

NACOMATIC

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INSTRUMENT APPROACH PROCEDURE CHARTS

A **IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). 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 or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ANDOVER, NJ

AEROFLEX-ANDOVER **RNAV (GPS) Rwy 3**
VOR-A

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

ATLANTIC CITY, NJ

ATLANTIC CITY INTL **ILS or LOC Rwy 13¹**
ILS or LOC/DME Rwy 31¹
RADAR-1²
RNAV (GPS) Rwy 4²
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 22²
RNAV (GPS) 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.

BINGHAMTON, NY

GREATER BINGHAMTON/
EDWIN A. LINK FIELD **ILS Rwy 16¹**
ILS or LOC Rwy 34^{1,2}
RNAV (GPS) Rwy 16²
RNAV (GPS) Rwy 28²
RNAV (GPS) Rwy 34²
VOR/DME Rwy 28²

¹NA when control tower closed.

²NA when local weather not available.

CALDWELL, NJ

ESSEX COUNTY **LOC Rwy 22¹**
RNAV (GPS) Rwy 22²

Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.

¹NA when control tower closed.

²NA when local weather not available.

NAME ALTERNATE MINIMUMS

CORTLAND, NY

CORTLAND COUNTY-
CHASE FIELD **VOR or GPS-A**
Categories A,B, 1100-2, Categories C,D,
1100-3.

DANSVILLE, NY

DANSVILLE MUNI **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.

DUNKIRK, NY

CHAUTAUQUA COUNTY/
DUNKIRK **VOR Rwy 6**
VOR Rwy 24

Category D, 900-2½.

ELMIRA, NY

ELMIRA/CORNING RGNL **ILS Rwy 6**
ILS or LOC Rwy 24

NA when control tower closed.

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

FARMINGDALE, NY

REPUBLIC **ILS or LOC Rwy 14^{1,2}**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories C, D, 700-2.

FULTON, NY

OSWEGO COUNTY **RNAV (GPS) Rwy 24**
VOR Rwy 33

NA when local weather not available.

08 APR 2010 to 06 MAY 2010



NAME ALTERNATE MINIMUMS

NEWARK, NJ

NEWARK LIBERTY
INTL

- ILS or LOC Rwy 4L¹
- ILS or LOC Rwy 4R¹
- ILS or LOC Rwy 11¹
- ILS or LOC Rwy 22L⁵
- ILS or LOC Rwy 22R¹
- RNAV (GPS) Rwy 4L²
- RNAV (GPS) Y Rwy 4R²
- RNAV (GPS) Rwy 11²
- RNAV (GPS) Z Rwy 22L²
- RNAV (GPS) Rwy 22R²
- VOR/DME Rwy 22L³
- VOR/DME Rwy 22R³
- VOR Rwy 11⁴

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

²Category D, 900-3.

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

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

⁵ILS, Categories A,B,C, 700-2; Category D, 900-3. LOC, Category D, 900-3.

NEWBURGH, NY

STEWART INTL ILS or LOC Rwy 9¹
ILS Rwy 27¹
VOR Rwy 27²

¹ILS, Categories C,D, 700-2.

²Category D, 800-2½.

PENNYAN, NY

PENN YAN RNAV (GPS) Rwy 1
Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2½.
NA when local weather not available.

POUGHKEEPSIE, NY

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

- ILS or LOC Rwy 4¹
- ILS or LOC Rwy 22¹
- ILS or LOC Rwy 28²
- RNAV (GPS) Rwy 4³
- RNAV (GPS) Rwy 28⁴
- VOR Rwy 4³
- VOR/DME Rwy 4³

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

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

³Category D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

ROME, NY

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

NA when local weather not available.
Category D, 800-2½.

SARANAC LAKE, NY

ADIRONDACK
RGNL VOR/DME Rwy 5¹
VOR or GPS Rwy 9²

¹Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.

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

SCHENECTADY, NY

SCHENECTADY COUNTY ILS Rwy 4¹
NDB Rwy 22

NA when control tower closed.

¹Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN 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.

SUSSEX, NJ

SUSSEX 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.

08 APR 2010 to 06 MAY 2010



ALTERNATE MINS

E4



NAME ALTERNATE MINIMUMS

SYRACUSE, NY

SYRACUSE HANCOCK

INTL ILS or LOC Rwy 10¹
VOR or TACAN Rwy 33²

¹ILS, Category E, 800-2¼. LOC, Category E, 800-2¼.

²Category E, 800-2¼.

TETERBORO, NJ

TETERBORO ILS or LOC Rwy 6¹

ILS RWY 19¹

RNAV (GPS) Y Rwy 6³

RNAV (RNP) Z Rwy 6, 800-2¼

VOR/DME-A²

VOR/DME-B²

VOR/DME Rwy 6³

VOR Rwy 24⁴

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

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

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

⁴Categories B,C,D, 1000-3.

TRENTON, NJ

TRENTON MERCER ILS Rwy 6

NDB or GPS Rwy 6

VOR or GPS-A

VOR or GPS Rwy 24

NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ILS or LOC Rwy 7¹

RNAV (GPS) Rwy 7²³

¹LOC, NA.

²Category D, 800-2¼.

³NA when local weather not available.

NAME ALTERNATE MINIMUMS

WELLSVILLE, NY

WELLSVILLE MUNI ARPT,

TARANTINE FIELD 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 ILS or LOC Rwy 24¹

RNAV (GPS) Rwy 24¹

NA when local weather not available.

¹NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER COUNTY ILS or LOC Rwy 16¹

ILS or LOC Rwy 34¹

NDB Rwy 16¹²

RNAV (GPS) Rwy 34³

VOR/DME-A¹

¹NA when control tower closed.

²Category D, 800-2¼.

³NA when local weather not available.

WILDWOOD, NJ

CAPE MAY COUNTY RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 19

VOR-A

NA when local weather not available.

08 APR 2010 to 06 MAY 2010

RADAR INSTRUMENT APPROACH MINIMUMS

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA)

ELEV 75

ATLANTIC CITY INTL

RADAR- 124.6 327.125

| RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATH/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATH/ HAA | CEIL-VIS |
|----------|------------|-----|----------------|----------------------|----------|-----|----------------|----------------------|----------|
| S-13 | | AB | 480/24 | 405 | (500-½) | C | 480/40 | 405 | (500-¾) |
| | | DE | 480/50 | 405 | (500-1) | | | | |
| S-4 | | AB | 480-1 | 412 | (500-1) | CD | 480-1¼ | 412 | (500-1¼) |
| | | E | 480-1½ | 412 | (500-1½) | | | | |
| S-31 | | AB | 480-1 | 417 | (500-1) | CD | 480-1¼ | 417 | (500-1¼) |
| | | E | 480-1½ | 417 | (500-1½) | | | | |
| S-22 | | AB | 600-1 | 532 | (600-1) | C | 600-1½ | 532 | (600-1½) |
| | | D | 600-1¾ | 532 | (600-1¾) | | | | |
| CIRCLING | | AB | 560-1 | 485 | (500-1) | C | 560-1½ | 485 | (500-1½) |
| | | D | 640-2 | 565 | (600-2) | | | | |

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
 Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig, 10070 USAF)

ELEV 131

RADAR (E) - 120.0 269.025

| PAR | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATH/ HAA | CEIL-VIS |
|-----|------------------|--------------|-------|----------------|----------------------|----------|
| | 6 ¹³ | 2.7°/53/1270 | ABCDE | 331/24 | 200 | (200-½) |
| | 18 ³ | 3.0°/51/950 | ABCDE | 323-¾ | 200 | (200-¾) |
| | 36 | 3.0°/46/950 | ABCDE | 329-¾ | 200 | (200-¾) |
| | 24 ²³ | 2.8°/45/905 | ABCDE | 378/40 | 262 | (300-¾) |

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR.

¹When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.

²When ALS inop, increase RVR to 50 and vis to 1 mile.

³Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

RADAR INSTRUMENT APPROACH MINIMUMS

WHEELER-SACK AAF (KGTB), NY (Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR¹ - 128.25 299.85 ▽

ELEV 690

| | <u>RWY</u> | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DA/ MDA-VIS</u> | <u>HAT/ HATH/ HAA</u> | <u>CEIL-VIS</u> |
|------------------|------------------|-------------------|------------|------------------------|-------------------------------|-----------------|
| RADAR-1 | | | | | | |
| PAR | 3 ²³ | 3.0°/54/1038 | ABCDE | 885-½ | 200 | (200-½) |
| | 21 ²³ | 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 | 452 | (500-1) |
| | | | C | 1140-1¼ | 452 | (500-1¼) |
| | | | DE | 1140-1½ | 452 | (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 | 552 | (600-1) |
| | | | C | 1240-1½ | 552 | (600-1½) |
| | | | D | 1240-2 | 552 | (600-2) |
| | | | E | 1520-3 | 832 | (900-3) |

¹Opr 1300-0500Z++. 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.

INSTRUMENT APPROACH PROCEDURE CHARTS IFR TAKE-OFF 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 take-off minimums other than standard, are listed below. Take-off 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 described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

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 take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

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

NAME TAKE-OFF MINIMUMS

AKRON, NY

AKRON

TAKE-OFF MINIMUMS: **Rwy 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 110° to 2000 before turning north. **Rwy 19**, climb heading 191° to 1400 before proceeding on course. **Rwy 28**, climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10**, multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19**, multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/343' MSL. **Rwy 28**, multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

NAME TAKE-OFF MINIMUMS

ALBION, NY

PINE HILL

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

ANDOVER, NJ

AEROFLEX-ANDOVER

TAKE-OFF 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 departure end of runway, 1050' left of centerline, 100' AGL/803' MSL.

Rwy 21, trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ

ATLANTIC CITY INTL

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

BATAVIA, NY

GENESEE COUNTY AIRPORT

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

BELMAR-FARMINGDALE, NJ

MONMOUTH EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 300-1.

BERLIN, NJ

CAMDEN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, 600-1½ or std. with a min. climb of 270' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb to 600 before turning on course.

BINGHAMTON, NY

GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

ORIG 08157 (FAA)

NOTE: **Rwy 10**, trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16**, trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28**, trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34**, antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ

BLAIRSTOWN

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.

DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared.

Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY

LEDGEDALE AIRPARK (7G0)

ORIG 09015 (FAA)

NOTE: **Rwy 10**, trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28**, tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY

BUFFALO AIRFIELD (9G0)

AMDT 1 08325 (FAA)

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

BUFFALO NIAGARA INTL

NOTE: **Rwy 5**, tree 648' from departure end of runway, 662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23**, trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32**, multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

CALDWELL, NJ

ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1.

Rwy 10, 900-1.

DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY

CANANDAIGUA

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY

CORTLAND COUNTY-CHASE FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24**, 400-2 or std. with a min. climb of 330' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ

CROSS KEYS (17N)

AMDT 1 09351

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.

DANVILLE, NY

DANVILLE MUNI (DSV)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 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

CHAUTAQUA COUNTY/ DUNKIRK

TAKE-OFF MINIMUMS: **Rwy 15**, 400-2 or std. with a min. climb of 230' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 6, 15**, climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33**, climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY

EAST HAMPTON

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

NOTE: **Rwy 4**, 40' AGL trees 200' from departure end of runway. **Rwy 22**, 42' AGL trees 120' from departure end of runway. **Rwy 16**, 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY

JOSEPH Y RÉSNICK

TAKE-OFF MINIMUMS: **Rwy 4**, 1000-2. **Rwy 22**, 1600-2 or std. with a min. climb of 450' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway heading to 5000 before proceeding on course.

Rwy 22, climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-ATC. **Rwy 6**, 600-2¼ or std. with a min. climb of 325' per NM to 1700.

Rwy 10, std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 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. **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. **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.

NOTE: **Rwy 6**, multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10**, poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24**, sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28**, multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES

TAKE-OFF MINIMUMS: **Rwy 3**, 700-2. **Rwy 21**, 1100-2.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1700, then climbing left turn direct CFB VORTAC until passing 2500 before proceeding on course. **Rwy 21**, climb runway heading to 1900, then climbing right turn direct CFB VORTAC until passing 2700 before proceeding on course.

NOTE: **Rwy 3**, trees and terrain 646' above runway 1.5 NM from departure end of runway, 3000' left of centerline. **Rwy 21**, trees and terrain 735' above runway 1.4 NM from departure end of runway, 2625' left of centerline. Trees and terrain 1035' above runway 2.9 NM from departure end of runway, 5950' left of centerline.

FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 5A 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 280' per NM to 300. **Rwy 14**, 300-1 or std. with a min. climb of 220' per NM to 300. **Rwy 32**, 300-2 or std. w/min. climb of 220' per NM to 400.

DEPARTURE PROCEDURE: **Rwys 1, 32**, climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 19**, 102' sign at departure end of runway, 510' right of centerline. **Rwy 32**, tank 8214' from departure end of runway, 1120' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY

ELIZABETH FIELD

TAKE-OFF 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 departure end of runway, right of centerline.

FULTON, NY

OSWEGO COUNTY

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

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

GLENS FALLS, NY

FLOYD BENNETT MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 1, 12, 19, 30**, 300-1.

DEPARTURE PROCEDURE: **Rwys 1, 12, 30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY

HAMILTON MUNI (VGC)

AMDT 2 08353 (FAA)

TAKE-OFF 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 departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35**, railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ

HAMMONTON MUNI (N81)

ORIG 09015 (FAA)

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

NOTE: **Rwy 21**, trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY

HORNELL MUNI (4G6)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 165° to 2700 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 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY

COLUMBIA COUNTY (1B1)

ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 025° to 1500 before turning. **Rwy 21**, climb heading 190° to 2100 before turning right.

NOTE: **Rwy 3**, vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21**, fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY

LONG ISLAND MACARTHUR

TAKE-OFF MINIMUMS: **Rwy 33R**, 300-1 or std. with a min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)

AMDT 5 10098(FAA)

TAKE-OFF 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.

NOTE: **Rwy 14**, Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree 1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32**, rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/JAMESTOWN

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

JOHNSTOWN, NY

FULTON COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

NOTE: **Rwy 10**, 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28**, 60' AGL trees 700' from departure end of runway, 125' left of centerline.

KINGSTON, NY

KINGSTON-ULSTER

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1.

DEPARTURE PROCEDURE: **Rwy 15**, climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33**, climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY

LAKE PLACID

TAKE-OFF 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.

LAKESWOOD, NJ

LAKESWOOD

TAKE-OFF MINIMUMS: **Rwy 6, 24**, 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY

LE ROY (5G0)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 28**, for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28**, trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ

LINCOLN PARK

TAKE-OFF 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.

LINDEN, NJ

LINDEN

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.

LOCKPORT, NY

NORTH BUFFALO SUBURBAN

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

NOTE: **Rwy 10**, 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28**, 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ

FLYING W

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

MALONE, NY

MALONE-DUFORT

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 5, 14, 23, 32**, aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

MANVILLE, NJ

CENTRAL JERSEY RGNL

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

NOTE: **Rwy 7**, multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25**, multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY

MASSENA INTL-RICHARDS FIELD (MSS)

AMD 8 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-2½ or std. with a 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 AFB (KWRI)

WRIGHTSTOWN, NJ ORIG, 09043

TAKE-OFF OBSTACLES: **Rwy 6**, Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24**, Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY

RANDALL

TAKE-OFF MINIMUMS: **Rwy 26**, 700-2 or std. with a min. climb of 260' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 26**, climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY**SKY ACRES**

TAKE-OFF MINIMUMS: **Rwy 17**, 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35**, 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ**MILLVILLE MUNI**

NOTE: **Rwy 10**, multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14**, multiple trees beginning 20' from departure end of runway, 167' left and 139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28**, multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32**, multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY**MONTAUK**

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

NOTES: **Rwy 6**, 37' dune 200' from departure end of runway. **Rwy 24**, 35' power line 40' from departure end of runway.

MONTGOMERY, NY**ORANGE COUNTY**

TAKE-OFF 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**

DEPARTURE PROCEDURE: **Rwy 33**, climb straight ahead to 2500 before departing on course.

MORRISTOWN, NJ**MORRISTOWN MUNI**

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13, 23, 31**, use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5**, cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13, 73**, 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23**, 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31**, 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ**SOUTH JERSEY RGNL (VAY)****ORIG 09155 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 26**, 300-2½ or std. w/min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off 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

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L**, taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R**, multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L**, electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R**, obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstruction light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L**, tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R**, tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

NEW YORK, NY (CON'T)

LA GUARDIA (LGA)

AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13**, 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22**, 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31**, 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 800 before proceeding westbound. **Rwy 13**, climb heading 134° to 700 before proceeding westbound. **Rwy 22**, climb heading 224° to 2100 before proceeding westbound. **Rwy 31**, climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4**, bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13**, multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22**, multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31**, stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)
AMDT 5 10042 (FAA)

TAKE-OFF 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.

NEWBURGH, NY

STEWART INTL (SWF)
AMDT 5 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/min. of 366' per NM to 800. **Rwy 34**, 300-1¼ or std. w/min. climb of 503' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 092° to 2100 before turning south. **Rwy 16**, climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course. **Rwy 27**, climb heading 272° to 1200 before turning south.

NOTE: **Rwy 9**, trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16**, trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27**, trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34**, trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY

NIAGARA FALLS INTL

TAKE-OFF 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 departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L**, trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R**, trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY

LT. WARREN EATON

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 700-2 or std. with a min. climb of 400' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY

OGDENSBURG INTL (OGS)

AMDT 1 09351 (FAA)

NOTE: **Rwy 9**, bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27**, sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ

OLD BRIDGE (3N6)

AMDT 1 09239 (FAA)

TAKE-OFF 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

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34**, 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY

ONEONTA MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

PEDRICKTOWN, NJ

SPITFIRE AERODROME

TAKE-OFF MINIMUMS: **Rwy 25**, NA-obstacles.

PENNYAN, NY

PENNYAN

TAKE-OFF MINIMUMS: **Rwy 1**, 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19**, 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.

NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSBURY, NJ

ALEXANDRIA

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31**, 600-1 or std. with 340' per NM to 1200.

SKY MANOR

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL

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 departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35**, numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)

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.

POUGHKEEPSIE, NY

DUTCHESS COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-1.

Rwys 15,33, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.

NOTE: **Rwy 10**, multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28**, tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)

AMDT 1 09211 (FAA)

TAKE-OFF 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.

RED HOOK, NY

SKY PARK

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1. **Rwy 19**, 400-2 or std. with a min. climb of 240' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY

GREATER ROCHESTER INTL (ROC)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 206' per NM to 900. **Rwy 10**, std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22**, 400-2½ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 042° to 1200 before proceeding on course. **Rwy 10**, for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4**, tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7**, multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10**, flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22**, obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25**, tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28**, railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY

GRIFFISS INTL (RME)

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

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5, 9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course.

Rwy 27, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY

SARATOGA COUNTY (5B2)

AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¼ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 025° to 1300 before proceeding on course. **Rwy 14**, climb heading 143° to 1000 before proceeding on course. **Rwy 23**, climb heading 233° to 1000 before proceeding on course. **Rwy 32**, climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5**, trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 33' right of centerline, up to 87' AGL/507' MSL. **Rwy 14**, trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23**, trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees beginning 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32**, trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY

SCHENECTADY COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4**, 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY

FINGER LAKES RGNL (0G7)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-2 or std. w/ min. climb of 275' per NM to 1000.

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

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

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

SIDNEY, NY

SIDNEY MUNI (N23)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25**, 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25**, climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7**, trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25**, trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)

AMDT 3 08353 (FAA)

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

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)

ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 $\frac{1}{4}$ or std. w/ min. climb of 290' per NM to 600. **Rwy 19**, std. w/ min. climb of 415' per NM to 2000 or 1700-1 $\frac{1}{2}$ 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

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1. **Rwy 6**, 1200-1.

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.

SUSSEX, NJ

SUSSEX

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21**, climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL

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)

AMDT6 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2 $\frac{1}{4}$ or std. w/ min. climb of 294' per NM to 500. **Rwy 6**, 300-1 $\frac{1}{2}$ or std. w/ min. climb of 263' per NM to 400. **Rwy 19**, 600-2 $\frac{1}{4}$ or std. w/ min. climb of 352' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 1,6**, climb heading 040° to 900 before proceeding on course. **Rwy 19**, climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24**, climb heading 240° to 1100 before proceeding on course.

NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6**, sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL. Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19**, vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY

TICONDEROGA MUNI

TAKE-OFF 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

ROBERT J. MILLER AIR PARK

NOTE: **Rwy 6**, trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24**, tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ

TRENTON MERCER

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENTOWN, NJ

RED LION (N73)

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

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

WATERTOWN, NY

WATERTOWN INTL (ART)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 090° to 800 before turning right.

NOTE: **Rwy 7**, vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10**, bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28**, trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY

WHITFORDS

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

WELLSVILLE, NY

WELLSVILLE MUNI AIRPORT,

TARANTINE FIELD

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

WEST MILFORD, NJ

GREENWOOD LAKE

TAKE-OFF MINIMUMS: **Rwy 24**, 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY 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.

TAKE-OFF 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. Fenceline 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.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL.

Rwy 16, windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL.

Rwy 34, windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstruction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29**, trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

WILDWOOD, NJ

CAPE MAY COUNTY

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

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

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

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

WOODBINE, NJ

WOODBINE MUNI (OBI)

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

TAKE-OFF 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 departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

RNAV (GPS) RWY 3

ANDOVER / AEROFLEX-ANDOVER (12N)

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

⚠ 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.

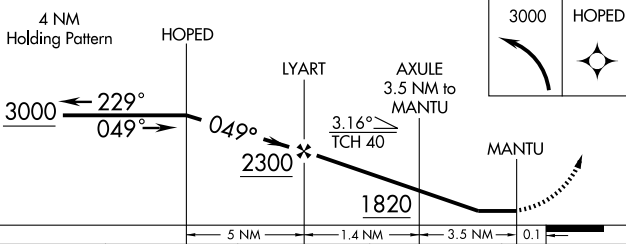
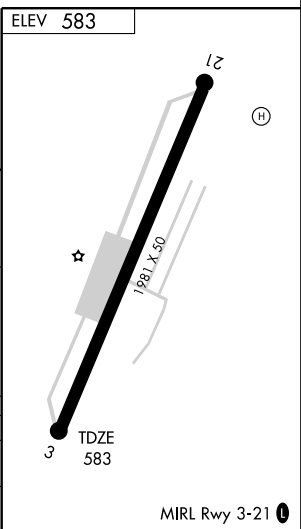
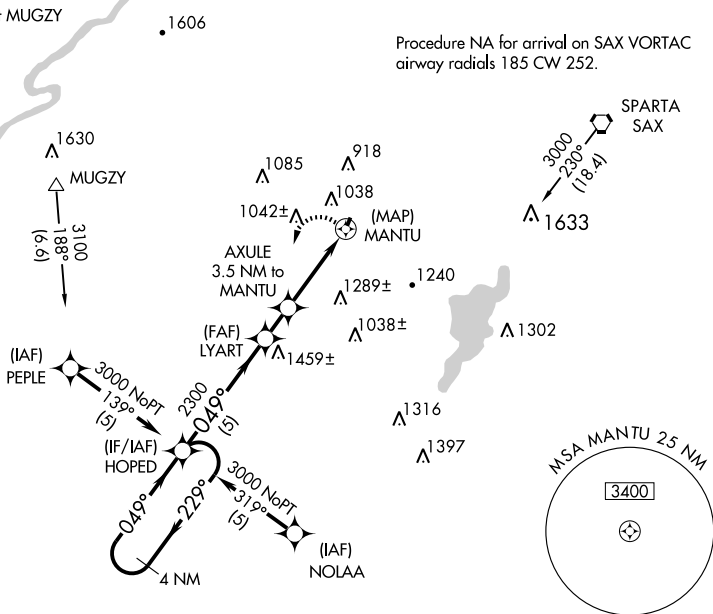
NEW YORK APP CON
127.6 379.9

UNICOM
122.8 (CTAF)

122.85 **0**

Procedure NA for arrival at MUGZY via V226 northwest bound.

Procedure NA for arrival on SAX VORTAC airway radials 185 CW 252.



| CATEGORY | A | B | C | D |
|----------|--------------------------|---|----|---|
| LNAV MDA | 1340-1 757 (800-1) | | NA | |
| CIRCLING | 1560-1½ 977 (1000-1½) | | NA | |

NE-2, 08 APR 2010 to 06 MAY 2010

MIRL Rwy 3-21 **0**

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

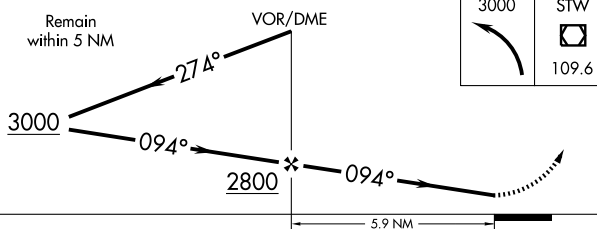
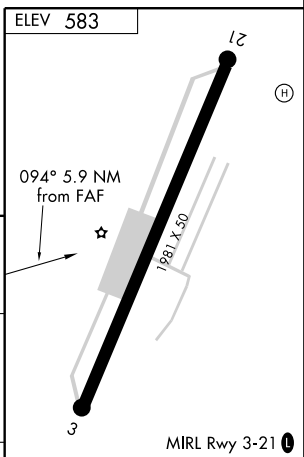
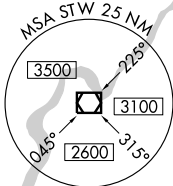
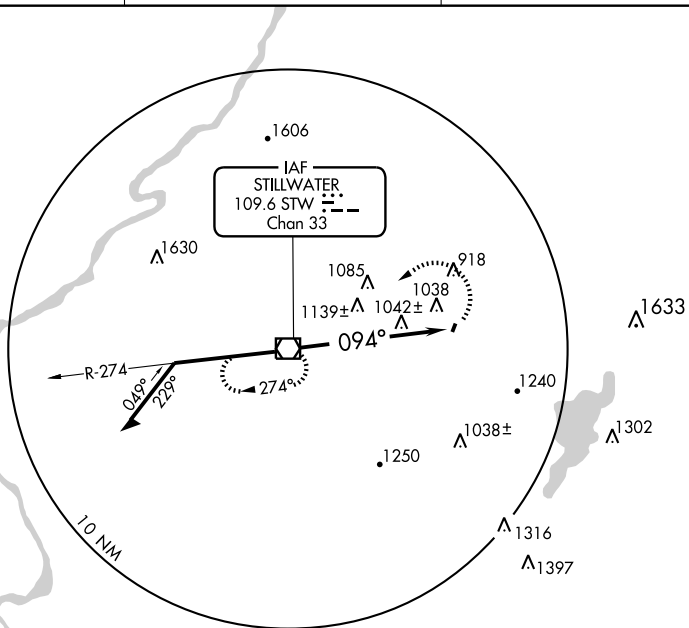
MISSED APPROACH: Climbing left turn to 3000 direct STW VOR/DME and hold.

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.

NEW YORK APP CON
127.6 379.9

UNICOM
122.8 (CTAF)

122.85 0



| | | | | | | | | | | |
|----------|--------------------------|---|----|---|-------------------|------|------|------|------|------|
| 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 |

AIRPORT DIAGRAM

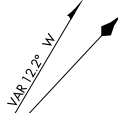
AL-669 (FAA)

ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY

ATIS 108.6 316.15
 ATLANTIC CITY TOWER
 120.3 239.0
 GND CON
 121.9 284.6
 CLNC DEL
 127.85 353.775

FIELD
 ELEV
 75

74°36'W



JANUARY 2005
 ANNUAL RATE OF CHANGE
 0.0° E

61
 130.2°

BAK-12/14

CONTROL
 TOWER
 229

220.2°

ELEV
 67

LAHSO

6144 X 150

10000 X 150

121 ☆

ELEV
 61

040.2°

ANG
 RESTRICTED AREA

74°35'W

TERMINAL

GENERAL AVIATION
 PARKING

SJTA
 FIRE
 STATION

BAK-12/14

RWY 13-31
 S85, D120, ST152, DT350

RWY 4-22
 S75, D175, ST175, DT400, DDT900

FAA HANGAR

US COAST GUARD

310.2°

ELEV
 63

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

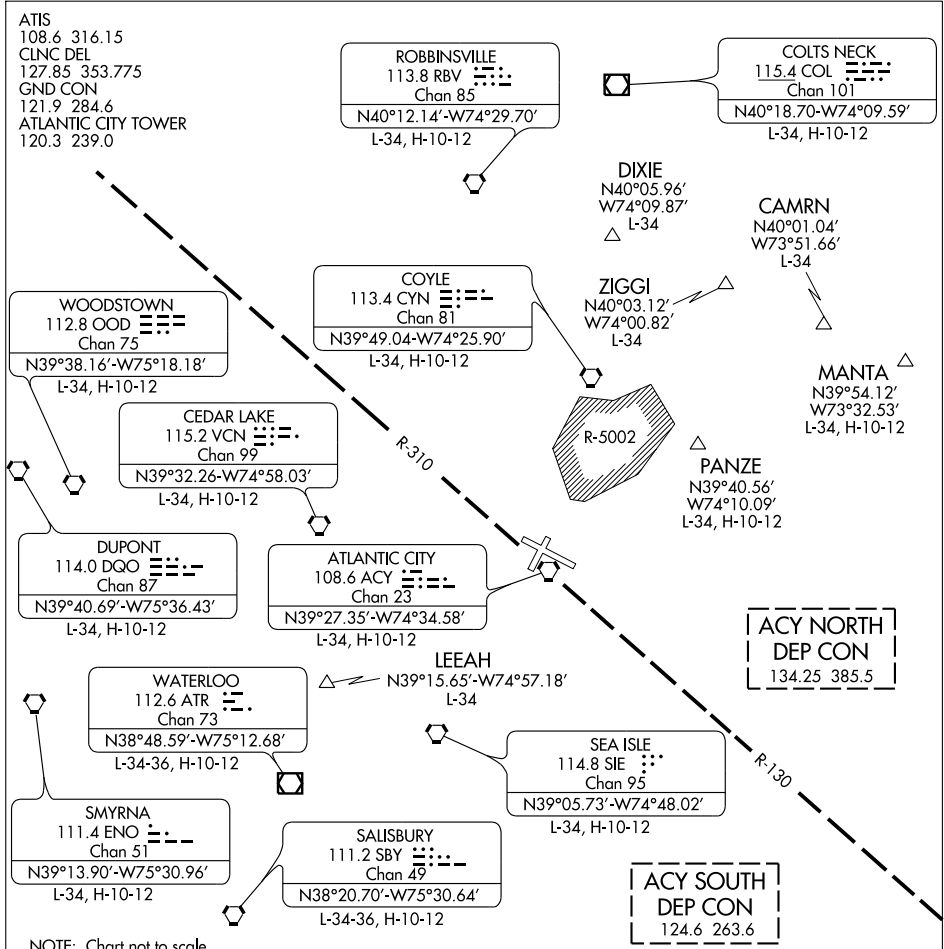
74°34'W

39°27'N

NE-2: 08 APR 2010 to 06 MAY 2010

ATLANTIC CITY ONE DEPARTURE

ATLANTIC CITY INTL (ACY)
ATLANTIC CITY, NEW JERSEY



NE-2, 08 APR 2010 to 06 MAY 2010

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.

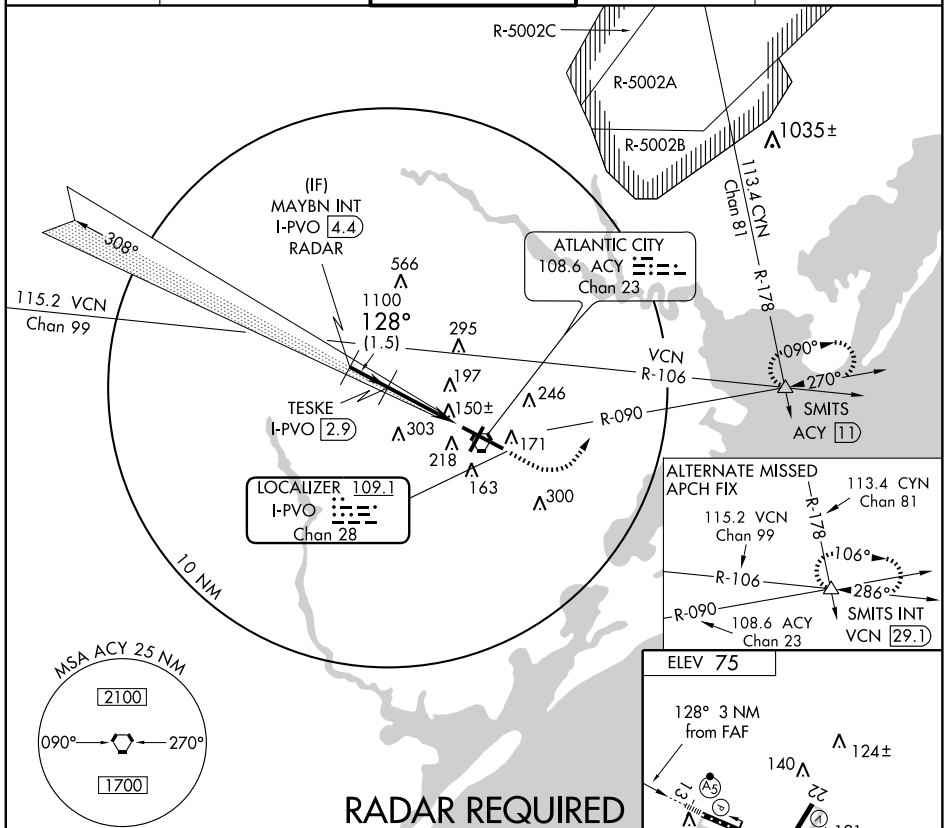
COPTER ILS or LOC/DME RWY 13

ATLANTIC CITY INTL (ACY)

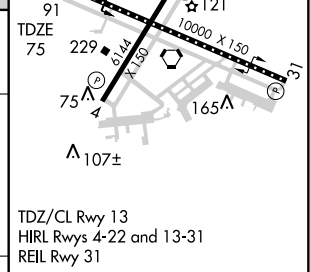
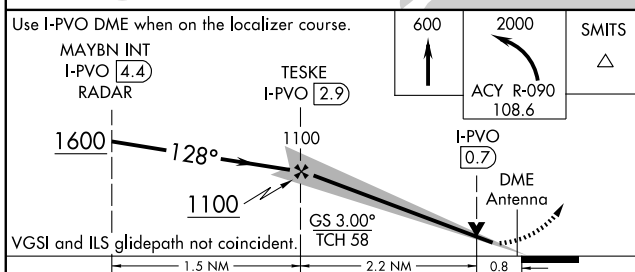
| | | |
|---|------------------------|--|
| LOC/DME I-PVO 109.1 Chan 28 | APP CRS 128° | Rwy ldg 10000 TDZE 75 Apt Elev 75 |
|---|------------------------|--|

MALSRS
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.

| | | | | |
|-----------------------------|---|---|-------------------------------|-----------------------------------|
| ATIS 108.6 316.15 | ATLANTIC CITY APP CON 124.6 327.125 | ATLANTIC CITY TOWER 120.3 239.0 | GND CON 121.9 284.6 | CLNC DEL 127.85 353.775 |
|-----------------------------|---|---|-------------------------------|-----------------------------------|



RADAR REQUIRED



| | | | | | | | | | | | |
|----------|--------|----|-----|---------|--|-----------------|------|------|------|------|------|
| CATEGORY | COPTER | | | | | FAF to MAP 3 NM | | | | | |
| H-ILS 13 | 275 | 12 | 200 | (200-½) | | Knots | 45 | 60 | 75 | 90 | 105 |
| H-LOC 13 | 400 | 24 | 325 | (400-½) | | Min:Sec | 4:00 | 3:00 | 2:24 | 2:00 | 1:43 |

NE-2, 08 APR 2010 to 06 MAY 2010

| | | |
|--|-------------------------|---|
| LOC/DME I-PVO 109.1 Chan 28 | APCH CRS 128° | Rwy ldg 10,000 TDZE Arprt Elev 75 |
|--|-------------------------|---|

JAL-669 [USAF]

ATLANTIC CITY INTL (KACY)

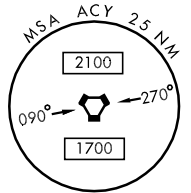
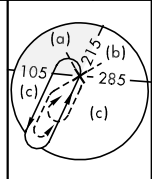
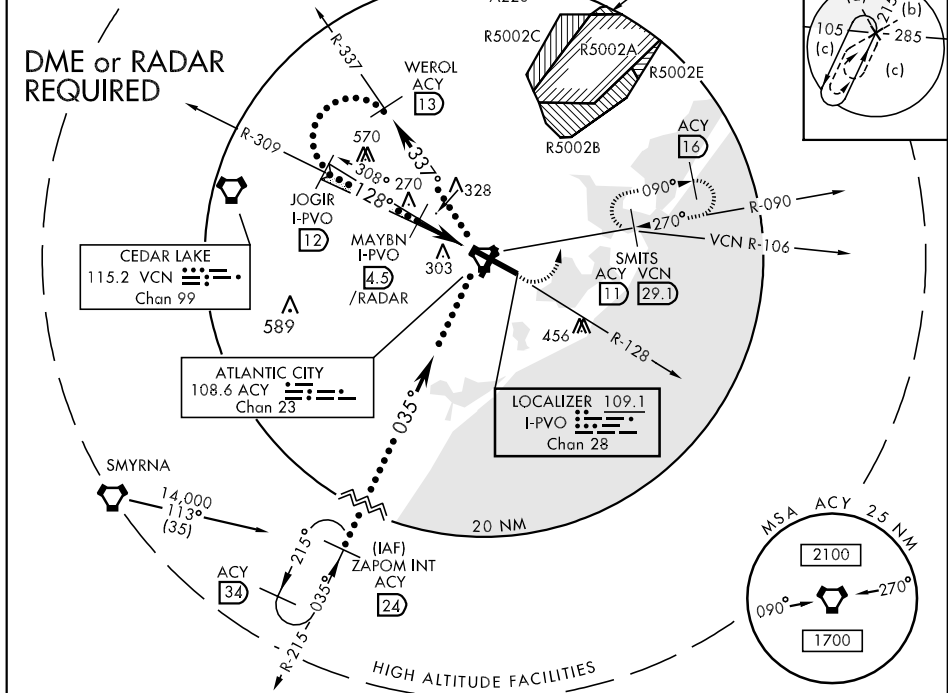
▼ * When ALS inop, increase RVR to 40 and vis to ¼ mile.
** When ALS inop, increase RVR to 50 and vis to 1 mile.



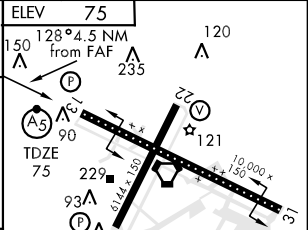
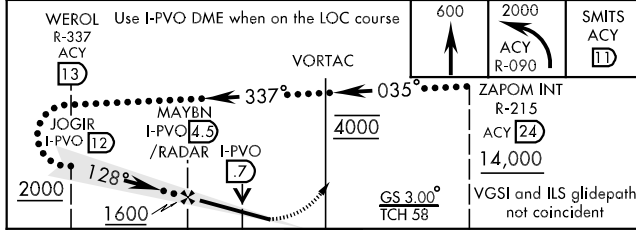
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold; or when directed by ATC, climb to 600 then climbing left turn to 2000 via heading 076° and VCN R-106 to SMITS INT/VCN 29.1 DME and hold E, RT, hdg 286° inbound.

| | | | | | |
|----------------------|--|---|-------------------------------|-----------------------------------|-----|
| ATIS 108.6 | ATLANTIC CITY APP CON 130°- 309° 124.6 327.125 310°- 129° 134.25 385.5 | ATLANTIC CITY TOWER 120.3 239.0 | GND CON 121.9 284.6 | CLNC DEL 127.85 353.775 | ASR |
|----------------------|--|---|-------------------------------|-----------------------------------|-----|

*** When ALS inop, increase CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.



EMERG SAFE ALT 100 NM 4200



| CATEGORY | C | D | E |
|-------------|--------------------|--------------------|--------------------|
| S-ILS 13 * | 275/18 | 200 (200-½) | 275/24 200 (200-½) |
| S-LOC 13 ** | 400/24 325 (400-½) | 400/40 325 (400-¾) | |
| CIRCLING | 540-1½ | 640-2 | 760-2½ |
| | 465 (500-1½) | 565 (600-2) | 685 (700-2½) |
| *** | 480/40 | | |
| S-ASR 13 | 405 (500-¾) | 480/50 | 405 (500-1) |

| | | |
|-------------------|------------------------|---------------------|
| REIL Rwy 31 | HRL Rwy 4-22 and 13-31 | TDZL/CL Rwy 13 |
| FAF to MAP 4.5 NM | | |
| Knots | 120 | 140 160 180 200 |
| Min:Sec | 2:15 | 1:56 1:41 1:30 1:21 |

NE-2: 08 APR 2010 to 06 MAY 2010

ILS or LOC/DME RWY 31

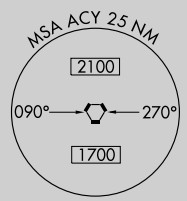
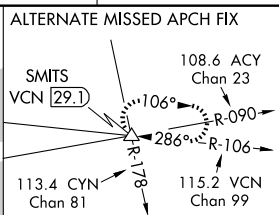
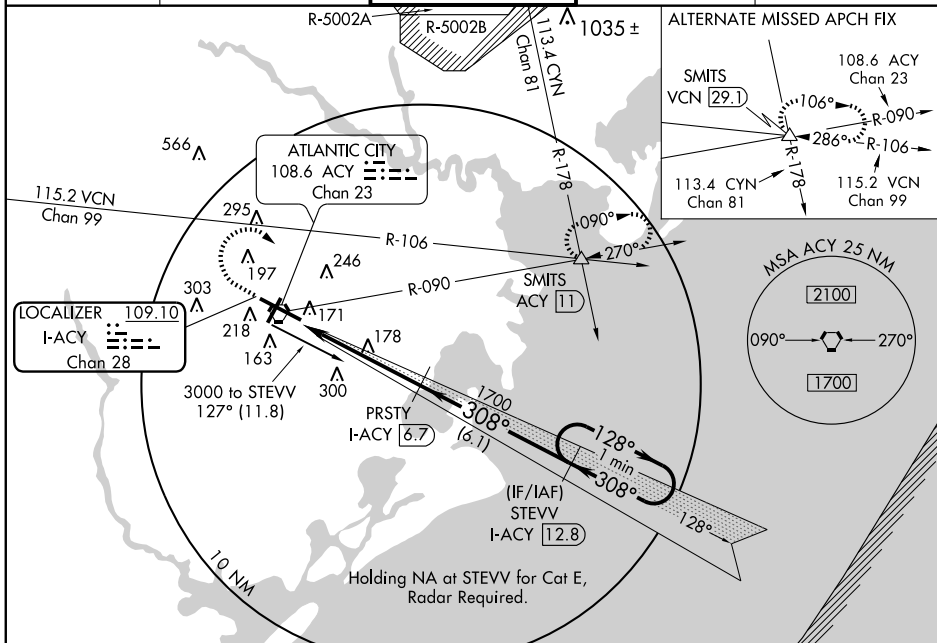
ATLANTIC CITY INTL (ACY)

| | | | |
|---------------|---------|----------|-------|
| LOC/DME I-ACY | APP CRS | Rwy Idg | 10000 |
| 109.10 | 308° | TDZE | 63 |
| Chan 28 | | Apt Elev | 75 |

ASR

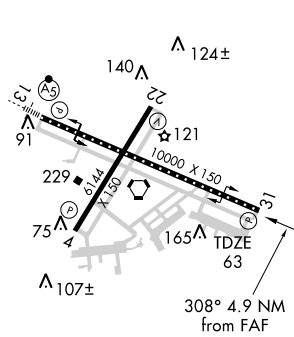
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and via ACY R-090 to SMITS INT/ ACY 11 DME and hold.

| | | | | |
|--------------|-----------------------|---------------------|-------------|----------------|
| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |



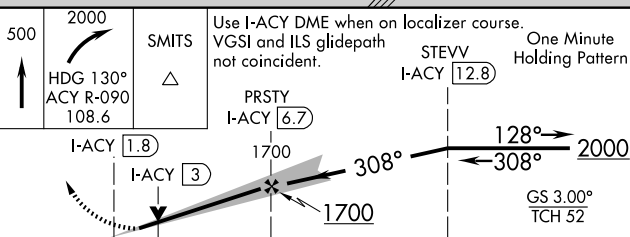
LOCALIZER 109.10
I-ACY
Chan 28

ELEV 75



DME REQUIRED

W-107C



| CATEGORY | A | B | C | D | E |
|----------|--|-------------|---|-----------------------------------|---|
| S-ILS 31 | 263- ³ / ₄ 200 (200- ³ / ₄) | | | | |
| S-LOC 31 | 520-1 | 457 (500-1) | 520-1 ¹ / ₄ 457 (500-1 ¹ / ₄) | 520-1 ¹ / ₂ | 457 (500-1 ¹ / ₂) |
| 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) |


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

NE-2, 08 APR 2010 to 06 MAY 2010

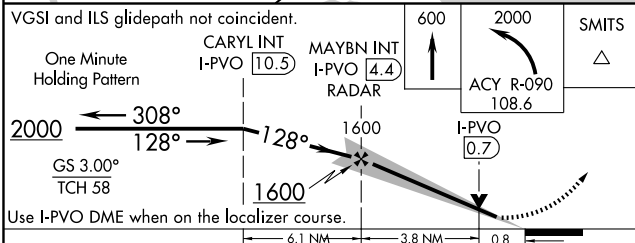
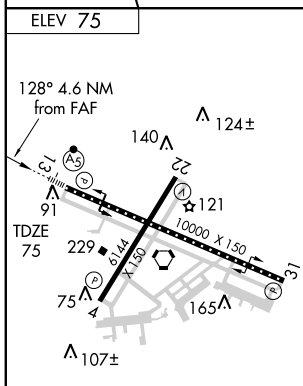
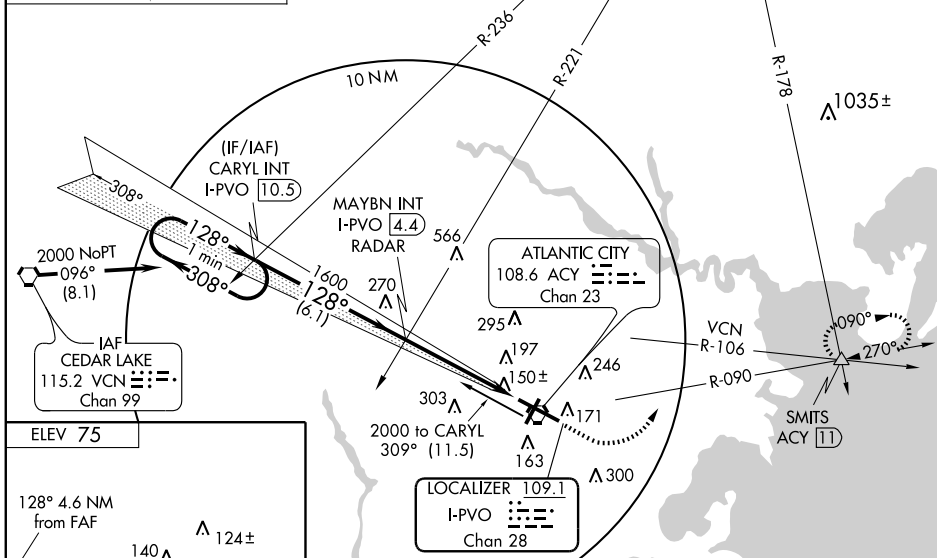
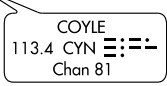
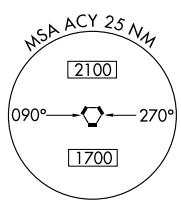
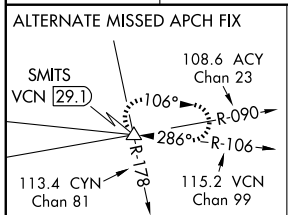
ILS or LOC RWY 13

ATLANTIC CITY INTL (ACY)

| | | |
|---|------------------------|--|
| LOC/DME I-PVO 109.1 Chan 28 | APP CRS 128° | Rwy Idg 10000 TDZE 75 Apt Elev 75 |
|---|------------------------|--|

MALSRS  MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via ACY R-090 to SMITS INT/ACY 11 DME and hold.

| | | | | |
|-----------------------------|---|---|-------------------------------|-----------------------------------|
| ATIS 108.6 316.15 | 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 |
|-----------------------------|---|---|-------------------------------|-----------------------------------|



| CATEGORY | A | B | C | D | E |
|----------|--------------------|---|---------------------|--------------------|---------------------------------------|
| S-ILS 13 | 275/18 200 (200-½) | | | | 275/24 200 (200-½) |
| S-LOC 13 | 400/24 325 (400-½) | | | 400/40 325 (400-¾) | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | | 640-2 565 (600-2) 760-2½ 685 (700-2½) |

FAF to MAP 4.6 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 13

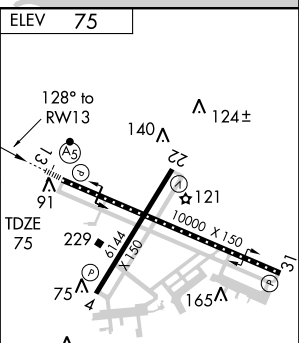
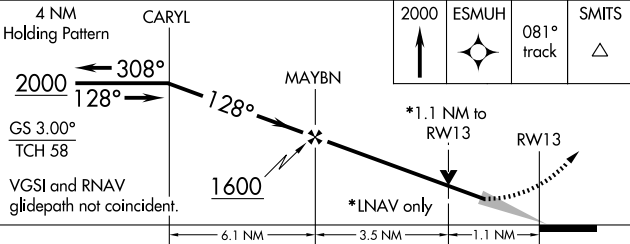
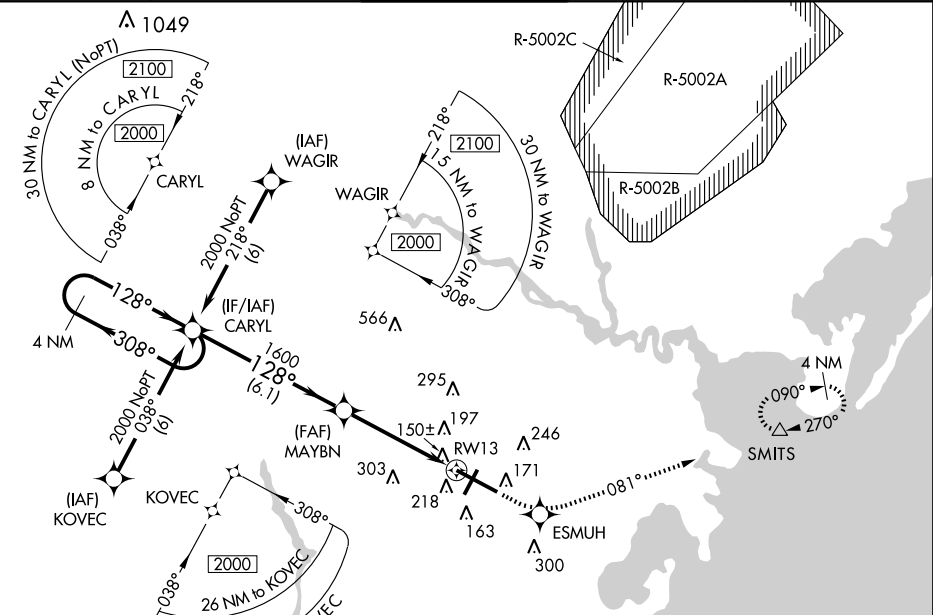
ATLANTIC CITY INTL (ACY)

| | | |
|--|------------------------|--|
| WAAS CH 45513 W13A | APP CRS 128° | Rwy ldg 10000 TDZE 75 Apt Elev 75 |
|--|------------------------|--|

ASR For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, 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 ESMUH and via 081° track to SMITS and hold.

| | | | | |
|-----------------------------|---|---|-------------------------------|-----------------------------------|
| ATIS 108.6 316.15 | 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 |
|-----------------------------|---|---|-------------------------------|-----------------------------------|



| CATEGORY | A | B | C | D | E |
|--------------|--------------------|---------------------|--------------------|---------------------|---|
| LPV DA | 375/24 300 (300-½) | | | | |
| LNAV/VNAV DA | 486/50 411 (500-1) | | | | |
| LNAV MDA | 480/24 405 (500-½) | 480/40 405 (500-¾) | 480/50 405 (500-1) | | |
| CIRCLING | 540-1 465 (500-1) | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) | |

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

RNAV (GPS) RWY 22

ATLANTIC CITY INTL (ACY)

| | | |
|--|------------------------|---|
| WAAS CH 40013 W22A | APP CRS 218° | Rwy ldg 6144 TDZE 68 Apt Elev 75 |
|--|------------------------|---|

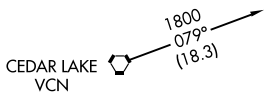
ASR
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2000 direct FASEN and via 273° track to TUBER and hold.

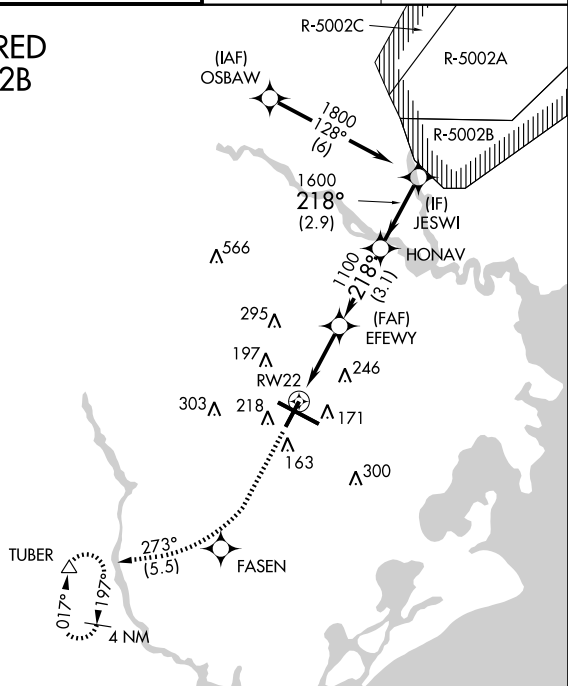
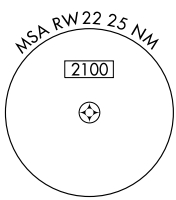
| | | | | |
|-----------------------------|---|---|-------------------------------|-----------------------------------|
| ATIS 108.6 316.15 | ATLANTIC CITY APP CON 124.6 327.125 | ATLANTIC CITY TOWER 120.3 239.0 | GND CON 121.9 284.6 | CLNC DEL 127.85 353.775 |
|-----------------------------|---|---|-------------------------------|-----------------------------------|

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

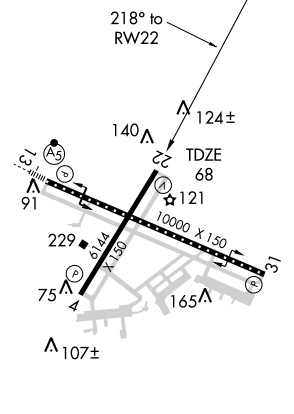
△603



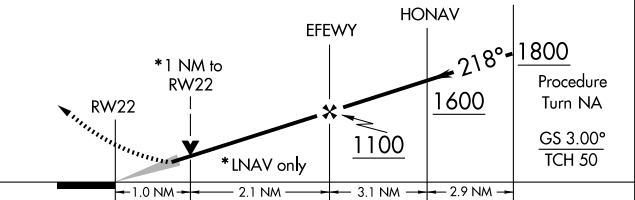
Procedure NA for arrival at VCN VORTAC on airway radials 066 CW 115.



ELEV 75



| | | | |
|------|-------|----------|-------|
| 2000 | FASEN | TRK 273° | TUBER |
|------|-------|----------|-------|



| CATEGORY | A | B | C | D | E |
|--------------|-------------------|---|------------------------|------------------------|------------------------|
| LPV DA | 326-1 258 (300-1) | | | | |
| LNAV/VNAV DA | 390-1 322 (400-1) | | | | 390-1½ 322 (400-1½) |
| LNAV MDA | 440-1 372 (400-1) | | | 440-1½ 372 (400-1½) | |
| CIRCLING | 540-1 465 (500-1) | | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |

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

RNAV (GPS) RWY 31

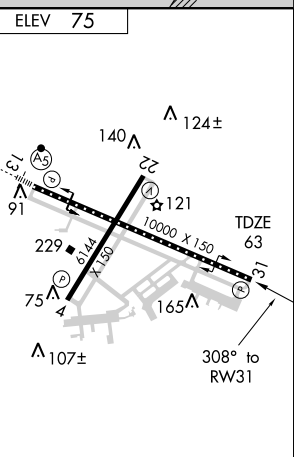
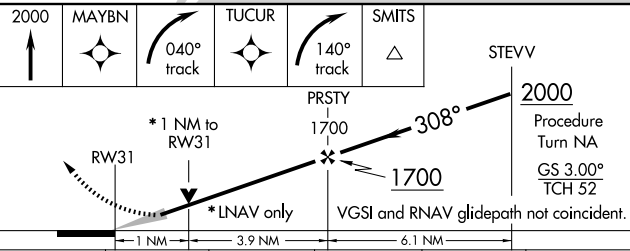
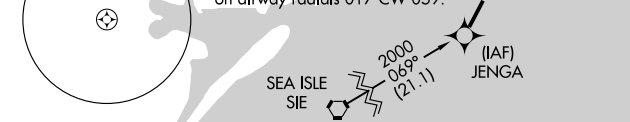
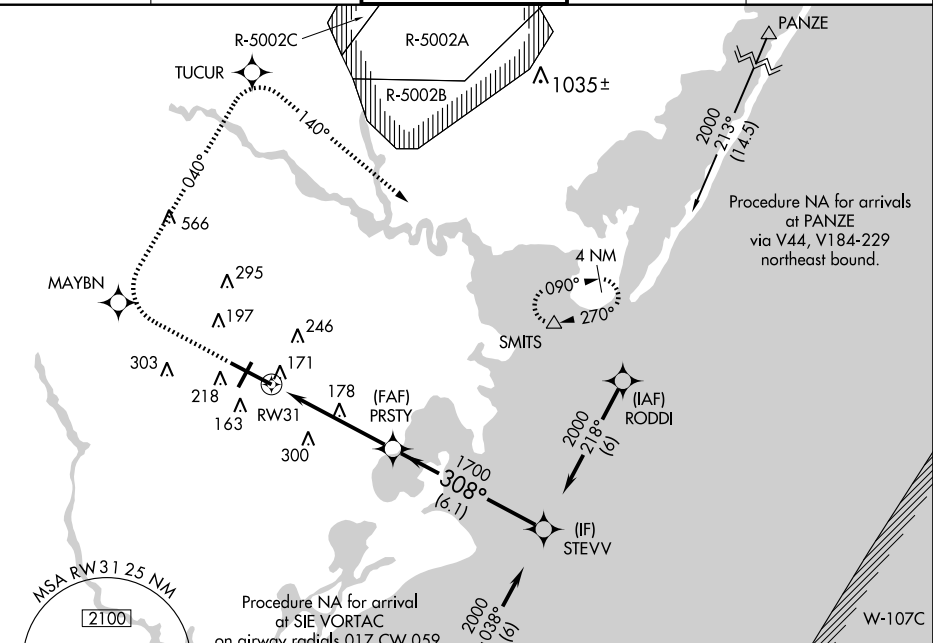
ATLANTIC CITY INTL (ACY)

| | | |
|--|------------------------|--|
| WAAS CH 50113 W31A | APP CRS 308° | Rwy ldg 10000 TDZE 63 Apt Elev 75 |
|--|------------------------|--|

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

MISSED APPROACH: Climb to 2000 direct MAYBN and right turn via 040° track to TUCUR and right turn via 140° track to SMITS and hold.

| | | | | |
|-----------------------------|---|---|-------------------------------|-----------------------------------|
| ATIS 108.6 316.15 | 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 |
|-----------------------------|---|---|-------------------------------|-----------------------------------|



| | | | | | |
|--------------|--------------------|---------------------|---------------------|---------------------|---|
| CATEGORY | A | B | C | D | E |
| LPV DA | 339-1 276 (300-1) | | | | |
| LNAV/VNAV DA | 421-1¼ 358(400-1¼) | | | | |
| LNAV MDA | 440-1 377 (400-1) | | 440-1¼ 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

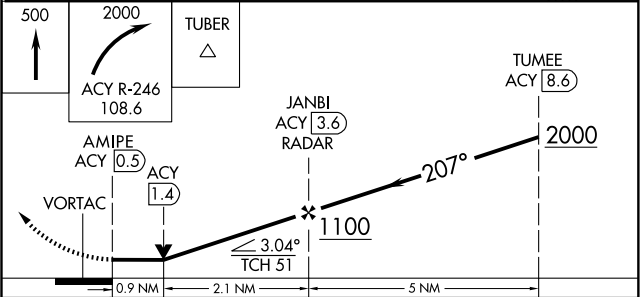
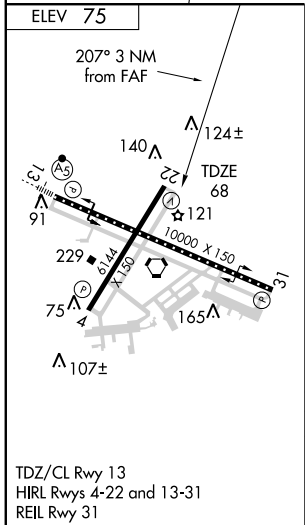
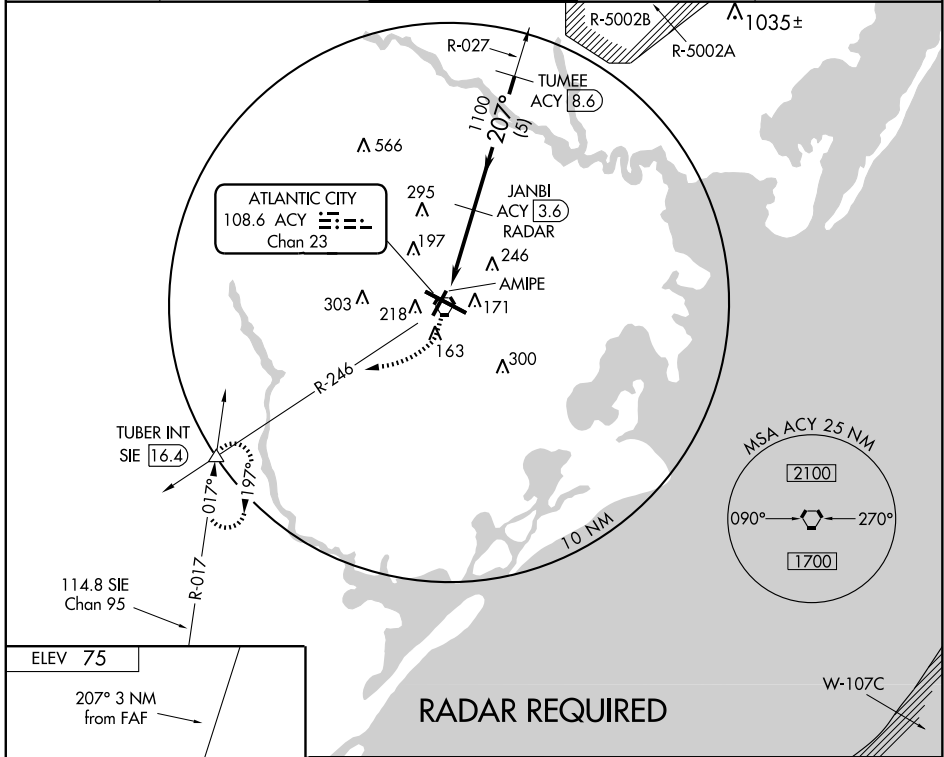
VOR/DME RWY 22

ATLANTIC CITY INTL (ACY)

| | | |
|--------------|-------------|--------------------|
| VORTAC ACY | APP CRS | Rwy ldg |
| 108.6 | 207° | 6144 |
| Chan 23 | | TDZE 68 |
| | | Apt Elev 75 |

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via ACY R-246 to TUBER INT/SIE 16.4 DME and hold.

| | | | | | |
|------------|------------------------------------|--|--|--------------------------------------|--|
| ASR | ATIS 108.6 316.15 | 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 |
|------------|------------------------------------|--|--|--------------------------------------|--|



| CATEGORY | A | B | C | D | E |
|----------|-------------------|-------------|---------------------|-------------------|---------------------|
| S-22 | 400-1 332 (400-1) | | | | 400-1½ 332 (400-1½) |
| CIRCLING | 540-1 | 465 (500-1) | 540-1½ 465 (500-1½) | 640-2 565 (600-2) | 760-2½ 685 (700-2½) |

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

VOR RWY 13

ATLANTIC CITY INTL (ACY)

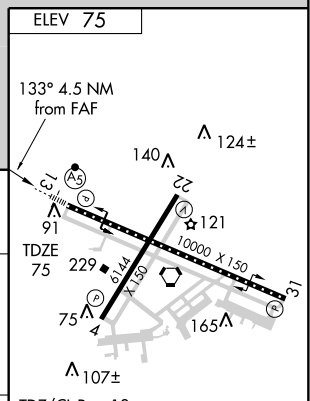
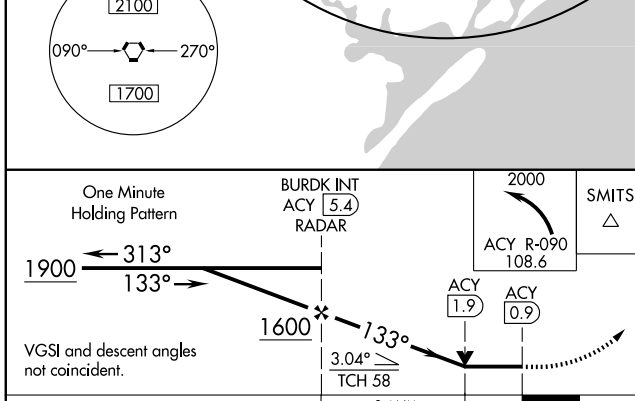
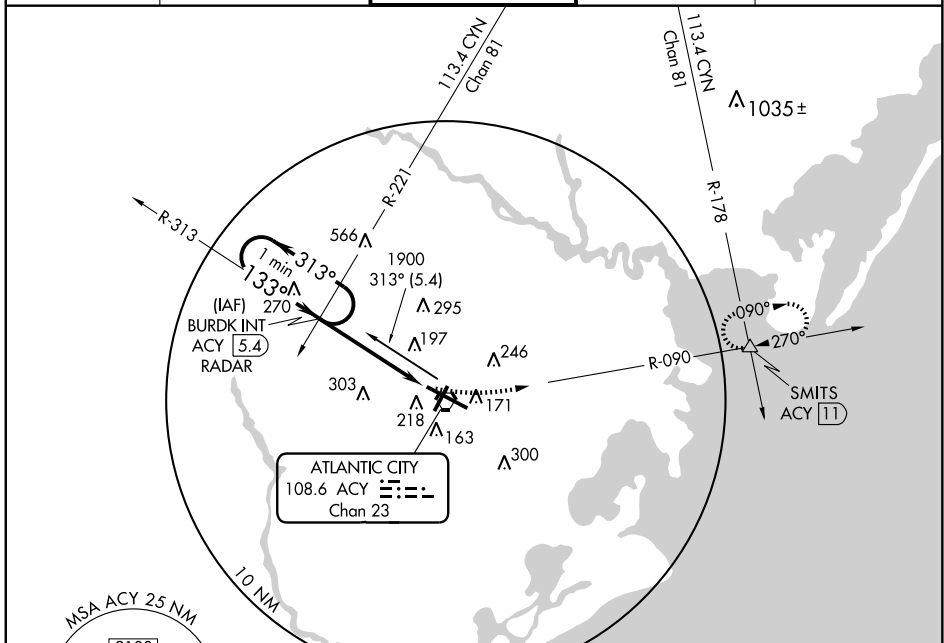
| | | | |
|----------------|-------------|----------|--------------|
| VORTAC ACY | APP CRS | Rwy ldg | 10000 |
| 108.6 | 133° | TDZE | 75 |
| Chan 23 | | Apt Elev | 75 |

▲ For inoperative MALS, increase S-13 Cat D visibility to RVR 6000 and Cat E to 1½.
▲ ASR



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

| | | | | |
|---------------------|-----------------------|---------------------|--------------------|-----------------------|
| ATIS | ATLANTIC CITY APP CON | ATLANTIC CITY TOWER | GND CON | CLNC DEL |
| 108.6 316.15 | 124.6 327.125 | 120.3 239.0 | 121.9 284.6 | 127.85 353.775 |



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

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

FAF to MAP 4.5 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

NE-2, 08 APR 2010 to 06 MAY 2010

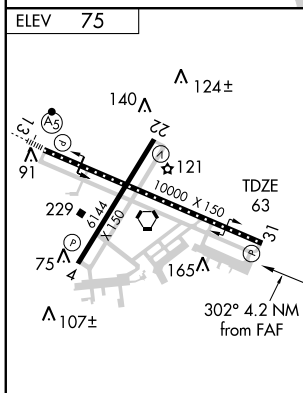
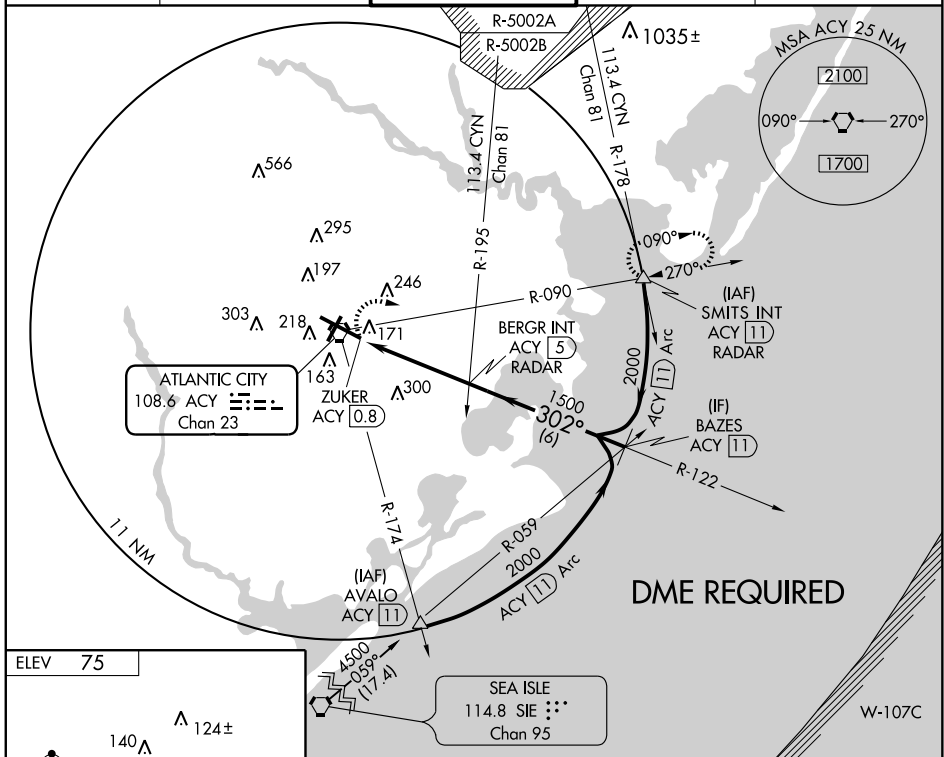
VOR RWY 31

ATLANTIC CITY INTL (ACY)

| | | | |
|------------|---------|----------|-------|
| VORTAC ACY | APP CRS | Rwy Idg | 10000 |
| 108.6 | 302° | TDZE | 63 |
| Chan 23 | | Apt Elev | 75 |

MISSED APPROACH: Climbing right turn to 2000 via heading 120° and ACY R-090 to SMITS INT/ACY 11 DME and hold.

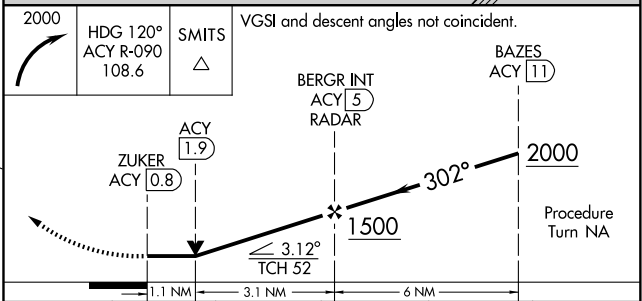
| | | | | |
|-------------------------------------|---|---|-------------------------------|-----------------------------------|
| ATIS 108.6 316.15 | ATLANTIC CITY APP CON 124.6 327.125 | ATLANTIC CITY TOWER 120.3 239.0 | GND CON 121.9 284.6 | CLNC DEL 127.85 353.775 |
|-------------------------------------|---|---|-------------------------------|-----------------------------------|



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

FAF to MAP 4.2 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |



| CATEGORY | A | B | C | D | E |
|----------|-------|-------------|--------------|--------------|--------------|
| S-31 | 480-1 | 417 (500-1) | 480-1¼ | 417 (500-1¼) | 480-1½ |
| CIRCLING | 540-1 | 465 (500-1) | 540-1½ | 640-2 | 760-2½ |
| | | | 465 (500-1½) | 565 (600-2) | 685 (700-2½) |

NE-2, 08 APR 2010 to 06 MAY 2010

GPS RWY 14

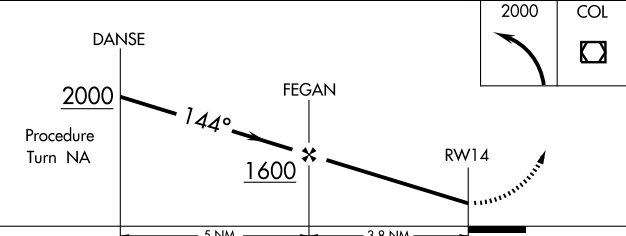
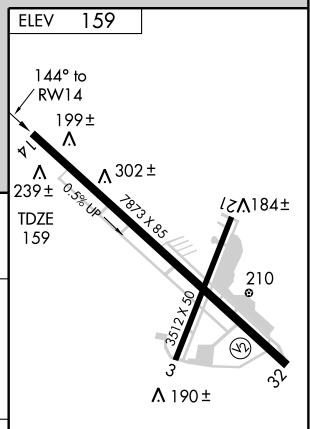
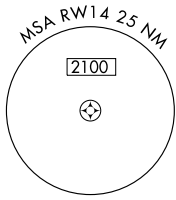
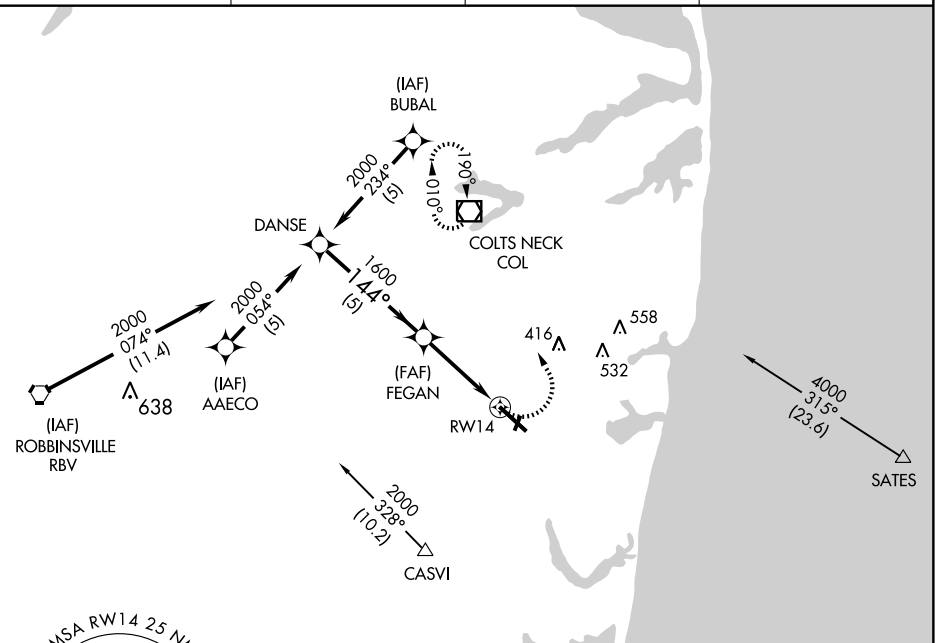
BELMAR / MONMOUTH EXECUTIVE (BLM)

| | | |
|------------------------|-----------------------------|---|
| APP CRS 144° | Rwy Idg TDZE Apt Elev | 7873 159 159 |
|------------------------|-----------------------------|---|

Procedure not authorized at night except by prior arrangement for runway lights.

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

| | | | |
|--------------------------|--|---------------------------|-------------------------------|
| AWOS-3 121.625 | McGUIRE APP CON 124.15 363.8 | CLNC DEL 126.15 | UNICOM 123.0 (CTAF) |
|--------------------------|--|---------------------------|-------------------------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|----------------------|
| S-14 | 560-1 | 401 (500-1) | 560-1½ | 401 (500-1½) |
| CIRCLING | 620-1 | 461 (500-1) | 620-1½ 461 (500-1½) | 720-2 561 (600-2) |

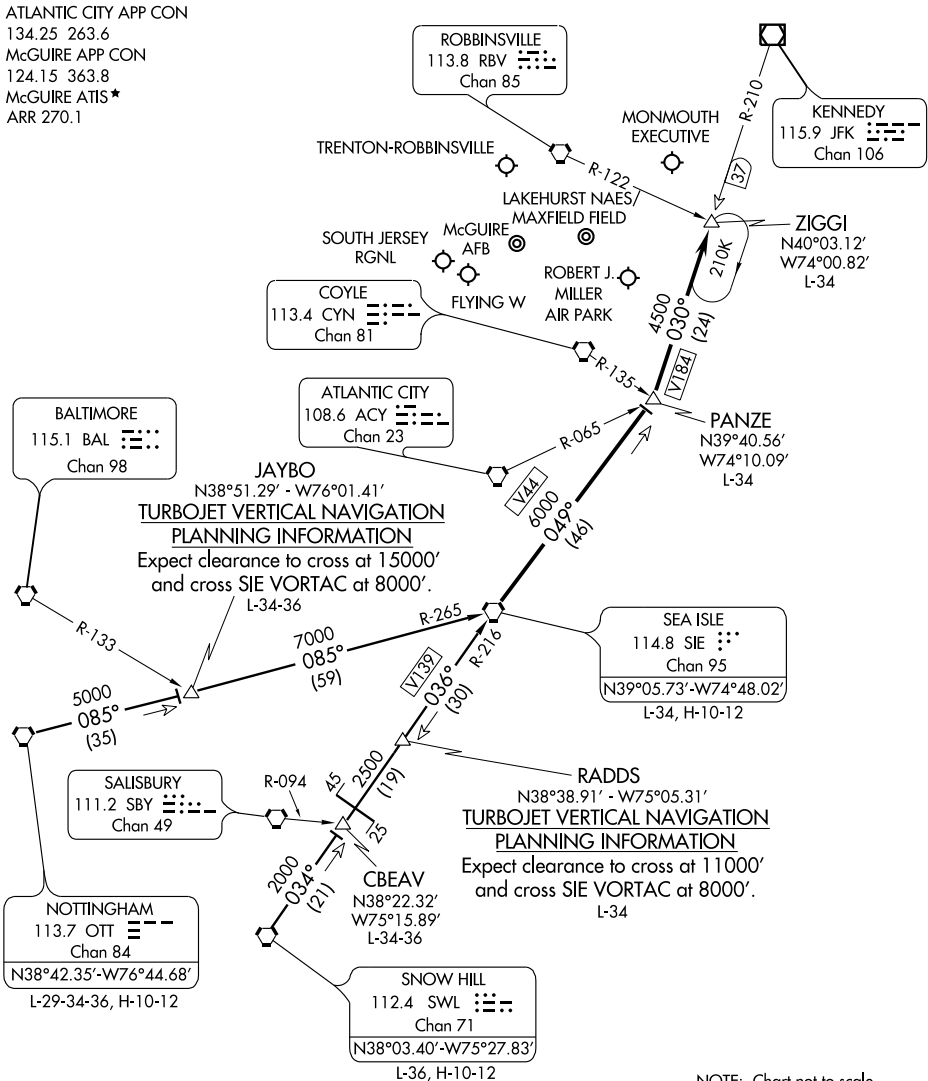
MIRL Rwy 14-32
REIL Rwy 14 and 32

NE-2, 08 APR 2010 to 06 MAY 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY

ATLANTIC CITY APP CON
 134.25 263.6
 McGUIRE APP CON
 124.15 363.8
 McGUIRE ATIS*
 ARR 270.1



NE-2, 08 APR 2010 to 06 MAY 2010

NOTE: Chart not to scale.

| | | |
|--|------------------------|---|
| VORTAC RBV 113.8 Chan 85 | APP CRS 103° | Rwy Idg TDZE Apt Elev N/A N/A 159 |
|--|------------------------|---|

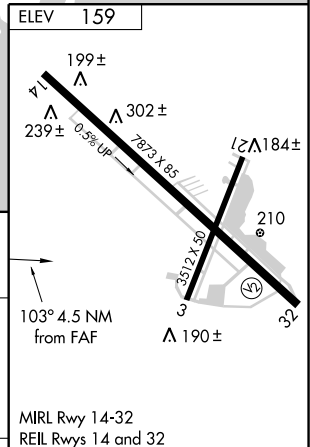
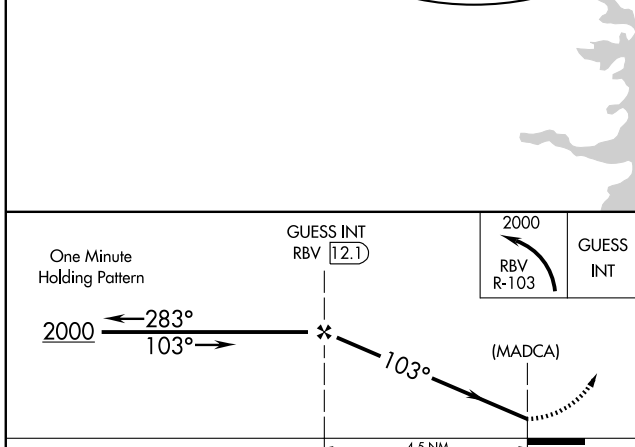
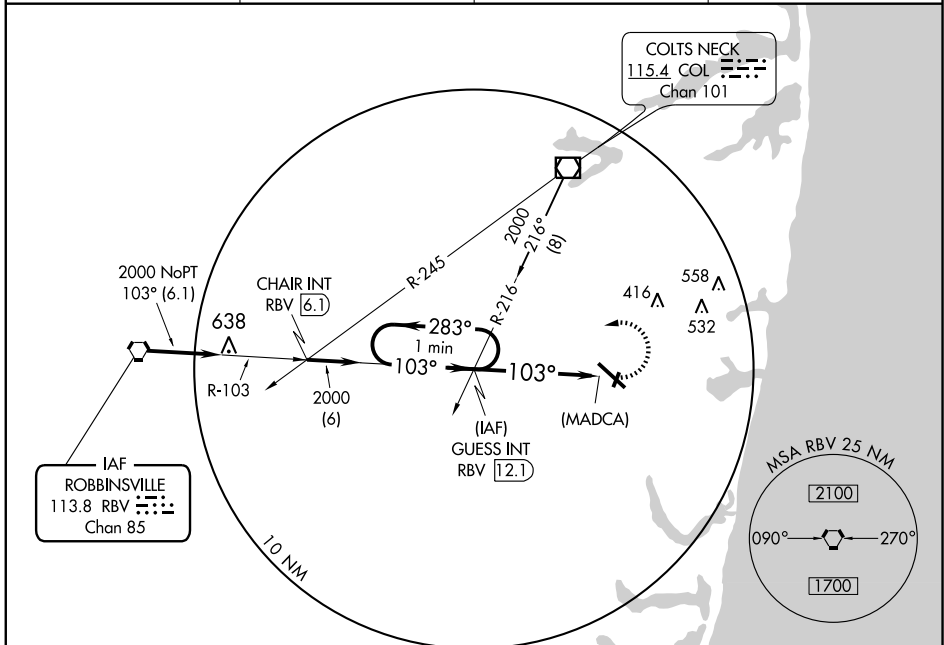
VOR or GPS-A

BELMAR / MONMOUTH EXECUTIVE (BLM)

NA Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing left turn to 2000 via RBV R-103 to GUESS Int and hold.

| | | | |
|--------------------------|--|---------------------------|-------------------------------|
| AWOS-3 121.625 | McGUIRE APP CON 124.15 363.8 | CINC DEL 126.15 | UNICOM 123.0 (CTAF) |
|--------------------------|--|---------------------------|-------------------------------|



| | | | | | | | | | | |
|----------|-------|-------------|------------------------|----------------------|-------------------|------|------|------|------|------|
| CATEGORY | A | B | C | D | FAF to MAP 4.5 NM | | | | | |
| CIRCLING | 620-1 | 461 (500-1) | 620-1½ 461 (500-1½) | 720-2 561 (600-2) | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

RNAV (GPS) RWY 5

BERLIN / CAMDEN COUNTY (19N)

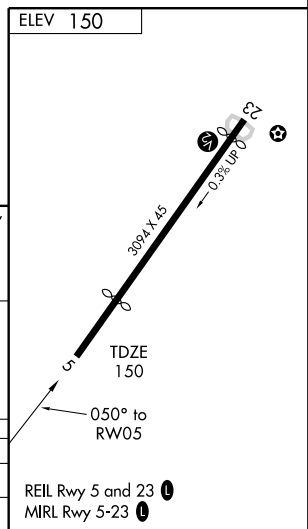
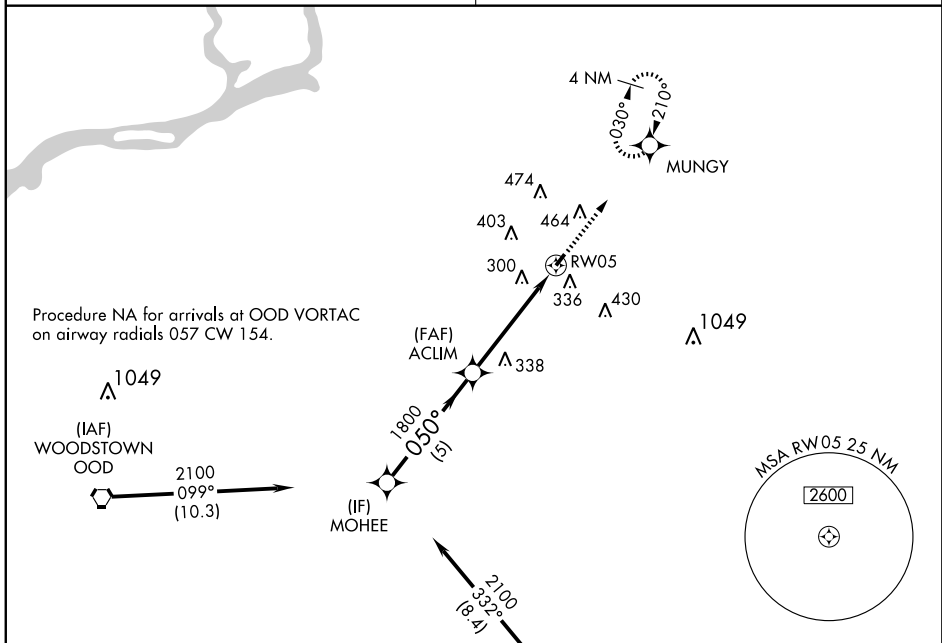
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2354 |
| 050° | TDZE | 150 |
| | Apt Elev | 150 |

Inoperative table does not apply. DME/DME RNP-0.3 NA.
 Use Mount Holly altimeter setting; if not received use Philadelphia
 Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to
 2000 direct MUNGY and hold.

MCGUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF) 1



| | | | | |
|-------------------|-------------------|------|-------|--------|
| | MOHEE | | 2000 | MUNGY |
| | 2100 | 050° | 1800 | ACLIM |
| Procedure Turn NA | | | 3.06° | TCH 30 |
| | 5 NM | | 5 NM | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 680-1 530 (600-1) | | NA | |
| CIRCLING | 860-1 710 (800-1) | | NA | |

RNAV (GPS) RWY 23

BERLIN / CAMDEN COUNTY (19N)

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

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

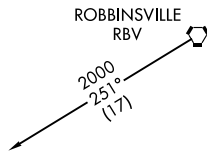
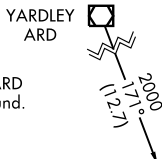
▼ Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mount Holly altimeter setting; if not received use Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

▲ NA Philadelphia Intl altimeter setting and increase all MDAs 20 feet.

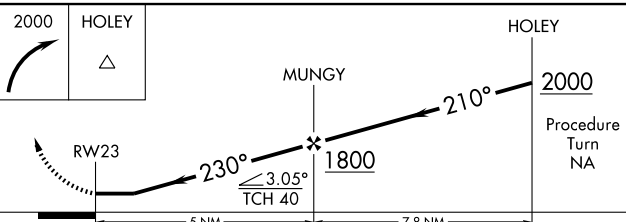
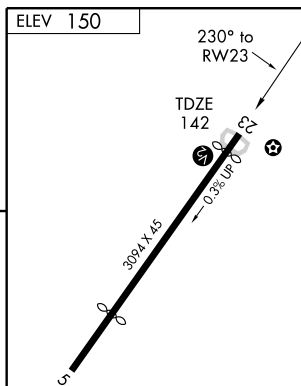
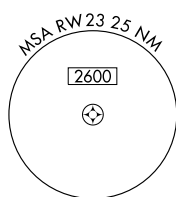
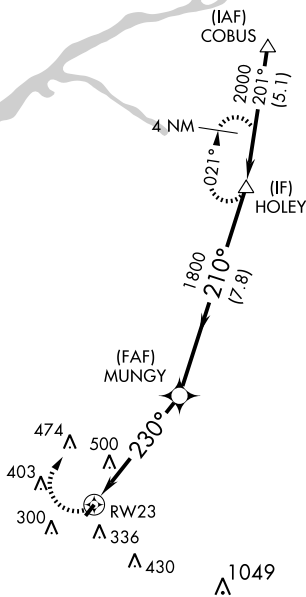
MCGUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals at ARD VOR/DME via V479 Northbound.



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



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| LNAV MDA | 840-1 | 698 (700-1) | | NA |
| CIRCLING | 860-1 | 710 (800-1) | | NA |

REIL Rwy 5 and 23 0
MIRL Rwy 5-23 0

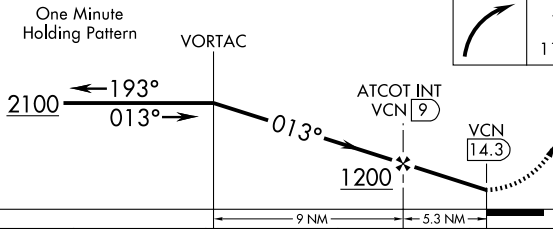
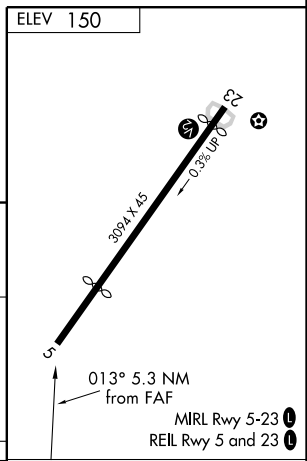
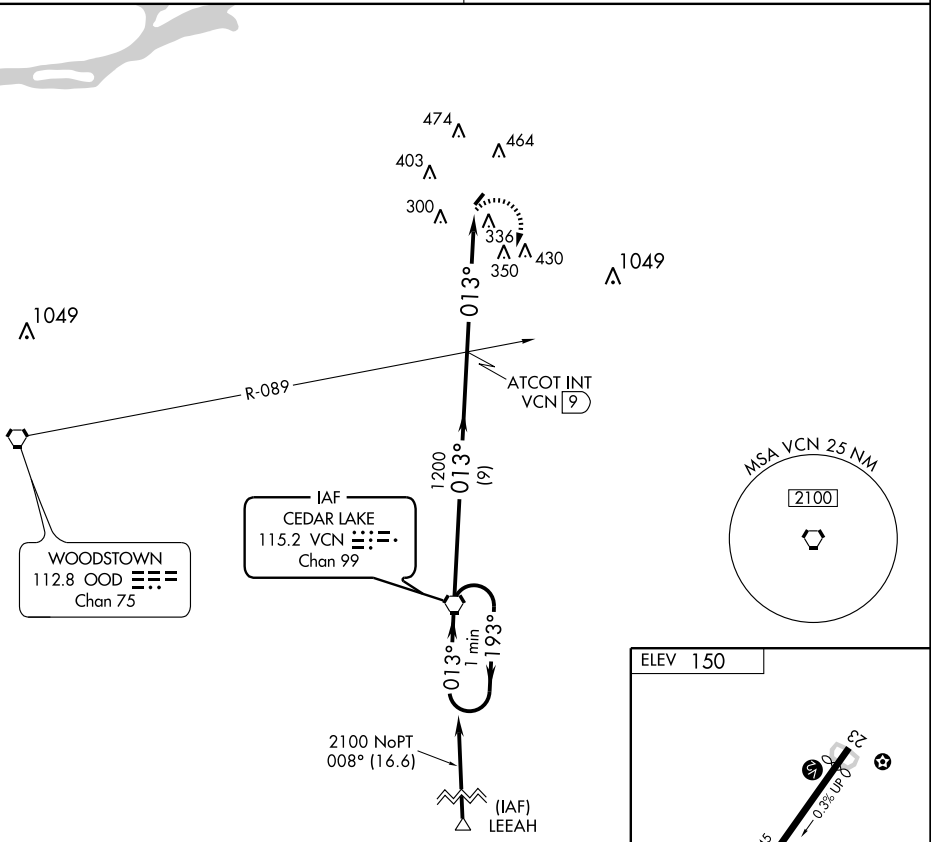
| | | | |
|--|------------------------|-----------------------------|--|
| VORTAC VCN 115.2 Chan 99 | APP CRS 013° | Rwy Idg TDZE Apt Elev | N/A N/A 150 |
|--|------------------------|-----------------------------|--|

Use Philadelphia Intl altimeter setting.

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

MCGUIRE APP CON
124.15 363.8

UNICOM
123.0 (CTAF)



| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.3 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

| | | | | |
|----------|----------------------|---|----|---|
| CATEGORY | A | B | C | D |
| CIRCLING | 720-1 570 (600-1) | | NA | |

RNAV (GPS) RWY 7

BLAIRSTOWN (1N7)

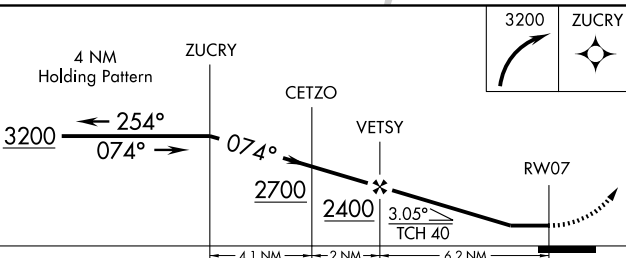
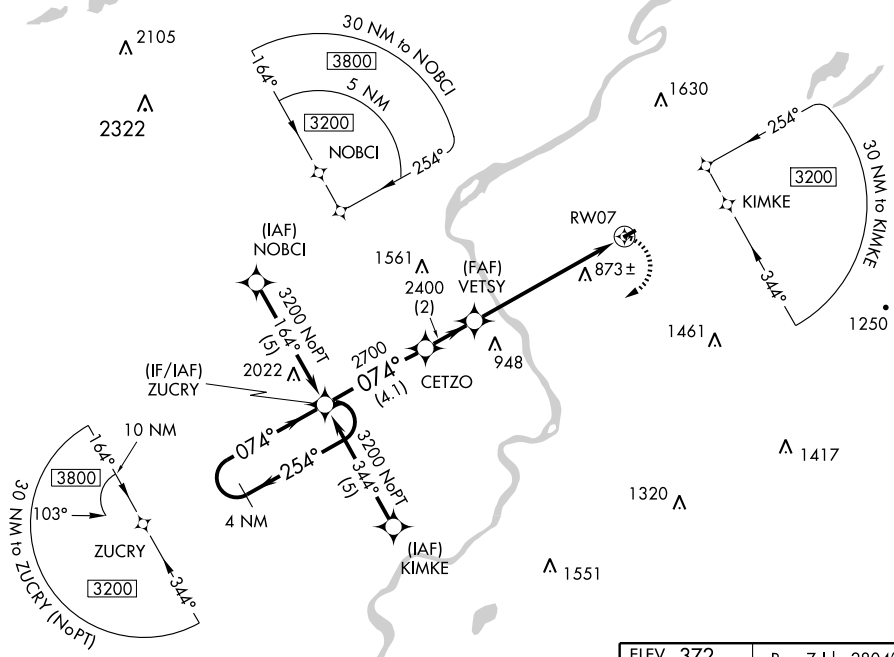
APP CRS **074°**
 Rwy Idg **2804**
 TDZE **372**
 Apt Elev **372**

When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 25 NA at night.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3200 direct ZUCRY and hold.

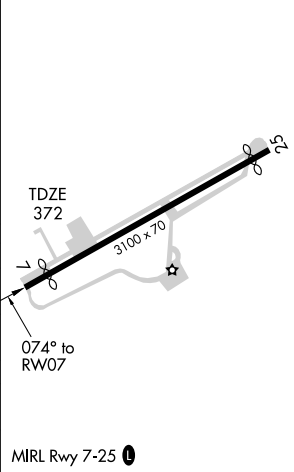
NEW YORK APP CON
127.6 379.9

UNICOM
123.0 (CTAF) 0



ELEV 372 Rwy 7 Idg 2804'
 Rwy 25 Idg 2854'

| CATEGORY | A | B | C | D |
|--|---------------------------|---------------------------|---|----|
| LNAV 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 | | | | |
| LNAV MDA | 1420-1¼ 1048 (1100-1¼) | 1420-1½ 1048 (1100-1½) | | NA |
| CIRCLING | 1500-1¼ 1128 (1200-1¼) | 1560-1½ 1188 (1200-1½) | | NA |



NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 25

BLAIRSTOWN (1N7)

APP CRS
254°

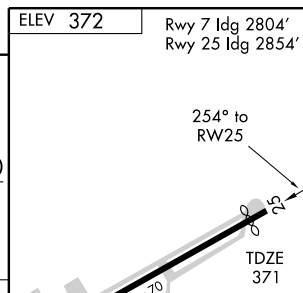
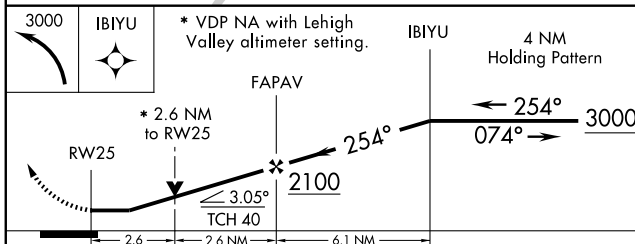
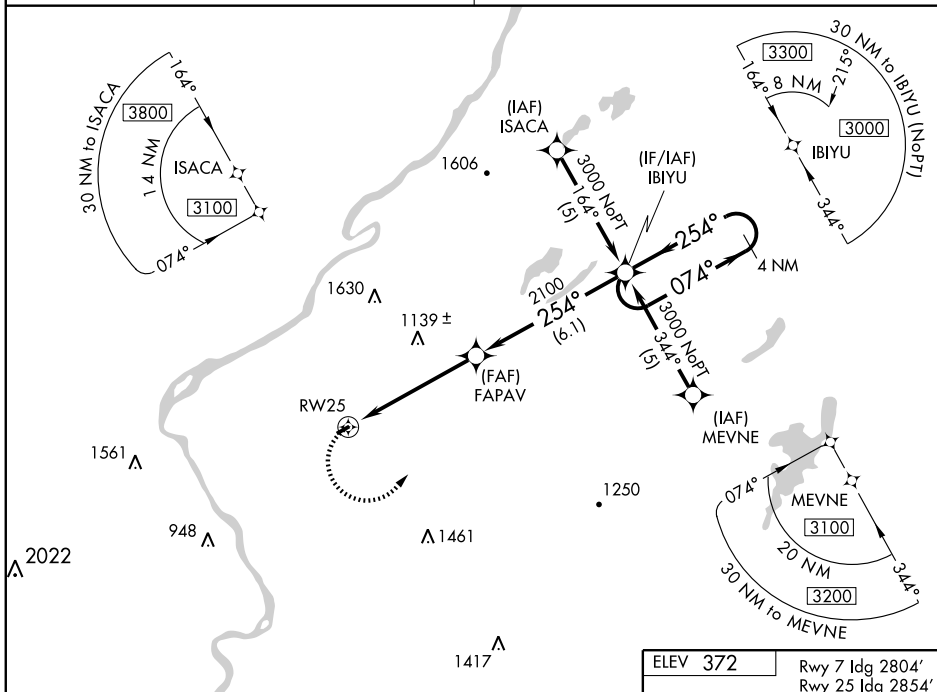
Rwy Idg **2854**
TDZE **371**
Apt Elev **372**

▼ When local altimeter setting not received, use Lehigh Valley altimeter setting. Circling to Rwy 7 NA at night. DME/DME RNP-0.3 NA.

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

NEW YORK APP CON
127.6 379.9

UNICOM
123.0 (CTAF) 0



| CATEGORY | A | B | C | D |
|--|---------------------------|---------------------------|---|----|
| LNAV MDA | 1260-1¼ | 889 (900-1¼) | | NA |
| CIRCLING | 1260-1¼ 888 (900-1¼) | 1280-1¼ 908 (1000-1¼) | | NA |
| LEHIGH VALLEY ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1540-1¼ 1169 (1200-1¼) | 1540-1½ 1169 (1200-1½) | | NA |
| CIRCLING | 1540-1¼ 1168 (1200-1¼) | 1560-1½ 1188 (1200-1½) | | NA |

ELEV 372

Rwy 7 Idg 2804'
Rwy 25 Idg 2854'

3100 x 70

MIRL Rwy 7-25 0

VOR RWY 25

BLAIRSTOWN (1N7)

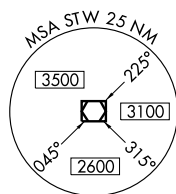
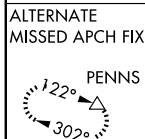
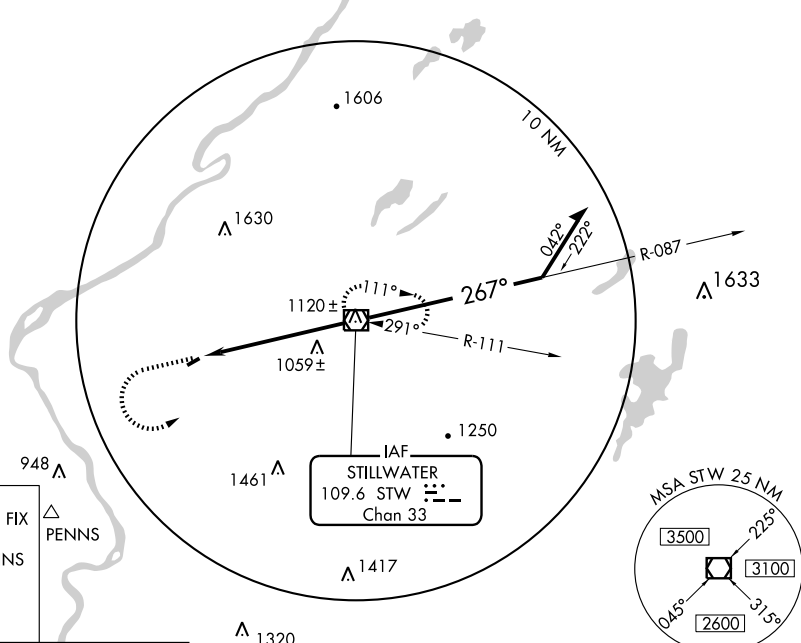
| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME STW 109.6 Chan 33 | APP CRS 267° | Rwy Idg TDZE Apt Elev | 2854 371 372 |
|---|------------------------|-----------------------------|---|

▼ When local altimeter setting not received, use Lehigh Valley altimeter setting.
▲ NA Circling to Rwy 7 NA at night.

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

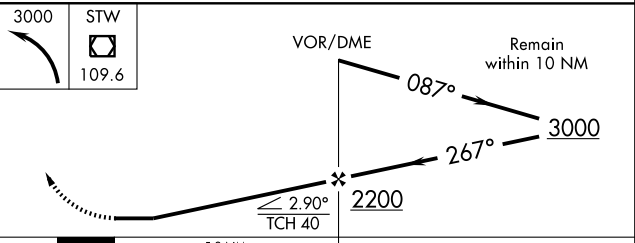
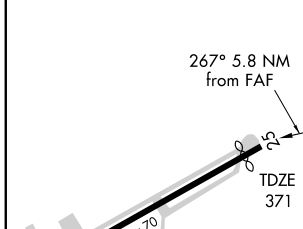
NEW YORK APP CON
127.6 379.9

UNICOM
123.0 (CTAF) 0



ELEV 372

Rwy 7 Idg 2804'
Rwy 25 Idg 2854'



| 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 0

FAF to MAP 5.8 NM

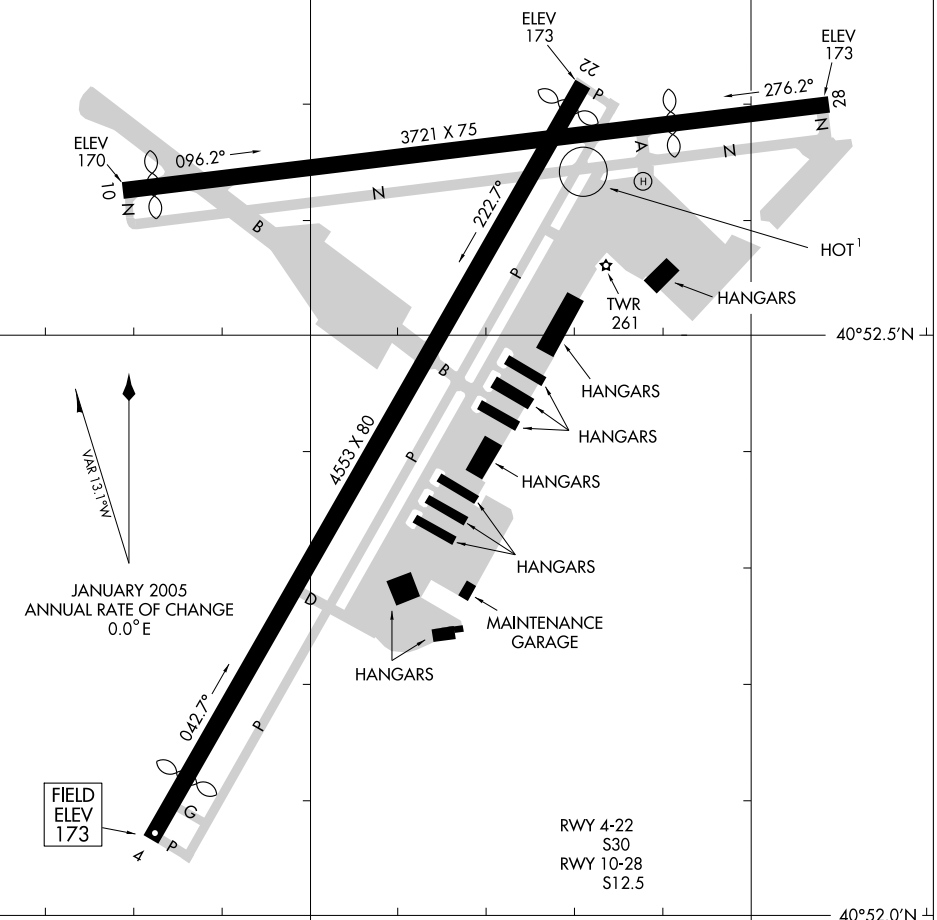
| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

AIRPORT DIAGRAM

AL-5275 (FAA)

CALDWELL/ ESSEX COUNTY (CDW)
CALDWELL, NEW JERSEY

ATIS
 135.5
 CALDWELL TOWER ★
 119.8
 GND CON
 121.9
 CLNC DEL
 121.1



VAR 13.1°M
 JANUARY 2005
 ANNUAL RATE OF CHANGE
 0.0°E

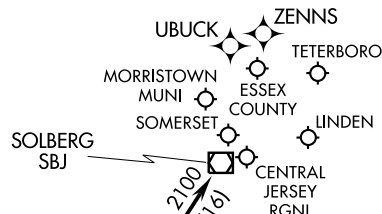
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 08 APR 2010 to 06 MAY 2010

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

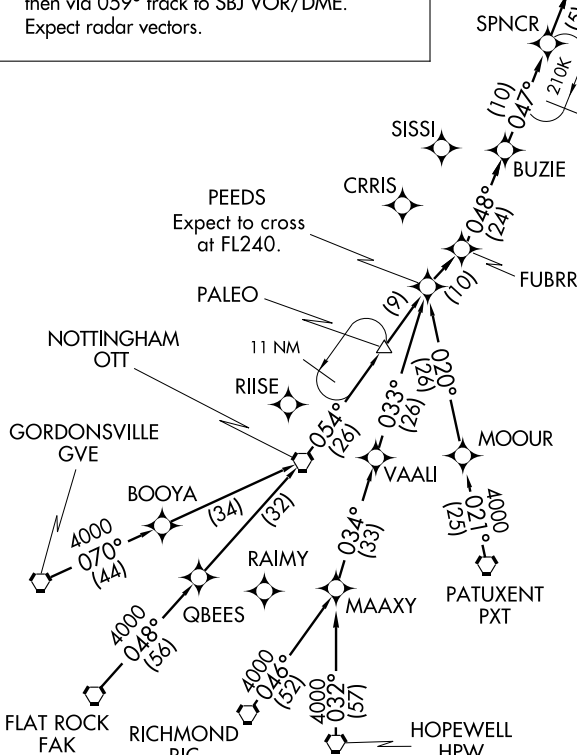
NEW YORK APP CON
 132.8 379.9
 TETERBORO ARR ATIS
 108.4
 MORRISTOWN ARR ATIS
 124.25
 ESSEX COUNTY ARR ATIS
 135.5
 WASHINGTON CENTER
 132.52



ARRIVAL ROUTE DESCRIPTION

- FLAT ROCK TRANSITION (FAK.JAIKE2)
- GORDONSVILLE TRANSITION (GVE.JAIKE2)
- HOPEWELL TRANSITION (HPW.JAIKE2)
- PATUXENT TRANSITION (PXT.JAIKE2)
- RICHMOND TRANSITION (RIC.JAIKE2)

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



- NOTE: RNAV 1.
- NOTE: RADAR REQUIRED.
- NOTE: STAR applicable to Turbojet Aircraft only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
- NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 08 APR 2010 to 06 MAY 2010

LOC RWY 22

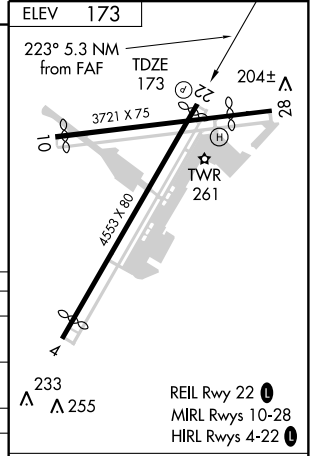
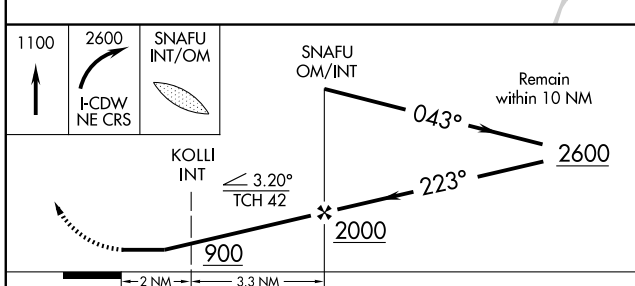
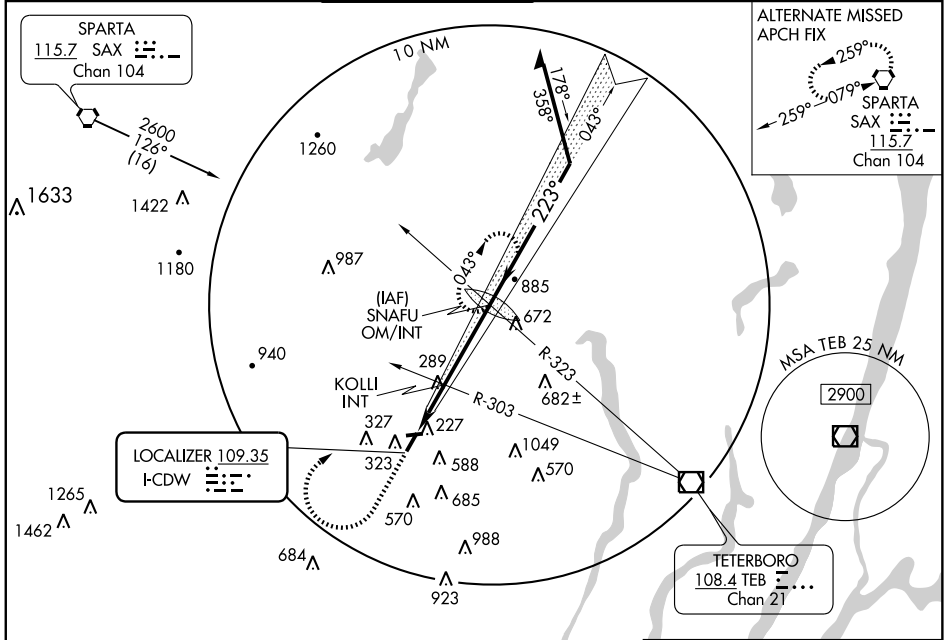
CALDWELL / ESSEX COUNTY (CDW)

| | | |
|----------------------------|------------------------|------------------------|
| LOC I-CDW 109.35 | APP CRS 223° | Rwy Idg 4418 |
| | | TDZE 173 |
| | | Apt Elev 173 |

▼ When local altimeter setting not received, use Newark altimeter setting and increase all MDA 60 feet. Increase S-22 Cat B, C and D and Circling Cat C visibility ¼ mile; and, for KOLLI INT minimums increase S-22 Cat C and D visibility ½ mile, and Circling Cat C visibility ½ mile. Visibility reduction by helicopters NA.

▲ MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 via I-CDW NE course to SNAFU OM/INT and hold, continue climb-in-hold to 2600.

| | | | | | |
|----------------------|--|---|-------------------------|--------------------------|-------------------------|
| 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 |
|----------------------|--|---|-------------------------|--------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|--------------------|-------------------|---------------------|----------------------|---------------------|
| S-22 | 900-1 727 (800-1) | | 900-2 727 (800-2) | 900-2½ 727 (800-2½) |
| CIRCLING | 940-1 767 (800-1) | 980-1¼ 807 (900-1¼) | 1020-2½ 847 (900-2½) | 1080-3 907 (1000-3) |
| KOLLI INT MINIMUMS | | | | |
| S-22 | 540-1 367 (400-1) | | | 540-1¼ 367 (400-1¼) |
| CIRCLING | 940-1 767 (800-1) | 980-1¼ 807 (900-1¼) | 1020-2½ 847 (900-2½) | 1080-3 907 (1000-3) |

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.3 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

NE-2, 08 APR 2010 to 06 MAY 2010

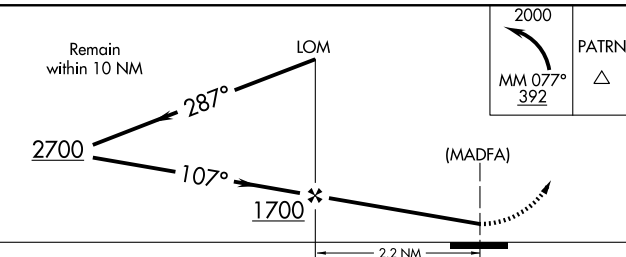
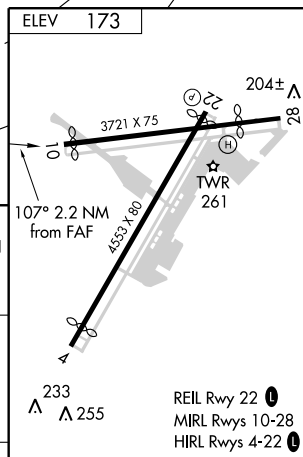
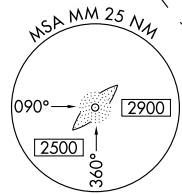
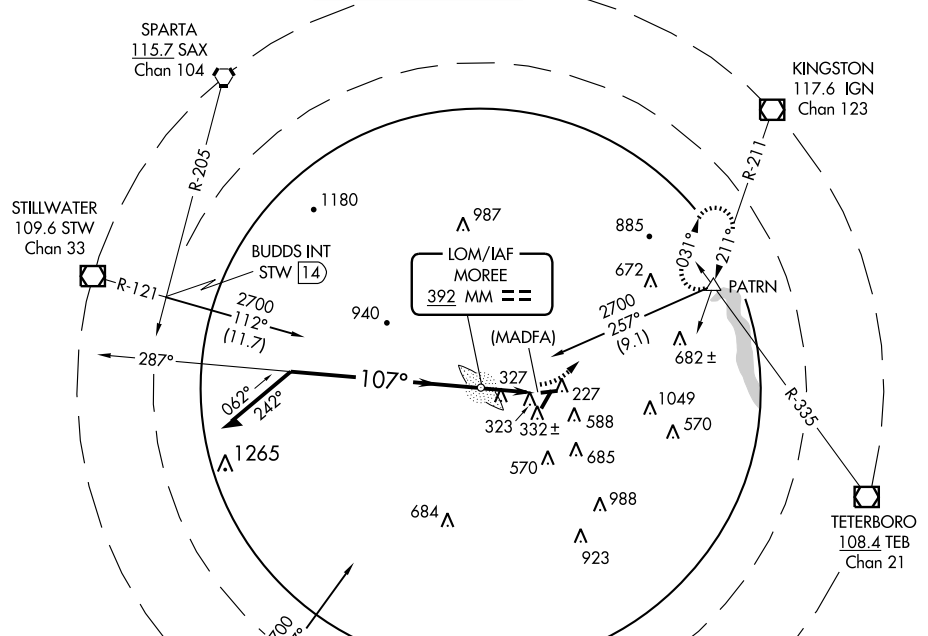
NDB or GPS-A

CALDWELL / ESSEX COUNTY (CDW)

| | | | |
|----------------------|------------------------|-----------------------------|--------------------------|
| LOM MM 392 | APP CRS 107° | Rwy Idg TDZE Apt Elev | N/A N/A 173 |
|----------------------|------------------------|-----------------------------|--------------------------|

MISSED APPROACH: Climbing left turn to 2000 via 077° bearing from MM LOM to PATRN Int 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 |
|----------------------|--|---|-------------------------|--------------------------|-------------------------|



| CATEGORY | FAF to MAP 2.2 NM | | | | |
|----------|---------------------------------------|------------------------|------------------------|------------------------|--|
| | A | B | C | D | |
| CIRCLING | 940-1 767 (800-1) | 980-1¼ 807 (900-1¼) | 980-2¼ 807 (900-2¼) | 1080-3 907 (1000-3) | |
| | Knots: 60, 90, 120, 150, 180 | | | | |
| | Min:Sec: 2:12, 1:28, 1:06, 0:53, 0:44 | | | | |

NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 22

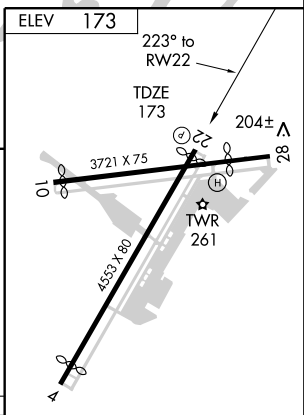
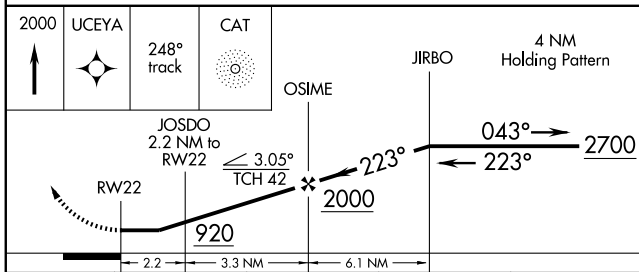
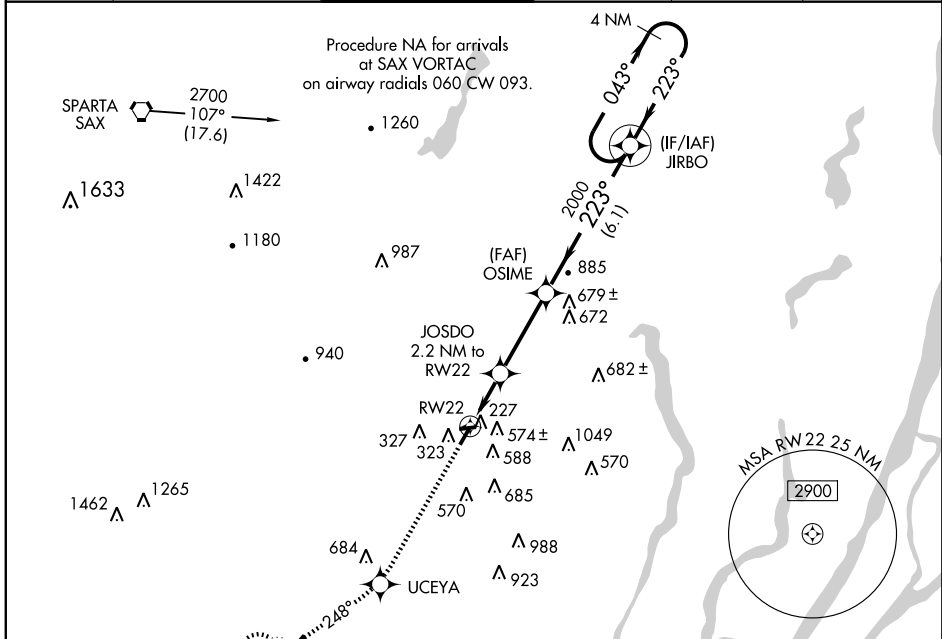
CALDWELL / ESSEX COUNTY (CDW)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4418 |
| 223° | TDZE | 173 |
| | Apt Elev | 173 |

▼ 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 C
▲ visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct UCEYA and via 248° track to CAT NDB 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 |
|----------------------|--|---|-------------------------|--------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---------------------|----------------------|---------------------|
| LNAV MDA | 840-1 667 (700-1) | | 840-1¾ 667 (700-1¾) | 840-2 667 (700-2) |
| CIRCLING | 940-1 767 (800-1) | 980-1¼ 807 (900-1¼) | 1020-2½ 847 (900-2½) | 1080-3 907 (1000-3) |

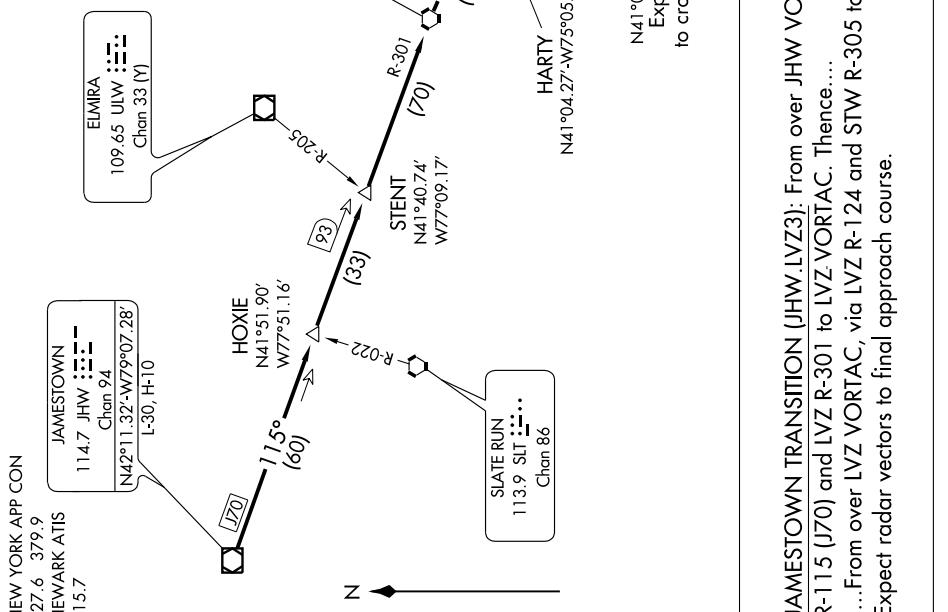
REIL Rwy 22 ●
 MIRL Rwy 10-28 ●
 HIRL Rwy 4-22 ●

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS 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.



NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ.VORTAC. Thence....
....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

VOR or GPS RWY 9

CROSS KEYS (17N)

| | | | |
|------------|---------|----------|------|
| VORTAC OOD | APP CRS | Rwy Idg | 3500 |
| 112.8 | 081° | TDZE | 162 |
| Chan 75 | | Apt Elev | 162 |

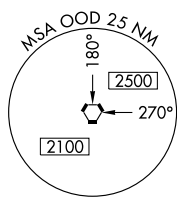
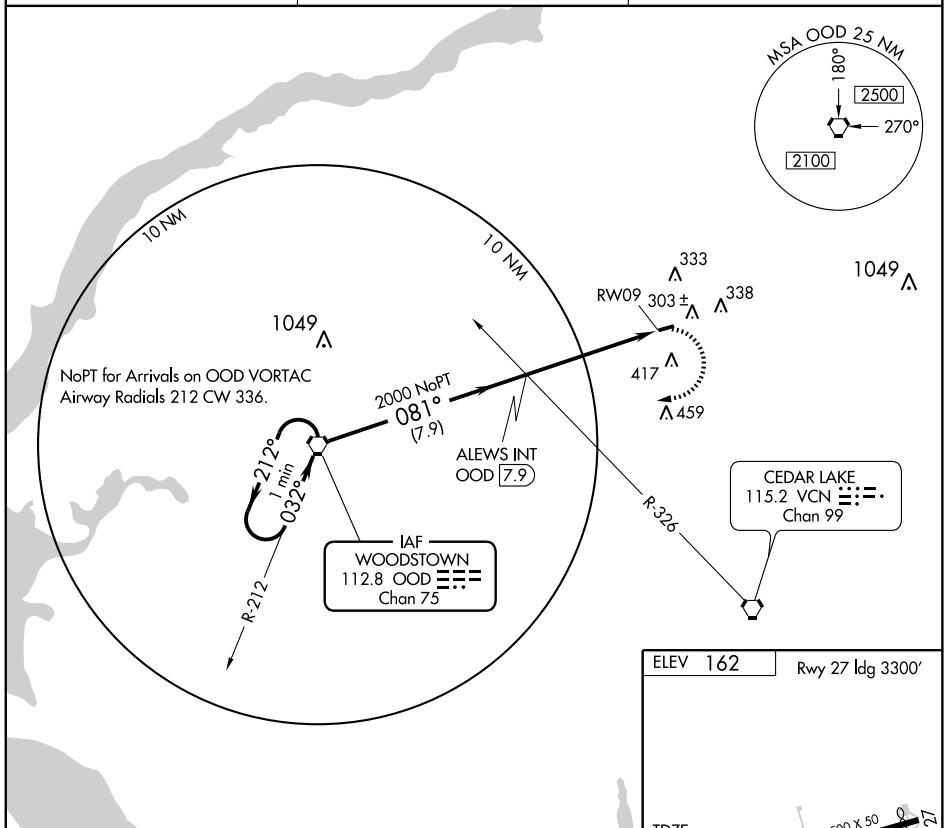
▼ Use Philadelphia Intl Airport altimeter setting.
▲ NA

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

PHILADELPHIA APP CON
127.35 317.55

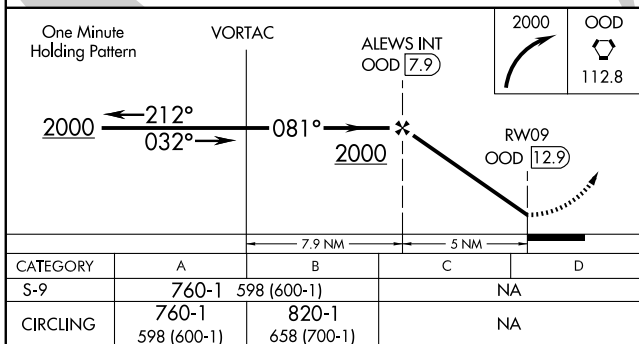
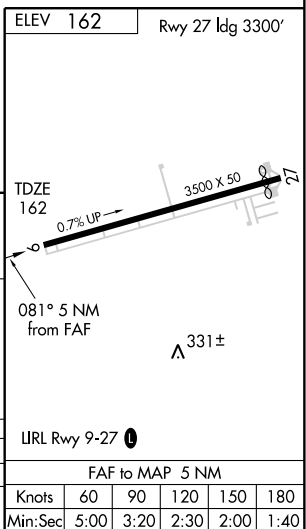
GCO
 121.725

UNICOM
122.8 (CTAF) 0



IAF WOODSTOWN
 112.8 OOD
 Chan 75

CEDAR LAKE
 115.2 VCN
 Chan 99



NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 3

HAMMONTON MUNI (N81)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3601 |
| 029° | TDZE | 65 |
| | Apt Elev | 69 |

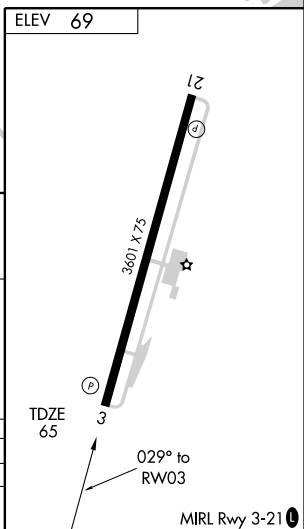
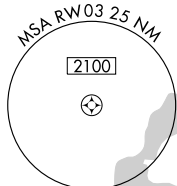
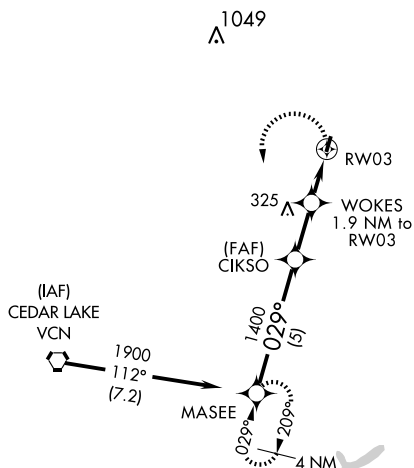
▼ Use Atlantic City Intl altimeter setting.
▲ NA GPS or RNP -0.3 required.
 DME/DME or RNP -0.3 NA.

MISSED APPROACH: Climbing left turn to 1900 direct MASEE WP and hold.

ATLANTIC CITY APP CON
134.25 385.5

UNICOM
122.7 (CTAF)

123.5



Procedure Turn NA

VGSI and descent angles not coincident.

| | | | | |
|----------|----------------------|----------------------|------------------------|------|
| | MASEE | CIKSO | WOKES | RW03 |
| | 1900 | 1400 | 700 | |
| | 5 NM | 2.1 NM | 1.9 NM | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 460-1 395 (400-1) | | | NA |
| CIRCLING | 500-1 431 (500-1) | 520-1 451 (500-1) | 520-1½ 451 (500-1½) | NA |

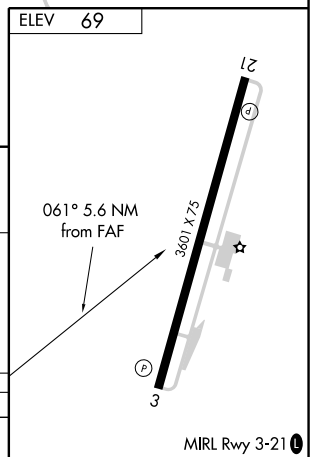
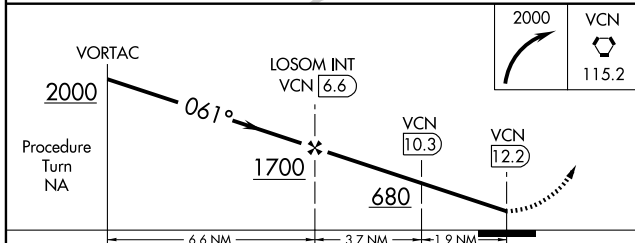
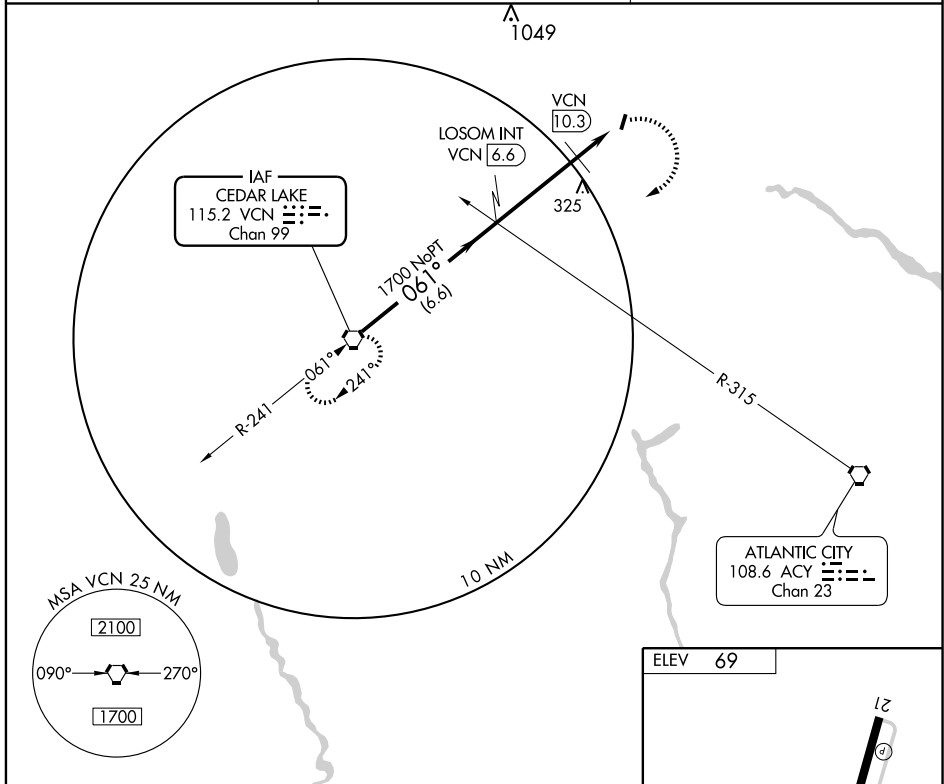
NE-2, 08 APR 2010 to 06 MAY 2010

| | | |
|--|------------------------|--|
| VORTAC VCN 115.2 Chan 99 | APP CRS 061° | Rwy Idg TDZE Apt Elev N/A N/A 69 |
|--|------------------------|--|

NA Use Atlantic City, NJ altimeter setting.

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

| | | |
|--|-------------------------------|--------------|
| ATLANTIC CITY APP CON 134.25 385.5 | UNICOM 122.7 (CTAF) | 123.5 |
|--|-------------------------------|--------------|



| CATEGORY | A | B | C | D |
|------------|-------|-------------|------------------------|----|
| CIRCLING | 680-1 | 611 (700-1) | 680-1¾ 611 (700-1¾) | NA |
| DME MINIMA | | | | |
| CIRCLING | 520-1 | 451 (500-1) | 520-1½ 451 (500-1½) | NA |

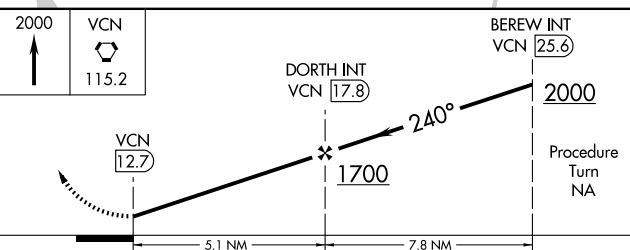
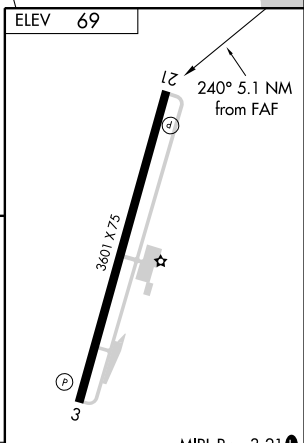
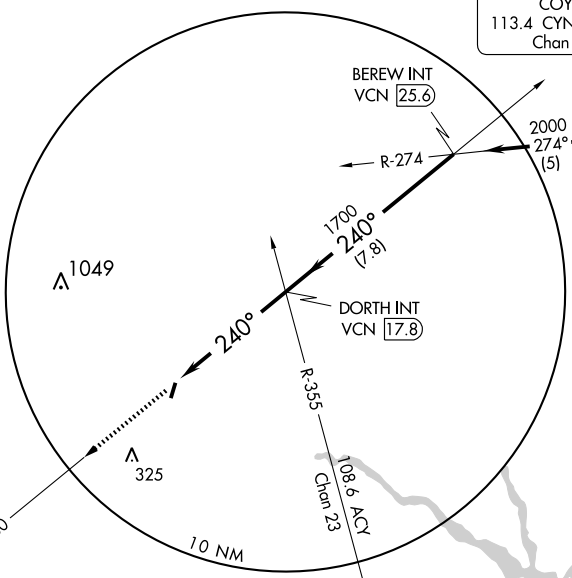
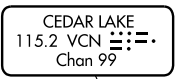
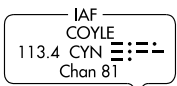
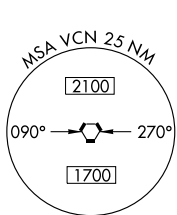
| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.6 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

| | | |
|--|------------------------|--|
| VORTAC VCN 115.2 Chan 99 | APP CRS 240° | Rwy Idg TDZE Apt Elev N/A N/A 69 |
|--|------------------------|--|

NA Use Atlantic City altimeter setting.

MISSED APPROACH: Climb to 2000 direct VCN VORTAC and hold.

| | | |
|--|-------------------------------|--------------|
| ATLANTIC CITY APP CON 134.25 385.5 | UNICOM 122.7 (CTAF) | 123.5 |
|--|-------------------------------|--------------|



| | | | | | | | | | | |
|----------|-------------------|---|---------------------|----|-------------------|------|------|------|------|------|
| CATEGORY | A | B | C | D | FAF to MAP 5.1 NM | | | | | |
| CIRCLING | 520-1 451 (500-1) | | 520-1½ 451 (500-1½) | NA | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

NE-2, 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

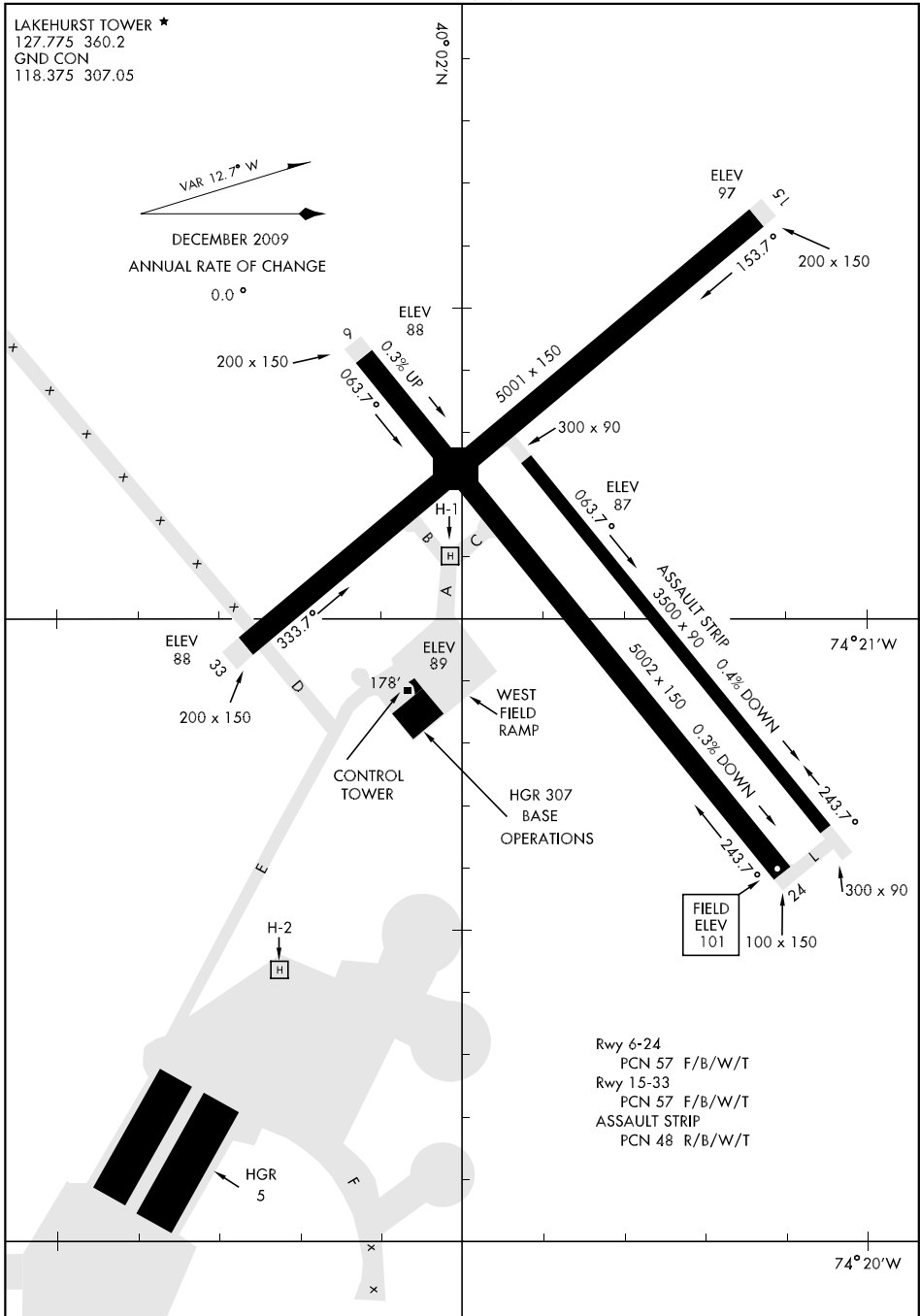
AFD-223 [USN]

LAKEHURST, NEW JERSEY

LAKEHURST TOWER ★
127.775 360.2
GND CON
118.375 307.05

VAR 12.7° W
DECEMBER 2009
ANNUAL RATE OF CHANGE
0.0°

NE-2, 08 APR 2010 to 06 MAY 2010



AIRPORT DIAGRAM

LAKEHURST, NEW JERSEY

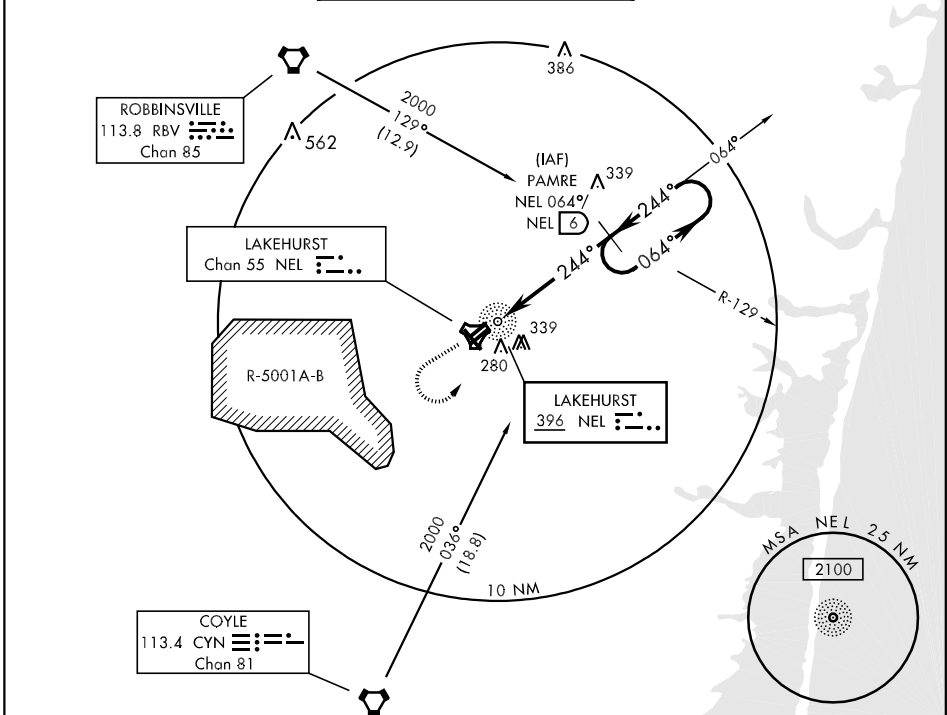
| | | | | |
|-----------------------|-------------------------|--|--------------|--------------------------------------|
| NDB NEL 396 | APCH CRS 244° | Rwy Idg TDZE Arprt Elev 5002 101 101 | AL-223 [USN] | LAKEHURST NAES (MAXFIELD FLD) (KNEL) |
|-----------------------|-------------------------|--|--------------|--------------------------------------|

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
DME source NEL TACAN Chan 55.



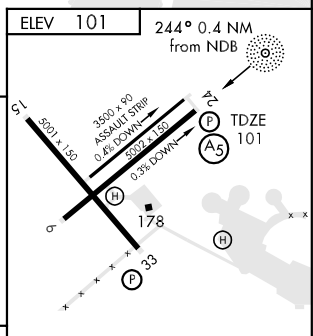
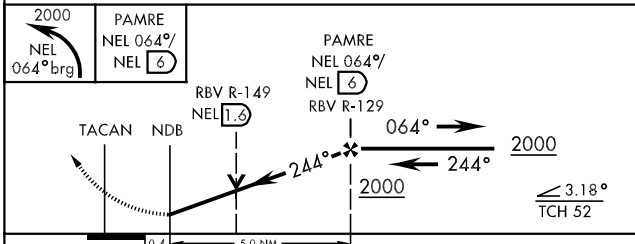
MISSED APPROACH: Climbing left turn to 2000, intercept NEL 064° bearing to PAMRE and hold.

| | | |
|---|---|----------------------------------|
| MC GUIRE APP CON 120.25 363.8 | LAKEHURST TOWER ★ 127.775 360.2 | GND CON 118.375 307.05 |
|---|---|----------------------------------|



NE-2: 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 5000



| CATEGORY | A | B | C | D |
|----------|-------------------|-------------------|---------------------|-------------------|
| S-24 * | 520-½ 419 (500-½) | | 520-¾ 419 (500-¾) | |
| CIRCLING | 600-1 499 (500-1) | 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 |

APCH CRS **242°**
 Rwy ldg TDZE **5002**
 101
 Arpt Elev **101**

AL-223 [USN]

LAKEHURST NAES (MAXFIELD FLD) (KNEL)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1 1/4 miles. DME/DME RNP-0.3 NA.

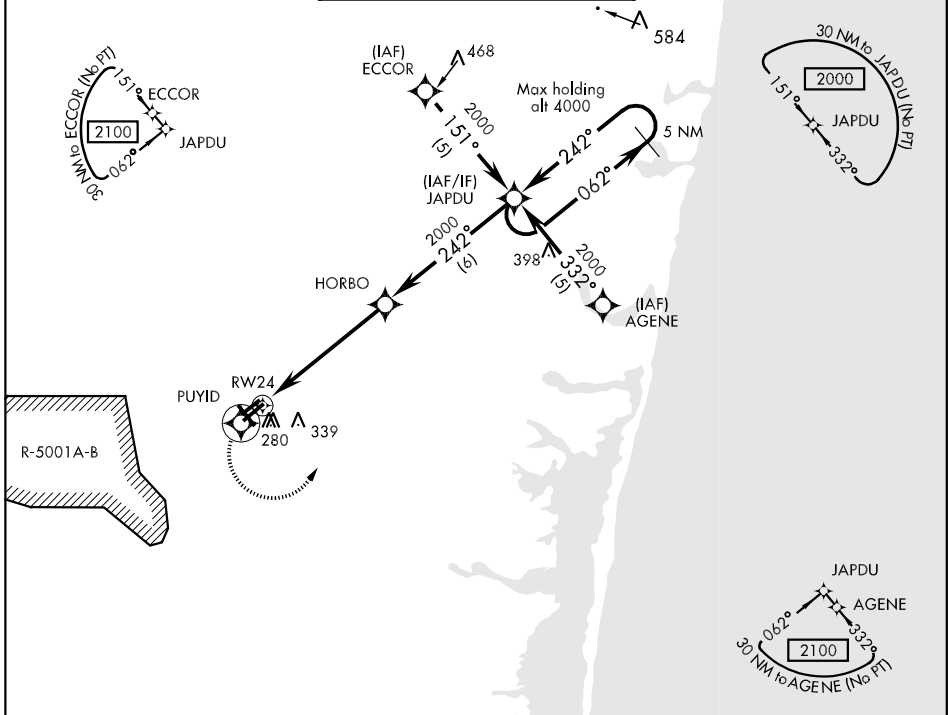


MISSED APPROACH: Climb to 2000 direct PUYID, then turn left direct JAPDU and hold.

MC GUIRE APP CON
120.25 363.8

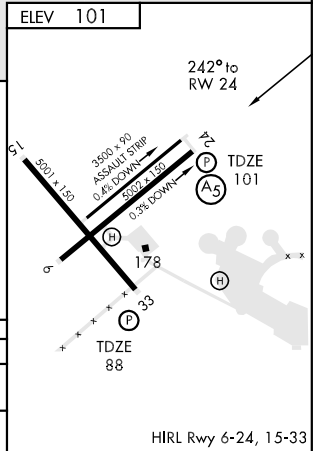
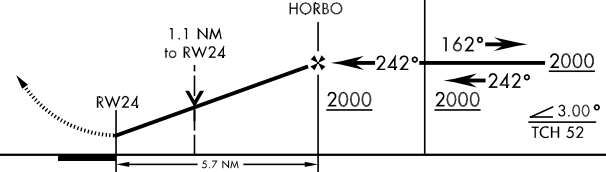
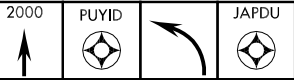
LAKEHURST TOWER ★
127.775 360.2

GND CON
118.375 307.05



NE-2-08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 5000

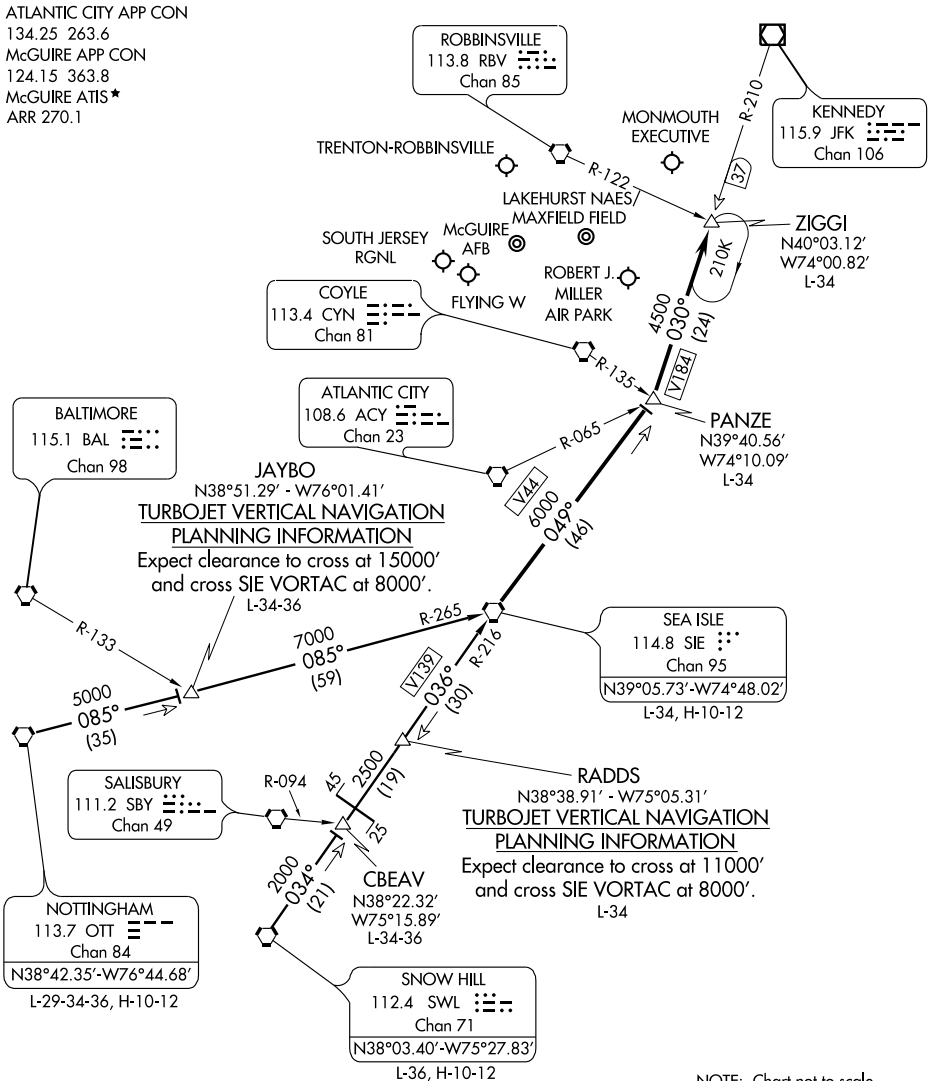


| CATEGORY | A | B | C | D |
|------------|-----------------------|-----------------------|---------------------------|-----------------------|
| LNNAV MDA* | 500-1/2 399 (400-1/2) | 500-3/4 399 (400-3/4) | 500-3/4 399 (400-3/4) | 500-3/4 399 (400-3/4) |
| CIRCLING | 600-1 499 (500-1) | 640-1 539 (600-1) | 640-1 1/2 539 (600-1 1/2) | 660-2 559 (600-2) |

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY

ATLANTIC CITY APP CON
 134.25 263.6
 McGUIRE APP CON
 124.15 363.8
 McGUIRE ATIS*
 ARR 270.1



JAYBO
 N38°51.29' - W76°01.41'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect clearance to cross at 15000'
 and cross SIE VORTAC at 8000'.
 L-34-36

RADDS
 N38°38.91' - W75°05.31'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect clearance to cross at 11000'
 and cross SIE VORTAC at 8000'.
 L-34

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

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

NOTTINGHAM
 113.7 OTT
 Chan 84
 N38°42.35' - W76°44.68'
 L-29-34-36, 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, 08 APR 2010 to 06 MAY 2010

TACAN NEL Chan **55** APCH CRS **248°** Rwy ldg TDZE **5002** Arpt Elev **101**

AL-223 [USN]

LAKEHURST NAES (MAXFIELD FLD) (KNEL)



MISSED APPROACH: Climb to 600, then climbing left turn to 2000, intercept NEL R-068 to SIMDE and hold.

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

MC GUIRE APP CON
120.25 363.8

LAKEHURST TOWER ★
127.775 360.2

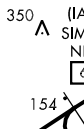
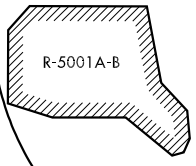
GND CON
118.375 307.05

ROBBINSVILLE



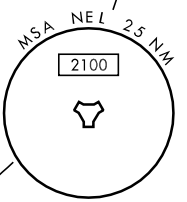
562

LAKEHURST
Chan 55 NEL



NEL 10

ENROUTE FACILITIES



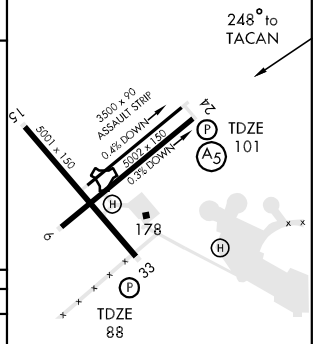
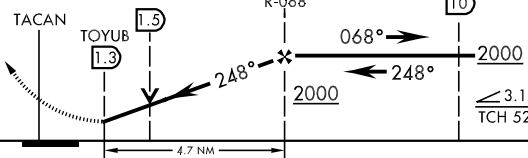
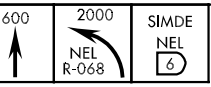
2000



COYLE

EMERG SAFE ALT 100 NM 5000

ELEV 101



| CATEGORY | A | | B | | C | | D | |
|----------|----------------------|----------------------|------------------------|----------------------|---|--|---|--|
| S-24 * | 460-½ | 359 (400-½) | 460-¾ | 359 (400-¾) | | | | |
| CIRCLING | 600-1 499 (500-1) | 640-1 539 (600-1) | 640-1½ 539 (600-1½) | 660-2 559 (600-2) | | | | |

HIRL Rwy 6-24, 15-33

NE-2: 08 APR 2010 to 06 MAY 2010

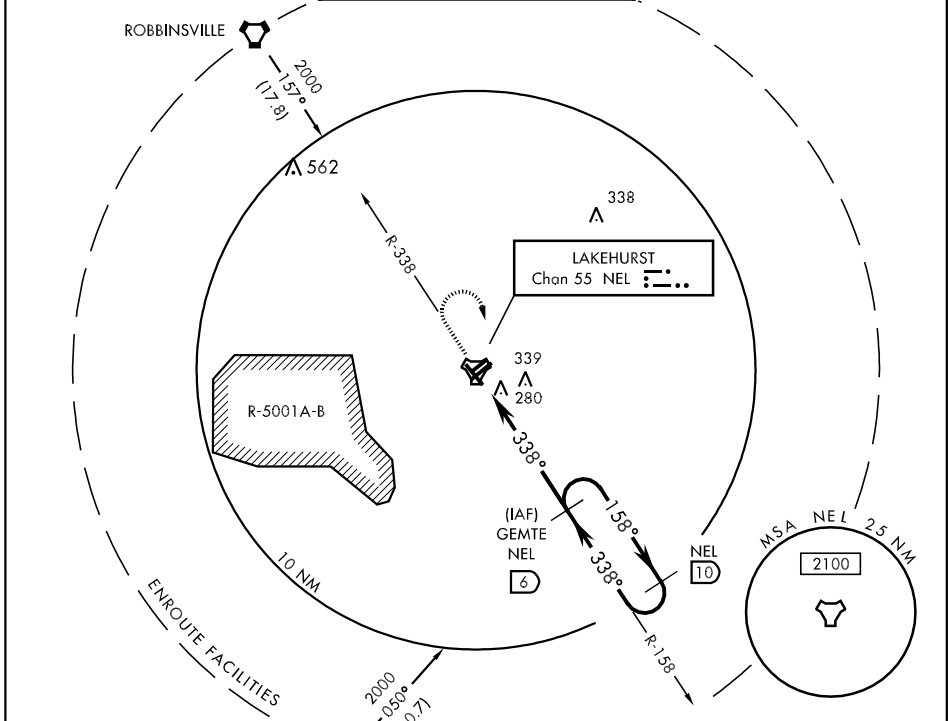
| | | |
|-----------------------------|-------------------------|---|
| TACAN NEL Chan 55 | APCH CRS 338° | Rwy ldg TDZE Arprt Elev 5001 88 101 |
|-----------------------------|-------------------------|---|

AL-223 [USN]

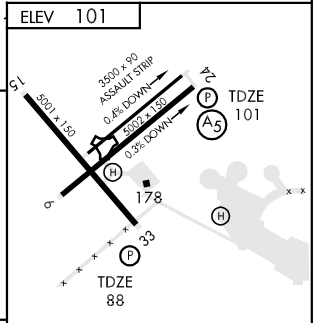
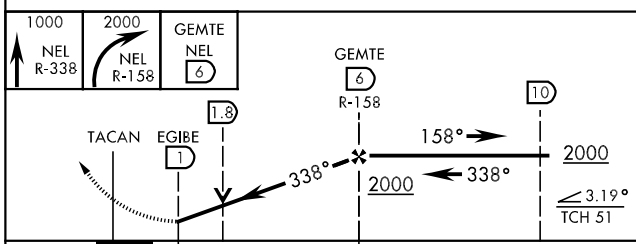
LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MISSED APPROACH: Climb to 1000 via R-338, then climbing right turn to 2000, intercept NEL R-158 to GEMTE and hold.

| | | |
|---|---|----------------------------------|
| MC GUIRE APP CON 120.25 363.8 | LAKEHURST TOWER ★ 127.775 360.2 | GND CON 118.375 307.05 |
|---|---|----------------------------------|



EMERG SAFE ALT 100 NM 5000



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|------------------------|
| S-33 | 540-1 499 (500-1) | 452 (500-1) | 540-1½ 452 (500-1½) | 540-1½ 452 (500-1½) |
| CIRCLING | 600-1 499 (500-1) | 640-1 539 (600-1) | 640-1½ 539 (600-1½) | 660-2 559 (600-2) |

HIRL Rwy 6-24, 15-33

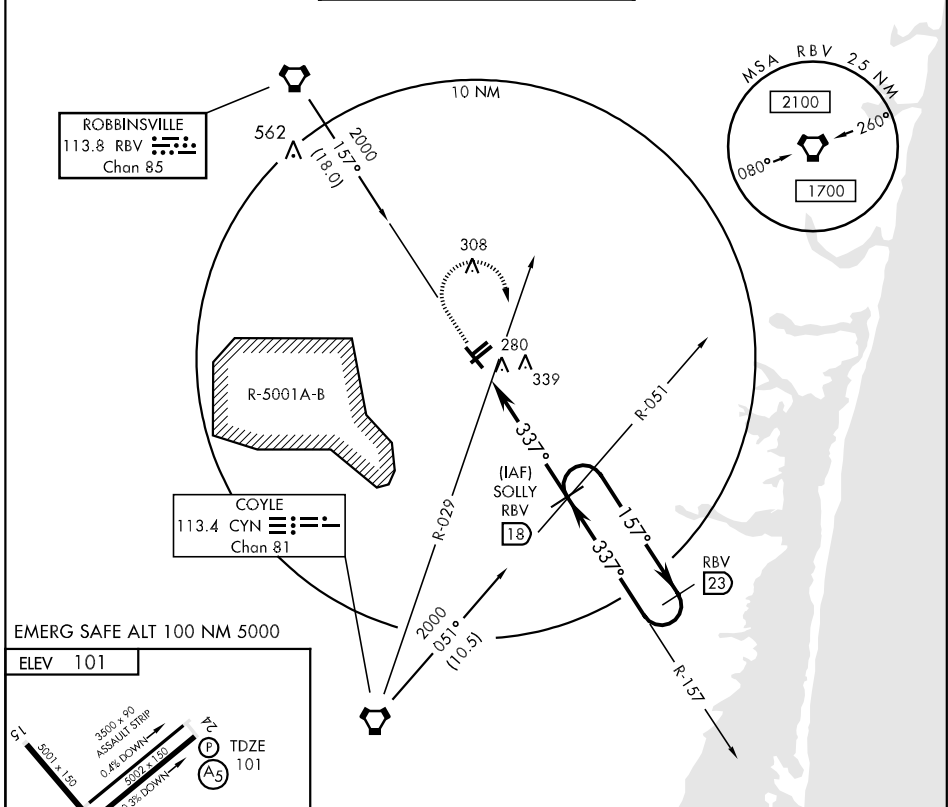
NE-2: 08 APR 2010 to 06 MAY 2010

| | | |
|--|-------------------------|--|
| VORTAC RBV 113.8 Chan 85 | APCH CRS 337° | Rwy ldg TDZE Arpt Elev 5001 88 101 |
|--|-------------------------|--|

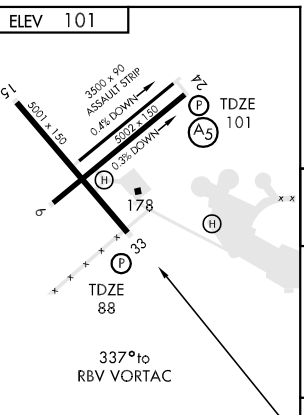
AL-223 [USN] LAKEHURST NAES (MAXFIELD FLD) (KNEL)

MISSED APPROACH: Climb to 1000 vja RBV VORTAC R-157, then climbing right turn to 2000, intercept RBV R-157 outbound to SOLLY and hold.

| | | |
|---|---|----------------------------------|
| MC GUIRE APP CON 120.25 363.8 | LAKEHURST TOWER ★ 127.775 360.2 | GND CON 118.375 307.05 |
|---|---|----------------------------------|



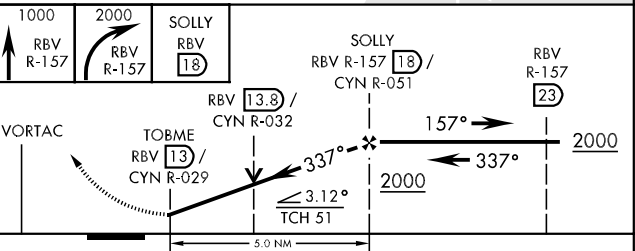
EMERG SAFE ALT 100 NM 5000



HIRL Rwy 6-24, 15-33

FAF to MAP 3 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 | 600-1 | 512 (500-1) | 600-1½ 512 (500-1½) | 600-1¾ 512 (500-1¾) |
| CIRCLING | 600-1 499 (500-1) | 640-1 539 (600-1) | 640-1½ 539 (600-1½) | 660-2 559 (600-2) |

NE-2: 08 APR 2010 to 06 MAY 2010

VOR/DME COL
115.4
Chan **101**

APCH CRS
218°

Rwy Idg
TDZE
Arprt Elev
5002
101
101

AL-223 [USN]

LAKEHURST NAES (MAXFLD) (KNEL)

MALSR

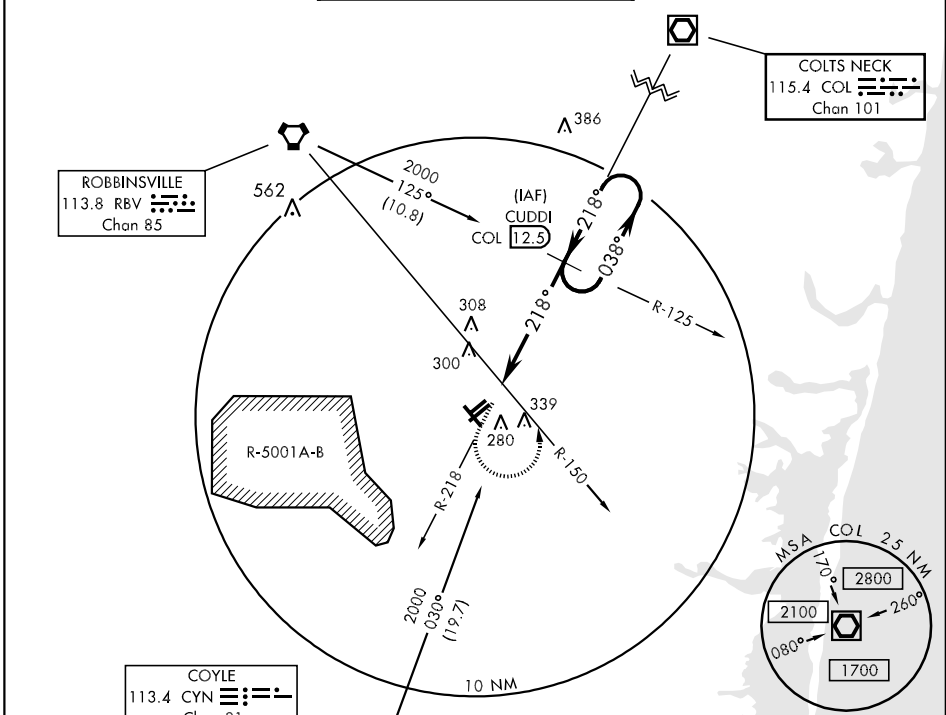


MISSED APPROACH: Climb to 1000 via COL VOR/DME R-218, then climbing left turn to 2000, intercept COL R-218 to CUDDI and hold.

MC GUIRE APP CON
120.25 363.8

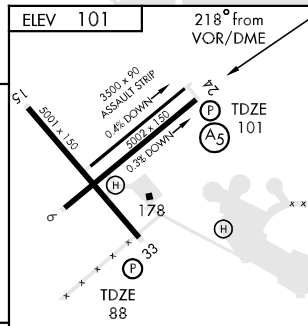
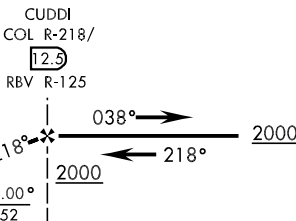
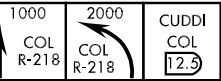
LAKEHURST TOWER ★
127.775 360.2

GND CON
118.375 307.05



NE-2: 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 5000



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|------------------------|
| S-24 | 560-1 499 (500-1) | 459 (500-1) | 560-1¼ 459 (500-1¼) | 560-1½ 459 (500-1½) |
| CIRCLING | 600-1 499 (500-1) | 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 |

RNAV (GPS) RWY 6

LAKEWOOD (N12)

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 061° | Rwy Idg TDZE Apt Elev | 2648 43 43 |
|------------------------|-----------------------------|---------------------------------------|

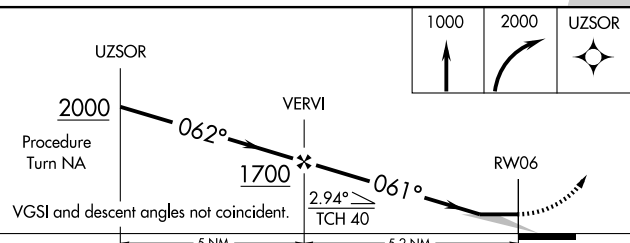
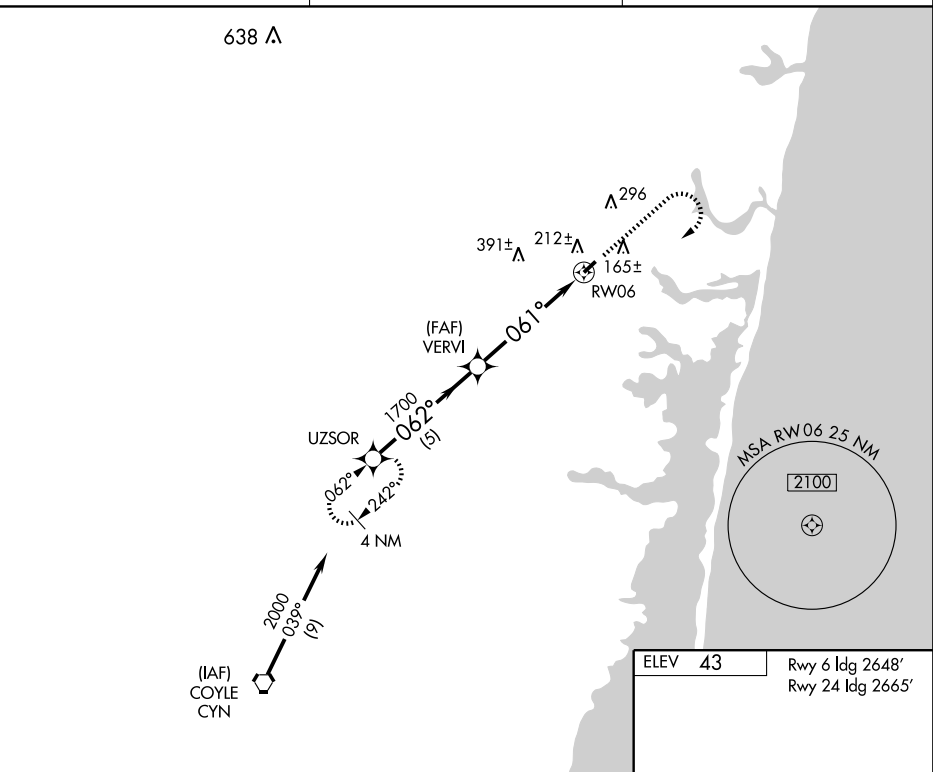
▼ Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH Climb to 1000 then climbing right turn to 2000 direct UZSOR WP and hold.

McGUIRE APP CON
124.15 363.8

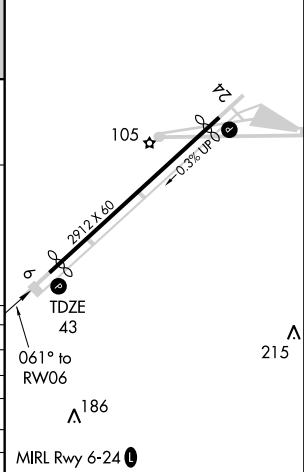
GCO
121.725

UNICOM
122.8 (CTAF) 0



| | | |
|------|------|-------|
| 1000 | 2000 | UZSOR |
| | | |

ELEV 43 Rwy 6 Idg 2648'
Rwy 24 Idg 2665'



| CATEGORY | A | B | C | D |
|--|-------|-------------|---|----|
| LNAV MDA | 560-1 | 517 (600-1) | | NA |
| CIRCLING | 600-1 | 557 (600-1) | | NA |
| McGUIRE AFB ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 580-1 | 537 (600-1) | | NA |
| CIRCLING | 640-1 | 597 (600-1) | | NA |

NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 24

LAKEWOOD (N12)

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 242° | Rwy Idg TDZE Apt Elev | 2665 43 43 |
|------------------------|-----------------------------|---------------------------------------|

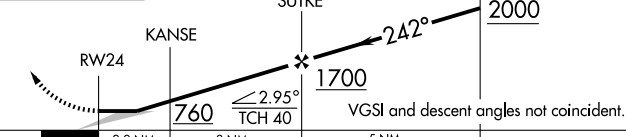
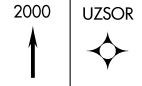
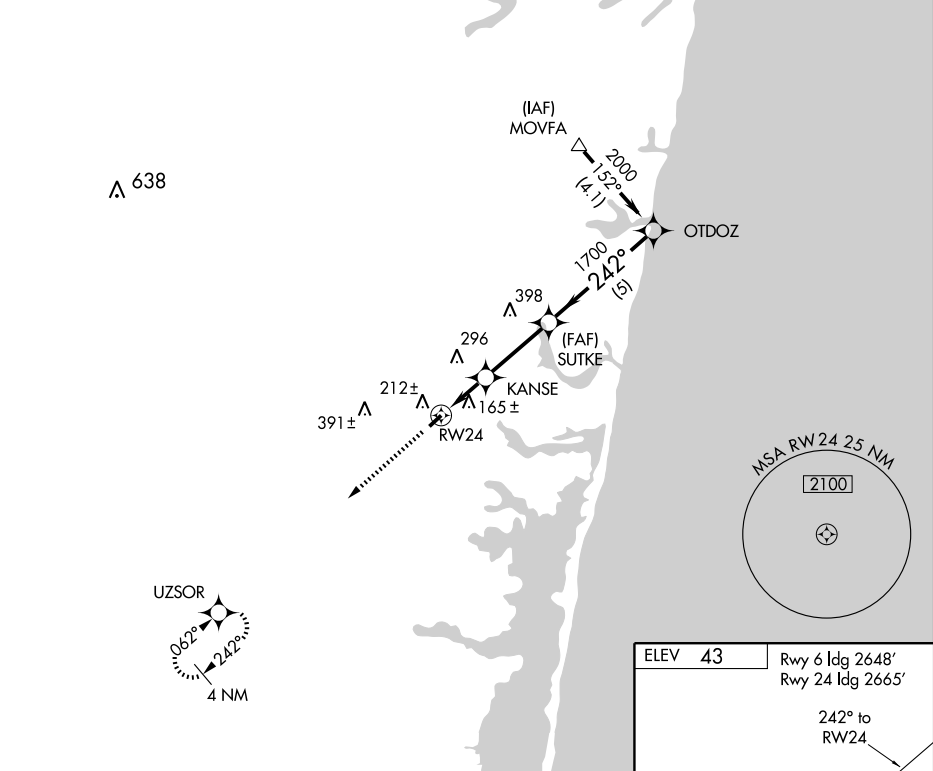
▼ Use Lakehurst NAES altimeter setting, when not received, use McGuire AFB altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH Climb to 2000 direct UZSOR WP and hold.

McGUIRE APP CON
124.15 363.8

GCO
121.725

UNICOM
122.8 (CTAF) 1



| CATEGORY | A | B | C | D |
|--|---------|-------------|---|----|
| LNVA MDA | 560 - 1 | 517 (600-1) | | NA |
| CIRCLING | 600 - 1 | 557 (600-1) | | NA |
| McGUIRE AFB ALTIMETER SETTING MINIMUMS | | | | |
| LNVA MDA | 580 - 1 | 537 (600-1) | | NA |
| CIRCLING | 640 - 1 | 597 (600-1) | | NA |

| | |
|---------|------------------|
| ELEV 43 | Rwy 6 Idg 2648' |
| | Rwy 24 Idg 2665' |

Procedure Turn NA

OTDOZ

SUTKE

KANSE

RW24

2000

1700

242°

2.95° TCH 40

VGSI and descent angles not coincident.

2912 x .60

105

TDZE 43

0.3% UP

▲ 186

MIRL Rwy 6-24 1

NE-2, 08 APR 2010 to 06 MAY 2010

VOR RWY 6

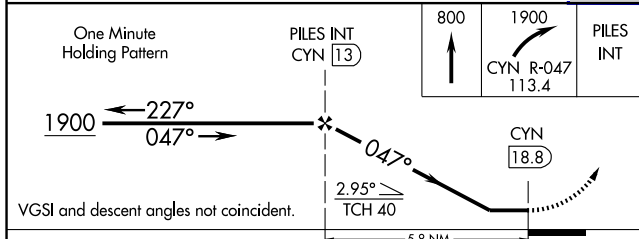
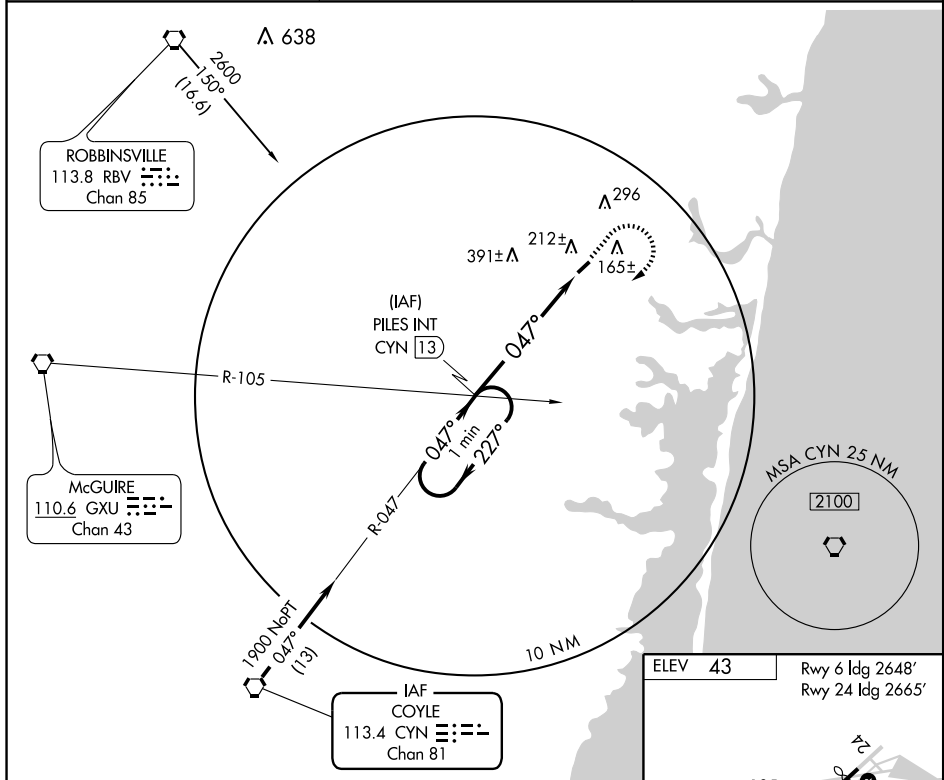
LAKEWOOD (N12)

| | | | |
|------------|---------|----------|------|
| VORTAC CYN | APP CRS | Rwy ldg | 2648 |
| 113.4 | 047° | TDZE | 43 |
| Chan 81 | | Apt Elev | 43 |

▼ Use Lakehurst NAES altimeter setting; when not received, use McGuire AFB 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.

| | | |
|-----------------|---------|----------------|
| McGUIRE APP CON | GCO | UNICOM |
| 124.15 363.8 | 121.725 | 122.8 (CTAF) 0 |



ELEV 43 Rwy 6 ldg 2648' Rwy 24 ldg 2665'

047° 5.8 NM from FAF
 186 ft
 MRL Rwy 6-24 0
 FAF to MAP 5.8 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

| CATEGORY | A | B | C | D |
|--|---------|-------------|---|----|
| S-6 | 620 - 1 | 577 (600-1) | | NA |
| CIRCLING | 620 - 1 | 577 (600-1) | | NA |
| McGUIRE AFB ALTIMETER SETTING MINIMUMS | | | | |
| S-6 | 660 - 1 | 617 (700-1) | | NA |
| CIRCLING | 660 - 1 | 617 (700-1) | | NA |

| | | | |
|------------|-------------|----------|-------------|
| LOM MM | APP CRS | Rwy Idg | 2103 |
| 392 | 026° | TDZE | 182 |
| | | Apt Elev | 182 |

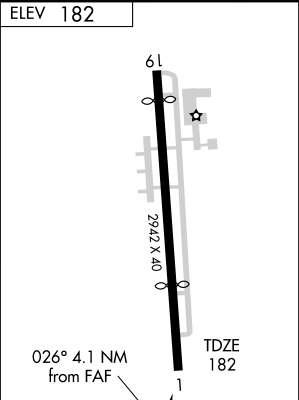
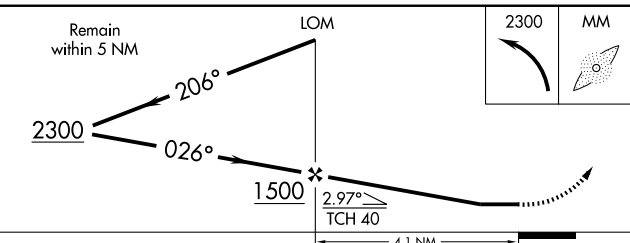
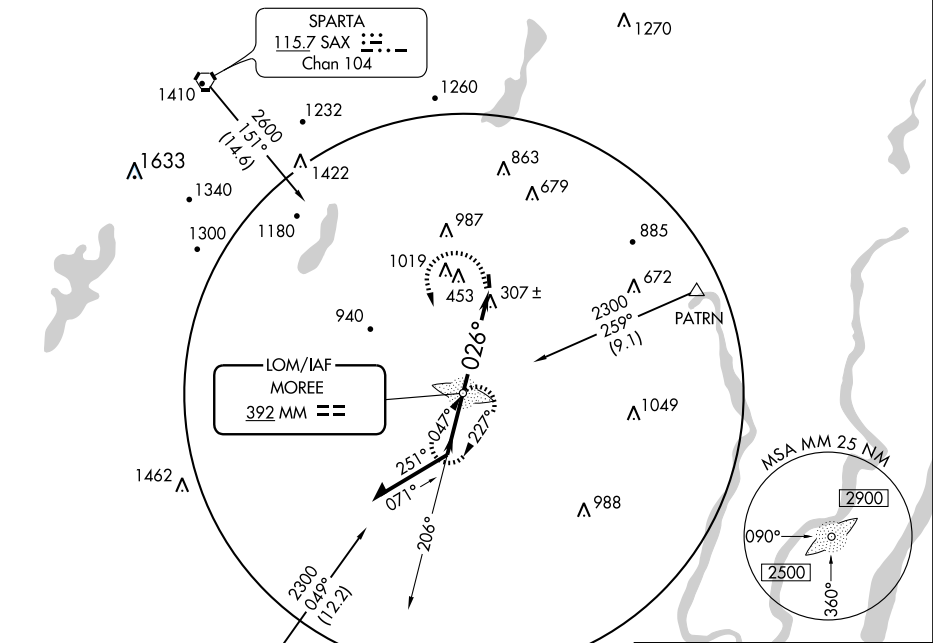
Visibility reduction by helicopters NA.
Use Teterboro altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct MM LOM and hold.

NEW YORK APP CON
127.6 379.9

GCO
121.725

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|---------------------------|---|----|---|
| S-1 | 1480-1¼ 1298 (1300-1¼) | | NA | |
| CIRCLING | 1480-1¼ 1298 (1300-1¼) | | NA | |

| | | | | | |
|-------------------|------|------|------|------|------|
| MRL Rwy 1-19 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 |

RNAV (GPS) RWY 19

LINCOLN PARK (N \emptyset 7)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy ldg | 2683 |
| 203° | TDZE | 182 |
| | Apt Elev | 182 |

▼ Use Teterboro altimeter setting. DME/DME RNP-0.3 NA.
▲ NA Visibility reduction by helicopters NA.

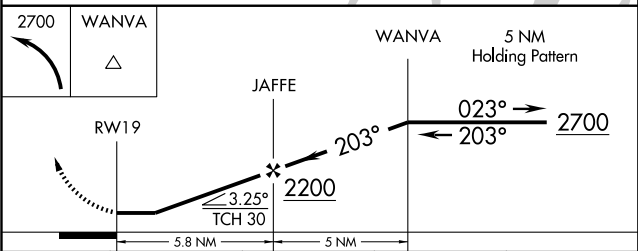
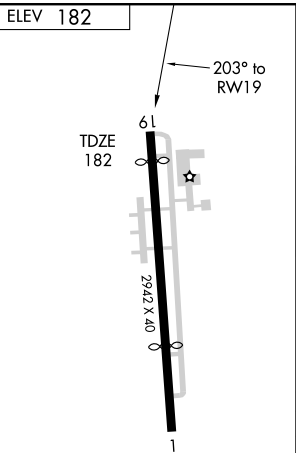
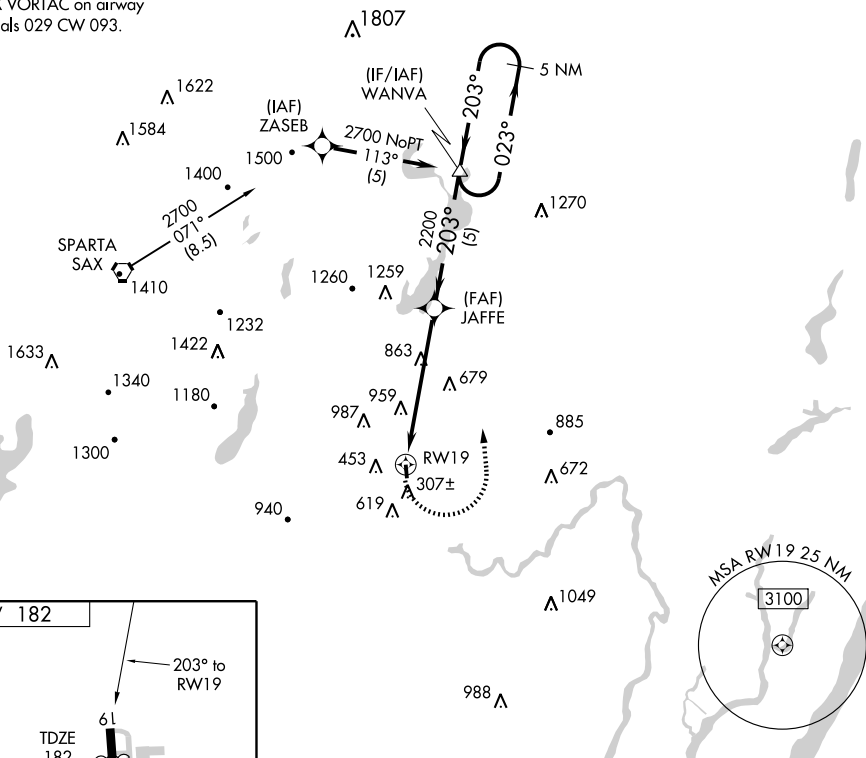
MISSED APPROACH: Climbing left turn to 2700 direct WANVA and hold.

NEW YORK APP CON
127.6 379.9

GCO
121.725

UNICOM
122.8 (CTAF) \emptyset

Procedure NA for arrivals at SAX VORTAC on airway radials 029 CW 093.



| CATEGORY | A | B | C | D |
|----------|---------------------------|---|----|---|
| RNAV MDA | 1280-1¼ 1098 (1100-1¼) | | NA | |
| CIRCLING | 1460-1¼ 1278 (1300-1¼) | | NA | |

MIRL Rwy 1-19 \emptyset

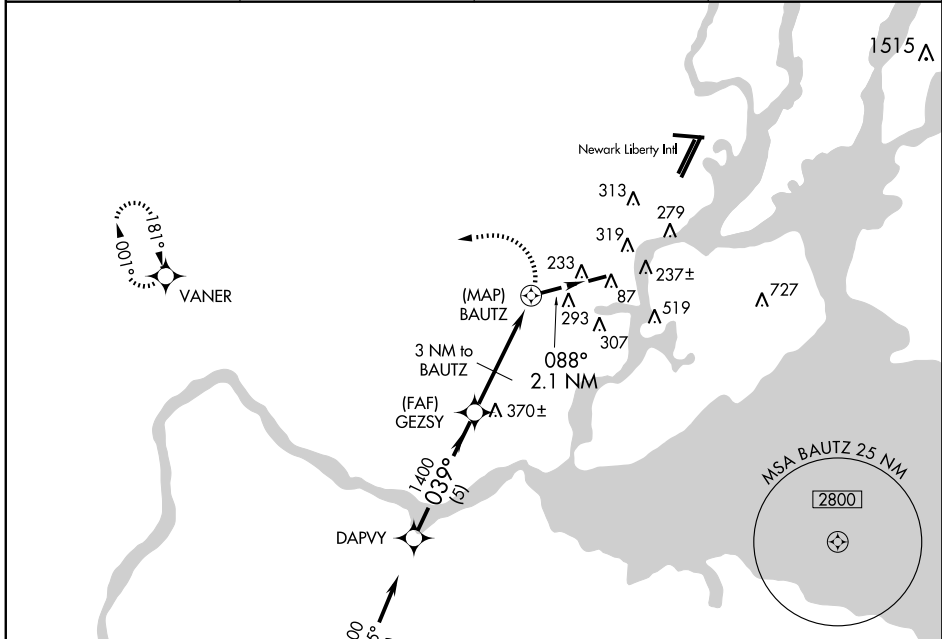
NE-2, 08 APR 2010 to 06 MAY 2010

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 039° | Rwy Idg TDZE Apt Elev | N/A N/A 23 |
|------------------------|-----------------------------|---------------------------------------|

▼ Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting.
▲ NA

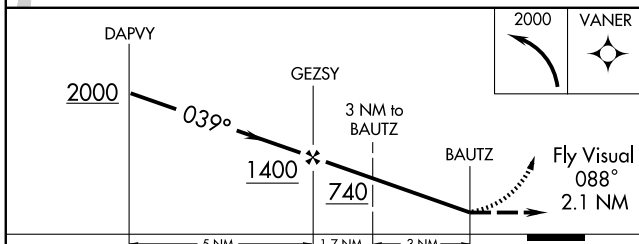
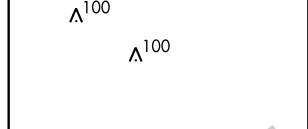
MISSED APPROACH: Climbing left turn to 2000 direct VANER WP and hold.

| | | | |
|--------------------------|---|---------------------------|--|
| AWOS-3 124.025 | NEW YORK APP CON 135.35 379.9 | CLNC DEL 128.35 | UNICOM 123.0 (CTAF) 0 |
|--------------------------|---|---------------------------|--|



RADAR REQUIRED

| | | |
|---------|-----------------|------------------|
| ELEV 23 | Rwy 9 Idg 3677' | Rwy 27 Idg 3594' |
|---------|-----------------|------------------|



| | | | | |
|-----------------------------------|--------|--------------|---|----|
| CATEGORY | A | B | C | D |
| CIRCLING | 620-2½ | 597 (600-2½) | | NA |
| NEWARK ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 640-2½ | 617 (700-2½) | | NA |

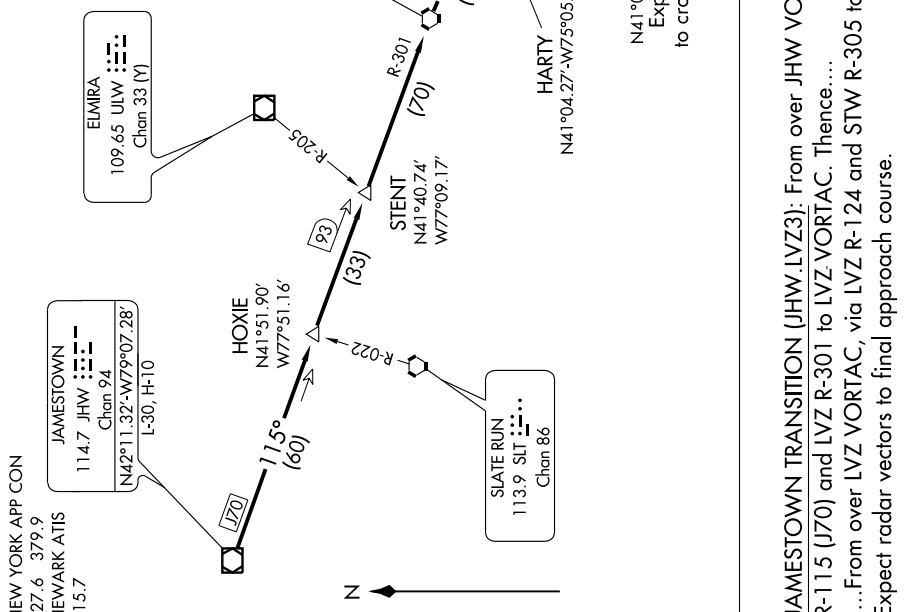
MIRL Rwy 9-27 **0**
REIL Rwys 9 and 27

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS 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.



NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
....From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

RNAV (GPS) RWY 1

LUMBERTON / FLYING W (N14)

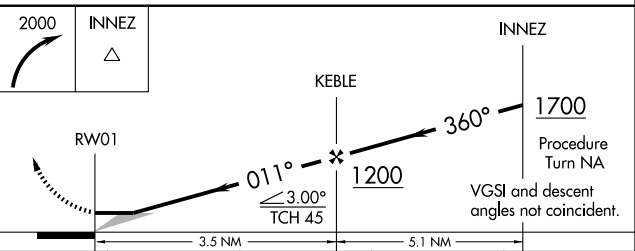
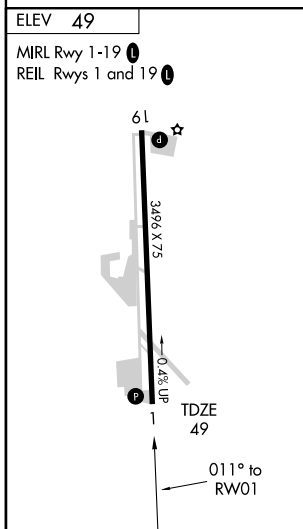
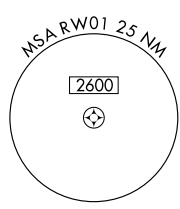
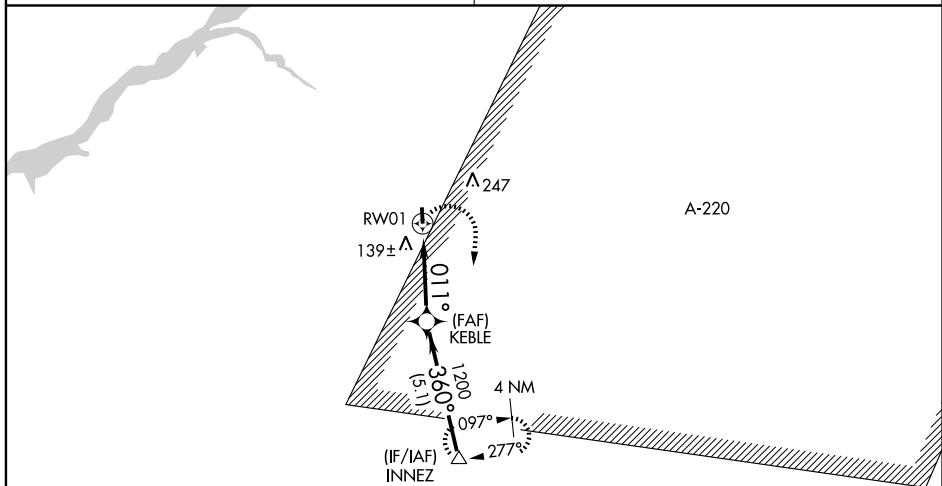
| | |
|------------------------|------------------------|
| APP CRS 011° | Rwy Idg 3496 |
| | TDZE 49 |
| | Apt Elev 49 |

▼ Use McGuire AFB altimeter setting; if not received, procedure NA.
 ▲ NA
 GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

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

McGUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| LNAV MDA | 460-1 | 411 (500-1) | | NA |
| CIRCLING | 500-1 | 451 (500-1) | | NA |

RNAV (GPS) RWY 19

LUMBERTON/ FLYING W (N14)

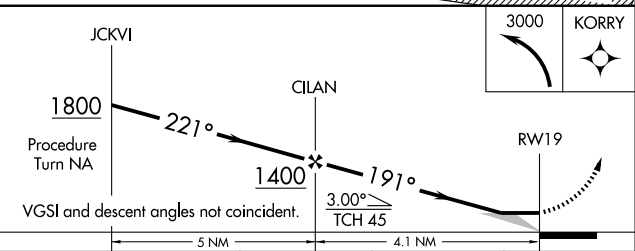
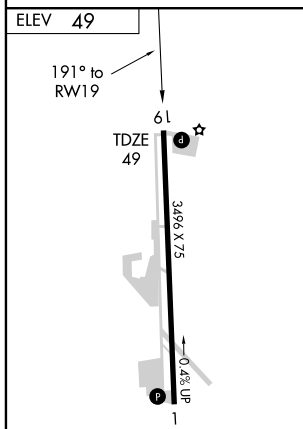
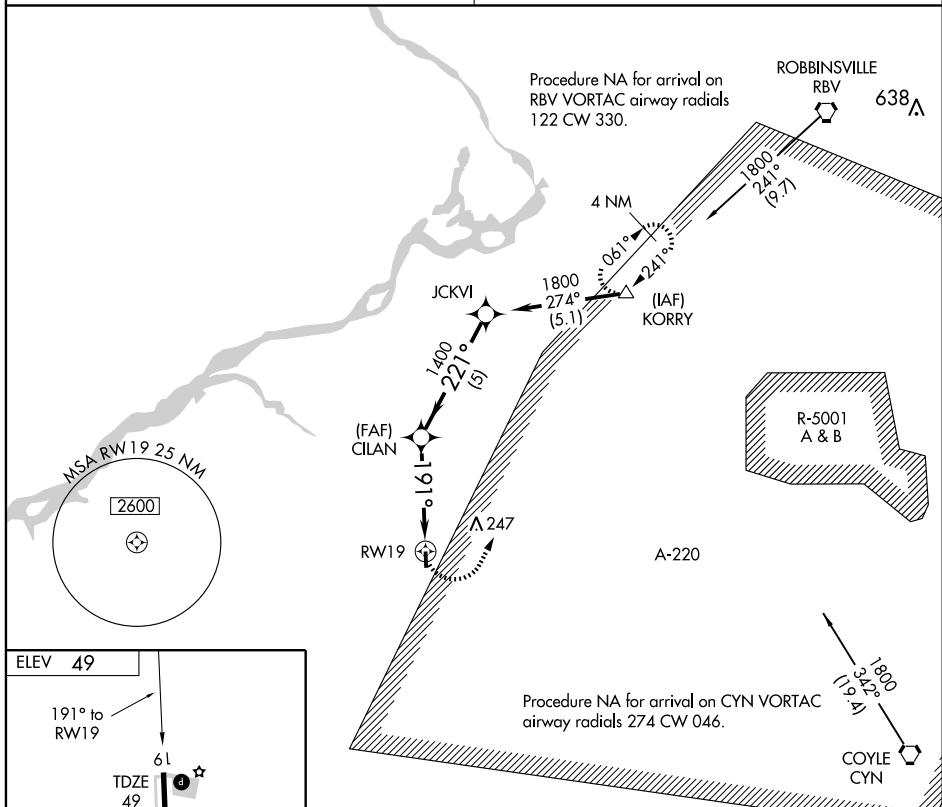
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3496 |
| 191° | TDZE | 49 |
| | Apt Elev | 49 |

▽ Use McGuire AFB altimeter setting; if not received, procedure NA.
△ NA GPS RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct KORRY WP and hold.

McGUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| LNAV MDA | 620-1 | 571 (600-1) | | NA |
| CIRCLING | 620-1 | 571 (600-1) | | NA |

MIRL Rwy 1-19 **0**
 REIL Rws 1 and 19 **0**

NE-2, 08 APR 2010 to 06 MAY 2010

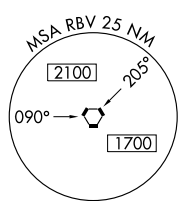
| | | |
|--|------------------------|--|
| VORTAC RBV 113.8 Chan 85 | APP CRS 232° | Rwy Idg TDZE Apt Elev N/A N/A 49 |
|--|------------------------|--|

▼ Use McGuire AFB altimeter setting;
▲ NA if not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2000 via
CYN VORTAC R-296 to CYN VORTAC and hold.

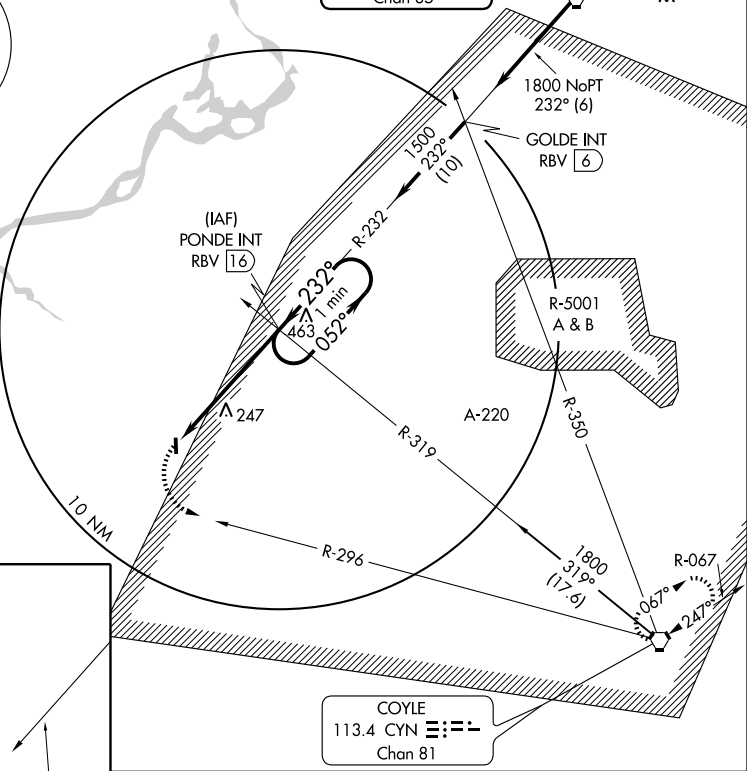
McGUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF) 0

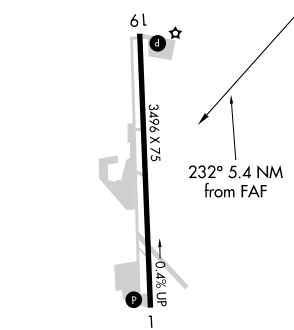


IAF
ROBBINSVILLE
113.8 RBV
Chan 85

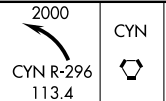
▲ 638



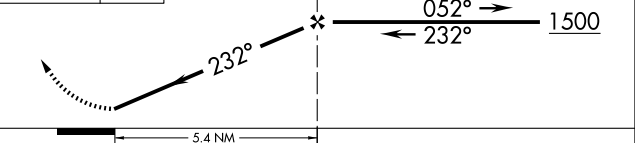
ELEV 49



MIRL Rwy 1-19
REIL Rwys 1 and 19



One Minute Holding Pattern



FAF to MAP 5.4 NM

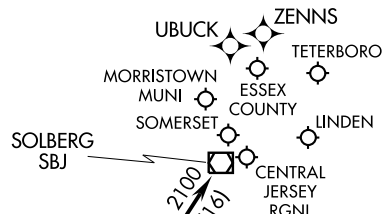
| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| | | | | |
|----------|----------------------|------------------------|----|---|
| CATEGORY | A | B | C | D |
| CIRCLING | 640-1 591 (600-1) | 640-1¼ 591 (600-1¼) | NA | |

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

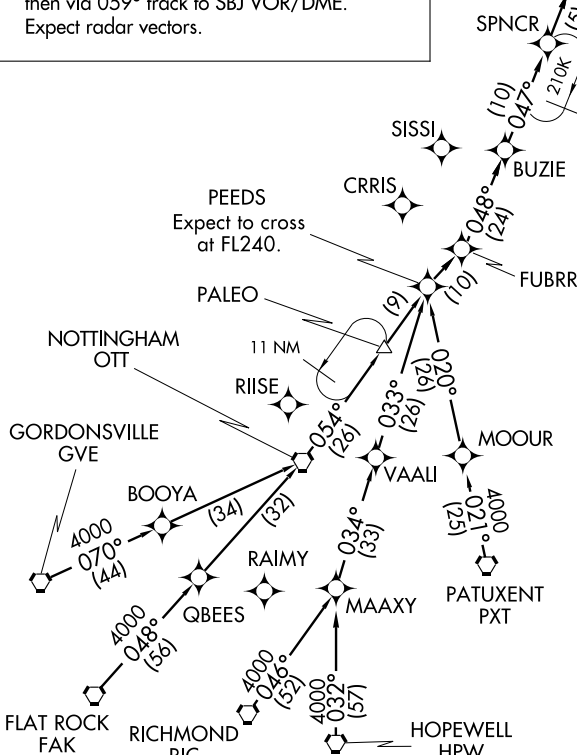
NEW YORK APP CON
 132.8 379.9
 TETERBORO ARR ATIS
 108.4
 MORRISTOWN ARR ATIS
 124.25
 ESSEX COUNTY ARR ATIS
 135.5
 WASHINGTON CENTER
 132.52



ARRIVAL ROUTE DESCRIPTION

- FLAT ROCK TRANSITION (FAK.JAIKE2)
- GORDONSVILLE TRANSITION (GVE.JAIKE2)
- HOPEWELL TRANSITION (HPW.JAIKE2)
- PATUXENT TRANSITION (PXT.JAIKE2)
- RICHMOND TRANSITION (RIC.JAIKE2)

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



- NOTE: RNAV 1.
- NOTE: RADAR REQUIRED.
- NOTE: STAR applicable to Turbojet Aircraft only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
- NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 7

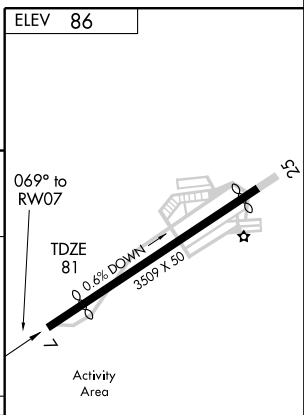
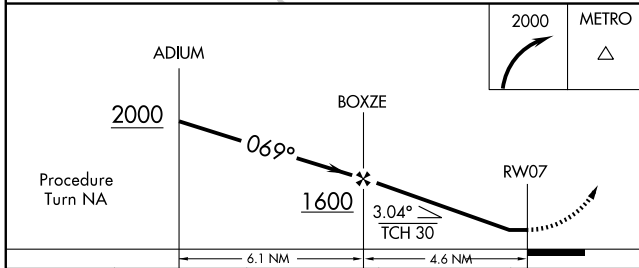
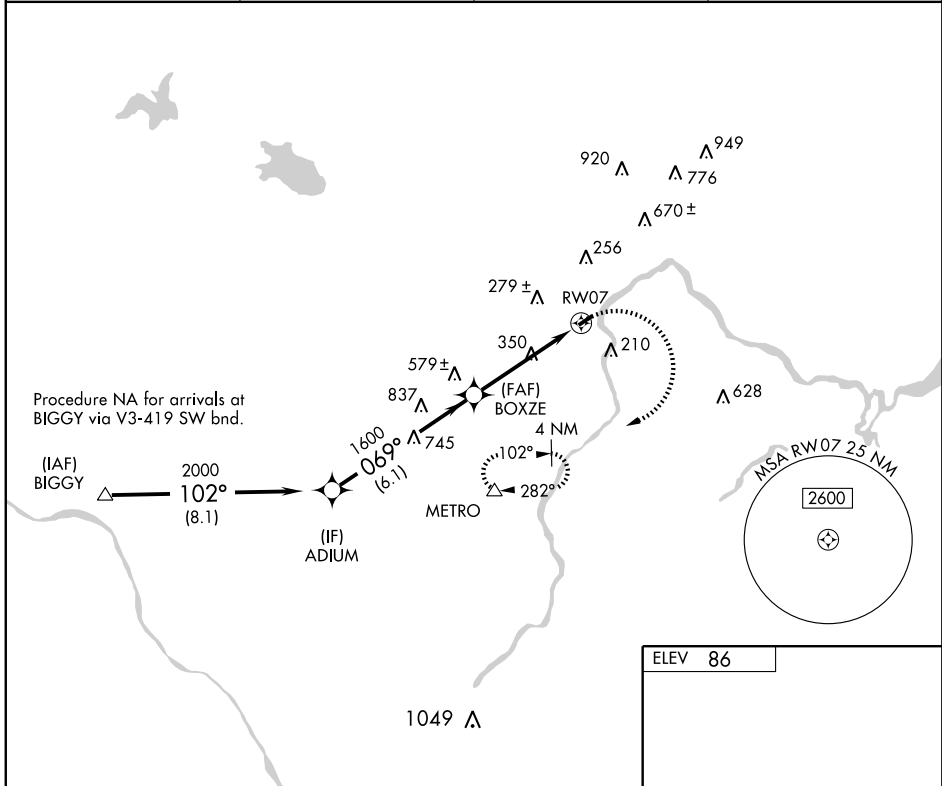
MANVILLE/ CENTRAL JERSEY RGNL (47N)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2929 |
| 069° | TDZE | 81 |
| | Apt Elev | 86 |

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

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

| | | | |
|-------------------------------|--|-----------------------|-------------------------------|
| TRENTON ASOS 126.77 | NEW YORK APP CON 132.8 379.9 | GCO 121.725 | UNICOM 122.7 (CTAF) |
|-------------------------------|--|-----------------------|-------------------------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| LNAV MDA | 720-1 | 639 (700-1) | 720-1 $\frac{3}{4}$ 639 (700-1 $\frac{3}{4}$) | NA |
| CIRCLING | 720-1 | 634 (700-1) | 720-1 $\frac{3}{4}$ 634 (700-1 $\frac{3}{4}$) | NA |

MIRL Rwy 7-25

RNAV (GPS) RWY 25

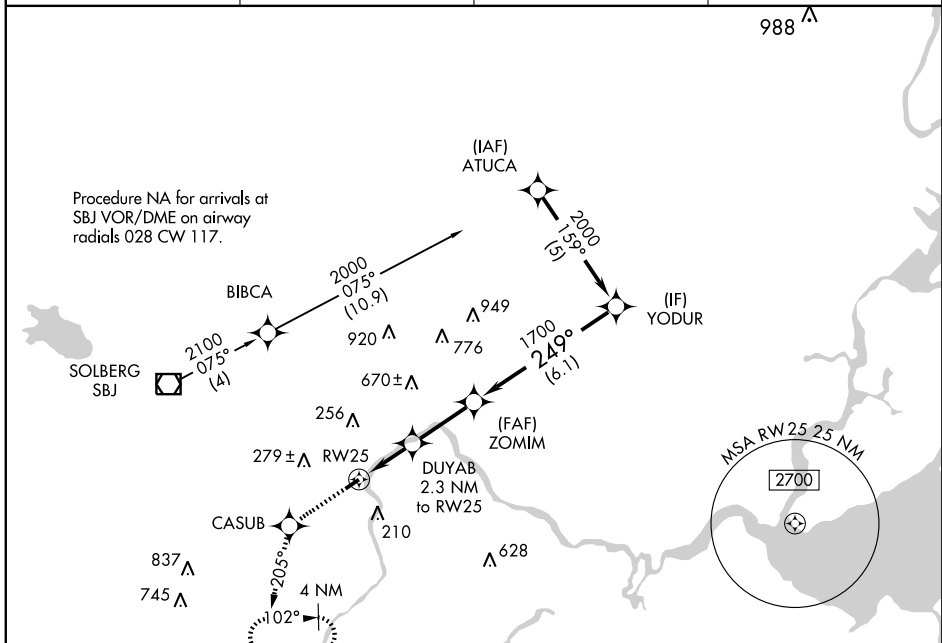
MANVILLE/ CENTRAL JERSEY RGNL (47N)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3244 |
| 249° | TDZE | 82 |
| | Apt Elev | 86 |

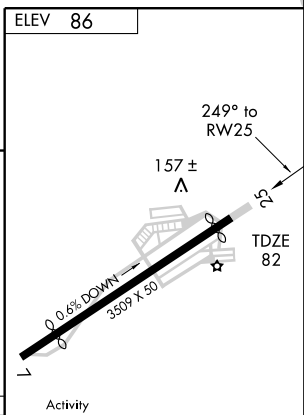
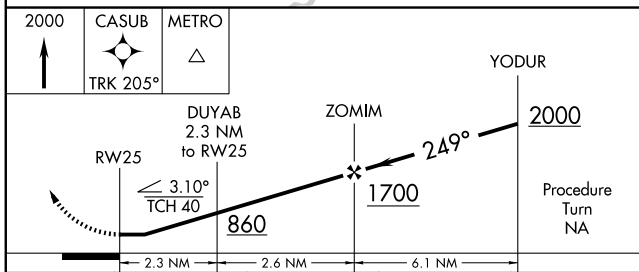
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Trenton altimeter setting; if not received use Newark altimeter setting.

MISSED APPROACH: Climb to 2000 direct CASUB and via 205° track to METRO and hold.

| | | | |
|-------------------------------|--|-----------------------|-------------------------------|
| TRENTON ASOS 126.77 | NEW YORK APP CON 132.8 379.9 | GCO 121.725 | UNICOM 122.7 (CTAF) |
|-------------------------------|--|-----------------------|-------------------------------|



| |
|----------------|
| ELEV 86 |
|----------------|



| CATEGORY | A | B | C | D |
|-----------|-------------------|-------------|------------------------|----|
| LNNAV MDA | 480-1 398 (400-1) | | | NA |
| CIRCLING | 540-1 | 454 (500-1) | 700-1¾ 614 (700-1¾) | NA |

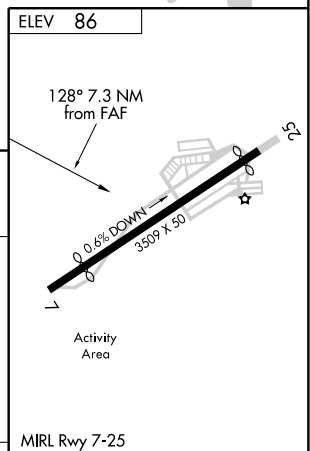
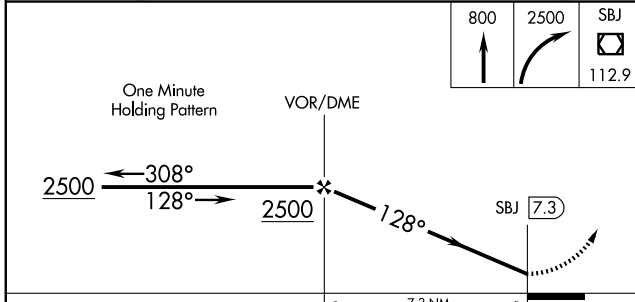
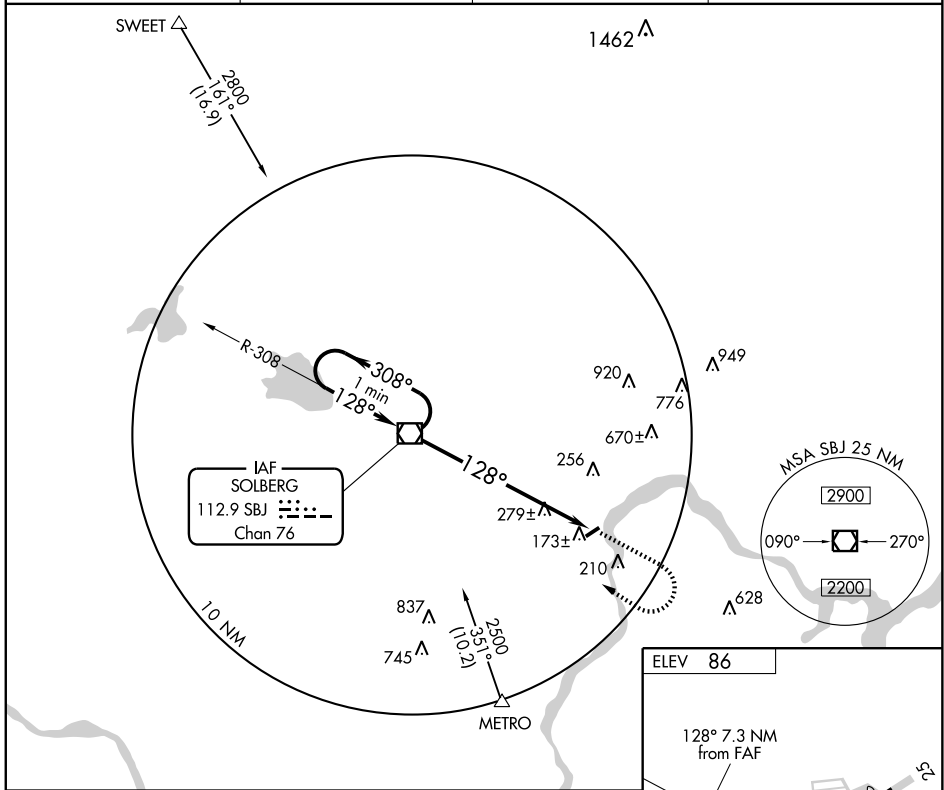
MIRL Rwy 7-25

| | | |
|---|------------------------|--|
| VOR/DME SBJ 112.9 Chan 76 | APP CRS 128° | Rwy Idg TDZE Apt Elev N/A N/A 86 |
|---|------------------------|--|

▼ Use Trenton Mercer altimeter setting, when not received,
▲ NA use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct SBJ VOR/DME and hold.

| | | | |
|-------------------------------|--|-----------------------|-------------------------------|
| TRENTON ASOS 126.77 | NEW YORK APP CON 132.8 379.9 | GCO 121.725 | UNICOM 122.7 (CTAF) |
|-------------------------------|--|-----------------------|-------------------------------|



| | | | | | | | | | | |
|----------|-------|-------------|------------------------|----|-------------------|------|------|------|------|------|
| 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 |

ILS RWY 10

MILLVILLE MUNI (MIV)

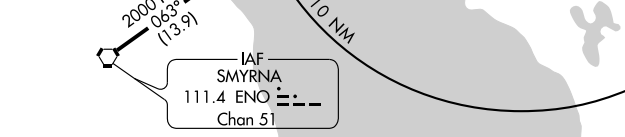
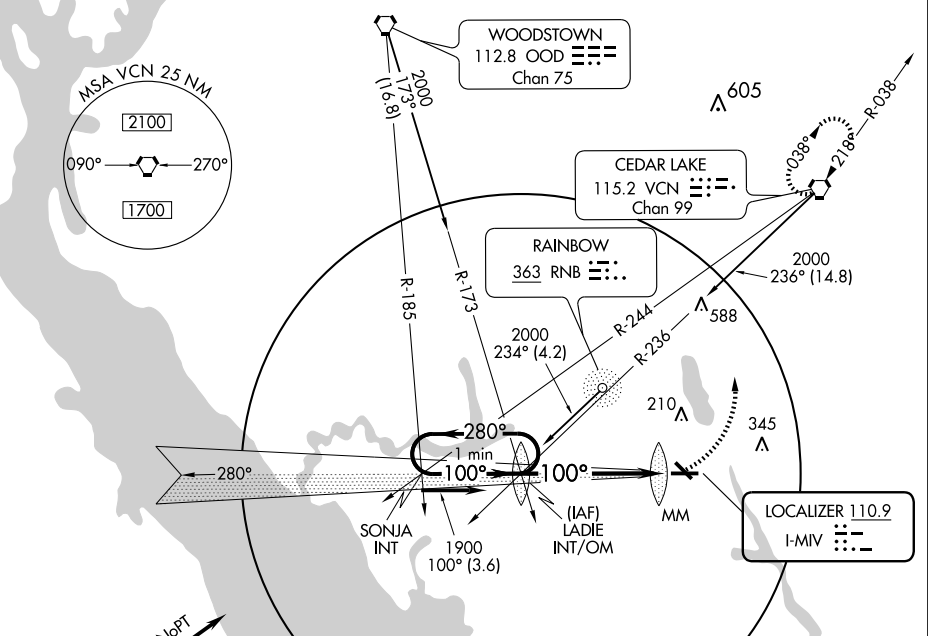
| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC I-MIV 110.9 | APP CRS 100° | Rwy Idg TDZE Apt Elev | 6002 74 83 |
|---------------------------|------------------------|-----------------------------|---------------------------------------|

▼ Cat. D S-LOC 10 visibility increased ¼ mile for inoperative MM.
ACTIVATE MALSR Rwy 10-UNICOM.

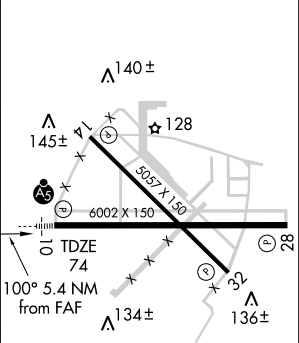
MALSR
AS

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

| | | | | |
|------------------------|---|----------------------------------|------------------------|-----------------------|
| ASOS 128.125 | ATLANTIC CITY APP CON 124.6 327.125 | MILLVILLE RADIO 123.65 | UNICOM 123.0 | CTAF 123.65 |
|------------------------|---|----------------------------------|------------------------|-----------------------|



ELEV 83



| | | | | | | |
|--------------------|------|------|------|--------|------|-----|
| GS 3.00° TCH 53 | 2000 | 280° | 100° | 1900 | 100° | MM |
| | | | | 4.9 NM | | 0.5 |


| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| S-ILS 10 | 274-½ 200 (200-½) | | | |
| S-LOC 10 | 420-½ 346 (400-½) | | 420-¾ 346 (400-¾) | |
| CIRCLING | 480-1 397 (400-1) | 540-1 457 (500-1) | 540-1½ 457 (500-1½) | 640-2 557 (600-2) |


MIRL Rwy 10-28 and 14-32
FAF to MAP 5.4 NM


| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |


ATLANTIC CITY DEP CON
124.6 327.125
MILLVILLE RADIO
123.65
ASOS 128.125
CTAF 123.65

WOODSTOWN
112.8 OOD 
Chan 75


CEDAR LAKE
115.2 VCN 
Chan 99


ROBBINSVILLE
113.8 RBV 
Chan 85


DUPONT
114.0 DQO 
Chan 87

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

ATLANTIC CITY
108.6 ACY 
Chan 23

SMYRNA
111.4 ENO 
Chan 51
N39°13.90'-W75°30.96'
L-34, H-10-12

SALISBURY
111.2 SBY 
Chan 49

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

TAKE-OFF 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 (LEEAH3.CYN): From over LEEAH INT via CYN R-226 to CYN VORTAC.

SMYRNA TRANSITION (LEEAH3.ENO): From over LEEAH INT via ENO R-095 to ENO VORTAC.

WATERLOO TRANSITION (LEEAH3.ATR): From over LEEAH INT via ATR R-033 to ATR VOR/DME.

NE-2, 08 APR 2010 to 06 MAY 2010

NDB RWY 14

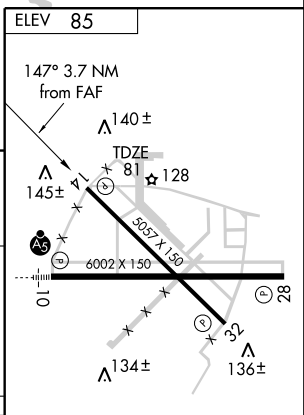
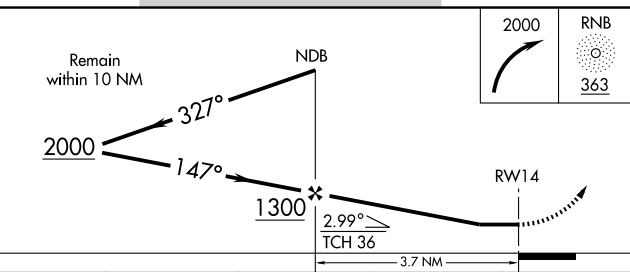
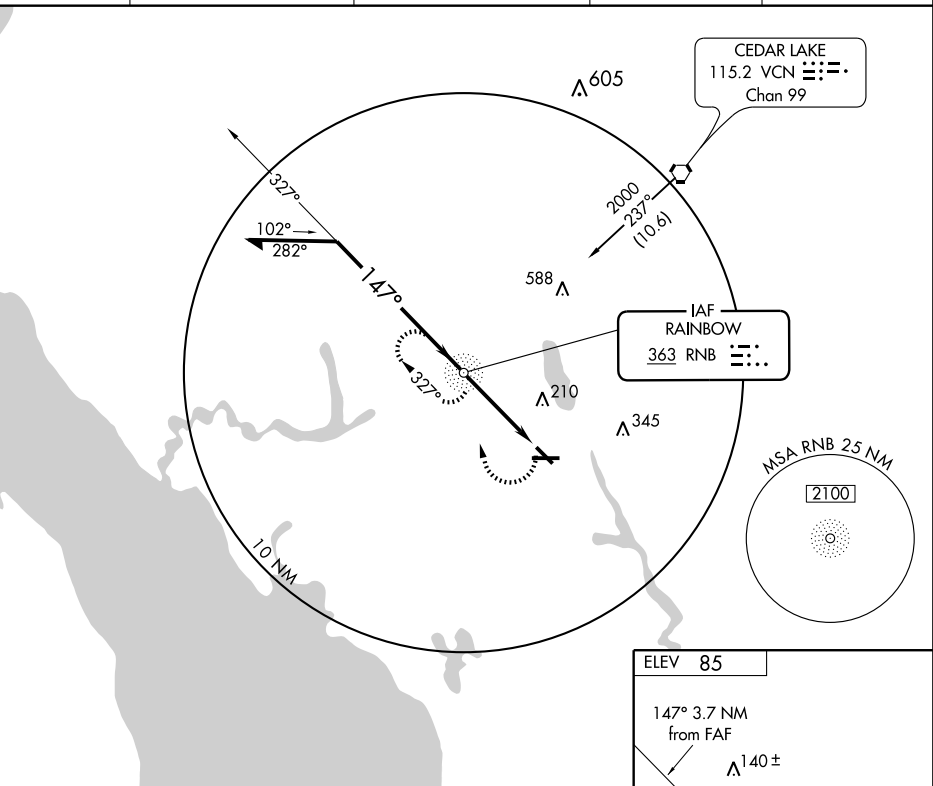
MILLVILLE MUNI (MIV)

| | | | |
|-----------------------|------------------------|-----------------------------|---------------------------------------|
| NDB RNB 363 | APP CRS 147° | Rwy Idg TDZE Apt Elev | 5057 81 85 |
|-----------------------|------------------------|-----------------------------|---------------------------------------|

▼ When VGSi inop, straight-in/circling Rwy 14 procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct RNB NDB and hold, continue climb-in-hold to 2000.

| | | | | |
|------------------------|---|----------------------------------|------------------------|-----------------------|
| ASOS 128.125 | ATLANTIC CITY APP CON 124.6 327.125 | MILLVILLE RADIO 123.65 | UNICOM 123.0 | CTAF 123.65 |
|------------------------|---|----------------------------------|------------------------|-----------------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|--------------------------|--------------------------|
| S-14 | 560-1 | 479 (500-1) | 560-1 ¼ 479 (500-1 ¼) | 560-1 ½ 479 (500-1 ½) |
| CIRCLING | 560-1 | 475 (500-1) | 560-1 ½ 475 (500-1 ½) | 640-2 555 (600-2) |

MIRL Rwy 10-28 and 14-32

FAF to MAP 3.7 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

RNAV (GPS) RWY 14

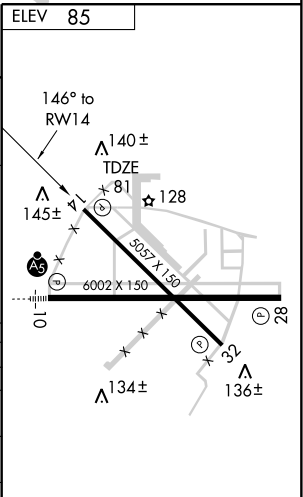
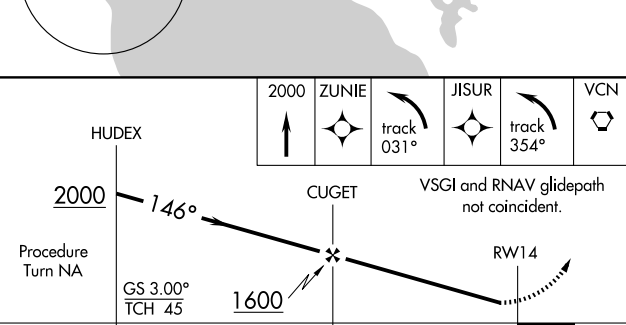
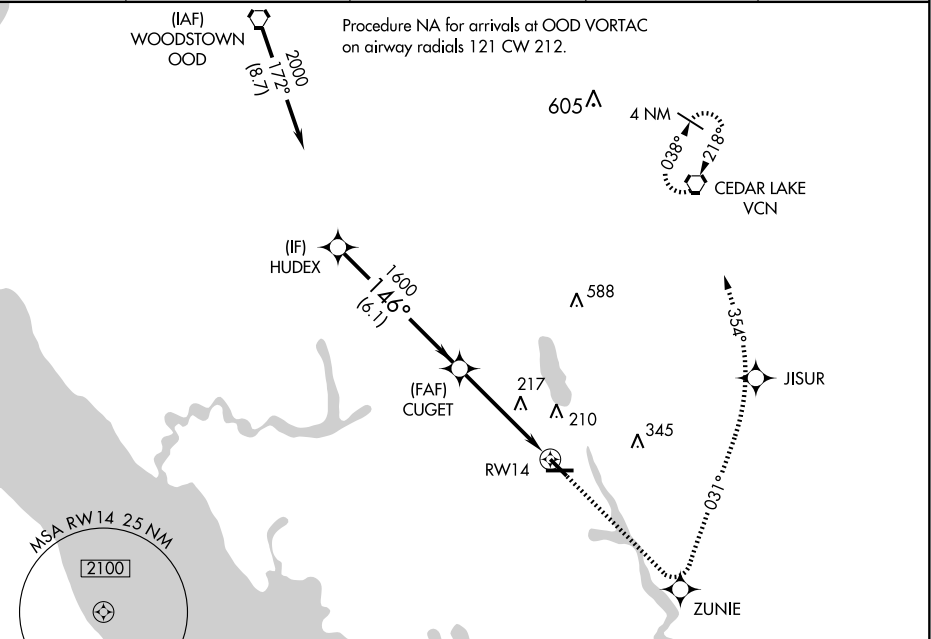
MILLVILLE MUNI (MIV)

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS Ch 82000 W14A | APP CRS 146° | Rwy Idg TDZE Apt Elev | 5057 81 85 |
|--|------------------------|-----------------------------|---------------------------------------|

When VGSI inop, straight-in/circling Rwy 14 procedure NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 direct ZUNIE and left turn via 031° track to JISUR and left turn 354° track to VCN VORTAC and hold.

| | | | | |
|------------------------|---|----------------------------------|------------------------|-----------------------|
| ASOS 128.125 | ATLANTIC CITY APP CON 124.6 327.125 | MILLVILLE RADIO 123.65 | UNICOM 123.0 | CTAF 123.65 |
|------------------------|---|----------------------------------|------------------------|-----------------------|



| 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) | |
| | | | 480-1¼ 399 (400-1¼) | |
| CIRCLING | 560-1 475 (500-1) | | 560-1½ 475 (500-1½) | |
| | | | 640-2 555 (600-2) | |

MIRL Rwy 10-28 and 14-32

NE-2, 08 APR 2010 to 06 MAY 2010

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS Ch 42700 W28A | APP CRS 281° | Rwy Idg TDZE Apt Elev | 6002 85 85 |
|--|------------------------|-----------------------------|---------------------------------------|

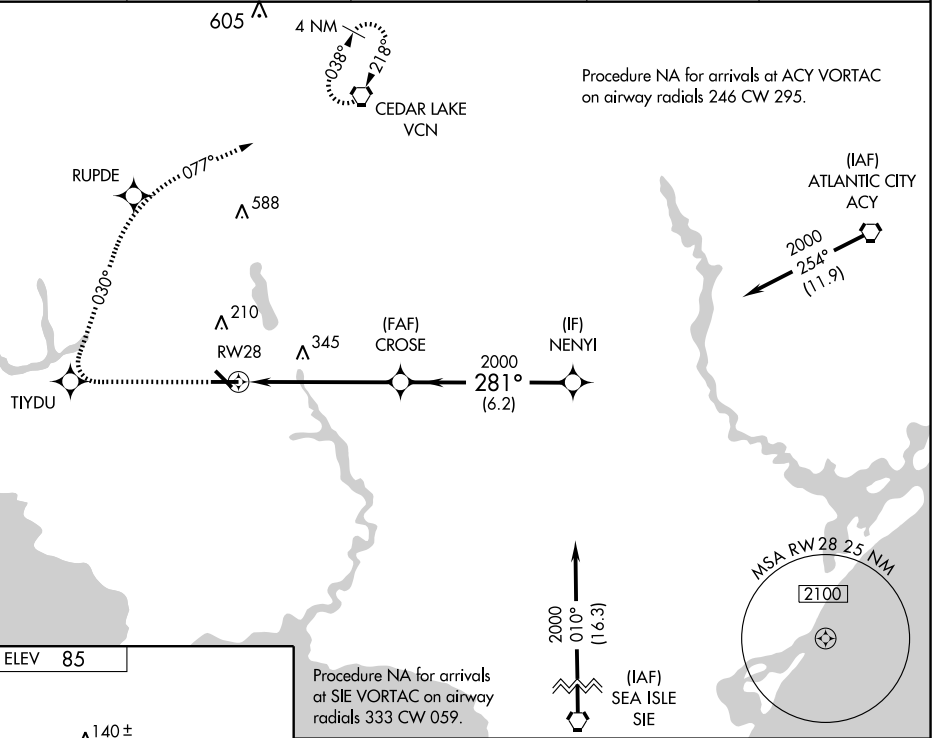
RNAV (GPS) RWY 28

MILLVILLE MUNI (MTV)

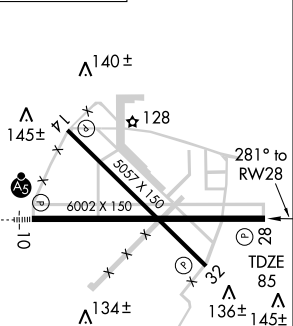
▼ DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

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.

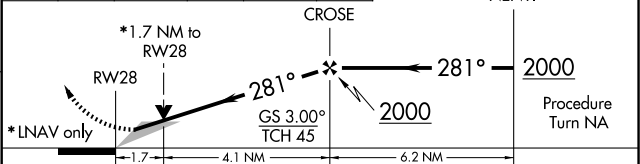
| | | | | |
|------------------------|---|----------------------------------|------------------------|-----------------------|
| ASOS 128.125 | ATLANTIC CITY APP CON 124.6 327.125 | MILLVILLE RADIO 123.65 | UNICOM 123.0 | CTAF 123.65 |
|------------------------|---|----------------------------------|------------------------|-----------------------|



ELEV 85



| | | | | |
|-----------|------------|------------|----------|---|
| 2000 ↑ | TIYDU ✧ | RUPDE ✧ | VCN ⬡ | VSGI and RNAV glidepath not coincident. |
|-----------|------------|------------|----------|---|



| CATEGORY | A | B | C | D |
|--------------|-------------------|---------------------|---------------------|-------------------|
| LPV DA | 344-1 259 (300-1) | | | |
| LNAV/VNAV DA | 405-1 320 (400-1) | | | |
| LNAV MDA | 640-1 555 (600-1) | 640-1½ 555 (600-1½) | 640-1¾ 555 (600-1¾) | 640-2 555 (600-2) |
| CIRCLING | 640-1 555 (600-1) | 640-1½ 555 (600-1½) | 640-2 555 (600-2) | 640-2 555 (600-2) |

MIRL Rwy's 10-28 and 14-32

NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 32

MILLVILLE MUNI (MTV)

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS Ch 86900 W32A | APP CRS 326° | Rwy Idg TDZE Apt Elev | 5057 82 85 |
|--|------------------------|-----------------------------|---------------------------------------|

Procedure NA at night. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C (5°F) or above 49°C (120°F).

MISSED APPROACH: Climb to 2000 direct WIMKA
and right turn via 061° track to VCN VORTAC and hold.

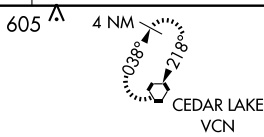
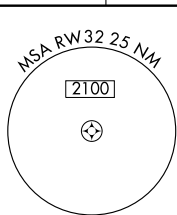
ASOS
128.125

ATLANTIC CITY APP CON
124.6 327.125

MILLVILLE RADIO
123.65

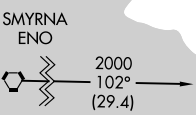
UNICOM
123.0

CTAF
123.65

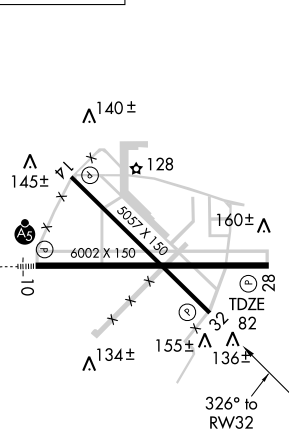


Procedure NA for arrivals at ACY VORTAC
on airway radials 246 CW 295.

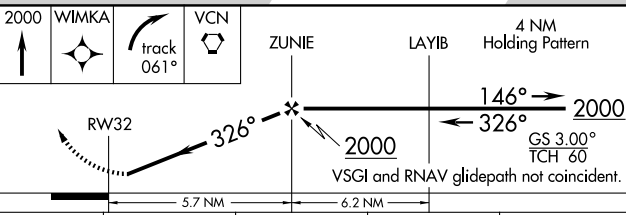
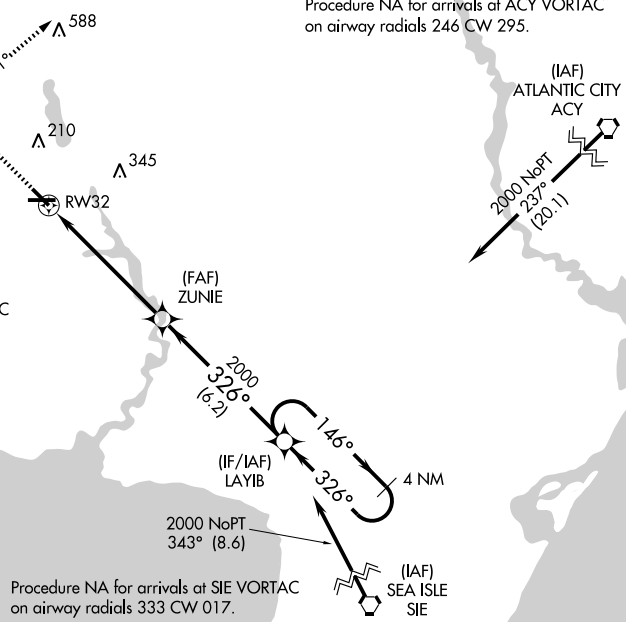
Procedure NA for arrivals at ENO VORTAC
on airway radials 044 CW 095.



ELEV 85



MIRL Rwy's 10-28 and 14-32



| CATEGORY | A | B | C | D |
|---------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA | | 381-1 | 299 (300-1) | |
| LNAV/ VNAV DA | | 415-1 | 333 (400-1) | |
| LNAV MDA | | 420-1 | 338 (400-1) | |
| CIRCLING | 480-1 395 (400-1) | 540-1 455 (500-1) | 560-1½ 475 (500-1½) | 640-2 555 (600-2) |

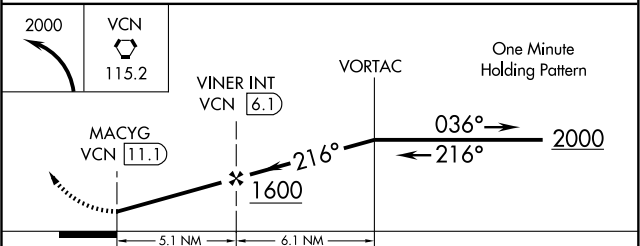
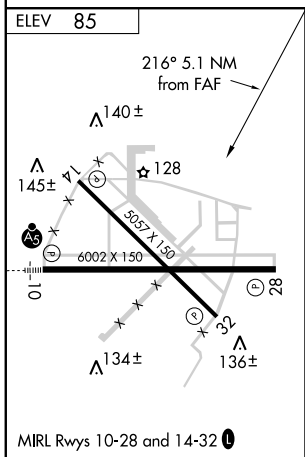
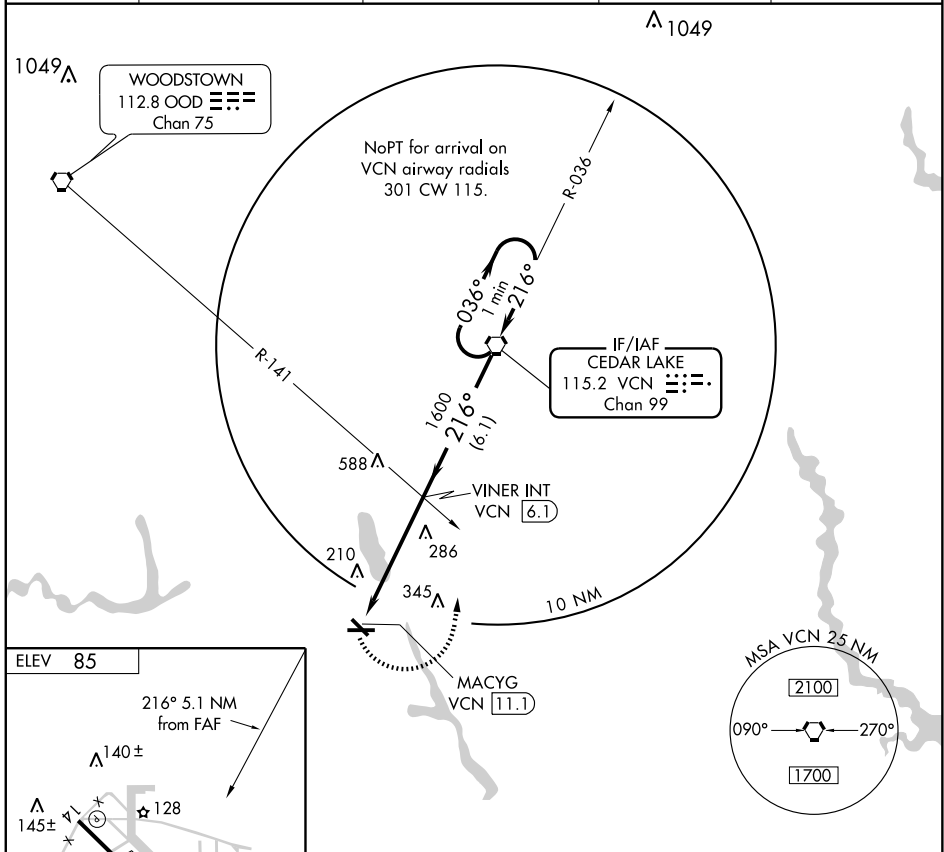
NE-2, 08 APR 2010 to 06 MAY 2010

| | | |
|--|------------------------|--|
| VORTAC VCN 115.2 Chan 99 | APP CRS 216° | Rwy Idg TDZE Apt Elev N/A N/A 85 |
|--|------------------------|--|

▼ If local altimeter setting not received, use Atlantic City
▲ Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct VCN VORTAC and hold.

| | | | | |
|------------------------|---|----------------------------------|------------------------|-----------------------|
| ASOS 128.125 | ATLANTIC CITY APP CON 124.6 327.125 | MILLVILLE RADIO 123.65 | UNICOM 123.0 | CTAF 123.65 |
|------------------------|---|----------------------------------|------------------------|-----------------------|




| | | | | | | | | | |
|-------------------|------|------|------|------|----------|----------|---|-------------|-------------|
| FAF to MAP 5.1 NM | | | | | CATEGORY | A | B | C | D |
| Knots | 60 | 90 | 120 | 150 | 180 | | | 600-1½ | 640-2 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 | CIRCLING | | 515 (600-1) | 555 (600-2) |

ILS or LOC RWY 23

MORRISTOWN MUNI (MMU)

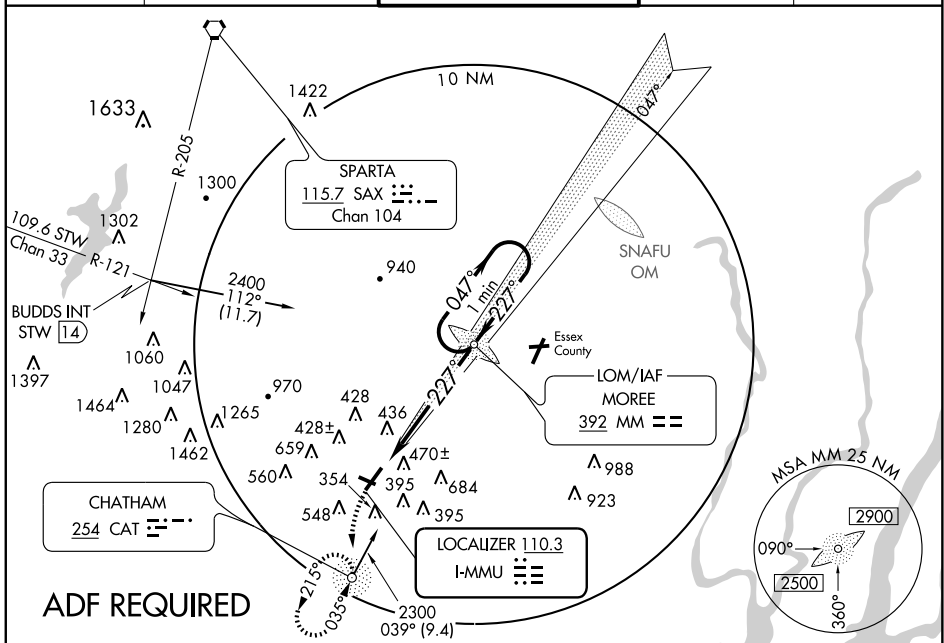
| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-MMU 110.3 | APP CRS 227° | Rwy Idg TDZE Apt Elev | 5999 184 187 |
|---------------------------|------------------------|-----------------------------|---|

CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM.
When control tower closed, use Newark altimeter setting.

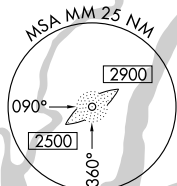
MALSR 

MISSED APPROACH: Climbing left turn to 2500 direct CAT NDB and hold, continue climb-in-hold to 2500.

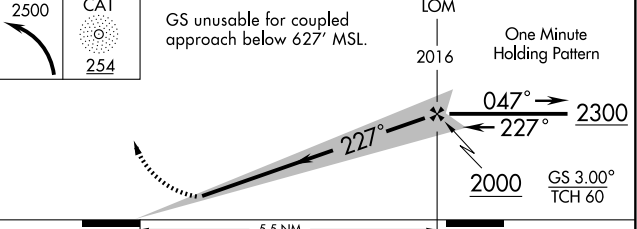
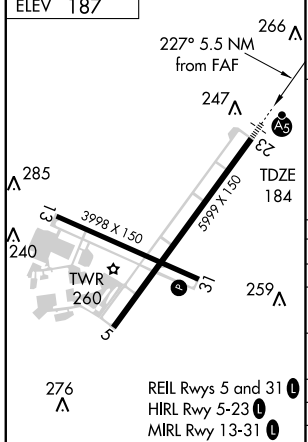
| | | | | |
|-----------------------|--|--|-------------------------|--------------------------|
| ATIS 124.25 | NEW YORK APP CON 127.6 379.9 | MORRISTOWN TOWER ★ 118.1 (CTAF) 353.9 | GND CON 121.7 | CLNC DEL 121.2 |
|-----------------------|--|--|-------------------------|--------------------------|



ADF REQUIRED



ELEV 187



| CATEGORY | A | B | C | D |
|-----------------------------------|-------------------|-------------------|----------------------|----------------------|
| S-ILS 23 | 384-½ 200 (200-½) | | | |
| S-LOC 23 | 660-½ 476 (500-½) | 660-¾ 476 (500-¾) | 660-1 476 (500-1) | 660-1 476 (500-1) |
| CIRCLING | 860-1 673 (700-1) | 860-2 673 (700-2) | 1000-2¾ 813 (900-2¾) | 1000-2¾ 813 (900-2¾) |
| NEWARK ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 23 | 438-½ 254 (300-½) | | | |
| S-LOC 23 | 720-½ 536 (600-½) | 720-1 536 (600-1) | 720-1¼ 536 (600-1¼) | 720-1¼ 536 (600-1¼) |
| CIRCLING | 920-1 733 (800-1) | 920-2 733 (800-2) | 1040-2¾ 853 (900-2¾) | 1040-2¾ 853 (900-2¾) |

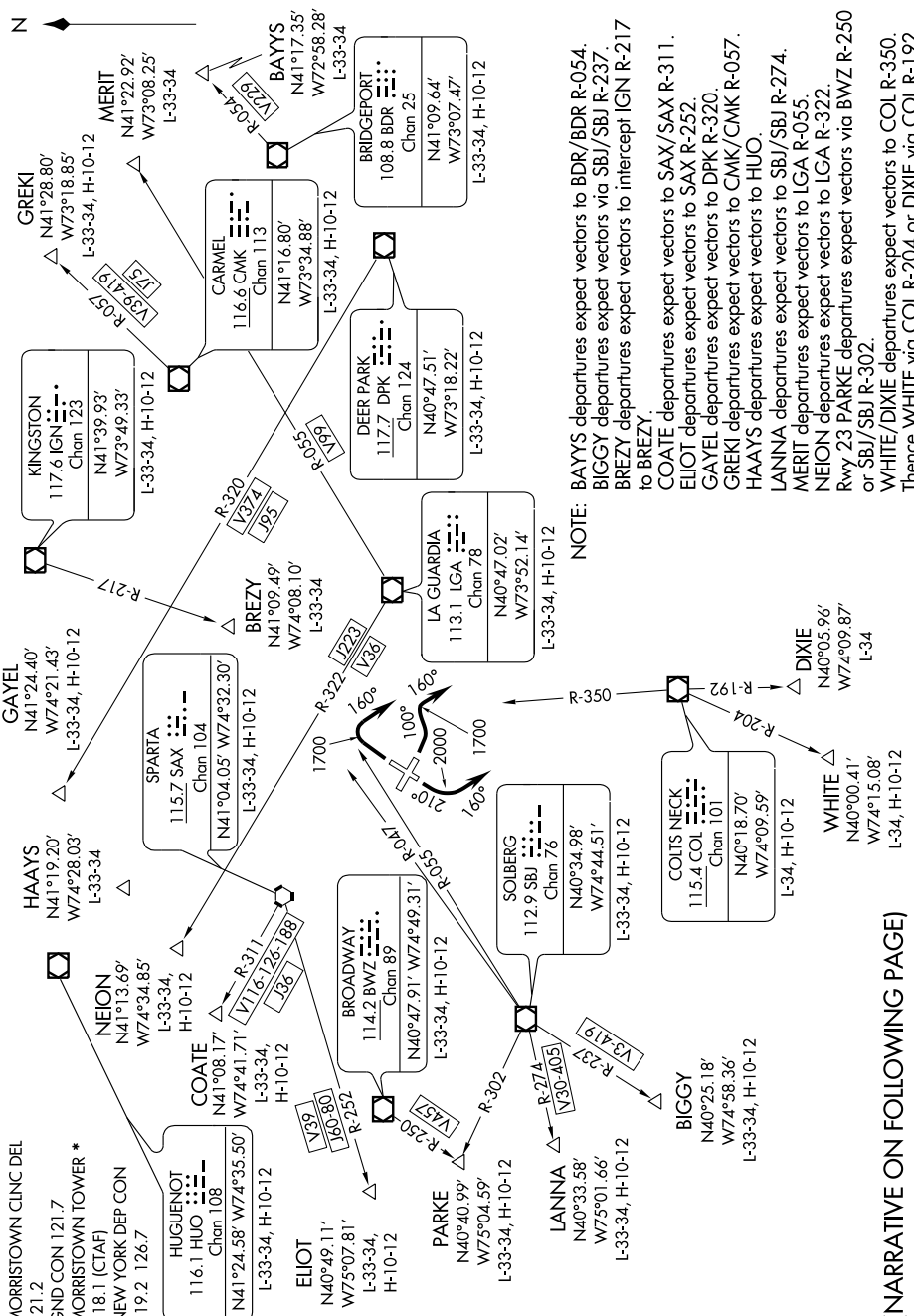
FAF to MAP 5.5 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

REIL Rwy 5 and 31
HIRL Rwy 5-23
MIRL Rwy 13-31

NE-2, 08 APR 2010 to 06 MAY 2010

MORRISTOWN FIVE DEPARTURE (OBSTACLE)



NOTE:
 BAYYS departures expect vectors to BDR/BDR R-054.
 BIGGY departures expect vectors to SBJ/SBJ R-237.
 BREZY departures expect vectors to intercept IGN R-217 to BREZY.
 COATE departures expect vectors to SAX/SAX R-311.
 ELIOT departures expect vectors to SAX R-252.
 GAYEL departures expect vectors to DPK R-320.
 GREKI departures expect vectors to CMK/CMK R-057.
 HAAYS departures expect vectors to HUG.
 LAINNA departures expect vectors to SBJ/SBJ R-274.
 MERIT departures expect vectors to LGA R-055.
 NEION departures expect vectors to LGA R-322.
 Rwy 23 PARKE departures expect vectors via BWZ R-250 or SBJ/SBJ R-302.
 WHITE/DIXIE departures expect vectors to COL R-350. Thence WHITE via COL R-204 or DIXIE via COL R-192.

(NARRATIVE ON FOLLOWING PAGE)

MORRISTOWN FIVE DEPARTURE (OBSTACLE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb runway heading to 1700 feet, then turn right heading 160° maintain 2000 feet. Thence

TAKE-OFF RUNWAY 13: After crossing airport boundary and reaching 700 feet, climb via heading 100° to 1700 feet, then turn right heading 160°, maintain 2000 feet. Thence

TAKE OFF RUNWAY 23: After crossing airport boundary and reaching 500 feet, climb via heading 210° to 2000 feet, then turn left heading 160°, maintain 2000 feet. Thence

TAKE-OFF RUNWAY 31: Climb northeast on SBJ R-055 to 1700 feet then turn right heading 160° maintain 2000 feet. Thence

. . . . as per notes or via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATION: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after crossing SBJ R-047.

NDB or GPS RWY 23

MORRISTOWN MUNI (MMU)

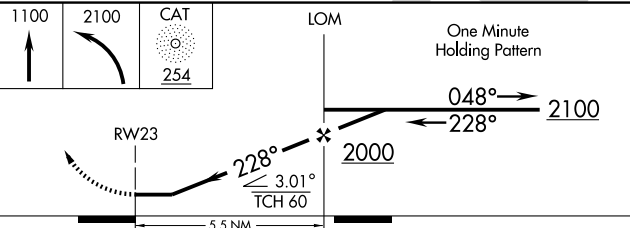
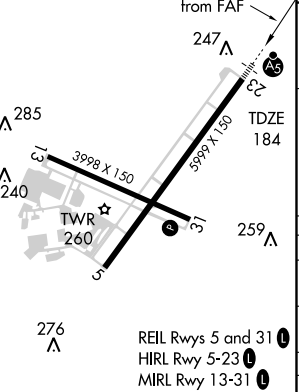
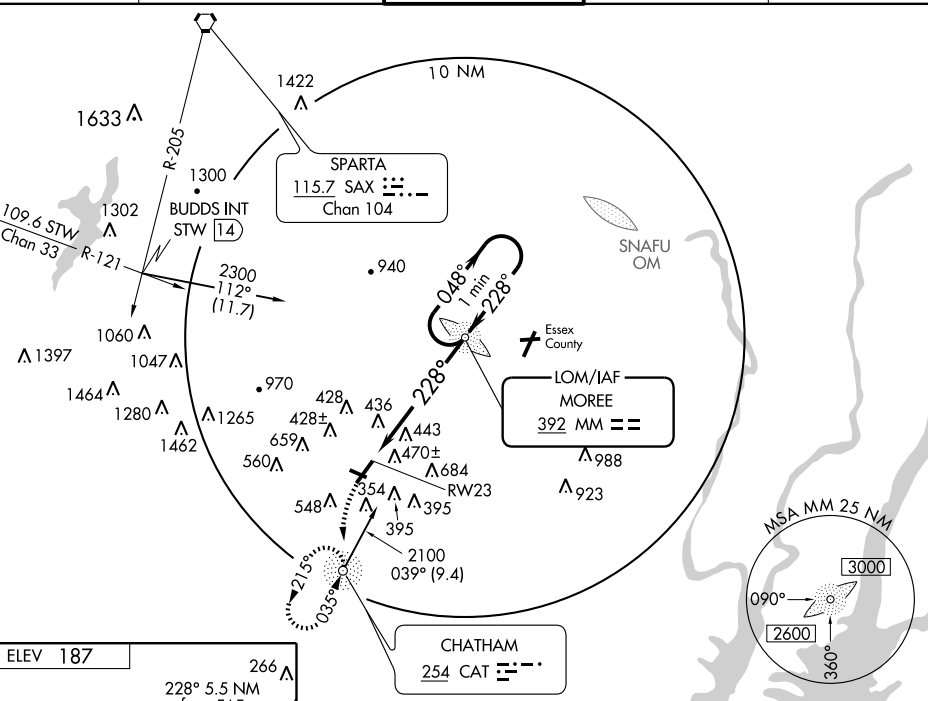
| | | | |
|------------|-------------|----------|-------------|
| LOM MM | APP CRS | Rwy Idg | 5999 |
| 392 | 228° | TDZE | 184 |
| | | Apt Elev | 187 |

CAUTION: Caldwell/Essex County OM for Rwy 22 may be received prior to Moree LOM. When local altimeter not received, use Newark altimeter setting minimums.



MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 direct CAT NDB and hold.

| | | | | |
|-----------------------|--|---|-------------------------|--------------------------|
| ATIS 124.25 | NEW YORK APP CON 127.6 379.9 | MORRISTOWN TOWER * 118.1 (CTAF) 353.9 | GND CON 121.7 | CLNC DEL 121.2 |
|-----------------------|--|---|-------------------------|--------------------------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|------------------------|-------------------------|
| S-23 | 860-1 676 (700-1) | | 860-1½ 676 (700-1½) | 860-2 676 (700-2) |
| CIRCLING | 860-1 673 (700-1) | | 860-2 673 (700-2) | 1000-2¾ 813 (900-2¾) |

NEWARK ALTIMETER SETTING MINIMUMS

| | | | |
|----------|----------------------|------------------------|------------------------|
| S-23 | 980-1 796 (800-1) | 980-1¾ 796 (800-1¾) | 980-2¼ 796 (800-2¼) |
| CIRCLING | 980-1 793 (800-1) | 980-1¼ 793 (800-1¼) | 980-2¼ 793 (800-2¼) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

NE-2, 08 APR 2010 to 06 MAY 2010

NDB RWY 5

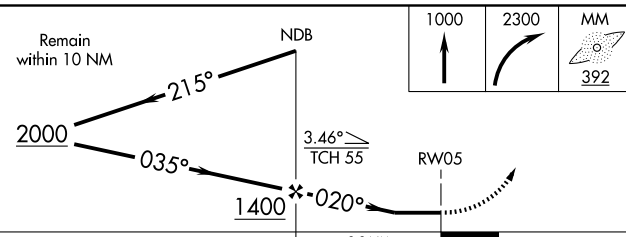
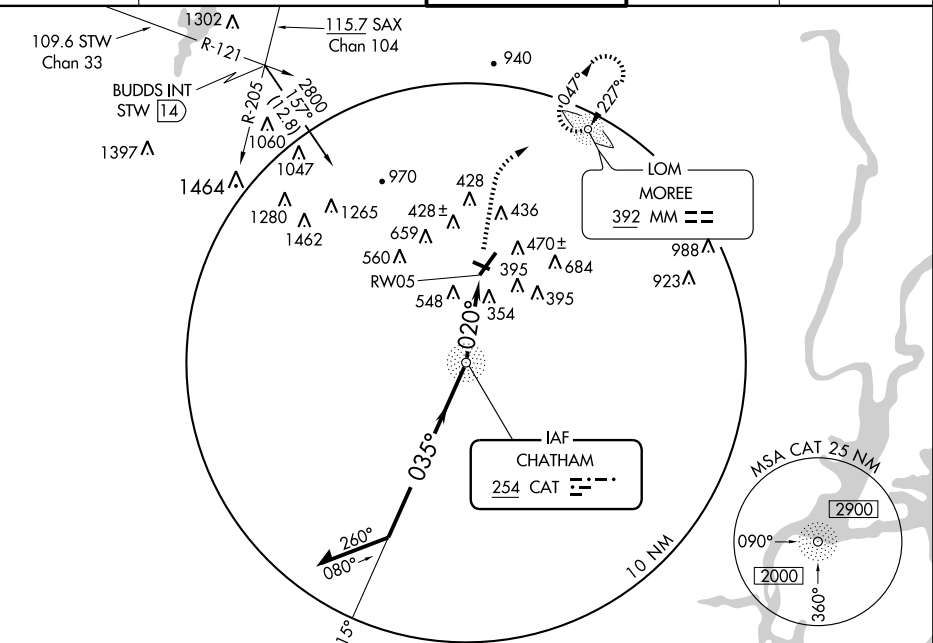
MORRISTOWN MUNI (MMU)

| | | | |
|------------|-------------|----------|-------------|
| NDB CAT | APP CRS | Rwy Idg | 5999 |
| 254 | 020° | TDZE | 184 |
| | | Apt Elev | 187 |

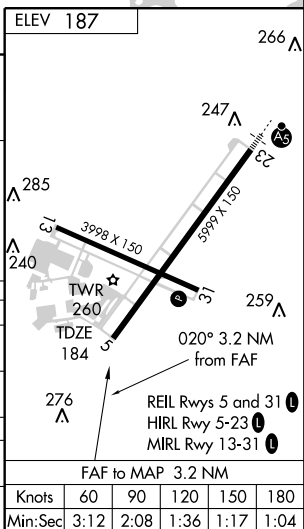
▼ When local altimeter setting not received, use Newark altimeter setting.
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2300 direct MOREE LOM and hold.

| | | | | |
|-----------------------|--|--|-------------------------|--------------------------|
| ATIS 124.25 | NEW YORK APP CON 127.6 379.9 | MORRISTOWN TOWER ★ 118.1 (CTAF) 353.9 | GND CON 121.7 | CLNC DEL 121.2 |
|-----------------------|--|--|-------------------------|--------------------------|



| CATEGORY | A | B | C | D |
|-----------------------------------|-------|-------------|----------------------|-------------------------------|
| S-5 | 860-1 | 676 (700-1) | 860-2 676 (700-2) | 860-2 1/4 676 (700-2 1/4) |
| CIRCLING | 860-1 | 673 (700-1) | 860-2 673 (700-2) | 1000-2 3/4 813 (900-2 3/4) |
| NEWARK ALTIMETER SETTING MINIMUMS | | | | |
| S-5 | 920-1 | 736 (800-1) | 920-2 736 (800-2) | 920-2 1/4 736 (800-2 1/4) |
| CIRCLING | 920-1 | 733 (800-1) | 920-2 733 (800-2) | 1040-2 3/4 853 (900-2 3/4) |



NE-2, 08 APR 2010 to 06 MAY 2010

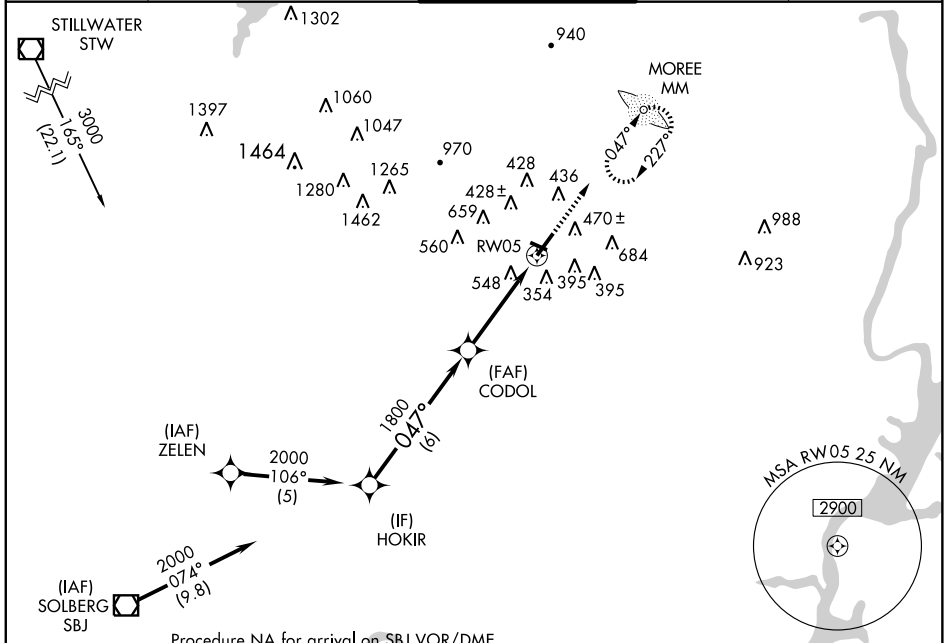
RNAV (GPS) RWY 5 MORRISTOWN MUNI (MMU)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5999 |
| 047° | TDZE | 184 |
| | Apt Elev | 187 |

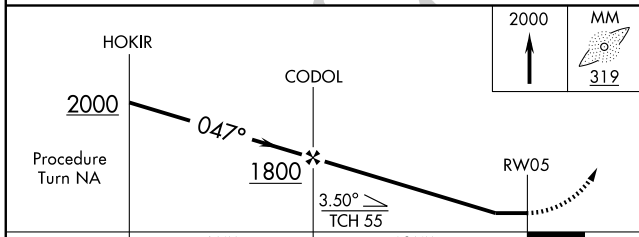
▼ DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAf, if not received, use Newark Liberty Intl altimeter setting.
▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct MOREE and hold.

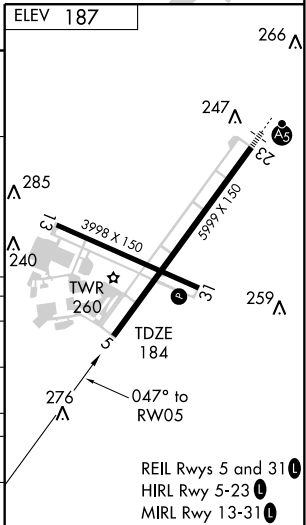
| | | | | |
|-----------------------|--|--|-------------------------|--------------------------|
| ATIS 124.25 | NEW YORK APP CON 127.6 379.9 | MORRISTOWN TOWER* 118.1 (CTAF) 353.9 | GND CON 121.7 | CLNC DEL 121.2 |
|-----------------------|--|--|-------------------------|--------------------------|



Procedure NA for arrival on SBJ VOR/DME
airway radials 028 CW 117.

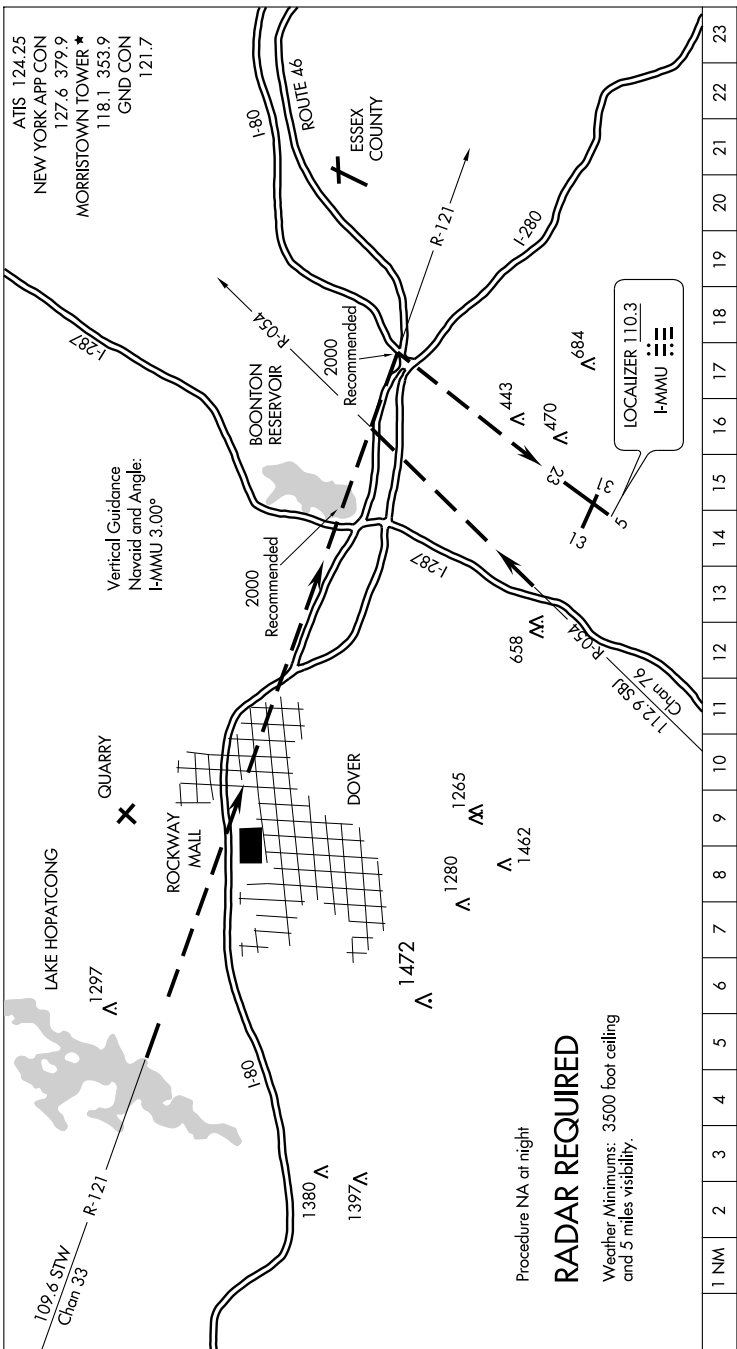


| CATEGORY | A | B | C | D |
|---|-------------------|---|------------------------|-------------------------|
| LNVA MDA | 800-1 616 (700-1) | | 800-1¾ 616 (700-1¾) | 800-2 616 (700-2) |
| CIRCLING | 860-1 673 (700-1) | | 860-2 673 (700-2) | 1000-2¾ 813 (900-2¾) |
| NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS | | | | |
| LNVA MDA | 860-1 676 (700-1) | | 860-2 676 (700-2) | 860-2¼ 676 (700-2¼) |
| CIRCLING | 920-1 733 (800-1) | | 920-2 733 (800-2) | 1040-2¾ 853 (900-2¾) |



NE-2, 08 APR 2010 TO 06 MAY 2010

REIL Rwy 5 and 31
 HIRL Rwy 5-23
 MIRL Rwy 13-31



ATIS 124.25
 NEW YORK APP CON
 127.6 379.9
 MORRISTOWN TOWER ★
 118.1 353.9
 GND CON
 121.7

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 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

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.

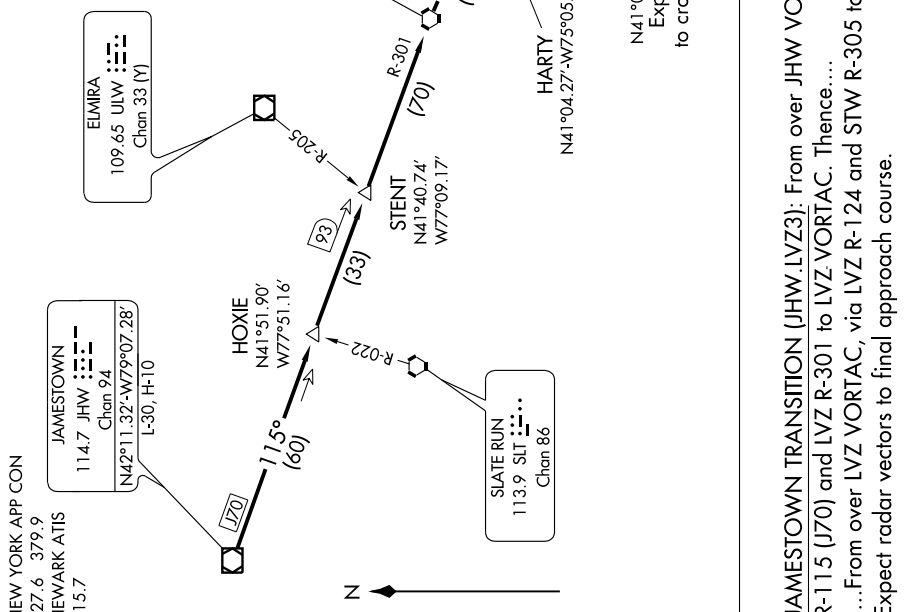
When approaching the airport from the southwest, expect vectors to intercept the SBJ R-054.
 When you see Rt. 287, follow it until turning base over Rt. 80. Turn final over the junction of Rts. 46, 80 and 280 for Rwy 23.

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS 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.



NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME.
 Expect radar vectors to final approach course.

MUGZY
N41°01.81'-W74°58.16'
Expect clearance to cross at 6000 feet.

ESSEX COUNTY
MORRISTOWN MUNI
TETERBORO
LINDEN
SOMERSET
SOLBERG-HUNTERDON
PRINCETON

NOTE: Chart not to scale.

GPS RWY 8

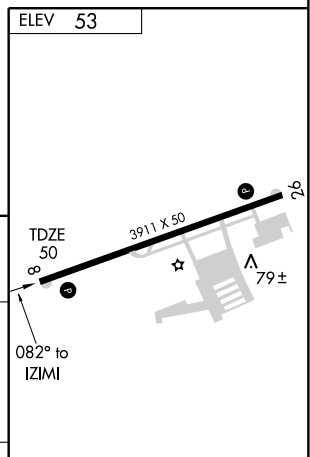
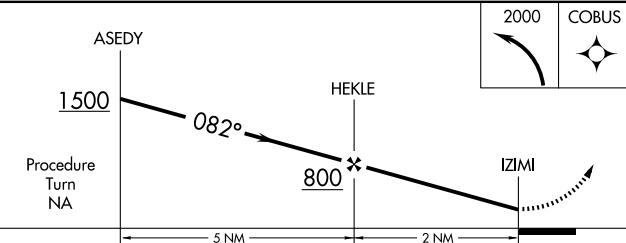
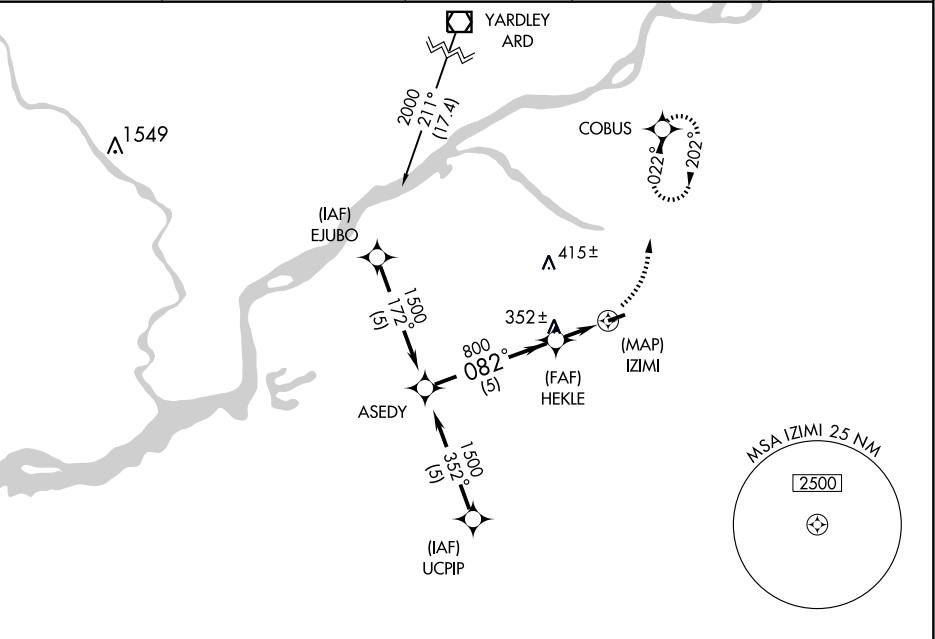
MT HOLLY/SOUTH JERSEY RGNL (V A Y)

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 082° | Rwy ldg TDZE Apt Elev | 3911 50 53 |
|------------------------|-----------------------------|---------------------------------------|

▼
▲ NA

MISSED APPROACH: Climbing left turn to 2000 direct COBUS WP and hold.

| | | | | |
|------------------------|---|-----------------------|-------------------------------|-----------------------|
| ASOS 119.325 | MC GUIRE APP CON 124.15 363.8 | GCO 121.725 | UNICOM 122.8 (CTAF) | 123.3 0 |
|------------------------|---|-----------------------|-------------------------------|-----------------------|



| | | | | |
|----------|-------------------|---|---|----|
| CATEGORY | A | B | C | D |
| S-8 | 660-1 610 (700-1) | | | NA |
| CIRCLING | 660-1 607 (700-1) | | | NA |

MIRL Rwy 8-26 **0**

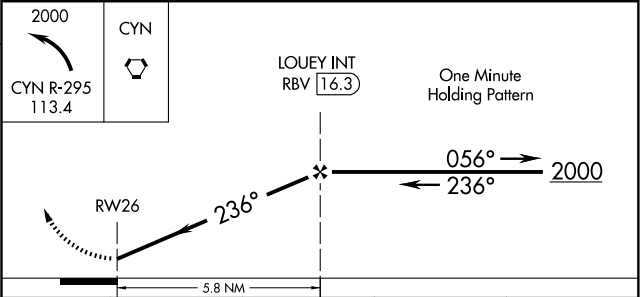
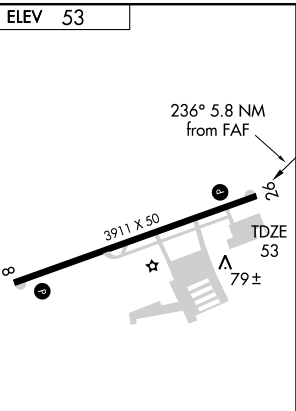
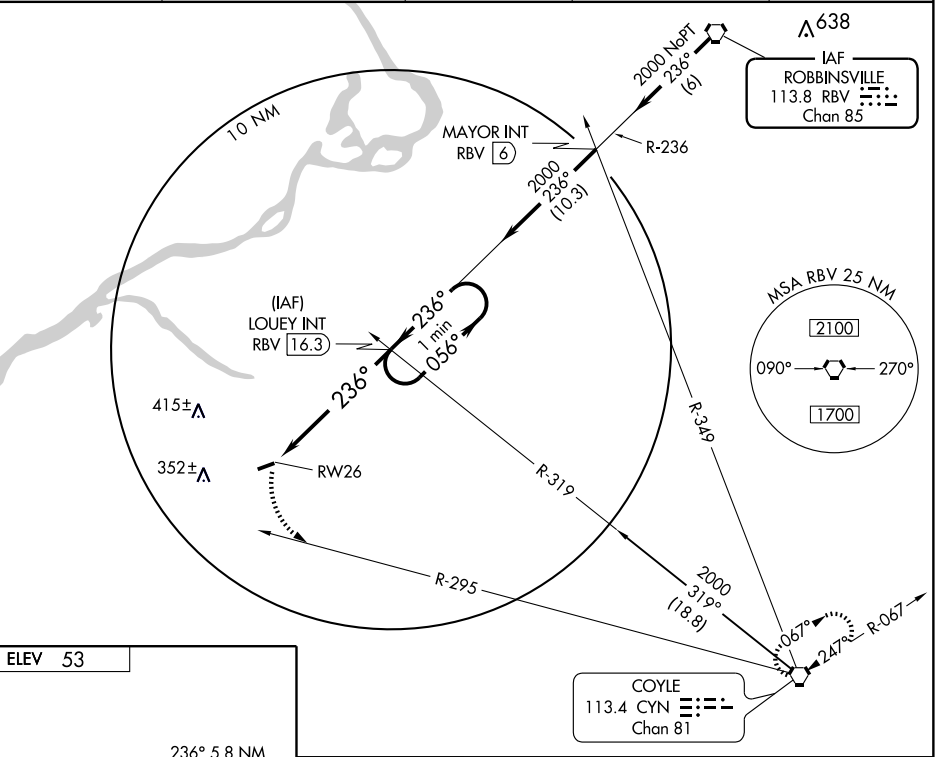
VOR or GPS RWY 26

MT HOLLY/ SOUTH JERSEY RGNL (VAY)

| | | |
|--|------------------------|---|
| VORTAC RBV 113.8 Chan 85 | APP CRS 236° | Rwy Idg 3911 TDZE 53 Apt Elev 53 |
|--|------------------------|---|

MISSED APPROACH: Climbing left turn to 2000 via CYN R-295 to CYN and hold.

| | | | | |
|------------------------|---|-----------------------|-------------------------------|--------------|
| ASOS 119.325 | MC GUIRE APP CON 124.15 363.8 | GCO 121.725 | UNICOM 122.8 (CTAF) | 123.3 |
|------------------------|---|-----------------------|-------------------------------|--------------|



MIRL Rwy 8-26

FAF to MAP 5.8 NM


| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|---|----|
| S-26 | 620-1 567 (600-1) | 620-1¼ 567 (600-1¼) | | NA |
| CIRCLING | 620-1 567 (600-1) | 620-1¼ 567 (600-1¼) | | NA |

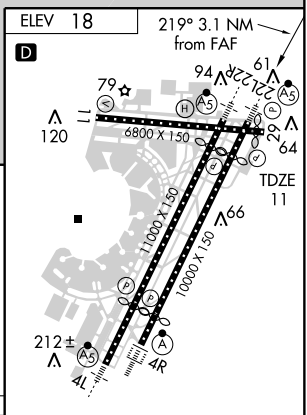
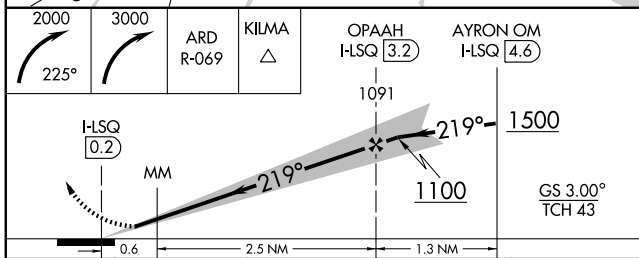
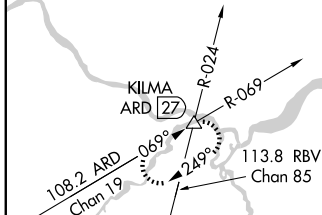
COPTER ILS/DME RWY 22L

NEWARK LIBERTY INTL (EWR)

| | | |
|---|------------------------|---|
| LOC/DME I-LSQ 108.7 Chan 24 | APP CRS 219° | Rwy Idg 8206 TDZE 11 Apt Elev 18 |
|---|------------------------|---|

NA MALSR  MISSED APPROACH: Climbing right turn to 2000 heading 225° then climbing right turn to 3000 via ARD R-069 to KILMA INT 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 |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|



| CATEGORY | COPTER | B | C | D |
|-----------|-----------------------|---|----|---|
| H-ILS 22L | 211/12 200 (200-¼) | | NA | |
| H-LOC 22L | 560/12 549 (600-¼) | | NA | |

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

NE-2, 08 APR 2010 to 06 MAY 2010

NEWARK, NEW JERSEY

AL-285 (FAA)

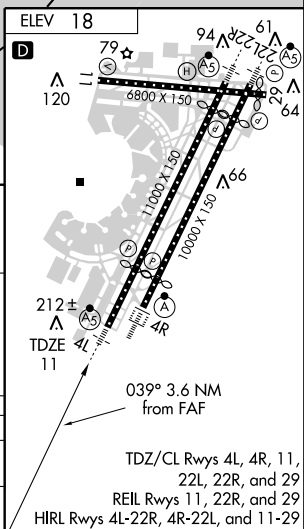
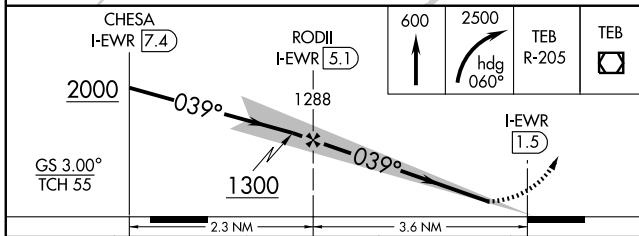
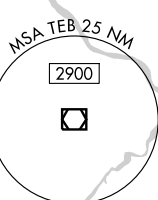
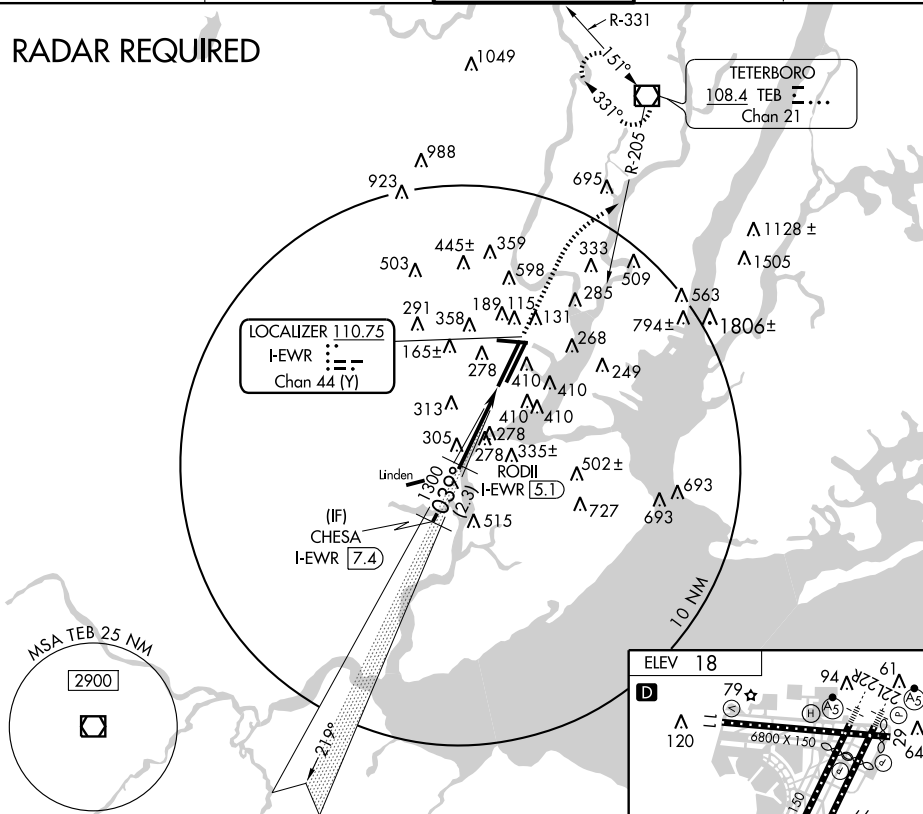
| | | |
|--|------------------------|---|
| LOC/DME I-EWR 110.75 Chan 44 (Y) | APP CRS 039° | Rwy ldg 8457 TDZE 11 Apt Elev 18 |
|--|------------------------|---|

COPTER ILS or LOC/DME RWY 4L

NEWARK LIBERTY INTL (EWR)

| | | | | |
|------------------------|---|---|---|--------------------------------|
| NA MALSR | MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and TEB 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 |

RADAR REQUIRED



| CATEGORY | COPTER | B | C | D |
|----------|-----------------------|---|----|---|
| H-ILS 4L | 211/12 200 (200-¼) | | NA | |
| H-LOC 4L | 560/12 549 (600-¼) | | NA | |

TDZ/CL Rwy 4L, 4R, 11, 22L, 22R, and 29
REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

NE-2, 08 APR 2010 to 06 MAY 2010

DYLIN FOUR ARRIVAL

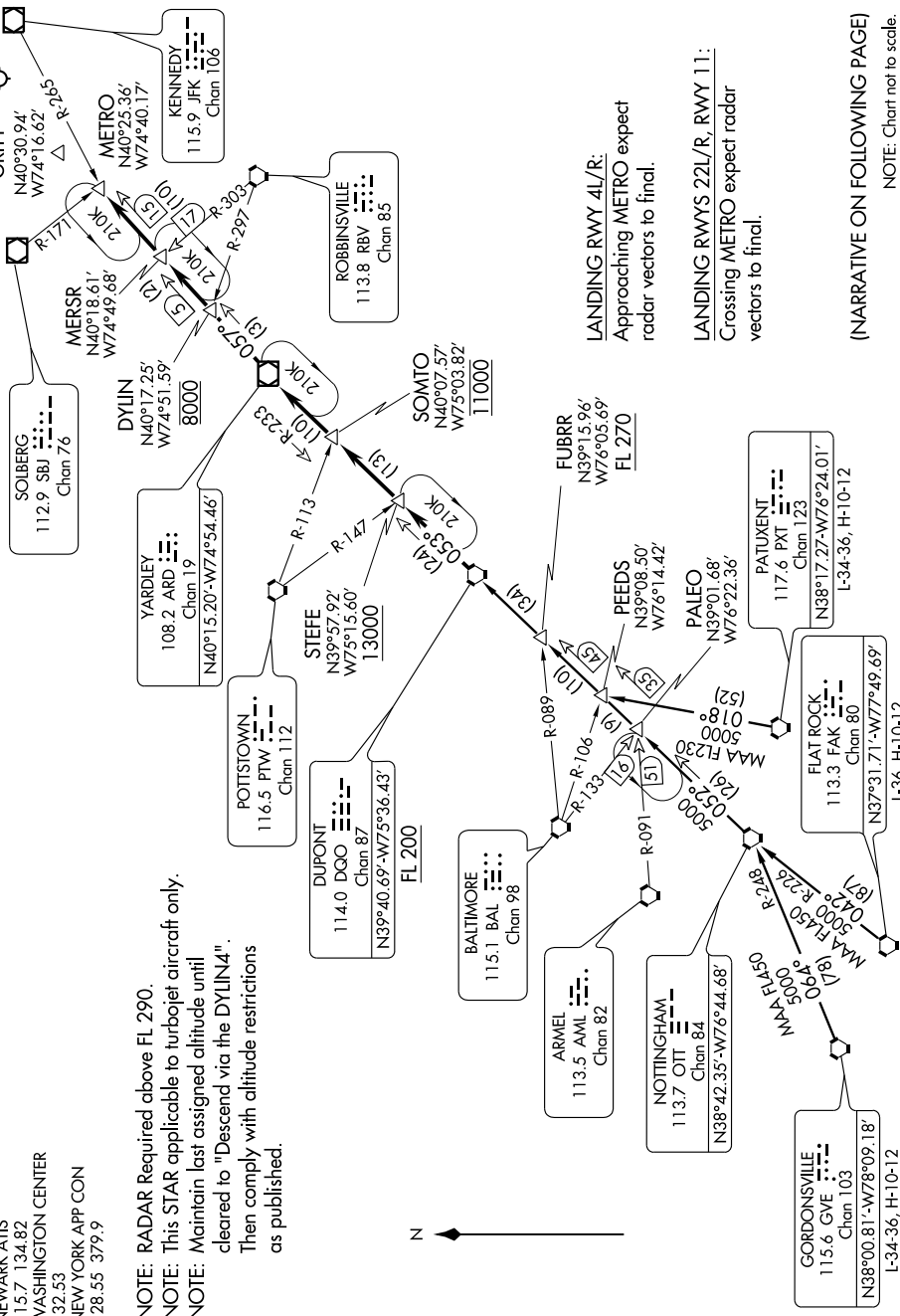
NEWARK ATIS
115.7 134.82
WASHINGTON CENTER
132.53
NEW YORK APP CON
128.55 379.9

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 final.

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

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-2, 08 APR 2010 to 06 MAY 2010



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. . . .

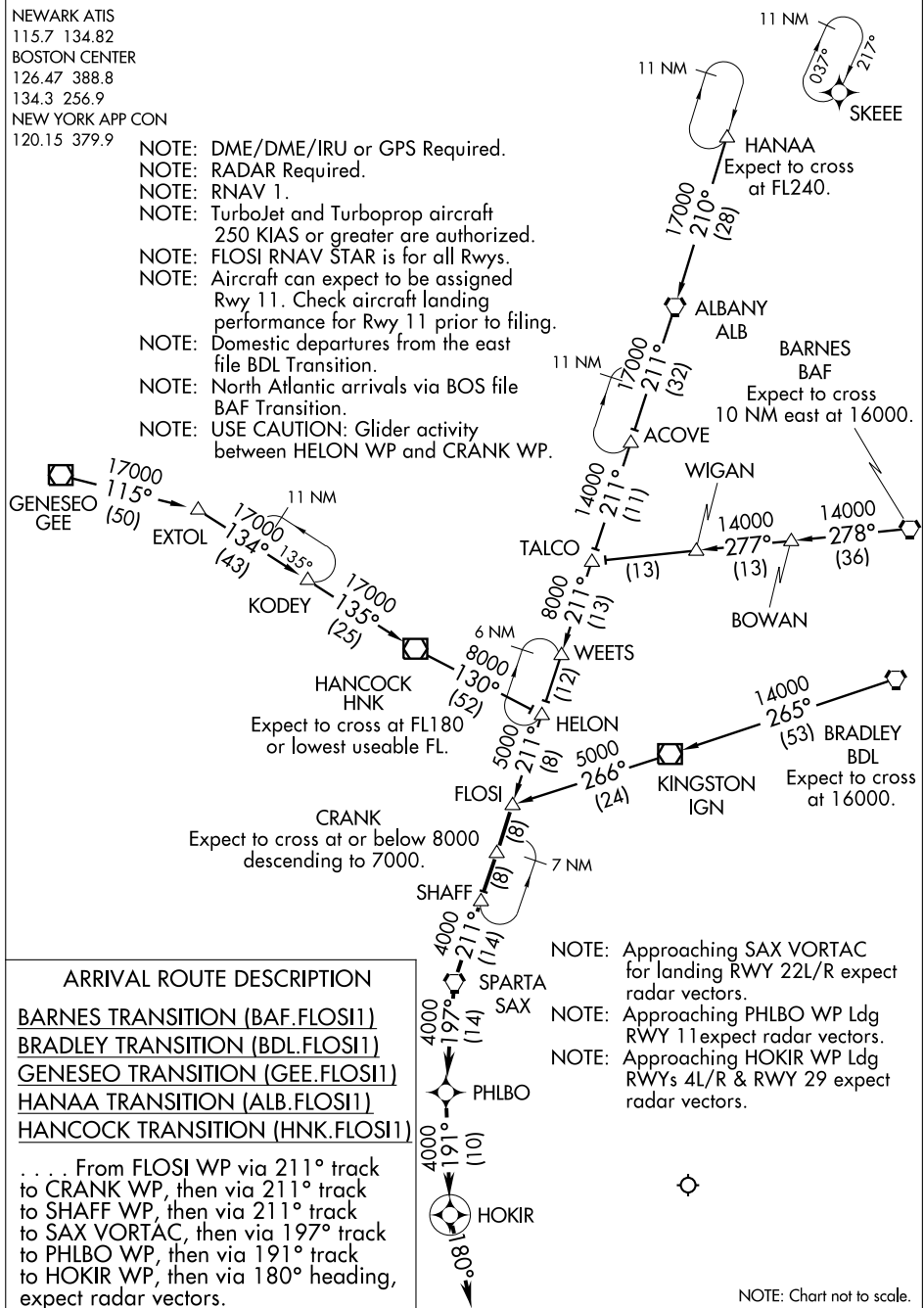
PATUXENT TRANSITION (PXT.DYLIN4): From over PXT VORTAC via R-018 to PEEDS INT, then via OTT R-052 to DQO VORTAC. Thence. . . .

. . . . 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.

FLOSI ONE ARRIVAL (RNAV)

NEWARK ATIS
 115.7 134.82
 BOSTON CENTER
 126.47 388.8
 134.3 256.9
 NEW YORK APP CON
 120.15 379.9

- NOTE: DME/DME/IRU or GPS Required.
- NOTE: RADAR Required.
- NOTE: RNAV 1.
- NOTE: Turbojet and Turboprop aircraft 250 KIAS or greater are authorized.
- NOTE: FLOSI RNAV STAR is for all Rwy's.
- NOTE: Aircraft can expect to be assigned Rwy 11. Check aircraft landing performance for Rwy 11 prior to filing.
- NOTE: Domestic departures from the east file BDL Transition.
- NOTE: North Atlantic arrivals via BOS file BAF Transition.
- NOTE: USE CAUTION: Glider activity between HELON WP and CRANK WP.



ARRIVAL ROUTE DESCRIPTION
BARNES TRANSITION (BAF.FLOSI1)
BRADLEY TRANSITION (BDL.FLOSI1)
GENESEOGEE TRANSITION (GEE.FLOSI1)
HANAA TRANSITION (ALB.FLOSI1)
HANCOCK TRANSITION (HNK.FLOSI1)

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

- NOTE: Approaching SAX VORTAC for landing RWY 22L/R expect radar vectors.
- NOTE: Approaching PHLBO WP Ldg RWY 11 expect radar vectors.
- NOTE: Approaching HOKIR WP Ldg RWYs 4L/R & RWY 29 expect radar vectors.

NOTE: Chart not to scale.

NE-2, 08 APR 2010 to 06 MAY 2010

GLS RWY 4L

NEWARK LIBERTY INTL (EWR)

| | | |
|--|------------------------|---|
| LAAS CH 22727 G04A | APP CRS 039° | Rwy ldg 8460 TDZE 10 Apt Elev 18 |
|--|------------------------|---|

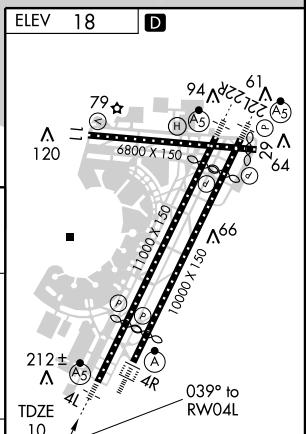
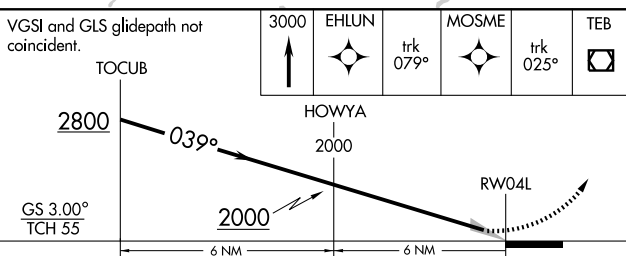
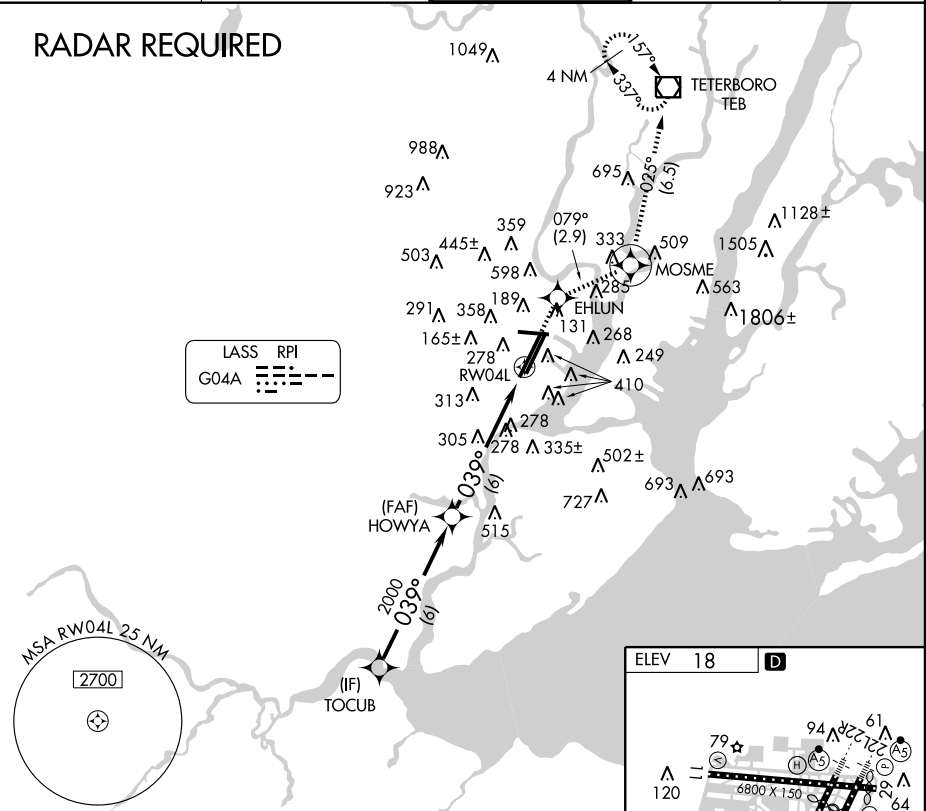
NA Circling to Rwy 29 NA at night. For inoperative MALSRS increase GLS all Cats visibility to RVR 4000. DME/DME RNP-0.3 NA. GPS required.

MALSRS


MISSED APPROACH: Climb to 3000 direct EHLUN and via track 079° to MOSME and via 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 |
|-------------------------------------|---|---|-------------------------|---------------------------|

RADAR REQUIRED



| | | | | | | | |
|----------|--------|-------------|---------------|-------------|-------|--|-------|
| CATEGORY | A | | B | | C | | D |
| GLS DA | 210/24 | | 200 (200-1/2) | | 720-2 | | 900-3 |
| CIRCLING | 720-1 | 702 (800-1) | 702 (800-2) | 882 (900-3) | | | |

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

NE-2: 08 APR 2010 to 06 MAY 2010

GLS RWY 22L

NEWARK LIBERTY INTL (EWR)

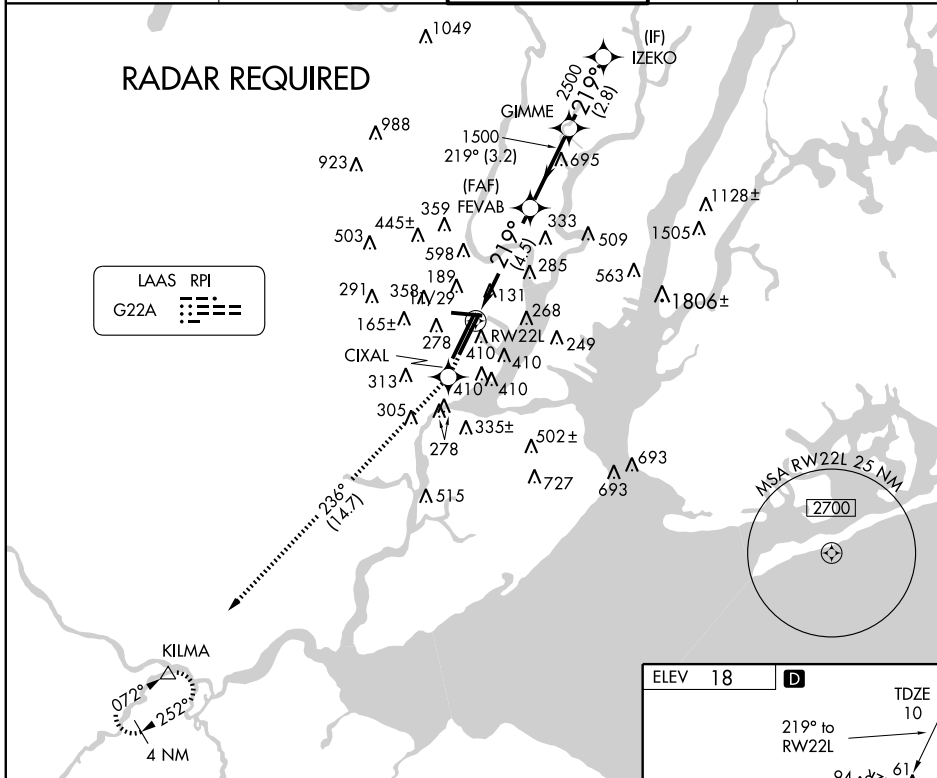
| | | | |
|---------------------------------|------------------------|---|-------------|
| LAAS CH 21494 G22A | APP CRS 219° | Rwy Idg TDZE 10 Apt Elev 18 | 8206 |
|---------------------------------|------------------------|---|-------------|

NA Circling to Rwy 29 NA at night.
Inoperative table does not apply.
DME/DME RNP-0.3 NA. GPS required.

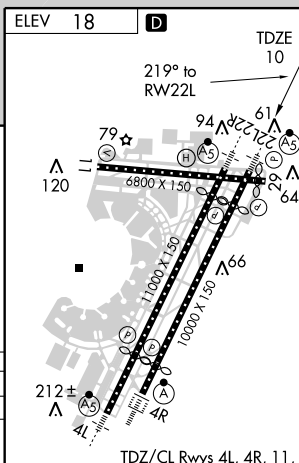
MALSR

MISSED APPROACH: Climb to 3000 direct CIXAL and via 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 |
|-------------------------------------|---|---|-------------------------|---------------------------|



| | | | | |
|--|----------------------|-------------|----------------------|----------------------|
| 3000 ↑ | CIXAL | trk 236° | KILMA △ | IZEKO |
| VGSI and GLS glidepath not coincident. | | FEVAB | | |
| RW22L | | 1500 | 219° | 3000 |
| 4.5 NM | | 3.2 NM | 2500 | GS 3.00° TCH 43 |
| A | | C | | D |
| CATEGORY | B | | D | |
| GLS DA | 210/24 200 (200-1/2) | | | |
| CIRCLING | 720-1 | 702 (800-1) | 720-2 702 (800-2) | 900-3 882 (900-3) |



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwsy 4L, 4R, 11, 22L, 22R, and 29
REIL Rwsy 11, 22R, and 29
HIRL Rwsy 4L-22R, 4R-22L, and 11-29

NE-2: 08 APR 2010 to 06 MAY 2010

| | | |
|--|------------------------|---|
| LAAS CH 20672 G22B | APP CRS 219° | Rwy Idg 9560 TDZE 10 Apt Elev 18 |
|--|------------------------|---|

GLS RWY 22R

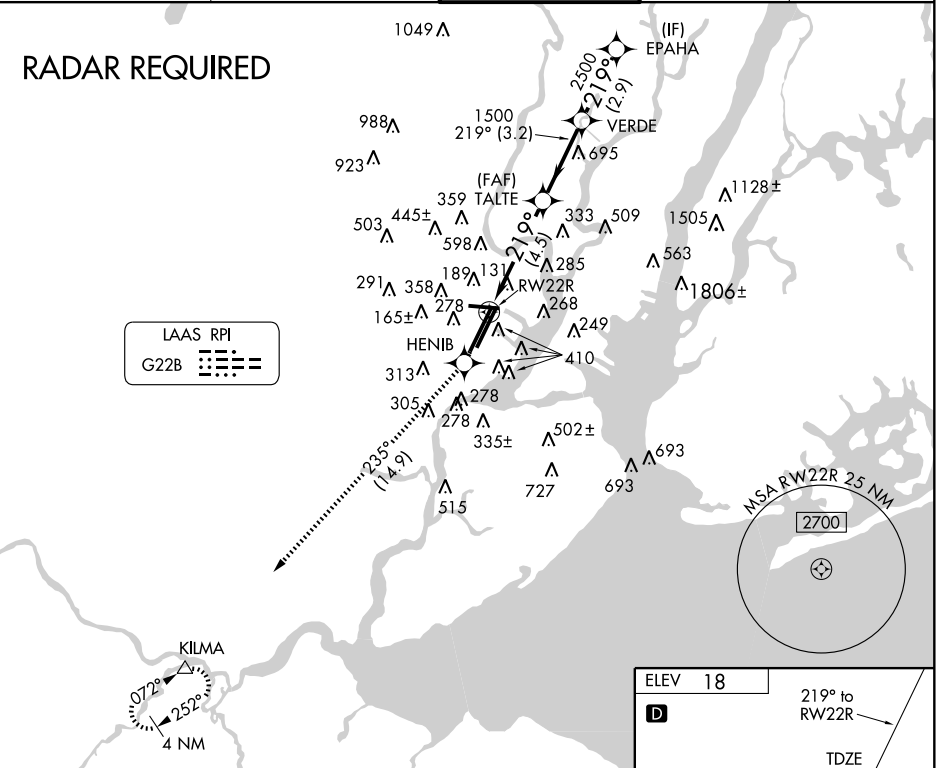
NEWARK LIBERTY INTL (EWR)





NA Circling to Rwy 29 NA at night. Inoperative table does not apply. DME/DME RNP-0.3 NA. GPS required.

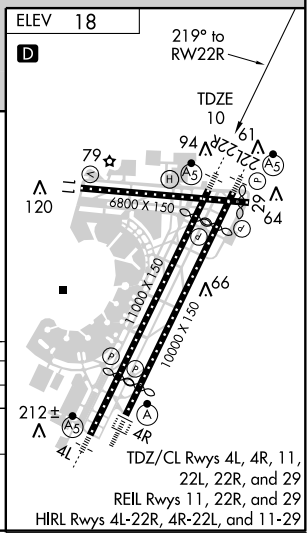
MALSR 

MISSED APPROACH: Climb to 3000 direct HENIB and via track 235° 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 |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|



| | | | | | |
|---|--|---|---|--|--------------------|
| 3000 | HENIB | trk 235° | KILMA | VGSI and GLS glidepath not coincident. | EPAHA |
|  |  |  |  | | |
| | | | | VERDE | 3000 |
| | | | | TALTE | 2500 |
| | | | | | 1500 |
| | | | | | GS 3.00° TCH 48 |
| | | | | | 4.5 NM |
| | | | | | 3.2 NM |
| | | | | | 2.9 NM |
| CATEGORY | A | B | C | D | |
| GLS DA | | 246/24 | 236 (300-½) | | |
| CIRCLING | 720-1 | 702 (800-1) | 720-2 702 (800-2) | 900-3 882 (900-3) | |



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

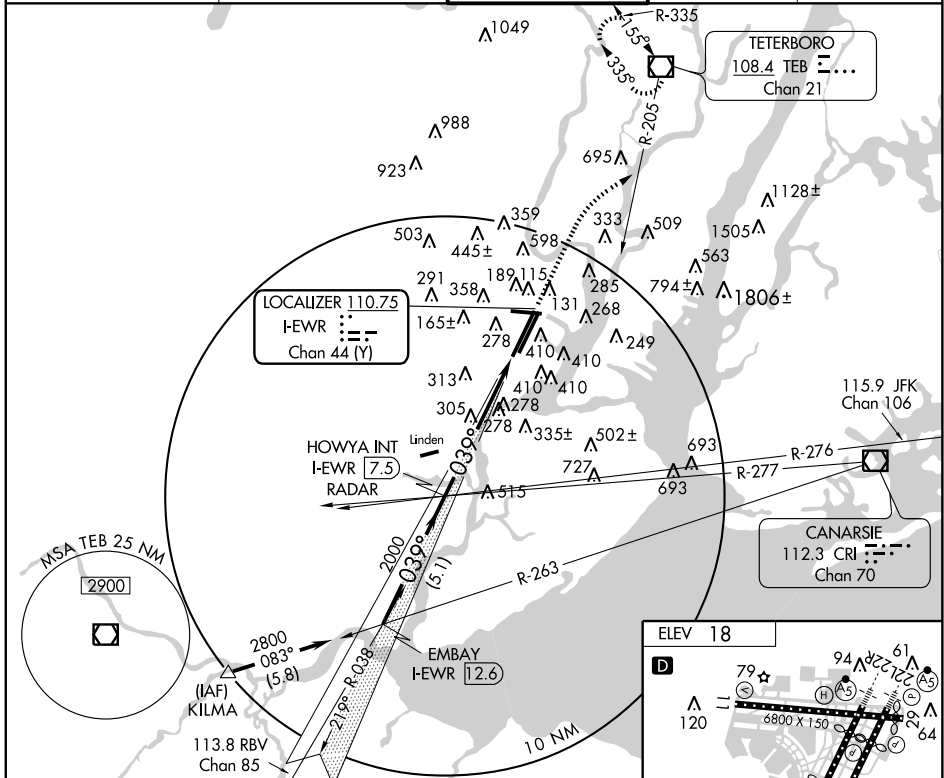
| | | | | |
|---|------------------------|----------------------|----------|----------|
| LOC/DME I-EWR 110.75 Chan 44 (Y) | APP CRS 039° | Rwy Idg 8460 8810 | 4L 11 | 4R 12 |
| | | TDZE 18 | 18 | 18 |
| | | Apt Elev | 18 | 18 |

ILS or LOC RWY 4L

NEWARK LIBERTY INTL (EWR)

| | | | |
|--|--|--|--|
| | | | MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° and 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 |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|

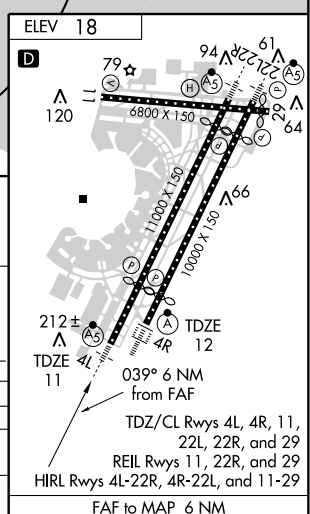


| | | | | | |
|-------------------------|----------------------------|-----|------|-----------|-----|
| EMBAY I-EWR 12.6 | HOWYA INT I-EWR 7.5 | 600 | 2500 | TEB R-205 | TEB |
|-------------------------|----------------------------|-----|------|-----------|-----|

Procedure Turn NA
GS 3.00°
TCH 55

2800 → 039° → 2000 → 2000 → I-EWR 1.5

5.1 NM 6 NM



| CATEGORY | A | B | C | D |
|-----------------|--------------------|-------------|------------------------|------------------------|
| S-ILS 4L | 211/18 200 (200-½) | | | |
| S-LOC 4L | 560/24 | 549 (600-½) | 560/50 549 (600-1) | 560/60 549 (600-1¼) |
| SIDESTEP RWY 4R | 560/50 548 (600-1) | | 560-1½ 548 (600-1½) | |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) |

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

NE-2, 08 APR 2010 to 06 MAY 2010

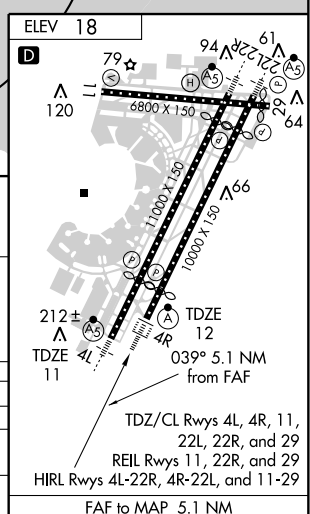
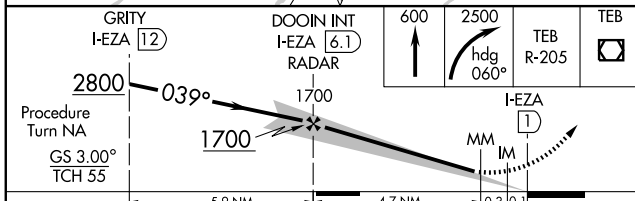
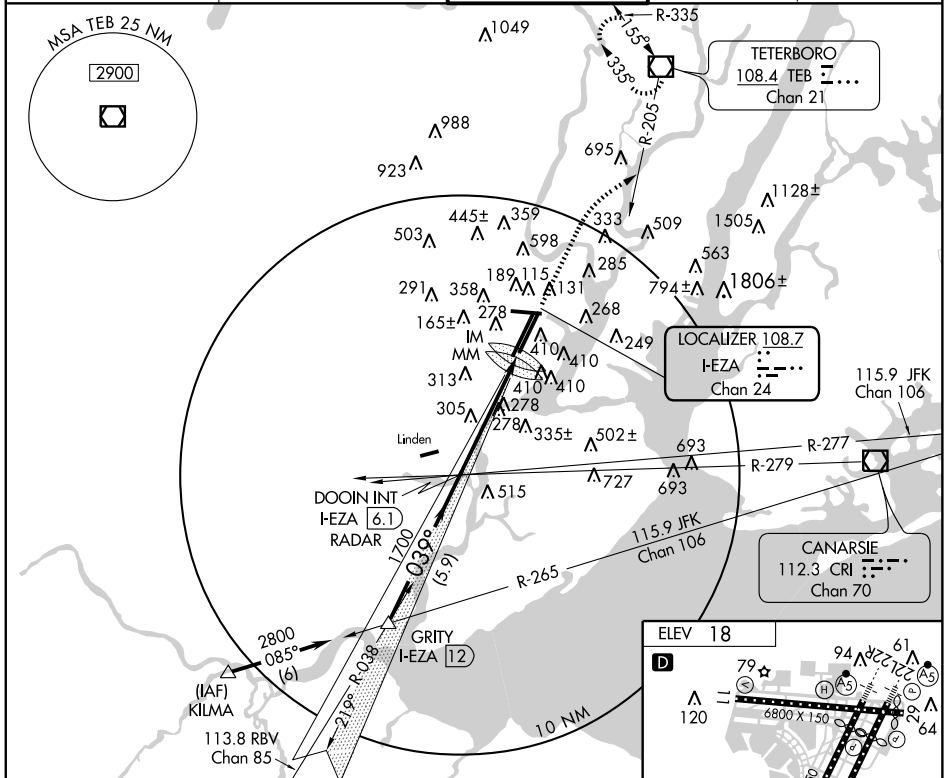
| | | | | |
|---------------|---------|----------|------|------|
| LOC/DME I-EZA | APP CRS | Rwy Idg | 4R | 4L |
| 108.7 | 039° | TDZE | 8810 | 8457 |
| Chan 24 | | Apt Elev | 12 | 11 |
| | | | 18 | 18 |

ILS or LOC RWY 4R

NEWARK LIBERTY INTL (EWR)

| | | | | | |
|--|-----------|-----------|--|--|--|
| | 4R ALSF-2 | 4L MALS R | MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct 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 |
|------------------------------|----------------------------------|-----------------------------|------------------|--------------------|



| | | | | | | |
|-----------------|--------------------|--------------------|---------------------|---------------------|------|------|
| CATEGORY | A | B | C | D | | |
| S-ILS 4R | 214/18 202 (200-½) | | | | | |
| S-LOC 4R | 560/24 548 (600-½) | 560/50 548 (600-1) | 560/60 548 (600-1¼) | 560/60 548 (600-1½) | | |
| SIDESTEP RWY 4L | 560/50 549 (600-1) | | | 560-1½ 549 (600-1½) | | |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) | | |
| | Knots | 60 | 90 | 120 | 150 | 180 |
| | Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

NE-2, 08 APR 2010 to 06 MAY 2010

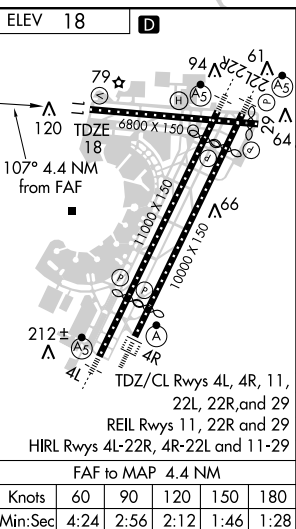
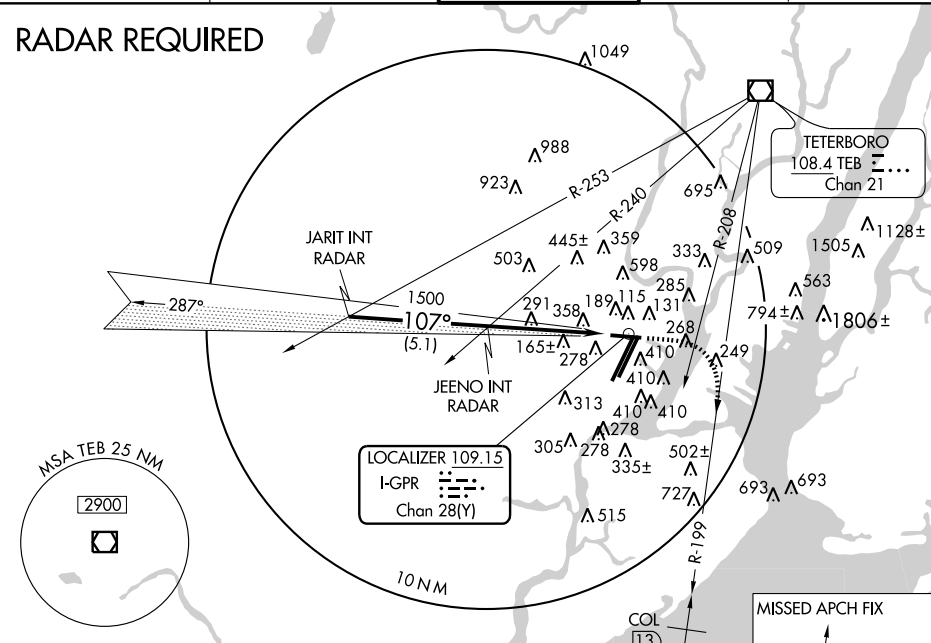
ILS or LOC RWY 11

NEWARK LIBERTY INTL (EWR)

| | | |
|----------------------------|------------------------|---|
| LOC I-GPR 109.15 | APP CRS 107° | Rwy Idg 6800 TDZE 18 Apt Elev 18 |
| Chan 28 (Y) | | |

MISSED APPROACH: Climb to 1700 heading 107°, at TEB R-208 turn right via TEB R-199 and COL 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 |
|-------------------------------------|---|---|-------------------------|---------------------------|

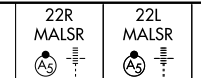


| | | | | | |
|-----------------|-------------------|--|-----------------------|------|----------|
| JARIT INT RADAR | JEENO INT RADAR | 1700 | TEB R-199 & COL R-019 | 3000 | COL [13] |
| 1500 | 1500 | hdg 107° | at TEB R-208 | ↑ | COL [13] |
| GS 3.00° | TCH 45 | 5.1 NM | 4.4 NM | | |
| CATEGORY | A | B | C | D | |
| S- ILS 11 | 604-2 586 (600-2) | | | | |
| S- LOC 11 | 620-1 602 (700-1) | 620-1 ^{3/4} 602 (700-1 ^{3/4}) | 620-2 602 (700-2) | | |
| CIRCLING | 720-1 702 (800-1) | 720-2 702 (800-2) | 900-3 882 (900-3) | | |

ILS or LOC RWY 22R

NEWARK LIBERTY INTL (EWR)

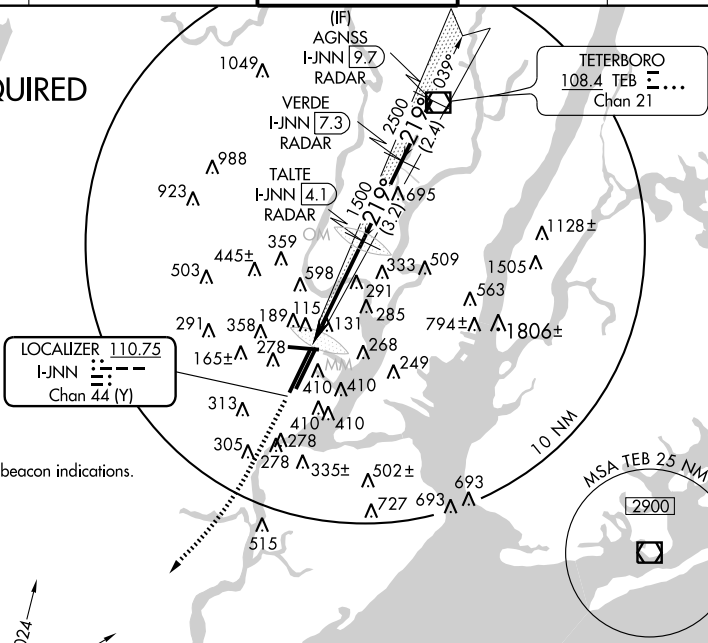
| | | | | |
|---------------|-------------|----------|-------------|-------------|
| LOC/DME I-JNN | APP CRS | Rwy Idg | 22R | 22L |
| 110.75 | 219° | TDZE | 9560 | 8206 |
| Chan 44 (Y) | | Apt Elev | 10 | 18 |



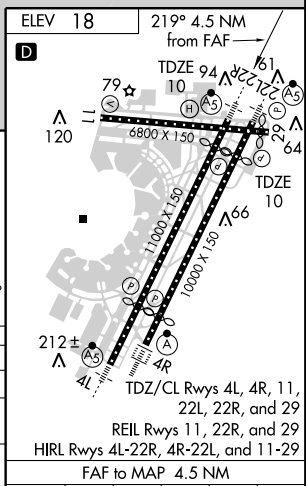
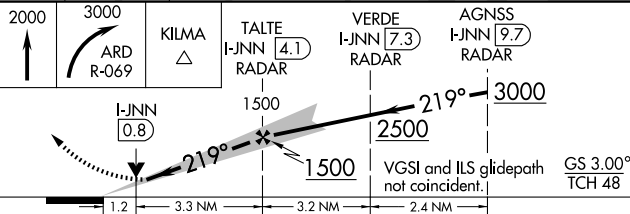
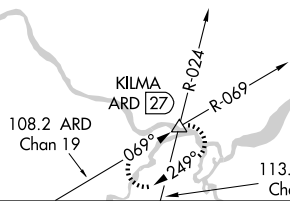
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ARD R-069 to KILMA INT/ARD 27 DME and hold.

| | | | | |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|
| 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 |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|

RADAR REQUIRED



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) | 460/40 450 (500-¾) | 460/50 450 (500-1) |
| SIDESTEP RWY 22L | 560/50 550 (600-1) | | | 560-1½ 550 (600-1½) |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) |

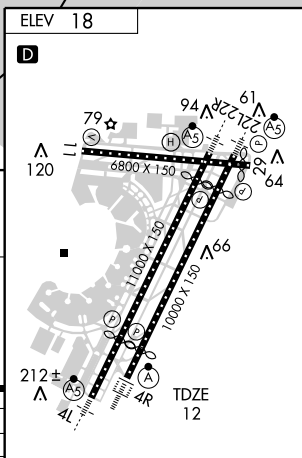
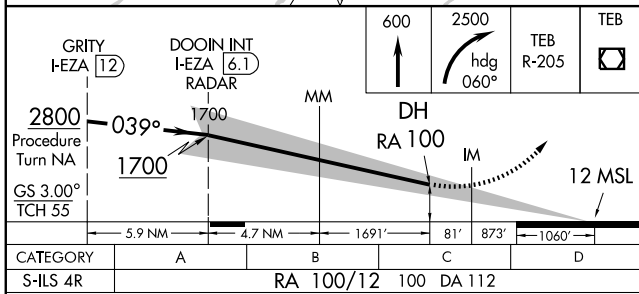
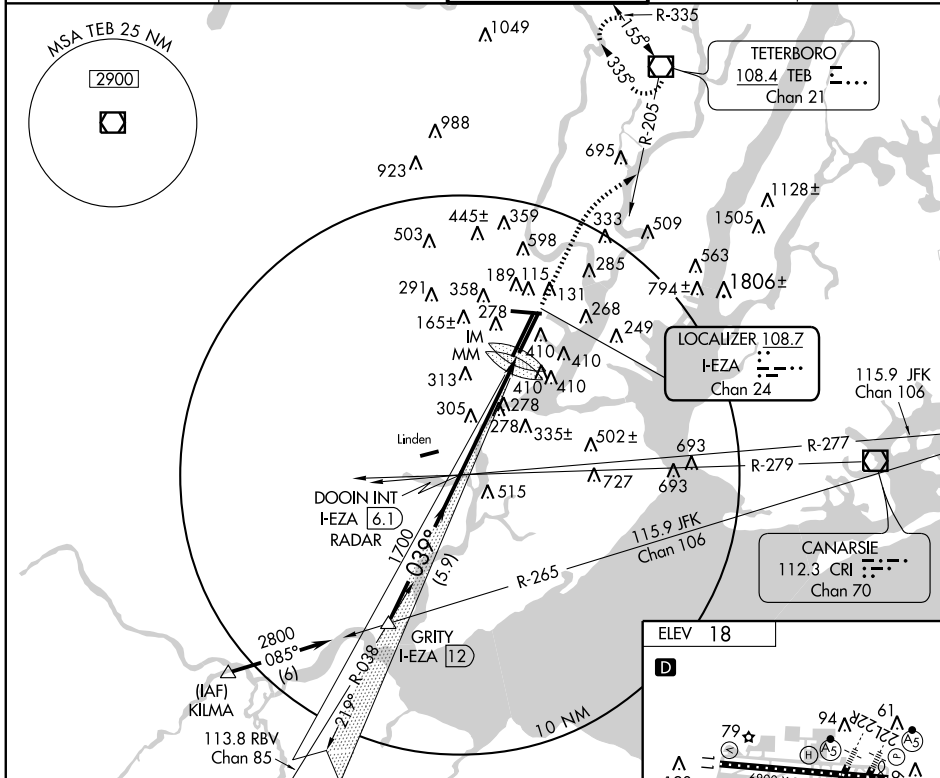
| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| | | |
|--|------------------------|---|
| LOC/DME I- FEZA 108.7 Chan 24 | APP CRS 039° | Rwy Idg 8810 TDZE 12 Apt Elev 18 |
|--|------------------------|---|

ILS RWY 4R (CAT II)

NEWARK LIBERTY INTL (EWR)

| | | | | |
|--|------------|--|---|------------------------------------|
| | ALSF-2 | MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct 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 |



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
 REIL Rwys 11, 22R, and 29
 HIRL Rwys 4L-22R, 4R-22L, and 11-29

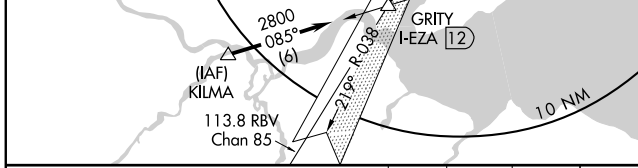
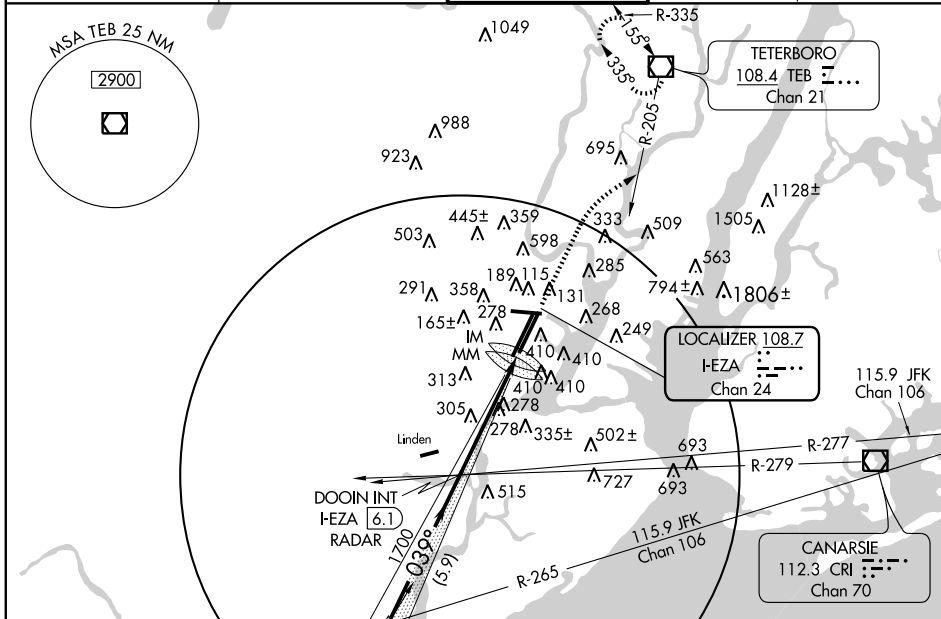
NE-2, 08 APR 2010 to 06 MAY 2010

| | | |
|---|------------------------|---|
| LOC/DME I- EZA 108.7 Chan 24 | APP CRS 039° | Rwy Idg 8810 TDZE 12 Apt Elev 18 |
|---|------------------------|---|

ILS RWY 4R (CAT III)

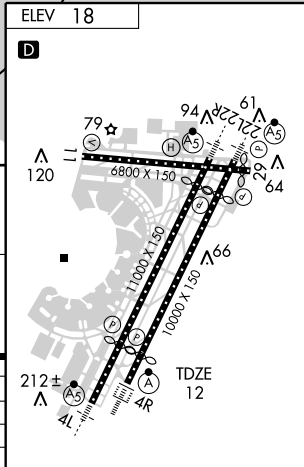
NEWARK LIBERTY INTL (EWR)

| | | | | |
|--|------------|--|---|------------------------------------|
| | ALSF-2 | MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 060° to TEB R-205 then direct 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 |



| | | | | | | |
|--------------------------|-------------------------------------|----|-----|----------|-----------|-----|
| GRITY I- EZA [12] | DOOIN INT I- EZA [6.1] RADAR | MM | 600 | 2500 | TEB R-205 | TEB |
| | | | ↑ | hdg 060° | | |
| | | | | IM 112 | | |

| CATEGORY | A | B | C | D |
|----------|---|----------|--------|---|
| S-ILS 4R | | CAT IIIa | RVR 07 | |
| S-ILS 4R | | CAT IIIb | RVR 06 | |
| S-ILS 4R | | CAT IIIc | NA | |



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

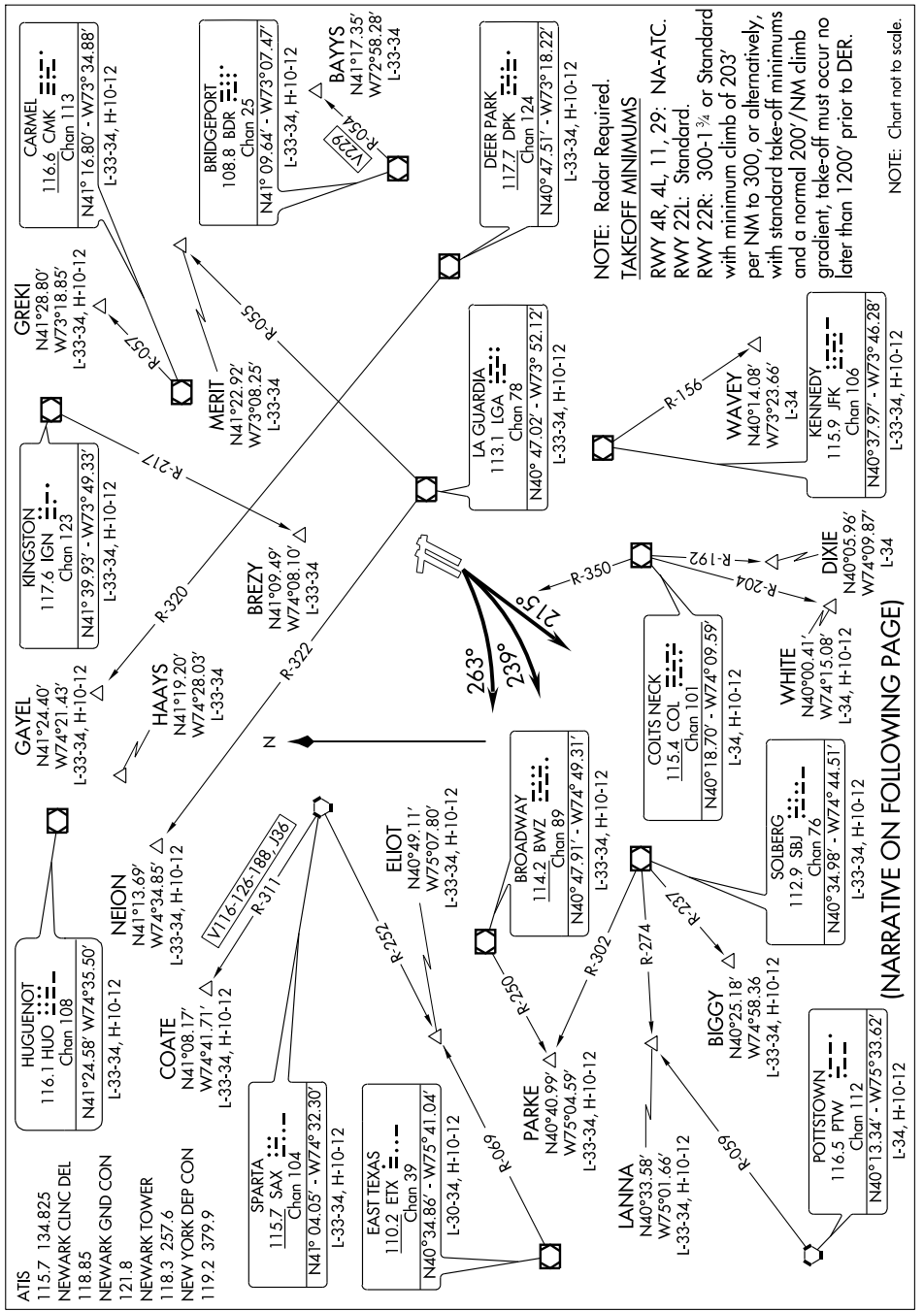
TDZ/CL Rwy 4L, 4R, 11, 22L, 22R, and 29
REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

NE-2, 08 APR 2010 to 06 MAY 2010

LIBERTY ONE DEPARTURE

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



NE-2, 08 APR 2010 to 06 MAY 2010

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 22L/R:

TURNPIKE CLIMB: Climb heading 215°, or as assigned by ATC, Thence

PARKWAY CLIMB: Climbing right turn 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 via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

PROCEDURAL NOTES

NOTE: Westbound expect radar vectors between 5 and 8 NM.

NOTE: BAYYS departure expect vectors via BDR/BDR R-054.

NOTE: BIGGY departures expect vectors via SBJ/SBJ R-237.

NOTE: BREZY departures expect vectors via IGN R-217 to BREZY.

NOTE: COATE departures expect vectors via SAX/SAX R-311.

NOTE: ELIOT departures expect vectors via SAX R-252. Between 2300 and 0700 local.

NOTE: ELIOT departures expect vectors via SBJ or ETX.

NOTE: GAYEL departures expect vectors via DPK R-320.

NOTE: GREK1 departures expect vectors via CMK/CMK R-057.

NOTE: HAAYS departures expect vectors via HUO.

NOTE: LANNA departures expect radar vectors via SBJ/SBJ R-274.

NOTE: MERIT departures expect vectors via LGA R-055.

NOTE: NEION departures expect vectors via LGA R-322.

NOTE: PARKE departures expect radar vectors via SBJ/SBJ R-302.

NOTE: WAVEY departures expect vectors via JFK/JFK R-156.

NOTE: WHITE/DIXIE departures expect vectors to COL R-350. Thence WHITE via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES

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.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4L/R: Climb via heading 060°, upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290° maintain 2500 feet. Thence

TAKE-OFF RUNWAY 11: Climbing left turn via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available). Turn left heading 290°, maintain 2500 feet. Thence

TAKE-OFF RUNWAY 22L/R: Climbing left turn via heading 190°, upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available). Turn right heading 220°, maintain 5000 feet. Thence

TAKE-OFF RWY 29: Climb via runway heading to MARYANN (MB) Fan Marker, then climbing left turn heading 265°. Maintain 5000 feet. Thence

. . . . via vectors to COL R-350.COL.COL R-192.DIXIE.V276.PREPI.GLINN.A300.JFK.
Thence

. . . . as per notes or via vectors or assigned route/fix.

Expect clearance to filed altitude/flight level ten minutes after departure.

PROCEDURAL NOTES

NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5' north of runway centerline.

NOTE: Takeoff Rwy 11, obstruction 1742 feet high, 6.5 miles east of departure end of runway.

NOTE: RNAV aircraft only.

NOTE: Rwy 4L/R, 11, 22L/R DME required.

NOTE: Departure procedure to be used when assigned by ATC only for severe weather avoidance.

NOTE: This procedure requires overwater flight not to exceed 50 miles.

NOTE: Approximate mileage from Newark Airport via this routing to JFK is 150 NM. All aircraft should expect to fly the departure route prior to receiving vectors to assigned route/fix.

MEDDO TWO DEPARTURE (RNAV)**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RUNWAY 4L/4R: Climb heading 039° to 518, then right turn direct TUBBA, then via depicted route to MEDDO, thence. . . .

. . . .via assigned transition, maintain 3000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BIGGY TRANSITION (MEDDO2.BIGGY):

ELIOT TRANSITION (MEDDO2.ELIOT):

LANNA TRANSITION (MEDDO2.LANNA):

PARKE TRANSITION (MEDDO2.PARKE):

TAKE-OFF OBSTACLES:

Rwy 4L: Tower, light, 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.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4L: Climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence

TAKEOFF RUNWAY 4R: Climb heading 039° to 500, then climb via heading 060°. Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000. Thence

TAKEOFF RUNWAY 11: Climb via heading 060° (do not proceed east of COL R-023). Upon crossing 4 DME Rwy 4R ILS (use Rwy 4L ILS only if 4R ILS is not available), turn left heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000 feet. Thence

TAKEOFF RUNWAY 22L: Climb heading 219° to 500, then climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence

TAKEOFF RWY 22R: Climbing left turn heading 190°. Upon crossing 2.3 DME Rwy 22L ILS (use Rwy 22R ILS only if 22L ILS is not available), turn right heading 220°, maintain 5000 feet. Thence

TAKEOFF RWY 29: Climb via heading 288° to MARYANN Fan Marker, then climbing left turn heading 265°, maintain 5000 feet. Thence as per notes or via assigned vector/route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: For aircraft via COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.

NOTE: RADAR Required.

NOTE: Rwy 4L/R, 11, 22L/R DME Required.

NOTE: Rwy 4L/R, 11 simultaneous reception of EWR ILS/DME and TEB VOR/DME Required.

NOTE: MARYANN fan marker is 1875 feet outbound from departure end and 46.5 feet north of Rwy 29 centerline.

NOTE: Rwy 22L/R westbound departures expect vectors between 5 and 8 NM.

| | Depart Rwy 4L/R Expect VECTORS to: | Depart Rwy 22L/R Expect VECTORS to: |
|--------|---|---|
| DP FIX | | |
| BAYYS | BDR/BDR R-054 | BDR/BDR R-054 |
| BIGGY | SBJ/SBJ R-237 | SBJ/SBJ R-237 |
| BREZY | IGN R-217 | IGN R-217 |
| 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 |
| 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 |

(CONTINUED ON FOLLOWING PAGE)

NE-2, 08 APR 2010 to 06 MAY 2010

(CONTINUED)

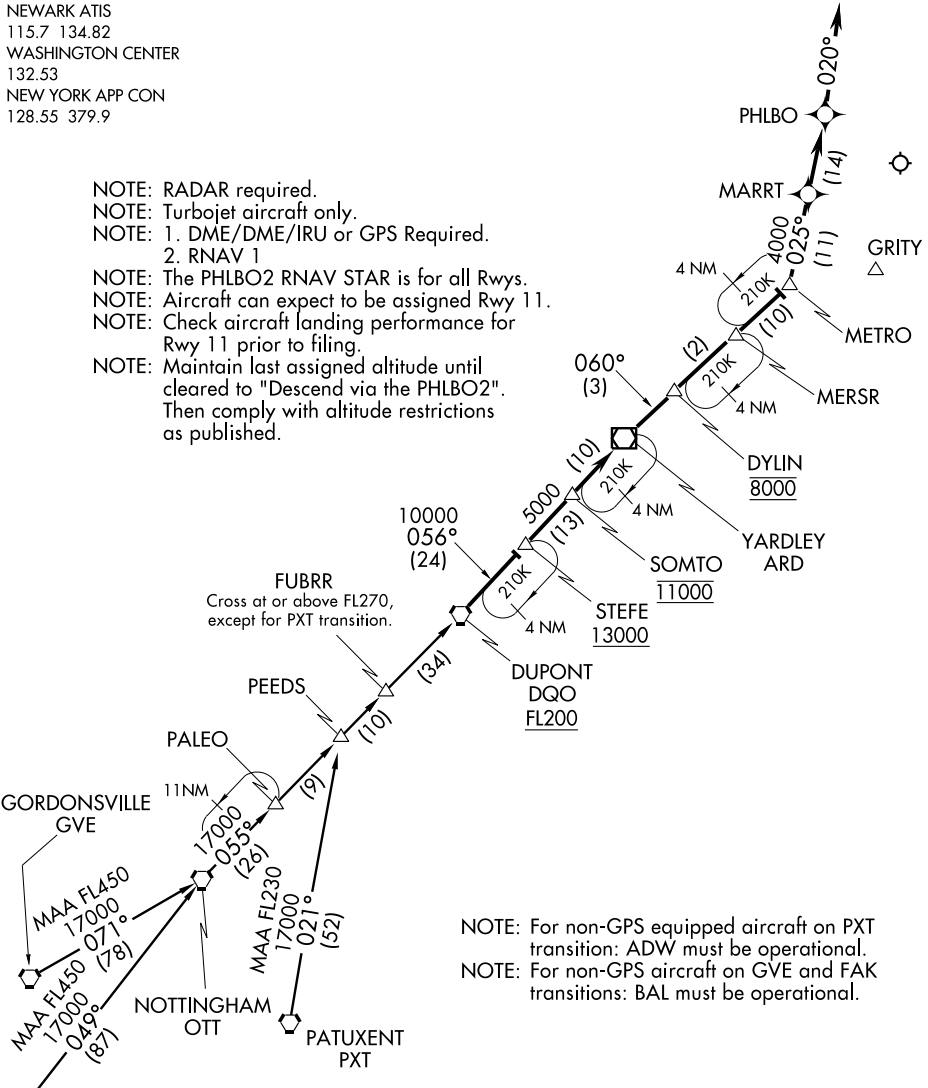
TAKEOFF OBSTACLES NOTES

- 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.

PHLBO TWO ARRIVAL (RNAV)

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

- NOTE: RADAR required.
- NOTE: Turbojet aircraft only.
- NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1
- NOTE: The PHLBO RNAV STAR is for all Rwy's.
- NOTE: Aircraft can expect to be assigned Rwy 11.
- NOTE: Check aircraft landing performance for Rwy 11 prior to filing.
- NOTE: Maintain last assigned altitude until cleared to "Descend via the PHLBO2".
Then comply with altitude restrictions as published.



- NOTE: For non-GPS equipped aircraft on PXT transition: ADW must be operational.
- NOTE: For non-GPS aircraft on GVE and FAK transitions: BAL must be operational.

ARRIVAL ROUTE DESCRIPTION

FLAT ROCK TRANSITION (FAK.PHLBO2):
GORDONSVILLE TRANSITION (GVE.PHLBO2):
PATUXENT TRANSITION (PXT.PHLBO2):

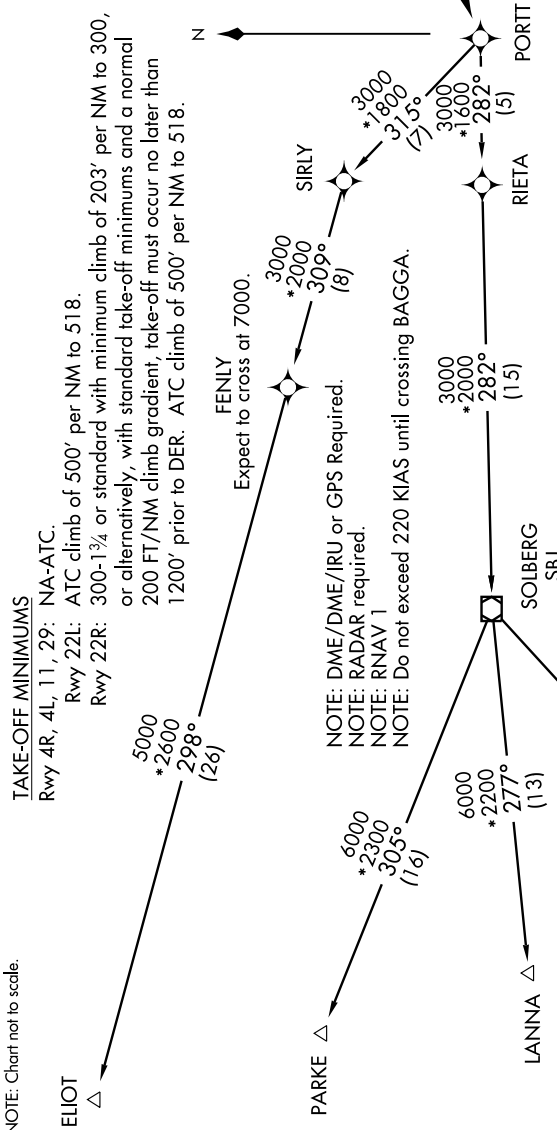
. . . . From DQO VORTAC via 056° track to ARD VOR/DME, then via 060° track to METRO, then via 025° track to PHLBO, then via 020° heading. Expect radar vectors.

NOTE: Chart not to scale.

NE-2, 08 APR 2010 to 06 MAY 2010

PORTT ONE DEPARTURE (RNAV)

ATIS
115.7 134.825
NEWARK CINCL DEL
118.85
NEWARK GND CON
121.8
NEWARK TOWER
118.3 257.6
NEW YORK DEP CON
119.2 379.9



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 22L/22R: Climb heading 219° to 518, then left turn direct BAGGA, then via depicted route to PORTT. Thence

. . . . via assigned transition, maintain 5000. Expect clearance to filed altitude/flight level within 10 minutes after departure.


- BIGGY TRANSITION (PORTT) .BIGGY)
- EJIOT TRANSITION (PORTT) .EJIOT)
- LANNA TRANSITION (PORTT) .LANNA)
- PARKE TRANSITION (PORTT) .PARKE)

RNAV (GPS) RWY 4L

NEWARK LIBERTY INTL (EWR)

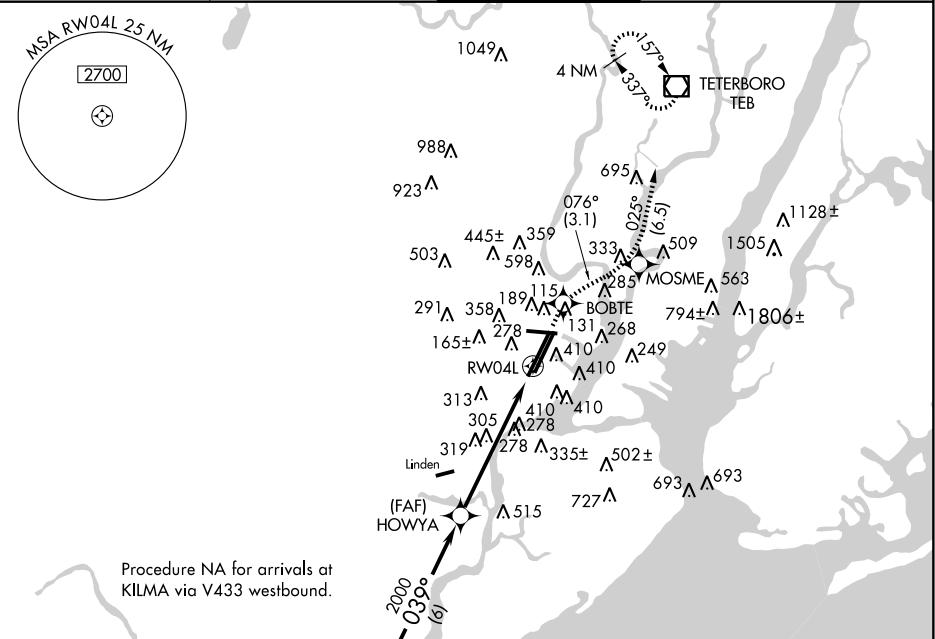
| | | |
|--|------------------------|---|
| WAAS CH 56224 W04A | APP CRS 039° | Rwy Idg 8457 TDZE 10 Apt Elev 18 |
|--|------------------------|---|

▼ DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night.
▲ For inoperative MALS/R, increase LPV visibility to RVR 5000 all Cats.

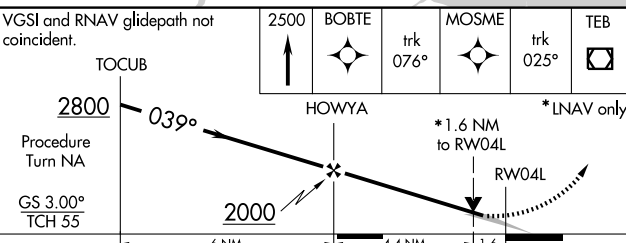
MALS/R


MISSED APPROACH: Climb to 2500 direct BOBTE and via 076° track to MOSME and via 025° track to TEB VOR/DME and hold.

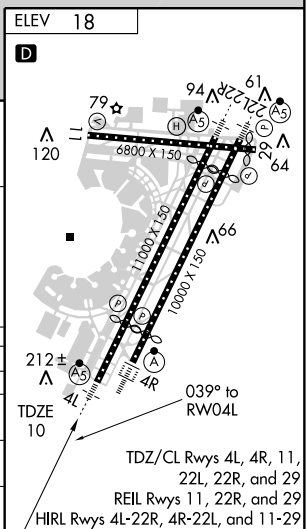
| | | | | |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|
| NEWARK ATIS 115.7 134.825 | NEW YORK APP CON 128.55 379.9 | NEWARK TOWER 118.3 257.6 | GND CON 121.8 | CLNC DEL 118.85 |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|



VGSI and RNAV glidepath not coincident.



| CATEGORY | A | B | C | D |
|------------|--------------------|--------------------|---------------------|---|
| LPV DA | 334/24 324 (400-½) | | | |
| LNNAV/VNAV | NA | | | |
| LNNAV MDA | 580/24 570 (600-½) | 580/50 570 (600-1) | 580/60 570 (600-1¼) | |
| CIRCLING | 720-1 702 (800-1) | 720-2 702 (800-2) | 900-3 882 (900-3) | |



NE-2, 08 APR 2010 to 06 MAY 2010

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 6800 |
| 108° | TDZE | 18 |
| | Apt Elev | 18 |

RNAV (GPS) RWY 11

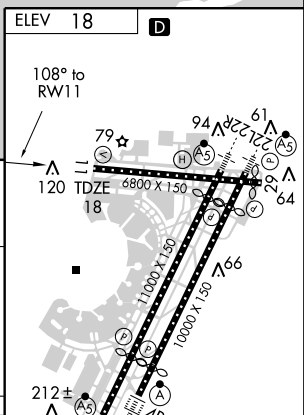
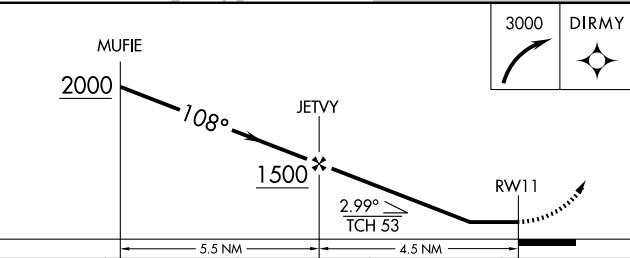
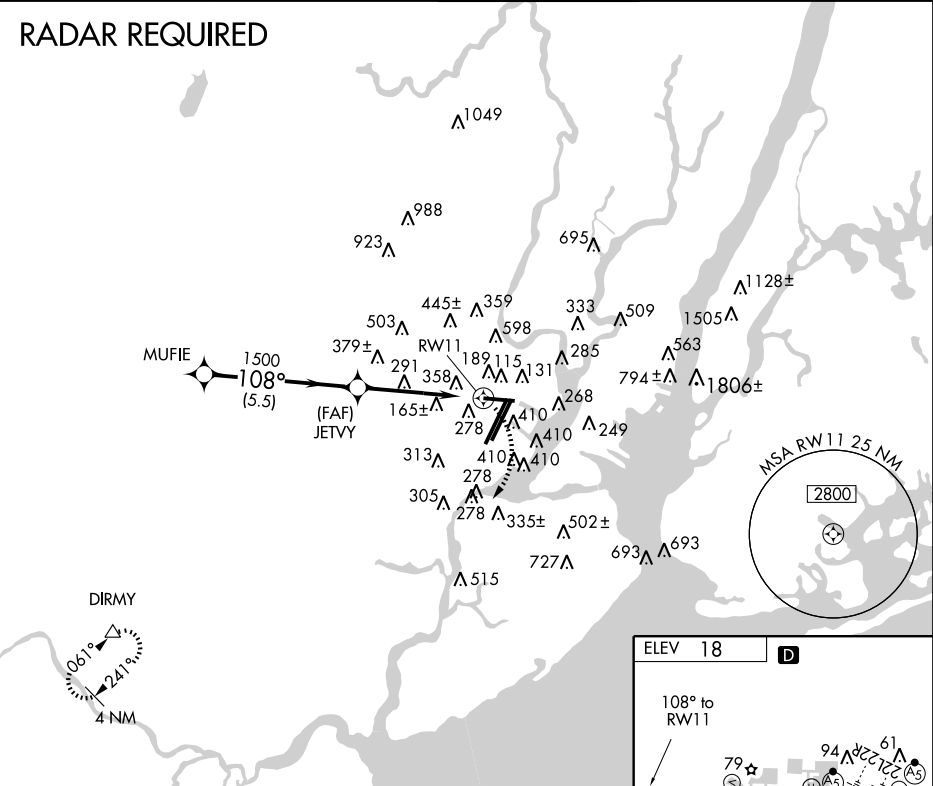
NEWARK LIBERTY INTL (EWR)

▽
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct DIRMY WP 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 |
|-------------------------------------|---|---|-------------------------|---------------------------|

RADAR REQUIRED



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|-------------------|
| LNAV MDA | 620-1 602 (700-1) | | 620-1¾ 602 (700-1¾) | 620-2 602 (700-2) |
| CIRCLING | 720-1 702 (800-1) | | 720-2 702 (800-2) | 900-3 882 (900-3) |

TDZ/CL Rwy 4L, 4R, 11, 22L, 22R, and 29
REIL Rwy 11, 22R, and 29
HIRL Rwy 4L-22R, 4R-22L, and 11-29

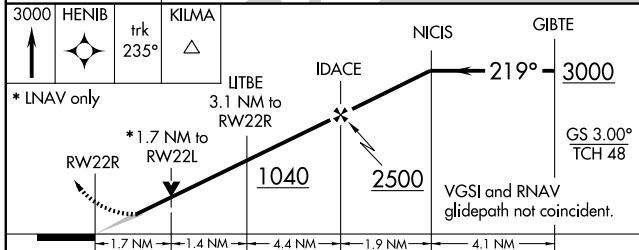
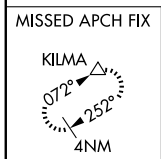
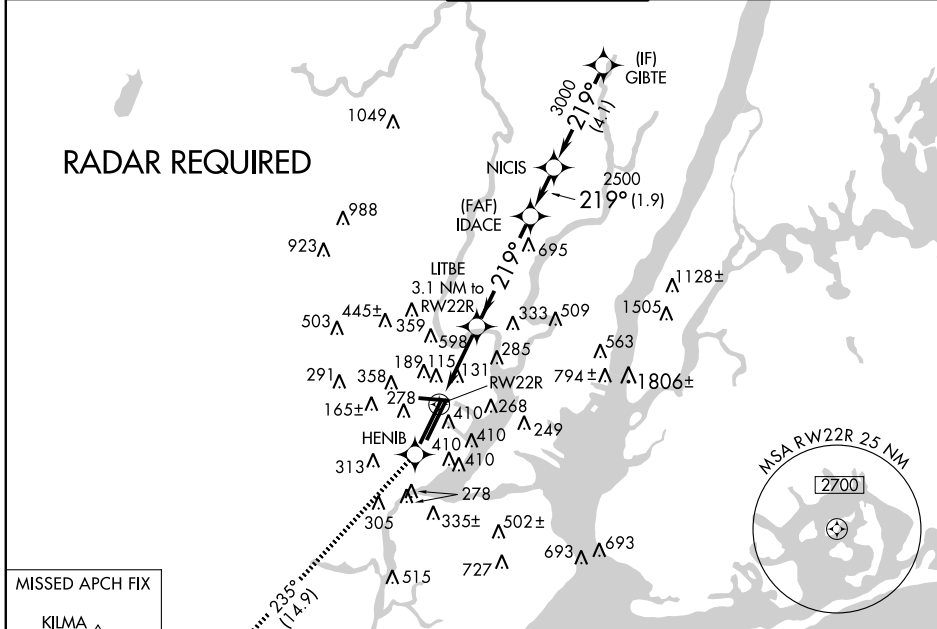
RNAV (GPS) RWY 22R

NEWARK LIBERTY INTL (EWR)

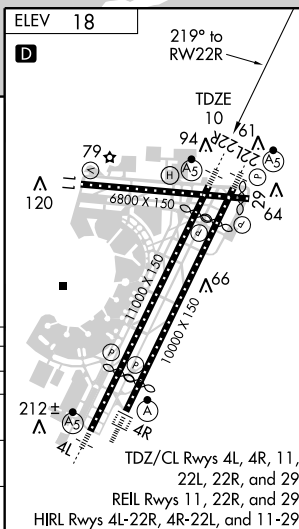
| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 77524 W22B | APP CRS 219° | Rwy Idg TDZE Apt Elev | 9560 10 18 |
|--|------------------------|-----------------------------|---------------------------------------|

| | | |
|--|------------|---|
| DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative MALSRS, increase LPV visibility to RVR 6000 all Cats. | MALSRS | MISSED APPROACH: Climb to 3000 direct HENIB and via 235° track 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 |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|



| | | | | | | | | | |
|-----------|---------------------|--|--------------------|---|--------------------|---|--|---|--|
| CATEGORY | A | | | B | | C | | D | |
| LPV DA | 361/40 351 (400-¾) | | | | | | | | |
| RNAV/VNAV | NA | | | | | | | | |
| RNAV MDA | 620/24 610 (700-½) | | 620/60 610 (700-¼) | | 620-1½ 610 (700-½) | | | | |
| CIRCLING | 720-1¼ 702 (800-1¼) | | 720-2 702 (800-2) | | 900-3 882 (900-3) | | | | |



NE-2, 08 APR 2010 to 06 MAY 2010

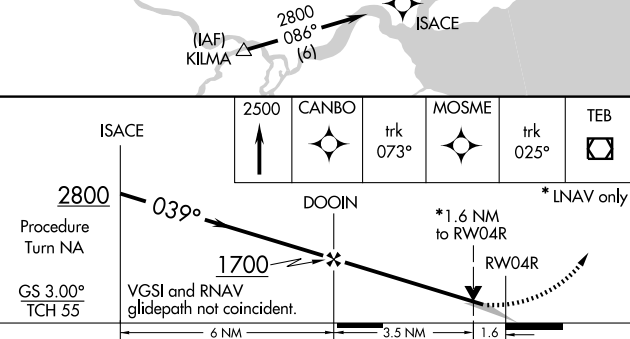
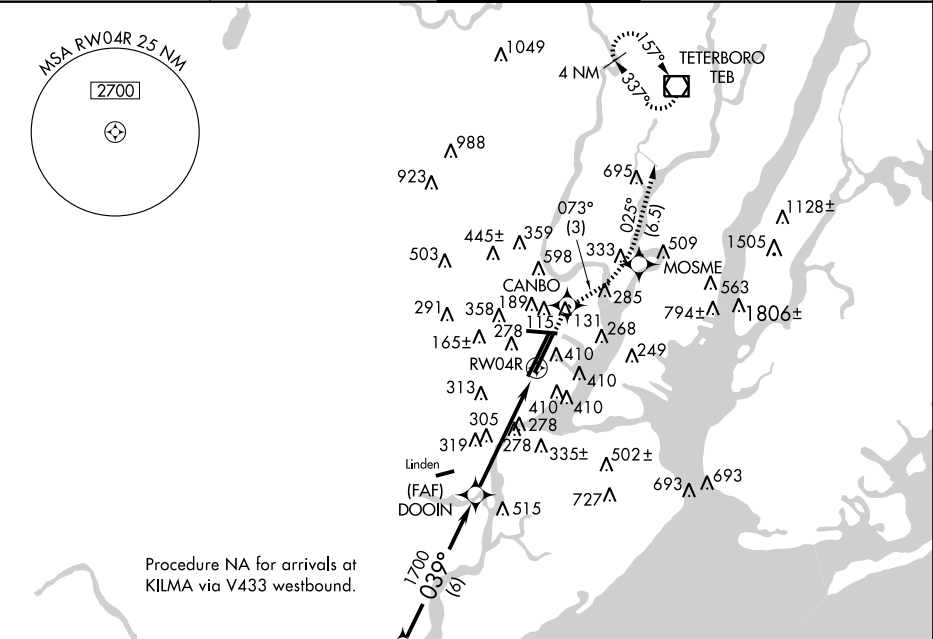
| | | |
|--|------------------------|---|
| WAAS CH 60924 W04B | APP CRS 039° | Rwy Idg 8810 TDZE 11 Apt Elev 18 |
|--|------------------------|---|

RNAV (GPS) Y RWY 4R

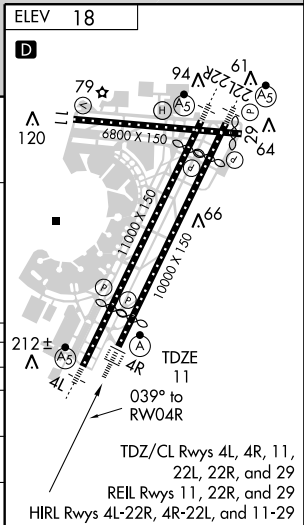
NEWARK LIBERTY INTL (EWR)

| | | |
|--|------------|---|
| DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. For inoperative ALSR, increase LPV visibility to RVR 6000 all Cats. | ALSF-2 | MISSED APPROACH: Climb to 2500 direct CANBO and via 073° track to MOSME and via 025° track 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 |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|



| CATEGORY | A | B | C | D |
|-----------|---------------------------|--------------------|------------------------|---|
| LPV DA | 357/40 346 (400-34) | | | |
| RNAV/VNAV | NA | | | |
| RNAV MDA | 580/24 569 (600-1/2) | 580/50 569 (600-1) | 580/60 569 (600-1 1/4) | |
| CIRCLING | 720-1 1/4 702 (800-1 1/4) | 720-2 702 (800-2) | 900-3 882 (900-3) | |



NE-2, 08 APR 2010 to 06 MAY 2010

| | | |
|--|------------------------|---|
| WAAS CH 70324 W22A | APP CRS 219° | Rwy Idg 8206 TDZE 10 Apt Elev 18 |
|--|------------------------|---|

RNAV (GPS) Z RWY 22L

NEWARK LIBERTY INTL (EWR)

▼ DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night.
▲ For inoperative MALSRL, increase LPV visibility to RVR 6000 all Cats.



MISSED APPROACH: Climb to 3000 direct FEEXEG and via 236° track to KILMA and hold.

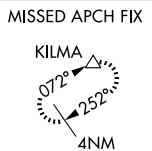
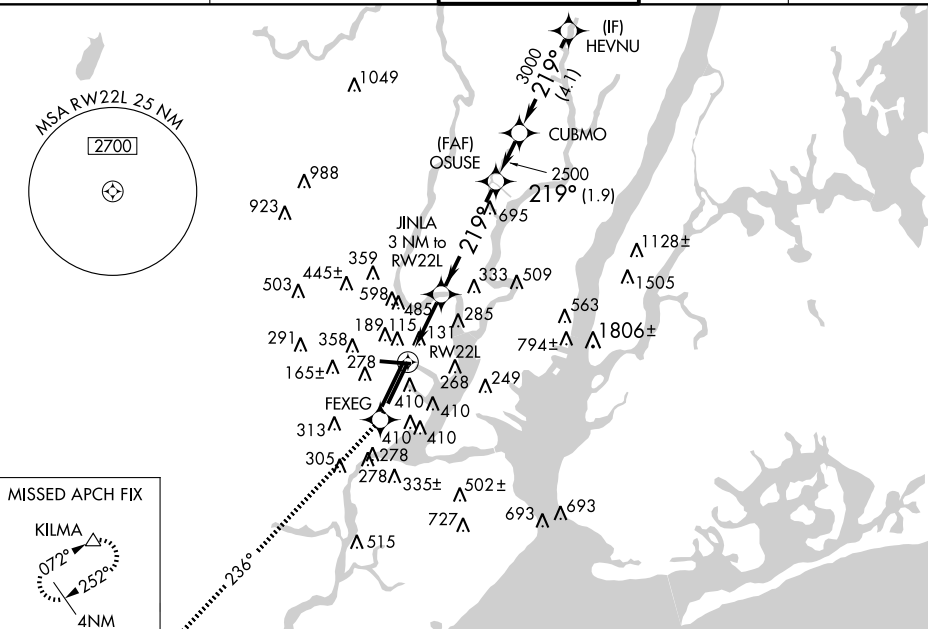
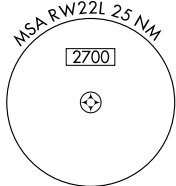
NEWARK ATIS
115.7 134.825

NEW YORK APP CON
128.55 379.9

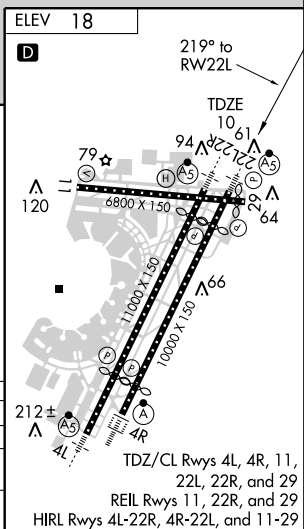
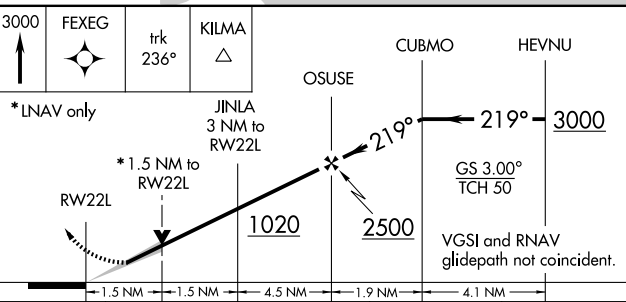
NEWARK TOWER
118.3 257.6

GND CON
121.8

CLNC DEL
118.85



RADAR REQUIRED



| | | | | | |
|----------|--------|---------------|-----------------------|---------------------------|---|
| CATEGORY | A | | B | C | D |
| LPV DA | 368/40 | | 358 (400-3/4) | | |
| LNAV MDA | 560/24 | 550 (600-1/2) | 560/50 550 (600-1) | 560/60 550 (600-1 1/4) | |
| CIRCLING | 720-1 | 702 (800-1) | 720-2 702 (800-2) | 900-3 882 (900-3) | |

TDZ/CL Rwy 4L, 4R, 11, 22L, 22R, and 29
 REIL Rwy 11, 22R, and 29
 HIRL Rwy 4L-22R, 4R-22L, and 11-29


NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (RNP) Y RWY 22L

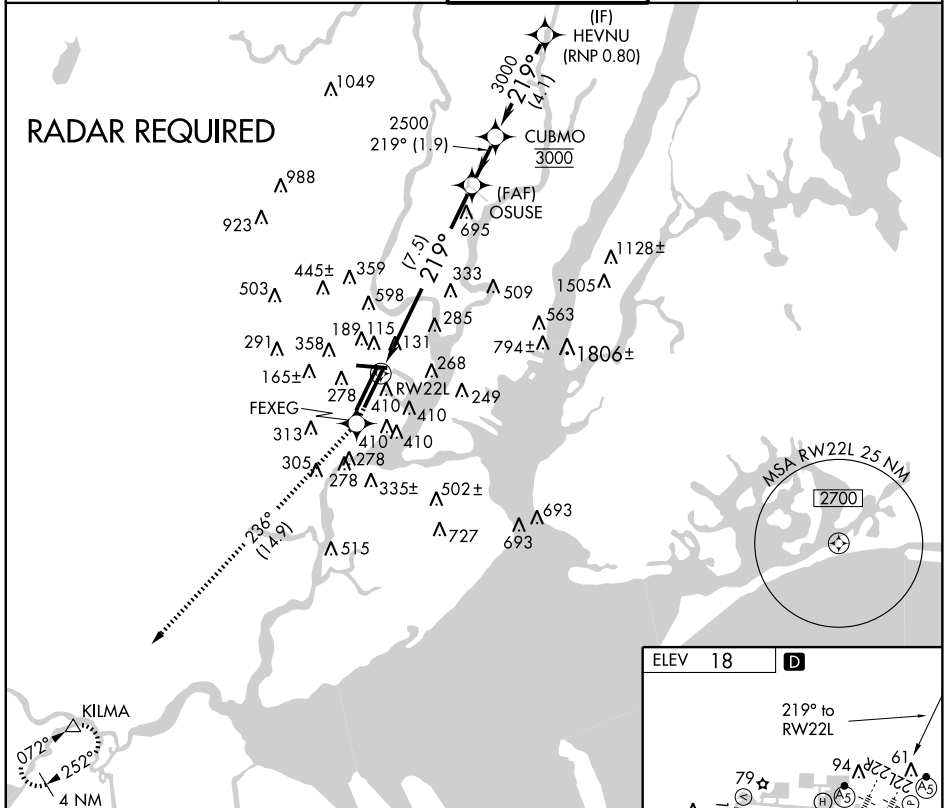
NEWARK LIBERTY INTL (EWR)


| | |
|------------------------|------------------------|
| APP CRS 219° | Rwy Idg 8206 |
| | TDZE 10 |
| | Apt Elev 18 |

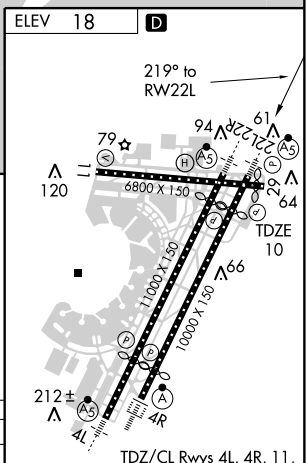
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (26°F) or above 49°C (120°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½.

MALSR  MISSED APPROACH: Climb to 3000 direct FEXEG, and via track 236° to KILMA and hold. When authorized by ATC, climb-in-hold to 4000.

| | | | | |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|
| 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 |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|



| | | | | | |
|-------------|---|--------------------|-------------|-------|--------------------|
| 3000 ↑ | FEXEG  | trk 236° | KILMA △ | CUBMO | HEVNU |
| RW22L | | OSUSE 2500 | 219° - 3000 | | GP 3.00° TCH 50 |
| 7.5 NM | | 1.9 NM | 4.1 NM | | |
| CATEGORY | | A | B | C | D |
| RNP 0.30 DA | | 429/50 419 (500-1) | | | |



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED


NE-2: 08 APR 2010 to 06 MAY 2010

RNAV (RNP) Z RWY 4R

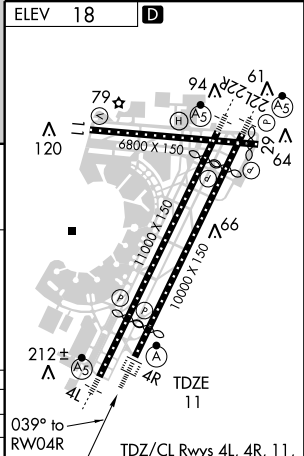
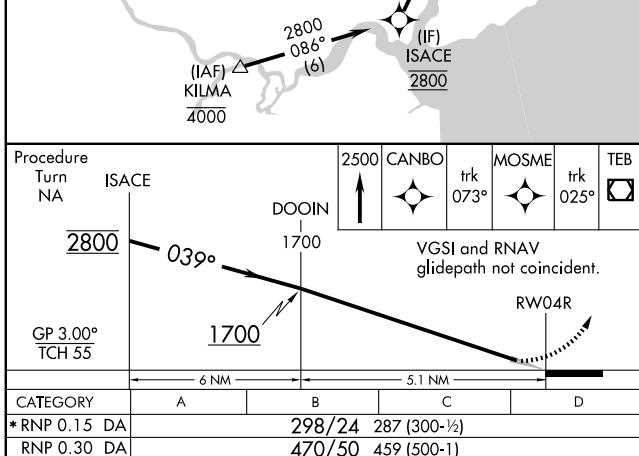
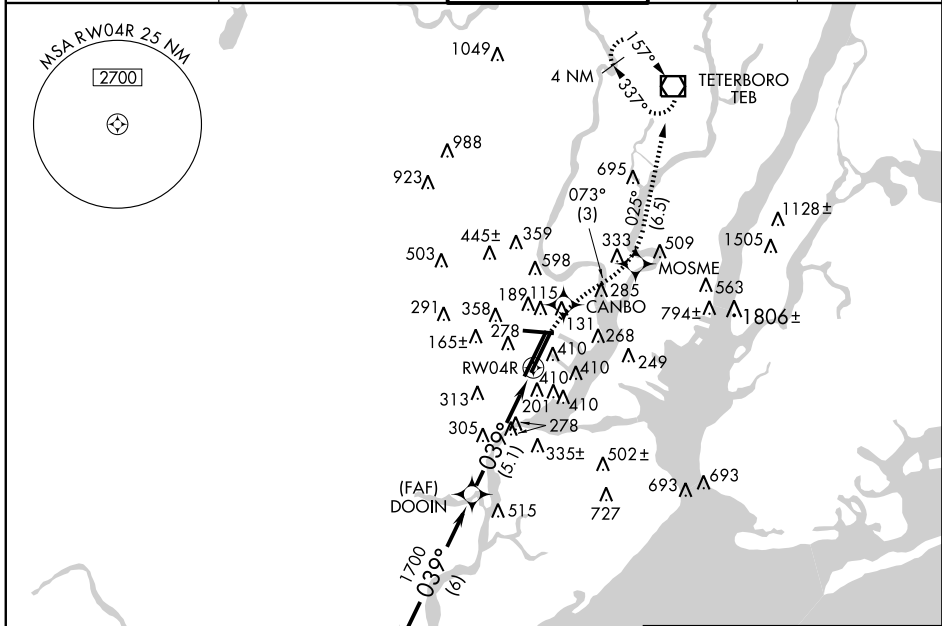
NEWARK LIBERTY INTL (EWR)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 8810 |
| 039° | TDZE | 11 |
| | Apt Elev | 18 |

▼ GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 5000 all Cats and RNP 0.30 visibility to 1 ½ all Cats.
 * Missed approach requires minimum climb of 317 feet per NM to 700.

ALSF-2

MISSED APPROACH: Climb to 2500 direct CANBO, then via track 073° to MOSME, then via track 025° to TEB VOR/DME and hold. When authorized by ATC, climb-in-hold 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 |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2: 08 APR 2010 to 06 MAY 2010

RNAV (RNP) Z RWY 29

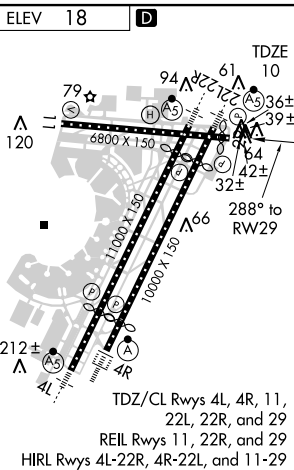
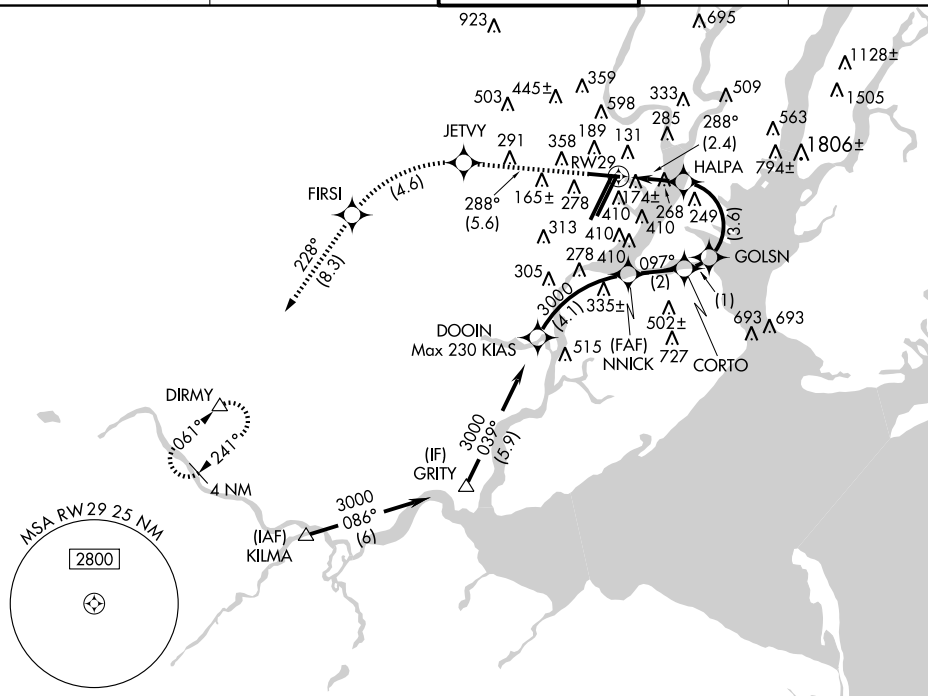
NEWARK LIBERTY INTL (EWR)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 6502 |
| 288° | TDZE | 10 |
| | Apt Elev | 18 |

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.
 * Missed approach requires minimum climb of 340 feet per NM to 800.

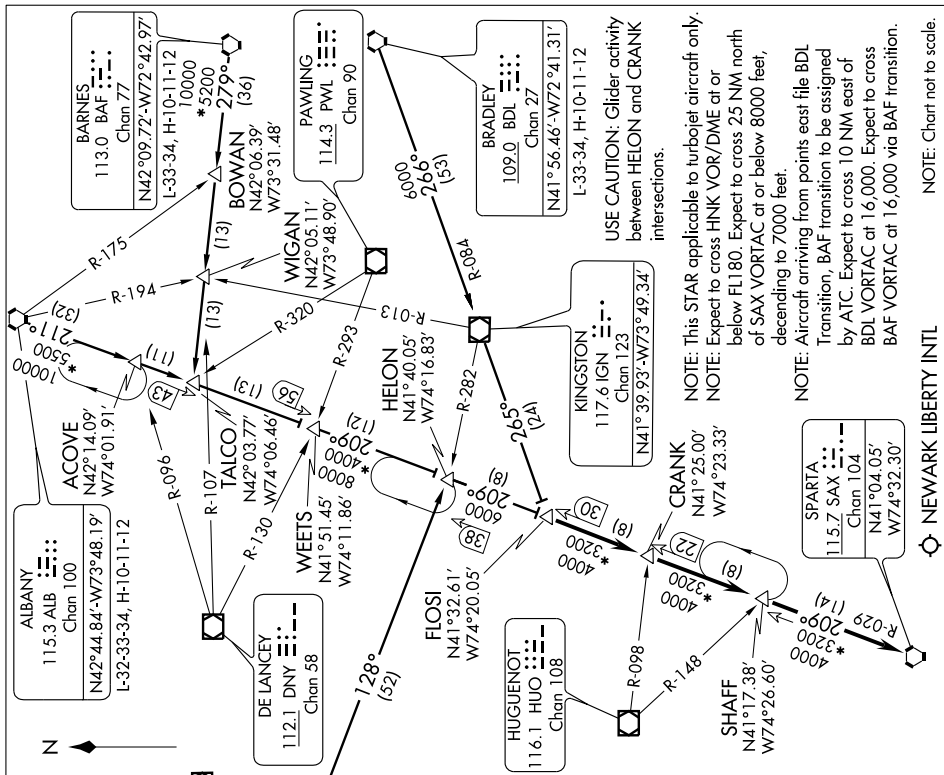
MISSED APPROACH: Climb to 3000 via track 288° to JETVY, and via left turn to FIRSI, and via track 228° to DIRMY and hold.

| | | | | |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|
| 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 |
|-------------------------------------|---|------------------------------------|-------------------------|---------------------------|



| | | | | | | | | | |
|--------------|----------|--------|--------------|--------|-------|----------|-------|-------------------|--------|
| ELEV 18 | D | 3000 | trk 288° | JETVY | FIRSI | trk 228° | DIRMY | Procedure Turn NA | |
| | | CORTO | | NNICK | DOOIN | GRITY | | | |
| | | 288° | | 097° | 3000 | 3000 | | GP 3.00° TCH 60 | |
| | | 2.4 | | 3.6 NM | | 1 NM | 2 NM | 4.1 NM | 5.9 NM |
| CATEGORY | A | B | C | D | | | | | |
| RNP 0.16 DA | | 413-1¼ | 403 (400-1¼) | NA | | | | | |
| *RNP 0.30 DA | | 485-1½ | 475 (500-1½) | NA | | | | | |
| RNP 0.30 DA | | 565-2 | 555 (600-2) | NA | | | | | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.SHAFF6): From over ALB VORTAC via ALB R-211 to WEEATS INT, then via SAX R-029 to FLOSI INT. Thence, . . .

BARNES TRANSITION (BAF.SHAFF6): From over BAF VORTAC via BAF R-279 to TALCO INT, then via ALB R-211 to WEEATS INT, then via SAX R-029 to FLOSI INT. Thence, . . .

BRADLEY TRANSITION (BDL.SHAFF6): From over BDL VORTAC via BDL R-266 and IGN R-084 to IGN VOR/DME, then via IGN R-265 to FLOSI INT. Thence, . . .

GENESEO TRANSITION (GEE.SHAFF6): From over GEE VOR/DME via GEE R-111 to EXTOL INT, then via HNK R-313 to HNK VOR/DME, then via HNK R-128 to HELO INT, then via SAX R-029 to FLOSI INT. Thence, . . .

HANCOCK TRANSITION (HNC.SHAFF6): From over HNK VOR/DME via HNK HNK R-128 to HELO INT, then via SAX R-029 to FLOSI INT. Thence, . . .

. . . From over FLOSI INT via SAX R-029 to CRANK INT, then to SHAFF INT, then to SAX VORTAC (MEA 4000, MOCA 3200). Expect radar vectors to final approach course.

NOTE: This STAR applicable to turbojet aircraft only.
NOTE: Expect to cross HNK VOR/DME at or below FL180. Expect to cross 25 NM north of SAX VORTAC at or below 8000 feet, descending to 7000 feet.

NOTE: Aircraft arriving from points east file BDL Transition, BAF transition to be assigned by ATC. Expect to cross 10 NM east of BDL VORTAC at 16,000. Expect to cross BAF VORTAC at 16,000 via BAF transition.

NEWARK LIBERTY INTL

NOTE: Chart not to scale.

NEW YORK APP CON
120.15 379.9
NEWARK ATIS
115.7 134.825
BOSTON CENTER
126.47 388.8
134.3 256.9

ROCHESTER
1110.0 ROC
Chan 37

GENESEO
108.2 GEE
Chan 19
N42°50.06'
W77°43.97'
L-31-32
H-10-11-12

HANCOCK
116.8 HNC
Chan 115
N42°03.78' - W75°18.98'
L-30-33, H-10-11-12

SYRACUSE
117.0 SYR
Chan 117

EXTOL
N42°39.46'
W76°37.10'

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

ROCKDALE
112.6 RKA
Chan 73
N42°16.79'
W75°47.07'

ACOVE
N42°14.09'
W74°01.91'

DELANCEY
112.1 DNY
Chan 58
N42°03.77'
W74°06.46'

WEETS
N41°51.45'
W74°11.86'

BOWAN
N42°06.39'
W73°31.48'

WIGAN
N42°05.11'
W73°48.90'

HELO
N41°40.05'
W74°16.83'

FLOSI
N41°32.61'
W74°20.05'

PAWING
114.3 PWL
Chan 90
N41°56.46'-W72°41.31'

HUGUENOT
116.1 HUO
Chan 108
N41°17.38'
W74°26.60'

KINGSTON
117.6 IGN
Chan 123
N41°39.93'-W73°49.34'

BRADLEY
109.0 BDL
Chan 27
N41°56.46'-W72°41.31'

CRANK
N41°25.00'
W74°23.33'

SHAFF
N41°17.38'
W74°26.60'

SPARTA
115.7 SAX
Chan 104
N41°04.05'
W74°32.30'

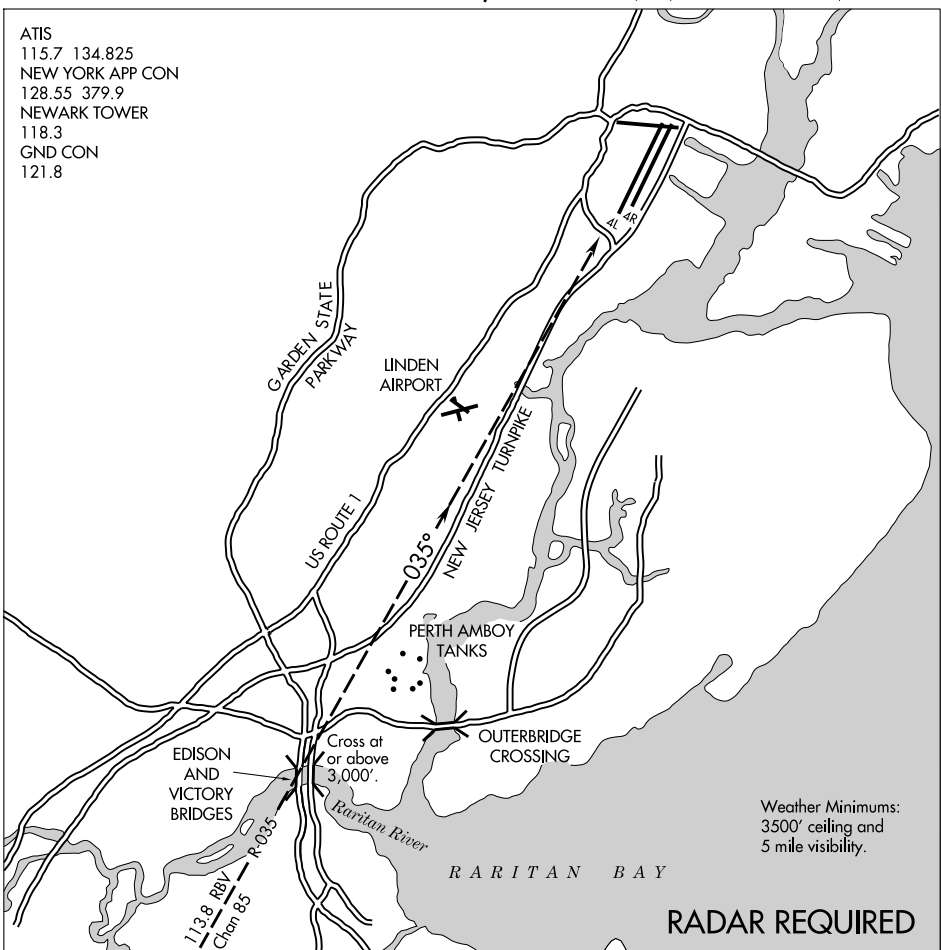
USE CAUTION: Glider activity between HELO and CRANK intersections.

NEWARK LIBERTY INTL

TURNPIKE VISUAL RUNWAY 4L/4R

NEWARK LIBERTY INTL (EWR)
AL-285 (FAA)
NEWARK, NEW JERSEY

ATIS
115.7 134.825
NEW YORK APP CON
128.55 379.9
NEWARK TOWER
118.3
GND CON
121.8



TURNPIKE VISUAL RUNWAY 4L/4R

Expect radar vectors to intercept the RBV R-035. While established on RBV R-035, cross intersection of Raritan River and Edison and Victory bridges at 3,000 feet or above, remain on RBV R-035 west of Perth Amboy tanks until crossing New Jersey Turnpike. Continue on west side of New Jersey Turnpike past Linden Airport (recommended altitude 1,500 feet or above).

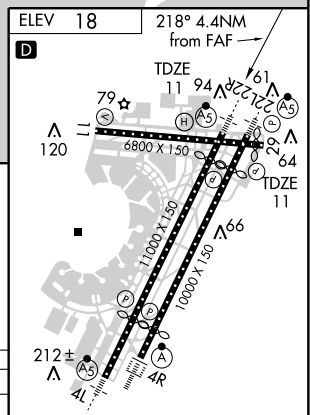
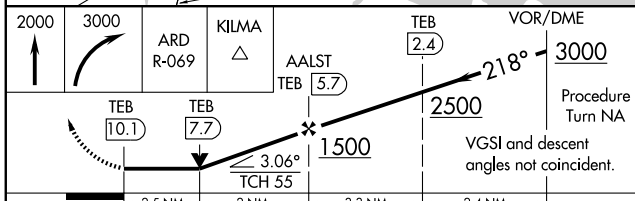
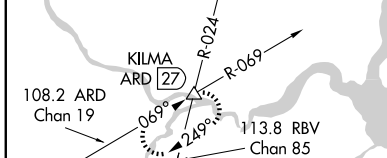
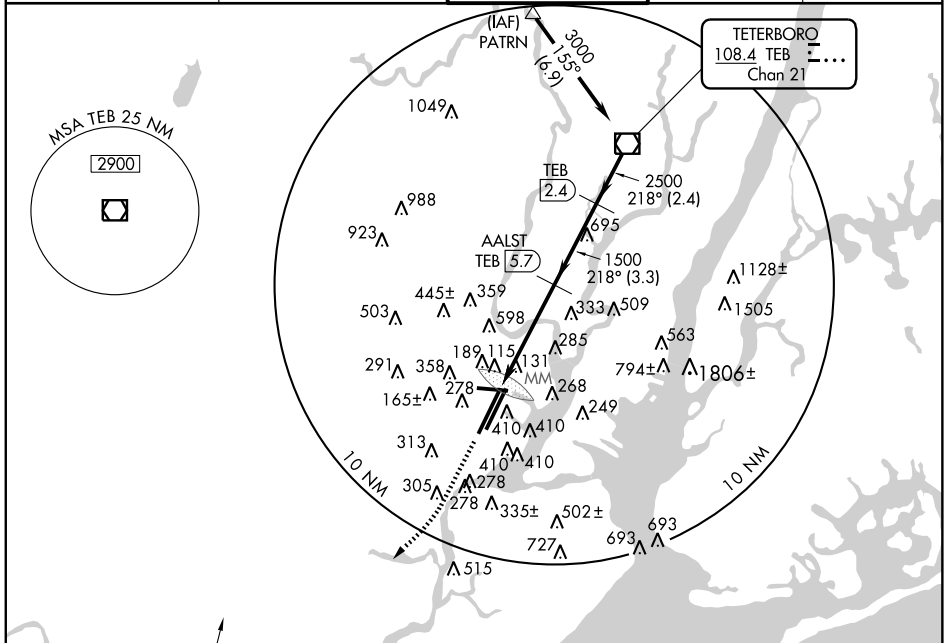
VOR/DME RWY 22R

NEWARK LIBERTY INTL (EWR)

| | | | | |
|-------------|---------|----------|------|-----|
| VOR/DME TEB | APP CRS | Rwy Idg | 22R | 22L |
| 108.4 | 218° | 9560 | 8206 | |
| Chan 21 | | TDZE | 11 | 11 |
| | | Apt Elev | 18 | 18 |

22R MALS R
 22L MALS R
 MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via 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 |
| 115.7 134.825 | 128.55 379.9 | 118.3 257.6 | 121.8 | 118.85 |



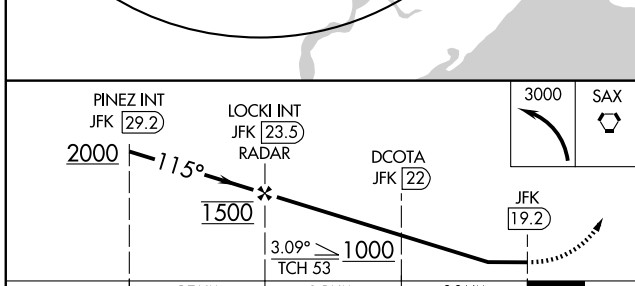
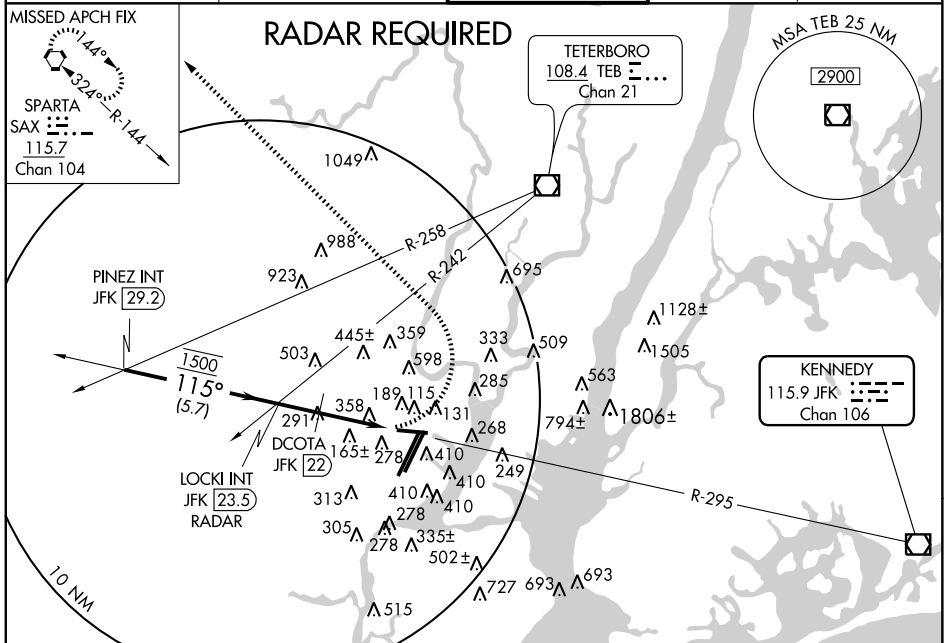
| CATEGORY | A | B | C | D |
|------------------|-----------------------|------------------------|------------------------|------------------------|
| S-22R | 860/24 849 (900-½) | 860/40 849 (900-¾) | 860-2 849 (900-2) | 860-2¼ 849 (900-2¼) |
| SIDESTEP RWY 22L | 860/50 849 (900-1) | | 860-2 849 (900-2) | 860-2¼ 849 (900-2¼) |
| CIRCLING | 860-1 842 (900-1) | 860-1¼ 842 (900-1¼) | 860-2½ 842 (900-2½) | 900-3 882 (900-3) |

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

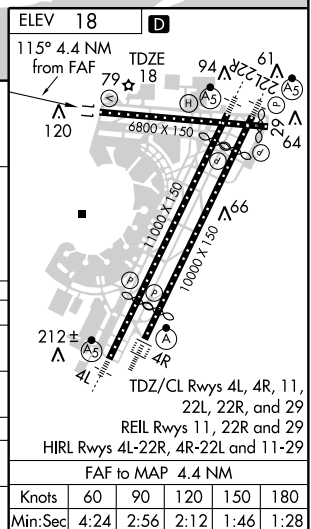
| | | | | |
|---------|--------------|---------|----------|-------------|
| VOR/DME | JFK | APP CRS | Rwy Idg | 6800 |
| | 115.9 | | TDZE | 18 |
| Chan | 106 | | Apt Elev | 18 |

VOR RWY 11
NEWARK LIBERTY INTL (EWR)

| | | | | |
|---|---|------------------------------------|-------------------------|---------------------------|
| MISSED APPROACH: Climbing left turn to 3000 direct SAX VORTAC 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 |

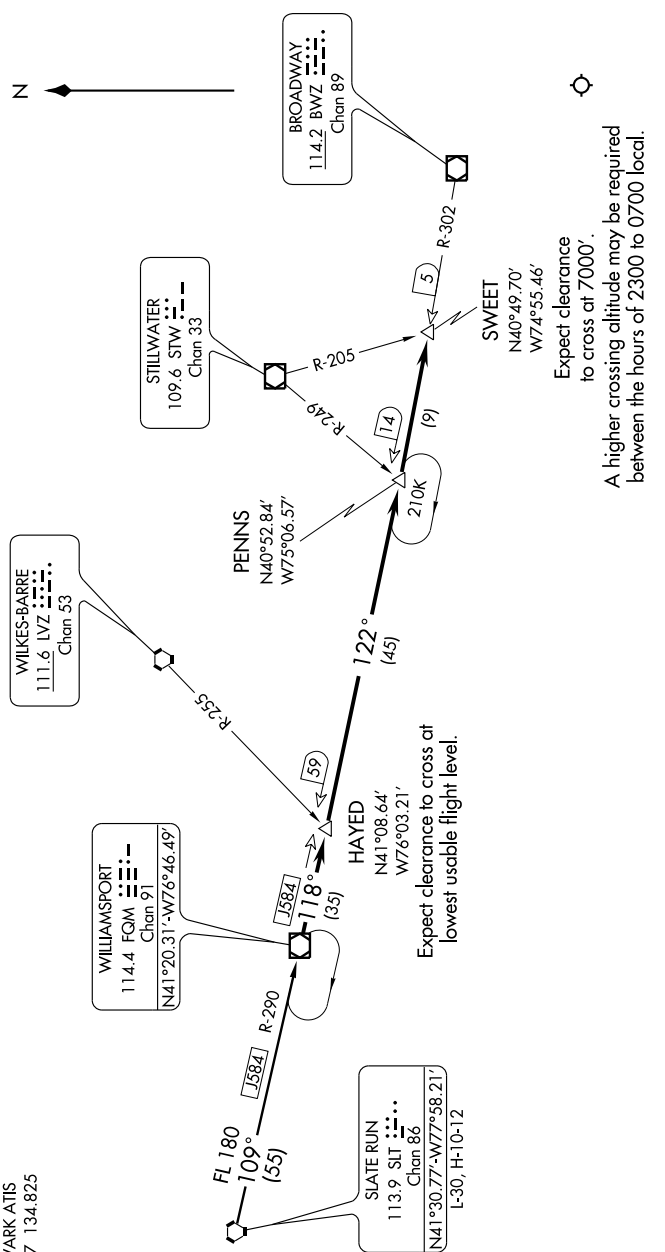


| CATEGORY | A | B | C | D |
|--------------------|--------------------------|--------------------------|------------------------|------------------------|
| S-11 | 1000-1¼ 982 (1000-1¼) | 1000-1½ 982 (1000-1½) | 1000-3 | 982 (1000-3) |
| CIRCLING | 1000-1¼ 982 (1000-1¼) | 1000-1½ 982 (1000-1½) | 1000-3 | 982 (1000-3) |
| DCOTA DME MINIMUMS | | | | |
| S-11 | 860-1 842 (900-1) | 860-1¼ 842 (900-1¼) | 860-2½ 842 (900-2½) | 860-2¾ 842 (900-2¾) |
| CIRCLING | 860-1 842 (900-1) | 860-1¼ 842 (900-1¼) | 860-2½ 842 (900-2½) | 900-3 882 (900-3) |



WILLIAMSPORT ONE ARRIVAL

NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7 134.825



SLATE RUN TRANSITION (SLT.FQM1)

From over FQM VOR/DME via FQM R-118 to HAYED INT. Then via BWZ R-302 to PENNS INT. Then via BWZ R-302 to SWEET INT. Expect vectors to final approach course.

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

NOTE: Chart not to scale.

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2977 |
| 060° | TDZE | 8 |
| | Apt Elev | 8 |

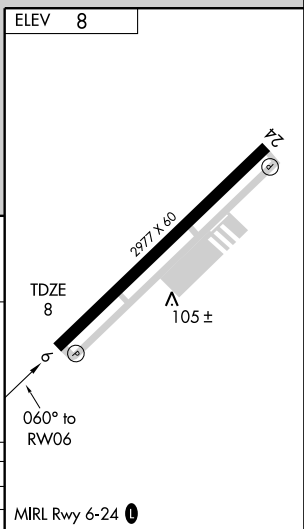
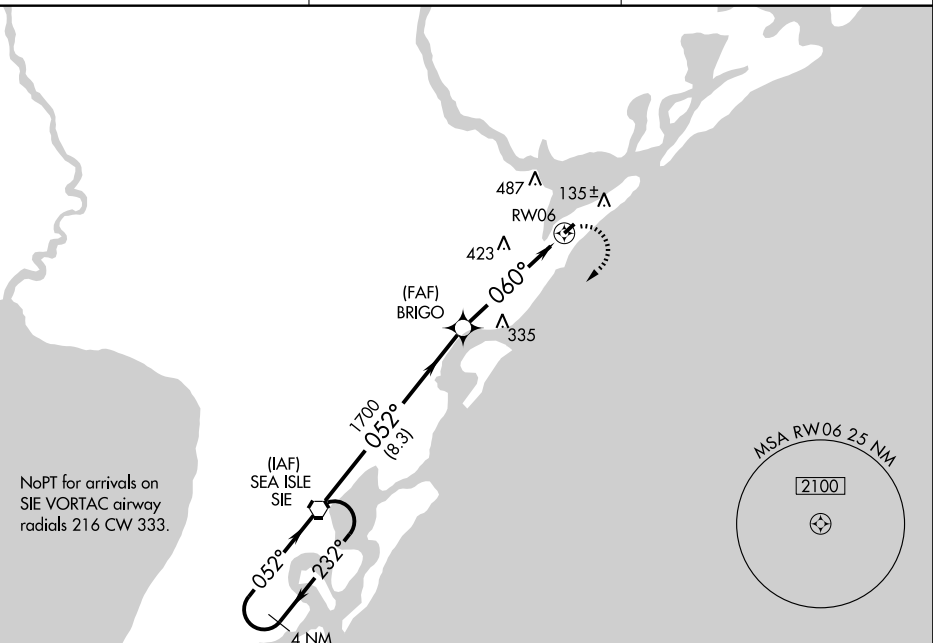
▲ NA Use Atlantic City Intl altimeter setting.

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

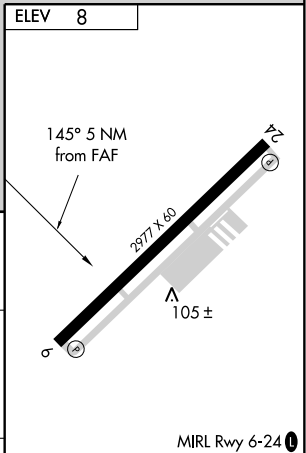
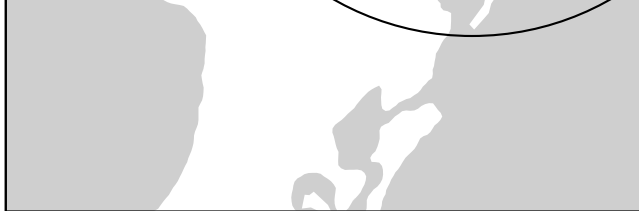
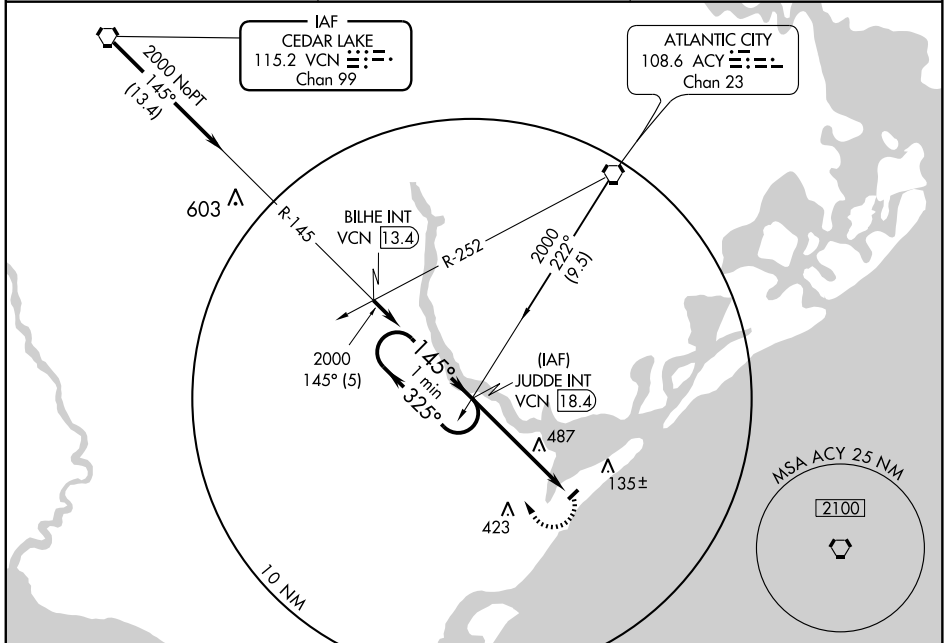


| | | | | | | | | | | | | |
|----------|-------------------|---|--------|---|--------|--|------|--|------|--|--------|--|
| | 2000 ← 232° | | ← 052° | | 052° | | 1700 | | 060° | | RWY 06 | |
| | | | | | 8.3 NM | | 5 NM | | | | | |
| CATEGORY | A | B | C | D | | | | | | | | |
| S-6 | 680-1 672 (700-1) | | | | NA | | | | | | | |
| CIRCLING | 680-1 672 (700-1) | | | | NA | | | | | | | |

| | | | |
|--|------------------------|-----------------------------|------------------------|
| VORTAC VCN 115.2 Chan 99 | APP CRS 145° | Rwy Idg TDZE Apt Elev | N/A N/A 8 |
|--|------------------------|-----------------------------|------------------------|

▲ NA Use Atlantic City Intl altimeter setting. MISSED APPROACH: Climbing right turn to 2000 via VCN R-145 to JUDGE Int and hold.

| | | |
|---|--------------------------|---------------------------------|
| ATLANTIC CITY APP CON 124.6 327.125 | CLNC DEL 133.6 | UNICOM 122.7 (CTAF) 0 |
|---|--------------------------|---------------------------------|



| | | | |
|----------------------------|----------------------|----------------------|-----------|
| One Minute Holding Pattern | JUDGE INT VCN (18.4) | 2000 VCN R-145 115.2 | JUDGE INT |
| 2000 ← 325° | → 145° | VCN (23.4) | 145° |
| | | 5 NM | |

| | | | | | | | | | | |
|----------|----------------------|------------------------|----|---|-----------------|------|------|------|------|------|
| CATEGORY | A | B | C | D | FAF to MAP 5 NM | | | | | |
| CIRCLING | 840-1 832 (900-1) | 840-1¼ 832 (900-1¼) | NA | | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 6

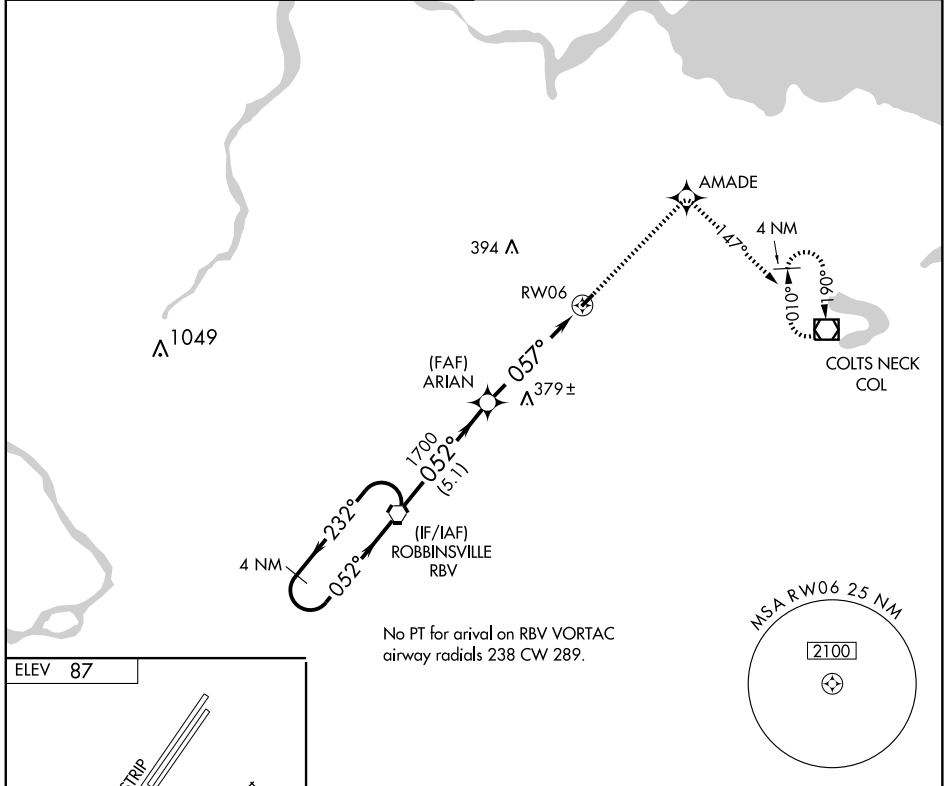
OLD BRIDGE (3N6)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2994 |
| 057° | TDZE | 87 |
| | Apt Elev | 87 |

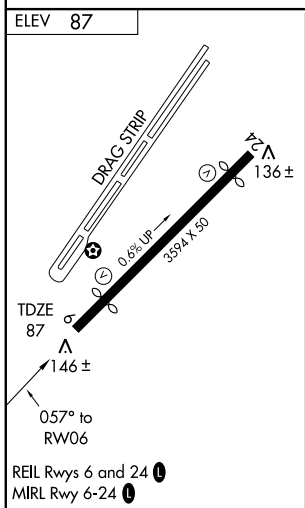
⚠ Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. **⚠** NA Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct AMADE and via track 147° to COL VOR/DME and hold.

| | |
|---|---------------------------------|
| MC GUIRE APP CON 124.15 363.8 | UNICOM 123.075 (CTAF) |
|---|---------------------------------|



No PT for arrival on RBV VORTAC
airway radials 238 CW 289.



| | | | | |
|----------------------|-------|-------------|------------|-----|
| 4 NM Holding Pattern | 2000 | AMADE | track 147° | COL |
| | | | | |
| | | | | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 660-1 | 573 (600-1) | NA | |
| CIRCLING | 660-1 | 573 (600-1) | NA | |

RNAV (GPS) RWY 24

OLD BRIDGE (3N6)

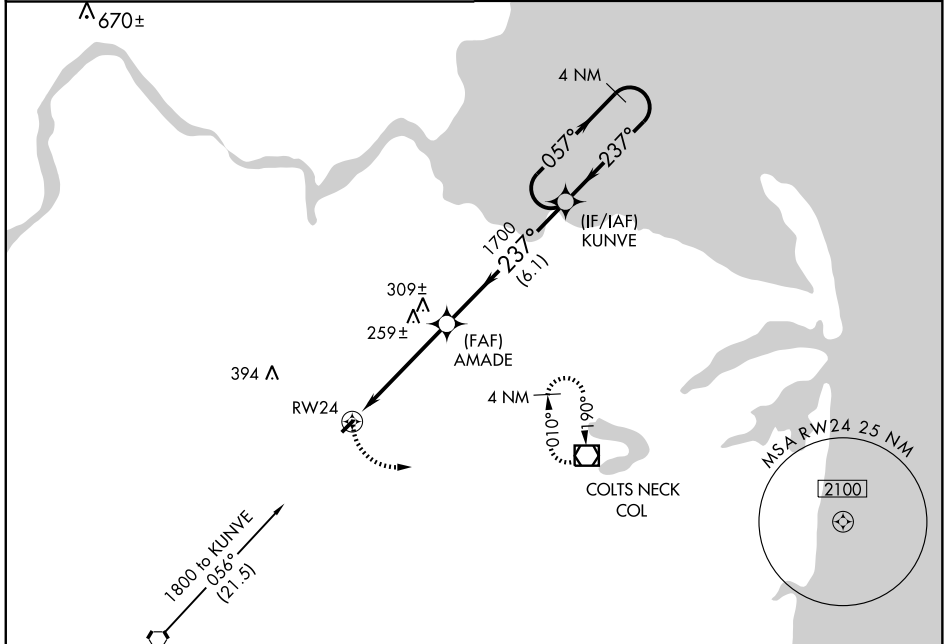
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3194 |
| 237° | TDZE | 87 |
| | Apt Elev | 87 |

⚠ NA Circling NA at night. DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

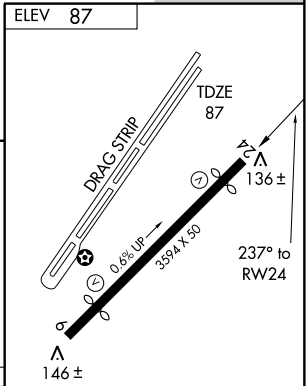
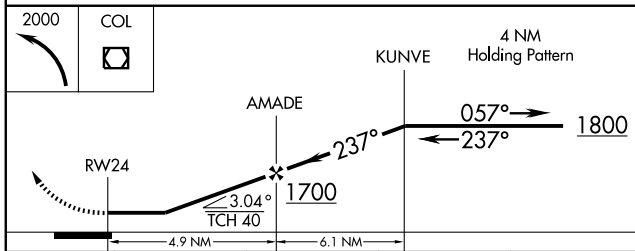
MISSED APPROACH: Climbing left turn to 2000 direct COL VOR/DME and hold.

MC GUIRE APP CON
124.15 363.8

UNICOM
123.075 (CTAF)



Procedure NA for arrivals on RBV VORTAC airway radials 001 CW 054.



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|----|---|
| LNAV MDA | 560-1 | 473 (500-1) | NA | |
| CIRCLING | 620-1 533 (600-1) | 640-1 553 (600-1) | NA | |

REIL Rwy 6 and 24
MIRL Rwy 6-24

VOR RWY 24

OLD BRIDGE (3N6)

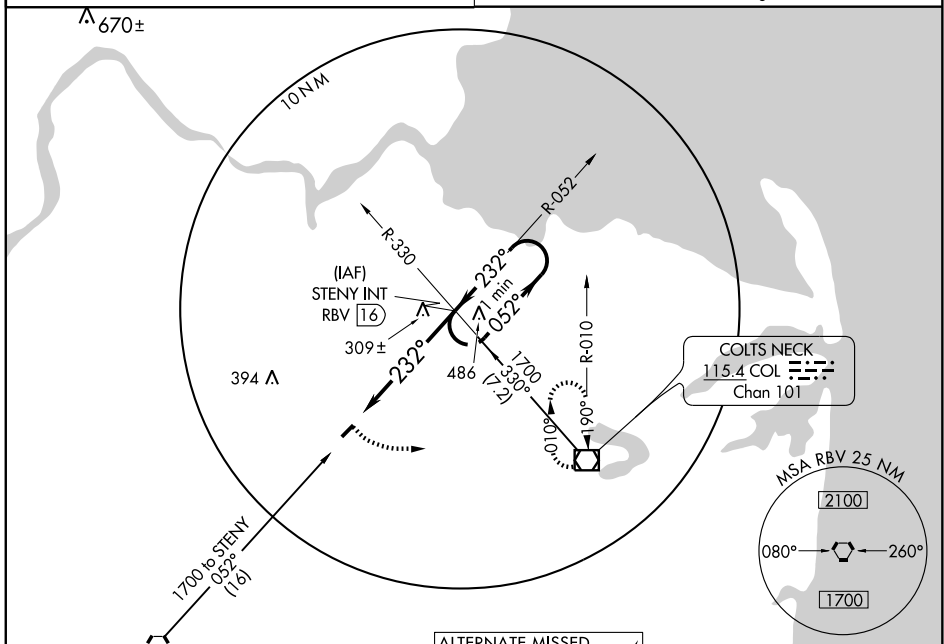
| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| VORTAC RBV 113.8 Chan 85 | APP CRS 232° | Rwy Idg TDZE Apt Elev | 3194 87 87 |
|--|------------------------|-----------------------------|---------------------------------------|

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

▼ Circling NA at night. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. Use Belmar/Farmingdale altimeter setting; when not received, use Wrightstown altimeter setting and increase all MDA 20 feet.

MC GUIRE APP CON
124.15 363.8

UNICOM
123.075 (CTAF)



ALTERNATE MISSED APCH FIX

ROBBINSVILLE
RBV 113.8
Chan 85

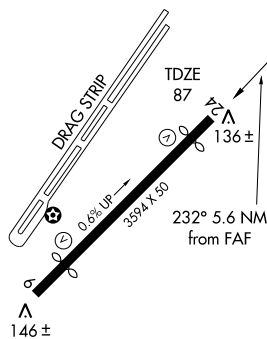
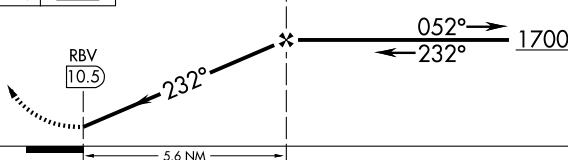
ROBBINSVILLE
113.8 RBV
Chan 85

ELEV 87

2000 COL 115.4

STENY INT RBV 16

One Minute Holding Pattern



REIL Rws 6 and 24
MIRL Rwy 6-24

| | | | | | |
|-------------------|------|------|------|------|------|
| 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-24 | 600-1 | 513 (600-1) | NA | |
| CIRCLING | 620-1 533 (600-1) | 640-1 553 (600-1) | NA | |

RNAV (GPS) RWY 7

PEDRICKTOWN/SPIRE AERODROME (7N7)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2221 |
| 074° | TDZE | 39 |
| | Apt Elev | 40 |

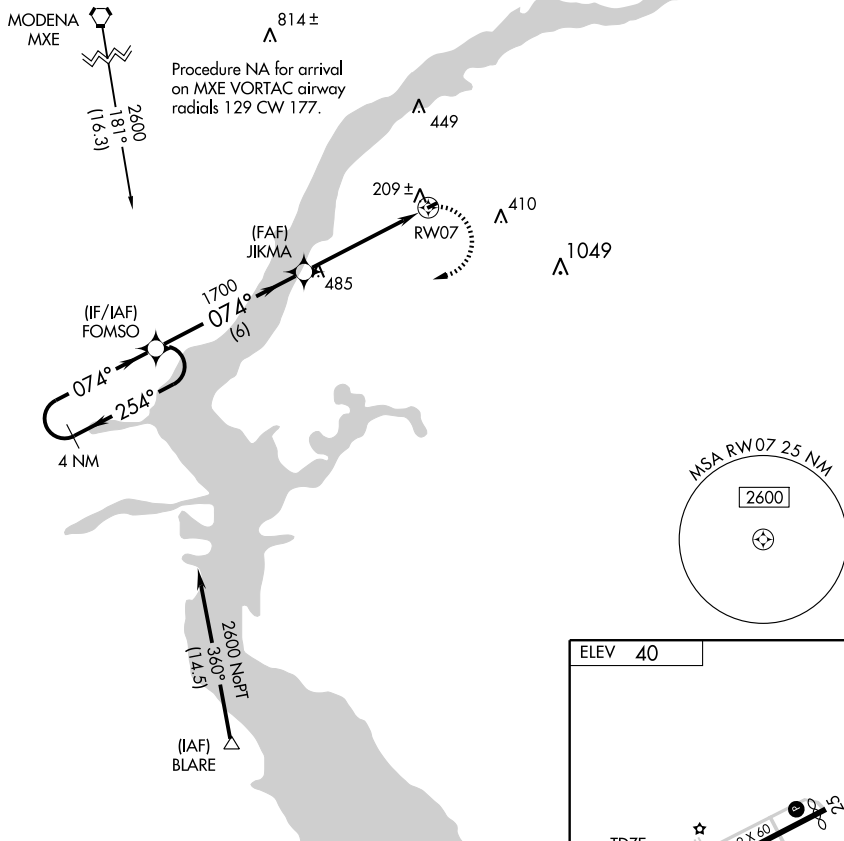
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Philadelphia Intl altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2600 direct FOMSO WP and hold.

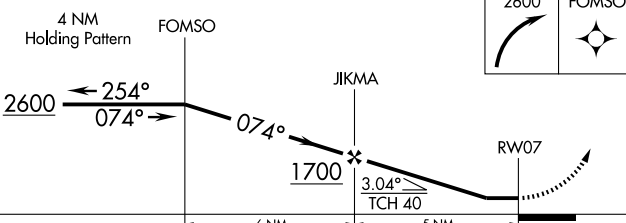
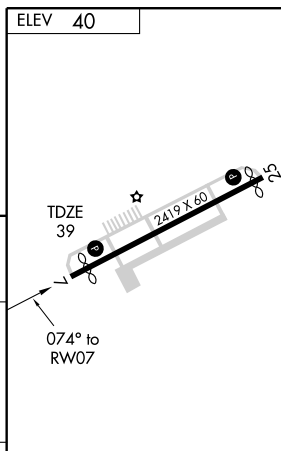
PHILADELPHIA ASOS
122.95

PHILADELPHIA APP CON
119.75 269.25

UNICOM
122.7 (CTAF) 0



NE-2, 08 APR 2010 to 06 MAY 2010



| 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 0
MIRL Rwy 7-25 0

RNAV (GPS) RWY 25

PEDRICKTOWN/ SPITFIRE AERODROME (7N7)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2309 |
| 254° | TDZE | 38 |
| | Apt Elev | 40 |

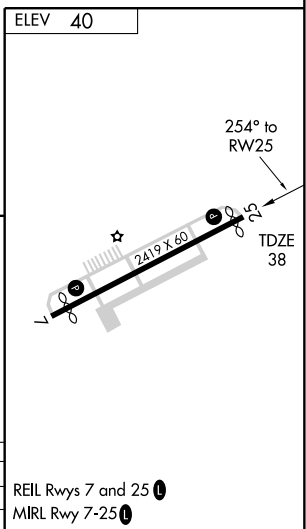
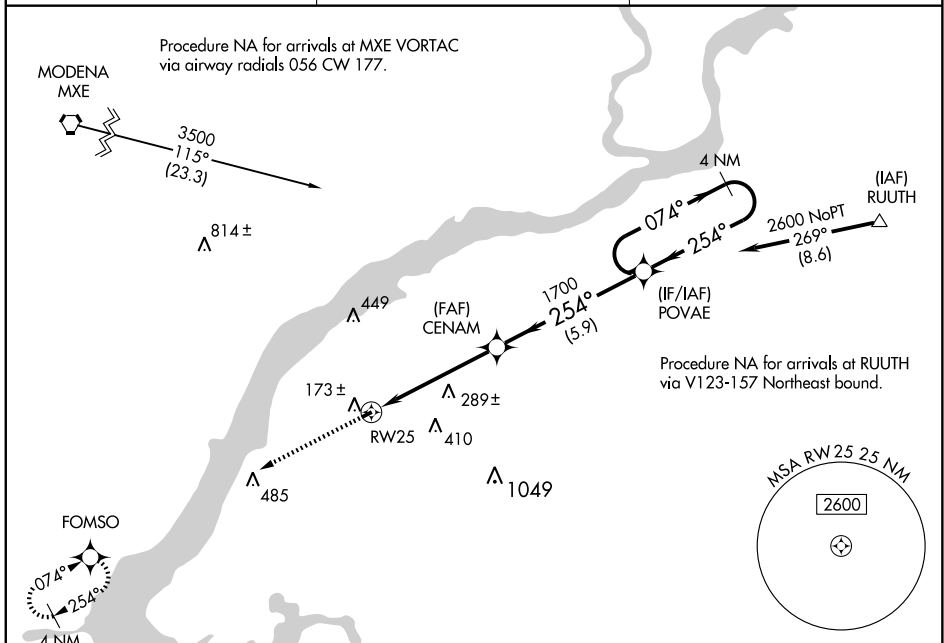
NA DME/DME RNP-0.3 NA.
Use Philadelphia Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct FOMSO and hold.

PHILADELPHIA ASOS
122.95

PHILADELPHIA APP CON
119.75 269.25

UNICOM
122.7 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| LNAV MDA | 580-1 | 542 (600-1) | | NA |
| CIRCLING | 600-1 | 560 (600-1) | | NA |

NE-2, 08 APR 2010 to 06 MAY 2010

VOR or GPS RWY 7

PITTSOWN/ SKY MANOR (N40)

| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME SBJ 112.9 Chan 76 | APP CRS 093° | Rwy Idg TDZE Apt Elev | 2022 560 560 |
|---|------------------------|-----------------------------|---|

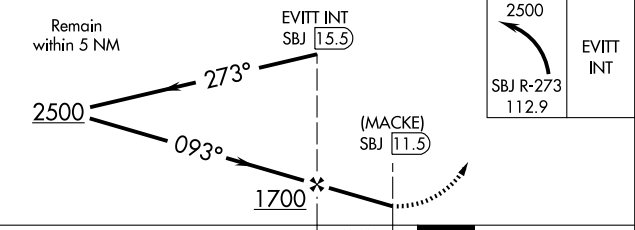
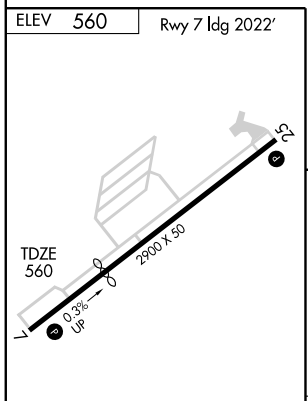
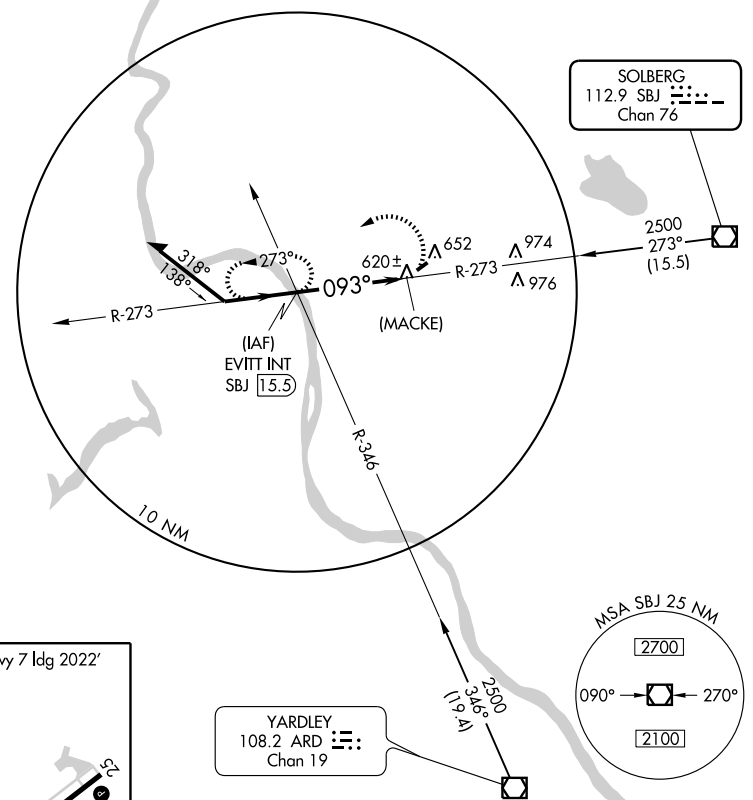
Use Allentown, PA alimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via SBJ R-273 to EVITT Int/ 15.5 DME and hold.

ALLEN TOWN APP CON
124.45 397.9

UNICOM
122.975 (CTAF)

A1598



MIRL Rwy 7-25
REIL Rlys 7 and 25

FAF to MAP 4 NM

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

| CATEGORY | A | B | C | D |
|----------|-----------------------|---|----|---|
| S-7 | 960-1 400 (400-1) | | NA | |
| CIRCLING | 1100-1 540 (600-1) | | NA | |

VOR or GPS RWY 8

PITSTOWN/ALEXANDRIA (N85)

| | | | |
|---|------------------------|-----------------------------|---|
| VOR/DME SBJ 112.9 Chan 76 | APP CRS 100° | Rwy Idg TDZE Apt Elev | 2550 480 480 |
|---|------------------------|-----------------------------|---|

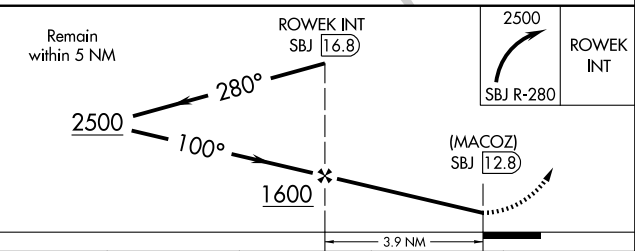
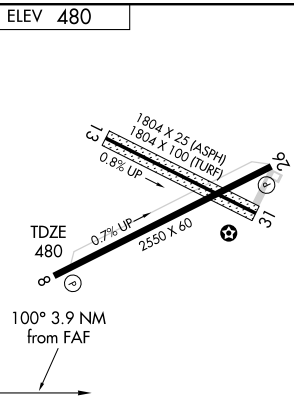
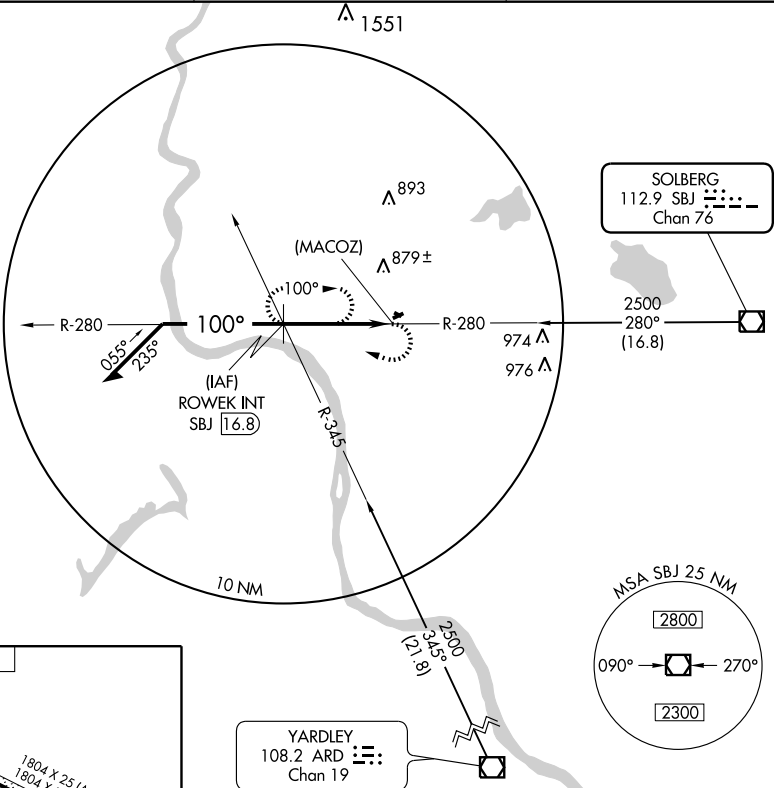
▼ Use Lehigh Valley Intl Allentown, PA altimeter setting.
▲ NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 2500 via SBJ R-280 to ROWEK Int and hold.

ALLENTOWN APP CON
124.45 397.7

UNICOM
122.975 (CTAF)

121.8 **0**



MIRL Rwy 8-26 **0**

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-8 | 1340-1 860 (900-1) | | NA | |
| CIRCLING | 1340-1 860 (900-1) | | NA | |

| | | | |
|---------------------------------|------------------------|-----------------------------|---|
| WAAS CH 58216 W10A | APP CRS 102° | Rwy Idg TDZE Apt Elev | 3499 128 128 |
|---------------------------------|------------------------|-----------------------------|---|

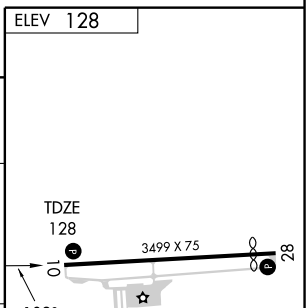
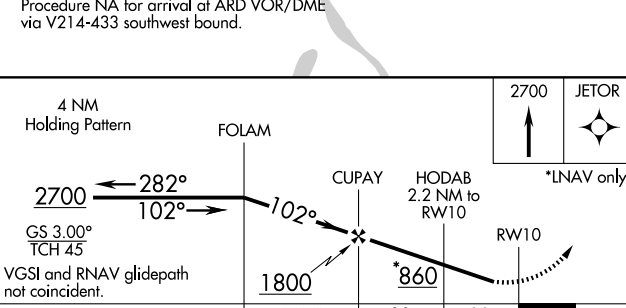
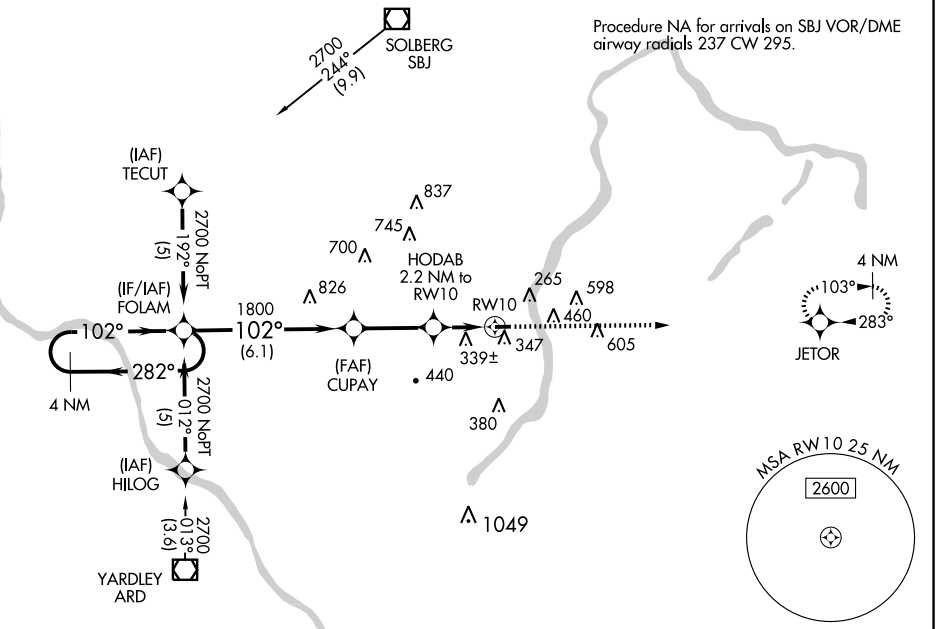
RNAV (GPS) RWY 10

PRINCETON (39N)

NA Circling to Rwy 28 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Trenton Mercer altimeter setting, when not received use Somerset altimeter setting.

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 |
|--------------------------------------|--|---------------------------------|------------------------|



| CATEGORY | A | B | C | D |
|---------------|-----------------------------------|--|---|----|
| LPV DA | 414-1 | 286 (300-1) | | NA |
| LNAV/ VNAV DA | 873-2 ³ / ₄ | 745 (800-2 ³ / ₄) | | NA |
| LNAV MDA | 640-1 | 512 (600-1) | 640-1 ¹ / ₂ 512 (600-1 ¹ / ₂) | NA |
| CIRCLING | 780-1 | 652 (700-1) | 860-2 732 (800-1) | NA |

MIRL Rwy 10-28 **0**

REIL Rwy 10 **0**

NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 28

PRINCETON (39N)

APP CRS **282°**
 Rwy Idg **3130**
 TDZE **128**
 Apt Elev **128**

MISSED APPROACH: Climb to 2700 direct FOLAM and hold.

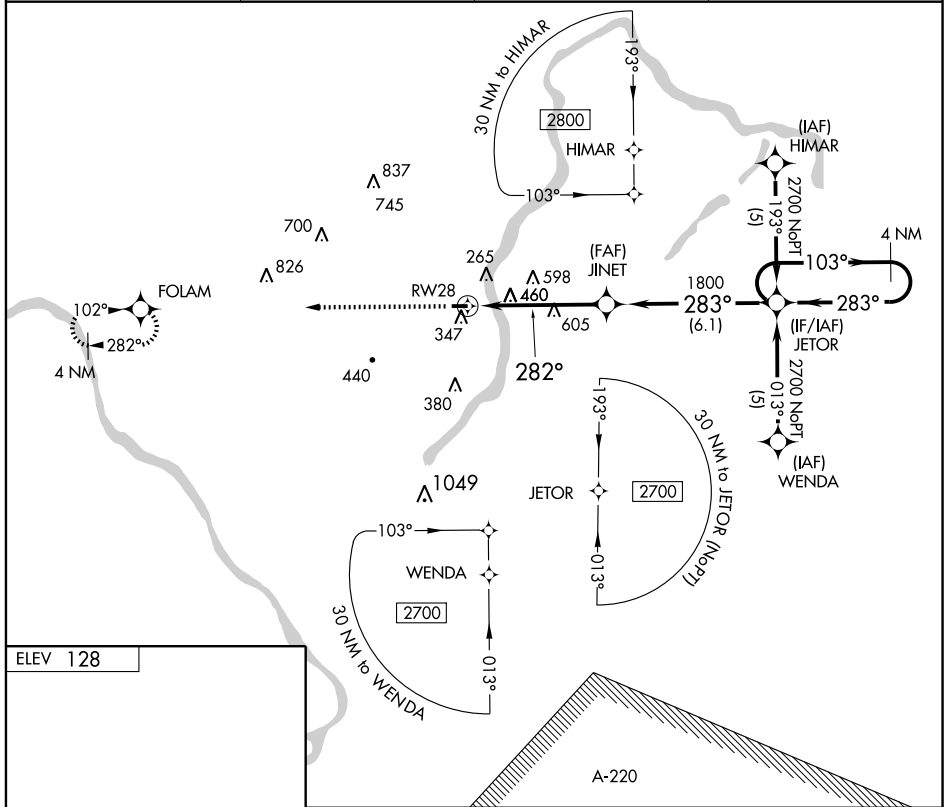
T Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

TRENTON MERCER ASOS **126.77**

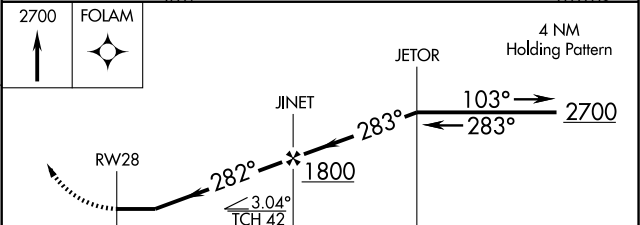
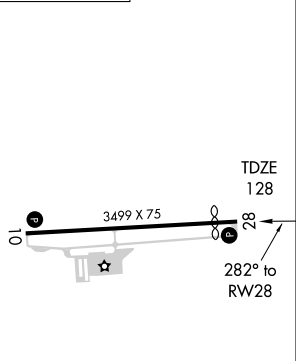
NEW YORK APP CON **132.8 379.9**

UNICOM **122.725** (CTAF)

123.05 **Q**



ELEV 128



MIRL Rwy 10-28 **Q**
 REIL Rwy 10 **Q**

| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|------------------------|----|
| LNAV MDA | 900-1 772 (800-1) | 900-1½ 772 (800-1½) | 900-2¼ 772 (800-2¼) | NA |
| CIRCLING | 900-1 772 (800-1) | 900-1½ 772 (800-1½) | 900-2¼ 772 (800-2¼) | NA |

| | | | |
|---|------------------------|-----------------------------|------------------------|
| VOR/DME SBJ 112.9 Chan 76 | APP CRS 171° | Rwy Idg TDZE Apt Elev | NA NA 128 |
|---|------------------------|-----------------------------|------------------------|

▼ Use Trenton Mercer altimeter setting, if not received use Somerset altimeter setting.

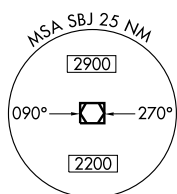
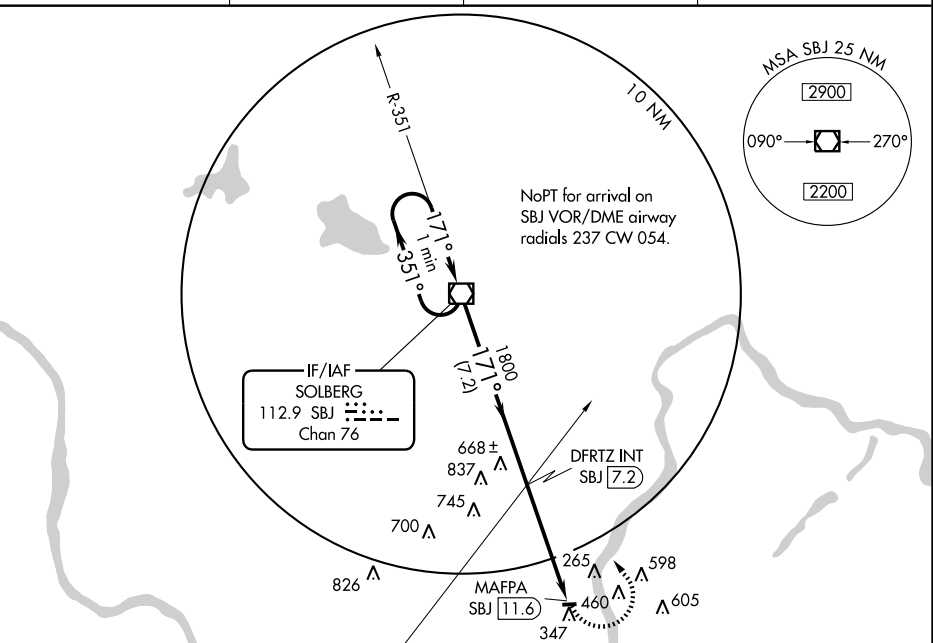
MISSED APPROACH: Climbing left turn to 2200 direct SBJ VOR/DME and hold.

TRENTON MERCER ASOS
126.77

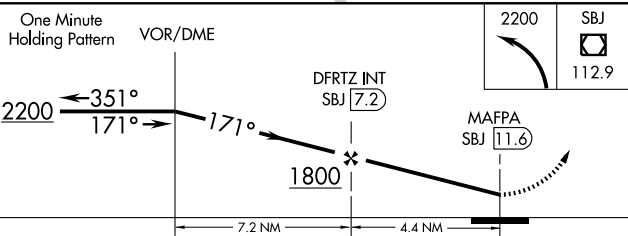
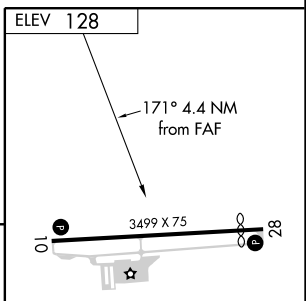
NEW YORK APP CON
132.8 379.9

UNICOM
122.725 (CTAF)

123.05 **Ⓛ**



YARDLEY
108.2 ARD
Chan 19



MIRL Rwy 10-28 **Ⓛ**
REIL Rwy 10 **Ⓛ**

| | | | | | | | | | | |
|----------|----------------------|------------------------|----|---|-------------------|------|------|------|------|------|
| 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 |

RNAV (GPS) RWY 4

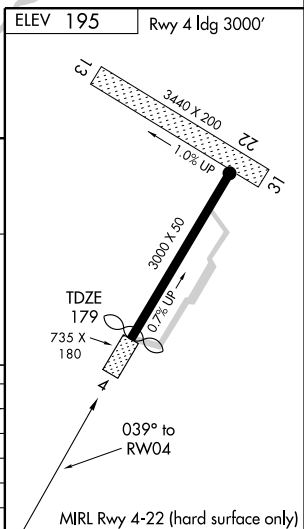
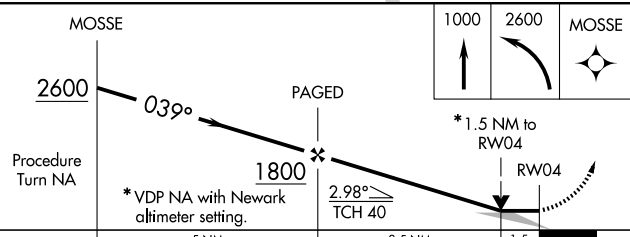
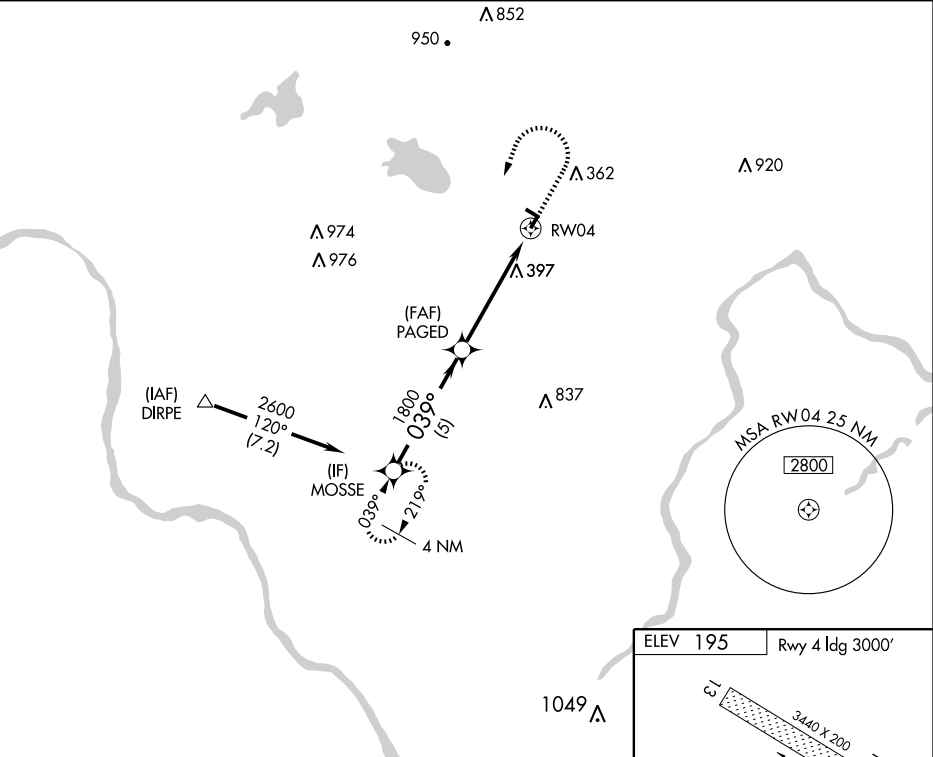
READINGTON / SOLBERG-HUNTERDON (N51)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3000 |
| 039° | TDZE | 179 |
| | Apt Elev | 195 |

▼ Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting.
 ▲ NA GPS or RNP-0.3 required.
 DME/DME RNP-0.3 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 | UNICOM 122.8 (CTAF) | GCO 121.725 |
|--|-------------------------------|-----------------------|



| CATEGORY | A | B | C | D |
|--|-------|-------------|---|----|
| LNAV MDA | 700-1 | 521 (600-1) | | NA |
| CIRCLING | 700-1 | 505 (600-1) | | NA |
| NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 800-1 | 621 (700-1) | | NA |
| CIRCLING | 800-1 | 605 (700-1) | | NA |

NE-2, 08 APR 2010 to 06 MAY 2010

| | |
|------------------------|------------------------|
| APP CRS 220° | Rwy Idg 3000 |
| | TDZE 185 |
| | Apt Elev 195 |

RNAV (GPS) RWY 22

READINGTON / SOLBERG-HUNTERDON (N51)

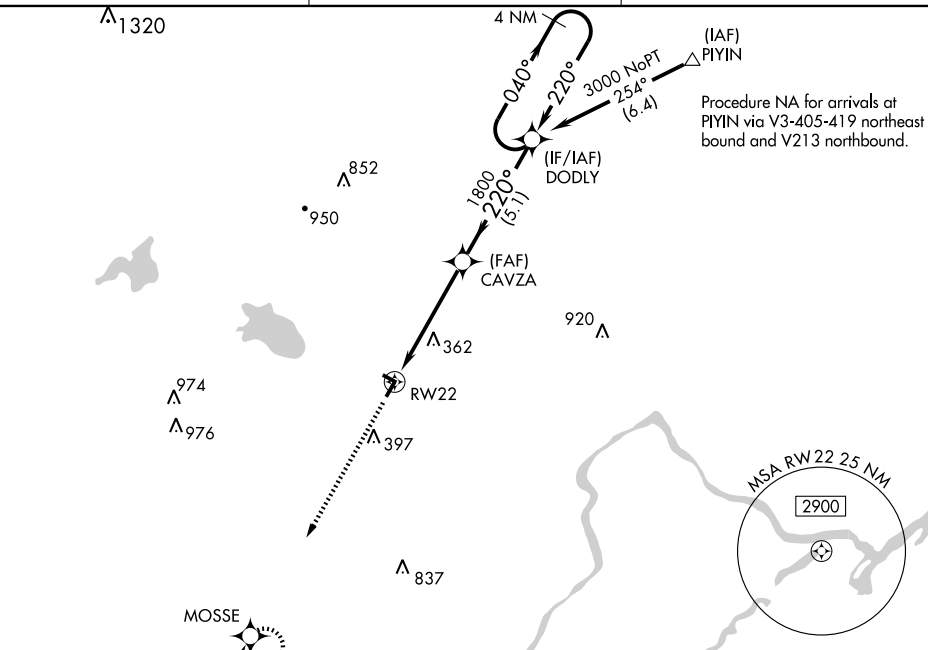
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct MOSSE and hold.

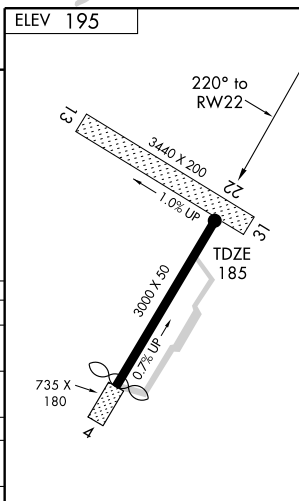
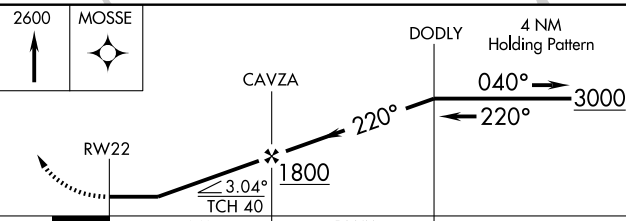
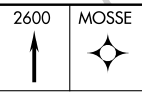
NEW YORK APP CON
132.8 379.9

UNICOM
122.8 (CTAF)

GCO
121.725



Procedure NA for arrivals at PIYIN via V3-405-419 northeast bound and V213 northbound.



| CATEGORY | A | B | C | D |
|--|-------|-------------|---|----|
| LNAV MDA | 620-1 | 435 (500-1) | | NA |
| CIRCLING | 680-1 | 485 (500-1) | | NA |
| NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 700-1 | 515 (600-1) | | NA |
| CIRCLING | 780-1 | 585 (600-1) | | NA |

MIRL Rwy 4-22 (hard surface only)

| | | |
|---|------------------------|---|
| VOR/DME SBJ 112.9 Chan 76 | APP CRS 310° | Rwy Idg TDZE Apt Elev N/A N/A 195 |
|---|------------------------|---|

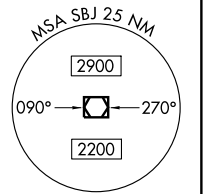
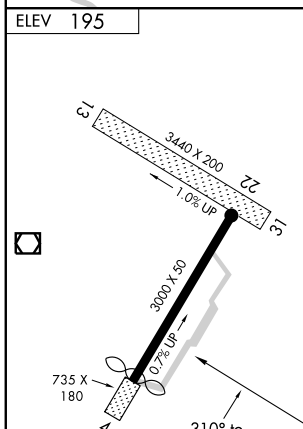
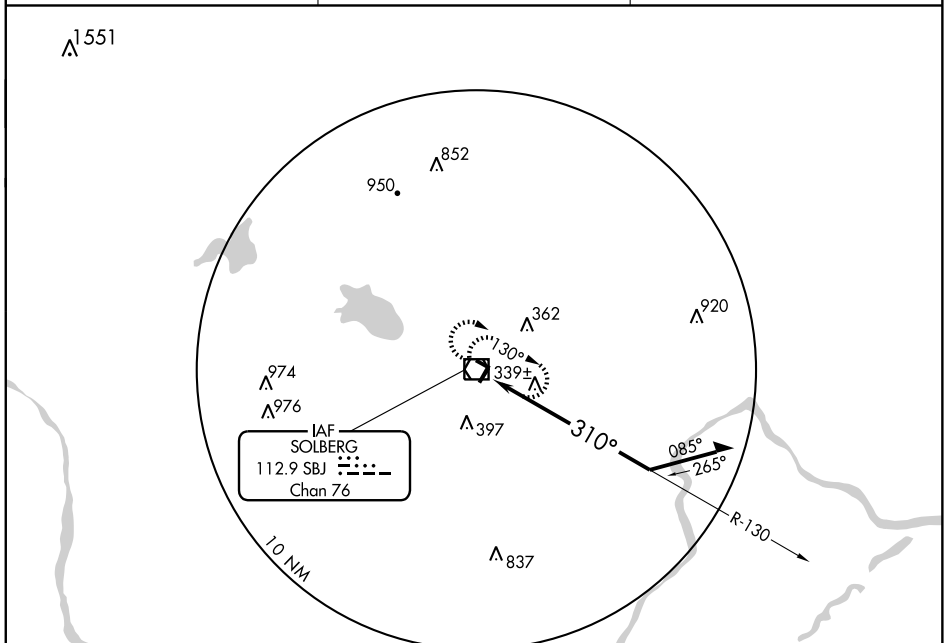
▼
▲ NA Obtain local altimeter setting on CTAF; when not received use Newark Liberty Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 in SBJ VOR/DME holding pattern.

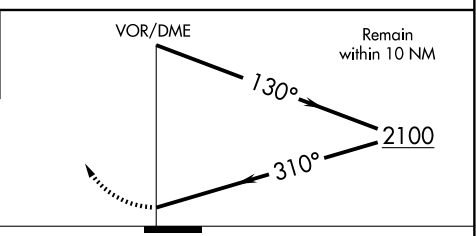
NEW YORK APP CON
132.8 379.9

UNICOM
122.8 (CTAF)

GCO
121.725



| | |
|------|-------|
| 2300 | SBJ |
| | 112.9 |



MIRL Rwy 4-22 (hard surface only)

| CATEGORY | A | B | C | D |
|--|-------|-------------|---|----|
| CIRCLING | 780-1 | 585 (600-1) | | NA |
| NEWARK LIBERTY INTL ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 880-1 | 685 (700-1) | | NA |

VOR RWY 4

READINGTON/ SOLBERG-HUNTERDON (N51)

| | | |
|---|------------------------|---|
| VOR/DME SBJ 112.9 Chan 76 | APP CRS 016° | Rwy Idg 3000 TDZE 179 Apt Elev 195 |
|---|------------------------|---|

Obtain local altimeter setting on CTAF, when not received, use Newark Liberty Intl altimeter setting and increase all MDAs 100 feet.

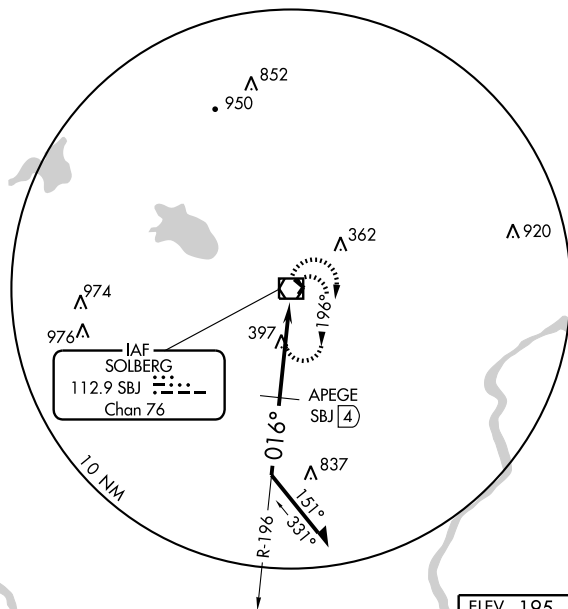
MISSED APPROACH: Climbing right turn to 2000 in SBJ VOR/DME holding pattern and hold.

NEW YORK APP CON
132.8 379.9

UNICOM
122.8 (CTAF)

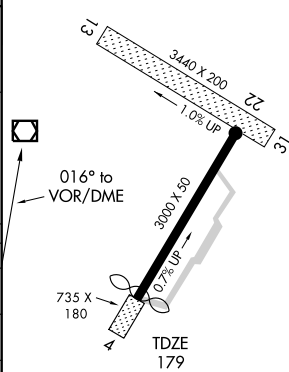
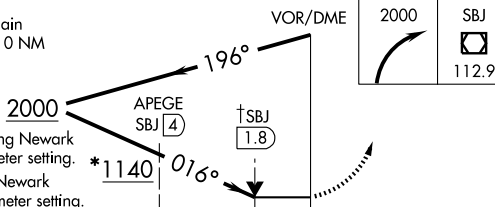
GCO
121.725

△ 1551



ELEV 195 Rwy 4 ldg 3000'

Remain within 10 NM



*1240 when using Newark Liberty Intl altimeter setting.
†VDP NA with Newark Liberty Intl altimeter setting.

| 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 |

MRL Rwy 4-22(hard surface only)

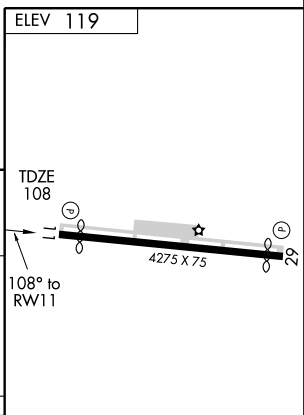
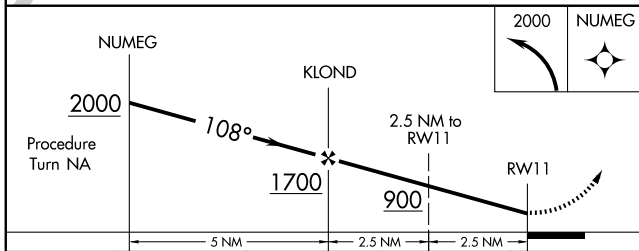
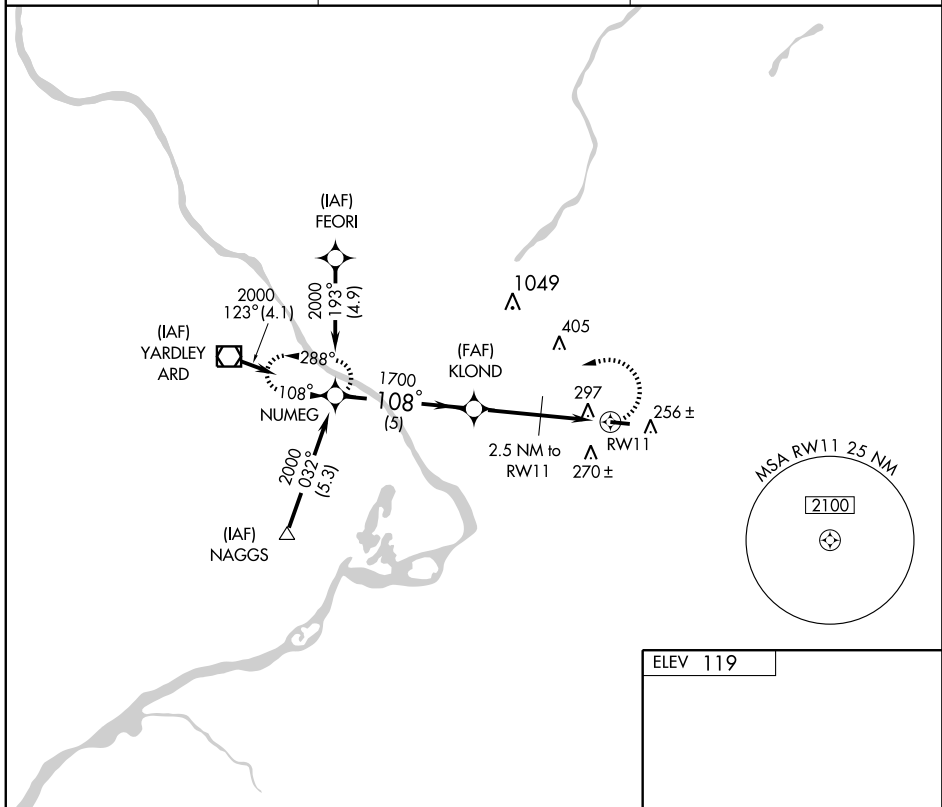
NE-2, 08 APR 2010 to 06 MAY 2010

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3877 |
| 108° | TDZE | 108 |
| | Apt Elev | 119 |

▼ Use McGuire AFB altimeter setting.
▲ NA

MISSED APPROACH: Climbing left turn to 2000 direct NUMEG WP and hold.

| | | |
|--|-------------------------------|-----------------------|
| McGUIRE APP CON 124.15 363.8 | UNICOM 123.0 (CTAF) | 123.3 0 |
|--|-------------------------------|-----------------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|------------------------|
| S-11 | 640-1 | 532 (600-1) | 640-1½ 532 (600-1½) | 640-1¾ 532 (600-1¾) |
| CIRCLING | 680-1 | 561 (600-1) | 680-1½ 561 (600-1½) | 680-2 561 (600-2) |

MRL Rwy 11-29 **0**

NE-2, 08 APR 2010 to 06 MAY 2010

APP CRS **291°**
 Rwy Idg **3975**
 TDZE **119**
 Apt Elev **119**

RNAV (GPS) RWY 29

ROBBINSVILLE/ TRENTON-ROBBINSVILLE (N87)

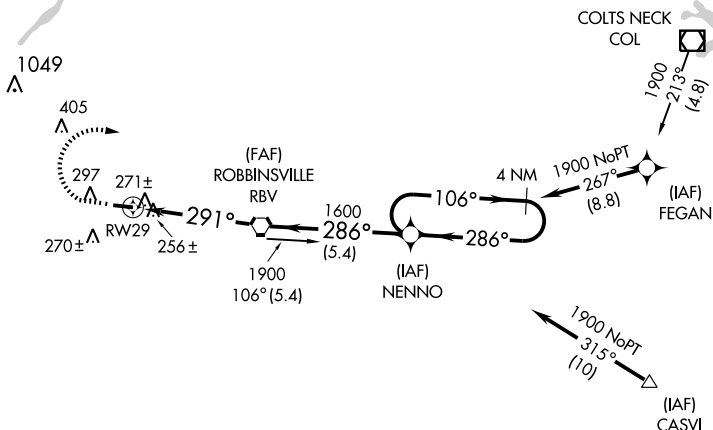
▼ Use McGuire AFB altimeter setting.
 ▲ NA GPS or RNP-0.3 Required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 direct NENNO WP and hold.

McGUIRE APP CON
124.15 363.8

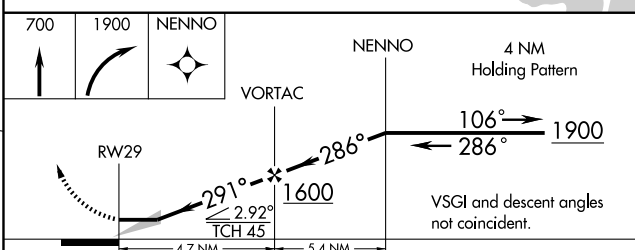
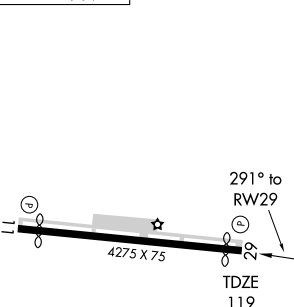
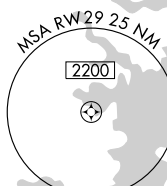
UNICOM
123.0 (CTAF)

123.3 **0**



NE-2, 08 APR 2010 to 06 MAY 2010

ELEV **119**



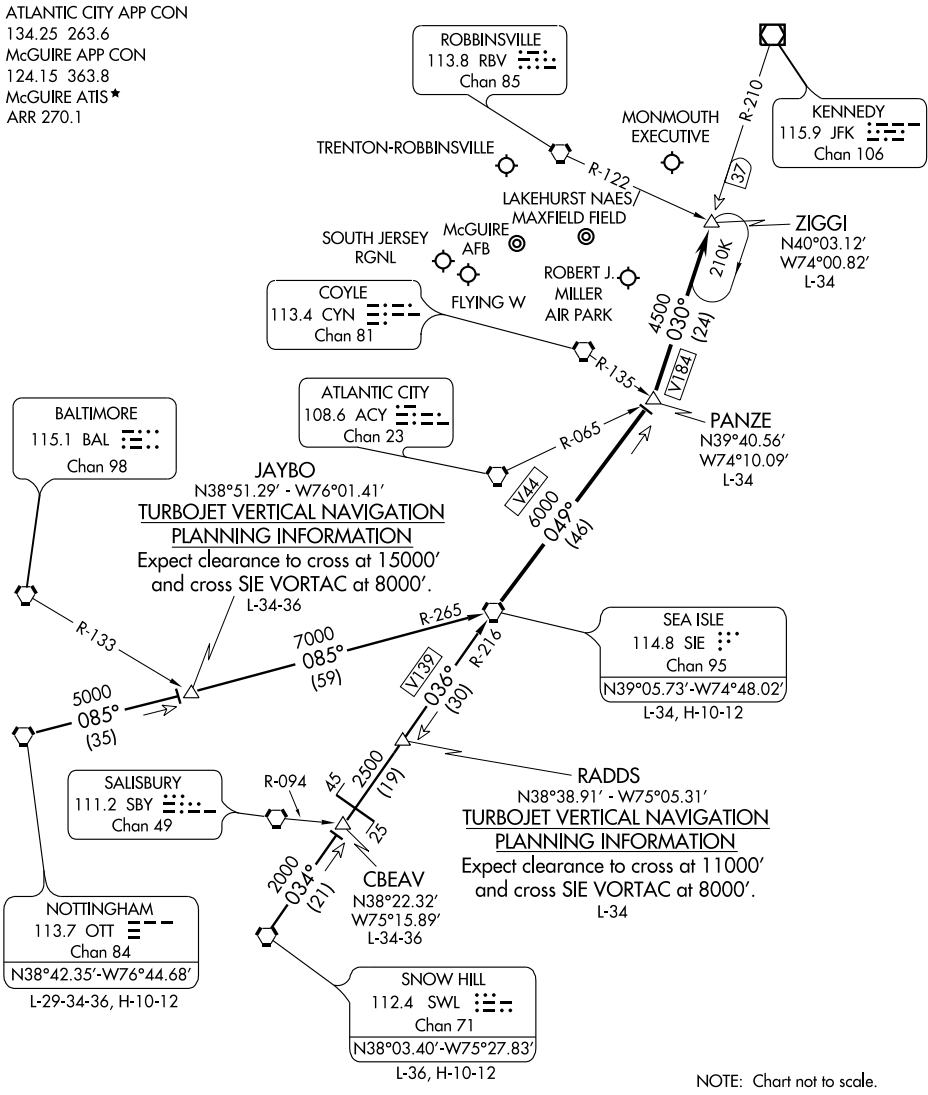
| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------------|------------------------------|
| RNAV MDA | 560-1 | 441 (500-1) | 560-1 1/4 441 (500-1 1/4) | 560-1 1/2 441 (500-1 1/2) |
| CIRCLING | 680-1 | 561 (600-1) | 680-1 1/2 561 (600-1 1/2) | 680-2 561 (600-2) |

MIRL Rwy 11-29 **0**

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY

ATLANTIC CITY APP CON
 134.25 263.6
 McGUIRE APP CON
 124.15 363.8
 McGUIRE ATIS*
 ARR 270.1



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.

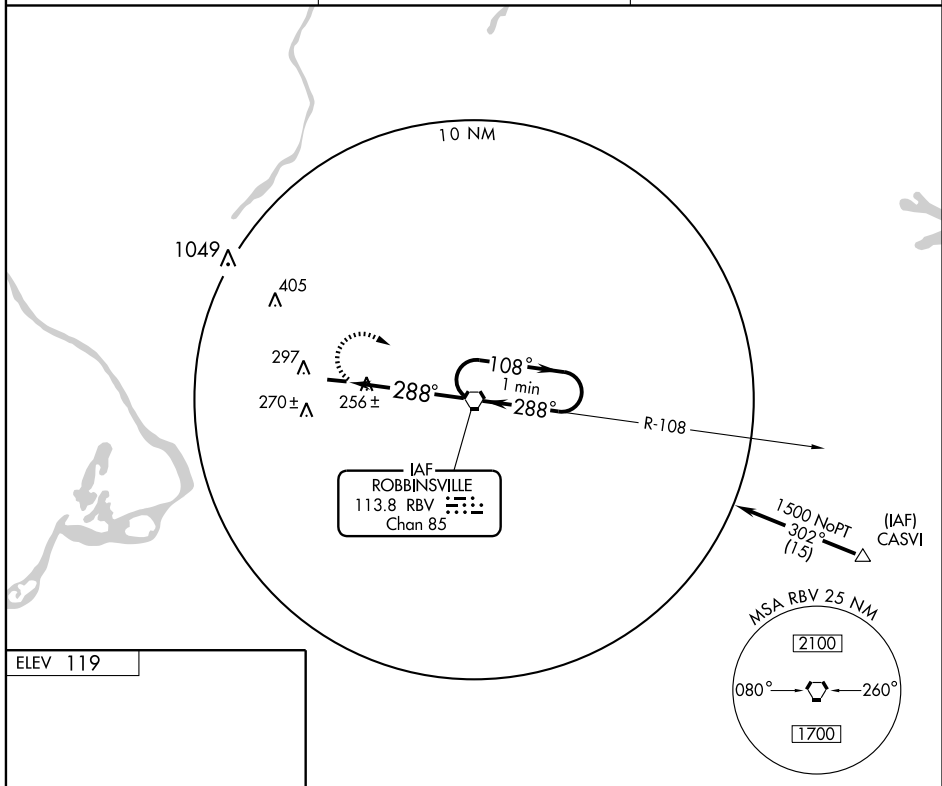
NE-2, 08 APR 2010 to 06 MAY 2010

| | | | |
|------------|---------|----------|------|
| VORTAC RBV | APP CRS | Rwy Idg | 3975 |
| 113.8 | 288° | TDZE | 119 |
| Chan 85 | | Apt Elev | 119 |

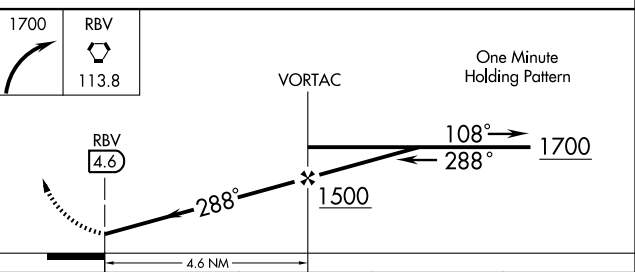
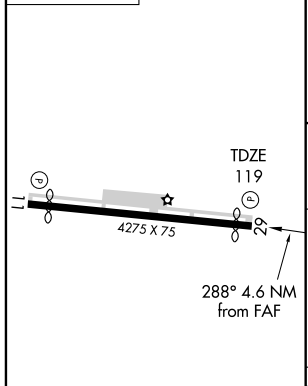
▼ Use McGuire AFB altimeter setting.
▲ NA

MISSED APPROACH: Climbing right turn to 1700 direct RBV VORTAC and hold.

| | | |
|--|-------------------------------|-----------------------|
| McGUIRE APP CON 124.15 363.8 | UNICOM 123.0 (CTAF) | 123.3 0 |
|--|-------------------------------|-----------------------|



ELEV 119



MIRL Rwy 11-29 **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 |

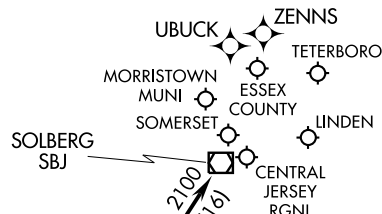
| CATEGORY | A | B | C | D |
|----------|-------------------|---|-------------------|---------------------------|
| S-29 | 800-1 681 (700-1) | | 800-2 681 (700-2) | 800-2 1/4 681 (700-2 1/4) |
| CIRCLING | 800-1 681 (700-1) | | 800-2 681 (700-2) | 800-2 1/4 681 (700-2 1/4) |

NE-2, 08 APR 2010 to 06 MAY 2010

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

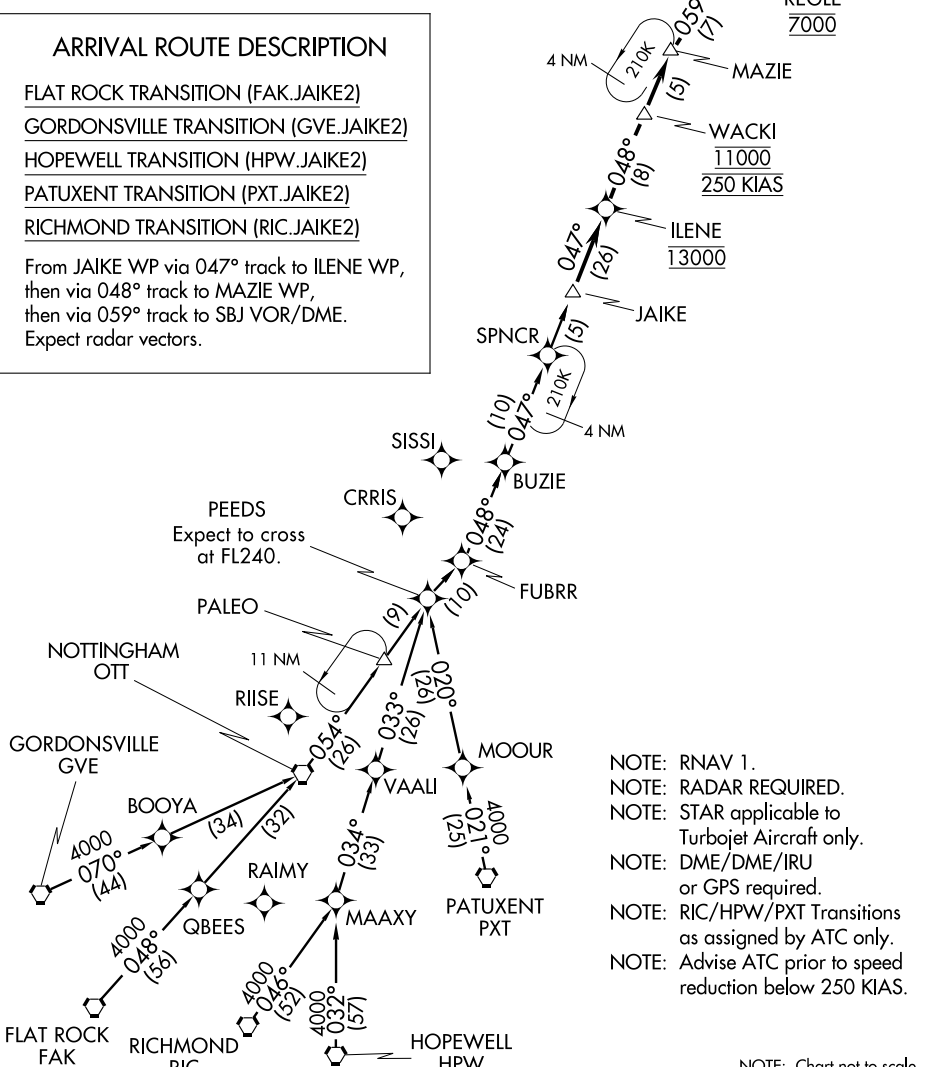
NEW YORK APP CON
 132.8 379.9
 TETERBORO ARR ATIS
 108.4
 MORRISTOWN ARR ATIS
 124.25
 ESSEX COUNTY ARR ATIS
 135.5
 WASHINGTON CENTER
 132.52



ARRIVAL ROUTE DESCRIPTION

- FLAT ROCK TRANSITION (FAK.JAIKE2)
- GORDONSVILLE TRANSITION (GVE.JAIKE2)
- HOPEWELL TRANSITION (HPW.JAIKE2)
- PATUXENT TRANSITION (PXT.JAIKE2)
- RICHMOND TRANSITION (RIC.JAIKE2)

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



- NOTE: RNAV 1.
- NOTE: RADAR REQUIRED.
- NOTE: STAR applicable to Turbojet Aircraft only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
- NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 12

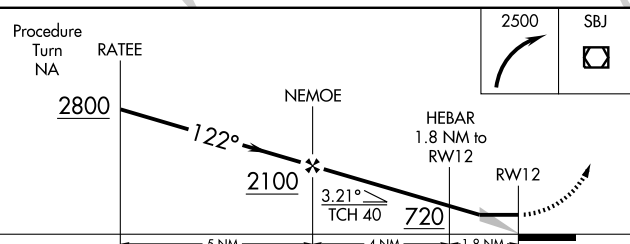
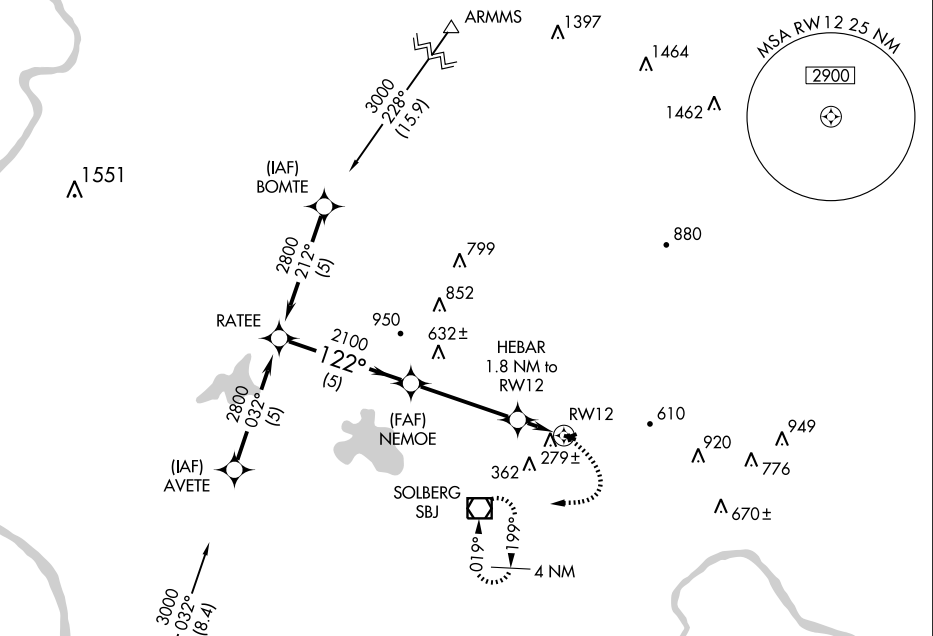
SOMERVILLE/ SOMERSET (SMJ)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2733 |
| 122° | TDZE | 83 |
| | Apt Elev | 105 |

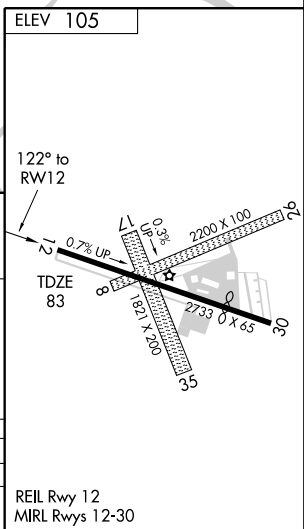
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
 Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing right turn to 2500 direct SBJ VOR/DME and hold.

| | | | |
|--------------|--------------------|----------------|---------------------|
| ASOS | NEW YORK APP CON | GCO | UNICOM |
| 120.6 | 132.8 379.9 | 121.725 | 123.0 (CTAF) |



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|---|----|
| LNAV MDA | 560-1 | 477 (500-1) | | NA |
| CIRCLING | 640-1 535 (600-1) | 700-1 595 (600-1) | | NA |



REIL Rwy 12
MRL Rwy 12-30

NE-2, 08 APR 2010 to 06 MAY 2010

APP CRS **302°**
 Rwy Idg **2133**
 TDZE **101**
 Apt Elev **105**

RNAV (GPS) RWY 30

SOMERVILLE / SOMERSET (SMQ)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 Procedure not authorized at night except by prior arrangement for runway lights.

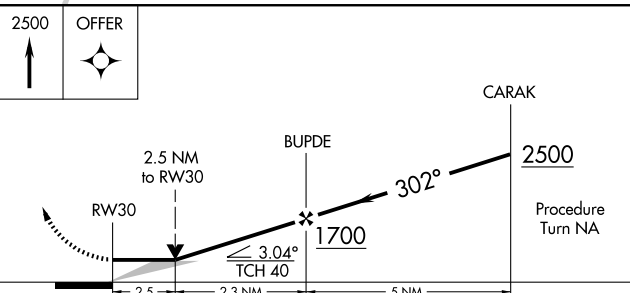
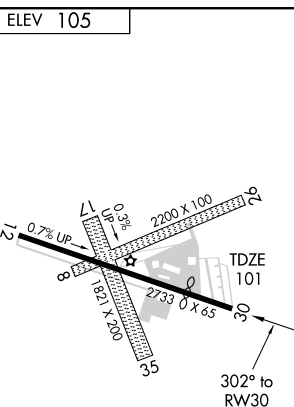
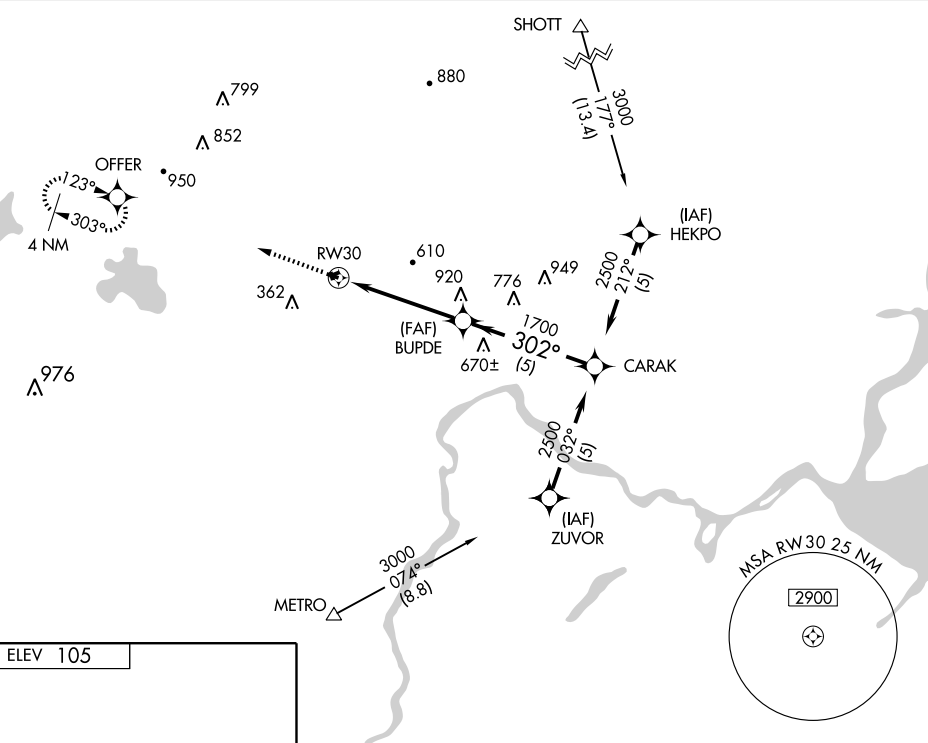
MISSED APPROACH: Climb to 2500 direct OFFER WP and hold.

ASOS **120.6**

NEW YORK APP CON **132.8 379.9**

GCO **121.725**

UNICOM **123.0 (CTAF)**



| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|----|---|
| RNAV MDA | 940-1 839 (900-1) | 940-1½ 839 (900-1½) | NA | |
| CIRCLING | 940-1 835 (900-1) | 940-1½ 835 (900-1½) | NA | |

REIL Rwy 12
 MIRL Rwy 12-30

NE-2, 08 APR 2010 to 06 MAY 2010

VOR or GPS RWY 8

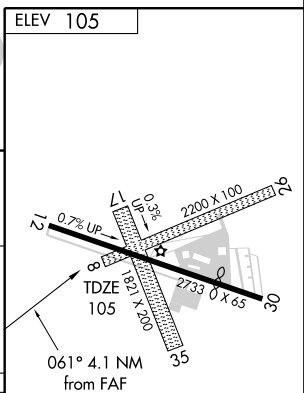
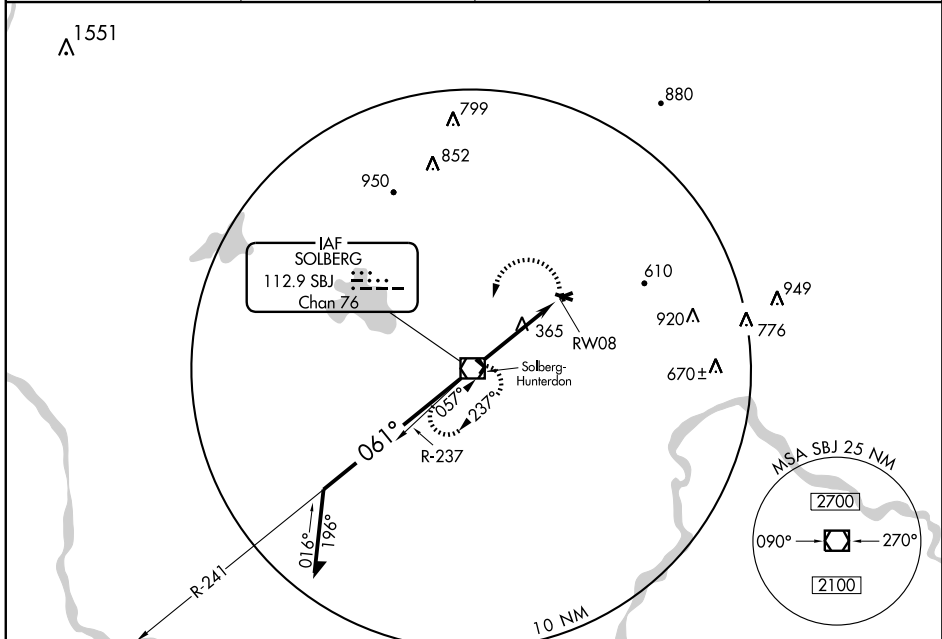
SOMERVILLE / SOMERSET (SMQ)

| | | | |
|-------------|---------|----------|------|
| VOR/DME SBJ | APP CRS | Rwy Idg | 2200 |
| 112.9 | 061° | TDZE | 105 |
| Chan 76 | | Apt Elev | 105 |

▼ Obtain local altimeter setting on CTAF; when not received, use Newark altimeter setting minimums. Straight-in minimums not authorized at night. Circling minimums not authorized at night except by prior arrangement for runway lights.

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

| | | | |
|----------------------|--|-----------------------|-------------------------------|
| ASOS 120.6 | NEW YORK APP CON 132.8 379.9 | GCO 121.725 | UNICOM 123.0 (CTAF) |
|----------------------|--|-----------------------|-------------------------------|



| | | | | |
|----------|-------|-------------|---|----|
| CATEGORY | A | B | C | D |
| S-8 | 680-1 | 575 (600-1) | | NA |
| CIRCLING | 680-1 | 575 (600-1) | | NA |

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 4.1 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| | | | | |
|-----------------------------------|-------|-------------|--|----|
| NEWARK ALTIMETER SETTING MINIMUMS | | | | |
| S-8 | 740-1 | 635 (700-1) | | NA |
| CIRCLING | 740-1 | 635 (700-1) | | NA |

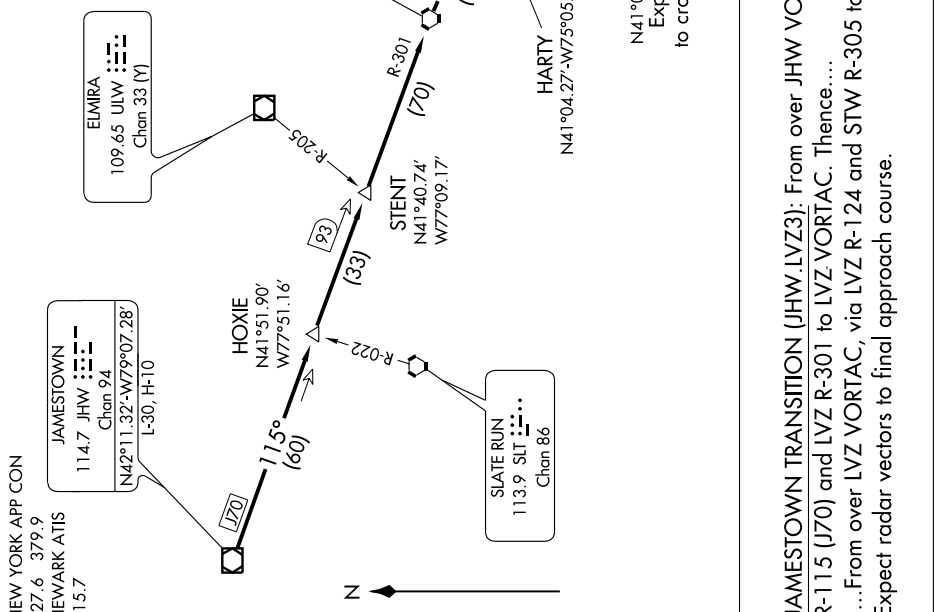
NE-2, 08 APR 2010 to 06 MAY 2010

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS 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.



JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....

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

NOTE: Chart not to scale.

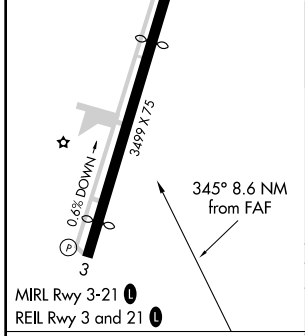
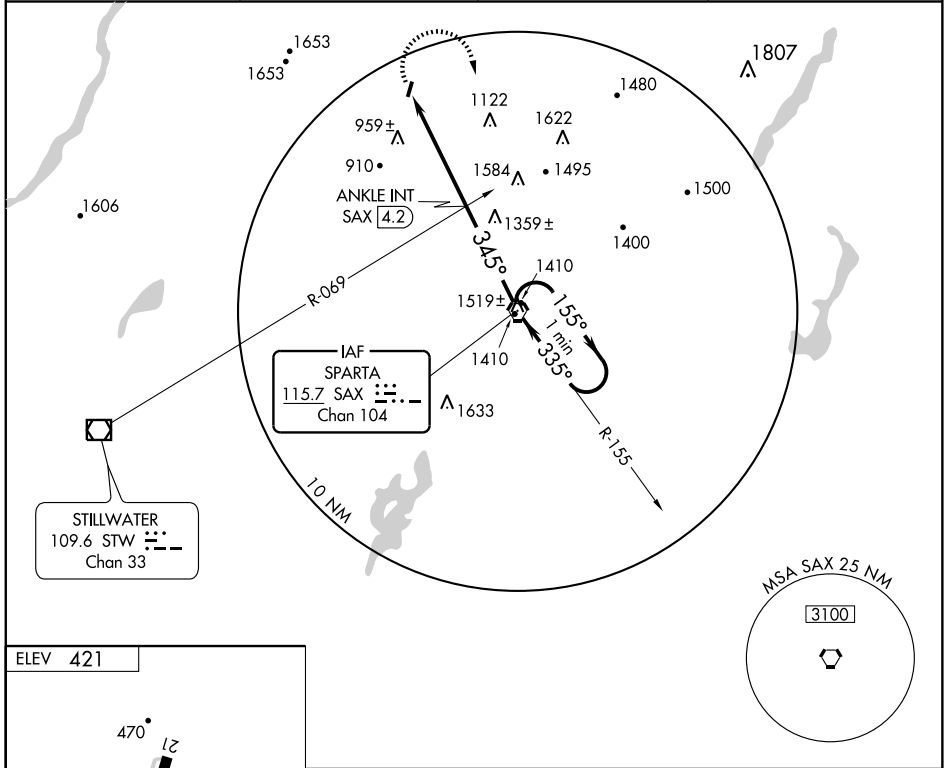
NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

| | | | |
|---|------------------------|-----------------------------|--------------------------|
| VORTAC SAX 115.7 Chan 104 | APP CRS 345° | Rwy Idg TDZE Apt Elev | N/A N/A 421 |
|---|------------------------|-----------------------------|--------------------------|

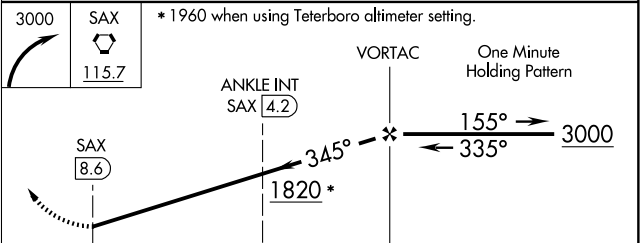
When local altimeter setting not received, use Teterboro altimeter setting and increase all MDA 140 feet and ANKLE FIX Minimums Cats A & B visibilities ½ mile and Cat C ½ mile.

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) | GC0 121.725 |
|------------------------|--|-------------------------------|-----------------------|



| | |
|---------|--------------------------|
| ELEV | 421 |
| Knots | 60 90 120 150 180 |
| Min:Sec | 8:36 5:44 4:18 3:26 2:52 |



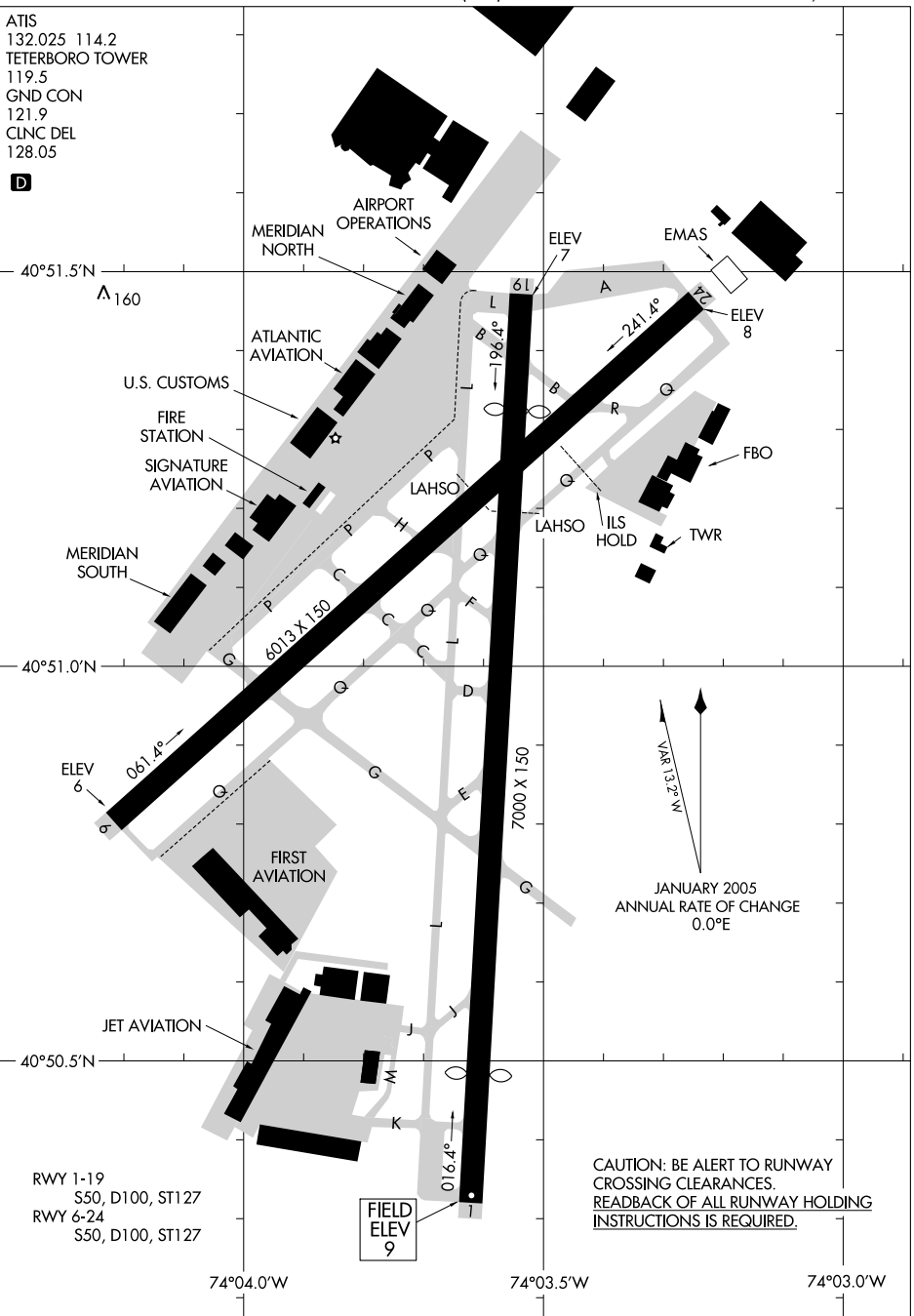
| CATEGORY | A | B | C | D |
|---|---------------------------|---------------------------|-------------------------|----|
| CIRCLING | 1820-1¼ 1399 (1400-1¼) | 1820-1½ 1399 (1400-1½) | 1820-3 1399 (1400-3) | NA |
| ANKLE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| CIRCLING | 1300-1 879 (900-1) | 1300-1¼ 879 (900-1¼) | 1300-2½ 879 (900-2½) | NA |

AIRPORT DIAGRAM

AL-890 (FAA)

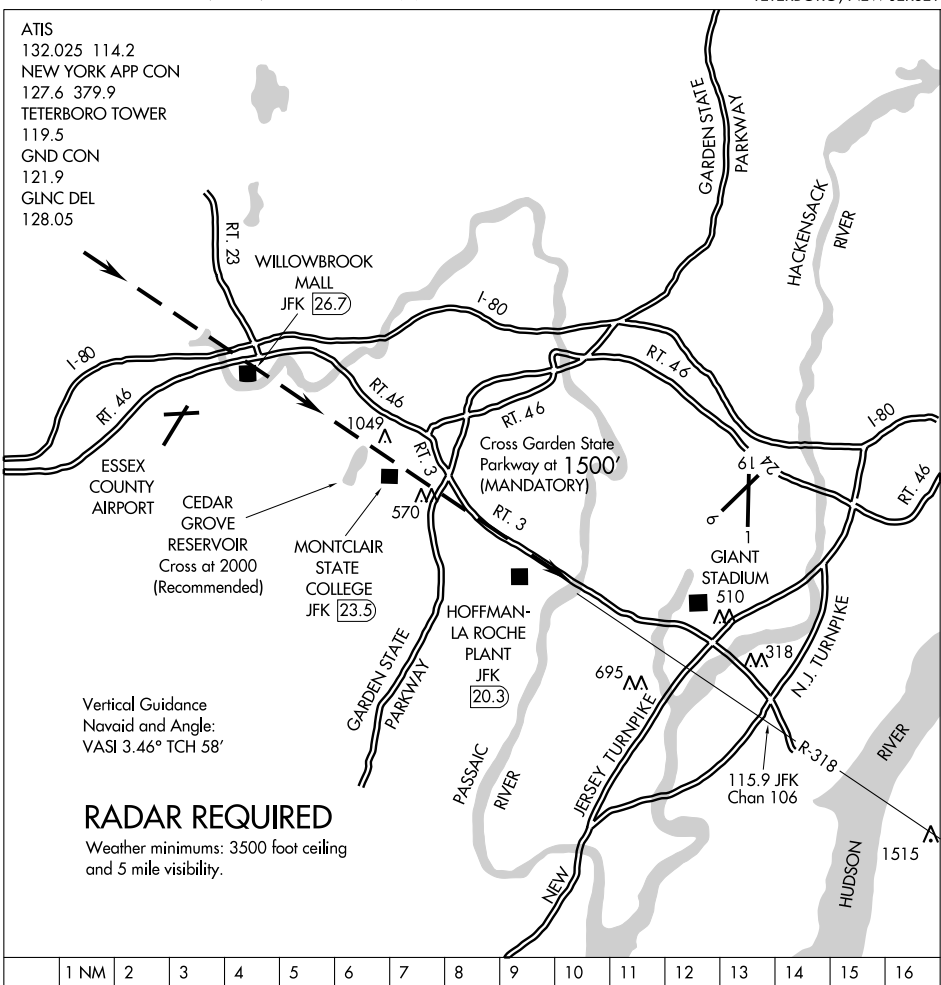
ATIS
 132.025 114.2
 TETERBORO TOWER
 119.5
 GND CON
 121.9
 CLNC DEL
 128.05

D



NE-2, 08 APR 2010 to 06 MAY 2010

CEDAR GROVE VISUAL RWY 1



When cleared for a Cedar Grove Visual to Rwy 1, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until Giant Stadium, then commence a turn and descent for Rwy 1. Use caution for antenna farms northeast of Cedar Grove Reservoir and southeast of Giant Stadium.

ILS or LOC RWY 6

TETERBORO (TEB)

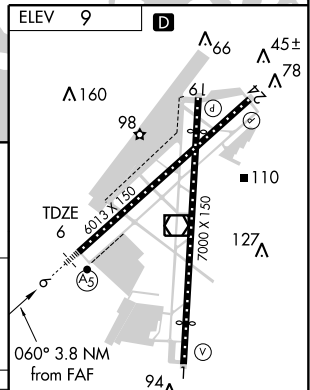
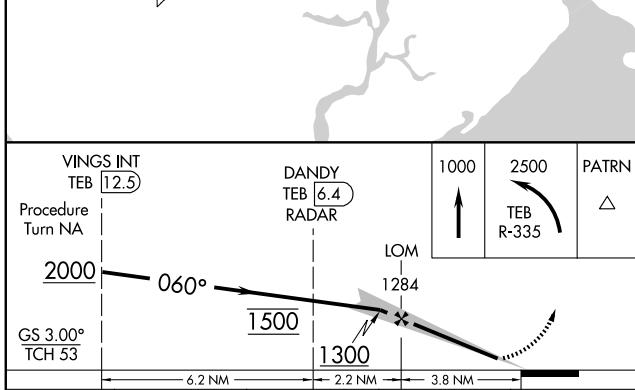
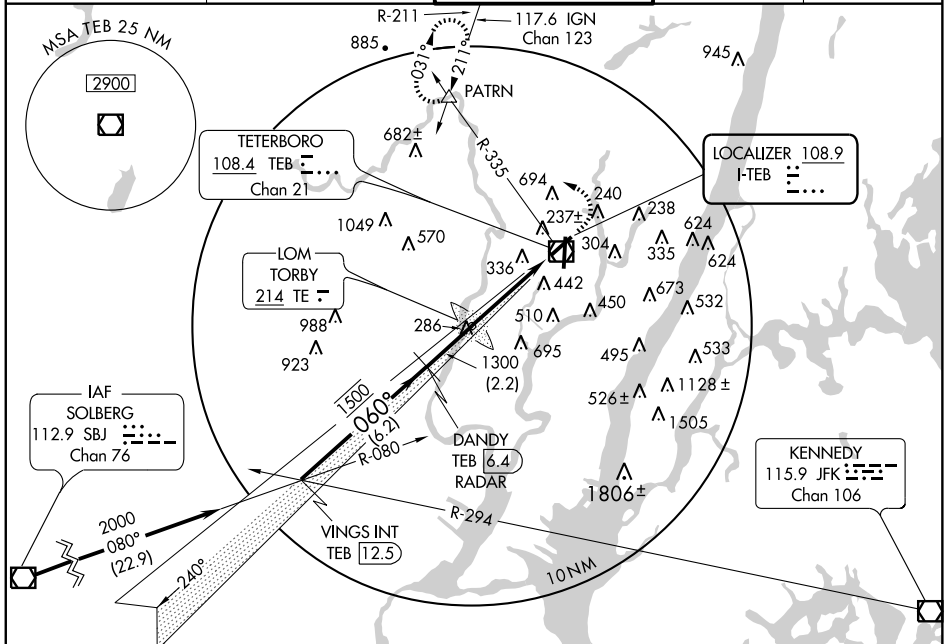
| | | | |
|---------------------------|------------------------|-----------------------------|-------------------------------------|
| LOC I-TEB 108.9 | APP CRS 060° | Rwy Idg TDZE Apt Elev | 6013 6 9 |
|---------------------------|------------------------|-----------------------------|-------------------------------------|

Visibility reduction by helicopters NA. DME from TEB VOR/DME. Simultaneous reception of I-TEB and TEB DME required. DME or RADAR required. For inoperative MALSR, increase S-ILS 6 all Cats visibility to RVR 6000, increase S-LOC 6 Cats A/B visibility to RVR 5000. Circling NA Cats B, C, and D NW of Rwys 6 and 19.

MALSR

 MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

| | | | | |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|
| ATIS 132.025 114.2 | NEW YORK APP CON 127.6 379.9 | TETERBORO TOWER 119.5 | GND CON 121.9 | CLNC DEL 128.05 |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|------------------------|------------------------|
| S-ILS 6 | 356/40 | | 350 (400-¾) | |
| S-LOC 6 | 520/40 | 514 (600-¾) | 520/50 514 (600-1) | 520/60 514 (600-1½) |
| CIRCLING | 760-1 751 (800-1) | 760-1¼ 751 (800-1¼) | 760-2¼ 751 (800-2¼) | 820-2¾ 811 (900-2¾) |

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 3.8 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

NE-2, 08 APR 2010 to 06 MAY 2010

ILS RWY 19

TERBORO (TEB)

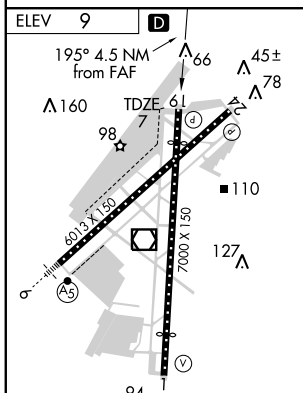
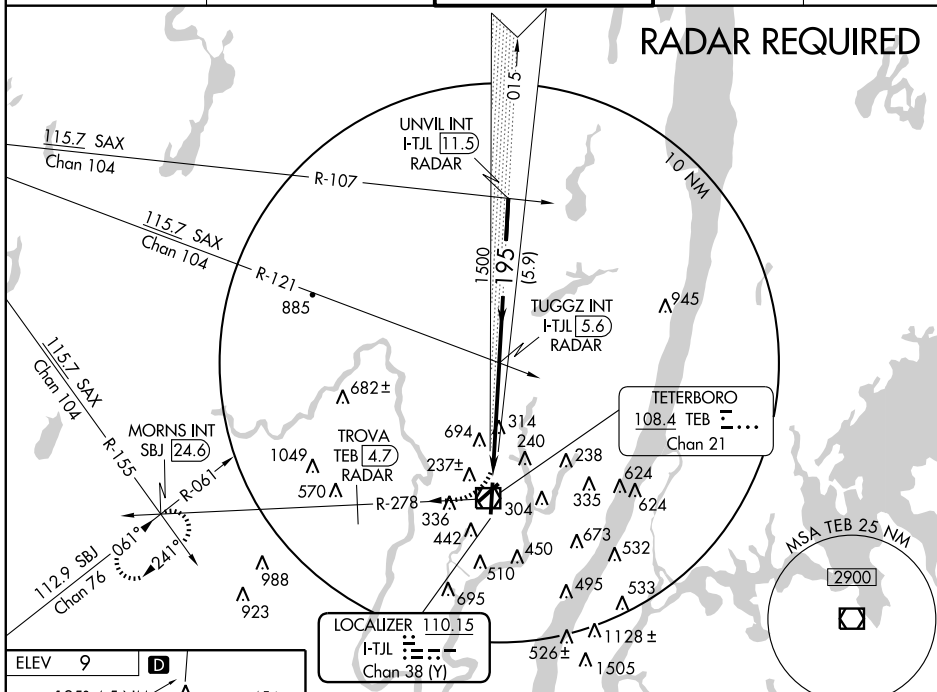
| | | | |
|--|------------------------|-----------------------------|-------------------------------------|
| LOC/DME I-TJL 110.15 Chan 38 (Y) | APP CRS 195° | Rwy Idg TDZE Apt Elev | 6230 7 9 |
|--|------------------------|-----------------------------|-------------------------------------|

⚠ Circling not authorized Cats. B, C and D
⚠ NW of Rwy 6 and 19.

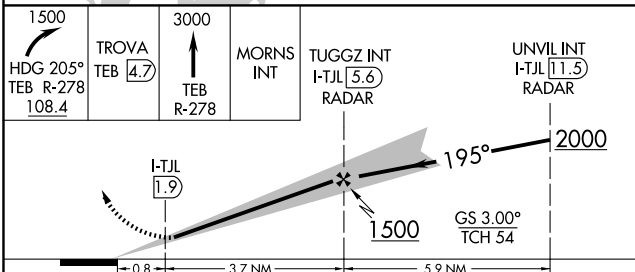
MISSED APPROACH: Immediate climbing right turn to 1500 via heading 205° and TEB VOR/DME R-278 to TROVA/4.7 DME/RADAR, then climb to 3000 via TEB R-278 to MORNIS Int and hold.

| | | | | |
|------------------------------|--|-------------------------------|-------------------------|---------------------------|
| ATIS 132.025 114.2 | NEW YORK APP CON 127.6 379.9 | TERBORO TOWER 119.5 | GND CON 121.9 | CLNC DEL 128.05 |
|------------------------------|--|-------------------------------|-------------------------|---------------------------|

RADAR REQUIRED



CAUTION: On missed approach, do not exceed 1500' until passing TROVA/TEB 4.7 DME/RADAR.

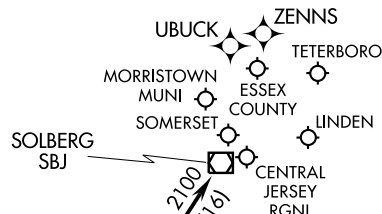


| | | | | | |
|--|----------------------|------------------------|------------------------|------------------------|------|
| TDZ/CL Rwy 19 REIL Rws 1, 19 and 24 HIRL Rwy 1-19 and 6-24 | FAF to MAP 3.7 NM | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |
| CATEGORY | A | B | C | D | |
| S-ILS 19 | 307-1 300 (300-1) | | | | |
| S-LOC 19 | 580-1 | 573 (600-1) | 580-1½ 573 (600-1½) | 580-1¾ 573 (600-1¾) | |
| CIRCLING | 760-1 751 (800-1) | 760-1¼ 751 (800-1¼) | 760-2¼ 751 (800-2¼) | 820-2¾ 811 (900-2¾) | |

JAIKE TWO ARRIVAL (RNAV)

TETERBORO, NEW JERSEY

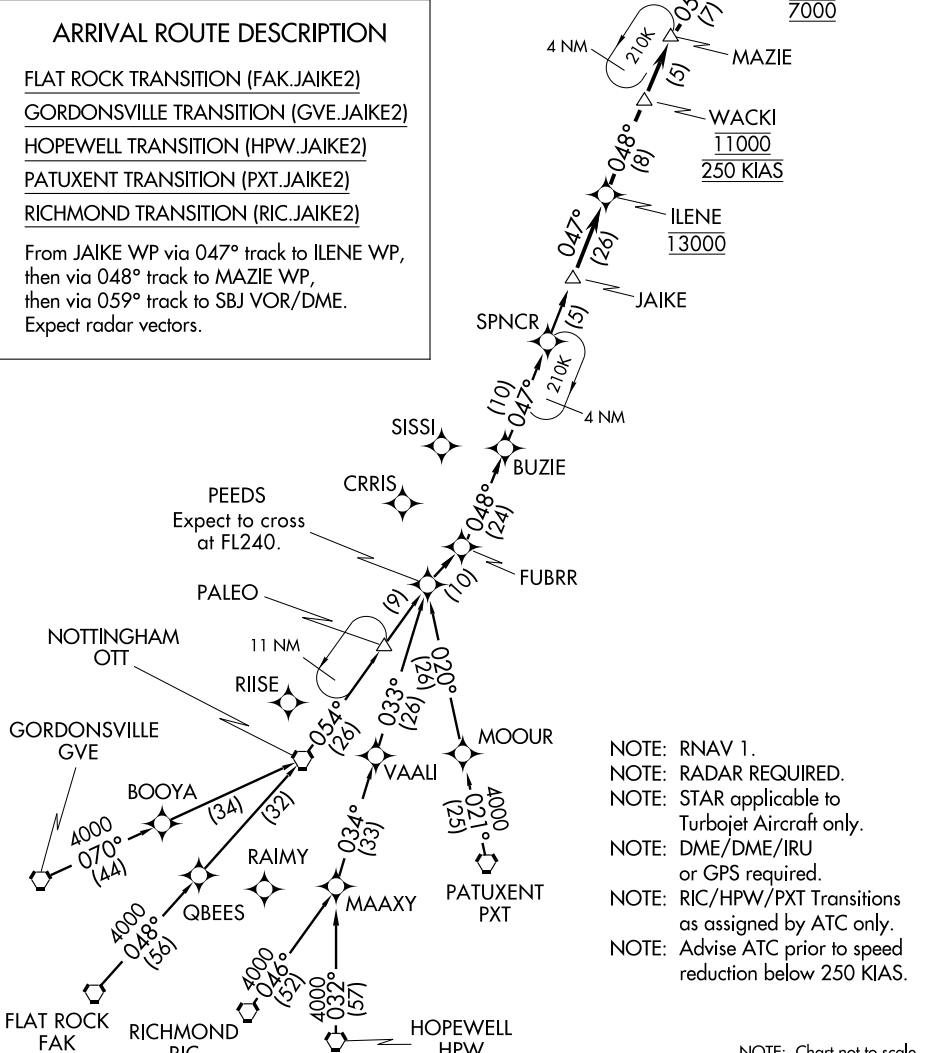
NEW YORK APP CON
 132.8 379.9
 TETERBORO ARR ATIS
 108.4
 MORRISTOWN ARR ATIS
 124.25
 ESSEX COUNTY ARR ATIS
 135.5
 WASHINGTON CENTER
 132.52



ARRIVAL ROUTE DESCRIPTION

- FLAT ROCK TRANSITION (FAK.JAIKE2)
- GORDONSVILLE TRANSITION (GVE.JAIKE2)
- HOPEWELL TRANSITION (HPW.JAIKE2)
- PATUXENT TRANSITION (PXT.JAIKE2)
- RICHMOND TRANSITION (RIC.JAIKE2)

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

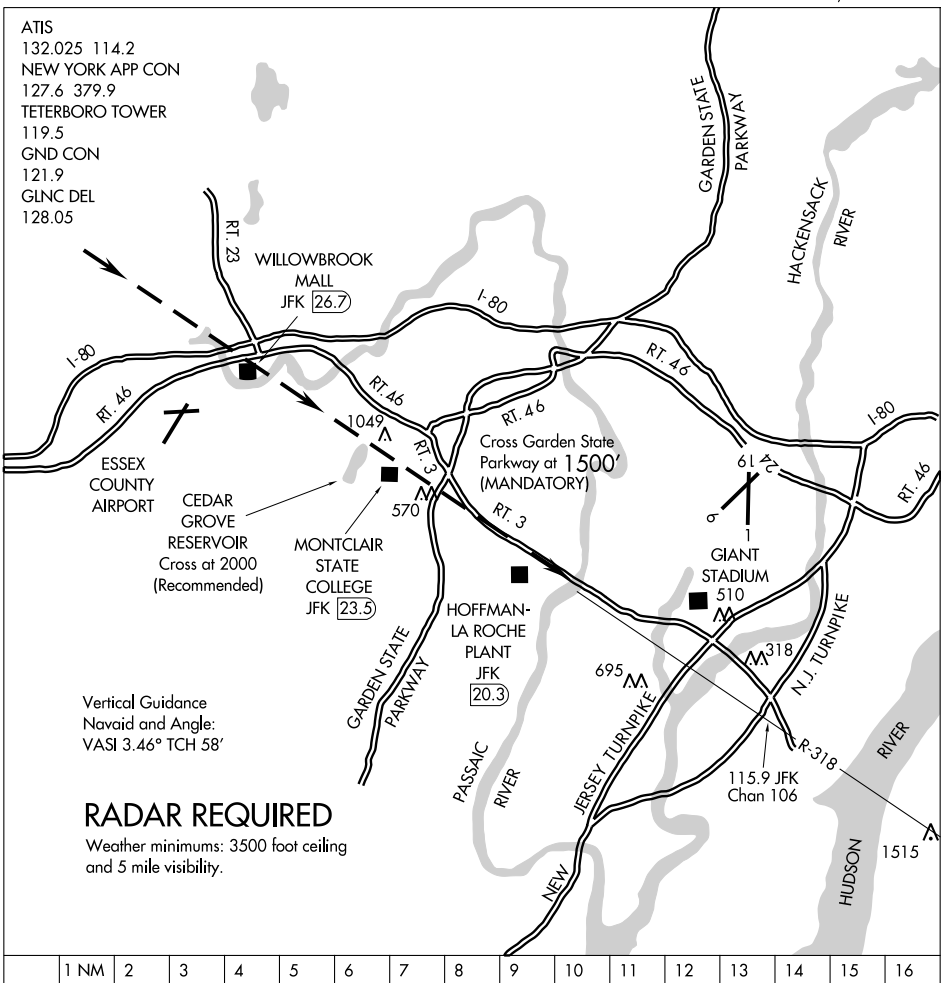


- NOTE: RNAV 1.
- NOTE: RADAR REQUIRED.
- NOTE: STAR applicable to Turbojet Aircraft only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RIC/HPW/PXT Transitions as assigned by ATC only.
- NOTE: Advise ATC prior to speed reduction below 250 KIAS.

NOTE: Chart not to scale.

NE-2, 08 APR 2010 to 06 MAY 2010

PASSAIC RIVER VISUAL RWY 6



When cleared for a Passaic River Visual to Rwy 6, descend after the Willowbrook Mall so as to cross the Cedar Grove Reservoir at 2000' (recommended), and the Garden State Parkway at 1500' (mandatory). Follow Rt. 3 until the Passaic River, then commence a turn and descent for Rwy 6. Use caution for antenna farms northeast of Cedar Grove Reservoir.

RNAV (GPS) Y RWY 6

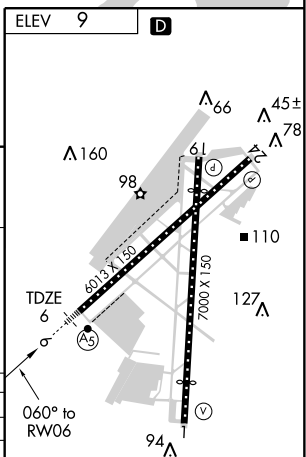
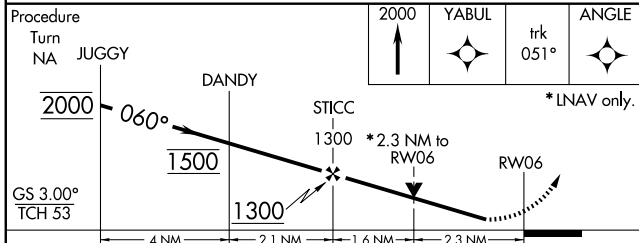
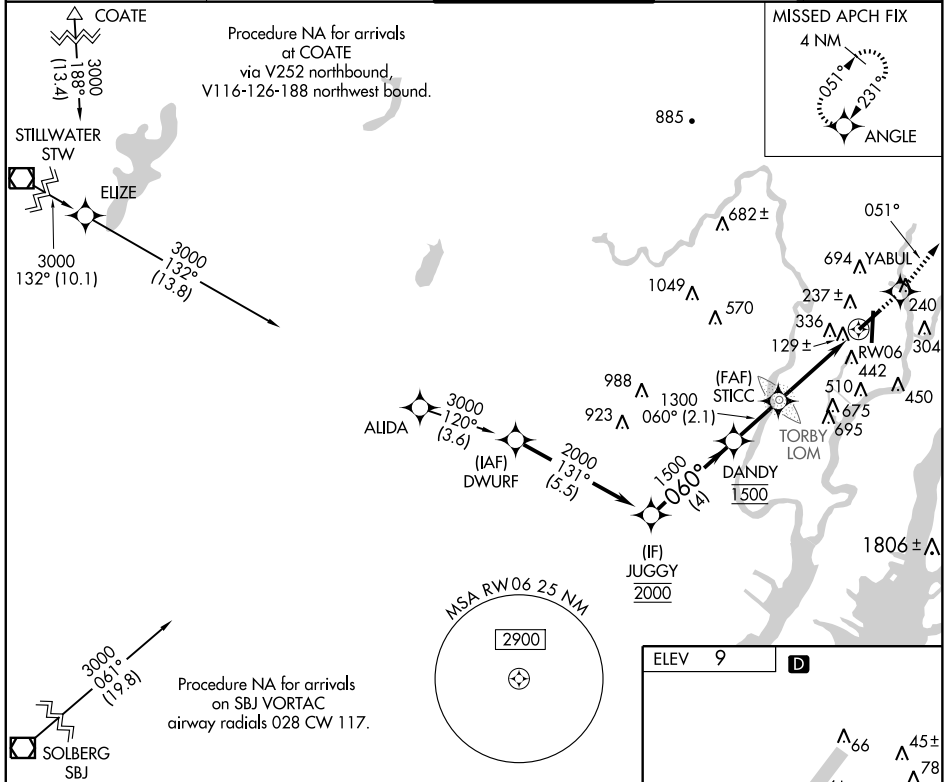
TETERBORO (TEB)

| | | | |
|--|------------------------|-----------------------------|-------------------------------------|
| WAAS CH 65707 W06A | APP CRS 060° | Rwy Idg TDZE Apt Elev | 6013 6 9 |
|--|------------------------|-----------------------------|-------------------------------------|

⚠ For inoperative MALS, increase LPV all Cats visibility to RVR 6000 and increase LNAV Cat A visibility to RVR 5000. Circling NA for Cats B, C and D northwest of Rwy 6-19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALS
⚠ MISSED APPROACH: Climb to 2000 direct YABUL and via track 051° to ANGLE and hold.

| | | | | |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|
| ATIS 132.025 114.2 | NEW YORK APP CON 127.6 379.9 | TETERBORO TOWER 119.5 | GND CON 121.9 | CLNC DEL 128.05 |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|



| CATEGORY | A | | B | | C | | D | |
|----------|----------------------|--|------------------------|--|------------------------|--|------------------------|--|
| LPV DA | 369/40 363 (400-¾) | | | | | | | |
| LNAV MDA | 800/40 | | 794 (800-¾) | | 800-1¼ 794 (800-1¾) | | 800-2 794 (800-2) | |
| CIRCLING | 800-1 791 (800-1) | | 800-1¼ 791 (800-1¼) | | 800-2¼ 791 (800-2¼) | | 820-2¾ 811 (900-2¾) | |

TDZ/CL Rwy 19
HIRL Rws 1-19 and 6-24
REIL Rws 1, 19 and 24

NE-2, 08 APR 2010 to 06 MAY 2010

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 6230 |
| 195° | TDZE | 7 |
| | Apt Elev | 9 |

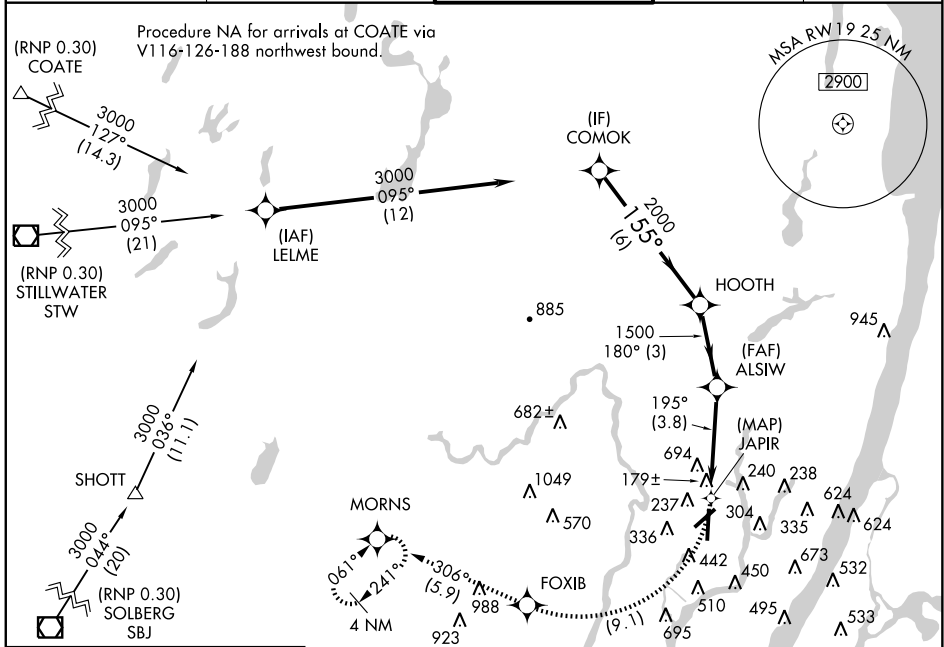
RNAV (RNP) RWY 19

TETERBORO (TEB)

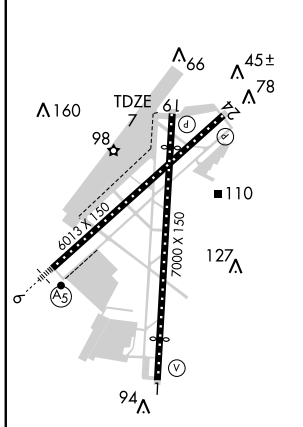
▼ Missed Approach requires RNP less than 1.0. RF and GPS Required.
 For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1500 via right turn to FOXIB, then climb to 3000 via track 306° to MORNIS and hold.

| | | | | |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|
| ATIS 132.025 114.2 | NEW YORK APP CON 127.6 379.9 | TETERBORO TOWER 119.5 | GND CON 121.9 | CLNC DEL 128.05 |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|



ELEV 9 **D**



TDZ/CL Rwy 19
 REIL Rwy 1, 19 and 24
 HIRL Rwy 1-19 and 6-24

Procedure NA for arrivals at SBJ VOR/DME on airway radials 028 CW 054.

| | | | | |
|---|---------------------|--------|-------|--------|
| VGSI and RNAV glidepath not coincident. | 1500 | FOXIB | 3000 | MORNIS |
| COMOK | 3000 | HOOOTH | ALSIW | JAPIR |
| Procedure Turn NA | 155° | 180° | 1500 | 195° |
| GP 3.00° | 6 NM | 3 NM | 4 NM | 0.5 |
| TCH 54 | | | | |
| CATEGORY | A | B | C | D |
| RNP 0.10 DA | 500-1¾ 493 (500-1¾) | | | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-2: 08 APR 2010 to 06 MAY 2010

RNAV (RNP) Z RWY 6

TETERBORO (TEB)

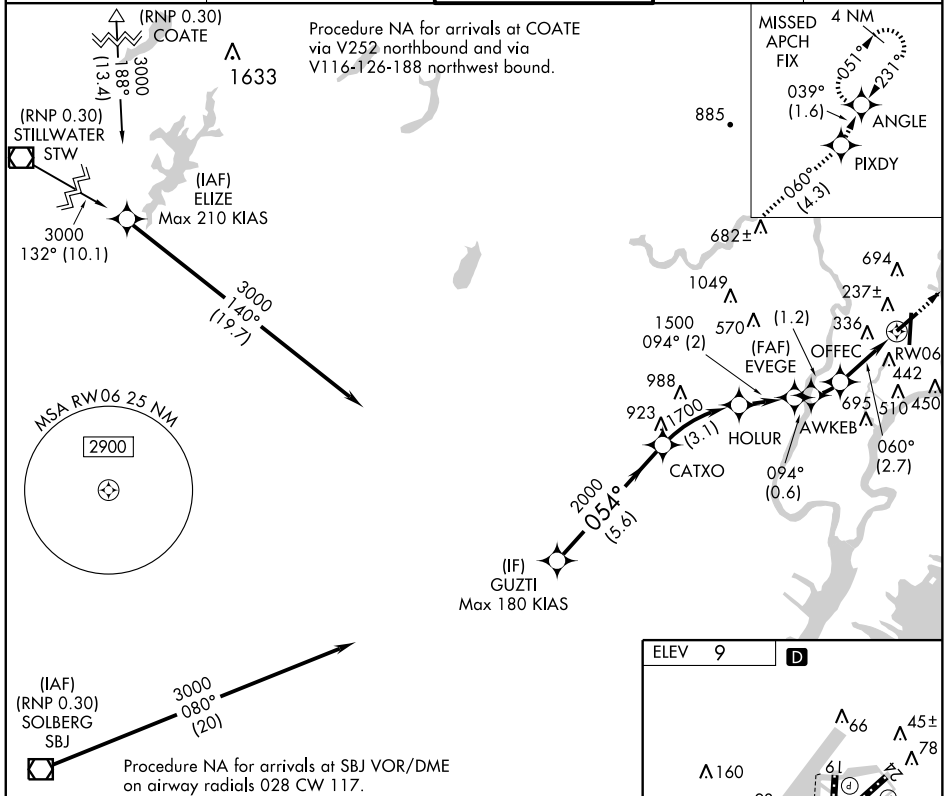
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 6013 |
| 060° | TDZE | 6 |
| | Apt Elev | 9 |

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 48°C (119°F).
Visibility reduction by helicopters NA. For inoperative MALS/R, increase RNP 0.30 all Cats visibility to 2¼ mile.

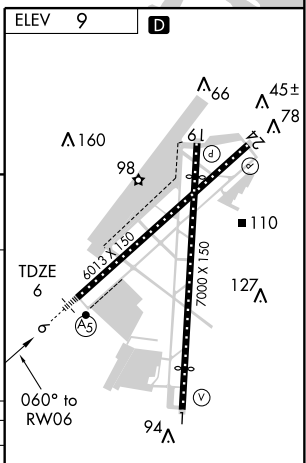


MISSED APPROACH: Climb to 2000 via track 060° to PIXDY and via track 039° to ANGLE and hold.

| | | | | |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|
| ATIS 132.025 114.2 | NEW YORK APP CON 127.6 379.9 | TETERBORO TOWER 119.5 | GND CON 121.9 | CLNC DEL 128.05 |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|



| | | | | | | | |
|-------------------|--------|--------|-------------|--------|--------|--------|-------|
| GUZTI | CATXO | HOLUR | EVEGE | AWKEB | OFFEC | PIXDY | ANGLE |
| 3000 | 2000 | 1700 | 1500 | 1304 | 931 | 2000 | 2000 |
| Procedure Turn NA | 054° | 094° | 094° | 060° | 060° | 060° | 039° |
| GP 3.00° | | | | | | | |
| TCH 53 | | | | | | | |
| | 5.6 NM | 3.1 NM | 2 NM | 0.6 NM | 1.2 NM | 2.7 NM | |
| CATEGORY | A | B | C | D | | | |
| RNP 0.30 DA | 679-2 | | 673 (700-2) | | | | |



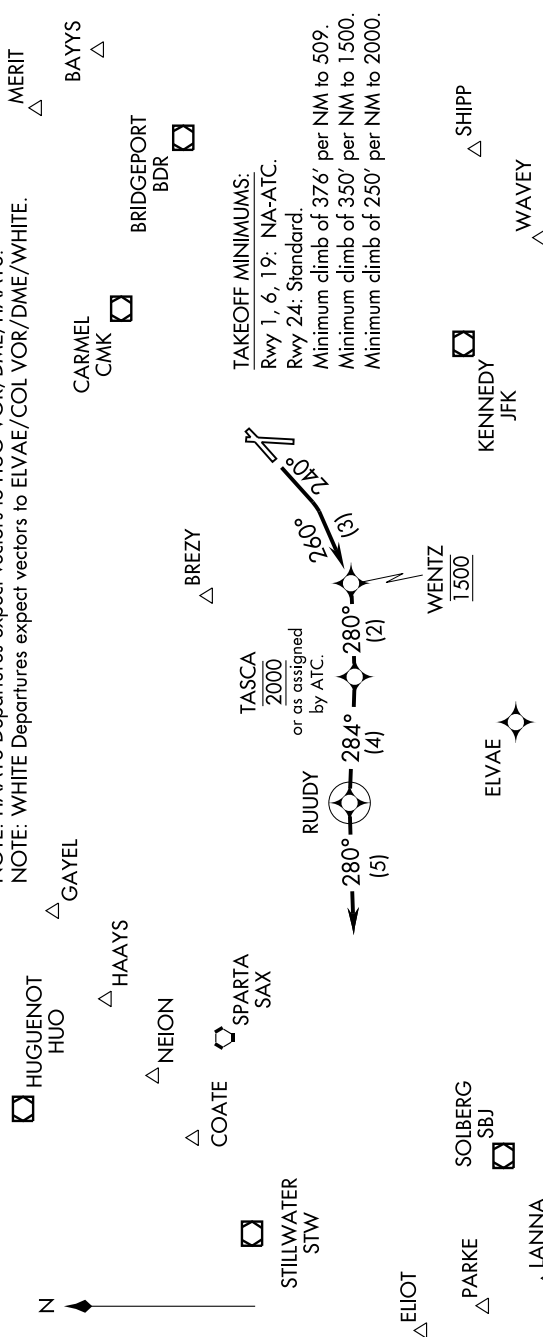
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 19
 HIRL Rwy 1-19 and 6-24
 REIL Rwy 1, 19 and 24

NE-2, 08 APR 2010 to 06 MAY 2010

RUUDY TWO DEPARTURE (RNAV)

ATIS 132.025 114.2
 TETERBORO CLNC DEL 128.05
 TETERBORO GND CON 121.9
 TETERBORO TOWER 119.5
 NEW YORK DEP CON 126.7 379.9



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 24: Climb heading 240° to intercept 260° course to WENTIZ, cross WENTIZ at 1500, then via 280° track to TASCA, cross TASCA at 2000 or as assigned by ATC, then via track 284° to RUUDY, then via heading 280°, thence
 Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

COLTS NECK COL
 DIXIE
 WHITE

NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.

TAKEOFF OBSTACLES:

Rwy 24: Sign and Trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

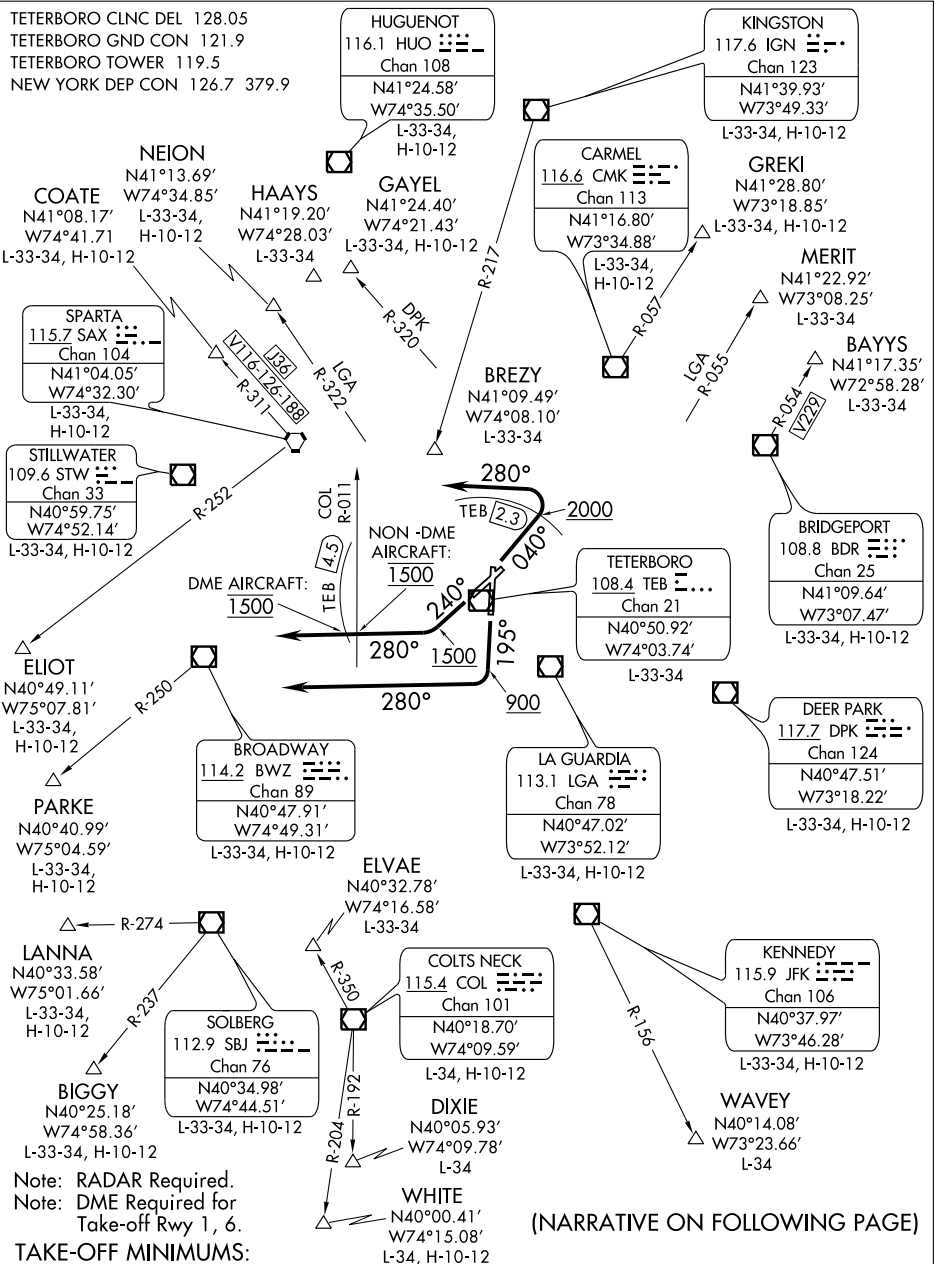
Note: Chart not to scale.

TETERBORO SIX DEPARTURE

SL-890 (FAA)

TETERBORO (TEB)
TETERBORO, NEW JERSEY

TETERBORO CLNC DEL 128.05
 TETERBORO GND CON 121.9
 TETERBORO TOWER 119.5
 NEW YORK DEP CON 126.7 379.9



NE-2, 08 APR 2010 to 06 MAY 2010

(NARRATIVE ON FOLLOWING PAGE)

Note: RADAR Required.
 Note: DME Required for
 Take-off Rwy 1, 6.
TAKE-OFF MINIMUMS:

Rwy 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: Standard. ATC climb of 360' per NM to 1500.

Note: Chart not to scale.

▼ DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1/6: Climb to 2000 via heading 040° to TEB 2.3 DME, then climbing left turn via heading 280°, maintain 2000, thence

TAKE-OFF RUNWAY 19: Climb heading 195° to 900, then climbing right turn to 2000 via heading 280°, maintain 2000, thence

TAKE-OFF RUNWAY 24: Climb heading 240° to 1500 then climbing right turn via heading 280°, cross TEB 4.5 DME at 1500 (non-DME Aircraft cross COL R-011 at 1500), 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.

GAYEL departures expect vectors to DPK R-320.

GREKI departures expect vectors to CMK/CMK R-057.

HAAYS departures expect vectors to HUO.

LANNA departures expect vectors to SBJ/SBJ R-274.

MERIT departures expect vectors to LGA R-055.

NEION departures expect vectors to LGA R-322.

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 via COL R-204 or DIXIE via COL R-192.

TAKE-OFF OBSTACLES:

Rwy 1: Vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL.

Rwy 6: Sign, poles, buildings and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL. Building, poles and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL.

Rwy 19: Vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL.

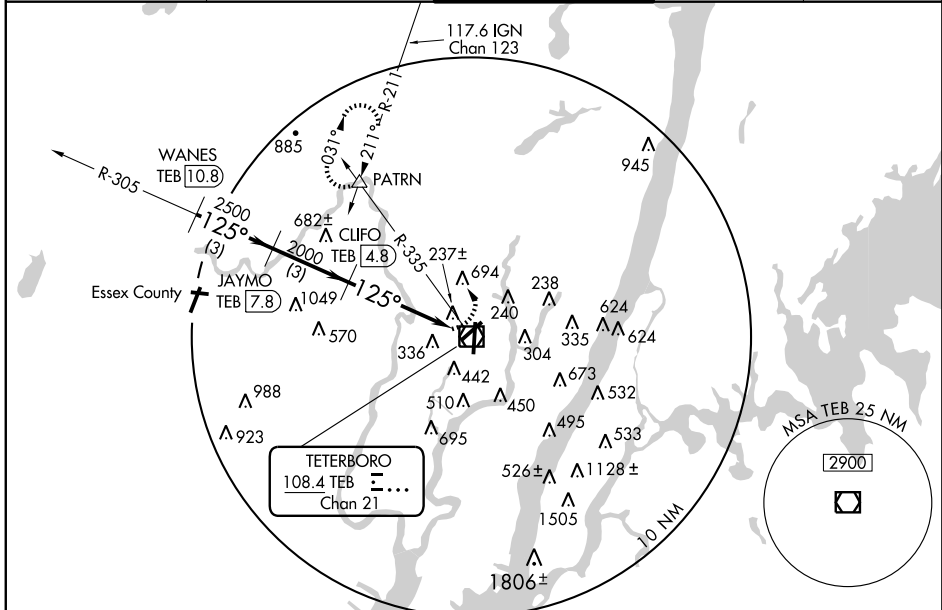
Rwy 24: Sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

| | | | |
|---|------------------------|-----------------------------|------------------------|
| VOR/DME TEB 108.4 Chan 21 | APP CRS 125° | Rwy Idg TDZE Apt Elev | N/A N/A 9 |
|---|------------------------|-----------------------------|------------------------|

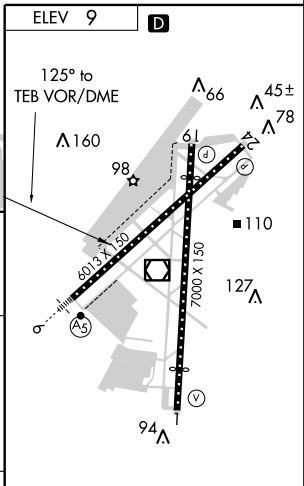
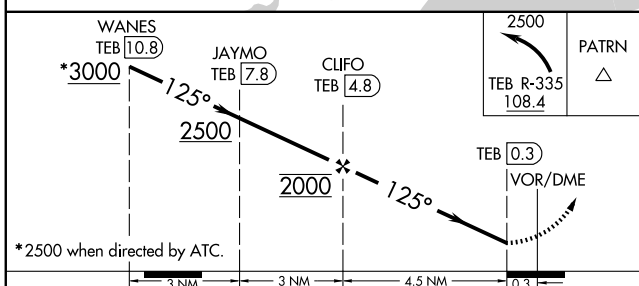
▼ Circling NA CATs B, C and D NW of Rwys 6 and 19.
▲

MISSED APPROACH: Climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.

| | | | | |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|
| ATIS 132.025 114.2 | NEW YORK APP CON 127.6 379.9 | TETERBORO TOWER 119.5 | GND CON 121.9 | CLNC DEL 128.05 |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|



RADAR REQUIRED



| | | | | |
|----------|--------------------------|--------------------------|--------|--------------|
| CATEGORY | A | B | C | D |
| CIRCLING | 1000-1¼ 991 (1000-1¼) | 1000-1½ 991 (1000-1½) | 1000-3 | 991 (1000-3) |

TDZ/CL Rwy 19
HIRL Rwys 1-19 and 6-24
REIL Rwys 1, 19 and 24

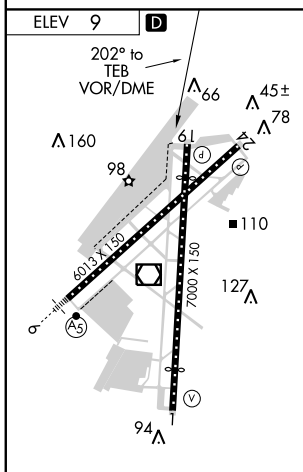
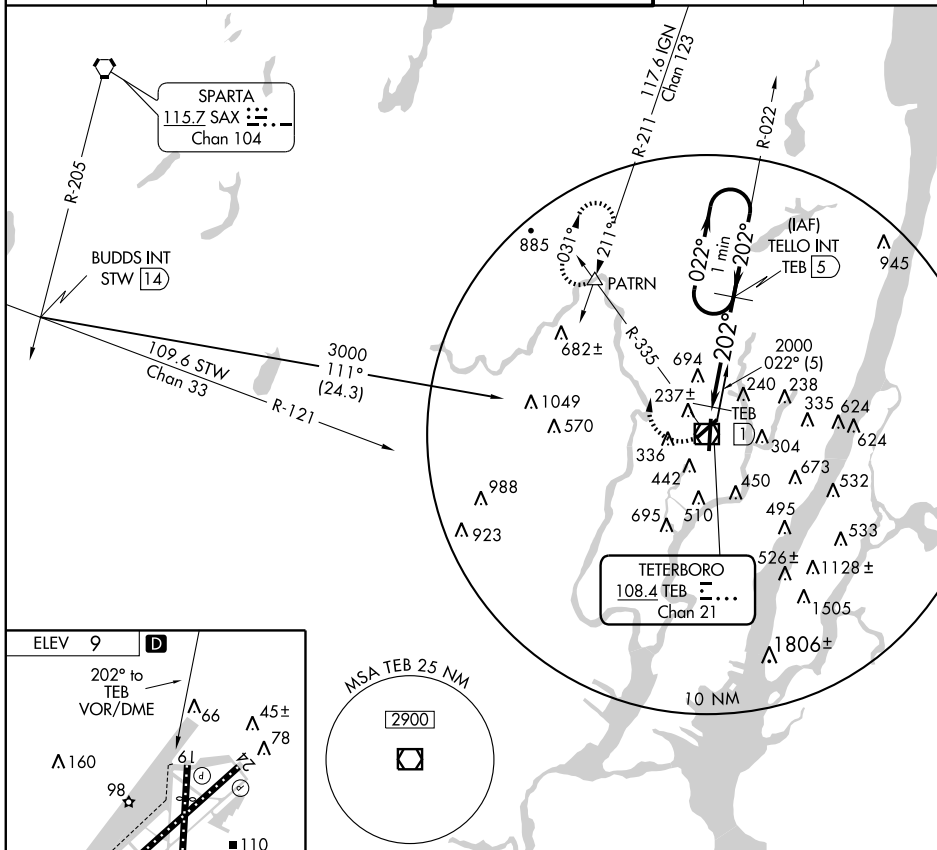
VOR/DME-B

TETERBORO (TEB)

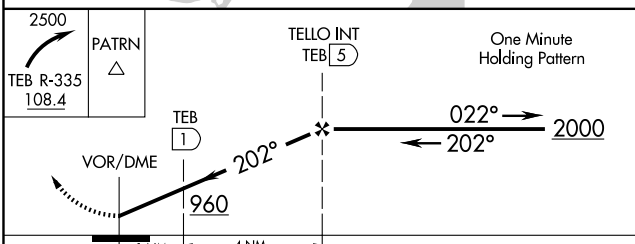
| | | | |
|--|------------------------|-----------------------------|--------------------------------------|
| VOR/DME TEB 108.4 Chan 21 | APP CRS 202° | Rwy Idg TDZE Apt Elev | N/A N/A 9 |
|--|------------------------|-----------------------------|--------------------------------------|

▼ Circling NA Cat. B, C and D NW of Rws 6 and 19.
▲ MISSED APPROACH: Climbing right turn to 2500 via TEB R-335 to PATRN Int and hold.

| | | | | |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|
| ATIS 132.025 114.2 | NEW YORK APP CON 127.6 379.9 | TETERBORO TOWER 119.5 | GND CON 121.9 | CLNC DEL 128.05 |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|



TDZ/CL Rwy 19
 HIRL Rws 1-19 and 6-24
 REIL Rws 1, 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, 08 APR 2010 to 06 MAY 2010

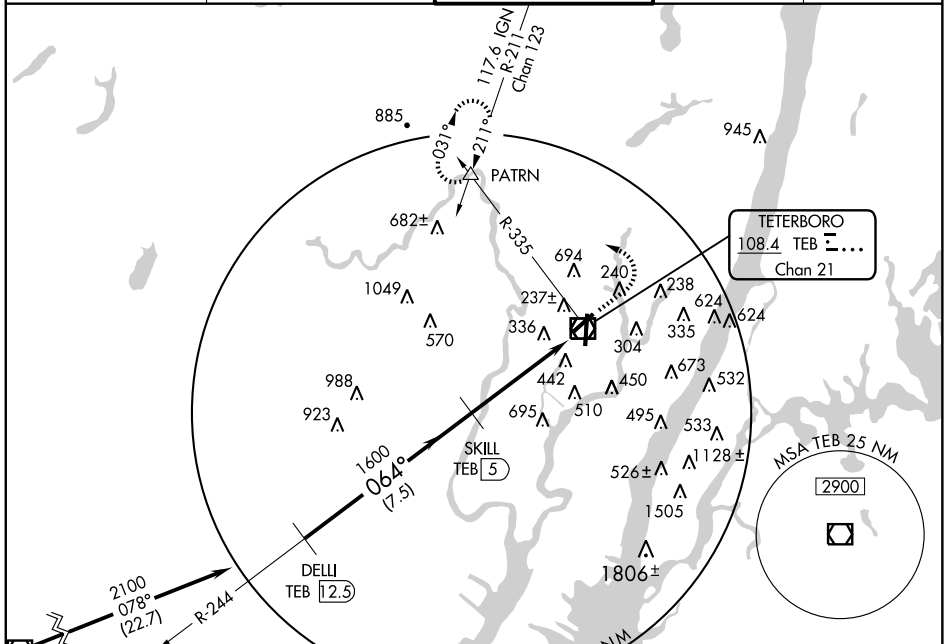
VOR/DME RWY 6

TETERBORO (TEB)

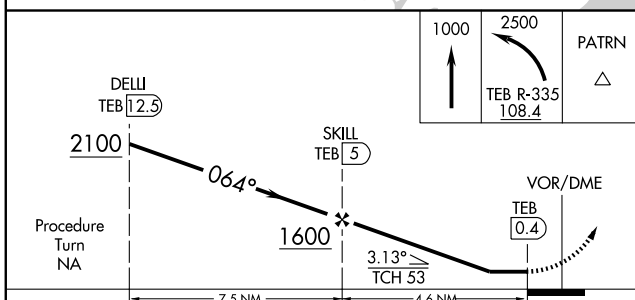
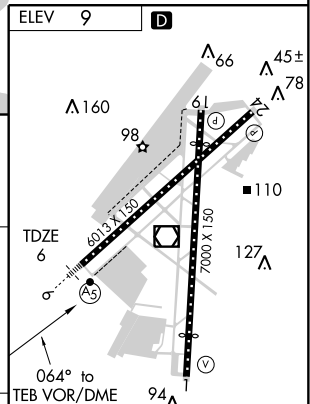
| | | |
|--|------------------------|---|
| VOR/DME TEB 108.4 Chan 21 | APP CRS 064° | Rwy Idg 6013 TDZE 6 Apt Elev 9 |
|--|------------------------|---|

| | | |
|--|-------------|---|
| <p>Circling NA Cats B, C and D NW of Rwy 6 and 19.</p> | <p>MALS</p> | <p>MISSED APPROACH: Climb to 1000, then climbing left turn to 2500 via TEB R-335 to PATRN Int and hold.</p> |
|--|-------------|---|

| | | | | |
|--------------------------------------|--|---|---------------------------------|-----------------------------------|
| <p>ATIS 132.025 114.2</p> | <p>NEW YORK APP CON 127.6 379.9</p> | <p>TETERBORO TOWER 119.5</p> | <p>GND CON 121.9</p> | <p>CLNC DEL 128.05</p> |
|--------------------------------------|--|---|---------------------------------|-----------------------------------|



| |
|--|
| <p>IAF SOLBERG 112.9 SBJ Chan 76</p> |
|--|



| 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) | 760-2 ¼ 751 (800-2¼) | 820-2 ¾ 811 (900-2¾) |

TDZ/CL Rwy 19
HIRL Rws 1-19 and 6-24
REIL Rws 1, 19 and 24

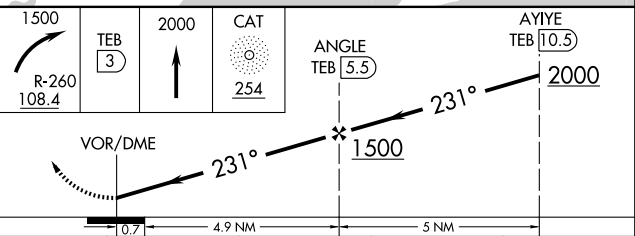
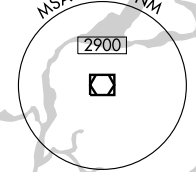
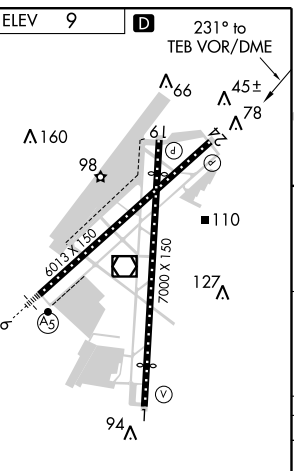
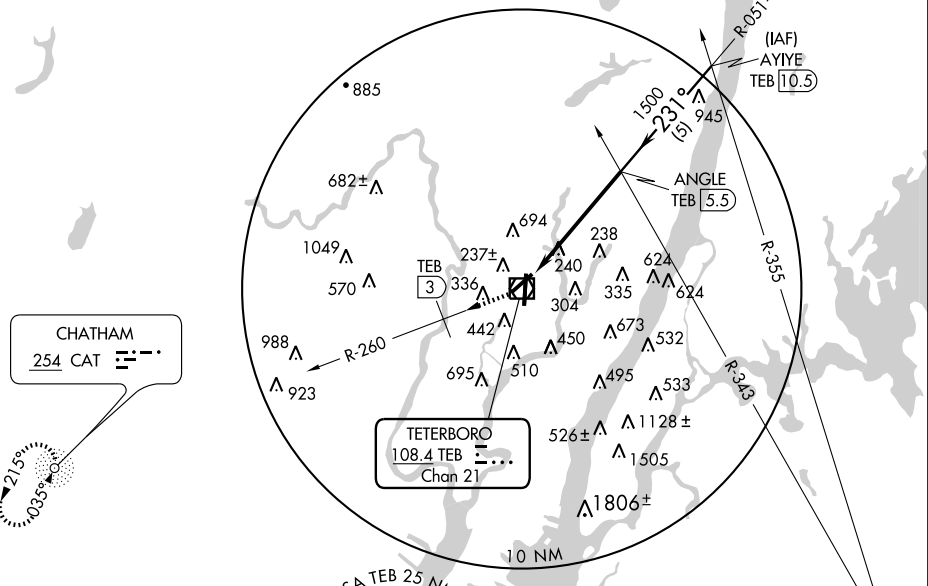
| | | | |
|--|------------------------|-----------------------------|-------------------------------------|
| VOR/DME TEB 108.4 Chan 21 | APP CRS 231° | Rwy Idg TDZE Apt Elev | 6013 8 9 |
|--|------------------------|-----------------------------|-------------------------------------|

▼ Circling NA CATs B, C and D NW of Rwy 6 and 19.
▲

MISSED APPROACH: Climbing right turn to 1500 via TEB R-260 to 3 DME then climb to 2000 direct CAT NDB and hold.

| | | | | |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|
| ATIS 132.025 114.2 | NEW YORK APP CON 127.6 379.9 | TEBERBORO TOWER 119.5 | GND CON 121.9 | CLNC DEL 128.05 |
|------------------------------|--|---------------------------------|-------------------------|---------------------------|

ADF and DME and RADAR REQUIRED



| CATEGORY | A | B | C | D |
|----------|----------------------|--------------------------|------------------------|------------------------|
| S-24 | 500-1 | 492 (500-1) | 500-1¼ 492 (500-1¼) | 500-1½ 492 (500-1½) |
| CIRCLING | 760-1 751 (800-1) | 1000-1½ 991 (1000-1½) | 1000-3 991 (1000-3) | |

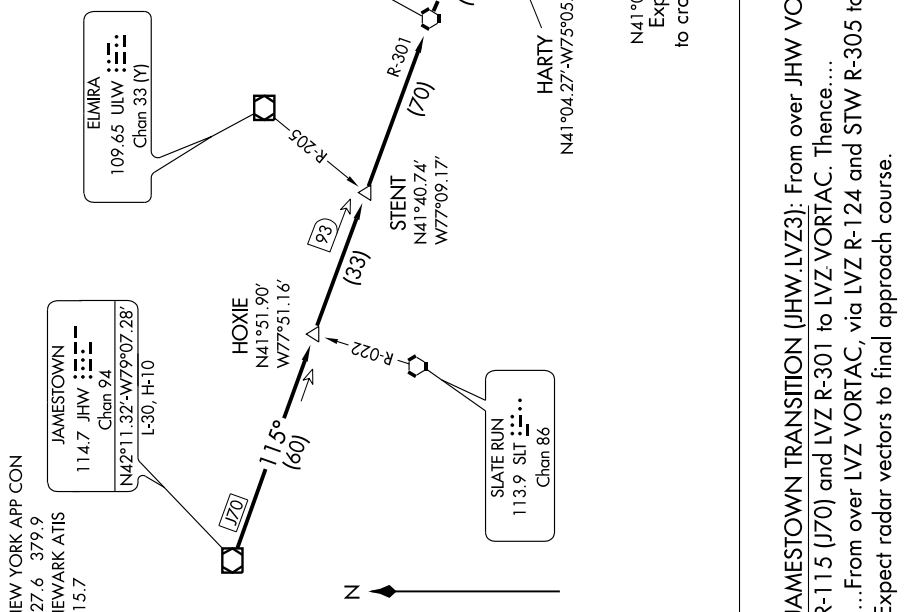
TDZ/CL Rwy 19
HIRL Rwy 1-19 and 6-24
REL Rwy 1, 19 and 24

WILKES BARRE THREE ARRIVAL (LVZ.LVZ3)

TETERBORO, NEW JERSEY

NOTE: This STAR applicable to all aircraft capable of 250 knots IAS 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.



NEW YORK APP CON
127.6 379.9
NEWARK ATIS
115.7

JAMESTOWN TRANSITION (JHW.LVZ3): From over JHW VOR/DME via JHW R-115 (J70) and LVZ R-301 to LVZ VORTAC. Thence....
From over LVZ VORTAC, via LVZ R-124 and STW R-305 to STW VOR/DME.
 Expect radar vectors to final approach course.

NOTE: Chart not to scale.

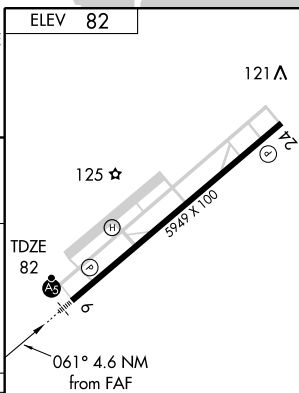
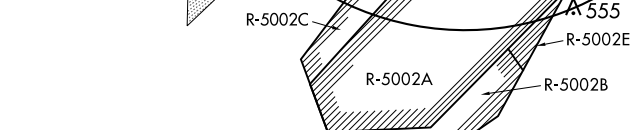
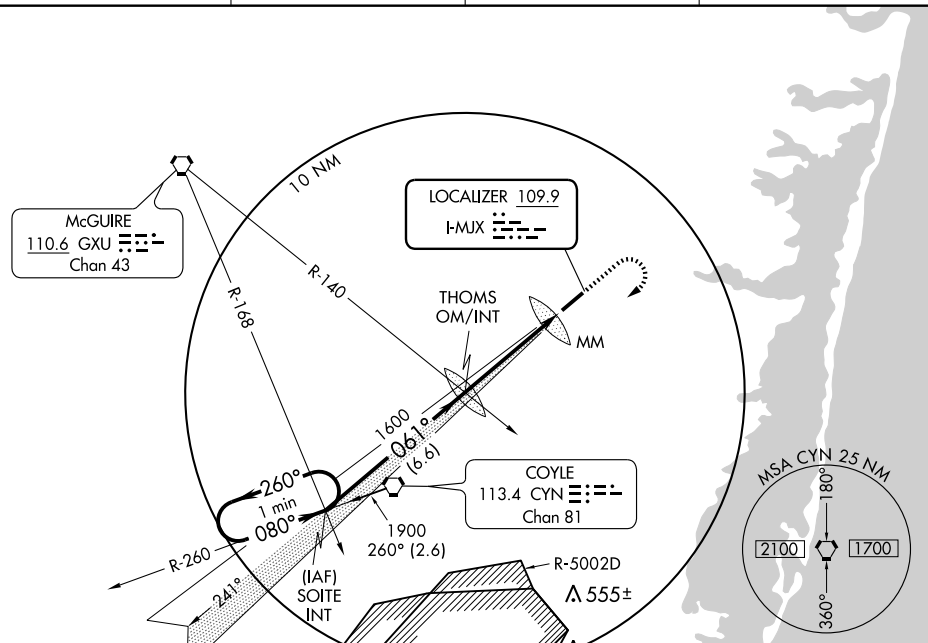
| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC I-MJX 109.9 | APP CRS 061° | Rwy Idg TDZE Apt Elev | 5949 82 82 |
|---------------------------|------------------------|-----------------------------|---------------------------------------|

▼ If local altimeter setting not received, use McGuire AFB altimeter setting and increase all DH/MDAs 60 feet.
▲ NA



MISSED APPROACH: Climb to 600 then climbing right turn to 1900 direct CYN VORTAC then via CYN R-260 to SOITE INT and hold.

| | | | |
|--------------------------|--|-------------------------------|-----------------------|
| AWOS-3 119.875 | MCGUIRE APP CON 124.15 363.8 | UNICOM 122.7 (CTAF) | GCO 121.725 |
|--------------------------|--|-------------------------------|-----------------------|



| CATEGORY | A | B | C | D |
|----------|-------------------|-------------------|---------------------|-------------------|
| S-ILS 6 | 282-½ 200 (200-½) | | | |
| S-LOC 6 | 520-½ 438 (500-½) | 520-¾ 438 (500-¾) | | 520-1 438 (500-1) |
| CIRCLING | 520-1 438 (500-1) | 540-1 458 (500-1) | 540-1½ 458 (500-1½) | 640-2 558 (600-2) |

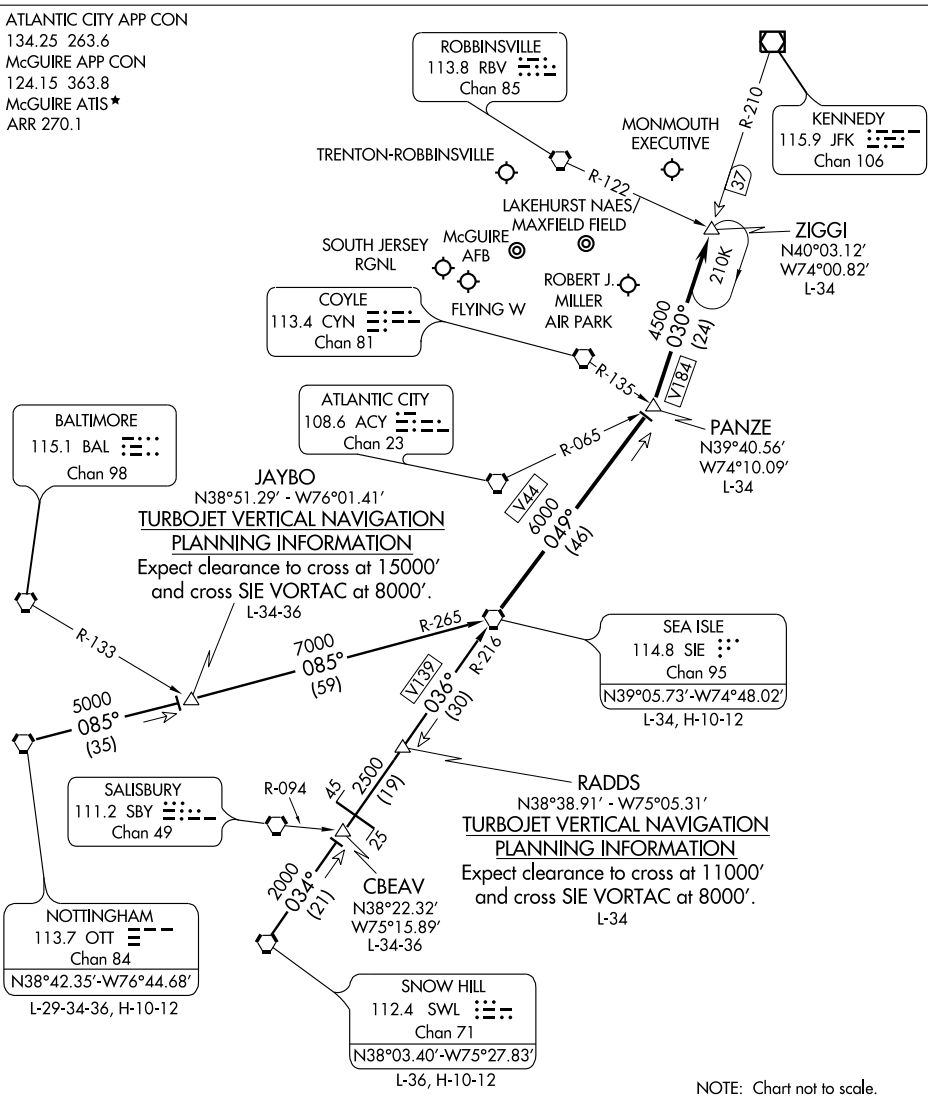
| | |
|-------------------|--------------------------|
| HIRL Rwy 6-24 | ● |
| REIL Rwy 24 | ● |
| FAF to MAP 4.6 NM | |
| Knots | 60 90 120 150 180 |
| Min:Sec | 4:36 3:04 2:18 1:50 1:32 |

NE-2, 08 APR 2010 to 06 MAY 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY

ATLANTIC CITY APP CON
 134.25 263.6
 McGUIRE APP CON
 124.15 363.8
 McGUIRE ATIS*
 ARR 270.1



NE-2, 08 APR 2010 to 06 MAY 2010

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.

VOR or GPS RWY 6

TOMS RIVER/ROBERT J. MILLER AIR PARK (MJX)

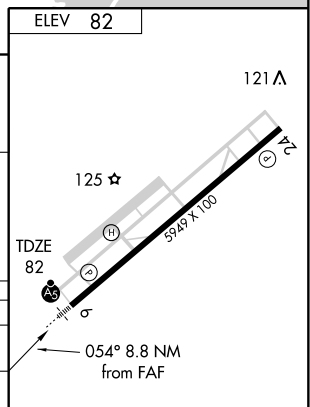
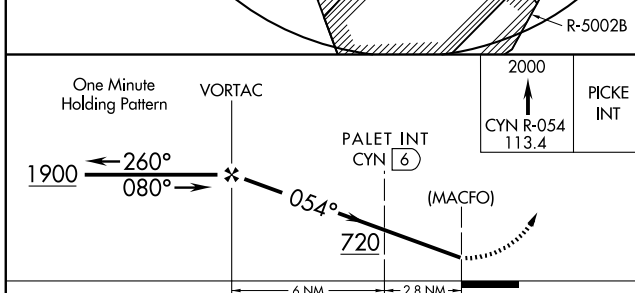
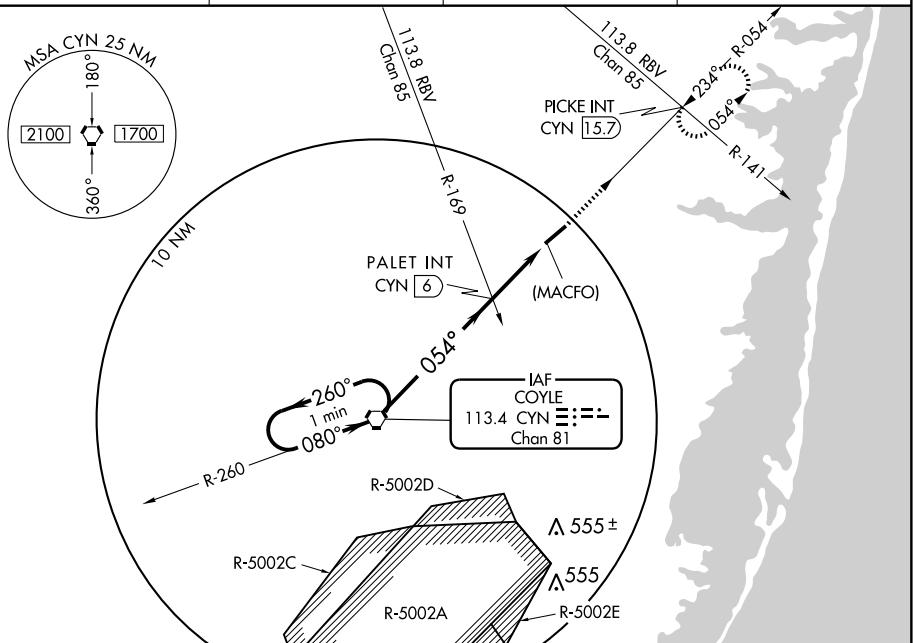
| | | | |
|------------|---------|----------|------|
| VORTAC CYN | APP CRS | Rwy Idg | 5949 |
| 113.4 | 054° | TDZE | 82 |
| Chan 81 | | Apt Elev | 82 |

Use McGuire AFB altimeter setting.
 ACTIVATE MALS Rwy 6 UNICOM.
 Inoperative table does not apply to CAT C.



MISSED APPROACH: Climb to 2000 via CYN R-054 to PICKE Int/15.7 DME and hold.

| | | | |
|-------------------|---------------------------------|------------------------|----------------|
| AWOS-3 119.875 | MCGUIRE APP CON 124.15 363.8 | UNICOM 122.7 (CTAF) | GCO 121.725 |
|-------------------|---------------------------------|------------------------|----------------|



| CATEGORY | A | B | C | D |
|----------------------------|-----------------------|-------------------|---------------------------|---------------------------|
| S-6 | 720-3/4 638 (700-3/4) | | 720-1 3/4 638 (700-1 3/4) | 720-2 638 (700-2) |
| CIRCLING | 720-1 638 (700-1) | | 720-1 3/4 638 (700-1 3/4) | 720-2 638 (700-2) |
| DUAL VOR or VOR/DME MINIMA | | | | |
| S-6 | 520-3/4 438 (500-3/4) | | 520-1 1/4 438 (500-1 1/4) | 520-1 1/2 438 (500-1 1/2) |
| CIRCLING | 520-1 438 (500-1) | 540-1 458 (500-1) | 540-1 1/2 458 (500-1 1/2) | 640-2 558 (600-2) |

| | |
|-------------------|--------------------------|
| HIRL Rwy 6-24 | |
| REIL Rwy 24 | |
| FAF to MAP 8.8 NM | |
| Knots | 60 90 120 150 180 |
| Min:Sec | 8:48 5:52 4:24 3:31 2:56 |

NE-2, 08 APR 2010 to 06 MAY 2010

VOR or GPS RWY 24

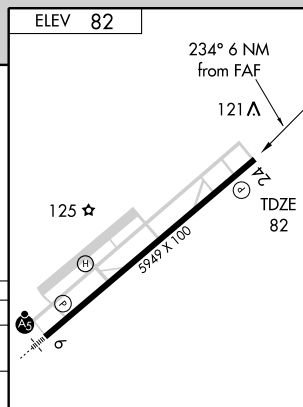
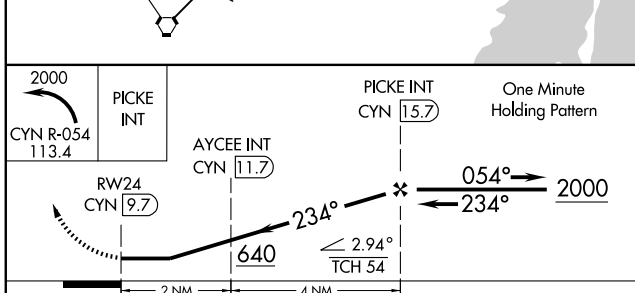
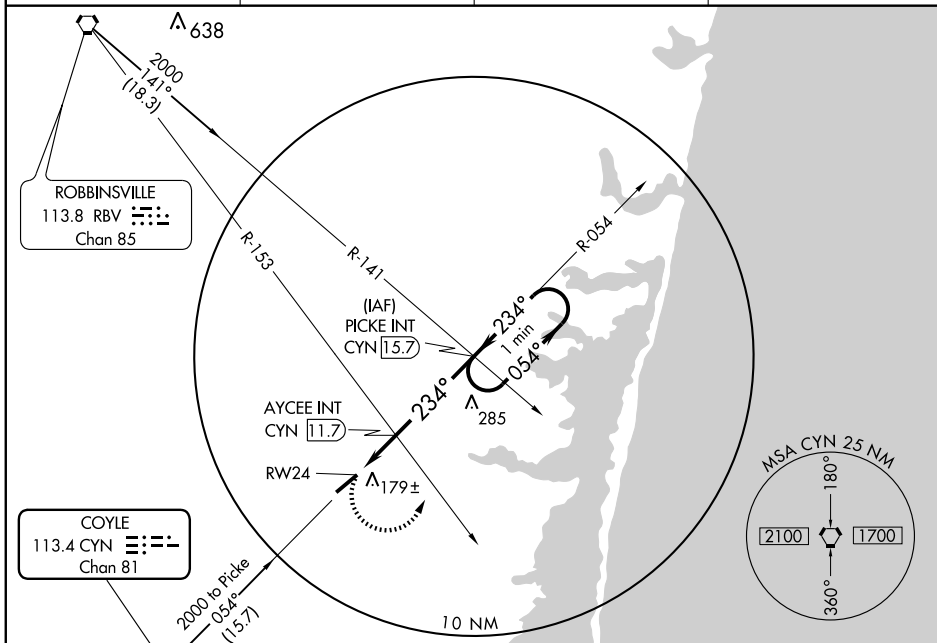
TOMS RIVER/ ROBERT J. MILLER AIR PARK (MJX)

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| VORTAC CYN 113.4 Chan 81 | APP CRS 234° | Rwy Idg TDZE Apt Elev | 5949 82 82 |
|--|------------------------|-----------------------------|---------------------------------------|

NA Use McGuire AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via CYN R-054 to PICKE Int and hold.

| | | | |
|--------------------------|--|--|-----------------------|
| AWOS-3 119.875 | MCGUIRE APP CON 124.15 363.8 | UNICOM 122.7 (CTAF) 0 | GCO 121.725 |
|--------------------------|--|--|-----------------------|



| CATEGORY | A | B | C | D |
|---------------------------------|-------------------|-------------|------------------------|------------------------|
| S-24 | 640-1 | 558 (600-1) | 640-1½ 558 (600-1½) | 640-1¾ 558 (600-1¾) |
| CIRCLING | 640-1 | 558 (600-1) | 640-1½ 558 (600-1½) | 640-2 558 (600-2) |
| DUAL VOR OR DME MINIMUMS | | | | |
| S-24 | 480-1 398 (400-1) | | 480-1¼ 398 (400-1¼) | |
| CIRCLING | 540-1 | 458 (500-1) | 540-1½ 458 (500-1½) | 640-2 558 (600-2) |

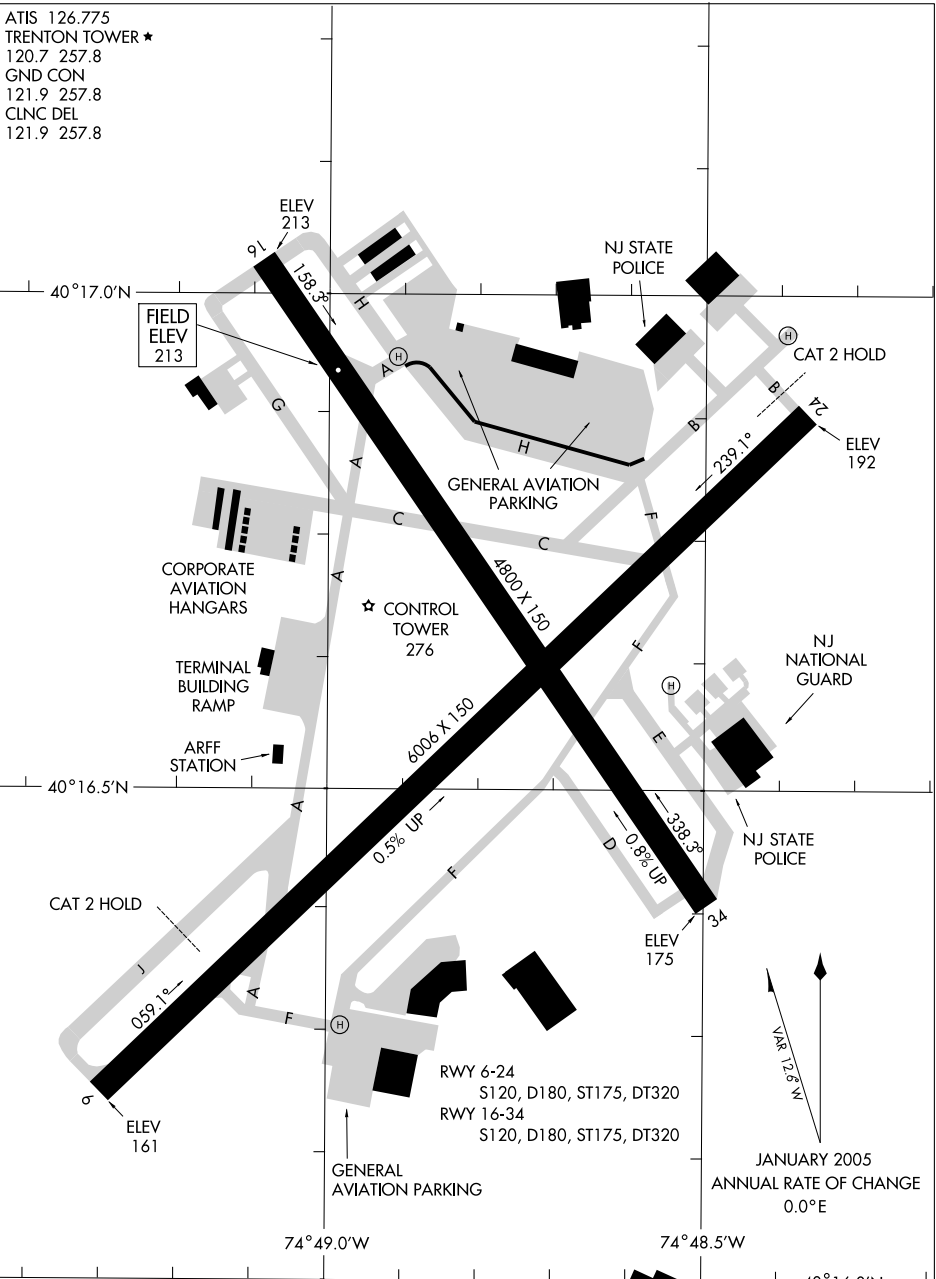
| | | | | | |
|------------------------|------|------|------|------|------|
| HIRL Rwy 6-24 0 | | | | | |
| REIL Rwy 24 0 | | | | | |
| FAF to MAP 6 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

AIRPORT DIAGRAM

AL-982 (FAA)

TRENTON MERCER (TTN)
TRENTON, NEW JERSEY

ATIS 126.775
 TRENTON TOWER ★
 120.7 257.8
 GND CON
 121.9 257.8
 CLNC DEL
 121.9 257.8

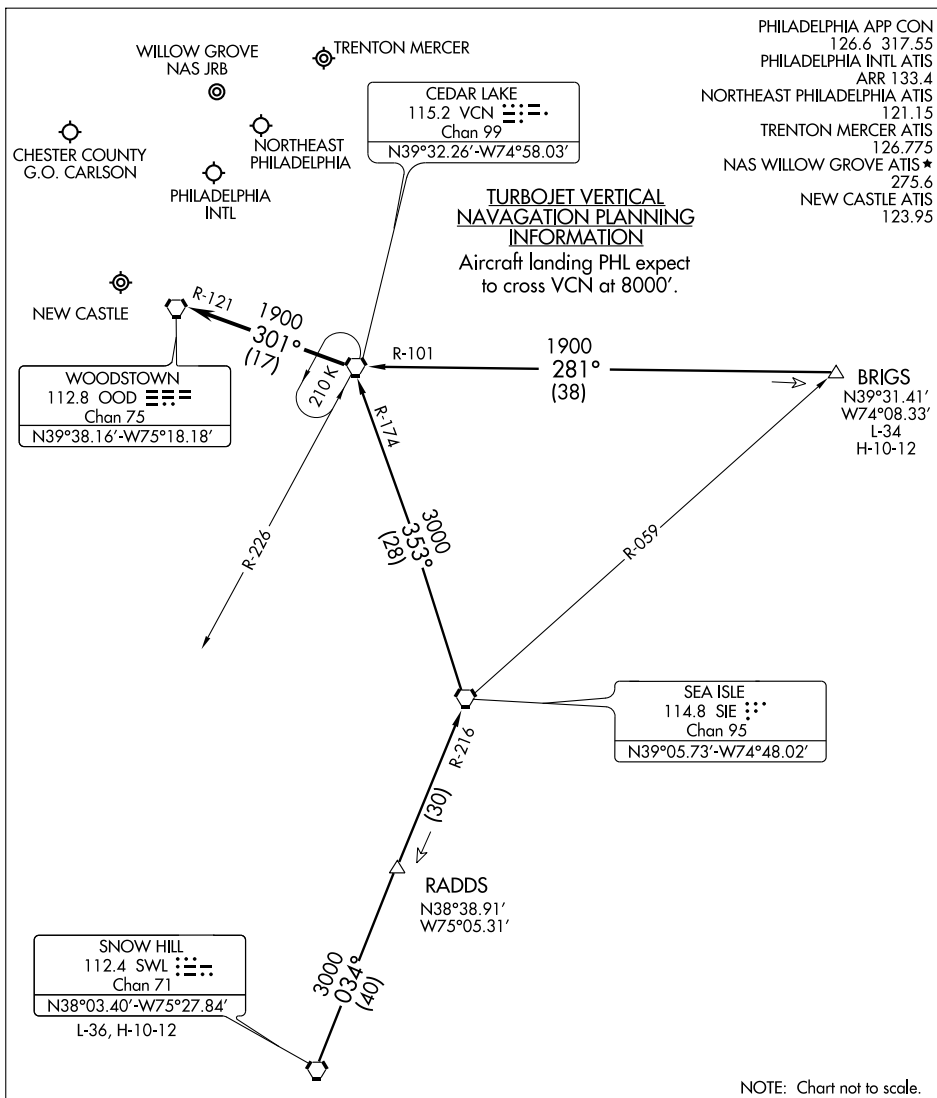


NE-2: 08 APR 2010 to 06 MAY 2010

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

CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NOTE: Chart not to scale.

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

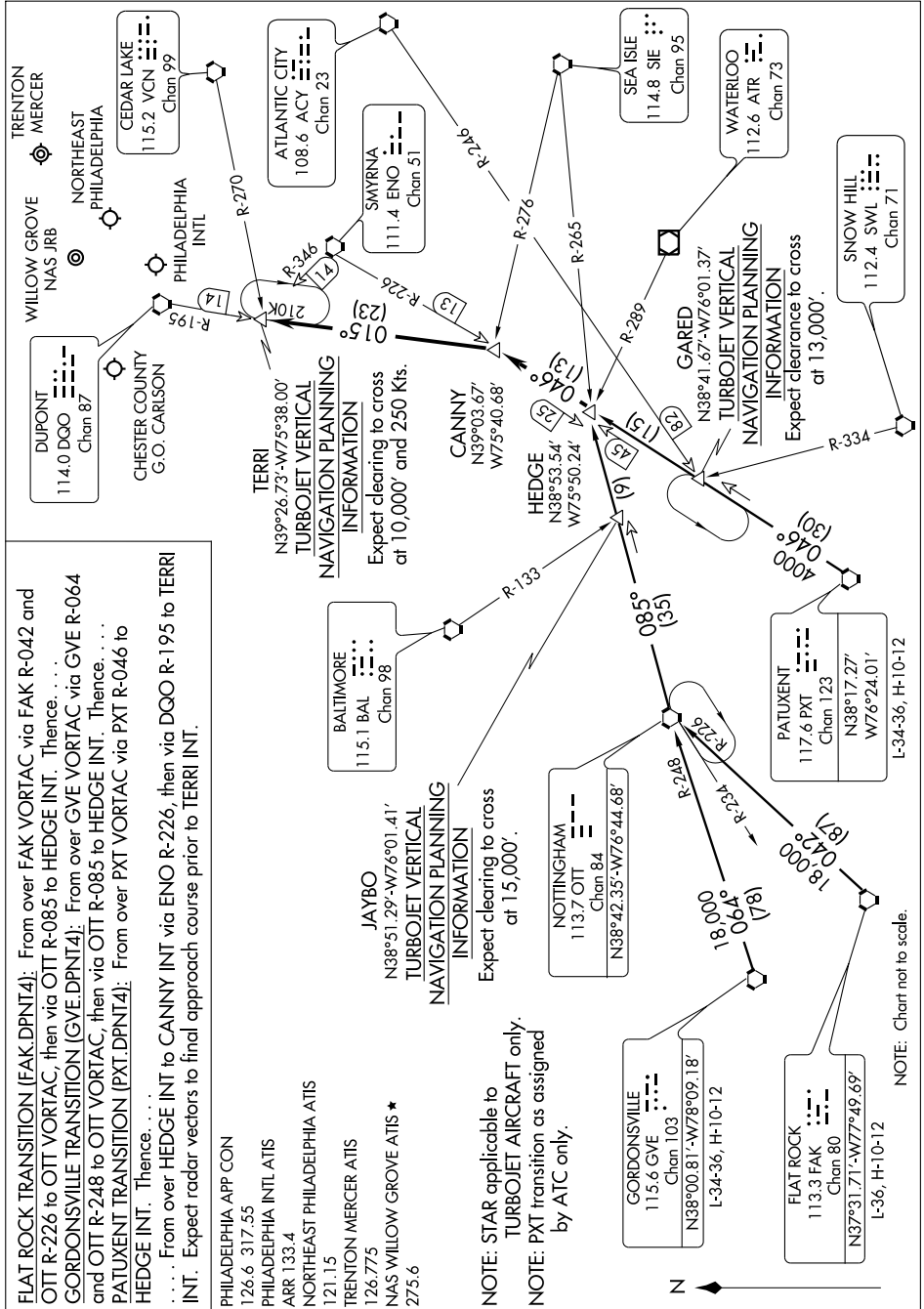
SNOW HILL TRANSITION (SWL.VCN8): From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . . 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.

NE-4, 08 APR 2010 to 06 MAY 2010

DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-4, 08 APR 2010 to 06 MAY 2010

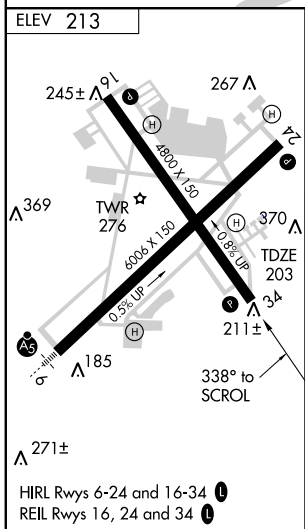
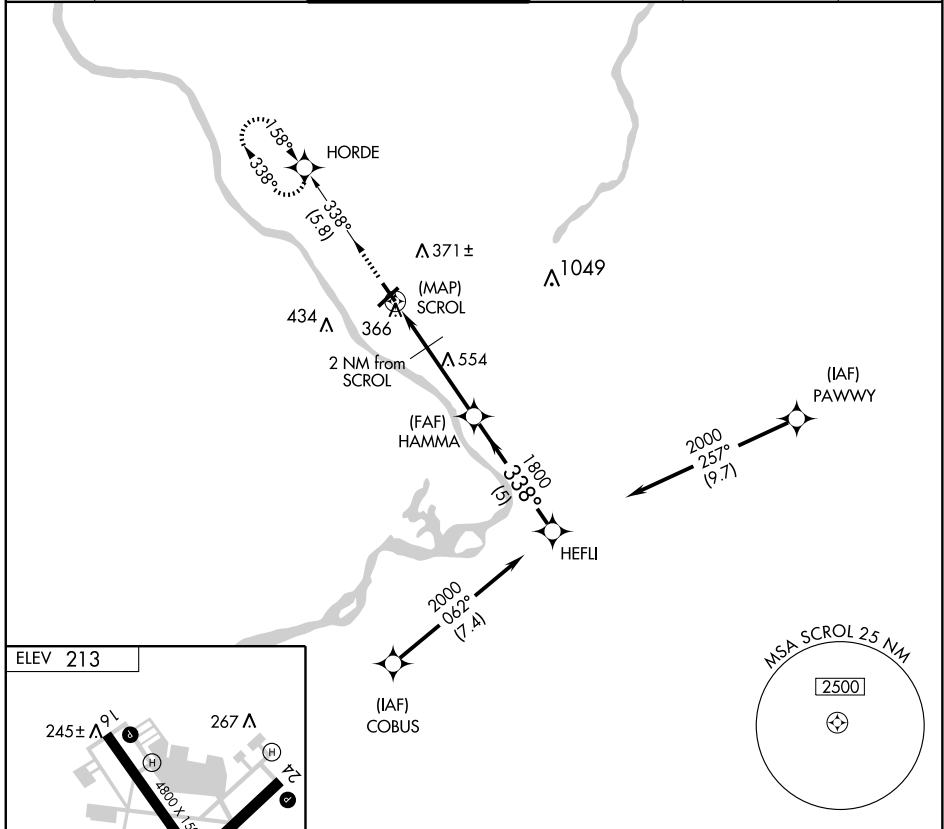
GPS RWY 34

TRENTON MERCER (TTN)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4800 |
| 338° | TDZE | 203 |
| | Apt Elev | 213 |

MISSED APPROACH: Climb to 2000 via 338° course to HORDE WP 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 |
|------------------------|--|--|-------------------------------|--------------------------------|-------------------------|



| | | | | |
|----------|-------|-------------|------------------------|----------------------|
| | | | | |
| | | | Procedure Turn NA | |
| | | | | |
| CATEGORY | A | B | C | D |
| S-34 | 620-1 | 417 (500-1) | 620-1¼ | 417 (500-1¼) |
| CIRCLING | 680-1 | 467 (500-1) | 680-1½ 467 (500-1½) | 780-2 567 (600-2) |

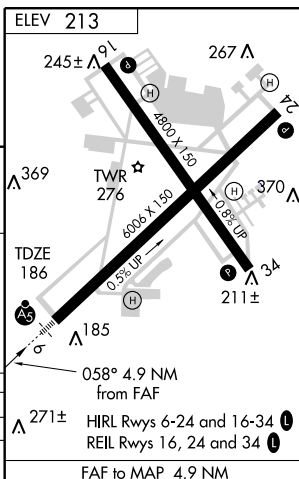
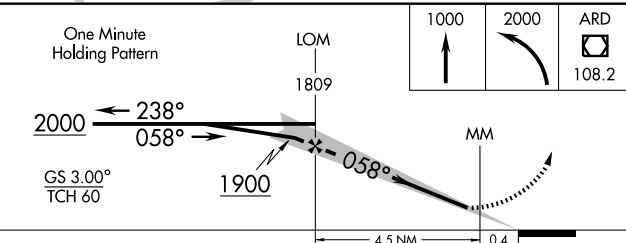
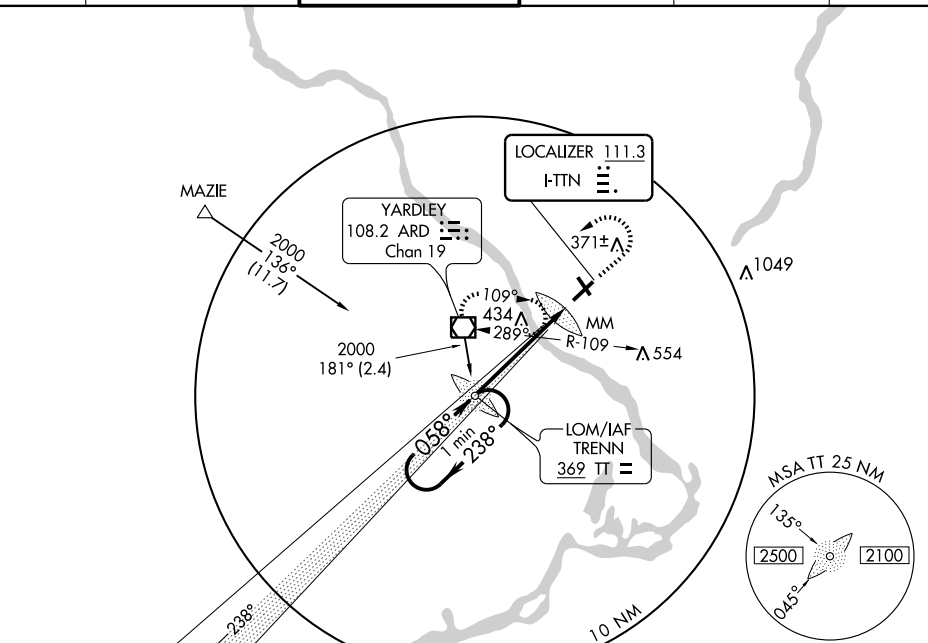
| | | | |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-TTN 111.3 | APP CRS 058° | Rwy Idg TDZE Apt Elev | 6006 186 213 |
|---------------------------|------------------------|-----------------------------|---|

▽ For inoperative MALS, increase S-LOC-6 Cat D visibility to 1 mile.



MISSED APPROACH: Climb to 1000 then 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 |
|------------------------|--|---|-------------------------------|--------------------------------|-------------------------|




| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|----------------------|
| S-ILS 6 | | 386-½ | 200 (200-½) | |
| S-LOC 6 | | 520-½ | 334 (400-½) | 520-¾ 334 (400-¾) |
| CIRCLING | 680-1 | 467 (500-1) | 680-1½ 467 (500-1½) | 780-2 567 (600-2) |

| | | | | | |
|----------------------|------|------|------|------|------|
| ELEV 213 | 245± | 267 | 276 | 370 | 370 |
| TDZE 186 | 185 | 211± | 2185 | 2211 | 2267 |
| 058° 4.9 NM from FAF | | | | | |
| FAF to MAP 4.9 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

NDB or GPS RWY 6

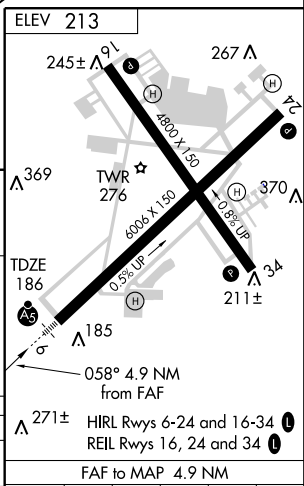
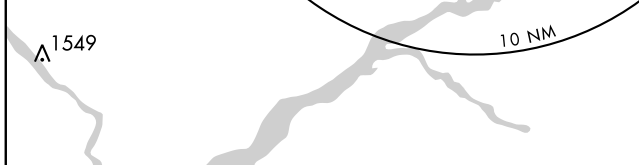
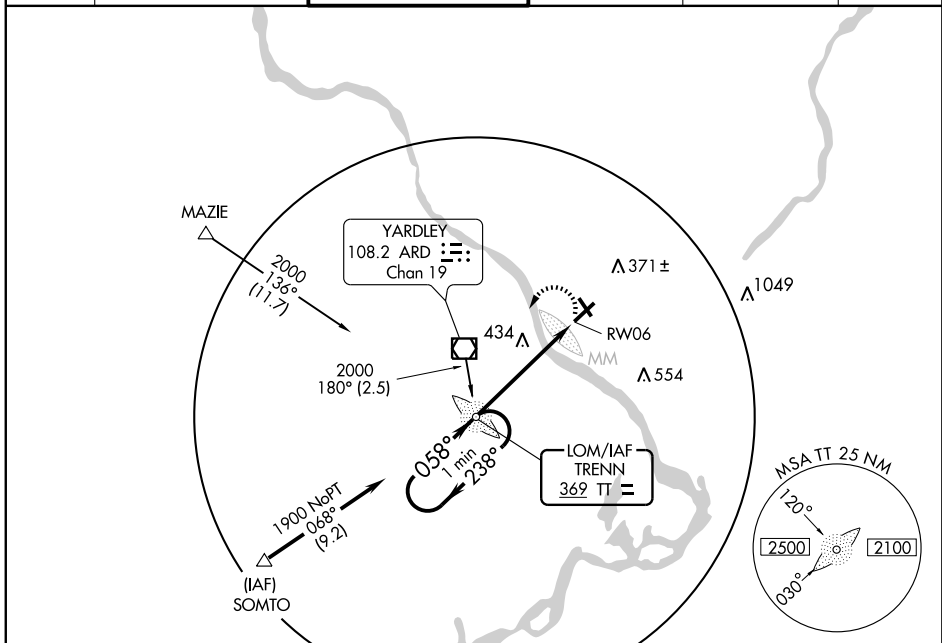
TRENTON MERCER (TTN)

| | | | |
|----------------------|------------------------|-----------------------------|---|
| LOM TT 369 | APP CRS 058° | Rwy Idg TDZE Apt Elev | 6006 186 213 |
|----------------------|------------------------|-----------------------------|---|

MALS


MISSED APPROACH: Climbing left turn to 2000 direct TT LOM 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 |
|------------------------|--|--|-------------------------------|--------------------------------|-------------------------|



| | | | | |
|----------|--|--|--|-------------------|
| CATEGORY | A | B | C | D |
| S-6 | 740- $\frac{3}{4}$ 554 (600- $\frac{3}{4}$) | 740-1 554 (600-1) | 740-1 $\frac{1}{2}$ 554 (600-1 $\frac{1}{2}$) | 740-2 567 (600-2) |
| CIRCLING | 740-1 527 (600-1) | 740-1 $\frac{1}{2}$ 527 (600-1 $\frac{1}{2}$) | 780-2 567 (600-2) | |

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

NE-2, 08 APR 2010 to 06 MAY 2010

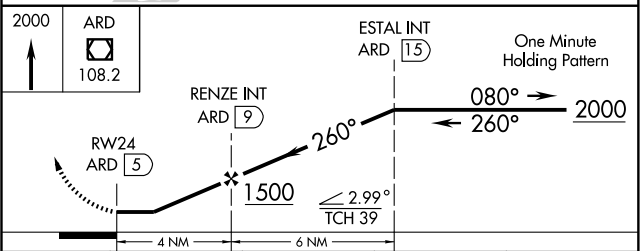
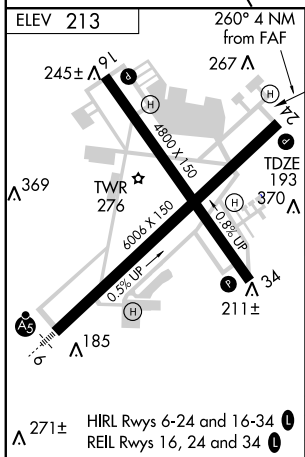
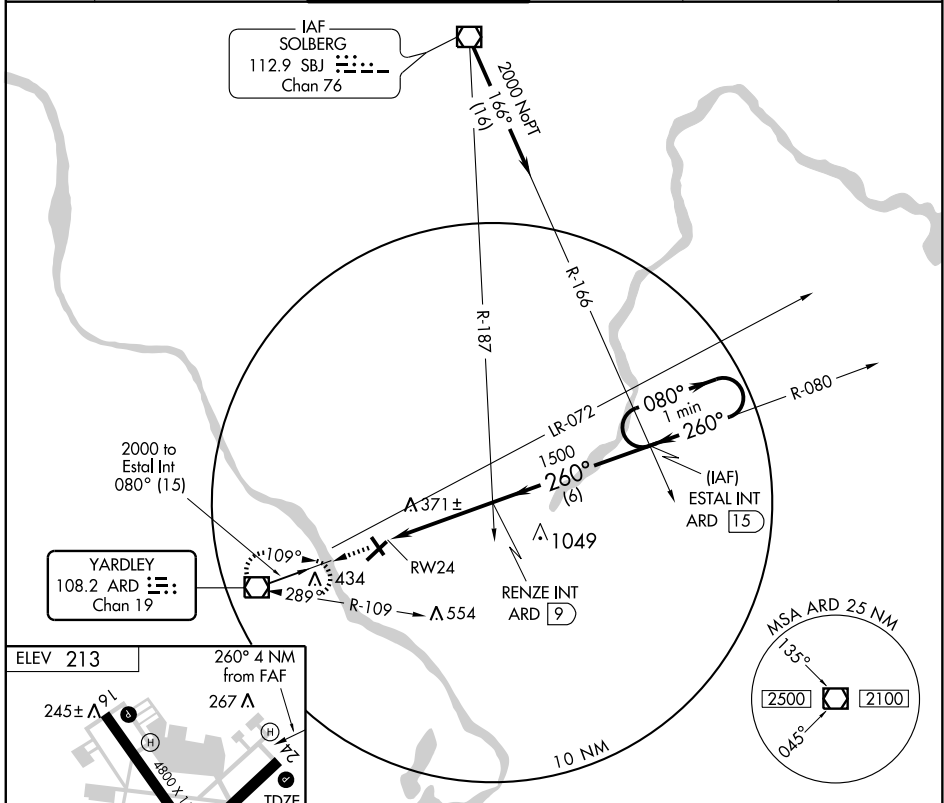
VOR or GPS RWY 24

TRENTON MERCER (TTN)

| | | | |
|--|------------------------|-----------------------------|---|
| VOR/DME ARD 108.2 Chan 19 | APP CRS 260° | Rwy Idg TDZE Apt Elev | 6006 193 213 |
|--|------------------------|-----------------------------|---|

MISSED APPROACH: Climb to 2000
direct to 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 |
|------------------------|--|--|-------------------------------|--------------------------------|-------------------------|



| | | A | B | C | D |
|----------|--|-------|-------------|------------------------|------------------------|
| S-24 | | 620-1 | 427 (500-1) | 620-1¼ 427 (500-1¼) | 620-1½ 427 (500-1½) |
| CIRCLING | | 680-1 | 467 (500-1) | 680-1½ 467 (500-1½) | 780-2 567 (600-2) |

NE-2, 08 APR 2010 to 06 MAY 2010

RNAV (GPS) RWY 5

VINCENTOWN/ RED LION (N73)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2880 |
| 048° | TDZE | 54 |
| | Apt Elev | 54 |

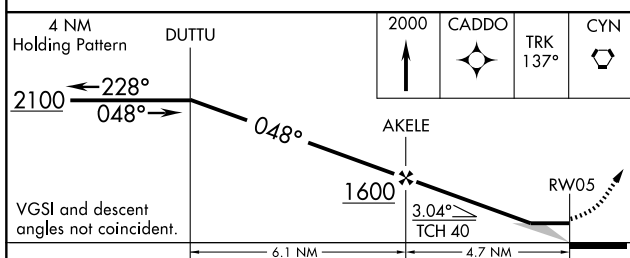
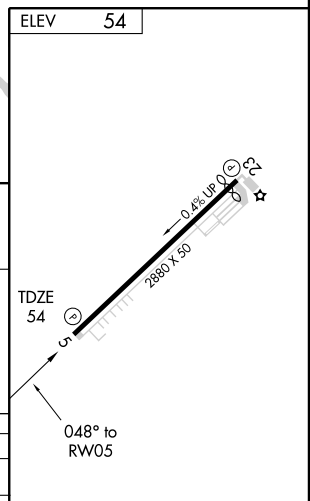
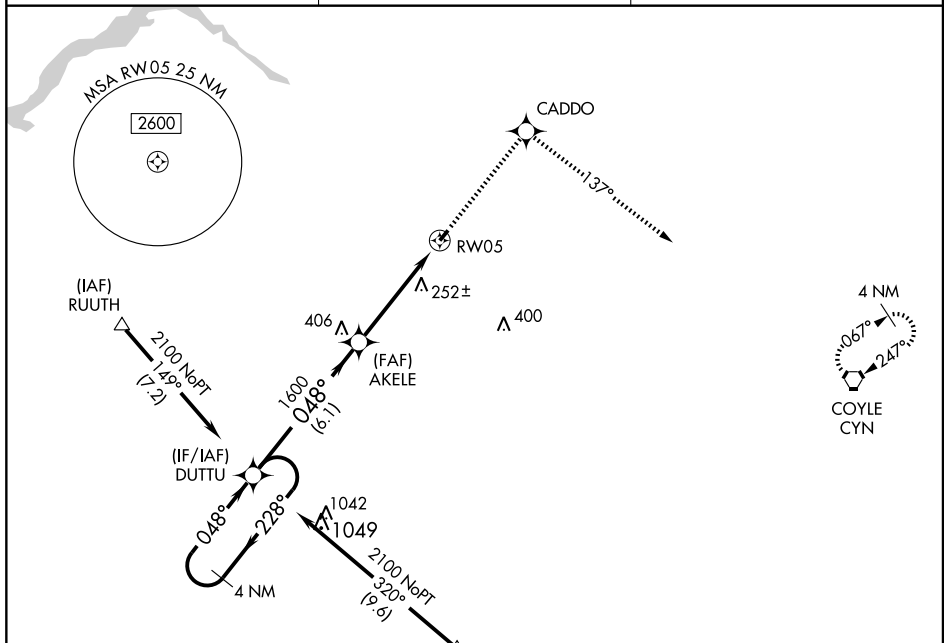
▼ DME/DME RNP-0.3 NA.
▲ NA Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct CADD0 and via 137° track to CYN VORTAC and hold.

McGUIRE APP CON
124.15 363.8

UNICOM
122.8 (CTAF)

123.5



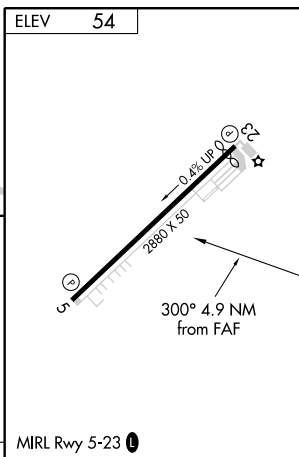
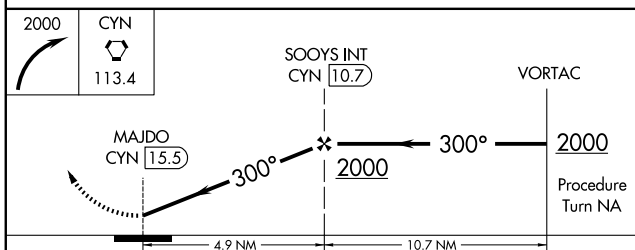
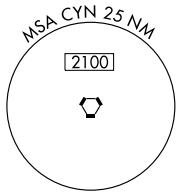
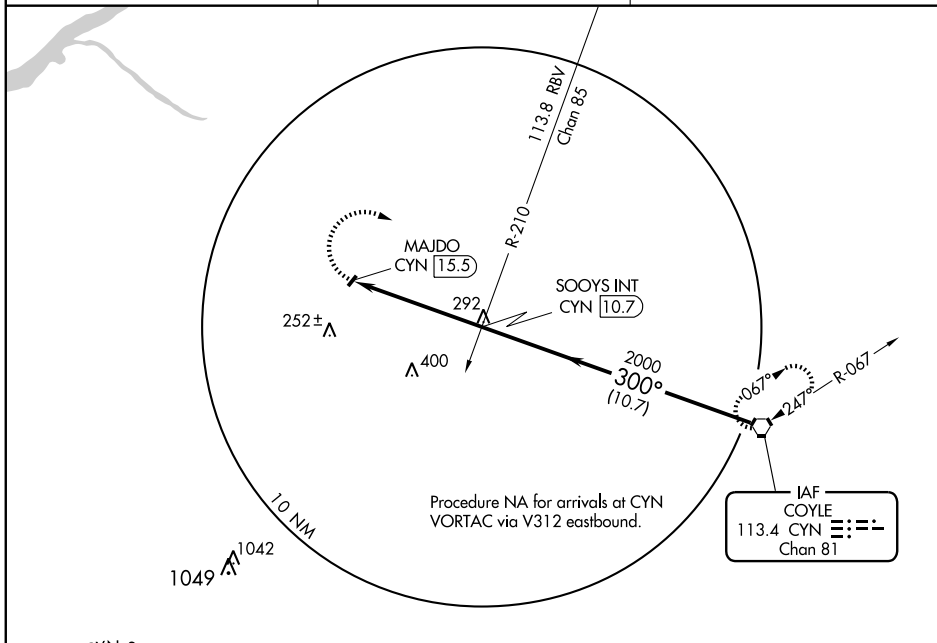
| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| LNAV MDA | 580-1 | 526 (600-1) | | NA |
| CIRCLING | 580-1 | 526 (600-1) | | NA |

MIRL Rwy 5-23

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| VORTAC CYN 113.4 Chan 81 | APP CRS 300° | Rwy Idg TDZE Apt Elev | N/A N/A 54 |
|--|------------------------|-----------------------------|---------------------------------------|

▼ Use Mount Holly altimeter setting; when not received, use McGuire AFB altimeter setting and increase all MDA 20 feet.
▲ NA MISSED APPROACH: Climbing right turn to 2000 direct CYN VORTAC and hold.

| | | |
|--|-------------------------------|---------------|
| McGUIRE APP CON 124.15 363.8 | UNICOM 122.8 (CTAF) | 123.50 |
|--|-------------------------------|---------------|



| | | | | | | |
|----------|---------|-------------|------|------|-------------------|------|
| 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 |

VOR or GPS-B

VINELAND/KROELINGER (29N)

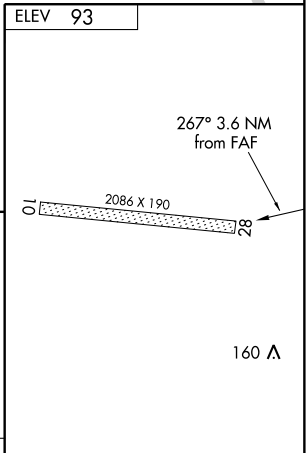
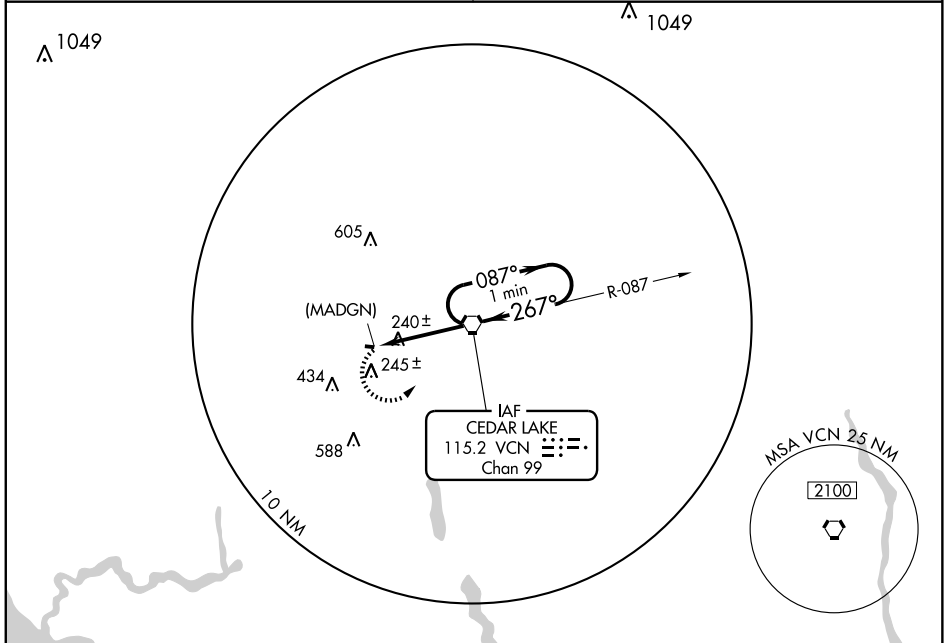
| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| VORTAC VCN 115.2 Chan 99 | APP CRS 267° | Rwy Idg TDZE Apt Elev | N/A N/A 93 |
|--|------------------------|-----------------------------|---------------------------------------|

▼ Use Milville Muni altimeter setting.
▲ NA Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 1600 direct VCN VORTAC and hold.

ATLANTIC CITY APP CON
124.6 327.125

CTAF
122.9



| | | |
|----------------|--------|----------------------------|
| 1600 VCN 115.2 | VORTAC | One Minute Holding Pattern |
| 1600 | 087° | 1600 |
| (MADGN) | 267° | 1300 |
| 3.6 NM | | |

| | | | | |
|----------|----------------------|---|----|---|
| CATEGORY | A | B | C | D |
| CIRCLING | 620-1 527 (600-1) | | NA | |

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 3.6 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

RNAV (GPS) RWY 6

WEST MILFORD / GREENWOOD LAKE (4N1)

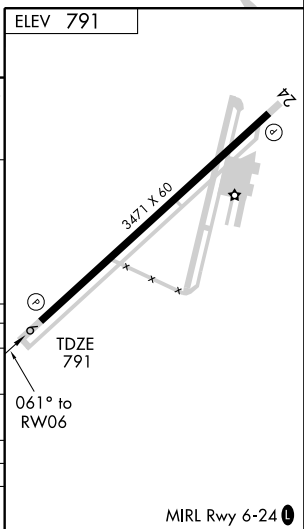
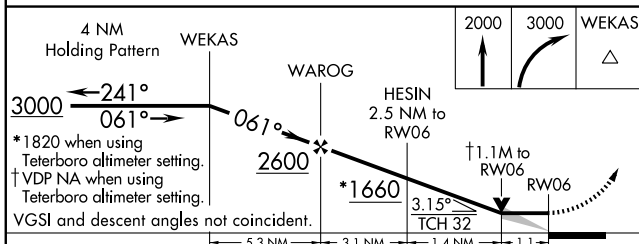
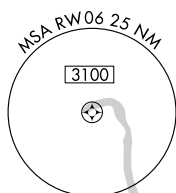
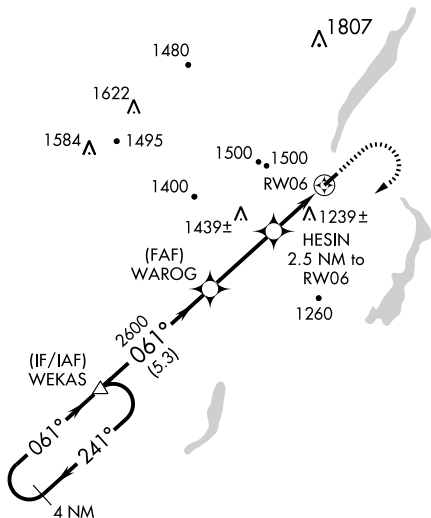
| | | |
|------------------------|-----------------------------|---|
| APP CRS 061° | Rwy Idg TDZE Apt Elev | 3471 791 791 |
|------------------------|-----------------------------|---|

▽ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
△ NA Obtain local altimeter setting on CTAF; when not received, use Teterboro altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WEKAS WP and hold.

NEW YORK APP CON
127.6 379.9

CTAF
122.9



| CATEGORY | A | B | C | D |
|--------------------------------------|--------------------------|--------------------------|---|----|
| LNAV MDA | 1540-1 749 (800-1) | 1540-1¼ 749 (800-1¼) | | NA |
| CIRCLING | 1560-1 769 (800-1) | 1600-1¼ 809 (900-1¼) | | NA |
| TETERBORO ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1700-1¼ 929 (1000-1¼) | 909 (1000-1¼) | | NA |
| CIRCLING | 1720-1¼ 929 (1000-1¼) | 1760-1½ 969 (1000-1½) | | NA |

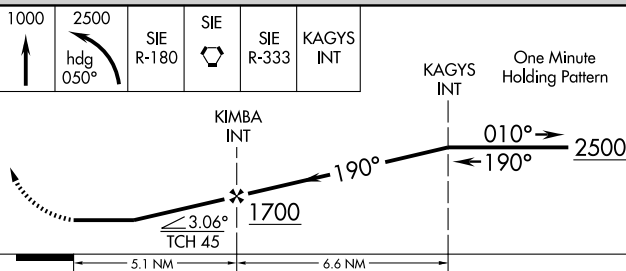
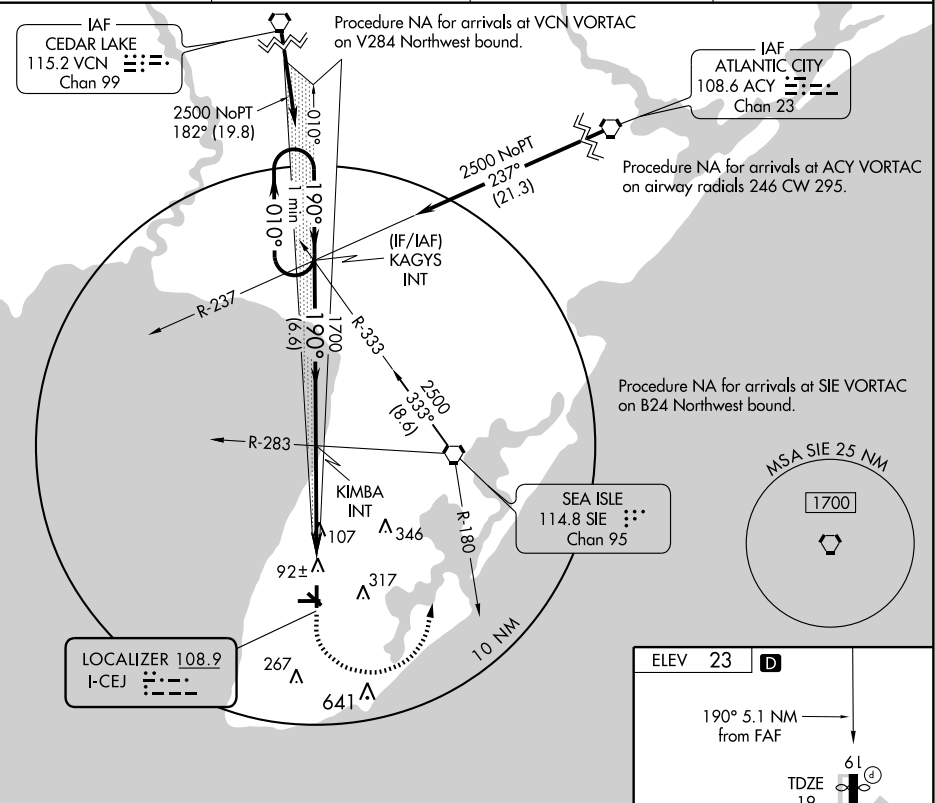
LOC RWY 19

WILDWOOD/ CAPE MAY COUNTY (WWD)

| | | |
|---------------------------|------------------------|---|
| LOC I-CEJ 108.9 | APP CRS 190° | Rwy ldg 4921 TDZE 19 Apt Elev 23 |
|---------------------------|------------------------|---|

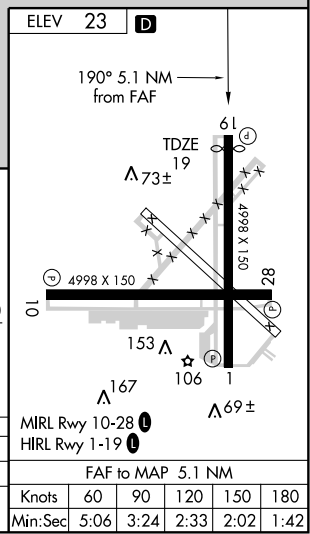
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via heading 050° and SIE R-180 to SIE VORTAC then via SIE R-333 to KAGYS INT and hold.

| | | | |
|--------------------------|---|--------------------------|-------------------------------|
| AWOS-3 118.275 | ATLANTIC CITY APP CON 124.6 327.125 | CLNC DEL 121.7 | UNICOM 122.7 (CTAF) |
|--------------------------|---|--------------------------|-------------------------------|



| 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) |

Procedure NA for arrivals at SIE VORTAC on B24 Northwest bound.



NE-2: 08 APR 2010 TO 06 MAY 2010

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4998 |
| 100° | TDZE | 19 |
| | Apt Elev | 23 |

RNAV (GPS) RWY 10

WILDWOOD/ CAPE MAY COUNTY (WWD)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters 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.

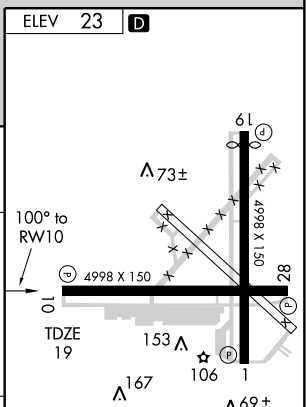
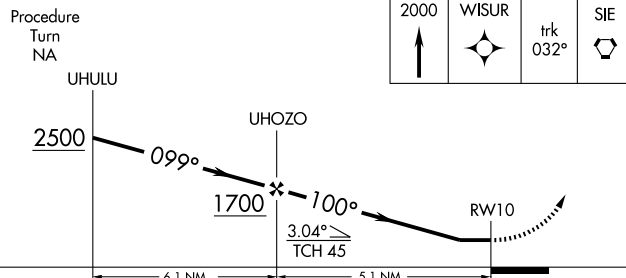
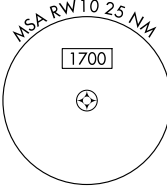
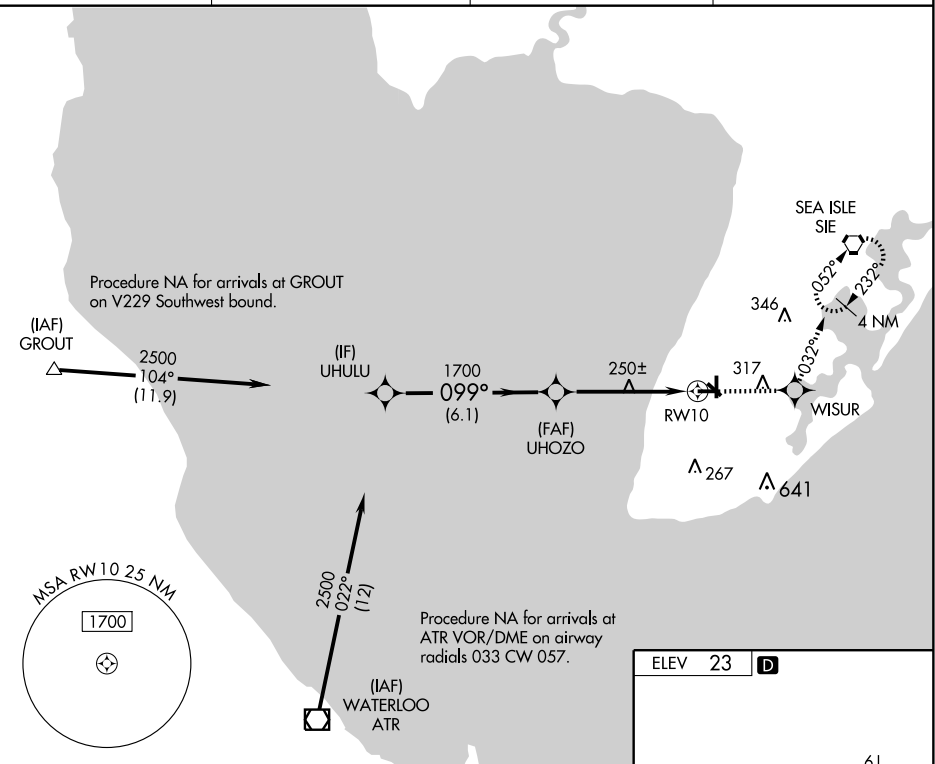
⚠ MISSED APPROACH: Climb to 2000 direct WISUR and on track 032° to SIE VORTAC and hold.

AWOS-3
118.275

ATLANTIC CITY APP CON
124.6 327.125

CLNC DEL
121.7

UNICOM
122.7 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|------------------------|
| LNAV MDA | 500-1 | 481 (500-1) | 500-1½ 481 (500-1½) | 500-1½ 481 (500-1½) |
| CIRCLING | 520-1 497 (500-1) | 540-1 517 (600-1) | 540-1½ 517 (600-1½) | 580-2 557 (600-2) |

MIRL Rwy 10-28 **0**
HIRL Rwy 1-19 **0**

NE-2, 08 APR 2010 to 06 MAY 2010

| | | |
|--|------------------------|---|
| WAAS CH 82400 W19A | APP CRS 190° | Rwy Idg 4921 TDZE 19 Apt Elev 23 |
|--|------------------------|---|

RNAV (GPS) RWY 19

WILDWOOD/ CAPE MAY COUNTY (WWD)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millville Muni altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LPV all Cats and LNAV Cat D visibilities ¼ mile. Circling NA for Cats C and D NE of Rwy 28 and 19.

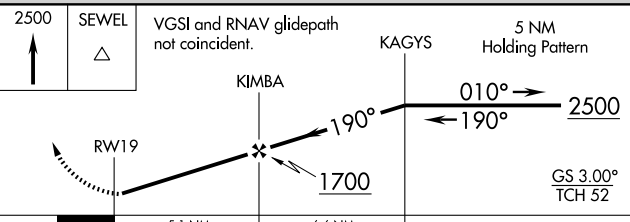
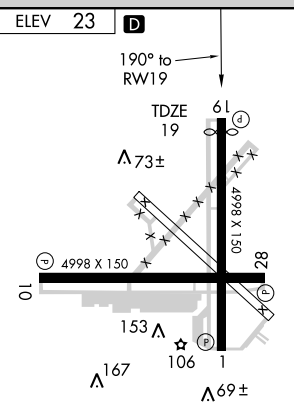
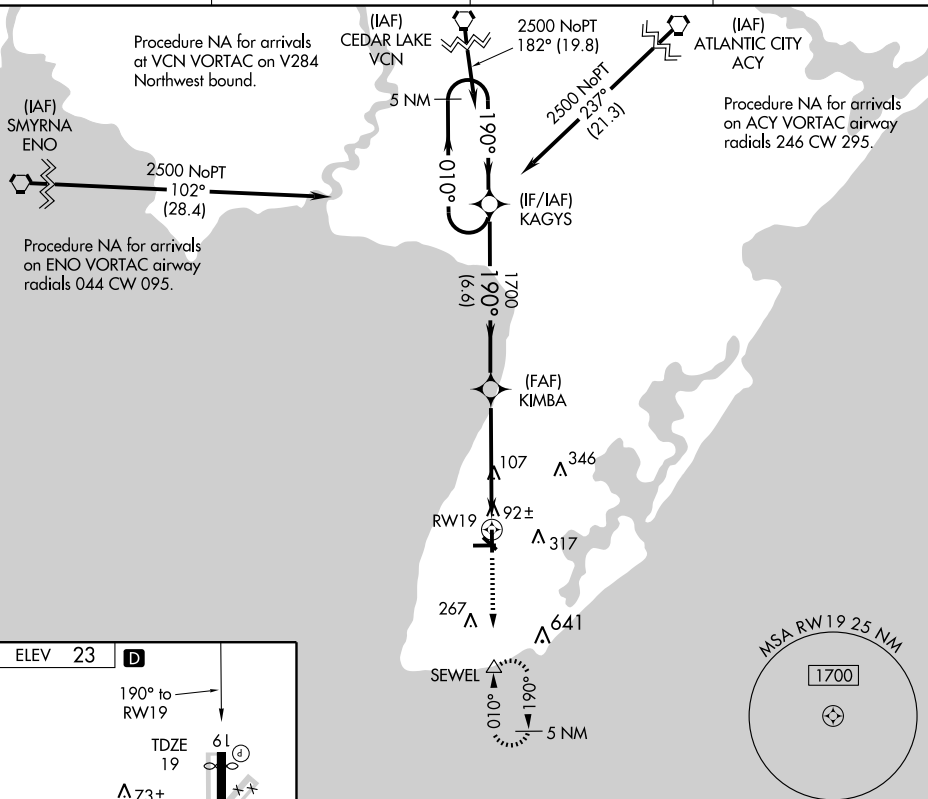
MISSED APPROACH: Climb to 2500 direct SEWEL and hold, continue climb-in-hold to 2500.

AWOS-3
118.275

ATLANTIC CITY APP CON
124.6 327.125

CLNC DEL
121.7

UNICOM
122.7 (CTAF) 0



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| LPV DA | 311-1 292 (300-1) | | | |
| LNAV MDA | 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) |

MIRL Rwy 10-28 **0**
HIRL Rwy 1-19 **0**

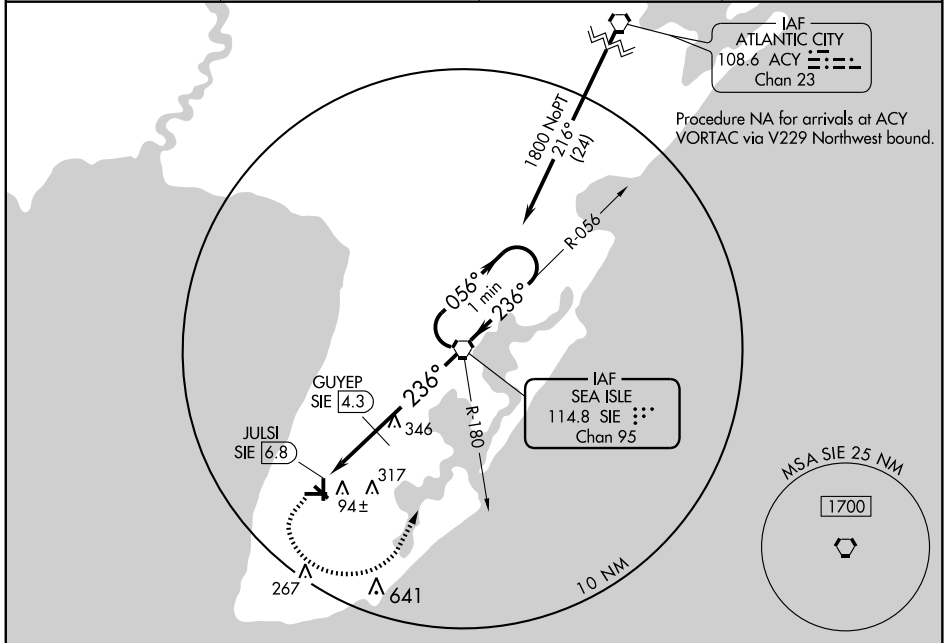
NE-2, 08 APR 2010 to 06 MAY 2010

| | | | |
|----------------|-------------|----------|-----------|
| VORTAC SIE | APP CRS | Rwy Idg | N/A |
| 114.8 | 236° | TDZE | N/A |
| Chan 95 | | Apt Elev | 23 |

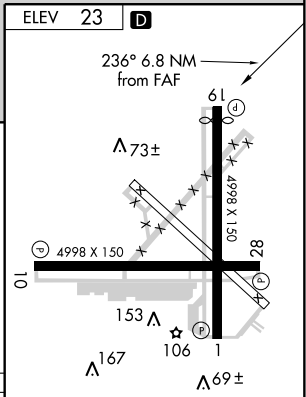
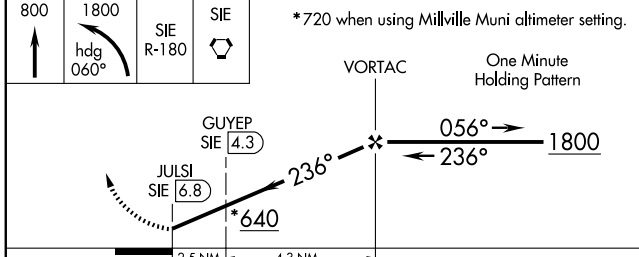
⚠ Circling NA for Cats C and D NE of Rws 28 and 19.
⚠ When local altimeter setting not received, use Millville Muni altimeter setting and increase all MDAs 80 feet, increase Circling Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 1800 heading 060° and SIE R-180 to SIE VORTAC and hold.

| | | | |
|--------------------------|---|--------------------------|--|
| AWOS-3 118.275 | ATLANTIC CITY APP CON 124.6 327.125 | CLNC DEL 121.7 | UNICOM 122.7 (CTAF) 0 |
|--------------------------|---|--------------------------|--|



| | | | | |
|-----|----------|-----------|-----|---|
| 800 | 1800 | SIE R-180 | SIE | *720 when using Millville Muni altimeter setting. |
| ↑ | hdg 060° | ⬅ | ⬆ | |



| | | | | |
|----------|-------|-------------|------------------------|----------------------|
| 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) |

MIRL Rwy 10-28 **0**
 HIRL Rwy 1-19 **0**
 FAF to MAP 6.8 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |

RNAV (GPS) RWY 1

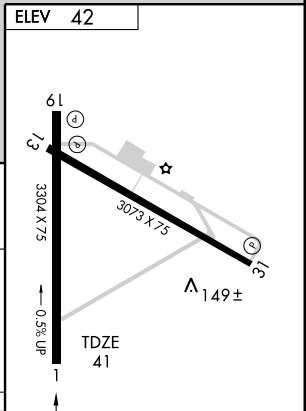
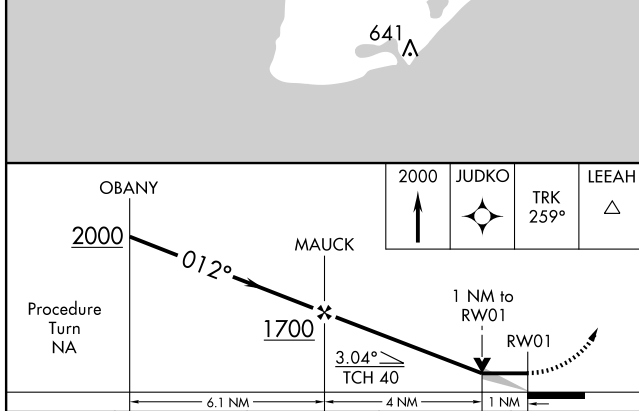
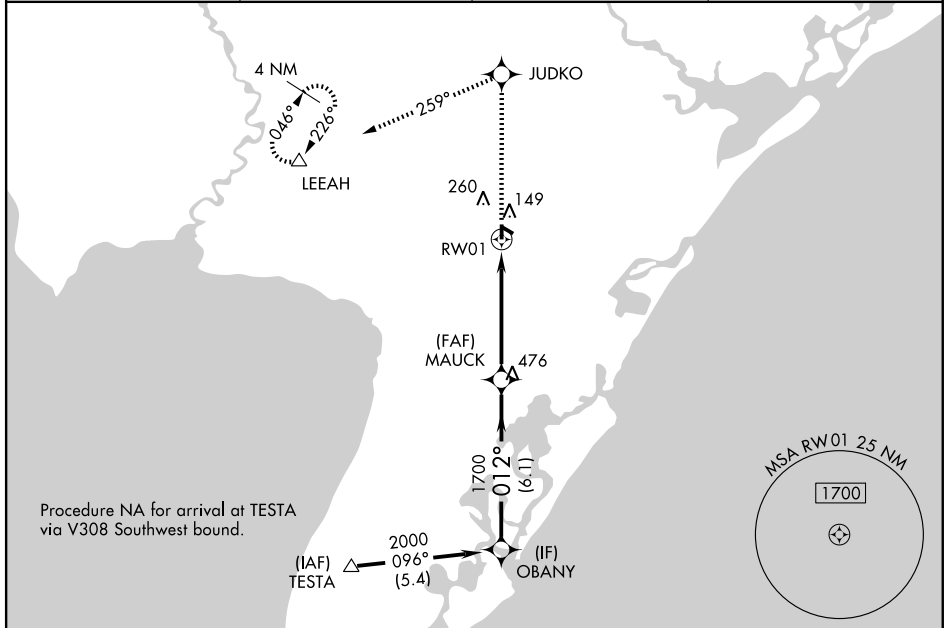
WOODBINE MUNI (OBI)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3304 |
| 012° | TDZE | 41 |
| | Apt Elev | 42 |

NA 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.

MISSED APPROACH: Climb to 2000 direct JUDKO and via track 259° to LEEAH and hold.

| | | | |
|--------------------------|---|-----------------------|--------------------------------|
| AWOS-3 120.475 | ATLANTIC CITY APP CON 124.6 327.125 | GCO 121.725 | UNICOM 123.05 (CTAF) |
|--------------------------|---|-----------------------|--------------------------------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|----|
| LNAV MDA | 400-1 359 (400-1) | | | NA |
| CIRCLING | 620-1 578 (600-1) | | 620-1½ 578 (600-1½) | NA |

REIL Rwy 19 and 31
MIRL Rwy 1-19 and 13-31

RNAV (GPS) RWY 19

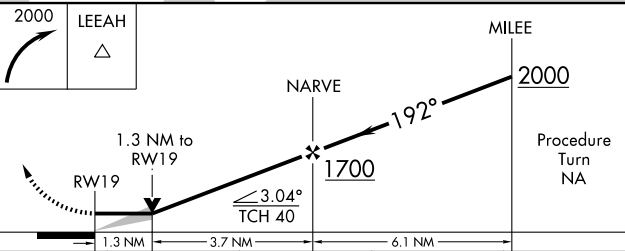
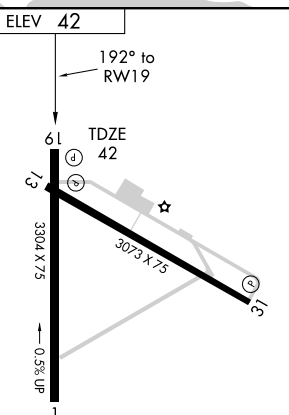
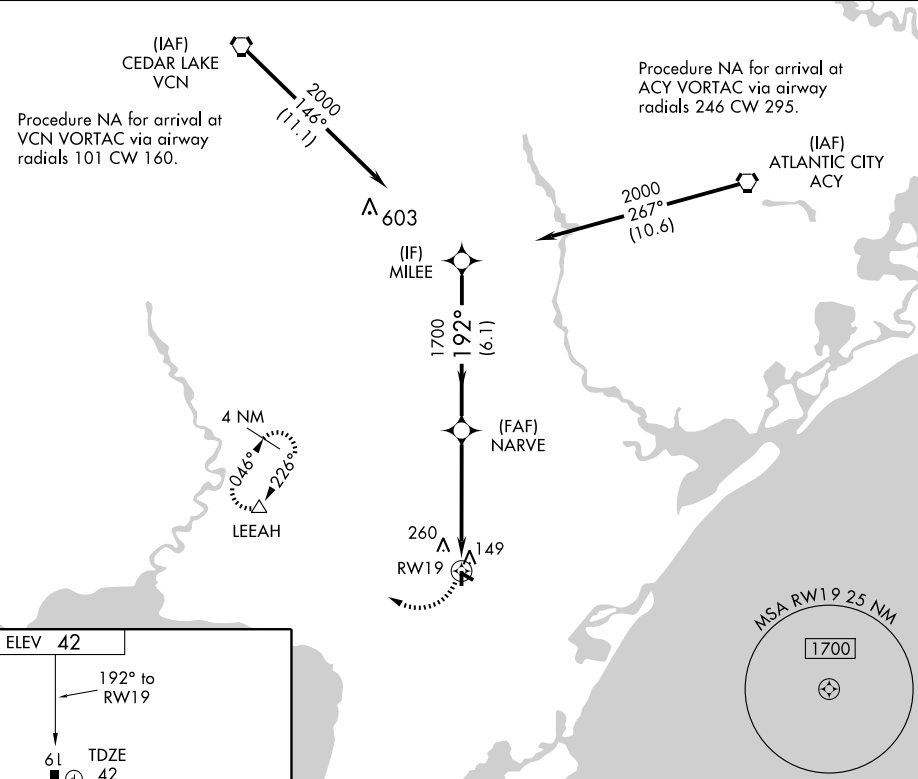
WOODBINE MUNI (OBI)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3304 |
| 192° | TDZE | 42 |
| | Apt Elev | 42 |

NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet, and increase LNAV Cat. C visibility 1/4 mile. VDP NA when using Millville Muni altimeter setting.

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) |
|---------------------------------|--|------------------------------|---------------------------------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------------|----|
| LNAV MDA | 500-1 | 458 (500-1) | 500-1 1/4 458 (500-1 1/4) | NA |
| CIRCLING | 620-1 | 578 (600-1) | 620-1 1/2 578 (600-1 1/2) | NA |

REIL Rwy 19 and 31
MIRL Rwy 1-19 and 13-31

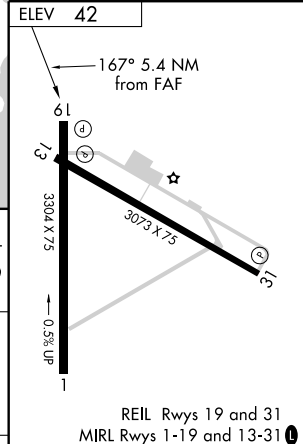
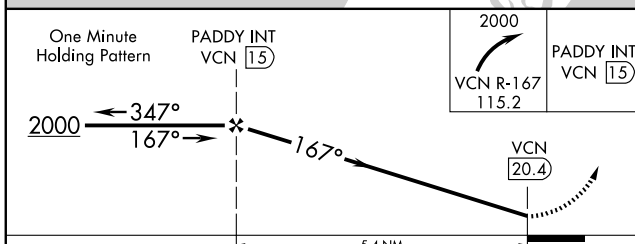
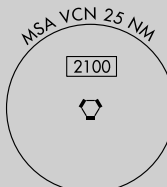
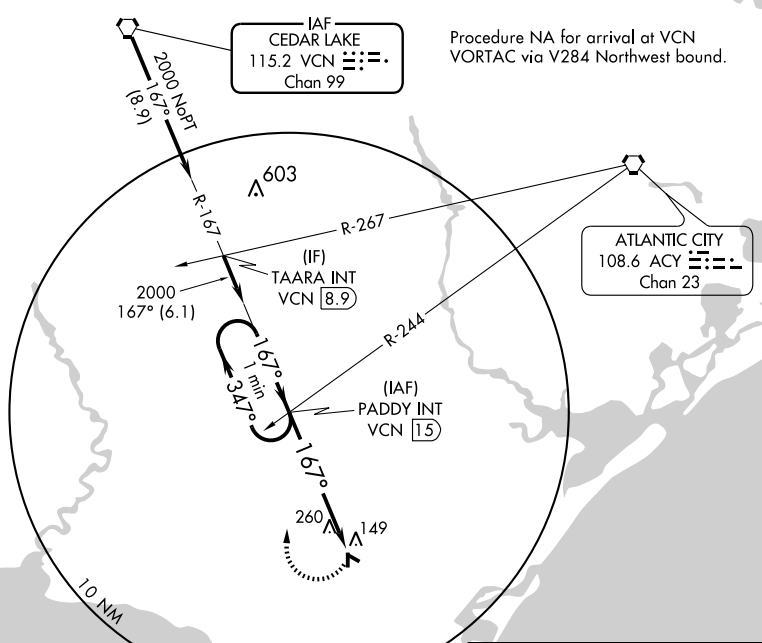
NE-2, 08 APR 2010 to 06 MAY 2010

| | | | |
|--|------------------------|-----------------------------|-------------------------|
| VORTAC VCN 115.2 Chan 99 | APP CRS 167° | Rwy Idg TDZE Apt Elev | N/A N/A 42 |
|--|------------------------|-----------------------------|-------------------------|

When local altimeter setting not received, use Millville Muni altimeter setting; increase all MDA 60 feet and Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 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) 1 |
|--------------------------|---|-----------------------|---|



| CATEGORY | FAF to MAP 5.4 NM | | | |
|----------|---------------------------------------|------------------------|------------------------|----|
| | A | B | C | D |
| CIRCLING | 620-1 578 (600-1) | 620-1¼ 578 (600-1¼) | 620-1½ 578 (600-1½) | NA |
| | Knots: 60, 90, 120, 150, 180 | | | |
| | Min:Sec: 5:24, 3:36, 2:42, 2:10, 1:48 | | | |

NE-2, 08 APR 2010 to 06 MAY 2010

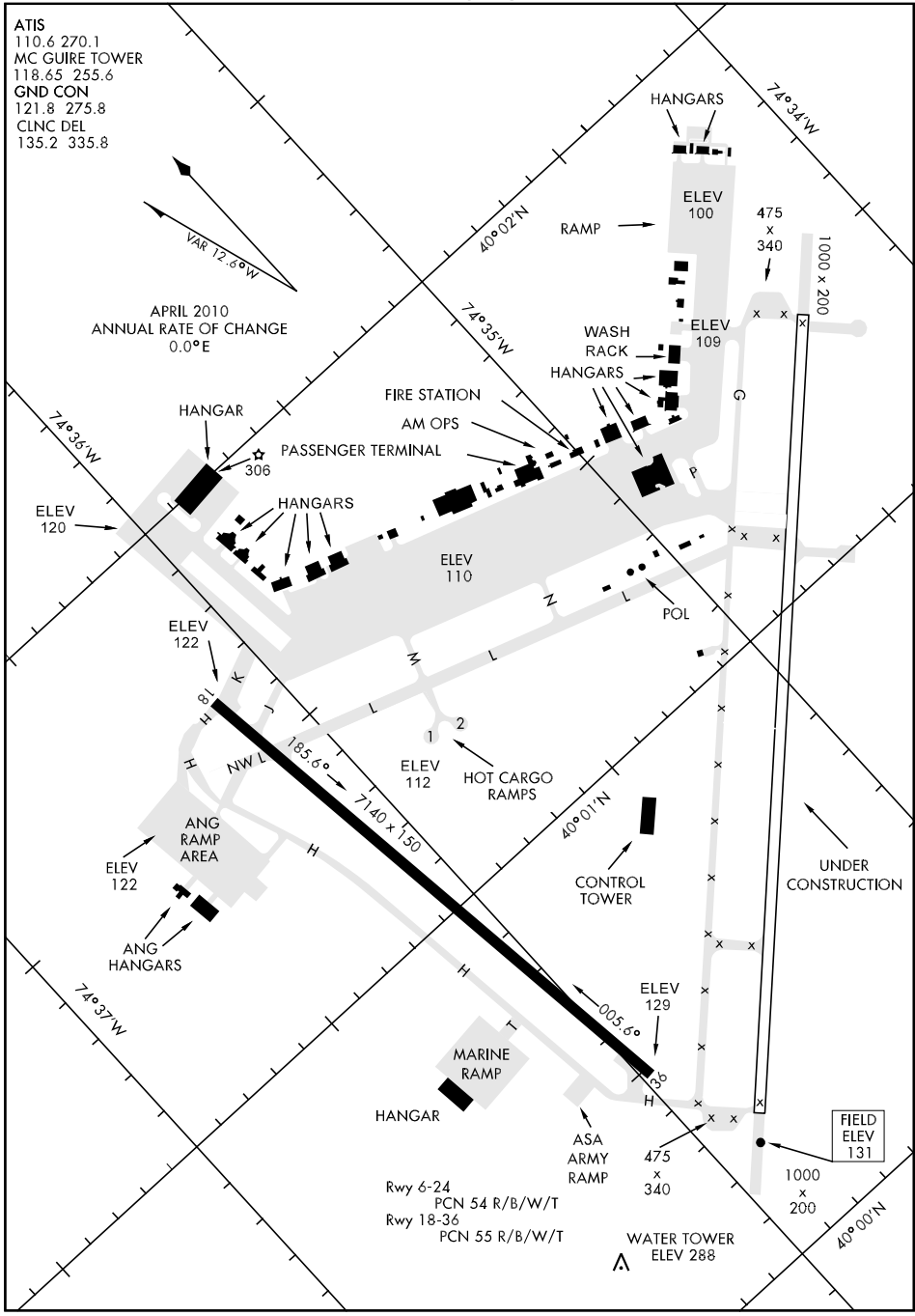
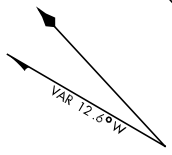
AIRPORT DIAGRAM

AFD-150 [USAF]

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

APRIL 2010
ANNUAL RATE OF CHANGE
0.0°E



NE-2: 08 APR 2010 to 06 MAY 2010

AIRPORT DIAGRAM

WRIGHTSTOWN, NEW JERSEY

Rwy 6-24 PCN 54 R/B/W/T
Rwy 18-36 PCN 55 R/B/W/T

WATER TOWER
ELEV 288

FIELD
ELEV 131

CRESI-THREE DEPARTURE RWY 18, 24 (CRESI 3•LEEAH) WRIGHTSTOWN, NEW JERSEY

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

SHL-150 [USAF]

MC GUIRE
 110.6 GXU
 Chan 43

* Aprx dist fr
 tkof area to
 CRESI INT

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|-----|----------|-----|-----|------|------|------|------|
| 18 | V/V(fpm) | 381 | 762 | 1143 | 1524 | 1905 | 2286 |
| 24 | V/V(fpm) | 320 | 640 | 960 | 1280 | 1600 | 1920 |

ATC Minimum Climb Rate to 8000

DME REQUIRED

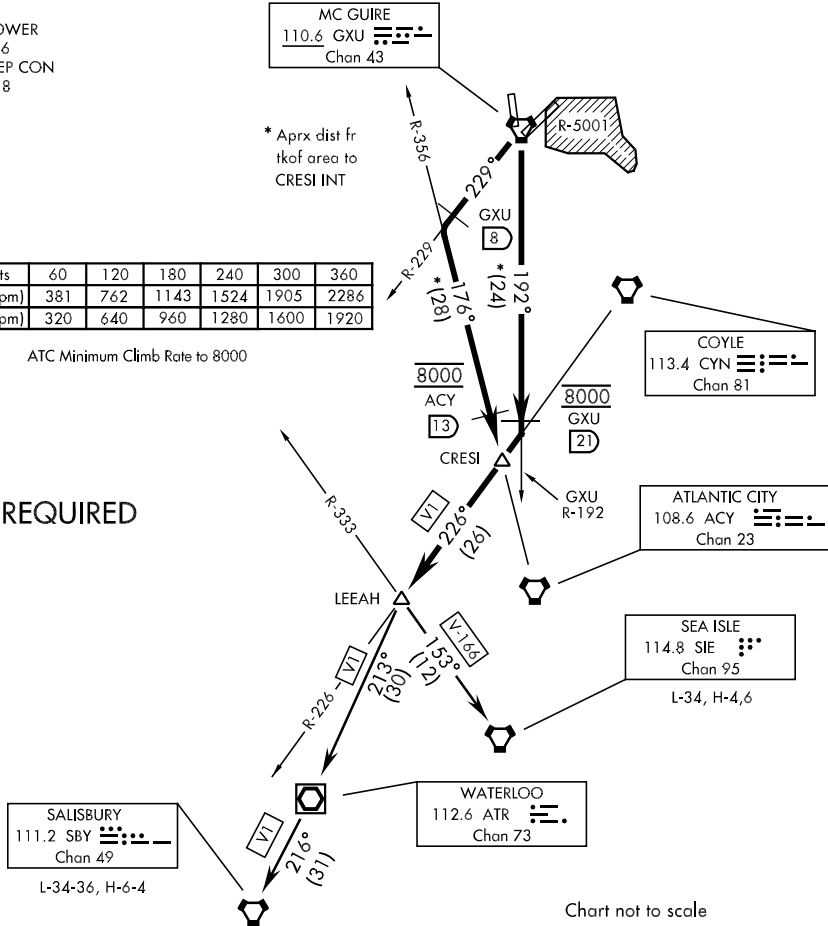


Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Climb on GXU VORTAC R-192 and CYN VORTAC R-226 to CRESI. Cross GXU R-192/21 DME at and maintain 8000'. Then

TAKE-OFF RWY 24: Climb on GXU VORTAC R-229. At GXU 8 DME turn left and proceed via ACY VORTAC R-356 to CRESI. Cross ACY R-356/13 DME at and maintain 8000'. Then

.... Via V1 to LEEAH.
 Then via (transition) or (as assigned route).

NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.

SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.

SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.

NE-2, 08 APR 2010 to 06 MAY 2010

CRESI-THREE DEPARTURE RWY 6, 36 (CRESI 3•LEEAH)

WRIGHTSTOWN, NEW JERSEY

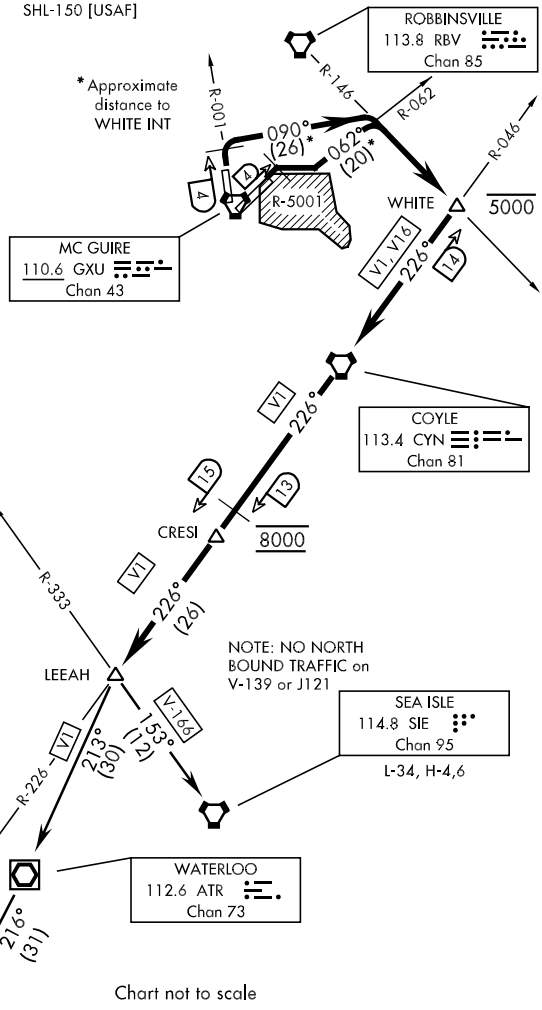
ATIS 110.6 270.1
 CLNC DEL
 135.2 335.8
 GND CON
 121.8 275.8
 MC GUIRE TOWER
 118.65 255.6
 MC GUIRE DEP CON
 124.15 363.8

SHL-150 [USAF]

DME REQUIRED

NOTE: If radar inoperative, expect
 15 minute delay for deactivation
 of R-5001.

**RADAR REQUIRED
 WHEN R-5001
 IS ACTIVE**



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb on a track of 058°. At GXU VORTAC 4 DME turn right and proceed via GXU R-062 until intercepting the RBV VORTAC R-146 to WHITE INT. Then

TAKE-OFF RWY 36: Climb on GXU VORTAC R-001. At GXU 4 DME turn right and track 090° until intercepting the RBV VORTAC R-146 to WHITE INT. Then
 Then via V1 LEEAH. Cross WHITE INT at or below 5000. Cross CYN VORTAC R-226/13 DME at and maintain 8000.
 Then via (transition) or (as assigned route).

NOTE: EXPECT REQUESTED ALTITUDE 10 MINUTES AFTER DEPARTURE.

SALISBURY TRANSITION: (CRESI 3•SBY) via V1 to SBY VORTAC.

SEA ISLE TRANSITION: (CRESI 3•SIE) via V-166 to SIE VORTAC.


CRESI-THREE DEPARTURE RWY 6, 36 (CRESI 3•LEEAH)


WRIGHTSTOWN, NEW JERSEY

NE-2, 08 APR 2010 to 06 MAY 2010

HARRISBURG FIVE ARRIVAL


MC GUIRE AFB ATIS ★
 110.6 270.1
 PHILADELPHIA APP CON
 128.4 343.6
 MC GUIRE APP CON
 124.15 363.8

EAST TEXAS
 110.2 ETX 
 Chan 39

HARRISBURG
 112.5 HAR 
 Chan 72
 N40°18.14'-W77°04.17'
 L-29, H-10-12

ROBBINSVILLE
 113.8 RBV 
 Chan 85


117°
 (37)

LANCASTER
 117.3 LRP 
 Chan 120
 N40°07.20'-W76°17.48'


TRAGG
 N40°05.75
 W75°56.35'


BUNTS
 N40°04.93'
 W75°44.92'

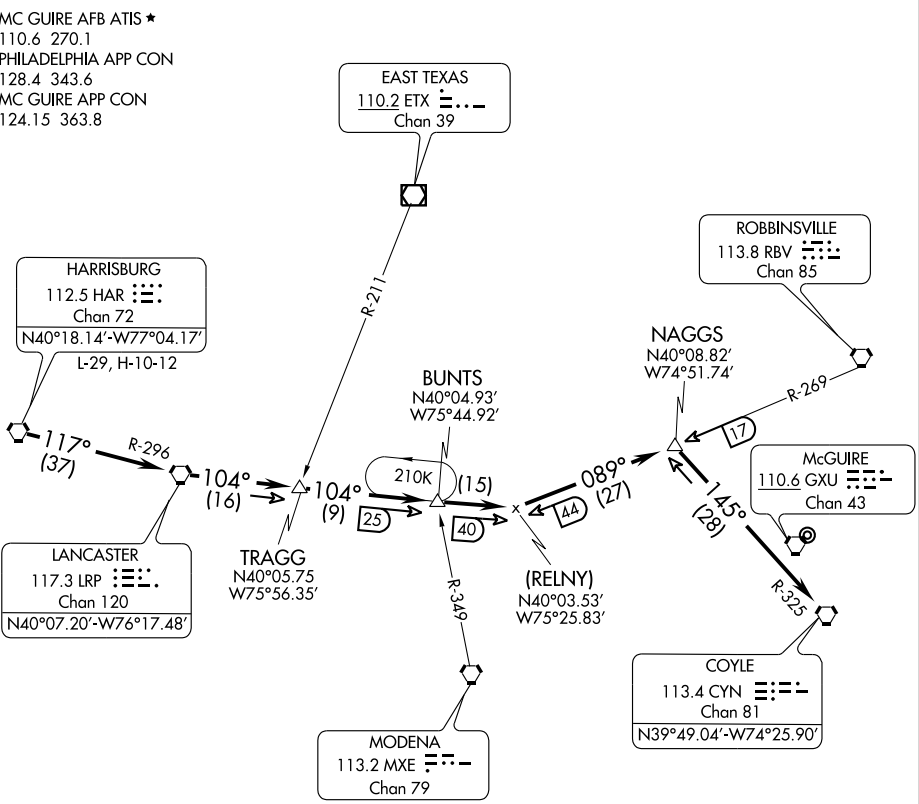
NAGGS
 N40°08.82'
 W74°51.74'

McGUIRE
 110.6 GXU 
 Chan 43

(RELNY)
 N40°03.53'
 W75°25.83'

COYLE
 113.4 CYN 
 Chan 81
 N39°49.04'-W74°25.90'

MODENA
 113.2 MXE 
 Chan 79



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

NOTE: Not for use by fighter type aircraft.

NOTE: Chart not to scale

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 10,000 after HAR VORTAC.

NE-2, 08 APR 2010 to 06 MAY 2010

SHL-150 [USAF]



DEPARTURE ROUTE DESCRIPTION

(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then MXE VORTAC R-079 to MXE. Then via (transition) or (route).

BELLAIRE TRANSITION: (MXE3.AIR) Via MXE R-278 and J110 (CYN R-284) to AIR VOR/DME.

MARTINSBURG TRANSITION: (MXE3.MRB) Via MXE R-278, J110 (CYN R-284) and J6 to MRB VORTAC.

WESTMINSTER TRANSITION: (MXE3.EMI) Via MXE R-278 and join J48 to EMI VORTAC.

NE-2, 08 APR 2010 to 06 MAY 2010

NE-2, 08 APR 2010 to 06 MAY 2010

- ATIS 110.6 270.1
- CINC 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
WHEN R-5001 IS ACTIVE

If RADAR inoperative, expect 1.5 minute delay for deactivation of R-5001

DME REQUIRED

SHL-150 [USAF]

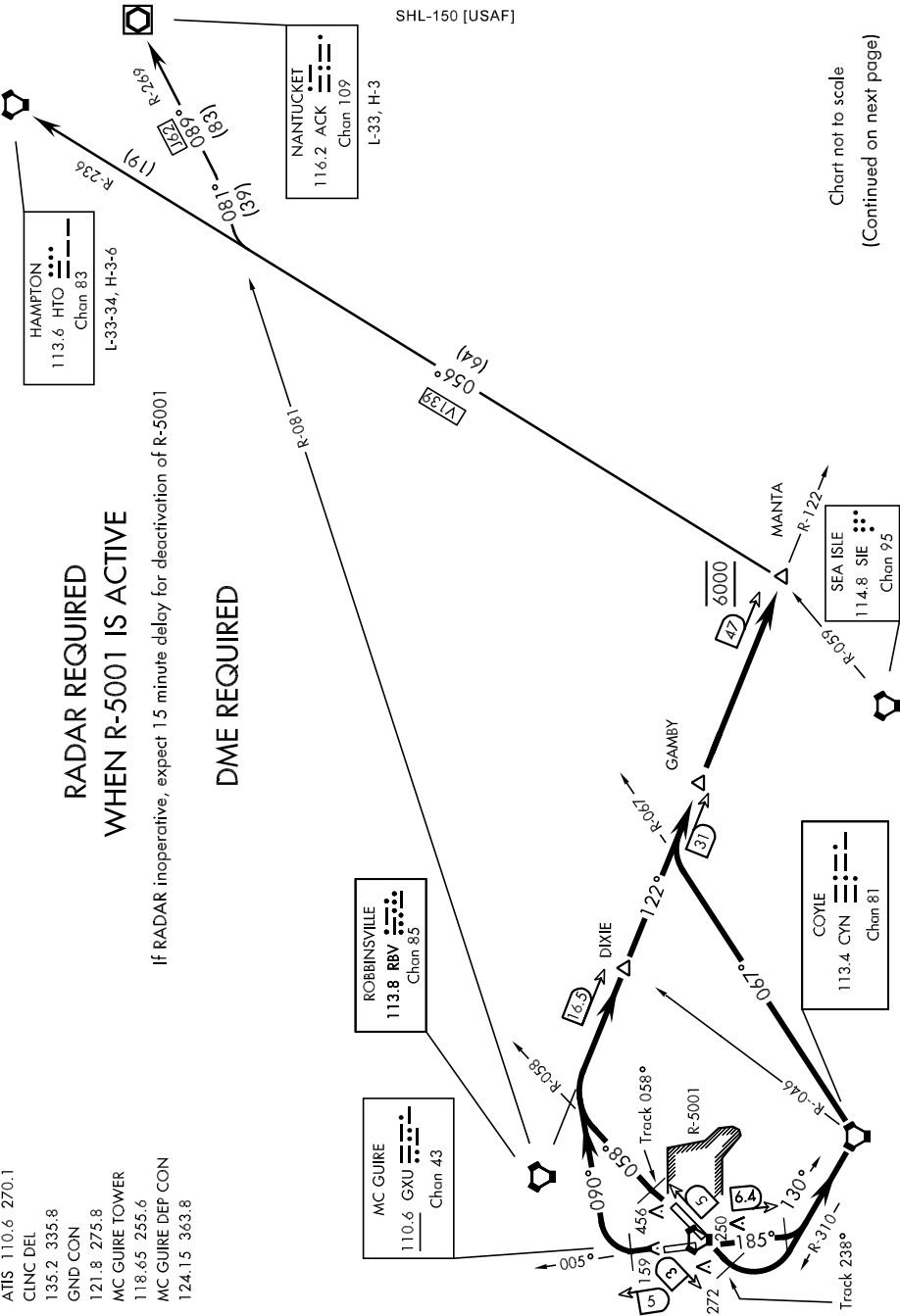


Chart not to scale
 (Continued on next page)

SHL-150 [USAF]

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 6: Climb on track 058°, at GXU VORTAC 5 DME intercept GXU R-058 to RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track of 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-067 to intercept RBV VORTAC R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track of 005°, at GXU VORTAC 5 DME turn right and track 090° to intercept RBV VORTAC R-122. Then RBV R-122 to MANTA. Cross MANTA at and maintain 6000. Thence.....

Then via (transition) or (assigned route).

HAMPTON TRANSITION: (PTPL4.HTO) Via V139 to HTO VORTAC.

NANTUCKET TRANSITON: (PTPL4.ACK) Via V139 and J62 to ACK VOR/DME.

NE-2, 08 APR 2010 to 06 MAY 2010

NE-2, 08 APR 2010 to 06 MAY 2010

POTTSTOWN TWO DEPARTURE (PTW2.PTW)

WRIGHTSTOWN, NEW JERSEY

| | | | | | | | |
|-----|----------|-----|-----|------|------|------|------|
| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
| 6 | V/V(ipm) | 346 | 692 | 1038 | 1384 | 1730 | 2076 |
| 36 | V/V(ipm) | 444 | 888 | 1332 | 1776 | 2220 | 2664 |

ATIS 110.6 270.1
ATC Climb Rate to 5000'

- ATIS 110.6 270.1
- CUNC 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

SHL-150 [USAF]

If RADAR inoperative, expect 15 minute delay for deactivation of R-5001

RADAR REQUIRED
WHEN R-5001 IS ACTIVE

DME REQUIRED

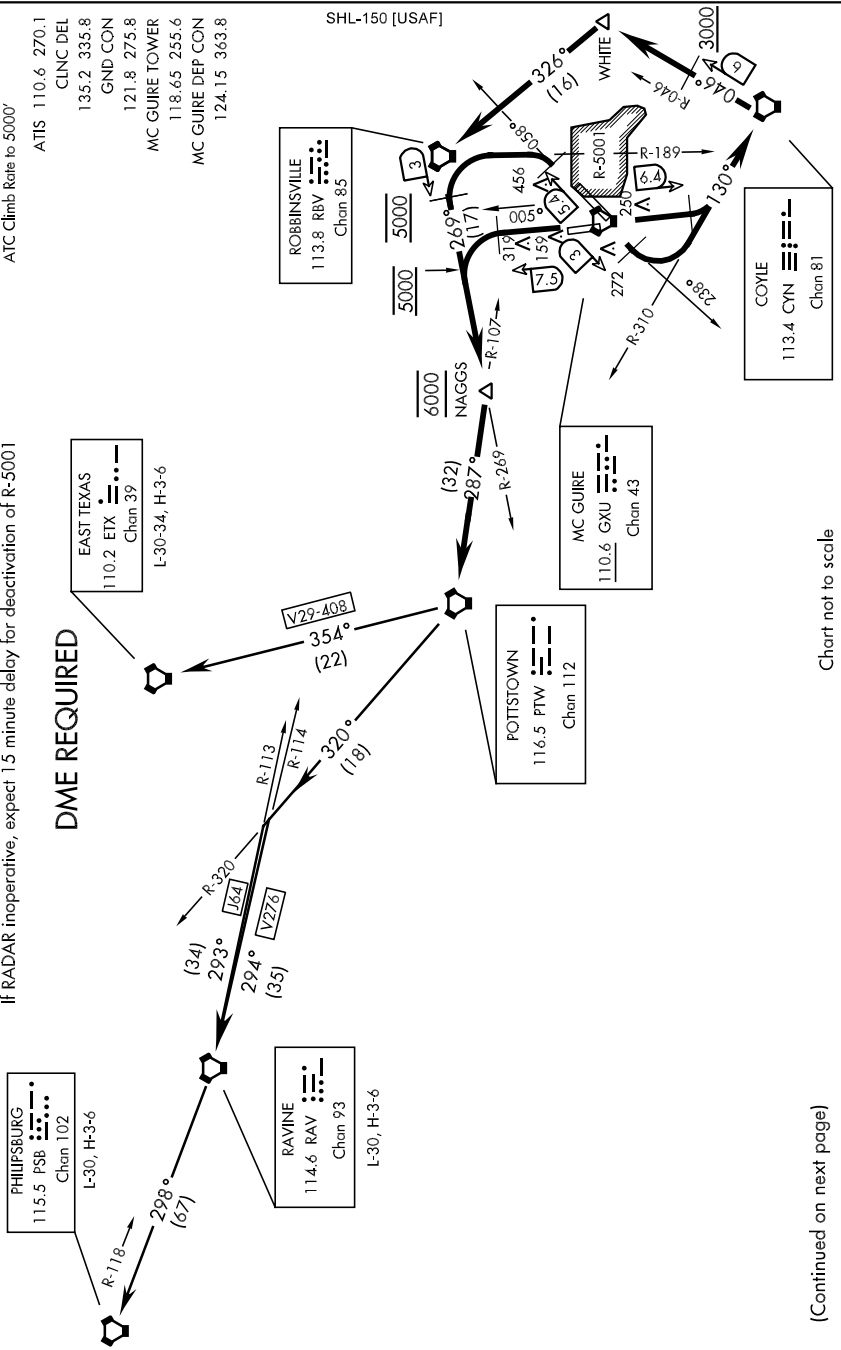


Chart not to scale

POTTSTOWN TWO DEPARTURE (PTW2.PTW)

WRIGHTSTOWN, NEW JERSEY

(Continued on next page)

SHL-150 [USAF]



DEPARTURE ROUTE DESCRIPTION

(Continued)

TAKE-OFF RWY 6: Climb on track of 058°, at GXU VORTAC 5.4 DME turn left to intercept RBV VORTAC R-189 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 18: Climb on track 185°, at GXU VORTAC 6.4 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 24: Climb on track of 238°, at GXU VORTAC 3 DME turn left to intercept CYN VORTAC R-310 to CYN. Then CYN R-046 to WHITE. Cross CYN R-046/6 DME at or above 3000. Then RBV VORTAC R-146 to RBV. Then RBV R-269 to NAGGS. Cross RBV R-269/3 DME at 5000. Cross NAGGS at and maintain 6000. Thence.....

TAKE-OFF RWY 36: Climb on track 005°, at GXU VORTAC 7.5 DME turn left to intercept RBV VORTAC R-269 to NAGGS. Intercept RBV R-269 at 5000. Cross NAGGS at and maintain 6000. Thence.....

Then PTW VORTAC R-107 to PTW. Then via (transition) or (route).

EAST TEXAS TRANSITION: (PTW2.ETX) Via V29/V408 to ETX VORTAC.

PHILIPSBURG TRANSITION: (PTW2.PSB) Via PTW R-320 and J64 to RAV VORTAC, direct PSB VORTAC.

RAVINE TRANSITION: (PTW2.RAV) Via PTW R-320 and V276 to RAV VORTAC.

NE-2, 08 APR 2010 to 06 MAY 2010

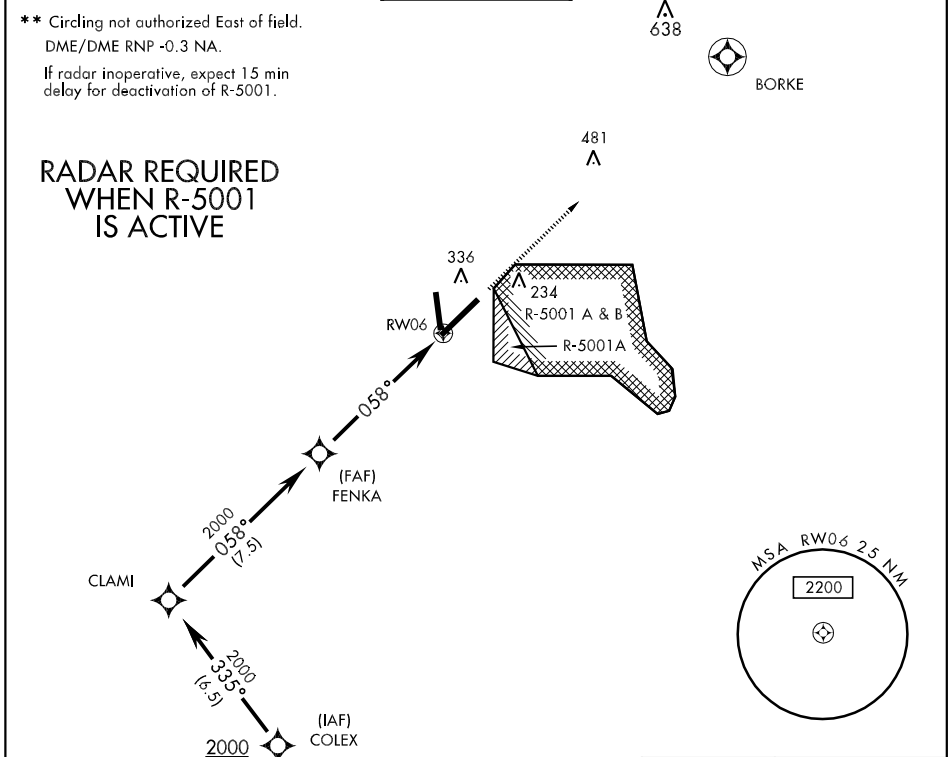
AL-150 [USAF]

| | |
|-------------------------|--------------------------|
| APCH CRS 058° | Rwy Idg 10,001 |
| | TDZE 131 |
| | Arpt Elev 131 |

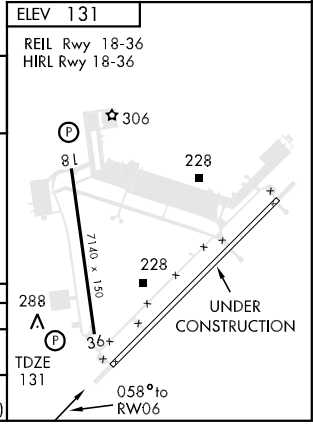
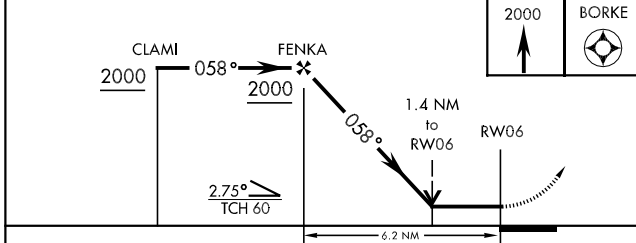
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

MISSED APPROACH: Climbing to 2000, proceed 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 | CINC DEL 135.2 335.8 |
|----------------------------|---|---------------------------------------|-------------------------------|--------------------------------|



EMERG SAFE ALT 100 NM 5100



| CATEGORY | A | B | C | D | E |
|------------|--------------------|---|---------------------|--------------------|----------------------|
| LNAV MDA* | 600/24 469 (500-½) | | 600/40 469 (500-¾) | 600/50 469 (500-1) | 600/60 469 (500-1½) |
| CIRCLING** | 660-1 529 (600-1) | | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069 (1100-3) |

NE-2: 08 APR 2010 to 06 MAY 2010

APCH CRS **185°**
Rwy Idg **7140**
TDZE **123**
Arprt Elev **131**

AL-150 [USAF]

MC GUIRE AFB (KWRI)

▼ * Circling not authorized E of field.

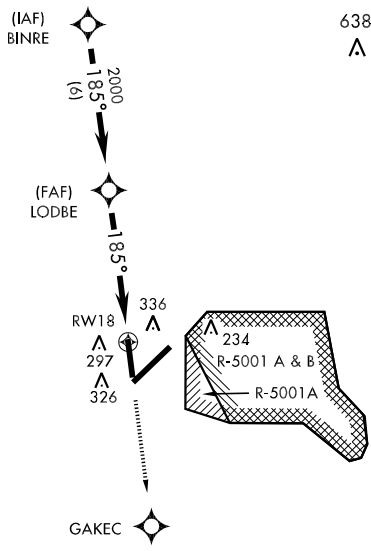
MISSED APPROACH: Climbing to 2000 proceed direct GAKEC then turn left direct LADBE and hold.

| | | | | |
|----------------------------|---|---------------------------------------|-------------------------------|--------------------------------|
| 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 | CINC DEL 135.2 335.8 |
|----------------------------|---|---------------------------------------|-------------------------------|--------------------------------|

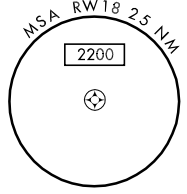
DME/DME RNP -0.3 NA.

If radar inoperative, expect 15 min delay for deactivation of R-5001.

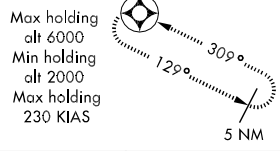
RADAR REQUIRED WHEN R-5001 IS ACTIVE



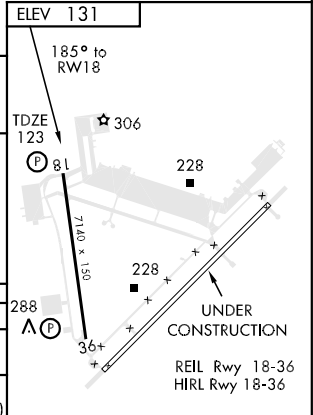
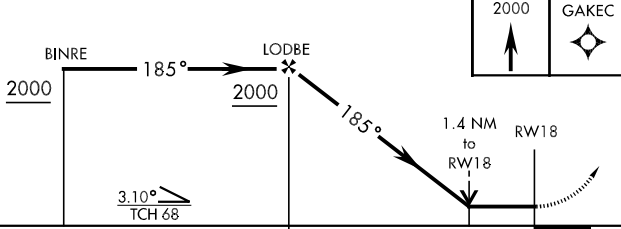
638
▲



LADBE



EMERG SAFE ALT 100 NM 5100



| CATEGORY | A | B | C | D | E |
|------------|-------|-------------|------------------------|------------------------|-------------------------|
| LNAV MDA | 620-1 | 497 (500-1) | 620-1¼ 497 (500-1¼) | 620-1½ 497 (500-1½) | 620-1¾ 497 (500-1¾) |
| CIRCLING * | 660-1 | 529 (600-1) | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069 (1100-3) |

NE-2: 08 APR 2010 to 06 MAY 2010

APCH CRS **238°** Rwy Idg **10,001**
 TDZE **116**
 Arprt Elev **131**

AL-150 [USAF]

RNAV (GPS) RWY 24

MC GUIRE AFB (KWRI)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

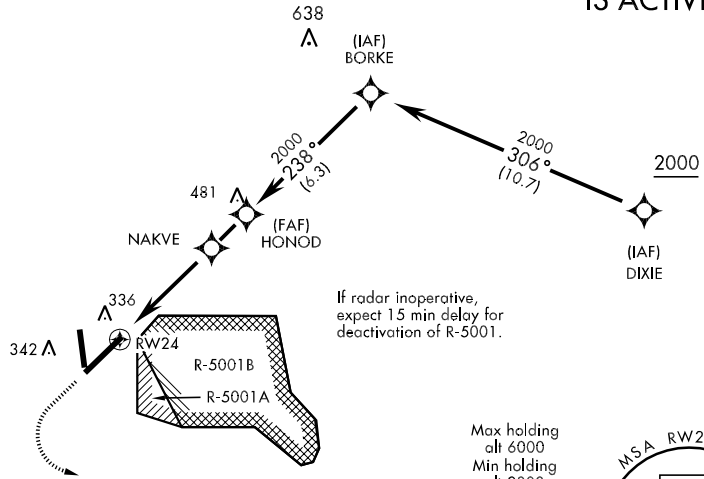
MISSED APPROACH: Climb to 2000, turn left direct LADBE and hold as published.

| | | | | |
|----------------------------|---|---------------------------------------|-------------------------------|--------------------------------|
| 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 | CINC DEL 135.2 335.8 |
|----------------------------|---|---------------------------------------|-------------------------------|--------------------------------|

** Circling not authorized East of field.

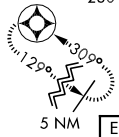
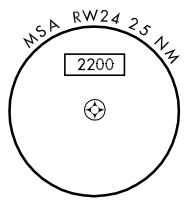
DME/DME RNP - 0.3 NA.

**RADAR REQUIRED
WHEN R-5001
IS ACTIVE**

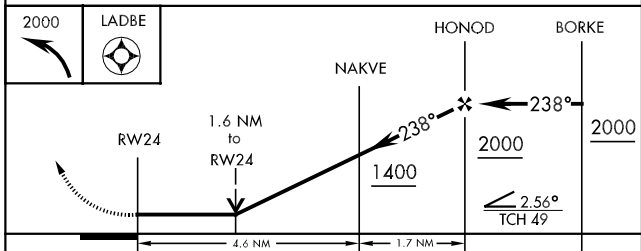


CAUTION: Turns prior to MAP, greater than 30° of bank at the MAP, or not correcting for winds will place acft in R-5001.

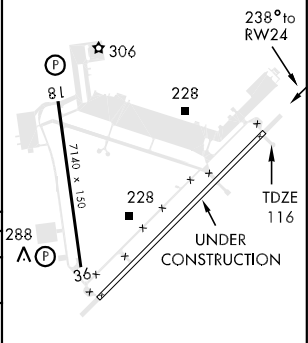
Max holding alt 6000
 Min holding alt 2000
 Max holding 230 KIAS



EMERG SAFE ALT 100 NM 5100



ELEV 131
 REIL Rwy 18-36
 HIRL Rwy 18-36



| CATEGORY | A | B | C | D | E |
|------------|--------------------|---------------------|--------------------|----------------------|----------------------|
| LNAV MDA* | 600/40 484 (500-¾) | 484 (500-1) | 600/50 484 (500-1) | 600-60 484 (500-1¼) | 600-1 ½ 484 (500-1½) |
| CIRCLING** | 660-1 529 (600-1) | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069 (1100-3) | |

NE-2: 08 APR 2010 to 06 MAY 2010

APCH CRS **005°**
 Rwy Idg **7140**
 TDZE **123**
 Arpt Elev **131**

AL-150 [USAF]

MC GUIRE AFB (KWRI)

▼ * Circling not authorized E of field.

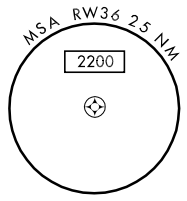
MISSED APPROACH: Climbing to 2000 proceed direct LODBE then turn right direct RBV VORTAC. Expect clearance from ATC.

| | | | | |
|----------------------------|---|---------------------------------------|-------------------------------|--------------------------------|
| 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 | CINC DEL 135.2 335.8 |
|----------------------------|---|---------------------------------------|-------------------------------|--------------------------------|

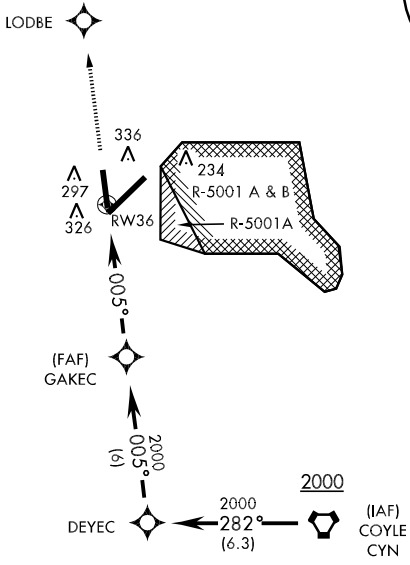
DME/DME RNP -0.3 NA.

If radar inoperative, expect 15 min delay for deactivation of R-5001.

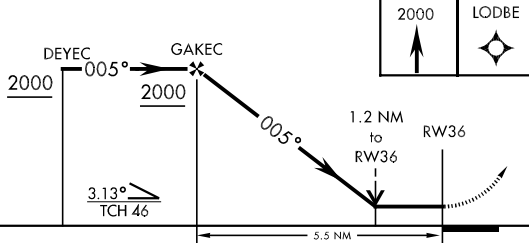
ROBBINSVILLE RBV
 638



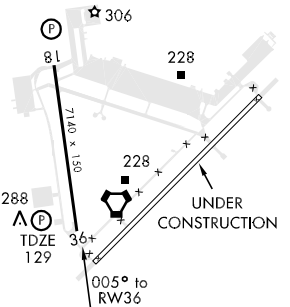
RADAR REQUIRED WHEN R-5001 IS ACTIVE



EMERG SAFE ALT 100 NM 5100



ELEV 131
 REIL Rwy 18-36
 HIRL Rwy 18-36



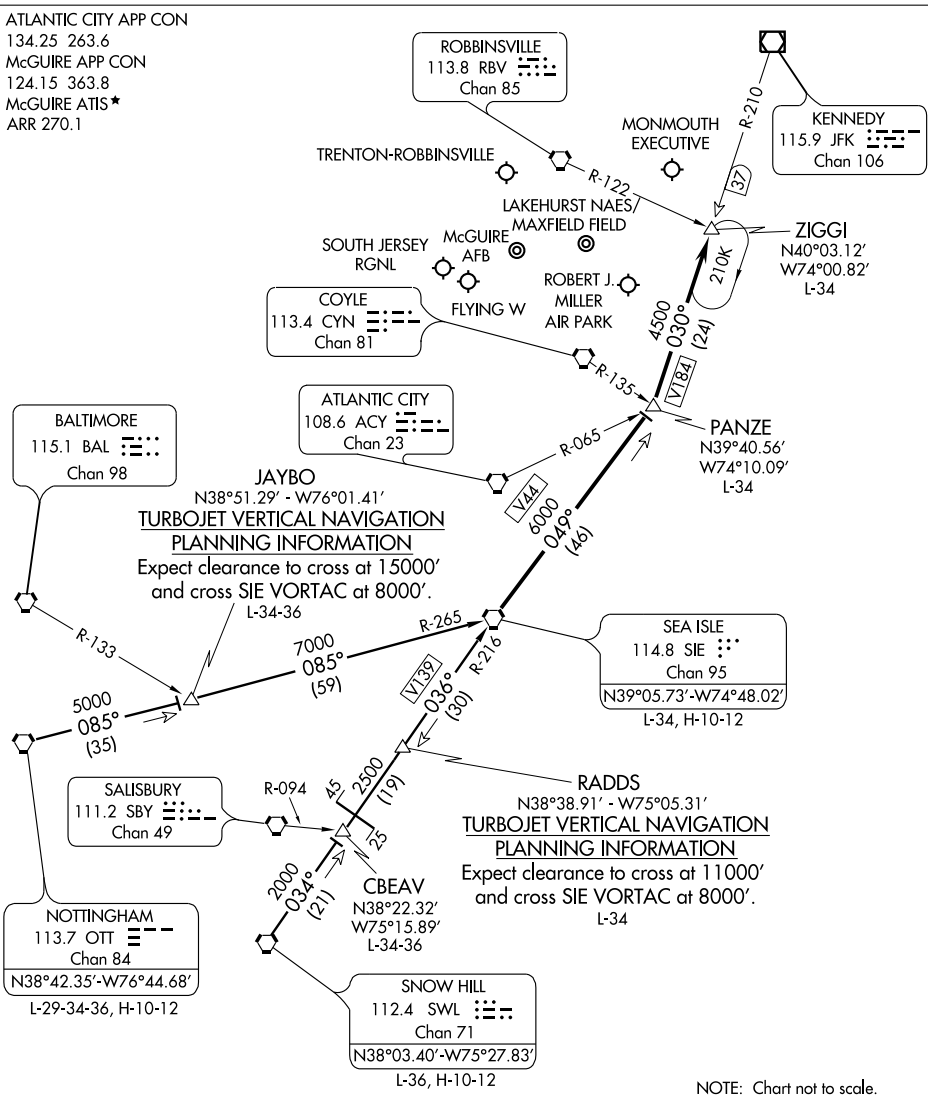
| CATEGORY | A | B | C | D | E |
|------------|-------|-------------|------------------------|----------------------|------------------------|
| LNAV MDA | 560-1 | 431 (500-1) | 560-1¼ 431 (500-1¼) | 560-1½ 431 (500-1½) | |
| CIRCLING * | 660-1 | 529 (600-1) | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069(1100-3) |

NE-2-08 APR 2010 to 06 MAY 2010

SEA ISLE FOUR ARRIVAL

TOMS RIVER, NEW JERSEY

ATLANTIC CITY APP CON
 134.25 263.6
 McGUIRE APP CON
 124.15 363.8
 McGUIRE ATIS*
 ARR 270.1



JAYBO
 N38°51.29' - W76°01.41'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect clearance to cross at 15000'
 and cross SIE VORTAC at 8000'.
 L-34-36

RADDS
 N38°38.91' - W75°05.31'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect clearance to cross at 11000'
 and cross SIE VORTAC at 8000'.
 L-34

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

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, 08 APR 2010 to 06 MAY 2010

| | | |
|--|-------------------------|---|
| VORTAC GXU 110.6 Chan 43 | APCH CRS 043° | Rwy Idg 10,001 TDZE 131 Arprt Elev 131 |
|--|-------------------------|---|

AL-150 [USAF]

MC GUIRE AFB (KWRI)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1 ½ miles, CAT E vis to 1¾ miles.

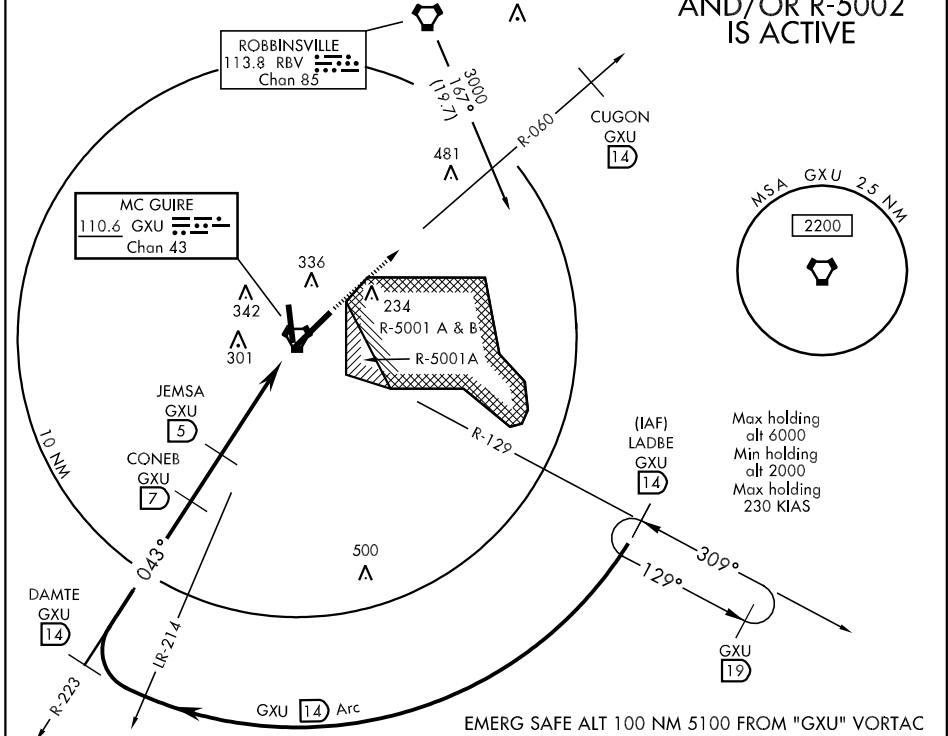
MISSED APPROACH: Climbing to 2000, proceed direct GXU VORTAC then outbound R-060 to CUGON. EFC with ATC.

| | | | | |
|----------------------------|---|---------------------------------------|-------------------------------|--------------------------------|
| 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 |
|----------------------------|---|---------------------------------------|-------------------------------|--------------------------------|

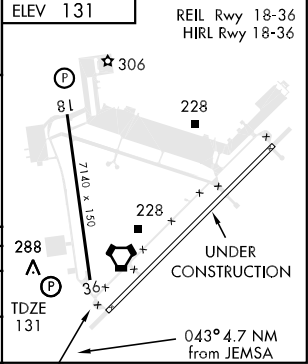
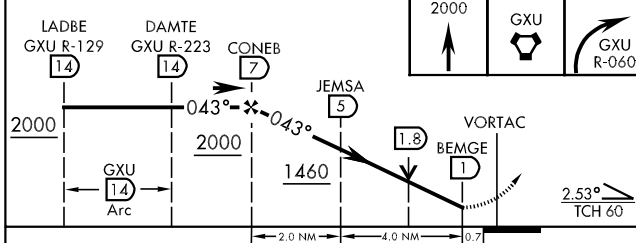
**Circling not authorized E of field.

If radar inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.

**RADAR REQUIRED
WHEN R-5001
AND/OR R-5002
IS ACTIVE**



EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC



| CATEGORY | A | B | C | D | E |
|-------------|--------|-------------|------------------------|-----------------------|-------------------------|
| S-6 * | 620/40 | 489 | (500-¾) | 620/50 489 (500-1) | 620/60 489 (500-1¼) |
| CIRCLING ** | 660-1 | 529 (600-1) | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069 (1100-3) |

NE-2: 08 APR 2010 to 06 MAY 2010

| | | |
|--|-------------------------|---|
| VORTAC GXU 110.6 Chan 43 | APCH CRS 178° | Rwy Idg 7140 TDZE 123 Arprt Elev 131 |
|--|-------------------------|---|

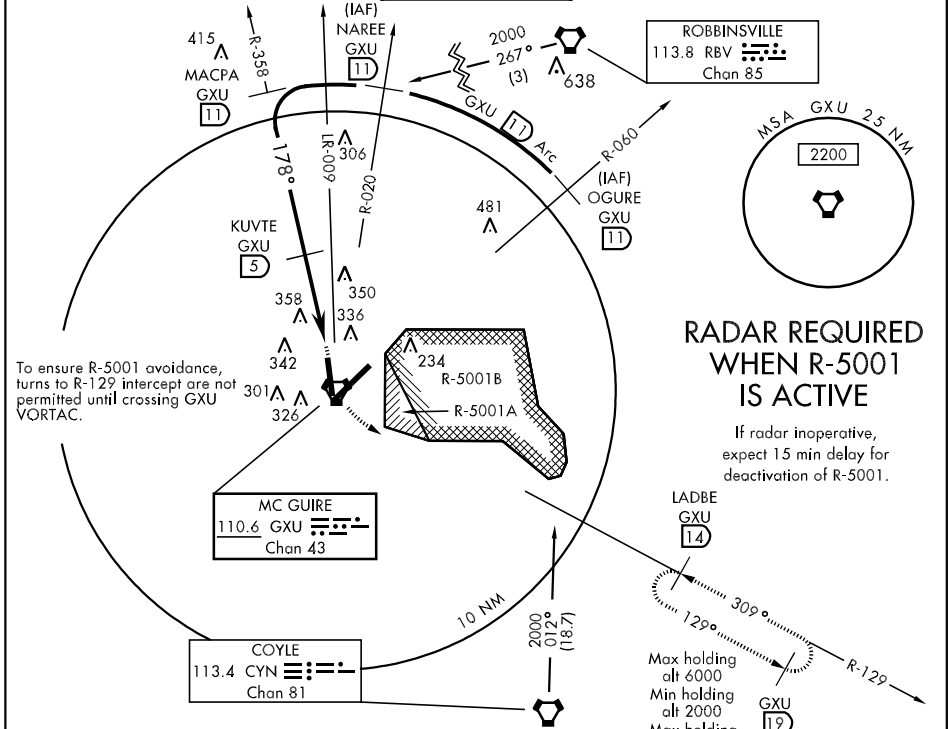
AL-150 [USAF]

MC GUIRE AFB (KWRI)

▼ * Circling not authorized E of field.

MISSED APPROACH: Climbing to 2000, proceed direct GXU then outbound GXU R-129 to LADBE (GXU R-129/14) and hold.

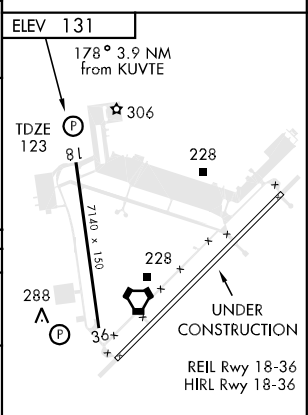
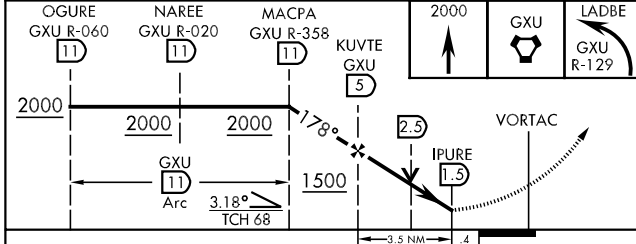
| | | | | |
|----------------------------|---|---------------------------------------|-------------------------------|--------------------------------|
| ATIS 110.6 270.1 | MC GUIRE APP CON 124.15 363.8 | MC GUIRE TOWER 118.65 255.6 | GND CON 121.8 275.8 | CLNC DEL 135.2 335.8 |
|----------------------------|---|---------------------------------------|-------------------------------|--------------------------------|



RADAR REQUIRED WHEN R-5001 IS ACTIVE

If radar inoperative, expect 15 min delay for deactivation of R-5001.

EMERG SAFE ALT 100 NM 5100 FROM "GXU" VORTAC



| CATEGORY | A | B | C | D | E |
|------------|-------------------|---|---------------------|---------------------|----------------------|
| S-18 | 640-1 517 (600-1) | | 640-1½ 517 (600-1½) | 640-1¾ 517 (600-1¾) | |
| CIRCLING * | 660-1 529 (600-1) | | 680-1½ 549 (600-1½) | 700-2 569 (600-2) | 1200-3 1069 (1100-3) |

NE-2: 08 APR 2010 to 06 MAY 2010

