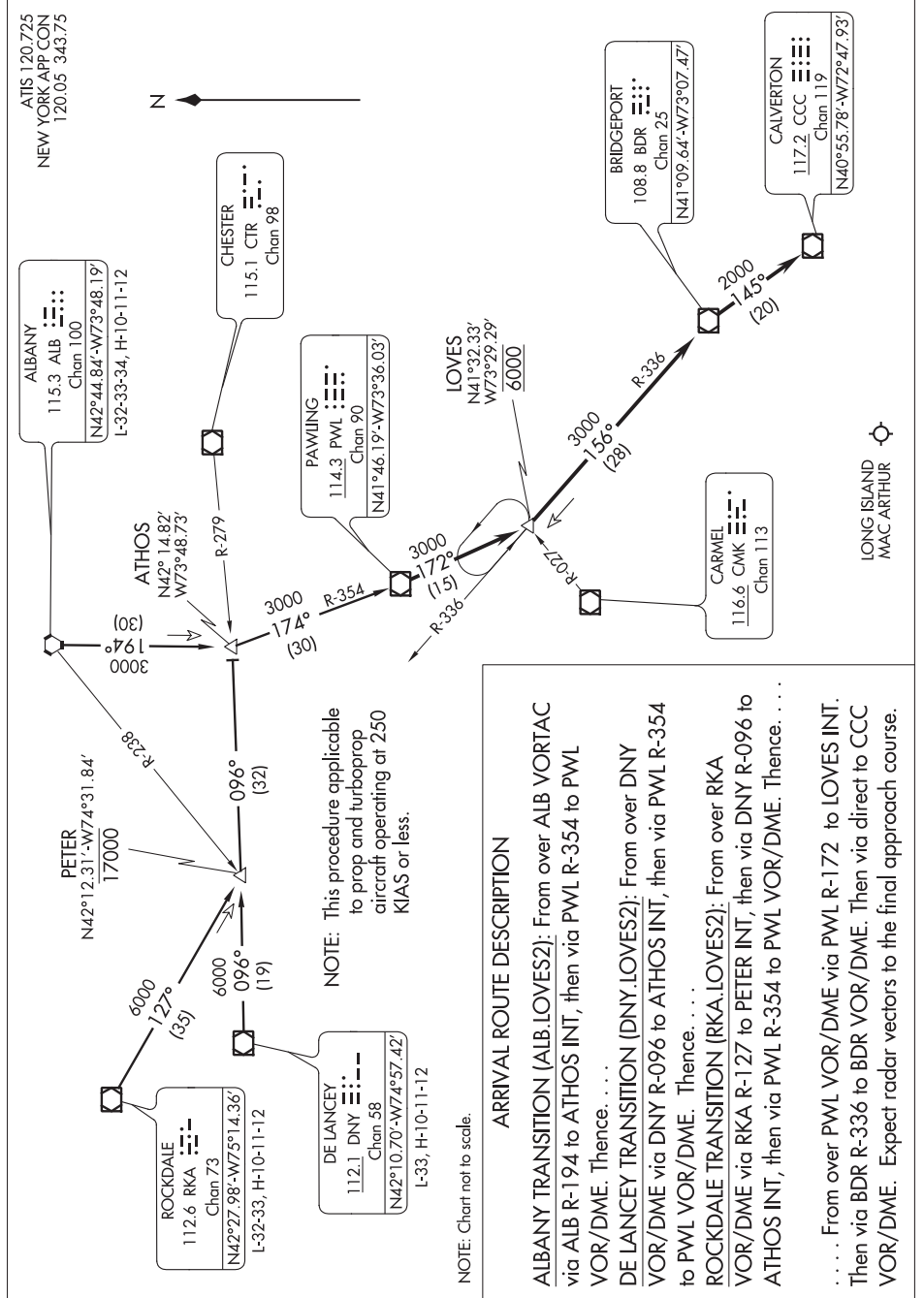
LENDY SIX ARRIVAL

NEW YORK, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017

LOVES TWO ARRIVAL

NE-2, 10 NOV 2016 to 05 JAN 2017

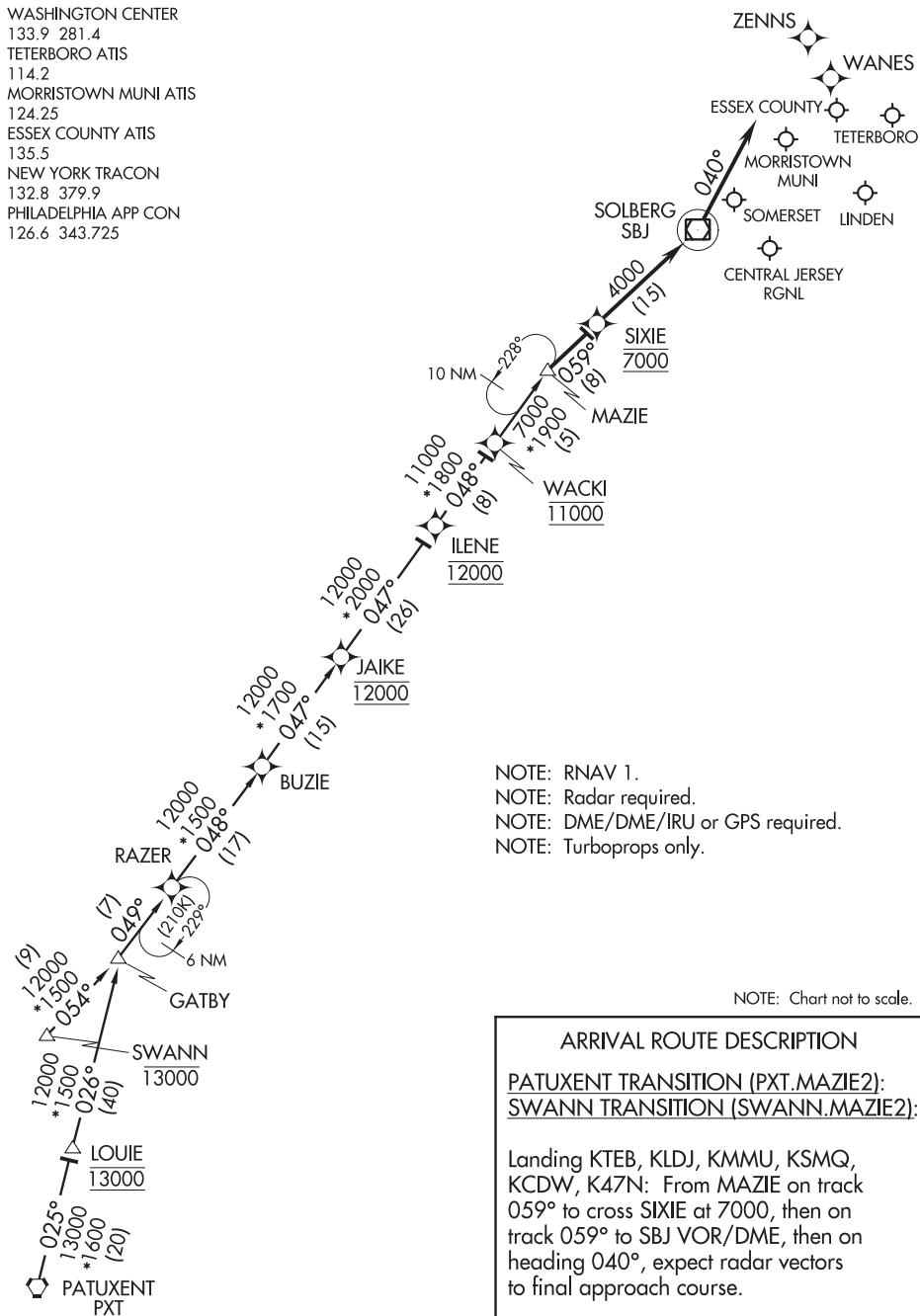


NE-2, 10 NOV 2016 to 05 JAN 2017

MAZIE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

WASHINGTON CENTER
 133.9 281.4
 TETERBORO ATIS
 114.2
 MORRISTOWN MUNI ATIS
 124.25
 ESSEX COUNTY ATIS
 135.5
 NEW YORK TRACON
 132.8 379.9
 PHILADELPHIA APP CON
 126.6 343.725



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

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION
PATUXENT TRANSITION (PXT.MAZIE2):
SWANN TRANSITION (SWANN.MAZIE2):
 Landing KTEB, KLDJ, KMMU, KSMQ, KCDW, K47N: From MAZIE on track 059° to cross SIXIE at 7000, then on track 059° to SBJ VOR/DME, then on heading 040°, expect radar vectors to final approach course.

MAZIE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

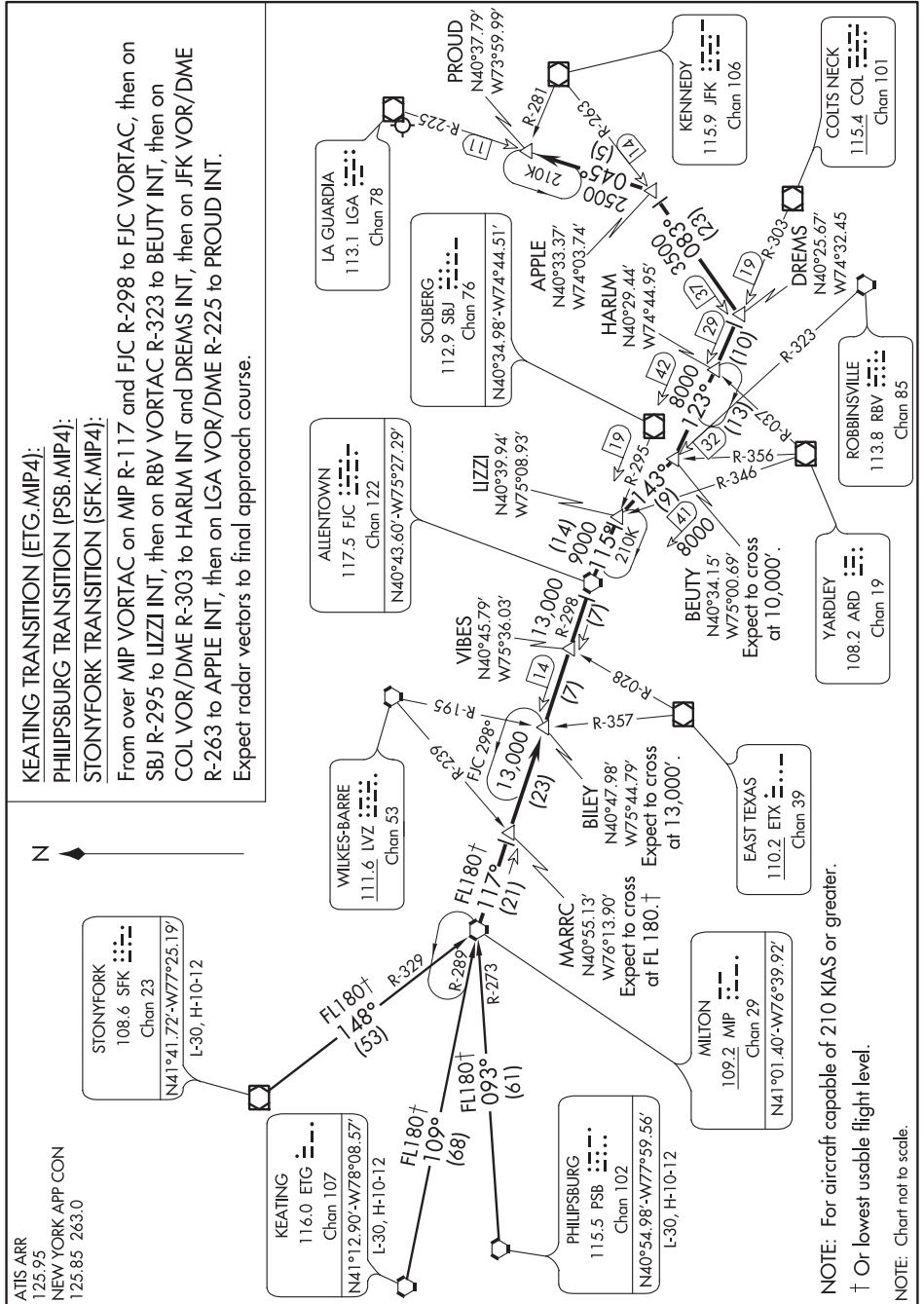
MILTON FOUR ARRIVAL

NE-2, 10 NOV 2016 to 05 JAN 2017

KEATING TRANSITION (ETG.MIP4):
PHILPSBURG TRANSITION (PSB.MIP4):
STONYFORK TRANSITION (SFK.MIP4):

From over MIP VORTAC on MIP R-117 and FJC R-298 to FJC VORTAC, then on SBJ R-295 to LIZZI INT, then on RBV VORTAC R-323 to BEUTY INT, then on COL VOR/DME R-303 to HARLM INT and DREMS INT, then on JFK VOR/DME R-263 to APPLE INT, then on LGA VOR/DME R-225 to PROUD INT.

Expect radar vectors to final approach course.



NOTE: For aircraft capable of 210 KIAS or greater.
 † Or lowest usable flight level.

NOTE: Chart not to scale.

NE-2, 10 NOV 2016 to 05 JAN 2017

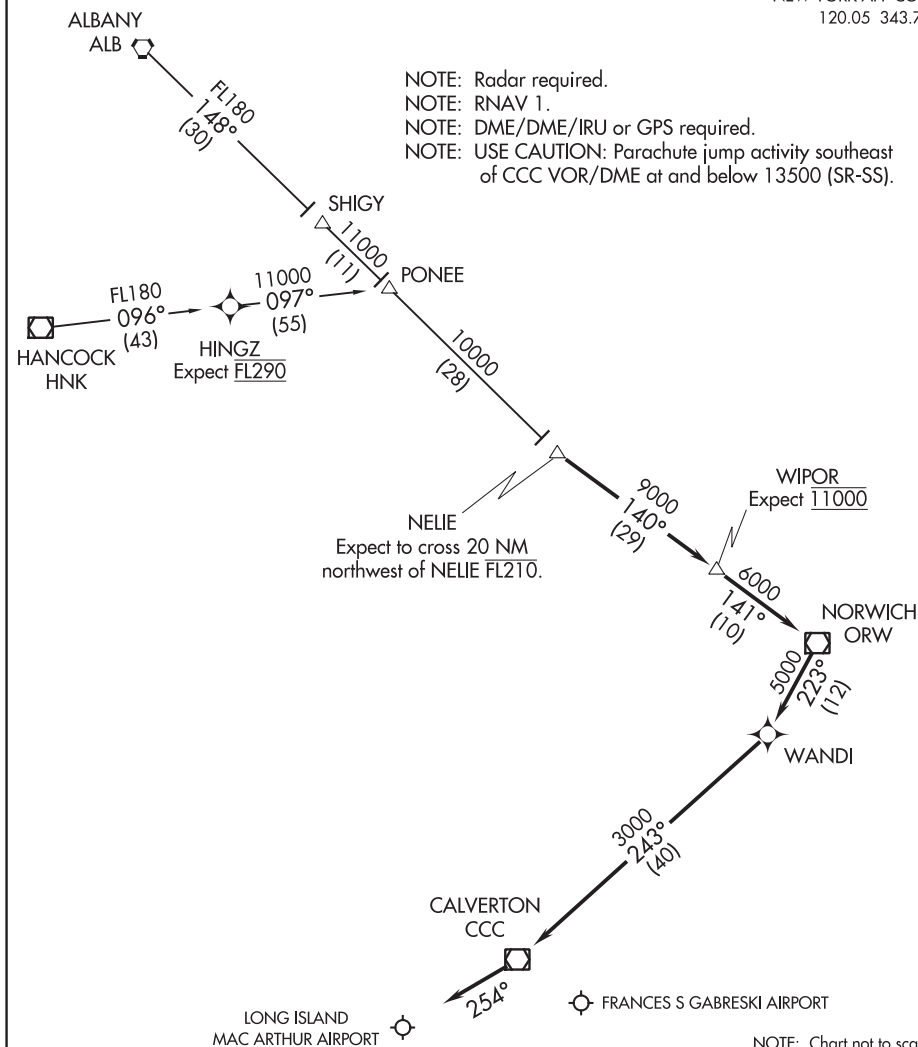
MILTON FOUR ARRIVAL

NELIE THREE ARRIVAL (RNAV)

NEW YORK, NEW YORK

ATIS 120.725
NEW YORK APP CON
120.05 343.75

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: USE CAUTION: Parachute jump activity southeast of CCC VOR/DME at and below 13500 (SR-SS).



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

NELIE THREE ARRIVAL (RNAV)

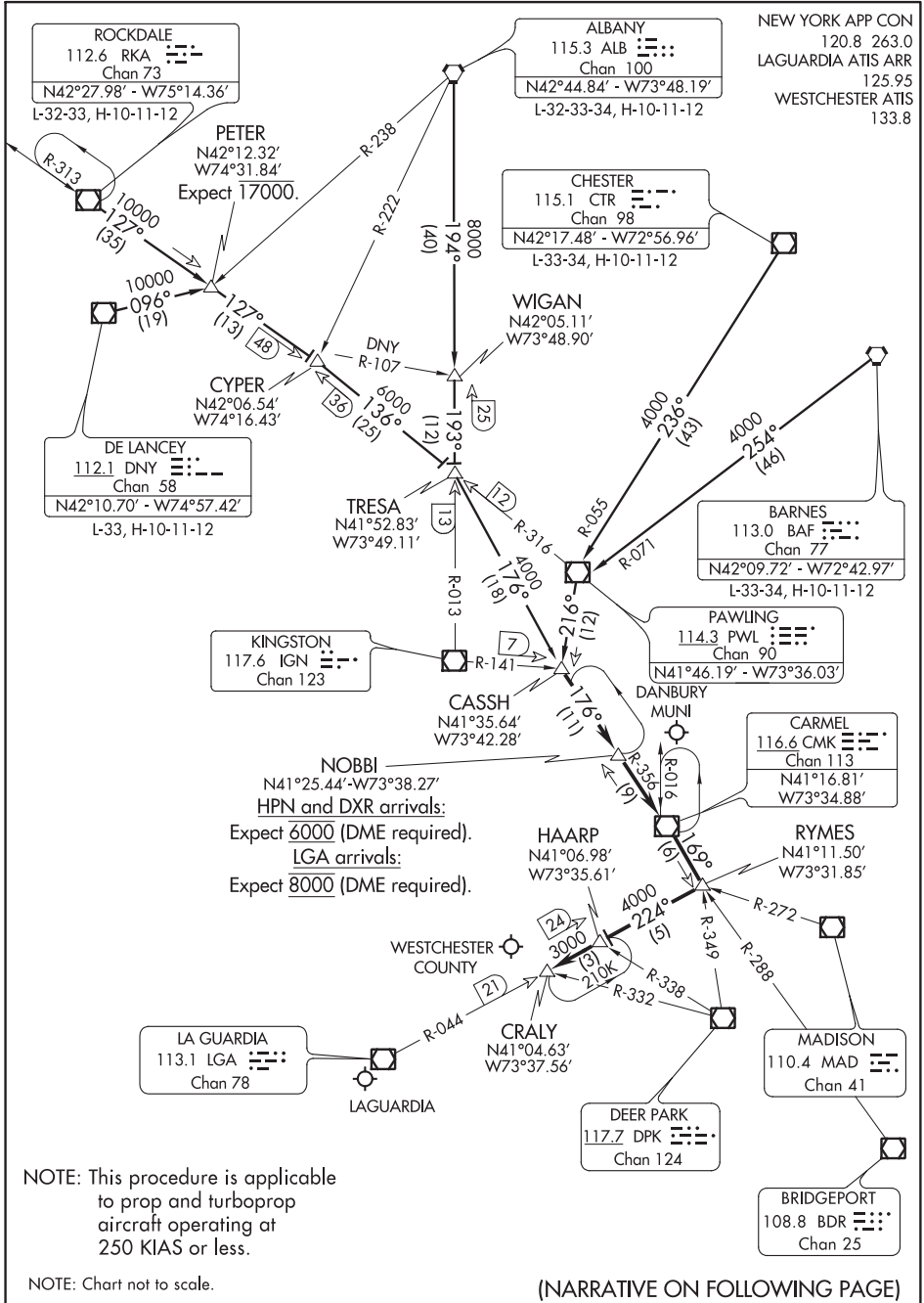
NEW YORK, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



NEW YORK APP CON
120.8 263.0
LAGUARDIA ATIS ARR
125.95
WESTCHESTER ATIS
133.8

NOBBI
N41°25.44' - W73°38.27'
HPN and DXR arrivals:
Expect 6000 (DME required).
LGA arrivals:
Expect 8000 (DME required).

NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

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.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

PAATS TWO ARRIVAL (RNAV)

NE-2, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

- FLAT ROCK TRANSITION (FAK.PAATS2):
- GORDONSVILLE TRANSITION (GVE.PAATS2):
- PATUXENT TRANSITION (PXT.PAATS2):

From over ESSO on track 044° to PAATS thence. . .

Landing MQS: From over PAATS on track 024° to RANSM, then on heading 350°. Expect radar vectors to final approach course.

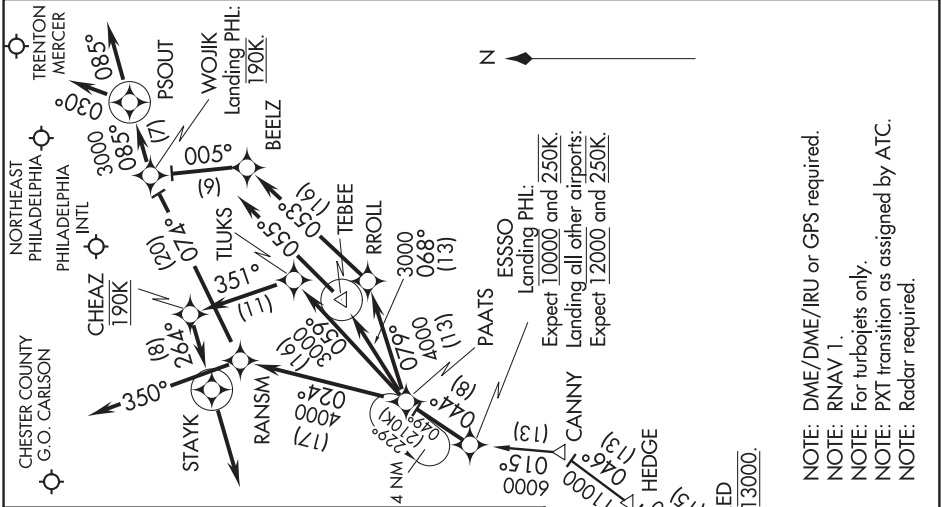
Landing PNE, TIN: From over PAATS on track 024° to RANSM, then on track 074° to WOJIK, then on track 085° to PSOUT, then on heading 030°. Expect radar vectors to final approach course.

Landing PHL Rwy 9L, 9R: From over PAATS on track 059° to TLUKS, then on track 351° to cross CHEAZ at 190K, then on track 264° to STAYK, then on track 264°. Expect radar vectors to final approach course.

Landing PHL Rwy 17, 35: From over PAATS on track 068° to TEBEE, then on heading 055°. Expect radar vectors to final approach course.

Landing PHL Rwy 26, 27L, 27R: From over PAATS on track 079° to ROLL, then on track 053° to BEEZ, then on track 005° to cross WOJIK at 190K, then on track 085° to PSOUT, then on track 085°. Expect radar vectors to final approach course.

- PHILADELPHIA INTL
ATIS ARR 133.4
- NORTHEAST PHILADELPHIA
ATIS 121.15
- TRENTON MERCER
ATIS 126.775
- CHESTER COUNTY G.O. CARLSON
AWOS-3 126.25
- PHILADELPHIA APP CON
133.875 317.55



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: For turbojets only.
- NOTE: PXT transition as assigned by ATC.
- NOTE: Radar required.

NE-2, 10 NOV 2016 to 05 JAN 2017

PARCH TWO ARRIVAL (RNAV)

ST-610 (FAA)

NEW YORK, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS 128.725
(NE) 117.7
(SW) 115.4

ARRIVAL ROUTE DESCRIPTION

- KENNEBUNK TRANSITION (ENE.PARCH2):
- PLYMM TRANSITION (PLYMM.PARCH2):
- SANDY POINT TRANSITION (SEY.PARCH2):

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence...

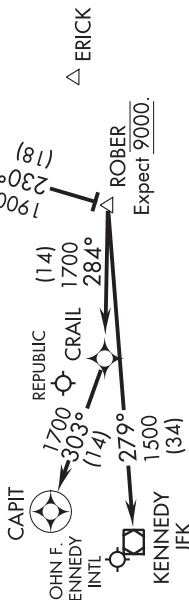
LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

LDG Rwy 22R/L: From ROBER via 284° track to CRALL. Then via 303° track to CAPIT, expect radar vectors to final approach course.

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

CALVERTON
CCC

Expect 1200K and 250K.



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

NOTE: Chart not to scale.

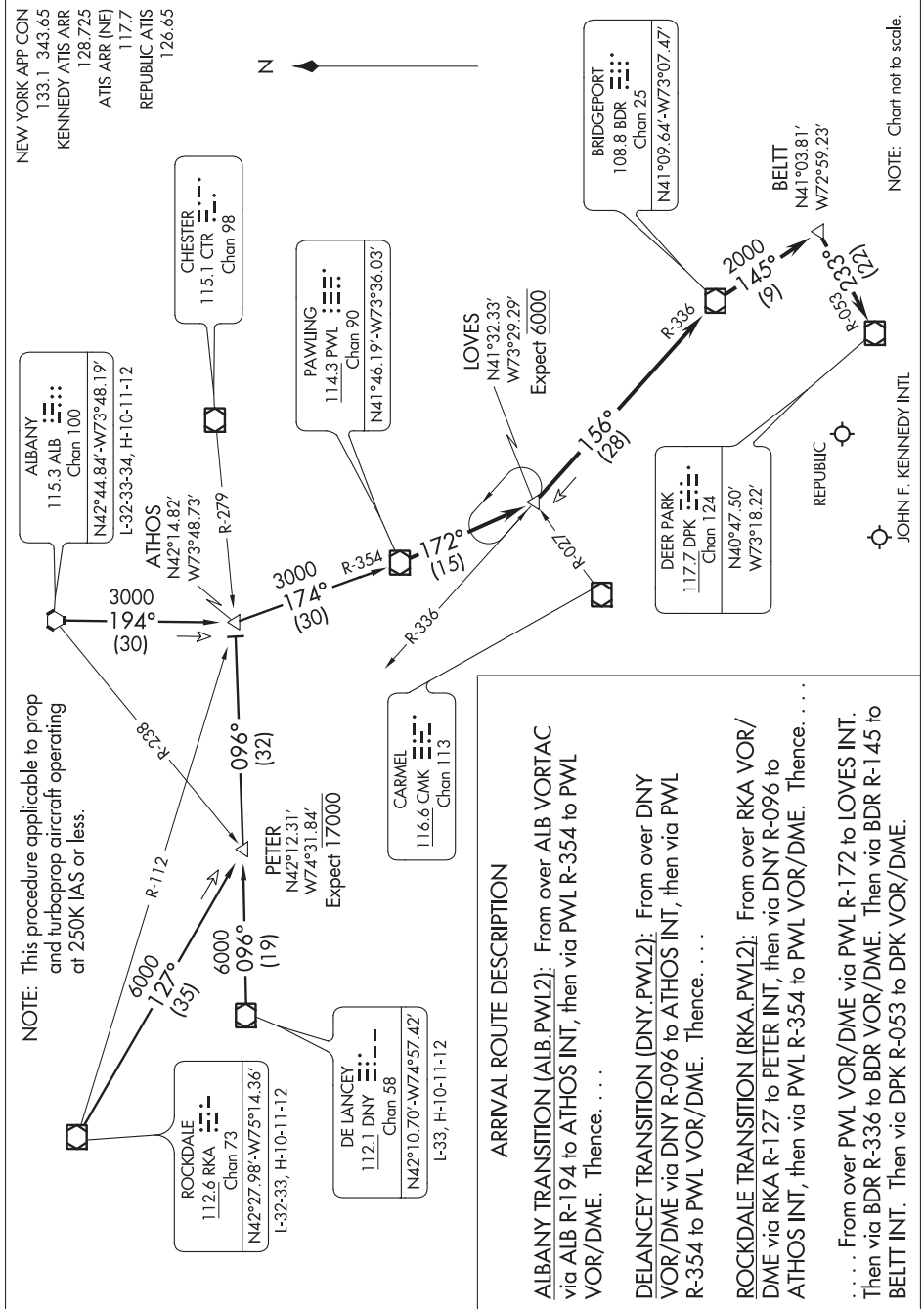
NE-2, 10 NOV 2016 to 05 JAN 2017

PARCH TWO ARRIVAL (RNAV)

NEW YORK, NEW YORK

PAWLING TWO ARRIVAL

NE-2, 10 NOV 2016 to 05 JAN 2017



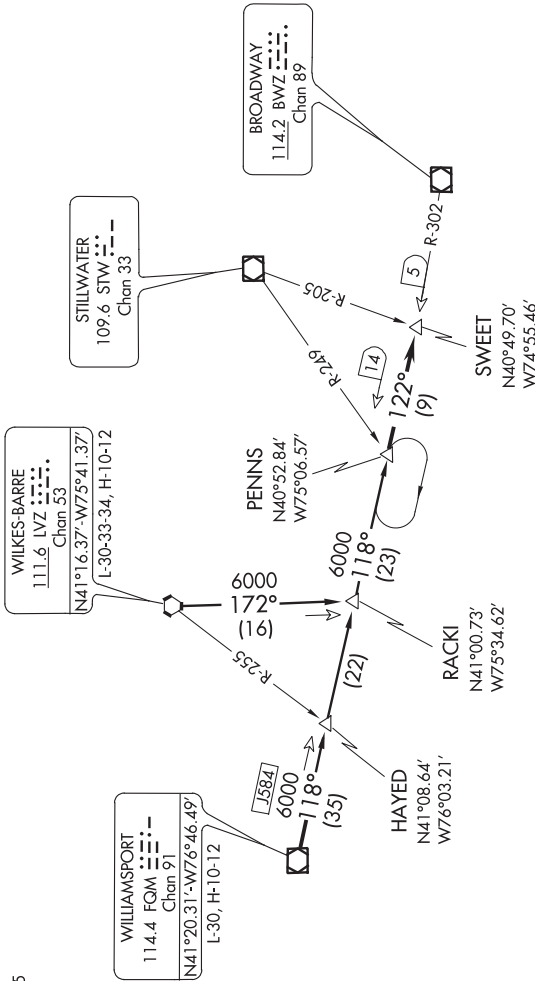
NE-2, 10 NOV 2016 to 05 JAN 2017

PAWLING TWO ARRIVAL

PENNS TWO ARRIVAL

NE-2, 10 NOV 2016 to 05 JAN 2017

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7 134.825



ARRIVAL ROUTE DESCRIPTION

WILKES-BARRE TRANSITION (LVZ.PENNS2): From over LVZ
 VORTAC via R-172 to RACKI INT, then via FQM R-118 to
 PENNS INT. Thence
 WILLIAMSPORT TRANSITION (FQM.PENNS2): From over FQM
 VOR/DME via FQM R-118 to PENNS INT. Thence
 From over PENNS INT via BWZ VOR/DME R-302 to SWEET
 INT. Expect radar vectors to final approach course.

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

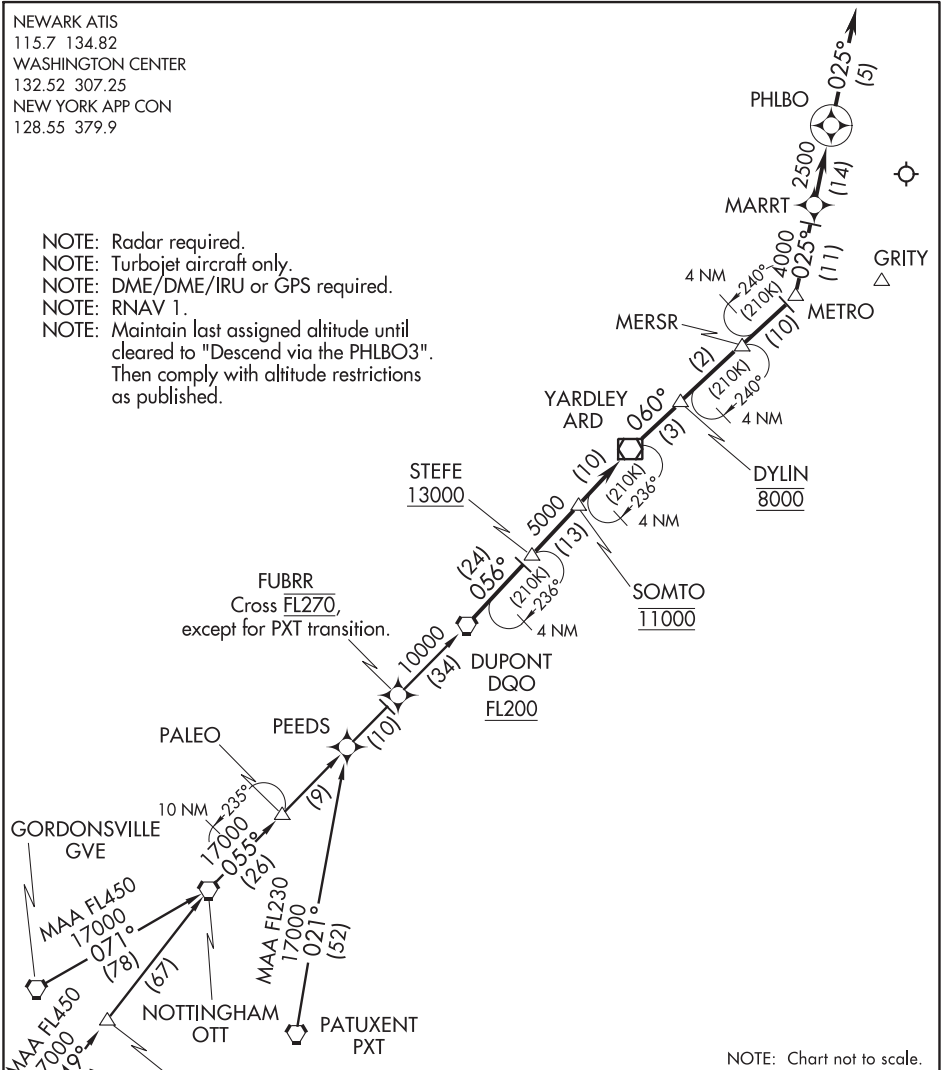
NOTE: Chart not to scale.

NE-2, 10 NOV 2016 to 05 JAN 2017

PHLBO THREE ARRIVAL (RNAV)

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

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

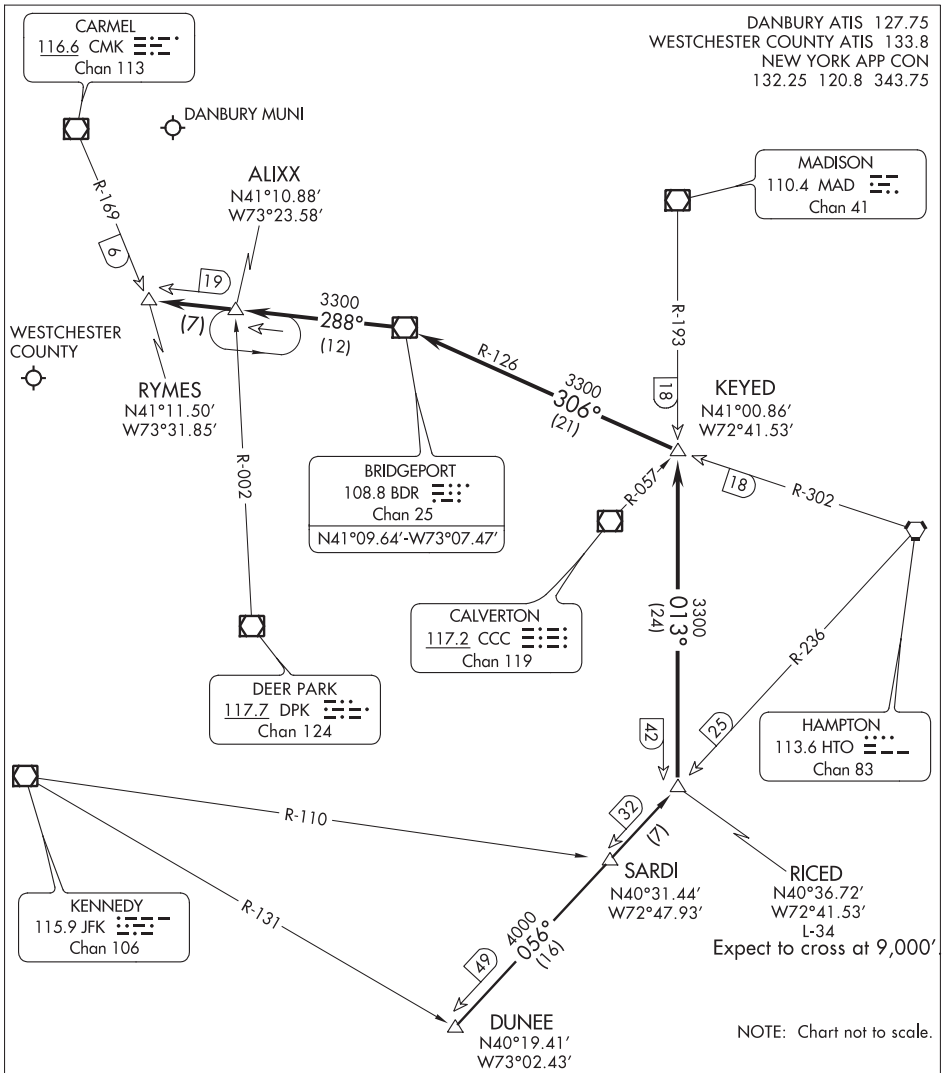
PHLBO THREE ARRIVAL (RNAV)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

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.

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK

ROBER TWO ARRIVAL

ST-610 (FAA)

NEW YORK, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017

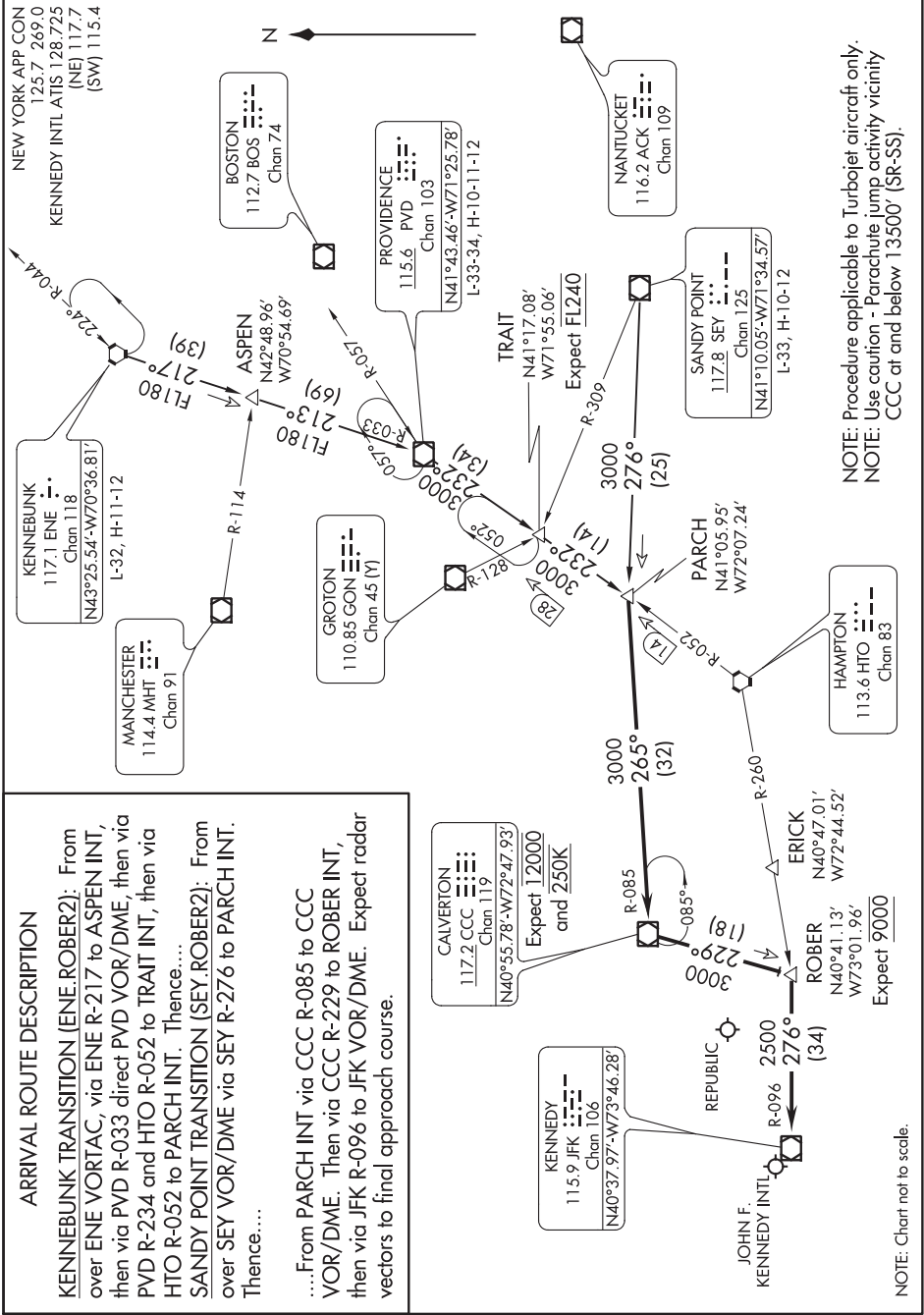
NE-2, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.ROBER2): From over ENE VORTAC, via ENE R-217 to ASPEN INT, then via PVD R-033 direct PVD VOR/DME, then via PVD R-234 and HTO R-052 to TRAIT INT, then via HTO R-052 to PARCH INT. Thence....

SANDY POINT TRANSITION (SEY.ROBER2): From over SEY VOR/DME via SEY R-276 to PARCH INT. Thence....

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



NOTE: Procedure applicable to Turbojet aircraft only.
 NOTE: Use caution - Parachute jump activity vicinity CCC at and below 13500' (SR-SS).

NOTE: Chart not to scale.

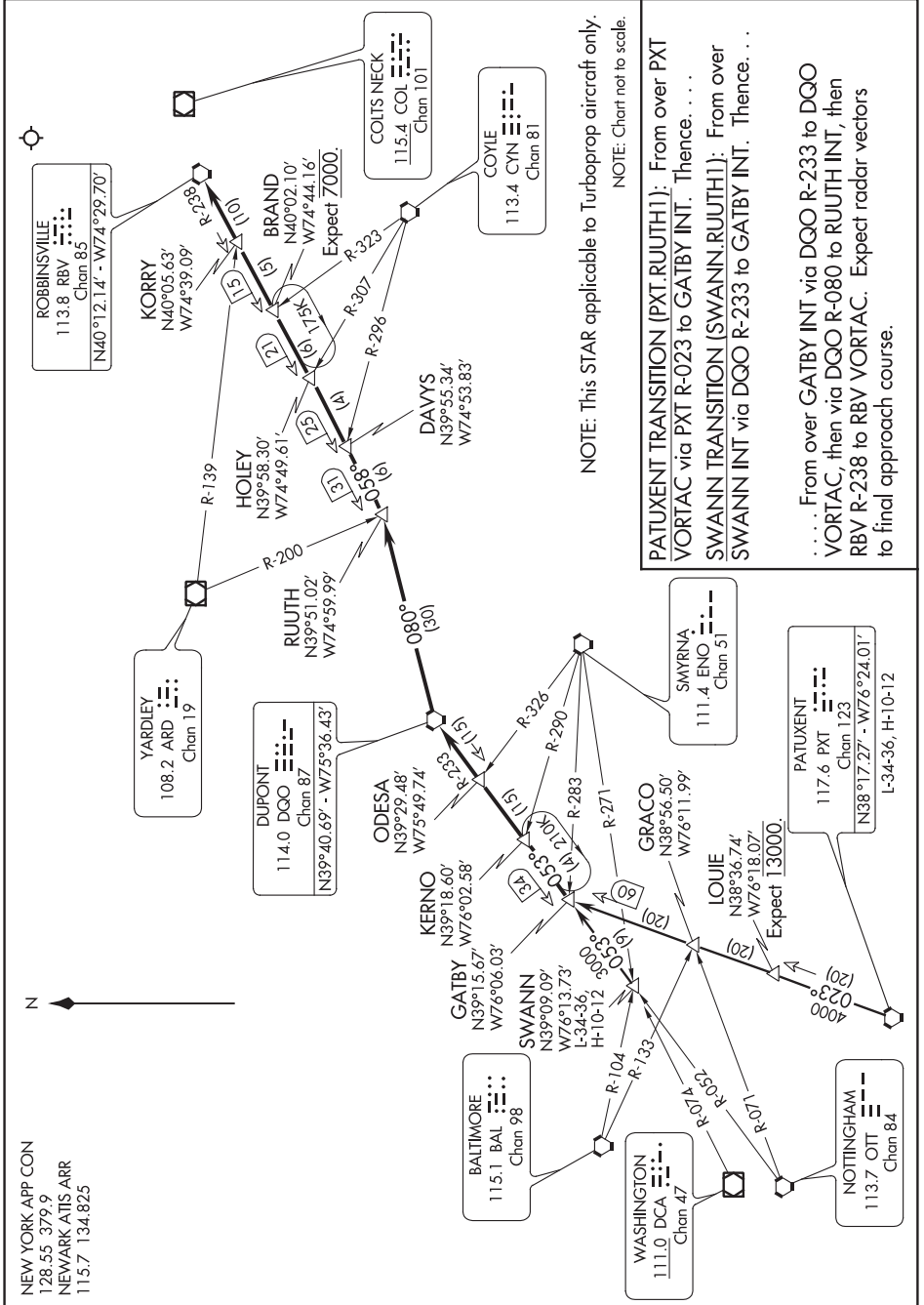
ROBER TWO ARRIVAL

(GATBY.RUUTH1) 12320
RUUTH ONE ARRIVAL

ST-285 (FAA)

NEWARK LIBERTY INTL (EWR)
 NEWARK, NEW JERSEY

NE-2, 10 NOV 2016 to 05 JAN 2017



NE-2, 10 NOV 2016 to 05 JAN 2017

(GATBY.RUUTH1) 12320
RUUTH ONE ARRIVAL

NEWARK, NEW JERSEY
 NEWARK LIBERTY INTL (EWR)

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY

ATLANTIC CITY APP CON
 124.6 292.2
 MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST)
 BASE MC GUIRE APP CON
 124.15 363.8
 MC GUIRE FLD (JOINT BASE MC GUIRE
 DIX LAKEHURST) ATIS *
 ARR 270.1

ROBBINSVILLE
 113.8 RBV
 Chan 85

KENNEDY
 115.9 JFK
 Chan 106

TRENTON-ROBBINSVILLE

MONMOUTH EXECUTIVE

MC GUIRE FLD (JOINT BASE
 MC GUIRE DIX LAKEHURST)
 SOUTH JERSEY
 RGNL

LAKEHURST
 MAXFIELD FIELD

ZIGGI
 N40°03.12'
 W74°00.82'
 L-34

COYLE
 113.4 CYN
 Chan 81

FLYING W

OCEAN COUNTY

BALTIMORE
 115.1 BAL
 Chan 98

ATLANTIC CITY
 108.6 ACY
 Chan 23

JAYBO

**TURBOJET VERTICAL NAVIGATION
 PLANNING INFORMATION**
 Expect clearance to cross at 15000'
 and cross SIE VORTAC at 8000'.

R-133

5000
 085°
 (35)

L-34-36

7000
 085°
 (59)

R-265
 R-216

SEA ISLE
 114.8 SIE
 Chan 95
 N39°05.73'-W74°48.02'
 L-34, H-10-12

SALISBURY
 111.2 SBY
 Chan 49

R-094

45
 2500
 119°

V1239
 036°
 (30)

**RADDS
 TURBOJET VERTICAL NAVIGATION
 PLANNING INFORMATION**
 Expect clearance to cross at 11000'
 and cross SIE VORTAC at 8000'.

NOTTINGHAM
 113.7 OTT
 Chan 84
 N38°42.35'-W76°44.68'
 L-29-34-36, H-10-12

2000
 024°
 (21)

CBEAV
 N38°22.32'
 W75°15.89'
 L-34-36

SNOW HILL
 112.4 SWL
 Chan 71
 N38°03.40'-W75°27.83'
 L-36, H-10-12

NOTE: Chart not to scale.

NOTTINGHAM TRANSITION (OTT.SIE4): From over OTT VORTAC via OTT R-085 and SIE R-265 to SIE VORTAC. Thence. . .

SNOW HILL TRANSITION (SWL.SIE4): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC. Thence. . .

. . . From over SIE VORTAC via SIE R-049 to PANZE INT. Then via JFK R-210 to ZIGGI INT. Expect radar vectors to final approach course.

NE-2, 10 NOV 2016 to 05 JAN 2017

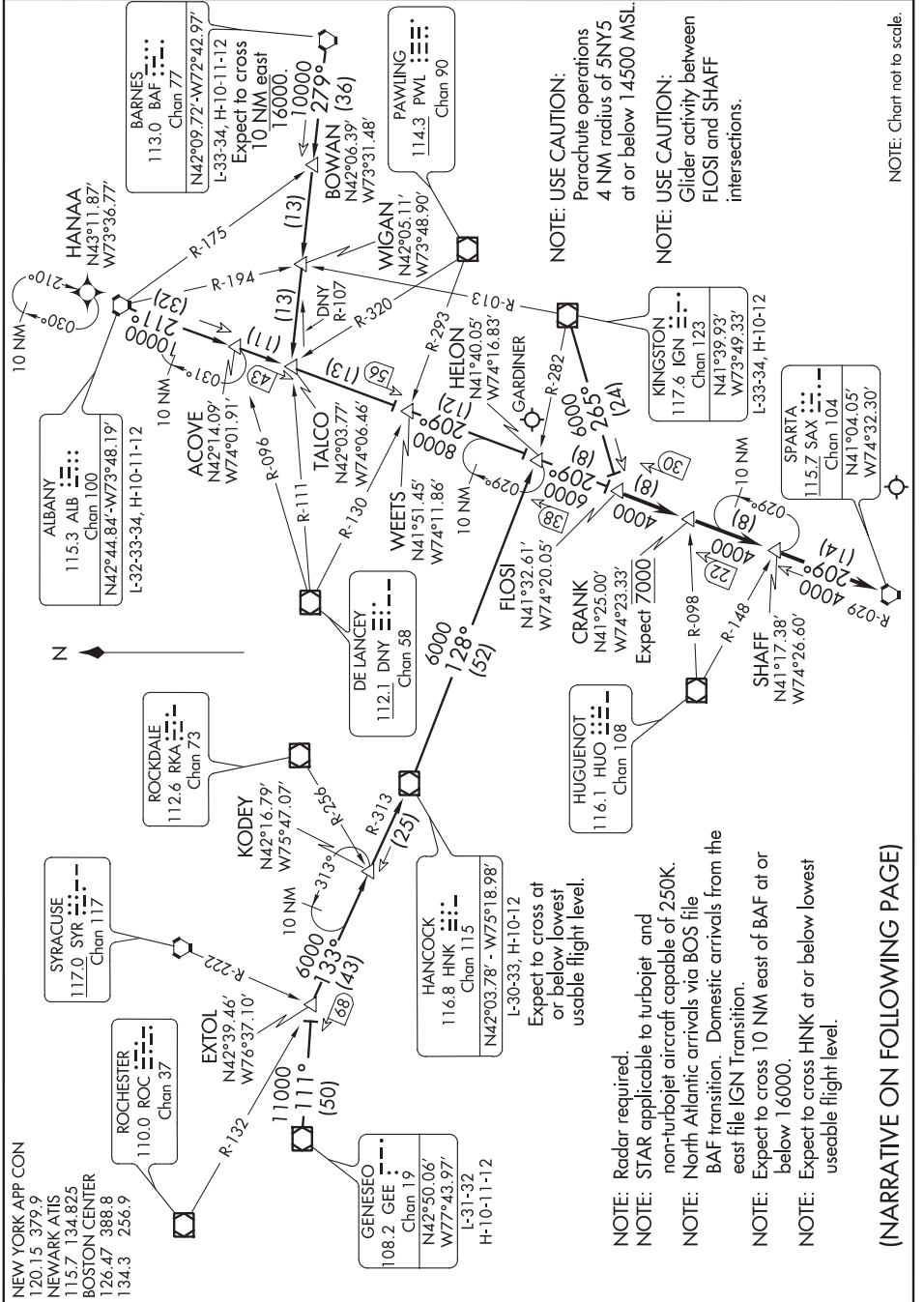
NE-2, 10 NOV 2016 to 05 JAN 2017

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY

SHAFF SEVEN ARRIVAL

NE-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

NE-2, 10 NOV 2016 to 05 JAN 2017

SHAFF SEVEN ARRIVAL

(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. . . .

GENESE0 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. . . .

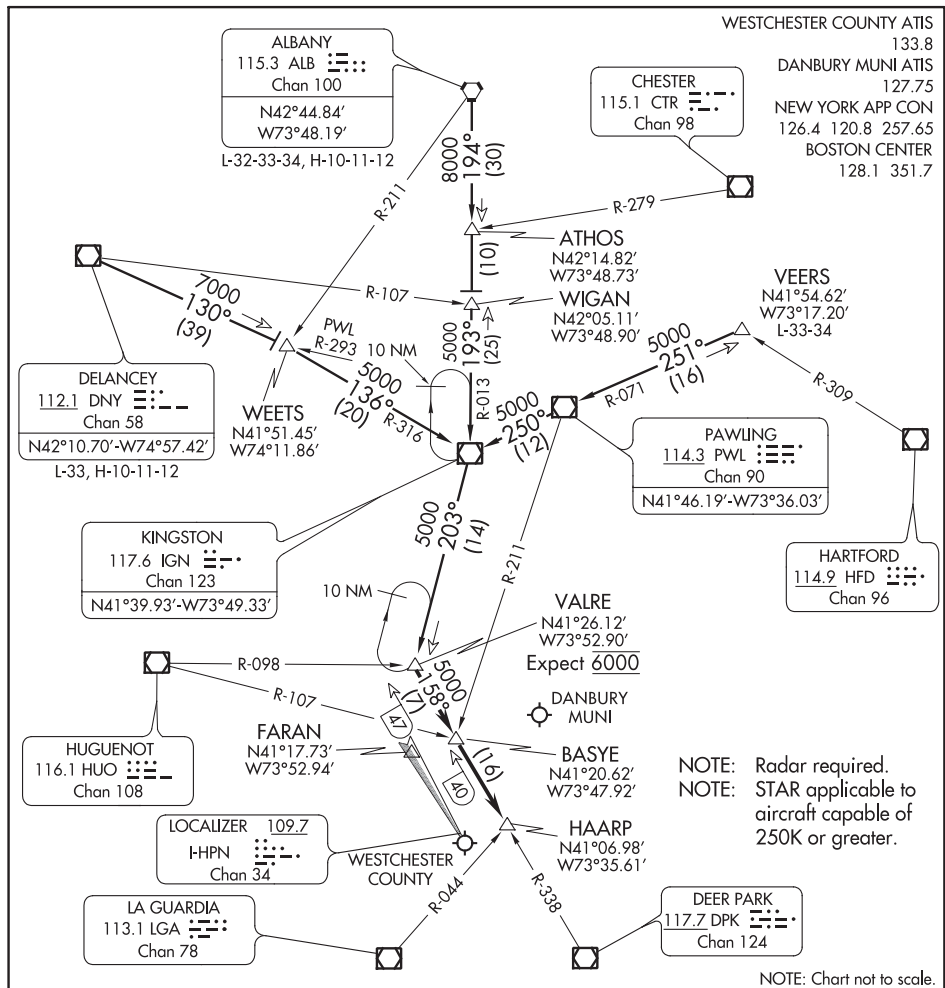
. . . . From over FLOSI INT on SAX R-029 to CRANK INT, then to SHAFF INT, then to SAX VORTAC. Expect radar vectors to final approach course.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VALRE FIVE ARRIVAL

WHITE PLAINS, NEW YORK



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

VALRE FIVE ARRIVAL

WHITE PLAINS, NEW YORK

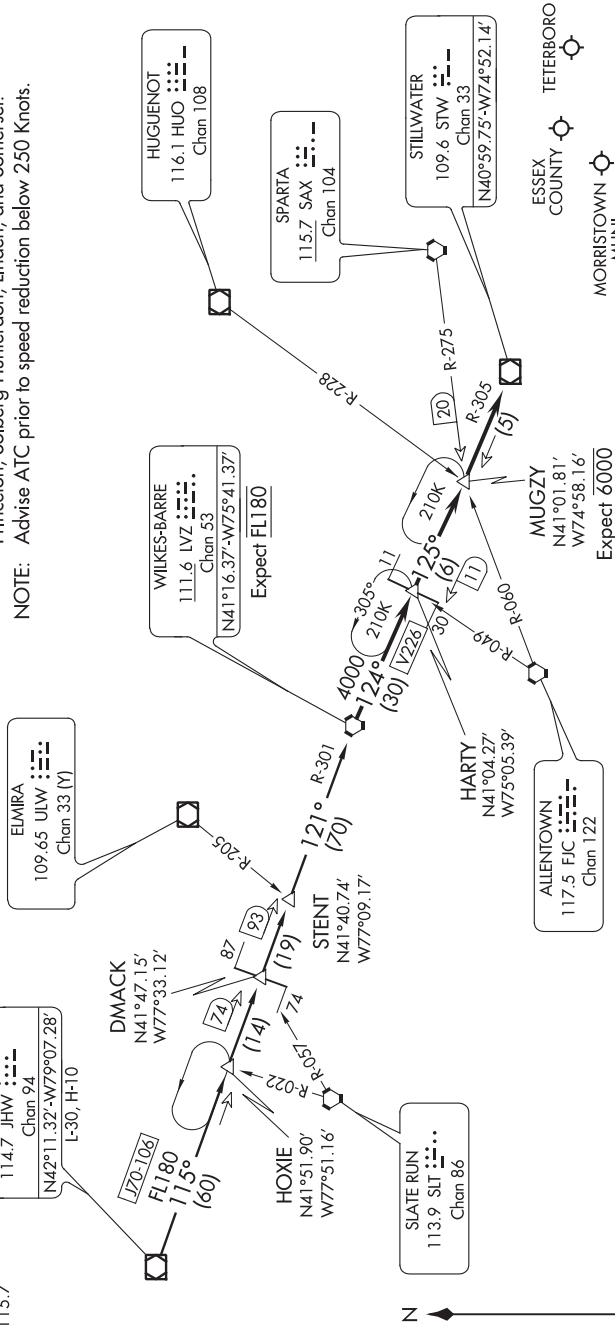
WILKES-BARRE FOUR ARRIVAL

TETERBORO, NEW JERSEY

NE-2, 10 NOV 2016 to 05 JAN 2017

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

NOTE: This STAR applicable to all aircraft capable of 250 KIAS or greater landing at Teterboro, Morristown Muni, Essex County, Princeton, Solberg-Hunterdon, Linden, and Somerset.
NOTE: Advise ATC prior to speed reduction below 250 Knots.



ARRIVAL ROUTE DESCRIPTION

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

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

NOTE: Chart not to scale.

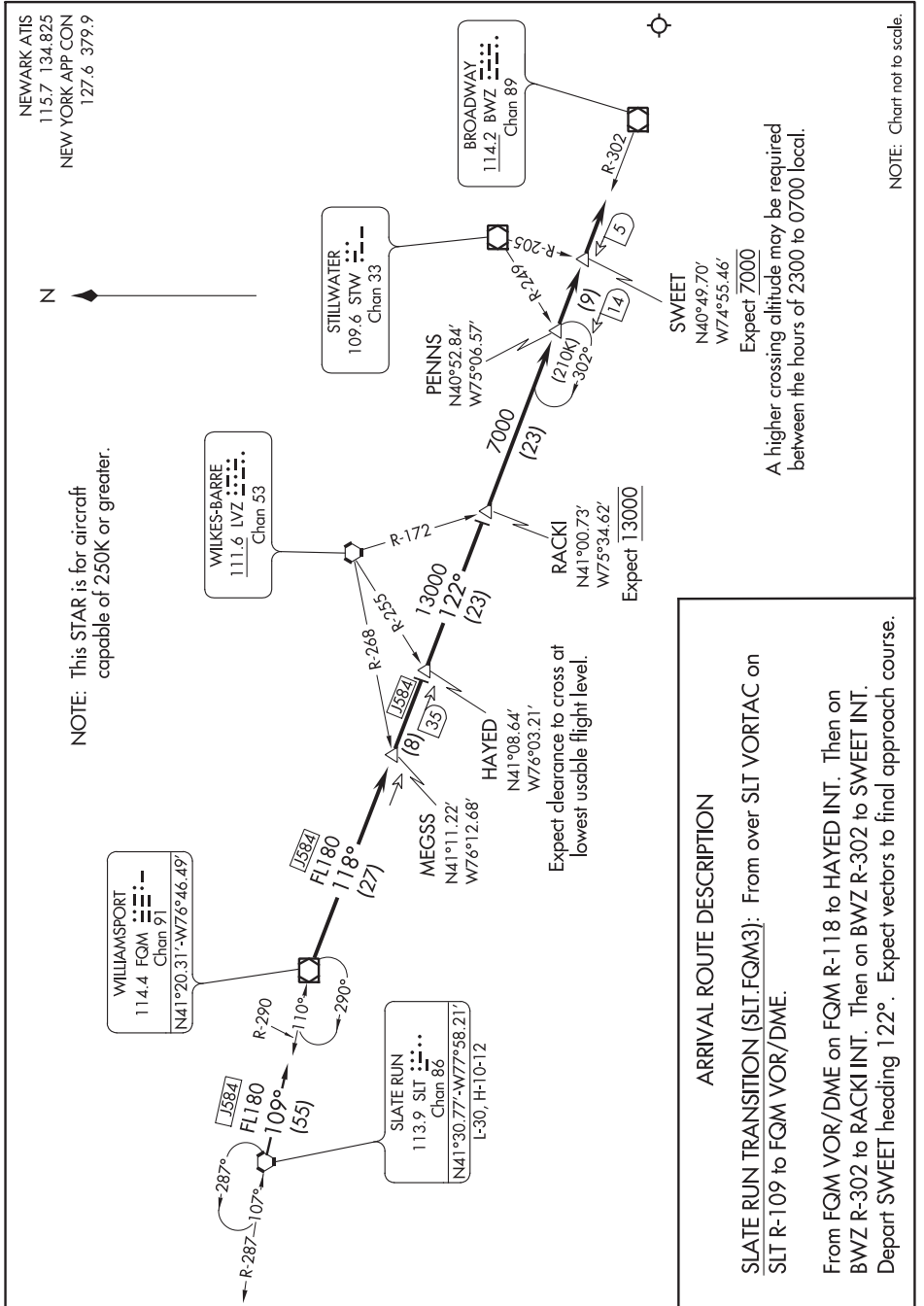
WILKES-BARRE FOUR ARRIVAL

TETERBORO, NEW JERSEY

NE-2, 10 NOV 2016 to 05 JAN 2017

WILLIAMSPORT THREE ARRIVAL

NE-2, 10 NOV 2016 to 05 JAN 2017



NE-2, 10 NOV 2016 to 05 JAN 2017

INTENTIONALLY
LEFT
BLANK

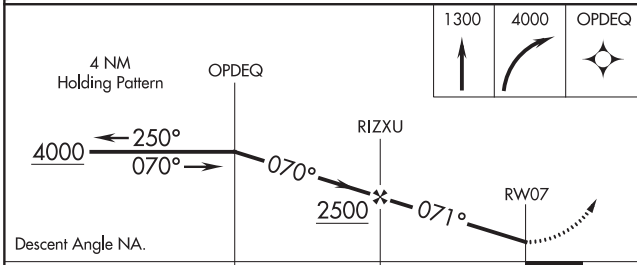
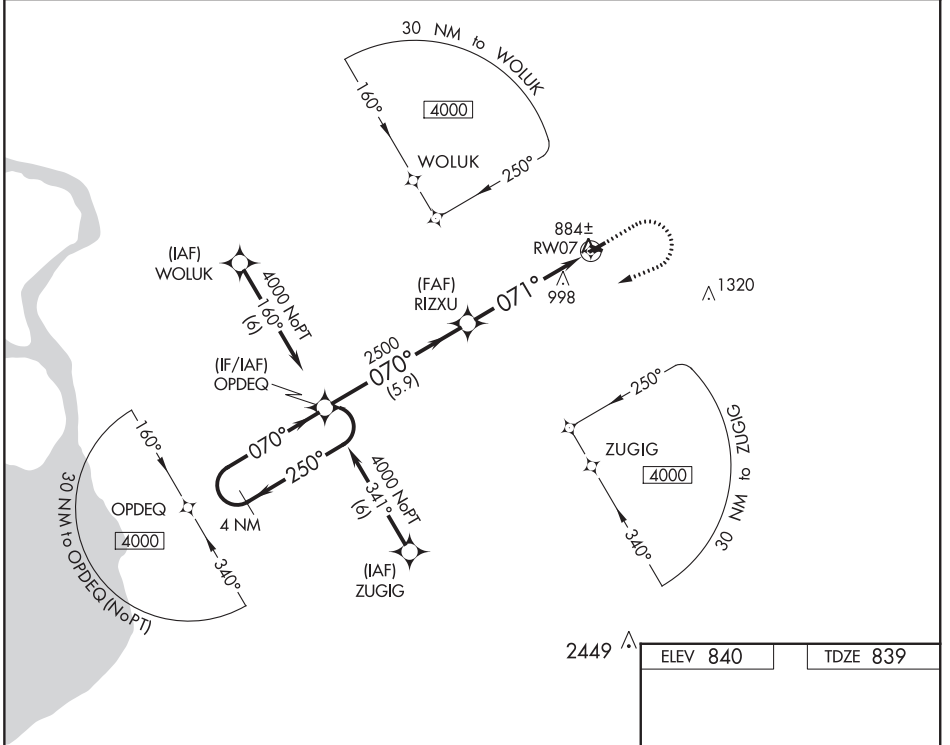
WAAS CH 93633 W07A	APP CRS 071°	Rwy Idg TDZE 839 Apt Elev 840	3268
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RNAV (GPS) RWY 7

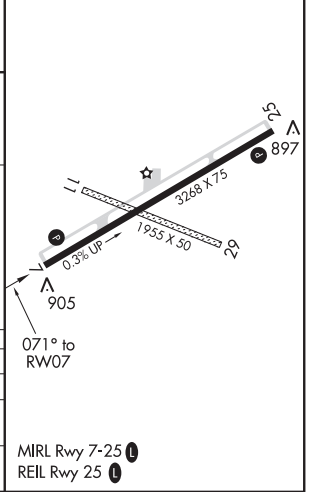
AKRON (9G3)

NA Procedure NA at night. DME/DME RNP-0.3 NA. Use Buffalo altimeter setting. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct OPDEQ and hold, continue climb-in-hold to 4000.	
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BUFFALO ASOS 135.35	BUFFALO APP CON 126.15 263.125	UNICOM 122.725 (CTAF) 0
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ELEV 840	TDZE 839
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CATEGORY	A	B	C	D
LP MDA	1180-1	341 (400-1)		NA
LNAV MDA	1300-1	461 (500-1)		NA
CIRCLING	1320-1 480 (500-1)	1360-1 520 (500-1)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AKRON, NEW YORK

AL-5971 (FAA)

14345

WAAS CH 40233 W25A	APP CRS 251°	Rwy Idg TDZE Apt Elev	3268 840 840
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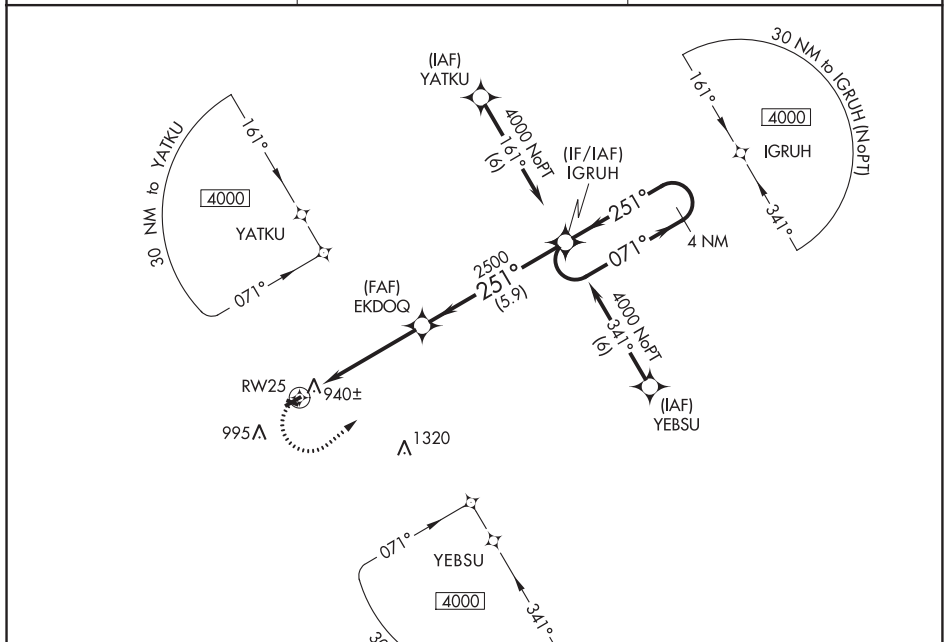
RNAV (GPS) RWY 25

AKRON (9G3)

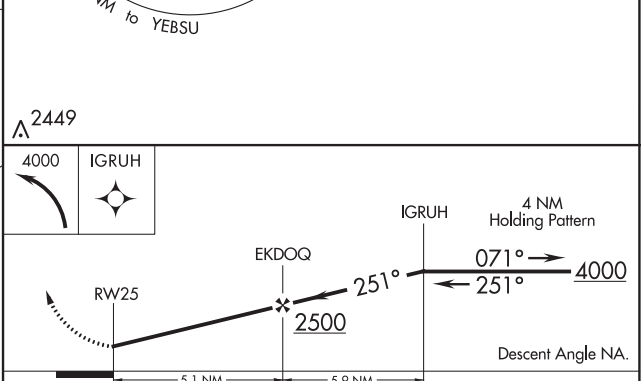
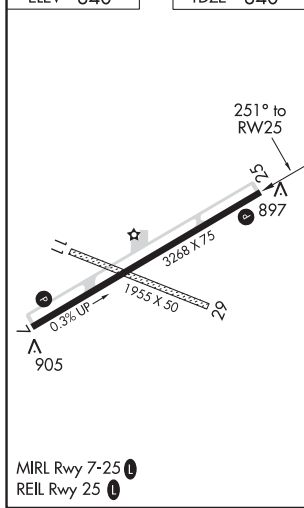
▽ DME/DME RNP-0.3 NA.
△ NA Use Buffalo altimeter setting. Procedure NA at night.
 Helicopter visibility reduction below 1 SM NA.

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

BUFFALO ASOS 135.35	BUFFALO APP CON 126.15 263.125	UNICOM 122.725 (CTAF)
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ELEV 840	TDZE 840
-----------------	-----------------



CATEGORY	A	B	C	D
LP MDA	1240-1	400 (400-1)		NA
LNAV MDA	1300-1	460 (500-1)		NA
CIRCLING	1320-1	1360-1		NA
	480 (500-1)	520 (500-1)		

AKRON, NEW YORK
 Amdt 2B 11DEC14

43°01'N-78°29'W

RNAV (GPS) RWY 25

NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DEJ 109.5 Chan 32	APP CRS 011°	Rwy Idg TDZE Apt Elev	8500 284 285
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ILS or LOC RWY 1

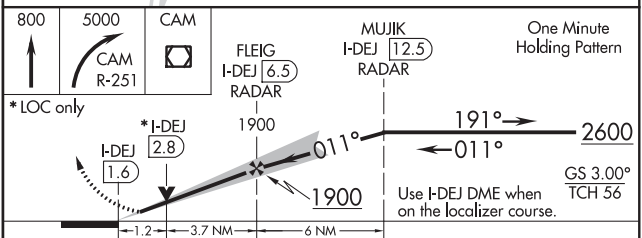
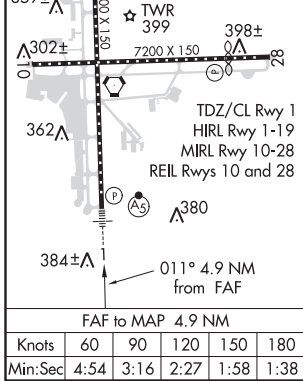
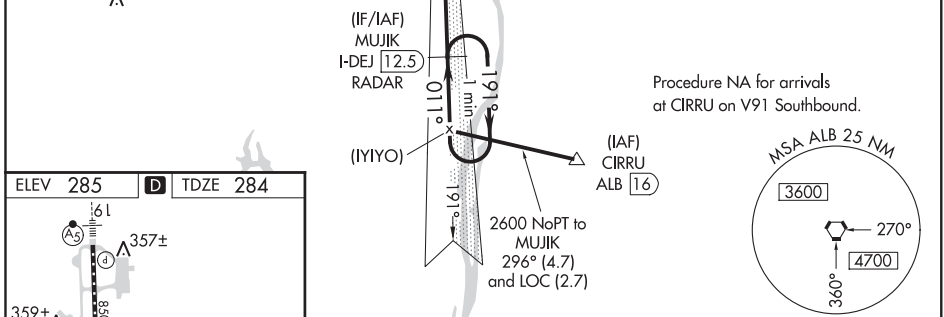
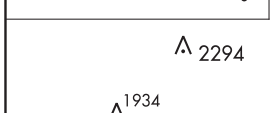
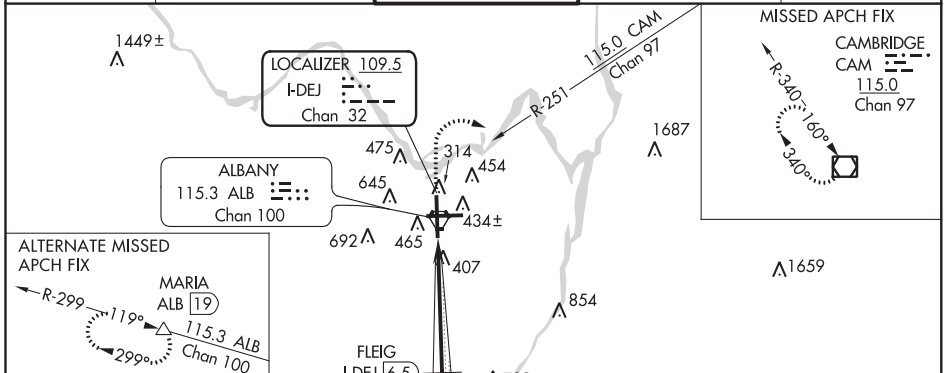
ALBANY INTL (ALB)

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

MALSRR 

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

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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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)	820-1½	840-2 555 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ALBANY, NEW YORK

AL-10 (FAA)

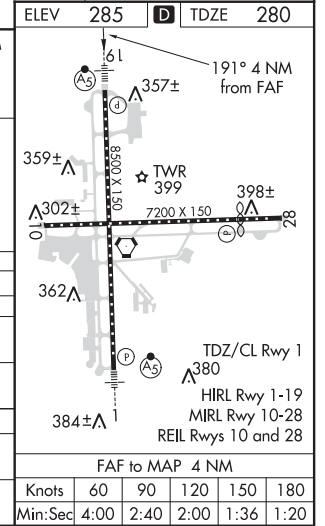
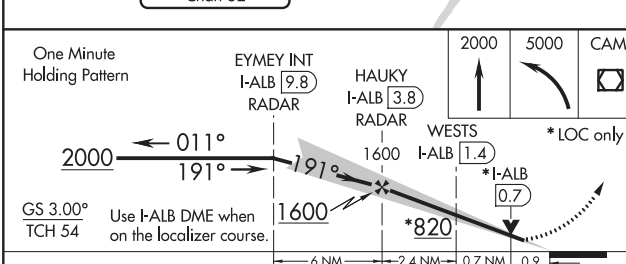
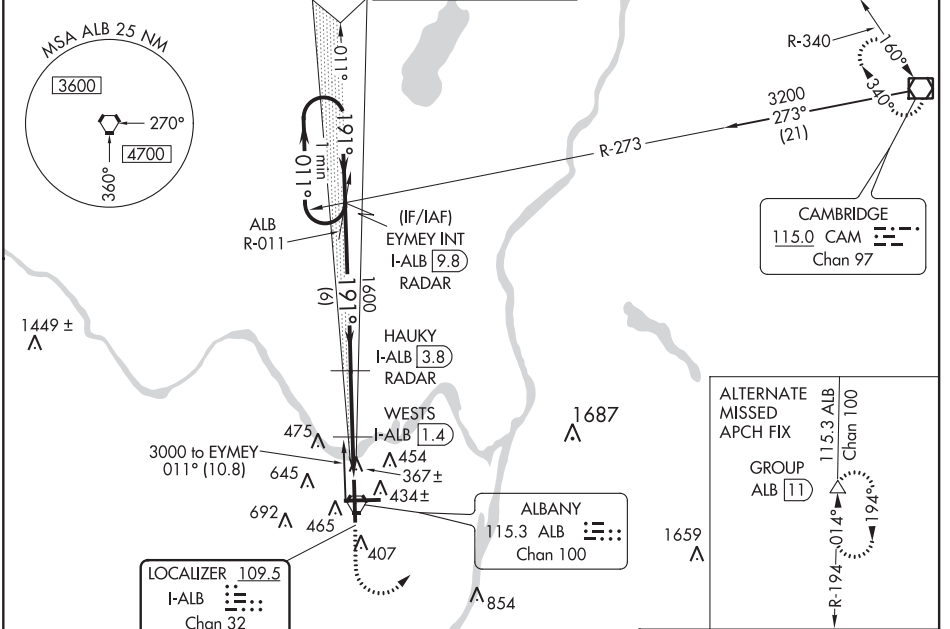
16035

LOC/DME I-ALB 109.5 Chan 32	APP CRS 191°	Rwy Idg TDZE Apt Elev	8500 280 285
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ILS or LOC RWY 19

ALBANY INTL (ALB)

<p>Circling NA west of Rwy 1-19. DME or RADAR required.</p>	<p>MALS/R</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct CAM VOR/DME and hold.</p>		
		<p>ATIS 120.45</p>	<p>ALBANY APP CON 132.825 307.2</p>	<p>ALBANY TOWER 119.5 257.8</p>



CATEGORY	A	B	C	D
S-ILS 19	480/18 200 (200-½)			
S-LOC 19	820/24	540 (600-½)	820/55	540 (600-1¼)
C CIRCLING	820-1	535 (600-1)	820-1½	960-2¼
WESTS FIX MINIMUMS				
S-LOC 19	620/24	340 (400-½)	620/26	340 (400-¾)
C CIRCLING	820-1	535 (600-1)	820-1½	960-2¼

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

ALBANY, NEW YORK
Amdt 24 08JAN15

42°45'N-73°48'W

ALBANY INTL (ALB)

ILS or LOC RWY 19

NE-2, 10 NOV 2016 to 05 JAN 2017

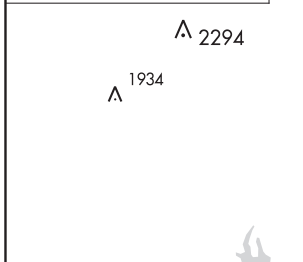
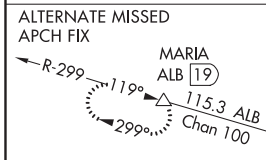
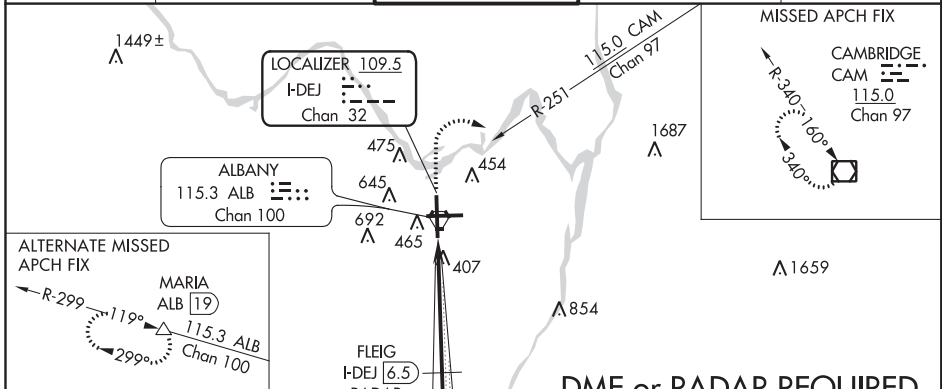
NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DEJ 109.5 Chan 32	APP CRS 011°	Rwy Idg TDZE Apt Elev	8500 284 285
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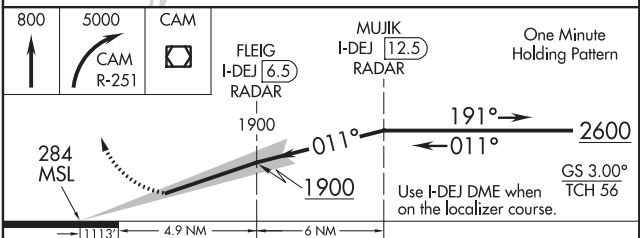
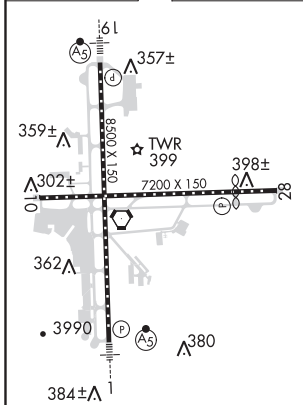
ILS RWY 1 (SA CAT II)
ALBANY INTL (ALB)

<p>⚠ Circling NA west of Rwy 1-19. DME or RADAR required. Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 5000 and on CAM VOR/DME R-251 to CAM VOR/DME and hold.</p>
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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 284
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CATEGORY	A	B	C	D
S-ILS 1	RA 100/12 100 DA 384			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ALBANY, NEW YORK

AL-10 (FAA)

16035

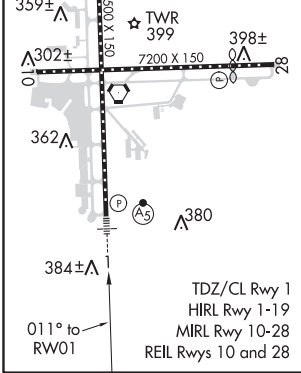
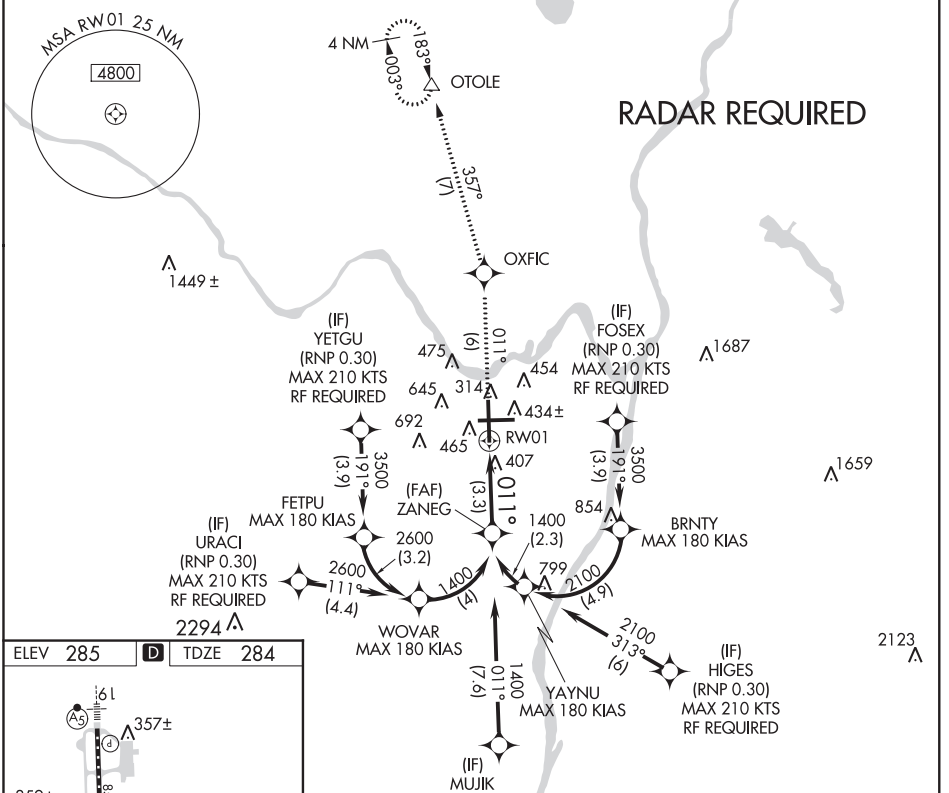
APP CRS 011°	Rwy Idg 8500	TDZE 284
	Apt Elev 285	

RNAV (RNP) Z RWY 1

ALBANY INTL (ALB)

<p>▼ GPS required. For uncompensated Baro-VNAV systems, procedure NVA 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.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 on track 011° to OXFIC and on track 357° to OTOLE and hold.</p>

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 284				
3000	↑ tr 011°	OXFIC	↑ tr 357°	OTOLE	ZANEG	1400
See planview for multiple IF locations.						

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

AUTHORIZATION REQUIRED

ALBANY, NEW YORK
Orig-A 24JUL14

42°45'N - 73°48'W

ALBANY INTL (ALB)
RNAV (RNP) Z RWY 1

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

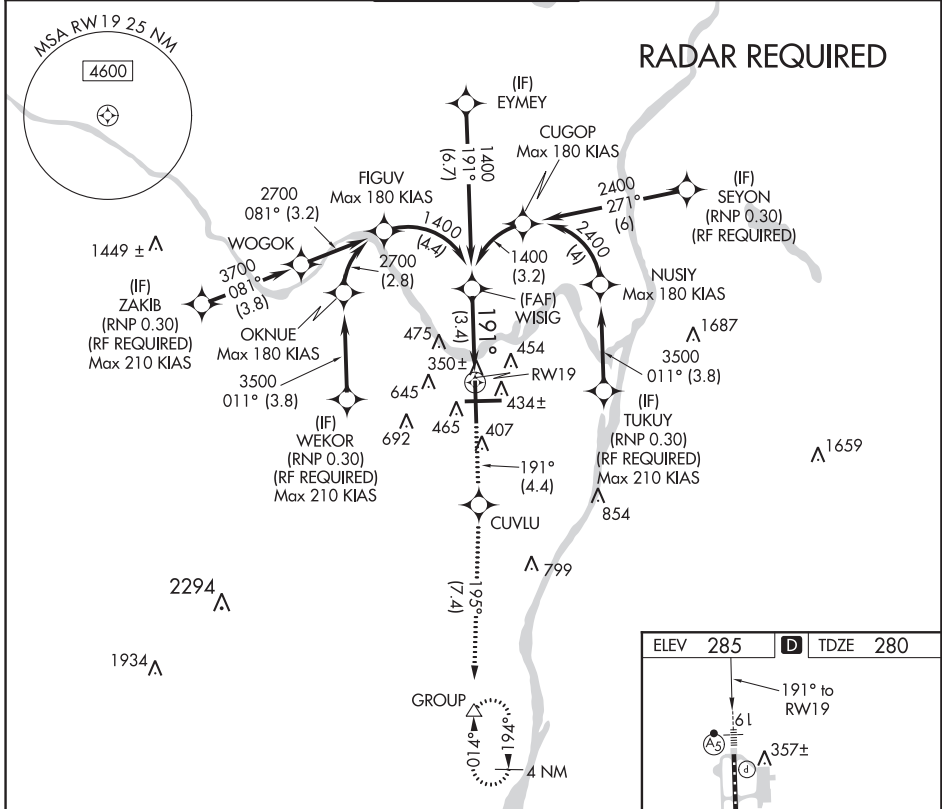
APP CRS	Rwy Idg	8500
191°	TDZE	280
	Apt Elev	285

RNAV (RNP) Z RWY 19

ALBANY INTL (ALB)

<p>GPS required. For uncompensated Baro-VNAV systems, procedure NA below -15°C (3°F) or above 47°C (117°F). For inoperative MALS, increase RNP 0.30 visibility to 1 1/4.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 on track 191° to CUVLU and on track 195° to GROUP and hold.</p>

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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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 285		TDZE 280											
<p>WISIG 1400</p> <p>191°</p> <p>3000</p> <p>CUVLU</p> <p>195°</p> <p>GROUP</p> <p>3.4 NM</p> <p>4 NM</p> <p>GP 3.00°</p> <p>TCH 54</p> <p>See planview for multiple IF locations.</p>	<p>359±</p> <p>302±</p> <p>362</p> <p>384±</p> <p>357±</p> <p>380</p> <p>398±</p> <p>399</p> <p>7200 X 150</p> <p>TWR</p> <p>AS</p> <p>P</p>	<p>TDZ/CL Rwy 1</p> <p>HIRL Rwy 1-19</p> <p>MIRL Rwy 10-28</p> <p>REIL Rwy 10 and 28</p>											
<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>RNP 0.30 DA</td> <td></td> <td>648/45</td> <td>368 (400-7/8)</td> <td></td> </tr> </table>	CATEGORY	A	B	C	D	RNP 0.30 DA		648/45	368 (400-7/8)		<h2>AUTHORIZATION REQUIRED</h2>		
CATEGORY	A	B	C	D									
RNP 0.30 DA		648/45	368 (400-7/8)										

WAAS CH 97523 W10A	APP CRS 101°	Rwy Idg TDZE 278 Apt Elev 285
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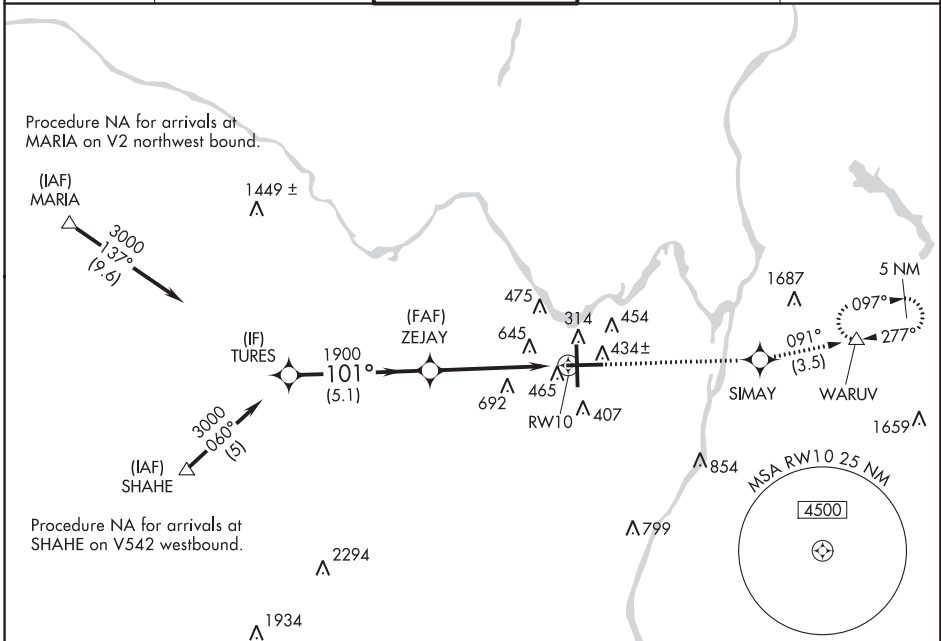
RNAV (GPS) RWY 10

ALBANY INTL (ALB)

⚠ Circling NA West of Rwy 1-19. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

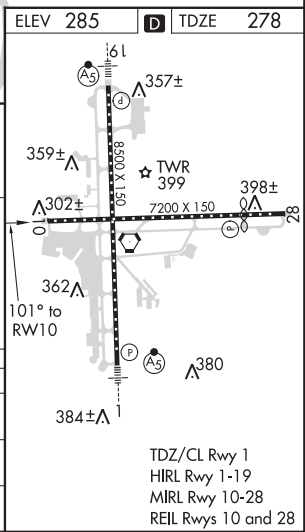
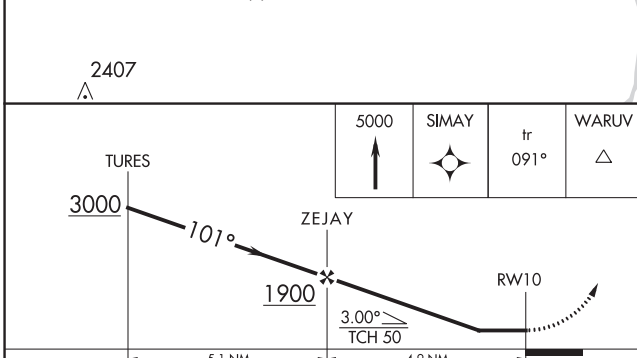
MISSED APPROACH: Climb to 5000 direct SIMAY and on track 091° to WARUV and hold, continue climb-in-hold to 5000.

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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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



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

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

WAAS CH 78124 W28A	APP CRS 281°	Rwy Idg TDZE Apt Elev	6007 285 285
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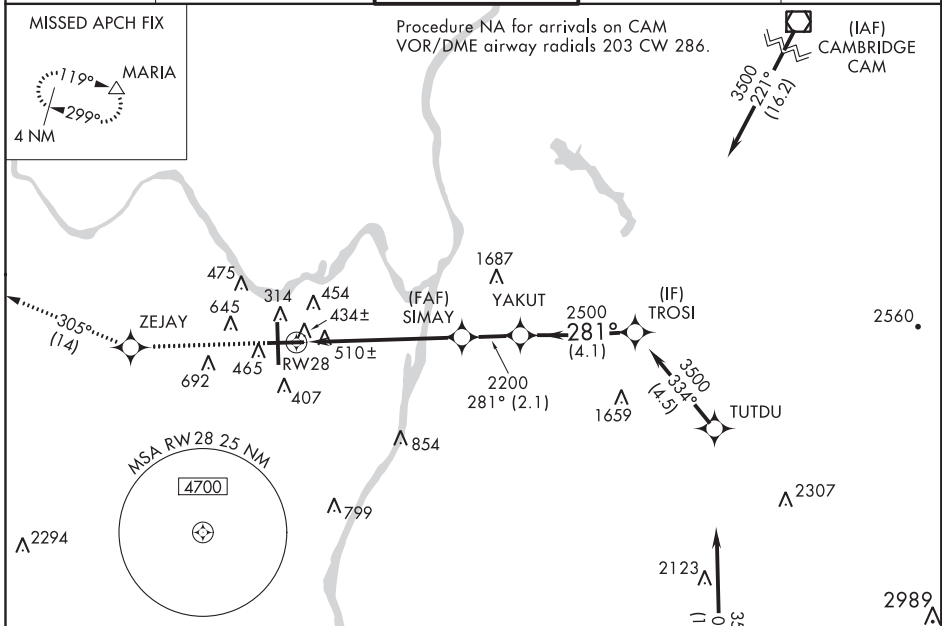
RNAV (GPS) RWY 28

ALBANY INTL (ALB)

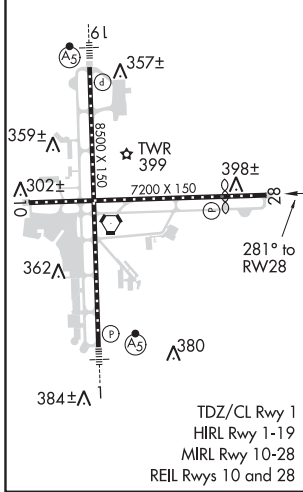
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 42°C (107°F). Circling NA west of Rwy 1-19. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

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

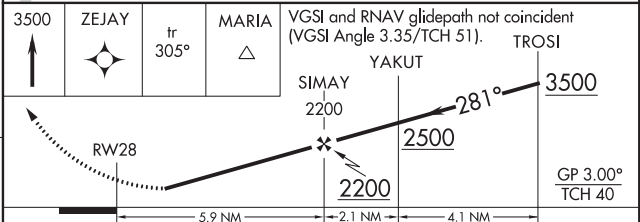
ATIS 120.45	ALBANY APP CON 132.825 307.2	ALBANY TOWER 119.5 257.8	GND CON 121.7 348.6	CLNC DEL 127.50
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ELEV 285	D	TDZE 285
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Procedure NA for arrivals at CANAN on V487 southwest bound and V130 southeast bound.



CATEGORY	A	B	C	D
LPV DA	783-1 ³ / ₄ 498 (500-1 ³ / ₄)			
LNAV/VNAV DA	825-1 ⁷ / ₈ 540 (600-1 ⁷ / ₈)			
LNAV MDA	760-1	475 (500-1)	760-1 ³ / ₈	475 (500-1 ³ / ₈)
CIRCLING	820-1	535 (600-1)	820-1 ¹ / ₂	840-2 555 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97402 W01A	APP CRS 011°	Rwy Idg 8500 TDZE 284 Apt Elev 285
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RNAV (GPS) Y RWY 1

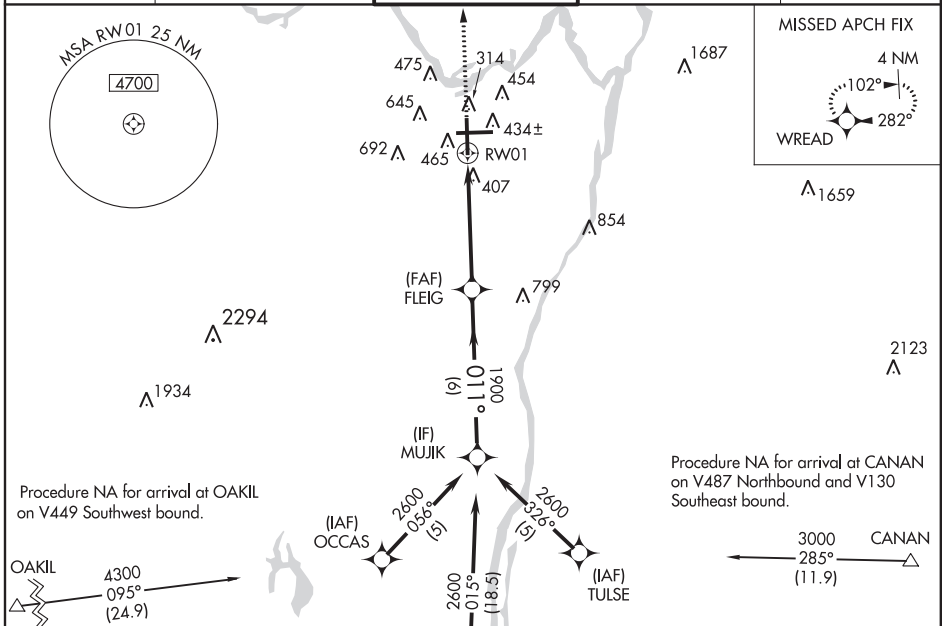
ALBANY INTL (ALB)

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

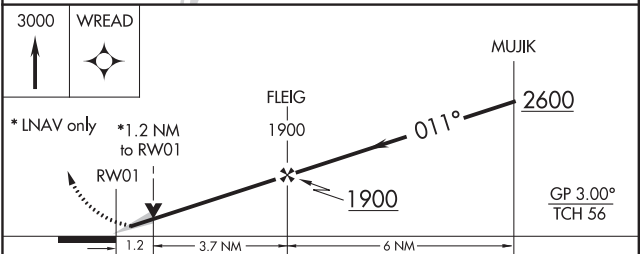
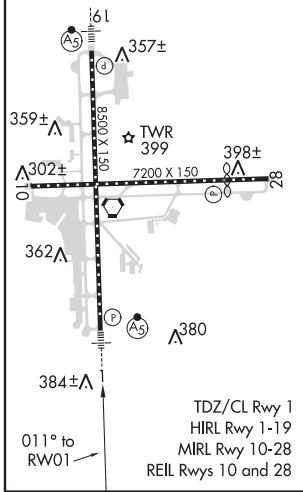


MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.

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 284
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CATEGORY	A	B	C	D
LPV DA		484/24	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)	820-1½ 535 (600-1½)	840-2 555 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56302 W19A	APP CRS 191°	Rwy Idg TDZE Apt Elev	8500 280 285
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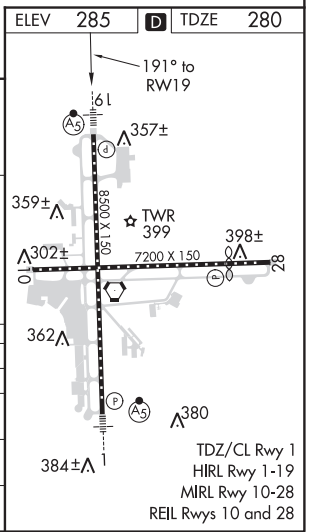
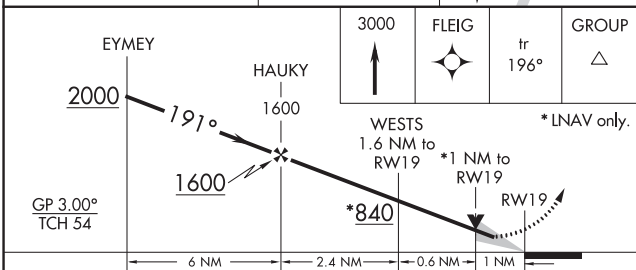
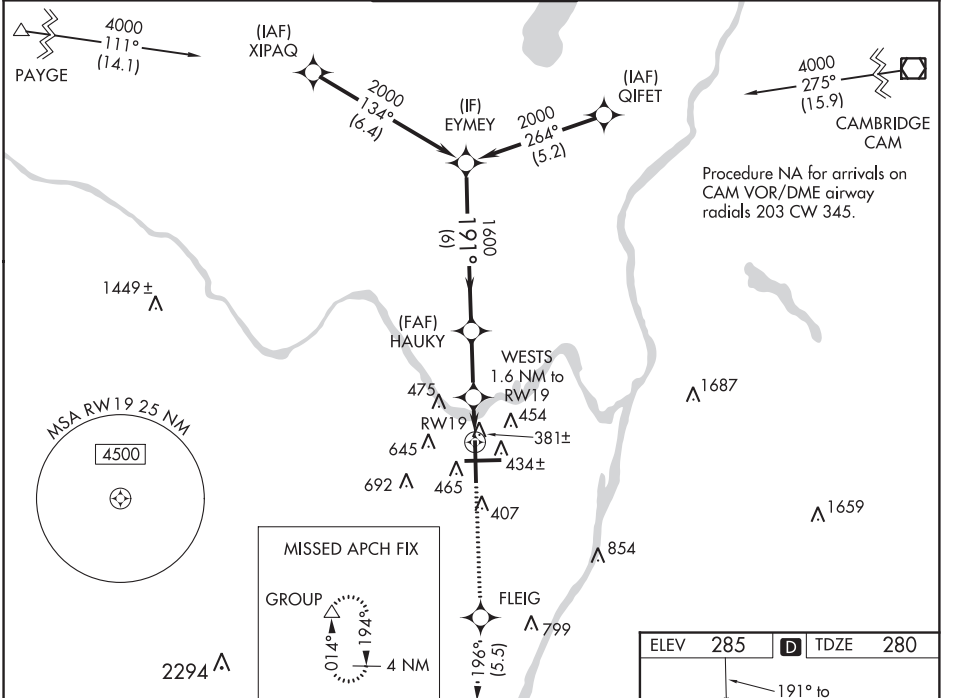
RNAV (GPS) Y RWY 19

ALBANY INTL (ALB)

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

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

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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CATEGORY	A	B	C	D
LPV DA	480/24 200 (200-½)			
LNAV/VNAV DA	590/24 310 (400-½)			
LNAV MDA	640/24 360 (400-½)	640/30 360 (400-¾)		
C CIRCLING	820-1 535 (600-1)	820-1½ 535 (600-1½)	960-2¼ 675 (700-2¼)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ALBANY, NEW YORK

AL-10 (FAA)

16035

VORTAC ALB 115.3 Chan 100	APP CRS 275°	Rwy Idg TDZE Apt Elev	6007 285 285
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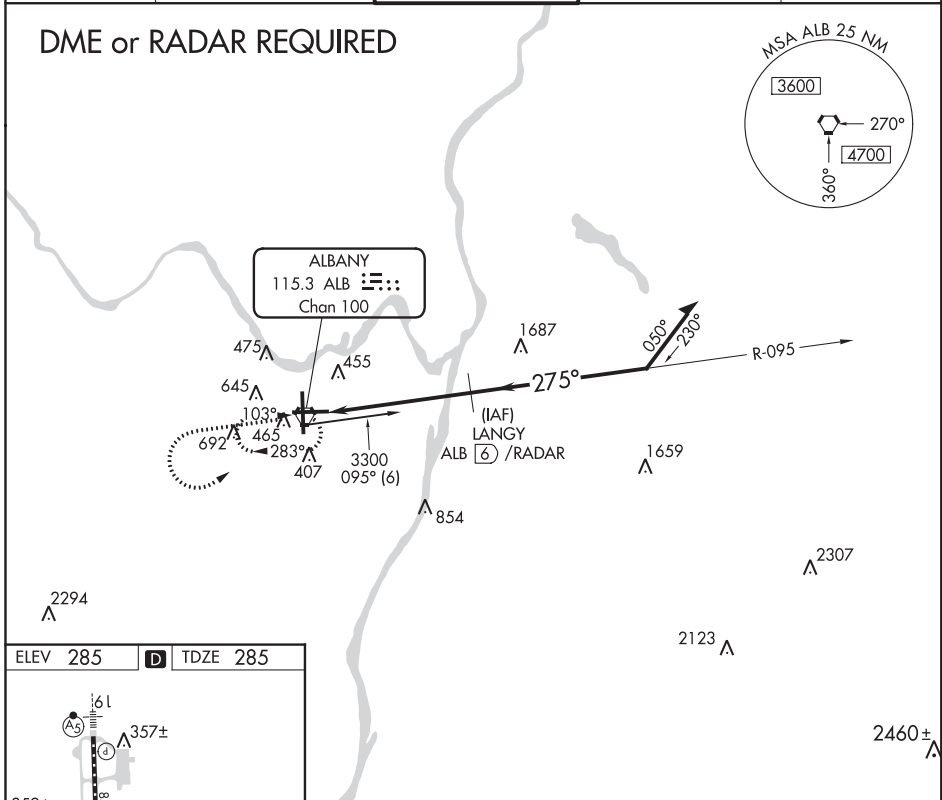
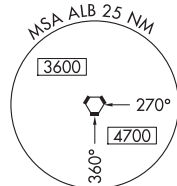
VOR RWY 28

ALBANY INTL (ALB)

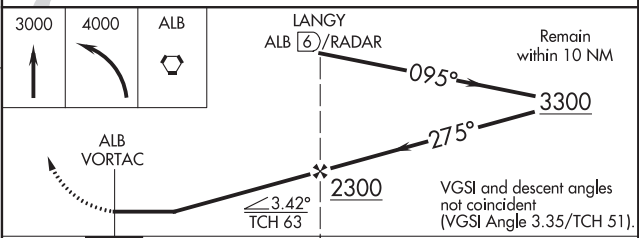
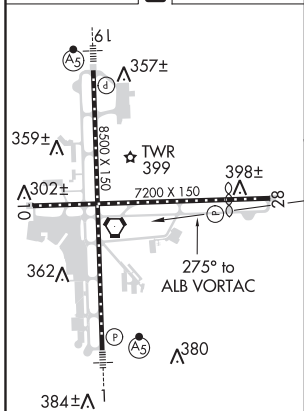
▼ Circling NA West of Rwy 1-19. MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct ALB VORTAC and hold.

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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DME or RADAR REQUIRED



ELEV 285	D	TDZE 285
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CATEGORY	A	B	C	D
S-28	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

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

ALBANY, NEW YORK
Orig-C 24FEB00

42°45'N - 73°48'W

ALBANY INTL (ALB) VOR RWY 28

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-10 (FAA)

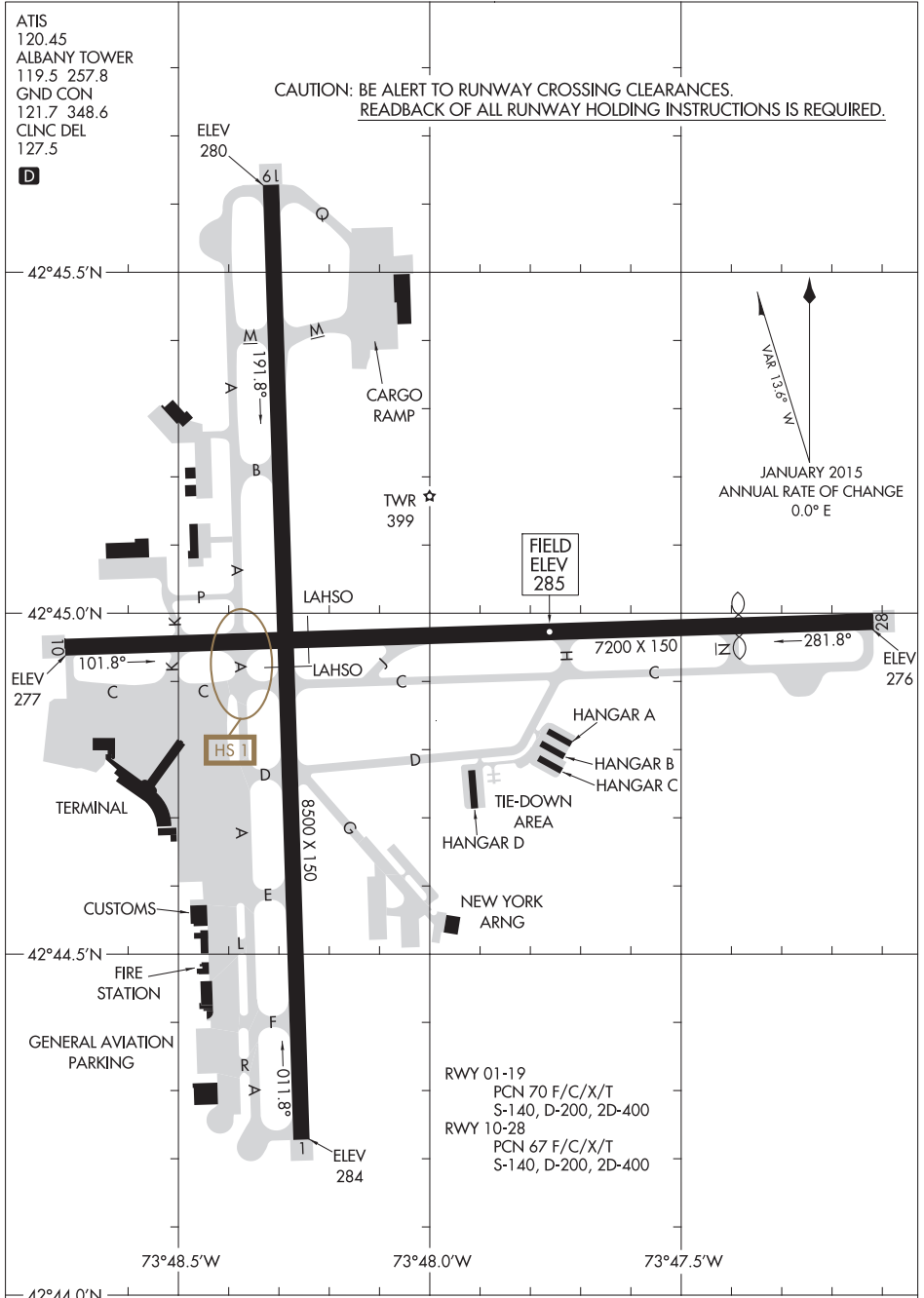
ALBANY INTL (ALB)
ALBANY, NEW YORK

ATIS 120.45
 ALBANY TOWER 119.5 257.8
 GND CON 121.7 348.6
 CLNC DEL 127.5

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

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

ALBANY, NEW YORK
ALBANY INTL (ALB)

ALBANY SIX DEPARTURE


SL-10 (FAA)


ALBANY INTL (ALB)
ALBANY, NEW YORK


ATIS 120.45
CLNC DEL
127.5
GND CON
121.7 348.6
ALBANY TOWER
119.5 257.8


(NARRATIVE ON FOLLOWING PAGE)


**TOP ALTITUDE:
4000**


SYRACUSE
117.0 SYR 
Chan 117
N43°09.63' - W76°12.27'
L-32, H-11-12


GLENS FALLS
110.2 GFL 
Chan 39
N43°20.50' - W73°36.71'
L-32

BURLINGTON
117.5 BTV 
Chan 122
N44°23.83' - W73°10.96'
L-32, H-11-12


GARDNER
110.6 GDM 
Chan 43
N42°32.76' - W72°03.49'
L-33-34, H-11-12


GALWA
N43°00.57'
W74°00.58' 
L-32


CEDOR 
N42°44.77'
W74°18.50'
L-32-33


ALBANY
115.3 ALB 
Chan 100
N42°44.84' - W73°48.19'
L-32-33-34, H-10-11-12


CANAN 
N42°29.57'
W73°26.80'
L-33-34


AGNEZ 
N42°13.55'
W74°11.31'
L-33-34

ACOVE 
N42°14.09'
W74°01.91'
L-33-34
H-10-11-12

ATHOS 
N42°14.82'
W73°48.73'
L-33-34,
H-10-11-12

NELIE 
N41°56.46'
W72°41.31'
L-33-34,
H-10-11-12

DELANCEY
112.1 DNY 
Chan 58
N42°10.70' - W74°57.42'
L-33, H-10-11-12

PAWLING
114.3 PWL 
Chan 90
N41°46.19' - W73°36.03'
L-33-34 H-10-12

 DBABE
N41°08.50'
W74°05.77'
H-10-12

NOTE: Radar required.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:

- Rwy 1: Standard.
- Rwy 10: Standard with minimum climb of 365' per NM to 1300.
- Rwy 19: Standard with a minimum climb of 400' per NM to 1100.
- Rwy 28: Standard with minimum climb of 460' per NM to 900.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ALBANY SIX DEPARTURE



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...

... Expect 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, JEFF, PAYGE, SYR, SAX, JFK, CMK, PWL, IGN, requesting flight levels, expect a vector to the vicinity of ALB, R-343/25 DME (or GALWA) expect on course leaving 14000.

TAKEOFF OBSTACLE NOTES:

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

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ALBION, NEW YORK

AL-6495 (FAA)

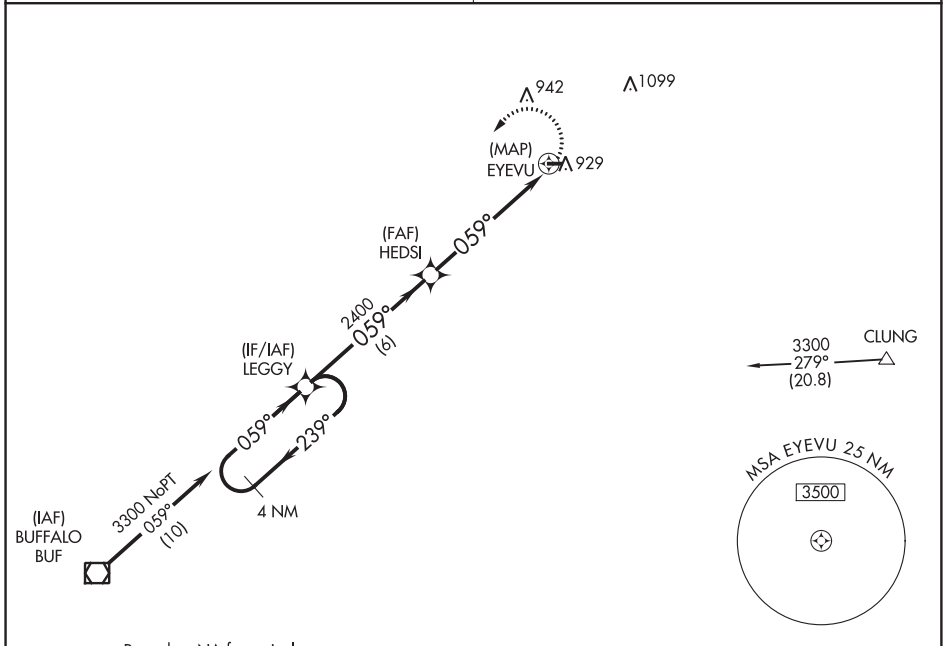
15120

APP CRS 059°	Rwy Idg TDZE Apt Elev	N/A N/A 669
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RNAV (GPS) -B
PINE HILL (9G6)

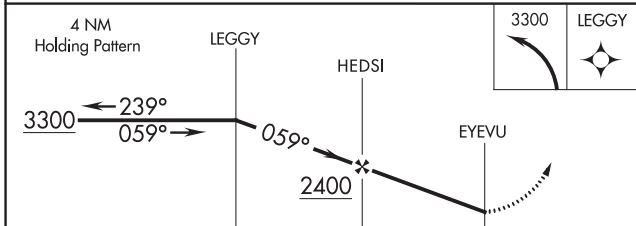
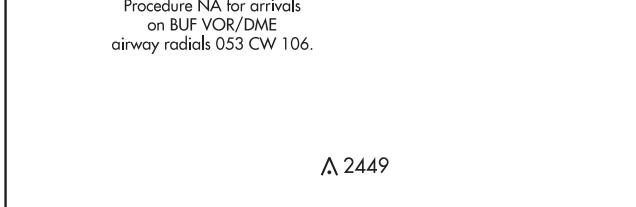
<p>NA DME/DME RNP-0.3 NA. Use Buffalo Niagara Intl altimeter setting, if not received use Niagara Falls Intl altimeter setting. Procedure NA at night.</p>	<p>MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.</p>
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<p>BUFFALO APP CON 126.15 263.125</p>	<p>UNICOM 123.0 (CTAF) 0</p>
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Procedure NA for arrivals on BUF VOR/DME airway radials 053 CW 106.

ELEV 669
<p>0.6% UP →</p> <p>2659 X 36</p> <p>930 A</p> <p>059° to MAP WP</p>
<p>IIRL Rwy 10-28 0</p>



CATEGORY	A	B	C	NA	D
CIRCLING	1360-1	691 (700-1)			

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ALBION, NEW YORK
Orig 12MAY05

43°10'N - 78°16'W

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

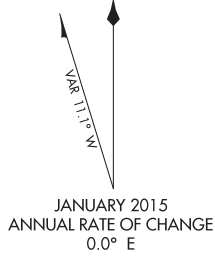
15120

AIRPORT DIAGRAM

AL-6495 (FAA)

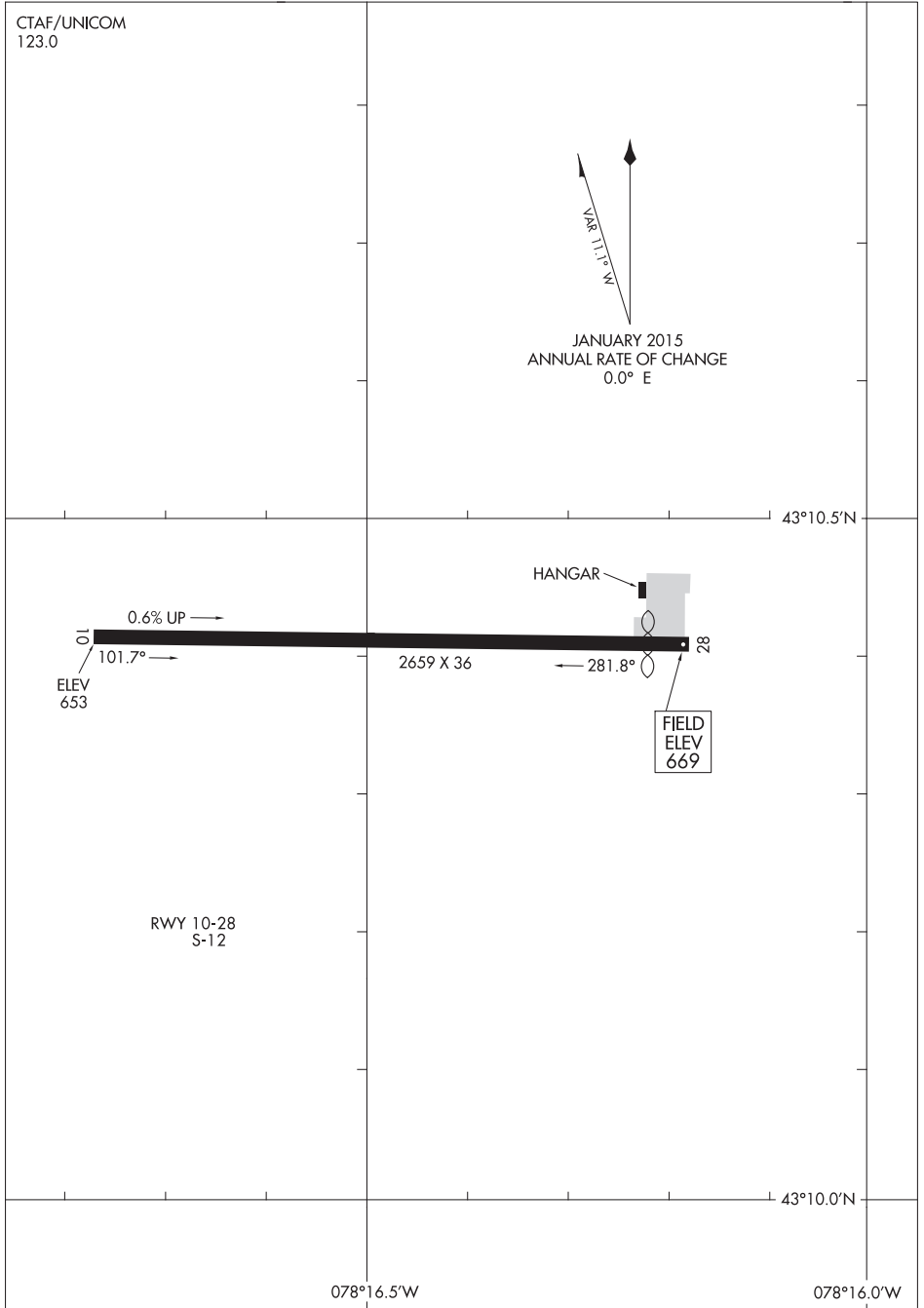
PINE HILL (9G6)
ALBION, NEW YORK

CTAF/UNICOM
123.0



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

15120

ALBION, NEW YORK
PINE HILL (9G6)

ANDOVER, NEW JERSEY

AL-5026 (FAA)

APP CRS	Rwy Idg	1981
049°	TDZE	583
	Apt Elev	583

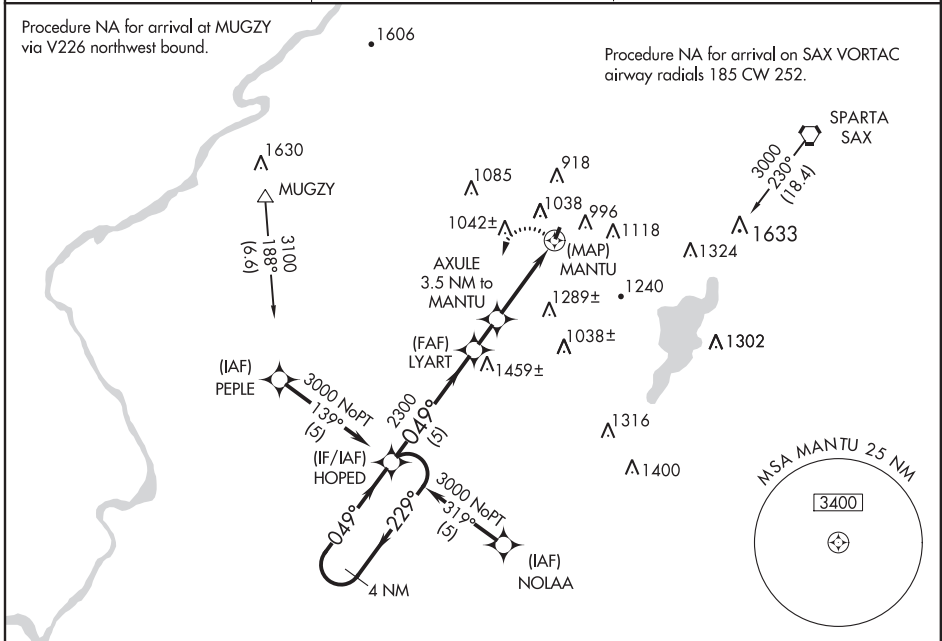
RNAV (GPS) RWY 3

AEROFLEX-ANDOVER (12N)

▼ DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase all MDA 120 feet. Visibility reduction by helicopters NA.

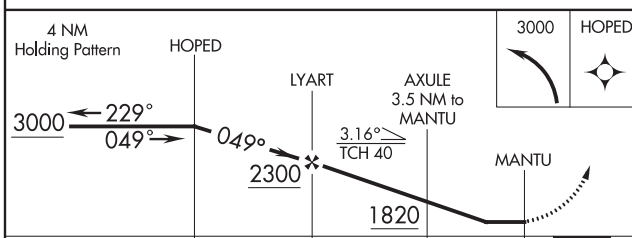
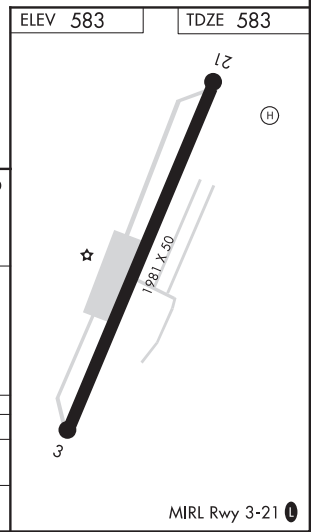
▲ MISSED APPROACH: Climbing left turn to 3000 direct HOPED and hold.

NEW YORK APP CON 127.6 379.9	UNICOM 122.8 (CTAF)	122.85 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	1340-1 757 (800-1)		NA	
CIRCLING	1560-1¼ 977 (1000-1¼)		NA	

ANDOVER, NEW JERSEY
Amdt 1A 13346

41°01'N - 74°44'W

AEROFLEX-ANDOVER (12N)

RNAV (GPS) RWY 3

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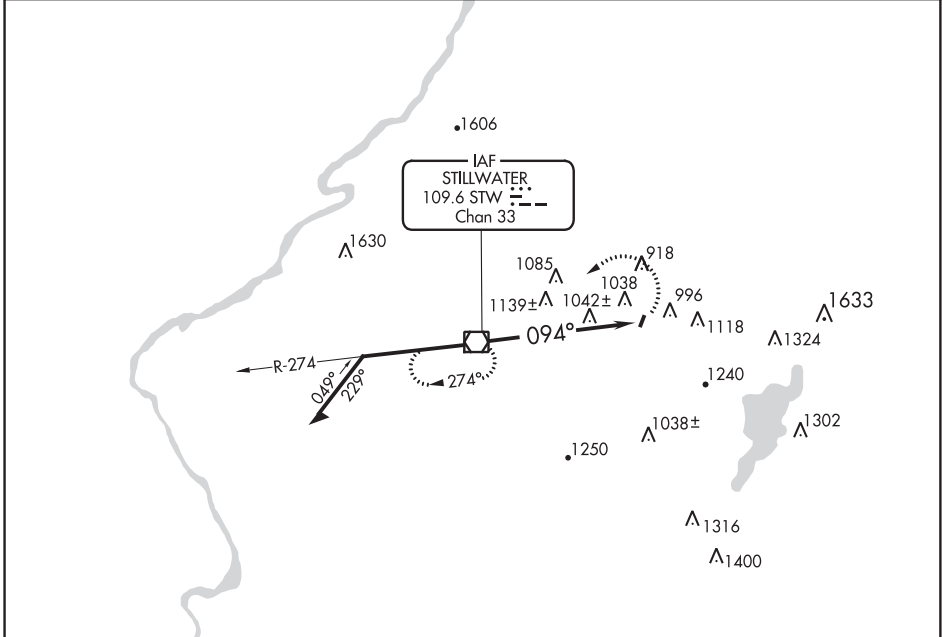
VOR-A

AEROFLEX-ANDOVER (12N)

▼ Procedure NA at night except by prior arrangement
▲ for runway lights. When local altimeter setting not received, use Caldwell altimeter setting and increase MDA 120 feet.

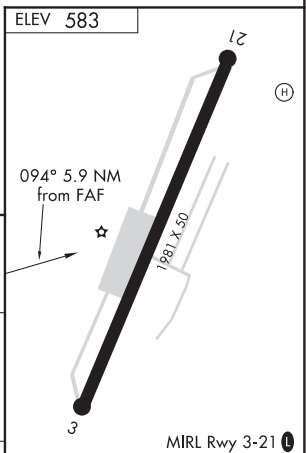
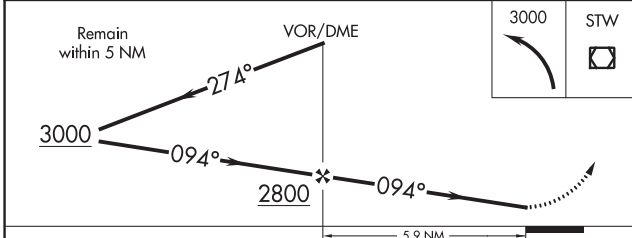
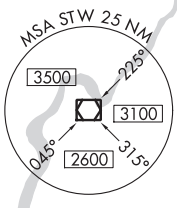
MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

NEW YORK APP CON 127.6 379.9	UNICOM 122.8 (CTAF)	122.85 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



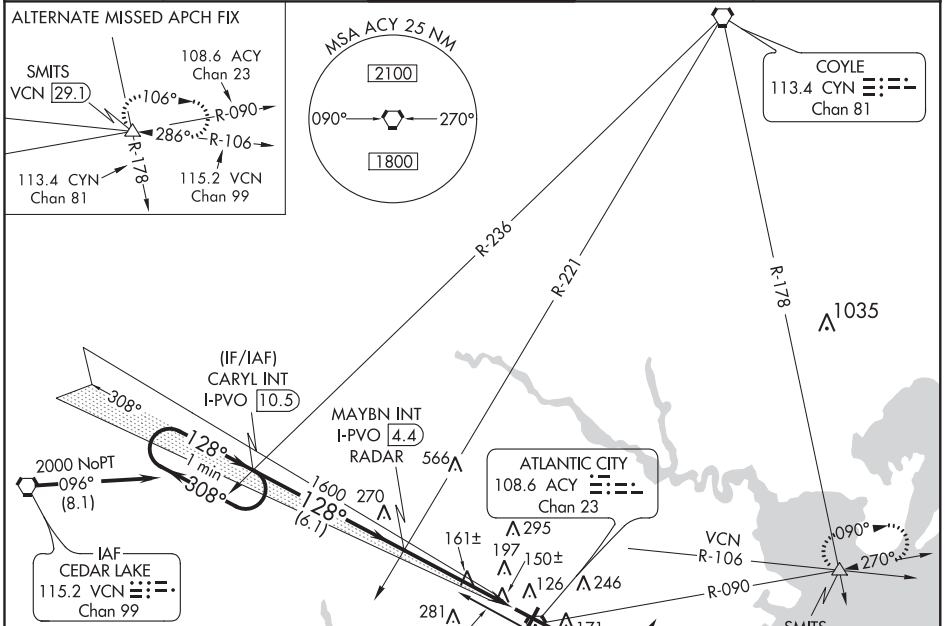
CATEGORY	A	B	C	D	FAF to MAP 5.9 NM					
CIRCLING	1560-1¼ 977 (1000-1¼)		NA		Knots	60	90	120	150	180
					Min:Sec	5:54	3:56	2:57	2:22	1:58

LOC/DME I-PVO 109.1 Chan 28	APP CRS 128°	Rwy ldg 10000 TDZE 75 Apt Elev 75
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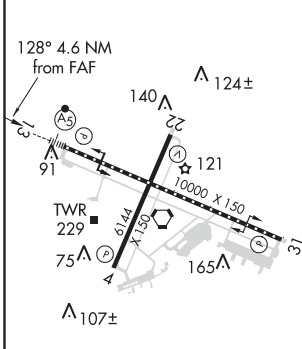
ILS or LOC RWY 13

ATLANTIC CITY INTL (ACY)

▲ For inoperative MALS, increase S-ILS 13 Cat E visibility to RVR 4000, increase S-LOC 13 Cat D visibility to RVR 5000, and Cat E to RVR 6000.	MALS R ▲	MISSED APPROACH: Climb to 600 then climbing left turn to 2000 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



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.	600	2000	ACY R-090	SMITS
One Minute Holding Pattern				
CARYL INT I-PVO [10.5]				
MAYBN INT I-PVO [4.4] RADAR				
2000 ← 308° → 128° → 1600				
GS 3.00° TCH 58				
*I-PVO [0.7]				
*LOC only				
6.1 NM, 3.7 NM, 0.9				

CATEGORY	A	B	C	D	E
S-ILS 13		275/18	200 (200-½)		275/24 200 (200-½)
S-LOC 13		420/24	345 (400-½)	420/40	345 (400-¾)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-ACY 109.10 Chan 28	APP CRS 308°	Rwy Idg TDZE Apt Elev	10000 64 75
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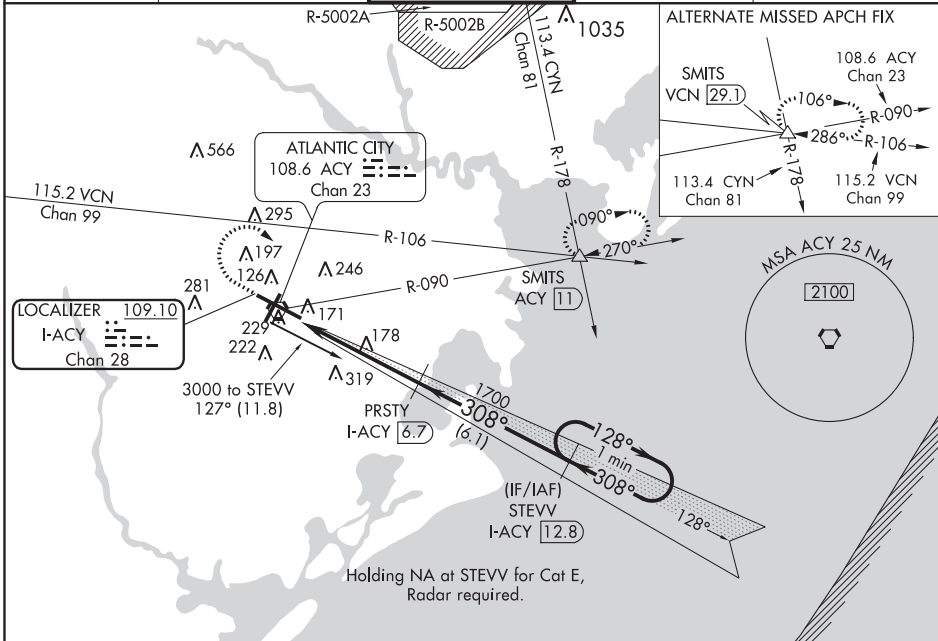
ILS or LOC/DME RWY 31

ATLANTIC CITY INTL (ACY)

ASR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and via ACY R-090 to SMITS INT/ACY 11 DME and hold.

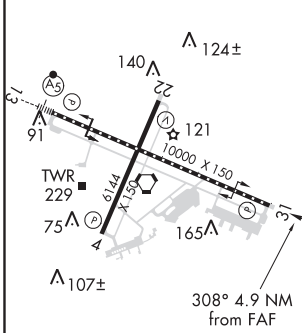
ATIS 125.725 316.15	ATLANTIC CITY APP CON 124.6 327.125	ATLANTIC CITY TOWER 120.3 239.0	GND CON 121.9 284.6	CLNC DEL 127.85 353.775
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NE-2, 10 NOV 2016 to 05 JAN 2017

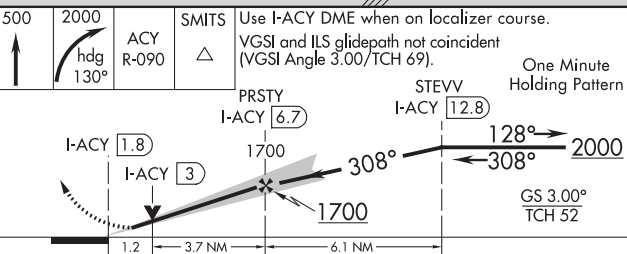
NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 75	D	TDZE 64
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TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 31	264/40 200 (200-¾)				
S-LOC 31	520/50	456 (500-1)	520/60 456 (500-1¼)	520-1½	456 (500-1½)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2	760-2½ 685 (700-2½)

ATLANTIC CITY, NEW JERSEY


AL-669 (FAA)

14261

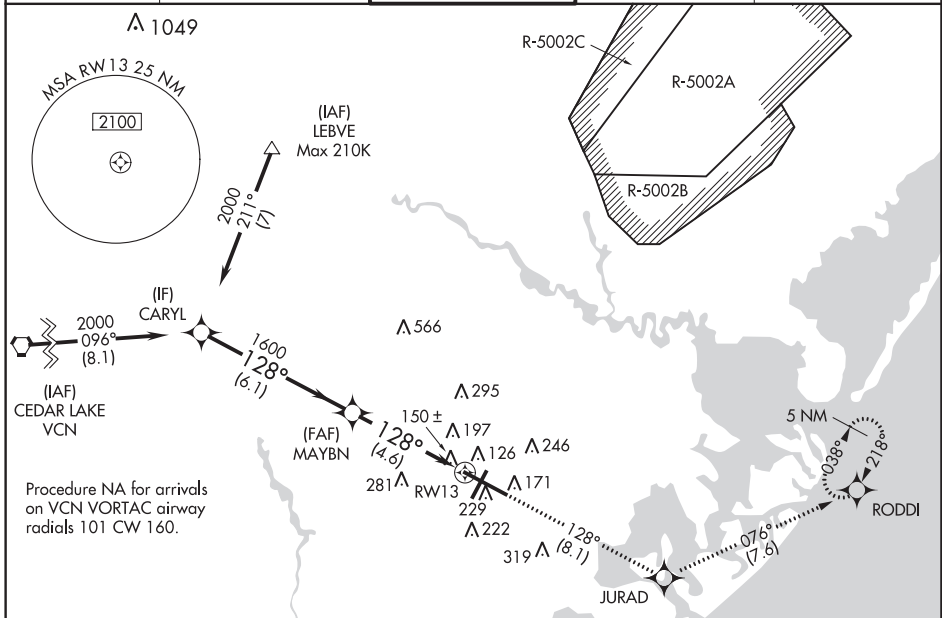
APP CRS	Rwy ldg	10000
128°	TDZE	75
	Apt Elev	75

RNAV (RNP) Z RWY 13

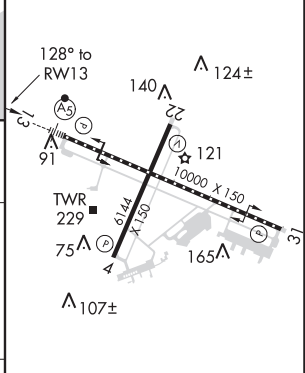
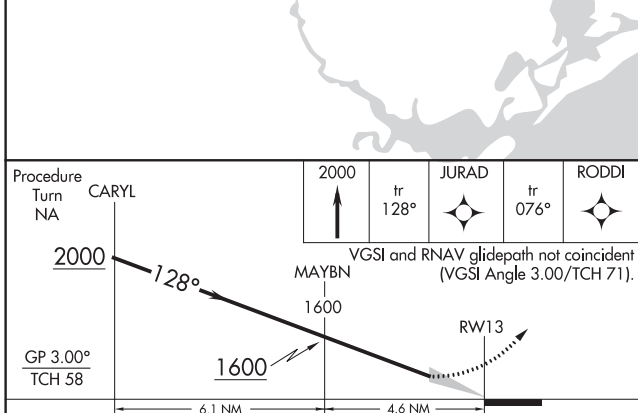
ATLANTIC CITY INTL (ACY)

<p>V GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F). For inop MALSRL, increase RNP-0.30 all Cats visibility to RVR 6000.</p>	<p>MALSRL</p> 	<p>MISSED APPROACH: Climb to 2000 on track 128° to JURAD and on track 076° to RODDI and hold.</p>
	<p>ASR</p>	

<p>ATIS</p> <p>125.725 316.15</p>	<p>ATLANTIC CITY APP CON</p> <p>124.6 327.125</p>	<p>ATLANTIC CITY TOWER</p> <p>120.3 239.0</p>	<p>GND CON</p> <p>121.9 284.6</p>	<p>CLNC DEL</p> <p>127.85 353.775</p>
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ELEV	75	D	TDZE	75
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CATEGORY	A	B	C	D
RNP 0.30 DA		442/40	367 (400-¾)	

AUTHORIZATION REQUIRED

TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

ATLANTIC CITY, NEW JERSEY
Orig-B 27JUN13

39°27'N-74°35'W

ATLANTIC CITY INTL (ACY)
RNAV (RNP) Z RWY 13

NE-2, 10 NOV 2016 to 05 JAN 2017

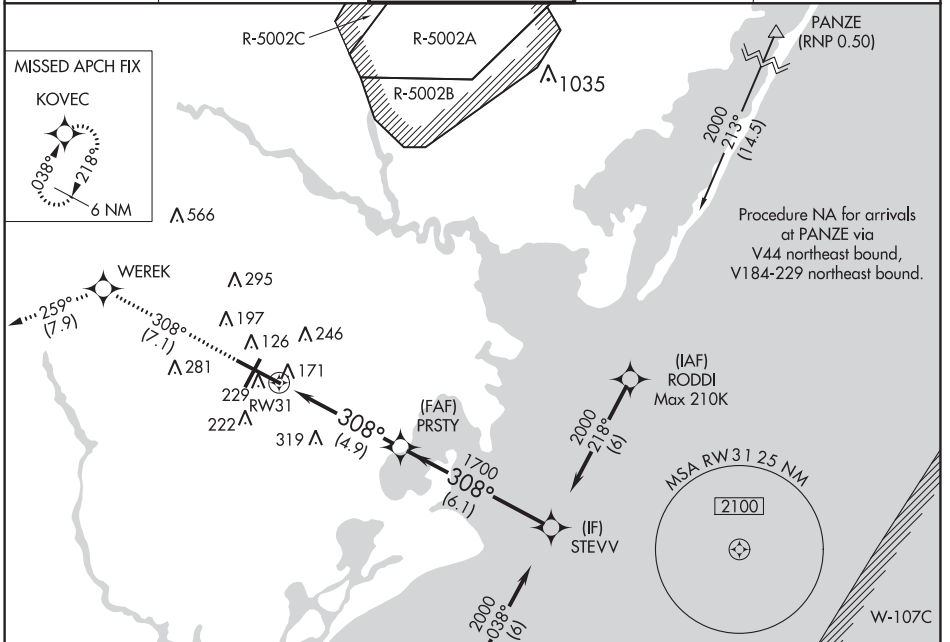
APP CRS	Rwy ldg	10000
308°	TDZE	63
	Apt Elev	75

RNAV (RNP) Z RWY 31

ATLANTIC CITY INTL (ACY)

GPS Required. Procedure NA at night. ASR For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F).	MISSED APPROACH: Climb to 2000 on track 308° to WEREK on track 259° to KOVEC and hold.
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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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Procedure NA for arrivals on SIE VORTAC airway radials 333 CW 131.

SEA ISLE SIE (RNP 0.50)

(IAF) JENGA Max 210K

(IAF) RODDI Max 210K

(IAF) PRSTY

(IF) STEVV

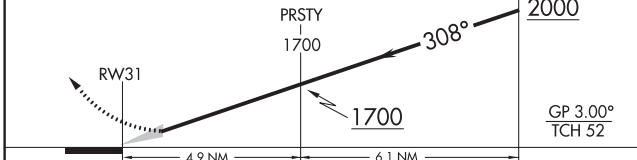
MSA RW 31 25 NM

2100

W-107C

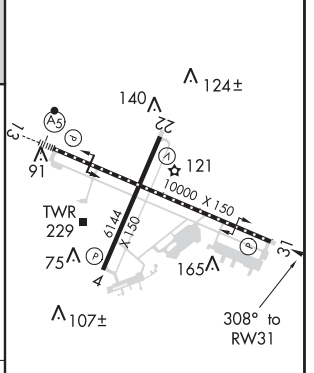
2000	↑	tr 308°	WEREK	↑	tr 259°	KOVEC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).



CATEGORY	A	B	C	D
RNP 0.30 DA		408/60	345 (400-1¼)	

ELEV 75	D	TDZE 63
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TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

AUTHORIZATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78231 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	6144 68 75
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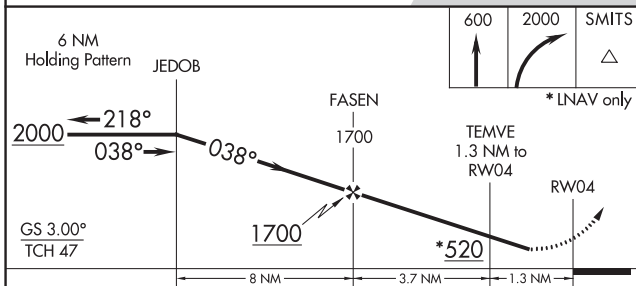
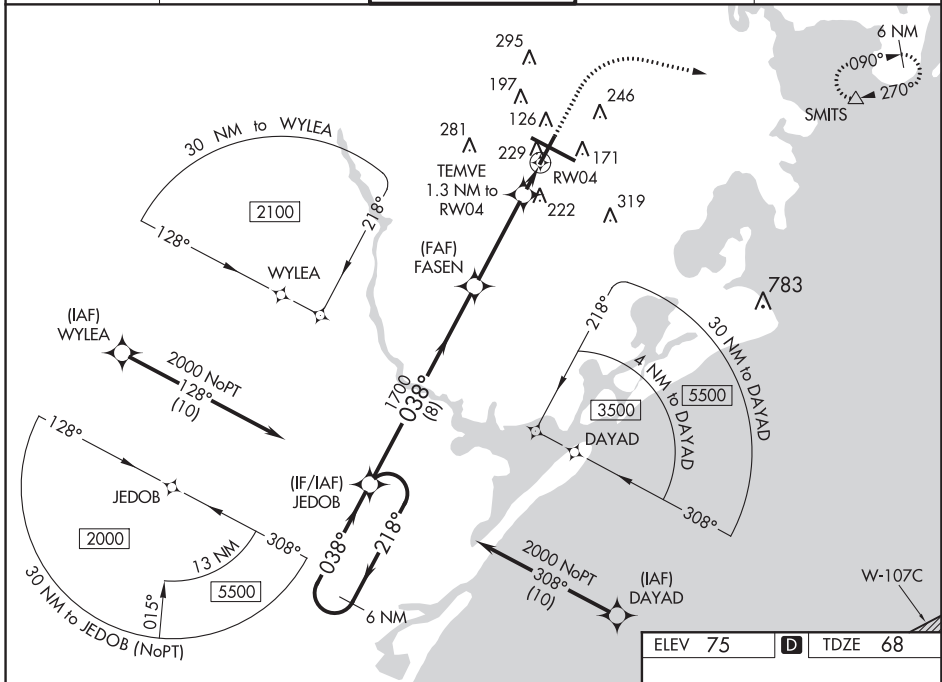
RNAV (GPS) RWY 4

ATLANTIC CITY INTL (ACY)

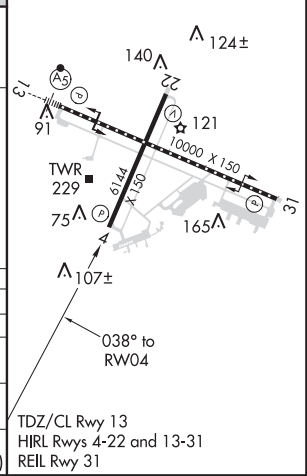
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 4 Straight-in and Circling minimums NA at night.

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

ATIS 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 68
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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)	540-1½	640-2	760-2½
			465 (500-1½)	565 (600-2)	685 (700-2½)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53631 W22A	APP CRS 218°	Rwy ldg 6144 TDZE 68 Apt Elev 75
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RNAV (GPS) RWY 22

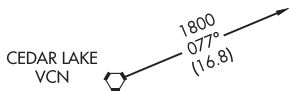
ATLANTIC CITY INTL (ACY)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.4°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM not authorized.

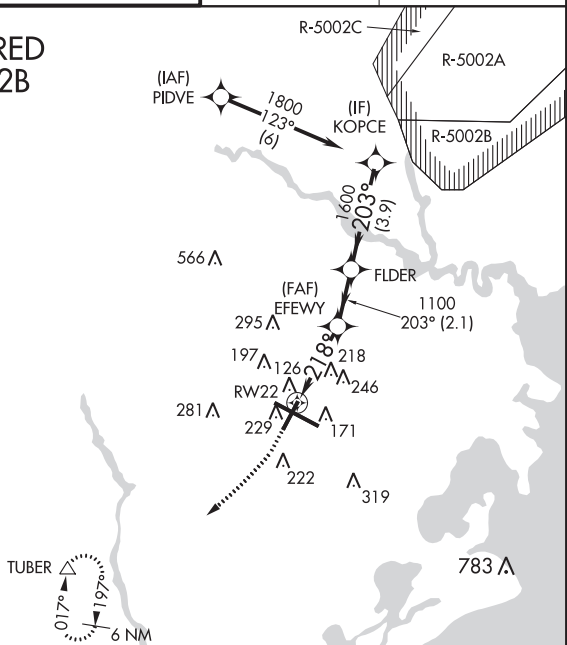
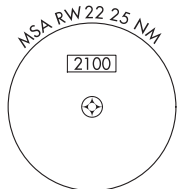
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct TUBER and hold.

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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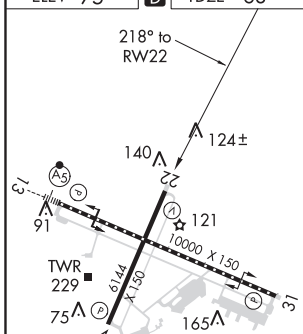
**RADAR REQUIRED
WHEN R-5002B
IS ACTIVE.**



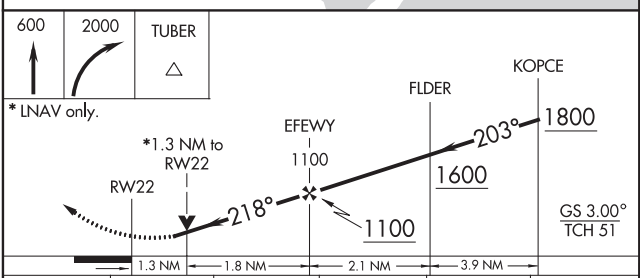
Procedure NA for arrivals on VCN VORTAC
airway radials 066 CW 160.



ELEV 75	D	TDZE 68
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TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31



CATEGORY	A	B	C	D	E
LPV DA	364-1		296 (300-1)		
LNAV/VNAV DA	356-7/8		288 (300-7/8)		
LNAV MDA	520-1	452 (500-1)	520-1 1/8		452 (500-1 1/8)
CIRCLING	540-1	465 (500-1)	540-1 1/2	640-2	760-2 1/2
			465 (500-1 1/2)	565 (600-2)	685 (700-2 1/2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ATLANTIC CITY, NEW JERSEY

AL-669 (FAA)

14261

WAAS CH 45513 W13A	APP CRS 128°	Rwy Idg 10000 TDZE 75 Apt Elev 75
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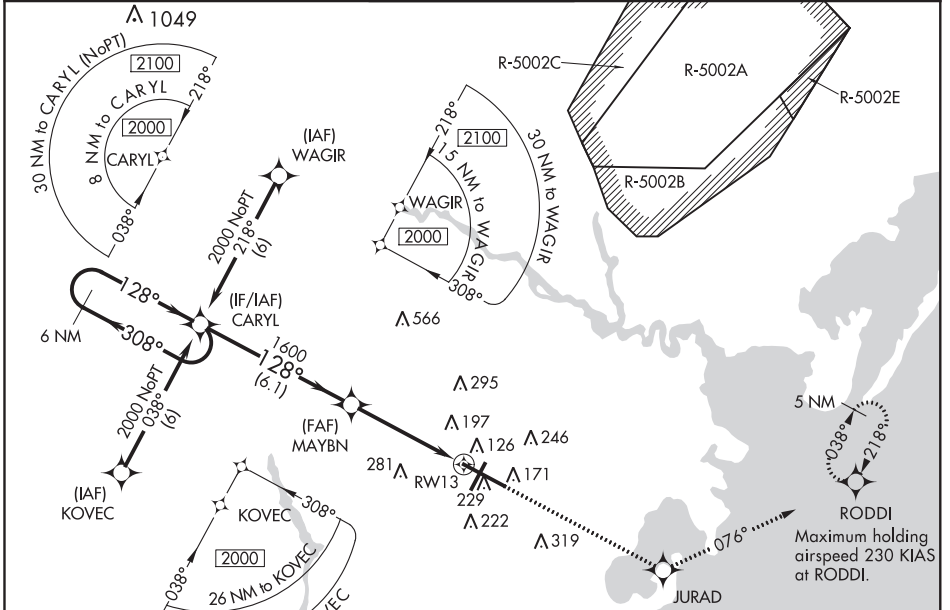
RNAV (GPS) Y RWY 13

ATLANTIC CITY INTL (ACY)

ASR For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

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

ATIS 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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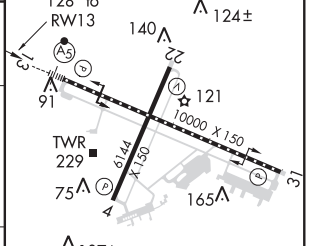
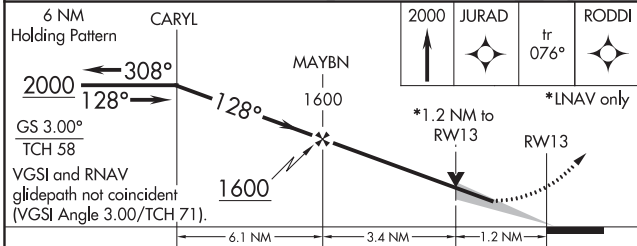


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

6 NM Holding Pattern	CARYL	MAYBN	JURAD	RODDI
2000	1600	75	75	
GS 3.00° TCH 58				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).				
	6.1 NM	3.4 NM	1.2 NM	

ELEV 75	D	TDZE 75
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CATEGORY	A	B	C	D	E
LPV DA	275/24 200 (200-½)				
LNAV/VNAV DA	475/40		400 (400-¾)		475/50 400 (400-1)
LNAV MDA	520/24	445 (500-½)	520/40 445 (500-¾)	520/50	445 (500-1)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
HIRL Rwy 4-22 and 13-31
REIL Rwy 31

ATLANTIC CITY, NEW JERSEY
Amdt 4 23SEP10

39°27'N-74°35'W

ATLANTIC CITY INTL (ACY) RNAV (GPS) Y RWY 13

WAAS CH 50113 W31A	APP CRS 308°	Rwy Idg TDZE Apt Elev	10000 63 75
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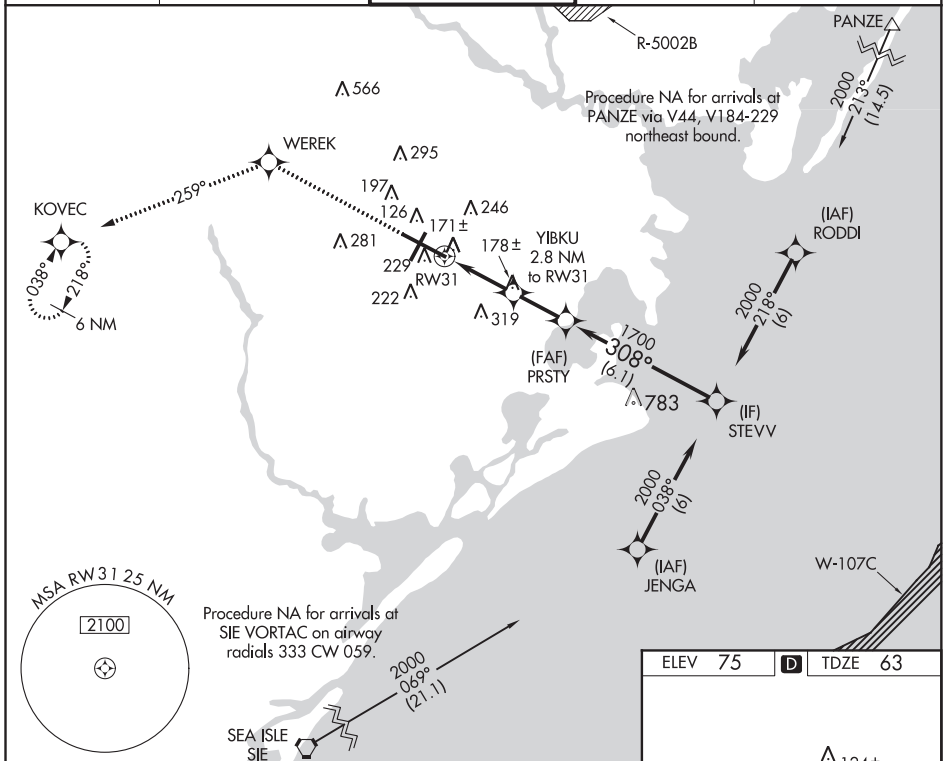
RNAV (GPS) Y RWY 31

ATLANTIC CITY INTL (ACY)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
ASR DME/DME RNP-0.3 NA.

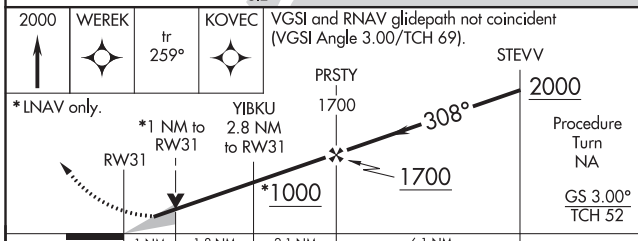
MISSED APPROACH: Climb to 2000 direct WEREK and on track 259° to KOVEC and hold.

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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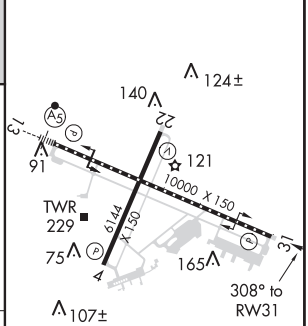


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 75	D	TDZE 63
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CATEGORY	A	B	C	D	E
LPV DA	263/40		200 (200-¾)		
LNAV/VNAV DA	421/60		358(400-1¼)		
LNAV MDA	440/50		377 (400-1)		440/60 377 (400-1¼)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

TDZ/CL Rwy 13
 HIRL Rwy 4-22 and 13-31
 REIL Rwy 31

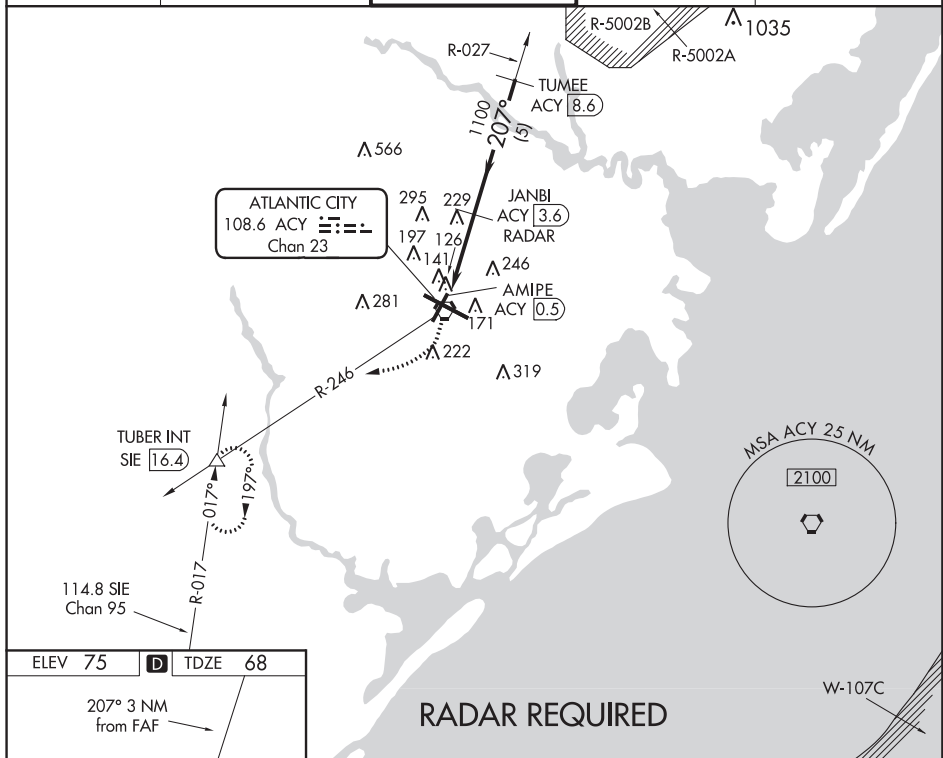
VORTAC ACY 108.6 Chan 23	APP CRS 207°	Rwy ldg 6144 TDZE 68 Apt Elev 75
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VOR/DME RWY 22

ATLANTIC CITY INTL (ACY)

Helicopter visibility reduction below 3/4 SM NA. ASR	MISSED APPROACH: Climbing right turn to 2000 on ACY R-246 to TUBER INT/SIE 16.4 DME and hold.
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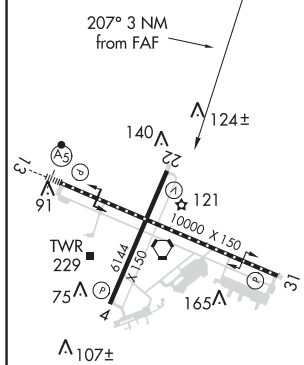
ATIS 125.725 316.15	ATLANTIC CITY APP CON 124.6 327.125	ATLANTIC CITY TOWER 120.3 239.0	GND CON 121.9 284.6	CLNC DEL 127.85 353.775
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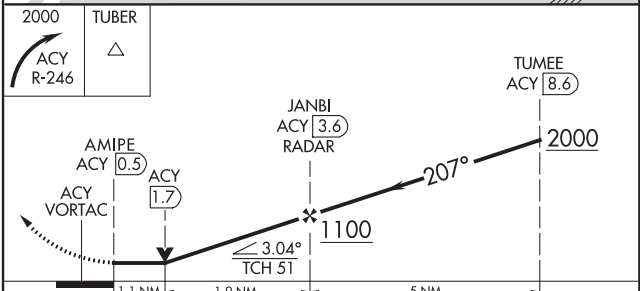
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 75	D	TDZE 68
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TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31
REL Rwy 31



CATEGORY	A	B	C	D	E
S-22	480-1	412 (400-1)	480-1 1/8	412 (400-1 1/8)	
CIRCLING	540-1	465 (500-1)	540-1 1/2 465 (500-1 1/2)	640-2 565 (600-2)	760-2 1/2 685 (700-2 1/2)

VORTAC ACY 108.6 Chan 23	APP CRS 048°	Rwy Idg TDZE Apt Elev 6144 68 75
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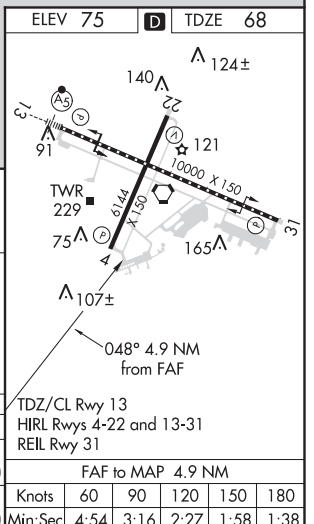
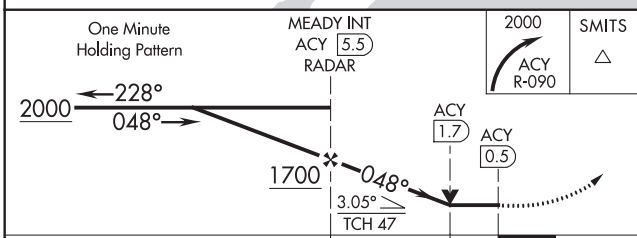
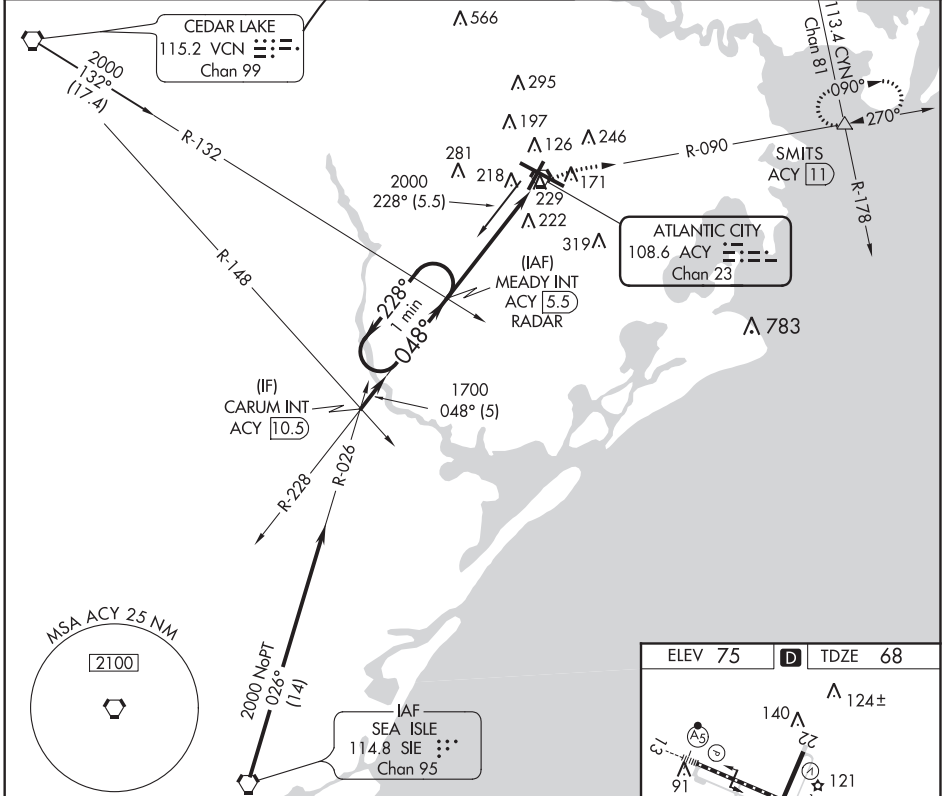
VOR RWY 4

ATLANTIC CITY INTL (ACY)

ASR

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

ATIS 125.725 316.15	ATLANTIC CITY APP CON 124.6 327.125	ATLANTIC CITY TOWER 120.3 239.0	GND CON 121.9 284.6	CLNC DEL 127.85 353.775
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CATEGORY	A	B	C	D	E
S-4	480-1	412 (500-1)	480-1¼	412 (500-1¼)	480-1½
CIRCLING	540-1	465 (500-1)	540-1½	640-2	760-2½

TDZ/CL Rwy 13	60	90	120	150	180
HIRL Rwy 4-22 and 13-31	4:54	3:16	2:27	1:58	1:38
REIL Rwy 31	FAF to MAP 4.9 NM				

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

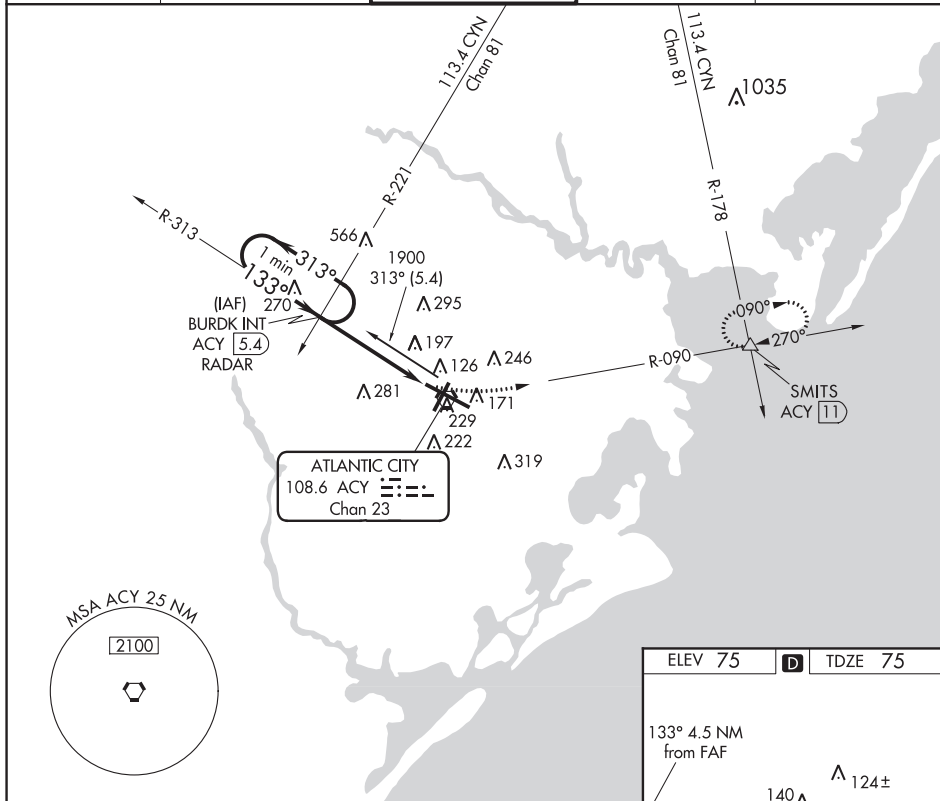
VORTAC ACY 108.6 Chan 23	APP CRS 133°	Rwy Idg 10000 TDZE 75 Apt Elev 75
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VOR RWY 13

ATLANTIC CITY INTL (ACY)

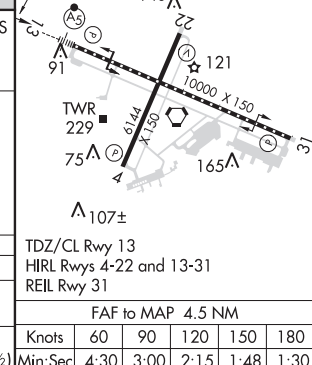
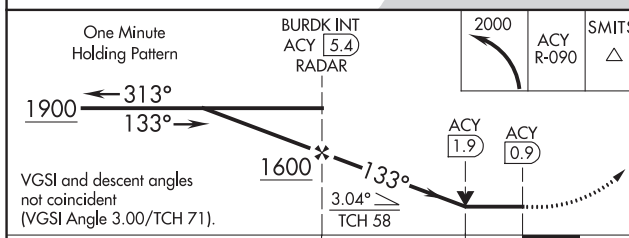
For inoperative MALS, increase S-13 Cat D visibility to RVR 6000 and Cat E to 1½.	MALS	MISSED APPROACH: Climbing left turn to 2000 via ACY R-090 to SMITS INT/11 DME and hold.
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ATIS 125.725 316.15	ATLANTIC CITY APP CON 124.6 327.125	ATLANTIC CITY TOWER 120.3 239.0	GND CON 121.9 284.6	CLNC DEL 127.85 353.775
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-13	480/24	405 (500-½)	480/40 405 (500-¾)	480/50	405 (500-1)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

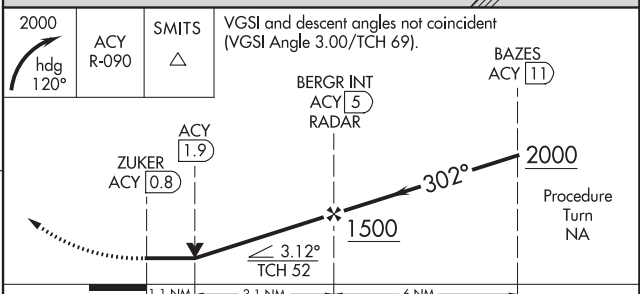
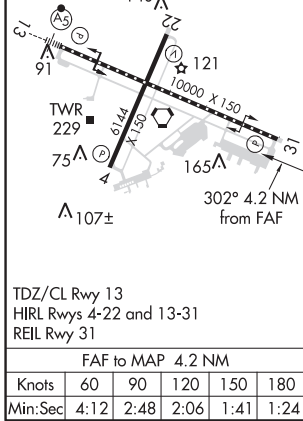
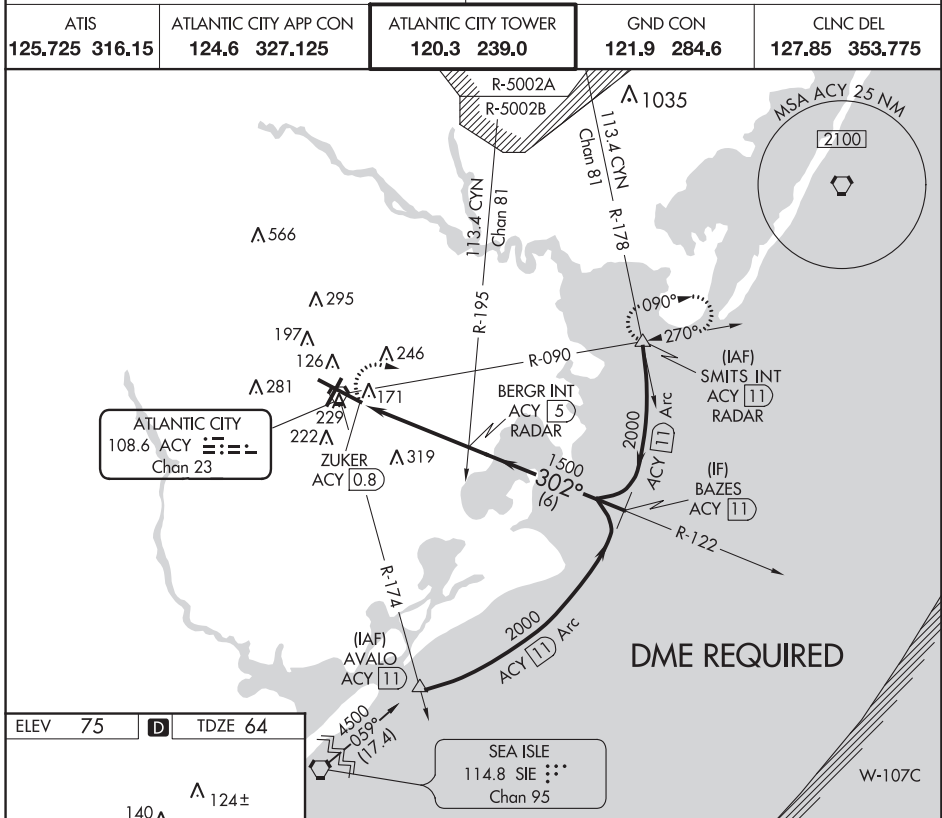
ELEV 75		TDZE 75			
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

VORTAC ACY	APP CRS	Rwy ldg	10000
108.6	302°	TDZE	64
Chan 23		Apt Elev	75

VOR RWY 31

ATLANTIC CITY INTL (ACY)

<p>ASR</p>	MISSED APPROACH: Climbing right turn to 2000 via heading 120° and 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



CATEGORY	A	B	C	D	E
S-31	480/50	416 (500-1)	480/60	416 (500-1¼)	480-1½ 416 (500-1½)
CIRCLING	540-1	465 (500-1)	540-1½ 465 (500-1½)	640-2 565 (600-2)	760-2½ 685 (700-2½)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ATLANTIC CITY, NEW JERSEY

AL-669 (FAA)

14261

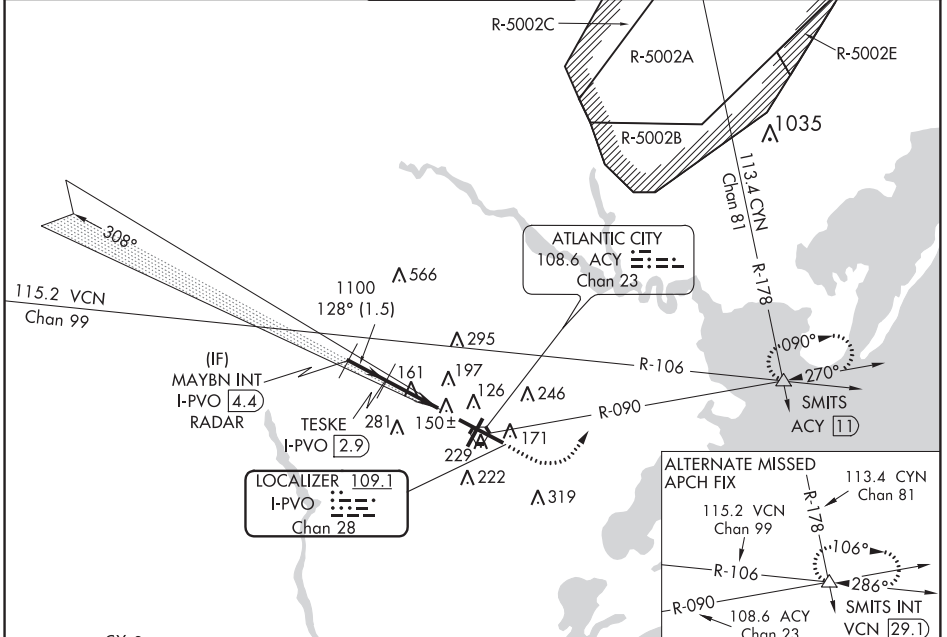
LOC/DME I-PVO 109.1 Chan 28	APP CRS 128°	Rwy ldg 10000 TDZE 75 Apt Elev 75
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COPTER ILS or LOC/DME RWY 13

ATLANTIC CITY INTL (ACY)

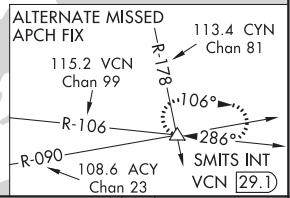
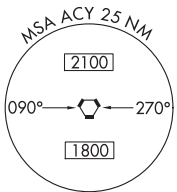
NA ASR	MALS R 	MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.
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ATIS 125.725 316.15	ATLANTIC CITY APP CON 124.6 327.125	ATLANTIC CITY TOWER 120.3 239.0	GND CON 121.9 284.6	CLNC DEL 127.85 353.775
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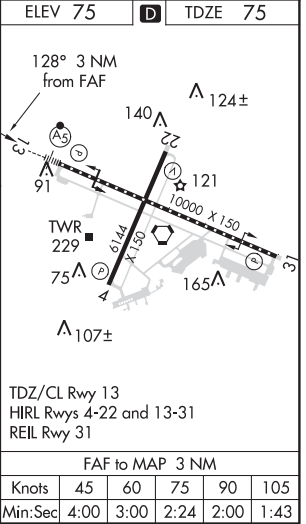
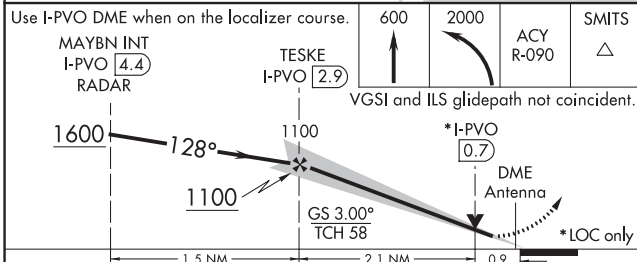


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



RADAR REQUIRED



CATEGORY	COPTER		FAF to MAP 3 NM					
H-ILS 13	275/12	200 (200-½)	Knots	45	60	75	90	105
H-LOC 13	420/24	345 (400-½)	Min:Sec	4:00	3:00	2:24	2:00	1:43

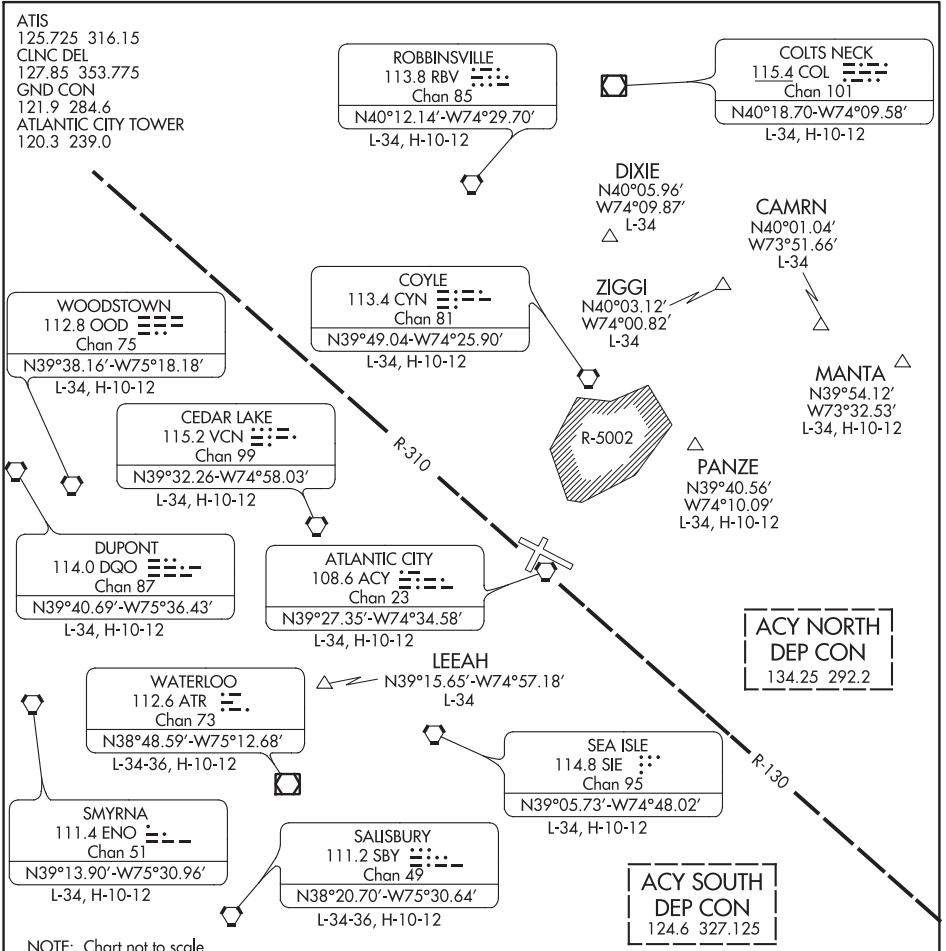
ATLANTIC CITY, NEW JERSEY
Amdt 1C 07FEB13

39°27'N-74°35'W

ATLANTIC CITY INTL (ACY) COPTER ILS or LOC/DME RWY 13

ATLANTIC CITY ONE DEPARTURE

ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to filed/assigned route or depicted fix, maintain 2,000' or assigned altitude. Expect clearance to filed altitude ten 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.

LOC I-GVQ 108.9	APP CRS 282°	Rwy Idg TDZE Apt Elev	5499 911 913
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ILS or LOC RWY 28

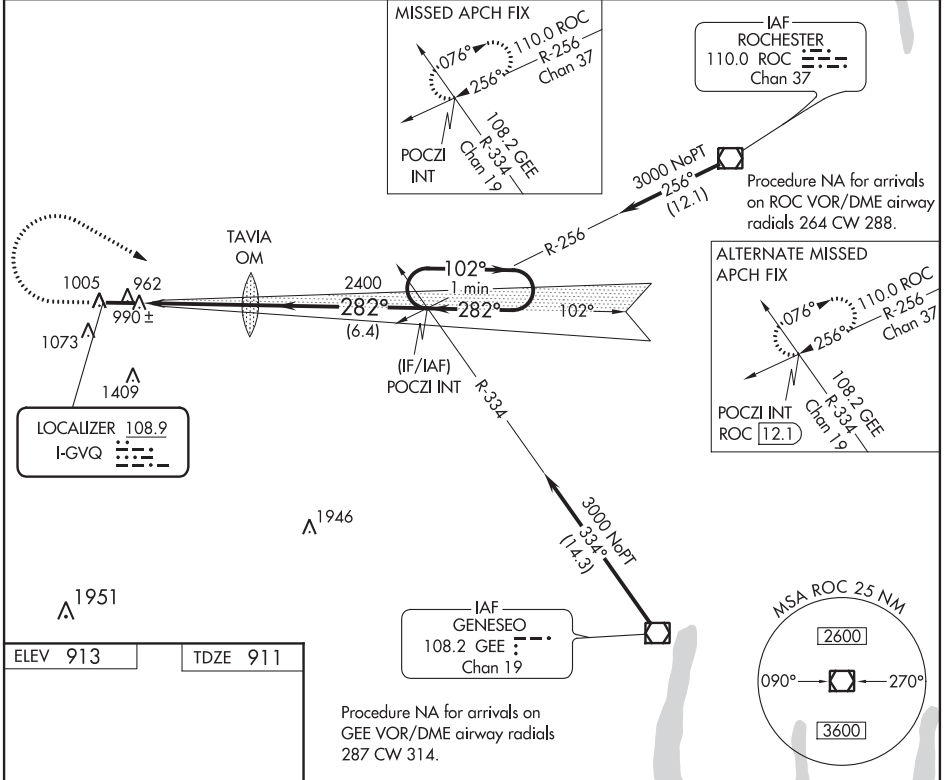
GENESEE COUNTY (GVQ)

NA When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase S-LOC 28 Cats C/D and Circling Cat D visibility ¼ mile. Autopilot coupled approach NA below 1433.

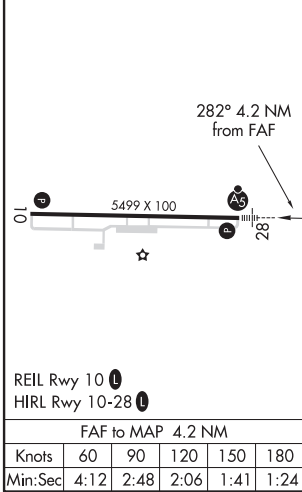
MALS

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-3 127.525	ROCHESTER APP CON 123.7 322.3	CLNC DEL 121.8	UNICOM 122.7 (CTAF) 0
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ELEV 913	TDZE 911
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CATEGORY	A	B	C	D
S-ILS 28	1111-½ 200 (200-½)			
S-LOC 28	1260-½ 349 (400-½)			1260-¾ 349 (400-¾)
CIRCLING	1380-1	467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

BATAVIA, NEW YORK

AL-5562 (FAA)

16035

WAAS CH 82421 W10A	APP CRS 102°	Rwy Idg THRE 912 Apt Elev 914	5499
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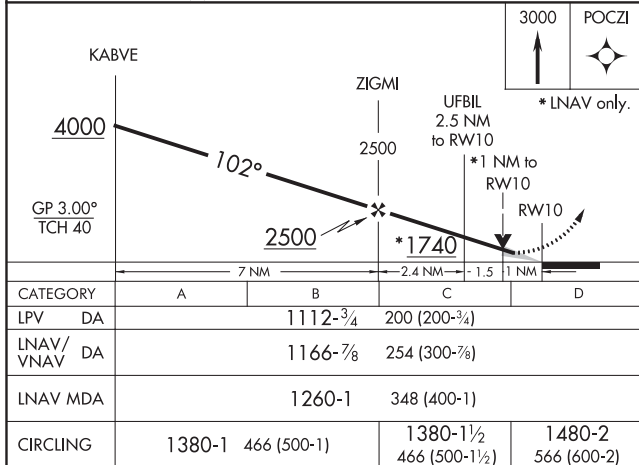
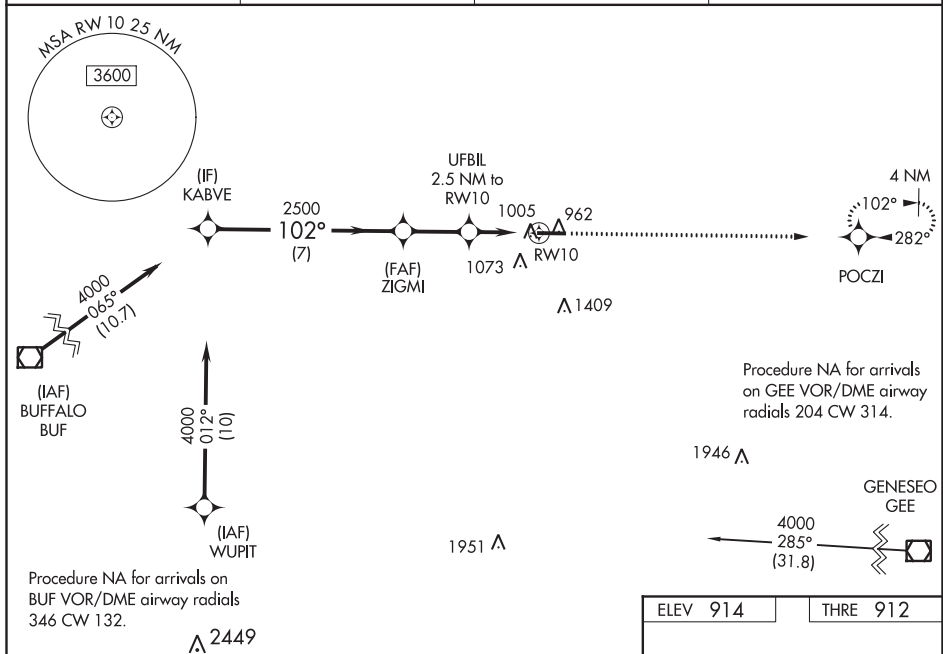
RNAV (GPS) RWY 10

GENESEE COUNTY (GVQ)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase LPV DA all Cats to 1214, LNAV/VNAV DA all Cats to 1268, and all MDA 120 feet; increase LPV all Cats and Circling Cat D visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅜ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting.

MISSED APPROACH:
Climb to 3000 direct POCZI and hold.

AWOS-3 127.525	ROCHESTER APP CON 123.7 322.3	CLNC DEL 121.8	UNICOM 122.7 (CTAF) 0
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ELEV 914	THRE 912
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REIL Rwy 10	HIRL Rwy 10-28
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

BATAVIA, NEW YORK
Orig 30JUN11

43°02'N-78°10'W

GENESEE COUNTY (GVQ)

RNAV (GPS) RWY 10

WAAS CH 86311 W28A	APP CRS 282°	Rwy Idg TDZE 911 Apt Elev 913	5499
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RNAV (GPS) RWY 28

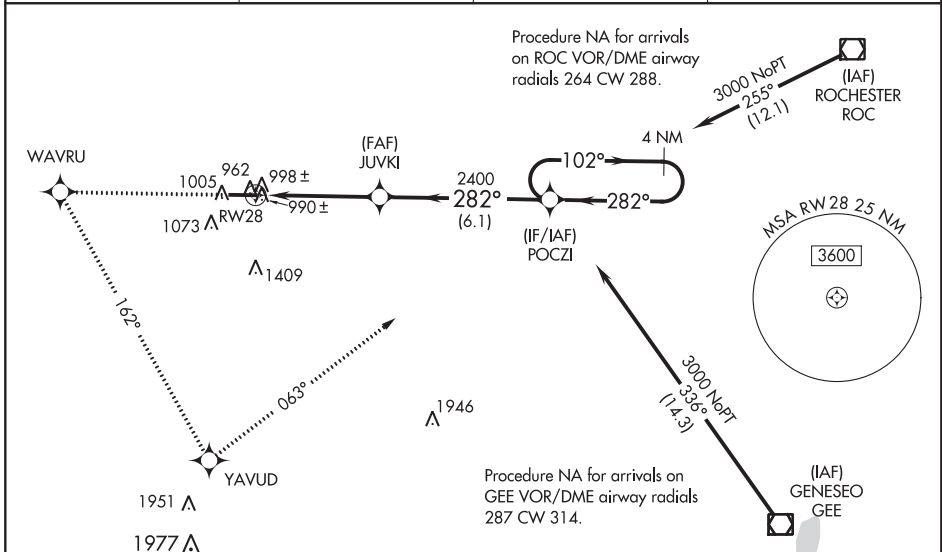
GENESEE COUNTY (GVQ)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to ¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to ¼ mile.



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.

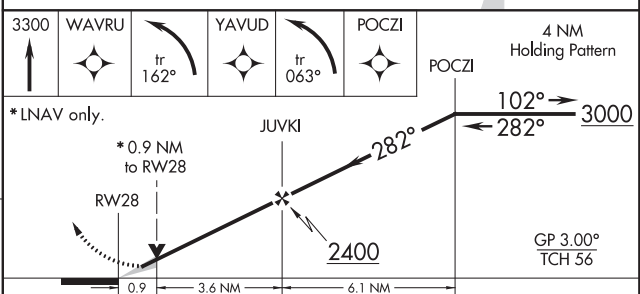
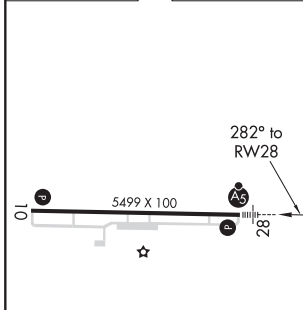
AWOS-3 127.525	ROCHESTER APP CON 123.7 322.3	CLNC DEL 121.8	UNICOM 122.7 (CTAF) 1
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 913	TDZE 911
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CATEGORY	A	B	C	D
LPV DA		1161-½	250 (300-½)	
LNAV/VNAV DA		1364-1	453 (500-1)	
LNAV MDA		1260-½	349 (400-½)	1260-1 349 (400-1)
CIRCLING	1380-1	467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)

BATAVIA, NEW YORK

AL-5562 (FAA)

16035

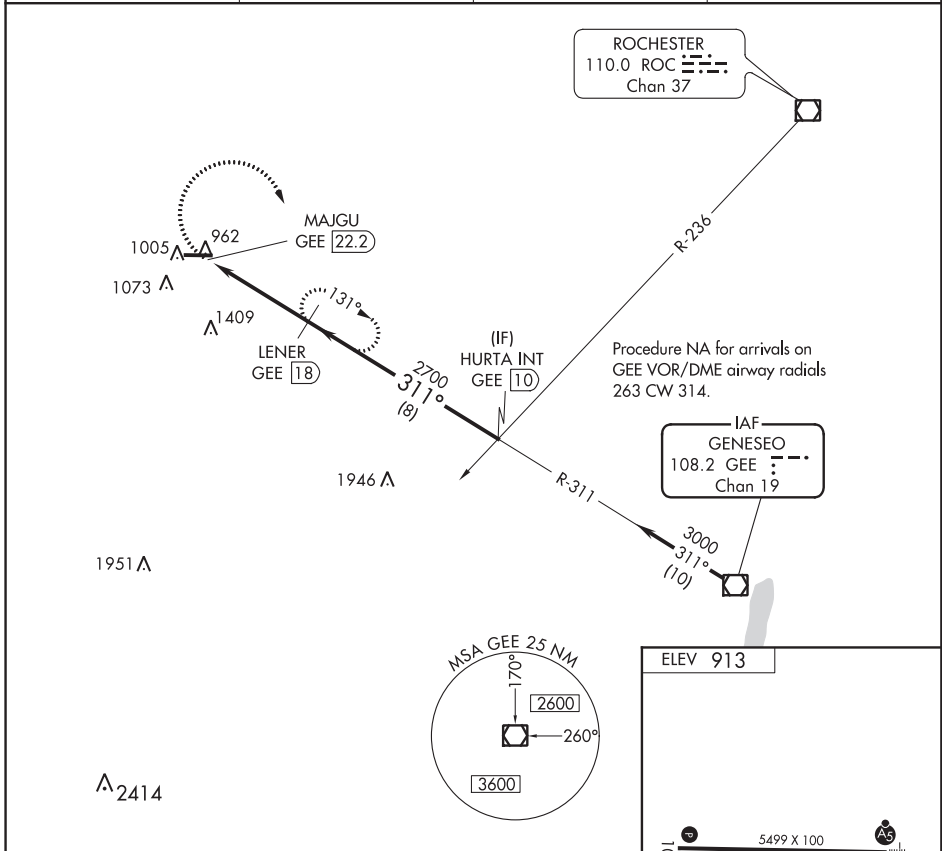
VOR/DME GEE 108.2 Chan 19	APP CRS 311°	Rwy Idg TDZE Apt Elev	N/A N/A 913
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VOR/DME-A
GENESEE COUNTY (GVQ)

NA When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility 1/2 mile.

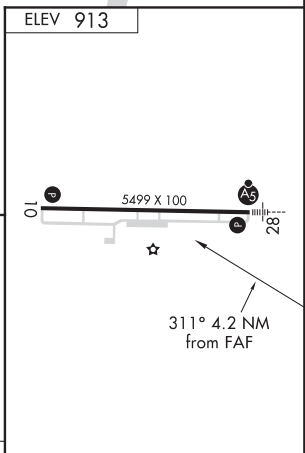
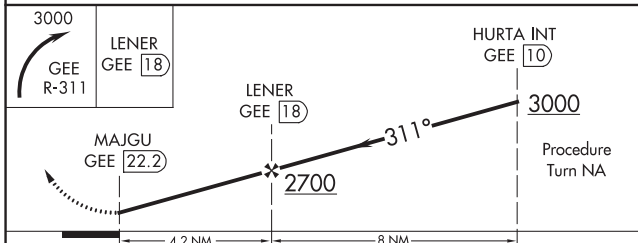
MISSED APPROACH: Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

AWOS-3 127.525	ROCHESTER APP CON 123.7 322.3	CLNC DEL 121.8	UNICOM 122.7 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1620-1 707 (800-1)	1620-1 1/4 707 (800-1 1/4)	1620-2 707 (800-2)	1620-2 1/4 707 (800-2 1/4)

REIL Rwy 10 **0**
HIRL Rwy 10-28 **0**

BATAVIA, NEW YORK
Amdt 5B 15JAN09

43°02'N-78°10'W

GENESEE COUNTY (GVQ)
VOR/DME-A

APP CRS	Rwy Idg	7371
144°	THRE	110
	Apt Elev	153

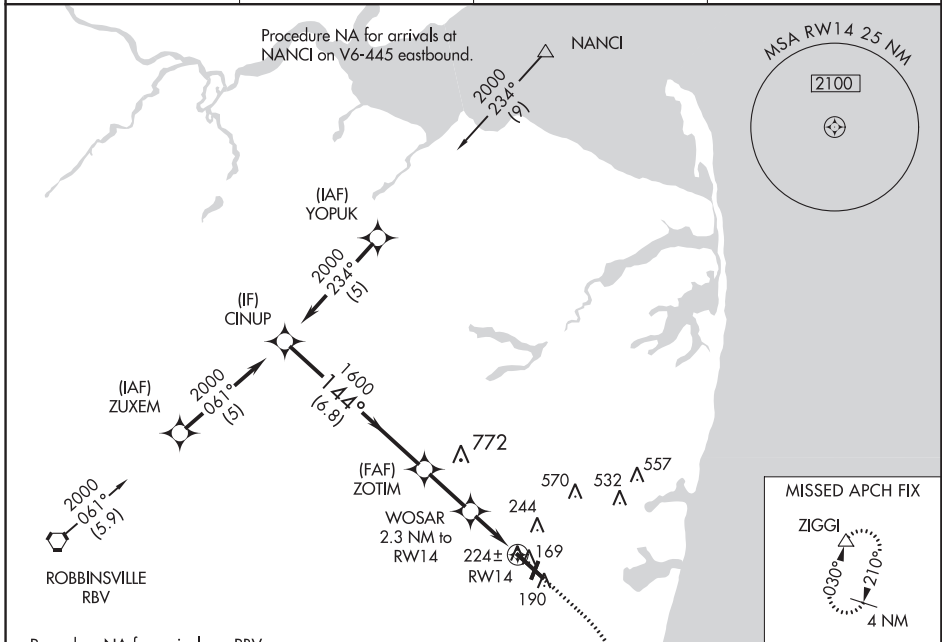
RNAV (GPS) RWY 14

MONMOUTH EXECUTIVE (BLM)

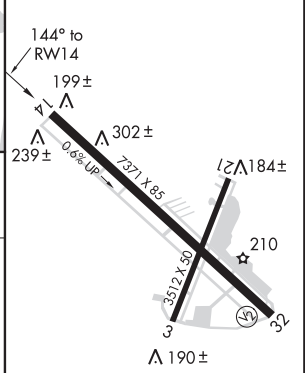
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.
⚠ When local altimeter setting not received, use Toms River altimeter setting and increase all MDA 60 feet, increase LNAV Cats C and D visibility ¼ mile.

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

AWOS-3PT 121.625	McGUIRE APP CON 124.15 363.8	CLNC DEL 126.15	UNICOM 123.0 (CTAF)
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ELEV 153	THRE 110
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	600	2000	ZIGGI
	↑	↷	△

	6.8 NM		2.2 NM		2.3 NM	
CATEGORY	A	B	C	D		
LNAV MDA	500-1	390 (400-1)	500-1½	390 (400-1½)		
CIRCLING	560-1 407 (500-1)	620-1 467 (500-1)	620-1½ 467 (500-1½)	720-2 567 (600-2)		

MIRL Rwy 14-32
 REIL Rwy 14 and 32

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	7371
325°	THRE	153
	Apt Elev	153

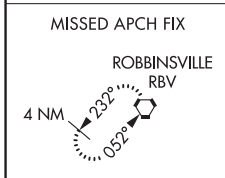
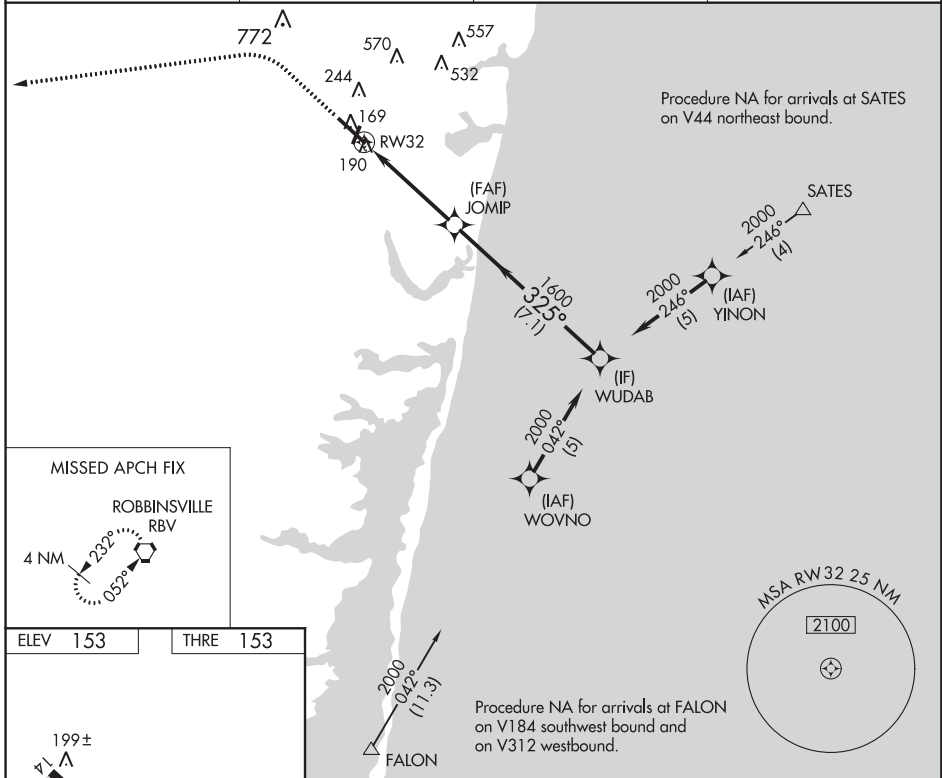
RNAV (GPS) RWY 32

MONMOUTH EXECUTIVE (BLM)

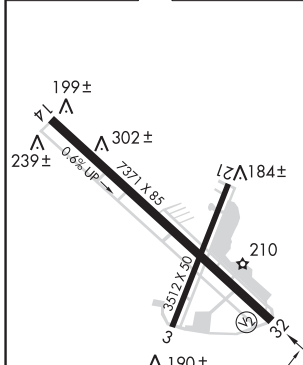
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local climeter setting not received, use Toms River climeter setting and increase all MDA 60 feet, increase LNAV Cats C and D visibility ¼ mile.

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

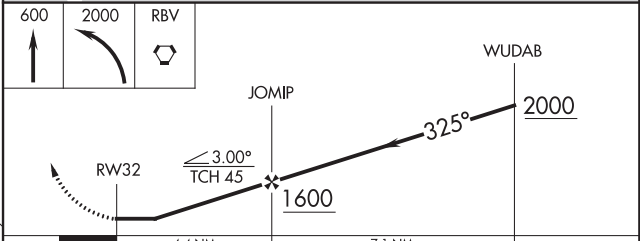
AWOS-3PT 121.625	MC GUIRE APP CON 124.15 363.8	CLNC DEL 126.15	UNICOM 123.0 (CTAF)
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ELEV 153	THRE 153
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MIRL Rwy 14-32	REIL Rwy 14 and 32
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CATEGORY	A	B	C	D
LNAV MDA	520-1 367 (400-1)			
CIRCLING	560-1 407 (500-1)	620-1 467 (500-1)	620-1½ 467 (500-1½)	720-2 567 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC RBV 113.8 Chan 85	APP CRS 103°	Rwy Idg TDZE Apt Elev	N/A N/A 153
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VOR-A
MONMOUTH EXECUTIVE (BLM)

▼ Helicopter visibility reduction below 3/4 SM NA.
▲ When local altimeter setting not received, use Toms River altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2000 on RBV VORTAC R-103 to GUESS INT/RBV 12.1 DME and hold.

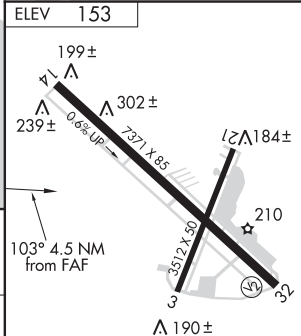
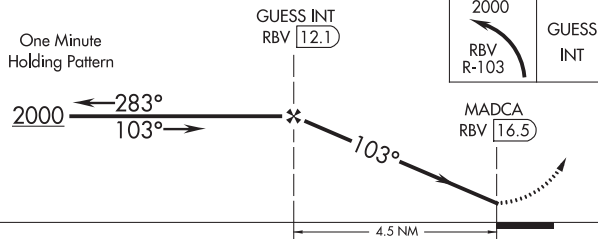
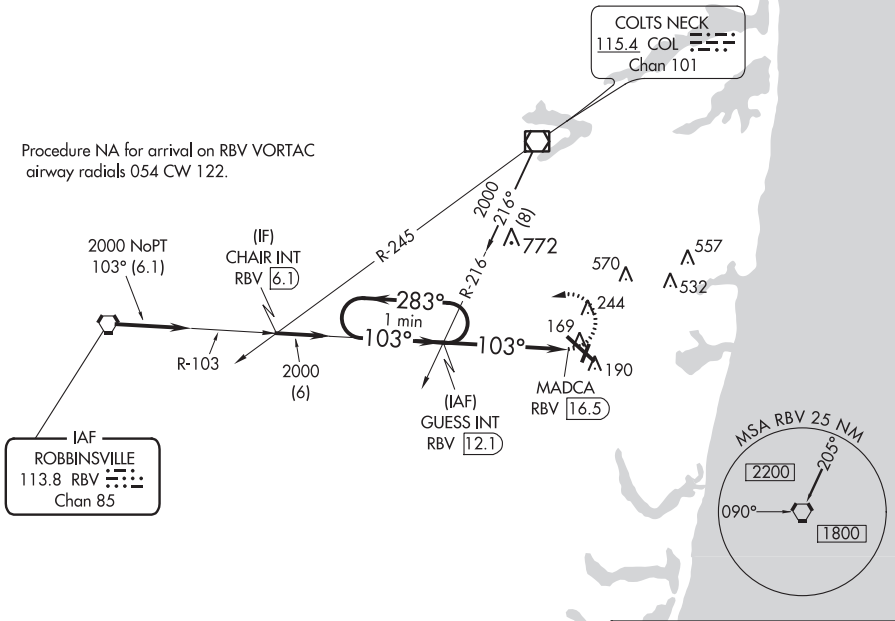
AWOS-3PT
121.625

MC GUIRE APP CON
124.15 363.8

CLNC DEL
126.15

UNICOM
123.0 (CTAF)

Procedure NA for arrival on RBV VORTAC
airway radials 054 CW 122.



MIRL Rwy 14-32
REIL Rwys 14 and 32

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	640-1	487 (500-1)	640-1½ 487 (500-1½)	720-2 567 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

BERLIN, NEW JERSEY

AL-5496 (FAA)

16063

APP CRS	Rwy Idg	2354
050°	TDZE	150
	Apt Elev	150

RNAV (GPS) RWY 5

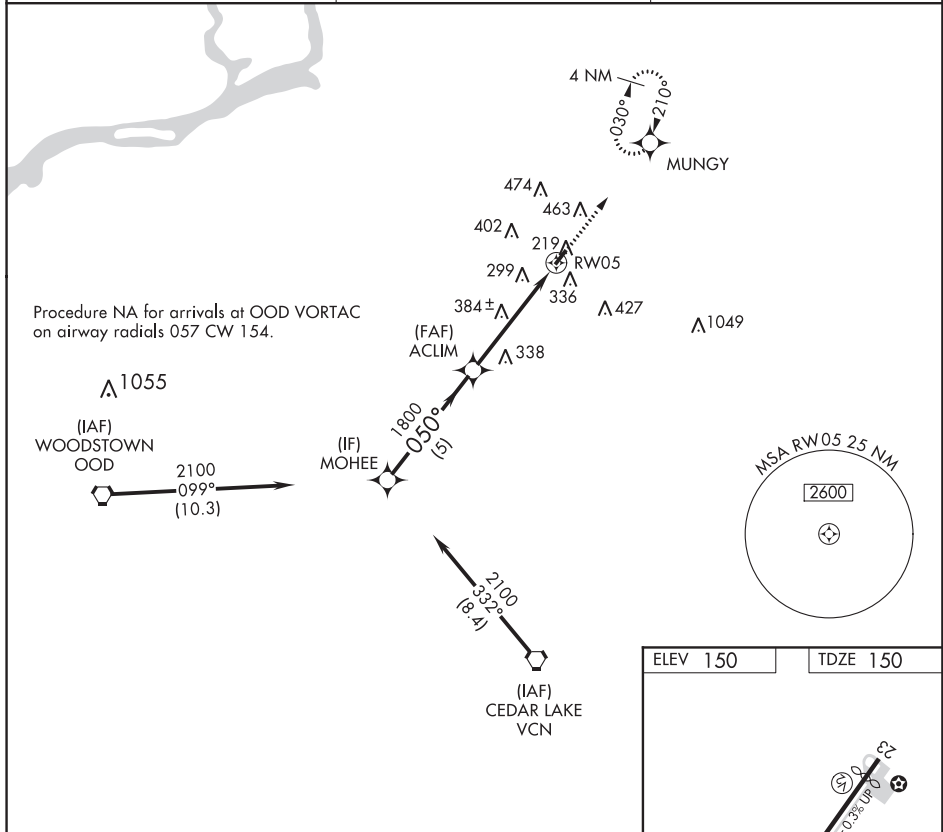
CAMDEN COUNTY (19N)

⚠ DME/DME RNP-0.3 NA. Use Mount Holly altimeter setting; when not received use Philadelphia Intl altimeter setting and increase all MDA 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.

⚠ NA

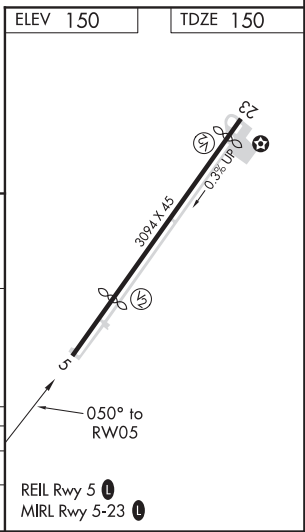
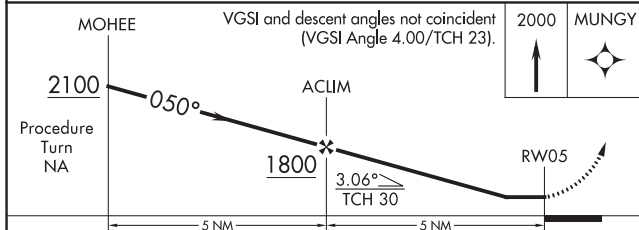
MISSED APPROACH: Climb to 2000 direct MUNGY and hold.

MOUNT HOLLY ASOS 119.325	MC GUIRE APP CON 124.15 363.8	UNICOM 123.0 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	740-1	590 (600-1)		NA
CIRCLING	900-1	750 (800-1)		NA

BERLIN, NEW JERSEY
Orig-D 03MAR16

39° 47'N - 74° 57'W

RNAV (GPS) RWY 5

CAMDEN COUNTY (19N)

APP CRS	Rwy Idg	2855
230°	TDZE	142
	Apt Elev	150

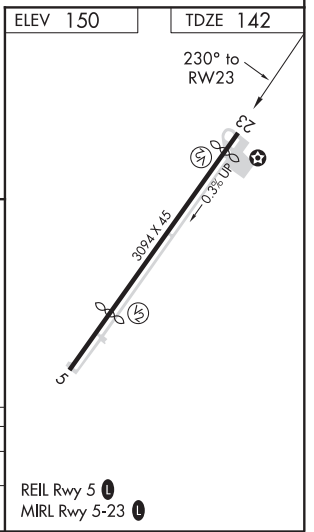
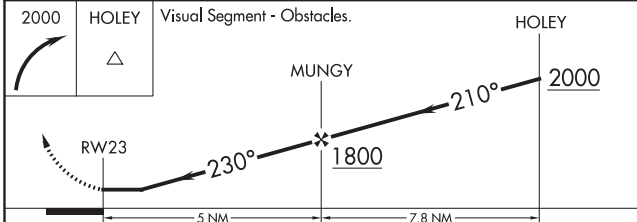
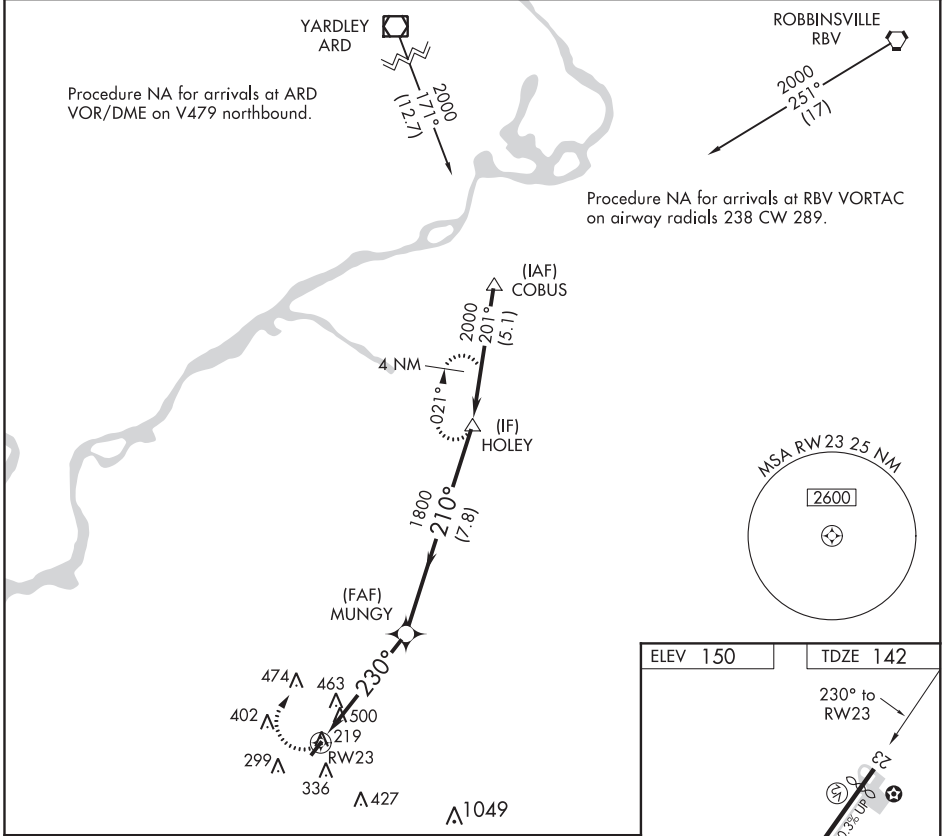
RNAV (GPS) RWY 23

CAMDEN COUNTY (19N)

▽ DME/DME RNP-0.3 NA. 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.
▲ NA

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

MOUNT HOLLY ASOS 119.325	MC GUIRE APP CON 124.15 363.8	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	840-1	698 (700-1)		NA
CIRCLING	900-1	750 (800-1)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

BERLIN, NEW JERSEY

AL-5496 (FAA)

16091

VORTAC VCN 115.2 Chan 99	APP CRS 013°	Rwy Idg TDZE Apt Elev	N/A N/A 150
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VOR-B
CAMDEN COUNTY (19N)

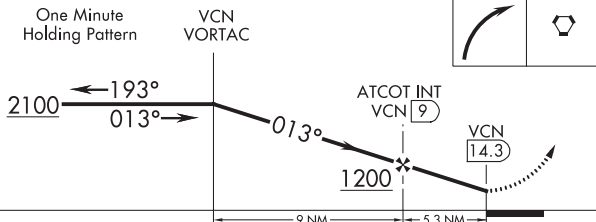
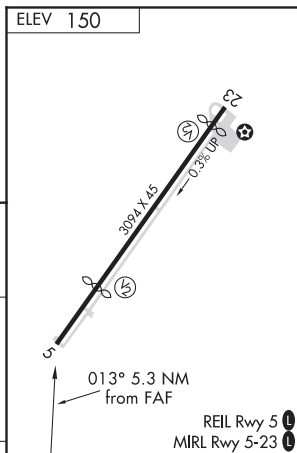
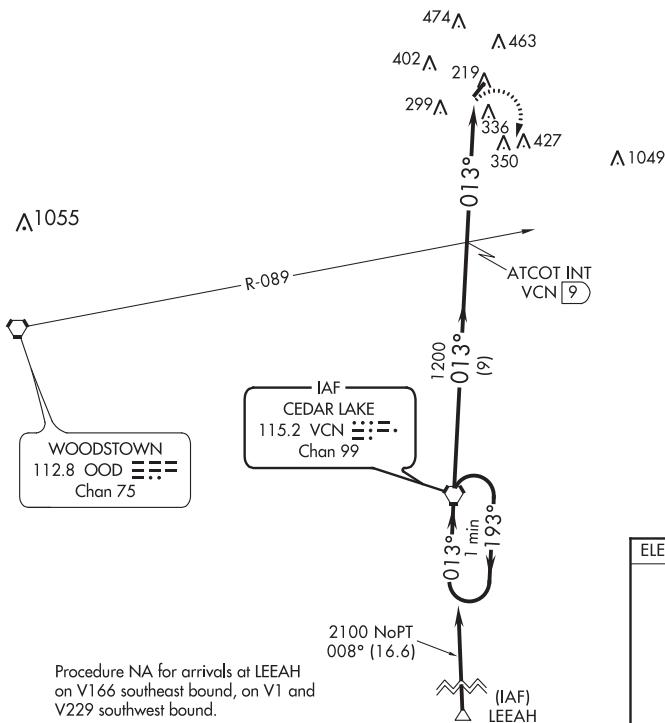
Procedure NA at night. Visibility reduction by helicopters NA.
Use Mount Holly altimeter setting, when not received, use Philadelphia Intl altimeter setting and increase MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2100 direct VCN VORTAC and hold.

MOUNT HOLLY ASOS
119.325

MC GUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 5.3 NM					
CIRCLING	900-1 750 (800-1)		NA		Knots	60	90	120	150	180
					Min:Sec	5:18	3:32	2:39	2:07	1:46

BERLIN, NEW JERSEY
Amdt 2A 12JAN12

39° 47'N - 74° 57'W

CAMDEN COUNTY (19N)
VOR-B

NE-2, 10 NOV 2016 to 05 JAN 2017

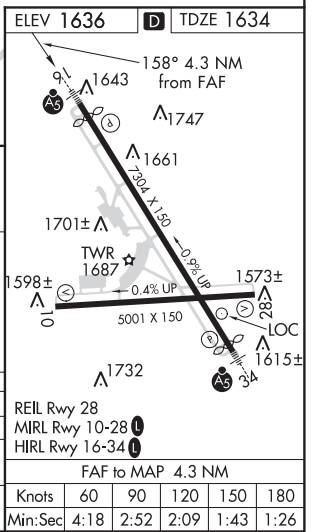
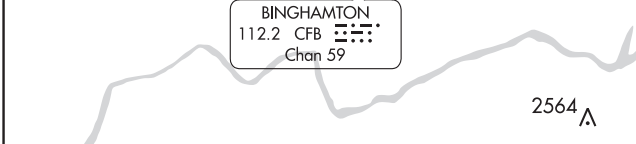
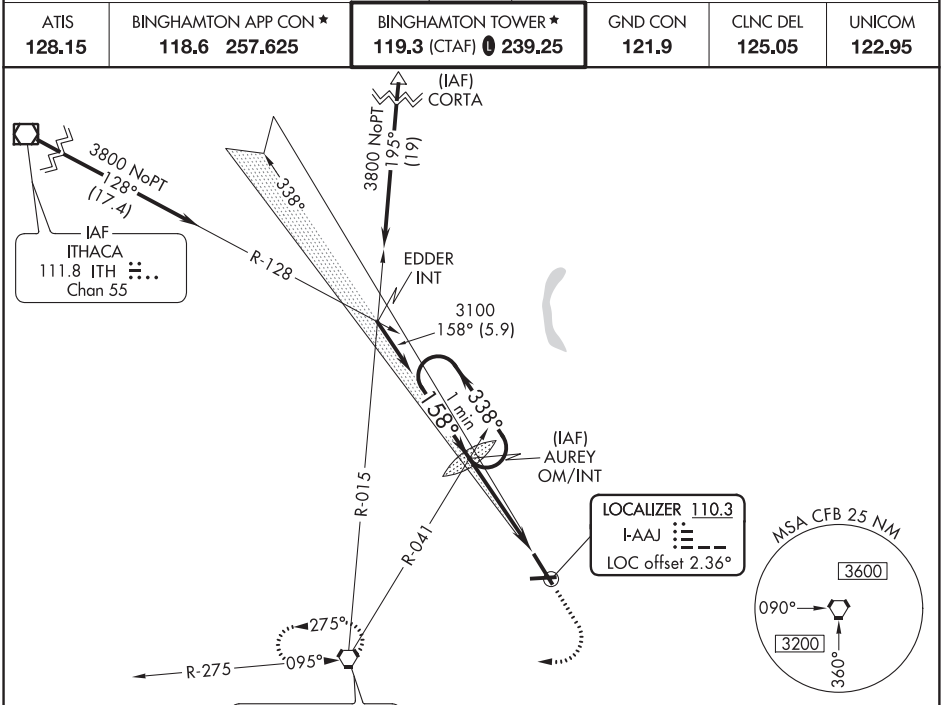
NE-2, 10 NOV 2016 to 05 JAN 2017

LOC I- AAJ 110.3	APP CRS 158°	Rwy Idg 6905 TDZE 1634 Apt Elev 1636
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ILS or LOC RWY 16

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

<p>For inoperative MALS, increase S-LOC 16 Cat. D visibility to 1 mile.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 2100, then climbing right turn to 3700 direct CFB VORTAC and hold.</p>			
		ATIS 128.15	BINGHAMTON APP CON * 118.6 257.625	BINGHAMTON TOWER * 119.3 (CTAF) 239.25	GND CON 121.9



CATEGORY S-ILS 16 S-LOC 16 CIRCLING	A	B	C	D
	1960-1/2	326 (400-1/2)	2100-1 1/2 464 (500-1/2)	2200-2 564 (600-2)
One Minute Holding Pattern AUREY OM/INT 3100 ← 338° 158° → GS 3.00° TCH 52		2100 3700 CFB VGSI and ILS glidepath not coincident.		
ELEV 1636 TDZE 1634				
REIL Rwy 28 MIRL Rwy 10-28 HIRL Rwy 16-34 FAF to MAP 4.3 NM				
Knots: 60 90 120 150 180 Min:Sec: 4:18 2:52 2:09 1:43 1:26				

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-BGM 110.3	APP CRS 340°	Rwy Idg THRE Apt Elev 7099 1570 1636
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ILS or LOC RWY 34

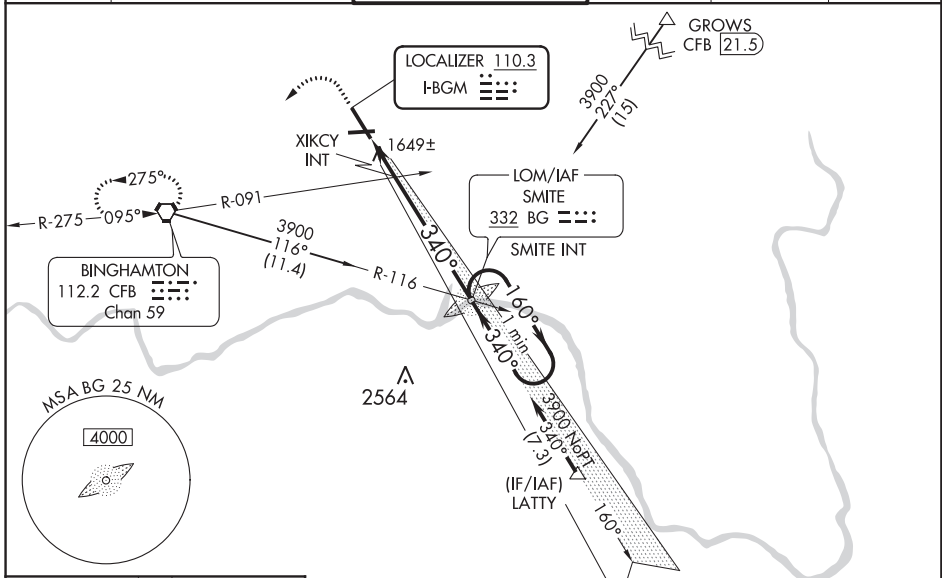
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

⚠ When local altimeter setting not received, use Ithaca altimeter setting: increase S-ILS 34 DA to 1908 and all Cats visibility 1/8 mile; increase all MDA 140 feet and S-LOC 34 Cats C/D visibility 3/8 mile and Circling Cats C/D visibility 1/4 mile; increase XIKCY fix minimums S-LOC 34 Cats C/D visibility 1/4 mile. For inoperative MALSR increase S-LOC 34 Cats C/D visibility to 1 3/8 mile and XIKCY fix minimums S-LOC 34 Cats C/D visibility to RVR 5000. For inoperative MALSR when using Ithaca altimeter setting, increase S-ILS 34 all Cats visibility to RVR 6000, S-LOC 34 Cats C/D visibility to 3/4, and XIKCY fix minimums S-LOC 34 Cats C/D visibility to 1/8 mile.



MISSED APPROACH:
Climb to 2200 then climbing left turn to 3900 direct CFB VORTAC and hold, continue climb-in-hold to 3900.

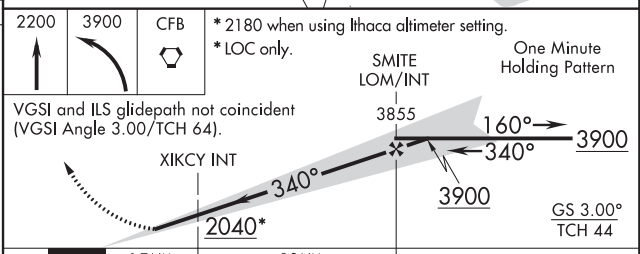
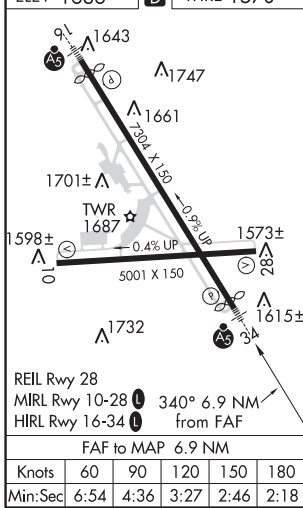
ATIS 128.15	BINGHAMTON APP CON * 118.6 257.625	BINGHAMTON TOWER * 119.3 (CTAF) 0 239.25	GND CON 121.9	CLNC DEL 125.05	UNICOM 122.95
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1636	D	THRE 1570
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CATEGORY	A	B	C	D
S-ILS 34	1770/24 200 (200-1/2)			
S-LOC 34	2040/24	470 (500-1/2)	2040/50	470 (500-1)
C CIRCLING	2120-1	484 (500-1)	2120-1 1/2 484 (500-1 1/2)	2200-2 564 (600-2)
XIKCY FIX MINIMUMS				
S-LOC 34	1940/24	370 (400-1/2)	1940/35	370 (400-3/4)
C CIRCLING	2120-1	484 (500-1)	2120-1 1/2 484 (500-1 1/2)	2200-2 564 (600-2)

BINGHAMTON, NEW YORK
Amdt 4 17OCT13

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
42°13'N-75°59'W
ILS or LOC RWY 34

WAAS CH 93820 W10A	APP CRS 098°	Rwy Idg THRE 1591 Apt Elev 1636	5001
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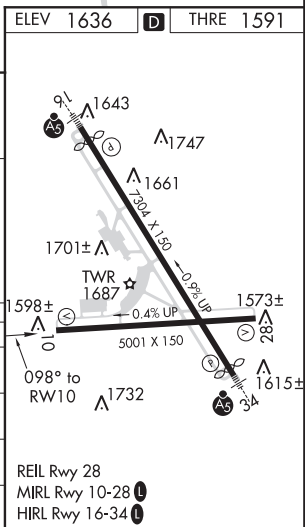
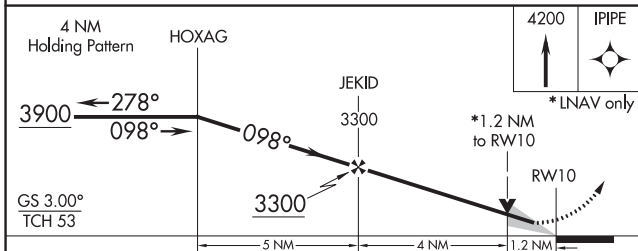
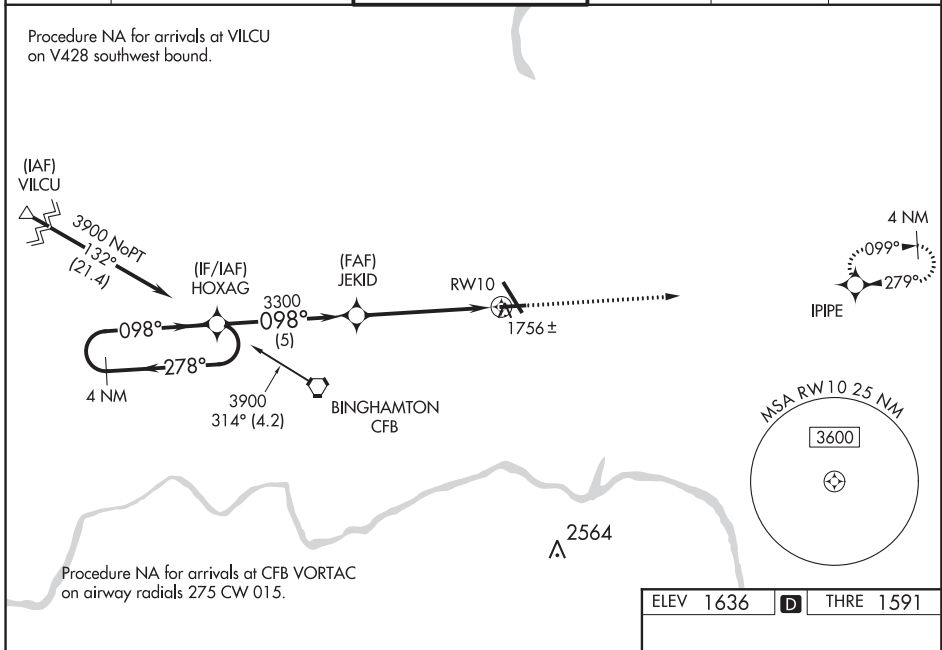
RNAV (GPS) RWY 10

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

⚠ Baro-VNAV NA when using Ithaca altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. 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 and LNAV Cats C/D visibility $\frac{3}{8}$ mile, LNAV/VNAV all Cats visibility $\frac{1}{2}$ mile and Circling Cats C/D visibility $\frac{1}{4}$ mile. VDP NA with Ithaca altimeter setting.

⚠ MISSED APPROACH: Climb to 4200 direct IPIPE 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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NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 66015 W16A	APP CRS 160°	Rwy Idg 6905 TDZE 1634 Apt Elev 1636
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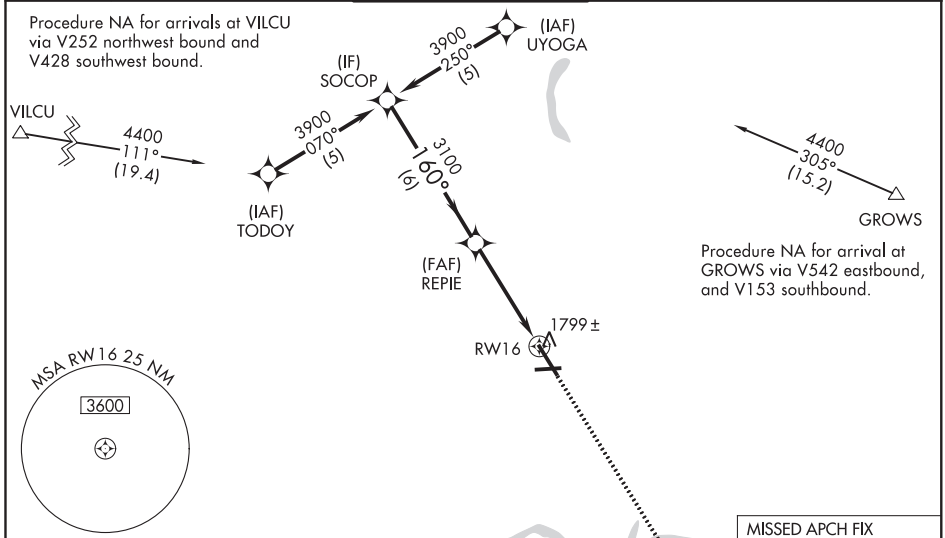
RNAV (GPS) RWY 16

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

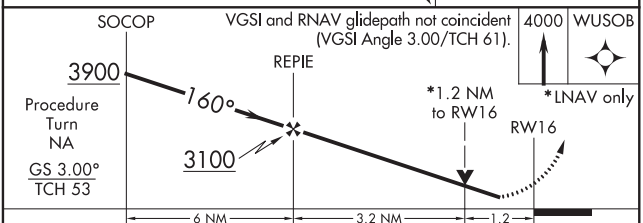
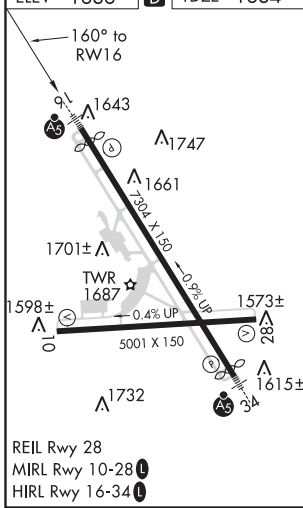
⚠ When VGSI inoperative, Circling Rwy 34 NA at night. Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet and increase LNAV/VNAV all Cats visibility ½ mile and LNAV and Circling Cats C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cats A, C and D visibility ¼ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility ½ mile, LNAV Cats A and B visibility ¼ mile. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

MALSR  MISSED APPROACH: Climb to 4000 direct WUSOB 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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ELEV 1636	D	TDZE 1634
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CATEGORY	A	B	C	D
LPV DA	1884-¾ 250 (300-¾)			
LNAV/ VNAV DA	1984-¾ 350 (400-¾)			
LNAV MDA	2060-¾ 426 (500-¾)		2060-1 426 (500-1)	
CIRCLING	2120-1 484 (500-1)		2120-1½ 2200-2 564 (600-2)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82120 W28A	APP CRS 279°	Rwy Idg THRE 1572 Apt Elev 1636	5001
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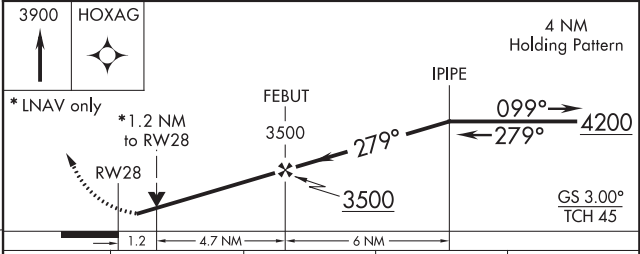
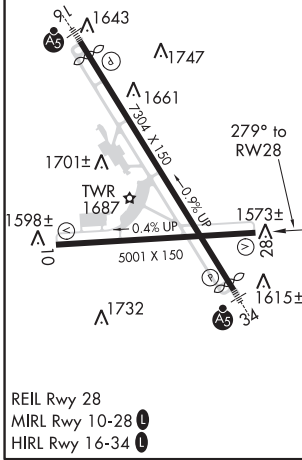
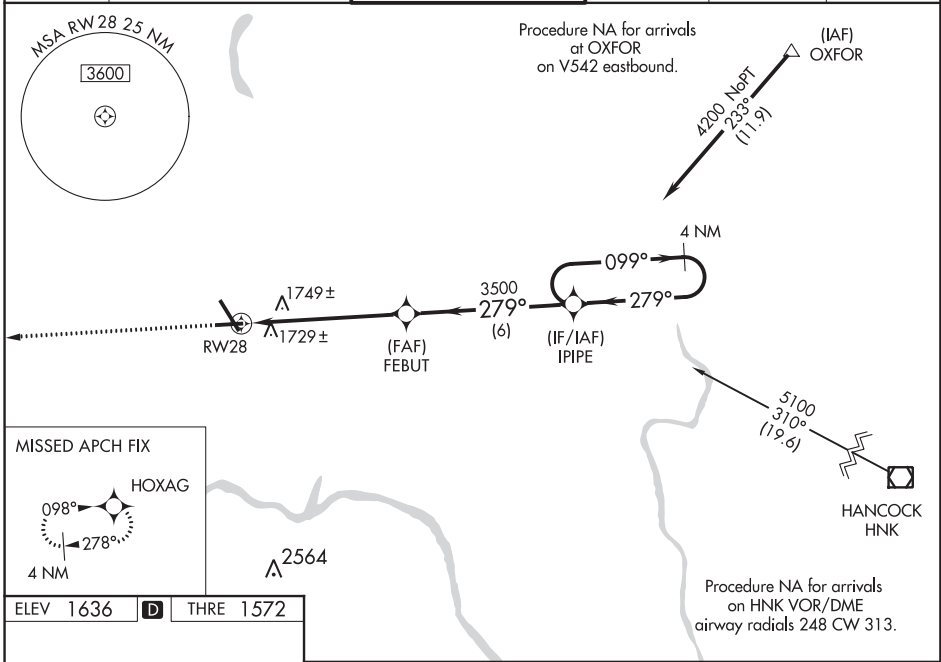
RNAV (GPS) RWY 28

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

⚠ Baro-VNAV NA when using Ithaca altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. 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 visibility ½ mile, LNAV/VNAV all Cats ⅓ mile, LNAV Cats C/D visibility ⅓ mile and Circling Cats C/D visibility ¼ mile. VDP NA with Ithaca altimeter setting. When VGSI inoperative, Circling Rwy 34 NA at night.

MISSED APPROACH:
Climb to 3900 direct HOXAG 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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CATEGORY	A	B	C	D
LPV DA		1822-¾	250 (200-¾)	
LNAV/VNAV DA		2076-1⅝	504 (500-1⅝)	
LNAV MDA	2000-1	428 (400-1)	2000-1¼	428 (400-1¼)
CIRCLING	2120-1	484 (500-1)	2120-1½ 484 (500-1½)	2200-2 564 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93915 W34A	APP CRS 340°	Rwy Idg TDZE 1600 Apt Elev 1636	7099
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RNAV (GPS) RWY 34

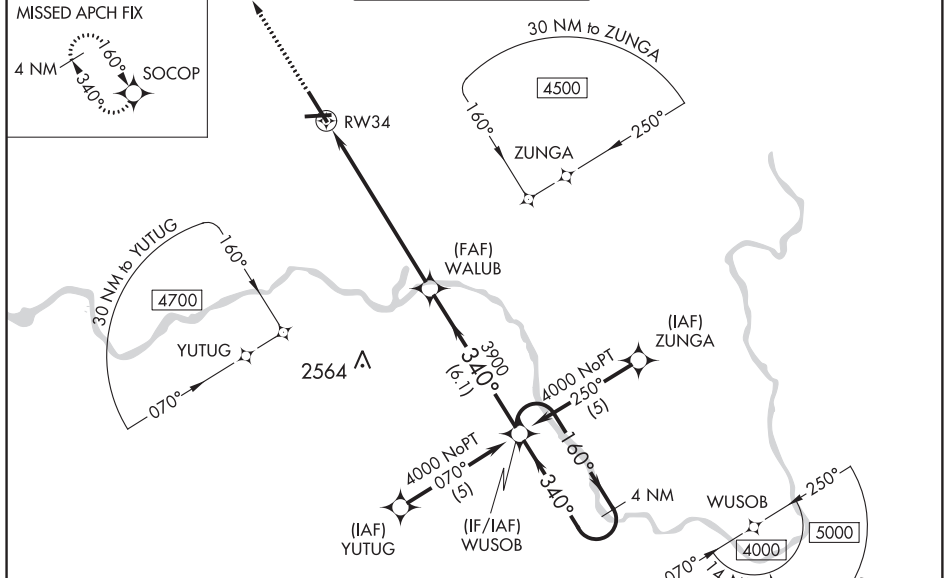
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. 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 1/4 mile, and LNAV/VNAV all Cats visibility 1/2 mile. 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.

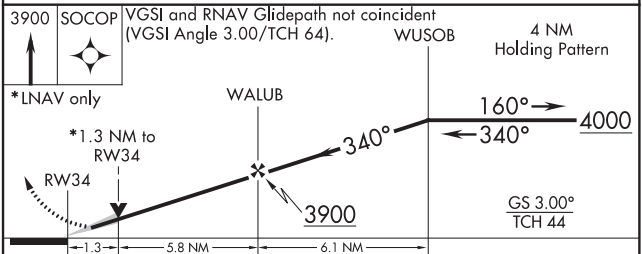
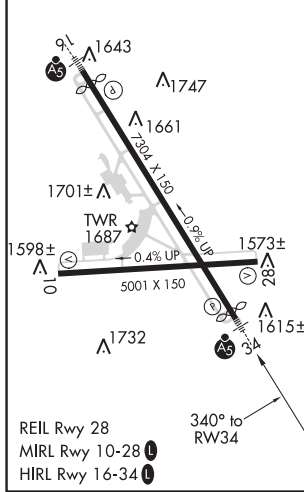


MISSED APPROACH:
Climb to 3900 direct
SOCOP and hold.

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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ELEV 1636	D	TDZE 1600
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CATEGORY	A	B	C	D
LPV DA		1800/24	200 (200-1/2)	
LNAV/VNAV DA		2082/60	482 (500-1 1/4)	
LNAV MDA	2040/24	440 (500-1/2)	2040/40 440 (500-3/4)	2040/50 440 (500-1)
CIRCLING	2120-1	484 (500-1)	2120-1 1/2 484 (500-1 1/2)	2200-2 564 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

GREATER BINGHAMTON/EDWIN A LINK FIELD (BGM)
AL-20 (FAA)
BINGHAMTON, NEW YORK

75°59.5'W

75°59.0'W

75°58.5'W

ATIS
128.15
BINGHAMTON TOWER ★
119.3 239.25
GND CON
121.9
CLNC DEL
125.05

D

EMAS
FIELD
ELEV
1636

ILS HOLD
1747

42°13.0'N

SRE BLDG

HANGARS

NORTH RAMP

TANK
1701 ±

FIRE STATION

HANGARS

TWR/BCN
1687

TERMINAL

WEST RAMP
GENERAL AVIATION
PARKING

ILS HOLD
VAR 12.3° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° E

42°12.5'N

10

ELEV
1591

098.9°

5001 X 150

ILS HOLD
0.4% UP
28
ELEV
1572

RWY 10-28
PCN 32 F/D/X/T
S-81, D-103, 2D-168

RWY 16-34
PCN 45 F/D/X/T
S-112, D-147, 2D-221

340.6°
0.9% UP
ELEV
1570

ILS HOLD
EMAS

42°12.0'N

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

AIRPORT DIAGRAM

BINGHAMTON, NEW YORK
GREATER BINGHAMTON/EDWIN A LINK FIELD (BGM)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 074°	Rwy Idg TDZE Apt Elev	2794 372 372
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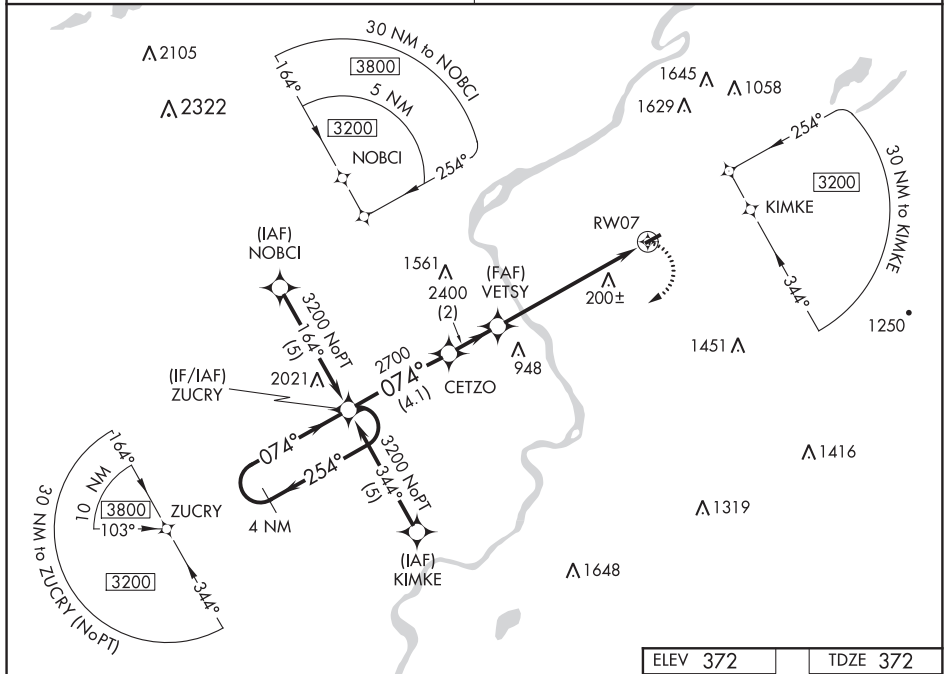
RNAV (GPS) RWY 7

BLAIRSTOWN (1N7)

⚠ When local altimeter setting not received, use Lehigh Valley altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

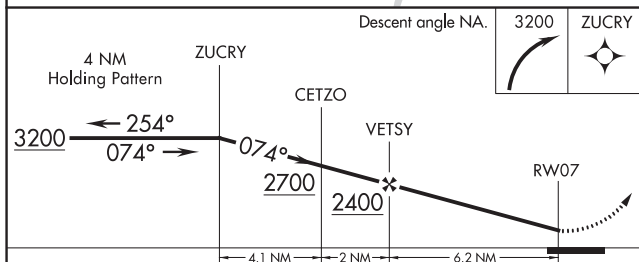
⚠ NA MISSED APPROACH: Climbing right turn to 3200 direct ZUCRY and hold.

NEW YORK APP CON **127.6 379.9** UNICOM **123.0 (CTAF) 0**



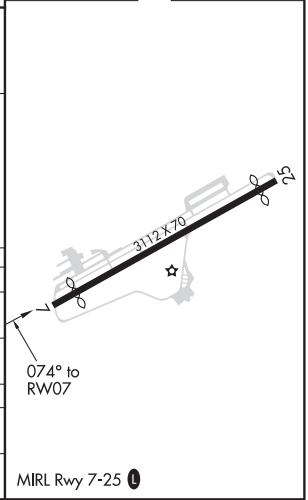
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 372	TDZE 372
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CATEGORY	A	B	C	D
LNVA MDA	1140-1 768 (800-1)	1140-1¼ 768 (800-1¼)		NA
CIRCLING	1220-1 848 (900-1)	1280-1¼ 908 (1000-1¼)		NA
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
LNVA MDA	1420-1¼ 1048 (1100-1¼)	1420-1½ 1048 (1100-1½)		NA
CIRCLING	1500-1¼ 1128 (1200-1¼)	1560-1½ 1188 (1200-1½)		NA



APP CRS 254°	Rwy Idg TDZE Apt Elev	2877 371 372
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RNAV (GPS) RWY 25

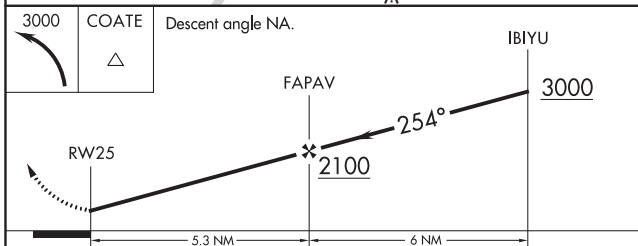
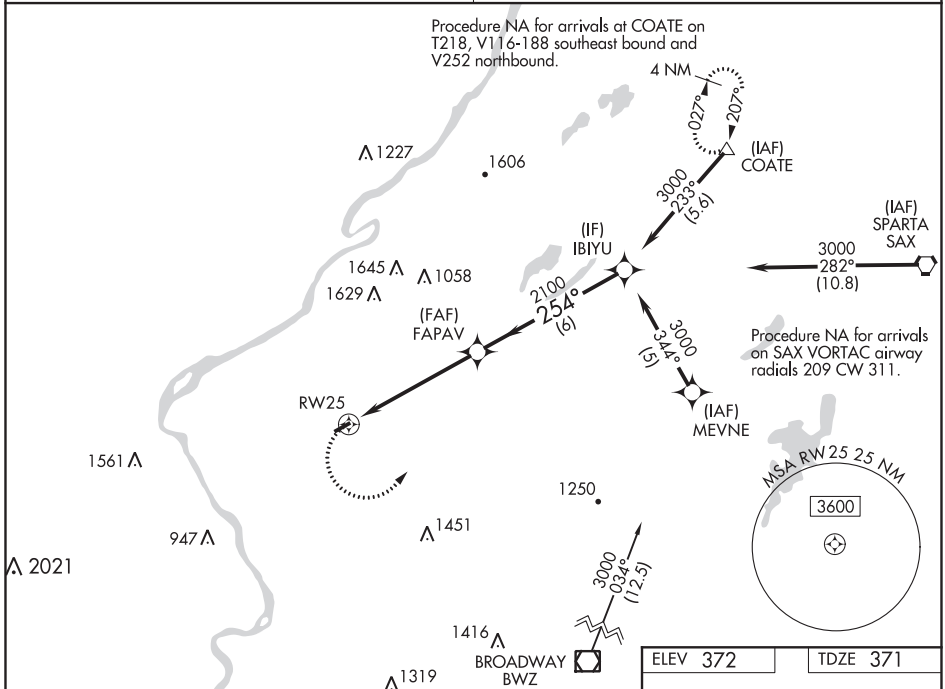
BLAIRSTOWN (1N7)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Lehigh Valley Intl altimeter setting. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct COATE and hold. When authorized by ATC, continue climb-in-hold to 4000.

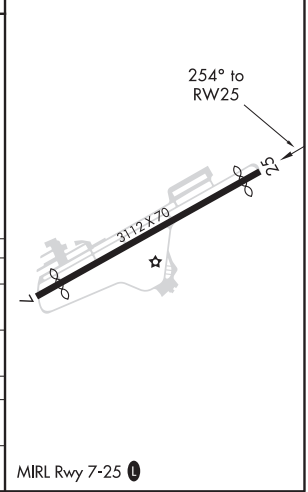
NEW YORK APP CON
127.6 379.9

UNICOM
123.0 (CTAF) 0



ELEV 372	TDZE 371
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CATEGORY	A	B	C	D
LNAV MDA	1260-1¼	889 (900-1¼)		NA
CIRCLING	1260-1¼ 888 (900-1¼)	1300-1¼ 928 (1000-1¼)		NA
LEHIGH VALLEY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 1169 (1200-1¼)	1540-1½ 1169 (1200-1½)		NA
CIRCLING	1540-1¼ 1168 (1200-1¼)	1600-1½ 1228 (1300-1½)		NA



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME STW 109.6 Chan 33	APP CRS 267°	Rwy Idg TDZE Apt Elev	2877 371 372
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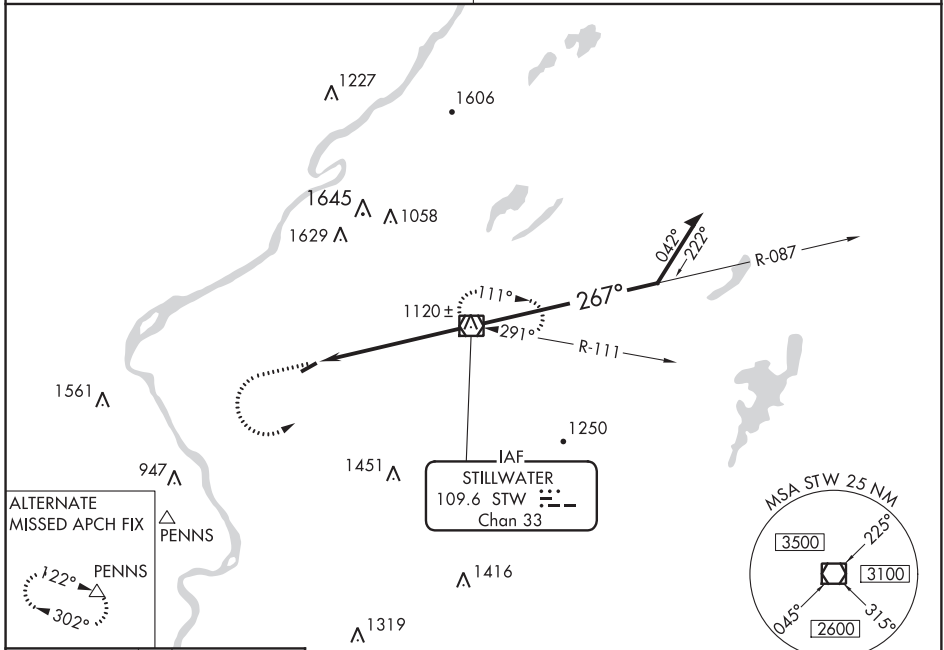
VOR RWY 25

BLAIRSTOWN (1N7)

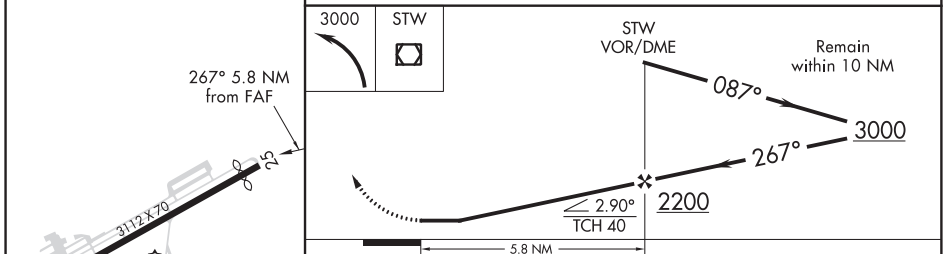
NA When local altimeter setting not received, use Lehigh Valley altimeter setting. Procedure NA at night.
NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

NEW YORK APP CON 127.6 379.9	UNICOM 123.0 (CTAF)
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ELEV 372	TDZE 371
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CATEGORY	A	B	C	D
S-25	1320-1¼	949 (1000-1¼)		NA
CIRCLING	1320-1¼	948 (1000-1¼)		NA
LEHIGH VALLEY ALTIMETER SETTING MINIMUMS				
S-25	1600-1¼ 1229 (1300-1¼)	1600-1½ 1229 (1300-1½)		NA
CIRCLING	1600-1¼ 1228 (1300-1¼)	1600-1½ 1228 (1300-1½)		NA

MIRL Rwy 7-25

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4206
282°	THRE	663
	Apt Elev	665

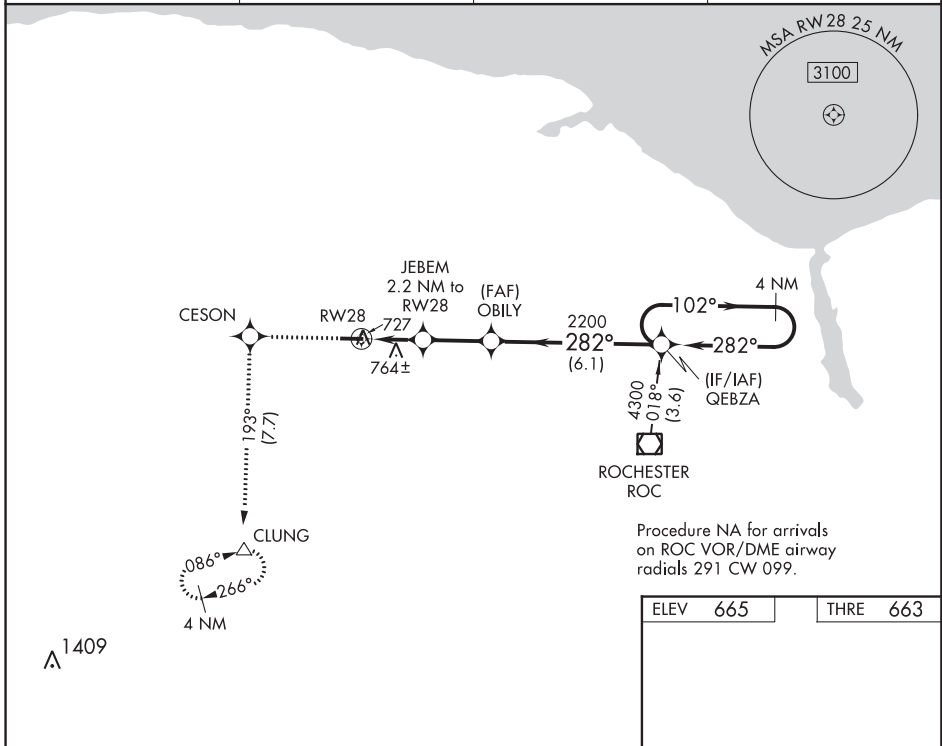
RNAV (GPS) RWY 28

LEDGEDALE AIRPARK (7G0)

NA Use Rochester altimeter setting; when not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

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

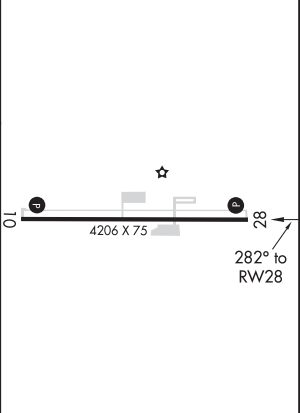
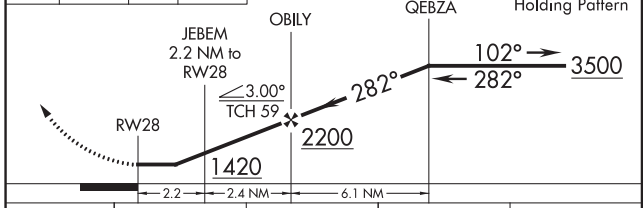
ROCHESTER ASOS 124.825	ROCHESTER APP CON 123.7 322.3	CTAF 122.7	UNICOM 122.7
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Procedure NA for arrivals on ROC VOR/DME airway radials 291 CW 099.

ELEV	665	THRE	663
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3500 CESON tr 193° CLUNG VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).



CATEGORY	A	B	C	D
LNVA MDA	1060-1	397 (400-1)		NA
CIRCLING	1160-1	495 (500-1)		NA

MIRL Rwy 10-28
REIL Rwy 10 and 28

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

BUFFALO, NEW YORK

AL-5339 (FAA)

15064

WAAS CH 99724 W06A	APP CRS 059°	Rwy Idg TDZE Apt Elev	2598 671 671
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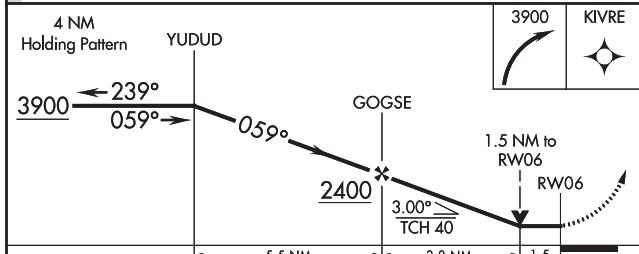
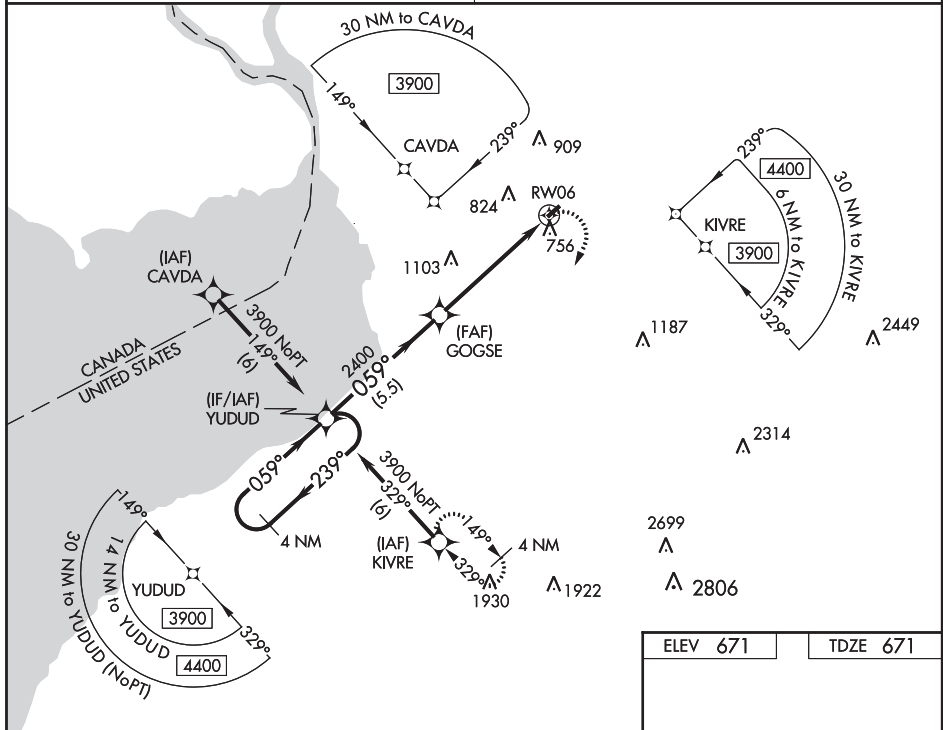
RNAV (GPS) RWY 6

BUFFALO AIRFIELD (9G4)

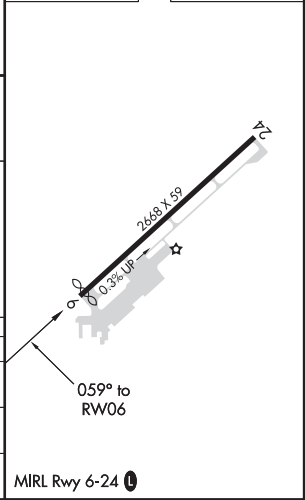
NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. VDP NA with Niagara Intl altimeter setting. Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 3900 KIVRE and hold, continue climb in hold to 3900.

BUFFALO APP CON **126.15 263.125** UNICOM **122.975 (CTAF)**



ELEV 671	TDZE 671
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CATEGORY	A	B	C	D
LP MDA	1180-1	509 (600-1)		NA
LNAV MDA	1180-1	509 (600-1)		NA
CIRCLING	1240-1	569 (600-1)		NA

BUFFALO, NEW YORK
Orig-A 18SEP14

42°52'N-78°43'W

BUFFALO AIRFIELD (9G4)

RNAV (GPS) RWY 6

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42724 W24A	APP CRS 239°	Rwy Idg 2668 TDZE 671 Apt Elev 671
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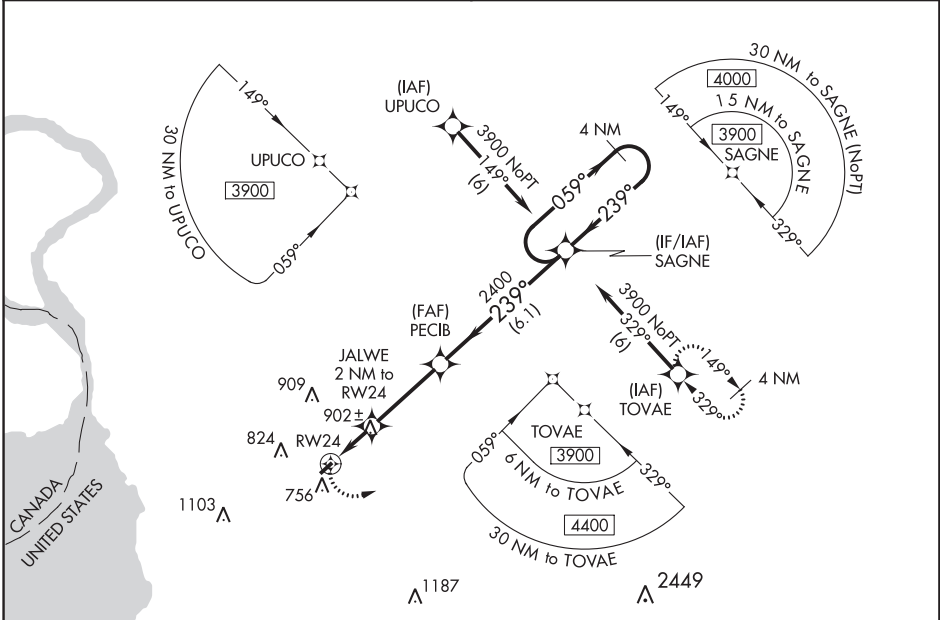
RNAV (GPS) RWY 24

BUFFALO AIRFIELD (9G4)

⚠ Circling to Rwy 6 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls Intl altimeter setting and increase all MDA 60 feet. VDP NA with Niagara Falls Intl altimeter setting.

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

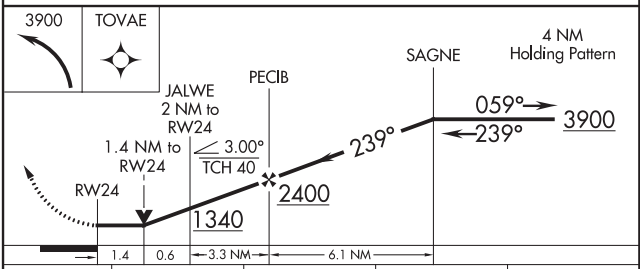
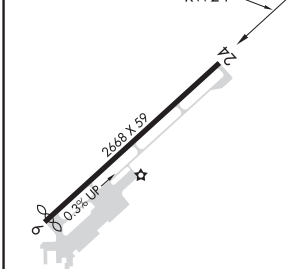
BUFFALO APP CON 126.15 263.125	UNICOM 122.975 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 671	TDZE 671
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CATEGORY	A	B	C	D
LP MDA	1160-1	489 (500-1)		NA
LNAV MDA	1160-1	489 (500-1)		NA
CIRCLING	1240-1	569 (600-1)		NA

BUFFALO, NEW YORK

AL-65 (FAA)

16259

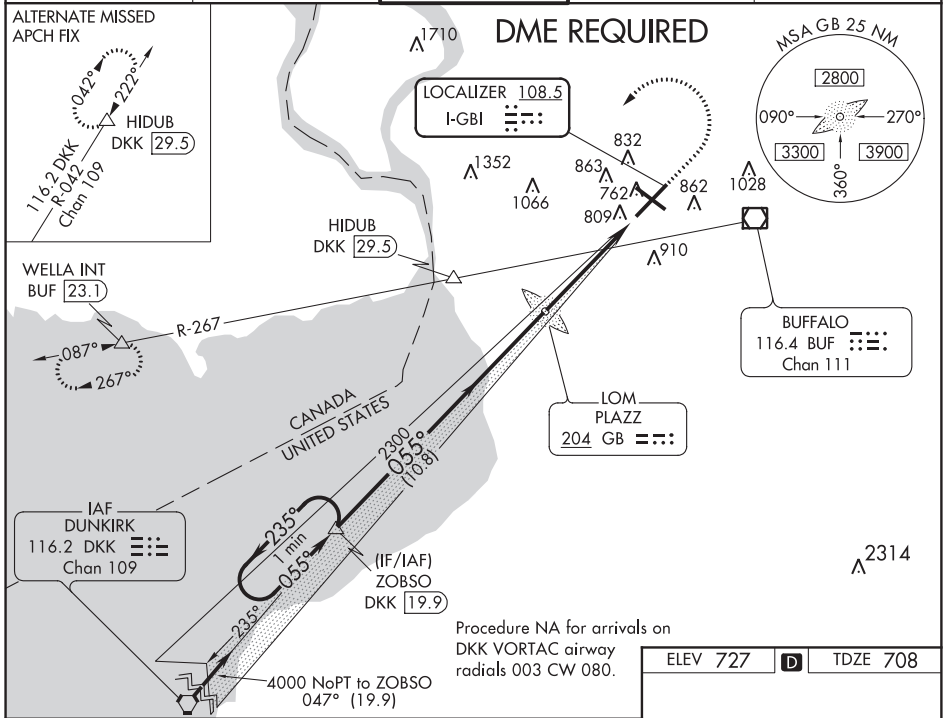
LOC I-GBI 108.5	APP CRS 055°	Rwy Idg TDZE Apt Elev	7757 708 727
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ILS or LOC RWY 5

BUFFALO NIAGARA INTL (BUF)

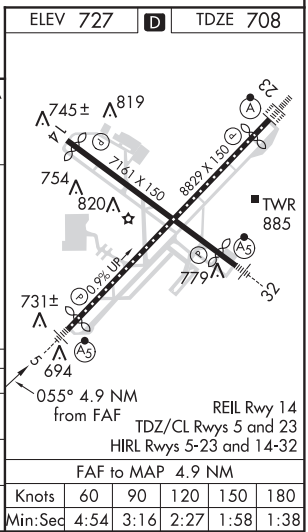
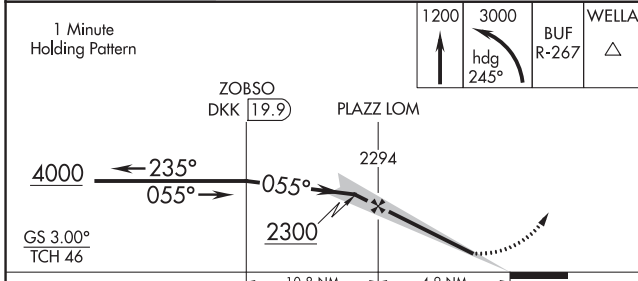
	MALS R	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 245° and BUF VOR/DME R-267 to WELLA INT/BUF 23.1 DME and hold.
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ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8	GND CON 133.2 257.8	CLNC DEL 124.7 257.8
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 5	908/18 200 (200-½)			
S-LOC 5	1100/24	392 (400-½)	1100/40	392 (400-¾)
CIRCLING	1200-1	473 (500-1)	1200-1½	1280-2 553 (600-2)

BUFFALO, NEW YORK
Amdt 16A 18SEP14

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF)

ILS or LOC RWY 5

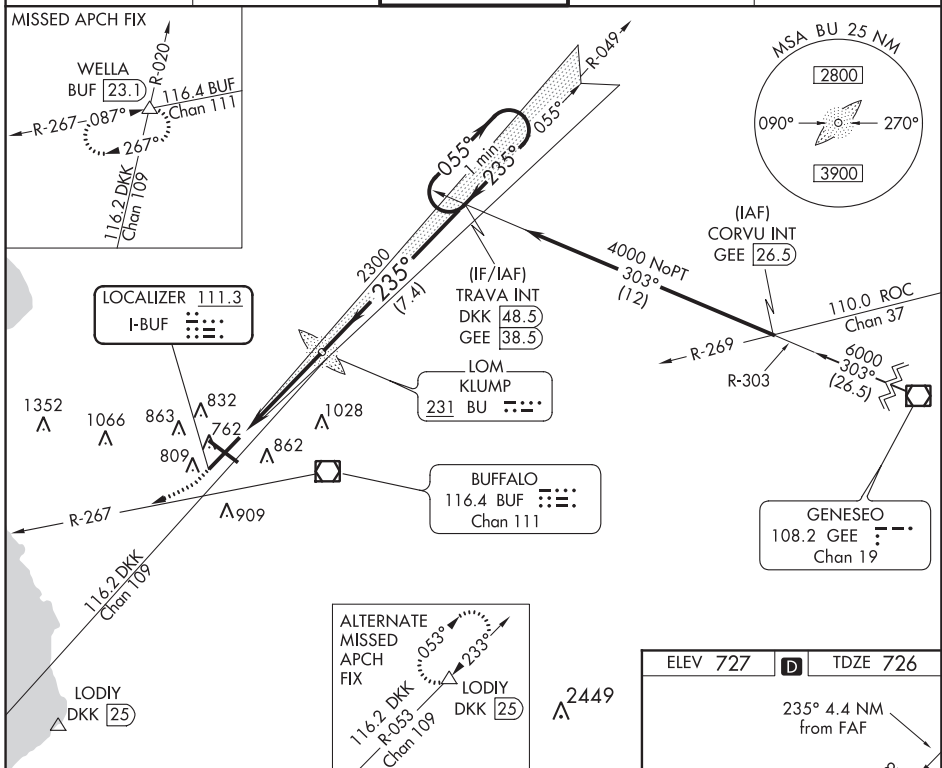
LOC I-BUF 111.3	APP CRS 235°	Rwy Idg TDZE Apt Elev	7567 726 727
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ILS or LOC RWY 23

BUFFALO NIAGARA INTL (BUF)

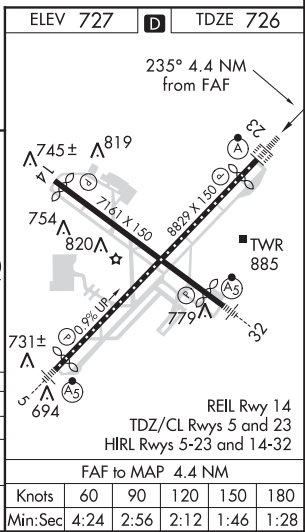
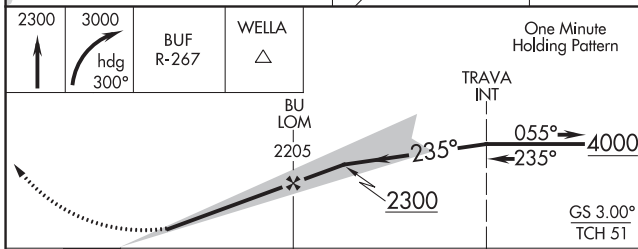
		MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 on heading 300° and BUF VOR/DME R-267 to WELLA INT/BUF 23.1 DME and hold.		
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ATIS 135.35	BUFFALO APP CON 126.15 263.125	BUFFALO TOWER 120.5 257.8	GND CON 133.2 257.8	CLNC DEL 124.7 257.8
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 23	926/18 200 (200-½)			
S-LOC 23	1140/24	414 (500-½)	1140/40	414 (500-¾)
CIRCLING	1200-1	473 (500-1)	1200-1 ½ 473 (500-1 ½)	1280-2 553 (600-2)

BUFFALO, NEW YORK

AL-65 (FAA)

16259

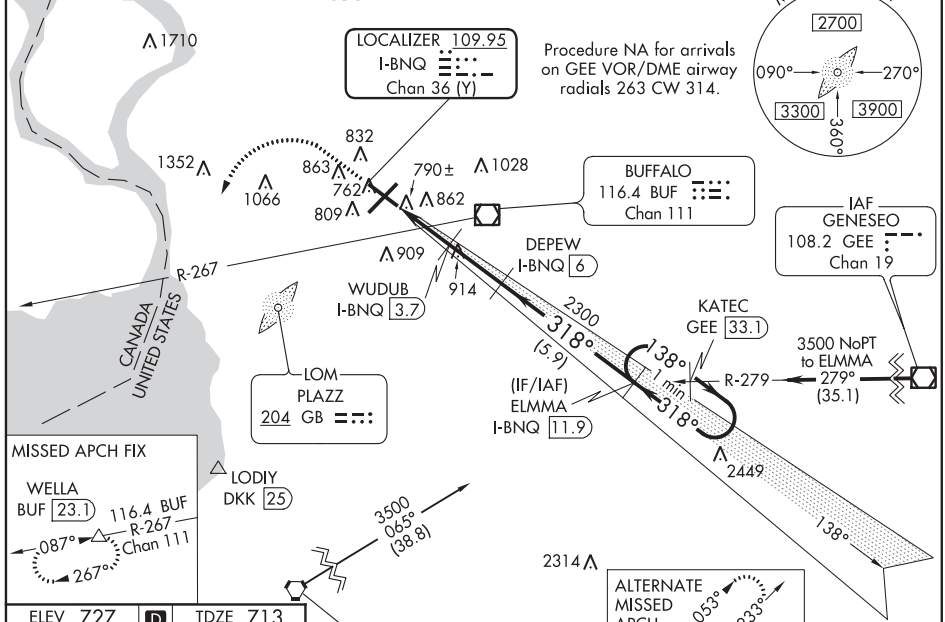
LOC/DME I-BNQ 109.95 Chan 36 (Y)	APP CRS 318°	Rwy Idg TDZE Apt Elev 6121 713 727
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ILS or LOC/DME RWY 32

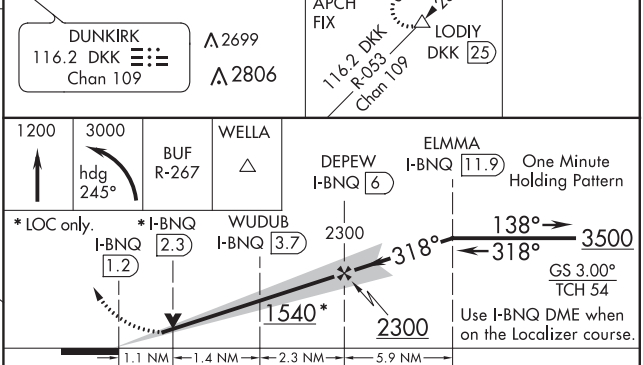
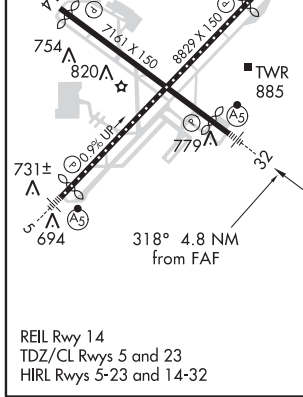
BUFFALO NIAGARA INTL (BUF)

<p>▼ Inop table does not apply to S-ILS 32. Helicopter visibility reduction below 3/4 SM NA. For inop MALSRS, increase S-LOC 32 Cats A/B visibility to 1 mile and S-LOC Cats C/D visibility to 1 1/8 mile.</p>	MALSRS	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 245° and on BUF VOR/DME R-267 to WELLA INT/BUF 23.1 DME and hold.		
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

DME REQUIRED



ELEV 727	D	TDZE 713
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CATEGORY	A	B	C	D
S-ILS 32	935-3/4 222 (300-3/4)			
S-LOC 32	1120-3/4 407 (500-3/4)			
CIRCLING	1200-1 473 (500-1)	1200-1 1/2 473 (500-1 1/2)	1280-2 553 (600-2)	

BUFFALO, NEW YORK
Amdt 1B 04FEB16

42°56'N-78°44'W

ILS or LOC/DME RWY 32

BUFFALO NIAGARA INTL (BUF)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

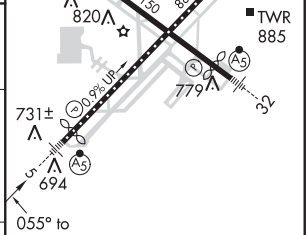
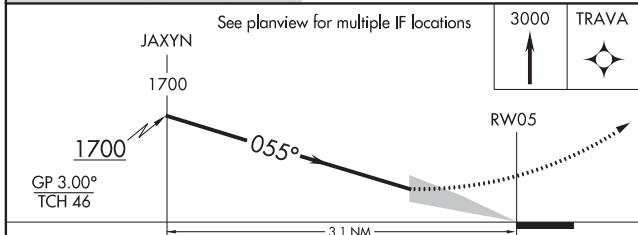
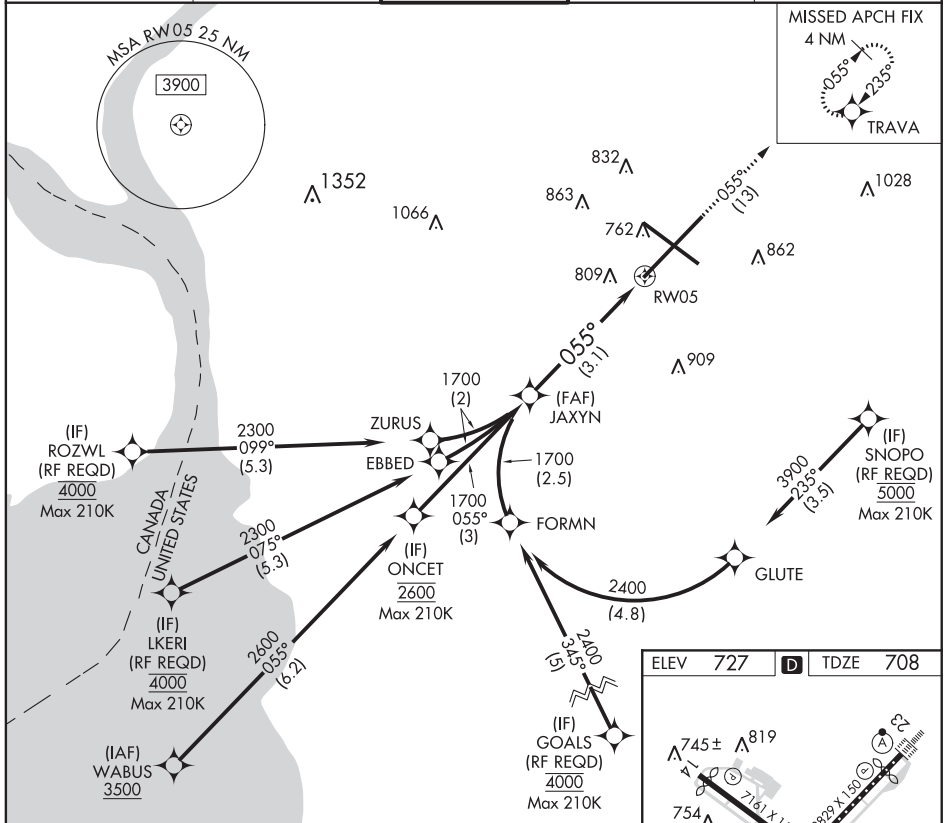
APP CRS	Rwy Idg	7757
055°	TDZE	708
	Apt Elev	727

RNAV (RNP) Z RWY 5

BUFFALO NIAGARA INTL (BUF)

For uncompensated Baro-VNAV systems, procedure below -18°C (0°F) or above 54°C (130°F). GPS required. For inoperative MALS, increase RNP 0.10 all Cats visibility to 1½. For inoperative MALS, increase RNP 0.30 all Cats visibility to 1¾.	MALS	MISSED APPROACH: Climb to 3000 on the RNAV missed approach route to TRAVA and hold.
	MISSED APPROACH: Climb to 3000 on the RNAV missed approach route to TRAVA and hold.	

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
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CATEGORY	A	B	C	D
RNP 0.10 DA		1065/45	357 (400-¾)	
RNP 0.30 DA		1159/60	451 (500-1¼)	

REIL Rwy 14
TDZ/CL Rwys 5 and 23
HIRL Rwys 5-23 and 14-32

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

BUFFALO, NEW YORK

AL-65 (FAA)

16259

APP CRS 235°	Rwy Idg TDZE Apt Elev	7567 726 727
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RNAV (RNP) Z RWY 23

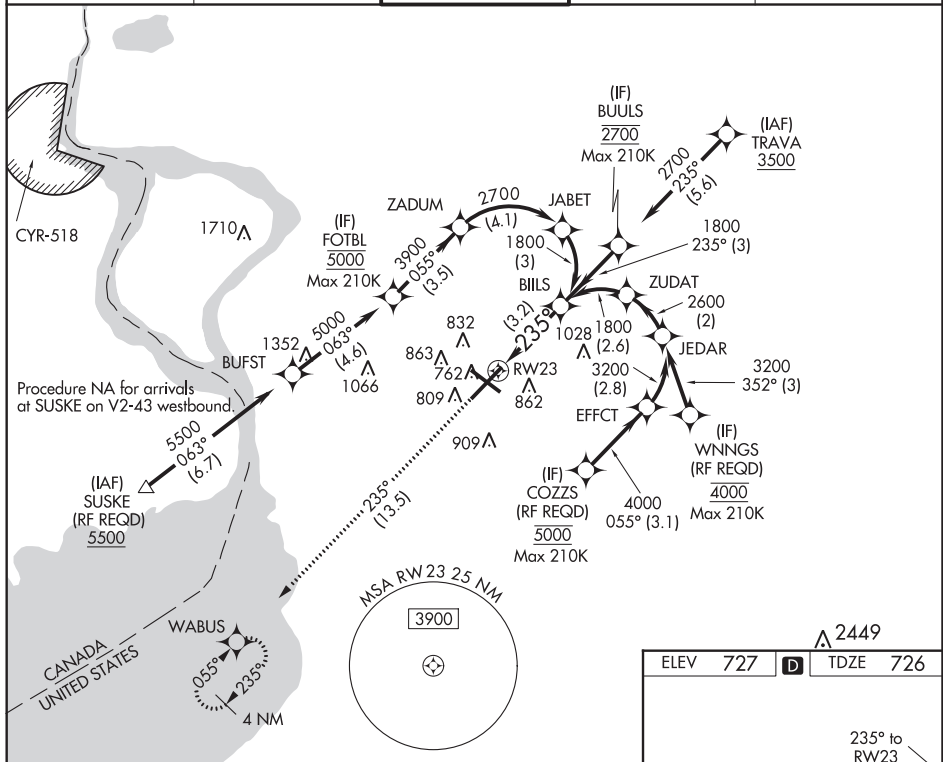
BUFFALO NIAGARA INTL (BUF)

▼ For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to 1¼. For inoperative ALSF, increase RNP 0.20 all Cats visibility to 1½. For inoperative ALSF, increase RNP 0.30 all Cats visibility to 1¾.



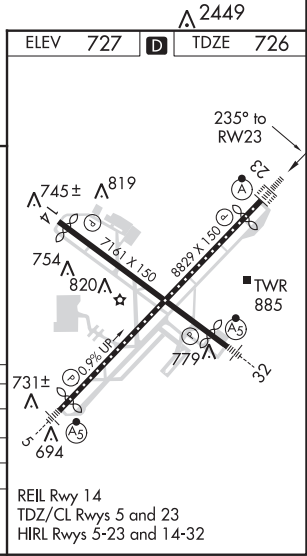
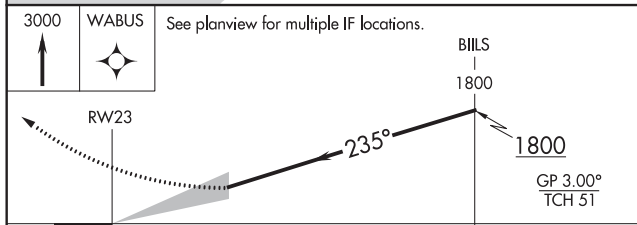
MISSED APPROACH: Climb to 3000 on the RNAV missed approach to WABUS and hold.

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
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.10 DA		1114/45	388 (400-¾)	
RNP 0.20 DA		1170/55	444 (500-1½)	
RNP 0.30 DA		1228-1¼	502 (600-1¾)	

AUTHORIZATION REQUIRED

REIL Rwy 14
 TDZ/CL Rwy 5 and 23
 HIRL Rwy 5-23 and 14-32

BUFFALO, NEW YORK
 Orig 18SEP14

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF) RNAV (RNP) Z RWY 23

WAAS CH 58129 W14A	APP CRS 138°	Rwy Idg 6121 TDZE 710 Apt Elev 727
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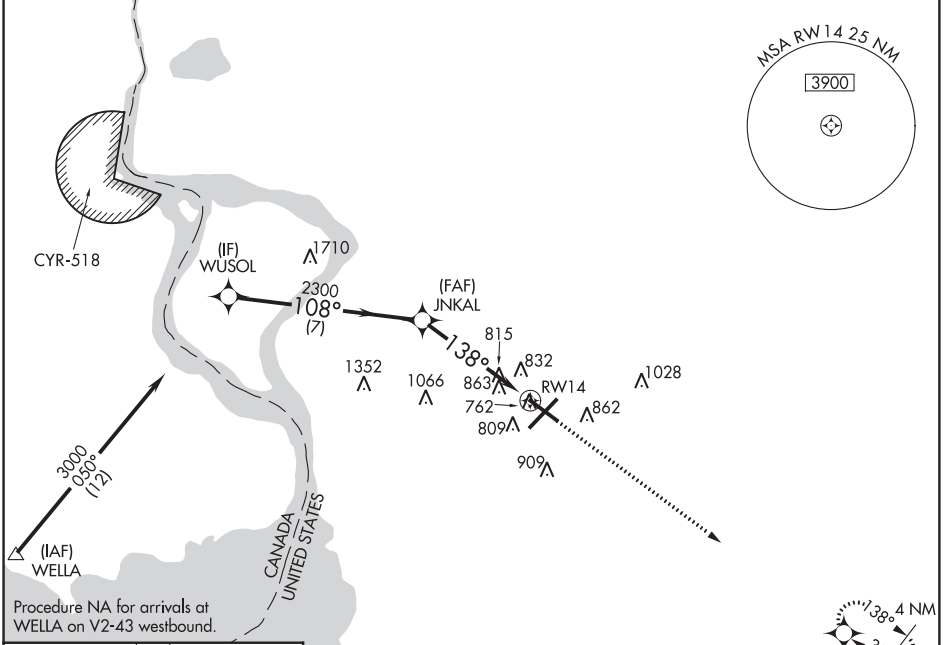
RNAV (GPS) RWY 14

BUFFALO NIAGARA INTL (BUF)

D DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

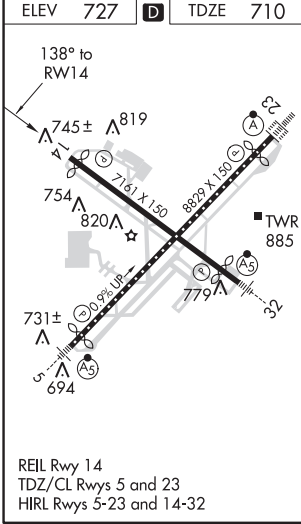
MISSED APPROACH: Climb to 3500 direct WALES and hold.

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
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



		WUSOL		3500		WALES	
		3000		↑		✧	
		108°		JNKAL		1 NM to RWY 14	
		2300		3.00°		RWY 14	
		7 NM		3.9 NM		1 NM	
CATEGORY		A	B	C	D		
LP	MDA	1080-1	370 (400-1)	1080-1½	370 (400-1½)		
LN	NAV MDA	1120-1	410 (400-1)	1120-1¼	410 (400-1¼)		
CIRCLING		1200-1	473 (500-1)	1200-1½	473 (500-1½)	1280-2	553 (600-2)

WAAS CH 81811 W32A	APP CRS 318°	Rwy Idg TDZE Apt Elev	6121 713 727
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RNAV (GPS) RWY 32

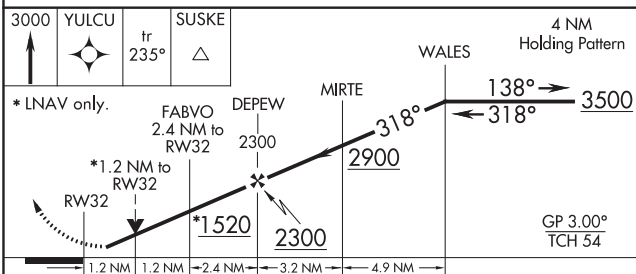
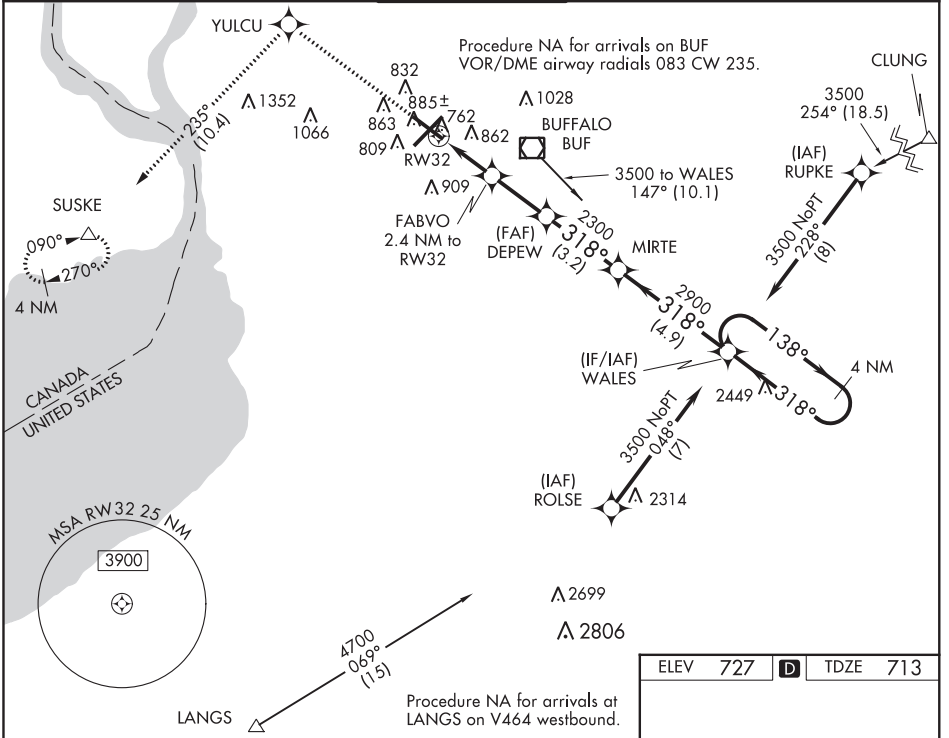
BUFFALO NIAGARA INTL (BUF)

▼ For uncompensated Baro-VNAV systems LNAV/VNAV NA below -17°C (2°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inop MALS, increase LNAV/VNAV, all Cats visibility to 1½ mile. Inop table does not apply to LPV all Cats.

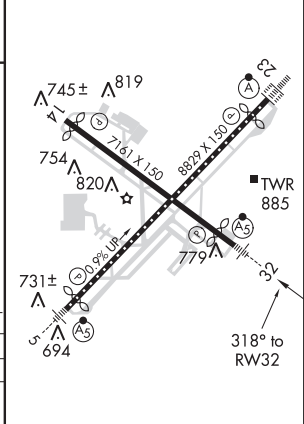


MISSED APPROACH: Climb to 3000 direct YULCU on track 235° to SUSKE and hold.

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
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ELEV 727	D	TDZE 713
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CATEGORY	A	B	C	D
LPV DA		913-¾	200 (200-¾)	
LNAV/VNAV DA		1092-¾	379 (400-¾)	
LNAV MDA		1140-¾	427 (500-¾)	
CIRCLING	1200-1	473 (500-1)	1200-1½ 473 (500-1½)	1280-2 553 (600-2)

REIL Rwy 14
TDZ/CL Rws 5 and 23
HIRL Rws 5-23 and 14-32

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

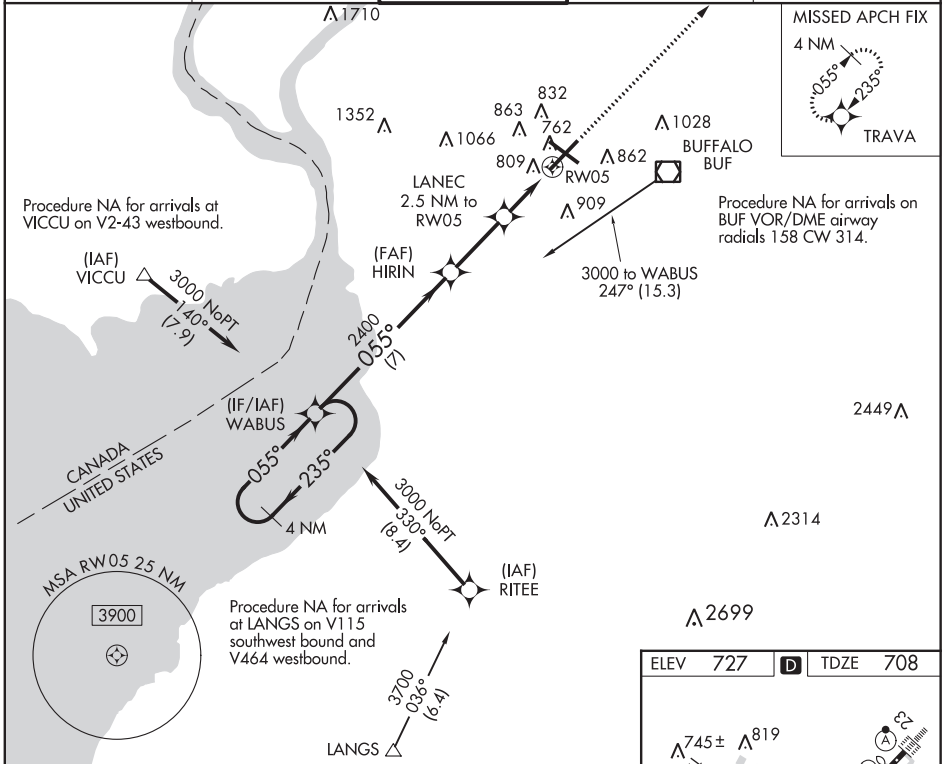
WAAS CH 70311 W05A	APP CRS 055°	Rwy Idg TDZE Apt Elev	7757 708 727
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RNAV (GPS) Y RWY 5

BUFFALO NIAGARA INTL (BUF)

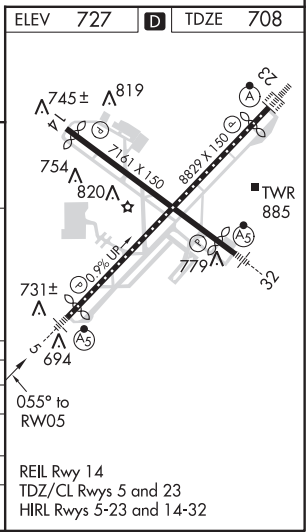
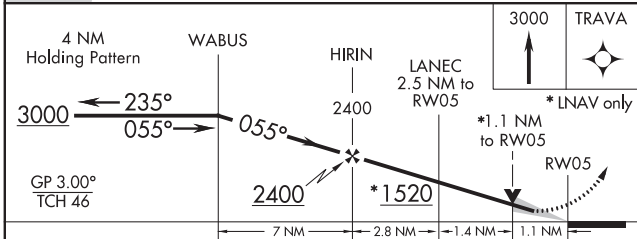
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climb to 3000 direct TRAVA and hold.

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
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		908/24	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)	1200-1½ 473 (500-1½)	1280-2 553 (600-2)

BUFFALO, NEW YORK

AL-65 (FAA)

16259

WAAS CH 77511 W23A	APP CRS 235°	Rwy Idg TDZE Apt Elev	7567 726 727
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RNAV (GPS) Y RWY 23

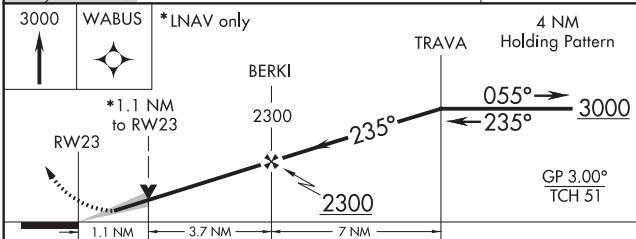
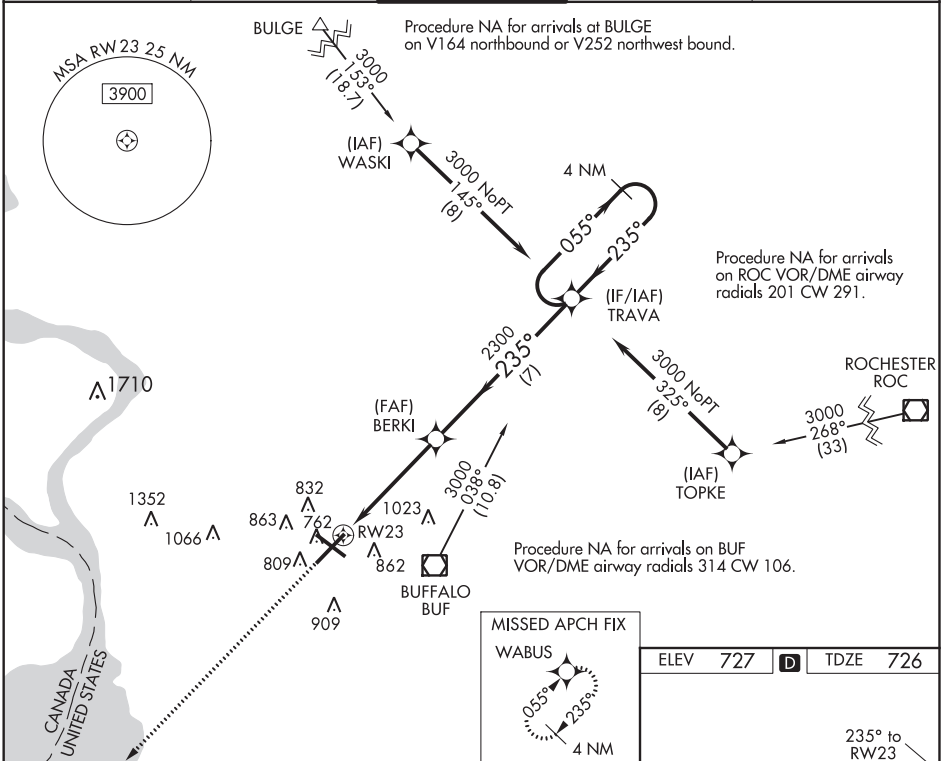
BUFFALO NIAGARA INTL (BUF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

ALSF-2

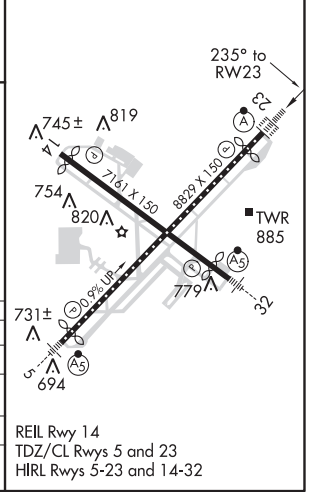
MISSED APPROACH: Climb to 3000 direct WABUS and hold.

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
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CATEGORY	A	B	C	D
LPV DA		926/24	200 (200-½)	
LNAV/VNAV DA		1050/30	324 (300-¾)	
LNAV MDA	1140/24	414 (500-½)	1140/40	414 (500-¾)
CIRCLING	1200-1	473 (500-1)	1200-1½	1280-2 553 (600-2)

ELEV 727	TDZE 726
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

BUFFALO, NEW YORK
Amdt 2B 18SEP14

42°56'N-78°44'W

BUFFALO NIAGARA INTL (BUF) RNAV (GPS) Y RWY 23

15232

AIRPORT DIAGRAM

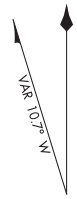
BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

AL-65 (FAA)

ATIS
 135.35
 BUFFALO TOWER
 120.5 257.8
 GND CON
 133.2 257.8
 CLNC DEL
 124.7 257.8

D

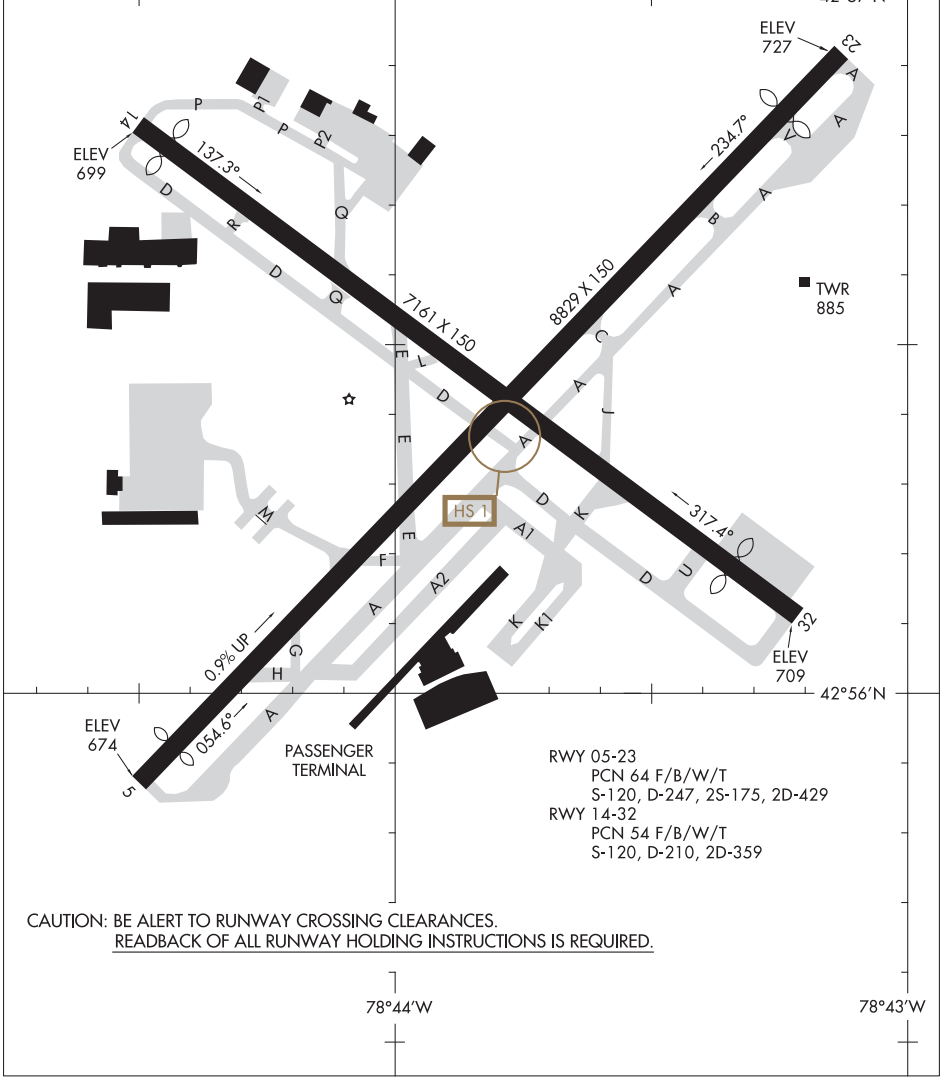
FIELD
ELEV
727



JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.0° E

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



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

AIRPORT DIAGRAM

15232

BUFFALO, NEW YORK
BUFFALO NIAGARA INTL (BUF)

(BUF5.BUF) 15176

BUFFALO FIVE DEPARTURE

SL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK

ATIS 135.35
 CLNC DEL
 124.7 257.8
 GND CON
 133.2 257.8
 BUFFALO DEP CON
 126.15 263.125
 BUFFALO TOWER
 120.5 257.8

BUFFALO
 116.4 BUF
 Chan 111
 N42°55.74'
 W78°38.78'
 L-31, H-10-11

**TOP ALTITUDE:
10000**

TAKEOFF MINIMUMS:
 Rws 5, 14, 23, 32: Standard.

LONDON
 117.2 YXU
 Chan 119
 N43°02.27'
 W81°08.94'
 L-30-31, H-10-11

ROCHESTER
 110.0 ROC
 Chan 37
 N43°07.08'
 W77°40.37'
 L-31-32, H-10-11-12

SYRACUSE
 117.0 SYR
 Chan 117
 N43°09.63'
 W76°12.27'
 L-32, H-11-12

GENESEEO
 108.2 GEE
 Chan 19
 N42°50.06'
 W77°43.97'
 L-31-32, H-10-11-12

AYLMER
 114.2 YQO
 Chan 89
 N42°42.40'
 W80°53.27'
 L-30, H-10-11

DUNKIRK
 116.2 DKK
 Chan 109
 N42°29.43'
 W79°16.45'
 L-30, H-10

WELLSVILLE
 111.4 ELZ
 Chan 51
 N42°05.38'
 W77°59.97'
 L-30-32, H-10-12

JAMESTOWN
 114.7 JHW
 Chan 94
 N42°11.32'
 W79°07.28'
 L-30, H-10

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

DRYER
 113.6 DJB
 Chan 83
 N41°21.48'
 W82°09.72'
 L-30, H-10

BRADFORD
 116.6 BFD
 Chan 113
 N41°47.18'
 W78°37.16'
 L-30

SLATE RUN
 113.9 SLT
 Chan 86
 N41°30.77'
 W77°58.21'
 L-30, H-10-12

NOTE: RADAR required.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TURBOJET AIRCRAFT:

- 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. . .

NONTURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . .

. . . expect vectors to assigned route/fix. Maintain 10000 or assigned lower altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

BUFFALO FIVE DEPARTURE

(BUF5.BUF) 15176

BUFFALO, NEW YORK
BUFFALO NIAGARA INTL (BUF)

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 649' from DER, 347' left of centerline, up to 100' AGL/756' MSL.
Trees beginning 1449' from DER, 685' right of centerline, up to 100' AGL/787' MSL.

Rwy 14: Trees, poles, signs, and fence 2' from DER, 395' right of centerline, up to 100' AGL/759' MSL.
Trees, poles, and building beginning 329' from DER, 17' left of centerline, up to 100' AGL/790' MSL.

Rwy 23: Trees, poles, building, and signs beginning 393' from DER, 108' right of centerline, up to 100' AGL/741' MSL.
Trees, poles, building, and signs beginning 14' from DER, 216' left of centerline, up to 100' AGL/732' MSL.

Rwy 32: Trees and poles beginning 632' from DER, 10' right of centerline, up to 100' AGL/753' MSL.
Trees and vegetation beginning 16' from DER, 27' left of centerline, up to 100' AGL/756' MSL.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42622 W04A	APP CRS 043°	Rwy Idg TDZE Apt Elev	4177 172 172
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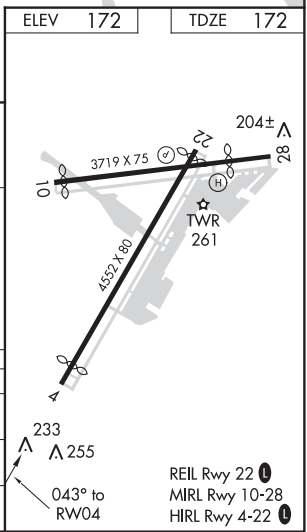
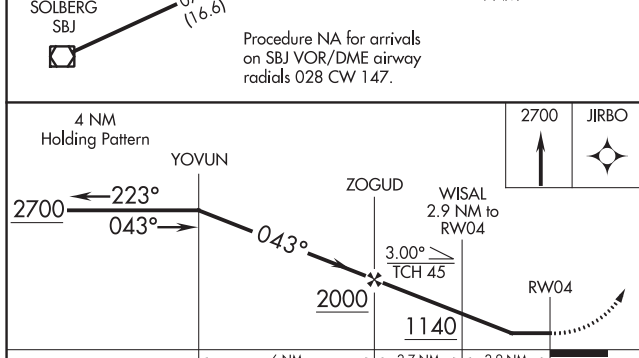
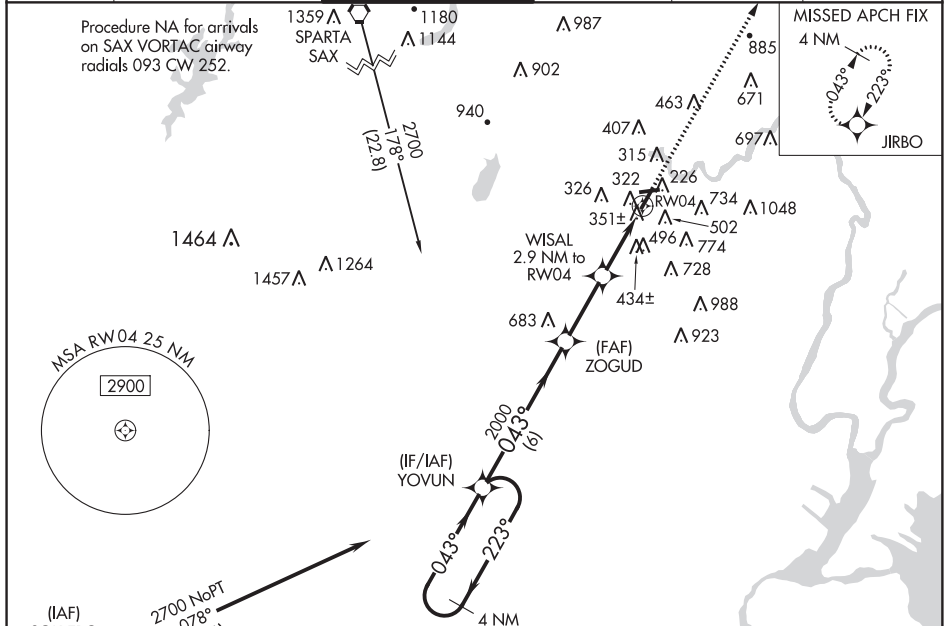
RNAV (GPS) RWY 4

ESSEX COUNTY (CDW)

⚠ Circling to Rwy 10, 28 NA at night. DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA. Straight-in/Circling Rwy 4 procedure NA at night.
 When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet, and LNAV Cat C and D and Circling Cat A-C visibility ¼ mile.

MISSED APPROACH:
 Climb to 2700 direct JIRBO and hold.

ATIS 135.5	NEW YORK APP CON 127.6 379.9	CALDWELL TOWER ★ 119.8 (CTAF) 0	GND CON 121.9	CLNC DEL 121.1	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	620-1	448 (500-1)	620-1 3/8	448 (500-1 3/8)
LNAV MDA	660-1	488 (500-1)	660-1 3/8	488 (500-1 3/8)
CIRCLING	940-1 768 (800-1)	980-1 808 (900-1)	1040-2 1/2 868 (900-2 1/2)	1100-3 928 (1000-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 81922 W10A	APP CRS 096°	Rwy Idg TDZE 172 Apt Elev 172	3539
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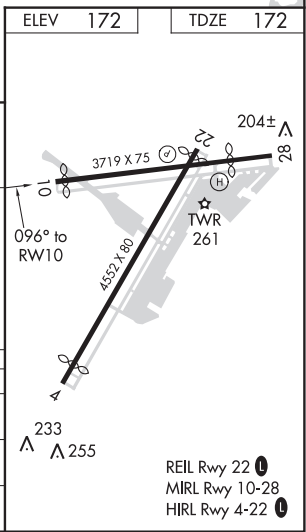
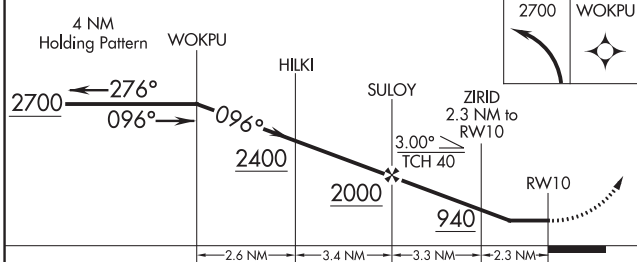
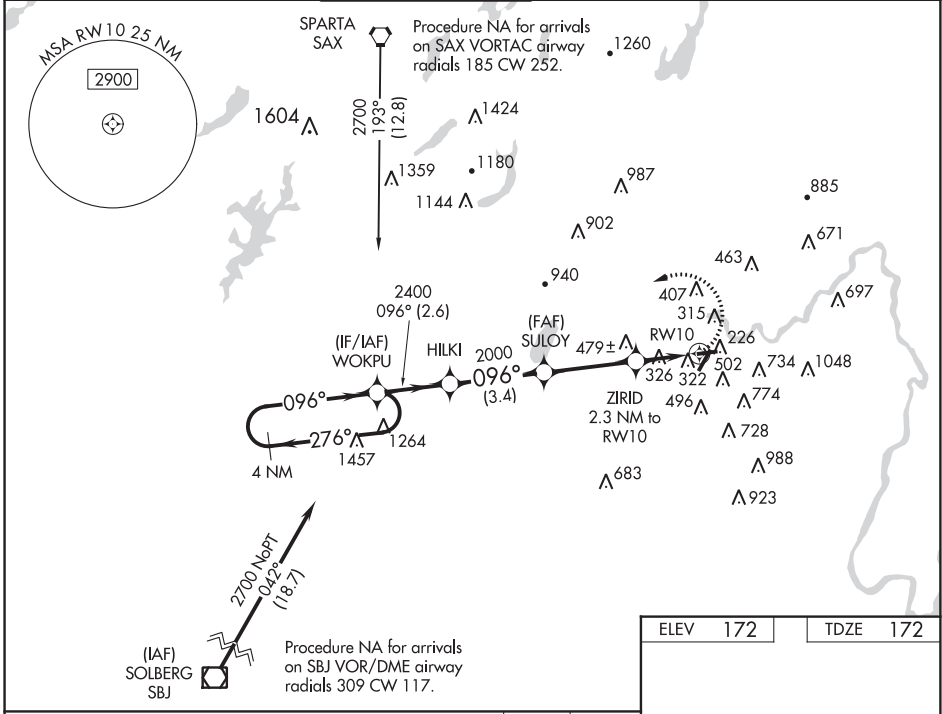
RNAV (GPS) RWY 10

ESSEX COUNTY (CDW)

⚠ Circling to Rwy 4, 28 NA at night. DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA. Straight-in/Circling Rwy 10 procedure NA at night.
 When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet, LP Cat C and D visibility 1/4 mile, LNAV Cat C and D visibility 1/2 mile, and Circling Cat A-C visibility 1/4 mile.

MISSED APPROACH:
 Climbing left turn to 2700
 direct WOKPU and hold.

ATIS 135.5	NEW YORK APP CON 127.6 379.9	CALDWELL TOWER ★ 119.8 (CTAF) 0	GND CON 121.9	CLNC DEL 121.1	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	580-1	408 (500-1)	580-1 1/8	408 (500-1 1/8)
LNAV MDA	740-1	568 (600-1)	740-1 5/8	568 (600-1 5/8)
CIRCLING	940-1 768 (800-1)	980-1 808 (900-1)	1040-2 1/2 868 (900-2 1/2)	1100-3 928 (1000-3)

- REIL Rwy 22 0
- MIRL Rwy 10-28
- HIRL Rwy 4-22 0

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58022 W22A	APP CRS 223°	Rwy Idg TDZE Apt Elev	4418 172 172
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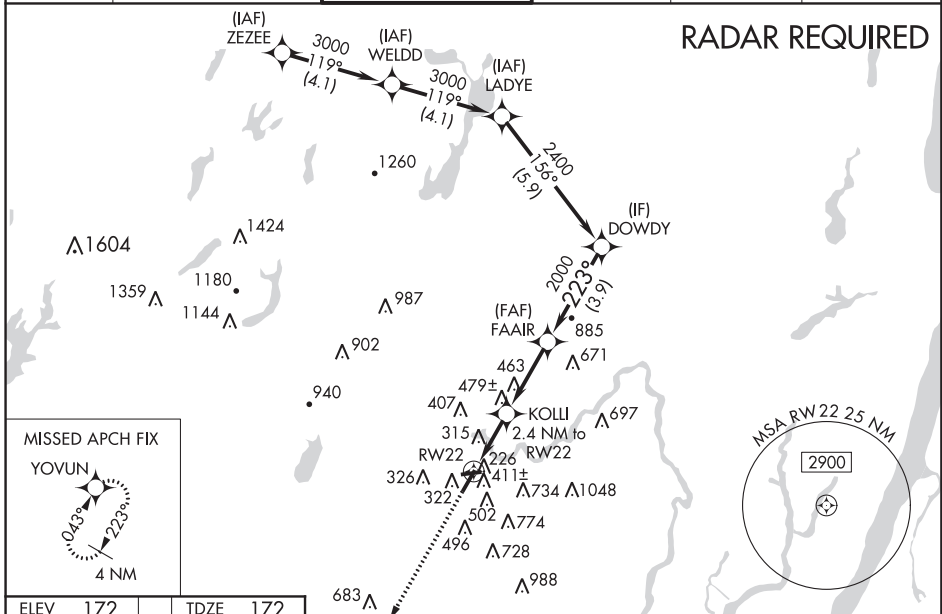
RNAV (GPS) RWY 22

ESSEX COUNTY (CDW)

⚠ Baro-VNAV NA when using Newark altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newark altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C and Circling Cats A and C visibility ¼ mile. Night landing: Rws 4, 10, 28 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 2000 direct YOYUN and hold.

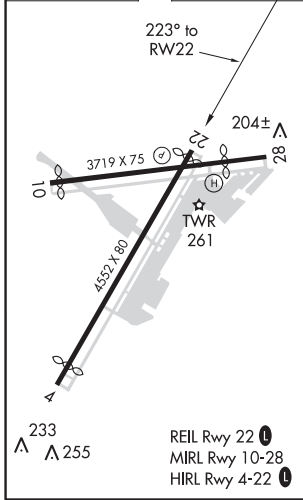
ATIS 135.5	NEW YORK APP CON 127.6 379.9	CALDWELL TOWER ★ 119.8 (CTAF) 0	GND CON 121.9	CLNC DEL 121.1	UNICOM 122.95
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NE-2, 10 NOV 2016 to 05 JAN 2017

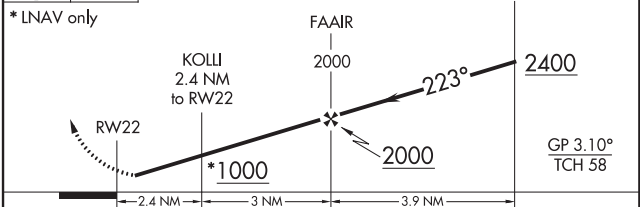
NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 172	TDZE 172
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↑ YOYUN VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

* LNAV only



CATEGORY	A	B	C	D
LPV DA	459-1 287 (300-1)			NA
LNAV/VNAV DA	610-1⅓ 438 (500-1⅓)			NA
LNAV MDA	680-1	508 (600-1)	680-1⅓ 508 (600-1⅓)	NA
C CIRCLING	960-1 788 (800-1)	1040-1¼ 868 (900-1¼)	1100-2¾ 928 (1000-2¾)	NA

LOC I-CDW	APP CRS	Rwy Idg	4418
109.35	223°	TDZE	172
		Apt Elev	172

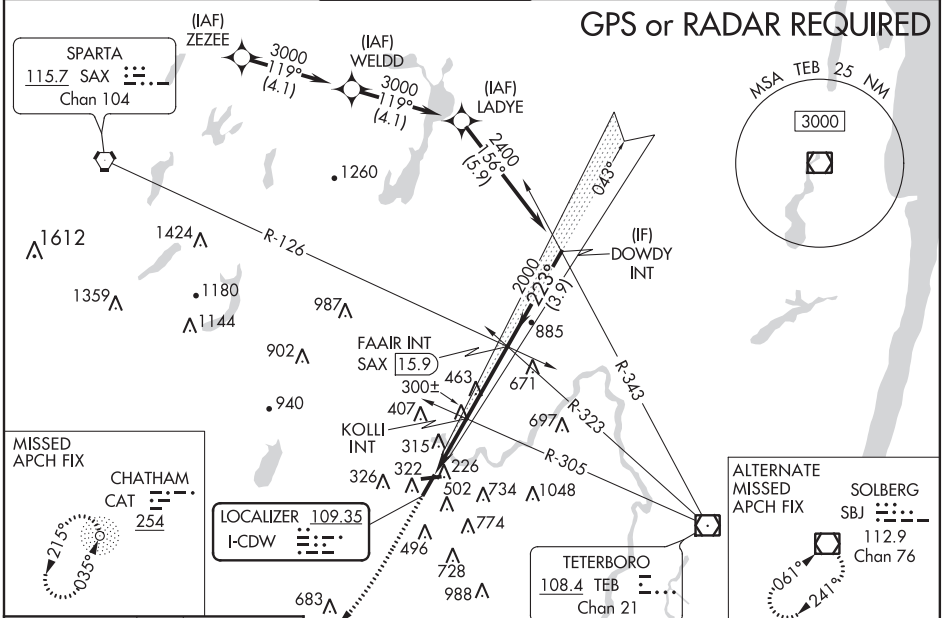
LOC RWY 22

ESSEX COUNTY (CDW)

NA When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet and S-22 Cat A and Circling Cat C visibility 1/4 mile. KOLLI INT minimums: increase all MDA 60 feet and increase S-22 Cats C/D and Circling Cats A and C visibility 1/4 mile. Night Landing: Rwy 4, 10, 28 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 600 then climbing right turn 2000 direct CAT NDB and hold.

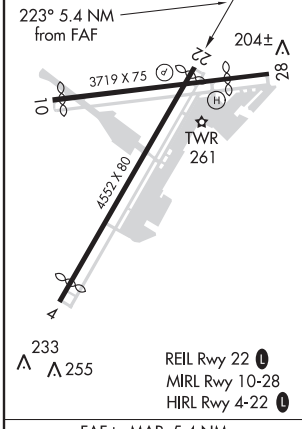
ATIS	NEW YORK APP CON	CALDWELL TOWER ★	GND CON	CLNC DEL	UNICOM
135.5	127.6 379.9	119.8 (CTAF) 0	121.9	121.1	122.95



NE-2, 10 NOV 2016 to 05 JAN 2017

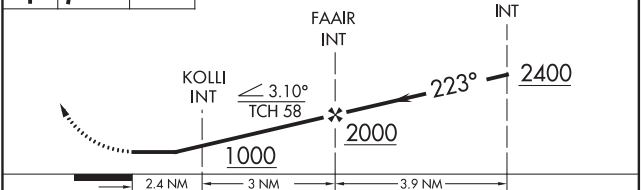
NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 172	TDZE 172
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600 2000 CAT

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



CATEGORY	A	B	C	D
S-22	1000-1 828 (900-1)	1000-1¼ 828 (900-1¼)	1000-2½ 828 (900-2½)	828 (900-2½)
C 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-22	560-1	388 (400-1)	560-1½	388 (400-1½)
C CIRCLING	960-1 788 (800-1)	1040-1¼ 868 (900-1¼)	1100-2¾ 928 (1000-2¾)	1400-3 1228 (1300-3)

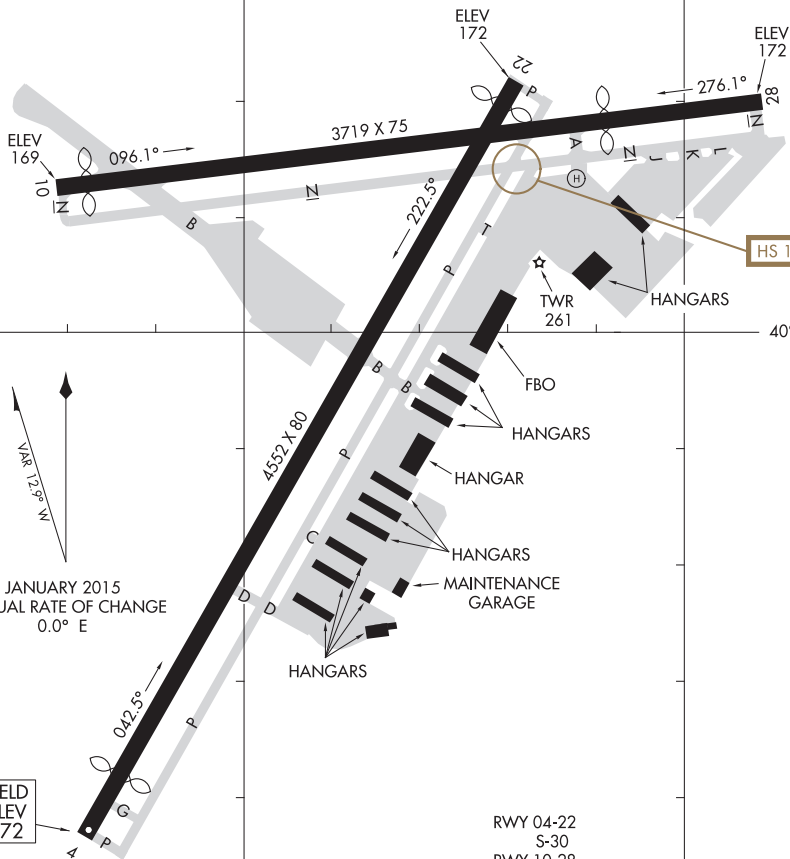
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

AIRPORT DIAGRAM

AL-5275 (FAA)

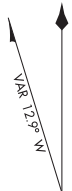
ESSEX COUNTY (CDW)
CALDWELL, NEW JERSEY

ATIS
135.5
CALDWELL TOWER ★
119.8
GND CON
121.9
CLNC DEL
121.1



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° E

FIELD
ELEV
172

RWY 04-22
S-30
RWY 10-28
S-12.5

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

74°17.0'W

74°16.5'W

AIRPORT DIAGRAM

CALDWELL, NEW JERSEY
ESSEX COUNTY (CDW)

WAAS CH 45725 W13A	APP CRS 135°	Rwy Idg TDZE Apt Elev	5500 804 814
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RNAV (GPS) RWY 13

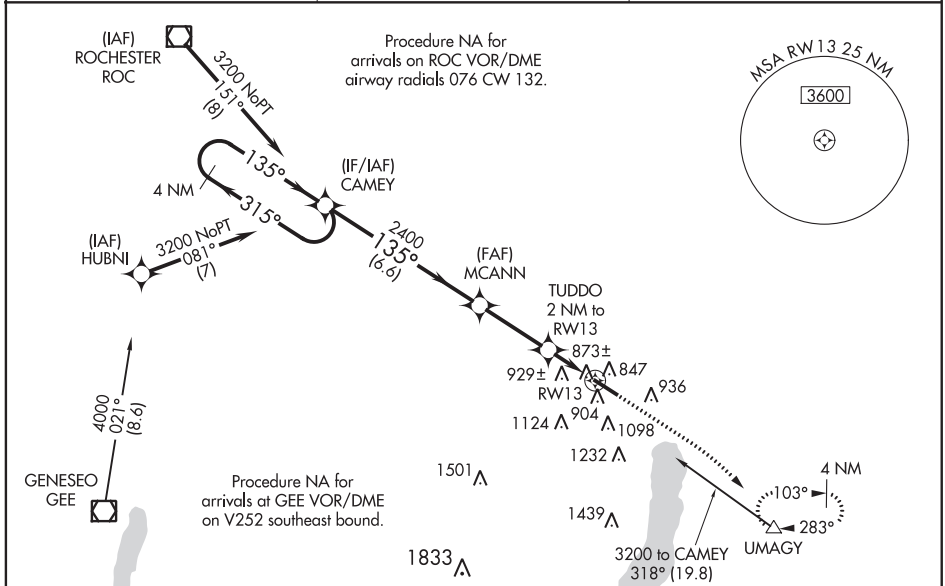
CANANDAIGUA (D38)

▼
▲ NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LPV all Cats visibility 1/4 mile, LNAV/VNAV all Cats visibility 3/8 mile and LNAV and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Rochester altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct UMACY and hold. Continue climb-in-hold to 4000.

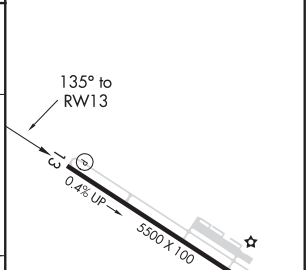
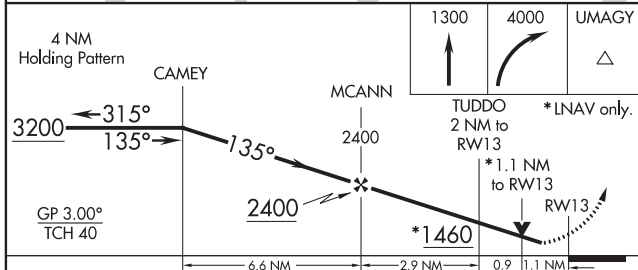
AWOS-3 118.675	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 814	TDZE 804
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CATEGORY	A	B	C	D
LPV DA	1056-7/8	252 (300-7/8)		NA
LNAV/VNAV DA	1251-1 1/2	447 (500-1 1/2)		NA
LNAV MDA	1180-1	376 (400-1)	1180-1 1/8 376 (400-1 1/8)	NA
C CIRCLING	1460-1	646 (700-1)	1540-2 726 (800-2)	NA

MIRL Rwy 13-31 **0**
REIL Rwy 13 and 31

WAAS CH 40125 W31A	APP CRS 315°	Rwy Idg TDZE Apt Elev	5500 814 814
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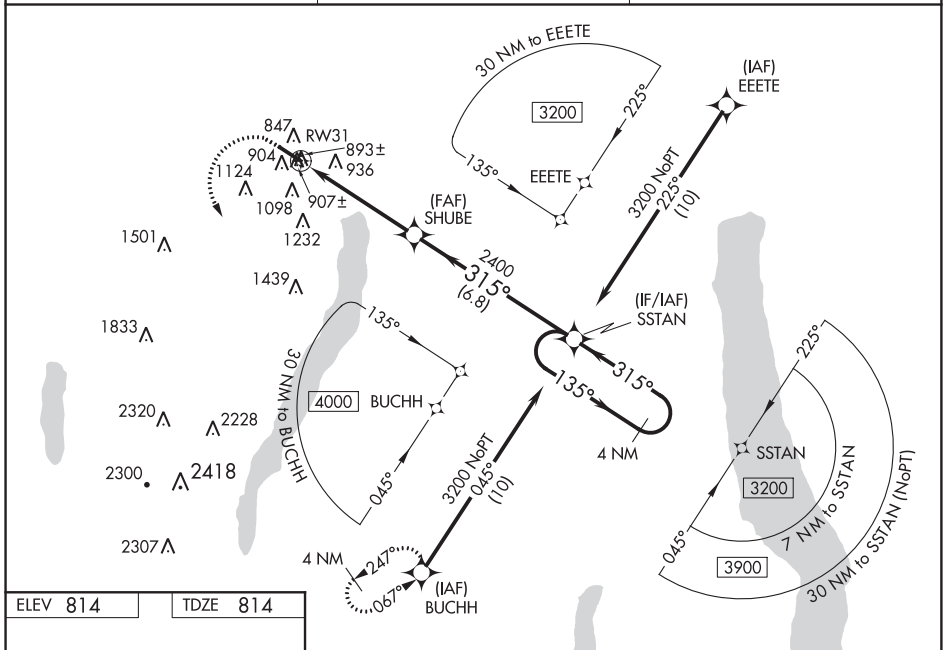
RNAV (GPS) RWY 31

CANANDAIGUA (D38)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase LPV DA to 1146, LNAV/VNAV DA to 1328 and all MDA 100 feet; increase visibility LPV all Cats to 1½ mile, LNAV/VNAV all Cats to 1¾ mile and LNAV Cat C to 1¾ mile and Circling Cat C to 2½ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Greater Rochester altimeter setting.

MISSED APPROACH:
Climb to 1400 then climbing left turn to 3700 direct BUCHH and hold.

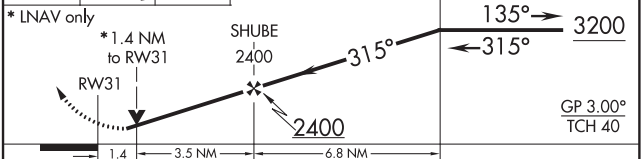
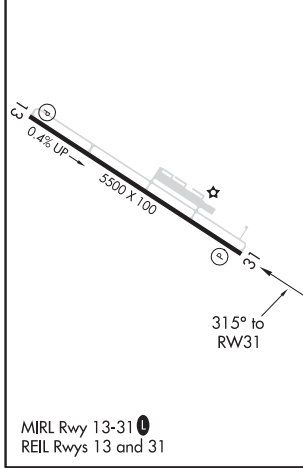
AWOS-3 118.675	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 814	TDZE 814
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CATEGORY	A	B	C	D
LPV DA	1064-7/8	250 (300-7%)		NA
LNAV/VNAV DA	1246-1½	432 (500-1½)		NA
LNAV MDA	1300-1	486 (500-1)	1300-1¾ 486 (500-1¾)	NA
C CIRCLING	1460-1	646 (700-1)	1540-2 726 (800-2)	NA

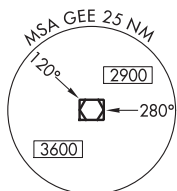
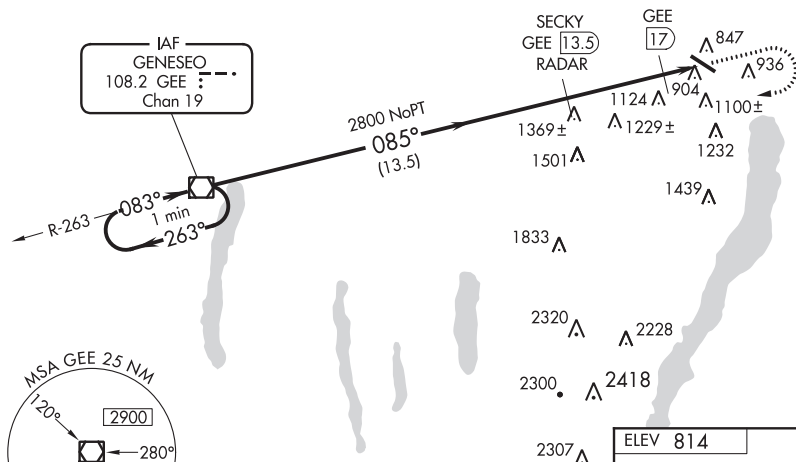
VOR/DME GEE 108.2 Chan 19	APP CRS 085°	Rwy Idg TDZE Apt Elev N/A N/A 814
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VOR-A
CANANDAIGUA (D38)

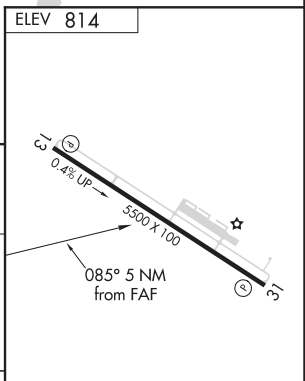
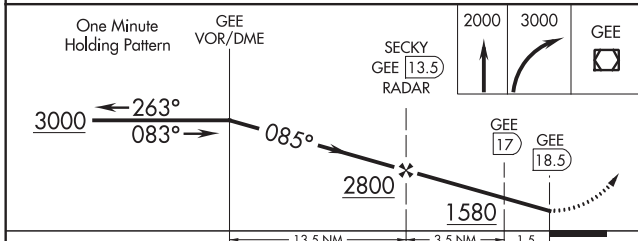
▼ Use Greater Rochester Intl altimeter setting.
▲ NA MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct GEE VOR/DME and hold.

AWOS-3 118.675	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) 0
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NoPT for arrival on GEE VOR/DME
airway radials 153 CW 018.



DME or RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1580-1 766 (800-1)	1580-1¼ 766 (800-1¼)	1580-2¼ 766 (800-2¼)	NA
DME MINIMUMS				
CIRCLING	1540-1 726 (800-1)	1540-2 726 (800-2)	NA	NA

MIRL Rwy 13-31
REIL Rws 13 and 31

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

CORTLAND, NEW YORK

AL-6029 (FAA)

16035

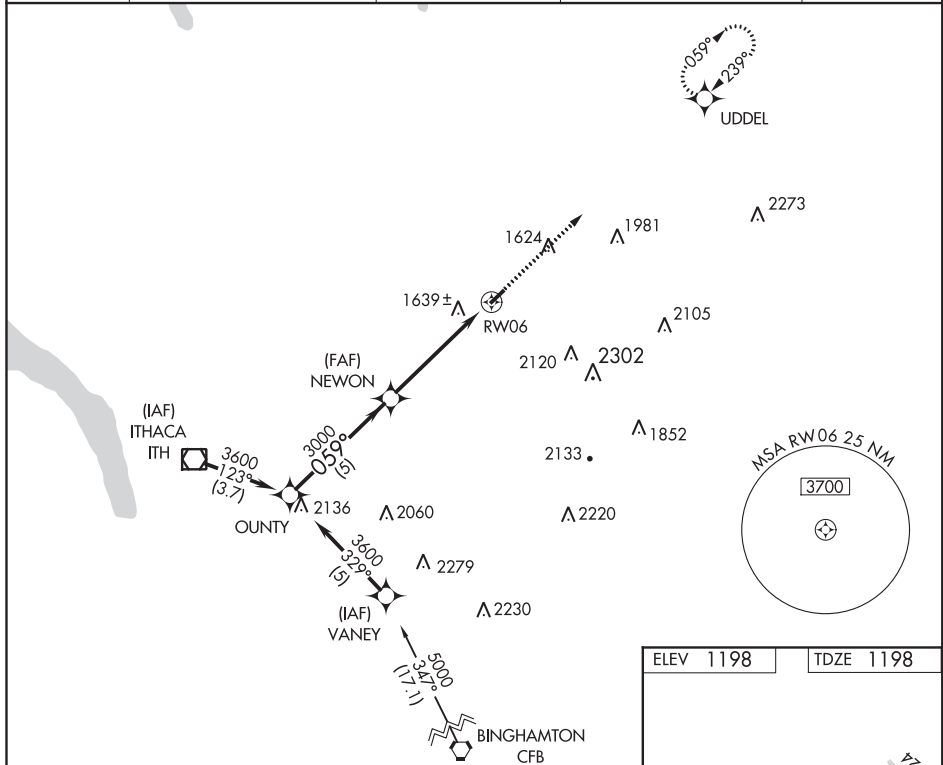
APP CRS	Rwy Idg	3400
059°	TDZE	1198
	Apt Elev	1198

GPS RWY 6

CORTLAND COUNTY-CHASE FIELD (NØ3)

NA -25°C/-13°F	MISSED APPROACH: Climb to 3600 direct UDDEL WP and hold.			
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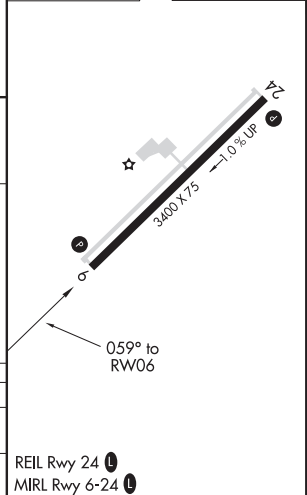
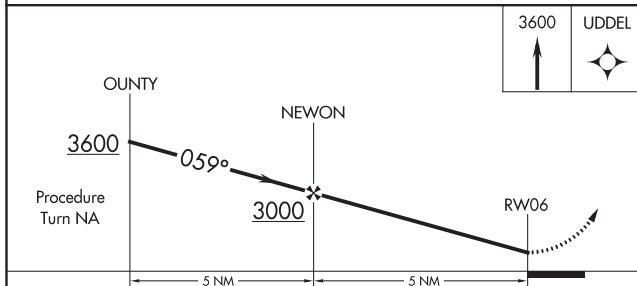
AWOS-3 132.225	BINGHAMTON APP CON * 118.6 257.625	ELMIRA APP CON * 124.3 257.8 (W)	SYRACUSE APP CON 126.125 269.125 (N-NE)	UNICOM 122.8 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1198	TDZE 1198
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CATEGORY	A	B	C	D
S-6	1900-1	702 (800-1)	1900-2 702 (800-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA

CORTLAND, NEW YORK
Orig 13AUG98

42°36'N - 76°13'W

CORTLAND COUNTY-CHASE FIELD (NØ3)

GPS RWY 6

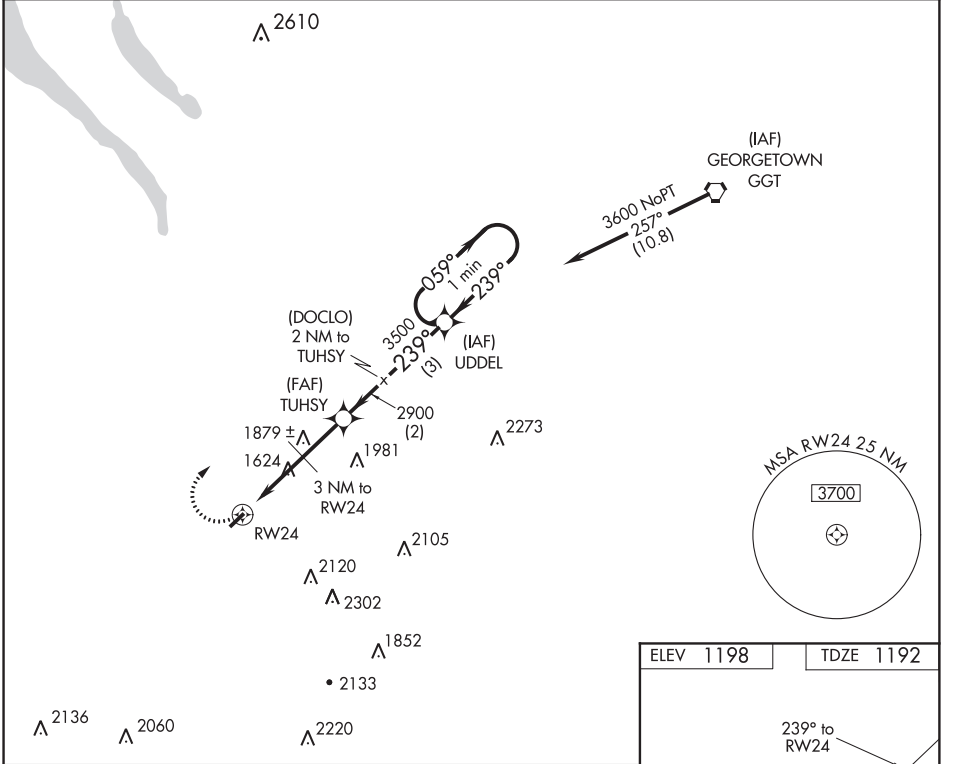
GPS RWY 24

CORTLAND COUNTY-CHASE FIELD (NØ3)

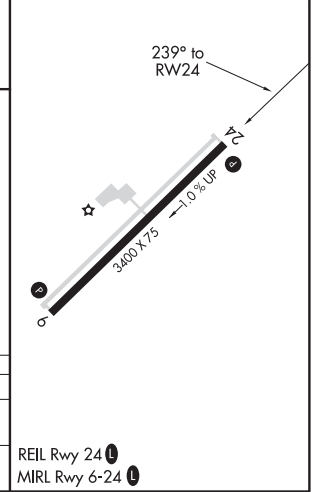
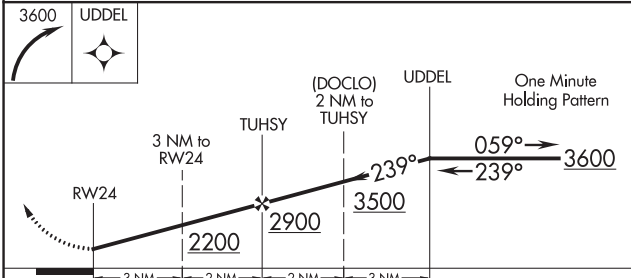
APP CRS	Rwy Idg	3400
239°	TDZE	1192
	Apt Elev	1198

MISSED APPROACH: Climbing right turn to 3600 direct UDDEL WP and hold.

AWOS-3 132.225	BINGHAMTON APP CON * 118.6 257.625	ELMIRA APP CON * 124.3 257.8 (W)	SYRACUSE APP CON 126.125 269.125 (N-NE)	UNICOM 122.8 (CTAF)
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ELEV 1198	TDZE 1192
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CATEGORY	A	B	C	D
S-24	1880-1	688 (700-1)	1880-2 688 (700-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA

REIL Rwy 24 (L)
MIRL Rwy 6-24 (L)

GPS RWY 24

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

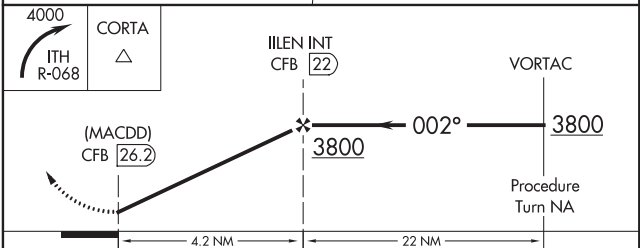
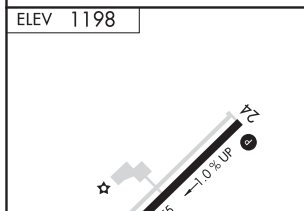
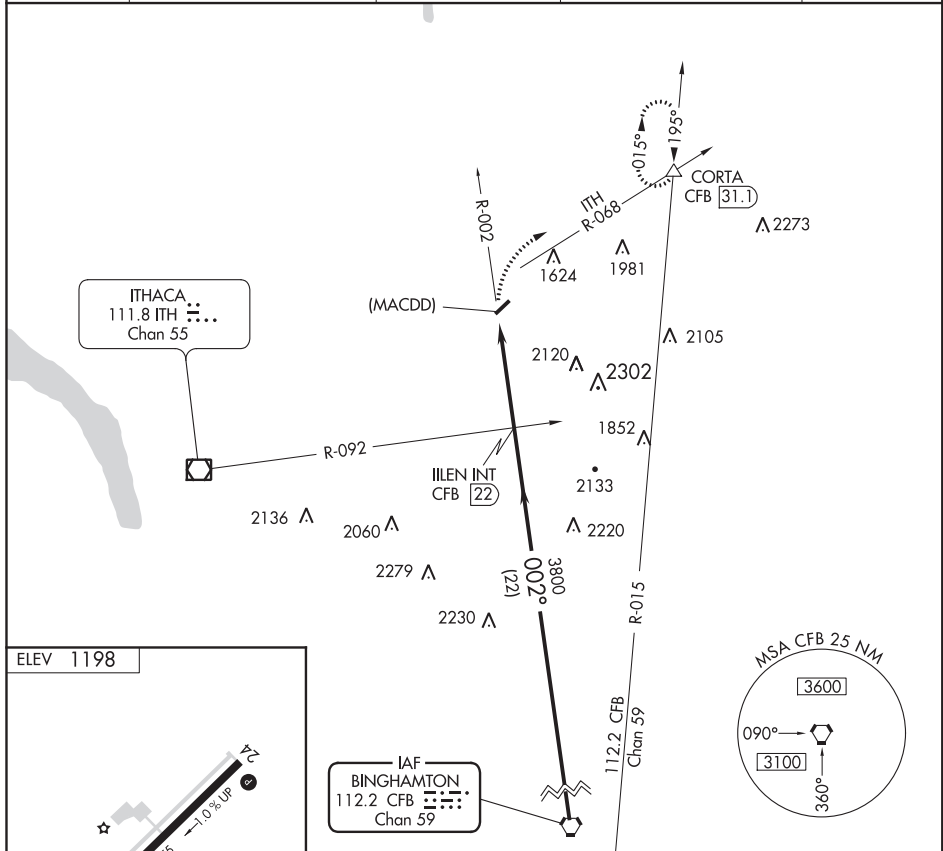
VORTAC CFB 112.2 Chan 59	APP CRS 002°	Rwy Idg TDZE Apt Elev	N/A N/A 1198
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VOR or GPS-A

CORTLAND COUNTY-CHASE FIELD (N03)

-25°C/-13°F	If local altimeter setting not received, procedure not authorized.		MISSED APPROACH: Climbing right turn to 4000 via ITH R-068 to CORTA INT/CFB 31.1 DME and hold.	
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AWOS-3 132.225	BINGHAMTON APP CON * 118.6 257.625	ELMIRA APP CON * 124.3 257.8 (W)	SYRACUSE APP CON 126.125 269.125 (N-NE)	UNICOM 122.8 (CTAF)
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FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	2280-1¼ 1082 (1100-1¼)	2280-1½ 1082 (1100-1½)	2280-3 1082 (1100-3)	NA

NE-2, 10 NOV 2016 to 05 JAN 2017

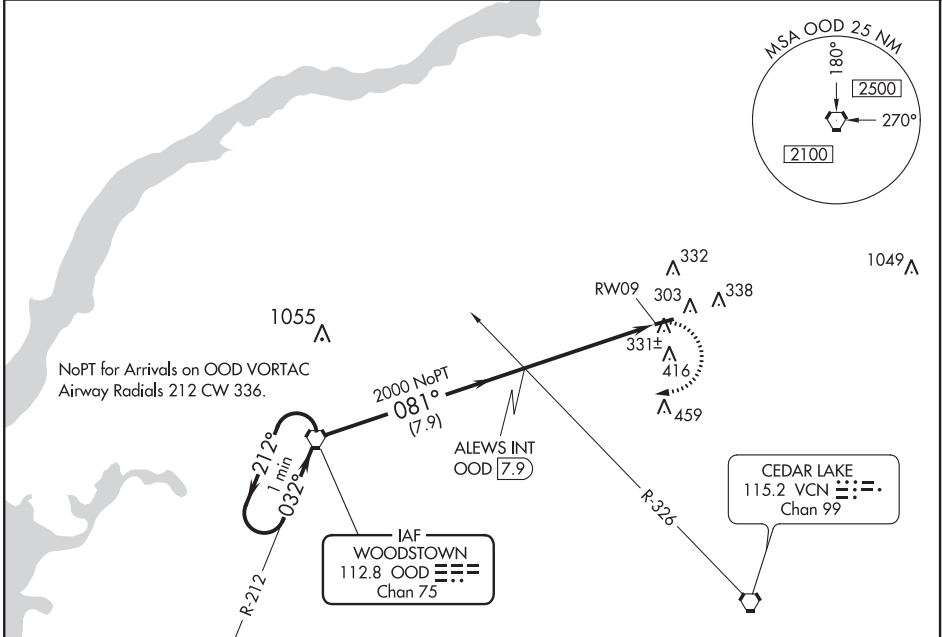
NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC OOD 112.8 Chan 75	APP CRS 081°	Rwy Idg 3500 TDZE 162 Apt Elev 162
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VOR or GPS RWY 9

CROSS KEYS (17N)

<p>▼ Use Philadelphia Intl Airport altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct OOD VORTAC and hold.</p>
<p>PHILADELPHIA APP CON 127.35 133.875 317.55</p>	<p>UNICOM 122.8 (CTAF) 0</p>



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 162		TDZE 162	
One Minute Holding Pattern		OOD VORTAC	ALEWS INT OOD [7.9]
<p>2000 ← 212°</p> <p>← 032° →</p> <p>→ 081° →</p> <p>2000</p>		<p>2000</p> <p>RW09 OOD [12.9]</p>	<p>2000 OOD</p>
		7.9 NM	5 NM
CATEGORY	A	B	C
S-9	760-1	598 (600-1)	NA
CIRCLING	760-1	820-1	NA
	598 (600-1)	658 (700-1)	
LIRL Rwy 9-27 0			
FAF to MAP 5 NM			
Knots	60	90	120
Min:Sec	5:00	3:20	2:30
		150	180
		2:00	1:40

DANSVILLE, NEW YORK

AL-595 (FAA)

16259

APP CRS	Rwy Idg	3500
151°	TDZE	635
	Apt Elev	662

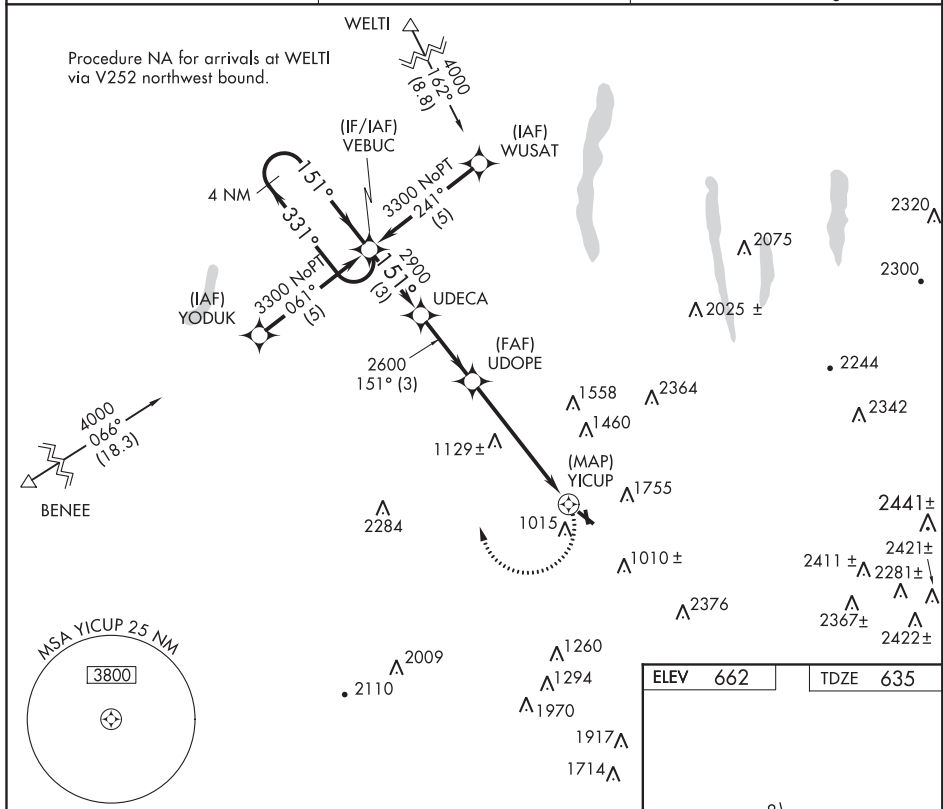
RNAV (GPS) RWY 14

DANSVILLE MUNI (DSV)

⚠ DME/DME RNP-0.3 NA. Procedure NA at night.
⚠ If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.
❄ -18°C/0°F

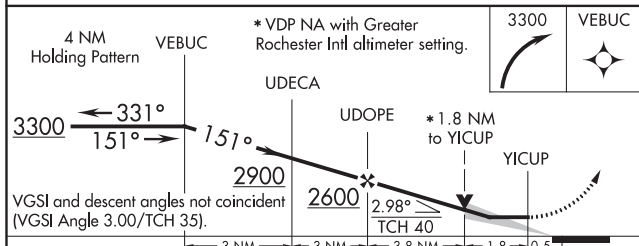
MISSED APPROACH: Climbing right turn to 3300 direct VEBUC and hold.

ASOS 118.325	ROCHESTER APP CON 123.7 322.3	UNICOM 123.0 (CTAF)
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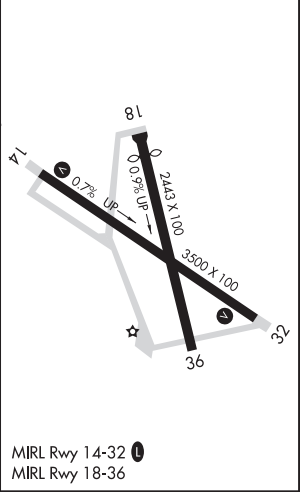


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV	662	TDZE	635
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CATEGORY	A	B	C	D
LNVA MDA	1400-1 765 (800-1)	1400-1¼ 765 (800-1¼)	1400-2¼ 765 (800-2¼)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA

DANSVILLE, NEW YORK
 Orig 07JUL05

42°34'N-77°43'W

DANSVILLE MUNI (DSV) RNAV (GPS) RWY 14

APP CRS 180°	Rwy Idg 2275
	TDZE 657
	Apt Elev 662

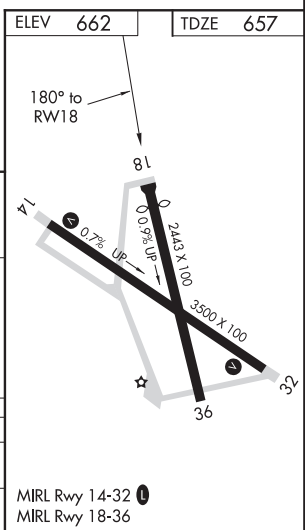
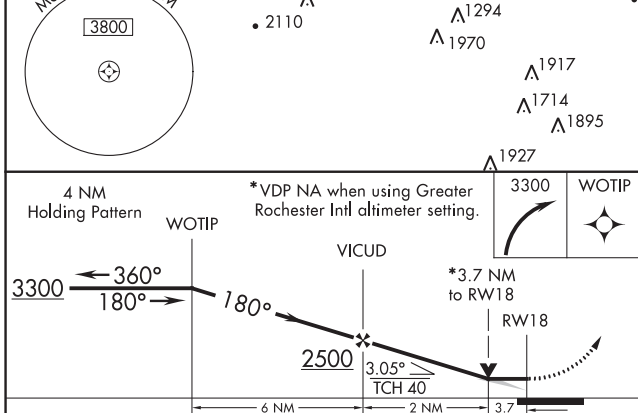
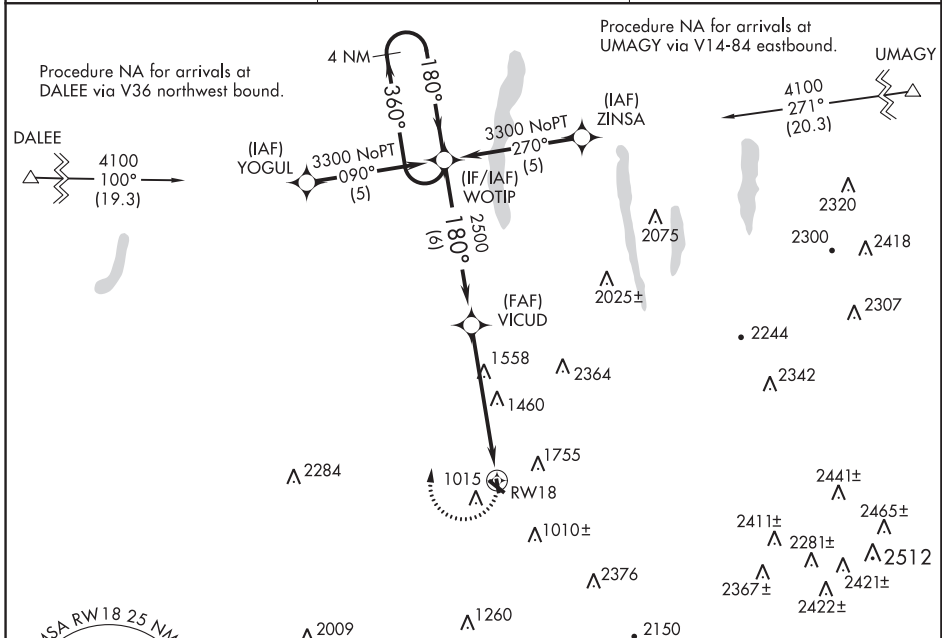
RNAV (GPS) RWY 18

DANSVILLE MUNI (DSV)

V DME/DME RNP-0.3 NA.
A If local altimeter setting not received, use Greater Rochester
X -18°C/0°F Init altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3300 direct WOTIP and hold.

ASOS 118.325	ROCHESTER APP CON 123.7 322.3	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LNVA MDA	1860-1¼ 1203 (1200-1¼)	1860-1½ 1203 (1200-1½)	1860-3 1203 (1200-3)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

DANSVILLE, NEW YORK

AL-595 (FAA)

16259

APP CRS 343°	Rwy Idg TDZE Apt Elev	N/A N/A 662
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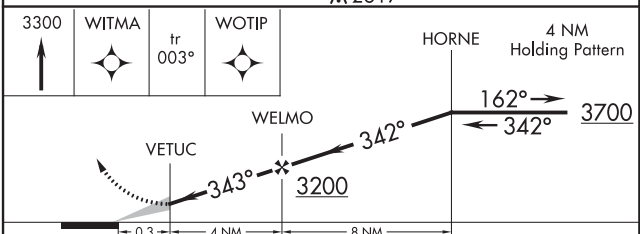
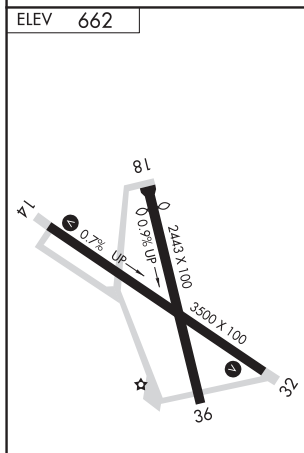
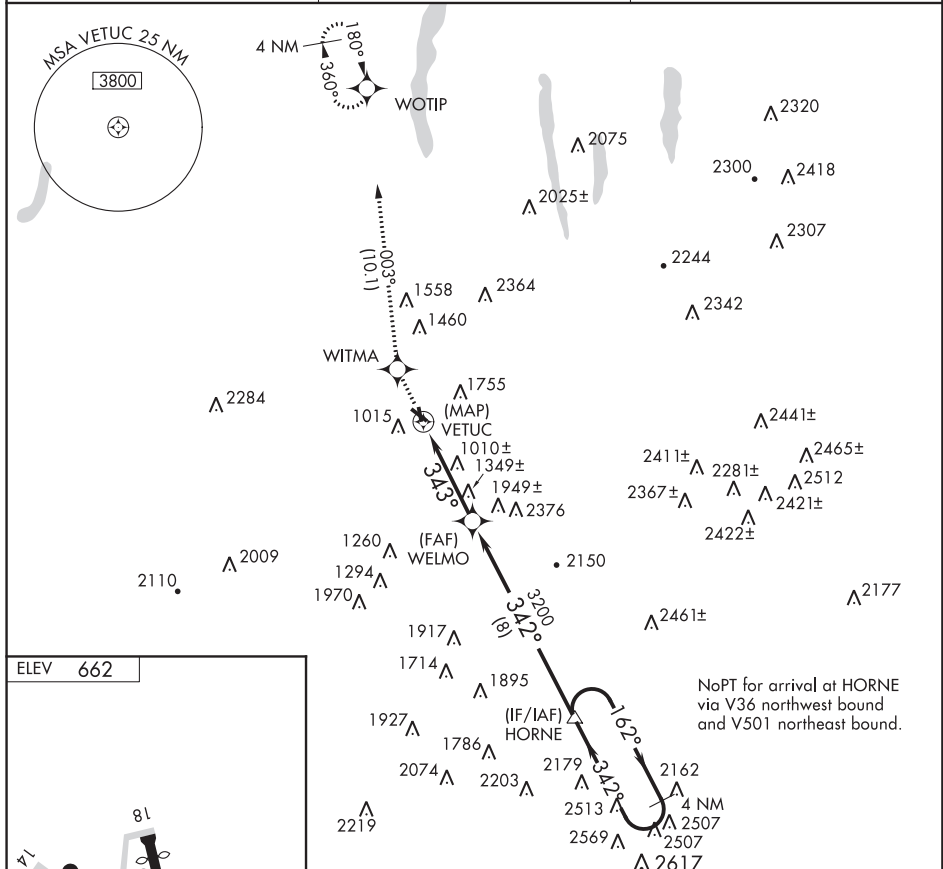
RNAV (GPS) - A

DANSVILLE MUNI (DSV)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300 direct WITMA and via 003° track to WOTIP and hold.

ASOS 118.325	ROCHESTER APP CON 123.7 322.3	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA

DANSVILLE, NEW YORK
 Orig 07JUL05

42° 34'N - 77° 43'W

DANSVILLE MUNI (DSV)
RNAV (GPS) - A

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 57936 W06A	APP CRS 059°	Rwy Idg TDZE 677 Apt Elev 692	6000
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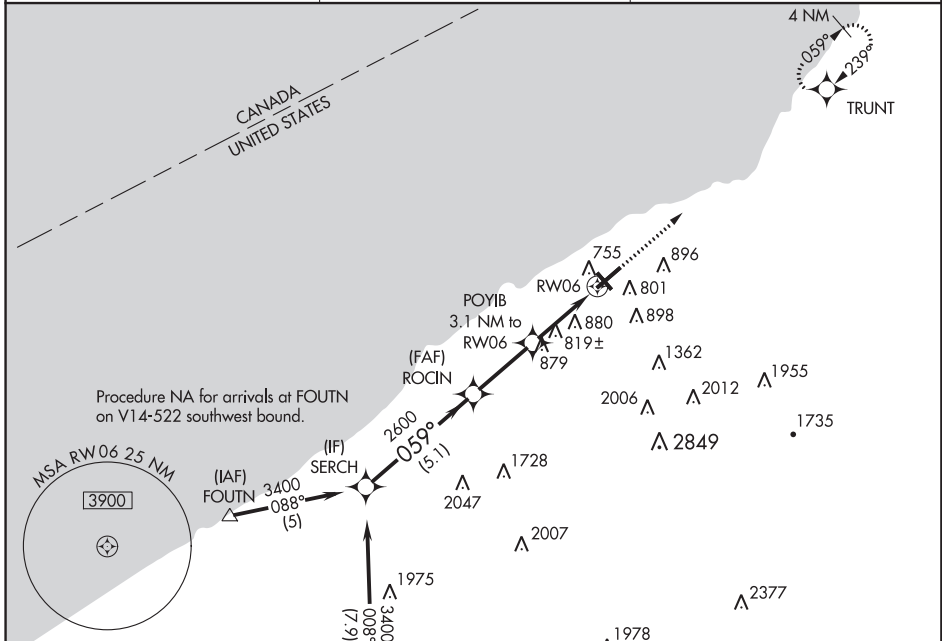
RNAV (GPS) RWY 6

CHAUTAUGUA COUNTY/DUNKIRK (DKK)

When local altimeter setting not received, use Jamestown altimeter setting and increase all MDA 200 feet; increase LP and LNAV Cat C/D visibility $\frac{5}{8}$ mile and increase Circling Cat C visibility $\frac{1}{4}$ mile. DME/DME RNP-0.3 NA. Night Landing: Rwy 33 NA.

MISSED APPROACH: Climb to 3200 direct TRUNT and hold.

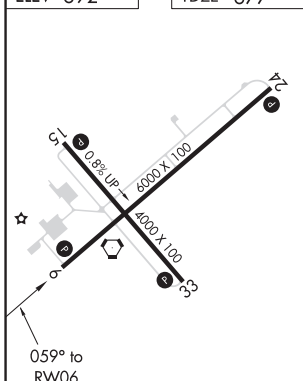
ASOS 119.275	BUFFALO APP CON 126.5 317.6	UNICOM 123.075 (CTAF) 0
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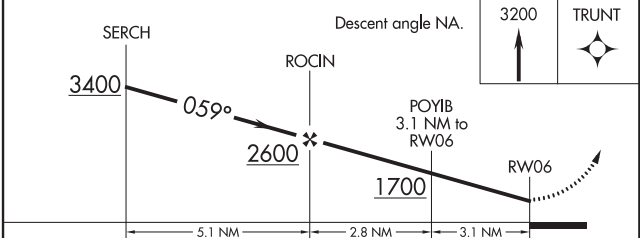
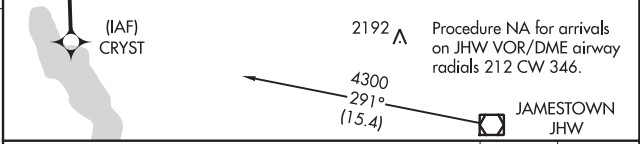
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 692	TDZE 677
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MIRL Rwy 15-33 **0**
REIL Rwy 6 and 24 **0**
HIRL Rwy 6-24 **0**



CATEGORY	A	B	C	D
LP MDA	1080-1	403 (400-1)	1080-1 $\frac{1}{8}$	403 (400-1 $\frac{1}{8}$)
LNAV MDA	1180-1	503 (500-1)	1180-1 $\frac{3}{8}$	503 (500-1 $\frac{3}{8}$)
C CIRCLING	1200-1 508 (600-1)	1300-1 608 (700-1)	1640-2 $\frac{3}{4}$ 948 (1000-2 $\frac{3}{4}$)	2140-3 1448 (1500-3)

DUNKIRK, NEW YORK

AL-880 (FAA)

16315

WAAS CH 62836 W15A	APP CRS 149°	Rwy Idg TDZE 684 Apt Elev 692	4000
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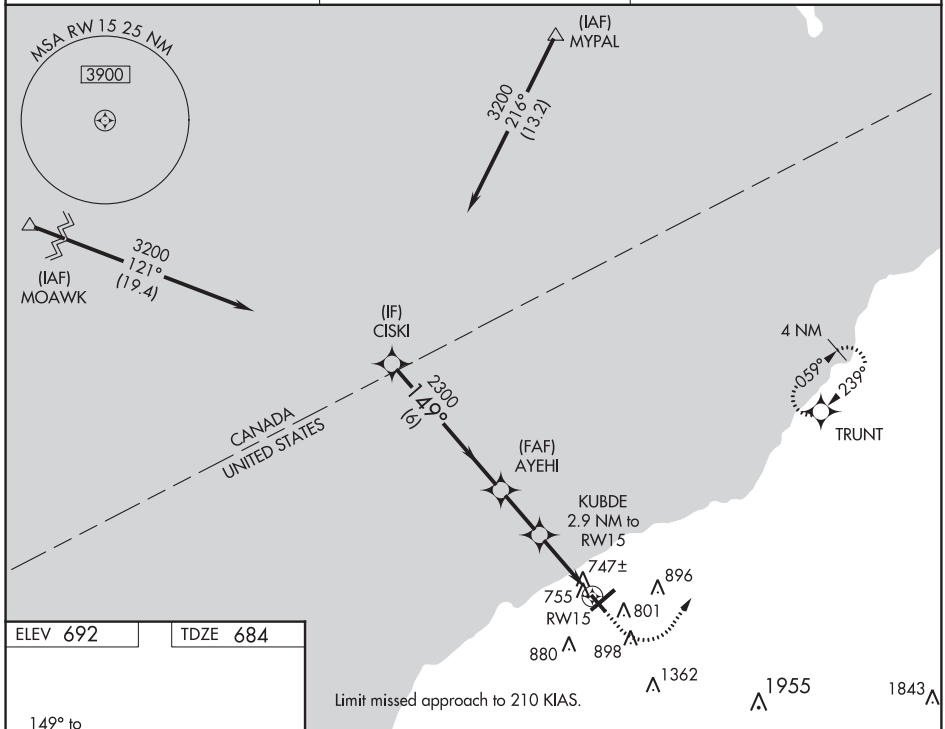
RNAV (GPS) RWY 15

CHAUTAUGUA COUNTY/DUNKIRK (DKK)

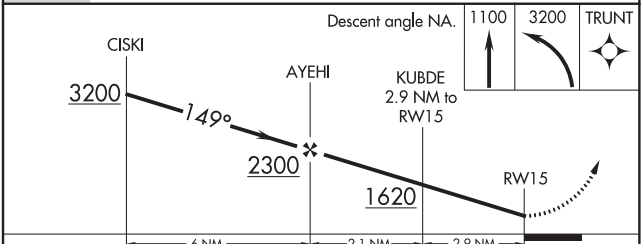
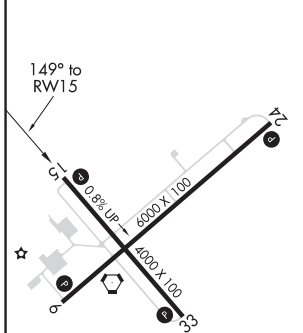
⚠ When local altimeter setting not received, use Jamestown altimeter setting and increase all MDA 200 feet; increase LP and LNAV Cat C/D visibility ½ mile and increase Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA.
⚠ Night Landing: Rwy 33 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1100 then climbing left turn 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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ELEV 692	TDZE 684
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CATEGORY	A	B	C	D
LP MDA	1000-1 316 (400-1)			
LNAV MDA	1060-1	376 (400-1)	1060-1 1/8	376 (400-1 1/8)
C CIRCLING	1200-1 508 (600-1)	1300-1 608 (700-1)	1640-2 3/4 948 (1000-2 3/4)	2140-3 1448 (1500-3)

MIRL Rwy 15-33 **0**
 REIL Rwy 6 and 24 **0**
 HIRL Rwy 6-24 **0**

DUNKIRK, NEW YORK
 Orig-A 20AUG15

42°30'N-79°16'W

RNAV (GPS) RWY 15

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69236 W24A	APP CRS 239°	Rwy Idg 6000 TDZE 673 Apt Elev 692
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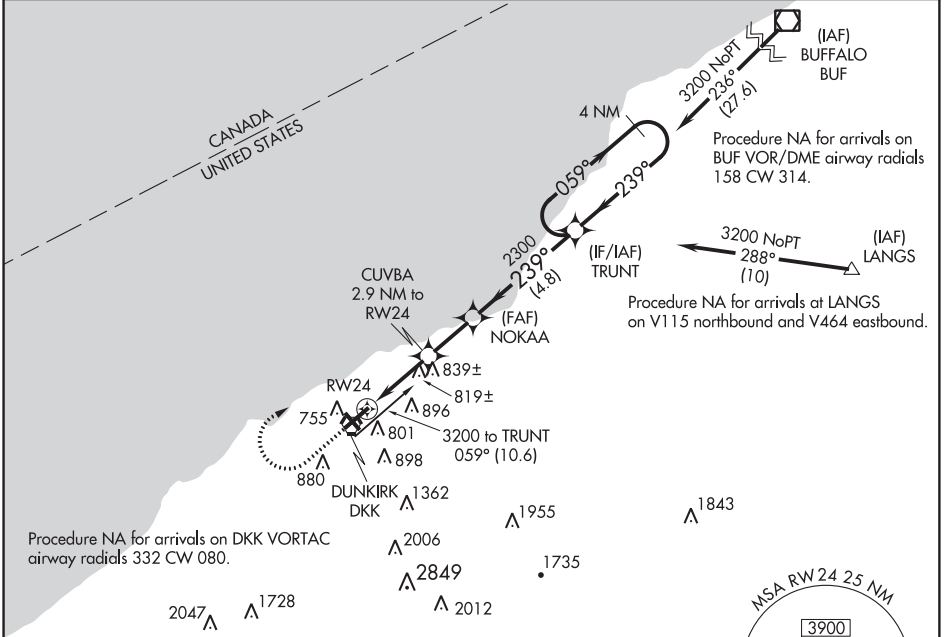
RNAV (GPS) RWY 24

CHAUTAUQUA COUNTY/DUNKIRK (DKK)

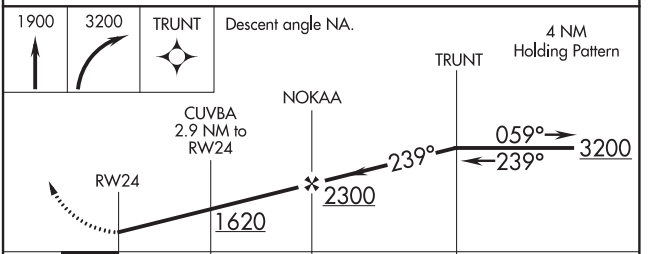
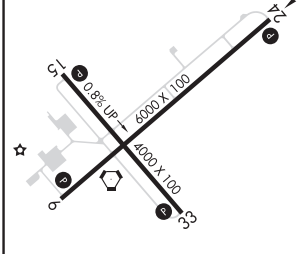
When local altimeter setting not received, use Jamestown altimeter setting and increase all MDA 200 feet; increase LP Cat C/D visibility $\frac{3}{8}$ mile, increase LNAV Cat C/D visibility $\frac{1}{2}$ mile and increase Circling Cat C visibility $\frac{1}{4}$ mile. DME/DME RNP-0.3 NA. Night Landing: Rwy 33 NA.

MISSED APPROACH: Climb to 1900 then climbing right turn 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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ELEV 692	TDZE 673
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CATEGORY	A	B	C	D
LP MDA	1080-1	407 (400-1)	1080- $\frac{1}{8}$	407 (400- $\frac{1}{8}$)
LNAV MDA	1100-1	427 (500-1)	1100- $\frac{1}{4}$	427 (500- $\frac{1}{4}$)
CIRCLING	1200-1 508 (600-1)	1300-1 608 (700-1)	1640- $2\frac{3}{4}$ 948 (1000- $2\frac{3}{4}$)	2140-3 1448 (1500-3)

MIRL Rwy 15-33 **0**
REIL Rwy 6 and 24 **0**
HIRL Rwy 6-24 **0**

DUNKIRK, NEW YORK
Orig-A 20AUG15

CHAUTAUQUA COUNTY/DUNKIRK (DKK)
RNAV (GPS) RWY 24

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

DUNKIRK, NEW YORK

AL-880 (FAA)

16315

WAAS CH 72636 W33A	APP CRS 329°	Rwy Idg TDZE Apt Elev	4000 692 692
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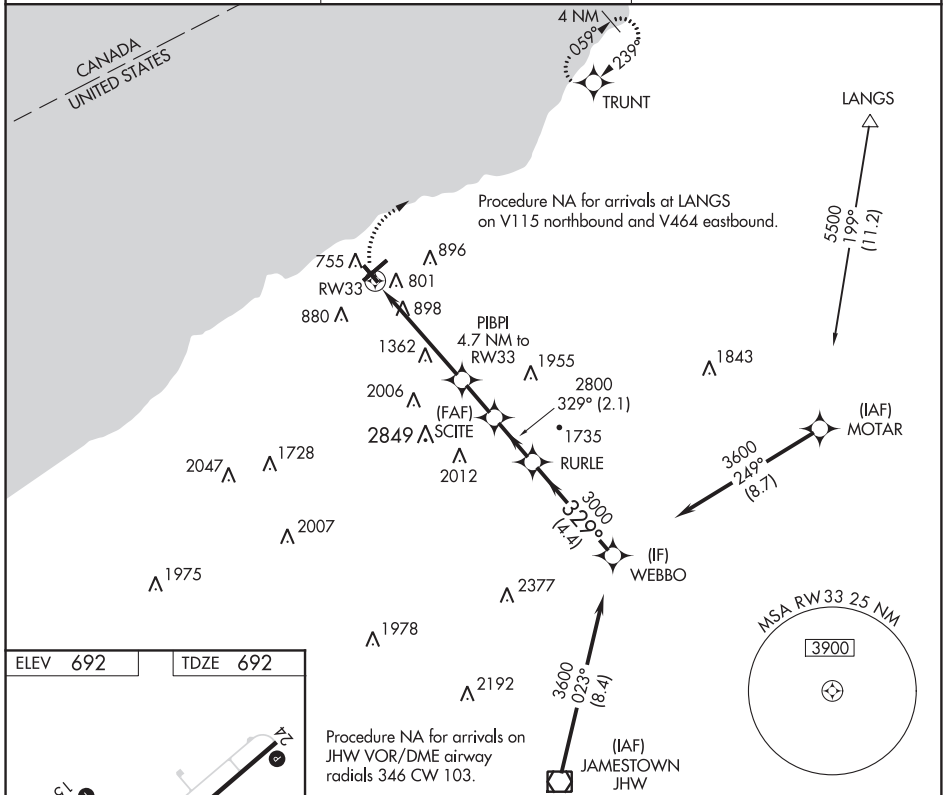
RNAV (GPS) RWY 33

CHAUTAUGUA COUNTY/DUNKIRK (DKK)

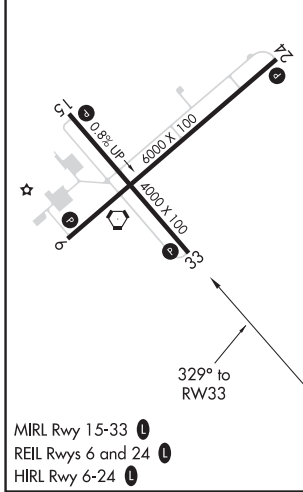
T When local altimeter setting not received, use Jamestown altimeter setting and increase all MDA 200 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 33 NA.

MISSED APPROACH: Climbing right turn to 3200 direct TRUNT and hold.

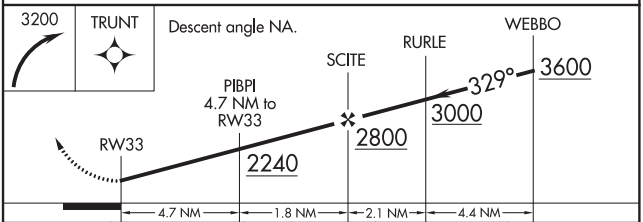
ASOS 119.275	BUFFALO APP CON 126.5 317.6	UNICOM 123.075 (CTAF)
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ELEV 692	TDZE 692
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- MIRL Rwy 15-33
- REIL Rwy 6 and 24
- HIRL Rwy 6-24



CATEGORY	A	B	C	D
LP MDA	1840-1¼ 1148 (1200-1¼)	1840-1½ 1148 (1200-1½)	1840-3	1148 (1200-3)
LNAV MDA	1860-1¼ 1168 (1200-1¼)	1860-1½ 1168 (1200-1½)	1860-3	1168 (1200-3)
C CIRCLING	1860-1¼ 1168 (1200-1¼)	1860-1½ 1168 (1200-1½)	1860-3 1168 (1200-3)	2140-3 1448 (1500-3)

DUNKIRK, NEW YORK
Orig-A 20AUG15

42°30'N-79°16'W

RNAV (GPS) RWY 33

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC DKK 116.2 Chan 109	APP CRS 233°	Rwy Idg TDZE Apt Elev	6000 673 692
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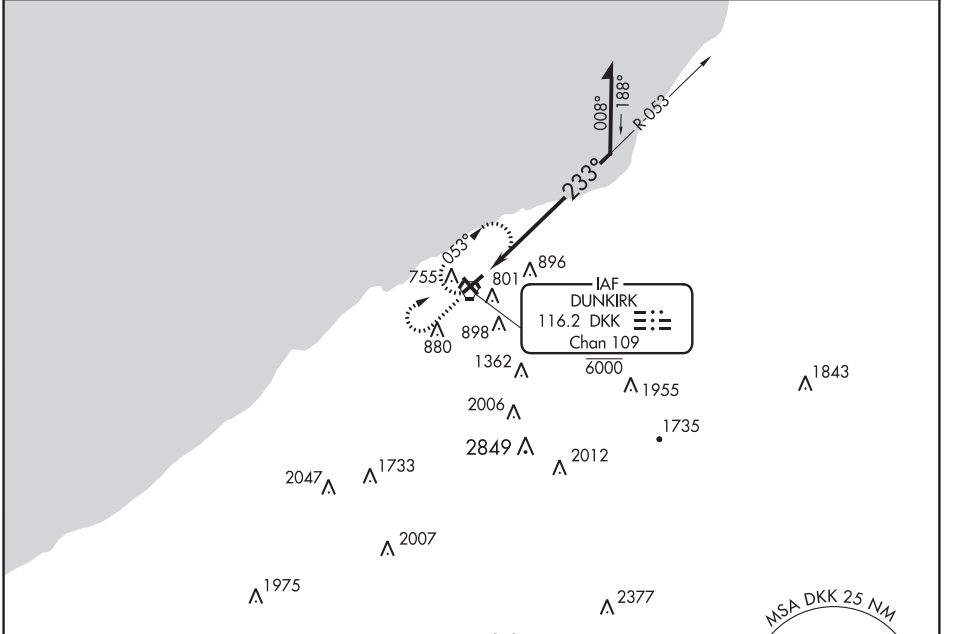
VOR RWY 24

CHAUTAUGUA COUNTY/DUNKIRK (DKK)

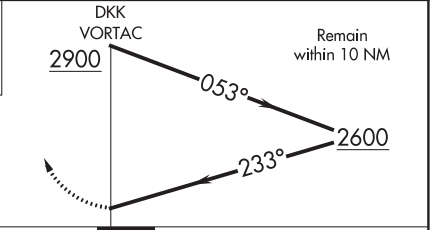
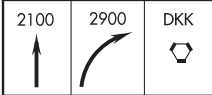
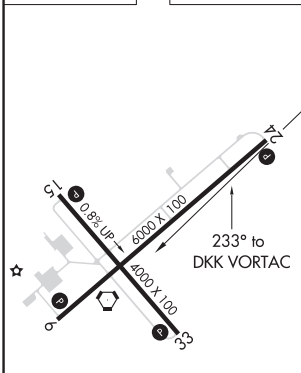
⚠ When local altimeter setting not received, use Jamestown altimeter setting and increase all MDA 200 feet; increase S-24 Cat B and Circling Cat B/C visibility ¼ mile, and increase S-24 Cat C/D visibility ¾ mile. Night Landing: Rwy 33 NA.

⚠ MISSED APPROACH: Climb to 2100 then climbing right turn to 2900 direct DKK VORTAC and hold.

ASOS 119.275	BUFFALO APP CON 126.5 317.6	UNICOM 123.075 (CTAF) 0
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ELEV 692	TDZE 673
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CATEGORY	A	B	C	D
S-24	1300-1	627 (700-1)	1300-1¾	627 (700-1¾)
C CIRCLING	1300-1	608 (700-1)	1640-2¾ 948 (1000-2¾)	2140-3 1448 (1500-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77928 W10B	APP CRS 102°	Rwy Idg 4255 TDZE 55 Apt Elev 55
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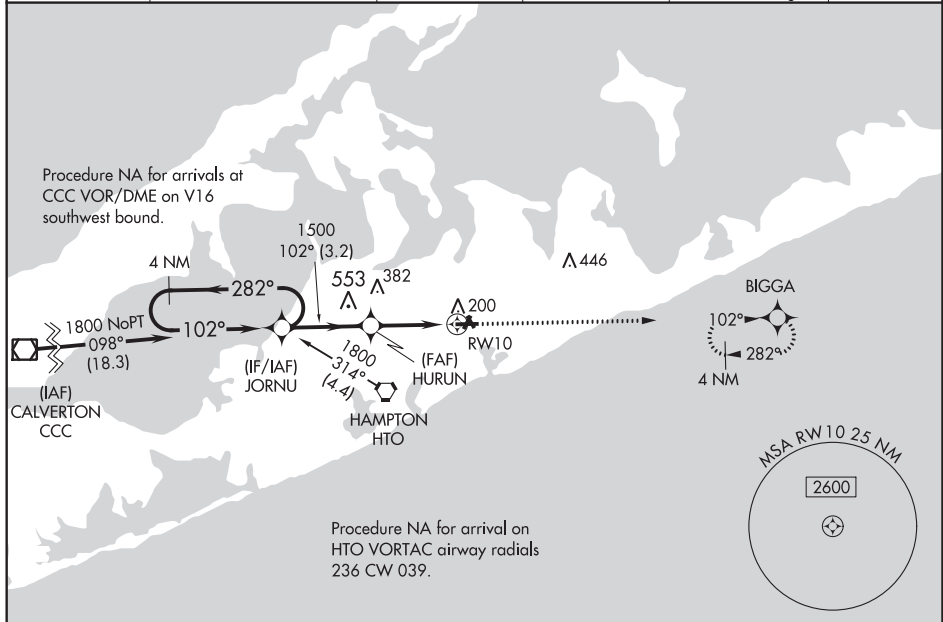
RNAV (GPS) X RWY 10

EAST HAMPTON (HTO)

⚠ Baro-VNAV NA when using Westhampton Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ NA Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Westhampton Beach altimeter setting and increase all DA 45 feet and increase LPV and LNAV/VNAV visibility 1/8 mile. Night landing: Rwy 10, 28 operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH:
Climb to 2000 direct BIGGA and hold.

AWOS-3PT 118.075	NEW YORK APP CON 125.975 343.65	GND CON 121.9	CLNC DEL 118.95	CTAF 125.225 ⓪	UNICOM 122.7
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 55		TDZE 55	
<p>4 NM Holding Pattern</p> <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.30/TCH 49).</p> <p>2000 BIGGA</p> <p>102° to RWY 10</p>			
CATEGORY	A	B	C
LPV DA	394-1 339 (400-1)		NA
LNAV/VNAV DA	531-1 3/8 476 (500-1 3/8)		NA
<p>MIRL Rwy 10-28 ⓪</p> <p>REIL Rwy 10 and 28 ⓪</p>			

APP CRS	Rwy Idg 4255
102°	TDZE 55
	Apt Elev 55

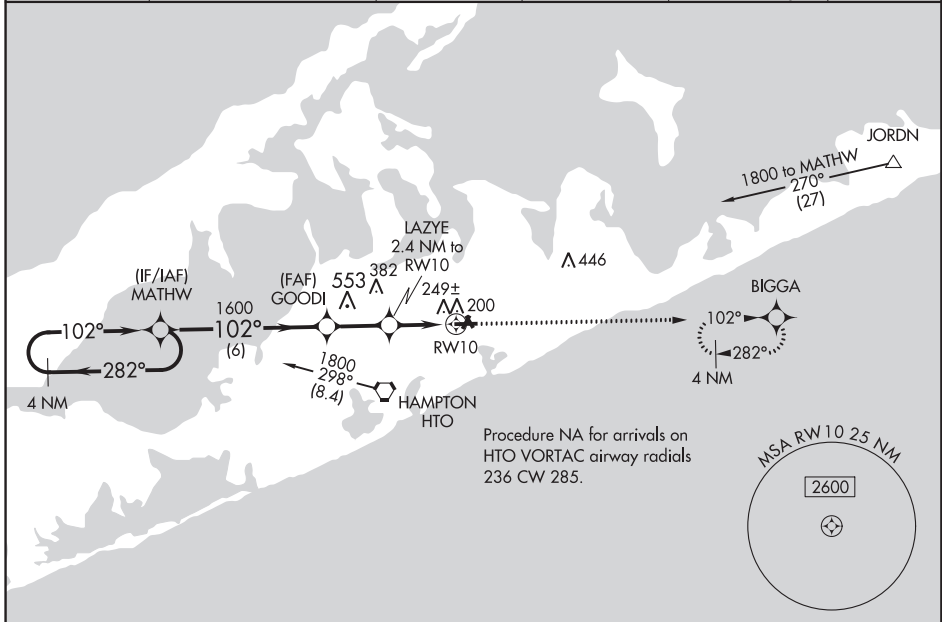
RNAV (GPS) Y RWY 10

EAST HAMPTON (HTO)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Westhampton Beach altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH:
Climb to 2000 direct BIGGA and hold.

AWOS-3PT 118.075	NEW YORK APP CON 125.975 343.65	GND CON 121.9	CLNC DEL 118.95	CTAF 125.225	UNICOM 122.7
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

	ELEV 55	TDZE 55
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4 NM Holding Pattern

CATEGORY	A	B	C	D
RNAV MDA	500-1	445 (500-1)	500-1 $\frac{3}{8}$	445 (500-1 $\frac{3}{8}$)
C CIRCLING	600-1	545 (600-1)	640-1 $\frac{1}{2}$ 585 (600-1 $\frac{1}{2}$)	800-2 $\frac{1}{2}$ 745 (800-2 $\frac{1}{2}$)

MIRL Rwy 10-28 **Ⓢ**
REIL Rwy 10 and 28 **Ⓢ**

EAST HAMPTON, NEW YORK

AL-5016 (FAA)

16259

WAAS CH 90332 W28B	APP CRS 282°	Rwy Idg 4255 TDZE 46 Apt Elev 55
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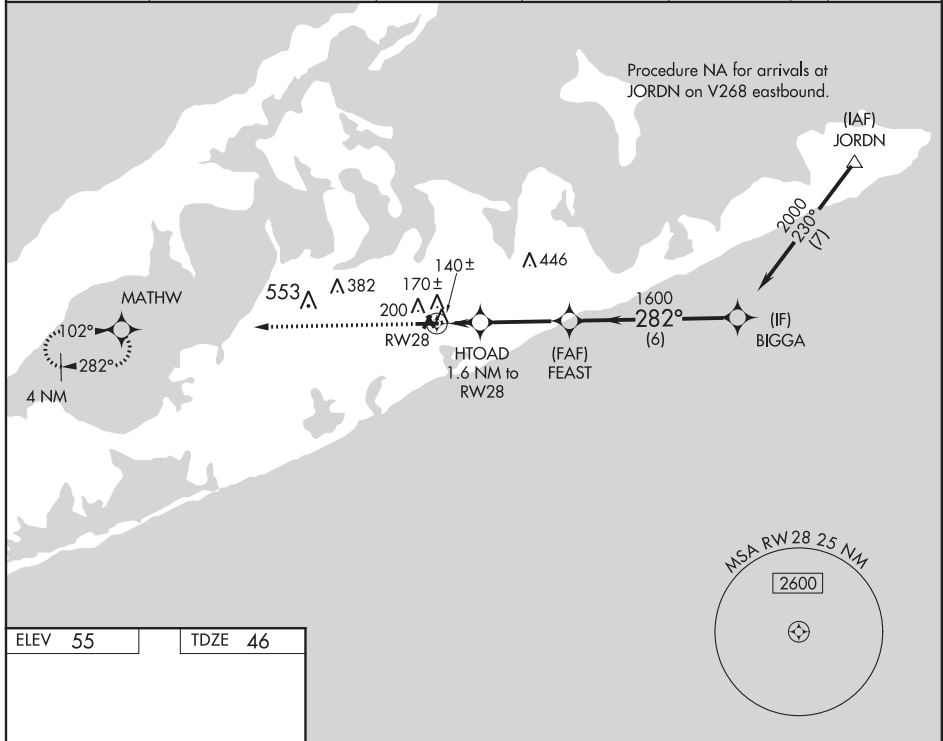
RNAV (GPS) Y RWY 28

EAST HAMPTON (HTO)

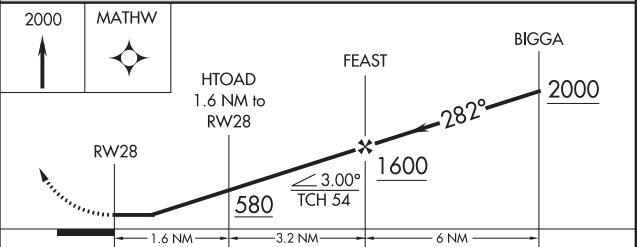
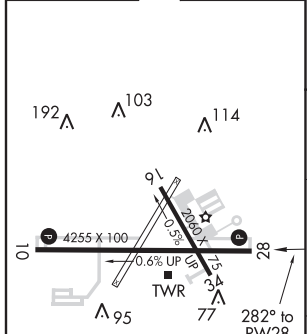
NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Westhampton Beach altimeter setting and increase all MDA 60 feet; increase LP Cat C and D visibility 1/8 mile and LNAV Cat C and D visibility 1/4 mile; increase Circling Cat C visibility 1/4 mile. Night landing: Rwy 10, 28 operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2000 direct MATHW and hold.

AWOS-3PT 118.075	NEW YORK APP CON 125.975 343.65	GND CON 121.9	CLNC DEL 118.95	CTAF 125.225 U	UNICOM 122.7
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ELEV 55	TDZE 46
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CATEGORY	A	B	C	D
LP MDA		400-1	354 (400-1)	
LNAV MDA		420-1	374 (400-1)	
C CIRCLING	600-1	545 (600-1)	640-1½ 585 (600-1½)	800-2½ 745 (800-2½)

EAST HAMPTON, NEW YORK
Amdt 1A 20AUG15

40°58'N - 72°15'W

RNAV (GPS) Y RWY 28

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40112 W10A	APP CRS 102°	Rwy Idg 4255 TDZE 55 Apt Elev 55
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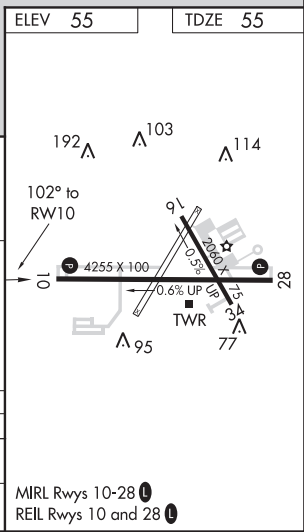
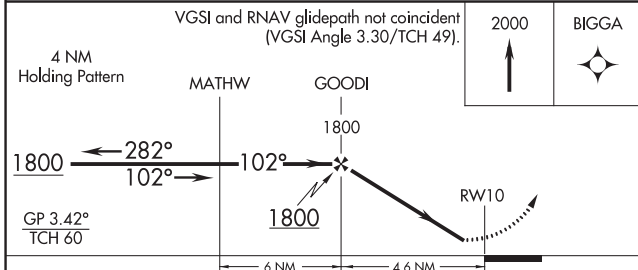
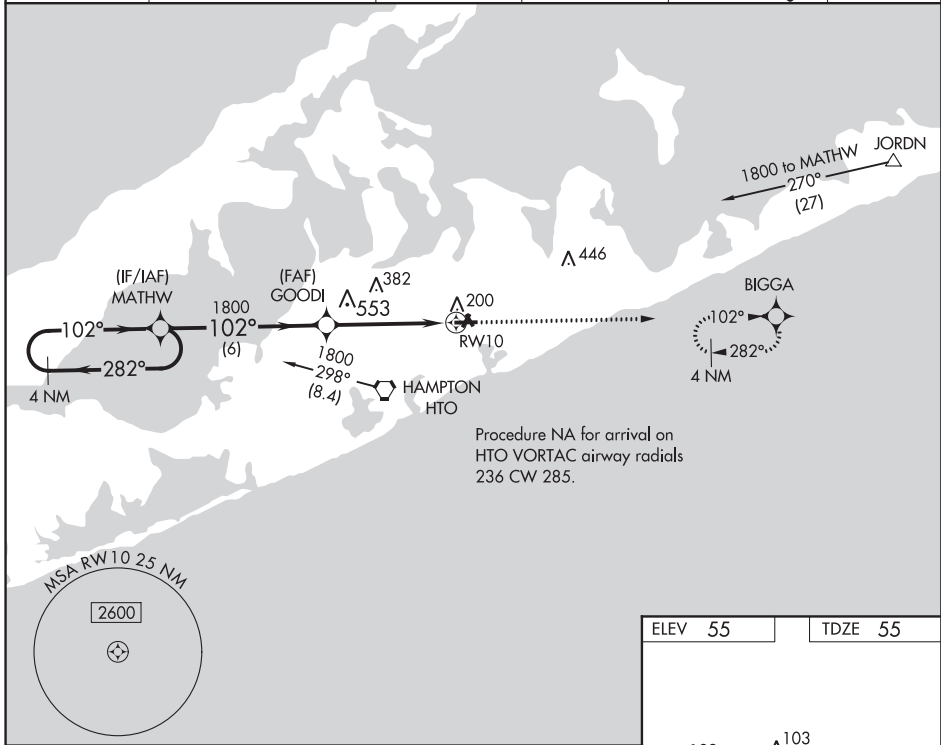
RNAV (GPS) Z RWY 10

EAST HAMPTON (HTO)

NA Baro-VNAV NA when using Westhampton Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Westhampton Beach altimeter setting and increase all DA 45 feet; increase LNAV/VNAV visibility 1/8 mile all Cats. Night landing: Rwy 10, 28 operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH:
Climb to 2000 direct BIGGA and hold.

AWOS-3PT 118.075	NEW YORK APP CON 125.975 343.65	GND CON 121.9	CLNC DEL 118.95	CTAF 125.225	UNICOM 122.7
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CATEGORY	A	B	C	D
LPV DA	361-1	306 (400-1)		NA
LNAV/VNAV DA	419-1	364 (400-1)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49037 W28A	APP CRS 282°	Rwy Idg 4255 TDZE 46 Apt Elev 55
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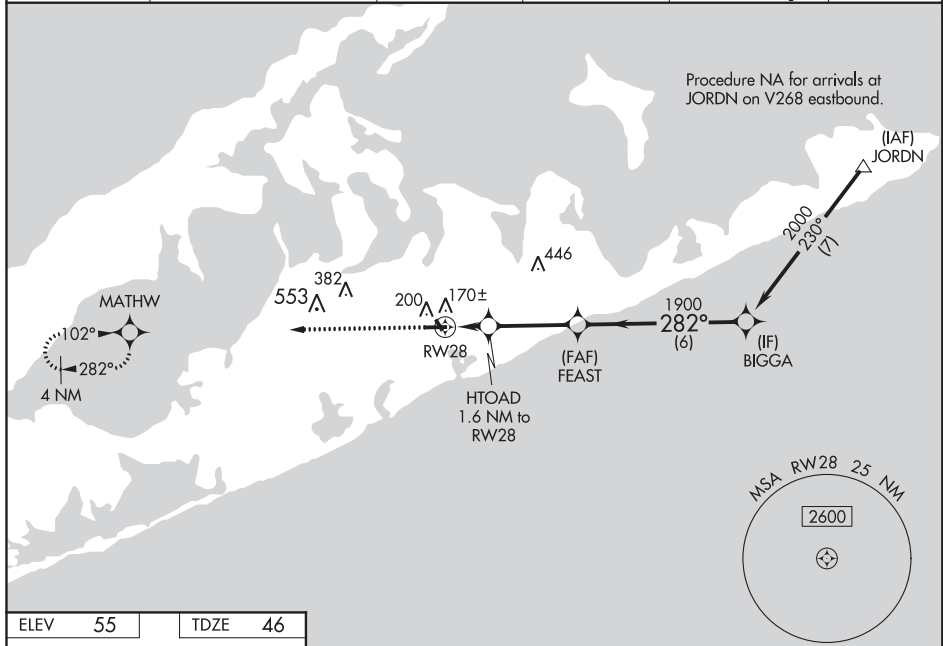
RNAV (GPS) Z RWY 28

EAST HAMPTON (HTO)

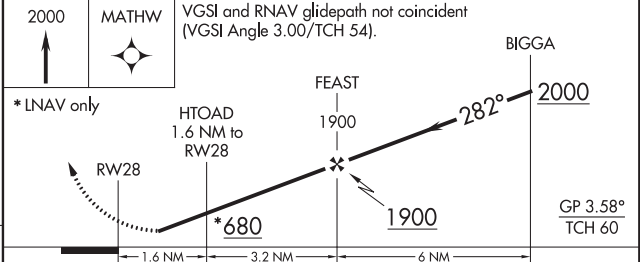
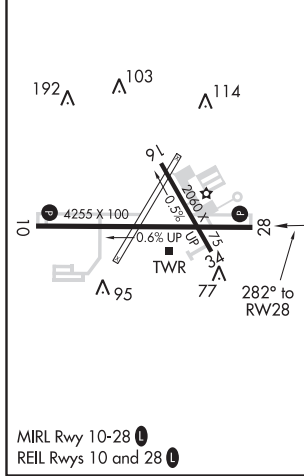
V Baro-VNAV NA when using Westhampton Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Westhampton Beach altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LNAV Cat C and Circling Cat C visibility ¼ mile. Night landing: Rwy 10, 28 operational VGSI required, remain at or above VGSI glidepath until threshold.

Δ NA MISSED APPROACH: Climb to 2000 direct MATHW and hold.

AWOS-3PT 118.075	NEW YORK APP CON 125.975 343.65	GND CON 121.9	CLNC DEL 118.95	CTAF 125.225 0	UNICOM 122.7
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ELEV 55	TDZE 46
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CATEGORY	A	B	C	D
LPV DA		350-1 304 (300-1)		NA
LNAV/VNAV DA		356-1 310 (400-1)		NA
LNAV MDA		420-1 374 (400-1)		NA
C CIRCLING	600-1	545 (600-1)	640-1½ 585 (600-1½)	NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

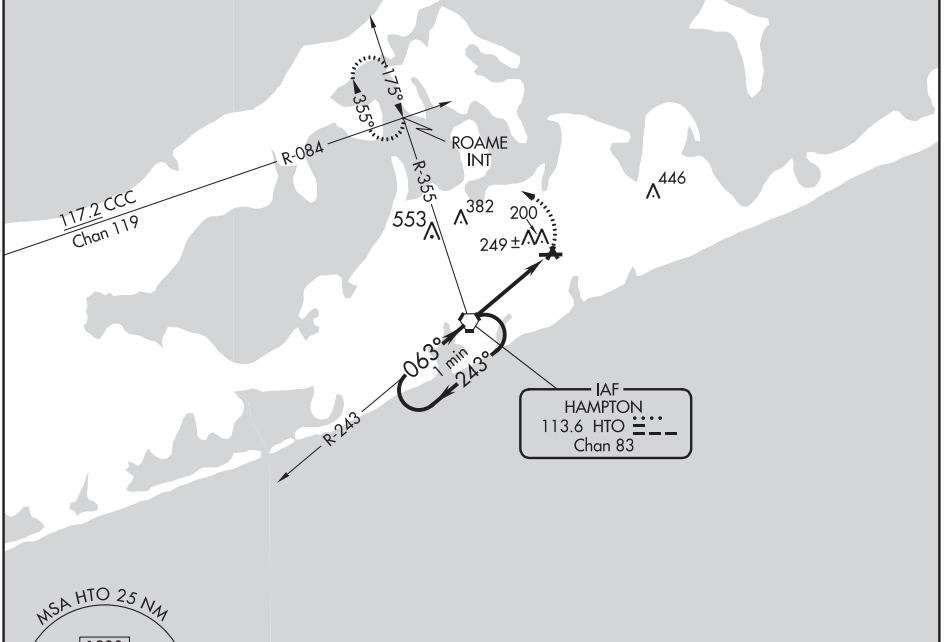
VORTAC HTO 113.6 Chan 83	APP CRS 063°	Rwy Idg TDZE N/A Apt Elev 55
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VOR-A
EAST HAMPTON (HTO)

⚠ When local altimeter setting not received, use Westhampton Beach altimeter setting. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 10, 28 operational VGSI required, remain on or above VGSI glidepath until threshold.

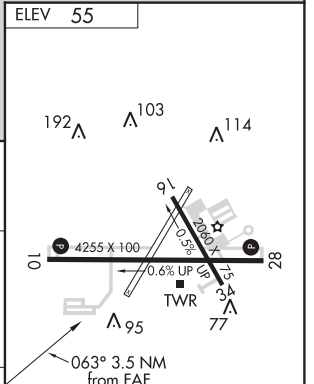
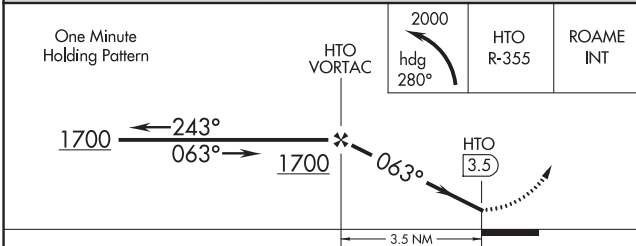
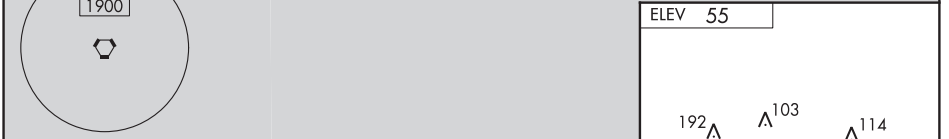
MISSED APPROACH: Climbing left turn to 2000 via heading 280° and HTO. VORTAC R-355 to ROAME INT and hold.

AWOS-3PT 118.075	NEW YORK APP CON 125.975 343.65	GND CON 121.9	CLNC DEL 118.95	CTAF 125.225 0	UNICOM 122.7
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	
C CIRCLING	600-1	545 (600-1)	640-1½ 585 (600-1½)	800-2½ 745 (800-2½)	
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS					
C CIRCLING	640-1	585 (600-1)	700-1¾ 645 (700-1¾)	840-2¼ 785 (800-2¼)	
FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

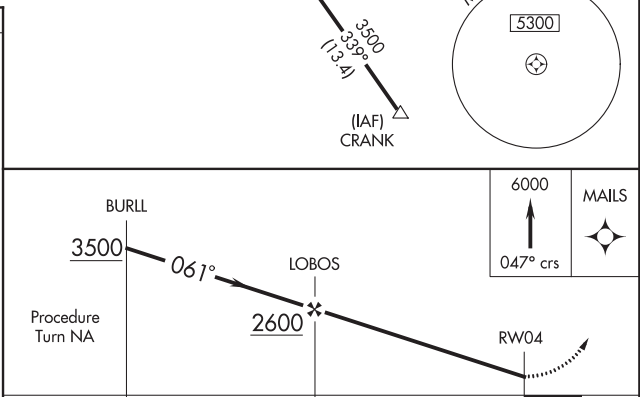
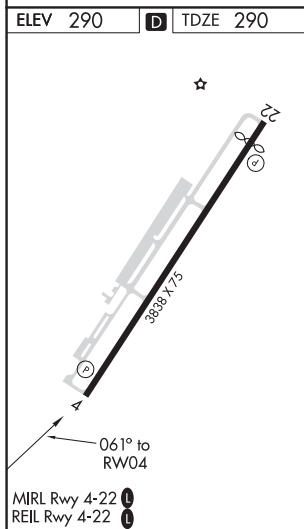
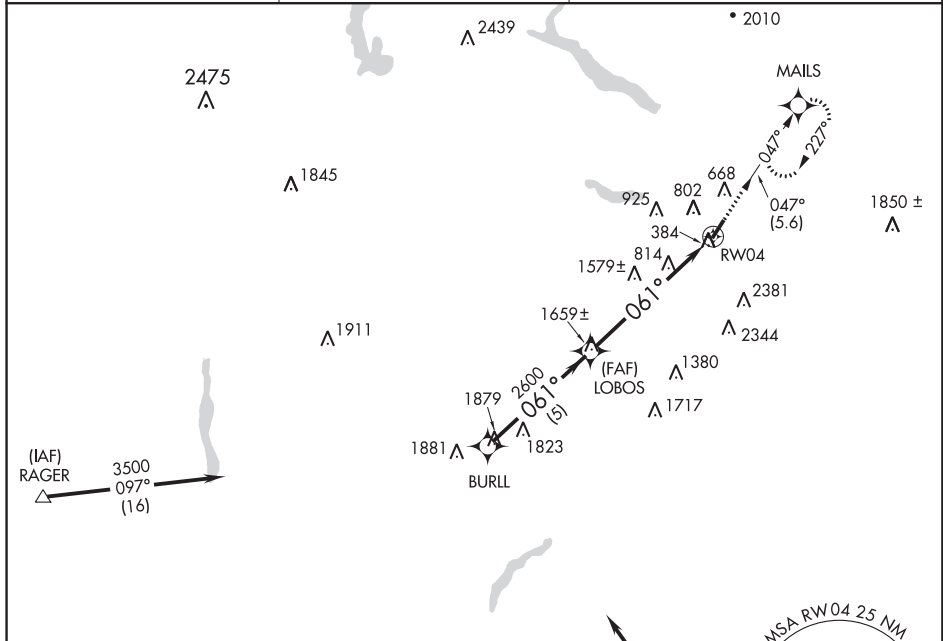
APP CRS 061°	Rwy Idg 3538
	TDZE 290
	Apt Elev 290

GPS RWY 4

JOSEPH Y RESNICK (N89)

<p>▼ NA</p> <p>☒ -15°C/5°F</p>	<p>Use Stewart Intl altimeter setting.</p> <p>Circling not authorized east of Rwy 4-22.</p>	<p>MISSED APPROACH: Climb to 6000 via 047° course to MAILS WP and hold.</p>
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AWOS 122.8	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-4	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)		NA
CIRCLING	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 227°	Rwy Idg 3538
TDZE 289	
Apt Elev 290	

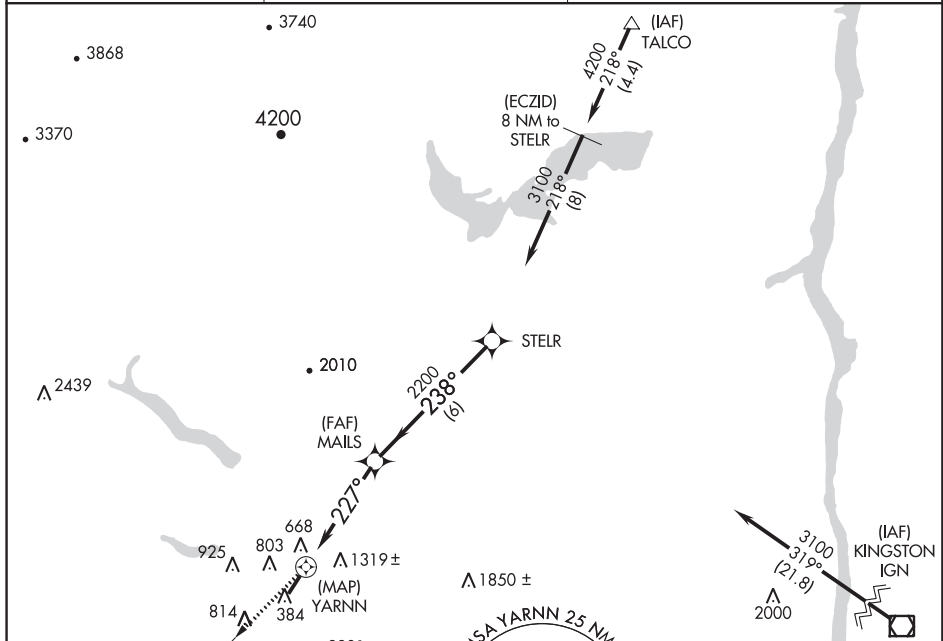
GPS RWY 22

JOSEPH Y RESNICK (N89)

NA Use Stewart Intl altimeter setting.
 -15°C/5°F Circling not authorized east of Rwy 4-22.

MISSED APPROACH: Climb to 4000 via 239° course to LOBOS WP and hold.

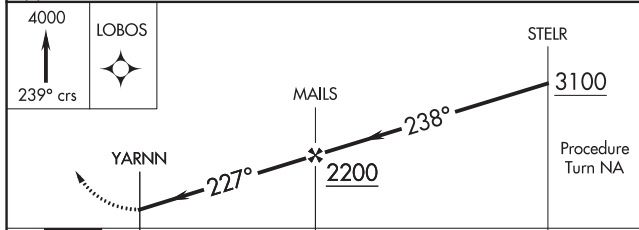
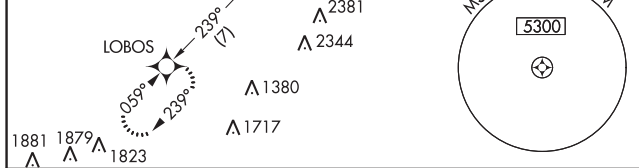
AWOS 122.8	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 290	TDZE 289
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CATEGORY	A	B	C	D
S-22	2080-1¼ 1791 (1800-1¼)	2080-1½ 1791 (1800-1½)	NA	
CIRCLING	2080-1¼ 1790 (1800-1¼)	2080-1½ 1790 (1800-1½)	NA	


MIRL Rwy 4-22 1
REL Rwy 4-22 1

LOC I-UEK 109.1	APP CRS 062°	Rwy ldg 7401	TDZE 944
		Apt Elev 955	

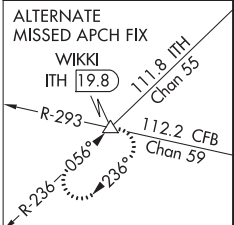
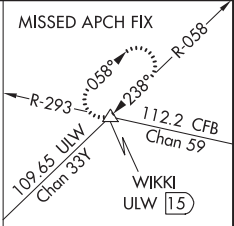
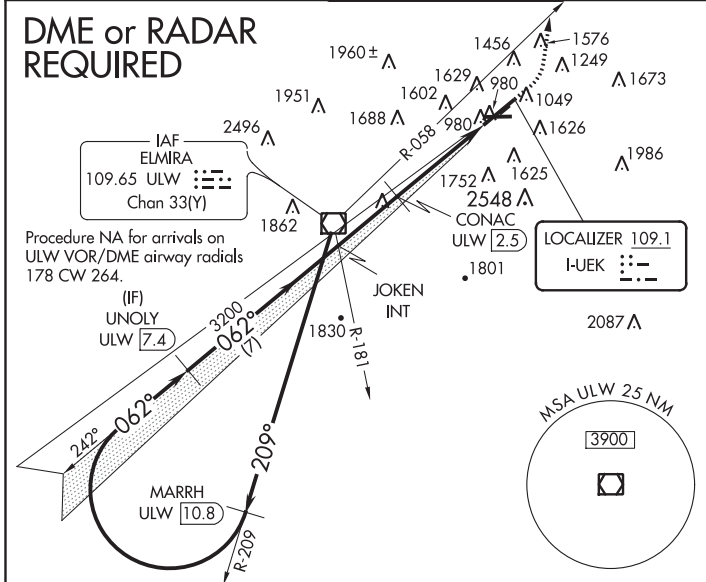
ILS or LOC RWY 6

ELMIRA/CORNING RGNL (E.L.M)

▼ Night landing: Rwy 10 NA. Inoperative table does not apply to S-LOC 6 Cats A/C/D. When local altimeter setting not received, use Penn Yan altimeter setting and increase all DA 73 feet and all MDA 80, and increase S-LOC 6 Cat B and CONAC fix minimums S-LOC 6 Cats C/D visibility ½ mile; inop table does not apply to S-LOC 6 all Cats and CONAC fix minimums S-LOC 6 Cats C/D; for inop MALSR increase S-ILS 6 all Cats visibility to ¾ mile. **DME from ULW VOR/DME

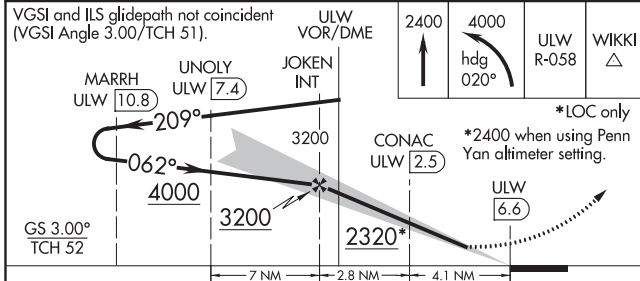
MALSRS  MISSED APPROACH: Climb to 2400 then climbing left turn to 4000 on heading 020° and ULW VOR/DME R-058 to WIKKI INT/ULW 1.5 DME and hold, continue climb-in-hold to 4000.

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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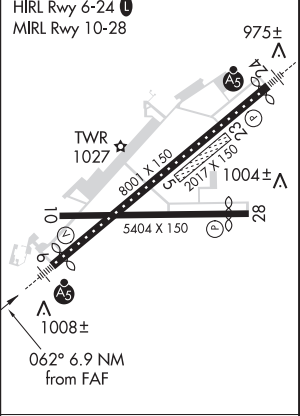


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 955	D	TDZE 944
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CATEGORY	A	B	C	D
S-ILS 6		1144-½	200 (200-½)	
S-LOC 6	2320-1¼ 1376 (1400-1¼)	2320-1 1376 (1400-1)	2320-3	1376 (1400-3)
CIRCLING	2320-1¼ 1365 (1400-1¼)	2320-1½	2320-3	1365 (1400-3)
CONAC FIX MINIMUMS**				
S-LOC 6	2020-¾ 1076 (1100-¾)	2020-1 1076 (1100-1)	2020-2½	1076 (1100-2½)
CIRCLING	2100-1¼ 1145 (1200-1¼)	2100-1½	2120-3	2160-3 1205 (1300-1)

FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

LOC I-ELM	APP CRS	Rwy ldg	7799
109.1	242°	TDZE	955
		Apt Elev	955

ILS or LOC RWY 24

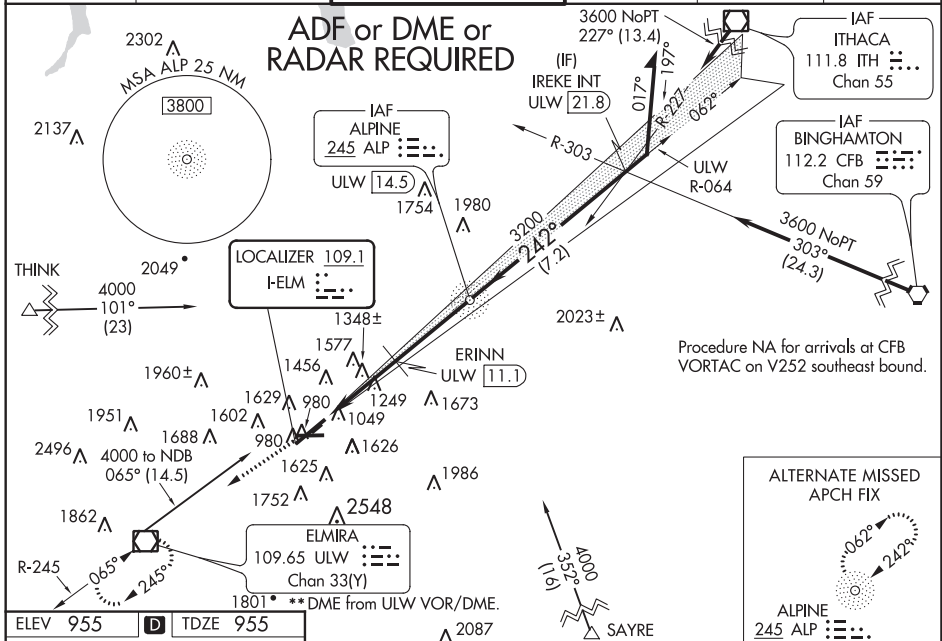
ELMIRA/CORNING RGNL (ELM)

▽ For inoperative MALSR, increase S-ILS Rwy 24 all Cats visibility to 1¼. Night landing: Rwy 10 NA. When local altimeter setting not received, use Penn Yan altimeter setting and increase all DA 73 feet and all MDA 80 feet, and increase S-ILS 24 all Cats and ERINN fix minimums S-LOC 24 Cats C/D visibility ½ mile and S-LOC 24 Cats A/C/D visibility ½ mile; inop table does not apply to S-LOC 24 Cats A/C/D; for inop MALSR, increase S-ILS 24 # all Cats visibility to ¾ mile, increase S-ILS 24 all Cats visibility to 1½ mile. #Missed approach requires a minimum climb of 260 feet per NM to 2300.

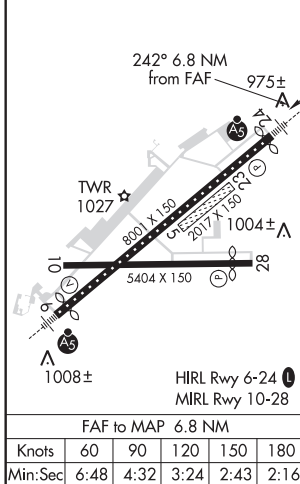
▲ MISSED APPROACH: Climb to 4000 direct ULW VOR/DME and hold, continue climb-in-hold to 4000.

☁ -16°C/3°F

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



ELEV	955	TDZE	955
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CATEGORY	A	B	C	D
S-ILS 24 #		1155/24	200 (200-½)	
S-ILS 24		1346/45	391 (400-¾)	
S-LOC 24	2040/40 1085 (1100-¾)	2040/55 1085 (1100-¼)	2040-2½ 1085 (1100-2½)	
CIRCLING	2100-1¼ 1145 (1200-1¼)	2100-1½ 1145 (1200-½)	2120-3 1165 (1200-3)	2160-3 1205 (1300-3)
ERINN FIX MINIMUMS**				
S-LOC 24	1600/24	645 (700-½)	1600-1¾	645 (700-1¾)
CIRCLING	2100-1¼ 1145 (1200-1¼)	2100-1½ 1145 (1200-½)	2120-3 1165 (1200-3)	2160-3 1205 (1300-3)

NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42827 W06A	APP CRS 062°	Rwy Idg TDZE Apt Elev	7401 944 955
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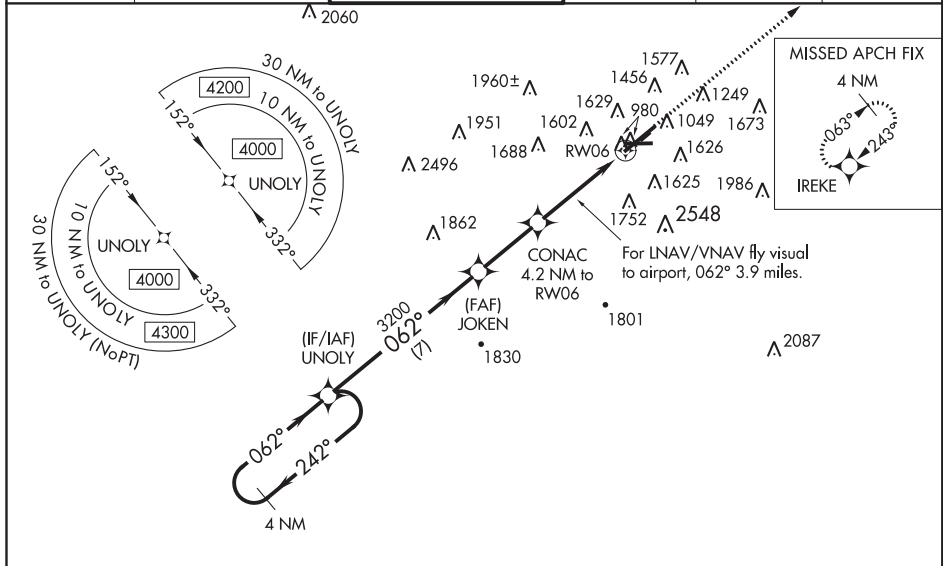
RNAV (GPS) RWY 6

ELMIRA/CORNING RGNL (E.L.M)

⚠ Night landing: Rwy 10 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, LNAV/VNAV NA. When local altimeter setting not received, use Penn Yan altimeter setting and increase LPV DA 73 feet and all MDA 80 feet, and increase LNAV Cats A/C/D visibility ½ mile; inop table does not apply to LNAV Cats A/C/D; for inop MALSR, increase LPV all Cats visibility to ¾.

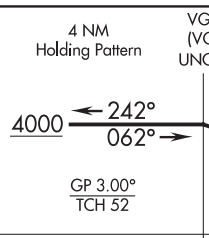
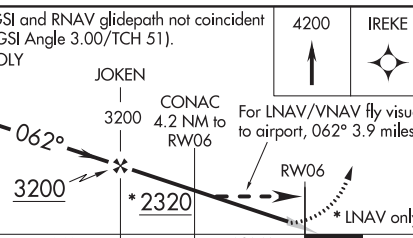
MALSR  MISSED APPROACH: Climb to 4200 direct IREKE and hold.

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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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 955		D TDZE 944	
4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 51).	
			
CATEGORY	A	B	C
LPV DA	1144-1/2		200 (200-1/2)
LNAV/VNAV DA	2234-3		1290 (1300-3)
LNAV MDA	2040-3/4 1096 (1100-3/4)	2040-1 1096 (1100-1)	2040-2 1/2 1096 (1100-2 1/2)
CIRCLING	2100-1 1/4 1145 (1200-1 1/4)	2100-1 1/2 1145 (1200-1 1/2)	2120-3 1165 (1200-3) 2160-3 1205 (1300-3)

HIRL Rwy 6-24 **⓪**
MIRL Rwy 10-28

WAAS CH 70530 W10A	APP CRS 101°	Rwy Idg TDZE 942 Apt Elev 955	5004
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RNAV (GPS) RWY 10

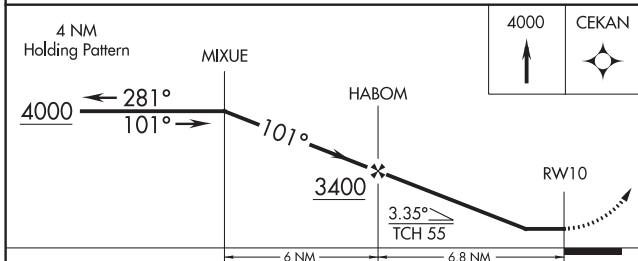
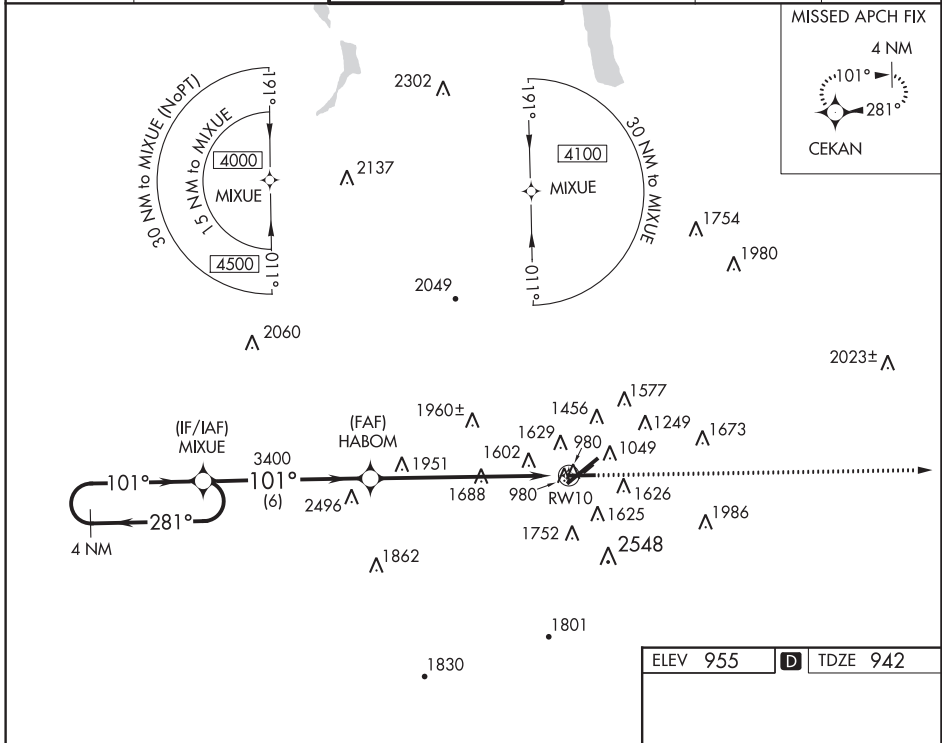
ELMIRA/CORNING RGNL (ELM)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Penn Yan altimeter setting and increase all MDA 80 feet. Night landing: Rwy 10 NA.

❄ -16°C/3°F

MISSED APPROACH: Climb to 4000 direct CEKAN 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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ELEV 955	D TDZE 942
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HIRL Rwy 6-24 **⓪**
MIRL Rwy 10-28

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	1325 (1400-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99527 W24A	APP CRS 242°	Rwy Idg TDZE Apt Elev 7799 955 955
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RNAV (GPS) RWY 24

ELMIRA/CORNING RGNL (ELM)

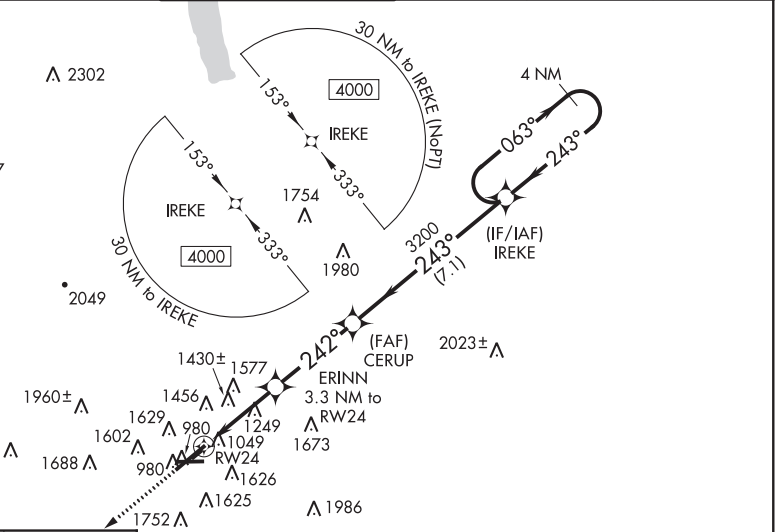
▲ **▲** **☄** **-16°C/3°F**

****Missed approach requires a minimum climb of 260 feet per NM to 2300. Night landing: Rwy 10 NA. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, use Penn Yan altimeter setting and increase all DA 73 feet and all MDA 80, and increase LPV all Cats and LNAV Cats C/D visibility ¼ mile and LNAV/VNAV all Cats visibility 1½ mile; inop table does not apply to LNAV/VNAV all Cats; for inop MALS, increase LPV DA** all Cats visibility to ½ and LPV all Cats visibility to 1½. Baro-VNAV and VDP NA when using Penn Yan altimeter setting. For inop MALS, increase LNAV Cats C/D visibility to 2½ mile.**

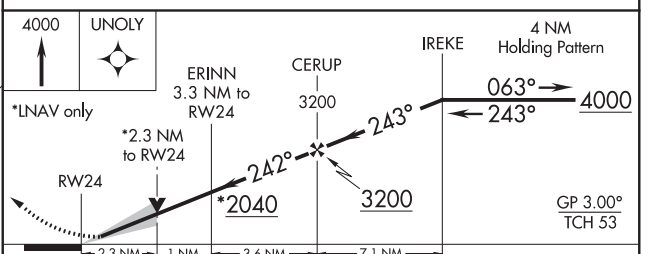
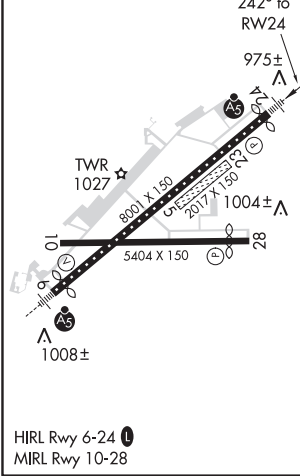
MALS
☄

MISSED APPROACH:
Climb to 4000 direct UNOLY and hold.

ATIS 125.475	ELMIRA APP CON * 128.425 257.8	ELMIRA TOWER * 121.1 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ELEV 955	D	TDZE 955
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CATEGORY	A	B	C	D
LPV DA**		1155/24	200 (200-½)	
LPV DA		1348/45	393 (400-¾)	
LNAV/VNAV DA		1807-2½	852 (900-2½)	
LNAV MDA	1740/24 785 (800-½)	1740/40 785 (800-¾)	1740-1¾	785 (800-1¾)
CIRCLING	2100-1¼ 1145 (1200-1¼)	2100-1½ 1145 (1200-1½)	2120-3 1165 (1200-3)	2160-3 1205 (1300-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77730 W28A	APP CRS 281°	Rwy Idg 5002 TDZE 944 Apt Elev 955
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RNAV (GPS) RWY 28

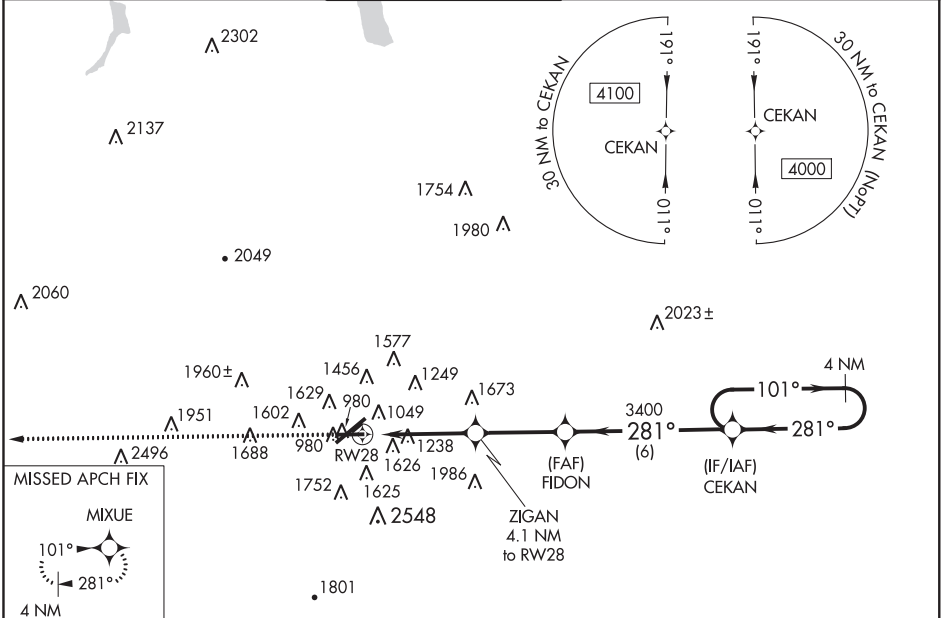
ELMIRA/CORNING RGNL (ELM)

⚠ Circling to Rwy 10 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter not received, use Penn Yan altimeter setting and increase all MDA 80 feet and LP Cat C/D visibility 1/2 mile, LNAV Cat B visibility 1/4 mile, and LNAV Cat C/D visibility 1/2 mile.

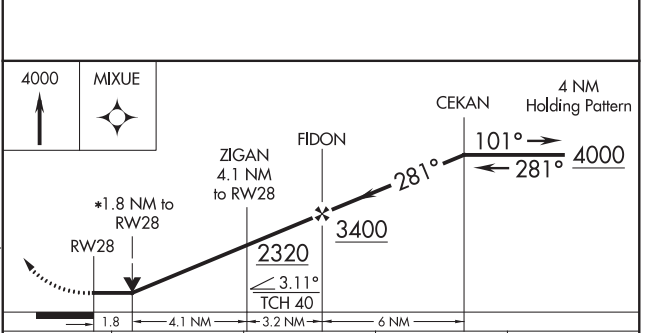
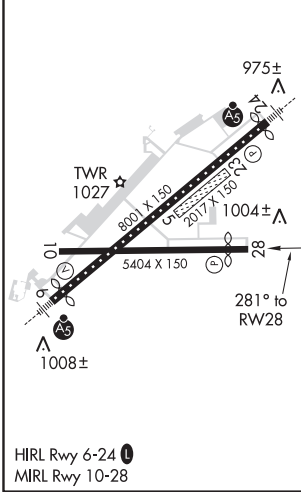
❄ -16°C/3°F

MISSED APPROACH: Climb to 4000 direct MIXUE and hold.

ATIS 125.475	ELMIRA APP CON * 128.425 257.8	ELMIRA TOWER * 121.1 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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ELEV 955	D	TDZE 944
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	CATEGORY	A	B	C	D
LP	MDA	1540-1	596 (600-1)	1540-1 3/4	596 (600-1 3/4)
LNAV	MDA	1880-1 1/4	936 (1000-1 1/4)	1880-2 1/2	936 (1000-2 1/2)
CIRCLING		2100-1 1/4	2100-1 1/2	2120-3	2160-3
		1145 (1200-1 1/4)	1145 (1200-1 1/2)	1165 (1200-3)	1205 (1300-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

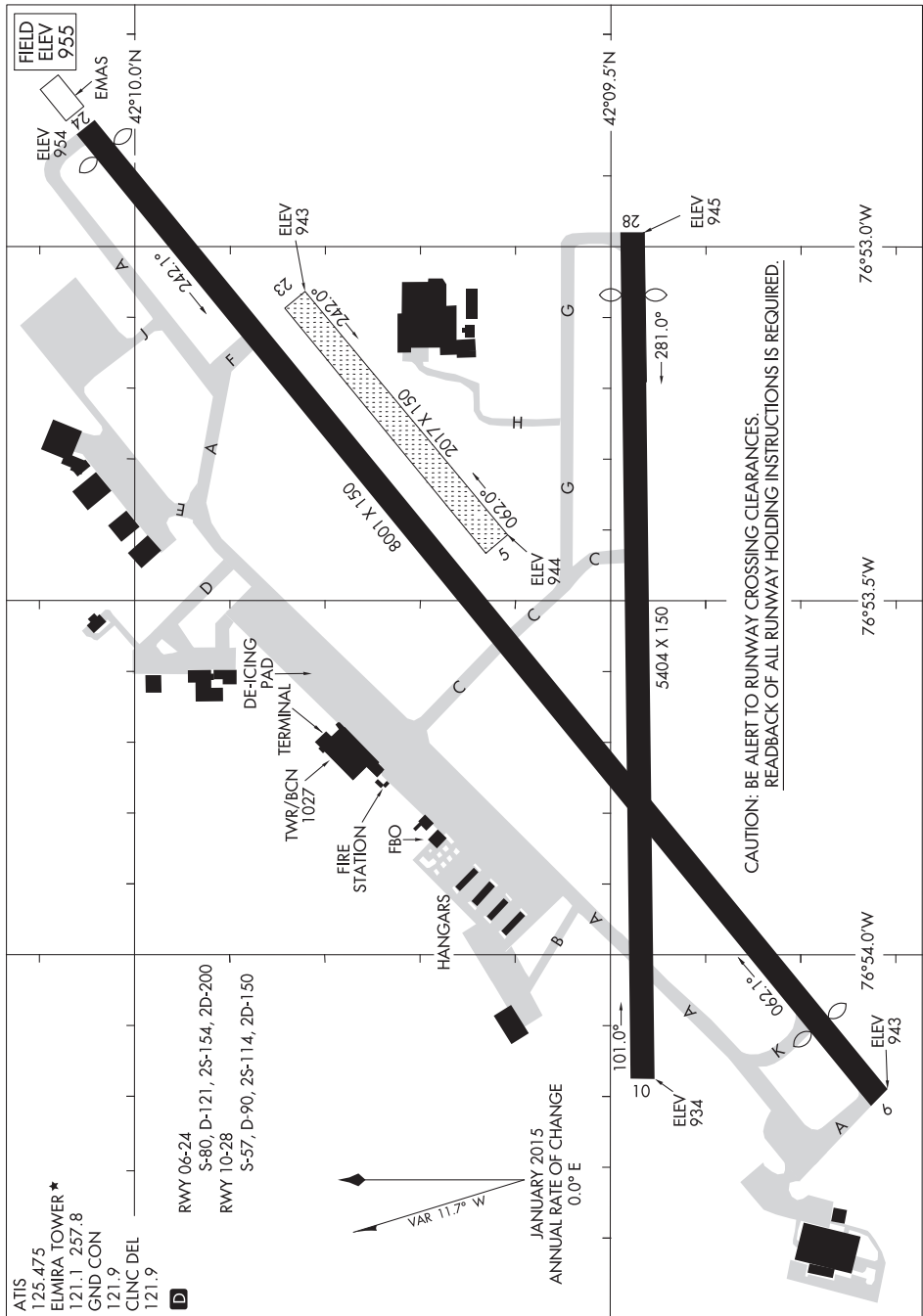
AIRPORT DIAGRAM

AL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)
ELMIRA, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



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

ATIS 125.475
ELMIRA TOWER ★ 121.1 257.8
GND CON 121.9
CLNC DEL 121.9

RWY 06-24 S-80, D-121, 2S-154, 2D-200
RWY 10-28 S-57, D-90, 2S-114, 2D-150

VAR 11.7° W

JANUARY 2015 ANNUAL RATE OF CHANGE 0.0°E

AIRPORT DIAGRAM

ELMIRA, NEW YORK
ELMIRA/CORNING RGNL (ELM)

ELMIRA FOUR DEPARTURE

SL-131 (FAA)

ELMIRA/CORNING RGNL (E.I.M)
ELMIRA, NEW YORK

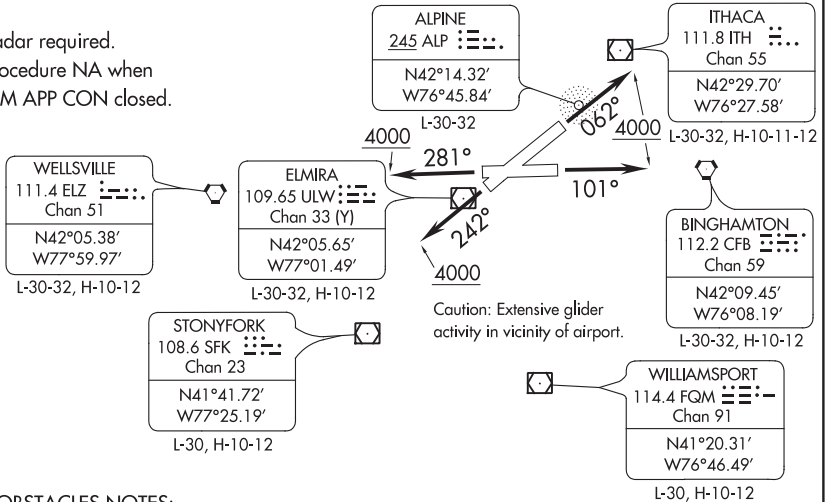
ATIS 125.475
 CLNC DEL
 121.9
 GND CON
 121.9
 ELMIRA TOWER *
 121.1 (CTAF) 257.8
 ELMIRA DEP CON *
 128.425 257.8

TAKEOFF MINIMUMS:

- Rwys 5, 23: NA-ATC.
- Rwy 6: 500-2¾ or Standard with minimum climb of 338' per NM to 1600.
- Rwy 10: 500-2 with minimum climb of 269' per NM to 2200 or standard with minimum climb of 400' per NM to 1600.
- Rwy 24: Standard with minimum climb of 405' per NM to 2300.
- Rwy 28: 800-3 with minimum climb of 373' per NM to 2400 or standard with minimum climb of 639' per NM to 2000.

TOP ALTITUDE:
4000

NOTE: Radar required.
 NOTE: Procedure NA when
 ELM APP CON closed.



TAKEOFF OBSTACLES NOTES:

- Rwy 6: Trees beginning 581' from DER, 513' left of centerline, up to 34' AGL/1023' MSL. Trees beginning 3057' from DER, 192' right of centerline, up to 45' AGL/1044' MSL. Trees 1.5 NM from DER, 2967' left of centerline, up to 74' AGL/1363' MSL. Trees 2.1 NM from DER, 3856' left of centerline, up to 49' AGL/1428' MSL. Trees 2.2 NM from DER, 3892' left of centerline, up to 56' AGL/1335' MSL.
 - Rwy 10: Wall, building, poles, and trees beginning 25' from DER, 37' left of centerline, up to 52' AGL/1021' MSL. Poles and trees beginning 128' from DER, 110' right of centerline, up to 99' AGL/1096' MSL. Trees 1.3 NM from DER, 2592' right of centerline, up to 92' AGL/1351' MSL. Trees 1.3 NM from DER, 2662' right of centerline, up to 97' AGL/1357' MSL. Communications tower 1.7 NM from DER, 1756' right of centerline, 249' AGL/1236' MSL.
 - Rwy 24: Terrain, sign, and trees beginning 34' from DER, 13' left of centerline, up to 59' AGL/1005' MSL. Terrain beginning 11' from DER, 8' right of centerline, up to 944' MSL.
 - Rwy 28: Antenna and trees beginning 7' from DER, 186' left of centerline, up to 100' AGL/1039' MSL. Terrain, vehicles on road, tower, antenna, buildings, poles and trees beginning 27' from DER, 369' right of centerline, up to 90' AGL/1079' MSL. Trees 1.4 NM from DER, 2095' right of centerline, up to 75' AGL/1624' MSL. Trees 1.7 NM from DER, 2432' right of centerline, up to 59' AGL/1708' MSL. Trees 2.5 NM from DER, 4399' right of centerline, up to 53' AGL/1672' MSL.
- NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 06: Climb heading 062° to 4000, thence....
- TAKEOFF RUNWAY 10: Climb heading 101° to 4000, thence....
- TAKEOFF RUNWAY 24: Climb heading 242° to 4000, thence....
- TAKEOFF RUNWAY 28: Climb heading 281° to 4000, thence....

....expect radar vectors to join assigned route/fix. Expect clearance to filed altitude ten 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.

ELMIRA FOUR DEPARTURE

21JUL16

ELMIRA, NEW YORK
ELMIRA/CORNING RGNL (E.I.M)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3900
036°	TDZE	833
	Apt Elev	833

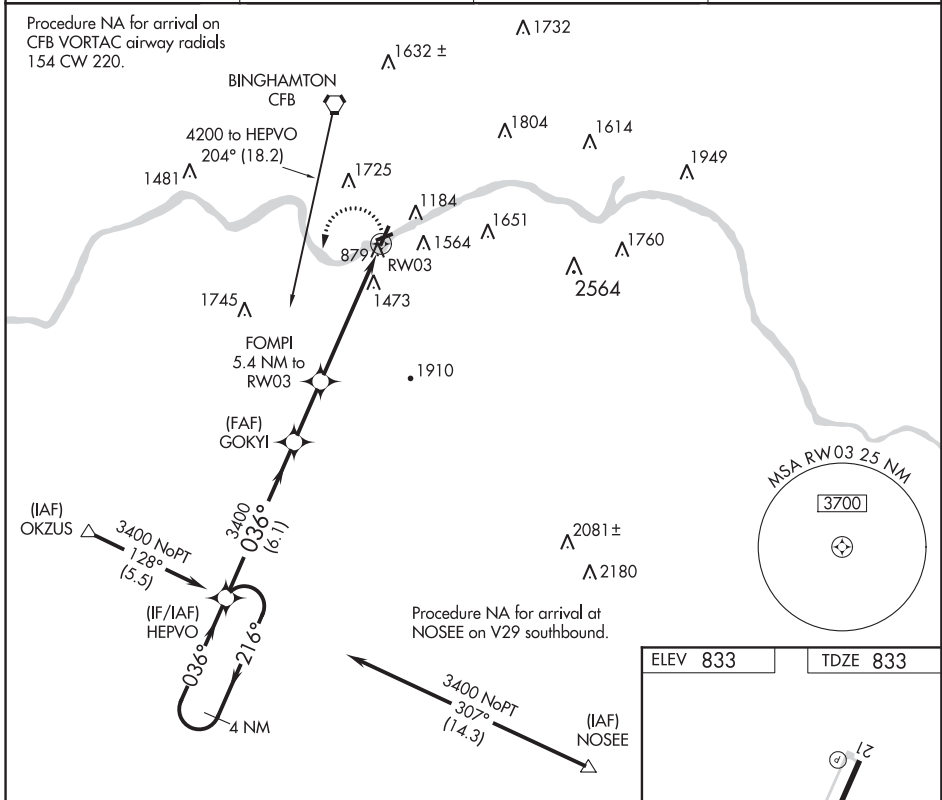
RNAV (GPS) RWY 3

TRI-CITIES (CZG)

NA Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and $-15^{\circ}\text{C}/5^{\circ}\text{F}$ increase all MDA 140 feet.

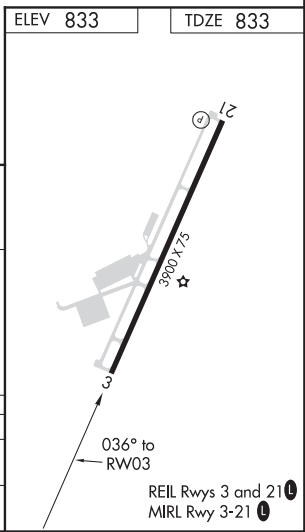
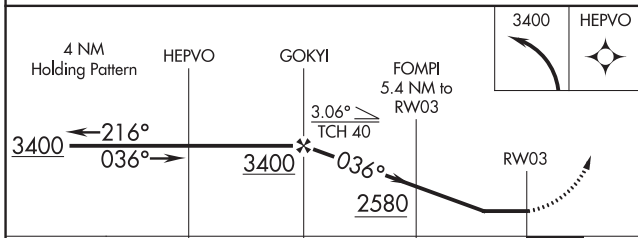
MISSED APPROACH: Climbing left turn to 3400 direct HEPVO and hold.

AWOS-3 119.075	BINGHAMTON APP CON * 118.6 257.625	CLNC DEL 121.7	UNICOM 122.8 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



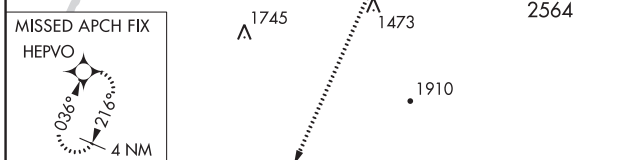
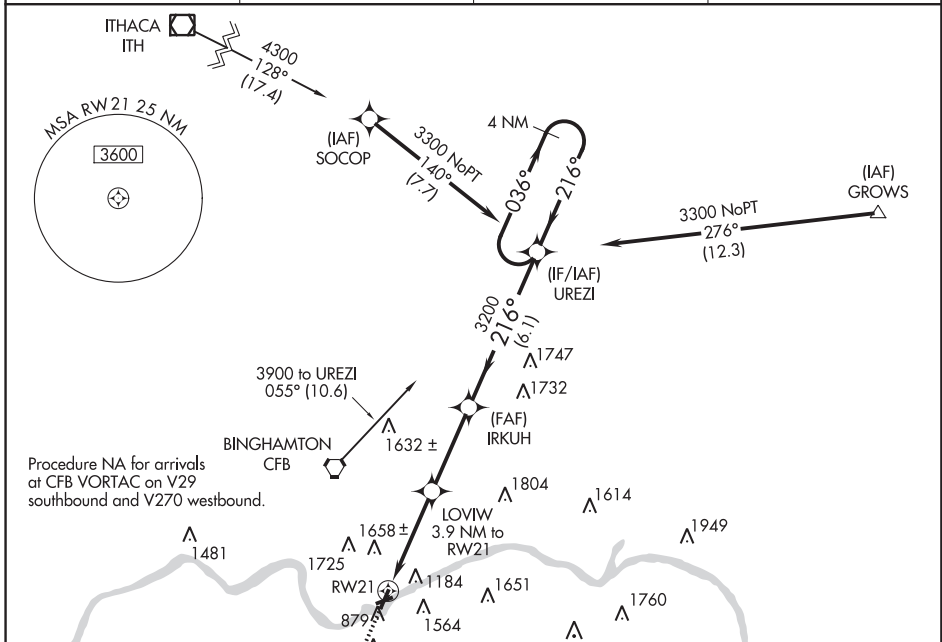
CATEGORY	A	B	C	D
LNAV MDA	2160-1¼ 1327 (1400-1¼)	2160-1½ 1327 (1400-1½)		NA
CIRCLING	2160-1¼ 1327 (1400-1¼)	2160-1½ 1327 (1400-1½)		NA

APP CRS 216°	Rwy Idg 3900
	TDZE 833
	Apt Elev 833

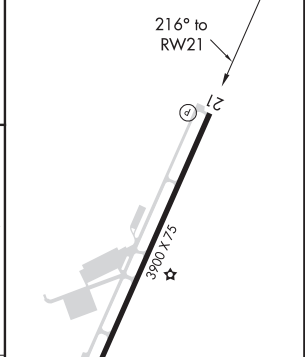
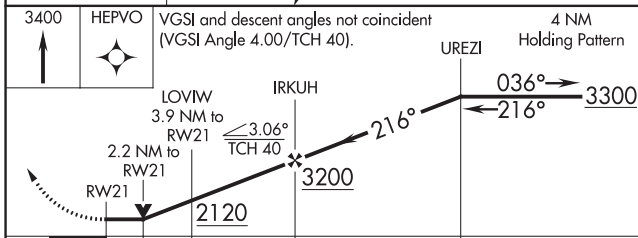
RNAV (GPS) RWY 21

TRI-CITIES (CZG)

<p>NA Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, increase LNAV Cat B visibility 1/2 mile.</p>		<p>MISSED APPROACH: Climb to 3400 direct HEPVO and hold.</p>	
AWOS-3 119.075	BINGHAMTON APP CON * 118.6 257.625	CLNC DEL 121.7	UNICOM 122.8 (CTAF)



ELEV 833	TDZE 833
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CATEGORY	A	B	C	D
LNAV MDA	1780-1/4	947 (1000-1/4)		NA
CIRCLING	1940-1/4 1107 (1200-1/4)	1960-1/2 1127 (1200-1/2)		NA

REIL Rwy 3 and 21

MRL Rwy 3-21

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ENDICOTT, NEW YORK

AL-5543 (FAA)

16091

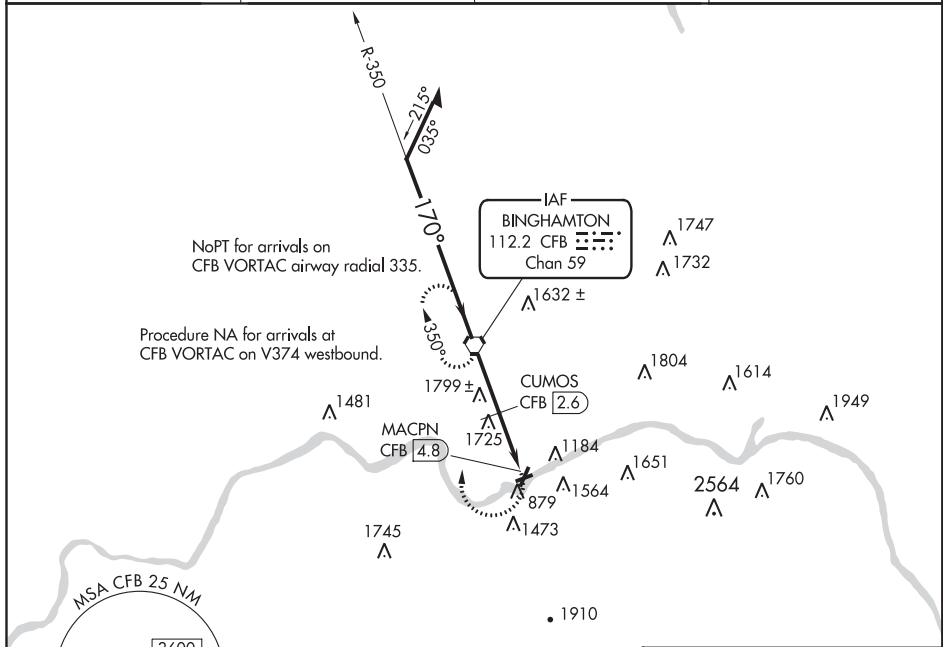
VORTAC CFB 112.2 Chan 59	APP CRS 170°	Rwy Idg TDZE Apt Elev 833	N/A N/A 833
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VOR-A
TRI-CITIES (CZG)

Visibility reduction by helicopters NA. Procedure NA at night. When local altimeter setting not received, use Binghamton altimeter and increase all MDA 140 feet.

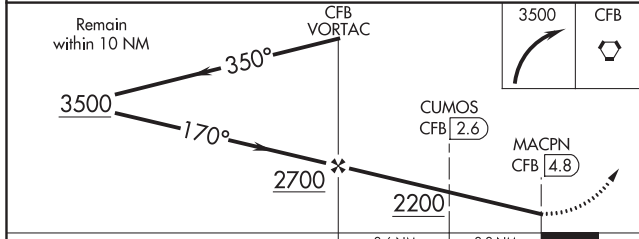
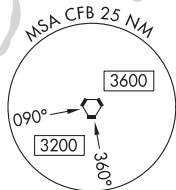
MISSED APPROACH: Climbing right turn to 3500 direct CFB VORTAC and hold.

AWOS-3 119.075	BINGHAMTON APP CON* 118.6 257.625	CLNC DEL 121.7	UNICOM 122.8 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 1367 (1400-1¼)	2200-1½ 1367 (1400-1½)	NA	
CUMOS FIX MINIMUMS				
CIRCLING	2000-1¼ 1167 (1200-1¼)	2000-1½ 1167 (1200-1½)	NA	

ELEV 833				
170° to MACPN				
REIL Rwys 3 and 21				
MIRL Rwy 3-21				
FAF to MAP 4.8 NM				
Knots	60	90	120	150 180
Min:Sec	4:48	3:12	2:24	1:55 1:36

ENDICOTT, NEW YORK
Amdt 5A 31MAY12

42°05'N-076°06'W

TRI-CITIES (CZG)
VOR-A

LOC I-FRG 111.9	APP CRS 146°	Rwy Ldg TDZE Apt Elev	6157 77 80
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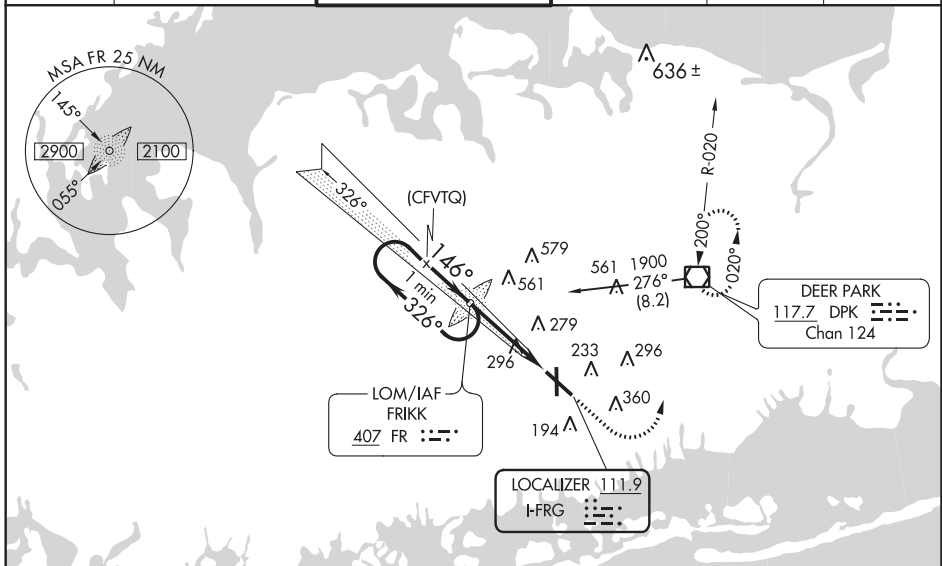
ILS or LOC RWY 14

REPUBLIC (F/RG)

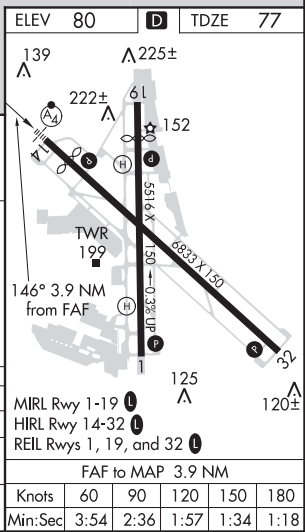
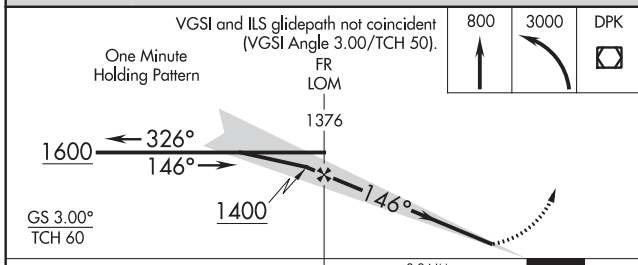
▽ Inop table does not apply to S-ILS 14. For inop MALS/R, increase S-LOC 14 Cats A/B visibility to 1, Cats C/D visibility to 1 $\frac{1}{2}$. Autopilot coupled approach NA below 310. When local altimeter setting not received, use Islip altimeter setting: increase S-ILS 14 DA to 314; increase all MDA 40 feet and Circling Cats C/D visibility $\frac{1}{4}$ mile; inop table does not apply to S-ILS 14 all Cats; for inop MALS/R, increase S-LOC 14 Cats A/B visibility to 1.

MALS/R
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct DPKVOR/DME and hold, continue climb-in-hold to 3000.

ATIS 126.65	NEW YORK APP CON 128.12 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95
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ELEV 80	D	TDZE 77
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CATEGORY	A	B	C	D
S-ILS 14	277- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 14	560- $\frac{3}{4}$	483 (500- $\frac{3}{4}$)	560-1	483 (500-1)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1 $\frac{3}{4}$ 640 (700-1 $\frac{3}{4}$)	720-2 640 (700-2)

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, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6157
146°	TDZE	77
	Apt Elev	80

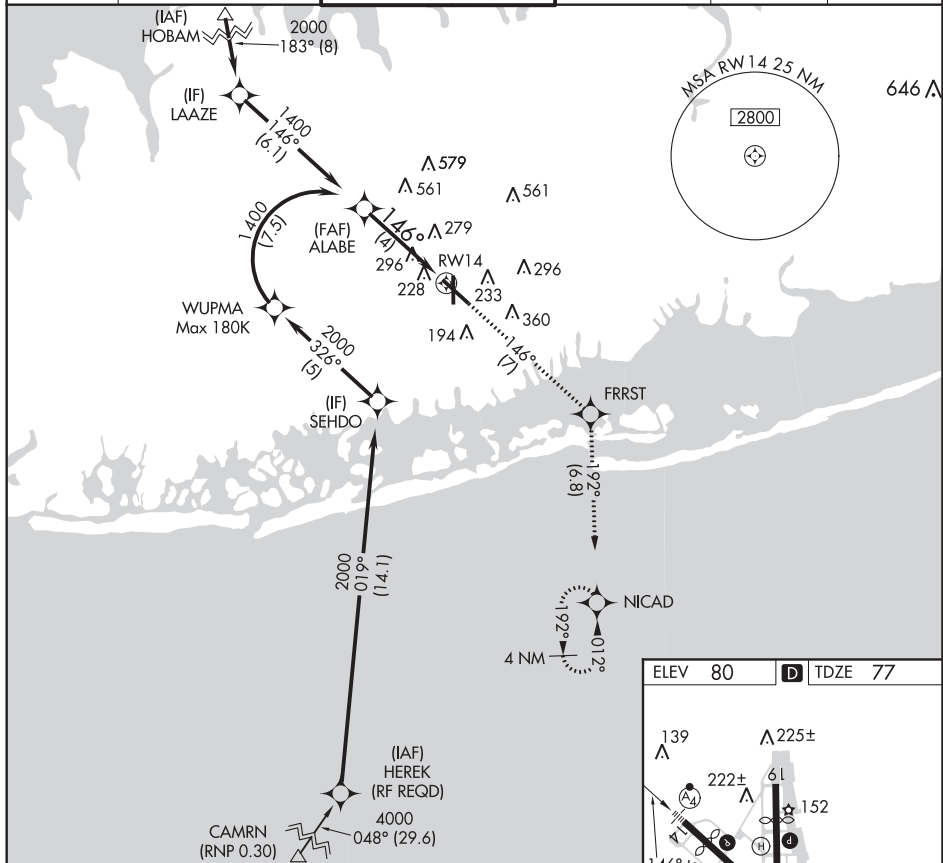
RNAV (RNP) Z RWY 14

REPUBLIC (F'RG)

▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (118°F). For inop MALSR, increase RNP 0.30 all Cats visibility to 1 3/8. GPS Required.

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

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	128.12 269.0	118.8 (CTAF) 0 279.65	121.6 269.6	128.25	122.95

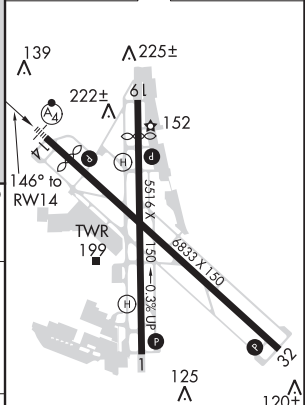
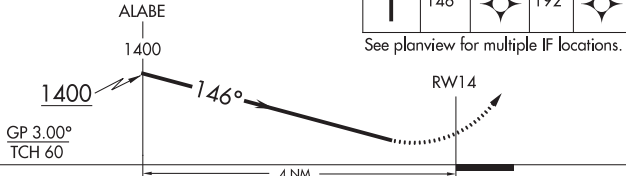


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 80	TDZE 77
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).



CATEGORY	A	B	C	D
RNP 0.30 DA		502-7/8	425 (500-7/8)	

AUTHORIZATION REQUIRED

MIRL Rwy 1-19
 HIRL Rwy 14-32
 REIL Rws 1, 19, and 32

WAAS CH 82524 W01A	APP CRS 013°	Rwy Idg TDZE 72 Apt Elev 80	5516
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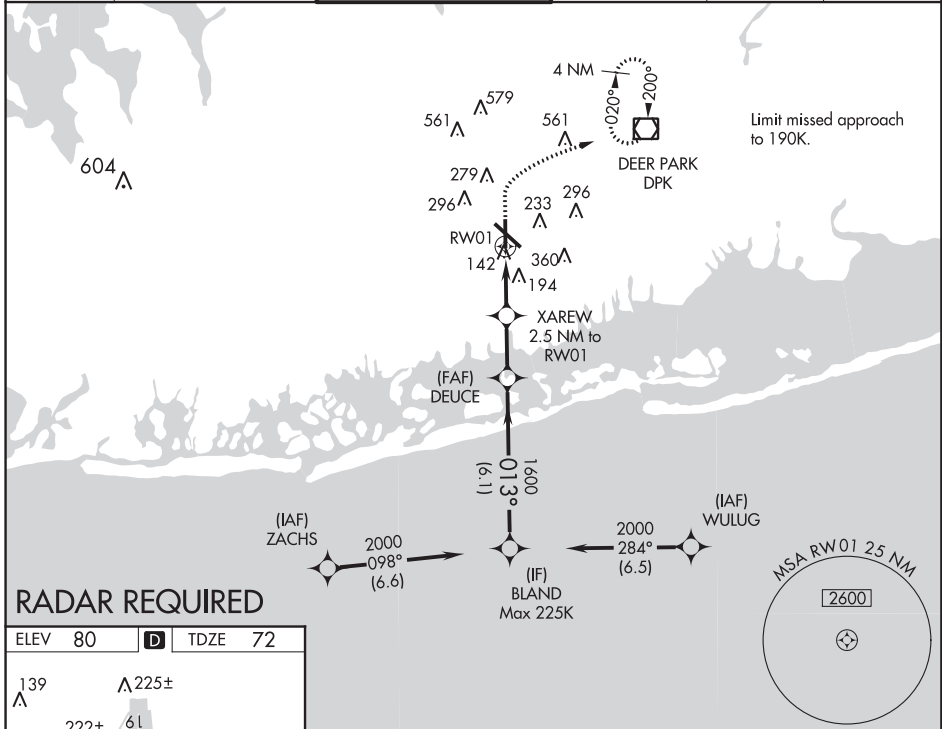
RNAV (GPS) RWY 1

REPUBLIC (F'RG)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and LNAV Cats C/D visibility 1/8 mile and Circling Cats C/D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DPK VOR/DME and hold.

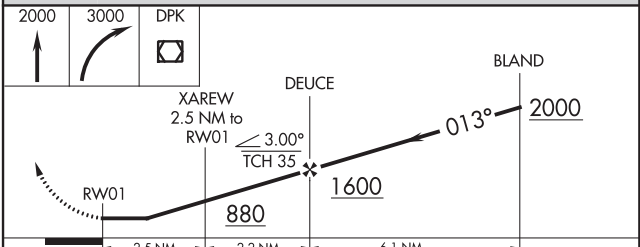
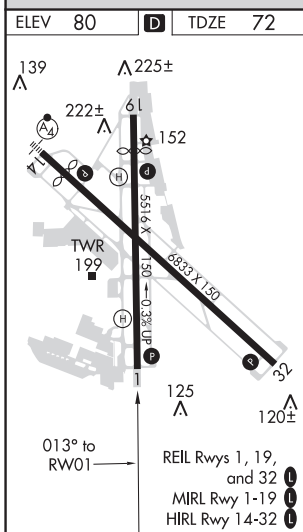
ATIS 126.65	NEW YORK APP CON 128.12 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED



CATEGORY	A	B	C	D
LP MDA	400-1 328 (400-1)			
LNAV MDA	460-1	388 (400-1)	460-1 1/8	388 (400-1 1/8)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1 3/4 640 (700-1 3/4)	720-2 640 (700-2)

WAAS CH 81924 W19A	APP CRS 193°	Rwy Idg TDZE 78 Apt Elev 80	4727
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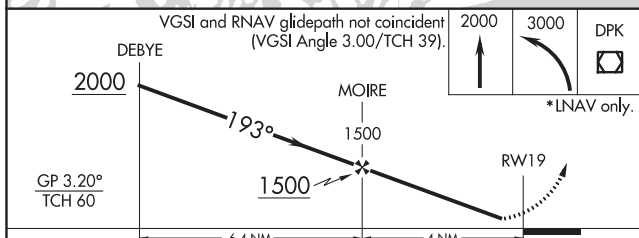
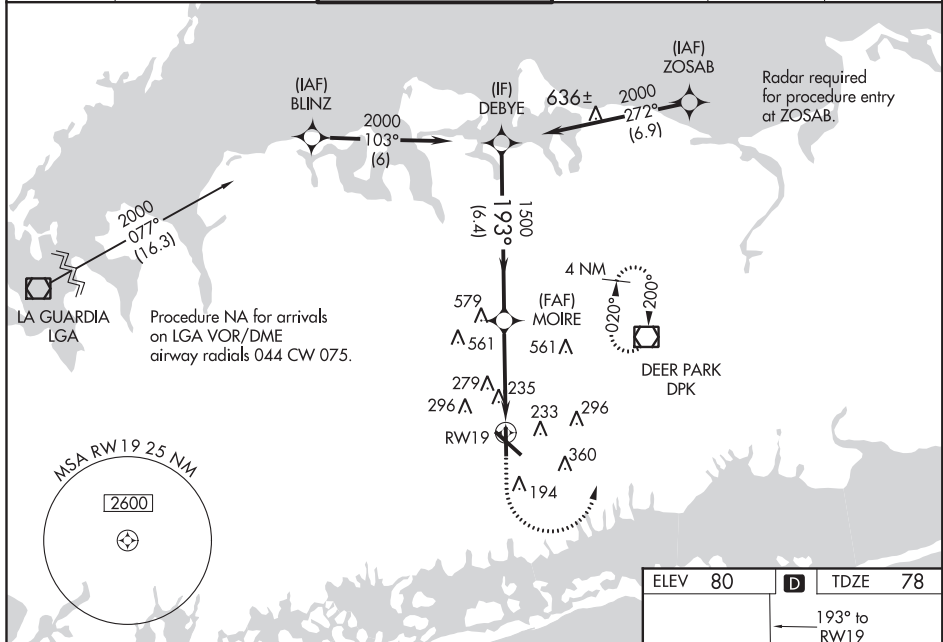
RNAV (GPS) RWY 19

REPUBLIC (F'RG)

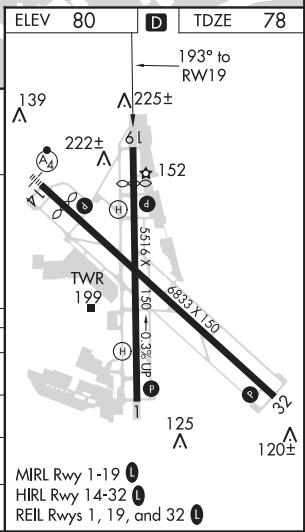
⚠ Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DPK VOR/DME and hold.

ATIS 126.65	NEW YORK APP CON 128.12 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	345-1	267 (300-1)		NA
LNAV/VNAV DA	557-1½	479 (500-1½)		NA
LNAV MDA	540-1	462 (500-1)	540-1¾	462 (500-1¾)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70715 W32A	APP CRS 326°	Rwy Idg TDZE 68 Apt Elev 80	6833
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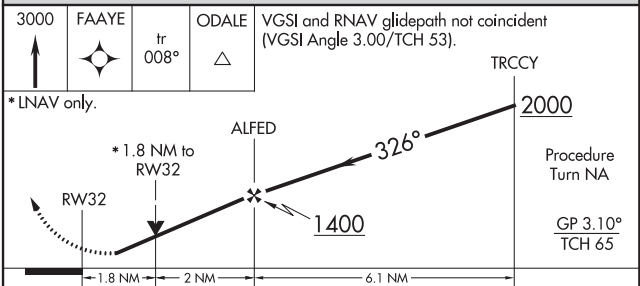
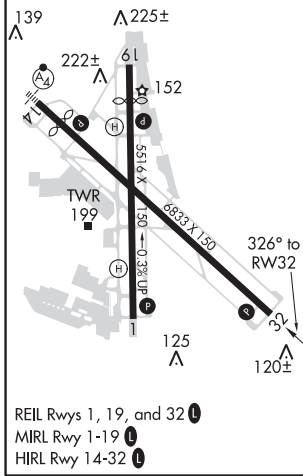
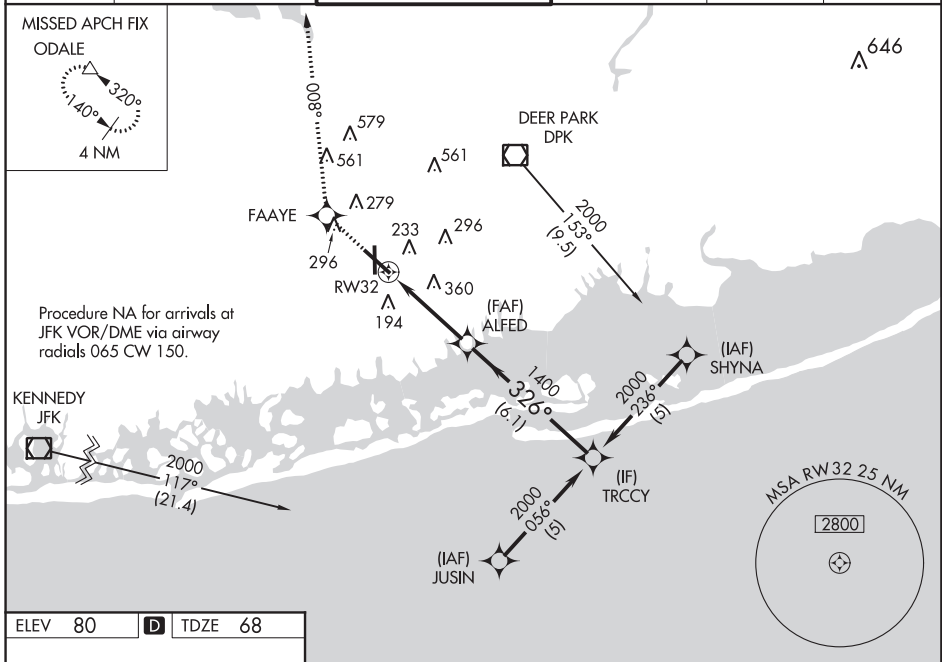
RNAV (GPS) RWY 32

REPUBLIC (F.R.G)

▼ Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.
▲ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C and D visibility 1/4 mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAAYE and via track 008° to ODALE and hold.

ATIS 126.65	NEW YORK APP CON 128.12 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 0 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		369-1	301 (300-1)	
LNAV/VNAV DA		761-2¼	693 (700-2¼)	
LNAV MDA	680-1	612 (600-1)	680-1¾ 612 (600-1¾)	680-2 612 (600-2)
CIRCLING	680-1	600 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69612 W14A	APP CRS 146°	Rwy Idg TDZE Apt Elev	6157 77 80
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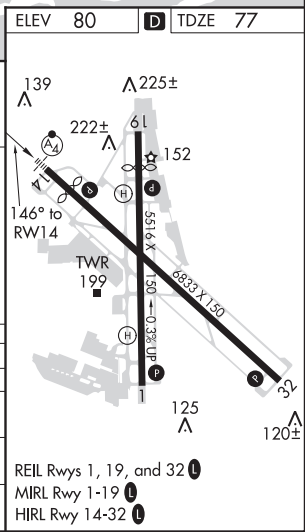
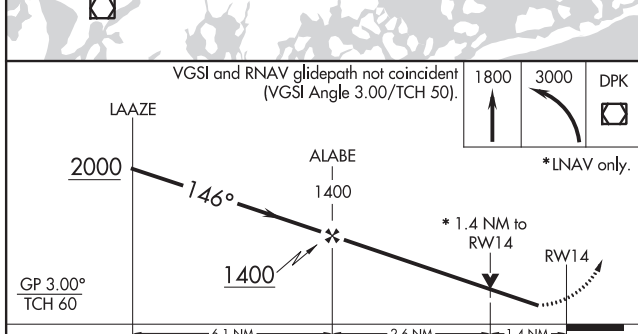
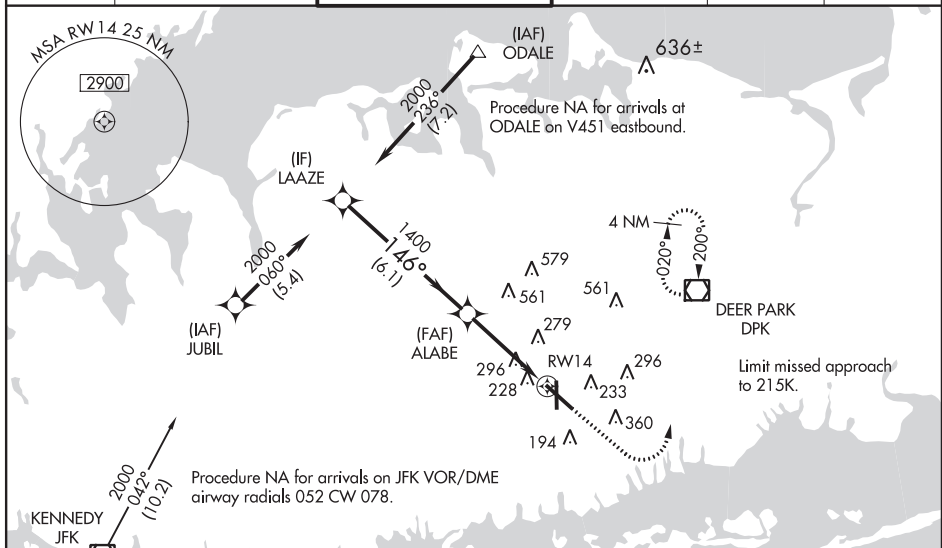
RNAV (GPS) Y RWY 14

REPUBLIC (F'RG)

⚠ Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR: increase LNAV/VNAV all Cats visibility to 1; LNAV Cats A/B visibility to 1; LNAV Cats C/D visibility to 1½. Baro-VNAV and VDP NA when using Islip altimeter setting. When local altimeter setting not received, use Islip altimeter setting: increase LPV all Cats DA to 314; increase LNAV/VNAV all Cats DA to 426; increase all MDA 40 feet and Circling Cats C/D visibility ¼ mile; inop table does not apply to LPV; for inop MALSR increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cats A/B visibility to 1.

MALSF

MISSED APPROACH:
 Climb to 1800 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 126.65	NEW YORK APP CON 128.12 269.0	REPUBLIC TOWER* 118.8 (CTAF) 0 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		277-¾	200 (200-¾)	
LNAV/VNAV DA		389-¾	312 (400-¾)	
LNAV MDA	560-¾	483 (500-¾)	560-1	483 (500-1)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

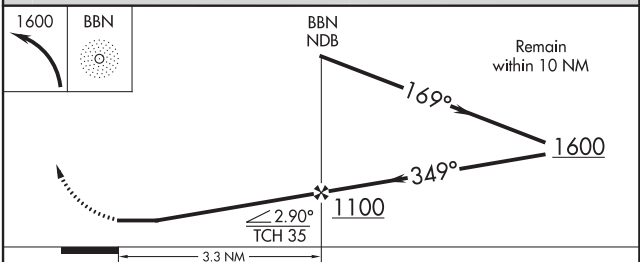
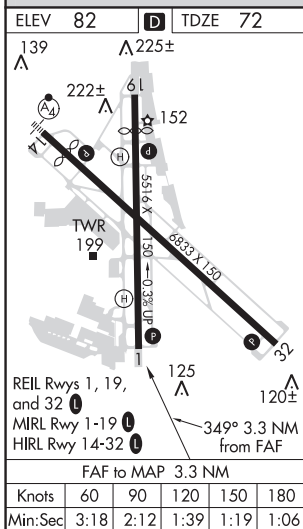
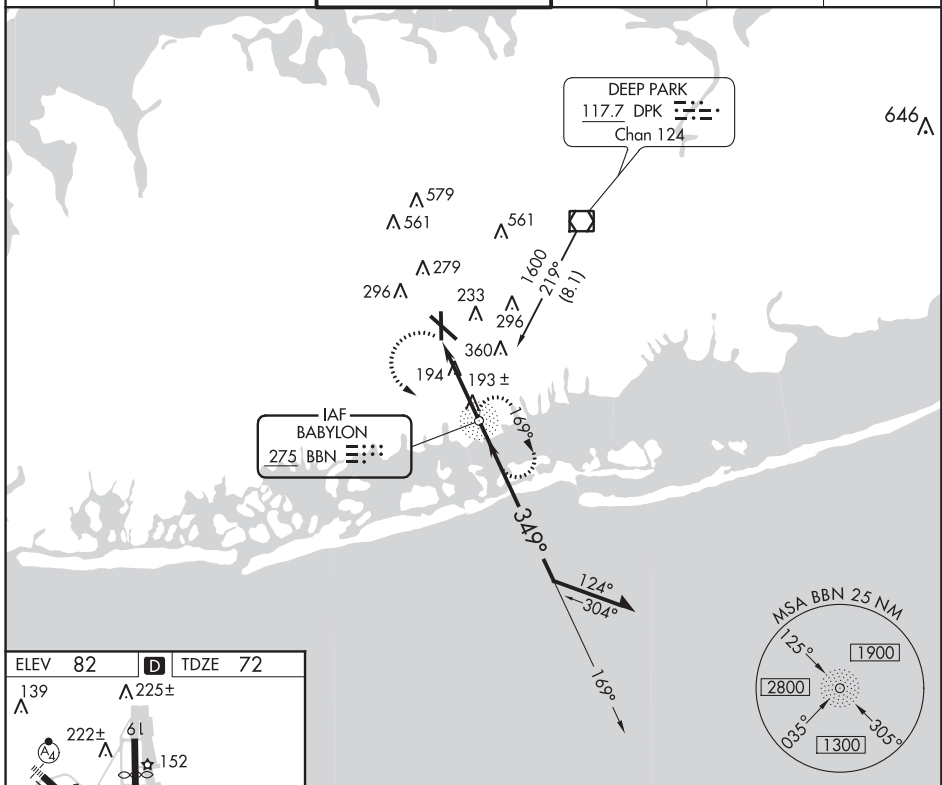
NDB BBN	APP CRS	Rwy Idg	5516
275	349°	TDZE	72
		Apt Elev	82

NDB RWY 1

REPUBLIC (F'RG)

▼ Helicopter visibility reduction below 1 SM NA. MISSED APPROACH: Climbing left turn to 1600 direct BBN NDB and hold.

ATIS 126.65	NEW YORK APP CON 128.12 269.0	REPUBLIC TOWER ★ 118.8 (CTAF) 279.65	GND CON 121.6 269.6	CLNC DEL 128.25	UNICOM 122.95
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CATEGORY	A	B	C	D
S-1	540-1	468 (500-1)	540-1¼ 468 (500-1¼)	540-1½ 468 (500-1½)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

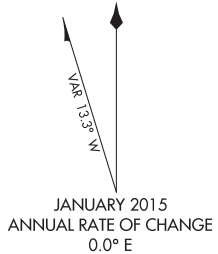
AL-704 (FAA)

REPUBLIC (FRG)
FARMINGDALE, NEW YORK

ATIS
126.65
REPUBLIC TOWER*
118.8 279.65
GND CON
121.6 269.6
CLNC DEL
128.25

D

40°44.5'N



FIELD ELEV 80

EMAS

ELEV 78

145.5°

61

G7

192.5°

5516 X 150

6833 X 150

325.6°

40°44.0'N

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RWY 01-19
S-45, D-60
RWY 14-32
S-45, D-60

TWR 199

MAIN TERMINAL

40°43.5'N

TANK

#2

B

B4

G2

G1

ELEV 62

73°25.0'W

73°24.5'W

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

AIRPORT DIAGRAM

FARMINGDALE, NEW YORK
REPUBLIC (FRG)

DEZZ FOUR DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

ATIS
126.65
CLNC DEL
128.25
GND CON
121.6 269.6
REPUBLIC TOWER *
118.8 279.65
NEW YORK DEP CON
125.7 353.75

TAKEOFF MINIMUMS

Rwys 14, 19: Standard.

Rwy 1: Standard with minimum climb
of 240' per NM to 800.

Rwy 32: Standard with minimum climb
of 245' per NM to 800.

NOTE: DME/DME/IRU or GPS required.

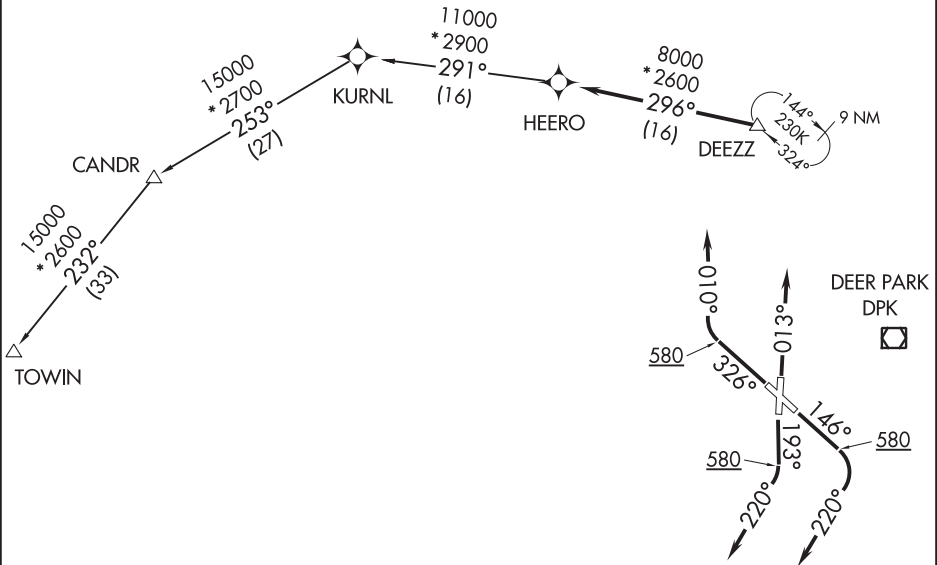
NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: TOWIN transition ATC
assigned only.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEZZ FOUR DEPARTURE (RNAV)

DEZZ FOUR DEPARTURE (RNAV)

FARMINGDALE, NEW YORK



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 013°, thence

TAKEOFF RWY 14: Climb heading 146° to 580, then climbing right turn heading 220°, thence

TAKEOFF RWY 19: Climb heading 193° to 580, then climbing right turn heading 220°, thence

TAKEOFF RWY 32: Climb heading 326° to 580, then climbing right turn heading 010°, thence

. . . . expect vectors to DEZZ, then on track 296° to HEERO. Maintain 3000.

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

CANDR TRANSITION (DEZZ4.CANDR)

TOWIN TRANSITION (DEZZ4.TOWIN)

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, 511' 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.

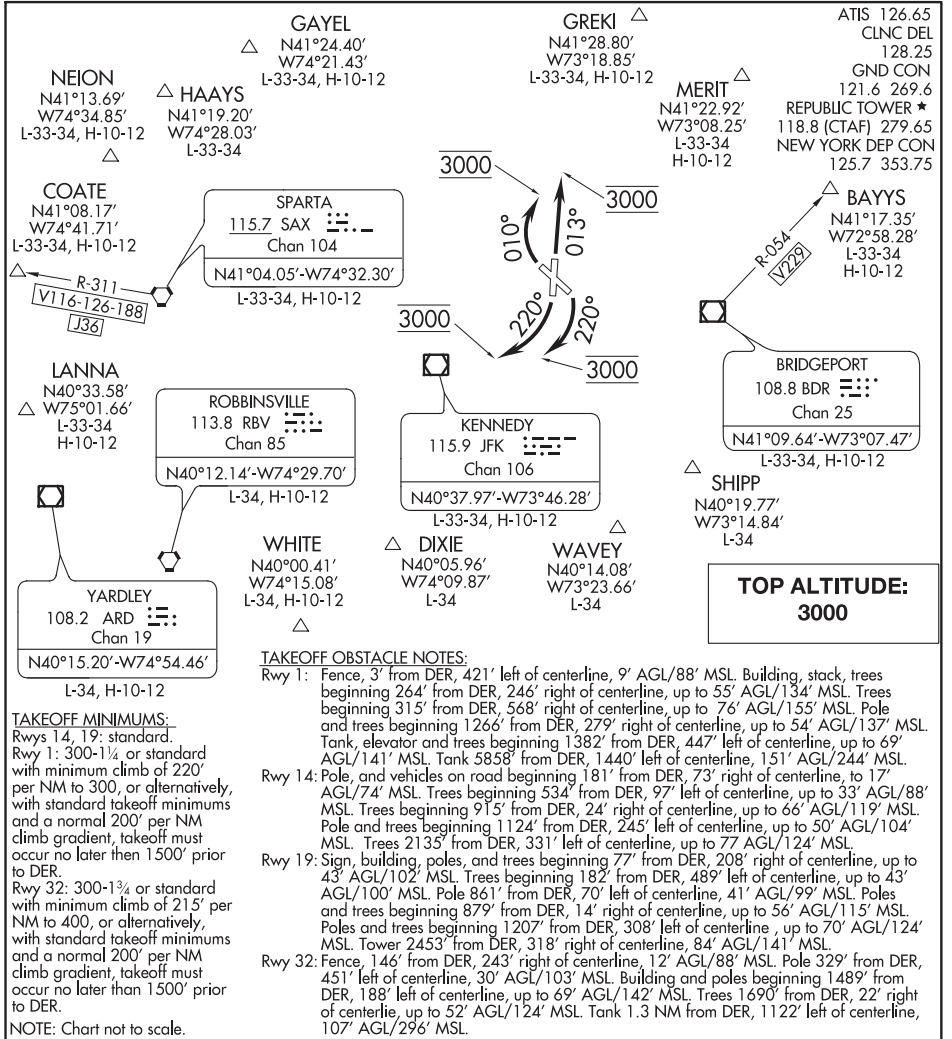
Rwy 19: Sign, building, poles, and trees beginning 77' from DER, 208' right of centerline, up to 43' AGL/102' MSL. Trees beginning 182' from DER, 498' left of centerline, up to 43' AGL/100' MSL. Pole 861' from DER, 70' left of centerline, 41' AGL/99' MSL. Poles and trees beginning 879' from DER, 14' 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.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

FARMINGDALE FIVE DEPARTURE



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 1:** Climb heading 013°, maintain 3000 feet, thence . . .
- TAKEOFF RUNWAYS 14 and 19:** Climbing right turn via heading 220°, maintain 3000 feet, thence . . .
- TAKEOFF RUNWAY 32:** Climbing right turn via heading 010°, maintain 3000 feet, thence . . .

. . . on vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BAYYS DEPARTURES: Expect vectors to BDR VOR/DME R-054 to BAYYS INT.
COATE DEPARTURES: Expect vectors to SAX VORTAC/SAX R-311 to COATE INT.

FARMINGDALE FIVE DEPARTURE

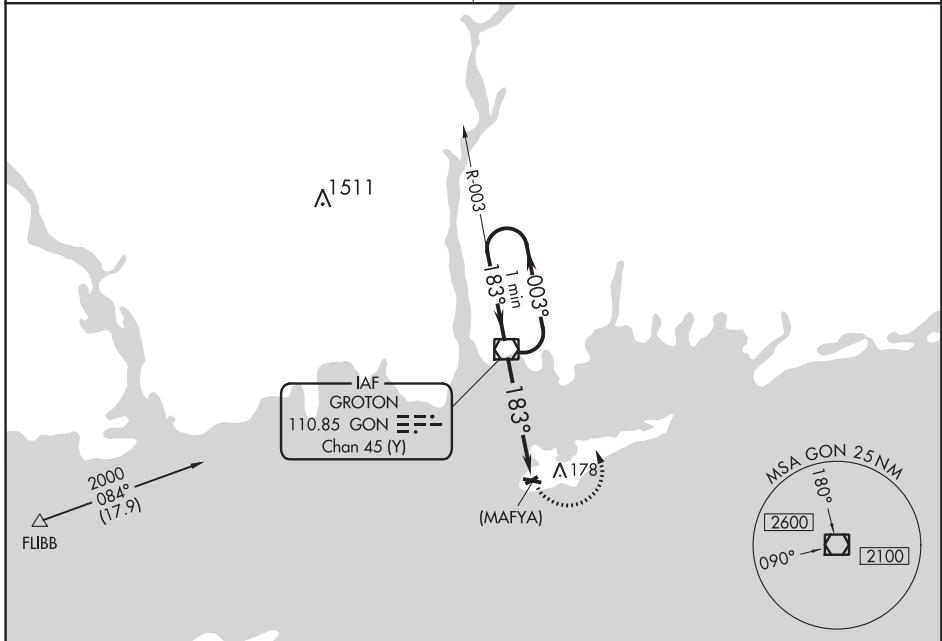
VOR/DME GON 110.85 Chan 45 (Y)	APP CRS 183°	Rwy Idg TDZE Apt Elev	N/A N/A 9
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VOR or GPS-A

FISHERS ISLAND / ELIZABETH FIELD (ØB8)

<p>▽ Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting.</p> <p>▲ NA Circling not authorized at night to Rwys 7 and 25.</p>	<p>MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.</p>
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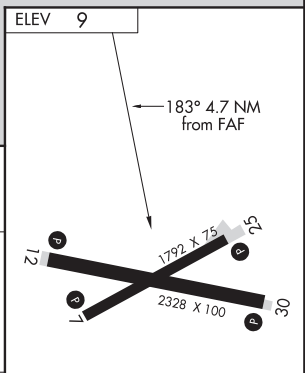
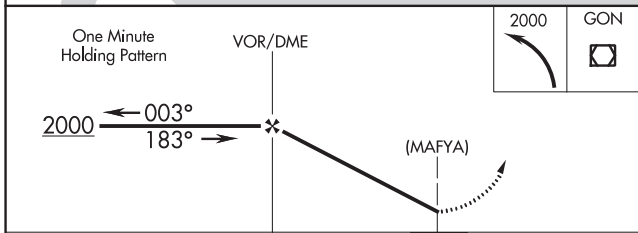
<p>PROVIDENCE APP CON *</p> <p>125.75 319.2</p>	<p>UNICOM</p> <p>122.8 (CTAF) 0 *</p>
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

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



CATEGORY	A	B	C	D
CIRCLING	540-1	531 (600-1)	540-1½ 531 (600-1½)	NA
BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS				
CIRCLING	600-1	591 (600-1)	600-1½ 591 (600-1½)	NA

REIL Rwys 7, 12, 25 and 30 0 *					
MIRL Rwys 7-25 and 12-30 0 *					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

LOC/DME I-FZY 110.9 Chan 46	APP CRS 330°	Rwy Idg 4782 TDZE 471 Apt Elev 475
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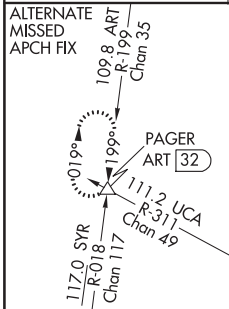
ILS or LOC RWY 33

OSWEGO COUNTY (F/ZY)

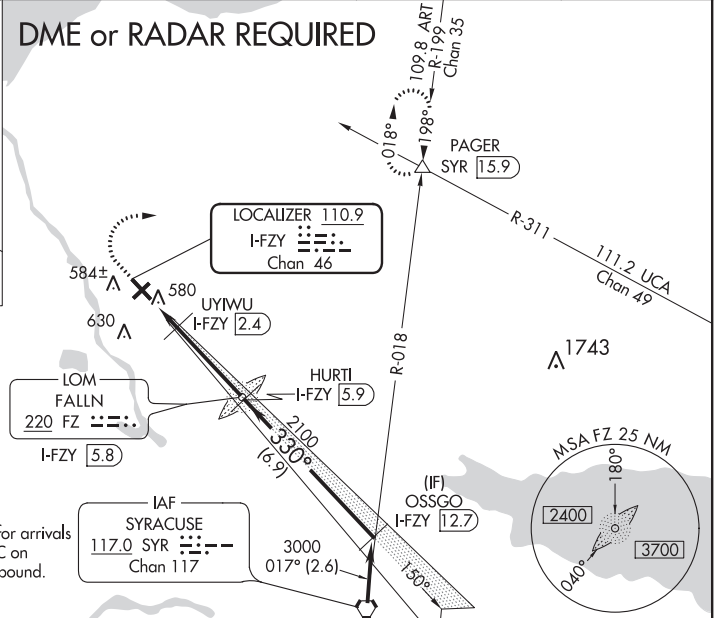
NA Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting; increase all DA to 866 and S-ILS 33 all Cats visibility 1/8 mile; increase all MDA 60 feet and UYIWU fix minimums S-LOC Cat C visibility 1/2 mile. Night landing: Rwy 15, 24 NA. VDP NA with Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 100° and SYR VORTAC R-018 to PAGER INT/SYR 15.9 DME and hold.

AWOS-3 119.275	SYRACUSE APP CON 134.275 279.6	CTAF 123.0	UNICOM 123.0
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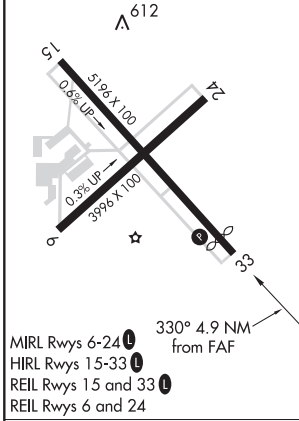


DME or RADAR REQUIRED

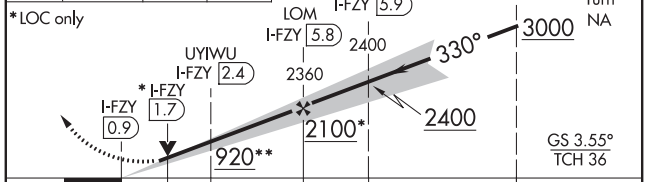


Procedure NA for arrivals at SYR VORTAC on V29-423 southbound.

ELEV 475	D	TDZE 471
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1200	3000	SYR R-018	PAGER	** LOC only, 980 when using Syracuse Hancock Intl altimeter setting.
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CATEGORY	A	B	C	D
S-ILS 33	814-1	343 (400-1)		NA
S-LOC 33	920-1	449 (500-1)	920-1 3/8 449 (500-1 1/8)	NA
CIRCLING	1000-1	525 (600-1)	1000-1 1/2 525 (600-1 1/2)	NA
UYIWU FIX MINIMUMS				
S-LOC 33	840-1	369 (400-1)		NA
CIRCLING	1000-1	525 (600-1)	1000-1 1/2 525 (600-1 1/2)	NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

FULTON, NEW YORK

AL-5518 (FAA)

16287

WAAS CH 72820 W15A	APP CRS 150°	Rwy ldg 5196 THRE 446 Apt Elev 475
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RNAV (GPS) RWY 15

FULTON/OSWEGO COUNTY (F'Z'Y)

⚠ Baro-VNAV NA when using Syracuse Hancock Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting: increase LPV DA to 819 and LPV all Cats visibility ½ mile; increase LNAV/VNAV DA to 923 and LNAV/VNAV all Cats visibility ½ mile; increase all MDA 60 feet and LNAV Cat C visibility ½ mile. Procedure NA at night.

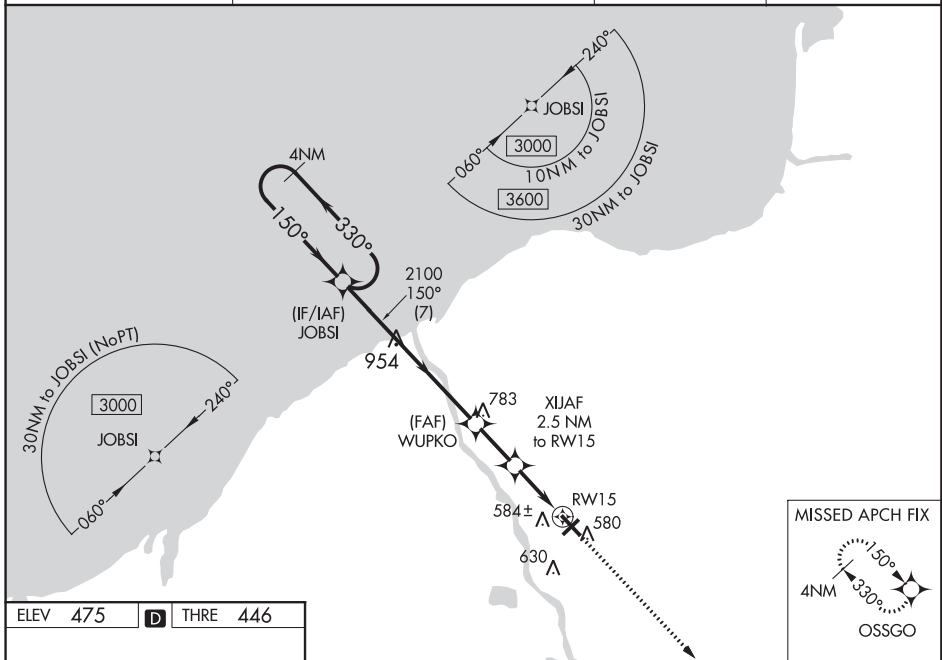
MISSED APPROACH:
Climb to 3000 direct OSSGO and hold.

AWOS-3
119.275

SYRACUSE APP CON
134.275 279.6

CTAF
123.0

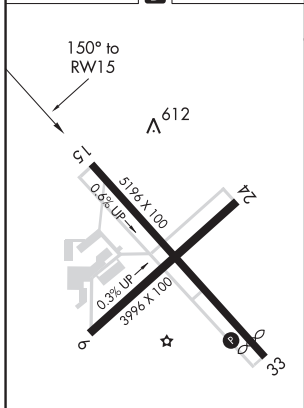
UNICOM
123.0



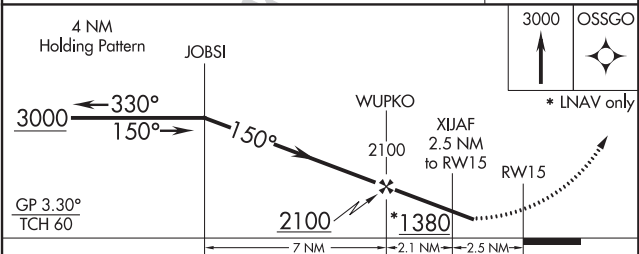
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 475	D	THRE 446
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MIRL Rwy 6-24
HIRL Rwy 15-33
REIL Rwy 15 and 33
REIL Rwy 6 and 24



CATEGORY	A	B	C	D
LPV DA	767-1	321 (300-1)		NA
LNAV/VNAV DA	871-1¼	425 (400-1¼)		NA
LNAV MDA	920-1	474 (500-1)	920-1⅜ 474 (500-1⅜)	NA
CIRCLING	1000-1	525 (600-1)	1000-1½ 525 (600-1½)	NA

FULTON, NEW YORK
Orig-A 19SEP13

43°21'N-76°23'W

FULTON/OSWEGO COUNTY (F'Z'Y) RNAV (GPS) RWY 15

APP CRS **240°**
 Rwy Idg **3996**
 TDZE **469**
 Apt Elev **475**

RNAV (GPS) RWY 24
 FULTON/OSWEGO COUNTY (F'Z'Y)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile. Procedure NA at night.

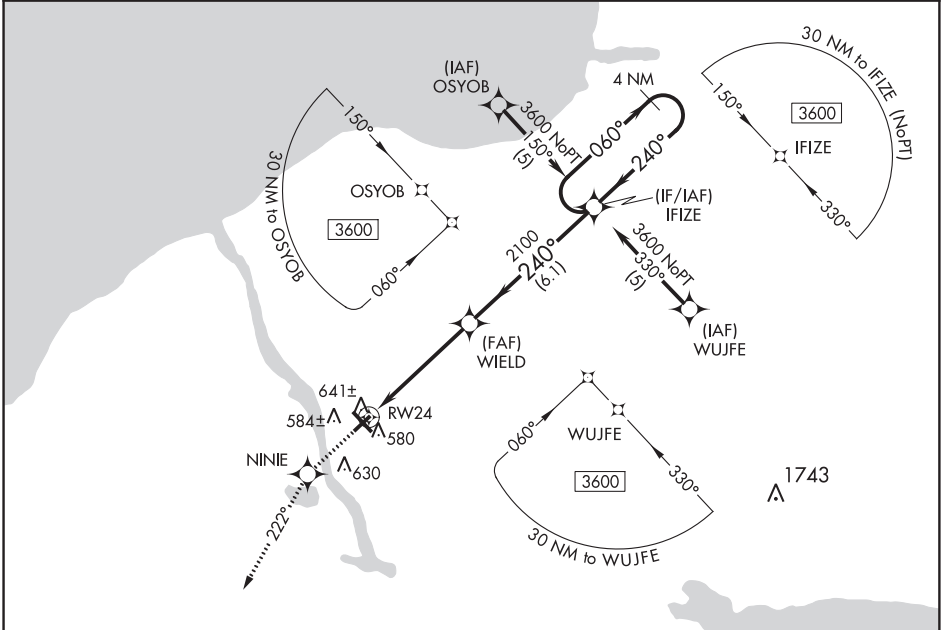
MISSED APPROACH: Climb to 3000 direct NINIE and on track 222° to LYSAN and hold.

AWOS-3
119.275

SYRACUSE APP CON
134.275 279.6

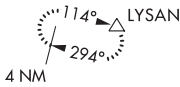
CTAF
123.0

UNICOM
123.0

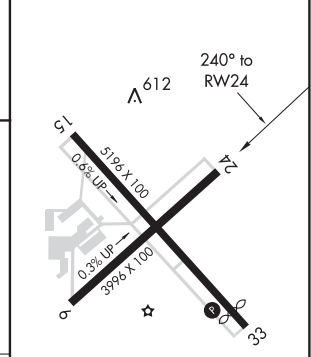
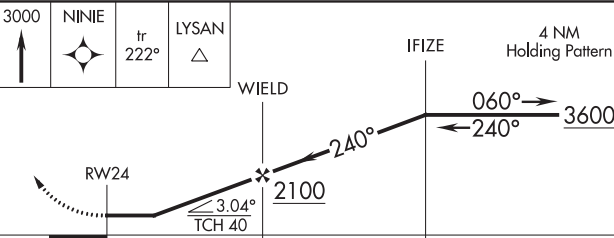


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 475 **D** TDZE 469



CATEGORY	A	B	C	D
LNAV MDA	960-1	491 (500-1)	960-1½ 491 (500-1½)	960-1½ 491 (500-1½)
CIRCLING	1000-1	525 (600-1)	1000-1½ 525 (600-1½)	1040-2 565 (600-2)

MIRL Rwy 6-24 **Ⓛ**
 HIRL Rwy 15-33 **Ⓛ**
 REIL Rwy 15 and 33 **Ⓛ**
 REIL Rwy 6 and 24

WAAS CH 82520 W33A	APP CRS 330°	Rwy Idg 4782 TDZE 471 Apt Elev 475
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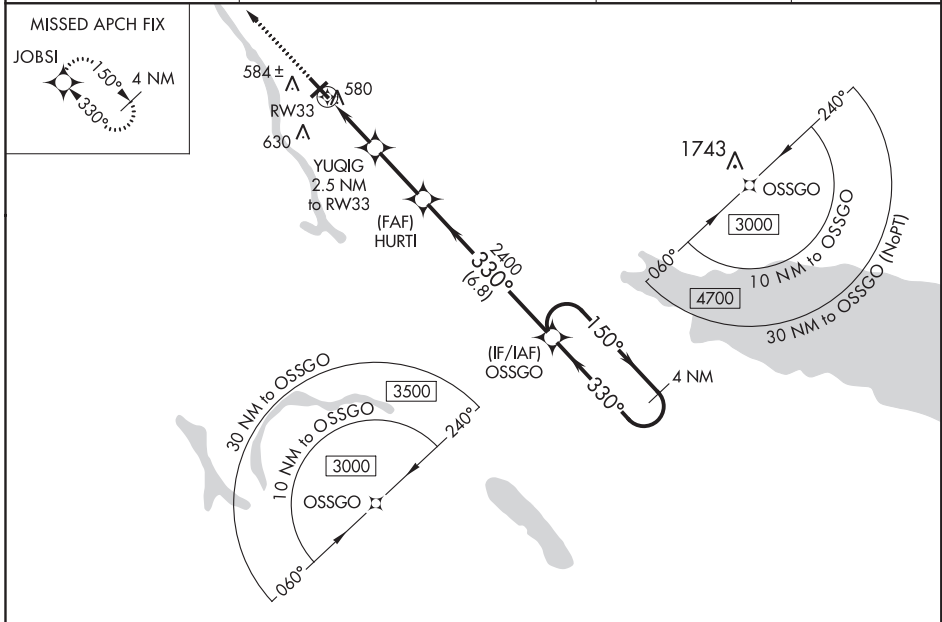
RNAV (GPS) RWY 33

OSWEGO COUNTY (FZY)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting: increase all DA to 866 and LPV all Cats visibility 1/8 mile; increase all MDA 60 feet and LNAV Cat C visibility 1/4 mile. Night landing: Rwy 15, 24 NA. VDP NA with Syracuse Hancock Intl altimeter setting.

MISSED APPROACH:
Climb to 3000 direct JOBSI and hold.

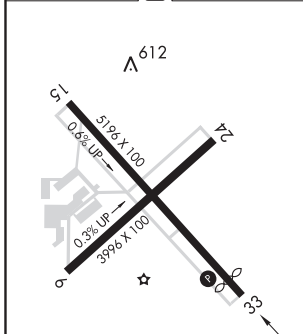
AWOS-3 119.275	SYRACUSE APP CON 134.275 279.6	CTAF 123.0	UNICOM 123.0
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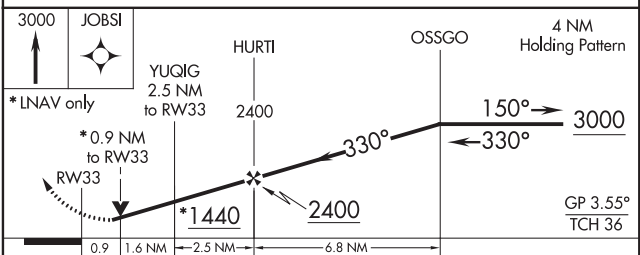
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 475	D	TDZE 471
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MIRL Rwy 6-24
HIRL Rwy 15-33
REIL Rwy 15 and 33
REIL Rwy 6 and 24




CATEGORY	A	B	C	D
LPV DA	814-1	343 (400-1)		NA
LNAV MDA	840-1	369 (400-1)		NA
CIRCLING	1000-1	525 (600-1)	1000-1½ 525 (600-1½)	NA

LOC I-GFL 110.7	APP CRS 012°	Rwy Idg 5000
		TDZE 324
		Apt Elev 328

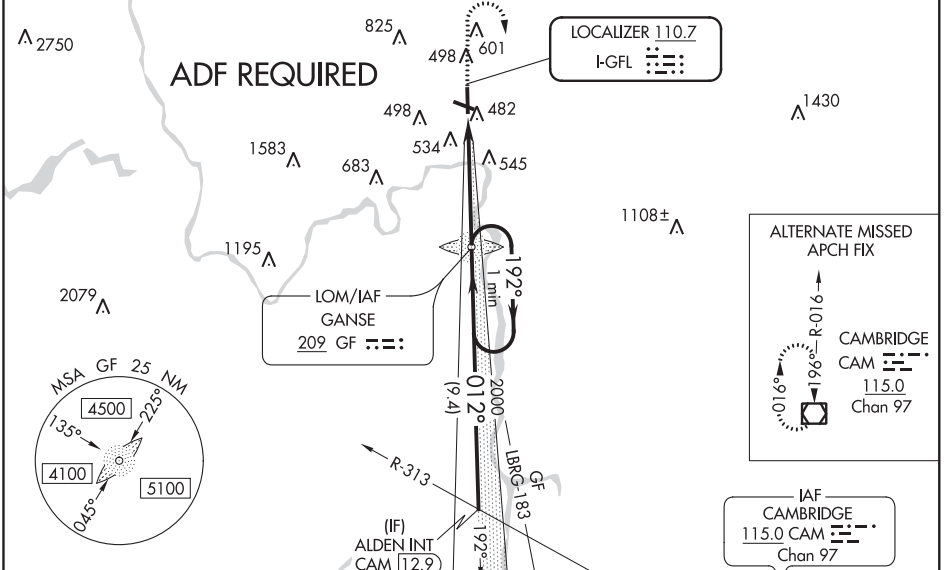
ILS or LOC RWY 1

FLOYD BENNETT MEMORIAL (GFL)

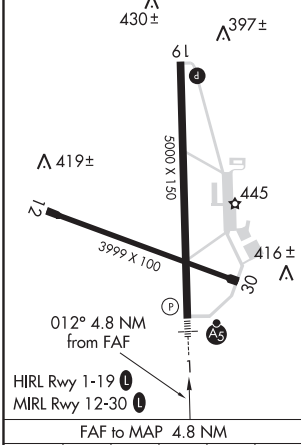
⚠ Night landing: Rwy 12, 30 NA. ADF required.
 When local altimeter setting not received use Albany altimeter setting and increase all DA 91 feet and all MDAs 100 feet; increase S-LOC 1 Cats C/D visibility to 1 and Circling Cat C visibility to 2. For inop MALSRS when using Albany altimeter setting, increase S-ILS 1 all Cats visibility to 7/8. Circling NA for Cat D NW of Rwy 12 and 19.

MALSRS
 MISSED APPROACH:
 Climb to 900 then climbing right turn to 2100 direct GANSE LOM and hold.

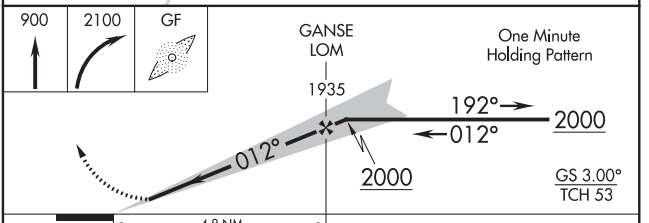
ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) 0
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ELEV 328	D	TDZE 324
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Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 1	524-1/2		200 (200-1/2)	
S-LOC 1	760-1/2	436 (500-1/2)	760-3/4	436 (500-3/4)
C CIRCLING	840-1 512 (600-1)	860-1 532 (600-1)	940-1 3/4 612 (700-1 3/4)	1420-3 1092 (1100-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

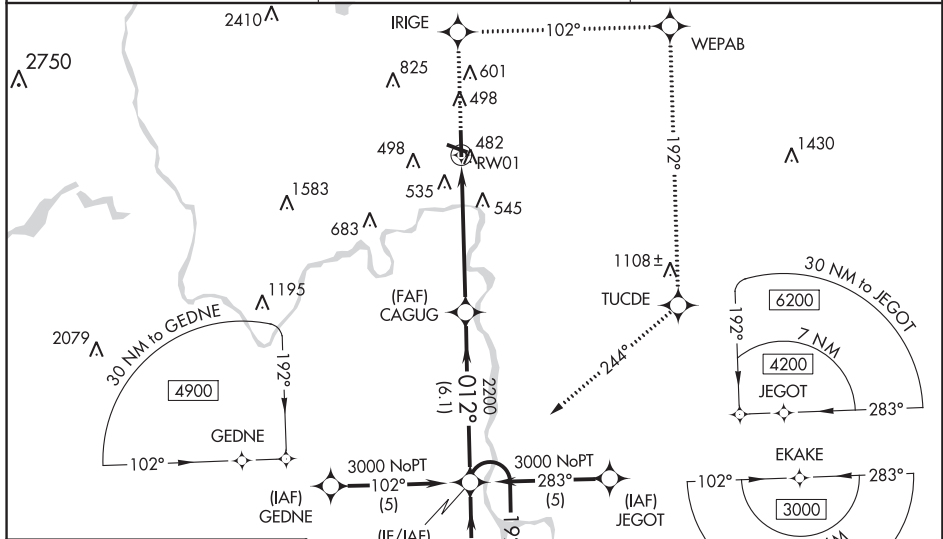
WAAS CH 87118 W01A	APP CRS 012°	Rwy ldg 5000 TDZE 324 Apt Elev 328
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RNAV (GPS) RWY 1
FLOYD BENNETT MEMORIAL (G.F.L.)

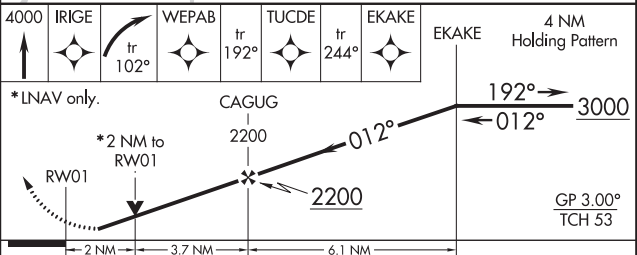
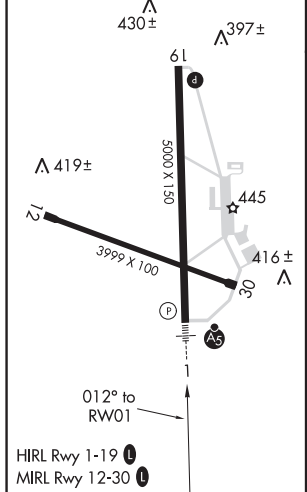
⚠ Inop table does not apply to LNAV/VNAV all Cats. For inop MALSR, increase LPV all Cats visibility to 1 1/4 mile and LNAV Cats A/B visibility to 1 mile. Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 90 feet and all MDA 100 feet; increase LPV all Cats, LNAV Cat C/D and Circling Cats B/C/D visibility 1/4 mile. VDP NA with Albany altimeter setting. For inop MALSR when using Albany altimeter setting, increase LPV all Cats visibility to 1 1/2 mile and LNAV Cat A visibility to 1 mile. Night landing: Rwy 12, 30 NA.

MALSR
MISSED APPROACH: Climb to 4000 direct IRIGE and right turn on track 102° to WEPAB and on track 192° to TUCDE and on track 244° to EKAKE and hold.

ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF)
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ELEV 328	TDZE 324
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CATEGORY	A	B	C	D
LPV DA		689-3/4	365 (400-3/4)	
LNAV/VNAV DA		1258-4	934 (1000-4)	
LNAV MDA	1000-3/4	676 (700-3/4)	1000-1 1/2 676 (700-1 1/2)	1000-1 3/4 676 (700-1 3/4)
CIRCLING	1000-1	672 (700-1)	1000-2 672 (700-2)	1000-2 1/4 672 (700-2 1/4)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3999
124°	TDZE	328
	Apt Elev	328

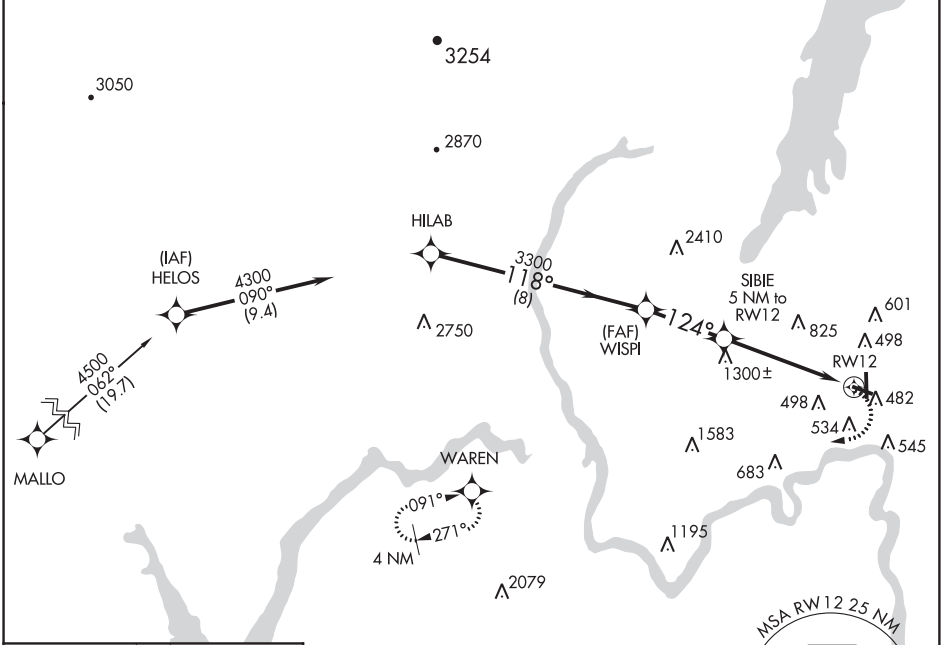
RNAV (GPS) RWY 12

FLOYD BENNETT MEMORIAL (GFL)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 12, 30 NA.
NA -17°C/1°F

MISSED APPROACH: Climbing right turn to 4000 direct to WAREN WP and hold.

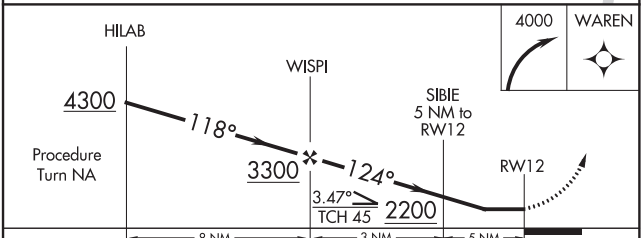
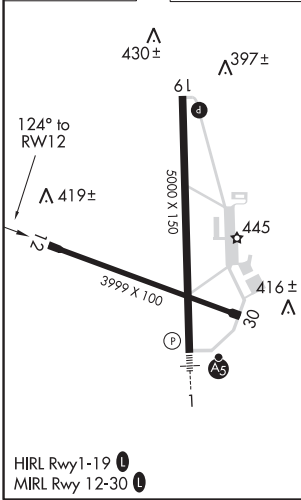
ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF) L
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 328	D	TDZE 328
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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)

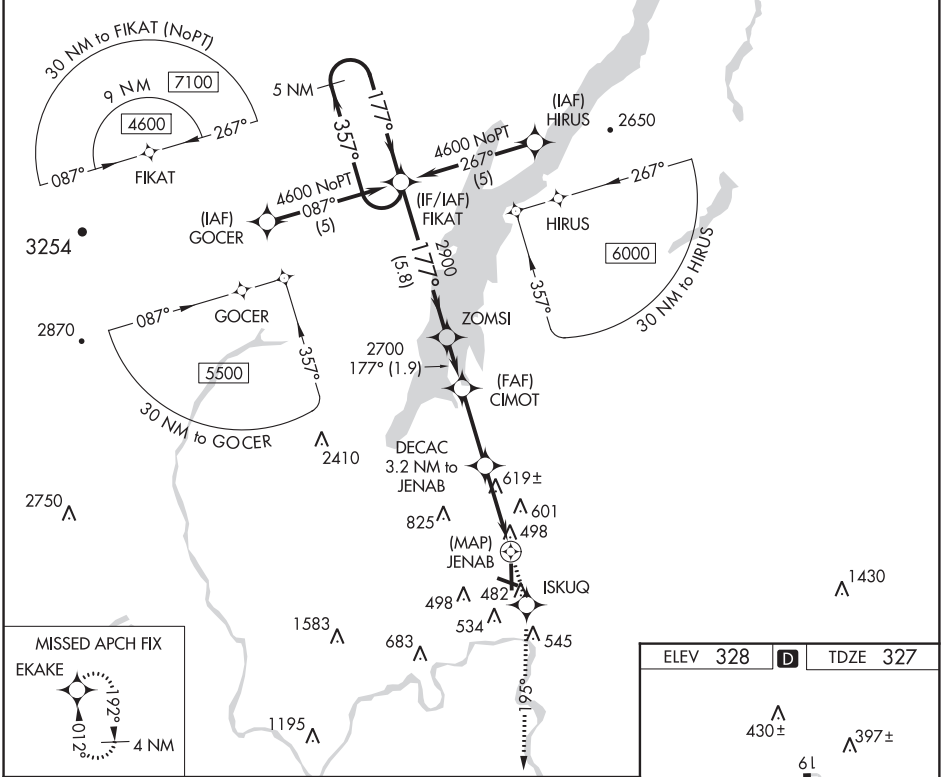
APP CRS	Rwy Idg	5000
177°	TDZE	327
	Apt Elev	328

RNAV (GPS) RWY 19

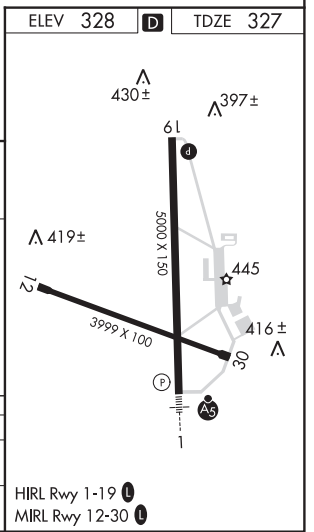
FLOYD BENNETT MEMORIAL (GFL)

V DME/DME RNP-0.3 NA.
A Helicopter visibility reduction below 3/4 SM NA.
M -17°C/1°F Night landing: Rwy 12, 30 NA.
 MISSED APPROACH: Climb to 3000 direct ISKUU and on track 195° to EKAKE and hold.

ASOS 119.925	ALBANY APP CON 132.825 307.2	UNICOM 123.0 (CTAF)
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5 NM Holding Pattern	FIKAT	ZOMSI	CIMOT	DECAC 3.2 NM to JENAB	JENAB
	4600 ← 357°	2900	2700	1720	601
	177° →	177°	3.44° TCH 50		
	5.8 NM	1.9 NM	2.9 NM	3.2 NM	0.5 NM
CATEGORY	A	B	C	D	
LNVA MDA	880-1	553 (600-1)	880-1½ 553 (600-1½)	880-1¾ 553 (600-1¾)	
CIRCLING	880-1	552 (600-1)	880-1½ 552 (600-1½)	920-2 592 (600-2)	



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS Rwy Idg **3999**
305° TDZE **325**
 Apt Elev **328**

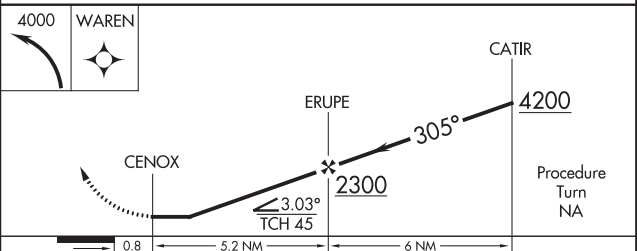
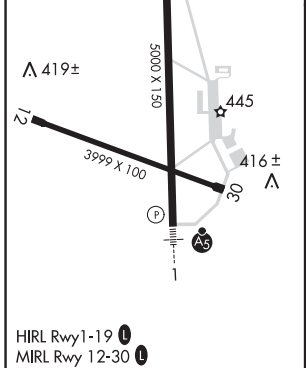
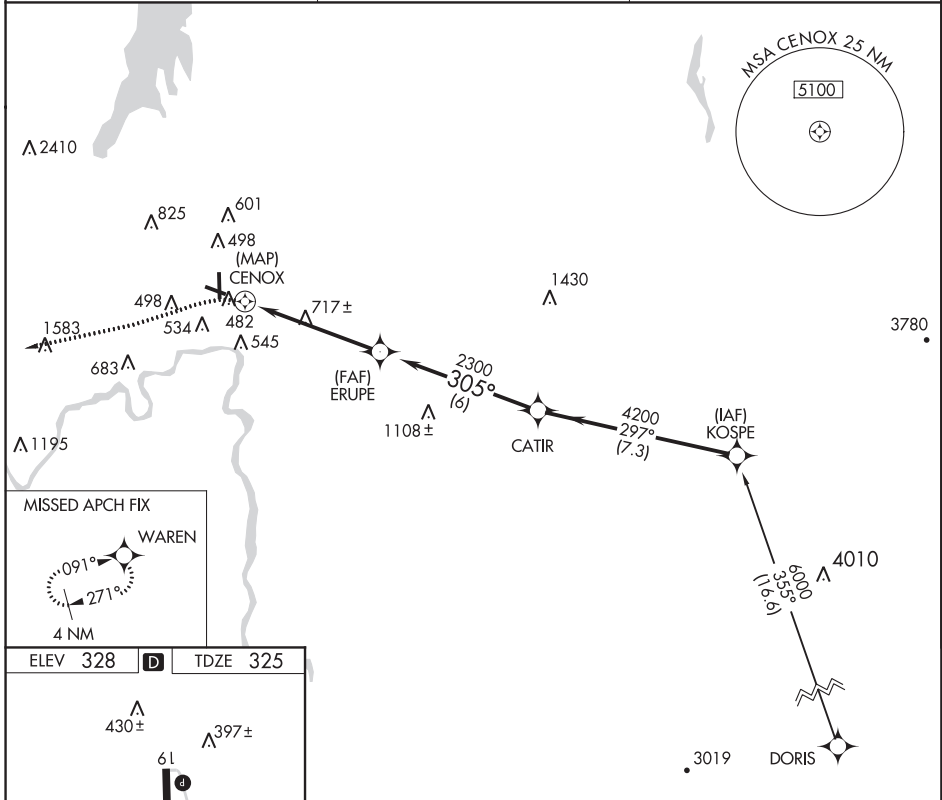
RNAV (GPS) RWY 30

FLOYD BENNETT MEMORIAL (GFL)

NA DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 1 SM NA.
 Night landing: Rwy 12, 30 NA.

MISSED APPROACH: Climbing left turn to 4000 direct WARREN WP and hold.

ASOS **119.925** ALBANY APP CON **132.825 307.2** UNICOM **123.0** (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	1020-1	695 (700-1)	1020-2 695 (700-2)	1020-2½ 695 (700-2½)
CIRCLING	1020-1	692 (700-1)	1020-2 692 (700-2)	1020-2½ 692 (700-2½)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

HAMILTON, NEW YORK

AL-5788 (FAA)

15288

WAAS CH 70518 W35A	APP CRS 350°	Rwy Idg TDZE 1135 Apt Elev 1137	5314
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RNAV (GPS) RWY 35

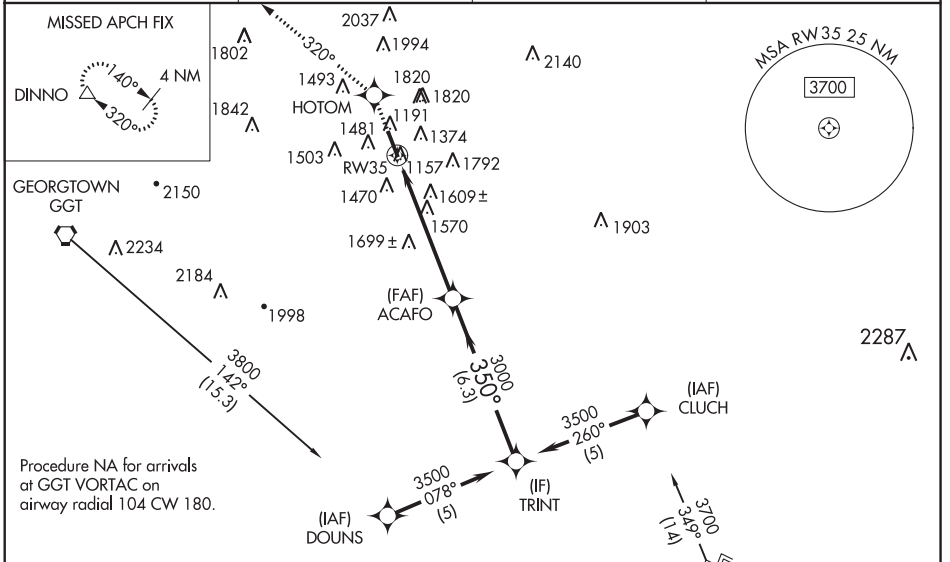
HAMILTON MUNI (VGC)

Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received; use **NA** Syracuse altimeter setting and increase LPV DA to 1640, increase LNAV/VNAV DA to 2281 and all MDA 180 feet. Increase LPV visibility all Cats ¾ mile, LNAV Cats A and B ½ mile, Cat C ½ mile and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct HOTOM and on track 320° to DINNO and hold, continue climb-in-hold to 4000.

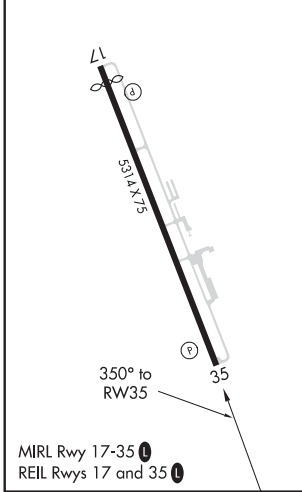
⚠️ -25°C/-13°F

AWOS-3P 119.425	SYRACUSE APP CON 126.125 269.125	UNICOM 123.0 (CTAF)	122.7 Ⓢ
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ELEV 1137	D	TDZE 1135
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Procedure NA for arrivals at RKA
VOR/DME on V433-483 southeast bound.



4000	HOTOM	tr 320°	DINNO	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).	TRINT	Procedure Turn NA
* LNAV only						
RW35		*1.9 NM to RW35	ACAFO 3000	350°	3500	GP 3.08° TCH 50
1.9 NM		3.6 NM		6.3 NM		
CATEGORY	A		B	C	D	
LPV DA	1392-1		257 (300-1)		NA	
LNAV/VNAV DA	2114-4		979 (1000-4)		NA	
LNAV MDA	1960-1 825 (900-1)	1960-1¼ 825 (900-1¼)	1960-2½ 825 (900-2½)		NA	
CIRCLING	2040-1¼	903 (1000-1¼)		2120-3 983 (1000-3)	NA	

HAMILTON, NEW YORK
Orig-B 30APR15

42°51'N - 75°34'W

HAMILTON MUNI (VGC) RNAV (GPS) RWY 35

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5014
155°	TDZE	1137
	Apt Elev	1137

RNAV (GPS) Y RWY 17

HAMILTON MUNI (VGC)

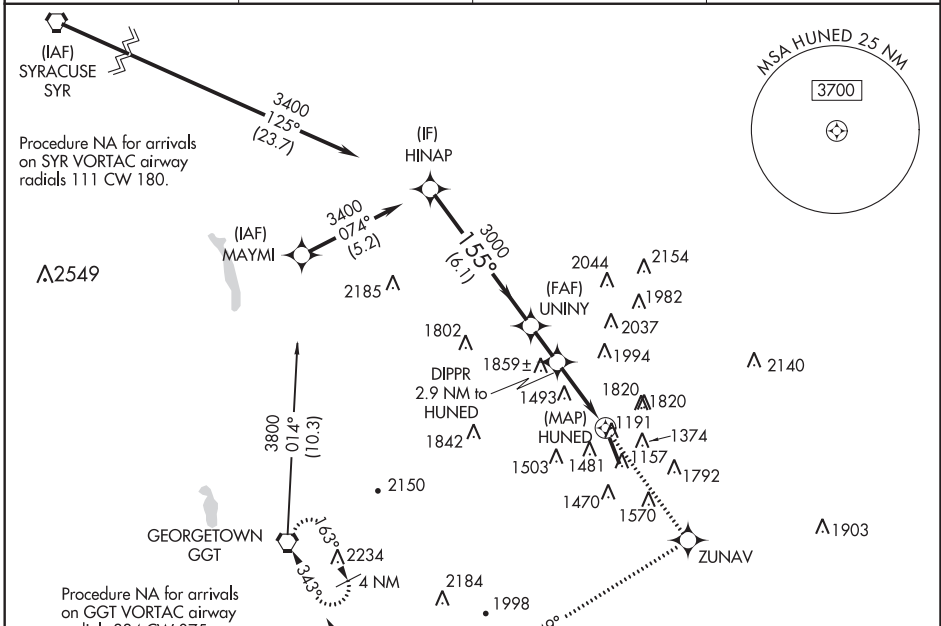
▼ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all MDA 180 feet.

▲ NA

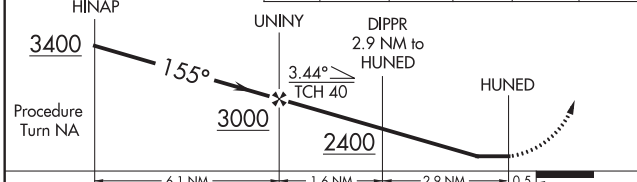
❄ -25°C/-13°F

MISSED APPROACH: Climb to 4000 direct ZUNAV and right turn on track 249° to PITCH and right turn on track 343° to GGT VORTAC and hold.

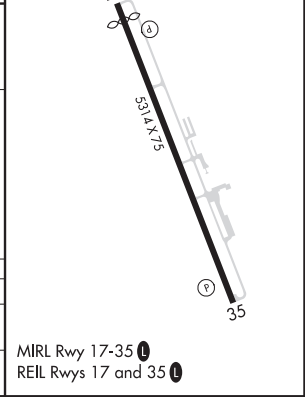
AWOS-3P 119,425	SYRACUSE APP CON 126,125 269,125	UNICOM 123.0 (CTAF)	122.7 ①
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ELEV 1137	D TDZE 1137
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CATEGORY	A	B	C	D
RNAV MDA	2120-1¼ 983 (1000-1¼)	2120-1½ 983 (1000-1½)	2120-3 983 (1000-3)	NA
CIRCLING	2120-1¼ 983 (1000-1¼)	2120-1½ 983 (1000-1½)	2120-3 983 (1000-3)	NA



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

HAMILTON, NEW YORK

AL-5788 (FAA)

15288

WAAS CH 65818 W17A	APP CRS 170°	Rwy Idg 5014 TDZE 1137 Apt Elev 1137
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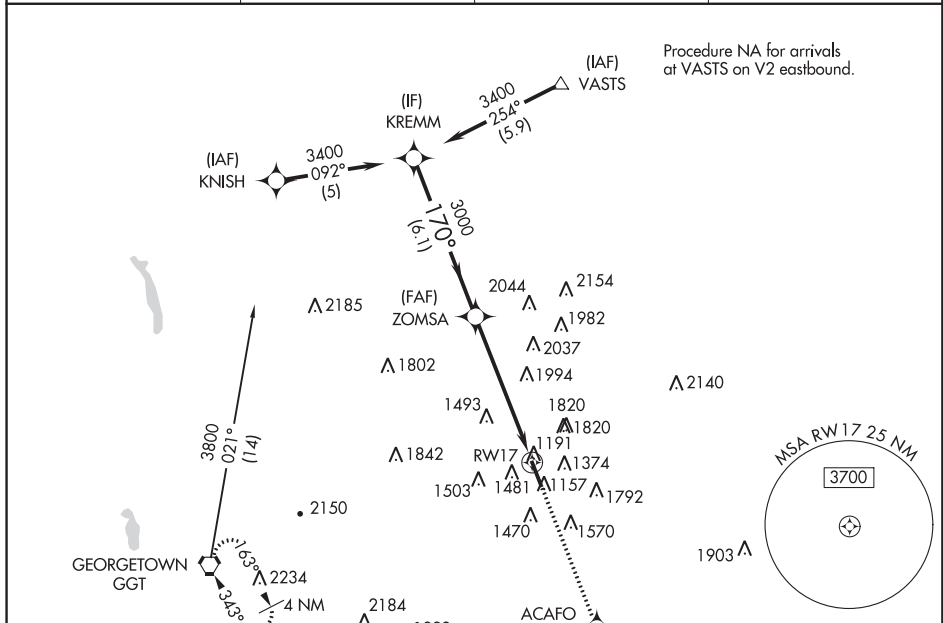
RNAV (GPS) Z RWY 17

HAMILTON MUNI (VGC)

⚠ NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received; use Syracuse altimeter setting and increase LPV DA 167, increase LPV visibility all Cats 1/2 mile.

MISSED APPROACH: Climb to 4000 direct ACAFO and on track 258° to PITCH and on track 343° to GGT VORTAC and hold.

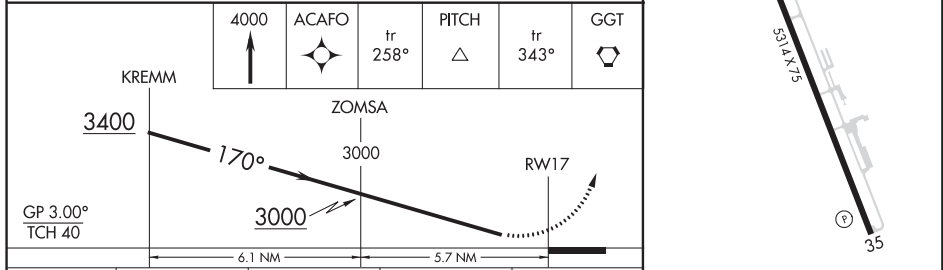
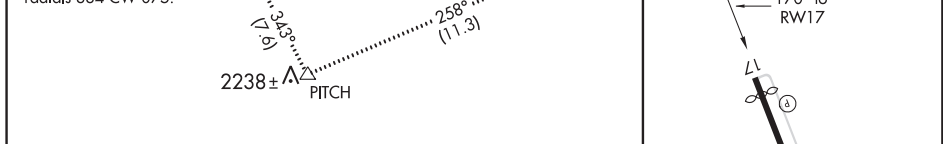
AWOS-3P 119.425	SYRACUSE APP CON 126.125 269.125	UNICOM 123.0 (CTAF)	122.7 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1137	D TDZE 1137
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CATEGORY	A	B	C	D
LPV DA	1464-1¼	327 (400-1¼)		NA

HAMILTON, NEW YORK
Orig-A 30APR15

42°51'N - 75°34'W

RNAV (GPS) Z RWY 17

MIRL Rwy 17-35 **0**
REIL Rws 17 and 35 **0**

VORTAC GGT 117.8 Chan 125	APP CRS 085°	Rwy Idg TDZE Apt Elev	N/A N/A 1137
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VOR-A
HAMILTON MUNI (VGC)

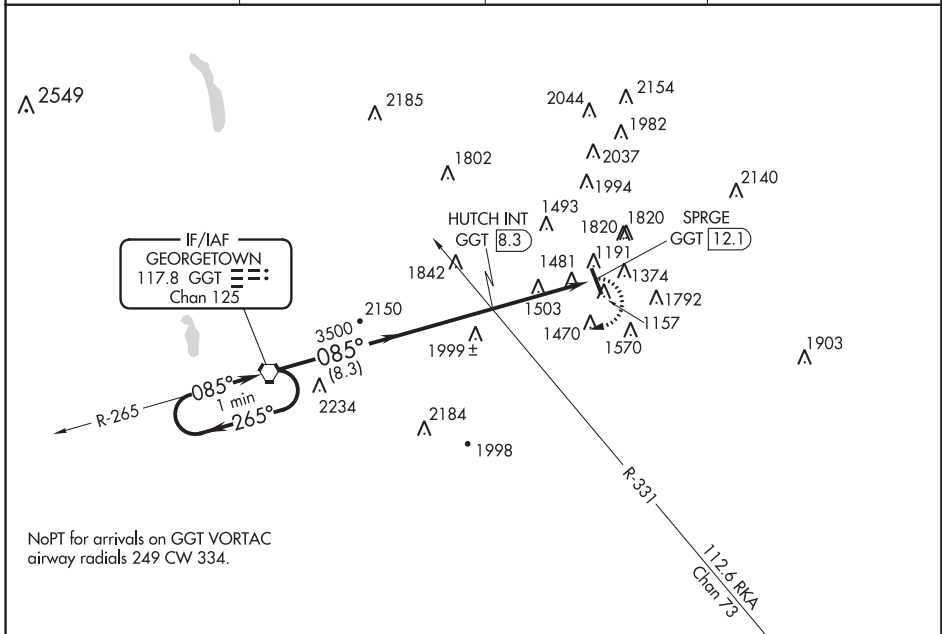
⚠ Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all MDA 180 feet.

⚠ NA

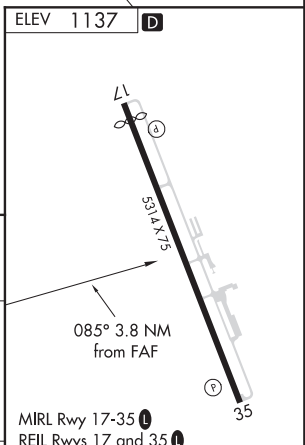
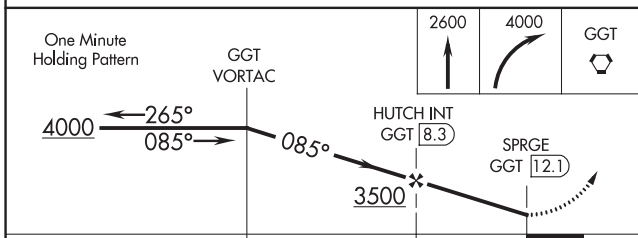
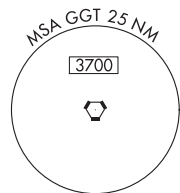
❄ -25°C/-13°F

MISSED APPROACH: Climb to 2600 then climbing right turn to 4000 direct GGT VORTAC and hold.

AWOS-3P 119.425	SYRACUSE APP CON 126.125 269.125	UNICOM 123.0 (CTAF)	122.7
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NoPT for arrivals on GGT VORTAC airway radials 249 CW 334.



CATEGORY	A	B	C	D	FAF to MAP 3.8 NM					
CIRCLING	2260-1¼ 1123 (1200-1¼)	2260-1½ 1123 (1200-1½)	2260-3 1123 (1200-3)	NA	Knots	60	90	120	150	180
					Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

HAMMONTON, NEW JERSEY

AL-5714 (FAA)

16231

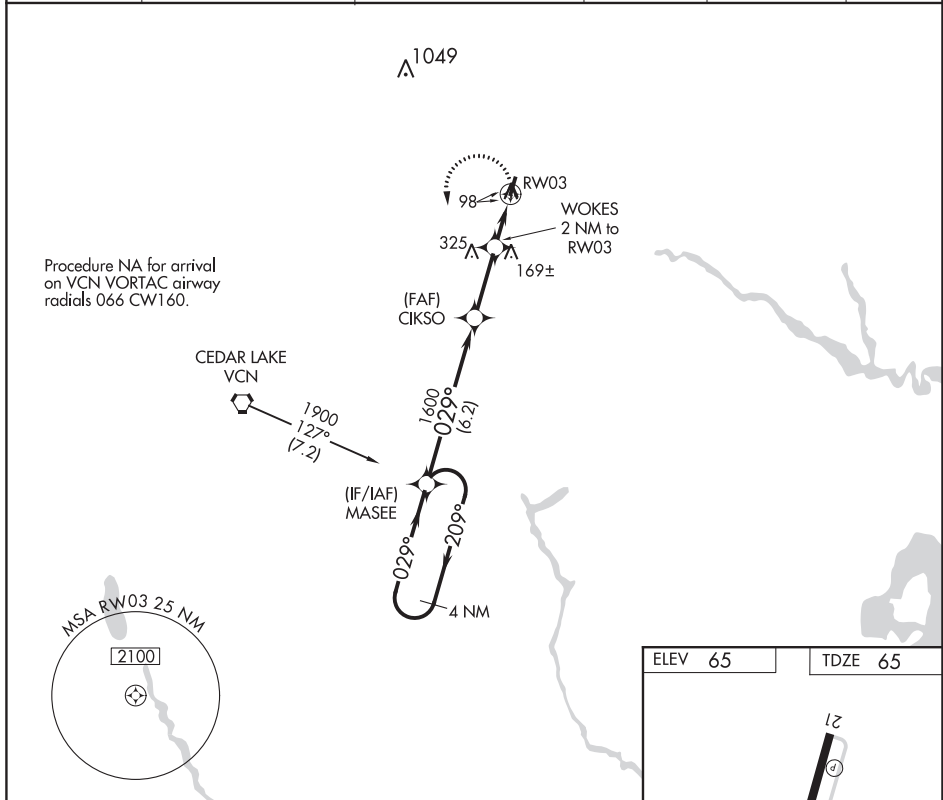
APP CRS	Rwy Idg	3601
029°	TDZE	65
	Apt Elev	65

RNAV (GPS) RWY 3

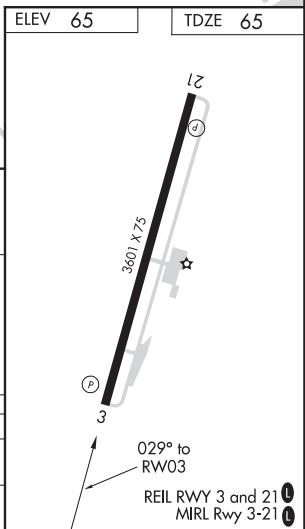
HAMMONTON MUNI (N81)

NA	DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Atlantic City altimeter setting; when not received, use Mount Holly altimeter setting. Procedure NA at night.	MISSED APPROACH: Climbing left turn to 1900 direct MASEE and hold.

AWOS 122.7	ATLANTIC CITY ASOS 108.6 316.15	ATLANTIC CITY APP CON 134.25 292.2	GCO 121.725	UNICOM 122.7 (CTAF)	123.5
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4 NM Holding Pattern MASEE 1900 209° 029° 029° 1600 740 3.04 TCH 40 1900 MASEE CIKSO WOKES 2 NM to RWY 3 RWY 3	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 25).			1900 MASEE
	6.2 NM	2.6 NM	2 NM	
CATEGORY	A	B	C	D
RNAV MDA	480-1	415 (500-1)	480-1¼ 415 (500-1¼)	NA
CIRCLING	540-1	475 (500-1)	560-1½ 495 (500-1½)	NA



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

HAMMONTON, NEW JERSEY
Amdt 1B 18AUG16

39°40'N - 74°45'W

HAMMONTON MUNI (N81) RNAV (GPS) RWY 3

VORTAC VCN 115.2 Chan 99	APP CRS 240°	Rwy Idg TDZE Apt Elev N/A N/A 65
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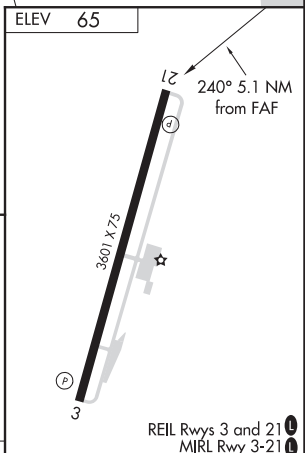
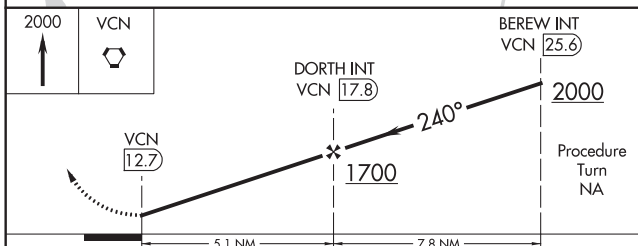
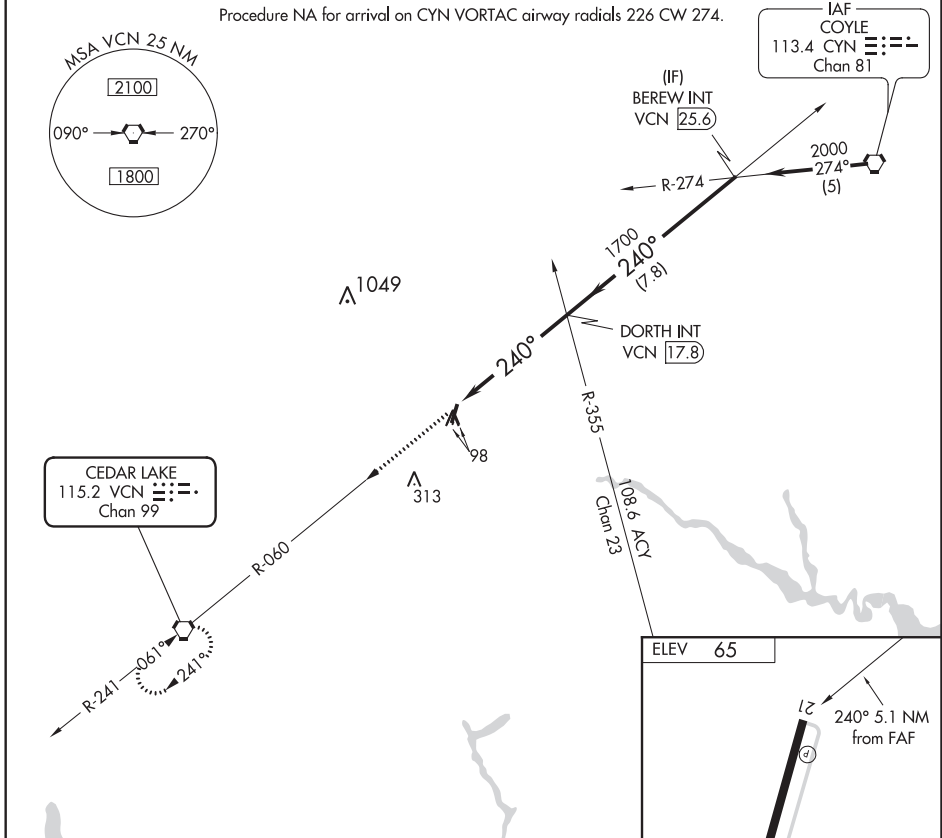
VOR-B
HAMMONTON MUNI (N81)

▼ Use Atlantic City altimeter setting, when not received use Mount Holly altimeter setting. Procedure NA at night.
▲ NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct VCN VORTAC and hold.

AWOS 122.7	ATLANTIC CITY ASOS 108.6 316.15	ATLANTIC CITY APP CON 134.25 292.2	GCO 121.725	UNICOM 122.7 (CTAF)	123.5
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Procedure NA for arrival on CYN VORTAC airway radials 226 CW 274.



CATEGORY	A	B	C	D	FAF to MAP 5.1 NM						
	560-1 495 (500-1)		560-1½ 495 (500-1½)		NA	Knots	60	90	120	150	180
CIRCLING						Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

HORNELL, NEW YORK

AL-5964 (FAA)

16203

WAAS CH 50425 W18A	APP CRS 175°	Rwy Idg TDZE Apt Elev	4500 1213 1219
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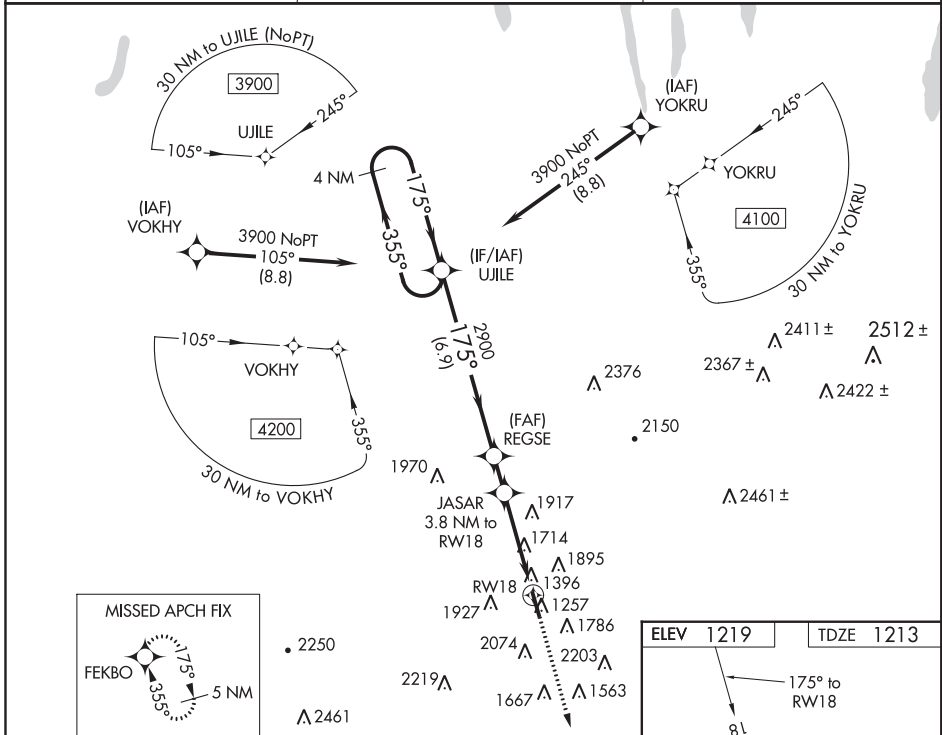
RNAV (GPS) RWY 18

HORNELL MUNI (HTF)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dansville altimeter setting and increase all MDA 120 feet.
▲ NA
☄ -21°C/-6°F Night landing: Rwy 18 NA. Helicopter visibility reduction below 1 SM NA.

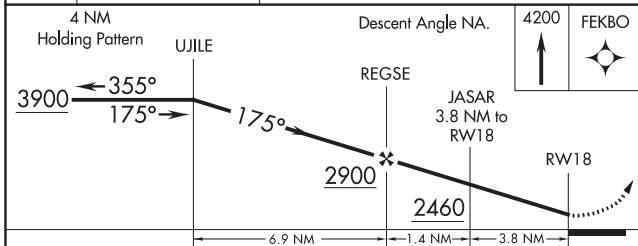
MISSED APPROACH: Climb to 4200 direct FEKBO and hold.

AWOS-3 118.475	CLEVELAND CENTER 124.325 338.35 353.85	UNICOM 122.7 (CTAF) 0
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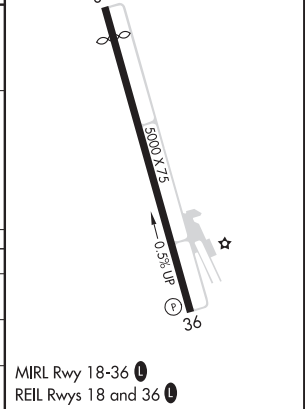
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 1219	TDZE 1213
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CATEGORY	A	B	C	D
LP MDA	2200-1¼ 987 (1000-1¼)	2200-1½ 987 (1000-1½)	2200-3 987 (1000-3)	NA
LNVA MDA	2240-1¼ 1027 (1100-1¼)	2240-1½ 1027 (1100-1½)	2240-3 1027 (1100-3)	NA
CIRCLING	2360-1¼ 1140 (1200-1¼)	2360-1½ 1140 (1200-1½)	2440-3 1220 (1300-3)	NA



HORNELL, NEW YORK
Orig-A 21JUL16

42°23'N-77°41'W

RNAV (GPS) RWY 18

HORNELL MUNI (HTF)

WAAS CH 97625 W36A	APP CRS 355°	Rwy Idg TDZE 1195 Apt Elev 1220	5000
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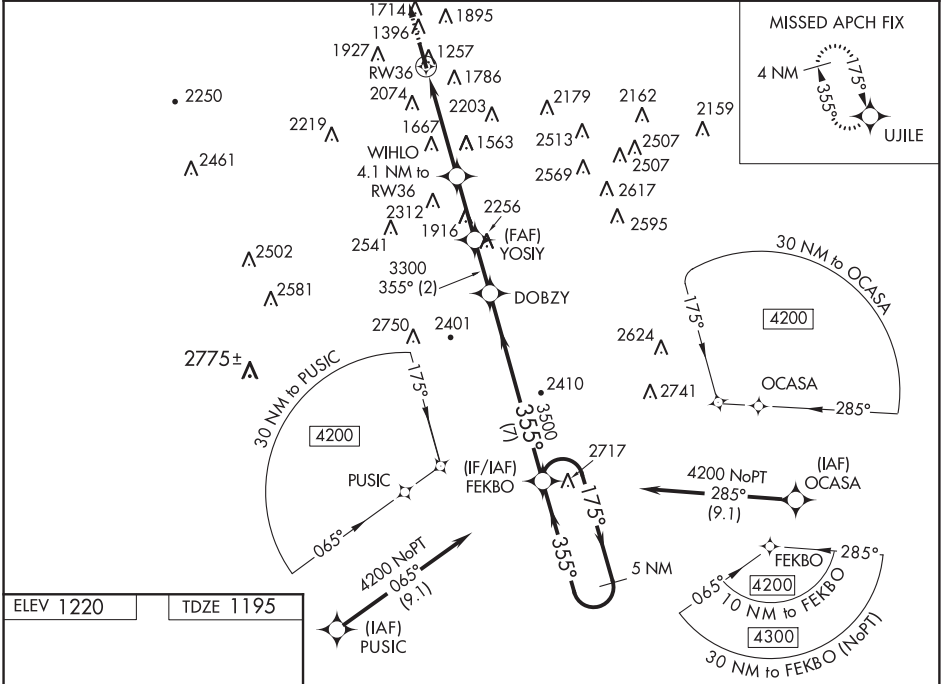
RNAV (GPS) RWY 36

HORNELL MUNI (HTF)

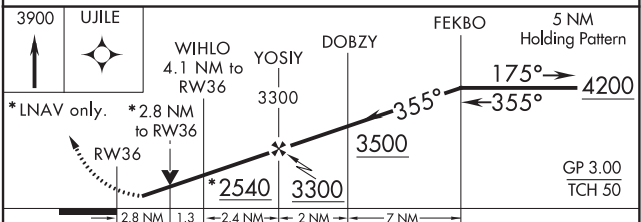
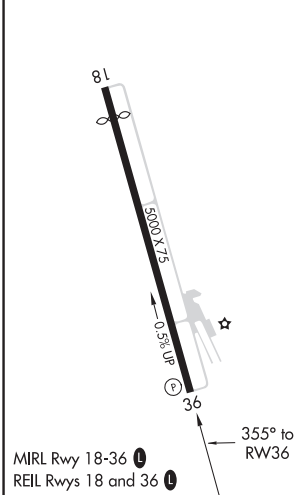
⚠ Night landing: RWY 18 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Dansville altimeter setting and increase all DA 105 feet, all MDA 120 feet and LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1 mile, and LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile. VDP and Baro-VNAV NA with Dansville altimeter setting.

MISSED APPROACH:
Climb to 3900 direct UJILE and hold.

AWOS-3 118.475	CLEVELAND CENTER 124.325 338.35 353.85	UNICOM 122.7 (CTAF) Ⓛ
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ELEV 1220	TDZE 1195
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CATEGORY	A	B	C	D
LPV DA	1660-1½		465 (500-1½)	NA
LNAV/VNAV DA	2343-4		1148 (1200-4)	NA
LNAV MDA	2120-1¼	925 (900-1¼)	2120-2½ 925 (900-2½)	NA
CIRCLING	2360-1¼ 1140 (1200-1¼)	2360-1½ 1140 (1200-1½)	2440-3 1220 (1300-3)	NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

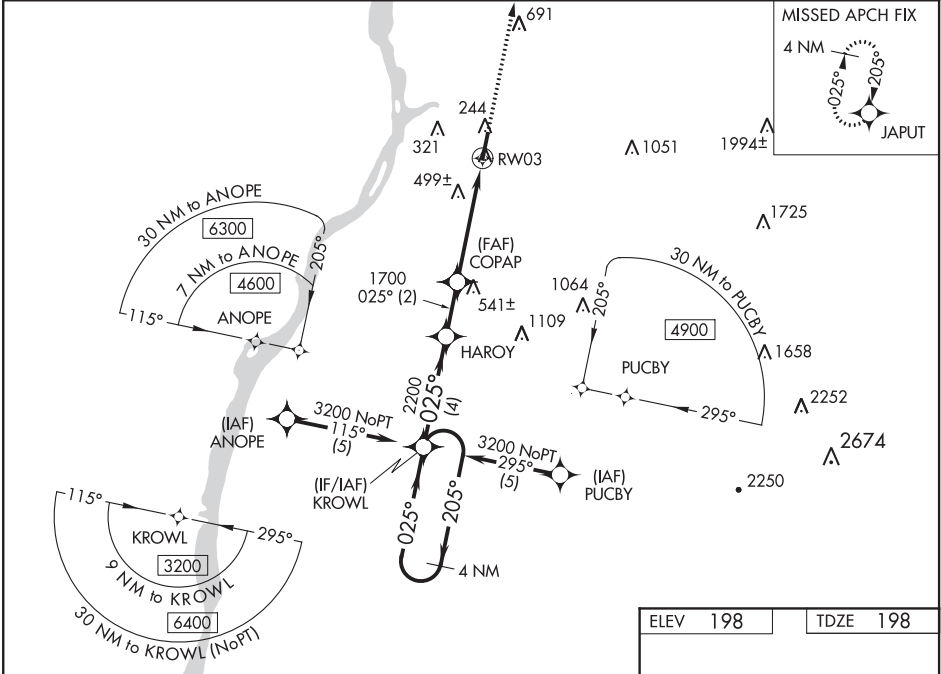
WAAS CH 77715 W03A	APP CRS 025°	Rwy Idg 5350 TDZE 198 Apt Elev 198
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RNAV (GPS) RWY 3
COLUMBIA COUNTY (1B1)

NA Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting is not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

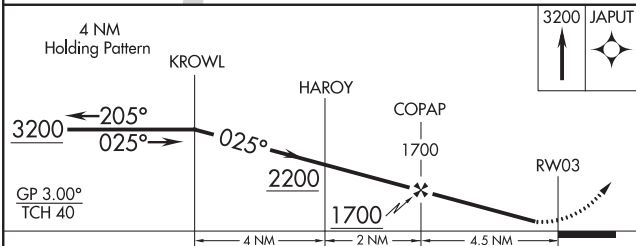
AWOS-3 133.525	ALBANY APP CON 132.825 307.2	UNICOM 123.05 (CTAF)
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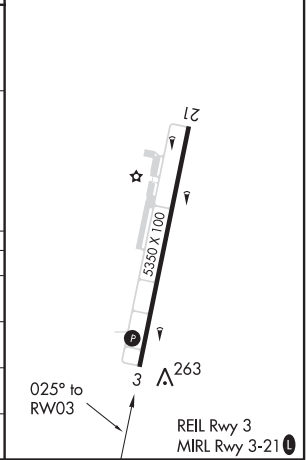
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 198	TDZE 198
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CATEGORY	A	B	C	D
LPV DA		500-1	302 (400-1)	
LNAV/ VNAV DA		842-2¼	644 (700-2¼)	
LNAV MDA	760-1	562 (600-1)	760-1½ 562 (600-1½)	760-1¾ 562 (600-1¾)
CIRCLING	760-1 562 (600-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)



WAAS CH 40215 W21A	APP CRS 205°	Rwy Idg 5350 TDZE 194 Apt Elev 198
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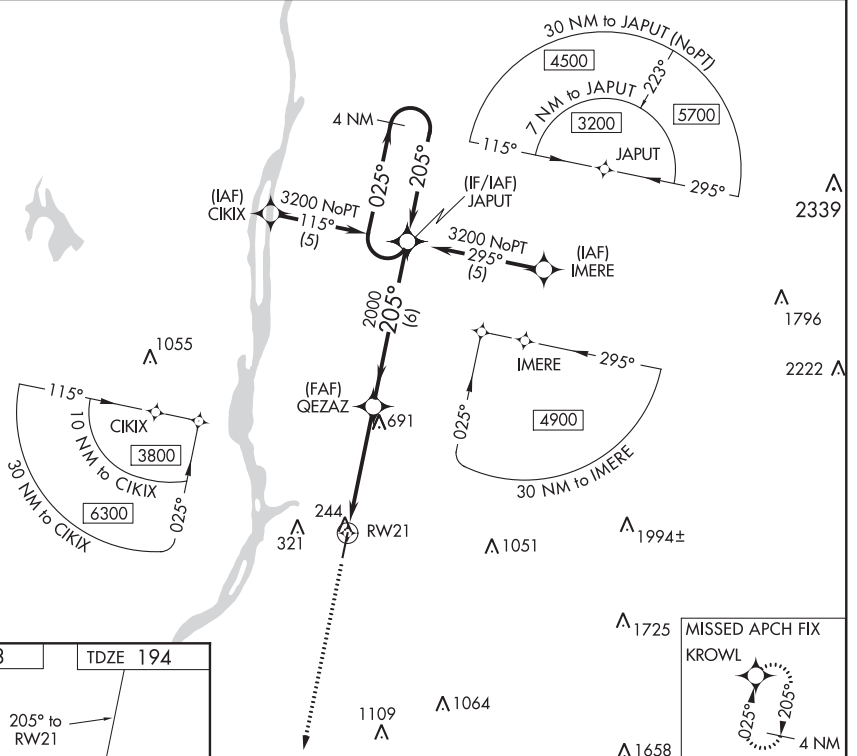
RNAV (GPS) RWY 21

COLUMBIA COUNTY (1B1)

▼ DME/DME RNP -0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat B ½ mile, Cats C and D ½ mile. Circling Cat B ¼ mile, Cat C ½ mile and Cat D ¼ mile.

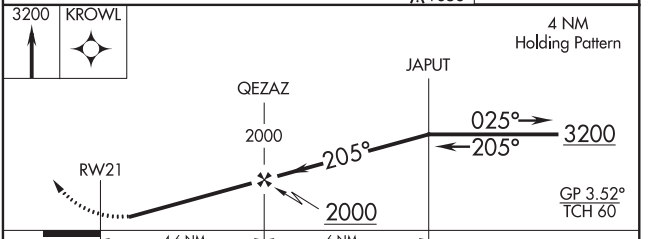
▲ NA MISSED APPROACH: Climb to 3200 direct KROWL and hold.

AWOS-3 133.525	ALBANY APP CON 132.825 307.2	UNICOM 123.05 (CTAF)
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ELEV 198	TDZE 194
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REIL Rwy 3
MIRL Rwy 3-21



CATEGORY	A	B	C	D	
LPV DA	614-1¼			420 (500-1¼)	NA
LNAV MDA	860-1	666 (700-1)	860-1¾ 666 (700-1¾)	860-2 666 (700-2)	
CIRCLING	860-1	662 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

HUDSON, NEW YORK

AL-6204 (FAA)

15260

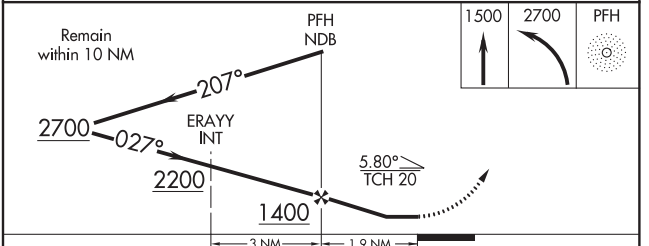
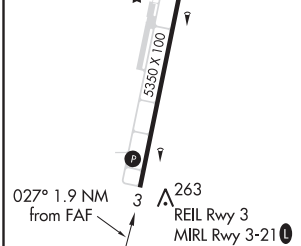
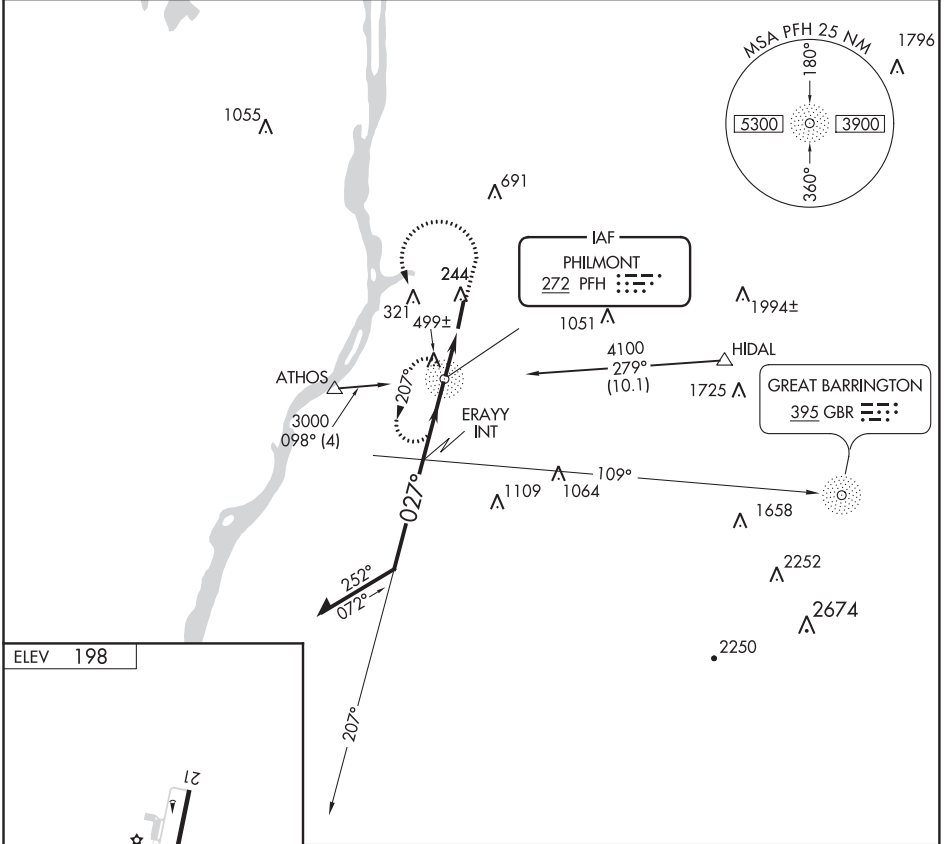
NDB PFH 272	APP CRS 027°	Rwy Idg TDZE Apt Elev	N/A N/A 198
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NDB-A

COLUMBIA COUNTY (1B1)

▽ ▲ NA	Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, increase Cat C visibility 1/2 mile and Cat D visibility 1/4 mile.	MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PFH NDB and hold.
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AWOS-3 133.525	ALBANY APP CON 132.825 307.2	UNICOM 123.05 (CTAF) 0
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FAF to MAP 1.9 NM		CATEGORY	A	B	C	D
Knots	60 90 120 150 180	CIRCLING	800-1 602 (700-1)	820-1 622 (700-1)	860-1 3/4 662 (700-1 3/4)	920-2 1/4 722 (800-2 1/4)
Min:Sec	1:54 1:16 0:57 0:46 0:38					

HUDSON, NEW YORK
Amdt 4B 17SEP15

COLUMBIA COUNTY (1B1)
NDB-A

42°17'N - 73°43'W

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-TH 108.7	APP CRS 325°	Rwy Idg 6602
		TDZE 1099
		Apt Elev 1099

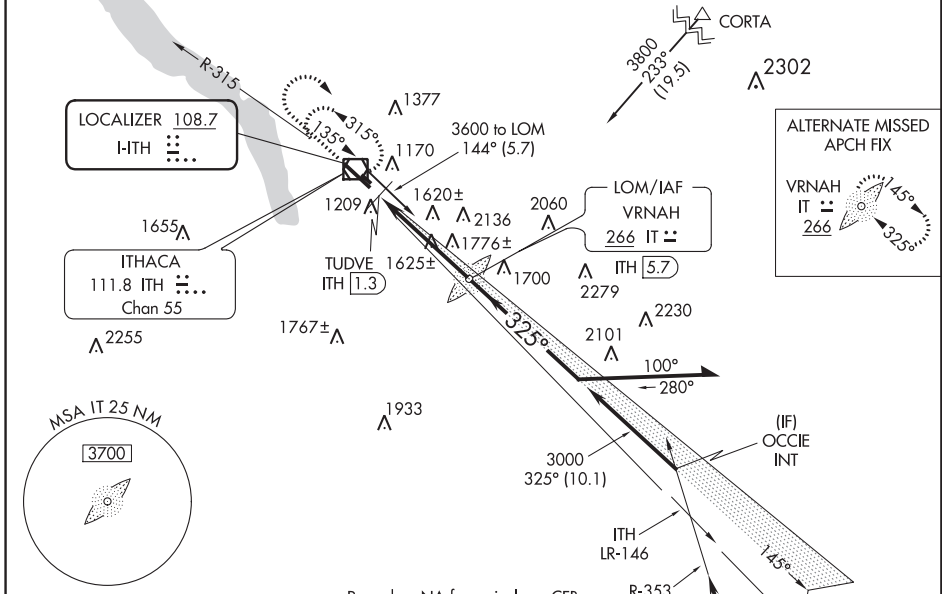
ILS or LOC RWY 32

ITHACA TOMPKINS RGNL (ITH)

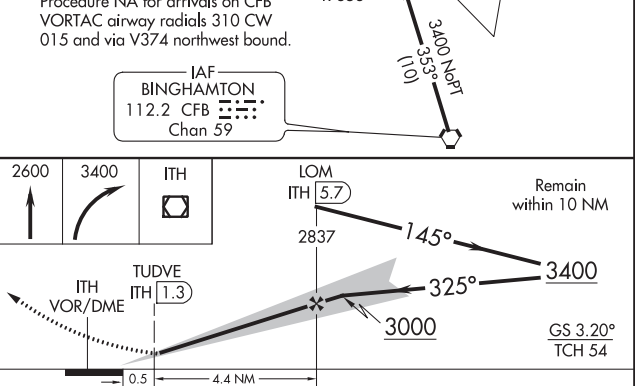
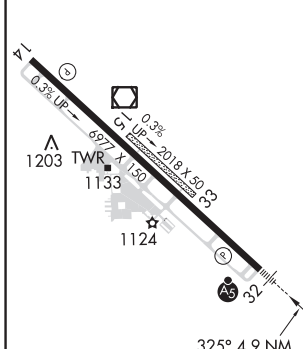
⚠ Inoperative table does not apply to S-ILS 32. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet and all MDA 100 feet and increase S-LOC Cat B visibility to RVR 5000 and increase S-LOC Cat C and Circling Cats B and C visibility ¼ mile. Circling NA to Rws 15 and 33.

MALS **AS** **MISSED APPROACH:** Climb to 2600 then climbing right turn to 3400 direct ITH VOR/DME and hold.

ATIS 125.175	ELMIRA APP CON * 124.3 257.8	ITHACA TOWER * 119.6 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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ELEV 1099	D	TDZE 1099
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CATEGORY	A	B	C	D
S-ILS 32		1349/40	250 (300-¾)	
S-LOC 32	2040/40	941 (1000-¾)	2040-2¼ 941 (1000-2¼)	2040-2½ 941 (1000-2½)
CIRCLING	2040-1¼	941 (1000-1¼)	2040-2¾ 941 (1000-2¾)	2040-3 941 (1000-3)

ITHACA, NEW YORK
Amdt 6A 30APR15

42°29'N-76°28'W
141

ITHACA TOMPKINS RGNL (ITH)

ILS or LOC RWY 32

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ITHACA, NEW YORK

AL-779 (FAA)


16315

WAAS CH 62815 W32A	APP CRS 325°	Rwy Idg 6602 TDZE 1099 Apt Elev 1099
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RNAV (GPS) RWY 32

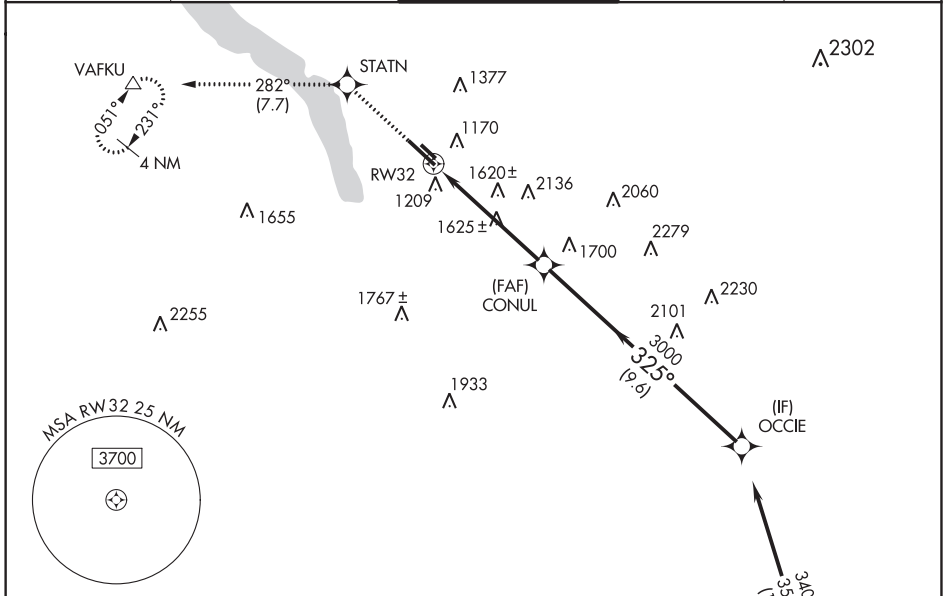
ITHACA TOMPKINS RGNL (ITH)

⚠ Inoperative table does not apply to LNAV Cat A. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet and all MDA 100 feet. For inoperative MALS, increase LNAV Cat B visibility 1/4 mile. For inoperative MALS, when using Elmira altimeter setting, increase LPV all Cats visibility to RVR 6000, and increase LNAV Cat B visibility to 1 1/2. Circling NA to Rwy's 15 and 33.

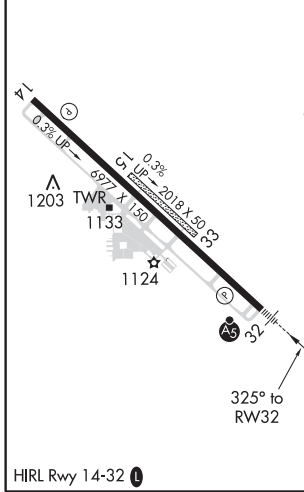
MALS 

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) 	GND CON 121.8	UNICOM 122.95
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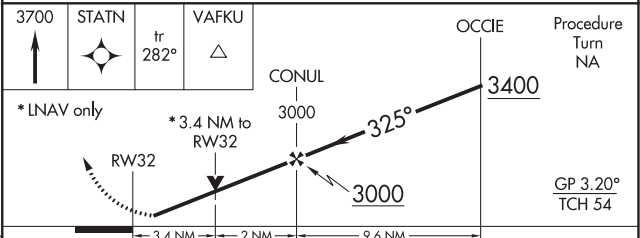


ELEV 1099	D	TDZE 1099
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Procedure NA for arrivals on CFB VORTAC airway radials 310 CW 015.

(IAF) BINGHAMTON CFB



CATEGORY	A	B	C	D
LPV DA	1385/40		286 (300-3/4)	
LNAV MDA	2300/60 1201 (1300-1 1/4)		2300-2 1/2 1201 (1300-2 1/2)	
CIRCLING	2300-1 1/4 1201 (1300-1 1/4)		2300-1 1/2 1201 (1300-1 1/2)	

ITHACA, NEW YORK
Orig-A 30APR15

42°29'N-76°28'W

ITHACA TOMPKINS RGNL (ITH) RNAV (GPS) RWY 32

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 144°	Rwy Idg TDZE Apt Elev	6602 1083 1099
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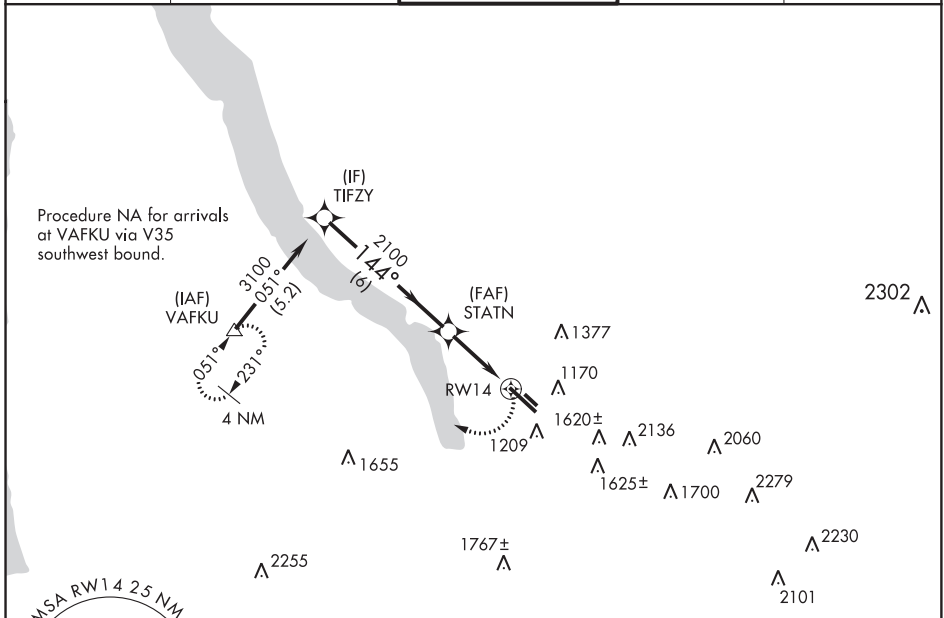
RNAV (GPS) Y RWY 14

ITHACA TOMPKINS RGNL (ITH)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility 1/4 mile, Cat D visibility 1/2 mile, and increase Circling Cats C and D visibility 1/4 mile. Circling NA to Rwy 15 and 33. VDP NA when using Elmira altimeter setting.

⚠ MISSED APPROACH: Climbing right turn to 3700 direct VAFKU and hold.

ATIS 125.175	ELMIRA APP CON * 124.3 257.8	ITHACA TOWER * 119.6 (CTAF) ⓪	GND CON 121.8	UNICOM 122.95
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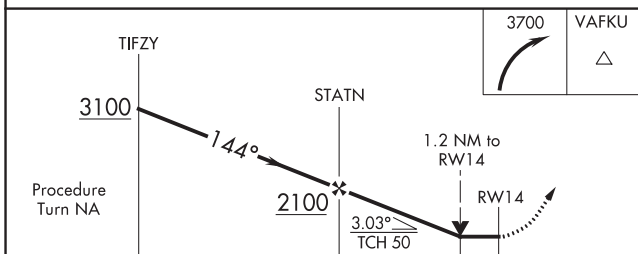
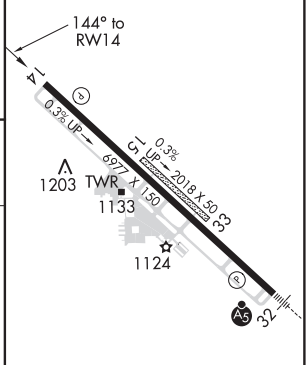


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 1099	D	TDZE 1083
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CATEGORY	A	B	C	D
LNAV MDA	1500-1	417 (500-1)	1500-1 1/4	417 (500-1 1/4)
CIRCLING	1540-1 441 (500-1)	1560-1 461 (500-1)	1600-1 1/2 501 (600-1 1/2)	1780-2 1/4 681 (700-2 1/4)

HIRL Rwy 14-32 **⓪**

ITHACA, NEW YORK

AL-779 (FAA)

16315

WAAS CH 50415 W14A	APP CRS 144°	Rwy Idg TDZE Apt Elev	6602 1083 1099
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RNAV (GPS) Z RWY 14

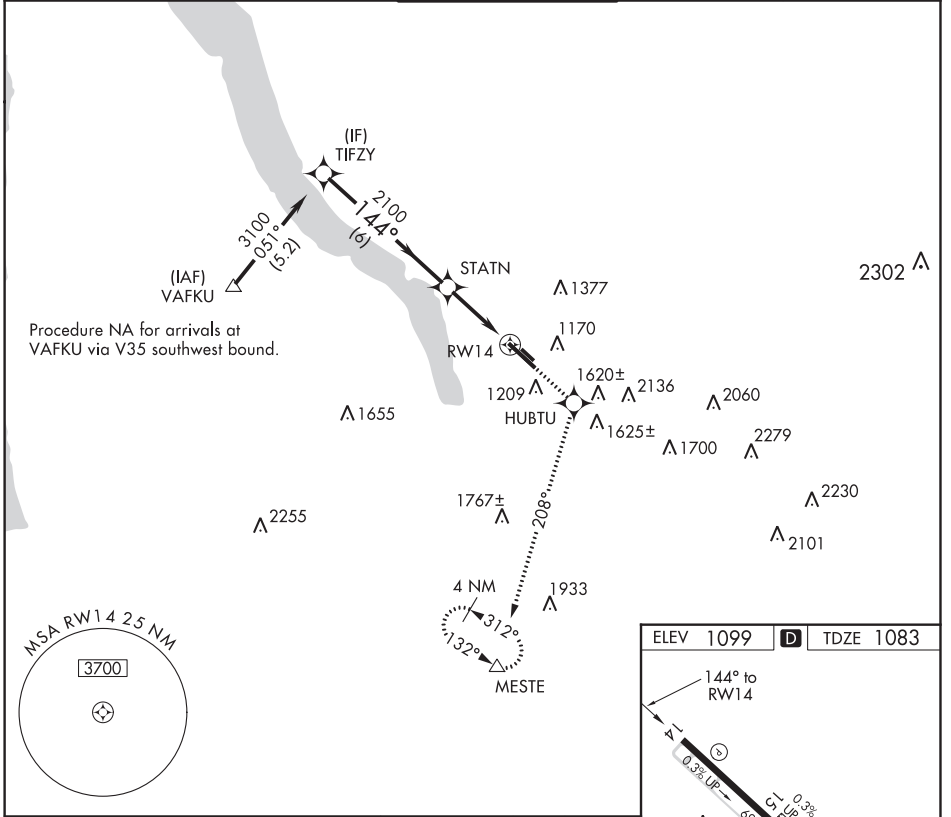
ITHACA TOMPKINS RGNL (ITH)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase DA 84 feet and LPV all Cats visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 3800 direct HUBTU and via track 208° to MESTE and hold.

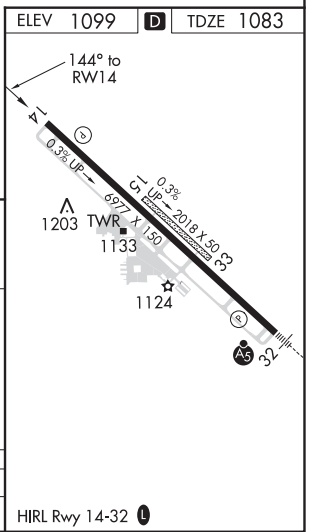
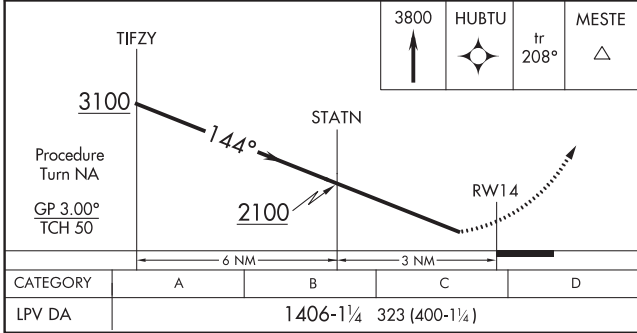
❄ -19°C/-2°F

ATIS 125.175	ELMIRA APP CON * 124.3 257.8	ITHACA TOWER * 119.6 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ITHACA, NEW YORK
Orig-A 29JUL10

42°29'N - 76°28'W

ITHACA TOMPKINS RGNL (ITH)
RNAV (GPS) Z RWY 14

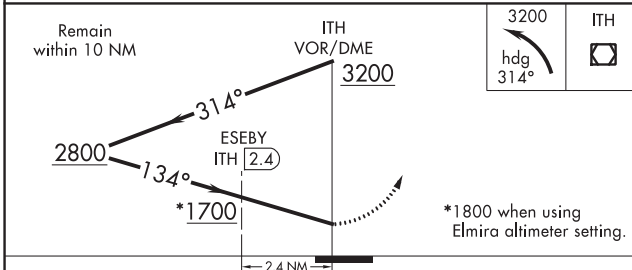
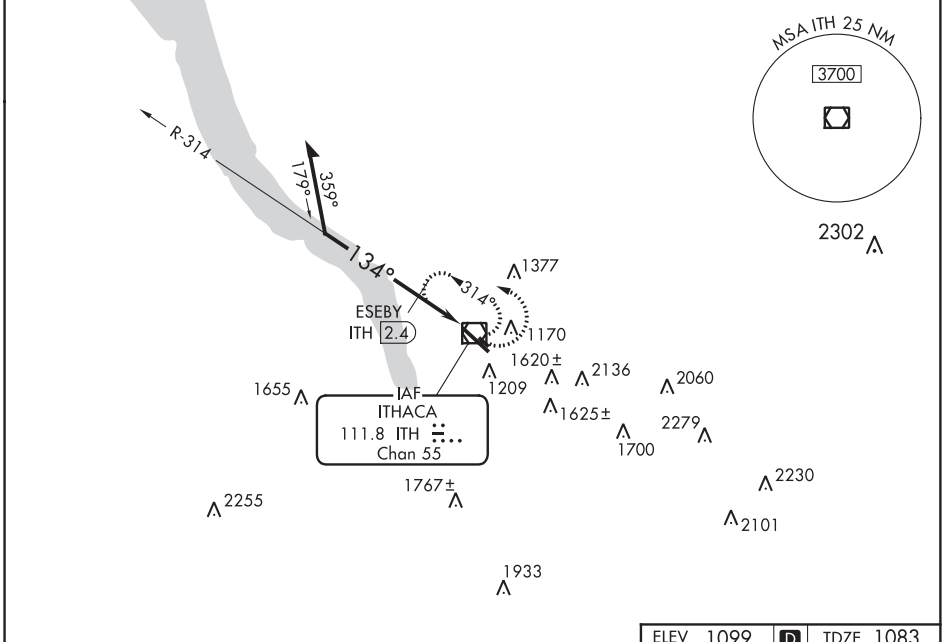
VOR/DME ITH 111.8 Chan 55	APP CRS 134°	Rwy Idg TDZE 1083 Apt Elev 1099	6602
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VOR RWY 14
ITHACA TOMPKINS RGNL (ITH)

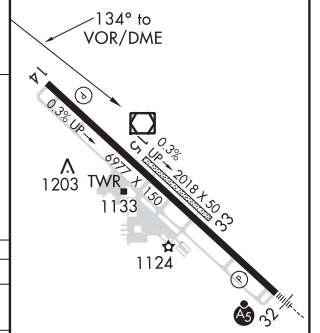
⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase S-14 Cats C and D visibility 1/4 mile, increase Circling Cats C and D 1/4 mile, ESEBY Fix Minimums increase S-14 Cats C and D visibility 1/4 mile, and increase Circling Cats C and D visibility 1/4 mile. Circling NA to Rwys 15 and 33.

⚠ MISSED APPROACH: Climbing left turn to 3200 via heading 314° then direct ITH VOR/DME and hold.

ATIS 125.175	ELMIRA APP CON * 124.3 257.8	ITHACA TOWER * 119.6 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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ELEV 1099	D	TDZE 1083
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CATEGORY	A	B	C	D
S-14	1700-1	617 (700-1)	1700-1 3/4 617 (700-1 3/4)	1700-2 617 (700-2)
CIRCLING	1700-1	601 (700-1)	1700-1 3/4 601 (700-1 3/4)	1780-2 1/4 681 (700-2 1/4)
ESEBY FIX MINIMUMS				
S-14	1520-1	437 (500-1)	1520-1 1/4 437 (500-1 1/4)	1520-1 1/2 437 (500-1 1/2)
CIRCLING	1540-1 441 (500-1)	1560-1 461 (500-1)	1600-1 1/2 501 (600-1 1/2)	1780-2 1/4 681 (700-2 1/4)

HIRL Rwy 14-32 **0**

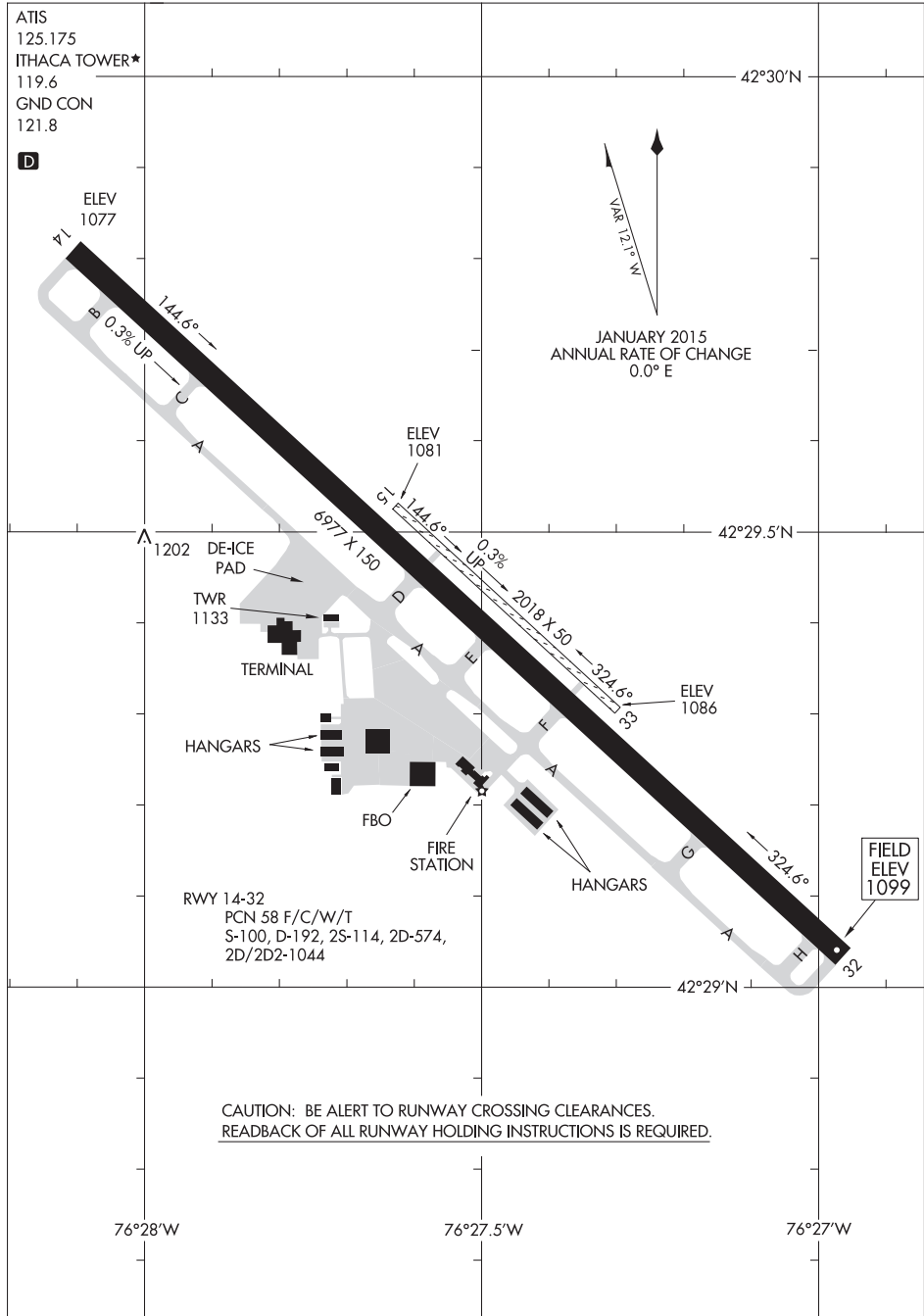
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

ITHACA TOMPKINS RGNL (ITH)
ITHACA, NEW YORK

AL-779 (FAA)



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

AIRPORT DIAGRAM

ITHACA, NEW YORK
ITHACA TOMPKINS RGNL (ITH)

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-JHW 109.7 Chan 34	APP CRS 249°	Rwy Idg TDZE Apt Elev	5299 1721 1723
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ILS or LOC RWY 25

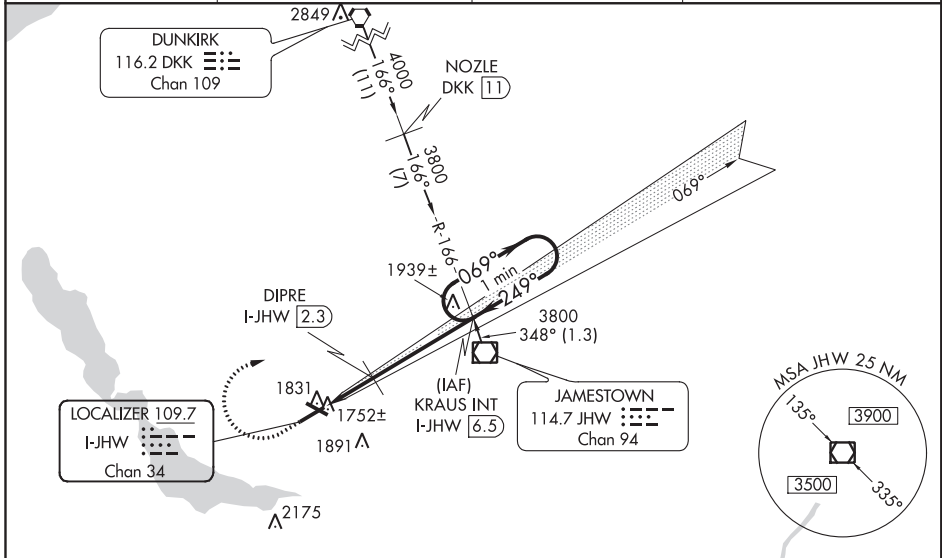
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

⚠ When local altimeter setting not received, use Dunkirk altimeter setting and increase S-ILS 25 DA to 2113 and all MDA 200 feet; increase S-ILS 25 all Cats visibility ½ mile; increase S-LOC 25 Cats C and D, Circling Cats C and D, DIPRE FIX minimums S-LOC 25 Cats C and D, and DIPRE FIX minimums Circling Cats C and D visibility ½ mile. For inoperative MALSRS when using Dunkirk altimeter setting, increase S-ILS 25 all Cats visibility ½ mile. VDP NA when using Dunkirk altimeter setting. Circling to Rwy 13/31 NA at night. Autopilot coupled approaches NA below 2260.

MALSRS

MISSED APPROACH: Climb to 2320 then climbing right turn to 3800 via heading 125° and I-JHW NE course to KRAUS INT/I-JHW 6.5 DME and hold.

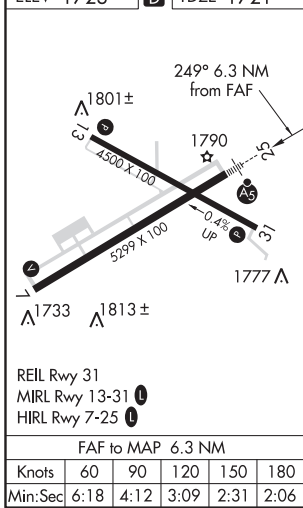
AWOS-3 118.425	ERIE APP CON * 126.05	CLNC DEL 126.05	UNICOM 122.7 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1723	D	TDZE 1721
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2320	3800	LOC NE crs	KRAUS INT	KRAUS INT I-JHW [6.5]	One Minute Holding Pattern
↑	↷	125°		3800	
I-JHW [0.2]	I-JHW [1.1]	DIPRE I-JHW [2.3]		3800	GS 3.00° TCH 48
*LOC only		*2260			*2260 when using Dunkirk altimeter setting.
	1 NM	1.1 NM	4.2 NM		
CATEGORY	A	B	C	D	
S-ILS 25		1921-½	200 (200-½)		
S-LOC 25	2260-½	539 (600-½)	2260-1 539 (600-1)	2260-1¼ 539 (600-1¼)	
CIRCLING	2260-1	537 (600-1)	2260-1½ 537 (600-1½)	2280-2 557 (600-2)	
DIPRE FIX MINIMUMS					
S-LOC 25		2080-½	359 (400-½)	2080-¾ 359 (400-¾)	
CIRCLING	2200-1	477 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)	

JAMESTOWN, NEW YORK

AL-731 (FAA)

16315

APP CRS 069°	Rwy Idg 5299
	TDZE 1722
	Apt Elev 1723

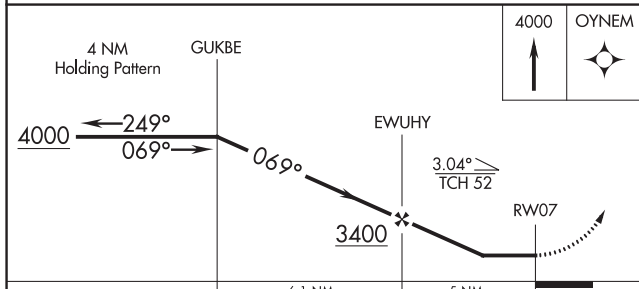
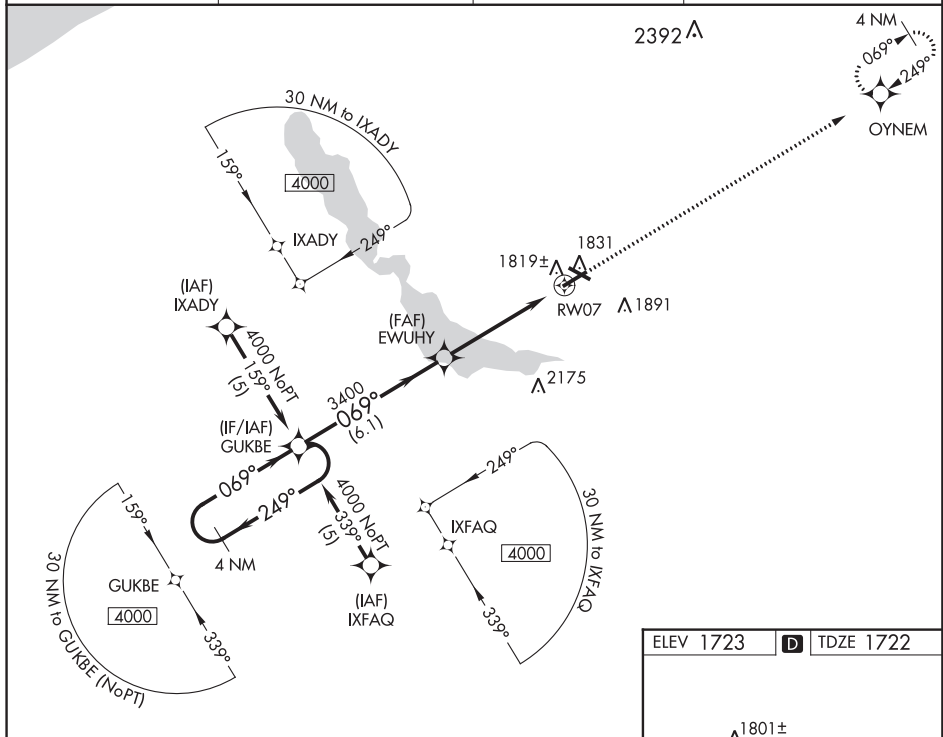
RNAV (GPS) RWY 7

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

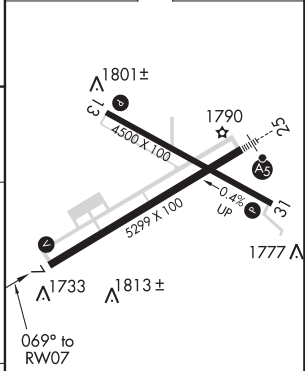
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ½ mile. Rwy 7 Straight-in/Circling and Circling to Rwy 13/31 NA at night.

⚠ MISSED APPROACH: Climb to 4000 direct OYNEM and hold.

AWOS-3 118.425	ERIE APP CON * 126.05	CLNC DEL 126.05	UNICOM 122.7 (CTAF)
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ELEV 1723	D TDZE 1722
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CATEGORY	A	B	C	D
LNAV MDA	2120-1 398 (400-1)		2120-1½ 398 (400-1½)	
CIRCLING	2200-1 477 (500-1)		2240-1½ 517 (600-1½)	

REIL Rwy 31
MIRL Rwy 13-31 **⚠**
HIRL Rwy 7-25 **⚠**

JAMESTOWN, NEW YORK
Amdt 1A 12DEC13

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)
42°09'N-79°15'W
RNAV (GPS) RWY 7

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 13

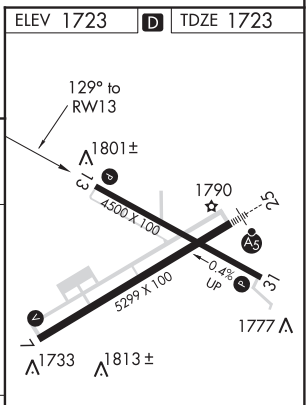
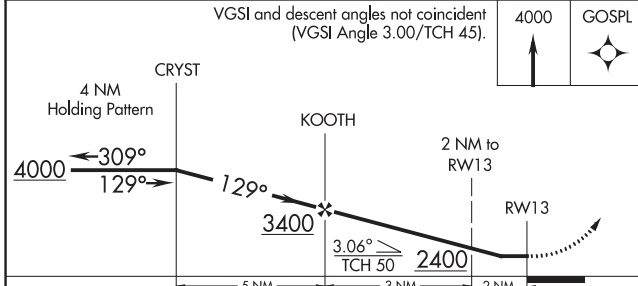
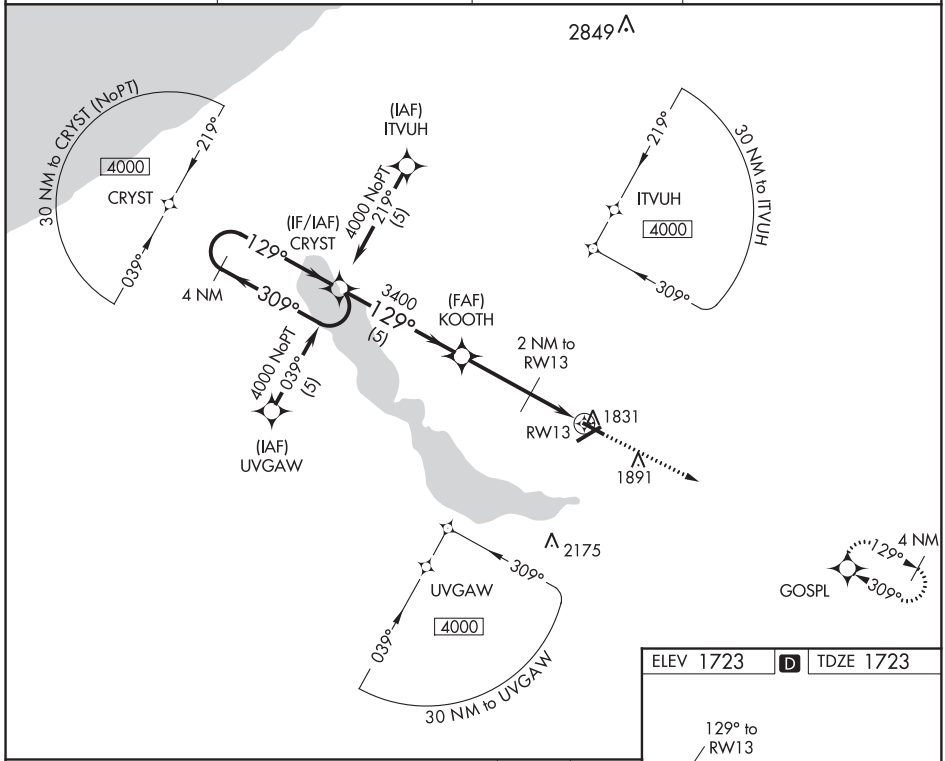
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

APP CRS 129°	Rwy Idg 4500
	TDZE 1723
	Apt Elev 1723

⚠ DME/DME RNP-0.3 NA. Rwy 13 Straight-in/Circling and Circling to Rwy 31 NA at night. When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D, and Circling Cats C and D visibility ½ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct GOSPL WP and hold.

AWOS-3 118.425	ERIE APP CON ★ 126.05	CLNC DEL 126.05	UNICOM 122.7 (CTAF) 📻
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CATEGORY	A	B	C	D
LNAV MDA	2140-1	417 (500-1)	2140-1¼	417 (500-1¼)
CIRCLING	2200-1	477 (500-1)	2240-1½	2280-2
			517 (600-1½)	557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 **📻**
HIRL Rwy 7-25 **📻**

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 62910 W25A	APP CRS 249°	Rwy Idg TDZE Apt Elev	5299 1721 1723
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RNAV (GPS) RWY 25

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

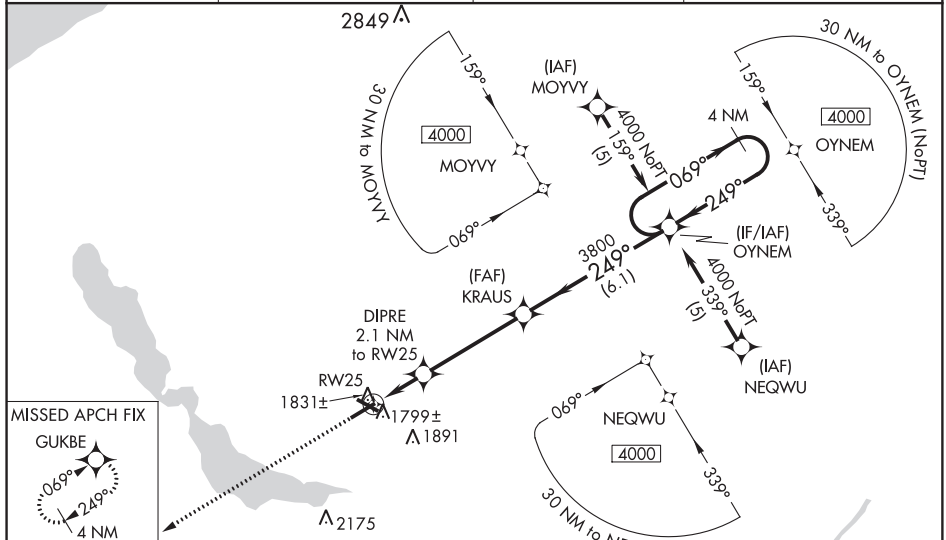
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase LPV DA to 2113, LNAV/VNAV DA to 2246, and all MDA 200 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibility ½ mile; increase LNAV Cat D visibility ¼ mile. For inoperative MALSRL, increase LNAV Cat D visibility to 1 ¼ mile. For inoperative MALSRL when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1 ½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting. Circling to Rwy 13/31 NA at night.

MALSRL



MISSED APPROACH:
Climb to 4000 direct GUKBE and hold.

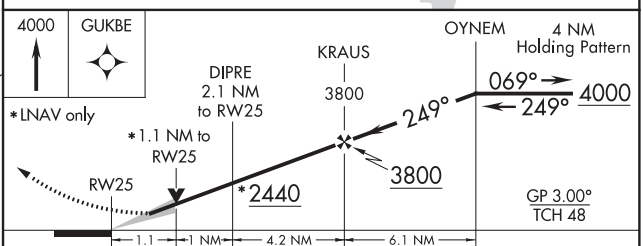
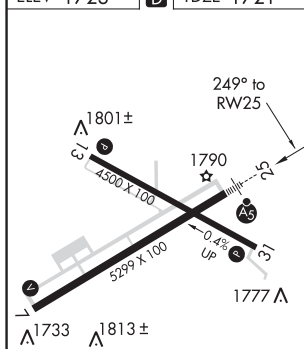
AWOS-3 118.425	ERIE APP CON ★ 126.05	CLNC DEL 126.05	UNICOM 122.7 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1723	D	TDZE 1721
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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)
CIRCLING	2200-1	477 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 0
HIRL Rwy 7-25 0

APP CRS 309°	Rwy Idg 4500
	TDZE 1715
	Apt Elev 1723

RNAV (GPS) RWY 31

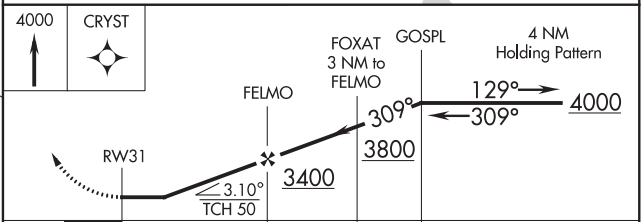
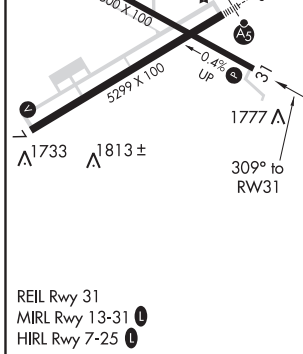
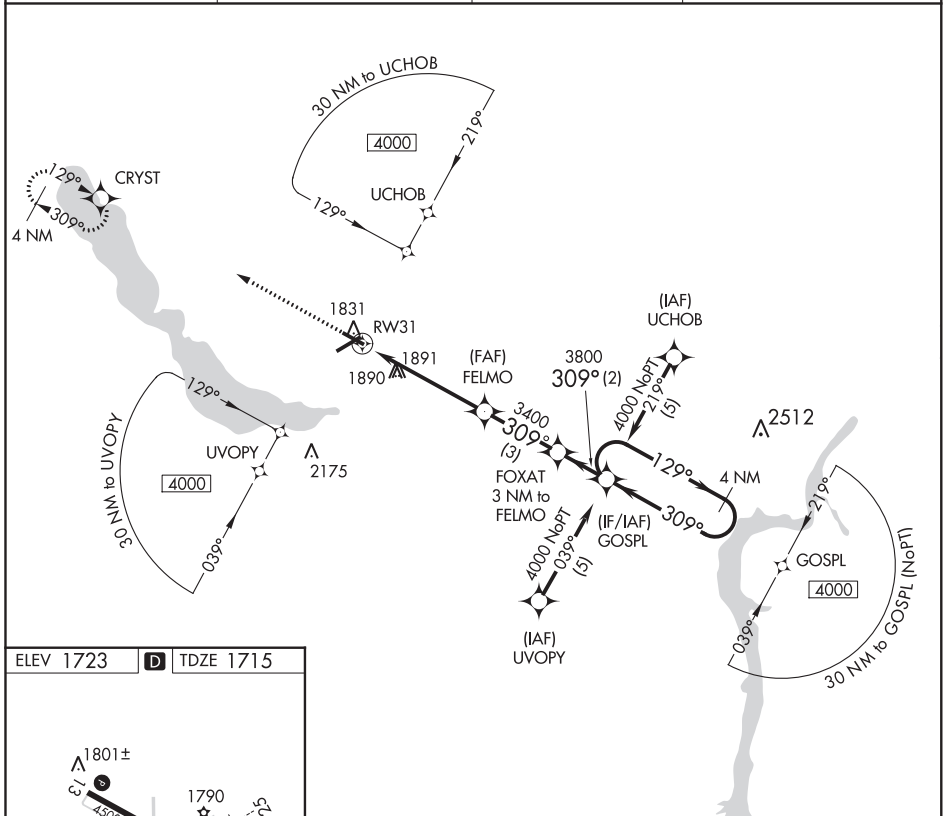
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

▽ DME/DME RNP-0.3 NA. Rwy 31 Straight-in/Circling and Circling to Rwy 13 NA at night. When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D visibility ½, Circling Cats C and D visibility ½ mile. Helicopter visibility reduction below 1 SM NA.

▲ NA

MISSED APPROACH: Climb to 4000 direct CRYST WP and hold.

AWOS-3 118.425	ERIE APP CON★ 126.05	CLNC DEL 126.05	UNICOM 122.7 (CTAF) 0
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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)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

JAMESTOWN, NEW YORK

AL-731 (FAA)

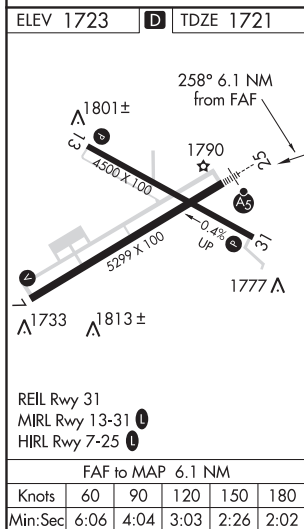
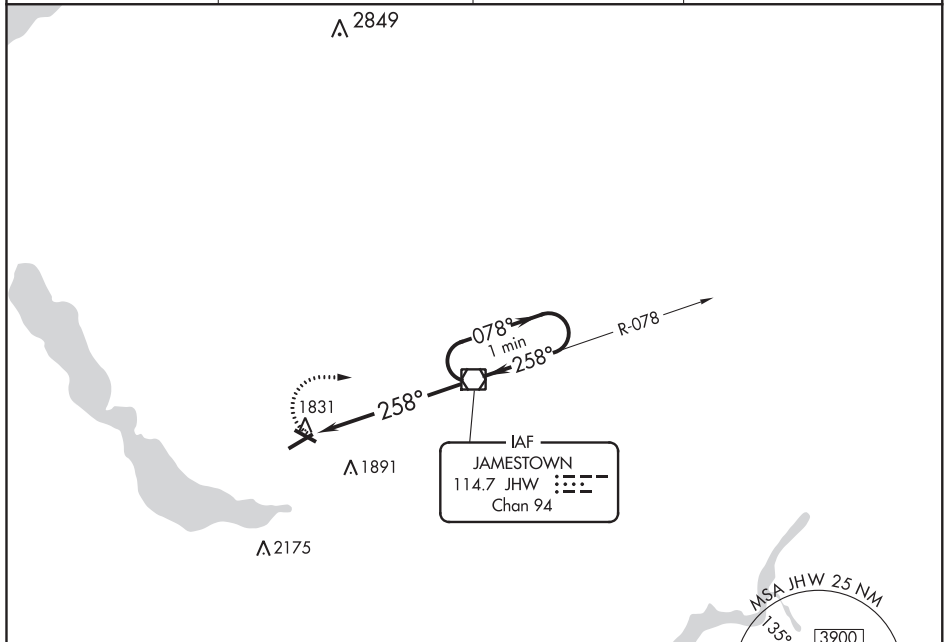
16315

VOR/DME JHW 114.7 Chan 94	APP CRS 258°	Rwy Idg 5299 TDZE 1721 Apt Elev 1723
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VOR RWY 25

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

<p>▼ Inoperative table does not apply. Circling to Rwy 13/31 NA at night.</p>		<p>MALSR</p>	<p>MISSED APPROACH: Climbing right turn to 3700 direct JHW VOR/DME and hold.</p>
AWOS-3 118.425	ERIE APP CON ★ 126.05	CLNC DEL 126.05	UNICOM 122.7 (CTAF) 0



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)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

JAMESTOWN, NEW YORK
Amdt 8A 12DEC13

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)
42°09'N-79°15'W
VOR RWY 25

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58219 W10A	APP CRS 104°	Rwy Idg TDZE Apt Elev	4000 879 881
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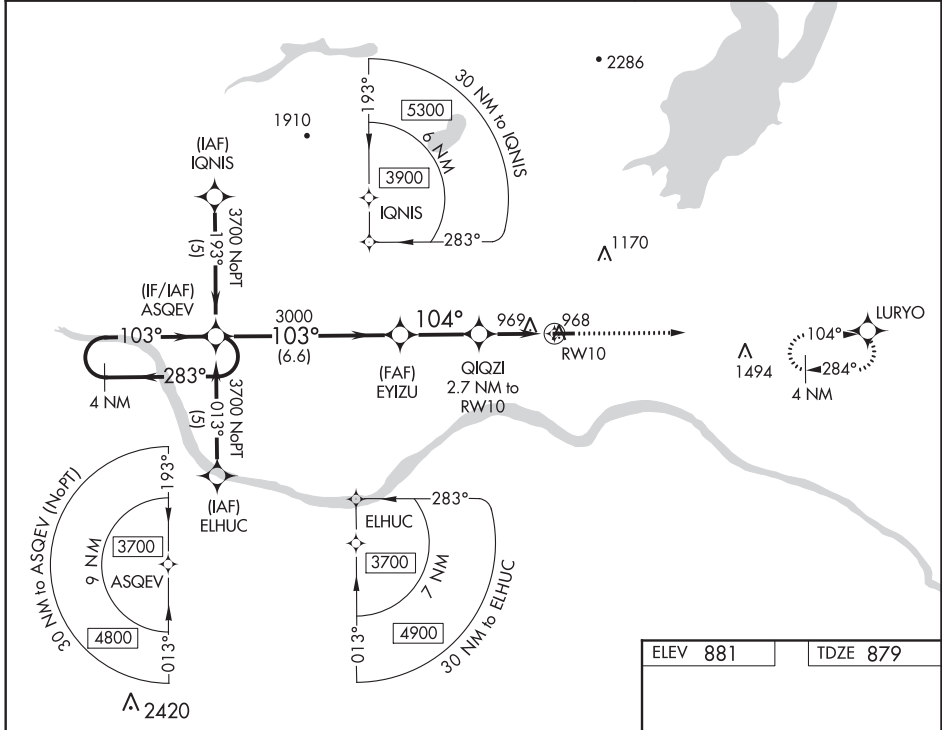
RNAV (GPS) RWY 10

FULTON COUNTY (NY)

⚠ When VGSI inop, procedure at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all DA/MDA 40 feet and LPV Cats A/B visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct LURYO and hold.

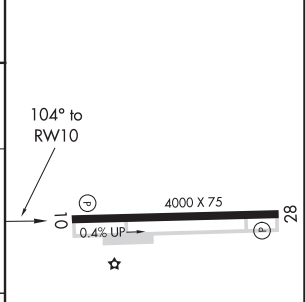
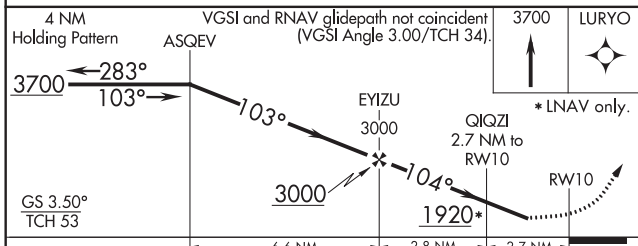
AWOS-3 119.225	ALBANY APP CON 118.05	UNICOM 122.7 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 881	TDZE 879
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CATEGORY	A	B	C	D
LPV DA	1287-1¼	408 (500-1¼)		NA
LNNAV/VNAV DA	1423-1¾	544 (600-1¾)		NA
LNNAV MDA	1440-1	561 (600-1)		NA
CIRCLING	1440-1	559 (600-1)		NA

MIRL Rwy 10-28
REIL Rwy 10 and 28

JOHNSTOWN, NEW YORK

AL-6987 (FAA)

14205

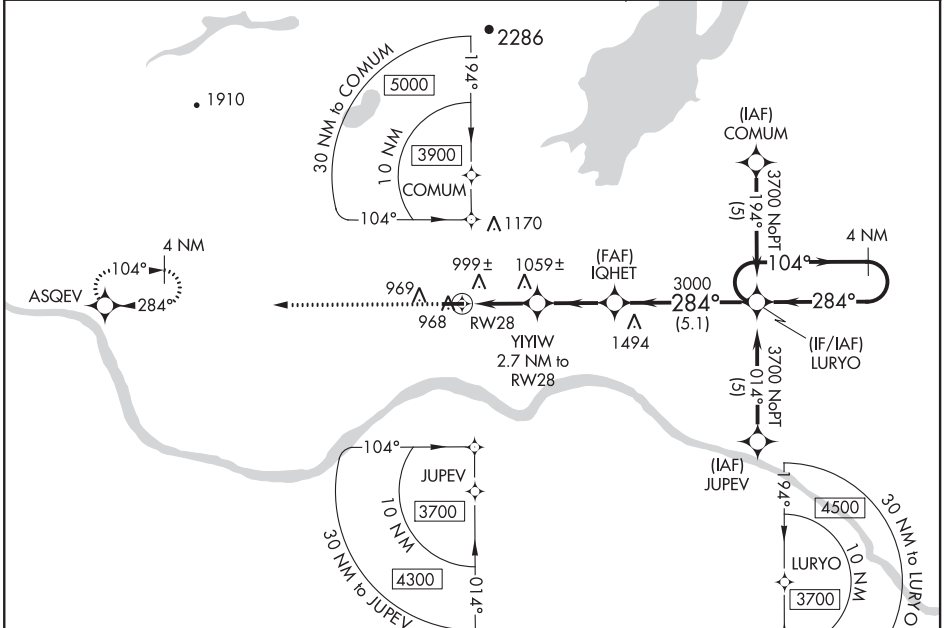
WAAS CH 53619 W28A	APP CRS 284°	Rwy Idg TDZE Apt Elev	4000 881 881
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RNAV (GPS) RWY 28
FULTON COUNTY (NY)

▼ When VGSi inop, procedure NA at night. Baro-VNAV NA.
▲ NA DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
 Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all DA/MDA 40 feet and LNAV/VNAV Cats A/B visibility 1/4 mile.

MISSED APPROACH: Climb to 4000 direct ASQEV and hold.

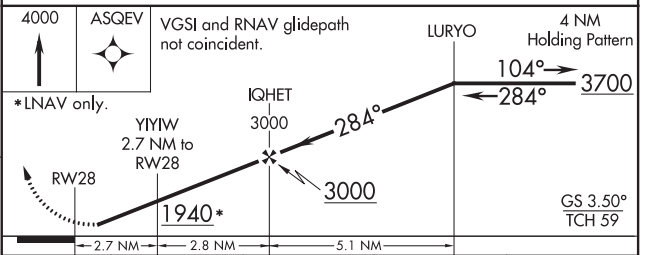
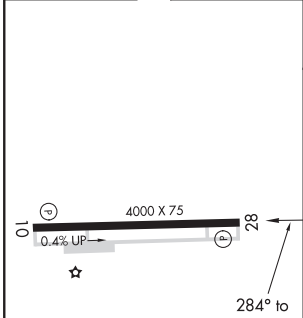
AWOS-3 119.225	ALBANY APP CON 118.05	UNICOM 122.7 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 881	TDZE 881
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CATEGORY	A	B	C	D
LPV DA	1289-1¼	408 (500-1¼)		NA
LNAV/VNAV DA	1411-1½	530 (600-1½)		NA
LNAV MDA	1480-1	599 (600-1)		NA
CIRCLING	1480-1	599 (600-1)		NA

JOHNSTOWN, NEW YORK
Orig 23SEP10

43°00'N-74°20'W

FULTON COUNTY (NY)
RNAV (GPS) RWY 28

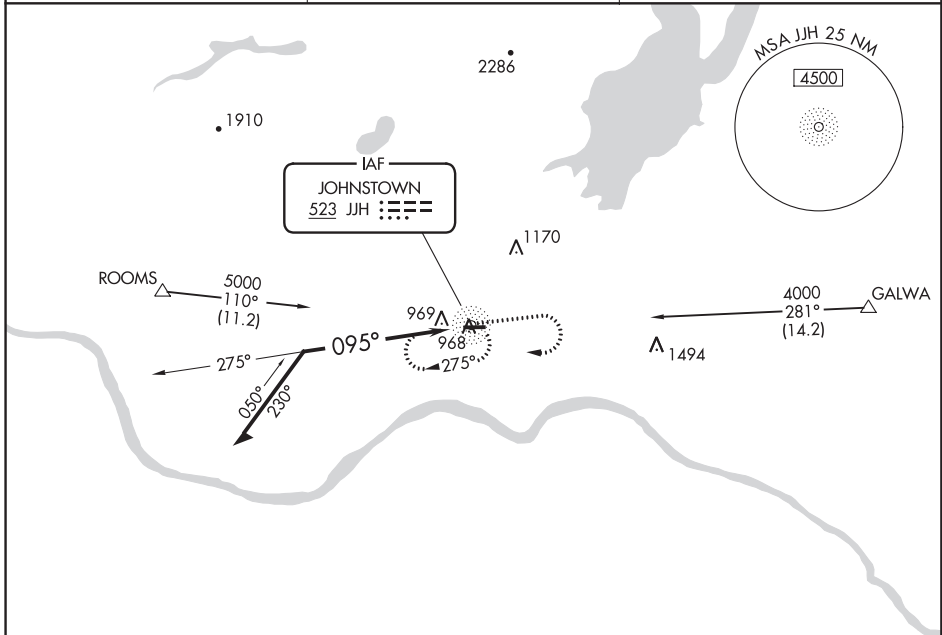
NDB JHJ 523	APP CRS 095°	Rwy Idg 4000
		TDZE 879
		Apt Elev 881

NDB RWY 10
FULTON COUNTY (NY)

▼ When VGSi inop, procedure NA at night. Visibility reduction by helicopters NA.
▲ NA Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct JHJ NDB and hold.

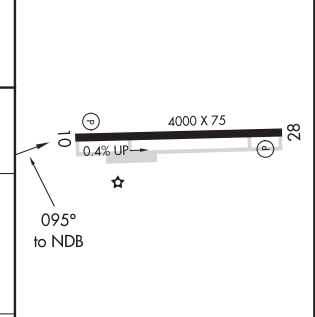
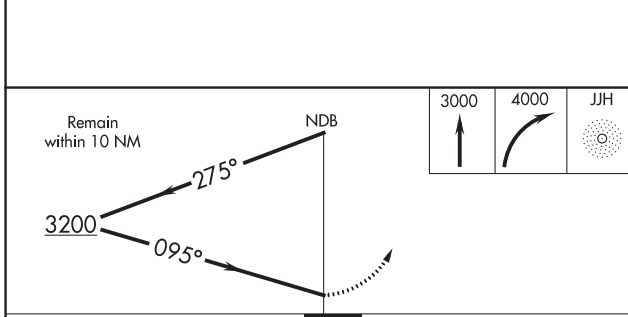
AWOS-3 119.225	ALBANY APP CON 118.05	UNICOM 122.7 (CTAF) ①
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 881	TDZE 879
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CATEGORY	A	B	C	D
S-10	1900-1¼ 1021 (1100-1¼)	1900-1½ 1021 (1100-1½)		NA
CIRCLING	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)		NA

MIRL Rwy 10-28 ①
REIL Rwy 10 and 28

JOHNSTOWN, NEW YORK

AL-6987 (FAA)

14205

NDB JH 523	APP CRS 288°	Rwy Idg TDZE Apt Elev	4000 881 881
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NDB RWY 28
FULTON COUNTY (NY)

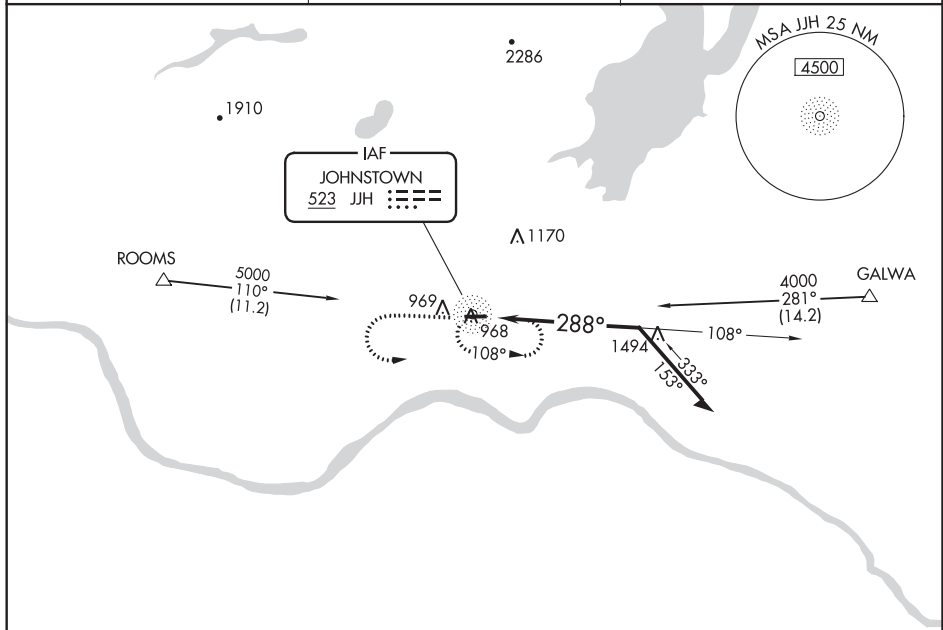
When VGS1 inop, procedure NA at night.
Visibility reduction by helicopters NA.
Use Schenectady altimeter setting; when not received, use Albany Intl altimeter setting and increase cll MDA 40 feet.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct JH NDB and hold.

AWOS-3
119.225

ALBANY APP CON
118.05

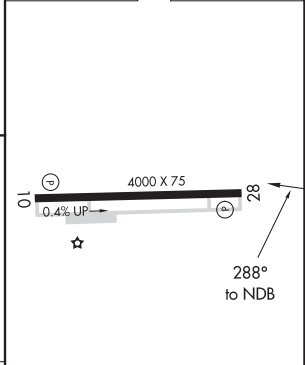
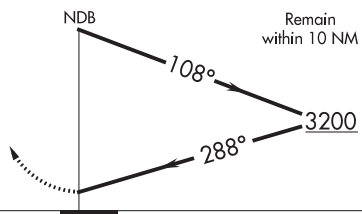
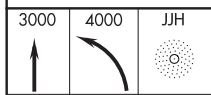
UNICOM
122.7 (CTAF)



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 881	TDZE 881
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CATEGORY	A	B	C	D
S-28	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)		NA
CIRCLING	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)		NA

MIRL Rwy 10-28
REIL Rwy 10 and 28

JOHNSTOWN, NEW YORK
Amdt 2 23SEP10

43°00'N-74°20'W

FULTON COUNTY (NY)
NDB RWY 28

WAAS CH 40136 W15A	APP CRS 182°	Rwy ldg 2775 TDZE 147 Apt Elev 147
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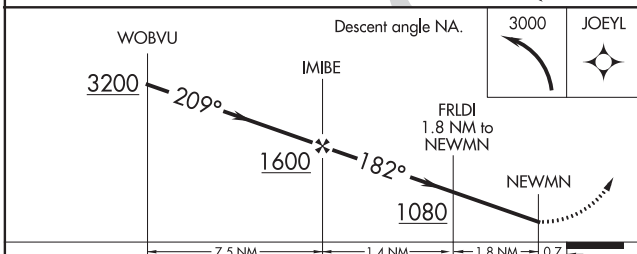
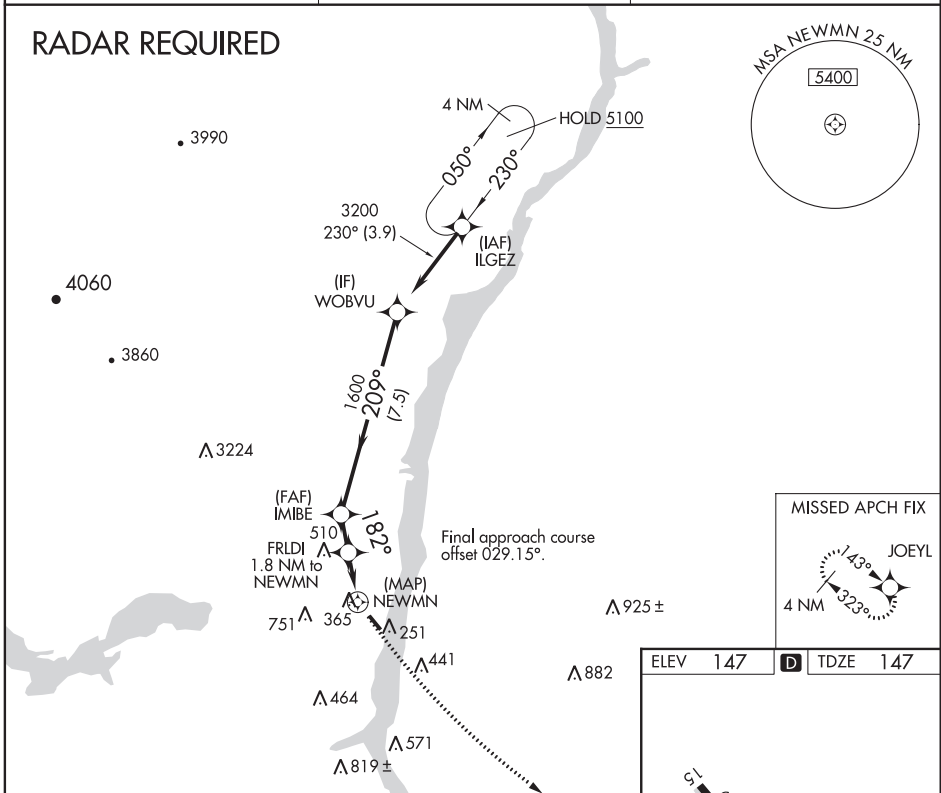
RNAV (GPS) RWY 15

KINGSTON-ULSTER (20N)

V DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
A NA Use Hudson altimeter setting. When not received, use Newburgh altimeter setting and increase all MDA 60 feet. Night landing: Rwy 15 NA.
B -21°C/-6°F

MISSED APPROACH: Climbing left turn to 3000 direct JOEYL and hold.

NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF)	123.3 0
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CATEGORY	A	B	C	D
LP MDA	720-1	573 (600-1)		NA
LNAV MDA	800-1	653 (700-1)		NA
C CIRCLING	800-1 653 (700-1)	960-1¼ 813 (900-1¼)		NA

ELEV 147	D TDZE 147
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REIL Rwy 33 **0**
MIRL Rwy 15-33 **0**

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

KINGSTON, NEW YORK

AL-9137 (FAA)

16147

WAAS CH 82336 W33A	APP CRS 333°	Rwy Idg 2630 TDZE 147 Apt Elev 147
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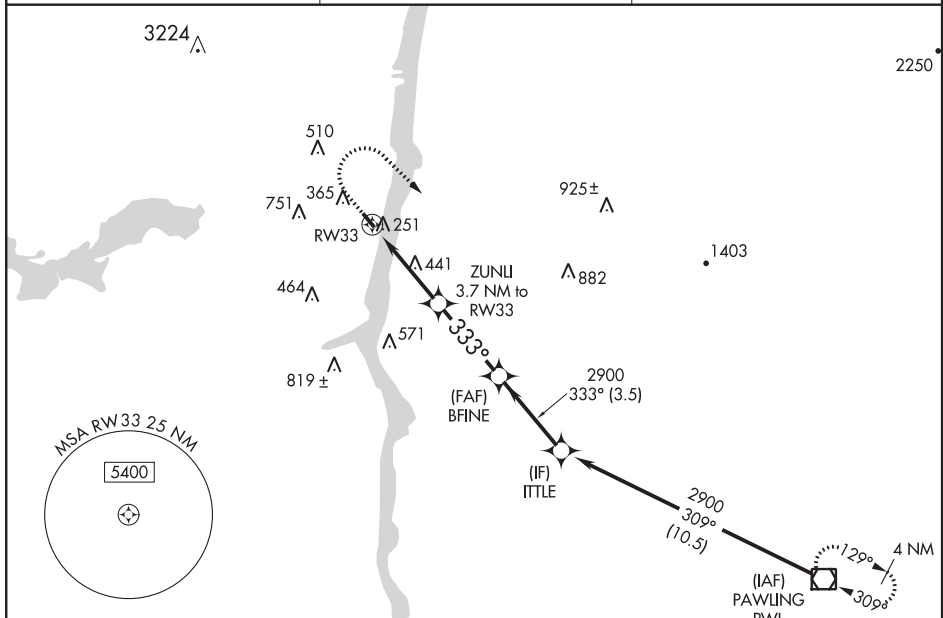
RNAV (GPS) RWY 33

KINGSTON-ULSTER (20N)

V DME/DME RNP-0.3 NA. Use Hudson altimeter setting. When not received, use Newburgh altimeter setting and increase all MDA 60 feet. Baro-VNAV NA.
NA Helicopter visibility reduction below 1 SM NA. Night landing Rwy 15 NA, Rwy 33 operational VGSI required, remain on or above VGSI glidepath until threshold.
W -21°C/-6°F

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct PWL VOR/DME and hold.

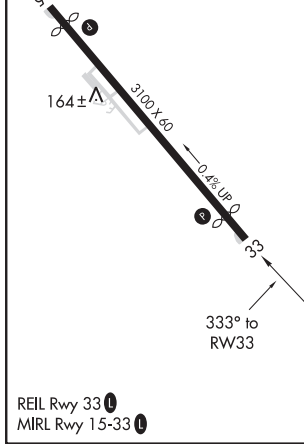
NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF)	123.3 0
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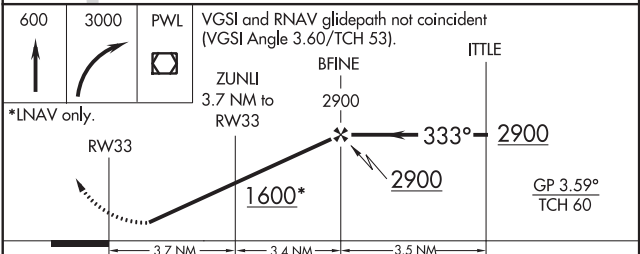
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 147	D	TDZE 147
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Procedure NA for arrivals on PWL VOR/DME airway radials 250 CW 354.



CATEGORY	A	B	C	D
LPV DA	499-1	352 (400-1)		NA
LNAV/VNAV DA	635-1 3/8	489 (500-1 3/8)		NA
LNAV MDA	880-1 733 (800-1)	880-1 1/4 733 (800-1 1/4)		NA
C CIRCLING	800-1 653 (700-1)	960-1 1/4 813 (900-1 1/4)		NA

KINGSTON, NEW YORK
Amdt 1 25JUN15

41°59'N-73°58'W

RNAV (GPS) RWY 33

APP CRS **125°**
 Rwy ldg **4196**
 TDZE **1746**
 Apt Elev **1747**

RNAV (GPS) RWY 14

LAKE PLACID (LKP)

▼ DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting.
▲ NA Procedure NA at night. Helicopter visibility reduction below
❄ -11°C/12°F 1 SM NA.

MISSED APPROACH: Climbing right turn to 5000 direct PUGRE WP and hold.

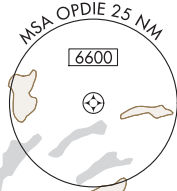
SARANAC LAKE
 ASOS
124.175

BOSTON CENTER
120.35 342.25

UNICOM
122.8 (CTAF)

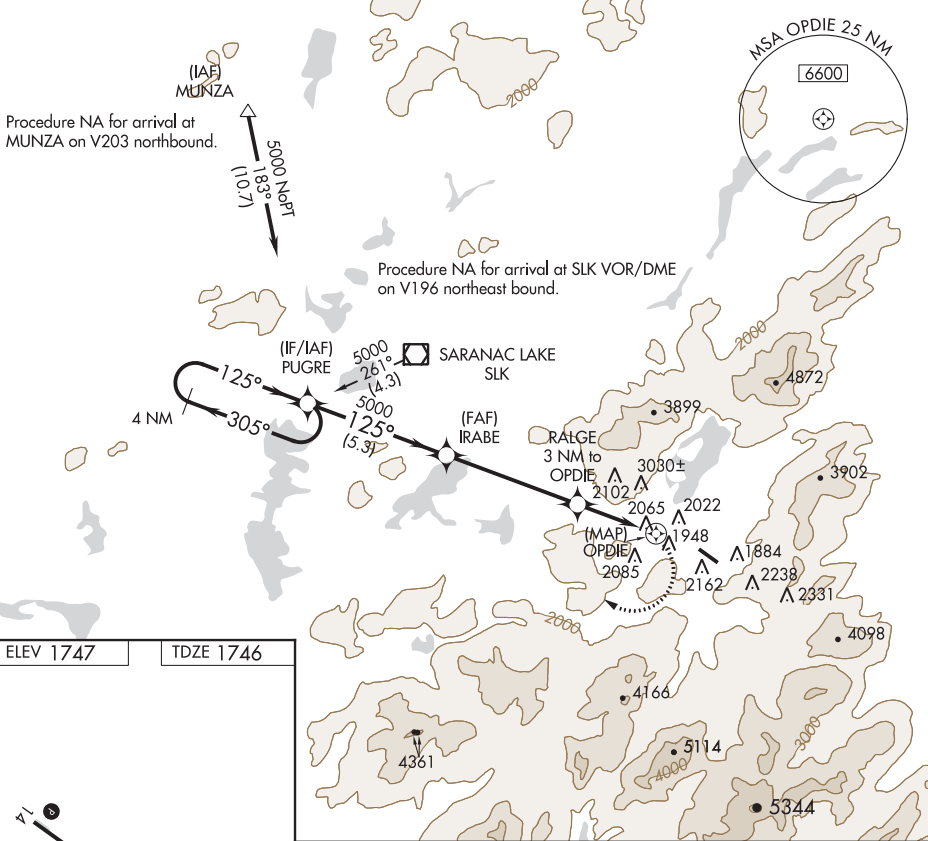
Procedure NA for arrival at
 MUNZA on V203 northbound.

Procedure NA for arrival at SLK VOR/DME
 on V196 northeast bound.

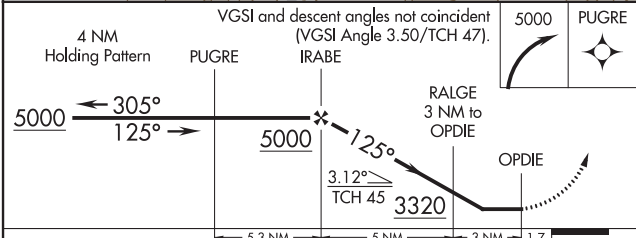
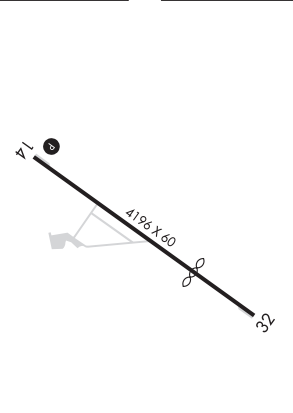


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 1747 TDZE 1746



CATEGORY	A	B	C	D
RNAV MDA	3140-2	1394 (1400-2)		NA
CIRCLING	3140-2	1393 (1400-2)		NA

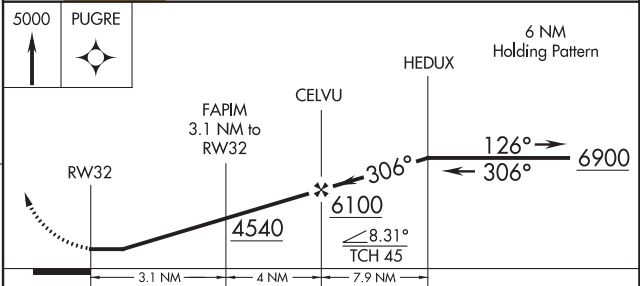
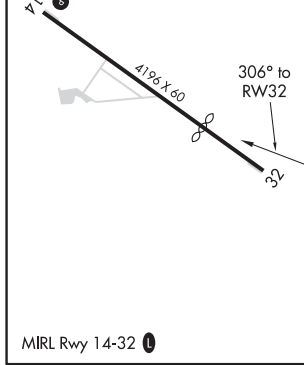
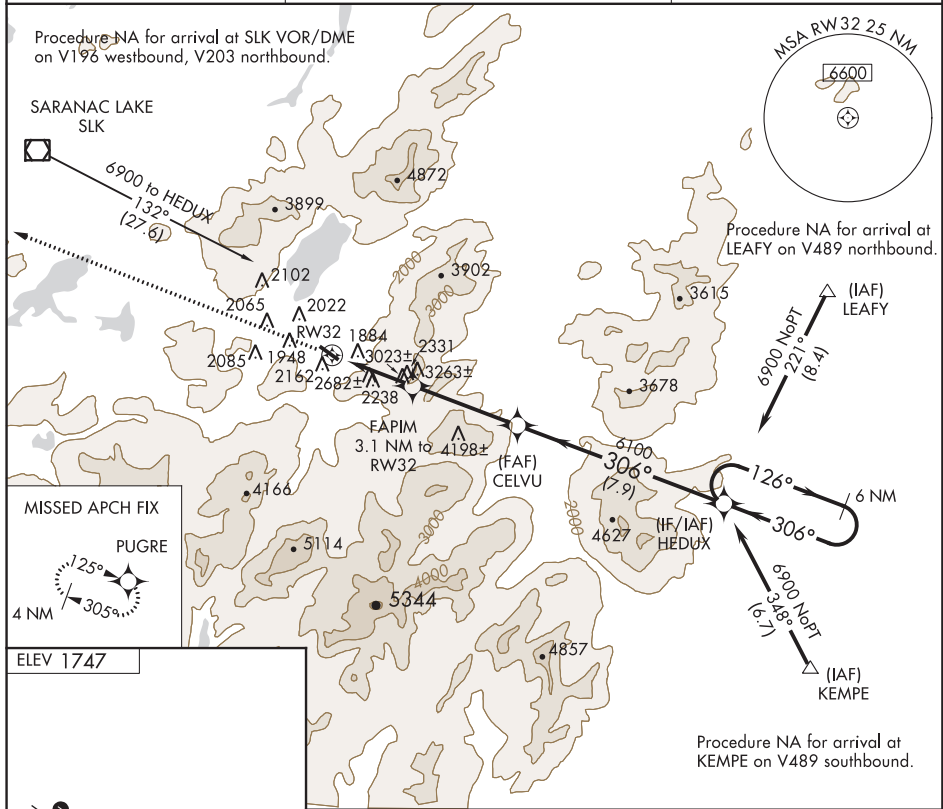
RNAV (GPS)-A LAKE PLACID (LKP)

APP CRS 306°	Rwy Idg TDZE Apt Elev 1747	N/A N/A 1747
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NA DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 5000 direct PUGRE WP and hold.

SARANAC LAKE ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	3300-1¼ 1553 (1600-1¼)	3300-1½ 1553 (1600-1½)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APCH CRS 242°	Rwy Idg THRE Arprt Elev	5002 101 101
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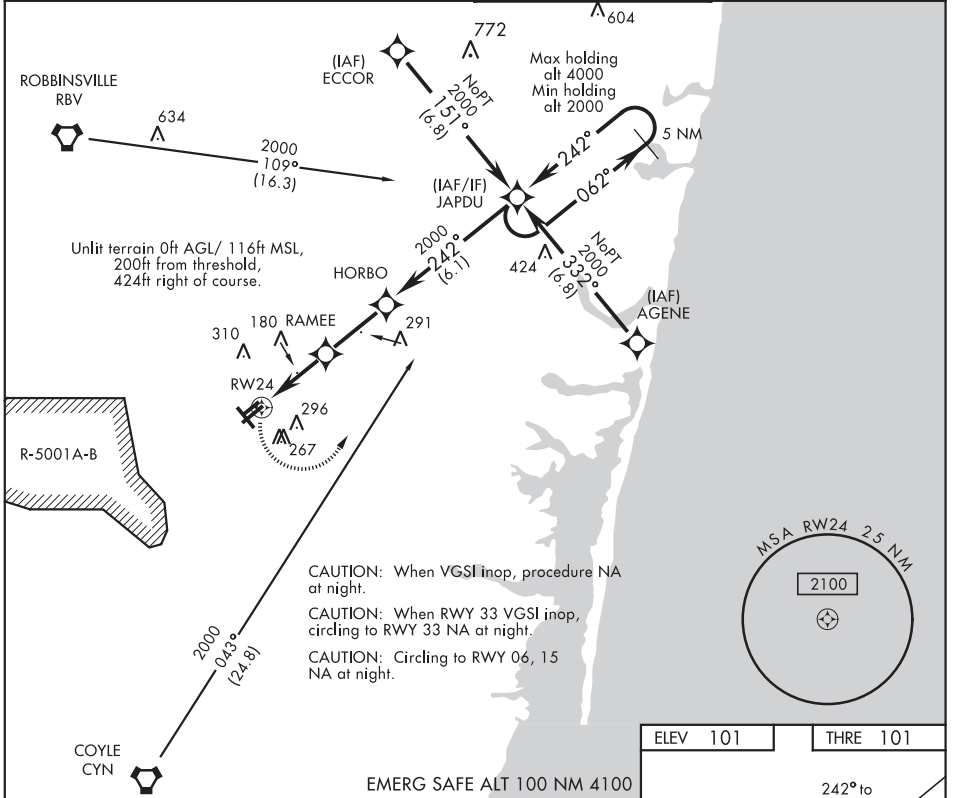
AL-223 [USN]

▼ * When ALS inop, increase CAT CD vis to 1½ miles.
DME/DME RNP-0.3 NA.



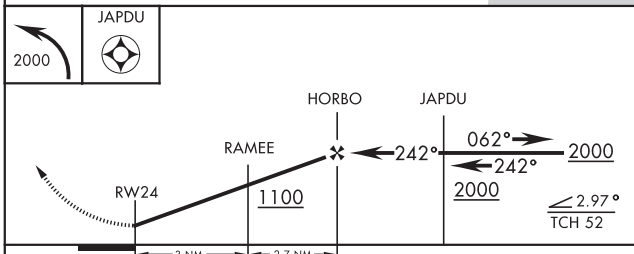
MISSED APPROACH: Climbing left turn to 2000 direct JAPDU and hold.

ATIS 274.8	MC GUIRE APP CON 124.15 363.8	LAKEHURST TOWER * 127.775 360.2	GND CON 118.375 307.05
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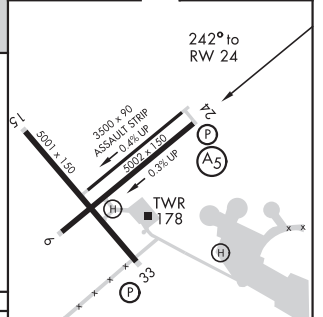


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 101	THRE 101
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CATEGORY	A	B	C	D
LNAV MDA *	520-1		419	(500-1)
CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

HIRL Rwy 6-24, 15-33

LAKEHURST, NEW JERSEY

RNAV (GPS) RWY 33

LAKEHURST MAXFIELD FLD,

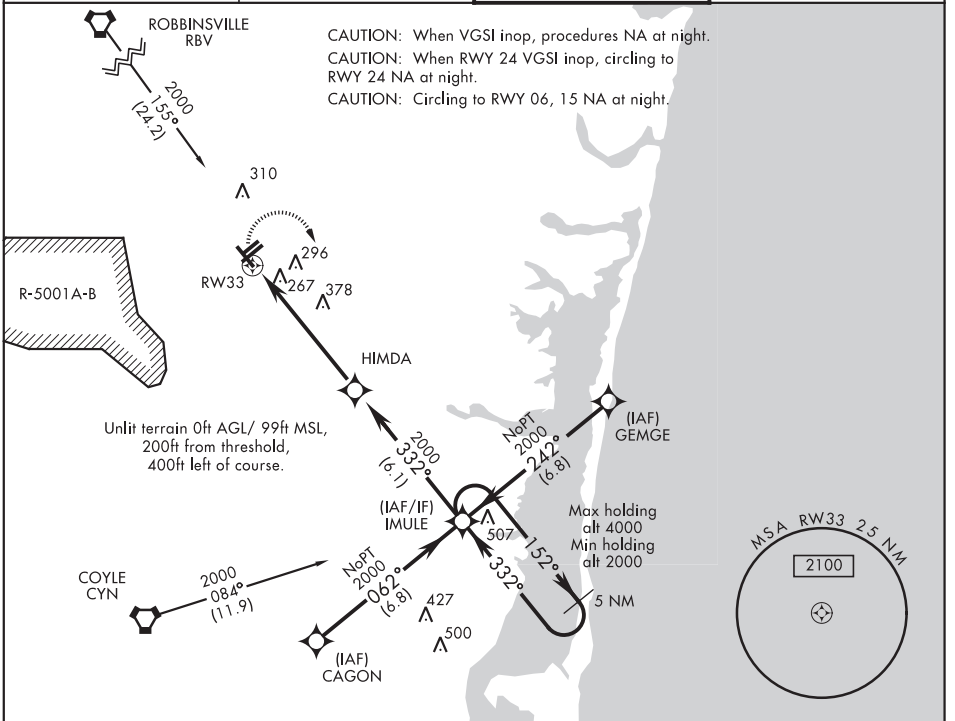
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

APCH CRS 332°	Rwy Ldg THRE Arpt Elev	5001 88 101
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AL-223 [USN]

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climbing right turn to 2000 direct IMULE and hold.	
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ATIS 274.8	MC GUIRE APP CON 124.15 363.8	LAKEHURST TOWER ★ 127.775 360.2	GND CON 118.375 307.05
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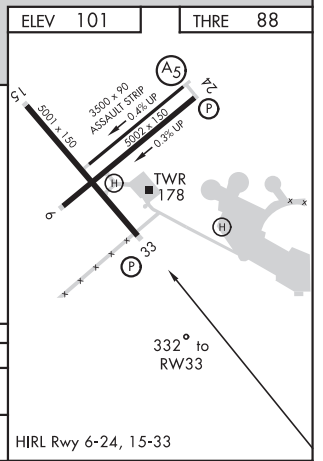
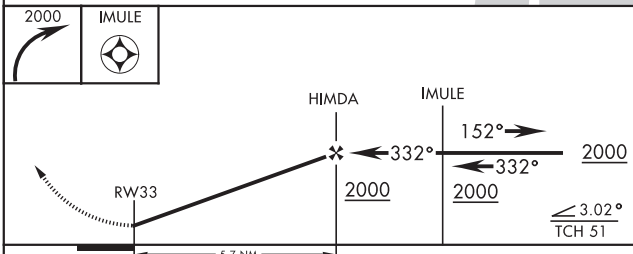


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 101	THRE 88
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EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D
RNAV MDA	600-1	512 (500-1)	600-1 ³ / ₈	512 (500-1 ³ / ₈)
CIRCLING	620-1 519 (600-1)	640-1 537 (600-1)	640-1 ¹ / ₂ 537 (600-1 ¹ / ₂)	660-2 557 (600-2)

LAKEHURST, NEW JERSEY

VOR or VOR/DME or TACAN Y RWY 33

LAKEHURST MAXFIELD FLD,

AL-223 [USN] (JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

VORTAC RBV 113.8 Chan 85	APCH CRS 337°	Rwy ldg THRE Arpt Elev 5001 88 101
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▽ MISSED APPROACH: Climbing right turn to 2000, intercept RBVR-157 outbound to SOLLY and hold.

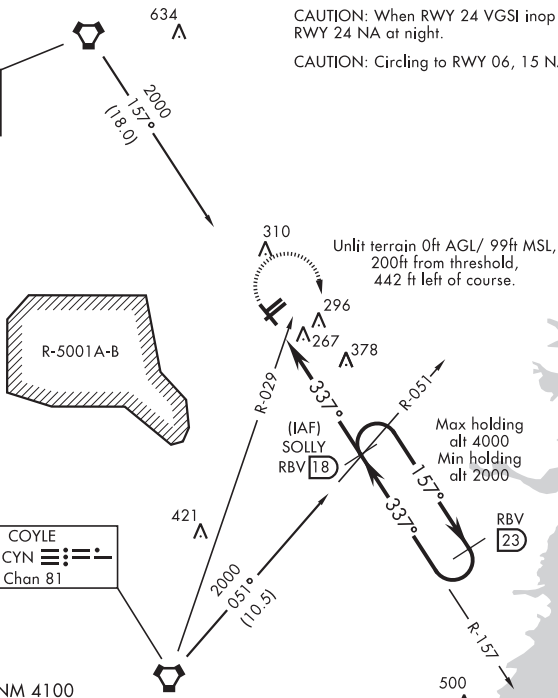
ATIS 274.8	MC GUIRE APP CON 124.15 363.8	LAKEHURST TOWER ★ 127.775 360.2	GND CON 118.375 307.05
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CAUTION: When VGSI inop, procedure NA at night.

CAUTION: When RWY 24 VGSI inop circling to RWY 24 NA at night.

CAUTION: Circling to RWY 06, 15 NA at night.

ROBBINSVILLE
113.8 RBV
Chan 85



COYLE
113.4 CYN
Chan 81

MSA RBV 2.5 NM
2100

EMERG SAFE ALT 100 NM 4100

ELEV 101	THRE 88
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Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

	2000 RBV R-157	SOLLY RBV 18	SOLLY RBV R-157 18 / CYN R-051	RBV R-157 23	2000
--	----------------	--------------	--------------------------------	--------------	------

CATEGORY	A	B	C	D
S-33	680-1	592 (600-1)	680-1 3/4 592 (600-1 3/4)	
CIRCLING	680-1	579 (600-1)	680-1 3/4 579 (600-1 3/4)	680-2 579 (600-2)

LAKEHURST, NEW JERSEY
Orig 24JUL14

40°02'N-74°21'W LAKEHURST MAXFIELD FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

VOR or VOR/DME or TACAN Y RWY 33

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LAKEHURST, NEW JERSEY

VOR RWY 24

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

VOR/DME COL 115.4 Chan 101	APCH CRS 218°	Rwy Idg THRE Arpt Elev 5002 101 101
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AL-223 [USN]

MISSED APPROACH: Climbing left turn to 2000, intercept COL R-218 to CUDDI and hold.

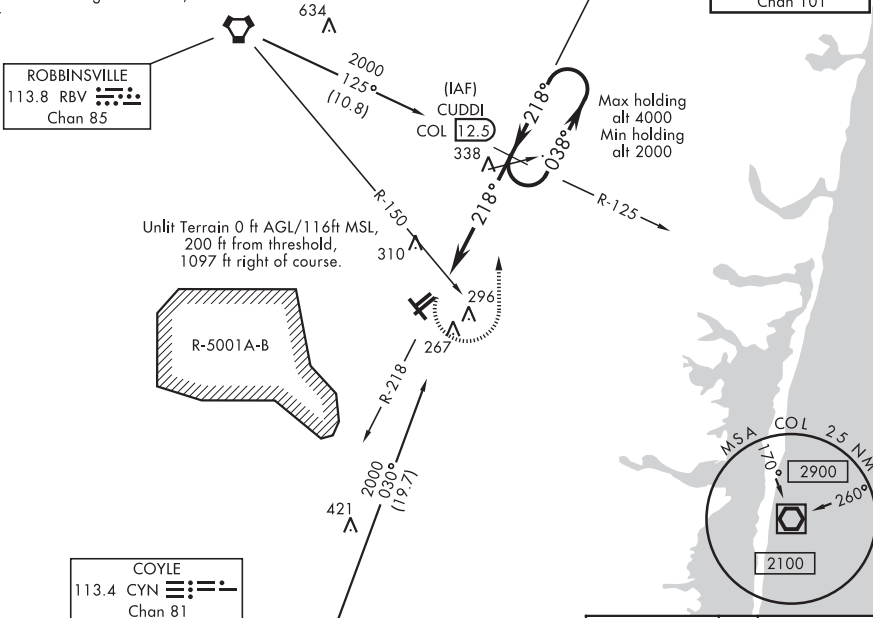


ATIS 274.8	MC GUIRE APP CON 124.15 363.8	LAKEHURST TOWER * 127.775 360.2	GND CON 118.375 307.05
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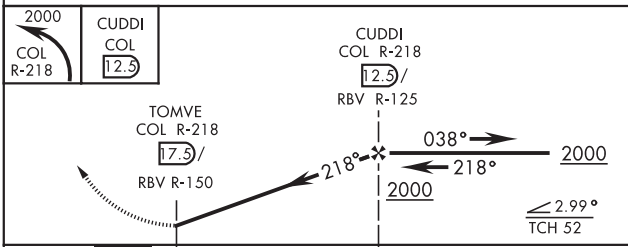
CAUTION: When VGS1 inop, procedure NA at night.

CAUTION: When RWY 33 VGS1 inop, circling to RWY 33 NA at night.

CAUTION: Circling to RWY 06, 15 NA at night



EMERG SAFE ALT 100 NM 4100



ELEV 101	THRE 101
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218° from VOR/DME

3300 x 90 ASSAULT STRIP

5002 x 150

5002 x 150

5002 x 150

TWR 178

33

HIRL Rwy 6-24, 15-33

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LAKEHURST, NEW JERSEY
Orig 24JUL14

40°02'N-74°21'W

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

VOR RWY 24

NE-2, 10 NOV 2016 to 05 JAN 2017

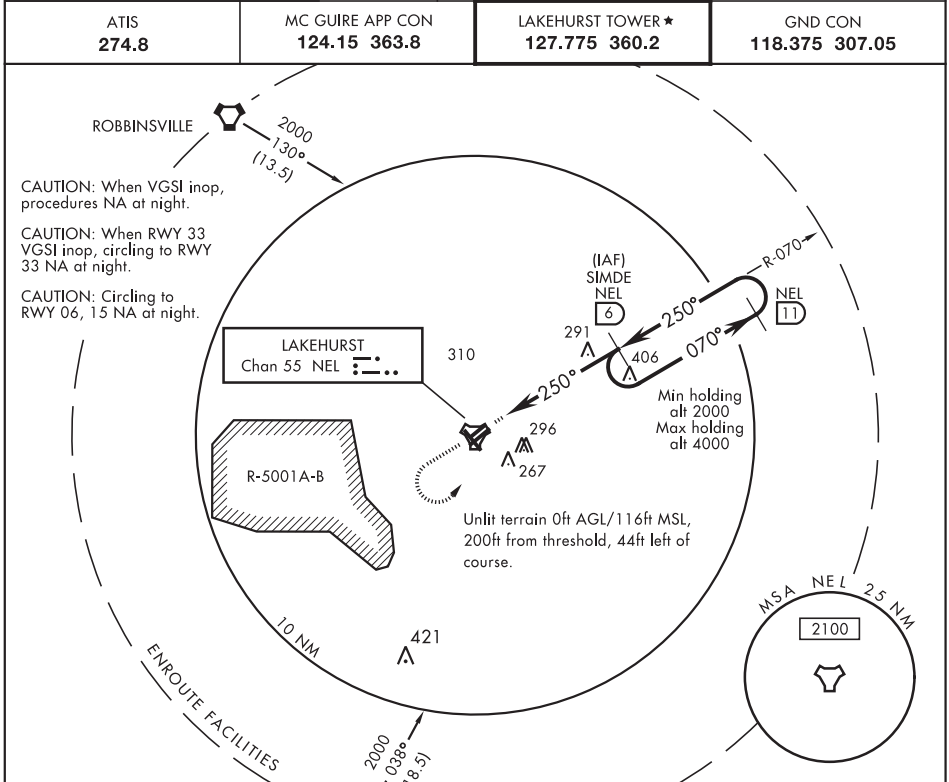
NE-2, 10 NOV 2016 to 05 JAN 2017

TACAN NEL Chan 55	APCH CRS 250°	Rwy Idg THRE Arpt Elev 5002 101 101
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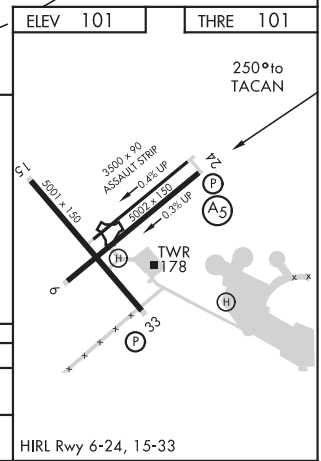
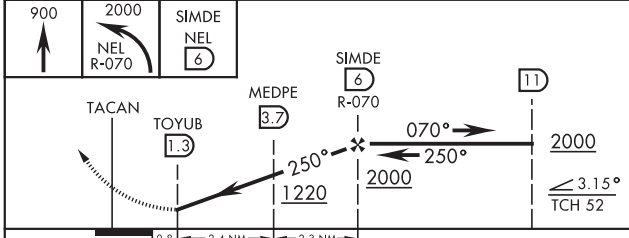
AL-223 [USN]

(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

	MALSR 	MISSED APPROACH: Climb to 900, then climbing left turn to 2000, intercept NEL R-070 to SIMDE and hold.		
	<table border="1"> <tr> <td>ATIS 274.8</td> <td>MC GUIRE APP CON 124.15 363.8</td> <td>LAKEHURST TOWER ★ 127.775 360.2</td> <td>GND CON 118.375 307.05</td> </tr> </table>	ATIS 274.8	MC GUIRE APP CON 124.15 363.8	LAKEHURST TOWER ★ 127.775 360.2
ATIS 274.8	MC GUIRE APP CON 124.15 363.8	LAKEHURST TOWER ★ 127.775 360.2	GND CON 118.375 307.05	



ELEV 101	THRE 101
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CATEGORY	A	B	C	D
S-24		480-1	379 (400-1)	
CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

HIRL Rwy 6-24, 15-33

LAKEHURST MAXFIELD FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)
TACAN RWY 24

NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

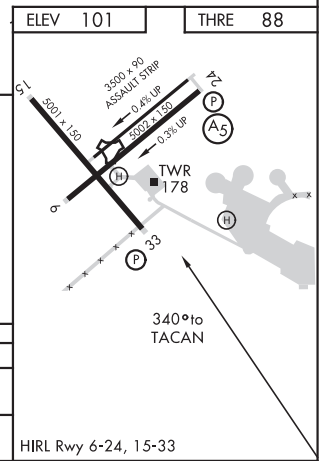
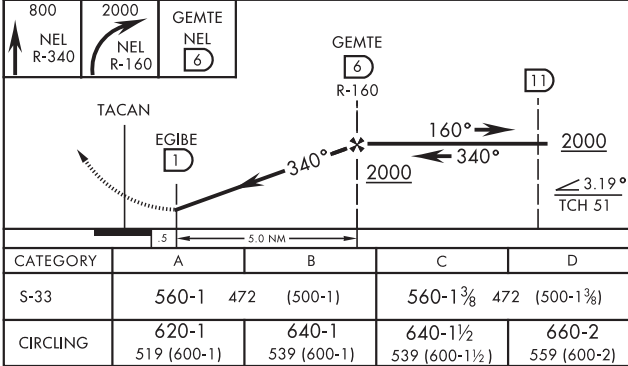
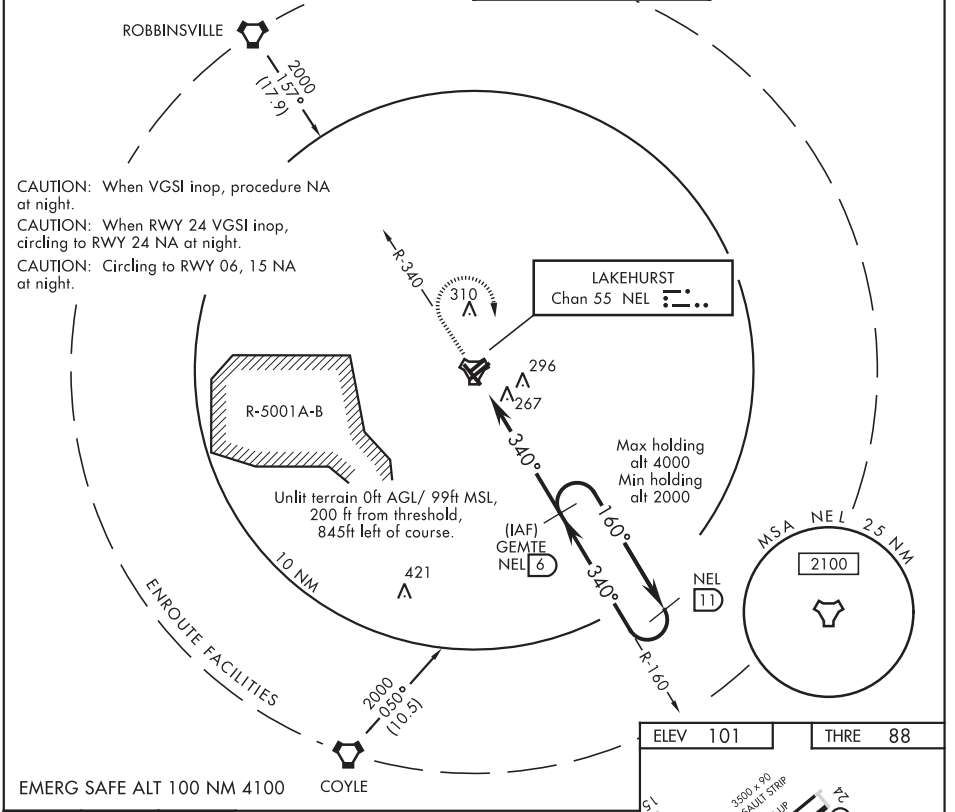
LAKEHURST, NEW JERSEY

14205
TACAN Z RWY 33
 LAKEHURST MAXFIELD FLD,
 (JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

TACAN NEL Chan 55	APCH CRS 340°	Rwy Idg THRE 88 Arpt Elev 101
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AL-223 [USN] (JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)

 MISSED APPROACH: Climb to 800 via R-340, then climbing right turn to 2000, intercept NEL R-160 to GEMTE and hold.			
ATIS 274.8	MC GUIRE APP CON 124.15 363.8	LAKEHURST TOWER ★ 127.775 360.2	GND CON 118.375 307.05



CATEGORY	A	B	C	D
S-33	560-1 472 (500-1)		560-1 ³ / ₈ 472 (500-1 ³ / ₈)	
CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	640-1 ¹ / ₂ 539 (600-1 ¹ / ₂)	660-2 559 (600-2)

LAKEHURST, NEW JERSEY 40°02'N-74°21'W LAKEHURST MAXFIELD FLD,
 (JOINT BASE MC GUIRE DIX LAKEHURST) (KNEL)
TACAN Z RWY 33

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NDB NEL 396	APCH CRS 241°	Rwy ldg THRE Arpt Elev 5002 101 101
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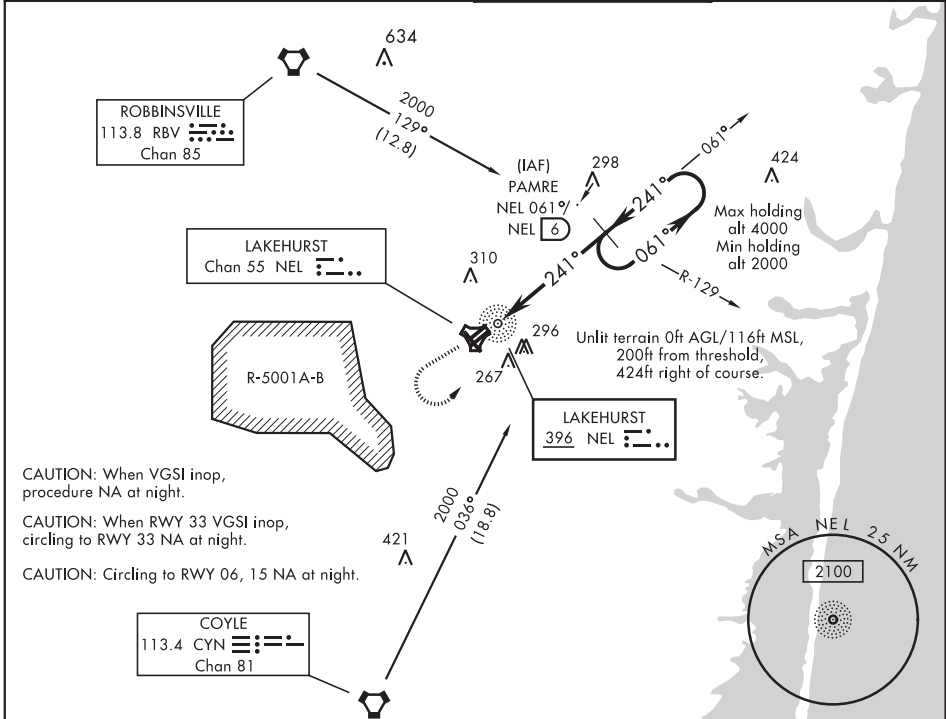
AL-223 [USN]

▼ * When ALS inop, increase, CAT CD vis to 1½ miles.
DME source NEL TACAN Chan 55.



MISSED APPROACH: Climb to 900 heading 241°, then climbing left turn to 2000, intercept NEL 061° bearing to PAMRE and hold.

ATIS 274.8	MC GUIRE APP CON 124.15 363.8	LAKEHURST TOWER ★ 127.775 360.2	GND CON 118.375 307.05
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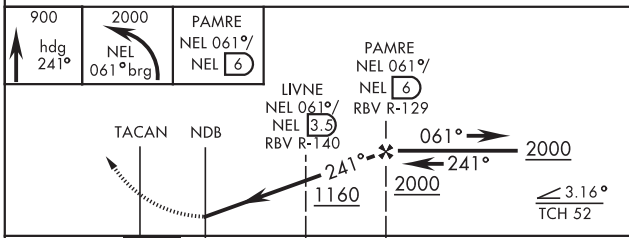


CAUTION: When VGSI inop, procedure NA at night.

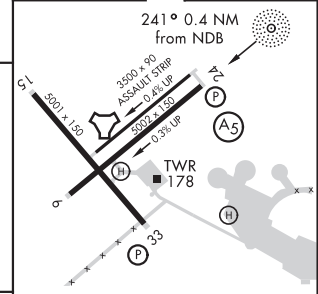
CAUTION: When RWY 33 VGSI inop, circling to RWY 33 NA at night.

CAUTION: Circling to RWY 06, 15 NA at night.

EMERG SAFE ALT 100 NM 4100



ELEV 101	THRE 101
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CATEGORY	A	B	C	D
S-24*	540-1 439 (500-1)			
CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	640-1½ 539 (600-1½)	660-2 559 (600-2)

HIRL Rwy 6-24, 15-33					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

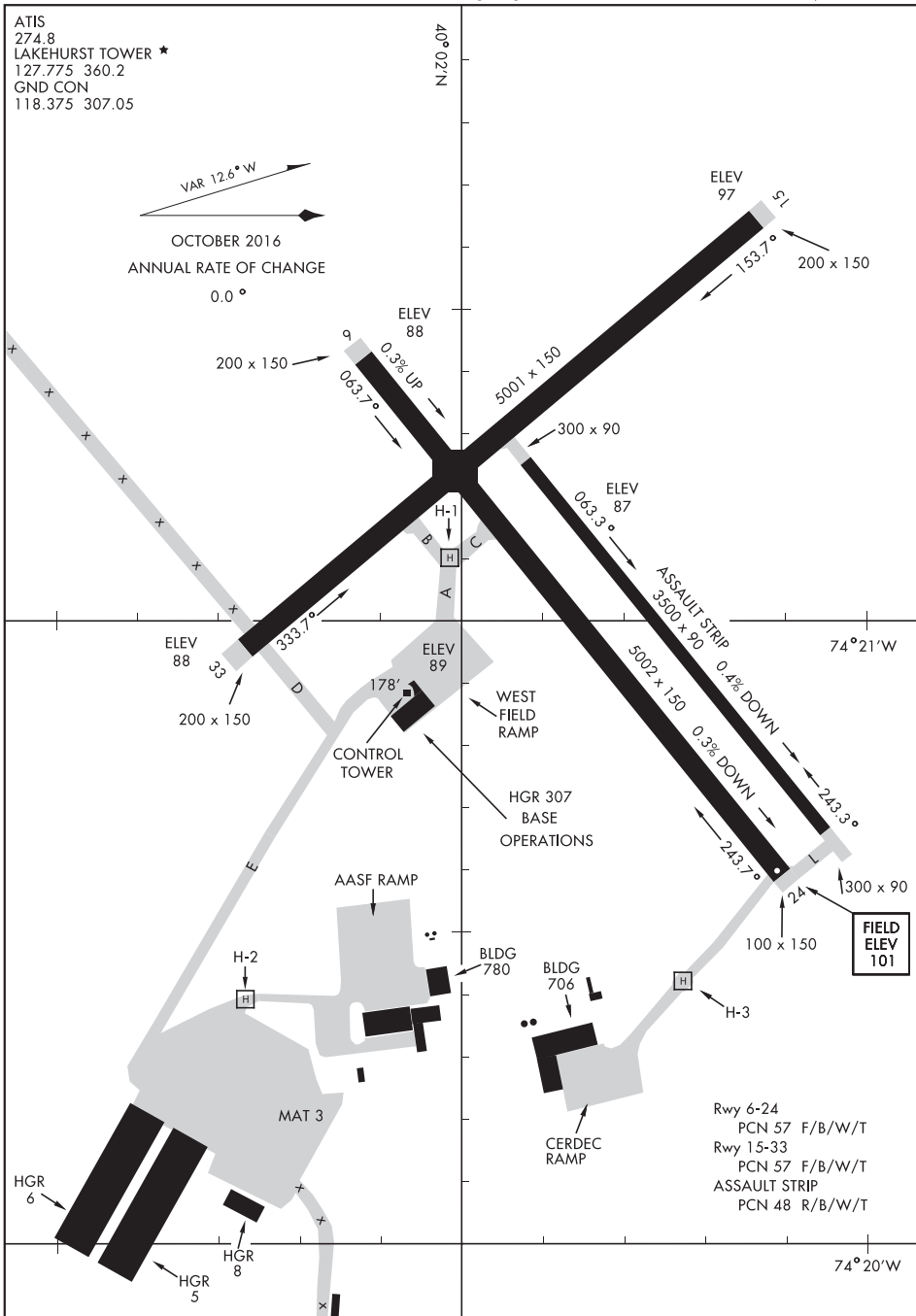
AIRPORT DIAGRAM

ATIS
274.8
LAKEHURST TOWER *
127.775 360.2
GND CON
118.375 307.05

VAR 12.6° W
OCTOBER 2016
ANNUAL RATE OF CHANGE
0.0 °

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

APP CRS 061°	Rwy Idg TDZE Apt Elev	2648 43 43
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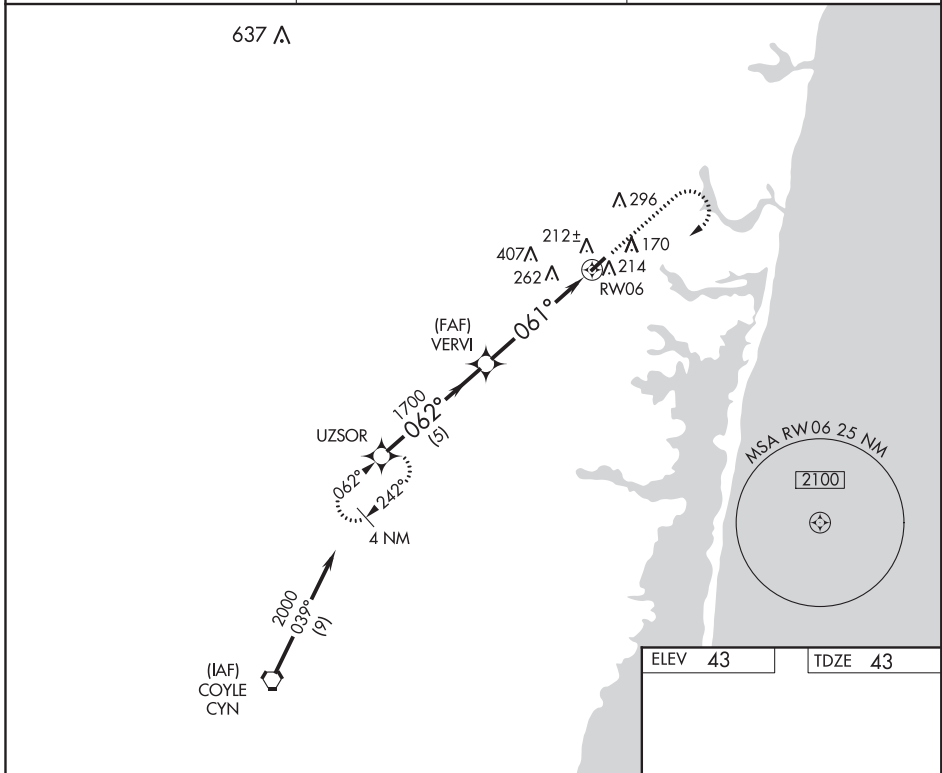
RNAV (GPS) RWY 6

LAKEWOOD (N12)

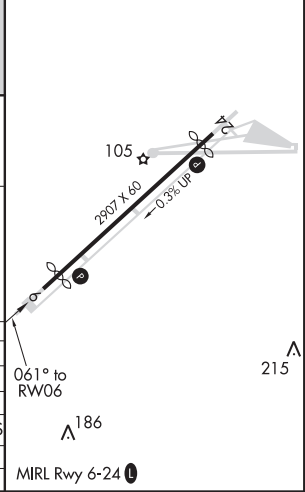
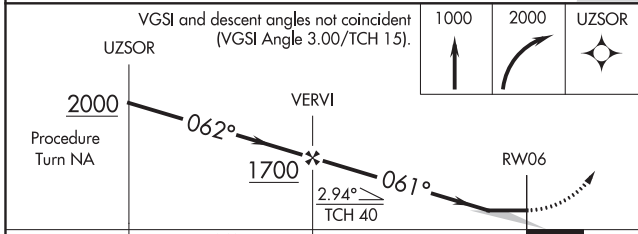
▼ Use Lakehurst NAES altimeter setting; when not received, use Mc Guire Fld (Joint Base Mc Guire DIX Lakehurst) altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

▲ NA MISSED APPROACH Climb to 1000 then climbing right turn to 2000 direct UZSOR WP and hold.

AWOS-AV 122.8	MC GUIRE APP CON 124.15 363.8	UNICOM 122.8 (CTAF) 0
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ELEV 43	TDZE 43
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CATEGORY	A	B	C	D
LNAV MDA	560-1	517 (600-1)		NA
CIRCLING	600-1	557 (600-1)		NA
MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1	537 (600-1)		NA
CIRCLING	640-1	597 (600-1)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

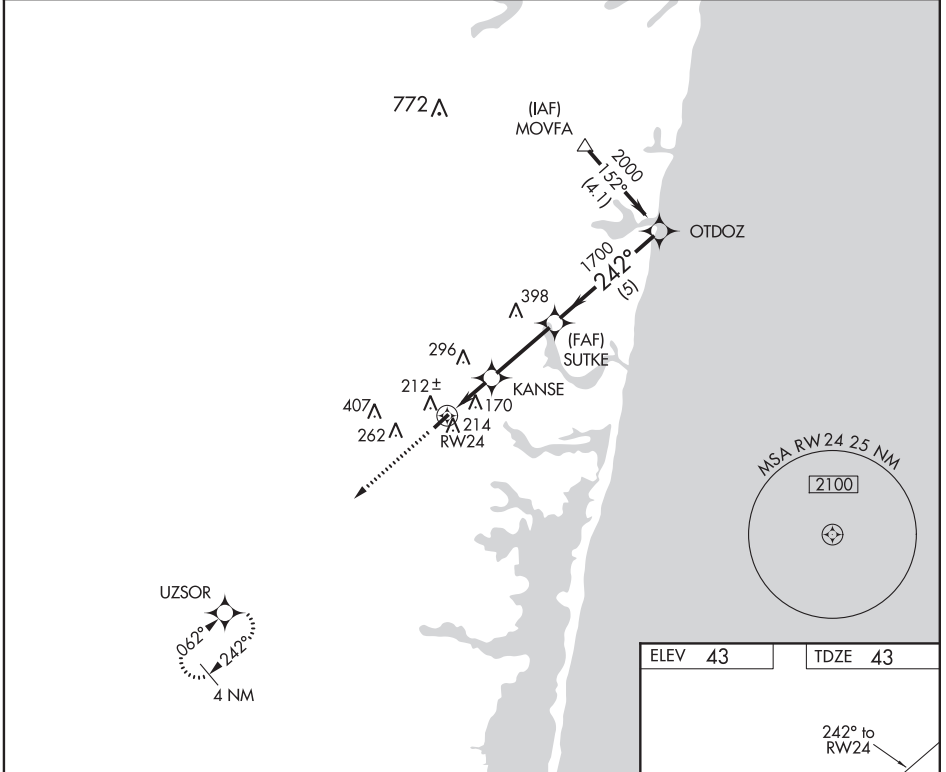
APP CRS 242°	Rwy Idg 2665
	TDZE 43
	Apt Elev 43

RNAV (GPS) RWY 24

LAKEWOOD (N12)

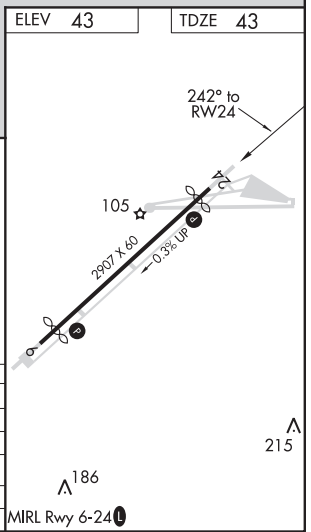
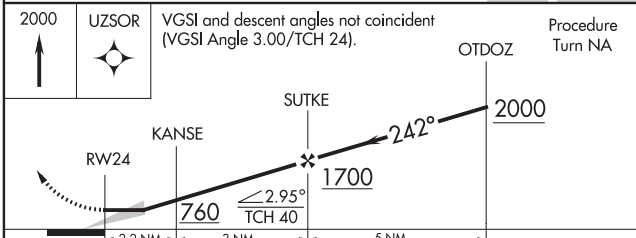
<p>NA Use Lakehurst NAES altimeter setting, when not received, use Mc Guire Fld (Joint Base Mc Guire DIX Lakehurst) altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH Climb to 2000 direct UZSOR WP and hold.</p>
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<p>AWOS-AV 122.8</p>	<p>MC GUIRE APP CON 124.15 363.8</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	560-1	517 (600-1)	NA	NA
CIRCLING	600-1	557 (600-1)	NA	NA
MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1	537 (600-1)	NA	NA
CIRCLING	640-1	597 (600-1)	NA	NA

VORTAC CYN 113.4 Chan 81	APP CRS 047°	Rwy Idg 2648 TDZE 43 Apt Elev 43
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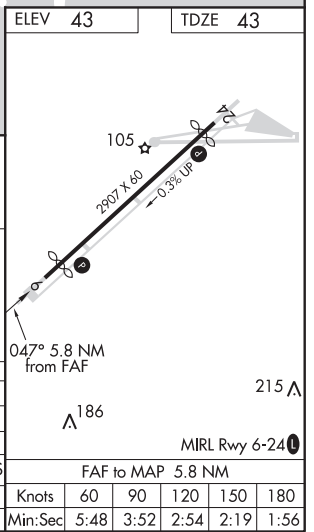
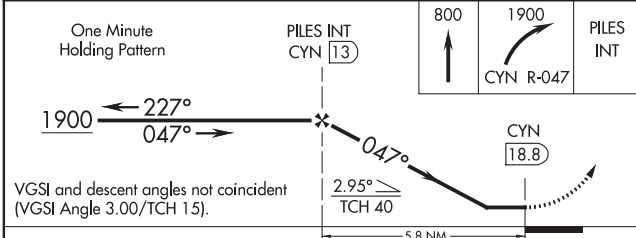
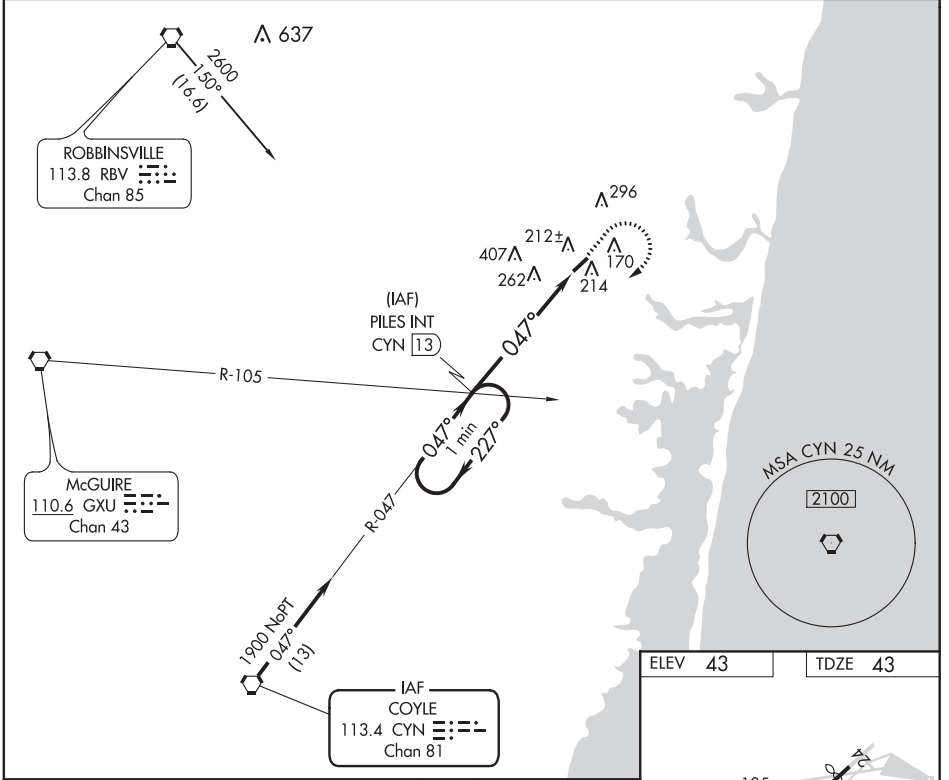
VOR RWY 6

LAKEWOOD (N12)

NA Use Lakehurst NAES altimeter setting; when not received, use Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting.

MISSED APPROACH Climb to 800 then climbing right turn to 1900 via CYN R-047 to PILES INT/CYN 13 DME and hold.

AWOS-AV 122.8	MC GUIRE APP CON 124.15 363.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-6	620-1	577 (600-1)		NA
CIRCLING	620-1	577 (600-1)		NA
MC GUIRE FLD (JOINT BASE MC GUIRE DIX LAKEHURST) ALTIMETER SETTING MINIMUMS				
S-6	660-1	617 (700-1)		NA
CIRCLING	660-1	617 (700-1)		NA

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LE ROY, NEW YORK

AL-6839 (FAA)

16287

WAAS CH 61030 W10A	APP CRS 104°	Rwy Idg TDZE Apt Elev	3854 780 780
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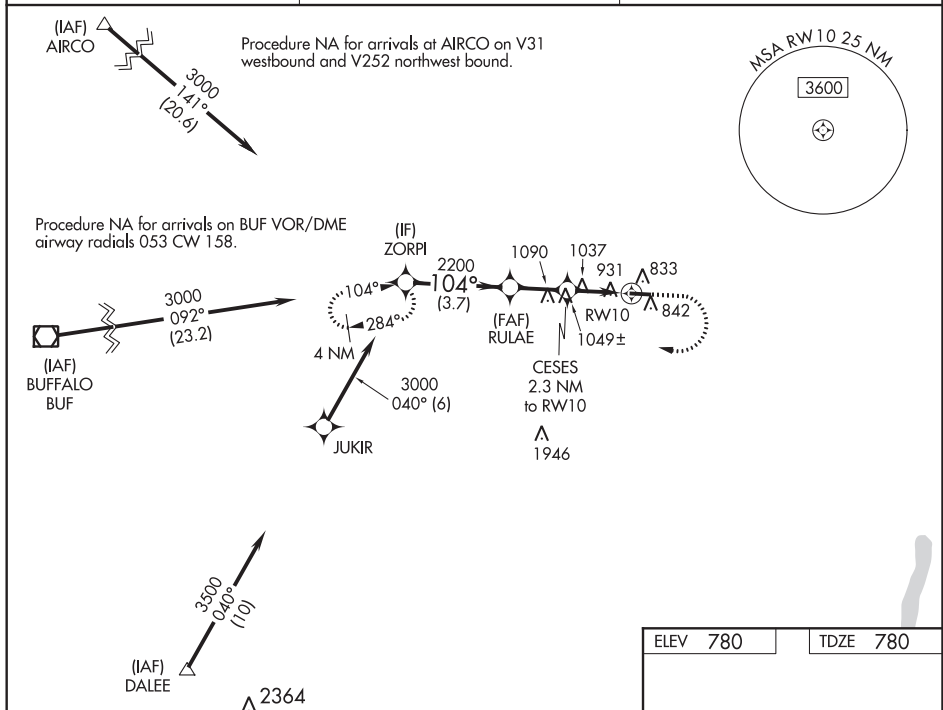
RNAV (GPS) RWY 10

LE ROY (5G/0)

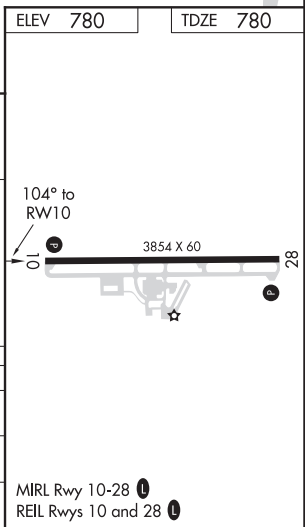
NA Use Greater Rochester altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 10 NA at night, Circling Rwy 10 NA at night. When Circling to Rwy 28 at night, operational VGS1 required, remain on or above VGS1 glidepath until threshold.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct ZORPI and hold.

GREATER ROCHESTER INTL ASOS 124.825	ROCHESTER APP CON 123.7 322.3	UNICOM 122.8 (CTAF) 0
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			1500	3000	ZORPI
	ZORPI	RULAE	CESES 2.3 NM to RWY 10	RWY 10	
	3000	2200	1540		
	104°	3.00° TCH 31			
	3.7 NM	2.1 NM	2.3 NM		
CATEGORY	A	B	C	D	
LP MDA	1360-1	580 (600-1)		NA	
LNAV MDA	1380-1	600 (600-1)		NA	
CIRCLING	1380-1	600 (600-1)		NA	



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LE ROY, NEW YORK
Orig-B 13OCT16

42°59'N-77°56'W

RNAV (GPS) RWY 10

LE ROY (5G/0)

WAAS CH 69330 W28A	APP CRS 284°	Rwy Idg TDZE Apt Elev	3854 778 780
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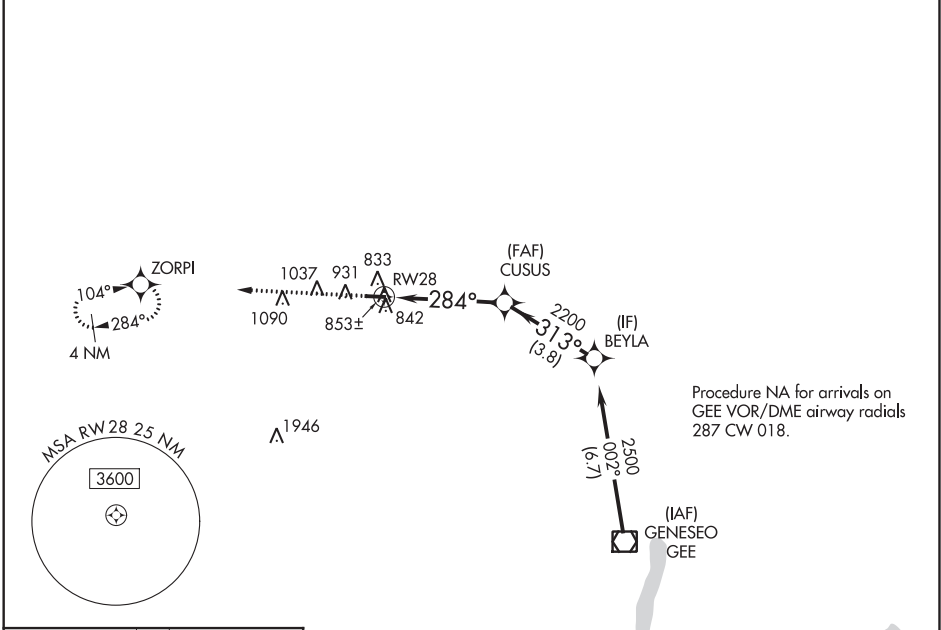
RNAV (GPS) RWY 28

LE ROY (5G0)

NA Use Greater Rochester altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 28 NA at night, 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: Climb to 3000 direct ZORPI and hold.

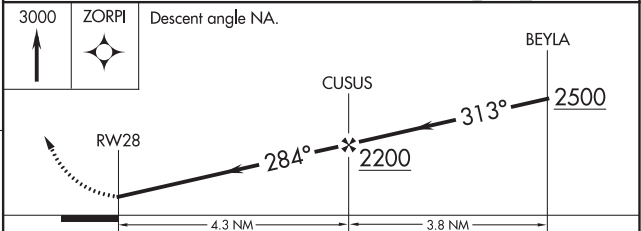
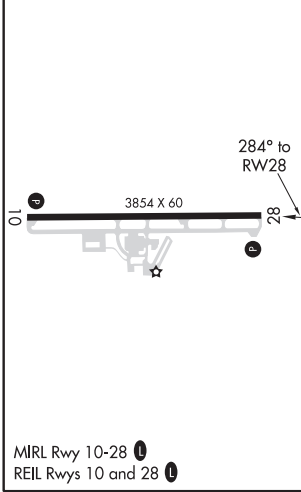
GREATER ROCHESTER INTL ASOS 124.825	ROCHESTER APP CON 123.7 322.3	UNICOM 122.8 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 780	TDZE 778
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CATEGORY	A	B	C	D
LP MDA	1180-1	402 (400-1)		NA
LNAV MDA	1240-1	462 (500-1)		NA
CIRCLING	1360-1	580 (600-1)		NA

LE ROY, NEW YORK

AL-6839 (FAA)

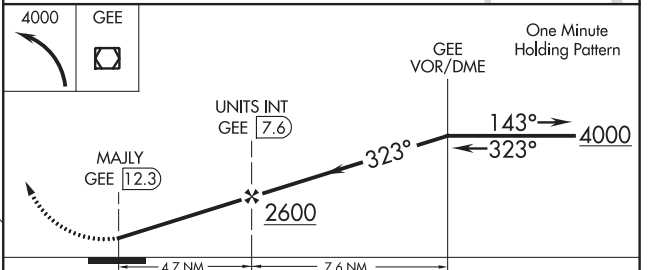
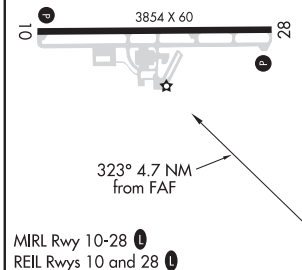
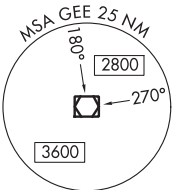
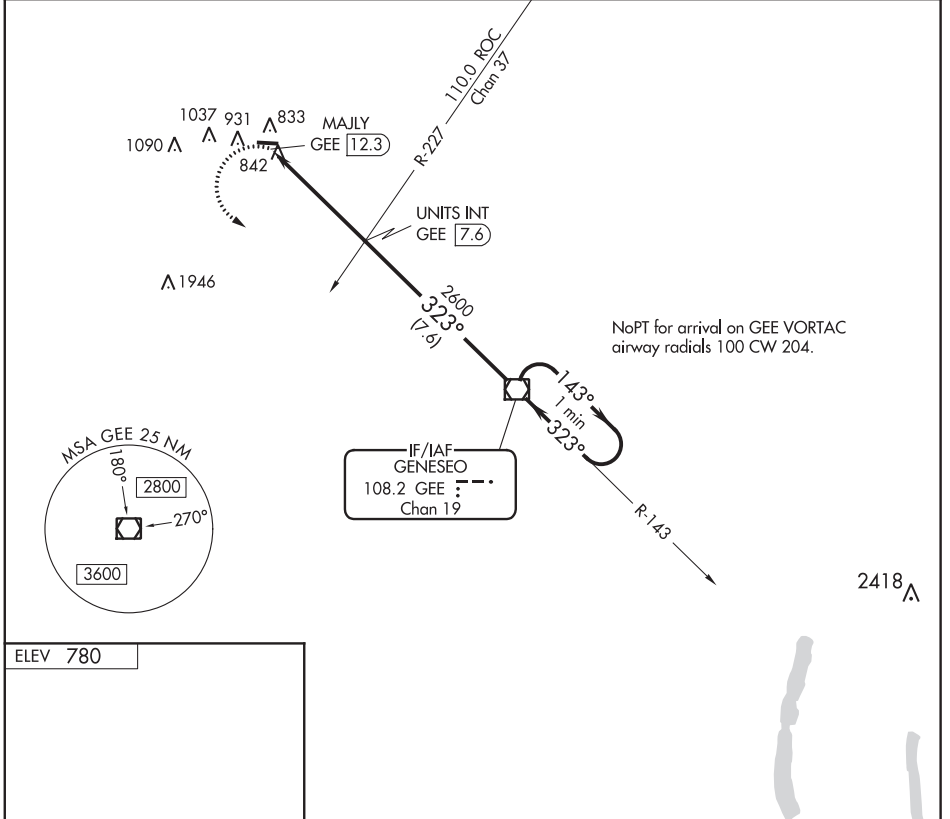
16287

VOR/DME GEE 108.2 Chan 19	APP CRS 323°	Rwy Idg TDZE Apt Elev	N/A N/A 780
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VOR-A
LE ROY (5G0)

<p>⚠ NA Use Greater Rochester altimeter setting. Helicopter visibility reduction below 1 SM NA. Circling Rwy 10 NA at night. When Circling to Rwy 28 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.</p>	<p>MISSED APPROACH: Climbing left turn to 4000 direct GEE VOR/ DME and hold.</p>
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GREATER ROCHESTER INTL ASOS 124.825	ROCHESTER APP CON 123.7 322.3	UNICOM 122.8 (CTAF) 0
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FAF to MAP 4.7 NM					CATEGORY	A	B	C	D	
Knots	60	90	120	150	180	CIRCLING		1380-1	600 (600-1)	NA
Min:Sec	4:42	3:08	2:21	1:53	1:34					

LE ROY, NEW YORK
Amdt 1B 13OCT16

42°59'N-77°56'W

LE ROY (5G0)
VOR-A

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 1

LINCOLN PARK (NØ7)

APP CRS	Rwy Idg	2103
008°	TDZE	182
	Apt Elev	182

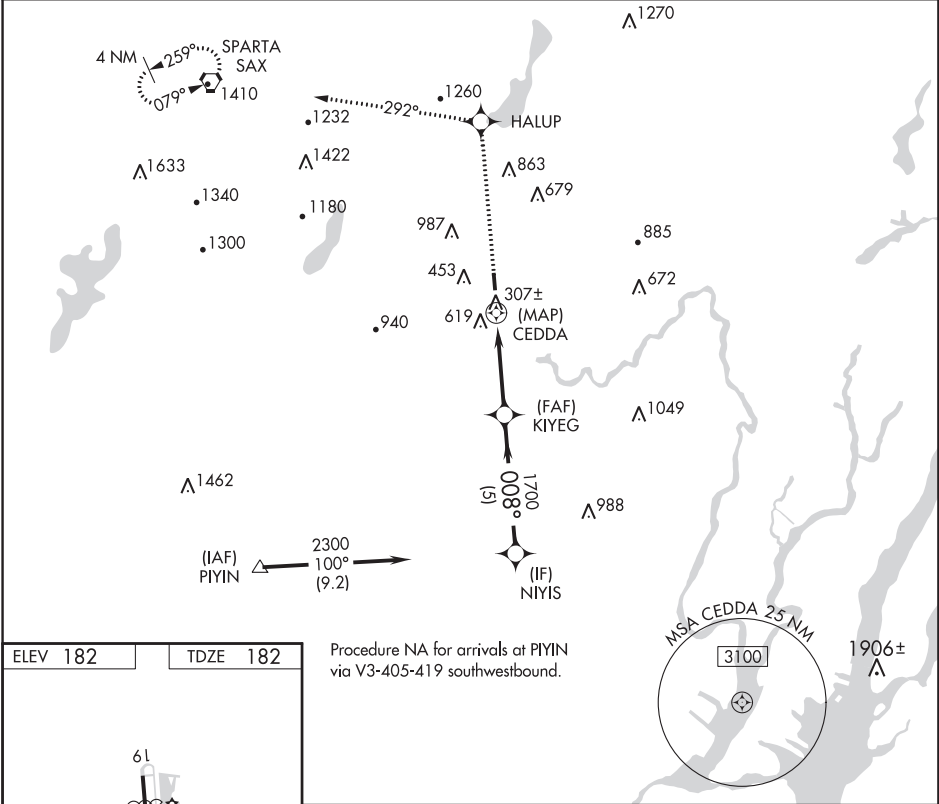
▼ Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
 ▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HALUP and via 292° track to SAX VORTAC and hold.

NEW YORK APP CON
127.6 379.9

GCO
121.725

UNICOM
122.8 (CTAF) Ø



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 182 TDZE 182

Procedure NA for arrivals at PIYIN via V3-405-419 southwestbound.



3000	HALUP	292° tr	SAX	NIYIS
				Procedure Turn NA
1 NM		3.7 NM		5 NM
CATEGORY	A	B	C	D
LNAV MDA	1240-1¼ 1058 (1100-1¼)	NA		
CIRCLING	1460-1¼ 1278 (1300-1¼)	NA		

HIRL Rwy 1-19 Ø

LINCOLN PARK, NEW JERSEY

AL-6637 (FAA)

RNAV (GPS) RWY 19

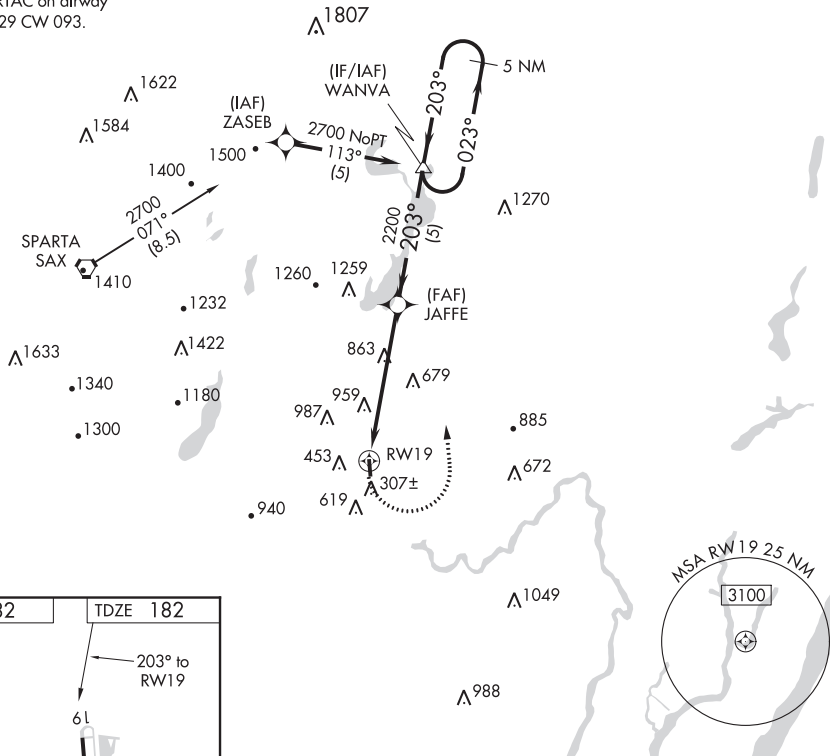
LINCOLN PARK (NØ7)

APP CRS	Rwy Idg	2683
203°	TDZE	182
	Apt Elev	182

<p>▽ Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.</p> <p>▲ NA Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climbing left turn to 2700 direct WANVA and hold.</p>
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<p>NEW YORK APP CON</p> <p>127.6 379.9</p>	<p>GCO</p> <p>121.725</p>	<p>UNICOM</p> <p>122.8 (CTAF) 0</p>
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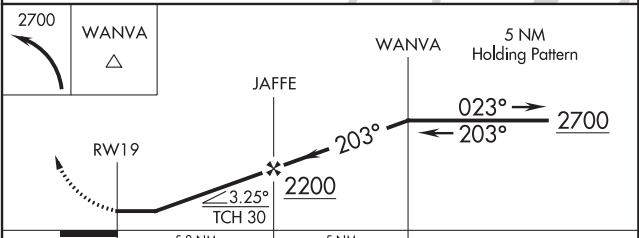
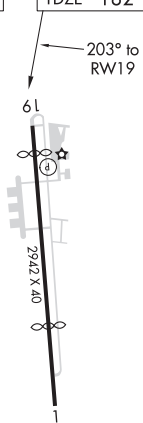
Procedure NA for arrivals at SAX VORTAC on airway radials 029 CW 093.



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 182	TDZE 182
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CATEGORY	A	B	C	D
LNAV MDA	1280-1¼ 1098 (1100-1¼)		NA	
CIRCLING	1460-1¼ 1278 (1300-1¼)		NA	

LINCOLN PARK, NEW JERSEY
Orig 11293

40°57'N-74°19'W

RNAV (GPS) RWY 19

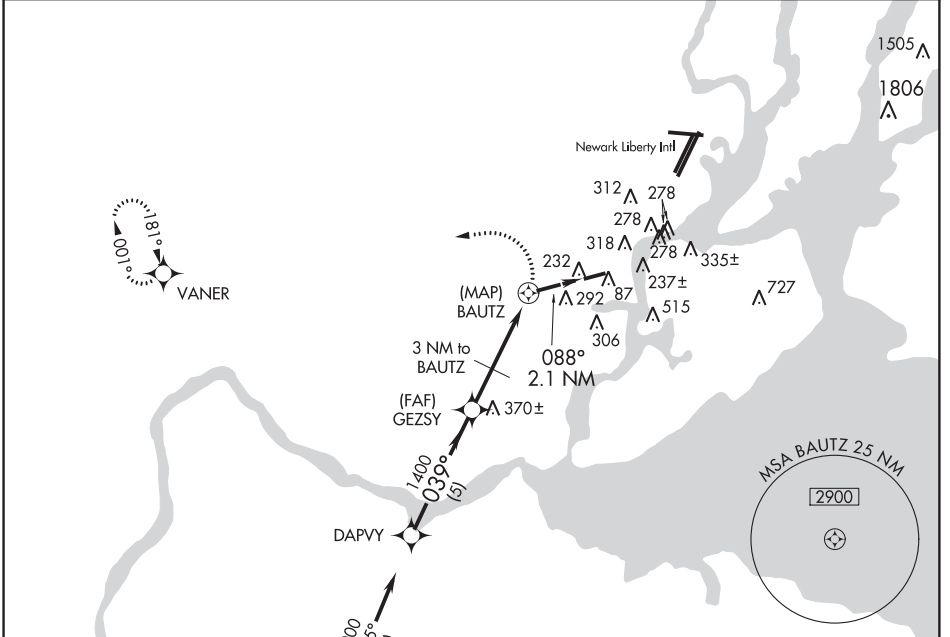
APP CRS 039°	Rwy Idg TDZE Apt Elev	N/A N/A 23
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GPS-A LINDEN (LDJ)

▼ When local altimeter setting not received, use Newark Liberty Intl altimeter setting. Helicopter visibility reduction below 1 SM NA.
▲ NA Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2000 direct VANER WP and hold.

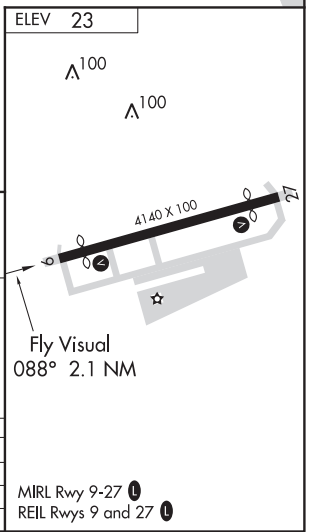
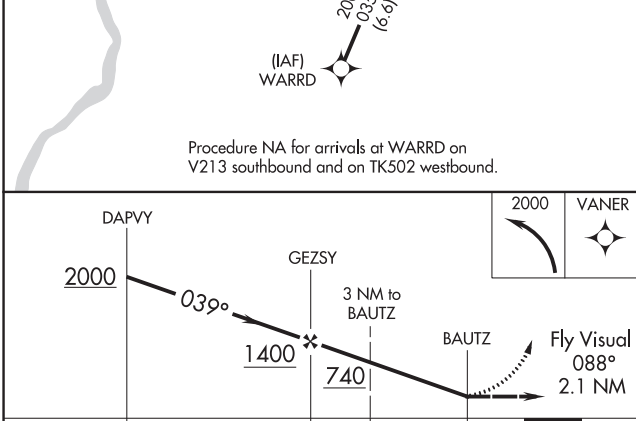
AWOS-3 124.025	NEW YORK APP CON 135.35 379.9	CLNC DEL 127.25	UNICOM 123.0 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals at WARRD on V213 southbound and on TK502 westbound.



CATEGORY	A	B	C	D
CIRCLING	620-2½	597 (600-2½)		NA
NEWARK ALTIMETER SETTING MINIMUMS				
CIRCLING	640-2½	617 (700-2½)		NA

MIRL Rwy 9-27
REIL Rwy 9 and 27

LOCKPORT, NEW YORK

AL-9247 (FAA)

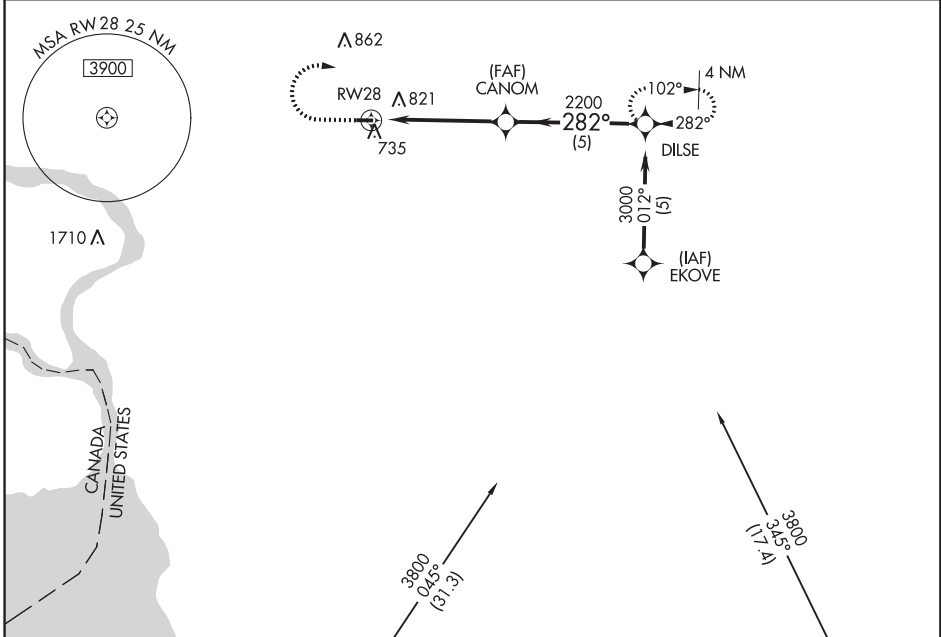
RNAV (GPS) RWY 28

NORTH BUFFALO SUBURBAN (0G0)

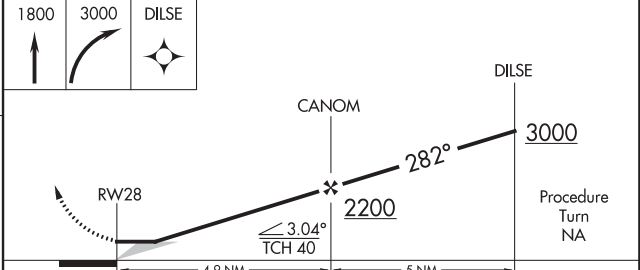
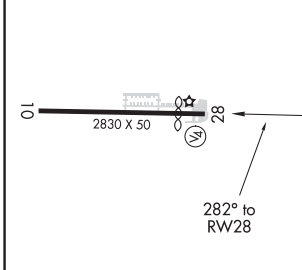
APP CRS	Rwy Idg	2475
282°	TDZE	588
	Apt Elev	588

<p>▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA Use Buffalo Niagara Intl altimeter setting.</p> <p>▲ NA Procedure not authorized at night.</p>	<p>MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct DILSE WP and hold.</p>
--	---

<p>BUFFALO APP CON</p> <p>126.5 317.6</p>	<p>UNICOM</p> <p>123.0 (CTAF) 0</p>
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ELEV	588	TDZE	588
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CATEGORY	A	B	C	D
LNAV MDA	1120-1	532 (600-1)	NA	
CIRCLING	1180-1	592 (600-1)	NA	

LOCKPORT, NEW YORK
 Orig 13346

43°06'N - 78°42'W

NORTH BUFFALO SUBURBAN (0G0)

RNAV (GPS) RWY 28

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 011°	Rwy Idg 3496 TDZE 49 Apt Elev 49
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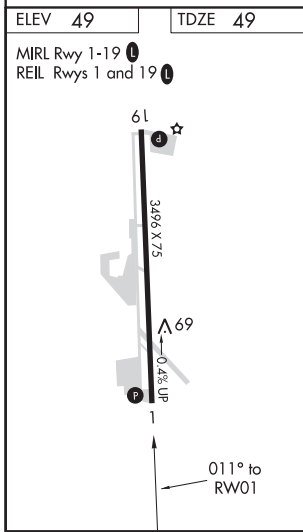
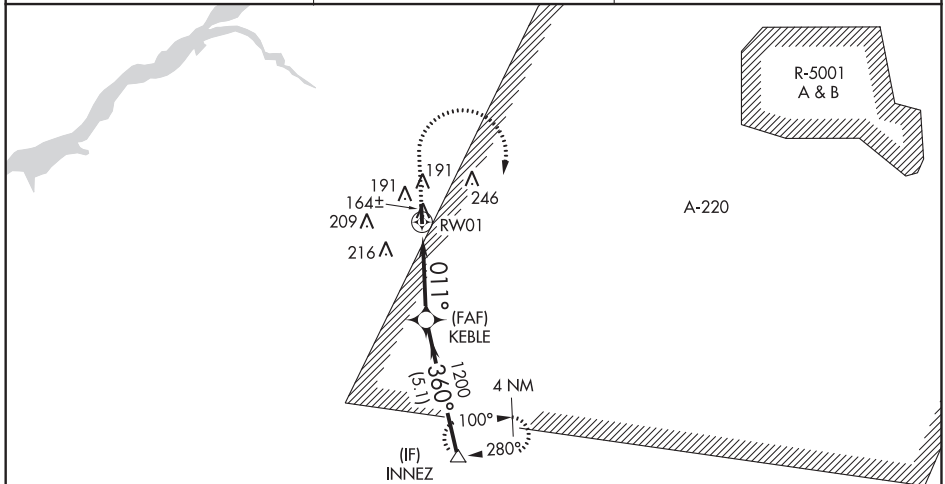
RNAV (GPS) RWY 1

FLYING W (N14)

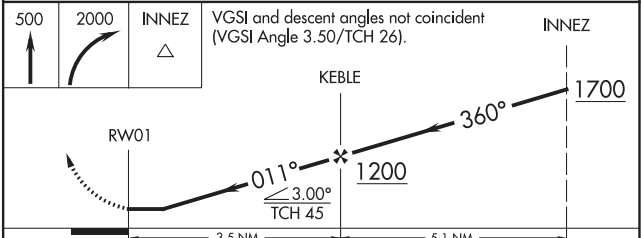
▼ Use Mount Holly altimeter setting; when not received, use Northeast Philadelphia altimeter setting and increase all MDA 40 feet. Night Landing: Rwy 1 NA.
▲ NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct INNEZ and hold.

SOUTH JERSEY RGNL ASOS 119.325	MC GUIRE APP CON 124.15 363.8	UNICOM 122.8 (CTAF) 0
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500	2000	INNEZ	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).	INNEZ
↑	↷	▲		



CATEGORY	A	B	C	D
RNAV MDA	420-1	371 (400-1)		NA
CIRCLING	500-1	451 (500-1)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

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)

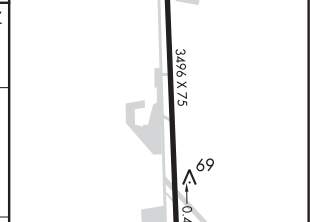
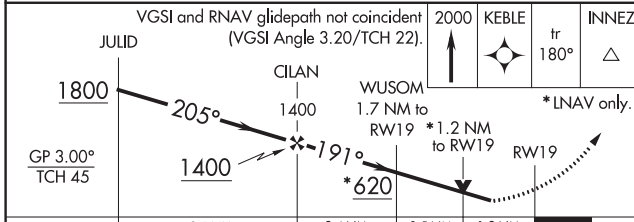
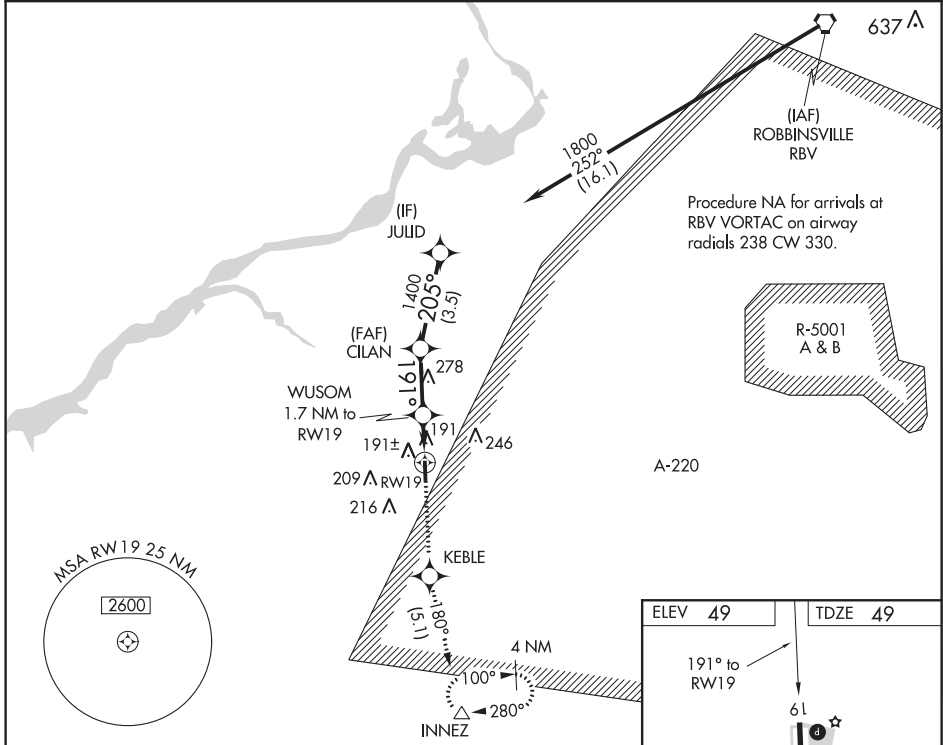
⚠ Baro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Northeast Philadelphia altimeter setting. Use Mount Holly altimeter 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. Night Landing: Rwy 1 NA.

MISSED APPROACH:
 Climb to 2000 direct KEBLE and on track 180° to INNEZ and hold.

SOUTH JERSEY RGNL ASOS
119.325

MC GUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	415-1 1/4	366 (400-1 1/4)		NA
LNAV/VNAV DA	353-1	304 (400-1)		NA
LNAV MDA	460-1	411 (500-1)		NA
CIRCLING	500-1	451 (500-1)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

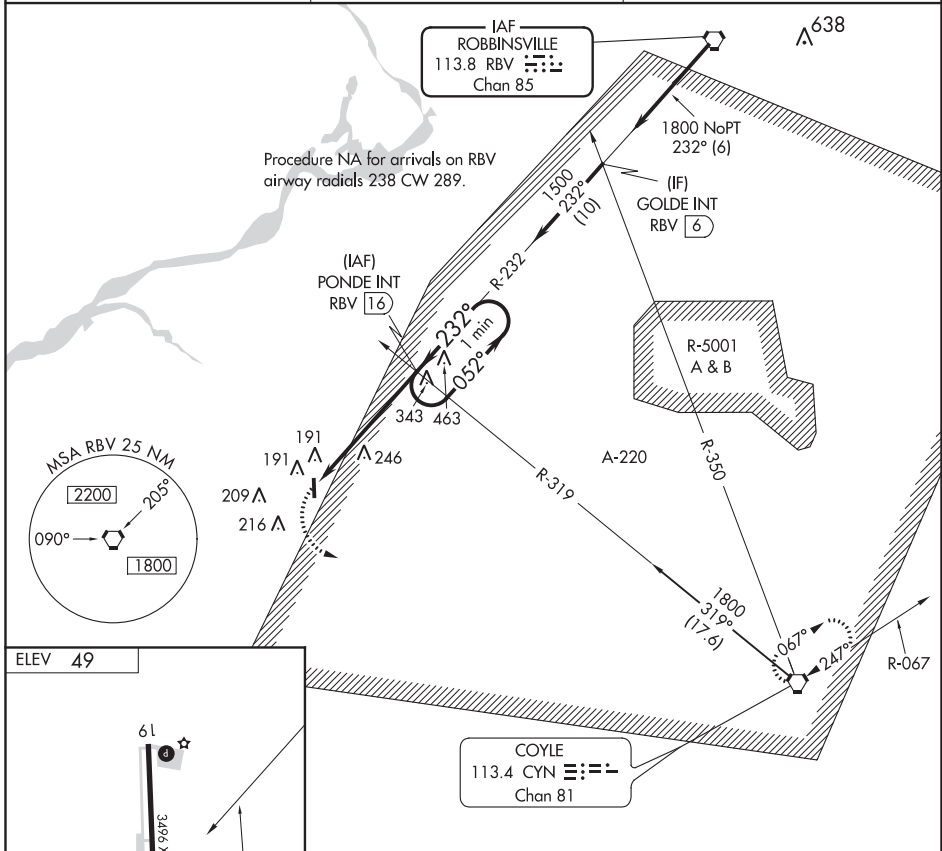
VORTAC RBV 113.8 Chan 85	APP CRS 232°	Rwy Idg TDZE Apt Elev	N/A N/A 49
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VOR-A
FLYING W (N14)

NA Helicopter visibility reduction below 1 SM NA. Use Mount Holly altimeter setting, when not received use Northeast Philadelphia altimeter setting and increase all MDA 40 feet. Night Landing: Rwy 1 NA.

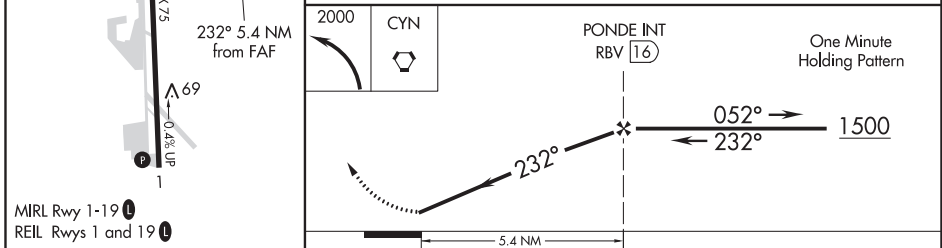
MISSED APPROACH: Climbing left turn to 2000 direct CYN VORTAC and hold.

SOUTH JERSEY RGNL ASOS 119.325	MC GUIRE APP CON 124.15 363.8	UNICOM 122.8 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



FAF to MAP 5.4 NM		CATEGORY	A	B	C	D
Knots	60 90 120 150 180	CIRCLING	600-1 551 (600-1)	600-1½ 551 (600-1½)		NA
Min:Sec	5:24 3:36 2:42 2:10 1:48					

MALONE, NEW YORK

AL-971 (FAA)

16035

WAAS CH 93729 W05A	APP CRS 052°	Rwy Idg TDZE Apt Elev	3994 771 790
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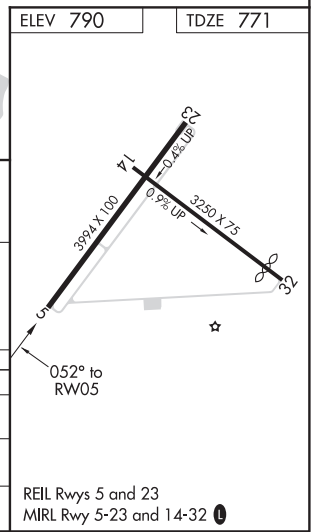
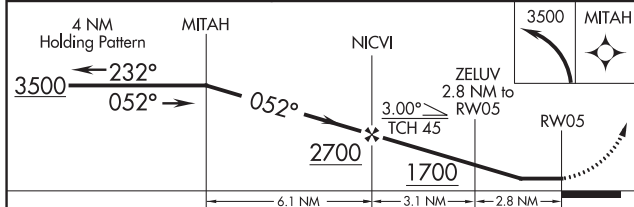
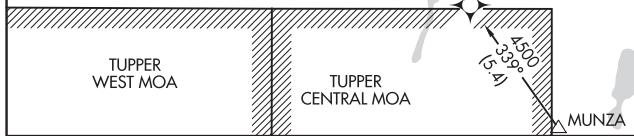
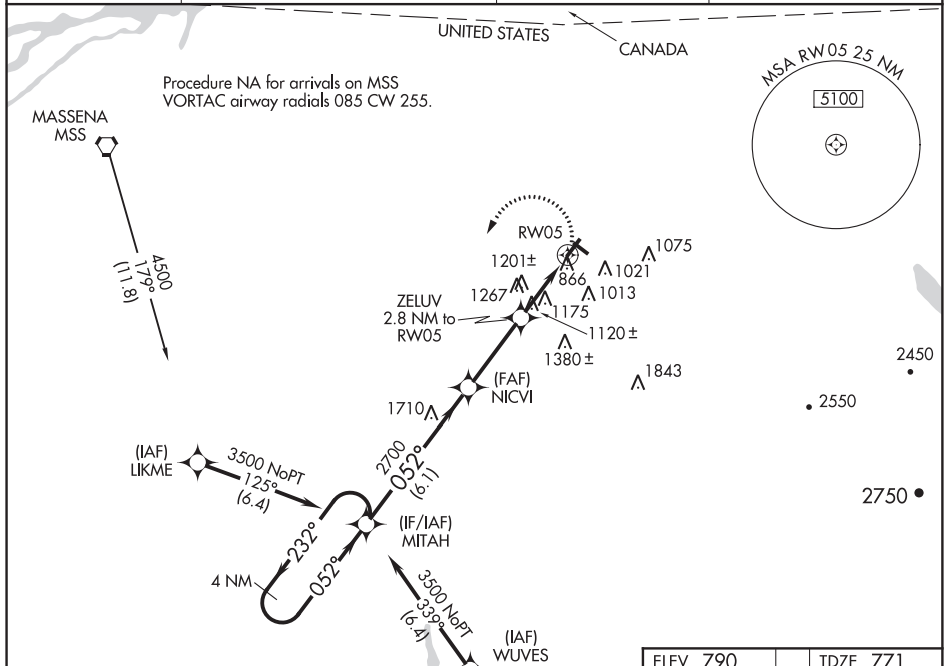
RNAV (GPS) RWY 5

MALONE-DUFORT (MAL)

NA Use Massena Intl-Richards Field altimeter setting; when not received, use Adirondack Rgnl altimeter setting and increase all MDA 60 feet and increase LP Cat C visibility ½ mile and Circling Cat A visibility ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3500 direct MITAH and hold.

AWOS-AV 122.8	MASSENA INTL-RICHARDS FIELD ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1520-1 749 (800-1)	1520-1¼ 749 (800-1¼)	1520-2½ 749 (800-2½)	NA
LNAV MDA	1580-1 809 (800-1)	1580-1¼ 809 (800-1¼)	1580-2½ 809 (800-2½)	NA
CIRCLING	1580-1 790 (800-1)	1580-1¼ 790 (800-1¼)	1580-2½ 790 (800-2½)	NA

MALONE, NEW YORK
Orig-A 11DEC14

44°51'N-74°20'W

MALONE-DUFORT (MAL)
RNAV (GPS) RWY 5

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58229 W23A	APP CRS 232°	Rwy Idg TDZE 770 Apt Elev 790	3994
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RNAV (GPS) RWY 23

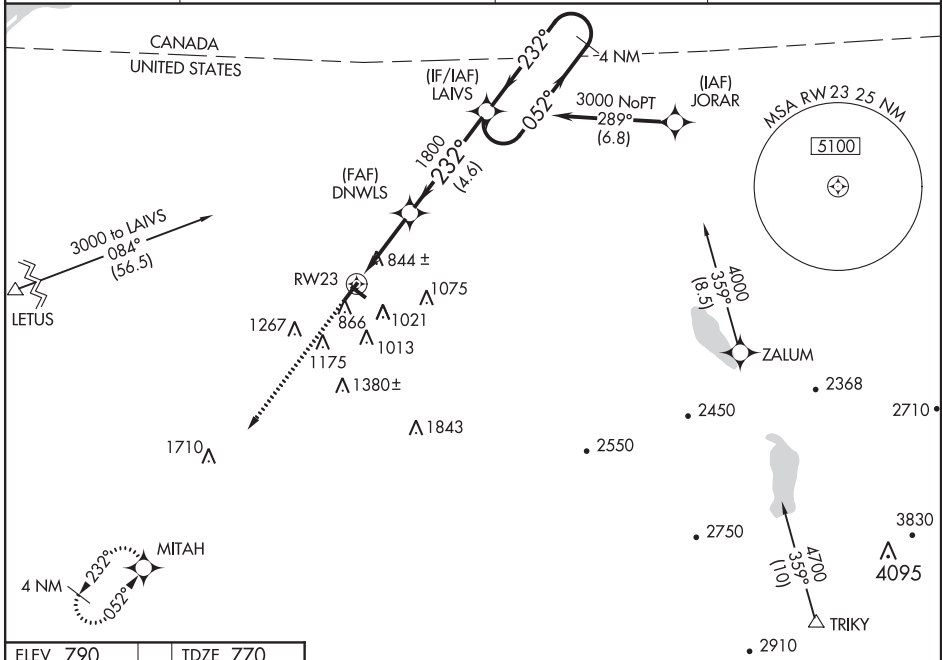
MALONE-DUFORT (MAL)



Baro-VNAV NA. Use Massena Intl-Richards Field altimeter setting; when not received, use Adirondack Rgnl altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats LNAV Cat C and Circling Cat C visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH:
Climb to 3500 direct MITAH and hold.

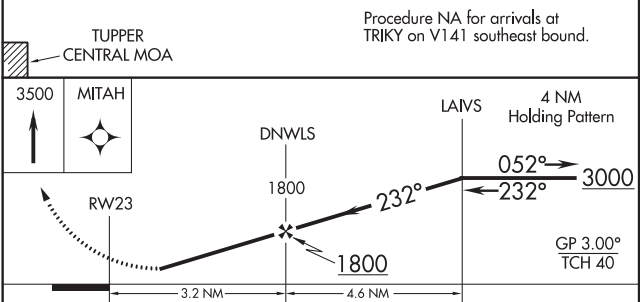
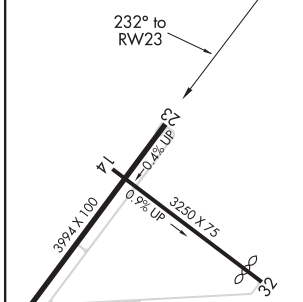
AWOS-AV 122.8	MASSENA INTL-RICHARDS FIELD ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 790	TDZE 770
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Procedure NA for arrivals at TRIKY on V141 southeast bound.

CATEGORY	A	B	C	D
LPV DA	1152-1¼ 382 (400-1¼)			NA
LNAV/VNAV DA	1263-1¾ 493 (500-1¾)			NA
LNAV MDA	1240-1	470 (500-1)	1240-1¾ 470 (500-1¾)	NA
CIRCLING	1340-1	550 (600-1)	1340-2 550 (600-2)	NA

MANVILLE, NEW JERSEY

AL-5155 (FAA)

15176

APP CRS	Rwy Idg	2930
069°	THRE	82
	Apt Elev	86

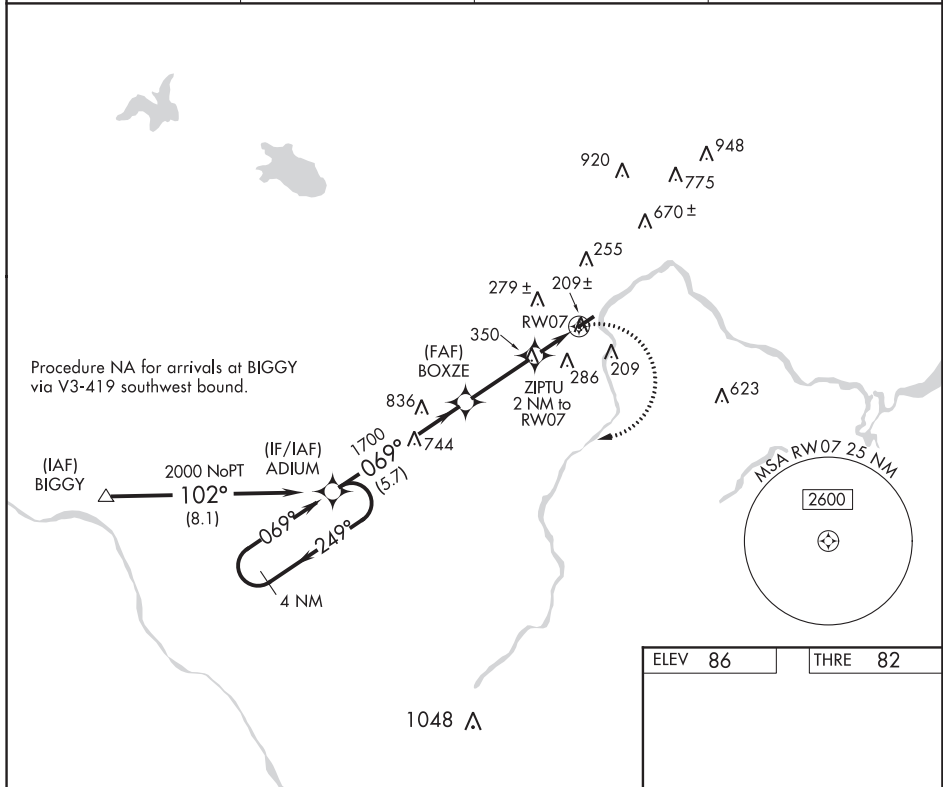
RNAV (GPS) RWY 7

CENTRAL JERSEY RGNL (47N)

NA Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. Use Trenton altimeter setting; when not received, use Newark altimeter setting, and increase all MDA 20 feet, increase LNAV Cat C visibility 1/2 mile.

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

TRENTON ASOS 126.77	NEW YORK APP CON 132.8 379.9	GCO 121.725	UNICOM 122.7 (CTAF)
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Procedure NA for arrivals at BIGGY via V3-419 southwest bound.

(IAF) BIGGY

2000 NoPT
102°
(8.1)

(IF/IAF) ADIUM

1700
069°
(5.7)

836

744

(FAF) BOXZE

350

ZIPTU
2 NM to RW07

286

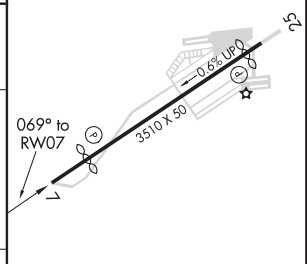
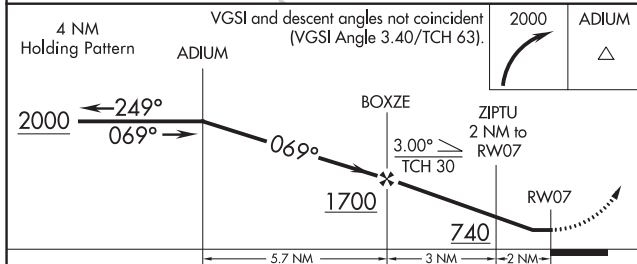
209

MSA RW07 25 NM
2600

4 NM

1048

ELEV 86	THRE 82
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CATEGORY	A	B	C	D
LNAV MDA	520-1	438 (500-1)	520-1¼ 438 (500-1¼)	NA
CIRCLING	580-1 494 (500-1)	700-1 614 (700-1)	700-1¾ 614 (700-1¾)	NA

LURL Rwy 7-25

MANVILLE, NEW JERSEY
Amdt 1A 04APR13

40°31'N - 74°36'W

RNAV (GPS) RWY 7

CENTRAL JERSEY RGNL (47N)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53424 W25A	APP CRS 249°	Rwy Idg THRE Apt Elev	3245 65 86
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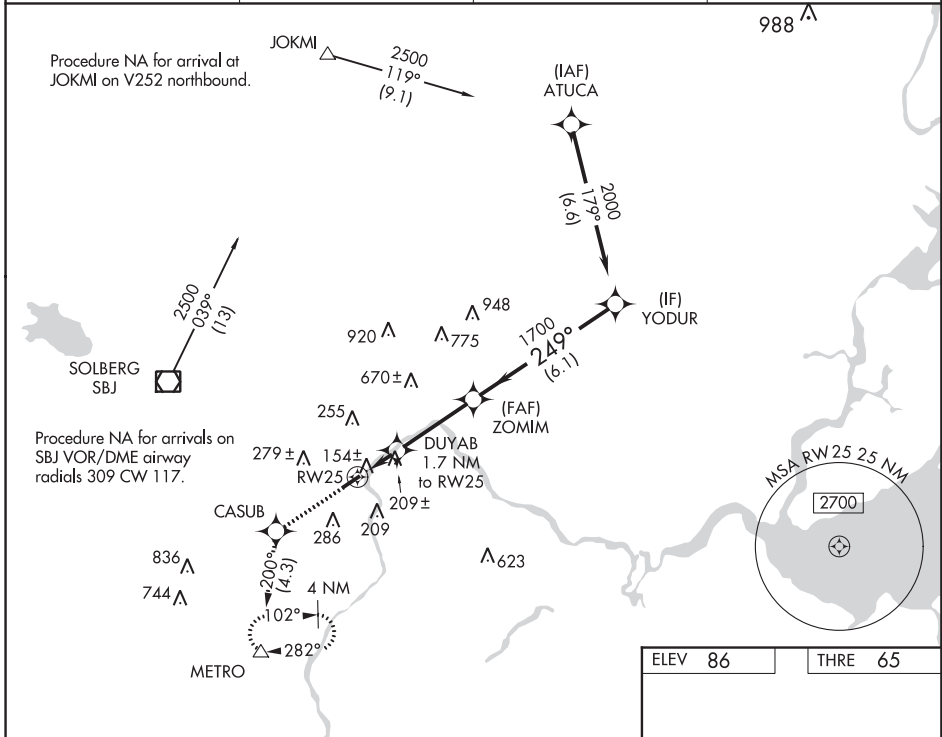
RNAV (GPS) RWY 25

CENTRAL JERSEY RGNL (47N)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Trenton altimeter setting, when not received use Newark altimeter setting and increase all MDA 20 feet and LP Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct CASUB and on track 200° to METRO and hold.

TRENTON ASOS 126.77	NEW YORK APP CON 132.8 379.9	GCO 121.725	UNICOM 122.7 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

2000	CASUB	tr 200°	METRO	VGSI and descent angles not coincident (VGSI Angle 3.30/TCH 94).		YODUR
CATEGORY	A	B	C	D		
LP MDA	480-1	415 (400-1)	480-1 1/8 415 (400-1 1/8)	NA		
LNVA MDA	520-1	455 (500-1)	520-1 3/8 455 (500-1 3/8)	NA		
CIRCLING	580-1 494 (500-1)	700-1 614 (700-1)	700-1 3/4 614 (700-1 3/4)	NA	LIRL Rwy 7-25	

MANVILLE, NEW JERSEY

AL-5155 (FAA)

15176

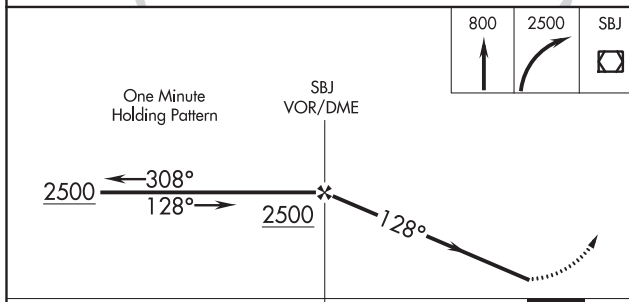
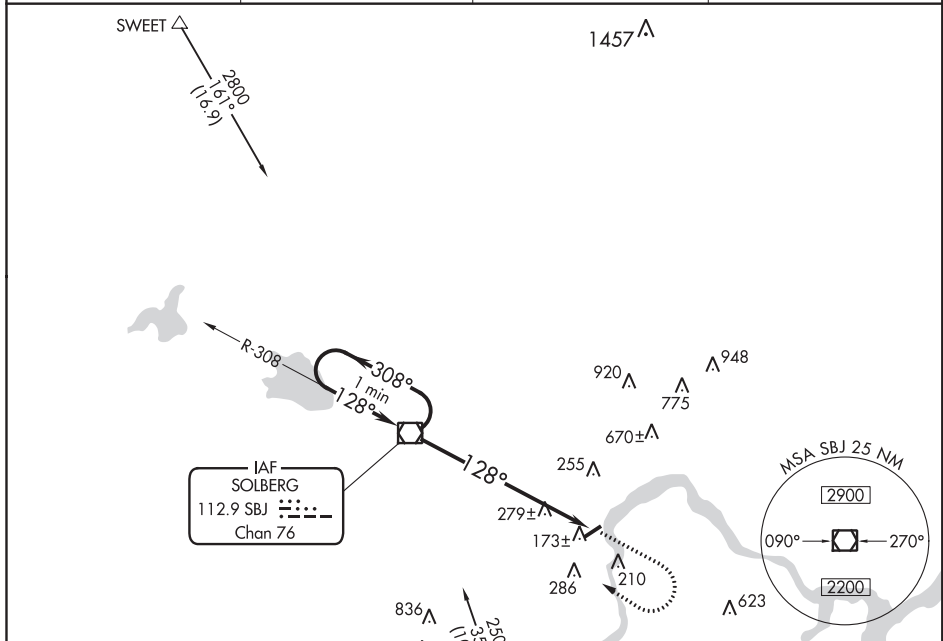
VOR/DME SBJ 112.9 Chan 76	APP CRS 128°	Rwy Idg TDZE Apt Elev	N/A N/A 86
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VOR-A

CENTRAL JERSEY RGNL (47N)

<p>NA Use Trenton Mercer altimeter setting; when not received, use Newark Liberty Intl altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct SBJ VOR/DME and hold.</p>
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TRENTON ASOS 126.77	NEW YORK APP CON 132.8 379.9	GCO 121.725	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 7.3 NM					
CIRCLING	720-1	634 (700-1)	720-1¾ 634 (700-1¾)	NA	Knots	60	90	120	150	180
					Min:Sec	7:18	4:52	3:39	2:55	2:26

MANVILLE, NEW JERSEY
Amdt 7B 25JUN15

40°31'N - 74°36'W

CENTRAL JERSEY RGNL (47N)

VOR-A

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-MSS 108.7	APP CRS 045°	Rwy Idg TDZE Apt Elev	5601 205 222
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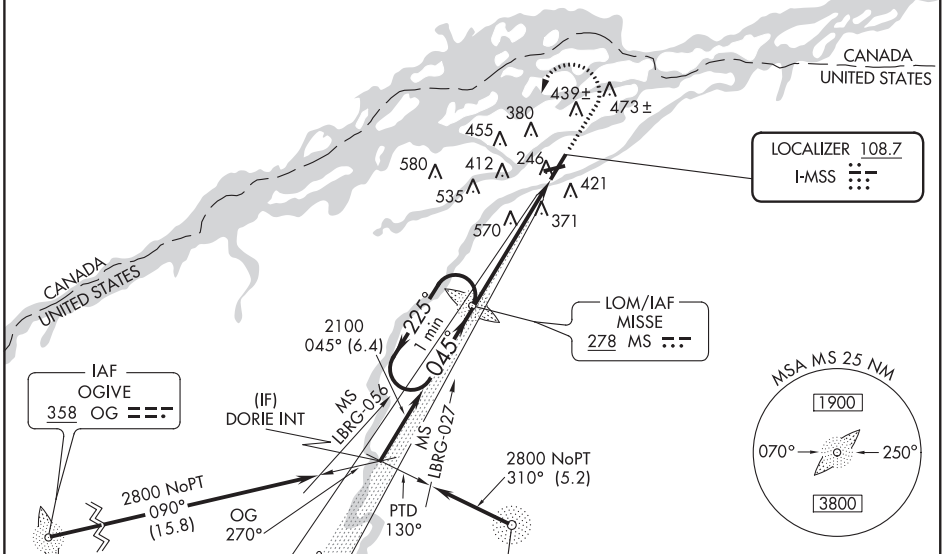
ILS or LOC RWY 5
MASSENA INTL-RICHARDS FIELD (MSS)

⚠ Night Landing: Rwy 9 NA. Helicopter visibility reduction below 3/4 SM NA.
⚠ NA ADF required. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase S-ILS all Cats visibility 1 1/4 miles and S-LOC Cat A visibility 1/4 mile, Cat B 1/2 mile, Cat C 1 1/2 miles and Cat D 1 1/4 miles; increase Circling Cat A visibility 1/2 mile, Cat B 3/4 mile, Cat C 1 1/4 miles and Cat D 1/2 mile.

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) 0
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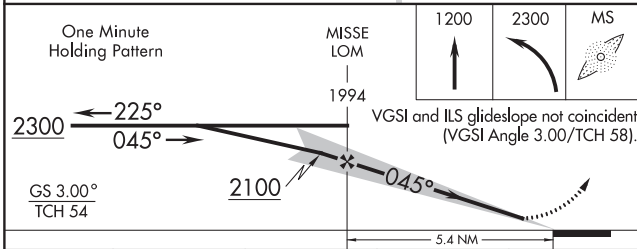
ADF AND RADAR REQUIRED



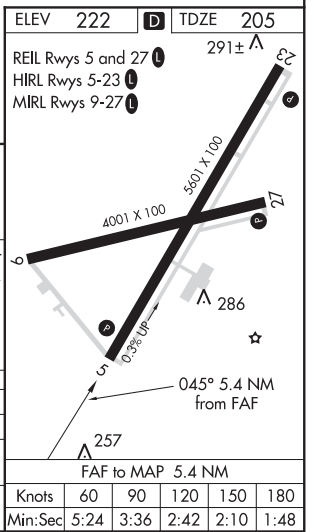
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 222	TDZE 205
REIL Rwy 5 and 27	291±
HIRL Rwy 5-23	
MIRL Rwy 9-27	



CATEGORY	A	B	C	D
S-ILS 5	455-3/4 250 (300-3/4)			
S-LOC 5	800-1	595 (600-1)	800-1 1/2 595 (600-1 1/2)	800-1 3/4 595 (600-1 3/4)
CIRCLING	800-1	578 (600-1)	800-1 1/2 578 (600-1 1/2)	900-2 1/4 678 (700-2 1/4)



WAAS CH 70303 W05A	APP CRS 045°	Rwy Idg TDZE Apt Elev	5601 205 222
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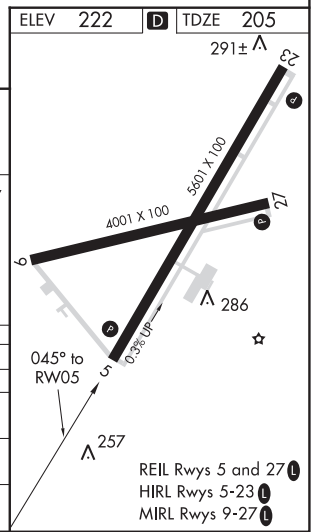
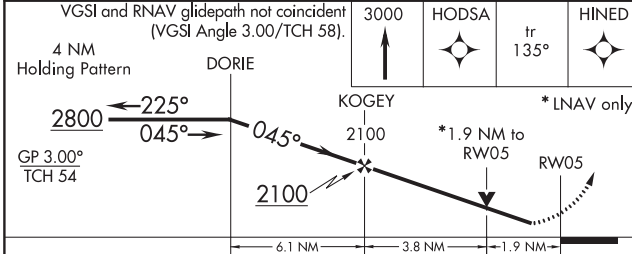
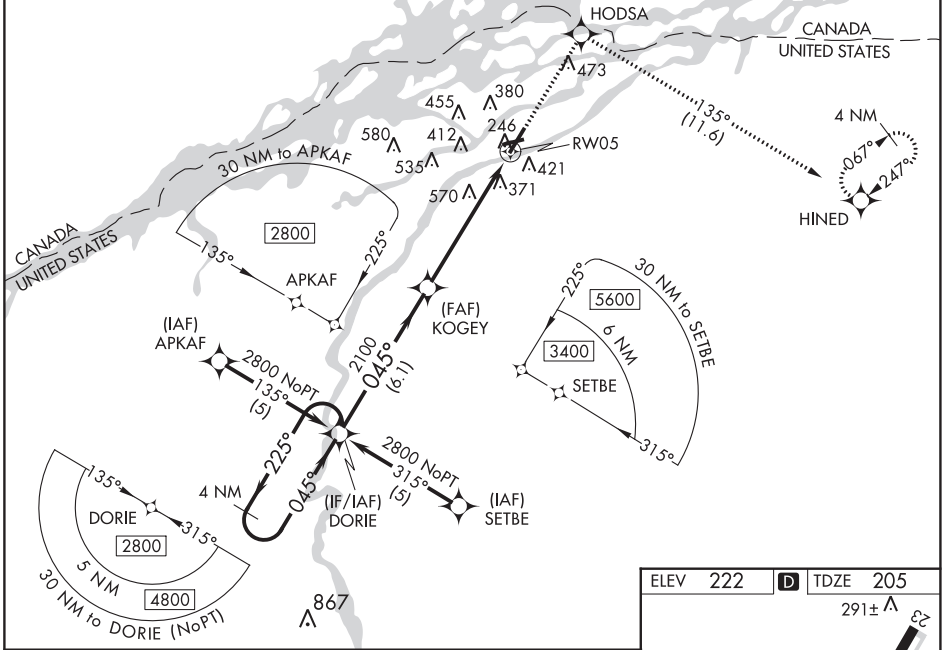
RNAV (GPS) RWY 5

MASSENA INTL-RICHARDS FIELD (MSS)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Night Landing: Rwy 9 NA. Helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Saranac Lake altimeter setting. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase LPV all Cats visibility 1 1/4 miles, LNAV/VNAV all Cats visibility 2 1/4 miles, LNAV Cat A visibility 1/4 mile, Cat B 1/2 mile, Cat C 1 1/4 miles and Cat D 1 mile, and increase Circling Cat A visibility 1/4 mile, Cat B 1/2 mile, Cat C 1 1/4 miles and Cat D 3/4 mile.

⚠ MISSED APPROACH: Climb to 3000 direct HODSA and on track 135° to HINED and hold.

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		455-3/4	250 (300-3/4)	
LNAV/VNAV DA		968-2 3/4	763 (800-2 3/4)	
LNAV MDA	860-1	655 (700-1)	860-1 3/4 655 (700-1 3/4)	860-2 655 (700-2)
CIRCLING	860-1	638 (700-1)	860-1 3/4 638 (700-1 3/4)	900-2 1/4 678 (700-2 1/4)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3880
075°	TDZE	205
	Apt Elev	222

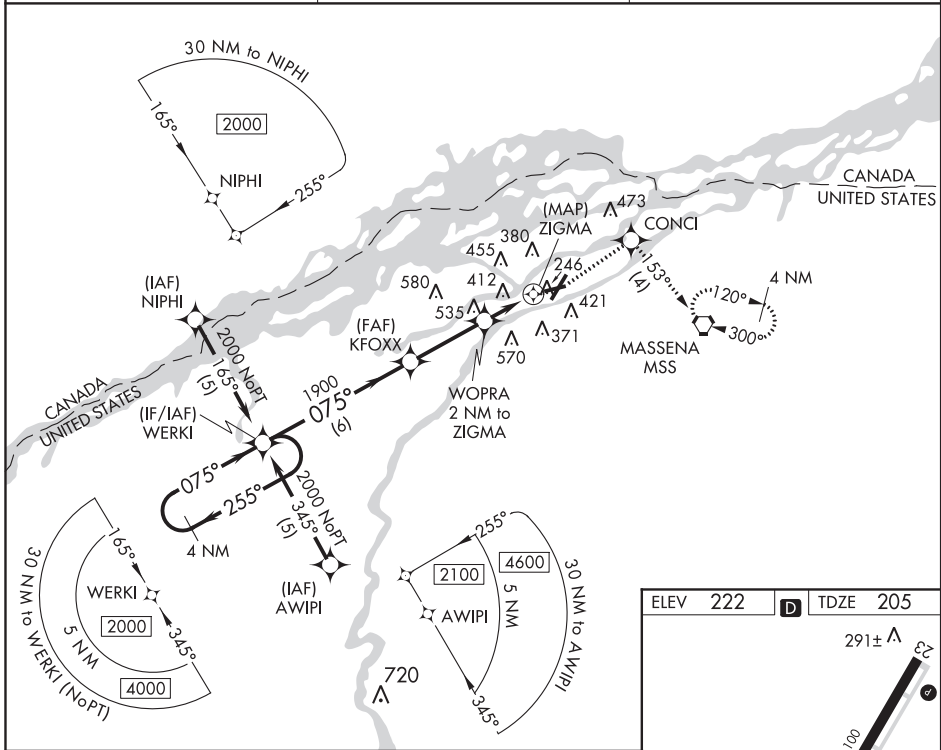
RNAV (GPS) RWY 9

MASSENA INTL-RICHARDS FIELD (MSS)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet, increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C ¾ mile, Cat D 1½ miles, Circling Cat A ¼ mile, Cat B ½ mile, Cat C 1½ miles, and Cat D ¾ mile. Straight-in minima NA when using Saranac Lake altimeter setting. Night landing: Rwy 9 NA.

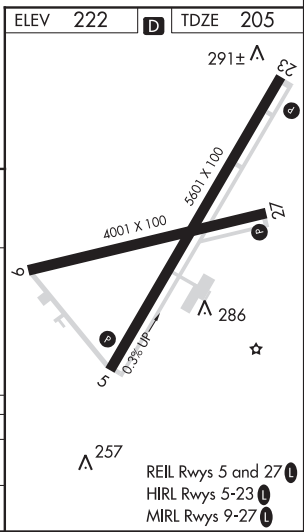
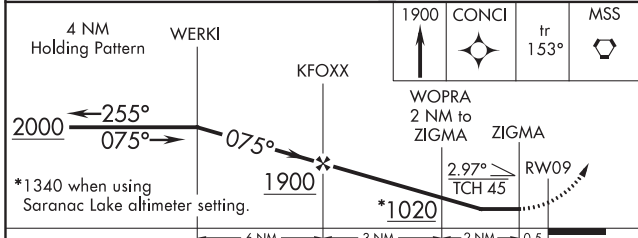
MISSED APPROACH:
Climb to 1900 direct CONCI and on track 153° to MSS VORTAC and hold.

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF) ①
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	680-1	475 (500-1)	680-1½ 475 (500-1½)	680-1½ 475 (500-1½)
CIRCLING	740-1	518 (600-1)	800-1½ 578 (600-1½)	900-2¼ 678 (700-2¼)

- REIL Rwy 5 and 27 ①
- HIRL Rwy 5-23 ①
- MIRL Rwy 9-27 ①

MASSENA, NEW YORK

AL-905 (FAA)

16203

APP CRS	Rwy Idg	5601
225°	TDZE	222
	Apt Elev	222

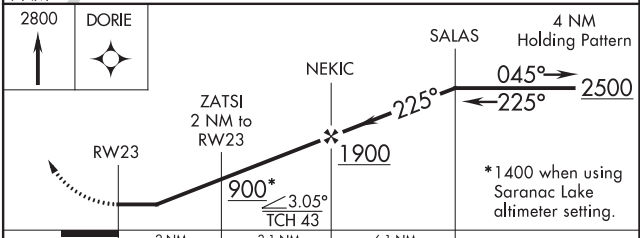
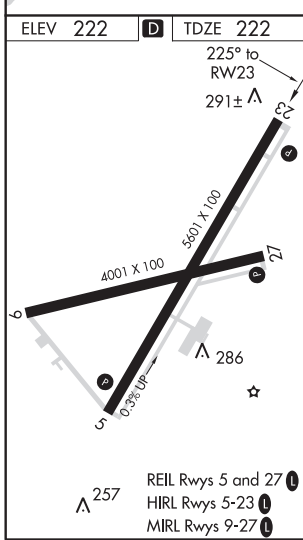
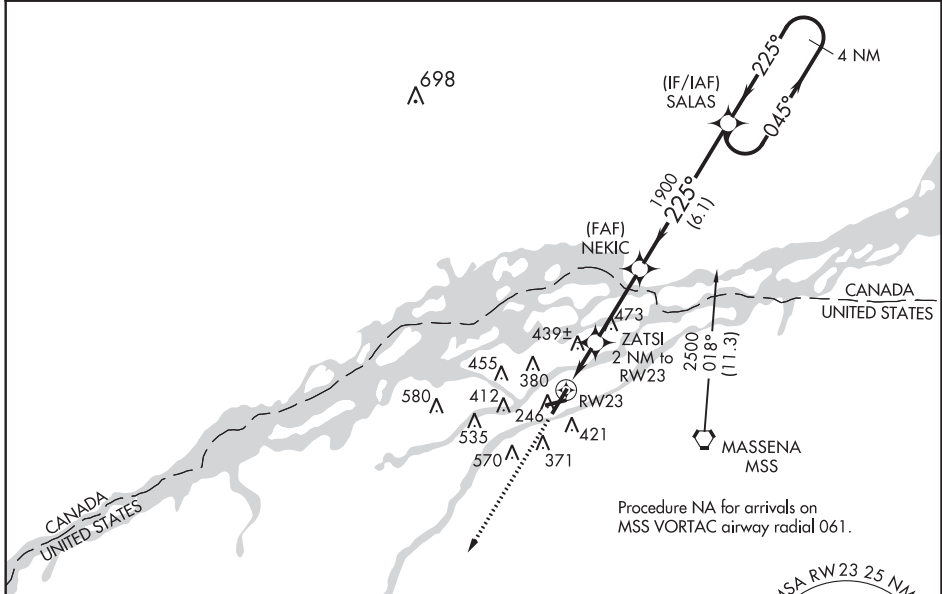
RNAV (GPS) RWY 23

MASSENA INTL-RICHARDS FIELD (MSS)

⚠ DME/DME RNP-0.3 NA. Night landing: Rwy 9 NA. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D ¾ mile. Straight-in minima NA when using Saranac Lake altimeter setting.

⚠ MISSED APPROACH: Climb to 2800 direct DORIE and hold.

ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF) Ⓛ
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CATEGORY	A	B	C	D
LNAV MDA	740-1 518 (600-1)		740-1½ 518 (600-1½)	740-1¾ 518 (600-1¾)
CIRCLING	740-1 518 (600-1)		800-1½ 578 (600-1½)	900-2¼ 678 (700-2¼)

MASSENA, NEW YORK
Amdt 1B 05FEB15

44°56'N-74°51'W

MASSENA INTL-RICHARDS FIELD (MSS)
RNAV (GPS) RWY 23

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

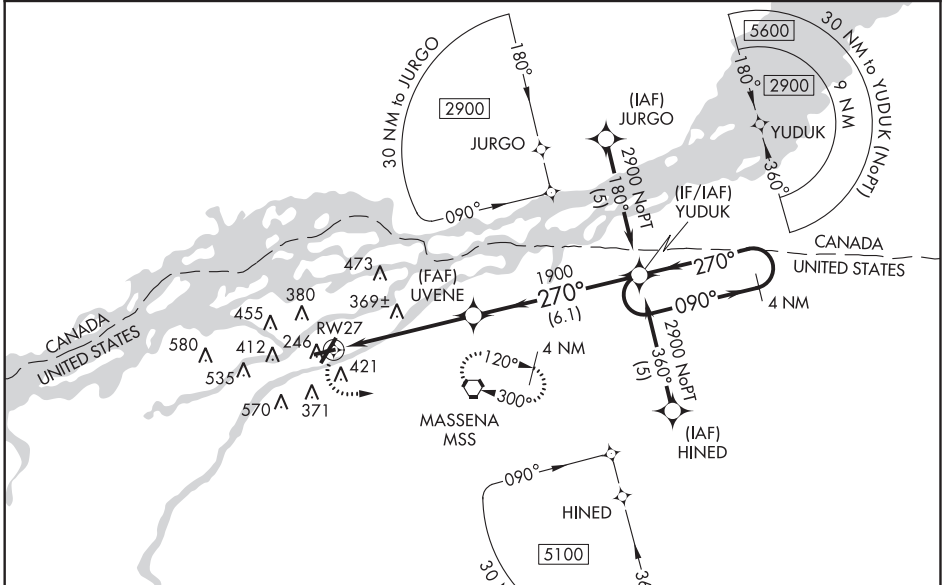
APP CRS 270°	Rwy Idg TDZE Apt Elev	4001 205 222
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RNAV (GPS) RWY 27

MASSENA INTL-RICHARDS FIELD (MSS)

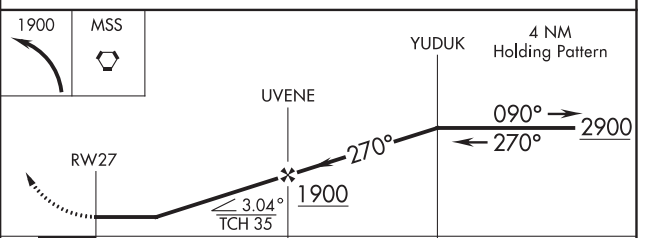
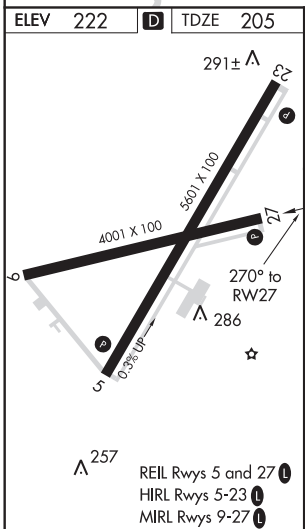
▽ ▲ ✪ -33°C/-27°F	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¾ mile, and Cat D 1½ mile, increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C visibility 1½ mile, and Cat D ¾ mile. Night Landing: Rwy 9 NA.	MISSED APPROACH: Climbing left turn to 1900 direct MSS VORTAC and hold.
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ASOS 128.075	BOSTON CENTER 135.25 377.1	UNICOM 123.0 (CTAF) Ⓛ
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	680-1	475 (500-1)	680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1	518 (600-1)	800-1½ 578 (600-1½)	900-2¼ 678 (700-2¼)

WRIGHTSTOWN, NEW JERSEY

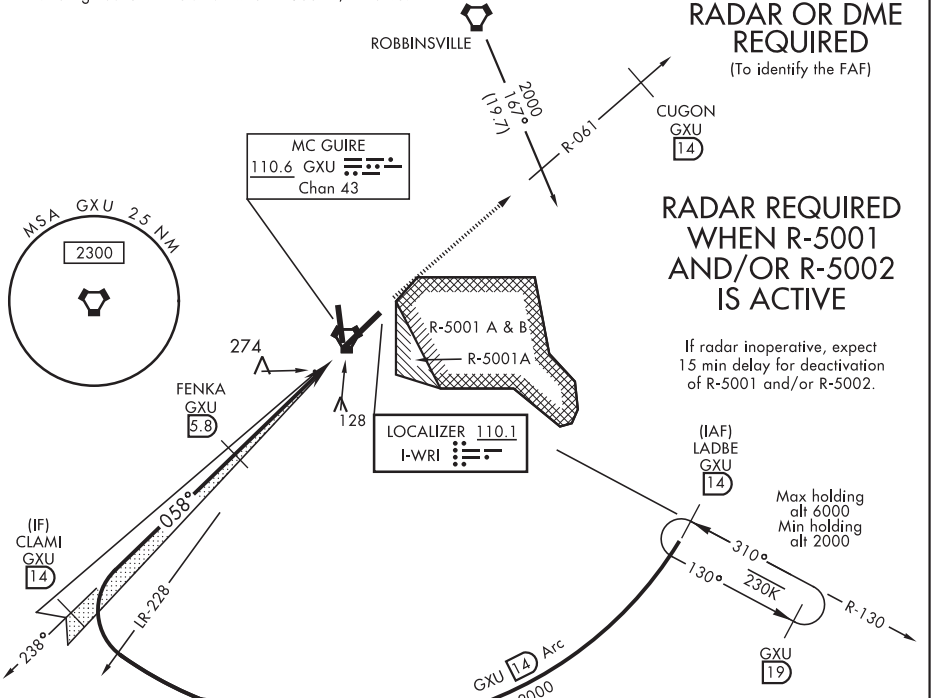
ILS or LOC RWY 6

MC GUIRE FLD,

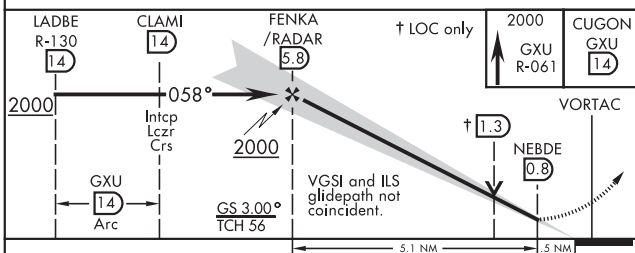
(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

LOC I-WRI 110.1	APCH CRS 058°	Rwy Ldg 10,014 THRE 131 Arpt Elev 141	AL-150 [USAF]	ALSIF-2	MISSED APPROACH: Climbing to 2000, intercept GXU R-061 to CUGON, expect further clearance from ATC.
* When ALS inop, increase RVR to 40 and vis to ¼ mile. * When TDZ/CL lights inop increase RVR to 24. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60, vis to 1 ½ miles.					
ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8	

*** Circling East of Airfield NA when R-5001A/B Active.



EMERG SAFE ALT 100 NM 5000 FROM "GXU" VORTAC



ELEV 141	THRE 131
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FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D	E
S-ILS 6 *	331/18 200 (200-½)				
S-LOC 6 **	540/24 409 (400-½)		540/40 409 (400-¾)		
CIRCLING ***	660-1 519 (600-1)		660-1½ 519 (600-1½)		700-2 559 (600-2)
					1200-3 1059 (1100-3)

WRIGHTSTOWN, NEW JERSEY
Amdt 2 02APR15

40°01'N-74°36'W

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

ILS or LOC RWY 6

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WRIGHTSTOWN, NEW JERSEY

ILS or LOC RWY 24

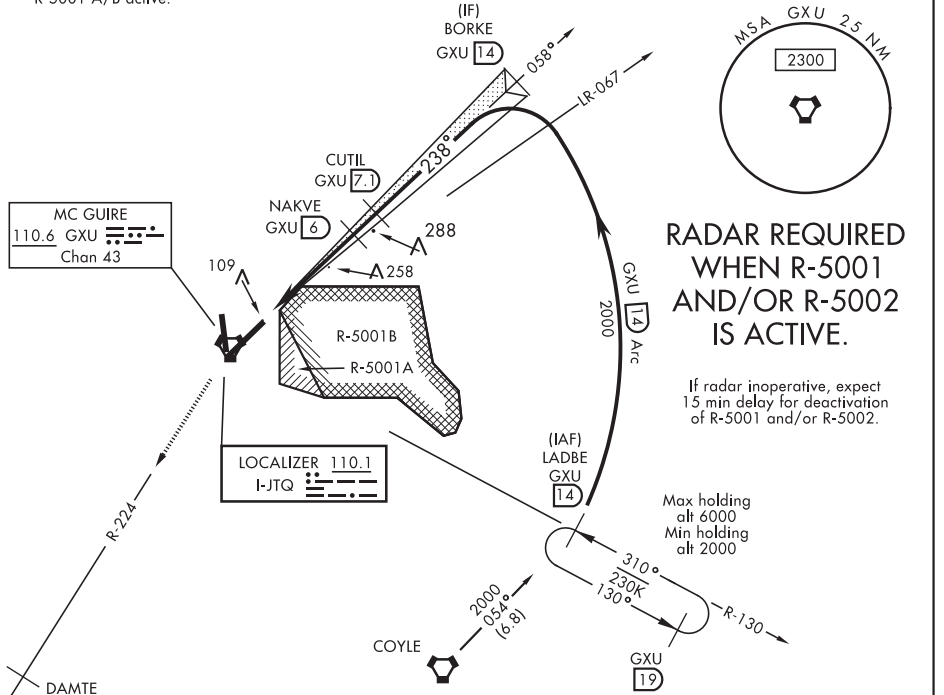
MC GUIRE FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

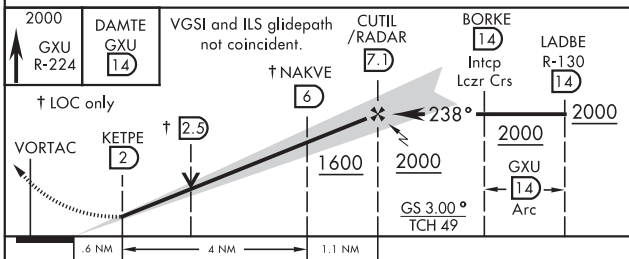
LOC I-JTQ 110.1	APCH CRS 238°	Rwy ldg 10,014 THRE 103 Arpt Elev 141	AL-150 [USAF]	ALSF-1 	MISSED APPROACH: Climb to 2000 via GXU R-224 to DAMTE. Expect further clearance from ATC.
* When ALS inop, increase RVR to 40 and vis to 3/4 mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.					

ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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*** Circling East of the Airfield NA when R-5001 A/B active.



EMERG SAFE ALT 100 NM 5000 FROM "GXU" VORTAC



CATEGORY	A	B	C	D	E
S-ILS 24*	303/24		200 (200-1/2)		
S-LOC 24**	540/24	437 (400-1/2)	540/40	437 (400-3/4)	
CIRCLING***	660-1	519 (600-1)	660-1 1/2 519 (600-1 1/2)	700-2 559 (600-2)	1200-3 1059 (1100-3)

ELEV 141	THRE 103
HIRL all Rwy REIL Rwy 18-36 TDZL/CL Rwy 6	
FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42

WRIGHTSTOWN, NEW JERSEY
Amr 2 02APR15

40°01'N-74°36'W

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

ILS or LOC RWY 24

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

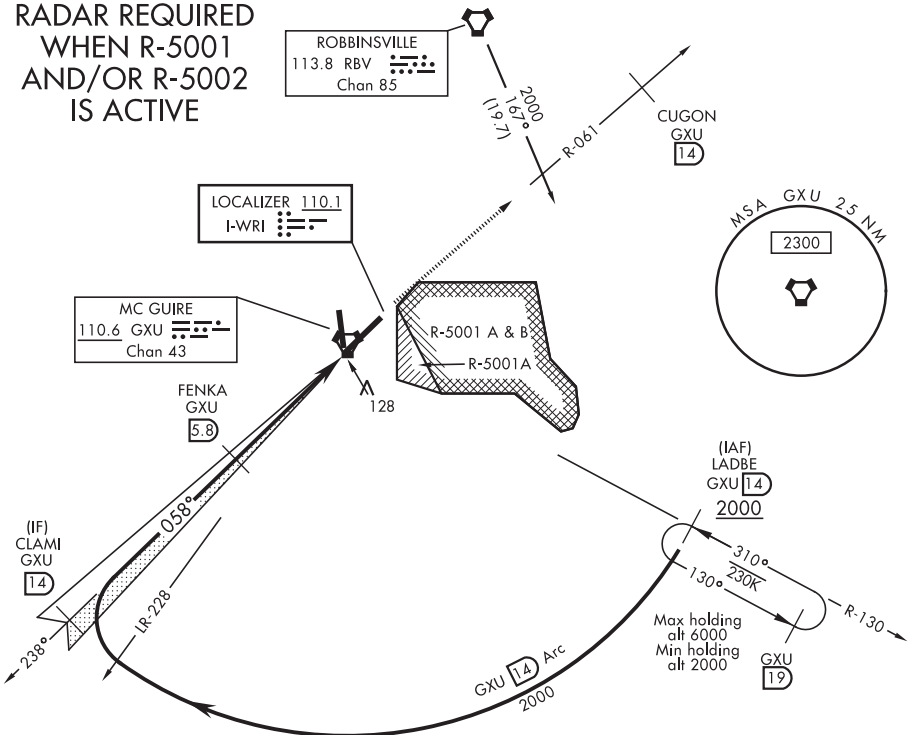
WRIGHTSTOWN, NEW JERSEY

ILS RWY 6 (CAT II)

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

LOC I-WRI 110.1	APCH CRS 058°	Rwy ldg 10,014 THRE 131 Arpt Elev 141	AL-150 [USAF]	ALSF-2	MISSED APPROACH: Climb to 2000 via GXU R-061 to CUGON, expect further clearance from ATC.
ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8	

**RADAR REQUIRED
WHEN R-5001
AND/OR R-5002
IS ACTIVE**



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EMERG SAFE ALT 100 NM 5000 FROM "GXU" VORTAC

CLAMI 14	FENKA 5.8 /RADAR	VGSI and ILS glidepath not coincident.	2000 GXU R-061	CUGON GXU 14	R5002C ELEV 141	R5002D THRE 131
<p>2000 — 058° — Intcp Lczt Crs</p> <p>2000 — 058° — GS 3.00° TCH 56</p>		<p>2000 — 058° — DH RA 91</p> <p>125 MSL</p>		<p>306</p> <p>7128 x 138</p> <p>0.3% DOWN</p> <p>1,014 x 150</p> <p>81</p> <p>36</p> <p>TWR 228</p>		
CATEGORY	A	B	C	D	E	
S-ILS 6	RA 91/12		100	DA 231		

WRIGHTSTOWN, NEW JERSEY
Amdt 2 02APR15

40°01'N-74°36'W

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

ILS RWY 6 (CAT II)

HIRL all Rwy
REIL Rwy 18-36
TDZL/CL Rwy 6

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WRIGHTSTOWN, NEW JERSEY

RNAV (GPS) RWY 6

15092

APCH CRS 058°	Rwy ldg 10,014 THRE 131 Arpt Elev 141
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AL-150 [USAF]

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

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.
 ** Circling East of Airfield NA when R-5001 A/B active.

ALSF-2

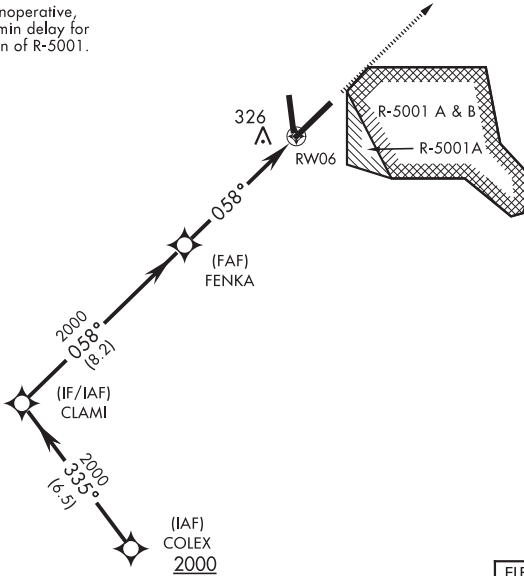
MISSED APPROACH: Climb to 2000 direct BORKE, expect further clearance from ATC.

ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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DME/DME RNP -0.3 NA.

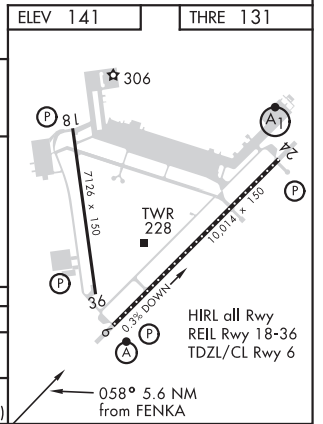
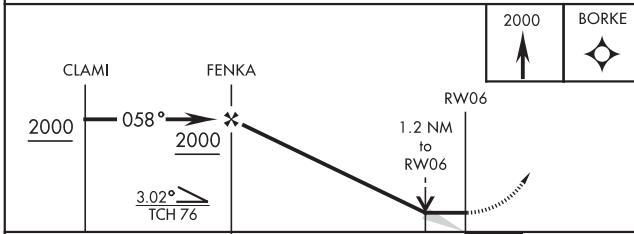
RADAR REQUIRED WHEN R-5001 IS ACTIVE

If radar inoperative, expect 15 min delay for deactivation of R-5001.



EMERG SAFE ALT 100 NM 5000

ELEV 141	THRE 131
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CATEGORY	A	B	C	D	E
LNAV MDA*	580/24	449 (500-½)	580/45	449 (500-¾)	
** CIRCLING	660-1	519 (600-1)	660-1½ 519 (600-1½)	700-2 559 (600-2)	1200-3 1059(1100-3)

WRIGHTSTOWN, NEW JERSEY
Amdt 4 02APR15

40°01'N-74°36'W

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

RNAV (GPS) RWY 6

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WRIGHTSTOWN, NEW JERSEY

RNAV (GPS) RWY 18

MC GUIRE FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

APCH CRS	Rwy Idg	7126
185°	THRE	122
	Arpt Elev	141

AL-150 [USAF]

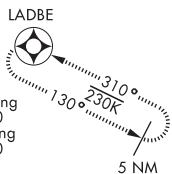
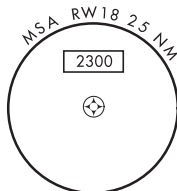
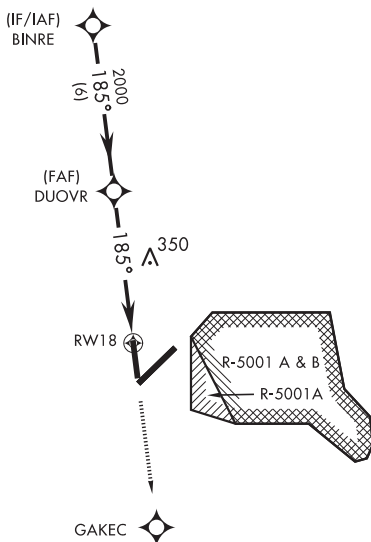
▼ * Circling East of Airfield NA when R-5001 A/B active. MISSED APPROACH: Climb to 2000 direct GAKEC then left turn direct LADBE and hold.

ATIS	MC GUIRE APP CON	MC GUIRE TOWER	GND CON	CLNC DEL
110.6 270.1	124.15 363.8	118.65 255.6	121.8 275.8	135.2 335.8

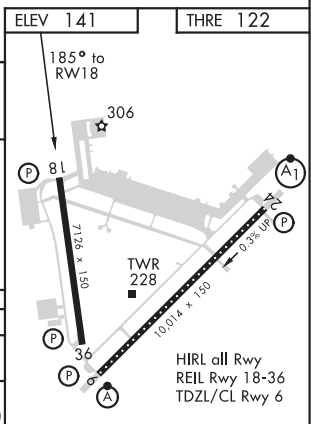
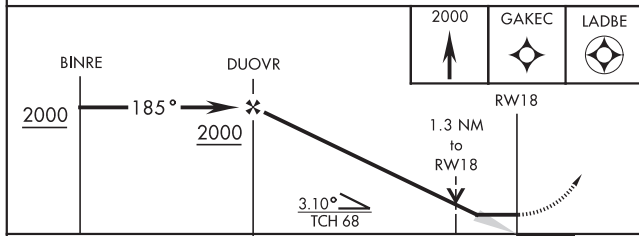
DME/DME RNP -0.3 NA.

**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.



EMERG SAFE ALT 100 NM 5000



CATEGORY	A	B	C	D	E
LNVA MDA	620-1 498 (500-1)		620-1 $\frac{3}{8}$ 498 (500-1 $\frac{3}{8}$)		
C CIRCLING*	660-1 519 (600-1)		660-1 $\frac{1}{2}$ 519 (600-1 $\frac{1}{2}$)	700-2 559 (600-2)	1200-3 1059(1100-3)

WRIGHTSTOWN, NEW JERSEY
Amdt 4 28APR16

40°01'N-74°36'W

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

RNAV (GPS) RWY 18

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 24

MC GUIRE FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

APCH CRS 238°	Rwy Idg 10,014 THRE 103 Arpt Elev 141
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AL-150 [USAF]

ALSF-1



MISSED APPROACH: Climbing left turn to 2000 direct LADBE and hold.

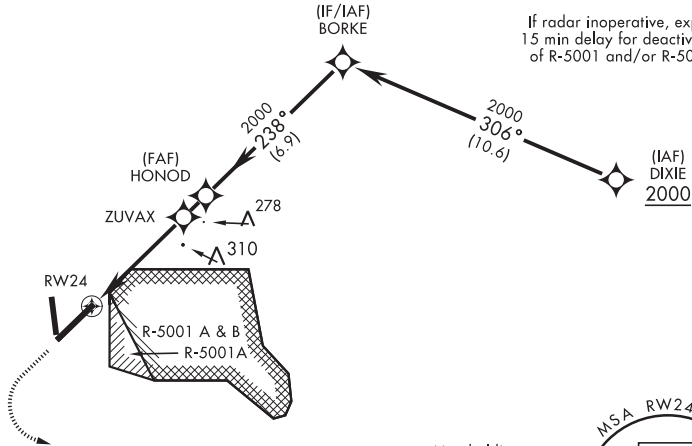
- * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
- ** Circling East of Airfield NA when R-5001 A/B active.

ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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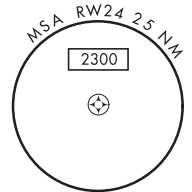
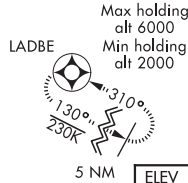
DME/DME RNP - 0.3 NA.

**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.

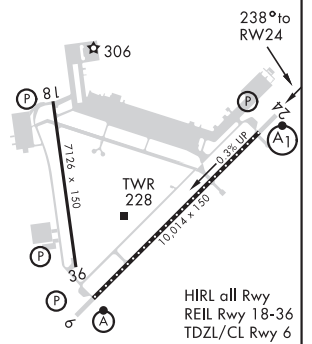
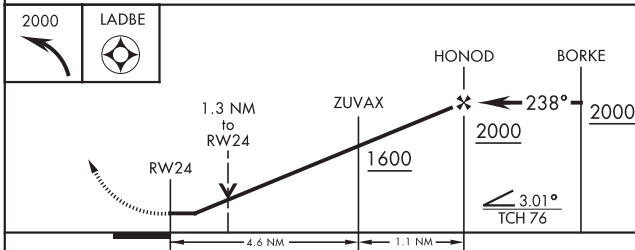


CAUTION:
Turns prior to MAP, greater than 30° of bank at the MAP, or not correcting for winds will place acft in R-5001.



ELEV 141	THRE 103
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EMERG SAFE ALT 100 NM 5000



HIRL all Rwy
REIL Rwy 18-36
TDZL/CL Rwy 6

CATEGORY	A	B	C	D	E
LNAV MDA *	580/24	477 (500-1/2)	580/50	477 (500-1)	
CIRCLING **	660-1	519 (600-1)	660-1 1/2 519 (600-1 1/2)	700-2 559 (600-2)	1200-3 1059 (1100-3)

RNAV (GPS) RWY 24

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WRIGHTSTOWN, NEW JERSEY

RNAV (GPS) RWY 36

MC GUIRE FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

APCH CRS 005°	Rwy Idg THRE 129 Arpt Elev 141
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AL-150 [USAF]

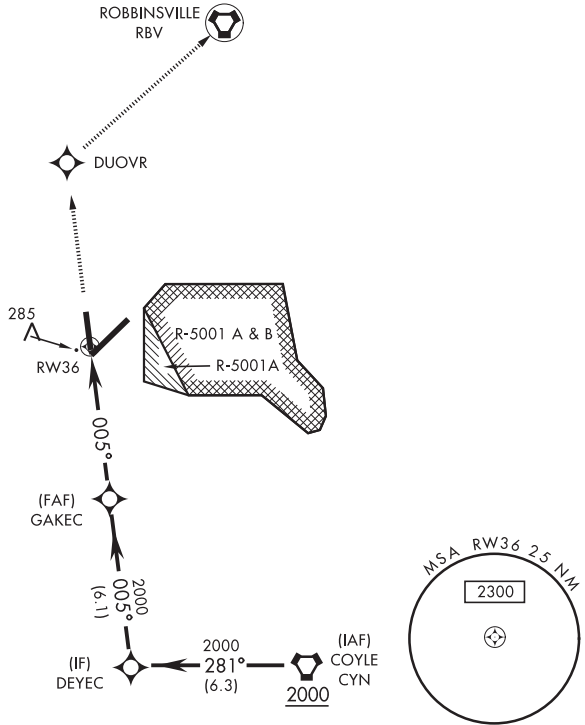
* Circling East of Airfield NA when R-5001 A/B active. MISSED APPROACH: Climb to 2000 via direct DUOVR then right turn direct RBV VORTAC. Expect further clearance from ATC.

ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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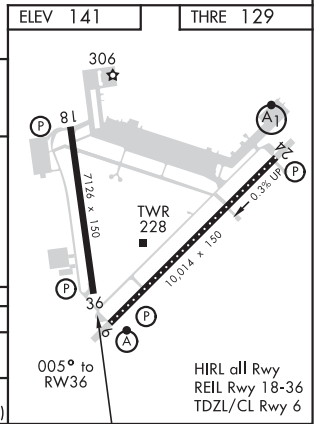
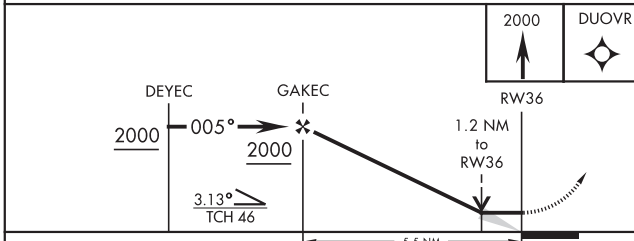
DME/DME RNP -0.3 NA.

RADAR REQUIRED WHEN R-5001 IS ACTIVE

If radar inoperative, expect 15 min delay for deactivation of R-5001.



EMERG SAFE ALT 100 NM 5000



CATEGORY	A	B	C	D	E
LNAV MDA	560/55 431 (500-1)		560-1¼ 431 (500-1¼)		
CIRCLING*	660-1 519 (600-1)		660-1½ 519 (600-1½)	700-2 559 (600-2)	1200-3 1059(1100-3)

WRIGHTSTOWN, NEW JERSEY
Amdt 4 10DEC15

40°01'N-74°36'W

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

RNAV (GPS) RWY 36

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC GXU 110.6 Chan 43	APCH CRS 044°	Rwy ldg 10,014 THRE 131 Arpt Elev 141
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AL-150 [USAF]

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

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling East of Airfield NA when R-5001 A/B active.

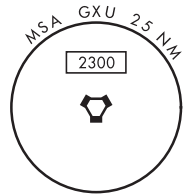
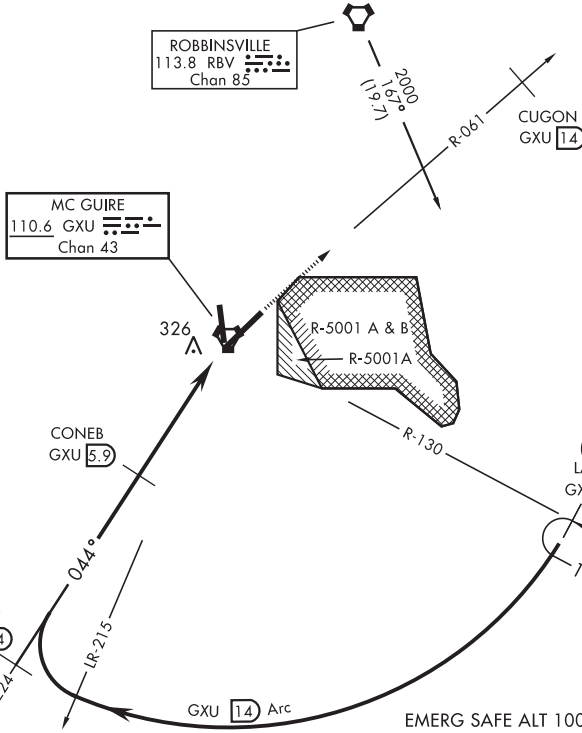


MISSED APPROACH: Climb to 2000 via GXU R-061 to CUGON, expect further clearance from ATC.

ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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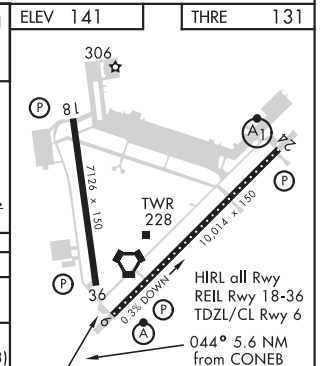
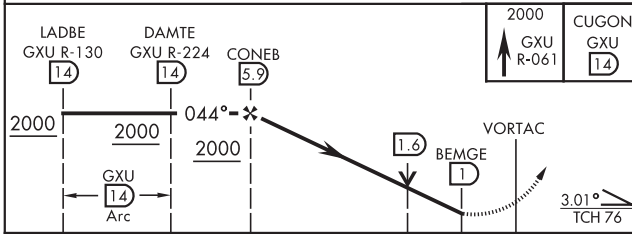
**RADAR REQUIRED
WHEN R-5001
AND/OR R-5002
IS ACTIVE**

If radar inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.



Max holding alt 6000
Min holding alt 2000

EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC



CATEGORY	A	B	C	D	E
S-6 *	620/40 489 (500-½)		620/50 489 (500-1)		
CIRCLING **	660-1 519 (600-1)		660-1½ 519 (600-1½)	700-2 559 (600-2)	1200-3 1059 (1100-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

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 ldg THRE 122 Arpt Elev 141
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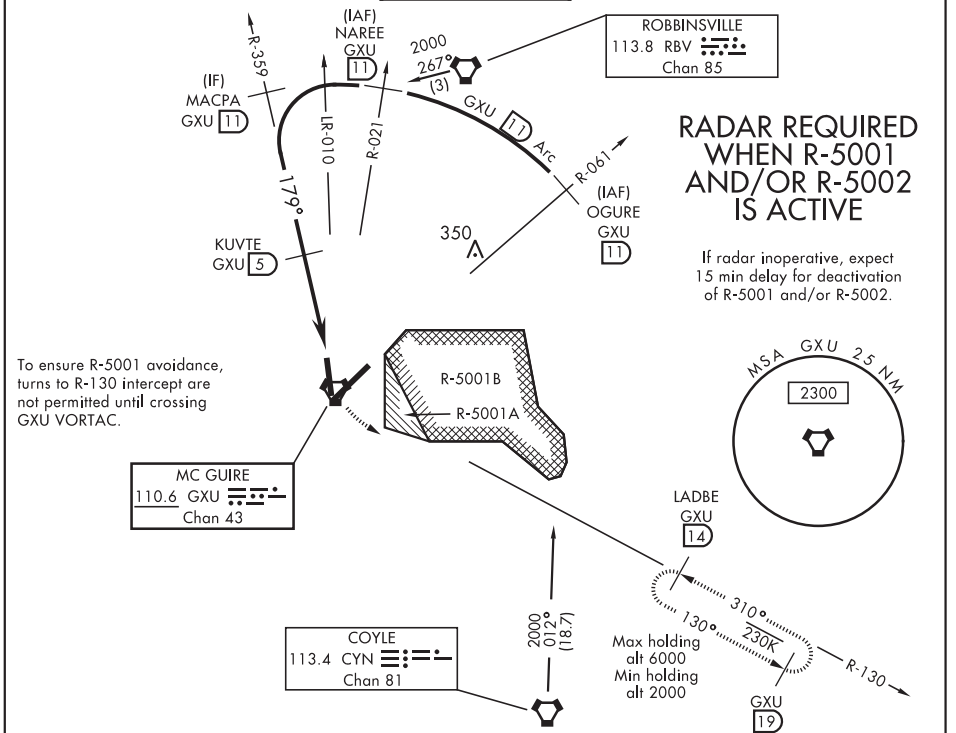
AL-150 [USAF]

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

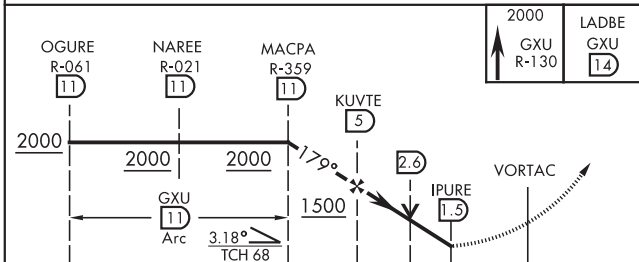
▼ *Circling East of Airfield NA when R-5001A/B active.

MISSED APPROACH: Climb to 2000 via GXU R-130 to LADBE and hold, DO NOT turn prior to GXU.

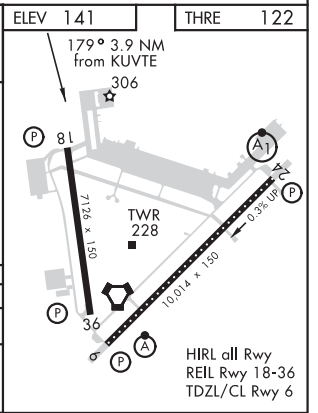
ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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EMERG SAFE ALT 100 NM 5000 FROM "GXU" VORTAC



CATEGORY	A	B	C	D	E
S-18	660-1	538 (600-1)	660-1½	538 (600-1½)	
CIRCLING*	660-1	519 (600-1)	660-1½ 519 (600-1½)	700-2 559 (600-2)	1200-3 1059 (1100-3)



HIRL all Rwy
REIL Rwy 18-36
TDZL/CL Rwy 6

WRIGHTSTOWN, NEW JERSEY

40°01'N-74°36'W

MC GUIRE FLD,

(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

VOR/DME or TACAN RWY 18

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WRIGHTSTOWN, NEW JERSEY

VOR/DME or TACAN RWY 24

MC GUIRE FLD,

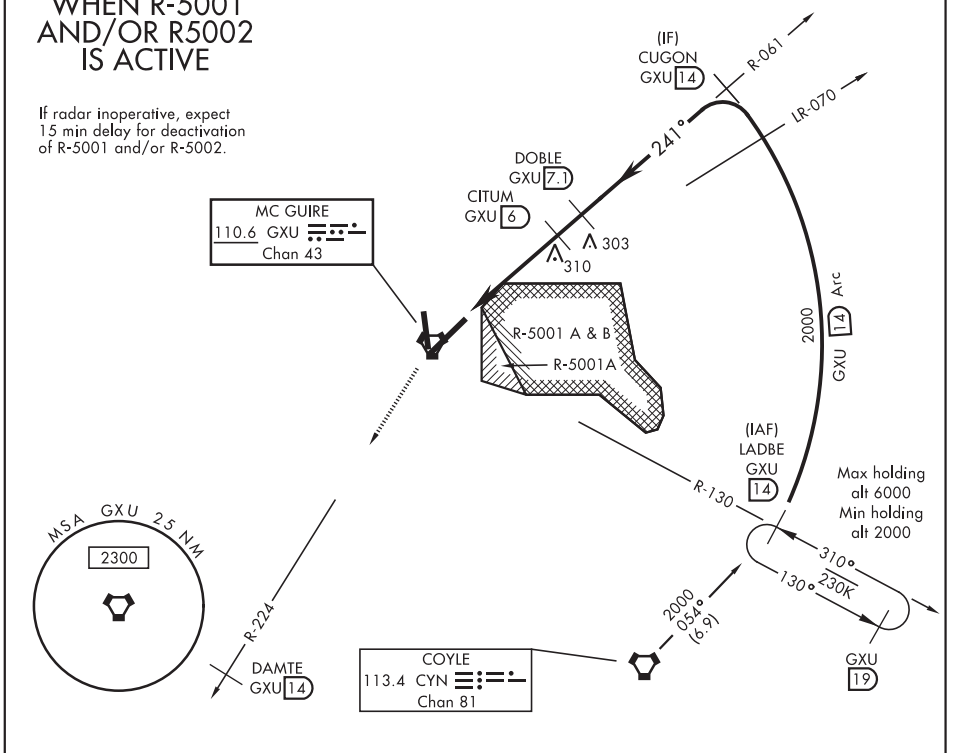
(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

VORTAC GXU 110.6 Chan 43	APCH CRS 241°	Rwy ldg 10,014 THRE 103 Arpt Elev 141
AL-150 [USAF]		
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 $\frac{3}{8}$ miles. ** Circling East of Airfield NA when R-5001 A/B active.		

ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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RADAR REQUIRED WHEN R-5001 AND/OR R5002 IS ACTIVE

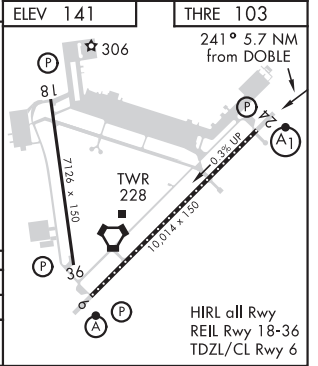
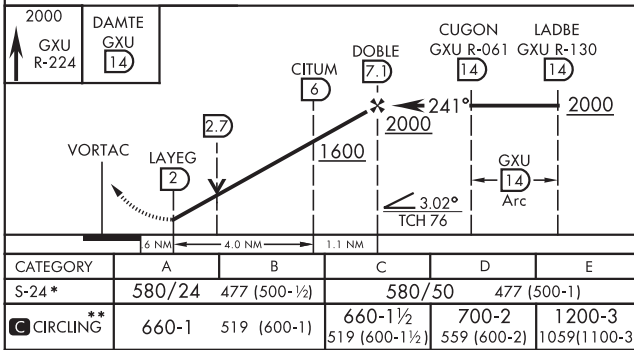
If radar inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 5000 FROM "GXU" VORTAC



WRIGHTSTOWN, NEW JERSEY
Amtd 4 02APR15

40°01'N-74°36'W

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

VOR/DME or TACAN RWY 24

WRIGHTSTOWN, NEW JERSEY

VOR/DME or TACAN RWY 36

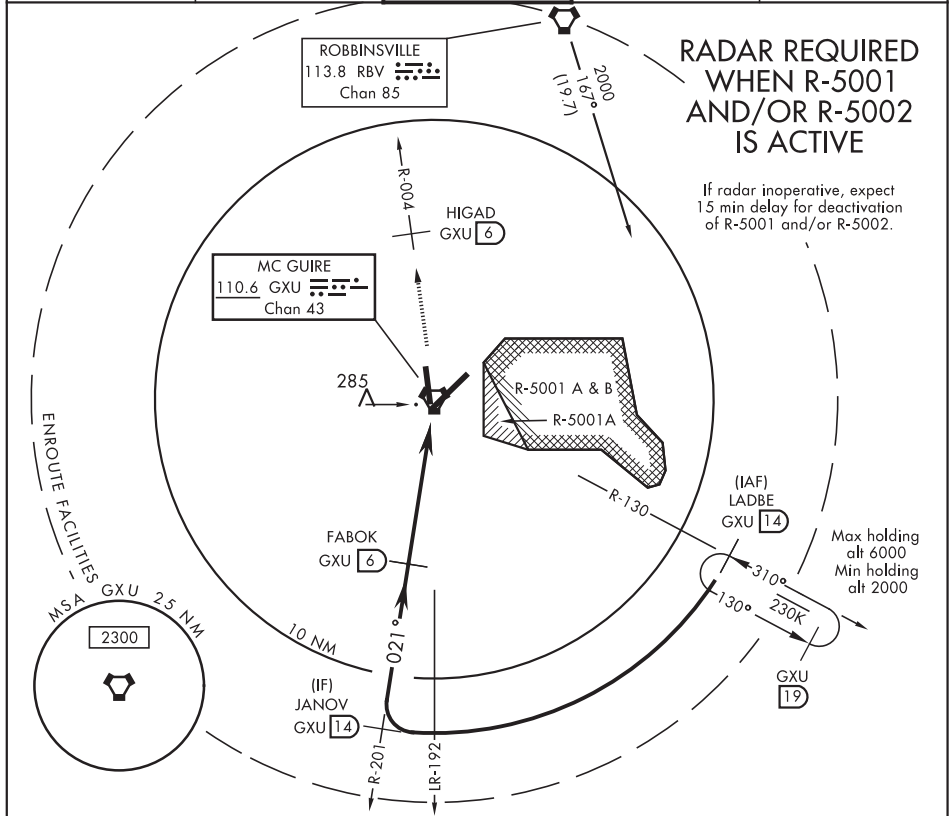
MC GUIRE FLD,

VORTAC GXU 110.6 Chan 43	APCH CRS 021°	Rwy ldg THRE 129 Arprt Elev 141
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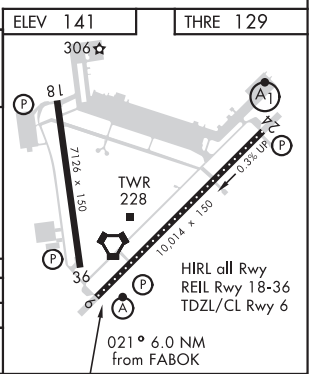
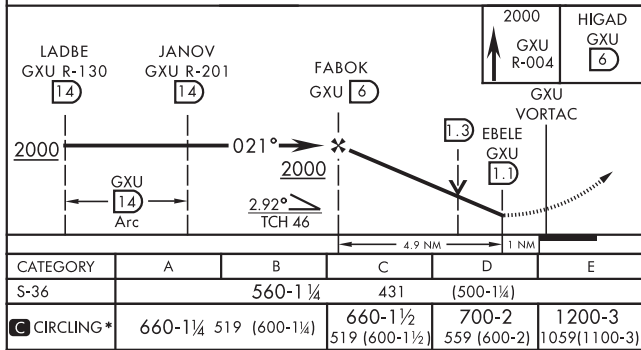
AL-150 [USAF] (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

* Circling East of Airfield NA when R-5001 A/B active. MISSED APPROACH: Climb to 2000 via GXU VORTAC R-004 to HIGAD, expect further clearance from ATC.

ATIS 110.6 270.1	MC GUIRE APP CON 124.15 363.8	MC GUIRE TOWER 118.65 255.6	GND CON 121.8 275.8	CLNC DEL 135.2 335.8
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EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC



WRIGHTSTOWN, NEW JERSEY
Amdt 4 02APR15

40°01'N-74°36'W

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

VOR/DME or TACAN RWY 36

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

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

AFD-150 [USA]

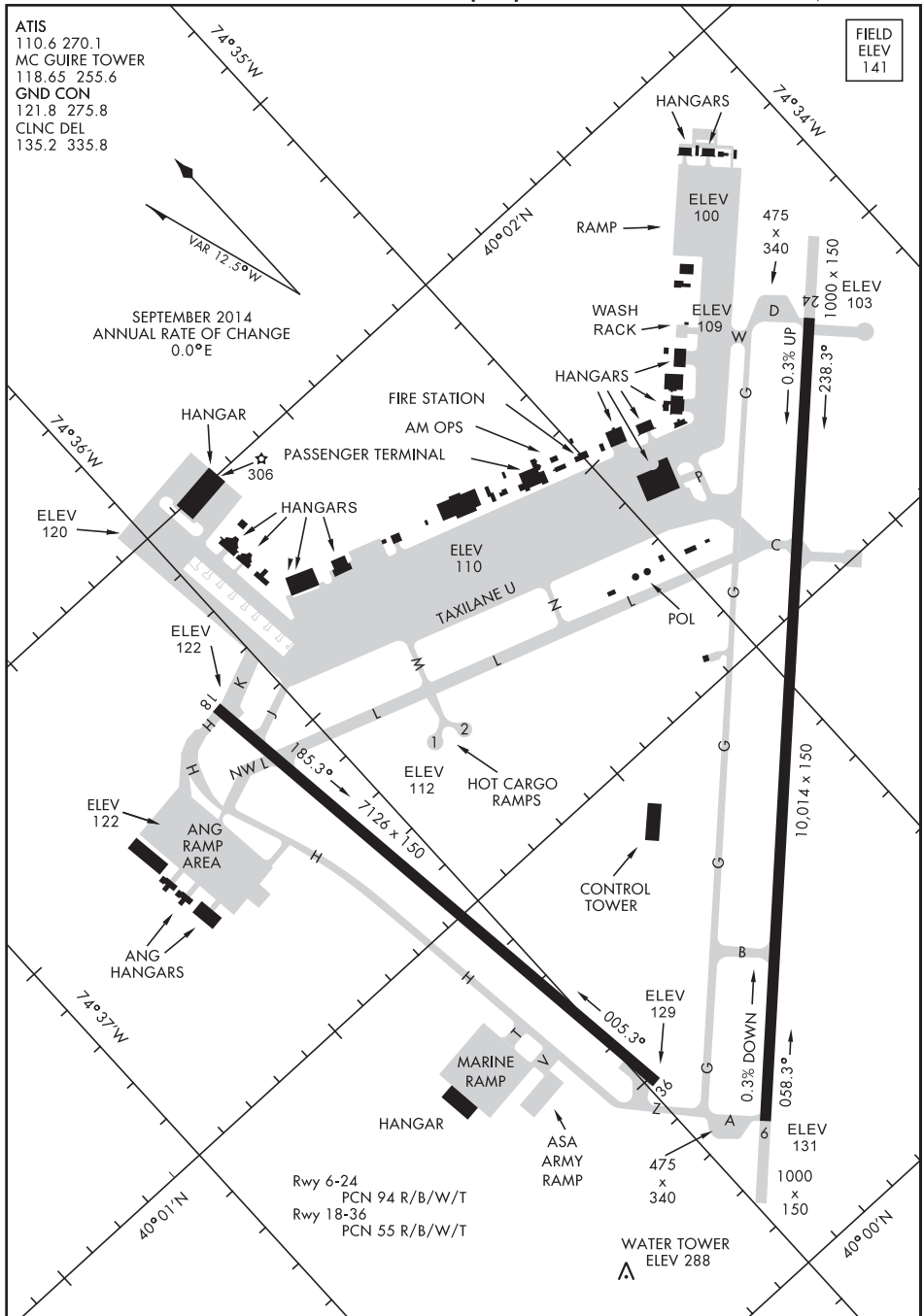
WRIGHTSTOWN, NEW JERSEY

ATIS
 110.6 270.1
 MC GUIRE TOWER
 118.65 255.6
 GND CON
 121.8 275.8
 CLNC DEL
 135.2 335.8

FIELD
 ELEV
 141

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

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

WRIGHTSTOWN, NEW JERSEY

MODENA FOUR DEPARTURE (MXE4.MXE)

WRIGHTSTOWN, NEW JERSEY

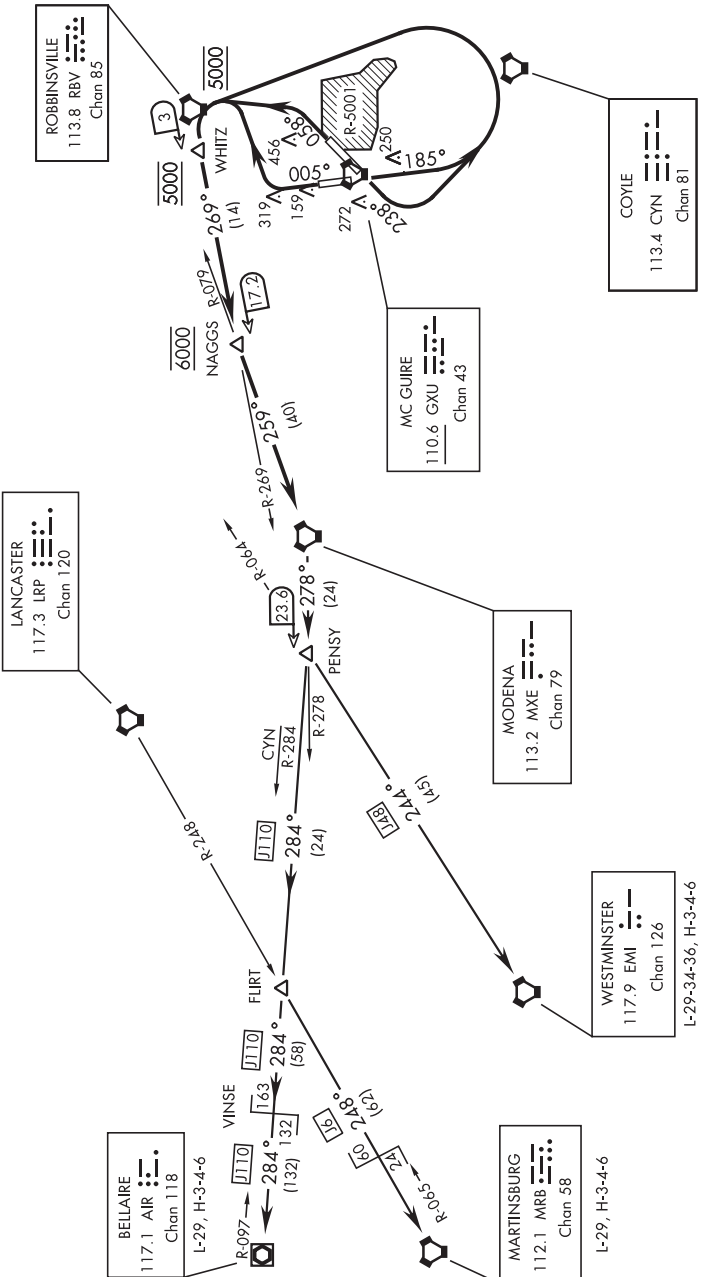
SHL-150 [USAF]

ATC Climb Rate to 5000

ATIS 110.6 270.1
 CLNC DEL 135.2 335.8
 GND CON 121.8 275.8
 MC GUIRE TOWER 118.65 255.6
 MC GUIRE DEP CON 124.15 363.8

**RADAR REQUIRED UNTIL CROSSING
 MXE VORTAC R-278/23.6 DME (PENSY)**

Rwy	Knots	60	120	180	240	300	360
6	V/V(fpm)	436	872	1308	1744	2180	2616
18	V/V(fpm)	351	702	1053	1404	1755	2106
24	V/V(fpm)	359	718	1077	1436	1795	2154
36	V/V(fpm)	421	842	1263	1684	2105	2526



MODENA FOUR DEPARTURE (MXE4.MXE)

WRIGHTSTOWN, NEW JERSEY

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb on a 058° track, thence....

TAKE-OFF RWY 18: Climb on a 185° track, thence....

TAKE-OFF RWY 24: Climb on a 238° track, thence....

TAKE-OFF RWY 36: Climb on a 005° track, thence....

...via RADAR vectors to RBV VORTAC. Cross RBV at 5000. Then intercept and fly RBV R-269 to RBV R-269/3 DME (WHITZ) and RBV R-269/17.2 DME (NAGGS). Cross WHITZ at 5000, cross NAGGS at 6000. Intercept and fly MXE VORTAC R-079 to MXE VORTAC, thence....

via (transition) or (assigned route)

BELLAIRE TRANSITION (MXE4.AIR): Via MXE R-278 to MXE R-278/23.6 DME (PENSY).
Join J110 to AIR VOR/DME.

MARTINSBURG TRANSITION (MXE4.MRB): Via MXE R-278 to MXE R-278/23.6 DME (PENSY).
Join J110 and J6 to MRB VORTAC.

WESTMINSTER TRANSITION (MXE4.EMI): Via MXE R-278 to MXE R-278/23.6 DME (PENSY).
Join J48 to EMI VORTAC.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

MODENA FOUR DEPARTURE (MXE4.MXE)

WRIGHTSTOWN, NEW JERSEY

SHL-150 [USAF]

Chart not to scale
(Continued on next page)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED TO RBV R-122/16.4 DME (DIXIE)

ATIS 110.6 270.1
 CLNC DEL 135.2 335.8
 GND CON 121.8 275.8
 MC GUIRE TOWER 118.65 255.6
 MC GUIRE DEP CON 124.15 363.8

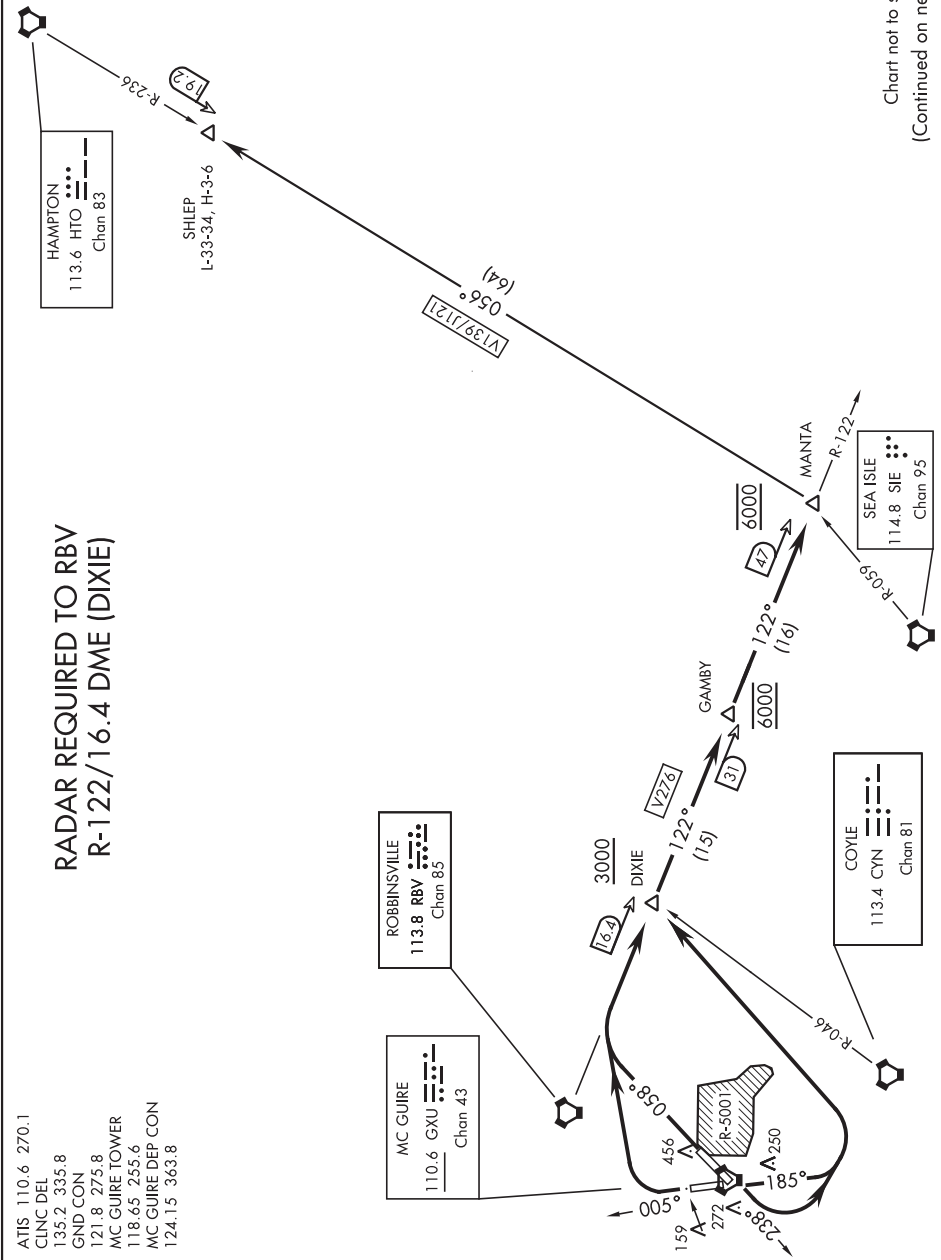
MC GUIRE
 110.6 GXU
 Chan 43

ROBBINSVILLE
 113.8 RBV
 Chan 85

COYLE
 113.4 CYN
 Chan 81

SEA ISIE
 114.8 SIE
 Chan 95

HAMPTON
 113.6 HTO
 Chan 83



POINT PLEASANT FIVE DEPARTURE (PTPL5.MANTA)

WRIGHTSTOWN, NEW JERSEY



SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on a 058° track, thence....

TAKE-OFF RWY 18: Climb on a 185° track, thence....

TAKE-OFF RWY 24: Climb on a 238° track, thence....

TAKE-OFF RWY 36: Climb on a 005° track, thence....

....via RADAR vectors to RBV VORTAC R-122/16.4 DME (DIXIE). Cross DIXIE at or above 3000. Fly RBV R-122 (V276) to RBV R-122/31 DME (GAMBY) and RBV R-122/47 DME (MANTA). Cross GAMBY and MANTA at 6000, thence....

via (transition) or (assigned route)

SHLEP TRANSITION (PTPL5.SHLEP): Via V139/J121 to HTO VORTAC R-236/19.2 DME (SHLEP).

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

POTTSTOWN THREE DEPARTURE (PTW3.PTW)

SHL-150 [USAF]

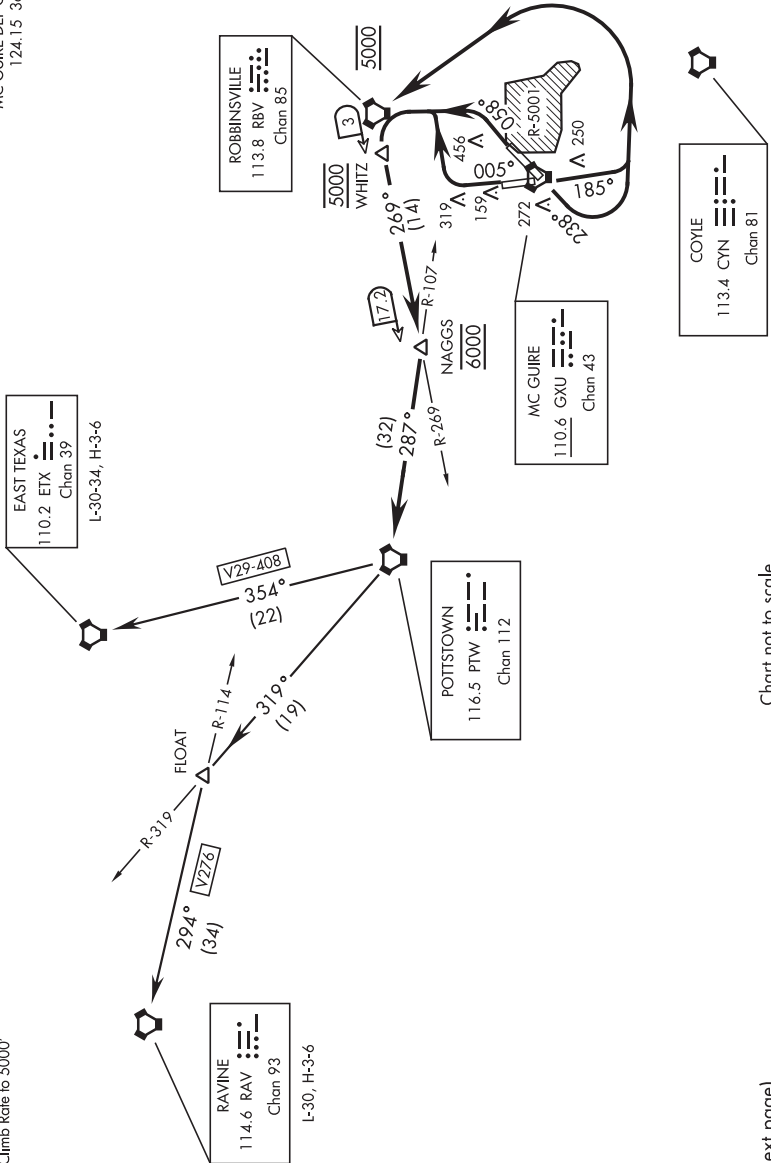
ATIS 110.6 270.1
 CLNC DEL
 135.2 335.8
 GND CON
 121.8 275.8
 MC GUIRE TOWER
 118.65 255.6
 MC GUIRE DEP CON
 124.15 363.8

NE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

Rwy	Knots	60	120	180	240	300	360
6	V/V(fpm)	436	872	1308	1744	2180	2616
18	V/V(fpm)	351	702	1053	1404	1755	2106
24	V/V(fpm)	359	718	1077	1436	1795	2154
36	V/V(fpm)	421	842	1263	1684	2105	2526

ATC Climb Rate to 5000'



(Continued on next page)

Chart not to scale

NE-2, 10 NOV 2016 to 05 JAN 2017

POTTSTOWN THREE DEPARTURE (PTW3.PTW)

POTTSTOWN THREE DEPARTURE (PTW3.PTW)



SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on a 058° track, thence....

TAKE-OFF RWY 18: Climb on a 185° track, thence....

TAKE-OFF RWY 24: Climb on a 238° track, thence....

TAKE-OFF RWY 36: Climb on a 005° track, thence....

....via RADAR vectors to RBV VORTAC. Cross RBV at 5000. Then intercept and fly RBV R-269 to RBV R-269/3 DME (WHITZ) and RBV R-269/17.2 DME (NAGGS). Cross WHITZ at 5000, cross NAGGS at 6000. Intercept and fly PTW VORTAC R-107 to PTW VORTAC thence....

via (transition) or (assigned route)

EAST TEXAS TRANSITION (PTW3.ETX): (non-turbojet a/c only) Via V29/V408 to ETX VORTAC.

RAVINE TRANSITION (PTW3.RAV): Via PTW R-319 to RAV R-114 intersection (FLOAT) then via V276 to RAV VORTAC.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2248
076°	THRE	501
	Apt Elev	523

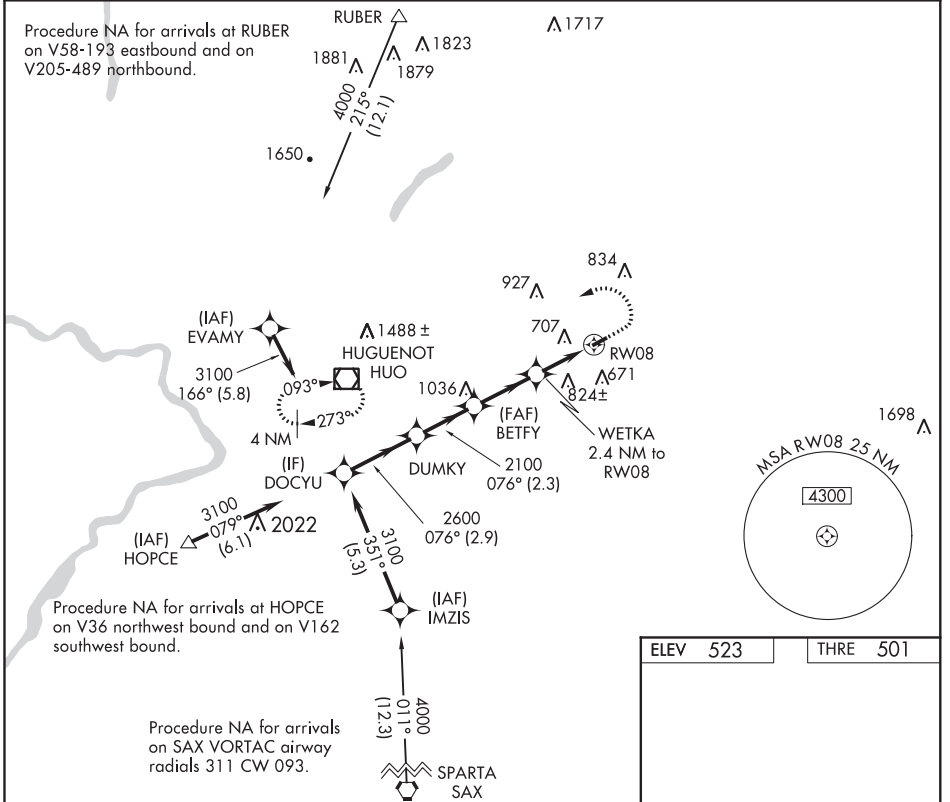
RNAV (GPS) RWY 8

RANDALL (Ø6N)

⚠ When VGSi inop, Circling Rwy 26 NA at night. When VGSi inop, Straight-in/Circling Rwy 8 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Newburgh altimeter setting, when not received, use Montgomery altimeter setting.

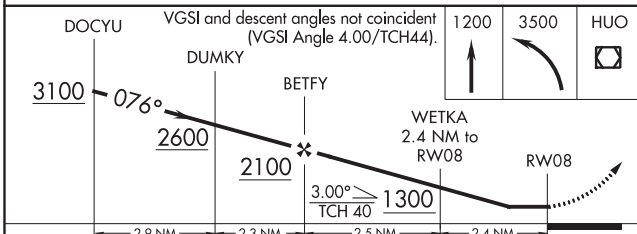
⚠ MISSED APPROACH: Climb to 1200 then climbing left turn to 3500 direct HYO VOR/DME and hold, continue climb-in-hold to 3500.

NEW YORK APP CON	UNICOM
132.75 363.1	122.8 (CTAF)



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 523	THRE 501
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0.6% UP

2811 X 60

537

076° to RW08

MIRL Rwy 8-26

CATEGORY	A	B	C	D
LNAV MDA	1140-1 639 (700-1)		NA	
CIRCLING	1140-1 617 (700-1)		NA	

WAAS CH 40030 W26A	APP CRS 256°	Rwy Idg THRE 521 Apt Elev 523
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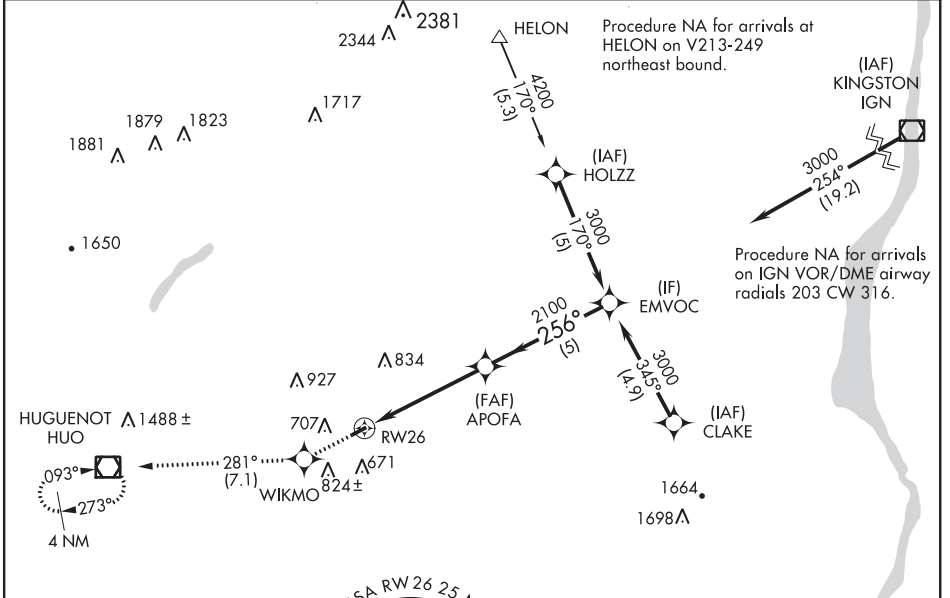
RNAV (GPS) RWY 26

RANDALL (Ø6N)

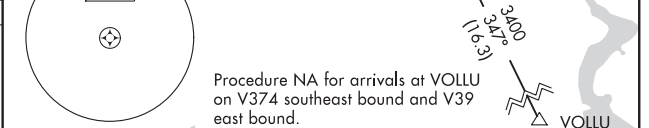
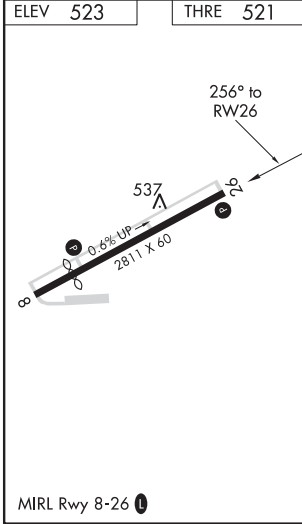
When VGSi inop, Circling Rwy 8 NA at night. Use Newburgh altimeter setting; when not received, use Montgomery altimeter setting.
 NA
 -20°C/-4°F
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct WIKMO and on track 281° to HUO VOR/DME and hold, continue climb-in-hold to 3500.

NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF)
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ELEV 523	THRE 521
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3500	WIKMO	tr 281°	HUO	VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 36).	EMVOC
RW26		APOFA		3000	
4.9 NM		5 NM			
CATEGORY	A	B	C	D	
LP MDA	1020-1 499 (500-1)			NA	
LNAV MDA	1060-1 539 (600-1)			NA	
CIRCLING	1080-1 557 (600-1)			NA	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

MIDDLETOWN, NEW YORK

AL-5389 (FAA)

16035

VOR/DME HUO 116.1 Chan 108	APP CRS 093°	Rwy Idg THRE 501 Apt Elev 523
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VOR RWY 8

RANDALL (Ø6N)

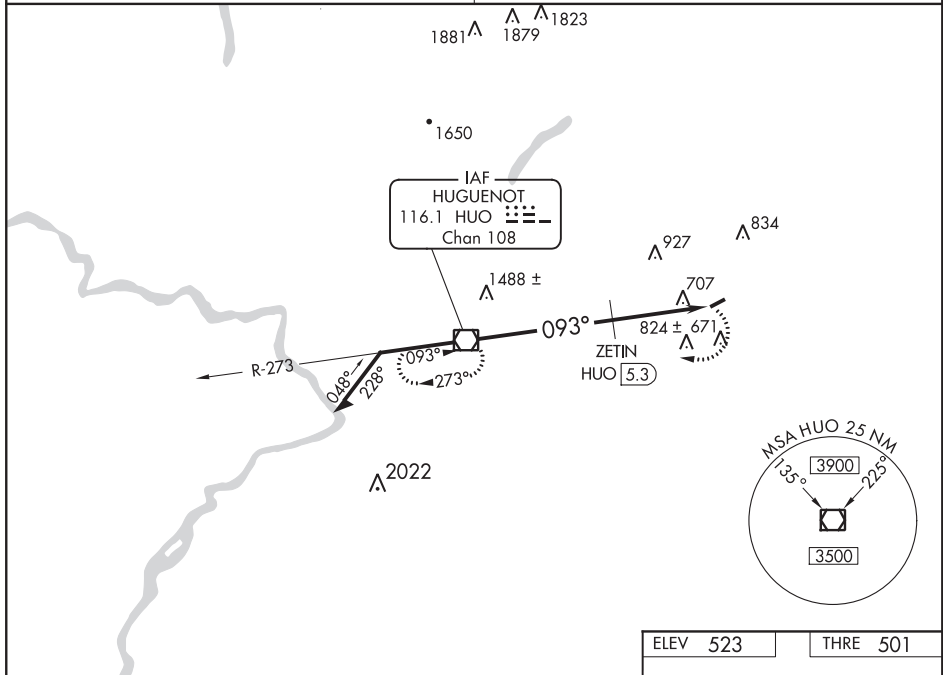
⚠ When VGSI inop, Circling Rwy 26 NA at night. Visibility reduction by helicopters NA. Use Newburgh altimeter setting, when not received, use Montgomery altimeter setting. When VGSI inop, Straight-in/Circling Rwy 8 procedure NA at night.

⚠ NA

⚠ -20°C/-4°F

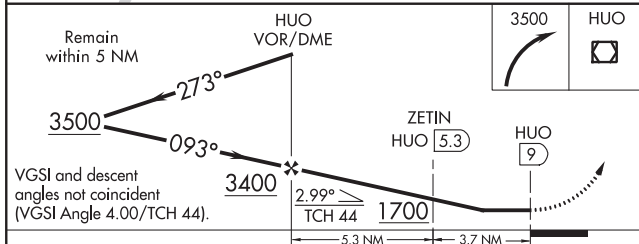
MISSED APPROACH: Climbing right turn to 3500 direct HUO VOR/DME and hold.

NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 523		THRE 501	
CATEGORY	A	B	C
S-8	1700-1¼ 1199 (1200-1¼)		NA
CIRCLING	1700-1¼ 1177 (1200-1¼)		NA
ZETIN FIX MINIMUMS			
S-8	1560-1¼ 1059 (1100-1¼)		NA
CIRCLING	1560-1¼ 1037 (1100-1¼)		NA

093° 9 NM from FAF

537

0.8% UP

2811 X 60

MIRL Rwy 8-26

FAF to MAP 9 NM					
Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00

MIDDLETOWN, NEW YORK
Amdt 7 20SEP12

41°26'N - 74°24'W

VOR RWY 8

RANDALL (Ø6N)

WAAS CH 78008 W17A	APP CRS 167°	Rwy Idg THRE 646 Apt Elev 698	3830 646 698
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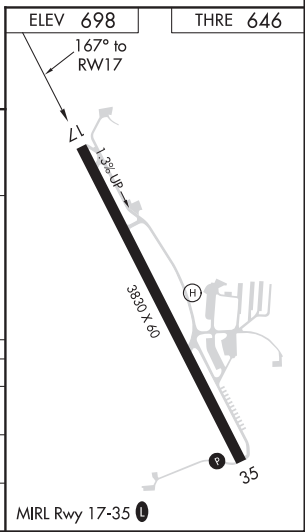
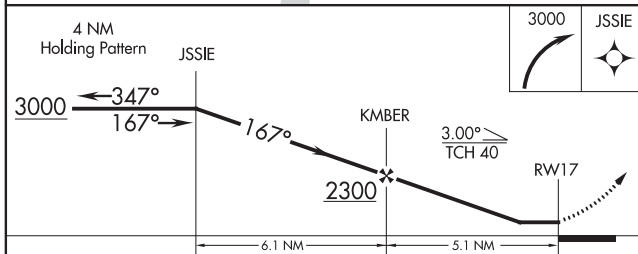
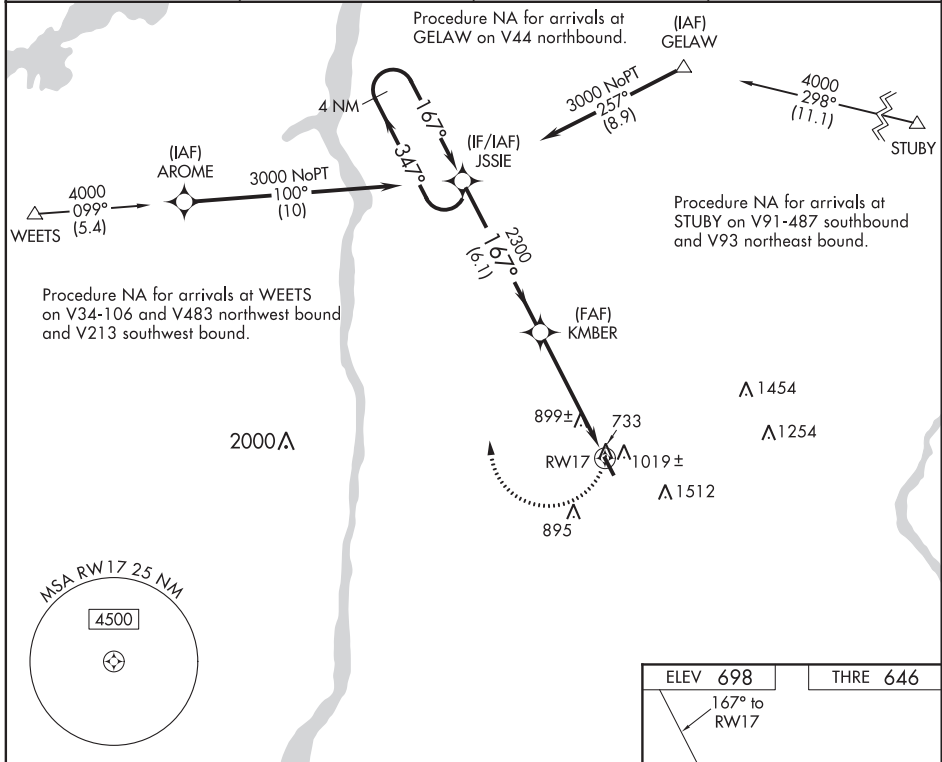
RNAV (GPS) RWY 17

SKY ACRES (44N)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Newburgh altimeter setting; when not received, procedure NA.

▲ NA MISSED APPROACH: Climbing right turn to 3000 direct JSSIE and hold.

NEWBURGH ATIS 124.575	POUGHKEEPSIE ASOS 126.75	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1240-1	594 (600-1)		NA
LNAM MDA	1360-1	714 (800-1)		NA
CIRCLING	1600-1¼	902 (1000-1¼)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

MILLBROOK, NEW YORK

AL-5473 (FAA)

15288

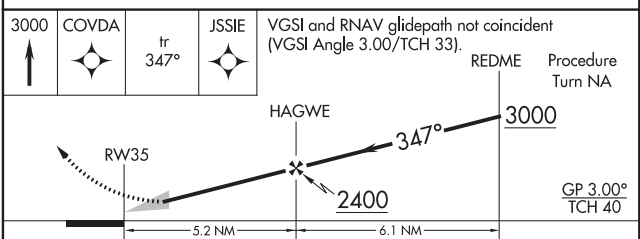
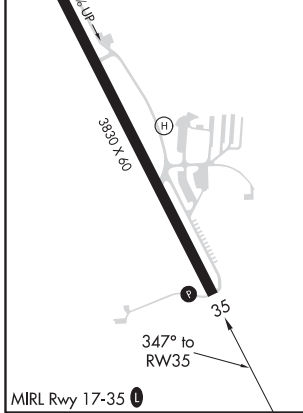
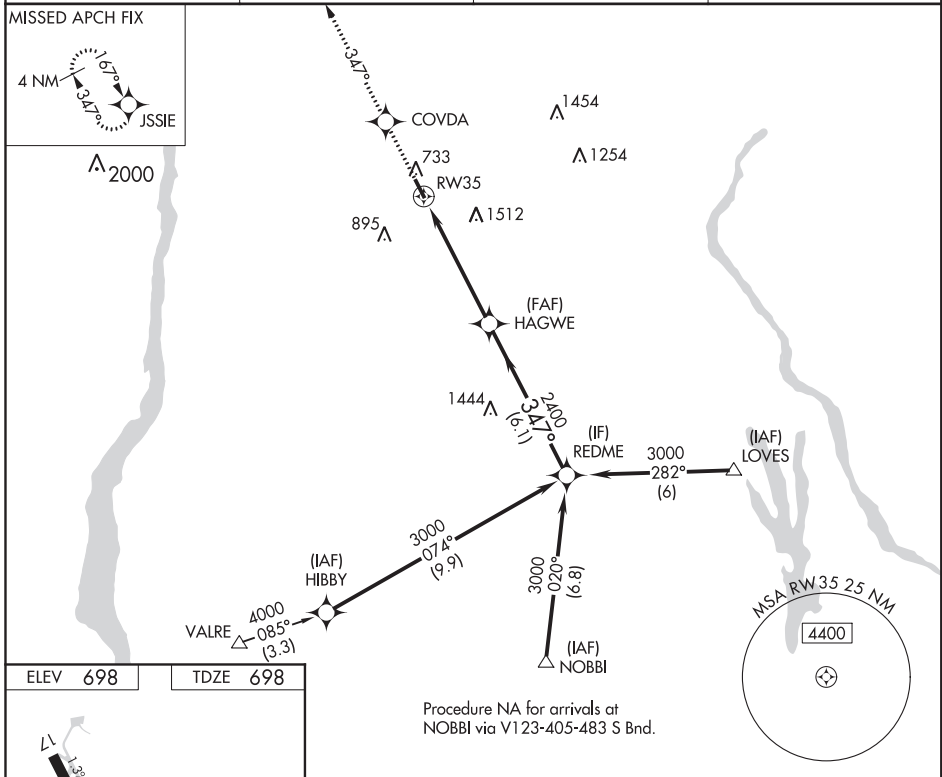
WAAS CH 86308 W35A	APP CRS 347°	Rwy Idg TDZE Apt Elev	3830 698 698
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RNAV (GPS) RWY 35

SKY ACRES (44N)

NA DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet. MISSED APPROACH: Climb to 3000 direct COVDA and via 347° track to JSSIE and hold.

NEWBURGH ATIS 124.575	POUGHKEEPSIE ASOS 126.75	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1046-1¼	348 (400-1¼)		NA
LPV MDA	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)		NA
CIRCLING	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)		NA

MILLBROOK, NEW YORK
Amdt 1 31JUL08

41°42'N-73°44'W

RNAV (GPS) RWY 35

SKY ACRES (44N)

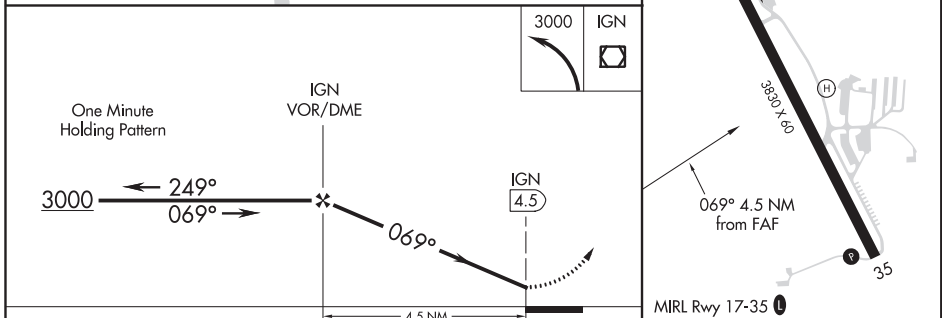
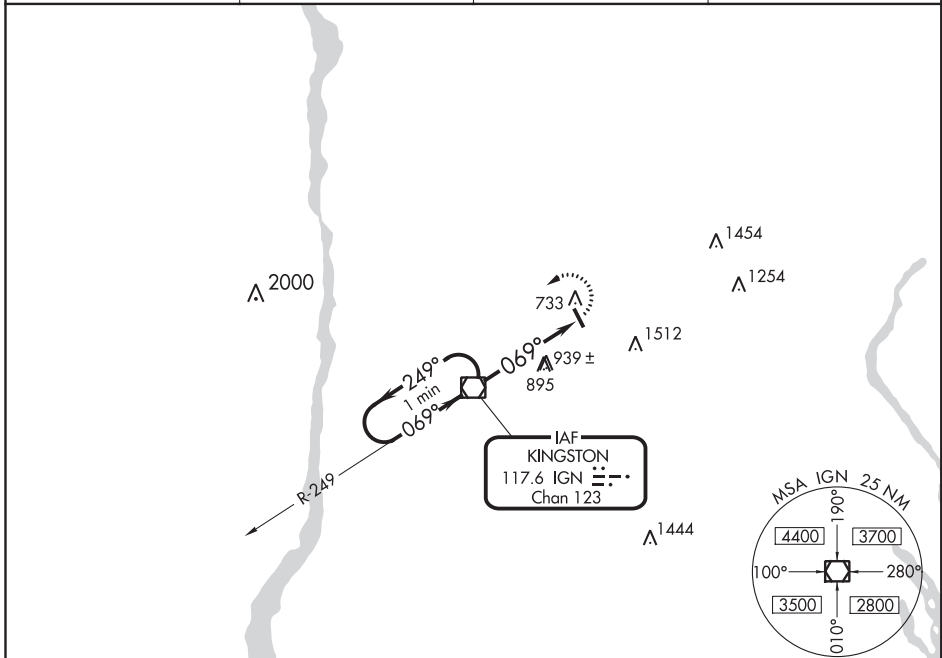
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 069°	Rwy Idg TDZE Apt Elev	N/A N/A 700
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VOR-A
SKY ACRES (44N)

<p>▽ Use Poughkeepsie altimeter setting. △ NA NoPT for arrival on IGN VOR/DME airway radials 203 CW 316.</p>		<p>MISSED APPROACH: Climbing left turn to 3000 direct IGN VOR/DME and hold.</p>	
NEWBURGH ATIS 124.575	POUGHKEEPSIE ASOS 126.75	NEW YORK APP CON 132.75 363.1	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 4.5 NM					
CIRCLING	1580 - 1 880 (900-1)	1580 - 1¼ 880 (900-1¼)	NA		Knots	60	90	120	150	180
					Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-MIV 110.9	APP CRS 100°	Rwy Idg TDZE Apt Elev	6003 74 85
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ILS or LOC RWY 10

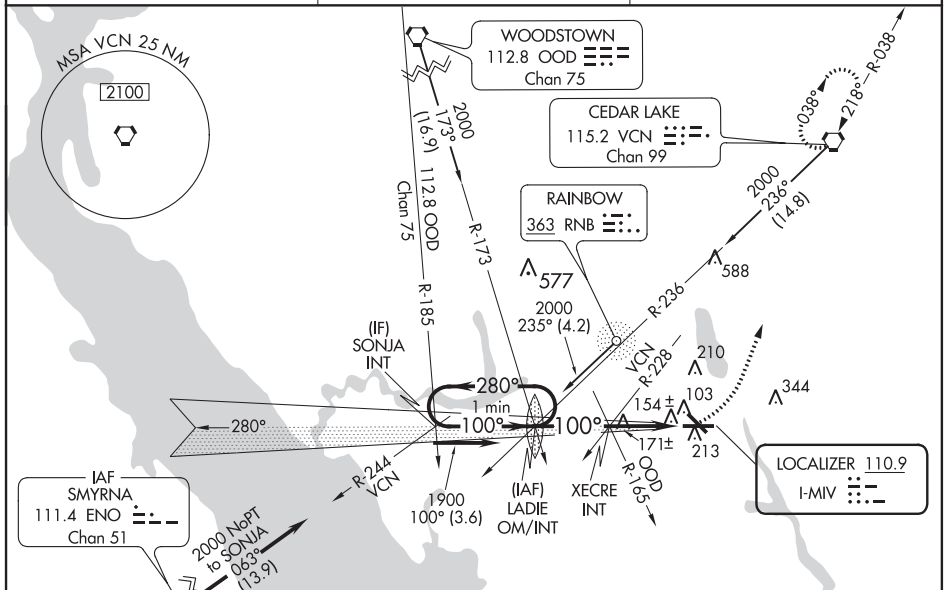
MILLVILLE MUNI (MIV)

⚠ Circling to Rwy 32 NA at night. When local altimeter setting not received, use Atlantic City altimeter setting and increase all DA/MDA 60 feet; increase S-LOC 10 Cat B and Circling Cat B visibility ¼ mile, S-LOC 10 Cats C/D and Circling Cats C/D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA. XECRE Fix Minimums: increase S-LOC 10 Cats C/D visibility ¼ mile. Inoperative table does not apply.

MALSR 

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

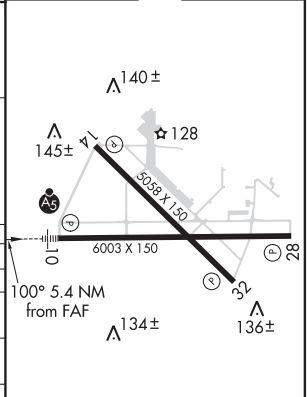
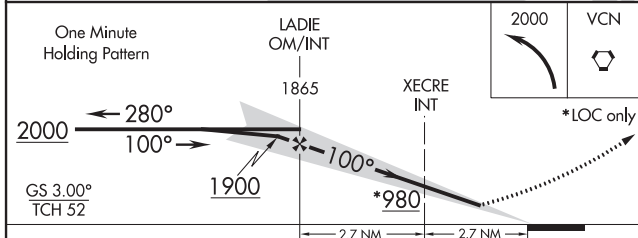
ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 1
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 85	TDZE 74
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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	980-3
			895 (900-2¾)	895 (900-3)
XECRE FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 10	440-1 366 (400-1)			
CIRCLING	520-1	540-1	540-1½	640-2
	435 (500-1)	455 (500-1)	455 (500-1½)	555 (600-2)

MIRL Rwy 10-28 and 14-32 1

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

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)

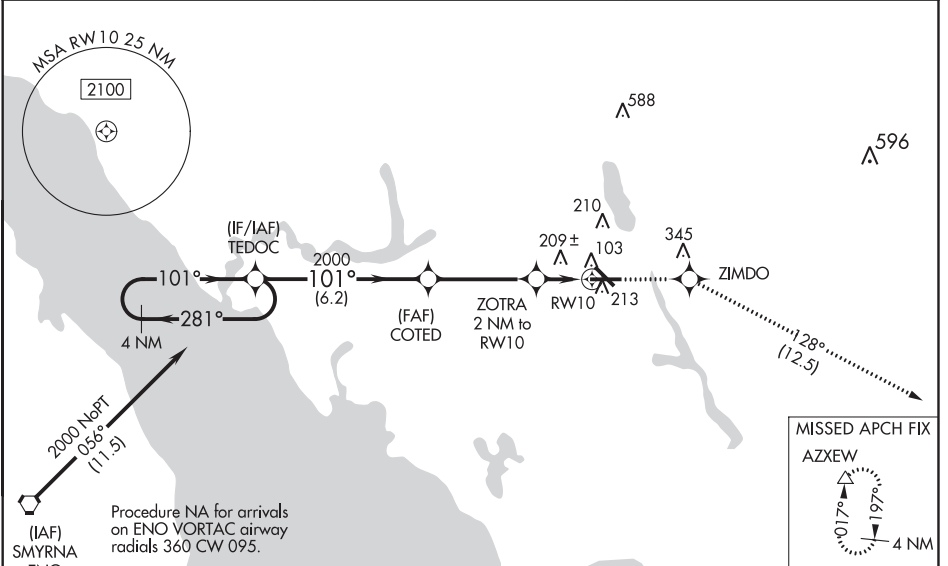
⚠ When VGSi inop, Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Atlantic City altimeter setting and increase LPV DA to 330, LNAV/VNAV DA to 571, and all MDA 60 feet; increase LNAV/VNAV all Cat and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Atlantic City altimeter setting. For inop MALSR when using Atlantic City altimeter setting, increase LNAV/VNAV all Cat visibility to 1%.
⚠ MALSR

MISSED APPROACH: Climb to 2000 direct ZIMDO and on track 128° to AZXEW and hold.

ASOS
119.6

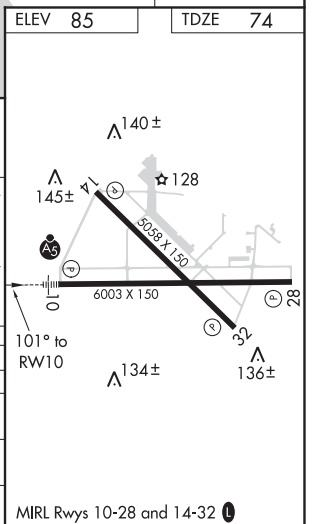
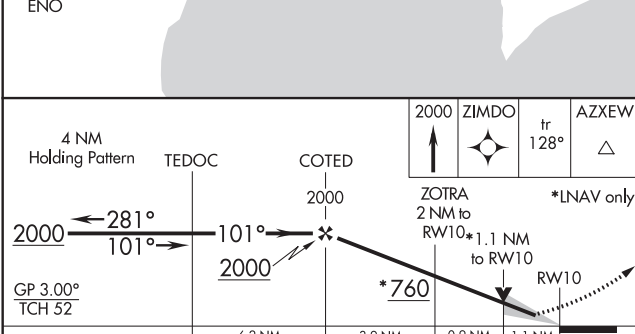
ATLANTIC CITY APP CON
124.6 327.125

UNICOM
123.0 (CTAF) 0



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	274-1/2		200 (200-1/2)	
LNAV/VNAV DA	515-1		441 (500-1)	
LNAV MDA	460-1/2	386 (400-1/2)	460-5/8	386 (400-5/8)
CIRCLING	520-1 435 (500-1)	540-1 455 (500-1)	540-1 1/2 455 (500-1 1/2)	640-2 555 (600-2)

MIRL Rwy's 10-28 and 14-32 0

MILLVILLE, NEW JERSEY

AL-891 (FAA)

16147

WAAS CH 82000 W14A	APP CRS 146°	Rwy Idg TDZE Apt Elev	5058 81 85
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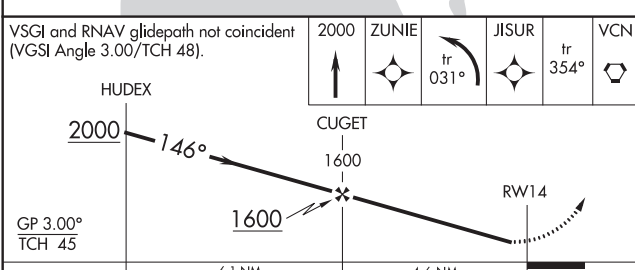
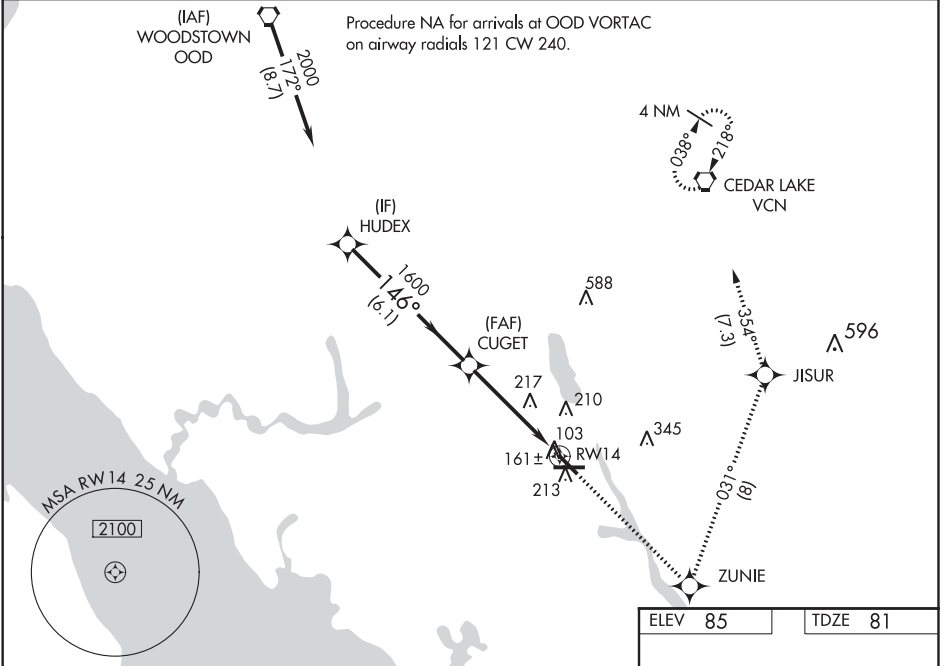
RNAV (GPS) RWY 14

MILLVILLE MUNI (MIV)

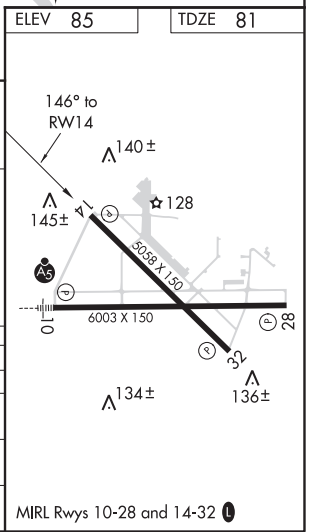
NA Circling to Rwy 32 NA at night. Baro-VNAV NA when using Woodbine Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Woodbine altimeter setting and increase all MDA 60 feet. When Rwy 14 VGSI inop, Straight-In and Circling minimums NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct ZUNIE and left turn on track 031° to JISUR and on track 354° to VCN VORTAC and hold.

ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	377-1 296 (300-1)			
LNAV/VNAV DA	550-1¾ 469 (500-1¾)			
LNAV MDA	480-1 399 (400-1)	480-1½ 399 (400-1½)		480-1¼ 399 (400-1¼)
CIRCLING	560-1 475 (500-1)	560-1½ 475 (500-1½)		640-2 555 (600-2)



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

MILLVILLE, NEW JERSEY
Orig-D 11DEC14

39°22'N-75°04'W

RNAV (GPS) RWY 14

WAAS CH 42700 W28A	APP CRS 281°	Rwy Idg TDZE Apt Elev	6003 85 85
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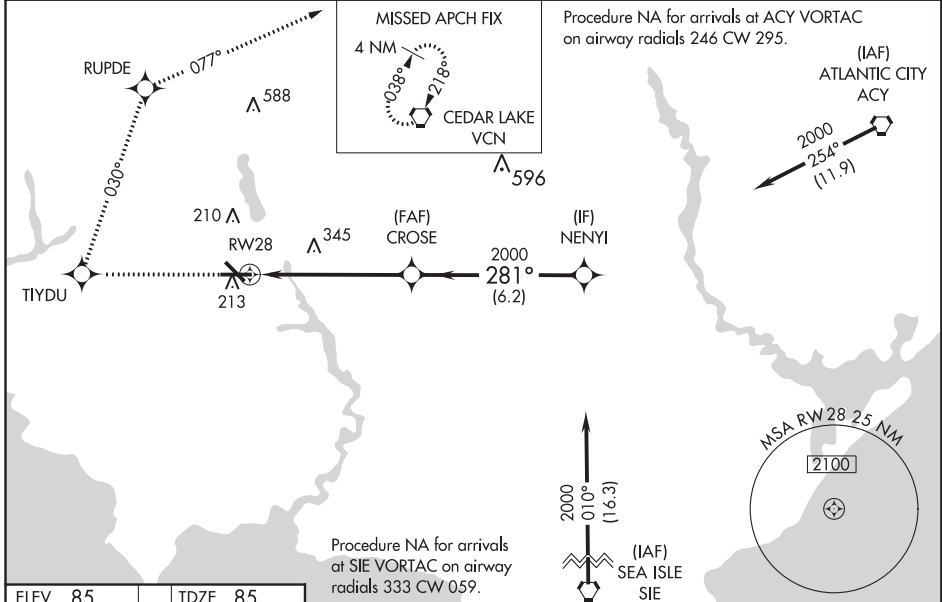
RNAV (GPS) RWY 28

MILLVILLE MUNI (MIV)

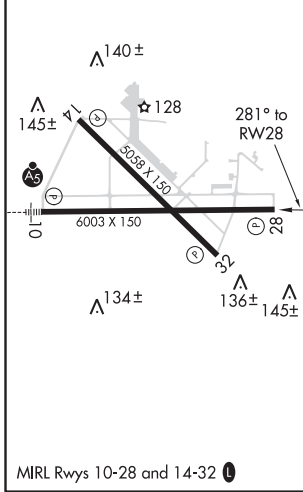
▽ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Circling to Rwy 32 NA at night. When local altimeter setting not received, use Atlantic City altimeter setting and increase all DA/MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Atlantic City altimeter setting.

MISSED APPROACH: Climb to 2000 direct TIYDU and right turn via 030° track to RUPDE and right turn 077° track to VCN VORTAC and hold.

ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 0
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ELEV 85	TDZE 85
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CATEGORY	A	B	C	D
LPV DA	344-1 259 (300-1)			
LNAV/VNAV DA	405-1 320 (400-1)			
LNAV MDA	640-1 555 (600-1)		640-1 ½ 555 (600-1 ½)	
CIRCLING	640-1 555 (600-1)		640-1 ½ 555 (600-1 ½)	
			640-1 ¾ 555 (600-1 ¾)	
			640-2 555 (600-2)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

MILLVILLE, NEW JERSEY

AL-891 (FAA)

16147

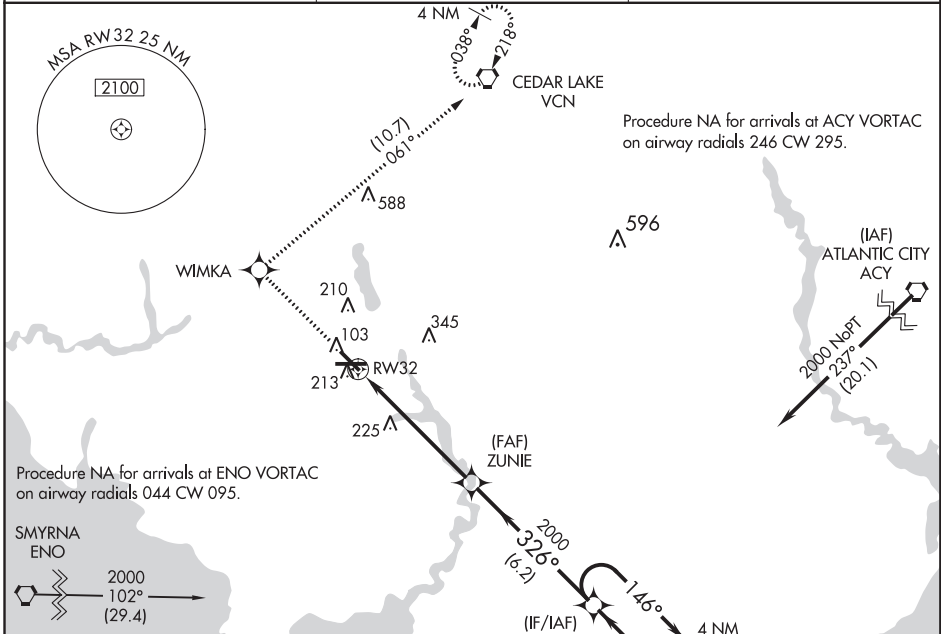
WAAS CH 86900 W32A	APP CRS 326°	Rwy Idg TDZE Apt Elev	5058 82 85
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RNAV (GPS) RWY 32
MILLVILLE MUNI (MIV)

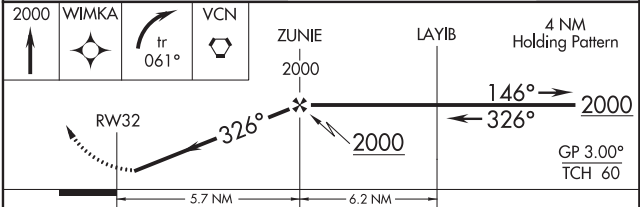
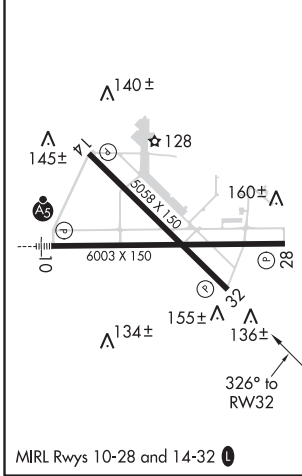
▼ Circling to Rwy 10 NA at night. Baro-VNAV NA when using Woodbine Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When local altimeter setting not received, use Woodbine Muni altimeter setting and increase all MDA 60 feet. When VGSI inop, Straight-In/Circling Rwy 32 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct WIMKA and right turn via 061° track to VCN VORTAC and hold.

ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 0
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ELEV 85	TDZE 82
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CATEGORY	A	B	C	D
LPV DA		381-1	299 (300-1)	
LNAV/VNAV DA		415-1	333 (400-1)	
LNAV MDA		480-1	398 (400-1)	480-1¼ 398 (400-1¼)
CIRCLING	520-1 435 (500-1)	540-1 455 (500-1)	560-1½ 475 (500-1½)	640-2 555 (600-2)

MILLVILLE, NEW JERSEY
Orig-B 21AUG14

39°22'N-75°04'W

MILLVILLE MUNI (MIV)
RNAV (GPS) RWY 32

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

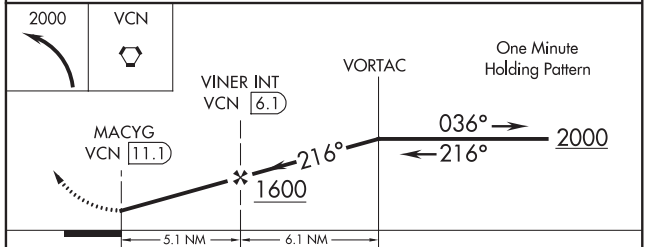
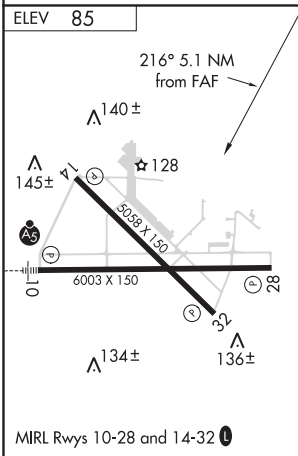
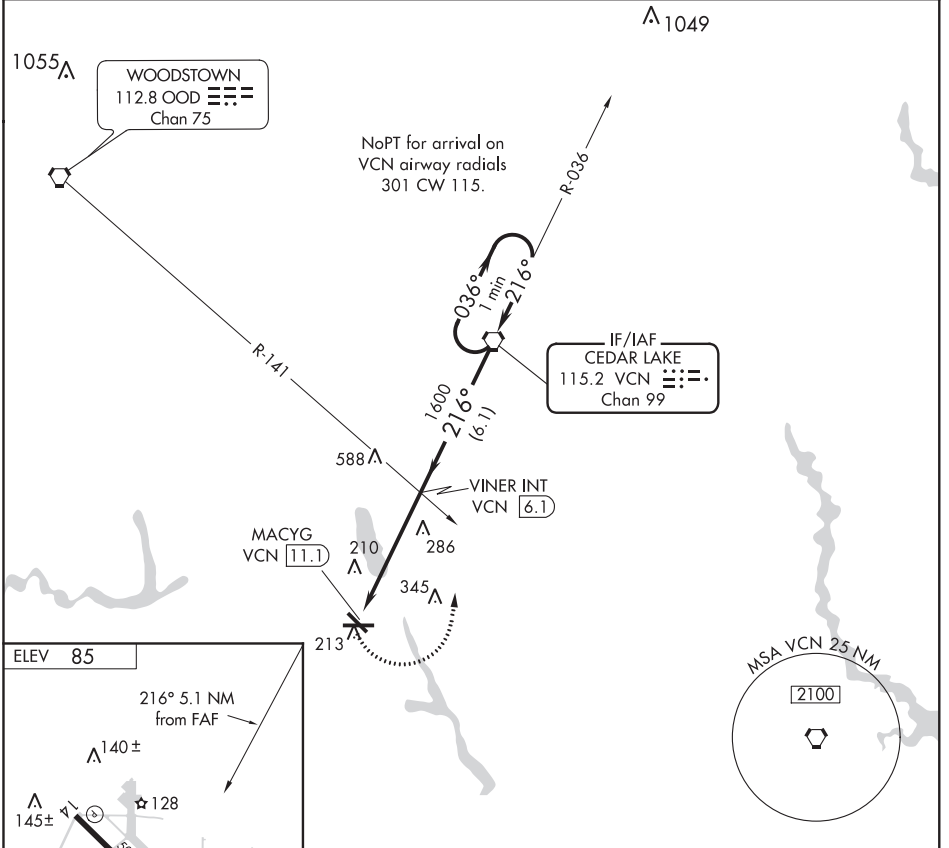
VORTAC VCN 115.2 Chan 99	APP CRS 216°	Rwy Idg TDZE Apt Elev	N/A N/A 85
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VOR-A
MILLVILLE MUNI (M1V)

⚠ When local altimeter setting not received, use Atlantic City altimeter setting and increase all MDA 60 feet. Circling to Rwy 32 NA at night. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) ①
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FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42
CATEGORY	A	B	C	D	
CIRCLING	600-1	515 (600-1)	600-1½ 515 (600-1½)	640-2 555 (600-2)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LEEAH FOUR DEPARTURE

ATLANTIC CITY DEP CON
124.6 327.125
ASOS 119.6
CTAF 123.0

**TOP ALTITUDE:
1800**

ROBBINSVILLE
113.8 RBV
Chan 85

WOODSTOWN
112.8 OOD
Chan 75

CEDAR LAKE
115.2 VCN
Chan 99

COYLE
113.4 CYN
Chan 81
N39°49.04'-W74°25.90'
L-34, H-10-12

DUPONT
114.0 DGO
Chan 87

ATLANTIC CITY
108.6 ACY
Chan 23

SMYRNA
111.4 ENO
Chan 51
N39°13.90'-W75°30.96'
L-34, H-10-12

LEEAH
N39°15.65'-W74°57.18'
L-34
1800

WATERLOO
112.6 ATR
Chan 73
N38°48.59'-W75°12.68'
L-34-36, H-10-12

TAKE-OFF MINIMUMS:
Rwys 10, 14, 28, 32:
Standard.

TAKEOFF OBSTACLES:

- 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/139' right of centerline, up to 72' AGL/154' MSL.
- Rwy 28: Multiple trees beginning 28' from DER, 144' left/167' right of centerline, up to 80' AGL/154' MSL.
- Rwy 32: Multiple trees beginning 34' from DER, 341' left/273' right of centerline, up to 71' AGL/152' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 28, 32: Turn right heading 045° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . .

TAKE-OFF RUNWAYS 10, 14: Turn left heading 109° and OOD R-154 to LEEAH INT, then via (transition) or (assigned route). Thence . . .

. . . Maintain 1800, expect filed altitude/flight level 10 minutes after departure.

COYLE TRANSITION (LEEAH4.CYN): From over LEEAH INT via CYN R-226 to CYN VORTAC.

SMYRNA TRANSITION (LEEAH4.ENO): From over LEEAH INT via ENO R-095 to ENO VORTAC.

WATERLOO TRANSITION (LEEAH4.ATR): From over LEEAH INT via ATR R-033 to ATR VOR/DME.

LEEAH FOUR DEPARTURE

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 6

MONTAUK (MTP)

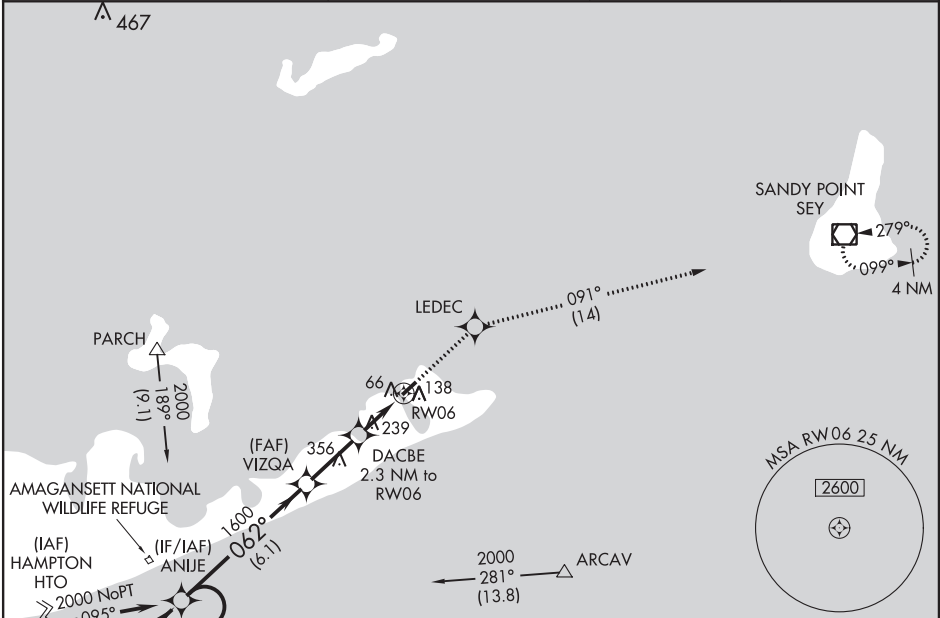
APP CRS	Rwy Idg	2944
062°	TDZE	6
	Apt Elev	7

▽ DME/DME RNP-0.3 NA. Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting and increase all MDA 20 feet; increase LNAV Cats C and D and Circling Cat C visibility 1/8 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

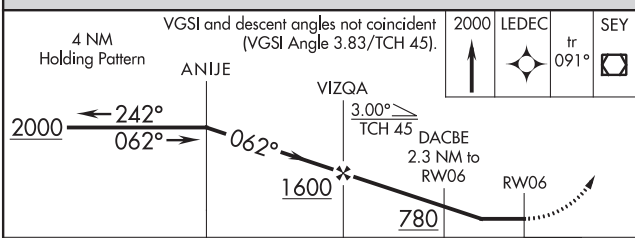
△ NA

MISSED APPROACH:
Climb to 2000 direct LEDEC and on track 091° to SEY VOR/DME and hold.

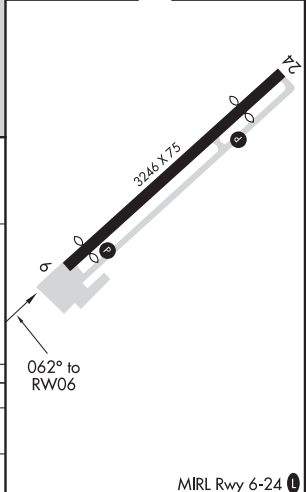
GROTON-NEW LONDON ASOS 127.0	NEW YORK APP CON 125.975 343.65	UNICOM 122.7 (CTAF)	121.7 0
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Procedure NA for arrivals on HTO VORTAC
airway radials 039 CW 079.



ELEV 7	TDZE 6
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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	580-2
			573 (600-1½)	573 (600-2)

MIRL Rwy 6-24 0

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2578
242°	TDZE	7
	Apt Elev	7

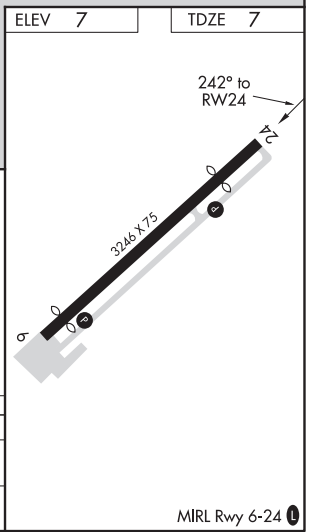
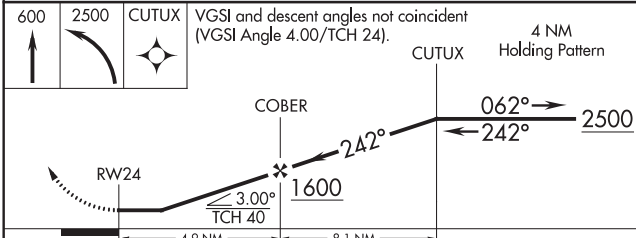
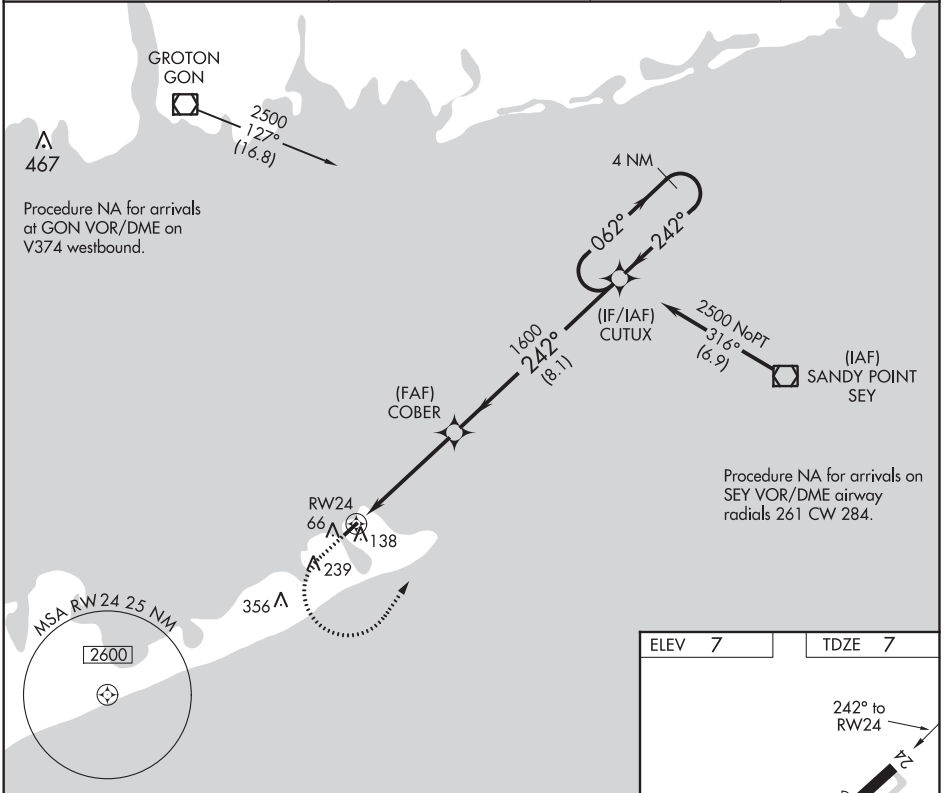
RNAV (GPS) RWY 24

MONTAUK (MTP)

▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
△ NA Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting and increase all MDA 20 feet and increase LNAV Cats C and D visibility 1/8 mile.
 Procedure NA at night.

MISSED APPROACH:
 Climb to 600 then climbing left turn to 2500 direct CUTUX and hold.

GROTON-NEW LONDON ASOS 127.0	NEW YORK APP CON 125.975 343.65	UNICOM 122.7 (CTAF)	121.7 0
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CATEGORY	A	B	C	D
LNAV MDA	520-1	513 (600-1)	520-1 3/8	513 (600-1 3/8)
CIRCLING	580-1	573 (600-1)	580-1 1/2	580-2
			573 (600-1 1/2)	573 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

HTO VORTAC 113.6 Chan 83	APP CRS 075°	Rwy Idg TDZE Apt Elev	2944 6 7
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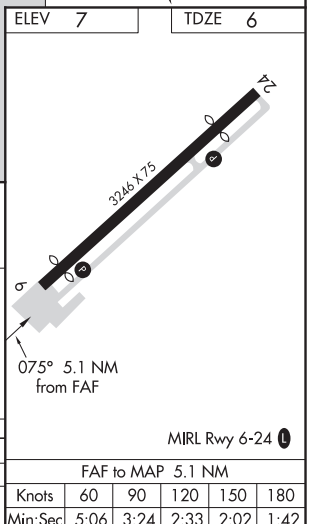
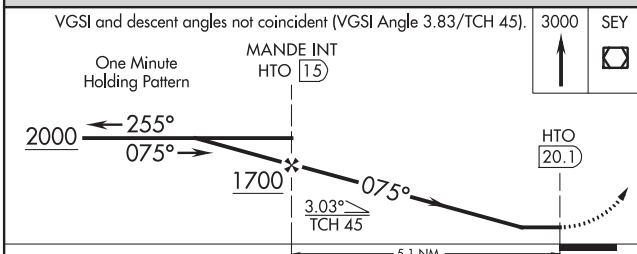
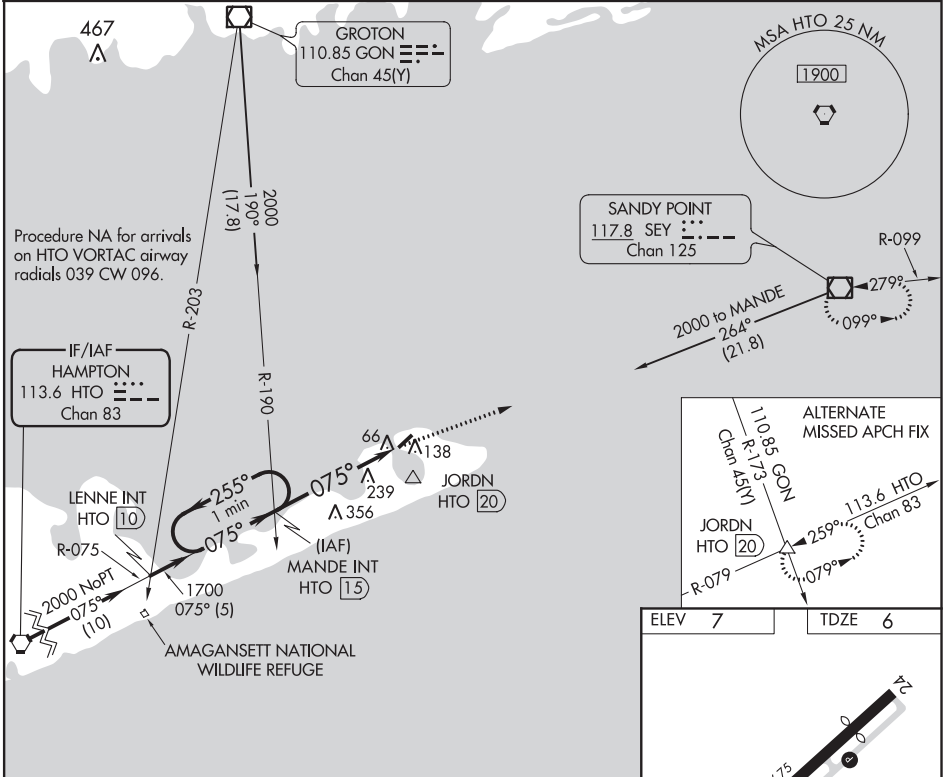
VOR RWY 6

MONTAUK (MTP)

NA Use Groton-New London altimeter setting; when not received use Block Island State altimeter setting.
Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct SEY VOR/DME and hold.

GROTON-NEW LONDON ASOS 127.0	NEW YORK APP CON 125.975 343.65	UNICOM 122.7 (CTAF)	121.7
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CATEGORY	A	B	C	D
S-6	660-1	654 (700-1)		NA
CIRCLING	660-1	653 (700-1)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC FMGJ 111.7	APP CRS 029°	Rwy Idg 4705
		TDZE 353
		Apt Elev 364

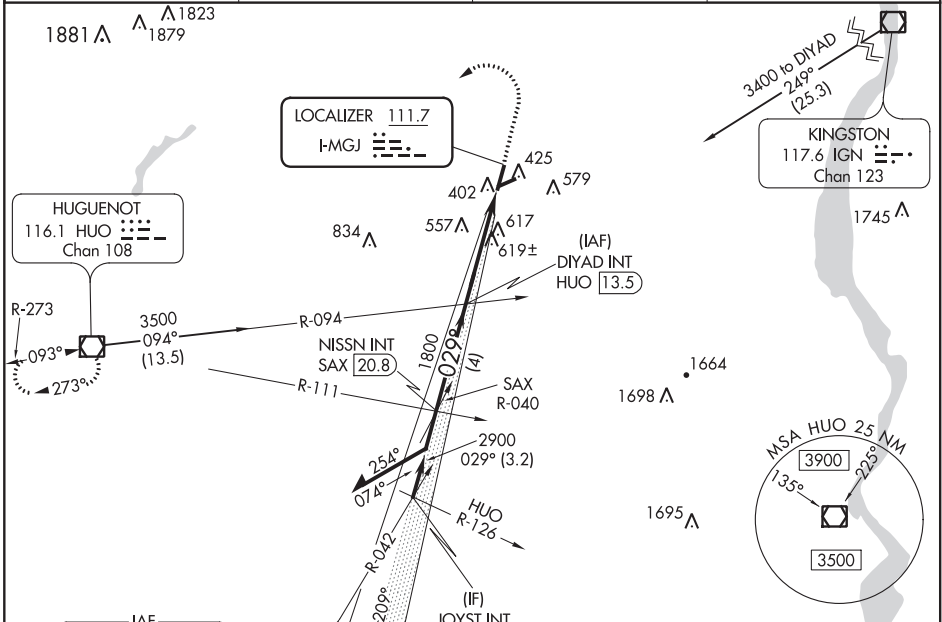
ILS or LOC RWY 3

ORANGE COUNTY (MGJ)

⚠ Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 21, 26 NA.
⚠ When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase S-ILS-3 all Cats and S-LOC-3 and Circling Cats C and D visibility 1/4 mile and Circling Cat A visibility 1/4 mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct HVO VOR/DME and hold.

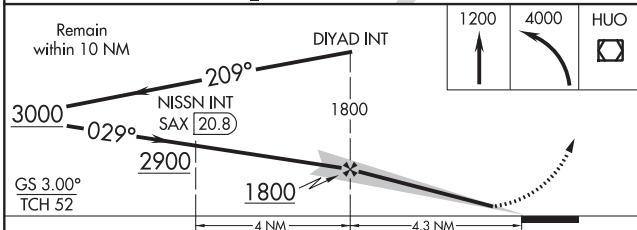
ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF)
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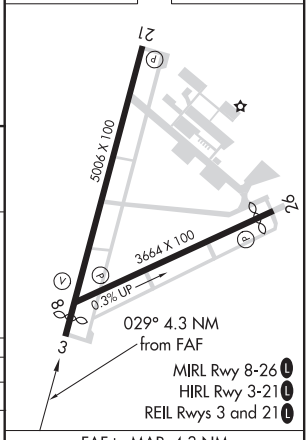
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals on SAX VORTAC airway radials 297 CW 177.



ELEV 364	TDZE 353
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CATEGORY	A	B	C	D
S-ILS 3	699-1 1/4 346 (400-1 1/4)			
S-LOC 3	1000-1	647 (700-1)	1000-1 3/4 647 (700-1 3/4)	1000-2 647 (700-2)
CIRCLING	1200-1 836 (900-1)	1200-1 1/4 836 (900-1 1/4)	1200-2 1/2 836 (900-2 1/2)	1200-2 3/4 836 (900-2 3/4)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

RNAV (GPS) RWY 3

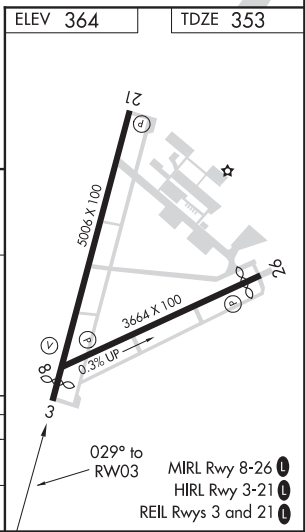
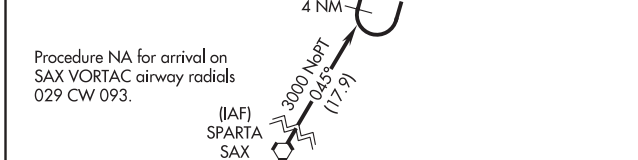
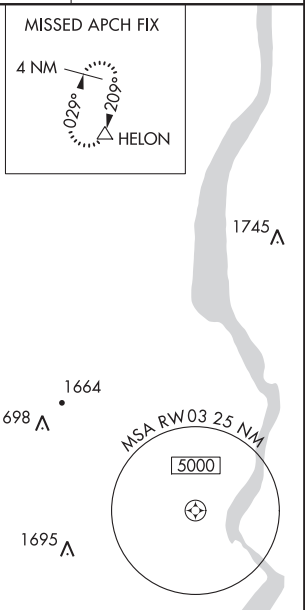
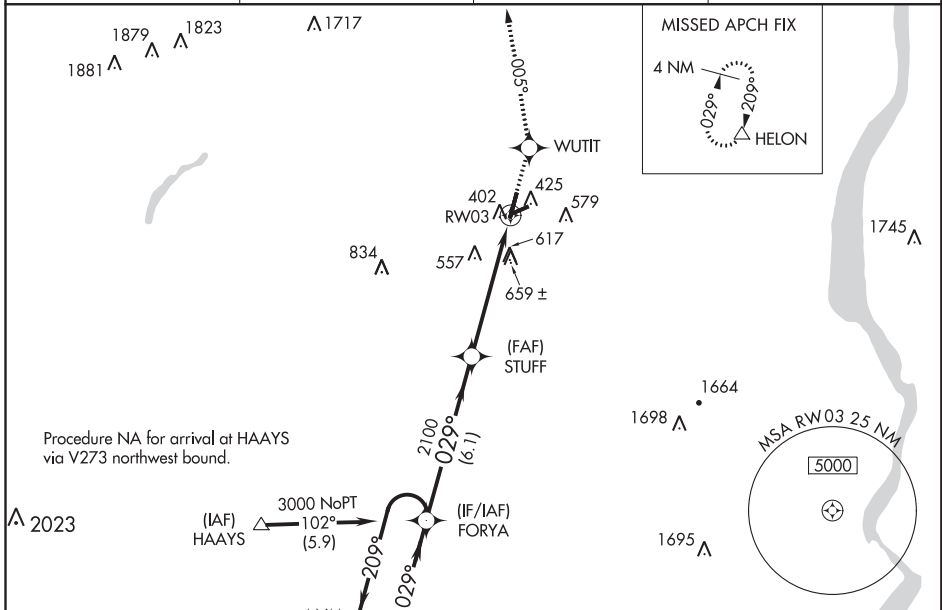
ORANGE COUNTY (MGJ)

APP CRS 029°	Rwy Idg 4705
	TDZE 353
	Apt Elev 364

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cats A, C and D visibility ½ mile. VDP NA with Poughkeepsie altimeter setting. Night landing: Rwy 21, 26 NA.

MISSED APPROACH: Climb to 4900 direct WUTIT and via track 005° to HELON and hold, continue climb-in-hold to 4900.

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1220-1 867 (900-1)	1220-1¼ 867 (900-1¼)	1220-2½ 867 (900-2½)	1220-2¾ 867 (900-2¾)
CIRCLING	1220-1 856 (900-1)	1220-1¼ 856 (900-1¼)	1220-2½ 856 (900-2½)	1220-2¾ 856 (900-2¾)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50216 W08A	APP CRS 080°	Rwy Idg TDZE Apt Elev	3664 359 364
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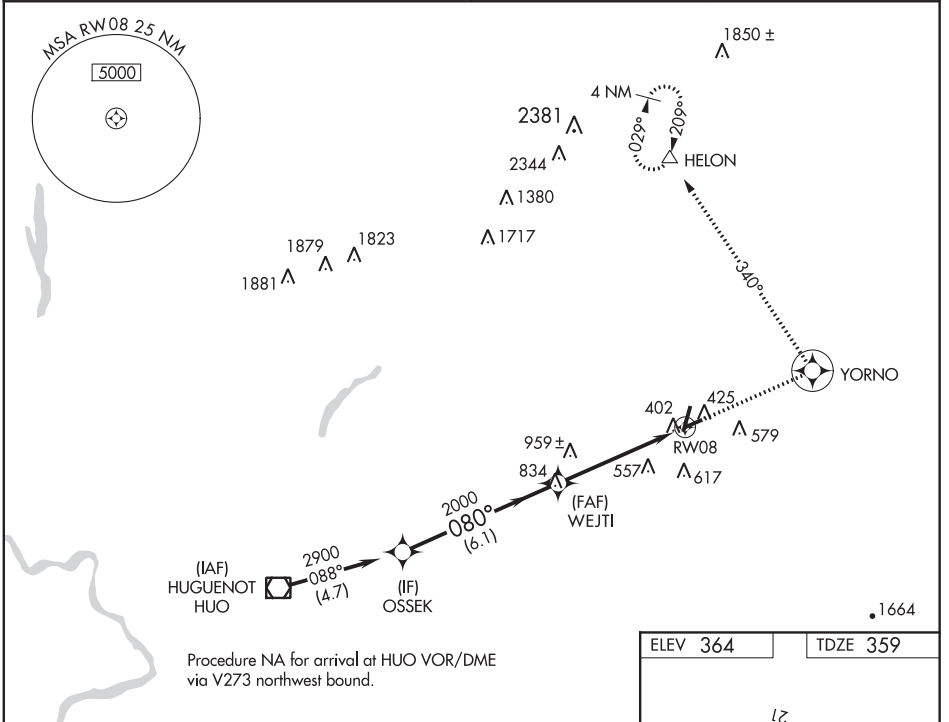
RNAV (GPS) RWY 8

ORANGE COUNTY (MGJ)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Poughkeepsie altimeter setting; increase DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile and increase LNAV and Circling Cats A, C, and D visibility ¼ mile. Night landing: Rwy 21, 26 NA.

⚠ MISSED APPROACH: Climb to 4900 direct YORNO and left turn via track 340° to HELON and hold, continue climb-in-hold to 4900.

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CINC DEL 123.85	UNICOM 122.725 (CTAF) 0
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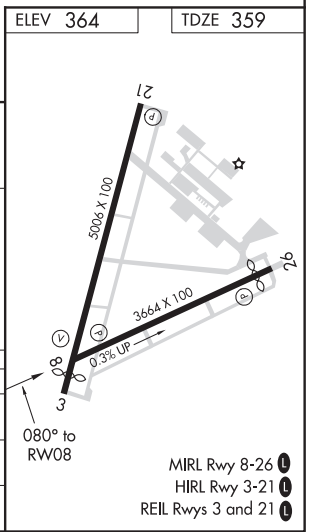


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 49).

OSSEK	WEJTI	RW08		
2900	2000			
080°				
6.1 NM	5 NM			
CATEGORY	A	B	C	D
LPV DA	1059-2½ 700 (700-2½)			
LNAV MDA	1220-1 861 (900-1)	1220-1¼ 861 (900-1¼)	1220-2½ 861 (900-2½)	1220-2¾ 861 (900-2¾)
CIRCLING	1220-1 856 (900-1)	1220-1¼ 856 (900-1¼)	1220-2½ 856 (900-2½)	1220-2¾ 856 (900-2¾)



WAAS CH 86416 W21A	APP CRS 210°	Rwy Idg TDZE Apt Elev	5006 353 364
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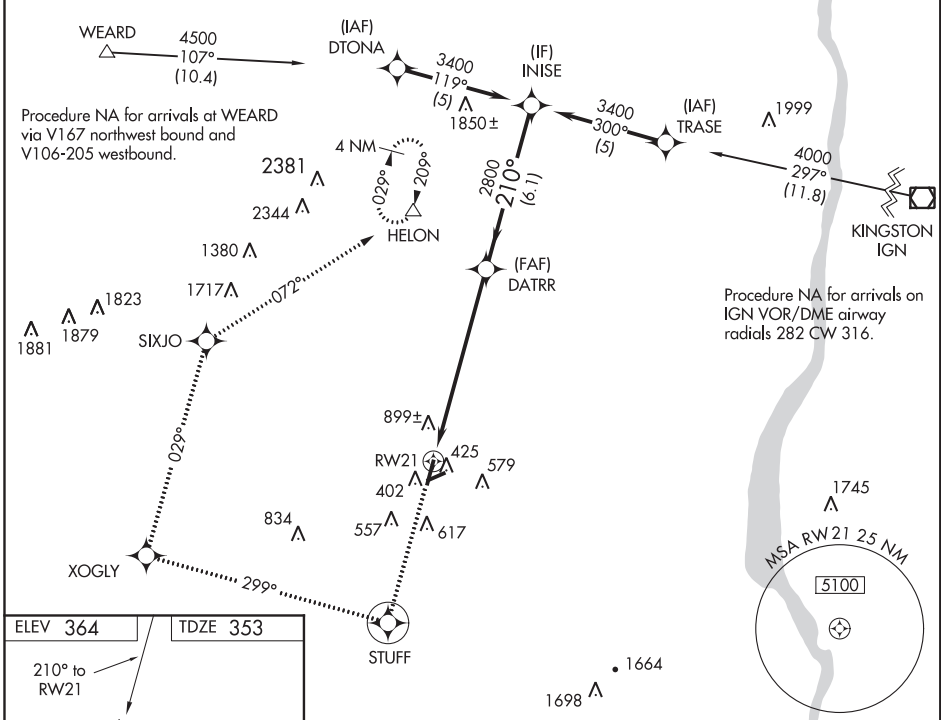
RNAV (GPS) RWY 21

ORANGE COUNTY (MGJ)

▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet, and all MDA 80 feet, increase LPV all Cats and LNAV and Circling Cats A, C, and D visibility ¼ mile. Night landing: Rwy 21, 26 NA.

MISSED APPROACH: Climb to 4000 direct STUFF and right turn via track 299° to XOGLY and right turn via track 029° to SIXJO and Circling Cats A, C, and D visibility ¼ mile. Night landing: Rwy 21, 26 NA.

ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 364	TDZE 353
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MIRL Rwy 8-26
HIRL Rwy 3-21
REIL Rws 3 and 21

4000	STUFF	XOGLY	SIXJO	HELON	Procedure Turn NA
↑	↻ tr 299°	↻ tr 029°	↻ tr 072°	△	INISE
VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 38).					
RW21		DATRR	3400		
			2800		
7.1 NM		6.1 NM			
GP 3.10°	TCH 55				
CATEGORY	A	B	C	D	
LPV DA	704-1¼ 351 (400-1¼)				
LNAV MDA	1220-1 867 (900-1)	1220-1¼ 867 (900-1¼)	1220-2½ 867 (900-2½)	1220-2¾ 867 (900-2¾)	
CIRCLING	1220-1 856 (900-1)	1220-1¼ 856 (900-1¼)	1220-2½ 856 (900-2½)	1220-2¾ 856 (900-2¾)	

APP CRS 260°	Rwy Idg 3349
	TDZE 364
	Apt Elev 364

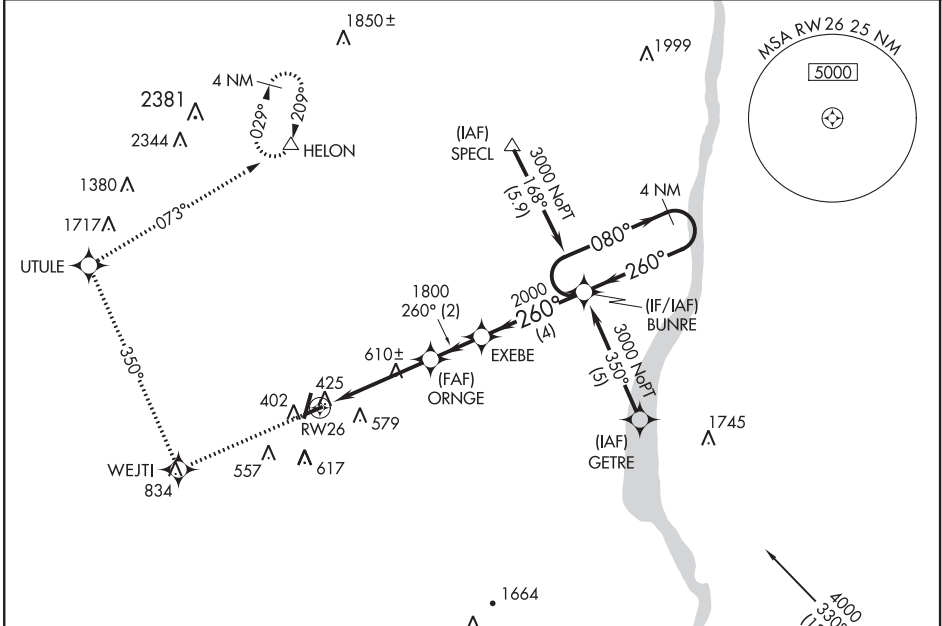
RNAV (GPS) RWY 26

ORANGE COUNTY (MGJ)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Poughkeepsie altimeter setting; increase all MDA 80 feet and increase LNAV and Circling Cats A, C, and D visibility ¼ mile. Night landing: Rwy 21, 26 NA.

⚠ MISSED APPROACH: Climb to 4000 direct WEJTI and right turn on track 350° to UTULE and on track 073° to HELON and hold.

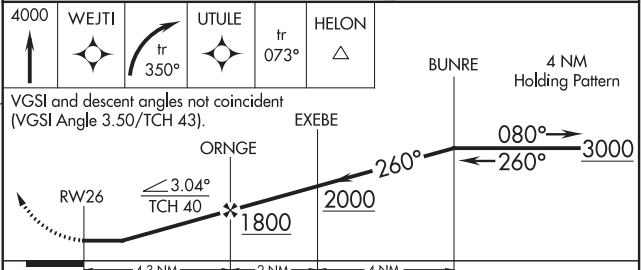
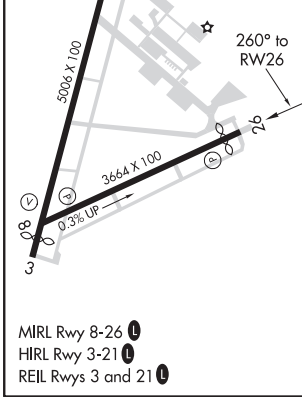
ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 364	TDZE 364
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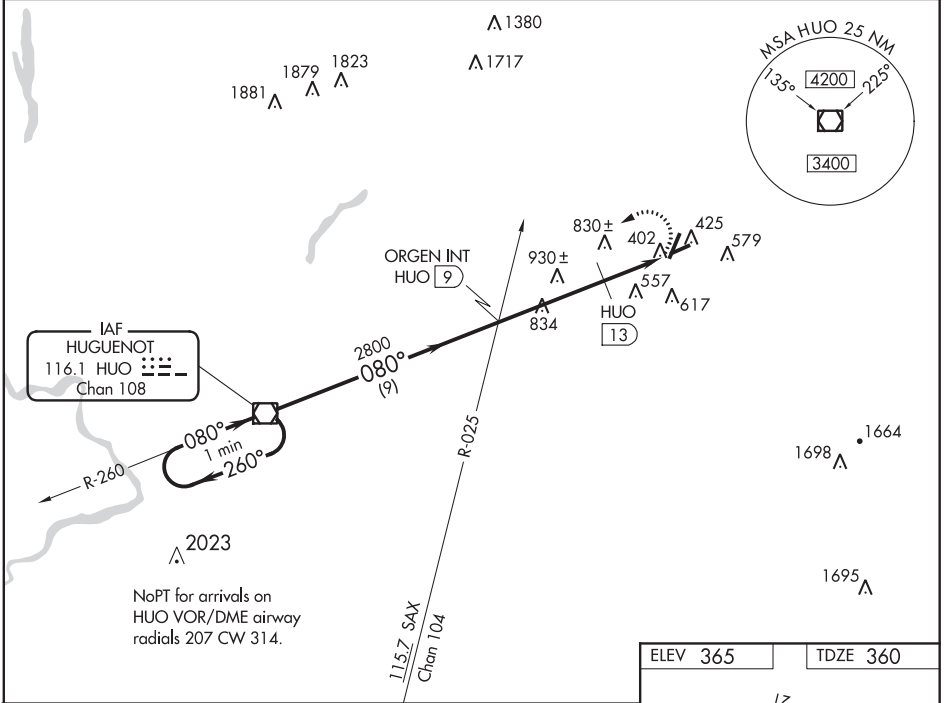


CATEGORY	A	B	C	D
LNAV MDA	920-1	556 (600-1)	920-1½ 556 (600-1½)	920-1¾ 556 (600-1¾)
CIRCLING	1200-1 836 (900-1)	1200-1¼ 836 (900-1¼)	1200-2½ 836 (900-2½)	1200-2¾ 836 (900-2¾)

VOR/DME HUO 116.1 Chan 108	APP CRS 080°	Rwy Idg TDZE Apt Elev	3664 360 365
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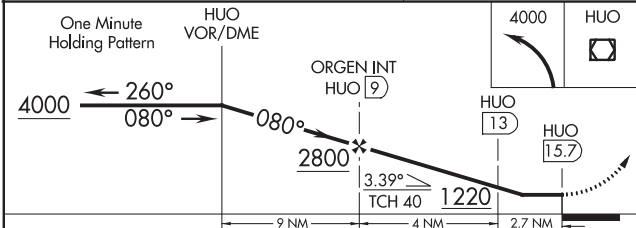
VOR RWY 8
ORANGE COUNTY (MGJ)

		MISSED APPROACH: Climbing left turn to 4000 direct HUO VOR/DME and hold.	
ASOS 119.275	NEW YORK APP CON 132.75 363.1	CLNC DEL 123.85	UNICOM 122.725 (CTAF)

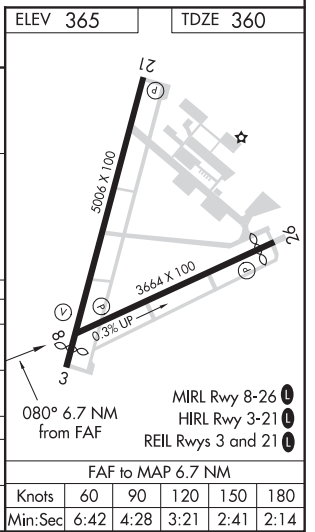


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-8	1220-1 860 (900-1)	1220-1¼ 860 (900-1¼)	1220-2½ 860 (900-2½)	1220-2¾ 860 (900-2¾)
CIRCLING	1220-1 855 (900-1)	1220-1¼ 855 (900-1¼)	1220-2½ 855 (900-2½)	1220-2¾ 855 (900-2¾)
DME MINIMUMS				
S-8	1160-1 800 (800-1)	1160-1¼ 800 (800-1¼)	1160-2¼ 800 (800-2¼)	1160-2½ 800 (800-2½)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)



MONTECELLO, NEW YORK

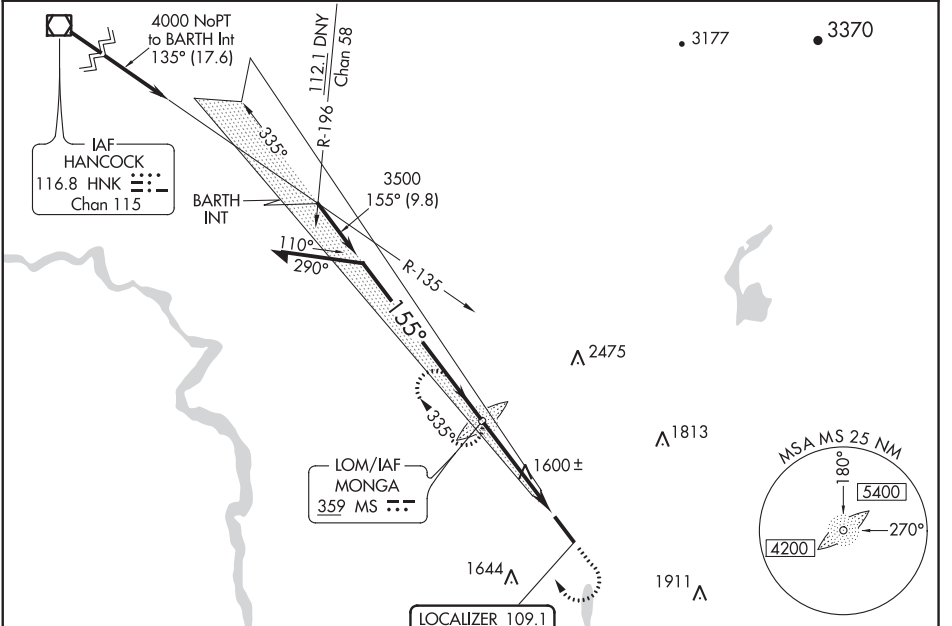
AL-5675 (FAA)

14289

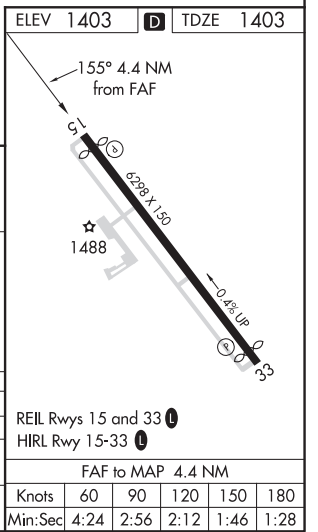
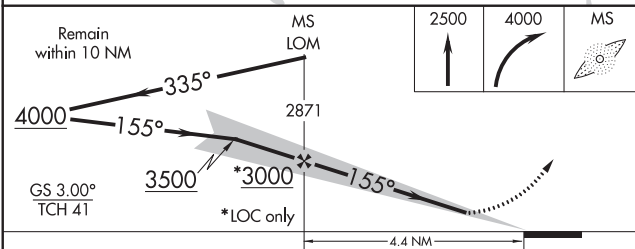
LOC I-MSV 109.1	APP CRS 155°	Rwy Ldg 5898 TDZE 1403 Apt Elev 1403
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ILS or LOC RWY 15
SULLIVAN COUNTY INTL (MSV)

<p>When local altimeter setting not received, use Newburgh altimeter setting: increase DA to 1858 and all visibilities ½ mile; increase all MDA 220 feet and S-LOC 15 Cats C/D visibilities ¾ mile and Circling Cats C/D visibilities ½ mile. Helicopter visibility reduction below ¾ SM NA.</p>			<p>MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.</p>
AWOS-3 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF)



ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 15		1653-1	250 (300-1)	
S-LOC 15	1860-1	457 (500-1)	1860-1¼ 457 (500-1¼)	1860-1½ 457 (500-1½)
CIRCLING	1900-1	497 (500-1)	1900-1½ 497 (500-1½)	1960-2 557 (600-2)

MONTECELLO, NEW YORK
Amdt 5E 16OCT14

41°42'N-74°48'W

ILS or LOC RWY 15
SULLIVAN COUNTY INTL (MSV)

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, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56615 W15A	APP CRS 155°	Rwy Ldg TDZE Apt Elev	5898 1403 1403
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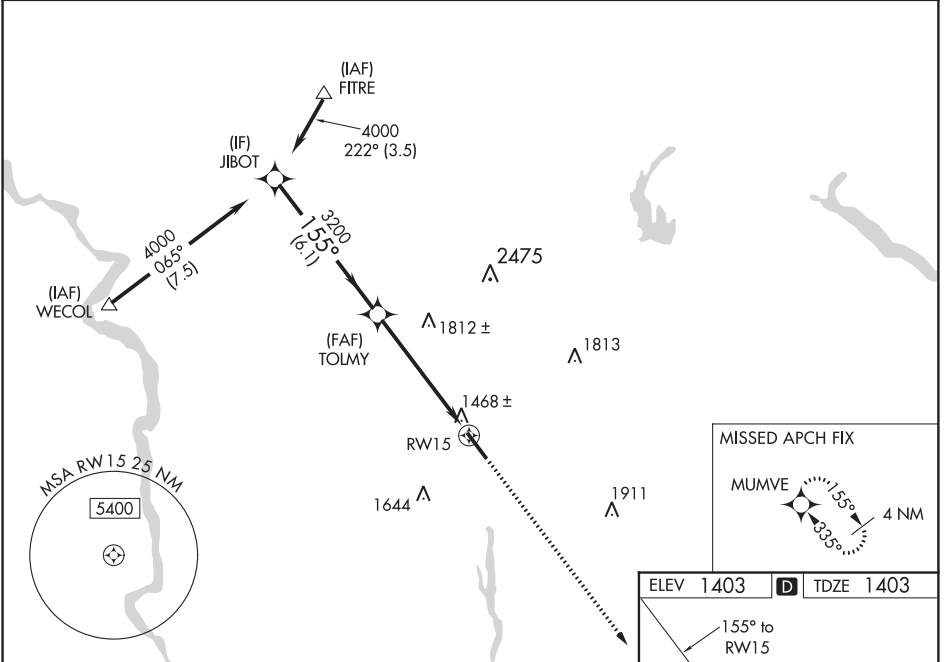
RNAV (GPS) RWY 15

SULLIVAN COUNTY INTL (MSV)

⚠ Baro-VNAV NA when using Newburgh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Newburgh altimeter setting and increase LPV DA to 1858 and visibility all Cats 1/2 mile, increase LNAV/VNAV DA to 2077 and visibility Cats A/B/C 1/4 mile, Cat D 1/2 mile; increase all MDA 220 feet and LNAV Cat B visibility 1/4 mile, Cats C/D 3/4 mile, Circling Cat B visibility 1/4 mile, Cat C 3/4 mile, Cat D 1/2 mile.

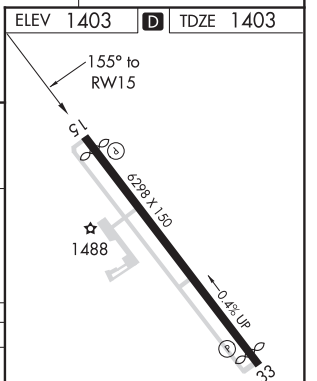
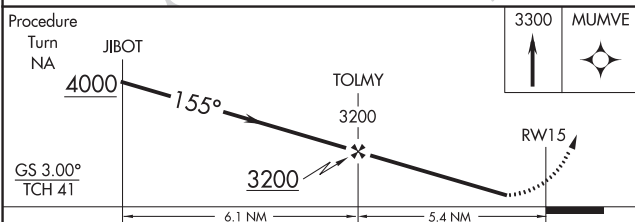
MISSED APPROACH: Climb to 3300 direct MUMVE and hold.

AWOS-3 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1653-1		250 (300-1)	
LNAV/VNAV DA	1872-1 3/4		469 (500-1 3/4)	
LNAV MDA	1980-1	577 (600-1)	1980-1 1/2 577 (600-1 1/2)	1980-1 3/4 577 (600-1 3/4)
CIRCLING	1980-1	577 (600-1)	1980-1 1/2 577 (600-1 1/2)	1980-2 577 (600-2)

REIL Rwy 15 and 33 **L**
 HIRL Rwy 15-33 **L**

RNAV (GPS) RWY 33

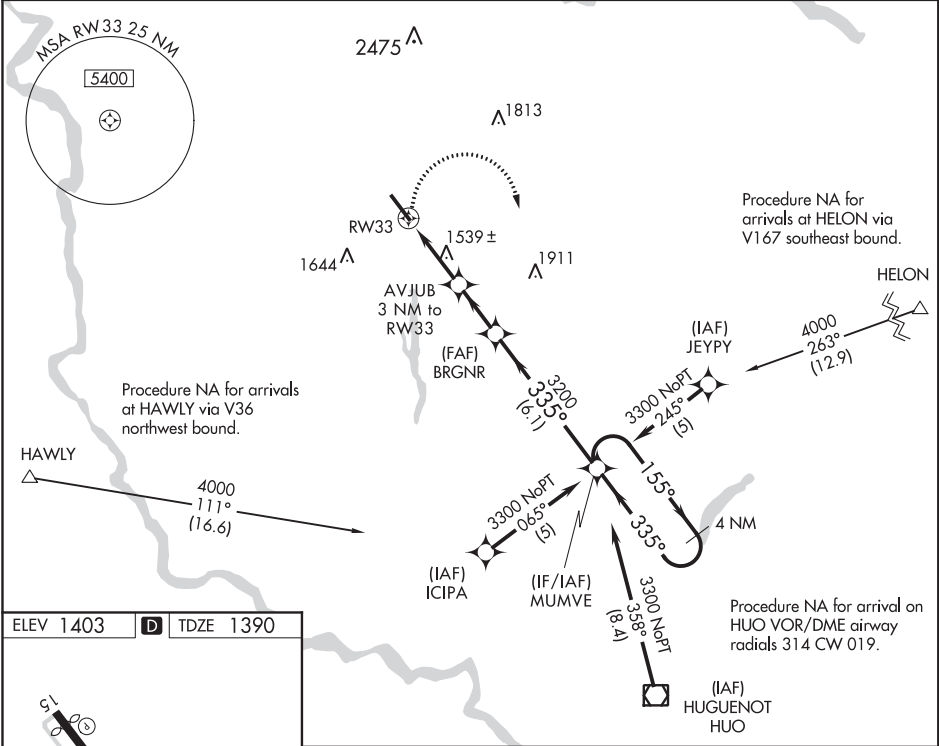
SULLIVAN COUNTY INTL (MSV)

APP CRS 335°	Rwy Ldg TDZE Apt Elev	5798 1390 1403
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⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet, increase LNAV Cats C/D and Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile. VDP NA when using Newburgh altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 direct MUMVE and hold.

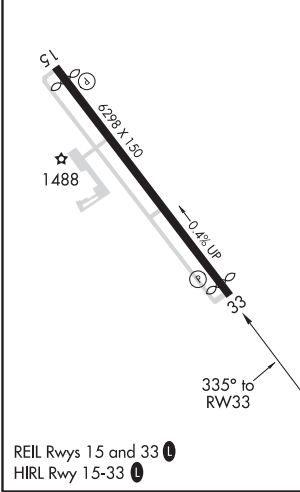
AWOS-3 124.725	NEW YORK APP CON 132.75 363.1	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
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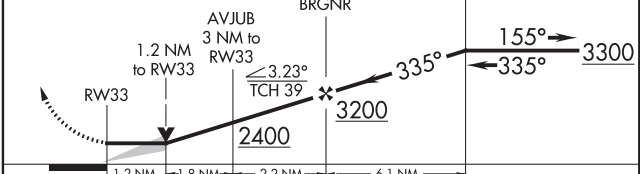
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1403	D	TDZE 1390
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3300	MUMVE	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).	4 NM Holding Pattern
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CATEGORY	A	B	C	D
LNAV MDA	1820-1	430 (500-1)	1820-1¼ 430 (500-1¼)	1820-1½ 430 (500-1½)
CIRCLING	1900-1	497 (500-1)	1900-1½ 497 (500-1½)	1960-2 557 (600-2)

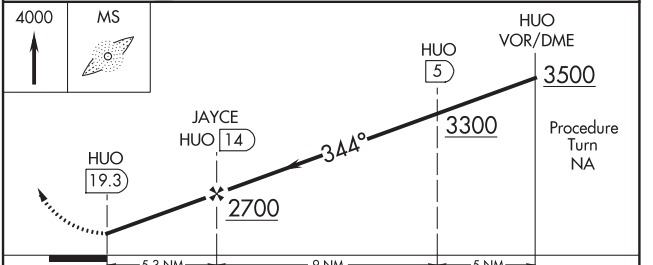
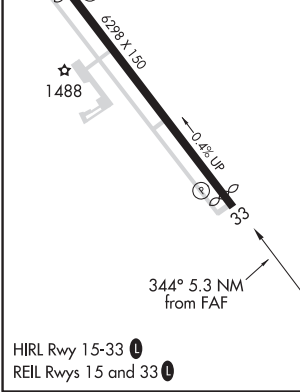
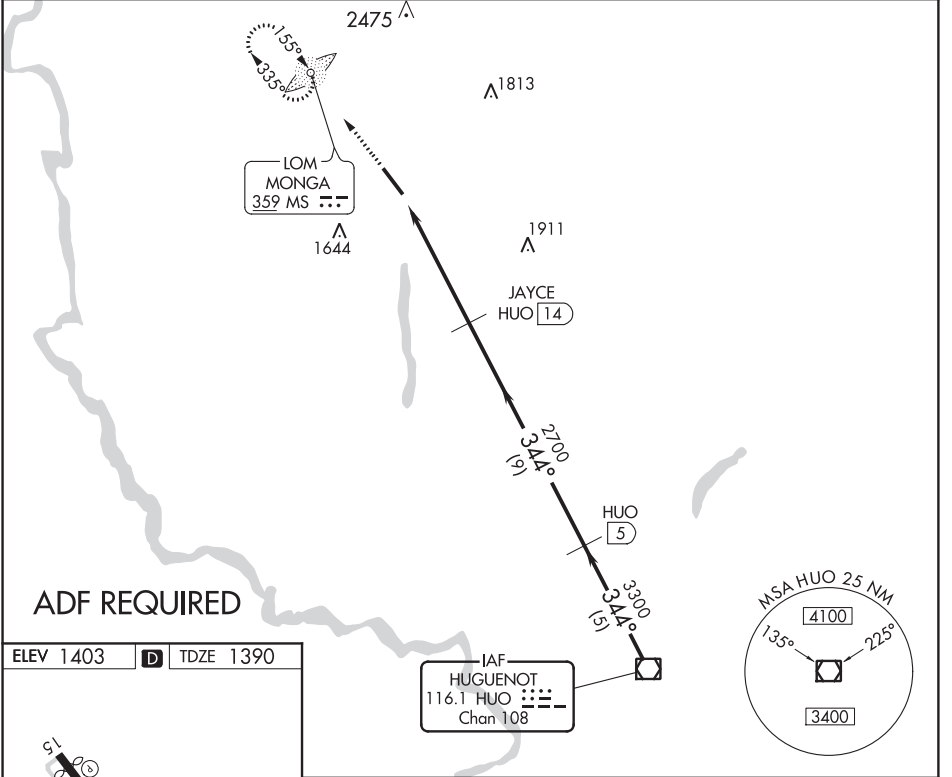
VOR/DME H ^{UO}	APP CRS	Rwy Ldg	5798
116.1	344°	TDZE	1390
Chan 108		Apt Elev	1403

VOR/DME RWY 33
SULLIVAN COUNTY INTL (MSV)

⚠ Night landing: Rwy 33 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet and Cat B visibility ¼ mile, Cats C/D ¾ mile, Circling Cat B visibility ¼ mile, Cat C ¾ mile, Cat D ½ mile.

⚠ NA MISSED APPROACH: Climb to 4000 direct MS LOM and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-33	1980-1 590 (600-1)		1980-1½ 590 (600-1½)	1980-1¾ 590 (600-1¾)
CIRCLING	1980-1 577 (600-1)		1980-1½ 577 (600-1½)	1980-2 577 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

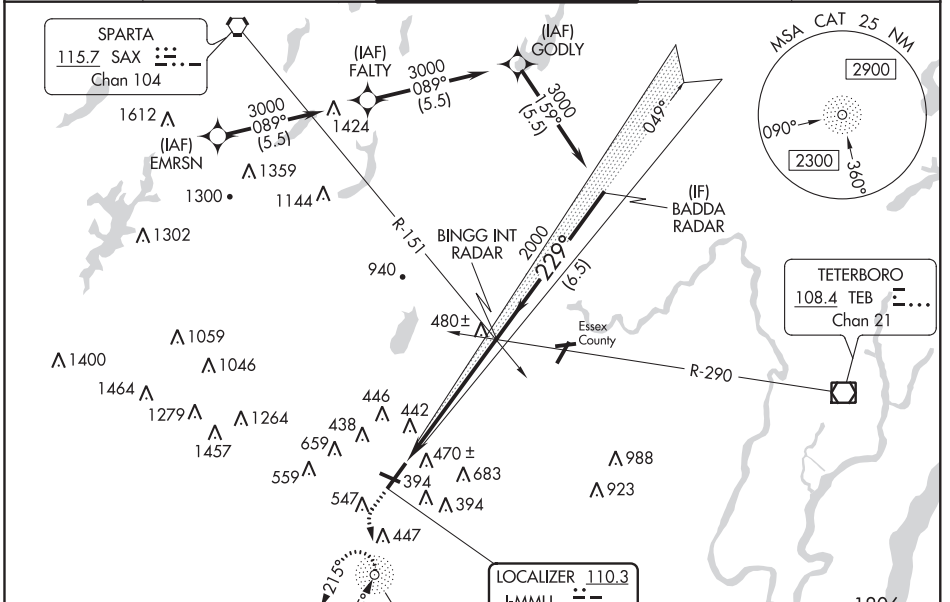
LOC I-MMU 110.3	APP CRS 229°	Rwy Idg TDZE Apt Elev	5998 183 187
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ILS or LOC RWY 23

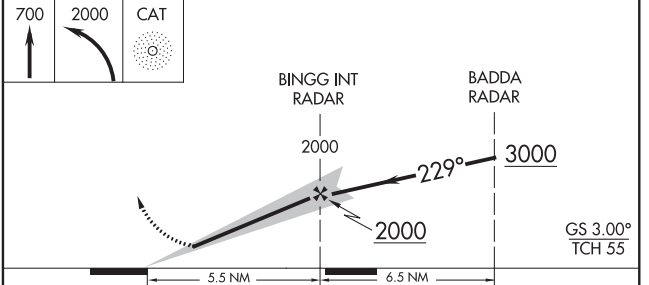
MORRISTOWN MUNI (MMU)

<p>⚠ Night landing: Rwy 13, 31 NA. When local altimeter setting not received, use Newark Liberty Intl altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase S-LOC 23 Cat C and D visibility 1/4 mile. Autopilot coupled approach NA below 732. ADF required.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct CAT NDB and hold, continue climb-in-hold to 2000.</p>
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ATIS 124.25	NEW YORK APP CON 127.6 379.9	MORRISTOWN TOWER * 118.10 (CTAF) 353.9	GND CON 134.2	CLNC DEL 128.6
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ELEV 187	TDZE 183
229° 5.5 NM from FAF	266 Δ
247 Δ	23
285 Δ	259 Δ
3997 X 1.50	598 X 1.50
TWR 252	5
REIL Rwys 5 and 31	HIRL Rwy 5-23
Δ 276	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



CATEGORY	A	B	C	D
S-ILS 23	383-1/2 200 (200-1/2)			
S-LOC 23	740-1/2	557 (600-1/2)	740-1 1/8	557 (600-1 1/8)
<input checked="" type="checkbox"/> 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)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5998
229°	TDZE	183
	Apt Elev	187

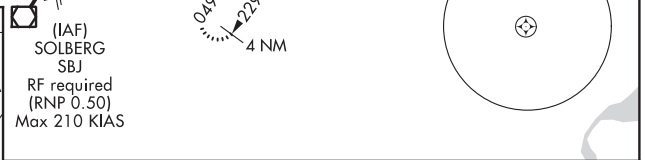
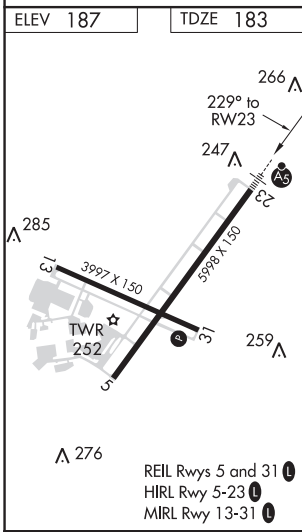
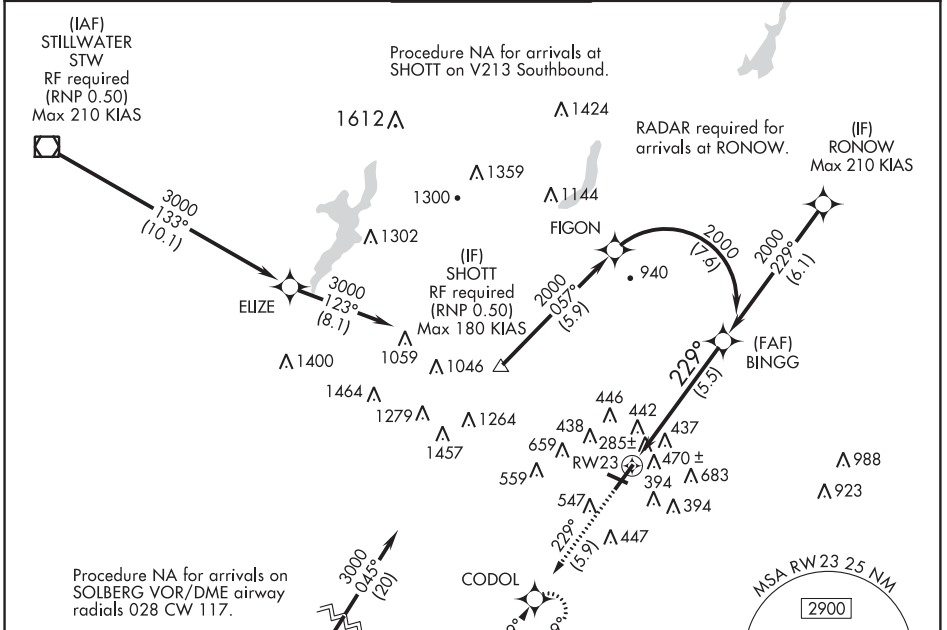
RNAV (RNP) Y RWY 23

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	NEW YORK 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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↑	fr 229°	See planview for multiple IF locations.
<p>2000</p> <p>↑</p> <p>229°</p> <p>2000</p> <p>5.5 NM</p> <p>GP 3.00° TCH 55</p>		

CATEGORY	A	B	C	D
RNP 0.11 DA	553-¾ 370 (400-¾)			
RNP 0.30 DA	788-1½ 605 (700-1½)			

AUTHORIZATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97720 W05A	APP CRS 049°	Rwy Idg 5998 TDZE 184 Apt Elev 187
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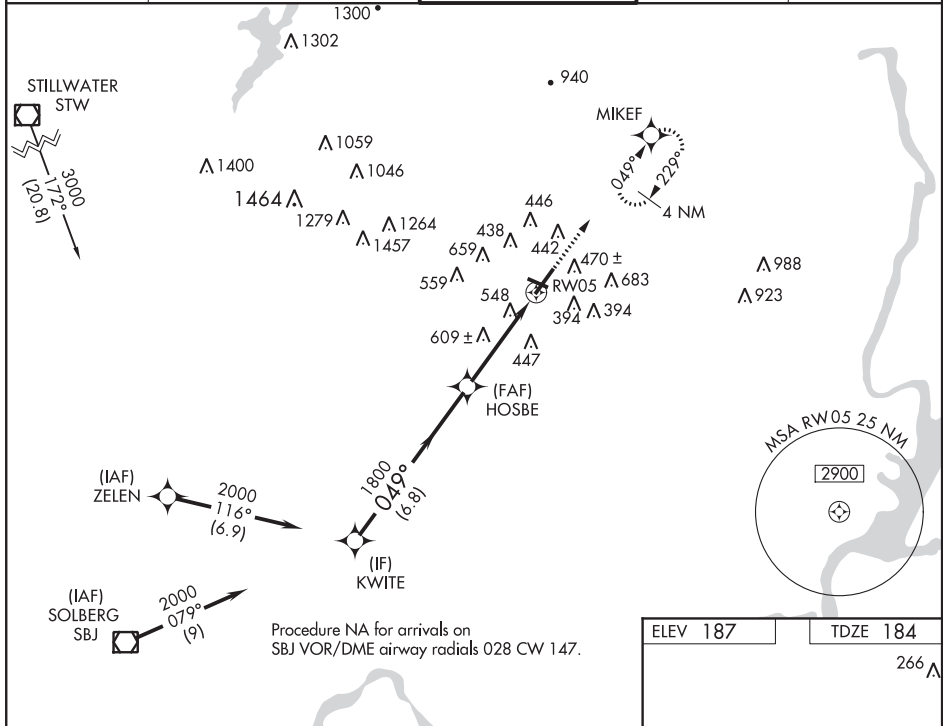
RNAV (GPS) RWY 5

MORRISTOWN MUNI (MMU)

⚠ Circling to Rwy 13-31 NA at night. VDP and Baro-VNAV NA when using Newark 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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newark altimeter setting and increase all DA 54 feet and all MDA 60 feet. Increase LPV all Cats and LNAV C/D visibility 1/8 mile. Increase LNAV/VNAV all Cats and Circling Cat C visibility 1/4 mile.

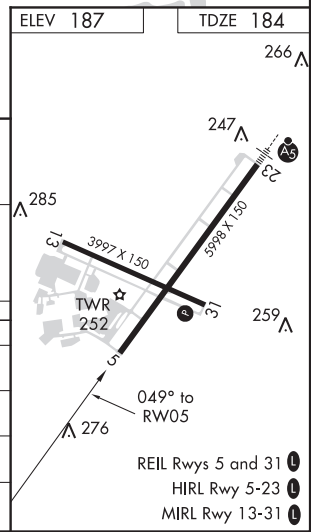
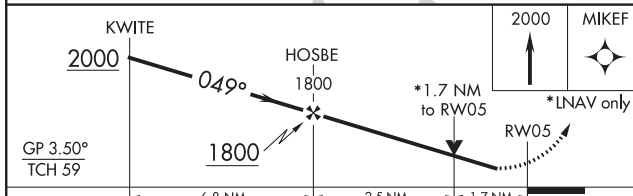
⚠ MISSED APPROACH: Climb to 2000 direct MIKEF and hold.

ATIS 124.25	NEW YORK APP CON 127.6 379.9	MORRISTOWN TOWER* 118.1 (CTAF) 353.9	GND CON 134.2	CLNC DEL 128.6
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	818-1 ⁷ / ₈	634 (700-1 ⁷ / ₈)		NA
LNAV/VNAV DA	896-2 ¹ / ₄	712 (800-2 ¹ / ₄)		NA
LNAV MDA	860-1	676 (700-1)	860-1 ⁷ / ₈	676 (700-1 ⁷ / ₈)
CIRCLING	900-1	713 (800-1)	900-2 713 (800-2)	1000-2 ³ / ₄ 813 (900-2 ³ / ₄)

WAAS CH 45621 W23A	APP CRS 229°	Rwy Idg TDZE 183 Apt Elev 187	5998
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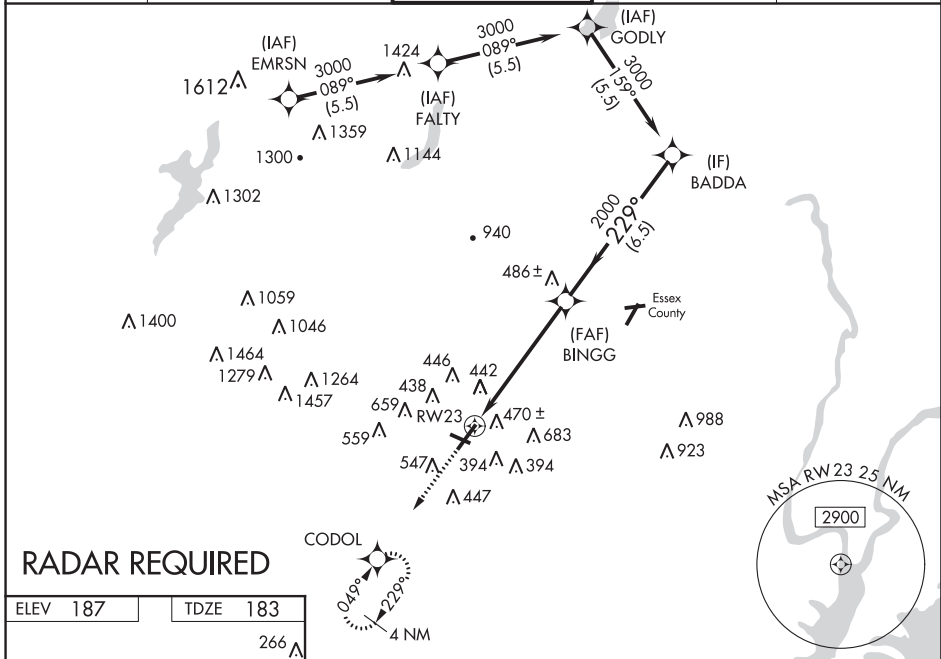
RNAV (GPS) Z RWY 23

MORRISTOWN MUNI (MMU)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cats C and D visibility to 1½ mile. DME/DME RNP-0.3 NA. When local altimeter not received, use Newark Liberty Intl altimeter setting and increase all DA 54 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ½ mile. VDP and Baro-VNAV NA when using Newark Liberty Intl altimeter setting. Night landing: Rwy 13, 31 NA. For inop MALSR when using Newark Liberty Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 2½.

MALSR
MISSED APPROACH:
Climb to 2000 direct
CODOL and hold.

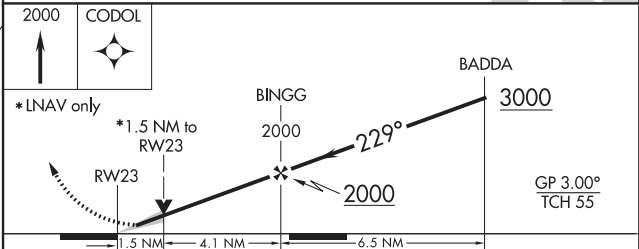
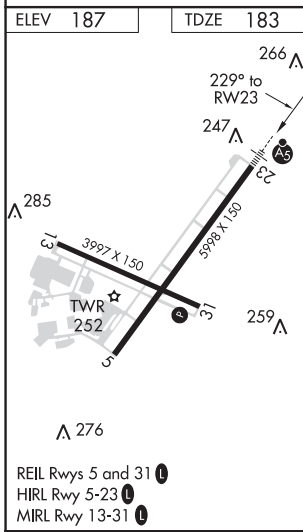
ATIS 124.25	NEW YORK APP CON 127.6 379.9	MORRISTOWN TOWER* 118.1 (CTAF) 353.9	GND CON 134.2	CLNC DEL 128.6
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED



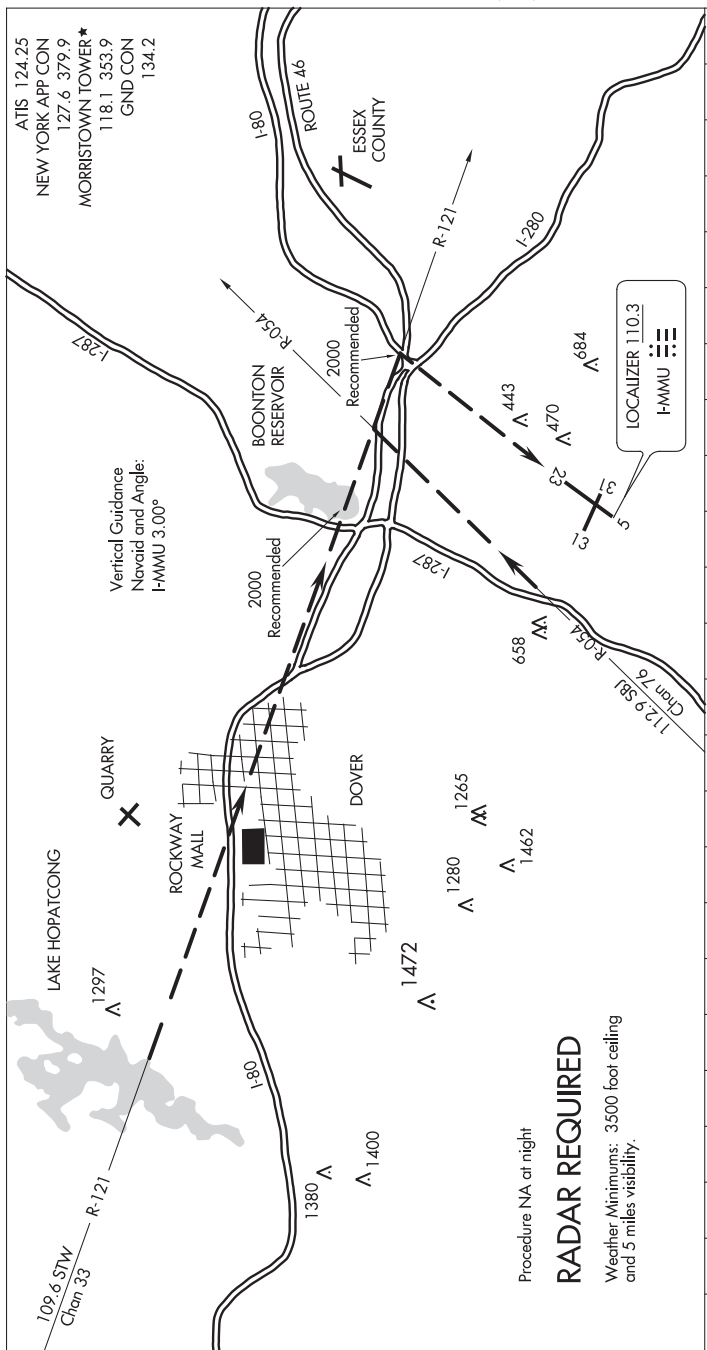
CATEGORY	A	B	C	D
LPV DA		383-½	200 (200-½)	
LNAV/VNAV DA		755-1½	572 (600-1½)	
LNAV MDA	700-½	517 (600-½)	700-1	517 (600-1)
C CIRCLING	860-1 673 (700-1)	900-1 713 (800-1)	1000-2½ 813 (900-2½)	1200-3 1013 (1100-3)

ROUTE 80 VISUAL RWY 23

AL-931 (FAA)

MORRISTOWN MUNI (MMU)
MORRISTOWN, NEW JERSEY

NE-2, 10 NOV 2016 to 05 JAN 2017



ATIS 124.25
 NEW YORK APP CON
 127.6 379.9
 MORRISTOWN TOWER*
 118.1 353.9
 GND CON
 134.2

Vertical Guidance
 Navaid and Angle:
 I-MMU 3.00°

Procedure NA at night

RADAR REQUIRED

Weather Minimums: 3500 foot ceiling
 and 5 miles visibility.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
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When approaching the airport from the northwest, expect vectors to intercept the STW R-121.
 When you see the highway junction of Rts. 46, 80, and 280, proceed to that point to turn final for Rwy 23.

When approaching the airport from the southwest, expect vectors to intercept the SBJ R-054.
 When you see Rt. 287, follow it until turning base over Rt. 80. Turn final over the junction of Rts. 46, 80 and 280 for Rwy 23.

ROUTE 80 VISUAL RWY 23

40°48'N-74°25'W

MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI (MMU)

NE-2, 10 NOV 2016 to 05 JAN 2017

15064

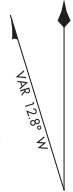
AIRPORT DIAGRAM

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

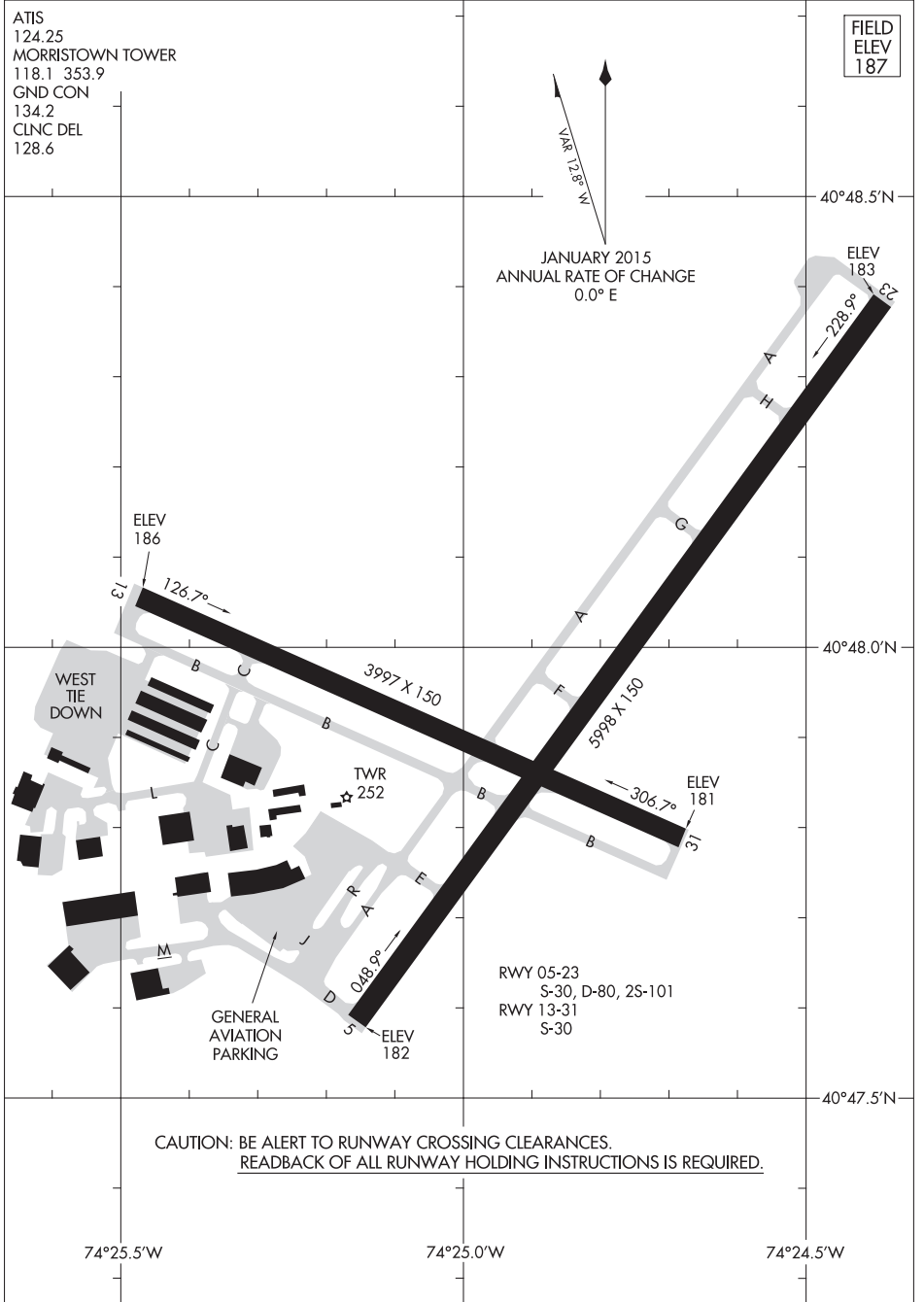
FIELD
ELEV
187



JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° E

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



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

AIRPORT DIAGRAM

15064

MORRISTOWN, NEW JERSEY
MORRISTOWN MUNI (MMU)

MORRISTOWN SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 5: Climb heading 049° to 1700', then climbing right turn heading 160° to 2000', thence...

TAKEOFF Rwy 13: Climb heading 127° to 800', then climb heading 100° to 1700', then climb heading 160° to 2000', thence...

TAKEOFF Rwy 23: Climb heading 229° to 600', then climb heading 210° to 2000', then turn left heading 160°, thence...

TAKEOFF Rwy 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 COMMUNICATION: 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.

TAKEOFF OBSTACLES NOTES:

- Rwy 5: Trees beginning 16' from DER, 300' left/right of centerline, up to 87' AGL/286' MSL
- Rwy 13: Trees/power lines/bushes beginning 50' from DER, 32' left/right of centerline, up to 84' AGL/283' MSL.
Tank 1.2 NM from DER, 1,830' right of centerline, 135' AGL/395' MSL.
- Rwy 23: Trees/bldgs beginning 80' from DER, 48' left/right of centerline, up to 91' AGL/290' MSL.
- Rwy 31: Trees/power lines/bushes beginning 2' from DER, 6' left/right of centerline, up to 150' AGL/329' MSL.

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: DIXIE departures expect vectors to COL R-350/COL/COL R-192 or ELVAE/COL

NOTE: ELIOT departures expect vectors to SAX R-252. ELIOT may be accessed by all types of aircraft requesting a final altitude of 14,000 feet or 16,000 feet.

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/SAX R-264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above flight level 180.

NOTE: Rwy 23 PARKE departures expect vectors to BWZ R-250 or SBJ/SBJ R-302.

NOTE: WHITE departures expect vectors to COL R-350/COL/COL R-204 or ELVAE/COL.

NOTE: ZIMMZ departures expect vectors SBJ/SBJ R-317. ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above flight level 180.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

MT HOLLY, NEW JERSEY

AL-5871 (FAA)

15120

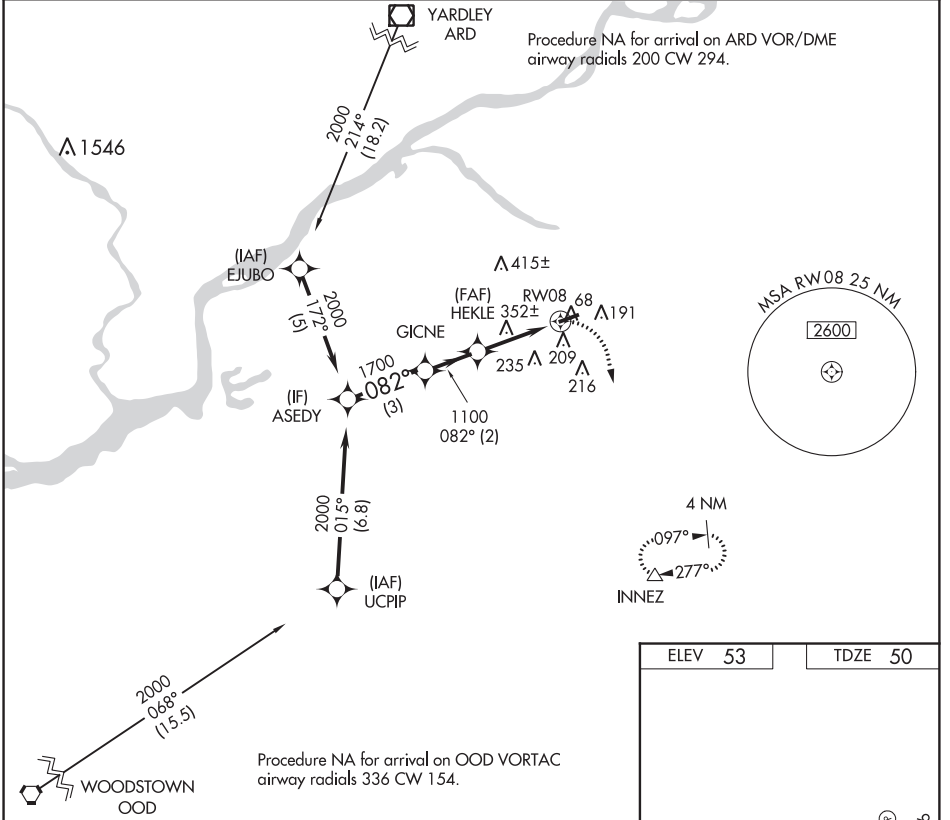
WAAS CH 69324 W08A	APP CRS 082°	Rwy Idg TDZE Apt Elev	3881 50 53
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RNAV (GPS) RWY 8

SOUTH JERSEY RGNL (VAY)

<p>▼ Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Northeast Philadelphia altimeter setting and increase all MDA 40 feet.</p> <p>▲</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct INNEZ and hold.</p>
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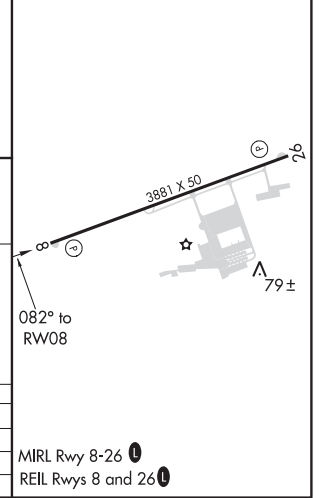
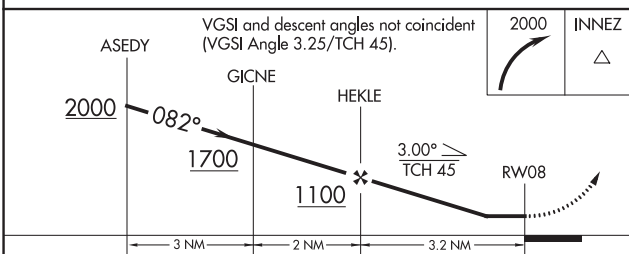
ASOS 119.325	MC GUIRE APP CON 124.15 363.8	GCO 121.725	UNICOM 122.8 (CTAF)	123.3 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 53	TDZE 50
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CATEGORY	A	B	C	D
LP MDA	660-1	610 (700-1)		NA
LNAV MDA	660-1	610 (700-1)		NA
CIRCLING	660-1	607 (700-1)		NA

MT HOLLY, NEW JERSEY
Orig-B 30APR15

39°57'N-74°51'W

SOUTH JERSEY RGNL (VAY)

RNAV (GPS) RWY 8

WAAS CH 58323 W26A	APP CRS 262°	Rwy Idg TDZE Apt Elev	3881 53 53
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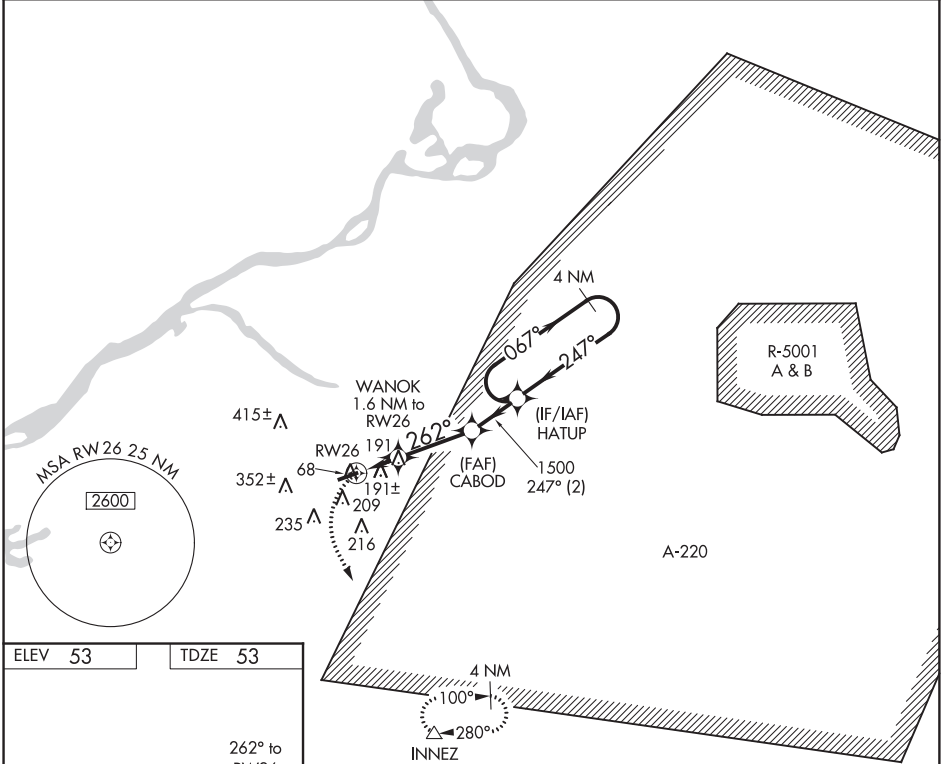
RNAV (GPS) RWY 26

SOUTH JERSEY RGNL (VAY)

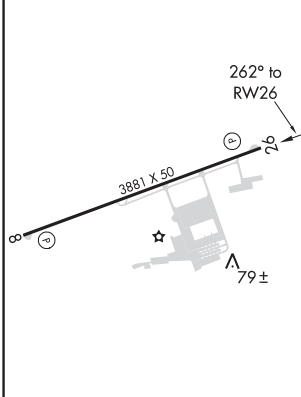
▼ Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Northeast Philadelphia altimeter setting and increase all MDA 40 feet.

MISSED APPROACH:
Climbing left turn to 2000 direct INNEZ and hold.

ASOS 119.325	MC GUIRE APP CON 124.15 363.8	GCO 121.725	UNICOM 122.8 (CTAF)	123.3 ⓪
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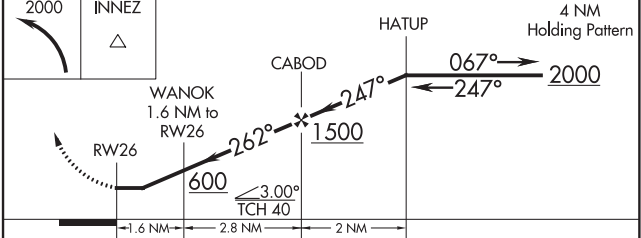


ELEV 53	TDZE 53
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MIRL Rwy 8-26 **⓪**
REIL Rwy 8 and 26 **⓪**

RADAR REQUIRED



CATEGORY	A	B	C	D
LP MDA	460-1	407 (500-1)		NA
LNAV MDA	480-1	427 (500-1)		NA
CIRCLING	520-1	467 (500-1)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC RBV 113.8 Chan 85	APP CRS 236°	Rwy Idg 3881 TDZE 53 Apt Elev 53
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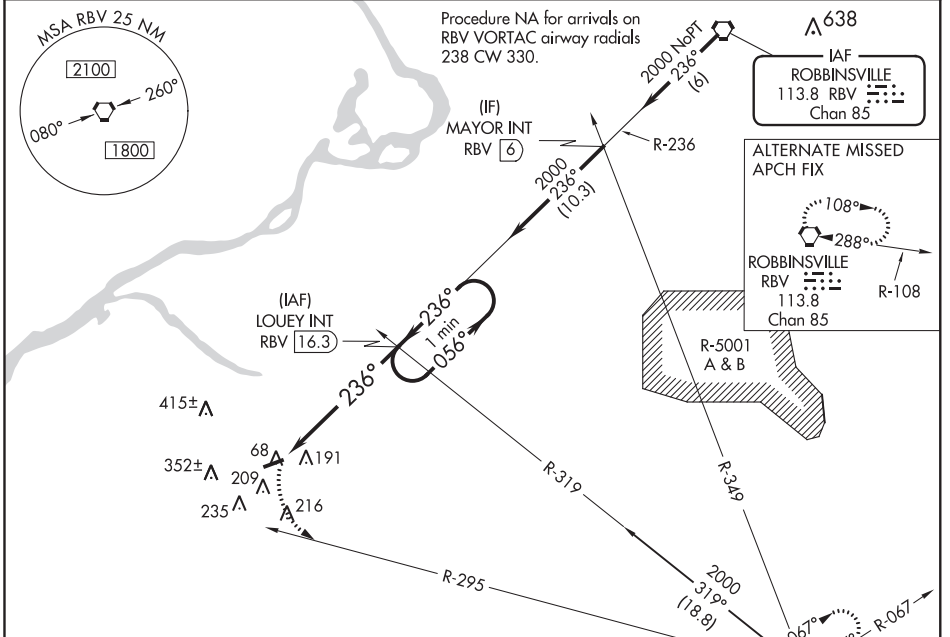
VOR RWY 26

SOUTH JERSEY RGNL (VAY)

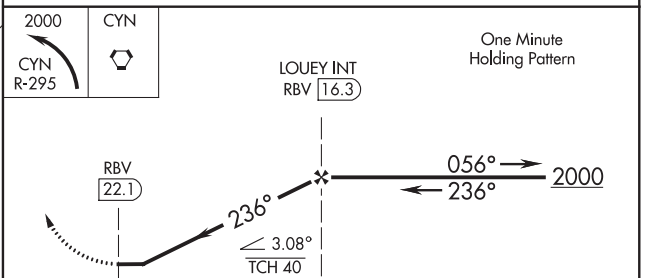
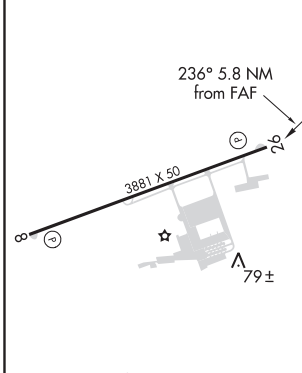
⚠ When local altimeter setting not received, use Northeast Philadelphia altimeter setting and increase all MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 on CYN VORTAC R-295 to CYN VORTAC and hold.

ASOS 119.325	MC GUIRE APP CON 124.15 363.8	GCO 121.725	UNICOM 122.8 (CTAF)	123.3 ⓪
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ELEV 53	TDZE 53
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FAF to MAP 5.8 NM				
Knots	60	90	120	150
Min:Sec	5:48	3:52	2:54	2:19
				1:56
CATEGORY	A	B	C	D
S-26	640-1	587 (600-1)		NA
CIRCLING	640-1	640-1 1/4		NA
	587 (600-1)	587 (600-1 1/4)		

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-HIQ 110.9 Chan 46	APP CRS 045°	Rwy Idg 11010 TDZE 13 Apt Elev 13
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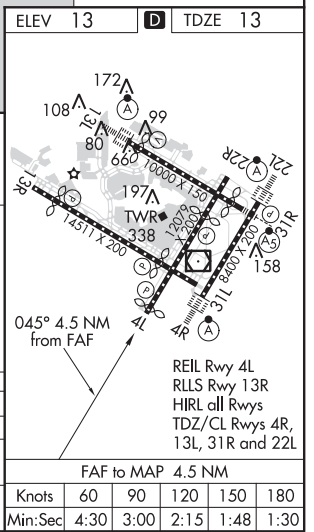
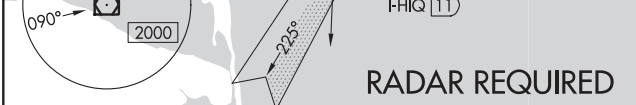
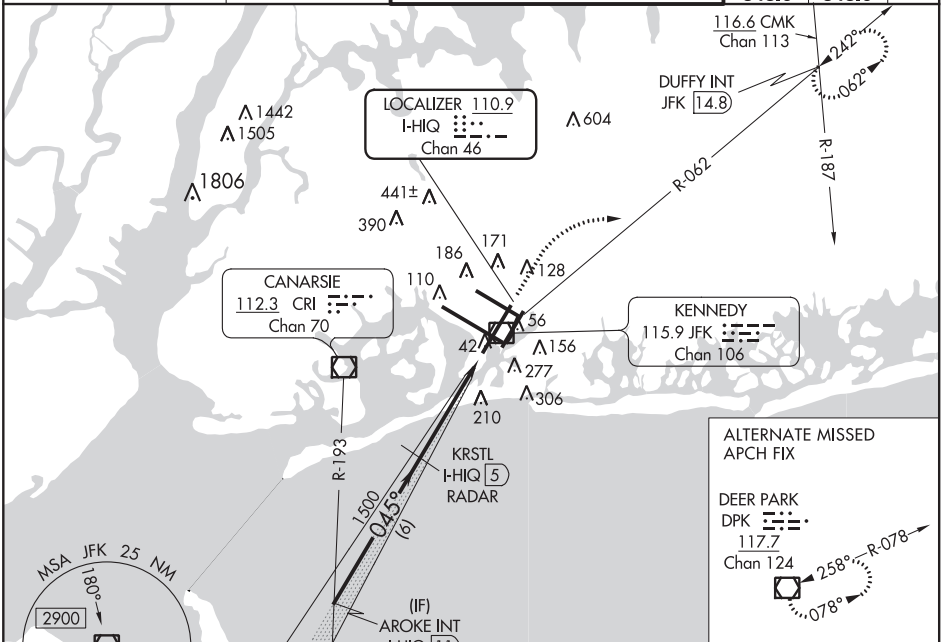
ILS or LOC RWY 4L

JOHN F KENNEDY INTL (JFK)

Simultaneous approach authorized with Rwy 4R. DME or radar required.

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.

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	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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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

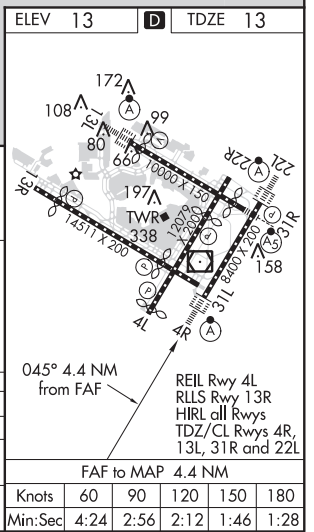
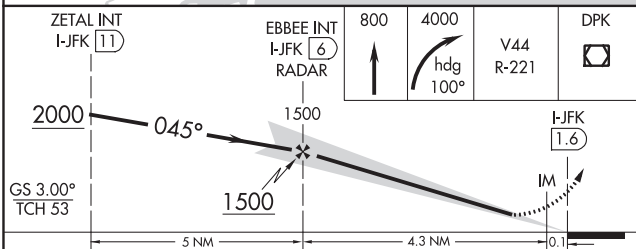
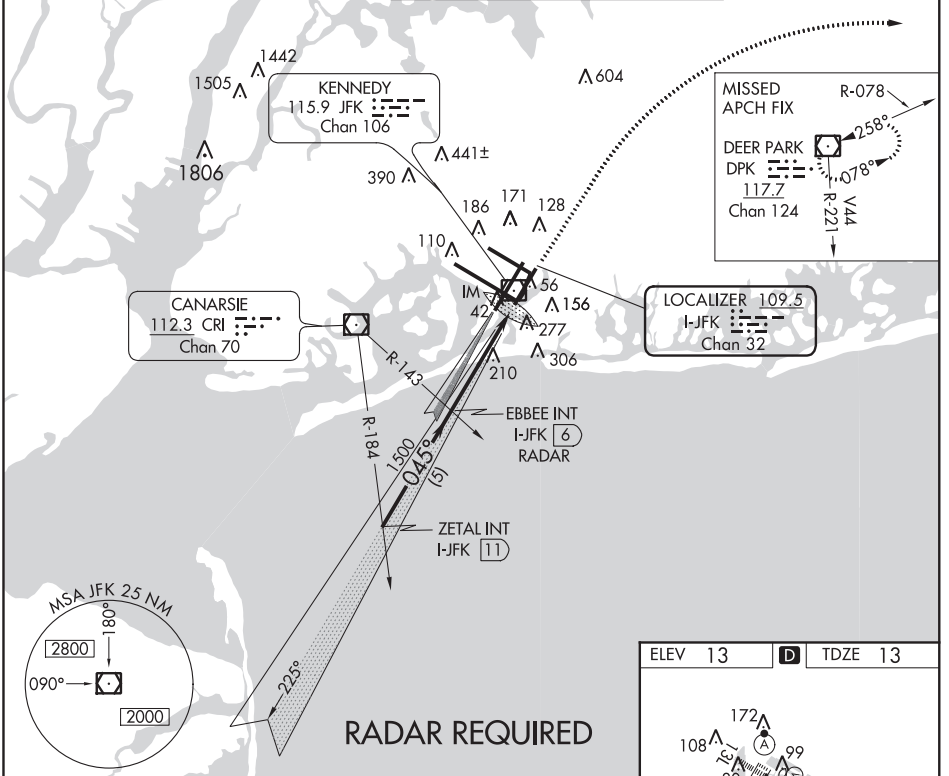
LOC/DME I-JFK 109.5 Chan 32	APP CRS 045°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS or LOC RWY 4R

JOHN F KENNEDY INTL (JFK)

	ALSIF-2	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	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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CATEGORY	A	B	C	D
S-ILS 4R	213/18		200 (200-½)	540/60
S-LOC 4R	540/24	527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-TLK 111.5 Chan 52	APP CRS 135°	Rwy Idg 9093 TDZE 12 Apt Elev 13
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ILS or LOC RWY 13L

JOHN F KENNEDY INTL (JFK)

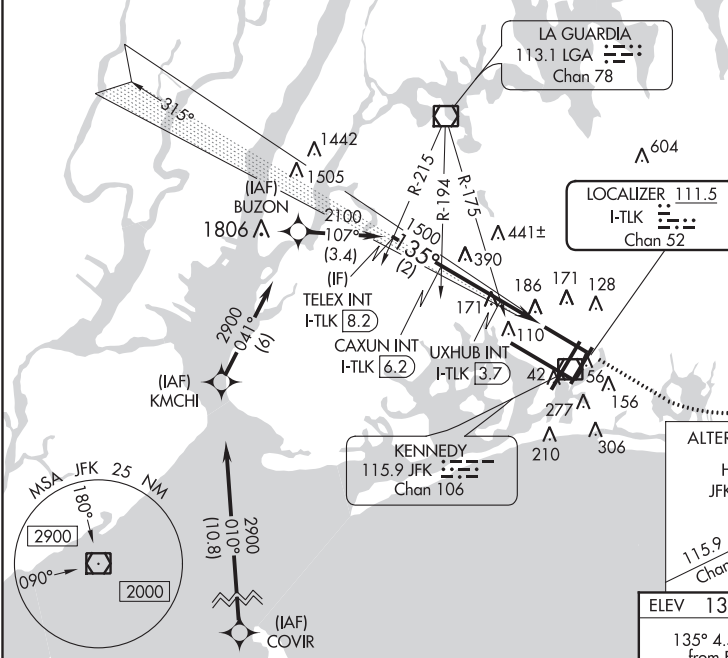
<p>⚠ For inoperative ALSF-2 increase S-LOC 13L Cat C/D visibility to 1%.</p>	ALSF-2	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.
	<p>A</p>	

ATIS (ARR-NIS) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	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	CLNC DEL 135.05 348.6	CPDLC
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RADAR or GPS REQUIRED

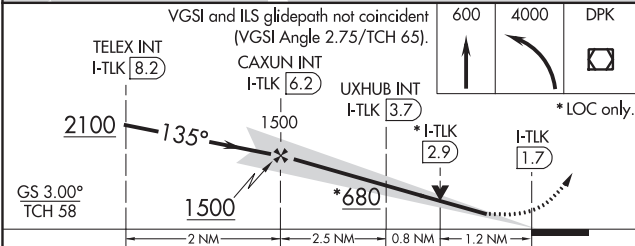
MISSED APCH FIX

DEER PARK DPK **117.7** Chan 124



ALTERNATE MISSED APCH FIX

HIRBO JFK **23.4**



ELEV 13	TDZE 12
135° 4.5 NM from FAF	
REIL Rwy 4L	
RLS Rwy 13R	
HIRL all Rwys	
TDZ/CL Rwys 4R, 13L, 31R and 22L	
FAF to MAP 4.5 NM	
Knots	60 90 120 150 180
Min:Sec	4:30 3:00 2:15 1:48 1:30

CATEGORY	A	B	C	D
S-ILS 13L	218/18 206 (300-½)			
S-LOC 13L	680/24	668 (700-½)	680-1½	668 (700-1½)
C CIRCLING	680-1	667 (700-1)	680-1¾	680-2
PRI STEPDOWN				
S-LOC 13L	440/24	428 (500-½)	440/40	428 (500-¾)
C CIRCLING	640-1	627 (700-1)	640-1¾	660-2
			627 (700-1¾)	647 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

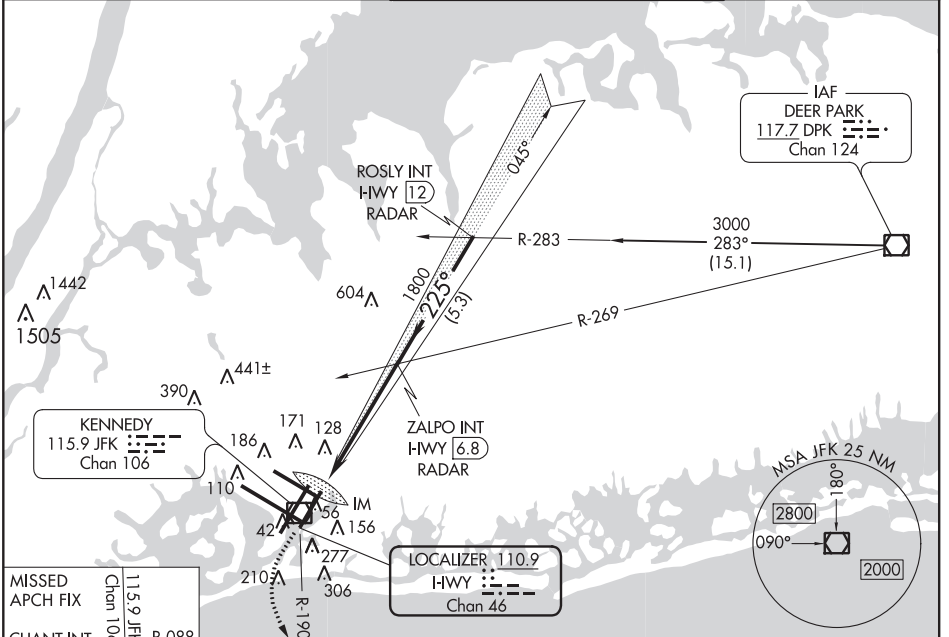
LOC/DME I-HWY 110.9 Chan 46	APP CRS 225°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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ILS or LOC RWY 22L

JOHN F KENNEDY INTL (JFK)

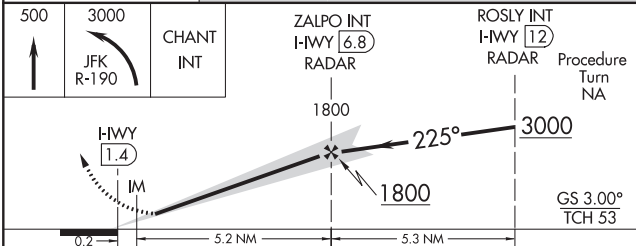
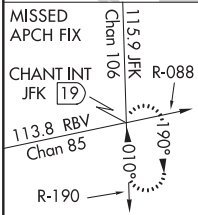
Simultaneous approach authorized with Rwy 22R.	ALSIF-2	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.		

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	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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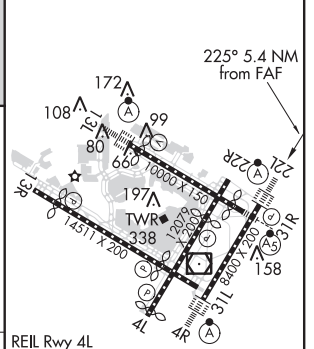


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 13	D TDZE 13
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CATEGORY	A	B	C	D
S-ILS 22L		213/18	200 (200-1/2)	
S-LOC 22L	460/24 447 (500-1/2)	460/40 447 (500-3/4)	460/50 447 (500-1)	
CIRCLING	640-1 627 (700-1)	640-1 3/4 627 (700-1 3/4)	640-2 627 (700-2)	

REIL Rwy 4L	RLS Rwy 13R	HIRL all Rwys	TDZ/CL Rwys 4R, 13L, 31R and 22L
FAF to MAP 5.4 NM			
Knots	60	90	120 150 180
Min:Sec	5:24	3:36	2:42 2:10 1:48

LOC I-MOH 111.35	APP CRS 315°	Rwy Idg 11248 TDZE 13 Apt Elev 13
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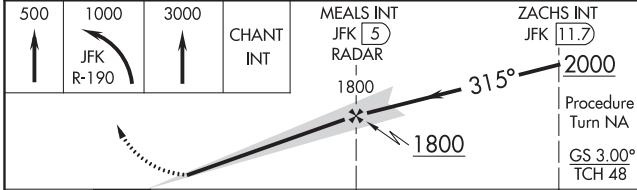
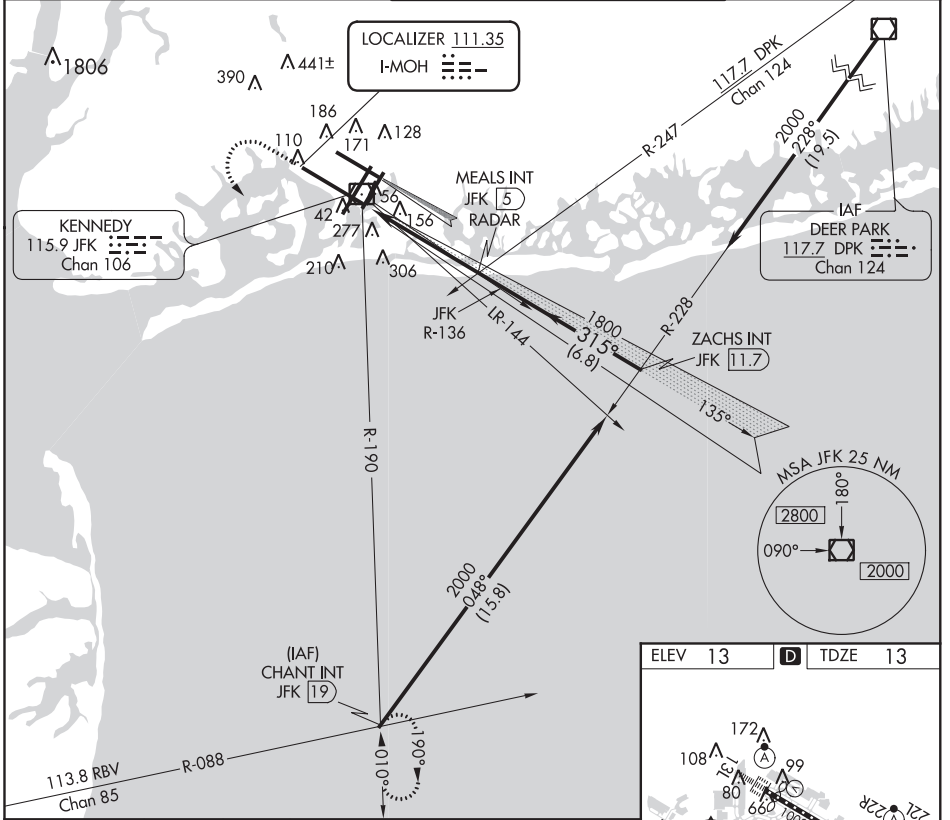
ILS or LOC RWY 31L

JOHN F KENNEDY INTL (JFK)

Simultaneous approach authorized with Rwy 31R. DME from JFK VOR/DME.

MISSED APPROACH: Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	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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ELEV 13	TDZE 13
REIL Rwy 4L	315° 5.4 NM from FAF
RLLS Rwy 13R	
HIRL all Rwys	
TDZ/CL Rwys 4R, 13L, 31R and 22L	
FAF to MAP 5.4 NM	
Knots	60 90 120 150 180
Min:Sec	5:24 3:36 2:42 2:10 1:48

CATEGORY	A	B	C	D
S-ILS 31L	213/40		200 (200-¾)	
S-LOC 31L	440/50	427 (500-1)	440/60 427 (500-1¼)	440-1½ 427 (500-1½)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-JOC	APP CRS	Rwy Idg	7795
109.5	222°	TDZE	13
Chan 32		Apt Elev	13

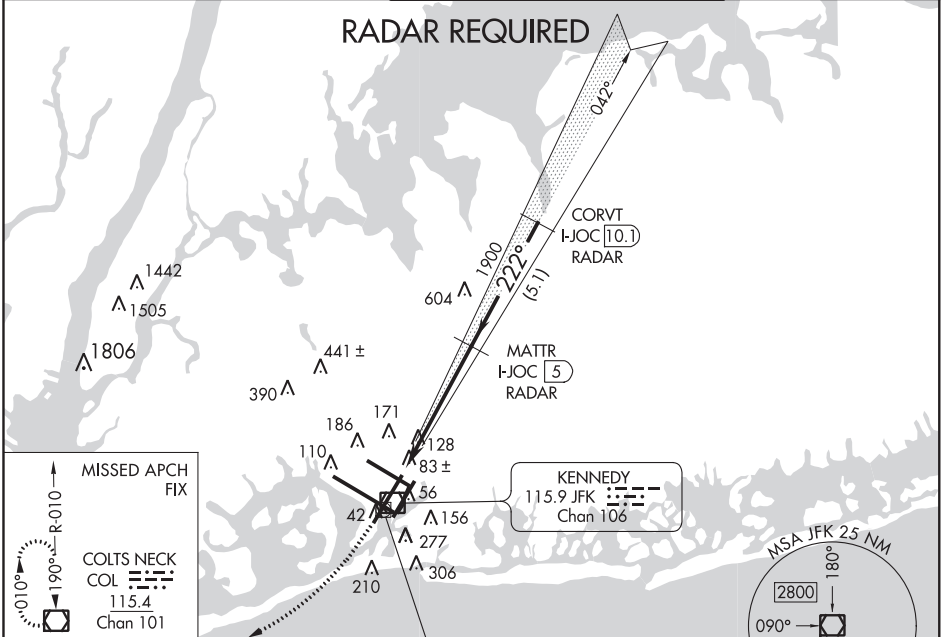
ILS RWY 22R

JOHN F KENNEDY INTL (JFK)

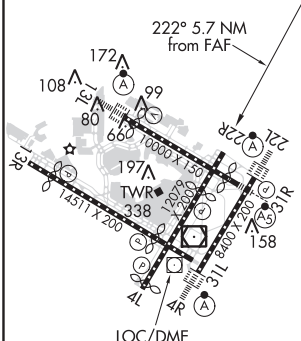
Simultaneous approach authorized with Rwy 22L.

MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct COL VOR/DME and hold.

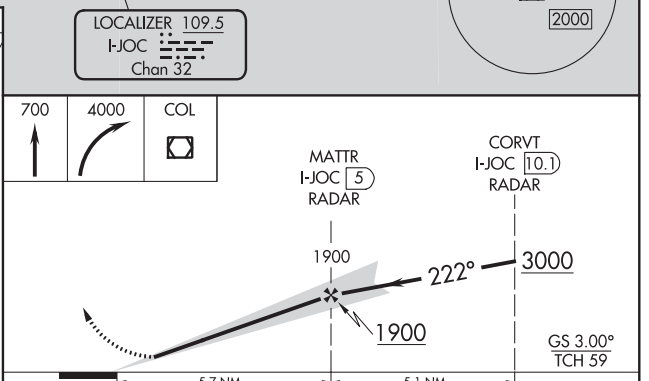
ATIS (ARR-NE)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6	



ELEV 13	D	TDZE 13
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REIL Rwy 4L	172	99	150	158	
RLS Rwy 13R	108	80	150	158	
HIRL all Rwys	197	120	150	158	
TDZ/CL Rwys 4R, 13L, 31R and 22L	150	150	150	158	
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	460/50	447 (500-1)	460/60 447 (500-1¼)	460-1½ 447 (500-1½)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	
			640-2 627 (700-2)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-TLK 111.5 Chan 52	APP CRS 135°	Rwy Idg 9093 TDZE 12 Apt Elev 13
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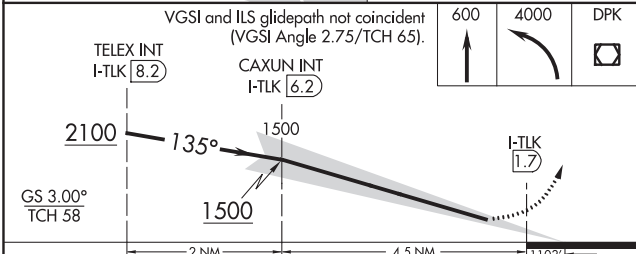
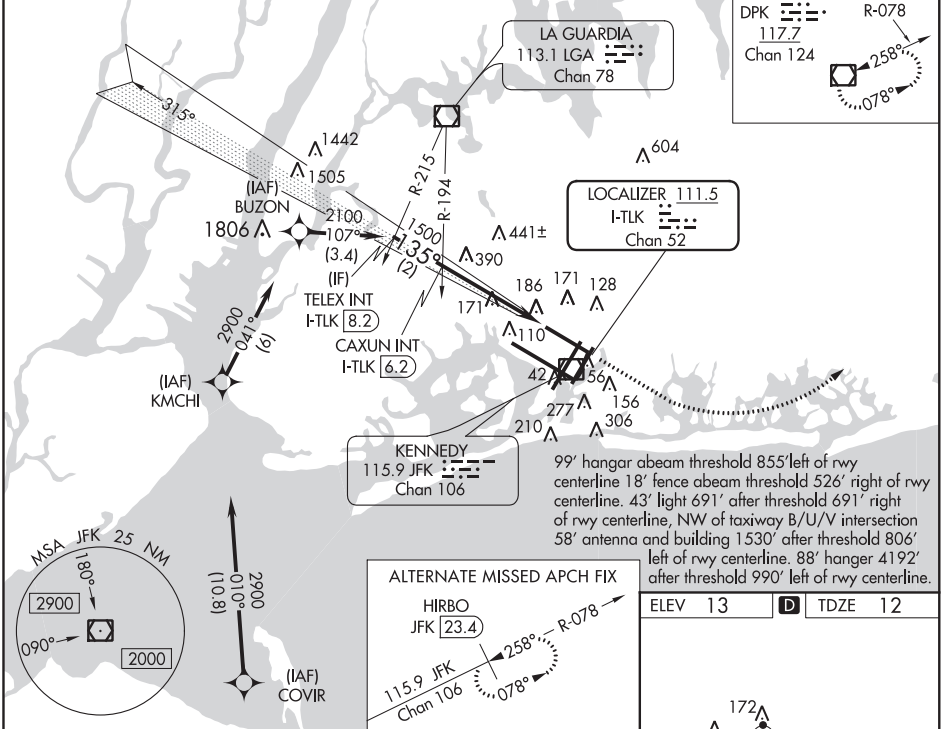
ILS RWY 13L (CAT II)

JOHN F KENNEDY INTL (JFK)

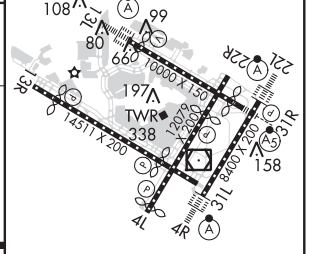
ALSIF-2 	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct DPK VOR/DME and hold.				
	ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 135.05 348.6 348.6	CLNC DEL 135.05 348.6

MISSED APCH FIX DEER PARK DPK 117.7 Chan 124

RADAR or GPS REQUIRED



CATEGORY	A	B	C	D
S-ILS 13L	RA 151/16 150 DA 162			



ELEV 13		TDZE 12
REIL Rwy 4L	RLLS Rwy 13R	HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L		

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017

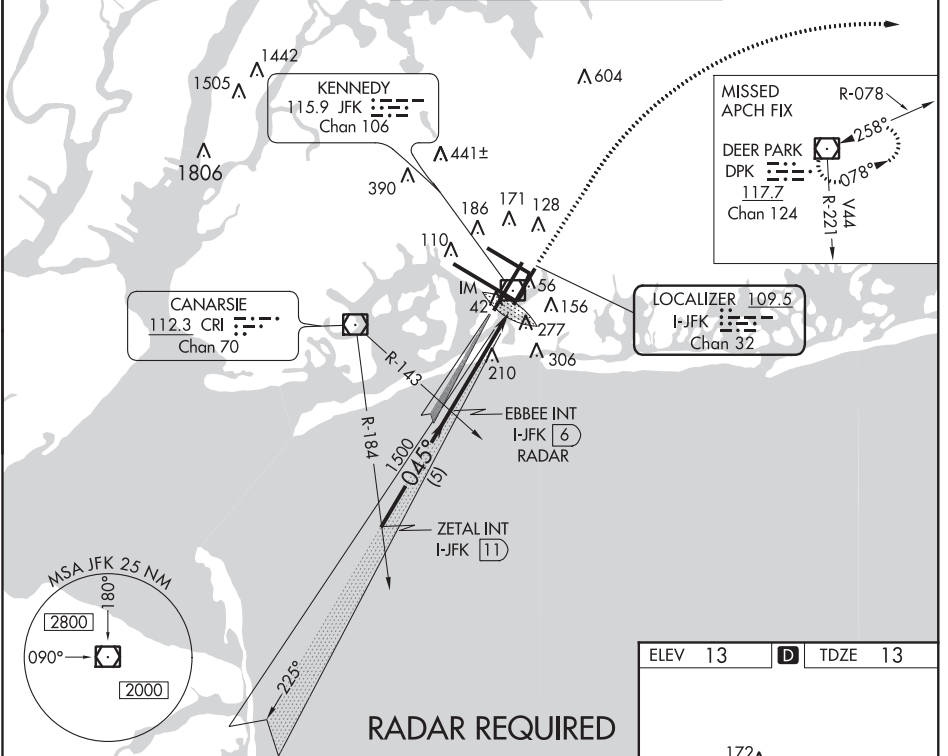
NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-FJK	APP CRS	Rwy Idg	8400
109.5	045°	TDZE	13
Chan 32		Apt Elev	13

ILS RWY 4R (CAT II & III)

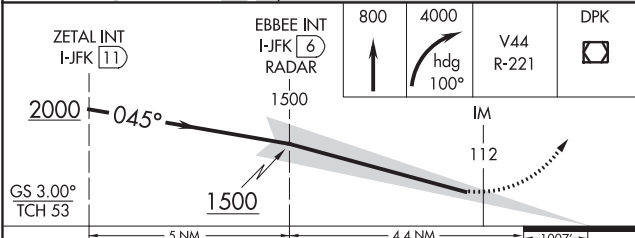
JOHN F KENNEDY INTL (JFK)

▽ Simultaneous approach authorized with Rwy 4L. ▲ ALSF-2	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.	ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
		128.725 117.7 115.4	128.12 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 135.05	121.9 135.05	135.05
				Rwys 4L/22R and 13R/31L 123.9 281.55	348.6	348.6	



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 4R	CAT II RA 113/12 100 DA 113			
S-ILS 4R	CAT IIIa RVR 07			
S-ILS 4R	CAT IIIb RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 13	D	TDZE 13
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REIL Rwy 4L
 RLLS Rwy 13R
 HIRL all Rwys
 TDZ/CL Rwys 4R, 13L, 31R and 22L

NEW YORK, NEW YORK

AL-610 (FAA)

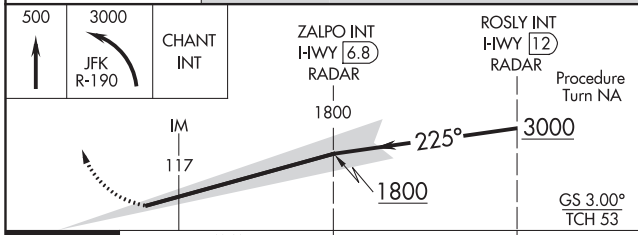
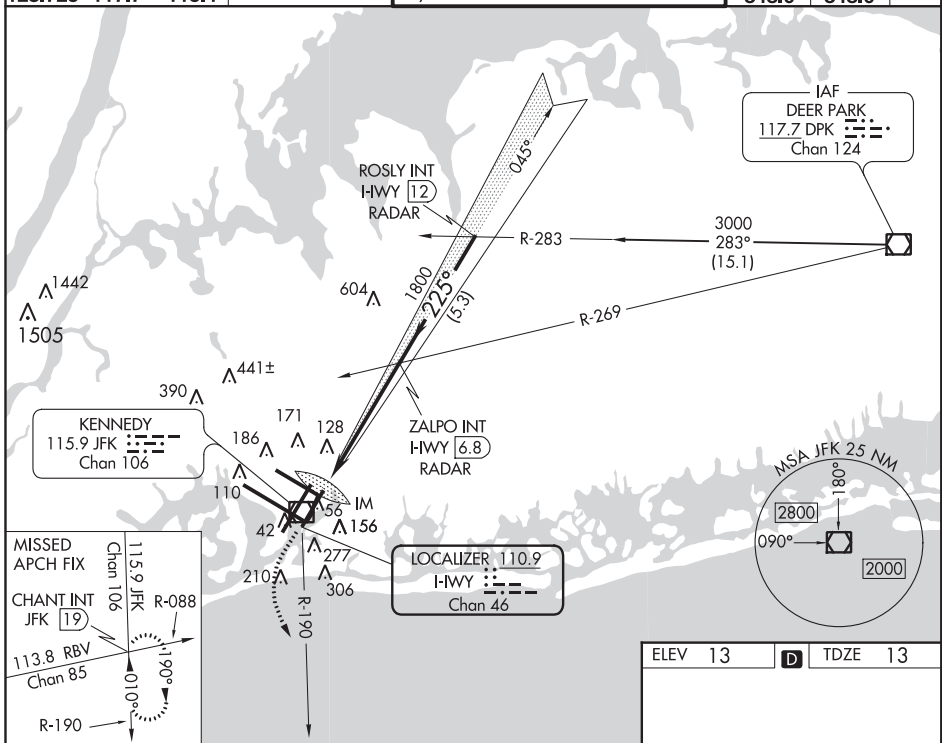
16091

LOC/DME I-HWY 110.9 Chan 46	APP CRS 225°	Rwy ldg 8400 TDZE 13 Apt Elev 13
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ILS RWY 22L (CAT II & III)

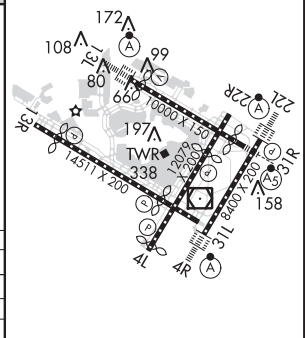
JOHN F KENNEDY INTL (JFK)

▽ Simultaneous approach authorized with Rwy 22R. ▲ ALSF-2	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.	
	ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0
		GND CON 121.9 348.6 CLNC DEL 135.05 348.6 CPDLC



CATEGORY	A	B	C	D
S-ILS 22L	CAT II RA 113/12 100 DA 113			
S-ILS 22L	CAT IIIa RVR 07			
S-ILS 22L	CAT IIIb RVR 06			
S-ILS 22L	CAT IIIc NA			

ELEV 13	D	TDZE 13
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CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 4L
 RLLS Rwy 13R
 HIRL all Rwys
 TDZ/CL Rwys 4R, 13L, 31R and 22L

NEW YORK, NEW YORK
 Amdt 24B 08MAR12

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK) ILS RWY 22L (CAT II & III)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	11010
045°	TDZE	13
	Apt Elev	13

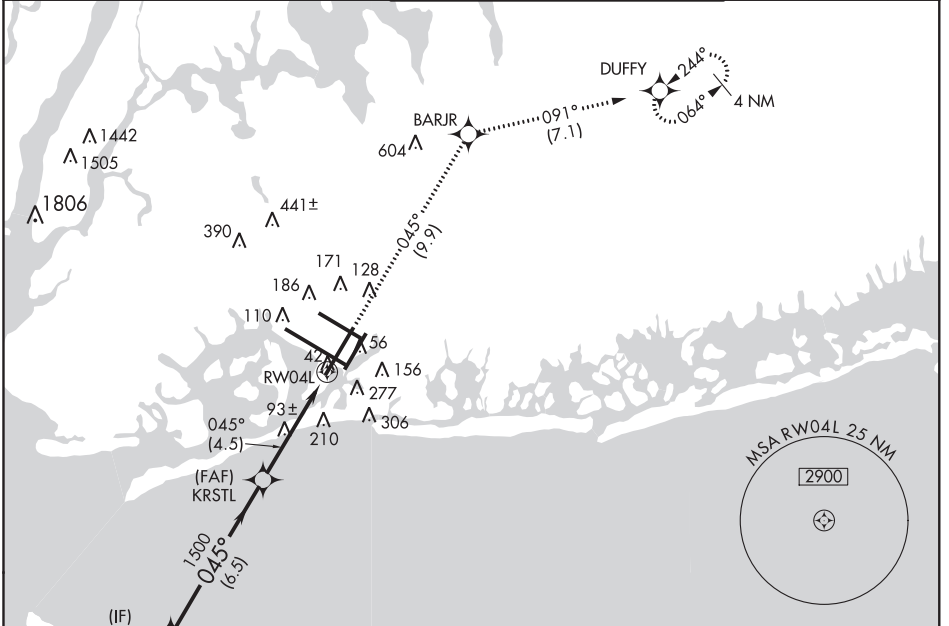
RNAV (RNP) Z RWY 4L

JOHN F KENNEDY INTL (JFK)

▽ For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 4R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 3000 on track 045° to BARJR and on track 091° to DUFFY and hold.

ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL	CPDLC	
128.725	117.7	115.4	128.12	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	135.05	
					Rwys 4L/22R and 13R/31L	123.9	281.55	348.6	348.6	

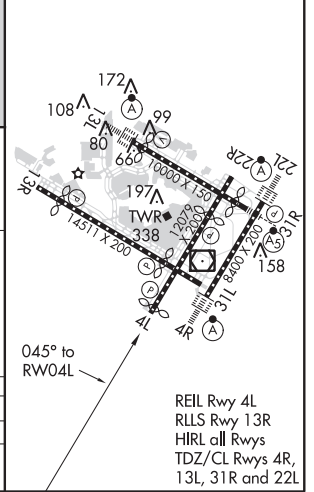
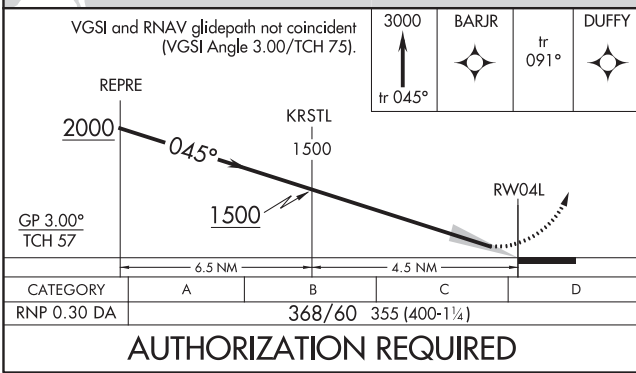


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

ELEV 13	D	TDZE 13
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NEW YORK, NEW YORK

AL-610 (FAA)

16091

APP CRS	Rwy Idg	8400
045°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 4R

JOHN F KENNEDY INTL (JFK)

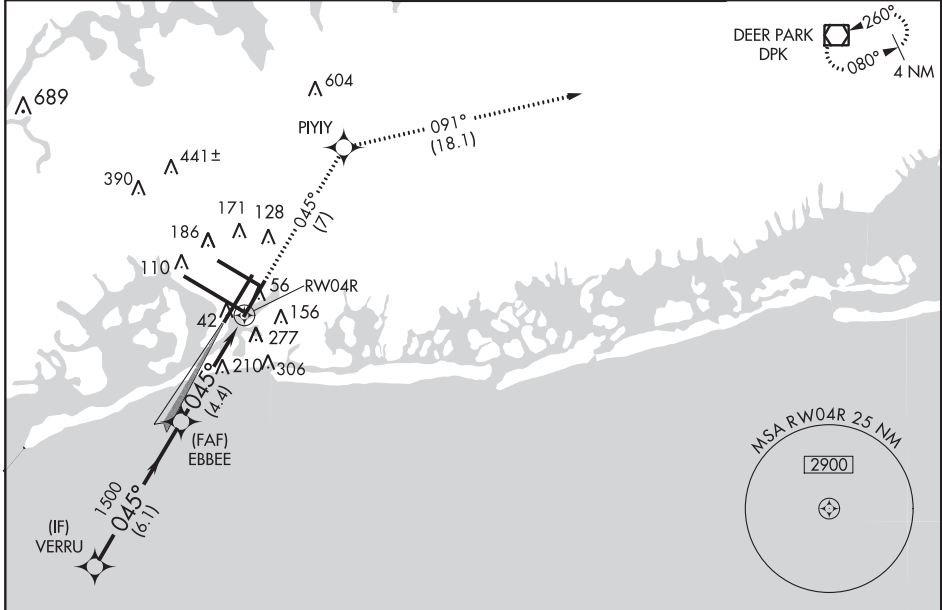
NA GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). For inoperative ALSF-2, increase RNP 0.30 DA all Cats visibility to 1½. Simultaneous approach authorized with Rwy 4L. Use of FD or AP providing track guidance required during simultaneous operations.

ALSF-2



MISSED APPROACH: Climb to 4000 via 045° track to PIYIY and via 091° track to DPK VOR/DME and hold.

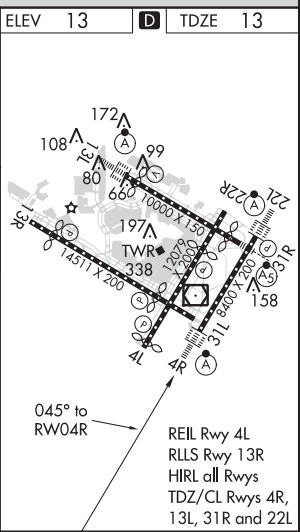
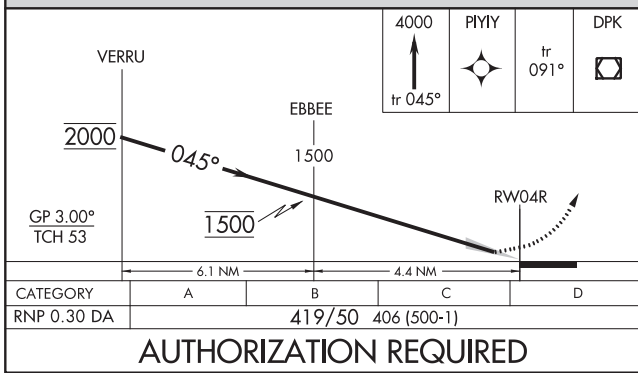
ATIS (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL	CPDLC
128.725	117.7	115.4	128.12	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	135.05	
					Rwys 4L/22R and 13R/31L	123.9 281.55	348.6	348.6	



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED



NEW YORK, NEW YORK
Orig-B 13DEC12

40°38'N-73°47'W

JOHN F KENNEDY INTL (JFK)

RNAV (RNP) Z RWY 4R

APP CRS	Rwy Idg	8400
225°	TDZE	12
	Apt Elev	14

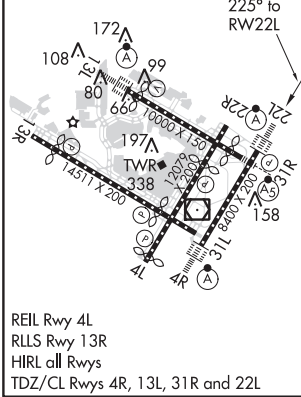
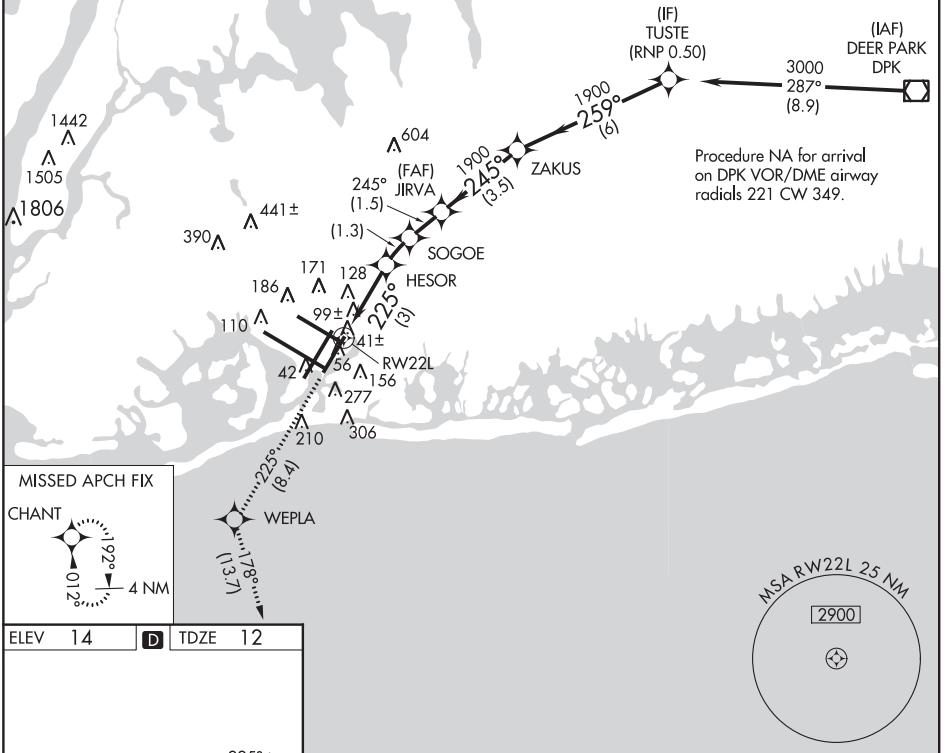
RNAV (RNP) Z RWY 22L

JOHN F KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). RF required. GPS required. Simultaneous operations authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF, increase RNP 0.20 and RNP 0.30 all Cats visibility to RVR 6000.

ALSF-2 MISSED APPROACH: Climb to 3000 on track 225° to WEPLA and on track 178° to CHANT and hold.

ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL	CPDLC
128.725	117.7	115.4	128.12	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	135.05	
					Rwys 4L/22R and 13R/31L	123.9 281.55	348.6	348.6	



ELEV	14	D	TDZE	12
<p>3000 ↑ fr 225° WEPLA fr 178° CHANT</p> <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).</p> <p>JIRVA ZAKUS TUSTE</p> <p>HESOR SOGOE</p> <p>1019 1429 1900 1900 3000</p> <p>RWY 22L 225° 245° 259°</p> <p>GP 3.00° TCH 50</p> <p>3 NM 1.3 NM 1.5 NM 3.5 NM 6 NM</p>				
CATEGORY	A		D	
RNP 0.20 DA	316/40		304 (400-¾)	
RNP 0.30 DA	405/40		393 (400-¾)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (RNP) Z RWY 31L

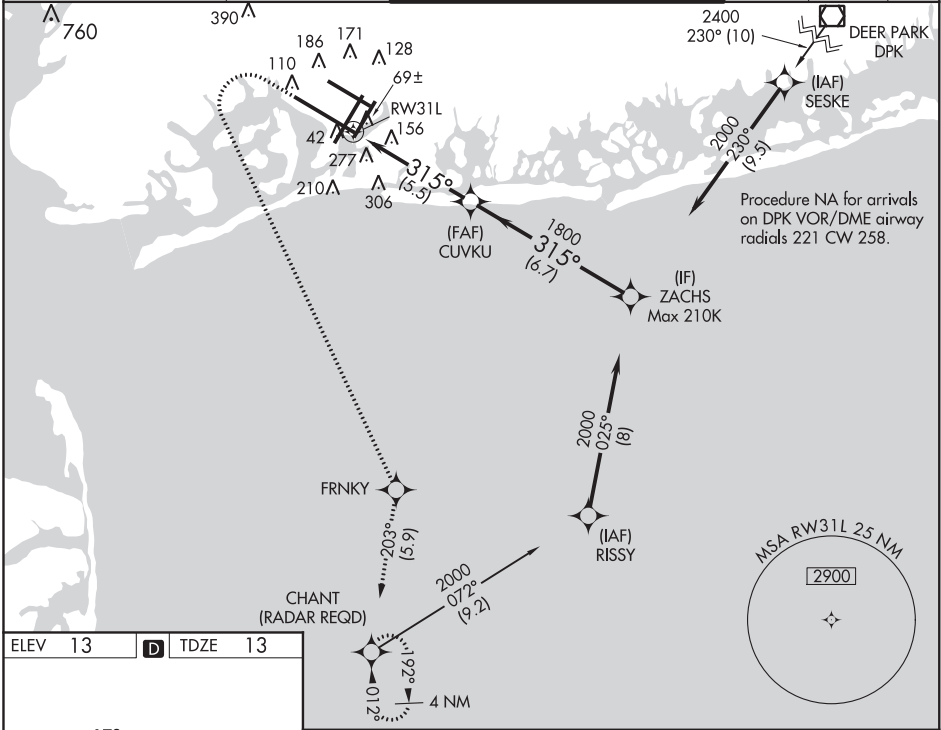
JOHN F KENNEDY INTL (JFK)

APP CRS	Rwy Idg	11248
315°	TDZE	13
	Apt Elev	13

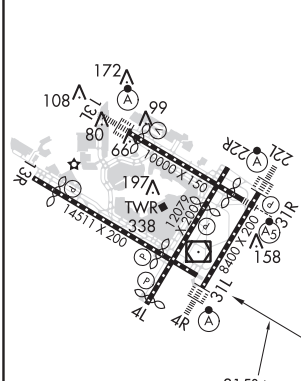
▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 31R. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct FRNKY and on track 203° to CHANT and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL	CPDLC
128.725 117.7 115.4	128.12 269.0	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	

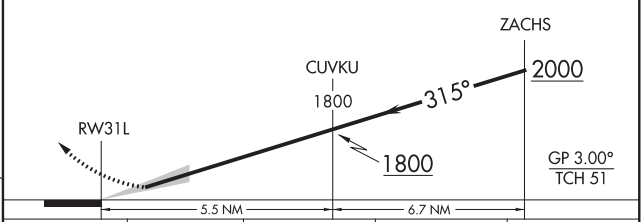


ELEV 13	D	TDZE 13
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REIL Rwy 4L
RLLS Rwy 13R
HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

500	3000	FRNKY	CHANT	VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 65).
↑	↪	✧	tr 203°	✧



CATEGORY	A	B	C	D
RNP 0.30		410-1%	397 (400-1%)	

AUTHORIZATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017


APP CRS	Rwy Idg	8486
315°	TDZE	12
	Apt Elev	13

RNAV (RNP) Z RWY 31R

JOHN F KENNEDY INTL (JFK)

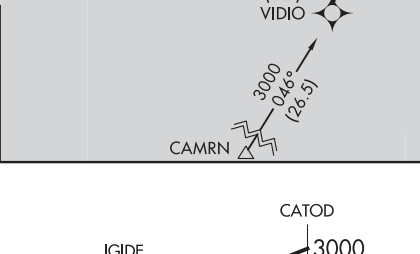
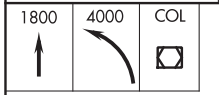
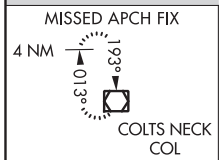
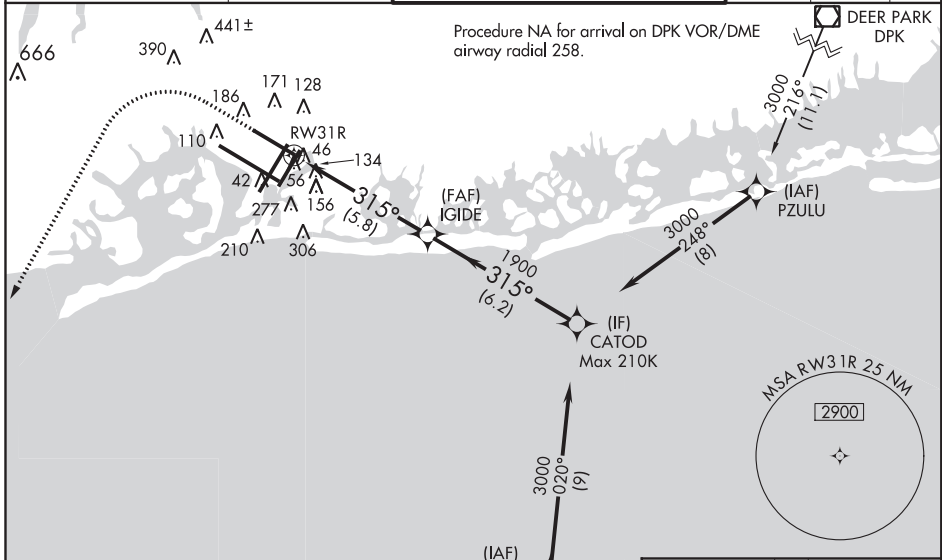
▼ For uncompensated Baro-VNAV systems, procedure NA below -12°C (9°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.30 DA all Cats visibility to 1½ mile. Simultaneous approach authorized with Rwy 31L. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

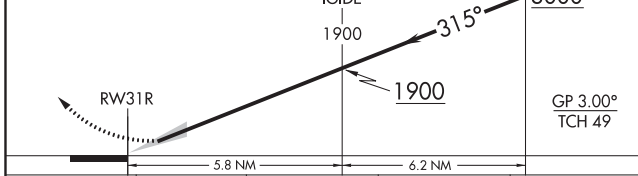
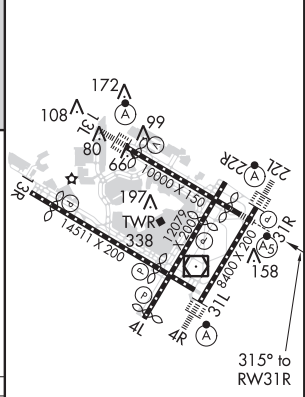


MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct COL VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL	CPDLC
128.725	117.7	115.4	128.12	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	135.05	
					Rwys 4L/22R and 13R/31L	123.9 281.55	348.6	348.6	



ELEV 13	D	TDZE 12
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CATEGORY	A	B	C	D
RNP 0.30 DA		458/50	446 (500-1)	

AUTHORIZATION REQUIRED

REIL Rwy 4L
 RLLS Rwy 13R
 HIRL all Rwys
 TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2, 10 NOV 2016 to 05 JAN 2017

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WAAS CH 40019 W22B	APP CRS 225°	Rwy ldg TDZE Apt Elev	7795 12 13
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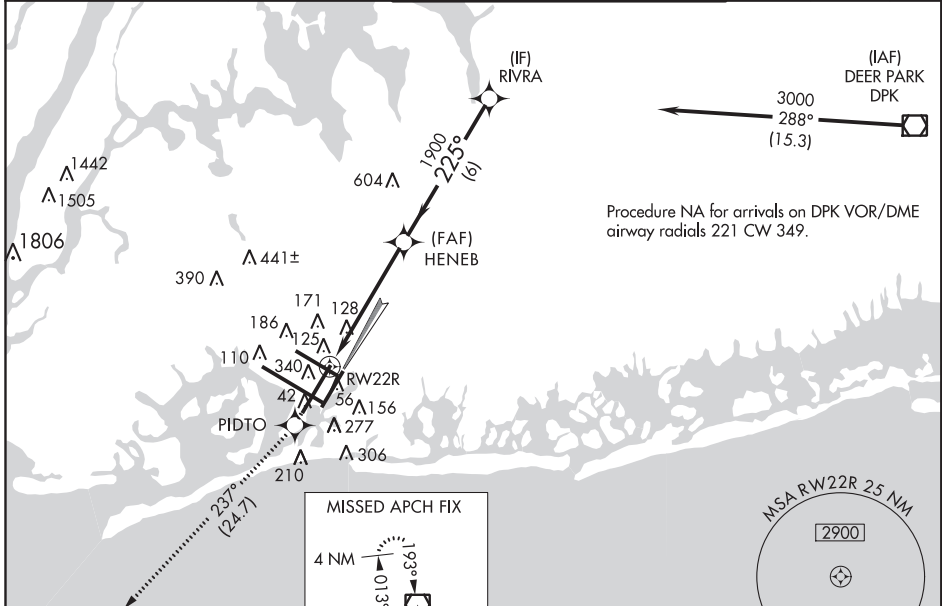
RNAV (GPS) RWY 22R

JOHN F KENNEDY INTL (JFK)

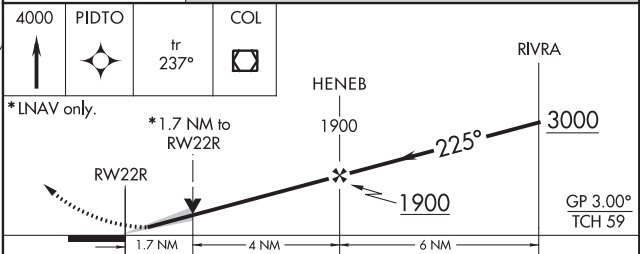
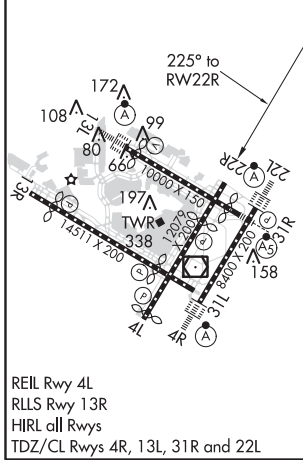
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH:
Climb to 4000 direct
PIDTO and on track 237°
to COL VOR/DME and hold.

ATIS (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	128.12 269.0	119.1 281.55	123.9 281.55	121.9 348.6	135.05 348.6	



ELEV 13	D	TDZE 12
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CATEGORY	A	B	C	D
LPV DA		269/40	257 (300-¾)	
LNAV/VNAV DA		501-1½	489 (500-1½)	
LNAV MDA	600/50	588 (600-1)	600-1¾	588 (600-1¾)
C CIRCLING	640-1	627 (700-1)	640-1¾	660-2
			627 (700-1¾)	647 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77519	APP CRS 045°	Rwy Idg 11010 TDZE 13 Apt Elev 13
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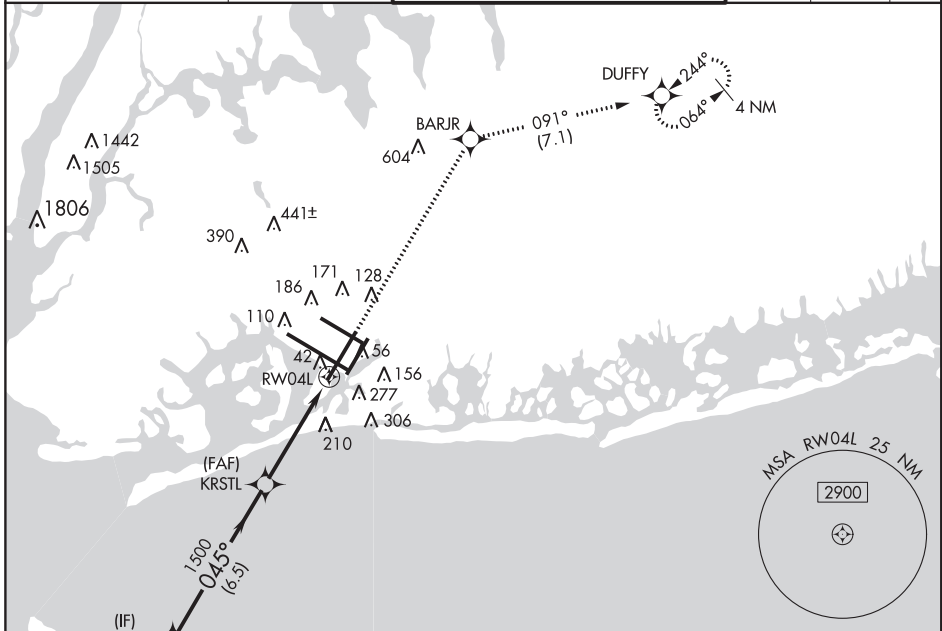
RNAV (GPS) Y RWY 4L

JOHN F KENNEDY INTL (JFK)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 4R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

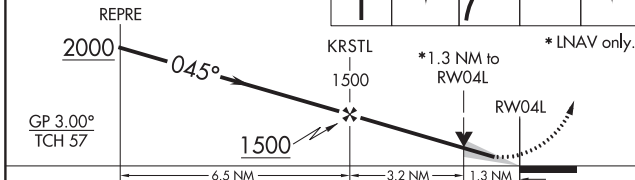
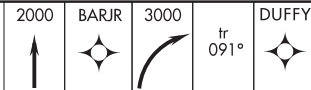
MISSED APPROACH: Climb to 2000 direct BARJR then climbing right turn to 3000 on track 091° to DUFFY and hold.

ATIS (ARR-NE) (ARR-SW)			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL	CPDLC
128.725	117.7	115.4	128.12	269.0	Rwys 4R/22L and 13L/31R Rwys 4L/22R and 13R/31L	119.1 281.55 123.9 281.55	121.9 348.6	135.05 348.6	

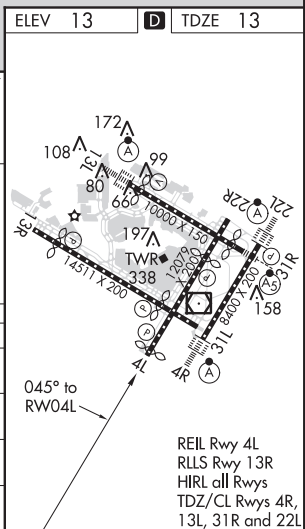


RADAR REQUIRED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).



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 (500-1½)	480-1¾	467 (500-1¾)
C CIRCLING	640-1	627 (700-1)	640-1¾	660-2
			627 (700-1¾)	647 (700-2)



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 81819 W04B	APP CRS 045°	Rwy Idg 8400 TDZE 13 Apt Elev 14
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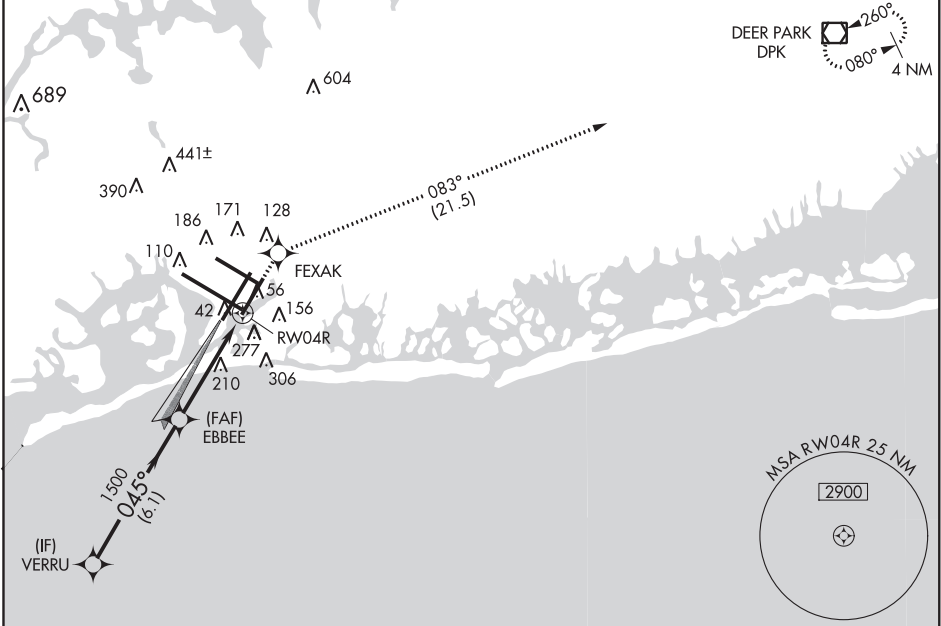
RNAV (GPS) Y RWY 4R

JOHN F KENNEDY INTL (JFK)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 4L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSIF-2 MISSED APPROACH: Climb to 4000 direct FEXAK and right turn on track 083° to DPK VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4			NEW YORK APP CON 128.12 269.0		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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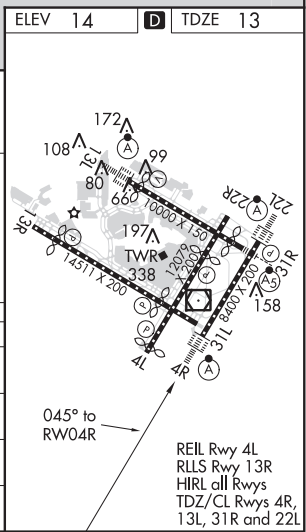


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NE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

	VERRU		EBBEE		RW04R		DPK	
	2000		1500		1500		4000	
	045°		1500		*1.7 NM to RW04R		*LNAV only	
	GP 3.00°		TCH 53					
	6.1 NM		2.7 NM		1.7 NM			
CATEGORY	A	B	C	D				
LPV DA	270/24		257 (300-½)					
LNAV/VNAV DA	520/60		507 (600-1¼)					
LNAV MDA	600/24	587 (600-½)	600/50	587 (600-1)	600/60	587 (600-1¼)		
CIRCLING	640-1	626 (700-1)	640-1¾	626 (700-1¾)	640-2	626 (700-2)		



WAAS CH 50119 W31A	APP CRS 315°	Rwy Idg 11248 TDZE 13 Apt Elev 13
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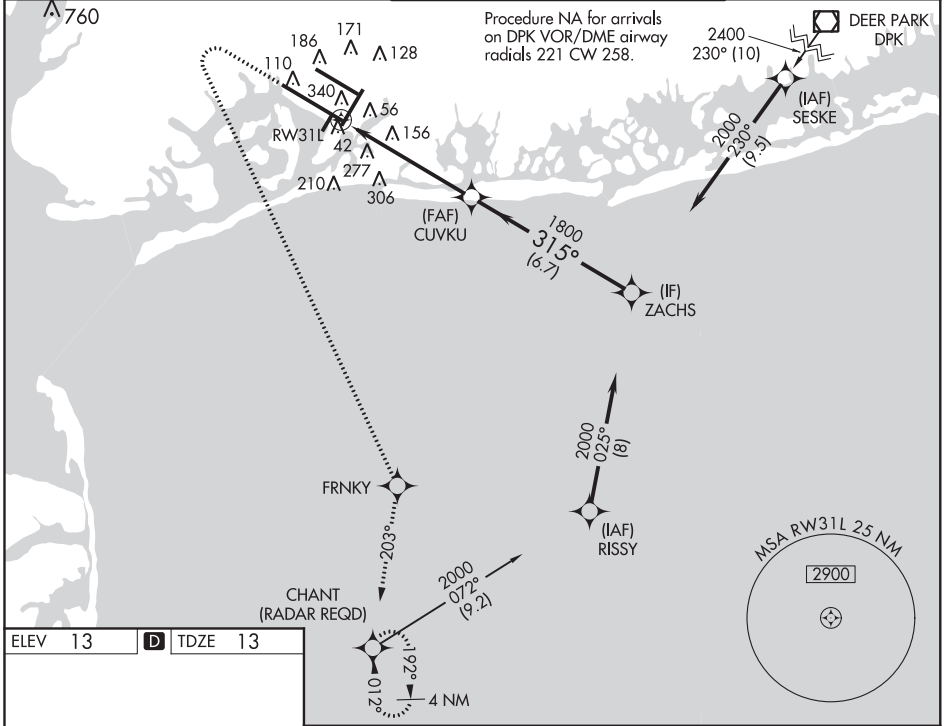
RNAV (GPS) Y RWY 31L

JOHN F KENNEDY INTL (JFK)

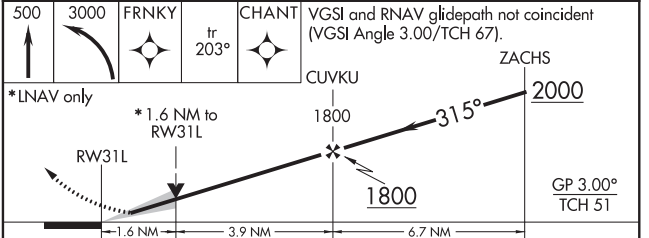
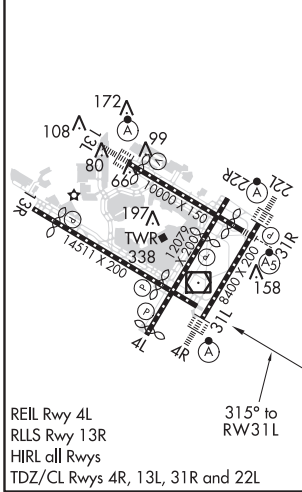
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 31R. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct FRNKY and on track 203° to CHANT and hold.

ATIS (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	128.12 269.0	119.1 281.55 123.9 281.55	121.9 348.6	135.05 348.6	



ELEV 13	D	TDZE 13
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CATEGORY	A	B	C	D
LPV DA		213/40	200 (200-¾)	
LNAV/VNAV DA		541-1¾	528 (600-1¼)	
LNAV MDA	600/55	587 (600-1¼)	600-1¾	587 (600-1¼)
C CIRCLING	640-1	627 (700-1)	640-1¾	660-2 647 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45519 W31B	APP CRS 315°	Rwy Idg TDZE Apr Elev	8486 12 13
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RNAV (GPS) Y RWY 31R

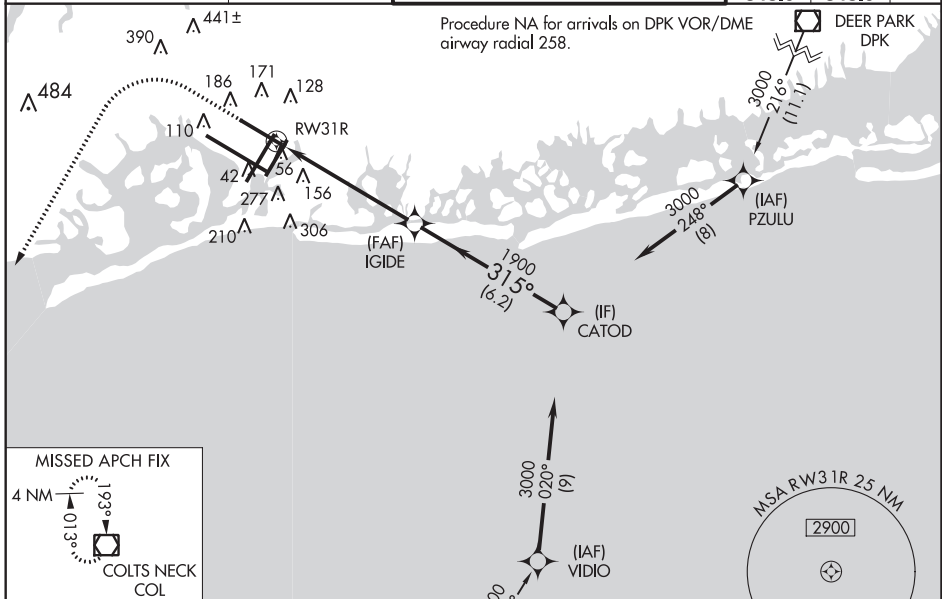
JOHN F KENNEDY INTL (JFK)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 31L. DME/DME RNP-0.3 NA. Minimum altitude at CATOD 2000 when authorized by ATC. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

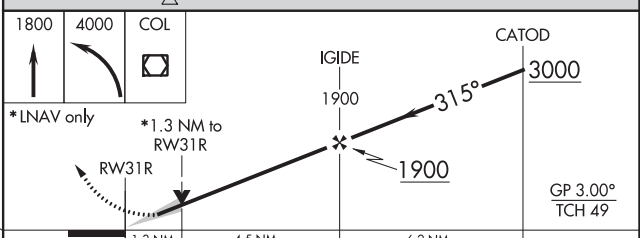
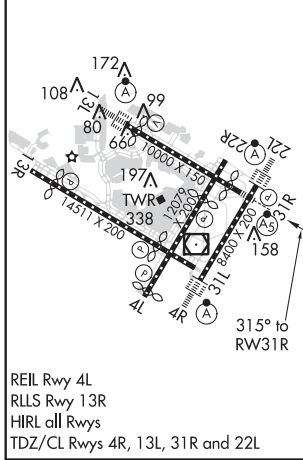
MALSRL 

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct COL VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW)	NEW YORK APP CON	KENNEDY TOWER Rwys 4R/22L and 13L/31R Rwys 4L/22R and 13R/31L	119.1 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6	CPDLC
128.725 117.7 115.4	128.12 269.0					



ELEV 13	D	TDZE 12
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CATEGORY	A	B	C	D
LPV DA		212/24	200 (200-½)	
LNAV/VNAV DA		369/35	357 (400-¾)	
LNAV MDA	460/24	448 (500-½)	460/45	448 (500-¾)
C CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	660-2 647 (700-2)

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NE-2, 10 NOV 2016 to 05 JAN 2017

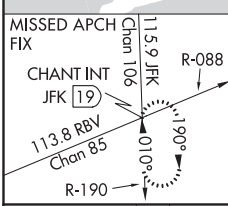
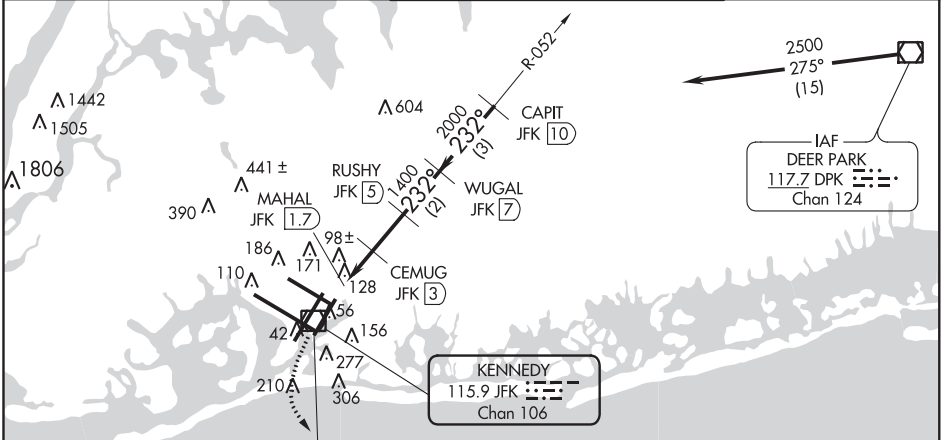
VOR/DME JFK 115.9 Chan 106	APP CRS 232°	Rwy Idg TDZE 13 Apt Elev 13
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VOR/DME RWY 22L

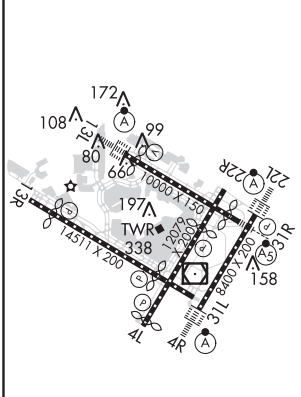
JOHN F KENNEDY INTL (JFK)

	MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.
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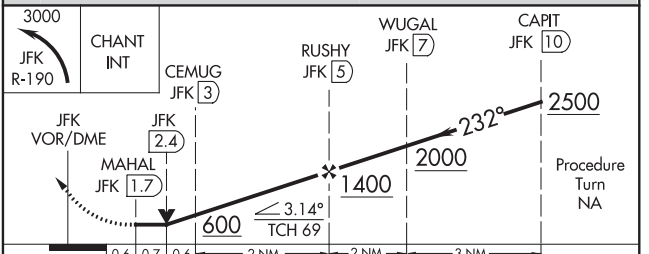
ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6	CPDLC
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ELEV 13	D	TDZE 13
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REIL Rwy 4L
RLLS Rwy 13R
HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
S-22L	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

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NE-2, 10 NOV 2016 to 05 JAN 2017

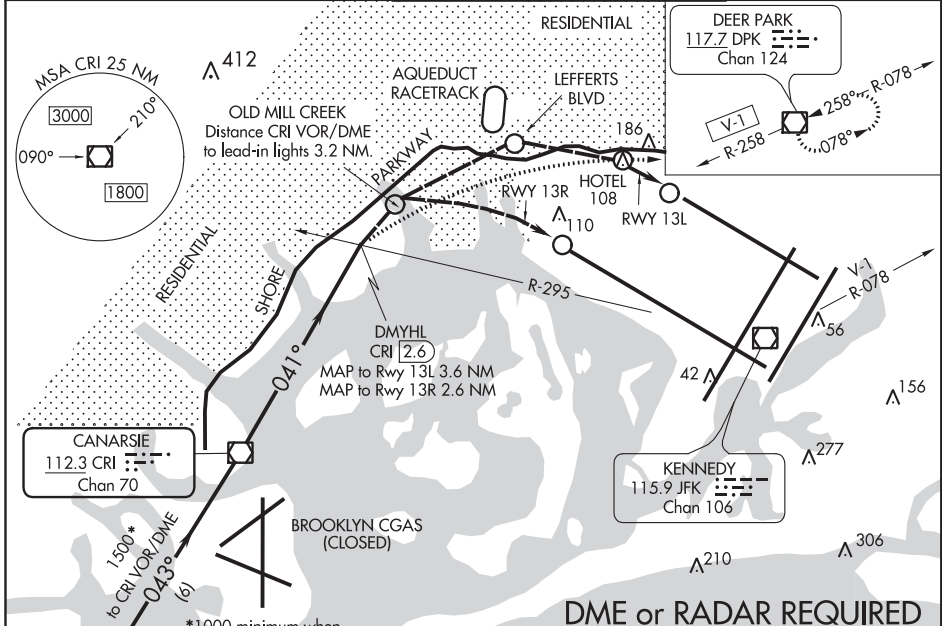
VOR/DME CRI 112.3 Chan 70	APP CRS 041°	Rwy Idg 13R 12468 13L 9093 TDZE 13 Apt Elev 13
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VOR or GPS RWY 13L/13R

JOHN F KENNEDY INTL (JFK)

For inoperative lead-in lights, procedure NA.	Rwy13L ALSF-2	MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 on heading 100° and V-1 to DPK VOR/DME and hold.

ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	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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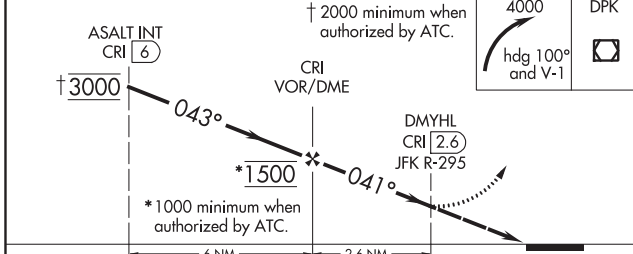


ASALT INT CRI (6)

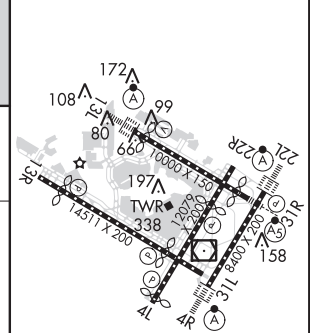
† 2000 minimum when authorized by ATC.

○ Lead-in light groups

When visual reference established, fly visual to airport via lead-in lights to Rwy 13L or 13R. Close adherence to flight track required for noise abatement.



ELEV 13	TDZE 13
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CATEGORY	A	B	C	D
RLLS-13L	800-2 787 (800-2)		800-2 ½ 787 (800-2 ¼)	800-2 ½ 787 (800-2 ½)
RLLS-13R	800-2 787 (800-2)		800-2 ¼ 787 (800-2 ¼)	800-2 ½ 787 (800-2 ½)

Knots				
60	90	120	150	180
Min:Sec				
2:36	1:44	1:18	1:02	0:52

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NE-2, 10 NOV 2016 to 05 JAN 2017

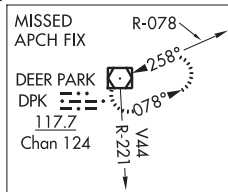
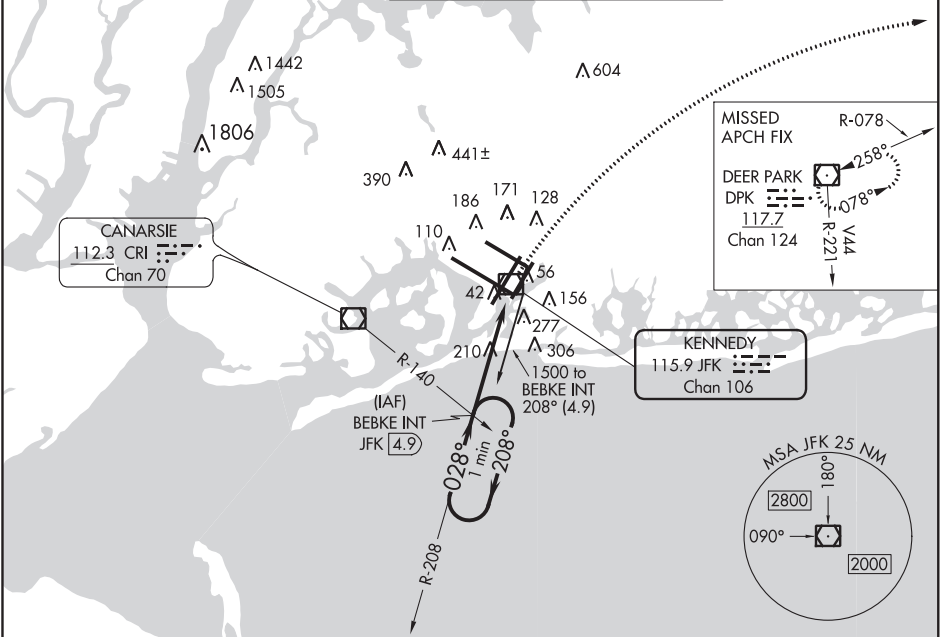
VOR/DME JFK 115.9 Chan 106	APP CRS 028°	Rwy Idg 8400 TDZE 13 Apt Elev 13
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VOR RWY 4R

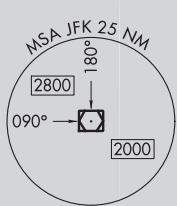
JOHN F KENNEDY INTL (JFK)

		MISSED APPROACH: Climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.	
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ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	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	CLNC DEL 135.05 348.6	CPDLC
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KENNEDY
115.9 JFK
Chan 106

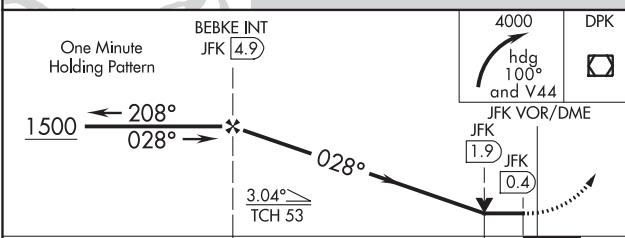


ELEV 13	TDZE 13
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REIL Rwy 4L
RLLS Rwy 13R
RLLS Rwy 13L
HIRL all Rwys
TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-4R	540/24 527 (600-½)		540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

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NE-2, 10 NOV 2016 to 05 JAN 2017

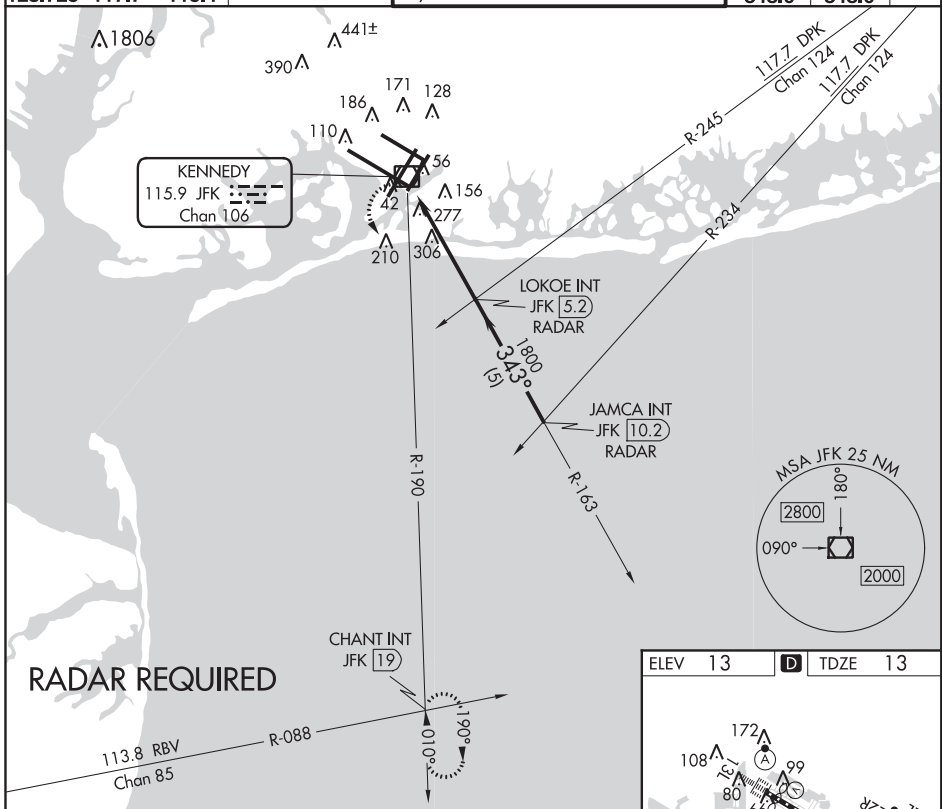
VOR/DME JFK 115.9 Chan 106	APP CRS 343°	Rwy Idg 11248 TDZE 13 Apt Elev 13
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VOR RWY 31L

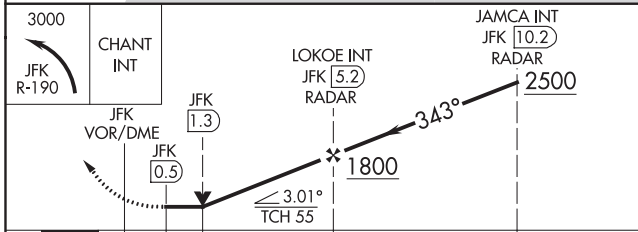
JOHN F KENNEDY INTL (JFK)

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

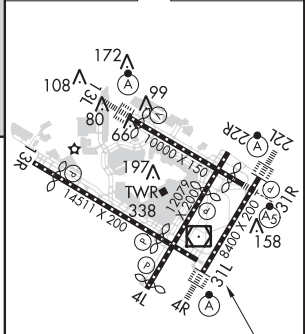
ATIS (ARR-NE) (ARR-SW) 128.725 117.7 115.4	NEW YORK APP CON 128.12 269.0	KENNEDY TOWER Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	GND CON 121.9 348.6	CLNC DEL 135.05 348.6	CPDLC
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RADAR REQUIRED



ELEV 13	D TDZE 13
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CATEGORY	A	B	C	D
S-31L	560/50 547 (600-1)		560-1½ 547 (600-1½)	560-1¾ 547 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

REIL Rwy 4L	343° 4.7 NM from FAF
RLLS Rwy 13R	
HIRL all Rwys	
TDZ/CL Rwys 4R, 13L, 31R and 22L	
FAF to MAP	4.7 NM
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

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NE-2, 10 NOV 2016 to 05 JAN 2017

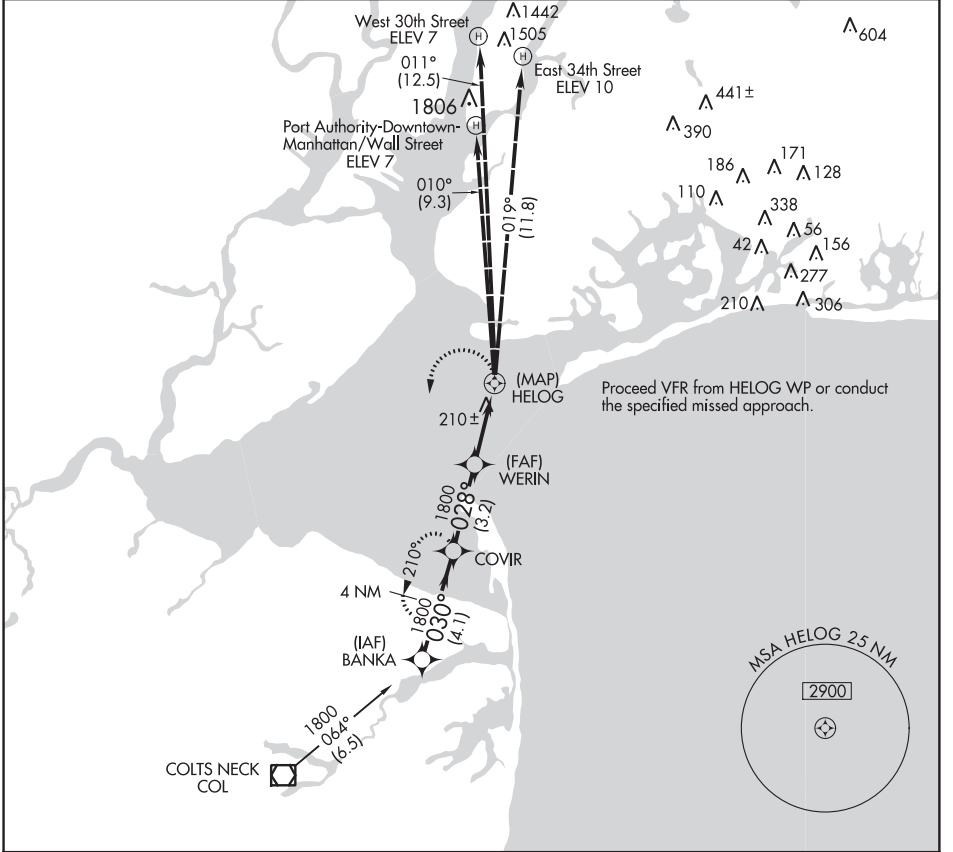
APP CRS 028°	Rwy Idg TDZE Apt Elev	N/A N/A N/A
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COPTER RNAV (GPS) 028°

JOHN F KENNEDY INTL (JFK)

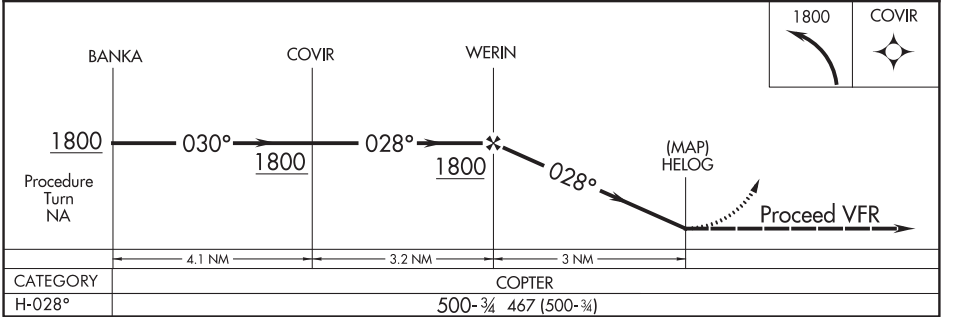
<p>▲ NA Limit final and missed approach airspeed to 70 KIAS. Use John F. Kennedy Intl altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 1800 direct COVR WP and hold.</p>
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<p>ATIS ARR-NE 128.725</p>	<p>ARR-SW 115.4</p>	<p>NEW YORK APP CON 128.12 269.0</p>
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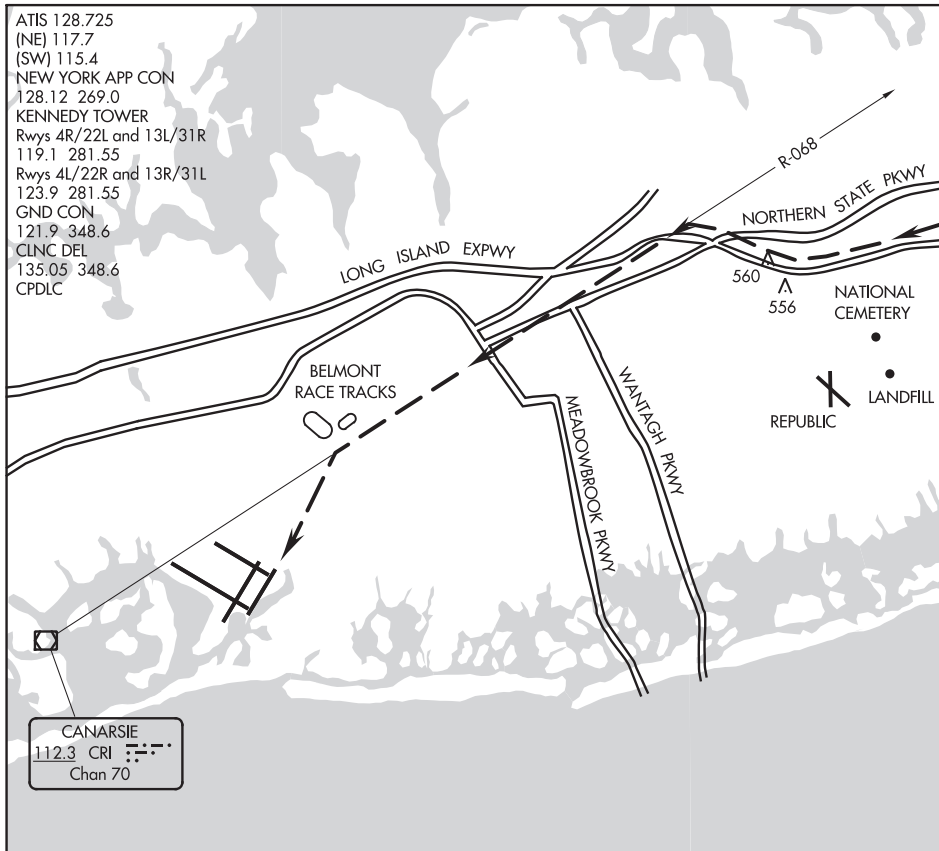
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



BELMONT VISUAL RWY 22L

ATIS 128.725
 (NE) 117.7
 (SW) 115.4
 NEW YORK APP CON
 128.12 269.0
 KENNEDY TOWER
 Rwy's 4R/22L and 13L/31R
 119.1 281.55
 Rwy's 4L/22R and 13R/31L
 123.9 281.55
 GND CON
 121.9 348.6
 CLNC DEL
 135.05 348.6
 CPDLC



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

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.

BELMONT VISUAL RWY 22L

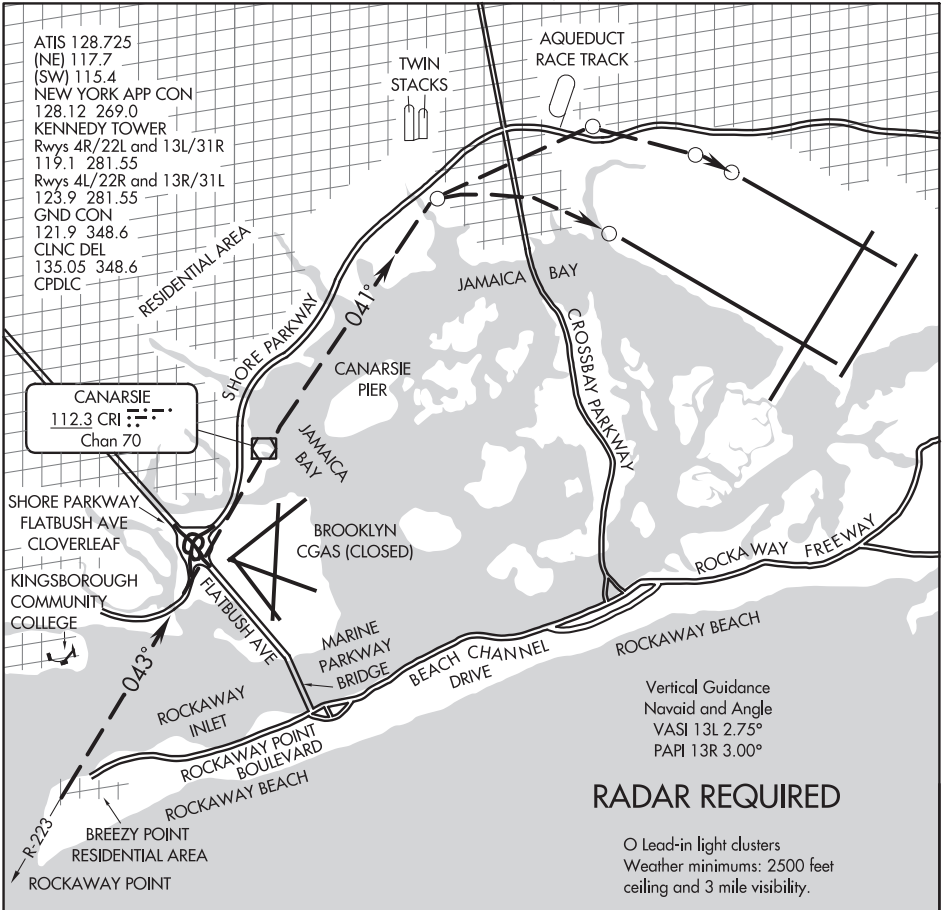
40°38'N-73°47'W

NEW YORK, NEW YORK
JOHN F. KENNEDY INTL (JFK)

PARKWAY VISUAL RWY 13L/R

AL-610 (FAA)

JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

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.

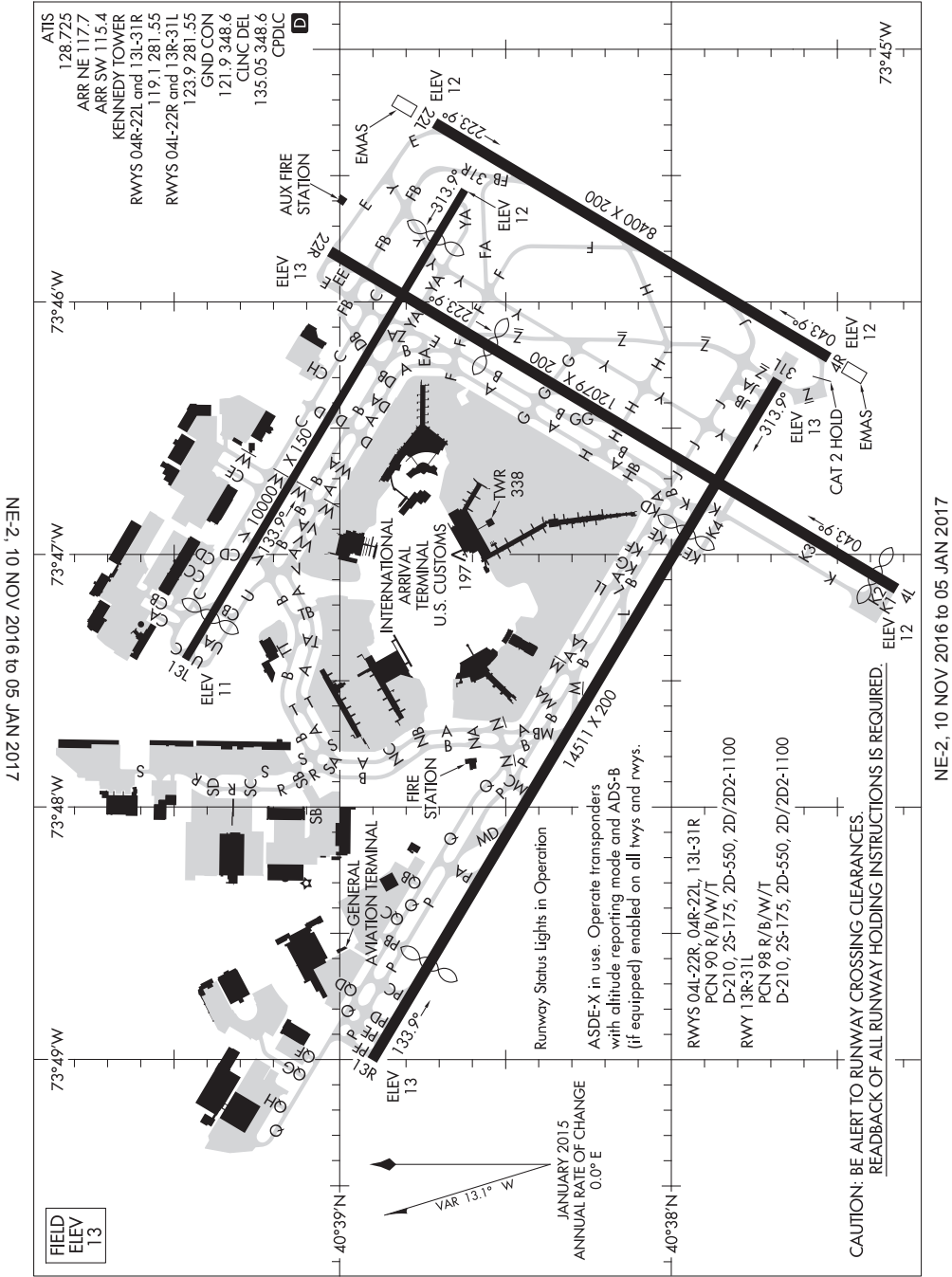
PARKWAY VISUAL RWY 13L/R

NEW YORK, NEW YORK
JOHN F. KENNEDY INTL (JFK)

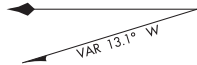
AIRPORT DIAGRAM

JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

AL-610 (FAA)



FIELD ELEV 13



JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° E

Runway Status Lights in Operation
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all twys and rwyys.

RWYS 04L-22R, 04R-22L, 13L-31R
PCN 90 R/B/W/T
D-210, 2S-175, 2D-550, 2D/2D2-1100

RWY 13R-31L
PCN 98 R/B/W/T
D-210, 2S-175, 2D-550, 2D/2D2-1100

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

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

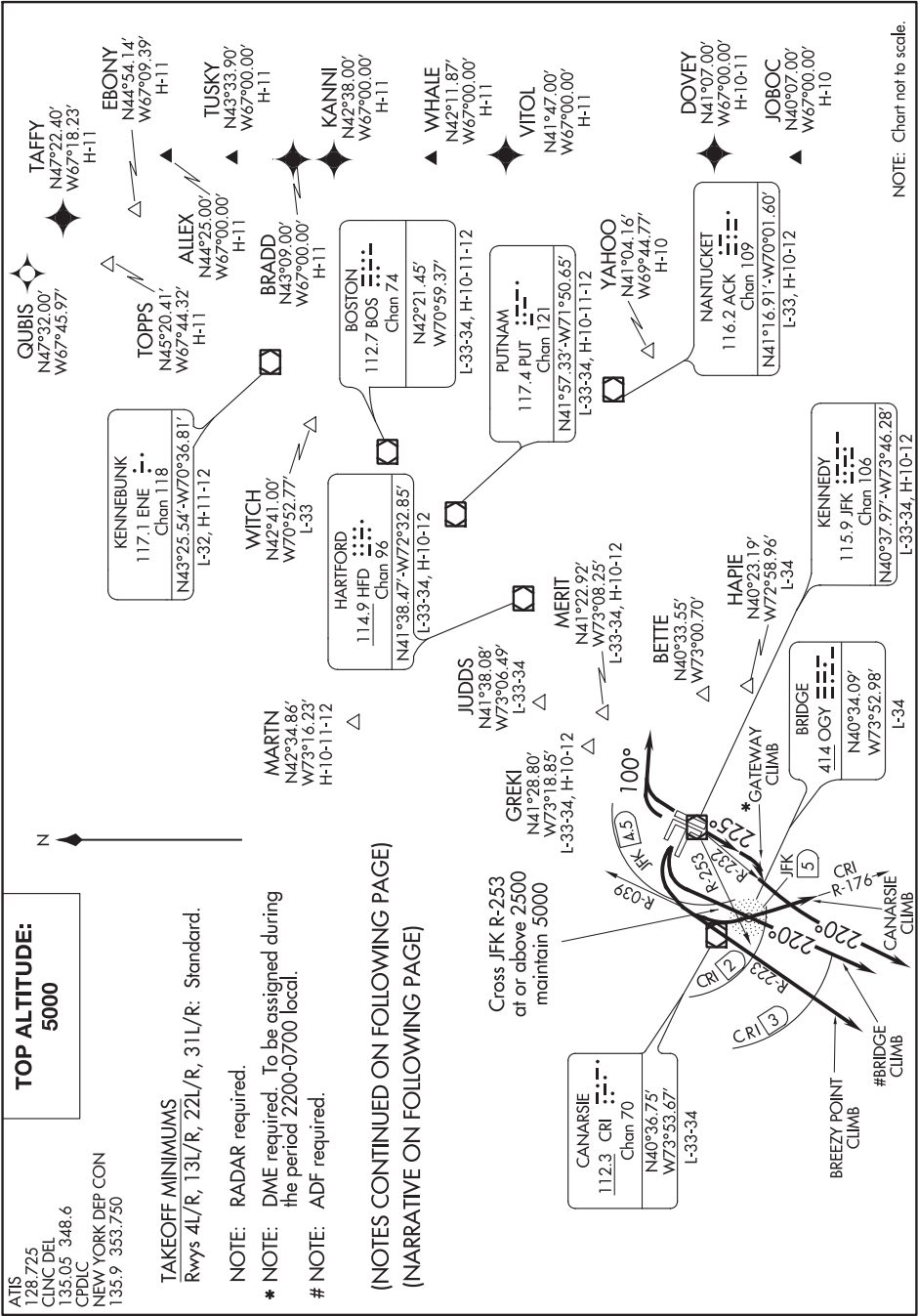
NEW YORK, NEW YORK
JOHN F. KENNEDY INTL (JFK)

BETTE FOUR DEPARTURE

SL-610 (FAA)

JOHN F KENNEDY INTL (JFK)
NEW YORK, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

NE-2, 10 NOV 2016 to 05 JAN 2017

BETTE FOUR DEPARTURE

(BETTE4.BETTE) 15OCT15

NEW YORK, NEW YORK
JOHN F KENNEDY INTL (JFK)

(BETTE4.BETTE) 16091

BETTE FOUR DEPARTURE

SL-610 (FAA)

JOHN F KENNEDY INTL (JFK)
NEW YORK, NEW YORK

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 100°, thence

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence

TAKEOFF RUNWAYS 22L/R: Climb heading 225°, thence

* GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 220°, thence

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence

BRIDGE CLIMB: Climbing left turn direct OGY NDB, then on heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2500, thence

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence

. . . . via RADAR vectors to BETTE, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

(CONTINUED ON FOLLOWING PAGE)

BETTE FOUR DEPARTURE

(BETTE4.BETTE) 15OCT15

NEW YORK, NEW YORK
JOHN F KENNEDY INTL (JFK)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

(NOTES CONTINUED)

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.

NE-2, 10 NOV 2016 to 05 JAN 2017

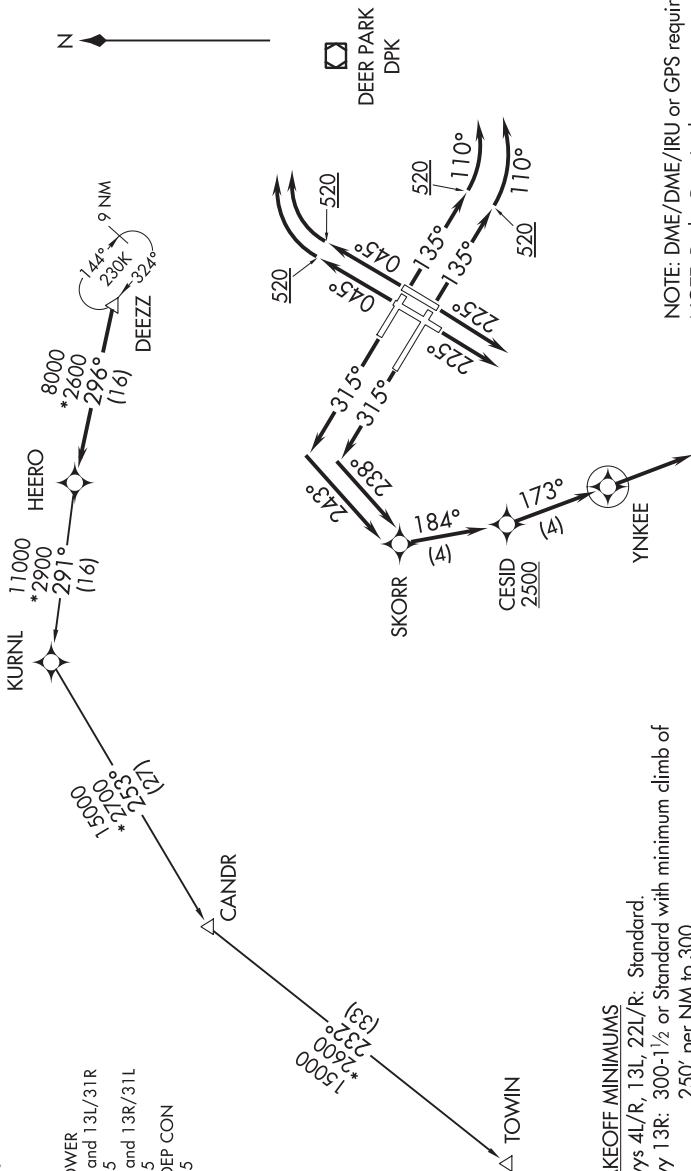
NE-2, 10 NOV 2016 to 05 JAN 2017

DEZZ FOUR DEPARTURE (RNAV)

**TOP ALTITUDE:
5000**

NE-2, 10 NOV 2016 to 05 JAN 2017

ATIS 128.725
CLNC DEL 135.05 348.6
CPIDC
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



TAKEOFF MINIMUMS

Rwys 4L/R, 13L, 22L/R: Standard.

Rwy 13R: 300-1/2 or Standard with minimum climb of 250' per NM to 300.

Rwys 31L/R: Standard with minimum climb of 500' per NM to 1400.

NOTE: DME/DME/IRU or GPS required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: TOWIN transition ATC assigned only.

(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-2, 10 NOV 2016 to 05 JAN 2017

DEZZ FOUR DEPARTURE (RNAV)

DEEZZ FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4L/R: Climb heading 045° to 520, then climbing right turn heading 100° or as assigned by ATC, thence

TAKEOFF RWYS 13L/R: Climb heading 135° to 520, then climbing left turn heading 110° or as assigned by ATC, thence

TAKEOFF RWYS 22L/R: Climb heading 225° or as assigned by ATC, thence

TAKEOFF RWY 31L: Climb heading 315° to intercept course 238° to SKORR, then on track 184° to cross CESID at or above 2500, then on track 173° to YNKEE, then on track 173° or as assigned by ATC, thence

TAKEOFF RWY 31R: Climb heading 315° to intercept course 243° to SKORR, then on track 184° to cross CESID at or above 2500, then on track 173° to YNKEE, then on track 173° or as assigned by ATC, thence

. . . . expect vectors to DEEZZ, then on track 296° to HEERO. Maintain 5000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

CANDR TRANSITION (DEEZZ4.CANDR)

TOWIN TRANSITION (DEEZZ4.TOWIN)

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 bldg 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.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

DEEZZ FOUR DEPARTURE (RNAV)

(DEEZZ4.DEEZZ) 15OCT15



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 100°, thence

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence

TAKEOFF RUNWAYS 22L/R: Climb heading 225°, thence

* GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 220°, thence

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence

BRIDGE CLIMB: Climbing left turn direct OGY NDB, then on heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2500, thence

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence

. . . . via RADAR vectors to GREK1, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

JUDDS TRANSITION (GREK14.JUDDS): From over GREK1 INT to JUDDS INT via CMK R-057.

(CONTINUED ON FOLLOWING PAGE)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

(GREK14.GREK1) 16091

GREK1 FOUR DEPARTURE

SL-610 (FAA)

JOHN F KENNEDY INTL (JFK)
NEW YORK, NEW YORK

(NOTES CONTINUED)

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.
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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.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

GREK1 FOUR DEPARTURE

(GREK14.GREK1) 15OCT15

NEW YORK, NEW YORK
JOHN F KENNEDY INTL (JFK)

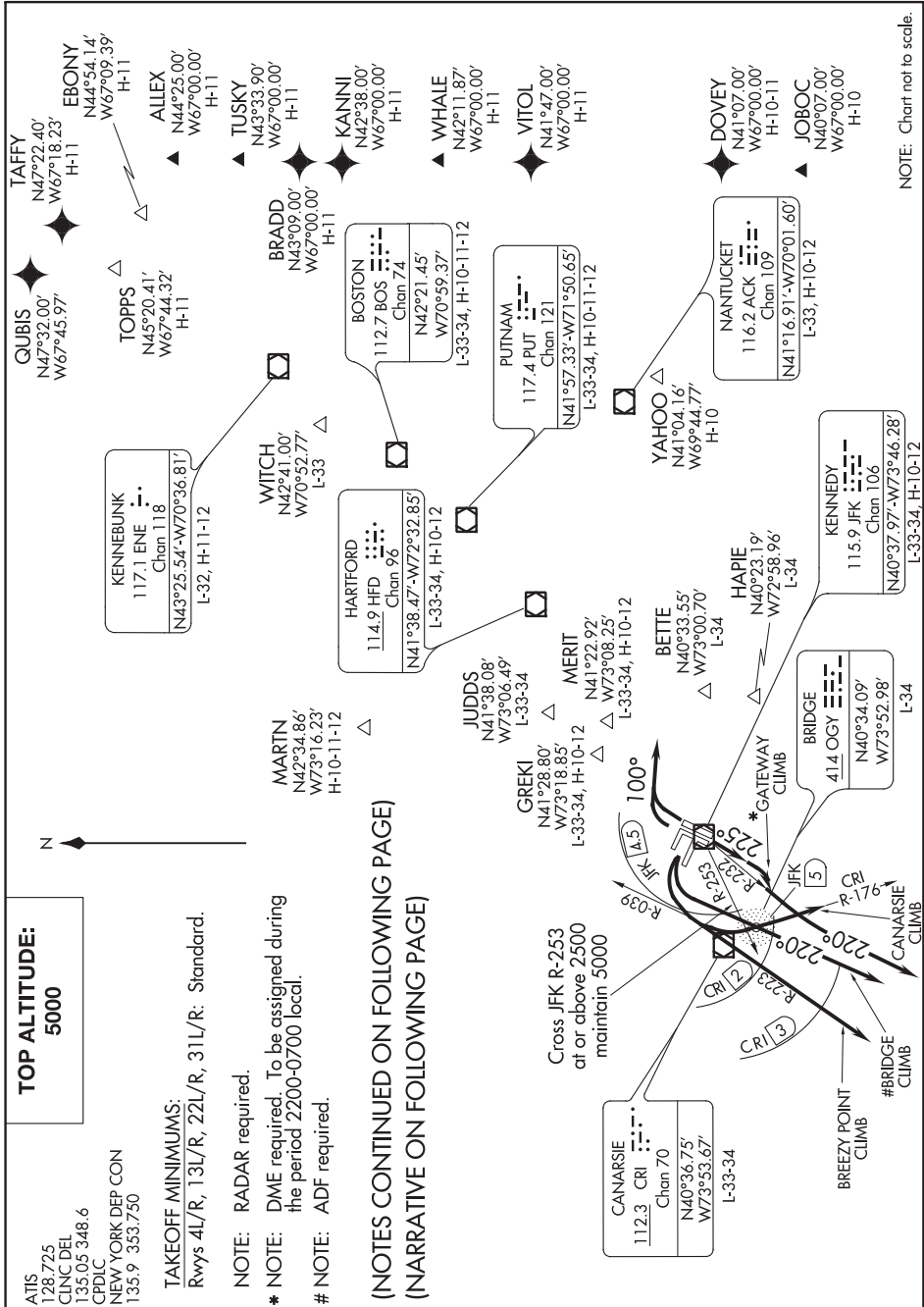
HAPIE FOUR DEPARTURE

SL-610 (FAA)

JOHN F KENNEDY INTL (JFK)

NEW YORK, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017



HAPIE FOUR DEPARTURE

(HAPIE4.HAPIE) 15OCT15

NEW YORK, NEW YORK
JOHN F KENNEDY INTL (JFK)

NE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 100°, thence

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence

TAKEOFF RUNWAYS 22L/R: Climb heading 225°, thence

* GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 220°, thence

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence

BRIDGE CLIMB: Climbing left turn direct OGY NDB, then on heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2500, thence

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence

. . . . via RADAR vectors to HAPIE, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

(CONTINUED ON FOLLOWING PAGE)

(NOTES CONTINUED)

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.
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Trees beginning 1757' from DER, 626' right of centerline, up to 57' AGL/66' MSL.
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- 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.

NE-2, 10 NOV 2016 to 05 JAN 2017

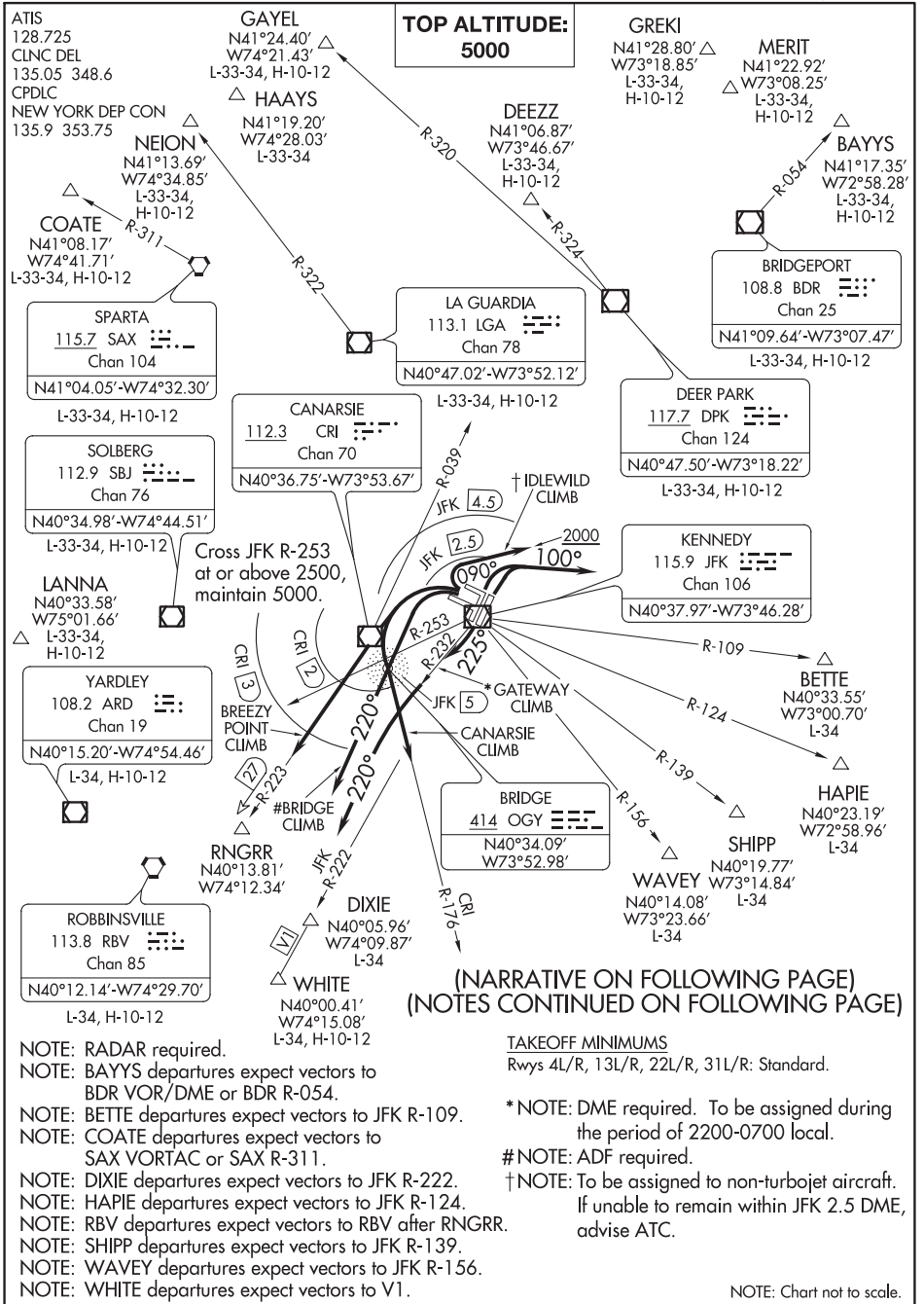
NE-2, 10 NOV 2016 to 05 JAN 2017

(JFK3.JFK) 16091

KENNEDY THREE DEPARTURE

SL-610 (FAA)

JOHN F KENNEDY INTL (JFK)
NEW YORK, NEW YORK



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

- NOTE: RADAR required.
- NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
- NOTE: BETTE departures expect vectors to JFK R-109.
- NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.
- NOTE: DIXIE departures expect vectors to JFK R-222.
- NOTE: HAPIE departures expect vectors to JFK R-124.
- NOTE: RBV departures expect vectors to RBV after RINGRR.
- NOTE: SHIPP departures expect vectors to JFK R-139.
- NOTE: WAVEY departures expect vectors to JFK R-156.
- NOTE: WHITE departures expect vectors to V1.

- TAKEOFF MINIMUMS
Rwys 4L/R, 13L/R, 22L/R, 31L/R: Standard.
- * NOTE: DME required. To be assigned during the period of 2200-0700 local.
- # NOTE: ADF required.
- † NOTE: To be assigned to non-turbojet aircraft. If unable to remain within JFK 2.5 DME, advise ATC.

NOTE: Chart not to scale.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

KENNEDY THREE DEPARTURE (JFK3.JFK) 04FEB16

NEW YORK, NEW YORK
JOHN F KENNEDY INTL (JFK)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 100°, thence

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence

TAKEOFF RUNWAYS 22L/R: Climb heading 225°, thence

* GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 220°, 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

BRIDGE CLIMB: Climbing left turn direct OGY NDB, then on heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross 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.

(CONTINUED ON FOLLOWING PAGE)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

(NOTES CONTINUED)

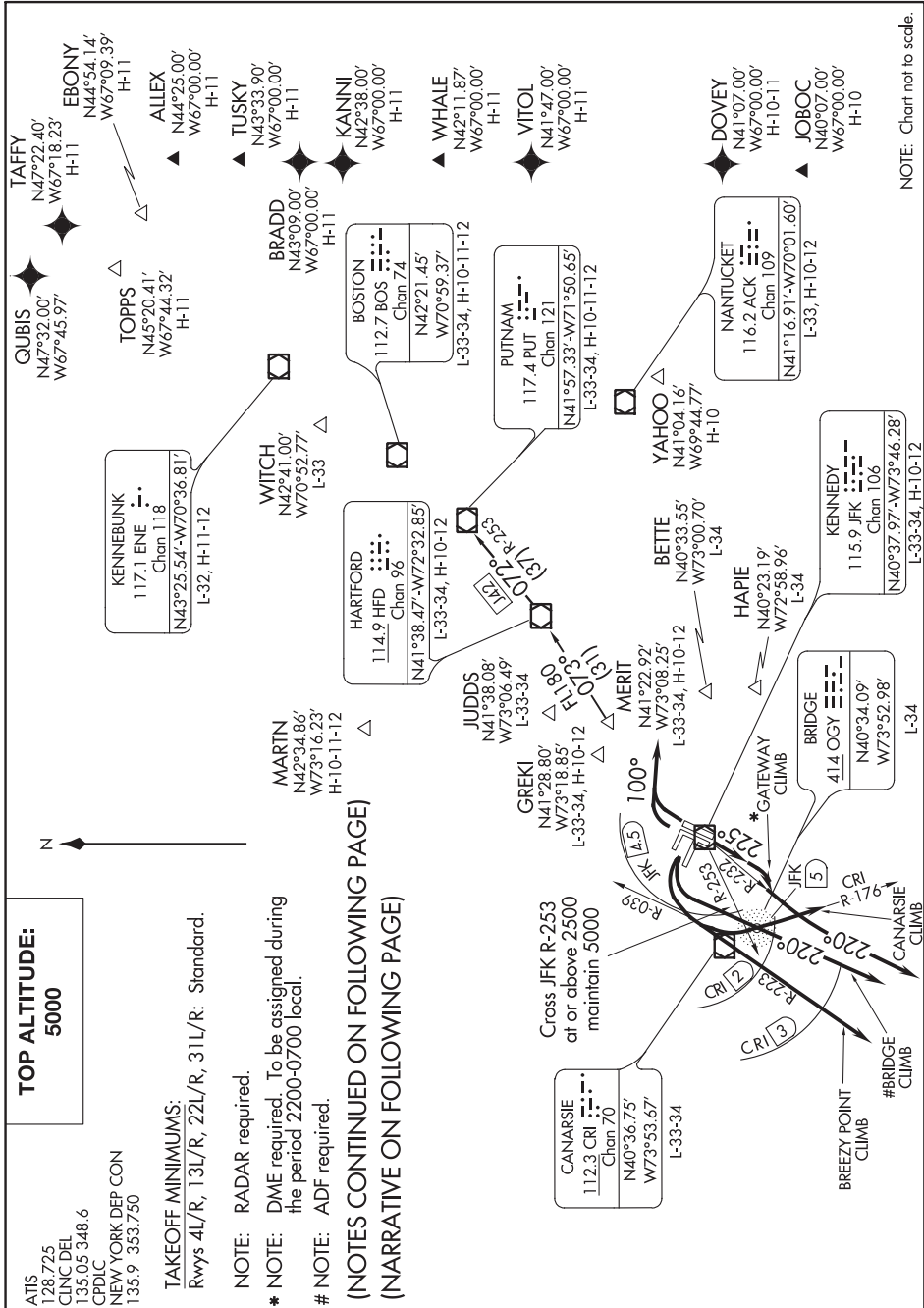
TAKEOFF OBSTACLE NOTES

- 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.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

NE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climbing right turn heading 100°, thence

TAKEOFF RUNWAYS 13L/R: Climb on assigned heading, thence

TAKEOFF RUNWAYS 22L/R: Climb heading 225°, thence

*GATEWAY CLIMB: Climbing right turn to intercept the JFK R-232 until 5 DME, then turn left heading 220°, thence

TAKEOFF RUNWAYS 31L/R:

BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2500, thence

#BRIDGE CLIMB: Climbing left turn direct OGY NDB, then on heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2500, thence

CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2500, thence

. . . . via RADAR vectors to MERIT, maintain 5000. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

PUTNAM TRANSITION (MERIT4.PUT): From over MERIT INT to HFD VOR/DME via HFD R-253, then via HFD R-072 and PUT R-253 to PUT VOR/DME.

(CONTINUED ON FOLLOWING PAGE)

MERIT FOUR DEPARTURE

SL-610 (FAA)

(NOTES CONTINUED)

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.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

(SKORR3.SKORR) 16091

SKORR THREE DEPARTURE (RNAV) SL-610 (FAA)

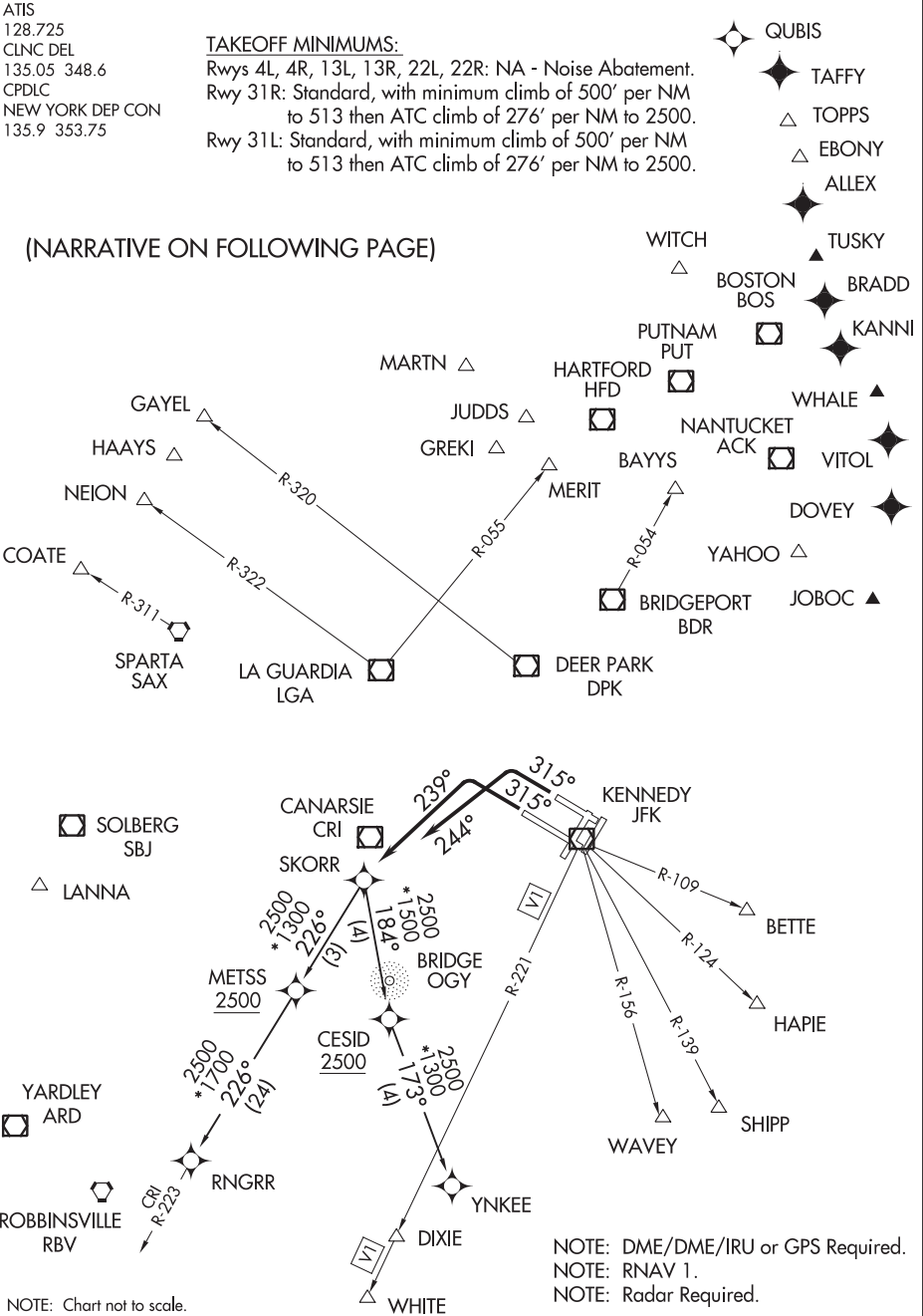
JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

ATIS
128.725
CLNC DEL
135.05 348.6
CPDLC
NEW YORK DEP CON
135.9 353.75

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 13R, 22L, 22R: NA - Noise Abatement.
Rwy 31R: Standard, with minimum climb of 500' per NM to 513 then ATC climb of 276' per NM to 2500.
Rwy 31L: Standard, with minimum climb of 500' per NM to 513 then ATC climb of 276' per NM to 2500.

(NARRATIVE ON FOLLOWING PAGE)



NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

SKORR THREE DEPARTURE (RNAV)
(SKORR3.SKORR) 29JUL10

NEW YORK, NEW YORK
JOHN F. KENNEDY INTL (JFK)

SKORR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31R: Climb heading 315° to intercept course 244° to SKORR.
Thence

TAKEOFF RUNWAY 31L: Climb heading 315° to intercept course 239° to SKORR.
Thence

. . . . Maintain 5000, expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR3.RNGRR):

YNKEE TRANSITION (SKORR3.YNKEE):

TAKEOFF OBSTACLE NOTES:

Rwy 31L: Tree 2076' from DER, 436' left of centerline, 79' AGL/91' MSL.

Bush 257' from DER, 530' left of centerline, 13' AGL/25' MSL.

Rwy 31R: Tree 752' from DER, 654' left of centerline, 39' AGL/52' MSL.

Tree 561' from DER, 646' right of centerline, 30' AGL/43' MSL.

Multiple light poles starting 1442' from DER, 336' left of centerline, up to 44' AGL/67' MSL.

Vehicle on road 281' from DER, 501' left of centerline, 15' AGL/26' MSL.

Multiple obstruction lights on poles and fence starting 366' from DER, 15' left of centerline, up to 17' AGL/31' MSL.

Obstruction light on pole 625' from DER, 359' right of centerline, 28' AGL/31' MSL.

Approach light 190' from DER, 8' right of centerline, 5' AGL/18' MSL.

Fence 410' from DER, 352' right of centerline, 10' AGL/23' MSL.

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.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-LGA 110.5	APP CRS 044°	Rwy Idg TDZE Apt Elev	7001 21 21
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ILS or LOC RWY 4

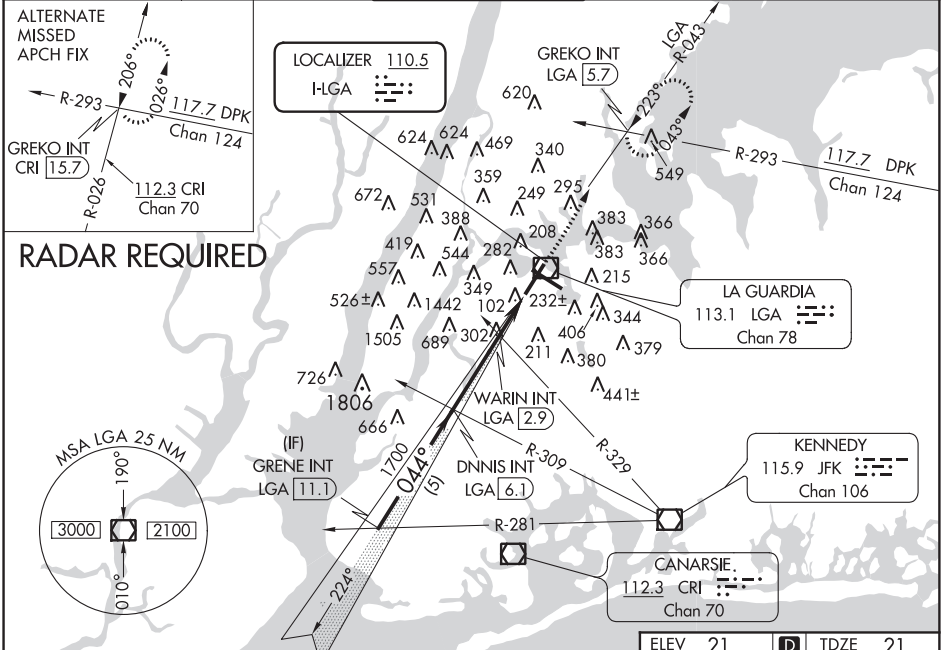
LAGUARDIA (LGA)

⚠ Inp table does not apply to S-ILS 4 all Cats, S-LOC 4 Cats A/B and WARIN fix minimums Cats A/B. Helicopter visibility reduction below RVR 5000 NA. DME from LGA VOR/DME. Circling NA to Rwy 4. Autopilot coupled approach NA.

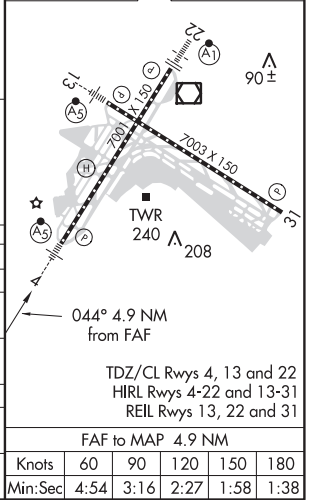
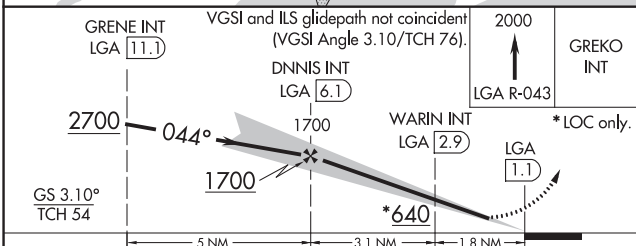
MALSR

MISSED APPROACH: Climb to 2000 on LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold.

ATIS ARR 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
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ELEV 21	D TDZE 21
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CATEGORY	A	B	C	D
S-ILS 4	305/50 284 (300-1)			
S-LOC 4	640/50	619 (700-1)	640-1 $\frac{3}{8}$	619 (700-1 $\frac{3}{8}$)
C CIRCLING	640-1	619 (700-1)	780-2 $\frac{1}{4}$ 759 (800-2 $\frac{1}{4}$)	1040-3 1019 (1100-3)
WARIN FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 4	560/50	539 (600-1)	560/55	539 (600-1 $\frac{1}{4}$)
C CIRCLING	640-1	619 (700-1)	780-2 $\frac{1}{4}$ 759 (800-2 $\frac{1}{4}$)	1040-3 1019 (1100-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GDI 108.5 Chan 22	APP CRS 134°	Rwy Idg TDZE 12 Apt Elev 21	7003
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ILS or LOC RWY 13

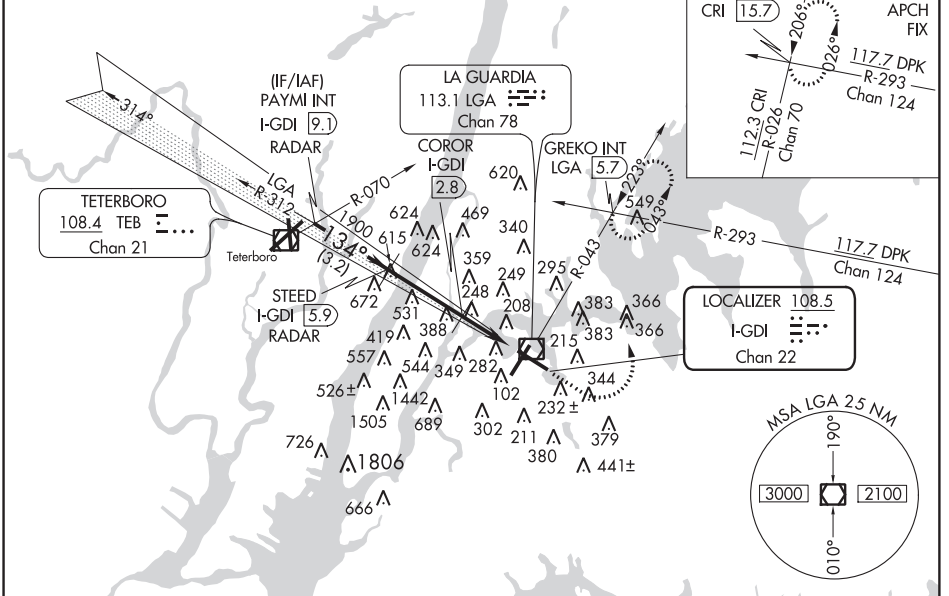
LAGUARDIA (L.G.A.)

⚠ DME or RADAR required. Circling NA to Rwy 4.
⚠ ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS/R MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to GREKO INT/ LGA 5.7 DME and hold, continue climb-in-hold to 2000.

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
ATIS DEP 127.05					

RADAR REQUIRED



VGS and ILS glidepath not coincident (VGS Angle 3.10/TCH 55).		ELEV 21	TDZE 12			
<p>PAYMI INT I-GDI [9.1] RADAR</p> <p>STEED I-GDI [5.9] RADAR</p> <p># 1900 when assigned by ATC</p> <p>GREKO INT *LOC only.</p> <p>GS 3.10° TCH 49</p> <p>134° 5.5 NM from FAF</p> <p>3.2 NM 3.1 NM 1.1 NM 1.3 NM</p>		<p>TWR 240</p> <p>208</p> <p>TDZ/CL Rws 4, 13 and 22</p> <p>HIRL Rws 4-22 and 13-31</p> <p>REIL Rws 13, 22 and 31</p> <p>FAF to MAP 5.5 NM</p>				
CATEGORY	A	B	C	D		
S-ILS 13	** 214/24 202 (200-1/2)					
S-LOC 13	800/24 788 (800-1/2)	800/40 788 (800-3/4)	800-1 3/4 788 (800-1 3/4)	800-2 788 (800-2)		
CIRCLING	800-1 779 (800-1)	800-1 1/4 779 (800-1 1/4)	800-2 1/4 779 (800-2 1/4)	1040-3 1019 (1100-3)		
COROR FIX MINIMUMS						
S-LOC 13	500/24 488 (500-1/2)	500/40 488 (500-3/4)	500/50 488 (500-1)			
CIRCLING	640-1 619 (700-1)	780-2 1/4 759 (800-2 1/4)	1040-3 1019 (1100-3)			
Knots		60	90	120	150	180
Min:Sec		5:30	3:40	2:45	2:12	1:50

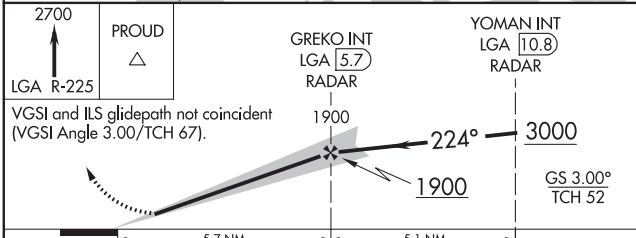
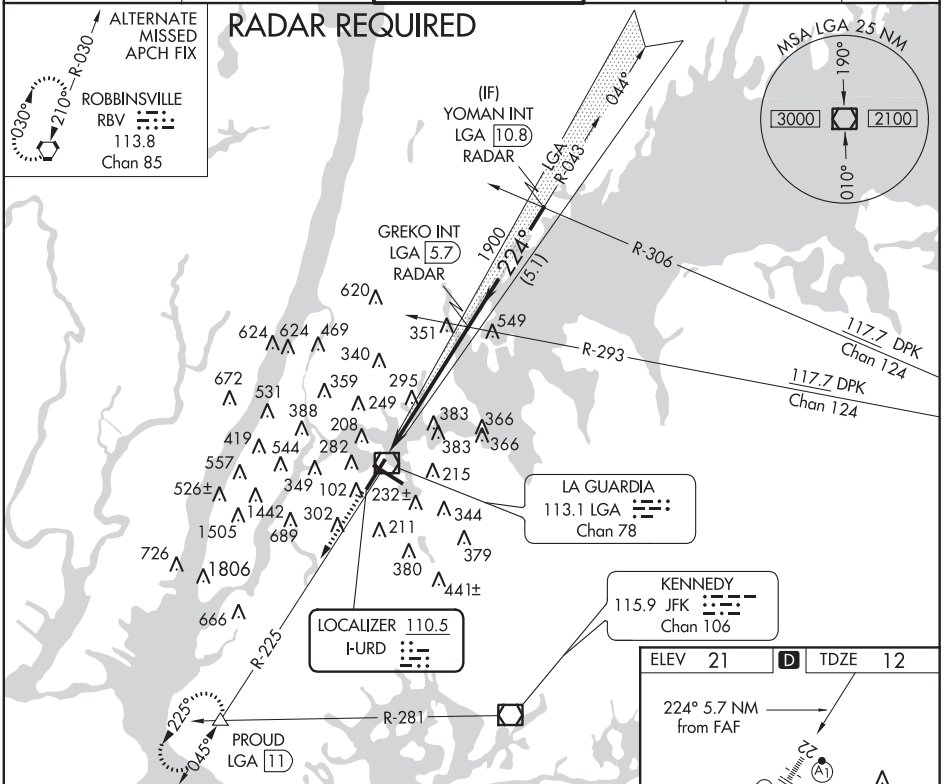
LOC I-URD 110.5	APP CRS 224°	Rwy Idg TDZE Apt Elev	7001 12 21
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ILS or LOC RWY 22

LAGUARDIA (LGA)

▽ ▲	For inoperative ALSF, increase S-LOC 22 Cat C and D visibility to 1 3/4 mile. Circling NA to Rwy 4.	ALSF-1 	MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold.
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ATIS ARR 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
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ELEV 21	TDZE 12
224° 5.7 NM from FAF	
TWR 240	
TDZ/CL Rws 4, 13 and 22 HIRL Rws 4-22 and 13-31 REIL Rws 13, 22, and 31	
FAF to MAP 5.7 NM	
Knots	60 90 120 150 180
Min:Sec	5:42 3:48 2:51 2:17 1:54

CATEGORY	A	B	C	D
S-ILS 22	212/18 200 (200-1/2)			
S-LOC 22	620/24 608 (600-1/2)		620-1 3/8 608 (600-1 3/8)	
C CIRCLING	640-1 619 (700-1)		780-2 1/4 1019 (1100-3) 759 (800-2 1/4)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

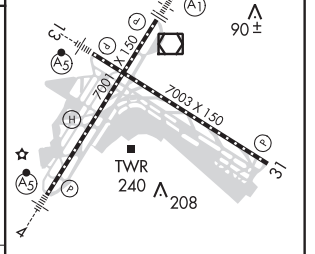
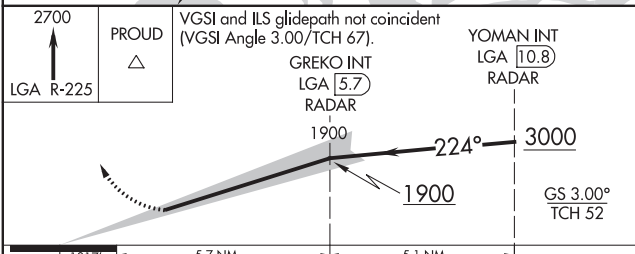
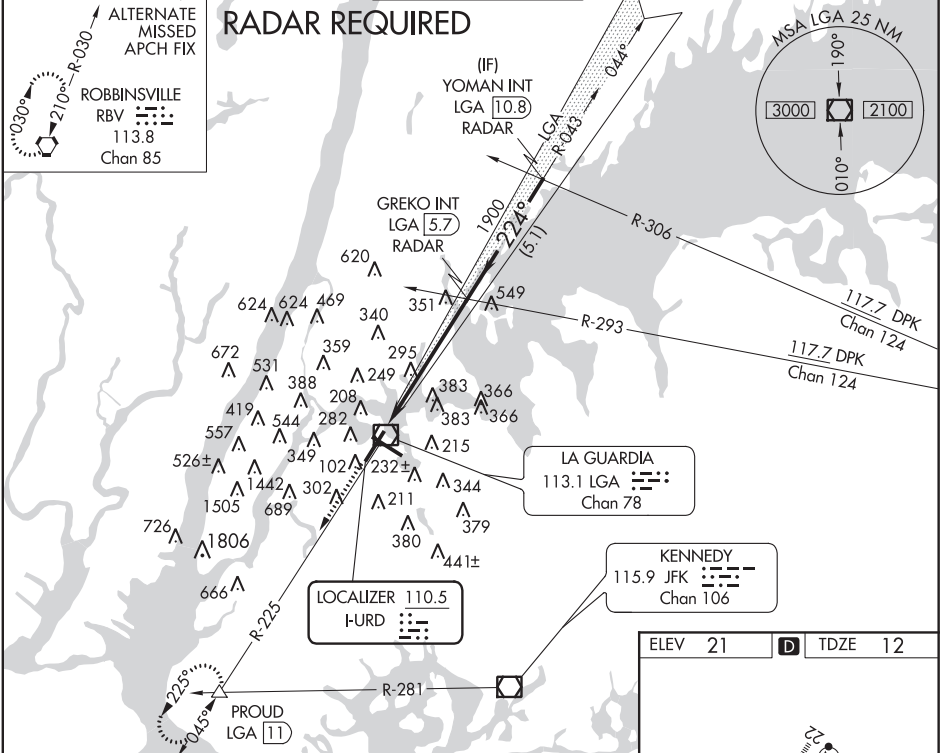
LOC I-JRD 110.5	APP CRS 224°	Rwy Idg TDZE Apt Elev	7001 12 21
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ILS RWY 22 (SA CAT I & II) LAGUARDIA (LGA)

▼ SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.
 ▲ SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-1
 MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold.

ATIS ARR 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
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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

TDZ/CL Rwy 4, 13 and 22
 HIRL Rwy 4-22 and 13-31
 REIL Rwy 13, 22, and 31

APP CRS	Rwy Idg	7001
044°	TDZE	21
	Apt Elev	21

RNAV (RNP) Z RWY 4

LAGUARDIA (LGA)

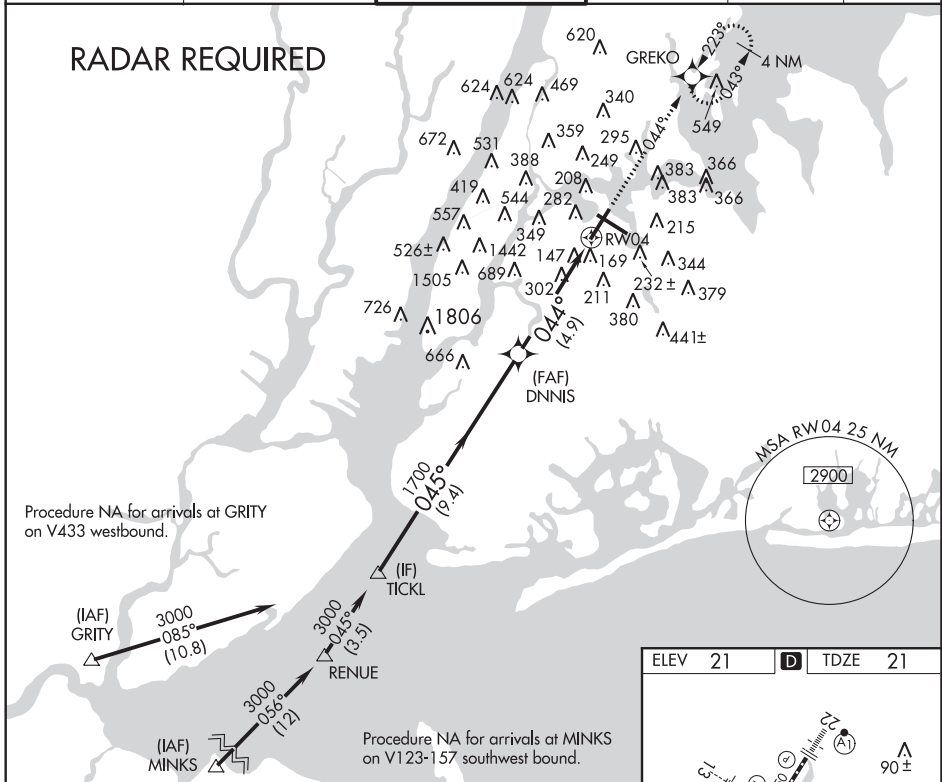
▽ For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (118°F). GPS required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½.
▲ NA



MISSED APPROACH: Climb to 2000 on track 044° to GREKO and hold.

ATIS ARR	125.95	NEW YORK APP CON		LAGUARDIA TOWER		GND CON		CLNC DEL		CPDLC
ATIS DEP	127.05	120.8 263.0		118.7 263.0		121.7 263.0		135.2		

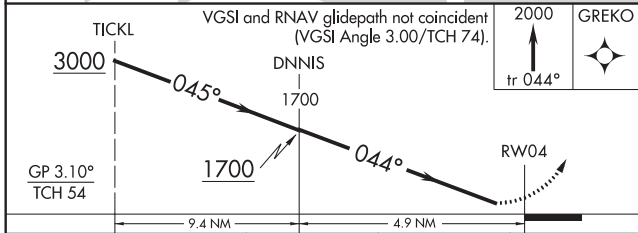
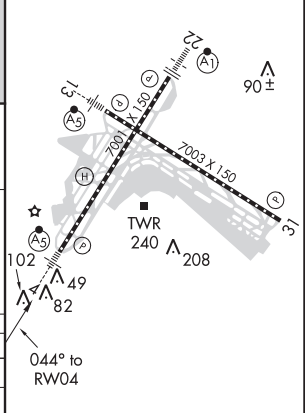
RADAR REQUIRED



Procedure NA for arrivals at GRITY on V433 westbound.

Procedure NA for arrivals at MINKS on V123-157 southwest bound.

ELEV	21	D	TDZE	21
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CATEGORY	A	B	C	D
RNP 0.18 DA		343/50	322 (400-1)	
RNP 0.30 DA		474/50	453 (500-1)	

AUTHORIZATION REQUIRED

TDZ/CL Rws 4, 13 and 22
 HIRL Rws 4-22 and 13-31
 REIL Rws 13, 22 and 31

RNAV (RNP) Z RWY 22

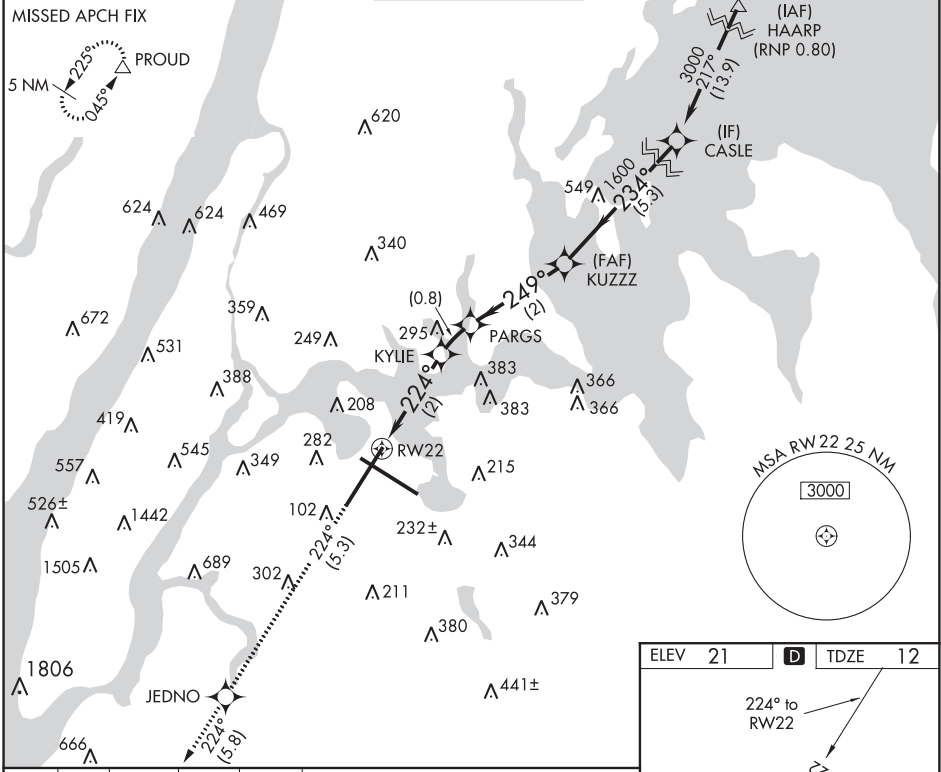
LAGUARDIA (L.G.A.)

APP CRS	Rwy Idg	7001
224°	TDZE	12
	Apt Elev	21

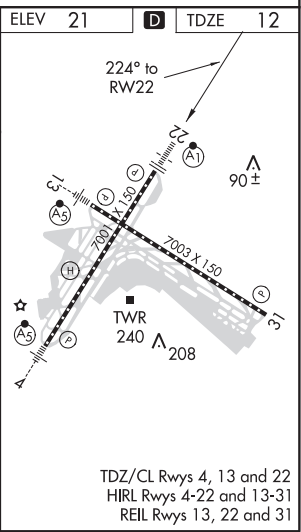
NA For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inoperative ALSF, increase *RNP 0.30 visibility to 1 1/4 and RNP 0.30 to 1 3/8. RF required. GPS required.
 *Missed approach requires a minimum climb of 397 feet per NM to 540.

ALSF-1 MISSED APPROACH: Climb to 3000 on track 224° to JEDNO and on track 224° to PROUD and hold.

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
ATIS DEP	127.05									



3000	↑ tr 224°	JEDNO	↔ tr 224°	PROUD	△
VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 67).		PARGS 947		KUZZZ 1600	
RW22		KYLIE 704		CASLE 3000	
2 NM		0.8 NM		2 NM	
				5.3 NM	
CATEGORY	A	B	C	D	
RNP 0.30 DA*		384/40	372 (400-3/4)		
RNP 0.30 DA		437/50	425 (500-1)		



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NE-2, 10 NOV 2016 to 05 JAN 2017

AUTHORIZATION REQUIRED

WAAS CH 48928 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	7003 7 21
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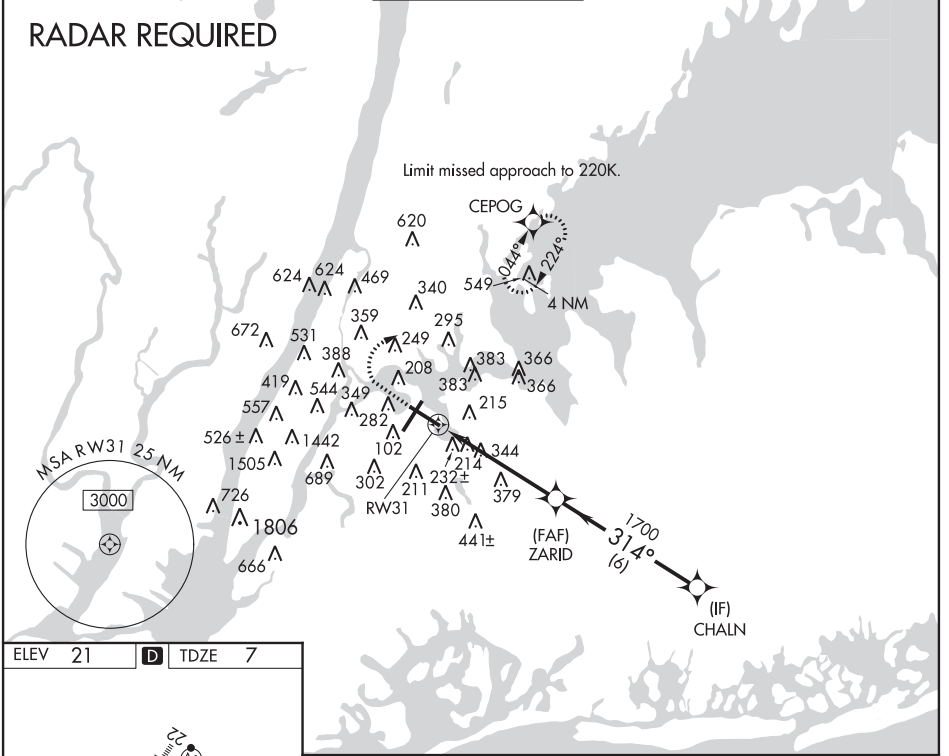
RNAV (GPS) RWY 31

LAGUARDIA (LGA)

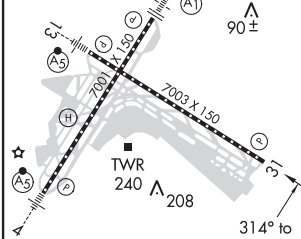
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 4.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct CEPOG and hold.

ATIS ARR 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
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ELEV 21	D	TDZE 7
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CATEGORY	A	B	C	D
LPV DA		330/50	323 (400-1)	
LNAV/VNAV DA		567-1 $\frac{7}{8}$	560 (600-1 $\frac{7}{8}$)	
LNAV MDA	640/55	633 (700-1 $\frac{1}{4}$)	640-1 $\frac{3}{4}$	633 (700-1 $\frac{1}{4}$)
C CIRCLING	640-1	619 (700-1)	780-2 $\frac{1}{4}$ 759 (800-2 $\frac{1}{4}$)	1040-3 1019 (1100-3)

TDZ/CL Rws 4, 13 and 22
HIRL Rws 4-22 and 13-31
REIL Rws 13, 22 and 31

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 60918 W04A	APP CRS 044°	Rwy Idg TDZE 21 Apt Elev 21	7001
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RNAV (GPS) Y RWY 4

LAGUARDIA (L.G.A.)

⚠ Inop table does not apply to LPV all Cats and LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

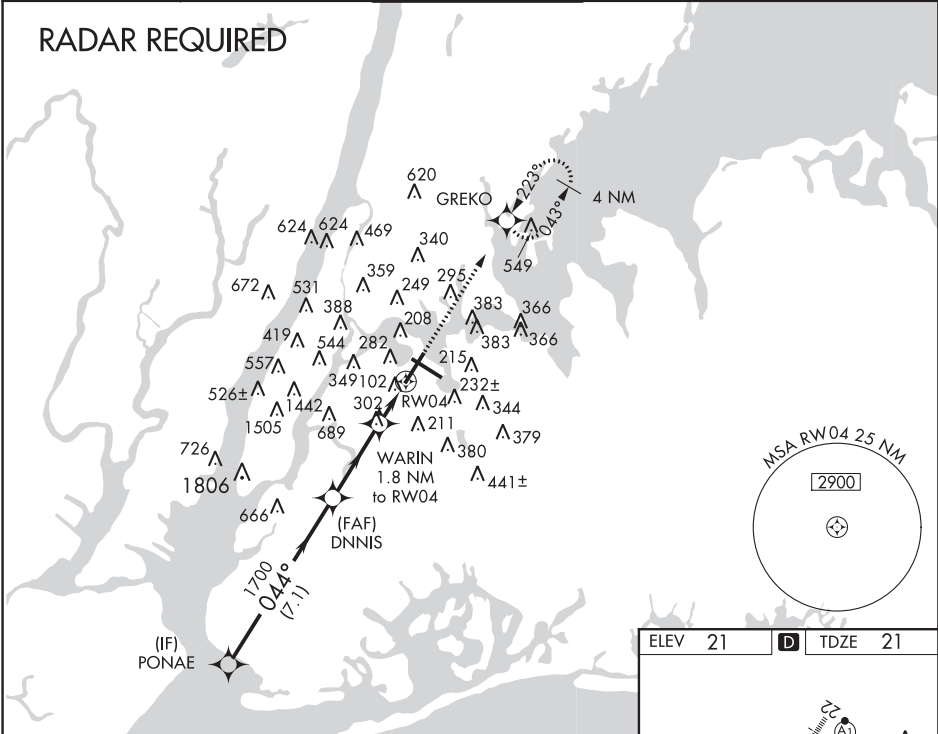
MALSR



MISSED APPROACH: Climb to 2000 direct GREKO and hold.

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
ATIS DEP 127.05					

RADAR REQUIRED

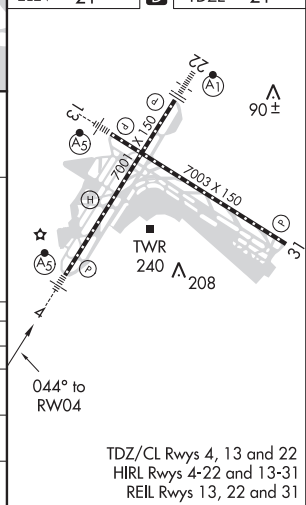


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 21	D TDZE 21
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GP 3.10° TCH 54 3000 1700 044° 7.1 NM 3.1 NM 1.8 NM 2000 GREKO *LNAV only. *640 RW04	VGSi and RNAV glidepath not coincident (VGSi Angle 3.10/TCH 76).		PONA E DNNIS WARIN 1.8 NM to RW04 RW04	
	CATEGORY A B C D			
LPV DA	271/50		250 (300-1)	
LNAV/VNAV DA	488/55		467 (500-1¼)	
LNAV MDA	560/50 539 (600-1)		560/55 539 (600-1¼)	
C CIRCLING	640-1 619 (700-1)		780-2¼ 759 (800-2¼) 1060-3 1039 (1100-3)	



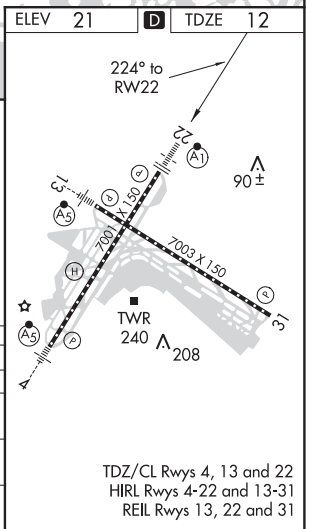
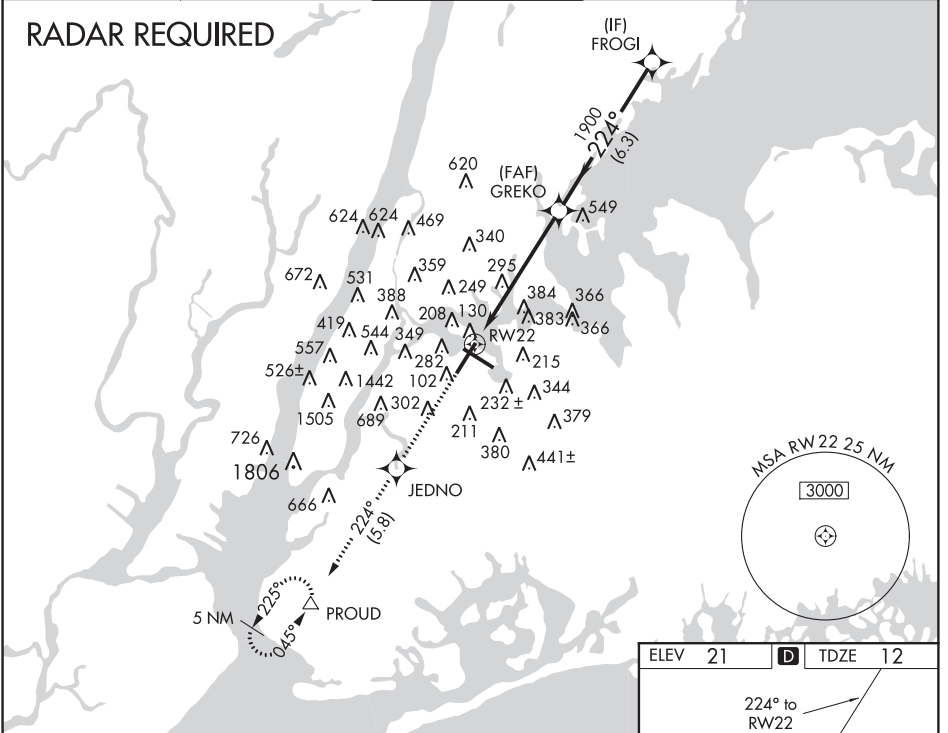
WAAS CH 70318 W22A	APP CRS 224°	Rwy Idg TDZE 12 Apt Elev 21	7001
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RNAV (GPS) Y RWY 22

LAGUARDIA (L.G.A.)

<p>▼ When VGSI inop, Circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Circling NA to Rwy 4.</p> <p>▲</p>	<p>ALSF-1</p>	<p>MISSED APPROACH: Climb to 3000 direct JEDNO and on track 224° to PROUD and hold.</p>
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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
ATIS DEP 127.05					



NE-2, 10 NOV 2016 to 05 JAN 2017

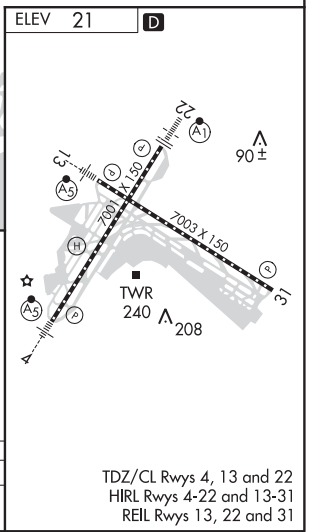
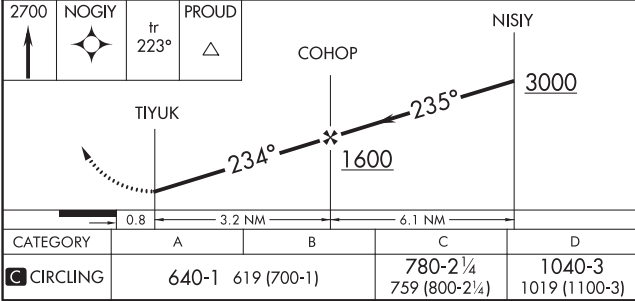
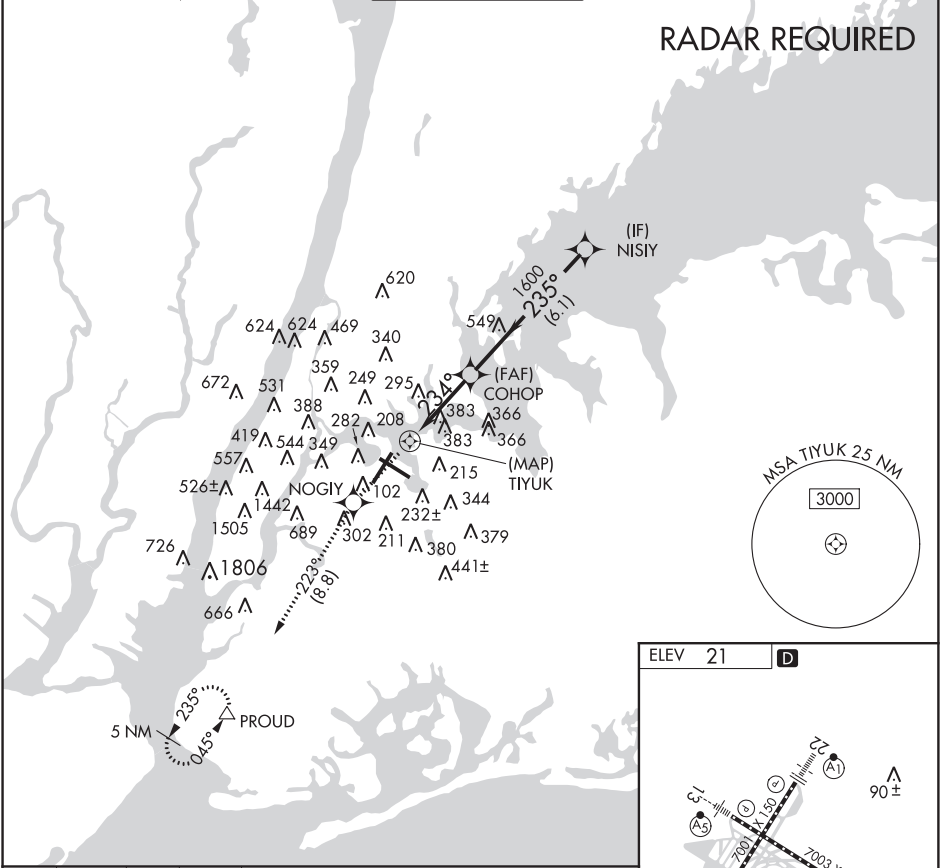
NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 234°	Rwy Idg TDZE Apt Elev	N/A N/A 21
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RNAV (GPS)-B LAGUARDIA (LGA)

∇ ▲	DME/DME RNP-0.3 NA. Circling NA to Rwy 4.	MISSED APPROACH: Climb to 2700 direct NOGIY and via 223° track to PROUD and hold.
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ATIS ARR 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
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

TDZ/CL Rwys 4, 13 and 22
HRL Rwys 4-22 and 13-31
REIL Rwys 13, 22 and 31

LOC/DME I-PZV 108.5 Chan 22	APP CRS 316°	Rwy Idg 7003 TDZE 7 Apt Elev 21
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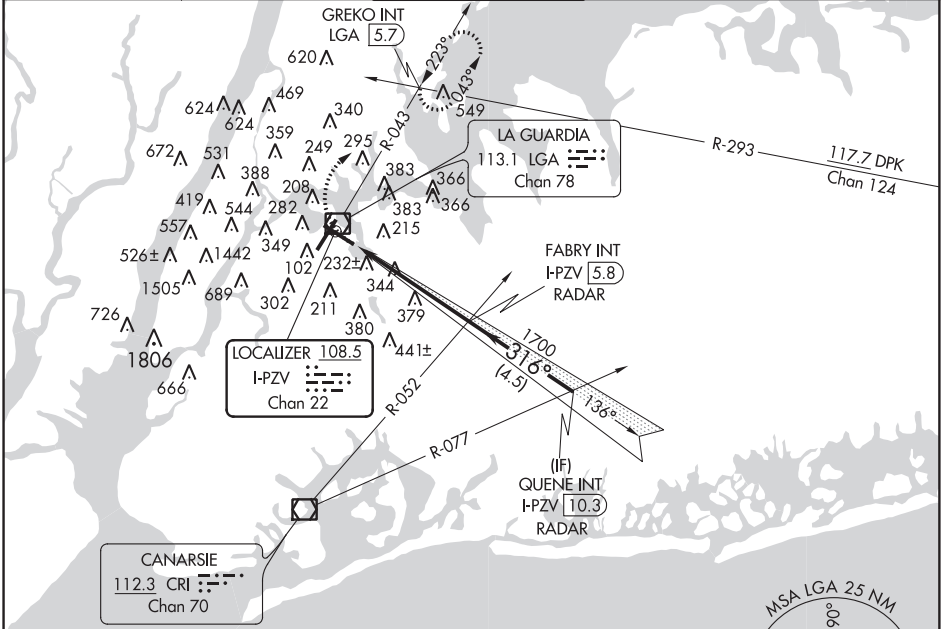
LOC RWY 31

LAGUARDIA (L.G.A)

▼ Helicopter visibility reduction below 1 SM NA.
▲ When VGSI inop, Straight-in/Circling Rwy 31 procedure NA at night. Circling NA to Rwy 4.

MISSED APPROACH: Climbing right turn to 2000 via LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold.

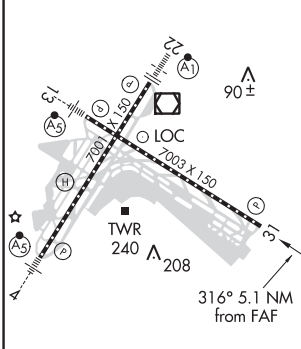
ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LAGUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2	CPDLC
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 21	D	TDZE 7
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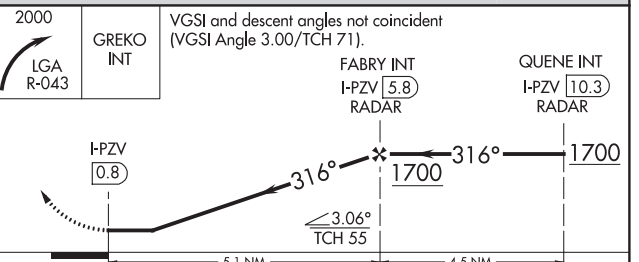


TDZ/CL Rws 4, 13 and 22
 HIRL Rws 4-22 and 13-31
 REIL Rws 13, 22 and 31

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

RADAR REQUIRED



CATEGORY	A	B	C	D
S-31	600/50	593 (600-1)	600-1½ 593 (600-1½)	600-1¾ 593 (600-1¾)
C CIRCLING	640-1	619 (700-1)	780-2¼ 759 (800-2¼)	1040-3 1019 (1100-3)

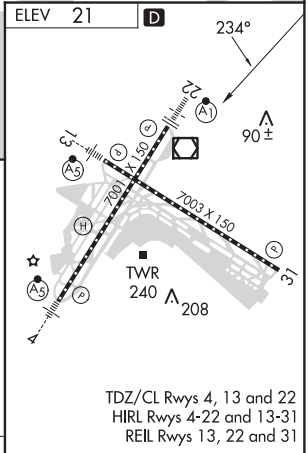
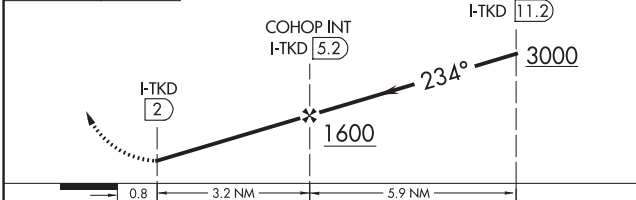
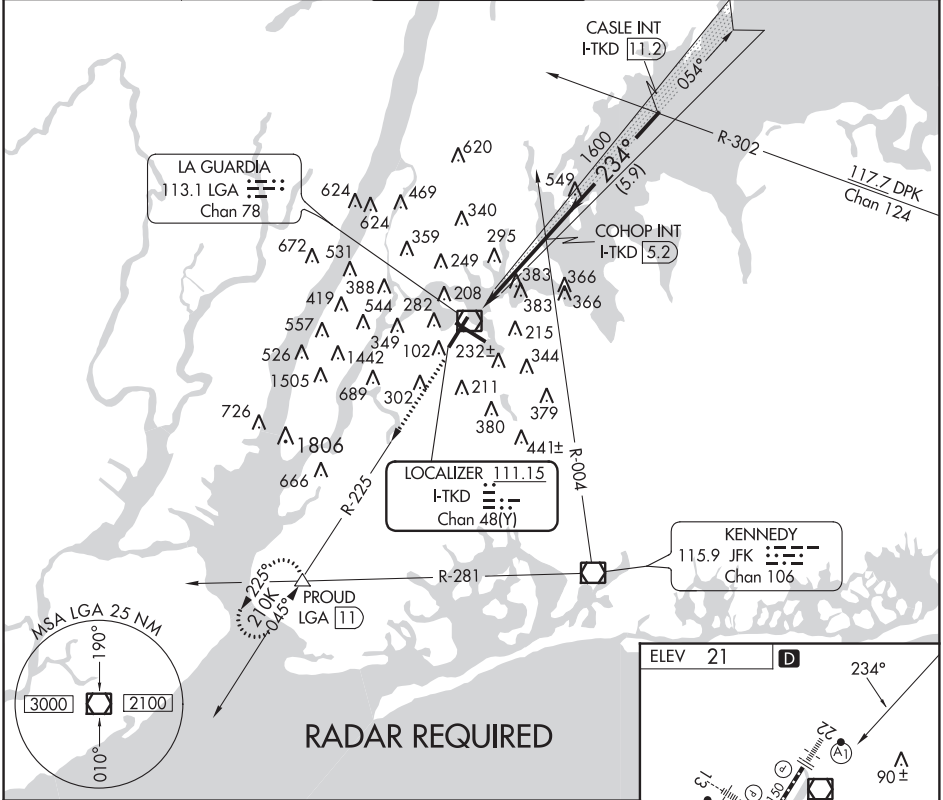
LOC/DME I-TKD 111.15 Chan 48 (Y)	APP CRS 234°	Rwy Idg TDZE Apt Elev	N/A N/A 21
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LDA-A
LAGUARDIA (LGA)

⚠ Circling NA to Rwy 4. Auto pilot coupled approach NA. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

ATIS ARR 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
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CATEGORY	FAF to MAP 3.2 NM			
	A	B	C	D
C CIRCLING	640-1 619 (700-1)	780-2¼ 759 (800-2¼)	1040-3 1019 (1100-3)	
	Knots	60 90 120 150 180		
	Min:Sec	3:12 2:08 1:36 1:17 1:04		

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

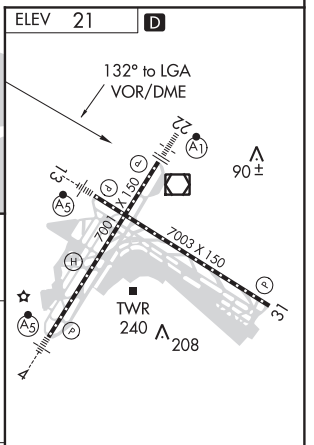
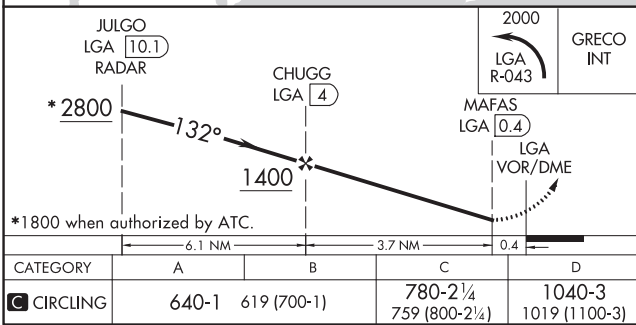
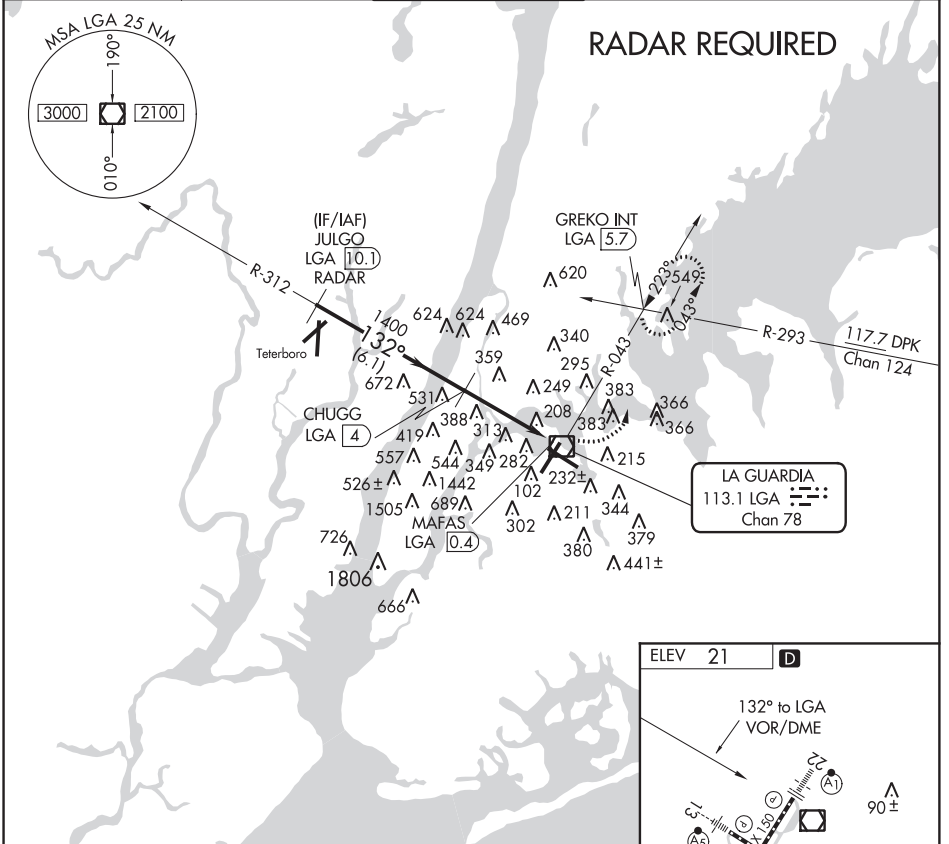
VOR/DME LGA 113.1 Chan 78	APP CRS 132°	Rwy Idg TDZE Apt Elev N/A N/A 21
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VOR/DME-H
LAGUARDIA (L.G.A.)

⚠ Helicopter visibility reduction below 1 SM NA.
⚠ Circling NA to Rwy 4.

MISSED APPROACH: Climbing left turn to 2000 via LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold.

ATIS ARR 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
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CATEGORY	A	B	C	D
C CIRCLING	640-1	619 (700-1)	780-2¼ 759 (800-2¼)	1040-3 1019 (1100-3)

TDZ/CL Rwys 4, 13 and 22
 HIRL Rwys 4-22 and 13-31
 REIL Rwys 13, 22 and 31

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME LGA 113.1 Chan 78	APP CRS 046°	Rwy Idg 7001 TDZE 21 Apt Elev 21
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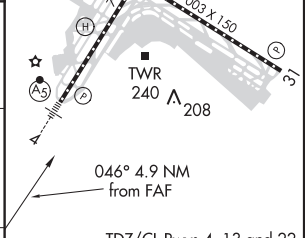
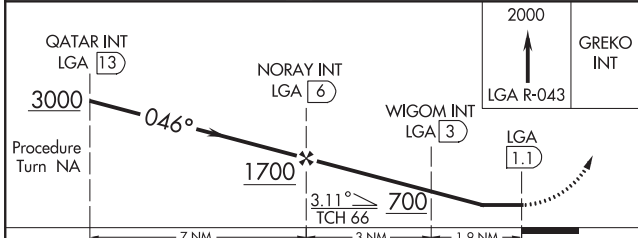
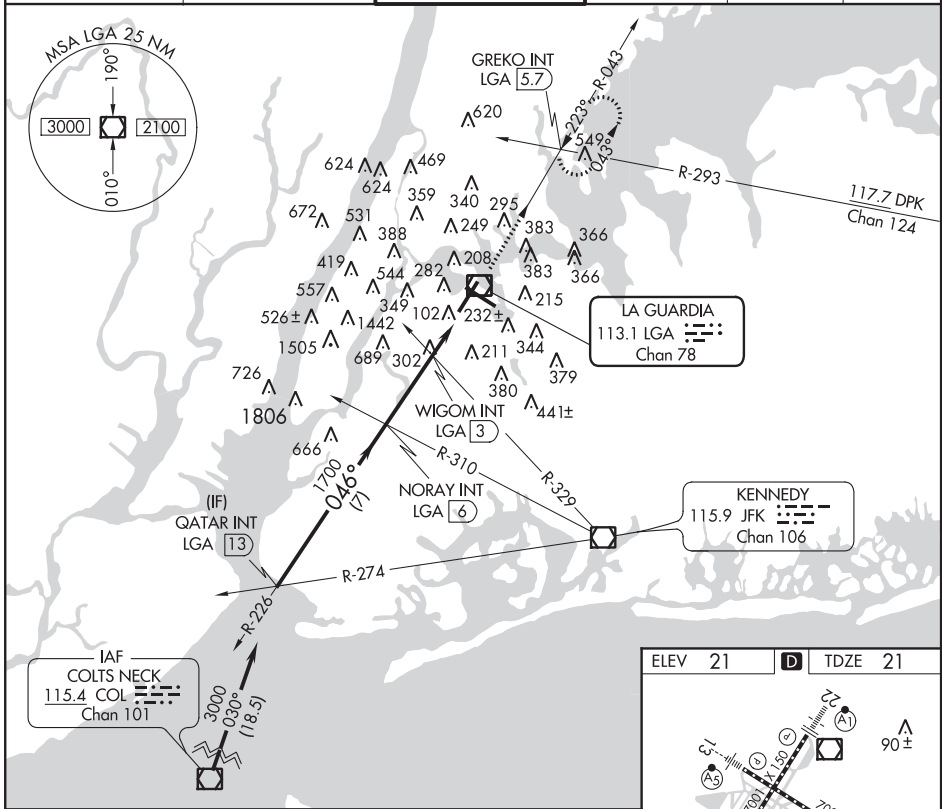
VOR RWY 4 LAGUARDIA (LGA)

⚠ Inoperative table does not apply to Cats A and B.
⚠ Helicopter visibility reduction below RVR 5000 NA. Circling NA to Rwy 4.

MALSR 

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold.

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
ATIS DEP 127.05					



ELEV 21	TDZE 21				
<p>QATAR INT LGA 13</p> <p>NORAY INT LGA 6</p> <p>WIGOM INT LGA 3</p> <p>GREKO INT</p> <p>LGA 1.1</p> <p>2000</p> <p>↑</p> <p>LGA R-043</p> <p>3000</p> <p>046°</p> <p>1700</p> <p>3.11°</p> <p>700</p> <p>TCH 66</p> <p>7 NM</p> <p>3 NM</p> <p>1.9 NM</p>					
CATEGORY	A	B	C	D	
S-4	560/50 539 (600-1)		560/60 539 (600-1¼)		
C CIRCLING	640-1	619 (700-1)	780-2¼ 759 (800-2¼)	1040-3 1019 (1100-3)	
<p>TDZ/CL Rws 4, 13 and 22</p> <p>HIRL Rws 4-22 and 13-31</p> <p>REIL Rws 13, 22 and 31</p> <p>FAF to MAP 4.9 NM</p>					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

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NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GDI 108.5 Chan 22	APP CRS 134°	Rwy Idg TDZE 7003 12 Apt Elev 21
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COPTER ILS or LOC RWY 13

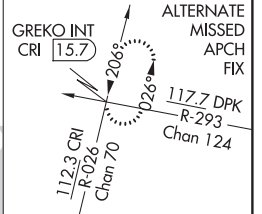
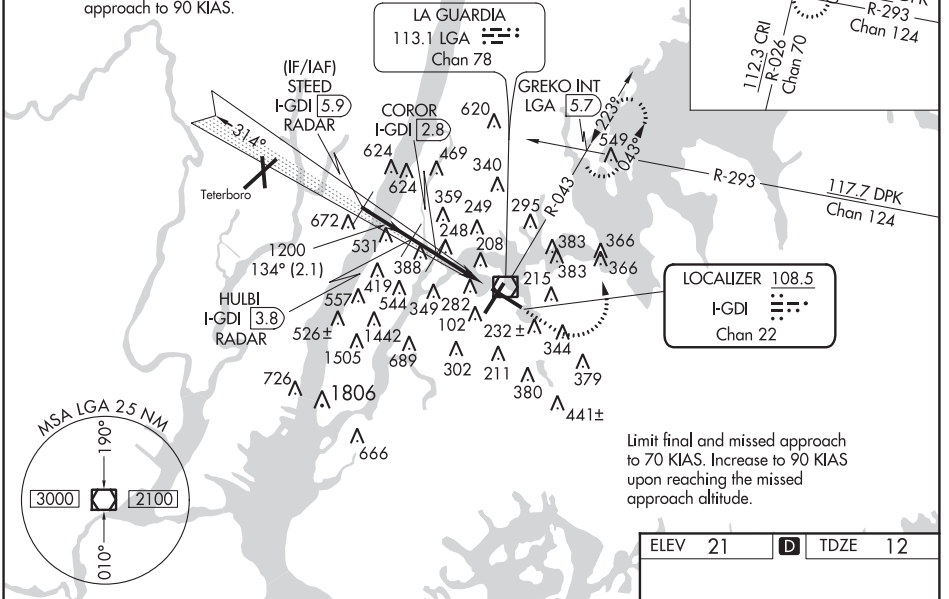
LAGUARDIA (L.G.A.)

<p>DME or RADAR required.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to GREKO INT/ LGA 5.7 DME and hold.</p>			

ATIS ARR 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
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RADAR REQUIRED

Limit intermediate approach to 90 KIAS.

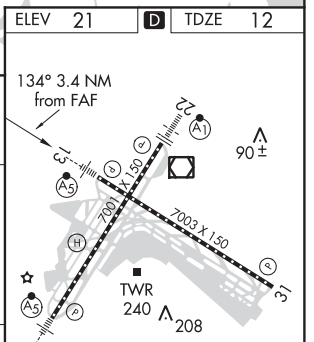
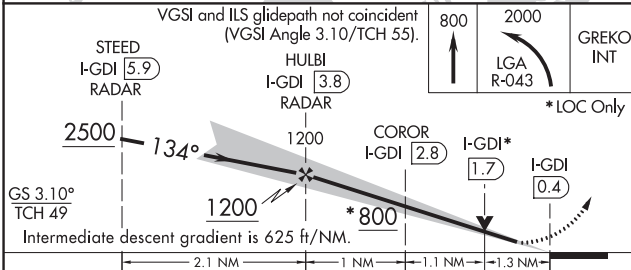


LOCALIZER 108.5
I-GDI
Chan 22

Limit final and missed approach to 70 KIAS. Increase to 90 KIAS upon reaching the missed approach altitude.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



	2.1 NM	1 NM	1.1 NM	1.3 NM
CATEGORY	COPTER	B	C	D
H-ILS 13	212/12 200 (200-¼)		NA	
H-LOC 13	800/12 788 (800-¼)		NA	
COROR FIX MINIMUMS				
H-LOC 13	500/12 488 (500-¼)		NA	

ELEV	21	TDZE	12												
<p>134° 3.4 NM from FAF</p> <p>7003 x 150</p> <p>TWR 240</p> <p>208</p> <p>90±</p> <p>TDZ/CL Rwy 4, 13 and 22 HIRL Rwy 4-22 and 13-31 REIL Rwy 13, 22 and 31</p> <p>FAF to MAP 3.4 NM</p> <table border="1"> <tr> <td>Knots</td> <td>45</td> <td>60</td> <td>75</td> <td>90</td> <td>105</td> </tr> <tr> <td>Min:Sec</td> <td>4:32</td> <td>3:24</td> <td>2:43</td> <td>2:16</td> <td>1:57</td> </tr> </table>				Knots	45	60	75	90	105	Min:Sec	4:32	3:24	2:43	2:16	1:57
Knots	45	60	75	90	105										
Min:Sec	4:32	3:24	2:43	2:16	1:57										

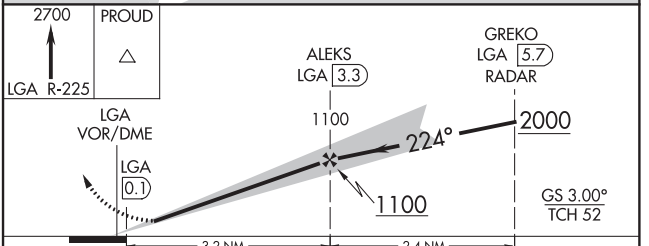
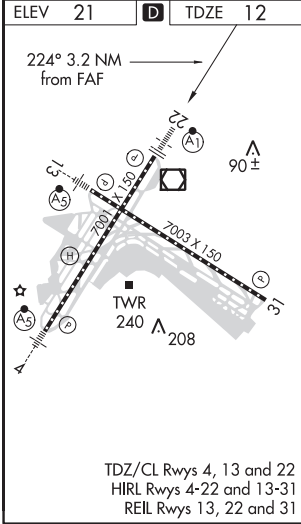
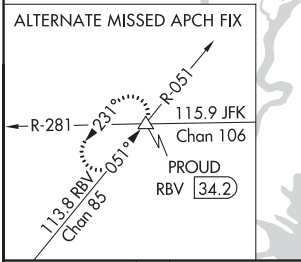
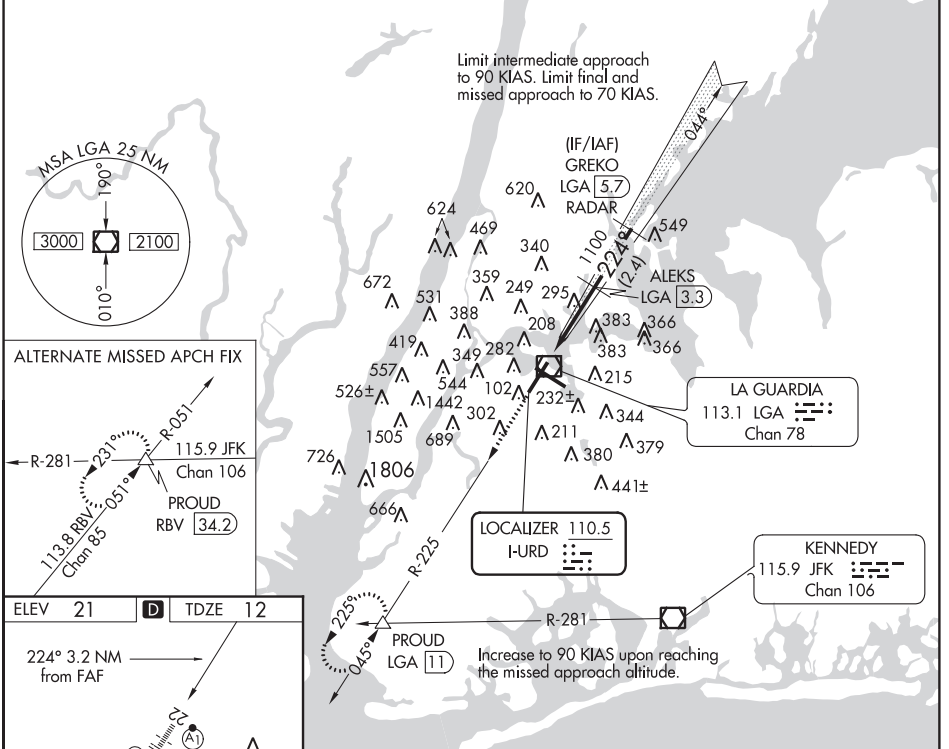
LOC I-URD 110.5	APP CRS 224°	Rwy Idg TDZE Apt Elev	7001 12 21
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COPTER ILS or LOC/DME RWY 22

LAGUARDIA (LGA.)

	MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold.					
	ATIS ARR 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

RADAR REQUIRED



CATEGORY	COPTER	B	C	D
H-ILS 22	212/12 200 (200-¼)		NA	
H-LOC 22	560/12 548 (600-¼)		NA	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

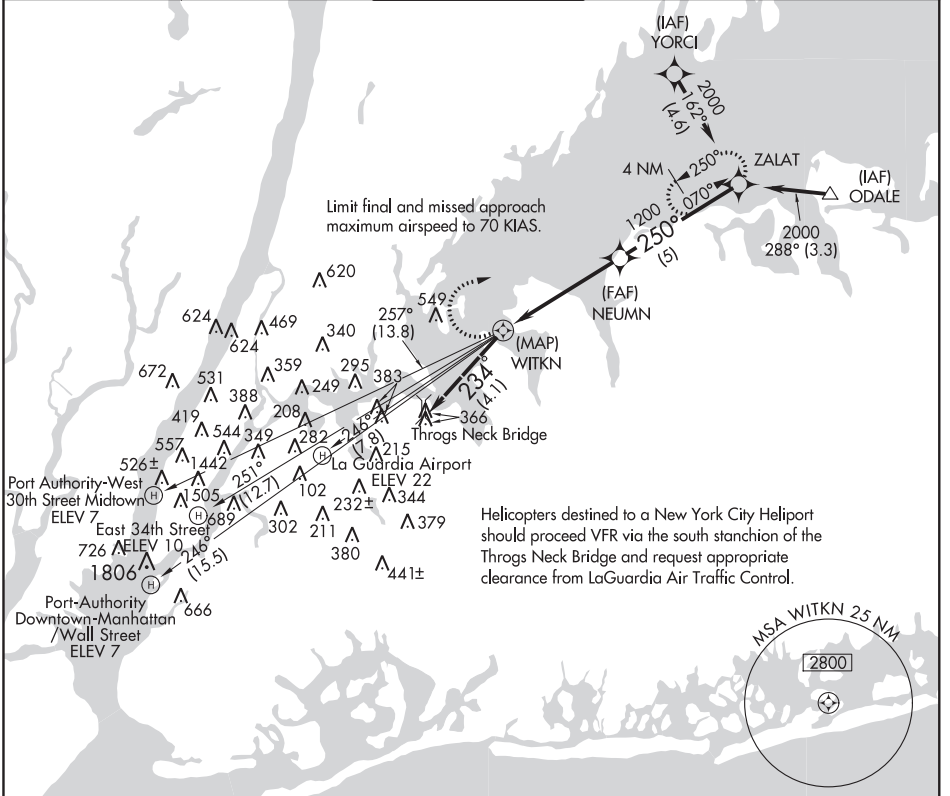
APP CRS 250°	Rwy Idg TDZE Apt Elev	N/A N/A N/A
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COPTER RNAV (GPS) 250°

LAGUARDIA (L.G.A.)

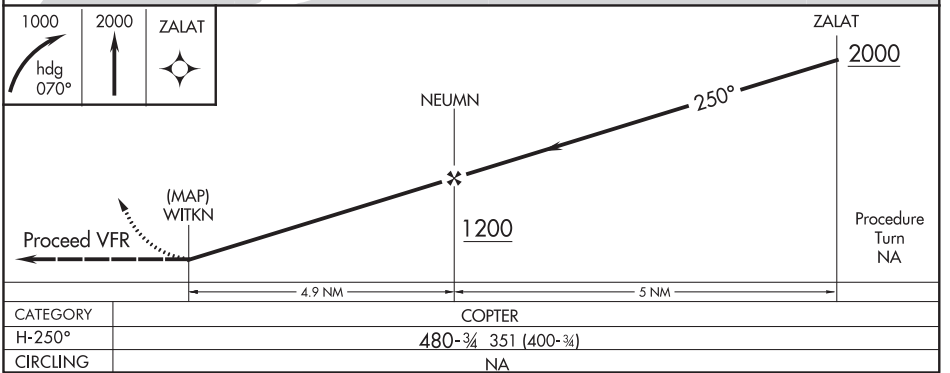
NA	Use LaGuardia altimeter setting.	MISSED APPROACH: Climbing right turn to 1000 until heading through 070°, climb to 2000 direct ZALAT WP and hold.			
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ATIS ARR ATIS DEP	125.95 127.05	NEW YORK APP CON	120.8 263.0	LAGUARDIA TOWER	118.7 263.0	GND CON	121.7 263.0	CLNC DEL	135.2	CPDLC
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



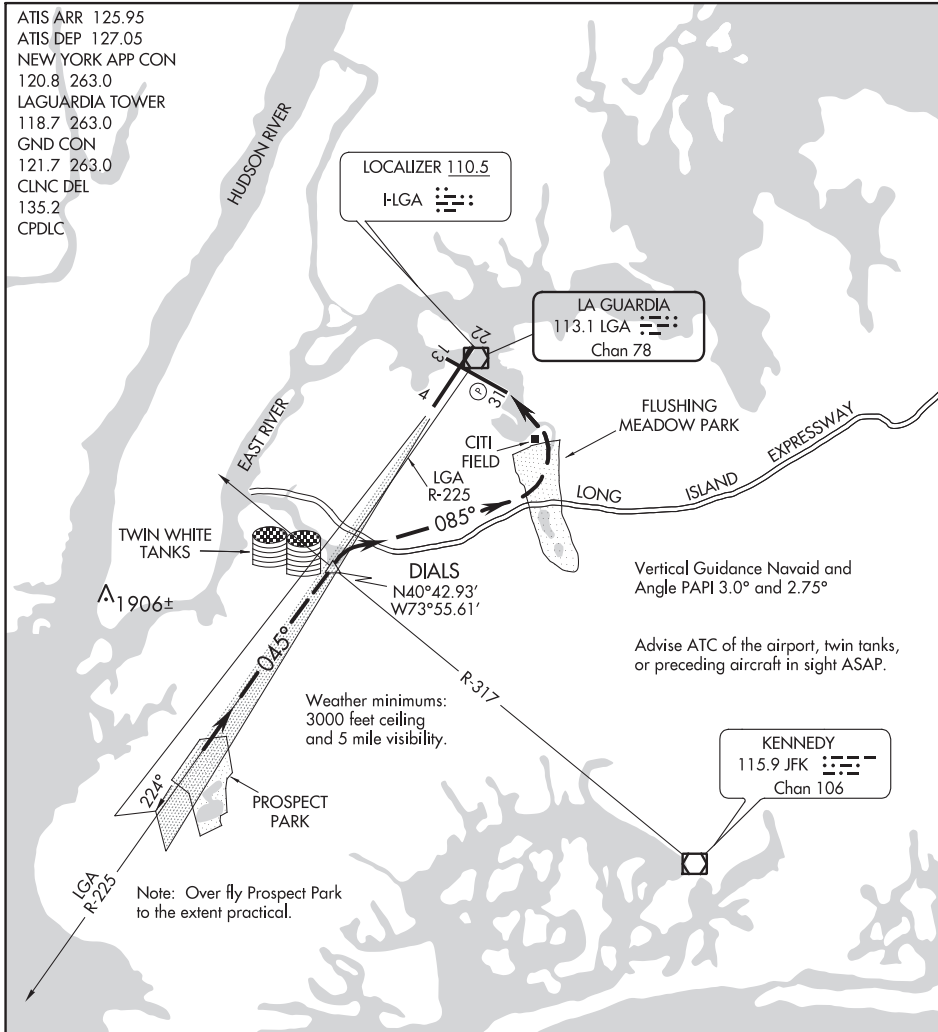
CATEGORY	COPTER
H-250°	480- $\frac{3}{4}$ 351 (400- $\frac{3}{4}$)
CIRCLING	NA

EXPRESSWAY VISUAL RWY 31

AL-289 (FAA)

LAGUARDIA (LGA)
NEW YORK, NEW YORK

ATIS ARR 125.95
 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



Vertical Guidance Navaid and Angle PAPI 3.0° and 2.75°

Advise ATC of the airport, twin tanks, or preceding aircraft in sight ASAP.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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EXPRESSWAY VISUAL RWY 31

When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.

EXPRESSWAY VISUAL RWY 31

40°47'N-73°52'W

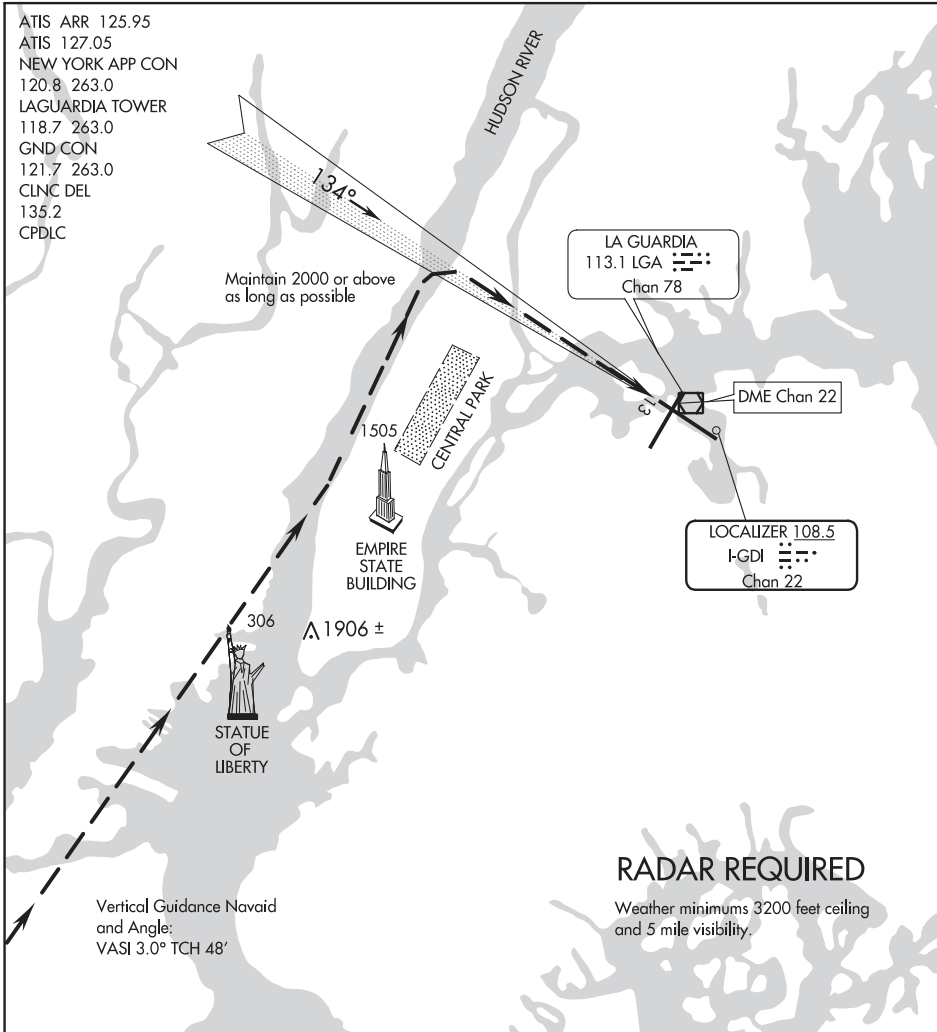
NEW YORK, NEW YORK
LAGUARDIA (LGA)

RIVER VISUAL RWY 13

AL-289 (FAA)

LAGUARDIA (LGA)
NEW YORK, NEW YORK

ATIS ARR 125.95
 ATIS 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



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

Vertical Guidance Navaid
 and Angle:
 VASI 3.0° TCH 48'

RADAR REQUIRED
 Weather minimums 3200 feet ceiling
 and 5 mile visibility.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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RIVER VISUAL RWY 13

When cleared for a RIVER VISUAL Rwy 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500 feet until abeam Central Park (2500 feet when authorized by ATC).

RIVER VISUAL RWY 13

40°47'N-73°52'W

NEW YORK, NEW YORK
LAGUARDIA (LGA)

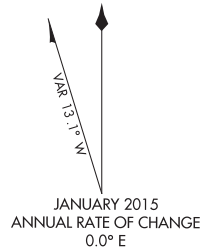
16147
AIRPORT DIAGRAM

AL-289 (FAA)

LAGUARDIA (LGA)
 NEW YORK, NEW YORK

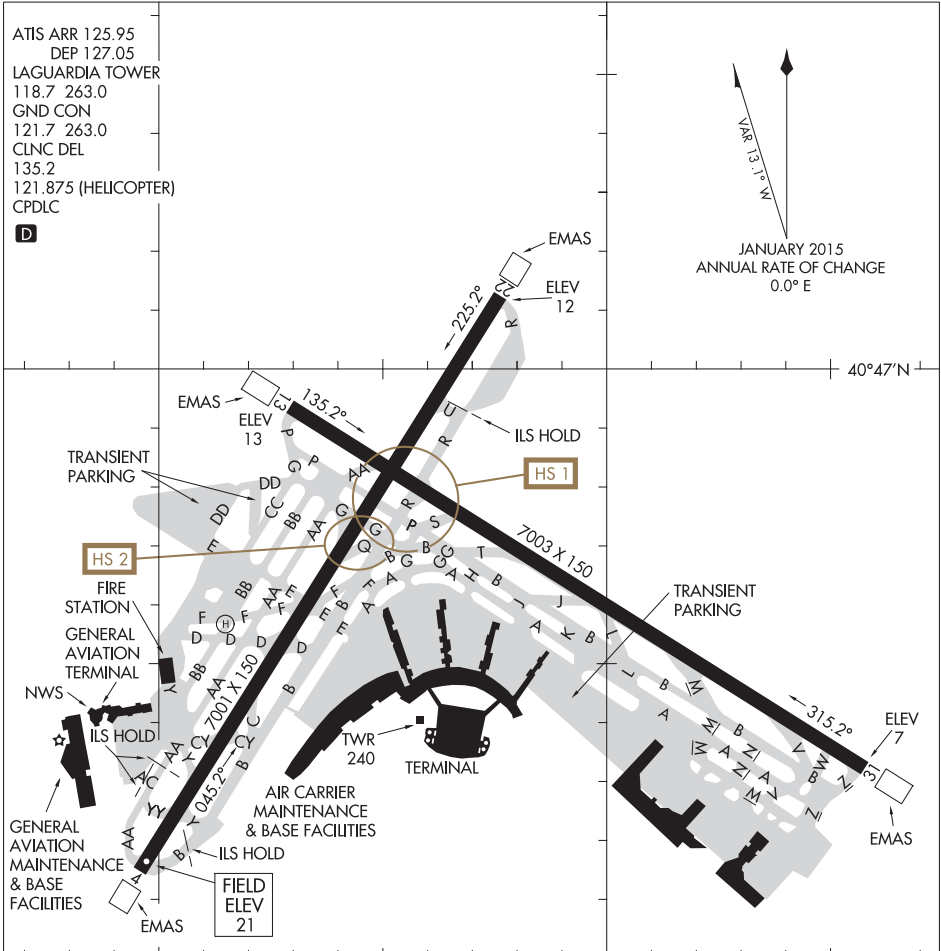
ATIS ARR 125.95
 DEP 127.05
 LAGUARDIA TOWER
 118.7 263.0
 GND CON
 121.7 263.0
 CLNC DEL
 135.2
 121.875 (HELICOPTER)
 CPDLC

D



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



Runway Status Lights in operation

CAUTION: AIRCRAFT TAXIING ON TWY B FOR RWY 4 DEPARTURE, MAY BE INSTRUCTED TO HOLD AT THE ILS HOLD LINE.

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

RWY 04-22
 PCN 63 F/B/W/T
 S-80, D-170, 2S-175, 2D-360
 RWY 13-31
 PCN 63 F/B/W/T
 S-80, D-170, 2S-175, 2D-360

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all twys and rwys.

73°53'W

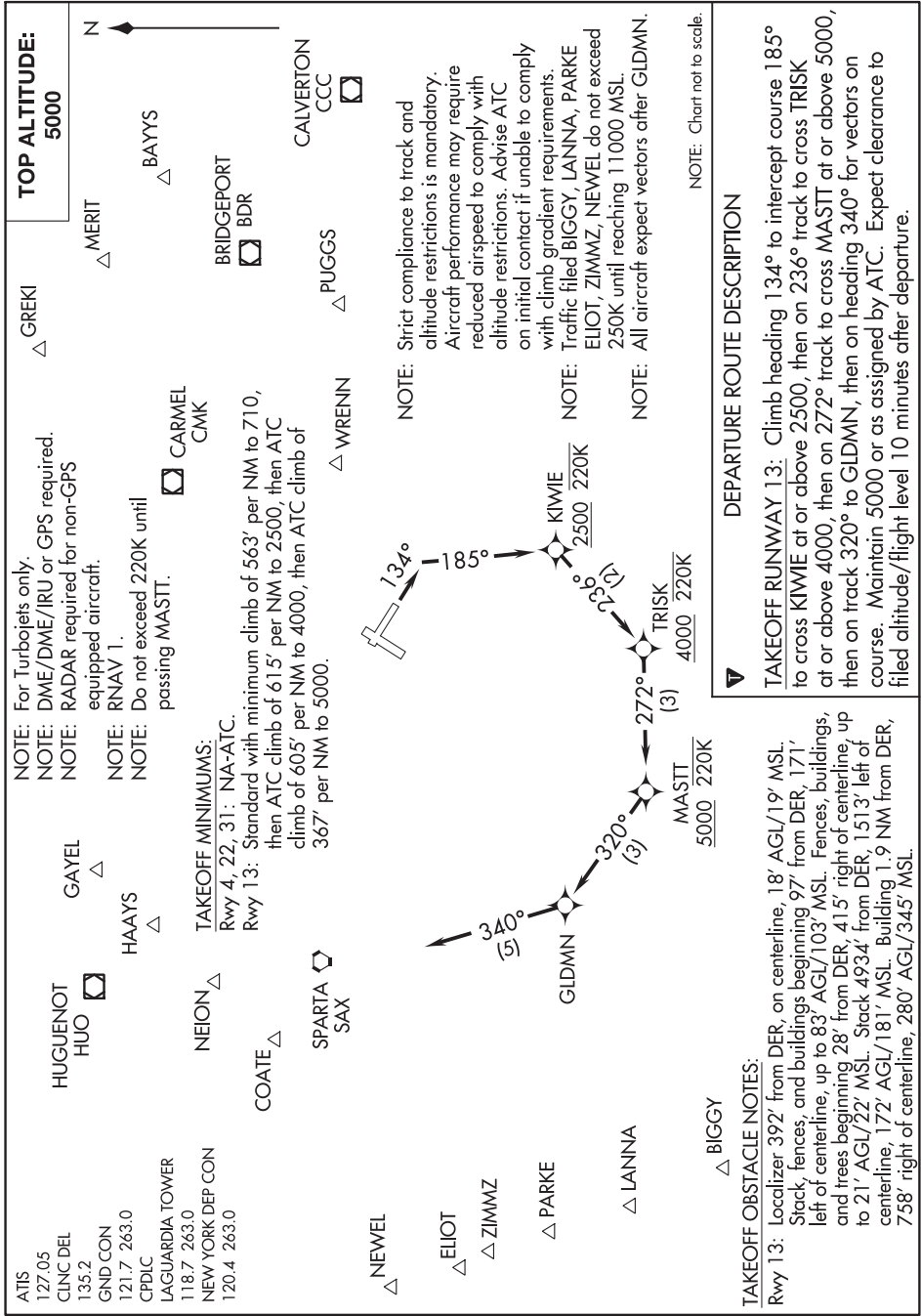
73°52'W

16147
AIRPORT DIAGRAM

NEW YORK, NEW YORK
LAGUARDIA (LGA)

GLDMN FIVE DEPARTURE (RNAV)

NE-2, 10 NOV 2016 to 05 JAN 2017



GLDMN FIVE DEPARTURE (RNAV)

NE-2, 10 NOV 2016 to 05 JAN 2017

HOPEA THREE DEPARTURE (RNAV)

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

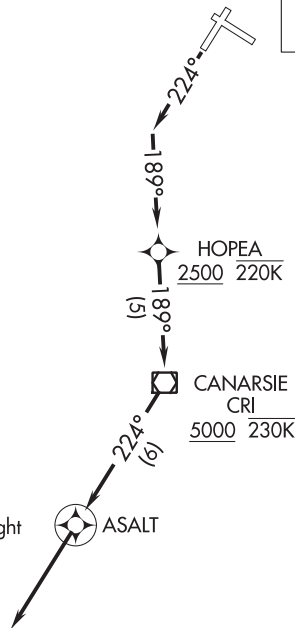
**TOP ALTITUDE:
5000**

TAKEOFF MINIMUMS

Rwys 4, 13, 31: NA-ATC.
 Rwy 22: Standard with minimum climb of 516'
 per NM to 5000.

TAKEOFF OBSTACLE NOTES

Rwy 22: 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.



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

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.

HOPEA THREE DEPARTURE (RNAV)

JUTES THREE DEPARTURE (RNAV)

NE-2, 10 NOV 2016 to 05 JAN 2017

ATIS 127.05
 CLNCDEL 135.2
 CPDLC
 GND CON 121.7 263.0
 LAGUARDIA TOWER 118.7 263.0
 NEW YORK DEP CON 120.4 263.0

HUGUENOT HHO 
 GAYEL 
 HAAYS 
 NEION 
 COATE 

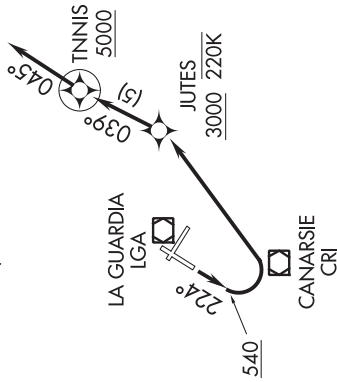
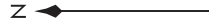
TAKEOFF OBSTACLES:

Rwy 22: Multiple trees and buildings beginning 165' from DER, 150' left of centerline up to 72' AGL/101' MSL.
 Multiple trees and buildings beginning 1731' from DER, 138' right of centerline up to 73' AGL/104' MSL.
 Localizer 421' from DER, 275' right of centerline 25' AGL/44' MSL. Fence 109' from DER, 335' right of centerline 14' AGL/31' MSL.

NEWEL 
 ELIOT 
 ZIMMZ 
 PARKE 
 LANNA 
 BIGGY 

TAKEOFF MINIMUMS:
 Rwys 4, 13, 31: NA-ATC.
 Rwy 22: Standard with minimum climb of 501' per NM to 540, then ATC climb of 356' per NM to 3000, then ATC climb of 374' per NM to 5000.




NOTE: Chart not to scale.



COLTS NECK COL 
 ROBBINSVILLE RBV 
 SHIPP 
 WAVEY 

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 22: Climb heading 224° to 540, then climbing left turn direct JUTES, cross JUTES at or above 3000, then on track 039° to cross TNNIS at or above 5000, then on heading 045° for vectors on course. Maintain 5000 or as assigned by ATC. Expect clearance to filed altitude/flight level 10 minutes after departure.

GREKI 
 MERIT 
 BAYYS 
 BRIDGEPORT BDR 

NOTE: All Turbojets.
 NOTE: Turboprops assigned by ATC only.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RADAR required.
 NOTE: RNAV 1.
 NOTE: Do not exceed 220K until passing JUTES.
 NOTE: Strict compliance to track and altitude restrictions is mandatory. Aircraft performance may require reduced airspeed to comply with altitude restrictions. Advise ATC on initial contact if unable to comply with climb gradient requirements. All aircraft expect vectors after TNNIS.
 NOTE: Traffic filed BIGGY, ELIOT, LANNA, PARKE, ZIMMZ, NEWEL do not exceed 250K until reaching 11000.

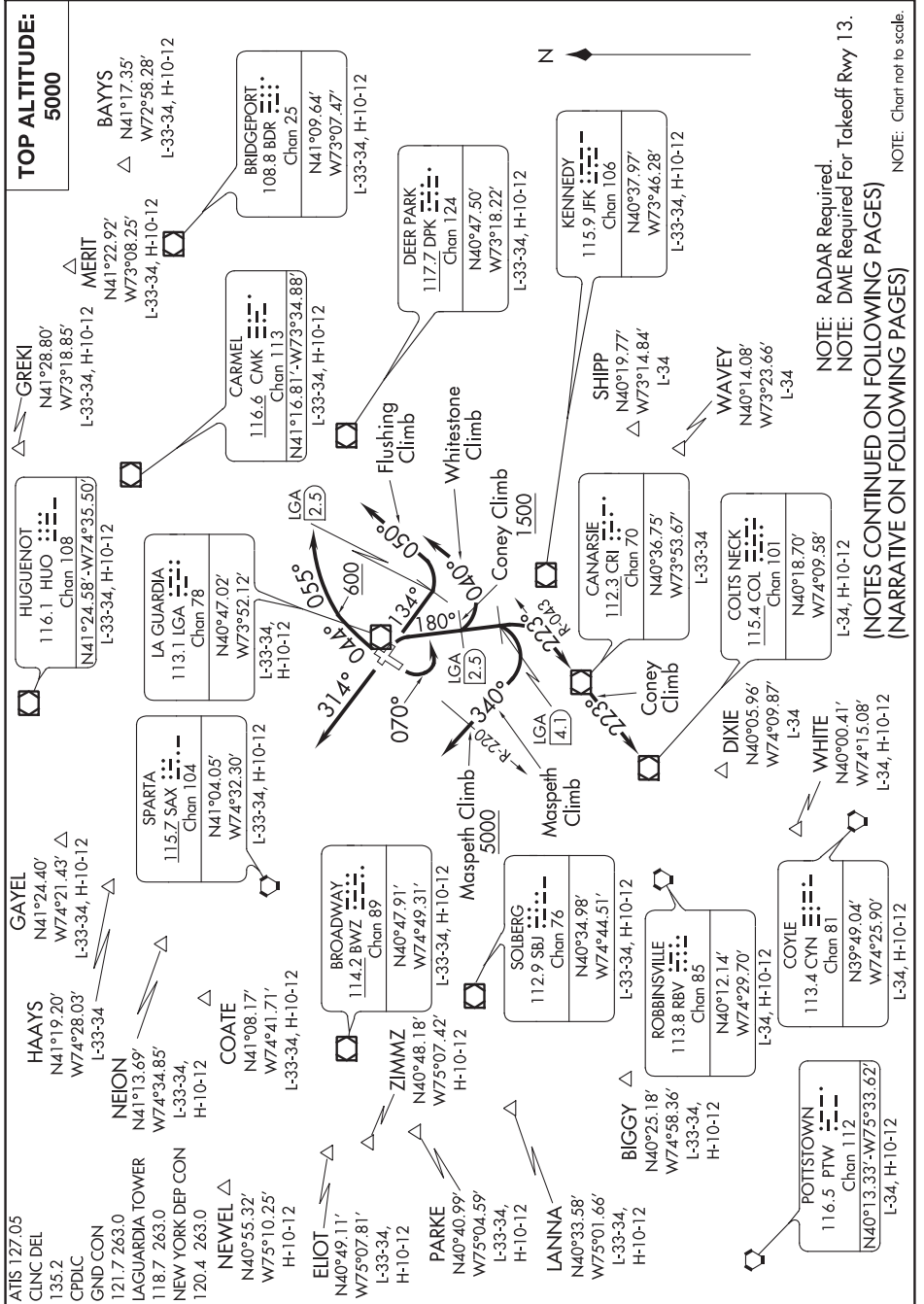
TOP ALTITUDE:
5000

JUTES THREE DEPARTURE (RNAV)

NE-2, 10 NOV 2016 to 05 JAN 2017

LA GUARDIA FIVE DEPARTURE

NE-2, 10 NOV 2016 to 05 JAN 2017



NOTE: RADAR Required.
NOTE: DME Required For Takeoff Rwy 13.
(NOTES CONTINUED ON FOLLOWING PAGES)
(NARRATIVE ON FOLLOWING PAGES)

NOTE: Chart not to scale.

NE-2, 10 NOV 2016 to 05 JAN 2017

LA GUARDIA FIVE DEPARTURE

LA GUARDIA FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 044° to 600, then right turn 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): Climbing right turn 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 left turn 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): Climbing right turn 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): Climbing right turn 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 heading 070°, maintain 5000, Thence....

TAKEOFF RUNWAY 31: Climb 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.

NOTE: Rwy 31 Departures: Expect turn on course leaving 6000.

NOTE: Traffic filed over BIGGY, LANNA, ELIOT, PARKE, ZIMMZ, NEWEL: Do not exceed 250 KIAS 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: 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.

(CONTINUED ON FOLLOWING PAGE)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LA GUARDIA FIVE DEPARTURE

LA GUARDIA FIVE DEPARTURE



(NOTES CONTINUED)

TAKEOFF MINIMUMS:

Rwy 4: Standard.

Rwy 13 (Coney Climb): 400-2 ¼ or Standard with minimum climb of 280' per NM to 500. ATC climb of 900' per NM to 1500.

Rwy 13 (Maspeth Climb): Standard with minimum climb of 280' per NM to 500. ATC climb of 900' per NM to 4400.

Rwy 13 (Flushing Climb): 400-2 ¼ or Standard with minimum climb of 280' per NM to 500. ATC climb of 280' per NM to 500.

Rwy 13 (Whitestone Climb): 400-2 ¼ or Standard with minimum climb of 280' per NM to 500. 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 ¾ or Standard with minimum climb of 330' per NM to 500.

TAKEOFF OBSTACLES NOTES:

Rwy 13: Localizer 392' from DER, on centerline, 18' AGL/19' MSL. Stack, fences, and buildings beginning 97' from DER, 171' left of centerline, up to 83' AGL/103' MSL. Fences, buildings, and trees beginning 28' from DER, 415' right of centerline, up to 21' AGL/22' MSL. Stack 4934' from DER, 1513' left of centerline, 172' AGL/181' MSL. Building 1.9 NM from DER, 758' right of centerline, 280' AGL/345' MSL.

Rwy 22: 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.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NTHNS FOUR DEPARTURE (RNAV)

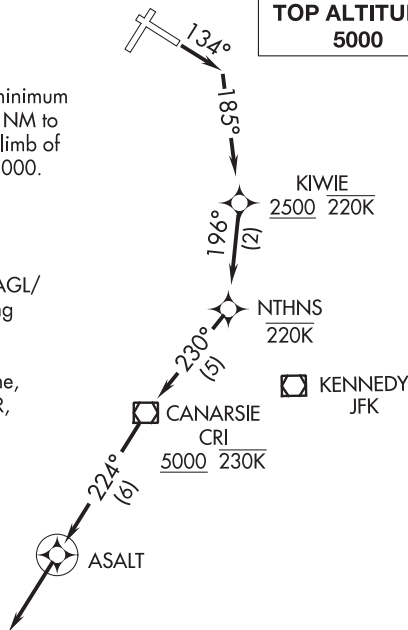
ATIS
127.05
CLNC DEL
135.2
CPDLC
GND CON
121.7 263.0
LAGUARDIA TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with a minimum
climb of 600' per NM to
2500, then ATC climb of
355' per NM to 5000.

TAKEOFF OBSTACLE NOTES:

Rwy 13: Localizer 392' from DER, on centerline, 18' AGL/
19' MSL. Stacks, 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, 260' AGL/345' MSL.

TOP ALTITUDE:
5000



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ROBBINSVILLE
RBV

COLTS NECK
COL

SHIPP

WAVEY

DIXIE

WHITE

- NOTE: For Turbojets only.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Do not exceed 220K until passing NTHNS.
- 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, WHITE, SHIPP, WAVEY, DIXIE, expect radar vectors after ASALT.

NOTE: Chart not to scale.

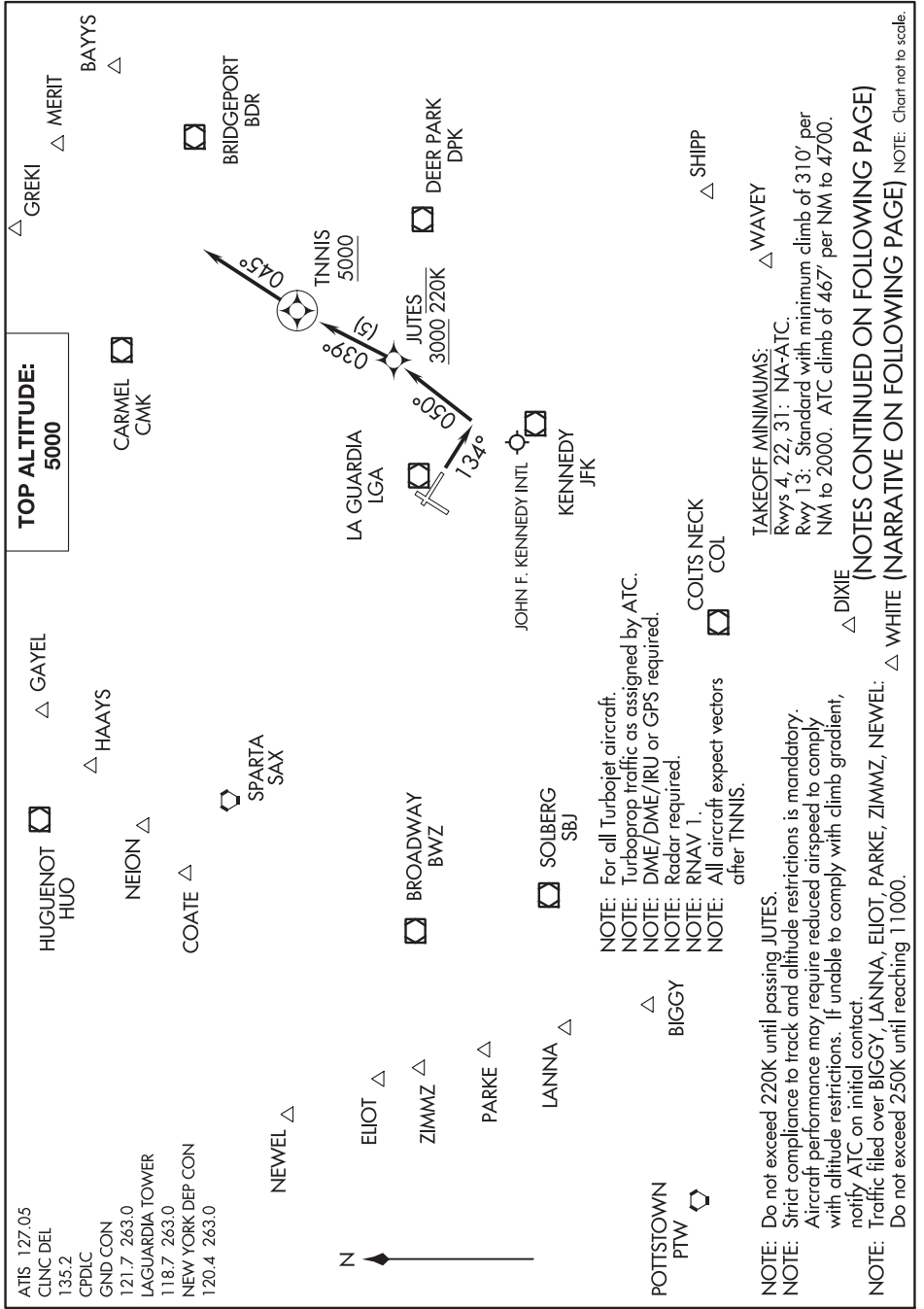


DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to cross KIWIE at or above 2500, then on track 196° to NTHNS, then on track 230° 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.

TNNIS SIX DEPARTURE (RNAV)

NE-2, 10 NOV 2016 to 05 JAN 2017



TNNIS SIX DEPARTURE (RNAV)

NE-2, 10 NOV 2016 to 05 JAN 2017

TNNIS SIX DEPARTURE (RNAV)



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.

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.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-RXN 108.3	APP CRS 239°	Rwy Idg TDZE Apt Elev	7006 99 99
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ILS or LOC RWY 24

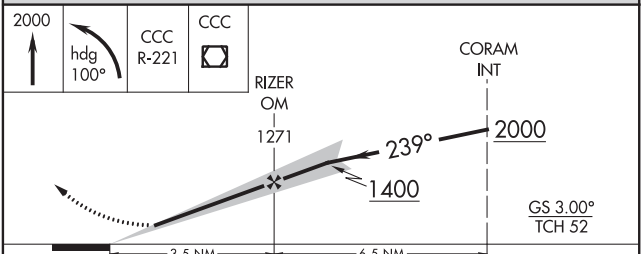
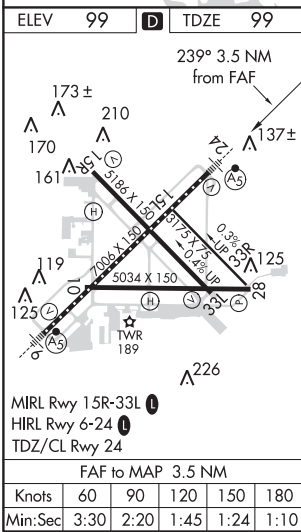
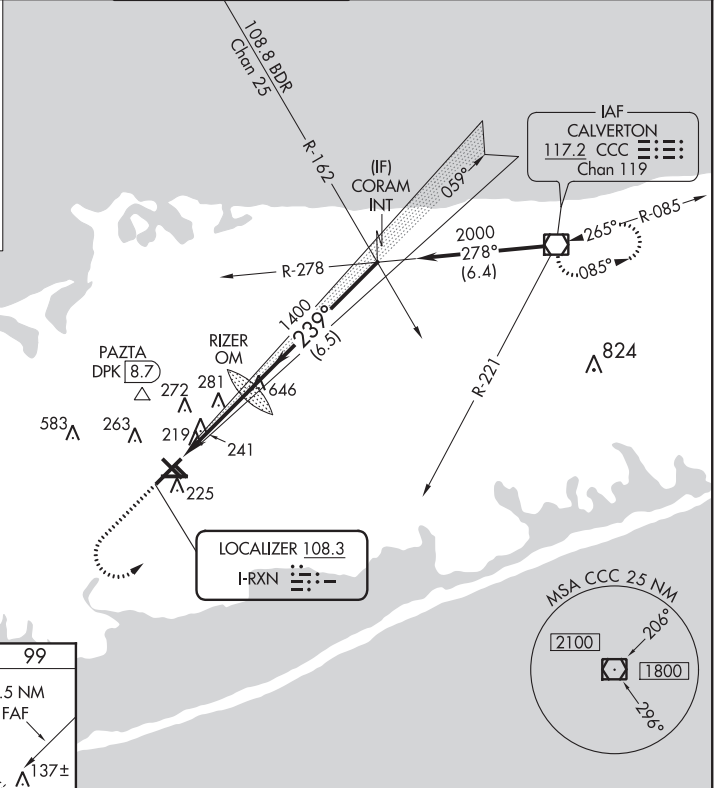
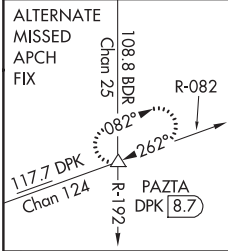
LONG ISLAND MAC ARTHUR (ISP)

⚠ When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase S-LOC 24 Cat C and D visibility to RVR 5000. Autopilot coupled approach NA below 700. For inoperative MALSRS when using Shirley altimeter setting increase S-LOC 24 Cat C and D visibility to 1 3/8 mile.



MISSED APPROACH: Climb to 2000 then left turn on heading 100° and CCC R-221 to 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
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CATEGORY	A	B	C	D
S-ILS 24	299/18 200 (200-1/2)			
S-LOC 24	520/24	421 (500-1/2)	520/40	421 (500-3/4)
CIRCLING	580-1	481 (500-1)	580-1 1/2	660-2
			481 (500-1 1/2)	561 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

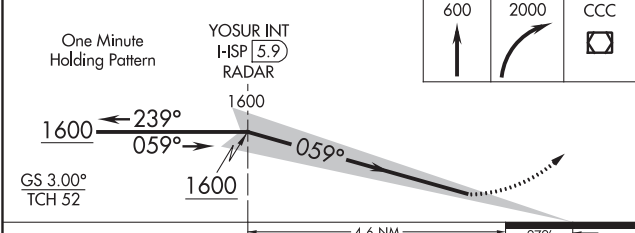
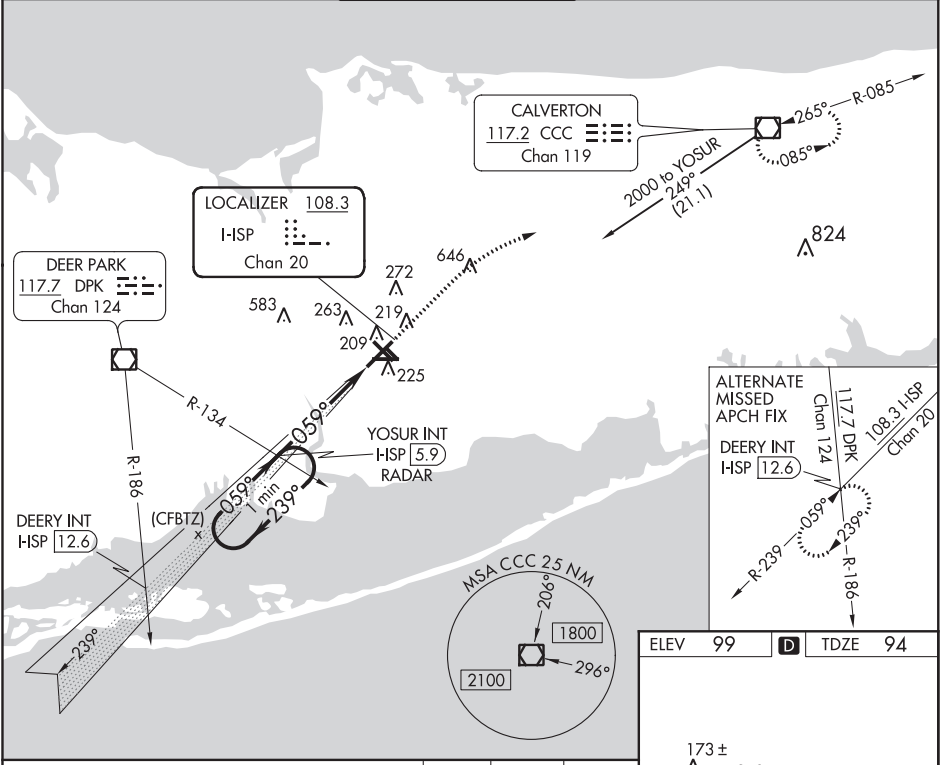
NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-HSP 108.3 Chan 20	APP CRS 059°	Rwy Idg TDZE Apt Elev	7006 94 99
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ILS RWY 6 (SA CAT I & II)

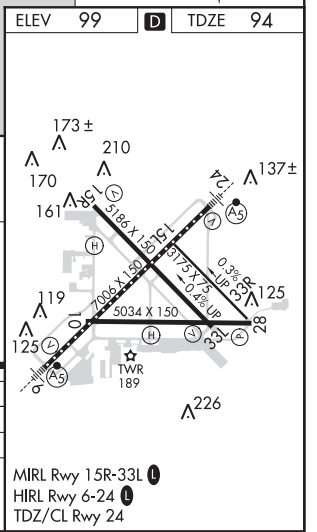
LONG ISLAND MAC ARTHUR (ISP)

<p>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.</p>	<p>MALSRL AS</p>	<p>MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.</p>		
		ATIS 120.725	NEW YORK APP CON 120.05 343.75	LONG ISLAND TOWER★ 119.3 (CTAF) 335.5



CATEGORY	A	B	C	D
S-ILS 6R		SA CAT I RA 162/14 150 DA 244		
S-ILS 6R		SA CAT II RA 111/12 100 DA 194		

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 66010 W06A	APP CRS 059°	Rwy Idg 7006 TDZE 94 Apt Elev 99
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RNAV (GPS) RWY 6

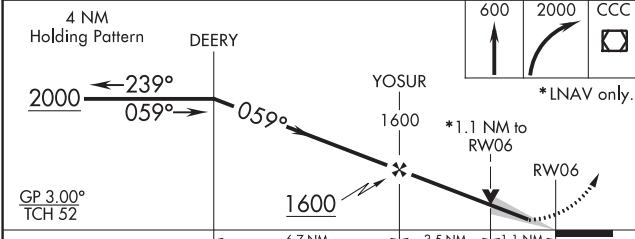
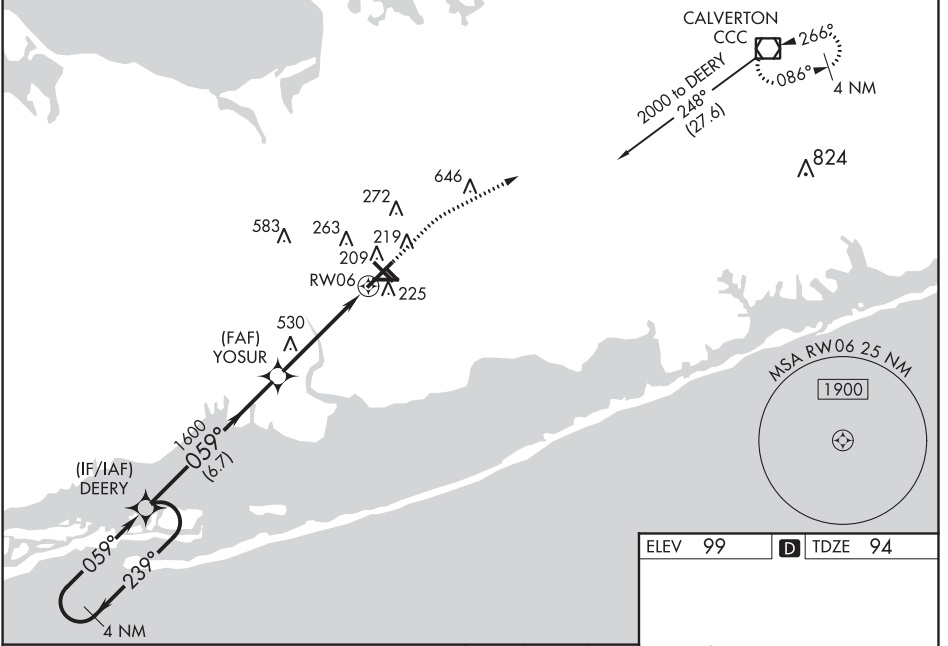
LONG ISLAND MAC ARTHUR (ISP)

▽ 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.

MALSR

MISSED APPROACH:
Climb to 600 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) 0 335.5	GND CON 135.3	CLNC DEL 121.85
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ELEV 99	D TDZE 94
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MIRL Rwy 15R-33L
HIRL Rwy 6-24
TDZ/CL Rwy 24

CATEGORY	A	B	C	D
LPV DA		294/24	200 (200-½)	
LNAV/VNAV DA		385/24	291 (300-½)	
LNAV MDA	500/24	406 (500-½)	500/40	406 (500-¾)
C CIRCLING	600-1 501 (600-1)	660-1 561 (600-1)	660-1½ 561 (600-½)	960-2¾ 861 (900-2¾)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53620 W15A	APP CRS 149°	Rwy Idg 5186 TDZE 99 Apt Elev 99
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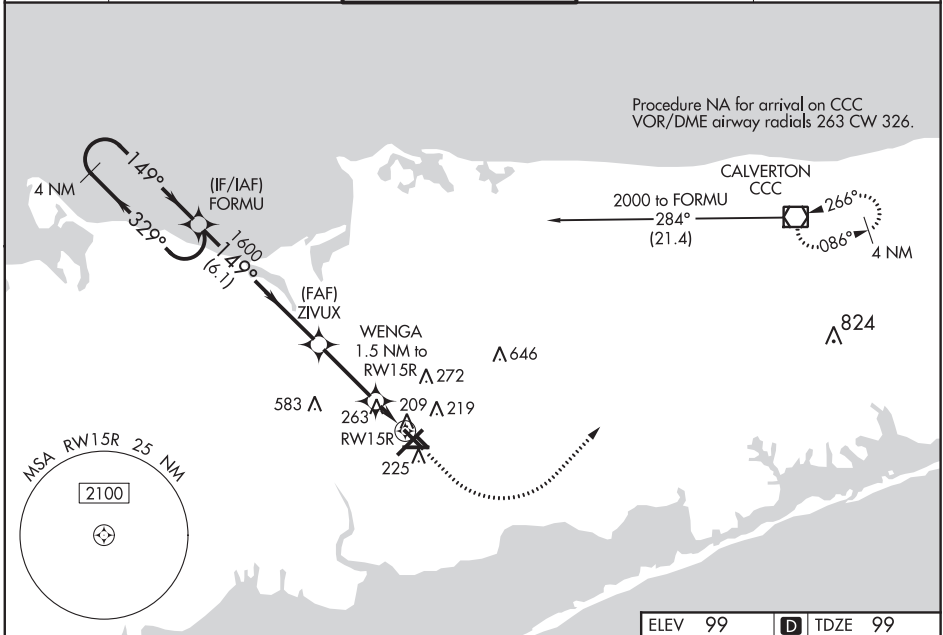
RNAV (GPS) RWY 15R

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 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 ½ 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) 0 335.5	GND CON 135.3	CLNC DEL 121.85
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

	ELEV 99	D TDZE 99		
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 45). 4 NM Holding Pattern FORMU GP 3.10° TCH 60 *640 *RNAV only. 6.1 NM 2.9 NM 1.5 NM				
CATEGORY	A	B	C	D
LPV DA	414-1		315 (400-1)	
LNAV/VNAV DA	547-1 3/8		448 (500-1 3/8)	
LNAV MDA	520-1	421 (500-1)	520-1 1/4	421 (500-1 1/4)
C 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)
MRL Rwy 15R-33L 0 HIRL Rwy 6-24 0 TDZ/CL Rwy 24				

WAAS CH 82610 W24A	APP CRS 239°	Rwy Idg TDZE 99 Apt Elev 99	7006
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RNAV (GPS) RWY 24

LONG ISLAND MAC ARTHUR (ISP)

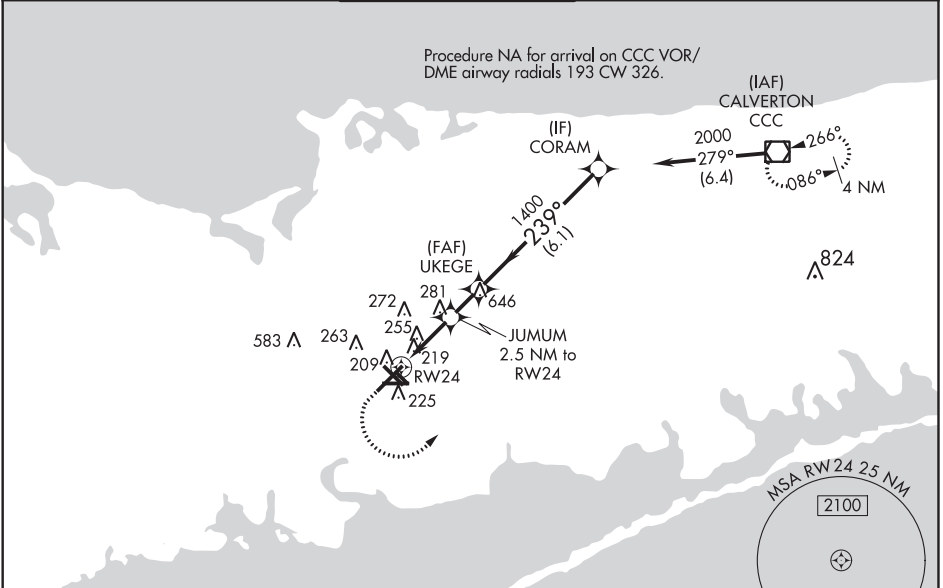
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase LPV DA to 327 feet, LNAV/VNAV DA to 569 feet, and LNAV/VNAV visibility all Cats to RVR 6000, all MDA 40 feet and LNAV Cat C/D visibility to RVR 5000, and Circling Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Shirley altimeter setting. For inoperative MALSRS when using Shirley altimeter setting increase LNAV Cat C/D visibility to 1 ⅓ mile.

MALSRS



MISSED APPROACH:
Climb to 600 then climbing left turn to 2000 direct CCC VOR/DME and hold.

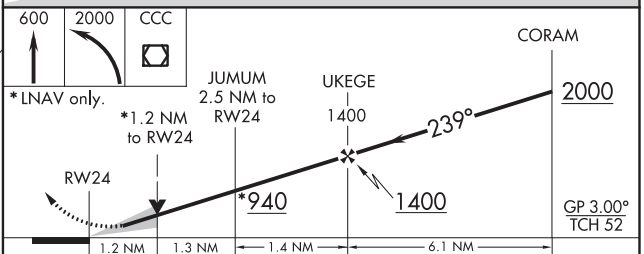
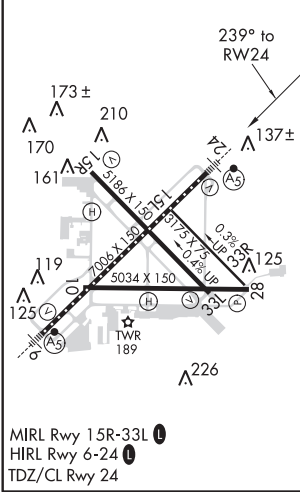
ATIS 120.725	NEW YORK APP CON 120.05 343.75	LONG ISLAND TOWER ★ 119.3 (CTAF) 335.5	GND CON 135.3	CLNC DEL 121.85
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 99	D TDZE 99
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CATEGORY	A	B	C	D
LPV DA		299/24	200 (200-½)	
LNAV/VNAV DA		541/50	442 (500-1)	
LNAV MDA	520/24	421 (500-½)	520/40	421 (500-¾)
C CIRCLING	600-1 501 (600-1)	660-1 561 (600-1)	660-1½ 561 (600-1½)	960-2¾ 861 (900-2¾)

WAAS CH 49120 W33A	APP CRS 329°	Rwy Idg TDZE 89 Apt Elev 99	5186
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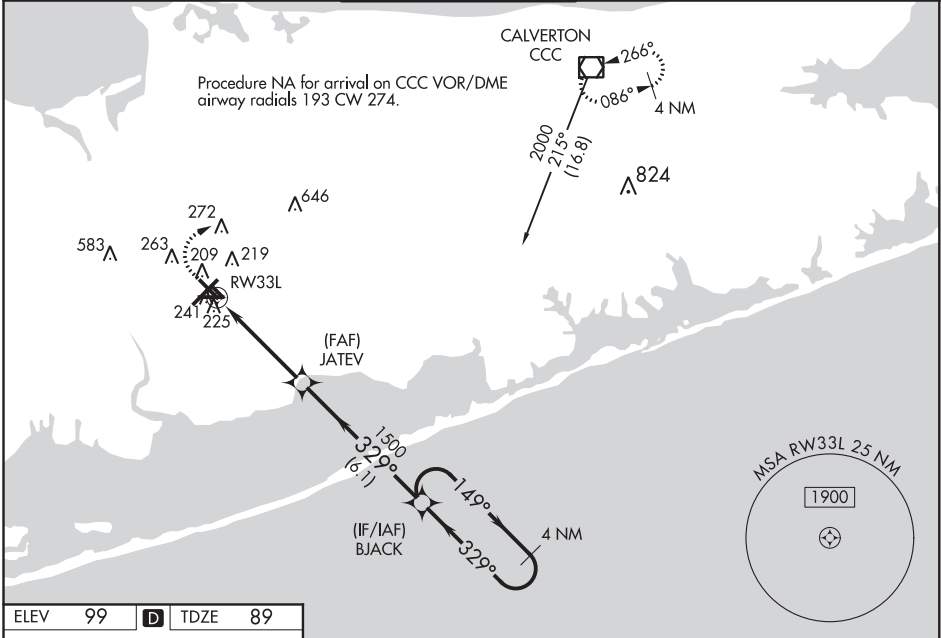
RNAV (GPS) RWY 33L

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.

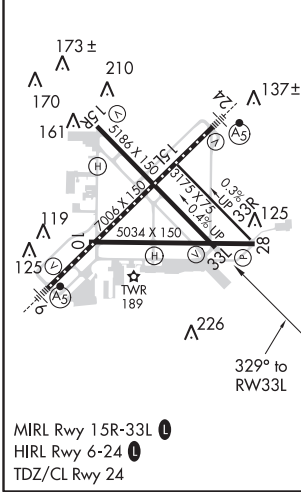
ATIS 120.725	NEW YORK APP CON 120.05 343.75	LONG ISLAND TOWER * 119.3 (CTAF) 0335.5	GND CON 135.3	CLNC DEL 121.85
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 99	D	TDZE 89
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600	2000	CCC	VGSi and RNAV glidepath not coincident (VGSi Angle 3.20/TCH 60).			
*INAV only.		JATEV	1500	329°	149°	2000
*1.1 NM to RW33L		RW33L	1500	329°	← 329°	GP 3.00° TCH 45
1.1		3.2 NM		6.1 NM		4 NM Holding Pattern
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)		
C 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)		

AIRPORT DIAGRAM

LONG ISLAND MAC ARTHUR (ISP)
NEW YORK, NEW YORK

AL-948 (FAA)

ATIS
120.725
LONG ISLAND TOWER ★
119.3 335.5
GND CON
135.3
CLNC DEL
121.85

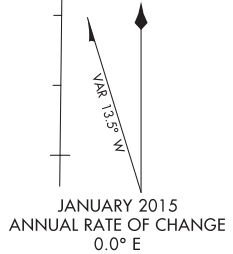
D

RWY 06-24
PCN 55 F/B/X/U
S-100, D-210, 2S-175, 2D-300

RWY 10-28
S-32, D-56, 2D-92

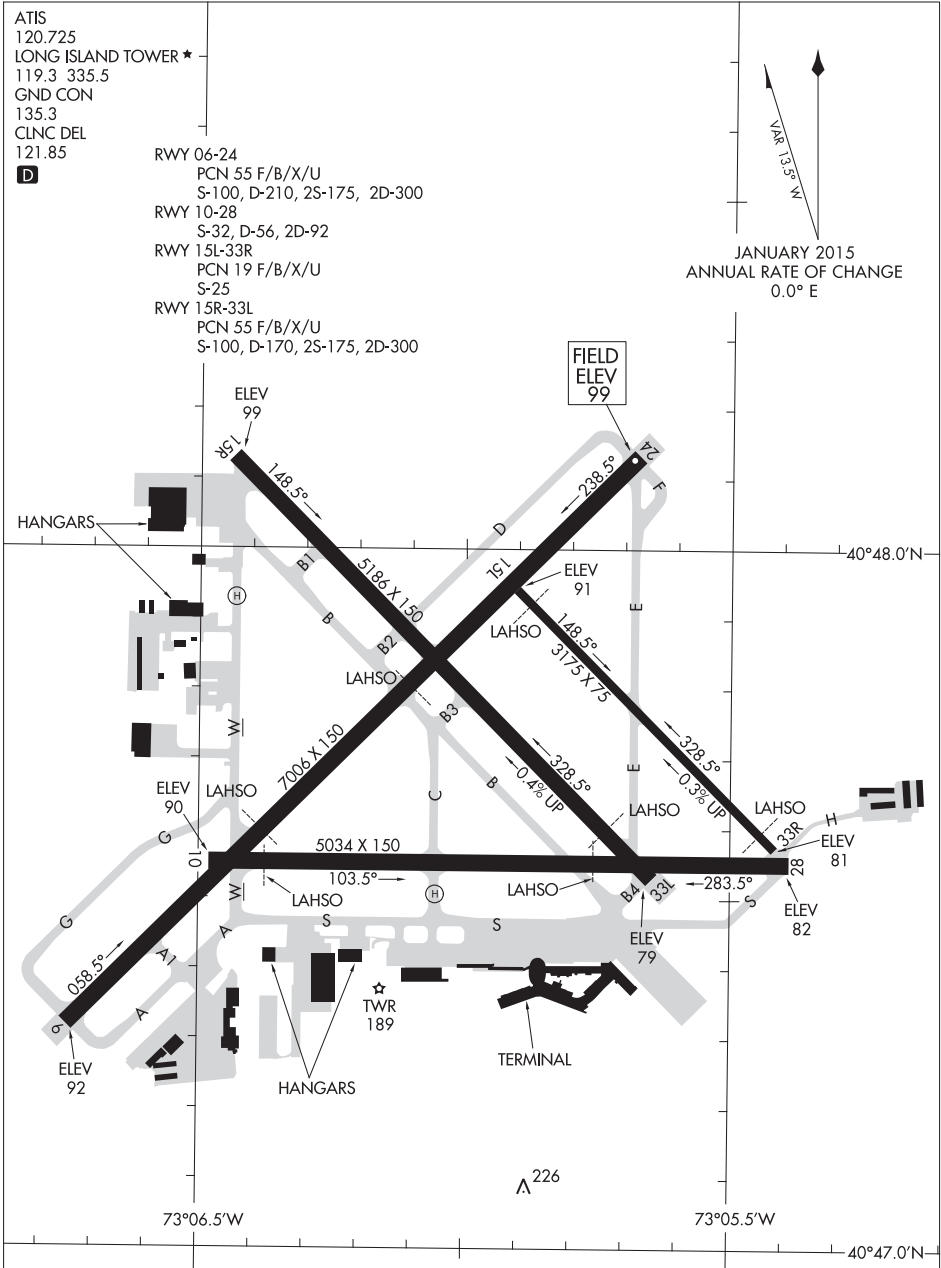
RWY 15L-33R
PCN 19 F/B/X/U
S-25

RWY 15R-33L
PCN 55 F/B/X/U
S-100, D-170, 2S-175, 2D-300



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



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

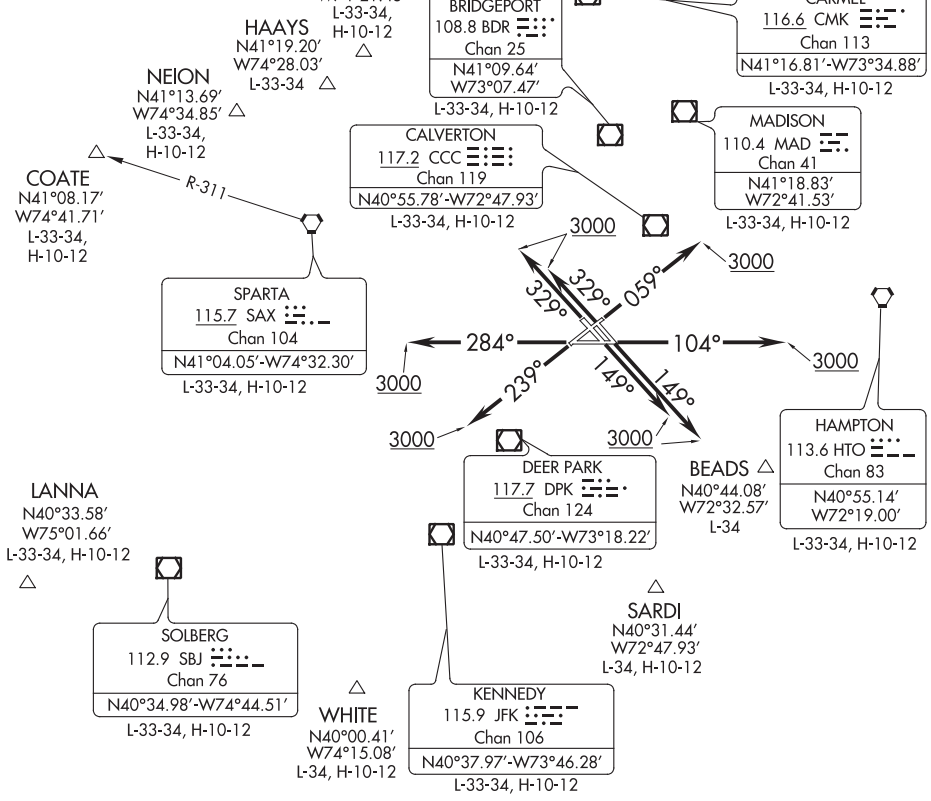
AIRPORT DIAGRAM

LONG ISLAND MAC ARTHUR (ISP)
NEW YORK, NEW YORK

LONG ISLAND FIVE DEPARTURE

**TOP ALTITUDE:
3000**

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



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS

Rwy 6, 10, 15L, 15R, 24, 28, 33L, 33R: STANDARD.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

LONG ISLAND FIVE DEPARTURE

LONG ISLAND FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb heading 059° to 3000, thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 104° to 3000, thence. . . .

TAKE-OFF RUNWAY 15L/15R: Climb heading 149° to 3000, thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 239° to 3000, thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 284° to 3000, thence. . . .

TAKE-OFF RUNWAY 33L/33R: Climb heading 329° to 3000, thence. . . .

. . . . via vectors to assigned route/fix. Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

TAKEOFF OBSTACLES NOTES

- Rwy 6: Trees beginning 611' from DER, 191' right of centerline, up to 76' AGL/186' MSL. Trees beginning 1391' from DER, 76' left of centerline, up to 79' AGL/189' MSL. Pole 2458' from DER, 1127' left of centerline, 65' AGL/175' MSL.
- Rwy 10: Trees beginning 950' from DER, 259' right of centerline, up to 49' AGL/132' MSL. Trees beginning 276' from DER, 263' left of centerline, up to 54' AGL/139' MSL. Antenna on pole 1141' from DER, 455' left of centerline, 48' AGL/133' MSL.
- Rwy 15L: Trees beginning 706' from DER, 271' right of centerline, up to 56' AGL/136' MSL. Trees beginning 1134' from DER, 214' left of centerline, up to 50' AGL/132' MSL.
- Rwy 15R: Trees beginning 1276' from DER, 68' left of centerline, up to 56' AGL/136' MSL.
- Rwy 24: Pole 788' from DER, 656' right of centerline, 40' AGL/120' MSL.
- Rwy 28: Tree 643' from DER, 391' right of centerline, 36' AGL/126' MSL. Pole 918' from DER, 367' right of centerline, 30' AGL/118' MSL. Lt pole 991' from DER, 244' right of centerline, 27' AGL/117' MSL. Rod 822' from DER, 442' left of centerline, 36' AGL/121' MSL. Trees beginning 1101' from DER, 280' left of centerline, up to 48' AGL/128' MSL. Pole 1254' from DER, 89' left of centerline, 29' AGL/124' MSL.
- Rwy 33L: Trees beginning 37' from DER, 5' right of centerline, up to 80' AGL/185' MSL. Trees beginning 180' from DER, 27' left of centerline, up to 83' AGL/188' MSL. Poles beginning 699' from DER, 505' left of centerline, up to 40' AGL/140' MSL. Tower 1528' from DER, 387' left of centerline, 61' AGL/164' MSL. Post 459' from DER, 251' left of centerline, 11' AGL/111' MSL.
- Rwy 33R: Trees beginning 1025' from DER, 273' right of centerline, up to 45' AGL/135' MSL. Tower 2996' from DER, 79' right of centerline, 108' AGL/210' MSL. OL on GS 325' from DER, 484' right of centerline, 28' AGL/118' MSL. Trees beginning 789' from DER, 266' left of centerline, up to 48' AGL/133' MSL. OL WSK 726' from DER, 583' left of centerline, 29' AGL/114' MSL.

NE-2, 10 NOV 2016 to 05 JAN 2017

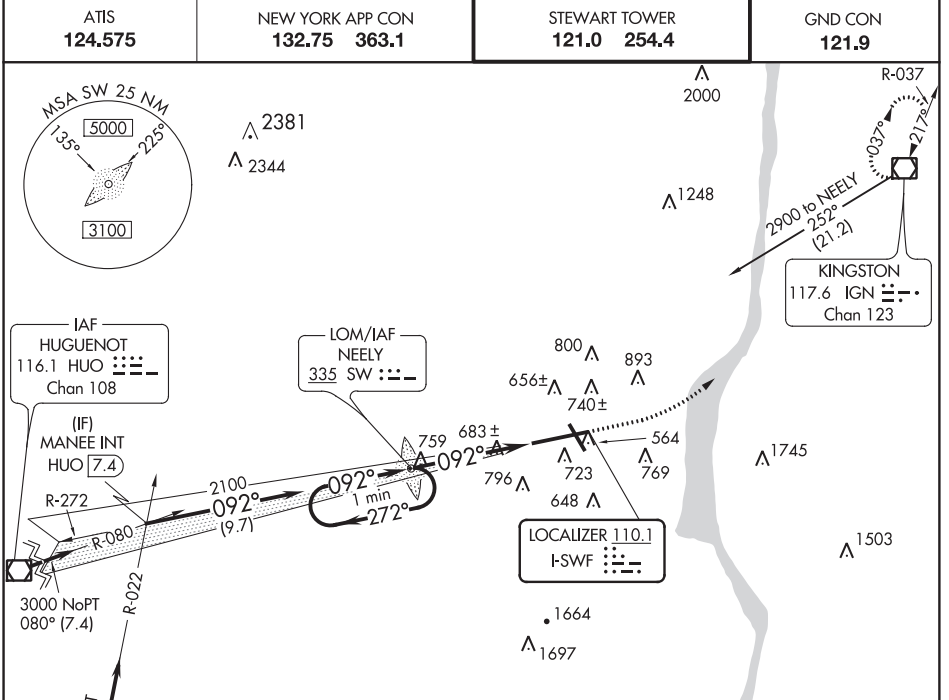
NE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-SWF 110.1	APP CRS 092°	Rwy Idg TDZE Apt Elev	8817 476 491
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ILS or LOC RWY 9

STEWART INTL (SWF)

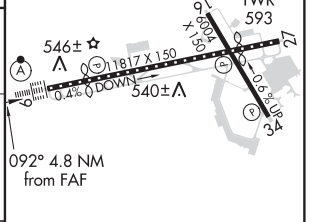
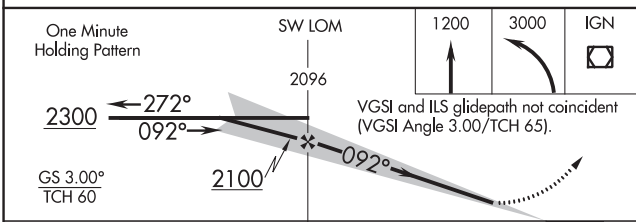
	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN VOR/DME and hold.		
	ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 491	TDZE 476
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CATEGORY	A	B	C	D
S-ILS 9	676/18 200 (200-½)			
S-LOC 9	940/24 464 (500-½)	940/50 464 (500-1)		
CIRCLING	1200-1 709 (800-1)	1200-2 709 (800-2)	1200-2¼ 709 (800-2¼)	

TDZ/CL Rwy 9	HIRL Rwy 9-27 and 16-34				
	REIL Rwy 16, 27 and 34				
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

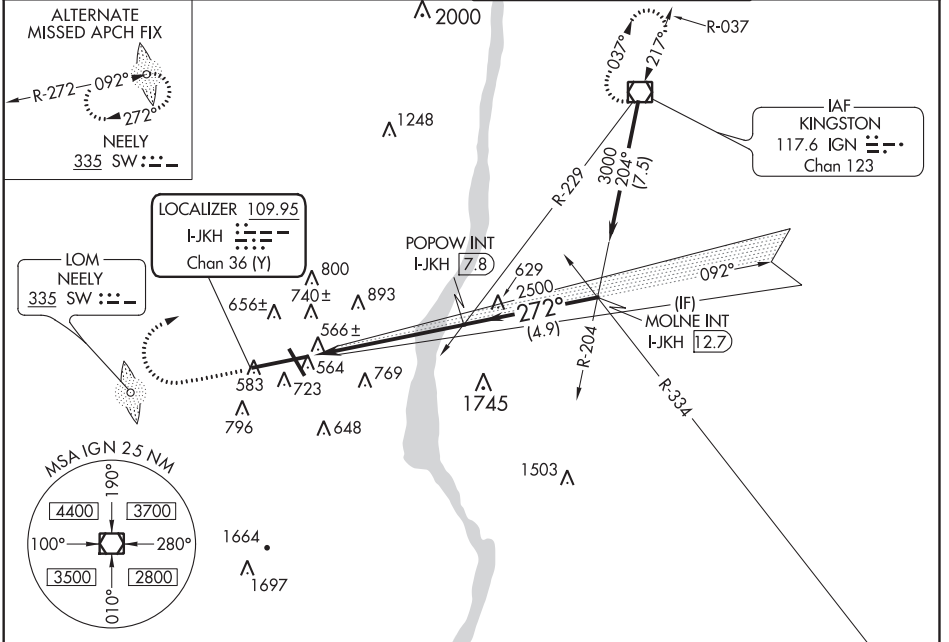
LOC/DME I-JKH 109.95 Chan 36 (Y)	APP CRS 272°	Rwy Idg 9817 TDZE 467 Apt Elev 491
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ILS or LOC RWY 27

STEWART INTL (SWF)

⚠ Helicopter visibility reduction below 1 SM NA. MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct IGN VOR/DME and hold.

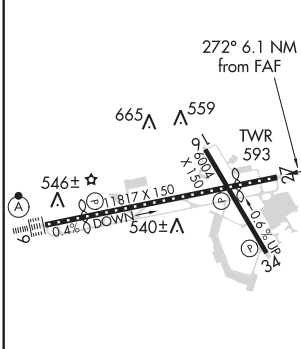
ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

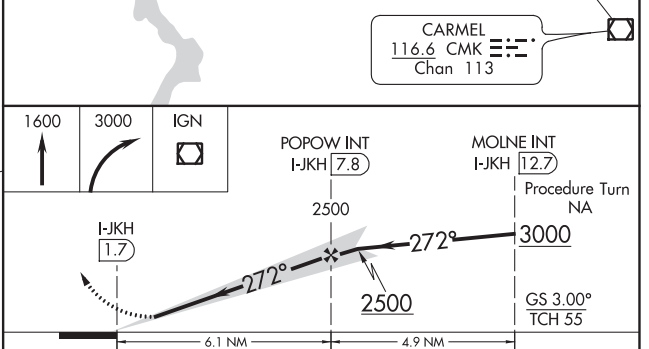
ELEV 491	D TDZE 467
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TDZ/CL Rwy 9
HIRL Rwy 9-27 and 16-34
REIL Rwy 16, 27 and 34

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-ILS 27		717-1	250 (300-1)	
S-LOC 27		840-1	373 (400-1)	840-1½ 373 (400-1½)
CIRCLING	1200-1	709 (800-1)	1200-2 709 (800-2)	1200-2½ 709 (800-2½)

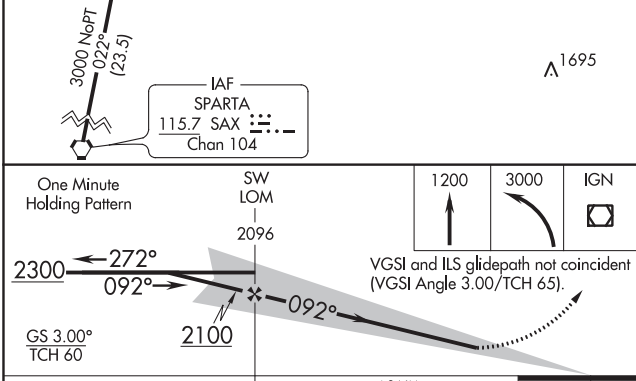
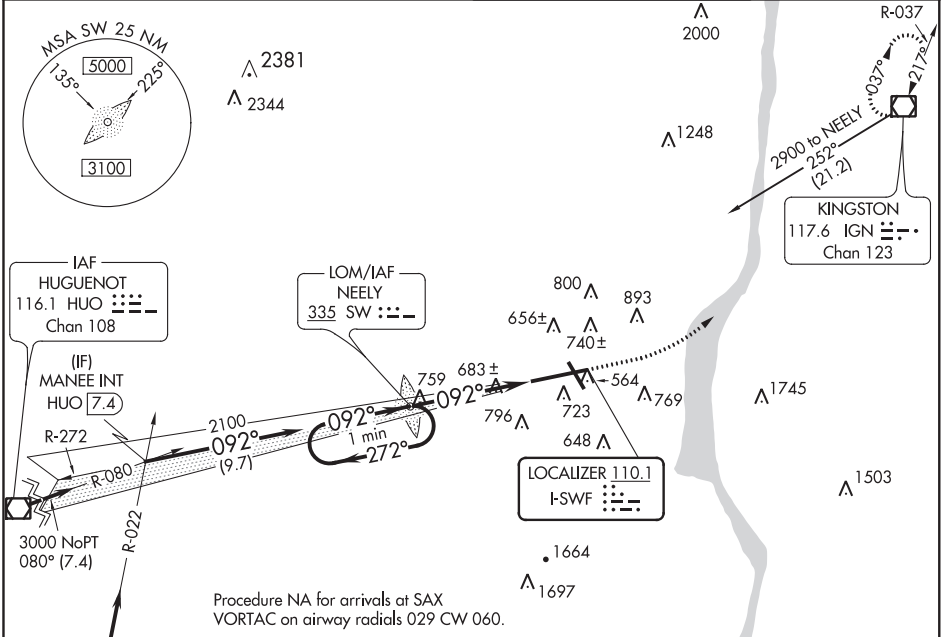
LOC I-SWF 110.1	APP CRS 092°	Rwy Idg TDZE Apt Elev	8817 476 491
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ILS RWY 9 (SA CAT I)

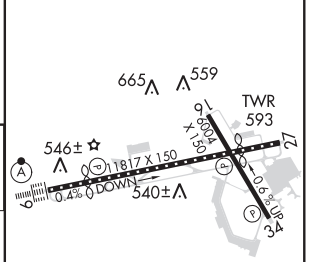
STEWART INTL (SWF)

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSIF-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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ELEV 491	D	TDZE 476
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CATEGORY	A	B	C	D
S-ILS 9		RA 142/14	150	DA 626

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 9
HIRL Rwy 9-27 and 16-34
REIL Rwy 16, 27 and 34

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

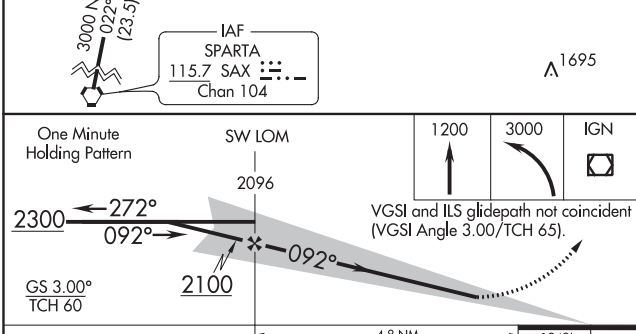
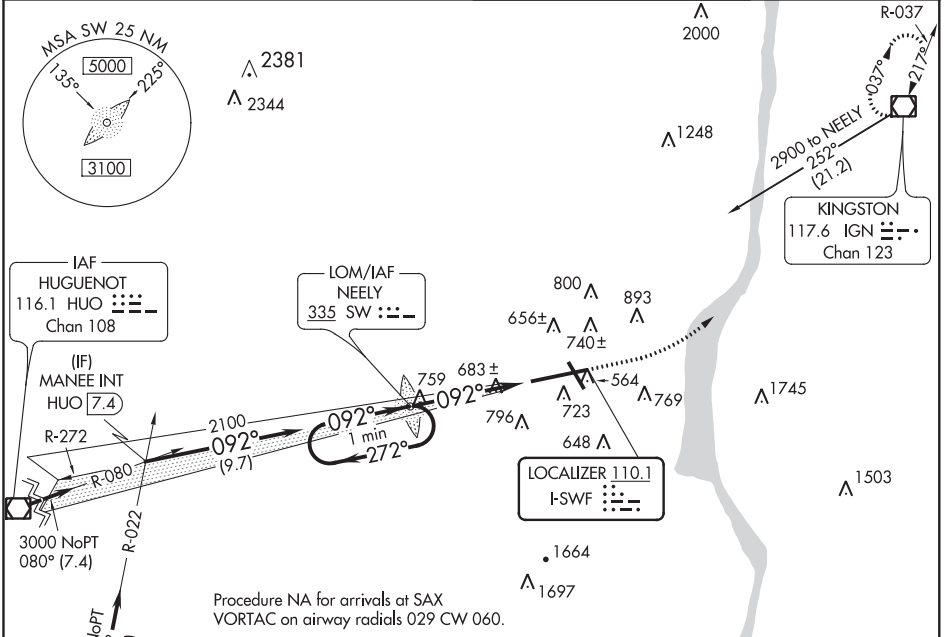
LOC I-SWF 110.1	APP CRS 092°	Rwy Idg 8817
		TDZE 476
		Apt Elev 491

ILS RWY 9 (CAT II & III)

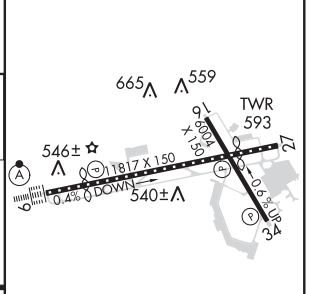
STEWART INTL (SWF)

<p>⚠ CAT II: RVR 1000 authorized with specific OPSEC, MSPEC, or LOA and use of autoland or HUD to touchdown.</p>	<p>ALS-F-2 </p>	<p>MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct IGN VOR/DME and hold.</p>
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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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ELEV 491	D	TDZE 476
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CATEGORY	A	B	C	D
S-ILS 9		CAT II	RA 97/12	100 DA 576
S-ILS 9		CAT IIIa	RVR 07	
S-ILS 9		CAT IIIb	RVR 06	
S-ILS 9		CAT IIIc	NA	

CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 9
HIRL Rwy 9-27 and 16-34
REIL Rwy 16, 27 and 34

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS Ch 62818 W09A	APP CRS 092°	Rwy Idg 8817 TDZE 481 Apt Elev 491
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RNAV (GPS) RWY 9

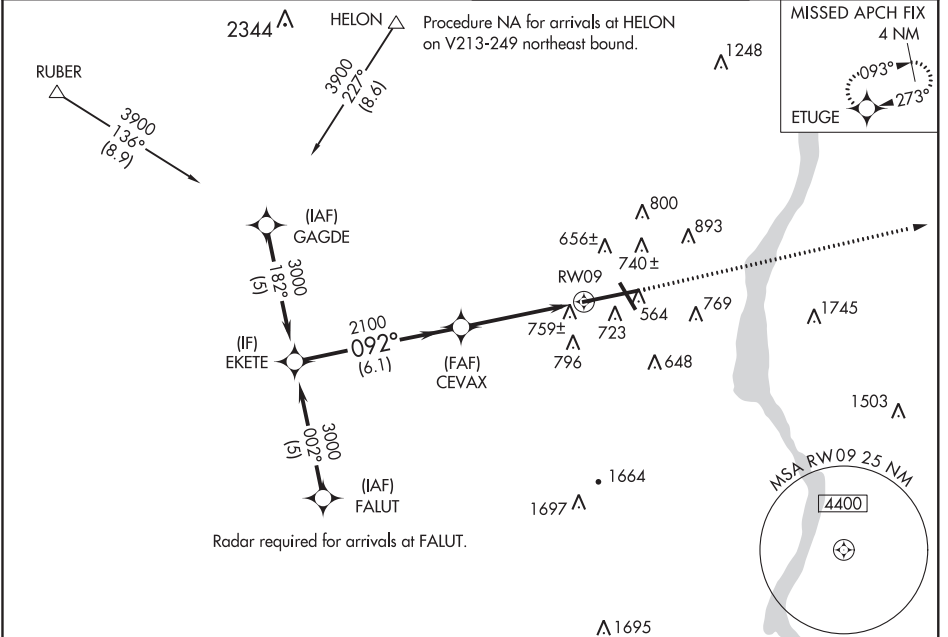
STEWART INTL (SWF)

⚠ Inoperative table does not apply to LNAV/VNAV.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

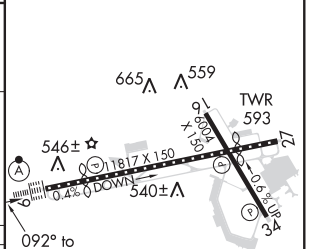
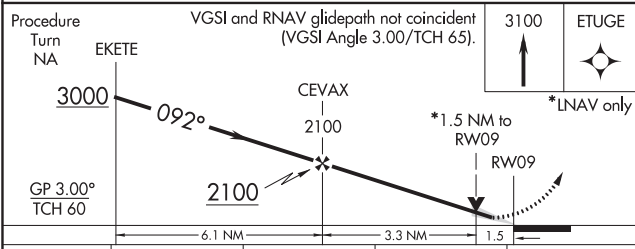
ALSf-2

MISSED APPROACH: Climb to 3100 direct ETUGE 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 481
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CATEGORY	A	B	C	D
LPV DA		681/24	200 (200-½)	
LNAV/VNAV DA		1097-2	616 (700-2)	
LNAV MDA	1020/24	539 (600-½)	1020/50 539 (600-1)	1020/60 539 (600-1¼)
CIRCLING	1200-1	709 (800-1)	1200-2 709 (800-2)	1200-2¼ 709 (800-2¼)

TDZ/CL Rwy 9
HIRL Rwy 9-27 and 16-34
REIL Rwy 16, 27 and 34

NE-2, 10 NOV 2016 to 05 JAN 2017

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APP CRS	Rwy Idg	6004
163°	TDZE	471
	Apt Elev	491

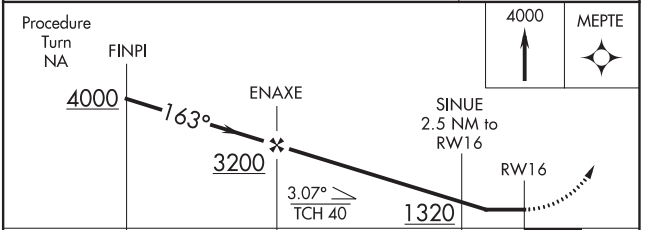
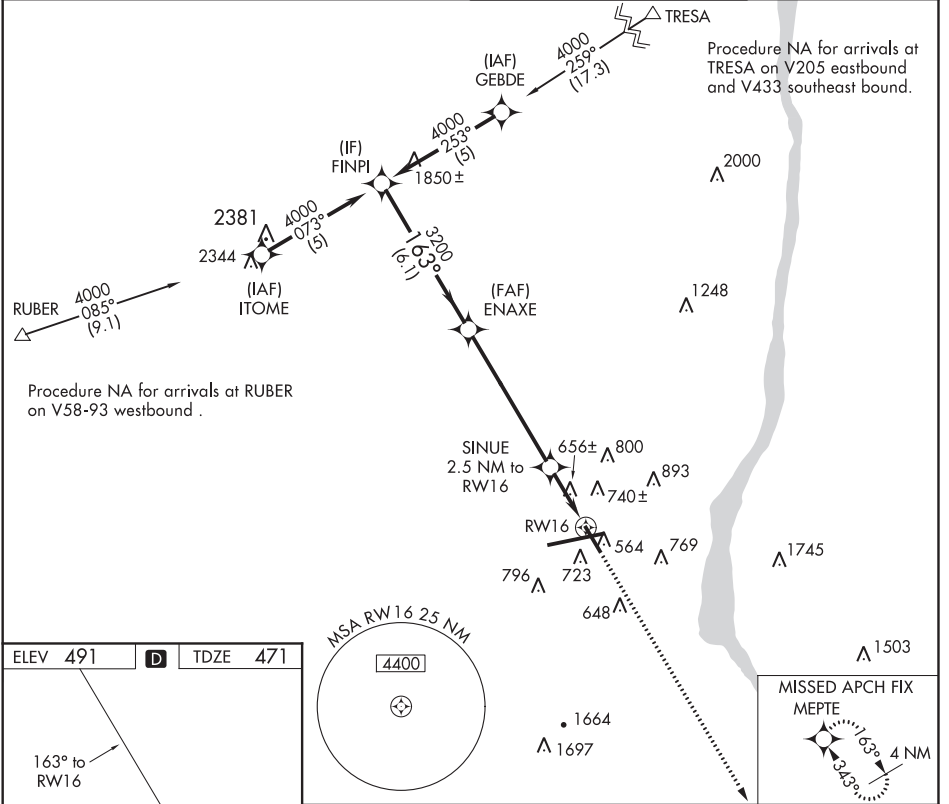
RNAV (GPS) RWY 16

STEWART INTL (SWF)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. Rwy 16 Straight-in and Circling minimums NA at night.

⚠ 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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CATEGORY	A	B	C	D
LNAV MDA	1140-1	669 (700-1)	1140-1¾ 669 (700-1¾)	1140-2 669 (700-2)
CIRCLING	1200-1	709 (800-1)	1200-2 709 (800-2)	1200-2½ 709 (800-2½)

TDZ/CL Rwy 9
HIRL Rws 9-27 and 16-34
REIL Rws 16, 27 and 34

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 272°	Rwy Idg 9817
	TDZE 467
	Apt Elev 491

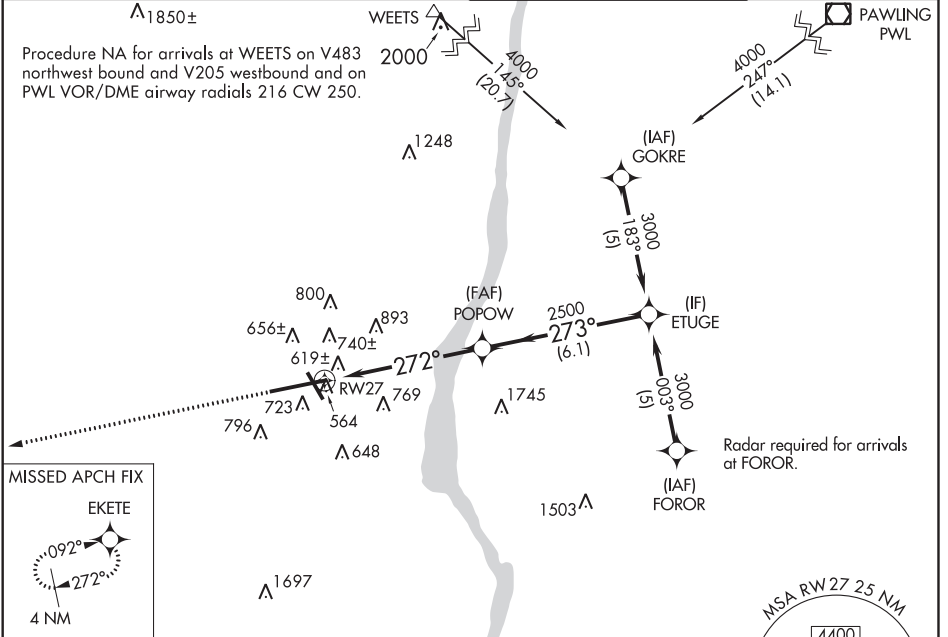
RNAV (GPS) RWY 27

STEWART INTL (SWF)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct EKETE and hold.

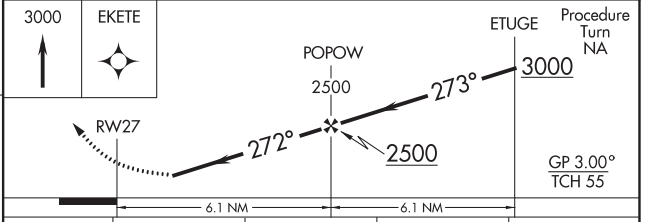
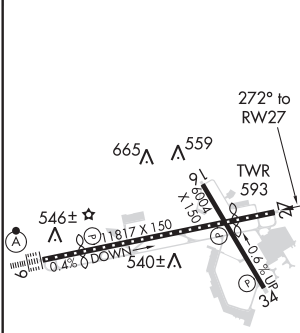
ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 491	D	TDZE 467
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CATEGORY	A	B	C	D
LNAV/DA/VNAV	1046-2		579 (600-2)	
LNAV MDA	1000-1	533 (600-1)	1000-1½ 533 (600-1½)	1000-1¾ 533 (600-1¾)
CIRCLING	1200-1	709 (800-1)	1200-2 709 (800-2)	1200-2½ 709 (800-2½)

TDZ/CL Rwy 9
 HIRL Rws 9-27 and 16-34
 REIL Rws 16, 27 and 34

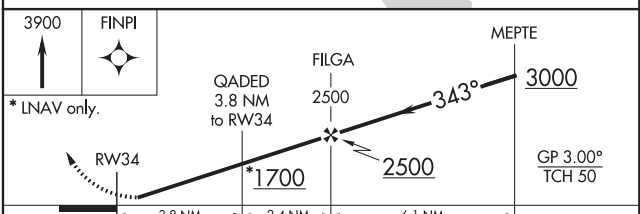
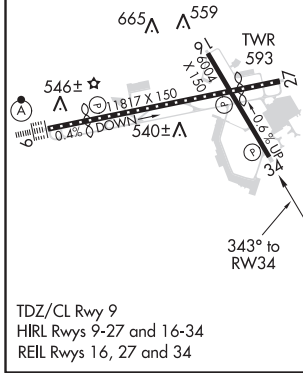
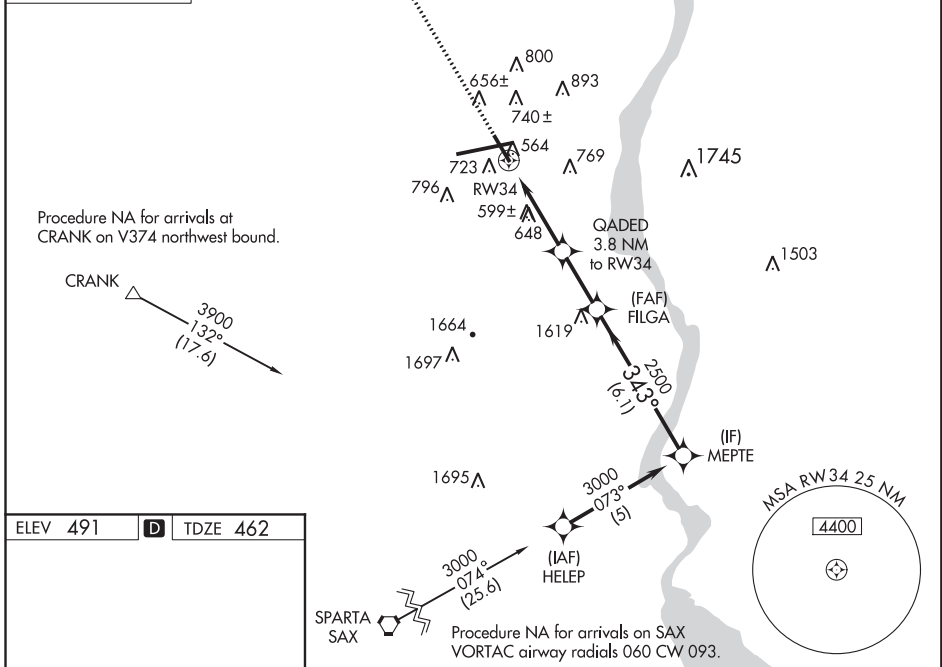
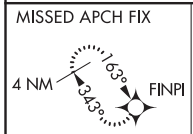
WAAS CH 90217 W34A	APP CRS 343°	Rwy Idg TDZE Apt Elev	6004 462 491
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RNAV (GPS) RWY 34

STEWART INTL (SWF)

<p>▼ DME/DME RNP-0.3 NA. ▲ Helicopter visibility reduction below ¾ SM not authorized.</p>	<p>MISSED APPROACH: Climb to 3900 direct FINPI and hold.</p>
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<p>ATIS 124.575</p>	<p>NEW YORK APP CON 132.75 363.1</p>	<p>STEWART TOWER 121.0 254.4</p>	<p>GND CON 121.9</p>
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CATEGORY	A	B	C	D
LPV DA	737-1 275 (300-1)			
LNAV MDA	1020-1	558 (600-1)	1020-1½ 558 (600-1½)	1020-1¾ 558 (600-1¾)
CIRCLING	1200-1	709 (800-1)	1200-2 709 (800-2)	1200-2¼ 709 (800-2¼)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME IGN 117.6 Chan 123	APP CRS 244°	Rwy Idg 9817 TDZE 467 Aprt Elev 491
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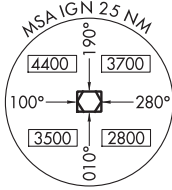
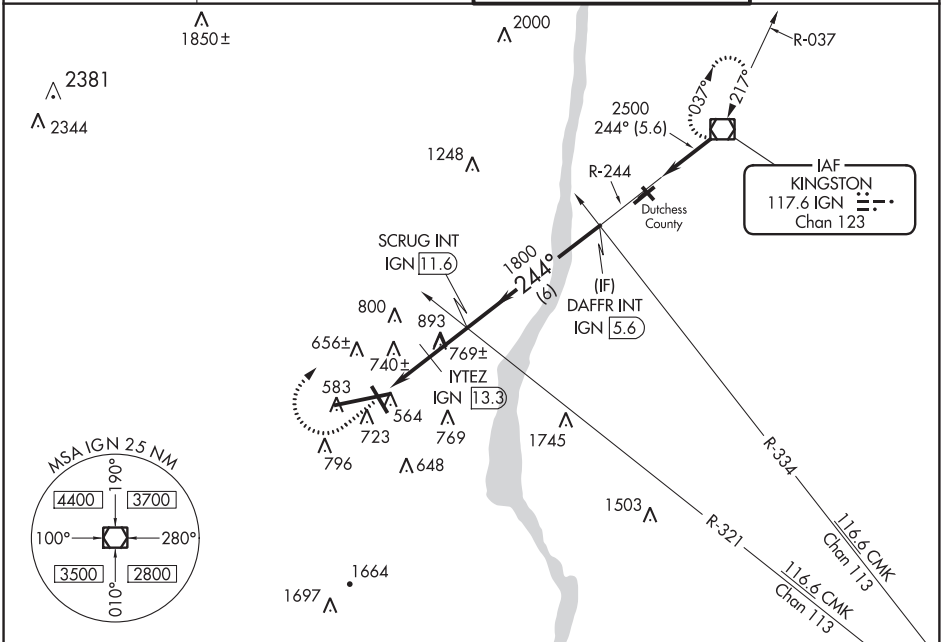
VOR RWY 27

STEWART INTL (SWF)

⚠ Circling to Rwy 16 NA at night.
⚠ Rwy 27 Straight-in and Circling minimums NA at night.
 Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct IGN VOR/DME and hold.

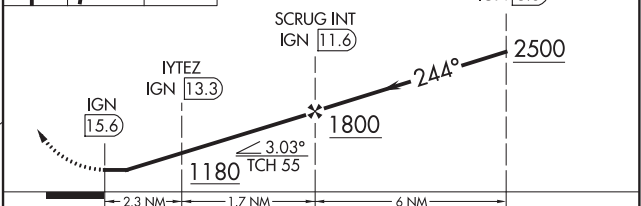
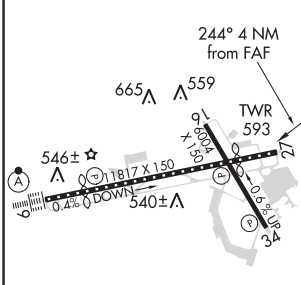
ATIS 124.575	NEW YORK APP CON 132.75 363.1	STEWART TOWER 121.0 254.4	GND CON 121.9
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 491	D	TDZE 467	1200	3000	IGN	Procedure Turn NA
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CATEGORY	A	B	C	D
S-27	1180-1 713 (700-1)		1180-2 713 (700-2)	1180-2½ 713 (700-2½)
CIRCLING	1200-1 709 (800-1)		1200-2 709 (800-2)	1200-2½ 709 (800-2½)
IYTEZ FIX MINIMUMS				
S-27	1020-1 553 (600-1)		1020-1½ 553 (600-1½)	1020-1¾ 553 (600-1¾)
CIRCLING	1200-1 709 (800-1)		1200-2 709 (800-2)	1200-2½ 709 (800-2½)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NEW YORK, NEW YORK
 Amdt 5B 15SEP16

41°30'N-74°06'W
 343

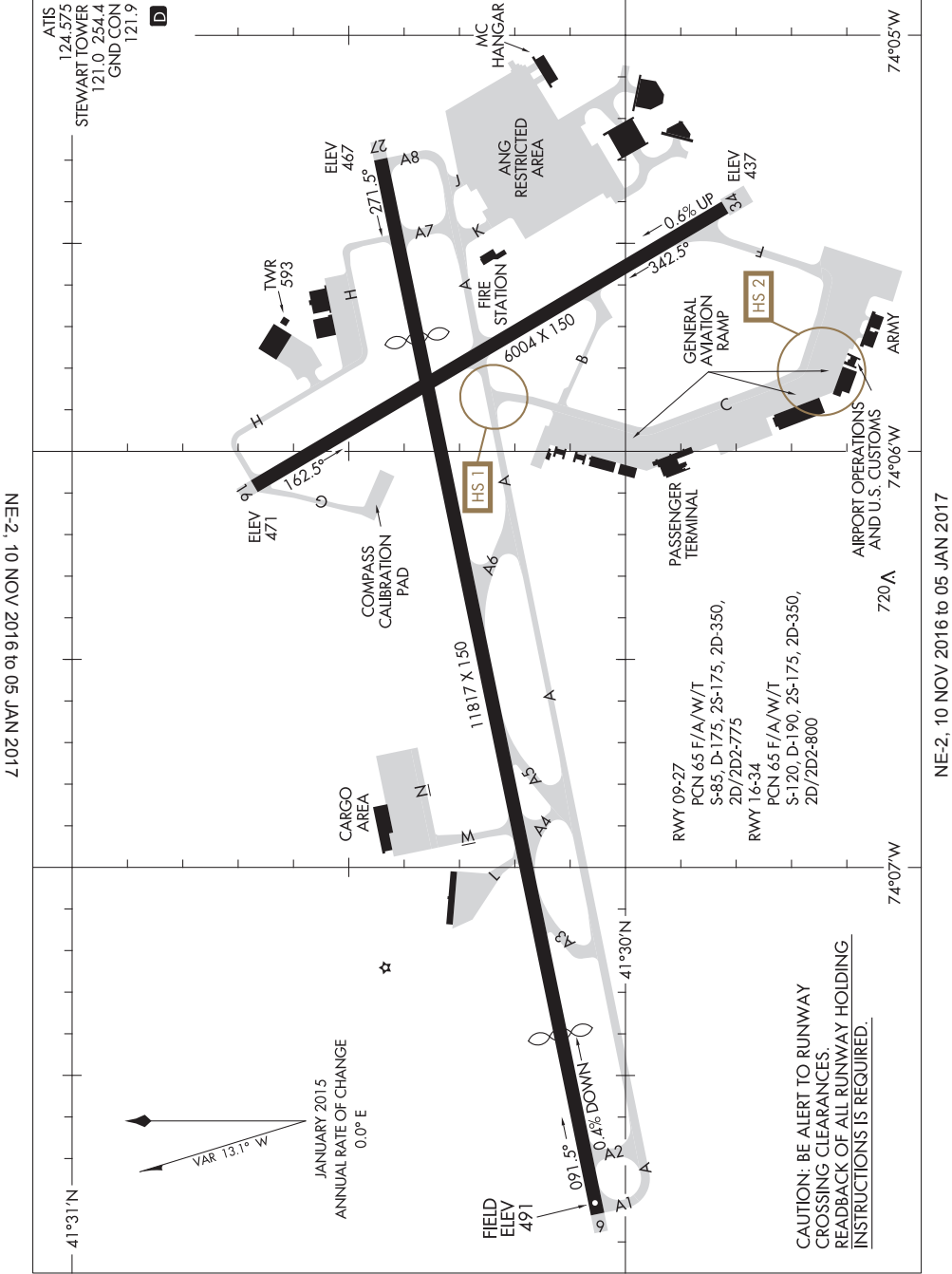
STEWART INTL (SWF)

VOR RWY 27

AIRPORT DIAGRAM

STEWART INTL (SWF)
NEW YORK, NEW YORK

AL-450 (FAA)



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

NEW YORK, NEW YORK
STEWART INTL (SWF)

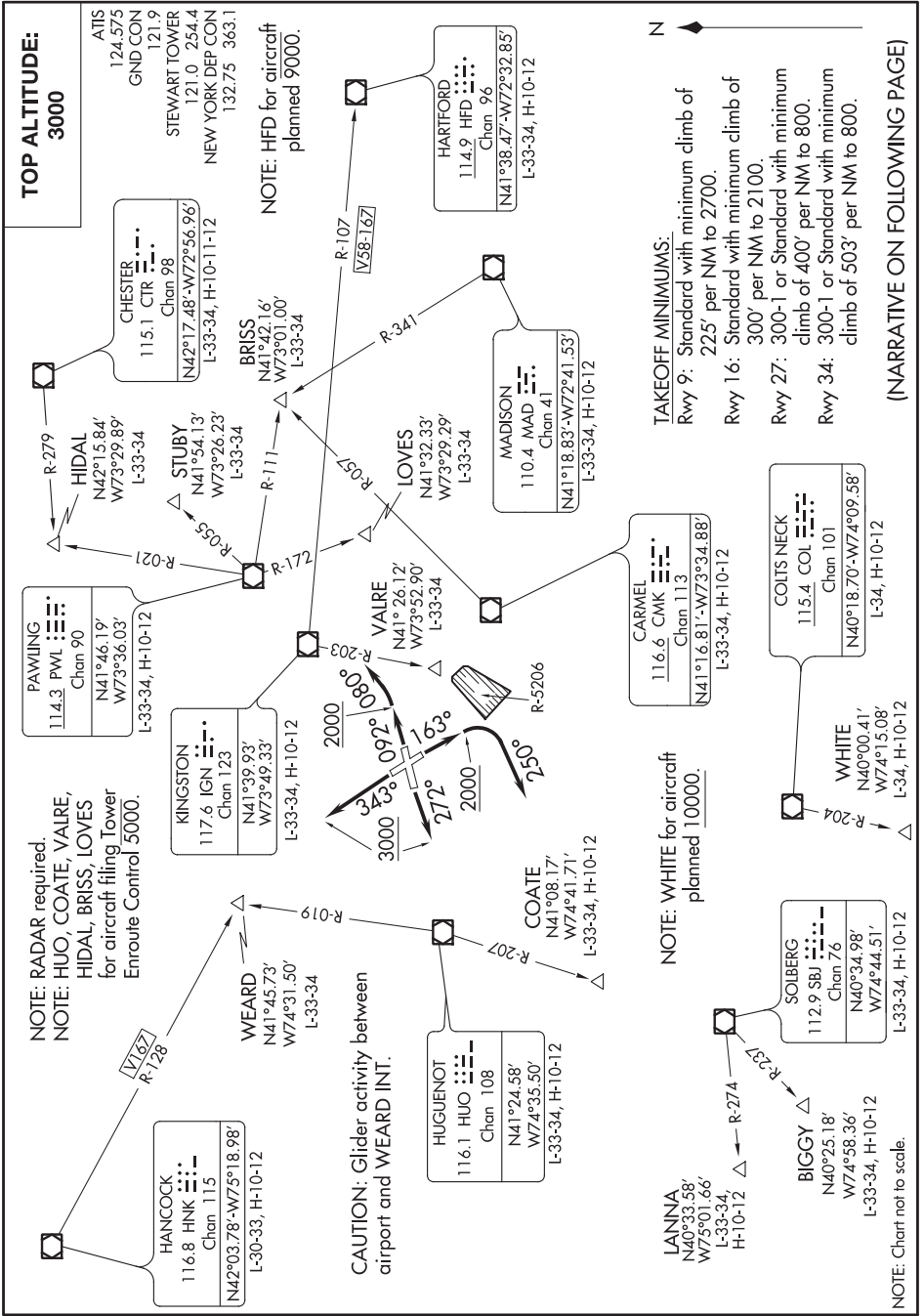
16259

STEWART EIGHT DEPARTURE

SL-450 (FAA)

STEWART INTL (SWF)
NEW YORK, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017



STEWART EIGHT DEPARTURE

NEW YORK, NEW YORK
STEWART INTL (SWF)



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.

TAKEOFF OBSTACLE NOTES:

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

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APP CRS 210°	Rwy Idg TDZE Apt Elev	N/A N/A N/A
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COPTER RNAV (GPS) 210°

WEST 30TH ST (JRA)

NA DME/DME RNP-0.3 NA. Radar required. Use Teterboro altimeter setting when not received use LaGuardia altimeter setting. Proceed VFR from JORBA or conduct the specified missed approach. Use Hudson and East River SFRA procedures and published helicopter VFR routes to various heliports.

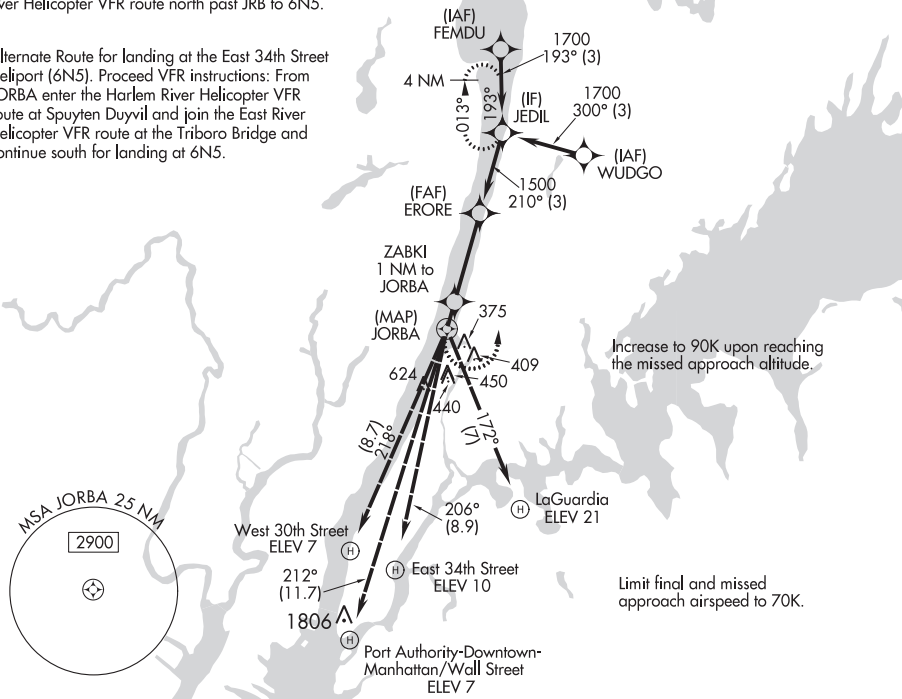
MISSED APPROACH: Climbing left turn to 2000 direct JEDIL and hold.

LA GUARDIA APP CON 126.05	NEWARK APP CON 127.85	UNICOM 123.050 (CTAF) 0
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Proceed VFR instructions: From JORBA enter Hudson River helicopter VFR route at Spuyten Duyvil and continue south for landing at West 30th Street Heliport (JRA). Continue south and join the East River helicopter VFR route at Battery Park for landing at Wall Street Heliport (JRB). For landing at the East 34th Street Heliport (6N5) continue following East River Helicopter VFR route north past JRB to 6N5.

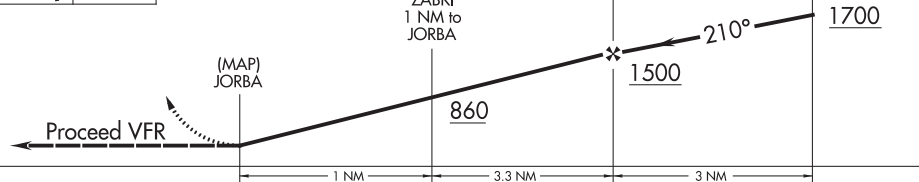
Limit initial and intermediate approach to 90K.

Alternate Route for landing at the East 34th Street Heliport (6N5). Proceed VFR instructions: From JORBA enter the Harlem River Helicopter VFR route at the Triboro Bridge and continue south for landing at 6N5.



Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach airspeed to 70K.



CATEGORY	COPTER
LNAV MDA	780-¾ 350 (400-¾)

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NEWARK, NEW JERSEY

AL-285 (FAA)

16315

LOC/DME I-EWR 110.75 Chan 44 (Y)	APP CRS 039°	Rwy Idg	4L 8460	4R 8810
		TDZE	10	11
		Apt Elev	18	18

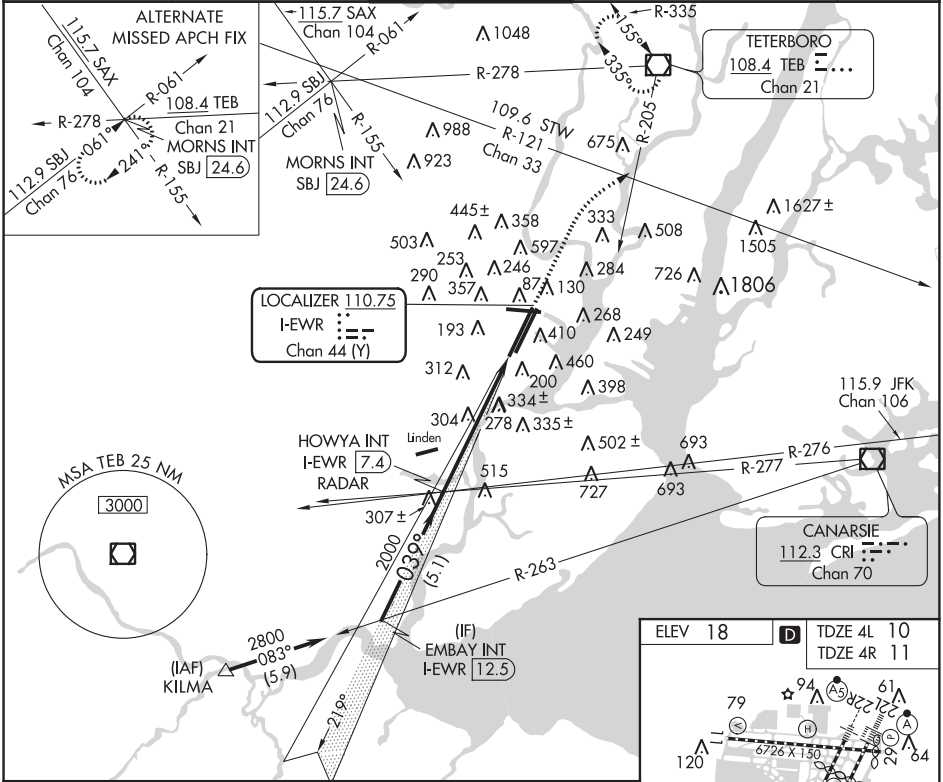
ILS or LOC RWY 4L

NEWARK LIBERTY INTL (EWR)

▼ For inoperative MALSR, increase S-LOC 4L and Sidestep 4R Cat C visibility to 1 1/4 mile. Inoperative table does not apply to Sidestep Rwy 4R Cats A and B. Night landing: Rwy 29 NA.

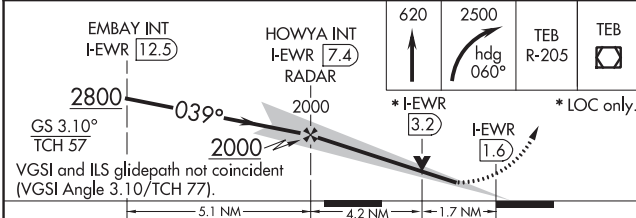
▲ MISSED APPROACH: Climb to 620 then climbing right turn to 2500 on heading 060° and TEB VOR/DME R-205 to TEB VOR/DME and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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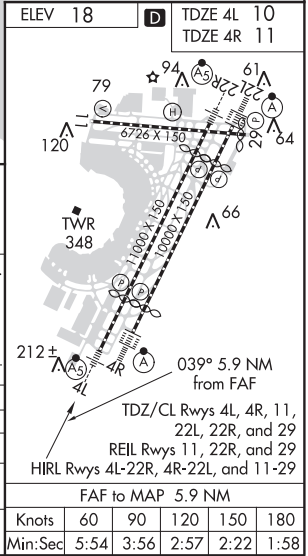


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 4L	210/18 200 (200-1/2)			
S-LOC 4L	620/24	610 (700-1/2)	620-1 3/8	610 (700-1 3/8)
SIDESTEP 4R	620/50	609 (700-1)	620-1 3/8	620-1 1/2
			609 (700-1 3/8)	609 (700-1 1/2)
C CIRCLING	720-1	820-1	900-2 3/4	900-3
	702 (800-1)	802 (900-1)	882 (900-2 3/4)	882 (900-3)



NEWARK, NEW JERSEY
Amdt 15 29MAY14

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR) ILS or LOC RWY 4L

ILS or LOC RWY 4R

NEWARK LIBERTY INTL (EWR)

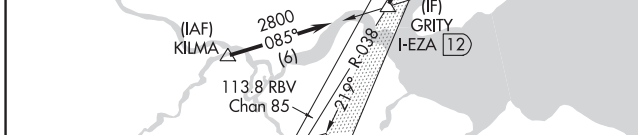
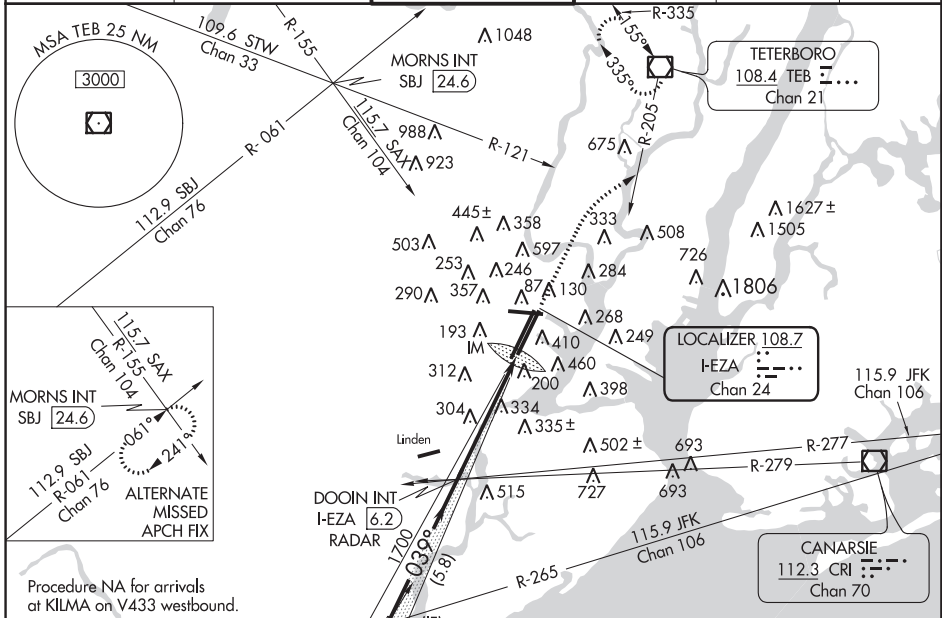
LOC/DME I-EZA	APP CRS	Rwy Idg	4R	4L
108.7	039°	TDZE	8810	8460
Chan 24		Apt Elev	11	10
			18	18

⚠ Inoperative table does not apply to Sidestep 4L
⚠ Cats A and B. For inoperative MALSRL, increase Sidestep 4L Cat C visibility to 1/4 mile.
 Night landing: Rwy 29 NA.

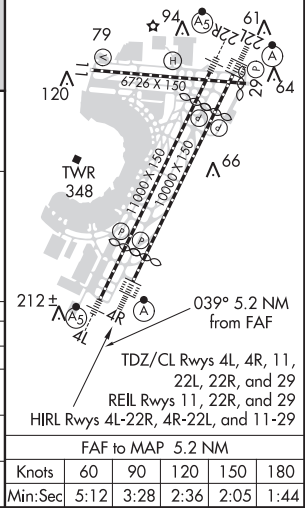
4R ALSIF-2 	4L MALSRL
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MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 060° and TEB VOR/DME R-205 to TEB VOR/DME and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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ELEV 18	D	TDZE 4R 11
		TDZE 4L 10



GRITY I-EZA (12)	600	2500	TEB R-205	TEB
DOOIN INT I-EZA (6.2)	↑	hdg 060°		
RADAR	*I-EZA (2.6)			*LOC only.
GS 2.95° TCH 55				
	5.8 NM	3.6 NM	1.5 NM	0.1

CATEGORY	A	B	C	D
S-ILS 4R	211/18 200 (200-1/2)			
S-LOC 4R	600/24	589 (600-1/2)	600/60	589 (600-1/4)
SIDESTEP RWY 4L	620/50	610 (700-1)	620-1 3/8	620-1 1/2
			610 (700-1 3/8)	610 (700-1 1/2)
C CIRCLING	720-1	820-1	900-2 3/4	900-3
	702 (800-1)	802 (900-1)	882 (900-2 3/4)	882 (900-3)

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NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GPR 109.15 Chan 28 (Y)	APP CRS 107°	Rwy ldg 6726 TDZE 18 Apt Elev 18
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ILS or LOC RWY 11

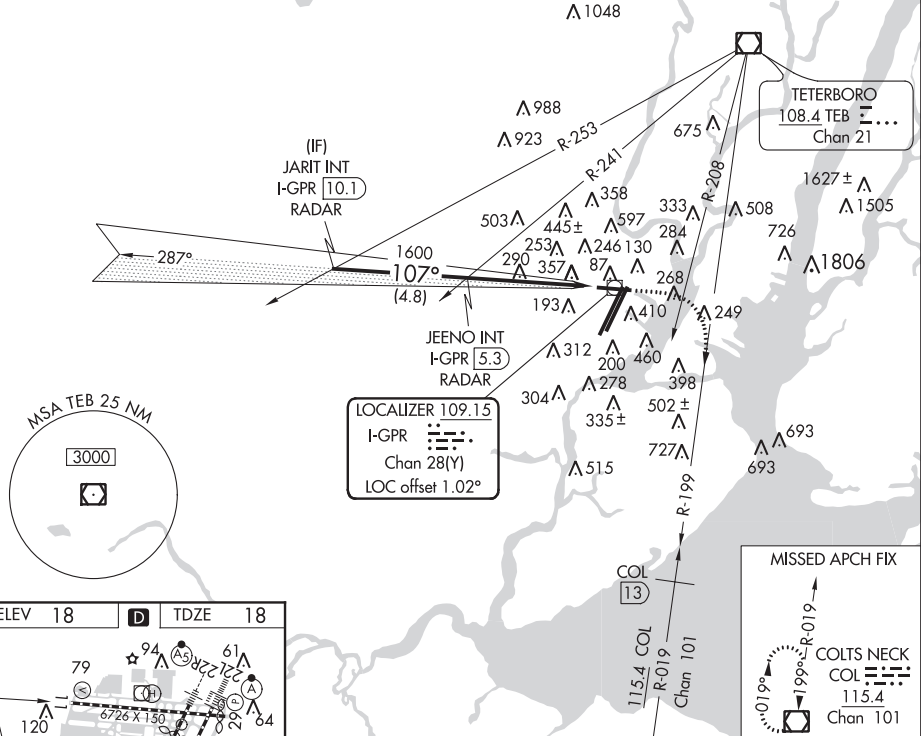
NEWARK LIBERTY INTL (EWR)

▼ When VGSI inop, Circling Rwy 29 NA at night.
▲ DME required.

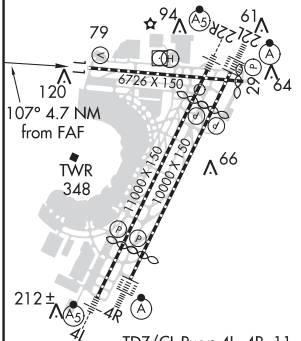
MISSED APPROACH: Climb to 1700 heading 107°, at TEB VOR/DME R-208 right turn to intercept TEB VOR/DME R-199 and COL VOR/DME R-019 to COL VOR/DME and hold. At COL 13 DME climb to 3000.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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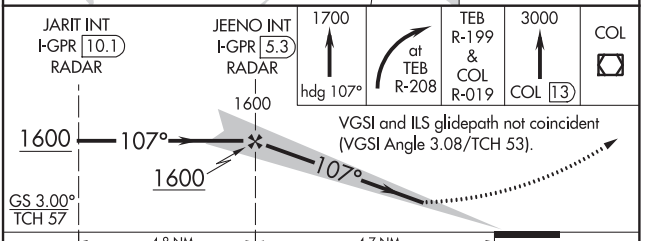
RADAR REQUIRED



ELEV 18	D	TDZE 18
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TDZ/CL Rws 4L, 4R, 11, 22L, 22R, and 29					
REIL Rws 11, 22R and 29					
HIRL Rws 4L-22R, 4R-22L and 11-29					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S- ILS 11	604-2 586 (600-2)			
S- LOC 11	580/50	562 (600-1)	580-1½ 562 (600-1½)	580-1¾ 562 (600-1¾)
CIRCLING	720-1	702 (800-1)	720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

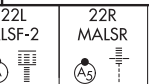
NE-2, 10 NOV 2016 to 05 JAN 2017

ILS or LOC RWY 22L

NEWARK LIBERTY INTL (EWR)

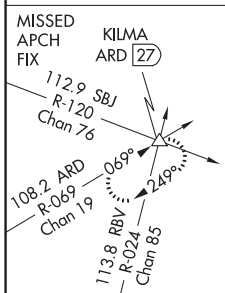
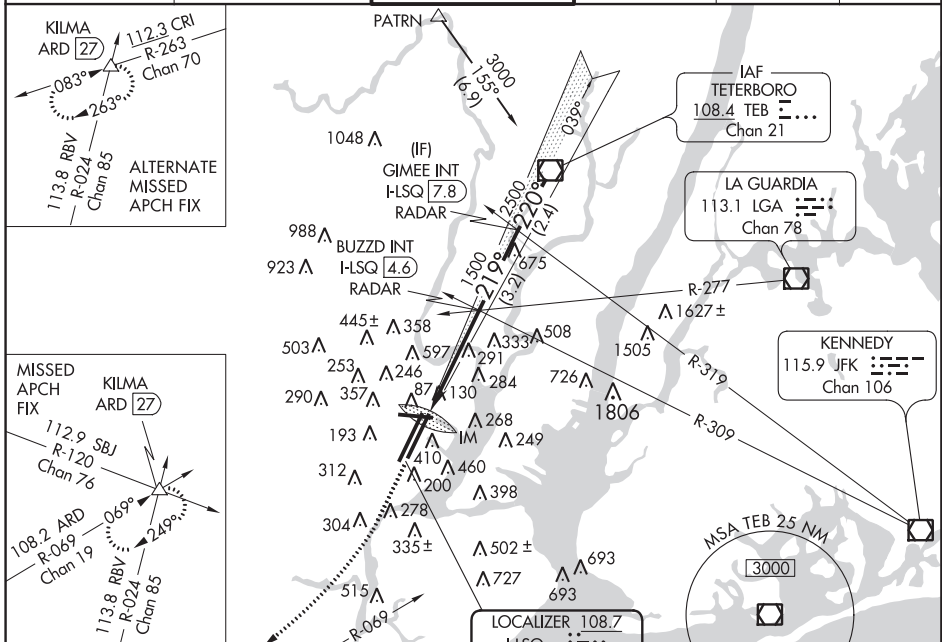
LOC/DME I-LSQ	APP CRS	Rwy Idg	22L	22R
108.7	219°	TDZE	8207	9560
Chan 24		Apt Elev	10	10
			18	18

⚠ When Rwy 29 VGSi inop, Circling Rwy 29
⚠ NA at night. Inop table does not apply to SIDESTEP Rwy 22R Cats A/B.

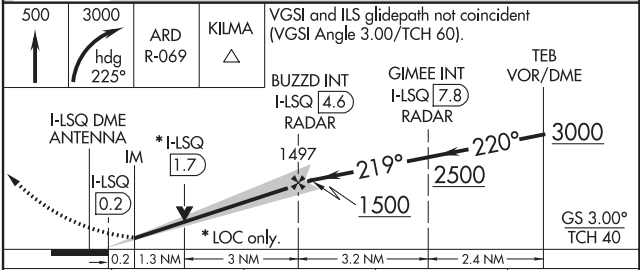
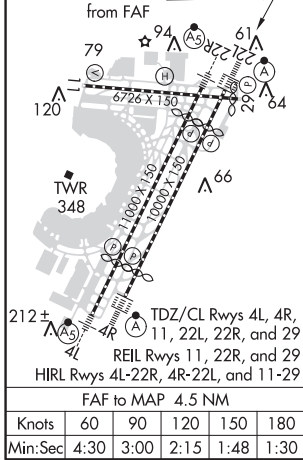


MISSED APPROACH: Climb to 500 then climbing right to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



ELEV 18	D	TDZE 22L 10	TDZE 22R 10
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CATEGORY	A	B	C	D
S-ILS 22L	210/18 200 (200-½)			
S-LOC 22L	560/24	550 (600-½)	560/60	550 (600-1¼)
SIDESTEP RWY 22R	560/50	550 (600-1)	560/60 550 (600-1¼)	560-1½ 550 (600-1½)
CIRCLING	720-1	702 (800-1)	720-2 702 (800-2)	900-3 882 (900-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

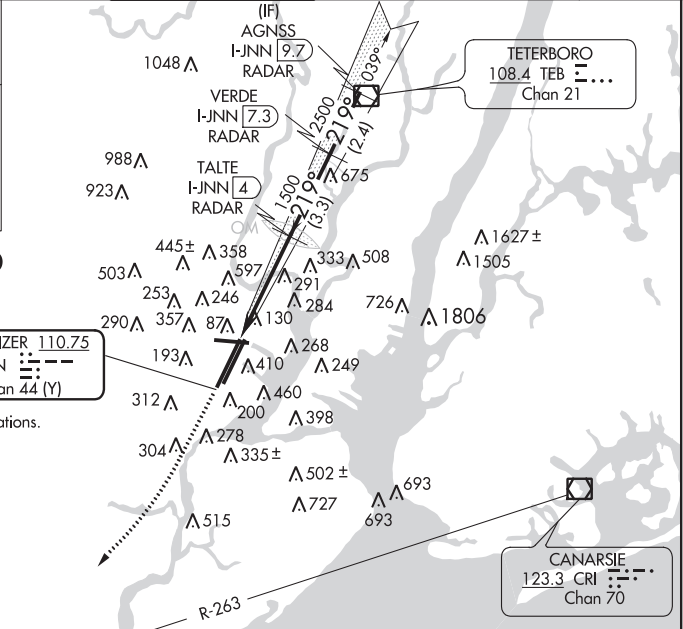
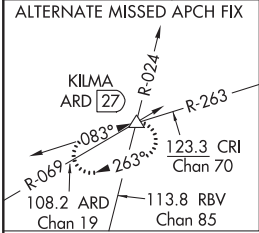
LOC/DME I-JNN 110.75 Chan 44 (Y)	APP CRS 219°	Rwy Idg 22R 22L 9560 8206
		TDZE 10 10
		Apt Elev 18 18

ILS or LOC RWY 22R

NEWARK LIBERTY INTL (EWR)

<p>▽ DME or radar required. Night landing: RWY 29 NA. For inoperative ALSF-2, increase Sidestep 22L Cat C visibility to 1½ mile. Inoperative table does not apply to sidestep 22L Cats A and B.</p>	<p>22R MALSRL </p>	<p>22L ALSF-2 </p>	<p>MISSED APPROACH: Climb to 3000 on heading 219° and on ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.</p>
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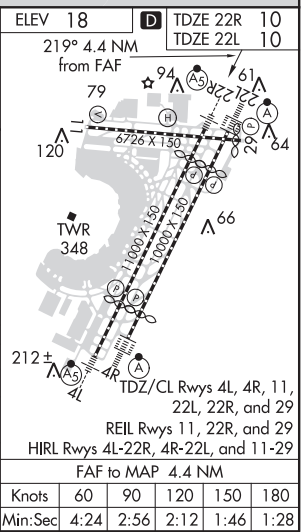
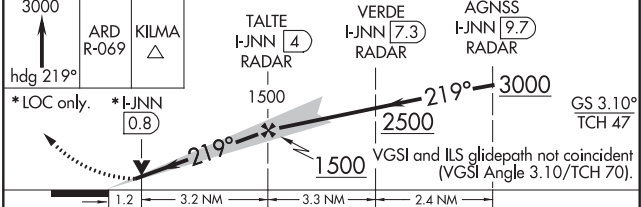
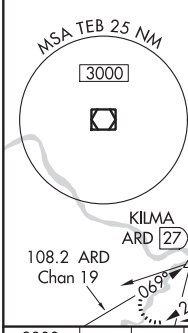
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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RADAR REQUIRED

LOCALIZER 110.75
I-JNN
Chan 44 (Y)

Disregard all marker beacon indications.



CATEGORY	A	B	C	D
S-ILS 22R	210/18		200 (200-½)	
S-LOC 22R	460/24	450 (500-½)	460/45 450 (500-¾)	
SIDESTEP RWY 22L	560/50 550 (600-1)			560-1½ 550 (600-½)
CIRCLING	720-1 702 (800-1)	820-1 802 (900-1)	900-2¾ 882 (900-2¾)	900-3 882 (900-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

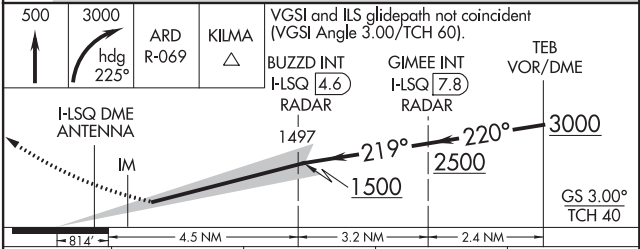
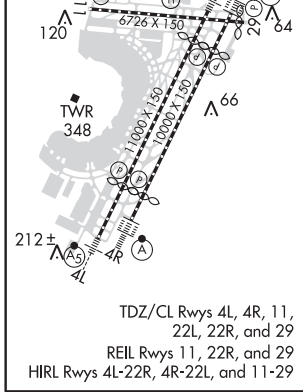
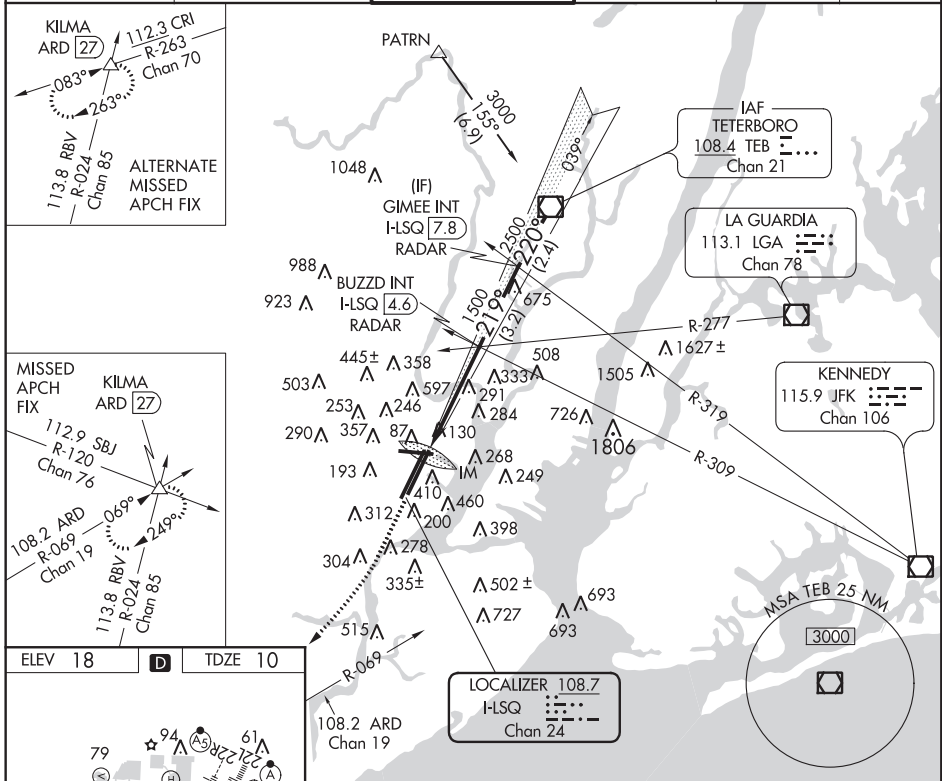
LOC/DME I-LSQ	APP CRS	Rwy Idg	8207
108.7	219°	TDZE	10
Chan 24		Apt Elev	18

ILS RWY 22L (SA CAT I)

NEWARK LIBERTY INTL (EWR)

<p>Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.</p>	<p>ALSF-2</p>	<p>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.</p>

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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CATEGORY	A	B	C	D
S-ILS 22L	RA 152/14 150 DA 160			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

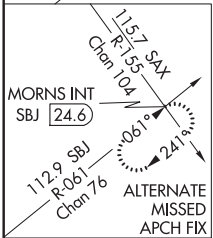
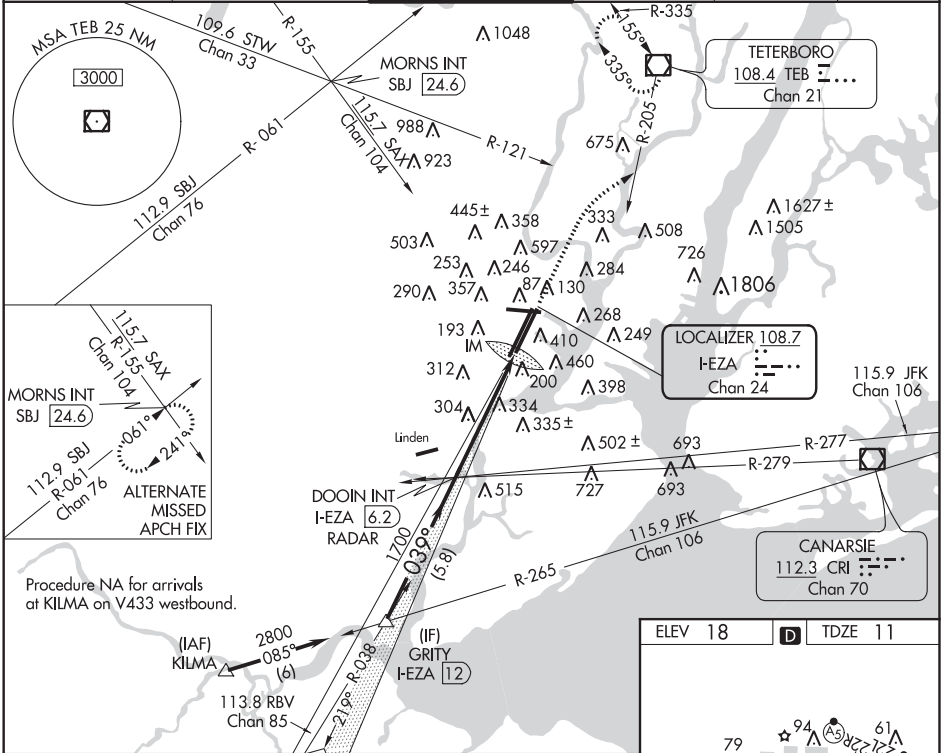
LOC/DME I-EZA 108.7 Chan 24	APP CRS 039°	Rwy Idg TDZE Apt Elev	8810 11 18
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ILS RWY 4R (CAT II & III)

NEWARK LIBERTY INTL (EWR)

Night landing: Rwy 29 NA.	ALSF-2	MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 060° and TEB VOR/DME R-205 to TEB VOR/DME and hold.
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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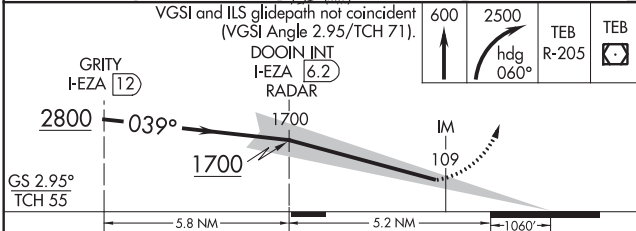
Procedure NA for arrivals at KILMA on V433 westbound.

(IAF) KILMA 2800 085° (6)

(IF) GRITY I-EZA 12

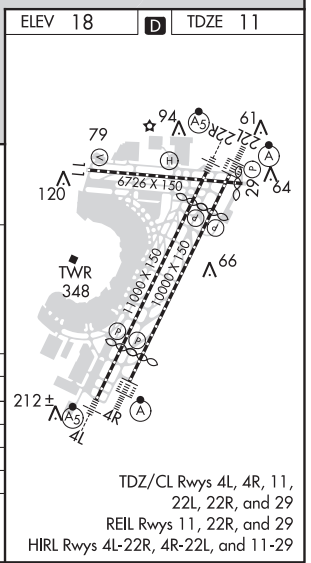
113.8 RBV Chan 85

21.9° R-038



CATEGORY	A	B	C	D
S-ILS 4R	CAT II	RA 100/12	100	DA 111
S-ILS 4R		CAT IIIa	RVR 07	
S-ILS 4R		CAT IIIb	RVR 06	
S-ILS 4R		CAT IIIc	NA	

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NEWARK, NEW JERSEY

AL-285 (FAA)

16315

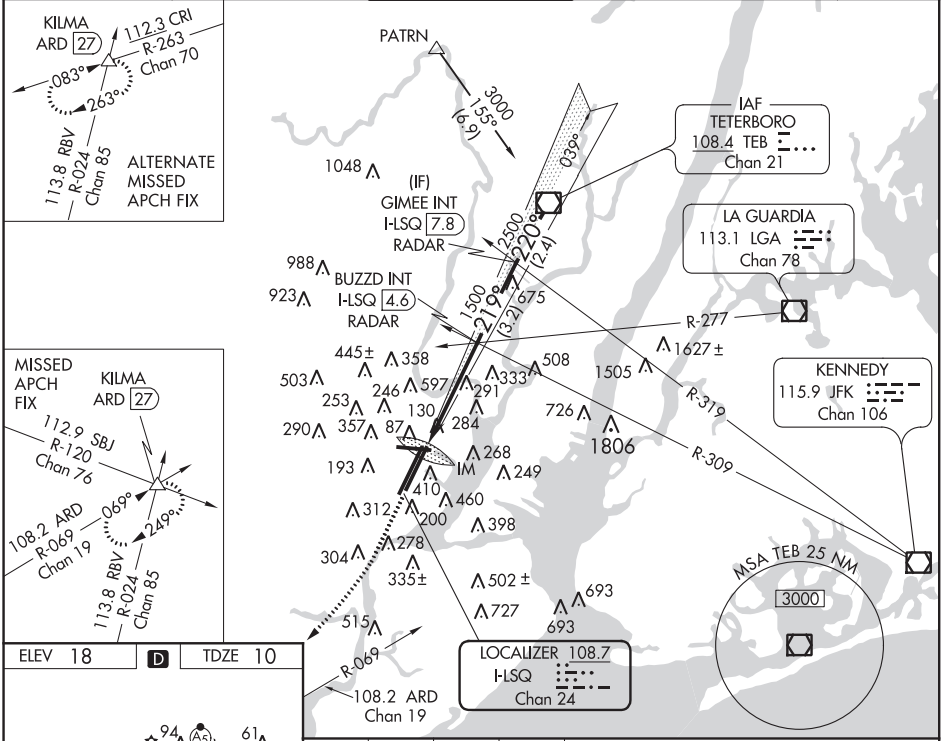
LOC/DME I-LSQ	APP CRS	Rwy Idg	8207
108.7	219°	TDZE	10
Chan 24		Apt Elev	18

ILS RWY 22L (CAT II & III)

NEWARK LIBERTY INTL (EWR)

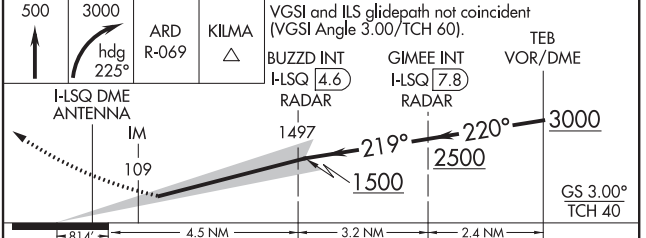
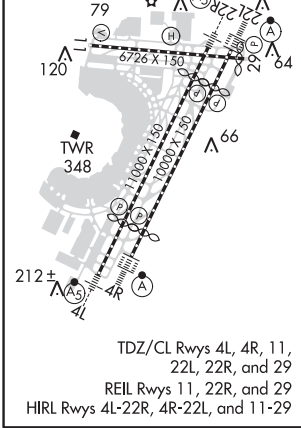
<p>▼ CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</p> <p>▲ ALSF-2</p>	<p>MISSED APPROACH: Climb to 500 then climbing right turn to 3000 on heading 225° and ARD VOR/DME R-069 to KILMA INT/ARD 27 DME and hold.</p>
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 22L	CAT II RA 102/12 100 DA 110			
S-ILS 22L	CAT IIIa RVR 07			
S-ILS 22L	CAT IIIb RVR 06			
S-ILS 22L	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NEWARK, NEW JERSEY
Amdt 13B 24JUL14

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

ILS RWY 22L (CAT II & III)

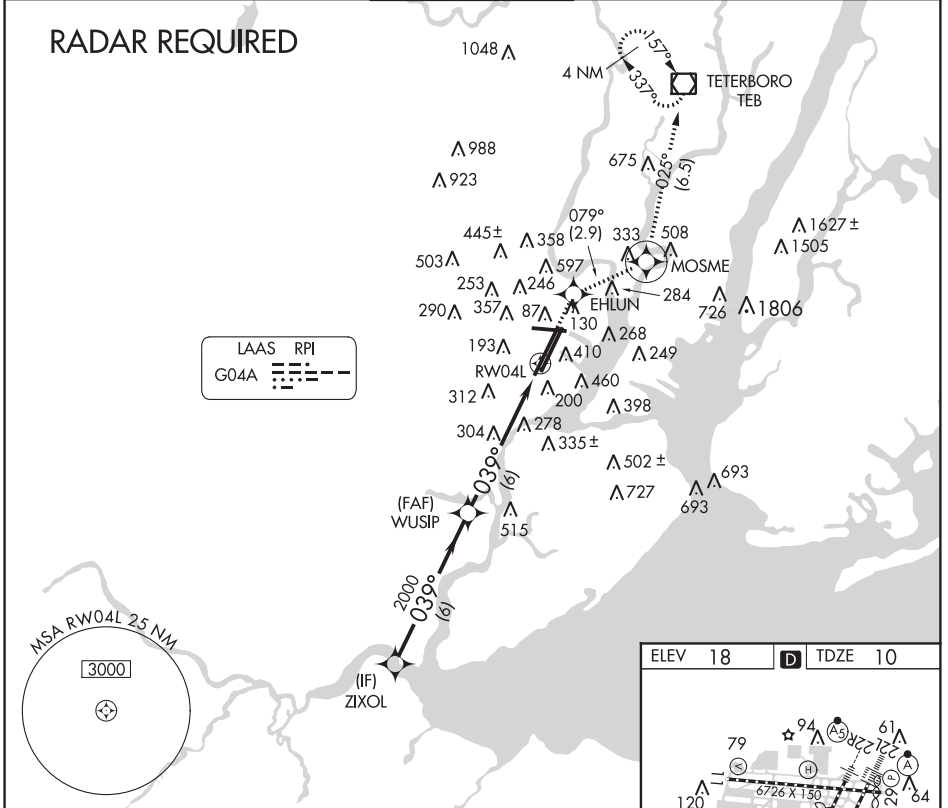
LAAS CH 22727 G04A	APP CRS 039°	Rwy Idg 8460 TDZE 10 Apt Elev 18
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GLS RWY 4L

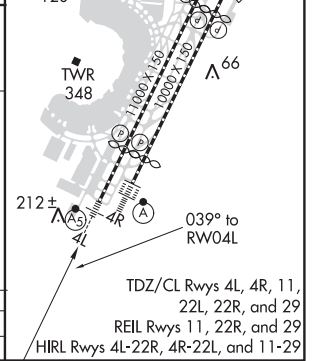
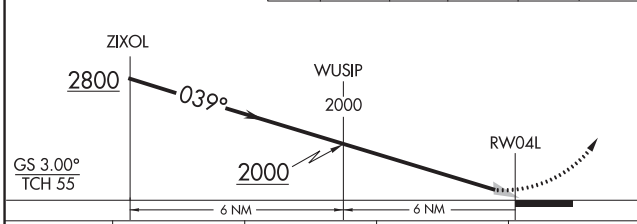
NEWARK LIBERTY INTL (EWR)

<p>Autopilot coupled approach NA below 210. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. DME/DME RNP-0.3 NA. GPS required.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 3000 direct EHLUN and on track 079° to MOSME and on track 025° to TEB VOR/DME and hold.</p>
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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<p>VGSI and GLS glidepath not coincident (VGSI Angle 3.10/TCH 77).</p>	<p>3000 </p>	<p>EHLUN </p>	<p>MOSME </p>	<p>TEB </p>
		tr 079°	tr 025°	



CATEGORY	A	B	C	D
GLS DA		210/24	200 (200-1/2)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

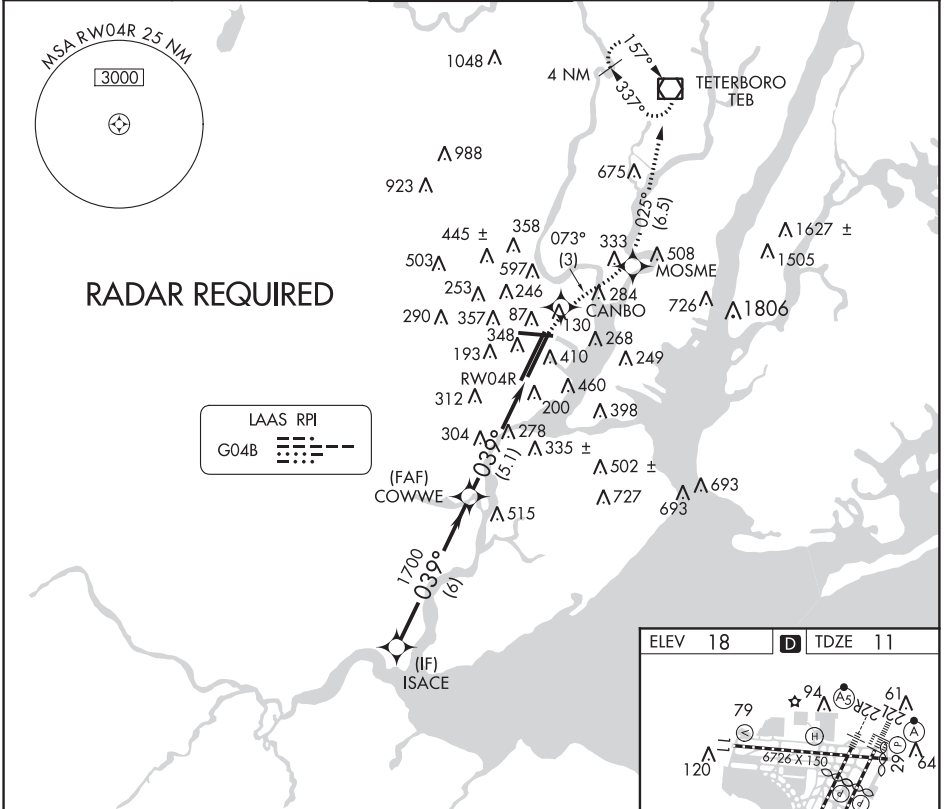
LAAS CH 21083 G04B	APP CRS 039°	Rwy Idg 8810 TDZE 11 Apt Elev 18
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GLS RWY 4R

NEWARK LIBERTY INTL (EWR)

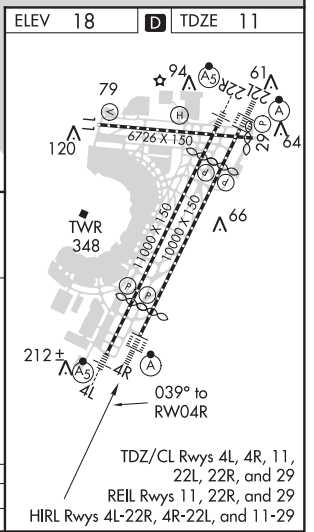
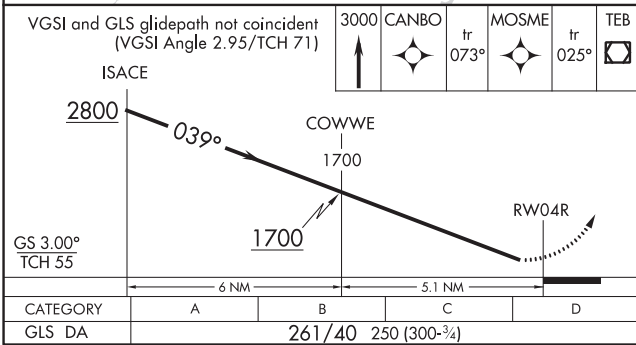
▽ ▲ NA	Autopilot coupled approach NA below 261. DME/DME RNP-0.3 NA. GPS required. Helicopter visibility reduction below 3/4 SM NA.	ALSIF-2 	MISSED APPROACH: Climb to 3000 direct CANBO and on track 073° to MOSME and on track 025° to TEB VOR/DME and hold.
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



GLS RWY 4R

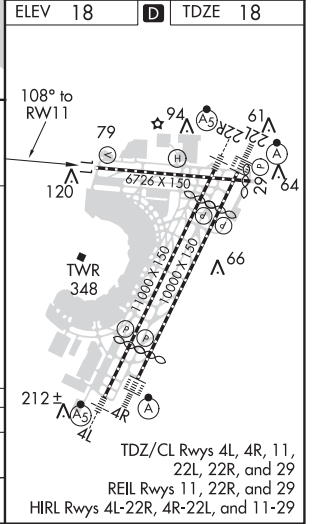
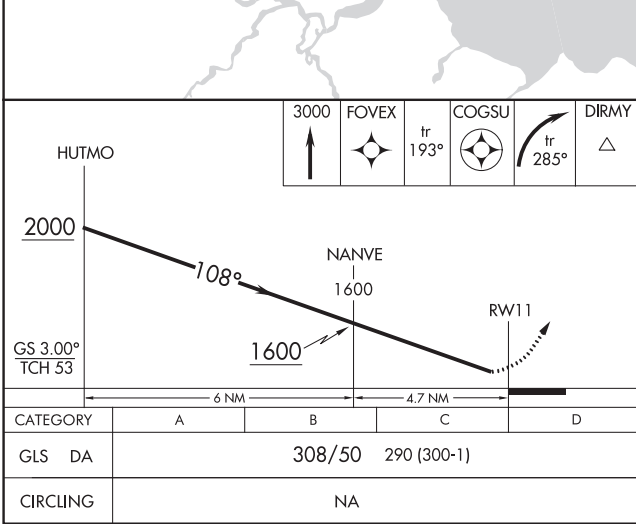
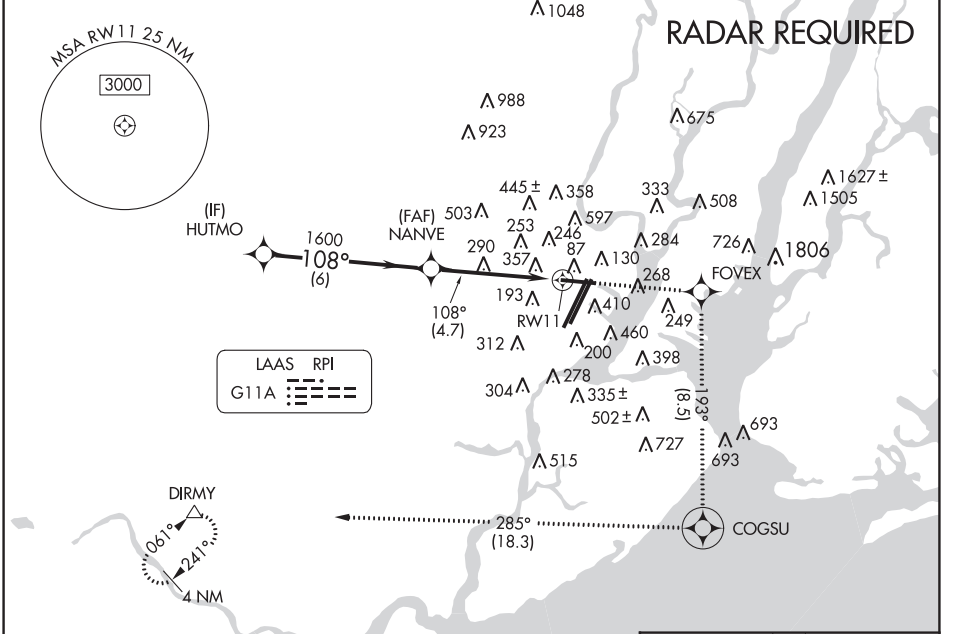
LAAS CH 21905 G11A	APP CRS 108°	Rwy ldg TDZE 18 Apt Elev 18
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GLS RWY 11

NEWARK LIBERTY INTL (EWR)

<p>▽ DME/DME RNP-0.3 NA. GPS required. △ NA Visibility reduction by helicopters NA. Autopilot coupled approach NA below 308.</p>	<p>MISSED APPROACH: Climb to 3000 direct FOVEV and on track 193° to COGSU and right turn on track 285° to DIRMY and hold.</p>
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NEWARK, NEW JERSEY

AL-285 (FAA)

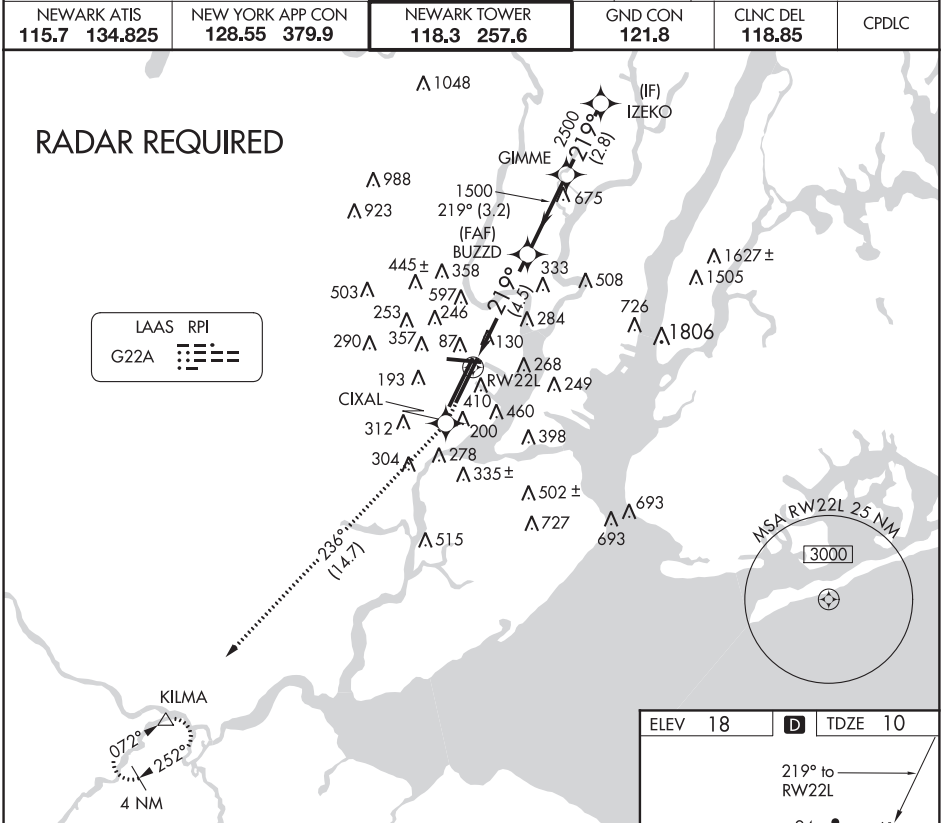
16315

LAAS CH 21494 G22A	APP CRS 219°	Rwy Idg 8207 TDZE 10 Apt Elev 18
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GLS RWY 22L

NEWARK LIBERTY INTL (EWR)

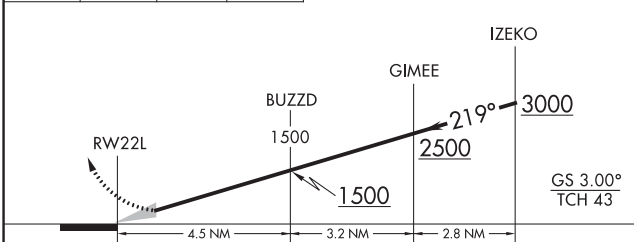
	GPS Required. For inoperative MALS increase GLS all Cats visibility to RVR 4000. DME/DME RNP-0.3 NA. Autopilot coupled approach NA below 210.	ALSF-2 	MISSED APPROACH: Climb to 3000 direct CIXAL and on track 236° to KILMA and hold.		
	NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85



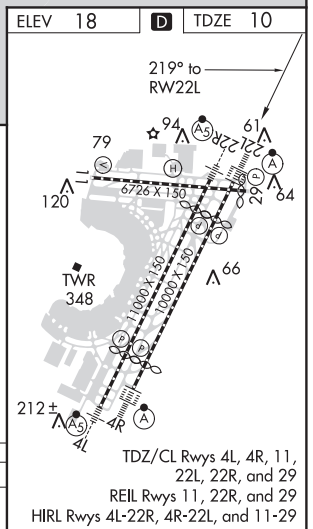
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

3000	CIXAL	KILMA	VGSI and GLS glidepath not coincident (VGSI Angle 3.00/TCH 60)
		Ir 236°	



CATEGORY	A	B	C	D
GLS DA	210/24 200 (200-1/2)			



NEWARK, NEW JERSEY
 Orig-C 14NOV13

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

GLS RWY 22L

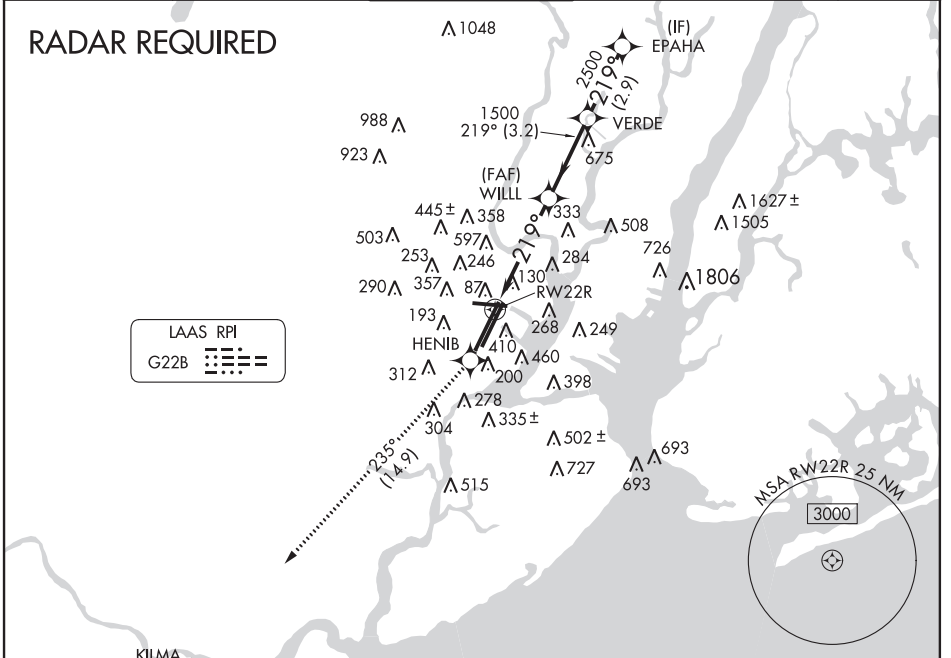
LAAS CH 20672 G22B	APP CRS 219°	Rwy Idg TDZE Apt Elev	9560 10 18
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GLS RWY 22R

NEWARK LIBERTY INTL (EWR)

<p>▼ For inoperative MALSR, increase GLS all Cats visibility to RVR 4000. Autopilot coupled approach NA below 246. ▲ NA DME/DME RNP-0.3 NA. GPS required.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 3000 direct HENIB and on track 235° to KILMA and hold.</p>
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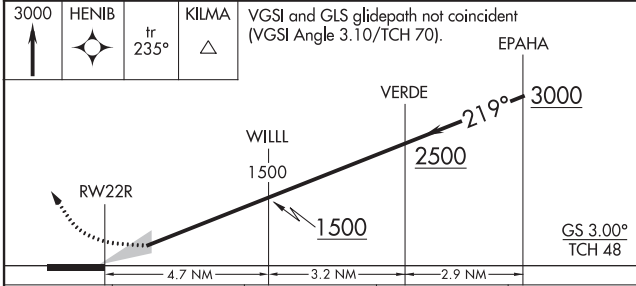
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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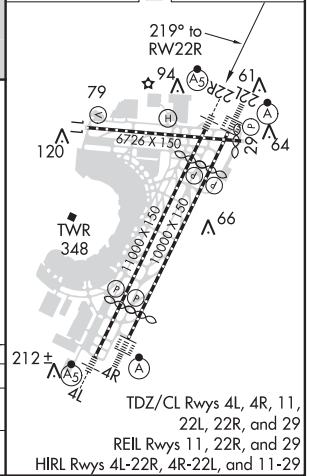
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

3000	HENIB	KILMA	VGSI and GLS glidepath not coincident (VGSI Angle 3.10/TCH 70).	EPAHA
		fr 235°		



ELEV 18	D TDZE 10
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CATEGORY	A	B	C	D
GLS DA	246/24		236 (300-1/2)	
CIRCLING	NA			

NEWARK, NEW JERSEY

AL-285 (FAA)

16315

RNAV (RNP) Y RWY 22L

NEWARK LIBERTY INTL (EWR)

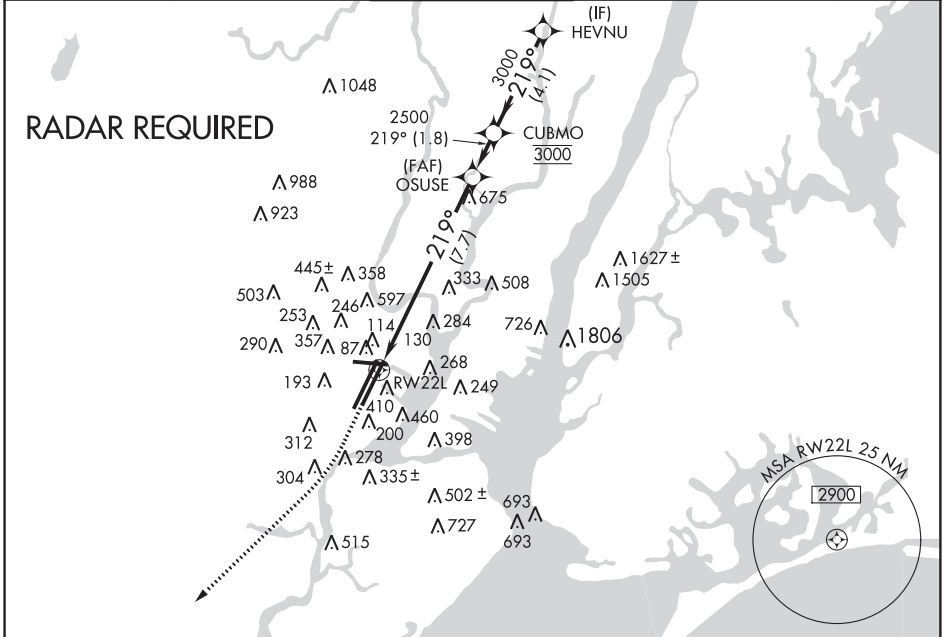
APP CRS	Rwy Idg	8207
219°	TDZE	11
	Apt Elev	17

▽ For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 54°C (130°F). GPS required.



MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct KILMA and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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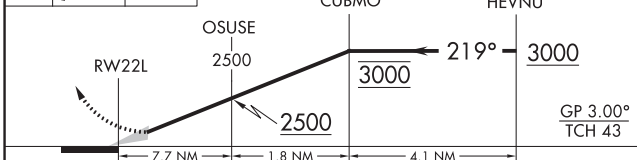


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

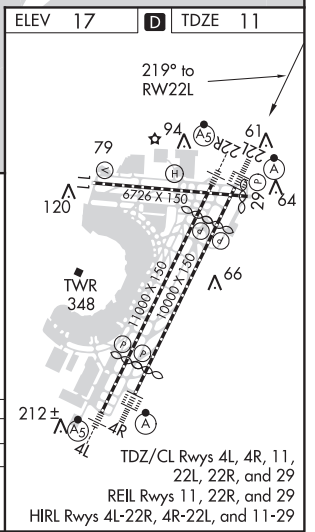


600 3000 KILMA VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).



CATEGORY	A	B	C	D
RNP 0.30 DA		436/50	425 (500-1)	

AUTHORIZATION REQUIRED



NEWARK, NEW JERSEY
Amdt 1 15SEP16

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (RNP) Y RWY 22L

APP CRS	Rwy Idg	6502
288°	TDZE	10
	Apt Elev	18

RNAV (RNP) Y RWY 29

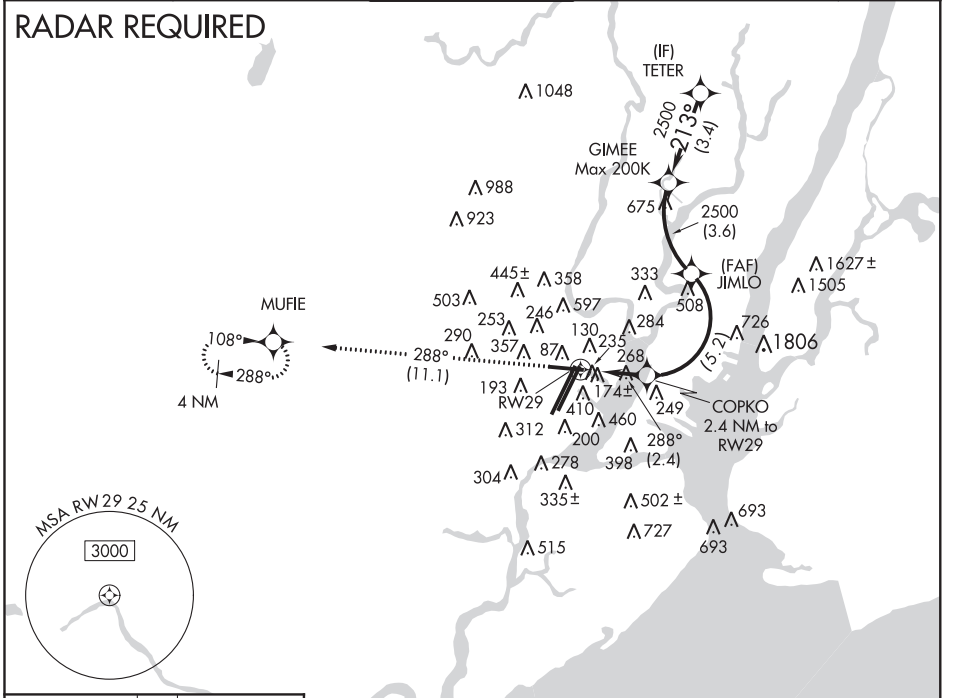
NEWARK LIBERTY INTL (EWR)

NA For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). When VGSI inop, procedure NA at night. RF required. GPS required.
****Missed approach requires a minimum climb of 417 feet per NM to 800.**

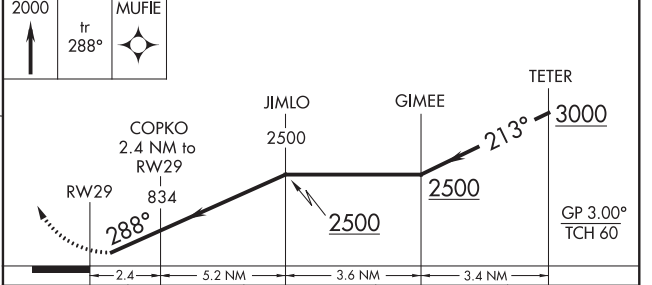
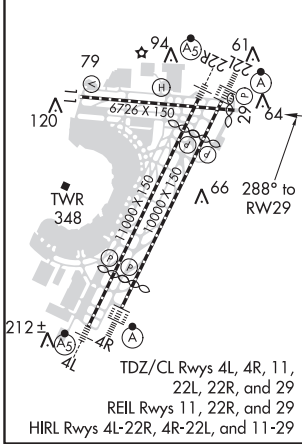
MISSED APPROACH: Climb to 2000 on track 288° to MUFIE and hold.

NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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RADAR REQUIRED



ELEV 18	D	TDZE 10
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CATEGORY	A	B	C	D
RNP 0.16 DA		461-1½	451 (500-1½)	
RNP 0.30 DA		** 530-1¼	520 (600-1¼)	
RNP 0.30 DA		573-1⅞	563 (600-1⅞)	

AUTHORIZATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (RNP) Z RWY 4R

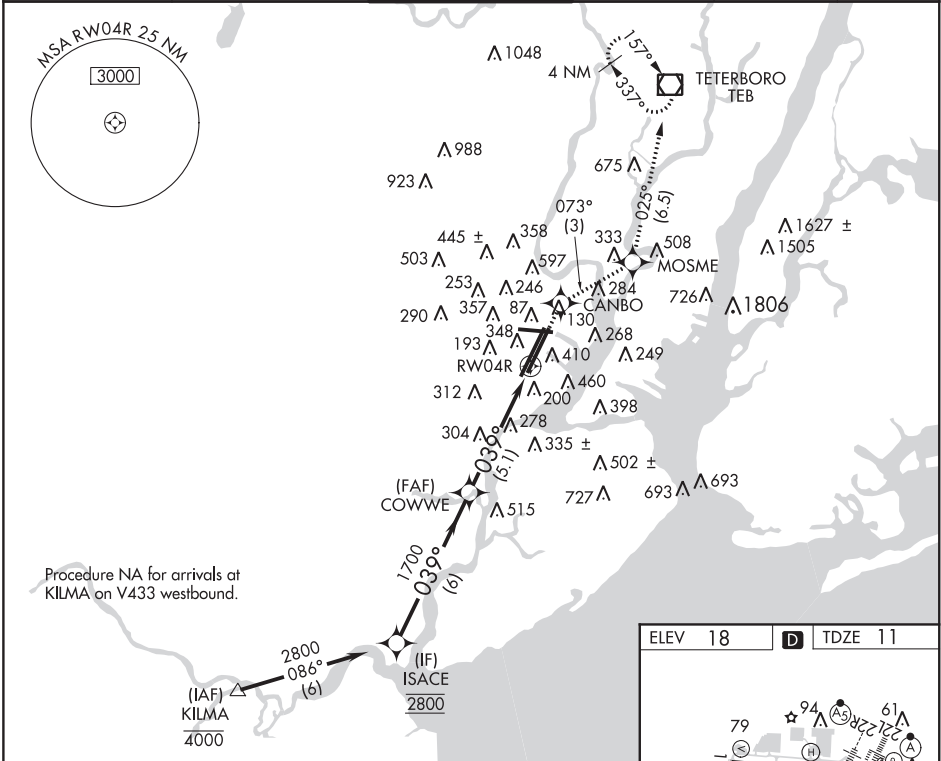
NEWARK LIBERTY INTL (EWR)

APP CRS	Rwy Idg	8810
039°	TDZE	11
	Apt Elev	18

▼ For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 54°C (130°F). GPS required. For inop ALSF-2, increase RNP 0.15 visibility to RVR 6000 all Cats and RNP 0.30 visibility to 1¾ all Cats.
*Missed approach requires minimum climb of 317 feet per NM to 700.

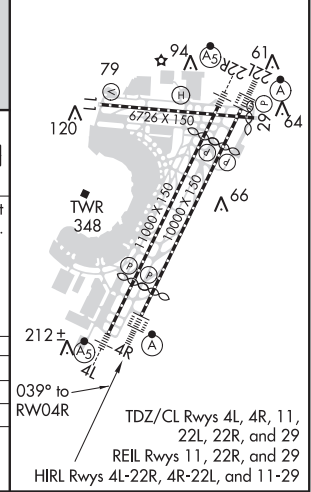
ALSF-2  MISSED APPROACH: Climb to 2500 direct CANBO and on track 073° to MOSME and on track 025° to TEB VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118,85	



Procedure NA for arrivals at KILMA on V433 westbound.

ELEV 18	D	TDZE 11
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ISACE	2800	039°	1700	COWWE	2500	CANBO	tr 073°	MOSME	tr 025°	TEB
GP 3.00°										
TCH 55										
	6 NM			5.1 NM						
CATEGORY	A	B	C	D						
*RNP 0.15 DA		380/40	369 (400-¾)							
RNP 0.30 DA		490/60	479 (500-1¼)							

AUTHORIZATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

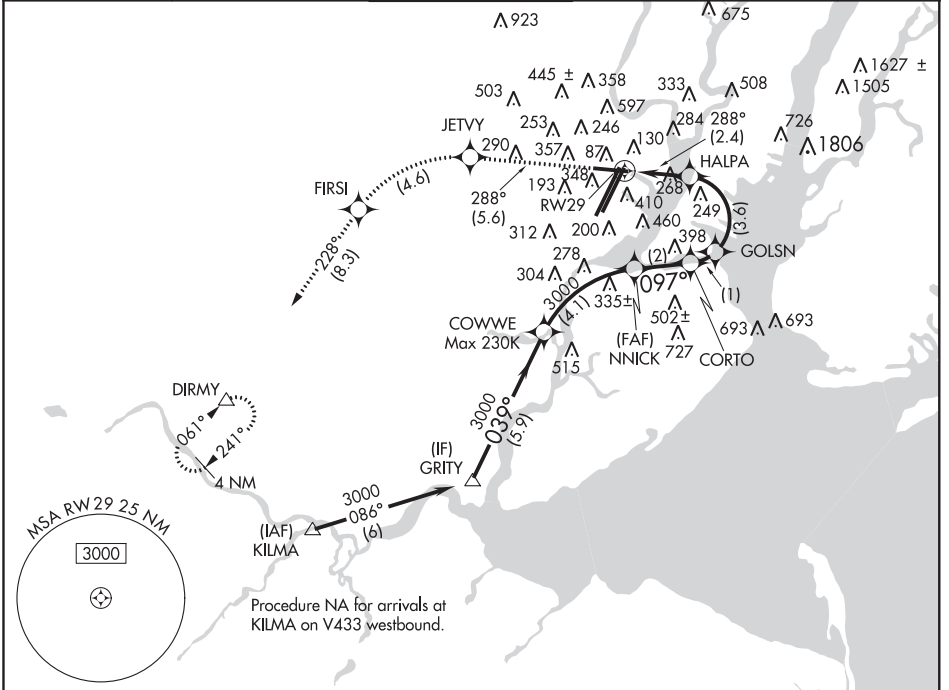
RNAV (RNP) Z RWY 29

NEWARK LIBERTY INTL (EWR)

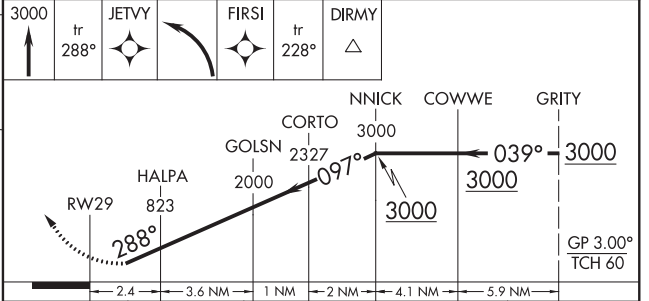
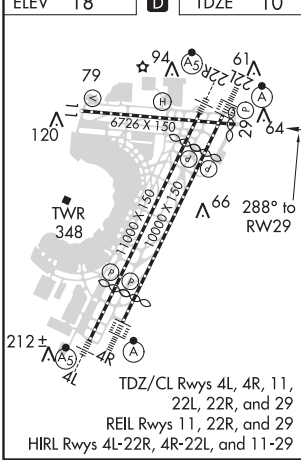
APP CRS	Rwy Idg	6502
288°	TDZE	10
	Apt Elev	18

<p>▽ For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). RF required. GPS required.</p> <p>△ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA. *Missed approach requires minimum climb of 340 feet per NM to 800.</p>	<p>MISSED APPROACH: Climb to 3000 on track 288° to JETVY and left turn to FIRSI, and on track 228° to DIRMY and hold.</p>
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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ELEV 18	D	TDZE 10
---------	----------	---------



CATEGORY	A	B	C	D
RNP 0.16 DA	466-1½	456 (500-1½)		NA
*RNP 0.30 DA	485-1½	475 (500-1½)		NA
RNP 0.30 DA	573-2	563 (600-2)		NA

AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 29

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 4L

NEWARK LIBERTY INTL (EWR)

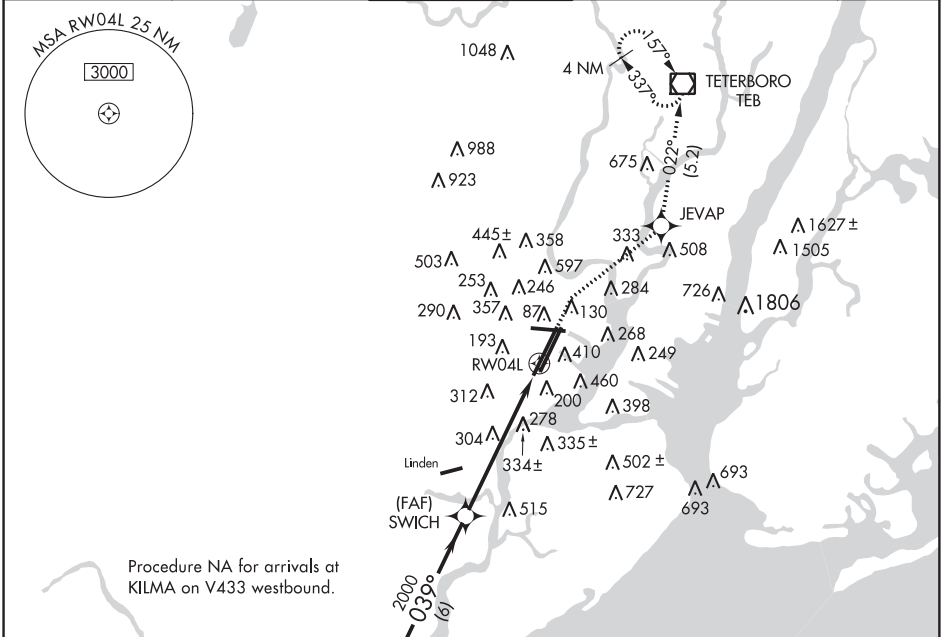
WAAS CH 56224 W04A	APP CRS 039°	Rwy Idg 8460 TDZE 10 Apt Elev 18
--	------------------------	---

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to RVR 4500. Night landing: Rwy 29 NA.

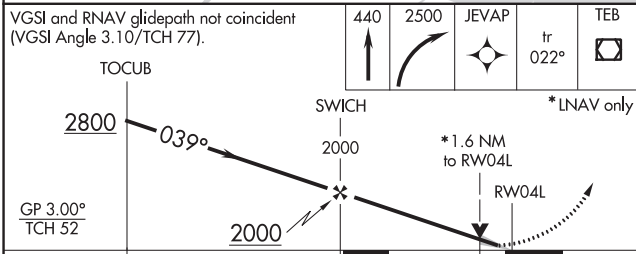


MISSED APPROACH: Climb to 440 then climbing right turn to 2500 direct JEVAP and on track 022° to TEB VOR/DME and hold.

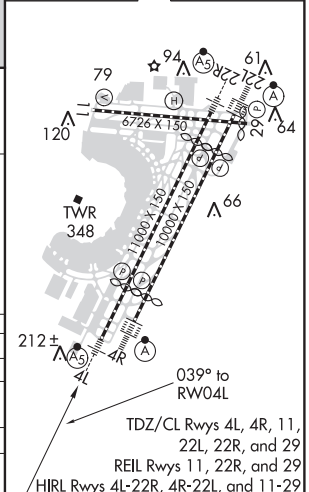
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 77).	440	2500	JEVAP	tr	TEB
	↑	↷	⬠	022°	⬠



ELEV 18	D	TDZE 10
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CATEGORY	A	B	C	D
LPV DA		299/24	289 (300-½)	
LNAV/VNAV DA		441/50	431 (500-1)	
LNAV MDA	600/24	590 (600-½)	600-1¼	590 (600-1¼)
CIRCLING	720-1 702 (800-1)	820-1 802 (900-1)	900-2¾ 882 (900-2¾)	900-3 882 (900-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NEWARK, NEW JERSEY

AL-285 (FAA)

12315

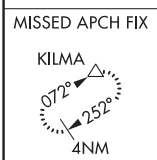
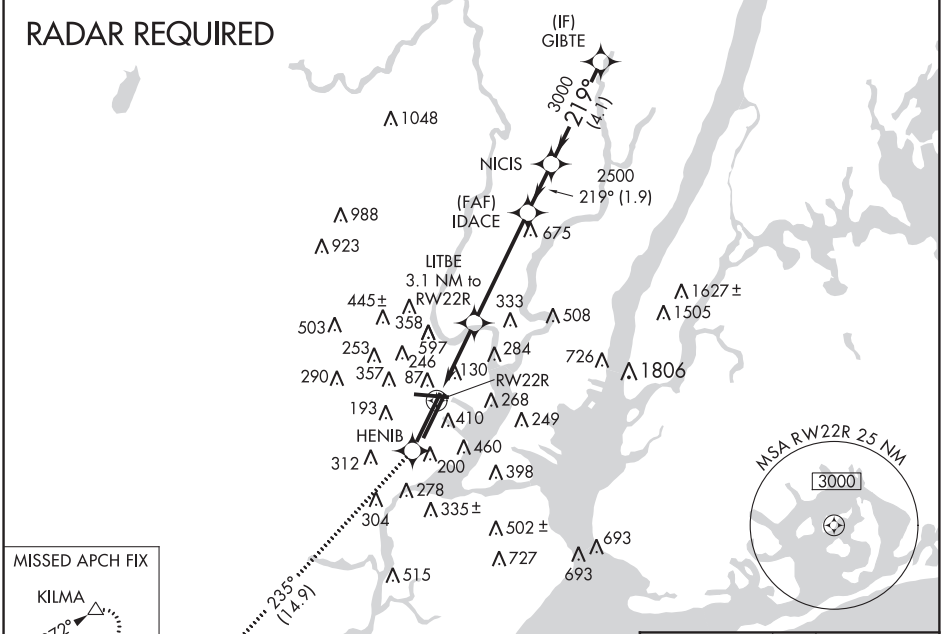
WAAS CH 77524 W22B	APP CRS 219°	Rwy Idg TDZE Apt Elev	9560 10 17
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RNAV (GPS) RWY 22R

NEWARK LIBERTY INTL (EWR)

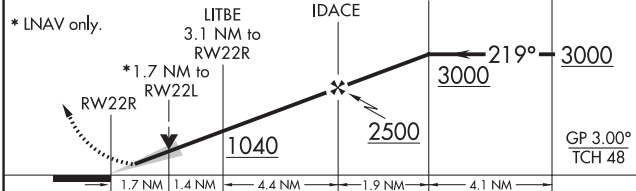
<p>▼ DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats.</p> <p>▲ Circling Rwy 29 NA at night.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 direct HENIB and on track 235° to KILMA and hold.</p>
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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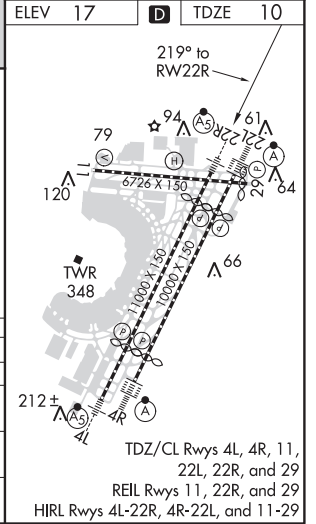


ELEV 17	D	TDZE 10
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3000 HENIB tr 235° KILMA
 VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 70).



CATEGORY	A		B		C		D	
LPV DA	361/40		351 (400-¾)					
LNAV/VNAV DA	NA							
LNAV MDA	620/24	610 (700-½)	620/60	610 (700-¼)	620-1½	610 (700-½)		
CIRCLING	720-1¼	703 (800-1¼)	820-2¼	803 (900-2¼)	900-3	883 (900-3)		



NEWARK, NEW JERSEY
 Amdt 1D 21JUL16

40°42'N-74°10'W

NEWARK LIBERTY INTL (EWR)

RNAV (GPS) RWY 22R

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6502
301°	TDZE	10
	Apt Elev	17

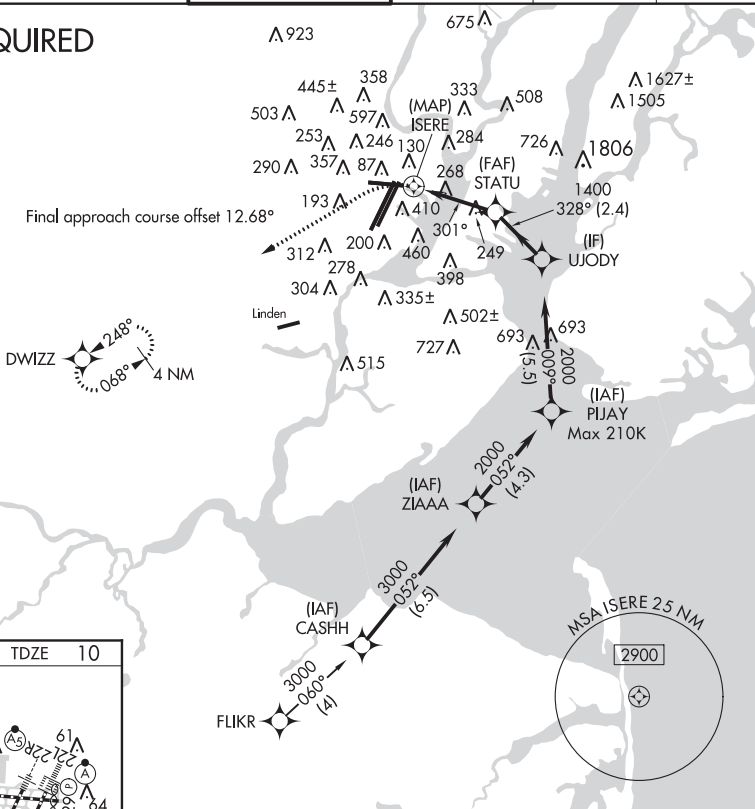
RNAV (GPS) X RWY 29

NEWARK LIBERTY INTL (EWR)

<p>▽ DME/DME RNP-0.3 NA. ▲ Night landing: Rwy 29 NA. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing left turn to 2000 direct DWIZZ and hold.</p>
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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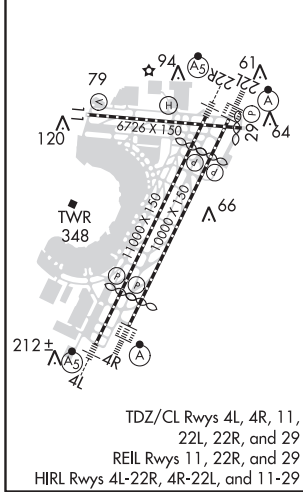
RADAR REQUIRED



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 17	D	TDZE 10
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2000	DWIZZ	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 60).	UJODY	
	ISERE	STATU	2000	
	301°	1400	328°	
	0.5	3.1 NM	2.4 NM	
CATEGORY	A	B	C	D
LNAV MDA	520-1	510 (600-1)	520-1 $\frac{3}{8}$	510 (600-1 $\frac{3}{8}$)
C CIRCLING	720-1 703 (800-1)	820-1 803 (900-1)	900-2 $\frac{3}{4}$ 883 (900-2 $\frac{3}{4}$)	900-3 883 (900-3)

RNAV (GPS) Y RWY 4R

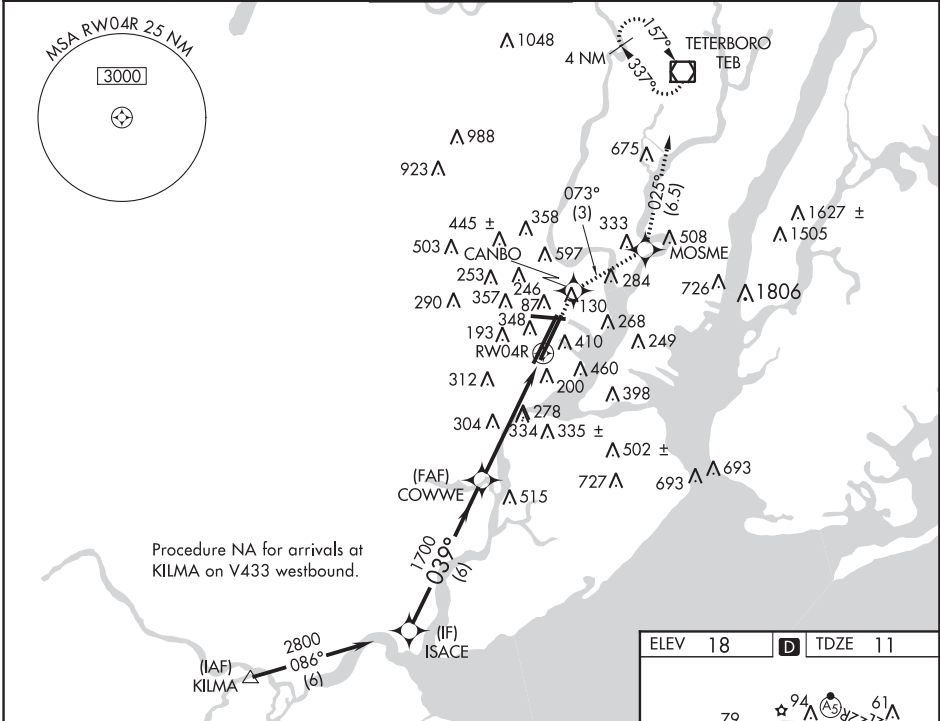
NEWARK LIBERTY INTL (EWR)

WAAS CH 60924 W04B	APP CRS 039°	Rwy Idg 8810 TDZE 11 Apt Elev 18
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▼ DME/DME RNP-0.3 NA. For inop ALSF-2, increase LPV visibility to 1¼ mile all Cats, increase LNAV Cats A/B visibility to 1 mile, and Cat C to 1¾ mile. Helicopter visibility reduction below ¾ SM NA.
▲ Night landing: Rwy 29 NA.

ALSF-2
MISSED APPROACH: Climb to 2500 direct CANBO and on track 073° to MOSME and on track 025° to TEB VOR/DME and hold.

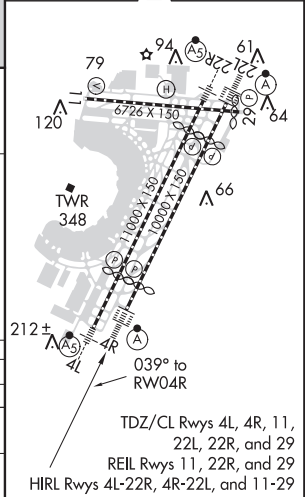
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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Procedure NA for arrivals at KILMA on V433 westbound.

ELEV 18	D TDZE 11
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	* LNAV only.	2500 ↑	CANBO ✧	tr 073°	MOSME ✧	tr 025°	TEB ◻
ISACE	VGSi and RNAV glidepath not coincident (VGSi Angle 2.95/TCH 71).						
2800	GP 3.00° TCH 55						
1700	COWWE						
1700	RW04R						
6 NM		3.5 NM		1.6			
CATEGORY	A	B	C	D			
LPV DA	357/40		346 (400-¾)				
LNAV MDA	660/40 649 (700-¾)		660/60 649 (700-1¼)		660-1½ 649 (700-1½)		
C CIRCLING	720-1 702 (800-1)		820-1 802 (900-1)		900-2¾ 882 (900-2¾)		900-3 882 (900-3)



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

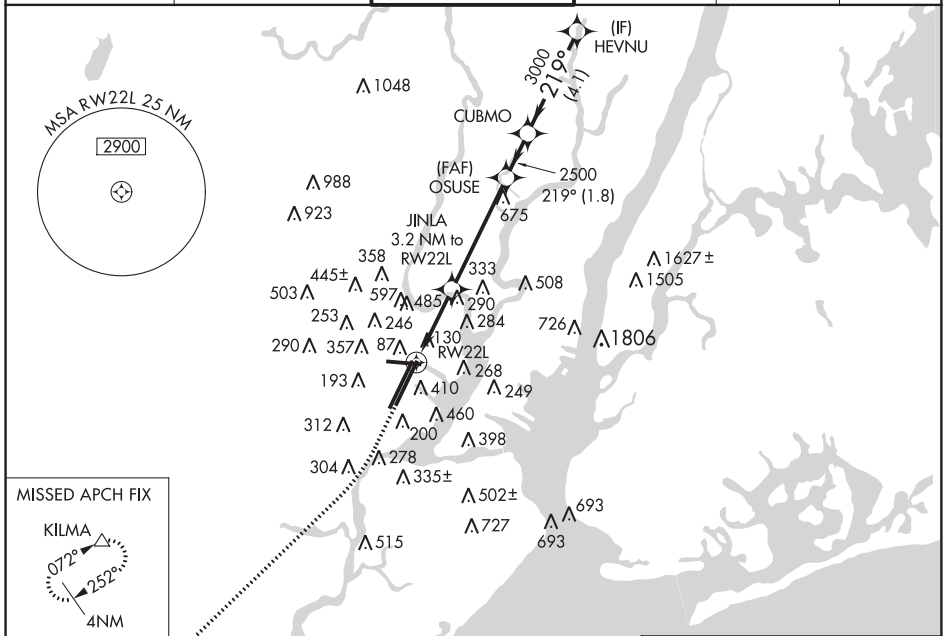
WAAS CH 70324 W22A	APP CRS 219°	Rwy Idg 8207 TDZE 11 Apt Elev 17
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RNAV (GPS) Z RWY 22L

NEWARK LIBERTY INTL (EWR)

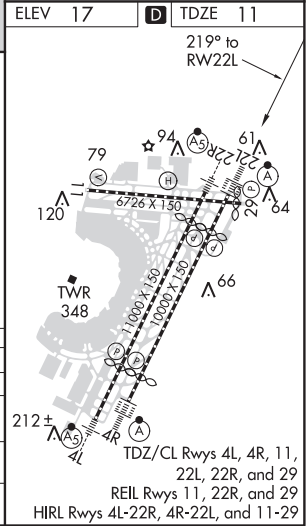
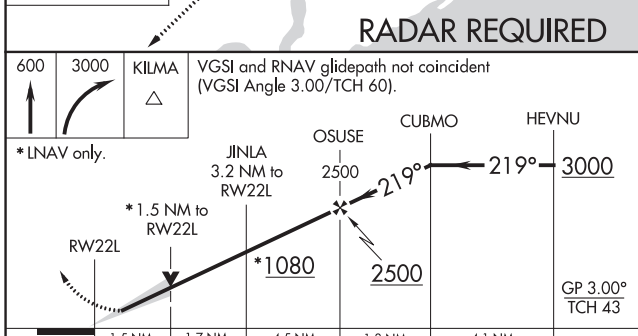
<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p> <p>⚠ Circling Rwy 29 NA at night. For inoperative ALSF-2, increase LNAV/VNAV all Cats visibility to 1½ mile.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct to KILMA and hold.</p>
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NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		211/24	200 (200-½)	
LNAV/VNAV DA		430/50	419 (500-1)	
LNAV MDA	540/24	529 (600-½)	540/55	529 (600-1¼)
C CIRCLING	720-1 703 (800-1)	820-1 803 (900-1)	900-2¾ 883 (900-2¾)	900-3 883 (900-3)

LOC/DME I-EWR 110.75 Chan 44 (Y)	APP CRS 039°	Rwy ldg 8460 TDZE 11 Apt Elev 18
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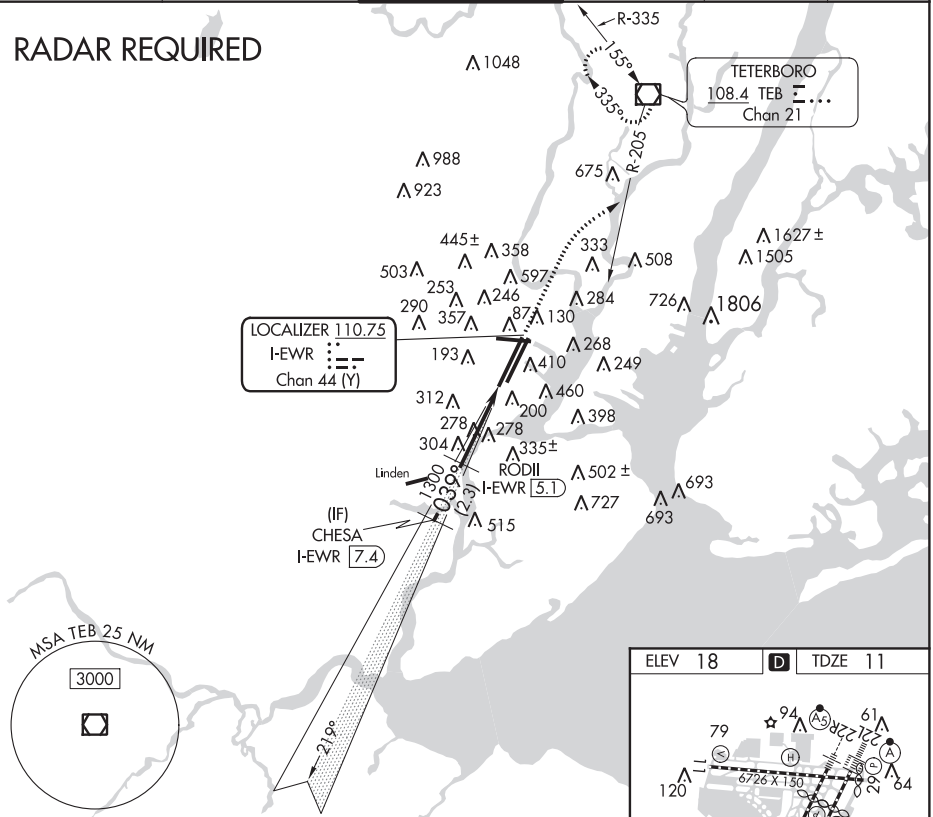
COPTER ILS or LOC/DME RWY 4L

NEWARK LIBERTY INTL (EWR)

▽ △ NA	MALS R 	MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB R-205 to TEB VOR/DME and hold.
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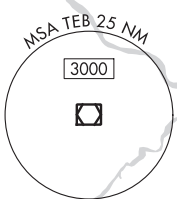
NEWARK ATIS 115.7 134.825	NEW YORK APP CON 128.55 379.9	NEWARK TOWER 118.3 257.6	GND CON 121.8	CLNC DEL 118.85	CPDLC
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RADAR REQUIRED

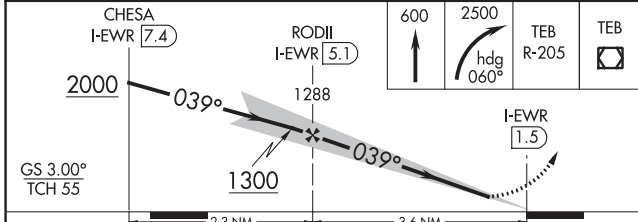
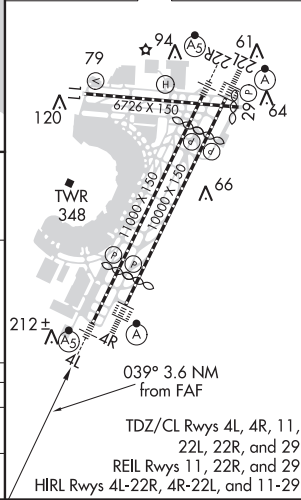


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 18	D	TDZE 11
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CATEGORY	COPTER	B	C	D
H-ILS 4L	211/12 200 (200-¼)		NA	
H-LOC 4L	560/12 549 (600-¼)		NA	

BRIDGE VISUAL RWY 29

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

ATIS
115.7 134.825
NEW YORK APP CON
128.55 132.8 379.9
NEWARK TOWER
118.3 257.6
GND CON
121.8

△ 861 ±

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.

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, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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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.

BRIDGE VISUAL RWY 29

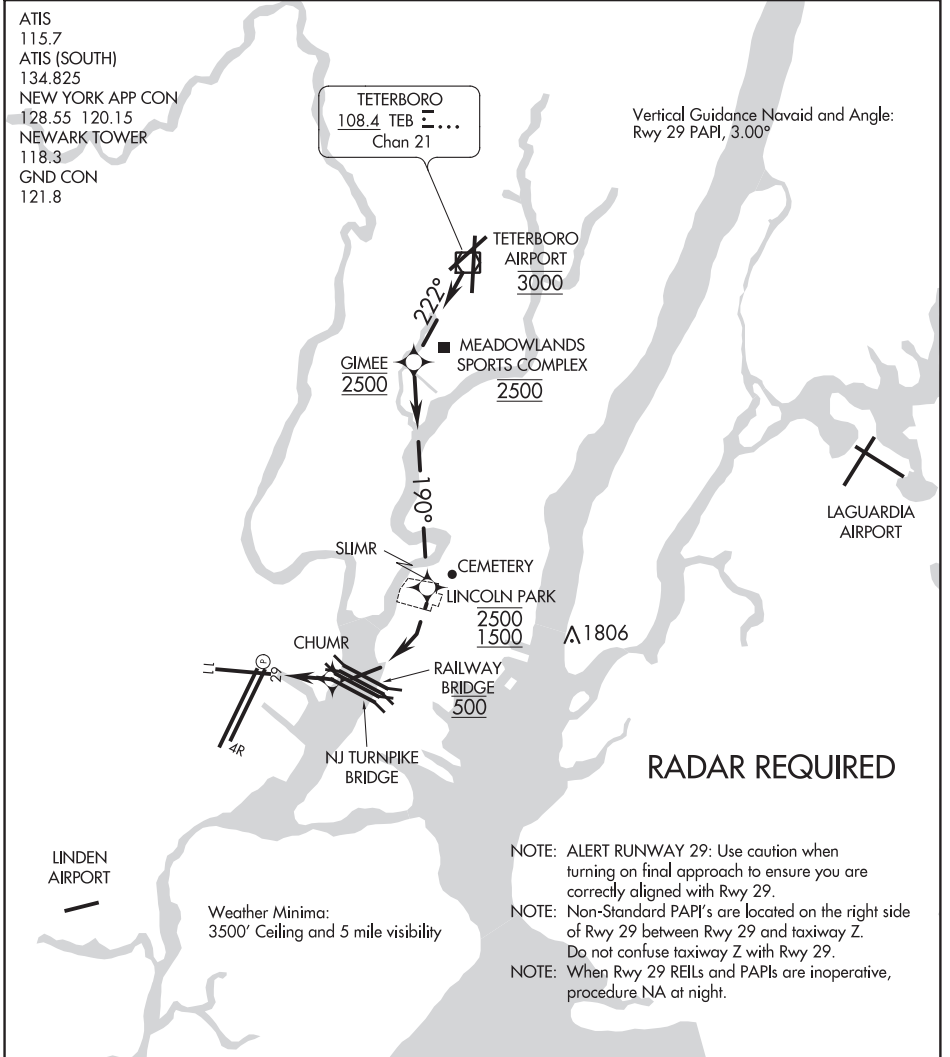
40°42'N-74°10'W

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

STADIUM VISUAL RWY 29

AL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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STADIUM VISUAL RUNWAY 29

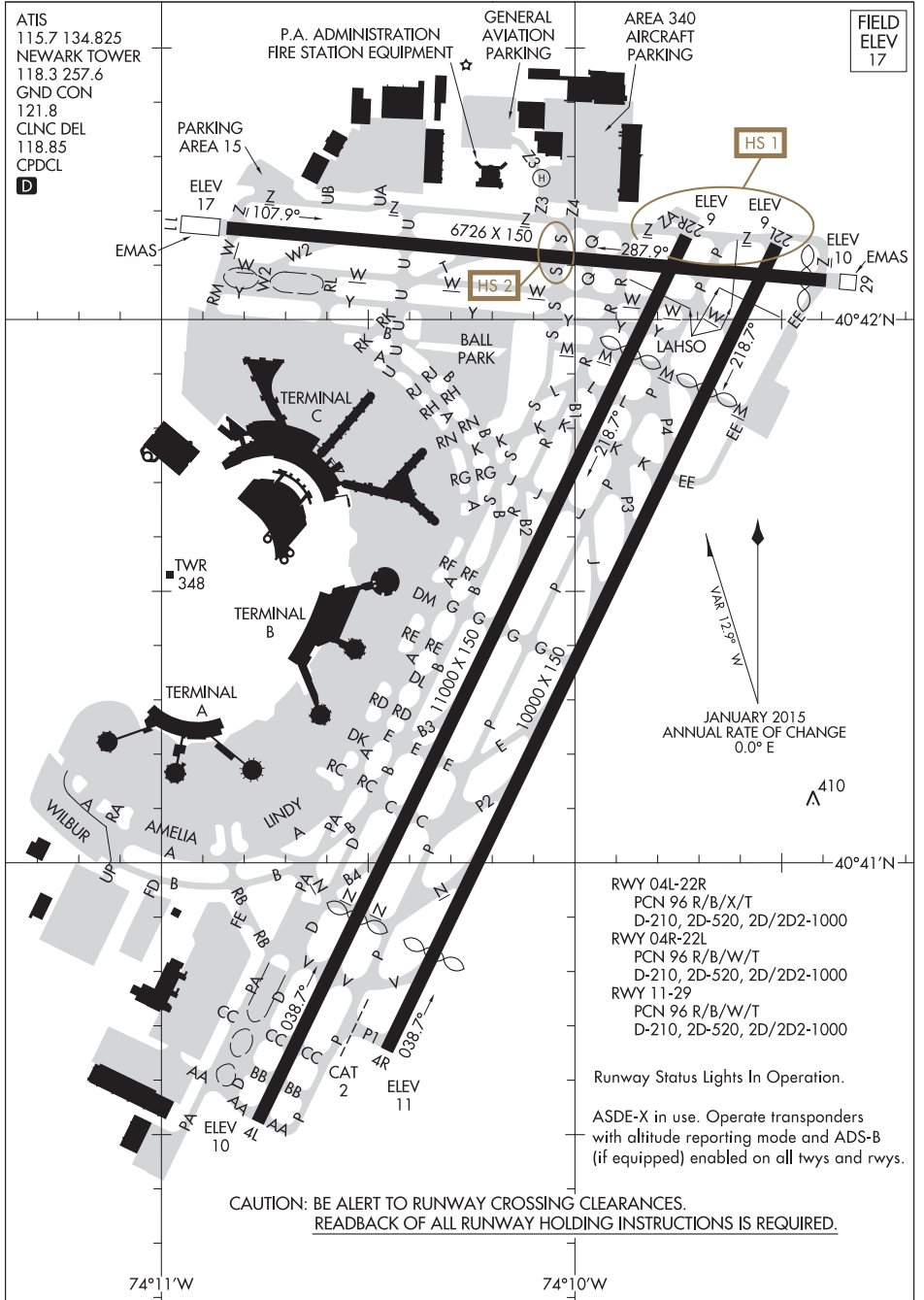
When cleared for the Stadium Visual Approach, proceed direct to Teterboro Airport and cross it at 3000. Proceed on 222° heading to west end of Meadowlands Sports Complex (GIMEE). Cross GIMEE at 2500. Turn left at GIMEE and continue along left (east) side of river to Lincoln Park. Plan to be in final landing configuration by Lincoln Park. Turn right and descend to cross Railway Bridge at 500.

STADIUM VISUAL RWY 29

AIRPORT DIAGRAM

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

AL-285 (FAA)



FIELD
ELEV
17

ATIS
115.7 134.825
NEWARK TOWER
118.3 257.6
GND CON
121.8
CLNC DEL
118.85
CPDCL

PARKING
AREA 15
ELEV
17

P.A. ADMINISTRATION
FIRE STATION EQUIPMENT

GENERAL
AVIATION
PARKING

AREA 340
AIRCRAFT
PARKING

HS 1

HS 2

ELEV 9

ELEV 9

ELEV 10

JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° E

410

RWY 04L-22R
PCN 96 R/B/X/T
D-210, 2D-520, 2D/2D2-1000
RWY 04R-22L
PCN 96 R/B/W/T
D-210, 2D-520, 2D/2D2-1000
RWY 11-29
PCN 96 R/B/W/T
D-210, 2D-520, 2D/2D2-1000

Runway Status Lights In Operation.

ASDE-X in use. Operate transponders
with altitude reporting mode and ADS-B
(if equipped) enabled on all twys and rwys.

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

74°11'W

74°10'W

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

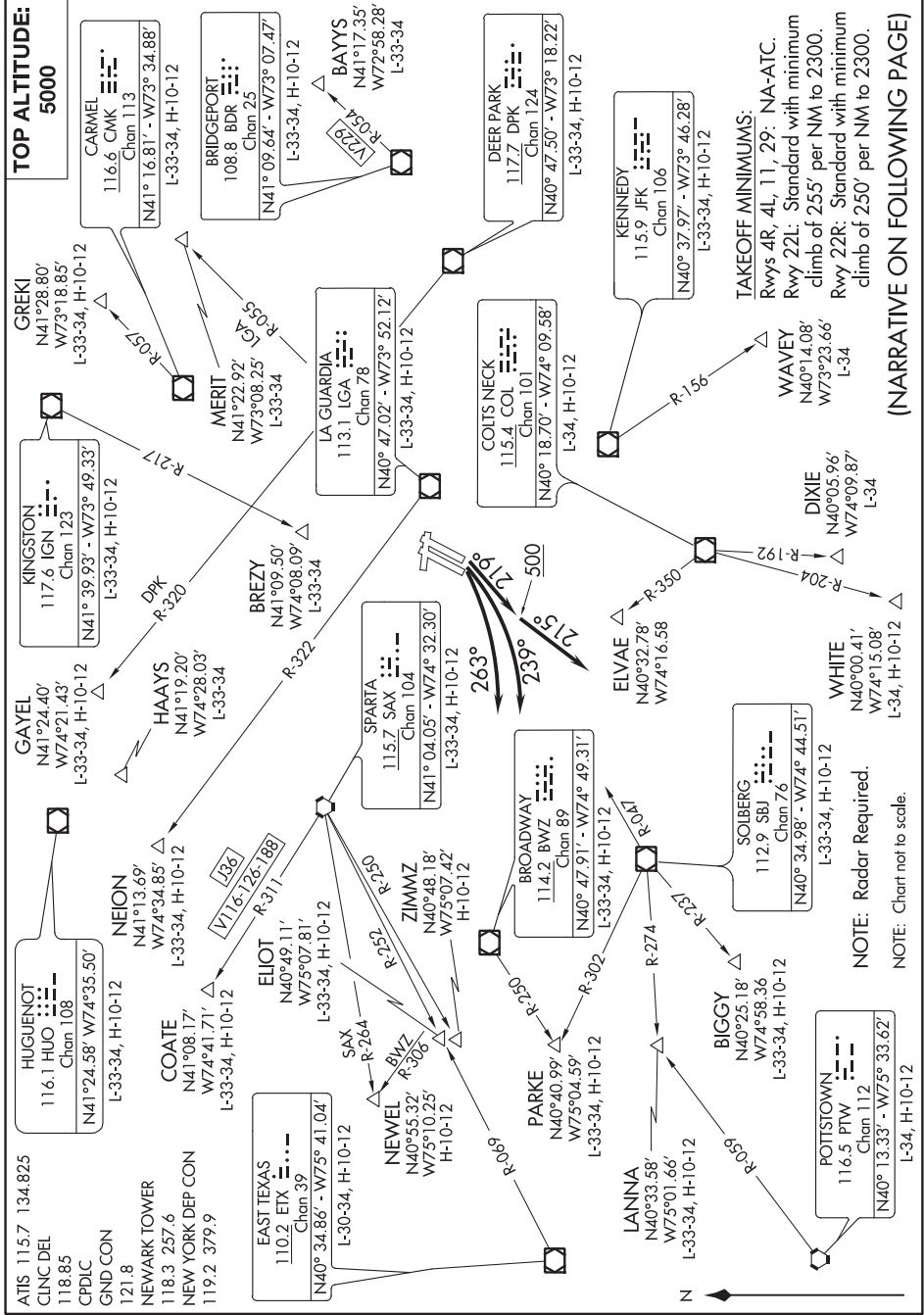
NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

LIBERTY THREE DEPARTURE

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

NE-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required.
NOTE: Chart not to scale.

LIBERTY THREE DEPARTURE

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NE-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 22L/R:

TURNPIKE CLIMB: Climb 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 heading 263°, or as assigned by ATC, Thence. . . .

. . . . via radar vectors to assigned route/fix. Maintain 5000 or assigned lower altitude. Expect clearance to filed altitude/flight level within 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' after SBJ R-047.

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: GREKI departures expect vectors to CMK/CMK R-057.

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: 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 final altitude at or above FL180.

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.

TAKEOFF OBSTACLE NOTES:

Rwy 22L: Pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL.

Rwy 22R: Light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL.

Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL.

NE-2, 10 NOV 2016 to 05 JAN 2017

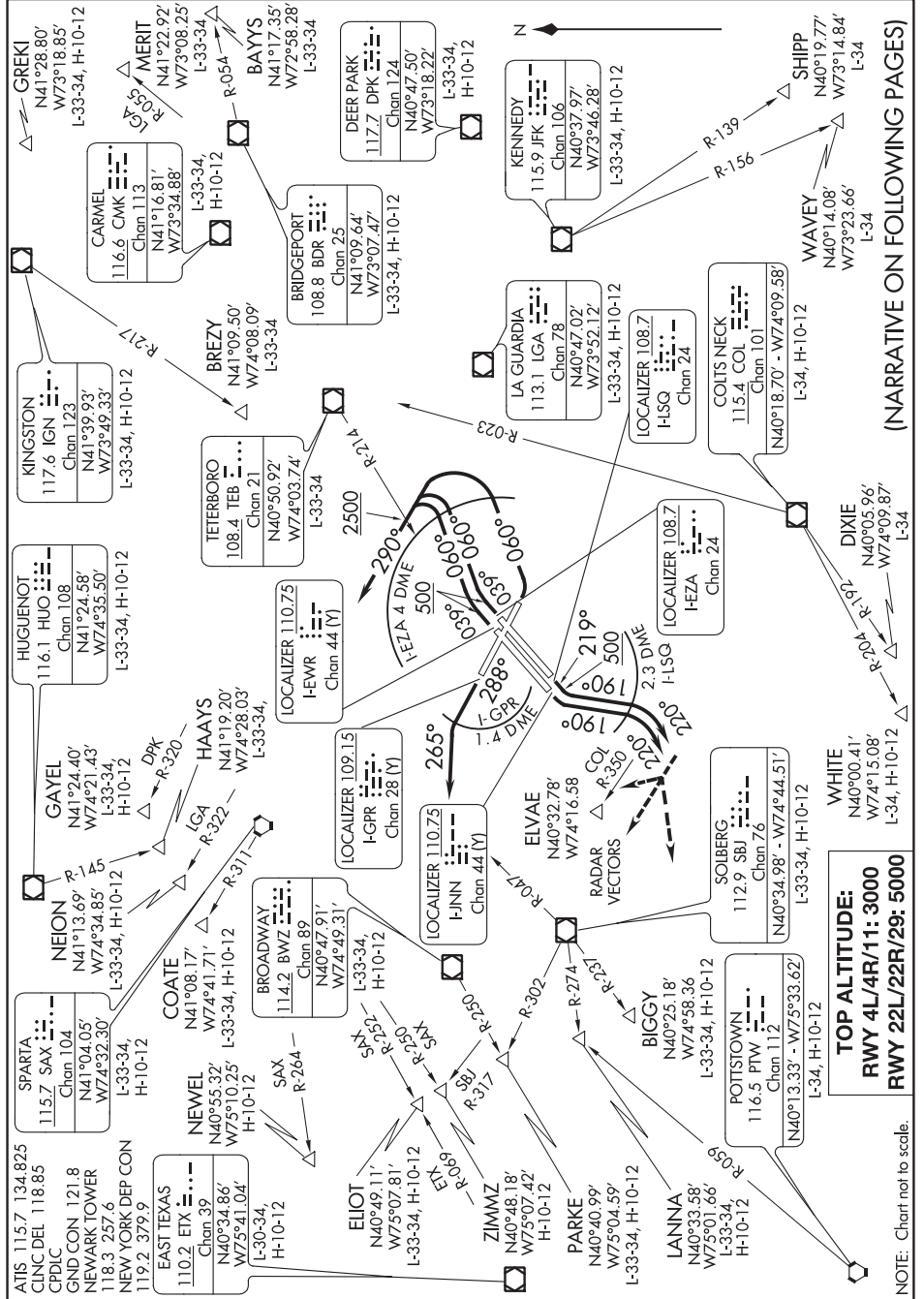
NE-2, 10 NOV 2016 to 05 JAN 2017

NEWARK TWO DEPARTURE

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

NE-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGES)

NE-2, 10 NOV 2016 to 05 JAN 2017

NEWARK TWO DEPARTURE

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

NEWARK TWO DEPARTURE

SL-285 (FAA)

NEWARK, NEW JERSEY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4L/R: Climb heading 039° to 500, then climbing right turn heading 060° to I-EZA 4 DME (use I-EWR 3.6 DME when I-EZA is NA), then climbing left turn heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000. Thence

TAKEOFF RUNWAY 11: Climbing left turn heading 060° (do not proceed east of COL R-023) to I-EZA 4 DME (use I-EWR 3.6 DME when I-EZA is NA), then climbing left turn heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000'. Thence

TAKEOFF RUNWAY 22L: Climb heading 219° to 500, then climbing left turn heading 190° to I-LSQ 2.3 DME (use I-JNN 2.8 DME when I-LSQ is NA), then climbing right turn heading 220°. Maintain 5000'. Thence

TAKEOFF RUNWAY 22R: Climbing left turn heading 190° to I-LSQ 2.3 DME (use I-JNN 2.8 DME when I-LSQ is NA), then climbing right turn heading 220°. Maintain 5000'. Thence

TAKEOFF RUNWAY 29: Climb heading 288° to I-GPR 1.4 DME, then climbing left turn heading 265°. Maintain 5000'. Thence

. . . . as per notes or on vector to assigned route/fix. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

LOST COMMUNICATIONS: For aircraft proceeding to COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

NOTE: Takeoff Rwy 11 obstruction, 1806' high building 6.6 miles east of DER.

NOTE: Radar and DME Required.

NOTE: Rwy 4L/R, 11 simultaneous reception of EWR ILS/DME and TEB VOR/DME Required.

NOTE: Rwy 22L/R westbound departures expect vectors between 5 and 8 NM.

	Depart Rwy 4L/R	Depart Rwy 22L/R
DP FIX	Expect VECTORS to:	Expect VECTORS to:
BAYYS	BDR/BDR R-054	BDR/BDR R-054
BIGGY	SBJ /SBJ R-237	SBJ /SBJ R-237
BREZY	IGN R-217 to BREZY	IGN R-217 to BREZY
COATE	SAX/SAX R-311	SAX/SAX R-311
DIXIE	COL R-350/COL/COL R-192 or ELVAE/COL	COL R-350/COL/COL R-192 or ELVAE/COL
ELIOT	SAX R-252	ETX (2300L-0700L SBJ/ETX)
GAYEL	DPK R-320	DPK R-320
HAAYS	HUO	HUO
LANNA	PTW R-059	SBJ /SBJ R-274
MERIT	LGA R-055	LGA R-055
NEION	LGA R-322	LGA R-322
NEWEL	SAX/SAX R-264	SAX/SAX R-264
PARKE	BWZ R-250	SBJ /SBJ R-302
SHIPP	JFK/JFK R-139	JFK/JFK R-139
WAVEY	JFK/JFK R-156	JFK/JFK R-156
WHITE	COL R-350/COL/COL R-204 or ELVAE/COL	COL R-350/COL/COL R-204 or ELVAE/COL
ZIMMZ	SAX R-250	SBJ /SBJ R-317

NOTE: ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000' or 16000'.

NOTE: NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.

NOTE: ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above FL180.

(CONTINUED ON FOLLOWING PAGE)

NEWARK TWO DEPARTURE

NEWARK, NEW JERSEY

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NEWARK TWO DEPARTURE

SL-285 (FAA)

NEWARK, NEW JERSEY

(NOTES CONTINUED)

TAKEOFF MINIMUMS:

- Rwys 4L/R: Standard. ATC climb of 500' per NM to 2500.
 Rwy 11: Standard with minimum climb of 361' per NM to 2500.
 Rwy 22L: Standard with minimum climb of 453' per NM to 500.
 Rwy 22R: Standard with minimum climb of 459' per NM to 400.
 Rwy 29: Standard with minimum climb of 473' per NM to 500.

TAKEOFF OBSTACLES NOTES:

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

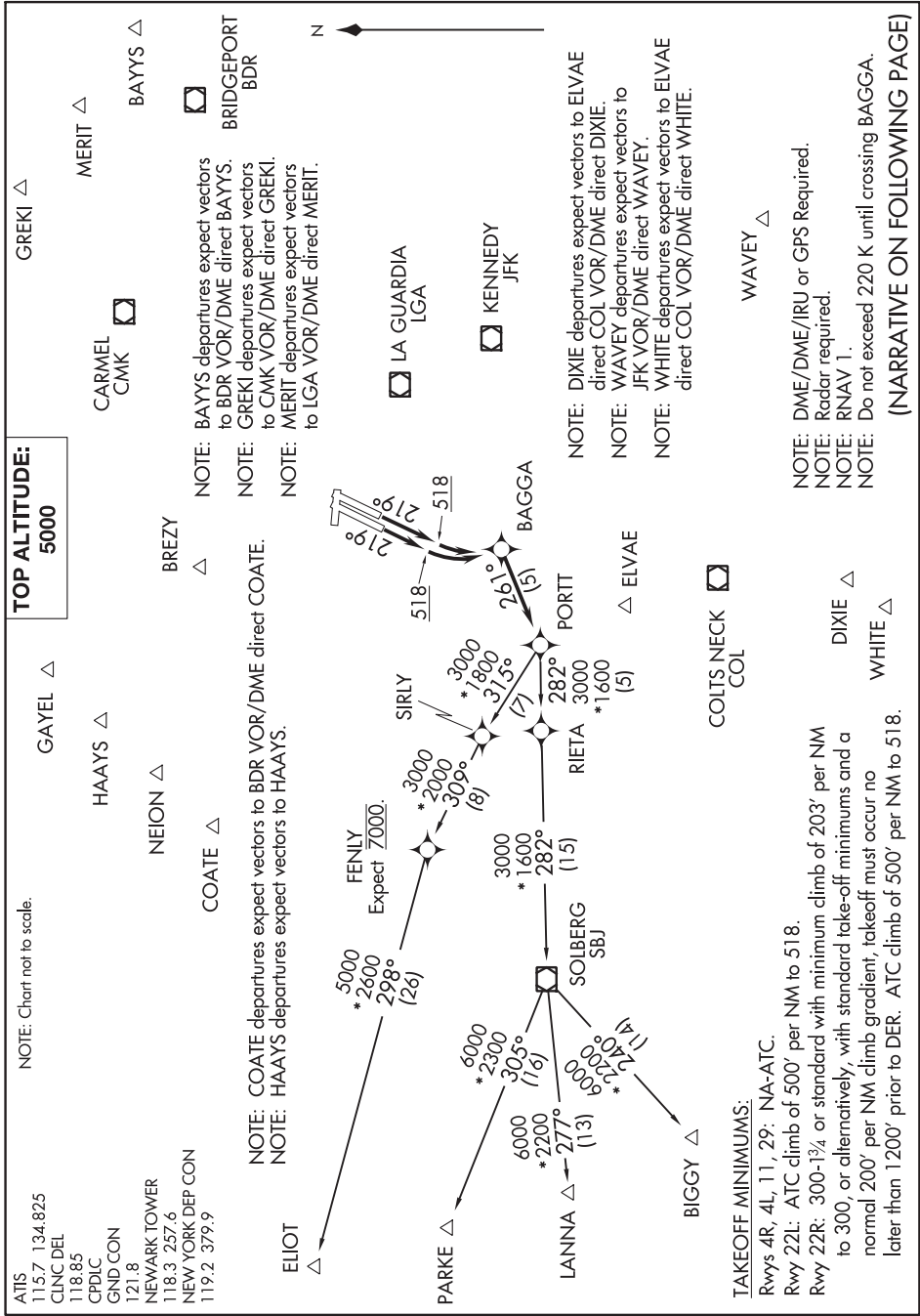
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

PORT THREE DEPARTURE (RNAV)

NEWARK, NEW JERSEY

NE-2, 10 NOV 2016 to 05 JAN 2017



PORT THREE DEPARTURE (RNAV)

(PORTT3.PORTT) 25JUN15

NEWARK, NEW JERSEY

NEWARK LIBERTY INTL (EWR)

NE-2, 10 NOV 2016 to 05 JAN 2017

PORTT THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22L/22R: Climb heading 219° to 518, then left turn direct BAGGA, then via depicted route to PORTT, Thence

. . . . via assigned transition, or expect vectors to assigned departure fix, maintain 5000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BIGGY TRANSITION (PORTT3.BIGGY):

ELIOT TRANSITION (PORTT3.ELIOT):

LANNA TRANSITION (PORTT3.LANNA):

PARKE TRANSITION (PORTT3.PARKE):

TAKEOFF OBSTACLE NOTES:

Rwy 22L: Pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL.

Rwy 22R: Light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL.

Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC I- IAG	APP CRS	Rwy ldg	9129
110.1	280°	THRE	588
		Apt Elev	592

ILS Y or LOC RWY 28R

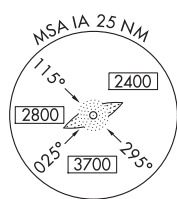
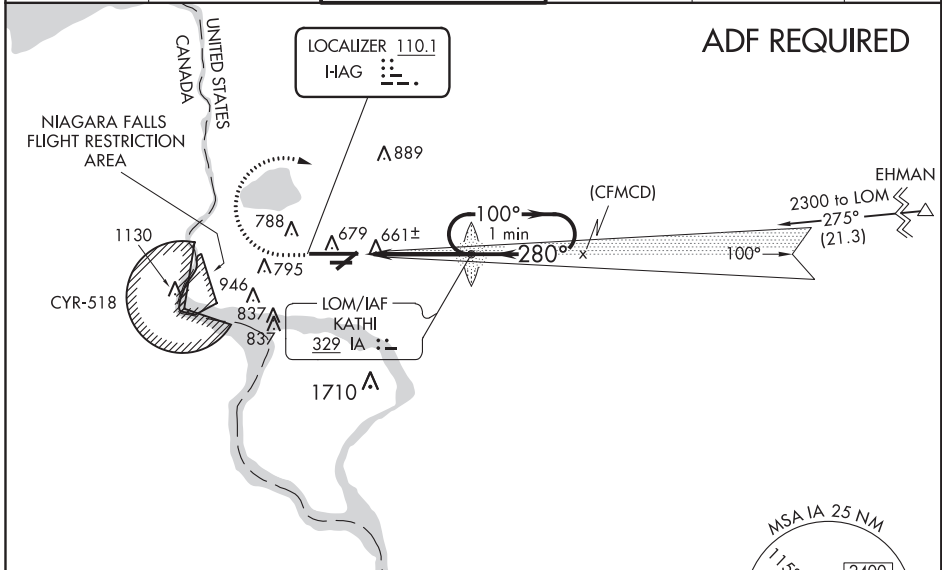
NIAGARA FALLS INTL (IAG)

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 D visibility ¼ mile. For inop MALS/R, increase S-ILS 28R all Cats visibility to RVR 4500 and S-LOC 28R all Cats visibility to RVR 5000. For inop MALS/R 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. Helicopter visibility reduction below ¼ SM NA. Circling to Rwy 6/24/10R/28L NA at night.

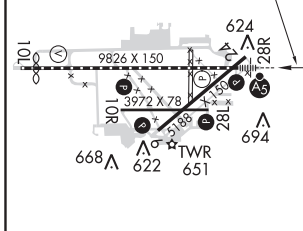


MISSED APPROACH:
Climb to 1200, then climbing right turn to 3200 on heading 050°, then direct KATHI LOM and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER*	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) 0 349.0	121.7 275.8	119.25 251.1	122.95



ELEV 592	D	THRE 588
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TDZ/CL Rwy 28R

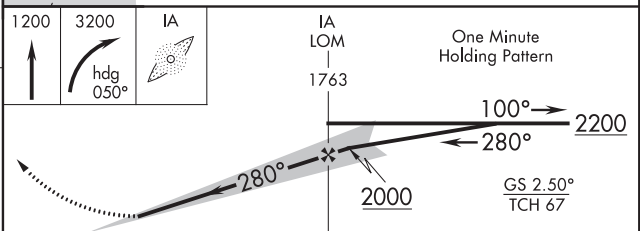
REIL Rws 6, 10R, 24, and 28L

HIRL Rwy 10L-28R

MIRL Rws 6-24 and 10R-28L

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-ILS 28R		838/40	250 (300-¾)	
S-LOC 28R		920/40	332 (400-¾)	
CIRCLING	1100-1	508 (600-1)	1100-1½ 508 (600-1½)	1360-2½ 768 (800-2½)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NIAGARA FALLS, NEW YORK

AL-614 (FAA)

16147

WAAS CH 66034 W10A	APP CRS 120°	Rwy ldg 9126 THRE 588 Apt Elev 592
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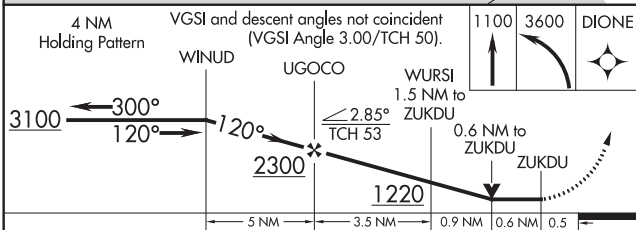
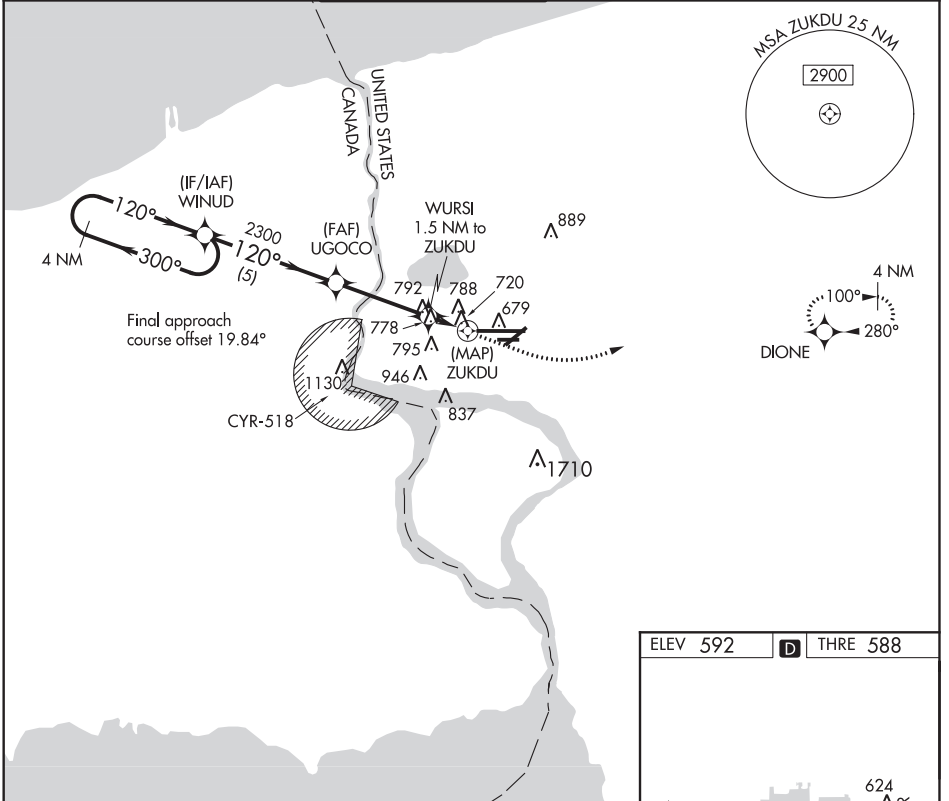
RNAV (GPS) RWY 10L

NIAGARA FALLS INTL (IAG)

⚠ DME/DME RNP-0.3 NA. VDP NA with Buffalo Niagara Intl altimeter setting. Circling to Rwy 6, 10R, 24 NA at night. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. 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 $\frac{1}{4}$ mile.

⚠ 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 121.7 275.8	CLNC DEL 119.25 251.1	UNICOM 122.95
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ELEV 592	D THRE 588
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The inset map shows the airport's location relative to the surrounding terrain and other navigation aids. It includes the runway layout (10L, 10R, 28L, 28R, 6, 24), the DIONE VORTAC, and the MSA ZUKDU 25 NM. The chart also includes the following information:

- TDZ/CL Rwy 28R
- REIL Rwy 6, 10R, 24, and 28L
- HIRL Rwy 10L-28R
- MRL Rwy 6-24 and 10R-28L

CATEGORY	A	B	C	D
LP MDA	980-1	392 (400-1)	980-1 $\frac{1}{8}$	392 (400-1 $\frac{1}{8}$)
LNAV MDA	1040-1	452 (500-1)	1040-1 $\frac{3}{8}$	452 (500-1 $\frac{3}{8}$)
C CIRCLING	1100-1	508 (600-1)	1280-2 688 (700-2)	1280-2 $\frac{1}{4}$ 688 (700-2 $\frac{1}{4}$)

NIAGARA FALLS, NEW YORK
Orig 17OCT13

43°06'N-78°57'W

NIAGARA FALLS INTL (IAG) RNAV (GPS) RWY 10L

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97333 W24B	APP CRS 240°	Rwy ldg 5108 THRE 592 Apt Elev 592
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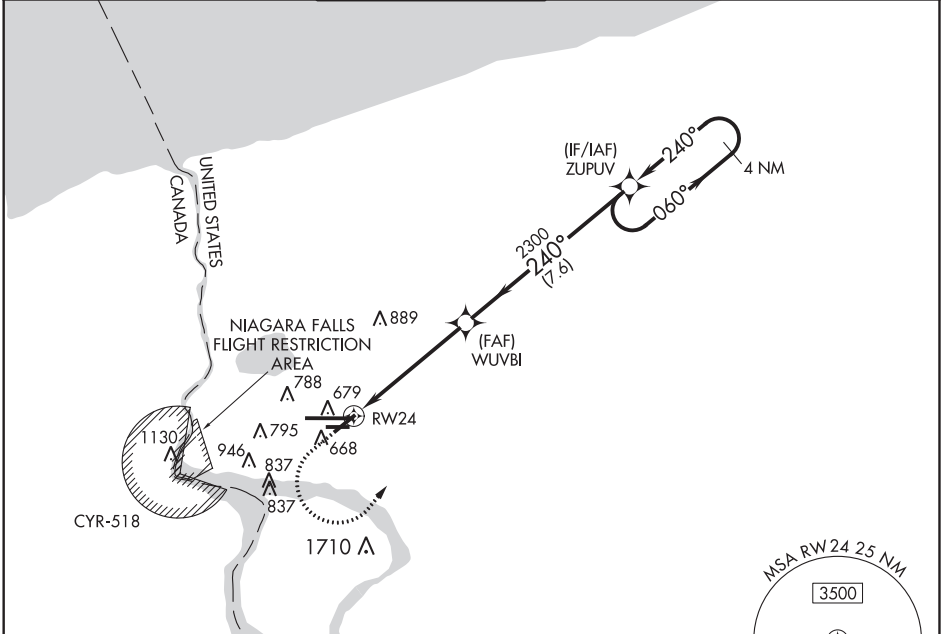
RNAV (GPS) Y RWY 24

NIAGARA FALLS INTL (IAG)

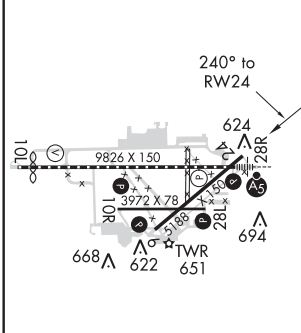
▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet and increase LP Cats C and D visibility 1/8 mile and Circling Cats A and D visibility 1/4 mile. Rwy 24 Straight-in and Circling and Circling to Rwy 10R/6 NA at night. Helicopter visibility reduction below 1SM NA.

▲ MISSED APPROACH: Climb to 1400 then climbing left turn to 3600 direct ZUPOV and hold.

ATIS 120.8 269.4	BUFFALO APP CON 126.5 317.6	NIAGARA TOWER ★ 118.5 (CTAF) 0 349.0	GND CON 121.7 275.8	CINC DEL 119.25 251.1	UNICOM 122.95
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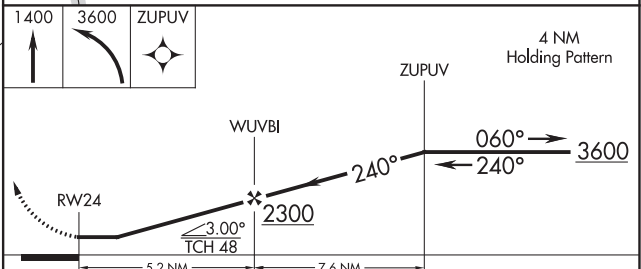


ELEV 592	D	THRE 592
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TDZ/CL Rwy 28R	1180-1	588 (600-1)	1180-1 3/4	588 (600-1 3/4)
REIL Rws 6, 10R, 24, and 28L	1360-1	768 (800-1)	1360-2 1/2	768 (800-2 1/2)
HIRL Rwy 10L-28R	1360-1	768 (800-1)	1360-2 1/2	768 (800-2 1/2)
MIRL Rws 6-24 and 10R-28L	1360-1	768 (800-1)	1360-2 1/2	768 (800-2 1/2)

RADAR REQUIRED



CATEGORY	A	B	C	D
LP MDA	1180-1	588 (600-1)	1180-1 3/4	588 (600-1 3/4)
LNAV MDA	1360-1 768 (800-1)	1360-1 1/4 768 (800-1 1/4)	1360-2 1/2	768 (800-2 1/2)
CIRCLING	1360-1 768 (800-1)	1360-1 1/4 768 (800-1 1/4)	1360-2 1/2	768 (800-2 1/2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOM IA	APP CRS	Rwy ldg	9129
329	280°	THRE	588
		Apt Elev	592

NDB RWY 28R

NIAGARA FALLS INTL (IAG)

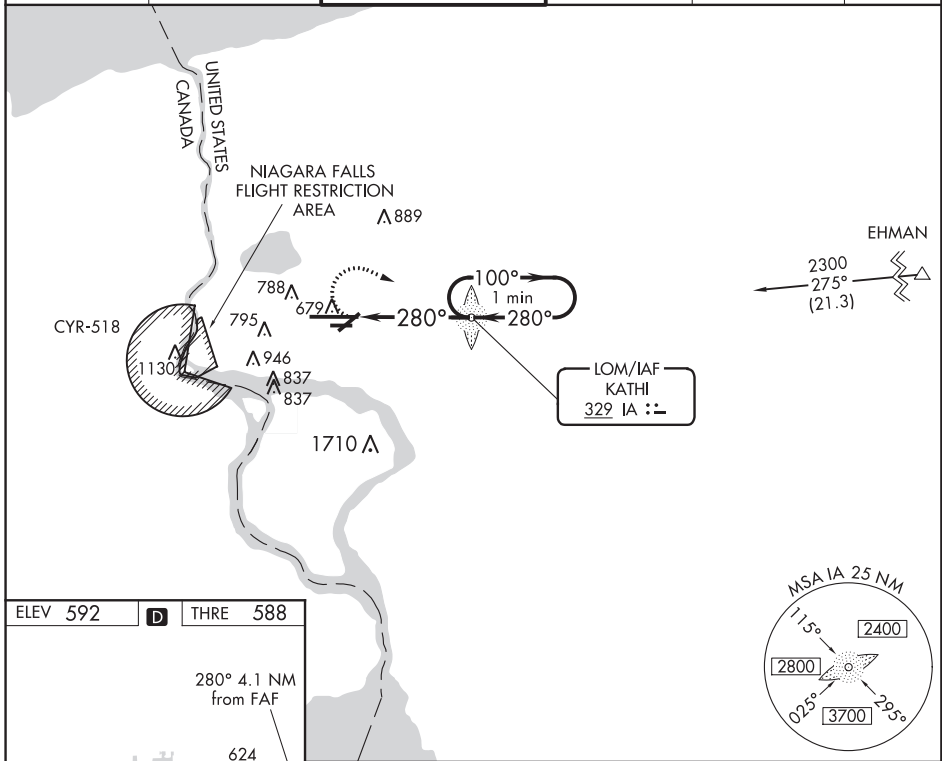
⚠ When local altimeter setting not received, use Buffalo Niagara Intl altimeter setting and increase all MDA 60 feet, increase S-28R Cat C/D visibility 1/8 mile and Circling Cat C/D visibility 1/4 mile. Circling to Rwy 6/24/10R/28L NA at night.
⚠ For inop MALSRL, increase S-28R Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1 3/4. For inop MALSRL when using Buffalo Niagara Intl altimeter setting, increase S-28R Cats C/D visibility to 1 1/2.

MALSRL



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) 0 349.0	121.7 275.8	119.25 251.1	122.95



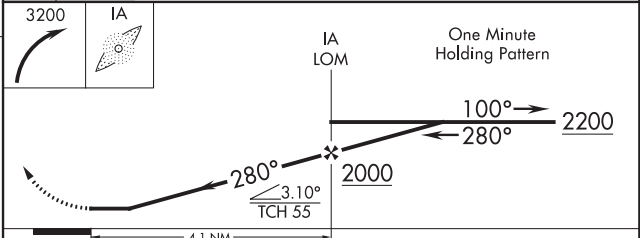
ELEV 592	D	THRE 588
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280° 4.1 NM from FAF

TDZ/CL Rwy 28R
 REIL Rws 6, 10R, 24, and 28L
 HIRL Rwy 10L-28R
 MIRL Rws 6-24 and 10R-28L

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-28R	1200/40	612 (700-3/4)	1200-1 3/8	612 (700-1 3/8)
CIRCLING	1200-1	608 (700-1)	1200-1 3/4	1360-2 1/2 768 (800-2 1/2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56536 W01A	APP CRS 014°	Rwy Idg 4119 TDZE 1023 Apt Elev 1024
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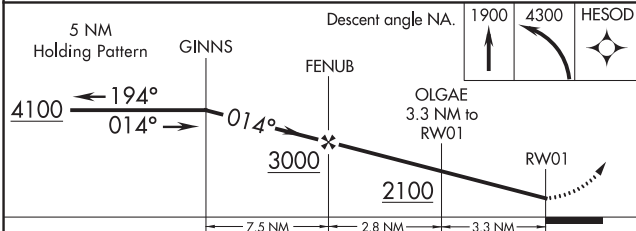
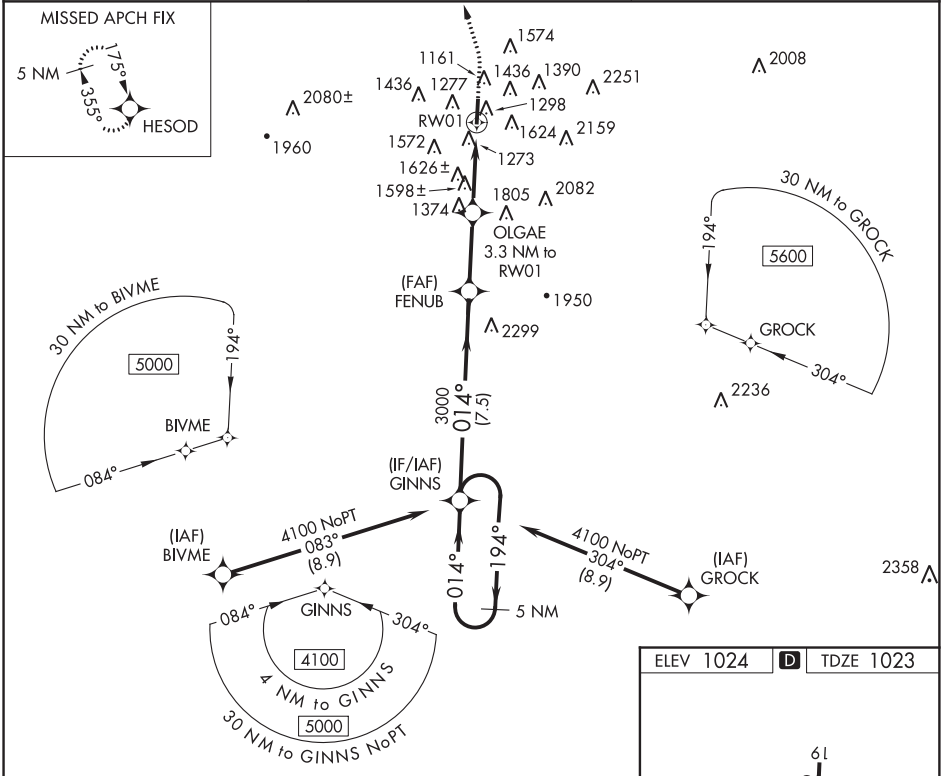
RNAV (GPS) RWY 1

LT WARREN EATON (OIC)

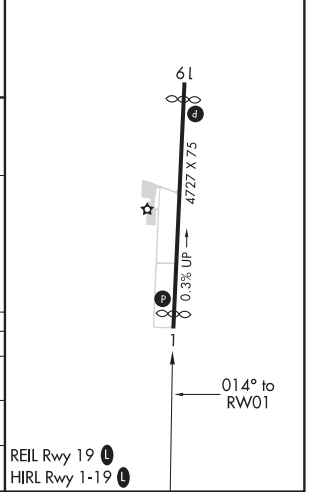
NA When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1900 then climbing left turn to 4300 direct HESOD and hold.

AWOS-3 119.025	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF)
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ELEV 1024	D TDZE 1023
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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)	837 (900-2½)
LNAV MDA	1880-1 857 (900-1)	1880-1¼ 857 (900-1¼)	1880-2½ 857 (900-2½)	857 (900-2½)
C CIRCLING	2060-1¼ 1036 (1100-1¼)	2160-1½ 1136 (1200-1½)	2240-3 1216 (1300-3)	2480-3 1456 (1500-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NORWICH, NEW YORK

AL-6148 (FAA)

15288

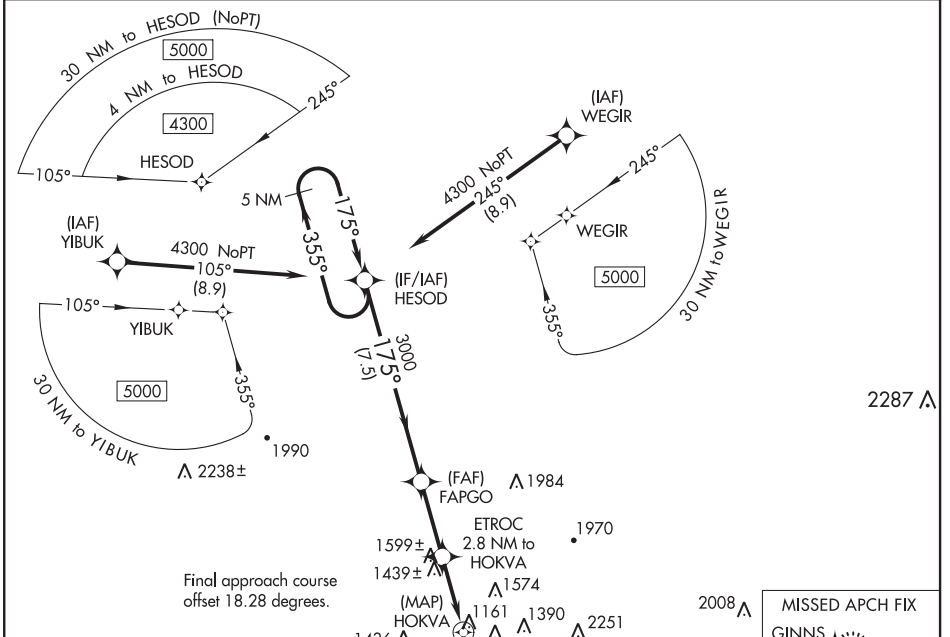
WAAS CH 49136 W19A	APP CRS 175°	Rwy Idg TDZE Apt Elev	4119 1024 1024
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RNAV (GPS) RWY 19

LT WARREN EATON (OIC)

<p>▽ DME/DME RNP-0.3 NA. Procedure NA at night. △ NA Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.</p>	<p>MISSED APPROACH: Climb to 2100 then climbing right turn to 4100 direct GINNS and hold.</p>
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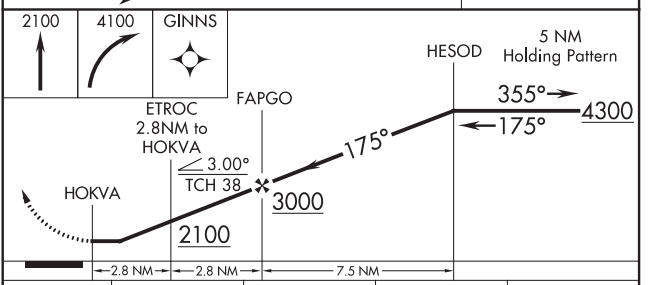
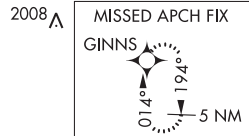
AWOS-3 119.025	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1024	D	TDZE 1024
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CATEGORY	A	B	C	D
LP MDA	1700-1	676 (700-1)	1700-1½	676 (700-1½)
LNAV MDA	2040-1¼ 1016 (1100-1¼)	2040-1½ 1016 (1100-1½)	2040-3	1016 (1100-3)
C CIRCLING	2060-1¼ 1036 (1100-1¼)	2160-1½ 1136 (1200-1½)	2240-3 1216 (1300-3)	2480-3 1456 (1500-3)

NORWICH, NEW YORK
 Amdt 1 15OCT15

42°34'N-75°31'W

RNAV (GPS) RWY 19

LT WARREN EATON (OIC)

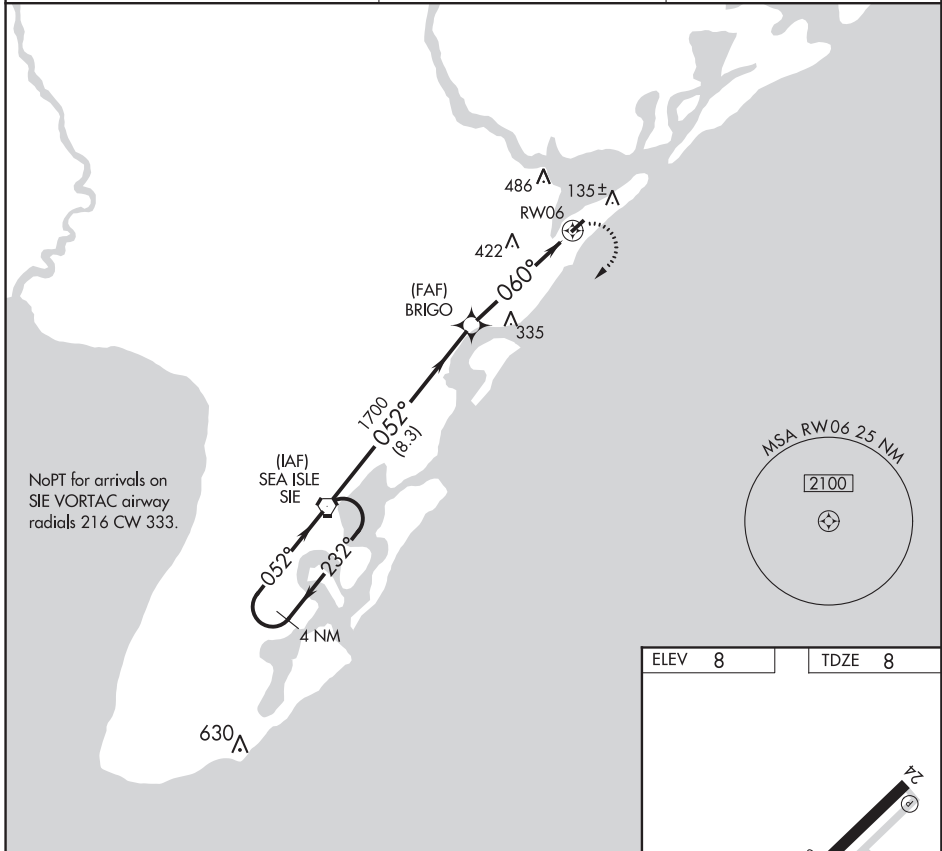
APP CRS	Rwy Idg	2972
060°	TDZE	8
	Apt Elev	8

GPS RWY 6

OCEAN CITY MUNI (26N)

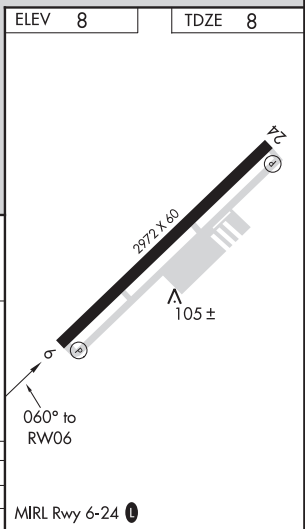
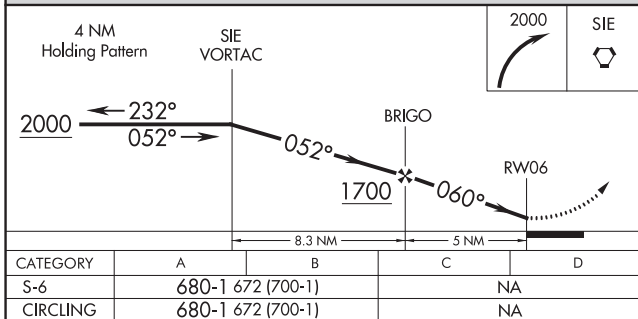
▲ NA	Use Atlantic City Intl altimeter setting. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 2000 direct SIE VORTAC and hold.

ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 133.6	UNICOM 122.7 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



OCEAN CITY, NEW JERSEY

AL-6823 (FAA)

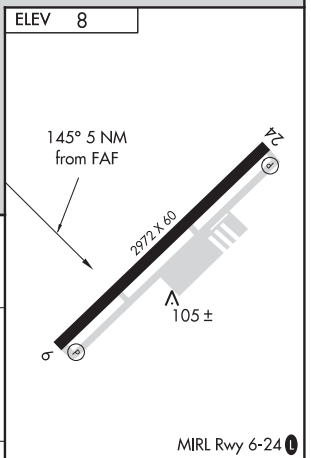
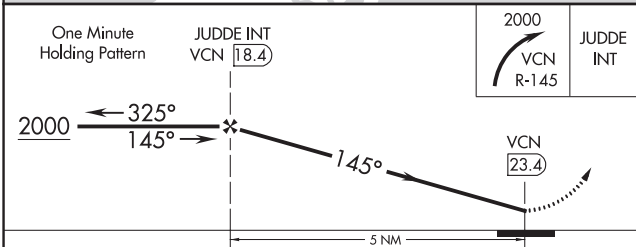
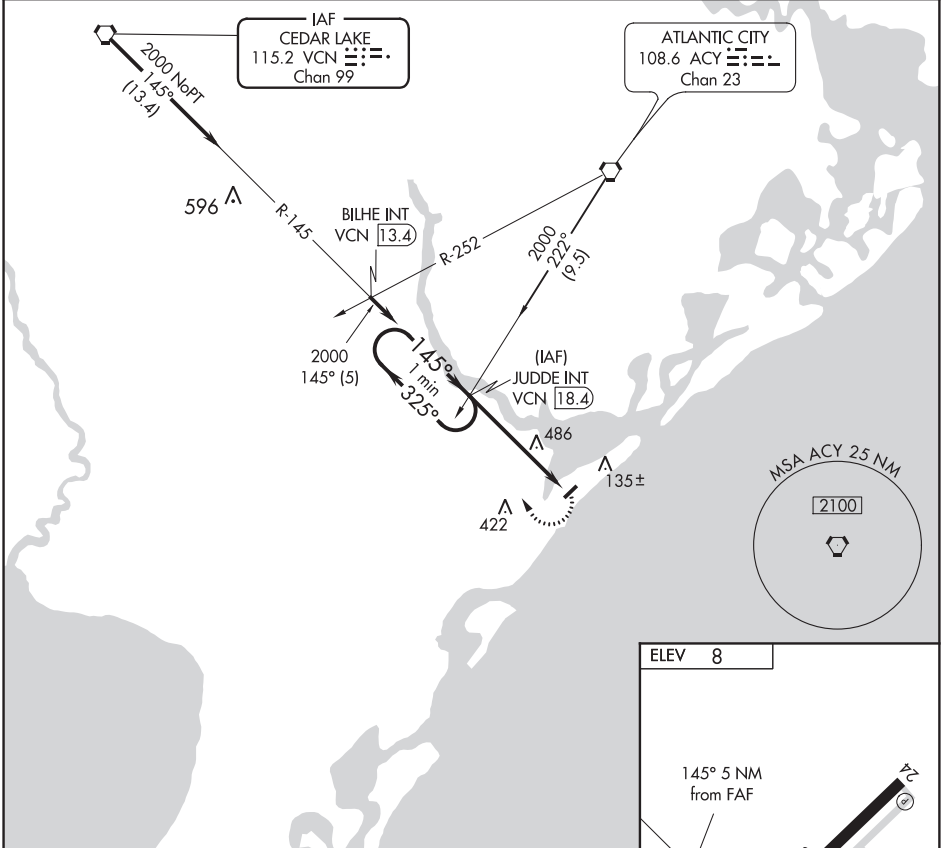
16035

VORTAC VCN 115.2 Chan 99	APP CRS 145°	Rwy Idg TDZE Apt Elev N/A N/A 8
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VOR-A
OCEAN CITY MUNI (26N)

▲ NA Use Atlantic City Intl altimeter setting. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 2000 via VCN R-145 to JUDGE Int and hold.
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ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 133.6	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 5 NM					
	840-1 832 (900-1)	840-1¼ 832 (900-1¼)		NA	Knots	60	90	120	150	180
CIRCLING					Min:Sec	5:00	3:20	2:30	2:00	1:40

OCEAN CITY, NEW JERSEY
Orig-A 25JUN15

39°16'N - 74°36'W

OCEAN CITY MUNI (26N)
VOR-A

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69528 W09A	APP CRS 089°	Rwy Idg 6006 THRE 286 Apt Elev 297
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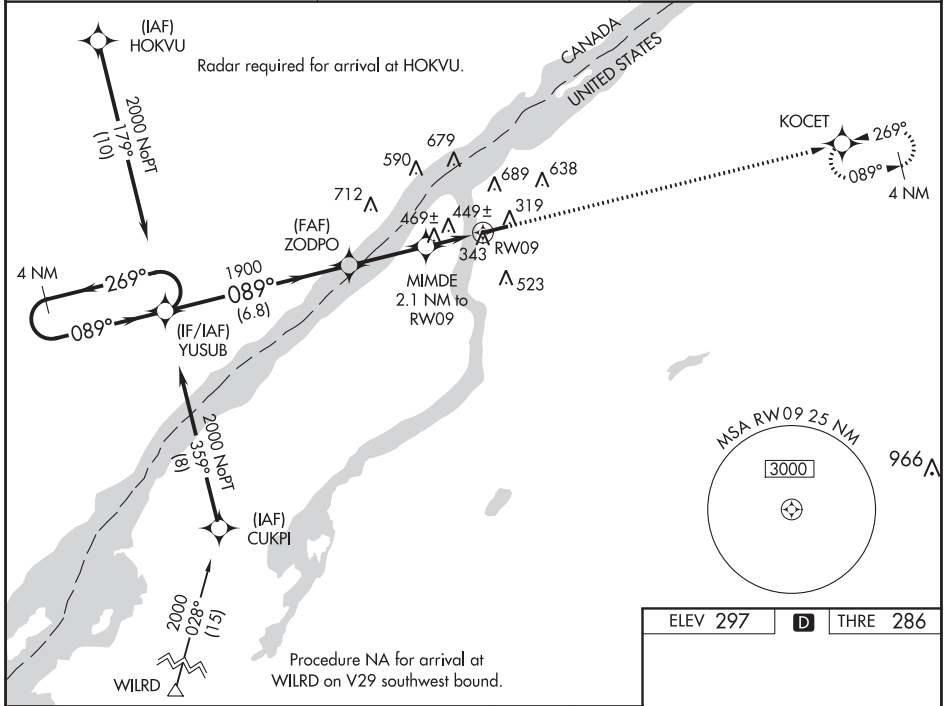
RNAV (GPS) RWY 9

OGDENSBURG INTL (OGS)

⚠ Baro-VNAV NA when using Massena altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). When VGSi inop, Straight-in/Circling Rwy 9 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Massena altimeter setting and increase all DA 81 ft and all MDA 100 ft; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat C/D visibilities 1/4 mile.

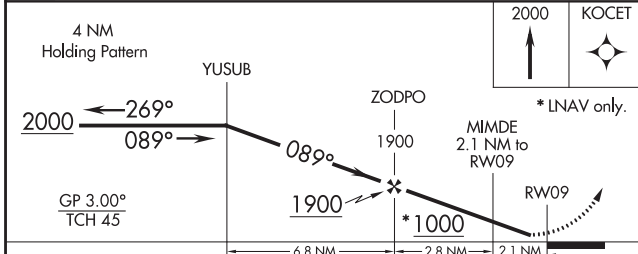
⚠ NA MISSED APPROACH: Climb to 2000 direct KOCET and hold.

AWOS-3 118.525	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		536-1	250 (300-1)	
LNAV/DA VNAV		761-1 5/8	475 (500-1 5/8)	
LNAV MDA	720-1	434 (500-1)	720-1 1/4	434 (500-1 1/4)
CIRCLING	760-1 463 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2 1/4 703 (800-2 1/4)

ELEV 297	D	THRE 286
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REIL Rwy 27
HIRL Rwy 9-27

WAAS CH 40041 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	6035 302 302
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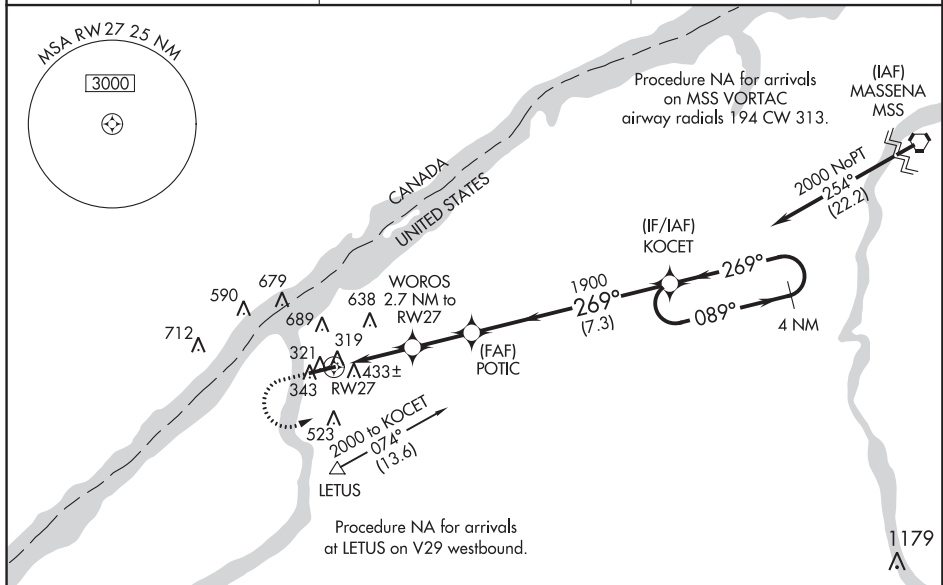
RNAV (GPS) RWY 27

OGDENSBURG INTL (OGS)

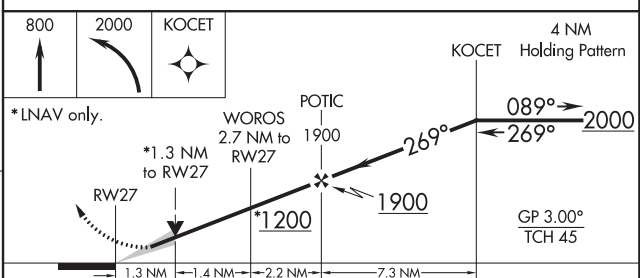
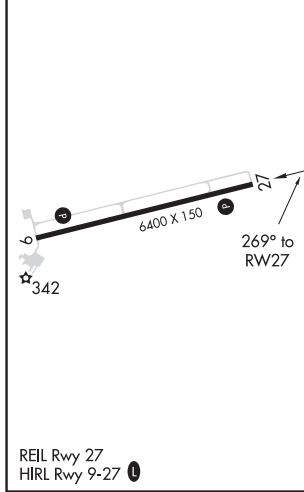
NA Baro-VNAV and VDP NA when using Massena altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Massena altimeter setting and increase LPV DA to 636, LNAV/VNAV DA to 842 and all visibilities $\frac{3}{8}$ SM; increase all MDA 100 feet and LNAV and Circling Cat C and D visibilities $\frac{1}{4}$ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct KOCET and hold.

AWOS-3 118.525	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) ①
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ELEV 302	D	TDZE 302
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CATEGORY	A	B	C	D
LPV DA		552- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		758-1 $\frac{1}{2}$	456 (500-1 $\frac{1}{2}$)	
LNAV MDA	760-1	458 (500-1)	760-1 $\frac{3}{8}$	458 (500-1 $\frac{3}{8}$)
C CIRCLING	760-1 458 (500-1)	1000-1 698 (700-1)	1000-2 698 (700-2)	1000-2 $\frac{1}{4}$ 698 (700-2 $\frac{1}{4}$)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

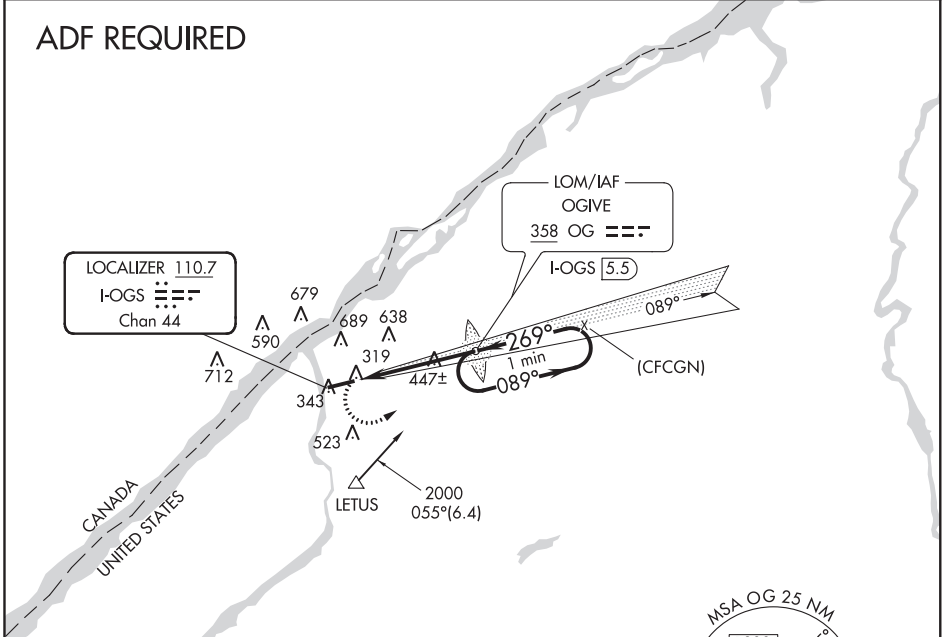
LOC/DME I-OGS 110.7 Chan 44	APP CRS 269°	Rwy Idg 6035 TDZE 302 Apt Elev 302
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LOC RWY 27
OGDENSBURG INTL (OGS)

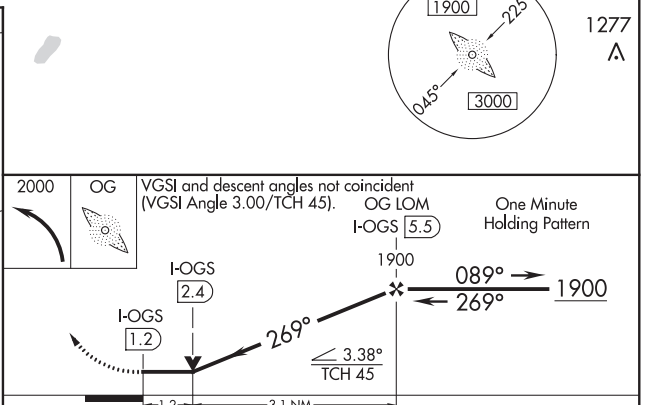
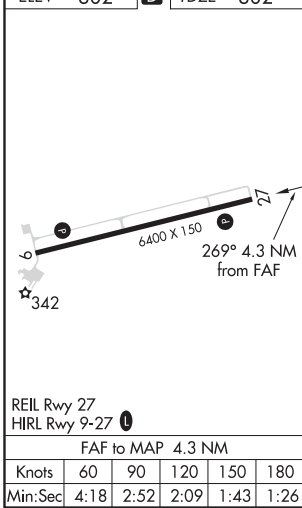
NA VDP NA with Massena altimeter setting. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet and S-LOC 27 and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climbing left turn to 2000 direct OGIVE LOM and hold.

AWOS-3 118.525	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF)
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ELEV 302	D	TDZE 302
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CATEGORY	A	B	C	D
S-27	740-1 438 (500-1)		740-1¼ 438 (500-1¼)	
C CIRCLING	740-1 438 (500-1)	1000-1 698 (700-1)	1000-2 698 (700-2)	1000-2¼ 698 (700-2¼)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2994
057°	TDZE	87
	Apt Elev	87

RNAV (GPS) RWY 6

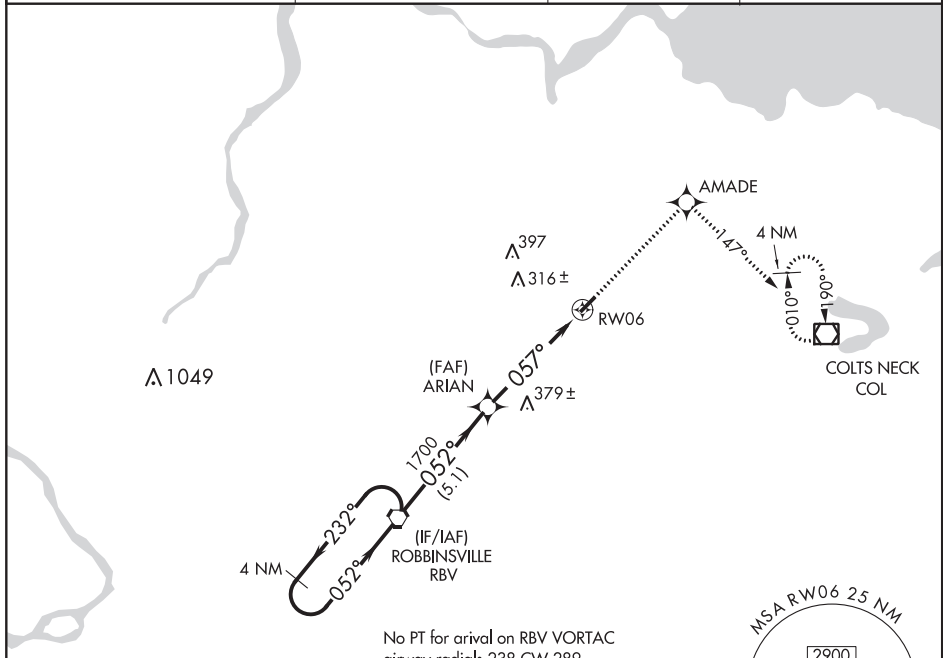
OLD BRIDGE (3N6)

V DME/DME RNP-0.3 NA. 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.

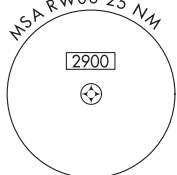
A NA

MISSED APPROACH: Climb to 2000 direct AMADE and via track 147° to COL VOR/DME and hold.

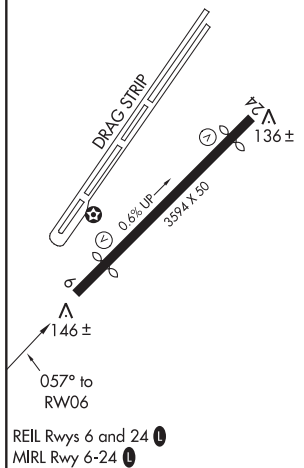
BELMAR/FARMINGDALE AWOS-3PT 121.625	MC GUIRE APP CON 124.15 363.8	GCO 121.725	UNICOM 123.075 (CTAF) U
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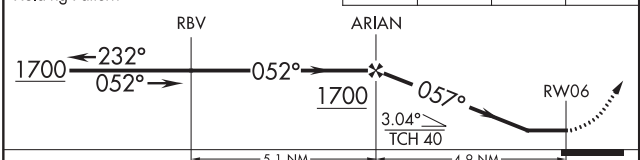
No PT for arrival on RBV VORTAC
airway radials 238 CW 289.



ELEV 87	TDZE 87
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VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 25).	2000	AMADE	tr 147°	COL
4 NM Holding Pattern	↑	✦		◻



CATEGORY	A	B	C	D
RNAV MDA	660-1	573 (600-1)		NA
CIRCLING	660-1	573 (600-1)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3194
237°	TDZE	87
	Apt Elev	87

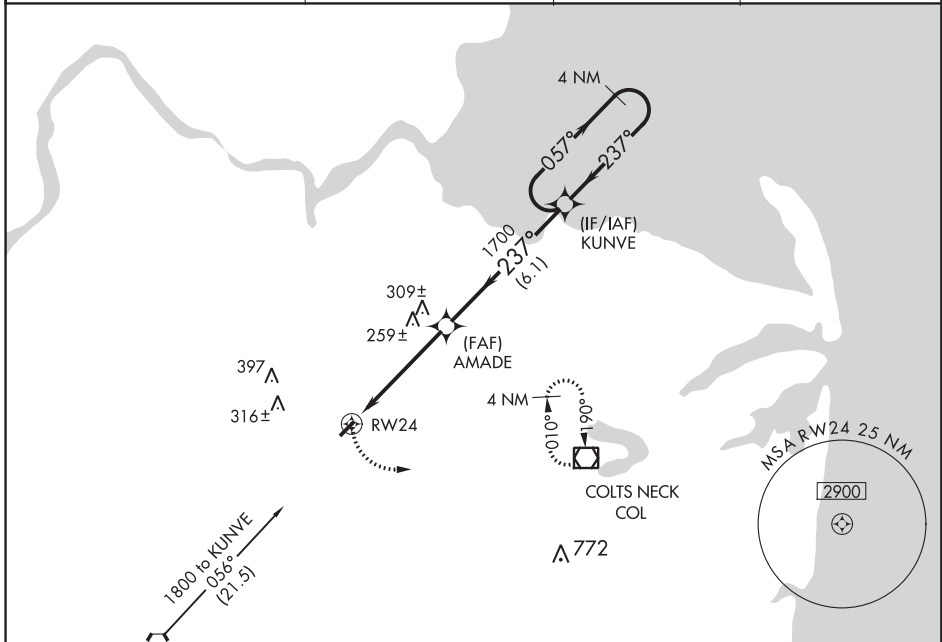
RNAV (GPS) RWY 24

OLD BRIDGE (3N6)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

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

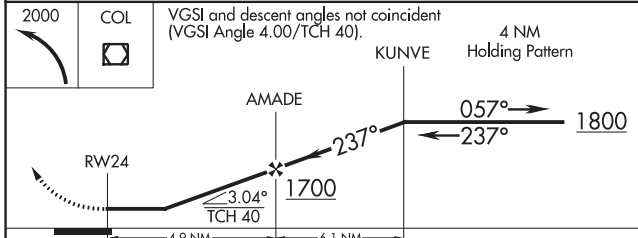
BELMAR/FARMINGDALE AWOS-3PT 121.625	MC GUIRE APP CON 124.15 363.8	GCO 121.725	UNICOM 123.075 (CTAF) 1
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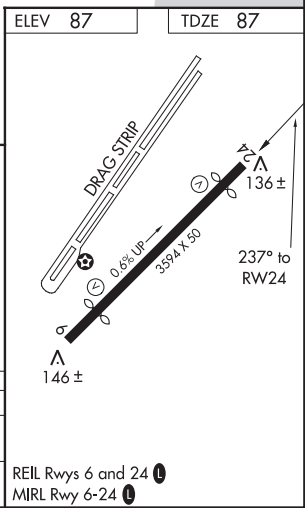
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 87	TDZE 87
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CATEGORY	A	B	C	D
LNVA MDA	560-1	473 (500-1)	NA	
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)	NA	



REIL Rwy 6 and 24 **1**
MIRL Rwy 6-24 **1**

VORTAC RBV 113.8 Chan 85	APP CRS 232°	Rwy Idg TDZE Apt Elev	3194 87 87
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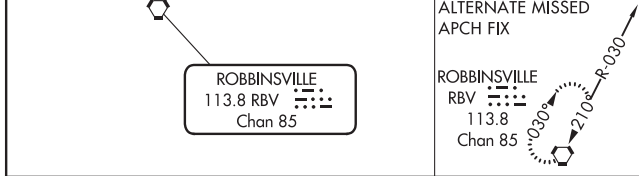
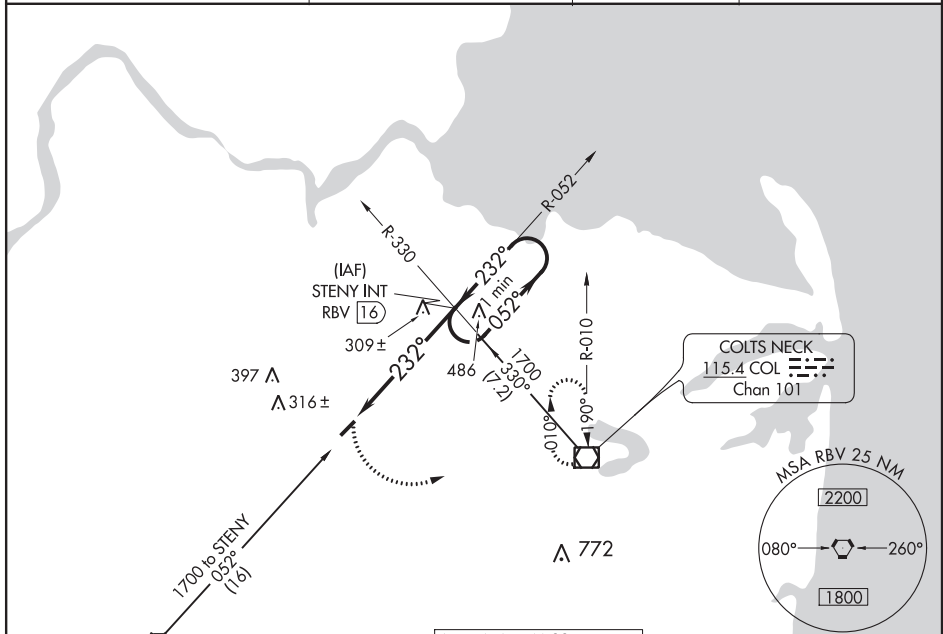
VOR RWY 24

OLD BRIDGE (3N6)

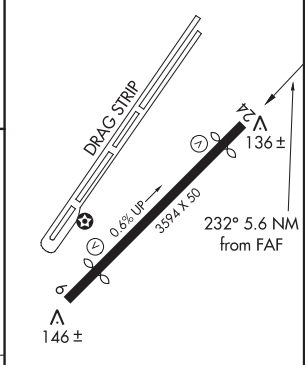
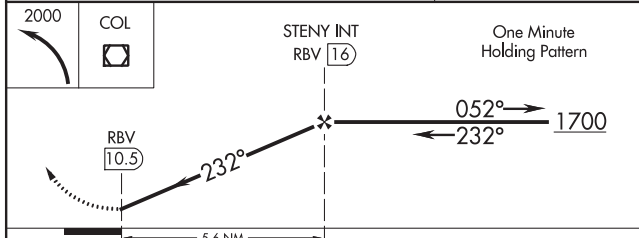
Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

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

BELMAR/FARMINGDALE AWOS-3PT 121.625	MC GUIRE APP CON 124.15 363.8	GCO 121.725	UNICOM 123.075 (CTAF)
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ELEV 87	TDZE 87
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CATEGORY	A	B	C	D
S-24	600-1	513 (600-1)		NA
CIRCLING	620-1 533 (600-1)	640-1 553 (600-1)		NA

REIL Rwy 6 and 24 **1**
MIRL Rwy 6-24 **1**

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53401 W04A	APP CRS 043°	Rwy Idg TDZE Apt Elev	4500 2132 2135
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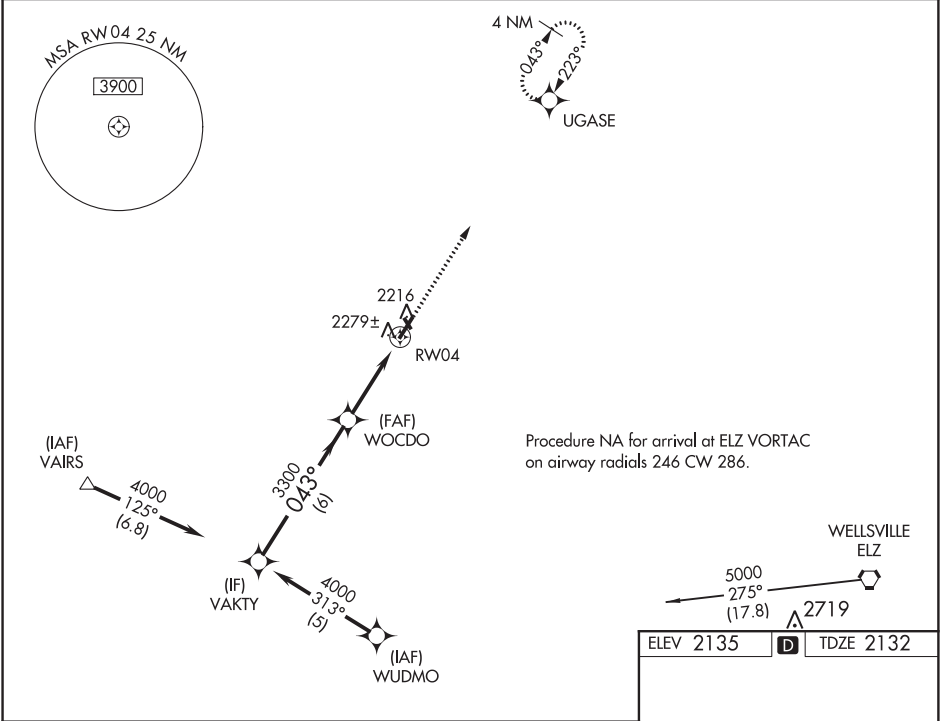
RNAV (GPS) RWY 4

CATTARAUGUS COUNTY-OLEAN (OLE)

▽ DME/DME RNP-0.3 NA. When VGSi inop, circling Rwy 22 NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet.
▲ NA
W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). VDP and Baro-VNAV NA when using Bradford, PA altimeter setting.

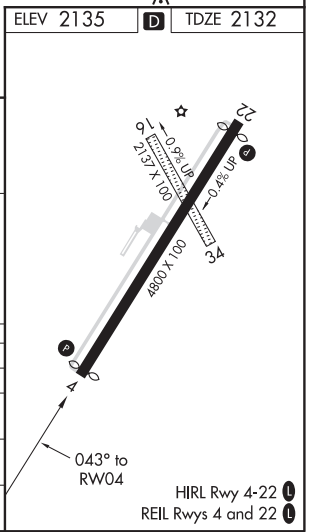
MISSED APPROACH:
Climb to 4000 direct UGASE and hold.

AWOS-3 118.375	CLEVELAND CENTER 124.325 353.85	UNICOM 122.8 (CTAF) ①
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



WOCDO	3300	043°	4000	UGASE
* 1.2 NM to RW04				
* LNAV only.				
6 NM		2.3 NM	1.2	
CATEGORY	A	B	C	D
LPV DA	2382-1		250 (300-1)	
LNAV/VNAV DA	2549-1½		417 (500-1½)	
LNAV MDA	2560-1	428 (500-1)	2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½		485 (500-1½)	
			2700-2 565 (600-2)	

OLEAN, NEW YORK

AL-5072 (FAA)

16035

WAAS CH 99401 W22A	APP CRS 223°	Rwy Idg TDZE Apt Elev	4500 2132 2135
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RNAV (GPS) RWY 22

CATTARAUGUS COUNTY-OLEAN (OLE)

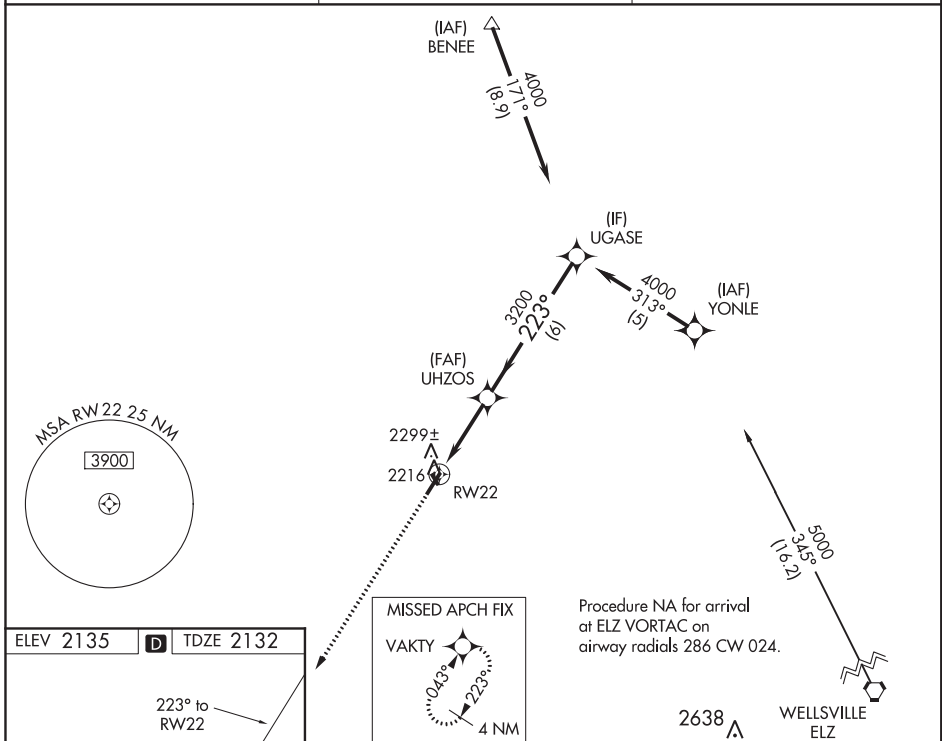
▼ DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (110°F). Baro-VNAV NA when using Bradford, PA altimeter setting. Visibility reduction by helicopters NA.

▲ NA

W

MISSED APPROACH: Climb to 4000 direct VAKTY and hold.

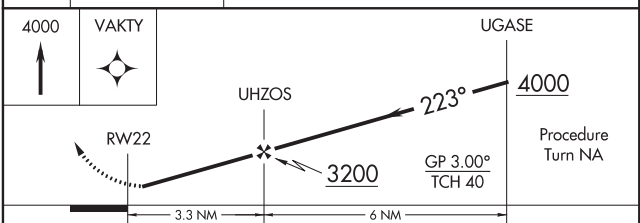
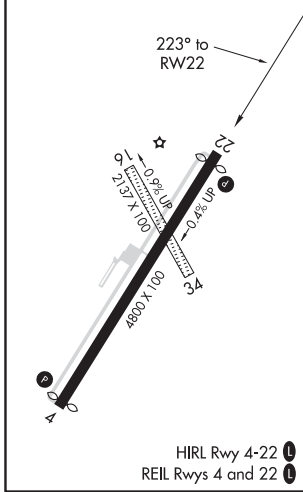
AWOS-3 118.375	CLEVELAND CENTER 124.325 353.85	UNICOM 122.8 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 2135	D	TDZE 2132
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CATEGORY	A	B	C	D
LPV DA	2382-1 250 (300-1)			
LNAV/VNAV DA	2569-1½ 437 (500-1½)			
LNAV MDA	2560-1 428 (500-1)	2560-1¼ 428 (500-1¼)		2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)		2700-2 565 (600-2)	

OLEAN, NEW YORK
Amdt 1 03AUG06

42°14'N - 78°22'W

CATTARAUGUS COUNTY-OLEAN (OLE)

RNAV (GPS) RWY 22

WAAS CH 86309 W06A	APP CRS 057°	Rwy Idg TDZE 1763 Apt Elev 1763	4200
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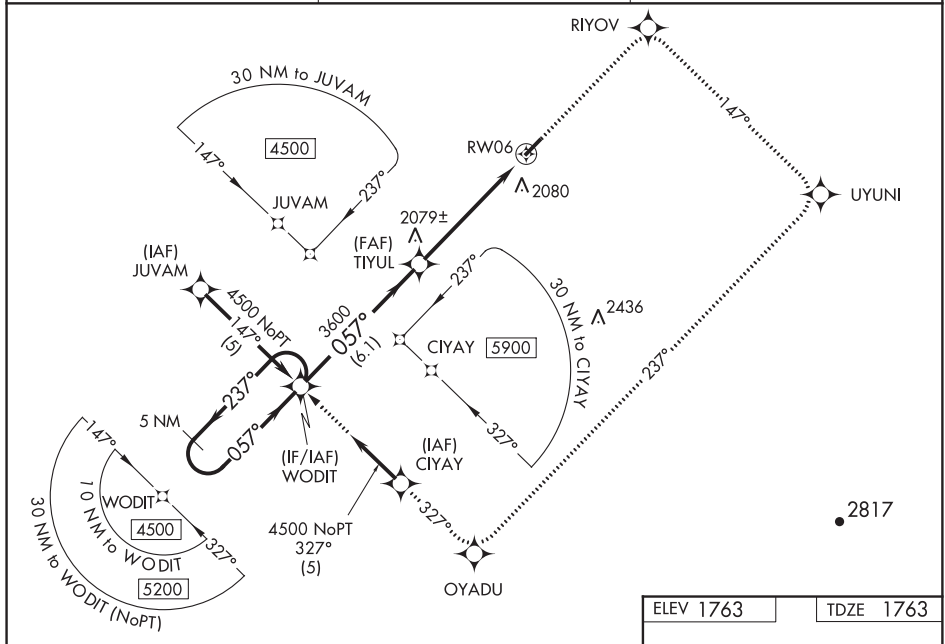
RNAV (GPS) RWY 6

ONEONTA MUNI (N66)

⚠ When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities 1/2 mile all Cats, and circling visibility Cat B 1/4 mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 4500 direct RIYOV and right turn via 147° track to UYUNI and right turn via 237° track to OYADU and via 327° track to WODIT and hold.

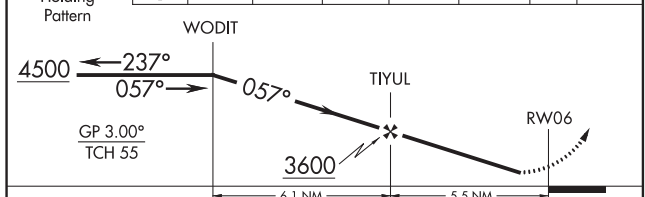
AWOS-3 119.575	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

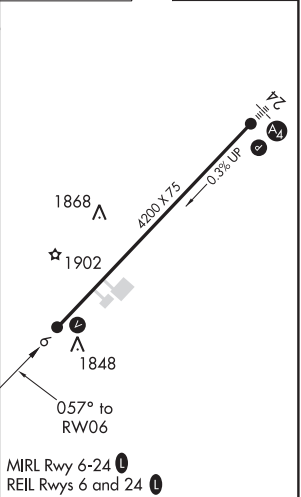
NE-2, 10 NOV 2016 to 05 JAN 2017

5 NM Holding Pattern	4500	RIYOV	UYUNI	OYADU	WODIT
	↑	⬤	⬤	⬤	⬤
		147° track	237° track	327° track	



CATEGORY	A	B	C	D
LPV DA	2075-1	312 (400-1)		NA
LNAV/VNAV DA	2351-2	588 (600-2)		NA
LNAV MDA	2260-1	497 (500-1)		NA
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)		NA

ELEV 1763	TDZE 1763
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WAAS CH 70409 W24A	APP CRS 237°	Rwy Idg TDZE 1758 Apt Elev 1763	4200
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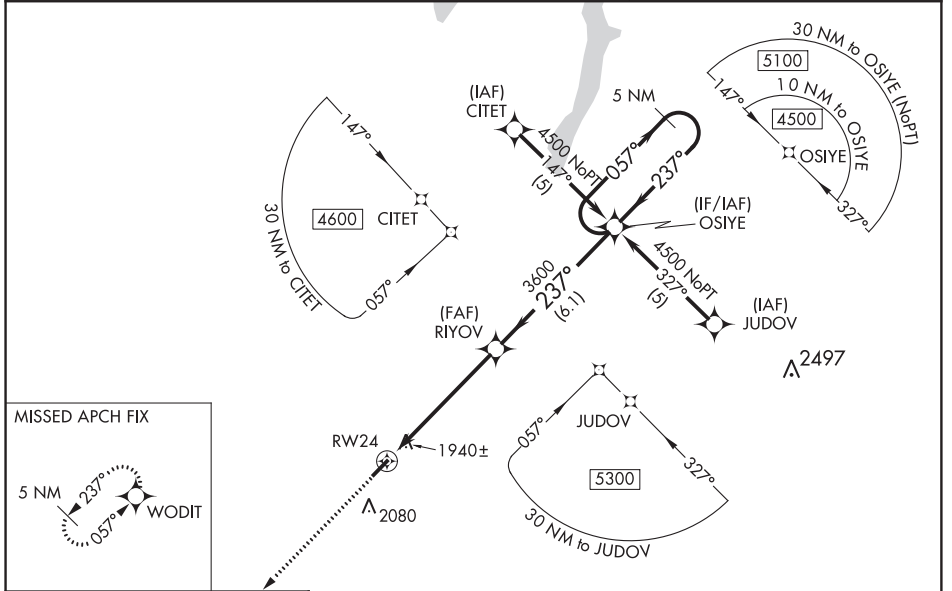
RNAV (GPS) RWY 24

ONEONTA MUNI (N66)

NA When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and Circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. Inoperative table does not apply. DME/DME RNP-0.3 NA. Night landing: Rwy 6 NA.

MALS MISSED APPROACH: Climb to 4500 direct WODIT and hold.

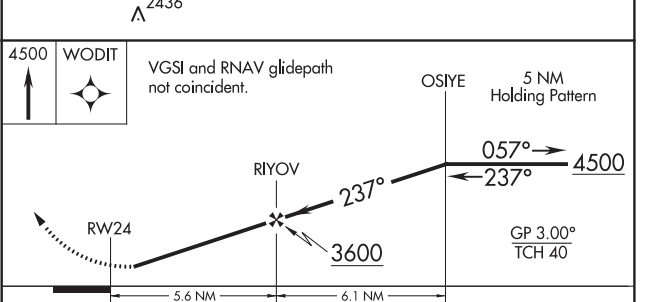
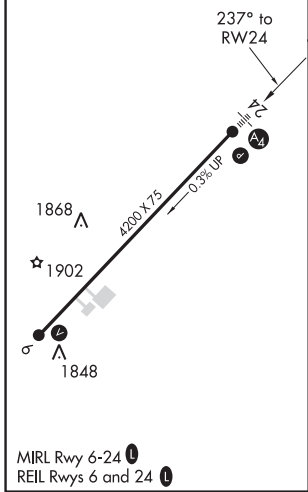
AWOS-3 119.575	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1763	TDZE 1758
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CATEGORY	A	B	C	D
LPV DA	2191-1½	433 (500-1½)		NA
LNAV/VNAV DA	2258-1¾	500 (500-1¾)		NA
LNAV MDA	2300-1	542 (600-1)		NA
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)		NA

LOC I-OZX 108.9	APP CRS 237°	Rwy Idg 4200 TDZE 1758 Apt Elev 1763
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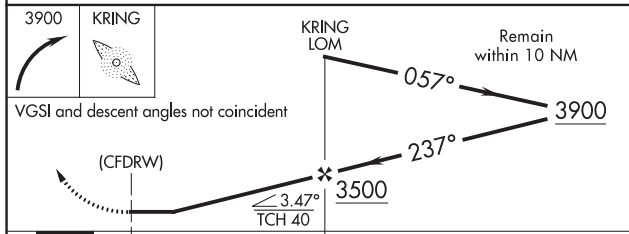
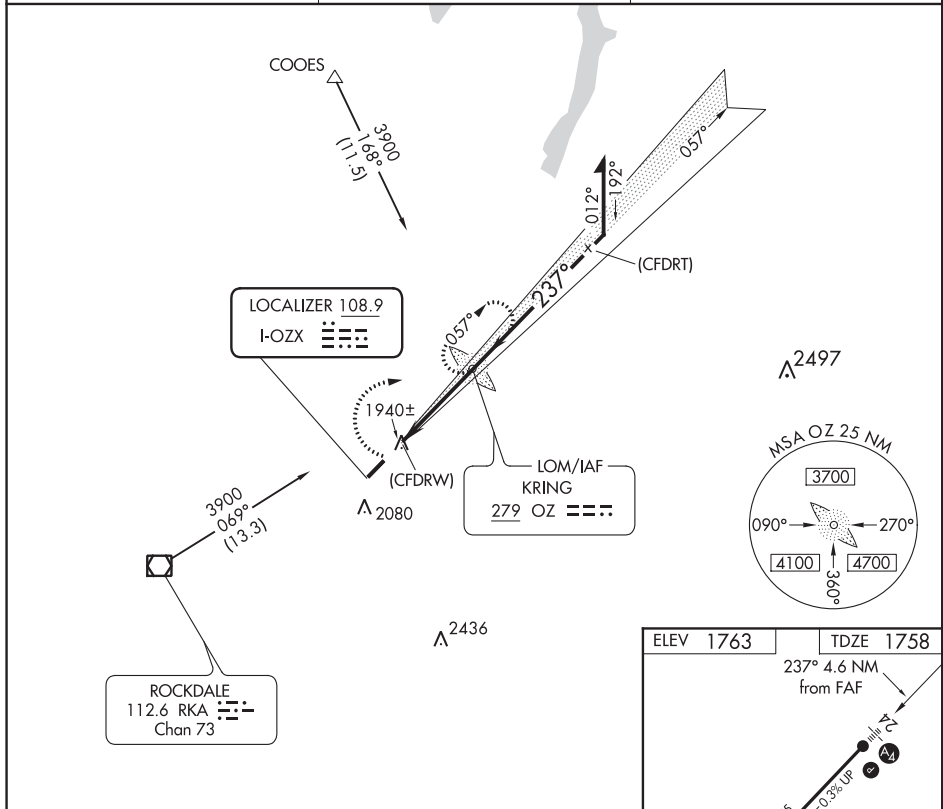
LOC RWY 24

ONEONTA MUNI (N66)

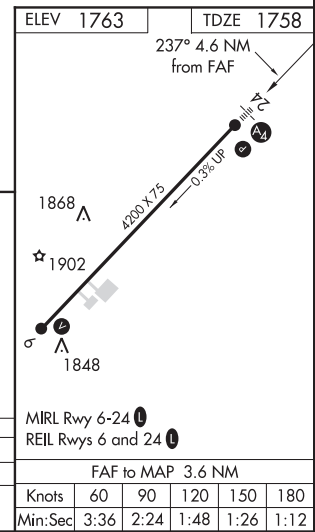
NA Inoperative table does not apply. ADF required. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet. Localizer unusable 3.6 NM after passing KRING LOM. Helicopter visibility reduction below 3/4 SM NA. Night Landing: Rwy 6 NA.

MALS MISSED APPROACH: Climbing right turn to 3900 direct KRING LOM and hold, continue climb-in-hold to 3900.

AWOS-3 119.575	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-24	2220-1 1/4	462 (500-1 1/4)		NA
CIRCLING	2340-1 1/4 577 (600-1 1/4)	2380-1 1/4 617 (700-1 1/4)		NA



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2221
074°	TDZE	39
	Apt Elev	40

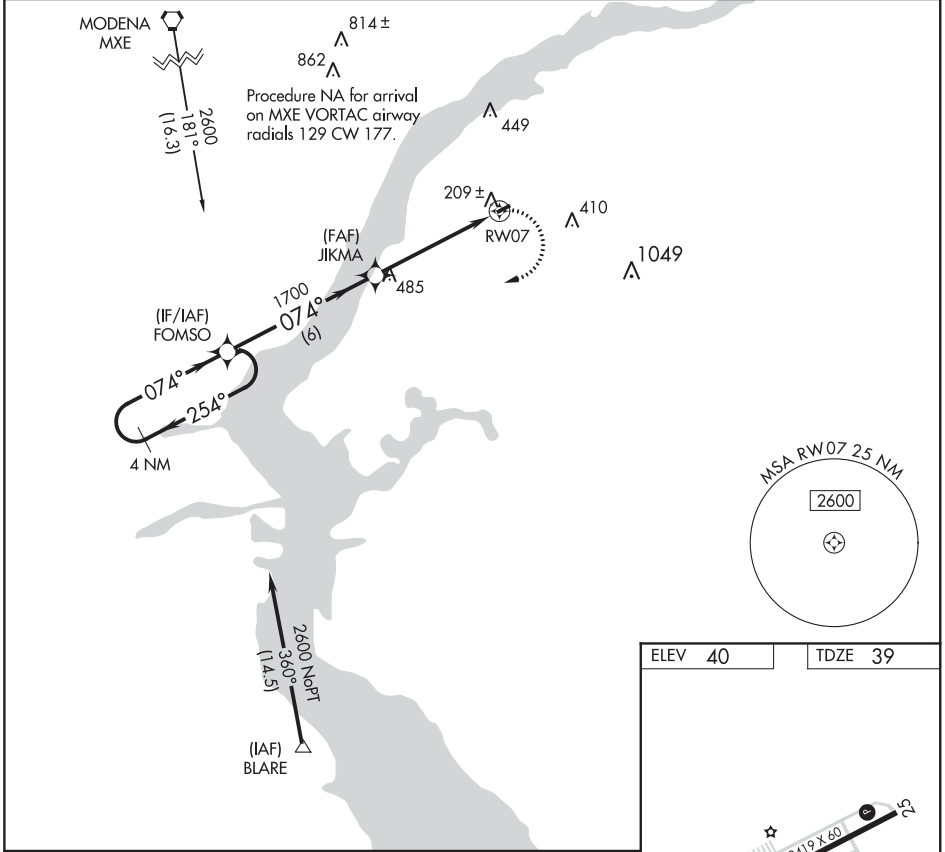
RNAV (GPS) RWY 7

SPITFIRE AERODROME (7N7)

NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Philadelphia Intl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2600 direct FOMSO WP and hold.

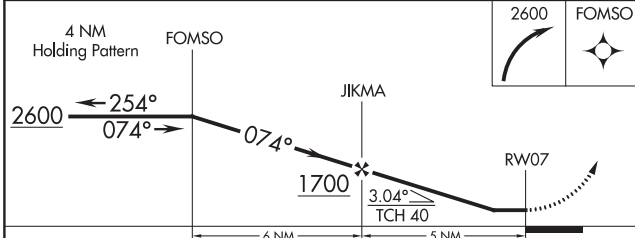
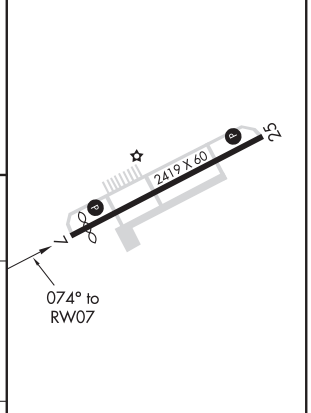
PHILADELPHIA ASOS 122.95	PHILADELPHIA APP CON 119.75 269.25	UNICOM 122.7 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 40	TDZE 39
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CATEGORY	A	B	C	D
LNAV MDA	540-1	501 (500-1)		NA
CIRCLING	600-1	560 (600-1)		NA

REIL Rwy 7 and 25 **1**
MIRL Rwy 7-25 **1**

PEDRICKTOWN, NEW JERSEY

AL-9012 (FAA)

13346

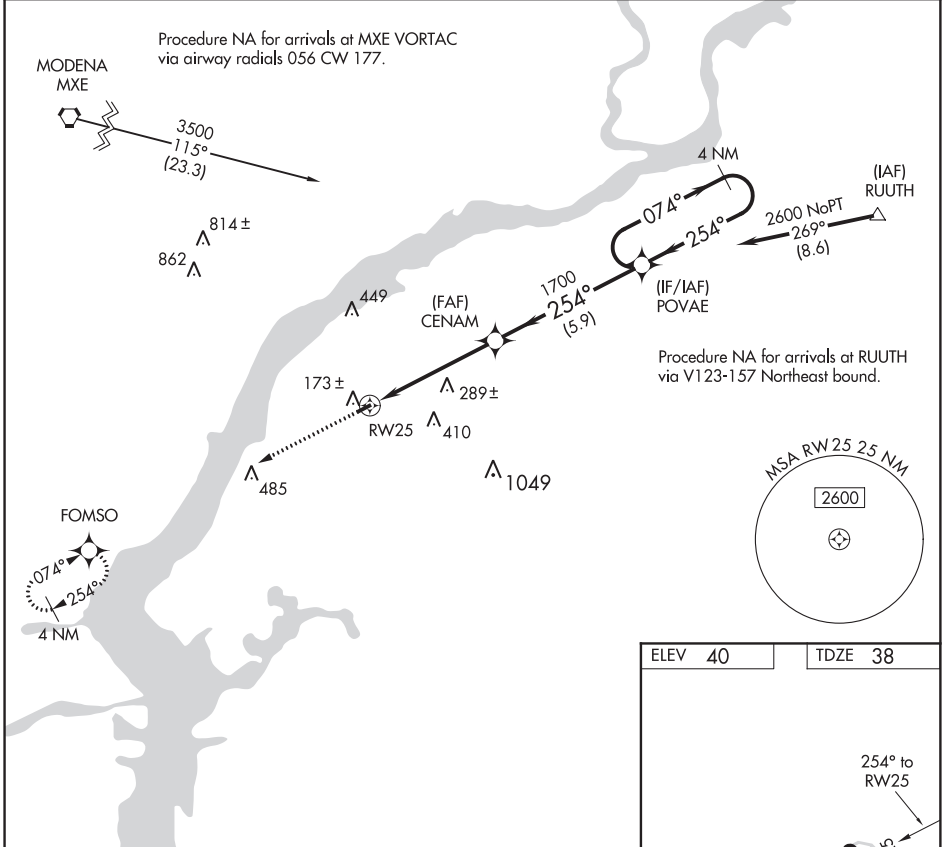
APP CRS 254°	Rwy Idg TDZE Apt Elev	2419 38 40
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RNAV (GPS) RWY 25

SPITFIRE AERODROME (7N7)

▽ △ NA	DME/DME RNP-0.3 NA. Use Philadelphia Intl altimeter setting.	MISSED APPROACH: Climb to 2600 direct FOMSO and hold.
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PHILADELPHIA ASOS 122.95	PHILADELPHIA APP CON 119.75 269.25	UNICOM 122.7 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 40	TDZE 38
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REIL Rwy 7 and 25 0
MIRL Rwy 7-25 0

2600	FOMSO			
↑	✧			
RWY 25		CENAM	POVAE	4 NM Holding Pattern
5.1 NM		5.9 NM	1700	2600
3.03° TCH 30		254°	074°	254°
		VGSI and descent angles not coincident.		
CATEGORY	A	B	C	D
LNAV MDA	580-1	542 (600-1)		NA
CIRCLING	600-1	560 (600-1)		NA

PEDRICKTOWN, NEW JERSEY
Amdt 1 10266

39°44'N - 75°24'W

RNAV (GPS) RWY 25

WAAS CH 99507 W01A	APP CRS 009°	Rwy ldg TDZE Apt Elev	5499 990 990
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RNAV (GPS) RWY 1

PENN YAN (P'EO)

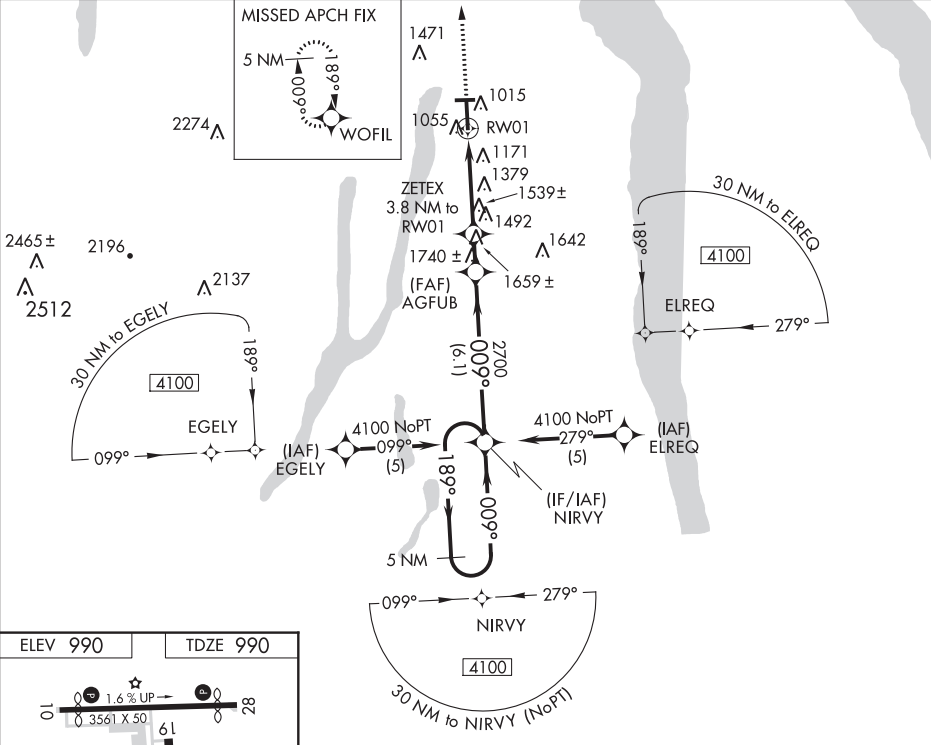
⚠ When local altimeter setting not received, use Elmira altimeter setting and increase LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility ¼ mile, LNAV and Circling Cat A visibility ¼ mile, and LNAV and Circling Cats C and D visibility ½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 4000 direct WOFIL and hold, continue climb in hold to 4000.

ASOS
121.175

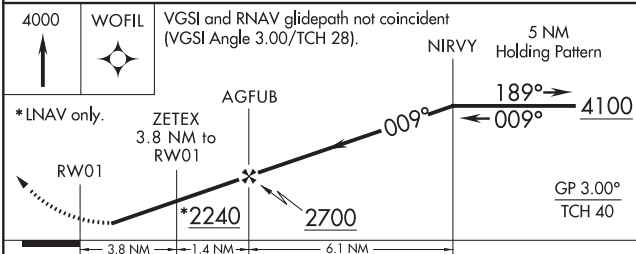
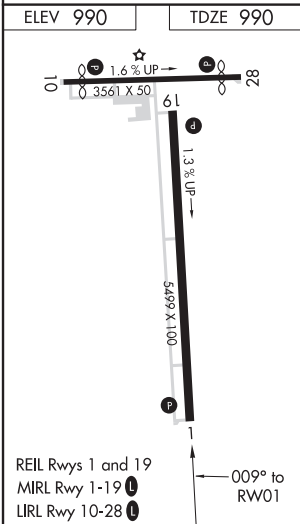
ELMIRA APP CON*
124.3 257.8

UNICOM
123.0 (CTAF)



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1360-1½ 370 (400-1½)			
LNAV MDA	1800-1 810 (900-1)	1800-1¼ 810 (900-1¼)	1800-2¼ 810 (900-2¼)	1800-2½ 810 (900-2½)
CIRCLING	1800-1 810 (900-1)	1800-1¼ 810 (900-1¼)	1800-2¼ 810 (900-2¼)	1800-2½ 810 (900-2½)

RNAV (GPS) RWY 19

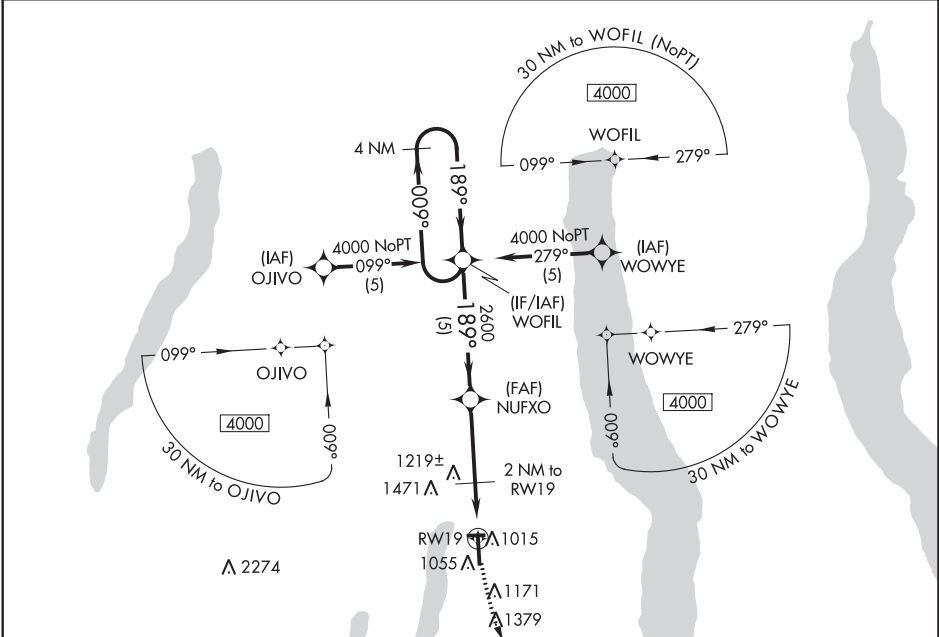
PENN YAN (PEO)

APP CRS 189°	Rwy Idg 5499 TDZE 968 Apt Elev 990
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⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 80 feet.
⚠ Increase S-19 Cats C/D, and Circling Cats C/D visibility ¼ mile.

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

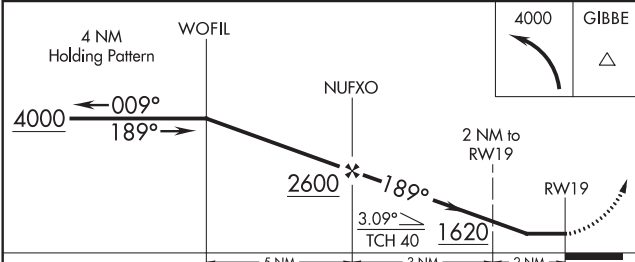
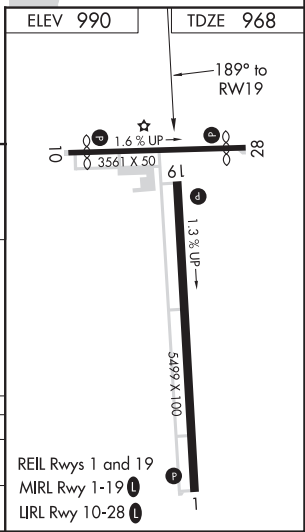
ASOS 121.175	ELMIRA APP CON* 124.3 257.8	UNICOM 123.0 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 990	TDZE 968
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CATEGORY	A	B	C	D
LNVA MDA	1400-1	432 (500-1)	1400-1½ 432 (500-1½)	1400-1½ 432 (500-1½)
CIRCLING	1480-1 490 (500-1)	1600-1 610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)

REIL Rwy 1 and 19
MIRL Rwy 1-19
LRL Rwy 10-28

NDB PYA 260	APP CRS 285°	Rwy Idg TDZE Apt Elev	3178 901 990
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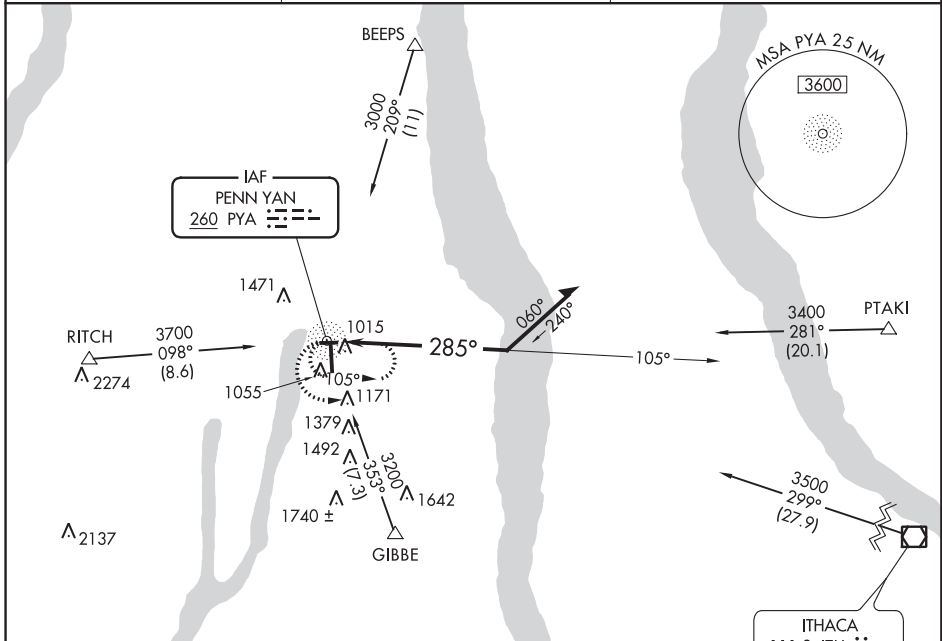
NDB RWY 28

PENN YAN (P/E/O)

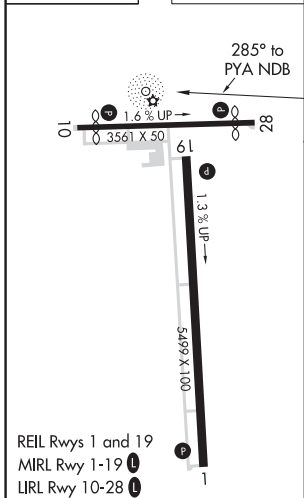
NA When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 80 feet. Increase S-28 Cats B/C/D and Circling Cats B/C/D visibility 1/4 mile.

MISSED APPROACH: Climbing left turn to 3000 in PYA NDB holding pattern.

ASOS 121.175	ELMIRA APP CON* 124.3 257.8	UNICOM 123.0 (CTAF)
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ELEV 990	TDZE 901
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3000	PYA	PYA NDB	Remain within 10 NM
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CATEGORY	A	B	C	D
S-28	1600-1	699 (700-1)	1600-2 699 (700-2)	1600-2½ 699 (700-2½)
CIRCLING	1600-1	610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

PISECO, NEW YORK

AL-10612 (FAA)

14345

WAAS CH 86328 W04A	APP CRS 045°	Rwy ldg TDZE Apt Elev	3016 1703 1703
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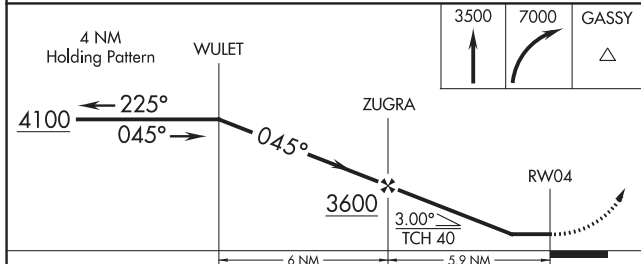
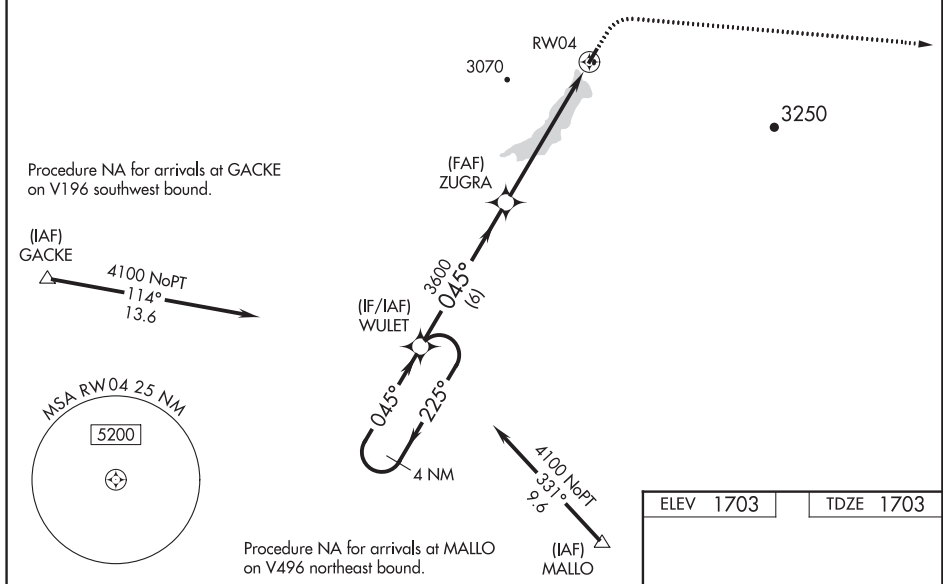
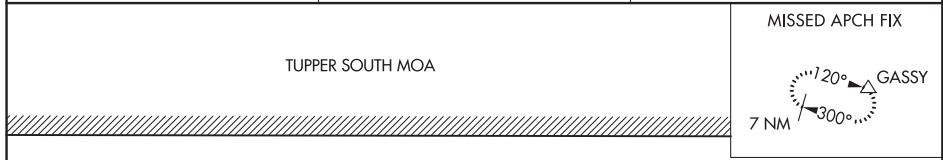
RNAV (GPS) RWY 4

PISECO (K09)

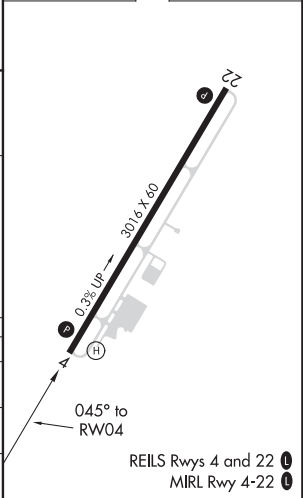
⚠ NA Use Griffiss Intl altimeter setting; when not received, use Glenn Falls altimeter setting and increase all MDA 40 feet. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 then climbing right turn to 7000 direct GASSY and hold.

GRIFFISS INTL ASOS-3 118.7	BOSTON APP CON 135.25 377.1	UNICOM 122.8 (CTAF) 0
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ELEV 1703	TDZE 1703
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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

PISECO, NEW YORK
Orig-A 11DEC14

43°27'N-74°31'W

RNAV (GPS) RWY 4

PISECO (K09)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

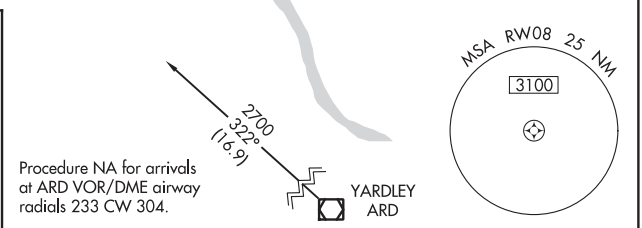
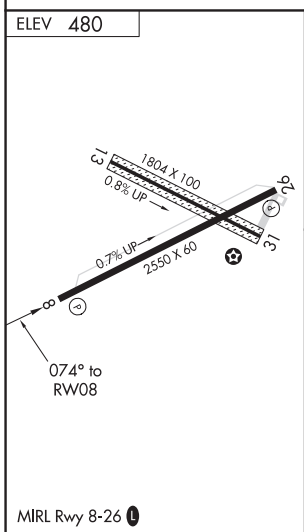
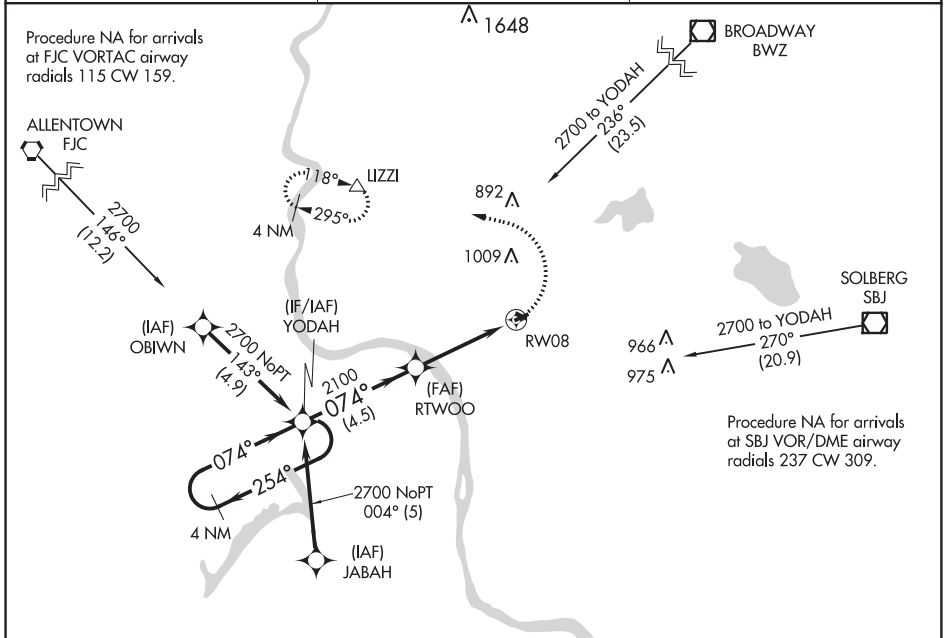
APP CRS	Rwy Idg	N/A
074°	TDZE	N/A
	Apt Elev	480

RNAV (GPS)-A

ALEXANDRIA (N85)

<p>▼ 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.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct LIZZI and hold, continue climb-in-hold to 3000.</p>
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<p>ALLENTOWN APP CON</p> <p>119.65 124.45 397.7</p>	<p>UNICOM</p> <p>122.975 (CTAF)</p>	<p>121.8 0</p>
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4 NM Holding Pattern	YODAH	RTWOO	3000	LIZZI
<p>2700 ← 254°</p> <p>074° →</p>		<p>074°</p>	<p>3000</p>	<p>LIZZI</p> <p>▲</p>
		<p>2100</p>		
		<p>4.5 NM</p>	<p>4 NM</p>	
		<p>3.77%</p> <p>TCH 30</p>		

CATEGORY	A	B	C	D
C CIRCLING	1240-1 760 (800-1)			NA

NE-2, 10 NOV 2016 to 05 JAN 2017

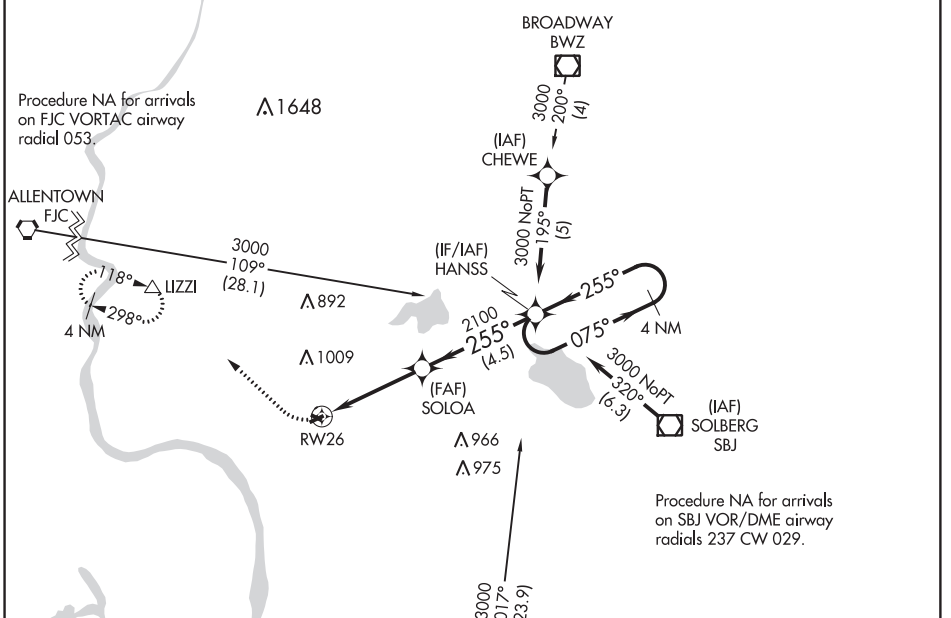
NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy ldg	NA
255°	TDZE	NA
	Apt Elev	480

RNAV (GPS)-B

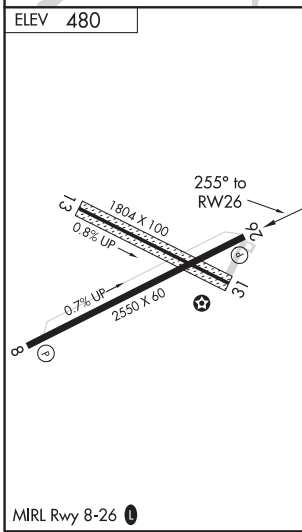
ALEXANDRIA (N85)

<p>▽ 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.</p>	<p>MISSED APPROACH: Climbing right turn 3000 direct LIZZI and hold.</p>
<p>ALLENTOWN APP CON 119.65 124.45 397.7</p>	<p>UNICOM 122.975 (CTAF)</p>
<p>122.8 0</p>	



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



<p>3000</p> <p>LIZZI</p> <p>△</p>	<p>4 NM</p> <p>HANSS</p> <p>4 NM Holding Pattern</p>
<p>3000</p> <p>SOLOA</p> <p>2100</p> <p>255°</p> <p>075°</p> <p>3000</p>	<p>4 NM</p> <p>SOLOA</p> <p>2100</p> <p>255°</p> <p>075°</p> <p>3000</p>
<p>4 NM</p>	<p>4.5 NM</p>
<p>CATEGORY</p> <p>A</p>	<p>B</p>
<p>CIRCLING</p> <p>1240-1</p> <p>760 (800-1)</p>	<p>NA</p>

PITTSFOWN, NEW JERSEY

AL-5803 (FAA)

16091

APP CRS	Rwy Idg	2900
067°	TDZE	558
	Apt Elev	560

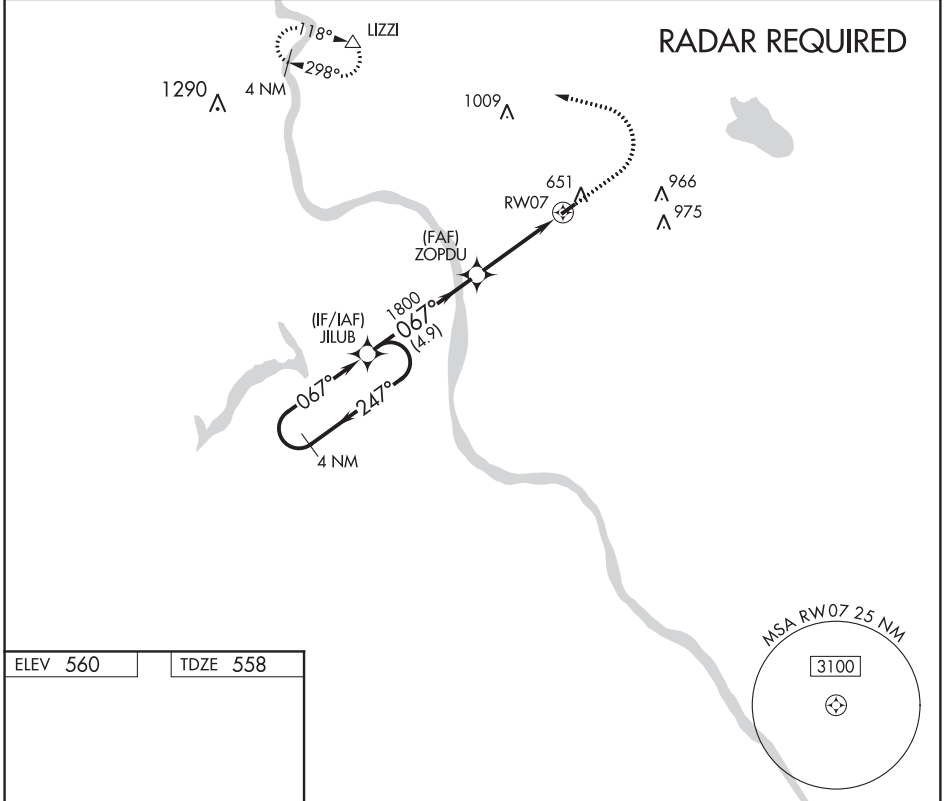
RNAV (GPS) RWY 7

SKY MANOR (N40)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Lehigh Valley altimeter setting; when not received use Trenton altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct LIZZI and hold.

LEHIGH VALLEY INTL ASOS 126.975	ALLENTOWN APP CON 119.65 124.45 397.9	GCO 121.725	UNICOM 122.975 (CTAF) 0
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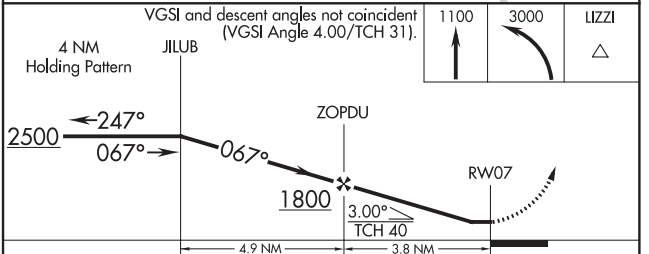
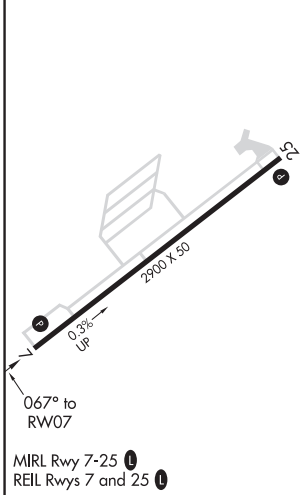


RADAR REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 560	TDZE 558
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CATEGORY	A	B	C	D
LNAV MDA	1080-1 522 (600-1)		NA	
C CIRCLING	1140-1 580 (600-1)		NA	

PITTSFOWN, NEW JERSEY

Amdt 1 07JAN16

40°34'N-74°59'W

SKY MANOR (N40)

RNAV (GPS) RWY 7

PITTSWOWN, NEW JERSEY

AL-5803 (FAA)

16035

WAAS Ch 50427 W25A	APP CRS 247°	Rwy Idg TDZE 558 Apt Elev 560	2900
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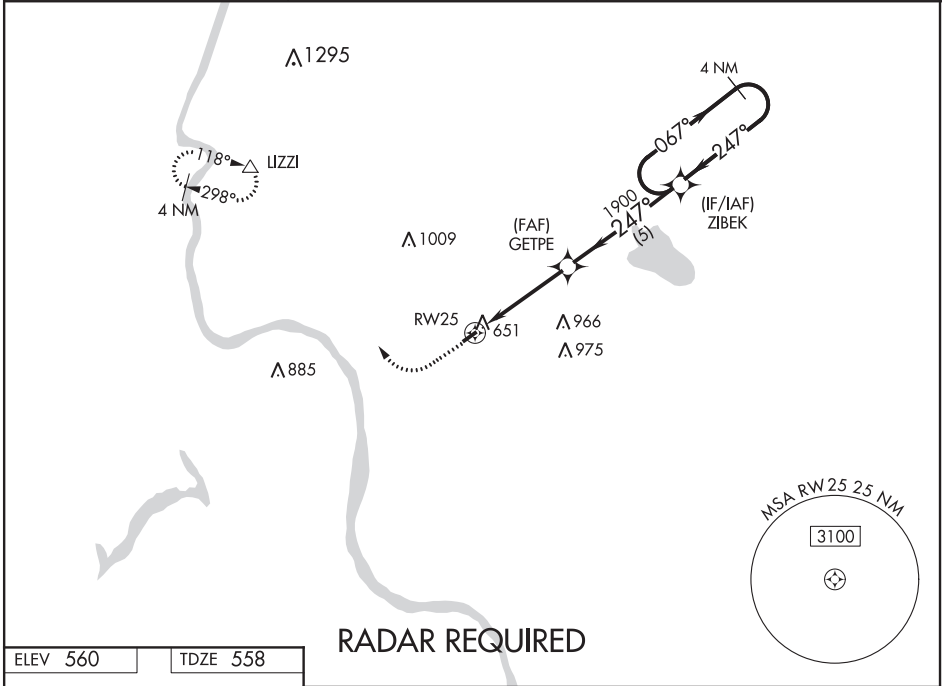
RNAV (GPS) RWY 25

SKY MANOR (N40)

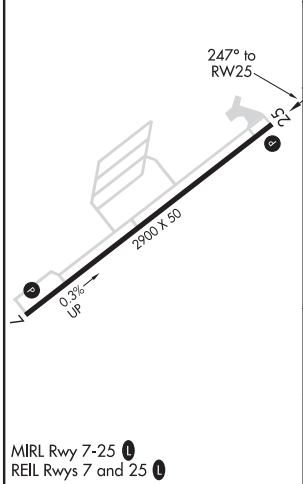
⚠ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Lehigh Valley Intl altimeter setting, when not received, use Trenton altimeter setting and increase all MDA 20 feet.

⚠ MISSED APPROACH: Climb to 1200 then descending right turn to 3000 direct LIZZI and hold.

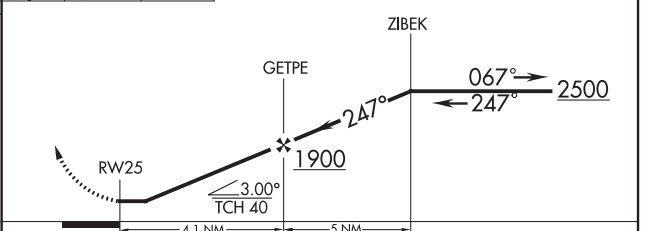
LEHIGH VALLEY INTL ASOS 126.975	ALLENTOWN APP CON 119.65 124.45 397.9	GCO 121.725	UNICOM 122.975 (CTAF) 0
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ELEV 560	TDZE 558
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1200 **3000** **LIZZI** **VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 29).** **4 NM Holding Pattern**



CATEGORY	A	B	C	D
LP MDA	1080-1 522 (600-1)		NA	
LNAV MDA	1160-1 602 (600-1)		NA	
CIRCLING	1160-1 600 (600-1)		NA	

PITTSWOWN, NEW JERSEY
Orig-A 11DEC14

40°34'N-74°59'W
421

RNAV (GPS) RWY 25

SKY MANOR (N40)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

PITTSWOWN, NEW JERSEY

AL-5803 (FAA)

16091

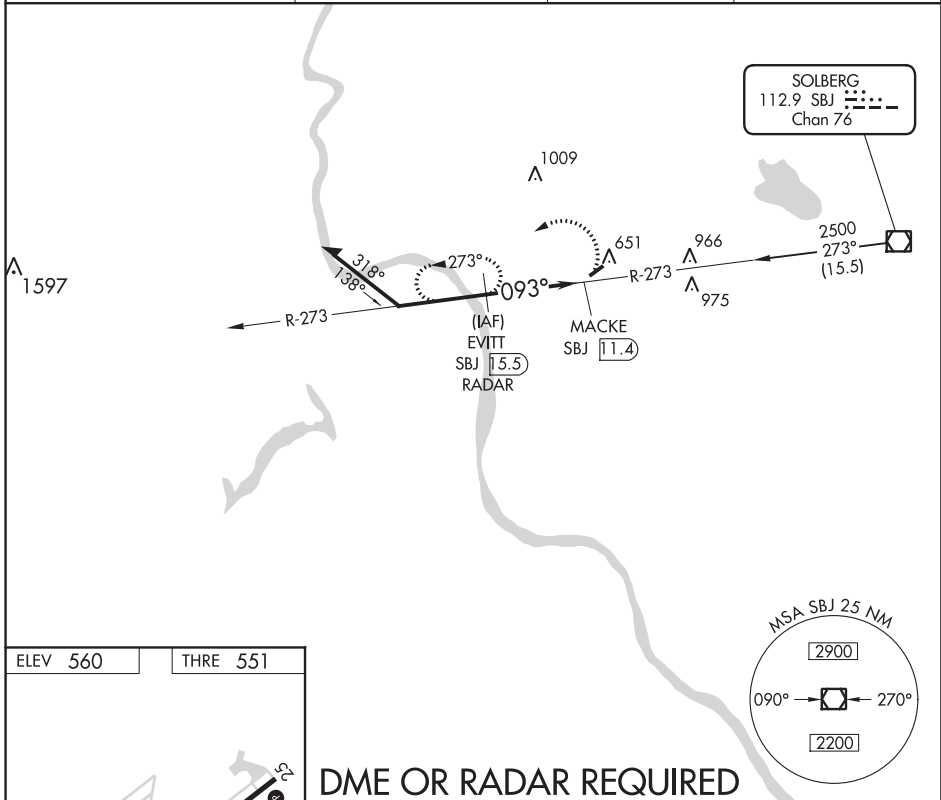
VOR/DME SBJ	APP CRS	Rwy Idg	2900
112.9	093°	THRE	551
Chan 76		Apt Elev	560

VOR RWY 7
SKY MANOR (N40)

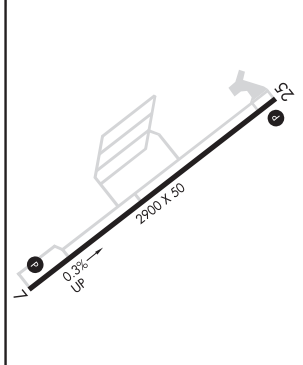
NA DME or radar required. Procedure NA at night. Visibility reduction by helicopters NA. Use Lehigh Valley Intl altimeter setting, when not received, use Trenton altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2500 on SBJ VOR/DME R-273 to EVITT/SBJ 1.5.5 DME/RADAR and hold.

LEHIGH VALLEY INTL ASOS 126.975	ALLENTOWN APP CON 119.65 124.45 397.9	GCO 121.725	UNICOM 122.975 (CTAF) 0
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ELEV 560	THRE 551
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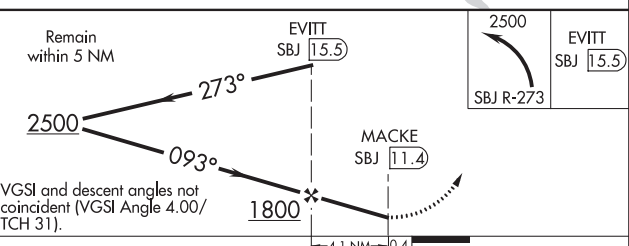


MIRL Rwy 7-25 0
REIL Rwys 7 and 25 0

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

DME OR RADAR REQUIRED



CATEGORY	A	B	C	D
S-7	1220-1 669 (700-1)		NA	
CIRCLING	1220-1 660 (700-1)		NA	

PITTSWOWN, NEW JERSEY
Amdt 3 31MAY12

40°34'N-74°59'W

SKY MANOR (N40)
VOR RWY 7

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-FQV 109.7 Chan 34	APP CRS 352°	Rwy Idg 11759 TDZE 177 Apt Elev 234
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ILS or LOC RWY 35

PLATTSBURGH INTL (PBG)

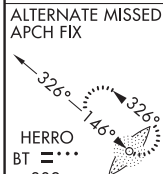
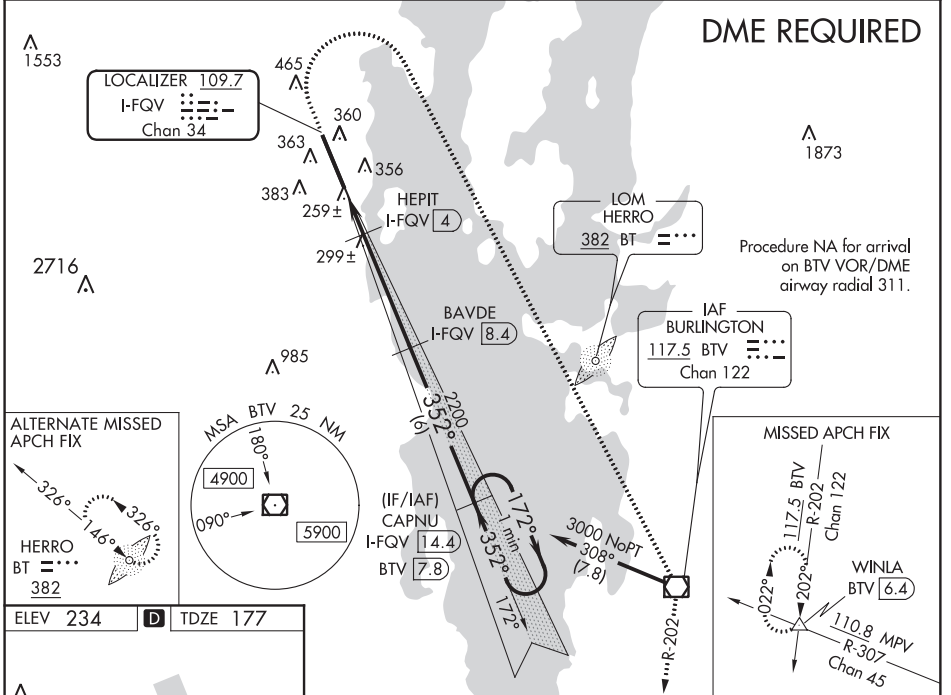
VDP NA with Burlington altimeter setting. When local altimeter setting not received, use Burlington altimeter setting and increase DA 54 feet and all MDA 60 feet; increase S-LOC 35 Cats C/D visibility 1/8 mile and Circling Cats C/D visibility 1/4 mile. For inop MALSRL, increase S-LOC 35 Cats C/D visibility to 1 mile. For inop MALSRL when using Burlington altimeter setting, increase S-ILS 35 all Cats visibility to 3/8 mile. Increase S-LOC 35 Cat C/D visibility to 1 1/8 mile.

MALSRL

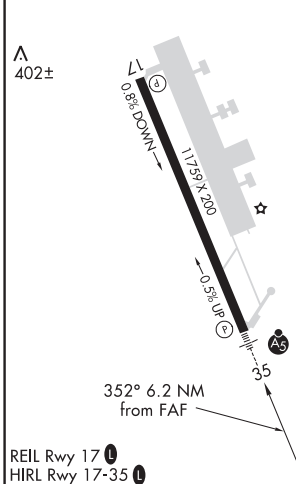
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct BTW VOR/DME and on BTW VOR/DME R-202 to WINLA INT/BTW 6.4 DME and hold.

ASOS 132.225	BURLINGTON APP CON ★ 121.1 278.8	CLNC DEL 121.85	UNICOM 122.7 (CTAF) 0
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DME REQUIRED



ELEV 234	D	TDZE 177
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700	3000	BTW	WINLA	One Minute Holding Pattern
↑	↪	□	△	
*LOC only	BAVDE I-FQV 8.4		CAPNU I-FQV 14.4	
I-FQV 2.1	*I-FQV 3.1	HEPIT I-FQV 4	2200	3000
↪	↪	↪	↪	↪
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)
C 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)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40402 W17A	APP CRS 172°	Rwy Idg TDZE 234 Apt Elev 234	11759
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RNAV (GPS) RWY 17

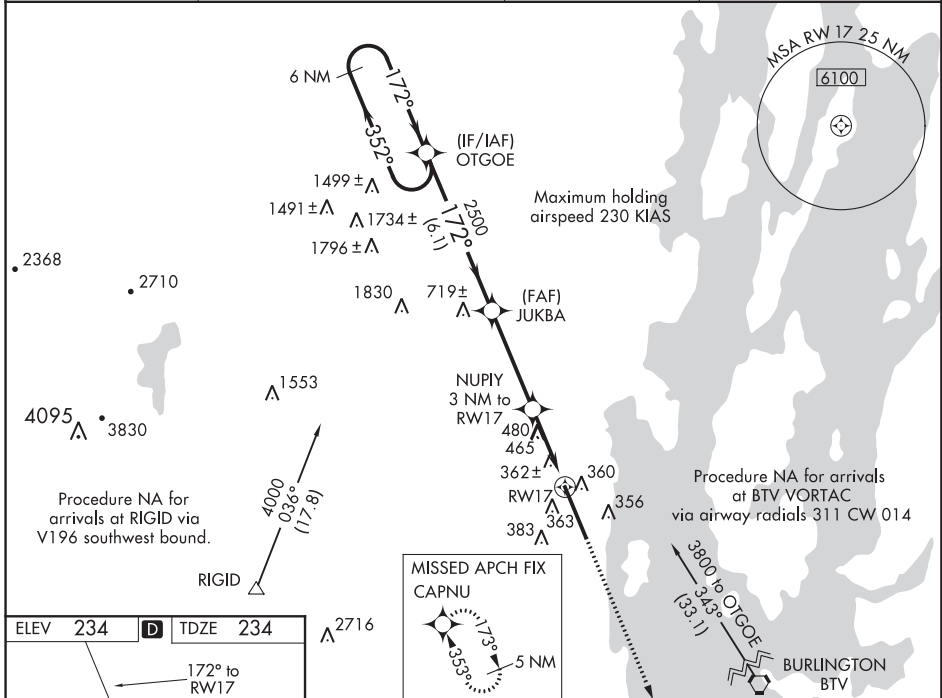
PLATTSBURGH INTL (PBG)

NA When local altimeter setting not received, use Burlington Intl altimeter setting and increase all DA 54 feet, all MDA 60 feet, LPV all Cats visibility 1/4 mile, LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cats C, D and E visibility 1/4 mile and Circling Cat C visibility 1/4 mile. VDP NA when using Burlington Intl altimeter setting. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

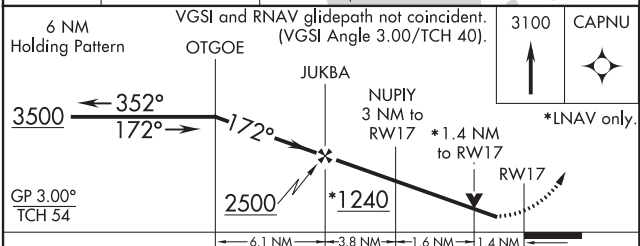
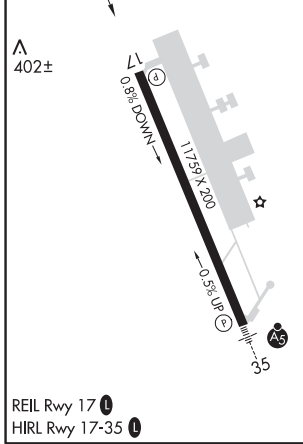
ALSF-1 MISSED APPROACH: Climb to 3100 direct CAPNU and hold.

A1 -28°C/-18°F

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 234
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CATEGORY	A	B	C	D	E
LPV DA	561-1 327 (400-1)				
LNAV/VNAV DA	706-1 5/8 472 (500-1 5/8)				
LNAV MDA	740-1	506 (600-1)	740-1 3/8	506 (600-1 3/8)	
CIRCLING	740-1	506 (600-1)	780-1 1/2 546 (600-1 1/2)	800-2 566 (600-2)	980-2 3/4 746 (800-2 3/4)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78003 W35A	APP CRS 353°	Rwy Idg 11759 TDZE 177 Apt Elev 234
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RNAV (GPS) RWY 35

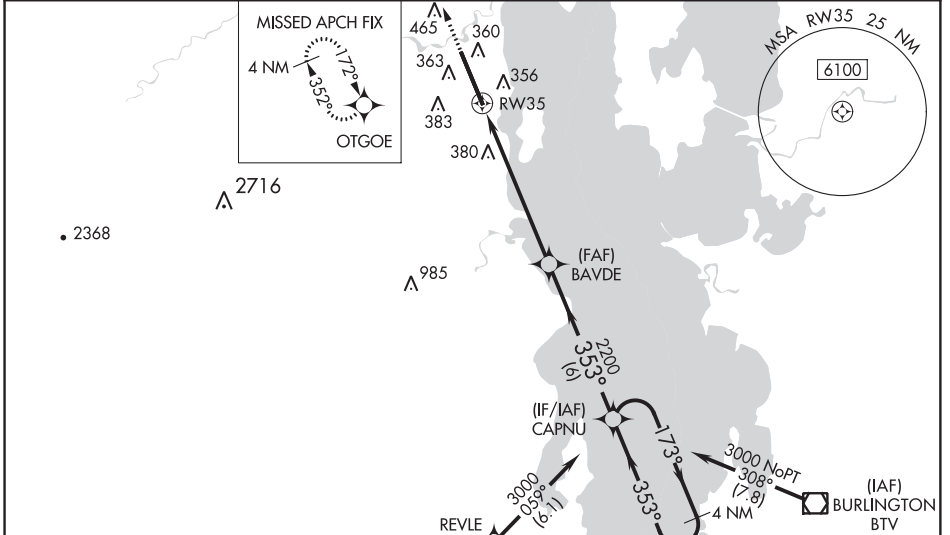
PLATTSBURGH INTL (PBG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV and LNAV/VNAV all Cats visibility to ¾ mile. For inop MALSR when using Burlington altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to 1 mile. When local altimeter setting not received, use Burlington altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility to ¾ mile, LNAV Cats C, D visibility to 1¼ mile, and increase Circling Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Burlington Intl altimeter setting.

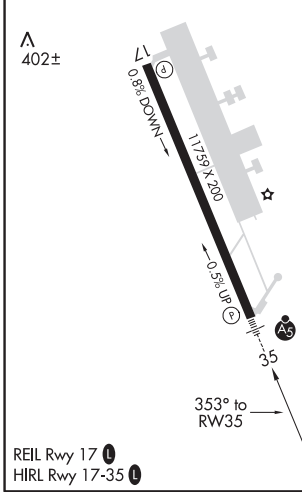
MALSR
Ⓜ

MISSED APPROACH:
Climb to 3500 direct OTGOE and hold, continue climb-in-hold to 3500.

ASOS 132.225	BURLINGTON APP CON ★ 121.1 278.8	CLNC DEL 121.85	UNICOM 122.7 (CTAF) 0
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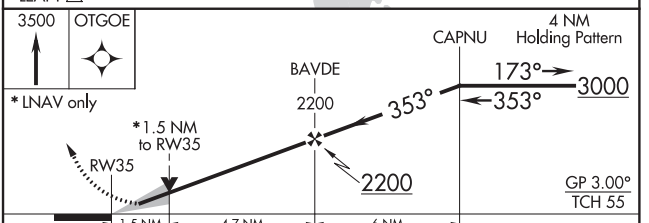


ELEV 234	D TDZE 177
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Procedure NA for arrivals on BTW VORTAC airway radials 311 CW 014.

Procedure NA for arrivals at LEAFY on V489 southbound.



CATEGORY	A	B	C	D
LPV DA		427-½	250 (200-½)	
LNAV/VNAV DA		434-½	257 (200-½)	
LNAV MDA	700-½	523 (500-½)	700-1	523 (500-1)
C CIRCLING	720-1 486 (600-1)	740-1 506 (600-1)	800-1½ 566 (700-1½)	960-2¼ 726 (800-2¼)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-729 (FAA)

PLATTSBURGH INTL (PBG)
PLATTSBURGH, NEW YORK

ASOS
132.225
CTAF/UNICOM
122.7
CLNC DEL
121.85

D

TERMINAL

44°40.0'N

FIELD
ELEV
234

171.9°

0.8% DOWN



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° E

11759 X 200

CARGO RAMP

FIRE STATION

FBO

GA RAMP

HANGARS

44°39.0'N

RWY 17-35
PCN 57 F/C/W/T
5-119, D-174, 2S-175, 2D-510,
2D/2D2-780

C

CR

0.5% UP

351.9°

ELEV
160

35

73°29.0'W

73°28.0'W

73°27.0'W

44°38.0'N

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

PLATTSBURGH, NEW YORK
PLATTSBURGH INTL (PBG)

APP CRS 238°	Rwy Idg 3703
	TDZE 474
	Apt Elev 474

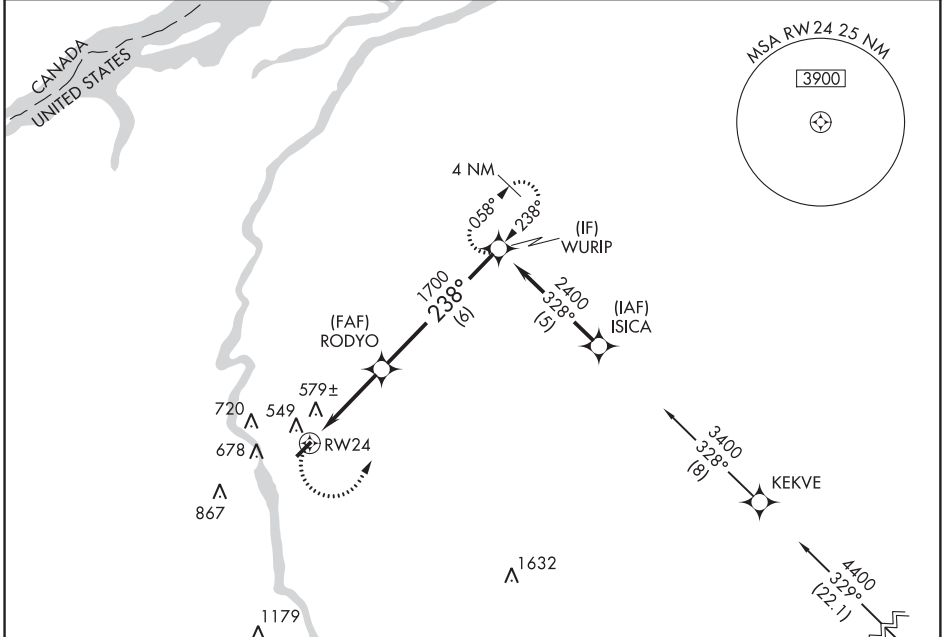
RNAV (GPS) RWY 24

POTSDAM MUNI (DAMON FIELD) (PTD)

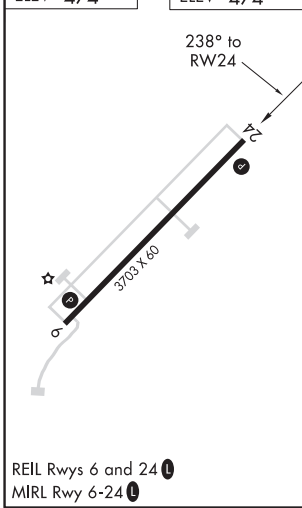
NA DME/DME RNP-0.3 NA. If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

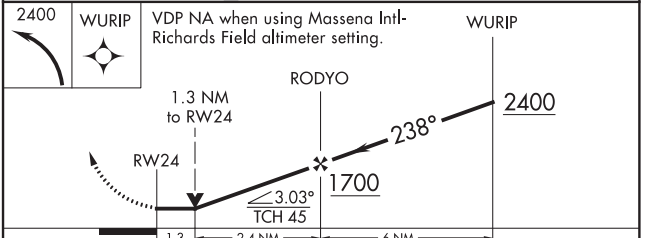
AWOS-3 118.325	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) 0
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ELEV 474	ELEV 474
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Procedure NA for arrival at SLK VOR/DME on airway radials 339 CW 022.



CATEGORY	A	B	C	D
LNAV MDA	880-1 406 (500-1)		880-1 1/4 406 (500-1 1/4)	NA
CIRCLING	880-1 406 (500-1)	1040-1 566 (600-1)	1040-1 1/2 566 (600-1 1/2)	NA

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NE-2, 10 NOV 2016 to 05 JAN 2017

POTSDAM, NEW YORK

AL-5837 (FAA)

16119

NDB PTD 400	APP CRS 239°	Rwy Idg TDZE Apt Elev	3703 474 474
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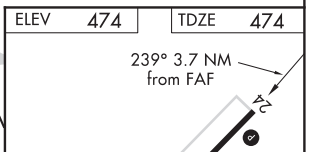
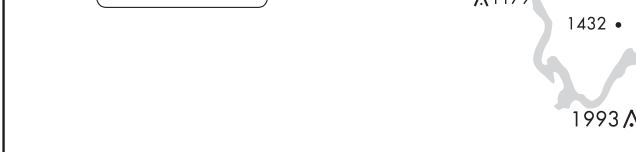
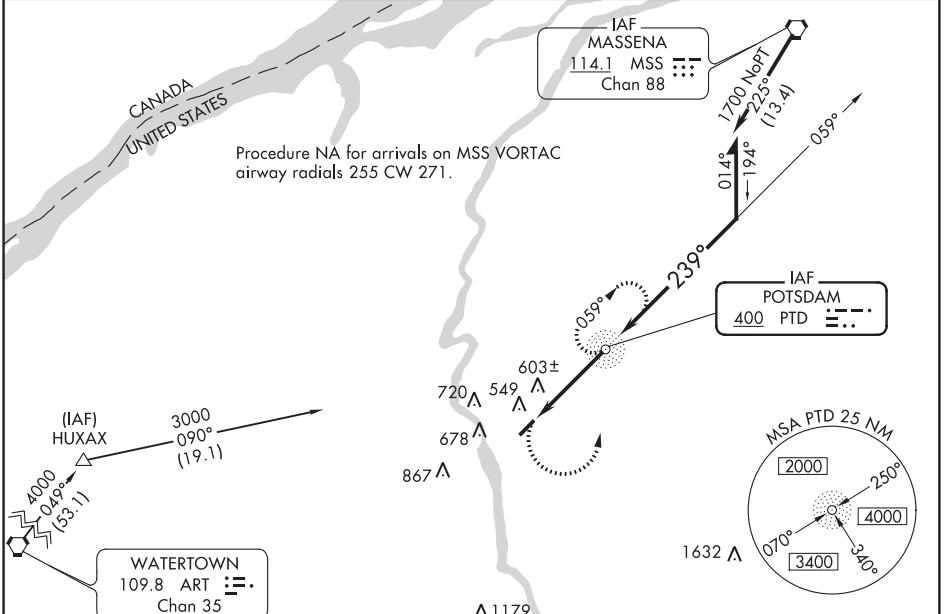
NDB RWY 24

POTSDAM MUNI (DAMON FIELD) (PTD)

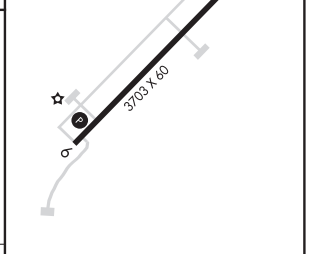
NA When local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet. Increase S-24 and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2400 direct PTD NDB and hold.

AWOS-3 118.325	BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF)
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2400 PTD	PTD NDB	Remain within 10 NM
2400	1700	
059°	239°	
3.05° TCH 45		



CATEGORY	A	B	C	D
S-24	960-1	486 (500-1)	960-1 3/8 486 (500-1 3/8)	NA
CIRCLING	960-1 486 (500-1)	1040-1 566 (600-1)	1040-1 1/2 566 (600-1 1/2)	NA

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

POTSDAM, NEW YORK
Amdt 5B 28APR16

44°41'N - 74°57'W

POTSDAM MUNI (DAMON FIELD) (PTD)
NDB RWY 24

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC I-POU 111.3	APP CRS 063°	Rwy Idg TDZE Apt Elev	5001 156 164
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ILS or LOC RWY 6

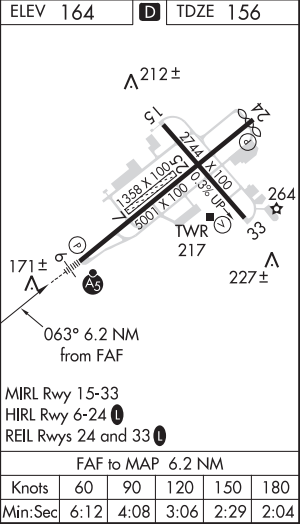
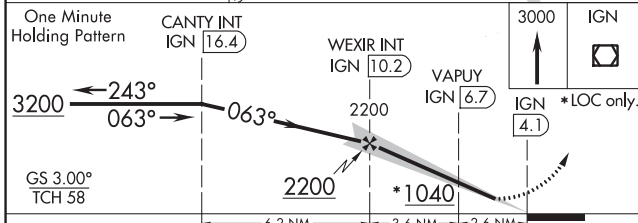
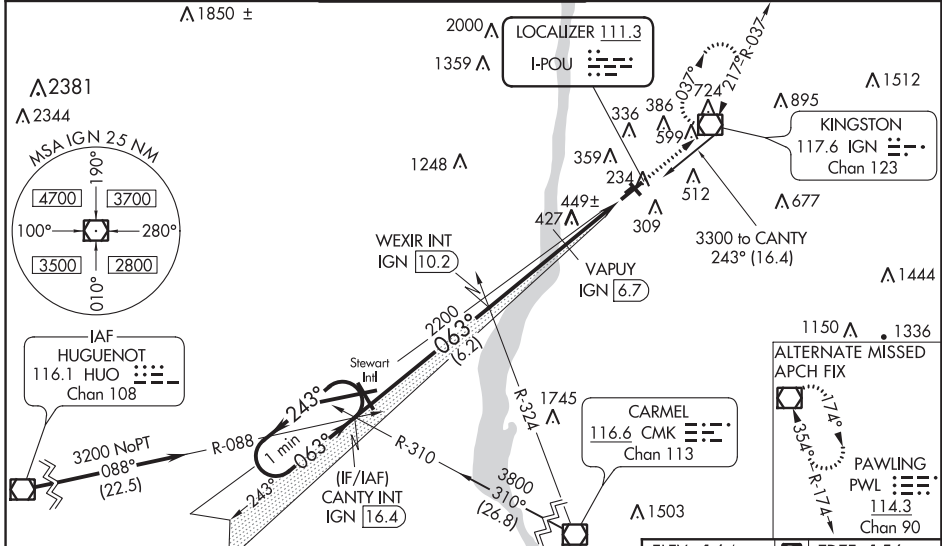
DUTCHESS COUNTY (POU)

NA Inop table does not apply to S-ILS 6 all Cats and VAPUY fix minimums S-LOC 6 Cats A/B. For inop MALSRL, increase S-LOC 6 Cat A and VAPUY fix minimums Cat C visibility to 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 71 feet and all MDA 80 feet; increase S-ILS 6 all Cats, S-LOC 6 Cats B/C and Circling Cats B/C visibility 1/4 mile; increase VAPUY fix minimums S-LOC 6 Cats C/D and Circling Cats B/C/D visibility 1/4 mile. When using local or Montgomery altimeter setting, inop table does not apply to S-ILS 6 and VAPUY fix minimums S-LOC 6 Cats A/B. When using local or Montgomery altimeter setting, for inop MALSRL, increase S-LOC 6 Cat A visibility to 1/4 mile. Night landing: Rwy 15, 33 NA. Circling to Rwy 7, 25 NA. **DME from IGN VOR/DME.

MALSRL

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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CATEGORY	A	B	C	D
S-ILS 6	469-1 313 (400-1)			
S-LOC 6	1040-1 884 (900-1)	1040-2 1/4 884 (900-2 1/4)	1040-2 1/2 884 (900-2 1/2)	1040-3 884 (900-3)
CIRCLING	1040-1 1/4 876 (900-1 1/4)	1040-2 3/4 876 (900-2 3/4)	1040-3 876 (900-3)	
VAPUY FIX MINIMUMS **				
S-LOC 6	640-1 484 (500-1)			
CIRCLING	760-1 596 (600-1)	840-1 676 (700-1)	840-2 676 (700-2)	840-2 1/4 676 (700-2 1/4)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42910 W06A	APP CRS 063°	Rwy Idg TDZE Apt Elev	5001 156 164
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RNAV (GPS) RWY 6

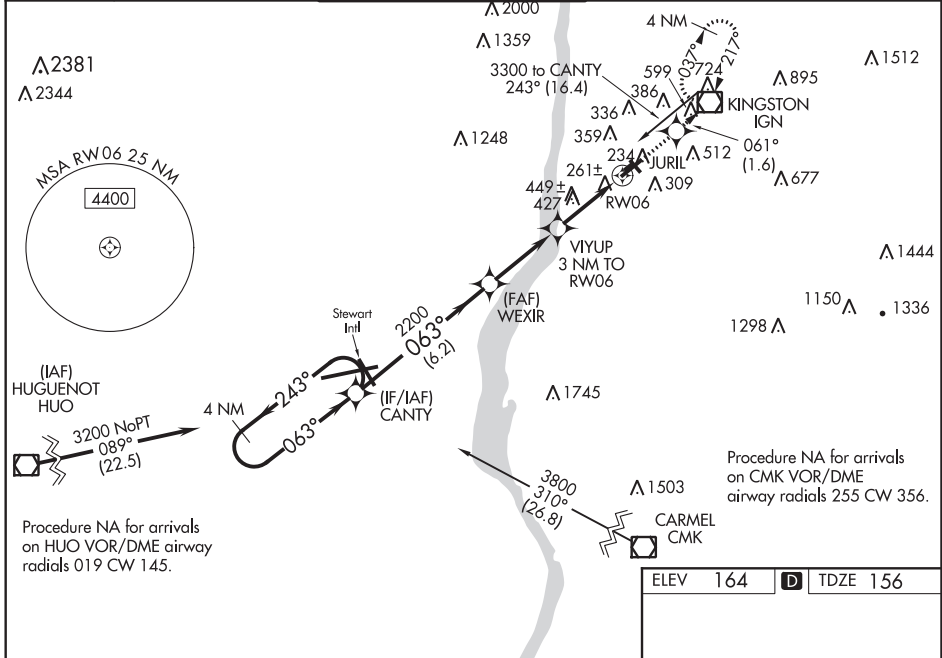
DUTCHESS COUNTY (POU)

⚠ Inop table does not apply to LNAV Cats A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Baro-VNAV NA when using Montgomery altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Montgomery altimeter setting and increase DA 71 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats B/C/D visibility ¼ mile. Inop table does not apply to LNAV Cats A/B. Night Landing: Rwy 15, 33 NA. Circling to Rwy 7, 25 NA.

MALSR

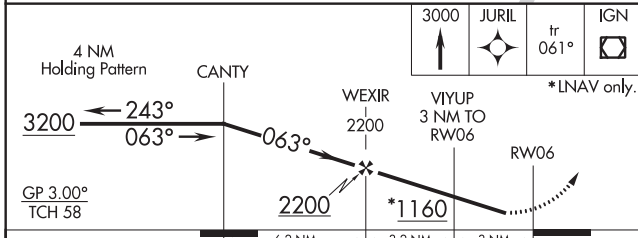
MISSED APPROACH:
 Climb to 3000 direct JURIL and on track 061° to IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 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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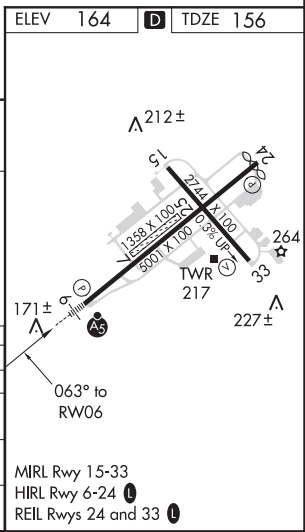


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		503-1	347 (400-1)	
LNAV/VNAV DA		738-1½	582 (600-1½)	
LNAV MDA		740-1 584 (600-1)		740-1 ¼ 584 (600-1¼)
CIRCLING	760-1 596 (600-1)	840-1 676 (700-1)	840-2 676 (700-1)	840-2 ¼ 676 (700-2¼)



APP CRS 243°	Rwy Idg TDZE Apt Elev	4886 157 164
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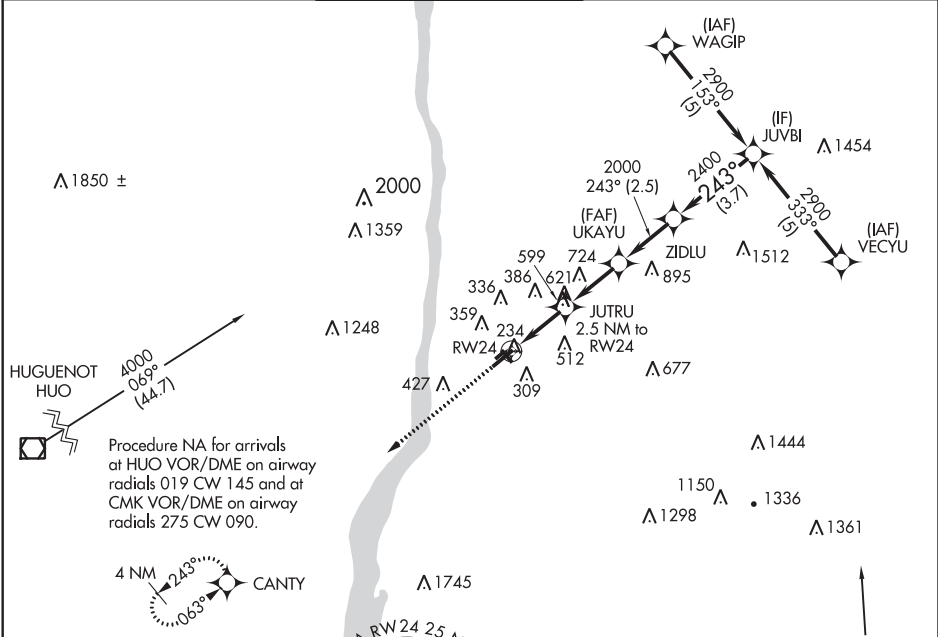
RNAV (GPS) RWY 24

DUTCHESS COUNTY (POU)

▼ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV and Circling Cats C and D visibility 1/4 mile. Night Landing: Rwy 15, 33 NA. Circling to Rwy 7, 25 NA.

MISSED APPROACH: Climb to 3200 direct CANTY and hold.

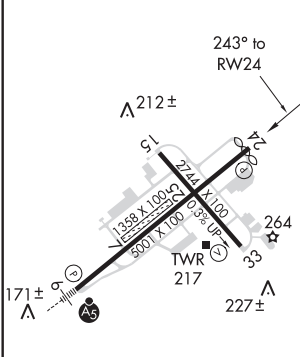
ATIS 126.75	NEW YORK APP CON 132.75 363.1	DUTCHESS COUNTY TOWER * 124.0 (CTAF) 0 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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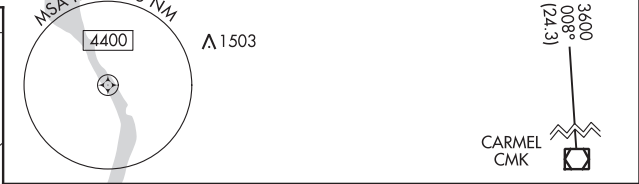
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 164	D	TDZE 157
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MIRL Rwy 15-33	HIRL Rwy 6-24	REL Rws 24 and 33
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3200	CANTY	JUVBI
↑	✧	✧
JUTRU 2.5 NM to RWY 24	UKAYU	ZIDLU
2.5 NM	2.5 NM	2.5 NM
1100	2000	2400
2.5 NM	2.5 NM	3.7 NM
3.39° TCH 57		
		2900
		Procedure Turn NA

CATEGORY	A	B	C	D
LNAV MDA	900-1 743 (800-1)	900-1 1/4 743 (800-1 1/4)	900-2 1/4 743 (800-2 1/4)	900-2 1/2 743 (800-2 1/2)
CIRCLING	900-1 736 (800-1)	900-1 1/4 736 (800-1 1/4)	900-2 1/4 736 (800-2 1/4)	900-2 1/2 736 (800-2 1/2)

VOR/DME IGN 117.6 Chan 123	APP CRS 242°	Rwy Idg TDZE 157 Apt Elev 164	4886
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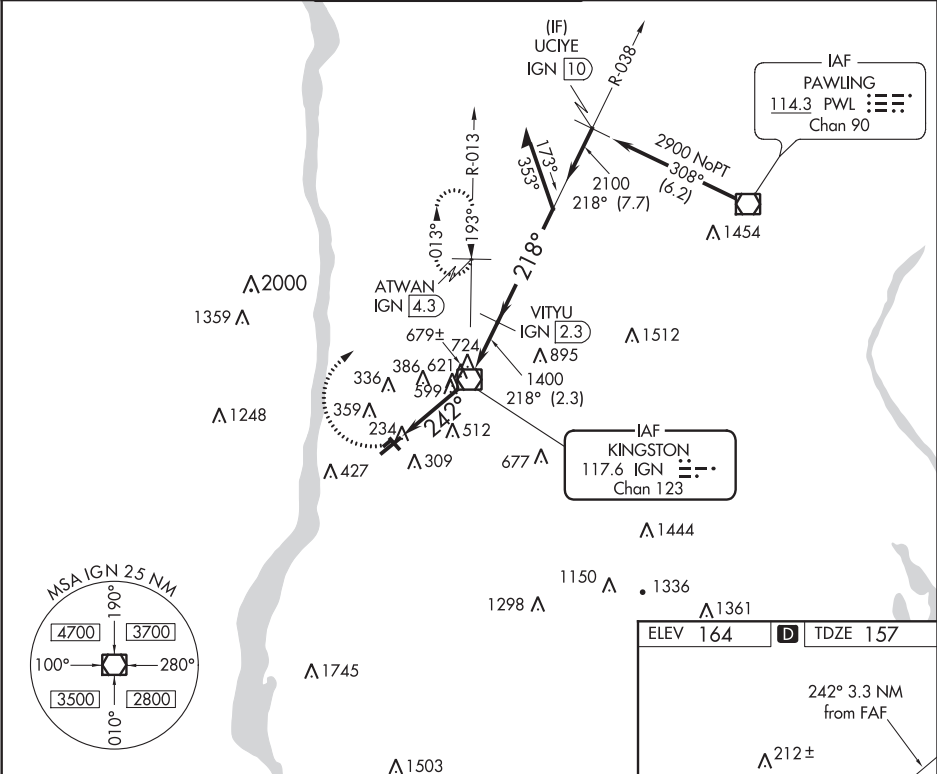
VOR/DME RWY 24

DUTCHESS COUNTY (POU)

⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, S-24 and Circling Cat C and D visibility 1/4 mile. Night Landing: Rwy 15, 33 NA. Circling to Rwy 7, 25 NA.

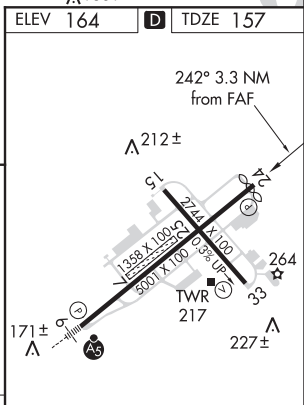
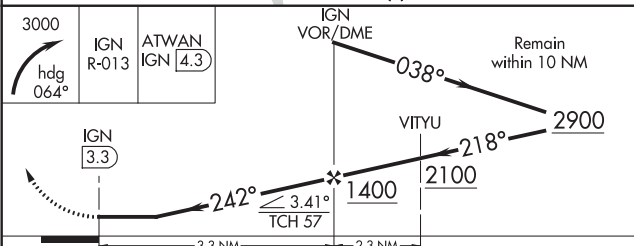
MISSED APPROACH: Climbing right turn to 3000 via heading 064° and IGN VOR/DME R-013 to ATWAN/4.3 DME and hold, continue climb-in-hold to 3000.

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
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-24	940-1 783 (800-1)	940-1 1/4 783 (800-1 1/4)	940-2 1/4 783 (800-1 1/4)	940-2 1/2 783 (800-2 1/2)
CIRCLING	940-1 776 (800-1)	940-1 1/4 776 (800-1 1/4)	940-2 1/4 776 (800-2 1/4)	940-2 1/2 776 (800-2 1/2)

MIRL Rwy 15-33
HIRL Rwy 6-24
REIL Rws 24 and 33

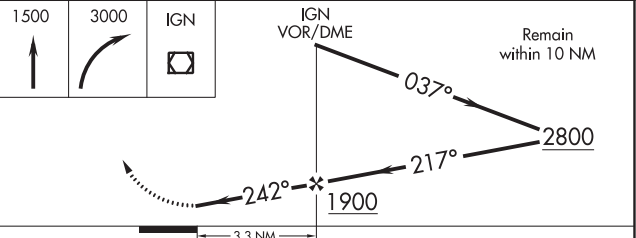
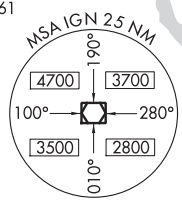
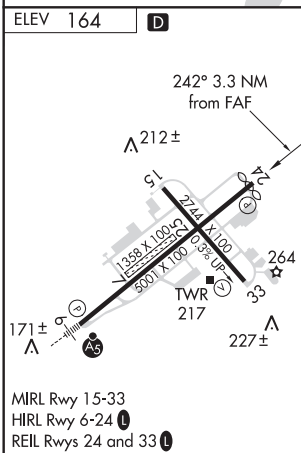
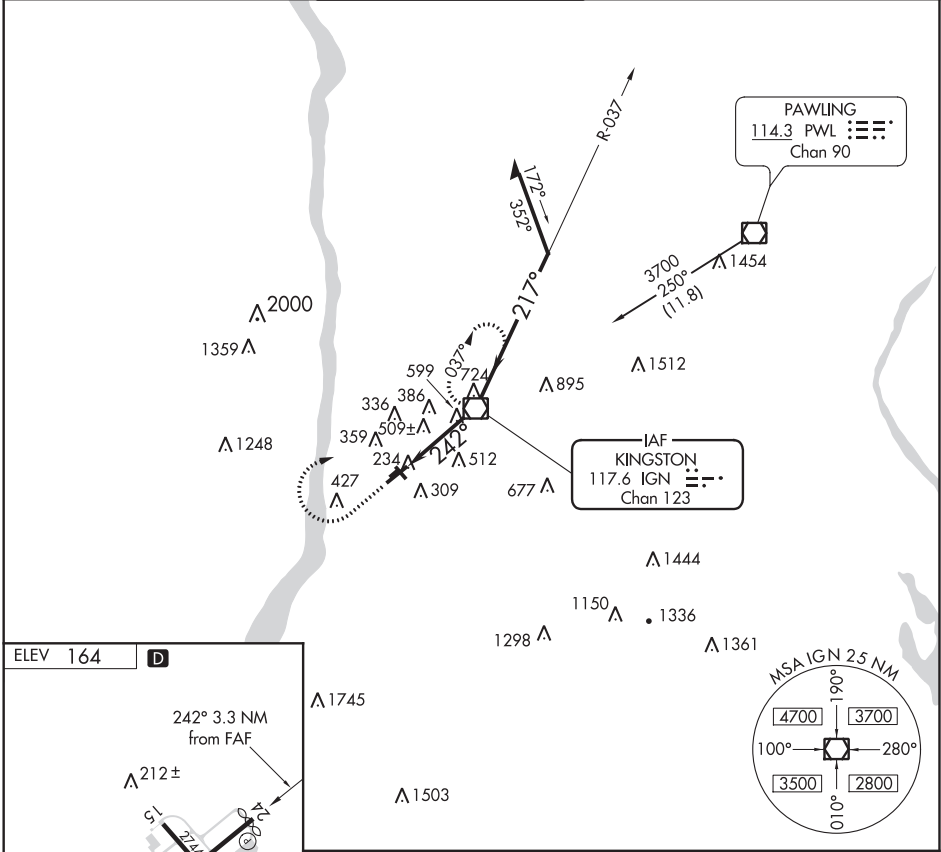
VOR/DME IGN 117.6 Chan 123	APP CRS 242°	Rwy Idg TDZE Apt Elev N/A N/A 164
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VOR-A
DUTCHESS COUNTY (POU)

⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet and Cats B/C/D visibility ¼ mile. Night Landing: Rwy 15, 33 NA. Circling to Rwy 7, 25 NA.

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) 0 269.15	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06
CATEGORY	A	B	C	D	
CIRCLING	760-1 596 (600-1)	840-1 676 (700-1)	840-2 676 (700-2)	840-2¼ 676 (700-2¼)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-286 (FAA)

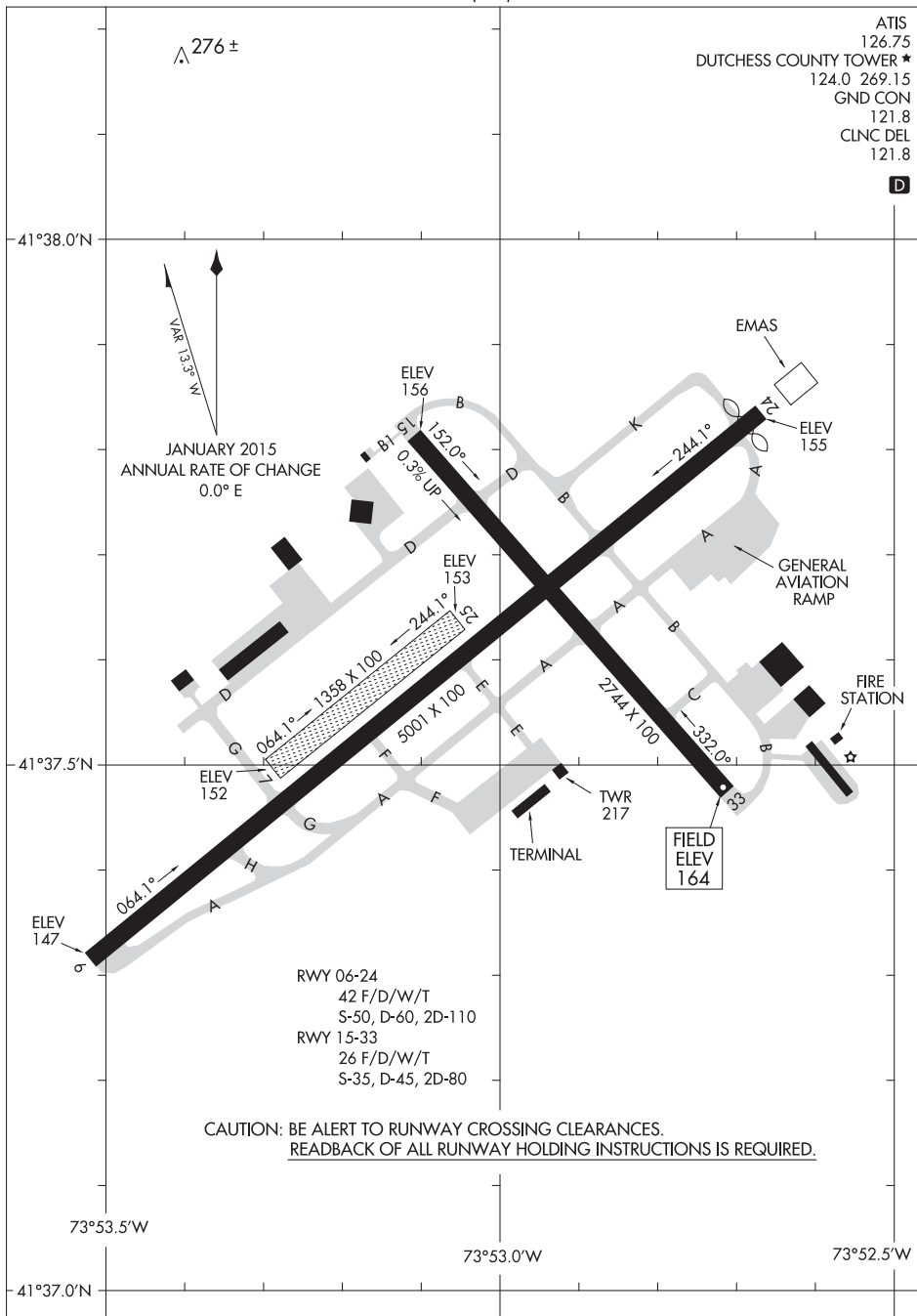
DUTCHESS COUNTY (POU)
POUGHKEEPSIE, NEW YORK

ATIS 126.75
 DUTCHESS COUNTY TOWER ★ 124.0 269.15
 GND CON 121.8
 CLNC DEL 121.8

D

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

15176

POUGHKEEPSIE, NEW YORK
DUTCHESS COUNTY (POU)

DUTCHESS SIX DEPARTURE

SL-286 (FAA)

DUTCHESS COUNTY (POU)

POUGHKEEPSIE, NEW YORK

ATIS 126.75
 ASOS 126.75
 CLNC DEL
 121.8
 GND CON
 121.8
 DUTCHESS COUNTY TOWER *
 124.0 (CTAF) 269.15
 NEW YORK DEP CON
 132.75 363.1

**TOP ALTITUDE:
 3000**

HANCOCK
 116.8 HNK
 Chan 115
 N42°03.78'-W75°18.98'
 L-30-33, H-10-12

WEARD
 N41°45.73'
 W74°31.50'
 L-33-34

KINGSTON
 117.6 IGN
 Chan 123
 N41°39.93'
 W73°49.33'
 L-33-34, H-10-12

PAWLING
 114.3 PWL
 Chan 90
 N41°46.19'
 W73°36.03'
 L-33-34, H-10-12

HIDAL
 N42°15.84'
 W73°29.89'
 L-33-34

STUBY
 N41°54.13'
 W73°26.23'
 L-33-34

BRISS
 N41°42.16'
 W73°01.00'
 L-33-34

HUGUENOT
 116.1 HUG
 Chan 108
 N41°24.58'
 W74°35.50'
 L-33-34, H-10-12

COATE
 N41°08.17'
 W74°41.71'
 L-33-34, H-10-12

VALRE
 N41°26.12'
 W73°52.90'
 L-33-34

LOVES
 N41°32.33'
 W73°29.29'
 L-33-34

MOONI
 N41°37.89'
 W73°19.32'
 L-33-34

HARTFORD
 114.9 HFD
 Chan 96
 N41°38.47'-W72°32.85'
 L-33-34, H-10-12

SOLBERG
 112.9 SBJ
 Chan 76
 N40°34.98'-W74°44.51'
 L-33-34, H-10-12

LANNA
 N40°33.58'
 W75°01.66'
 L-33-34, H-10-12

COLTS NECK
 115.4 COL
 Chan 101
 N40°18.70'-W74°09.58'
 L-34, H-10-12

BIGGY
 N40°25.18'
 W74°58.36'
 L-33-34, H-10-12

WHITE
 N40°00.41'
 W74°15.08'
 L-34, H-10-12

TAKE-OFF MINIMUMS:
 Rwy 7, 25: NA-VFR only.
 Rwy 24: Standard.

Rwy 6: 500-3 with minimum climb of 250' per NM to 1000 or standard with minimum climb of 537' per NM to 800.

Rwy 15: Standard with minimum climb of 370' per NM to 700.

Rwy 33: Standard with minimum climb of 270' per NM to 1500.

CAUTION: Glider activity between airport and WEARD INT.

NOTE: Radar required.

NOTE: HUG, COATE, VALRE, HIDAL, BRISS, LOVES for aircraft filing Tower Enroute Control 5000 and below.

NOTE: HFD for aircraft planned 9000 and below.
 NOTE: WHITE for aircraft planned 10000 and above.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 3000, thence. . .

TAKEOFF RUNWAY 15: Climb heading 163° to 2000, then turn left heading 360°, maintain 3000, thence. . .

TAKEOFF RUNWAY 24: Climb heading 243° to 3000, thence. . .

TAKEOFF RUNWAY 33: Climb heading 330° to 1000, then turn left heading 290°, maintain 3000', thence. . .

. . . via radar vectors to assigned Route/Fix, expect clearance to filed altitude/flight level within ten (10) minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within two (2) minutes after departure, proceed on course and climb to 5000. Ten minutes after departure, climb to filed altitude/flight level.

DUTCHESS SIX DEPARTURE

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 78' 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 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.
- 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.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3499
102°	THRE	120
	Apt Elev	128

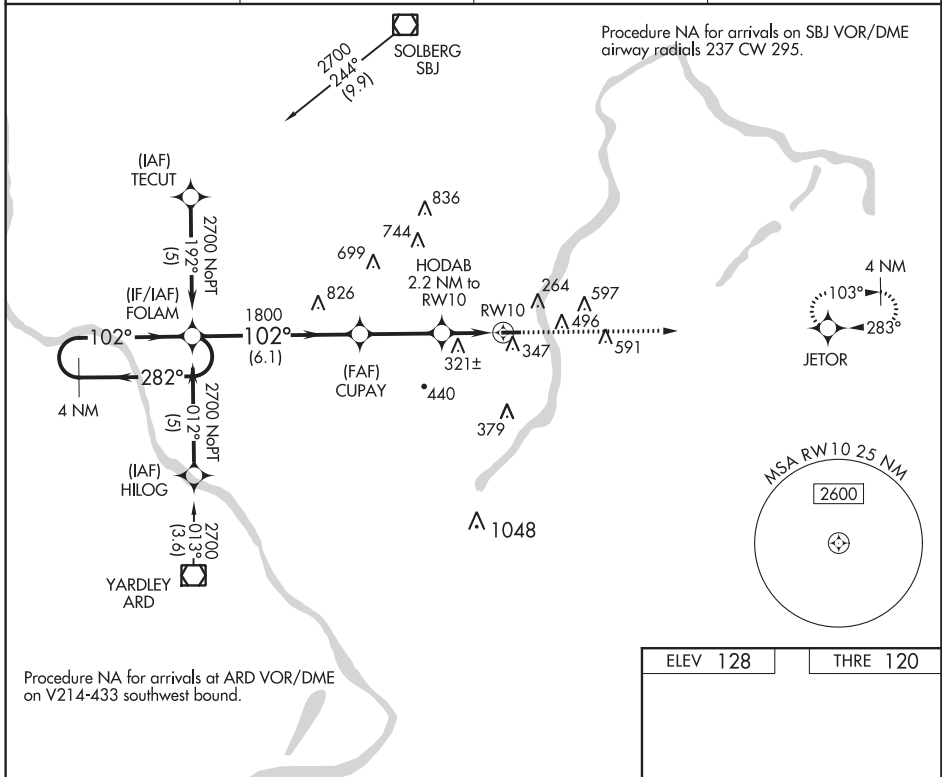
RNAV (GPS) RWY 10

PRINCETON (39N)

▽ Use Trenton Mercer altimeter setting; when not received, use Somerset altimeter setting.
△ NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
 Procedure NA at night.

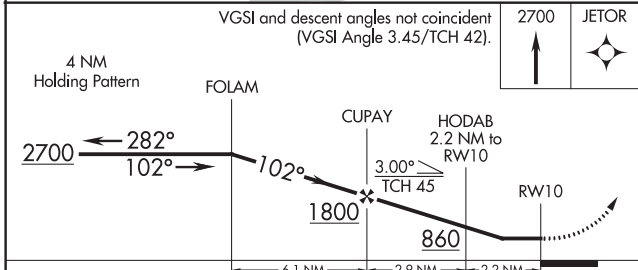
MISSED APPROACH:
 Climb to 2700 direct
 JETOR and hold.

TRENTON MERCER ASOS 126.77	NEW YORK APP CON 132.8 379.9	UNICOM 122.725 (CTAF)	123.05 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 128	THRE 120
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CATEGORY	A	B	C	D
LNAV MDA	640-1	520 (600-1)	640-1 3/8 520 (600-1 3/8)	NA
CIRCLING	780-1 652 (700-1)	800-1 672 (700-1)	860-2 732 (800-2)	NA

MIRL Rwy 10-28 **0**
 REIL Rwy 10 **0**

PRINCETON (ROCKY HILL), NEW JERSEY

AL-5374 (FAA)

15176

RNAV (GPS) RWY 28

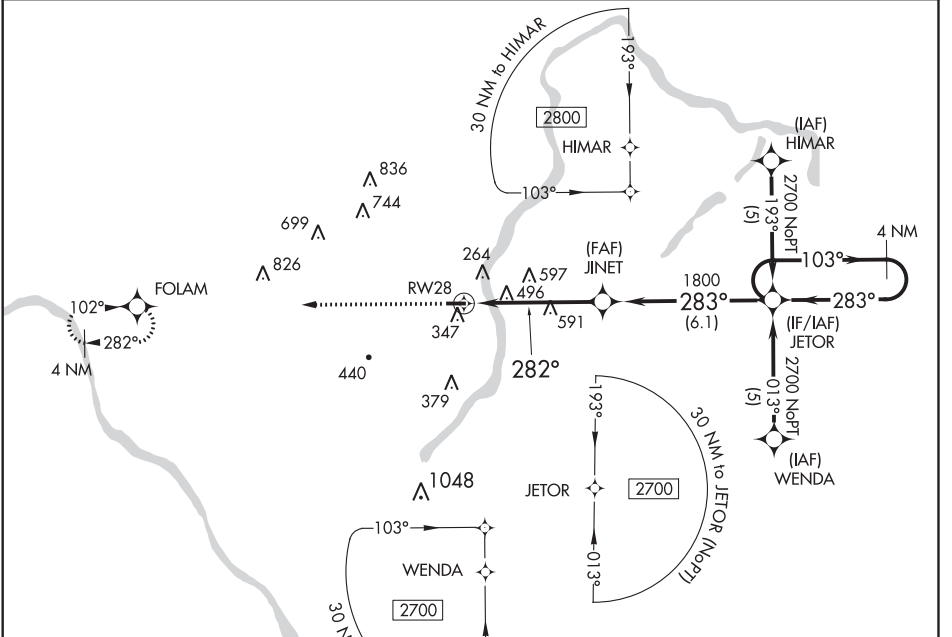
PRINCETON (39N)

APP CRS 282°	Rwy Idg TDZE Apt Elev	3130 128 128
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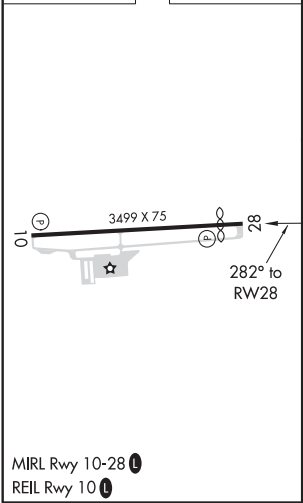
▼ Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting.
▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
 DME/DME RNP-0,3 NA.

MISSED APPROACH: Climb to 2700 direct FOLAM and hold.

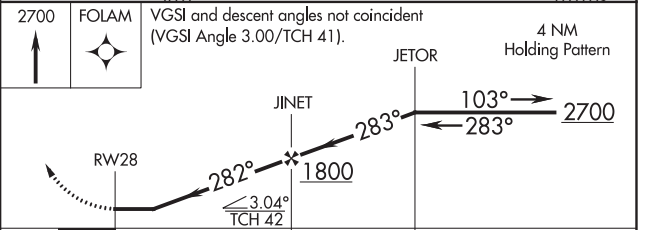
TRENTON MERCER ASOS 126.77	NEW YORK APP CON 132.8 379.9	UNICOM 122.725 (CTAF)	123.05 0
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ELEV 128	TDZE 128
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2700 FOLAM VGSJ and descent angles not coincident (VGSJ Angle 3.00/TCH 41).
 4 NM Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	900-1 772 (800-1)	900-1¼ 772 (800-1¼)	900-2¼ 772 (800-2¼)	NA
CIRCLING	900-1 772 (800-1)	900-1¼ 772 (800-1¼)	900-2¼ 772 (800-2¼)	NA

PRINCETON (ROCKY HILL), NEW JERSEY
 Orig-A 25JUN15

40°24'N-74°40'W

RNAV (GPS) RWY 28

NE-2, 10 NOV 2016 to 05 JAN 2017

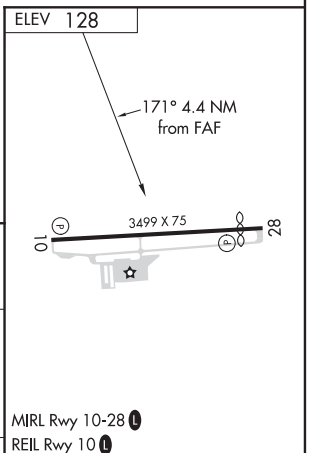
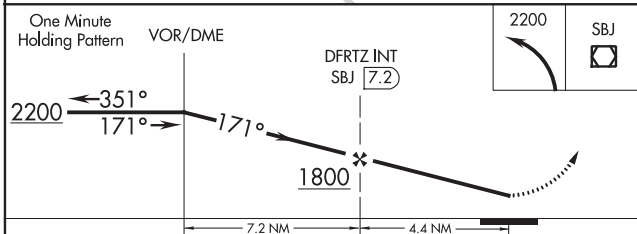
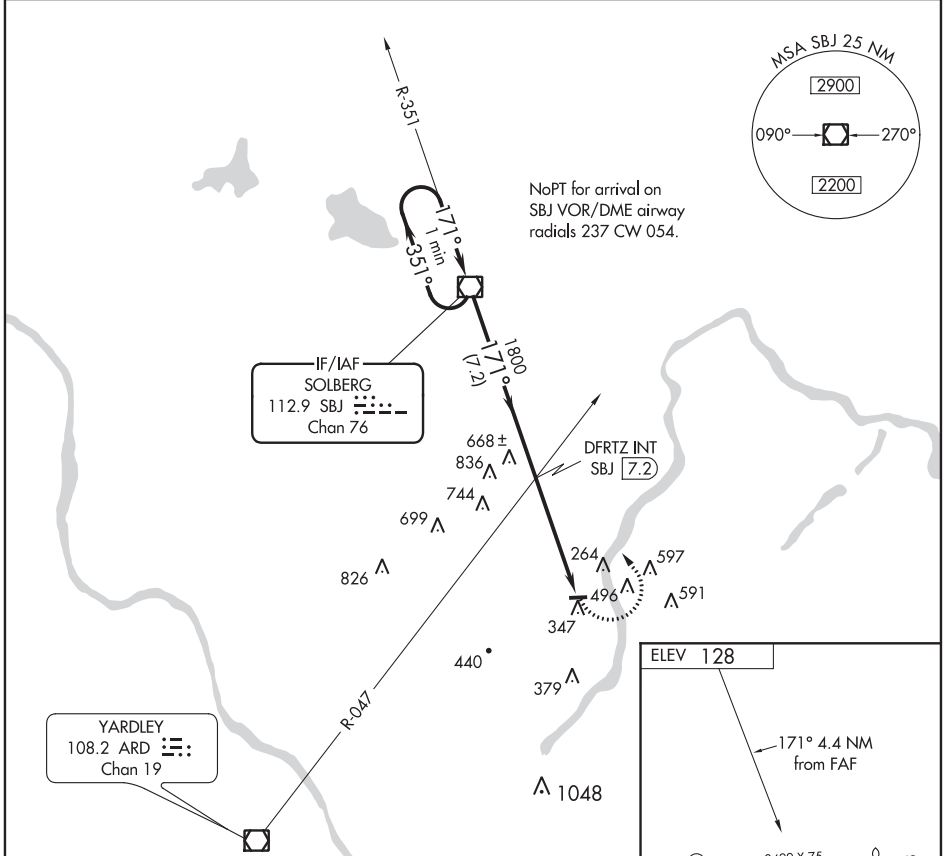
NE-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME SBJ 112.9 Chan 76	APP CRS 171°	Rwy Idg TDZE Apt Elev	NA NA 128
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VOR-A
PRINCETON (39N)

<p>▼ Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting. Procedure NA at night.</p> <p>▲ NA Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing left turn to 2200 direct SBJ VOR/DME and hold.</p>
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TRENTON MERCER ASOS 126.77	NEW YORK APP CON 132.8 379.9	UNICOM 122.725 (CTAF)	123.05 0
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CATEGORY	A	B	C	D	FAF TO MAP 4.4 NM					
CIRCLING	960-1 832 (900-1)	960-1¼ 832 (900-1¼)	NA		Knots	60	90	120	150	180
					Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4297
039°	TDZE	179
	Apt Elev	195

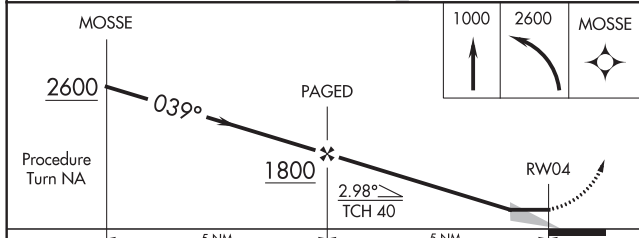
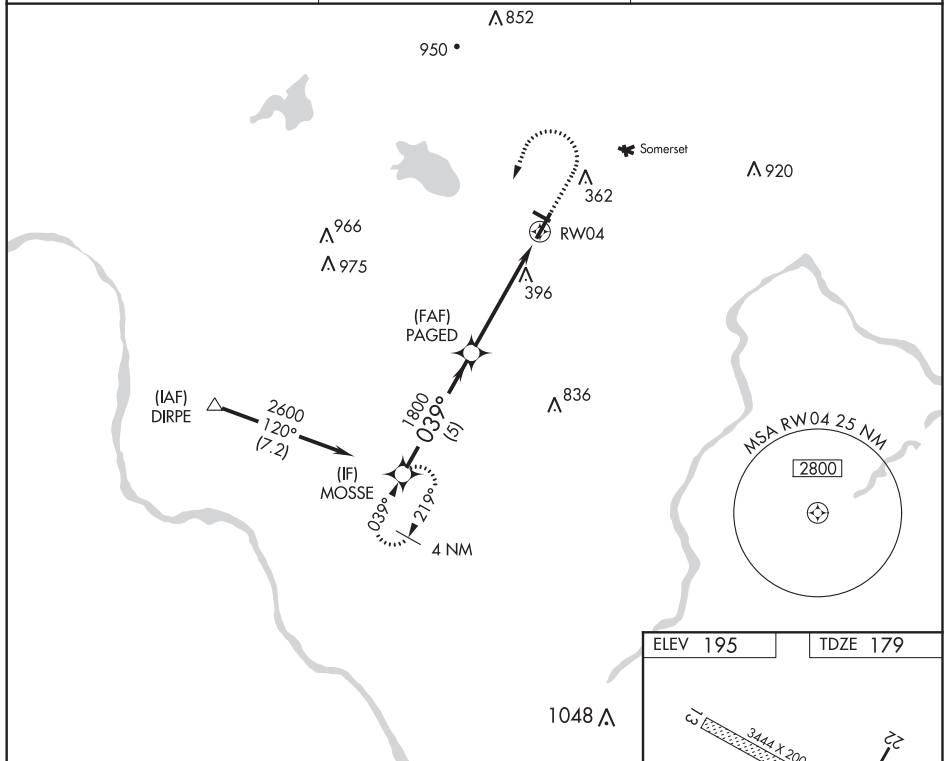
RNAV (GPS) RWY 4

SOLBERG-HUNTERDON (N51)

⚠ Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

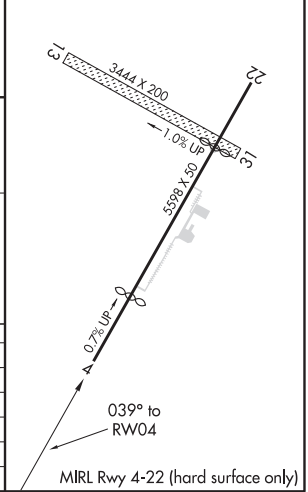
MISSED APPROACH: Climb to 1000, then climbing left turn to 2600 direct MOSSE WP and hold.

NEW YORK APP CON 132.8 379.9	GCO 121.725	UNICOM 122.8 (CTAF)
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ELEV 195	TDZE 179
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CATEGORY	A	B	C	D
LN AV MDA	700-1	521 (600-1)		NA
CIRCLING	700-1	505 (600-1)		NA
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LN AV MDA	800-1	621 (700-1)		NA
CIRCLING	800-1	605 (700-1)		NA



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 220°	Rwy Idg 4298
	TDZE 185
	Apt Elev 195

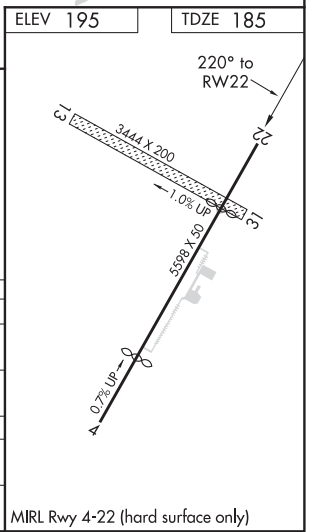
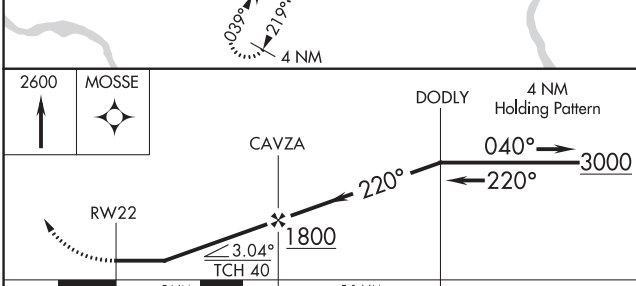
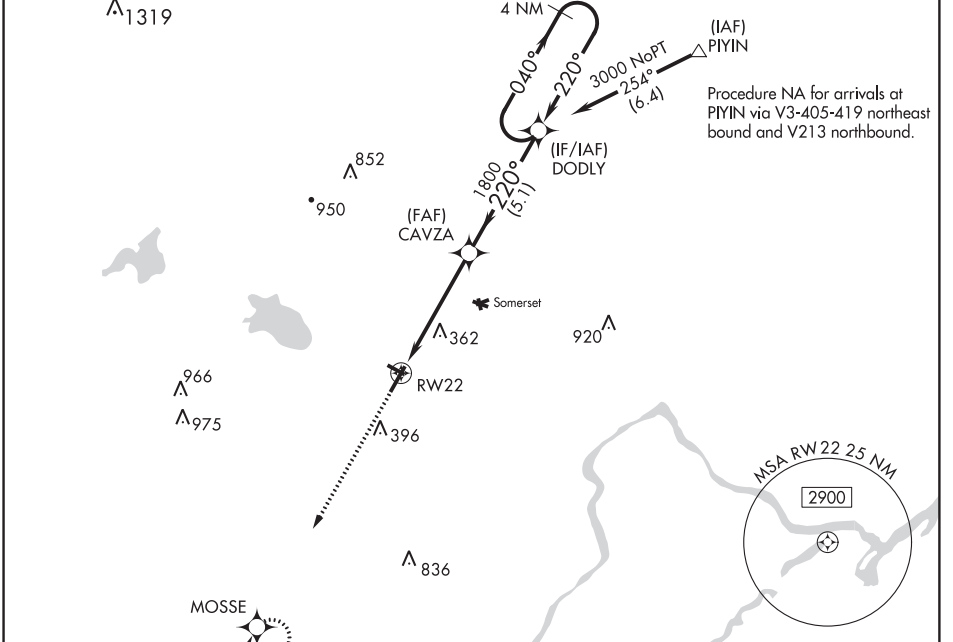
RNAV (GPS) RWY 22

SOLBERG-HUNTERDON (N51)

▽ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

▲ NA MISSED APPROACH: Climb to 2600 direct MOSSE and hold.

NEW YORK APP CON 132.8 379.9	GCO 121.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	620-1	435 (500-1)		NA
CIRCLING	680-1	485 (500-1)		NA
NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	700-1	515 (600-1)		NA
CIRCLING	780-1	585 (600-1)		NA

MRL Rwy 4-22 (hard surface only)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

READINGTON, NEW JERSEY

AL-5075 (FAA)

16315

VOR/DME SBJ 112.9 Chan 76	APP CRS 016°	Rwy Idg 4297 TDZE 179 Apt Elev 195
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VOR RWY 4
SOLBERG-HUNTERDON (N51)

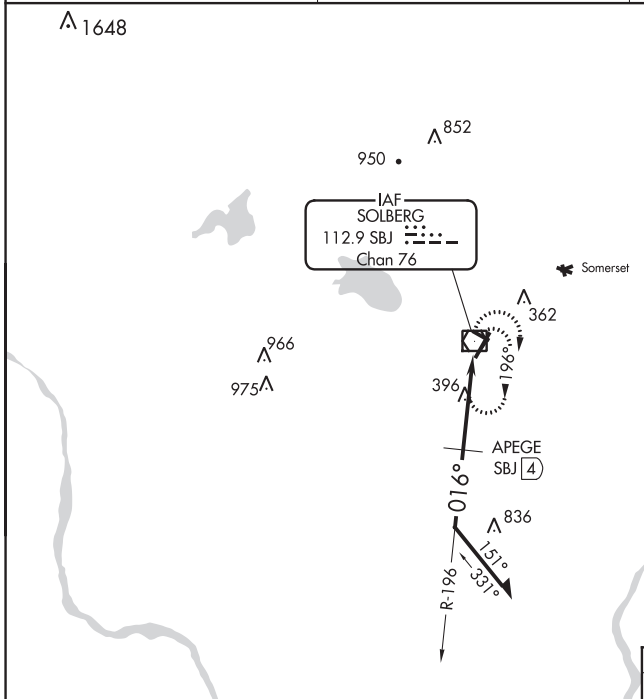
Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting and increase all MDAs 100 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2000 in SBJ VOR/DME holding pattern and hold.

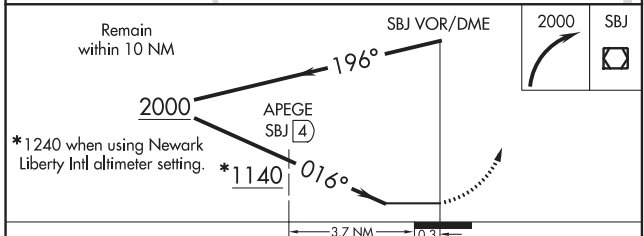
NEW YORK APP CON
132.8 379.9

GCO
121.725

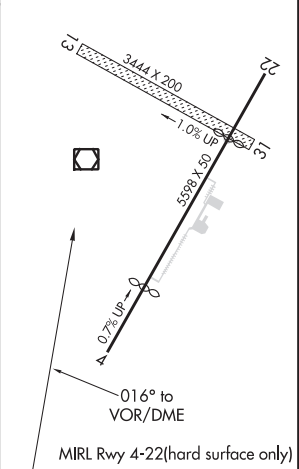
UNICOM
122.8 (CTAF)



ELEV 195	TDZE 179
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CATEGORY	A	B	C	D
S-4	1140-1¼ 961 (1000-1¼)	1140-1½ 961 (1000-1½)		NA
CIRCLING	1140-1¼ 945 (1000-1¼)	1140-1½ 945 (1000-1½)		NA
APEGE DME MINIMUMS				
S-4	700-1	521 (600-1)		NA
CIRCLING	700-1	505 (600-1)		NA



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

READINGTON, NEW JERSEY
Amdt 1B 28APR16

40°35'N-74°44'W

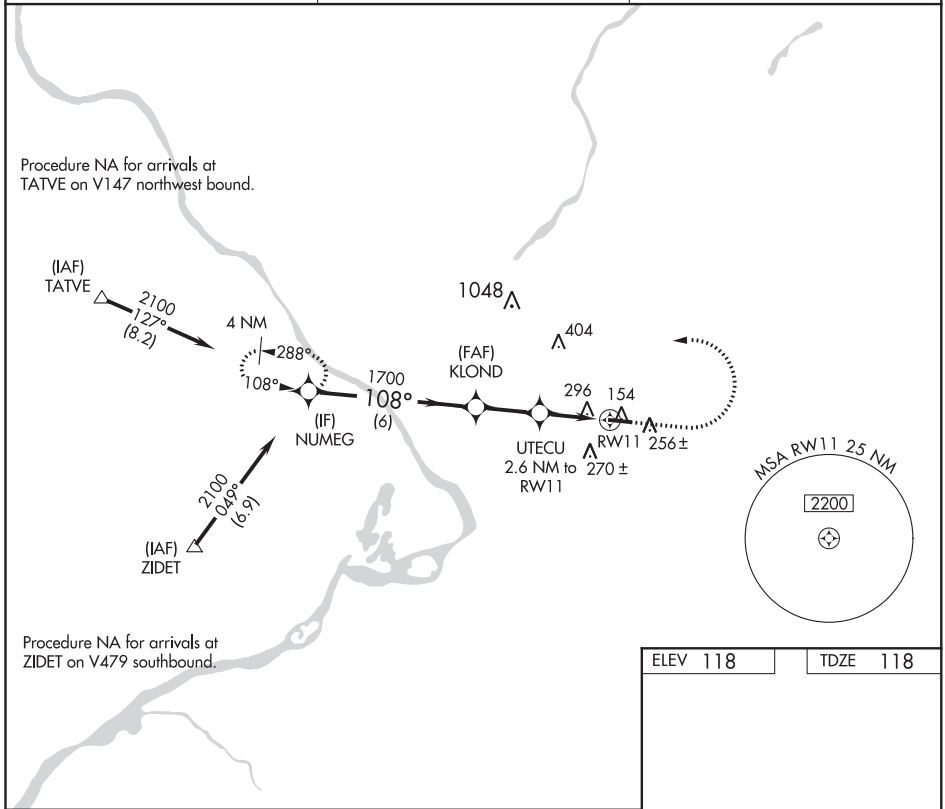
SOLBERG-HUNTERDON (N51)
VOR RWY 4

APP CRS	Rwy Idg	3877
108°	TDZE	118
	Apt Elev	118

RNAV (GPS) RWY 11

TRENTON-ROBBINSVILLE (N87)

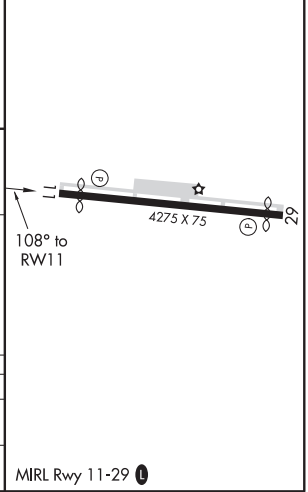
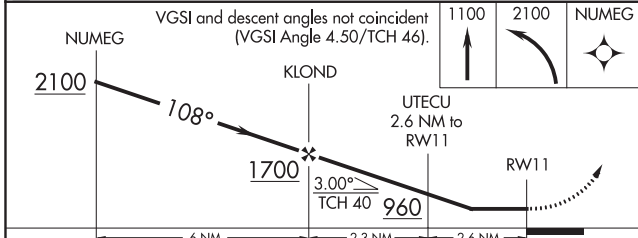
<p>▽ DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. ▲ NA Use Wrightstown altimeter setting. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 1100, then climbing left turn to 2100 direct NUMEG and hold.</p>	
<p>MC GUIRE APP CON 124.15 363.8</p>	<p>UNICOM 123.0 (CTAF)</p>	<p>123.3 0</p>



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 118	TDZE 118
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CATEGORY	A	B	C	D
LNNAV MDA	640-1	522 (600-1)	640-1 ⁵ / ₈	522 (600-1 ⁵ / ₈)
CIRCLING	680-1	562 (600-1)	680-1 ⁵ / ₈ 562 (600-1 ⁵ / ₈)	680-2 562 (600-2)

ROBBINSVILLE, NEW JERSEY

AL-5045 (FAA)

16035

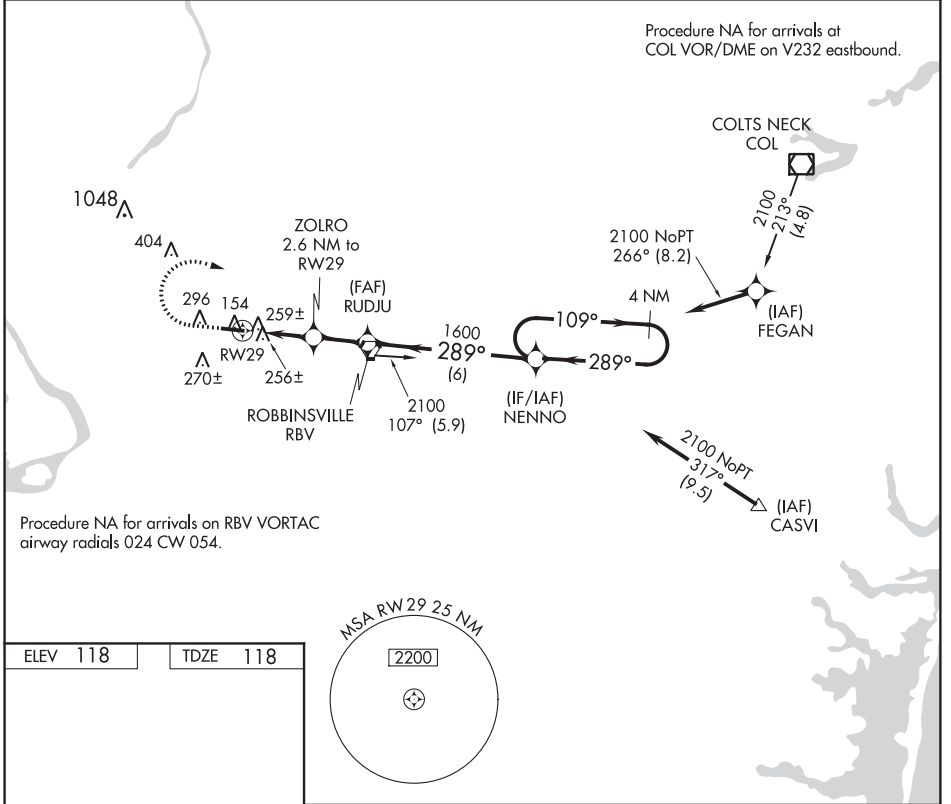
APP CRS 289°	Rwy Idg TDZE Apt Elev	3975 118 118
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RNAV (GPS) RWY 29

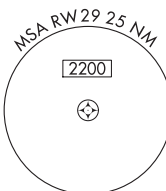
TRENTON-ROBBINSVILLE (N87)

<p>▽ Use Wrightstown altimeter setting. DME/DME RNP-0.3 NA. △ NA Helicopter visibility reduction below 1 SM NA. When VGSI inop, procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 1000, then climbing right turn to 2100 direct NENNO and hold.</p>
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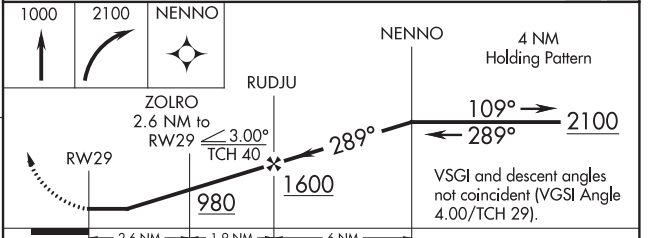
MC GUIRE APP CON 124.15 363.8	UNICOM 123.0 (CTAF)	123.3 0
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Procedure NA for arrivals on RBV VORTAC airway radials 024 CW 054.



ELEV 118	TDZE 118
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CATEGORY	A	B	C	D
LNAV MDA	540-1	422 (500-1)	540-1½	422 (500-1½)
CIRCLING	680-1	562 (600-1)	680-1½ 562 (600-1½)	680-2 562 (600-2)

ROBBINSVILLE, NEW JERSEY
Amdt 1A 21AUG14

40°13'N-74°36'W

TRENTON-ROBBINSVILLE (N87) RNAV (GPS) RWY 29

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC RBV 113.8 Chan 85	APP CRS 288°	Rwy Idg 3975 TDZE 118 Apt Elev 118
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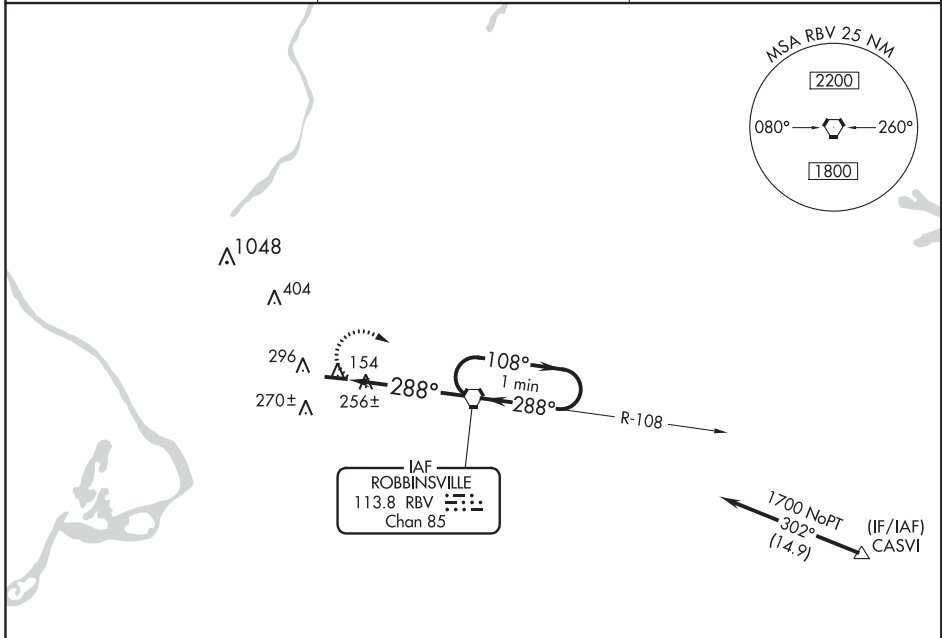
VOR RWY 29

TRENTON-ROBBINSVILLE (N87)

▼ Helicopter visibility reduction below 1 SM NA.
▲ NA When VGSI inop, procedure NA at night. Use Wrightstown altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 direct RBV VORTAC and hold.

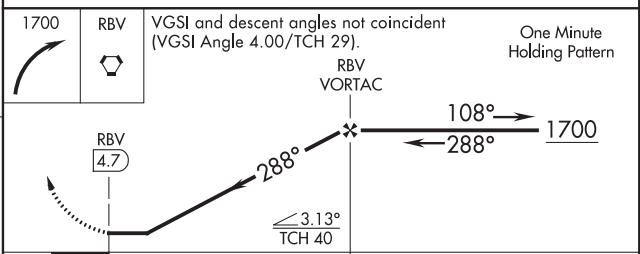
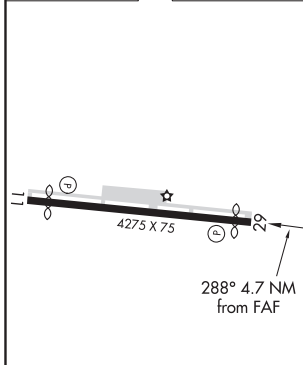
MC GUIRE APP CON 124.15 363.8	UNICOM 123.0 (CTAF)	123.3 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 118	TDZE 118
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MIRL Rwy 11-29	FAF to MAP 4.7 NM				
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34
CATEGORY	A	B	C	D	
S-29	620-1	502 (600-1)	620-1 $\frac{3}{8}$	502 (600-1 $\frac{3}{8}$)	
CIRCLING	680-1	562 (600-1)	680-1 $\frac{1}{2}$	562 (600-1 $\frac{1}{2}$)	680-2
					562 (600-2)

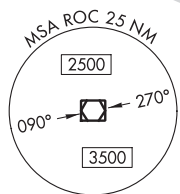
LOC I-MWD 110.7	APP CRS 224°	Rwy Idg TDZE Apt Elev	8001 559 559
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ILS or LOC RWY 22

GREATER ROCHESTER INTL (ROC)

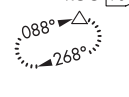
<p>When R-5203 active hold in lieu not authorized. * RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>		<p>MALS R</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct GEE VOR/DME and hold.</p>	
ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 343.65

DME OR RADAR REQUIRED



ALTERNATE MISSED APCH FIX

MONCK ROC 10



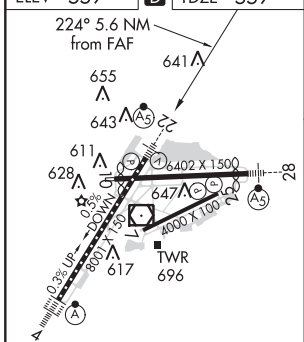
LOCALIZER 110.7

I-MWD

MONCK ROC 10



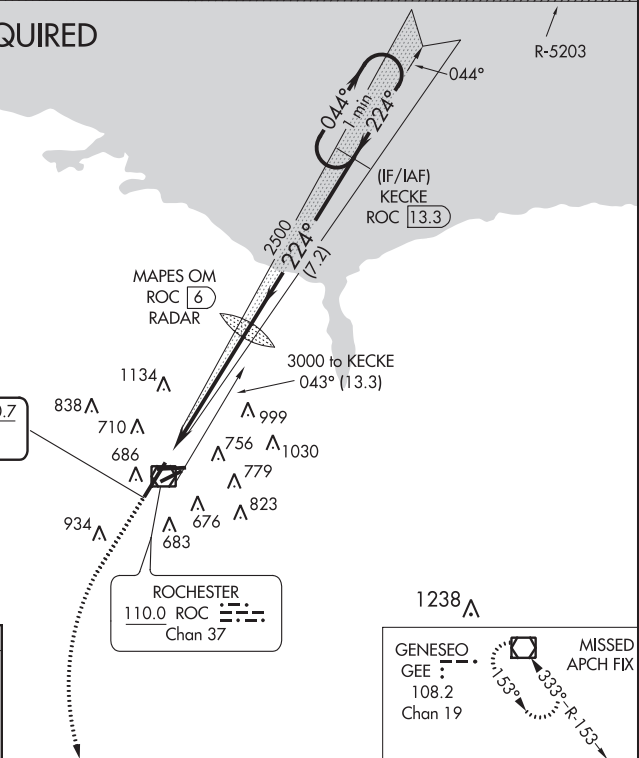
ELEV 559 TDZE 559



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 22	* 759/24 200 (200-1/2)			
S-LOC 22	1000/24	441 (500-1/2)	1000/45	441 (500-7/8)
CIRCLING	1060-1	501 (600-1)	1500-2 3/4 941 (1000-2 3/4)	1500-3 941 (1000-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-ROC	APP CRS	Rwy Idg	5802
109.5	280°	TDZE	550
Chan 32		Apt Elev	559

ILS or LOC RWY 28

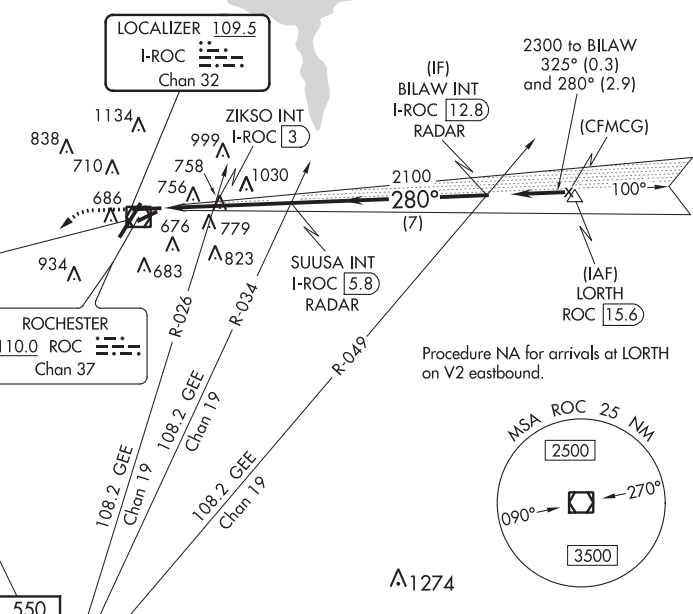
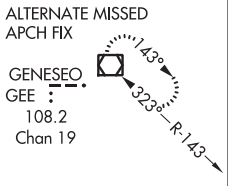
GREATER ROCHESTER INTL (ROC)

▼ Helicopter visibility reduction below RVR 4000 NA.
▲ Multiple unshielded lights in final approach area.
 For inop MALSR, increase S-ILS 28 all Cats visibility to RVR 4500 and S-LOC 28 Cat A/B visibility to RVR 5500. For inop MALSR with ZIKSO fix minimums, increase S-LOC 28 Cat A/B visibility to RVR 5500 and Cat C/D visibility to 1½.



MALSR
 MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 230° and ROC VOR/DME R-268 to MONCK INT/ROC 10 DME and hold.

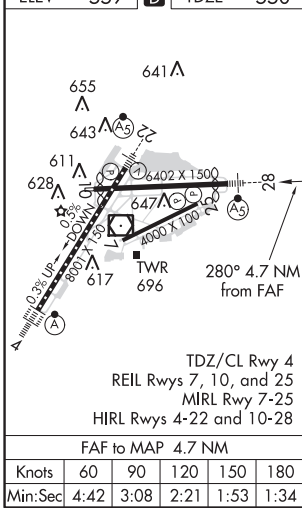
ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 343.65
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 559	D	TDZE 550
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CATEGORY	A	B	C	D
S-ILS 28	821/40 271 (300-¾)			
S-LOC 28	1200/40	650 (700-¾)	1200-1½	650 (700-1½)
C CIRCLING	1200-1	641 (700-1)	1500-2¾ 941 (1000-2¾)	1500-3 941 (1000-3)
ZIKSO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 28	1020/40	470 (500-¾)	1020/50	470 (500-1)
C CIRCLING	1060-1	501 (600-1)	1500-2¾ 941 (1000-2¾)	1500-3 941 (1000-3)

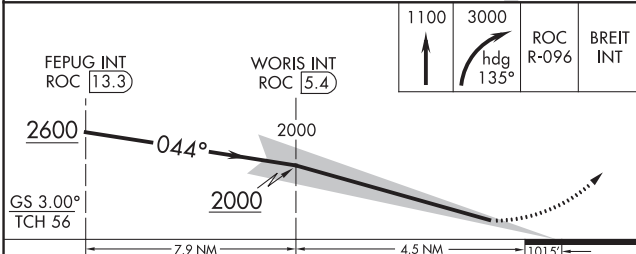
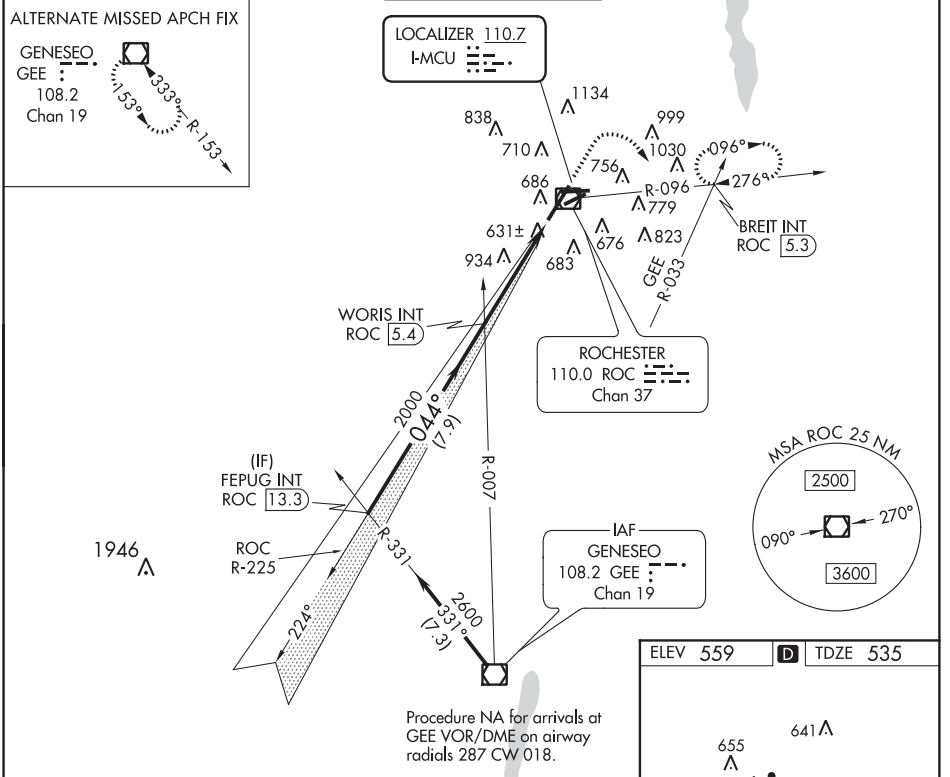
LOC I-MCU 110.7	APP CRS 044°	Rwy Idg TDZE Apt Elev	8001 535 559
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ILS RWY 4 (SA CAT I)

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.

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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ELEV 559	D	TDZE 535
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655 A

641 A

643 A

611 A

628 A

647 A

617 A

6402 X 1500

4000 X 100

TWR 696

0.3% UP

0.3% DOWN

800 X 150

28

TDZ/CL Rwy 4
REIL Rwy 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwy 10-28 and 4-22

CATEGORY	A	B	C	D
S-ILS 4	RA 157/14		150 DA 685	

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017

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ROCHESTER, NEW YORK

AL-351 (FAA)

16259

LOC I-MCU 110.7	APP CRS 044°	Rwy Idg TDZE Apt Elev	8001 535 559
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ILS RWY 4 (CAT II)

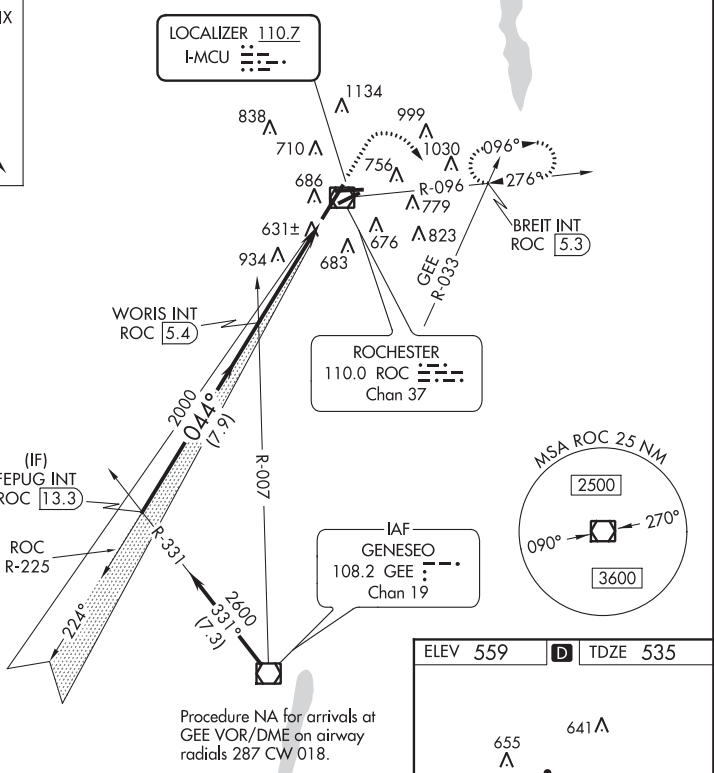
GREATER ROCHESTER INTL (ROC)

	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 135° and ROC VOR/DME R-096 to BREIT INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.			

ATIS 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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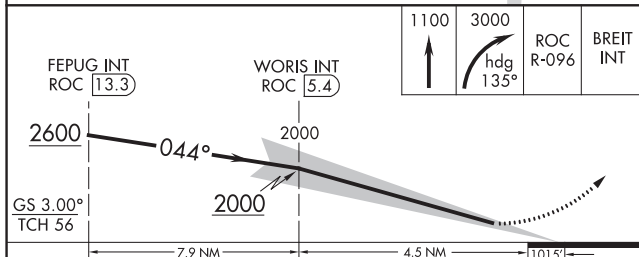
ALTERNATE MISSED APCH FIX

GENESECO
GEE
108.2
Chan 19

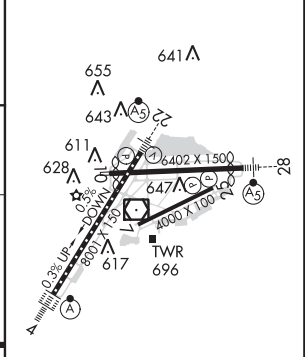


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 559	D	TDZE 535
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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 Rwy 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwy 10-28 and 4-22

ROCHESTER, NEW YORK
Amdt 21B 20AUG15

43°07'N-77°40'W


GREATER ROCHESTER INTL (ROC)
ILS RWY 4 (CAT II)

WAAS CH 45611 W04A	APP CRS 044°	Rwy Idg 8001 TDZE 535 Apt Elev 559
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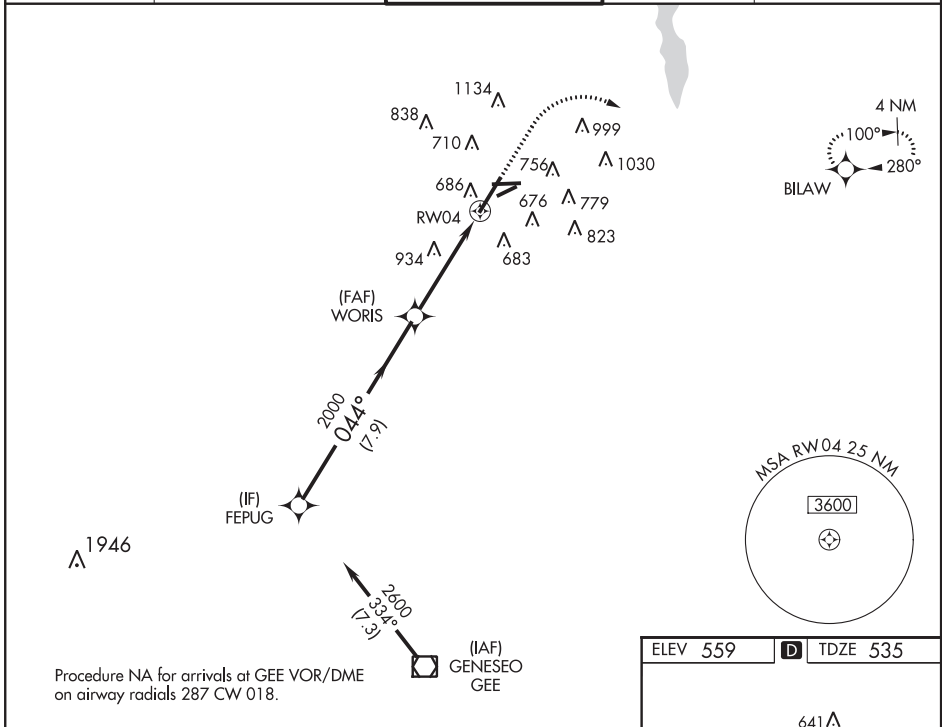
RNAV (GPS) RWY 4

GREATER ROCHESTER INTL (ROC)

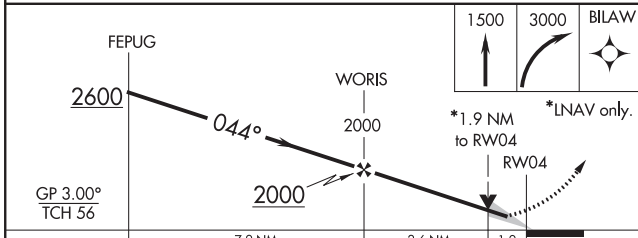
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV Cats C/D visibility to 1 1/2.

ALSF-2  MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct BILAW and hold.

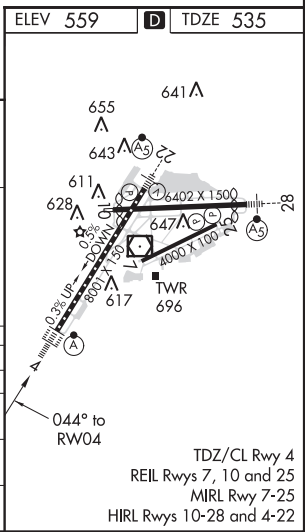
ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 343.65
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Procedure NA for arrivals at GEE VOR/DME on airway radials 287 CW 018.



CATEGORY	A	B	C	D
LPV DA		735/24	200 (200-1/2)	
LNAV/VNAV DA		1290-2 1/4	755 (800-2 1/4)	
LNAV MDA	1200/24	665 (700-1/2)	1200-1 1/2	665 (700-1 1/2)
C CIRCLING	1200-1	641 (700-1)	1500-2 3/4 941 (1000-2 3/4)	1500-3 941 (1000-3)



TDZ/CL Rwy 4
REIL Rwy 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwy 10-28 and 4-22

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ROCHESTER, NEW YORK

AL-351 (FAA)

16259

WAAS CH 61334 W07A	APP CRS 076°	Rwy Idg TDZE Apt Elev	4000 547 559
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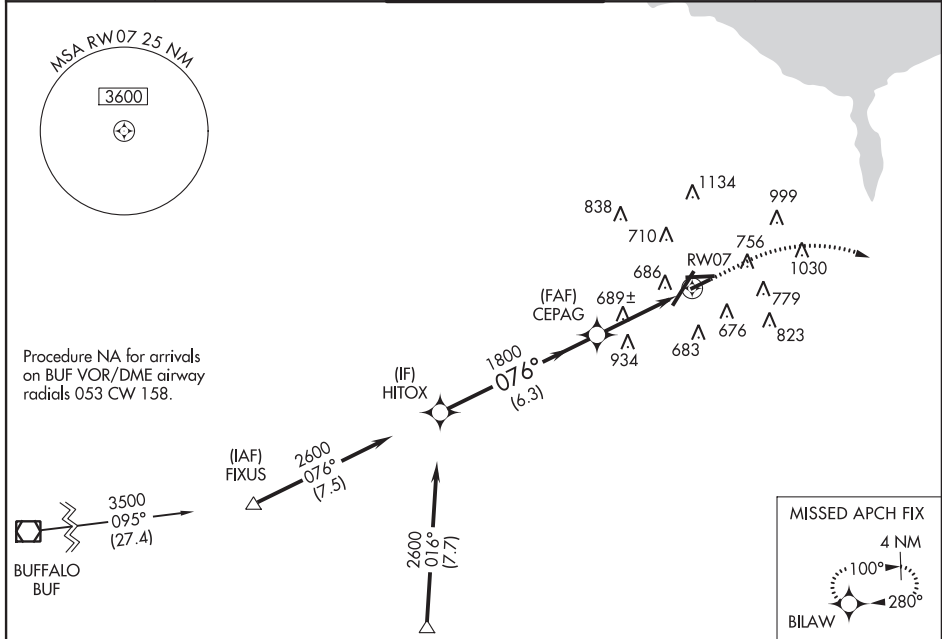
RNAV (GPS) RWY 7

GREATER ROCHESTER INTL (ROC)

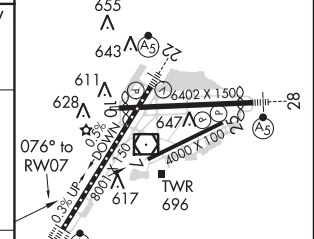
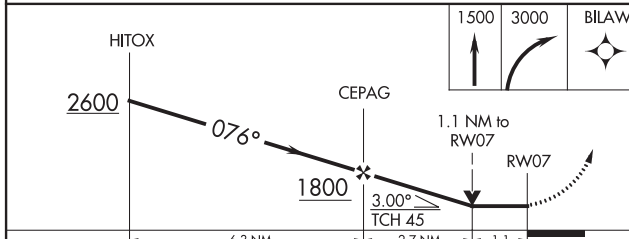
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

⚠ 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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ELEV 559	D TDZE 547
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CATEGORY	A	B	C	D
LP MDA	940-1	393 (400-1)	940-1 $\frac{1}{8}$	393 (400-1 $\frac{1}{8}$)
LNAV MDA	1060-1	513 (600-1)	1060-1 $\frac{3}{8}$	513 (600-1 $\frac{3}{8}$)
C CIRCLING	1060-1	501 (600-1)	1500-2 $\frac{3}{4}$ 941 (1000-2 $\frac{3}{4}$)	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

ROCHESTER, NEW YORK
Amdt 1A 05MAR15

43°07'N-77°40'W

GREATER ROCHESTER INTL (ROC)

RNAV (GPS) RWY 7

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

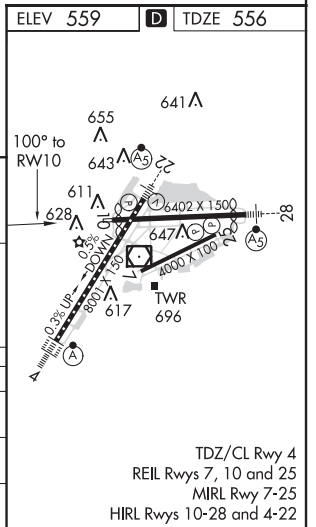
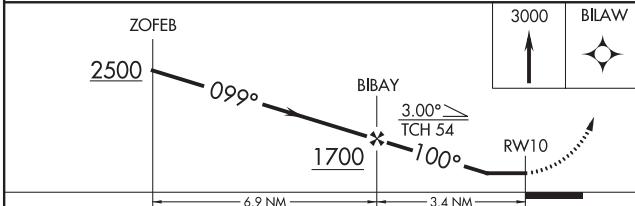
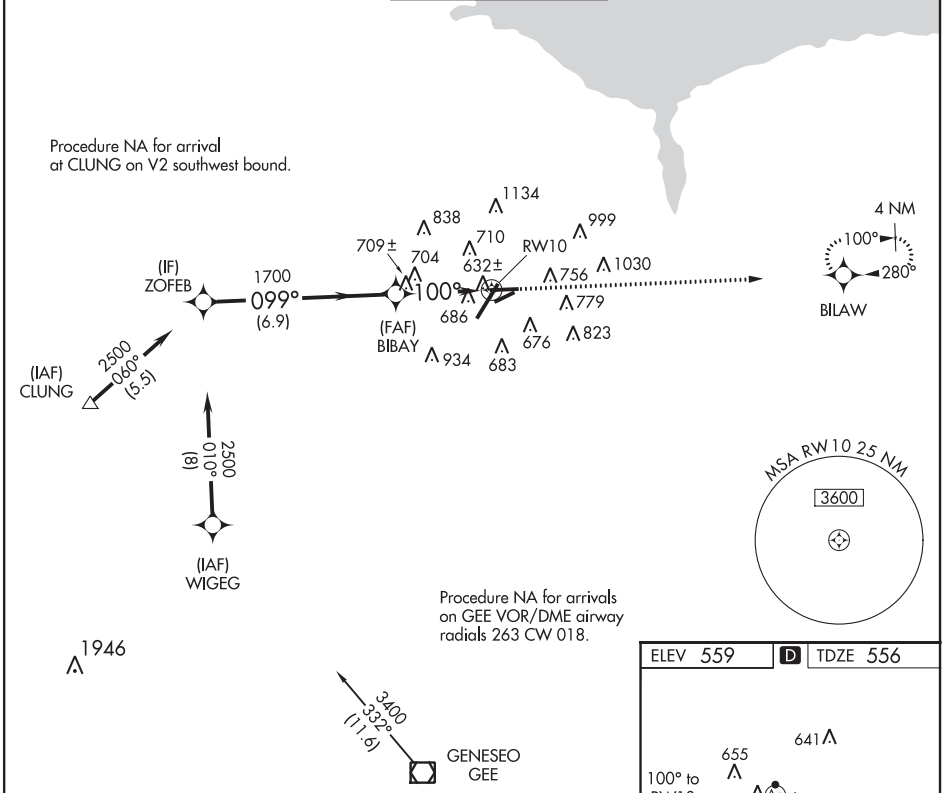
WAAS CH 70734 W10A	APP CRS 100°	Rwy Idg TDZE Apt Elev	5502 556 559
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RNAV (GPS) RWY 10

GREATER ROCHESTER INTL (ROC)

	DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3000 direct BILAW and hold.
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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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CATEGORY	A	B	C	D
LP MDA	960/55	404 (500-1¼)	960/60	404 (500-1¼)
LNAV MDA	960/55	404 (500-1¼)	960/60	404 (500-1¼)
CIRCLING	1060-1	501 (600-1)	1500-2¾ 941 (1000-2¾)	1500-3 941 (1000-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ROCHESTER, NEW YORK

AL-351 (FAA)

16259

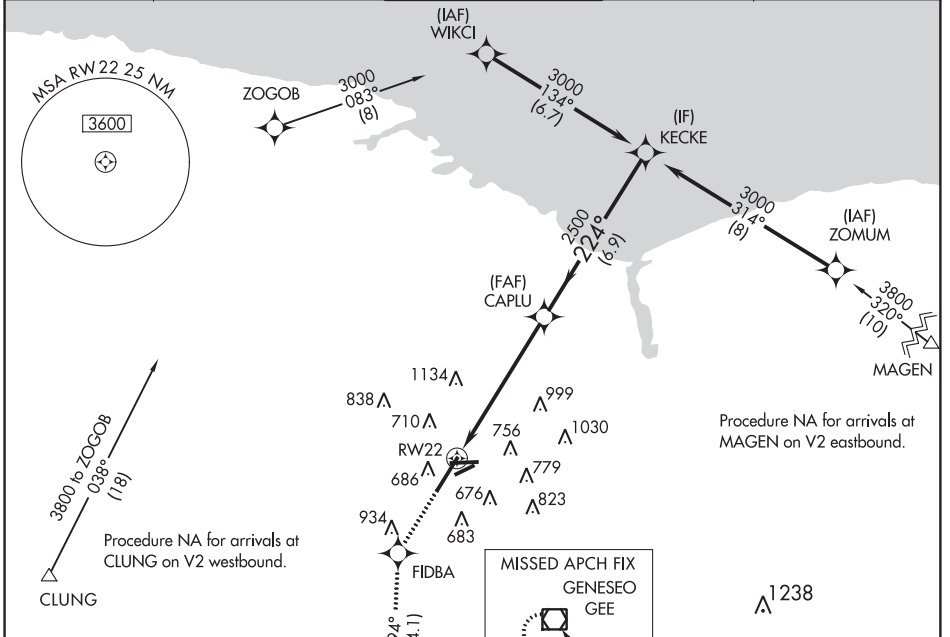
WAAS CH 73016 W22A	APP CRS 224°	Rwy Idg TDZE 8001 559 Apt Elev 559
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RNAV (GPS) RWY 22

GREATER ROCHESTER INTL (ROC)

<p>▼ 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.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 4000 direct FIDBA and on track 194° to GEE VOR/DME and hold.</p>
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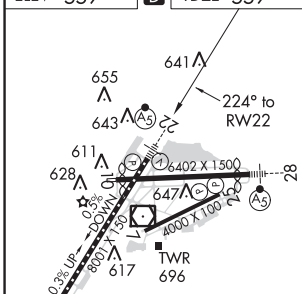
ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 343.65
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NE-2, 10 NOV 2016 to 05 JAN 2017

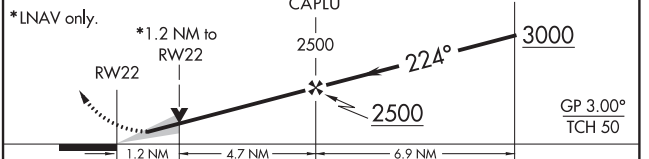
NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 559	D	TDZE 559
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TDZ/CL Rwy 4
REIL Rws 7, 10 and 25
MIRL Rwy 7-25
HIRL Rws 10-28 and 4-22

4000	FIDBA	GEE
↑		
	tr 194°	



CATEGORY	A	B	C	D
LPV DA		759/24	200 (200-½)	
LNAV/VNAV DA		859/25	300 (300-¾)	
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 2A 05MAR15

43°07'N-77°40'W

GREATER ROCHESTER INTL (ROC) RNAV (GPS) RWY 22

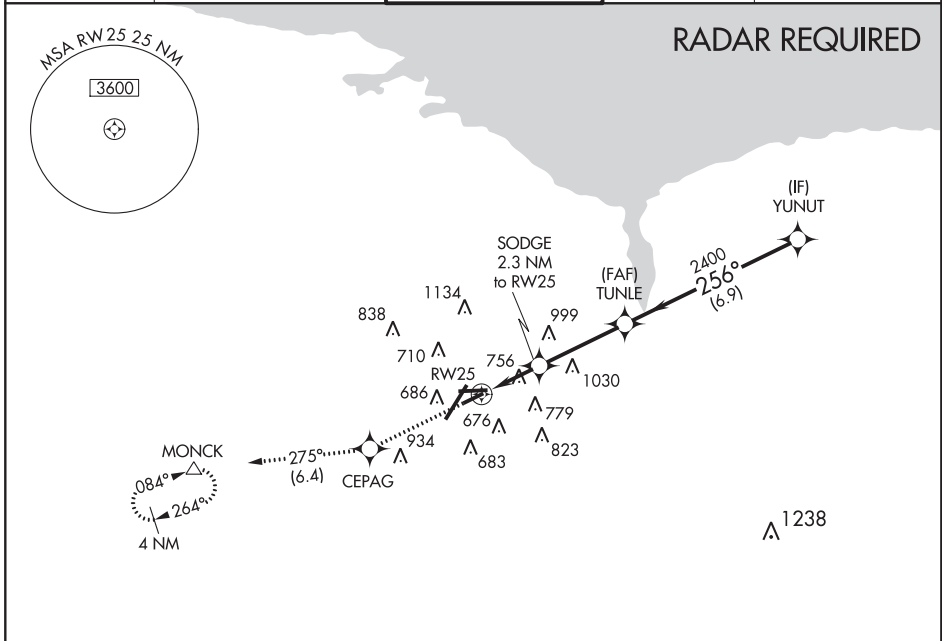
WAAS CH 72934 W25A	APP CRS 256°	Rwy Idg TDZE Apt Elev	4000 547 559
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RNAV (GPS) RWY 25

GREATER ROCHESTER INTL (ROC)

▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.	▲ MISSED APPROACH: Climb to 3000 direct CEPAG and on track 275° to MONCK and hold.
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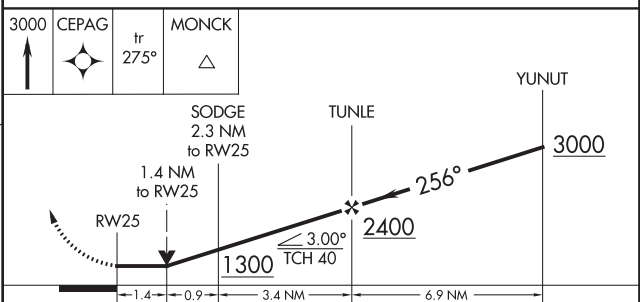
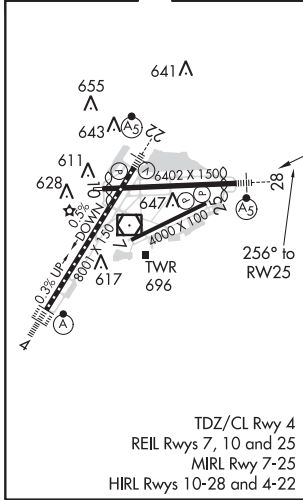
ATIS 124.825	ROCHESTER APP CON 119.55 269.6	ROCHESTER TOWER 118.3 254.3	GND CON 121.7	CLNC DEL 118.8 343.65
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 559	D	TDZE 547
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CATEGORY	A	B	C	D
LP MDA	1020-1	473 (500-1)	1020-1 ³ / ₈	473 (500-1 ³ / ₈)
LNAV MDA	1040-1	493 (500-1)	1040-1 ³ / ₈	493 (500-1 ³ / ₈)
C CIRCLING	1060-1	501 (600-1)	1500-2 ³ / ₄ 941 (1000-2 ³ / ₄)	1500-3 941 (1000-3)

WAAS CH 86411 W28A	APP CRS 280°	Rwy Idg TDZE Apt Elev	5802 550 559
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RNAV (GPS) RWY 28

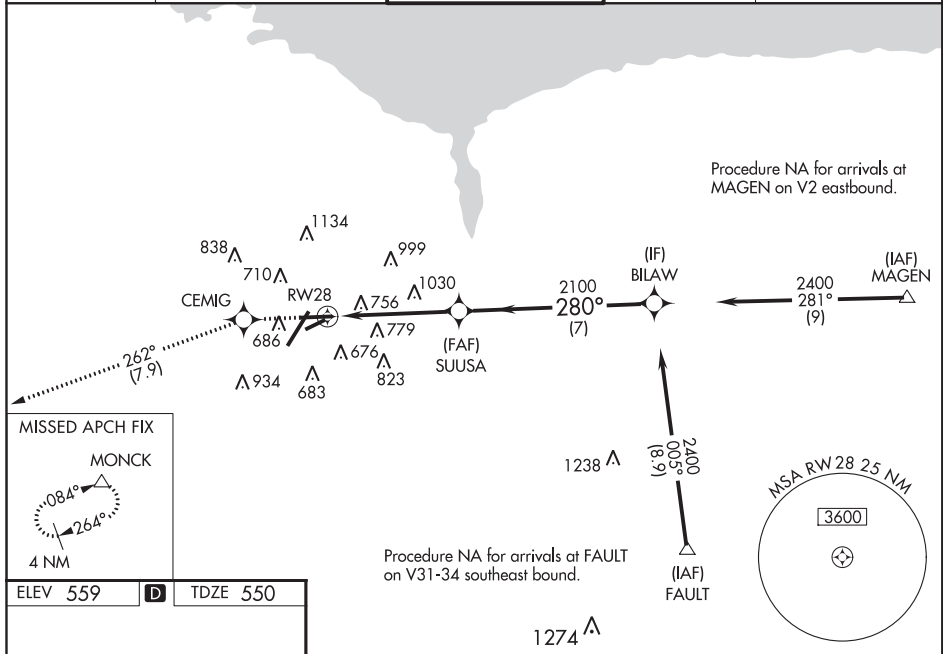
GREATER ROCHESTER INTL (ROC)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).
▲ DME/DME RNP -0.3 NA.
 Multiple unshielded lights in final approach area.
 For inop MALSR, increase LPV Cats A/B visibility to RVR 5500 and Cats C/D visibility to 2.
 Helicopter visibility reduction below RVR 4000 NA.

MALSR 

MISSED APPROACH: Climb to 3000 direct CEMIG and on track 262° to MONCK and hold.

ATIS 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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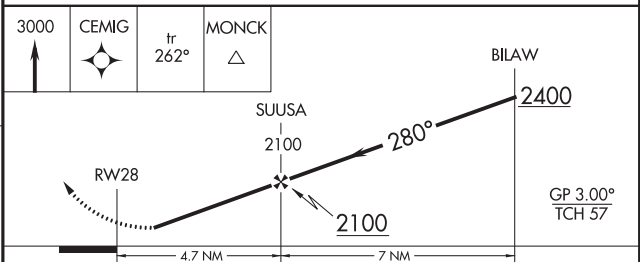


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 559 **D** TDZE 550

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



CATEGORY	A	B	C	D
LPV DA		820/40	270 (300-¾)	
LNAV/VNAV DA		1067-1¼	517 (500-1¼)	
LNAV MDA	1280/40	730 (800-¾)	1280-1⅝	730 (800-1⅝)
C CIRCLING	1280-1	721 (800-1)	1500-2¾ 941 (1000-2¾)	1500-3 941 (1000-3)

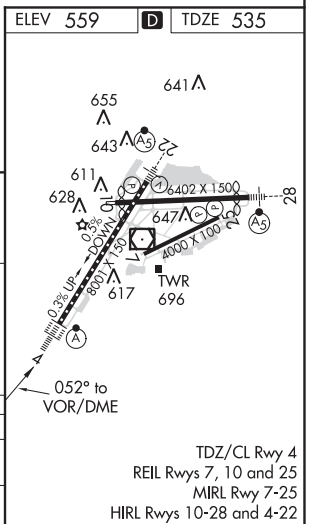
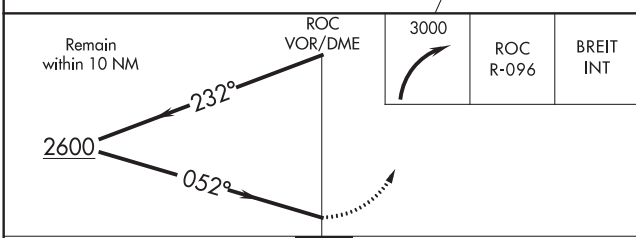
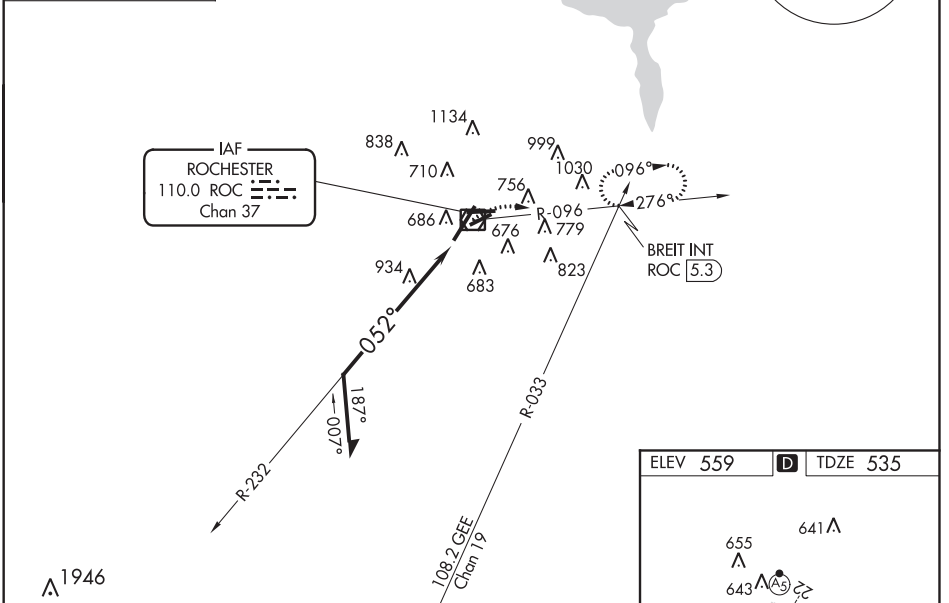
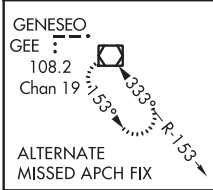
VOR/DME ROC 110.0 Chan 37	APP CRS 052°	Rwy Idg 8001 TDZE 535 Apt Elev 559
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VOR RWY 4

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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CATEGORY	A	B	C	D
S-4	1280/40	745 (800-3/4)	1280-1 3/4	745 (800-1 3/4)
C CIRCLING	1280-1 721 (800-1)	1280-1 1/4 721 (800-1 1/4)	1500-2 3/4 941 (1000-2 3/4)	1500-3 941 (1000-3)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

GREATER ROCHESTER INTL (ROC)
ROCHESTER, NEW YORK

AL-351 (FAA)

ATIS
124.825
ROCHESTER TOWER
118.3 254.3
GND CON
121.7
CLNC DEL
118.8 343.65

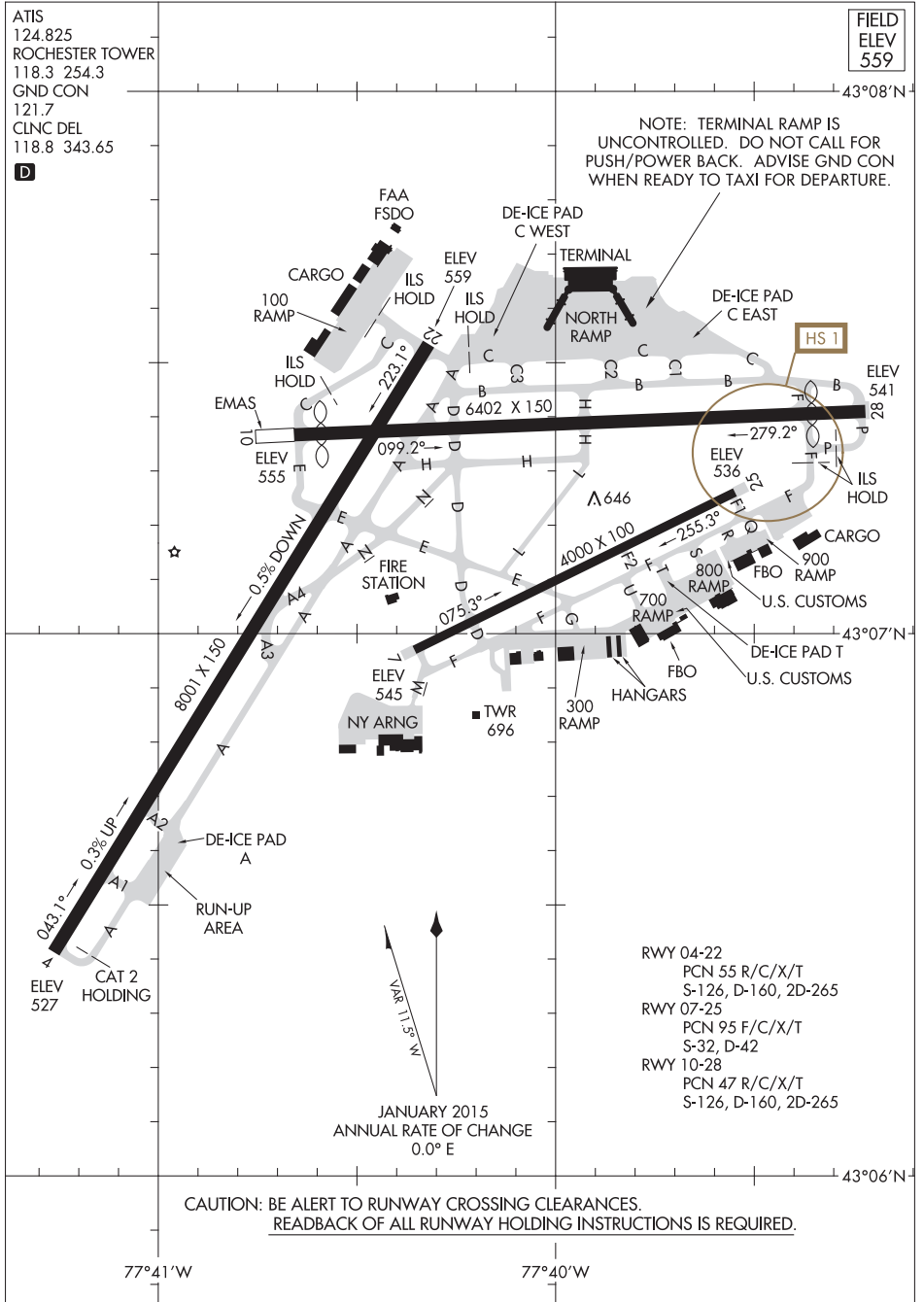
FIELD
ELEV
559

NOTE: TERMINAL RAMP IS UNCONTROLLED. DO NOT CALL FOR PUSH/POWER BACK. ADVISE GND CON WHEN READY TO TAXI FOR DEPARTURE.

D

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



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

77°41'W

77°40'W

AIRPORT DIAGRAM

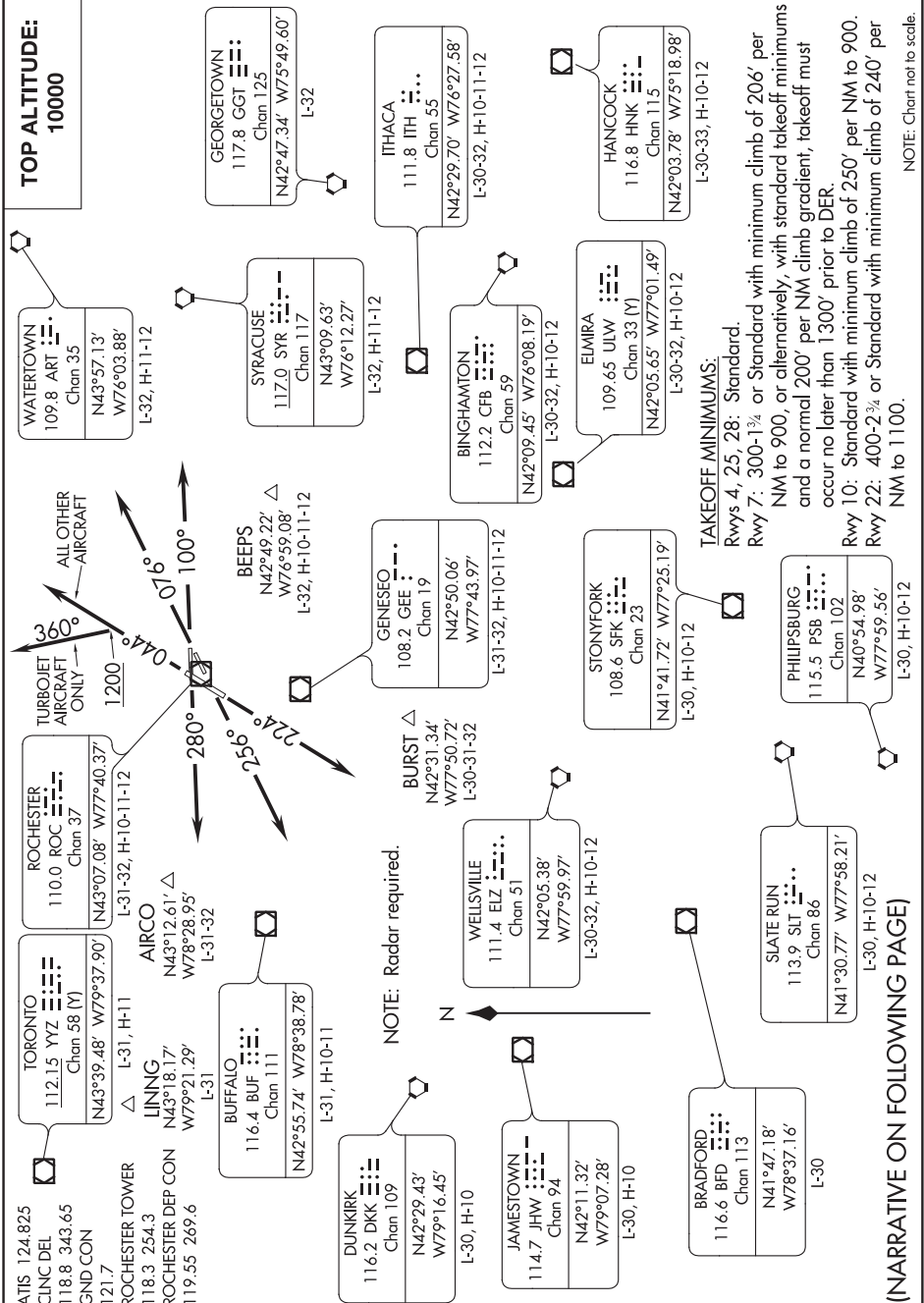
ROCHESTER, NEW YORK
GREATER ROCHESTER INTL (ROC)

XEROX FOUR DEPARTURE

SL-351 (FAA)

GREATER ROCHESTER INTL (ROC)
ROCHESTER, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

NE-2, 10 NOV 2016 to 05 JAN 2017

XEROX FOUR DEPARTURE

ROCHESTER, NEW YORK
GREATER ROCHESTER INTL (ROC)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4:

TURBOJET AIRCRAFT ONLY: Climb heading 044° to 1200,
then heading 360°, thence

ALL OTHER AIRCRAFT: Climb heading 044°, thence

TAKEOFF RUNWAY 7: Climb heading 076°, thence

TAKEOFF RUNWAY 10: Climb heading 100°, thence

TAKEOFF RUNWAY 22: Climb heading 224°, thence

TAKEOFF RUNWAY 25: Climb heading 256°, thence

TAKEOFF RUNWAY 28: Climb heading 280°, thence

. . . . Expect radar vectors to intercept filed/assigned route or enroute fix or navaid.
Maintain 10000 or assigned lower altitude. Expect further clearance to requested
altitude/flight level ten minutes after departure.

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 beginning 1.1 NM from DER 1543' left of centerline, 213' AGL/756' MSL.
Trees beginning 743' from DER, 248' left of centerline, up to 85' AGL/636' MSL.
Tree beginning 2676' from DER, 112' right of centerline, up to 100' 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, 63' AGL/587' MSL.
Tree 3026' from DER, 935' left of centerline, 105' AGL/621' MSL.
- Rwy 25: T-L Tower beginning 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.
T-L 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.


LOC/DME I-RME	APP CRS	Rwy Idg	11820
110.1	327°	THRE	498
Chan 38		Apt Elev	504

ILS or LOC RWY 33

GRIFFISS INTL (RME)

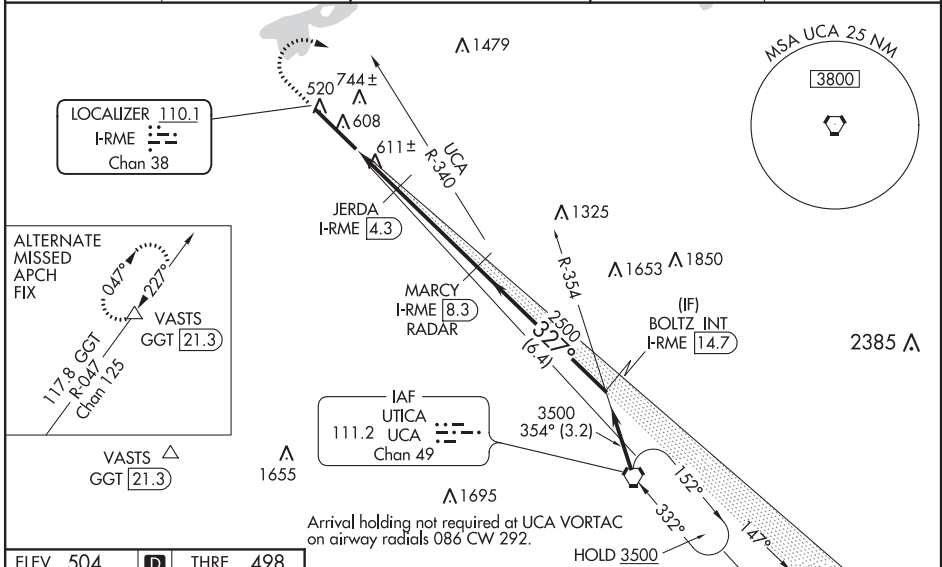
⚠ Circling NA west of Rwy 15-33. DME or Radar required. VDP NA with Syracuse altimeter setting. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase S-LOC 33 Cats C/D and JERDA fix minimums S-LOC 33 Cats C/D visibility ¼ mile; increase Circling Cats C/D and JERDA fix minimums Circling Cats C/D visibility ½ mile. For inop MALSR, increase S-LOC 33 Cats C/D visibility to 1¾ mile. For inop MALSR when using Syracuse altimeter setting, increase S-ILS 33 all Cats visibility to ¾ mile; increase S-LOC 33 Cats C/D visibility to 2 miles. For inop MALSR when using Syracuse altimeter setting, increase JERDA fix minimums S-LOC 33 Cats C/D visibility to 1¾ mile.

MALSR

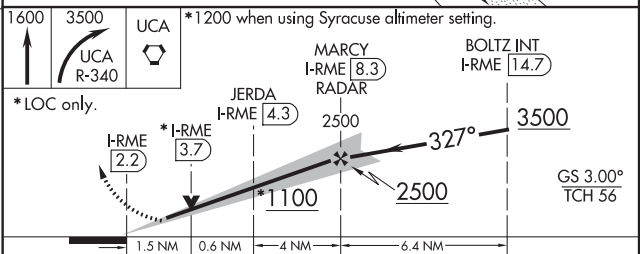
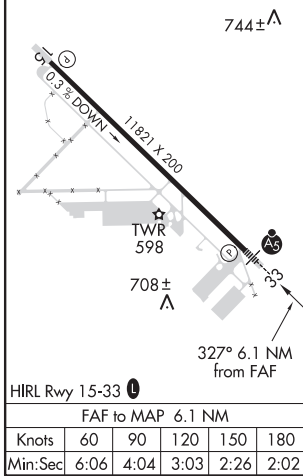


MISSED APPROACH:
Climb to 1600 then climbing right turn to 3500 on UCA VORTAC R-340 to UCA VORTAC and hold.

ATIS 118.7	SYRACUSE APP CON 127.425 290.45	GRIFFISS TOWER * 118.1 (CTAF) 291.7	GND CON 121.9	UNICOM 122.95
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ELEV 504	D	THRE 498
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CATEGORY	A	B	C	D
S-ILS 33	698-½ 200 (200-½)			
S-LOC 33	1100-½	602 (600-½)	1100-1¾	602 (600-1¾)
CIRCLING	1140-1 636 (700-1)	1200-1 696 (700-1)	1220-2 716 (800-2)	1300-2½ 796 (800-2½)
JERDA FIX MINIMUMS				
S-LOC 33	1040-½	542 (600-½)	1040-1½	542 (600-1½)
CIRCLING	1140-1 636 (700-1)	1200-1 696 (700-1)	1220-2 716 (800-2)	1300-2½ 796 (800-2½)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82206 W15A	APP CRS 147°	Rwy Idg 11820 TDZE 504 Apt Elev 504
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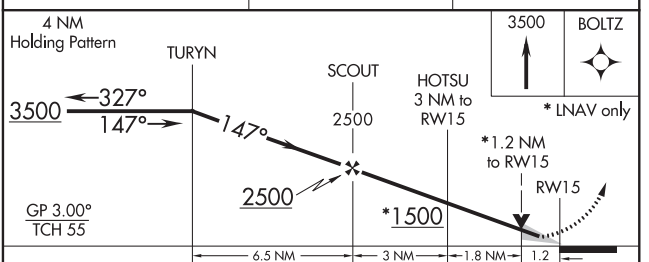
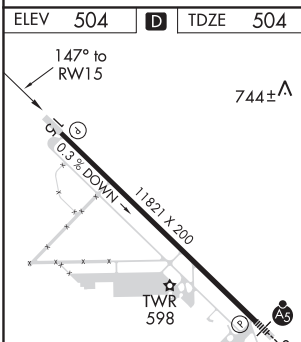
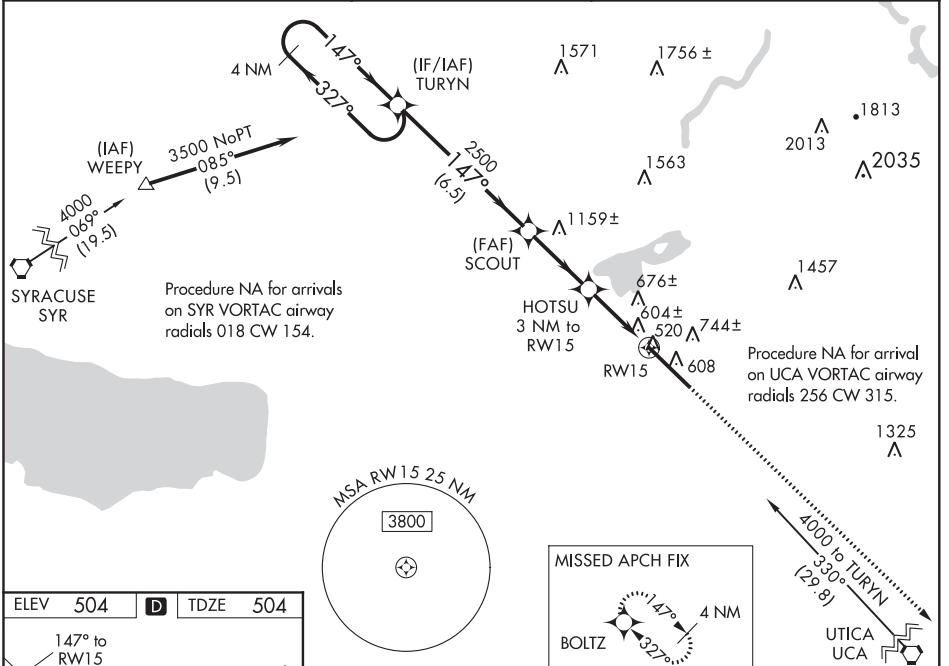
RNAV (GPS) RWY 15

GRIFFISS INTL (RME)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 100 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats B visibility ¼ mile; Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting. Circling NA west of Rwy 15-33.

MISSED APPROACH: Climb to 3500 direct BOLTZ and hold.

ATIS 118.7	SYRACUSE APP CON 127.425 290.45	GRIFFISS TOWER * 118.1 (CTAF) 291.7	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	704-1 200 (200-1)			
LNAV/VNAV DA	1052-2 548 (600-2)			
LNAV MDA	940-1	436 (500-1)	940-1¼ 436 (500-1¼)	940-1½ 436 (500-1½)
CIRCLING	1140-1 636 (700-1)	1200-1 696 (700-1)	1220-2 716 (800-2)	1300-2½ 796 (800-2½)

NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42906 W33A	APP CRS 327°	Rwy Idg 11820 THRE 498 Apt Elev 504
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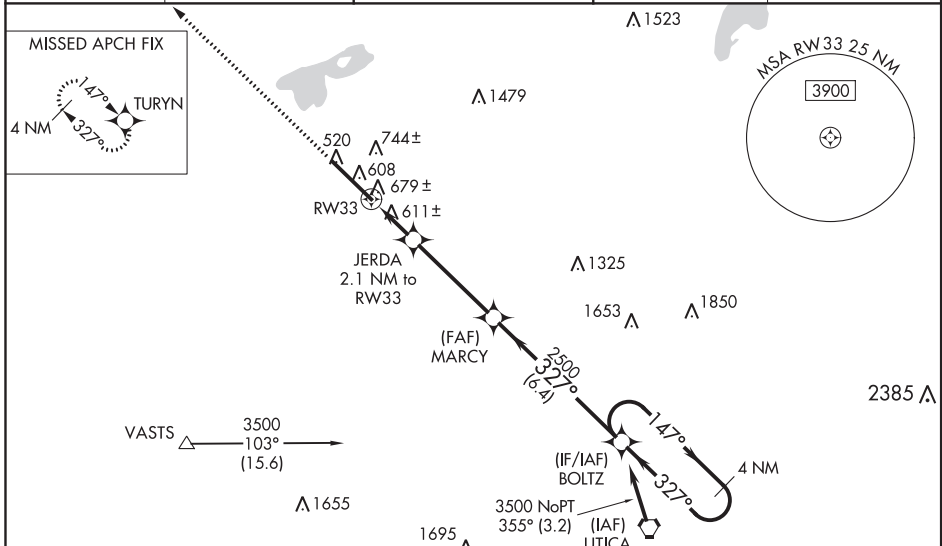
RNAV (GPS) RWY 33

GRIFFISS INTL (RME)

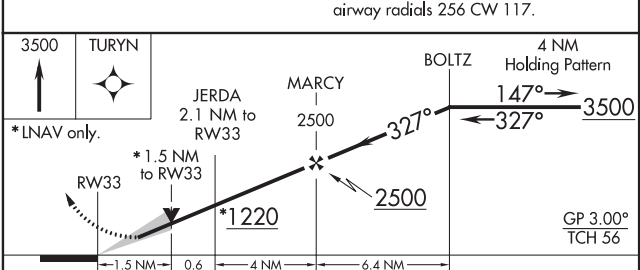
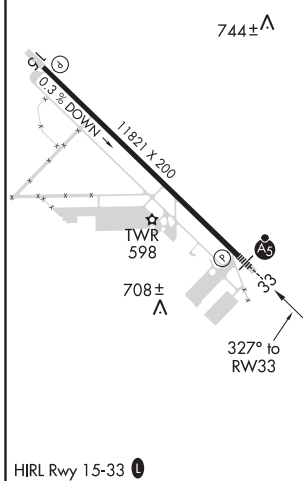
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). Circling NA West of Rwy 15-33. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility 1/8 mile; increase LNAV Cats C/D visibility 1/4 mile; increase Circling Cats C/D visibility 1/2 mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 1/2 mile and increase LNAV Cats C/D visibility to 1 3/8 mile. For inop MALSR when using Syracuse altimeter setting, increase LPV all Cats visibility to 7/8 mile; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1 7/8 mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

MALSR

MISSED APPROACH:
 Climb to 3500 direct TURYN 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	THRE 498
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CATEGORY	A	B	C	D
LPV DA		698-1/2	200 (200-1/2)	
LNAV/VNAV DA		966-1 1/4	468 (500-1 1/4)	
LNAV MDA	1040-1/2	542 (600-1/2)	1040-1 1/8	542 (600-1 1/8)
CIRCLING	1140-1 636 (700-1)	1200-1 696 (700-1)	1220-2 716 (800-2)	1300-2 1/2 796 (800-2 1/2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ROME, NEW YORK

AL-9515 (FAA)

15344

VORTAC UCA 111.2 Chan 49	APP CRS 151°	Rwy Idg 11820 THRE 504 Apt Elev 504
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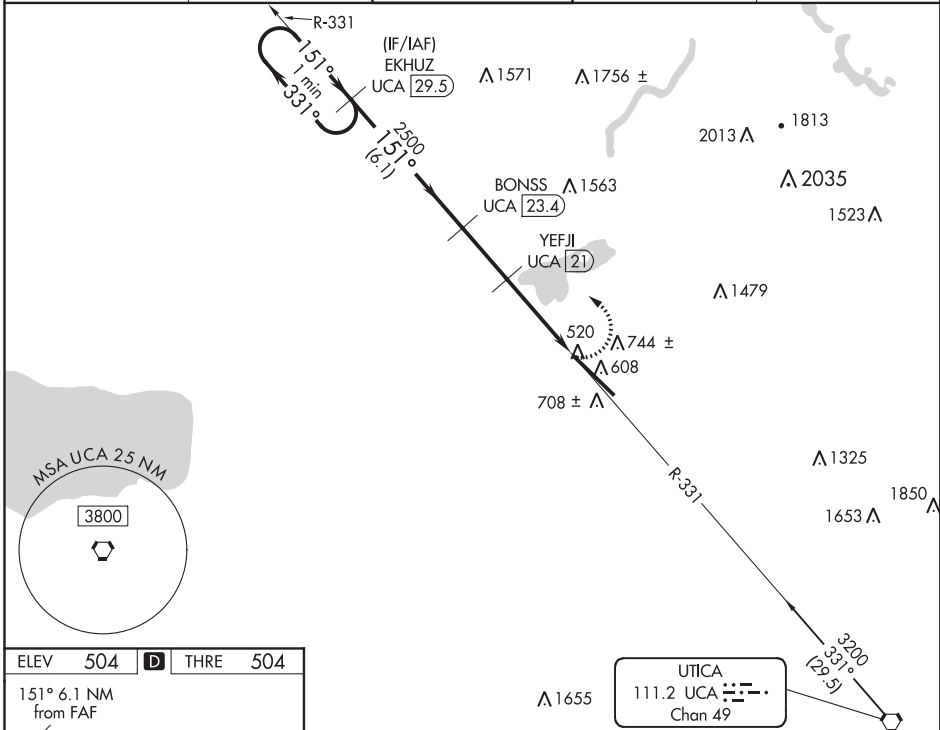
VOR/DME RWY 15

GRIFFISS INTL (RME)

⚠ When local altimeter setting not received, use Syracuse altimeter setting and increase all MDA 100 feet. Circling NA southwest of Rwy 15-33.

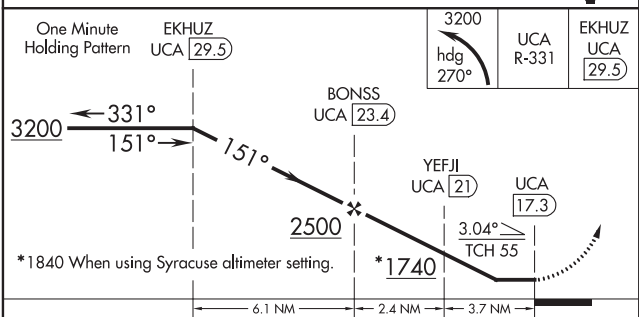
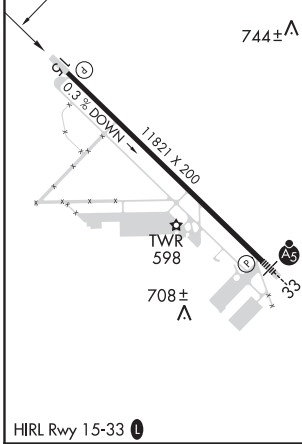
⚠ MISSED APPROACH: Climbing left turn to 3200 on heading 270° and UCA R-331 to EKHUZ/29.5 DME and hold.

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 THRE 504
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151° 6.1 NM from FAF



CATEGORY	A	B	C	D
S-15	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3 996 (1000-3)	996 (1000-3)
C CIRCLING	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3 996 (1000-3)	1640-3 1136 (1200-3)

ROME, NEW YORK
Amdt 1 18SEP14

43°14'N-75°24'W

GRIFFISS INTL (RME) VOR/DME RWY 15

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

15064

AIRPORT DIAGRAM

AL-9515 (FAA)

GRIFFISS INTL (RME)
ROME, NEW YORK

ATIS
118.7
GRIFFISS TOWER ★
118.1 291.7
GND CON
121.9

744 ±

43°15'N

D

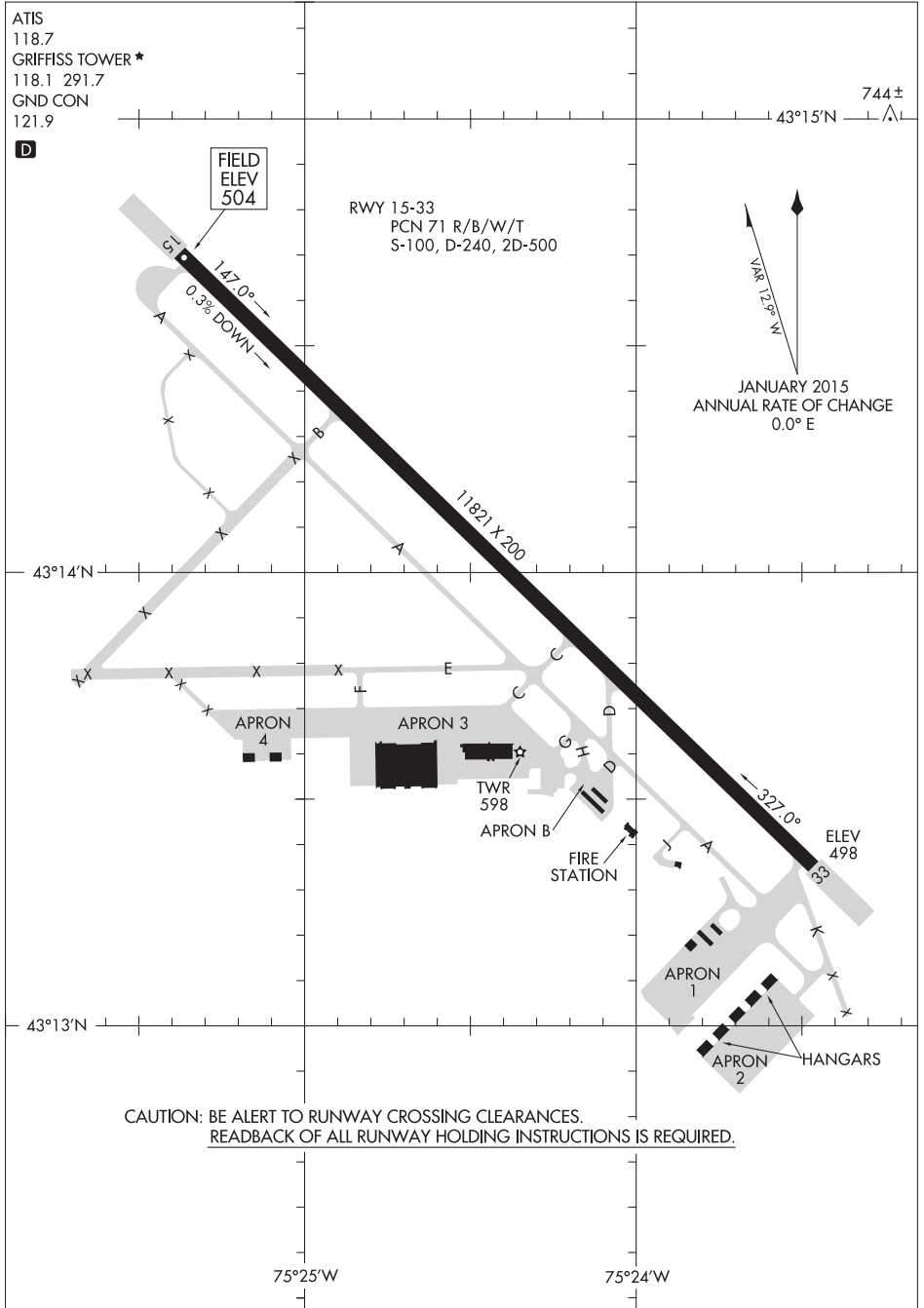
FIELD
ELEV
504

RWY 15-33
PCN 71 R/B/W/T
S-100, D-240, 2D-500

V.M.R. 12.5° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° E

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



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

AIRPORT DIAGRAM

15064

ROME, NEW YORK
GRIFFISS INTL (RME)

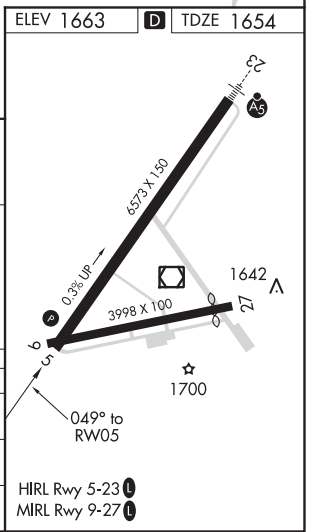
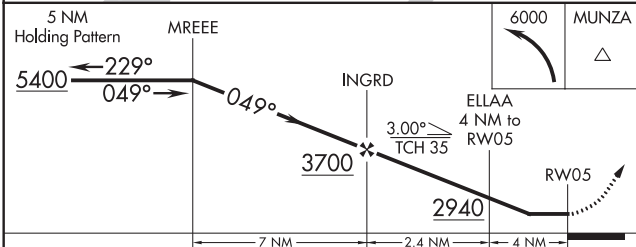
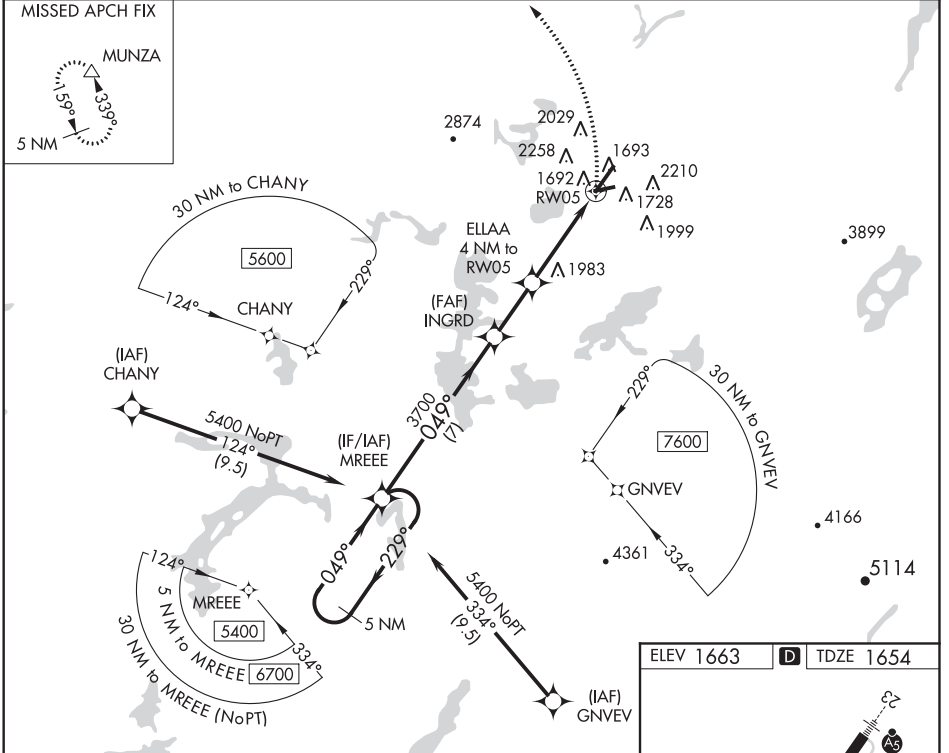
WAAS CH 48926 W05A	APP CRS 049°	Rwy Idg TDZE 1654 Apt Elev 1663
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RNAV (GPS) RWY 5

ADIRONDACK RGNL (SLK)

Night Landing: Rwy 5, 9, 27 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.	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)
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CATEGORY	A	B	C	D
LP MDA	2420-1 766 (800-1)	2420-1¼ 766 (800-1¼)	2420-2½	766 (800-2½)
LNAV MDA	2540-1¼	886 (900-1¼)	2540-2½	886 (900-2½)
CIRCLING	2540-1¼ 877 (900-1¼)	2660-1½ 997 (1000-1½)	2660-3	997 (1000-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93626 W09A	APP CRS 093°	Rwy Idg TDZE Apt Elev	3998 1643 1663
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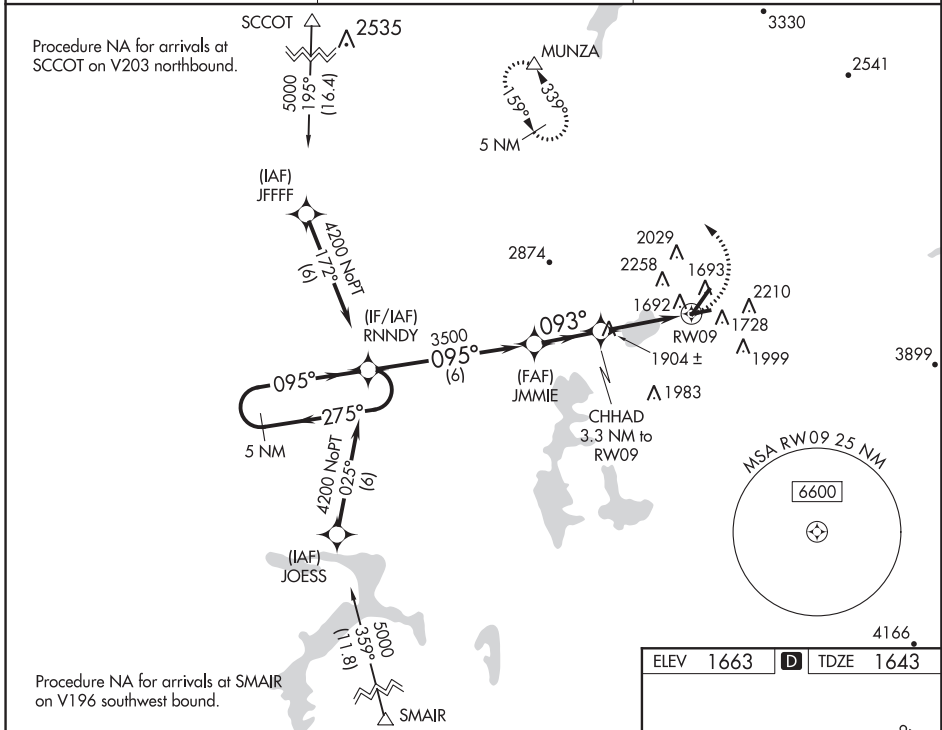
RNAV (GPS) RWY 9

ADIRONDACK RGNL (SLK)

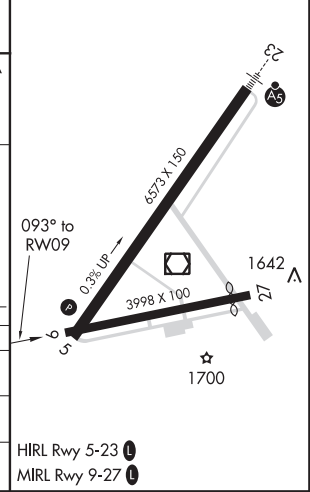
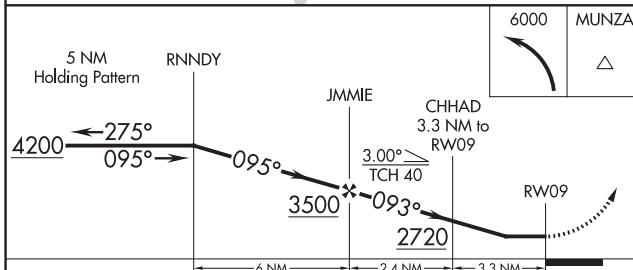
⚠ Night Landing: Rwy 5, 9, 27 NA. DME/DME RNP-0.3 NA.
✈ Helicopter visibility reduction below 1 SM NA.

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)
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ELEV 1663	D TDZE 1643
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CATEGORY	A	B	C	D
LP MDA	2260-1	617 (600-1)	2260-1 3/4	617 (600-1 3/4)
LNAV MDA	2440-1 797 (800-1)	2440-1 1/4 797 (800-1 1/4)	2440-2 1/2	797 (800-2 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)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

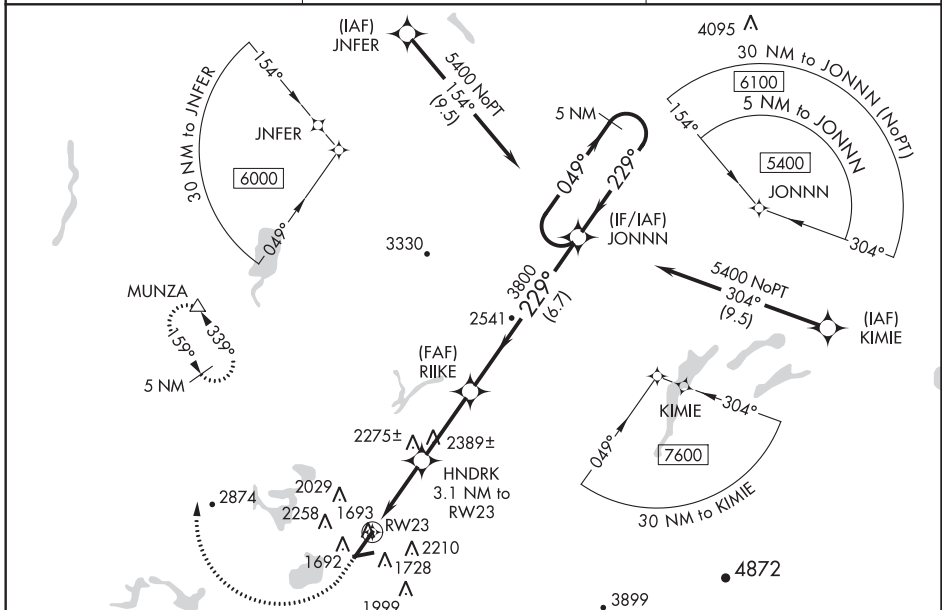
WAAS CH 42520 W23A	APP CRS 229°	Rwy Idg TDZE Apt Elev	6367 1663 1663
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RNAV (GPS) RWY 23

ADIRONDACK RGNL (SLK)

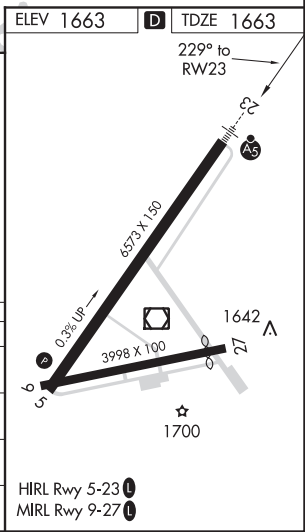
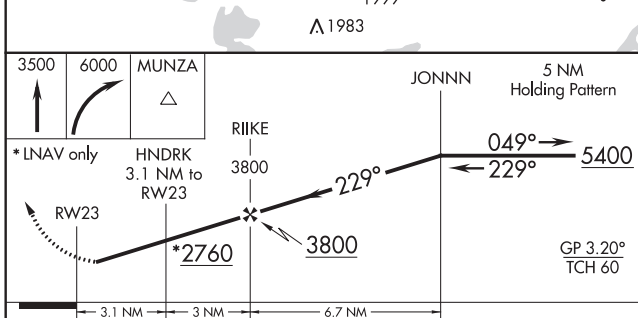
Night Landing: Rwy 5, 9, 27 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.8°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.	MALS	MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct MUNZA and hold, continue climb-in-hold to 6000.
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ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		1863-3/4	200 (200-3/4)	
LNAV/VNAV DA		2109-7/8	446 (500-7/8)	
LNAV MDA	2640-3/4 977 (1000-3/4)	2640-1 977 (1000-1)	2640-2 1/2	977 (1000-2 1/2)
CIRCLING	2640-1 1/4 977 (1000-1 1/4)	2660-1 1/2 977 (1000-1 1/2)	2660-3	977 (1000-3)

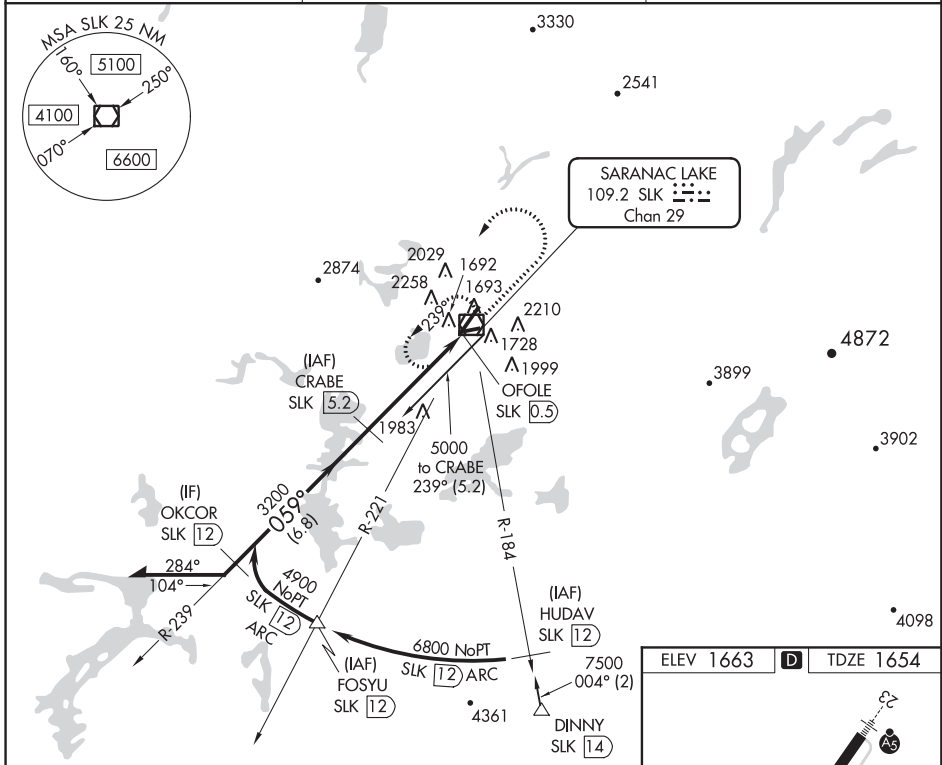
VOR/DME SLK 109.2 Chan 29	APP CRS 059°	Rwy Idg 6573 TDZE 1654 Apt Elev 1663
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VOR/DME RWY 5

ADIRONDACK RGNL (SLK)

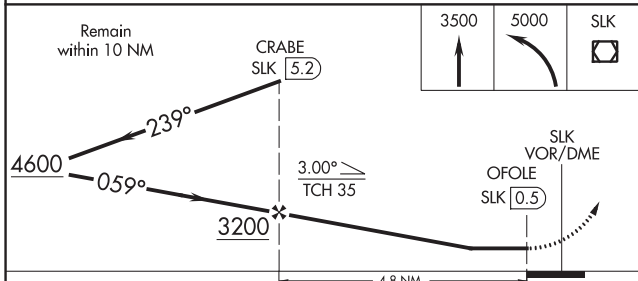
⚠ Night Landing: Rwy 5, 9, 27 NA.
⚠ Helicopter visibility reduction below 1 SM NA.
 MISSED APPROACH: Climb to 3500 then climbing left turn to 5000 direct SLK VOR/DME and hold, continue climb-in-hold 5000.

ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF)
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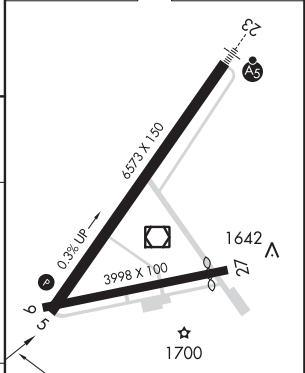


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 1663	D	TDZE 1654
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CATEGORY	A	B	C	D
S-5	2620-1¼ 966 (1000-1)	2620-1½ 966 (1000-1½)	2620-3	966 (1000-3)
CIRCLING	2620-1¼ 957 (1000-1¼)	2660-1½ 997 (1000-1½)	2660-3	997 (1000-3)

HIRL Rwy 5-23 **Ⓛ**
 MIRL Rwy 9-27 **Ⓛ**

SARANAC LAKE, NEW YORK

AL-806 (FAA)

16091

VOR/DME SLK 109.2 Chan 29	APP CRS 083°	Rwy Idg 3998 TDZE 1643 Apt Elev 1663
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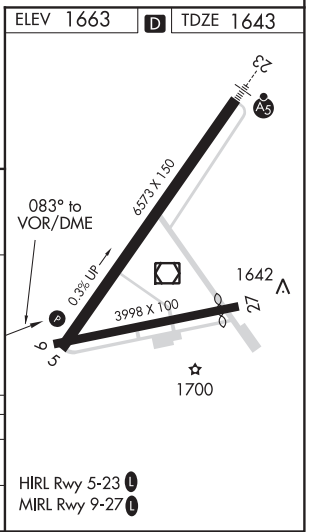
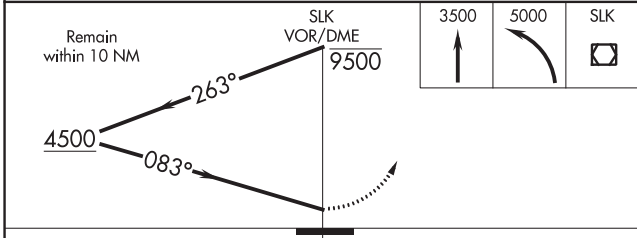
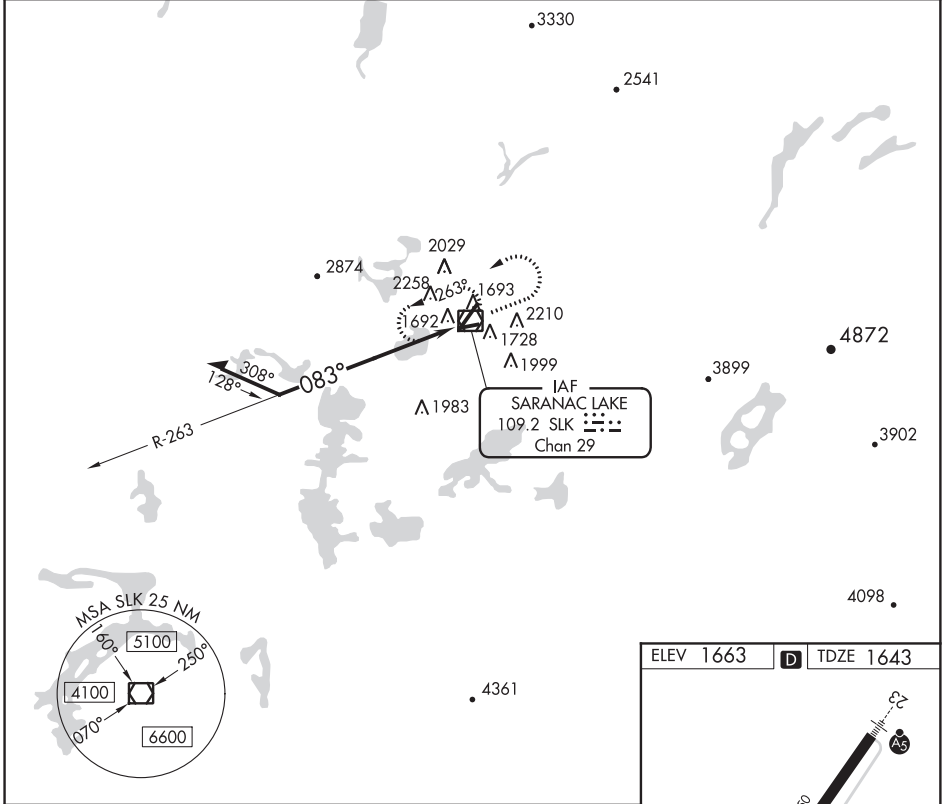
VOR RWY 9

ADIRONDACK RGNL (SLK)

⚠ Night Landing: Rwy 5, 9, 27 NA.
⚠ Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 then climbing left turn to 5000 direct SLK VOR/DME and hold, continue climb-in-hold to 5000.

ASOS 124.175	BOSTON CENTER 120.35 342.25	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-9	3080-1¼ 1437 (1500-1½)	3080-1½ 1437 (1500-1½)	3080-3	1437 (1500-3)
CIRCLING	3080-1¼ 1417 (1500-1½)	3080-1½ 1417 (1500-1½)	3080-3	1417 (1500-3)

SARANAC LAKE, NEW YORK
 Amdt 2B 25JUN15

44°23'N-74°12'W

ADIRONDACK RGNL (SLK)

VOR RWY 9

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 052°	Rwy Idg 4699
	TDZE 434
	Apt Elev 434

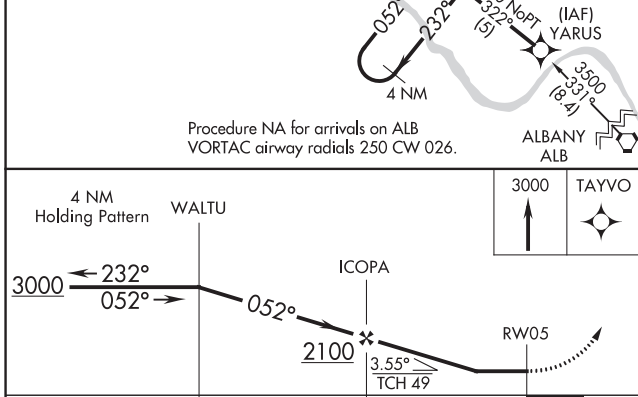
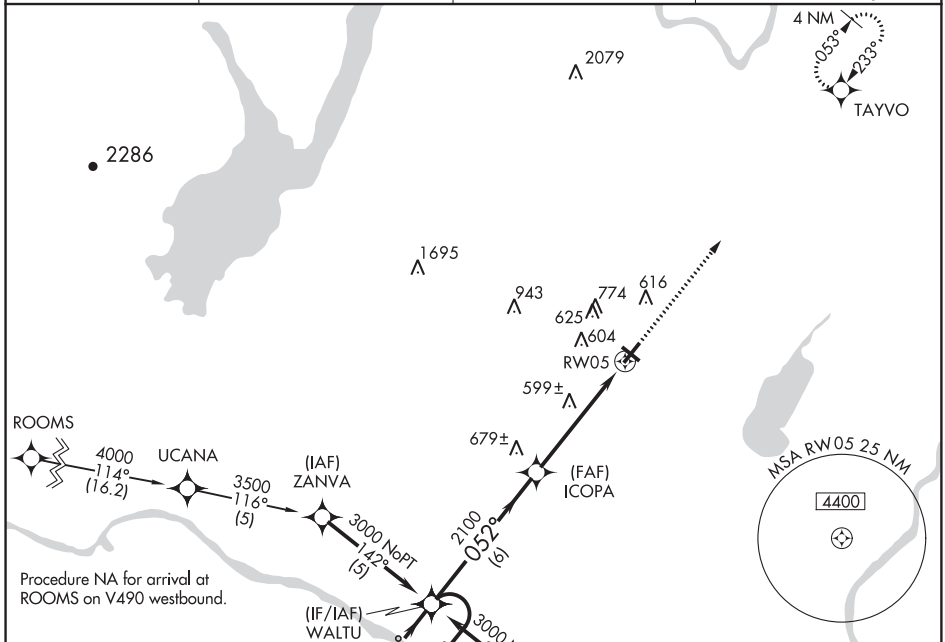
RNAV (GPS) RWY 5

SARATOGA COUNTY (5B2)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, LNAV Cat C/D, Circling Cat C visibility ¼ mile, and Circling Cat D visibility ½ mile. Night landing: Rwy 5, 14, 32 NA.

MISSED APPROACH: Climb to 3000 direct TAYVO 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 434
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MIRL Rwy 5-23 and 14-32 0
REIL Rws 5, 23 and 32 0

CATEGORY	A	B	C	D
LNAV MDA	860-1	426 (500-1)	860-1¼	426 (500-1¼)
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

SARATOGA SPRINGS, NEW YORK

AL-5816 (FAA)

16035

WAAS CH 56611 W23A	APP CRS 233°	Rwy Idg TDZE 431 Apt Elev 434
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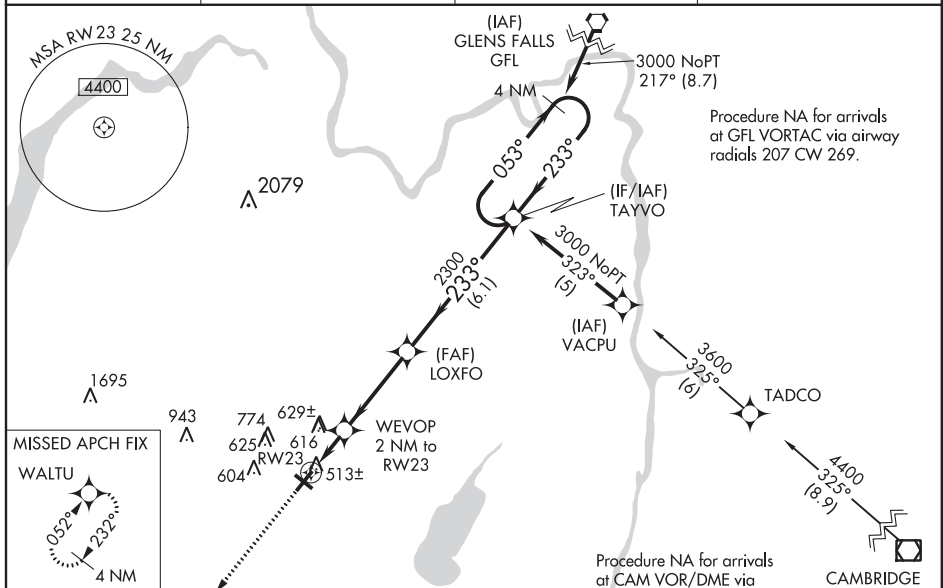
RNAV (GPS) RWY 23

SARATOGA COUNTY (5B2)

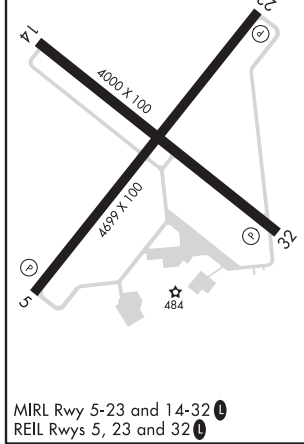
⚠ Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 64 feet, and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Increase LNAV and Circling Cat. C visibility ¼ mile and Circling Cat. D visibility ½ mile. VDP NA when using Albany altimeter setting. Night landing: Rwy 5, 14, 32 NA.

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
233° to RWY 23	



3000 WALTU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).	4 NM Holding Pattern
WEVOP 2 NM to RWY 23	LOXFO	TAYVO
* LNAV only.	* 1.2 NM to RWY 23	053° → 3000
RWY 23	2300	← 233°
1.2 NM	0.8	3.6 NM
		6.1 NM
		GP 3.00° TCH 60

CATEGORY	A	B	C	D
LPV DA	745-1 314 (400-1)			
LNAV/ VNAV DA	1046-2¼ 615 (700-2¼)			
LNAV MDA	860-1 429 (500-1)	860-1¼ 429 (500-1¼)	860-1½ 429 (500-1½)	
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)

SARATOGA SPRINGS, NEW YORK
Amdt 1B 30APR15

43°03'N-73°52'W

RNAV (GPS) RWY 23

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

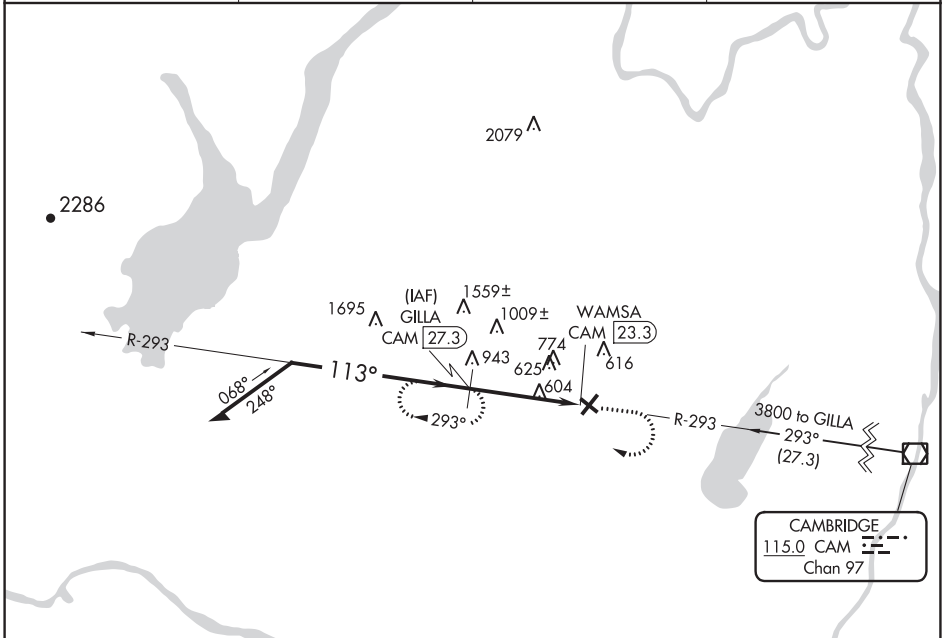
VOR/DME CAM 115.0 Chan 97	APP CRS 113°	Rwy Idg TDZE Apt Elev	N/A N/A 434
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VOR/DME-A
SARATOGA COUNTY (5B2)

NA When local altimeter setting not received use Albany altimeter setting and increase all MDA 80 feet, and Cat A, C and D visibility 1/4 mile.
Night landing: 5, 14, 32 NA. Helicopter visibility reduction below 1 SM NA.

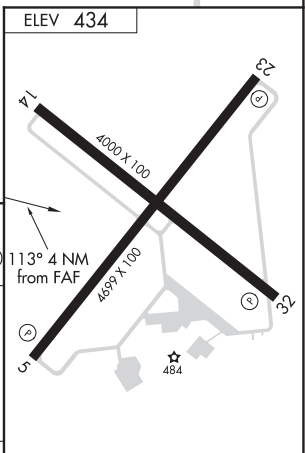
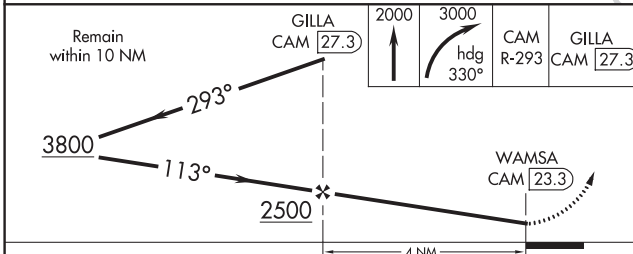
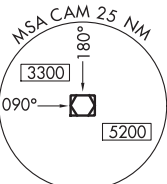
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 330° and CAM VOR/DME R-293 to GILLA/CAM 27.3 DME and hold.

AWOS-3 132.025	ALBANY APP CON 118.05 263.075	CLNC DEL (GCO) 118.125	UNICOM 123.075(CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1260-1 826 (900-1)	1260-1¼ 826 (900-1¼)	1260-2½ 826 (900-2½)	1260-2¾ 826 (900-2¾)

MIRL Rwy 5-23 and 14-32 0
REIL Rwy 5, 23 and 32 0

LOC I-SCH 109.7	APP CRS 040°	Rwy ldg TDZE Apt Elev	7001 338 378
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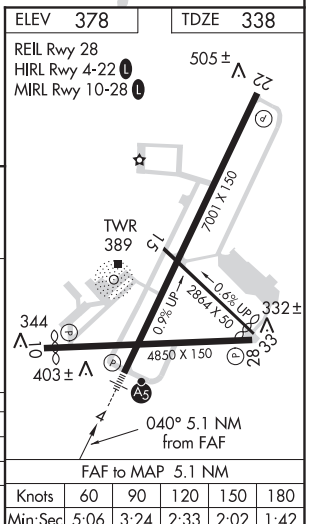
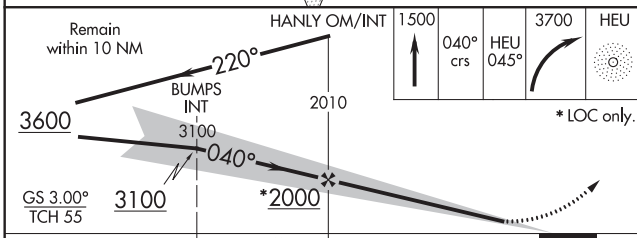
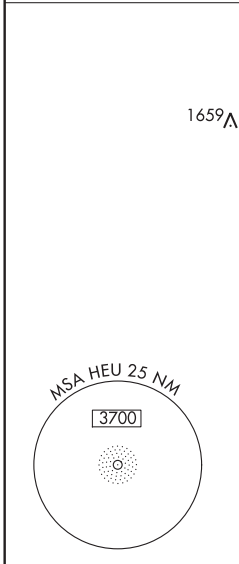
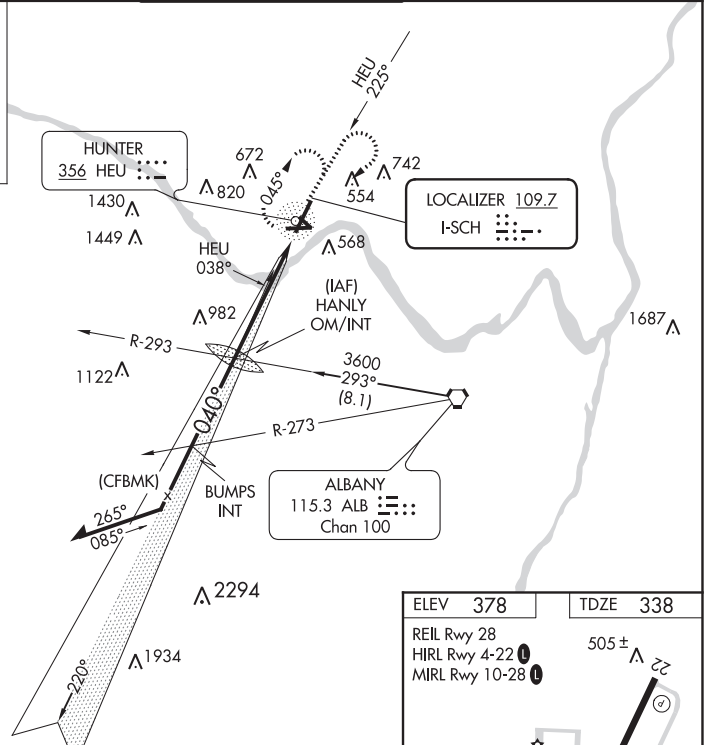
ILS or LOC RWY 4
SCHENECTADY COUNTY (SCH)

NA Night landing: Rwy 10, 15, 33 NA. Inop table does not apply to S-ILS 4. For inop MALSR, increase S-LOC 4 Cat A/B visibility to 1 mile and Cat C/D visibility to 1 3/4 mile. For inoperative MALSR when using Albany altimeter setting, increase S-LOC 4 Cat A/B visibility to 1 mile. When using Albany altimeter setting inoperative table does not apply to S-ILS-4. ADF required. When local altimeter setting not received, use Albany altimeter setting and increase all DA 33 feet, and all MDA 40 feet. Helicopter visibility reduction below 3/4 SM NA.

MALSR
MISSED APPROACH: Climb to 1500 on 040° course and on HEU NDB bearing 045° then climbing right turn to 3700 direct HEU NDB and hold, continue climb-in-hold to 3700.

AWOS-3 119.275	ALBANY APP CON 118.05 263.075	SCHENECTADY TOWER * 121.3 (CTAF) 0 321.1	GND CON 121.9	UNICOM 122.95
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ALTERNATE MISSED APCH FIX
ALBANY ALB **115.3** Chan 100
R-283 103°
283°



CATEGORY	A	B	C	D
S-ILS 4	538-3/4 200 (200-3/4)			
S-LOC 4	820-3/4	482 (500-3/4)	820-1	482 (500-1)
CIRCLING	880-1	502 (600-1)	880-1 1/2	980-2
			502 (600-1 1/2)	602 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42722 W04A	APP CRS 040°	Rwy Idg TDZE Apt Elev	7001 338 378
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RNAV (GPS) RWY 4

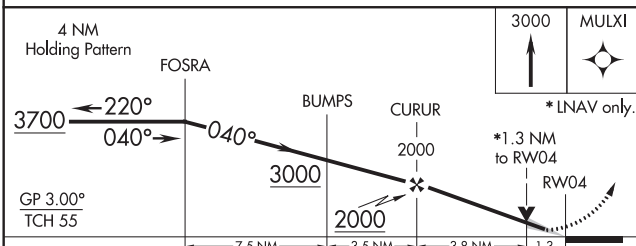
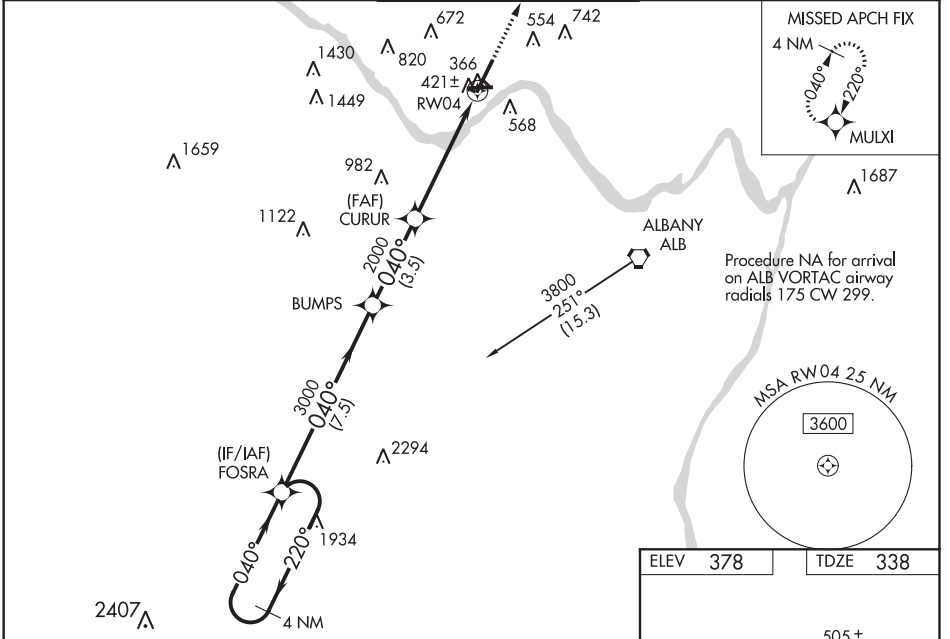
SCHENECTADY COUNTY (SCH)

NA Night landing: Rwy 10, 15, 33 NA. Baro-VNAV NA when using Albany altimeter setting. For inop MALSRL, increase LNAV/VNAV all Cats visibility to 7/8 mile and LNAV Cat A/B visibility to 1 mile, Cat C/D to 1 1/8 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Albany -21°C/ altimeter setting. When local altimeter setting not received, use Albany altimeter setting and increase all DA 33 feet and all MDA 40 feet. For inop MALSRL when using Albany altimeter setting, increase LNAV/VNAV all Cats and LNAV Cat A/B visibility to 1 mile and Cat C/D visibility to 1 1/8 mile. Inop table does not apply to LPV. When using Albany altimeter setting inop table does not apply to LPV. Helicopter visibility reduction below 3/4 SM NA.

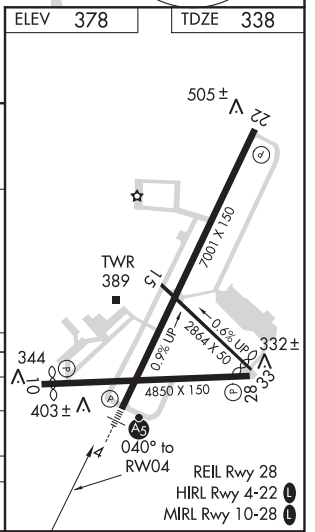
MALSRL

MISSED APPROACH:
Climb to 3000 direct MULXI and hold.

AWOS-3 119.275	ALBANY APP CON 118.05 263.075	SCHENECTADY TOWER * 121.3 (CTAF) 0 321.1	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		538-3/4	200 (200-3/4)	
LNAV/VNAV DA		605-3/4	267 (300-3/4)	
LNAV MDA	800-3/4	462 (500-3/4)	800-1	462 (500-1)
CIRCLING	880-1	502 (600-1)	880-1 1/2 502 (600-1 1/2)	980-2 602 (700-2)



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78224 W10A	APP CRS 102°	Rwy Idg TDZE Apt Elev	4650 325 378
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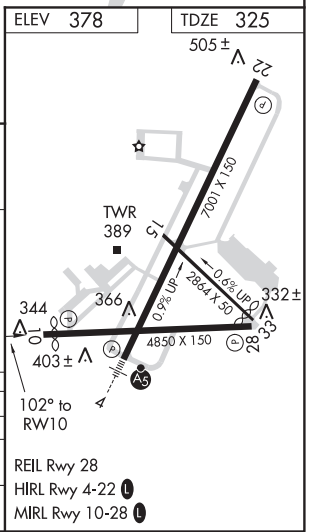
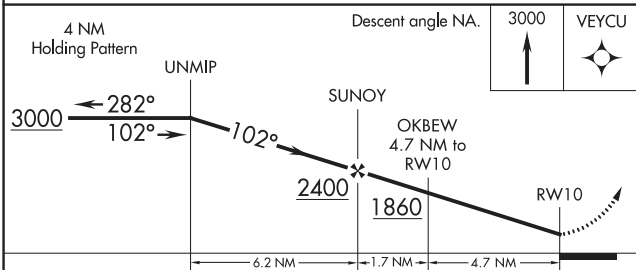
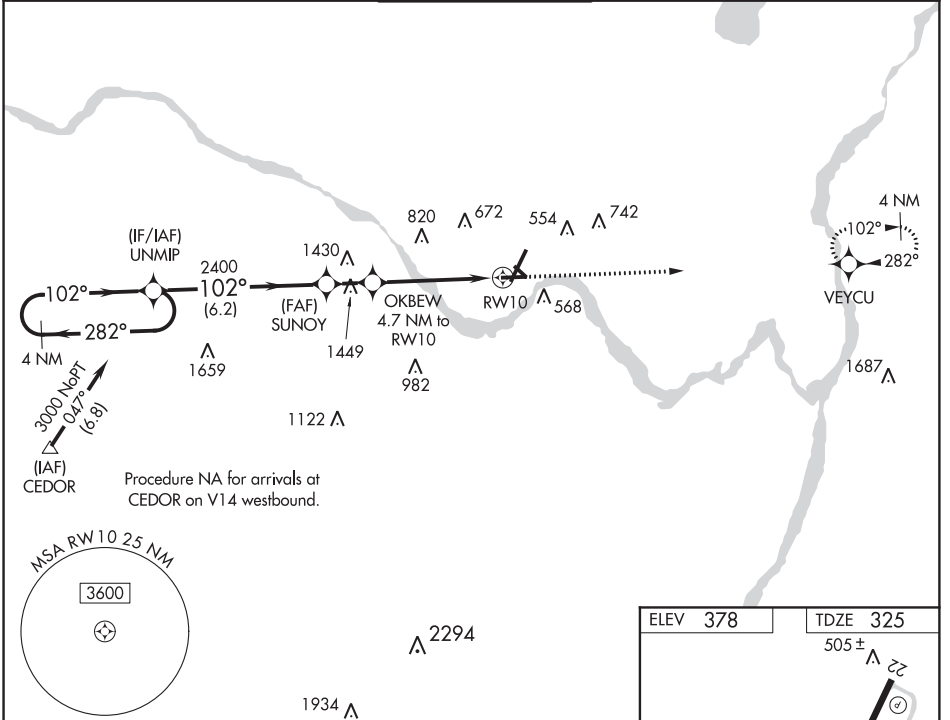
RNAV (GPS) RWY 10

SCHENECTADY COUNTY (SCH)

NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 40 feet; increase LNAV Cat B and Circling Cat B/D visibility ¼ mile, and LNAV Cat C/D and Circling Cat C visibility ½ mile. Night landing: Rwy 10, 15, 33 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct VEYCU and hold.

AWOS-3 119.275	ALBANY APP CON 118.05 263.075	SCHENECTADY TOWER * 121.3 (CTAF) 0 321.1	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	1220-1¼	895 (900-1¼)	1220-2½	895 (900-2½)
LNAV MDA	1240-1¼	915 (900-1¼)	1240-2½	915 (900-2½)
CIRCLING	1240-1¼	862 (900-1¼)	1240-2½	1240-2¾ 862 (900-2¾)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58122 W22A	APP CRS 220°	Rwy Idg TDZE Apt Elev	7001 378 378
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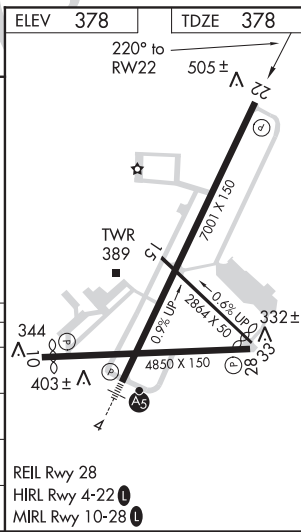
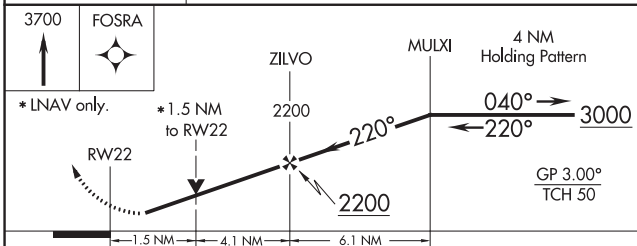
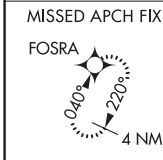
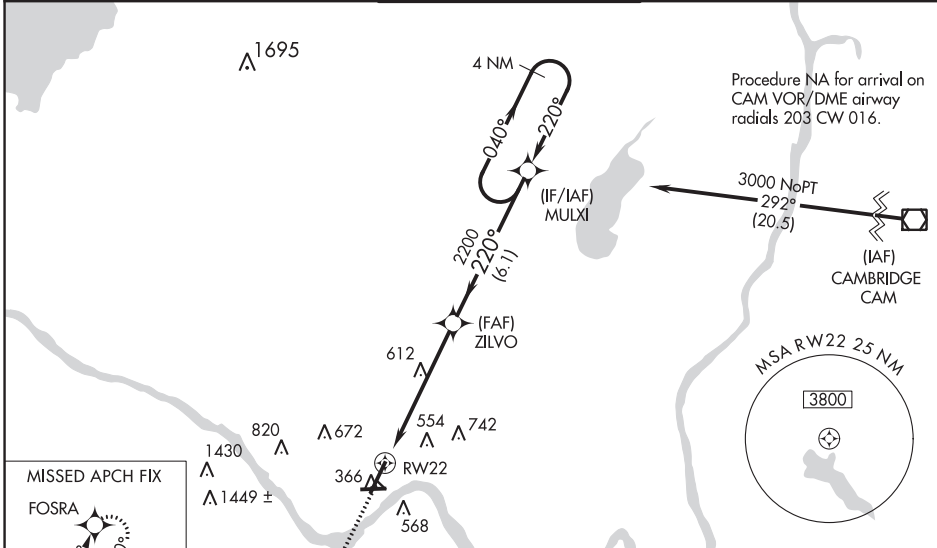
RNAV (GPS) RWY 22

SCHENECTADY COUNTY (SCH)

N Night Landing: Rwy 10, 15, 33 NA. Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Albany altimeter setting. When local altimeter setting not received, use Albany altimeter setting and increase LPV DA to 661, LNAV/VNAV DA to 749, and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C visibility 1/8 mile.

MISSED APPROACH:
Climb to 3700 direct FOSRA and hold.

AWOS-3 119.275	ALBANY APP CON 118.05 263.075	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)	900-1 1/2 522 (600-1 1/2)	980-2 602 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97622 W28A	APP CRS 282°	Rwy Idg 4850 TDZE 323 Apt Elev 378
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RNAV (GPS) RWY 28

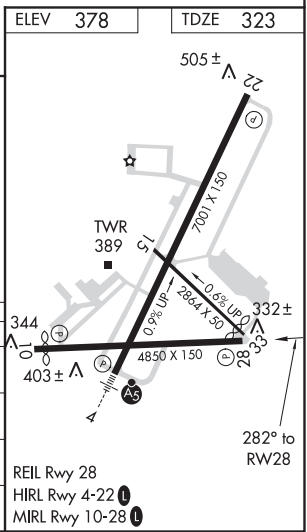
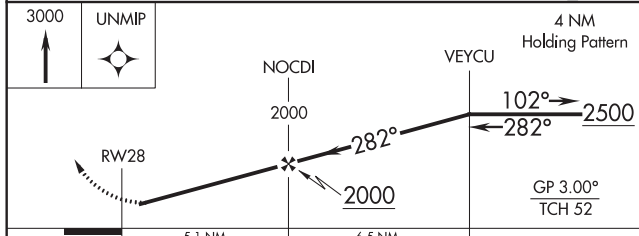
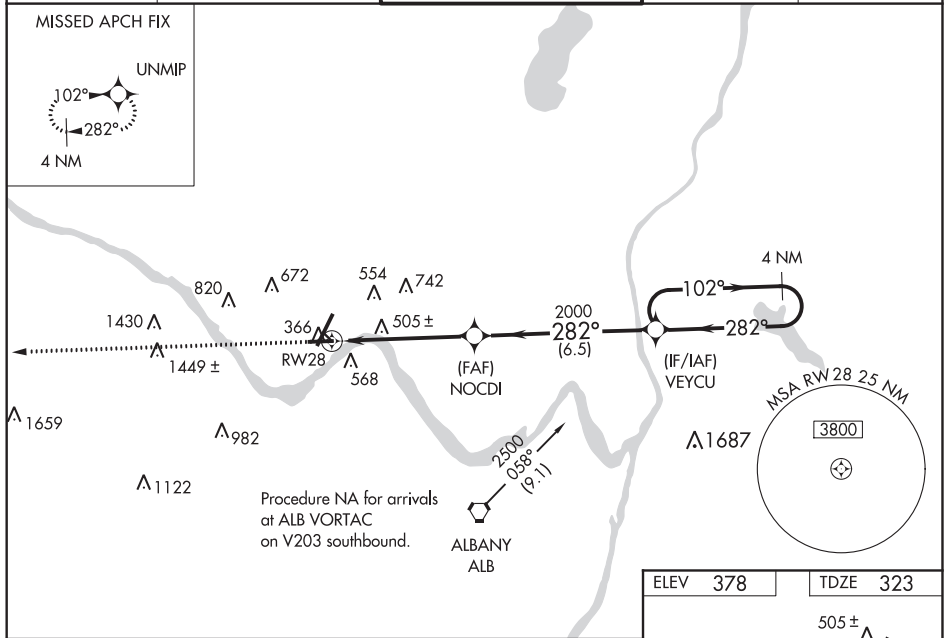
SCHENECTADY COUNTY (SCH)

NA Night Landing: Rwy 10, 15, 33 NA. Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 33 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility 1/8 mile.

MISSED APPROACH: Climb to 3000 direct UNMIP and hold.

21°C/-6°F

AWOS-3 119.275	ALBANY APP CON 118.05 263.075	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		618-1	295 (300-1)	
LNAV/VNAV DA		696-1¼	373 (400-1¼)	
LNAV MDA	820-1	497 (500-1)	820-1⅓	497 (500-1⅓)
CIRCLING	880-1	502 (600-1)	880-1½	980-2 602 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NDB HEU 356	APP CRS 225°	Rwy ldg 7001
		TDZE 378
		Apt Elev 378

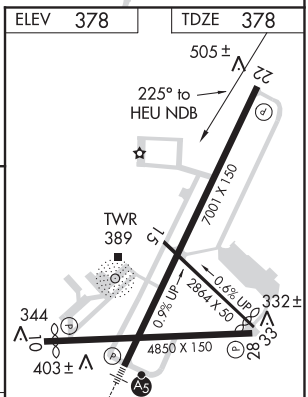
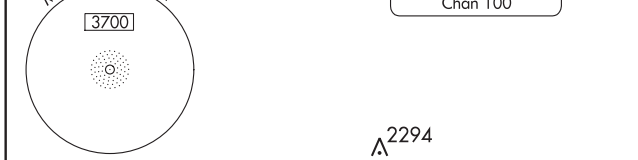
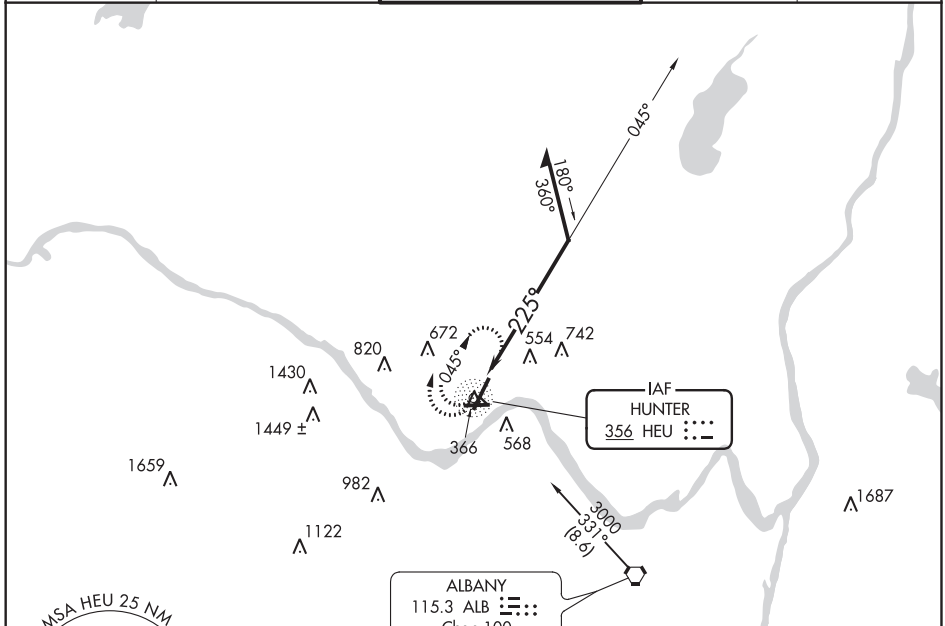
NDB RWY 22

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 1/4 mile. Night Landing: Rwy 10, 15, 33 NA.

MISSED APPROACH: Climbing right turn to 3100 in HEU NDB holding pattern.

AWOS-3 119.275	ALBANY APP CON 118.05 263.075	SCHENECTADY TOWER ★ 121.3 (CTAF) 321.1	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-22	1160-1 782 (800-1)	1160-1¼ 782 (800-1¼)	1160-2½	782 (800-2½)
CIRCLING	1160-1 782 (800-1)	1160-1¼ 782 (800-1¼)	1160-2½	782 (800-2½)

REIL Rwy 28	HIRL Rwy 4-22	MIRL Rwy 10-28
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-382 (FAA)

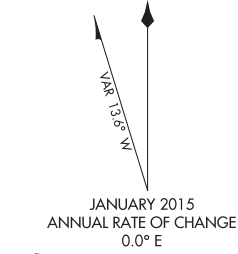
SCHENECTADY COUNTY (SCH)
SCHENECTADY, NEW YORK

AWOS-3
119.275
SCHENECTADY TOWER ★
121.3 321.1
GND CON
121.9

RWY 04-22
S-95, D-175, 2D-348,
2D/2D2-850

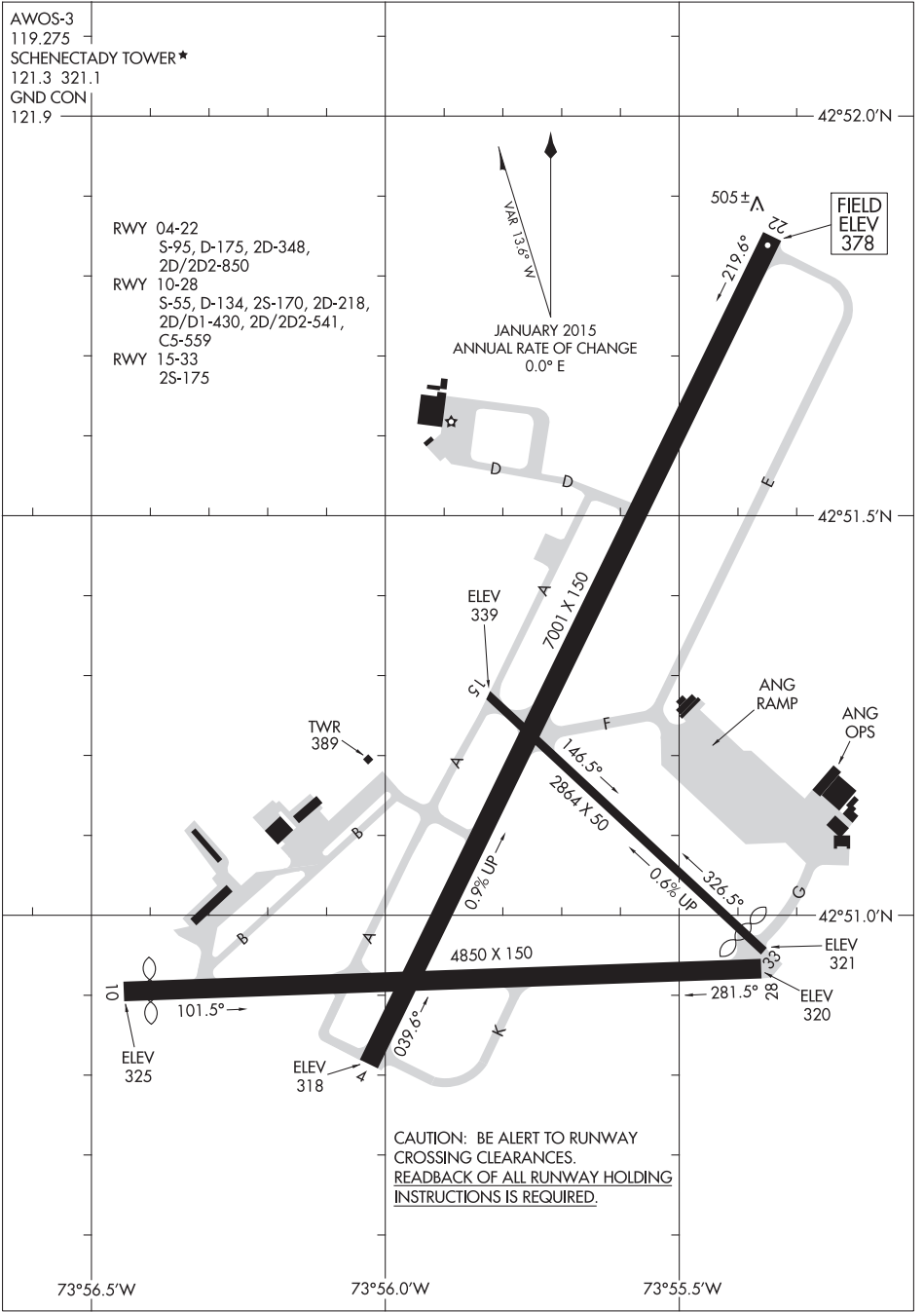
RWY 10-28
S-55, D-134, 2S-170, 2D-218,
2D/D1-430, 2D/2D2-541,
C5-559

RWY 15-33
2S-175



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



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

AIRPORT DIAGRAM

15064

SCHENECTADY, NEW YORK
SCHENECTADY COUNTY (SCH)

WAAS CH 81936 W01A	APP CRS 007°	Rwy Idg 4199 TDZE 492 Apt Elev 492
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RNAV (GPS) RWY 1

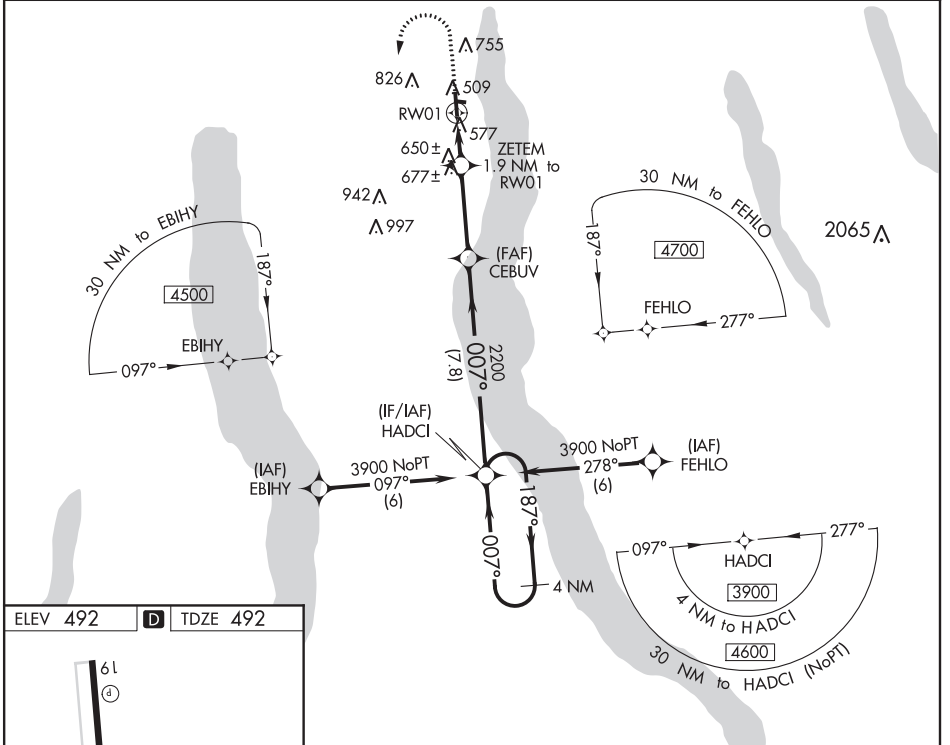
FINGER LAKES RGNL (ØG7)

Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

⚠ NA Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 86 feet and all MDA 100 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile. Night landing: Rwy 1 NA.

MISSED APPROACH: Climb to 1000 then dimbling left turn to 3900 direct HADCI and hold, continue climb-hold to 3900.

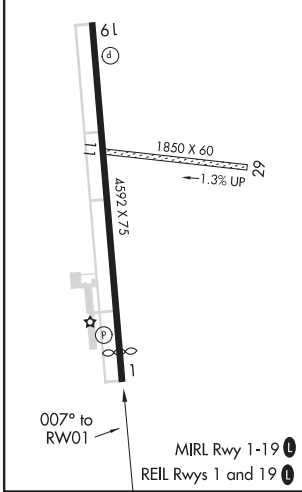
AWOS-3 120.0	SYRACUSE APP CON 126.125 269.125 (E-NE)	ROCHESTER APP CON 119.55 269.6 (W-NW)	ELMIRA APP CON ★ 124.3 257.8 (SW-SE)	UNICOM 122.8 (CTAF) Ø
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 492	D	TDZE 492
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1000	3900	HADCI	4 NM Holding Pattern	
↑	↻	✦		
* LNAV only	ZETEM 1.9 NM to RW01	CEBUV 2200	HADCI 3900	
RW01		2200	GS 3.00° TCH 40	
1.9 NM	3.3 NM	7.8 NM		
CATEGORY	A	B	C	D
LPV DA	742-1	250 (300-1)		NA
LNAV/VNAV DA	959-1½	467 (500-1½)		NA
LNAV MDA	900-1	408 (500-1)		NA
ⓐ CIRCLING	980-1 488 (500-1)	1180-1 688 (700-1)		NA

LOC I-HWV 108.95	APP CRS 059°	Rwy Idg TDZE Apt Elev	4200 76 81
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ILS or LOC RWY 6

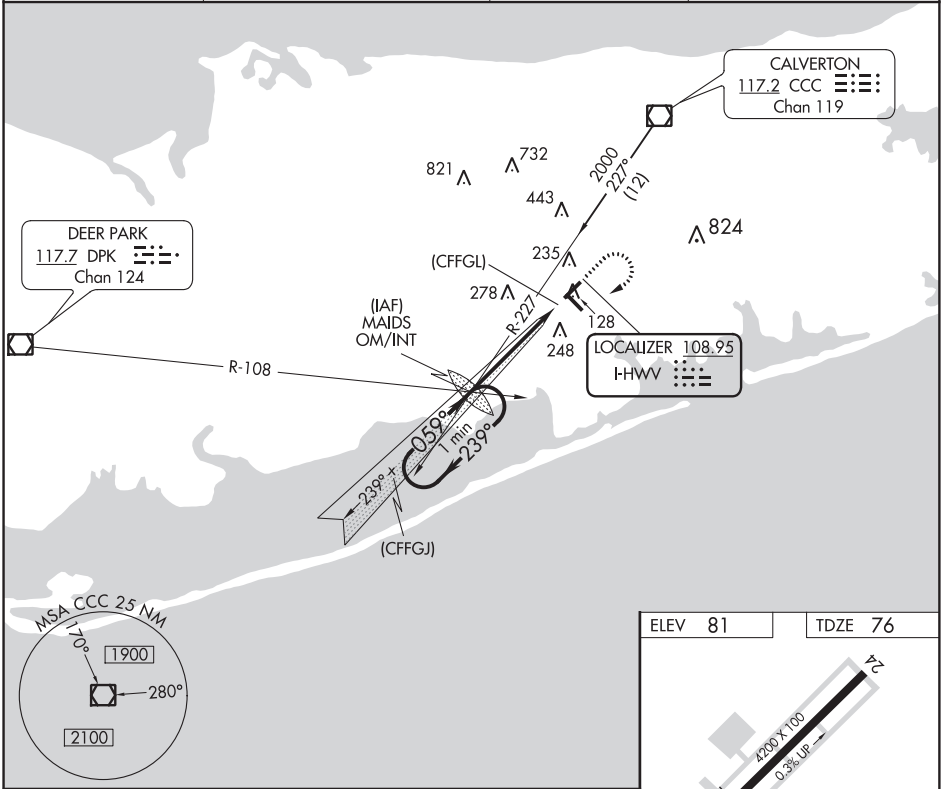
BROOKHAVEN (HWV)

NA Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Long Island Mac Arthur altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR, increase S-ILS 6 all Cats visibility to $\frac{7}{8}$, and S-LOC 6 all Cats visibility to 1 mile. ILS localizer unusable 0.4 NM to threshold.

MALSR 

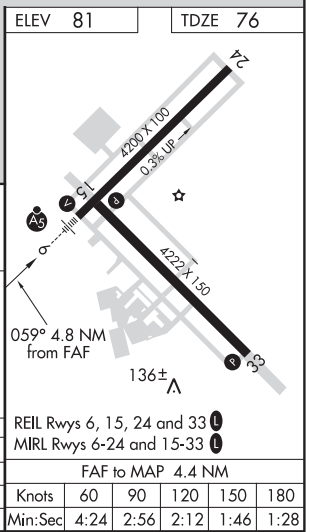
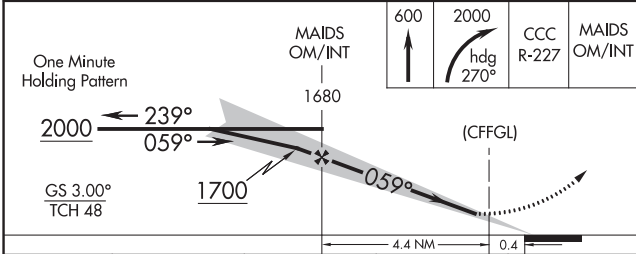
MISSED APPROACH: Climb to 600, then climbing right turn to 2000 on heading 270° and CCC VOR/DME R-227 to MAIDS OM/INT and hold, continue climb-in-hold to 2000.

ASOS 119.625	NEW YORK APP CON 120.05 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 6	337- $\frac{3}{4}$ 261 (300- $\frac{3}{4}$)			NA
S-LOC 6	520- $\frac{3}{4}$ 444 (500- $\frac{3}{4}$)			NA
CIRCLING	560-1 479 (500-1)			NA

SHIRLEY, NEW YORK

AL-5603 (FAA)

16091

WAAS CH 57925 W06A	APP CRS 059°	Rwy Idg 4200 TDZE 76 Apt Elev 81
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RNAV (GPS) RWY 6

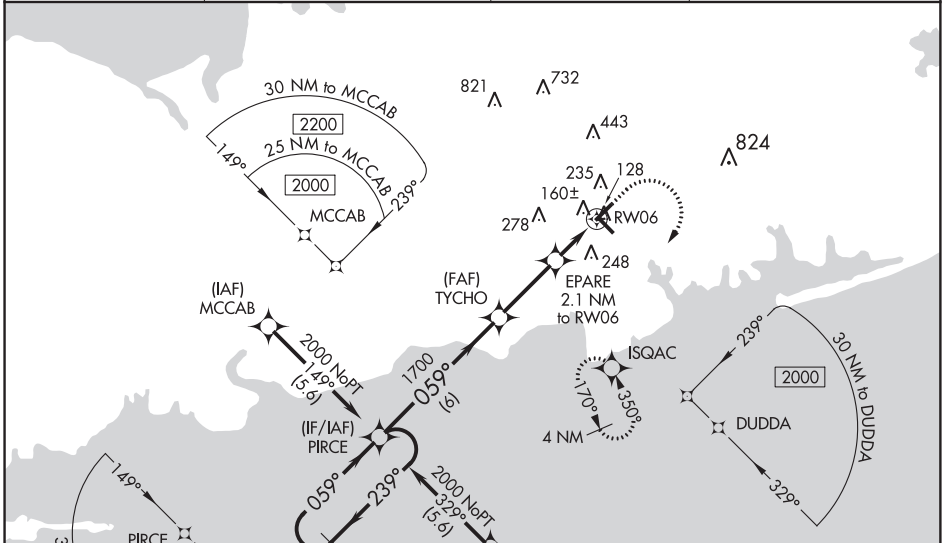
BROOKHAVEN (HWV)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Isip altimeter setting and increase all DA 28 feet and all MDA 40 feet. Inoperative table does not apply to LNAV/VNAV. For inoperative MALSR, increase LPV all Cats visibility to ¾ mile, increase LNAV all Cats visibility to 1 mile. For inoperative MALSR when using Isip altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to ¾ mile, increase LNAV all Cats visibility to 1 mile. Baro-VNAV and VDP NA with Isip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

MALSR

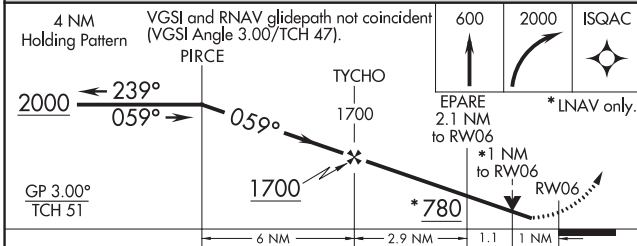
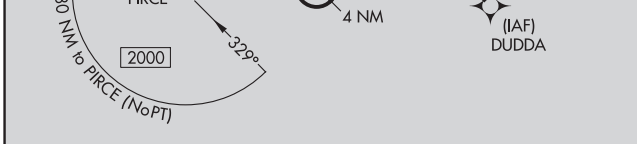
MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct ISQAC and hold.

ASOS 119.625	NEW YORK APP CON 120.05 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) U
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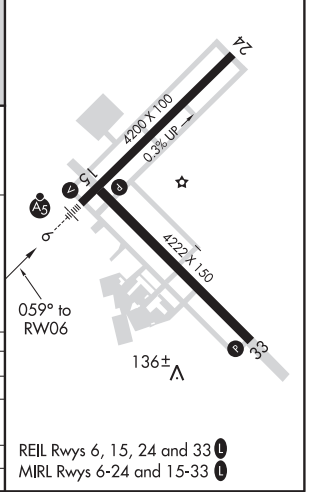


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 81	TDZE 76
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CATEGORY	A	B	C	D
LPV DA	339-¾	263 (300-¾)		NA
LNAV/VNAV DA	326-¾	250 (300-¾)		NA
LNAV MDA	420-¾	344 (400-¾)		NA
CIRCLING	560-1	479 (500-1)		NA

REIL Rwy 6, 15, 24 and 33 **U**
MIRL Rwy 6-24 and 15-33 **U**

SHIRLEY, NEW YORK
Amdt 2B 08JAN15

40°49'N-72°52'W

BROOKHAVEN (HWV)

RNAV (GPS) RWY 6

WAAS CH 90402 W15A	APP CRS 149°	Rwy Idg 4222 TDZE 70 Apt Elev 81
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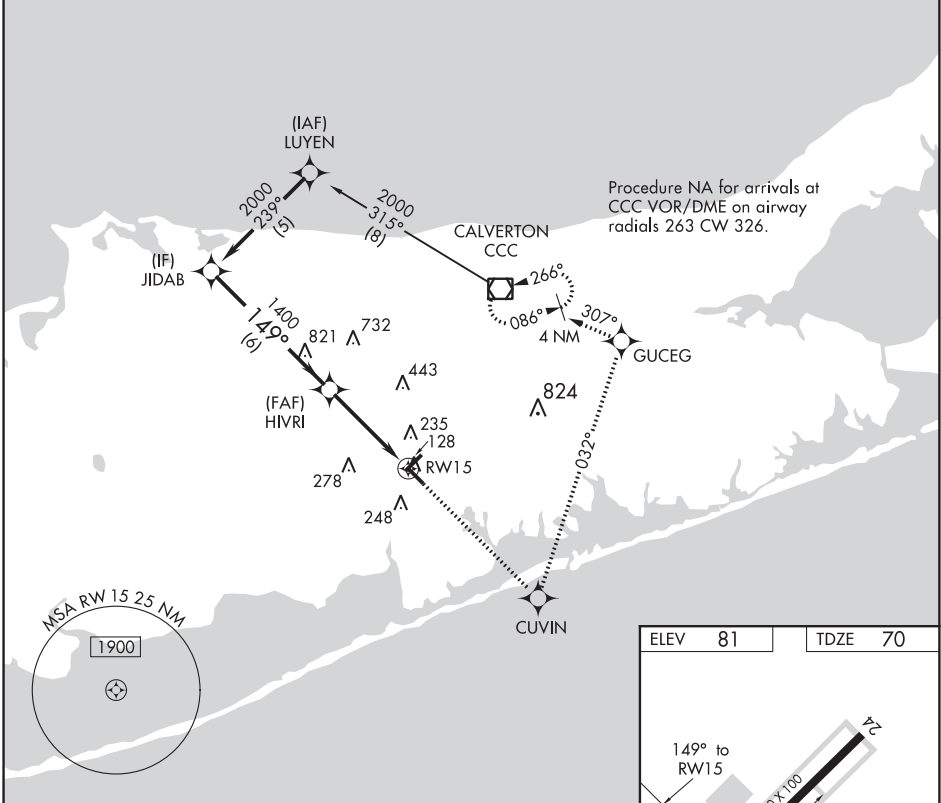
RNAV (GPS) RWY 15

BROOKHAVEN (HWV)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 420 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

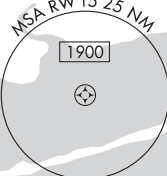
MISSED APPROACH: Climb to 2000 direct CUVIN and left turn via 032° track to GUCEG and 307° track to CCC VOR/DME and hold.

ASOS 119.625	NEW YORK APP CON 120.05 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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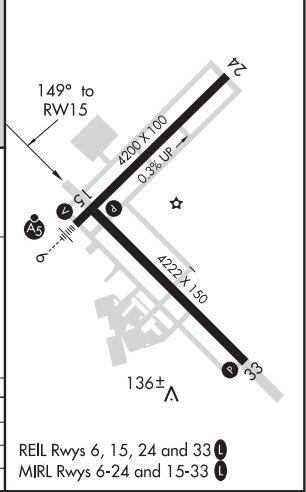


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



ELEV 81	TDZE 70
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Procedure Turn NA	JIDAB	2000	CUVIN	GUCEG	tr 307°	CCC
GP 3.00° TCH 43	HIVRI	1400	RW15	*LNAV only.		
	6 NM	2.6 NM	1.4 NM			
CATEGORY	A	B	C	D		
LPV DA	392-1¼	322 (400-1¼)		NA		
LNAV MDA	560-1	490 (500-1)		NA		
CIRCLING	560-1	479 (500-1)		NA		

SHIRLEY, NEW YORK

AL-5603 (FAA)

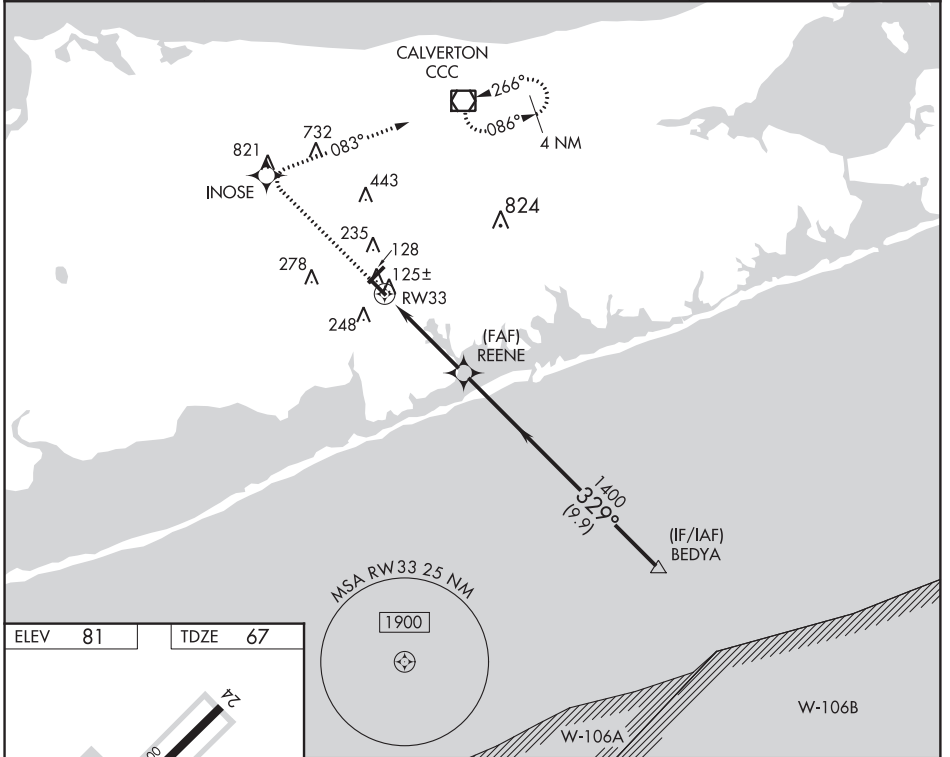
16091

WAAS CH 40412 W33A	APP CRS 329°	Rwy Idg 4222 TDZE 67 Apt Elev 81
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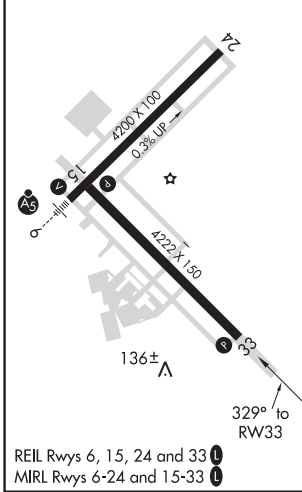
RNAV (GPS) RWY 33

BROOKHAVEN (HWY)

<p>⚠ Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.</p>		<p>⚠ MISSED APPROACH: Climb to 2000 direct INOSE and right turn via track 083° to CCC VOR/DME and hold.</p>	
ASOS 119.625	NEW YORK APP CON 120.05 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0



ELEV 81	TDZE 67
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2000	INOSE	CCC	BEDYA	
↑	✦	tr 083°	4000	
*LNAV only		REENE	Procedure Turn NA	
RW33		1400	GP 3.00° TCH 46	
1.2 NM to RW33		1.2 NM	2.8 NM	
1.2 NM		2.8 NM	9.9 NM	
CATEGORY	A	B	C	D
LPV DA	346-1	279 (300-1)		NA
LNAV/VNAV DA	449-1¼	382 (400-1¼)		NA
LNAV MDA	500-1	433 (500-1)		NA
CIRCLING	560-1	479 (500-1)		NA

SHIRLEY, NEW YORK
Orig 02JUL09

40°49'N-72°52'W

RNAV (GPS) RWY 33

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 239°	Rwy Idg TDZE Apt Elev	4200 81 81
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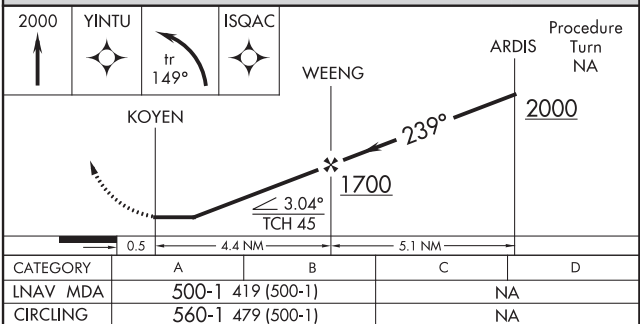
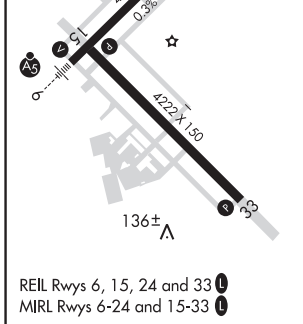
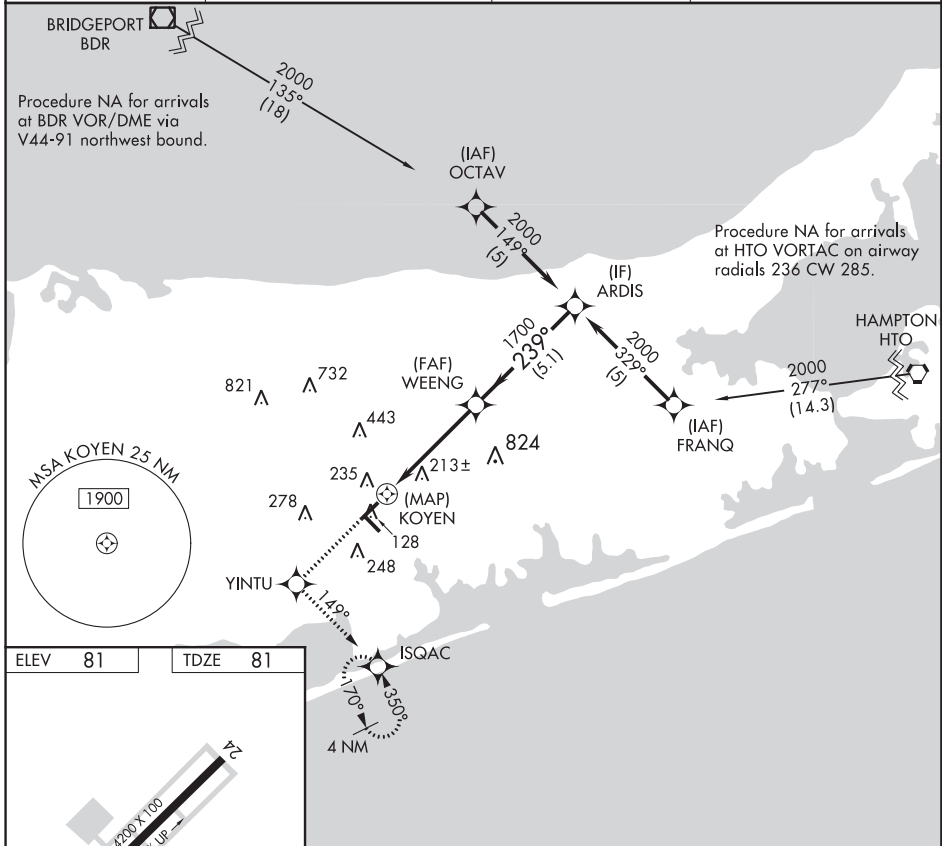
RNAV (GPS) Y RWY 24

BROOKHAVEN (HWV)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. If local altimeter setting not received, use Isip altimeter setting and increase all MDAs 40 feet.

⚠ MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC 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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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

SHIRLEY, NEW YORK

AL-5603 (FAA)

16091

WAAS CH 56601 W24A	APP CRS 239°	Rwy Idg 4200 TDZE 81 Apt Elev 81
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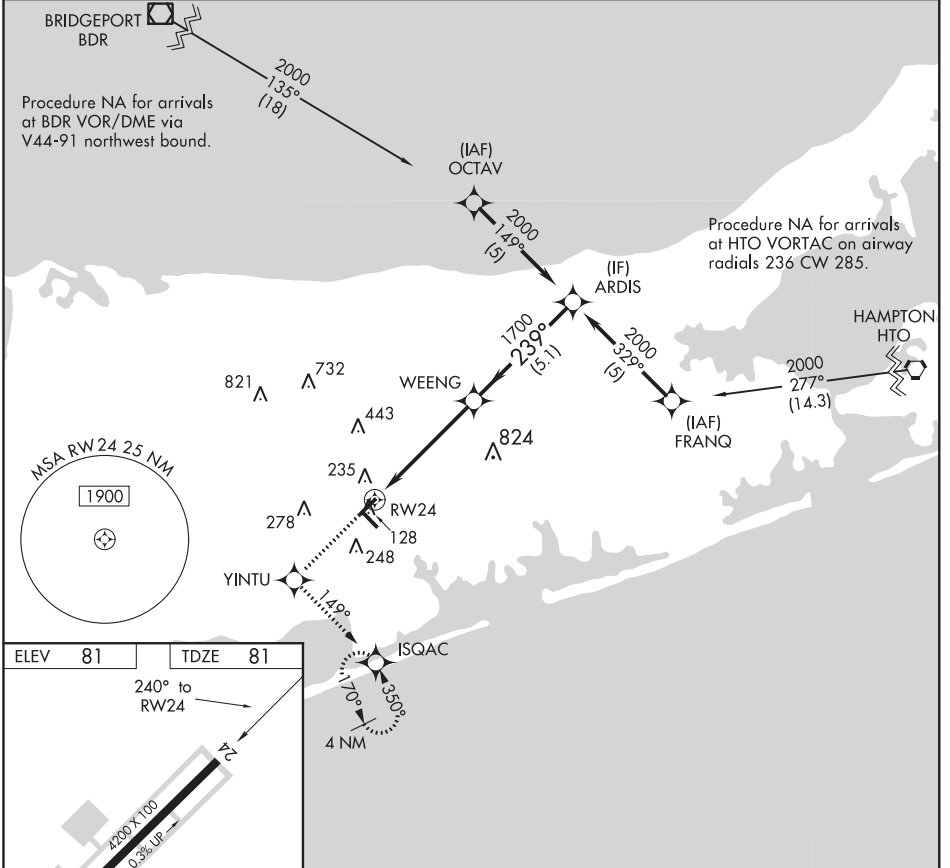
RNAV (GPS) Z RWY 24

BROOKHAVEN (HWV)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 378.

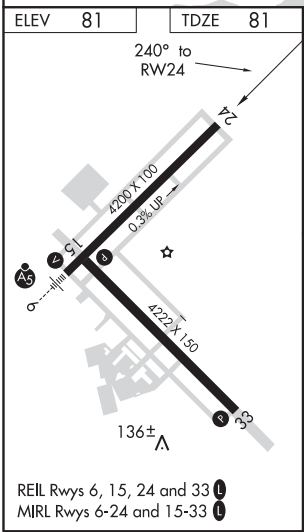
MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS 119.625	NEW YORK APP CON 120.05 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



2000	YINTU	ISQAC	Procedure Turn NA	
↑	✧	✧		
	ir 149°			
	WEENG	ARDIS	2000	
	RW24		GP 3.00° TCH 45	
		1700		
	4.9 NM	5.1 NM		
CATEGORY	A	B	C	D
LPV DA	350-1	269 (300-1)		NA

SHIRLEY, NEW YORK
Orig-A 29JUL10

40°49'N-72°52'W

RNAV (GPS) Z RWY 24

BROOKHAVEN (HWV)

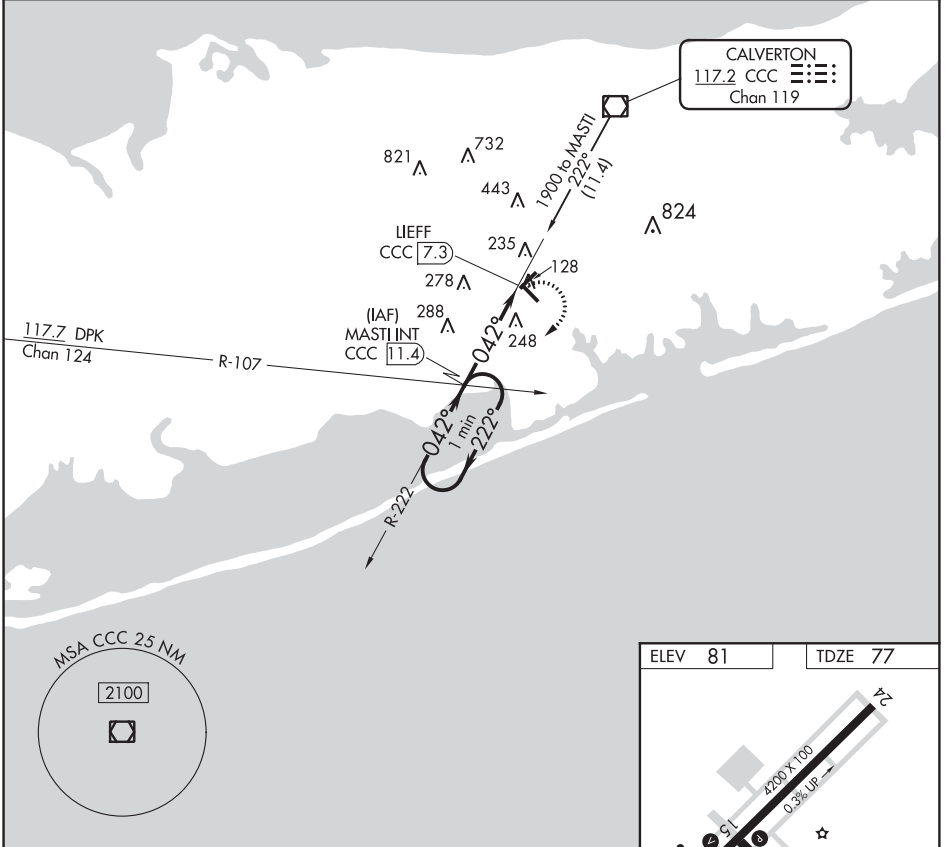
VOR/DME CCC 117.2 Chan 119	APP CRS 042°	Rwy Idg TDZE 77 Apt Elev 81	4200
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VOR RWY 6

BROOKHAVEN (HWV)

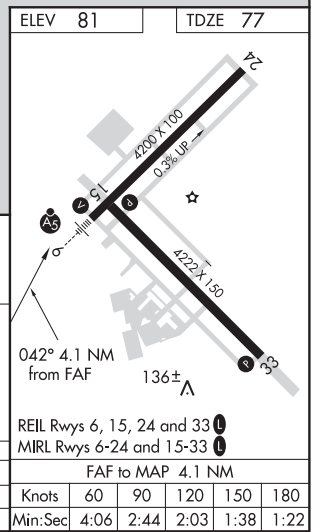
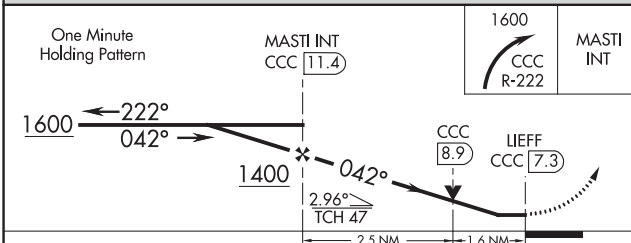
<p>▼ Inoperative table does not apply. ▲ When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.</p>	<p>MALS </p>	<p>MISSED APPROACH: Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI INT/11.4 DME and hold.</p>
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ASOS 119.625	NEW YORK APP CON 120.05 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-6	620-1	543 (600-1)	NA	NA
CIRCLING	620-1	539 (600-1)	NA	NA

APP CRS	Rwy ldg	4201
071°	THRE	1025
	Apt Elev	1027

RNAV (GPS) RWY 7

SIDNEY MUNI (N23)

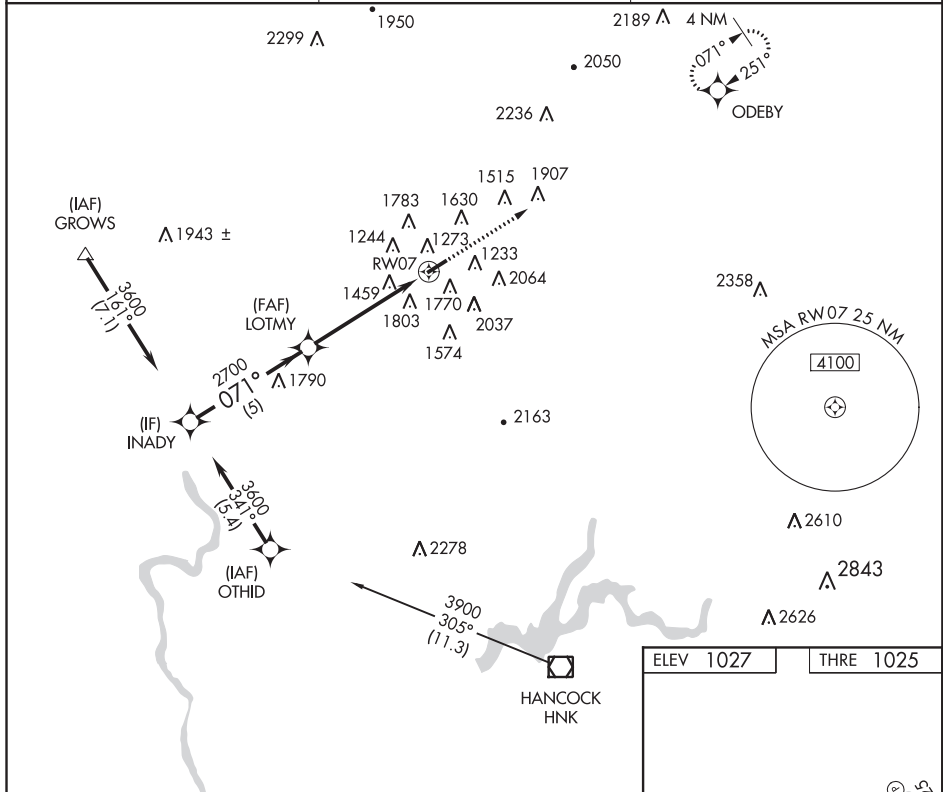
▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet. Helicopter visibility reduction below 1 SM NA. Rwy 7 Straight-in and Circling minimums NA at night.

▲ NA

☄ -20°C/-4°F

MISSED APPROACH: Climb to 3700 direct ODEBY and hold.

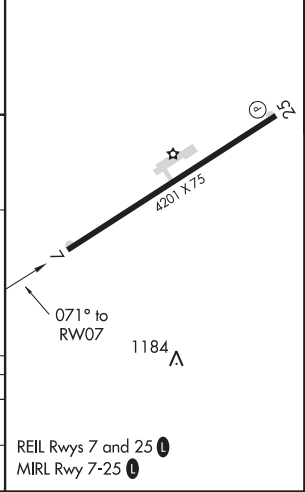
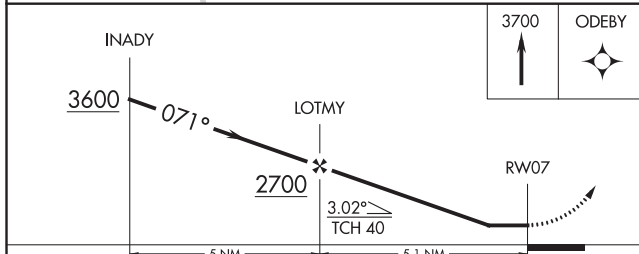
AWOS-3 118.275	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) ①
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1027	THRE 1025
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CATEGORY	A	B	C	D
LNVA MDA	2140-1½ 1115 (1200-1¼)	2140-1½ 1115 (1200-1½)	2140-3 1115 (1200-3)	NA
☄ CIRCLING	2180-1¼ 1153 (1200-1¼)	2240-1½ 1213 (1300-1½)	2460-3 1433 (1500-3)	NA

WAAS CH 77537 W25A	APP CRS 251°	Rwy Idg THRE 1022 Apt Elev 1027
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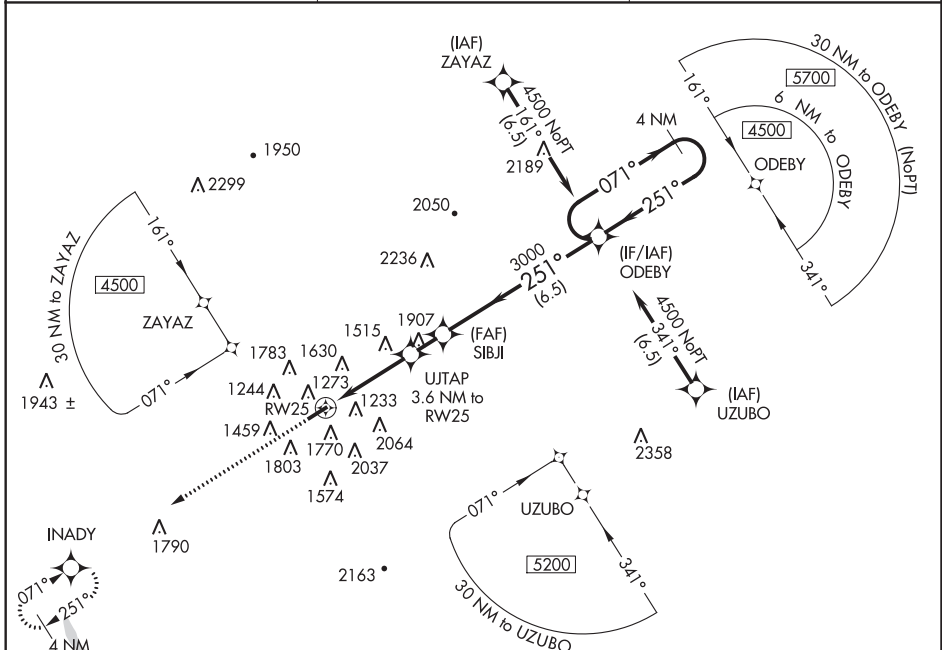
RNAV (GPS) RWY 25

SIDNEY MUNI (N23)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet. Helicopter visibility reduction below 1 SM NA. Circling to Rwy 7 NA at night.
⚠ NA
⚠ -20°C/-4°F

MISSED APPROACH: Climb to 3500 direct INADY and hold.

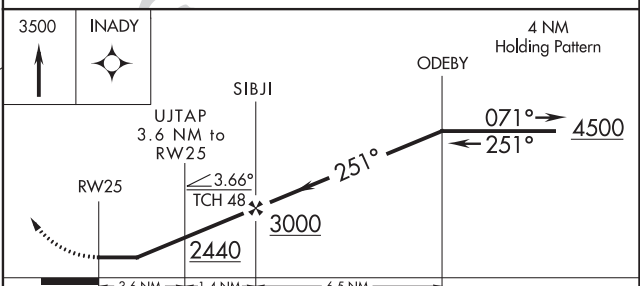
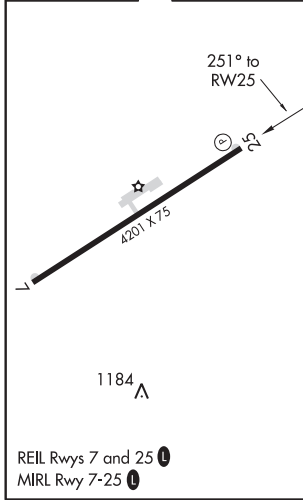
AWOS-3 118.275	BOSTON CENTER 133.25 279.5	UNICOM 122.8 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1027	THRE 1022
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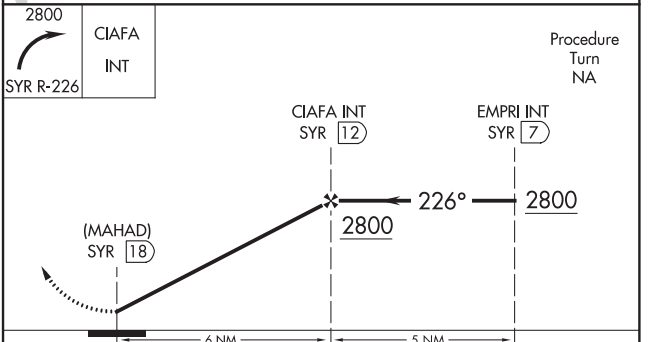
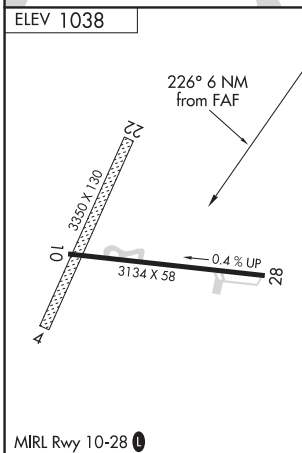
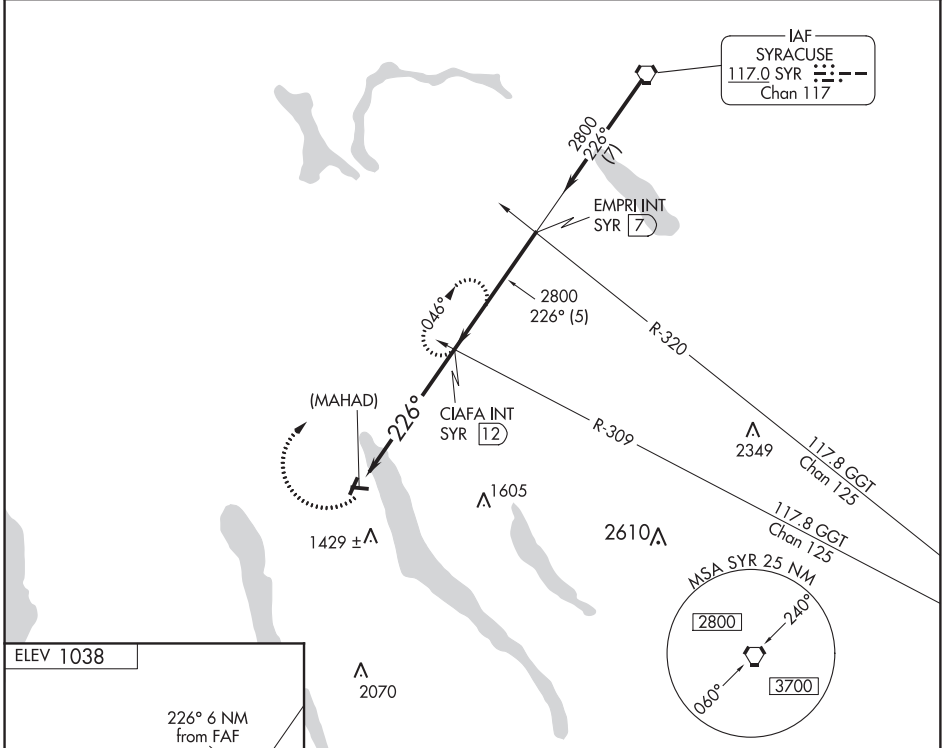
CATEGORY	A	B	C	D
LP MDA	2080-1¼ 1058 (1100-1¼)	2080-1½ 1058 (1100-1½)	2080-3 1058 (1100-3)	NA
LNAV MDA	2200-1¼ 1178 (1200-1¼)	2200-1½ 1178 (1200-1½)	2200-3 1178 (1200-3)	NA
C CIRCLING	2200-1¼ 1153 (1200-1¼)	2240-1½ 1213 (1300-1½)	2460-3 1433 (1500-3)	NA

VORTAC SYR 117.0 Chan 117	APP CRS 226°	Rwy Idg TDZE Apt Elev	N/A N/A 1038
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VOR or GPS-A
SKANEATELES AERO DROME (6B9)

<p>▼ Use Syracuse altimeter setting. Two 55' poles 70' either side centerline 900' from AER 28.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to Ciafa Int 12 DME and hold.</p>
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AWOS-3P 120.125	SYRACUSE APP CON 126.125 269.125	UNICOM 122.8 (CTAF) 0
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FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00
CATEGORY	A	B	C	D	
CIRCLING	1660-1	622 (700-1)	1720-2 682 (700-2)	NA	

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APP CRS 122°	Rwy Idg 2739
	TDZE 83
	Apt Elev 105

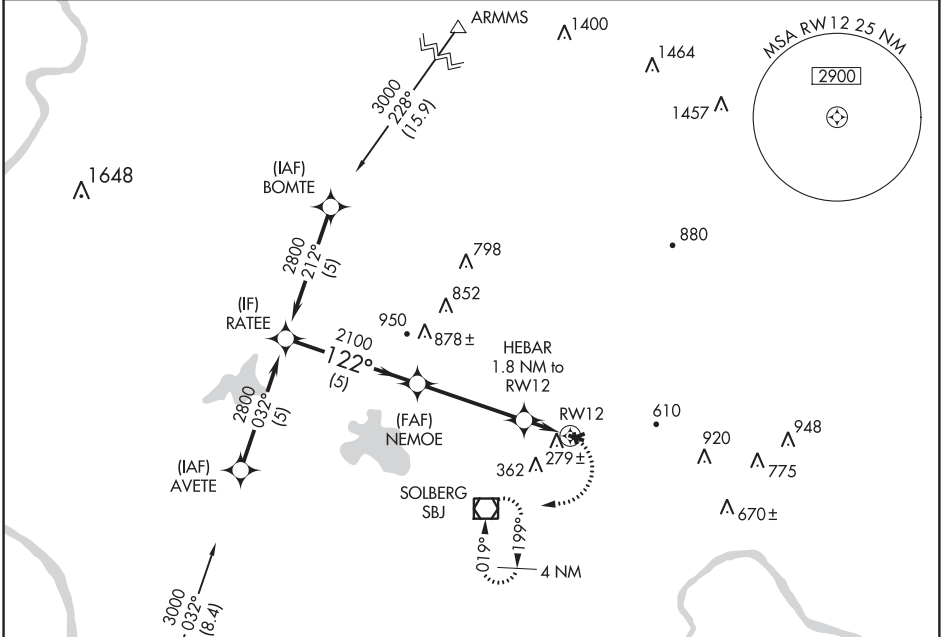
RNAV (GPS) RWY 12

SOMERSET (SMQ)

NA DME/DME RNP-0.3 NA. Procedure NA at night.
NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct SBJ VOR/DME and hold, continue climb in hold to 2500

ASOS 120.6	NEW YORK APP CON 132.8 379.9	GCO 121.725	UNICOM 123.0 (CTAF)	118.325 0
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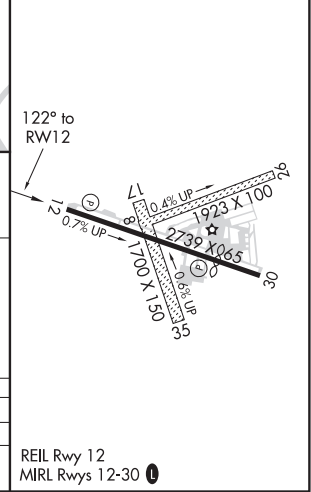
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 105	TDZE 83
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	RATEE 2800	NEMOE 2100	HEBAR 1.8 NM to RWY 12 720	RWY 12
	5 NM		4.1 NM	1.8 NM



CATEGORY	A	B	C	D
LNAV MDA	560-1	477 (500-1)		NA
CIRCLING	640-1 535 (600-1)	960-1¼ 855 (900-1¼)		NA

REIL Rwy 12
MIRL Rwy 12-30 **0**

APP CRS 302°	Rwy Idg TDZE Apt Elev	2539 104 106
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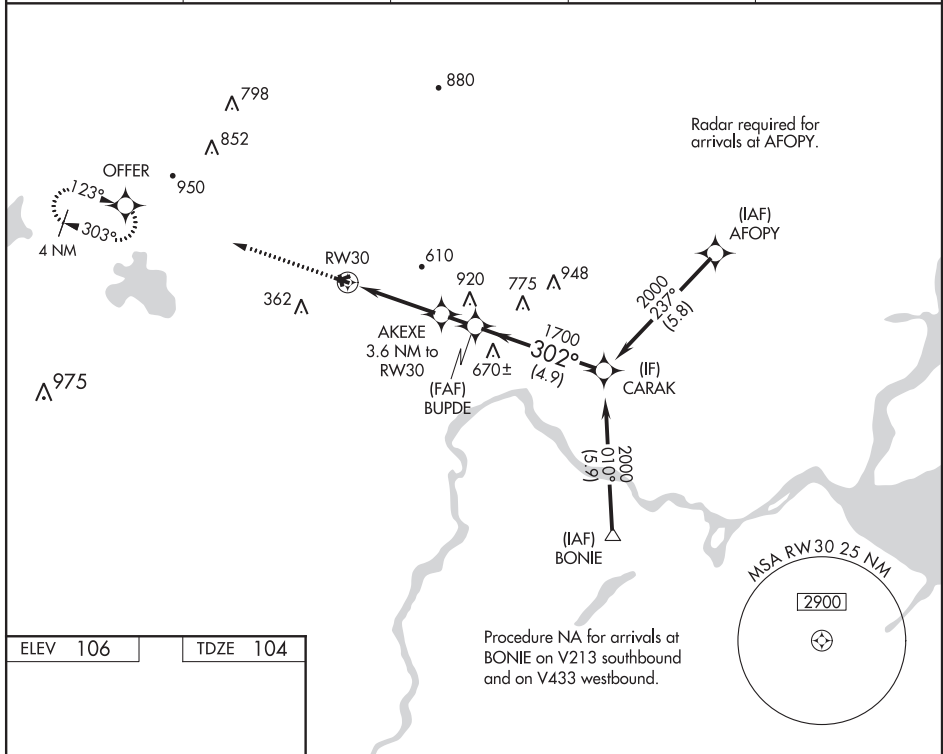
RNAV (GPS) RWY 30

SOMERSET (SMQ)

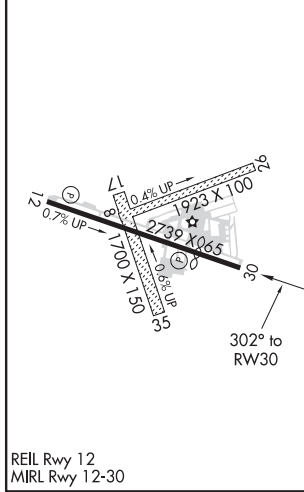
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Morristown altimeter setting and increase all MDA 60 feet; increase LNAV Cat A visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

⚠ MISSED APPROACH: Climb to 2500 direct OFFER and hold.

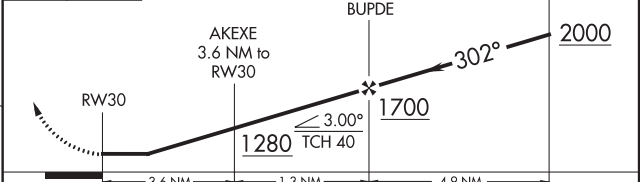
ASOS 120.6	NEW YORK APP CON 132.8 379.9	GCO 121.725	UNICOM 123.0 (CTAF)	118.325 0
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ELEV 106	TDZE 104
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2500 **OFFER** **⚠** VGSI and descent angles not coincident. (VGSI Angle 4.00/TCH 43).



CATEGORY	A	B	C	D
LNAV MDA	960-1 856 (900-1)	960-1¼ 856 (900-1¼)	NA	
C CIRCLING	960-1¼	854 (900-1¼)	NA	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME SBJ 112.9 Chan 76	APP CRS 061°	Rwy Idg 1923 TDZE 101 Apt Elev 105
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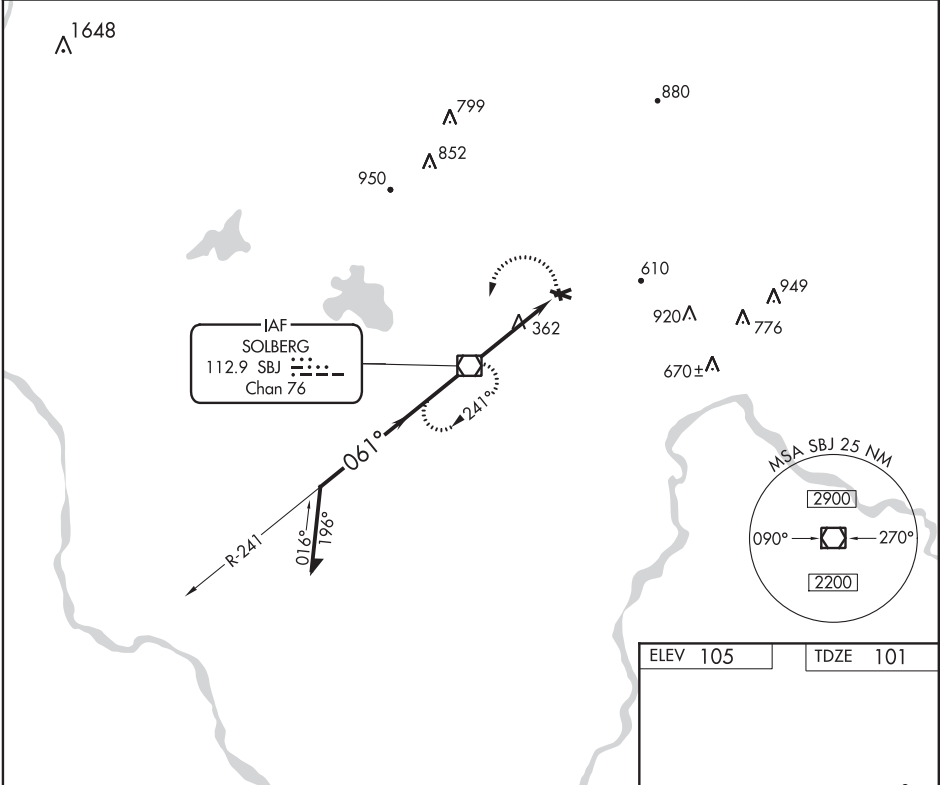
VOR RWY 8

SOMERSET (SMQ)

▼ Helicopter visibility reduction below 1 SM NA. Procedure NA at night.
▲ When local altimeter setting not received, use Morristown altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2100 direct SBJ VOR/DME and hold.

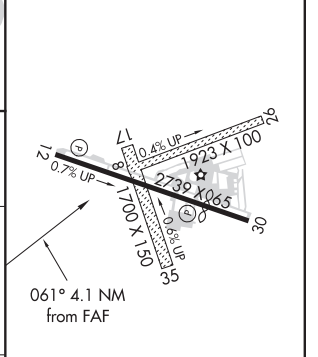
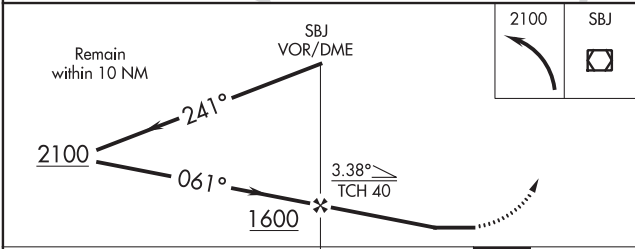
ASOS 120.6	NEW YORK APP CON 132.8 379.9	GCO 121.725	UNICOM 123.0 (CTAF)	118.325 U
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 105	TDZE 101
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CATEGORY	A	B	C	D
S-8	700-1 599 (600-1)			NA
CIRCLING	700-1 595 (600-1)			NA

REIL Rwy 12	MIRL Rwy 12-30 U
FAF to MAP 4.1 NM	
Knots	60 90 120 150 180
Min:Sec	4:06 2:44 2:03 1:38 1:22

SOUTH BETHLEHEM, NEW YORK

AL-9737 (FAA)

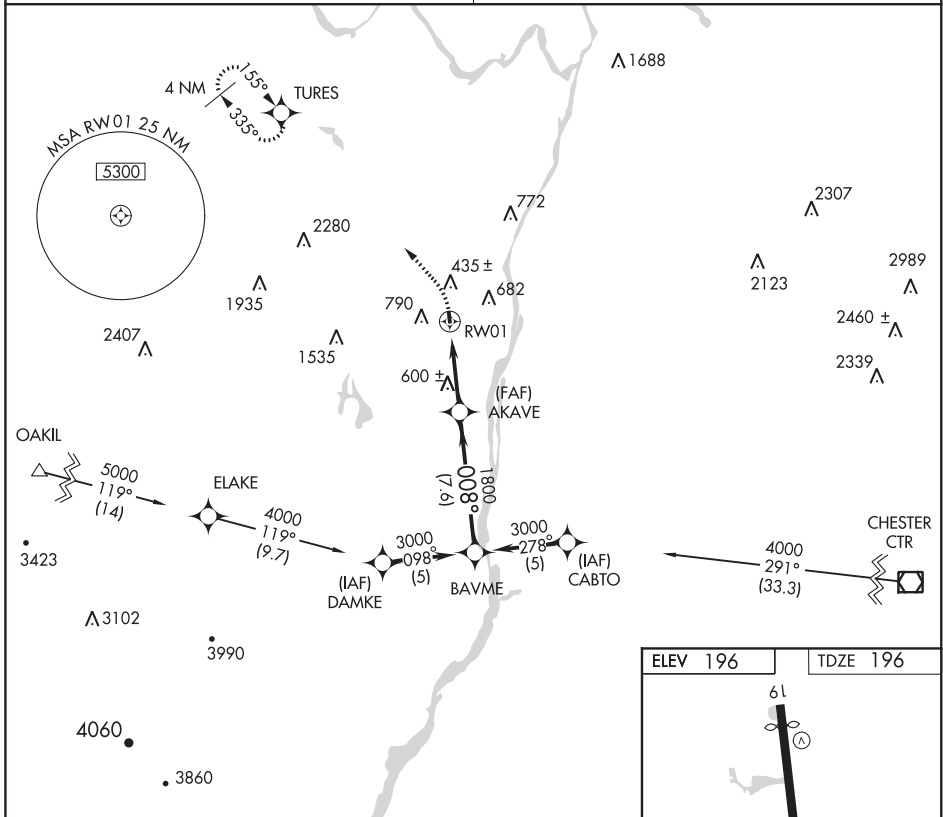
RNAV (GPS) RWY 1

SOUTH BETHLEHEM / SOUTH ALBANY (4B0)

APP CRS 008°	Rwy Idg 2703
	TDZE 196
	Apt Elev 196

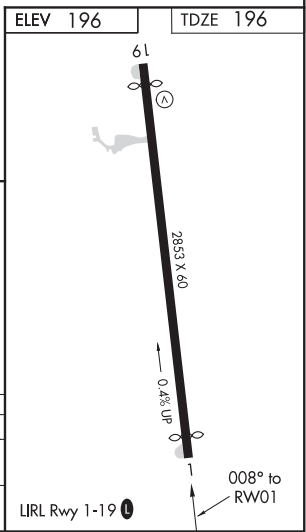
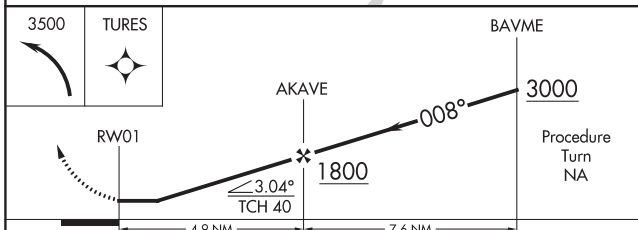
<p>▼ Use Albany Intl altimeter setting. GPS or RNP-0.3 required. ▲ NA DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climbing left turn to 3500 direct TURES WP and hold.</p>
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<p>ALBANY APP CON 118.05 263.075</p>	<p>CTAF 122.9 0</p>
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	960-1 764 (800-1)	960-1¼ 764 (800-1¼)		NA
CIRCLING	960-1 764 (800-1)	1040-1¼ 844 (900-1¼)		NA

SOUTH BETHLEHEM, NEW YORK
Orig 12208

42°34'N-73°50'W

RNAV (GPS) RWY 1

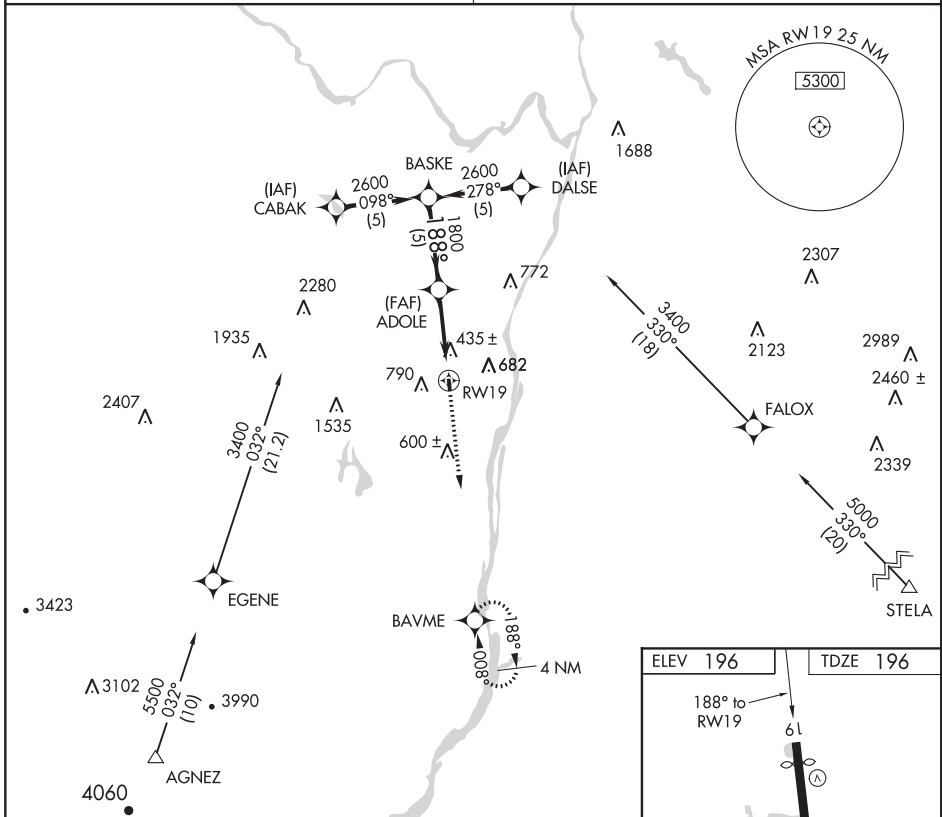
RNAV (GPS) RWY 19

SOUTH BETHLEHEM / SOUTH ALBANY (4B0)

APP CRS 188°	Rwy Idg 2729
	TDZE 196
	Apt Elev 196

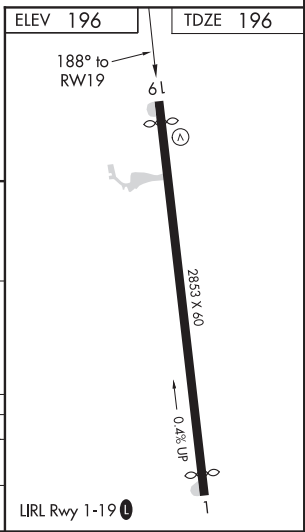
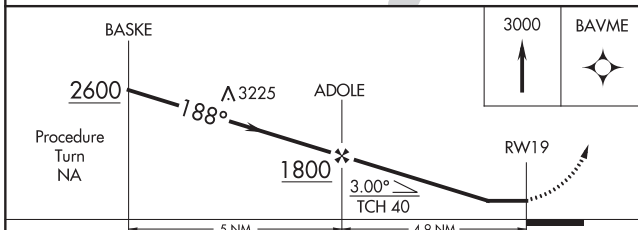
<p>▼ Use Albany Intl altimeter setting. GPS or RNP-0.3 required.</p> <p>▲ NA DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct BAVME WP and hold.</p>
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<p>ALBANY APP CON 118.05 263.075</p>	<p>CTAF 122.9 0</p>
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NE-2, 10 NOV 2016 to 05 JAN 2017

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CATEGORY	A	B	C	D
LNAV MDA	740-1	544 (600-1)		NA
CIRCLING	840-1 644 (700-1)	1040-1¼ 844 (900-1¼)		NA

COPTER RNAV (GPS) 190°

SOUTHAMPTON HELIPORT (87N)

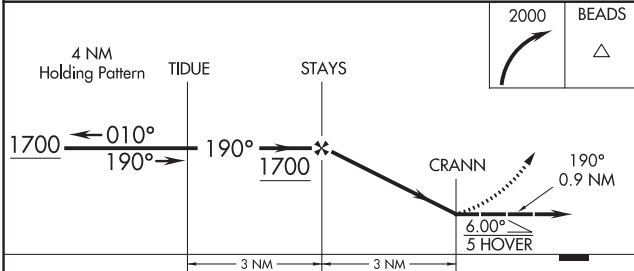
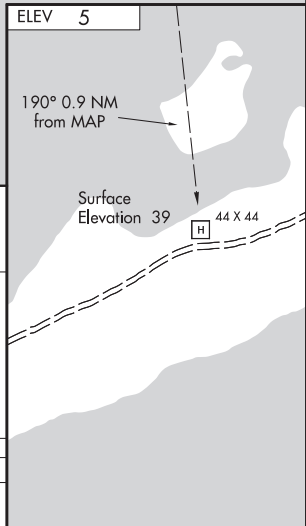
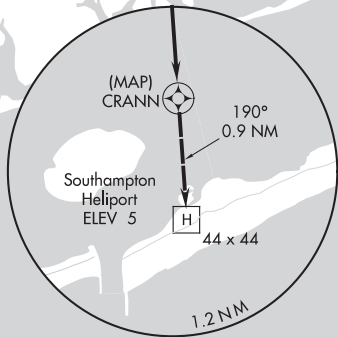
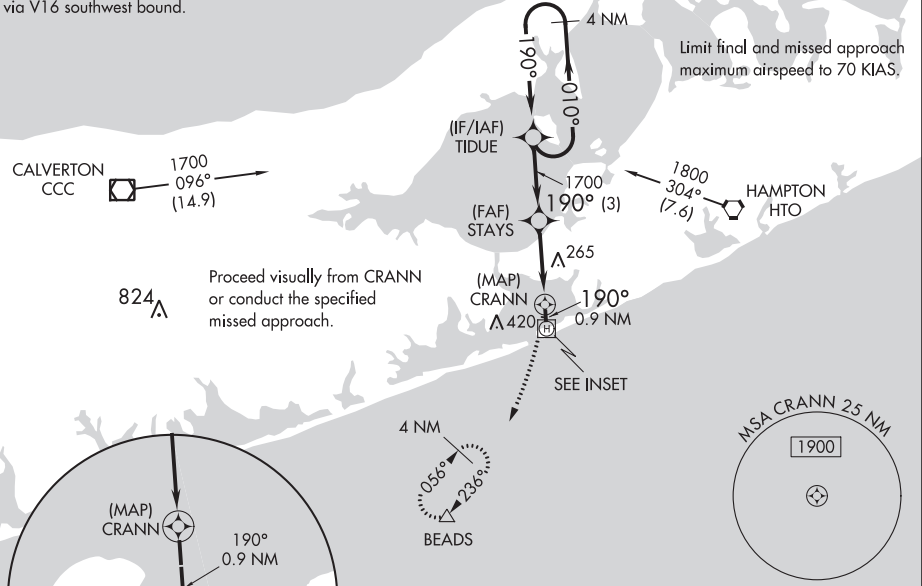
APP CRS 190°	Rwy Idg Surface Elev Apt Elev	N/A 39 5
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▲ NA Procedure NA at night. DME/DME RNP-0.3 NA.
Use Westhampton Beach altimeter setting, when not received, use New Haven altimeter setting and increase all MDA 60 feet.

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

WESTHAMPTON BEACH ASOS 119.925	NEW YORK APP CON 125.975	CTAF 122.9
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Procedure NA for arrivals at CCC VOR/DME via V16 southwest bound.



CATEGORY	COPTER	B	C	D
H-190°	560-1 521 (600-1)		NA	

NE-2, 10 NOV 2016 to 05 JAN 2017

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STORMVILLE, NEW YORK

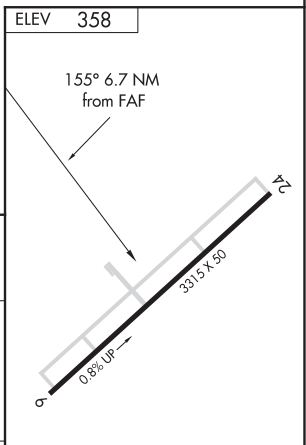
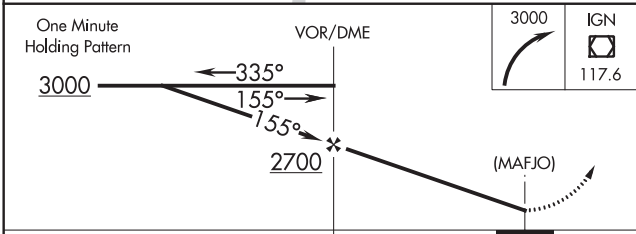
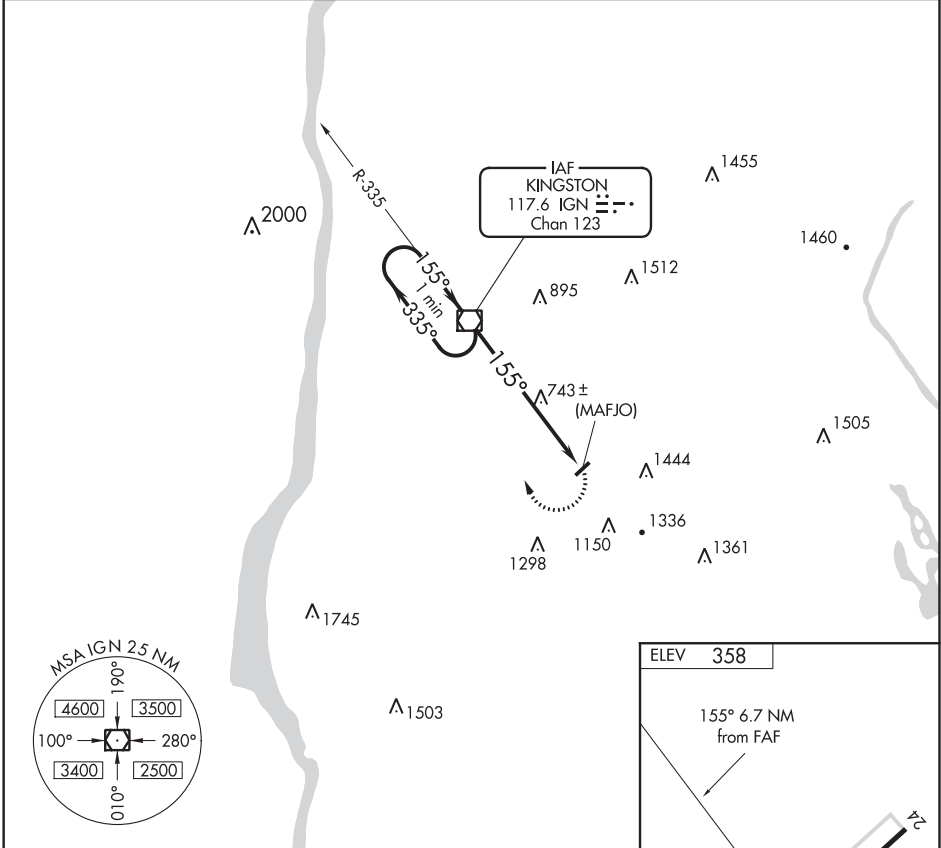
AL-5653 (FAA)

VOR or GPS-A STORMVILLE (N69)

VOR/DME IGN 117.6 Chan 123	APP CRS 155°	Rwy Idg TDZE Apt Elev	N/A N/A 358
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<p>▼ Use Poughkeepsie altimeter setting. Terrain rises rapidly East and Southeast of airport.</p> <p>▲ NA Procedure not authorized at night.</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct IGN VOR/DME and hold.</p>
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<p>NEW YORK APP CON 132.75 363.1</p>	<p>UNICOM 122.8 (CTAF)</p>
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CATEGORY	A	B	C	D	FAF to MAP 6.7 NM					
CIRCLING	1860-3 1502 (1600-3)		NA		Knots	60	90	120	150	180
					Min:Sec	6:42	4:28	3:21	2:41	2:14

STORMVILLE, NEW YORK
Amdt 4A 13346

41°35'N - 73°44'W

STORMVILLE (N69) VOR or GPS-A

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APP CRS	Rwy Idg	3042
029°	TDZE	420
	Apt Elev	421

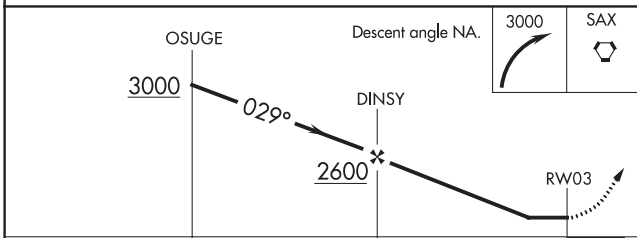
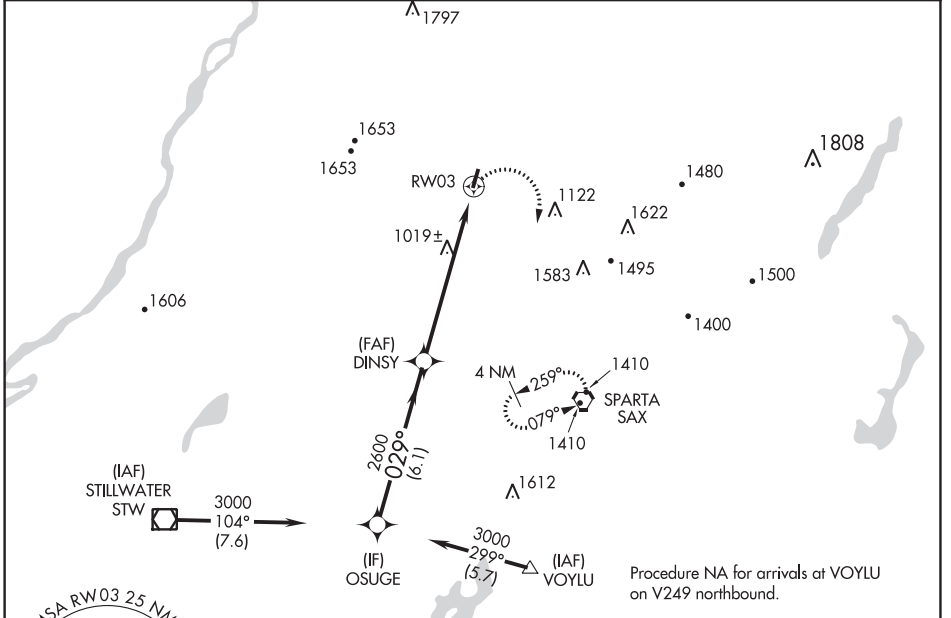
RNAV (GPS) RWY 3

SUSSEX (F'WN)

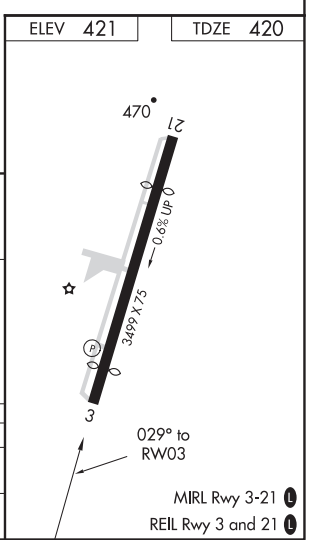
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet; increase LNAV Cats A/B and Circling Cat B visibility ¼ mile and increase LNAV and Circling Cat C visibility ½ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

ASOS 118.525	NEW YORK APP CON 127.6 379.9	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1300-1 880 (900-1)	1300-1¼ 880 (900-1¼)	1300-2½ 880 (900-2½)	NA
CIRCLING	1300-1¼	879 (900-1¼)	1300-2½ 879 (900-2½)	NA



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NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC SAX 115.7 Chan 104	APP CRS 345°	Rwy Idg TDZE Apt Elev	N/A N/A 421
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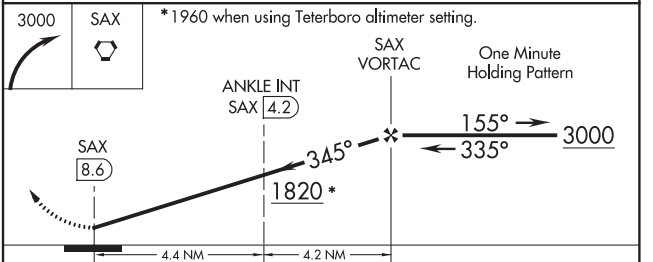
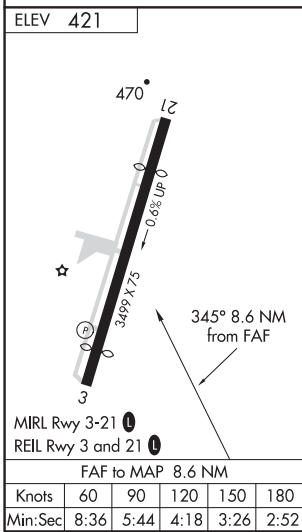
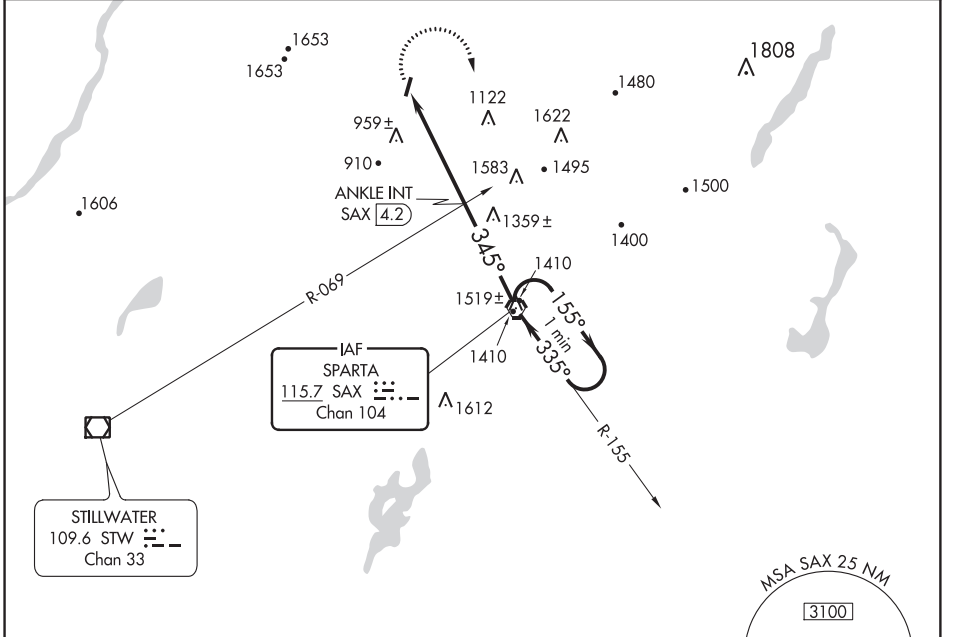
VOR-A

SUSSEX (FVN)

When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet and ANKLE FIX Minimums Cats A & B visibility ¼ mile and Cat C ½ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct SAX VORTAC and hold.

ASOS 118.525	NEW YORK APP CON 127.6 379.9	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1399 (1400-1¼)	1820-1½ 1399 (1400-1½)	1820-3 1399 (1400-3)	NA
ANKLE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
CIRCLING	1300-1 879 (900-1)	1300-1¼ 879 (900-1¼)	1300-2½ 879 (900-2½)	NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MRZ 109.9 Chan 36	APP CRS 100°	Rwy Idg THRE Apt Elev 9003 419 421
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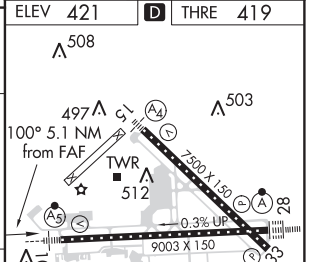
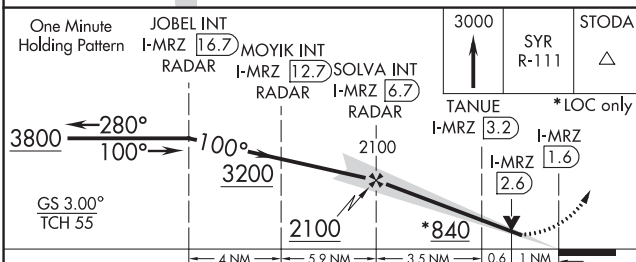
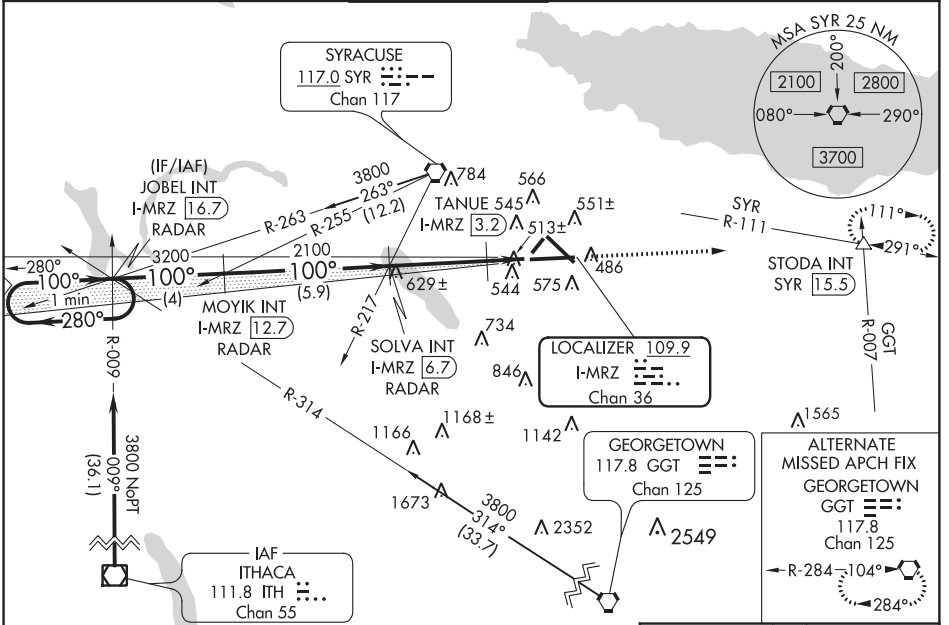
ILS or LOC RWY 10

SYRACUSE HANCOCK INTL (SYR)

V **RVR 1800 authorized with the use of FD or AP or HUD to DA.
For inoperative MALSR, increase S-LOC 10 Cats A and B visibility to RVR 5500 and Cats C and D visibility to 1/4. TANUE fix minimums, for inoperative MALSR, increase S-LOC 10 all Cats visibility to RVR 5500.

MALSR
 MISSED APPROACH: Climb to 3000 via SYR VORTAC R-111 to STODA Int/SYR 15.5 DME and hold.

ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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CATEGORY	A	B	C	D
S-ILS 10	**619/24 200 (200-1/2)			
S-LOC 10	840/24	421 (500-1/2)	840/40	421 (500-3/4)
CIRCLING	880-1 459 (500-1)	900-1 479 (500-1)	900-1 1/2 479 (500-1 1/2)	980-2 559 (600-2)
TANUE FIX MINIMUMS				
S-LOC 10	780/24	361 (400-1/2)	780/35	361 (400-3/4)
CIRCLING	880-1 459 (500-1)	900-1 479 (500-1)	900-1 1/2 479 (500-1 1/2)	980-2 559 (600-2)

ELEV 421	D THRE 419
TDZ/CL Rwy 28 HIRL Rwy 10-28 and 15-33 FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-SYR 109.9 Chan 36	APP CRS 280°	Rwy Idg TDZE Apt Elev	9003 413 421
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ILS or LOC RWY 28

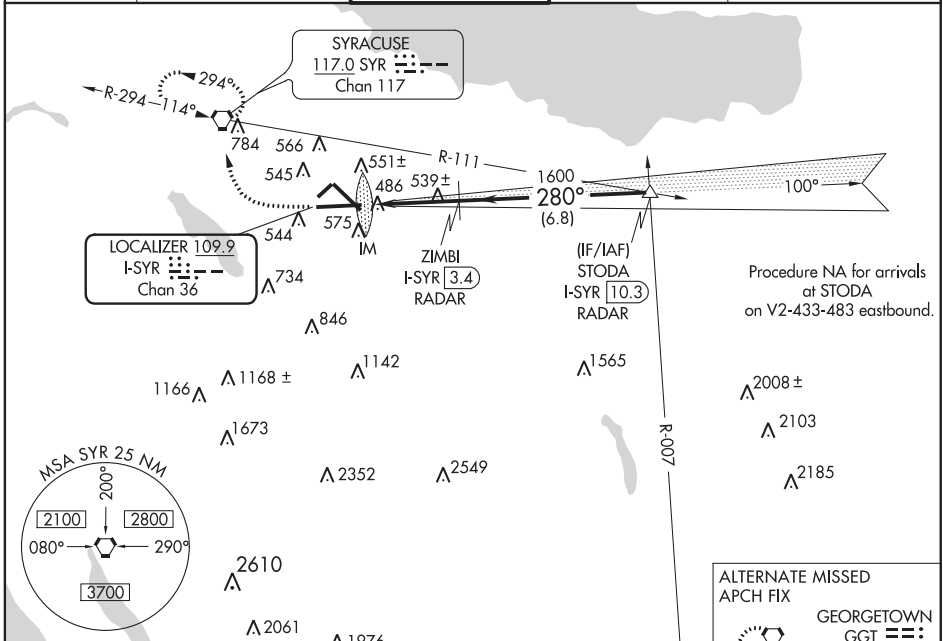
SYRACUSE HANCOCK INTL (SYR)

⚠ For inoperative ALSF-2, increase S-LOC 28 Cats A and B visibility to RVR 5500 and Cats C and D visibility to RVR 6000. DME or radar required.

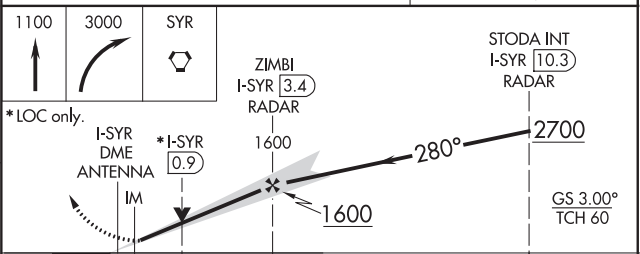
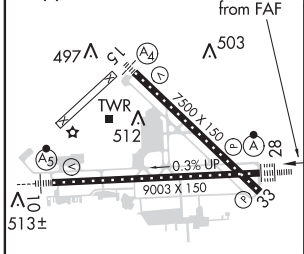
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold, continue climb-in-hold to 3000.

ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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ELEV 421	TDZE 413
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CATEGORY	A	B	C	D
S-ILS 28	613/18 200 (200-½)			
S-LOC 28	800/24	387 (400-½)	800/35	387 (400-¾)
CIRCLING	880-1 459 (500-1)	900-1 479 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-SYR 109.9 Chan 36	APP CRS 280°	Rwy Idg TDZE Apt Elev	9003 413 421
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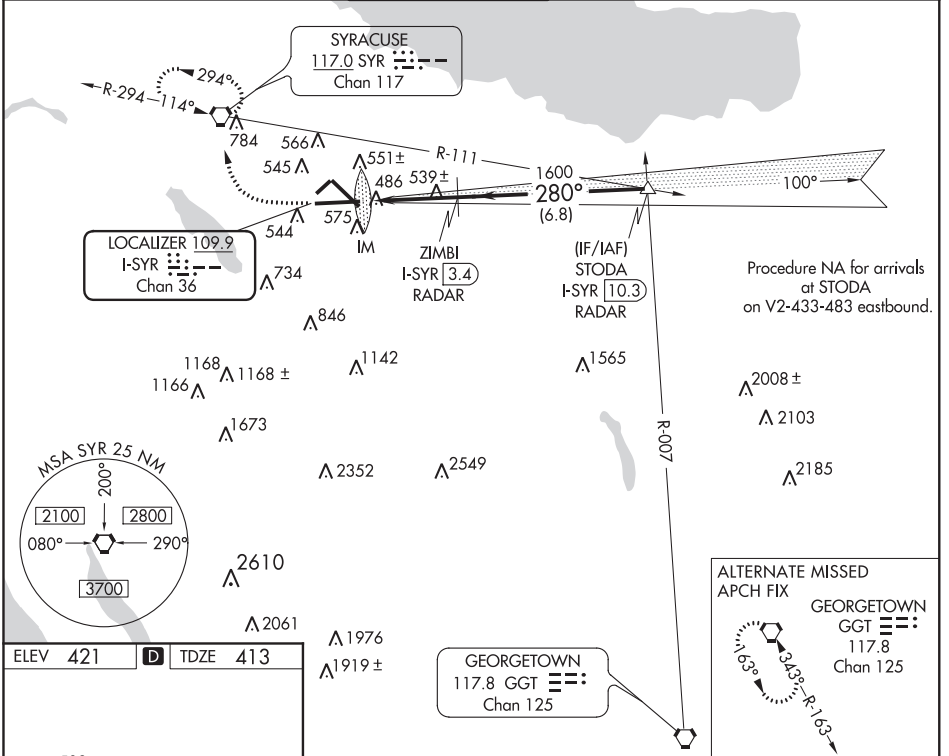
ILS RWY 28 (SA CAT I)

SYRACUSE HANCOCK INTL (SYR)

Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH. ALSIF-2

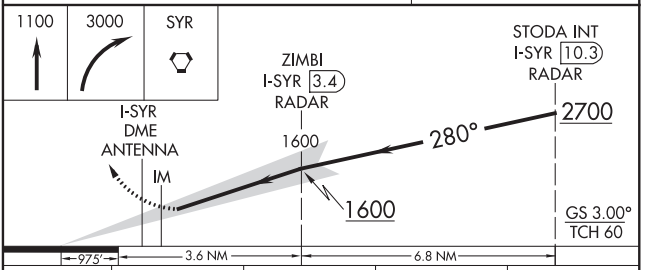
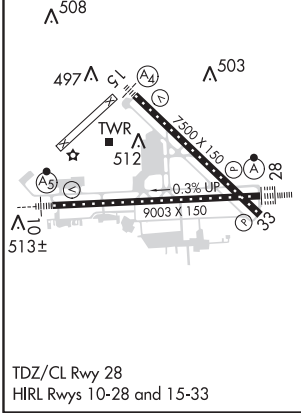
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold, continue climb-in-hold to 3000.

ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 28	RA 150/14 150 DA 563			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

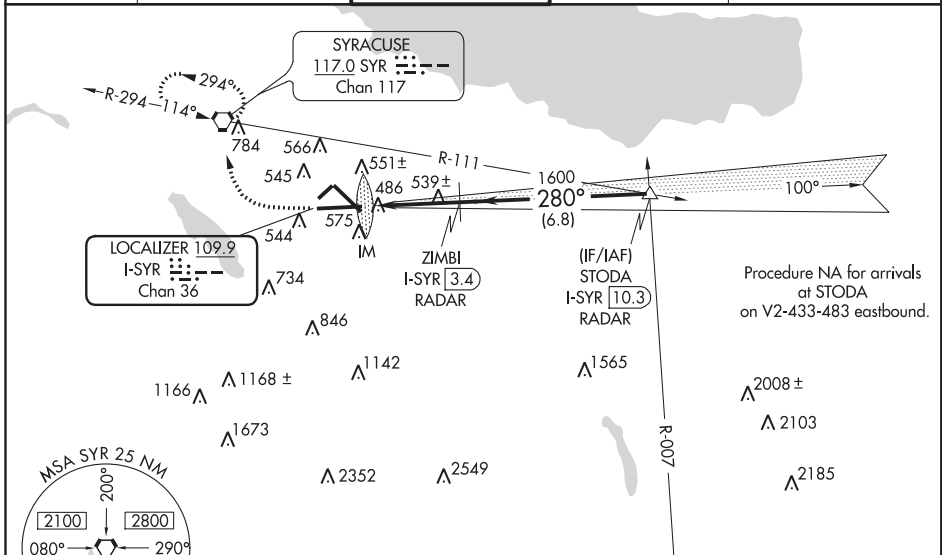
LOC/DME I-SYR 109.9 Chan 36	APP CRS 280°	Rwy Idg TDZE 413 Apt Elev 421	9003 413 421
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ILS RWY 28 (CAT II)

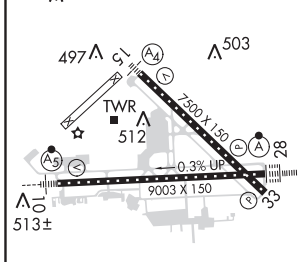
SYRACUSE HANCOCK INTL (SYR)

<p>▼ RVR 1000 authorized with specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</p>	ALSIF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold, continue climb-in-hold to 3000.

ATIS 124.225	SYRACUSE APP CON 134.275 279.6	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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1100	3000	SYR
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STODA INT I-SYR [10.3] RADAR	ZIMBI I-SYR [3.4] RADAR	I-SYR DME ANTENNA	IM
2700	1600	1600	280°
GS 3.00°	TCH 60		
3.6 NM	6.8 NM		
975'			
CATEGORY A	B	C	D
S-ILS 28	RA 100/12 100 DA 513		

TDZ/CL Rwy 28
HIRL Rwy 10-28 and 15-33

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS 100°	Rwy Idg 9003
	TDZE 421
	Apt Elev 421

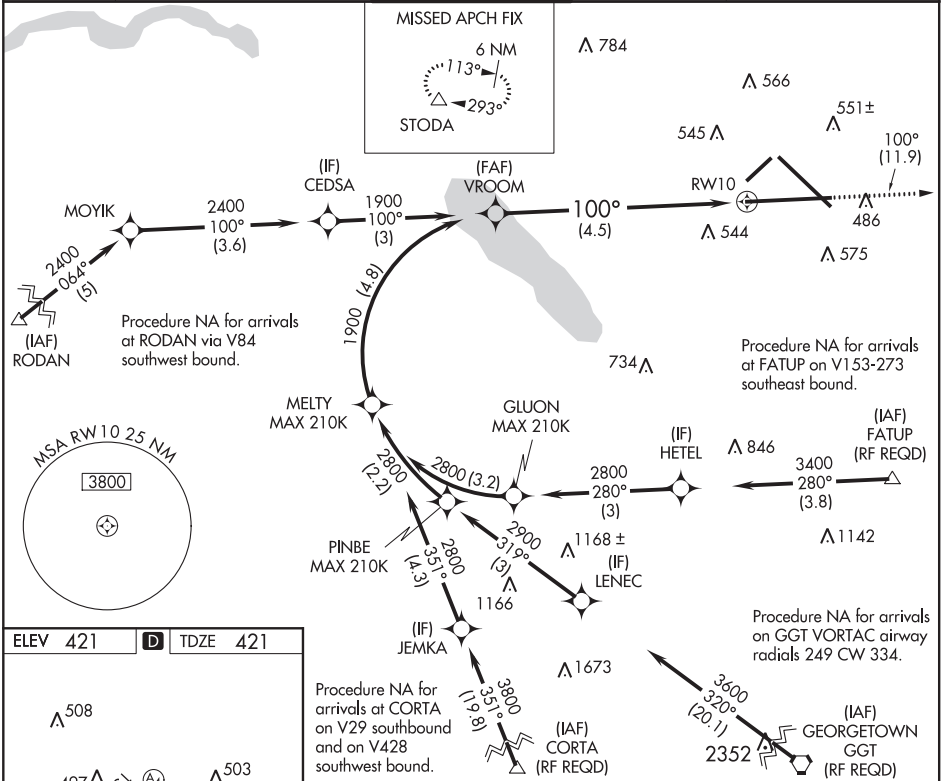
RNAV (RNP) Y RWY 10

SYRACUSE HANCOCK INTL (SYR)

▼ For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). For inoperative MALS, increase RNP 0.15 all Cats visibility to 1½. For inoperative MALS, increase RNP 0.30 all Cats visibility to 1½. GPS required.

MALS

MISSED APPROACH:
 Climb to 3000 on track 100° to STODA and hold.

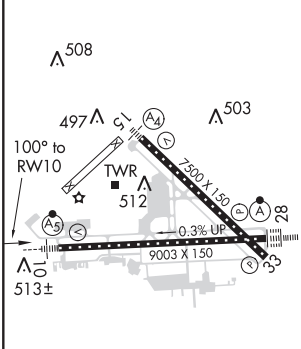
ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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NE-2, 10 NOV 2016 to 05 JAN 2017

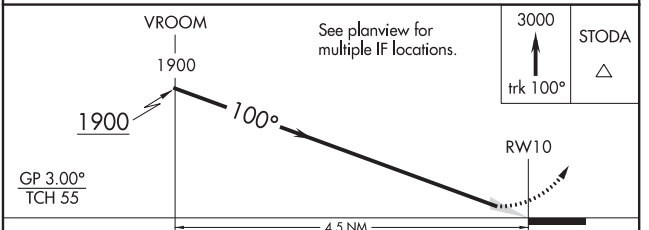
NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 421	D	TDZE 421
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GP 3.00°
TCH 55

TDZ/CL Rwy 28
HIRL Rwy 10-28 and 15-33



CATEGORY	A	B	C	D
RNP 0.15 DA		816/45	395 (400-7%)	
RNP 0.30 DA		881/55	460 (500-1¼%)	

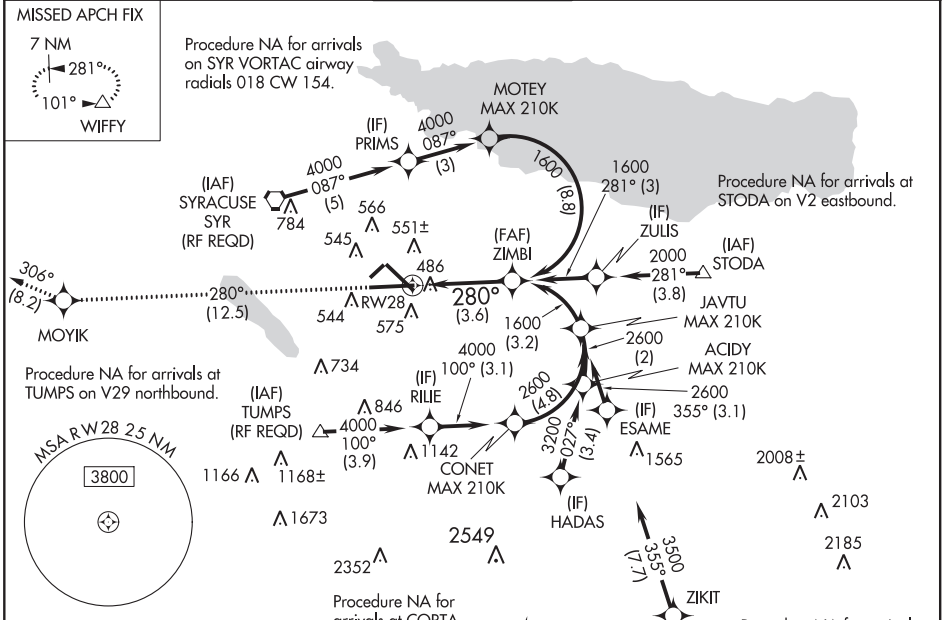
AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	9003
280°	TDZE	413
	Apt Elev	421

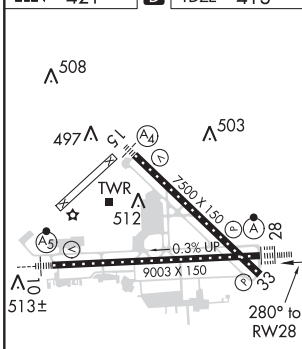
RNAV (RNP) Y RWY 28

SYRACUSE HANCOCK INTL (SYR)

	GPS required. For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). For inoperative ALSF-2, increase RNP 0.15 all Cats visibility to 1½. For inoperative ALSF-2, increase RNP 0.30 all Cats visibility to 1¾.			MISSED APPROACH: Climb to 3000 on track 280° to MOYIK and on track 306° to WIFFY and hold.
	ATIS 124.225	SYRACUSE APP CON 134.275 279.6		



ELEV 421	D	TDZE 413
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	A	B	C	D
RNP 0.15 DA		862/55	449 (500-1½)	
RNP 0.30 DA		957-1¾	544 (600-1¾)	

AUTHORIZATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50117 W15A	APP CRS 147°	Rwy Idg TDZE Apt Elev	7500 417 421
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RNAV (GPS) RWY 15

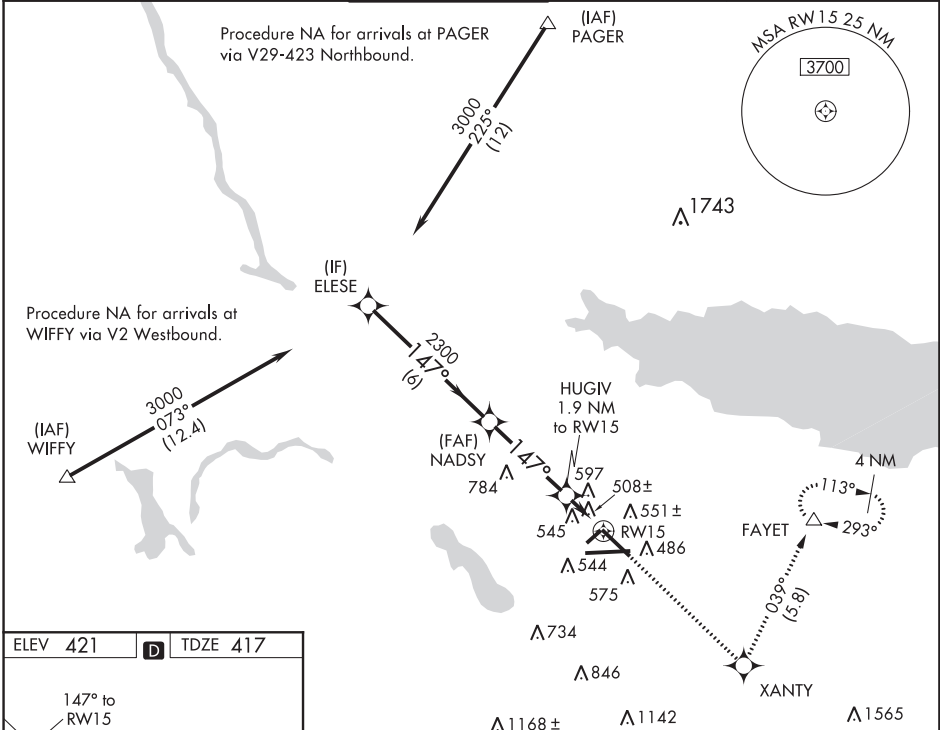
SYRACUSE HANCOCK INTL (SYR)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. Visibility reduction by helicopters NA.

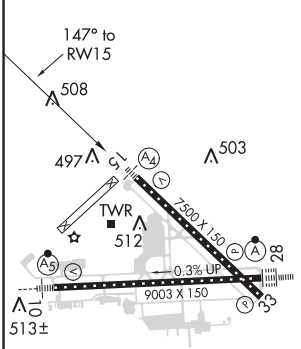


MISSED APPROACH: Climb to 3000 direct XANTY and left turn via 039° track to FAYET and hold.

ATIS 124.225	SYRACUSE APP CON 134.275 279.6	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
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ELESE	3000	147°	NADSY	2300	HUGV 1.9 NM to RW15	XANTY	1060	FAYET
Procedure Turn NA	GP 3.00°	TCH 53	6 NM	3.8 NM	1.9 NM	tr 039°		
CATEGORY	A	B	C	D				
LPV DA		735-1	318 (400-1)					
LNAV/VNAV DA		889-1¾	472 (500-1¾)					
LNAV MDA	900-¾	483 (500-¾)	900-1¼	483 (500-1¼)	900-1½	483 (500-1½)		
CIRCLING	900-1	479 (500-1)	900-1½	479 (500-1½)	980-2	559 (600-2)		

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

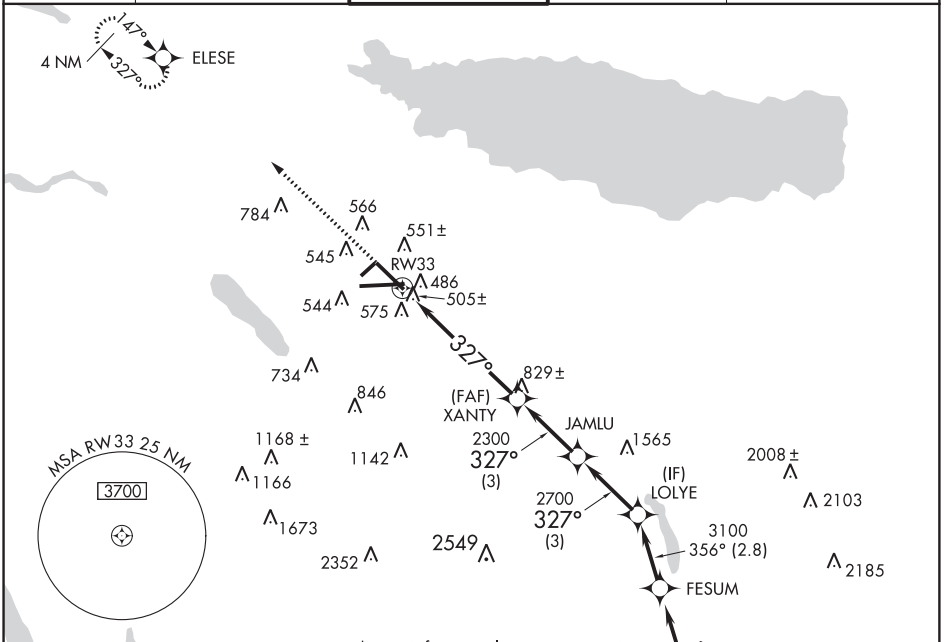
WAAS CH 81823 W33A	APP CRS 327°	Rwy Idg TDZE Apt Elev	7500 409 421
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RNAV (GPS) RWY 33

SYRACUSE HANCOCK INTL (SYR)

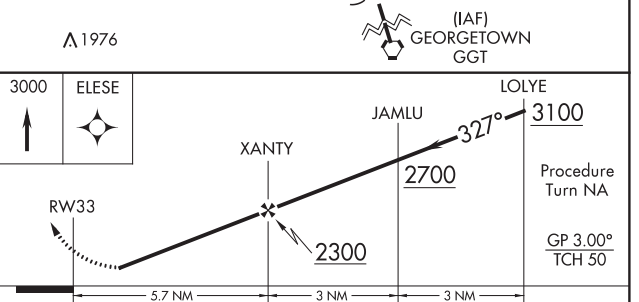
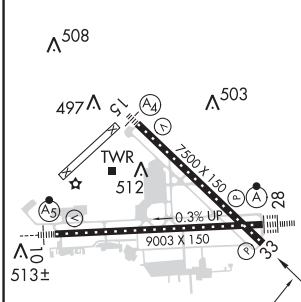
 Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct ELESE and hold.
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ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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ELEV 421	D	TDZE 409
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Procedure NA for arrivals at GGT VORTAC via V153-273 southeast bound.



	A	B	C	D
CATEGORY				
LPV DA		734/60	325 (400-1¼)	
RNAV/VNAV DA		874-1¾	465 (500-1¾)	
RNAV MDA	880/50	471 (500-1)	880/60 471 (500-1¼)	880-1½ 471 (500-1½)
CIRCLING	880-1¾	459 (500-1¾)	900-1¾ 479 (500-1¾)	980-2 559 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

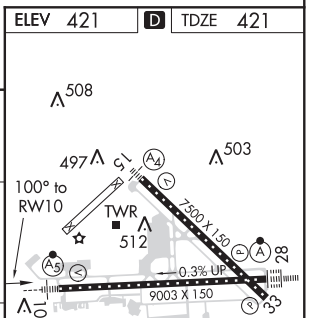
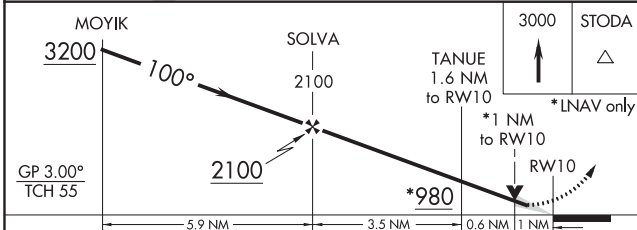
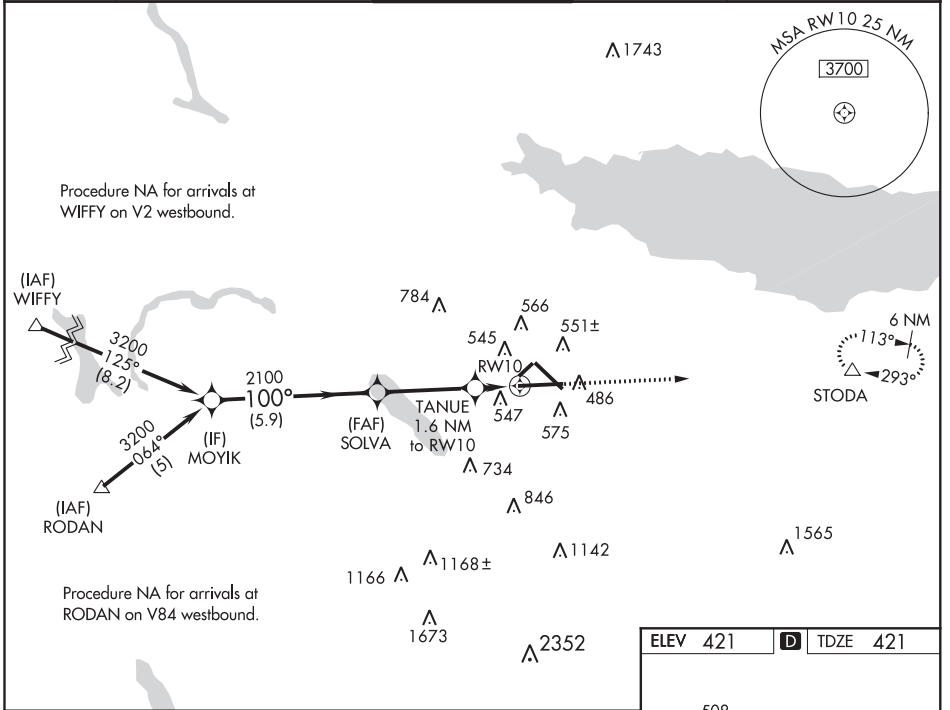
WAAS CH 40017 W10A	APP CRS 100°	Rwy Idg TDZE 421 Apt Elev 421	9003
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RNAV (GPS) Z RWY 10

SYRACUSE HANCOCK INTL (SYR)

<p>▼ 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 MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500.</p>	MALSR	MISSED APPROACH: Climb to 3000 direct STODA and hold.

ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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CATEGORY	A	B	C	D
LPV DA	621/24		200 (200-½)	
LNAV/VNAV DA	720/24		299 (300-½)	
LNAV MDA	800/24		379 (400-½)	
	800/35		379 (400-¾)	
CIRCLING	880-1 459 (500-1)	900-1 479 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)

TDZ/CL Rwy 28
HIRL Rwy 10-28 and 15-33

NE-2, 10 NOV 2016 to 05 JAN 2017

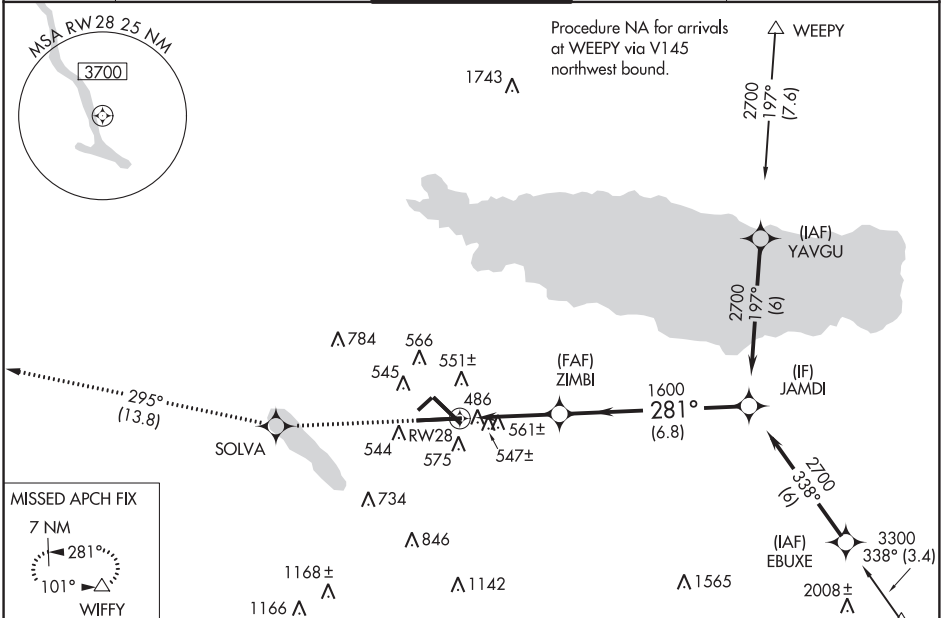
NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45517 W28A	APP CRS 281°	Rwy Idg TDZE Apt Elev	9003 413 421
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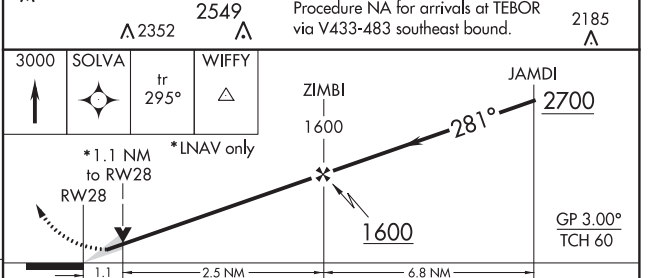
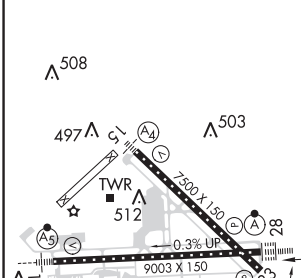
RNAV (GPS) Z RWY 28

SYRACUSE HANCOCK INTL (SYR)

<p>▽ 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.</p>		<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 direct SOLVA and on track 295° to WIFFY and hold.</p>
<p>ATIS 124.225</p>	<p>SYRACUSE APP CON 134.275 279.6</p>	<p>SYRACUSE TOWER 120.3 239.0</p>	<p>GND CON 121.7 348.6</p>
		<p>CLNC DEL 125.05 257.775</p>	



ELEV 421	D	TDZE 413
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CATEGORY	A	B	C	D
LPV DA		613/24	200 (200-½)	
LNAV/VNAV DA		850/50	437 (500-1)	
LNAV MDA	820/24	407 (400-½)	820/40	407 (400-¾)
CIRCLING	880-1 459 (500-1)	900-1 479 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC SYR 117.0 Chan 117	APP CRS 131°	Rwy ldg TDZE Apt Elev 7500 417 421
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VOR RWY 15

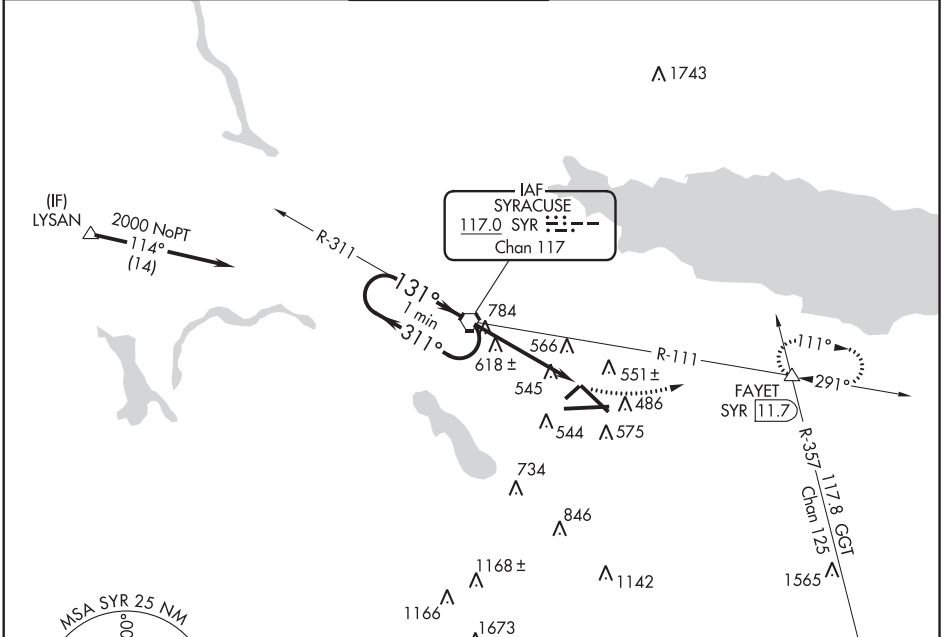
SYRACUSE HANCOCK INTL (SYR)

▼ Inoperative table does not apply.
Helicopter visibility reduction below 3/4 SM NA.

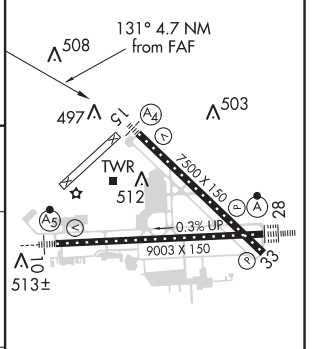
MALS

MISSED APPROACH: Climbing left turn to 3100 via SYR R-111 to FAYET Int/SYR 11.7 DME and hold, continue climb-in-hold to 3100.

ATIS 124.225	SYRACUSE APP CON 134.275 279.6	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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SYR VORTAC	3100	SYR R-111	FAYET
SYR 3.4	SYR 4.7		

CATEGORY	A	B	C	D
S-15	880-1	463 (500-1)	880-1 3/8	463 (500-1 3/8)
CIRCLING	880-1 459 (500-1)	900-1 479 (500-1)	900-1 1/2 479 (500-1 1/2)	980-2 559 (600-2)

TDZ/CL Rwy 28	
HIRL Rwys 10-28 and 15-33	
FAF to MAP 4.7 NM	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC SYR 117.0 Chan 117	APP CRS 314°	Rwy Idg TDZE Apt Elev	7500 409 421
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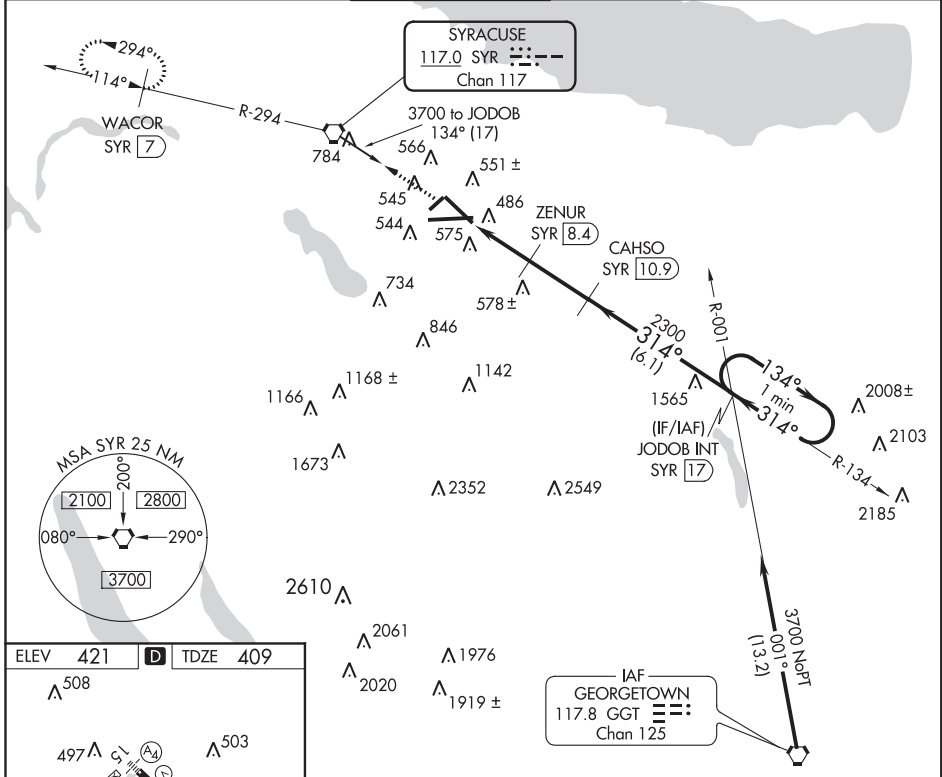
TACAN RWY 33

SYRACUSE HANCOCK INTL (SYR)

Helicopter visibility reduction below 3/4 SM NA.

 MISSED APPROACH: Climb to 3000 direct SYR VORTAC then via SYR VORTAC R-294 to WACOR/7 DME and hold.

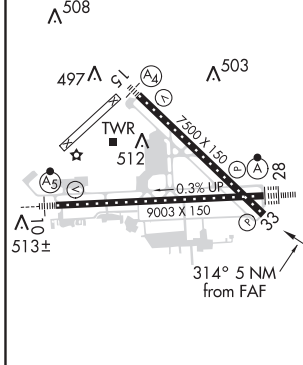
ATIS 124.225	SYRACUSE APP CON 134.275 279.6	SYRACUSE TOWER 120.3 239.0	GND CON 121.7 348.6	CLNC DEL 125.05 257.775
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

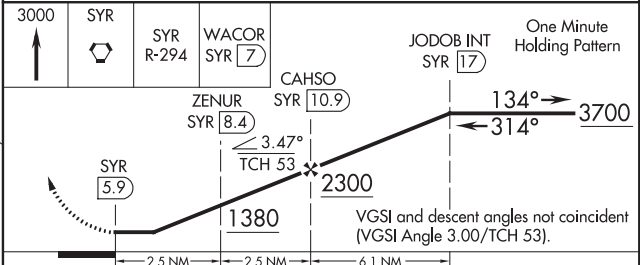
ELEV 421	D	TDZE 409
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TDZ/CL Rwy 28
HIRL Rws 10-28 and 15-33

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



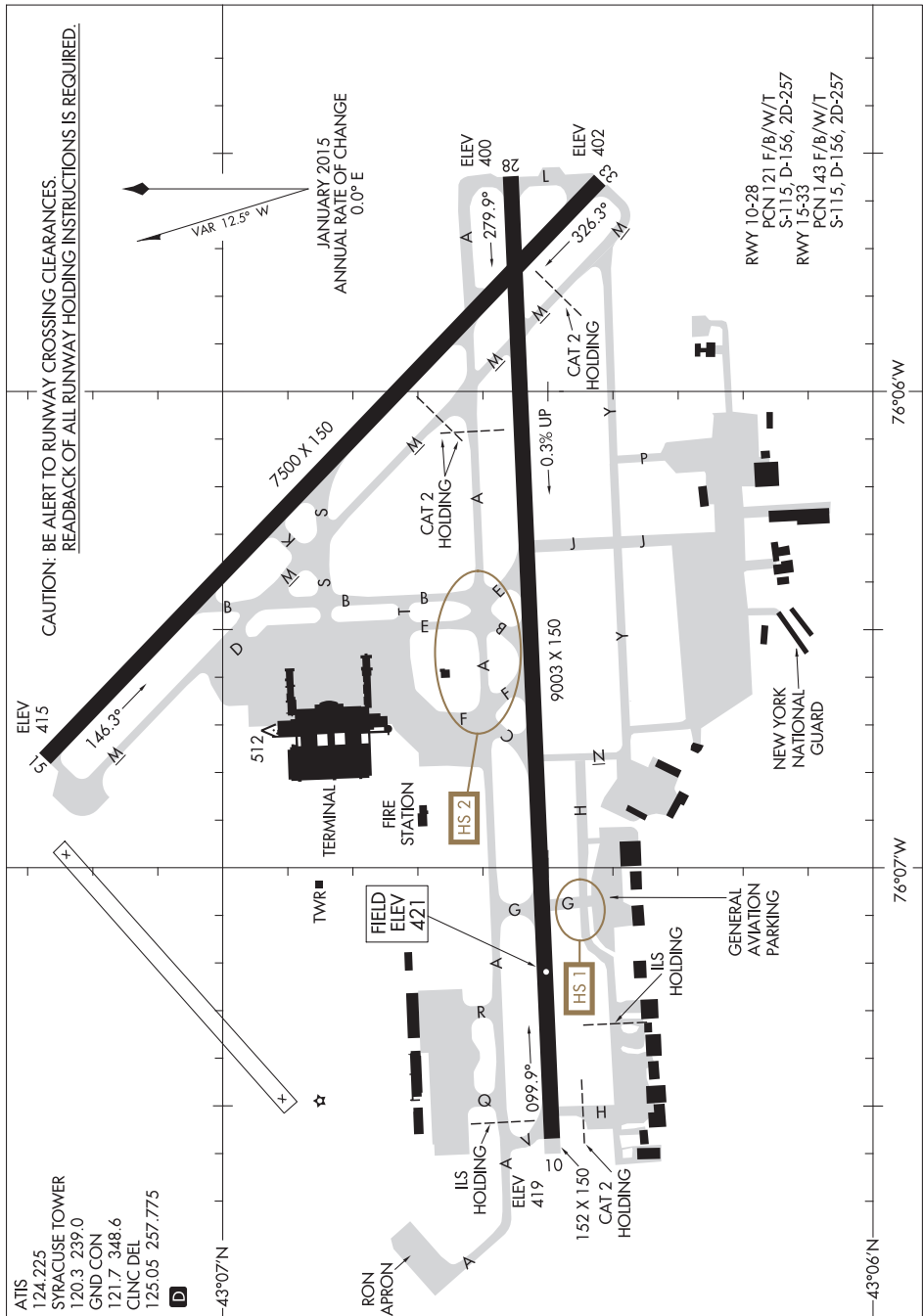
CATEGORY	A	B	C	D
S-33	880/55	471 (500-1¼)	880-1¾	471 (500-1¾)
CIRCLING	880-1 459 (500-1)	900-1 479 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)

AIRPORT DIAGRAM

AL-411 (FAA)

SYRACUSE HANCOCK INTL (SYR)
SYRACUSE, NEW YORK

NE-2, 10 NOV 2016 to 05 JAN 2017



76°06'W

76°07'W

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SYRACUSE, NEW YORK
SYRACUSE HANCOCK INTL (SYR)

RNAV (RNP) Z RWY 6

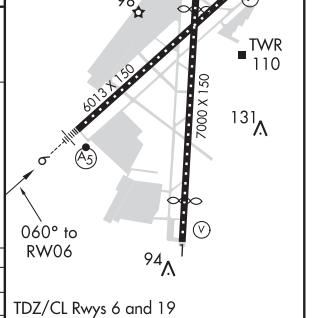
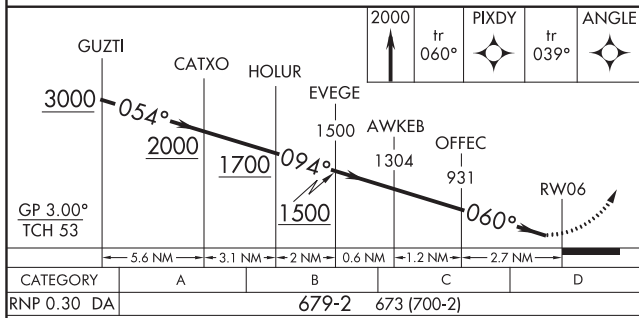
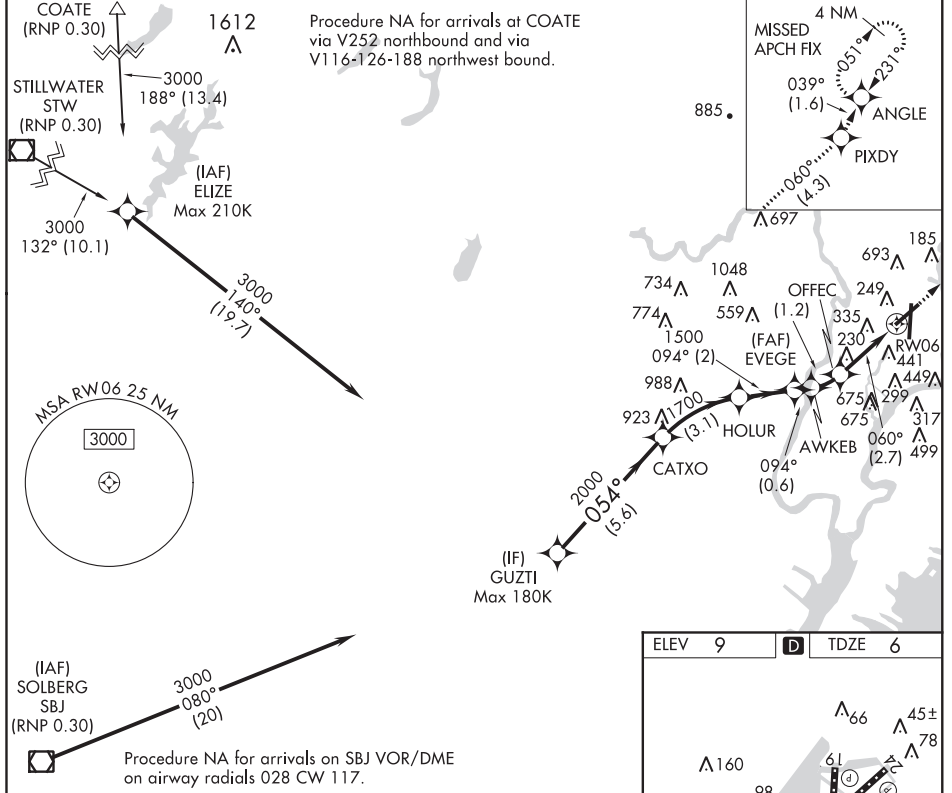
TETERBORO (TEB)

APP CRS 060°	Rwy Idg 6013 TDZE 6 Apt Elev 9
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▼ For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F). For inoperative MALS, increase RNP 0.30 all Cats visibility to 2 1/4. RF required. GPS required.

MALS MISSED APPROACH: Climb to 2000 on track 060° to PIXDY and on track 039° to ANGLE and hold.

ATIS 114.2 132.85	NEW YORK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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CATEGORY	A	B	C	D
RNP 0.30 DA	679-2		673 (700-2)	

AUTHORIZATION REQUIRED

TDZ/CL Rwsy 6 and 19
HIRL Rwsy 1-19 and 6-24
REIL Rwsy 1, 6, 19 and 24

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65634 W06B	APP CRS 063°	Rwy Idg TDZE Apt Elev	6013 6 8
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RNAV (GPS) X RWY 6

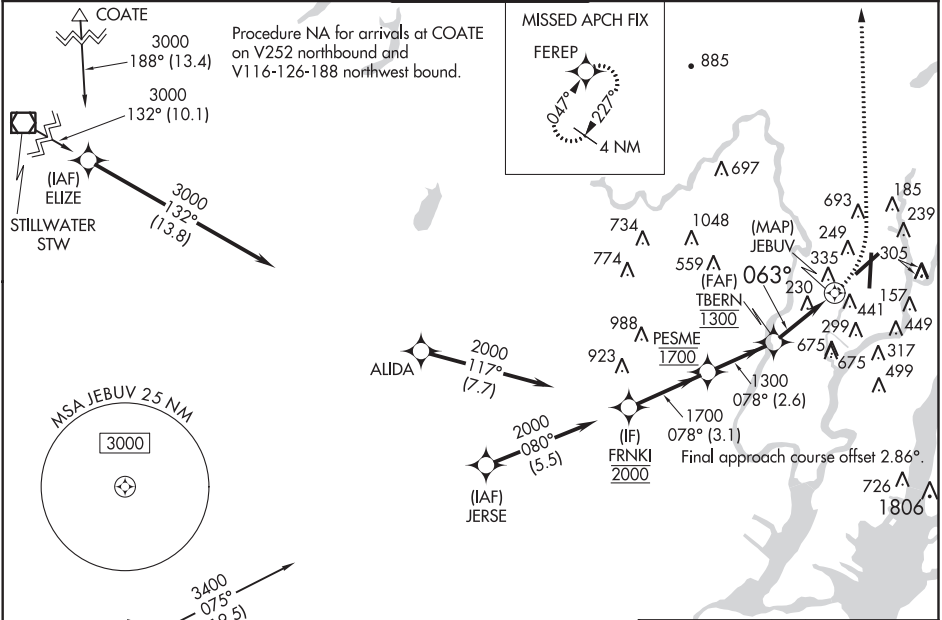
TETERBORO (TEB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cats B, C and D northwest of Rwy 6-19. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to 1½ miles, LNAV/VNAV all Cats visibility to 2½ miles, and LNAV Cats A/B visibility to 1½ miles. Helicopter visibility reduction below ¾ SM NA. Night landing Rwy 01 operational VGSJ required, remain on or above VGSJ glidepath until threshold.

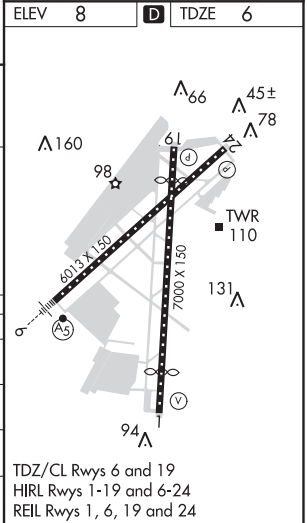


MISSED APPROACH:
Climbing left turn to 2000 direct FERE P and hold.

ATIS 114.2 132.85	NEW YORK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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FRNKI	2000	PESME	TBERN	JEBUV	FERE P
	078°	1700	1300	063°	
GP 3.00° TCH 55	3.1 NM	2.6 NM	2 NM	0.8 NM	1.1 NM
CATEGORY	A	B	C	D	
LPV DA		459/55	453 (500-1¼)		
LNAV/VNAV DA		672-1⅞	666 (700-1⅞)		
LNAV MDA	660/45	654 (700-¾)	660-1⅜	654 (700-1⅜)	
C CIRCLING	760-1¼	752 (800-1¼)	820-2½ 812 (900-2½)	1040-3 1032 (1100-3)	



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

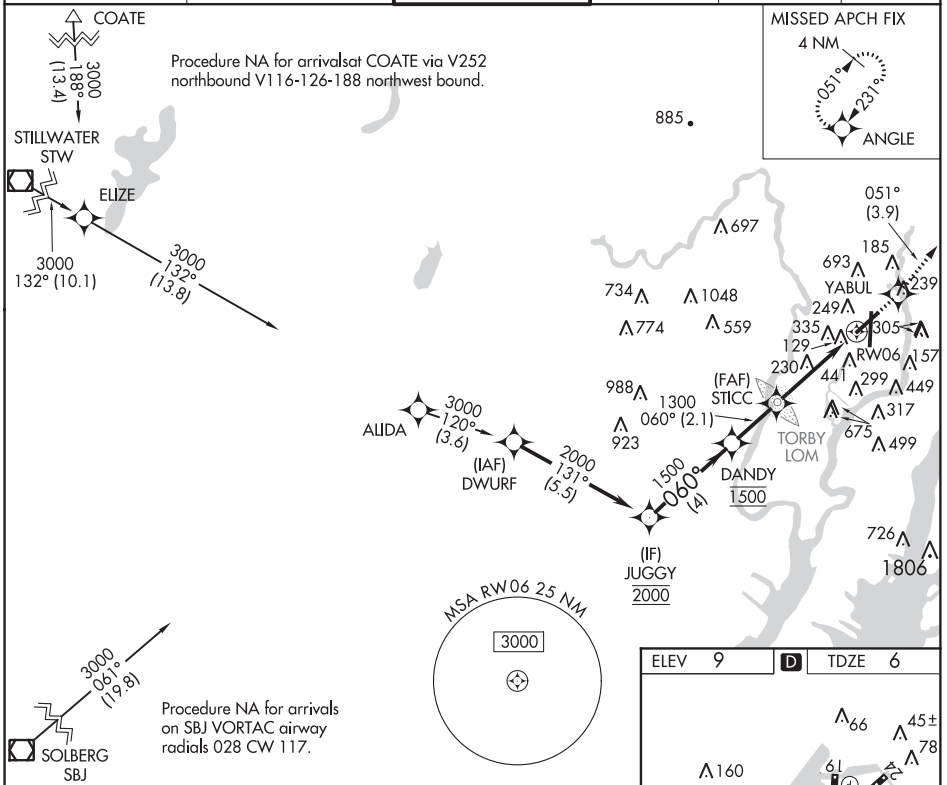
WAAS CH 65707 W06A	APP CRS 060°	Rwy Idg TDZE Apt Elev	6013 6 9
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RNAV (GPS) Y RWY 6

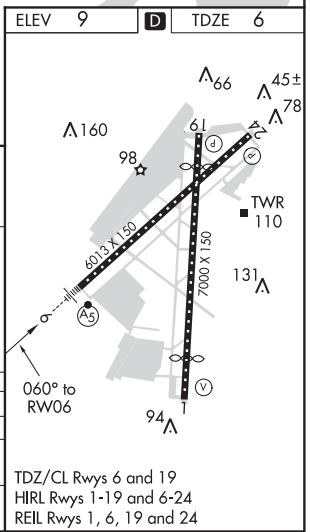
TETERBORO (T'EB)

▼ ▲	DME/DME RNP-0.3 NA. Helicopters visibility reduction below RVR 4000 SM NA. When Rwy 1 VGSi inop, Circling to Rwy 1 NA at night.	MALSRL 	MISSED APPROACH: Climb to 2000 direct YABUL and on track 051° to ANGLE and hold.
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ATIS 114.2 132.85	NEW YORK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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JUGGY	DANDY	STICC	RW06
2000	1500	1300	
GP 3.00° TCH 53		*2.3 NM to RW06	
4 NM	2.1 NM	1.6 NM	2.3 NM
CATEGORY	A	B	C
LPV DA	369/40 363 (400-¾)		
LNVA MDA	800/40 794 (800-¾)	800-1¾ 794 (800-1¾)	800-2 794 (800-2)
CIRCLING	800-1 791 (800-1)	800-1¼ 791 (800-1¼)	800-2¾ 811 (900-2¾)



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97736 W19A	APP CRS 195°	Rwy Idg TDZE Apt Elev	6230 6 8
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RNAV (GPS) Y RWY 19

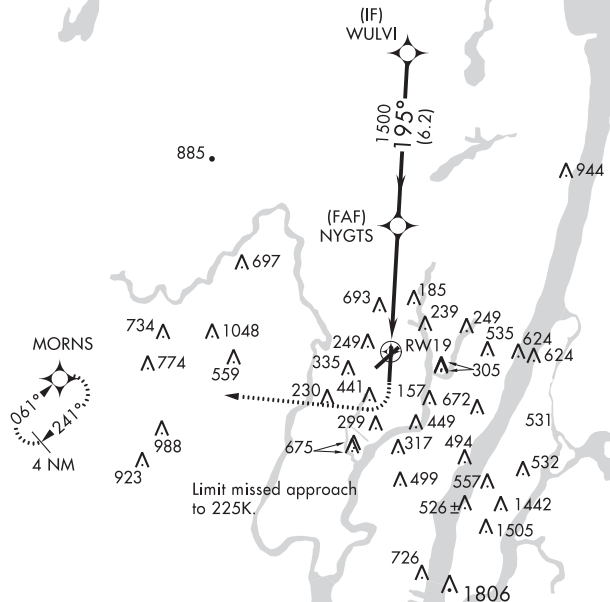
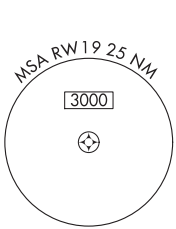
TETERBORO (TEB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cats B, C, and D NW of Rwy 6 and 19. Night landing: Rwy 1, 24 NA. Helicopter visibility reduction below ¾ SM NA.

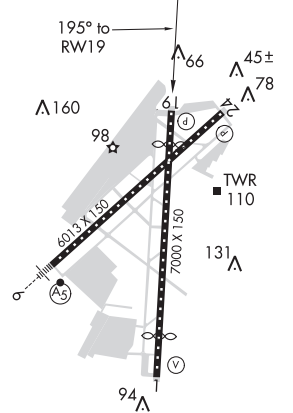
MISSED APPROACH: Climb to 420 then immediate climbing right turn to 3000 direct MORN'S and hold.

ATIS 114.2 132.85	NEW YORK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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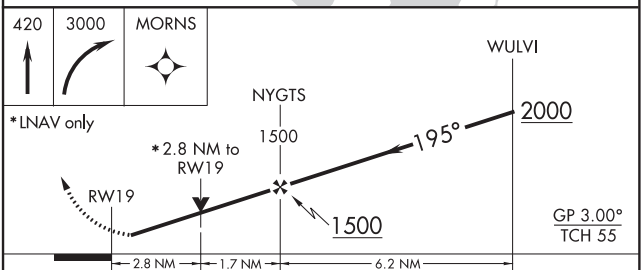
RADAR REQUIRED



ELEV 8	D	TDZE 6
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TDZ/CL Rws 6 and 19
REIL Rws 1, 6, 19 and 24
HIRL Rws 1-19 and 6-24



CATEGORY	A	B	C	D
LPV DA		218-¾	212 (300-¾)	
LNAV/VNAV DA		1090-4	1084 (1100-4)	
LNAV MDA	960-1¼ 954 (1000-1¼)	960-1½ 954 (1000-1½)	960-3	954 (1000-3)
C CIRCLING	960-1¼ 952 (1000-1¼)	960-1½ 952 (1000-1½)	960-3 952 (1000-3)	1040-3 1032 (1100-3)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

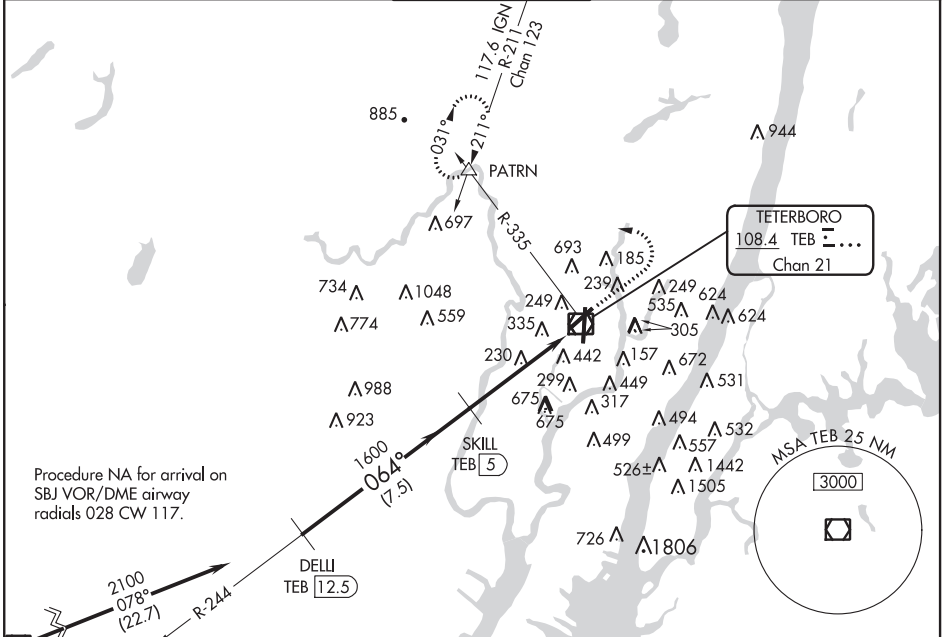
VOR/DME TEB	APP CRS	Rwy Idg	6013
108.4	064°	TDZE	6
Chan 21		Apt Elev	9

VOR/DME RWY 6

TETERBORO (TEB)

<p>▼ Circling NA Cats B, C and D northwest of Rwy 6 and 19. Circling to Rwy 1 NA at night. Inoperative table does not apply to S-6 Cats A and B.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN INT and hold.</p>
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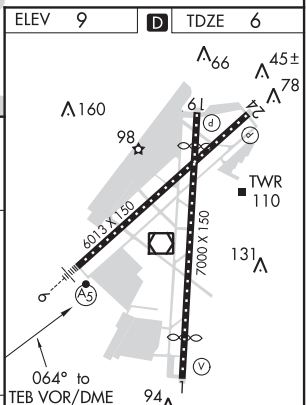
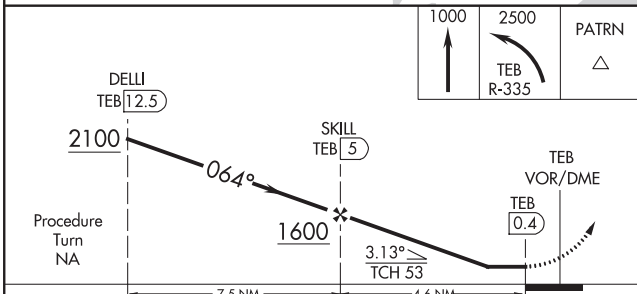
ATIS 114.2 132.85	NEW YORK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	9	D	TDZE	6
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CATEGORY	A	B	C	D
S-6	700/50	694 (700-1)	700-1½ 694 (700-1½)	700-1¾ 694 (700-1¾)
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	760-2¼ 751 (800-2¼)	820-2¾ 811 (900-2¾)

TDZ/CL Rws 6 and 19
HIRL Rws 1-19 and 6-24
REIL Rws 1, 6, 19 and 24

VOR/DME TEB 108.4 Chan 21	APP CRS 202°	Rwy Idg TDZE Apt Elev	N/A N/A 9
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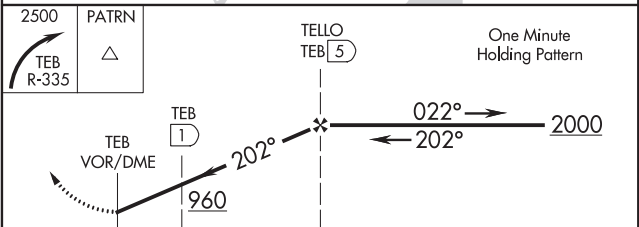
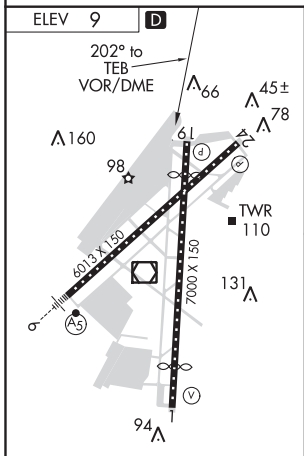
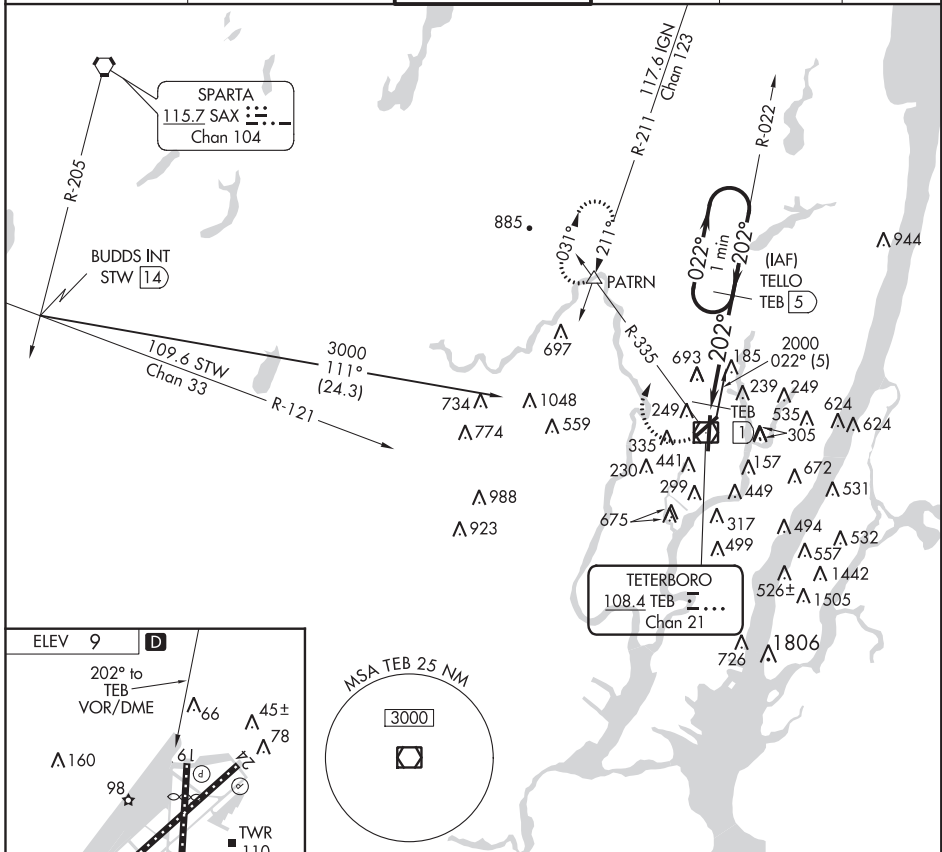
VOR/DME-B

TETERBORO (TEB)

▼ Circling NA Cats B, C and D northwest of Rws 6 and 19.
▲ Circling to Rwy 1 NA at night. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climbing right turn to 2500 via TEB R-335 to PATRN INT and hold.

ATIS 114.2 132.85	NEW YORK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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TDZ/CL Rws 6 and 19
 HIRL Rws 1-19 and 6-24
 REIL Rws 1, 6, 19 and 24

CATEGORY	A	B	C	D
CIRCLING	800-1 791 (800-1)	800-1¼ 791 (800-1¼)	800-2¼ 791 (800-2¼)	820-2¾ 811 (900-2¾)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME TEB 108.4 Chan 21	APP CRS 231°	Rwy Idg TDZE Apt Elev	6013 8 9
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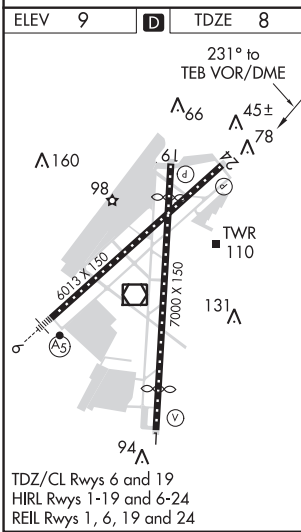
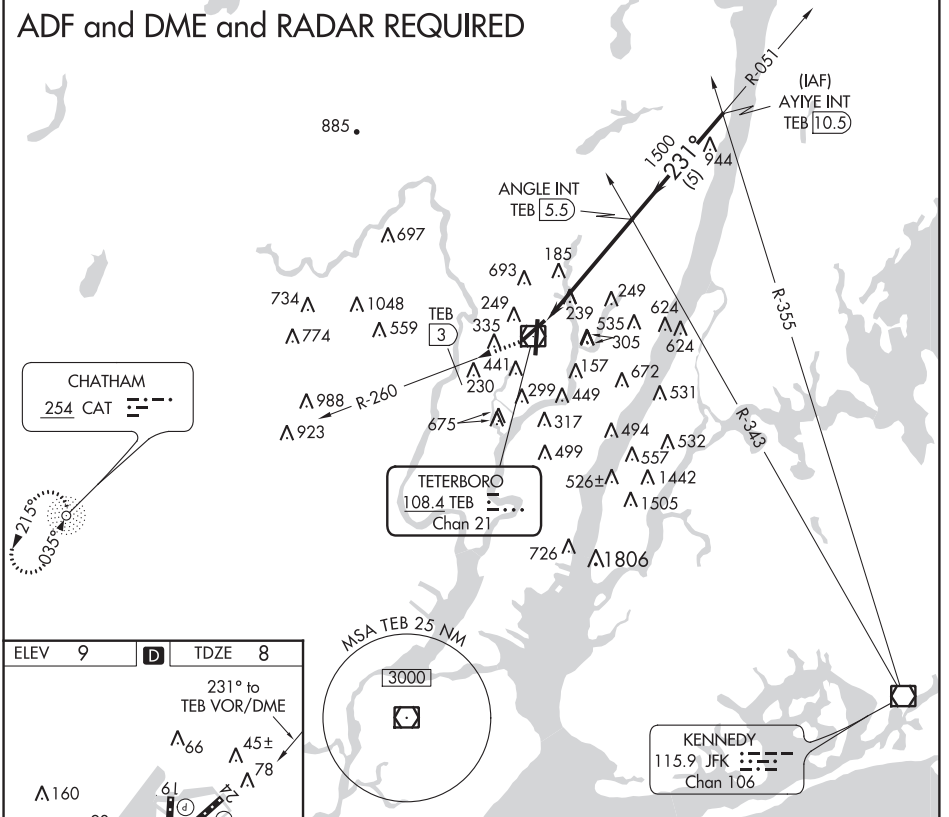
VOR RWY 24

TETERBORO (TEB)

<p>⚠ Circling NA Cats B, C and D northwest of Rws 6 and 19. ⚠ When Rwy 1 VGSI inop, Circling to Rwy 1 NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 1500 via TEB R-260 to 3 DME then climb to 2000 direct CAT NDB and hold.</p>
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ATIS 114.2 132.85	NEW YORK APP CON 127.6 379.9	TETERBORO TOWER 119.5	GND CON 121.9	CLNC DEL 128.05	CPDLC
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ADF and DME and RADAR REQUIRED



1500 TEB R-260	TEB 3	2000	CAT	ANGLE INT TEB 5.5	AYIYE INT TEB 10.5
TEB VOR/DME		231°		1500	2000
0.7		4.9 NM		5 NM	

CATEGORY	A	B	C	D
S-24	540-1	532 (600-1)	540-1½ 532 (600-1½)	540-1¾ 532 (600-1¾)
CIRCLING	760-1 751 (800-1)	1000-1½ 991 (1000-1½)	1000-3 991 (1000-3)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

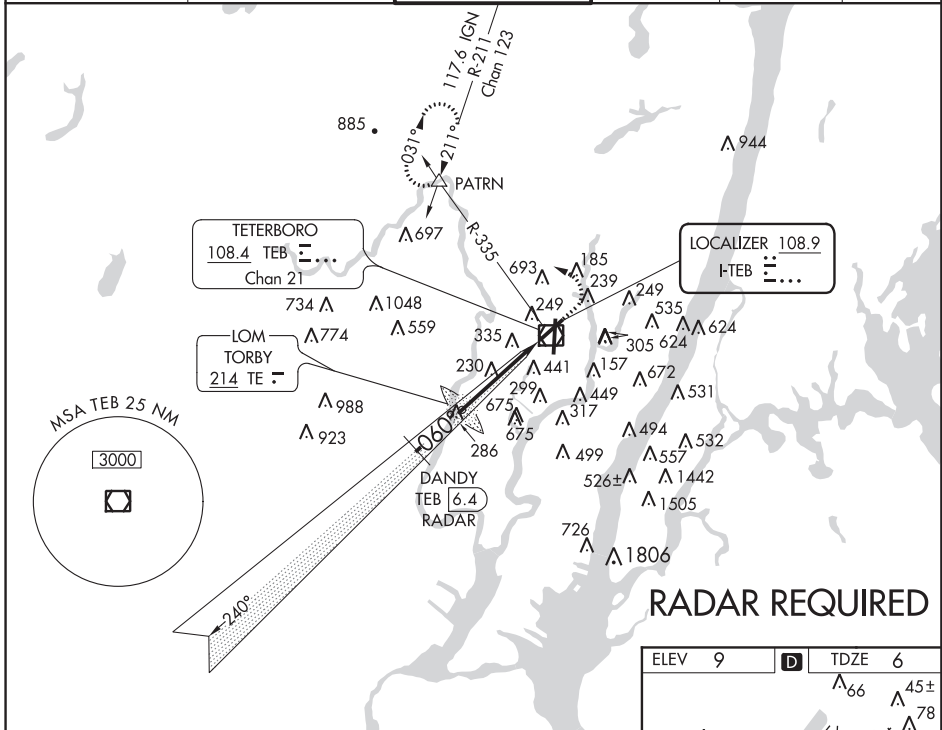
LOC I-TEB 108.9	APP CRS 060°	Rwy Idg 6013
		TDZE 6
		Apt Elev 9

COPTER ILS or LOC RWY 6

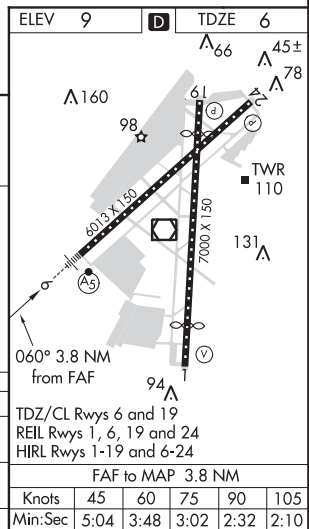
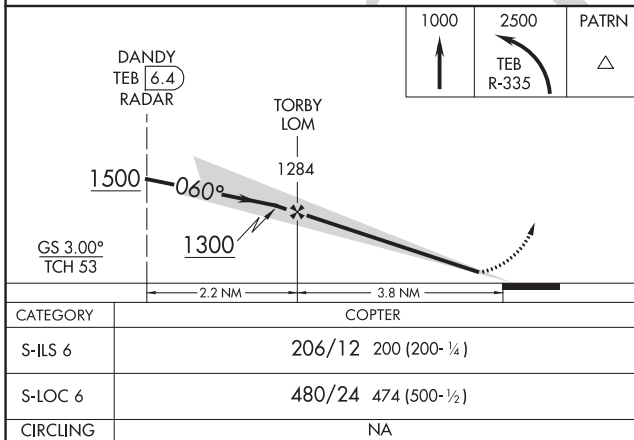
TEREBORO (TEB)

<p>▽ DME from TEB VOR/DME. DME or RADAR REQUIRED. △NA Inoperative table does not apply to S-LOC 6.</p>	<p>MALS </p>	<p>MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 on TEB R-335 to PATRN INT and hold.</p>
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<p>ATIS 114.2 132.85</p>	<p>NEW YORK APP CON 127.6 379.9</p>	<p>TEREBORO TOWER 119.5</p>	<p>GND CON 121.9</p>	<p>CLNC DEL 128.05</p>	<p>CPDLC</p>
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RADAR REQUIRED



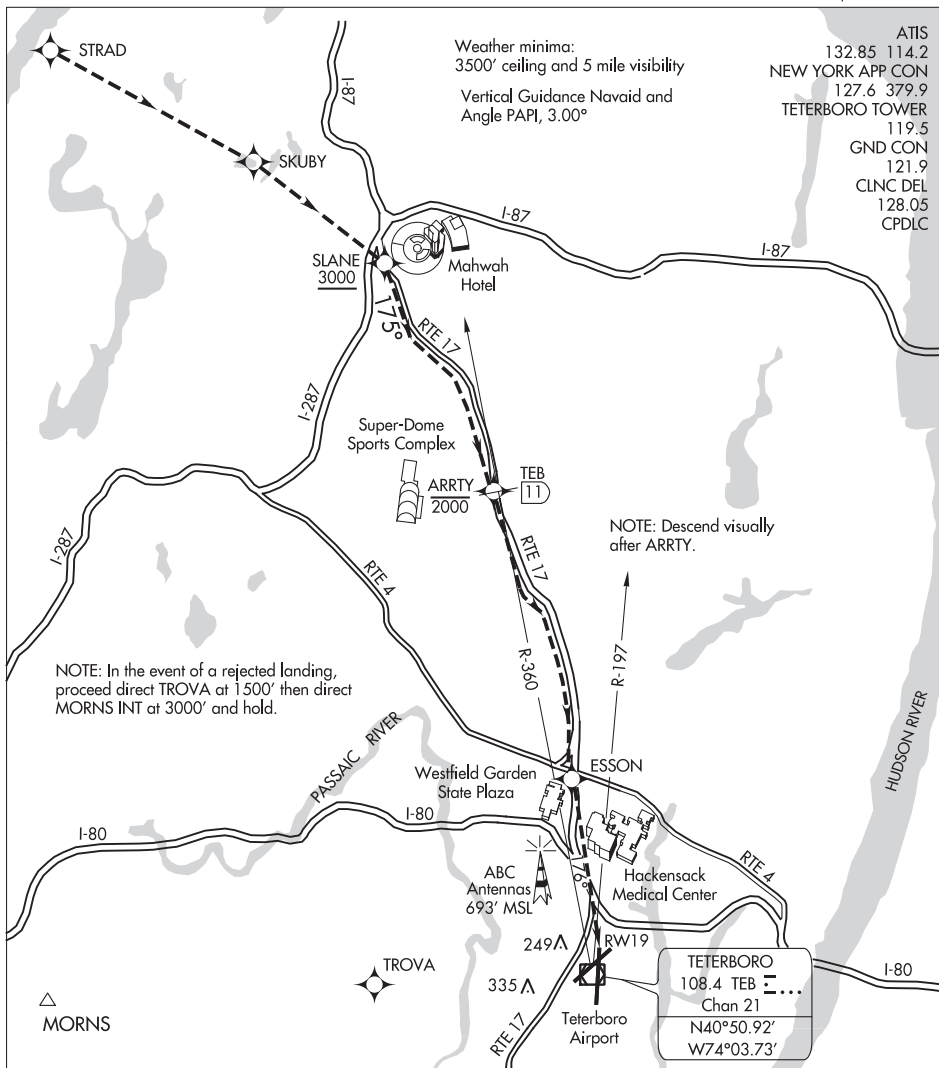
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

QUIET VISUAL RWY 19

ATIS 132.85 114.2
NEW YORK APP CON 127.6 379.9
TETERBORO TOWER 119.5
GND CON 121.9
CLNC DEL 128.05
CPDLC

Weather minima:
3500' ceiling and 5 mile visibility
Vertical Guidance Navaid and
Angle PAPI, 3.00°



NOTE: In the event of a rejected landing, proceed direct TROVA at 1500' then direct MORNIS INT at 3000' and hold.

NOTE: Descend visually after ARRTY.

TETERBORO
108.4 TEB
Chan 21
N40°50.92'
W74°03.73'

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
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When cleared for the QUIET VISUAL RWY 19, proceed direct to the Mahwah Hotel (SLANE), cross Mahwah Hotel at or above 3000'. From Mahwah Hotel on a heading of 175° follow RTE 17 south to (ARRTY). Cross RTE 17 (TEB R-360 11 DME) (ARRTY) Super-Dome Complex 1 NM east at or below 2000'. Continue south to the intersection of RTE 17 & RTE 4 Westfield Garden State Plaza (ESSON). On a heading of 176° maintaining east of I-80 and west of Hackensack Medical Center. TEB/VOR DME R-197 to RWY 19.

QUIET VISUAL RWY 19

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

16091

AIRPORT DIAGRAM

AL-890 (FAA)

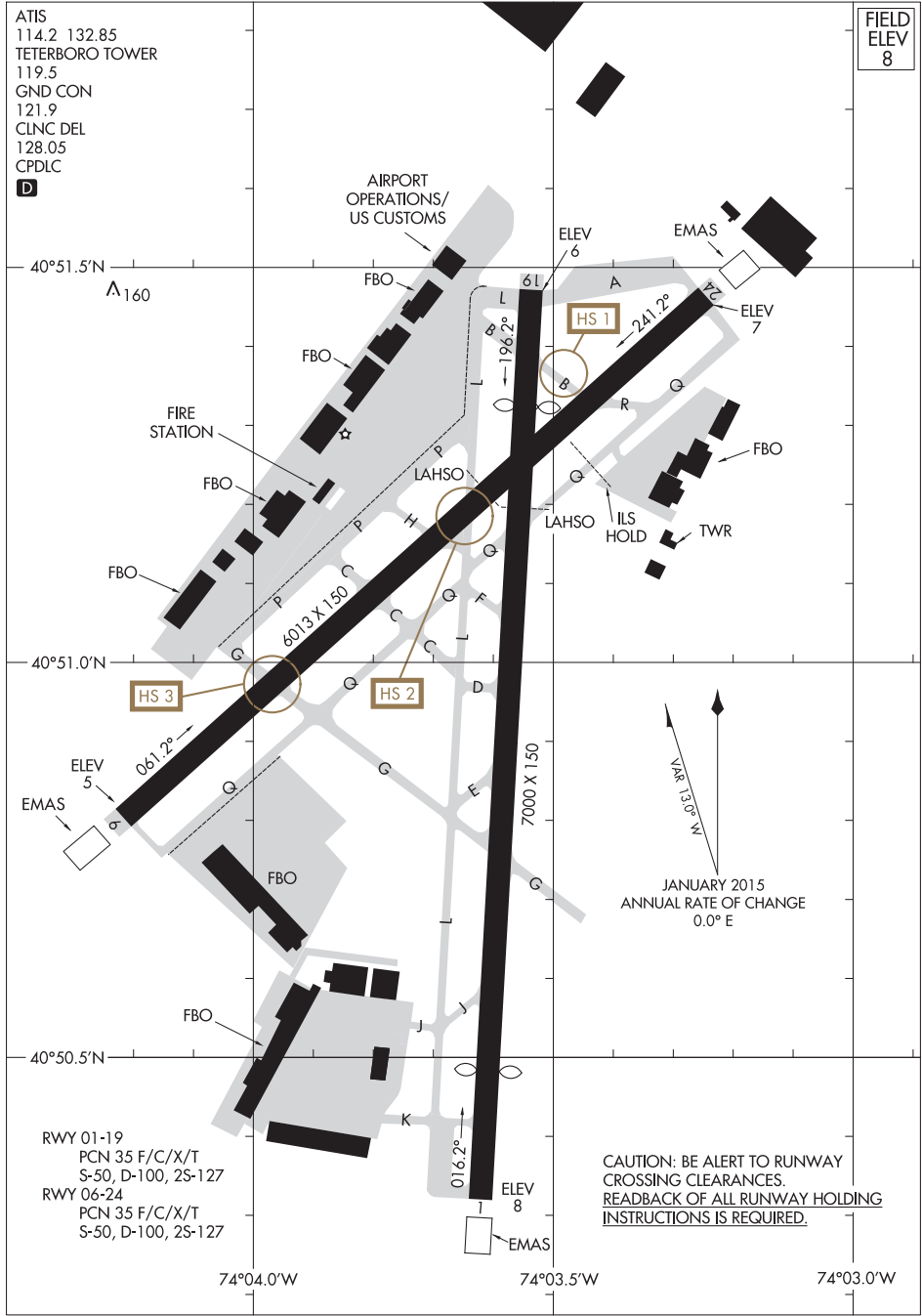
TETERBORO (TEB)
TETERBORO, NEW JERSEY

ATIS
114.2 132.85
TETERBORO TOWER
119.5
GND CON
121.9
CLNC DEL
128.05
CPDLC

FIELD
ELEV
8

NE-2, 10 NOV 2016 to 05 JAN 2017

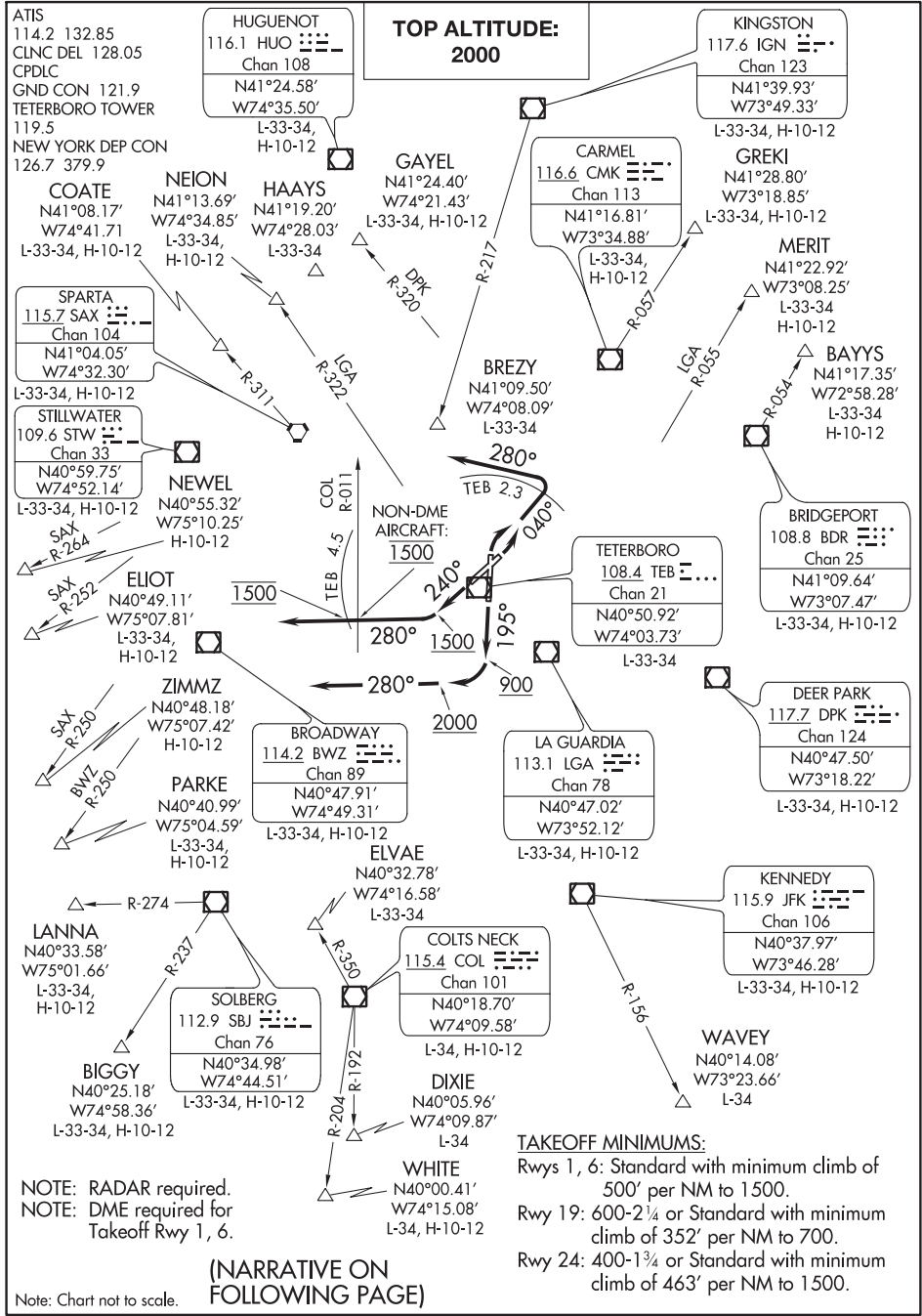
NE-2, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM
16091

TETERBORO, NEW JERSEY
TETERBORO (TEB)

TEREBORO ONE DEPARTURE



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

NOTE: RADAR required.
NOTE: DME required for
Takeoff Rwy 1, 6.

(NARRATIVE ON
FOLLOWING PAGE)

Note: Chart not to scale.

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.

TEREBORO ONE DEPARTURE

TETERBORO ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climbing right turn heading 040° to TEB 2.3 DME, then turn left heading 280°, maintain 2000, thence

TAKEOFF RWY 6: Climbing left turn heading 040° to TEB 2.3 DME, then turn left heading 280°, maintain 2000, thence

TAKEOFF RWY 19: Climb heading 195° to 900, then climbing right turn to 2000 heading 280°, maintain 2000 (do not climb above 2000), thence

TAKEOFF RWY 24: Climb 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 only for jet aircraft requesting a final altitude of FL180 and above.

GAYEL Departures expect vectors to DPK R-320.

GREKI Departures expect vectors to CMK/CMK R-057.

HAAYS Departures expect vectors to HUU.

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.

(NOTES CONTINUED FOLLOWING PAGE)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

TETERBORO ONE DEPARTURE

TAKEOFF OBSTACLE NOTES:

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

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

TETERBORO ONE DEPARTURE

TICONDEROGA, NEW YORK

AL-9282 (FAA)

16315

APP CRS	Rwy Idg	4041
013°	TDZE	273
	Apt Elev	273

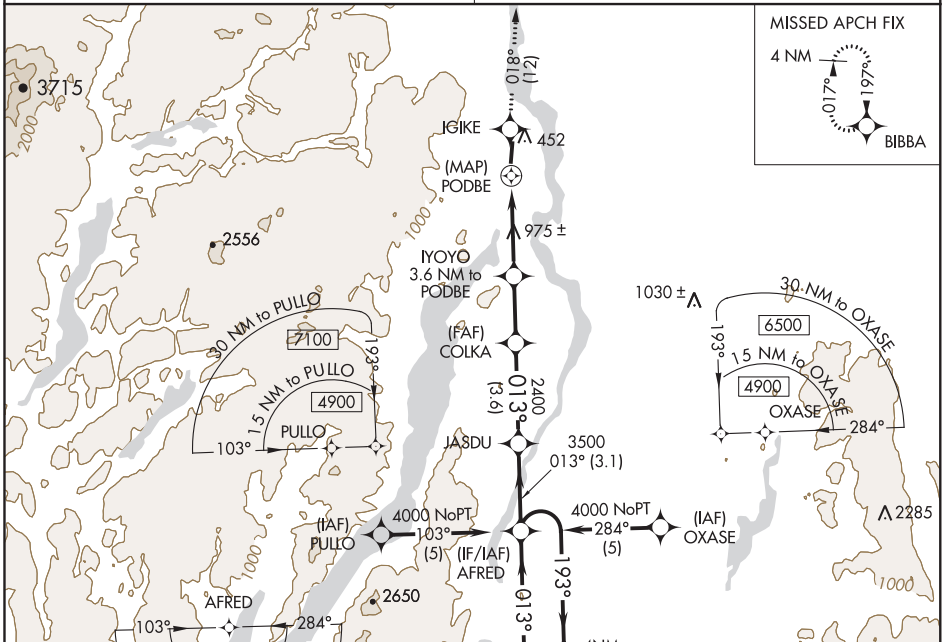
RNAV (GPS) RWY 2

TICONDEROGA MUNI (4B6)

▼ DME/DME RNP-0.3 NA. Use Burlington altimeter setting.
▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
❄ -27°C

MISSED APPROACH: Climb to 4000 direct IGIKE and on track 018° to BIBBA and hold.

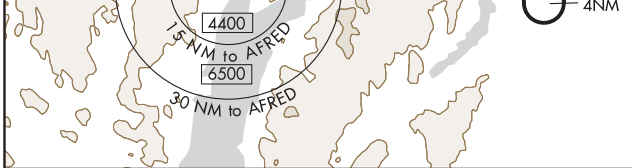
BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF)
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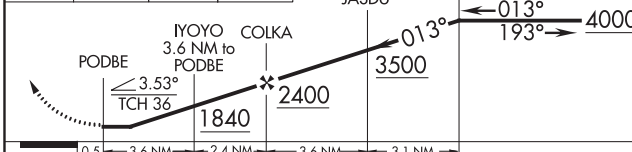
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

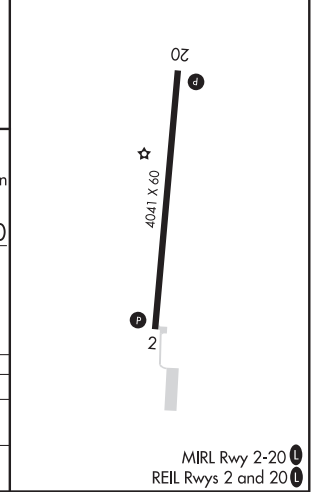
ELEV 273	TDZE 273
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4000	IGIKE	BIBBA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 46).
↑	✦	tr 018°	4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1520-1¼ 1247 (1300-1¼)	1520-1½ 1247 (1300-1½)		NA
CIRCLING	1520-1¼ 1247 (1300-1¼)	1520-1½ 1247 (1300-1½)		NA



TICONDEROGA, NEW YORK
 Amdt 1A 15NOV12

43°53'N-73°25'W

TICONDEROGA MUNI (4B6)

RNAV (GPS) RWY 2

WAAS CH 53716 W20A	APP CRS 197°	Rwy Idg TDZE Apt Elev	4041 271 273
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RNAV (GPS) RWY 20

TICONDEROGA MUNI (4B6)

V DME/DME RNP-0.3 NA. Use Burlington altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

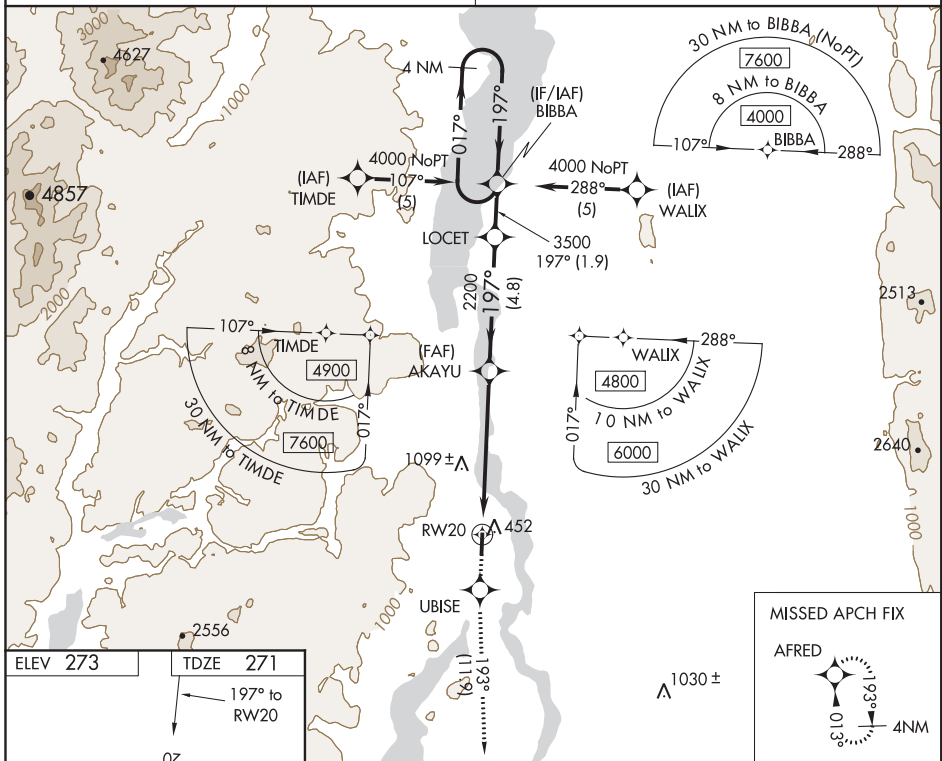
A NA

+ -27°C

MISSED APPROACH: Climb to 4000 direct UBISE and on track 193° to AFRED and hold, continue climb-in-hold to 4000.

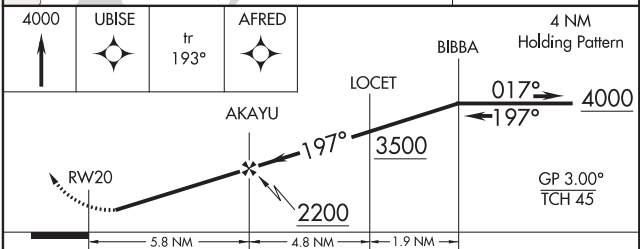
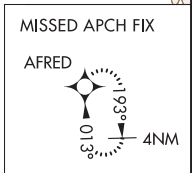
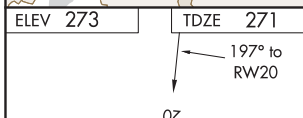
BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) **U**



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



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

LOC I-MJX 109.9	APP CRS 063°	Rwy Idg TDZE 81 Apt Elev 81	5949
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ILS or LOC RWY 6

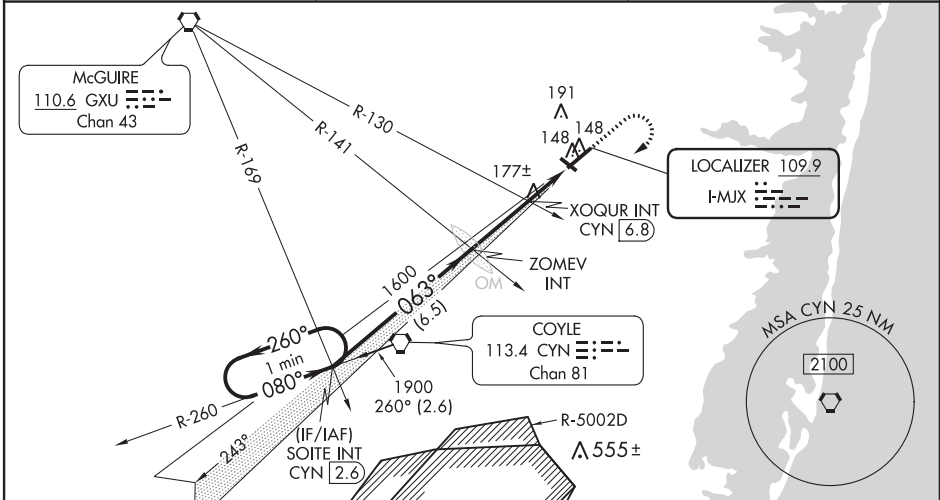
OCEAN COUNTY (M.J.X)

NA Circling Rwy 14, 32 NA at night. Inop table does not apply to S-ILS 6. For inop MALSRL, 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 3/8 mile, Cat D 1/4 mile; increase XOQUR Fix minimums S-LOC 6 Cat C/D visibility 1/8 mile and Circling Cat D 1/4 mile. For inop MALSRL when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting, increase S-ILS 6 all Cats visibility to 3/8 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 3/8. Helicopter visibility reduction below 3/4 SM NA.

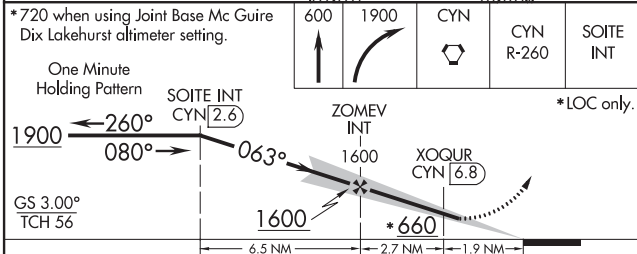
MALSRL

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-3 119.875	MC GUIRE APP CON 124.15 363.8	UNICOM 122.7 (CTAF) 0
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ELEV 81	TDZE 81
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121

MRL Rwy 14-32 **0**
HIRL Rwy 6-24 **0**
REIL Rws 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

CATEGORY	A	B	C	D
S-ILS 6		331-3/4	250 (300-3/4)	
S-LOC 6	660-3/4	579 (600-3/4)	660-1/4	579 (600-1/4)
C CIRCLING	660-1	579 (600-1)	660-1 3/4	700-2
			579 (600-1 3/4)	619 (700-2)
XOQUR FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 6	520-3/4	439 (500-3/4)	520-7/8	439 (500-7/8)
C CIRCLING	520-1	560-1	580-1 1/2	700-2
	439 (500-1)	479 (500-1)	499 (500-1 1/2)	619 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86433 W24A	APP CRS 243°	Rwy Idg TDZE Apt Elev	5949 81 81
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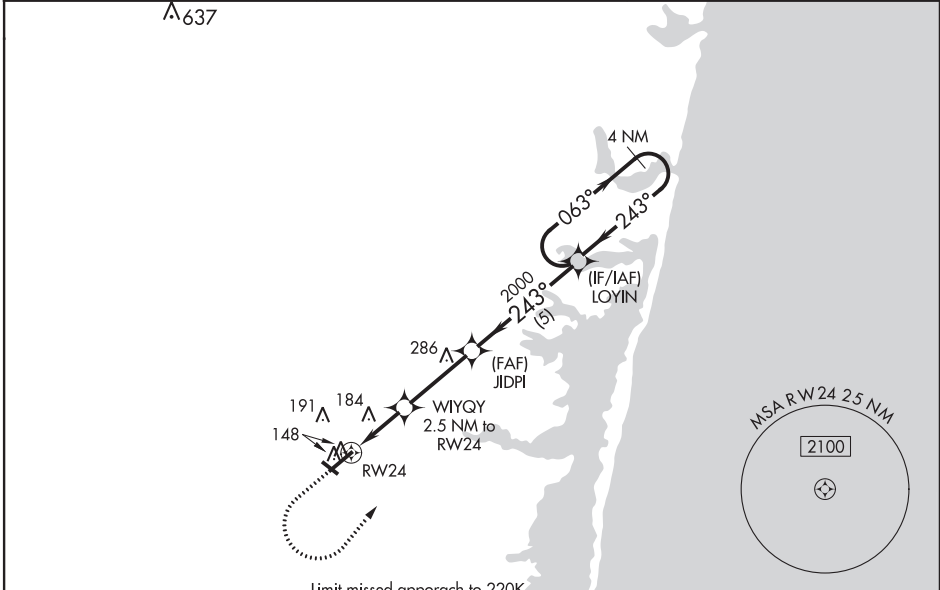
RNAV (GPS) RWY 24

OCEAN COUNTY (MJX)

NA Baro-VNAV NA when using McGuire Fld (Joint Base McGuire Dix Lakehurst) altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° (5°F) or above 46°C (115°F), DME/DME RNP-0.3 NA. Circling Rwy 14, 32 NA at night. When local altimeter setting not received, use Mc Guire Fld (Joint Base McGuire Dix Lakehurst) altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C/D and Circling Cat D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 600 then climbing left turn to 2000 direct to LOYIN and hold.

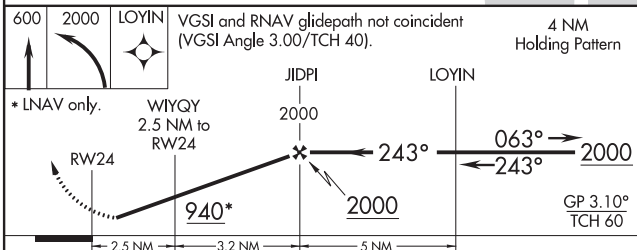
AWOS-3PT 119.875	MC GUIRE APP CON 124.15 363.8	UNICOM 122.7 (CTAF)
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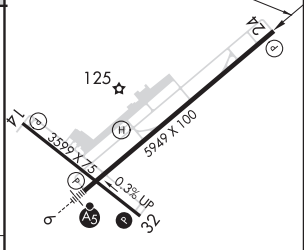
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED



ELEV 81	TDZE 81
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CATEGORY	A	B	C	D
LPV DA		336-1	255 (300-1)	
LNAV/VNAV DA		408-1	327 (400-1)	
LNAV MDA		440-1	359 (400-1)	
C CIRCLING	520-1 439 (500-1)	560-1 479 (500-1)	580-1½ 499 (500-1½)	700-2 619 (700-2)

MIRL Rwy 14-32 **1**
HIRL Rwy 6-24 **1**
REIL Rws 14, 24 and 32 **1**

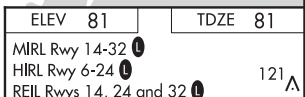
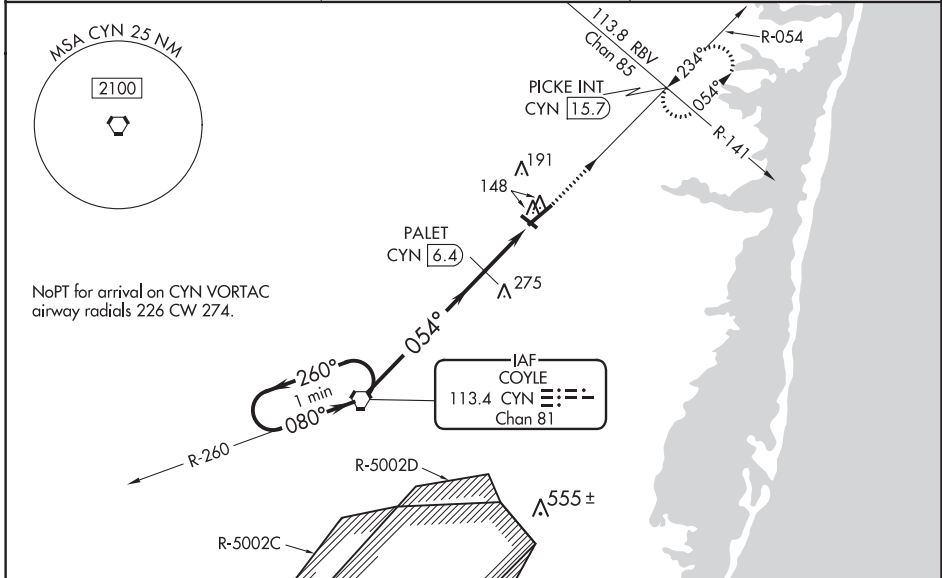
VORTAC CYN 113.4 Chan 81	APP CRS 054°	Rwy Idg 5949 TDZE 81 Apt Elev 81
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VOR RWY 6
OCEAN COUNTY (M.J.X.)

NA Circling Rwy 14, 32 NA at night. For inop MALSR, increase S-6 Cat A visibility to 1, S-6 Cats C/D visibility to 2, and PALET Fix minimums S-6 Cats A/B visibility to 1. When local altimeter setting not received, use Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting and increase all MDA 60 feet; increase S-6 Cats C/D visibility 1/8 mile, Circling Cat C visibility 1/2 mile, and Circling Cat D visibility 1/4 mile; increase PALET Fix minimums Circling Cat D visibility 1/4 mile. For inop MALSR when using Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting, increase S-6 Cat A visibility to 1, Cats C/D visibility to 2 1/2, and PALET Fix minimums Cats A/B visibility to 1. Helicopter visibility reduction below 3/4 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 119.875	MC GUIRE APP CON 124.15 363.8	UNICOM 122.7 (CTAF) 0
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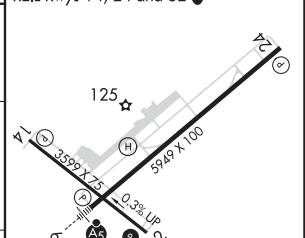
One Minute Holding Pattern

VGSIs and descent angles not coincident (VGSIs Angel 3.00/TCH 53).

2500
CYN R-054

PICKE INT

*880 when using Joint Base McGuire Dix Lakehurst altimeter setting.



CATEGORY	A	B	C	D
S-6	820-3/4	739 (800-3/4)	820-1 1/4	739 (800-1 1/4)
C CIRCLING	820-1 739 (800-1)	820-1 1/4 739 (800-1 1/4)	820-2 739 (800-2)	820-2 1/4 739 (800-2 1/4)
PALET FIX MINIMUMS				
S-6	540-3/4	459 (500-3/4)	540-1	459 (500-1)
C CIRCLING	540-1 459 (500-1)	560-1 479 (500-1)	580-1 1/2 499 (500-1 1/2)	700-2 619 (700-2)

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC CYN 113.4 Chan 81	APP CRS 234°	Rwy Idg TDZE Apt Elev	5949 81 81
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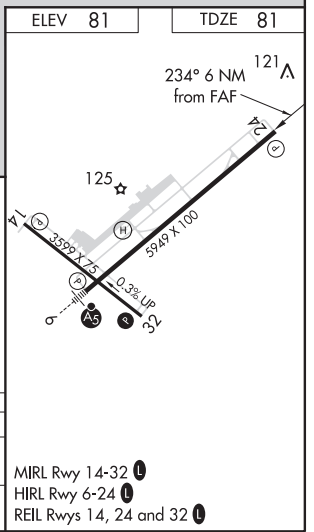
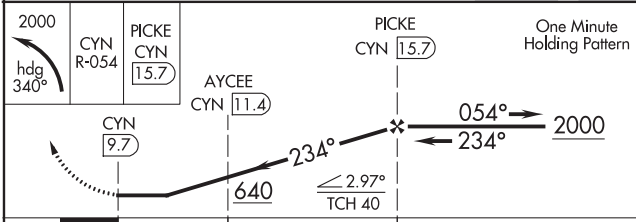
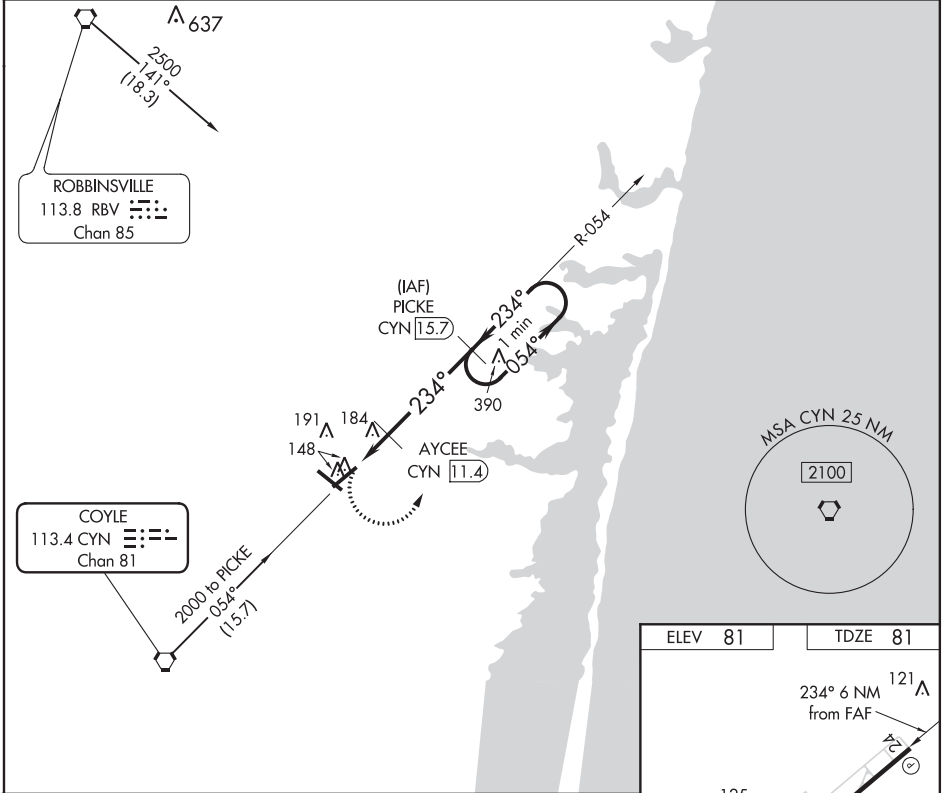
VOR/DME RWY 24

OCEAN COUNTY (M.J.X)

⚠ NA Circling Rwy 14, 32 NA at night. When local altimeter setting not received, use Mc Guire Fld (Joint Base Mc Guire Dix Lakehurst) altimeter setting and increase all MDA 60 feet and S-24 Cats C/D and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2000 on heading 340° and CYN VORTAC R-054 to PICKE/CYN 15.7 DME and hold.

AWOS-3PT 119.875	MC GUIRE APP CON 124.15 363.8	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-24	480-1	399 (400-1)	480-1½	399 (400-1½)
C CIRCLING	520-1 439 (500-1)	560-1 479 (500-1)	580-1½ 499 (500-1½)	700-2 619 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

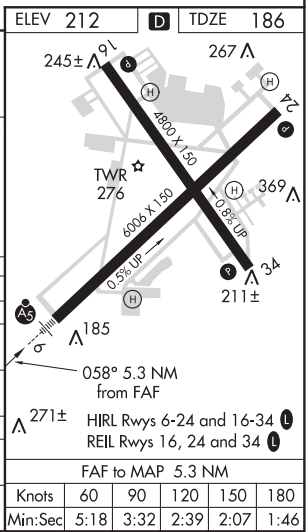
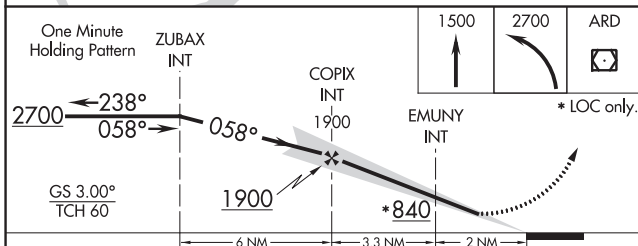
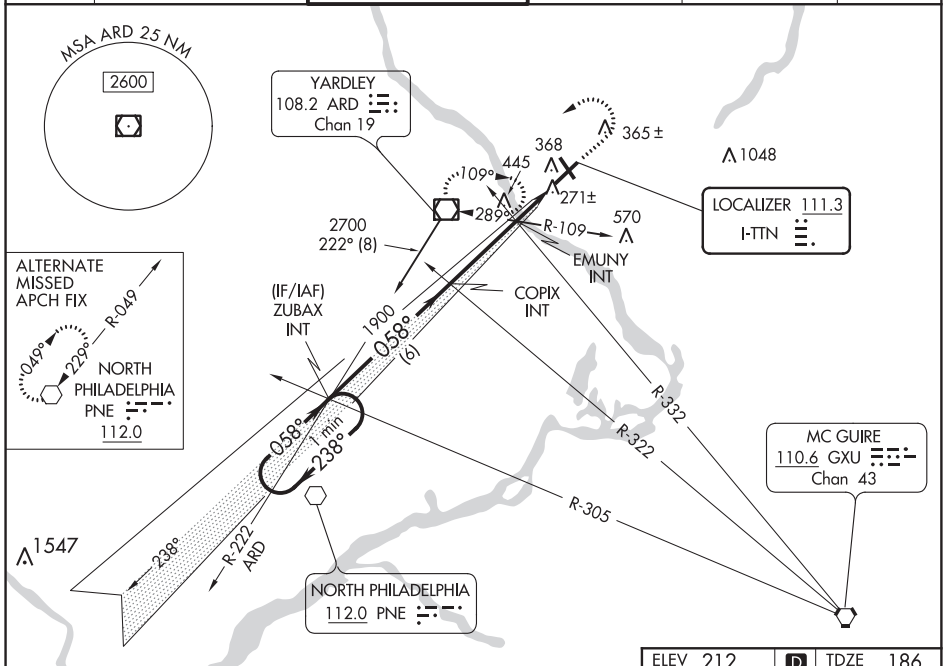
MIRL Rwy 14-32
HIRL Rwy 6-24
REIL Rws 14, 24 and 32

LOC I-TTN 111.3	APP CRS 058°	Rwy Idg 6006	TDZE 186	Apt Elev 212
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ILS or LOC RWY 6

TRENTON MERCER (T'TN)

<p>▼ When local altimeter not received use Northeast Philadelphia altimeter setting: increase DA to 435; increase all MDA 40 feet and visibility Cat C and D ½ mile. Night Landing: Rwy 34 operational VGSJ required, remain on or above VGSJ glidepath until threshold.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct ARD VOR/DME and hold.</p>			
<p>ATIS 126.775</p>	<p>PHILADELPHIA APP CON 123.8 291.7</p>	<p>TRENTON TOWER ★ 120.7 (CTAF) 257.8</p>	<p>GND CON 121.9 257.8</p>	<p>CLNC DEL 121.9 257.8</p>	<p>UNICOM 122.95</p>



CATEGORY	A	B	C	D
S-ILS 6	414-½ 228 (300-½)			
S-LOC 6	840-½ 654 (700-½)	840-1⅓ 654 (700-1⅓)		
CIRCLING	840-1 628 (700-1)	840-1½ 628 (700-1½)	840-2 628 (700-2)	
EMUNY FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 6	540-½ 354 (400-½)	540-⅝ 354 (400-⅝)		
CIRCLING	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6006
058°	TDZE	186
	Apt Elev	212

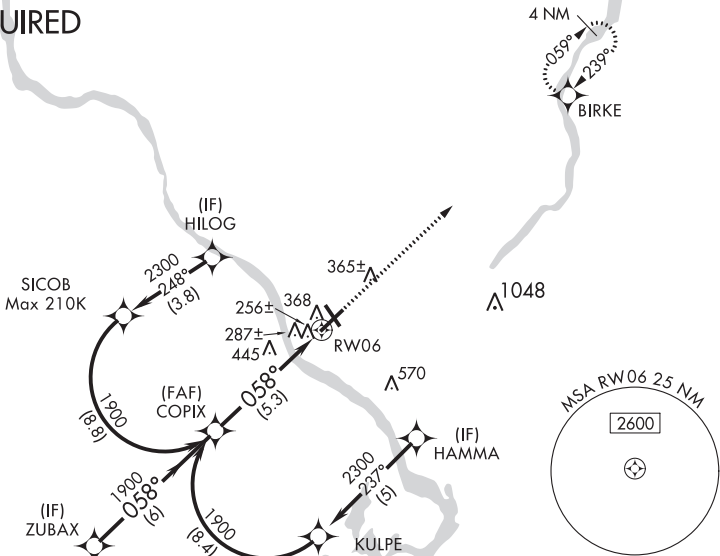
RNAV (RNP) Y RWY 6

TRENTON MERCER (TTN)

<p>▽ 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.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2600 direct BIRKE and hold.</p>

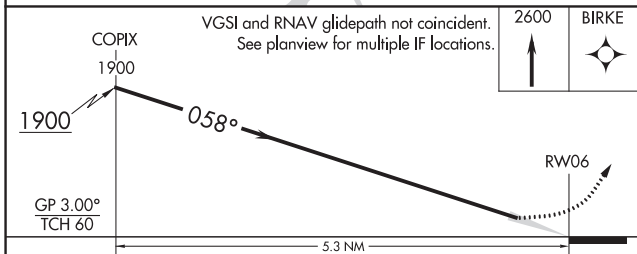
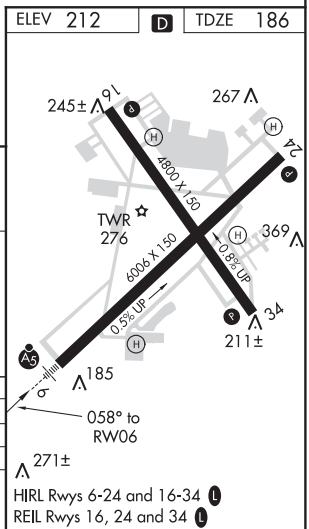
ATIS	PHILADELPHIA	APP CON	TRENTON TOWER *	GND CON	CLNC DEL	UNICOM
126.775	123.8	291.7	120.7 (CTAF) 0 257.8	121.9 257.8	121.9 257.8	122.95

RADAR REQUIRED



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



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

APP CRS 239°	Rwy Idg 6006
	TDZE 193
	Apt Elev 212

RNAV (RNP) Y RWY 24

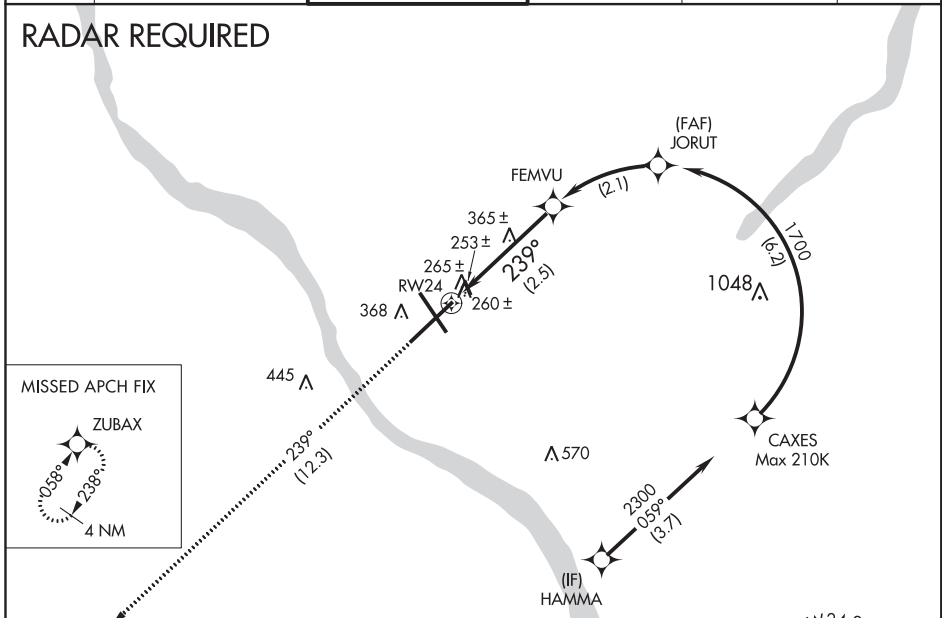
TRENTON MERCER (TTN)

▼ For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 54°C (130°F).
When VGSI inop, procedure NA at night.
RF required.
GPS required.

MISSED APPROACH: Climb to 2700 on track 239° to ZUBAX and hold.

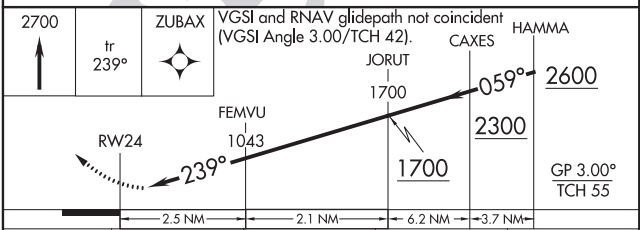
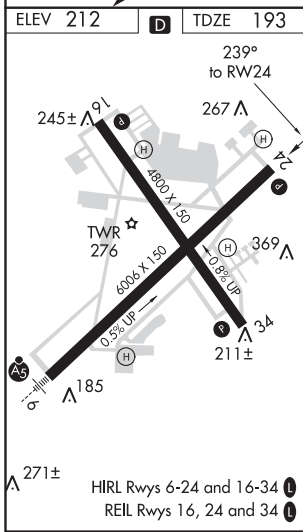
ATIS 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95
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RADAR REQUIRED



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.10 DA		641-1½	448 (500-1½)	
RNP 0.30 DA		741-1½	548 (600-1½)	

AUTHORIZATION REQUIRED

WAAS CH 99330 W16A	APP CRS 158°	Rwy Idg TDZE Apt Elev	4800 213 213
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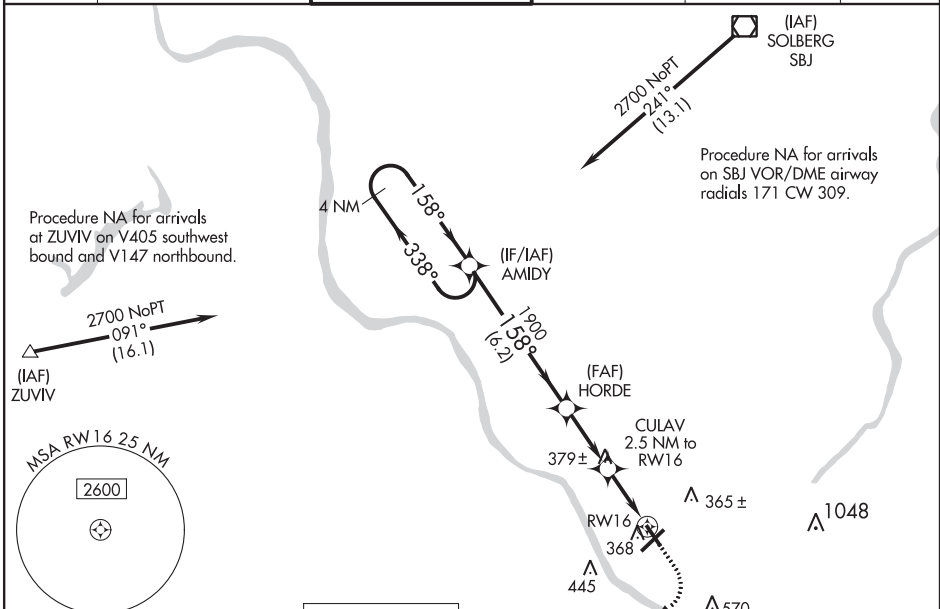
RNAV (GPS) RWY 16

TRENTON MERCER (T'N)

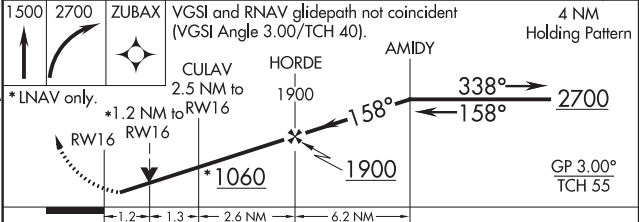
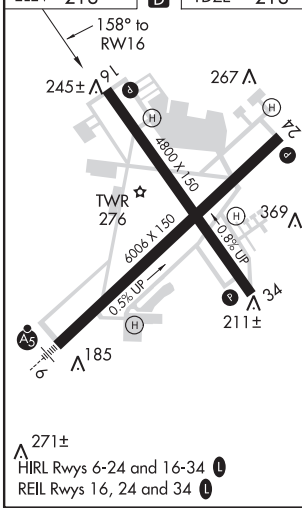
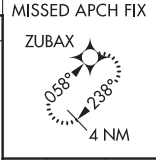
⚠ Night Landing: Rwy 34 operational VGSI required, remain on or above VGSI glidepath until threshold. Baro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Northeast Philadelphia altimeter setting and increase all DA 47 feet, increase all MDA 60 feet, increase LPV all Cats visibility 1/4 mile, LNAV/VNAV all Cats and LNAV Cat C, D visibility 1/8 mile.

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) 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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CATEGORY	A	B	C	D
LPV DA	463-3/4 250 (300-3/4)			
LNAV/VNAV DA	529-1 316 (400-1)			
LNAV MDA	640-1	427 (500-1)	640-1/4	427 (500-1/4)
CIRCLING	680-1	467 (500-1)	680-1/2	780-2
			467 (500-1/2)	567 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40230 W34A	APP CRS 338°	Rwy Idg TDZE Apt Elev	4800 202 213
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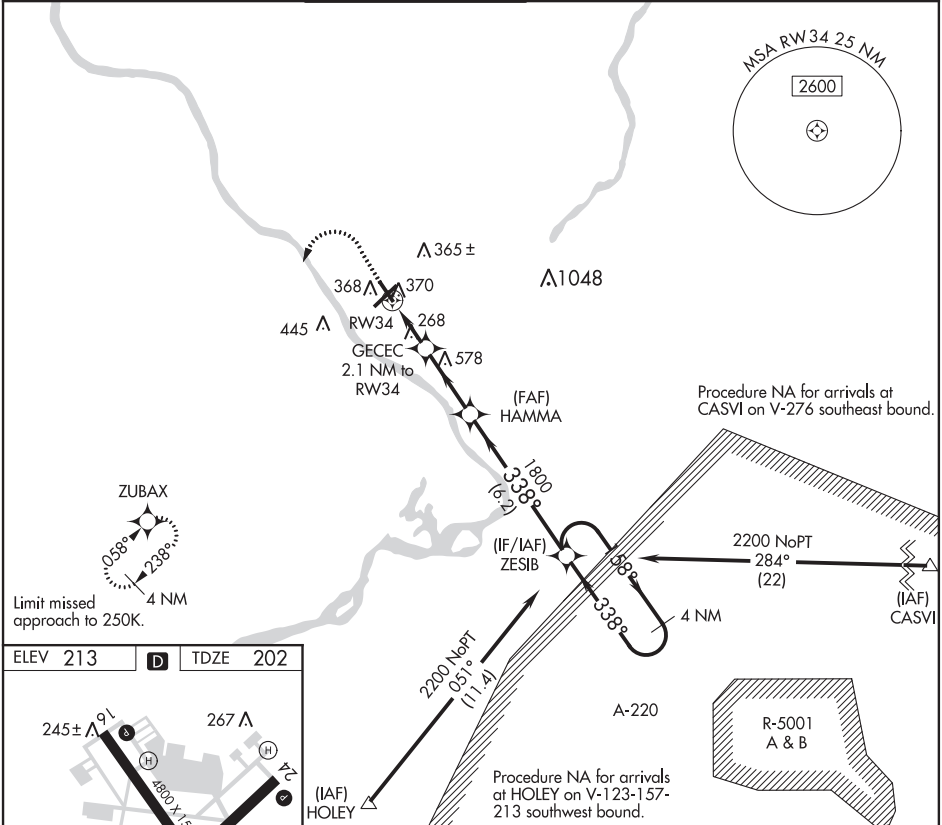
RNAV (GPS) RWY 34

TRENTON MERCER (TTN)

⚠ Night Landing: Rwy 34 operational VGSi required, remain on or above VGSi glidepath until threshold. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Northeast Philadelphia altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 700 then climbing left turn to 2700 direct ZUBAX and hold.

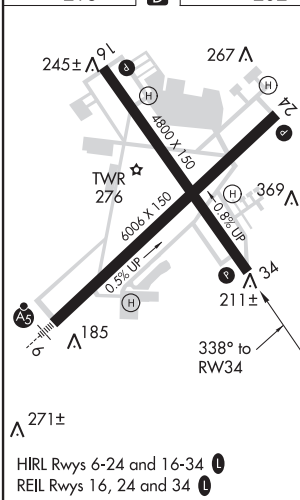
ATIS 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 213	D	TDZE 202
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700	2700	ZUBAX	HAMMA	ZESIB	4 NM Holding Pattern
3.00° TCH 50		GECEC 2.1 NM to RW34	880	1800	158° / 338°
RW34		2.1 NM	2.9 NM	6.2 NM	2200
CATEGORY	A	B	C	D	
LP MDA	520-1 318 (400-1)				
LNAV MDA	620-1	418 (500-1)	620-1 3/8	418 (500-1 3/8)	
CIRCLING	680-1	467 (500-1)	680-1 1/2	780-2	
			467 (500-1 1/2)	567 (600-2)	

WAAS CH 56430 W06A	APP CRS 058°	Rwy Idg TDZE Apt Elev	6006 186 212
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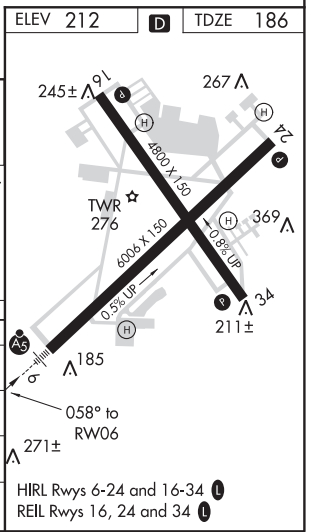
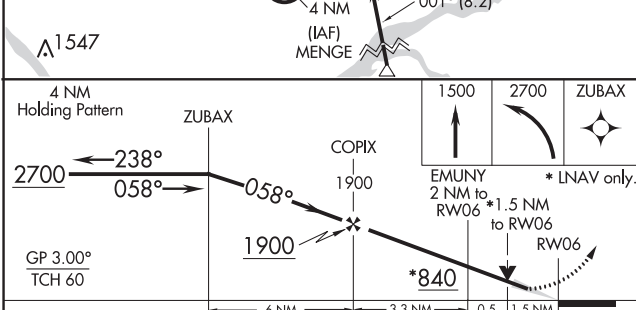
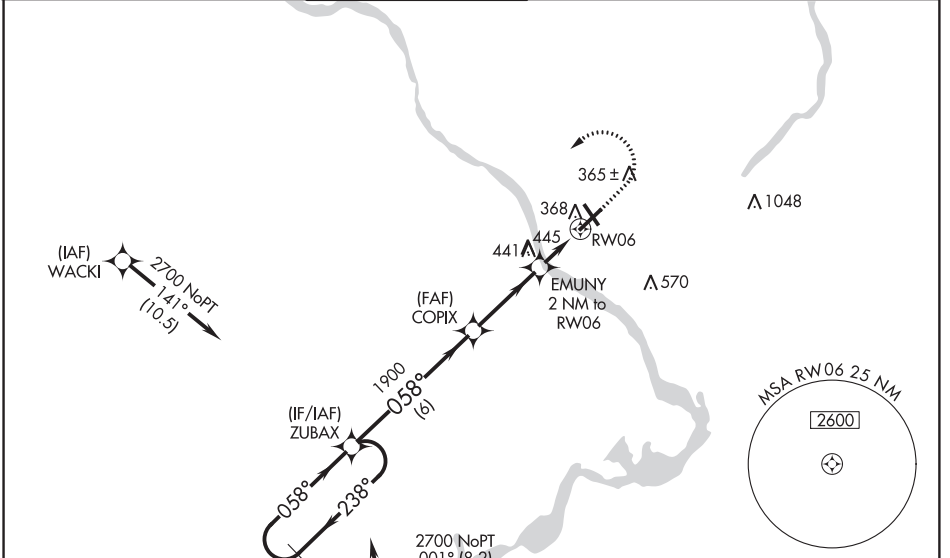
RNAV (GPS) Z RWY 6

TRENTON MERCER (T'N)

⚠ 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 is not received use Northeast Philadelphia altimeter setting: increase LPV DA to 407 feet; increase LNAV/VNAV DA to 632 and LNAV/VNAV visibilities all Cats ¼ mile; increase all MDA 60 feet; increase LNAV Cat C/D visibility ¼ mile. Night Landing: Rwy 34 operational VGSI required, remain on or above VGSI glidepath until threshold.

MALS R

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) 257.8	GND CON 121.9 257.8	CLNC DEL 121.9 257.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		388-½	202 (200-½)	
LNAV/VNAV DA		611-⅞	425 (400-⅞)	
LNAV MDA	700-½	514 (500-½)	700-1	514 (500-1)
CIRCLING	700-1	488 (500-1)	700-1½	780-2
			488 (500-½)	568 (600-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97530 W24A	APP CRS 239°	Rwy Idg TDZE 193 Apt Elev 213	6006
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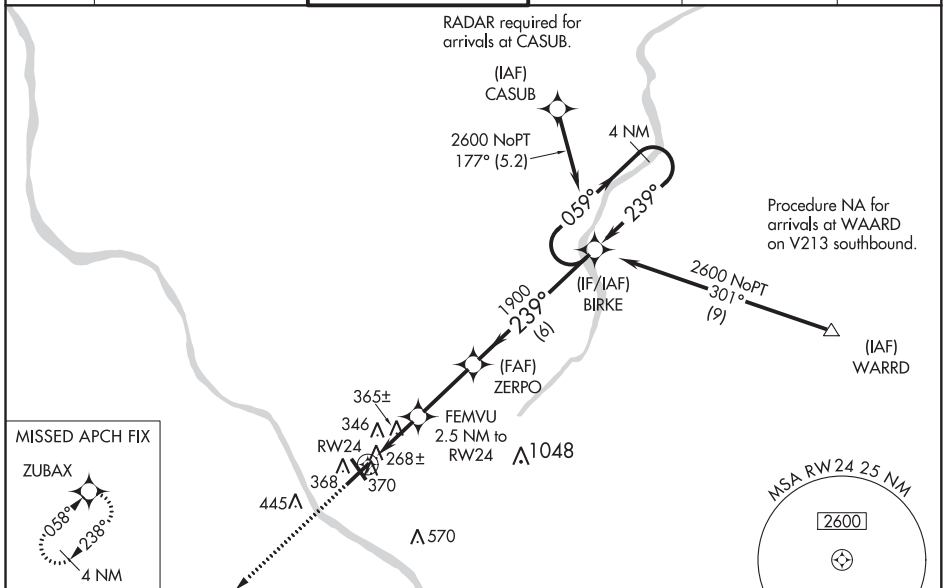
RNAV (GPS) Z RWY 24

TRENTON MERCER (TTN)

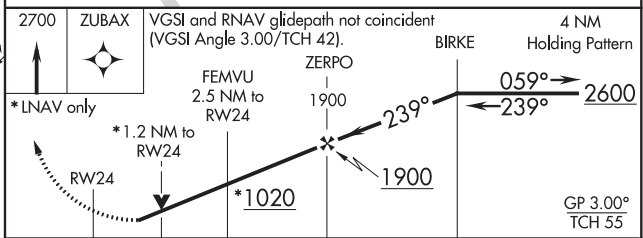
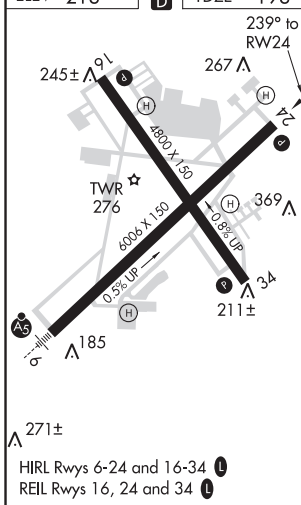
⚠ Baro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Northeast Philadelphia altimeter setting: increase LPV DA to 626 feet and LNAV/VNAV DA to 677 feet and all visibilities ½ mile; increase all MDA 60 feet and LNAV Cats C and D visibilities ½ mile and Circling visibility Cat C ¼ mile. VDP NA with Northeast Philadelphia altimeter setting. Helicopter visibility reduction below ¼ 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
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ELEV 213	D	TDZE 193
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CATEGORY	A	B	C	D
LPV DA		580-1¼	387 (400-1¼)	
LNAV/VNAV DA		631-1½	438 (500-1½)	
LNAV MDA	620-1	428 (500-1)	620-1¼	428 (500-1¼)
C CIRCLING	680-1	467 (500-1)	760-1½ 547 (600-1½)	960-2½ 747 (800-2½)

NE-2, 10 NOV 2016 to 05 JAN 2017

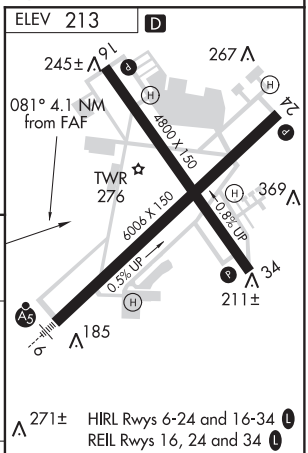
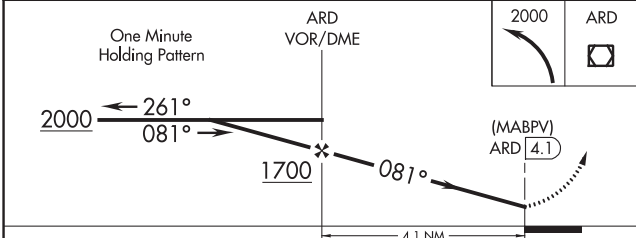
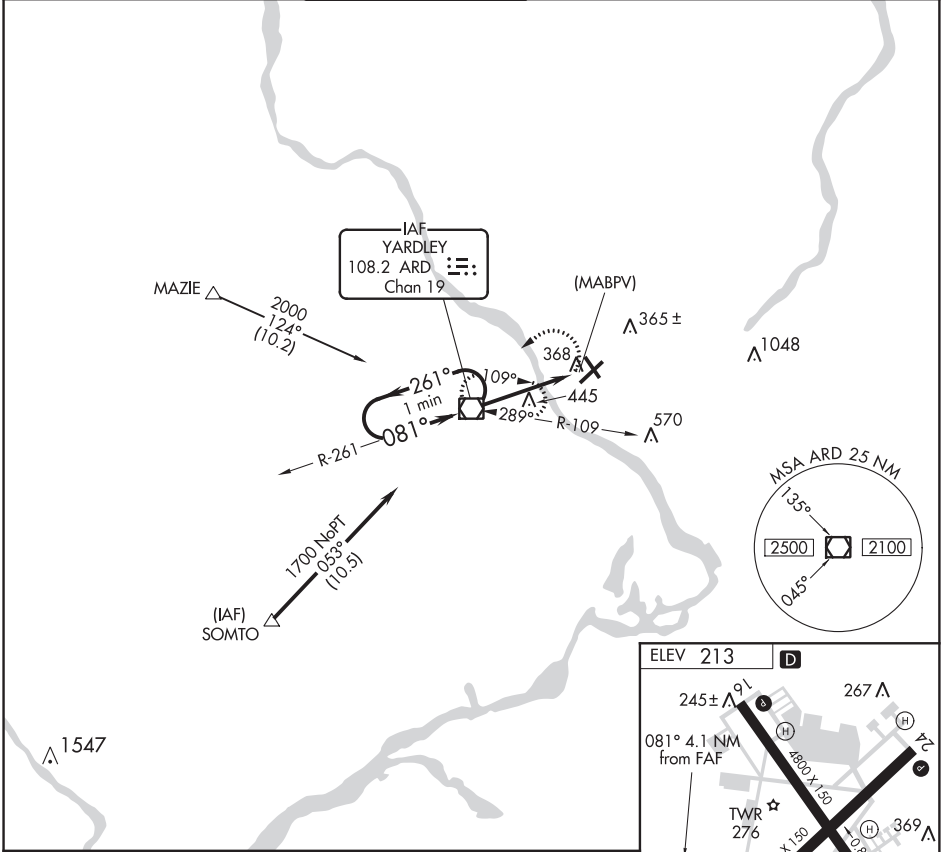
NE-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME ARD 108.2 Chan 19	APP CRS 081°	Rwy Idg TDZE Apt Elev	N/A N/A 213
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VOR or GPS-A
TRENTON MERCER (T'TN)

▼ Night Landing: Rwy 34 operational VGSI required, remain on or above VGSI glidepath until threshold.
▲ MISSED APPROACH: Climbing left turn to 2000 direct ARD VOR/DME and hold.

ATIS 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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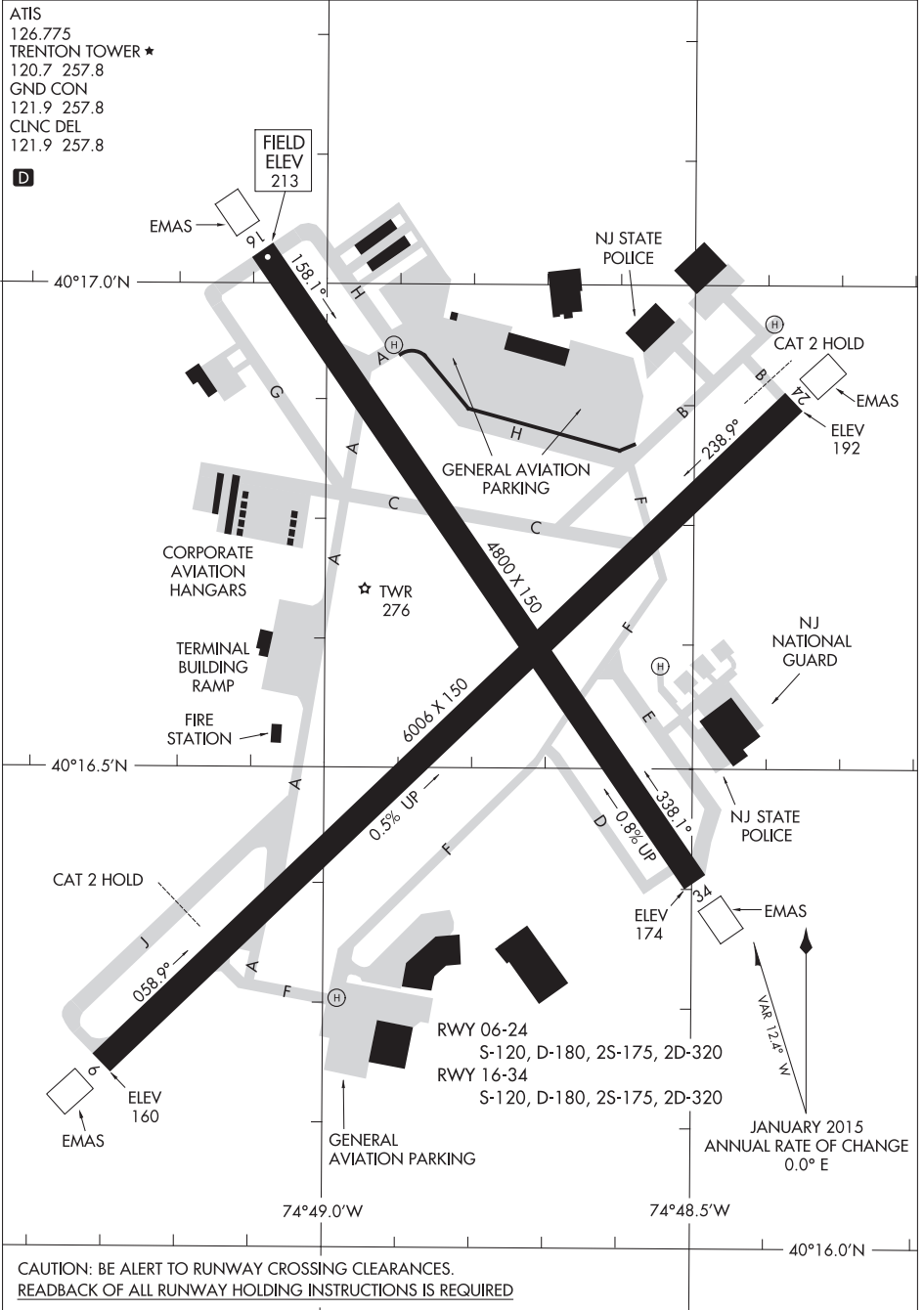
CATEGORY	A	B	C	D	FAF to MAP 4.1 NM					
CIRCLING	700-1	487 (500-1)	700-1½ 487 (500-1½)	780-2 567 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ATIS
 126.775
 TRENTON TOWER ★
 120.7 257.8
 GND CON
 121.9 257.8
 CLNC DEL
 121.9 257.8

D



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

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

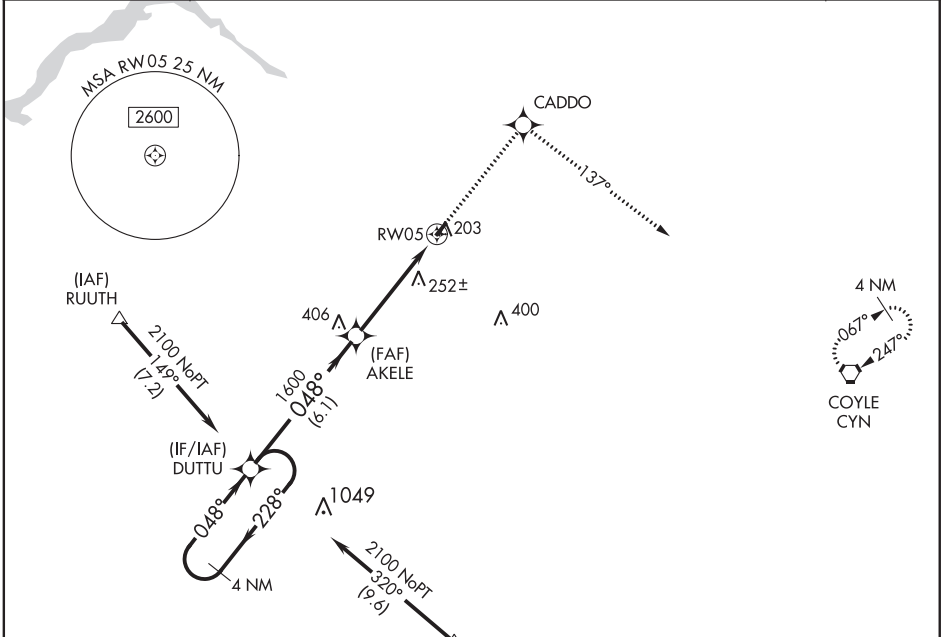
APP CRS	Rwy Idg	2880
048°	TDZE	54
	Apt Elev	54

RNAV (GPS) RWY 5

RED LION (N73)

<p>▼ DME/DME RNP-0.3 NA. Use Mount Holly altimeter setting; when not received, use Lakehurst Maxfield Fld altimeter setting and increase all MDA 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2000 direct CADD0 and via 137° track to CYN VORTAC and hold.</p>
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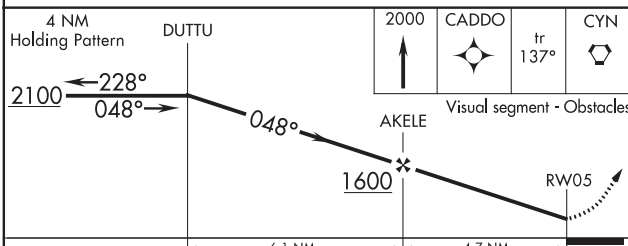
<p>MOUNT HOLLY ASOS 119.325</p>	<p>LAKEHURST MAXFIELD FLD JOINT BASE MC GUIRE APP CON 124.15 363.8</p>	<p>UNICOM 122.8 (CTAF)</p>	<p>123.50</p>
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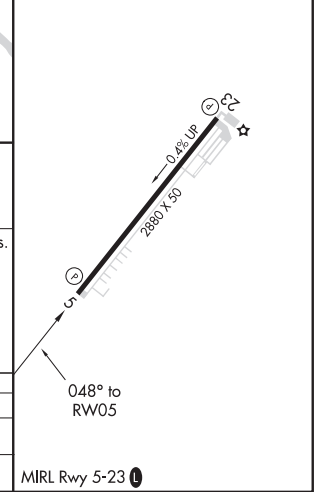
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV	54	TDZE	54
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CATEGORY	A	B	C	D
LNVA MDA	580-1	526 (600-1)	NA	
CIRCLING	580-1	526 (600-1)	NA	



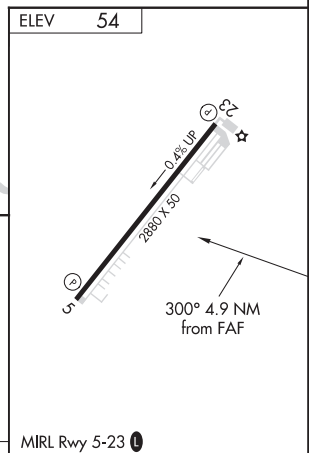
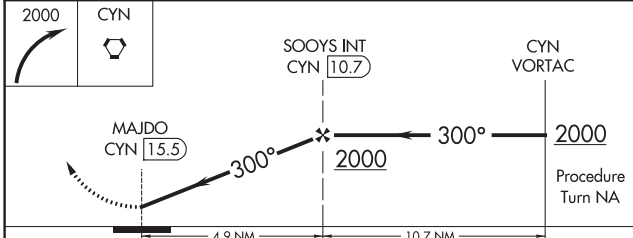
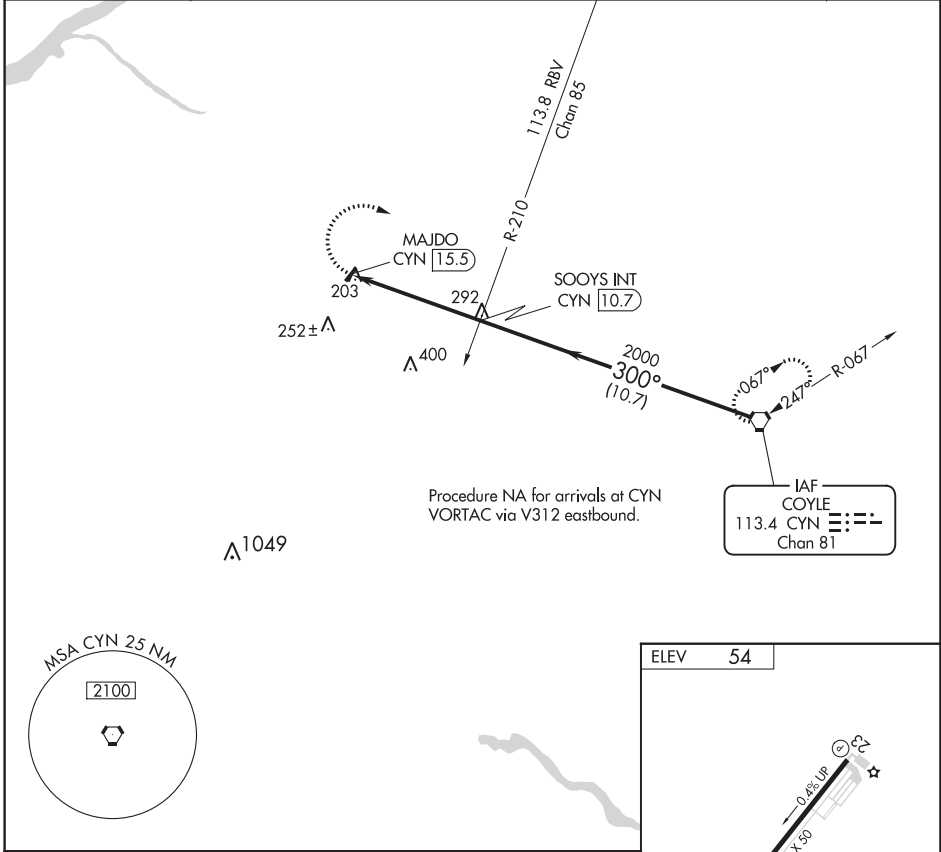
VORTAC CYN 113.4 Chan 81	APP CRS 300°	Rwy Idg TDZE Apt Elev	N/A N/A 54
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VOR-A
RED LION (N73)

▽ Use Mount Holly altimeter setting; when not received, use Lakehurst Maxfield Fld altimeter setting and increase all MDA 20 feet.
△ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

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

MOUNT HOLLY ASOS 119.325	LAKEHURST MAXFIELD FLD JOINT BASE MC GUIRE APP CON 124.15 363.8	UNICOM 122.8 (CTAF)	123.50
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CATEGORY	A	B	C	D	FAF to MAP 4.9 NM					
CIRCLING	620-1 566 (600-1)		NA		Knots	60	90	120	150	180
					Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2, 10 NOV 2016 to 05 JAN 2017

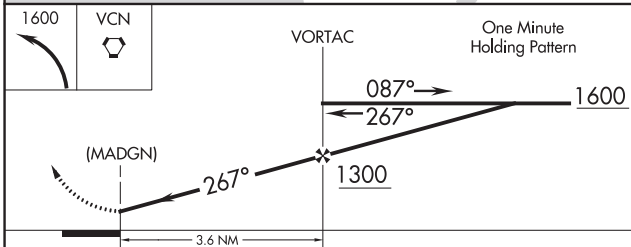
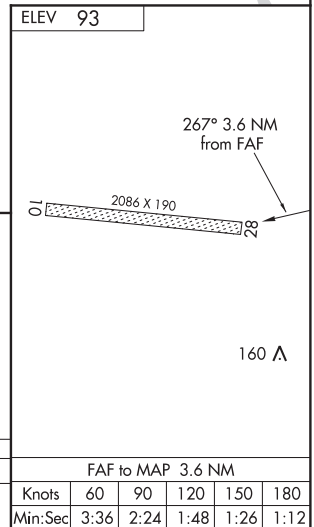
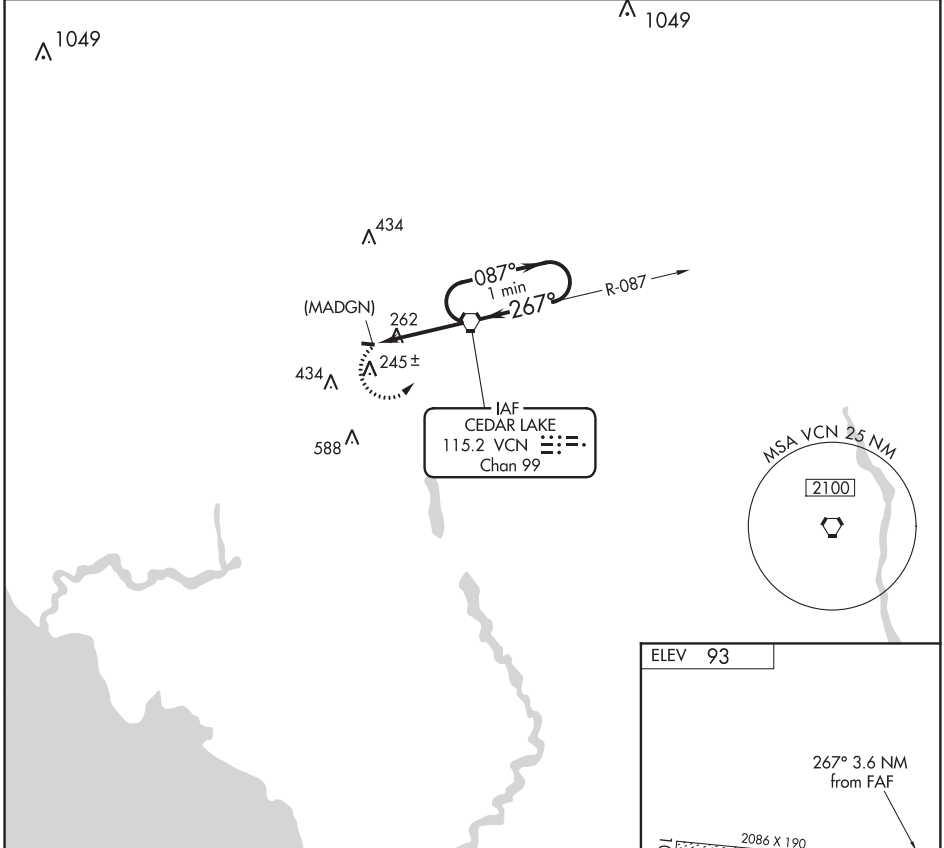
NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC VCN 115.2 Chan 99	APP CRS 267°	Rwy Idg TDZE Apt Elev	N/A N/A 93
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VOR or GPS-B
KROELINGER (29N)

<p>▼ Use Millville Muni altimeter setting. ▲ NA Procedure not authorized at night.</p>	<p>MISSED APPROACH: Climbing left turn to 1600 direct VCN VORTAC and hold.</p>
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<p>ATLANTIC CITY APP CON 124.6 327.125</p>	<p>CTAF 122.9</p>
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CATEGORY	A	B	C	D	FAF to MAP 3.6 NM					
CIRCLING	620-1 527 (600-1)	NA			Knots	60	90	120	150	180
					Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

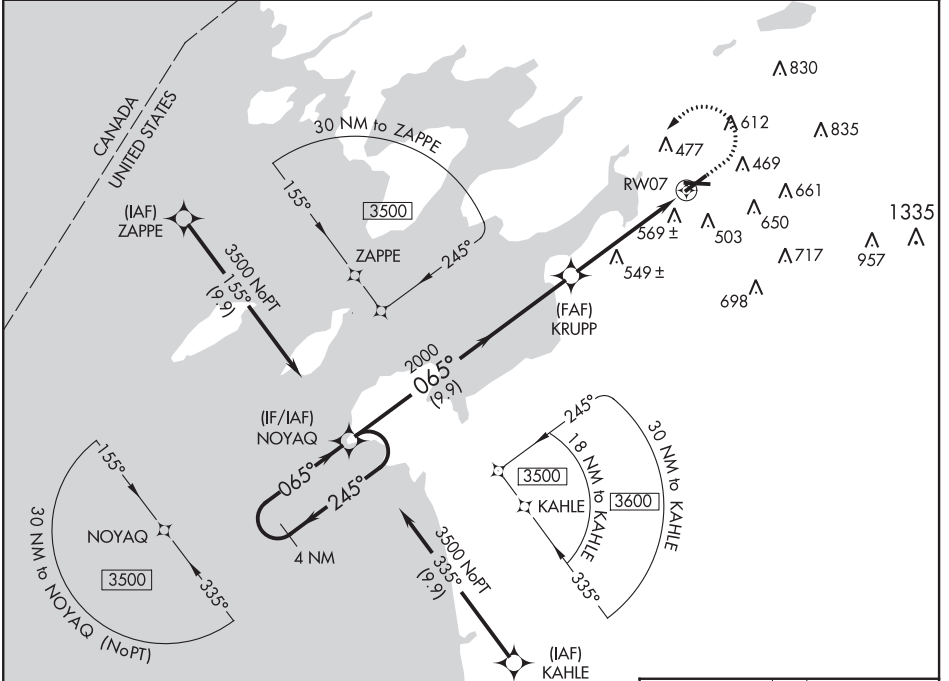
WAAS CH 82510 W07A	APP CRS 065°	Rwy Idg TDZE Apt Elev	4599 319 325
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RNAV (GPS) RWY 7

WATERTOWN INTL (ART)

 -36°C/-33°F	When VGSi inop, Circling Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA.	MALS R	MISSED APPROACH: Climb to 900 then climbing left turn to 3500 direct NOYAQ and hold.
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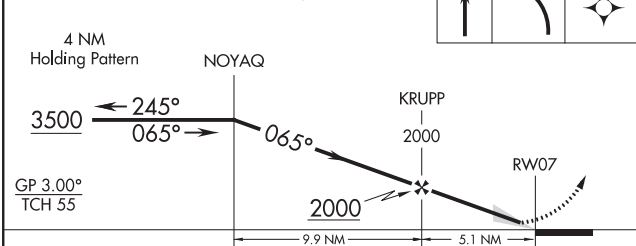
ASOS 132.325	WHEELER-SACK APP CON 124.875 257.6	CLNC DEL 120.8	UNICOM 123.0 (CTAF)
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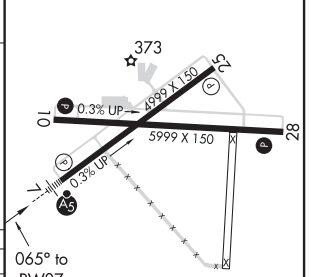
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 51).



ELEV	325	TDZE	319
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CATEGORY	A	B	C	D
LPV DA		519-1/2	200 (200-1/2)	
LNAV/VNAV DA		890-1 1/2	571 (600-1 1/2)	
LNAV MDA	800-1/2	481 (500-1/2)	800-1	481 (500-1)
CIRCLING	960-1	635 (700-1)	980-1 3/4	1000-2 1/4
			655 (700-1 3/4)	675 (700-2 1/4)

REIL Rwy 28

HIRL Rwy 7-25

MIRL Rwy 10-28

WAAS CH 53522 W10A	APP CRS 105°	Rwy Idg TDZE Apt Elev	5999 318 328
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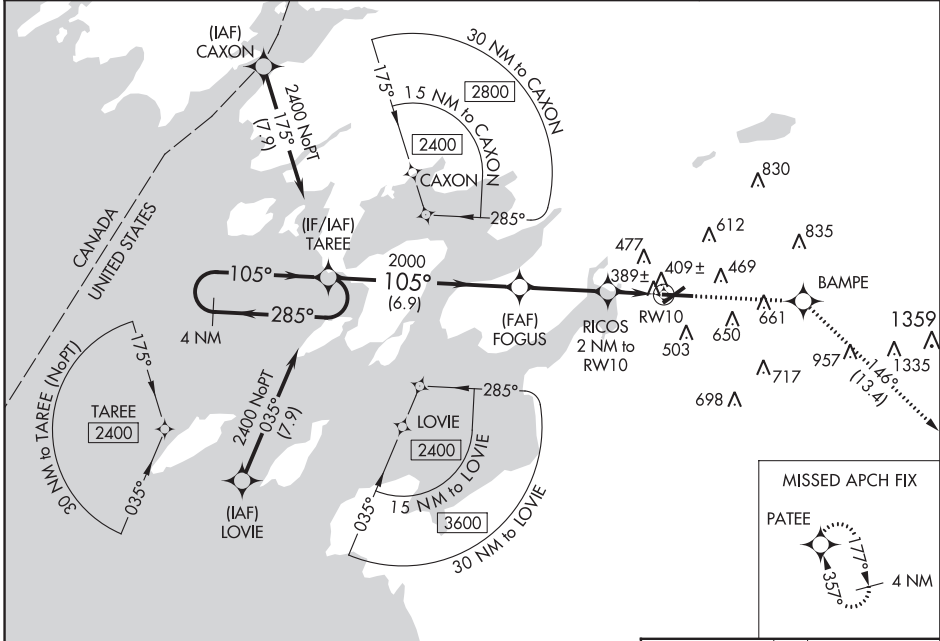
RNAV (GPS) RWY 10

WATERTOWN INTL (ART)

⚠ When VGSI inoperative, Straight-in/Circling Rwy 10 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
⚠ When local altimeter setting not received, use Syracuse altimeter setting and increase all MDA 140 feet, and increase LP and LNAV Cats C/D visibility 3/8 mile and Circling Cats C/D visibility 1/2 mile.

MISSED APPROACH: Climb to 3600 direct BAMPE and on track 146° to PATEE and hold.

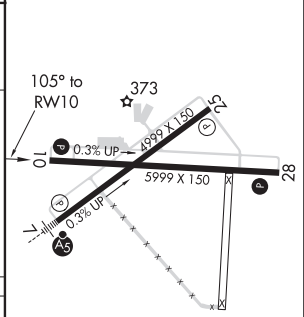
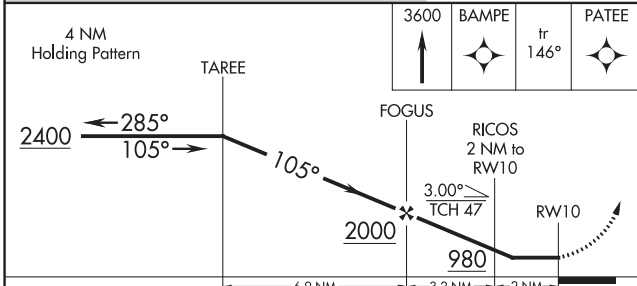
ASOS 132.325	WHEELER-SACK APP CON 124.875 257.6	CLNC DEL 120.8	UNICOM 123.0 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 328	D	TDZE 318
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CATEGORY	A	B	C	D
LP MDA	640-1 322 (400-1)			
LNAV MDA	660-1 342 (400-1)			
CIRCLING	900-1	572 (600-1)	920-1½ 592 (600-1½)	960-2 632 (700-2)

REIL Rwy 28 **0**
 HIRL Rwy 7-25 **0**
 MRL Rwy 10-28 **0**

WAAS CH 82322 W28A	APP CRS 285°	Rwy Idg TDZE Apt Elev	5999 328 328
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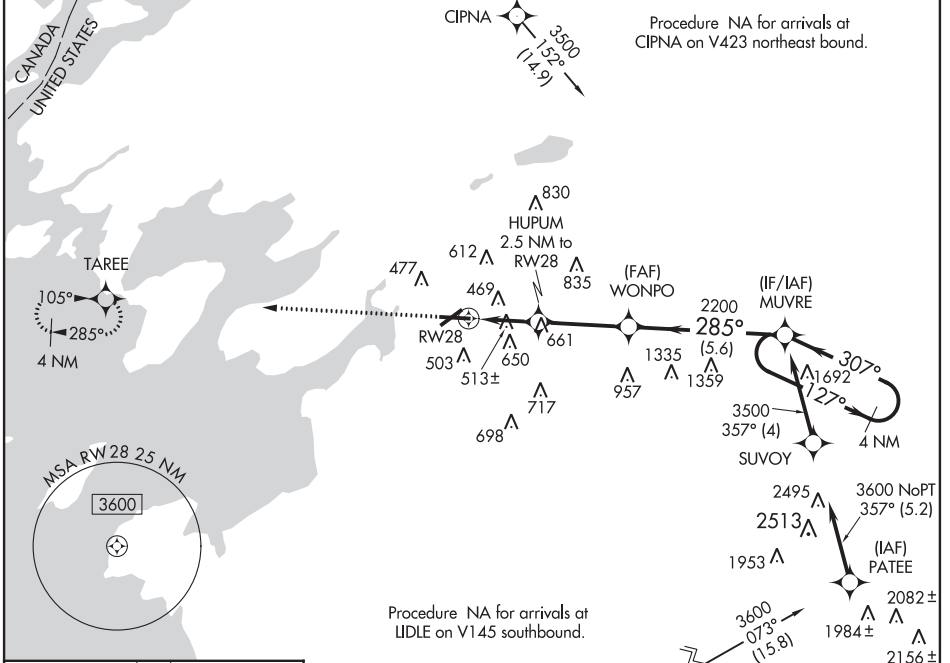
RNAV (GPS) RWY 28

WATERTOWN INTL (ART)

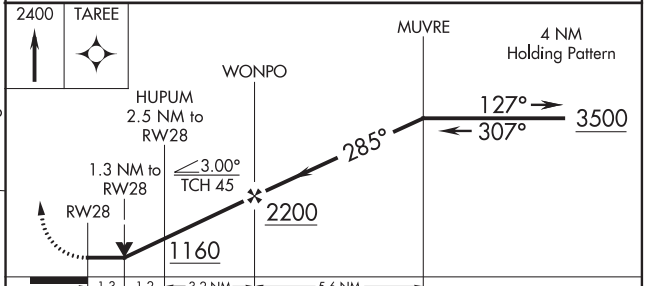
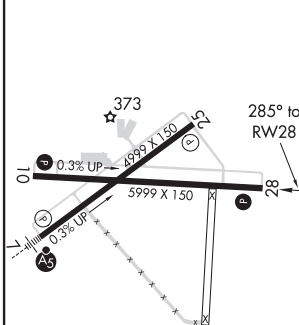
⚠ When VGSi inoperative, circling Rwy 10 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility below 3/4 SM NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all MDA 140 feet, increase LNAV Cats C/D visibility and Cat C Circling visibility 1/4 mile, and Cat D Circling visibility 1/2 mile; increase LP Cats C/D visibility 3/8 mile. VDP NA with Syracuse altimeter setting.

⚠ MISSED APPROACH: Climb to 2400 direct TAREE and hold.

ASOS 132.325	WHEELER-SACK APP CON 124.875 257.6	CLNC DEL 120.8	UNICOM 123.0 (CTAF) 0
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ELEV 328	D	TDZE 328
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CATEGORY	A	B	C	D
LP MDA	780-1	452 (500-1)	780-1 3/8	452 (500-1 1/8)
LNAV MDA	920-1	592 (600-1)	920-1 3/4	592 (600-1 1/4)
CIRCLING	920-1	592 (600-1)	920-1 3/4 592 (600-1 1/4)	960-2 632 (700-2)

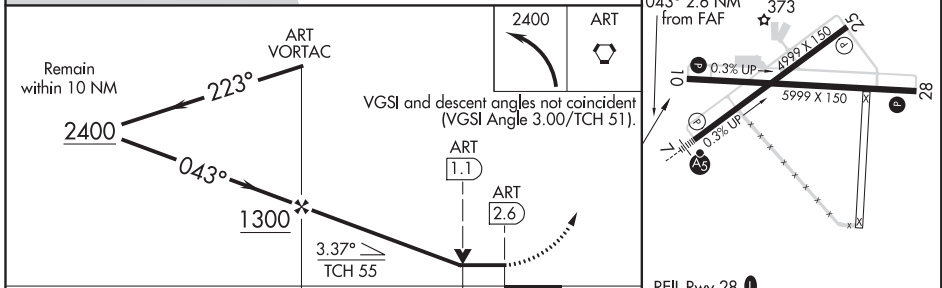
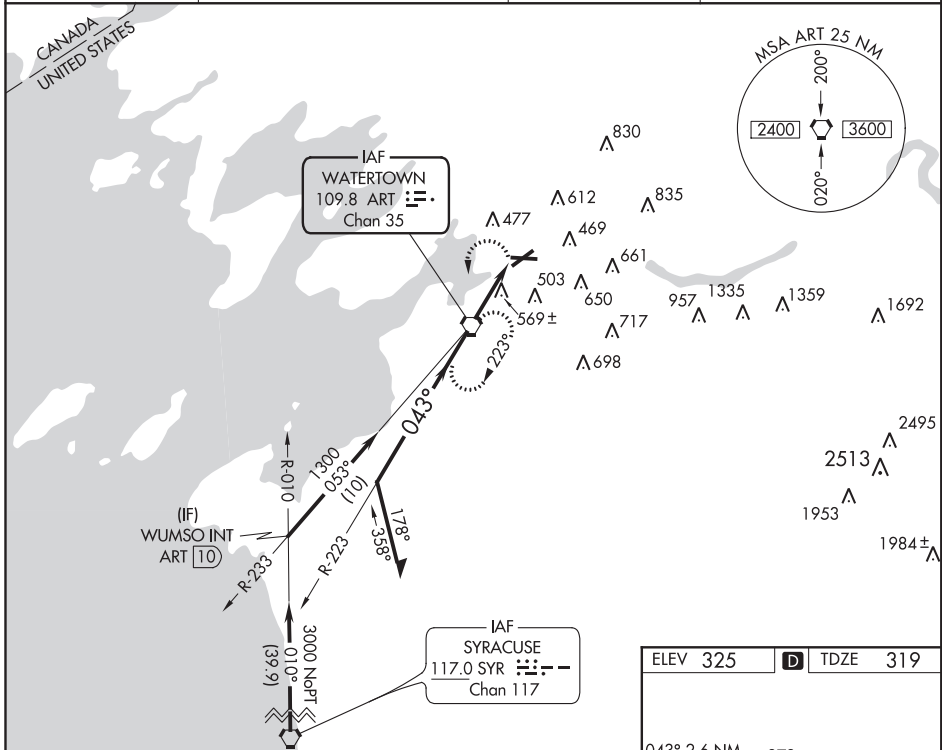
VORTAC ART 109.8 Chan 35	APP CRS 043°	Rwy Idg TDZE 319 Apt Elev 325
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VOR RWY 7

WATERTOWN INTL (ART)

<p>-36°C/-33°F</p>	<p>Inoperative table does not apply. When VGSI inop, Circling Rwy 10 NA at night. Helicopter visibility reduction below 3/4 SM NA.</p>		<p>MISSED APPROACH: Climbing left turn to 2400 direct ART VORTAC and hold, continue climb-in-hold to 2400.</p>

ASOS 132.325	WHEELER-SACK APP CON 124.875 257.6	CLNC DEL 120.8	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
	S-7	840-1 521 (600-1)	840-1½ 521 (600-1½)	
CIRCLING	960-1 635 (700-1)	980-1¾ 655 (700-1¾)	1000-2¼ 675 (700-2¼)	

ELEV 325	D	TDZE 319			
REIL Rwy 28	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

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-666 (FAA)

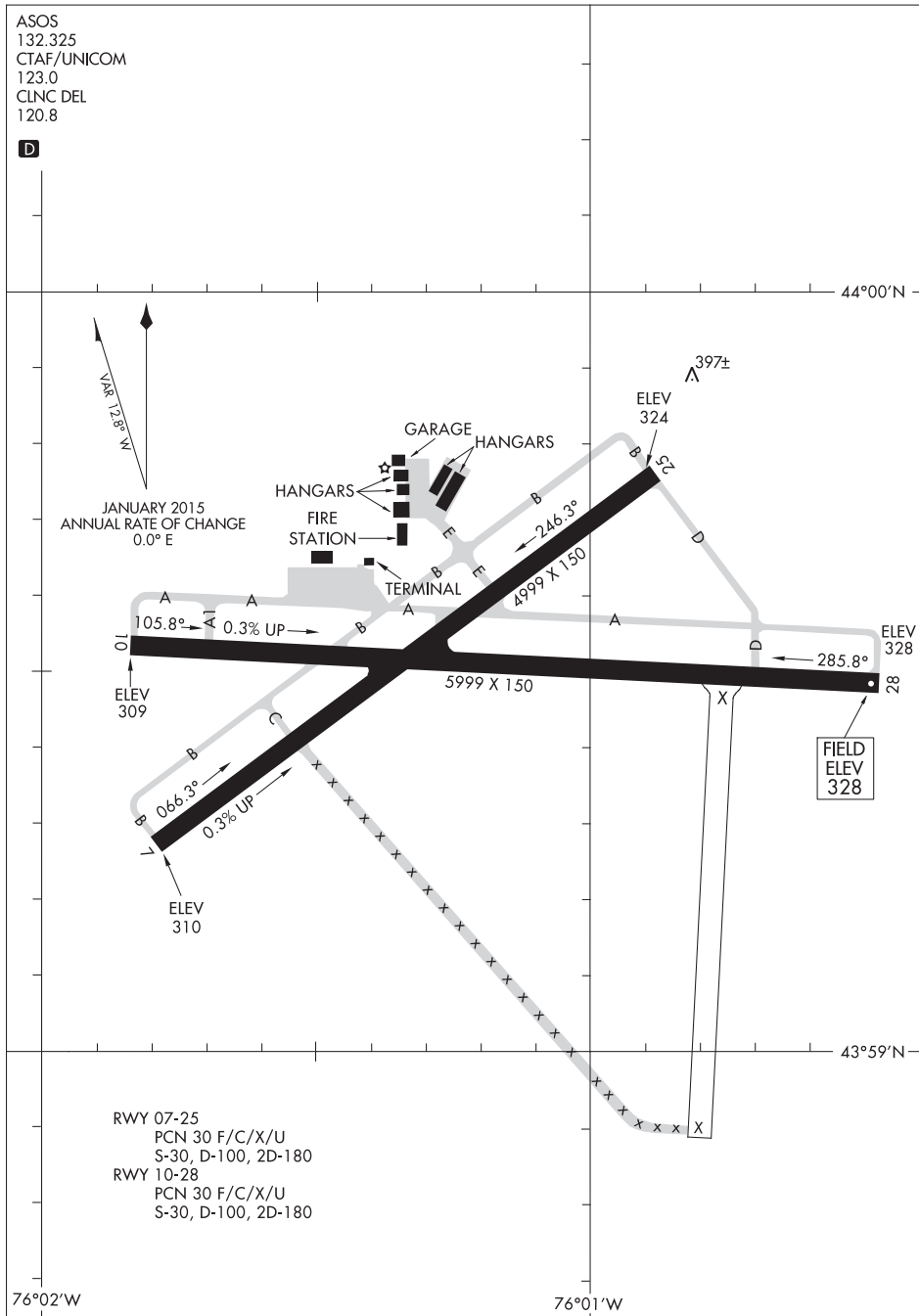
WATERTOWN INTL (ART)
WATERTOWN, NEW YORK

ASOS
132.325
CTAF/UNICOM
123.0
CLNC DEL
120.8

D

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



RWY 07-25
PCN 30 F/C/X/U
S-30, D-100, 2D-180

RWY 10-28
PCN 30 F/C/X/U
S-30, D-100, 2D-180

AIRPORT DIAGRAM

WATERTOWN, NEW YORK
WATERTOWN INTL (ART)

APP CRS	Rwy Idg	3200
099°	TDZE	400
	Apt Elev	400

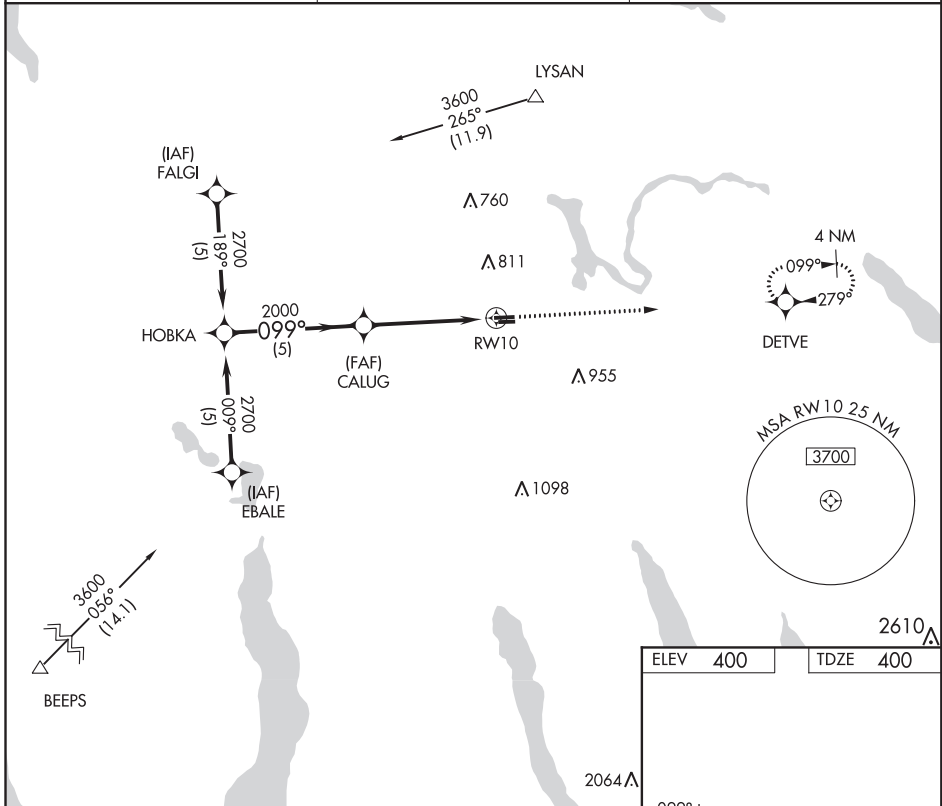
RNAV (GPS) RWY 10

WHITFORDS (B16)

NA Use Syracuse altimeter setting: DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.

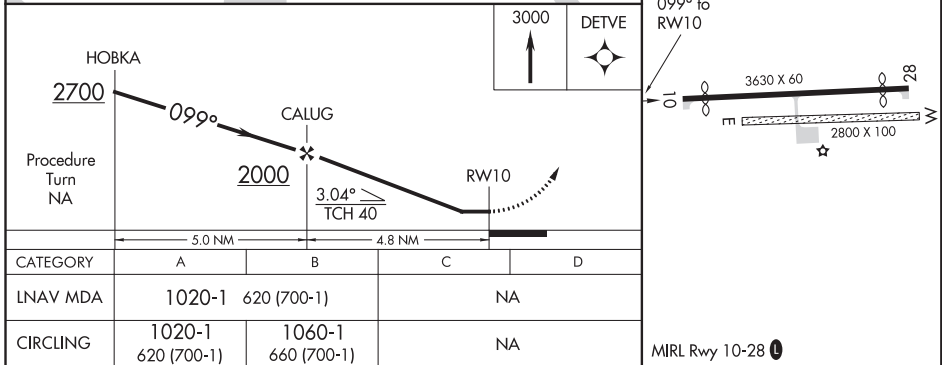
MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.

SYRACUSE APP CON 134.275 279.6	UNICOM 122.8 (CTAF)	122.7
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



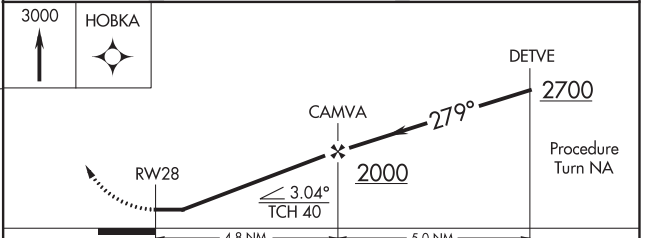
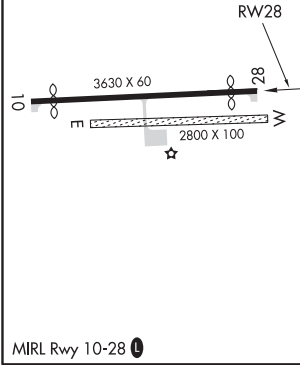
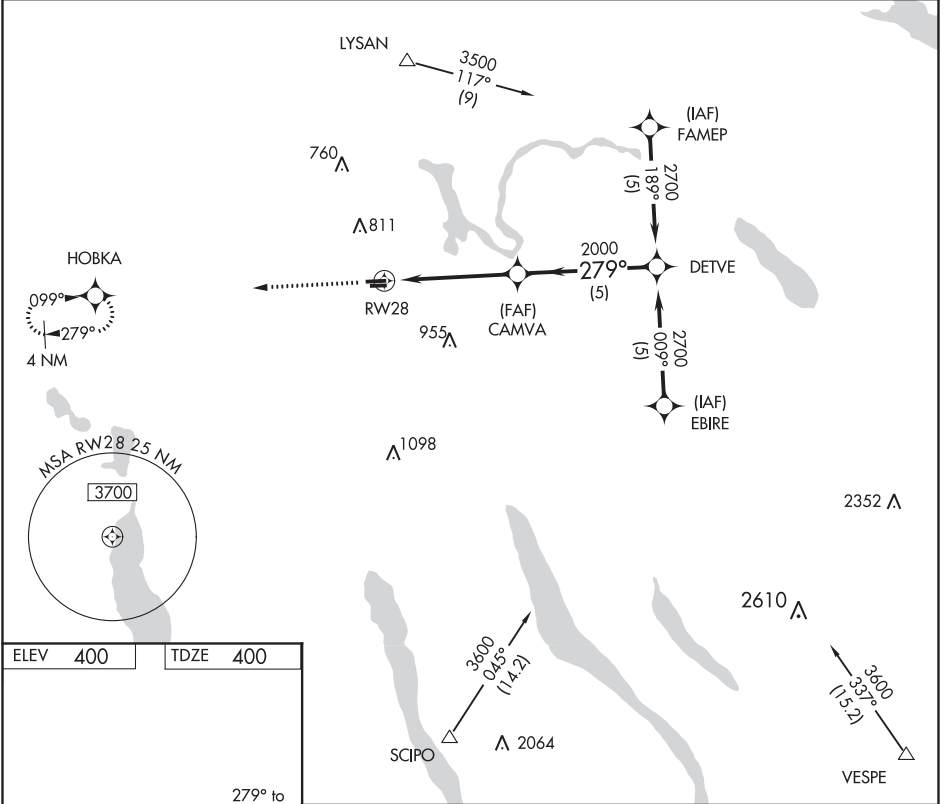
APP CRS	Rwy Idg	3280
279°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 28

WHITFORDS (B16)

V Use Syracuse altimeter setting. DME/DME RNP-0.3 NA. Procedure
▲ NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

SYRACUSE APP CON 134.275 279.6	UNICOM 122.8 (CTAF)	122.7 U
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CATEGORY	A	B	C	D
LNAV MDA	1000-1	600 (600-1)	NA	
CIRCLING	1000-1 600 (600-1)	1060-1 660 (700-1)	NA	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 87002 W10A	APP CRS 097°	Rwy Idg 4900 TDZE 2124 Apt Elev 2124
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RNAV (GPS) RWY 10

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

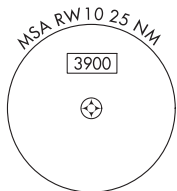
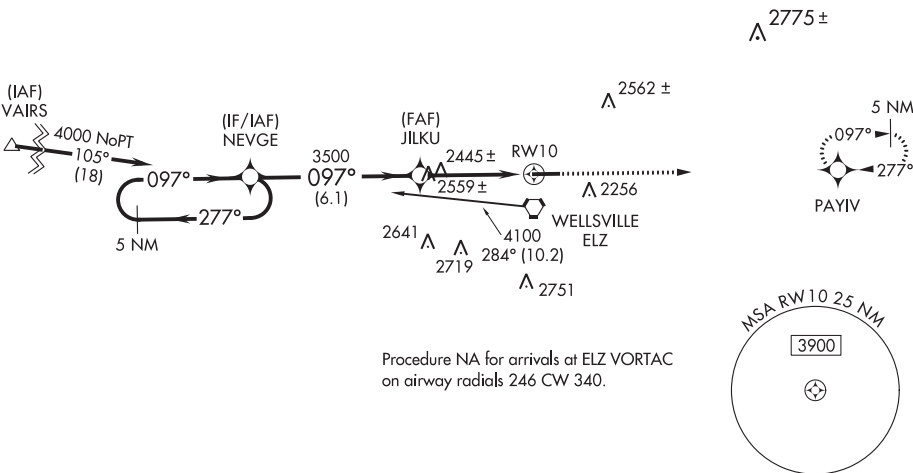
- V** VDP and Baro-VNAV NA with Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F).
- A** DME/DME RNP-0.3 NA. If local altimeter setting not received; use Bradford, PA altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH:
Climb to 4000 direct
PAYIV and hold.

ASOS
119.275

CLEVELAND CENTER
124.325 353.85

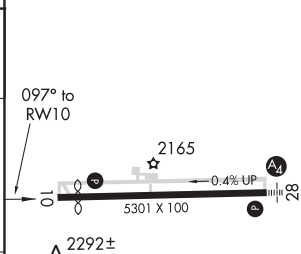
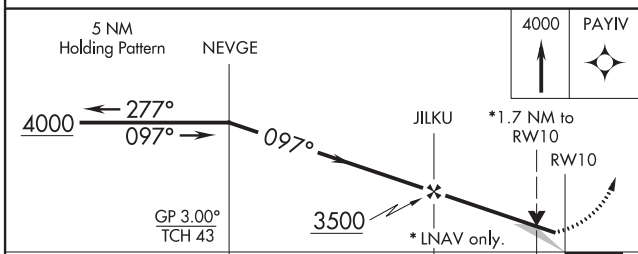
UNICOM
123.0 (CTAF) 1



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 2124	D	TDZE 2124
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CATEGORY	A	B	C	D
LPV DA	2415-1 291 (300-1)			
LNAV/VNAV DA	2596-1 3/4 472 (500-1 3/4)			
LNAV MDA	2700-1 576 (600-1)	2700-1 1/2 576 (600-1 1/2)	2700-1 3/4 576 (600-1 3/4)	
CIRCLING	2700-1 3/4 576 (600-1 3/4)			2700-2 576 (600-2)

REIL Rwy 10 **1**
HIRL Rwy 10-28 **1**

WELLSVILLE, NEW YORK

AL-5845 (FAA)


16035

WAAS CH 49102 W28A	APP CRS 277°	Rwy Idg 4900 TDZE 2111 Apt Elev 2124
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RNAV (GPS) RWY 28

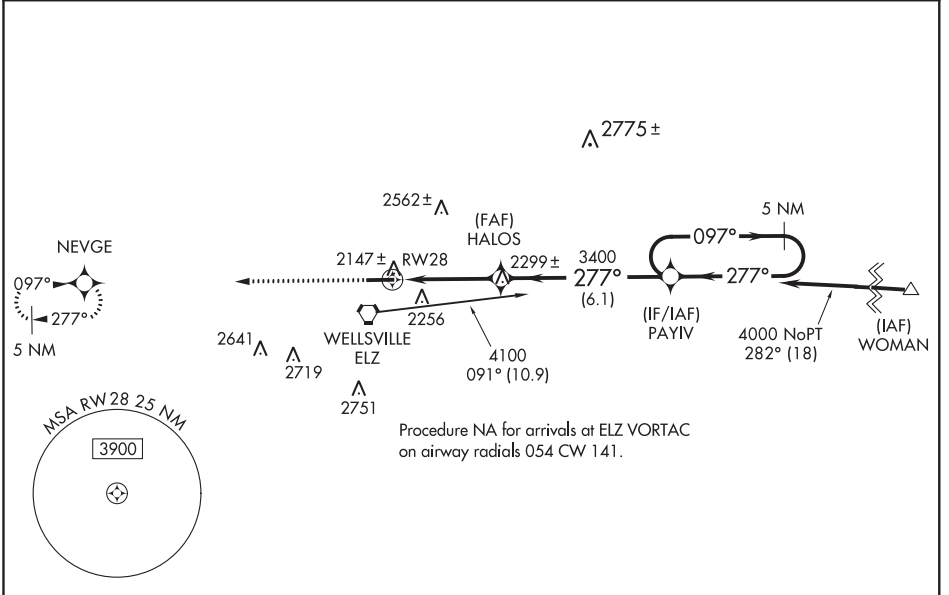
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

⚠ Inoperative table does not apply. Baro-VNAV NA when using Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase DAs/MDAs 260 feet.

MALS 

MISSED APPROACH:
Climb to 4000 direct NEVGE and hold.

ASOS 119.275	CLEVELAND CENTER 124.325 353.85	UNICOM 123.0 (CTAF) 0
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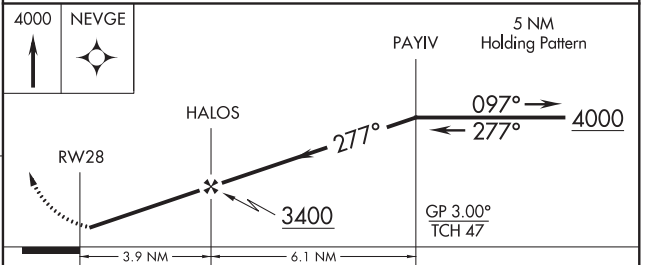
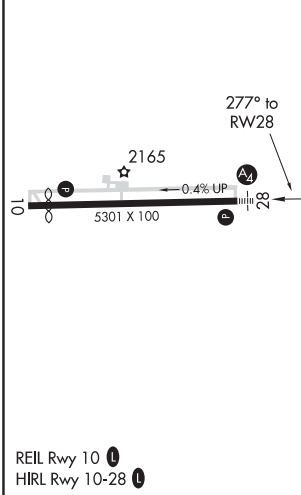


Procedure NA for arrivals at ELZ VORTAC on airway radials 054 CW 141.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 2124	D	TDZE 2111
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CATEGORY	A	B	C	D
LPV DA	2361-1		250 (300-1)	
LNAV/VNAV DA	2582-1¾		471 (500-1¾)	
LNAV MDA	2560-1 449 (500-1)		2560-1¼ 449 (500-1¼)	2560-1½ 449 (500-1½)
CIRCLING	2700-1¾ 576 (600-1¾)			2700-2 576 (600-2)

WELLSVILLE, NEW YORK
Orig 18JAN07

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)
42°07'N-77°59'W
RNAV (GPS) RWY 28

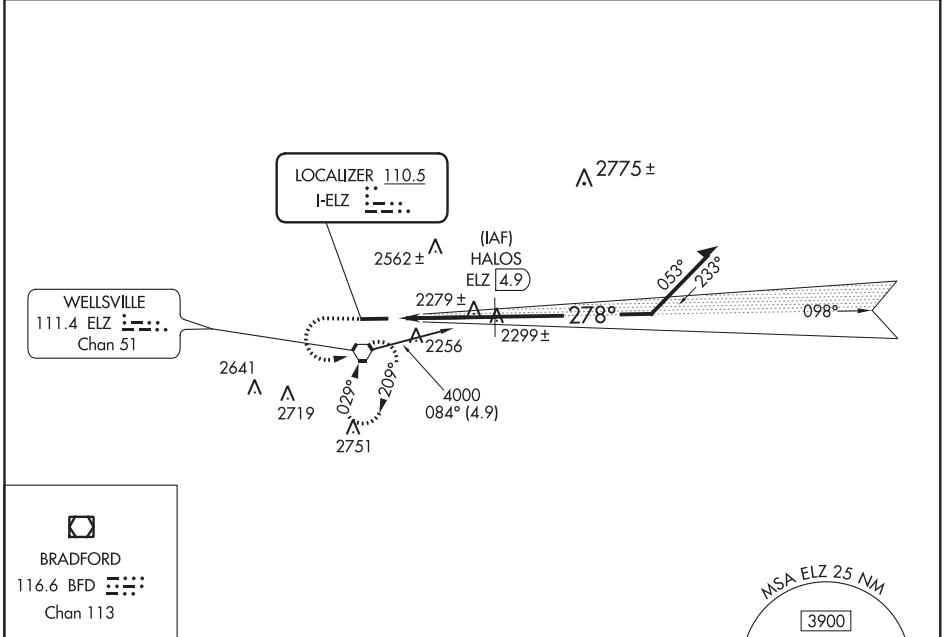
LOC I-ELZ 110.5	APP CRS 278°	Rwy Idg 4900
		TDZE 2111
		Apt Elev 2124

LOC/DME RWY 28

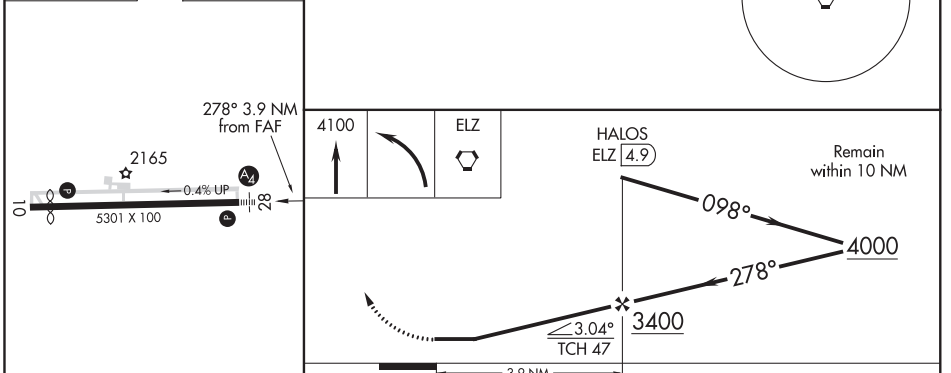
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

<p>▼ Inoperative table does not apply. Visibility reduction by helicopters NA. ▲ NA If local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 260 feet.</p>	<p>MALS </p>	<p>MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.</p>
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ASOS 119.275	CLEVELAND CENTER 124.325 353.85	UNICOM 123.0 (CTAF)
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ELEV 2124	D	TDZE 2111
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REIL Rwy 10					
HIRL Rwy 10-28					
FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18
CATEGORY	A	B	C	D	
S-28	2540-1	429 (500-1)	2540-1¼ 429 (500-1¼)	2540-1½ 429 (500-1½)	
CIRCLING	2700-1	576 (600-1)	2700-1½ 576 (600-1½)	2700-2 576 (600-2)	

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WELLSVILLE, NEW YORK

AL-5845 (FAA)

16035

VORTAC ELZ 111.4 Chan 51	APP CRS 029°	Rwy Idg TDZE Apt Elev	N/A N/A 2124
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VOR-A

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

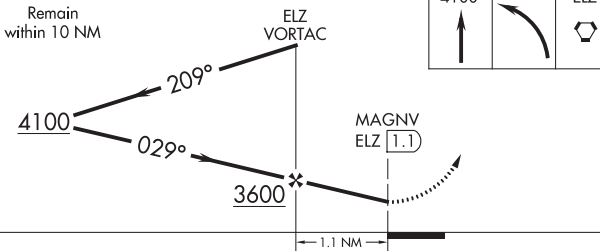
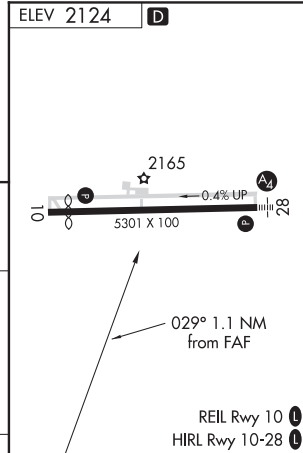
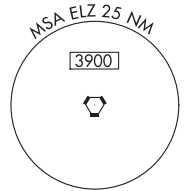
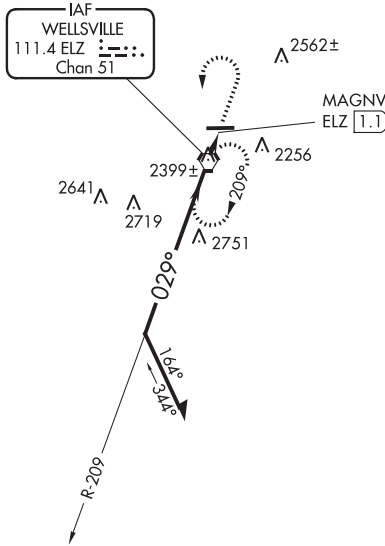
⚠ If local altimeter setting not received, use Bradford, PA altimeter setting.

MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

ASOS
119.275

CLEVELAND CENTER
124.325 353.85

UNICOM
123.0 (CTAF) **Ⓛ**



CATEGORY	A	B	C	D	FAF to MAP 1.1 NM					
CIRCLING	3160-1¼ 1036 (1100-1¼)	3160-1½ 1036 (1100-1½)	3160-3 1036 (1100-3)	3200-3 1076 (1100-3)	Knots	60	90	120	150	180
					Min:Sec	1:06	0:44	0:33	0:26	0:22

WELLSVILLE, NEW YORK
Amdt 6 18JAN07

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)
42°07'N-77°59'W

VOR-A

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

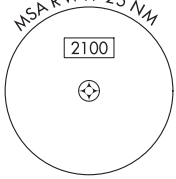
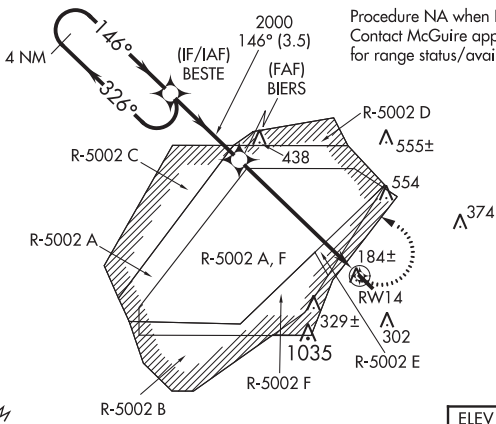
APP CRS	Rwy Idg	N/A
146°	TDZE	N/A
	Apt Elev	39

RNAV (GPS)-A

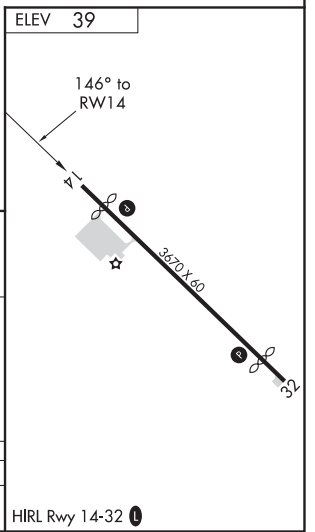
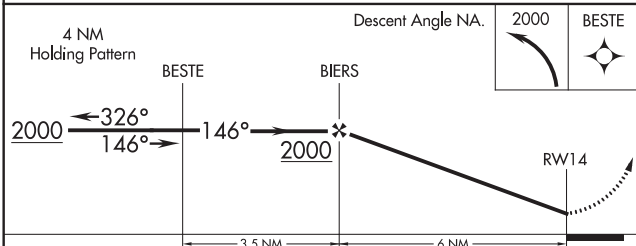
EAGLES NEST (31E)

<p>▽ 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.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 2000 direct BESTE and hold.</p>
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<p>OCEAN COUNTY AWOS-3 119.875</p>	<p>MC GUIRE APP CON 124.15 363.8</p>	<p>122.9 (CTAF) 0</p>
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RADAR REQUIRED



CATEGORY	A	B	C	D
C CIRCLING	680-1 641 (700-1)	700-1 661 (700-1)		NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	N/A
326°	TDZE	N/A
	Apt Elev	39

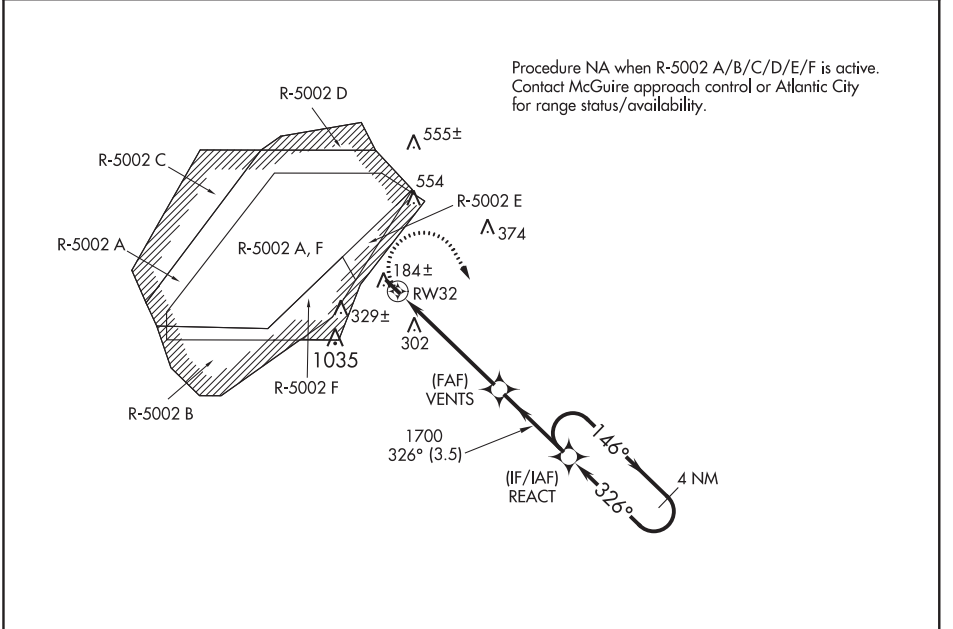
RNAV (GPS)-B

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.

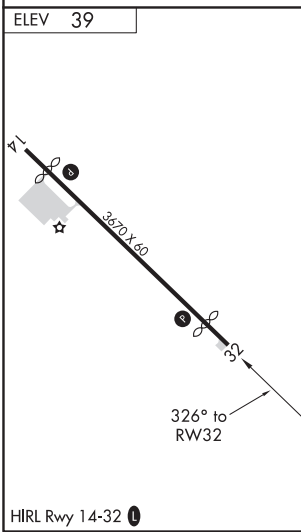
MISSED APPROACH: Climbing right turn to 2300 direct REACT and hold.

OCEAN COUNTY AWOS-3 119.875	ATLANTIC CITY APP CON 292.2	122.9 (CTAF) 0
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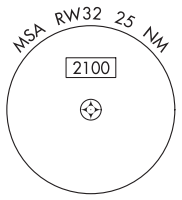


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



RADAR REQUIRED



2300	REACT	Descent Angle NA.	4 NM Holding Pattern	
		VENTS	REACT	
		146°	2300	
		326°	2300	
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 TDZE Apt Elev	3471 790 790
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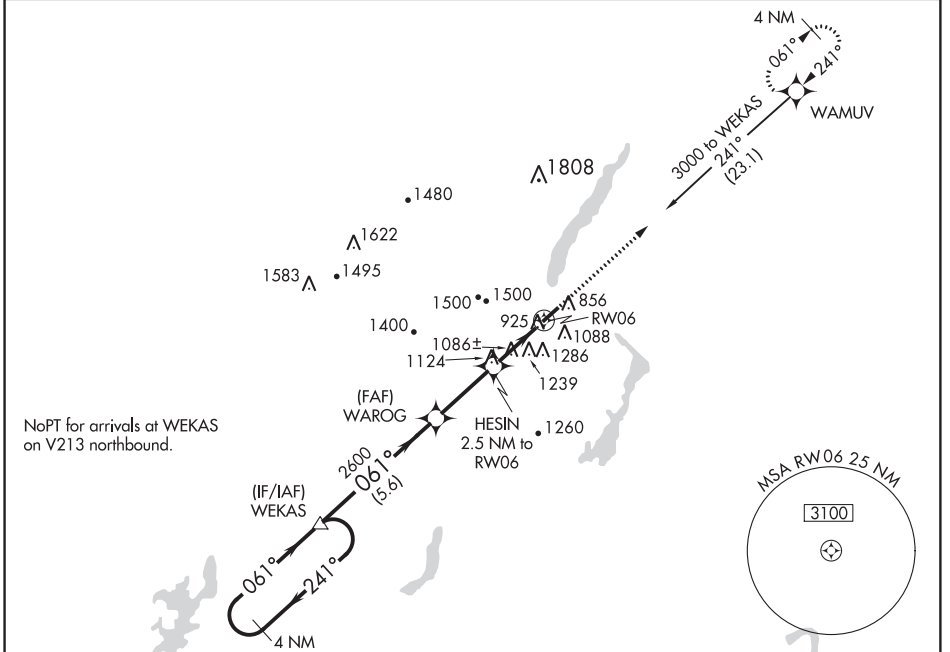
RNAV (GPS) RWY 6

GREENWOOD LAKE (4N1)

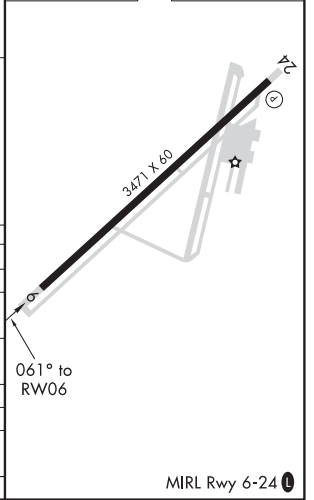
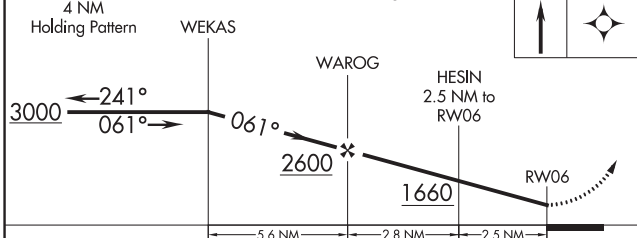
W DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Sussex altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

NA MISSED APPROACH: Climb to 3000 direct WAMUV and hold.

NEW YORK APP CON 127.6 379.9	CTAF 122.9 0
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4 NM Holding Pattern	Visual segment- obstacles.	3000 WAMUV	ELEV 790	TDZE 790
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CATEGORY	A	B	C	D
LP MDA	1340-1	550 (600-1)		NA
RNAV MDA	1540-1 750 (800-1)	1540-1¼ 750 (800-1¼)		NA
CIRCLING	1600-1 810 (900-1)	1600-1¼ 810 (900-1¼)		NA
SUSSEX ALTIMETER SETTING MINIMUMS				
LP MDA	1420-1	630 (700-1)		NA
RNAV MDA	1580-1 790 (800-1)	1580-1¼ 790 (800-1¼)		NA
CIRCLING	1700-1¼	910 (1000-1¼)		NA

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NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42525 W24A	APP CRS 241°	Rwy Idg TDZE Apt Elev	3471 790 790
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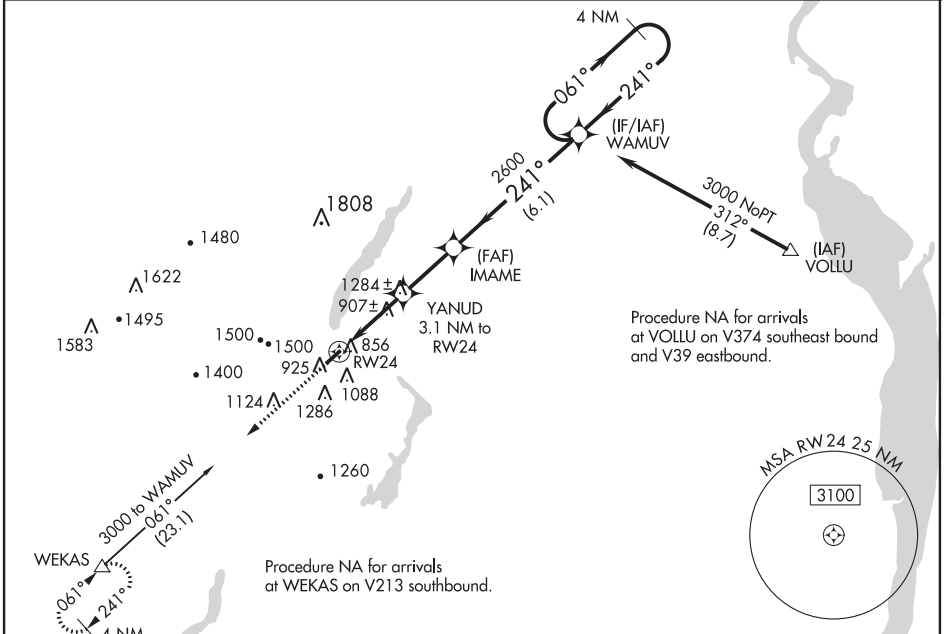
RNAV (GPS) RWY 24

GREENWOOD LAKE (4N1)

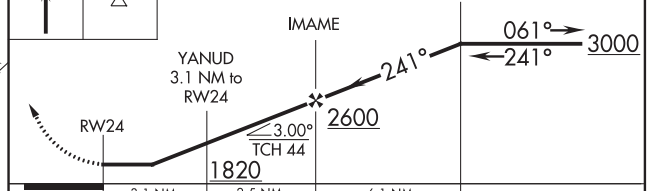
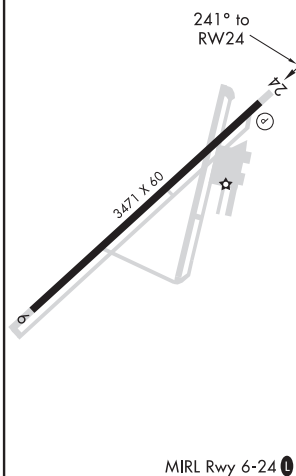
NA DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Sussex altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct WEKAS and hold.

NEW YORK APP CON 127.6 379.9	CTAF 122.9
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ELEV 790	TDZE 790	3000 WEKAS	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 44).	4 NM Holding Pattern
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CATEGORY	A	B	C	D
LP MDA	1160-1	370 (400-1)		NA
LNAV MDA	1540-1	1540-1¼		NA
CIRCLING	1600-1	1600-1¼		NA
	810 (900-1)	810 (900-1¼)		
SUSSEX ALTIMETER SETTING MINIMUMS				
LP MDA	1240-1	450 (500-1)		NA
LNAV MDA	1620-1	1620-1¼		NA
	830 (900-1)	830 (900-1¼)		
CIRCLING	1700-1¼	1700-1¼		NA
	910 (1000-1¼)	910 (1000-1¼)		

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-FOK 111.7 Chan 54	APP CRS 236°	Rwy Idg TDZE 66 Apt Elev 66	9001
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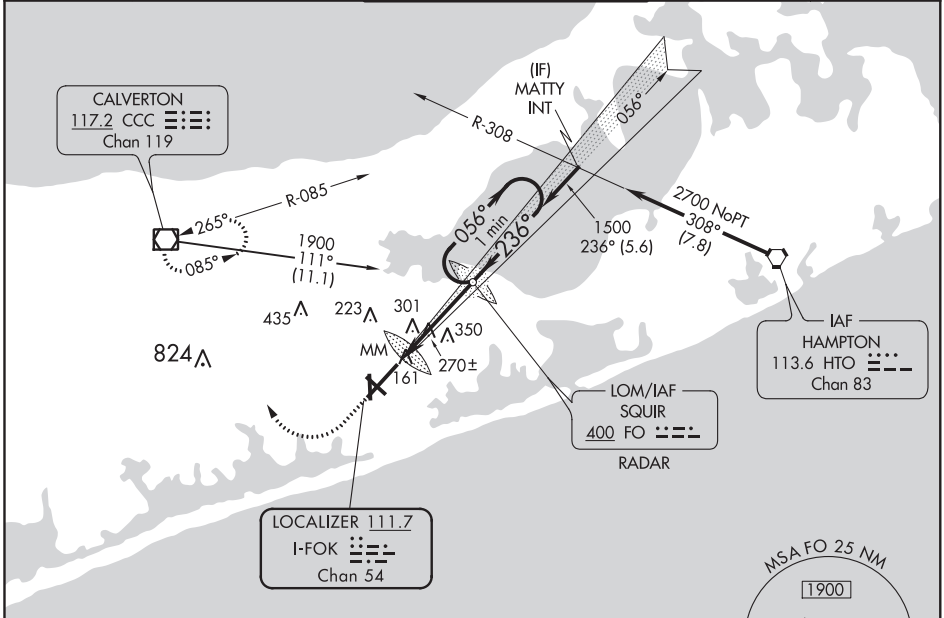
ILS or LOC RWY 24

FRANCIS S GABRESKI (F'OK)

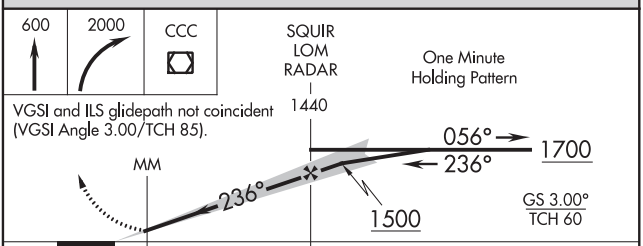
When local altimeter setting not received, use Shirley altimeter setting: increase S-ILS 24 DA to 293; increase all MDA 40 feet and S-LOC 24 Cats C/D visibility 1/8 mile and Circling Cat D visibility 1/4 mile. For inoperative MALSR when using Shirley altimeter setting, increase S-LOC 24 Cats C/D visibility to 1 1/8 mile. Circling Rwy 15 NA at night.

MALSR
MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ASOS 119.925	NEW YORK APP CON 125.975 343.65	SUFFOLK COUNTY TOWER ★ 125.3 (CTAF) 236.6	GND CON 121.8 225.4	UNICOM 122.95
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ELEV 66	TDZE 66
236° 4.1 NM from FAF	
HIRL Rwy 6-24 177 Δ	
MIRL Rwy 15-33 1 Δ	
REIL Rwys 6, 15, and 33 1 Δ	
FAF to MAP 4.1 NM	
Knots	60 90 120 150 180
Min:Sec	4:06 2:44 2:03 1:38 1:22



CATEGORY	A	B	C	D
S-ILS 24	266-1/2		200 (200-1/2)	
S-LOC 24	520-1/2	454 (500-1/2)	520-7/8	454 (500-7/8)
CIRCLING	600-1 534 (600-1)	620-1 554 (600-1)	620-1 1/2 554 (600-1 1/2)	700-2 634 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 81822 W06A	APP CRS 055°	Rwy Idg TDZE Apt Elev	9001 57 66
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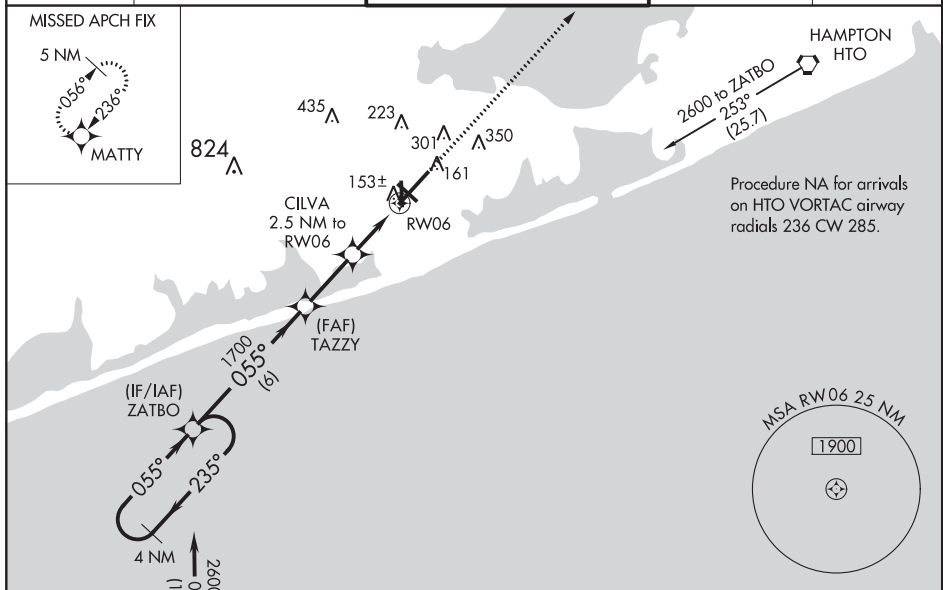
RNAV (GPS) RWY 6

FRANCIS S GABRESKI (F'OK)

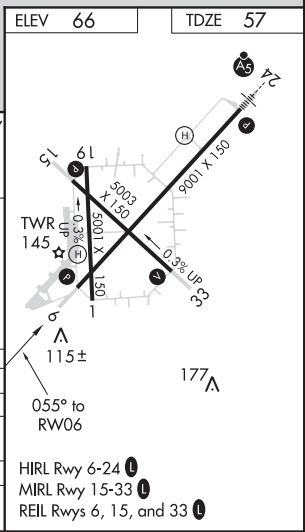
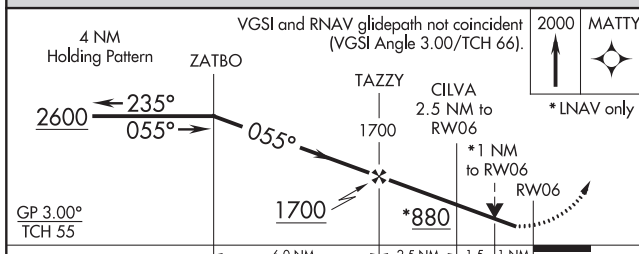
⚠ Helicopter visibility reduction below ¾ SM not authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting: increase LPV DA to 325 and all Cats visibility ½ mile; increase LNAV/VNAV DA to 361 and all Cats visibility ½ mile; increase all MDA 40 feet and LNAV cats C/D visibility ½ mile and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Shirley altimeter setting. Circling Rwy 15 NA at night.

MISSED APPROACH:
Climb to 2000 direct MATTY and hold.

ASOS 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	UNICOM 122.95
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ELEV	66	TDZE	57
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CATEGORY	A	B	C	D
LPV DA		307-¾	250 (300-¾)	
LNAV/VNAV DA		343-7/8	286 (300-7/8)	
LNAV MDA		420-1	363 (400-1)	
CIRCLING	600-1 534 (600-1)	620-1 554 (600-1)	620-1½ 554 (600-1½)	700-2 634 (700-2)

NE-2, 10 NOV 2016 to 05 JAN 2017


NE-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40009 W24A	APP CRS 236°	Rwy Idg TDZE Apt Elev	9001 66 66
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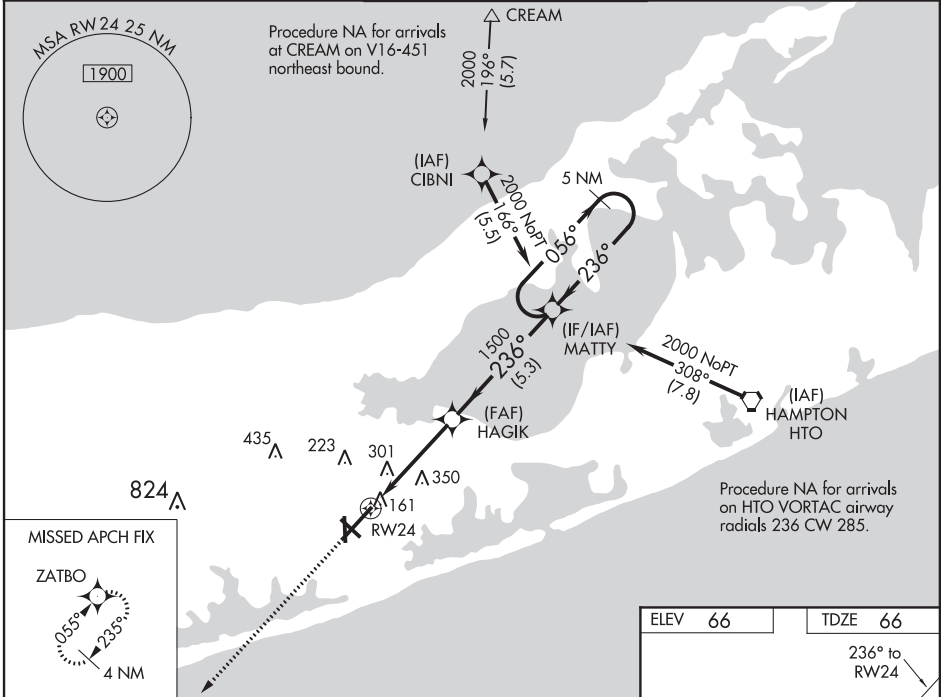
RNAV (GPS) RWY 24



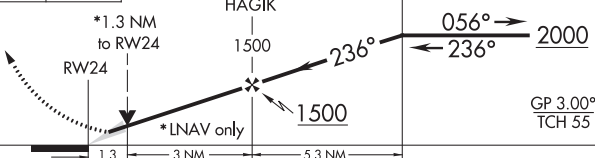
FRANCIS S GABRESKI (F'OK)

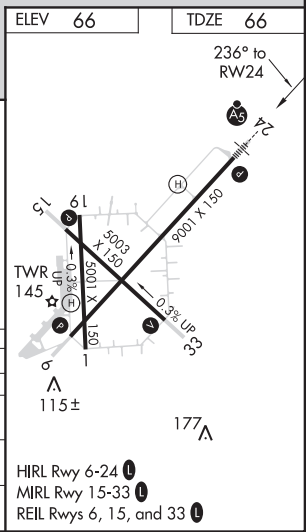
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting: increase LPV DA to 293; increase LNAV/VNAV DA to 632 and LNAV/VNAV all Cats visibility 1/8 mile; increase all MDA 40 feet and Circling Cat D visibility 1/4 mile. Baro-VNAV and VDP NA when using Shirley altimeter setting. Circling Rwy 15 NA at night.

MALS  **MISSED APPROACH:** Climb to 2600 direct ZATBO and hold.

ASOS 119.925	NEW YORK APP CON 125.975 343.65	SUFFOLK COUNTY TOWER * 125.3 (CTAF) 236.6	GND CON 121.8 225.4	UNICOM 122.95
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2600	ZATBO	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 85).		5 NM Holding Pattern
				GP 3.00° TCH 55
CATEGORY	A	B	C	D
LPV DA	266-1/2		200 (200-1/2)	
LNAV/VNAV DA	605-1 3/8		539 (600-1 3/8)	
LNAV MDA	560-1/2	494 (500-1/2)	560-1	494 (500-1)
CIRCLING	600-1 534 (600-1)	620-1 554 (600-1)	620-1 1/2 554 (600-1 1/2)	700-2 634 (700-2)



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

TACAN FOK Chan 47	APP CRS 063°	Rwy Idg TDZE Apt Elev	9001 57 66
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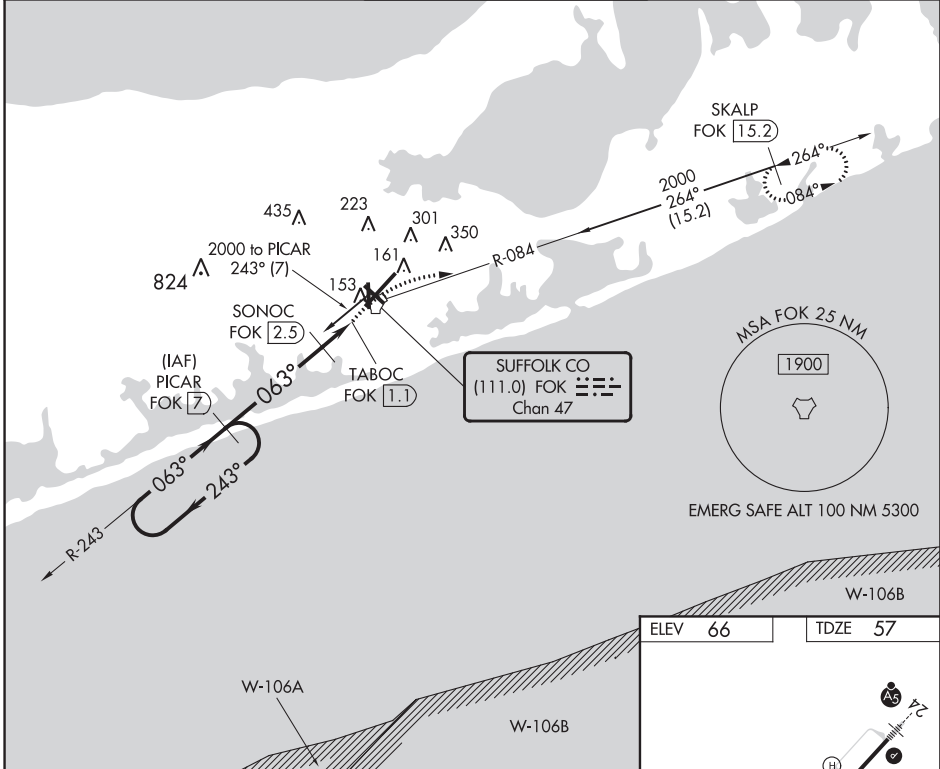
TACAN RWY 6

FRANCIS S GABRESKI (FOK)

NA Helicopter visibility reduction below 3/4 SM not authorized. When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and S-6 Cats C/D visibility to 1 1/2 miles and Circling Cat D visibility to 2 1/4 miles. Circling Rwy 15 NA at night.

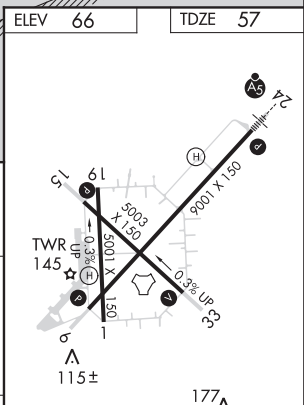
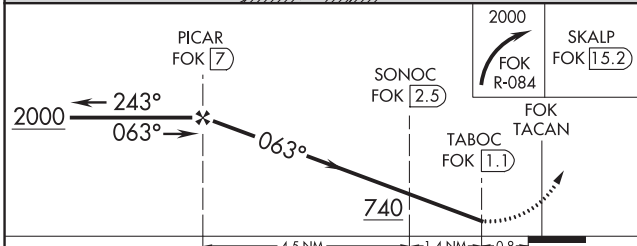
MISSED APPROACH: Climbing right turn to 2000 on FOK TACAN R-084 to SKALP/15.2 DME and hold.

ASOS 119.925	NEW YORK APP CON 125.975 343.65	SUFFOLK COUNTY TOWER * 125.3 (CTAF) 236.6	GND CON 121.8 225.4	UNICOM 122.95
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-6		420-1	363 (400-1)	
CIRCLING	600-1 534 (600-1)	620-1 554 (600-1)	620-1 1/2 554 (600-1 1/2)	700-2 634 (700-2)

HIRL Rwy 6-24 (L)
MIRL Rwy 15-33 (L)
REIL Rws 6, 15, and 33 (L)

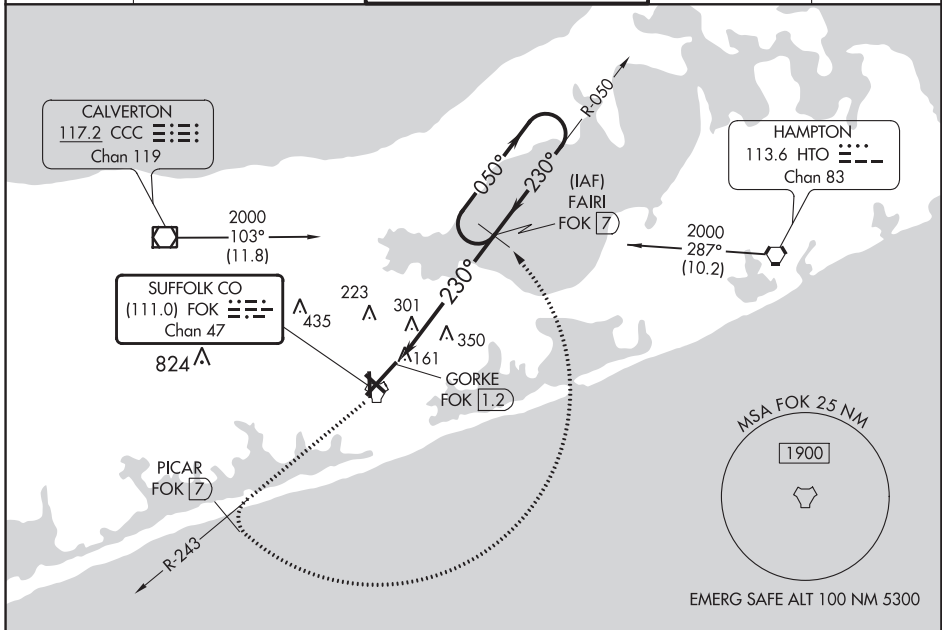
TACAN FOK Chan 47	APP CRS 230°	Rwy Idg 9001	TDZE 66	Apt Elev 66
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TACAN RWY 24

FRANCIS S GABRESKI (FOK)

<p>V VDP NA with Shirley altimeter setting. When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and S-24 Cats C/D visibility to 1½ mile and Circling Cat D visibility to 2¼ miles. Circling Rwy 15 NA at night.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2000 on FOK TACAN R-243 to PICAR/7 DME then arc CCW to FAIRI/7 DME and hold.</p>
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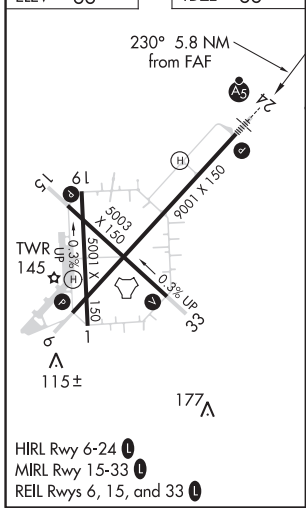
ASOS 119.925	NEW YORK APP CON 125.975 343.65	SUFFOLK COUNTY TOWER ★ 125.3 (CTAF) 236.6	GND CON 121.8 225.4	UNICOM 122.95
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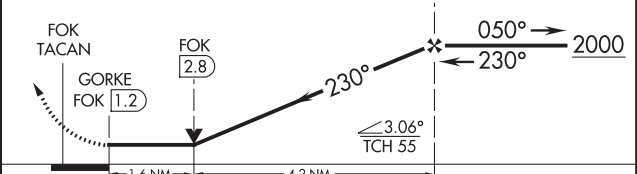
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 66	TDZE 66
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2000	PICAR FOK [7]	Arc CCW	FAIRI FOK [7]	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 85).
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CATEGORY	A	B	C	D
S-24	660-1½ 594 (600-1½)		660-1¼ 594 (600-1¼)	
CIRCLING	660-1 594 (600-1)		660-1¾ 594 (600-1¾)	700-2 634 (700-2)

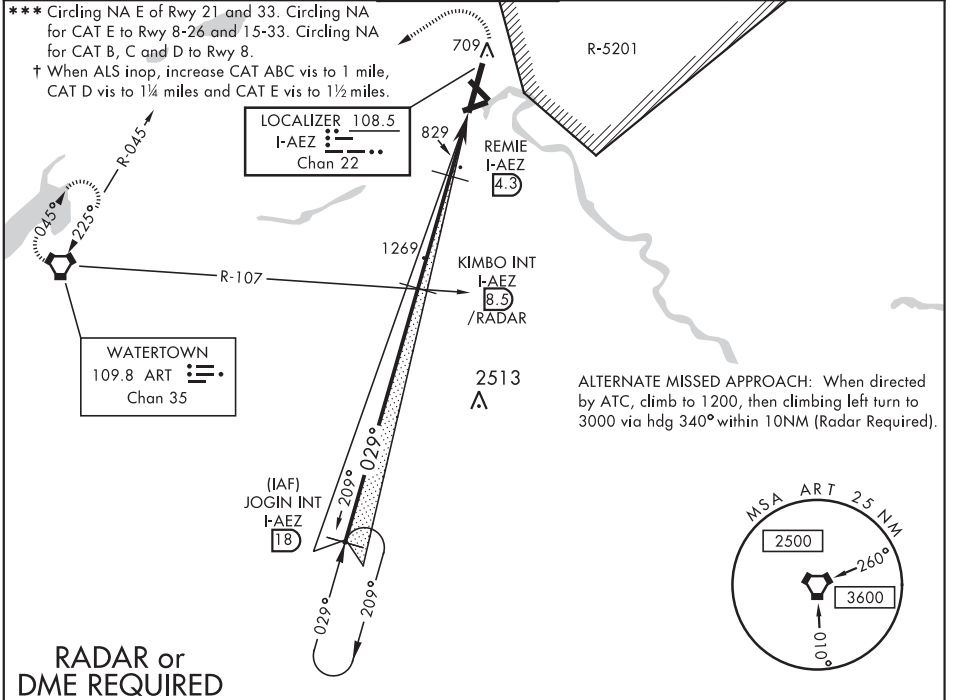
FORT DRUM, NEW YORK

ILS or LOC RWY 3

LOC/DME I-AEZ 108.5 Chan 22	APCH CRS 029°	Rwy ldg 8637 TDZE 685 Arpt Elev 690	AL-5754 [USA]	WHEELER-SACK AAF (KGTB)
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* When ALS inop, increase CAT ABCDE vis to ¾ mile.
 ** When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1½ miles, CAT C vis to 2½ miles, CAT D vis to 2¾ miles, and CAT E vis to 3 miles.
 *** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.
 † When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1½ miles and CAT E vis to 1½ miles.

ATIS 119.525	WHEELER-SACK APP CON 124.875 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	CLNC DEL 121.9	ASR/PAR
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

JOGIN INT I-AEZ 18 ART R-146	KIMBO INT I-AEZ 8.5 /RADAR ART R-107	1200	5000	ART	ELEV 690	TDZE 685
CATEGORY	A	B	C	D	E	
S-ILS 3 *	885-½		200 (200-½)			
S-LOC 3 **	1560-½ 875 (900-½)	1560-¾ 875 (900-¾)	1560-2 875 (900-2)	1560-2¼ 875 (900-2¼)	1560-2½ 875 (900-2½)	
*** CIRCLING	1560-1 870 (900-1)	1560-1¼ 870 (900-1¼)	1560-2½ 870 (900-2½)	1560-2¾ 870 (900-2¾)	1560-3 870 (900-3)	
DME MINIMUMS						
S-LOC 3 †	1080-½ 395 (400-½)		1080-¾ 395 (400-¾)		1080-1 395 (400-1)	
*** CIRCLING	1180-1 490 (500-1)		1180-1½ 490 (500-1½)	1240-2 550 (600-2)	1520-3 830 (900-3)	
029° 6.9 NM from FAF to MAP 6.9 NM Knots: 60 90 120 150 180 Min:Sec: 6:54 4:36 3:27 2:46 2:18						

FORT DRUM, NEW YORK

44°03'N-75°43'W

WHEELER-SACK AAF (KGTB)

Amtd 2A 12DEC13

ILS or LOC RWY 3

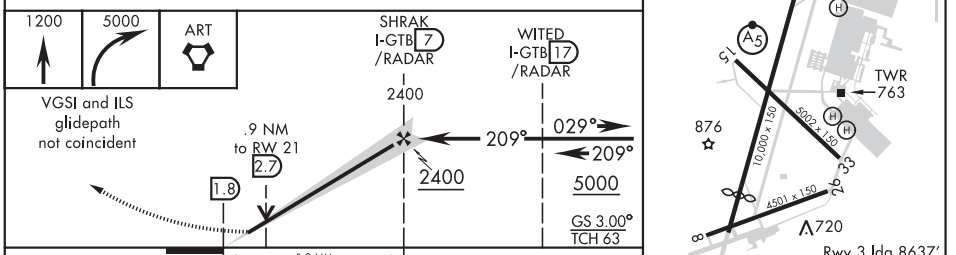
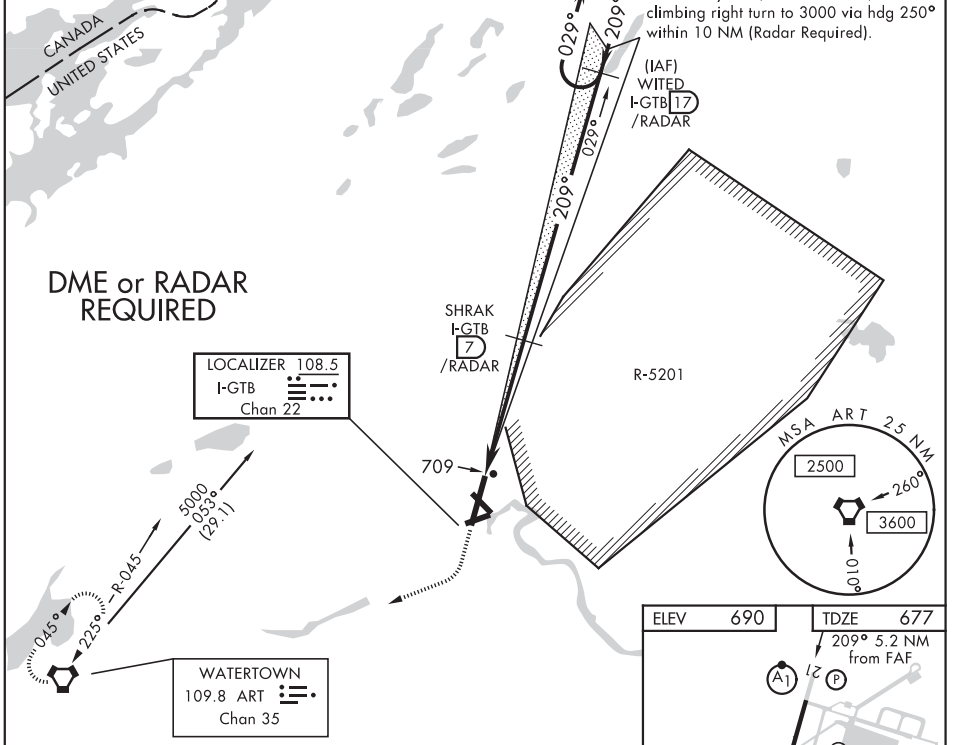
FORT DRUM, NEW YORK

ILS or LOC RWY 21

LOC/DME I-GTB 108.5 Chan 22	APCH CRS 209°	Rwy Idg 10,000 TDZE 677 Arpt Elev 690	AL-5754 [USA]	WHEELER-SACK AAF (KGTB)
* When ALS inop, increase CAT ABCDE vis to ¾ mile. ** When ALS inop, increase CAT ABCDE vis to 1 mile, CAT DE vis to 1 ¼ 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	WHEELER-SACK APP CON 124.875 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	CLNC DEL 121.9	ASR/PAR
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*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.



ELEV 690	TDZE 677
209° 5.2 NM from FAF	
MIRL Rwy 8-26 HIRL Rwy 3-21, 15-33	
FAF to MAP 5.2 NM	
Knots	120 140 160 180 200
Min:Sec	2:36 2:14 1:57 1:44 1:34

FORT DRUM, NEW YORK
Amdt 2A 12DEC13

44°03'N-75°43'W

WHEELER-SACK AAF (KGTB)

ILS or LOC RWY 21

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 3

WHEELER-SACK AAF (KGTB)

WAAS Chan 93714 W03A	APCH CRS 029°	Rwy ldg 8637 TDZE 685 Arprt Elev 690
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AL-5754 [USA]

▼ * When ALS inop, increase LPV CAT ABCDE vis to 3/4 mile.
 ** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1 1/4 miles.
 *** When ALS inop, increase LNAV CAT AB vis to 1 mile, CAT C vis to 1 1/4 miles, CAT DE vis to 1 1/2 miles.



MISSED APPROACH: Climb to 4000 direct WITED and hold.

ATIS 119.525	WHEELER-SACK APP CON 124.875 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	CLNC DEL 121.9	ASR/PAR
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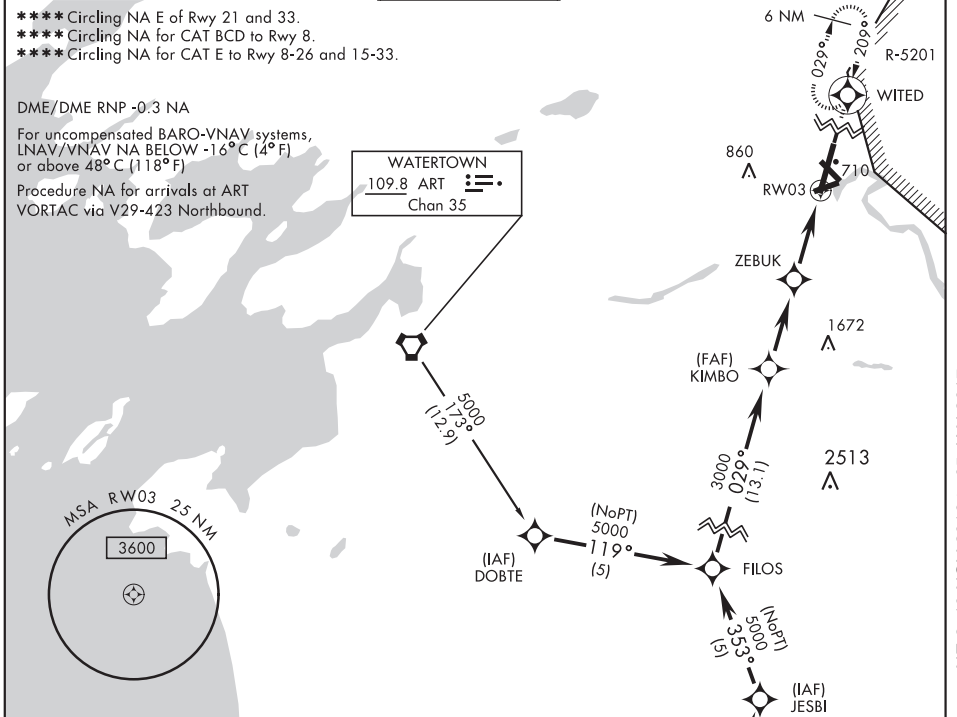
- **** Circling NA E of Rwy 21 and 33.
- **** Circling NA for CAT BCD to Rwy 8.
- **** Circling NA for CAT E to Rwy 8-26 and 15-33.

DME/DME RNP -0.3 NA

For uncompensated BARO-VNAV systems,
 LNAV/VNAV NA BELOW -16°C (4°F)
 or above 48°C (118°F)

Procedure NA for arrivals at ART
 VORTAC via V29-423 Northbound.

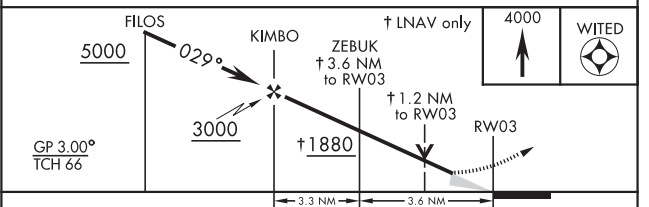
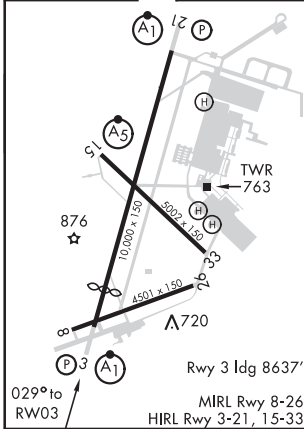
WATERTOWN
 109.8 ART
 Chan 35



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 690	TDZE 685
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CATEGORY	A	B	C	D	E
LPV-DA *	885-1/2		200	(200-1/2)	
LNAV/VNAV DA **	1040-3/4		355	(400-3/4)	
LNAV MDA ***	1140-1/2	455 (500-1/2)	1140-3/4 455 (500-3/4)	1140-1	455 (500-1)
CIRCLING ****	1180-1	490 (500-1)	1180-1 1/2 490 (500-1 1/2)	1240-2 550 (600-2)	1520-3 830 (900-3)

RNAV (GPS) RWY 3

FORT DRUM, NEW YORK

RNAV (GPS) RWY 15

WHEELER-SACK AAF (KGTB)

AL-5754 [USA]

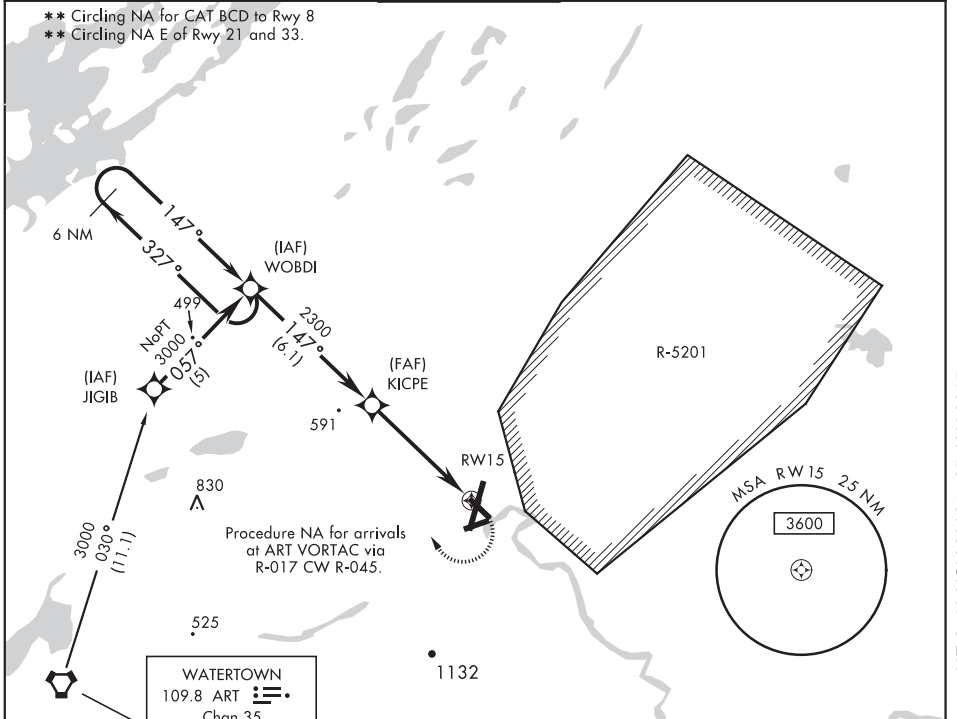
APCH CRS 147°	Rwy ldg TDZE Arprt Elev	5002 687 690
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▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles. DME/DME RNP-0.3 NA.



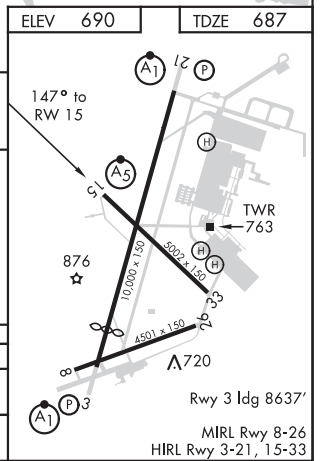
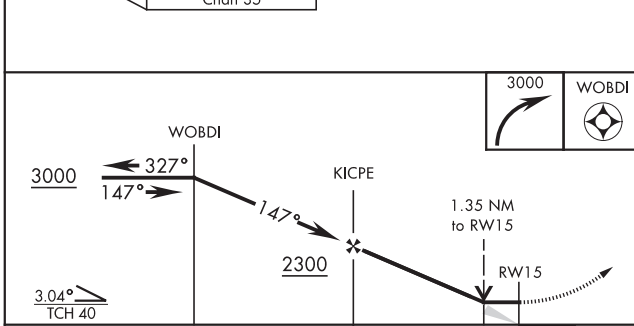
MISSED APPROACH: Climbing right turn to 3000 WOBDI and hold.

ATIS 119.525	WHEELER-SACK APP CON 124.875 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	CLNC DEL 121.9	ASR/PAR
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA*	1140-½	453 (500-½)	1140-¾ 453 (500-¾)	1140-1 453 (500-1)
CIRCLING**	1180-1	490 (500-1)	1180-1½ 490 (500-1½)	1240-2 550 (600-2)

FORT DRUM, NEW YORK

44° 03' N-75° 43' W

WHEELER-SACK AAF (KGTB)

Orig A 12DEC13

RNAV (GPS) RWY 15

Rwy 3 ldg 8637'
MIRL Rwy 8-26
HIRL Rwy 3-21, 15-33

RNAV (GPS) RWY 21

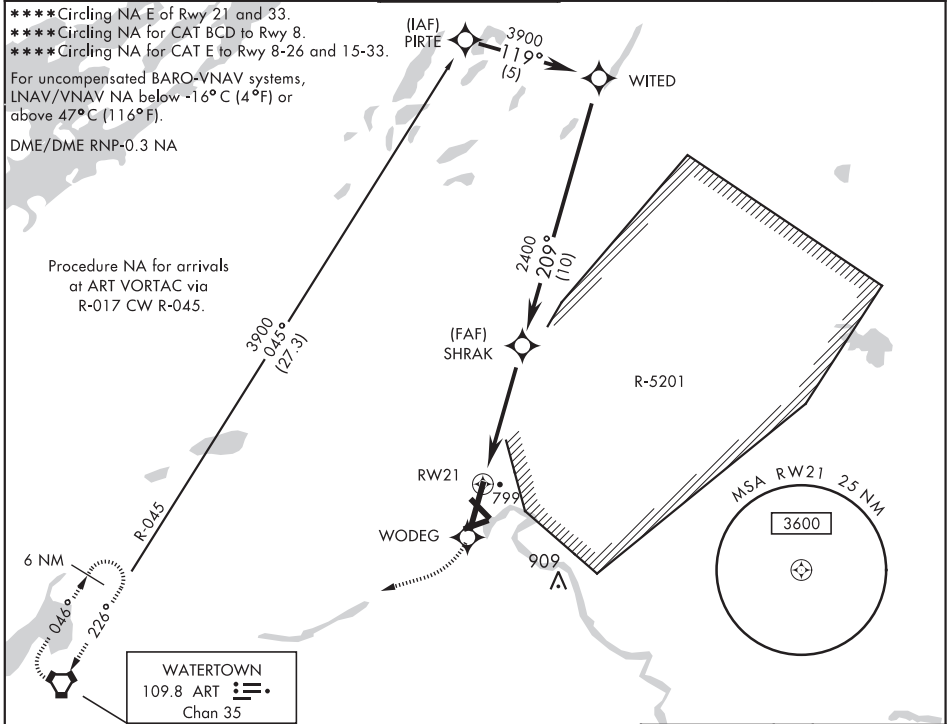
WHEELER-SACK AAF (KGTB)

WAAS Ch 63007 W21A	APCH CRS 209°	Rwy Idg 10,000 TDZE 677 Arpt Elev 690
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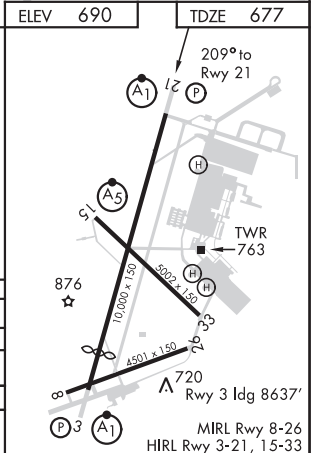
AL-5754 [USA]

<p>▼ **When ALS inop, increase LPV CAT ABCDE vis to 3/4 mile. ***When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1 1/4 miles. ***When ALS inop, increase LNAV CAT ABC vis to 1 mile, CAT DE vis to 1 1/4 miles.</p>	<p>ALSF-1 </p>	<p>MISSED APPROACH: Climb to 3000 direct WODEG and via 270° track to ART VORTAC and hold.</p>
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ATIS 119.525	WHEELER-SACK APP CON 124.875 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	CLNC DEL 121.9	ASR/PAR
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<p>3000 WODEG ART</p> <p>VGSI and RNAV glidepath not coincident.</p> <p>↑ LNAV only</p> <p>SHRAK</p> <p>WITED</p> <p>3900</p> <p>209°</p> <p>2400</p> <p>GP 3.00°</p> <p>TCH 63</p> <p>.9 NM to RWY 21↑</p> <p>5.2 NM</p>					
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 ***	1020-1/2 343 (400-1/2)	1020-3/4 343 (400-3/4)		1520-3	
CIRCLING ****	1180-1 490 (500-1)	1180-1 1/2 490 (500-1 1/2)	1240-2 550 (600-2)	1520-3 830 (900-3)	



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 21

FORT DRUM, NEW YORK

RNAV (GPS) RWY 33

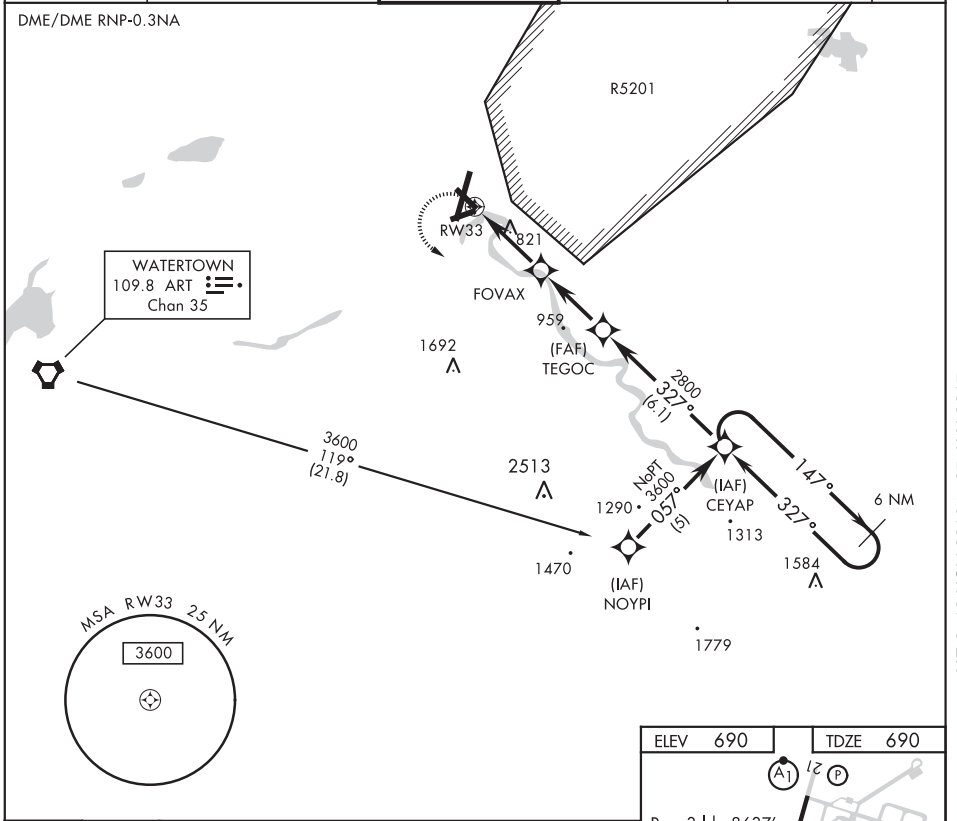
APCH CRS 327°	Rwy ldg TDZE Arprt Elev	5002 690 690
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AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

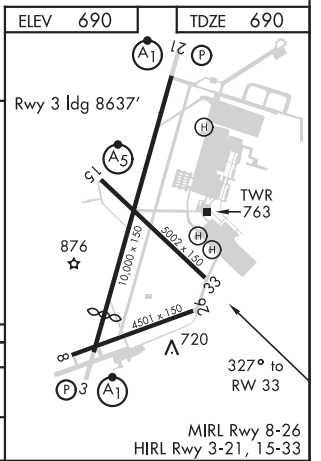
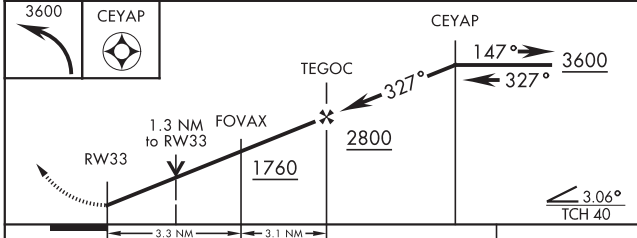
<ul style="list-style-type: none"> * Circling NA for CAT BCD to Rwy 8 * Circling NA E of Rwy 21 and 33. Visibility reduction by helicopters NA. 	MISSED APPROACH: Climbing left turn to 3600 direct CEYAP and hold.
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ATIS 119.525	WHEELER-SACK APP CON 124.875 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	CLNC DEL 121.9	ASR/PAR
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



FORT DRUM, NEW YORK

44° 03' N-75° 43' W

WHEELER-SACK AAF (KGTB)

Orig A 12DEC13

RNAV (GPS) RWY 33

FORT DRUM, NEW YORK

VOR/DME RWY 8

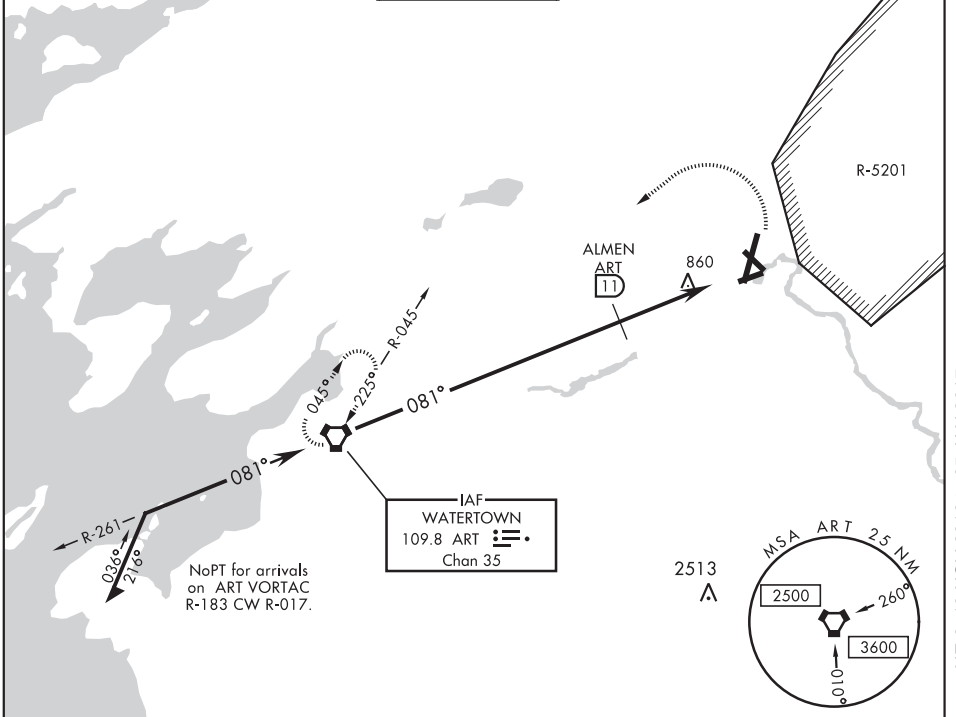
VORTAC ART 109.8 Chan 35	APCH CRS 081°	Rwy ldg TDZE 4501 683 Arpt Elev 690
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AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

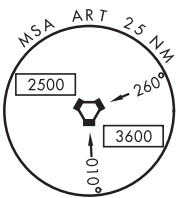
<p>▼ * Circling NA E of Rwy 21 and 33.</p>		<p>MISSED APPROACH: Climbing left turn to 3000 direct to VORTAC and hold.</p>			
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ATIS 119.525	WHEELER-SACK APP CON 124.875 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	CLNC DEL 121.9	ASR/PAR
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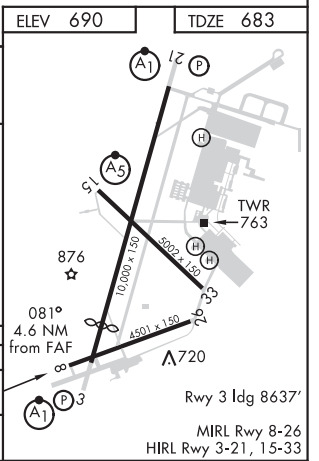
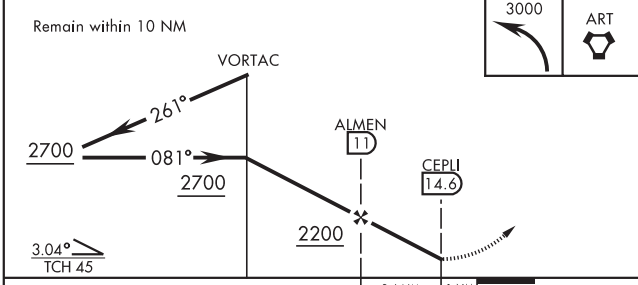


NoPT for arrivals on ART VORTAC R-183 CW R-017.

IAF WATERTOWN 109.8 ART Chan 35



ELEV 690	TDZE 683
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CATEGORY	A	B	C	D
S-8	1140-1 1/4 457 (500-1 1/4)		NOT AUTHORIZED	
CIRCLING *	1180-1 1/4 490 (500-1 1/4)		NOT AUTHORIZED	

FORT DRUM, NEW YORK
Amdt 5A 12DEC13

44°03'N-75°43'W

WHEELER-SACK AAF (KGTB)

VOR/DME RWY 8

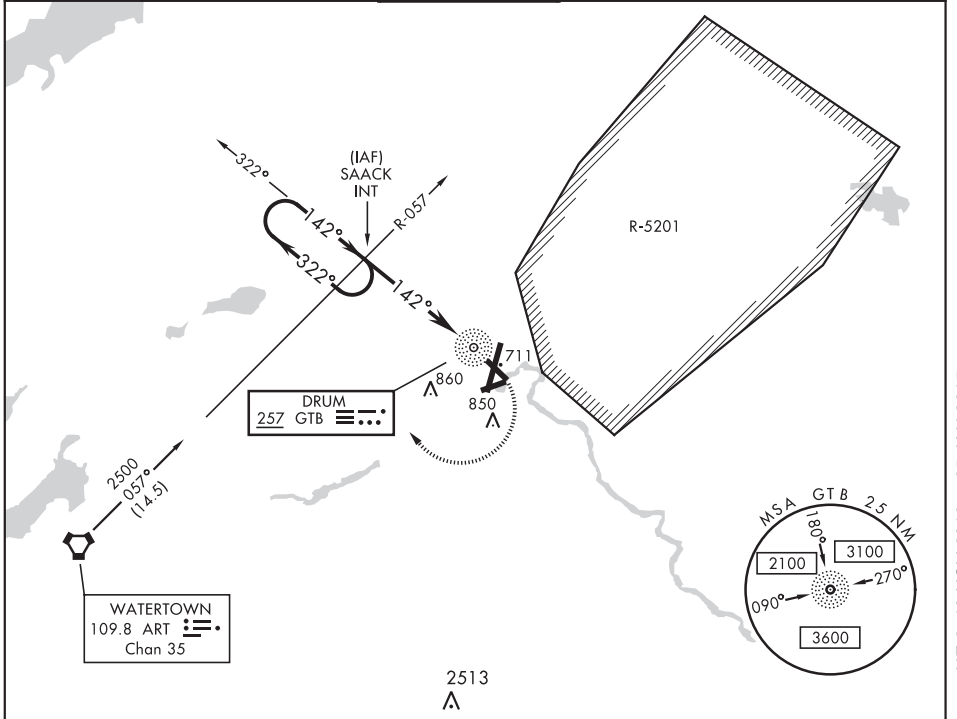
NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

FORT DRUM, NEW YORK

NDB RWY 15

NDB GTB 257	APCH CRS 142°	Rwy ldg TDZE Arprt Elev 5002 687 690	AL-5754 [USA]	WHEELER-SACK AAF (KGTB)	
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ mile. ** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.			MALSR 	MISSED APPROACH: Climbing right turn to 2500 via GTB brg 322° to SAACK INT and hold.	
ATIS 119.525	WHEELER-SACK APP CON 124.875 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	CLNC DEL 121.9	ASR/PAR



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 690	TDZE 687			
CATEGORY	A	B	C	D
S-15*	1100-½	413 (500-½)	1100-¾	413 (500-¾)
CIRCLING**	1180-1	490 (500-1)	1180-1½ 490 (500-1½)	1240-2 550 (600-2)

FORT DRUM, NEW YORK

44°03'N-75°43'W

WHEELER-SACK AAF (KGTB)

Amdt 3A 12DEC13

NDB RWY 15

Rwy 3 ldg 8637'
MIRL Rwy 8-26
HIRL Rwy 3-21, 15-33

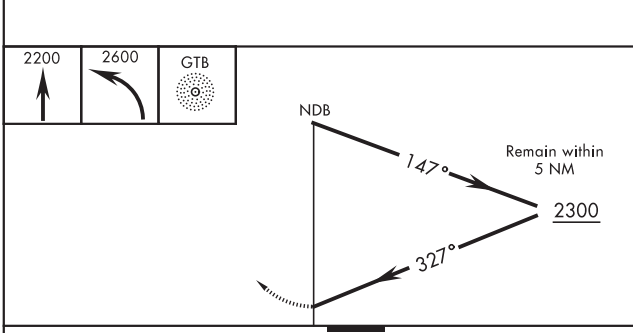
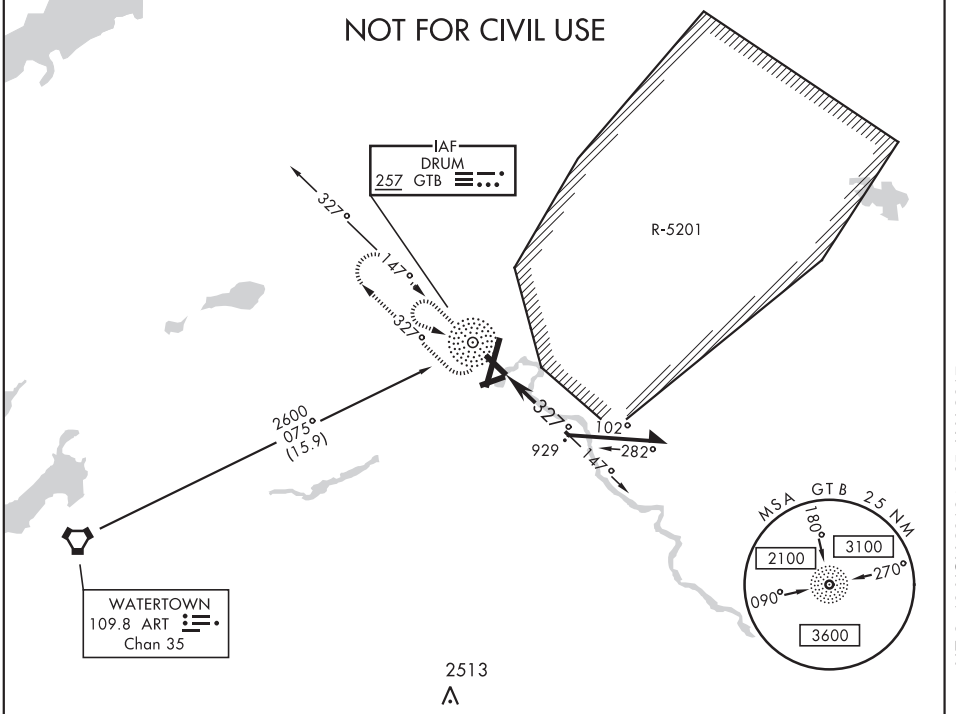
FORT DRUM, NEW YORK

NDB RWY 33

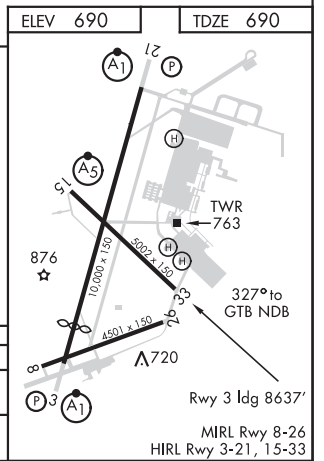
NDB GTB 257	APCH CRS 327°	Rwy ldg TDZE 5002 690 Arpt Elev 690	AL-5754 [USA]	WHEELER-SACK AAF (KGTB)
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▼ * Circling NA E of Rwy 21 and 33. MISSED APPROACH: Climb to 2200, then climbing left turn to 2600 direct GTB NDB and hold.

ATIS 119.525	WHEELER-SACK APP CON 124.875 257.6	WHEELER-SACK TOWER 118.75 290.25	GND CON 121.9 229.8	CLNC DEL 121.9	ASR/PAR
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CATEGORY	A	B	C	D
S-33	1320-1 630 (700-1)	NOT AUTHORIZED		
CIRCLING*	1320-1 630 (700-1)	NOT AUTHORIZED		



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

FORT DRUM, NEW YORK

44°03'N-75°43'W

WHEELER-SACK AAF (KGTB)

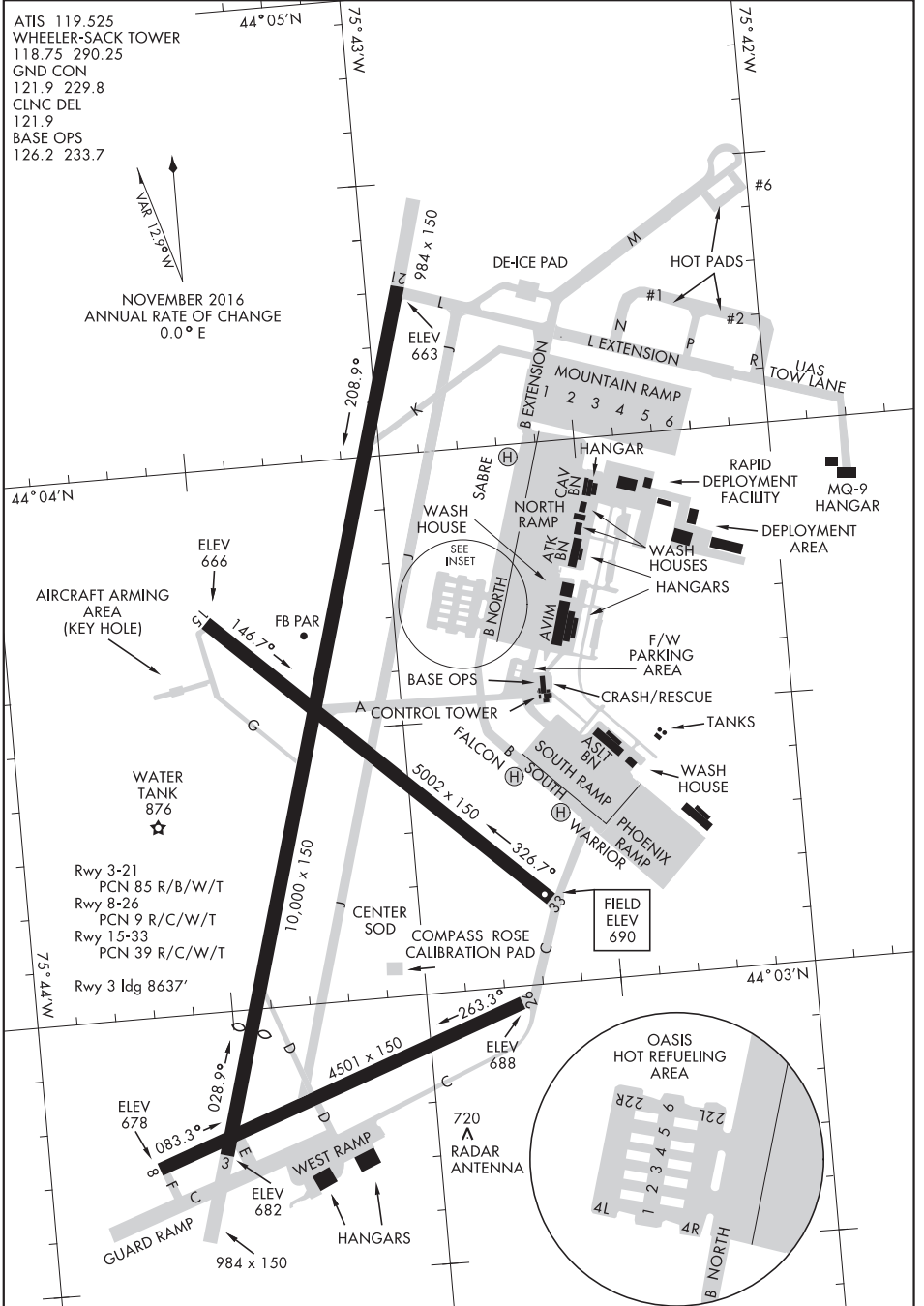
Amdt 2A 12DEC13

NDB RWY 33

AIRPORT DIAGRAM

ATIS 119.525
 WHEELER-SACK TOWER
 118.75 290.25
 GND CON
 121.9 229.8
 CLNC DEL
 121.9
 BASE OPS
 126.2 233.7

NOVEMBER 2016
 ANNUAL RATE OF CHANGE
 0.0° E



NE-2, 10 NOV 2016 to 05 JAN 2017

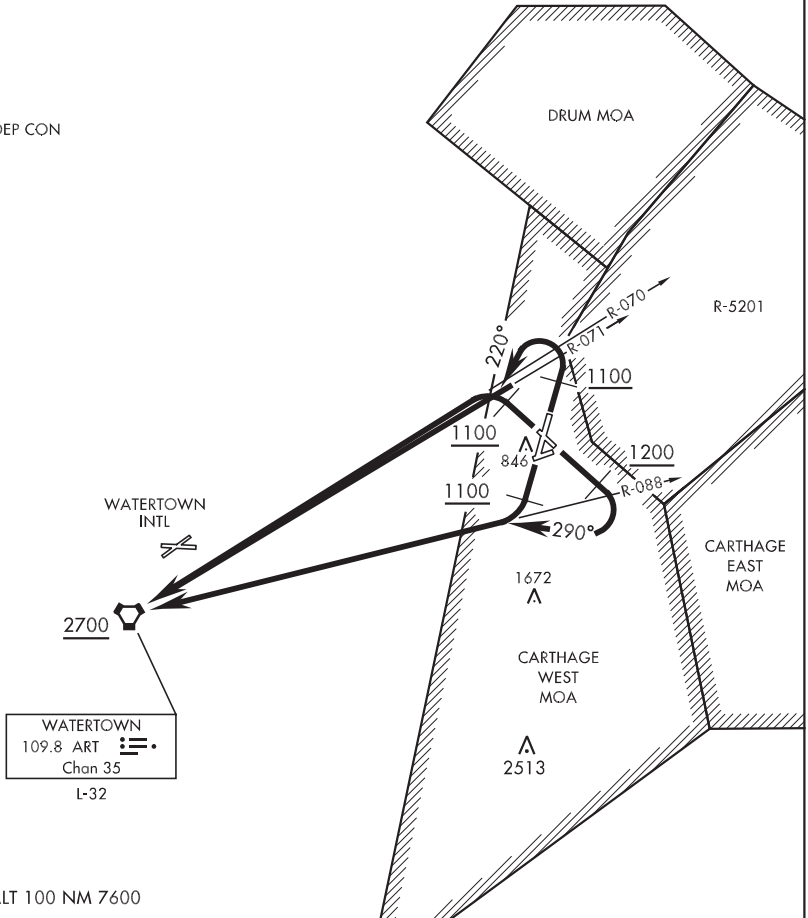
NE-2, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

WATERTOWN-TWO DEPARTURE (ART 2•ART)

SL-5754 [USA]

ATIS 119.525
 CLNC DEL
 121.9
 GND CON
 121.9 229.8
 WHEELER-SACK
 TOWER
 118.75 290.25
 WHEELER-SACK DEP CON
 124.875 257.6



EMERG SAFE ALT 100 NM 7600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb via heading 147° to 1200, then climbing right turn to 2700 via heading 290° and ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 21: Climb via heading 209° to 1100, then climbing right turn to 2700 via ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 03: Climb via heading 029° to 1100, then climbing left turn to 2700 via heading 220° and ART R-071 to ART VORTAC, thence...

TAKE-OFF RWY 33: Climb via heading 327° to 1100, then climbing left turn to 2700 via ART R-070 to ART VORTAC, thence...

... Cross ART VORTAC at or above 2700 via assigned route.

WATERTOWN-TWO DEPARTURE (ART 2•ART)

LOC/DME I-HPN 109.7 Chan 34	APP CRS 162°	Rwy Idg 6549 TDZE 439 Apt Elev 439
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ILS or LOC RWY 16

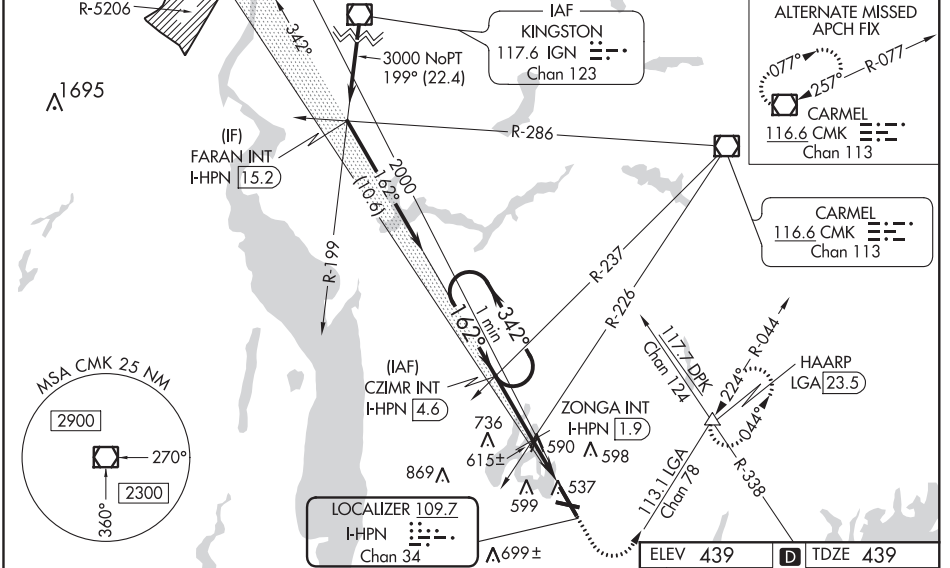
WESTCHESTER COUNTY (HPN)

▼ VDP NA with LaGuardia altimeter setting. Night landing: Rwy 11, 29 NA. For inop MALSRS, increase S-LOC 16 Cats C/D visibility to 1½ miles and ZONGA fix minimums S-LOC 16 Cats C/D visibility to 1½ mile. For inop MALSRS when using LaGuardia altimeter setting, increase S-ILS 16 all Cats visibility to RVR 5000 and S-LOC 16 Cats C/D visibility to 2½ miles. When local altimeter setting not received, use LaGuardia altimeter setting: increase S-ILS 16 all Cats DA to 742 feet; increase all MDA 120 feet; increase S-LOC 16 Cats B/C/D visibility ¼ mile; increase Circling Cat B visibility ¼ mile, Circling Cat C visibility ⅓ mile, and Circling Cat D visibility ½ mile; increase ZONGA fix minimums S-LOC 16 Cats C/D visibility ⅓ mile and Circling Cats C/D visibility ½ mile.

MALSRS
AS 512

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.

ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER * 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95	CPDLC
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One Minute Holding Pattern	CZIMR INT I-HPN 4.6	1000	3000	LGA R-044	HAARP
GS 3.00° TCH 55	ZONGA INT I-HPN 1.9	I-HPN DME ANTENNA *I-HPN 1.3	I-HPN 0.1	*LOC only	
# 1220 when using LaGuardia altimeter setting.	# 1100	2.7 NM	0.6	1.4 NM	
CATEGORY	A	B	C	D	
S-ILS 16	639/18		200 (200-½)		
S-LOC 16	1100/24	661 (700-½)	1100-1½	661 (700-1½)	
C CIRCLING	1100-1	661 (700-1)	1100-1⅞ 661 (700-1⅞)	1200-2½ 761 (800-2½)	
ZONGA FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 16	940/24	501 (600-½)	940/55	501 (600-1¼)	
C CIRCLING	980-1	541 (600-1)	1080-1¾ 641 (700-¾)	1200-2½ 761 (800-2½)	
REIL Rws 11 and 34					
HIRL Rwy 16-34					
MIRL Rwy 11-29					
TDZ/CL Rwy 16					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-OJZ 109.7 Chan 34	APP CRS 342°	Rwy Idg 6549 TDZE 401 Apt Elev 439
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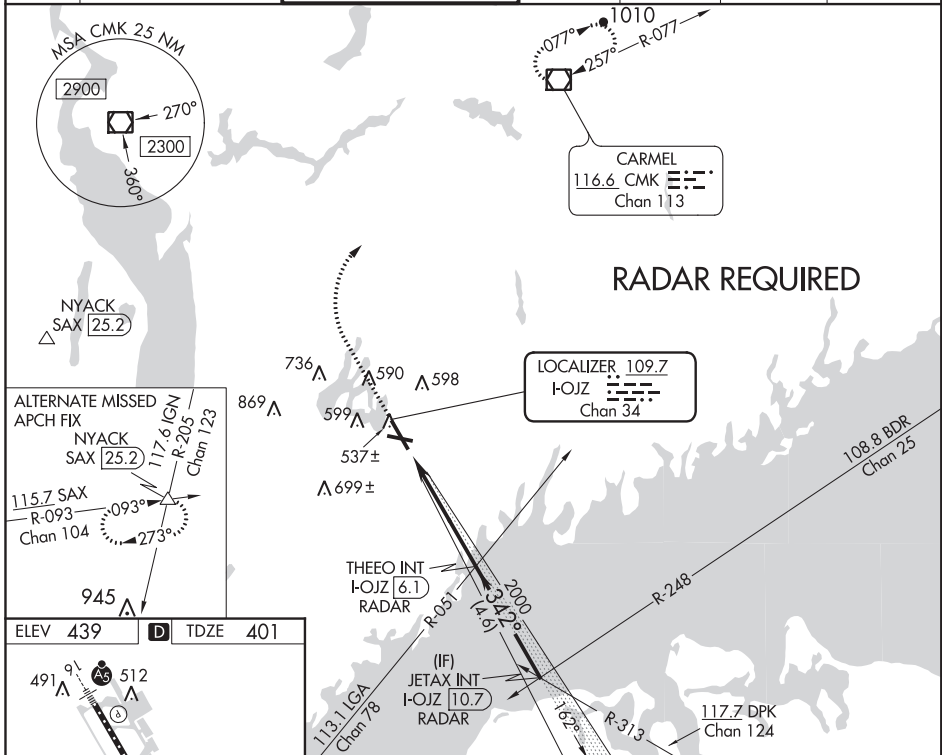
ILS or LOC RWY 34

WESTCHESTER COUNTY (HPN)

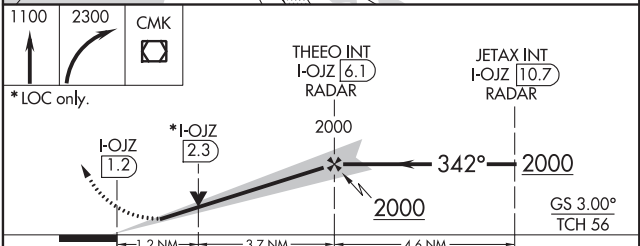
⚠ Circling to Rwy 11 and 29 NA at night. VDP NA with LaGuardia altimeter setting.
⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use LaGuardia altimeter setting and increase all DA 103 feet and all MDA 120 feet. Increase S-ILS 34 all Cats visibility to 1 1/2 mile, S-LOC 34 Cats C/D visibility to 1 1/2 mile, Circling Cat C visibility to 2 1/4 mile and Circling Cat D visibility to 3 miles.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CMK VOR/DME and hold.

ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95	CPDLC
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ELEV 439	D	TDZE 401
491 512 447 450 4451 X 150 451 488 471 423 482	568 471 423 482	525 525
REIL Rws 11 and 34 HIRL Rwy 16-34 MIRL Rwy 11-29 TDZ/CL Rwy 16	4.9 NM 342° 4.9 NM from FAF	FAF to MAP 4.9 NM
Knots Min:Sec	60 4:54	90 3:16
	120 2:27	150 1:58
	180 1:38	



CATEGORY	A	B	C	D
S-ILS 34		742/60	341 (400-1 1/4)	
S-LOC 34	800/55	399 (400-1 1/4)	800/60	399 (400-1 1/4)
CIRCLING	980-1	541 (600-1)	1080-1 3/4 641 (700-1 1/4)	1200-2 1/2 761 (800-2 1/2)

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

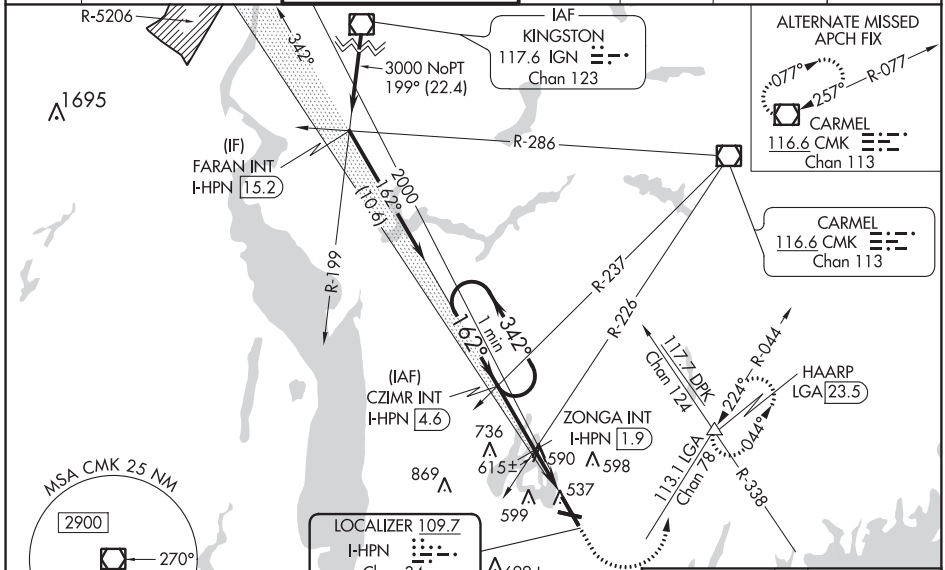
LOC/DME I-HPN 109.7 Chan 34	APP CRS 162°	Rwy Idg 6549 TDZE 439 Apt Elev 439
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ILS RWY 16 (SA CAT I & II)

WESTCHESTER COUNTY (HPN)

<p>▽ △ Night landing: Rwy 11, 29 NA. 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.</p>	<p>MALSR</p>	<p>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.</p>
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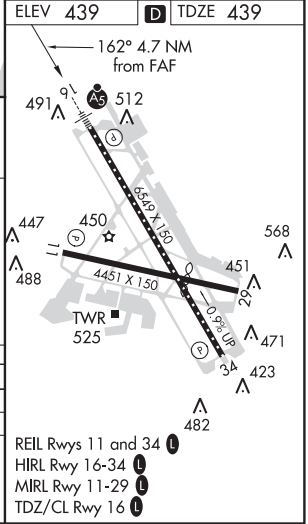
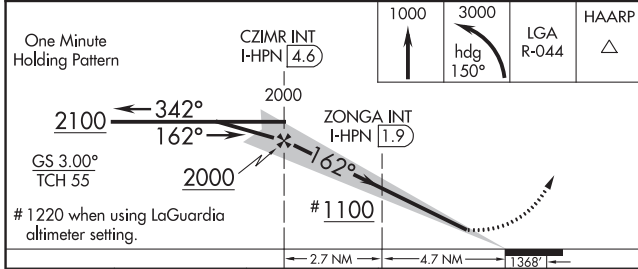
ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95	CPDLC
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 439	TDZE 439
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CATEGORY	A	B	C	D
S-ILS 16		SA CAT I RA 198/14	150 DA 589	
S-ILS 16		SA CAT II RA 113/12	100 DA 539	


SA CATEGORY I & II SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

APP CRS	Rwy Idg	6549
162°	TDZE	439
	Apt Elev	439

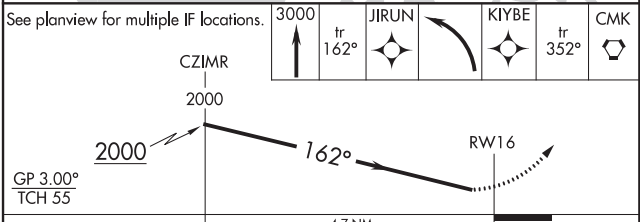
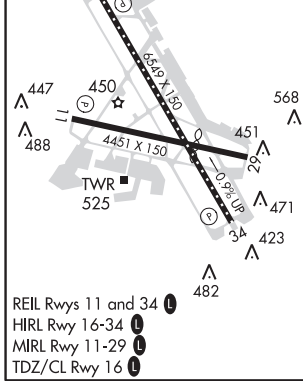
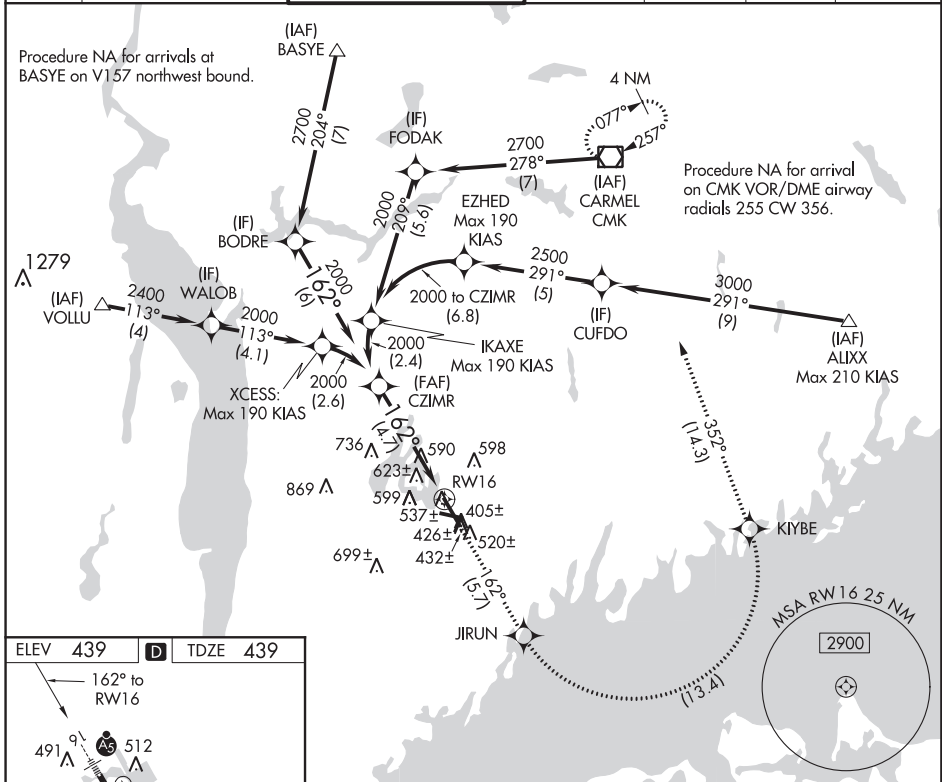
RNAV (RNP) Z RWY 16

WESTCHESTER COUNTY (HPN)

⚠ GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (118°F). For inoperative MALS R increase RNP 0.15 all Cats visibility to RVR 5000, and RNP 0.30 all Cats visibility to 1/4. RF Required.

MALS R

MISSED APPROACH: Climb to 3000 on track 162° to JIRUN, left turn to KIYBE, then track 352° to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM	CPDLC
133.8	126.4 120.8 257.65	118.575 (CTAF) 0 284.65	121.825	127.25	122.95	



CATEGORY	A	B	C	D
RNP 0.15 DA		733/40	294 (300-3/4)	
RNP 0.30 DA		948/60	509 (600-1/4)	

AUTHORIZATION REQUIRED

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) Y RWY 16

WESTCHESTER COUNTY (HPN)

WAAS CH 69519 W16A	APP CRS 162°	Rwy Idg TDZE Apt Elev	6549 439 439
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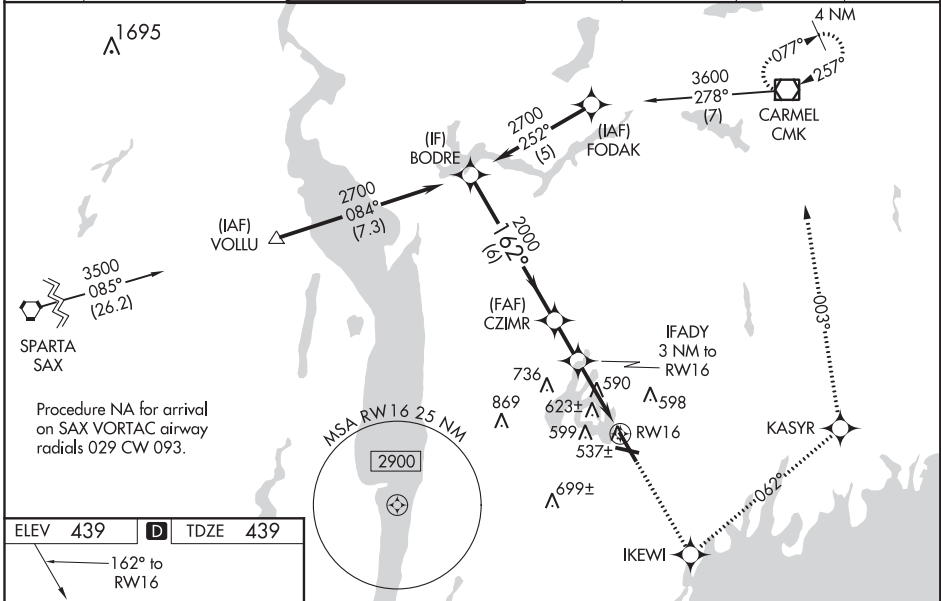
⚠ Circling to Rwy 29 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using LaGuardia altimeter setting. For inoperative MALSR when using LaGuardia altimeter setting, increase LPV all Cats visibility to RVR 6000. When local altimeter setting not received, use LaGuardia altimeter setting and increase LPV DA to 792 and all visibilities ¼ mile; increase LNAV/VNAV DA to 1081 and all visibilities ¼ mile; increase all MDA 120 feet and LNAV Cat B and Circling Cat B visibility ¼ mile and LNAV Cat C/D and Circling Cat C/D ½ mile.

MALSR



MISSED APPROACH:
Climb to 2300 to IKEWI and left turn on track 062° to KASYR and on track 003° to CMK VOR/DME and hold.

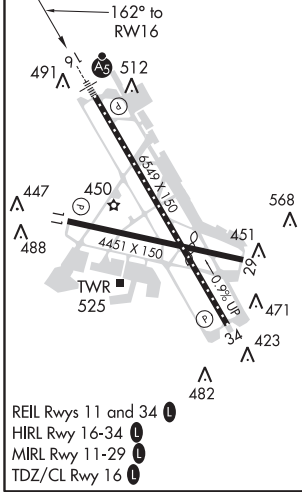
ATIS 133.8	NEW YORK APP CON 126.4 120.8 257.65	WESTCHESTER TOWER ★ 118.575 (CTAF) 0 284.65	GND CON 121.825	CLNC DEL 127.25	UNICOM 122.95	CPDLC
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 439	D	TDZE 439
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REIL Rws 11 and 34
HIRL Rwy 16-34
MIRL Rwy 11-29
TDZ/CL Rwy 16

Procedure	Turn NA	BODRE	2300	IKEWI	KASYR	tr 003°	CMK
			↑	✧	↩	✧	◻
		2700		IFADY 3 NM to RW16	*1.8 NM to RW16		
		GP 3.00° TCH 55		*1440			
			6 NM	1.7 NM	1.2 NM	1.8	
CATEGORY	A	B	C	D			
LPV DA		689/24	250 (300-½)				
LNAV/VNAV DA		978-1½	539 (600-1½)				
LNAV MDA	1060/24	621 (700-½)	1060/60	1060-1½			
			621 (700-¼)	621 (700-1½)			
CIRCLING	1060-1	621 (700-1)	1060-1¾	1060-2			
			621 (700-¾)	621 (700-2)			

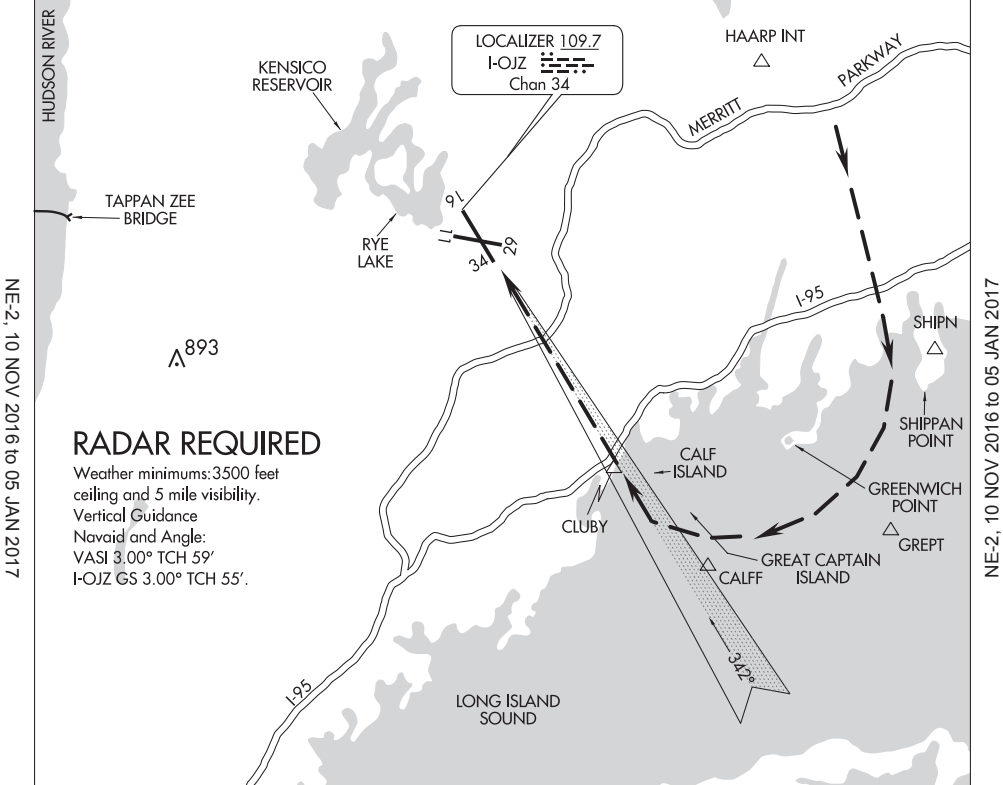
SOUND VISUAL RWY 34

AL-651 (FAA)

WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK

ATIS 133.8
 NEW YORK APP CON
 126.4 120.8 257.65
 WESTCHESTER TOWER ★
 118.575 (CTAF) 284.65
 GND CON
 121.825
 CLNC DEL
 127.25
 UNICOM 122.95
 CPDLC

LOCALIZER 109.7
 I-OJZ
 Chan 34



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.
 Vertical Guidance
 Navaid and Angle:
 VASI 3.00° TCH 59'
 I-OJZ GS 3.00° TCH 55'.

1 NM	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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SOUND VISUAL RWY 34

When cleared for a Sound Approach to 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°43'W

WHITE PLAINS, NEW YORK
WESTCHESTER COUNTY (HPN)

AIRPORT DIAGRAM

AL-651 (FAA)

WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK

ATIS
133.8
WESTCHESTER TOWER ★
118.575 284.65
GND CON
121.825
CLNC DEL
127.25
CPDLC

D
FIELD
ELEV
439

41°04.5'N

41°04.0'N

41°03.5'N

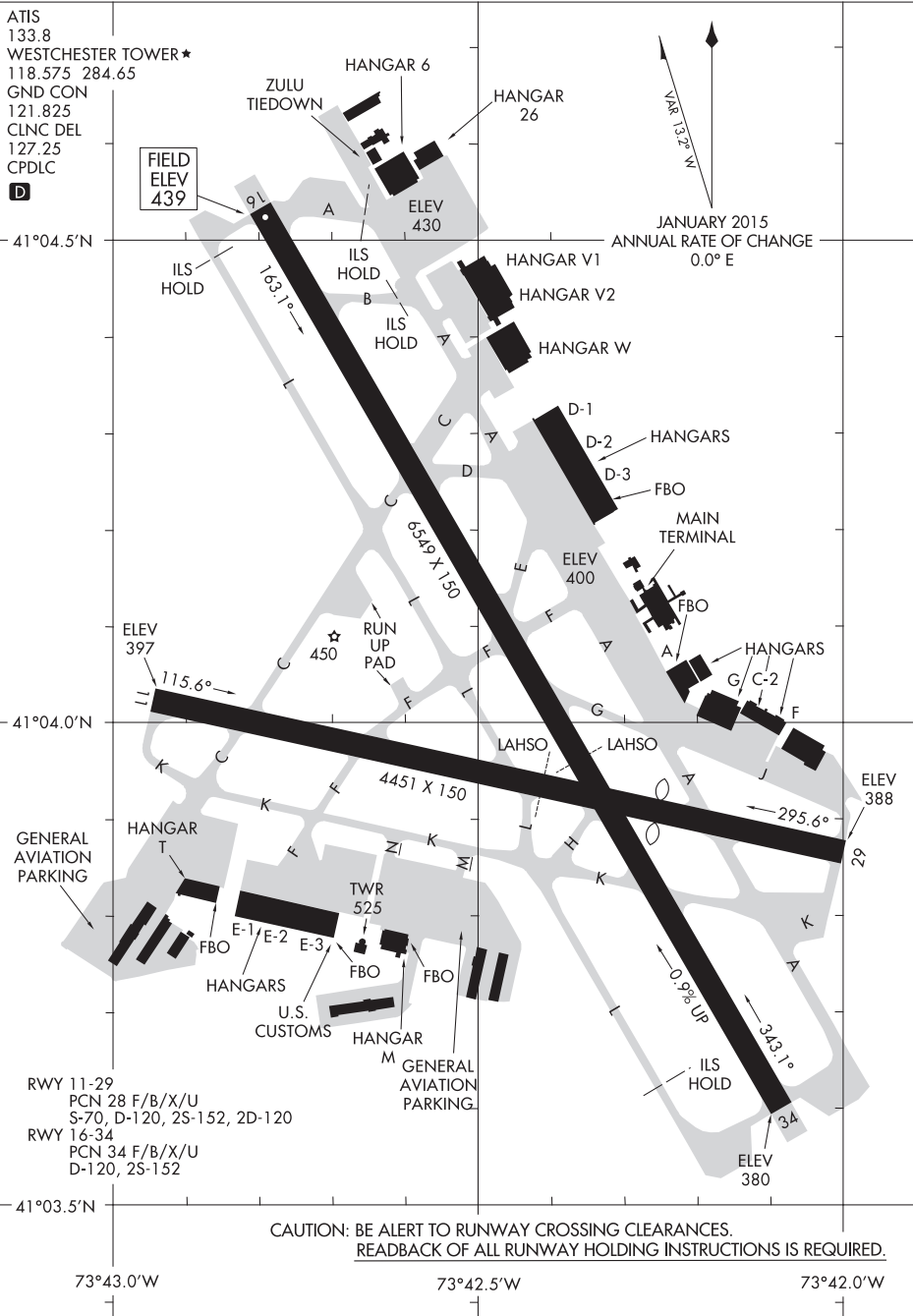
73°43.0'W

73°42.5'W

73°42.0'W

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



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

AIRPORT DIAGRAM

WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK

WESTCHESTER FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 114°, maintain 3000. Thence

TAKEOFF RUNWAY 29: Climb heading 294°, maintain 3000. Thence

*TAKEOFF RUNWAY 16: Climb heading 162° to 800, then climbing right turn heading 320°, maintain 3000. Thence

TAKEOFF RUNWAY 34: Climb heading 342° to 1000, then climbing left turn heading 295°, maintain 3000. Thence

. . . . on vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

*NOTE: Do not exceed 190K until 3000 on heading 320°.

NOTE: RADAR required.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to COL/COL R-192.

NOTE: ELIOT departures expect vectors to SAX R-252. ELIOT may be accessed by all type aircraft requesting a final altitude of 14000 to 16000.

NOTE: GAYEL departures expect vectors to DPK R-320.

NOTE: GREKI departures expect vectors to CMK R-057.

NOTE: HAAYS departures expect vectors to HUO R-145.

NOTE: LANNA departures expect vectors to PTW R-059.

NOTE: MERIT departures expect vectors to LGA R-055.

NOTE: NEION departures expect vectors to LGA R-322.

NOTE: NEWEL departures expect vectors to SAX R-264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.

NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.

NOTE: SHIPP departures expect vectors to JFK/JFK R-139.

NOTE: WAVEY departures expect vectors to JFK/JFK R-156.

NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.

NOTE: ZIMMZ departures expect vectors to SAX R-250. ZIMMZ may be accessed by all type aircraft requesting a final altitude at or above FL180.

TAKEOFF OBSTACLES NOTES:

Rwy 11: Terrain beginning 19' from DER, crossing centerline, up to 407' MSL. Trees beginning 107' from DER, 379' right of centerline, up to 46' AGL/450' MSL. Trees beginning 147' from DER, 275' left of centerline, up to 44' AGL/474' MSL. Trees beginning 433' from DER, crossing centerline, up to 95' AGL/474' MSL. Terrain beginning 562' from DER, 499' left of centerline, up to 466' MSL. Poles and buildings beginning 623' from DER, 28' left of centerline, up to 73' AGL/525' MSL. Building 1067' from DER, 196' right of centerline, 55' AGL/420' MSL.

Rwy 16: Terrain 273' from DER, 515' left of centerline, up to 387' MSL. Trees beginning 1096' from DER, 416' right of centerline, up to 136' AGL/436' MSL. Poles, antennas, and trees beginning 1101' from DER, 187' left of centerline, up to 105' AGL/509' MSL.

Rwy 29: Tree 6' from DER, 191' right of centerline, 17' AGL/407' MSL. Terrain beginning 54' from DER, left and right of centerline, up to 420' MSL. Trees beginning 231' from DER, 14' right of centerline, up to 65' AGL/430' MSL. Poles beginning 123' from DER, 419' right of centerline, up to 41' AGL/417' MSL. Trees beginning 396' from DER, 67' left of centerline, up to 91' AGL/464' MSL. Trees beginning 594' from DER, crossing centerline, up to 100' AGL/482' MSL. Poles beginning 893' from DER, 395' left of centerline, up to 38' AGL/423' MSL. Trees beginning 1532' from DER, crossing centerline, up to 100' AGL/629' MSL. Water tank 1.1 NM from DER, 733' right of centerline, 87' AGL/600' MSL.

Rwy 34: Pole 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Tree 612' from DER, 560' left of centerline, 72' AGL/491' MSL. Trees beginning 2007' from DER, 751' right of centerline, up to 100' AGL/504' MSL.

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WESTCHESTER FIVE DEPARTURE

RNAV (GPS) RWY 10

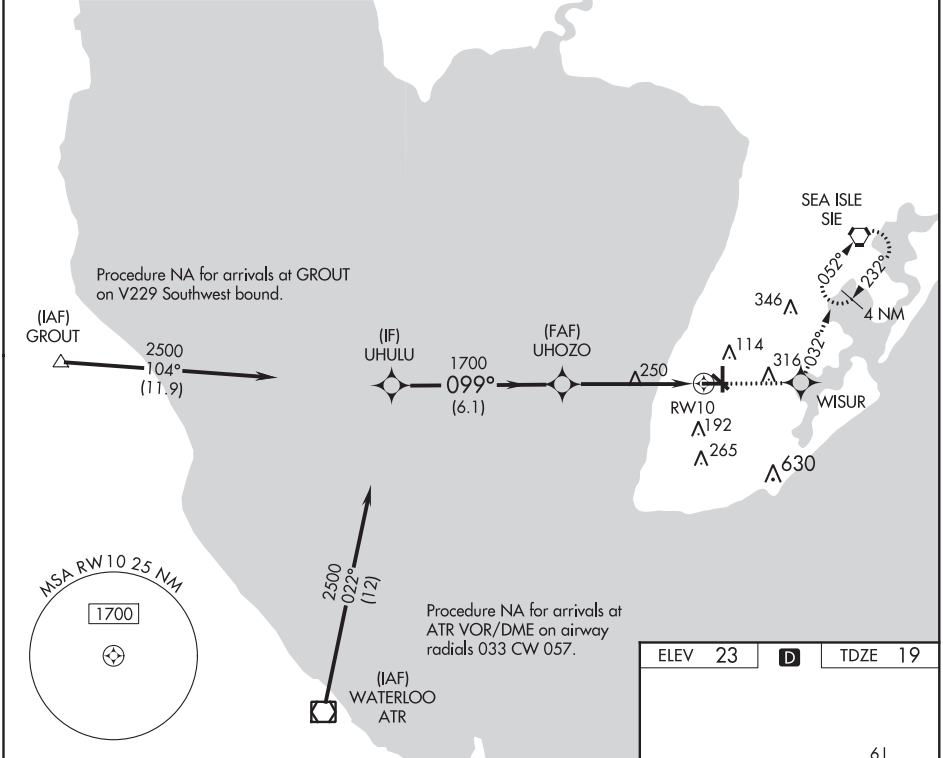
CAPE MAY COUNTY (WWD)

APP CRS	Rwy Idg	4998
100°	TDZE	19
	Apt Elev	23

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDA 80 feet, increase LNAV Cats C and D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwy 28 and 19. Night landing: Rwy 19 NA.

MISSED APPROACH: Climb to 2000 direct WISUR and on track 032° to SIE VORTAC and hold.

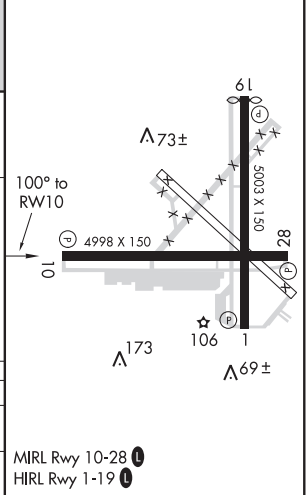
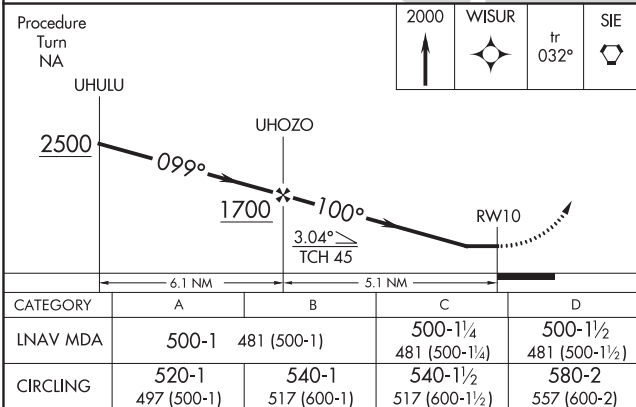
AWOS-3PT 118.275	ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 23	D	TDZE 19
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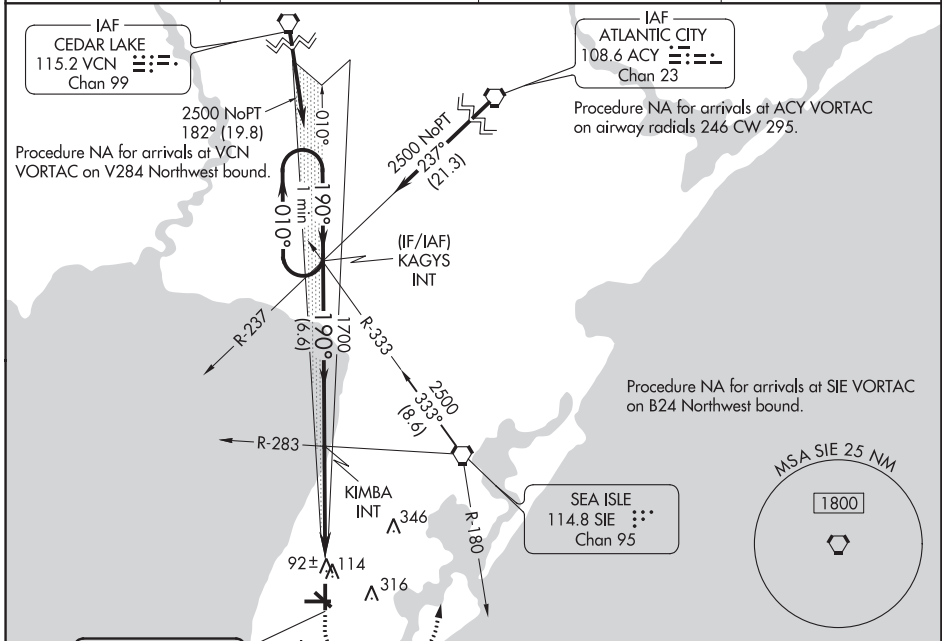
LOC I-CEJ 108.9	APP CRS 190°	Rwy ldg 4921 TDZE 19 Apt Elev 23
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LOC RWY 19
CAPE MAY COUNTY (WWD)

▼ When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase S-19 Cat D visibility ¼ mile. Circling NA for Cats C and D NE of Rwy 28 and 19. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 19 NA.

▲ MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via heading 050° and SIE R-180 to SIE VORTAC then via SIE R-333 to KAGYS INT and hold.

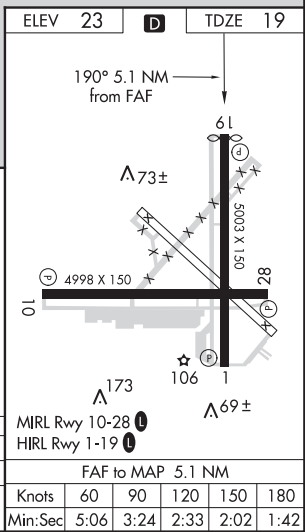
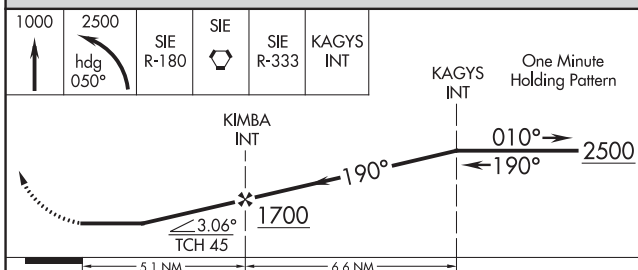
AWOS-3PT 118.275	ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 121.7	UNICOM 122.7 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 23	D	TDZE 19
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CATEGORY	A	B	C	D
S-19	420-1	401 (400-1)	420-1¼	401 (400-1¼)
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)

WILDWOOD, NEW JERSEY

AL-476 (FAA)

16315

VORTAC SIE 114.8 Chan 95	APP CRS 236°	Rwy Idg TDZE Apt Elev	N/A N/A 23
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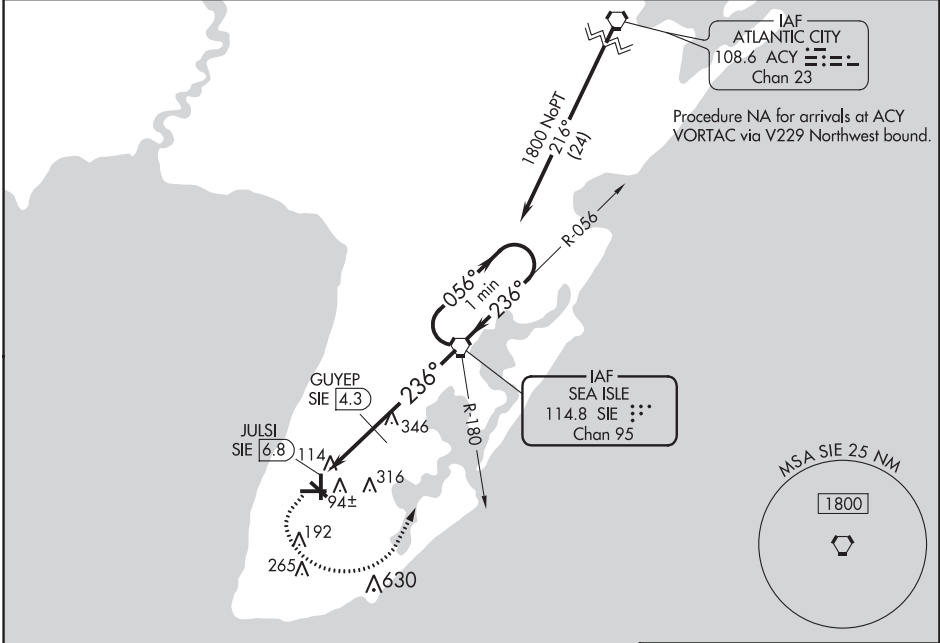
VOR-A

CAPE MAY COUNTY (WWD)

▼ Night landing: Rwy 19 NA. Circling NA for Cats C and D NE of Rwy 28 and 19.
▲ When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase Circling Cat C/D visibilities ¼ mile.

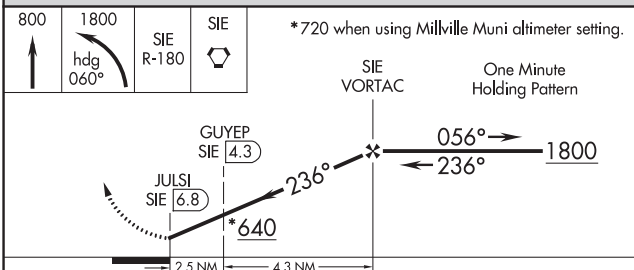
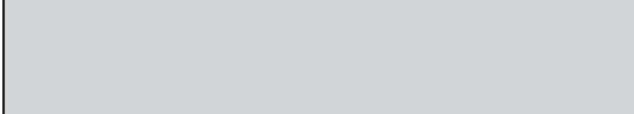
MISSED APPROACH: Climb to 800 then climbing left turn to 1800 heading 060° and SIE R-180 to SIE VORTAC and hold.

AWOS-3PT 118.275	ATLANTIC CITY APP CON 124.6 327.125	CLNC DEL 121.7	UNICOM 122.7 (CTAF) U
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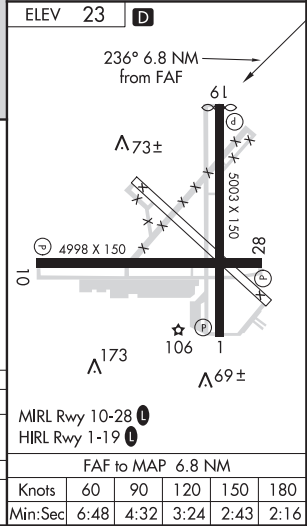


NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	640-1	617 (700-1)	640-1¾ 617 (700-1¾)	640-2 617 (700-2)
GUYEP FIX MINIMUMS				
CIRCLING	520-1 497 (500-1)	540-1 517 (600-1)	540-1½ 517 (600-1½)	580-2 557 (600-2)



WILDWOOD, NEW JERSEY
Amdt 3E 15OCT15

39°01'N-74°55'W

CAPE MAY COUNTY (WWD)

VOR-A

WAAS CH 90507 W10A	APP CRS 100°	Rwy Idg TDZE Apt Elev	3801 424 424
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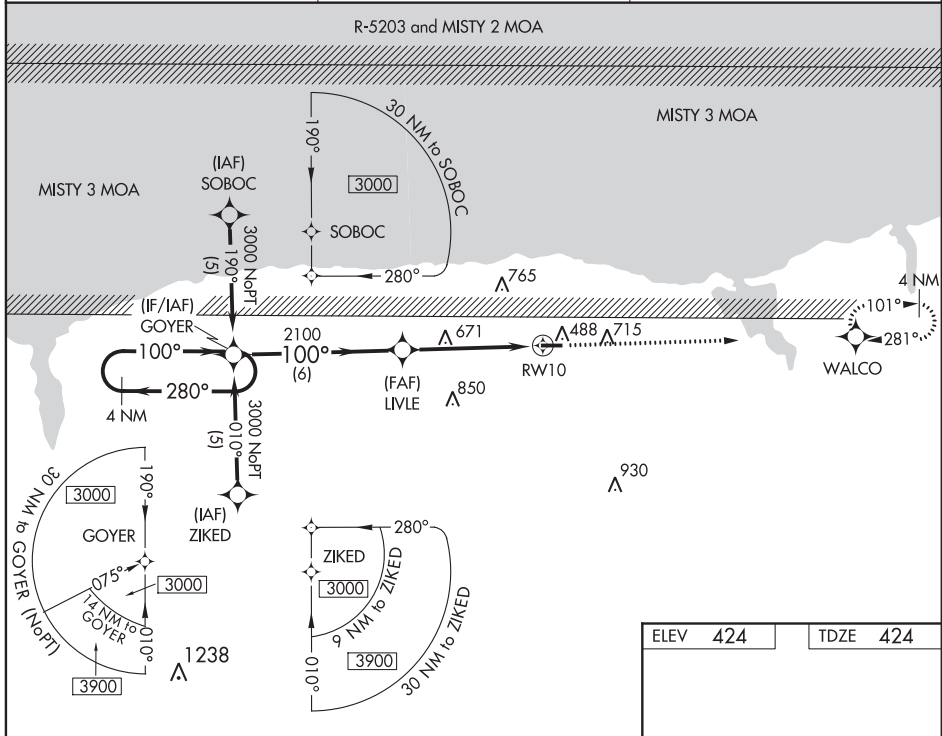
RNAV (GPS) RWY 10

WILLIAMSON-SODUS (SDC)

⚠ DME/DME RNP-0.3 NA. When VGSI inop, Straight-in and Circling Rwy 10 procedures NA at night. When VGSI inop, Circling Rwy 28 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct WALCO and hold.

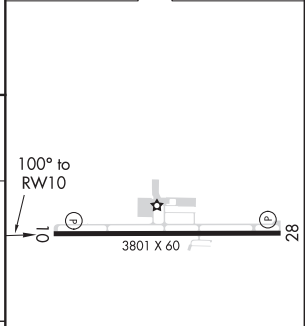
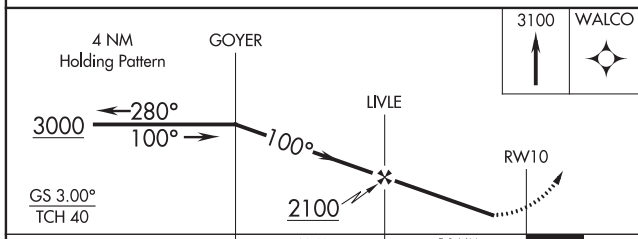
AWOS-3 124.2	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

ELEV 424	TDZE 424
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CATEGORY	A	B	C	D
LPV DA	760-1¼	336 (400-1¼)		NA
LNAV MDA	940-1	516 (600-1)	940-1½ 516 (600-1½)	NA
CIRCLING	1000-1	576 (600-1)	1020-1½ 596 (600-1½)	NA

MIRL Rwy 10-28 0

WILLIAMSON/SODUS, NEW YORK

AL-6214 (FAA)

13290

WAAS CH 78416 W28A	APP CRS 280°	Rwy Idg TDZE Apt Elev	3801 422 424
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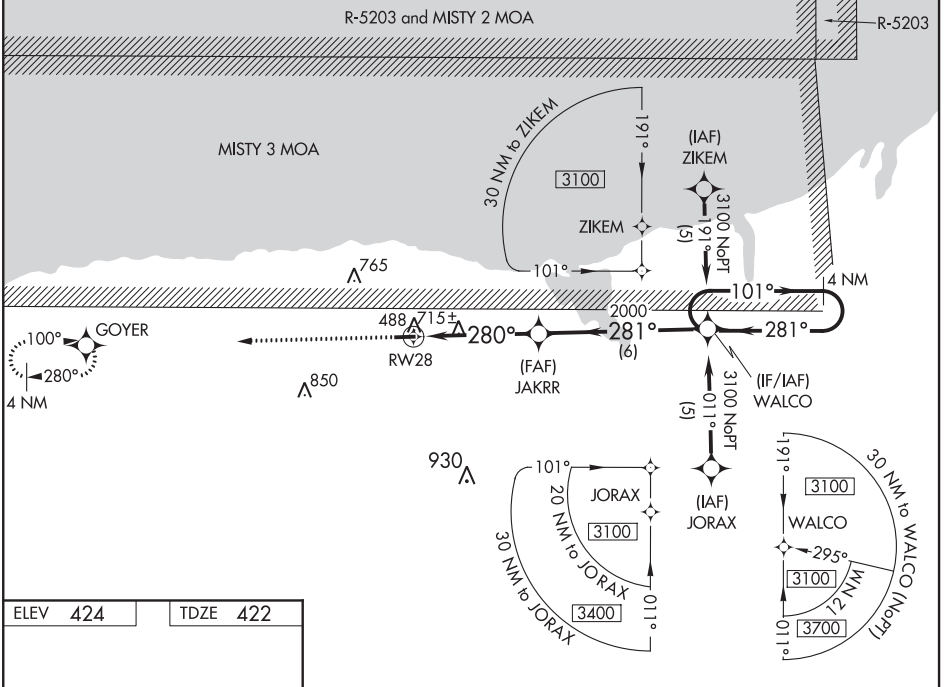
RNAV (GPS) RWY 28

WILLIAMSON-SODUS (SDC)

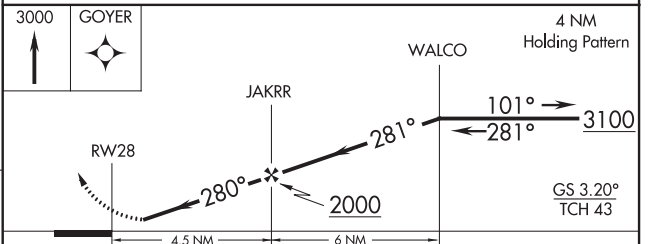
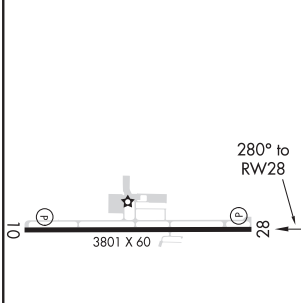
NA Baro-VNAV NA when using Rochester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When VGSi inop, Straight-in and Circling Rwy 28 procedures NA at night. When VGSi inop, Circling Rwy 10 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase LPV DA 148 feet, LNAV/VNAV DA 77 feet, all MDA 80 feet, LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

AWOS-3 124.2	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF)
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ELEV 424	TDZE 422
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CATEGORY	A	B	C	D
LPV DA		706-1	284 (300-1)	NA
LNAV/VNAV DA		1048-2	626 (700-2)	NA
LNAV MDA	980-1	558 (600-1)	980-1½ 558 (600-1½)	NA
CIRCLING	1000-1	576 (600-1)	1020-1½ 596 (600-1½)	NA

WILLIAMSON/SODUS, NEW YORK
Amdt 2A 23AUG12

43°14'N-77°07'W

WILLIAMSON-SODUS (SDC) RNAV (GPS) RWY 28

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

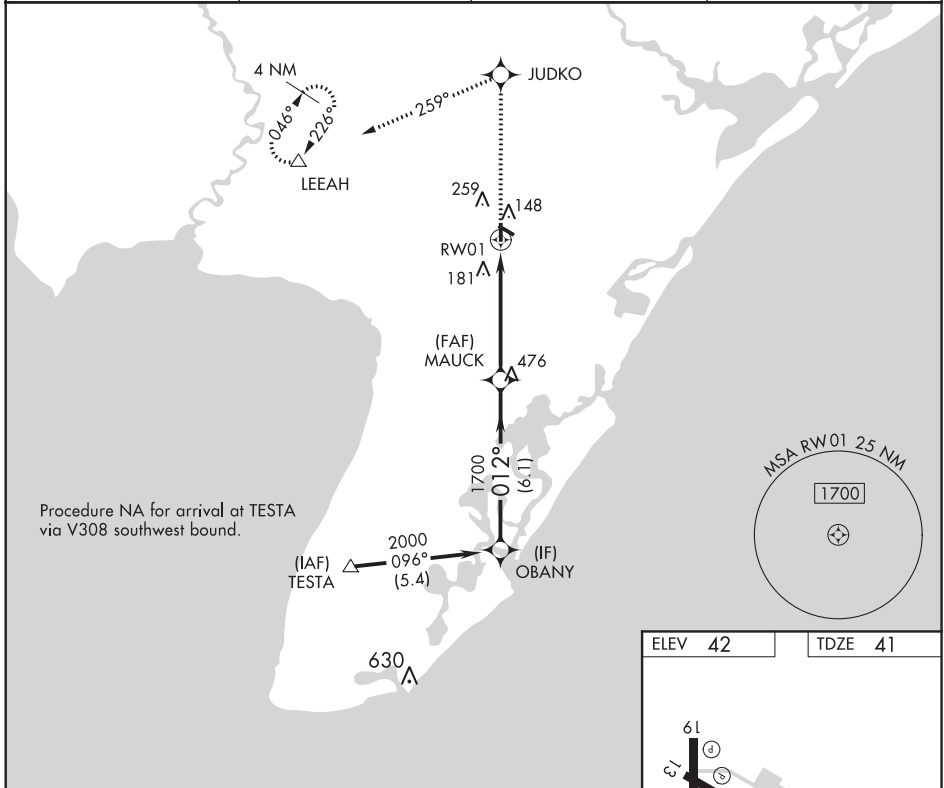
APP CRS	Rwy Idg	3304
012°	TDZE	41
	Apt Elev	42

RNAV (GPS) RWY 1

WOODBINE MUNI (OBI)

<p>T DME/DME RNP-0.3 NA. 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. Night landing: Rwy 31 NA. Helicopter visibility reduction below ¾ SM NA.</p>	<p>MISSED APPROACH: Climb to 2000 direct JUDKO and via track 259° to LEEAH and hold.</p>
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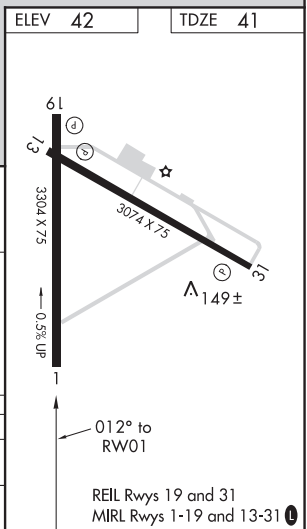
AWOS-3 120.475	ATLANTIC CITY APP CON 124.6 327.125	GCO 121.725	UNICOM 123.05 (CTAF) 0
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

	OBANY	MAUCK	JUDKO	LEEAH
	2000	1700	148	42
	012°	3.05°	tr 259°	△
	6.1 NM	3.9 NM	1.2 NM	
Procedure Turn	NA			
CATEGORY	A	B	C	D
LNAV MDA	440-1 399 (400-1)			NA
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	NA

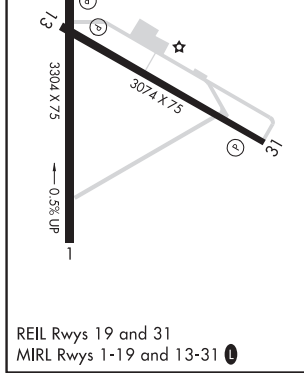
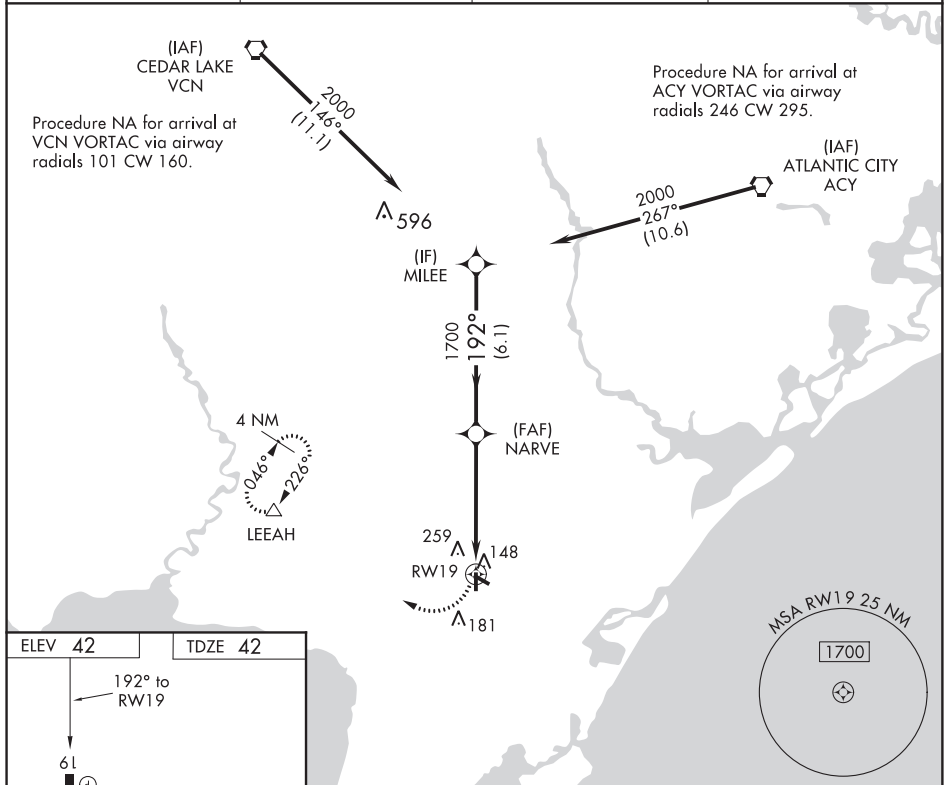


APP CRS	Rwy Idg	3304
192°	TDZE	42
	Apt Elev	42

RNAV (GPS) RWY 19

WOODBINE MUNI (OBI)

	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. Night landing: Rwy 31 NA. Helicopter visibility reduction below 1 SM NA.		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) 0



2000	LEEAH	Visual Segment - Obstacles	MILEE	2000
			NARVE	
			1700	
			192°	
				Procedure Turn NA
			5 NM	6.1 NM
CATEGORY	A	B	C	D
LNAV MDA	500-1	458 (500-1)	500-1¼ 458 (500-1¼)	NA
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	NA

NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

VORTAC	VCN	APP CRS	Rwy Idg	N/A
115.2		167°	TDZE	N/A
Chan 99			Apt Elev	42

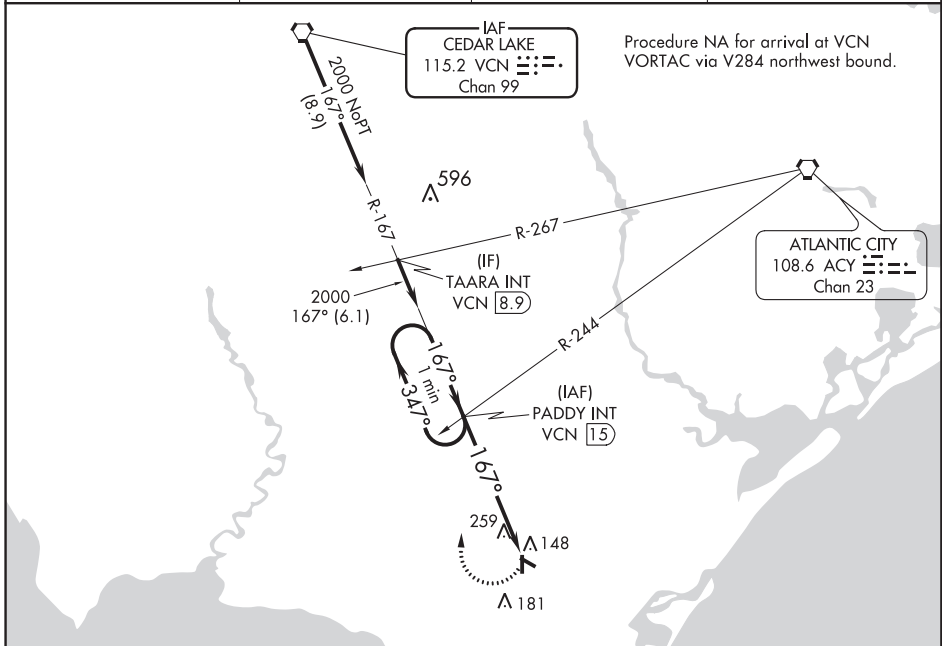
VOR-A

WOODBINE MUNI (OBI)

When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet and Cat C visibility ¼ mile. Night landing: Rwy 31 NA. Helicopter visibility reduction below 1 SM NA.

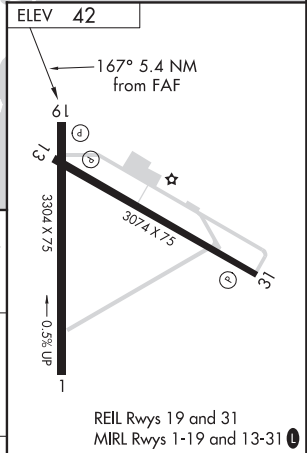
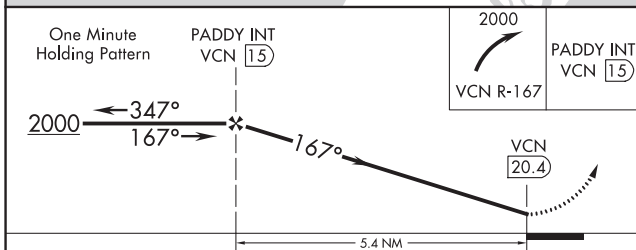
MISSED APPROACH: Climbing right turn to 2000 via VCN VORTAC R-167 to PADDY Int/VCN 15 DME and hold.

AWOS-3 120.475	ATLANTIC CITY APP CON 124.6 327.125	GCO 121.725	UNICOM 123.05 (CTAF)
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NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	620-1 578 (600-1)	620-1¼ 578 (600-1¼)	620-1½ 578 (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

WURTSBORO, NEW YORK

AL-5390 (FAA)

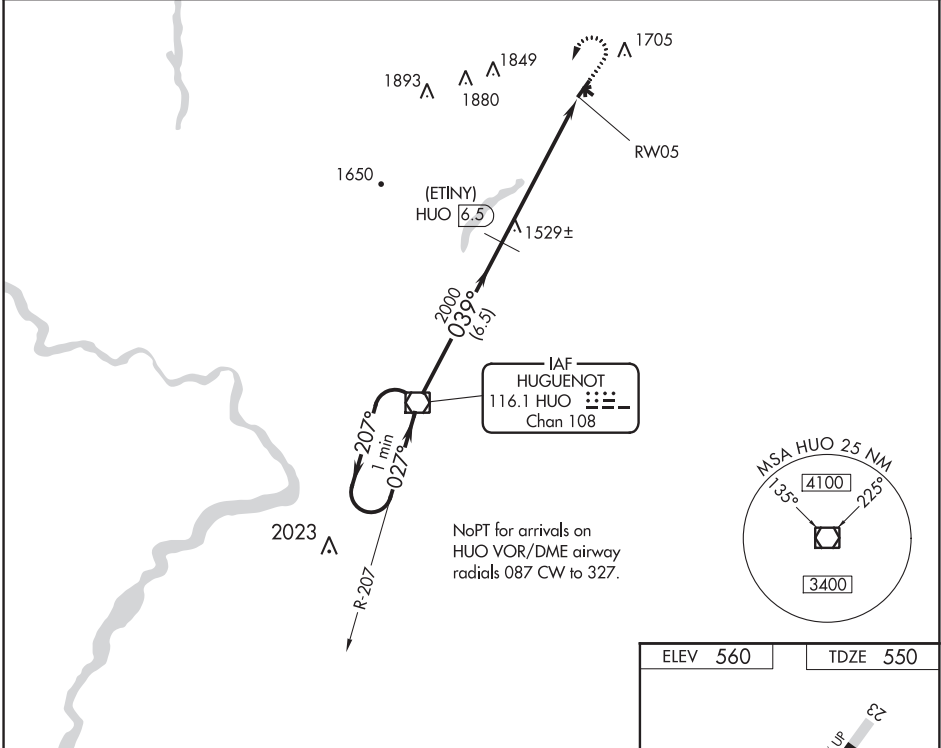
VOR/DME or GPS RWY 5

WURTSBORO-SULLIVAN COUNTY (N82)

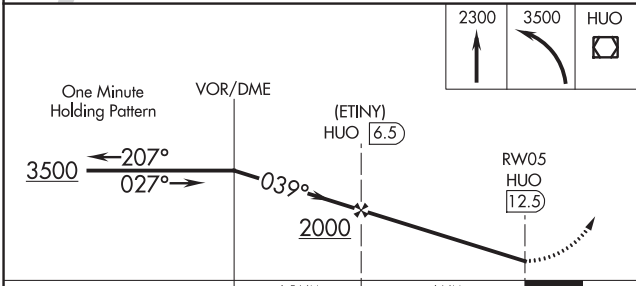
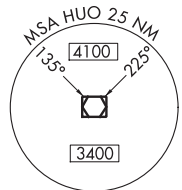
VOR/DME H _{UO}	APP CRS	Rwy Idg	3358
116.1	039°	TDZE	550
Chan 108		Apt Elev	560

<p>▼ Obtain local altimeter setting on CTAF, when not received, procedure not authorized.</p> <p>▲ NA Procedure not authorized at night.</p>	<p>MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct H_{UO} VOR/DME and hold.</p>
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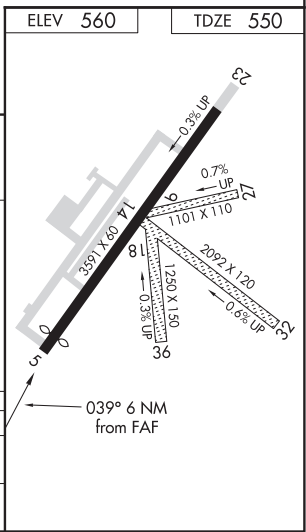
<p>NEW YORK APP CON</p> <p>132.75 363.1</p>	<p>UNICOM</p> <p>122.8 (CTAF)</p>
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NoPT for arrivals on H_{UO} VOR/DME airway radials 087 CW to 327.



CATEGORY	A	B	C	D
S-5	1880-1¼ 1330 (1400-1¼)	1880-1½ 1330 (1400-1½)	1880-3 1330 (1400-3)	NA
CIRCLING	1880-1¼ 1320 (1400-1¼)	1880-1½ 1320 (1400-1½)	2020-3 1460 (1500-3)	NA



NE-2, 10 NOV 2016 to 05 JAN 2017

NE-2, 10 NOV 2016 to 05 JAN 2017

WURTSBORO, NEW YORK
Orig 12208

41°36'N-74°27'W

VOR/DME or GPS RWY 5

CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

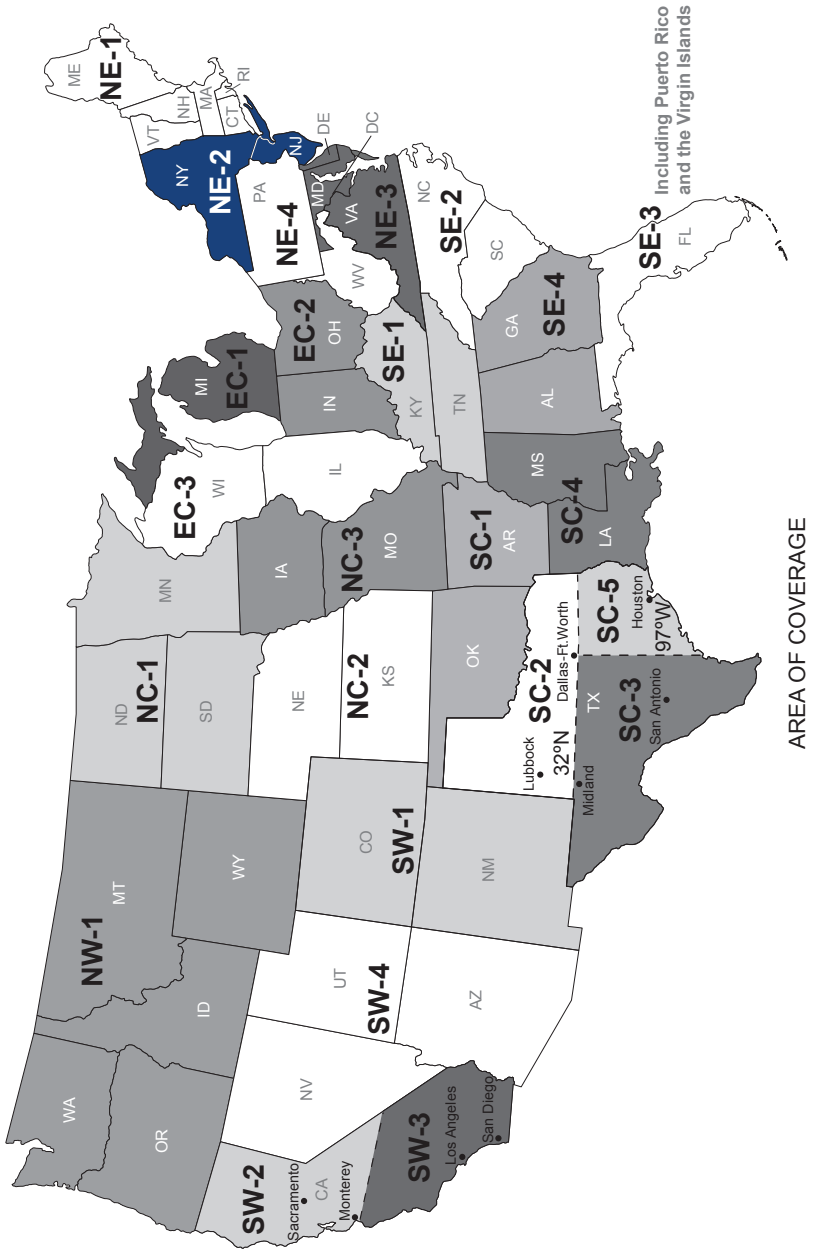
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)											
		60	90	120	150	180	210	240	270	300	330	360	
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275	
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590	
VERTICAL PATH ANGLE	2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
	2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
	2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
	3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
	3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
	3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
	3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
	3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230	
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550	
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870	
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190	
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510	
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830	
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155	
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475	
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125	
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450	
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775	
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100	
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430	

CLIMB/DESCENT TABLE 10042

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: BTPPNE2



NSN 7641015059583

NGA REF. NO. OK-10-2859 TERMXFAABTPPNE2



EFF. DATE 16315