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Terminal Charts For KSYR

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Albany NY USA
IATA Code: ALB
Lat/Long: N42° 44.9' W073° 48.1'
Elevation: 285 ft

Airport Use: Public
Magnetic Variation: 13.8°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A-1
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1135 Z
Sunset: 2241 Z,

Runway Information

Runway: 01
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 284 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 10
Length x Width: 7200 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 278 ft
Lighting: Edge, Centerline, REIL

Runway: 19
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 280 ft
Lighting: Edge, ALS, Centerline

Runway: 28
Length x Width: 7200 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 285 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 1202 ft

Communication Information

ATIS 120.45

Albany Tower 119.5

Albany Ground Control 121.7

Albany Clearance Delivery 127.5 Pre-Departure Clearance

Albany Approach Control 132.825 (11°-194°)

Albany Approach Control 127.15

Albany Approach Control 118.05 (194°-11°)

Albany App ARSA 132.825 (11°-194°)

Albany App ARSA 118.05 (194°-11°)

Albany Departure Control 132.825 (11°-194°)

Albany Departure Control 127.15

Albany Departure Control 118.05 (194°-11°)

Albany Intl Unicom 122.95

Army Guard Operations 122.775 Military

Burlington Flight Service Station 122.45 RCO

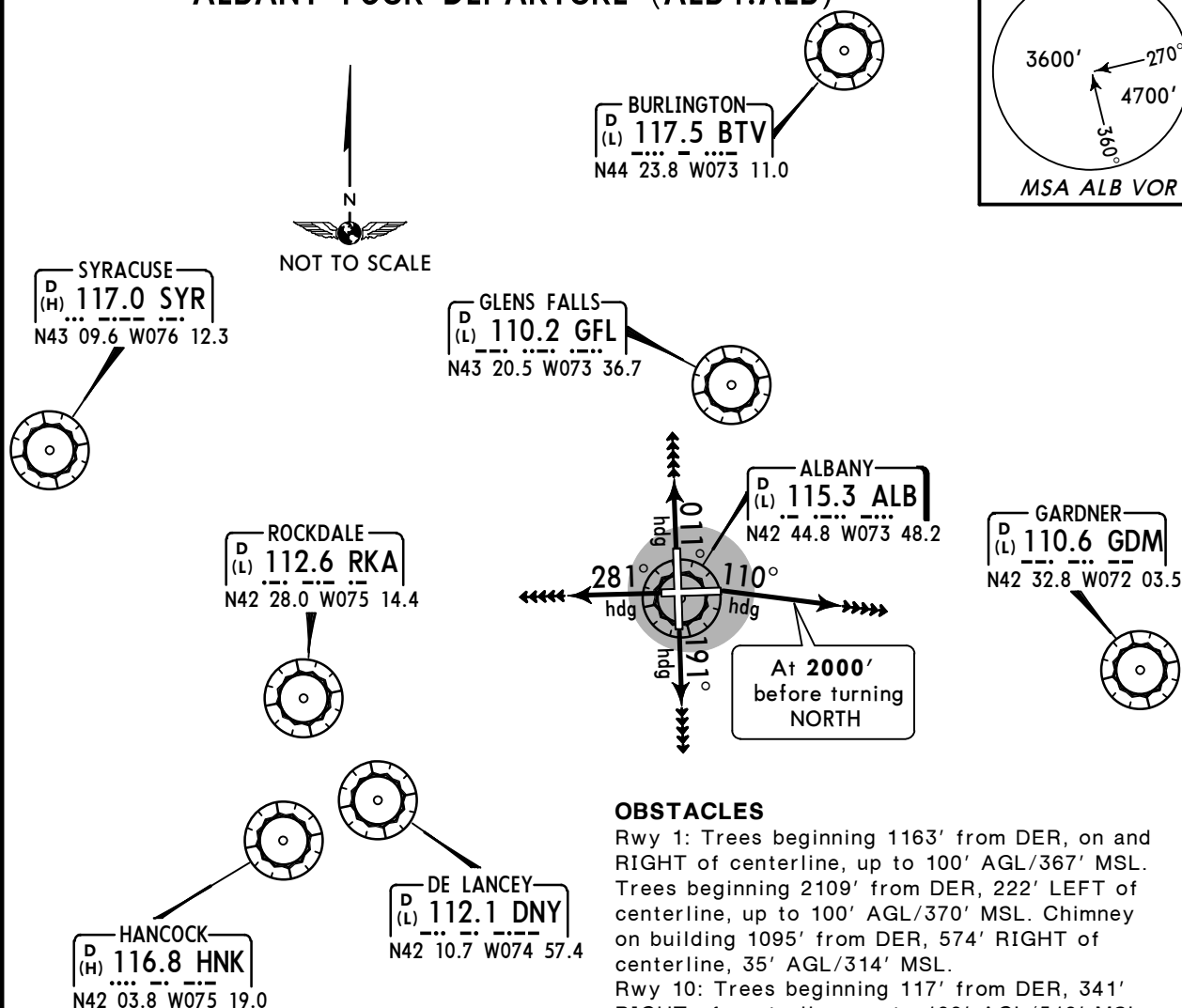
Burlington Flight Service Station 122.2 RCO

Burlington Flight Service Station 122.1 RCO

Burlington Flight Service Station 115.3 RCO

ALBANY Departure (R)
194°-011° | 012°-193°
118.05 | 132.82Apt Elev
285'Trans level: FL180 Trans alt: 18000'
Turbojets filed over SYR, SAX, JFK, CMK, PWL, IGN requesting
flight levels, EXPECT a vector to the ALB R-343/D25. EXPECT
on course leaving 14000'.

ALBANY FOUR DEPARTURE (ALB4.ALB)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 1: Standard (or lower than standard, if
authorized).

Rwy 10: 300-1 or standard (or lower than
standard, if authorized) with minimum climb of
365' per NM to **600'**.

Rwy 19: Standard (or lower than standard, if
authorized) with minimum climb of 400' per
NM to **1100'**.

Rwy 28: Standard (or lower than standard, if
authorized) with minimum climb of 458' per
NM to **900'**.

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	913	1217	1521	1825
400' per NM	500	667	1000	1333	1667	2000
458' per NM	573	763	1145	1527	1908	2290

OBSTACLES

Rwy 1: Trees beginning 1163' from DER, on and
RIGHT of centerline, up to 100' AGL/367' MSL.
Trees beginning 2109' from DER, 222' LEFT of
centerline, up to 100' AGL/370' MSL. Chimney
on building 1095' from DER, 574' RIGHT of
centerline, 35' AGL/314' MSL.

Rwy 10: Trees beginning 117' from DER, 341'
RIGHT of centerline, up to 100' AGL/510' MSL.
Trees beginning 589' from DER, 81' LEFT of
centerline, up to 100' AGL/437' MSL. Road
beginning 304' from DER, 499' LEFT of
centerline, up to 15' AGL/315' MSL.

Rwy 19: Trees beginning 2510' from DER, 984'
RIGHT of centerline, up to 100' AGL/394' MSL.

Rwy 28: Trees beginning 555' from DER, 458'
RIGHT of centerline, up to 100' AGL/534' MSL.
Trees beginning 149' from DER, 313' LEFT of
centerline, up to 100' AGL/506' MSL. Light
poles beginning 330' from DER, 476' LEFT of
centerline, up to 20' AGL/311' MSL. Light pole
892' from DER, 587' RIGHT of centerline, 20'
AGL/312' MSL. Building 694' from DER, 669'
LEFT of centerline, 35' AGL/325' MSL. Building
1037' from DER, 543' RIGHT of centerline, 35'
AGL/323' MSL. Building 280' from DER, 408'
LEFT of centerline, 32' AGL/292' MSL.

Electrical equipment 23' from DER, 427' RIGHT
of centerline, 4' AGL/280' MSL. Terrain 1029'
from DER, 595' LEFT of centerline, 319' MSL.

RWY

INITIAL CLIMB

1	Climb heading 011°.
10	Climb heading 110° to 2000' before turning NORTH.
19	Climb heading 191°.
28	Climb heading 281°.

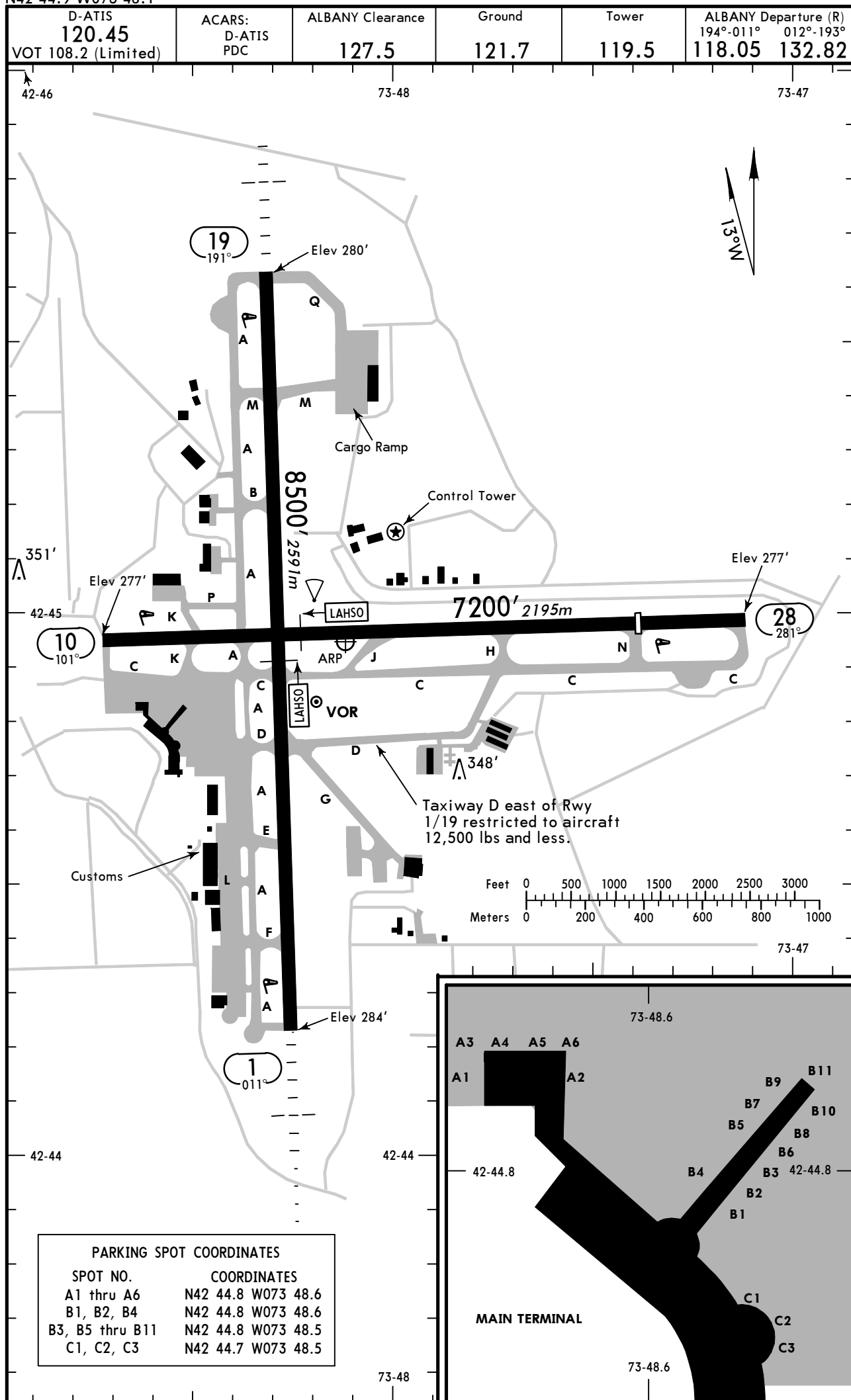
ROUTING

All aircraft cleared as filed. EXPECT vectors to filed route or depicted fix. EXPECT clearance
to requested altitude/flight level 10 minutes after departure.

KALB/ALB
 Apt Elev **285'**
 N42 44.9 W073 48.1

JEPPesen
 19 AUG 11 **(10-9)** Eff 25 Aug

ALBANY, NY
ALBANY INTL



GENERAL

Birds, deer and other wildlife on and in vicinity of airport.

Low-level wind shear alert system.

Customs/immigration FIS facility located north end of General Aviation Apron. Aircraft clearing customs, please utilize painted position markings and proceed cautiously to minimize blast impact. Personnel and equipment working (mowing) within safety areas of all rwys and twys, May thru Nov.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	USABLE LENGTHS		LAHSO Distance	TAKE- OFF	WIDTH
			BEYOND Glide Slope				
1 ① 19	HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR		7389' 2252m	10/28	4150' 1265m		150' 46m
	HIRL CL MALS RVR		7447' 2270m				

① Runway grooved.

10 28	MIRL CL REIL grooved	② 6780' 2067m					150' 46m
	MIRL CL REIL PAPI-L (angle 3.35°) grooved	5998' 1828m		1/19	3750' 1143m		

② Last 420' 128m not available for landing.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwy 1, 19**

Both RVRs are required and controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 10**Rwy 28**

With Mim climb of 365'/NM to 600'			Other	With Mim climb of 458'/NM to 700'			Other
Adequate Vis Ref	STD			Adequate Vis Ref	STD		
	3 & 4	1 & 2			3 & 4	1 & 2	
1/4	1/2	1	300-1	1/4	1/2	1	300-1¾

OBSTACLE DP

Rwy 19, Climb heading 191° to 1400' before proceeding on course.

Rwy 10, Climb heading 110° to 2000' before turning north.

Rwy 28, Climb heading 281° to 2000' before proceeding on course.

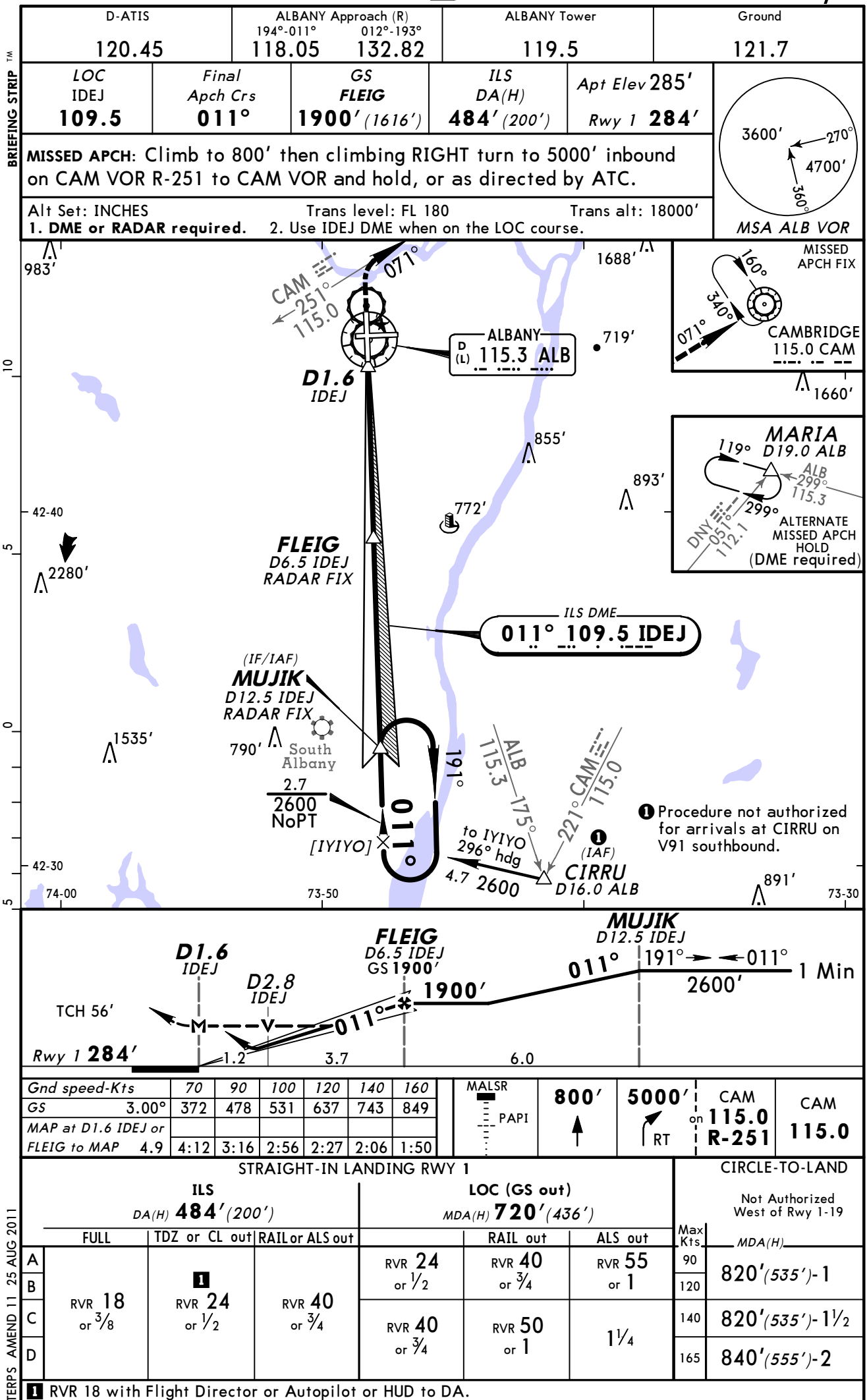
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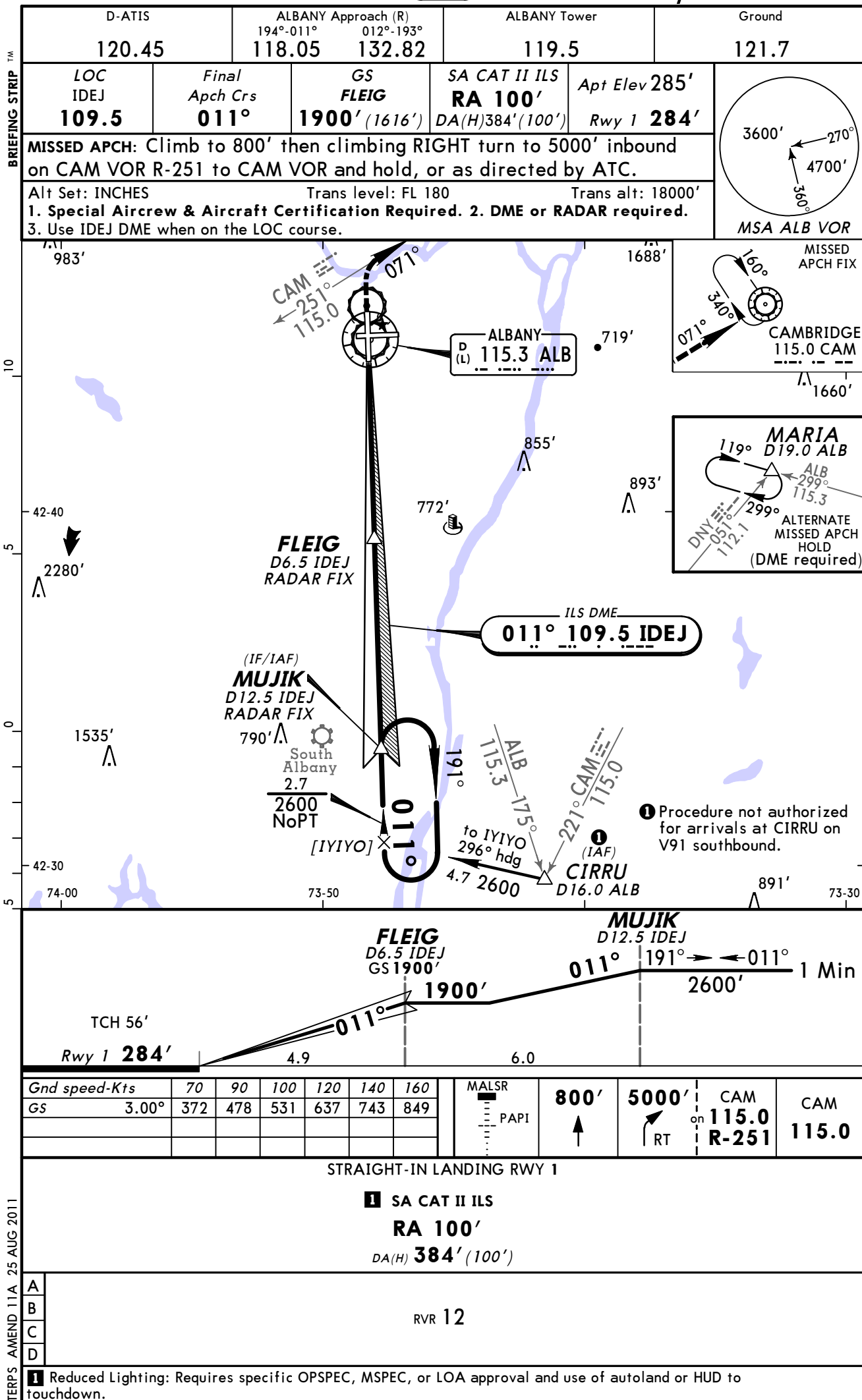
ILS Rwy 1 ILS Rwy 19		LOC Rwy 1 LOC Rwy 19 RNAV (GPS) Y Rwy 1 RNAV (GPS) Rwy 10 RNAV (GPS) Y Rwy 19	RNAV (GPS) Rwy 28 RNAV (RNP) Z Rwy 1 RNAV (RNP) Z Rwy 19 VOR Rwy 28
A	600-2	800-2	
B			
C			
D			

KALB/ALB ALBANY INTL

19 AUG 11 **11-1** Eff 25 Aug

ALBANY, NY
ILS or LOC Rwy 1





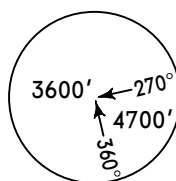
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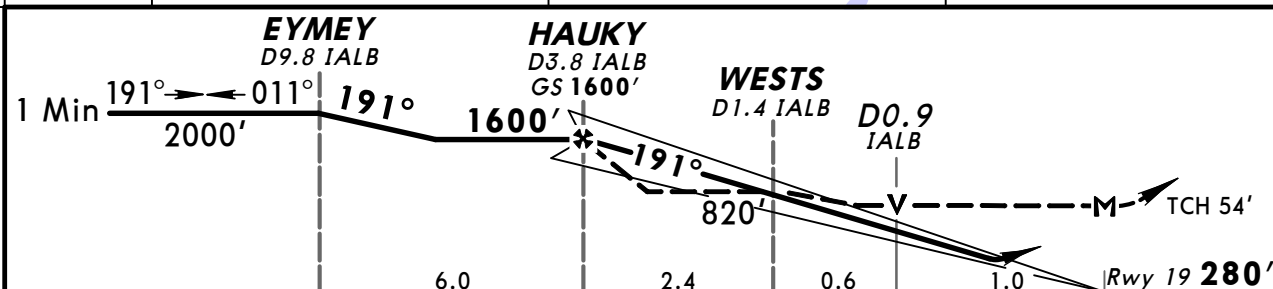
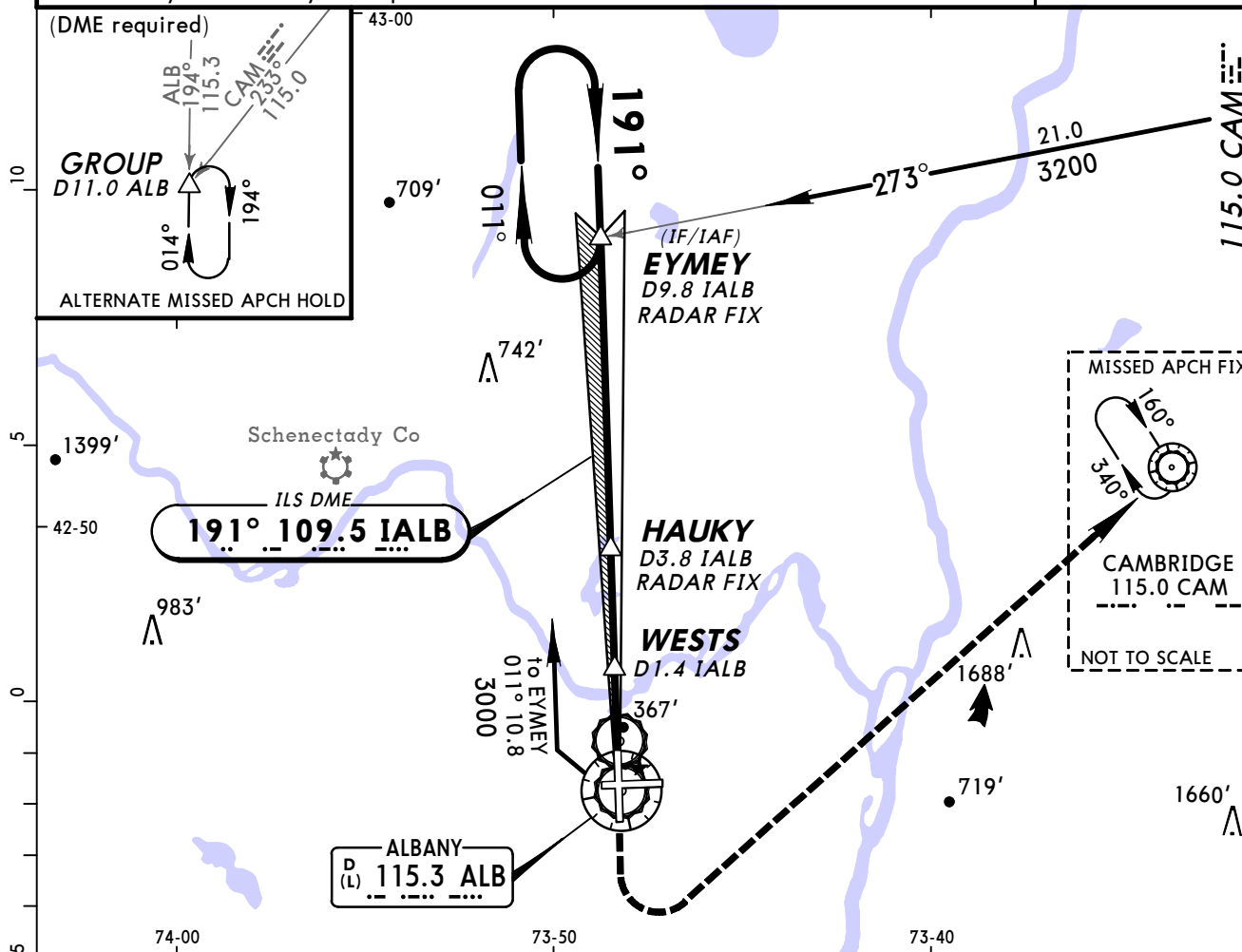
JEPPESSEN

19 AUG 11 11-2

Eff 25 Aug

ALBANY, NY
ILS or LOC Rwy 19

D-ATIS 120.45	ALBANY Approach (R) 194°-011° 012°-193° 118.05 132.82	ALBANY Tower 119.5	Ground 121.7
LOC IALB 109.5	Final Apch Crs 191°	GS HAUKY 1600' (1320')	ILS DA(H) 561' (281')
Apt Elev 285' Rwy 19 280'			 MSA ALB VOR
MISSED APCH: Climb to 2000' then climbing LEFT turn to 5000' direct CAM VOR and hold, or as directed by ATC.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or RADAR required. 2. Use IALB DME when on the LOC course. 3. Visibility reduction by helicopters not authorized.			



Gnd speed-Kts	70	90	100	120	140	160	MALS	2000'	5000'	D	CAM 115.0
GS	3.00°	372	478	531	637	743	849				
HAUKY to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30					

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized West of Rwy 1-19	
DA(H) 561' (281')		MDA(H) 660' (380') With WESTS		MDA(H) 820' (540') Without WESTS	
FULL	ALS out	ALS out	ALS out	ALS out	Max Kts
A					90
B	RVR 40	RVR 45	RVR 40	RVR 55	120
C	or 3/4	or 7/8	or 3/4	or 1	140
D					165
					820' (535') - 1
					820' (535') - 1 1/2
					840' (555') - 2

TERPS AMEND 23 25 AUG 2011

CHANGES: Printing sequence, procedure.

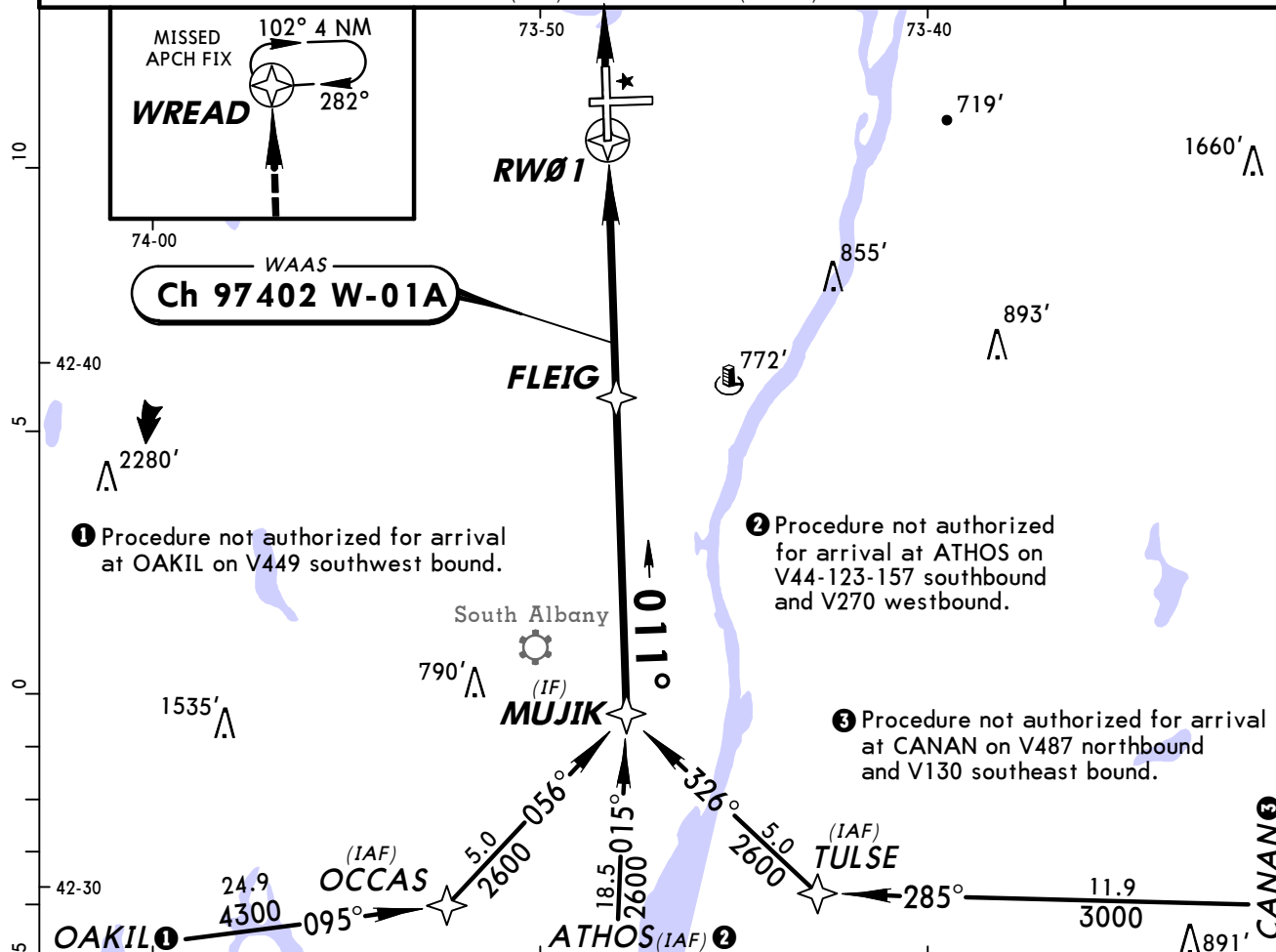
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KALB/ALB ALBANY INTL

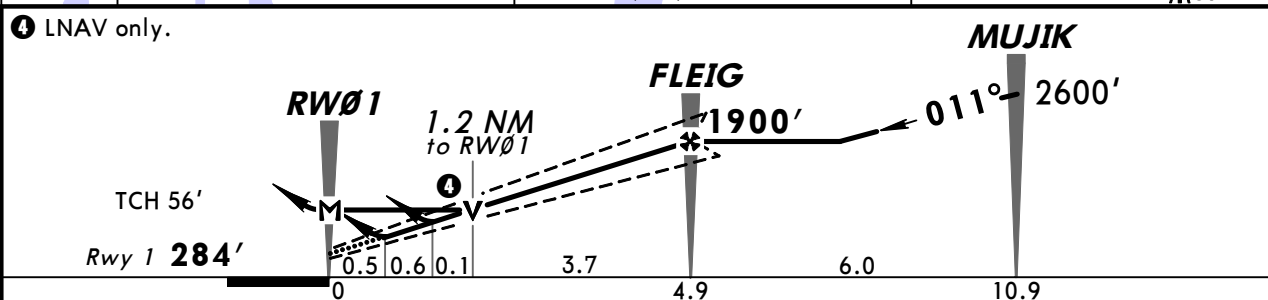
19 AUG 11
Eff 25 Aug (12-1)

ALBANY, NY
RNAV (GPS) Y Rwy 1

D-ATIS 120.45	ALBANY Approach (R) 194°-011° 012°-193° 118.05 132.82	ALBANY Tower 119.5	Ground 121.7
WAAS Ch 97402 W-01A	Final Aptch Crs 011°	Minimum Alt FLEIG 1900' (1616')	LPV DA(H) 484' (200')
Apt Elev 285' Rwy 1 284'			
MISSED APCH: Climb to 3000' direct WREAD and hold, continue climb-in-hold to 3000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV-VNAV not authorized below -18°C (0°F) or above 42°C (107°F).			
4700' MSA RW01			



④ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	WREAD
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW01									

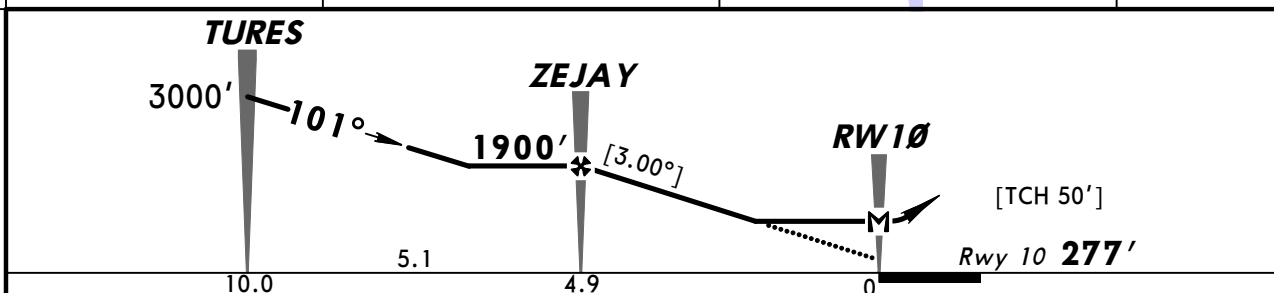
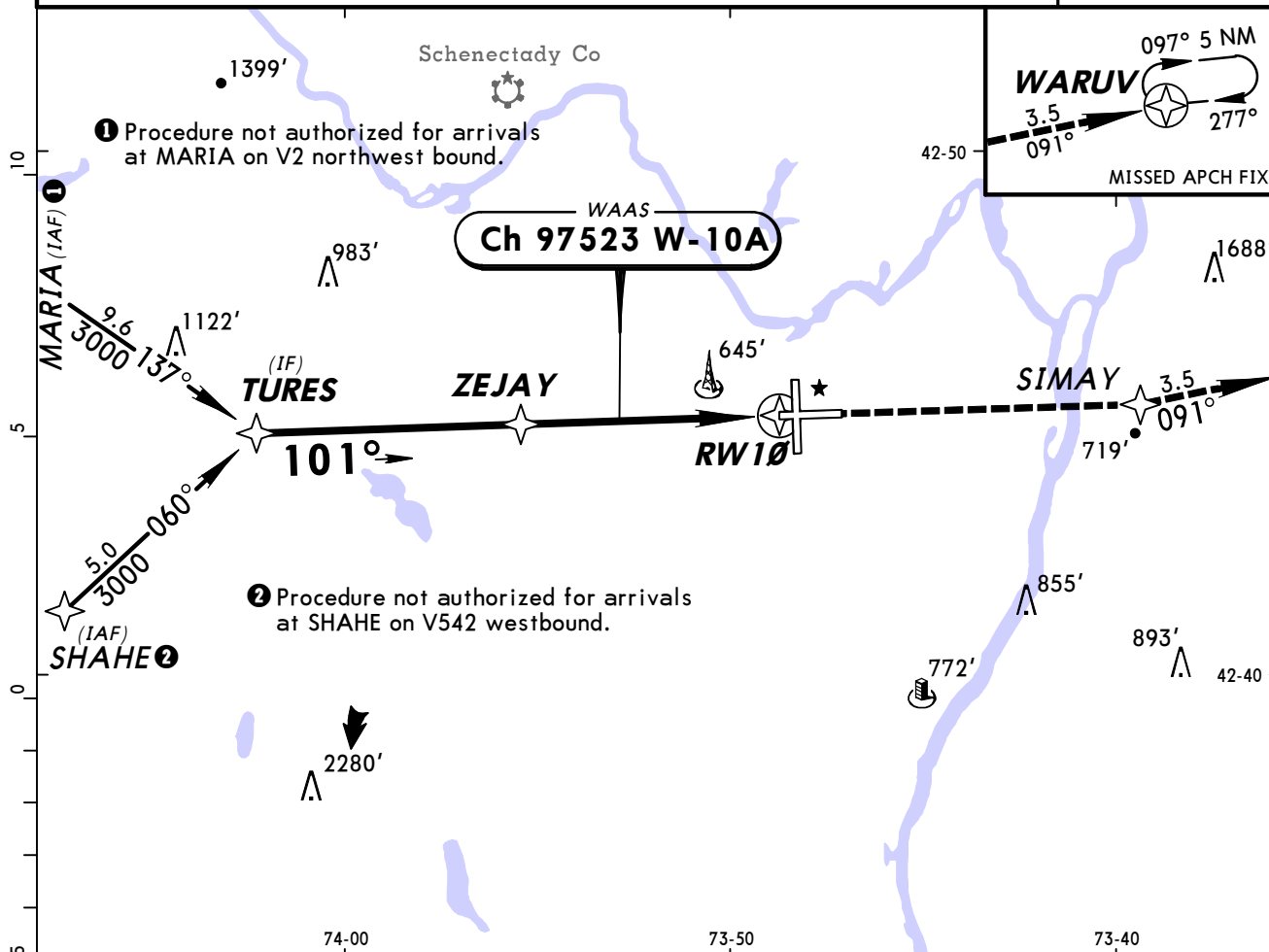
STRAIGHT-IN LANDING RWY 1										CIRCLE-TO-LAND		
LPV <i>DA(H)</i> 484' (200')			LNAV/VNAV <i>DA(H)</i> 687' (403')			LNAV <i>MDA(H)</i> 720' (436')			Not Authorized West of Rwy 1-19			
		RAIL or ALS out			RAIL out	ALS out			RAIL out	ALS out	Max Kts	<i>MDA(H)</i>
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 50 or 1	1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	120	820' (535')- 1	820' (535')- 1 1/2
B												
C												
D												

KALB/ALB ALBANY INTL

19 AUG 11 **12-2** Eff 25 Aug

ALBANY, NY
RNAV (GPS) Rwy 10

D-ATIS 120.45	ALBANY Approach (R) 194°-011° 012°-193° 118.05 132.82	ALBANY Tower 119.5	Ground 121.7
WAAS Ch 97523 W-10A	Final Apch Crs 101°	Minimum Alt ZEJAY 1900' (1623')	LP MDA(H) 840' (563')
Apt Elev 285' Rwy 10 277'			
MISSED APCH: Climb to 5000' direct SIMAY and on track 091° to WARUV and hold, continue climb-in-hold to 5000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.			
4500' MSA RW10			



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at RW10										

1 STRAIGHT-IN LANDING RWY 10						1 CIRCLE-TO-LAND			
LP			LNAV			Not Authorized West of Rwy 1-19			
MDA(H) 840' (563')			MDA(H) 900' (623')			Max Kts	MDA(H)		
A	1		1			90	900' (615')-1		
B						120			
C	1 5/8		1 3/4			140	900' (615')-1 3/4		
D						165	900' (615')-2		

1 Straight-in/circling Rwy 10 procedures not authorized at night.

CHANGES: New procedure.

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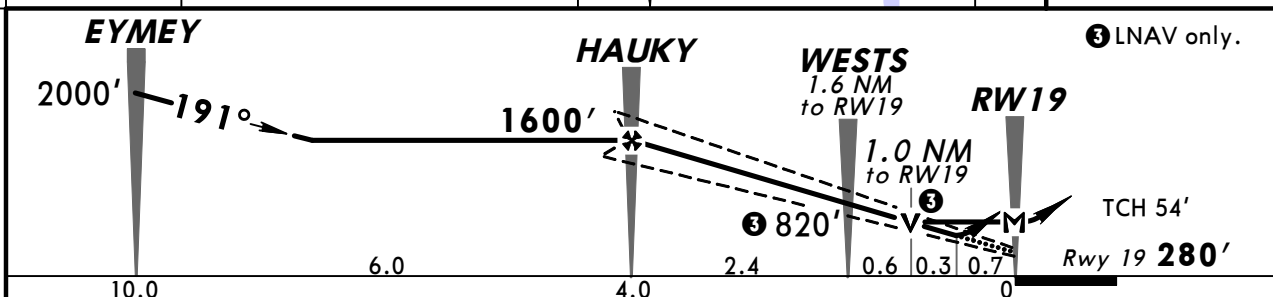
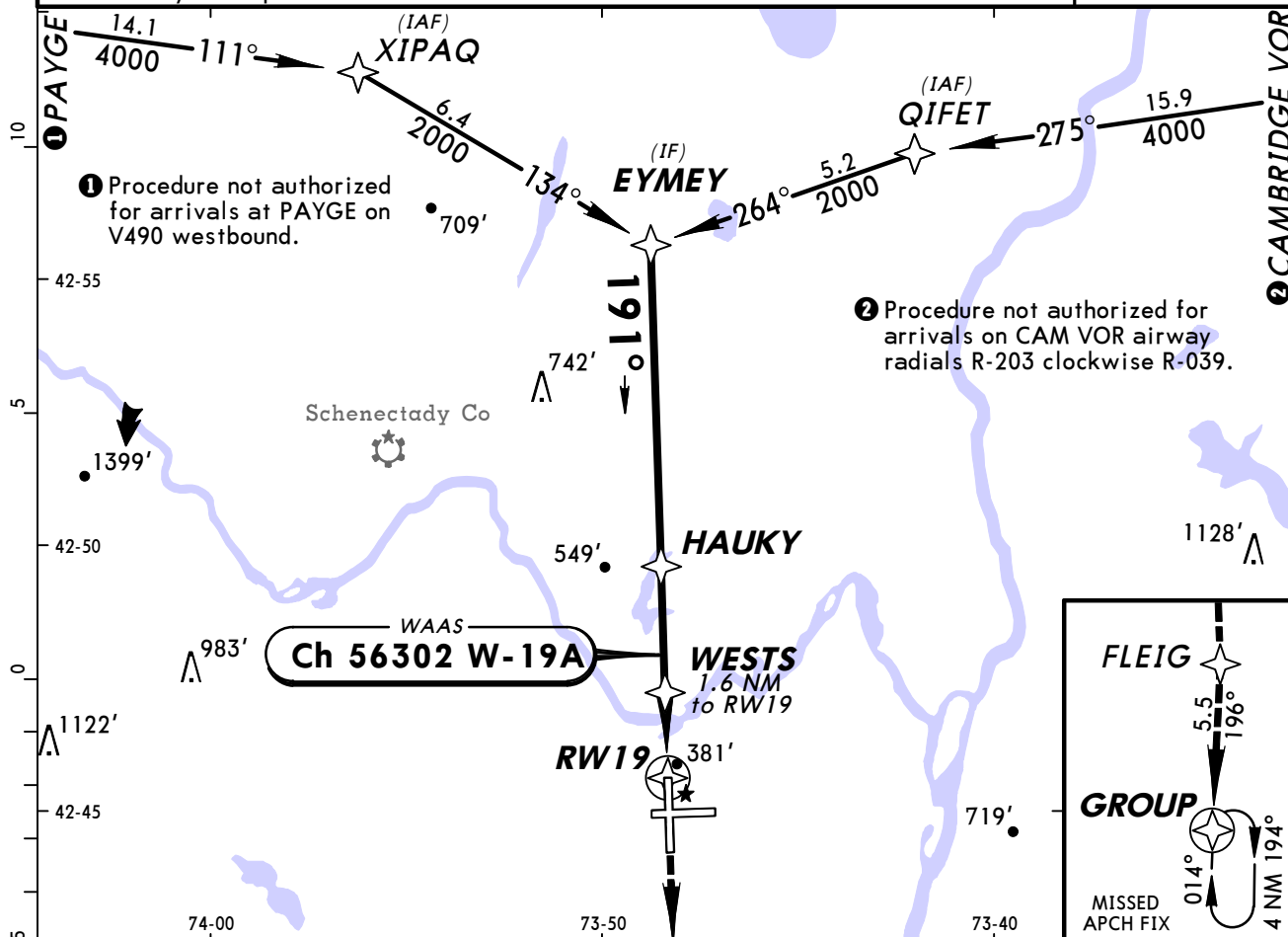
TERPS AMEND 0 25 AUG 2011

KALB/ALB ALBANY INTL

19 AUG 11
Eff 25 Aug 12-3

ALBANY, NY
RNAV (GPS) Y Rwy 19

D-ATIS 120.45	ALBANY Approach (R) 194°-011° 012°-193° 118.05 132.82		ALBANY Tower 119.5	Ground 121.7
WAAS Ch 56302 W-19A	Final Apch Crs 191°	Minimum Alt HAUKY 1600' (1320')	LPV DA(H) 561' (281')	Apt Elev 285' Rwy 19 280'
MISSED APCH: Climb to 3000' direct FLEIG and on track 196° to GROUP and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV-VNAV not authorized below -18°C (0°F) or above 42°C (107°F). 3. Visibility reduction by helicopters not authorized.				
4600' MSA RW19				



Gnd speed-Kts	70	90	100	120	140	160	MALS	3000'	D	FLEIG
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW19										

STRAIGHT-IN LANDING RWY 19						CIRCLE-TO-LAND	
LPV DA(H) 561' (281')		LNAV/VNAV DA(H) 571' (291')		LNAV MDA(H) 640' (360')		Not Authorized West of Rwy 1-19	
ALS out		ALS out		ALS out		Max Kts	MDA(H)
A		A		A		90	820' (535')-1
B		B		B		120	820' (535')-1 1/2
C		C		C		140	820' (535')-1 1/2
D		D		D		165	840' (555')-2

CHANGES: Chart reindexed, procedure.

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TERPS AMEND 1 25 AUG 2011

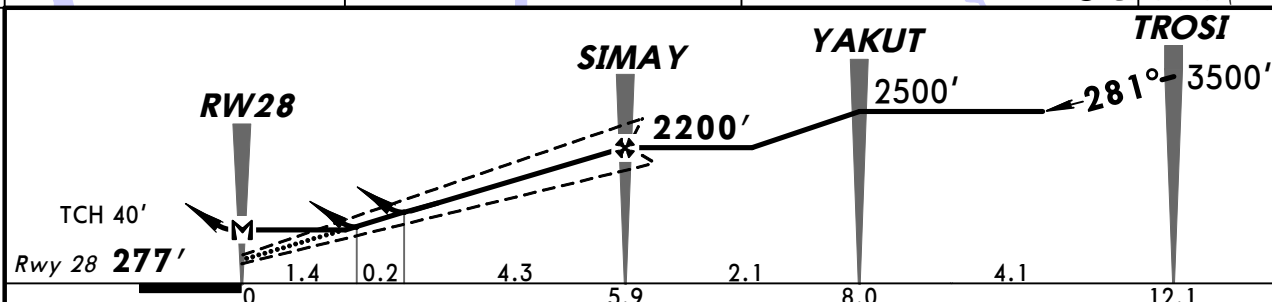
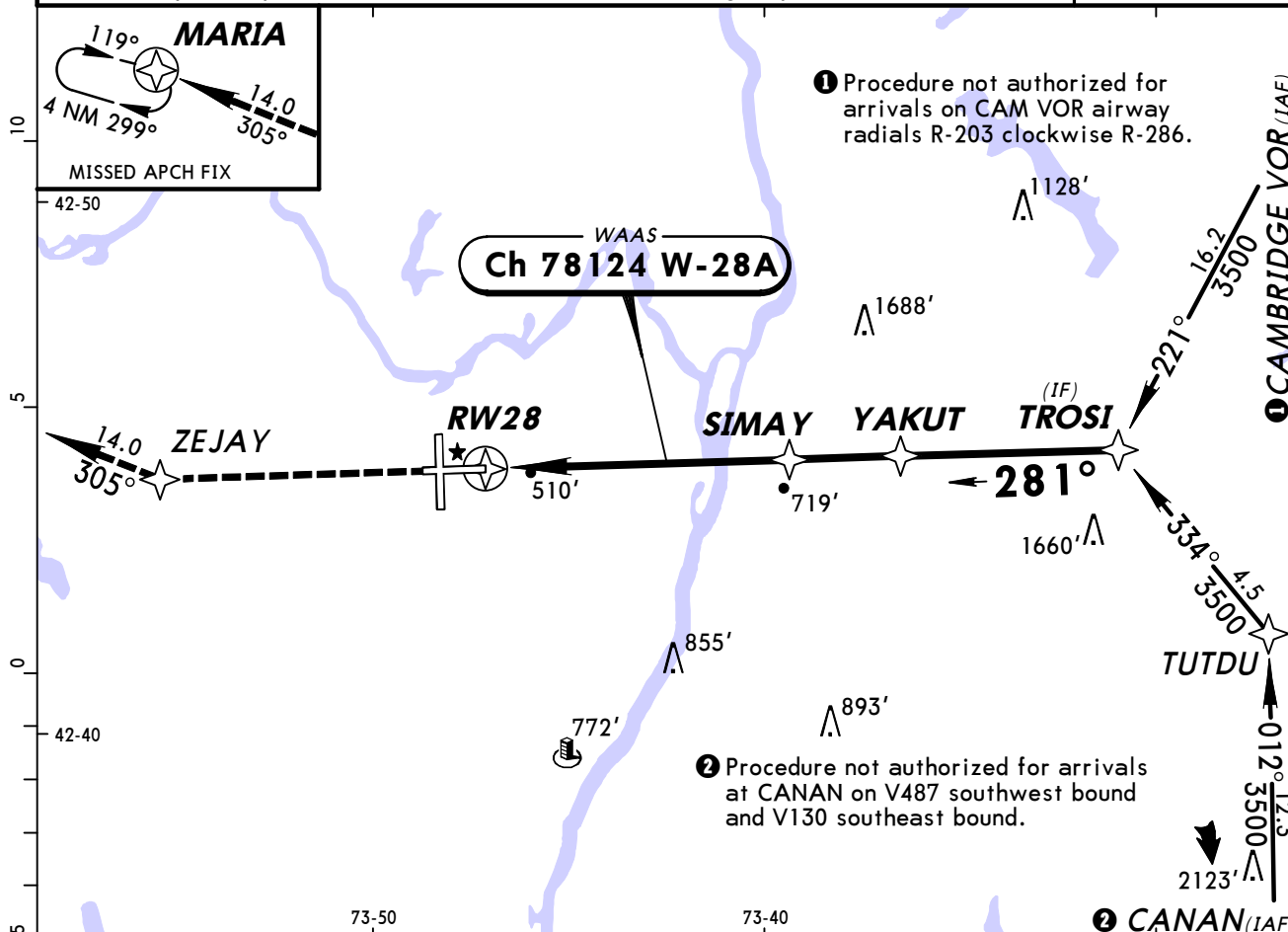
KALB/ALB ALBANY INTL

19 AUG 11 (12-4)

Eff 25 Aug

ALBANY, NY RNAV (GPS) Rwy 28

D-ATIS 120.45	ALBANY Approach (R) 194°-011° 012°-193° 118.05 132.82		ALBANY Tower 119.5	Ground 121.7
WAAS Ch 78124 W-28A	Final Apch Crs 281°	Minimum Alt SIMAY 2200' (1923')	LNAV MDA(H) 760' (483')	Apt Elev 285' Rwy 28 277'
MISSED APCH: Climb to 3500' direct ZEJAY and on track 305° to MARIA and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV-VNAV not authorized below -18°C (0°F) or above 42°C (107°F). 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident.				
				4700' MSA RW28



Gnd speed-Kts	70	90	100	120	140	160	REIL	3500'	ZEJAY
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI-L		
MAP at RW28									

1 STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND Not Authorized West of Rwy 1-19	
LPV	LNAV/VNAV	LNAV		Max Kts	MDA(H)
DA(H) 775' (498')	DA(H) 817' (540')	MDA(H) 760' (483')		90	820' (535')-1
				120	
				140	820' (535')-1½
				165	840' (555')-2

1 When VGSI inop, straight-in procedure not authorized at night.

CHANGES: New procedure.

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TERPS AMEND 0 25 AUG 2011

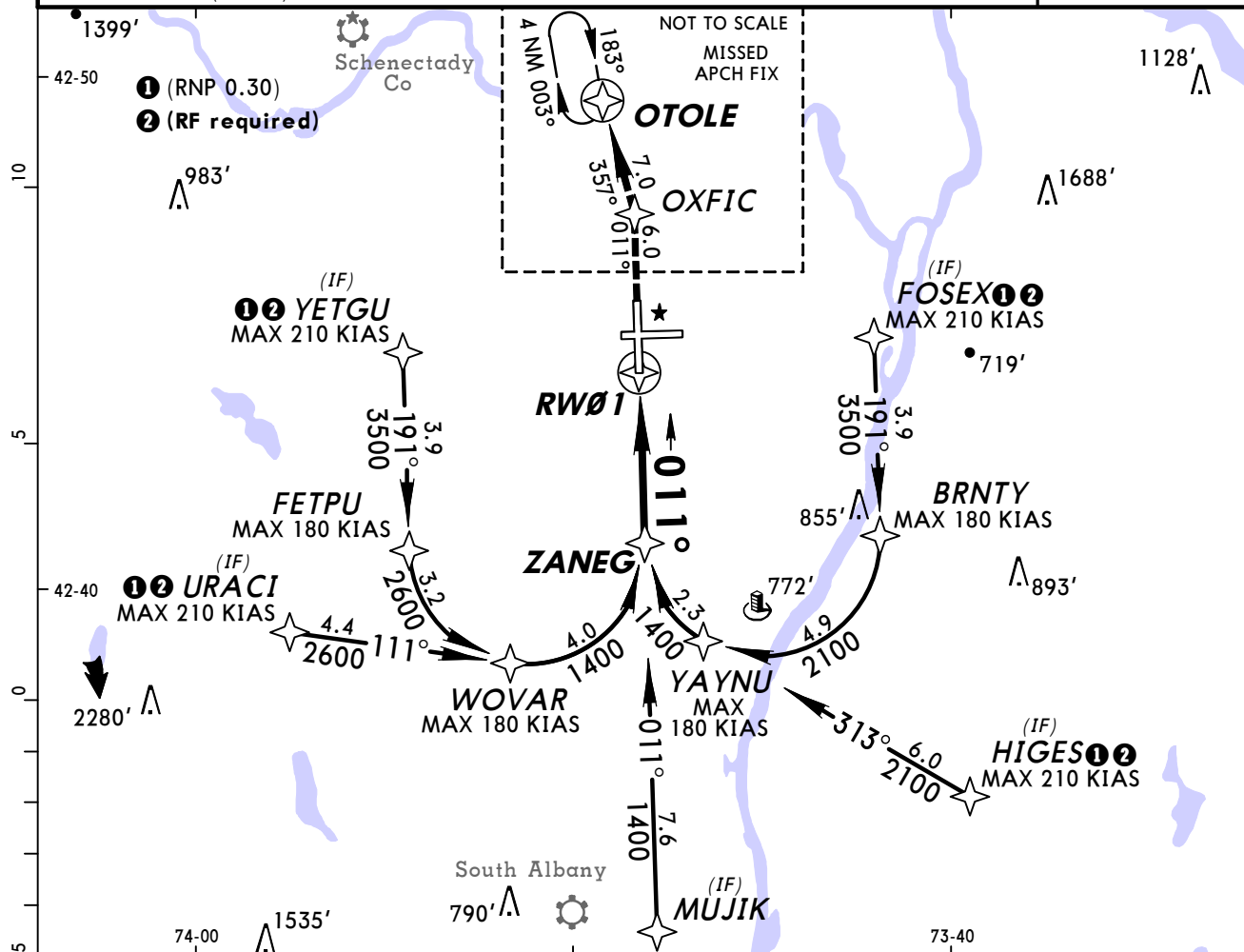
KALB/ALB ALBANY INTL

19 AUG 11
Eff 25 Aug

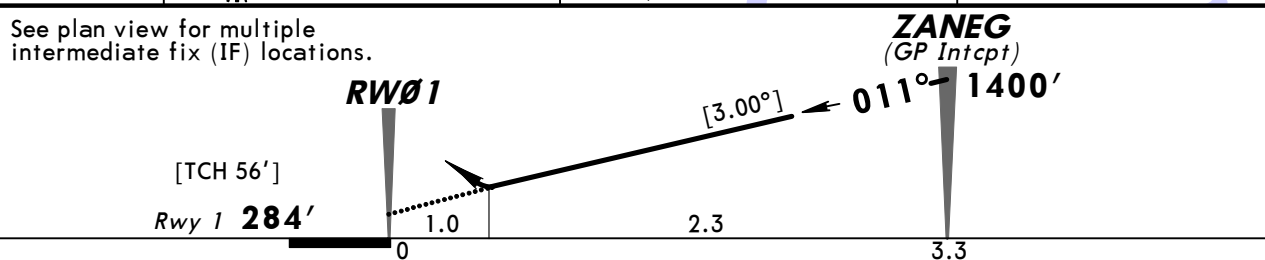
12-20

ALBANY, NY
RNAV (RNP) Z Rwy 1

D-ATIS 120.45	ALBANY Approach (R) 194°-011° 012°-193° 118.05 132.82		ALBANY Tower 119.5	Ground 121.7
RNAV	Final Apch Crs 011°	Minimum Alt ZANEG 1400' (1116')	RNP 0.15 DA(H) 656' (372')	Apt Elev 285' Rwy 1 284'
MISSED APCH: Climb to 3000' on track 011° to OXFIC and on track 357° to OTOLE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. Radar required. 3. GPS required. 4. For uncompensated Baro-VNAV system, procedure not authorized below -15°C (3°F) or above 47°C (117°F).				
4800' MSA RWØ1				



See plan view for multiple intermediate fix (IF) locations.

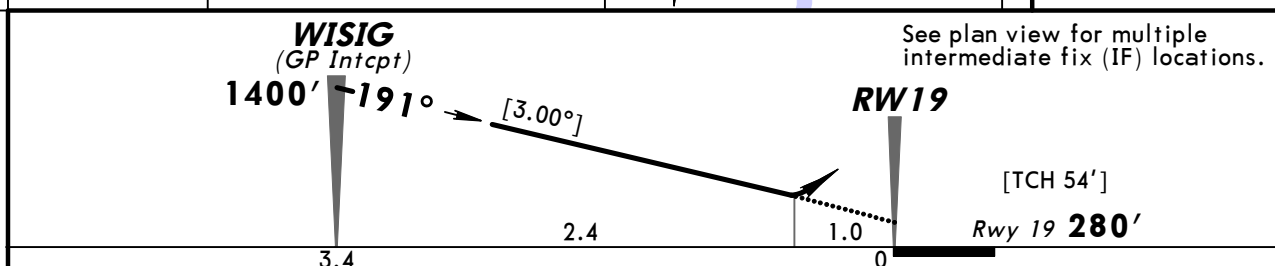
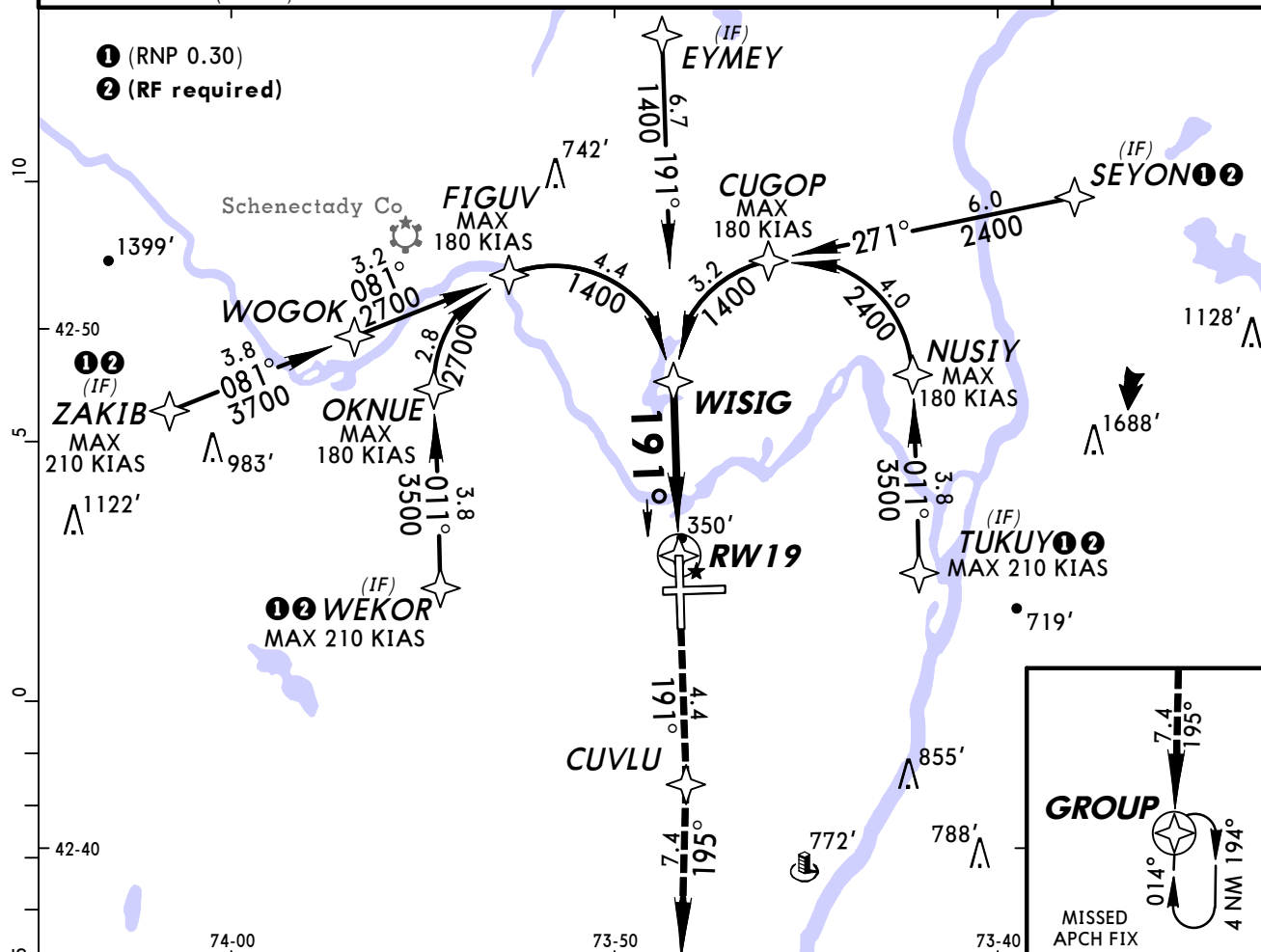


Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'	on 011°	OXFIC
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI				
MAP at DA											

STRAIGHT-IN LANDING RWY 1					
RNP 0.15 DA(H) 656' (372')			RNP 0.30 DA(H) 727' (443')		
RAIL out		ALS out	RAIL out		ALS out
A					
B					
C	RVR 40 or 3/4	1 1/4	RVR 50 or 1	RVR 55 or 1	1 1/2
D					

BRIEFING STRIP

D-ATIS 120.45	ALBANY Approach (R) 194°-011° 012°-193° 118.05 132.82		ALBANY Tower 119.5	Ground 121.7
RNAV	Final Apch Crs 191°	Minimum Alt WISIG 1400' (1120')	RNP 0.30 DA(H) 648' (368')	Apt Elev 285' Rwy 19 280'
MISSED APCH: Climb to 3000' on track 191° to CUVLU and on track 195° to GROUP and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. Radar required. 3. GPS required. 4. For uncompensated Baro-VNAV system, procedure not authorized below -15°C (3°F) or above 47°C (117°F).				
				4600' MSA RW19



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

STRAIGHT-IN LANDING RWY 19	
RNP 0.30	
DA(H) 648' (368')	
ALS out	

A	RVR 45 or 7/8	1 1/4
B		
C		
D		

TERPS AMEND 0 25 AUG 2011

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General Information

Location: Binghamton NY USA
IATA Code: BGM
Lat/Long: N42° 12.5' W075° 58.8'
Elevation: 1636 ft

Airport Use: Public
Magnetic Variation: 12.4 °W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1143 Z
Sunset: 2251 Z,

Runway Information

Runway: 10
Length x Width: 5001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1591 ft
Lighting: Edge, Pilot controlled

Runway: 16
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1634 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 400 ft

Runway: 28
Length x Width: 5001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1587 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 34
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1600 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

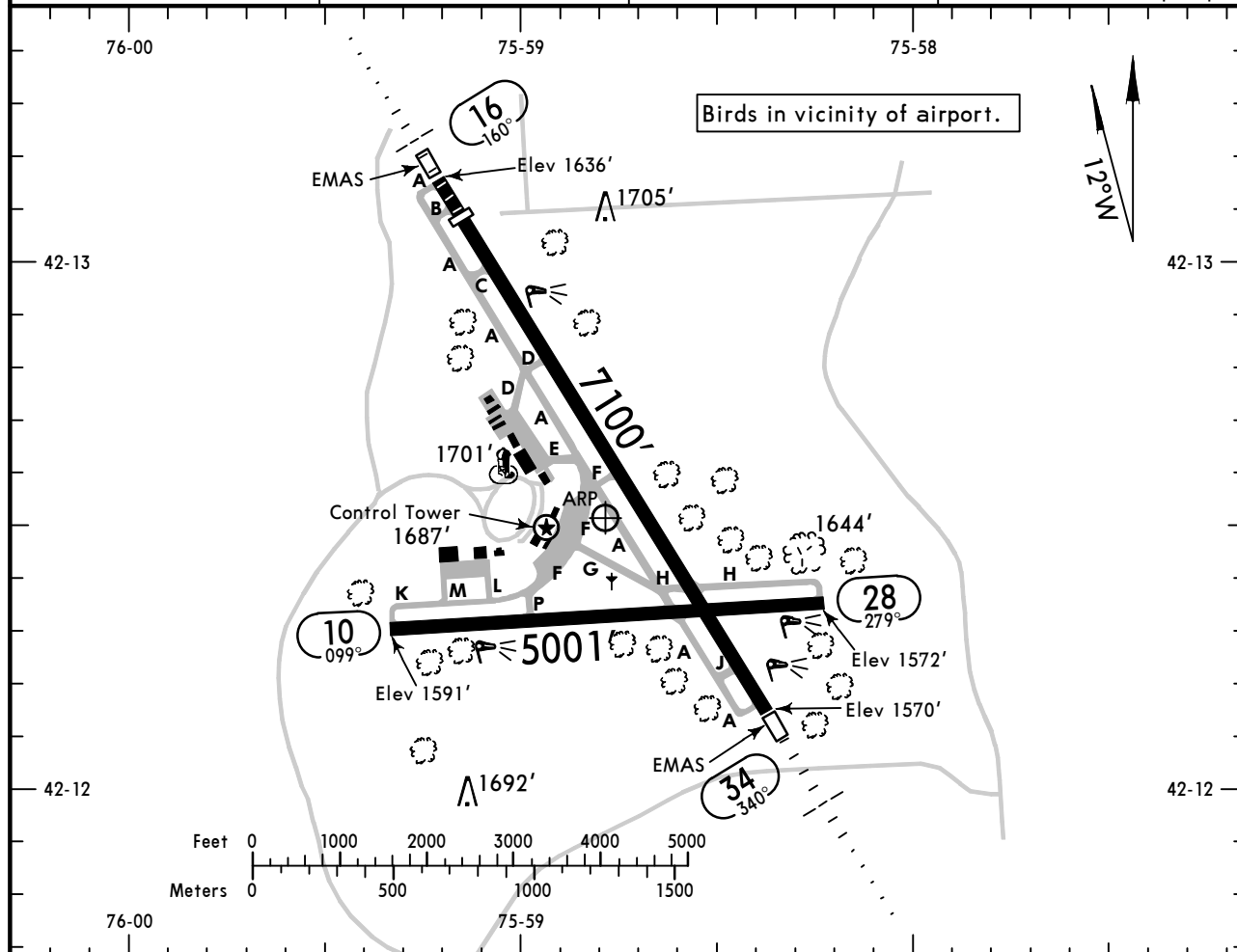
ATIS 128.15
Binghamton Tower 119.3 CTAF PCL
Binghamton Ground Control 121.9
Binghamton Clearance Delivery 125.05
Binghamton Approach Control 127.55 Between 8000 ft and 6000 ft
Binghamton Approach Control 118.6 Between 5000 ft and 1636 ft Initial Contact
Binghamton Approach TRSA 127.55 Between 8000 ft and 6000 ft
Binghamton Approach TRSA 118.6 Between 5000 ft and 1636 ft
Binghamton Departure Control 127.55 Between 8000 ft and 6000 ft
Binghamton Departure Control 118.6 Between 5000 ft and 1636 ft
Greater Binghamton Regl/L Unicom 122.95
Buffalo Flight Service Station 122.1 Pre-Departure Clearance RCO
Buffalo Flight Service Station 112.2 Pre-Departure Clearance RCO
New York Center 132.175 Remote Communications Air-Ground

KBGM/BGM
Apt Elev **1636'**
N42 12.5 W075 58.8

JEPPESEN
29 APR 11 **(11-1)**

BINGHAMTON, NY
GREATER BINGHAMTON/LINK

ATIS (ASOS when Twr inop)	*BINGHAMTON Clearance	Clearance on BUFFALO Radio	*Ground
128.15	125.05	112.2 when Twr inop.	121.9
*Tower	UNICOM 122.95	*BINGHAMTON Departure (R)	NEW YORK Center (R)
CTAF 119.3		118.6	132.17 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-Off	
10	① MIRL VASI-L grooved				150'
28	① MIRL REIL VASI-L grooved				
16	① HIRL ① MALSR APAPI-L (angle 3.0°) grooved	6700'	5526'		150'
34	① HIRL ① MALSR APAPI-L (angle 3.0°) grooved RVR		6397'		

① Activate on 119.3 when Twr inop.

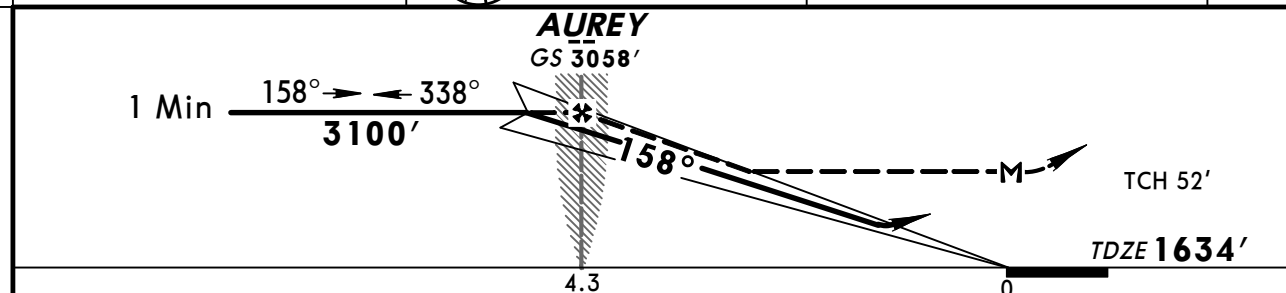
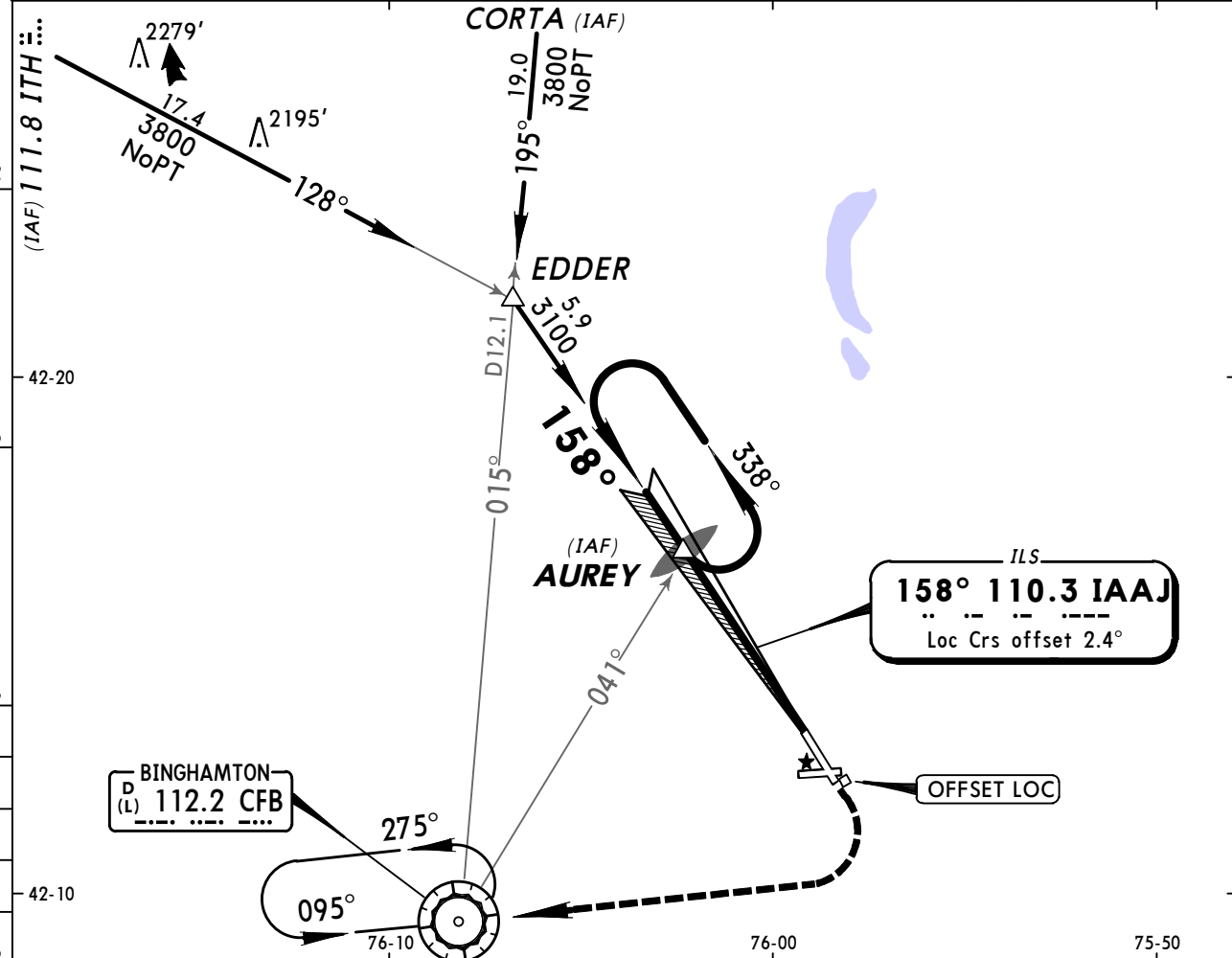
TAKE-OFF			FOR FILING AS ALTERNATE					
All Rwys			Authorized Only When Twr Operating		Authorized Only When Twr Operating		Authorized Only When Local Weather Available	
	Adequate Vis Ref	STD	ILS Rwy 16	LOC Rwy 16	ILS Rwy 34	LOC Rwy 34	RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 28 RNAV (GPS) Rwy 34 VOR DME Rwy 28 VOR Rwy 10	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A				800-2	
3 & 4 Eng			B					
			C					
		RVR 24 or 1/2	D					

CHANGES: Twy F labels added.

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A
M
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0

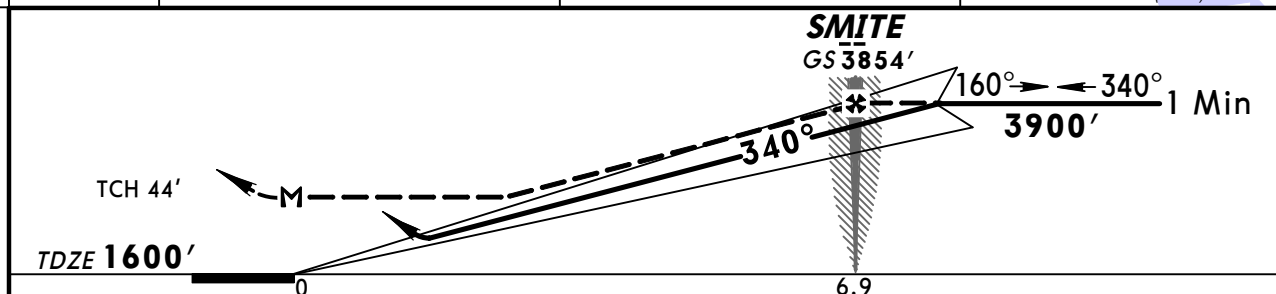
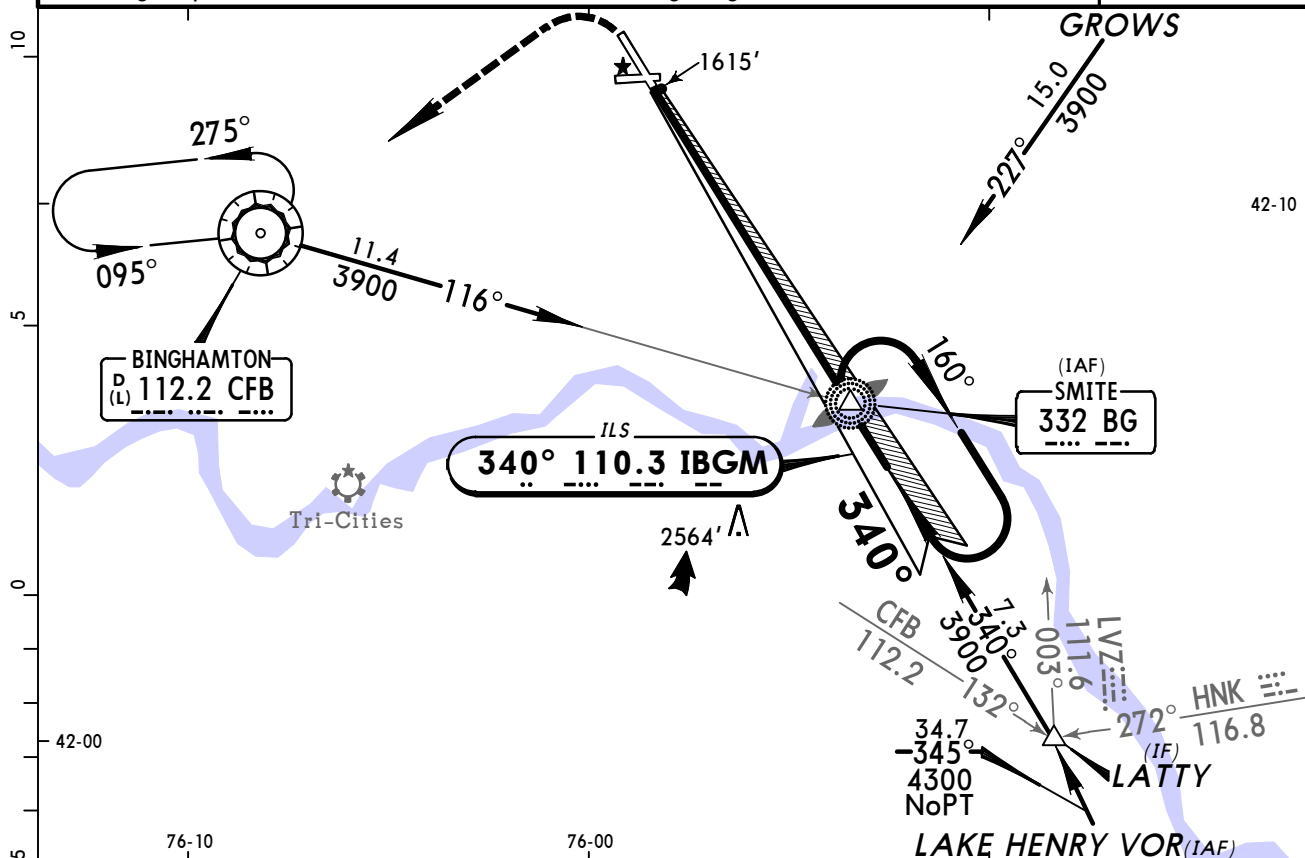
ATIS (ASOS when Twr inop)	*BINGHAMTON Approach (R)	NEW YORK Center (R)	*BINGHAMTON Tower	*Ground
128.15	118.6	132.17 when App inop.	CTAF 119.3	121.9
LOC IAAJ 110.3	Final Apch Crs 158°	GS AUREY 3058' (1424')	ILS DA(H) 1884' (250')	Apt Elev 1636' TDZE 1634'
MISSED APCH: Climb to 2100' then climbing RIGHT turn to 3700' direct to CFB VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Final approach course crosses runway centerline extended 2587' from displaced threshold. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 119.3.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2100'	3700'	CFB 112.2
GS	3.00°	377	484	538	646	753	APAPI	↑	RT	
AUREY to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37				

STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND	
ILS <i>DA(H)</i> 1884' (250')			LOC (GS out) <i>MDA(H)</i> 1960' (326')			Max Kts	<i>MDA(H)</i>
FULL		RAIL or ALS out		RAIL out	ALS out		
A	1/2	3/4	1/2	3/4	1	90	2100' (464')-1
B						120	
C						140	2100' (464')- 1 1/2
D					3/4	1	

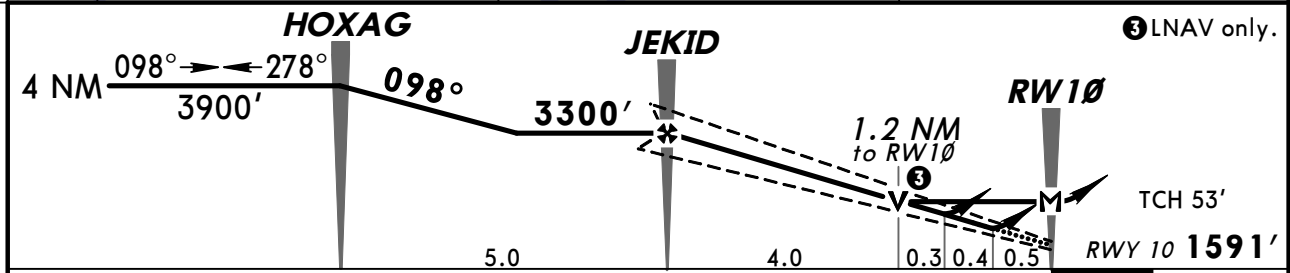
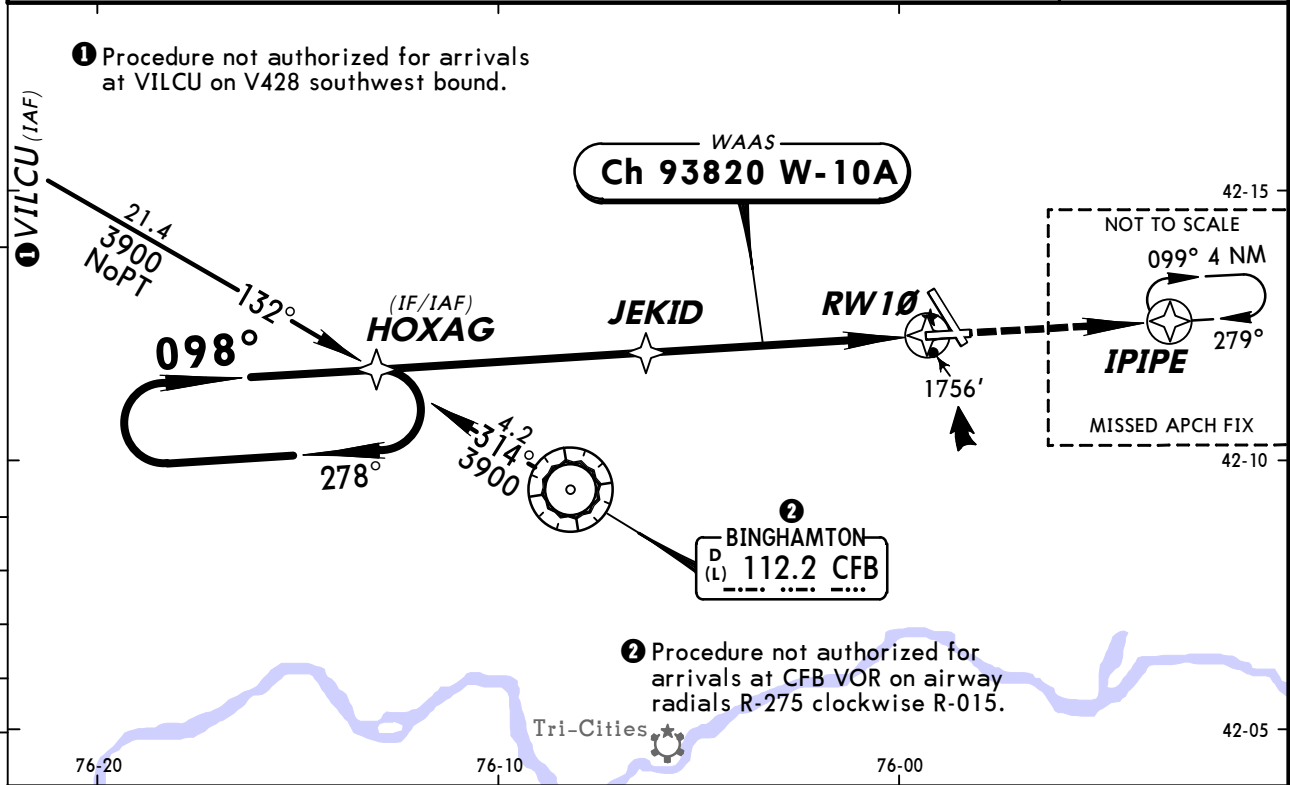
ATIS (ASOS when Twr inop) 128.15	*BINGHAMTON Approach (R) 118.6	NEW YORK Center (R) 132.17 when App inop.	*BINGHAMTON Tower CTAF 119.3	*Ground 121.9
LOC IBGM 110.3	Final Apch Crs 340°	GS SMITE 3854' (2254')	ILS DA(H) (CONDITIONAL) 1800' (200')	Apt Elev 1636' TDZE 1600'
MISSED APCH: Climb to 2200' then climbing LEFT turn to 3900' direct CFB VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Ithaca altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 119.3.				
				4000' MSA BG LOM



Gnd speed-Kts	70	90	100	120	140	160	MALSR		2200'	3900'	D	CFB 112.2
GS	3.00°	377	484	538	646	753	861	APAPI	↑	LT		
SMITE to MAP	6.9	5:55	4:36	4:08	3:27	2:57	2:35					

STRAIGHT-IN LANDING RWY 34						CIRCLE-TO-LAND	
With Local Altimeter Setting			With Local Altimeter Setting			With Local Altimeter Setting	
ILS		LOC (GS out)				Max Kts	MDA(H)
DA(H) 1800' (200')		MDA(H) 1940' (340')				90	2120' (484') - 1
FULL	RAIL or ALS out	RAIL out	ALS out			120	2120' (484') - 1 1/2
A						140	2120' (484') - 1 1/2
B						165	2200' (564') - 2
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		
D			RVR 40 or 3/4		RVR 50 or 1		
With Ithaca Altimeter Setting						With Ithaca Altimeter Setting	
ILS		LOC (GS out)				Max Kts	MDA(H)
DA(H) 1938' (338')		MDA(H) 2080' (480')				90	2260' (624') - 1
FULL	RAIL or ALS out	RAIL out	ALS out			120	2260' (624') - 1 3/4
A						140	2260' (624') - 1 3/4
B						165	2340' (704') - 2 1/4
C	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		
D			RVR 40 or 3/4		RVR 60 or 1 1/4		
			RVR 50 or 1		1 1/2		

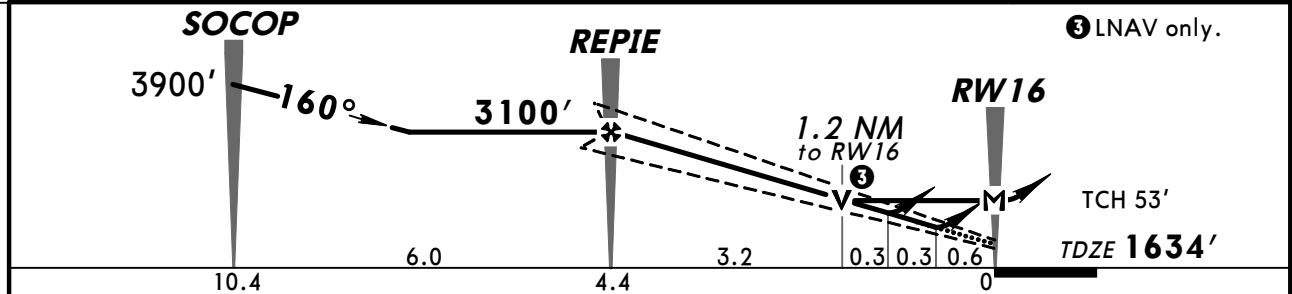
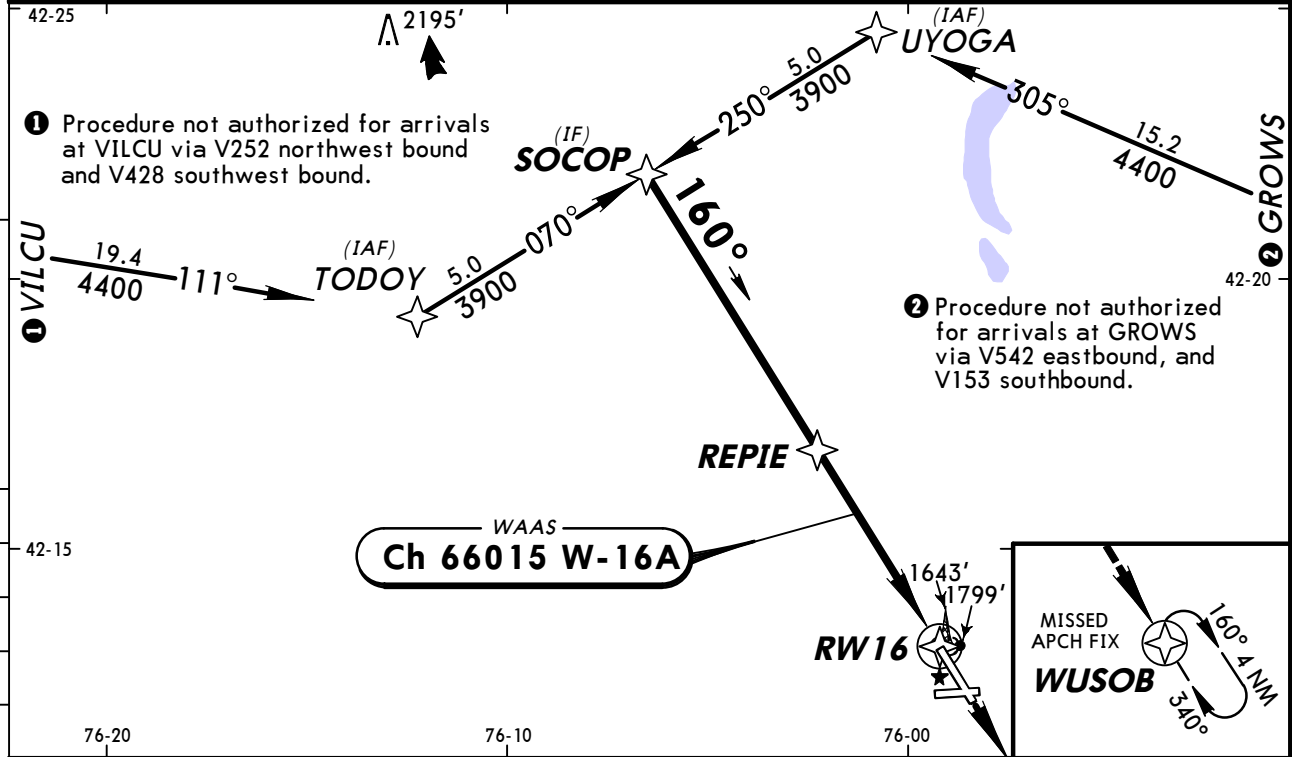
ATIS (ASOS when Twr inop) 128.15	*BINGHAMTON Approach (R) 118.6	NEW YORK Center (R) 132.17 when App inop.	*BINGHAMTON Tower CTAF 119.3	*Ground 121.9
WAAS Ch 93820 W-10A	Final Apch Crs 098°	Minimum Alt JEKID 3300' (1709')	LPV DA(H) (CONDITIONAL) 1791' (200')	Apt Elev 1636' Rwy 10 1591'
MISSED APCH: Climb to 4200' direct IPIPE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Ithaca altimeter setting. 2. VDP and Baro-VNAV not authorized when using Ithaca altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 33°C (91°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 119.3.				
				3600' MSA RW10



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RWY 10										

STRAIGHT-IN LANDING RWY 10							CIRCLE-TO-LAND	
With Local Altimeter Setting							With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)	
DA(H)	1791' (200')	DA(H)	1917' (326')	MDA(H)	2020' (429')			
A	3/4	1	1	90	2120' (484') - 1			
B				120				
C			1 1/4	140		2120' (484') - 1 1/2		
D				165		2200' (564') - 2		
With Ithaca Altimeter Setting							With Ithaca Altimeter Setting	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)	
DA(H)	1929' (338')	DA(H)	2055' (464')	MDA(H)	2160' (569')			
A	1 1/8	1 1/2	1	90	2260' (624') - 1			
B				120				
C			1 5/8	140		2260' (624') - 1 3/4		
D				165		2340' (704') - 2 1/4		

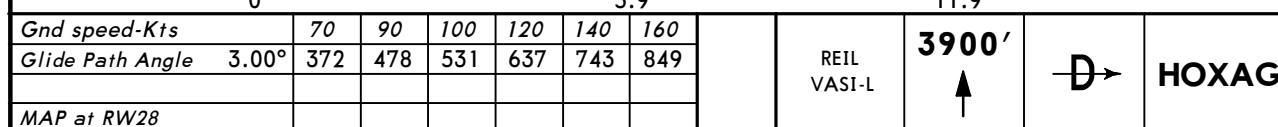
ATIS (ASOS when Twr inop) 128.15	*BINGHAMTON Approach (R) 118.6	NEW YORK Center (R) 132.17 when App inop.	*BINGHAMTON Tower CTAF 119.3	*Ground 121.9
WAAS Ch 66015 W-16A	Final Apch Crs 160°	Minimum Alt REPIE 3100' (1466')	LPV DA(H) (CONDITIONAL) 1884' (250')	Apt Elev 1636' TDZE 1634'
MISSED APCH: Climb to 4000' direct WUSOB and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Ithaca altimeter setting. 2. VDP and Baro-VNAV not authorized when using Ithaca altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 119.3.				
				3600' MSA RW16



Gnd speed-Kts	70	90	100	120	140	160		MALSR	4000'		
Glide Path Angle 3.00°	372	478	531	637	743	849		APAPI			
MAP at RW16											

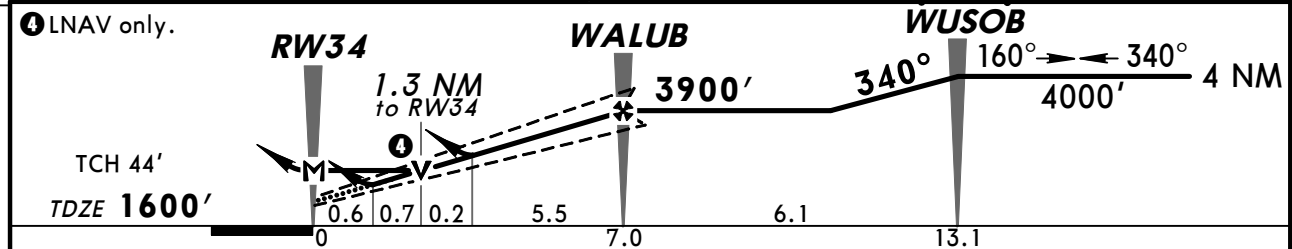
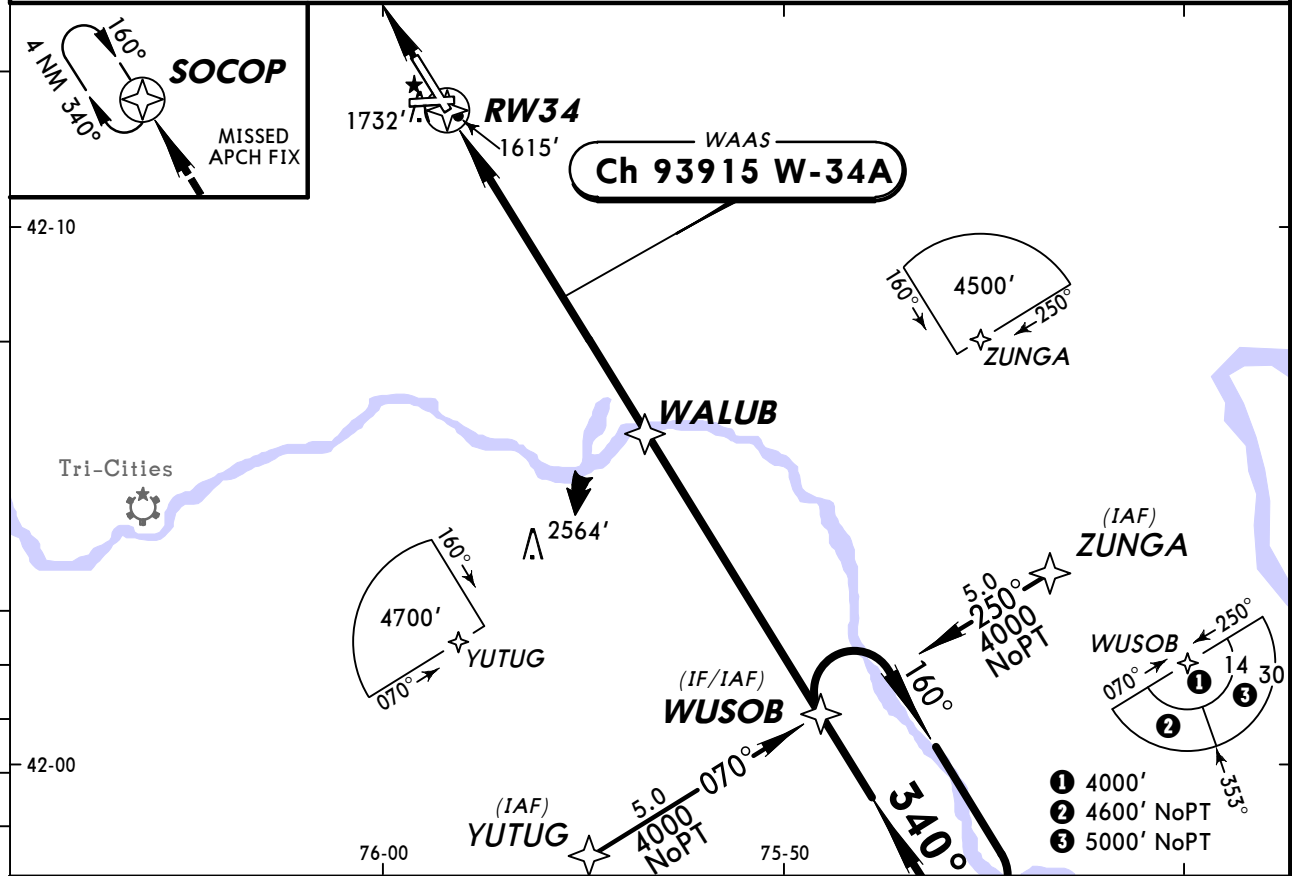
STRAIGHT-IN LANDING RWY 16							1 CIRCLE-TO-LAND	
With Local Altimeter Setting							With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV				
DA(H) 1884' (250')		DA(H) 1984' (350')		MDA(H) 2060' (426')				
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	Max Kts	MDA(H)
A	3/4		3/4		1 1/4		90	2120' (484') - 1
120							2120' (484') - 1 1/2	
140							2200' (564') - 2	
165								
B								
C								
D								
With Ithaca Altimeter Setting							With Ithaca Altimeter Setting	
LPV		LNAV/VNAV		LNAV				
DA(H) 2022' (388')		DA(H) 2122' (488')		MDA(H) 2200' (566')				
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	Max Kts	MDA(H)
A	3/4		1 1/4		1 3/4		90	2260' (624') - 1
120							2260' (624') - 1 3/4	
140							2340' (704') - 2 1/4	
165								
B								
C								
D								
1 Not authorized at night to Rwy 34 when VGSI inop.								

BRIEFING STRIP TM

ERPS AMEND 2 7 APR 2011

CHANGES: Chart reindexed, procedure.

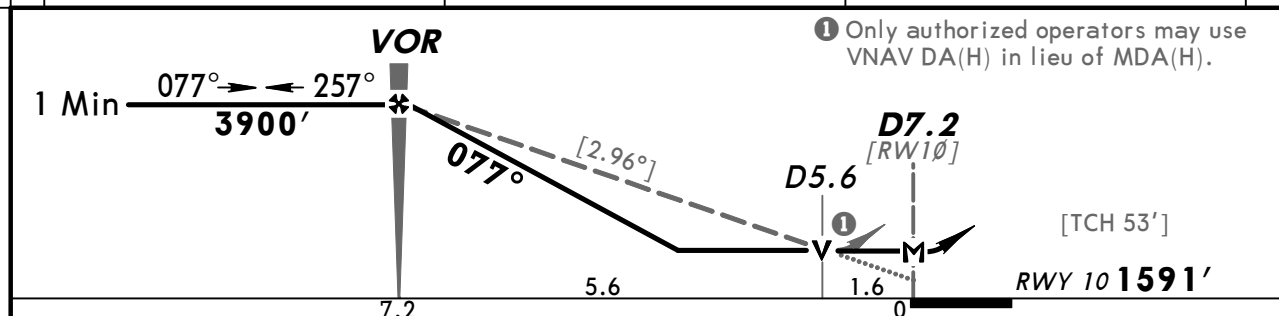
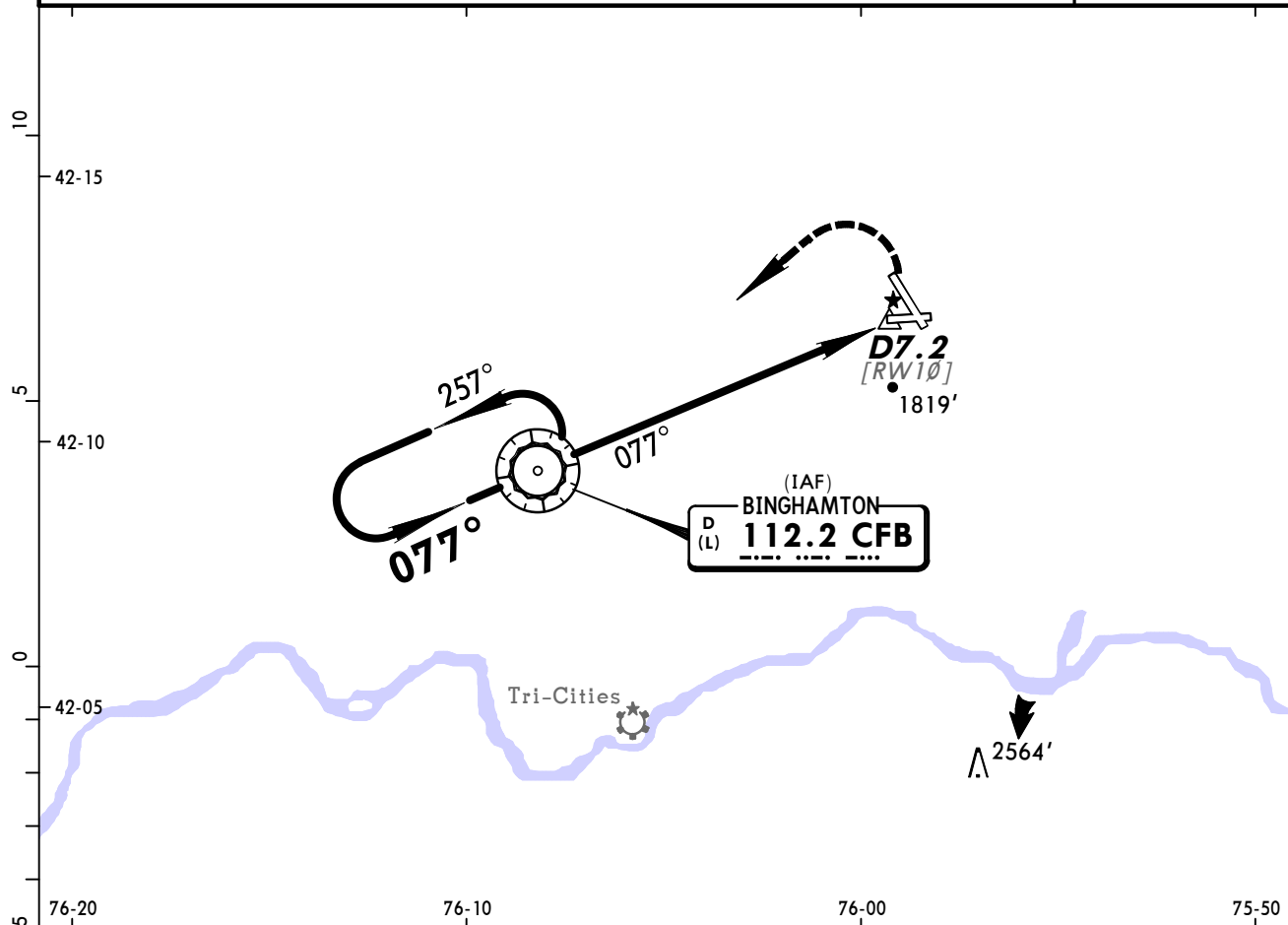
ATIS (ASOS when Twr inop) 128.15	*BINGHAMTON Approach (R) 118.6	NEW YORK Center (R) 132.17 when App inop.	*BINGHAMTON Tower CTAF 119.3	*Ground 121.9
WAAS Ch 93915 W-34A	Final Apch Crs 340°	Minimum Alt WALUB 3900' (2300')	LPV DA(H) (CONDITIONAL) 1800' (200')	Apt Elev 1636' TDZE 1600'
TAA 30 NM IAF				
MISSED APCH: Climb to 3900' direct SOCOP and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Ithaca altimeter setting. 2. VDP and Baro-VNAV not authorized when using Ithaca altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 46°C (114°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 119.3.				



Gnd speed-Kts	70	90	100	120	140	160		MALSR	3900'		
Glide Path Angle 3.00°	372	478	531	637	743	849		APAPI			
MAP at RW34											

STRAIGHT-IN LANDING RWY 34 With Local Altimeter Setting							CIRCLE-TO-LAND With Local Altimeter Setting		
LPV DA(H) 1800' (200')		LNAV/VNAV DA(H) 2082' (482')		LNAV MDA(H) 2040' (440')			Max Kts		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			MDA(H)		
A							90		
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	RVR 24 or 1/2	RVR 40 or 3/4	120		2120' (484') - 1
C					RVR 40 or 3/4	RVR 60 or 1/4	140		2120' (484') - 1 1/2
D					RVR 50 or 1	1 1/2	165		2200' (564') - 2
With Ithaca Altimeter Setting							With Ithaca Altimeter Setting		
LPV DA(H) 1938' (338')		LNAV/VNAV DA(H) 2220' (620')		LNAV MDA(H) 2180' (580')			Max Kts		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			MDA(H)		
A							90		
B	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4	2 1/4	RVR 24 or 1/2	RVR 40 or 3/4	120		2260' (624') - 1
C					RVR 50 or 1	1 1/2	140		2260' (624') - 1 3/4
D					RVR 60 or 1/4	1 3/4	165		2340' (704') - 2 1/4

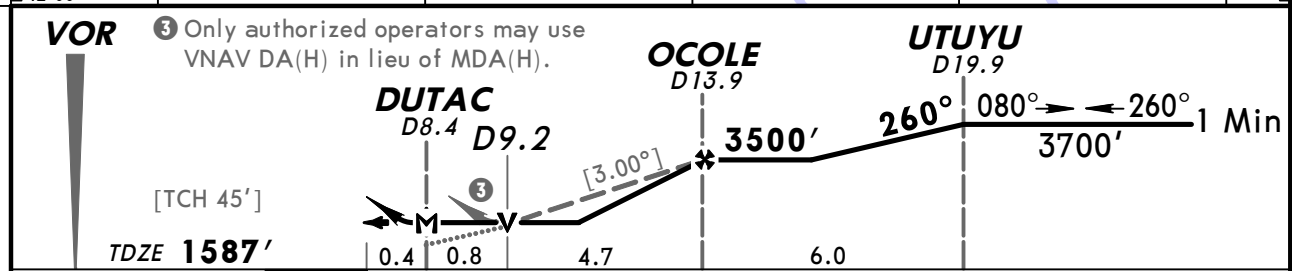
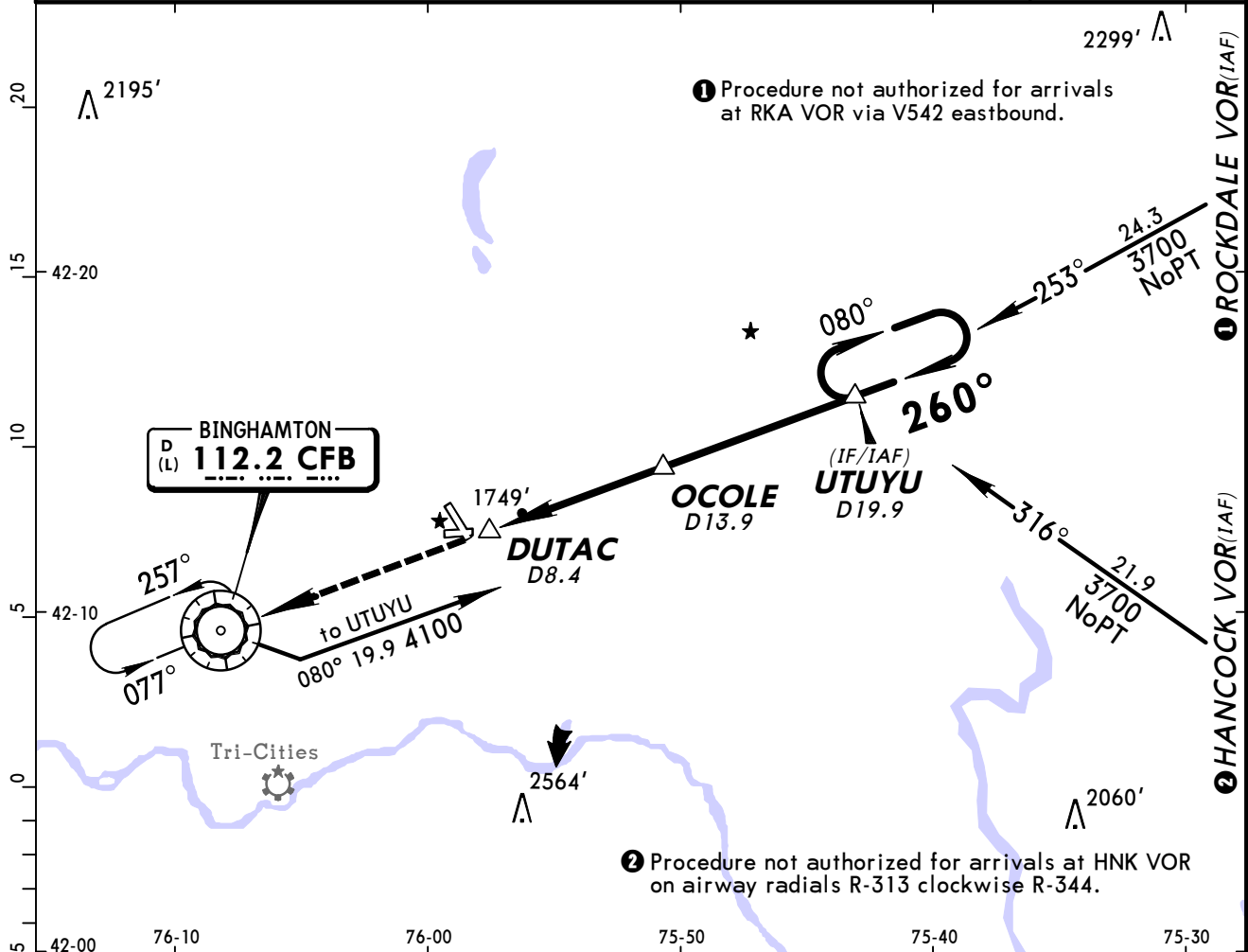
ATIS (ASOS when Twr inop)	*BINGHAMTON Approach (R)	NEW YORK Center (R)	*BINGHAMTON Tower	*Ground
128.15	118.6	132.17 when App inop.	CTAF 119.3	121.9
VOR CFB 112.2	Final Apch Crs 077°	Minimum Alt VOR 3900' (2309')	MDA(H) (CONDITIONAL) 2140' (549')	Apt Elev 1636' Rwy 10 1591'
MISSED APCH: Climbing LEFT turn to 3900' direct CFB VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Ithaca altimeter setting. 2. VDP not authorized with Ithaca altimeter setting. 3. Pilot controlled lighting 119.3.				



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [2.96°]	367	471	524	628	733	838				
MAP at D7.2 or VOR to MAP	7.2	6:10	4:48	4:19	3:36	3:05	2:42			

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
MDA(H) 2140' (549') With Local Altimeter Setting		MDA(H) 2280' (689') With Ithaca Altimeter Setting		Max Kts	With Local Altimeter Setting	With Ithaca Altimeter Setting	
					MDA(H)	MDA(H)	
A	1	1		90	2140' (504') - 1	2280' (644') - 1	
B				120			
C	1 ⁵ / ₈	2		140	2140' (504') - 1 ⁵ / ₈	2280' (644') - 2	
D				165	2200' (564') - 2	2340' (704') - 2 ¹ / ₄	

ATIS (ASOS when Twr inop)	*BINGHAMTON Approach (R)	NEW YORK Center (R)	*BINGHAMTON Tower	*Ground
128.15	118.6	132.17 when App inop.	CTAF 119.3	121.9
VOR CFB 112.2	Final Apch Crs 260°	Minimum Alt OCOLE 3500' (1913')	MDA(H) (CONDITIONAL) 2000' (413')	Apt Elev 1636' TDZE 1587'
MISSED APCH: Climb to 3500' direct CFB VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Ithaca altimeter setting. 2. VDP not authorized when using Ithaca altimeter setting. 3. Pilot controlled lighting 119.3.				
MSA CFB VOR				



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at DUTAC										

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
MDA(H) 2000' (413')		MDA(H) 2140' (553')		With Local Altimeter Setting		With Ithaca Altimeter Setting	
With Local Altimeter Setting		With Ithaca Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	2120' (484') - 1	2260' (624') - 1	
				120	2120' (484') - 1 1/2	2260' (624') - 1 3/4	
C	1 1/4	1 1/2		140	2120' (484') - 1 1/2	2260' (624') - 1 3/4	
				165	2200' (564') - 2	2340' (704') - 2 1/4	

General Information

Location: Buffalo NY USA
IATA Code: BUF
Lat/Long: N42° 56.4' W078° 43.9'
Elevation: 728 ft

Airport Use: Public
Magnetic Variation: 10.8°W
Sectional Chart: Detroit

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1155 Z
Sunset: 2301 Z,

Runway Information

Runway: 05
Length x Width: 8829 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 706 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 535 ft

Runway: 14
Length x Width: 7161 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 711 ft
Lighting: Edge, REIL
Displaced Threshold: 320 ft

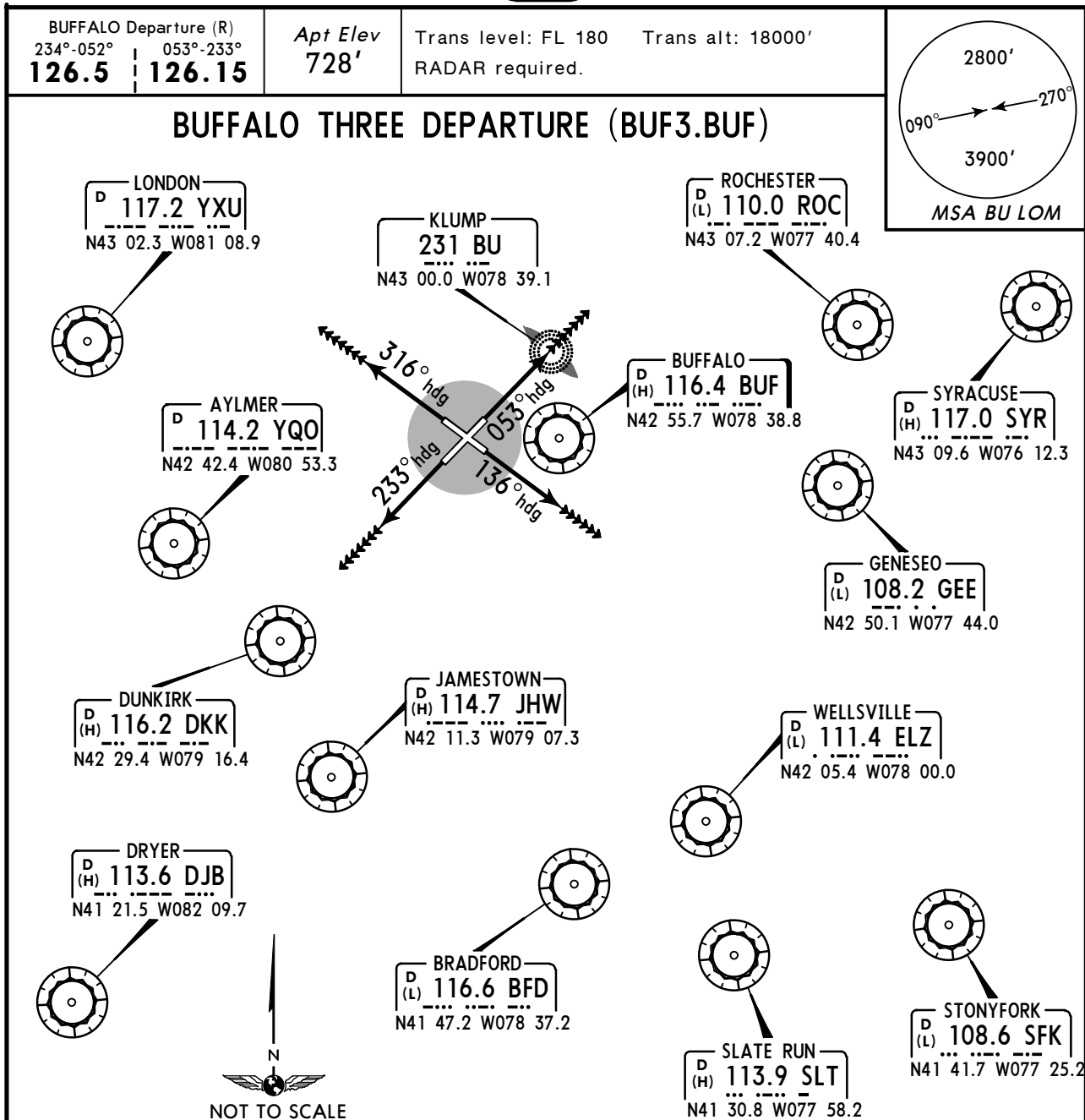
Runway: 23
Length x Width: 8829 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 728 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 725 ft

Runway: 32
Length x Width: 7161 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 714 ft

Lighting: Edge, ALS
Displaced Threshold: 720 ft

Communication Information

- ATIS 135.35
- Buffalo Tower 120.5
- Buffalo Ground Control 133.2
- Buffalo Clearance Delivery 124.7
- Buffalo Pre-Taxi Clearance 124.7 Pre-Departure Clearance
- Buffalo Approach Control 126.5 (234°-52°)
- Buffalo Approach Control 126.15 (53°-233°) Initial Contact
- Buffalo App ARSA 126.5 (234°-52°)
- Buffalo App ARSA 126.15 (53°-233°)
- Buffalo Departure Control 126.5 (234°-52°)
- Buffalo Departure Control 126.15 (53°-233°)
- Buffalo Flight Service Station 122.6
- Buffalo Flight Service Station 122.2
- Buffalo Flight Service Station 122.1 RCO
- Buffalo Flight Service Station 116.4 RCO

**OBSTACLES**

Rwy 5: Tree 648' from DER, 662' LEFT of centerline, 65' AGL/751' MSL. Trees beginning 697' from DER, 385' RIGHT of centerline, up to 100' AGL/787' MSL.

Rwy 23: Trees, poles, building and pump beginning 6' from DER, 290' LEFT of centerline, up to 40' AGL/721' MSL. Tree 3317' from DER, 916' RIGHT of centerline, 68' AGL/759' MSL.

Rwy 32: Multiple trees and a bush beginning 141' from DER, 66' LEFT of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from DER, 90' RIGHT of centerline, up to 66' AGL/752' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwys 5, 14, 23, 32: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB - TURBOJET AIRCRAFT	ALTITUDE
5	Climb heading 053° until leaving 3000'.	MAINTAIN 10000' or assigned lower altitude
14	Climb heading 136° until leaving 3000'.	
23	Climb heading 233° until leaving 3000'.	
32	Climb heading 316° until leaving 3000'.	
INITIAL CLIMB - NON-TURBOJET AIRCRAFT		
Climb on assigned heading.		
ROUTING		
EXPECT vectors to filed route or depicted fix. EXPECT further clearance to requested altitude/flight level ten minutes after departure.		

GENERAL

For FBO services contact 131.75; For Cargo services contact 122.95.

Deer on and in vicinity of airport.

Heavy concentration of Gulls, Blackbirds and Starlings up to 5000' on and in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND	Threshold		
5	HIRL	CL	MALSR	TDZ	grooved RVR	① 7757' 2364m	① 7029' 2142m		150'
23	HIRL	CL	ALSF-II	TDZ	grooved RVR	① 7567' 2306m	① 6567' 2002m		46m

① Last 535' (163m) is unavailable for landing distance computations.

14	HIRL	REIL	PAPI-L (angle 3.0°)	grooved	② 6121' 1866m				150'
32	HIRL	MALSR	PAPI-L (angle 3.0°)	grooved	③ 6121' 1866m	③ 5071' 1546m			46m

② Last 720' (219m) is unavailable for landing distance computations.

③ Last 320' (98m) is unavailable for landing distance computations.

TAKE-OFF

Rwy 23

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

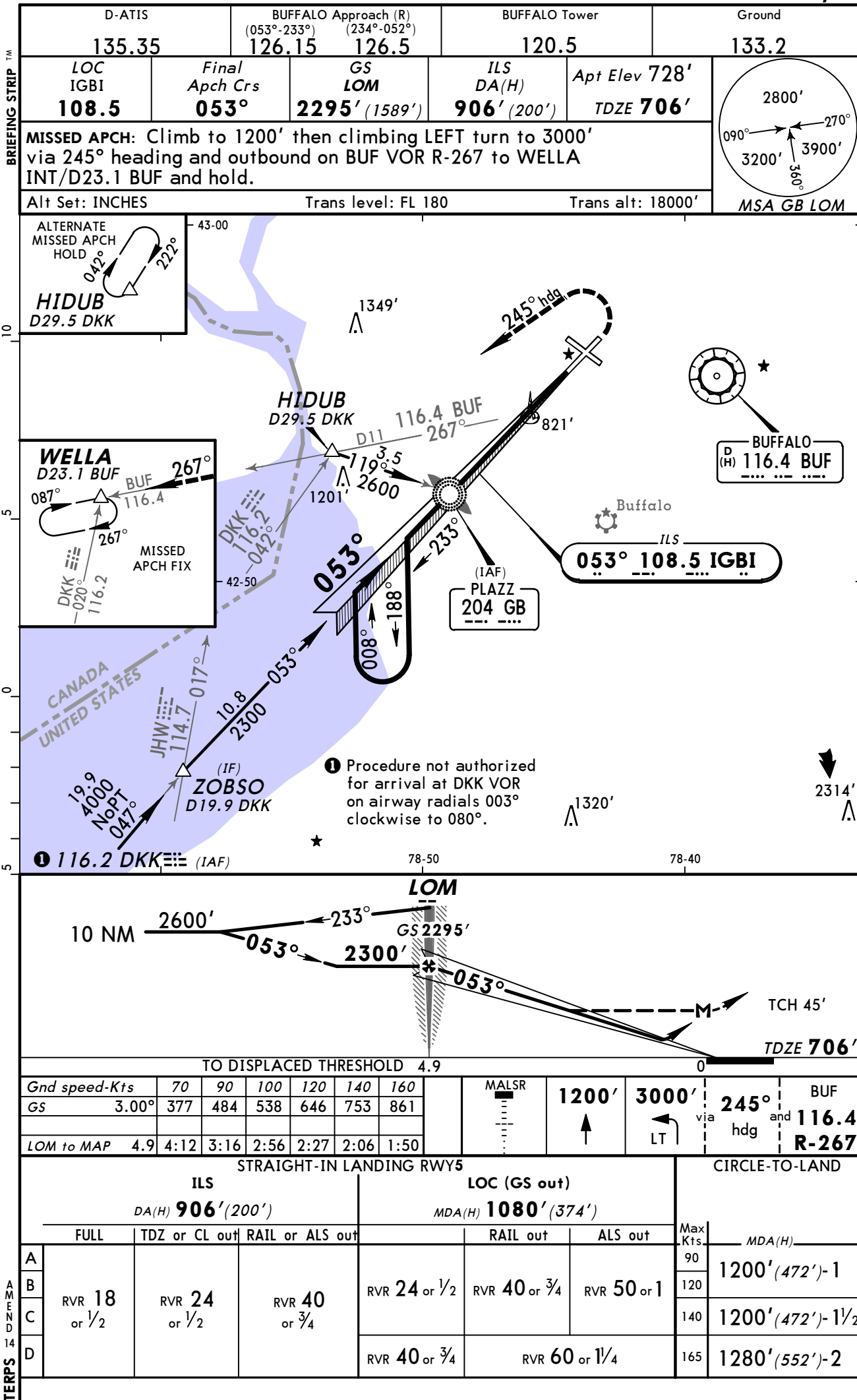
Rwy 5

Both RVRs are required and controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			

TAKE-OFF

Rwys 14, 32

	Adequate Vis Ref	STD	FOR FILING AS ALTERNATE		
			ILS Rwy 5 ILS Rwy 23 ILS Rwy 32	LOC Rwy 5 LOC Rwy 23 LOC Rwy 32 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 32	Other
1 & 2 Eng	1/4	1	600-2	800-2	NA
3 & 4 Eng		1/2			



KBUF/BUF

BUFFALO NIAGARA INTL

10 JUL 09

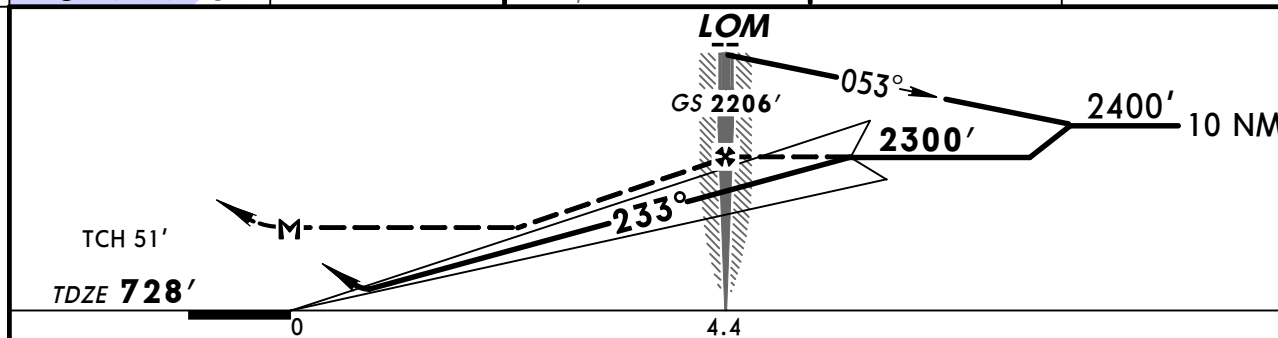
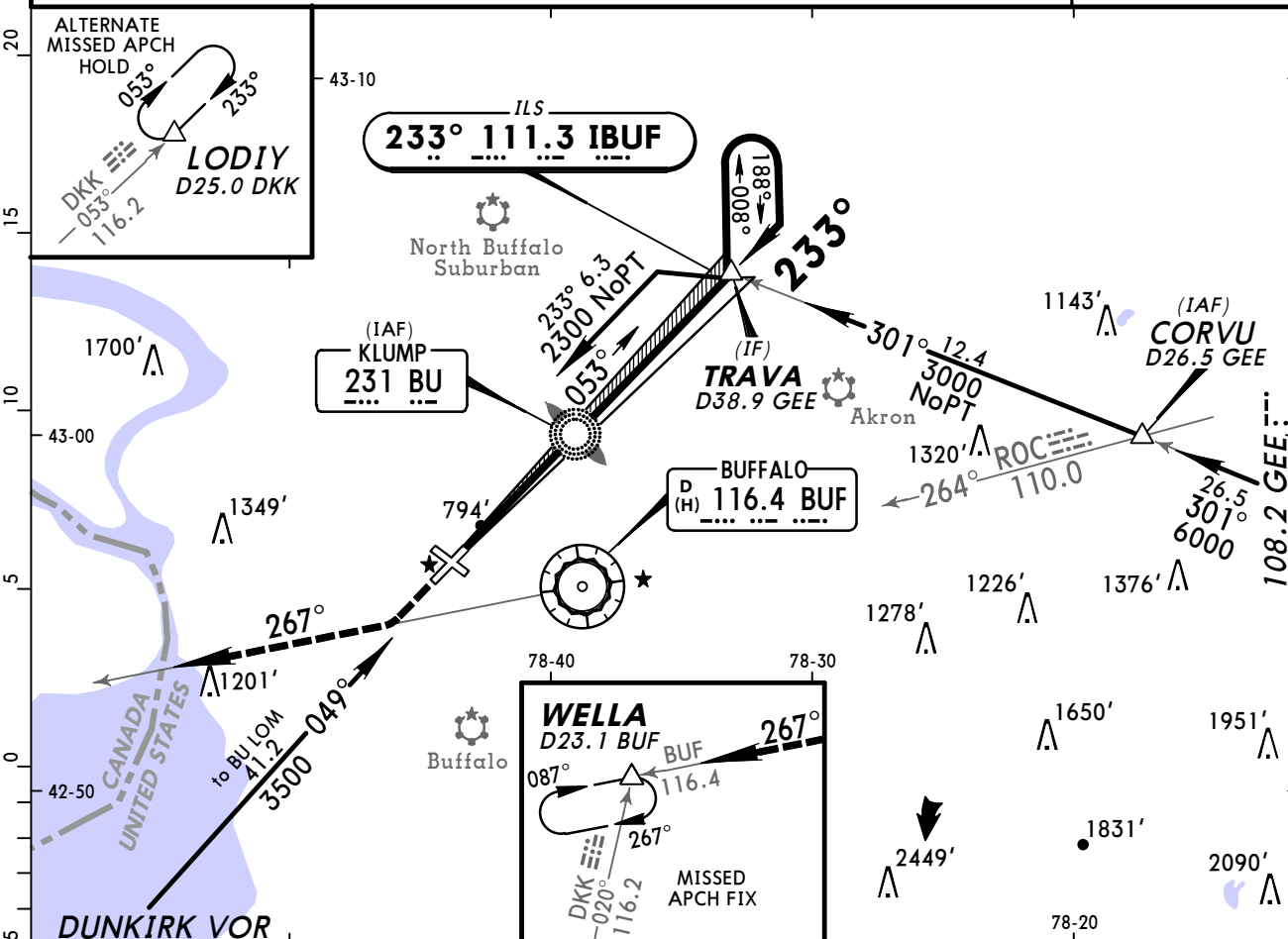
(11-2)

JEPPesen

BUFFALO, NY

ILS or LOC Rwy 23

D-ATIS 135.35	BUFFALO Approach (R) (053°-233°) (234°-052°) 126.15 126.5		BUFFALO Tower 120.5		Ground 133.2
LOC IBUF 111.3	Final Apch Crs 233°	GS LOM 2206' (1478')	ILS DA(H) 928' (200')	Apt Elev 728' TDZE 728'	2700' 090° → ← 270° 3900'
MISSED APCH: Climb to 2300', then climbing RIGHT turn to 3000' via 300° heading and outbound on BUF VOR R-267 to WELLA INT/D23.1 BUF and hold.					MSA BU LOM
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	2300'	3000'	300°	BUF
GS	3.00°	377	484	538	646	753		↑	via	hdg	and 116.4
LOM to MAP	4.4	3:46	2:56	2:38	2:12	1:53			RT		R-267

STRAIGHT-IN LANDING RWY23						CIRCLE-TO-LAND	
ILS				LOC (GS out)		Max Kts	MDA(H)
DA(H) 928' (200')				MDA(H) 1060' (332')			
FULL		TDZ or CL out	ALS out		ALS out		
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	1200' (472') - 1
B						120	
C				140		1200' (472') - 1 1/2	
D				165			1280' (552') - 2

CHANGES: Communications, note removed.

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KBUF/BUF

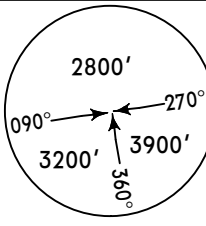
BUFFALO NIAGARA INTL

JEPPESSEN

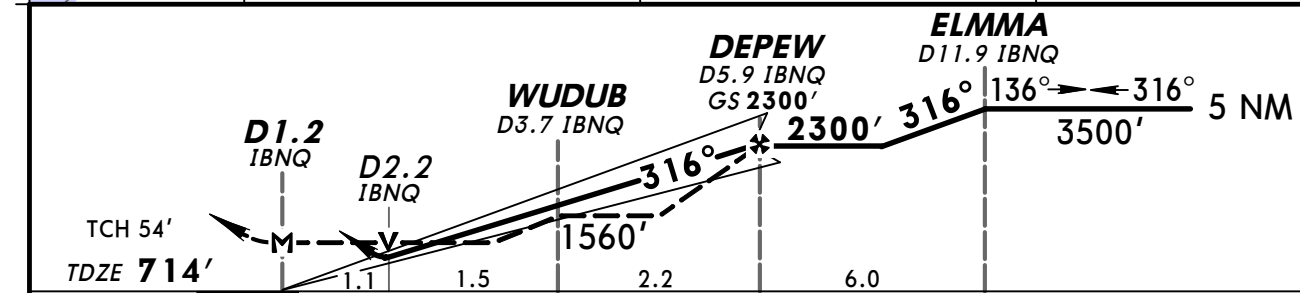
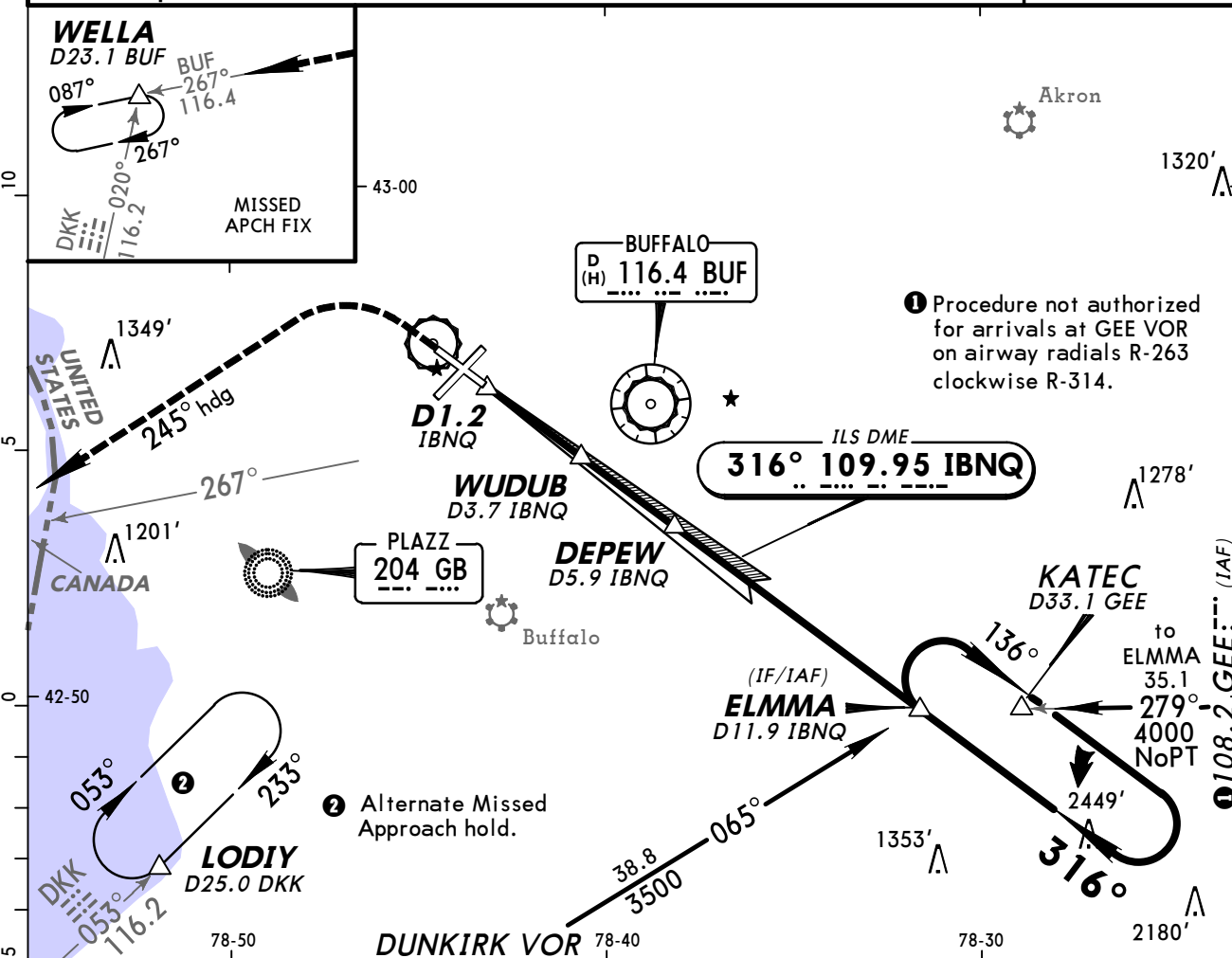
1 OCT 10 **(11-3)**

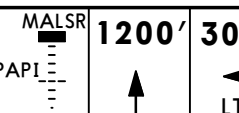
BUFFALO, NY
ILS or LOC DME Rwy 32

BRIEFING STRIP™

D-ATIS 135.35		BUFFALO Approach (R) (053°-233°) (234°-052°) 126.15 126.5		BUFFALO Tower 120.5		Ground 133.2				
LOC IBNQ 109.95		Final Apch Crs 316°		GS DEPEW 2300' (1586')		ILS DA(H) 938' (224')		Apt Elev 728' TDZE 714'		
MISSED APCH: Climb to 1200' then climbing LEFT turn to 3000' via heading 245° and BUF VOR R-267 outbound to WELLA INT/D23.1 BUF and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. DME required. 2. Use IBNQ DME when on the localizer course.										

MSA GB LOM



Gnd speed-Kts	70	90	100	120	140	160		1200' 3000' via 245° hdg and 116.4 WELLA R-267	BUF WELLA
GS	3.00°	377	484	538	646	753			
MAP at D1.2 IBNQ									

TERPS AMEND 0B 23 SEP 2010

STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND					
ILS		LOC (GS out)		Max Kts	MDA(H)		
DA(H) 938' (224')		MDA(H) 1100' (386')					
FULL		RAIL or ALS out					
A	1/2	3/4	1/2	3/4	1	90	1200' (472')-1
B						120	
C						140	1200' (472')-1 1/2
D			3/4	1 1/4		165	1280' (552')-2

CHANGES: GEE VOR/ELMMA transition altitude.

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TERPS AMEND 0B 23 SEP 2010

KBUF/BUF

BUFFALO NIAGARA INTL

12 NOV 10 (12-1)

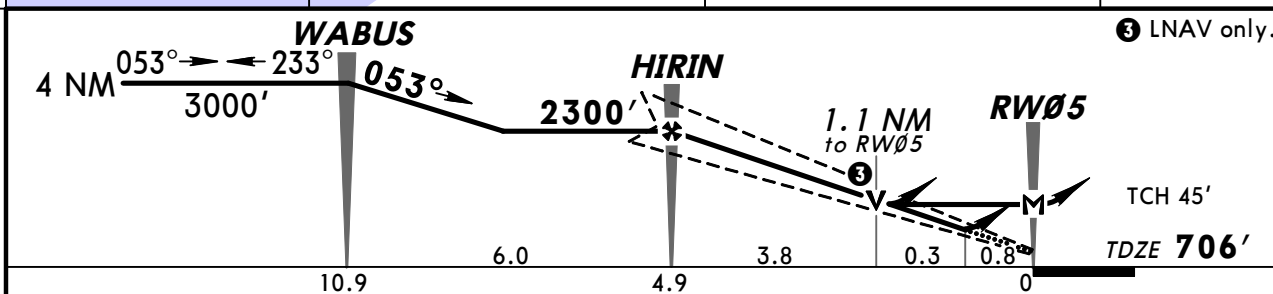
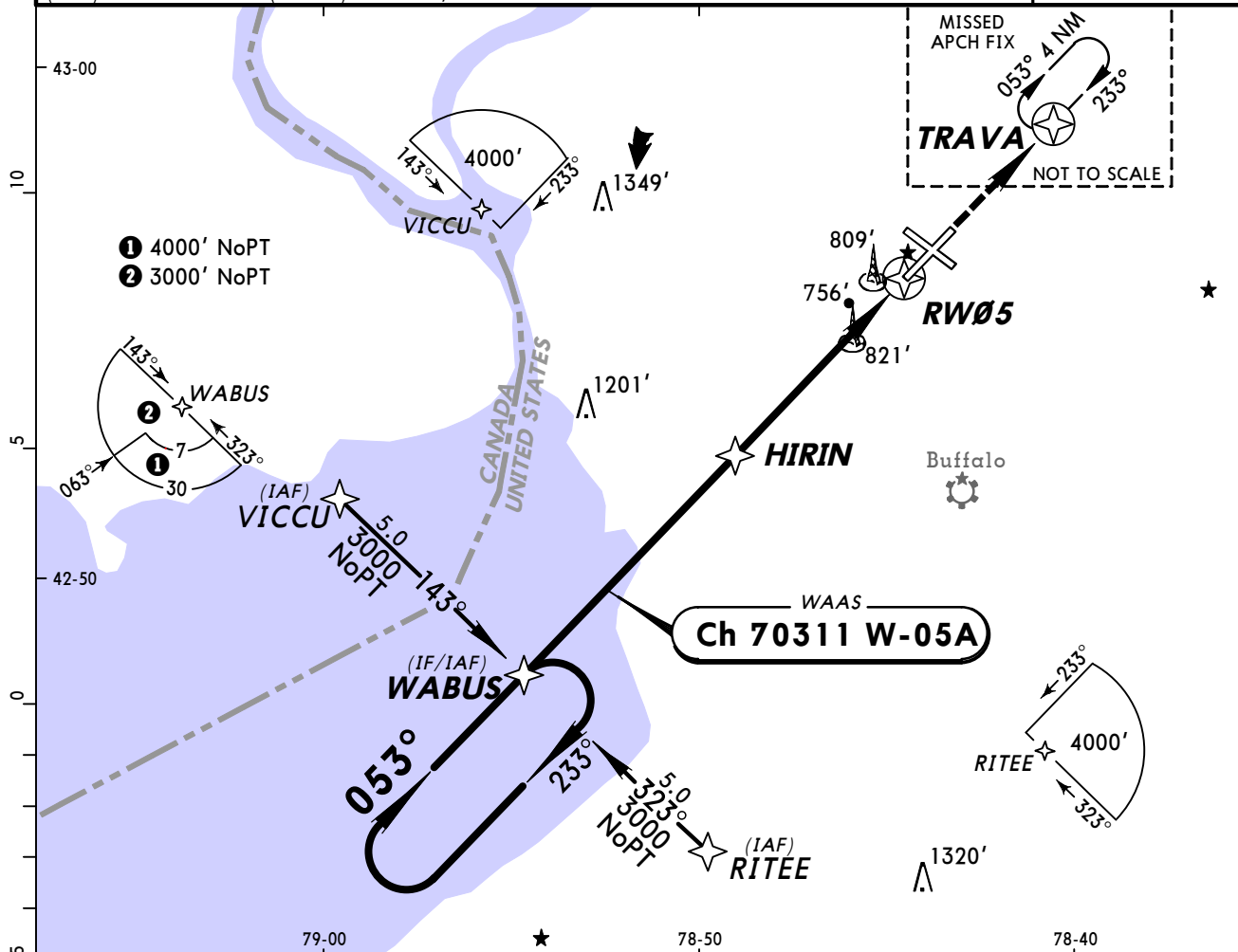
JEPPESEN

BUFFALO, NY

RNAV (GPS) Rwy 5

BRIEFING STRIP™

D-ATIS 135.35		BUFFALO Approach (R) (053°-233°) (234°-052°) 126.15 126.5		BUFFALO Tower 120.5		Ground 133.2				
WAAS Ch 70311 W-05A		Final Apch Crs 053°		Minimum Alt HIRIN 2300' (1594')		LPV DA(H) 973' (267')		Apt Elev 728' TDZE 706'		TAA 30 NM IAF
MISSED APCH: Climb to 3000' direct TRAVA and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized.										



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	D → TRAVA
Glide path angle 3.00°	372	478	531	637	743	849		
MAP at RW05								

STRAIGHT-IN LANDING RWY 5								CIRCLE-TO-LAND	
LPV DA(H) 973' (267')		LNAV/VNAV DA(H) 1077' (371')		LNAV MDA(H) 1080' (374')				Max Kts	MDA(H)
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	90	
RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		120	1200' (472')-1
								140	1200' (472')-1 1/2
								165	1280' (552')-2

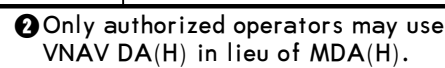
CHANGES: Notes, profile, minimums.

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TERPS AMEND 1A 18 NOV 2010

RNAV (GPS) Rwy 14 **BUFFALO, NY**

BRIEFING STRIP™



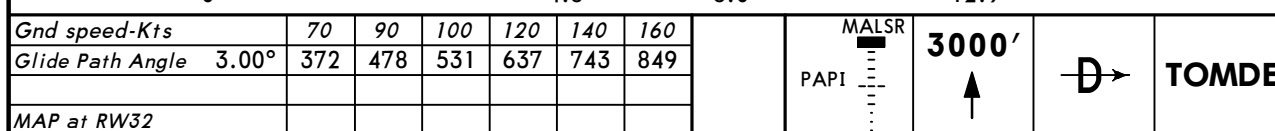
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent angle [3.04°]</i>	376	484	538	645	753	861
<i>MAP at RW14</i>						

TERPS

CHANGES: None.

BRIEFING STRIP™[illegible]TERPS
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BRIFFING STRIP™



AMEND 1
ERPS

General Information

Location: Elmira NY USA
IATA Code: ELM
Lat/Long: N42° 09.6' W076° 53.5'
Elevation: 954 ft

Airport Use: Public
Magnetic Variation: 11.8°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1145 ft AGL

Sunrise: 1146 Z
Sunset: 2254 Z,

Runway Information

Runway: 05
Length x Width: 2019 ft x 150 ft
Surface Type: turf
TDZ-Elev: 944 ft

Runway: 06
Length x Width: 7599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 944 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Displaced Threshold: 600 ft

Runway: 10
Length x Width: 5404 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 942 ft
Lighting: Edge

Runway: 23
Length x Width: 2019 ft x 150 ft
Surface Type: turf
TDZ-Elev: 944 ft

Runway: 24

Length x Width: 7599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 954 ft
Lighting: Edge, ALS, Centerline, Pilot controlled

Runway: 28
Length x Width: 5404 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 944 ft
Lighting: Edge
Displaced Threshold: 402 ft

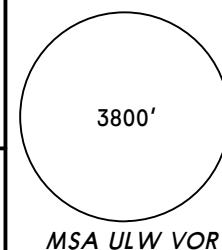
Communication Information

ATIS 125.475
Elmira Tower 121.1 CTAF PCL
Elmira Ground Control 121.9
Elmira Clearance Delivery 121.9
Elmira Approach Control 119.45
Elmira Approach Control 118.15 Initial Contact Secondary
Elmira ARSA 119.45
Elmira Departure Control 119.45
Elmira Departure Control 118.15 Secondary
Elmira/Corning Regl Unicom 122.95
Buffalo Flight Service Station 109.65 RCO
Buffalo Flight Service Station 122.4 RCO
Buffalo Flight Service Station 122.2 RCO
Buffalo Flight Service Station 122.1 RCO
Buffalo Flight Service Station 111.8 RCO
New York Center 133.35 Remote Communications Air-Ground

*ELMIRA Departure (R)
119.45

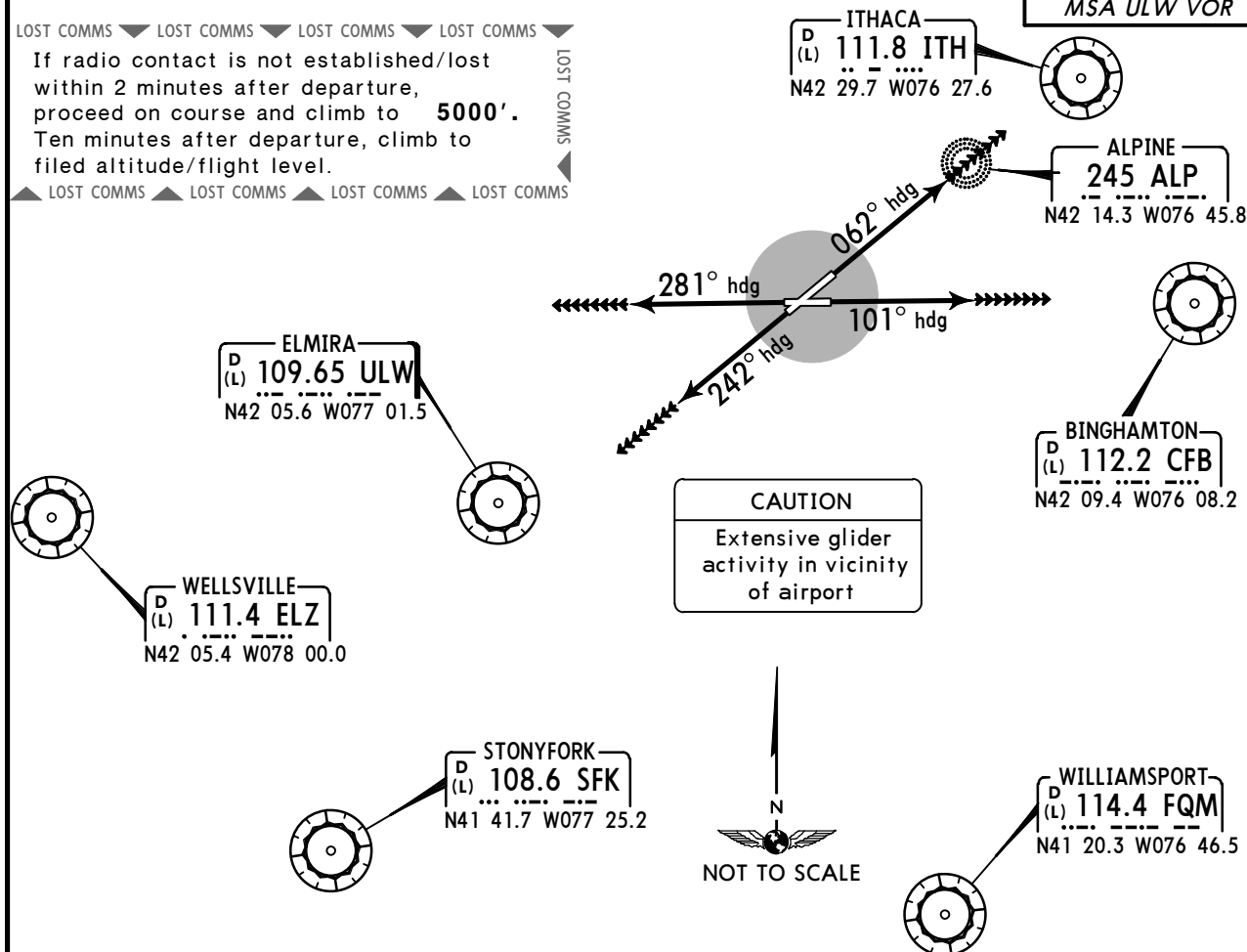
Apt Elev
955'

Trans level: FL180
Trans alt: 18000'
1. RADAR required.
2. Procedure not available when Elmira departure control closed.



ELMIRA TWO DEPARTURE (ELM2.ELM)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to **5000'**. Ten minutes after departure, climb to filed altitude/flight level.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 5, 23: Not authorized- ATC.
Rwy 6: 600-2 3/4 or standard (or lower than standard, if authorized) with a minimum climb of 325' per NM to **1700'**.
Rwy 10: Standard (or lower than standard, if authorized) with a minimum climb of 449' per NM to **1600'**.
Rwy 24: Standard (or lower than standard, if authorized) with a minimum climb of 423' per NM to **2400'**.
Rwy 28: Standard (or lower than standard, if authorized) with a minimum climb of 636' per NM to **2100'**.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
423' per NM	529	705	1058	1410	1763	2115
449' per NM	561	748	1123	1497	1871	2245
636' per NM	795	1060	1590	2120	2650	3180

OBSTACLES

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

RWY INITIAL CLIMB

RWY	INITIAL CLIMB
6	Climb heading 062° to 4000' .
10	Climb heading 101° to 4000' .
24	Climb heading 242° to 4000' .
28	Climb heading 281° to 4000' .

ROUTING

EXPECT RADAR vectors to join assigned route/fix. EXPECT clearance to filed altitude 10 minutes after departure.

ELMIRA, NY
ELMIRA/CORNING REGL

GENERAL

Birds and deer in vicinity of airport.
 Blimp activity requires prior permission.
 Extensive glider activity on and in the vicinity of the airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS				WIDTH
		LANDING BEYOND Threshold	GLIDE BEYOND Slope	LAHSO Distance	TAKE-OFF	
5	1 23					150'

1 Closed Dec 1 thru Apr 30, other times prior request.

6	2 HIRL 2 MALSR VASI-L grooved	6999'	5958'			150'
24	2 HIRL 2 MALSR VASI-L grooved RVR		6454'	10/28 4750'		

2 Activate on 121.1 when Twr inop.

10	3 MIRL grooved	4 5004'				150'
28	3 MIRL PAPI-L (angle 3.0°) grooved	5004'		6/24 3050'		

3 2 hour prior request 0000-0600 LT.

4 Last 400' is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 6			Rwy 10		
	With Mim climb of 325'/NM to 1700'		Other	With Mim climb of 449'/NM to 1600'		For Climb In Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	600-2 3/4	1/4	1	2000-3
3 & 4 Eng		1/2			1/2	
	Rwy 28		For Climb In Visual Conditions	Rwy 24		Rwys 5, 23
	With Mim climb of 636'/NM to 2100'			With Mim climb of 423'/NM to 2400'		
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	2000-3	RVR 16 or 1/4	RVR 50 or 1	2000-3
3 & 4 Eng		1/2			RVR 24 or 1/2	
NA						

OBSTACLE DP

Rwy 6: Climb via heading 062° to 2400' before proceeding on course.

Rwy 10: Climb via heading 101° to 2500' before proceeding on course. For climb in visual conditions: Cross Elmira/Corning Regl Airport at or above 2800' before proceeding on course.

Rwy 24: Climb via heading 242° to 2600' before proceeding on course. For climb in visual conditions: Cross Elmira/Corning Regl Airport at or above 2800' before proceeding on course.

Rwy 28: Climb via heading 281° to 2400' before proceeding on course. For climb in visual conditions: Cross Elmira/Corning Regl Airport at or above 2800' before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating

ILS Rwy 6 LOC Rwy 6
 ILS Rwy 24 LOC Rwy 24

Other

A	1200-2	NA
B		
C	1200-3	
D		

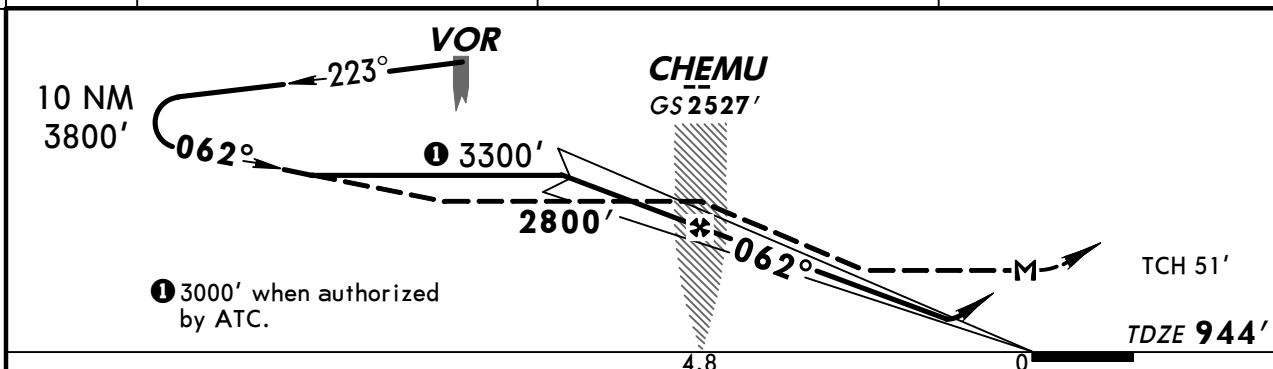
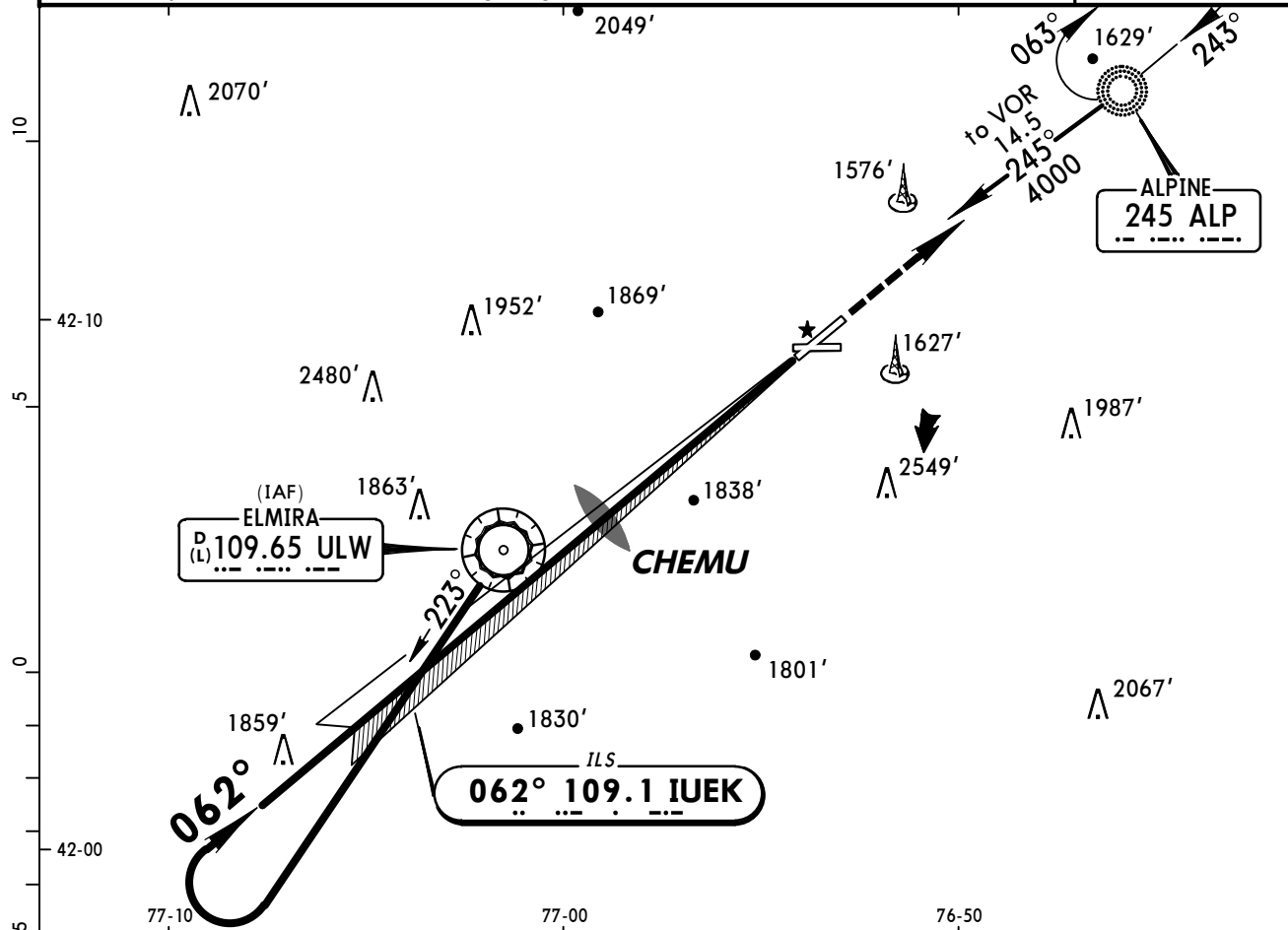
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BRIEFING STRIP

ATIS (ASOS when Twr inop) 125.47		*ELMIRA Approach (R) 119.45		NEW YORK Center (R) 133.35 when App inop.		*ELMIRA Tower CTAF 121.1		*Ground 121.9	
LOC IUEK 109.1		Final Apch Crs 062°		GS CHEMU 2527' (1583')		ILS DA(H) 1144' (200')		Apt Elev 955' TDZE 944'	
MISSED APCH: Climb to 3600' direct to ALP NDB and hold.									
Alt Set: INCHES					Trans level: FL 180			Trans alt: 18000'	
1. ADF required. 2. Pilot controlled lighting 121.1.									

3800'

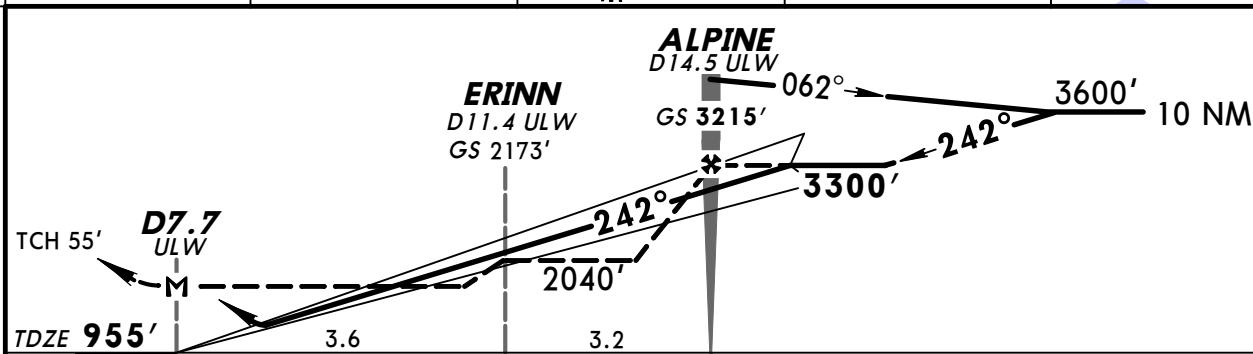
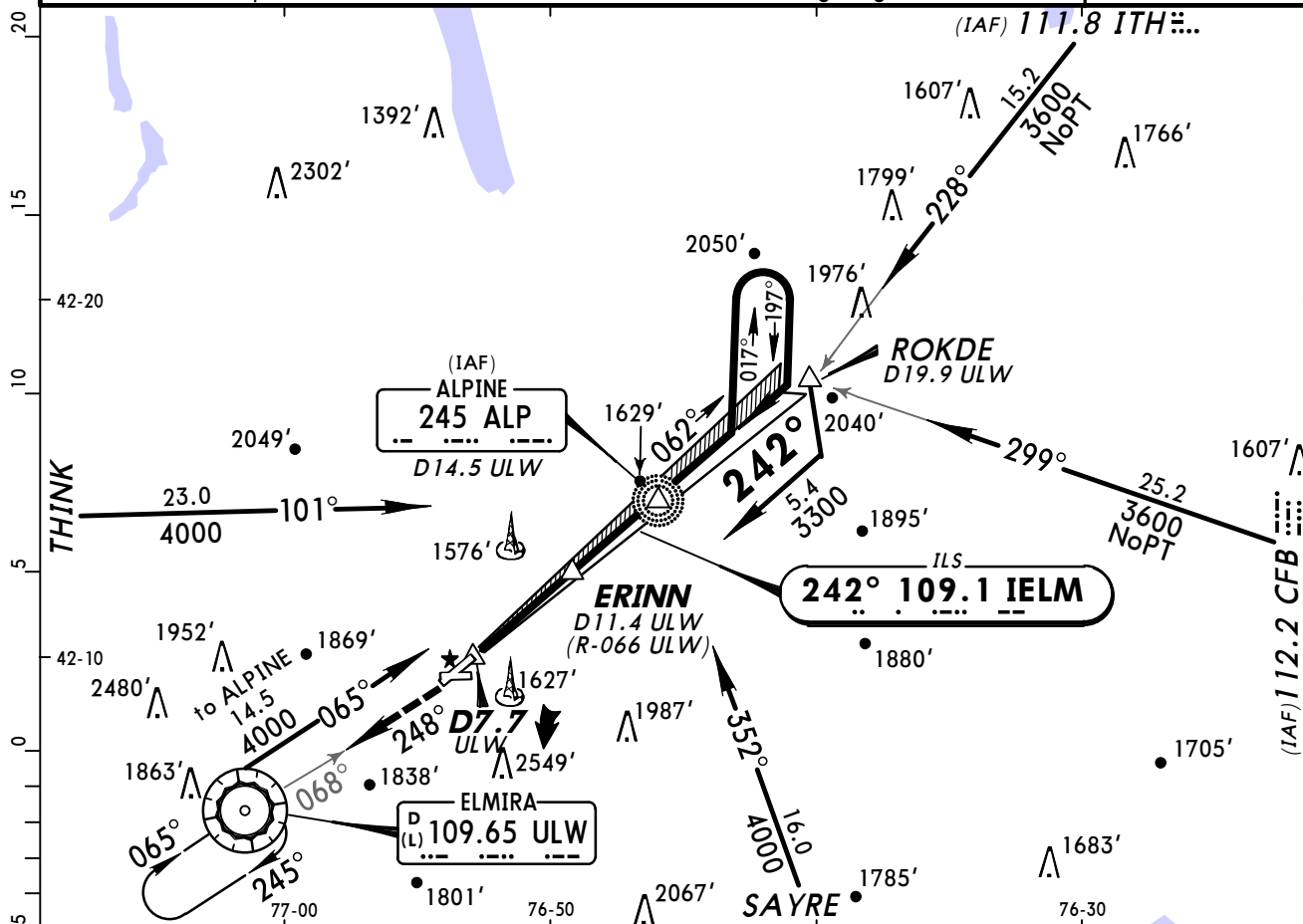
MSA ULW VOR



Gnd speed-Kts	70	90	100	120	140	160		MALSR	3600'	D	ALP
GS	3.00°	377	484	538	646	753	861	VASI			245
CHEMU to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48					

STRAIGHT-IN LANDING RWY 6						CIRCLE-TO-LAND	
ILS			LOC (GS out)			Max Kts	MDA(H)
DA(H) 1144' (200')			MDA(H) 2020' (1076')				
FULL	RAIL or ALS out		RAIL out	ALS out			
A			3/4	1 1/4	90		2060' (1105')-1 1/4
B			1	1 1/2	120		2120' (1165')-1 1/2
C	1/2	3/4			140		2140' (1185')-3
D			2 1/2	3	165		

ATIS (ASOS when Twr inop) 125.47	*ELMIRA Approach (R) 119.45	NEW YORK Center (R) 133.35 when App inop.	*ELMIRA Tower CTAF 121.1	*Ground 121.9
LOC IELM 109.1	Final Apch Crs 242°	GS ALPINE 3215' (2260')	ILS DA(H) 1205' (250')	Apt Elev 955' TDZE 955'
MISSED APCH: Climb to 4000' inbound via ULW VOR R-068 to ULW VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or DME required. 2. DME from ULW VOR. 3. Pilot controlled lighting 121.1.				
				MSA ALP NDB

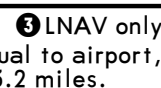
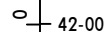
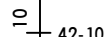


Gnd speed-Kts	70	90	100	120	140	160		MALSR	4000'	ULW	ULW
GS	3.00°	377	484	538	646	753	861	VASI	↑	109.65	109.65
MAP at D7.7 ULW or ALPINE to MAP 6.8	5:50	4:32	4:05	3:24	2:55	2:33				R-068	

ILS		STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND	
DA(H) 1205' (250')		LOC (GS out)				MDA(H)	
		MDA(H) 1600' (645')		MDA(H) 2040' (1085')			
		With Erinn		Without Erinn			
		RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)
FULL							
RAIL or ALS out							
TERPS	A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	90	2060'(1105')-1 1/4
	B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	120	2120'(1165')-1 1/2
	C	RVR 60 or 1 1/4	1 3/4	2 1/2	3	140	2140'(1185')-3
	D	1 1/2	2			165	

RNAV (GPS) Rwy 6

BRIEFING STRIP™

Gnd speed-KtsDescent angle [3][illegible]

MAP at RW06

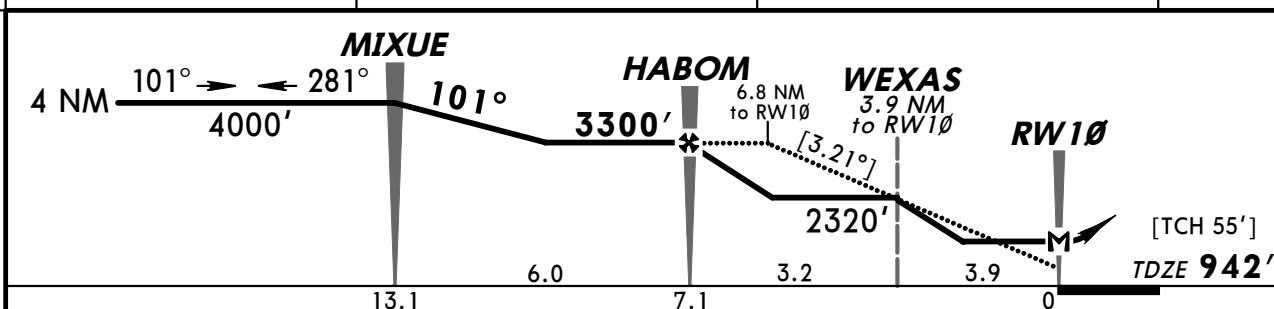
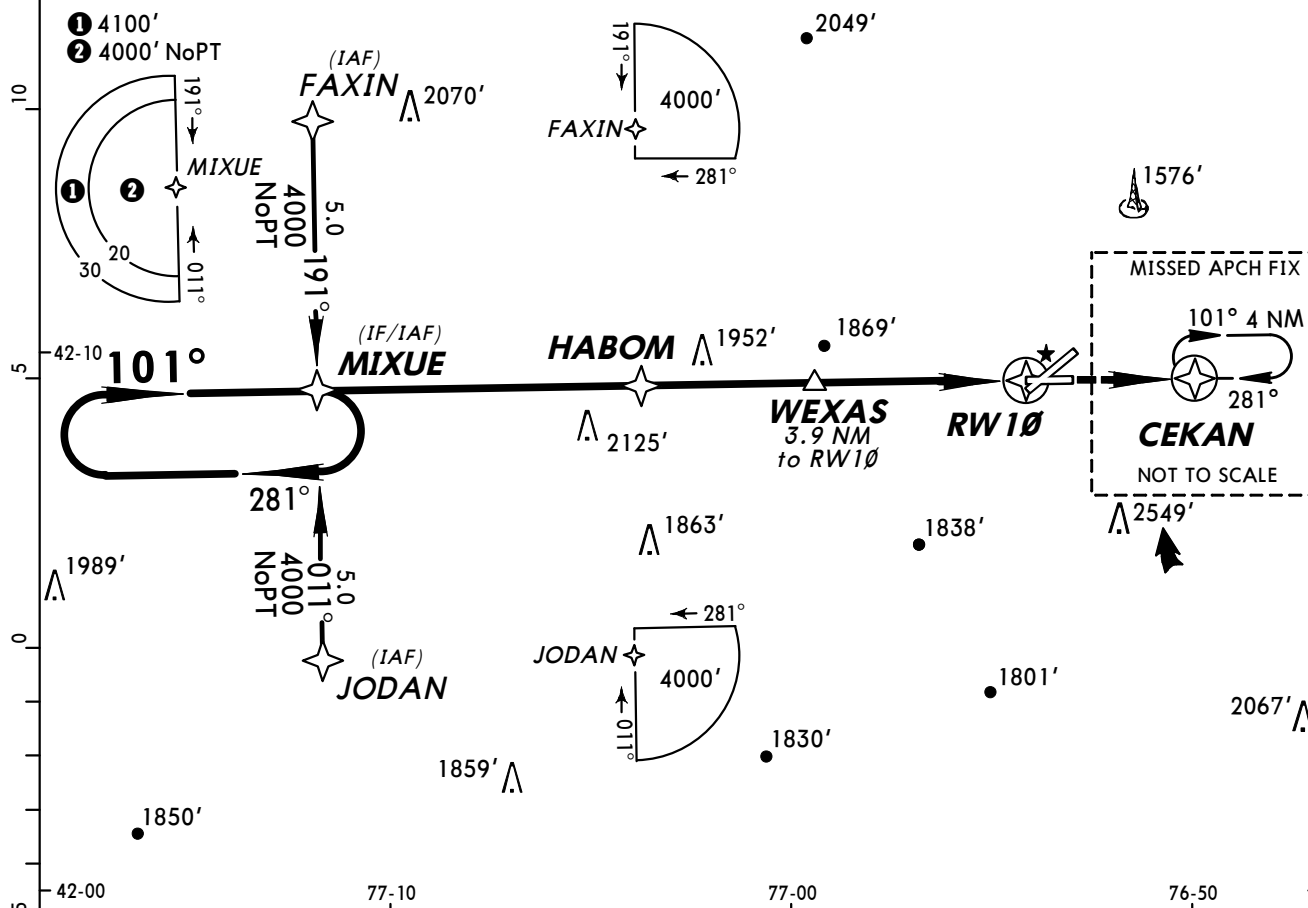
STRAIGHT-IN LANDING RWY 6

LNAV/VNAV <i>DA(H)</i> 2020' (1076')		LNAV <i>MDA(H)</i> 2100' (1156')			Max Kts	<i>MDA(H)</i>
	RAIL or ALS out		RAIL out	ALS out		
A	2	3/4	1 1/4		90	2100'(1145')-2
B		1	1 1/2		120	2120'(1165')-2
C	3	2 1/2	3		140	2140'(1185')-3
D					165	

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)		*ELMIRA Approach (R)		NEW YORK Center (R)		*ELMIRA Tower		*Ground	
125.47		119.45		133.35 when App inop.		CTAF 121.1		121.9	
RNAV	Final Apch Crs 101°	Minimum Alt HABOM 3300' (2358')	LNAV MDA(H) 2120' (1178')	Apt Elev 955' TDZE 942'		TAA 30 NM IAF			
MISSED APCH: Climb to 4000' direct CEKAN and hold.									
Alt Set: INCHES 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. Pilot controlled lighting 121.1.									
Trans level: FL 180 Trans alt: 18000'									

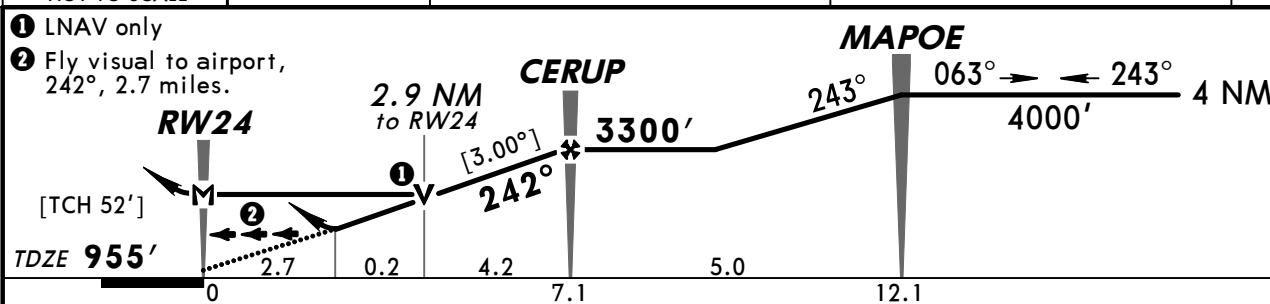
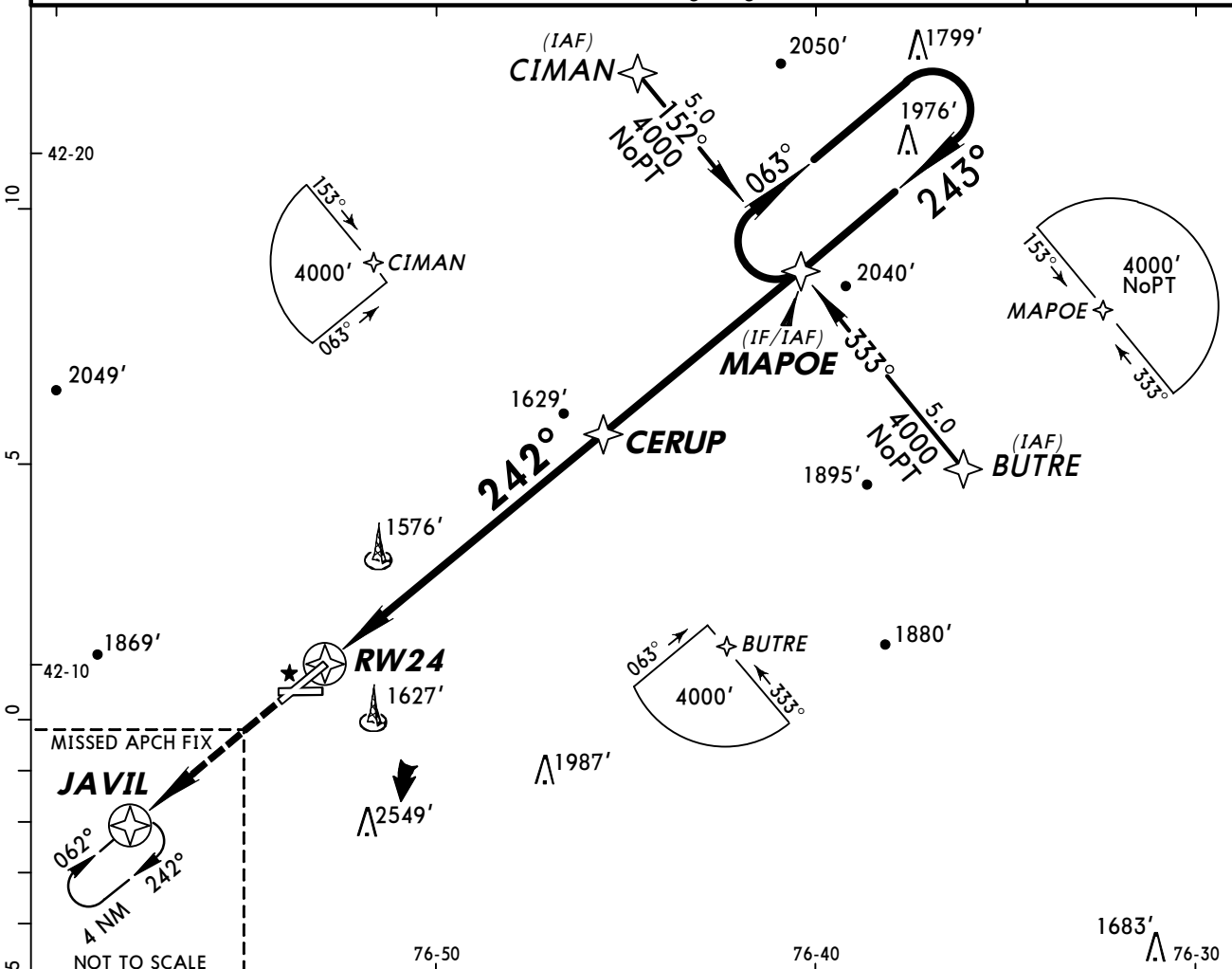


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	4000' ↑	→	CEKAN
<i>Descent angle</i> [3.21°]	398	511	568	682	795	909			
<i>MAP at RW10</i>									

STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
RNAV		Max Kts	MDA(H)
MDA(H) 2120' (1178')			
A	1¼	90	2120' (1165') - 1¼
B	1½	120	2120' (1165') - 1½
C	3	140	2120' (1165') - 3
D		165	

TERPS - DZEE

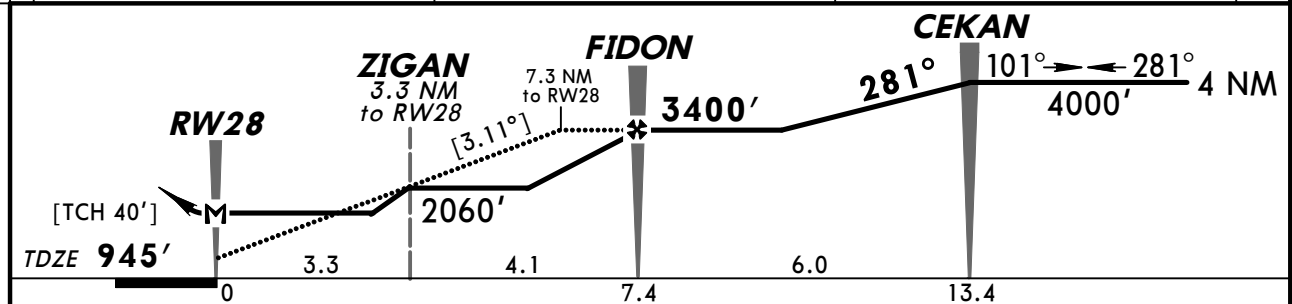
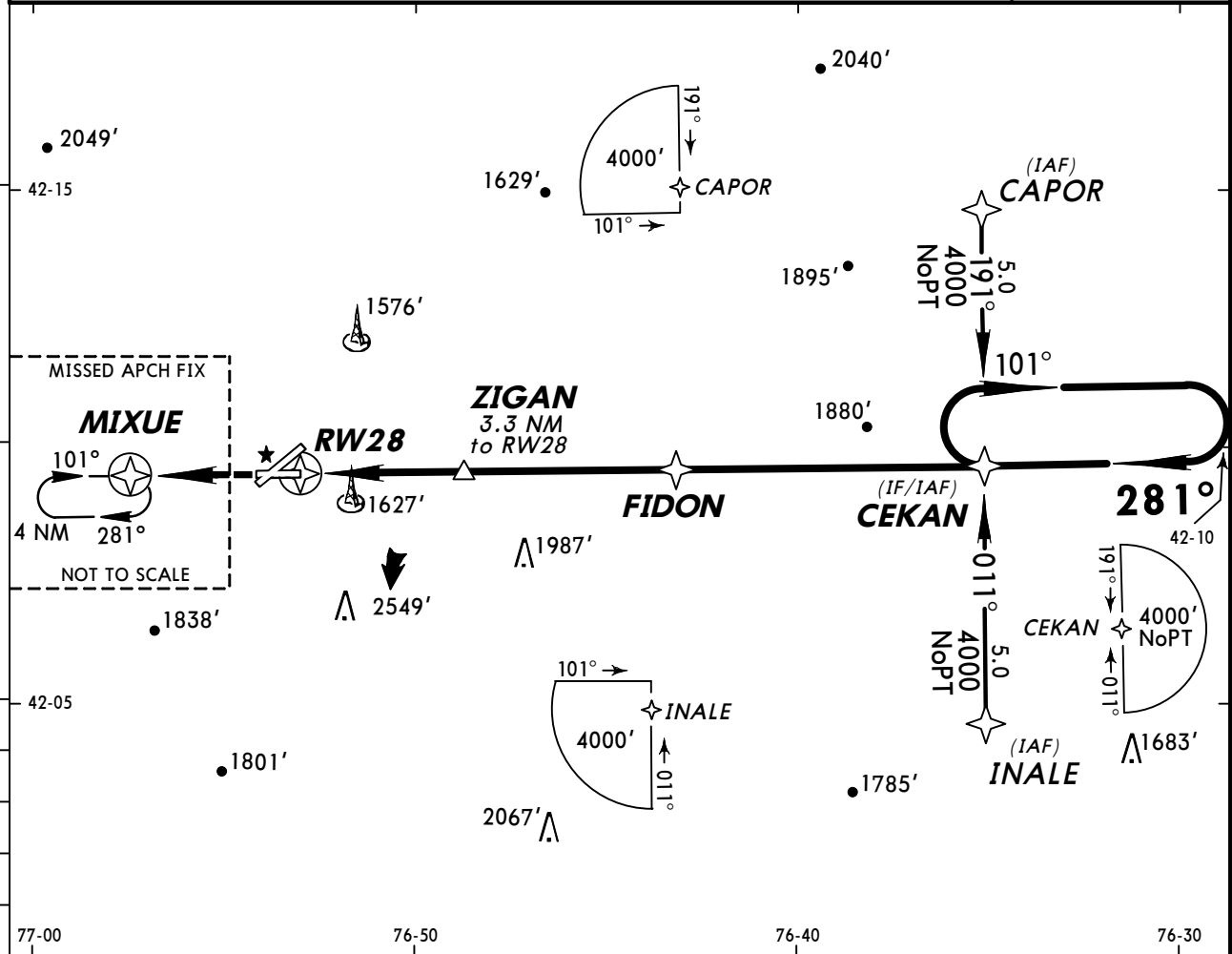
ATIS (ASOS when Twr inop) 125.47	*ELMIRA Approach (R) 119.45	NEW YORK Center (R) 133.35 when App inop.	*ELMIRA Tower CTAF 121.1	*Ground 121.9
RNAV	Final Apch Crs 242°	Minimum Alt CERUP 3300' (2345')	LNAV/VNAV DA(H) 1860' (905')	Apt Elev 955' TDZE 955'
MISSED APCH: Climb to 4000' direct JAVIL and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Baro-VNAV not authorized below -16°C (4°F). 2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized. 4. Pilot controlled lighting 121.1.				



Gnd speed-Kts	70	90	100	120	140	160		MALSR	4000'	→	JAVIL
Descent angle [3.00°]	372	478	531	637	743	849		VASI			
MAP at RW24											

STRAIGHT-IN LANDING RWY 24						CIRCLE-TO-LAND	
LNAV/VNAV			LNAV				
DA(H) 1860' (905')			MDA(H) 1920' (965')				
RAIL or ALS out			RAIL out			Max Kts	MDA(H)
A	2		RVR 40 or 3/4	RVR 60 or 1 1/4		90	2060' (1105')-2
B	2		RVR 50 or 1	1 1/2		120	2120' (1165')-2
C	2 3/4		2 1/2	3		140	2140' (1185')-3
D	3					165	

ATIS (ASOS when Twr inop) 125.47		*ELMIRA Approach (R) 119.45		NEW YORK Center (R) 133.35 when App inop.		*ELMIRA Tower CTAF 121.1		*Ground 121.9				
RNAV	Final Apch Crs 281°	Minimum Alt FIDON 3400' (2455')	LNAV MDA(H) 1920' (975')	Apt Elev 955' TDZE 945'		TAA 30 NM IAF						
MISSED APCH: Climb to 4000' direct MIXUE and hold.												
Alt Set: INCHES			Trans level: FL 180							Trans alt: 18000'		
1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. Pilot controlled lighting 121.1.												



Gnd speed-Kts	70	90	100	120	140	160		PAPI-L	4000'			MIXUE
Descent angle [3.11°]	385	495	550	660	770	880						
MAP at RW28												
STRAIGHT-IN LANDING RWY 28									CIRCLE-TO-LAND			
LNAV												
MDA(H) 1920' (975')												
A	1¼							Max Kts	MDA(H)			
B	1½							90	2040' (1085')- 1¼			
C	3							120	2100' (1145')- 1½			
D								140	2100' (1145')- 3			
								165				

General Information

Location: Westhampton Beach NY USA

IATA Code: FOK

Lat/Long: N40° 50.6' W072° 37.9'

Elevation: 67 ft

Airport Use: Public

Magnetic Variation: 13.8°W

Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A

Repair Types: Major Airframe, Major Engine

Customs: Restricted

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Pattern Altitude: 1100 ft AGL

Sunrise: 1128 Z

Sunset: 2239 Z,

Runway Information

Runway: 01

Length x Width: 5000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 58 ft

Runway: 06

Length x Width: 9001 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 57 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 15

Length x Width: 5000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 63 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 19

Length x Width: 5000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 65 ft

Runway: 24

Length x Width: 9001 ft x 150 ft

Surface Type: asphalt
TDZ-Elev: 66 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 33
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 49 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

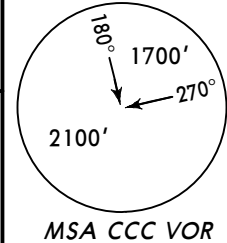
ASOS 119.925
Gabreski Tower 125.3 CTAF PCL
Gabreski Ground Control 121.8
New York Tracon Approach Control 125.975 Arrival Service
New York Tracon Departure Control 125.975 Departure Service
Gabreski Unicom 122.95

Apt Elev
See Graphic

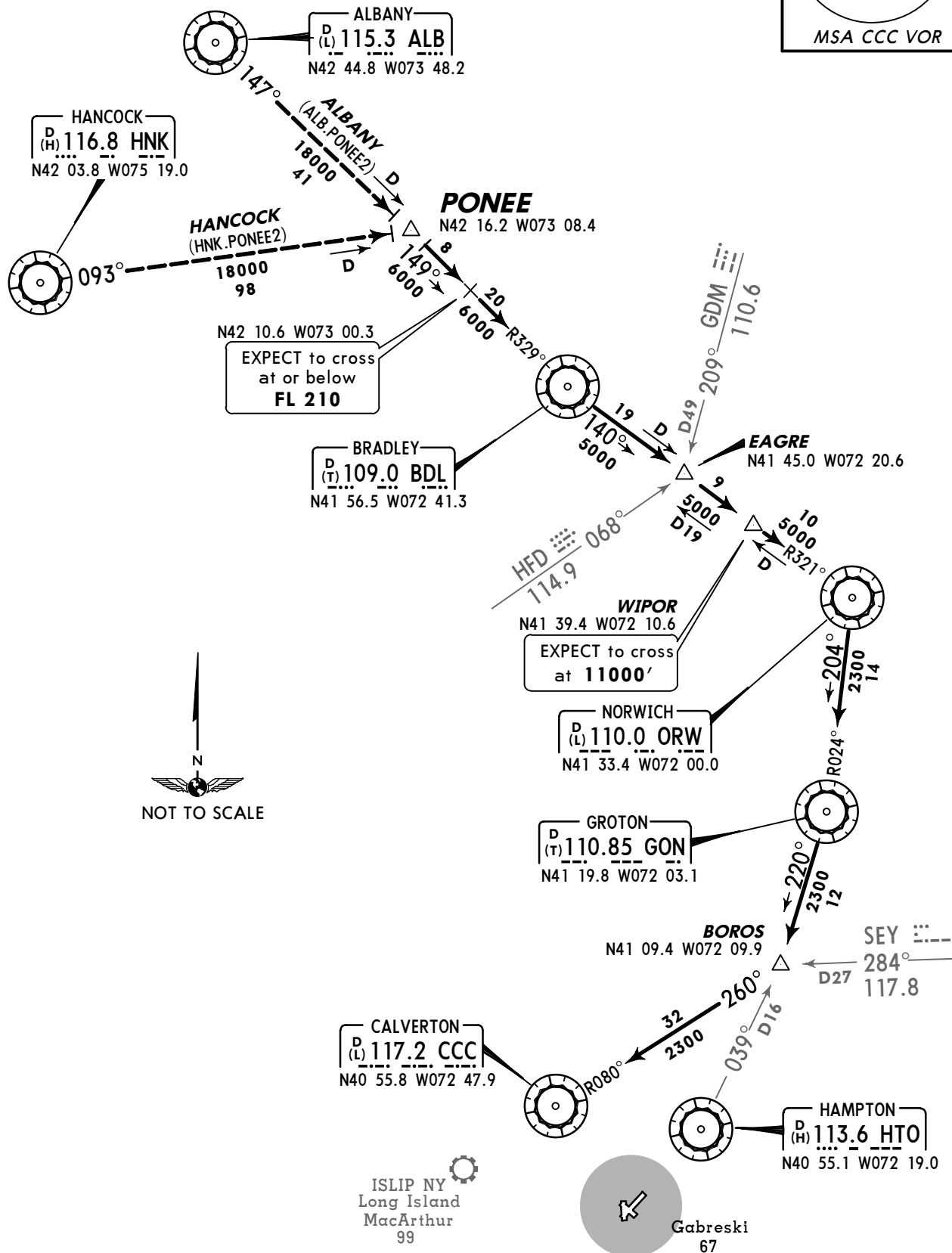
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'



PONEE TWO ARRIVAL (PONEE.PONEE2)



Direct distance from CCC to:
Gabreski Apt 9 NM

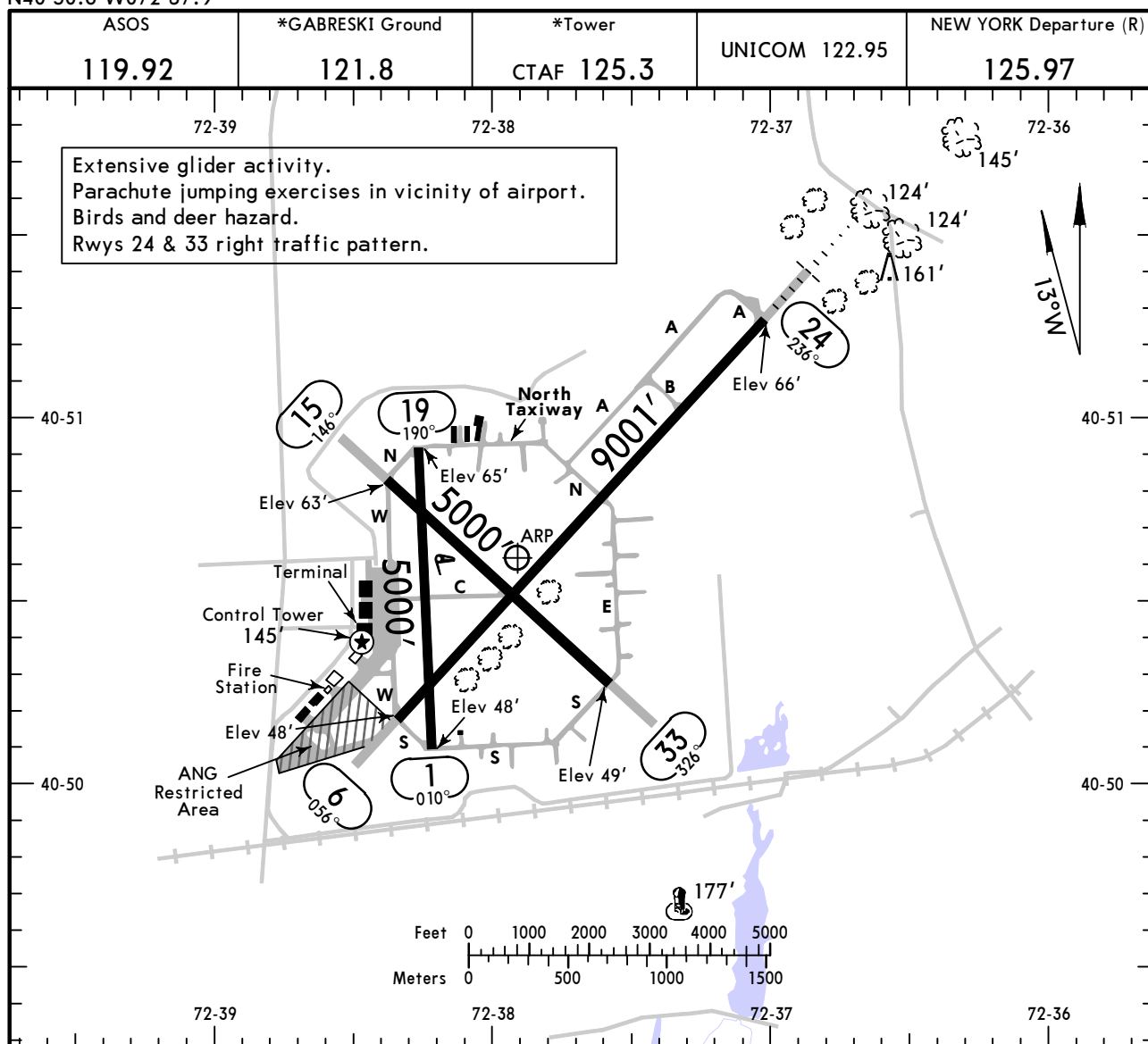
ROUTING

From over PONEE via BDL R-329 to BDL, then via BDL R-140 to ORW, then via ORW R-204 to GON, then via GON R-220 to BOROS, then direct to CCC.
EXPECT RADAR vectors to final approach course.

KFOK/FOK
Apt Elev 67'
N40 50.6 W072 37.9

JEPPESSEN
2 SEP 11 (11-1)

WESTHAMPTON BEACH, NY
GABRESKI



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
1					150'
19					
6	① HIRL ① REIL ① PAPI-L (angle 3.0°)				150'
24	① HIRL ① MALSR ① PAPI-L (angle 3.0°)		7587'		
15	① MIRL ① REIL ① PAPI-L (angle 3.0°)				150'
33	① MIRL ① REIL ① VASI-L				

① Activate on 125.3 when Twr inop.

TAKE-OFF					FOR FILING AS ALTERNATE				
Rwys 15, 24, 33			Rwy 6		Authorized Only When Local Weather Available				
Adequate Vis Ref	STD	With Min climb of 220'/NM to 300'		Other	Authorized Only When Twr Operating		RNAV (GPS) Rwy 24	RNAV (GPS) Rwy 6	Other
		Adequate Vis Ref	STD		ILS Rwy 24	LOC Rwy 24			
1 & 2 Eng	1/4	1	1/4	1	A	600-2	800-2	800-2	NA
3 & 4 Eng	1/4	1/2	1/4	1/2	B				
					C				
					D				

CHANGES: Taxiway labels, notes, runway elevation.

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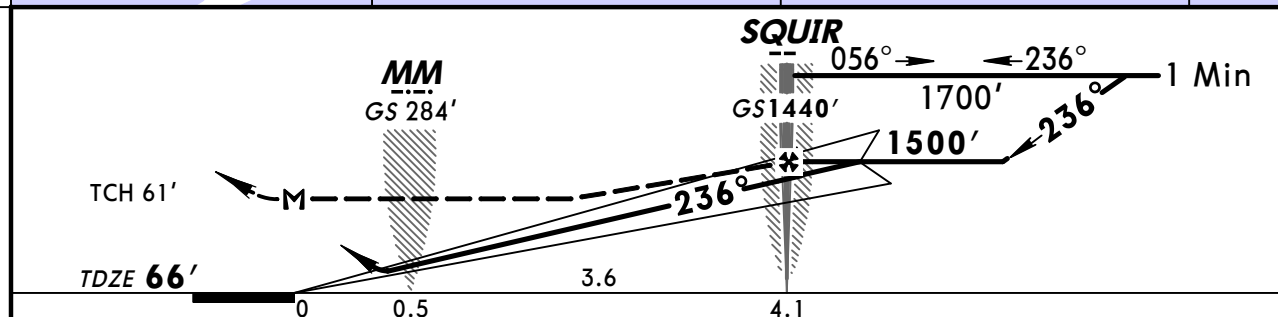
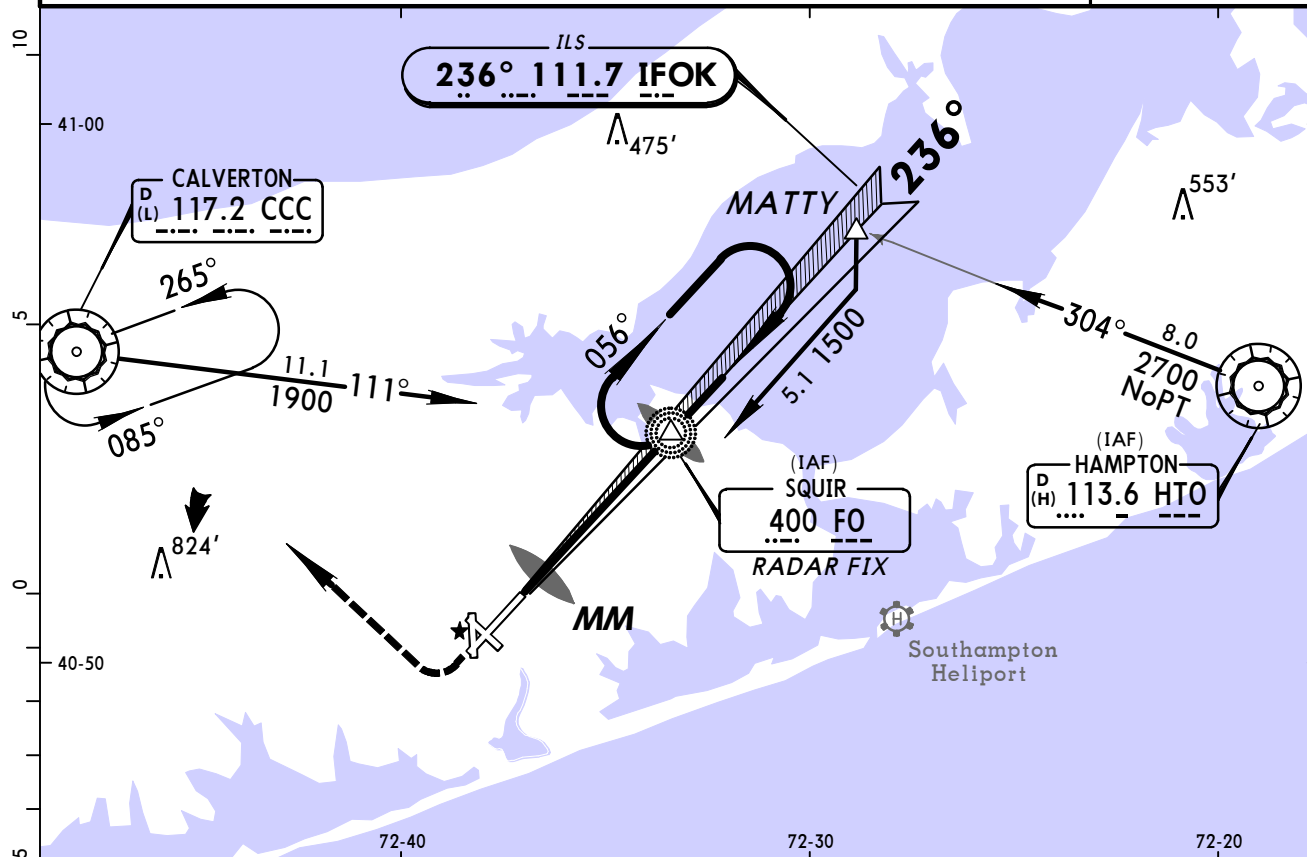
AMEND
1

KFOK/FOK
GABRESKI

2 SEP 11 **11-1**

WESTHAMPTON BEACH, NY
ILS or LOC Rwy 24

ASOS 119.92	NEW YORK Approach (R) 125.97	*GABRESKI Tower CTAF 125.3	*Ground 121.8
LOC IFOK 111.7	Final Apch Crs 236°	GS SQUIR 1440' (1374')	ILS DA(H) (CONDITIONAL) 266' (200')
Apt Elev 67' TDZE 66'			
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2000' direct CCC VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Long Island Mac Arthur altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 125.3.			
1900' MSA FO LOM			

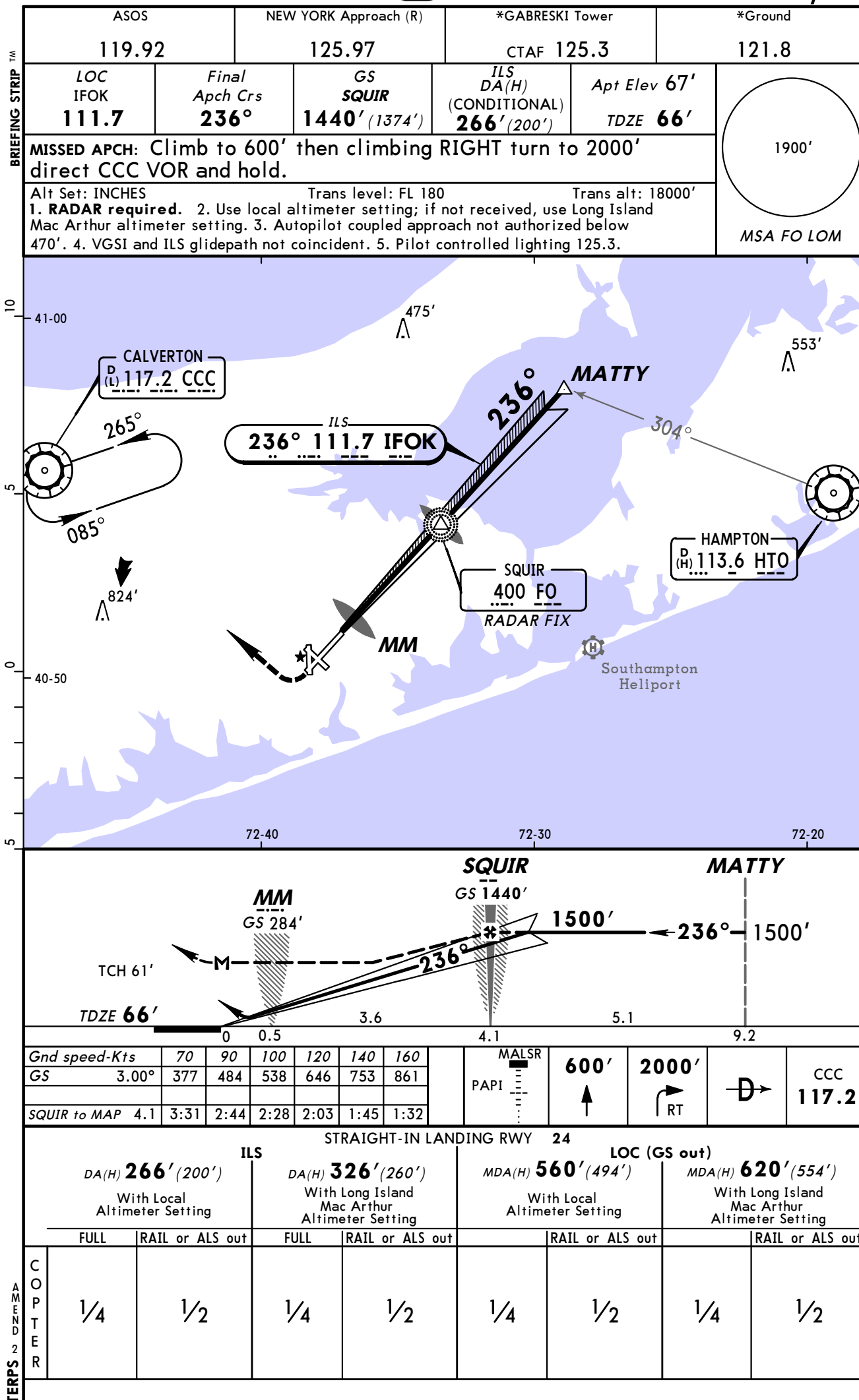


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	600' ↑	2000' RT	CCC 117.2
GS	3.00°	377	484	538	646	753				
SQUIR to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32				

STRAIGHT-IN LANDING RWY24					CIRCLE-TO-LAND	
1 ILS		2 LOC (GS out)			With Local Altimeter Setting	With Long Island Mac Arthur Altimeter Setting
DA(H) 266' (200')		MDA(H) 560' (494')				
FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A		1/2	3/4	1	90	600'(533')-1
B					120	620'(553')-1
C	1/2	3/4	3/4	1 1/4	140	620'(553')-1 1/2
D			1	1 1/2	165	640'(573')-2

1 DA(H) 326' (260') with Long Island Mac Arthur altimeter setting.
 2 MDA(H) 620' (554') with Long Island Mac Arthur altimeter setting.

KFOK/FOK GABRESKI 20 MAR 09 11-2 WESTHAMPTON BEACH, NY COPTER ILS or LOC Rwy 24



ASOS

119.92

NEW YORK Approach (R)

125.97

*GABRESKI Tower

CTAF 125.3

*Ground

121.8

WAAS

Ch 81822

W-06A

Final

Apch Crs

055°

Minimum Alt

KODBE

1700' (1643')

LPV

DA(H)

332' (275')

Apt Elev 67'

TDZE 57'

MISSED APCH: Climb to 2600' direct SESGE and RIGHT turn via 154° track to HOFFI and via 236° track to BEADS and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. DME/DME RNP-0.3 not authorized. 2. Pilot controlled lighting 125.3.

1900'

MSA RW06

119.92

125.97

CTAF 125.3

121.8

WAAS

Ch 81822

W-06A

Final

Apch Crs

055°

Minimum Alt

KODBE

1700' (1643')

LPV

DA(H)

332' (275')

Apt Elev 67'

TDZE 57'

MISSED APCH: Climb to 2600' direct SESGE and RIGHT turn via 154° track to HOFFI and via 236° track to BEADS and hold.

Alt Set: INCHES

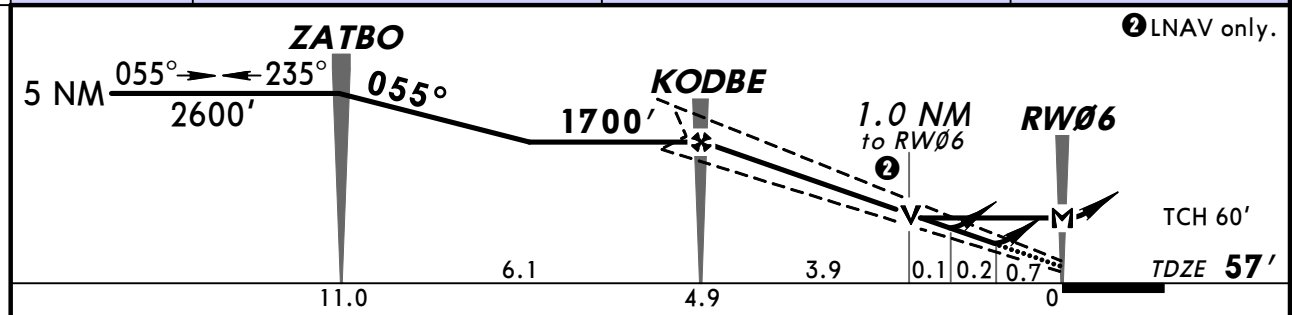
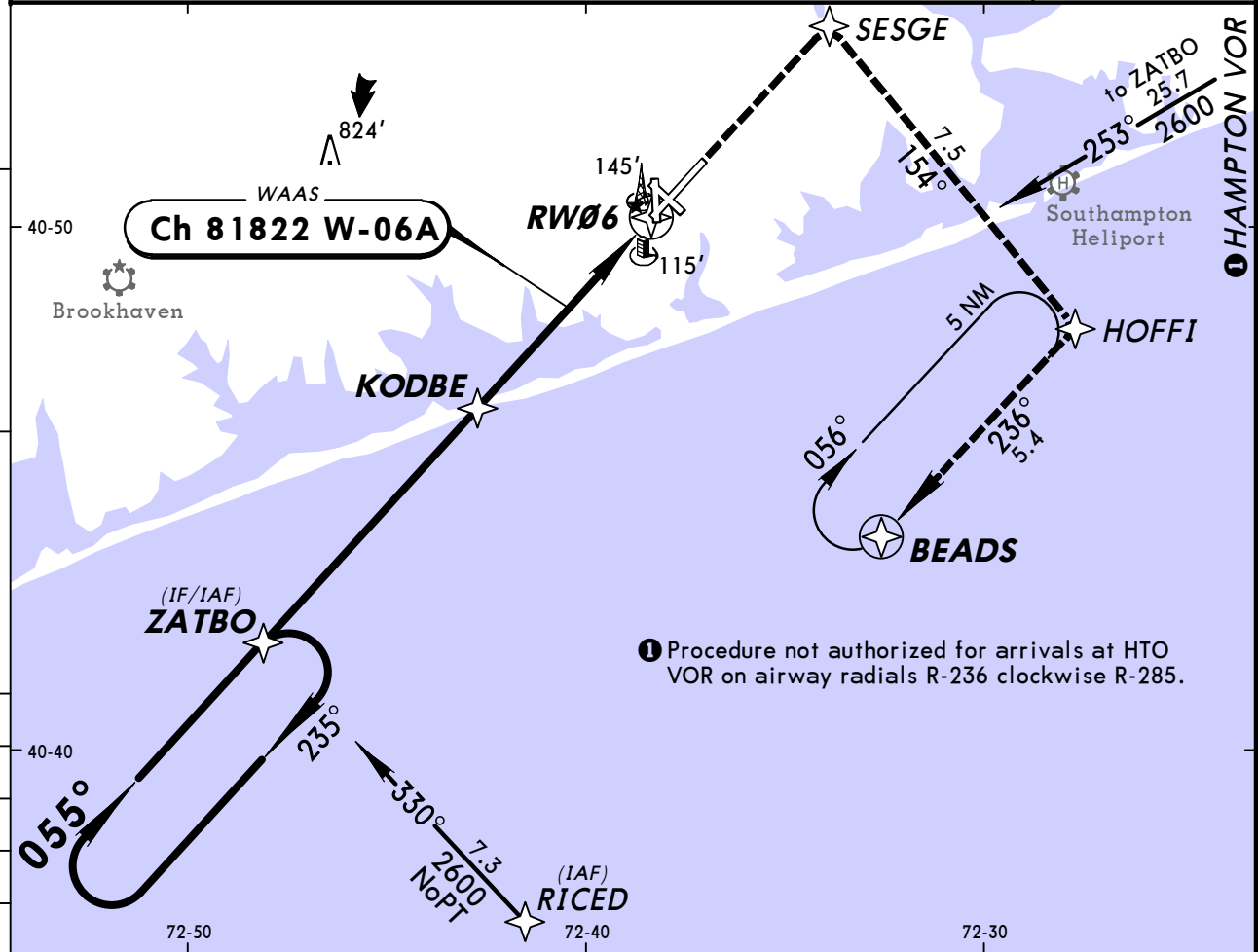
Trans level: FL 180

Trans alt: 18000'

1. DME/DME RNP-0.3 not authorized. 2. Pilot controlled lighting 125.3.

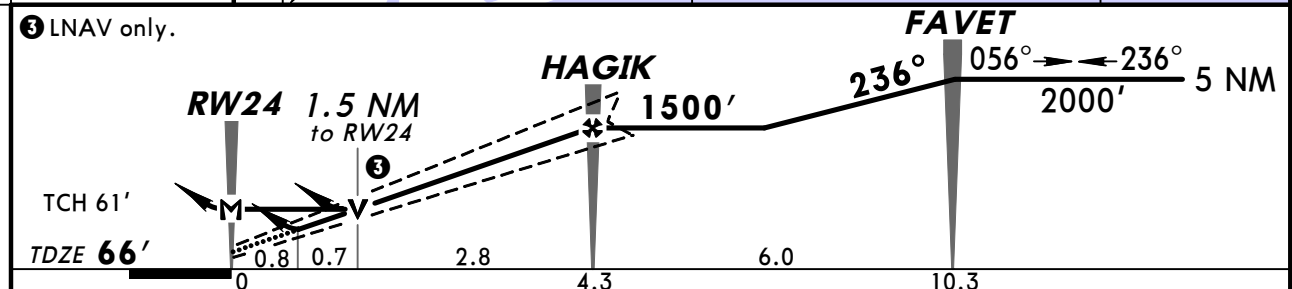
1900'

MSA RW06



Gnd speed-Kts		70	90	100	120	140	160		REIL PAPI-L	2600' ↑		SESGE
Glide Path Angle 3.00°		372	478	531	637	743	849					
MAP at RW06												
STRAIGHT-IN LANDING RWY 6											CIRCLE-TO-LAND	
LPV DA(H) 332' (275')		LNAV/VNAV DA(H) 415' (358')			LNAV MDA(H) 440' (383')							
A	1	1¼		1				Max Kts	MDA(H)			
B								90	600' (533') - 1¼			
C								120	640' (573') - 1¼			
D								140	640' (573') - 1½			
								165	640' (573') - 2			

ASOS 119.92	NEW YORK Approach (R) 125.97	*GABRESKI Tower CTAF 125.3	*Ground 121.8
WAAS Ch 40009 W-24A	Final Apch Crs 236°	Minimum Alt HAGIK 1500' (1434')	LPV DA(H) (CONDITIONAL) 374' (308')
Apt Elev 67' TDZE 66'			
MISSED APCH: Climb to 2600' direct ZATBO and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Long Island Mac Arthur altimeter setting. 2. Baro-VNAV not authorized below -15°C (5°F). 3. DME/DME RNP-0.3 not authorized. 4. VDP and Baro-VNAV not authorized when using Long Island Mac Arthur altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. 7. Pilot controlled lighting 125.3.			
1900' MSA RW24			



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2600'	→	ZATBO
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑		
MAP at RW24										

STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND		
① LPV DA(H) 374' (308')		② LNAV/VNAV DA(H) 614' (548')		③ LNAV MDA(H) 600' (534')		Max Kts
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out		90
A				1/2	3/4	1
B						
C	1/2	1	1 1/2	1	1 1/2	140
D				1 1/4	1 3/4	165

- ① DA(H) 434' (368') with Long Island Mac Arthur altimeter setting.
- ② DA(H) 674' (608') with Long Island Mac Arthur altimeter setting.
- ③ MDA(H) 660' (594') with Long Island Mac Arthur altimeter setting.
- ④ MDA(H) 680' (613') with Long Island Mac Arthur altimeter setting.
- ⑤ MDA(H) 700' (633') with Long Island Mac Arthur altimeter setting.

General Information

Location: Farmingdale NY USA
IATA Code: FRG
Lat/Long: N40° 43.7' W073° 24.8'
Elevation: 80 ft

Airport Use: Public
Magnetic Variation: 13.4 °W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1131 Z
Sunset: 2242 Z,

Runway Information

Runway: 01
Length x Width: 5516 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 72 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 14
Length x Width: 6833 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 77 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 676 ft

Runway: 19
Length x Width: 5516 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 78 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 789 ft

Runway: 32
Length x Width: 6833 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 68 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 126.65
Republic Tower 125.2 Secondary
Republic Tower 118.8 CTAF PCL
Republic Ground Control 121.6
Republic Clearance Delivery 128.25
New York Tracon Approach Control 127.4
New York Tracon Approach Control 125.7
New York Approach Control 134.35 Secondary
New York Approach Control 132.4 Secondary
New York Approach Control 123.7 Secondary
New York Approach Control 118.4 Secondary
New York Tracon Departure Control 125.7
Republic Unicom 122.95

DEER PARK
D
(L) 117.7 DPK
... ..
N40 47.5 W073 18.2

NEW YORK NY
Kennedy Intl 
14

BABYLON
275 BBN
N40 40.4 W073 23.1

ROBBINSVILLE
D
(H) 113.8 RBV
... ..
N40 12.1 W074 29.7

COYLE
D
(H) 113.4 CYN
N39 49.0 W074 25.9

Max hold **210 KT**
6001'-14000'

CAMRN

N40 01.0 W073 51.7

EXPECT to cross at
250 KT and **11000'**

EXPECT RADAR vectors
to final approach fix in use

ATLANTIC CITY
 [D 108.6 ACY]
 (L) .- -.-. -.-.
 N39 27.4 W074 34.6

KARRS
N39 50.5 W073 59.2
(MRA 7000)

PANZE
N39 40.6 W074 10.1

HOGGS
N39 35.0 W074 16.2

EXPECT to cross at
FL 180 or lowest
useable flight level

BOTON
N39 24.9 W074 27.3

SEA ISLE
D 114.8 SIE
(H)
N39 05.7 W074 48.0

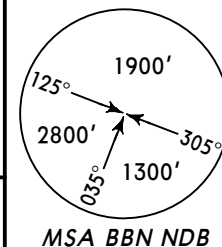


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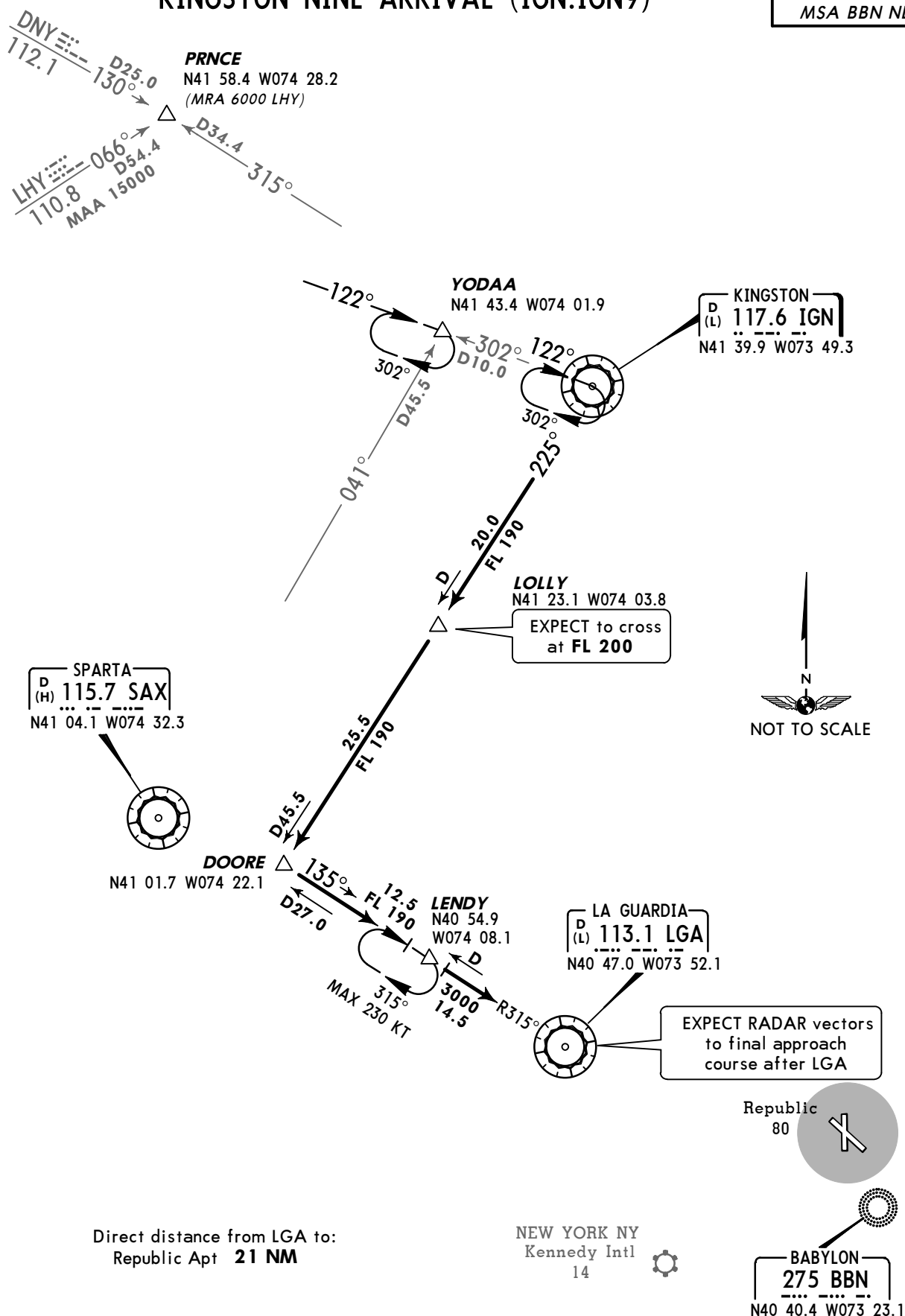
*ATIS
(ASOS when Twr inop)
126.65

Apt Elev
See Graphic

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
1. Applicable to turboprop and turbojet
aircraft operating at 250 KT or greater
and at or above FL 190.
2. **DME or RADAR required.**



KINGSTON NINE ARRIVAL (IGN.IGN9)



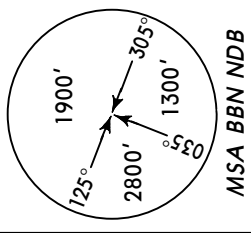
ROUTING

From over IGN on IGN R-225 to LOLLY, then on IGN R-225 to DOORE, then on LGA R-315 to LENDY, then on LGA R-315 to LGA. EXPECT RADAR vectors to final approach course after LGA.

*ATIS
(ASOS when Twr inop)
126.65

Apt Elev
See Graphic

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Applicable to turboprop and turbojet aircraft capable of operating at 250 KT or greater at FL 190.
2. DME required.

**LENDY**

N40 54.9 W074 08.1

TURBOJET

EXPECT to cross
at **250 KT**
and **FL 190**

STILLWATER
D (L) 109.6 STW
N40 59.7 W074 52.1

HARTY
N41 04.3
W075 05.4

EXPECT clearance
to cross at
FL 210

WILKES-BARRE
D (L) 111.6 LVZ
N41 16.4 W075 41.4

JENNO
N41 09.2 W075 19.9

ALLENTOWN
D (L) 117.5 FJC
N40 43.6 W075 27.3

Direct distance from LGA to:
Republic Apt **21 NM**

ROUTING

From over LVZ on LVZ R-124 to JENNO, then STW R-305 to HARTY, then STW R-305 to STW, then from STW on STW R-109 to LENDY. Then on LGA R-315 to LGA. EXPECT RADAR vectors to final approach course after LGA.

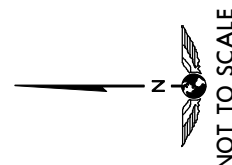
LENDY SIX ARRIVAL (LVZ.LENDY6)

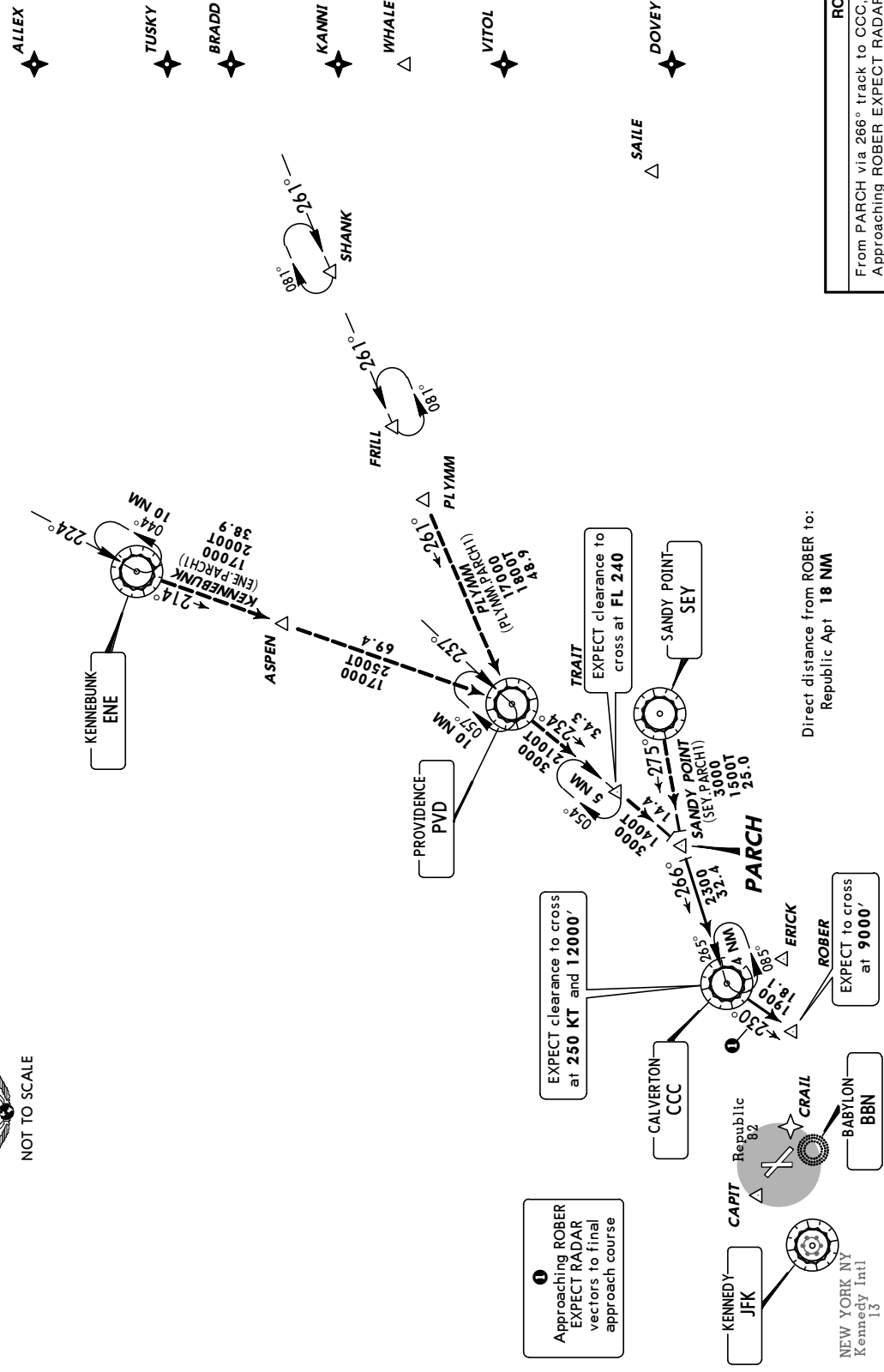
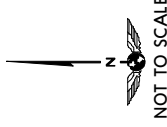
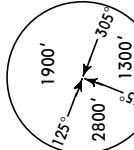
EXPECT RADAR vectors
to final approach
course after LGA

LA GUARDIA
D (L) 113.1 LGA
N40 47.0 W073 52.1

Republic
80NEW YORK NY
Kennedy Intl
14

BABYLON
275 BBN
N40 40.4 W073 23.1





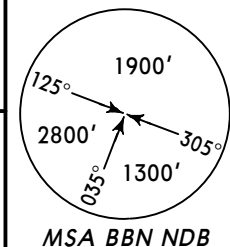
ROUTING

From PARCH via 266° track to CCC, then via 230° track to ROBER. Approaching ROBER EXPECT RADAR vectors to final approach course.

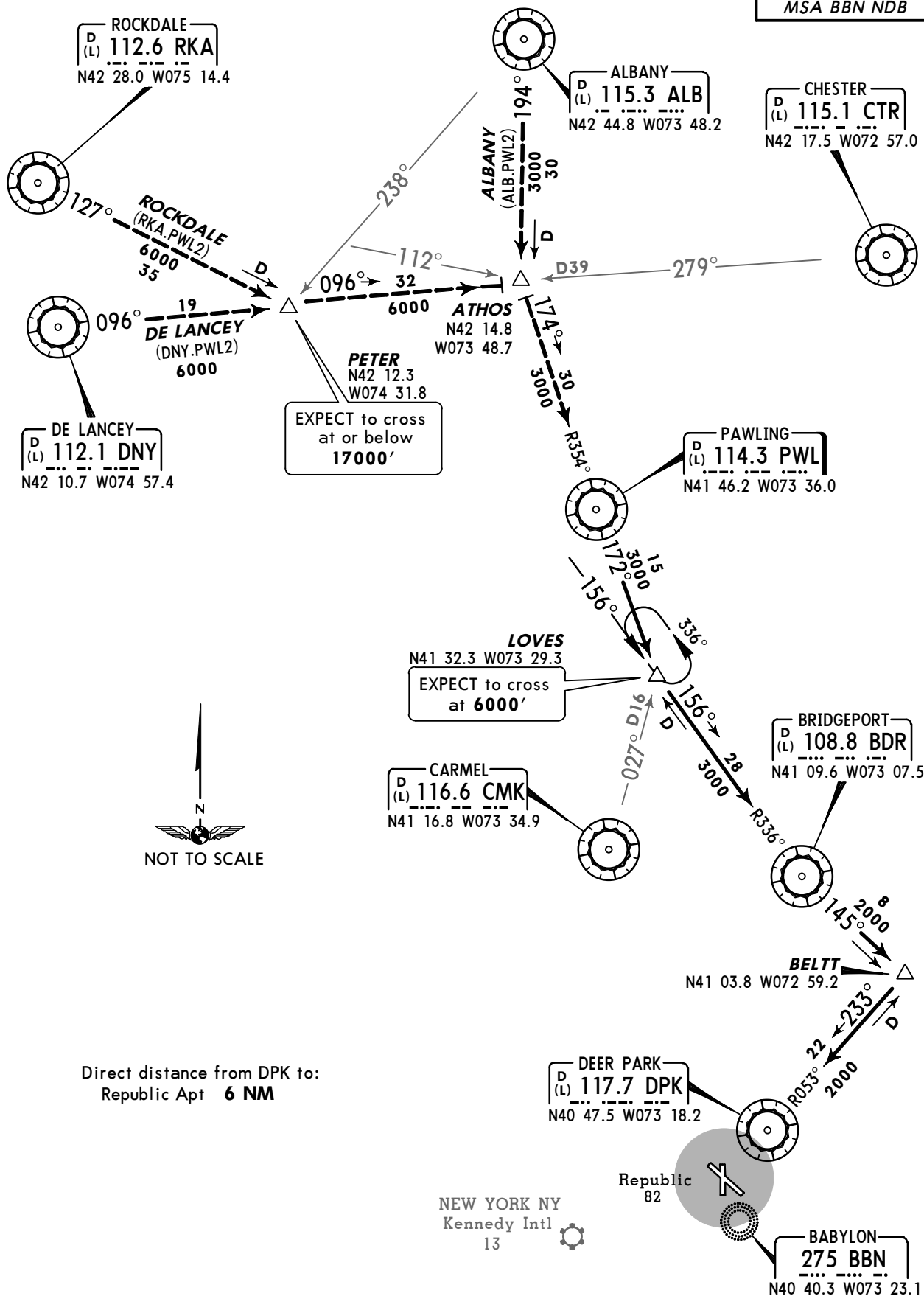
*ATIS
(ASOS when Twr inop)
126.65

Apt Elev
See graphic

Alt set: INCHES
Trans level: FL 180 Trans alt: 18000'
Applicable to prop and turboprop aircraft
operating at 250 KT or less.



PAWLING TWO ARRIVAL (PWL.PWL2)



ROUTING

From over PWL via PWL R-172 to LOVES, then via BDR R-336 to BDR, then via BDR R-145 to BELTT, then via DPK R-053 to DPK.

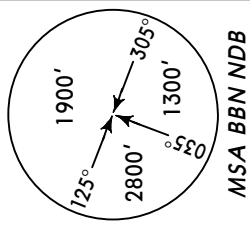
*ATIS
(ASOS when Twr inop)
126.65

Apt Elev
See graphic

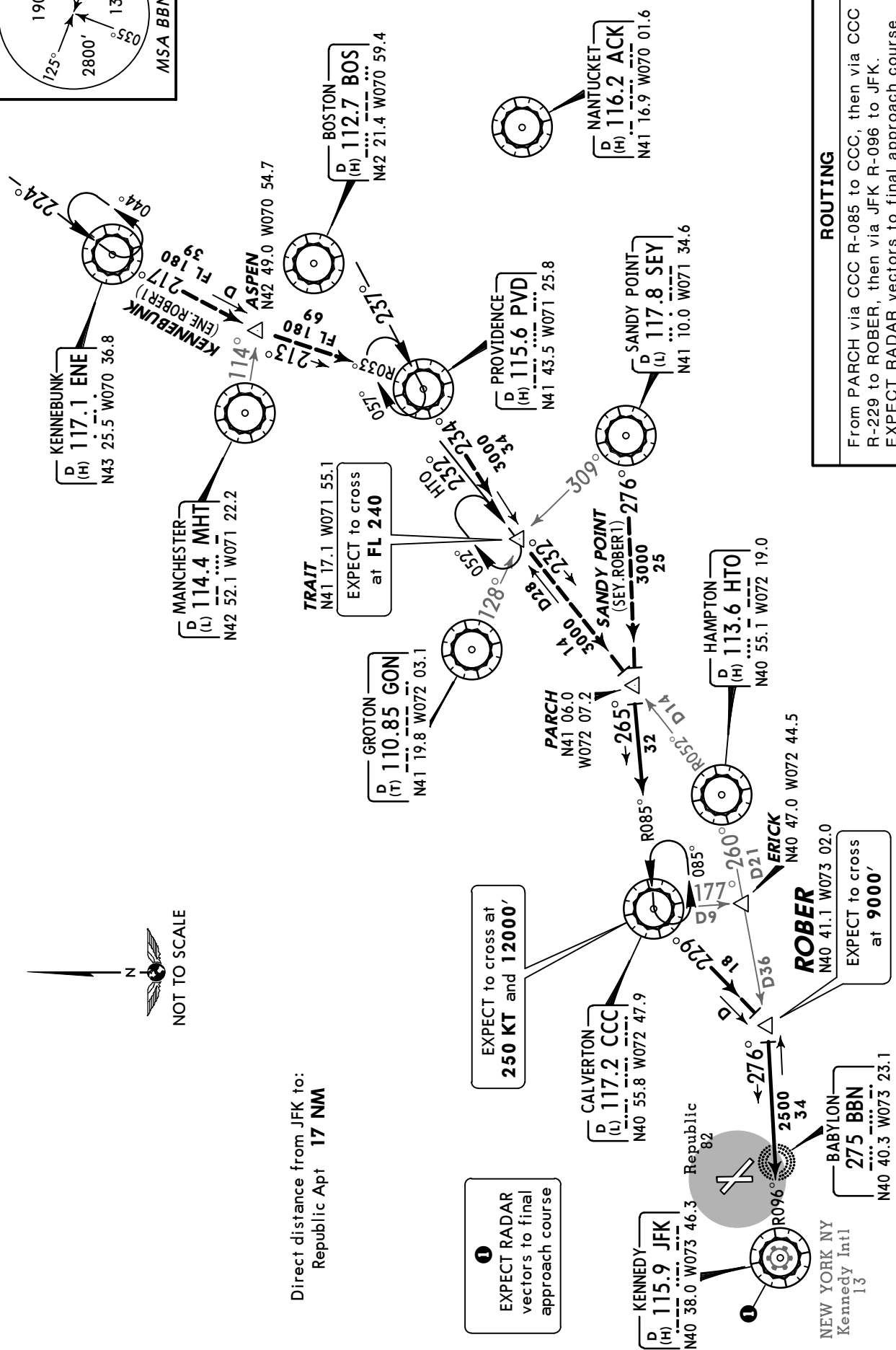
Alt set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Procedure applicable to turbojet aircraft only.
2. Use CAUTION - parachute jump activity in the vicinity of CCC at and below 13500' (from sunrise to sunset).

ROBER ONE ARRIVAL (ROBER.ROBER1)



MSA BBN NDB



ROUTING

From PARCH via CCC R-085 to CCC, then via CCC R-229 to ROBER, then via JFK R-096 to JFK.
EXPECT RADAR vectors to final approach course.

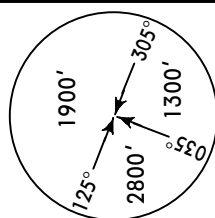
NEW YORK
Departure (R)
125.7Apt Elev
See Graphic

Trans level: FL 180 Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RNAV 1.

3. RADAR required.

4. TOWIN Transition ATC assigned only.



MSA BBN NDB

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 1: Standard (or lower than standard, if authorized) with minimum climb of 240' per NM to **800'**.

Rwys 14, 19: Standard (or lower than standard, if authorized).

Rwy 32: Standard (or lower than standard, if authorized) with minimum climb of 245' per NM to **800'**.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200
245' per NM	306	408	613	817	1021	1225

INITIAL CLIMB

ALTITUDE

1 Climb heading 013°.

14, 19 Climbing RIGHT turn heading 220°.

32 Climbing RIGHT turn heading 010°.

MAINTAIN
3000'

ROUTING

EXPECT vectors to DEEZZ, then on depicted route to HEERO. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

OBSTACLES

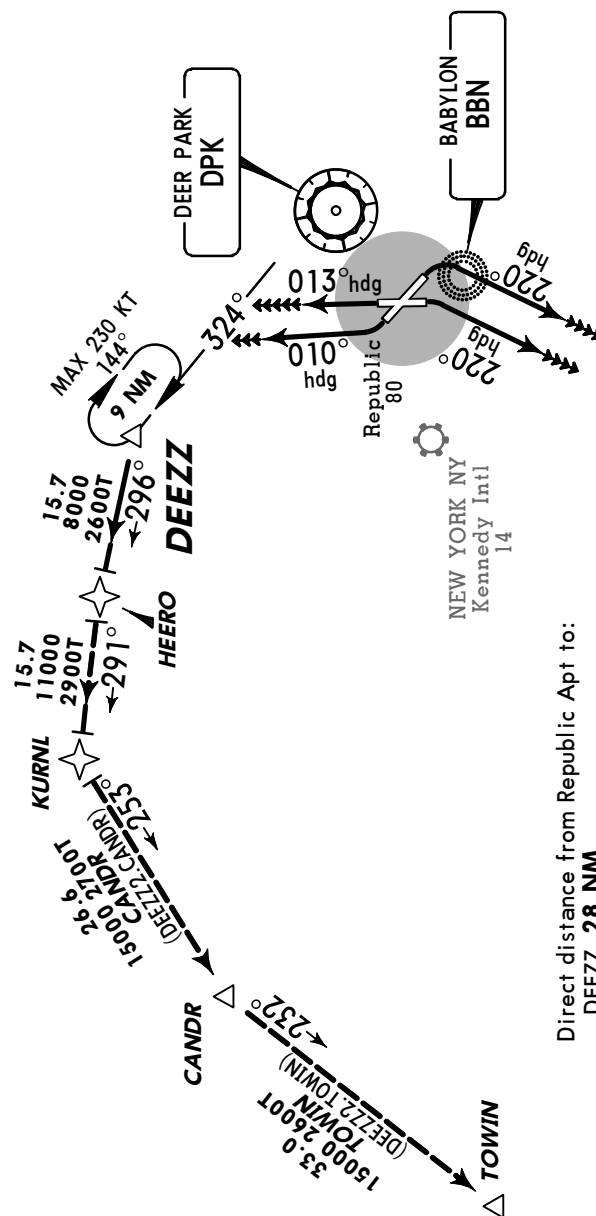
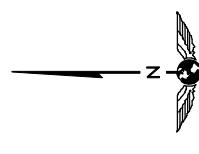
Rwy 1: Fence, elevator, buildings, tanks, and trees beginning 3' from DER, 194' LEFT of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles, and trees beginning 144' from DER, 246' RIGHT of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' LEFT of centerline, 139' AGL/235' MSL.

Rwy 14: Road, pole, and trees beginning 182' from DER, 24' RIGHT of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' LEFT of centerline, up to 74' AGL/124' MSL.

Rwy 19: Sign, hangar, poles, and trees beginning 78' from DER, 14' RIGHT of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' LEFT of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' RIGHT of centerline, 84' AGL/142' MSL.

Rwy 32: Fence, poles, and trees beginning 146' from DER, 23' RIGHT of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' LEFT of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' LEFT of centerline, 107' AGL/297' MSL.

DEEZZ TWO RNAV DEPARTURE (DEEZZ2.DEEZZ)

Direct distance from Republic Apt to:
DEEZZ **28 NM**

NOT TO SCALE

Trans level: FL 180 Trans alt: 18000'

MSA BBN NDB

For Procedure Text, Takeoff Minimums and Obstacle Notes see 10-3A-1



FARMINGDALE FOUR DEPARTURE (FRG4.FRG)

For Procedure Graphic see 10-3A
PROCEDURE TEXT

OBSTACLES

Rwy 1: Fence, elevator, buildings, tanks and trees beginning 3' from DER, 194' LEFT of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' RIGHT of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' LEFT of centerline, 139' AGL/235' MSL.

Rwy 14: Road, pole and trees beginning 182' from DER, 24' RIGHT of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' LEFT of centerline, up to 74' AGL/124' MSL.

Rwy 19: Sign, hangar, poles and trees beginning 78' from DER, 14' RIGHT of centerline, up to 65' AGL/115' MSL. Buildings, poles and trees beginning 182' from DER, 71' LEFT of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' RIGHT of centerline, 84' AGL/142' MSL.

Rwy 32: Fence, poles and trees beginning 146' from DER, 23' RIGHT of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antennas and trees beginning 330' from DER, 124' LEFT of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' LEFT of centerline, 107' AGL/297' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 1: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 207' per NM to **300'**.

Rwys 14, 19: Standard (or lower than standard, if authorized).

Rwy 32: Standard (or lower than standard, if authorized) with minimum climb of 242' per NM to **800'**.

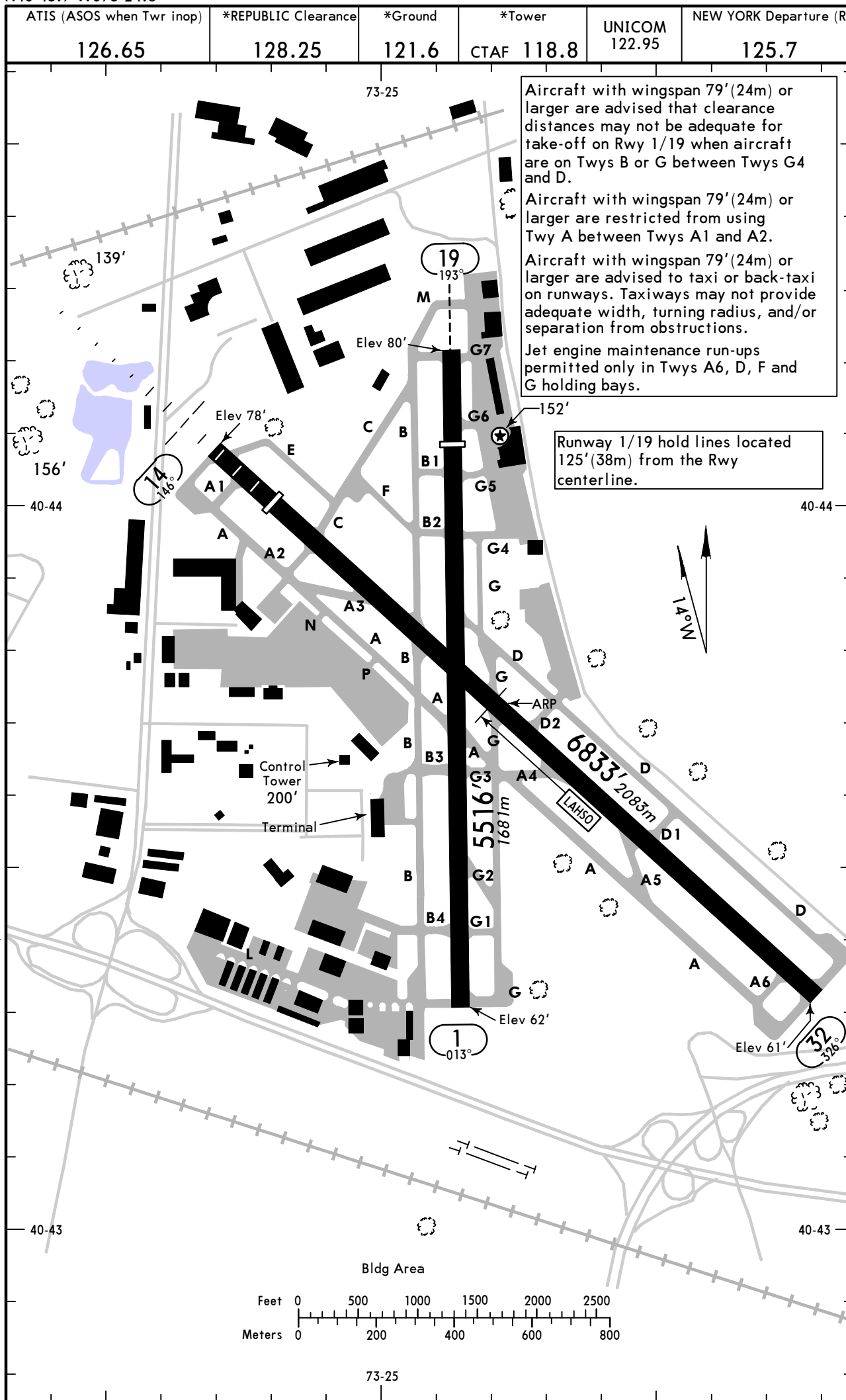
Gnd speed-KT	75	100	150	200	250	300
207' per NM	259	345	518	690	863	1035
242' per NM	303	403	605	807	1008	1210

RWY	INITIAL CLIMB	ALTITUDE
1	Climb heading 013°.	MAINTAIN 3000'
14, 19	Climbing RIGHT turn via heading 220°.	
32	Climbing RIGHT turn via heading 010°.	
ROUTING		
Via vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level ten minutes after departure.		
Departures:	EXPECT Vectors to:	
BAYYS	BDR R-054, to BAAYS.	
COATE	SAX/SAX R-311, to COATE.	

KFRG/FRG
Apt Elev 80'
N40 43.7 W073 24.8

JEPPesen
20 JAN 12 (10-9)

FARMINGDALE, NY
REPUBLIC



CHANGES: None.

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GENERAL

Birds in vicinity of airport.

After landing, exit at first available taxiway. Do not exit onto crossing runways unless authorized by ATC.

Runways 1 and 32 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY			LANDING Threshold	USABLE LENGTHS		LAHSO Distance	TAKE- OFF	WIDTH
				BEYOND Glide Slope				
1	① MIRL ① REIL ① PAPI-R (angle 3.0°)	grooved						150' 46m
19	① MIRL ① REIL ① PAPI-L (angle 3.0°)	grooved	4727' 1441m					
14	① HIRL ① MALSR ① PAPI-L (angle 3.0°)	grooved	6157' 1877m	4264' 1300m		1/19 3650' 1113m		150' 46m
32	① HIRL ① REIL ① PAPI-L (angle 3.0°)	grooved						

① Activate on 118.8 when twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 14, 19		
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

	Rwy 1			Rwy 32		
	① With Min climb of 207'/NM to 300'		Other	② With Min climb of 213'/NM to 400'		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	200-1 1/4	1/4	1	300-1 3/4
3 & 4 Eng		1/2			1/2	

① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to departure end of runway.

② Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to departure end of runway.

OBSTACLE DP

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

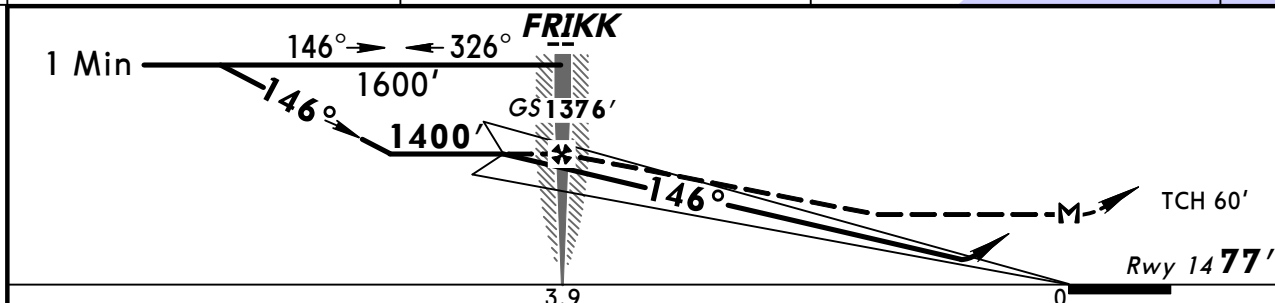
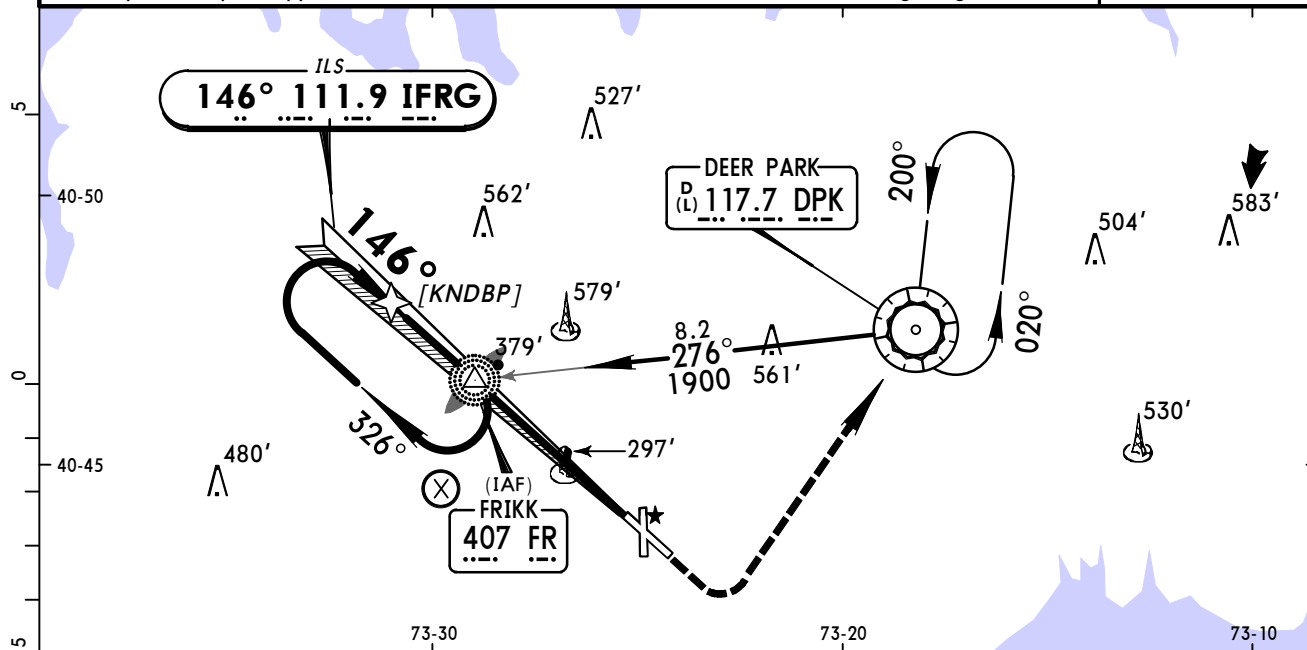
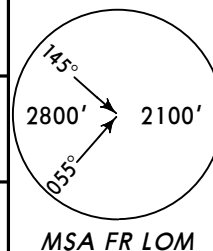
Rwy 32, climb heading 326° to 700' before turning right.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	Authorized Only When Tower Operating		RNAV (GPS) Rwy 1 RNAV (GPS) Y Rwy 14 RNAV (GPS) Rwy 19 RNAV (GPS) Rwy 32	RNAV (RNP) Z Rwy 14 NDB Rwy 1
	ILS Rwy 14	LOC Rwy 14		
A	600-2	800-2	800-2	800-2
B				
C				
D				

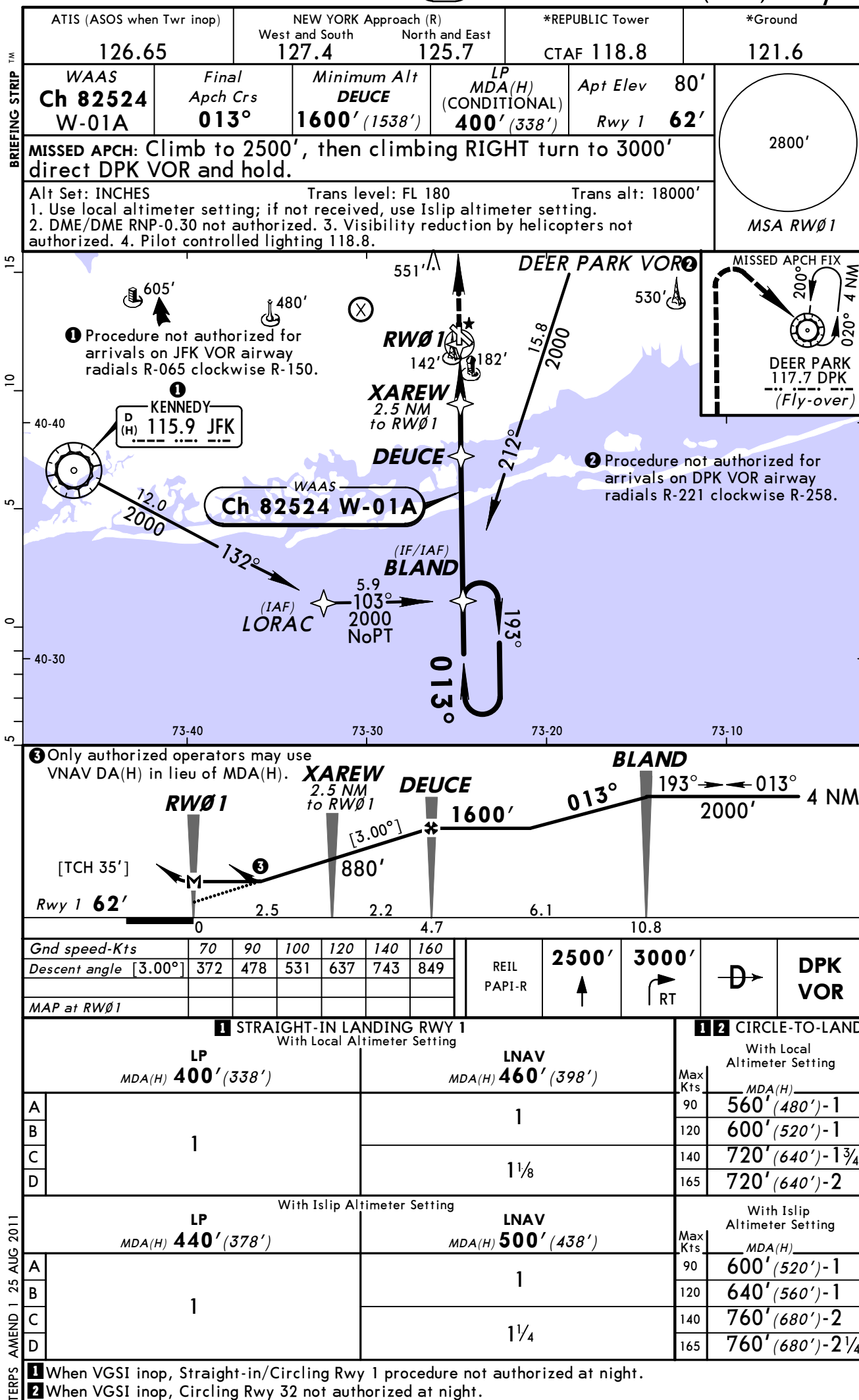
ATIS (ASOS when Twr inop) 126.65	NEW YORK Approach (R) West and South 127.4	North and East 125.7	*REPUBLIC Tower CTAF 118.8	*Ground 121.6
LOC IFRG 111.9	Final Apch Crs 146°	GS FRIKK 1376' (1299')	ILS DA(H) (CONDITIONAL) 277' (200')	Apt Elev 80' Rwy 14 77'
MISSED APCH: Climb to 800', then climbing LEFT turn to 3000' direct DPK VOR and hold, continue climb-in-hold to 3000', or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Islip altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. Visibility reduction by helicopters not authorized. 4. Autopilot coupled approach not authorized below 310'. 5. Pilot controlled lighting 118.8.				



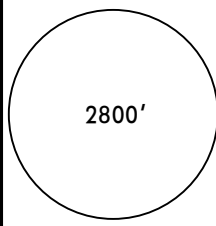
Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	3000'	DPK
GS	3.00°	372	478	531	637	743	849	PAPI	LT	117.7
LOM to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28			

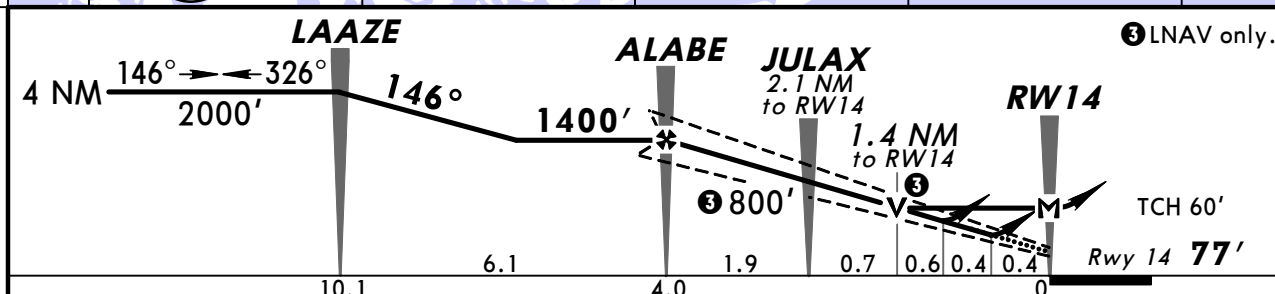
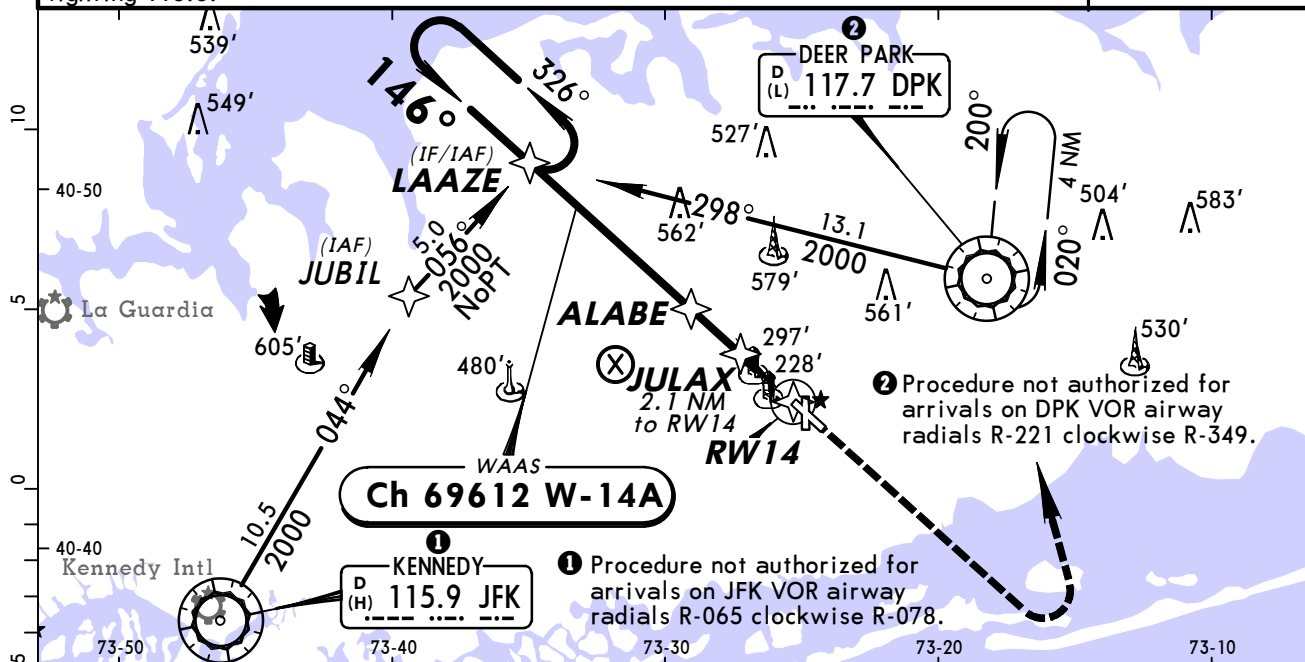
STRAIGHT-IN LANDING RWY 14 With Local Altimeter Setting						1 CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 277' (200')			LOC (GS out) MDA(H) 560' (483')			Max Kts	MDA(H)
FULL	RAIL out	ALS out		RAIL out	ALS out		
A	3/4		3/4		1	90	560' (480') - 1
B						120	600' (520') - 1
C			1	1 1/8	1 3/8	140	720' (640') - 1 3/4
D						165	720' (640') - 2
With Islip Altimeter Setting						With Islip Altimeter Setting	
ILS DA(H) 314' (237')			LOC (GS out) MDA(H) 600' (523')			Max Kts	MDA(H)
FULL	RAIL out	ALS out		RAIL out	ALS out		
A	3/4		3/4		1	90	600' (520') - 1
B						120	640' (560') - 1
C			1	1 1/4	1 1/2	140	760' (680') - 2
D						165	760' (680') - 2 1/4

When VGSI inop, Circling Rwy 1 and Rwy 32 not authorized at night.



BRIEFING STRIP™

ATIS (ASOS when Twr inop)		NEW YORK Approach (R)		*REPUBLIC Tower	*Ground
126.65		West and South 127.4	North and East 125.7	CTAF 118.8	121.6
WAAS Ch 69612 W-14A	<i>Final</i> <i>Apch Crs</i> 146°	<i>Minimum Alt</i> ALABE 1400' (1323')	<i>LPV</i> <i>DA(H)</i> (CONDITIONAL) 277' (200')	<i>Apt Elev</i> 80' <i>Rwy 14</i> 77'	 2800' MSA RW14
MISSED APCH: Climb to 1800', then climbing LEFT turn to 3000' direct DPK VOR and hold, continue climb-in-hold to 3000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Islip altimeter setting. 2. DME/ DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 4. Baro-VNAV and VDP not authorized when using Islip altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 118.8.					



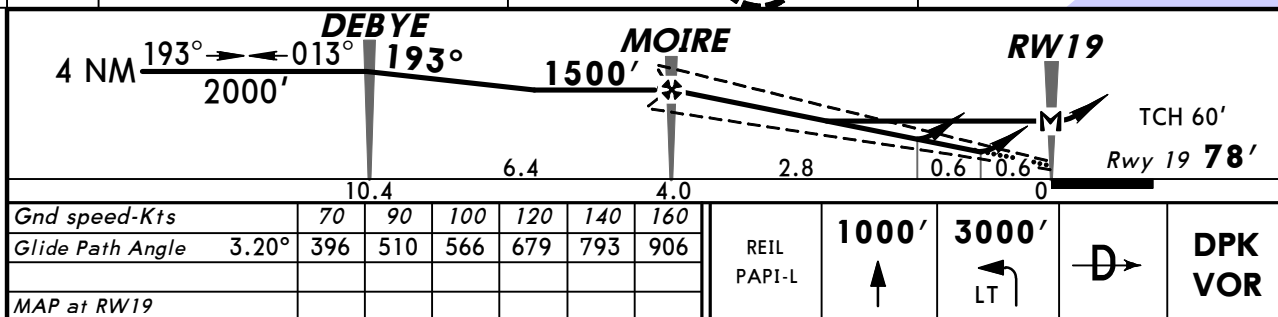
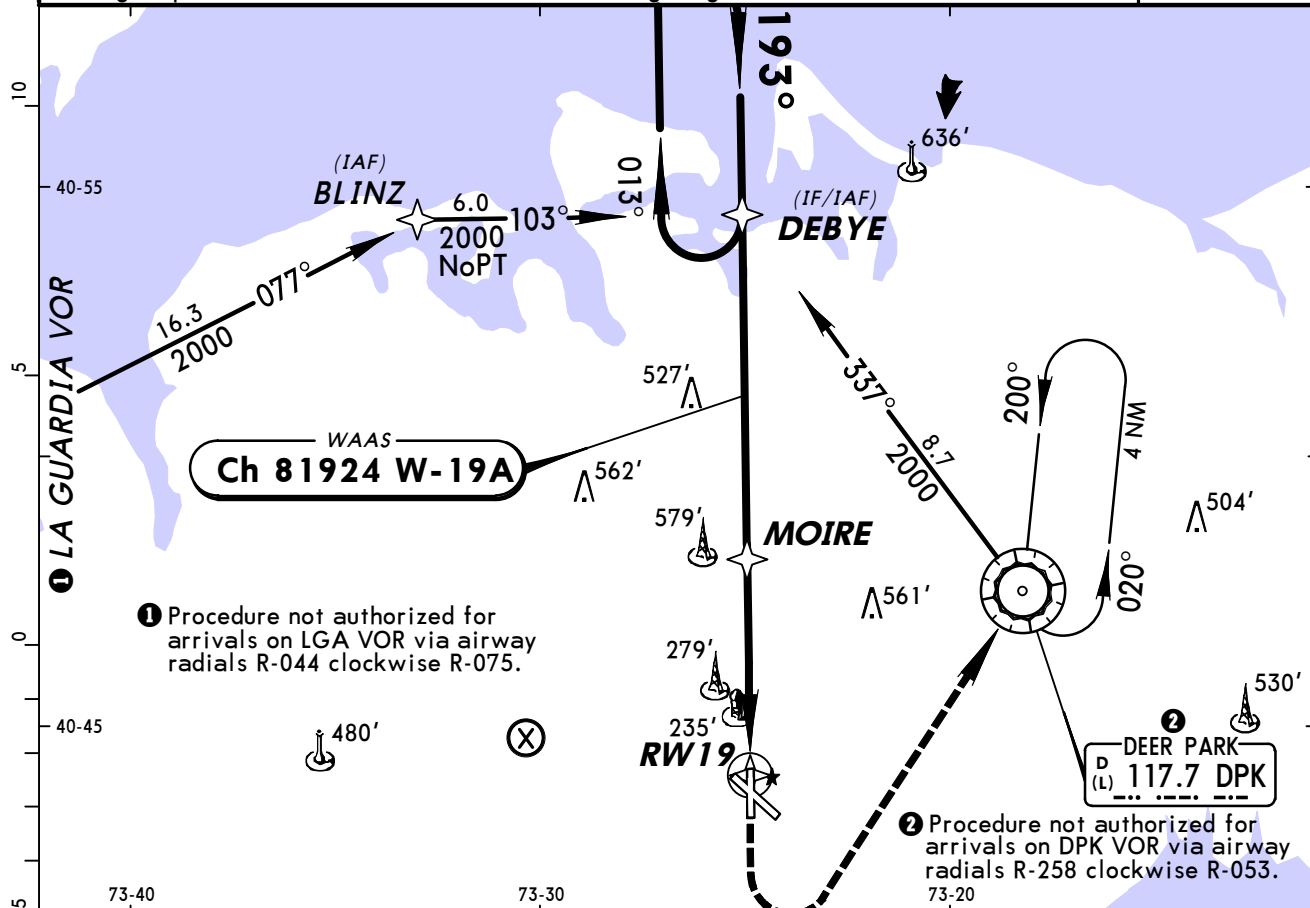
Gnd speed-Kts	70	90	100	120	140	160	MALSR		1800'	3000'	DPK VOR
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		↑	LT	
MAP at RW14											

STRAIGHT-IN LANDING RWY 14 With Local Altimeter Setting							1 CIRCLE-TO-LAND With Local Altimeter Setting			
LPV DA(H) 277' (200')		LNAV/VNAV DA(H) 389' (312')		LNAV MDA(H) 560' (483')			Max Kts	MDA(H)		
RAIL out		RAIL out		RAIL out			90	560' (480')-1		
ALS out		ALS out		ALS out			120	600' (520')-1		
3/4		3/4		1			140	720' (640')-1 3/4		
3/4		3/4		1			165	720' (640')-2		
3/4		3/4		1 1/8						
3/4		3/4		1 1/4						
3/4		3/4		1 1/2						
3/4		3/4		1 1/2						

1 When VGSI inop, Circling to Rwy 1 and Rwy 32 not authorized at night.

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		NEW YORK Approach (R) West and South North and East		*REPUBLIC Tower	*Ground
126.65		127.4	125.7	CTAF 118.8	121.6
WAAS Ch 81924 W-19A	Final Apch Crs 193°	Minimum Alt MOIRE 1500' (1422')	LPV DA(H) (CONDITIONAL) 345' (267')	Apt Elev 80' Rwy 19 78'	2800' MSA RW19
MISSED APCH: Climb to 1000', then climbing LEFT turn to 3000' direct DPK VOR and hold, continue climb-in-hold to 3000'.					
Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Islip altimeter setting. 2. Baro-VNAV not authorized when using Islip altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 118.8.					

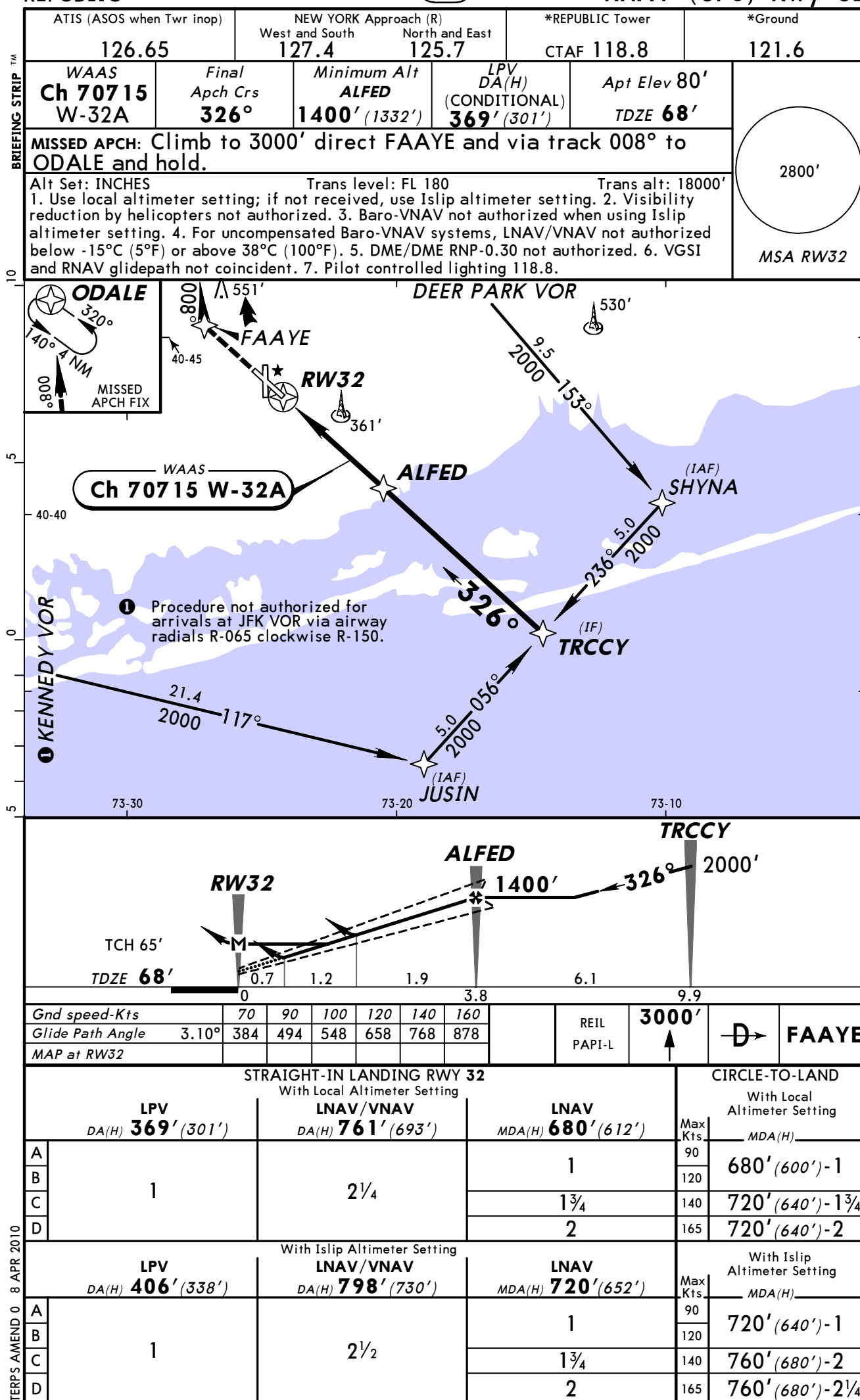


1 STRAIGHT-IN LANDING RWY 19 With Local Altimeter Setting				1 2 CIRCLE-TO-LAND With Local Altimeter Setting			
LPV DA(H) 345' (267')		LNAV/VNAV DA(H) 521' (443')		LNAV MDA(H) 540' (462')		Max Kts MDA(H)	
A				1		90	560' (480') - 1
B	1	1 3/8		1		120	600' (520') - 1
C				1 3/8		140	720' (640') - 1 3/4
D	NA	NA				165	720' (640') - 2
LPV DA(H) 382' (304')		LNAV/VNAV DA(H) 558' (480')		LNAV MDA(H) 580' (502')		Max Kts MDA(H)	
A				1		90	600' (520') - 1
B	1	1 1/2		1		120	640' (560') - 1
C				1 3/8		140	760' (680') - 2
D	NA	NA				165	760' (680') - 2 1/4

1 When VGSI inop, Straight-in/Circling Rwy 19 procedure not authorized at night.
2 When VGSI inop, Circling Rwy 1 and Rwy 32 not authorized at night.

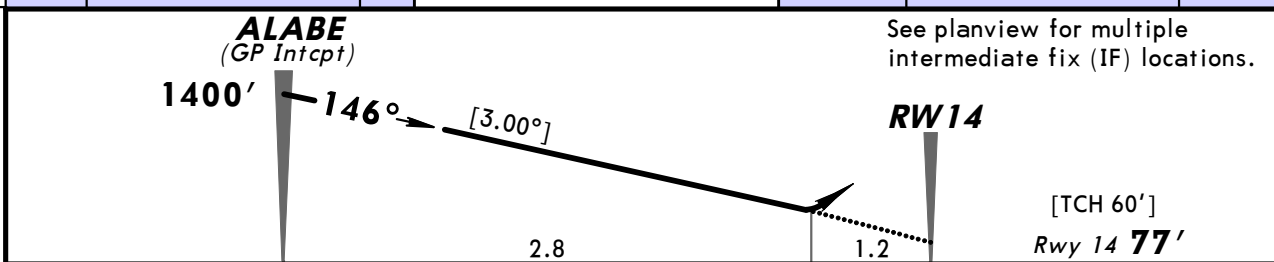
CHANGES: Procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)		NEW YORK Approach (R)		*REPUBLIC Tower	*Ground
126.65		West and South 127.4	North and East 125.7	CTAF 118.8	121.6
RNAV	Final Apch Crs 146°	Minimum Alt ALABE 1400' (1323')	RNP 0.30 DA(H) 502' (425')	Apt Elev 80' Rwy 14 77'	2800' MSA RW14
MISSED APCH: Climb to 2000' on track 146° to FRRST and on track 192° to NICAD and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 48°C (118°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 118.8.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 2000' on 146° FRRST	
Descent Angle [3.00°]	372	478	531	637	743	849		
MAP at DA								

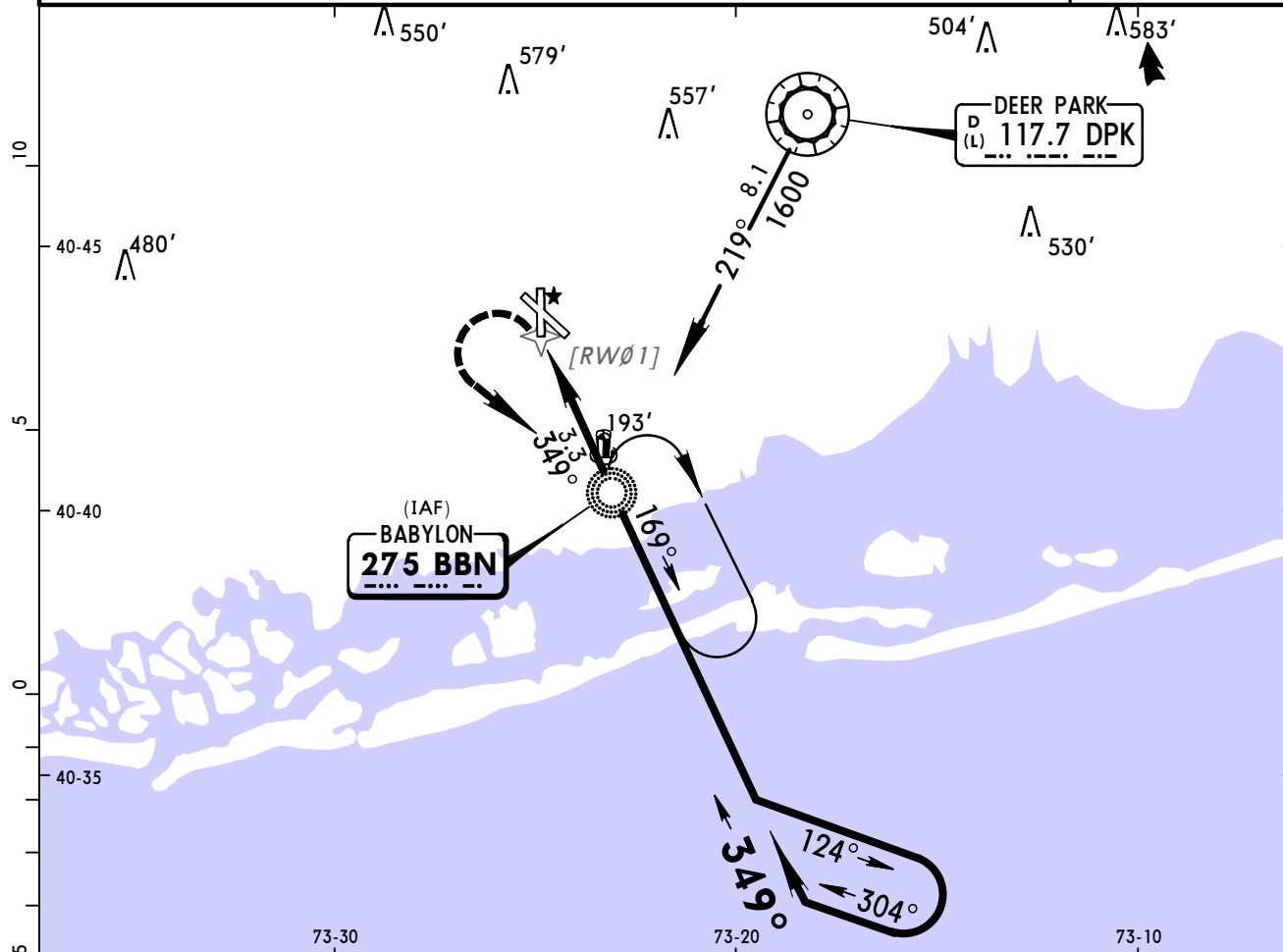
STRAIGHT-IN LANDING RWY 14	
RNP 0.30	
DA(H) 502' (425')	
RAIL out	ALS out

A	7/8	13/8
B		
C		
D		

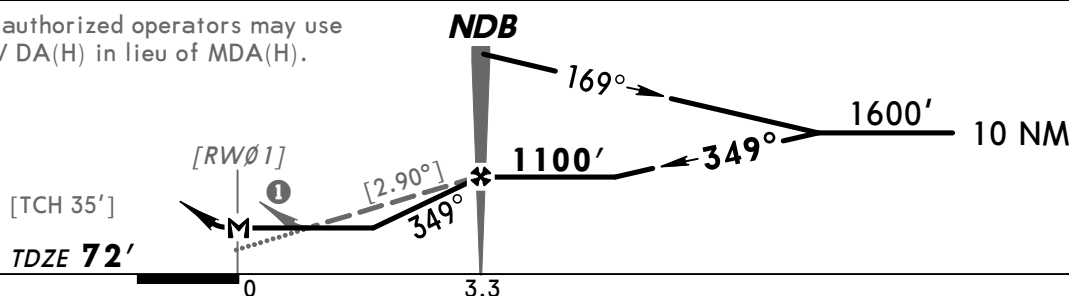
TERPS AMEND 0 25 AUG 2011

BRIEFING STRIP

ATIS (ASOS when Twr inop) 126.65		NEW YORK Approach (R) West and South 127.4		North and East 125.7	*REPUBLIC Tower CTAF 118.8	*Ground 121.6
NDB BBN 275	<i>Final</i> <i>Apch Crs</i> 349°	<i>Minimum Alt</i> NDB 1100' (1028')	<i>MDA(H)</i> 540' (468')		<i>Apt Elev</i> 80' <i>TDZE</i> 72'	 MSA BBN NDB
MISSED APCH: Climbing LEFT turn to 1600' direct BBN NDB and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Pilot controlled lighting 118.8.						



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	1600' LT	BBN 275
Descent angle [2.90°]	359	462	513	616	718	821			
NDB to MAP	3.3	2:50	2:12	1:59	1:39	1:25			

STRAIGHT-IN LANDING RWY 1

MDA(H) **540' (468')**

CIRCLE-TO-LAND

TERPS A 14 A	Max Kts		MDA(H)
	90		560' (480') - 1
	120		600' (520') - 1
	140		720' (640') - 1 3/4
	165		720' (640') - 2

General Information

Location: FT Drum NY USA

IATA Code:

Lat/Long: N44° 03.3' W075° 43.2'

Elevation: 688 ft

Airport Use: Military

Magnetic Variation: 13.1 °W

Sectional Chart: Montreal

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 1144 Z

Sunset: 2248 Z,

Runway Information

Runway: 03

Length x Width: 10000 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 685 ft

Lighting: Edge, ALS

Displaced Threshold: 1363 ft

Stopway: 1000 ft

Runway: 08

Length x Width: 4501 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 683 ft

Lighting: Edge

Runway: 15

Length x Width: 4998 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 687 ft

Lighting: Edge, ALS

Runway: 21

Length x Width: 10000 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 677 ft

Lighting: Edge, ALS

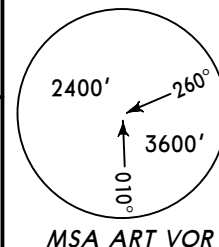
Stopway: 1000 ft

Runway: 26
Length x Width: 4501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 685 ft
Lighting: Edge

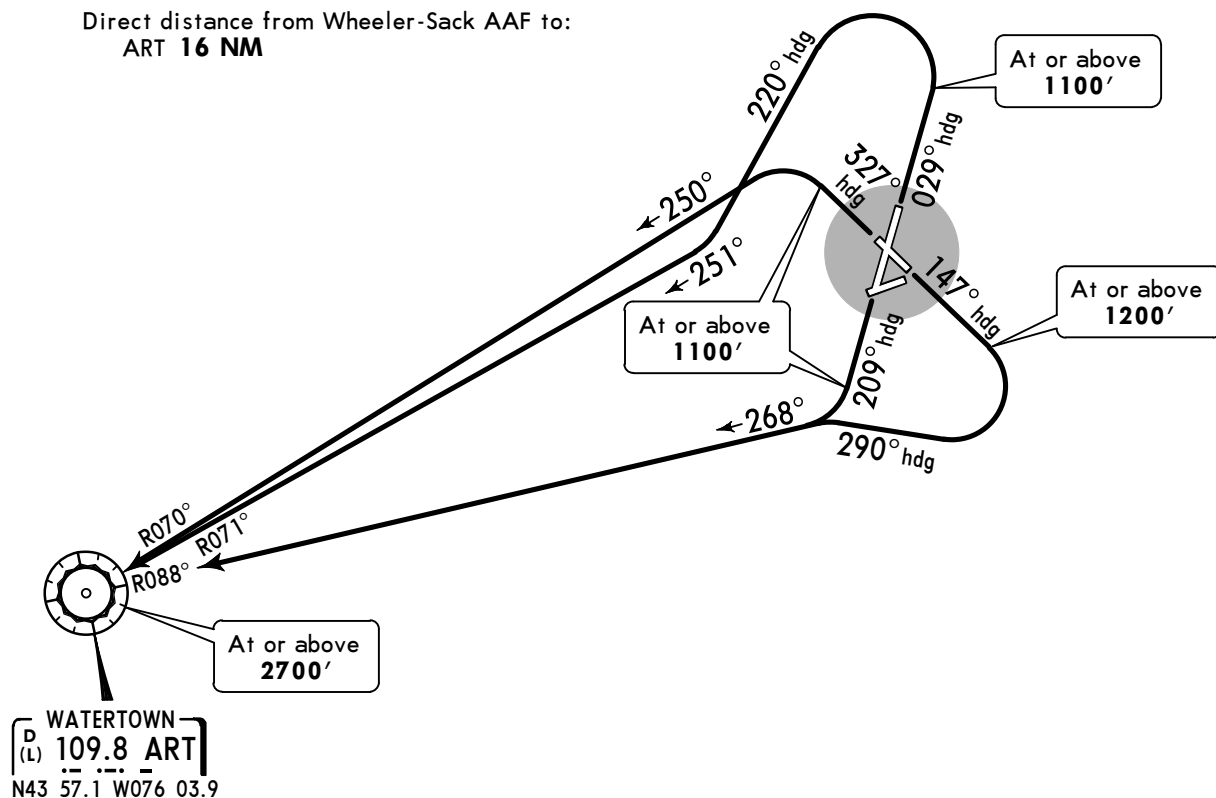
Runway: 33
Length x Width: 4998 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 688 ft
Lighting: Edge

Communication Information

ATIS 119.525
Wheeler-Sack Tower 118.75
Wheeler-Sack Ground Control 121.9
Wheeler-Sack Clearance Delivery 120.8
Wheeler-Sack Approach Control 128.25 Initial Contact
Wheeler-Sack Departure Control 128.25
Wheeler-Sack Operations 126.2
Burlington Flight Service Station 122.1 RCO
Burlington Flight Service Station 109.8 RCO
Drum Control 141.025 Military

WHEELER-SACK
Departure (R)
128.25Apt Elev
688'Trans level: FL 180 Trans alt: 18000'
Emergency safe altitude within 100 NM 7600'.

WATERTOWN TWO DEPARTURE (ART2.ART)

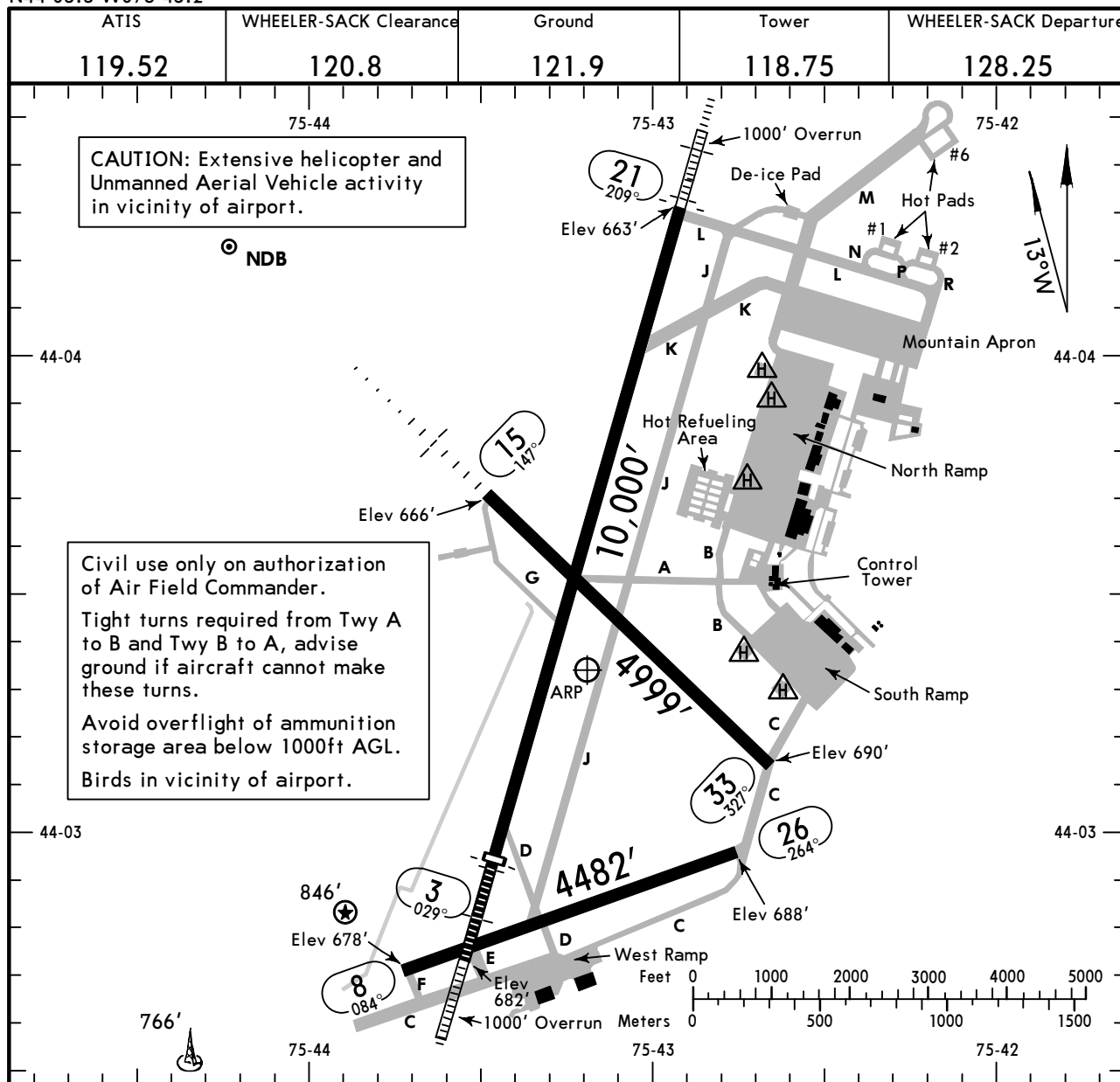
Direct distance from Wheeler-Sack AAF to:
ART 16 NM

OBSTACLES

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

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 3, 15, 21, 33: Standard (or lower than
standard, if authorized).

RWY	INITIAL CLIMB
3	Climb heading 029° to 1100', then climbing LEFT turn to 2700' via heading 220° and ART R-071 to ART.
15	Climb heading 147° to 1200', then climbing RIGHT turn to 2700' via heading 290° and ART R-088 to ART.
21	Climb heading 209° to 1100', then climbing RIGHT turn to 2700' via ART R-088 to ART.
33	Climb heading 327° to 1100', then climbing LEFT turn to 2700' via ART R-070 to ART.
ROUTING	
Via assigned route.	



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
3	21	HIRL ALSF-I PAPI-L	8637'	7460'	150'
				8951'	
8	26	MIRL			150'
15	33	HIRL MALSR			150'
		HIRL			

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

TAKE OFF & OBSTACLE DEPARTURE PROCEDURE					AS ALTERNATE	
Rwys 3, 8, 26, 33			Rwys 15, 21			
Adequate Vis Ref		STD	With Mim climb of 250'/NM to 3100'			
			Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	1/4	1	A	NA
3 & 4 Eng		1/2		1/2	B	
					C	
					D	

OBSTACLE DP: Rwy 26: Climb heading 263° to 1400' before turning left.

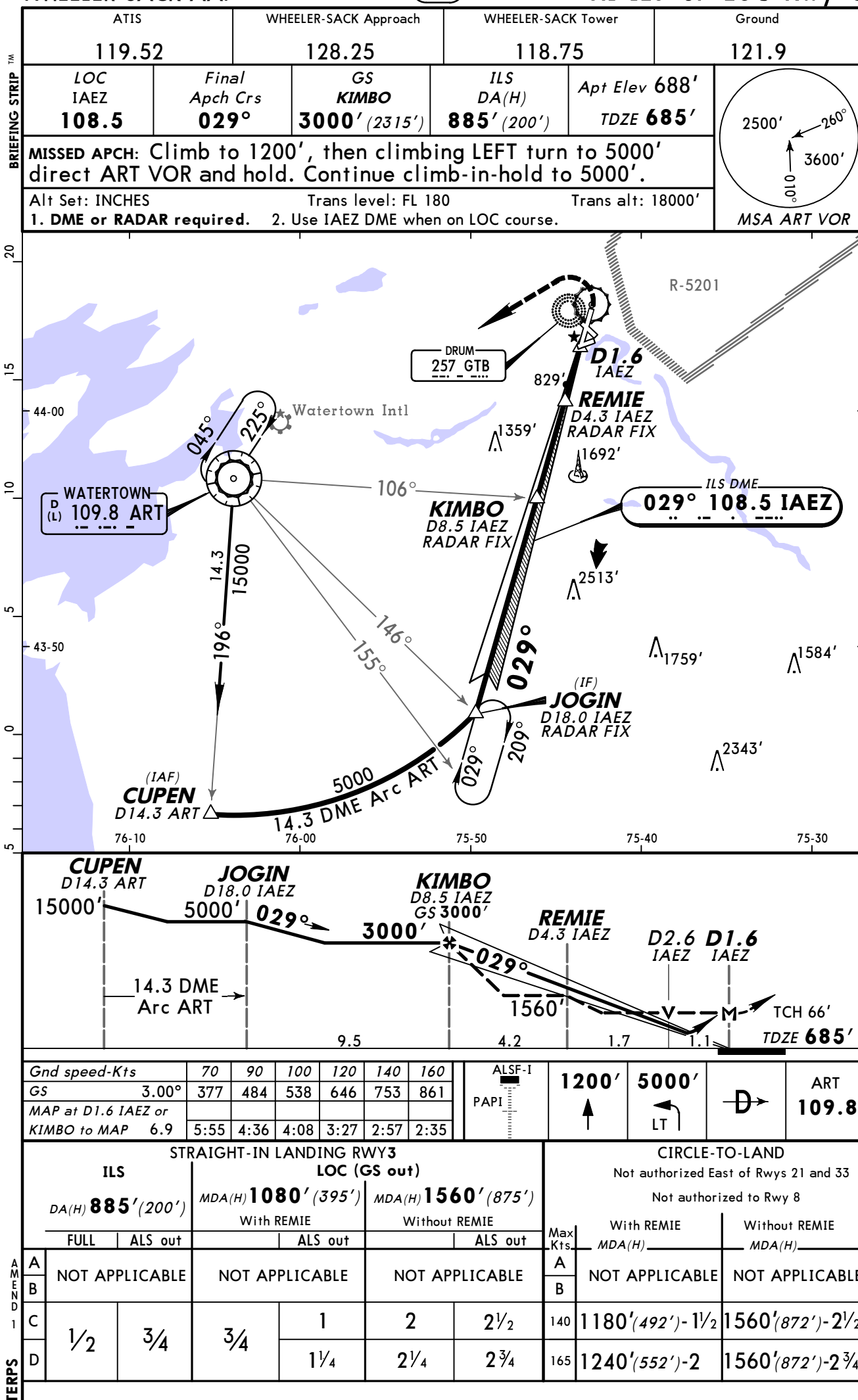
FT DRUM, NY
ILS or LOC Rwy 3

BRIEFING STRIP TM



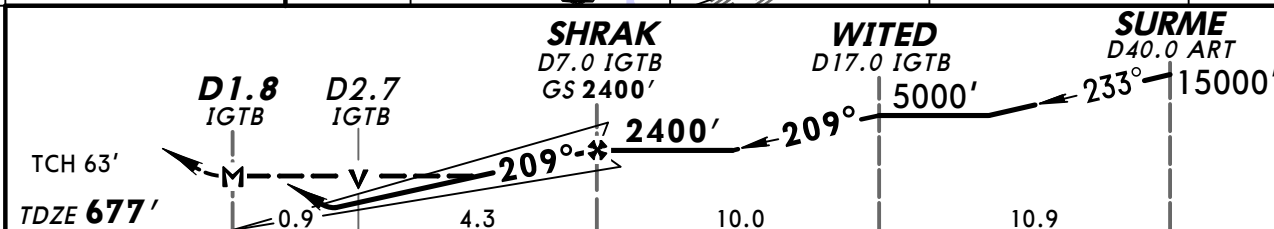
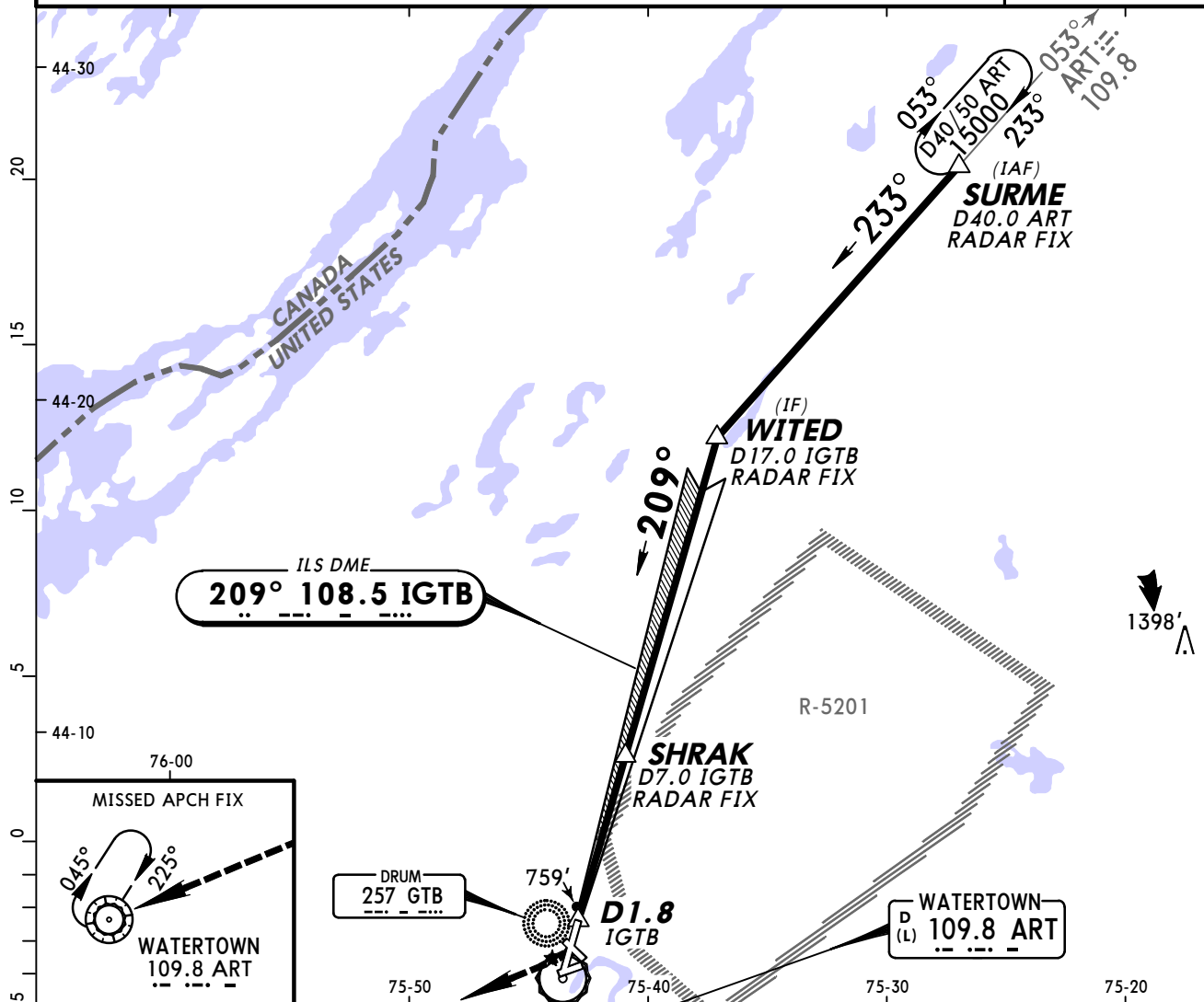
AMEND 2

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BRIEFING STRIP™

ATIS 119.52		WHEELER-SACK Approach 128.25		WHEELER-SACK Tower 118.75		Ground 121.9			
LOC IGTB 108.5		Final Apch Crs 209°		GS SHRAK 2400' (1723')		ILS DA(H) 877' (200')		Apt Elev 688' TDZE 677'	
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 5000' direct ART VOR and hold. Continue climb-in-hold to 5000'.									
Alt Set: INCHES									



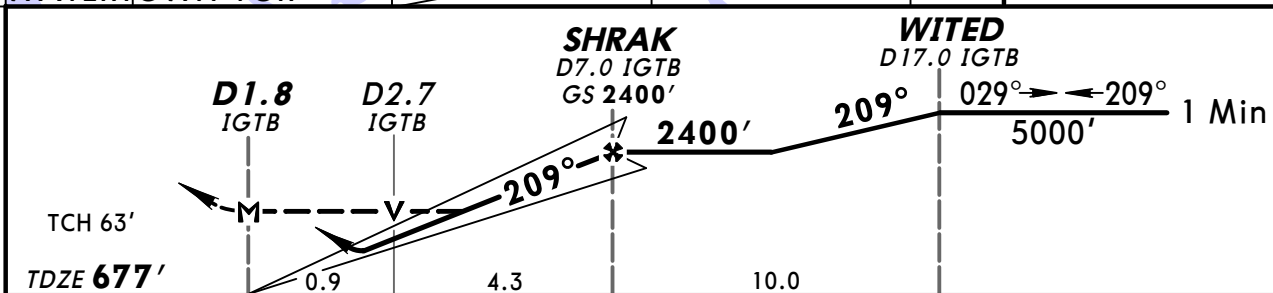
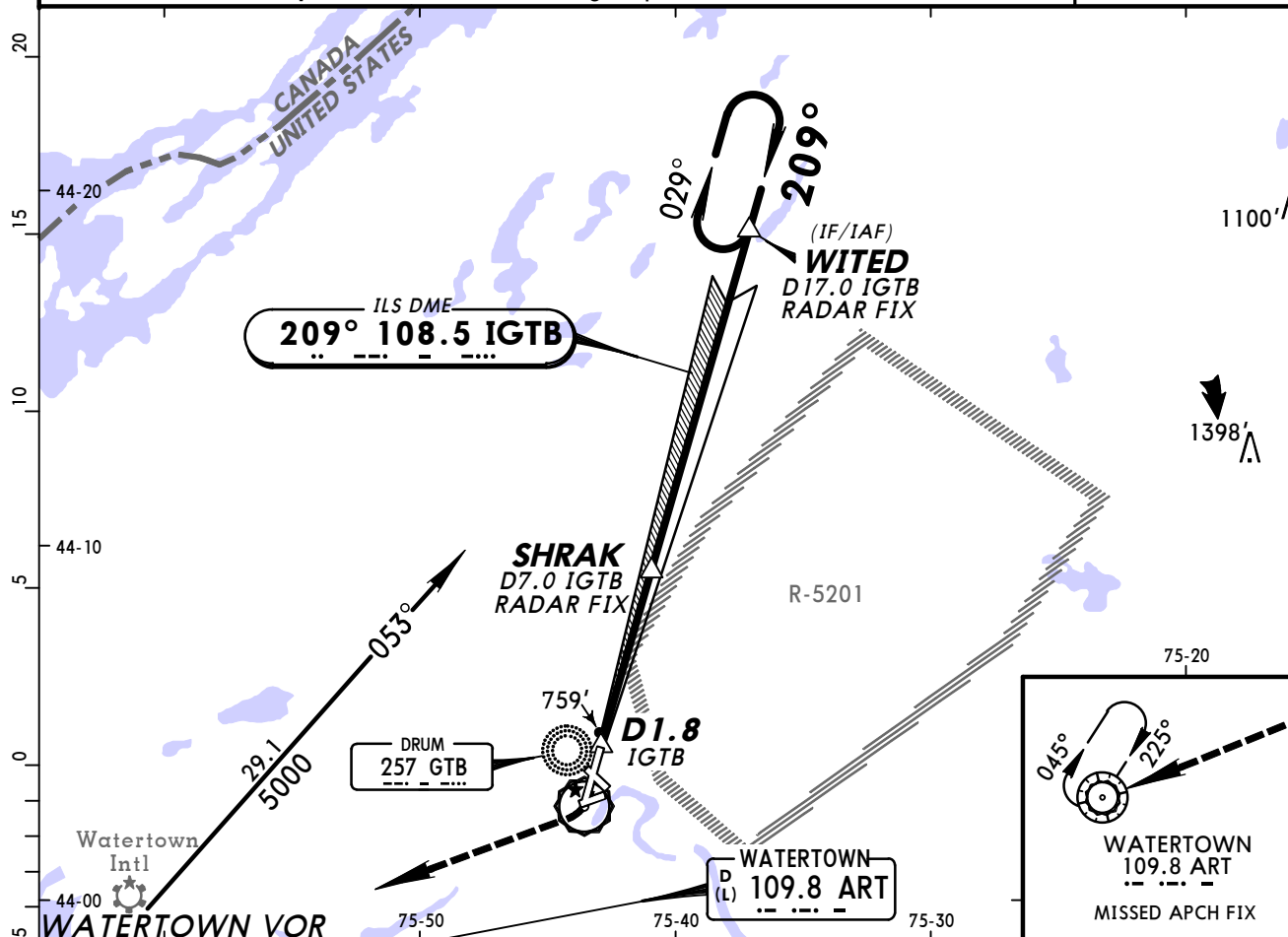
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I		1200'	5000'	ART	109.8
GS	3.00°	377	484	538	646	753	PAPI		↑	↑ RT	→	
MAP at D1.8 IGTB or SHRAK to MAP	5.2	4:27	3:28	3:07	2:36	2:14						

STRAIGHT-IN LANDING RWY 21						CIRCLE-TO-LAND	
ILS			LOC (GS out)			Not authorized East of Rwy 21 and 33	
DA(H) 877' (200')			MDA(H) 1020' (343')			Not authorized to Rwy 8	
FULL			ALS out			Max Kts	MDA(H)
A	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	A	NOT APPLICABLE
B	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	B	NOT APPLICABLE
C	1/2	3/4	3/4	1	140	1180' (492') - 1 1/2	
D				1 1/4	165	1240' (552') - 2	

BRIEFING STRIP

TM

ATIS 119.52		WHEELER-SACK Approach 128.25		WHEELER-SACK Tower 118.75		Ground 121.9	
LOC IGTB 108.5	Final Apch Crs 209°	GS SHRAK 2400' (1723')	ILS DA(H) 877' (200')	Apt Elev 688' TDZE 677'		2500' 3600' 010° 260° MSA ART VOR	
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 5000' direct ART VOR and hold. Continue climb-in-hold to 5000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME or RADAR required.						2. VGSI and ILS glidepath not coincident.	

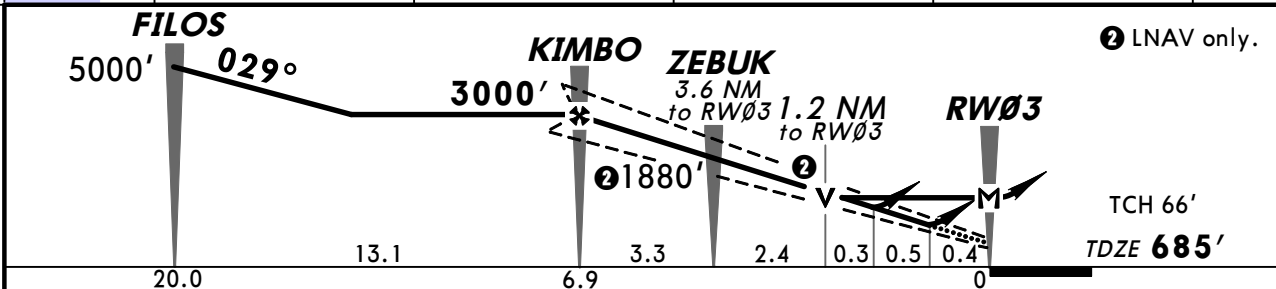
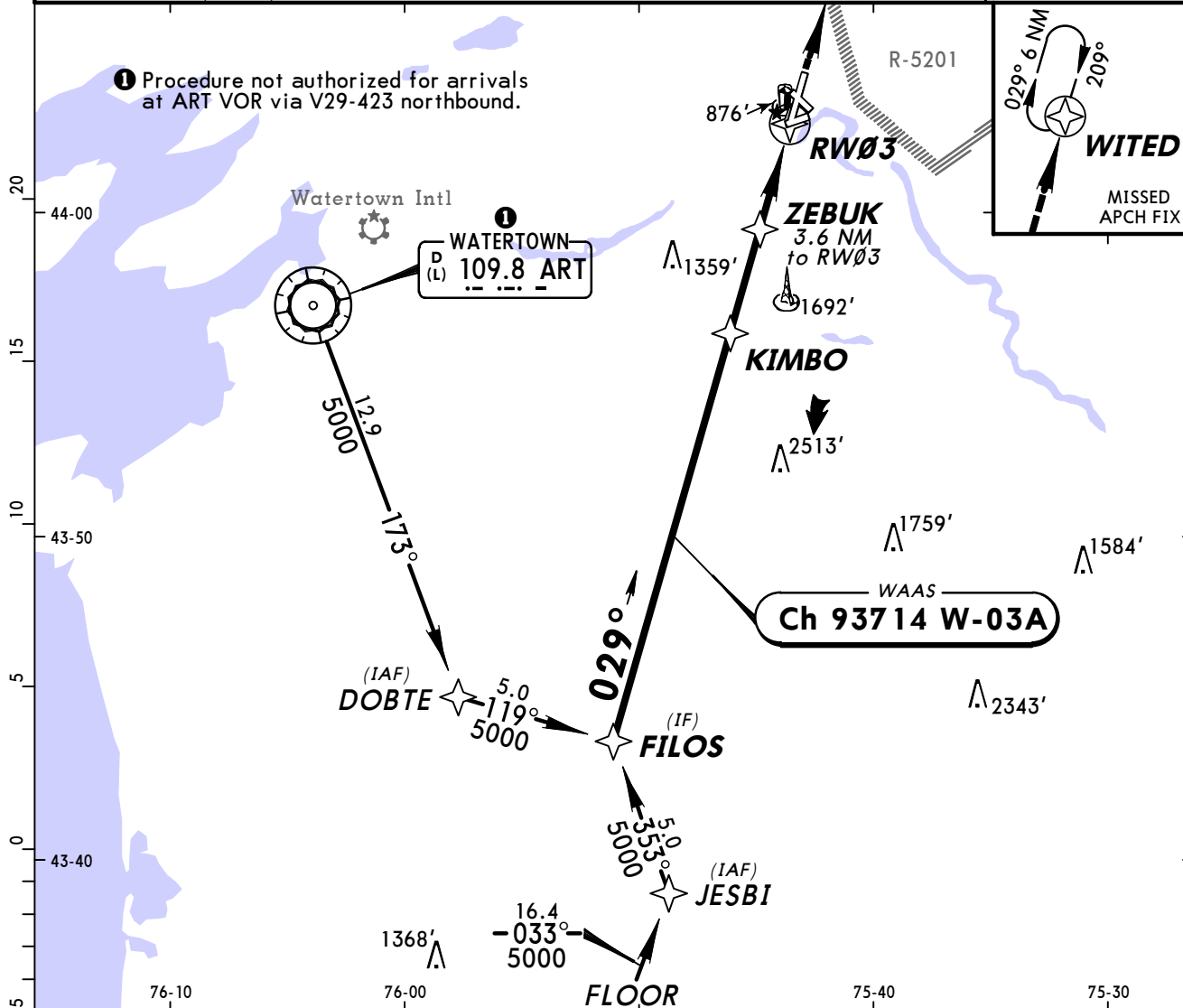


Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 	ART 109.8
GS	3.00°	377	484	538	646	753		
MAP at D1.8 IGTB or SHRAK to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57		

STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized East of Rwy 21 and 33 Not authorized for CATs B, C and D to Rwy 8	
DA(H) 877' (200')		MDA(H) 1020' (343')		Max Kts	
FULL		ALS out		90	1180' (492') - 1
1/2		3/4		120	1180' (492') - 1 1/2
1/2		3/4		140	1180' (492') - 1 1/2
1/2		3/4		165	1240' (552') - 2

BRIEFING STRIP™

ATIS 119.52		WHEELER-SACK Approach 128.25		WHEELER-SACK Tower 118.75		Ground 121.9	
WAAS Ch 93714 W-03A		Final Apch Crs 029°	Minimum Alt KIMBO 3000' (2315')	LPV DA(H) 885' (200')	Apt Elev 688' TDZE 685'		3600' MSA RW03
MISSED APCH: Climb to 4000' direct WITED and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.							

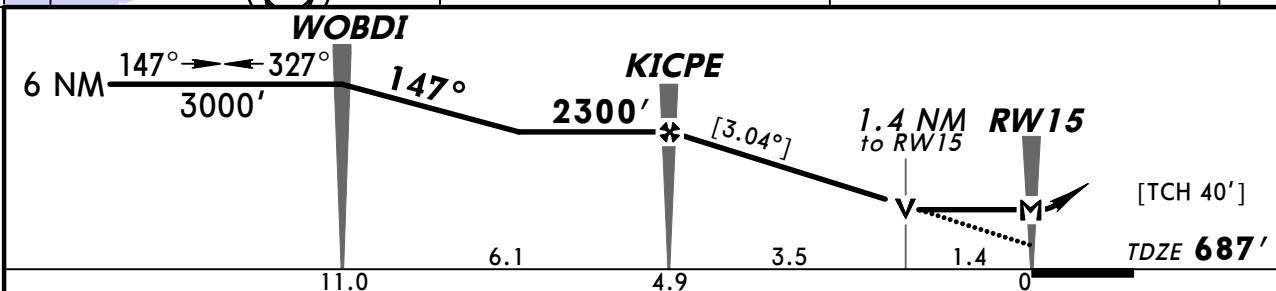
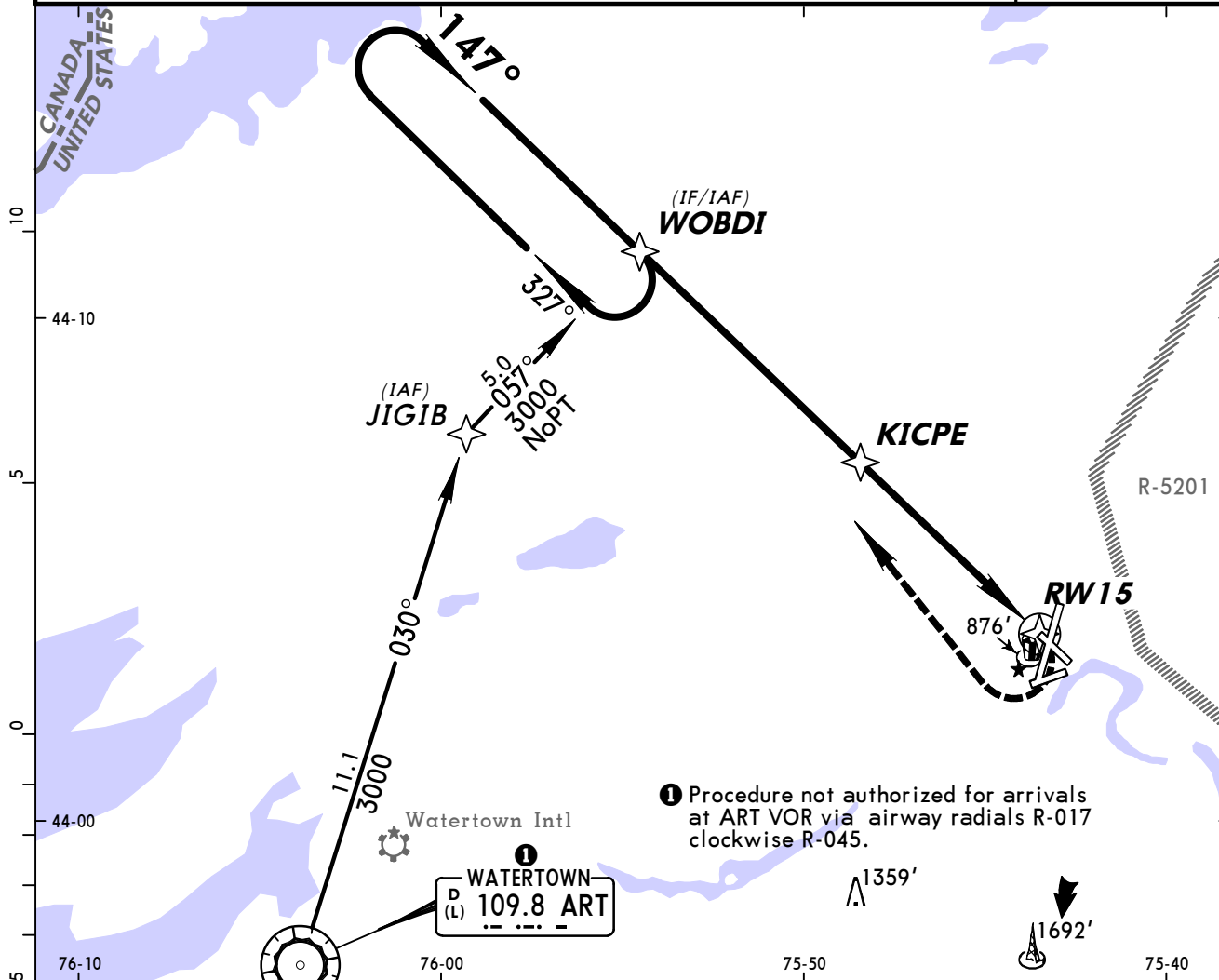


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I	4000'	WITED
Glide Path Angle 3.00°	372	478	531	637	743	849	PAP		
MAP at RW03									

STRAIGHT-IN LANDING RWY 3						CIRCLE-TO-LAND		
LPV DA(H) 885' (200')		LNAV/VNAV DA(H) 1040' (355')		LNAV MDA(H) 1140' (455')		Not authorized East of Rwy 21 and 33 Not authorized for CATs B, C and D to Rwy 8 MDA(H)		
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	Max Kts		
A				1/2	1	90	1180' (492')-1	
B				3/4	1 1/4	120	1180' (492')-1	
C	1/2	3/4	3/4	1 1/4	1 1/2	140	1180' (492')-1 1/2	
D				1	1 1/2	165	1240' (552')-2	

BRIEFING STRIP™

ATIS 119.52		WHEELER-SACK Approach 128.25		WHEELER-SACK Tower 118.75		Ground 121.9	
RNAV		Final Apch Crs 147°	Minimum Alt KICPE 2300' (1613')	LNAV MDA(H) 1140' (453')	Apt Elev 688' TDZE 687'		3600' MSA RW15
MISSED APCH: Climbing RIGHT turn to 3000' direct WOBDI and hold.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
1. DME/DME RNP-0.30 not authorized.							

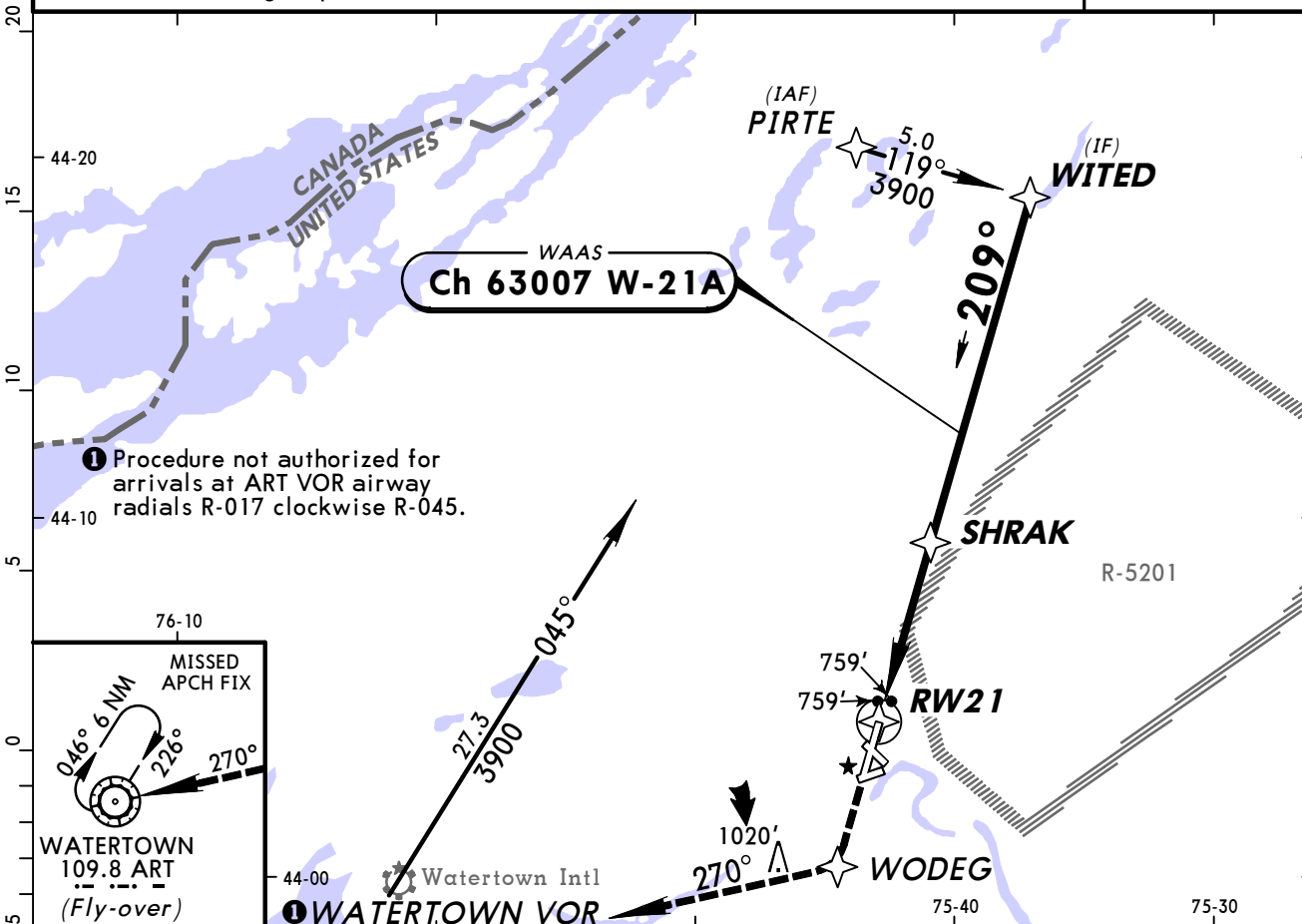


Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	RT	WOBDI
Descent angle [3.04°]	376	484	538	645	753	861				
MAP at RW15										

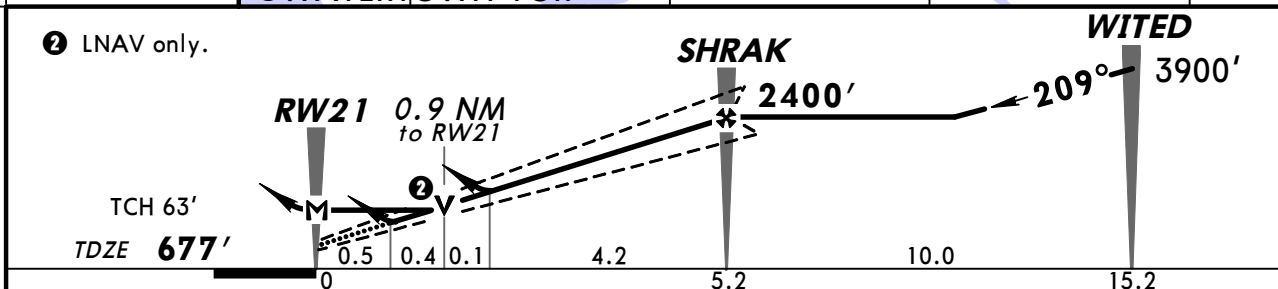
STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND			
LNAV MDA(H) 1140' (453')				Not authorized East of Rwy 21 and 33 Not authorized for CATs B, C and D to Rwy 8			
	RAIL out		ALS out	Max Kts	MDA(H)		
A	1/2	3/4	1	90	1180' (492') - 1		
B	1/2	3/4	1	120	1180' (492') - 1		
C	3/4		1 1/4	140	1180' (492') - 1 1/2		
D	1		1 1/2	165	1240' (552') - 2		

BRIEFING STRIP TM

ATIS 119.52		WHEELER-SACK Approach 128.25		WHEELER-SACK Tower 118.75		Ground 121.9	
WAAS Ch 63007 W-21A		Final Apch Crs 209°	Minimum Alt SHRAK 2400' (1723')	LPV DA(H) 877' (200')	Apt Elev 688' TDZE 677'		3600' MSA RW21
MISSED APCH: Climb to 3000' direct WODEG and via 270° track to ART VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.							



② LNAV only.



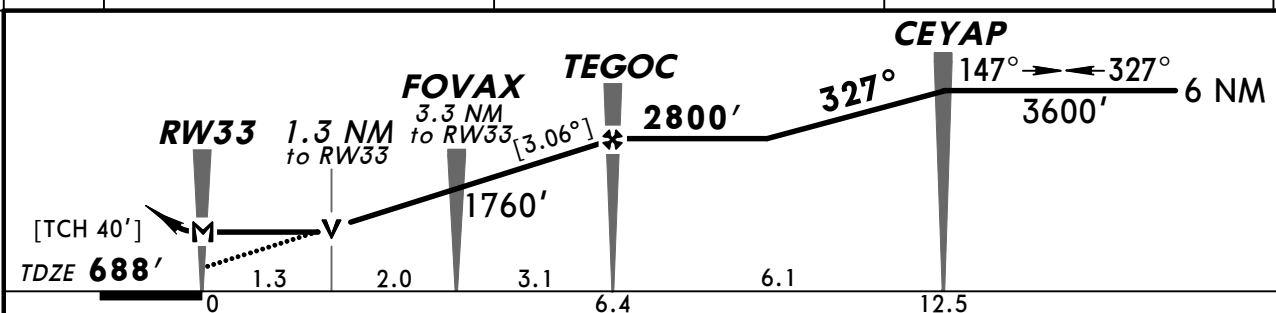
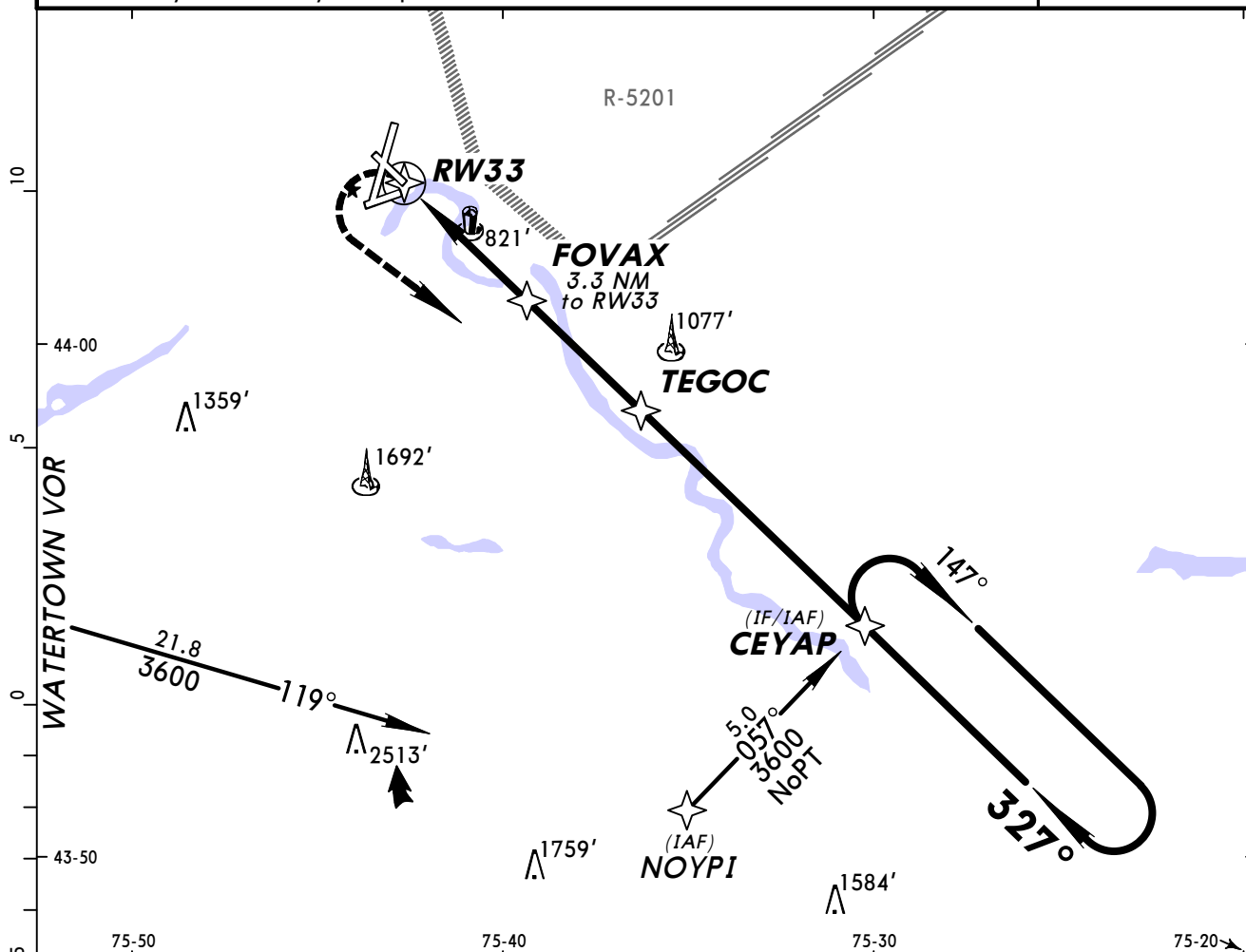
Gnd speed-Kts	70	90	100	120	140	160	ALSFI	3000'	WODEG
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	
MAP at RW21									

STRAIGHT-IN LANDING RWY 21

LPV		LNAV/VNAV		LNAV		Max Kts	CIRCLE-TO-LAND Not authorized East of Rwy 21 and 33 Not authorized for CATs B, C and D to Rwy 8 MDA(H)
DA(H)	ALS out	DA(H)	ALS out	MDA(H)	ALS out		
877' (200')		1056' (379')		1020' (343')		90	1180' (492')-1
1/2	3/4	3/4	1 1/4	1/2	1	120	1180' (492')-1 1/2
				3/4	1 1/4	140	1240' (552')-2
						165	

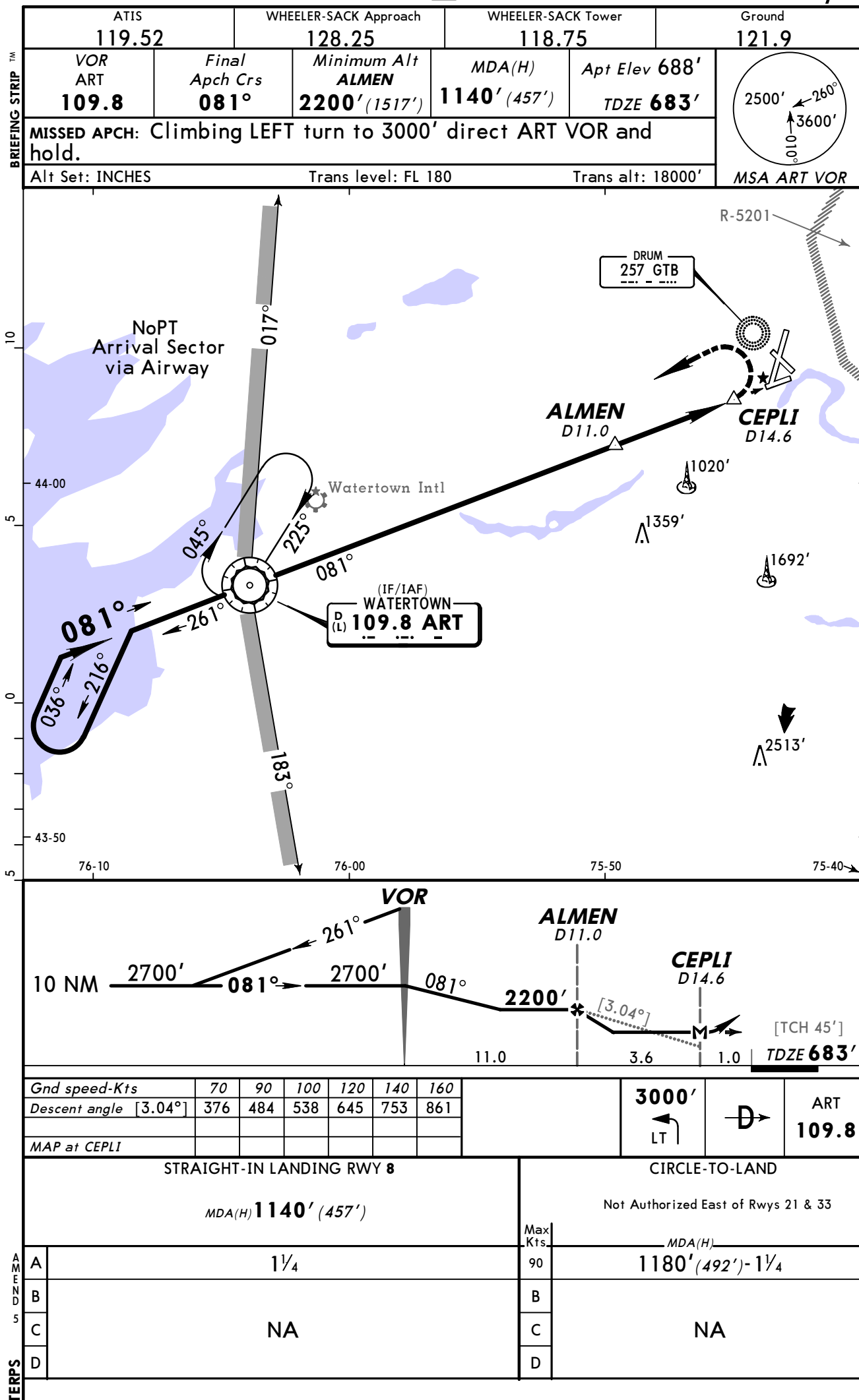
BRIEFING STRIP™

ATIS 119.52		WHEELER-SACK Approach 128.25		WHEELER-SACK Tower 118.75		Ground 121.9	
RNAV	Final Apch Crs 327°	Minimum Alt TEGOC 2800' (2112')	RNAV MDA(H) 1140' (452')	Apt Elev 688' TDZE 688'		3600' MSA RW33	
MISSED APCH: Climbing LEFT turn to 3600' direct CEYAP and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.							



Gnd speed-Kts	70	90	100	120	140	160		3600'		
Descent angle [3.06°]	379	487	541	650	758	866				
MAP at RW33										

STRAIGHT-IN LANDING RWY 33						CIRCLE-TO-LAND			
RNAV MDA(H) 1140' (452')						Not authorized East of Rwy 21 and 33 Not authorized for CATs B, C and D to Rwy 8 MDA(H)			
A	1					Max Kts			
B						90	1180' (492') - 1		
C	1 1/4					140	1180' (492') - 1 1/2		
D	1 1/2					165	1240' (552') - 2		



FT DRUM, NY
NDB Rwy 33

CAT A

MSA GTB NDB

44-10

R-5201

— DRUM —
257 GTB

WATERTOWN VOR

$$\frac{15.9}{2600}$$
 $\Delta^{1359'}$

1692'

44-00

NDB

-147°

2300'

2300 5 NM

TDZE 688'

MAP at NDB

STRAIGHT-IN LANDING RWY 33

$MDA_{(H)}$ **1320'** (632')

CIRCLE-TO-LAND

Not Authorized East of Rwy's 21 & 33

Max
Kts.
$$-MDA(H).$$
$$1320' (632') - 1$$
TERPS
AMEND
2

A
B
C
D

1

B

C

D

NA

NA

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KGTB

WHEELER-SACK AAF

4 SEP 09

(38-1)

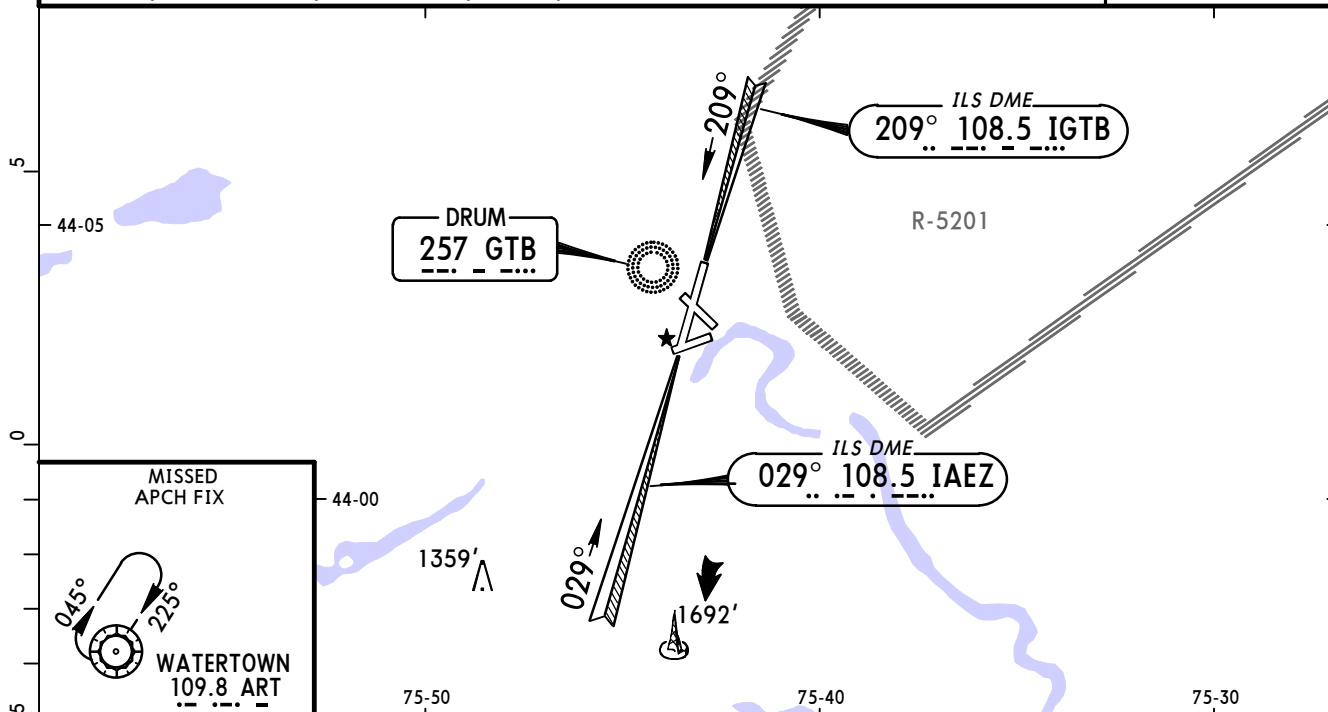
JEPPESEN

FT DRUM, NY

RADAR-1

BRIEFING STRIP™

ATIS 119.52		WHEELER-SACK Approach 128.25		*WHEELER-SACK Radar 134.1		WHEELER-SACK Tower 118.75		Ground 121.9	
RADAR		Final Apch Crs By ATC		Minimum Alt No FAF		MDA(H) Refer to Minimums		Apt Elev 688' TDZE- See below	
Missed Approach-See below									No MSA published
Alt Set: INCHES									

**MISSED APPROACH:**

Runway 3: Climb to 1100' then climbing LEFT turn to 3100' direct ART VOR and hold.

Runway 21: Climb to 1200' then climbing RIGHT turn to 3000' direct ART VOR and hold.

Runway 33: Climb to 1200' then climbing LEFT turn to 3000' direct ART VOR and hold.

RWY 3 PAR TCH 54' TDZE 685'	RWY 21 PAR TCH 58' TDZE 677'	RWY 33 PAR TCH 49' TDZE 688'

Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart
Rwy 3, 21, 33 PAR GS 3.00°	377	484	538	646	753	861	

STRAIGHT-IN LANDING

	PAR 3 MDA(H) 885' (200')		PAR 21 MDA(H) 877' (200')		PAR 33 MDA(H) 938' (250')	
	ALS out		ALS out			
A						
B						
C	1/2	3/4	1/2	3/4	1	
D						

TERPS

CHANGES: Procedure.

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KGTB

WHEELER-SACK AAF

4 SEP 09

(38-2)

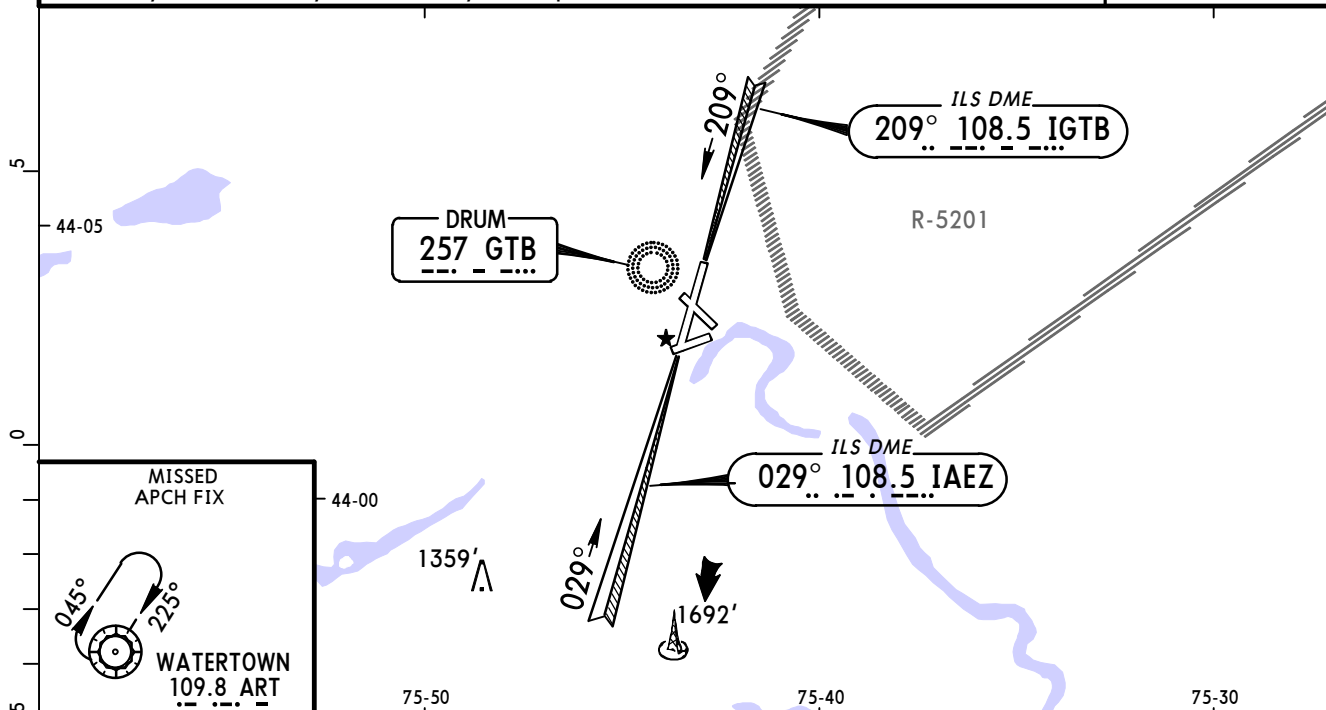
JEPPesen

FT DRUM, NY

RADAR-2

BRIEFING STRIP™

ATIS 119.52	WHEELER-SACK Approach 128.25	*WHEELER-SACK Radar 134.1	WHEELER-SACK Tower 118.75	Ground 121.9
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 688' TDZE- See below
Missed Approach-See below				
Alt Set: INCHES				

**MISSED APPROACH:**Runway 3: Climbing LEFT turn to 3100' direct ART VOR and hold.Runway 15: Climbing RIGHT turn to 3000' direct ART VOR and hold.Runway 21: Climb to 1200' then climbing RIGHT turn to 3000' direct ART VOR and hold.Runway 33: Climbing LEFT turn to 3000' direct ART VOR and hold.RWY 3
TDZE 685'RWY 15
TDZE 687'RWY 21
TDZE 677'RWY 33
TDZE 688'

ASR Rwy 3, 15, 21, 33: MAP at Rwy Thr

Lighting -
Refer to
Airport
Chart**STRAIGHT-IN LANDING**

ASR 3 MDA(H) 1240' (555')		ASR 15 MDA(H) 1100' (413')		ASR 21 MDA(H) 1020' (343')	
ALS out		RAIL out		ALS out	
A	1/2	1	1/2	3/4	1
B	1/2	1	1/2	3/4	1
C	1	1 1/2	3/4	1 1/4	3/4
D	1 1/4	1 3/4	3/4	1 1/4	1 1/4

STRAIGHT-IN LANDINGASR 33
MDA(H) 1140' (452')**CIRCLE-TO-LAND**Not authorized East of Rwy 21 and 33
Not authorized for CATs B, C and D to Rwy 8

ASR 33 MDA(H) 1140' (452')		Max Kts	MDA(H)
A	1	90	1240' (552') - 1
B	1	120	1240' (552') - 1 1/2
C	1 1/4	140	1240' (552') - 1 1/2
D	1 1/2	165	1240' (552') - 2

CHANGES: Procedure.

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General Information

Location: White Plains NY USA
IATA Code: HPN
Lat/Long: N41° 04.0' W073° 42.5'
Elevation: 439 ft

Airport Use: Public
Magnetic Variation: 13.3°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1133 Z
Sunset: 2243 Z,

Runway Information

Runway: 11
Length x Width: 4451 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 399 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 16
Length x Width: 6549 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 439 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled
Stopway: 200 ft

Runway: 29
Length x Width: 4451 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 399 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 1292 ft

Runway: 34
Length x Width: 6549 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 401 ft
Lighting: Edge, Centerline, REIL, Pilot controlled

Stopway: 200 ft

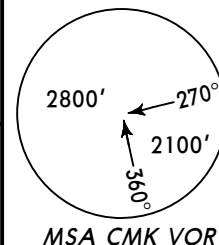
Communication Information

- ATIS 133.8
- ASOS 133.8
- White Plains Tower 118.575 CTAF PCL
- White Plains Ground Control 121.825
- White Plains Clearance Delivery 127.25
- New York Approach Control 126.4
- New York Approach Control 120.8
- New York Approach Control 124.65 Secondary
- New York Departure Control 120.55
- Westchester Co Unicom 122.95

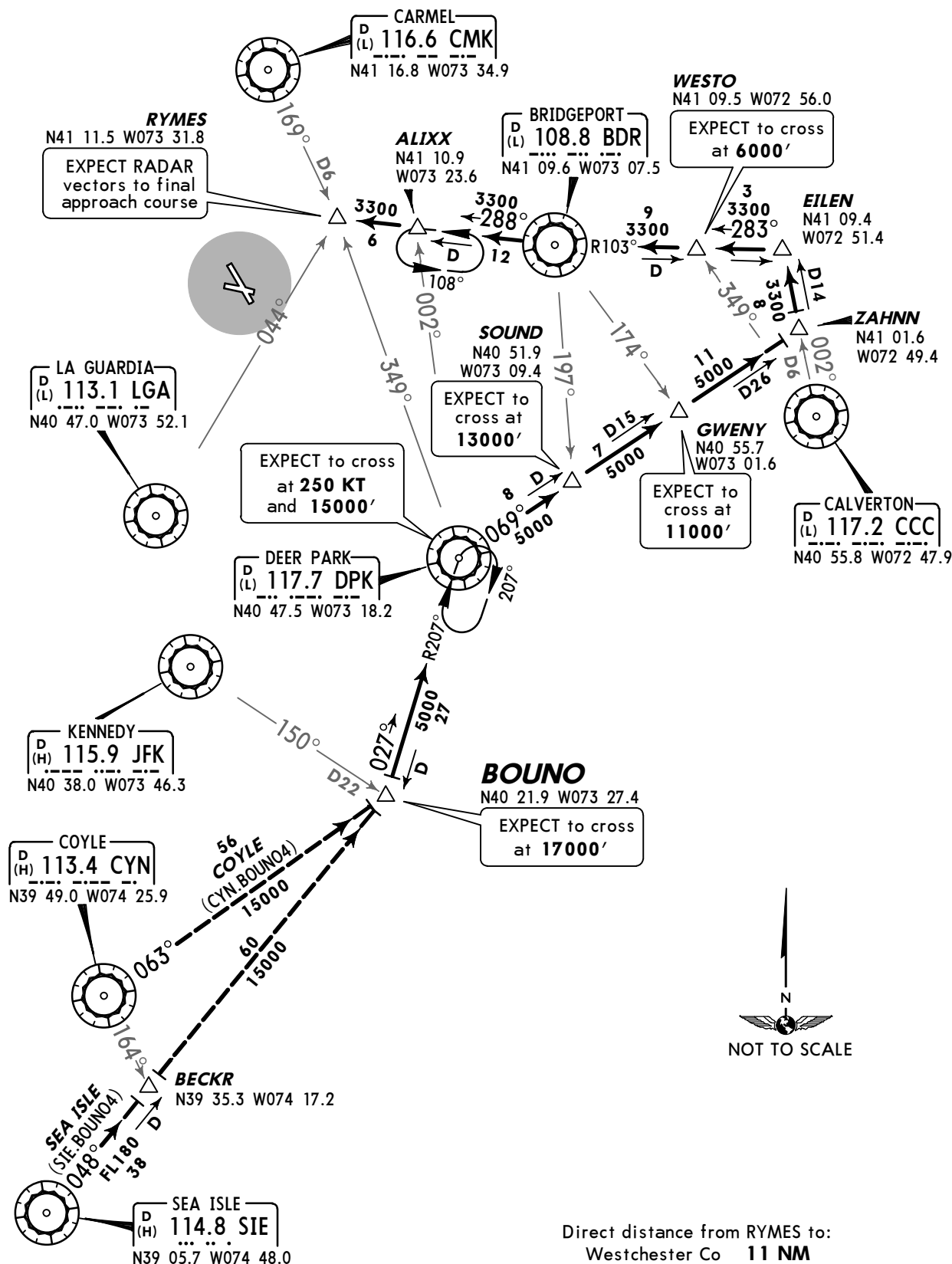
ATIS (ASOS when Twr inop)
116.6 133.8

Apt Elev
439'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
Applicable to aircraft flight planned at
FL180 and above.



BOUNO FOUR ARRIVAL (BOUNO.BOUNO4)



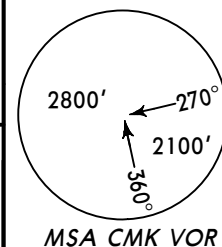
ROUTING

From over BOUNO via DPK R-207 to DPK, then via DPK R-069 to ZAHNN, then via CCC R-002 to EILEN, then via BDR R-103 to BDR, then via BDR R-288 to RYMES. EXPECT RADAR vectors to final approach course.

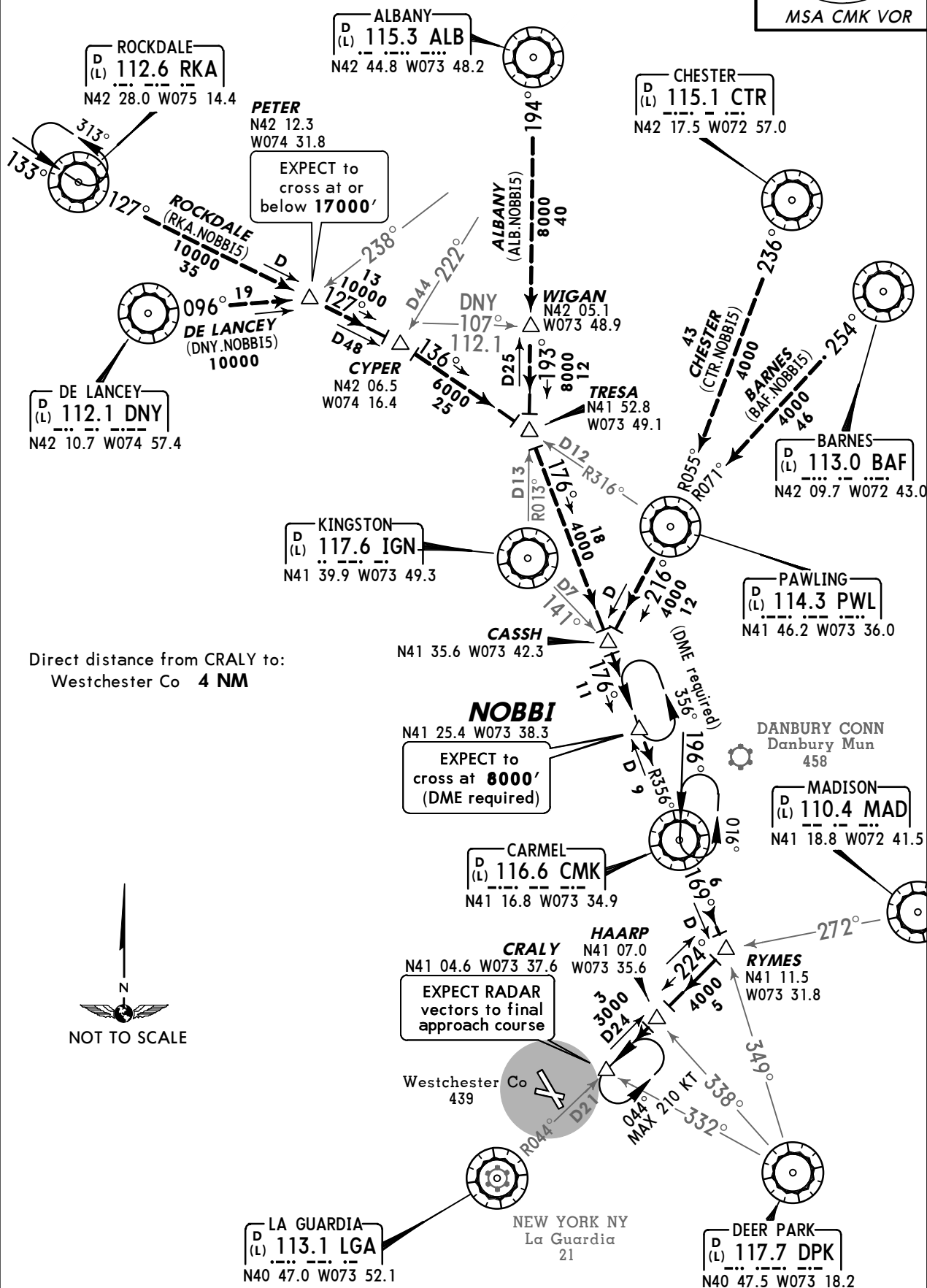
ATIS
(ASOS when Twr inop)
116.6
133.8

Apt Elev
See
Graphic

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
This procedure is applicable to prop and turboprop
aircraft operating at 250 KT or less.



NOBBI FIVE ARRIVAL (NOBBI.NOBBI5)



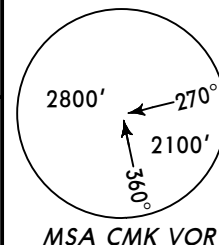
ROUTING

From over CASHH via CMK R-356 to CMK, then via CMK R-169 to RYMES, then via LGA R-044 to HAARP then to CRALY. EXPECT RADAR vectors to final approach course.

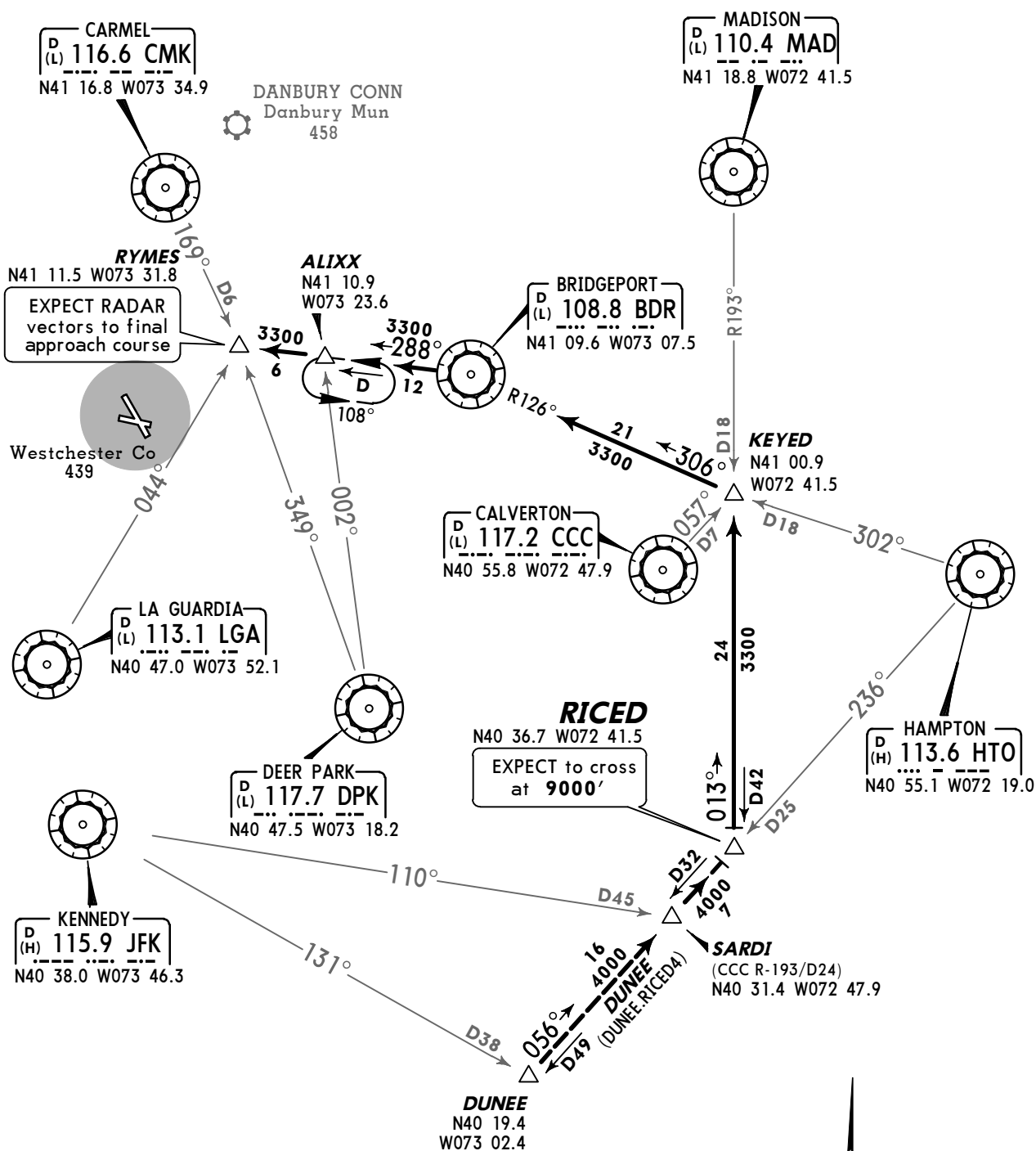
ATIS (ASOS when Twr inop)
116.6 133.8

Apt Elev
See Graphic

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'



RICED FOUR ARRIVAL (RICED.RICED4)



Direct distance from RYMES to:
Westchester Co **11 NM**

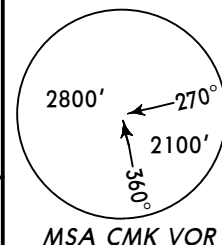
NOT TO SCALE

ROUTING

From over RICED proceed via MAD R-193 to intercept BDR R-126 to BDR, then via BDR R-288 to RYMES. EXPECT RADAR vectors to final approach course.

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'

1. Applicable to turbojet and turboprop aircraft operating at greater than 250 KT.
2. RADAR required.

[illegible]

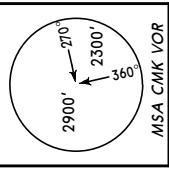
From over VALRE via DPK R-338 to HAARP. EXPECT RADAR vectors to final approach course.

NEW YORK
Departure (R)
120.55

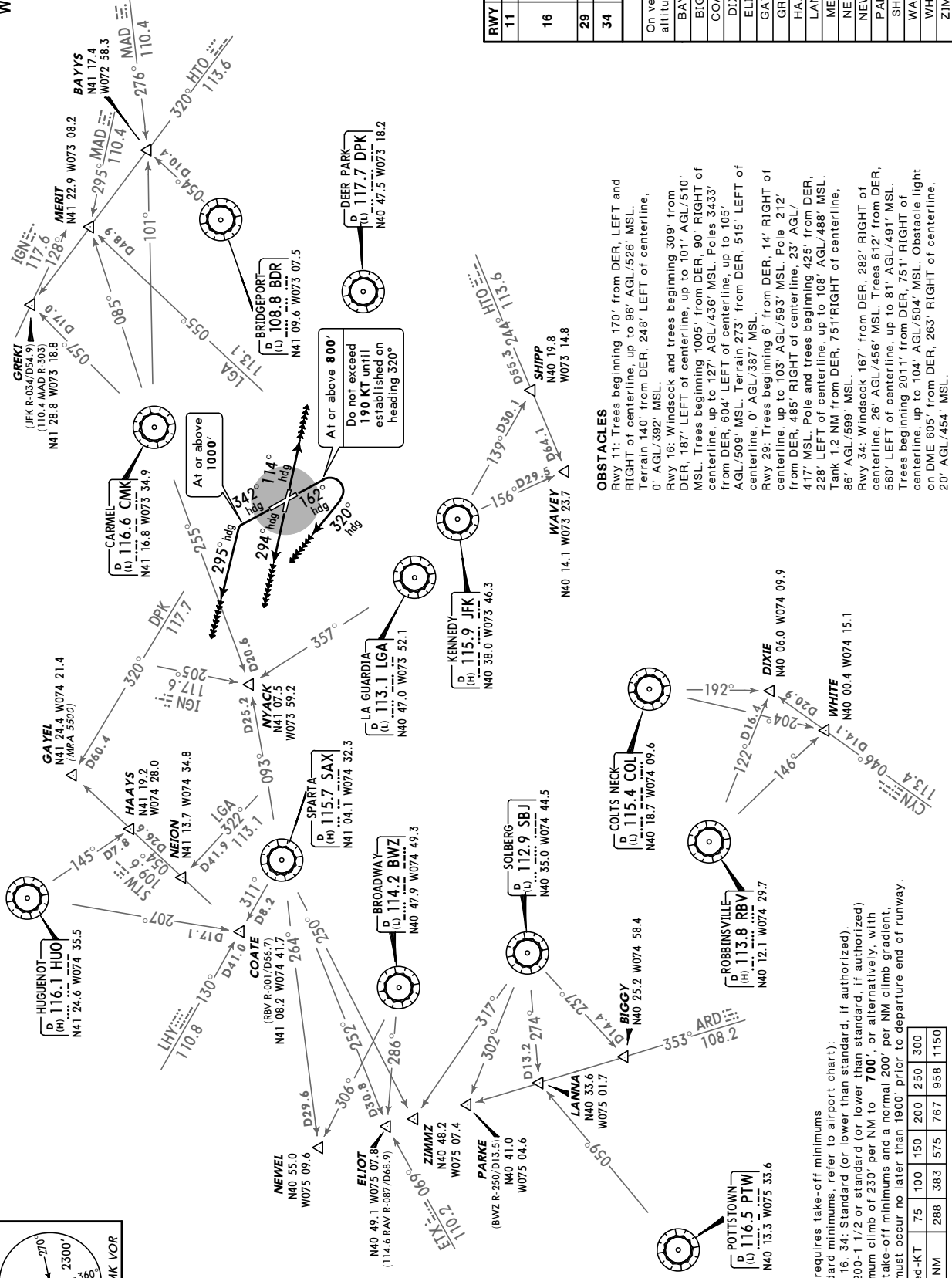
Apr Elev
439'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. ELIOT may be accessed by all type aircraft requesting a final altitude of 14,000' to 16,000'.
3. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.
4. ZIMMZ may be accessed by all type aircraft requesting a final altitude at or above FL180.



WESTCHESTER THREE DEPARTURE
(HPN3.HPN)

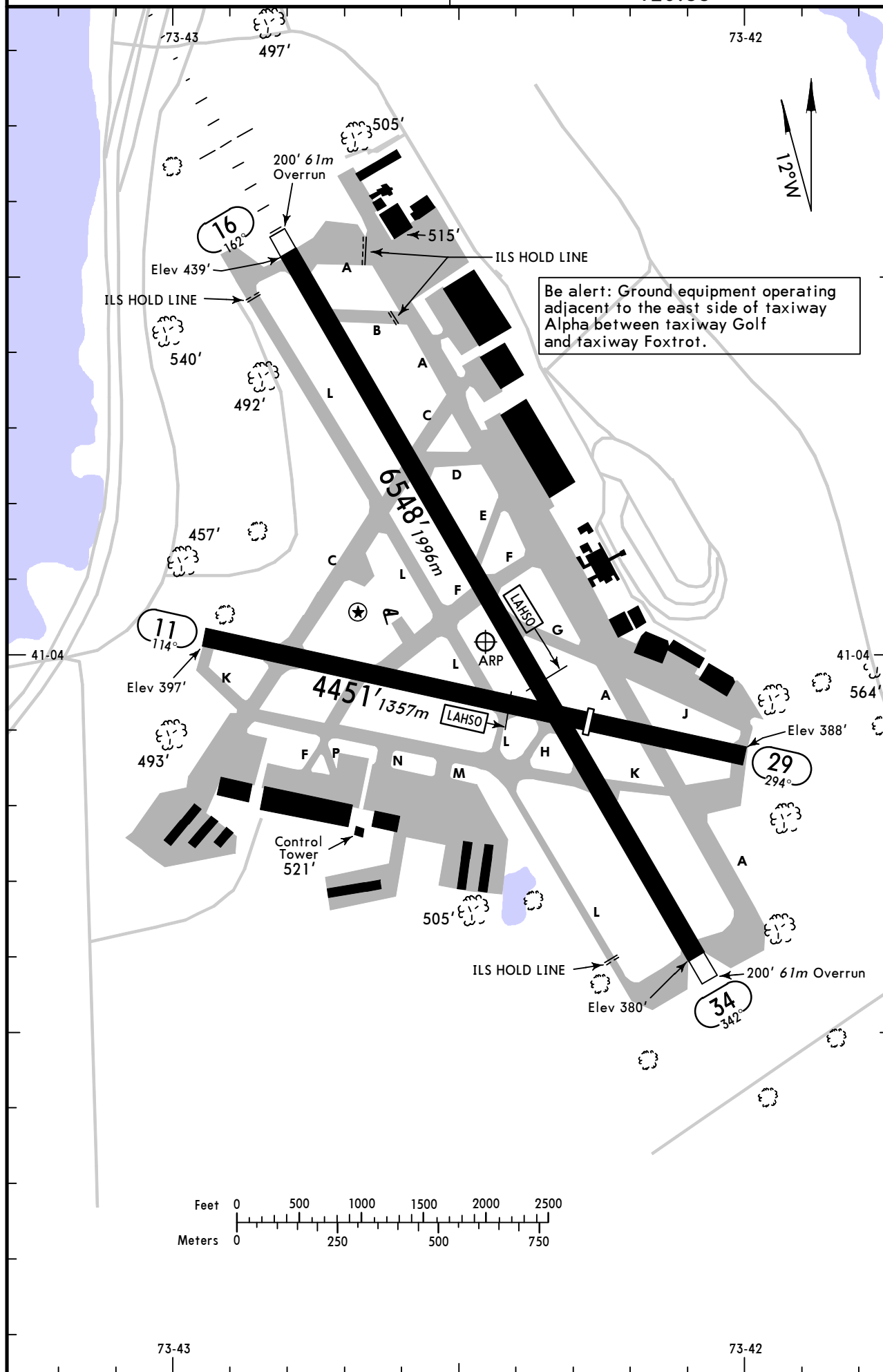


KHPN/HPN
Apt Elev **439'**
N41 04.0 W073 42.5

JEPPesen
12 NOV 10 **(10-9)**

WHITE PLAINS, NY
WESTCHESTER CO

D-ATIS (ASOS when Twr inop) 133.8	ACARS: D-ATIS PDC	*WESTCHESTER Clearance 127.25	*Ground 121.82	*Tower CTAF 118.57
UNICOM 122.95		NEW YORK Departure (R) 120.55		



CHANGES: None.

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GENERAL

Deer, birds & wildlife on and in vicinity of airport.

During warmer months, personnel and equipment working adjacent to runway and taxiway safety areas.

Personnel and equipment working adjacent south edge hanger 6 ramp.

Aircraft over 120,000 lbs gross landing weight must have prior permission.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	BEYOND Glide Slope	USABLE LENGTHS		TAKE-OFF	WIDTH
				LAHSO Distance			
11	① MIRL ① REIL PAPI-L (angle 3.0°) grooved			16/34 2500' 762m			150'
29	① MIRL grooved	3164' 964m					46m

① Activate on 118.57 when Twr inop.

16	② HIRL CL ② MALSR TDZ PAPI-L (angle 3.0°) RVR		5180' 1579m	11/29 4000' 1219m		150'
③ 34	② HIRL CL ② REIL PAPI-L (angle 3.0°) RVR		5424' 1653m			46m

② Activate on 118.57 when Twr inop.

③ Grooved.

TAKE-OFF**Rwys 16, 34**

Both RVRs are required and controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or $\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10			

Rwy 11**① Rwy 29**

Adequate Vis Ref	STD		With Min climb of 230'/NM to 700'			Other
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD		
				3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	1/4	1/2	1	200-1 1/2

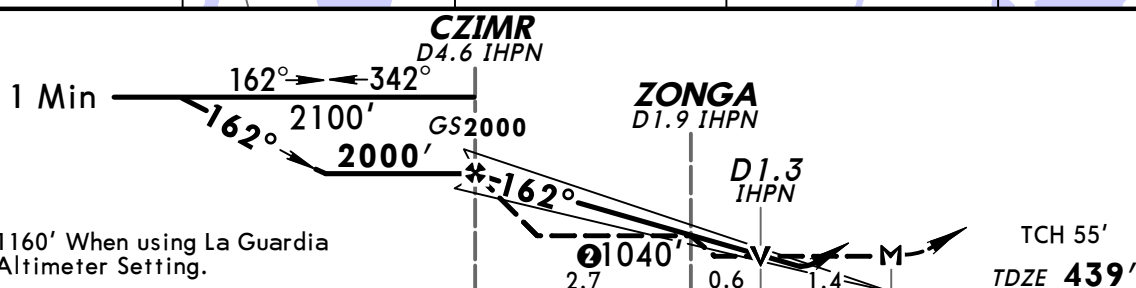
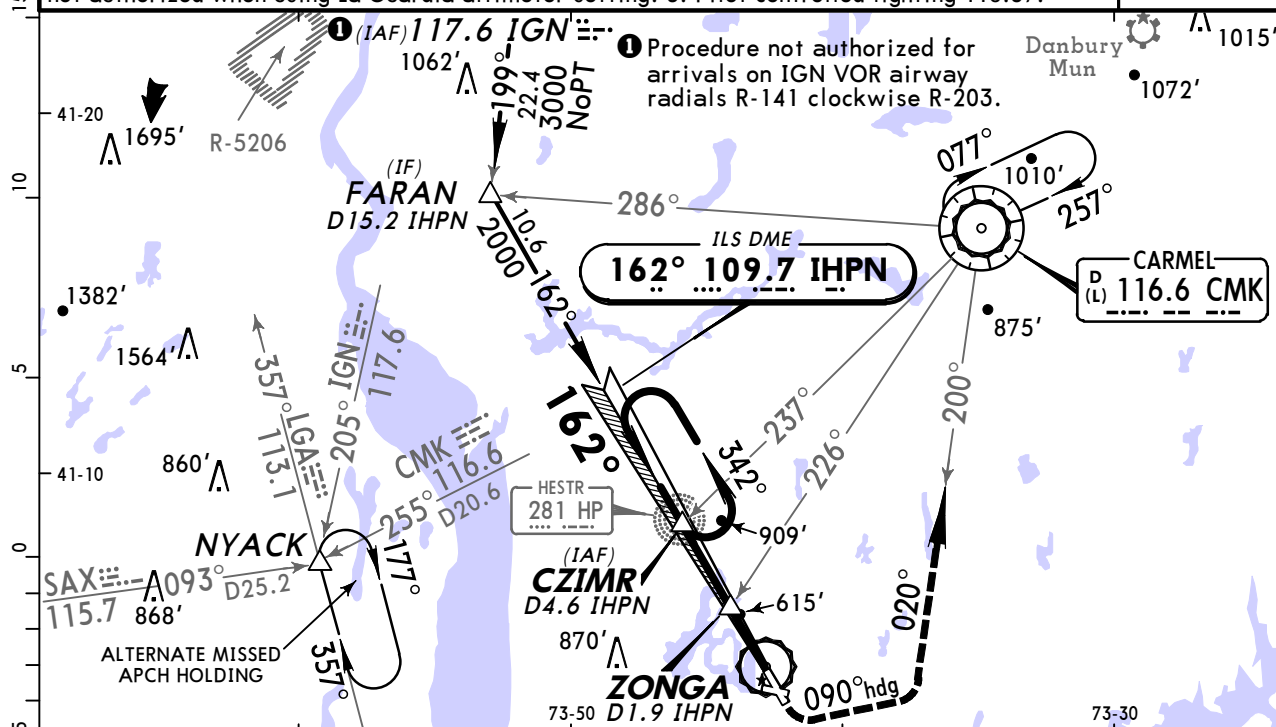
① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1900' prior to departure end of runway.

FOR FILING AS ALTERNATE

	Copter ILS Rwy 16	Authorized Only When Local Weather Available		Copter LOC DME Rwy 16 RNAV (RNP) Z Rwy 16 RNAV (RNP) Z Rwy 34	Authorized Only When Local Weather Available LOC Rwy 16 LOC Rwy 34 RNAV (GPS) Y Rwy 16 RNAV (GPS) Y Rwy 34	Authorized Only When Twr Operating Authorized Only When Local Weather Available	
		ILS Rwy 34	ILS Rwy 16			VOR DME-A	NDB Rwy 16
A	600-2	600-2	700-2	800-2	800-2	800-2	800-2
B							
C							
D							
							800-2 $\frac{1}{4}$

BRIEFING STRIP TM

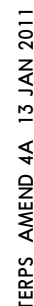
MSA CMK VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160				
<i>GS</i> 3.00°	372	478	531	637	743	849				
<i>CZIMR to MAP 4.7</i>	4:02	3:08	2:49	2:21	2:01	1:46				

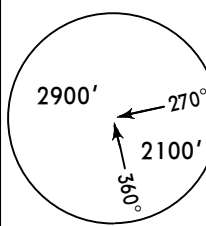
STRAIGHT-IN LANDING RWY 16										CIRCLE-TO-LAND			
ILS		LOC (GS out)								With ZONGA		Without ZONGA	
		With Local Altimeter Setting								With Local Altimeter Setting			
DA(H) 639' (200')		MDA(H) 940' (501')			MDA(H) 1040' (601')					MDA(H)		MDA(H)	
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts				
A	RVR 18 or 1/2	RVR 40 or 3/4	RVR 24	RVR 40	RVR 50	RVR 24	RVR 40	RVR 50	90	980'(541')-1		1040'(601')-1	
B			or 1/2	or 3/4	or 1	or 1/2	or 3/4	or 1	120				
C			RVR 50	1 1/2		RVR 60	or 1 1/4	1 3/4	140	980'(541')-1 1/2		1040'(601')-1 3/4	
D			or 1			1 1/2	2		165	1000'(561')-2		1040'(601')-2	
With La Guardia Altimeter Setting												With La Guardia Altimeter Setting	
DA(H) 742' (303')		MDA(H) 1060' (621')			MDA(H) 1160' (721')					MDA(H)		MDA(H)	
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts				
A	RVR 18 or 1/2	RVR 50 or 1	RVR 40	or 3/4	RVR 50	RVR 40	or 3/4	RVR 50	90	1100'(661')-1		1160'(721')-1	
B			or 1		or 1	or 3/4	or 1	120					
C			RVR 60	or 1 1/4	1 3/4	1 1/2	2		140	1100'(661')-1 3/4		1160'(721')-2	
D			1 1/2	2		1 3/4	2 1/4		165	1120'(681')-2 1/4		1160'(721')-2 1/2	

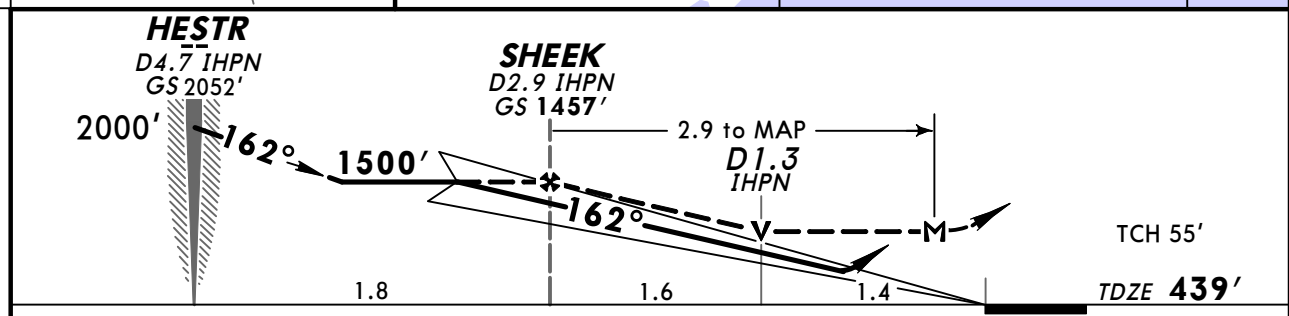
BRIEFING STRIP™



STRAIGHT-IN LANDING RWY 34					CIRCLE-TO-LAND		
ILS		LOC (GS out)			Not Authorized at Night to Rwy 29		
DA(H) 724' (322') With Local Altimeter Setting		DA(H) 827' (425') With La Guardia Altimeter Setting		MDA(H) 800' (398') With Local Altimeter Setting		MDA(H) 920' (518') With La Guardia Altimeter Setting	
				Max Kts	MDA(H)	MDA(H)	
A	RVR 60 or 1¼	1½	RVR 50 or 1	90	980' (541')-1	1100' (661')-1	
B				120			
C				140	980' (541')-1½	1100' (661')-1¾	
D				165	1000' (561')-2	1120' (681')-2¼	

KHPN/HPN WESTCHESTER CO 17 SEP 10 Eff 23 Sep 11-3 COPTER ILS or LOC DME Rwy 16 WHITE PLAINS, NY

D-ATIS (ASOS when Twr inop)		NEW YORK Approach (R) 0700-2300 2300-0700		*WESTCHESTER Tower	*Ground
133.8		126.4 120.8		CTAF 118.57	121.82
LOC IHPN 109.7	Final Aptch Crs 162°	GS SHEEK 1457' (1018')	ILS DA(H) (CONDITIONAL) 689' (250')	Apt Elev 439' TDZE 439'	 MSA HP LOM
MISSED APCH: Climb to 1000', then climbing LEFT turn to 2300' on 090° heading and inbound on CMK VOR R-200 to CMK VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Radar required. 2. Use local altimeter setting; if not received, use La Guardia altimeter setting. 3. VDP not authorized when using La Guardia altimeter setting. 4. Pilot controlled lighting 118.57.					

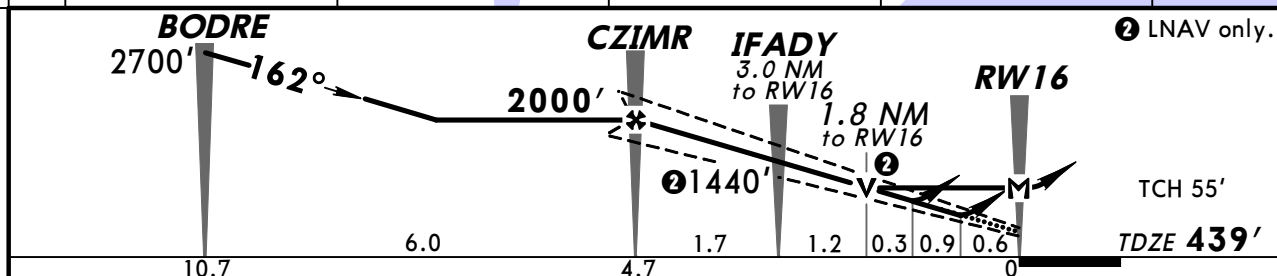
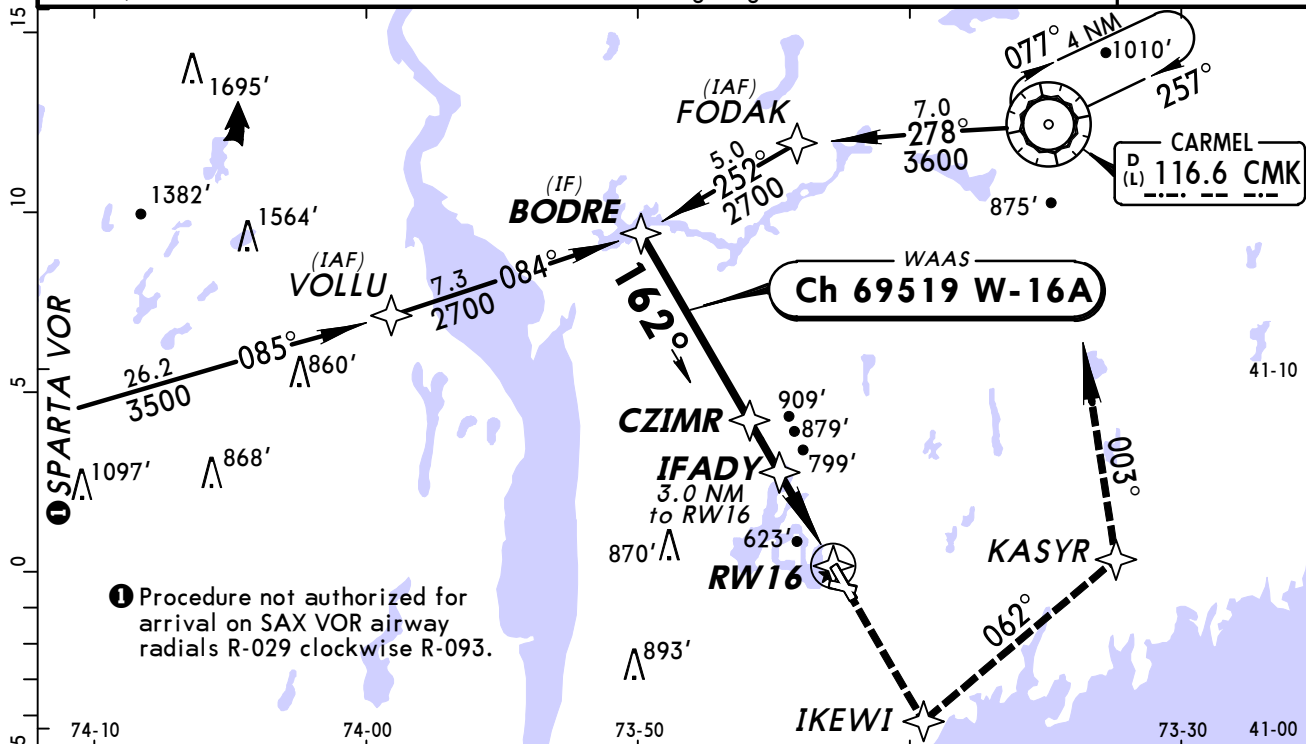


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 1000' 2300' ↑ LT on 090° and 116.6 hdg R-200
GS	3.00°	377	484	538	646	753	
SHEEK to MAP	2.9	2:29	1:56	1:44	1:27	1:15	

STRAIGHT-IN LANDING RWY 16					
ILS		LOC (GS out)			
DA(H) 689' (250') With Local Altimeter Setting		DA(H) 792' (353') With La Guardia Altimeter Setting		MDA(H) 940' (501') With Local Altimeter Setting	
FULL		FULL		FULL	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out	
RVR 12 or 1/4		RVR 40 or 3/4		RVR 40 or 3/4	

TERPS AMEND 0E 23 SEP 2010

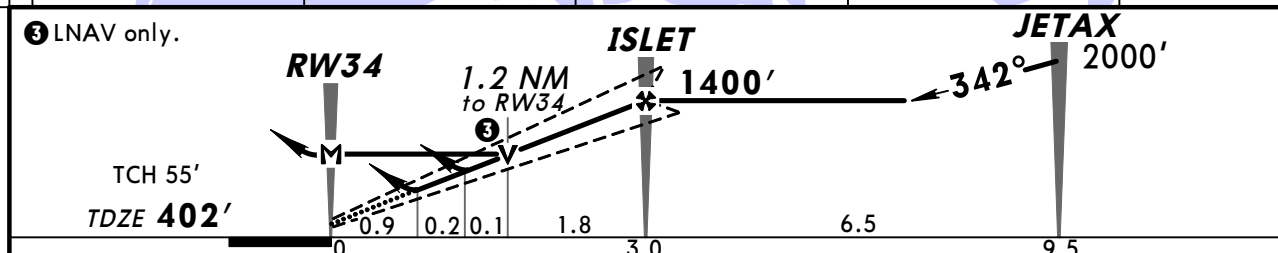
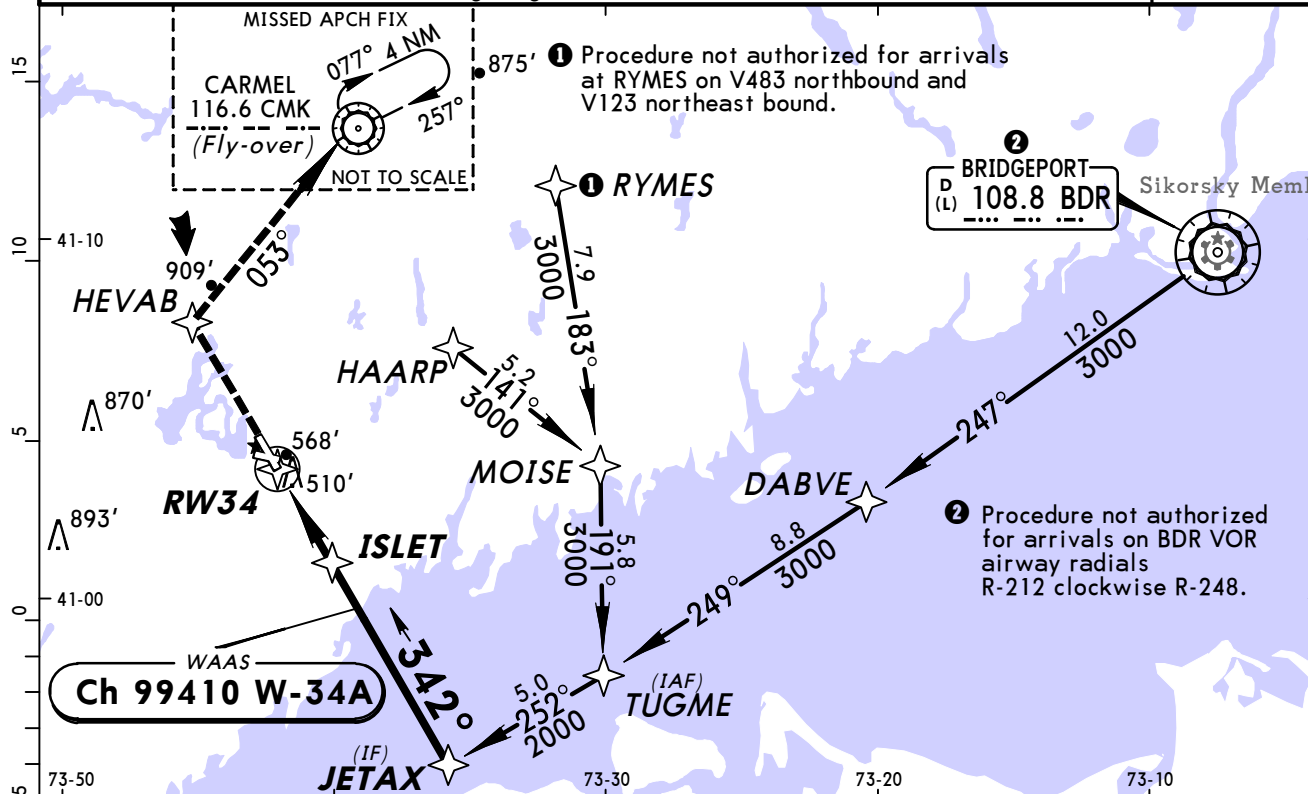
D-ATIS (ASOS when Twr inop)	NEW YORK Approach (R) 0700-2300 2300-0700		*WESTCHESTER Tower	*Ground
133.8	126.4 120.8		CTAF 118.57	121.82
WAAS Ch 69519 W-16A	Final Apch Crs 162°	Minimum Alt CZIMR 2000' (1561')	LPV DA(H) (CONDITIONAL) 689' (250')	Apt Elev 439' TDZE 439'
MISSED APCH: Climb to 2300' to IKEWI and LEFT turn on track 062° to KASYR and on track 003° to CMK VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use La Guardia altimeter setting. 2. VDP and Baro-VNAV not authorized when using La Guardia altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 118.57.				
2900' MSA RW16				



Gnd speed-Kts	70	90	100	120	140	160	MALSR		2300'	IKEWI
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		↑	
MAP at RW16										

STRAIGHT-IN LANDING RWY 16 With Local Altimeter Setting							CIRCLE-TO-LAND Not Authorized at Night to Rwy 29	
LPV DA(H) 689' (250')		LNAV/VNAV DA(H) 978' (539')		LNAV MDA(H) 1060' (621')			With Local Altimeter Setting MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts		
A				RVR 24 or 1/2	RVR 40 or 3/4	90	1060' (621') - 1	
B	RVR 24 or 1/2	RVR 40 or 3/4	1 1/2	1 3/4		120	1060' (621') - 1 3/4	
C						140	1060' (621') - 2	
D						165		
With La Guardia Altimeter Setting							With La Guardia Altimeter Setting	
LPV DA(H) 792' (353')		LNAV/VNAV DA(H) 1081' (642')		LNAV MDA(H) 1180' (741')			MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts		
A				RVR 24 or 1/2	RVR 40 or 3/4	90	1180' (741') - 1	
B	RVR 40 or 3/4	RVR 60 or 1/4	1 3/4	2 1/4		120	1180' (741') - 1 1/4	
C						140	1180' (741') - 2 1/4	
D						165	1180' (741') - 2 1/2	

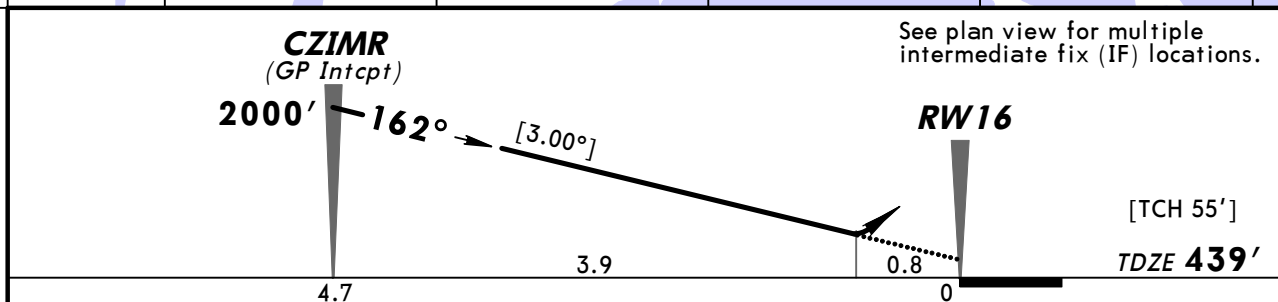
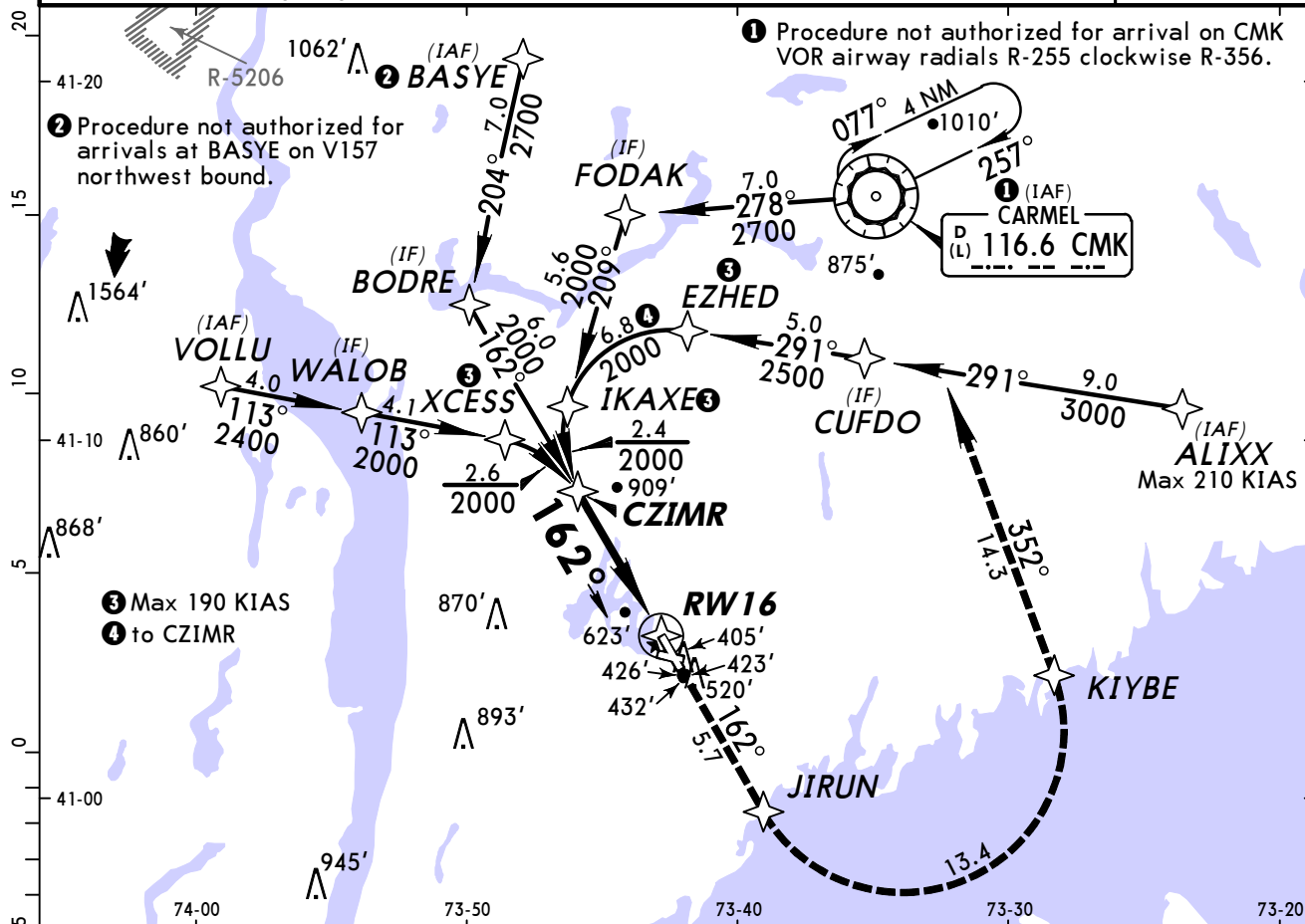
D-ATIS (ASOS when Twr inop) 133.8	NEW YORK Approach (R) 0700-2300 126.4	2300-0700 120.8	*WESTCHESTER Tower CTAF 118.57	*Ground 121.82
WAAS Ch 99410 W-34A	Final Apch Crs 342°	Minimum Alt ISLET 1400' (998')	LPV DA(H) (CONDITIONAL) 724' (322')	Apt Elev 439' TDZE 402'
MISSED APCH: Climb to 2300' direct HEVAB and on 053° track to CMK VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use La Guardia altimeter setting. 2. VDP and Baro-VNAV not authorized when using La Guardia altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.57.				
				2900' MSA RW34



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW34										

STRAIGHT-IN LANDING RWY 34							CIRCLE-TO-LAND	
With Local Altimeter Setting							Not Authorized at Night to Rwy 29	
LPV DA(H) 724' (322')		LNAV/VNAV DA(H) 781' (379')		LNAV MDA(H) 820' (418')		Max Kts	With Local Altimeter Setting MDA(H)	
A	RVR 60 or 1¼		1½		RVR 50 or 1	90	980' (541')- 1	
B					C	D		120
							140	980' (541')- 1½
							165	1000' (561')- 2
With La Guardia Altimeter Setting							With La Guardia Altimeter Setting	
LPV DA(H) 827' (425')		LNAV/VNAV DA(H) 884' (482')		LNAV MDA(H) 940' (538')		Max Kts	MDA(H)	
A	1½		1¾		RVR 50 or 1	90	1100' (661')- 1	
B					C	D		120
							140	1100' (661')- 1¾
							165	1120' (681')- 2½

D-ATIS (ASOS when Twr inop)		NEW YORK Approach (R) 0700-2300 2300-0700		*WESTCHESTER Tower		*Ground	
133.8		126.4 120.8		CTAF 118.57		121.82	
RNAV	Final Apch Crs 162°	Minimum Alt CZIMR 2000' (1561')	RNP 0.15 DA(H) 733' (294')	Apt Elev 439' TDZE 439'	2900' MSA RW16		
MISSED APCH: Climb to 3000' on track 162° to JIRUN, LEFT turn to KIYBE, then track 352° to CMK VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C (6°F) or above 48°C (118°F). 4. Pilot controlled lighting 118.57.							

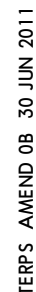


Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000' on 162°		JIRUN
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at DA									

STRAIGHT-IN LANDING RWY 16			
RNP 0.15 DA(H) 733' (294')		RNP 0.30 DA(H) 948' (509')	
RAIL or ALS out		RAIL or ALS out	
A			
B			
C	RVR 40 or $\frac{3}{4}$	RVR 50 or 1	RVR 60 or $\frac{1}{4}$
D			

WHITE PLAINS, NY
RNAV (RNP) Z Rwy 34

BRIEFING STRIP™

 $DA_{(H)} \mathbf{780'} (379')$

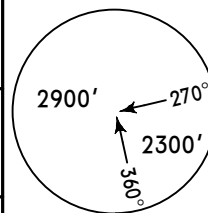
A
B
C
D

RVR 60 or 1¼

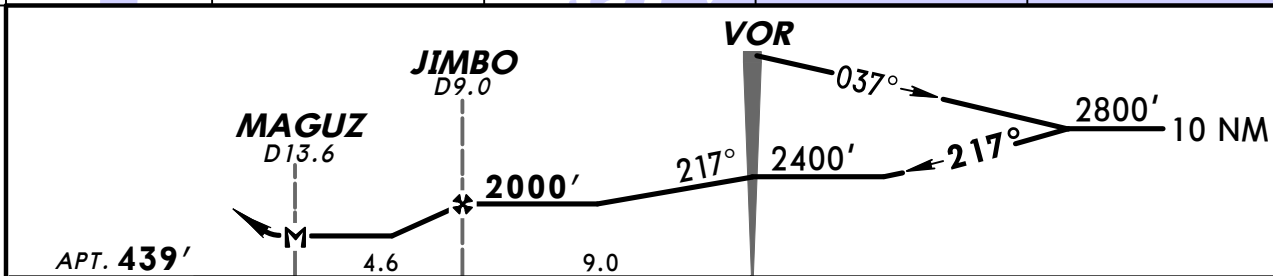
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BRIEFING STRIP

D-ATIS (ASOS when Twr inop)	NEW YORK Approach (R)		*WESTCHESTER Tower	*Ground
133.8	0700-2300	2300-0700	CTAF 118.57	121.82
VOR CMK 116.6	Final Apch Crs 217°	Minimum Alt JIMBO 2000' (1561')	MDA(H) Refer to Minimums	Apt Elev 439'
MISSED APCH: Climbing LEFT turn to 2400' via 050° heading and inbound on CMK VOR R-200 to CMK VOR, then outbound via CMK VOR R-010 to MARAA/D7.0 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use La Guardia altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.57.				

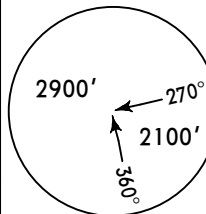


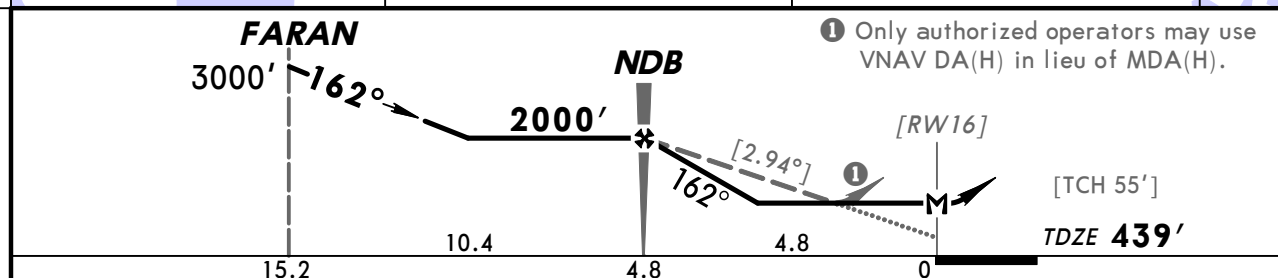
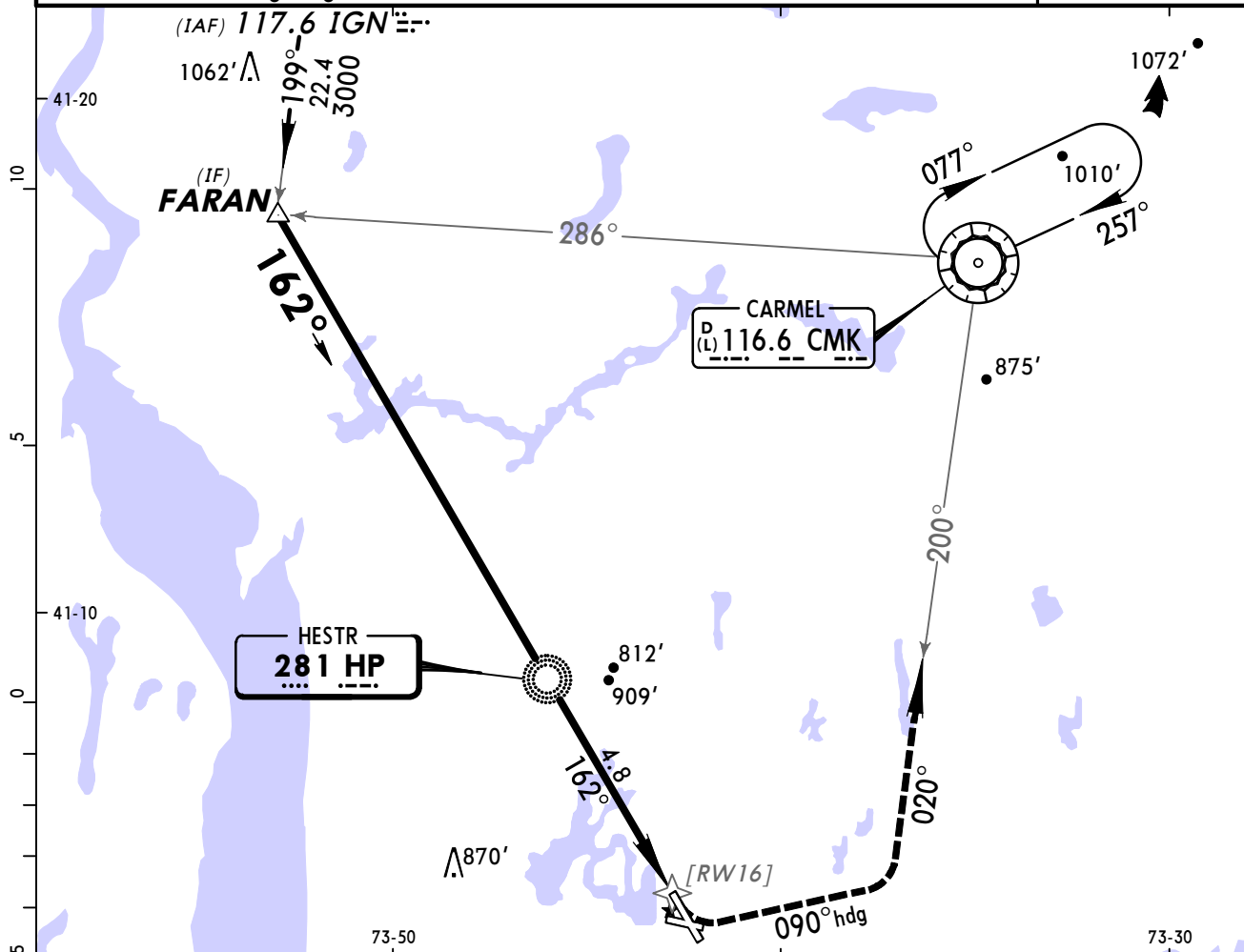
MSA CMK VOR



MAP at MAGUZ					Lighting Refer to Airport Chart	2400' via LT	050° hdg	CMK 116.6 R-200

CIRCLE-TO-LAND			
	Max Kts	With Local Altimeter Setting MDA(H)	With La Guardia Altimeter Setting MDA(H)
A	90	980' (541') - 1	1100' (661') - 1
B	120	980' (541') - 1 1/2	1100' (661') - 1 3/4
C	140	1000' (561') - 2	1120' (681') - 2
D	165		

D-ATIS (ASOS when Twr inop)		NEW YORK Approach (R) 0700-2300 2300-0700		*WESTCHESTER Tower CTAF 118.57		*Ground 121.82	
133.8		126.4 120.8					
NDB HP 281	Final Aptch Crs 162°	Minimum Alt NDB 2000' (1561')	MDA(H) (CONDITIONAL) 1120' (681')	Apt Elev 439' TDZE 439'		 MSA HP NDB	
MISSED APCH: Climbing LEFT turn to 2300' via 090° heading and inbound on CMK VOR R-200 to CMK VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Use local altimeter setting; if not received, use La Guardia altimeter setting. 2. Pilot controlled lighting 118.57.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 2300' 090° via LT and CMK R-200 116.6	
Descent Angle [2.94°]	364	468	520	624	728	832		
NDB to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48	

STRAIGHT-IN LANDING RWY 16					CIRCLE-TO-LAND			
MDA(H) 1120' (681')					Not Authorized at Night to Rwy 29			
With Local Altimeter Setting					With Local Altimeter Setting			
RAIL out					MDA(H)			
ALS out					With La Guardia Altimeter Setting			
RAIL out					MDA(H)			
ALS out					Max Kts			
RAIL out					1120' (681') - 1			
ALS out					1240' (801') - 1			
RAIL out					1120' (681') - 2			
ALS out					1240' (801') - 2 1/4			
RAIL out					1120' (681') - 2 1/4			
ALS out					1240' (801') - 2 1/2			

ATIS (ASOS when Twr inop) 133.8	NEW YORK Approach (R) 0700-2300 126.4 2300-0700 120.8	*WESTCHESTER Tower CTAF 118.57	*Ground 121.82
NAVAIDS- Refer to Planview	Final Apch Crs 342°	No FAF	CEIL-VIS 3500'-5
MISSED APCH: No Missed Approach procedure			Apt Elev 439' TDZE 402'
1. RADAR required. 2. Vertical Guidance Navaid and Angle: LOC IOJZ (GS 3.00° TCH 55') PAPI (3.00° TCH 59')			MSA HP LOM



SOUND VISUAL APPROACH RWY 34

When cleared for a Sound Visual Approach to Rwy 34, maintain 3000' until South of the shoreline on base leg (2000' when authorized by ATC).

Fly depicted track to remain offshore of Greenwich point.

REIL
PAPI-L

WEATHER MINIMUMS

Ceiling **3500'** - VIS **5**

General Information

Location: Niagara Falls NY USA
IATA Code: IAG
Lat/Long: N43° 06.4' W078° 56.8'
Elevation: 589 ft

Airport Use: Public
Magnetic Variation: 10.7°W
Sectional Chart: Detroit

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1156 Z
Sunset: 2302 Z,

Runway Information

Runway: 06
Length x Width: 5189 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 585 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 10L
Length x Width: 9829 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 589 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 700 ft
Stopway: 1000 ft

Runway: 10R
Length x Width: 3973 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 583 ft
Lighting: Edge, REIL, Pilot controlled

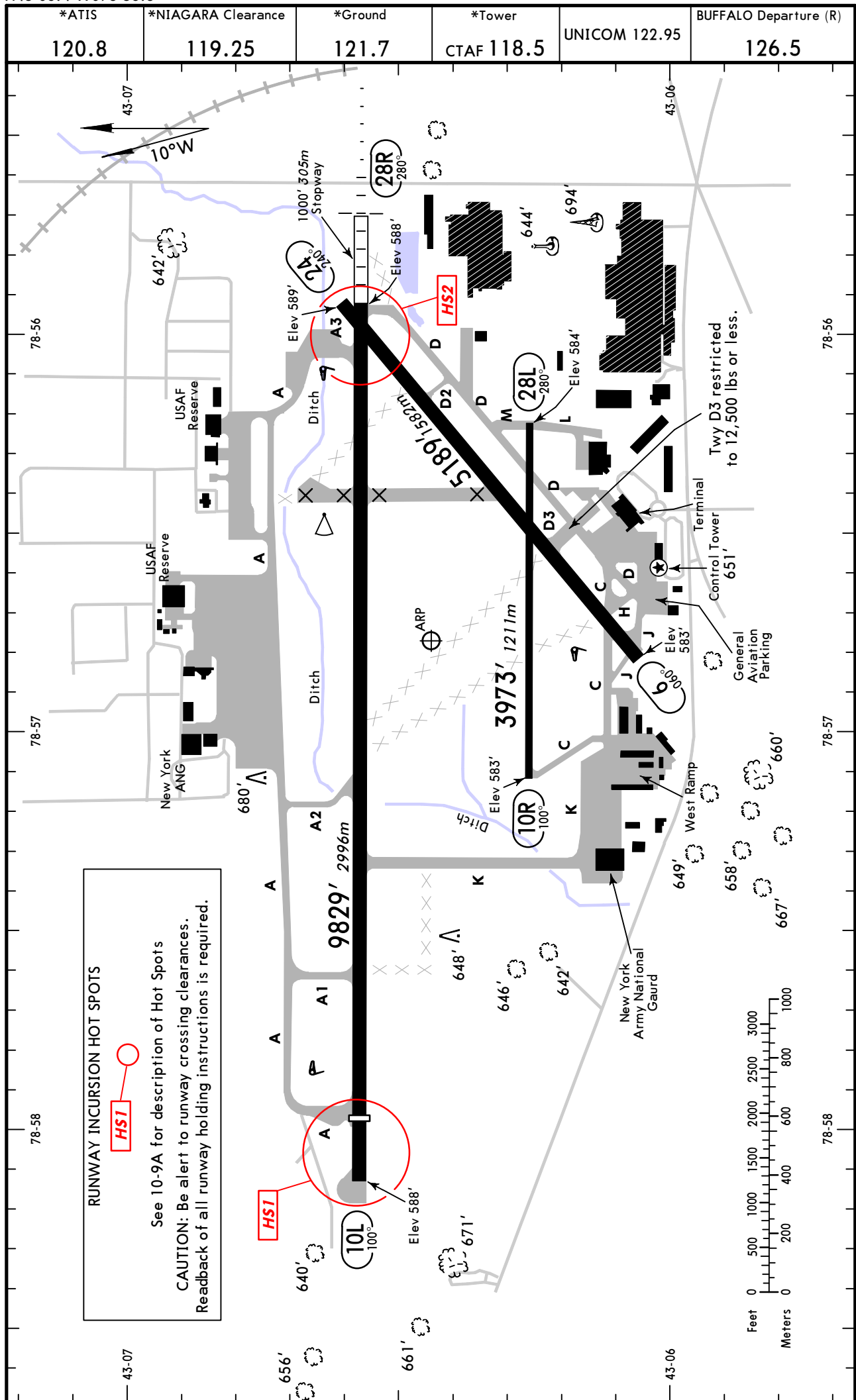
Runway: 24
Length x Width: 5189 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 590 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 28L
Length x Width: 3973 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 584 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 28R
Length x Width: 9829 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 588 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ATIS 120.8
Niagara Tower 118.5 CTAF PCL
Niagara Ground Control 121.7
Niagara Clearance Delivery 119.25
Buffalo Approach Control 126.5
Buffalo Departure Control 126.5
Niagara Falls Intl Unicom 122.95



GENERAL

CAUTION: Night vision device operations periodically conducted in the airport traffic area.

Extensive aircraft activity in vicinity of US/Canadian Falls, all altitudes.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWYS		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
6	24	① MIRL ① REIL ① PAPI-L (angle 3.0°)	5109' 1557m		150' 46m

① Activate on 118.5 when Twr inop.

② Last 80' 24m is unavailable for landing distance computations.

10R	③ MIRL ③ REIL ③ PAPI-L (angle 3.26°)				75' 23m
28L	③ MIRL ③ REIL ③ PAPI-L (angle 3.06°)				

③ Activate on 118.5 when Twr inop.

10L	⑤ HIRL VASI-L	9129' 2783m			150' 46m
④ 28R	⑤ HIRL ⑤ MALSR RVR grooved	⑥ 9129' 2783m	7545' 2300m		

④ Rollout end of rwy - last 900' 274m not grooved.

⑥ Last 700' 213m is unavailable for landing distance computations.

⑤ Activate on 118.5 when Twr inop.

RUNWAY INCURSION HOT SPOTS**HS1**

For information only, not to be construed as ATC instructions.

HS1 Area of restricted visibility from control tower.

HS2 Ensure you are on the correct runway.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 6, 28L/R		Rwys 10L/R, 24		
	Adequate Vis Ref	STD	With Min climb of 300'/NM to 1700'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-1
3 & 4 Eng		RVR 24 or 1/2		1/2	

OBSTACLE DP

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

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

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

FOR FILING AS ALTERNATE

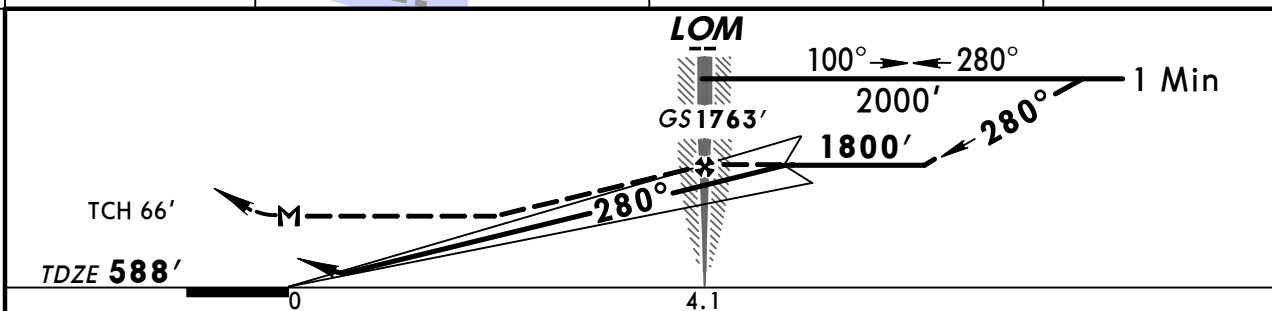
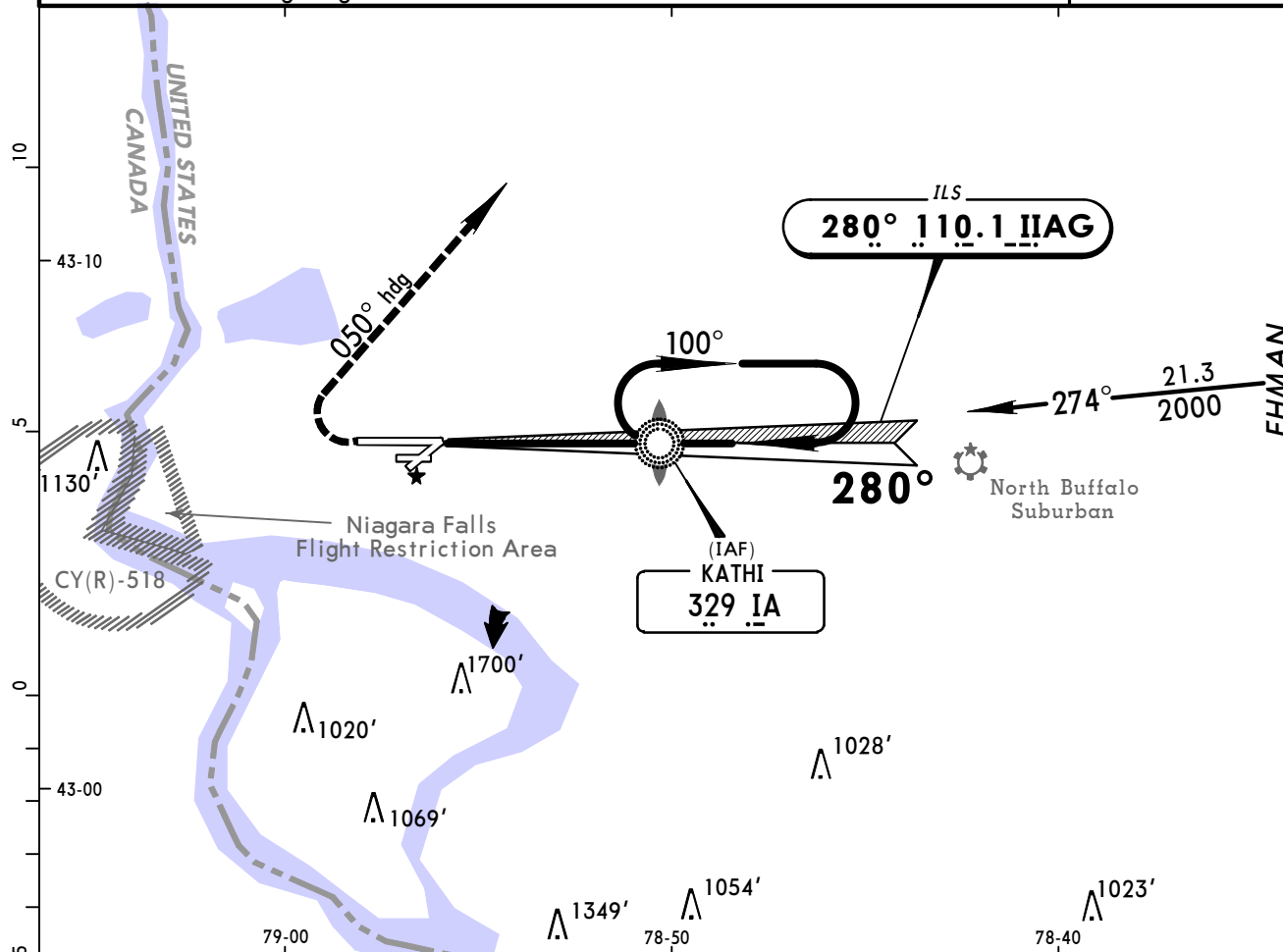
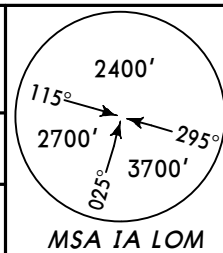
ILS 1 Rwy 28R		ILS Rwy 28R	LOC 1 Rwy 28R	LOC Rwy 28R	NDB Rwy 28R
A	600-2	600-2	800-2	800-2	NA
B					
C					
D		800-2½		800-2½	

KIAG/IAG NIAGARA FALLS INTL

19 AUG 11 (11-1)

NIAGARA FALLS, NY
ILS or LOC Rwy 28R

*ATIS 120.8	BUFFALO Approach (R) 126.5		*NIAGARA Tower CTAF 118.5	*Ground 121.7
LOC IIAG 110.1	Final Apch Crs 280°	GS LOM 1763' (1175')	ILS DA(H) 838' (250')	Apt Elev 589' TDZE 588'
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 3200' via heading 050° then direct IA LOM and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.5.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1200'	3200'	050°	then	IA
GS	2.50°	310	398	442	531	619	707		↑	RT	hdg	→	329
LOM to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32						

STRAIGHT-IN LANDING RWY 28R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized to Rwy 6 and 10R at Night when VGSI inop	
DA(H) 838' (250')		MDA(H) 920' (332')		MDA(H)	
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	
A	RVR 40 or 3/4	RVR 40 or 3/4	RVR 40 or 3/4	90	1100' (511')-1
				120	
				140	1100' (511')-1 1/2
				165	1360' (771')-2 1/2

CHANGES: Transition distance, notes, minimums.

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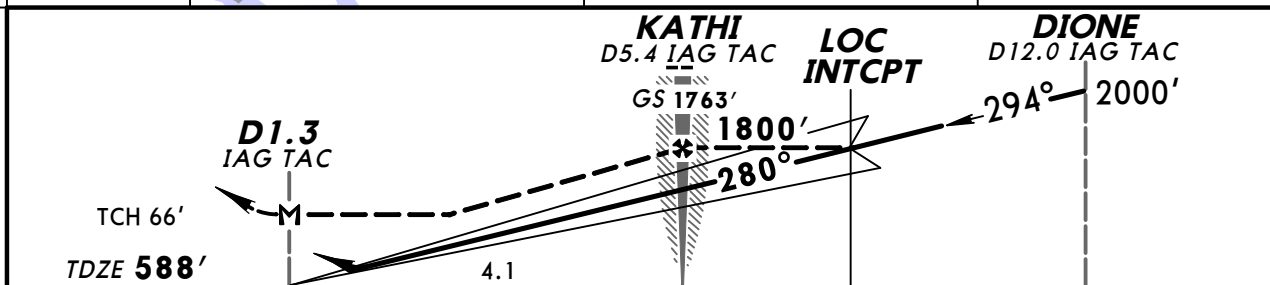
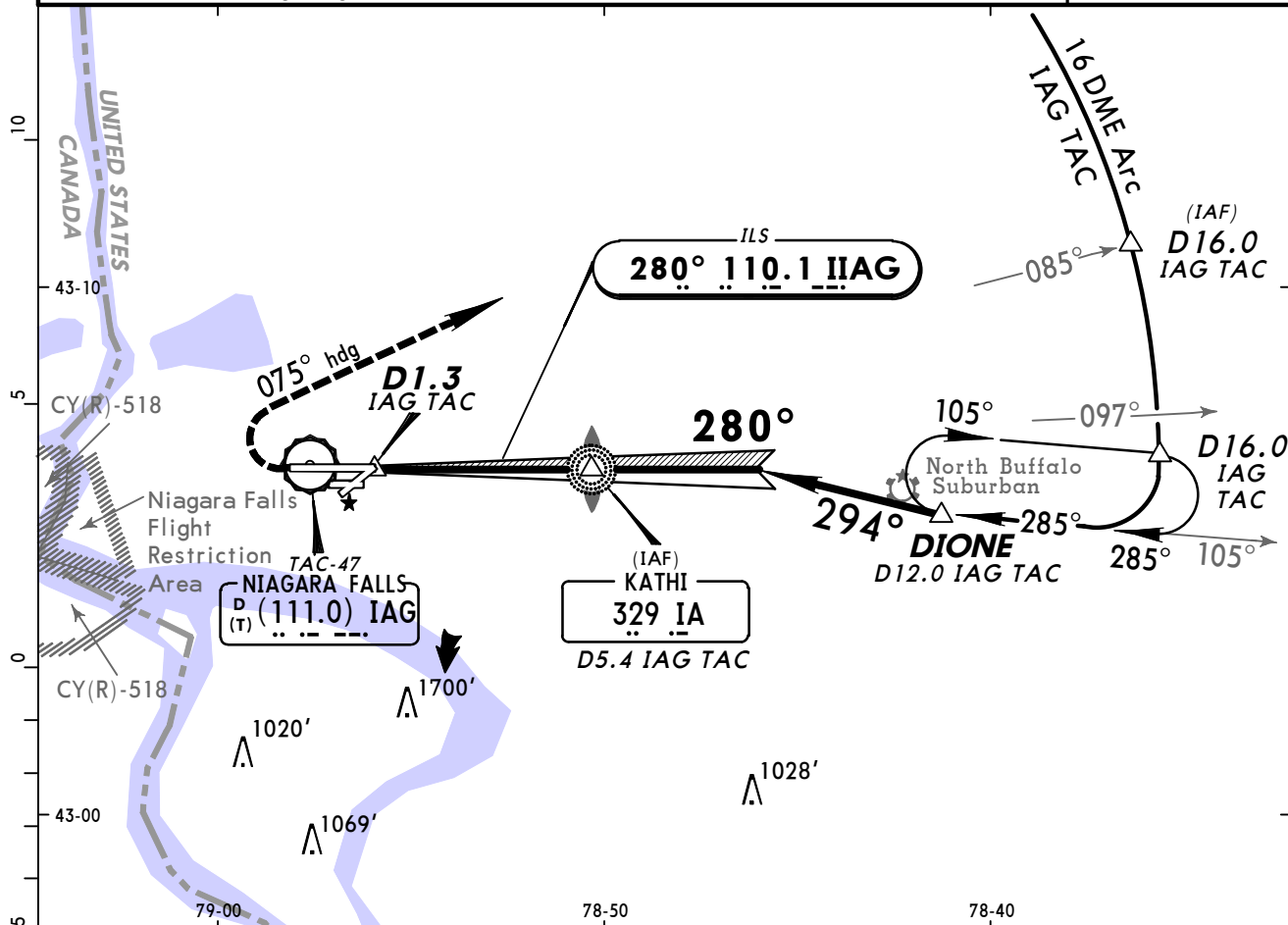
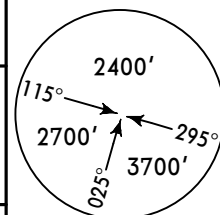
TERPS AMEND 22C 25 AUG 2011

KIAG/ IAG NIAGARA FALLS INTL

19 AUG 11 (11-2)

NIAGARA FALLS, NY
ILS 1 Rwy 28R

*ATIS 120.8	BUFFALO Approach (R) 126.5	*NIAGARA Tower CTAF 118.5	*Ground 121.7
LOC IIAG 110.1	Final Apch Crs 280°	GS KATHI 1763' (1175')	ILS DA(H) 788' (200')
Apt Elev 589'			
TDZE 588'			
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 3200' via heading 075° to intercept and proceed clockwise on 16 DME Arc IAG TAC, then via IAG TAC R-105 to DIONE/D12.0 IAG TAC and hold.			
Alt Set: INCHES		Trans level: FL 180	
1. RADAR and DME required.		2. EMERG SAFE ALT 100 NM 5000' from IAG TAC.	
3. Pilot controlled lighting 118.5.		MSA 1A LOM	



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1200'	3200'	via 075° RT hdg
GS	2.50°	310	398	442	531	619				
MAP at D1.3 IAG TAC or KATHI to MAP	4.1	3:31	2:44	2:28	2:03	1:45				

STRAIGHT-IN LANDING RWY 28R						CIRCLE-TO-LAND		
ILS			LOC (GS out)			Max Kts	MDA(H)	
DA(H) 788' (200')			MDA(H) 900' (312')					
FULL		RAIL or ALS out	RAIL out		ALS out			
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1100' (511')-1	
B						120		
C						140		1100' (511')-1 1/2
D						165		
			RVR 40 or 3/4	RVR 50 or 1			1360' (771')-2 1/2	

CHANGES: EMERG SAFE ALT, circling minimums.

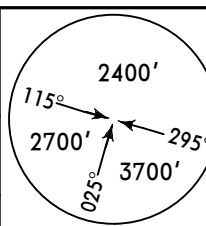
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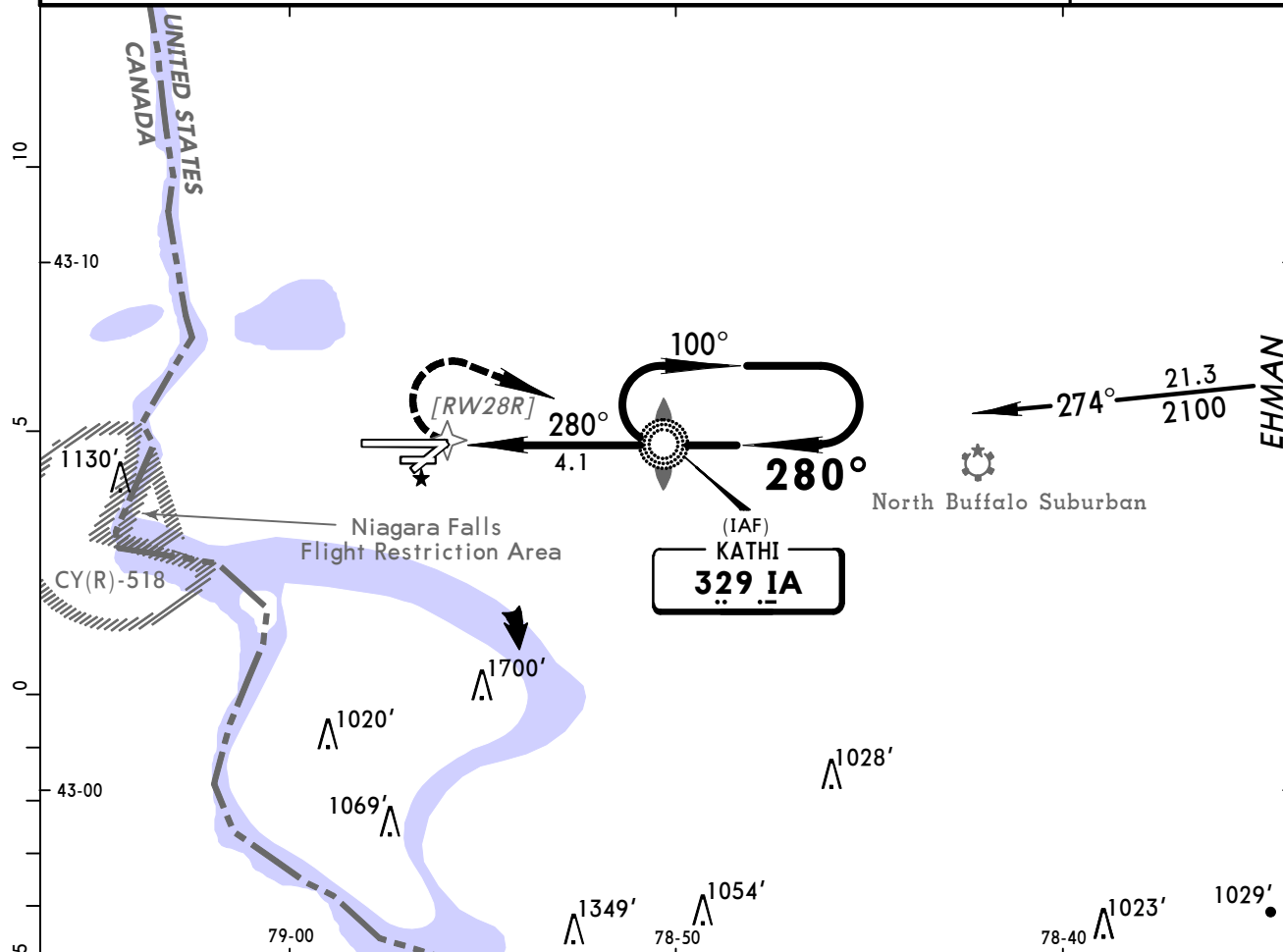
KIAG/IAG NIAGARA FALLS INTL


JEPPESSEN
29 APR 11 (16-1)

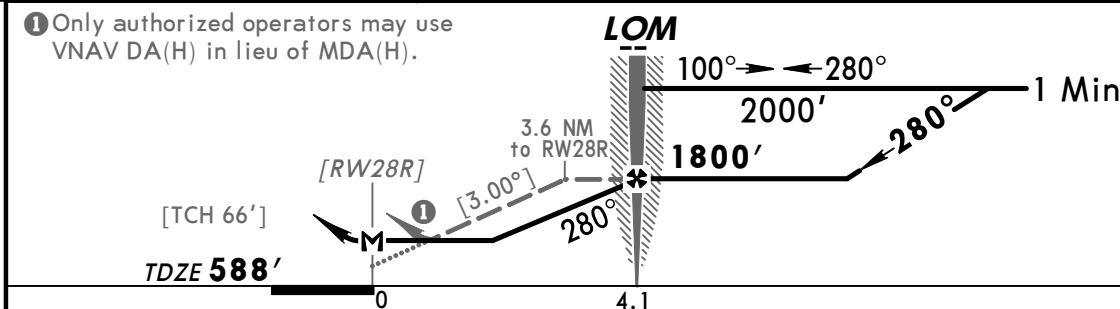
NIAGARA FALLS, NY
NDB or GPS Rwy 28R

BRIEFING STRIP™

*ATIS 120.8		BUFFALO Approach (R) 126.5		*NIAGARA Tower CTAF 118.5		*Ground 121.7
LOM IA 329	Final Apch Crs 280°	Minimum Alt LOM 1800' (1212')	MDA(H) 1200' (612')	Apt Elev 589' TDZE 588'		
MISSED APCH: Climbing RIGHT turn to 3200' direct IA LOM and hold, continue climb in hold to 3200'.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 118.5.						



1 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3200'	D→	IA 329
Descent angle [3.00°]	372	478	531	637	743	849				
LOM to MAP	4.1	3:31	2:44	2:28	2:03	1:45				

STRAIGHT-IN LANDING RWY 28R

MDA(H) **1200'** (612')

1 CIRCLE-TO-LAND

	RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or 3/4	RVR 50 or 1	90	1200' (611') - 1
B			120	
C	RVR 60 or 1 1/4	1 3/4	140	1200' (611') - 1 3/4
D	1 3/4	2	165	1360' (771') - 2 1/2

1 When VGSI inop, circling to Rwy 6 and 10R not authorized at night.

CHANGES: Procedure.

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TERPS AMEND 16B 5 MAY 2011

General Information

Location: New York NY USA
IATA Code: ISP
Lat/Long: N40° 47.7' W073° 06.0'
Elevation: 99 ft

Airport Use: Public
Magnetic Variation: 13.6°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1130 Z
Sunset: 2241 Z,

Runway Information

Runway: 06
Length x Width: 7006 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 94 ft
Lighting: Edge, ALS, Centerline, Pilot controlled

Runway: 10
Length x Width: 5034 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 90 ft

Runway: 15L
Length x Width: 3175 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 91 ft

Runway: 15R
Length x Width: 5186 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 98 ft
Lighting: Edge, Pilot controlled

Runway: 24

Length x Width: 7006 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 99 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 28
Length x Width: 5034 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 84 ft

Runway: 33L
Length x Width: 5186 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 89 ft
Lighting: Edge, Pilot controlled

Runway: 33R
Length x Width: 3175 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 90 ft

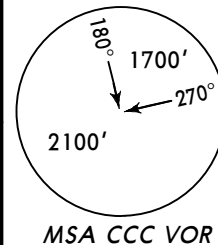
Communication Information

ATIS 120.725
ASOS 120.725
Long Island Tower 124.3 Secondary
Long Island Tower 119.3 CTAF PCL
Long Island Ground Control 135.3
Long Island Clearance Delivery 121.85
New York Tracon Approach Control 118.0 Initial Contact
New York ARSA 118.0
New York Tracon Departure Control 118.0
Long Island Mac Arthur Unicom 122.95
New York Flight Service Station 122.2 RCO
New York Flight Service Station 117.7 RCO

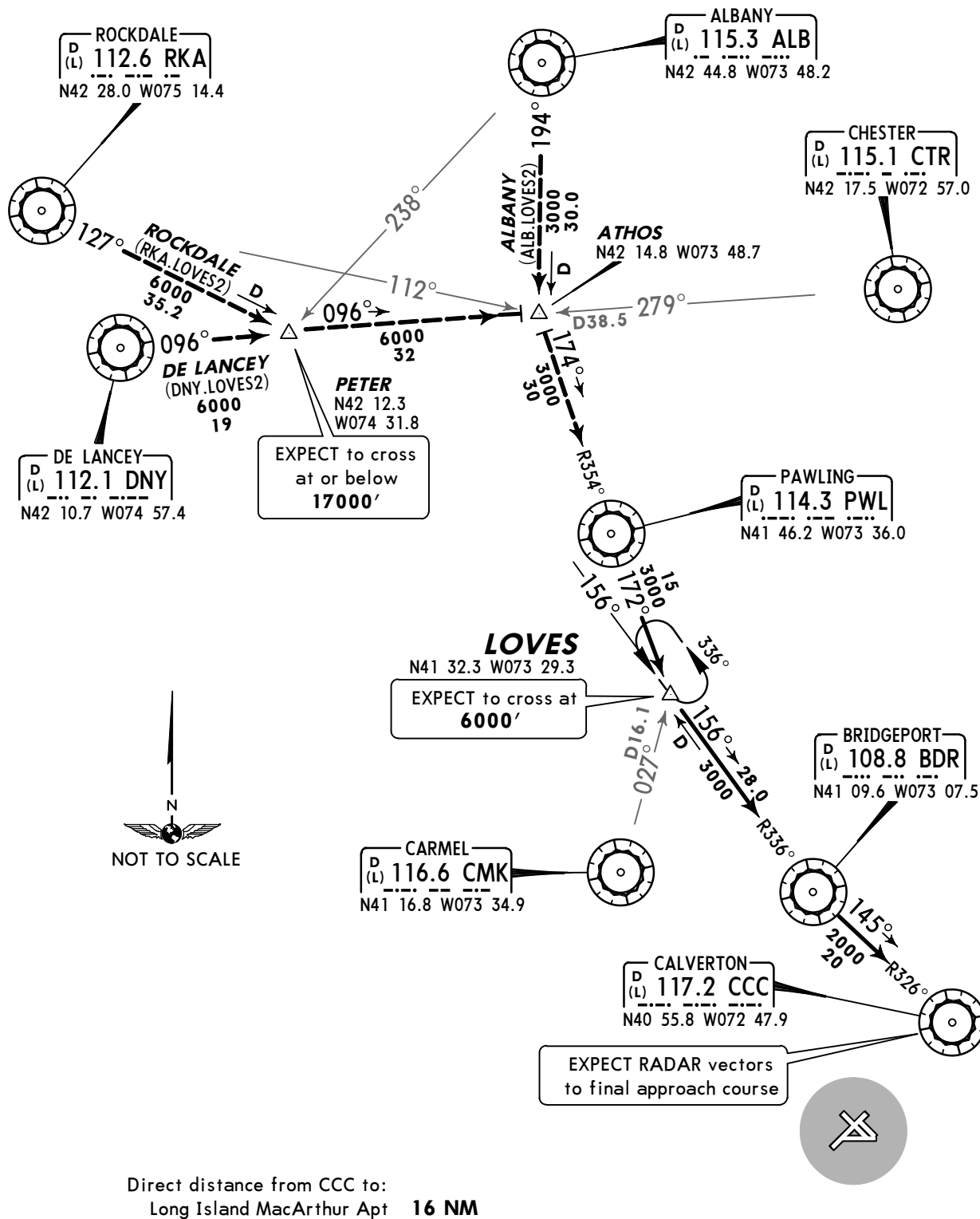
ATIS
(ASOS when Twr inop)
120.72

Apt Elev
99'

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
Applicable to prop and turboprop aircraft
operating at 250 KT or less.



LOVES TWO ARRIVAL (LOVES.LOVES2)



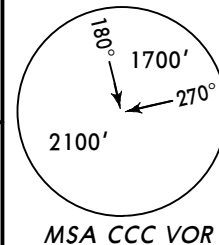
ROUTING

From over PWL via PWL R-172 to LOVES, then via BDR R-336 to BDR, then via direct to CCC.
EXPECT RADAR vectors to the final approach course.

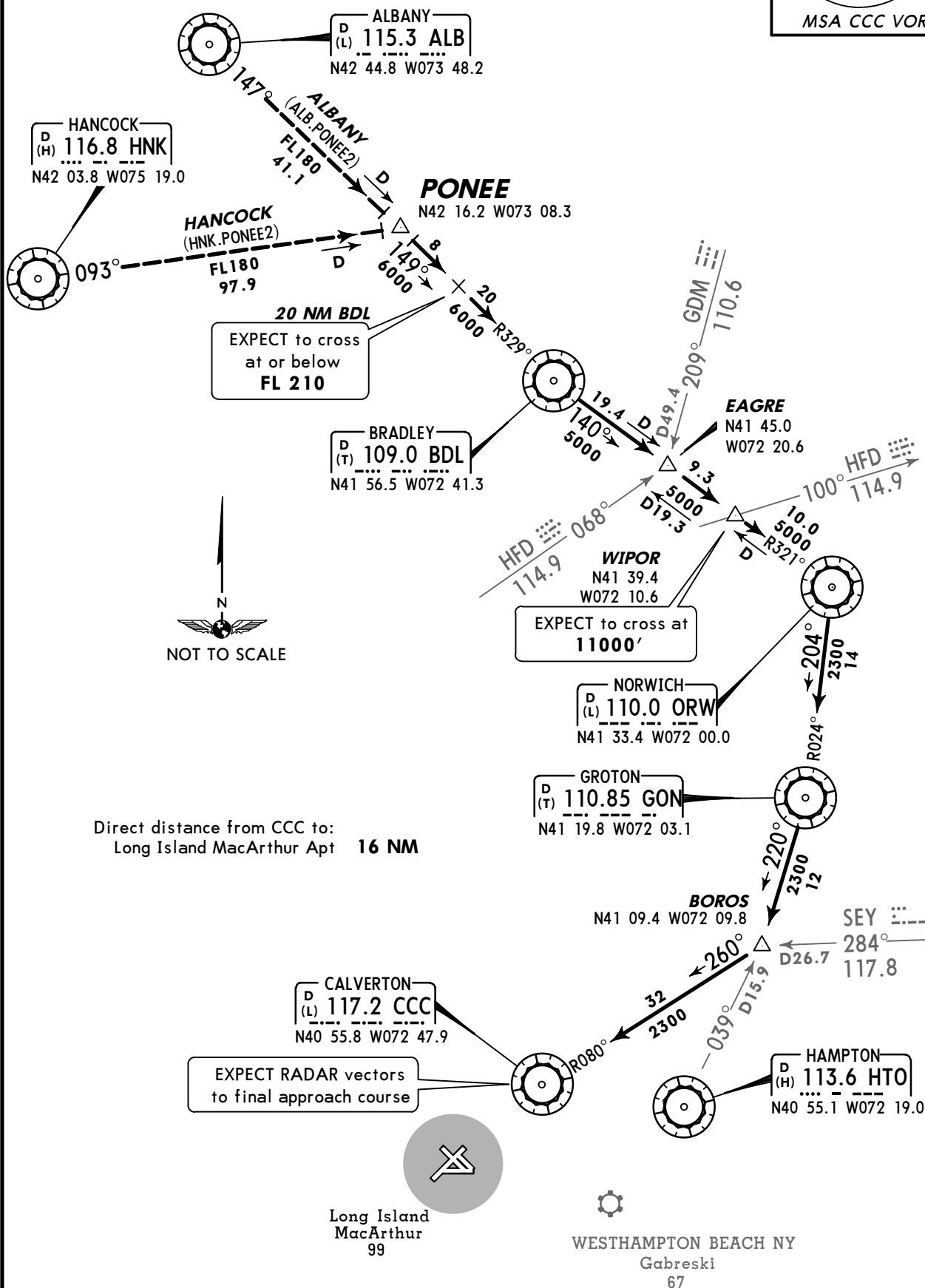
ATIS
(ASOS when Twr inop)
120.72

Apt Elev
See graphic

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'



PONEE TWO ARRIVAL (PONEE.PONEE2)



ROUTING

From over PONEE via BDL R-329 to BDL, then via BDL R-140 to ORW, then via ORW R-204 to GON, then via GON R-220 to BOROS, then direct to CCC. EXPECT RADAR vectors to final approach course.

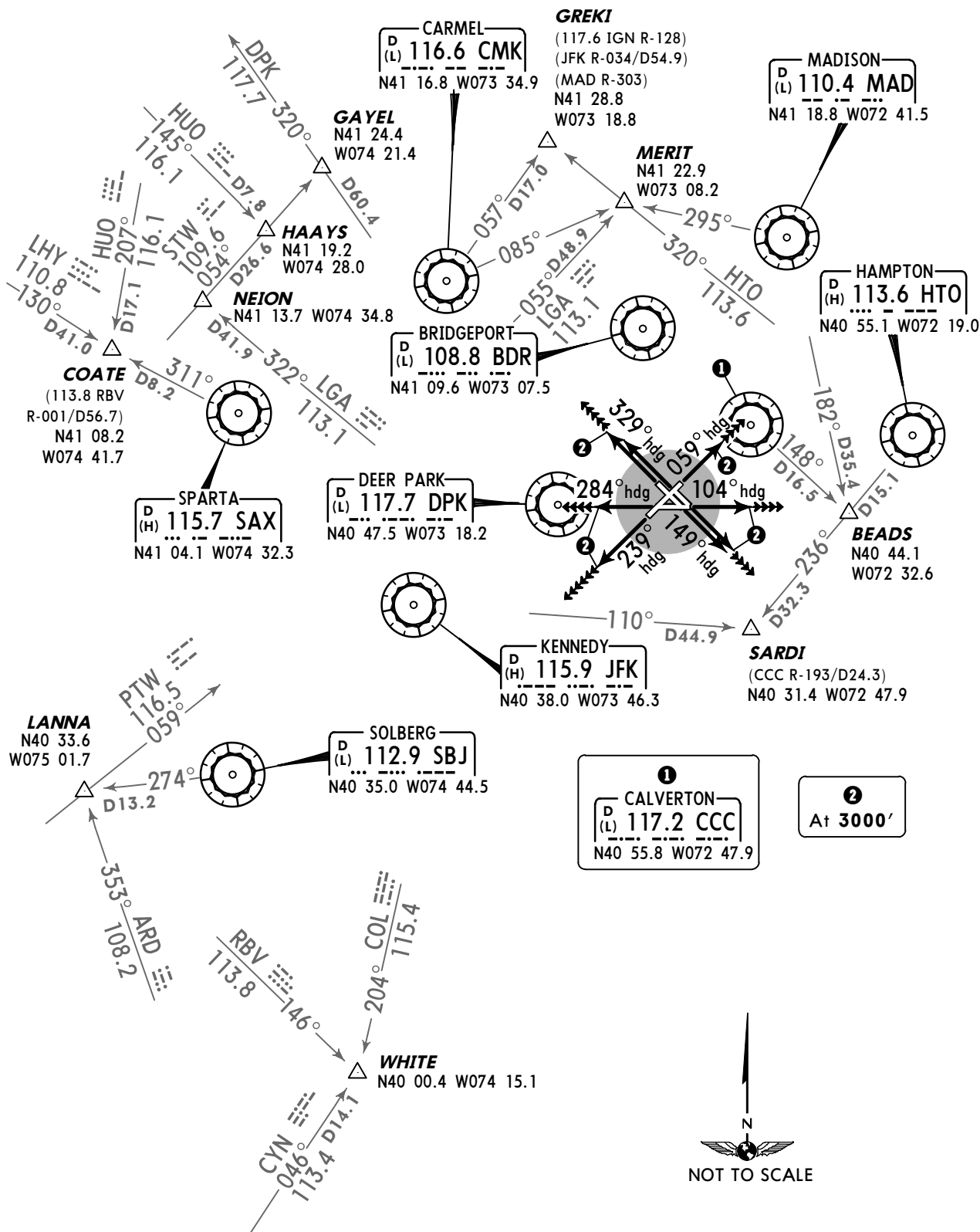
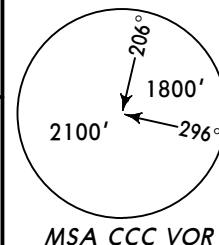
NEW YORK
Departure (R)
118.0

Apt Elev
99'

Trans level: FL 180 Trans alt: 18000'

LONG ISLAND FOUR DEPARTURE (LONGI4.ISP)

For Procedure Text, Takeoff Minimums, Obstacles, see 40-3-1



LONG ISLAND FOUR DEPARTURE (LONGI4.ISP)

For Procedure Graphic see 40-3

PROCEDURE TEXT

OBSTACLES

Rwy 6: Trees beginning 611' from DER, 191' RIGHT of centerline, up to 76' AGL/186' MSL. Trees beginning 1391' from DER, 76' LEFT of centerline, up to 79' AGL/189' MSL. Pole 2458' from DER, 1127' LEFT of centerline, 65' AGL/175' MSL.

Rwy 10: Trees beginning 950' from DER, 259' RIGHT of centerline, up to 49' AGL/132' MSL. Trees beginning 276' from DER, 263' LEFT of centerline, up to 54' AGL/139' MSL. Antenna on pole 1141' from DER, 455' LEFT of centerline, 48' AGL/133' MSL.

Rwy 15L: Trees beginning 706' from DER, 271' RIGHT of centerline, up to 56' AGL/136' MSL. Trees beginning 1134' from DER, 214' LEFT of centerline, up to 50' AGL/132' MSL.

Rwy 15R: Trees beginning 1267' from DER, 68' LEFT of centerline, up to 56' AGL/136' MSL.

Rwy 24: Pole 788' from DER, 656' RIGHT of centerline, 40' AGL/120' MSL.

Rwy 28: Tree 643' from DER, 391' RIGHT of centerline, 36' AGL/126' MSL. Pole 918' from DER, 367' RIGHT of centerline, 30' AGL/118' MSL. Light pole 991' from DER, 244' RIGHT of centerline, 27' AGL/117' MSL. Rod 822' from DER, 442' LEFT of centerline, 36' AGL/121' MSL. Trees beginning 1101' from DER, 280' LEFT of centerline, up to 48' AGL/128' MSL. Pole 1254' from DER, 89' LEFT of centerline, 29' AGL/124' MSL.

Rwy 33L: Trees beginning 37' from DER, 5' RIGHT of centerline, up to 80' AGL/185' MSL. Trees beginning 180' from DER, 27' LEFT of centerline, up to 83' AGL/188' MSL. Poles beginning 699' from DER, 505' LEFT of centerline, up to 40' AGL/140' MSL. Tower 1528' from DER, 387' LEFT of centerline, 61' AGL/164' MSL. Post 459' from DER, 251' LEFT of centerline, 11' AGL/111' MSL.

Rwy 33R: Trees beginning 1025' from DER, 273' RIGHT of centerline, up to 45' AGL/135' MSL. Tower 2996' from DER, 79' RIGHT of centerline, 108' AGL/210' MSL. Obstruction light on glideslope 325' from DER, 484' RIGHT of centerline, 28' AGL/118' MSL. Trees beginning 789' from DER, 266' LEFT of centerline, up to 48' AGL/133' MSL.

Obstruction light on windsock 726' from DER, 583' LEFT of centerline, 29' AGL/114' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6, 10, 15L/R, 24, 28, 33L/R: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB	ALTITUDE
6	Climb heading 059° to 3000' .	MAINTAIN 3000'
10	Climb heading 104° to 3000' .	
15L/R	Climb heading 149° to 3000' .	
24	Climb heading 239° to 3000' .	
28	Climb heading 284° to 3000' .	
33L/R	Climb heading 329° to 3000' .	

ROUTING

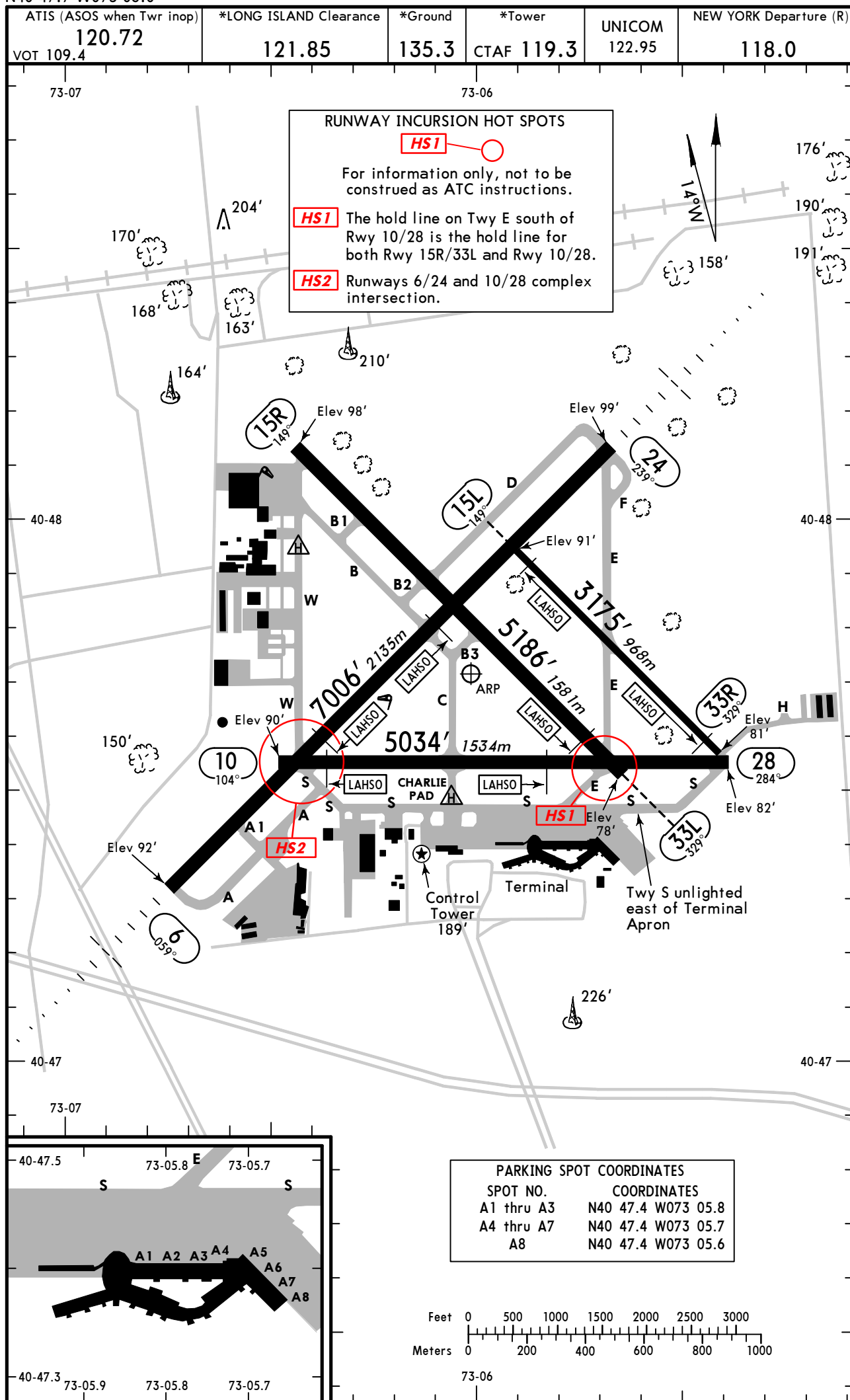
Via vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level ten minutes after departure.

COATE Departures: EXPECT vectors to SAX or SAX R-311.

KISP/ISP
Apt Elev 99'
N40 47.7 W073 06.0

JEPPESEN
20 JAN 12 40-9

NEW YORK, NY
LONG ISLAND MAC ARTHUR



CHANGES: None.

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GENERAL

ADVISORY - Traffic landing Rwy 33L: high density VFR traffic operating 600' and below 3 NM southeast in vicinity of Bayport Aerodrome.

Updrafts may be encountered in vicinity of power plant 1.5 NM northeast of Rwy 24.

Airport restricted 2300-0630 daily for aircraft indicating over 85 decibels on approach and 72 decibels on take-off except emergency or mercy flights.

Bird activity on and in vicinity of airport.

Rwys 15R, 24, 33R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	BEYOND Glide Slope	USABLE LENGTHS		TAKE- OFF	WIDTH
				LAHSO Distance			
6	1 HIRL CL 2 3 MALSR VASI-L grooved RVR		6027' 1837m	15R/33L 4200' 1280m			150' 46m
24	1 HIRL CL 2 MALSR TDZ 4 VASI-L grooved RVR		5916' 1803m	10/28 4600' 1402m			

- 1** Increase intensity on 119.3 when Twr inop.
2 Preset medium intensity for prevailing wind runway.
3 Non-standard. **4** Angle 3.00°.

10				15R/33L 3000' 914m		150' 46m
5						
28	PAPI-L (angle 3.0°)			6/24 4500' 1372m		

- 5** Closed to fixed wing aircraft at night and available for taxiing.

15R	6 MIRL VASI-L grooved			10/28 4600' 1402m		150' 46m
33L	6 MIRL VASI-L (angle 3.2°) grooved					

- 6** Activate on 119.3 when Twr inop.

15L				10/28 3000' 914m		75' 23m
7 8						
33R				6/24 3000' 914m		

- 7** Closed to fixed wing aircraft at night and available for taxiing.
8 Aircraft 48,000 lbs or less, use limited to daylight taxiing operations only.

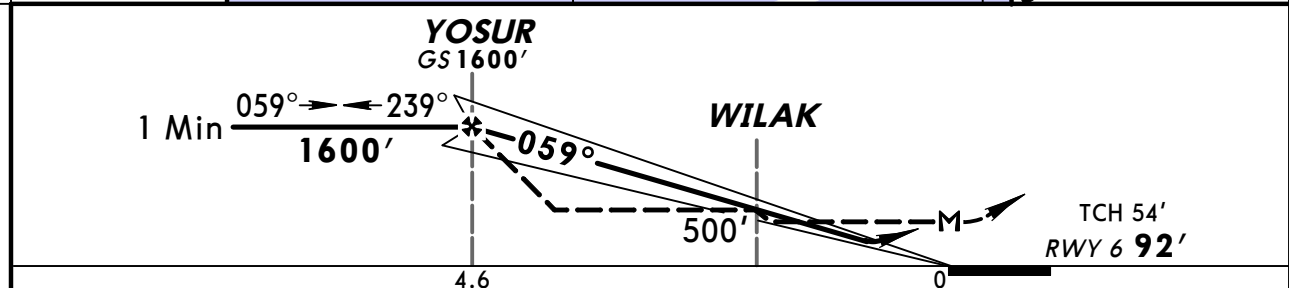
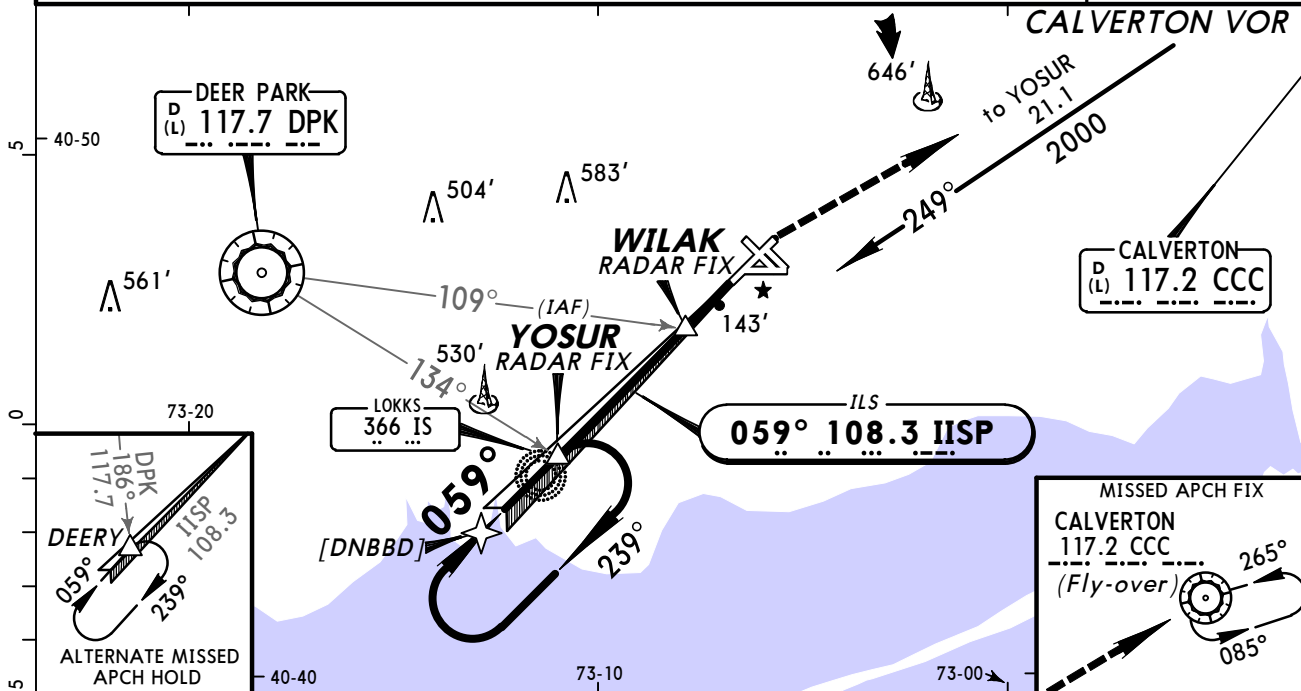
TAKE-OFF

Rwys 6, 24				Rwys 10, 15L, 15R, 28, 33L, 33R		
Both RVRs are required & controlling	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1

FOR FILING AS ALTERNATE

Authorized Only When Tower Operating and Local Weather Available		Authorized Only When Local Weather Available
ILS Rwy 6 ILS Rwy 24	LOC Rwy 6 LOC Rwy 24	RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 15R RNAV (GPS) Rwy 24 RNAV (GPS) Rwy 33L
A		
B	600-2	800-2
C		
D		

ATIS (ASOS when Twr inop) 120.72		NEW YORK Approach (R) 118.0		*LONG ISLAND Tower CTAF 119.3		*Ground 135.3	
LOC IISP 108.3	Final Apch Crs 059°	GS YOSUR 1600' (1508')	ILS DA(H) (CONDITIONAL) 292' (200')	Apt Elev 99' Rwy 6 92'		 MSA CCC VOR	
MISSED APCH: Climb to 600', then climbing RIGHT turn to 2000' direct CCC VOR and hold, or as directed by ATC.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	600'	2000'	D→	CCC 117.2
GS	3.00°	372	478	531	637	743		↑	RT		
YOSUR to MAP	4.6	3:57	3:04	2:46	2:18	1:58					

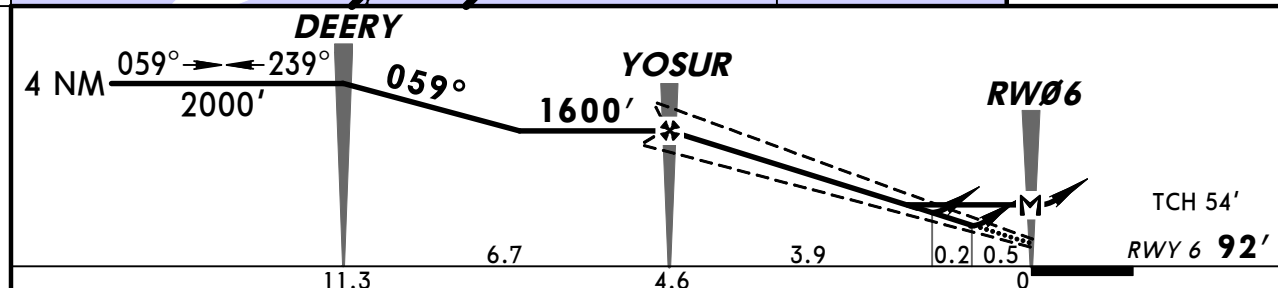
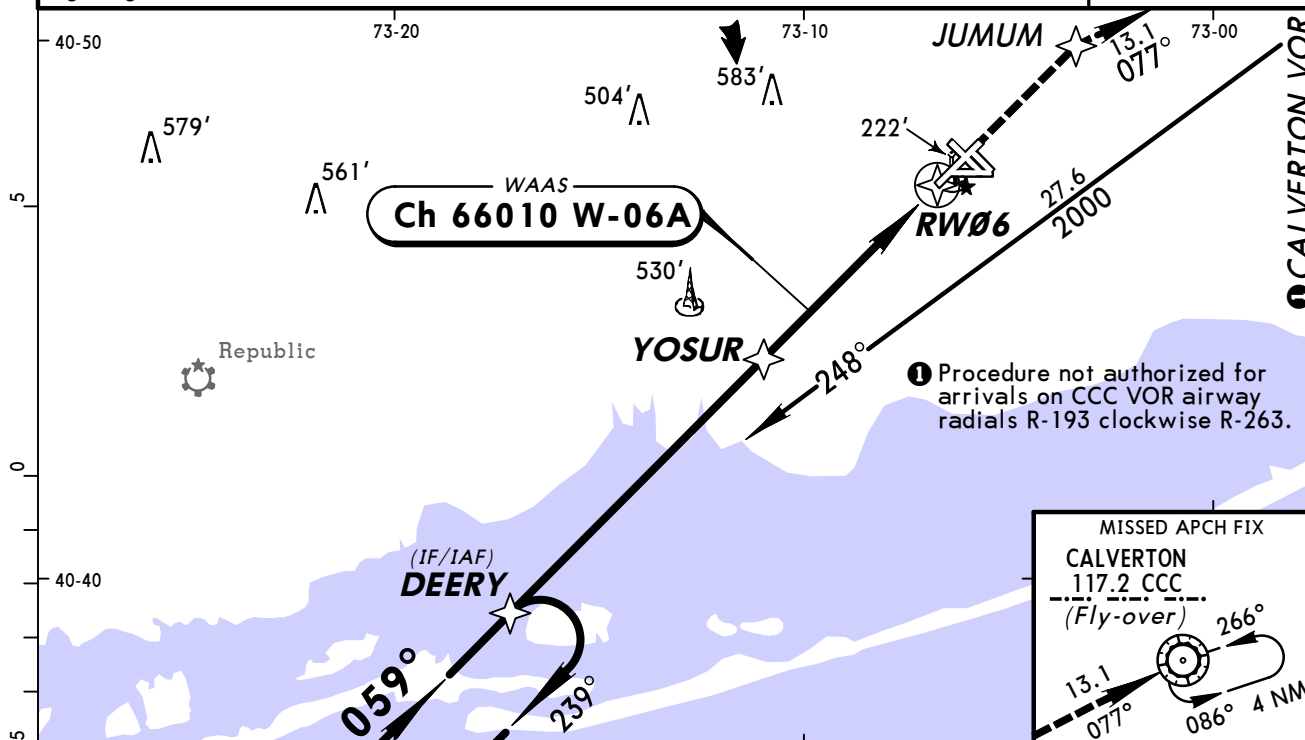
STRAIGHT-IN LANDING RWY 6										CIRCLE-TO-LAND	
ILS			LOC (GS out)								
			2 With WILAK			Without WILAK					
With Local Altimeter Setting											
DA(H) 292' (200')			MDA(H) 440' (348')			MDA(H) 500' (408')				Max Kts	MDA(H)
FULL	RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out			
A	1			RVR 24 or 1/2			RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	580' (481')-1
B	RVR 24 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4		RVR 40 or 3/4	RVR 55 or 1		RVR 40 or 3/4	RVR 50 or 1	120	
C				RVR 30 or 5/8				RVR 60 or 1 1/8		140	580' (481')-1 1/2
D										165	660' (561')-2

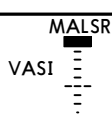
ILS				With Shirley Altimeter Setting						With Shirley Altimeter Setting	
LOC (GS out)											
DA(H) 320'(228')				MDA(H) 480'(388')			MDA(H) 540'(448')				
FULL		RAIL out		ALS out				RAIL out		ALS out	
A				RVR 24	RVR 40	RVR 55	RVR 24	RVR 40	RVR 55	Max Kts	MDA(H)
B	RVR 24	RVR 26	RVR 40	or 1/2	or 3/4	or 1	or 1/2	or 3/4	or 1	90	620'(521')-1
C	or 1/2	or 1/2	or 3/4	RVR 35	RVR 45	RVR 60	RVR 45	RVR 55	1 3/8	120	620'(521')-1 1/2
D				or 5/8	or 7/8	or 1 1/8	or 7/8	or 1		140	700'(601')-2
										165	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

2 Dual VOR receivers required.

ATIS (ASOS when Twr inop) 120.72		NEW YORK Approach (R) 118.0		*LONG ISLAND Tower CTAF 119.3		*Ground 135.3	
WAAS Ch 66010 W-06A		Final Apch Crs 059°	Minimum Alt YOSUR 1600' (1508')	LPV DA(H) (CONDITIONAL) 292' (200')	Apt Elev 99' Rwy 6 92'		1900' MSA RW06
MISSED APCH: Climb to 2000' direct JUMUM and on track 077° to CCC VOR and hold.							
Alt Set: INCHES 1. Use local altimeter setting; if not received, use Shirley altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 119.3.							
		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160		2000'	D➔	JUMUM
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW06										

STRAIGHT-IN LANDING RWY 6										1 CIRCLE-TO-LAND			
With Local Altimeter Setting													
LPV				LNAV/VNAV			LNAV			With Local Altimeter Setting			
DA(H) 292' (200')				DA(H) 383' (291')			MDA(H) 500' (408')						
		RAIL out	ALS out			RAIL out	ALS out			RAIL out	ALS out	Max Kts	MDA(H)
A												90	580' (481')-1
B	RVR 24	RVR 26	RVR 40	RVR 24	RVR 30	RVR 45	RVR 24	RVR 40	RVR 50			120	
C	or 1/2	or 1/2	or 3/4	or 1/2	or 5/8	or 7/8	RVR 40	RVR 50	RVR 60			140	580' (481')-1 1/2
D							or 3/4	or 1	or 1 1/8			165	660' (561')-2

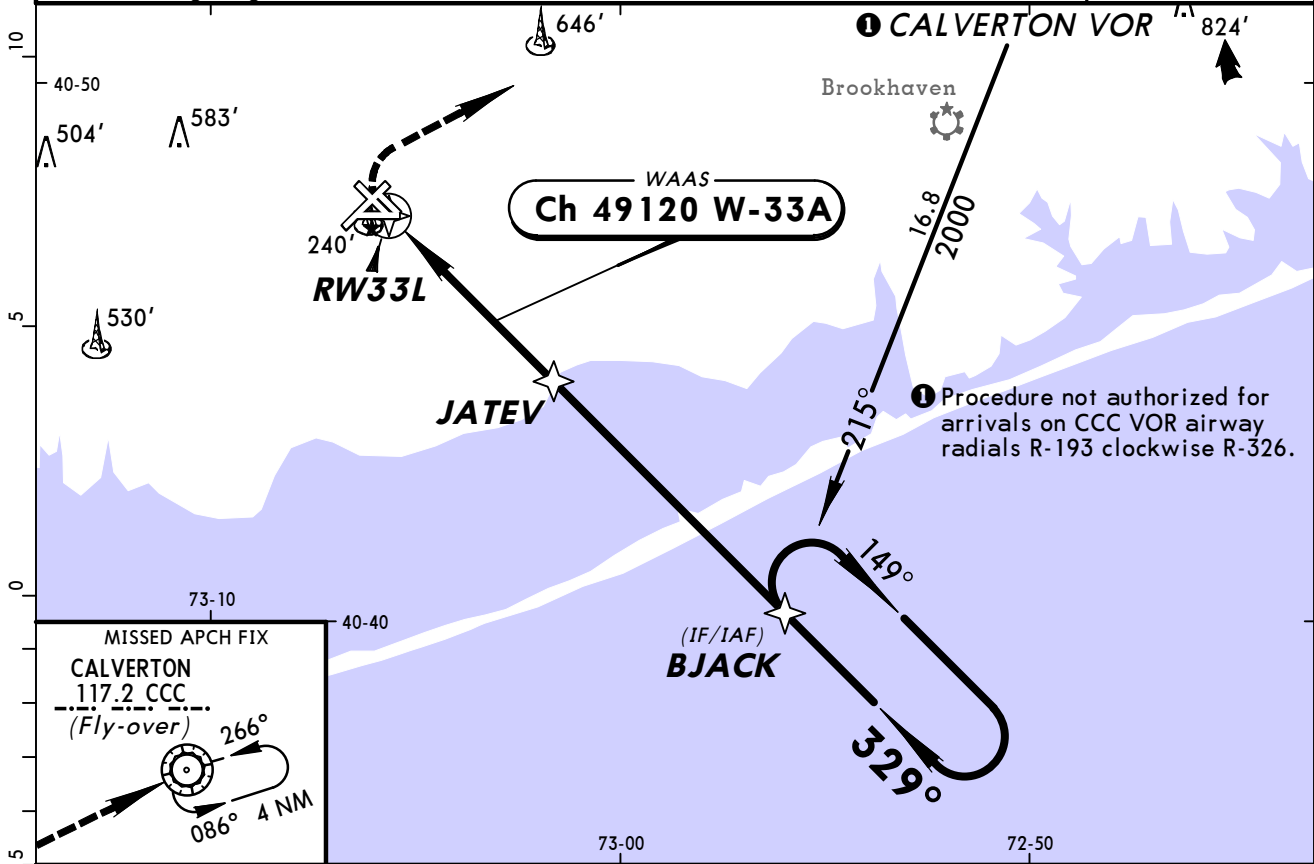
LPV <i>DA(H)</i> 320' (228')				With Shirley Altimeter Setting LNAV/VNAV <i>DA(H)</i> 411' (319')			LNAV <i>MDA(H)</i> 540' (448')			With Shirley Altimeter Setting	
		RAIL out	ALS out			RAIL out	ALS out			Max Kts	<i>MDA(H)</i>
A										90	620' (521')-1
B	RVR 24 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 35 or 5/8	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	
C							RVR 45 or 7/8	RVR 55 or 1	1 3/8	140	620' (521')-1 1/2
D										165	700' (601')-2

1 Circling to Rwy 15R, 15L-33R, and 28 not authorized at night.

CHANGES: Notes, YOSUR location/minimum altitude, VDP removed, minimums.

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ATIS (ASOS when Twr inop) 120.72		NEW YORK Approach (R) 118.0		*LONG ISLAND Tower CTAF 119.3		*Ground 135.3	
WAAS Ch 49120 W-33A	Final Apch Crs 329°	Minimum Alt JATEV 1500' (1422')	LPV DA(H) (CONDITIONAL) 328' (250')	Apt Elev 99' Rwy 33L 78'		1900' MSA RW33L	
MISSED APCH: Climbing RIGHT turn to 2000' direct CCC VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Shirley altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Shirley altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 119.3.							



② LNAV only.

RW33L
TCH 45'
Rwy 33L **78'**

1.1 NM to RW33L

JATEV
1500'

BJACK
329° 149° 329°
2000' 4 NM

0.6 0.3 0.2 3.2 4.3 6.1 10.4

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW33L						

VASI-L

2000'
RT

CCC
117.2

STRAIGHT-IN LANDING RWY 33L			CIRCLE-TO-LAND		
With Local Altimeter Setting			With Local Altimeter Setting		
1 LPV	2 LNAV/VNAV	3 LNAV	With Shirley Altimeter Setting		
DA(H) 328' (250')	DA(H) 401' (323')	MDA(H) 500' (422')	Max Kts		
3/4	1 1/8	1 1/4	90	580' (481')-1	620' (521')-1
			120	580' (481')-1 1/2	620' (521')-1 1/2
			140	580' (481')-1 1/2	620' (521')-1 1/2
			165	660' (561')-2	700' (601')-2

- 1 DA(H) 356' (278') VIS 7/8 with Shirley altimeter setting.

2 DA(H) 429' (351') with Shirley altimeter setting.

3 MDA(H) 540' (462') VIS Cat C, D: 1 3/8 with Shirley altimeter setting.

General Information

Location: Ithaca NY USA
IATA Code: ITH
Lat/Long: N42° 29.5' W076° 27.5'
Elevation: 1099 ft

Airport Use: Public
Magnetic Variation: 12.2°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1145 Z
Sunset: 2252 Z,

Runway Information

Runway: 14
Length x Width: 6977 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1083 ft
Lighting: Edge, Pilot controlled

Runway: 15
Length x Width: 2018 ft x 50 ft
Surface Type: turf
TDZ-Elev: 1086 ft

Runway: 32
Length x Width: 6977 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1099 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 33
Length x Width: 2018 ft x 50 ft
Surface Type: turf
TDZ-Elev: 1086 ft

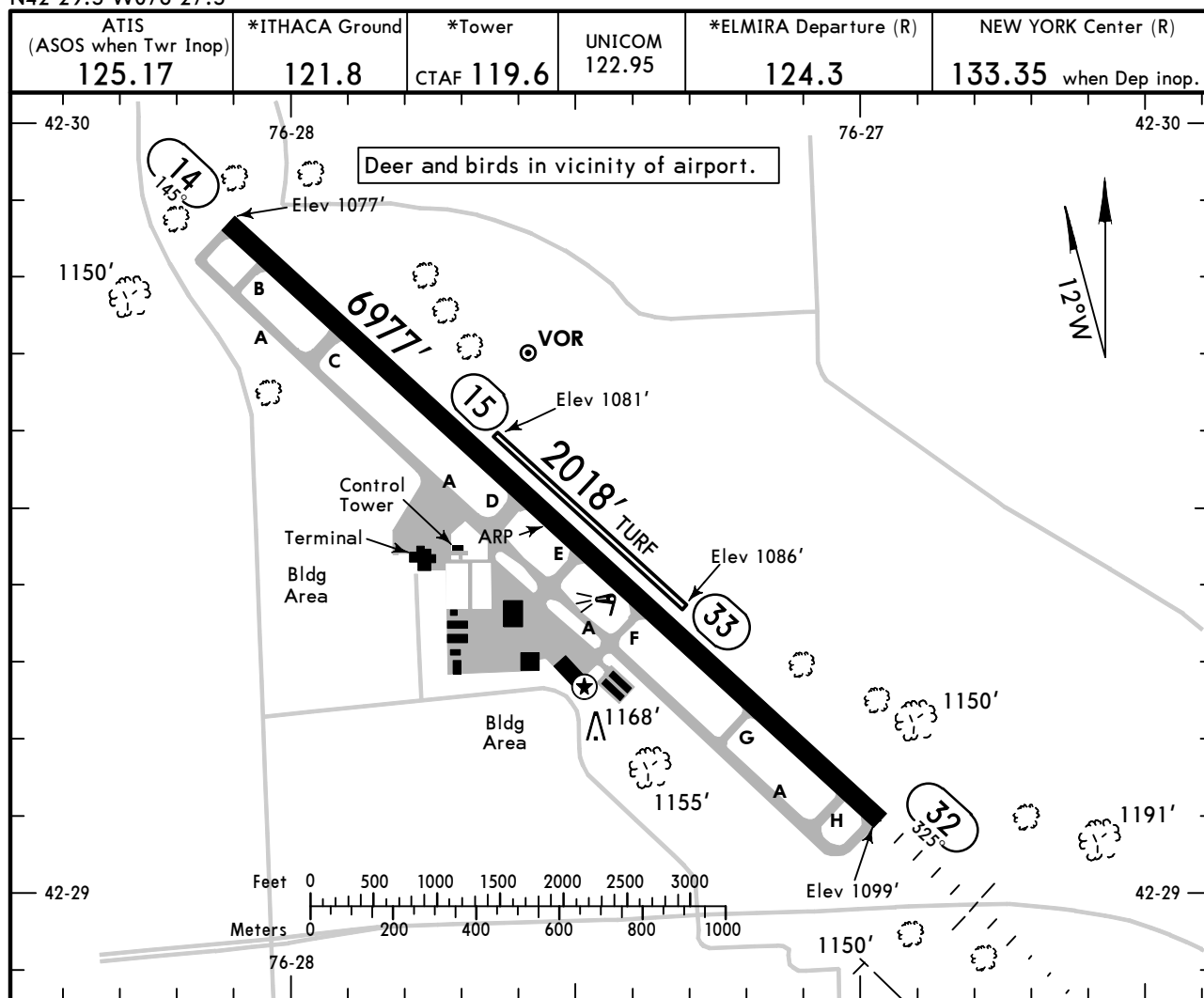
Communication Information

ATIS 125.175
ASOS 125.175
Ithaca Tower 119.6 CTAF PCL
Ithaca Ground Control 121.8
Ithaca Tompkins Regl Unicom 122.95
Buffalo Flight Service Station 122.1 RCO
Buffalo Flight Service Station 111.8 RCO
New York Center 133.35 Remote Communications Air-Ground

KITH/ITH
Apt Elev 1099'
N42 29.5 W076 27.5

JEPPESSEN
21 JAN 11 11-1

ITHACA, NY
ITHACA TOMPKINS REG



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
14	① HIRL PAPI-L (angle 3.00°) grooved	② 6601'	② 5525'		150'
32	① HIRL ① MALSR PAPI-L (angle 3.20°) grooved RVR				
15	③ 33				50'

- ① Activate on 119.6 when Twr inop.
② Last 376' is unavailable for landing distance computations.
③ Closed nights, winter months and after heavy rain. Thresholds marked with white lime bar, edges marked with reflectors.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 32		Rwy 14			Rwys 15, 33
	Adequate Vis Ref	STD	With Min climb of 350' /NM to 2400'		For Climb in Visual Conditions	
			Adequate Vis Ref	STD		
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	1500-3	NA
3 & 4 Eng		RVR 24 or 1/2		1/2		

OBSTACLE DP: Rwy 14, climb heading 145° to 2400' before turning left or for climb in visual conditions cross Ithaca Tompkins Regl Airport at or above 2400' before proceeding on course.
Rwy 32, climb heading 325° to 1600' before proceeding on course.

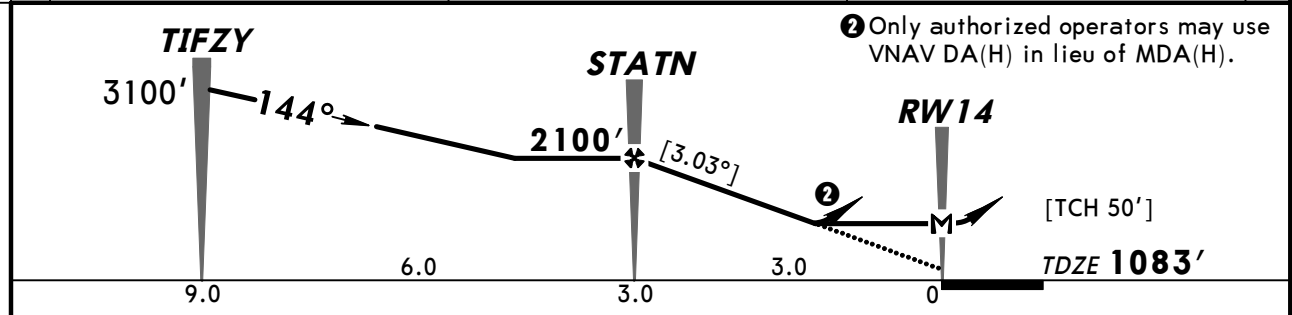
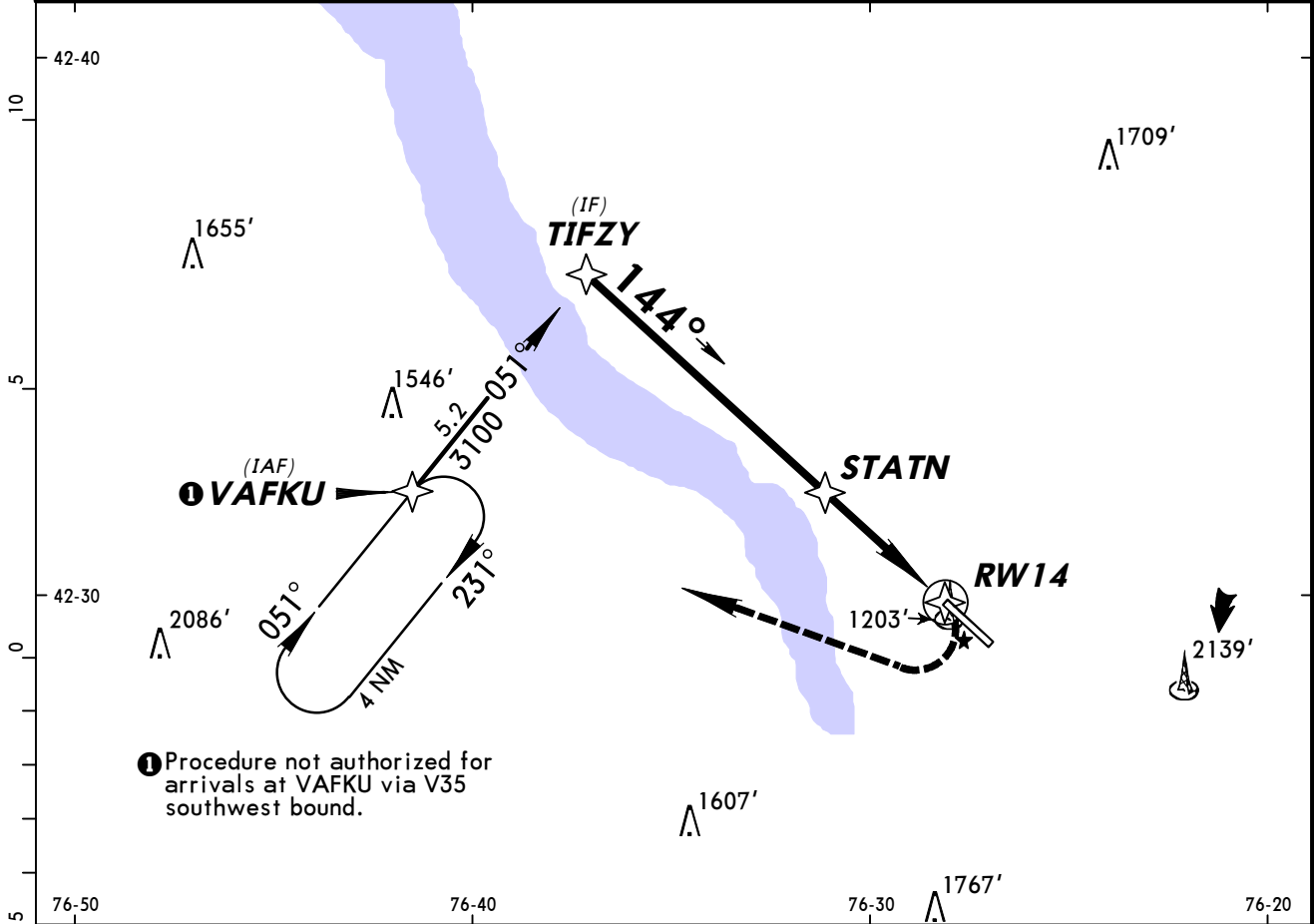
FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available		Authorized Only When Twr Operating or When Local Weather Available	Authorized Only When Local Weather Available	
	RNAV (GPS) Z Rwy 14	RNAV (GPS) Y Rwy 14 VOR Rwy 14	ILS Rwy 32 LOC Rwy 32	RNAV (GPS) Rwy 32	VOR Rwy 32
A	800-2	800-2	1000-2	1300-2	1500-2
B			1000-2 3/4	1300-3	1500-3
C					
D			1000-3		

CHANGES: Rwy 14-32 lighting.

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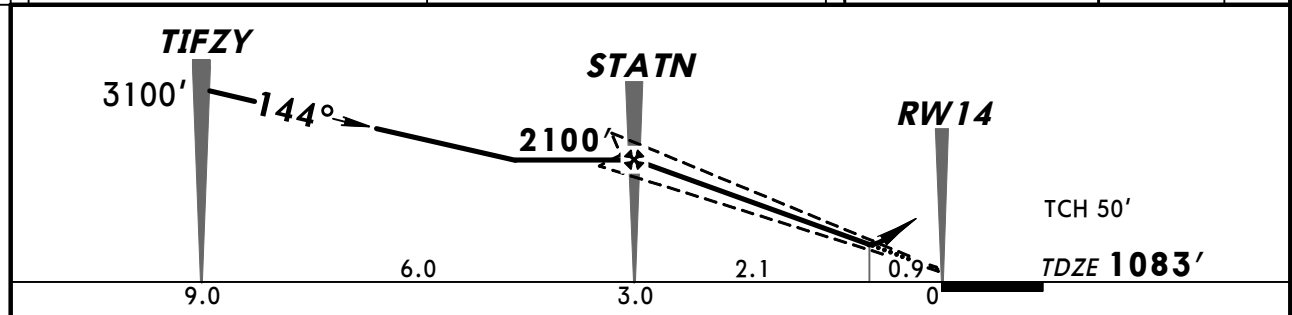
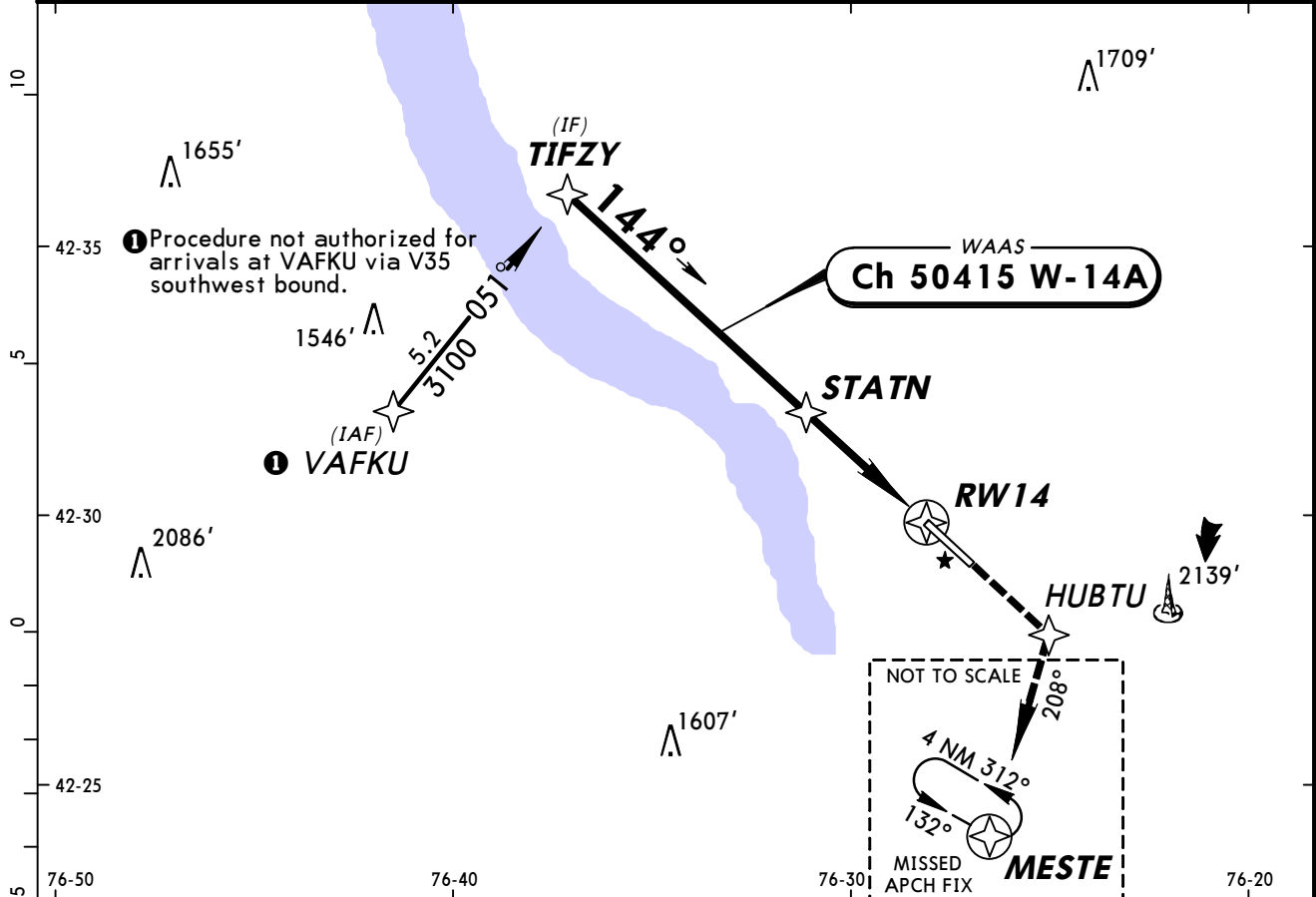
ATIS (ASOS when Twr Inop)	*ELMIRA Approach (R)	NEW YORK Center (R)	*ITHACA Tower	*Ground
125.17	124.3	133.35 when App inop.	CTAF 119.6	121.8
RNAV	Final Apch Crs 144°	Minimum Alt STATN 2100' (1017')	LNAV MDA(H) (CONDITIONAL) 1500' (417')	Apt Elev 1099' TDZE 1083'
MISSED APCH: Climbing RIGHT turn to 3700' direct VAFKU and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Elmira altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 119.6.				
				3700' MSA RW14



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.03°]	375	482	536	643	750	858				
MAP at RW14										

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
LNAV				With Local Altimeter Setting		With Elmira Altimeter Setting	
MDA(H) 1500' (417')		MDA(H) 1600' (517')		MDA(H)		MDA(H)	
With Local Altimeter Setting		With Elmira Altimeter Setting					
A	1	1		90	1520' (421')-1	1620' (521')-1	
B	1	1		120	1560' (461')-1	1660' (561')-1	
C	1 1/4	1 1/2		140	1600' (501')-1 1/2	1700' (601')-1 3/4	
D	1 1/4	1 3/4		165	1780' (681')-2 1/4	1880' (781')-2 1/2	

ATIS (ASOS when Twr Inop)	*ELMIRA Approach (R)	NEW YORK Center (R)	*ITHACA Tower	*Ground
125.17	124.3	133.35 when App inop.	CTAF 119.6	121.8
WAAS Ch 50415 W-14A	Final Apch Crs 144°	Minimum Alt STATN 2100' (1017')	LPV DA(H) (CONDITIONAL) 1406' (323')	Apt Elev 1099' TDZE 1083'
MISSED APCH: Climb to 3800' direct HUBTU and via 208° track to MESTE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Elmira altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 119.6.				
				3700' MSA RW14

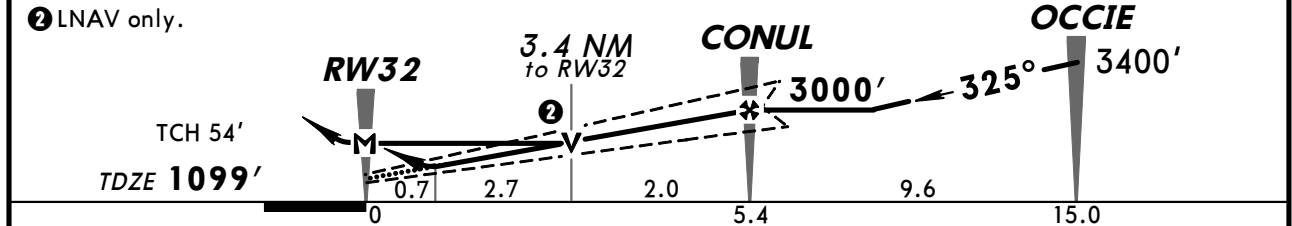
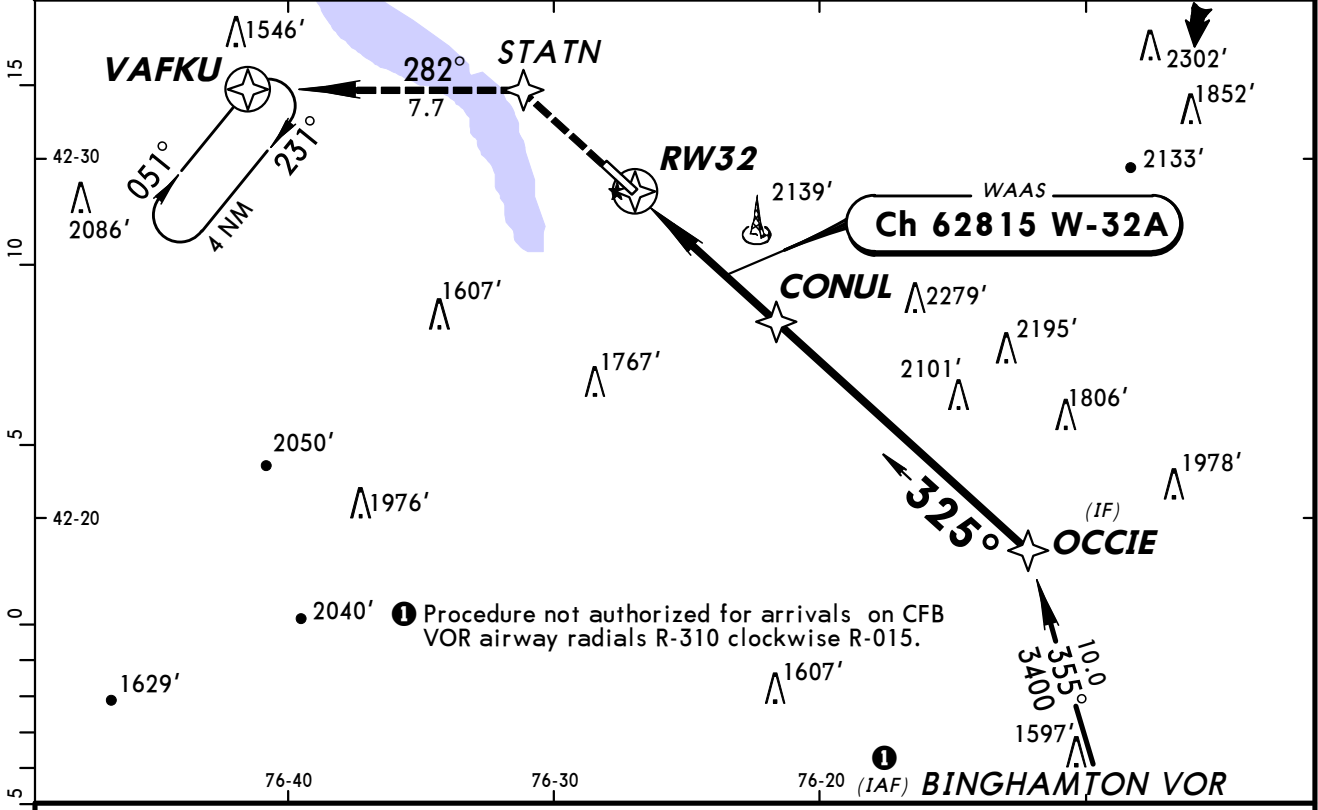


Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 14									
DA(H) 1406' (323') With Local Altimeter Setting					LPV DA(H) 1490' (407') With Elmira Altimeter Setting				
A									
B									
C	1¼				1½				
D									

TERPS AMEND OA 29 JUL 2010

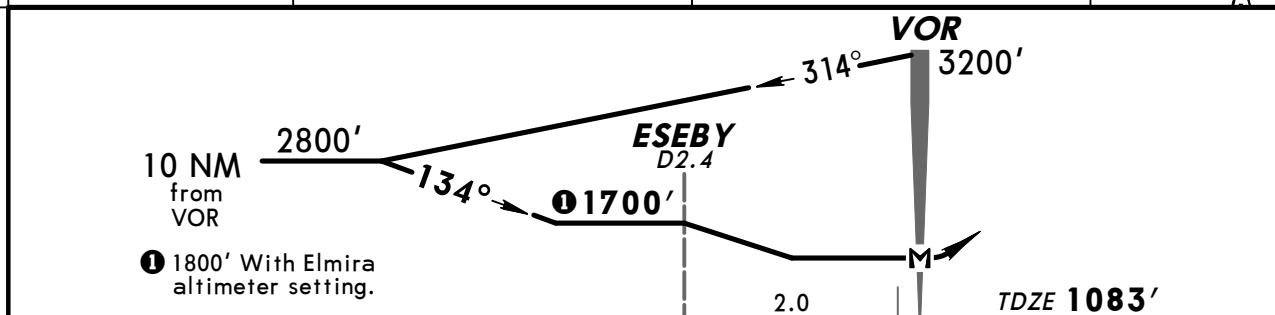
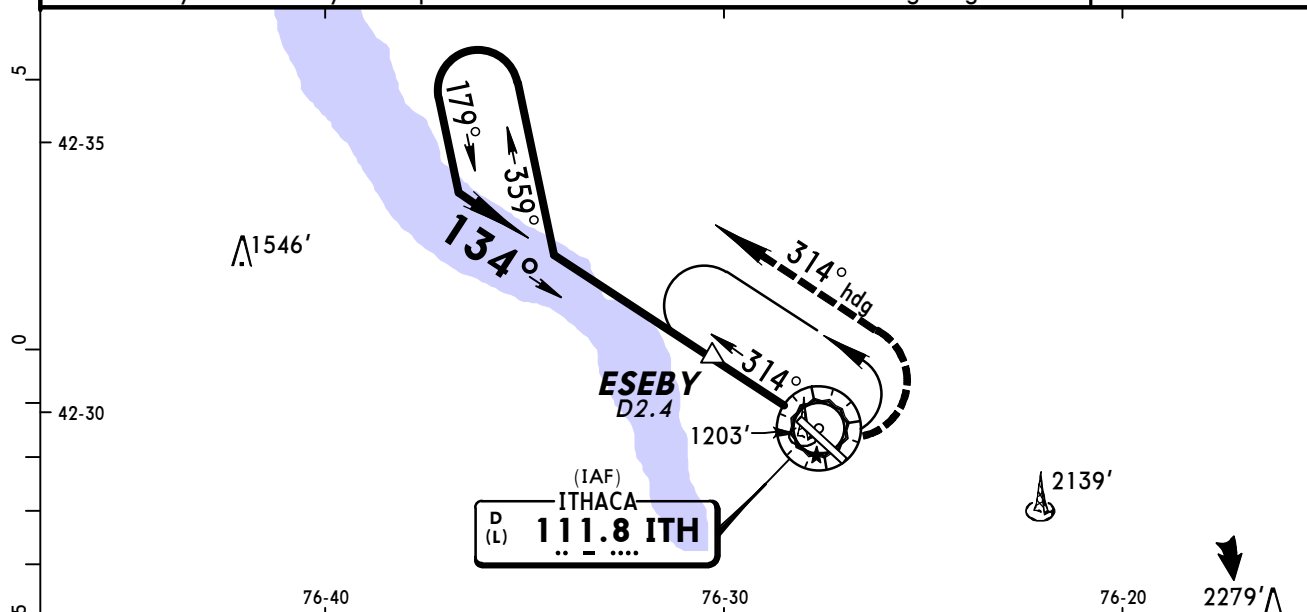
ATIS (ASOS when Twr Inop)	*ELMIRA Approach (R)	NEW YORK Center (R)	*ITHACA Tower	*Ground
125.17	124.3	133.35 when App inop.	CTAF 119.6	121.8
WAAS Ch 62815 W-32A	Final Apch Crs 325°	Minimum Alt CONUL 3000' (1901')	LPV DA(H) (CONDITIONAL) 1385' (286')	Apt Elev 1099' TDZE 1099'
MISSED APCH: Climb to 3700' direct STATN and on track 282° to VAFKU and hold.				3700' MSA RW32
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Elmira altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 119.6.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3700'	STATN
Glide Path Angle 3.20°	396	510	566	679	793	906	PAPI		
MAP at RW32									

STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND		
With Local Altimeter Setting						With Local Altimeter Setting		
LPV DA(H) 1385' (286')			LNAV MDA(H) 2300' (1201')			Max Kts	MDA(H)	
RAIL or ALS out			RAIL out ALS out					
A	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4			90	2300' (1201') - 1 1/4	
B			RVR 60 or 1 1/4	1 1/2		120	2300' (1201') - 1 1/2	
C			2 1/2		3		140	2300' (1201') - 3
D							165	
With Elmira Altimeter Setting						With Elmira Altimeter Setting		
LPV DA(H) 1469' (370')			LNAV MDA(H) 2400' (1301')			Max Kts	MDA(H)	
RAIL or ALS out			RAIL out ALS out					
A	RVR 60 or 1 1/4		RVR 60 or 1 1/4			90	2400' (1301') - 1 1/4	
B			RVR 60 or 1 1/4	1 1/2		120	2400' (1301') - 1 1/2	
C			2 1/2		3		140	2400' (1301') - 3
D							165	

BRIEFING STRIP TM



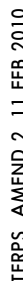
								PAPI-L	3200' LT via hdg then → 314° ITH 111.8
<i>MAP at VOR</i>									

STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
With ESEBY		Without ESEBY	With ESEBY		Without ESEBY
With Local Altimeter Setting			With Local Altimeter Setting		
MDA(H) 1520' (437')		MDA(H) 1700' (617')	Max Kts	MDA(H)	MDA(H)
A	1	1	90	1520' (421') - 1	1700' (601') - 1
B			120	1560' (461') - 1	
C	1 1/4	1 3/4	140	1600' (501') - 1 1/2	1700' (601') - 1 3/4
D	1 1/2	2	165	1780' (681') - 2 1/4	1780' (681') - 2 1/4
With Elmira Altimeter Setting			With Elmira Altimeter Setting		
MDA(H) 1620' (537')		MDA(H) 1800' (717')	Max Kts	MDA(H)	MDA(H)
A	1	1	90	1620' (521') - 1	1800' (701') - 1
B			120	1660' (561') - 1	
C	1 1/2	2	140	1700' (601') - 1 3/4	1800' (701') - 2
D	1 3/4	2 1/4	165	1880' (781') - 2 1/2	1880' (781') - 2 1/2

TERPS AMEND 14 11 FEB 2010

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BRIEFING STRIP™

TERPS AMEND 2 11 FEB 2010

General Information

Location: New York NY USA
IATA Code: JFK
Lat/Long: N40° 38.4' W073° 46.7'
Elevation: 14 ft

Airport Use: Public
Magnetic Variation: 13.2°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1133 Z
Sunset: 2243 Z,

Runway Information

Runway: 04L
Length x Width: 11351 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, Centerline

Runway: 04R
Length x Width: 8400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13L
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 905 ft

Runway: 13R
Length x Width: 14511 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 2043 ft

Runway: 22L
Length x Width: 8400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22R
Length x Width: 11351 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, Centerline
Displaced Threshold: 2696 ft

Runway: 31L
Length x Width: 14511 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, Centerline
Displaced Threshold: 3263 ft

Runway: 31R
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1030 ft

Communication Information

ATIS 115.4 Arrival Service
ATIS 117.7 Arrival Service
ATIS 128.725
Kennedy Tower 119.1
Kennedy Tower 123.9
Kennedy Ground Control 121.9
Kennedy Ground Control 121.65 Secondary
Kennedy Ramp/Taxi Control 130.275
Kennedy Ramp/Taxi Control 130.775
Kennedy Clearance Delivery 135.05
Kennedy Pre-Taxi Clearance 135.05 Pre-Departure Clearance
New York Approach Control 134.35 Secondary
New York Approach Control 132.4 Secondary
New York Approach Control 126.8 Secondary
New York Approach Control 123.7 Secondary
New York App TCA 127.85
New York App TCA 126.05
New York App TCA 125.25
New York App TCA 119.95
New York App TCA 128.55 (231°-270°)
New York App TCA 127.6 (270°-328°)
New York App TCA 127.4 (142°-231°)
New York App TCA 126.4 (328°-71°)
New York App TCA 125.7 (71°-142°)
New York App TCA 120.55 (328°-71°)

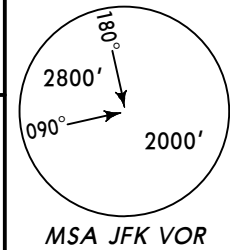
New York Departure Control 135.9
New York Departure Control 134.35
New York Departure Control 124.75 Secondary
New York Departure Control 123.7
Kennedy Intl Unicom 122.95
Gate Hold Gate Control 125.05
Delta Gate Control 131.375
American Gate Control 129.2
New York Flight Service Station 122.1 RCO
New York Flight Service Station 115.9 RCO

LGA 270°-328° **New York App** 127.6
 2000' OR BELOW WITHIN 8 NM OF KENNEDY INTL **Kennedy Twr** 125.25
 WITHIN 6 NM OF LA GUARDIA APT **La Guardia Twr** 119.95(N), 126.05(S)
 WITHIN 6.5 NM OF NEWARK LIBERTY INTL **Newark Twr** 127.85

D-ATIS Arrival
NE SW
128.72 117.7 115.4

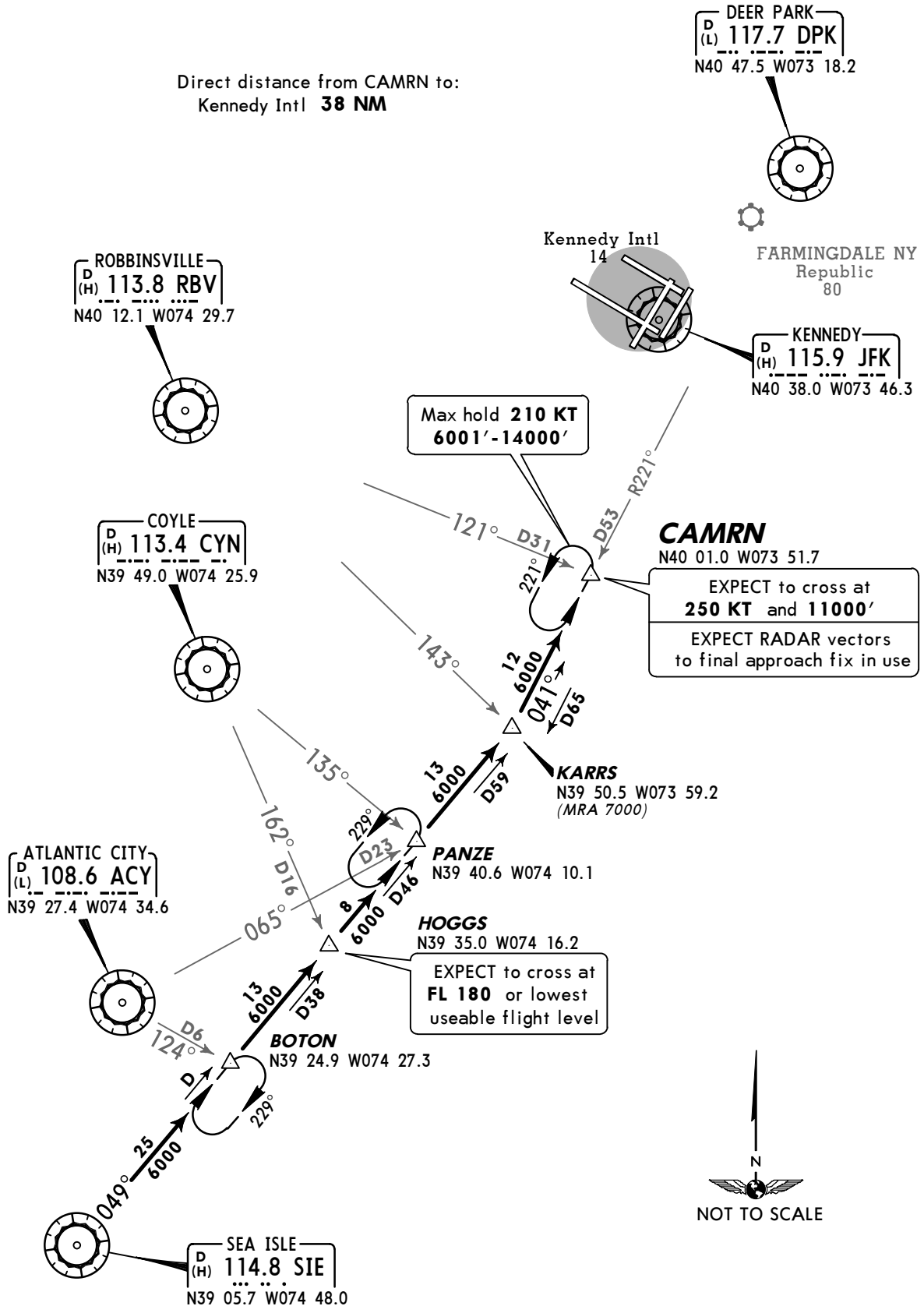
Apt Elev
See Graphic

Alt set: INCHES
Trans level: FL 180 Trans alt: 18000'
Applicable to turbojet aircraft only.



CAMRN FOUR ARRIVAL (SIE.CAMRN4)

Direct distance from CAMRN to:
Kennedy Intl **38 NM**



ROUTING

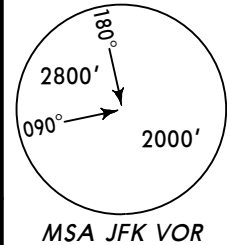
From over SIE via SIE R-049 and DPK R-221 to CAMRN. EXPECT RADAR vectors to final approach fix in use.

D-ATIS Arrival

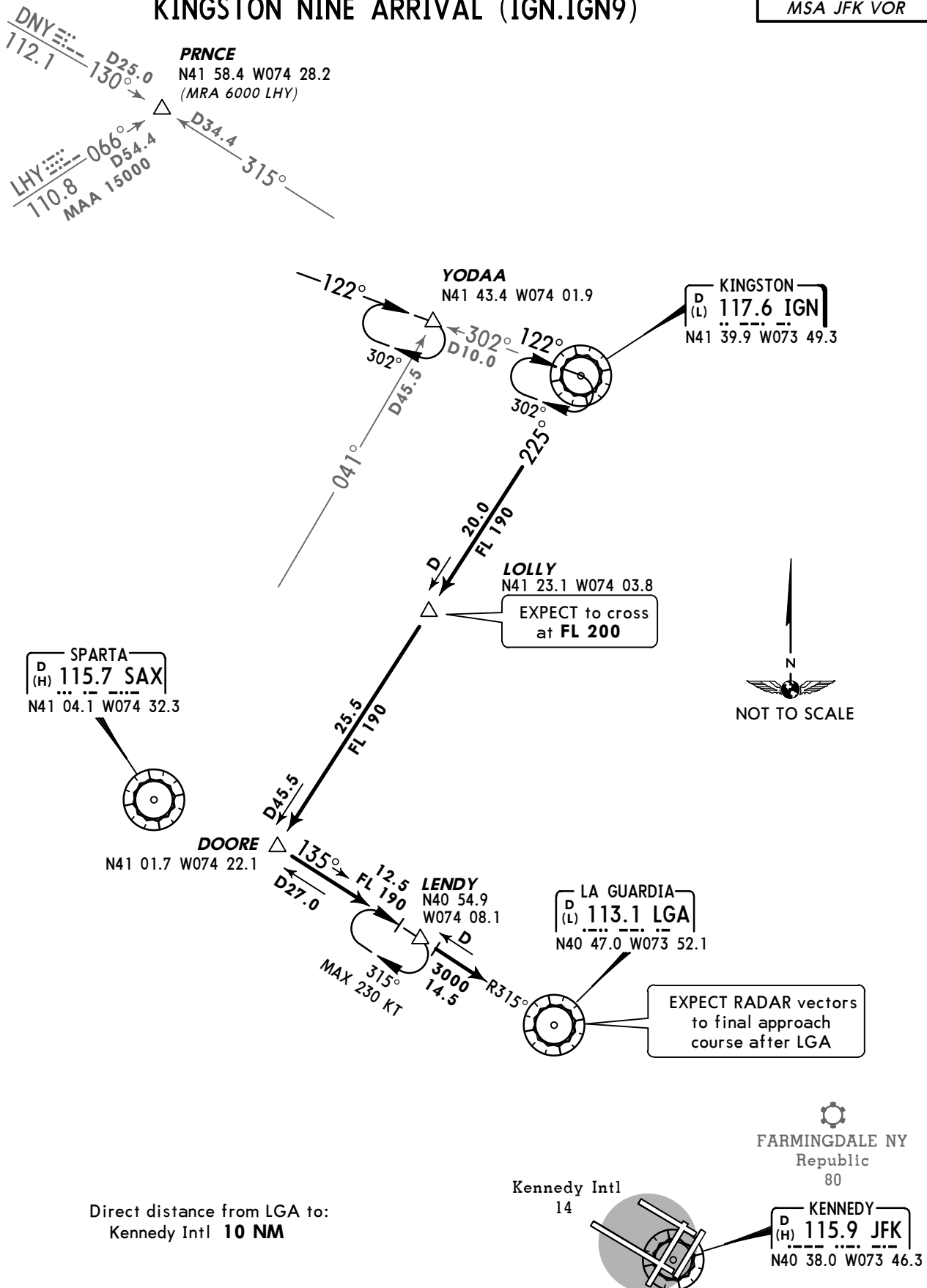
	NE	SW
128.72	117.7	115.4

Apt Elev
See
Graphic

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
1. Applicable to turboprop and turbojet aircraft operating at 250 KT or greater and at or above FL 190.
2. DME or RADAR required.

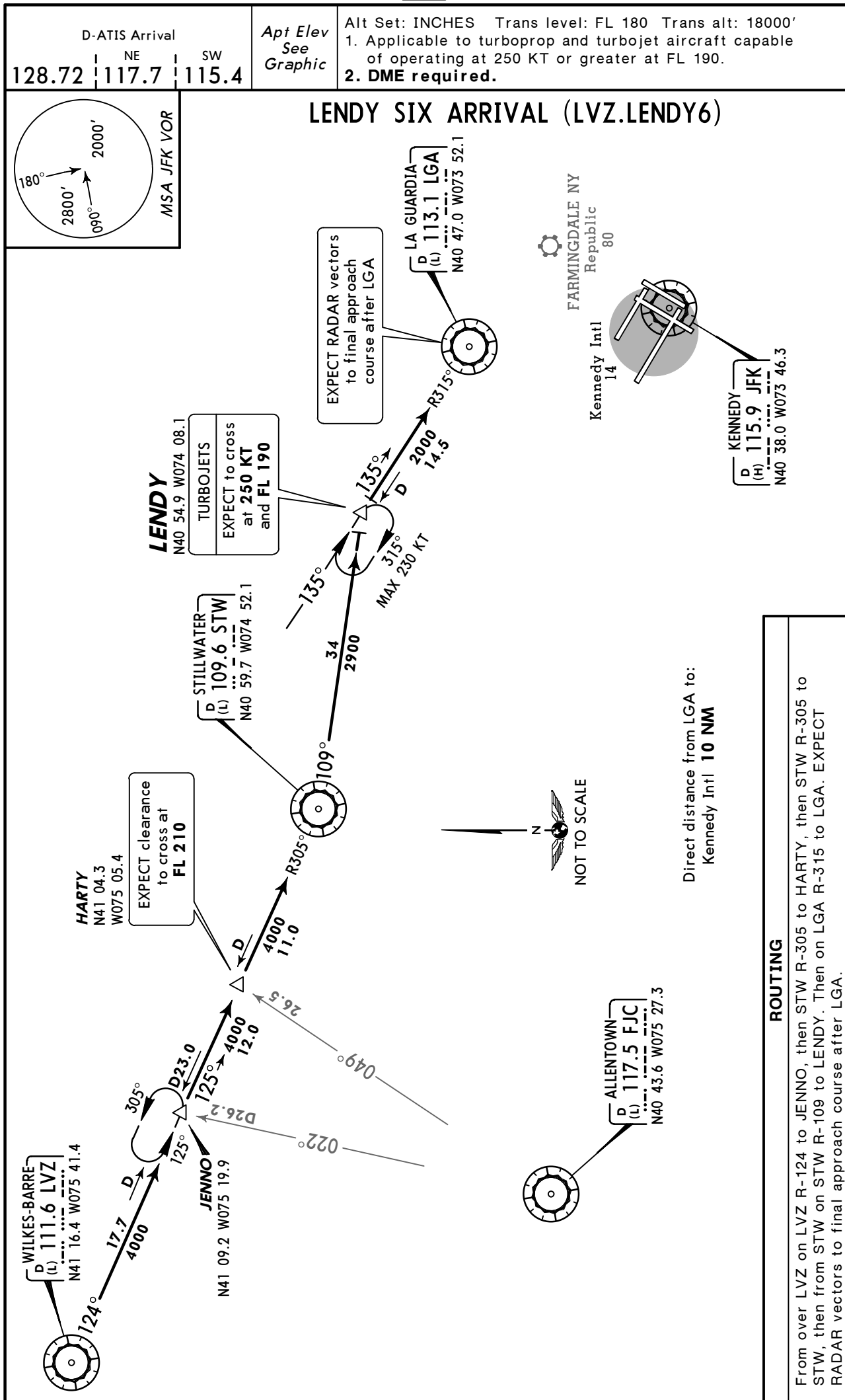


KINGSTON NINE ARRIVAL (IGN.IGN9)



ROUTING

From over IGN on IGN R-225 to LOLLY, then on IGN R-225 to DOORE, then on LGA R-315 to LENDY, then on LGA R-315 to LGA. EXPECT RADAR vectors to final approach course after LGA.



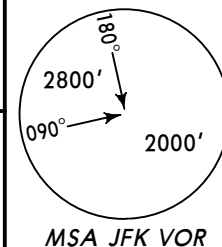
D-ATIS Arrival

NE SW
128.72 117.7 115.4

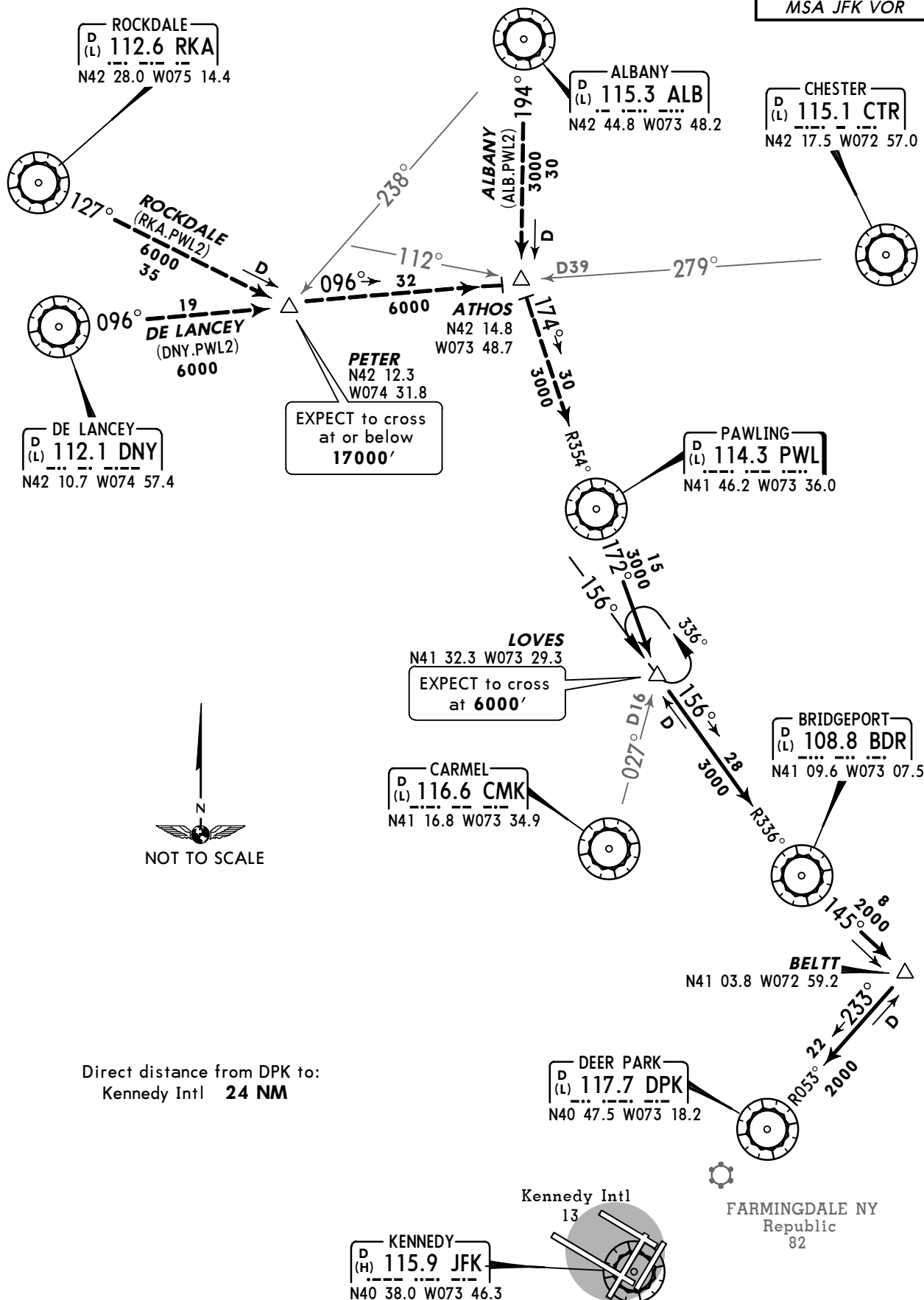
Apt Elev
See
graphic

Alt set: INCHES

Trans level: FL 180 Trans alt: 18000'
Applicable to prop and turboprop
aircraft operating at 250 KT or less.

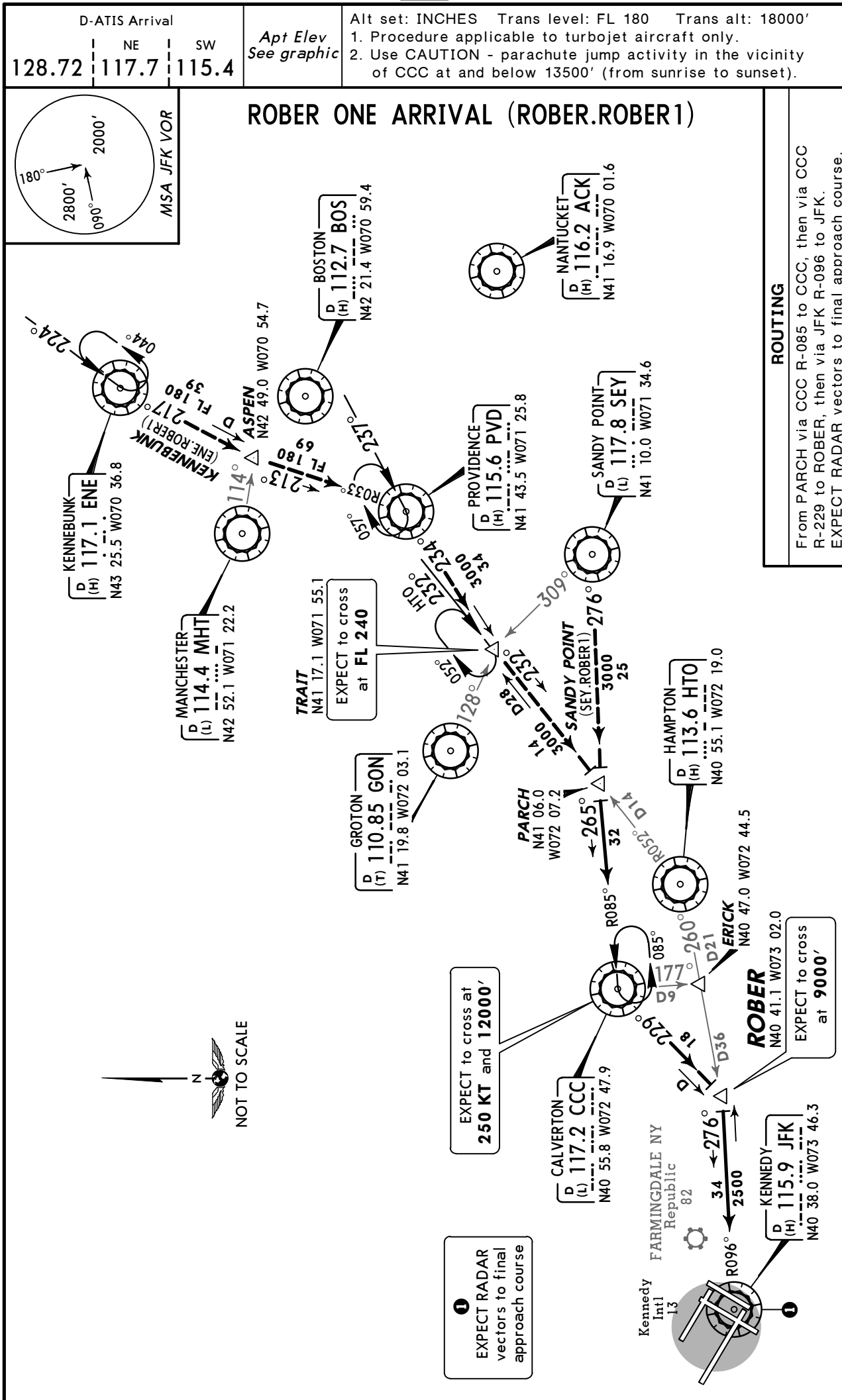


PAWLING TWO ARRIVAL (PWL.PWL2)



ROUTING

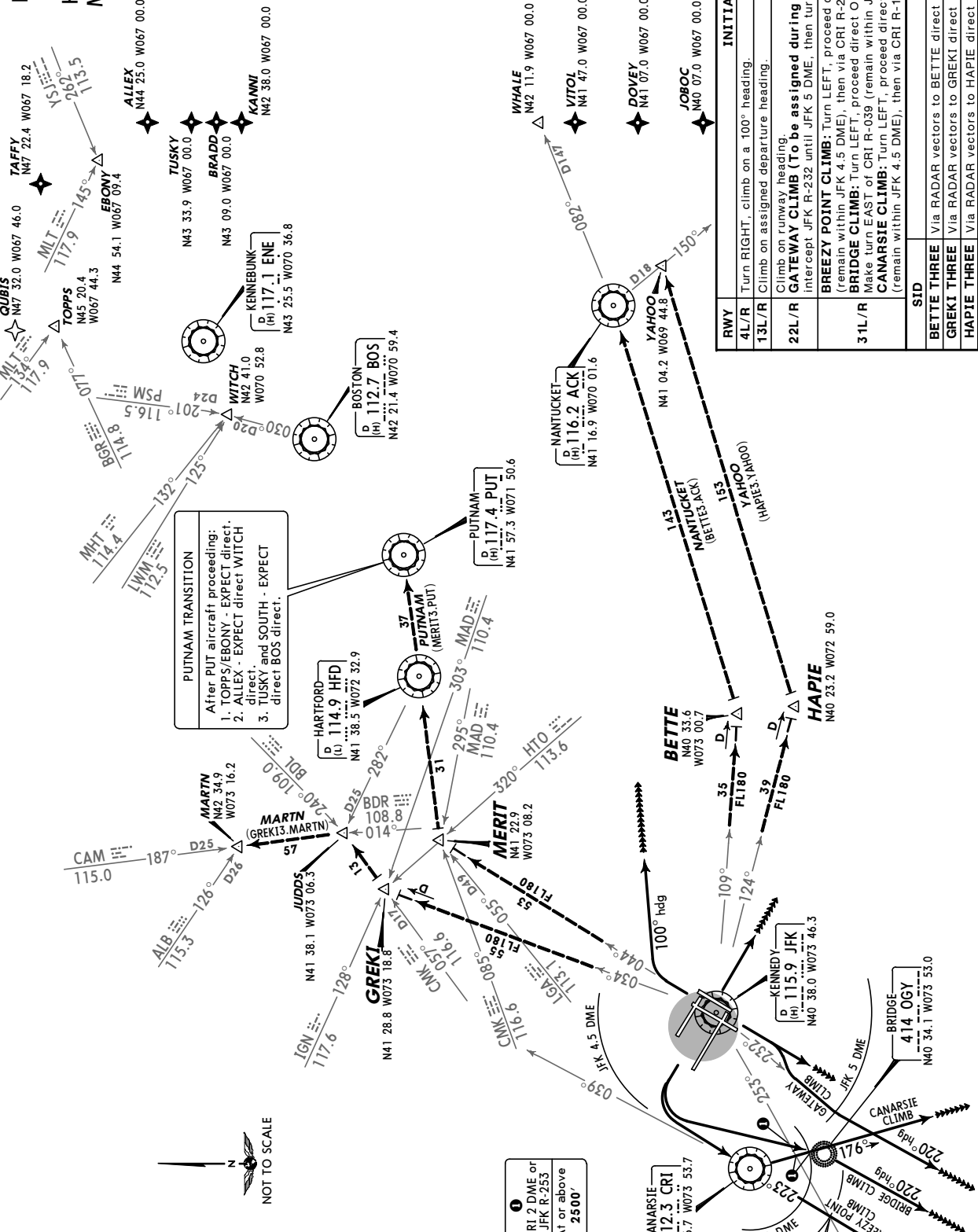
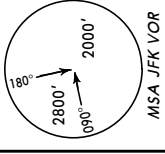
From over PWL via PWL R-172 to LOVES, then via BDR R-336 to BDR, then via BDR R-145 to BELTT, then via DPK R-053 to DPK.



NEW YORK Departure (R)
135.9

Apt Elev
14'

Trans level: FL 180 Trans alt: 18000'



- 1. RNAV equipped aircraft only.
- 2. NORTH American Route (NAR) aircraft only.

BETTE THREE DEPARTURE (BETTE3.BETTE)
GREKI THREE DEPARTURE (GREKI3.GREKI)
HAPIE THREE DEPARTURE (HAPIE3.HAPIE)
MERIT THREE DEPARTURE (MERIT3.MERIT)

These SIDs require take-off minimums
(for standard minimums, refer to airport chart):
Rwys 4L, 13L, 22L/R: Standard (or lower
than standard, if authorized).
Rwy 13R: 300-2 or standard (or lower than
standard, if authorized) with minimum climb
gradient of 220' per NM to 300'.
Rwys 31L/R: 1800-3 or standard (or lower
than standard, if authorized) with minimum
climb gradient of 240' per NM to 2400'.
Gnd speed-KT 75 100 150 200 250 300
220' per NM 275 367 550 733 917 1100
240' per NM 300 400 600 800 1000 1200

1
CRI 2 DME or
JFK R-253
A1 or above
2500'

PUTNAM
(MERIT3.PUT)
D 112.3 BOS
(h) 117.4 PUT
N41 37.3 W071 50.6

NANTUCKET
(BETTE3.ACK)
D 116.2 ACK
(h) 117.4 PUT
N41 16.9 W070 01.6

YAHOO
N41 04.2 W069 44.8

DOVEY
N41 07.0 W067 00.0

JOROC
N40 07.0 W067 00.0

WHALE
N42 11.9 W067 00.0

VITOL
N41 47.0 W067 00.0

BRIDGE
N40 34.1 W073 53.0

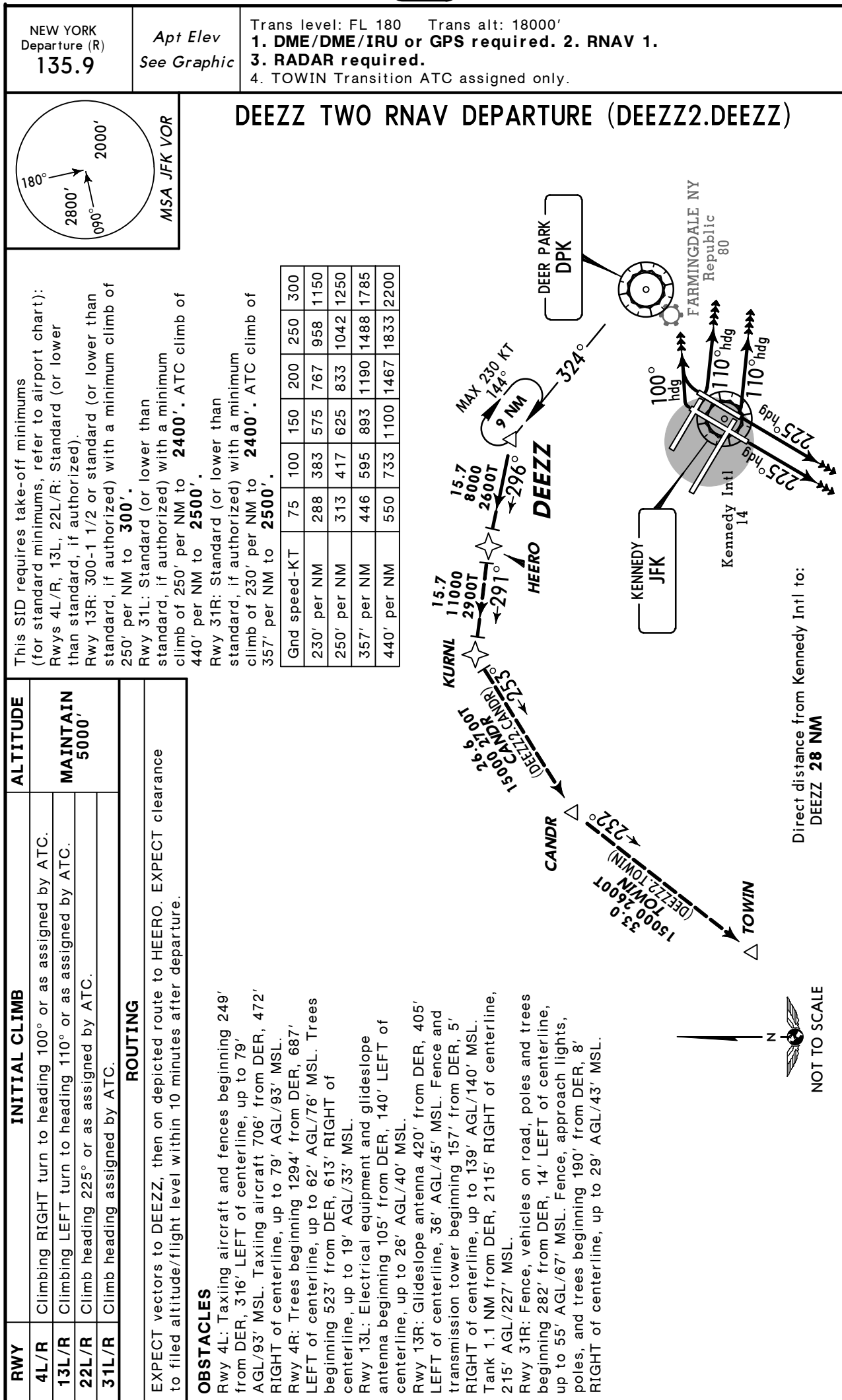
BRIDGE
N40 34.1 W073 53.0

BRIDGE
N40 34.1 W073 53.0

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N40 34.1 W073 53.0

BRIDGE
N40 34.1 W073 53.0

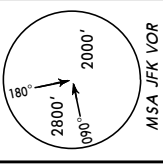
INITIAL CLIMB		ALTITUDE
4L/R	Turn RIGHT, climb on a 100° heading.	
13L/R	Climb on assigned departure heading.	
22L/R	Climb on runway heading. GATEWAY CLIMB (To be assigned during period 2200-0700 LT): Turn RIGHT, intercept JFK R-232 until JFK 5 DME, then turn LEFT to a 220° heading.	
31L/R	BREEZY POINT CLIMB: Turn LEFT, proceed direct CRI. Make turn EAST of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. BRIDGE CLIMB: Turn LEFT, proceed direct OGY, then fly a 220° heading after OGY. Make turn EAST of CRI R-039 (remain within JFK 4.5 DME). CANARSIE CLIMB: Turn LEFT, proceed direct CRI. Make turn EAST of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176.	MAINTAIN 5000'
ROUTING		
BETTE THREE	Via RADAR vectors to BETTE direct ACK.	EXPECT clearance to filed altitude/flight level 10 minutes after departure.
GREKI THREE	Via RADAR vectors to GREKI direct JUDDS, direct MARTIN.	
HAPIE THREE	Via RADAR vectors to HAPIE direct YAHOO.	
MERIT THREE	Via RADAR vectors to MERIT direct HFD, direct PUT.	



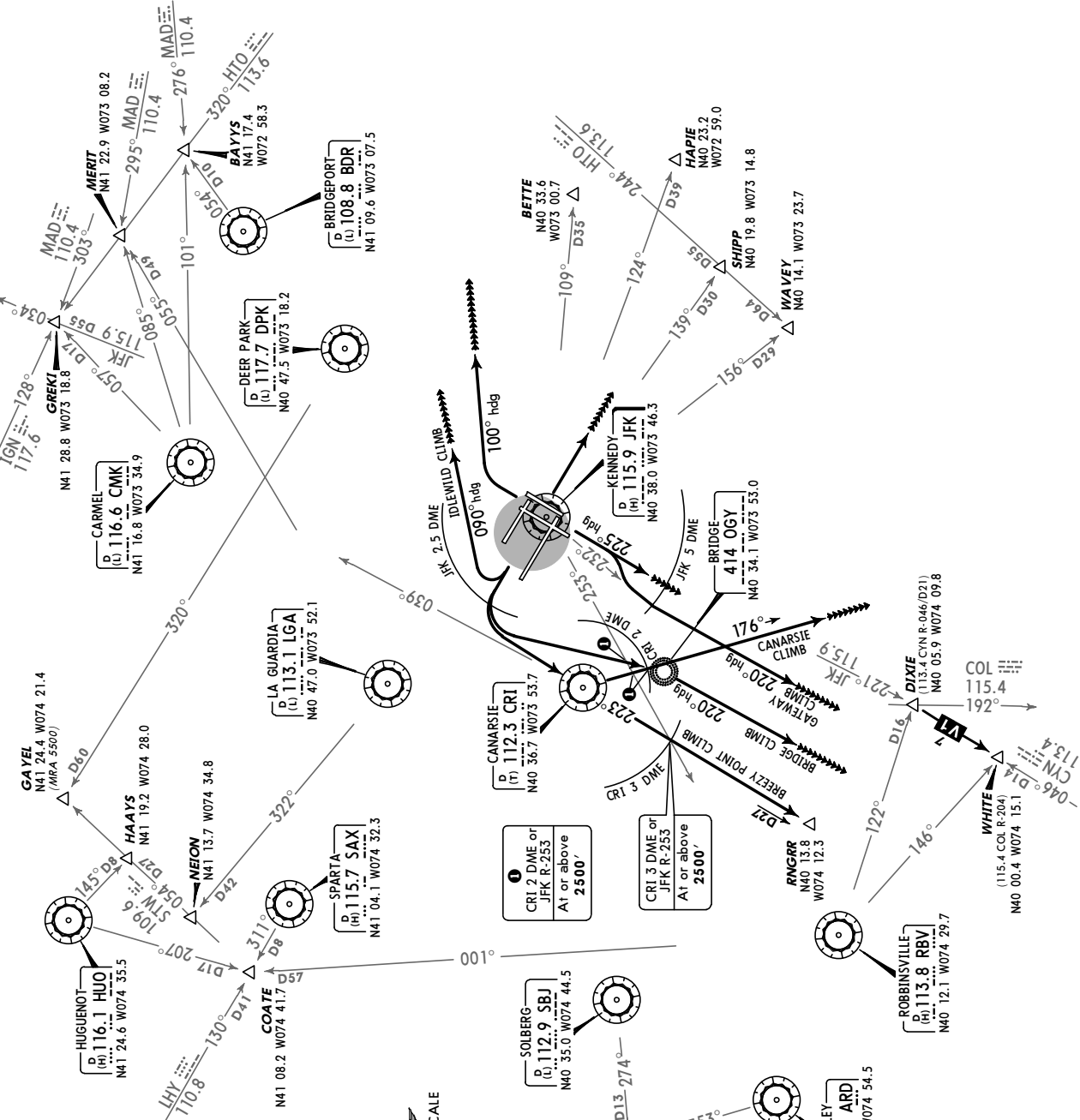
NEW YORK Departure (R)
135.9

Apt Elev
14'

Trans Level: FL 180
Trans alt: 18000'
RADAR required.



MSA JFK VOR



KENNEDY ONE DEPARTURE (JFK 1.JFK)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 4L/R, 13L, 22L/R: Standard (or lower than standard, if authorized).
Rwy 13R: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 250' per NM to 300'.
Rwy 31L: ALL CLIMBS: Standard (or lower than standard, if authorized) with a minimum obstacle climb of 210' per NM to 2000' and ATC climb gradients of:
BREEZY POINT CLIMB: 343' per NM to 2500'.
BRIDGE CLIMB: 534' per NM to 2500'.
CANARSIE CLIMB: 440' per NM to 2500'.
Rwy 31R: Standard (or lower than standard, if authorized) with ATC climb gradients of:
BREEZY POINT CLIMB: 287' per NM to 2500'.
BRIDGE CLIMB: 431' per NM to 2500'.
CANARSIE CLIMB: 357' per NM to 2500'.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
250' per NM	313	417	625	833	1042	1250
287' per NM	359	478	718	957	1196	1435
343' per NM	429	572	858	1143	1429	1715
357' per NM	446	595	893	1190	1488	1785
431' per NM	539	718	1078	1437	1796	2155
440' per NM	550	733	1100	1467	1833	2200
534' per NM	668	890	1335	1780	2225	2670

NOTE:
Cross departure end of runway:
Rwy 4L: At or above 35' AGL/47' MSL.

OBSTACLES

For TAKEOFF OBSTACLE NOTES See 20-30B1

RWY	INITIAL CLIMB
4L/R	Climbing RIGHT turn to 5000' via heading 100°.
13L/R	Climb via assigned heading. MAINTAIN 5000'.
22L/R	Climb heading 225°. MAINTAIN 5000'. GATEWAY CLIMB (To be assigned during period 2200-0700 LT): Intercept JFK R-232 SOUTHWEST bound until JFK 5 DME, then turn LEFT heading 220°. MAINTAIN 5000'.
31L/R	BREEZY POINT CLIMB: Climbing LEFT turn direct to CRI. Make turn EAST of CRI R-039, then via CRI R-223 to RNGRR. MAINTAIN 5000'. BRIDGE CLIMB: (ADF required) Climbing LEFT turn direct to OGY, then via heading 220°. Make turn EAST of CRI R-039. MAINTAIN 5000'. CANARSIE CLIMB: Climbing LEFT turn direct to CRI. Make turn EAST of CRI R-039, then via CRI R-176. MAINTAIN 5000'. IDLEWILD CLIMB: (To be assigned by ATC to Non-turbojet aircraft): Climbing RIGHT turn to 2000' via heading 090°. Remain within JFK 2.5 DME. If unable to remain within JFK 2.5 DME, advise ATC.

ROUTING

Via vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

BAYVS Departures	EXPECT vectors to BDR/BDR R-054.
BETTE Departures	EXPECT vectors to JFK R-109.
COATE Departures	EXPECT vectors to SAX/SAX R-311.
DIXIE Departures	EXPECT vectors to JFK R-221.
HAPLE Departures	EXPECT vectors to JFK R-124.
RBV Departures	EXPECT vectors to RBV after RNGRR.
SHPP Departures	EXPECT vectors to JFK R-139.
WAVEY Departures	EXPECT vectors to JFK R-156.
WHITE Departures	EXPECT vectors to V-1.

TAKEOFF OBSTACLE NOTES

KENNEDY DEPARTURE:

- RWY 4L:
TAXIING AIRCRAFT 691' FROM DER, 390' LEFT OR RIGHT OF RWY CENTERLINE, 64' AGL/77' MSL. CROSS DER AT OR ABOVE 35' AGL/47' MSL. TREE 1824' FROM DER, 180' RIGHT OF CENTERLINE, 63' AGL/79' MSL. TREE 1847' FROM DER, 88' LEFT OF CENTERLINE, 54' AGL/67' MSL. MULTIPLE OBSTRUCTION LIGHTS ON FENCE BEGINNING 249' FROM DER, 316' LEFT OF CENTERLINE, 10' AGL/22' MSL.
- RWY 4R:
MULTIPLE TREES BEGINNING 1294' FROM DER, 687' LEFT OF CENTERLINE, UP TO 63' AGL/76' MSL. TREE 524' FROM DER, 613' RIGHT OF CENTERLINE, 20' AGL/33' MSL.
- RWY 13L:
ELECTRICAL EQUIPMENT 106' FROM DER, 416' LEFT OF CENTERLINE, 10' AGL/17' MSL. OBSTRUCTION LIGHT ON GS ANTENNA 1046' FROM DER, 141' LEFT OF CENTERLINE, 27' AGL/40' MSL.
- RWY 13R:
OBSTRUCTION LIGHT ON TANK 1.12 NM FROM DER, 2116' RIGHT OF CENTERLINE, 215' AGL/227' MSL. OBSTRUCTION LIGHT ON GS ANTENNA 361' FROM DER, 405' LEFT OF CENTERLINE, 32' AGL/45' MSL. OBSTRUCTION LIGHT ON FENCE 98' FROM DER, 6' RIGHT OF CENTERLINE, 10' AGL/24' MSL. TOWER 4690' FROM DER, 1386' RIGHT OF CENTERLINE, 127' AGL/140' MSL.
- RWY 31L:
TREE 2076' FROM DER, 436' LEFT OF CENTERLINE, 79' AGL/91' MSL. BUSH 257' FROM DER, 530' LEFT OF CENTERLINE, 13' AGL/25' MSL.
- RWY 31R:
TREE 752' FROM DER, 654' LEFT OF CENTERLINE, 39' AGL/52' MSL. TREE 561' FROM DER, 646' RIGHT OF CENTERLINE, 30' AGL/43' MSL. MULTIPLE LIGHT POLES BEGINNING 1442' FROM DER, 336' LEFT OF CENTERLINE, UP TO 44' AGL/67' MSL. VEHICLE ON ROAD 281' FROM DER, 501' LEFT OF CENTERLINE, 15' AGL/26' MSL. MULTIPLE OBSTRUCTION LIGHTS ON POLES AND FENCE BEGINNING 365' FROM DER, 15' LEFT OF CENTERLINE, UP TO 17' AGL/31' MSL. OBSTRUCTION LIGHT ON POLE 625' FROM DER, 359' RIGHT OF CENTERLINE, 28' AGL/31' MSL. APPROACH LIGHT 190' FROM DER, 8' RIGHT OF CENTERLINE, 5' AGL/18' MSL. FENCE 410' FROM DER, 352' RIGHT OF CENTERLINE, 10' AGL/23' MSL.

SKORR RNAV DEPARTURE:

- RWY 31L:
TREE 2076' FROM DER, 436' LEFT OF CENTERLINE, 79' AGL/91' MSL. BUSH 257' FROM DER, 530' LEFT OF CENTERLINE, 13' AGL/25' MSL.
- RWY 31R:
TREE 752' FROM DER, 654' LEFT OF CENTERLINE, 39' AGL/52' MSL. TREE 561' FROM DER, 646' RIGHT OF CENTERLINE, 30' AGL/43' MSL. MULTIPLE LIGHT POLES STARTING 1442' FROM DER, 336' LEFT OF CENTERLINE, UP TO 44' AGL/67' MSL. VEHICLE ON ROAD 281' FROM DER, 501' LEFT OF CENTERLINE, 15' AGL/26' MSL. MULTIPLE OBSTRUCTION LIGHTS ON POLES AND FENCE STARTING 366' FROM DER, 15' LEFT OF CENTERLINE, UP TO 17' AGL/31' MSL. OBSTRUCTION LIGHT ON POLE 625' FROM DER, 359' RIGHT OF CENTERLINE, 28' AGL/31' MSL. APPROACH LIGHT 190' FROM DER, 8' RIGHT OF CENTERLINE, 5' AGL/18' MSL. FENCE 410' FROM DER, 352' RIGHT OF CENTERLINE, 10' AGL/23' MSL.



HS

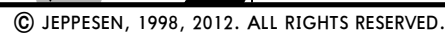
**RUNWAY INCURSION HOT SPOTS
-USE CAUTION AT THESE
INTERSECTIONS**

CAUTION: Be alert to runway crossing clearances.
Readback of all runway crossing clearances is required.



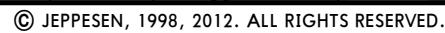
B = Outer Perimeter
A = Inner Perimeter

Inner Taxi = Clockwise
Outer Taxi = Counterclockwise



PARKING GATE COORDINATES

GATE/SPOT No.	COORDINATES	GATE/SPOT No.	COORDINATES
Intl Terminal 4		South of Intl Terminal 4	
2	N40 38.6 W073 46.9	61	N40 38.5 W073 46.6
3 thru 7	N40 38.6 W073 46.8	62, 63	N40 38.4 W073 46.7
20, 20A, 20B, 22	N40 38.5 W073 47.1	66	N40 38.4 W073 46.8
23	N40 38.5 W073 47.0	67	N40 38.4 W073 46.8
24	N40 38.5 W073 47.1	71A	N40 38.3 W073 46.8
25	N40 38.5 W073 47.0	71B	N40 38.2 W073 46.8
26	N40 38.4 W073 47.0	71C	N40 38.3 W073 46.8
27	N40 38.5 W073 47.0	71D	N40 38.2 W073 46.7
28 thru 30	N40 38.4 W073 47.0	72, 73	N40 38.3 W073 46.7
31	N40 38.4 W073 46.9	75	N40 38.2 W073 46.9
		76, 77	N40 38.2 W073 46.8
		78	N40 38.3 W073 46.7
		79	N40 38.4 W073 46.6
		80, 81	N40 38.6 W073 46.7
		82	N40 38.5 W073 46.8
		83	N40 38.6 W073 46.8



PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Terminal 1		Terminal 7	
1 thru 3	N40 38.6 W073 47.5	1, 2	N40 39.0 W073 47.1
4 thru 6	N40 38.5 W073 47.5	3, 4	N40 39.0 W073 47.0
7	N40 38.5 W073 47.6	5, 6	N40 39.1 W073 47.0
8	N40 38.5 W073 47.5	7, 8	N40 39.0 W073 47.0
9 thru 11	N40 38.5 W073 47.6	9 thru 11	N40 39.0 W073 46.9
HS1	N40 38.6 W073 47.7	12	N40 38.9 W073 46.9
HS1A, HS2	N40 38.6 W073 47.6	Terminal 8	
HS2A, HS2B	N40 38.6 W073 47.6	10, 12	N40 38.9 W073 47.5
Terminal 2		12A, 12X	N40 38.9 W073 47.5
20	N40 38.5 W073 47.3	14, 16	N40 38.9 W073 47.4
21, 22	N40 38.4 W073 47.3	Concourse B	
23A thru 23K	N40 38.4 W073 47.4	1, 2, 2A	N40 38.8 W073 47.7
25L	N40 38.4 W073 47.4	3	N40 38.8 W073 47.6
25M thru 25S	N40 38.4 W073 47.5	4 thru 6	N40 38.9 W073 47.6
26	N40 38.4 W073 47.4	7	N40 38.9 W073 47.5
27 thru 29	N40 38.5 W073 47.4	8, 8A	N40 38.9 W073 47.6
Terminal 3		Concourse C	
1, 2	N40 38.5 W073 47.2	31A, 31B	N40 39.0 W073 47.7
3, 4	N40 38.4 W073 47.2	31C	N40 39.0 W073 47.8
5	N40 38.4 W073 47.1	31D, 31E	N40 38.9 W073 47.8
6 thru 10	N40 38.3 W073 47.1	32F thru 34	N40 39.0 W073 47.7
11A, 11B, 11F	N40 38.2 W073 47.0	35	N40 39.0 W073 47.6
11C, 11D, 11E	N40 38.2 W073 47.1	36	N40 39.0 W073 47.7
12, 14	N40 38.3 W073 47.2	37 thru 41	N40 39.0 W073 47.6
15, 16	N40 38.4 W073 47.2	42	N40 39.1 W073 47.6
17	N40 38.4 W073 47.3	43	N40 39.0 W073 47.5
18	N40 38.5 W073 47.3	44	N40 39.1 W073 47.5
Terminal 5		45	N40 39.1 W073 47.4
1 thru 3	N40 38.7 W073 46.6	46	N40 39.1 W073 47.5
4 thru 9	N40 38.7 W073 46.5	47, 47A	N40 39.1 W073 47.4
10 thru 12	N40 38.7 W073 46.4		
14	N40 38.7 W073 46.3		
15	N40 38.8 W073 46.3		
16 thru 18	N40 38.8 W073 46.4		
19	N40 38.8 W073 46.5		
H1, H2	N40 38.5 W073 46.5		
H3 thru H7	N40 38.6 W073 46.5		
Terminal 6			
1, 2	N40 38.9 W073 46.8		
3, 4	N40 39.0 W073 46.8		
5, 7	N40 38.9 W073 46.8		
9, 10, 12	N40 38.9 W073 46.7		
14 thru 17	N40 38.9 W073 46.7		

DEPARTURE FLOW PROCEDURES/GATEHOLD PROCEDURES

Departure Flow procedures will be used during peak periods of departure traffic.

1. DEPARTURE FLOW PROCEDURES:

- a. Obtain the ATIS information.
- b. After receiving your ATC clearance, contact Kennedy Ground on 121.9 when ready to taxi and advise which taxiway you will exit the ramp area.
- c. When the pilot advises that the aircraft is ready to taxi, Ground Control shall instruct the pilot to 'MONITOR Ground Control on (frequency) and WAIT FOR A CALL.'

NOTE: At this time if the departure delay is increasing, Gatehold may issue an 'Expect Taxi Time.' This is the beginning of the transition to Gatehold procedures.

2. GATEHOLD PROCEDURES:

- a. Obtain the ATIS information, which will include the broadcast: 'Gatehold Procedures in effect'.
- b. After receiving ATC clearance, contact Kennedy Gatehold on 125.05.
- c. When Severe Weather Avoidance Plan (SWAP) procedures are in effect, the ATIS information will include a broadcast to that effect. Pilots may be instructed to contact Gatehold on initial contact for delay information.
- d. Gatehold will issue an 'Expect Taxi Time' to the flight crew predicated on the delay factors involved:

(1) Restrictions:

- (a) Enroute (Miles in Trail)
- (b) Local
- (c) Expected Departure Clearance Time (EDCT)
- (d) Airport Conditions (Closures)
- (e) Weather

(2) Proposed departure time.

NOTE: This time cannot be earlier than the current time or the filed proposed time on the flight progress strip.

- e. To ensure the integrity of the departure flow, the flight crew must ensure push back and engine start to meet issued taxi times.
- f. When operationally advantageous, Gatehold will issue an 'Expect Engine Start Time.' Examples: excessive delays, weather, etc.
- g. As delay changes occur, pilots can expect to receive updated information, therefore flight crews shall monitor and maintain radio contact with Gatehold at all times. Failure to respond to two (2) successive calls or the inability to taxi at the issued taxi time, will require the aircraft to be re-sequenced into the departure flow at a later time.

NOTE: Failure to monitor Gatehold after being instructed to remain on the frequency for any update/revision, shall terminate ATC liability for any delays incurred.

- h. Flight crews of commuter/general aviation aircraft that cannot transmit/receive unless engine(s) are running, shall advise Gatehold so that an alternate procedure can be arranged.
- i. When the pilot advises that the aircraft is ready to taxi, Gatehold shall instruct the pilot to 'MONITOR Ground Control on (frequency) and WAIT FOR A CALL.'

DEPARTURE FLOW PROCEDURES/GATEHOLD PROCEDURES**3. GENERAL INFORMATION**

- a. Every reasonable effort will be made to provide advance information on the implementation of these procedures, either via the ATIS or the Atlanta IDS4 systems.
- b. Departure delays will be computed allowing for an average taxi time of fifteen (15) minutes. This time may be increased during periods when taxi operations are restricted due to weather elements, field conditions, etc.

4. DEFINITIONS

The following definitions shall be used in accordance with the Pilot/Controller Glossary:

Expected Departure Clearance Time (EDCT) - The runway release time assigned to an aircraft in a controlled departure time program and shown on the flight progress strip as an EDCT.

Monitor - (When used with communication transfer) listen on a specific frequency and stand by for instructions. Under normal circumstances do not establish communications.

Proposed Departure Time (P Time) - The time a scheduled flight will depart the gate (scheduled operators) or the actual runway off time for nonscheduled operators. For EDCT purposes, the Air Traffic Control System Command Center (ATC-SCC) adjusts the 'P' time for scheduled operators to reflect the runway off times.

Severe Weather Avoidance Plan (SWAP) - An approved plan to minimize the affect of severe weather on traffic flows in impacted terminal and/or ARTCC areas. SWAP is normally implemented to provide the least disruption to the ATC system when flight through portions of airspace is difficult or impossible due to severe weather.

PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3

SAFEDOCK SYSTEM
READY 09:55

B757
ACTIVE

Local panel after start of the Safedock system.

Check that the correct aircraft type is displayed. The "floating" arrows indicate that the system is activated.

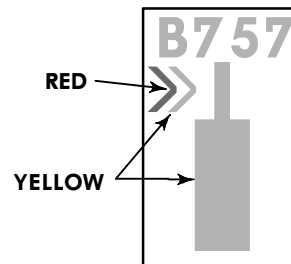
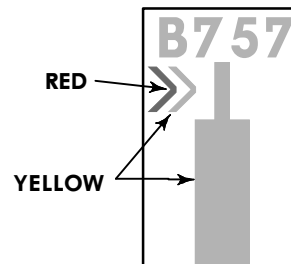
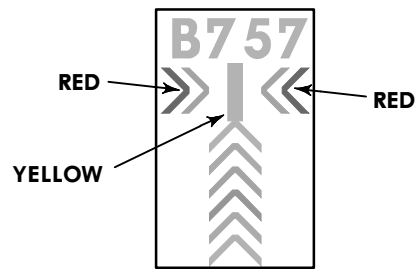
Type display does not differentiate between aircraft series except for A340-600 (A346) and B777-300ER (B773) aircraft.

B757
TRACKING

Follow the Lead-in line.

When the closing rate indication turns yellow the aircraft has been caught by the laser and being identified.

Watch the yellow arrow for direction and position in relation to the yellow center line indicator for correct azimuth guidance. A flashing red arrow indicates the direction to turn.



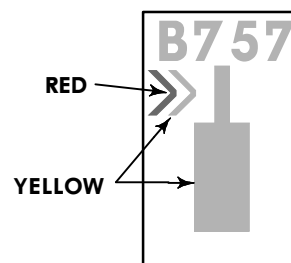
B757
IDENTIFIED

When the aircraft is 12 meters from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of the LED's for each half meter the aircraft advances into the gate.

CAUTION: Pilots are cautioned to reduce speed immediately as the display begins to extinguish rows of lights, indicating remaining distance to the stopping point. Each row represents only 1/2 meter from the stopping point. There are 24 rows, indicating 12 meters to the stopping point. Failure to reduce speed may result in overshooting the stopping position.

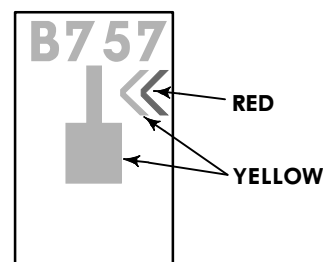
B757
IDENTIFIED

The aircraft is 10 meters from the stop position. The yellow aircraft symbol indicates aircraft that is to the left of the centerline and the flashing red arrow shows the direction to turn.



B757
IDENTIFIED

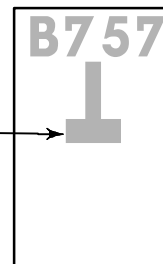
The aircraft is 4 meters from the stop-position. The yellow arrow indicates that the aircraft is to the right of the centerline and the flashing red arrow shows the direction to turn.



PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3 (cont'd)**B757
IDENTIFIED**

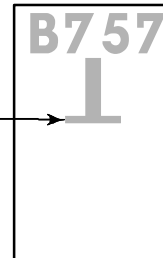
The aircraft is 2 meters from the stop position. The aircraft is on the centerline.

YELLOW →

**B757
IDENTIFIED**

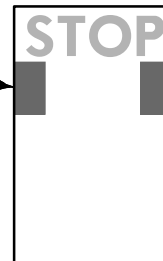
The aircraft is 0.5 meter from the stop position. The aircraft is on the centerline.

YELLOW →

**B757
STOP**

When the correct stop position is reached, the display will show, "STOP" and red LED lights will be lit. All yellow closing rate LED:s will be switched off.

RED →



← RED

**B757
DOCKING OK 9:58**

When the aircraft is correctly parked "OK" will be displayed after a few seconds.

RED →

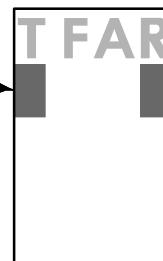


← RED

**B767
TOO FAR**

If the aircraft has overshot the stop position, "T(oo) FAR" will be displayed.

RED →



← RED

**B767
PARKED 9:58**

The gate will be closed as long as the aircraft is parked. The system will automatically report block off time to gate management system when the aircraft leaves the gate.

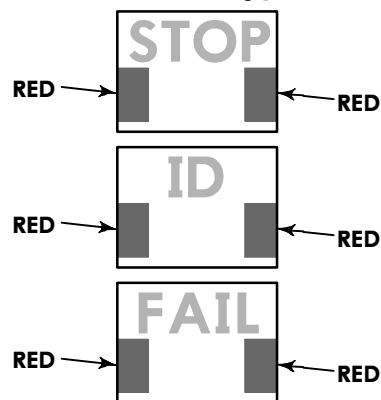
**B767
FREE CLOSED 9:58**

After the aircraft has left the gate, the system will be "Free closed" until cleared by ground personnel.

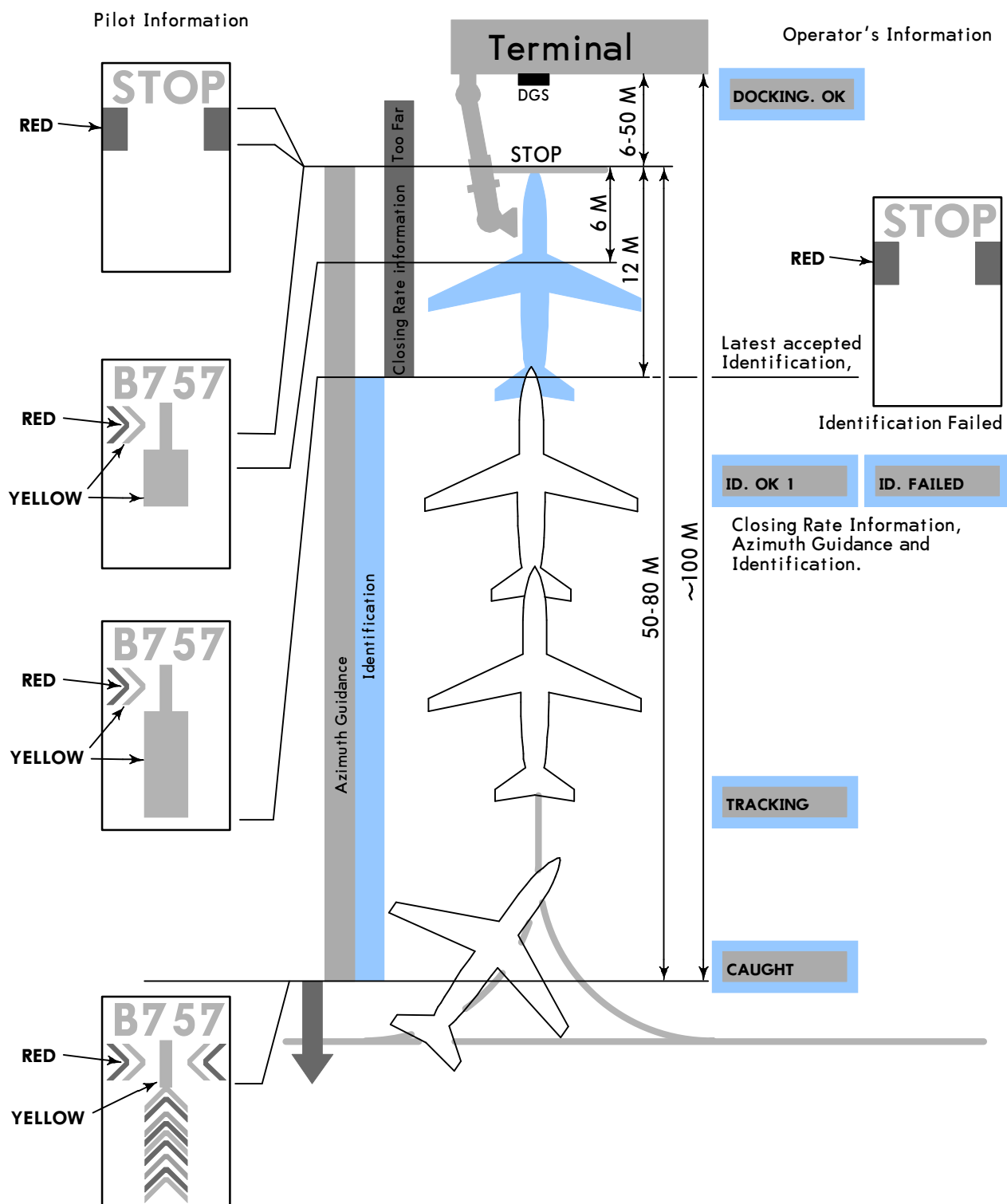
PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 3 (cont'd)

B767 ID FAIL

As the aircraft advances in the gate, it will be identified.
If identification is not made
12 meters before the stop position,
the system shows "STOP" and
then "ID FAIL".
Wait for the system to be
restarted or for manual
guidance.



SAFEDOCK Type 3 DISTANCES

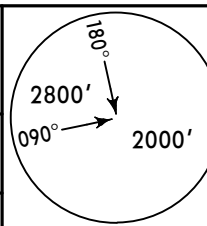


KJFK/JFK KENNEDY INTL

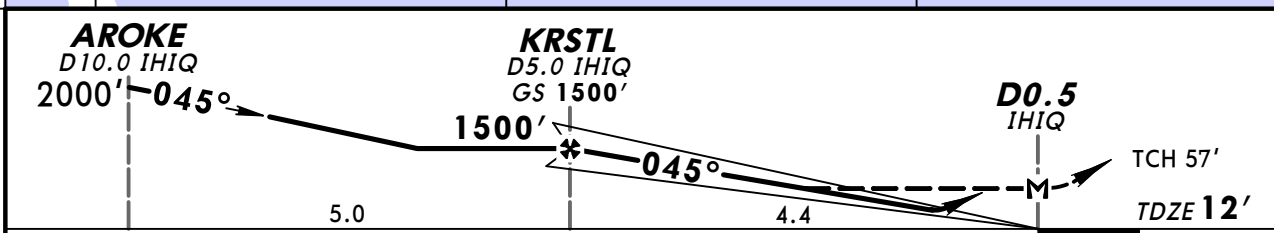
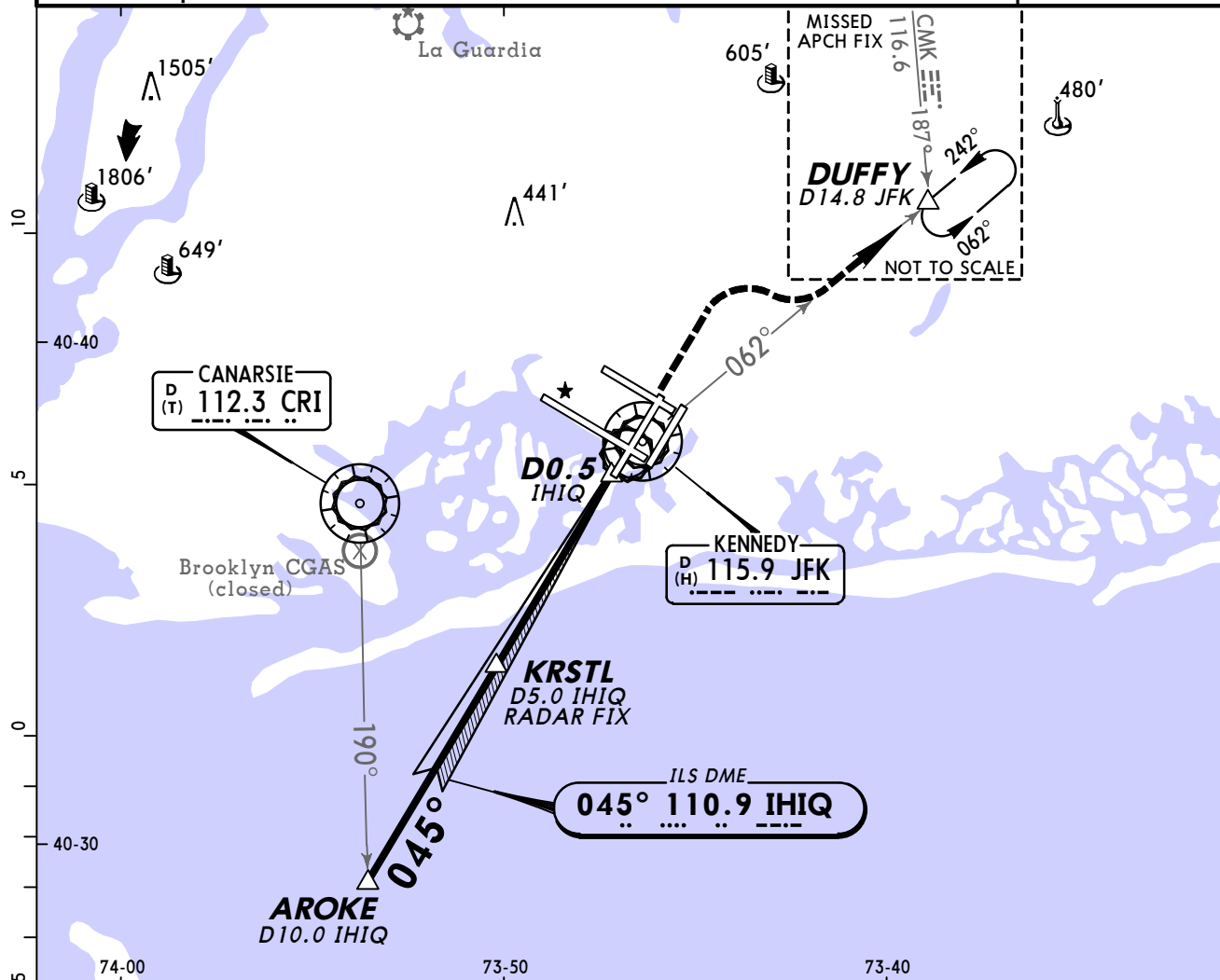
21 JAN 11 (21-1)

NEW YORK, NY
ILS Rwy 4L

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW) 128.72 117.7 115.4			NEW YORK Approach (R) 127.4		KENNEDY Tower 123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		Ground 121.9			
LOC IHIQ 110.9		Final Apch Crs 045°		GS KRSTL 1500' (1488')		ILS DA(H) 212' (200')		Apt Elev 14' TDZE 12'		
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' outbound via JFK VOR R-062 to DUFFY INT/D14.8 JFK and hold.										
Alt Set: INCHES				Trans level: FL 180				Trans alt: 18000'		
1. Radar required.										

MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	3000'	JFK	DUFFY
GS	3.00°	377	484	538	646	753		↑	RT	115.9	
MAP at D0.5 IHIQ or KRSTL to MAP	4.4	3:46	2:56	2:38	2:12	1:53				R-062	

STRAIGHT-IN LANDING RWY 4L				CIRCLE-TO-LAND	
ILS		1 LOC (GS out)			
DA(H) 212' (200')		MDA(H) 400' (388')		Max Kts	MDA(H)
A	RVR 40 or 3/4	RVR 50 or 1	90	640'(626') - 1	
B			120		
C			140	640'(626') - 1 3/4	
D		RVR 60 or 1 1/4	165	640'(626') - 2	

1 Radar or DME required.

CHANGES: REIL deleted.

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KJFK/JFK KENNEDY INTL

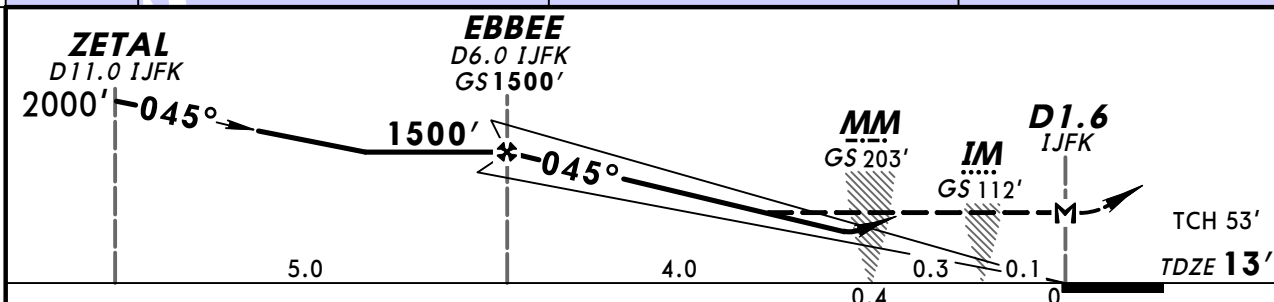
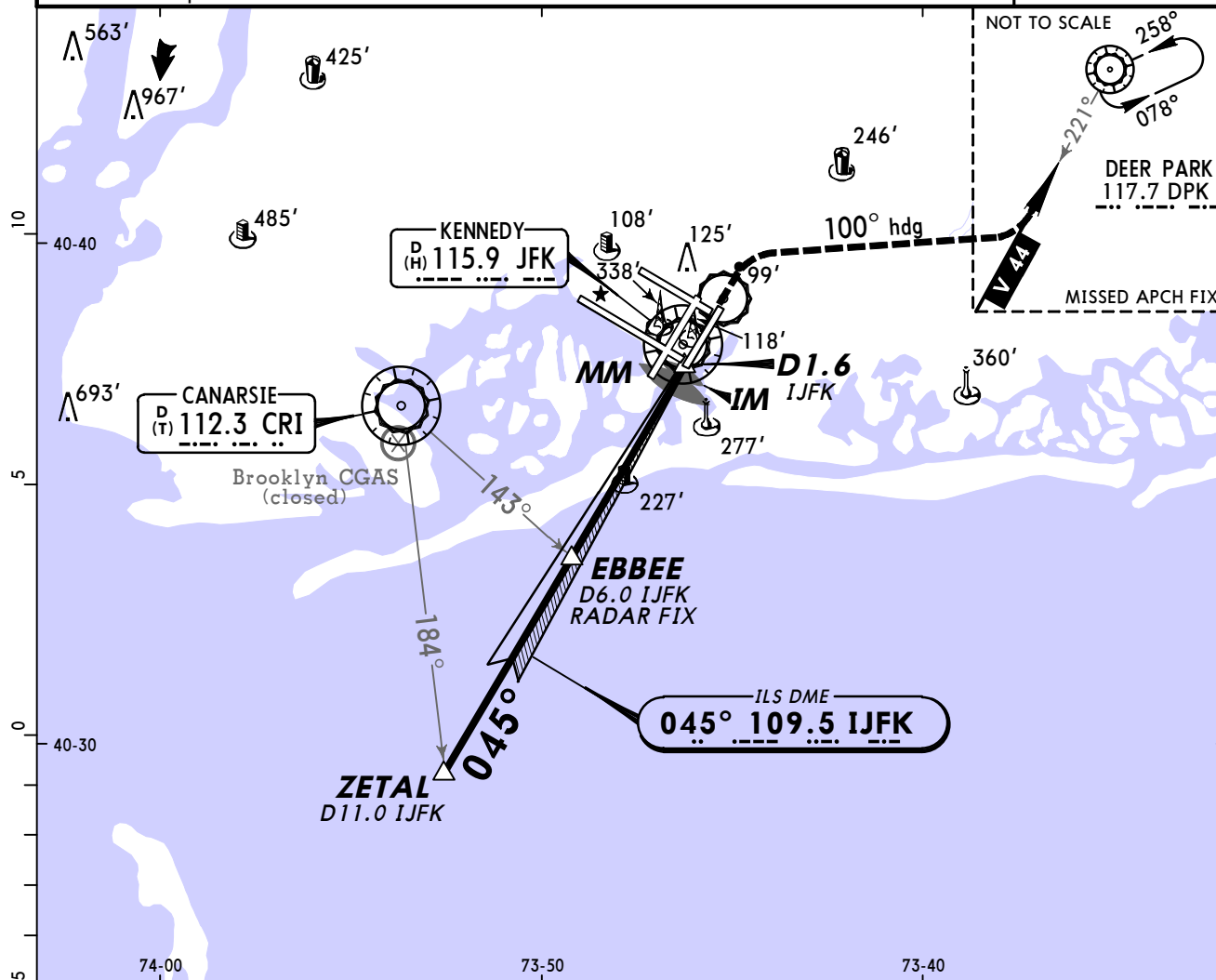
10 MAR 06 (21-2)

NEW YORK, NY
ILS Rwy 4R

BRIEFING STRIP

TM

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)	Ground
128.72	117.7	115.4	127.4	119.1 123.9	121.9
LOC IJFK 109.5	Final Apch Crs 045°	GS EBBEE 1500' (1487')	ILS DA(H) 213' (200')	Apt Elev 13' TDZE 13'	 MSA JFK VOR
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' via heading 100° and V-44 to DPK VOR and hold.					
Alt Set: INCHES 1. RADAR required.					
Trans level: FL 180			Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	
MAP at D1.6 IJFK or EBBEE to MAP	4.4	3:46	2:56	2:38	2:12	1:53	

STRAIGHT-IN LANDING RWY 4R					CIRCLE-TO-LAND	
ILS DA(H) 213' (200')			LOC (GS out) MDA(H) 540' (527')		Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	ALS out		90	640' (627') - 1
A					120	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	140	640' (627') - 1 3/4
C				RVR 50 or 1	165	640' (627') - 2
D				RVR 60 or 1 1/4		

CHANGES: Charted obstructions.

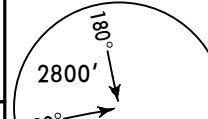
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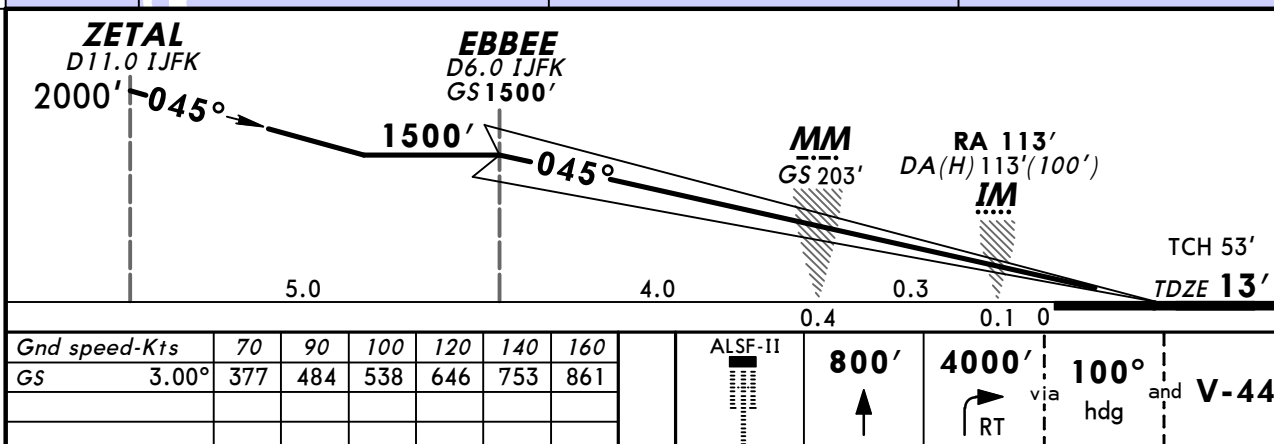
KJFK/JFK KENNEDY INTL

10 MAR 06 **21-2A**

NEW YORK, NY
ILS Rwy 4R CAT II & III

BRIEFING STRIP TM

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.72	117.7	115.4	127.4		119.1 123.9		121.9
LOC IJFK 109.5	Final Apch Crs 045°	GS EBBEE 1500' (1487')	CAT IIIC NA	CAT IIIB Refer to minimums	CAT IIIA	CAT II RA 113' DA(H) 113' (100')	Apt Elev 13' TDZE 13'
MISSED APCH: Climb to 800' then climbing RIGHT turn to 4000' via heading 100° and V-44 to DPK VOR and hold.							
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'		
1. Special Aircrew & Acft Certification Required. 2. RADAR required.							MSA JFK VOR



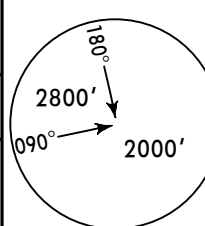
CAT IIIB ILS		STRAIGHT-IN LANDING RWY 4R CAT IIIA ILS		CAT II ILS RA 113' DA(H) 113' (100')	
RVR 6		RVR 7		RVR 12	

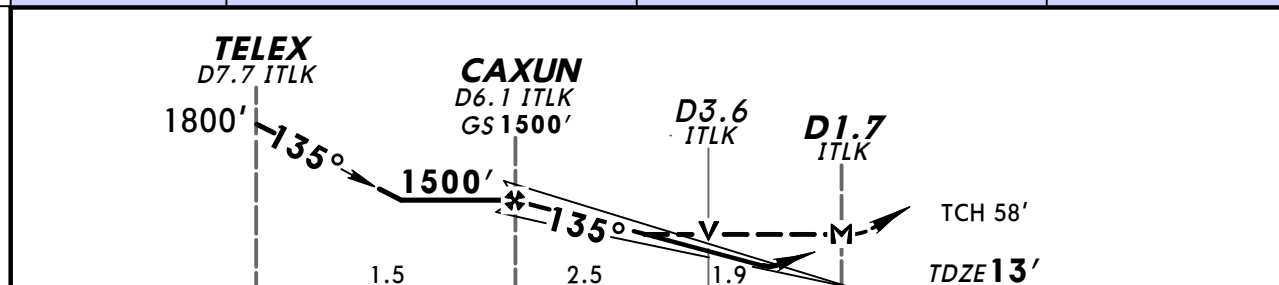
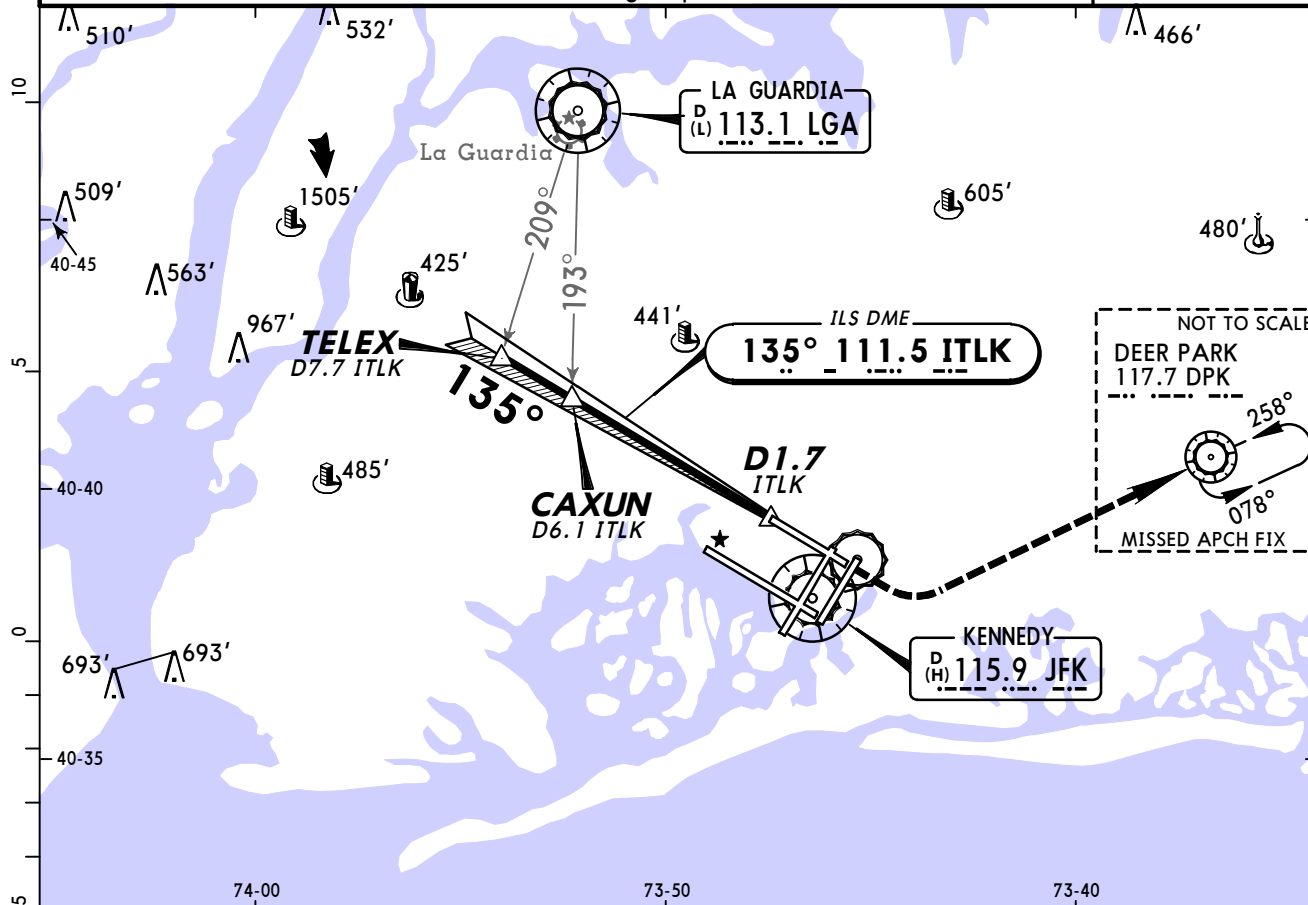
CHANGES: Charted obstructions.

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TM

BRIEFING STRIP

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground				
128.72		117.7		115.4		127.4		119.1 123.9		121.9	
LOC ITLK 111.5		Final Apch Crs 135°		GS CAXUN 1500' (1487')		ILS DA(H) 218' (205')		Apt Elev 13' TDZE 13'		 MSA JFK VOR	
MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' direct to DPK VOR and hold.											
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'											
1. RADAR required. 2. 99' hangar abeam threshold 855' left of centerline. 3. 18' fence abeam threshold 526' right of centerline. 4. 43' light 691' after threshold 691' right of centerline, Northwest of taxiway B, U, V intersection. 5. 58' antenna and building 1530' after threshold 806' left of centerline. 6. 88' hangar 4192' after threshold 990' left of centerline. 7. VGSI and ILS glidepath not coincident.											



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		600'	4000'	D→	DPK 117.7
GS	3.00°	377	484	538	646	753	VASI		↑	LT		
MAP at D1.7 ITLK or CAXUN to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39	LDIN					

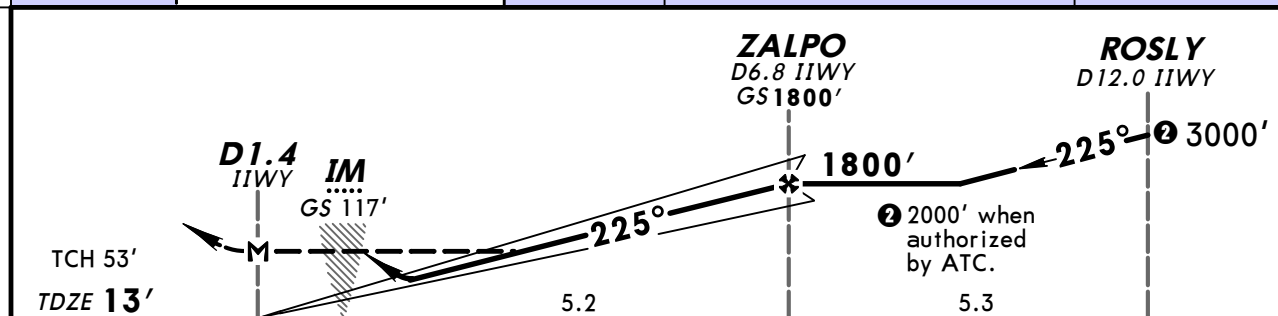
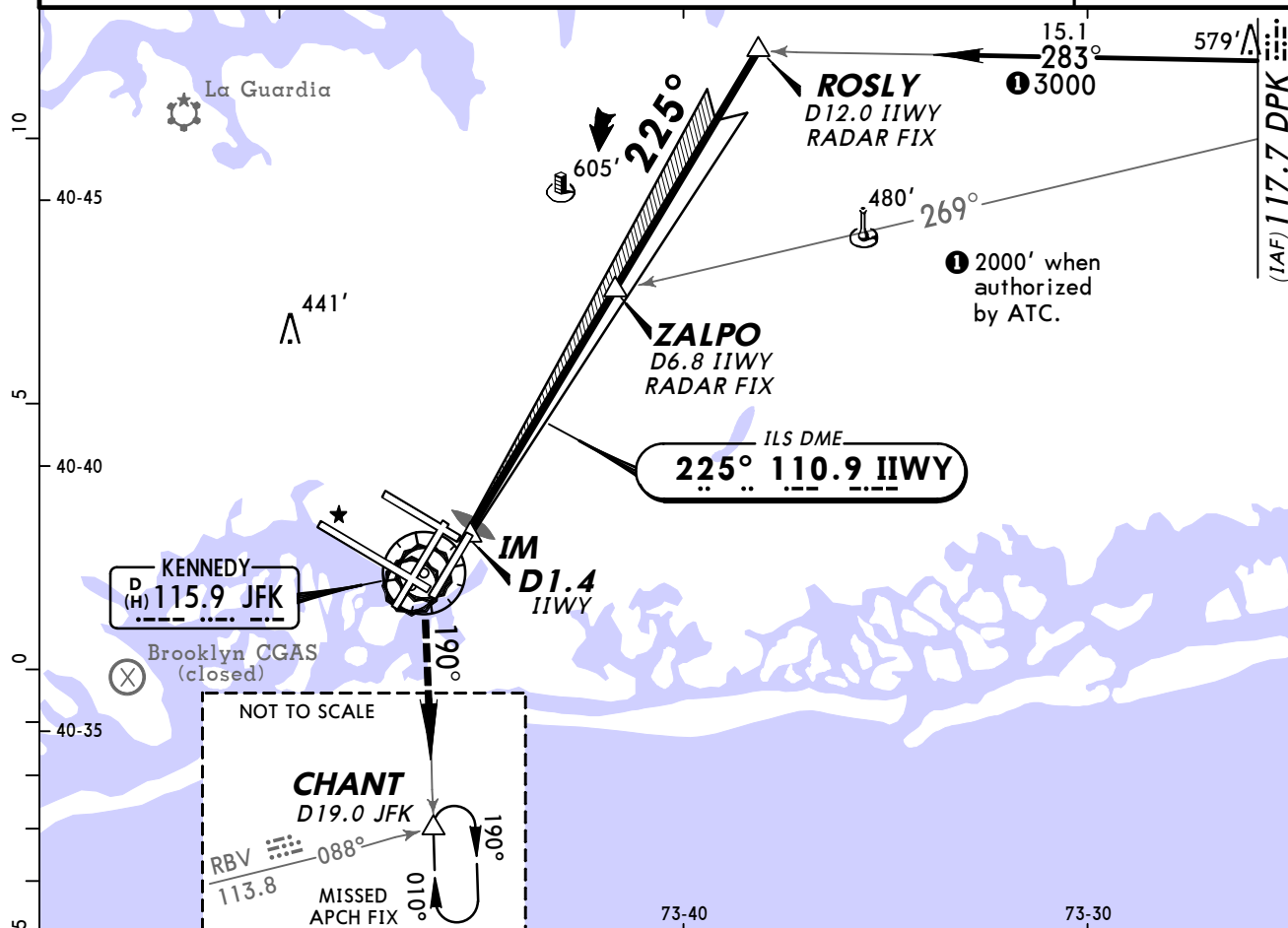
STRAIGHT-IN LANDING RWY 13L					CIRCLE-TO-LAND		
ILS			LOC (GS out)				
DA(H) 218' (205')			MDA(H) 680' (667')				
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)	
A					90	680' (667') - 1	
B					120		
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	140	680' (667') - 1 3/4	
D				RVR 60 or 1/4	165	680' (667') - 2	

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.72 117.7 115.4			127.4		119.1 123.9		121.9		
LOC IIWY 110.9		Final Apch Crs 225°		GS ZALPO 1800' (1787')		ILS DA(H) 213' (200')		Apt Elev 14' TDZE 13'	
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' outbound via JFK VOR R-190 to CHANT INT/D19.0 and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			

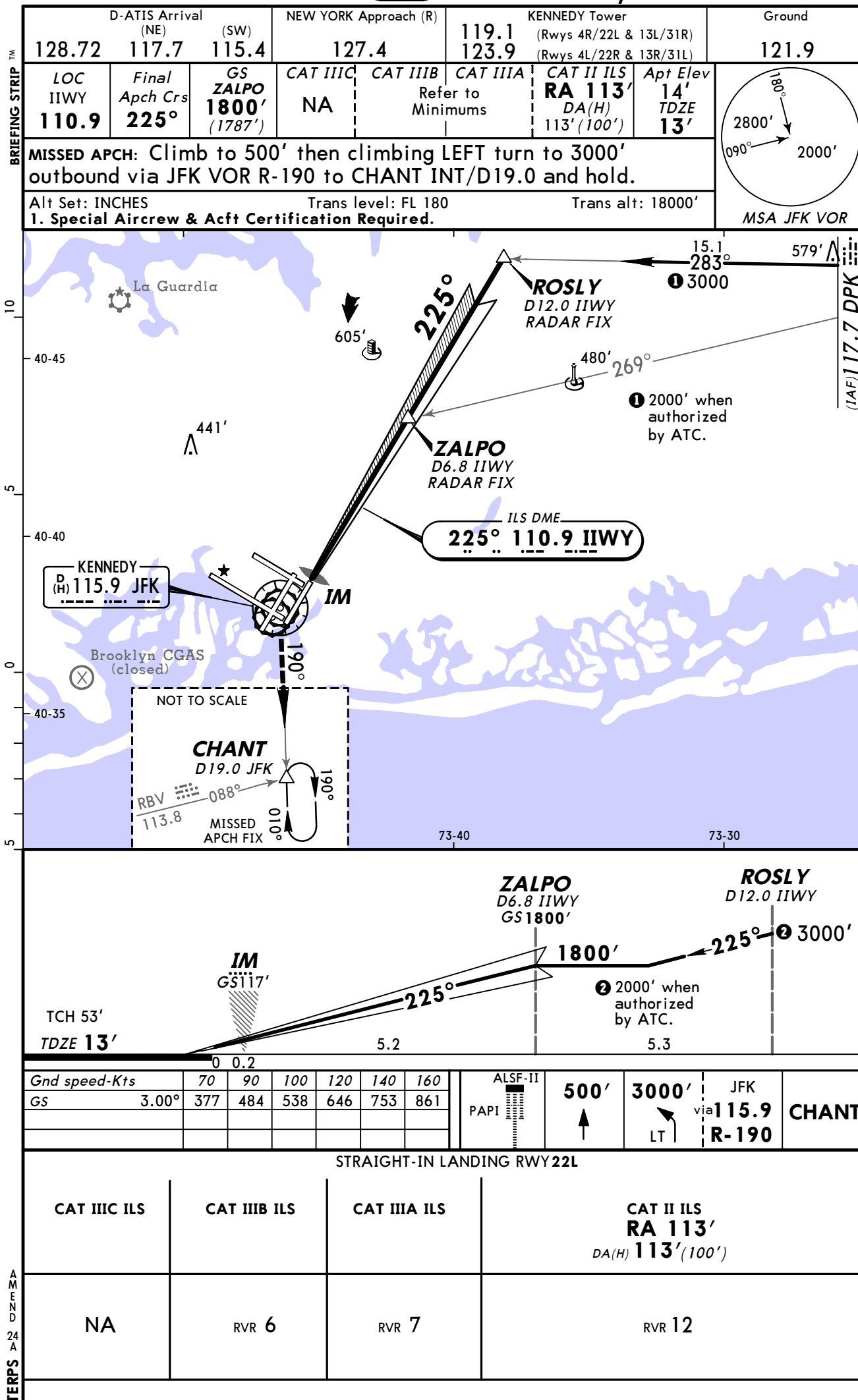
180°
2800'
090°
2000'

MSA JFK VOR

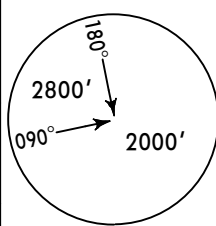


Gnd speed-Kts	70	90	100	120	140	160		500'	3000'	JFK	CHANT
GS	3.00°	377	484	538	646	753		↑	LT	115.9	R-190
MAP at D1.4 IIWY or ZALPO to MAP	5.4	4:38	3:36	3:14	2:42	2:19					

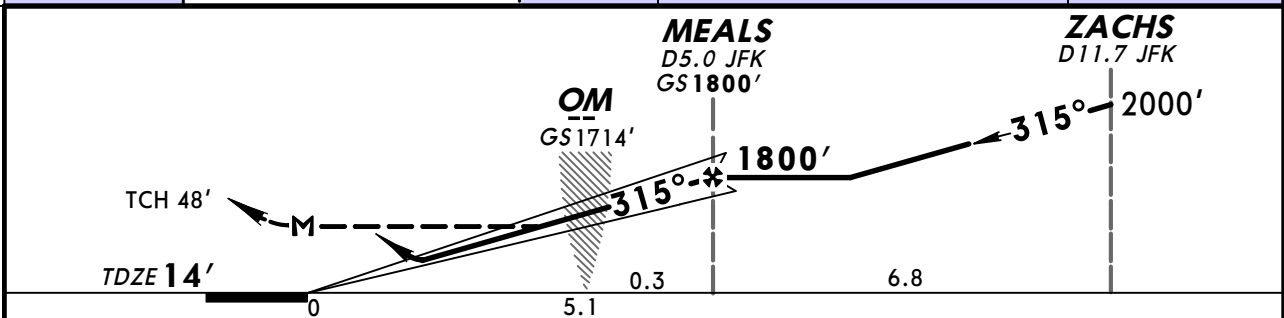
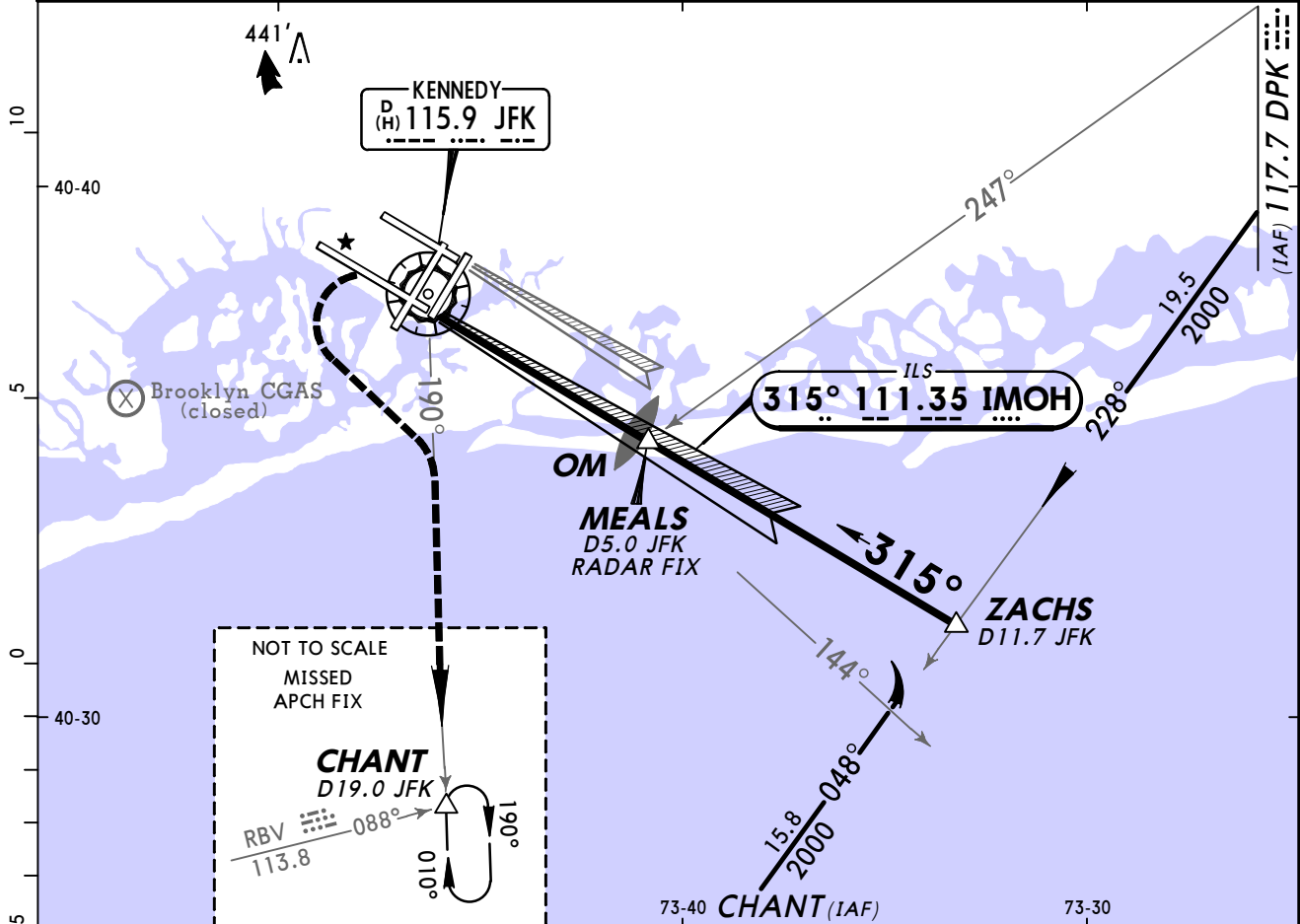
STRAIGHT-IN LANDING RWY 22L						CIRCLE-TO-LAND			
ILS			LOC (GS out)			Max Kts	MDA(H)		
DA(H) 213' (200')			MDA(H) 460' (447')						
FULL		TDZ or CL out	ALS out	ALS out					
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	640' (626') - 1		
B						120			
C						RVR 40 or 3/4	RVR 60 or 1 1/4	140	640' (626') - 1 3/4
D						RVR 50 or 1	1 1/2	165	640' (626') - 2



BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)	Ground
128.72	117.7	115.4	127.4	123.9 119.1	121.9
LOC IMOH 111.35	Final Apch Crs 315°	GS MEALS 1800' (1786')	ILS DA(H) 214' (200')	Apt Elev 14' TDZE 14'	
MISSED APCH: Climb to 500' then climbing LEFT turn to 1000' until intercepting JFK VOR R-190 outbound, then climb to 3000' outbound via JFK VOR R-190 to CHANT INT/D19.0 JFK and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME from JFK VOR. 2. Simultaneous approach authorized with Rwy 31R.					

MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160			PAPI-L	500'	1000'	JFK 115.9 R-190
GS	3.00°	372	478	531	637	743	849			↑	LT	
MEALS to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02					

STRAIGHT-IN LANDING RWY 31L				CIRCLE-TO-LAND	
ILS		1 LOC (GS out)			
DA(H) 214' (200')		MDA(H) 440' (426')		Max Kts	MDA(H)
A	RVR 40 or 3/4	RVR 50 or 1	90	640' (626') - 1	
B			120		
C			140	640' (626') - 1 3/4	
D			165	640' (626') - 2	

1 LOC procedure not authorized during simultaneous operations.

CHANGES: MALSR removed.

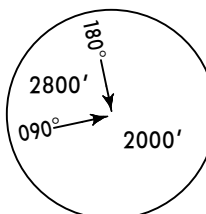
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KJFK/JFK KENNEDY INTL

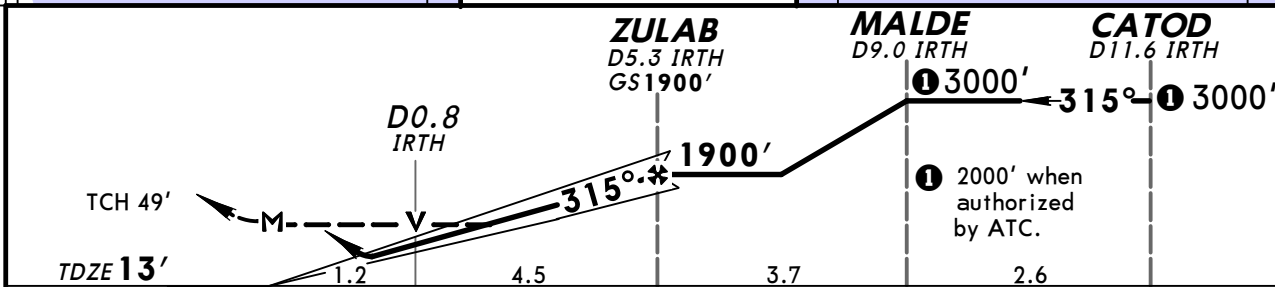
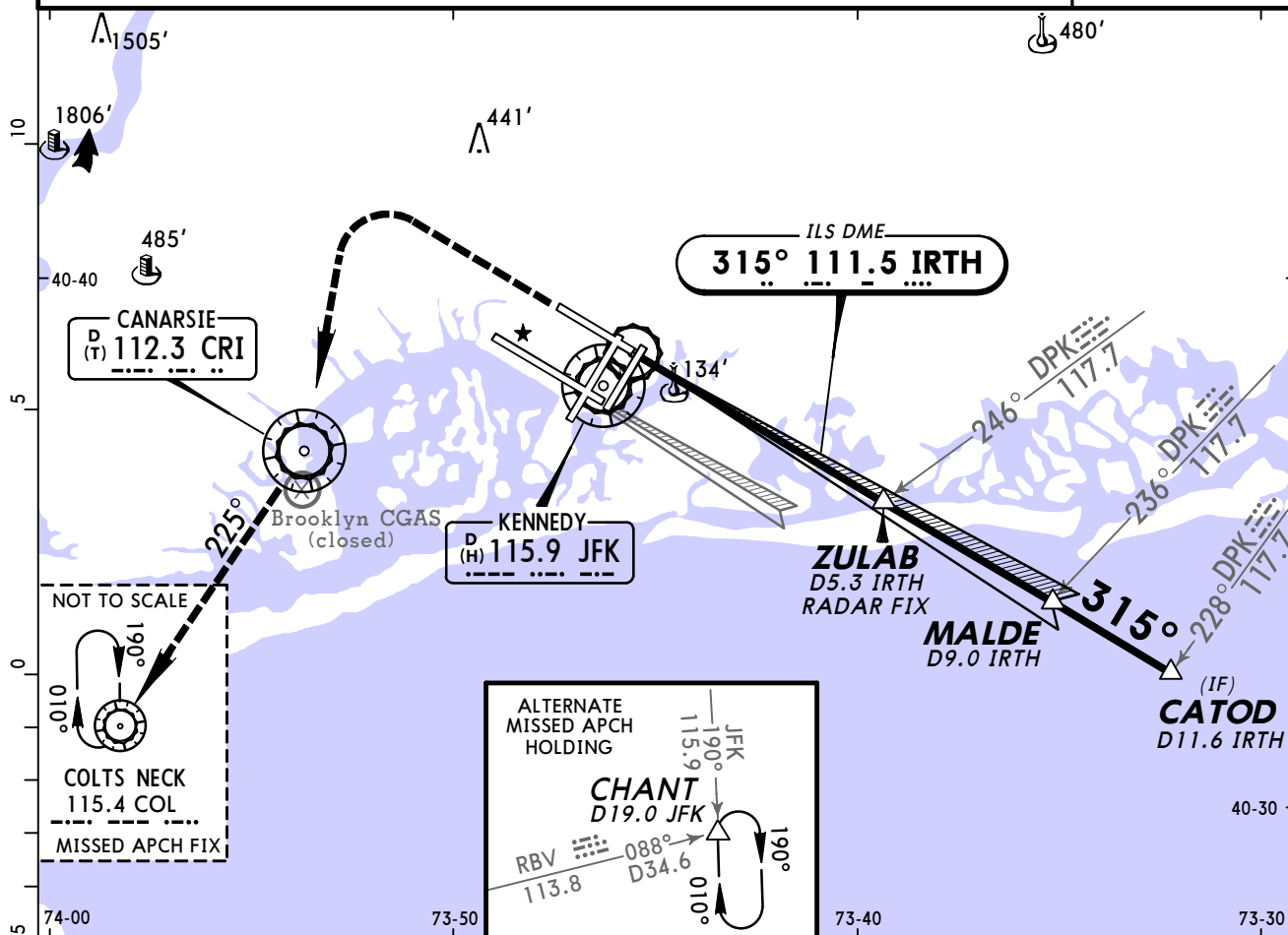
JEPPESEN
25 NOV 11 (21-7)

NEW YORK, NY
ILS or LOC Rwy 31R

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)	Ground
128.72	117.7	115.4	127.4	119.1 123.9	121.9
LOC IRTH 111.5	Final Apch Crs 315°	GS ZULAB 1900' (1887')	ILS DA(H) 213' (200')	Apt Elev 14' TDZE 13'	
MISSED APCH: Climb to 1800' then climbing LEFT turn to 2000' direct CRI VOR then climb to 4000' outbound via CRI VOR R-225 to COL VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Simultaneous approach authorized with Rwy 31L.					

MSA JFK VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1800'	2000'	D	CRI 112.3
GS	3.00°	372	478	531	637	743					
ZULAB to MAP	5.7	4:53	3:48	3:25	2:51	2:27					

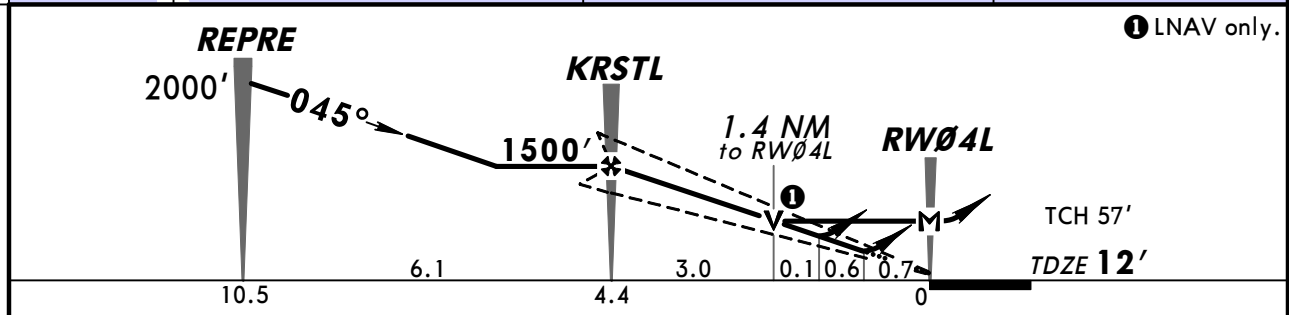
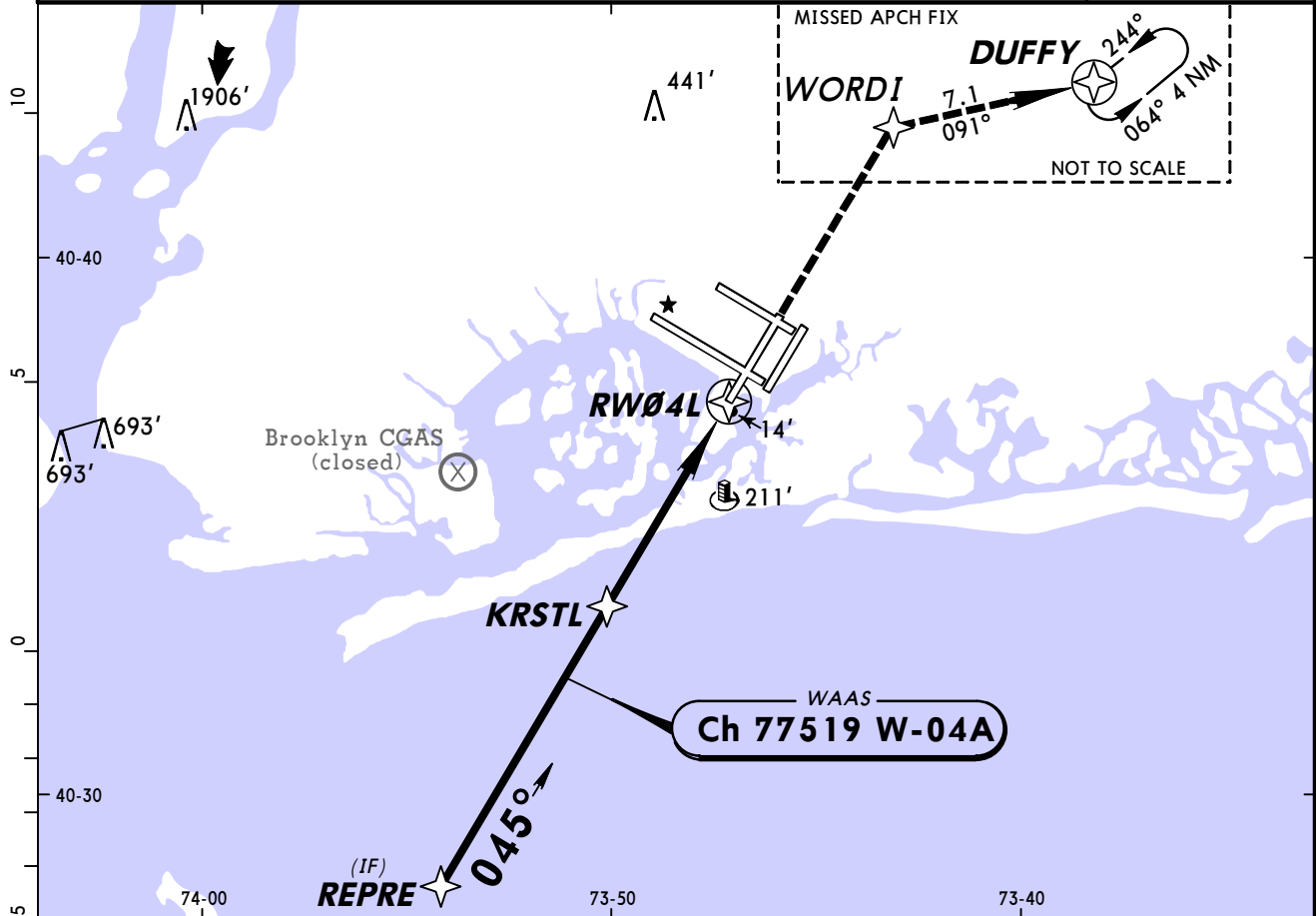
STRAIGHT-IN LANDING RWY 31R							CIRCLE-TO-LAND		
ILS DA(H) 213' (200')				1 LOC (GS out) MDA(H) 440' (427')			Max Kts	MDA(H)	
FULL		TDZ or CL out	RAIL or ALS out	RAIL out		ALS out			
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	640' (626') - 1	
B				RVR 40 or 3/4	RVR 60 or 1 1/4		120		
C									140
D									165

1 LOC procedure not authorized during simultaneous operations.

CHANGES: None.

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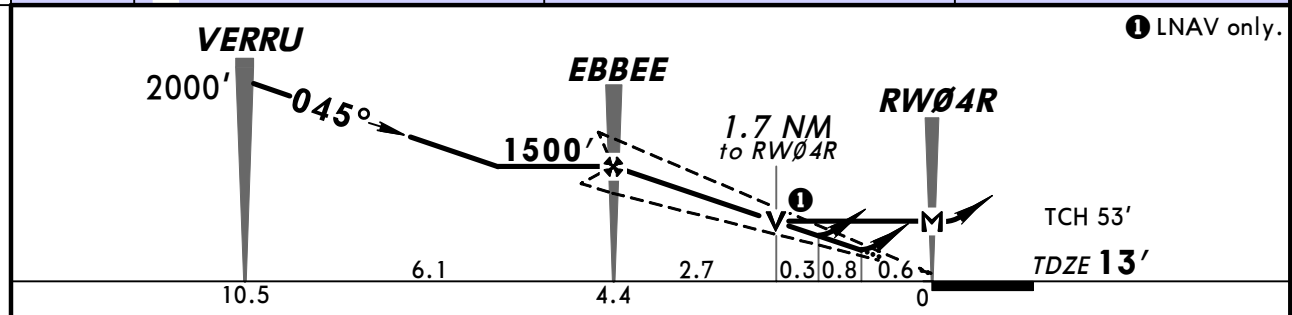
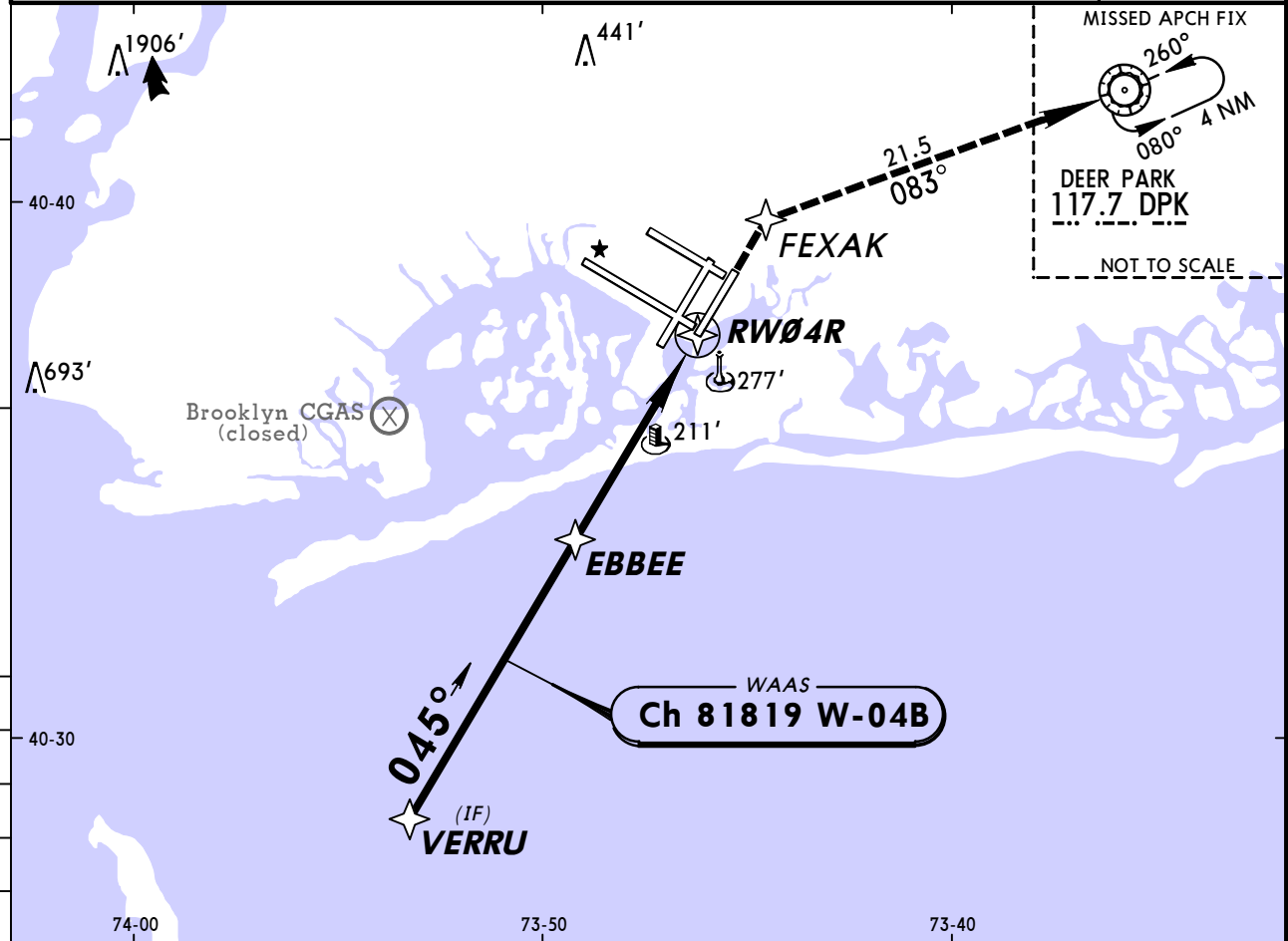
D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground		
128.72		117.7	115.4	127.4		123.9 119.1		121.9	
WAAS Ch 77519 W-04A		Final Apch Crs 045°		Minimum Alt KRSTL 1500' (1488')		LPV DA(H) 280' (268')		Apt Elev 14' TDZE 12'	
MISSED APCH: Climb to 2000' direct WORDI then climb to 3000' on 091° track to DUFFY and hold.								2900' MSA RW04L	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160		PAPI-L	2000'		WORD I
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW04L											

STRAIGHT-IN LANDING RWY 4L						CIRCLE-TO-LAND			
LPV DA(H) 280' (268')		LNAV/VNAV DA(H) 480' (468')		LNAV MDA(H) 540' (528')		Max Kts	MDA(H)		
A B C D	RVR 50 or 1	1½				90	640' (626') - 1		
						120			
						140	640' (626') - 1¾		
						165	640' (626') - 2		

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground
128.72	117.7	115.4	127.4		119.1 123.9		121.9
WAAS Ch 81819 W-04B	Final Apch Crs 045°	Minimum Alt EBBEE 1500' (1487')	LPV DA(H) 270' (257')		Apt Elev 14' TDZE 13'		2900' MSA RW04R
MISSED APCH: Climb to 4000' direct FEXAK and RIGHT turn on 083° track to DPK VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized.							

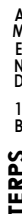


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	4000' 		FEXAK
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW04R										

STRAIGHT-IN LANDING RWY 4R						CIRCLE-TO-LAND	
LPV DA(H) 270' (257')		LNAV/VNAV DA(H) 520' (507')		LNAV MDA(H) 600' (587')		Max Kts	MDA(H)
ALS out		ALS out		ALS out		90	640' (626') - 1
A						120	
B						140	640' (626') - 1 3/4
C	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1 1/4	1 3/4		165	640' (626') - 2
D							

NEW YORK, NY
RNAV (GPS) Y Rwy 22L

BRIEFING STRIP TM

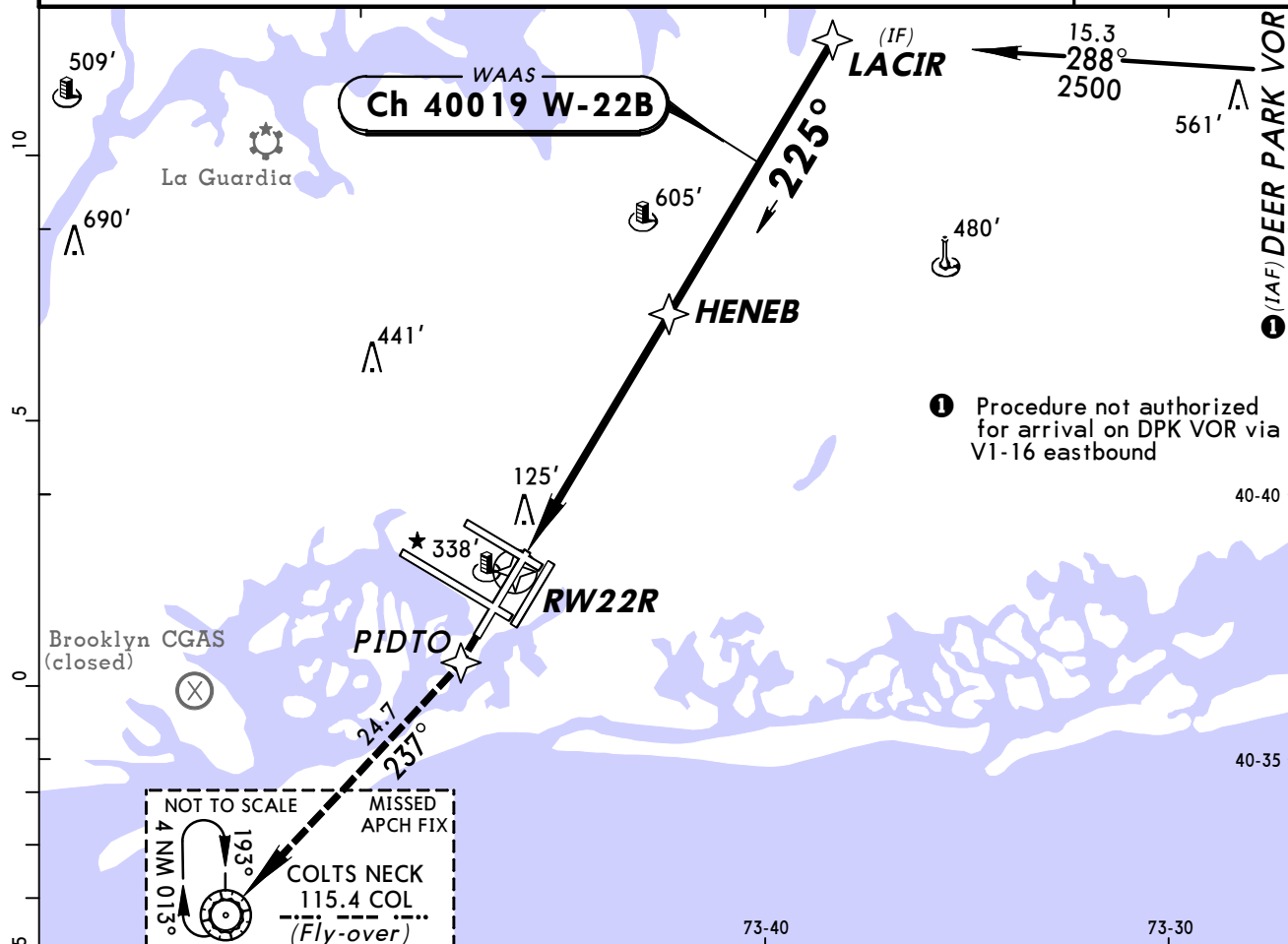
TERPS
1 B
1 E
1 A

STRAIGHT-IN LANDING RWY 22L							CIRCLE-TO-LAND		
LPV <i>DA(H)</i> 270' (257')			LNAV/VNAV <i>DA(H)</i> 420' (407')		LNAV <i>MDA(H)</i> 560' (547')		Max Kts	<i>MDA(H)</i>	
ALS out			ALS out		ALS out				
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 50 or 1	90	640' (626')-1	
B							120		
C					RVR 50 or 1	1 1/2	140		640' (626')-1 3/4
D					RVR 60 or 1 1/4	1 3/4	165		640' (626')-2

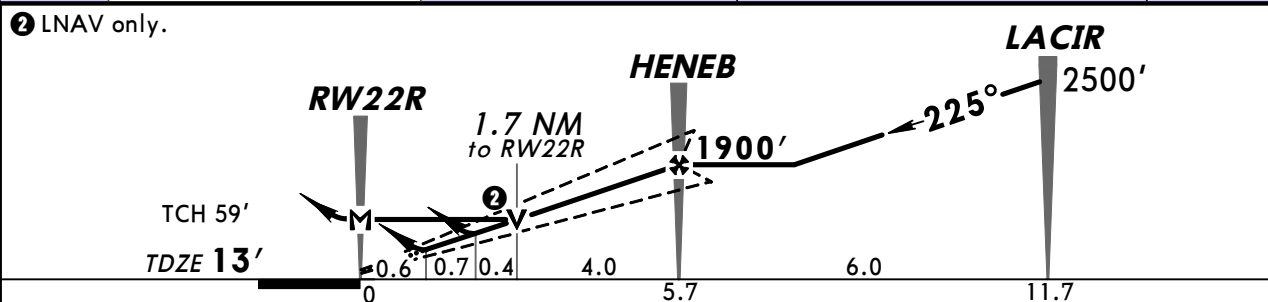
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BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground		
128.72 117.7 115.4			127.4		123.9 119.1		121.9		
WAAS Ch 40019 W-22B		Final Apch Crs 225°		Minimum Alt HENEBC 1900' (1887')		LPV DA(H) 270' (257')		Apt Elev 14' TDZE 13'	
MISSED APCH: Climb to 4000' direct PIDTO and RIGHT turn via 237° track to COL VOR and hold.								2600'	
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'			
1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP -0.30 not authorized.									
								MSA RW22R	



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	4000' ↑ D PIDTO	
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW22R								

TERPS

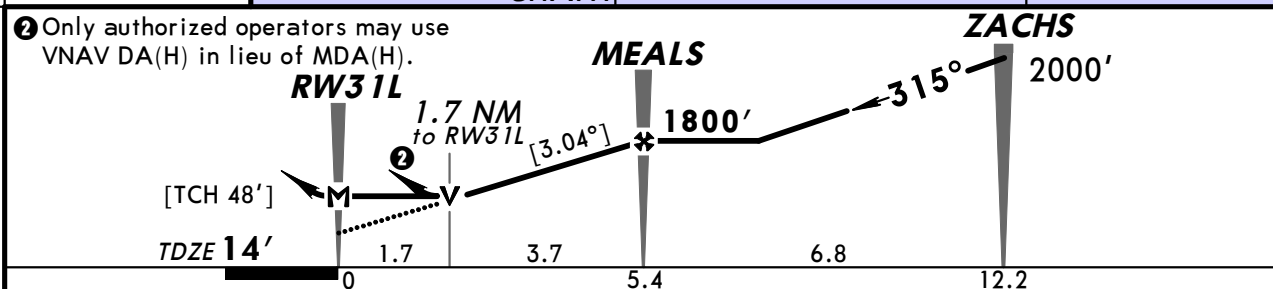
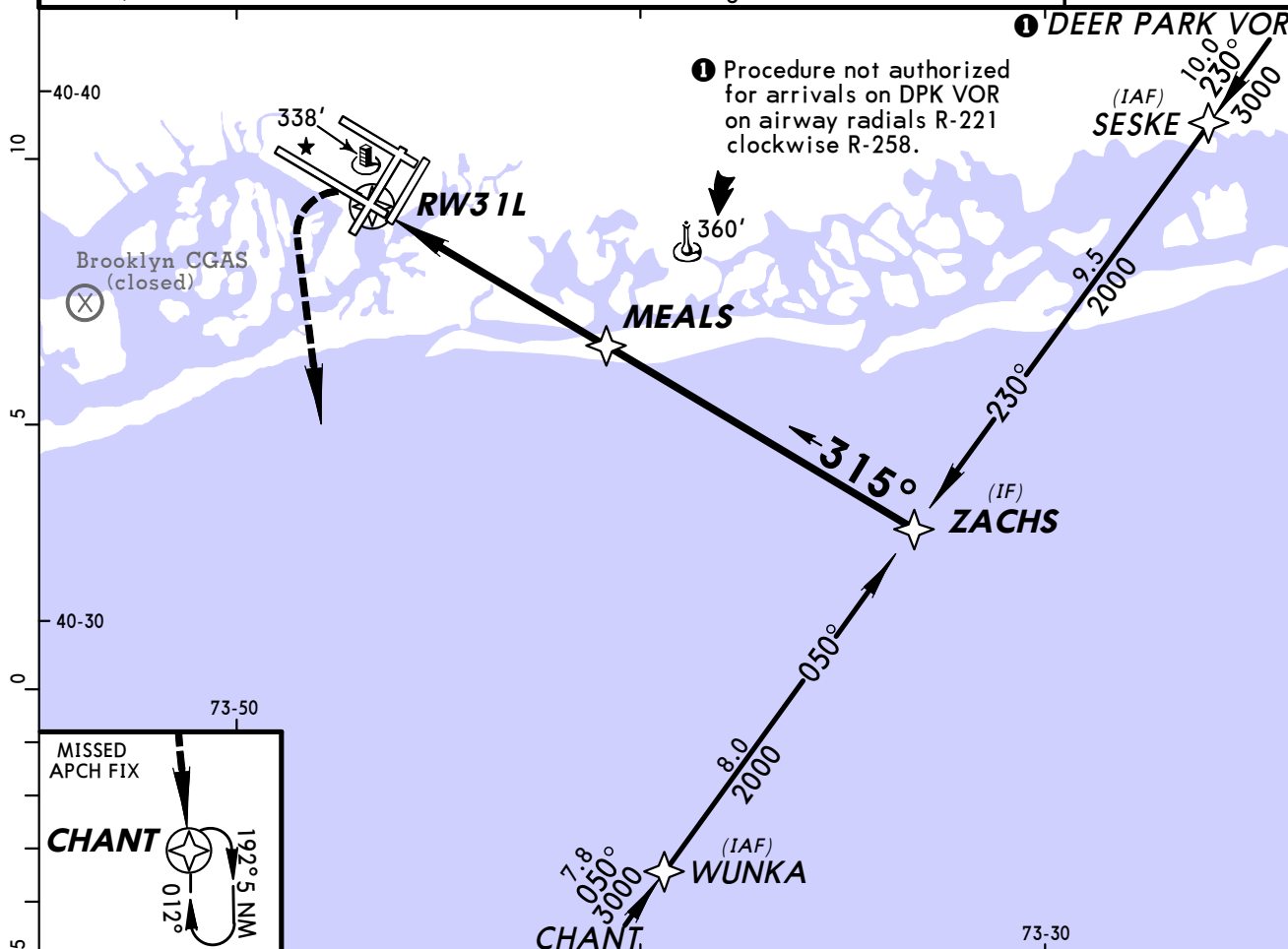
1

DECEMBER

STRAIGHT-IN LANDING RWY 22R					CIRCLE-TO-LAND		
LPV <i>DA(H)</i> 270' (257')		LNAV/VNAV <i>DA(H)</i> 480' (467')		LNAV <i>MDA(H)</i> 600' (587')		Max Kts	<i>MDA(H)</i>
A	RVR 40 or $\frac{3}{4}$	$1\frac{1}{2}$	RVR 50 or 1	90	640' (626') - $1\frac{1}{2}$		
B				120			
C				140			
D				165			
						640' (626') - $1\frac{3}{4}$	
						640' (626') - 2	

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW) 128.72 117.7 115.4			NEW YORK Approach (R) 127.4		KENNEDY Tower 123.9 (Rwys 4L/22R & 13R/31L) 119.1 (Rwys 4R/22L & 13L/31R)		Ground 121.9			
RNAV		Final Apch Crs 315°		Minimum Alt MEALS 1800' (1786')		LNAV MDA(H) 600' (586')		Apt Elev 14' TDZE 14'		2900' MSA RW31L
MISSED APCH: Climbing LEFT turn to 3000' direct CHANT and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.										

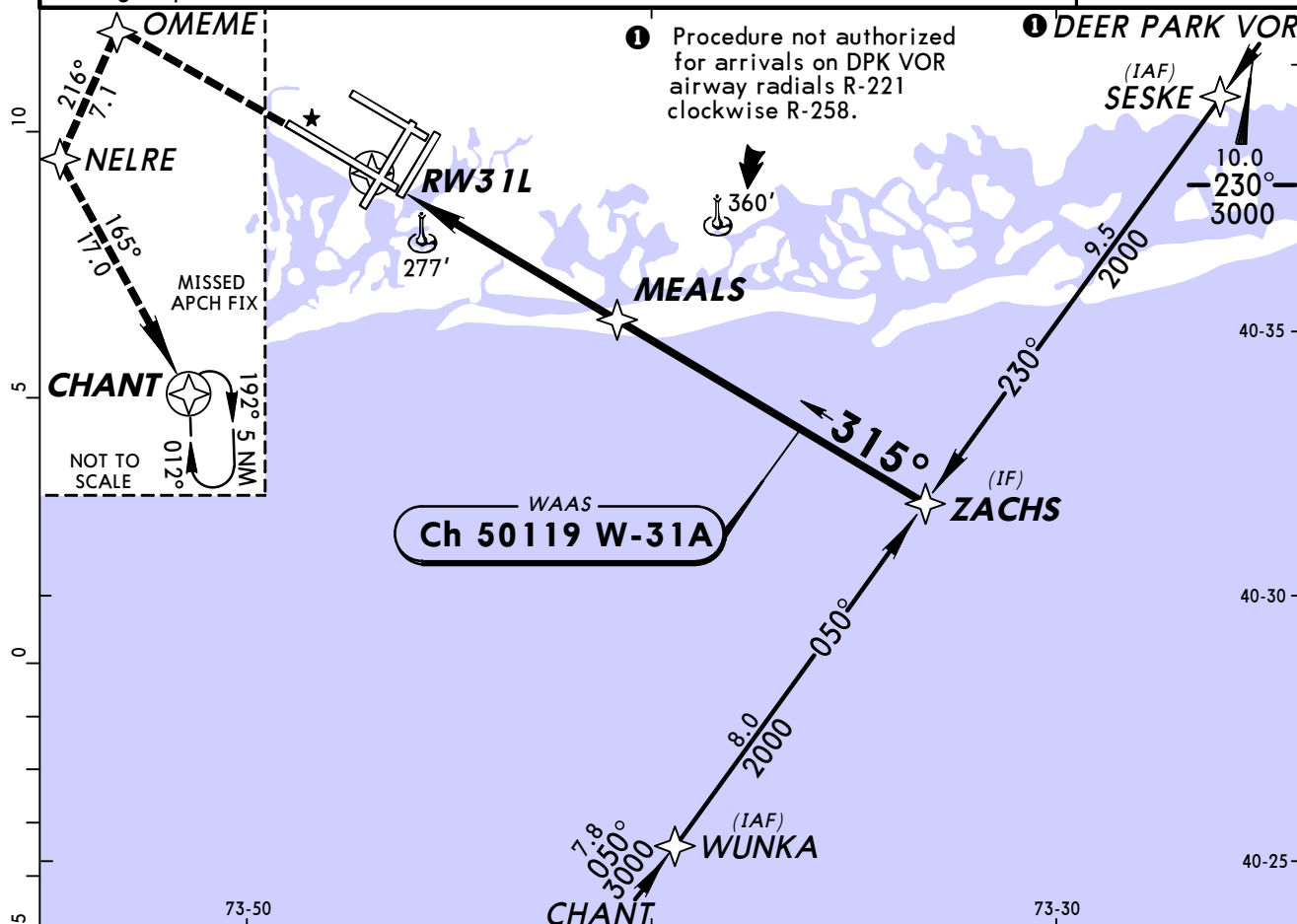


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	LT	CHANT
Descent Angle [3.04°]	376	484	538	645	753	861				
MAP at RW31L										

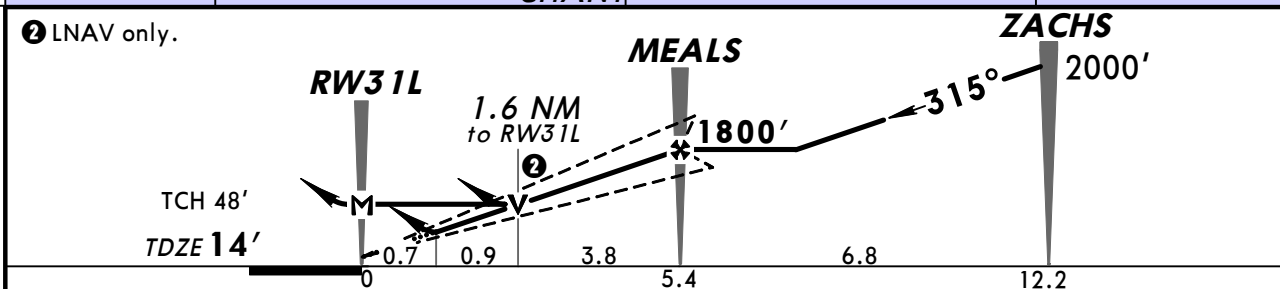
STRAIGHT-IN LANDING RWY 31L				CIRCLE-TO-LAND	
LNAV				Max Kts	MDA(H)
MDA(H) 600' (586')				90	640' (626') - 1
RVR 50 or 1				120	640' (626') - 1 3/4
1 1/2				140	640' (626') - 1 3/4
1 3/4				165	640' (626') - 2

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground		
128.72 117.7 115.4			127.4		123.9 119.1		121.9		
WAAS Ch 50119 W-31A		Final Apch Crs 315°		Minimum Alt MEALS 1800' (1786')		LPV DA(H) 270' (256')		Apt Elev 14' TDZE 14'	
MISSED APCH: Climb to 2000' direct OMEME and LEFT turn on 216° track to NELRE then climb to 3000' on 165° track to CHANT and hold.								2900' MSA RW31L	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.									



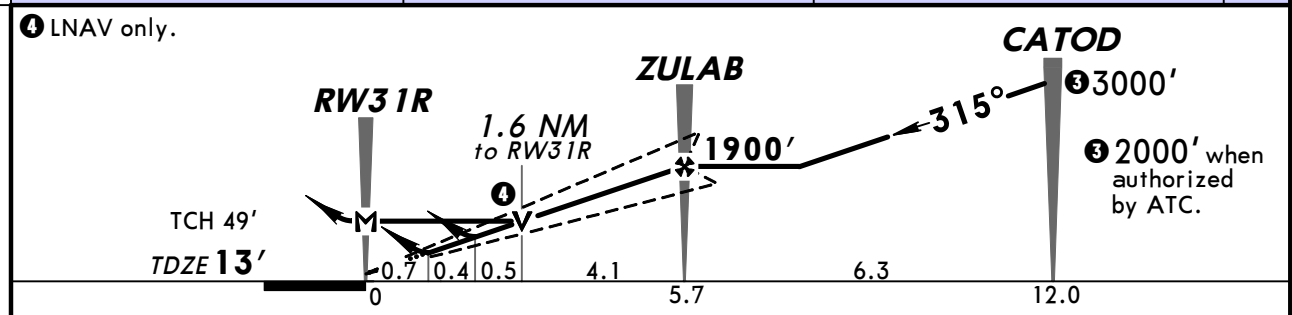
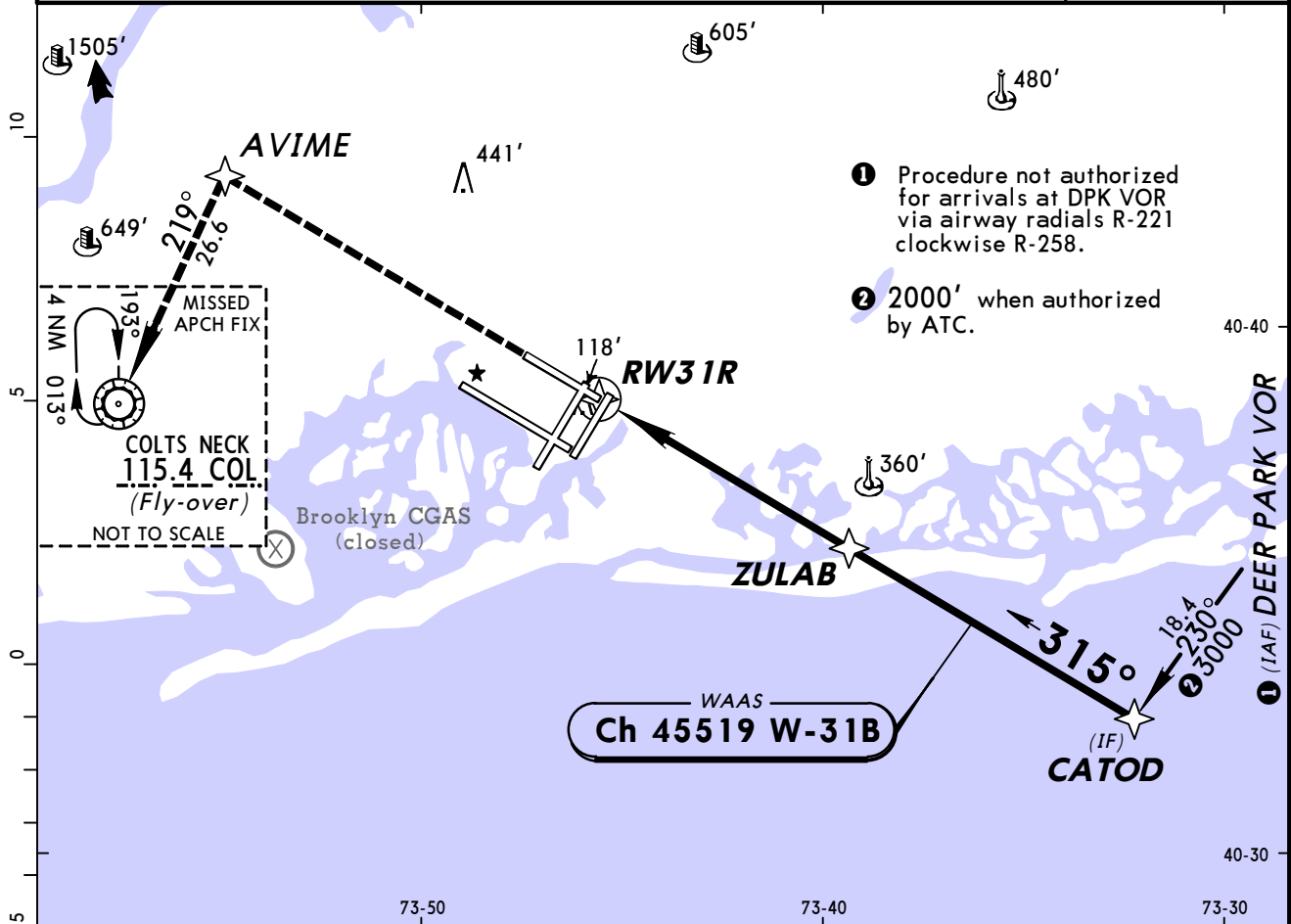
② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160						
Glide Path Angle 3.00°	372	478	531	637	743	849						
MAP at RW31L												

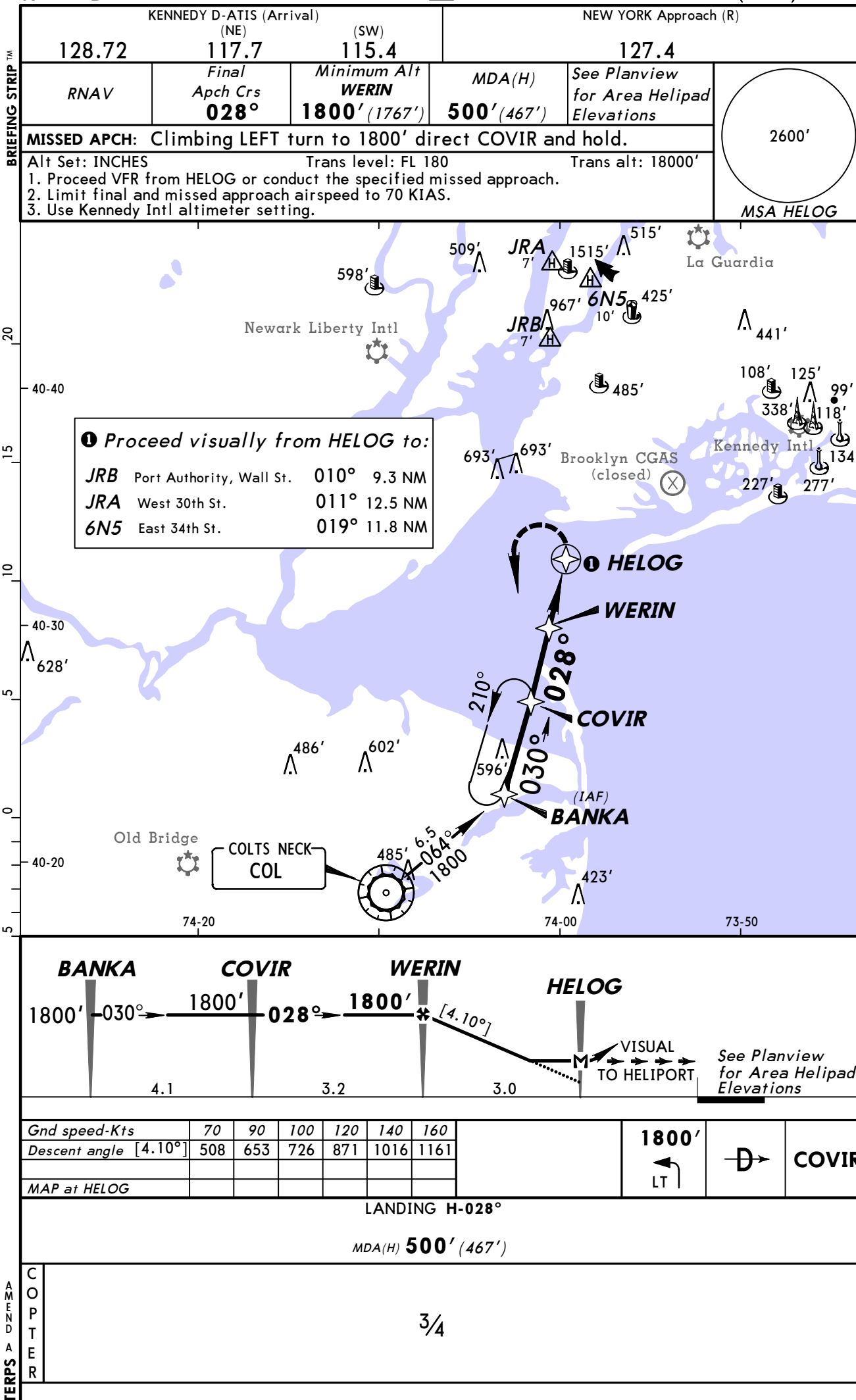
STRAIGHT-IN LANDING RWY 31L						CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)		
DA(H) 270' (256')		DA(H) 600' (586')		MDA(H) 600' (586')		90	640' (626') - 1		
				RVR 50 or 1		120			
				1½		140	640' (626') - 1¾		
				1¾		165	640' (626') - 2		

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground				
128.72		117.7		115.4		127.4		119.1 123.9		121.9	
WAAS Ch 45519 W-31B		Final Apch Crs 315°		Minimum Alt ZULAB 1900' (1887')		LPV DA(H) 270' (257')		Apt Elev 14' TDZE 13'		2900' MSA RW31R	
MISSED APCH: Climb to 2000' direct AVIME then climb to 4000' on 219° track to COL VOR and hold.											
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'											
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized.											



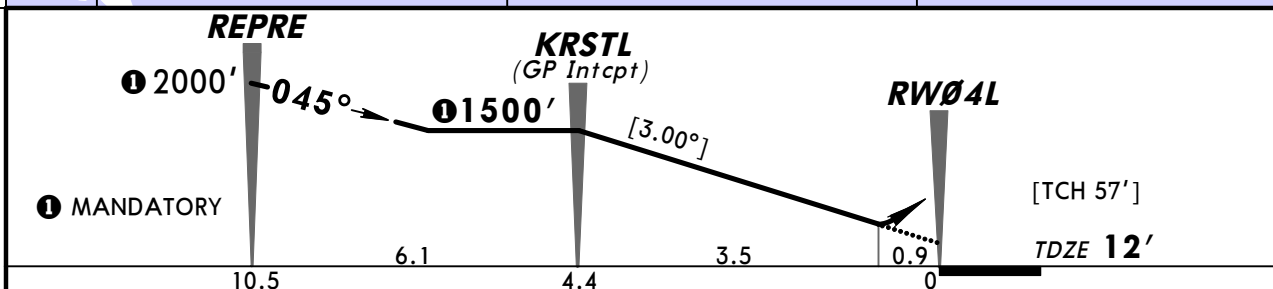
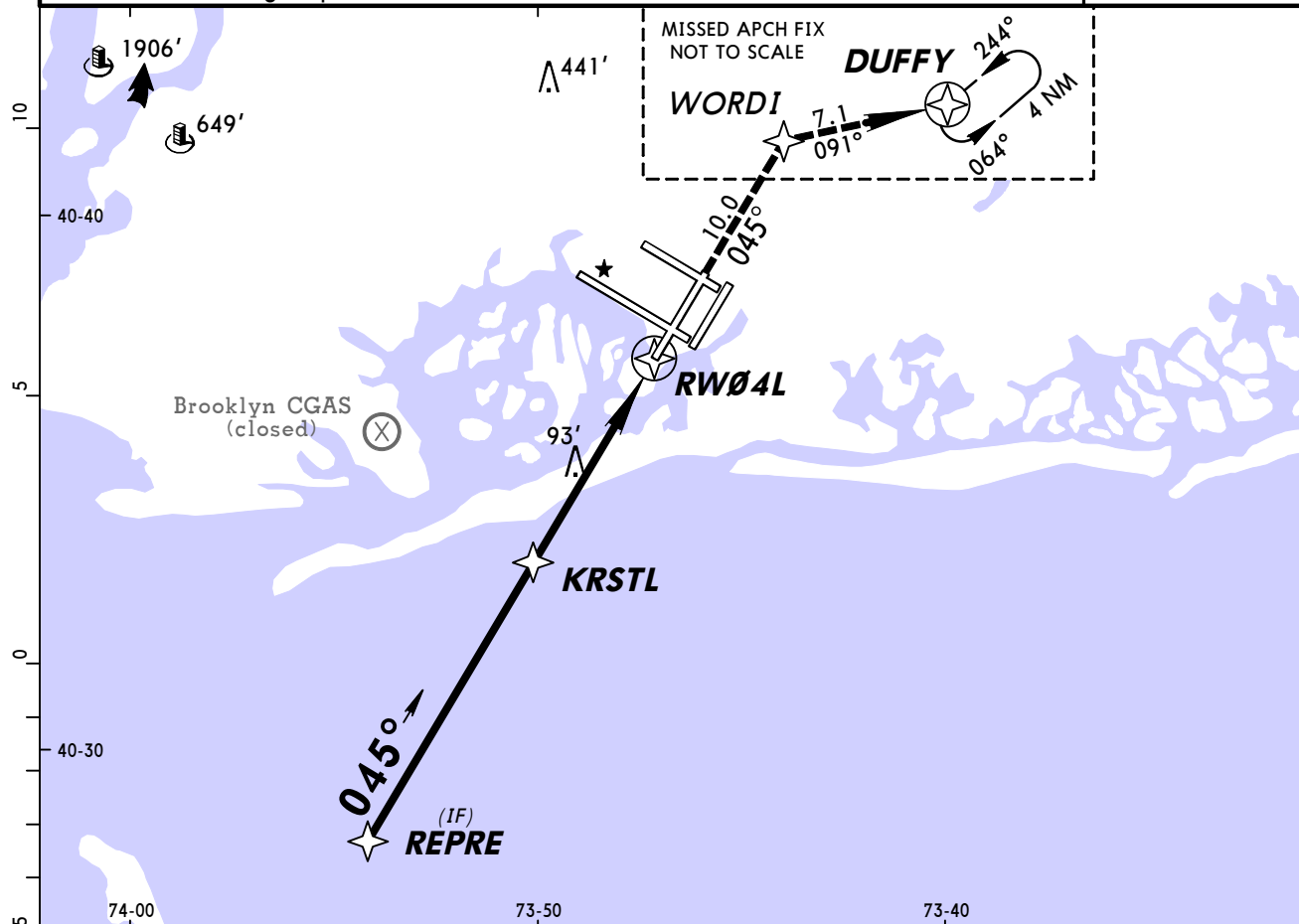
Gnd speed-Kts	70	90	100	120	140	160	MALSR 	2000' 		AVIME
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW31R										

STRAIGHT-IN LANDING RWY 31R							CIRCLE-TO-LAND	
LPV DA(H) 270' (257')		LNAV/VNAV DA(H) 420' (407')		LNAV MDA(H) 580' (567')			Max Kts	MDA(H)
RAIL or ALS out		RAIL out		ALS out			90	
A						RVR 24 or 1/2		
B						RVR 40 or 3/4		
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2		RVR 50 or 1	140	640' (626') - 1 3/4
D						RVR 60 or 1 1/4	165	640' (626') - 2



BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground		
128.72 117.7 115.4			127.4		123.9 119.1		121.9		
RNAV		Final Apch Crs 045°		Mandatory Alt KRSTL 1500' (1488')		RNP 0.30 DA(H) 361' (349')		Apt Elev 14' TDZE 12'	
MISSED APCH: Climb to 3000' via 045° track to WORDI and via 091° track to DUFFY and hold.								2900' MSA RW04L	
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.									
4. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (9°F) or above 48°C (118°F). 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		3000' via 045°		WORDI
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at DA											

STRAIGHT-IN LANDING RWY 4L

RNP 0.30

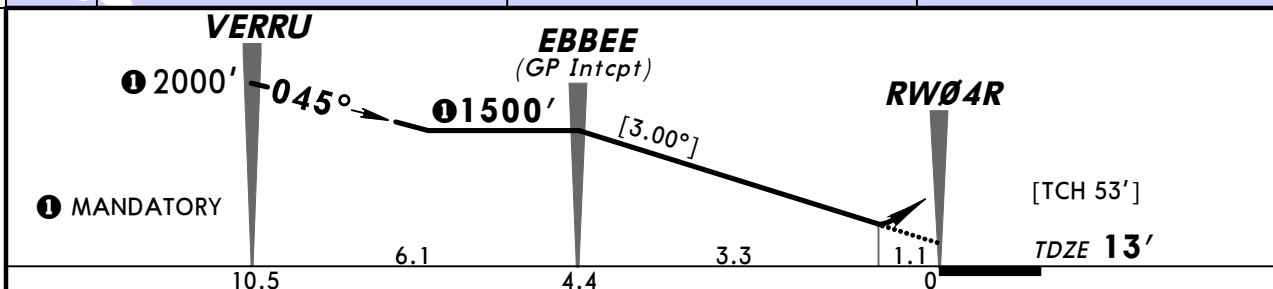
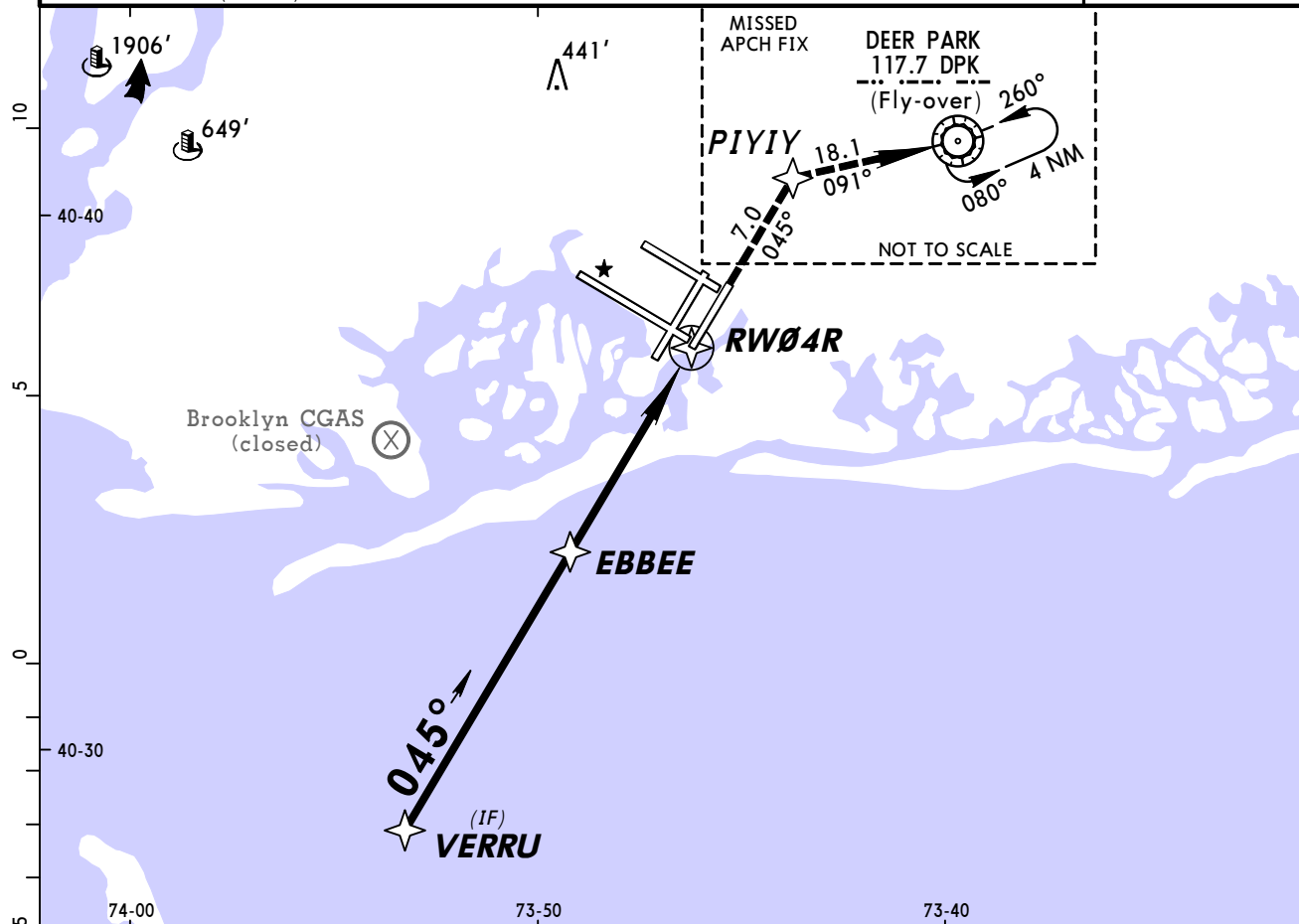
DA(H) **361'** (349')

A	RVR 60 or 1 1/4
B	
C	
D	

BRIEFING STRIP

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) 119.1 123.9 (Rwys 4L/22R & 13R/31L)		Ground 121.9		
RNAV		Final Apch Crs 045°		Mandatory Alt EBBEE 1500' (1487')		RNP 0.30 DA(H) 419' (406')		Apt Elev 14' TDZE 13'	
MISSED APCH: Climb to 4000' via 045° track to PIYIY and via 091° track to DPK VOR and hold.									2900'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (9°F) or above 48°C (118°F).									

MSA RW04R



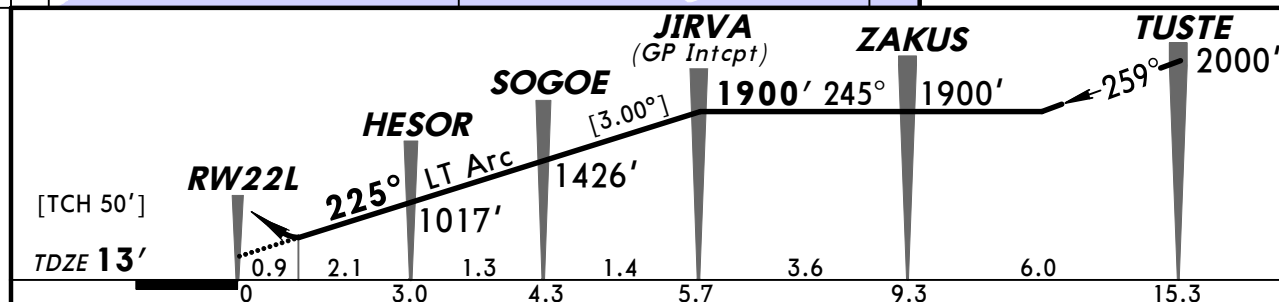
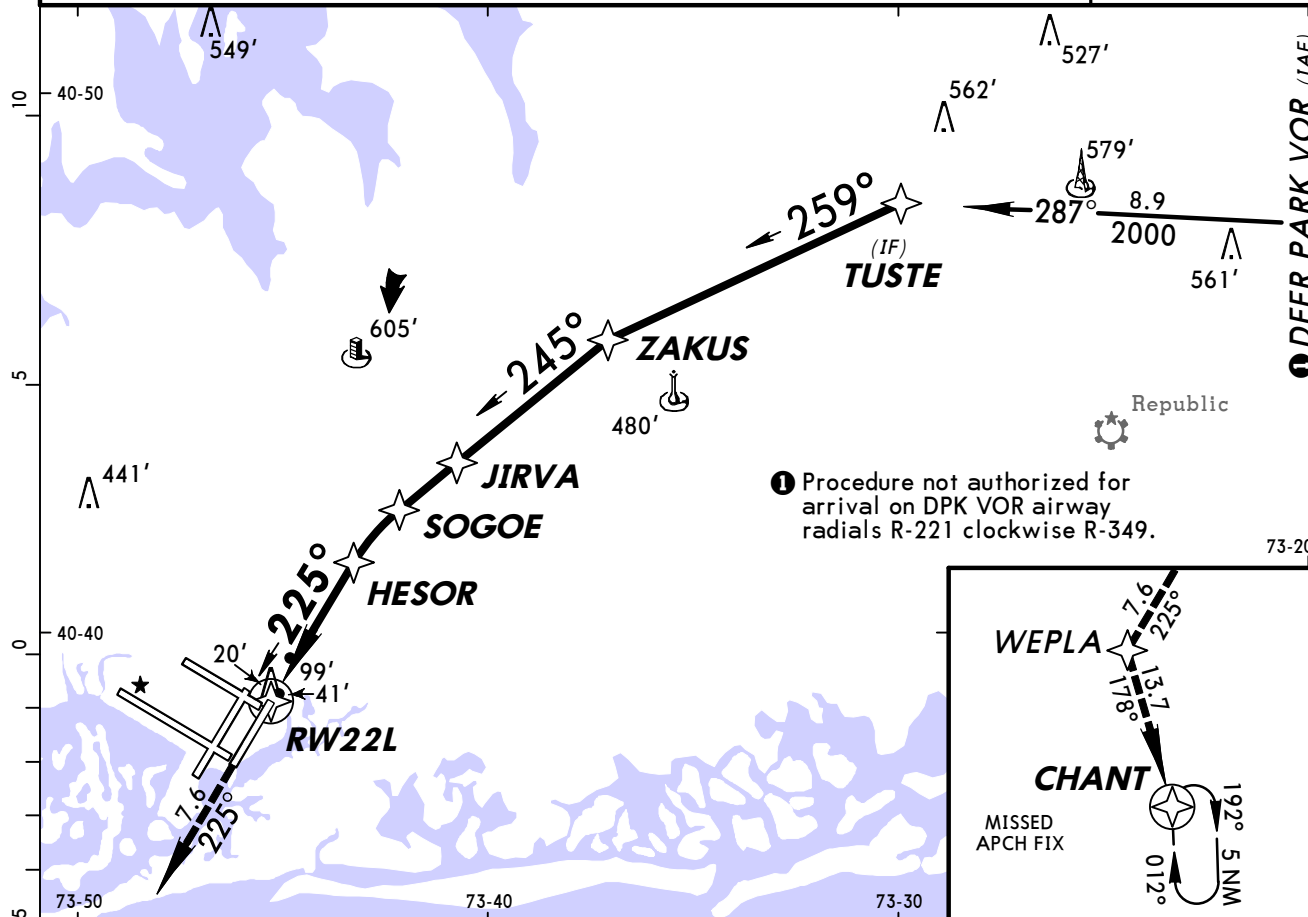
Gnd speed-Kts	70	90	100	120	140	160	ALS F-II 4000' via 045° PIYIY
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at DA							

STRAIGHT-IN LANDING RWY 4R	
RNP 0.30	
DA(H) 419' (406')	
ALS out	

A	RVR 50 or 1	1½
B		
C		
D		

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.72 117.7 115.4			127.4		119.1 123.9		121.9		
RNAV		Final Apch Crs 225°		Minimum Alt JIRVA 1900' (1887')		RNP 0.20 DA(H) 339' (326')		Apt Elev 14' TDZE 13'	
MISSED APCH: Climb to 3000' via 225° track to WEPLA and via 178° track to CHANT and hold.								2900' MSA RW22L	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (8°F) or above 49°C (120°F). 4. Visibility reduction by helicopters not authorized. 5. VGSI and RNAV glidepath not coincident.									

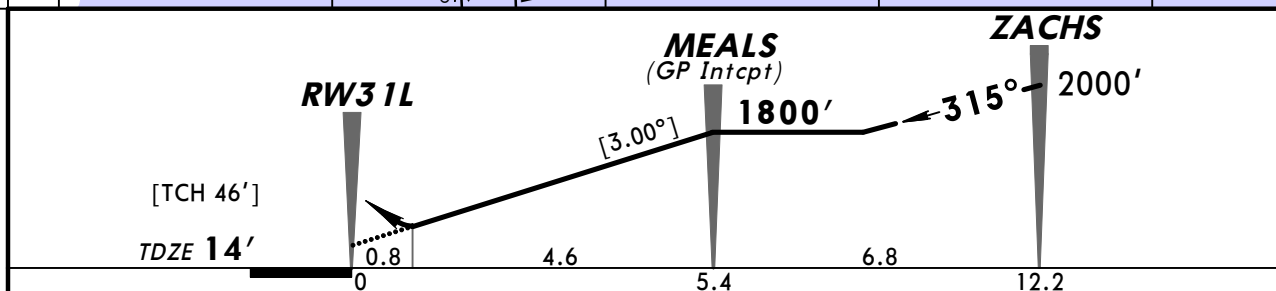


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3000' via 225° WEPLA
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at DA							

STRAIGHT-IN LANDING RWY 22L			
RNP 0.20 DA(H) 339' (326')		RNP 0.30 DA(H) 408' (395')	
ALS out		ALS out	
A			
B			
C	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1
D			RVR 60 or 1 1/4

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground				
128.72		117.7		115.4		127.4		123.9 119.1		121.9	
RNAV		Final Apch Crs 315°		Minimum Alt MEALS 1800' (1786')		RNP 0.30 DA(H) (CONDITIONAL) 317' (303')		Apt Elev 14' TDZE 14'		2900' MSA RW31L	
MISSED APCH: (Do not exceed 200 KIAS until FIKRA) Climb to 3000' via 315° track to HULEP and via LEFT turn to JONLO and via LEFT turn to FIKRA and via 163° track to CHANT and hold.											
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (9°F) or above 49°C (120°F). 4. Missed approach requires RNP less than 1.0.											



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	via 315°	HULEP
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 31L						RNP 0.30				
1 DA(H) 317' (303')						DA(H) 456' (442')				
A	RVR 50 or 1					1½				
B										
C										
D										

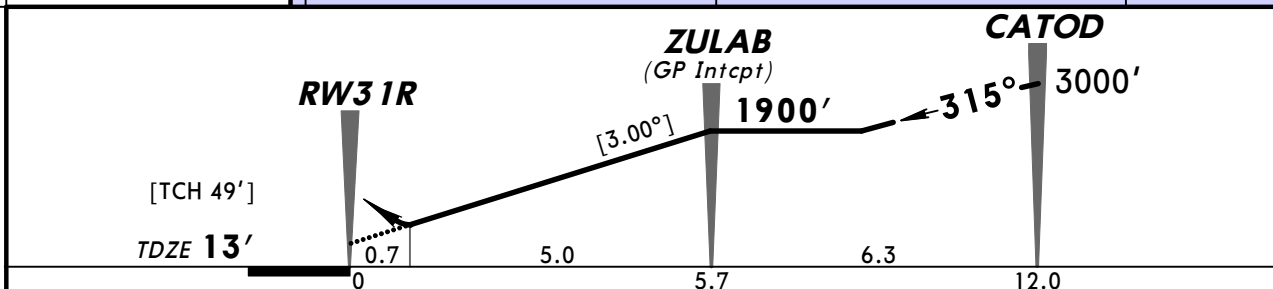
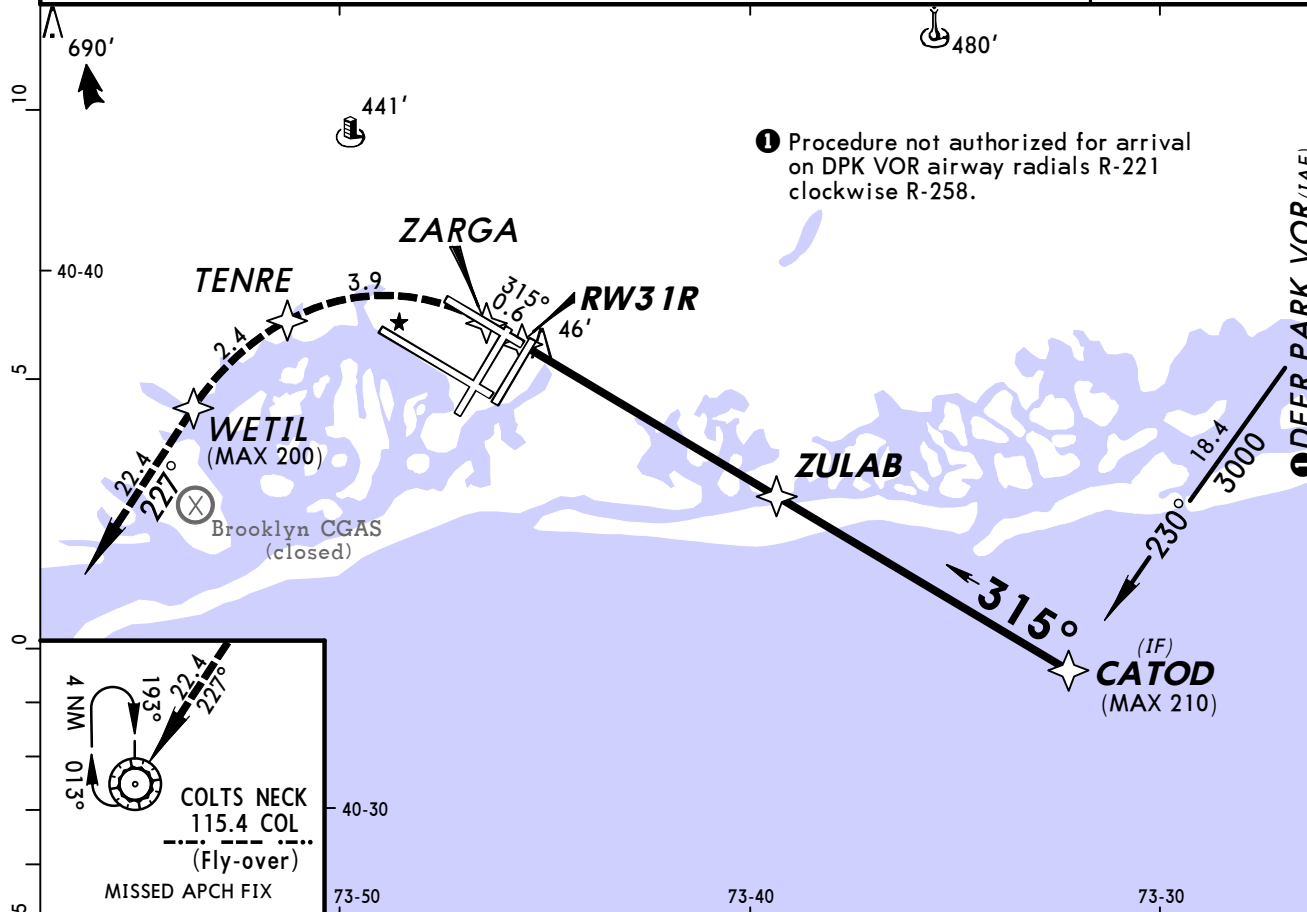
1 RNP 0.30 missed approach requires minimum climb of 463'/NM to 700'.

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower		Ground	
128.72		117.7	115.4	127.4		119.1 123.9	(Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)	121.9
RNAV		Final Apch Crs 315°		Minimum Alt ZULAB 1900' (1887')		RNP 0.20 DA(H) 274' (261')		Apt Elev 14' TDZE 13'
MISSED APCH: (Do not exceed 200 KIAS until WETIL) Climb to 4000' via 315° track to ZARGA and via LEFT turn to TENRE and via LEFT turn to WETIL and via 227° track to COL VOR and hold.								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. Missed approach requires RNP less than 1.0. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -13°C (9°F) or above 49°C (120°F).								

2900'

MSA RW31R

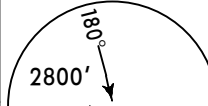


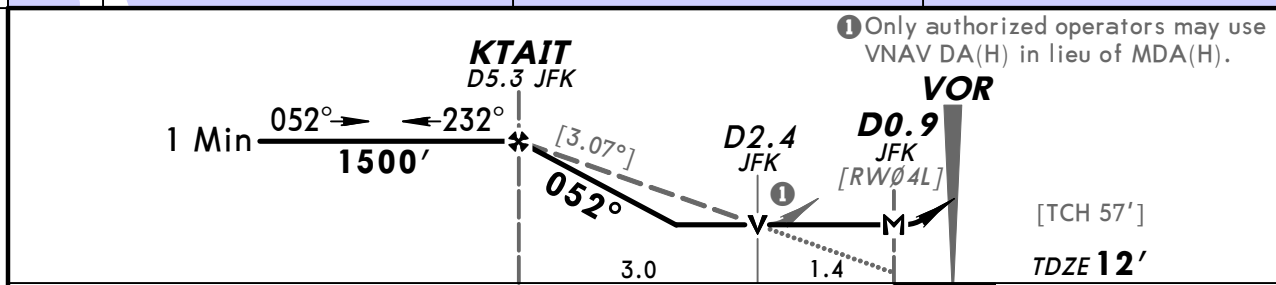
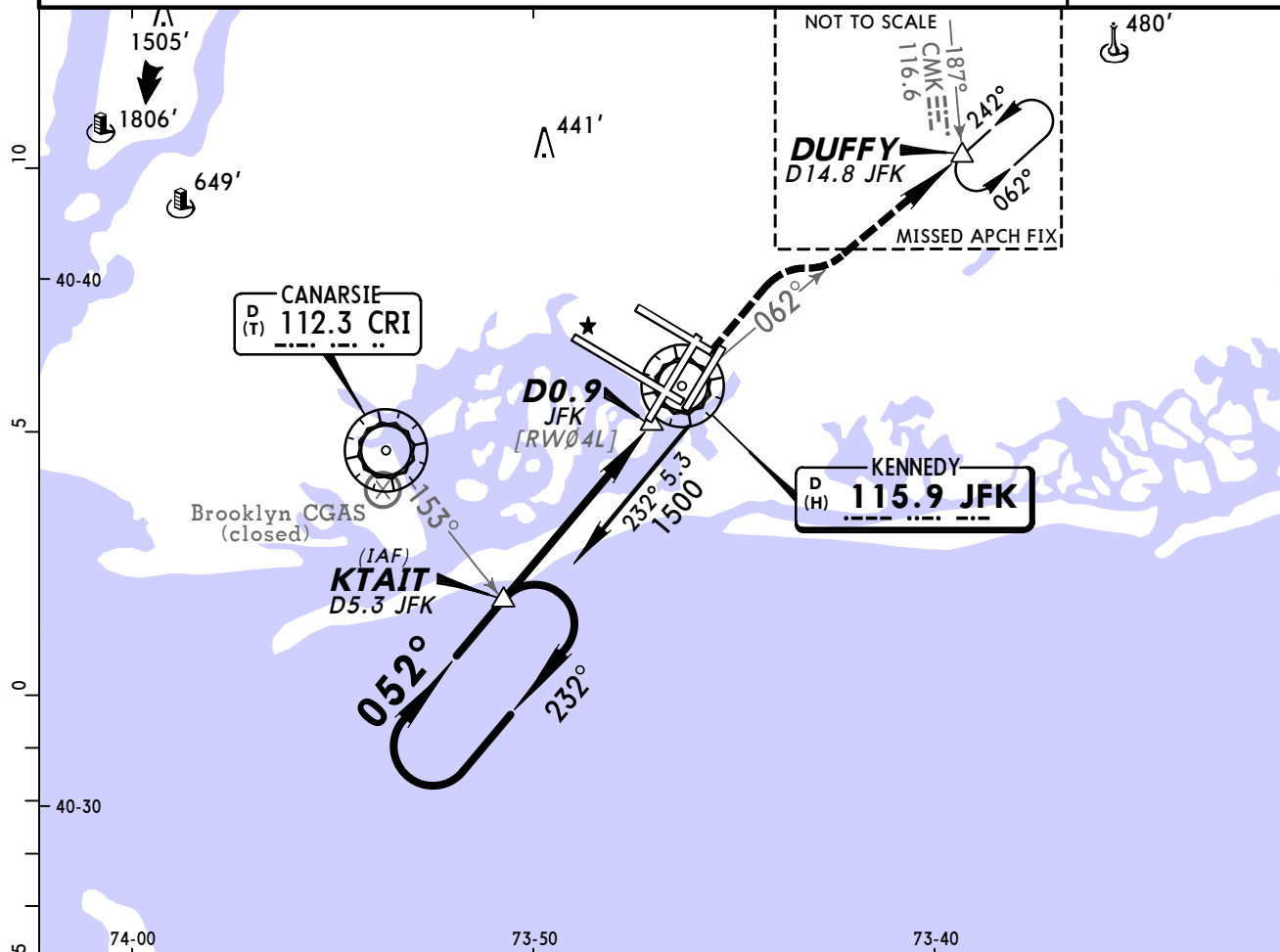
Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	via 315°	ZARGA
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

RNP 0.20 1 DA(H) 274' (261')			STRAIGHT-IN LANDING RWY 31R			RNP 0.30 2 DA(H) 317' (304')			RNP 0.30 DA(H) 413' (400')		
	RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A											
B											
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1			1 1/2	
D		RVR 50 or 1			RVR 50 or 1						

1 RNP 0.20 missed approach requires minimum climb of 366'/NM to 700'.
 2 RNP 0.30 missed approach requires minimum climb of 327'/NM to 700'.

BRIEFING STRIP™

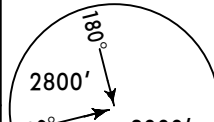
D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground
128.72	117.7	115.4	127.4	123.9 119.1		121.9
VOR JFK 115.9	Final Apch Crs 052°	Minimum Alt KTAIT 1500' (1488')	MDA(H) 540' (528')	Apt Elev 14' TDZE 12'		
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' outbound via JFK VOR R-062 to DUFFY INT/D14.8 JFK and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA JFK VOR

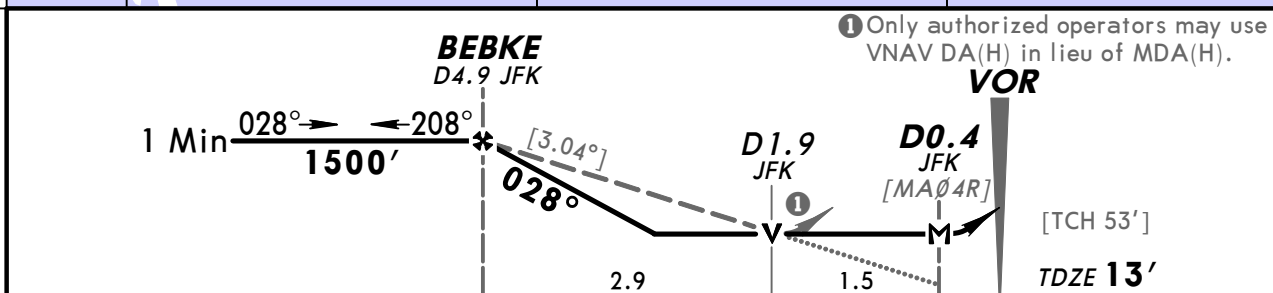
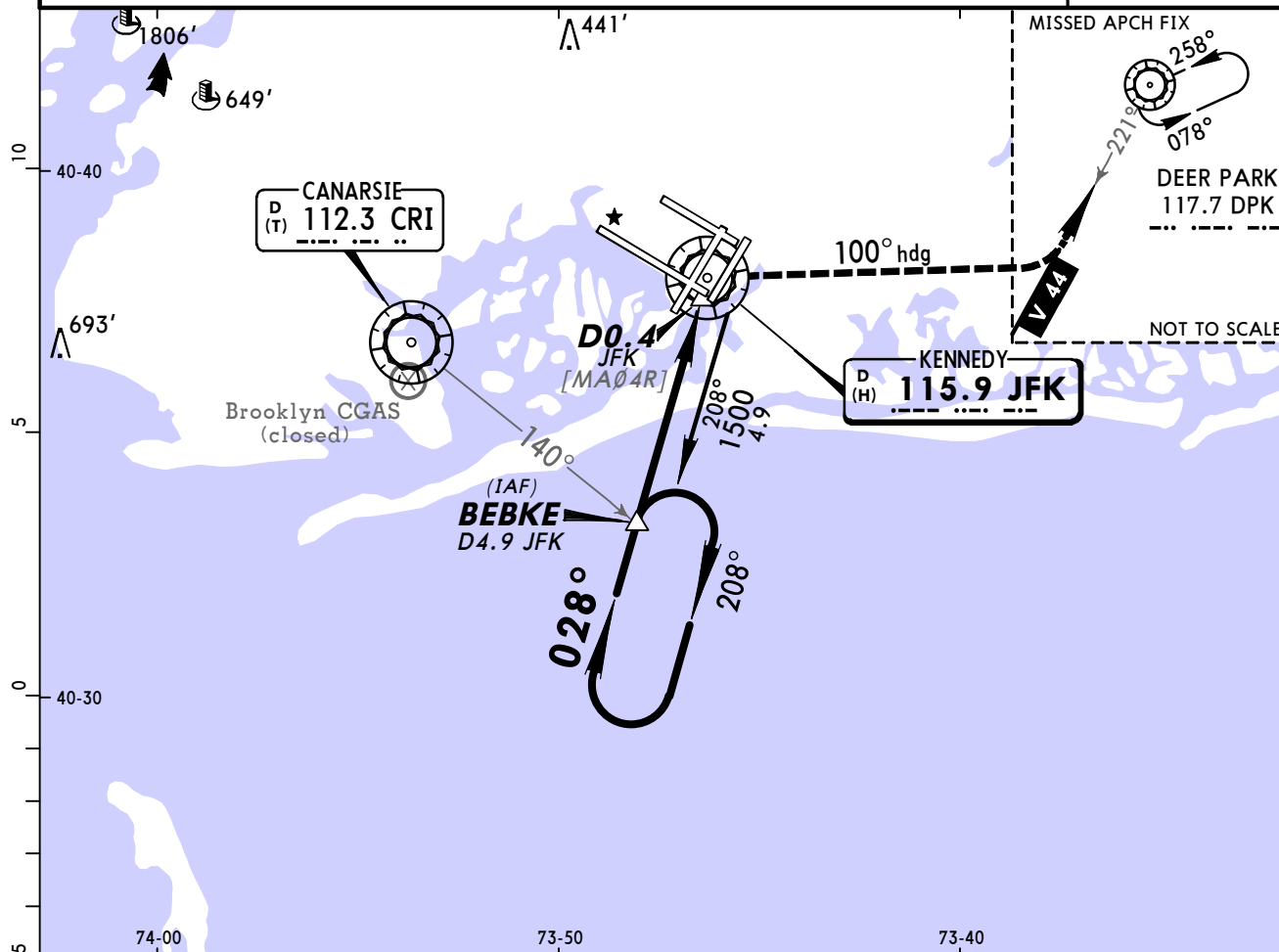


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	3000'	JFK 115.9 R-062	DUFFY
Descent angle [3.07°]	380	489	543	652	760	869		↑	RT		
MAP at D0.9 JFK or KTAIT to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39					

STRAIGHT-IN LANDING RWY 4L				CIRCLE-TO-LAND			
MDA(H) 540' (528')							
A	RVR 50 or 1			Max Kts 90	MDA(H)		
B				120	640' (626') - 1		
C				140	640' (626') - 1¾		
D				165	640' (626') - 2		

BRIEFING STRIP

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)	Ground
128.72	117.7	115.4	127.4	119.1 123.9	121.9
VOR JFK 115.9	Final Apch Crs 028°	Minimum Alt BEBKE 1500' (1487')	MDA(H) 540' (527')	Apt Elev 14' TDZE 13'	
MISSED APCH: Climbing RIGHT turn to 4000' via heading 100° and V-44 to DPK VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
MSA JFK VOR					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	100°	V-44	DPK
Descent angle [3.04°]	376	484	538	645	753	861		RT	hdg		117.7
MAP at D0.4 JFK or BEBKE to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39					

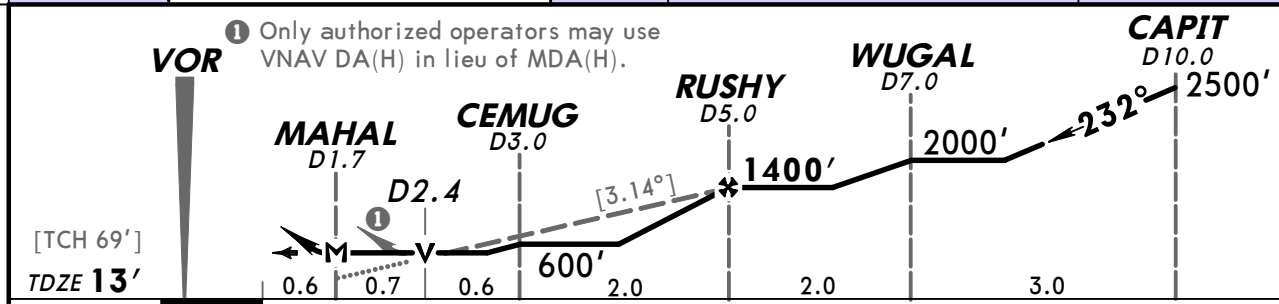
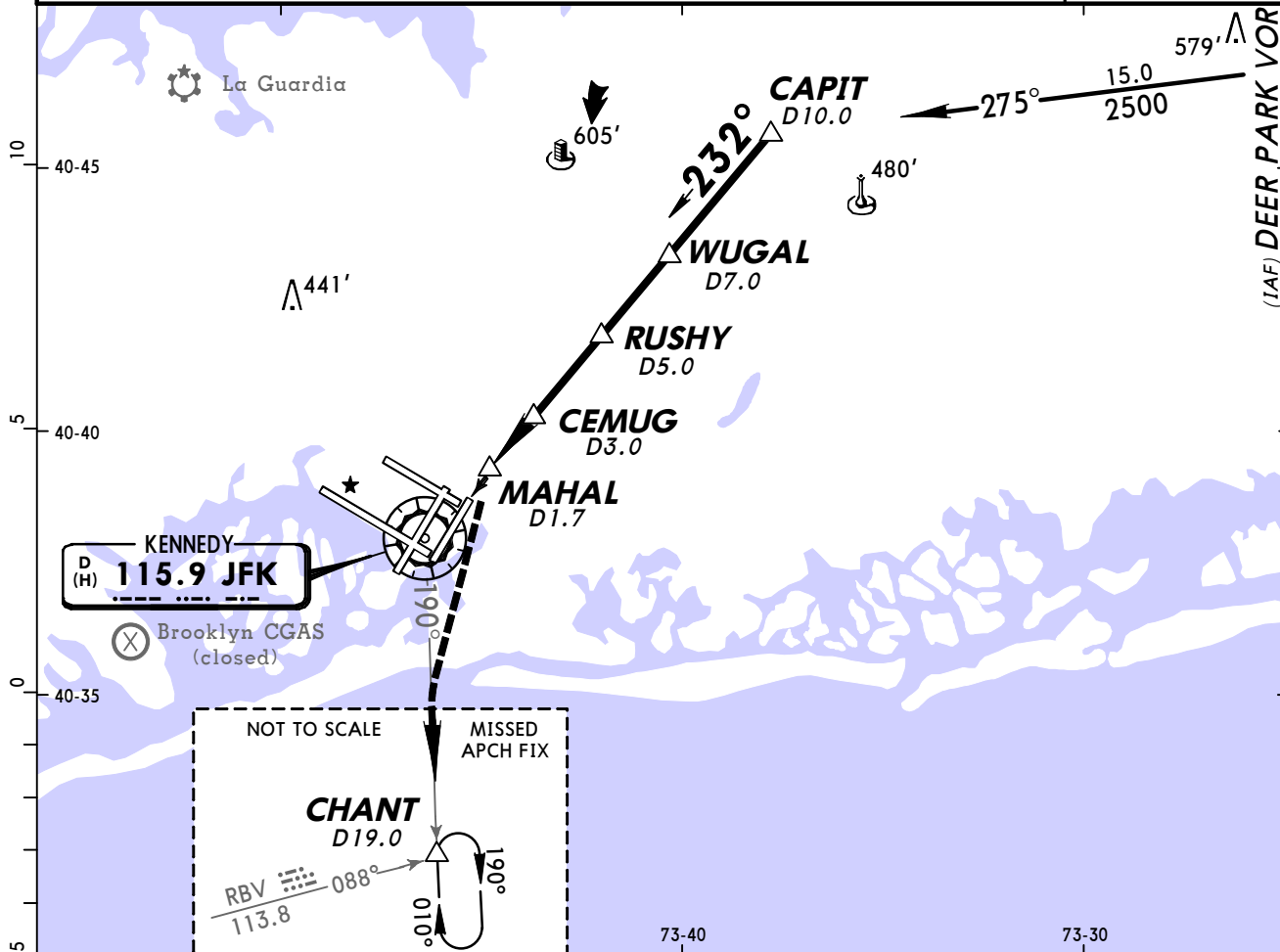
STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND			
MDA(H) 540' (527')				MDA(H)			
ALS out				Max Kts			
A	RVR 24 or 1/2	RVR 50 or 1		90	640' (626') - 1		
B				120			
C	RVR 50 or 1	1 1/2		140	640' (626') - 1 3/4		
D	RVR 60 or 1 1/4	1 3/4		165	640' (626') - 2		

BRIEFING STRIP™

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)		Ground		
128.72 117.7 115.4			127.4		119.1 123.9		121.9		
VOR JFK 115.9		Final Apch Crs 232°		Minimum Alt RUSHY 1400' (1387')		MDA(H) 440' (427')		Apt Elev 14' TDZE 13'	
MISSED APCH: Climbing LEFT turn to 3000' outbound via JFK VOR R-190 to CHANT INT/D19.0 and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			

180°
2800'
090°
2000'

MSA JFK VOR

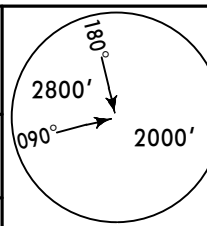


Gnd Speed-Kts	70	90	100	120	140	160	
Descent angle [3.14°]	389	500	556	667	778	889	
MAP at MAHAL							

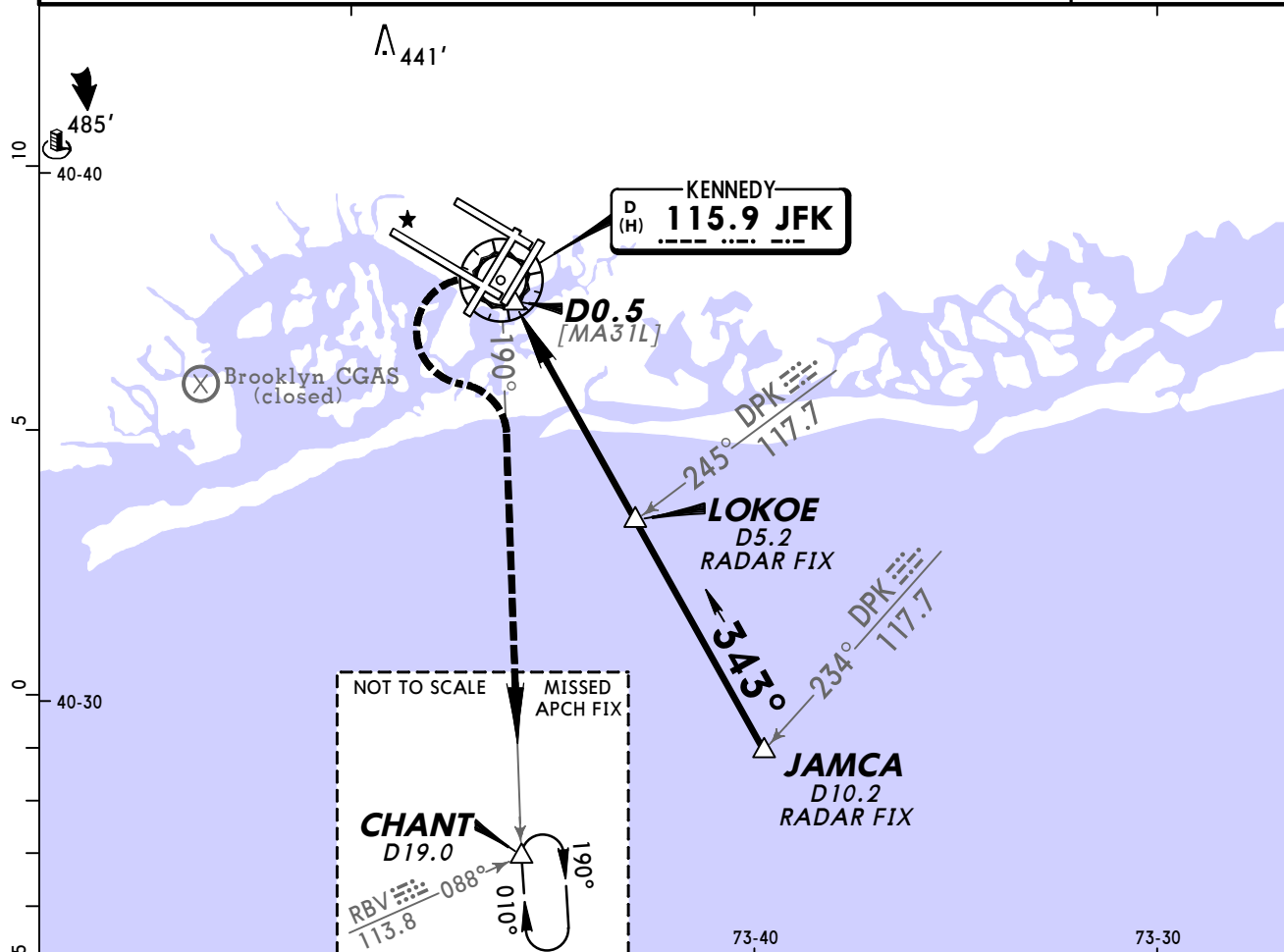
STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
MDA(H) 440' (427')							
		ALS out	Max Kts	MDA(H)			
A	RVR 24 or 1/2	RVR 50 or 1	90	640' (626') - 1			
B			120				
C	RVR 40 or 3/4	RVR 60 or 1/4	140	640' (626') - 1 3/4			
D	RVR 50 or 1	1 1/2	165	640' (626') - 2			

BRIEFING STRIP

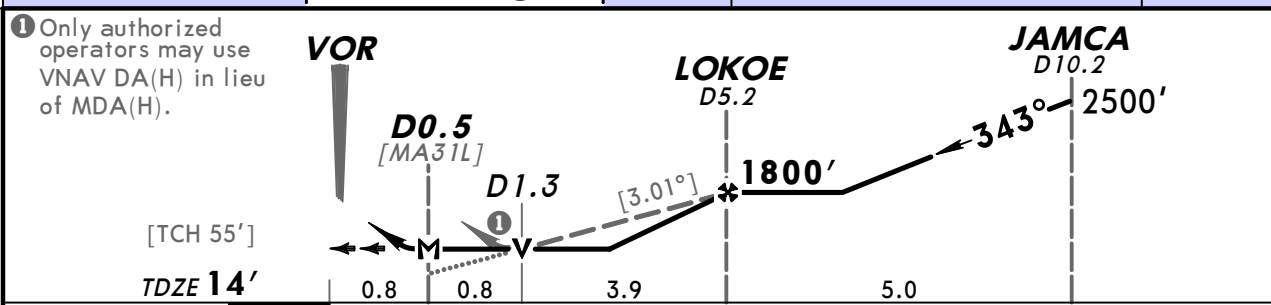
D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)		KENNEDY Tower (Rwys 4L/22R & 13R/31L) (Rwys 4R/22L & 13L/31R)		Ground		
128.72 117.7 115.4			127.4		123.9 119.1		121.9		
VOR JFK 115.9		Final Apch Crs 343°		Minimum Alt LOKOE 1800' (1786')		MDA(H) 560' (546')		Apt Elev 14' TDZE 14'	
MISSED APCH: Climbing LEFT turn to 3000' outbound via JFK VOR R-190 to CHANT INT/D19.0 and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. RADAR required.									



MSA JFK VOR



Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000' JFK LT via 115.9 R-190 CHANT
Descent angle [3.01°]	373	479	532	639	745	852		
MAP at D0.5 or LOKOE to MAP	4.7	4:02	3:08	2:49	2:21	2:01		

STRAIGHT-IN LANDING RWY 31L

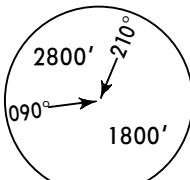
CIRCLE-TO-LAND

MDA(H) 560' (546')

Max
Kts

MDA(H)

A	RVR 50 or 1	90	640' (626')-1
B		120	
C	1½	140	640' (626')-1¾
D	1¾	165	640' (626')-2

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)	Ground
128.72	117.7	115.4	127.4	119.1 123.9	121.9
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3500-5	Apt Elev 14'	
MISSED APCH: No missed approach procedure.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Rwy 22L Vertical Guidance Navaid and Angle: PAPI-L 3.00°.					



BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Rwy 22L, follow the Long Island Expressway WESTBOUND until intercepting CRI R-068 at 3000'.

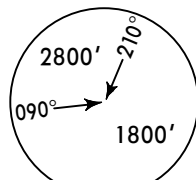
Navigate on CRI R-068 till abeam Belmont Race Track at 1600'.

Remain EAST of Belmont Race Track and proceed direct to JFK Rwy 22L.

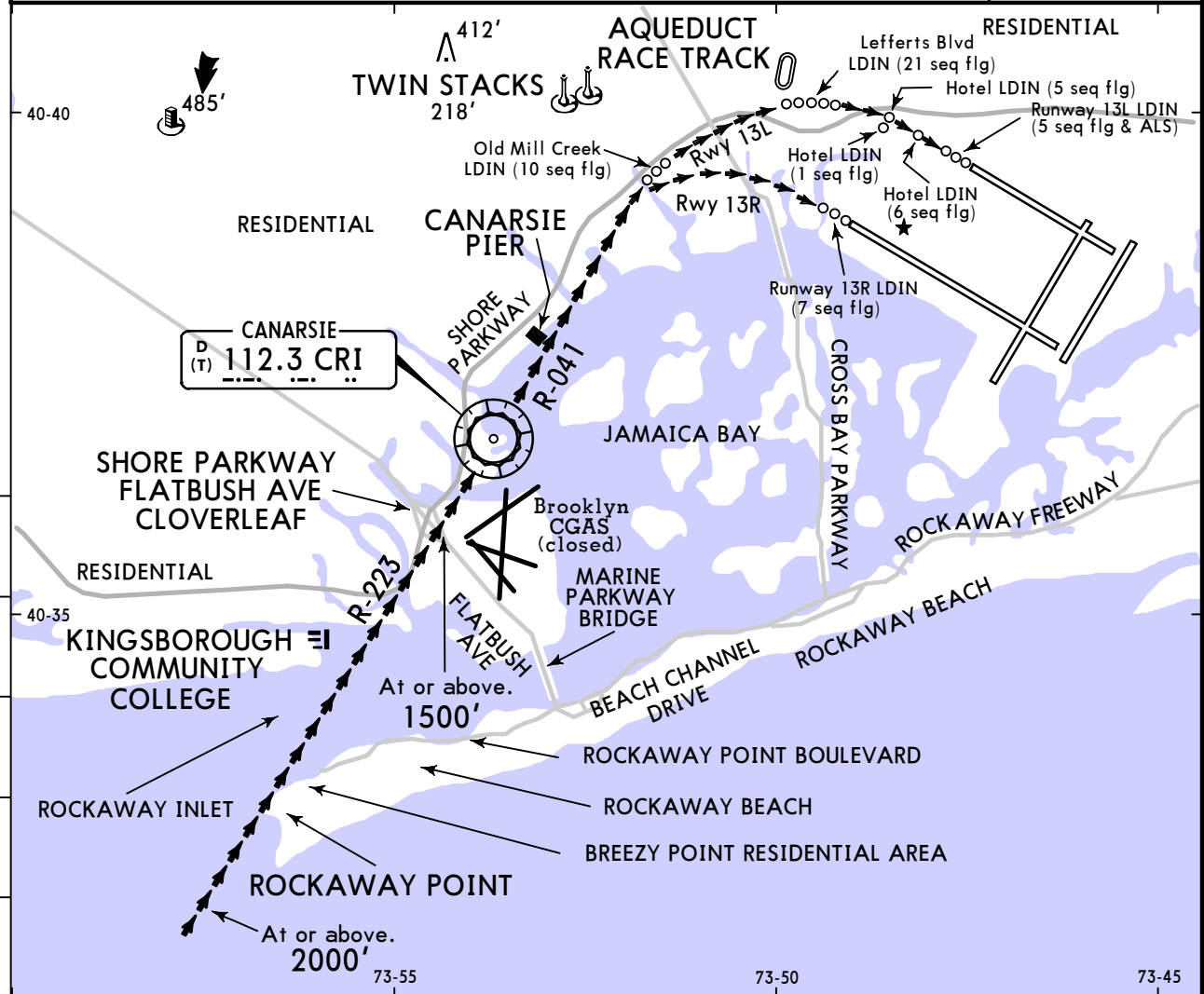
ALSIF-II PAPI

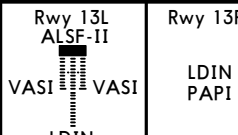
WEATHER MINIMUMS Ceiling 3500' - VIS 5

D-ATIS Arrival (NE) (SW)			NEW YORK Approach (R)	KENNEDY Tower (Rwys 4R/22L & 13L/31R) (Rwys 4L/22R & 13R/31L)	Ground
128.72	117.7	115.4	127.4	119.1 123.9	121.9
NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF		CEIL-VIS 2500-3	Apt Elev 14'
MISSED APCH: No missed approach procedure.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. RADAR required.					
2. Rwy 13L Vertical Guidance Navaid and Angle: VASI 2.75°.					



MSA CRI VOR



PARKWAY VISUAL RWY 13L/R When cleared for Parkway Visual to Rwy 13L/R, maintain at or above 2000' until abeam Rockaway Point. Remain WEST of Rockaway Point, thence EAST of Kingsborough Community College. Remain EAST of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500'. Remain EAST of the Shore Parkway until Canarsie Pier. Runway 13R continue descent between the Canarsie Pier and the Twin Stacks. Runway 13L continue descent after passing the Twin Stacks.		
		
WEATHER MINIMUMS Ceiling 2500' VIS 3		

General Information

Location: New York NY USA
IATA Code: LGA
Lat/Long: N40° 46.6' W073° 52.4'
Elevation: 21 ft

Airport Use: Public
Magnetic Variation: 13.2°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1133 Z
Sunset: 2244 Z,

Runway Information

Runway: 04
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline, TDZ

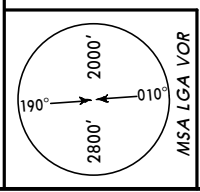
Runway: 13
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 22
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

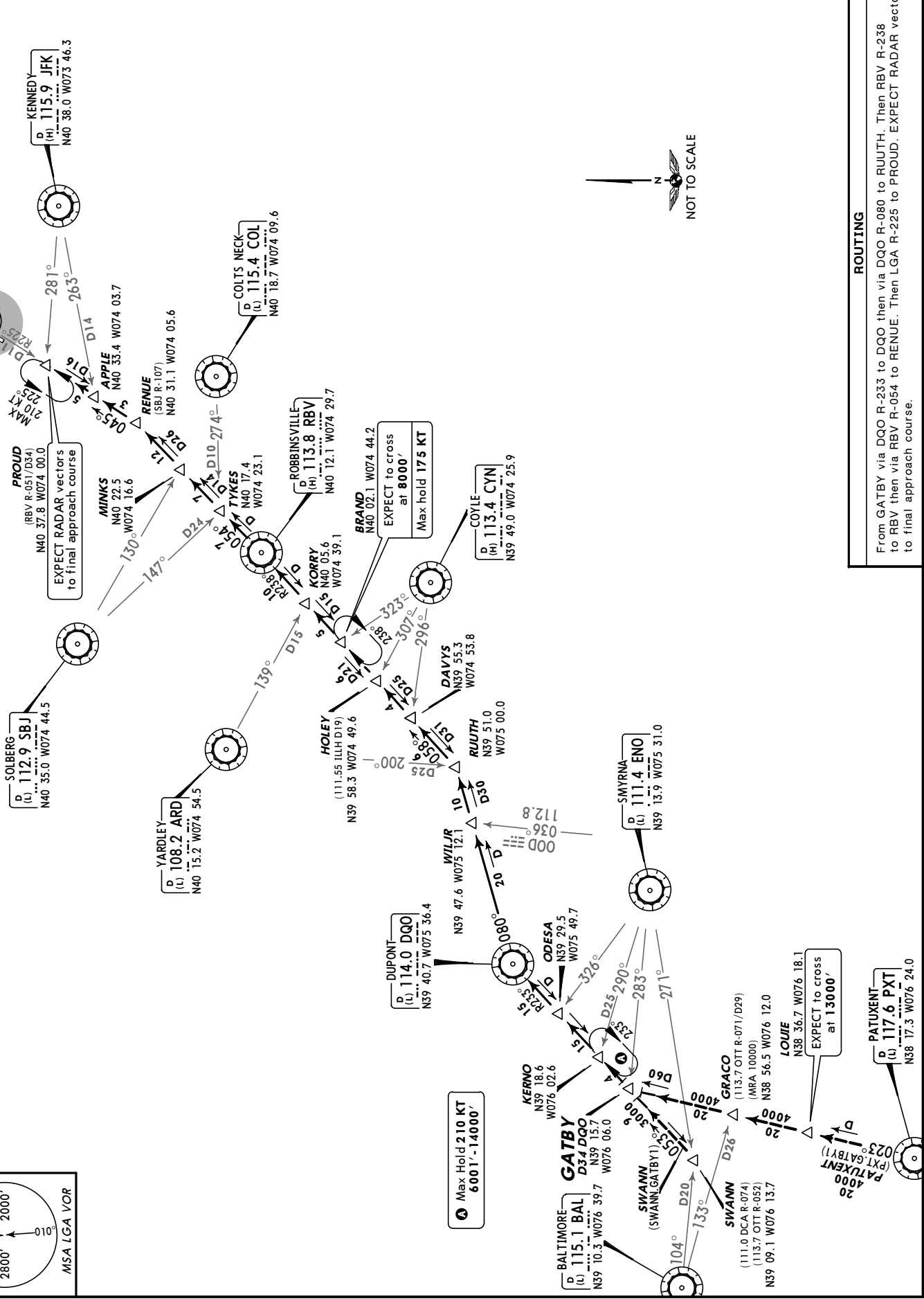
Runway: 31
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, Centerline, REIL

Communication Information

ATIS 127.05 Departure Service
ATIS 125.95 Arrival Service
LA Guardia Tower 118.7
LA Guardia Ground Control 127.625
LA Guardia Ground Control 121.85 Secondary
LA Guardia Ground Control 121.7
LA Guardia Clearance Delivery 135.2
LA Guardia Clearance Delivery 121.875
LA Guardia Pre-Taxi Clearance 135.2
New York Approach Control 128.8
New York Approach Control 132.7 Secondary
New York Approach Control 127.3 Secondary
New York Approach Control 124.95 Secondary
New York Approach Control 120.8
New York Approach Control 118.0 Secondary
New York App TCA 127.85
New York App TCA 126.05
New York App TCA 125.25
New York App TCA 119.95
New York App TCA 128.55 (231°-270°)
New York App TCA 127.6 (270°-328°)
New York App TCA 127.4 (142°-231°)
New York App TCA 126.4 (328°-71°)
New York App TCA 125.7 (71°-142°)
New York App TCA 120.55 (328°-71°)
New York Departure Control 127.05
New York Departure Control 124.45
New York Departure Control 120.4
LA Guardia Unicom 122.95
New York Flight Service Station 113.1 RCO



GATBY ONE ARRIVAL (GATBY.GATBY1)



ROUTING

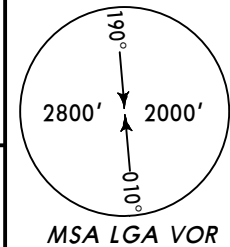
From GATBY via DQO R-233 to DQO then via DQO R-080 to RUUUTH. Then RBV R-238 to RBV then via RBV R-054 to RENUE. Then LGA R-225 to PROUD. EXPECT RADAR vectors to final approach course.

CHANGES: Apt elev, PROUD hold, formations.

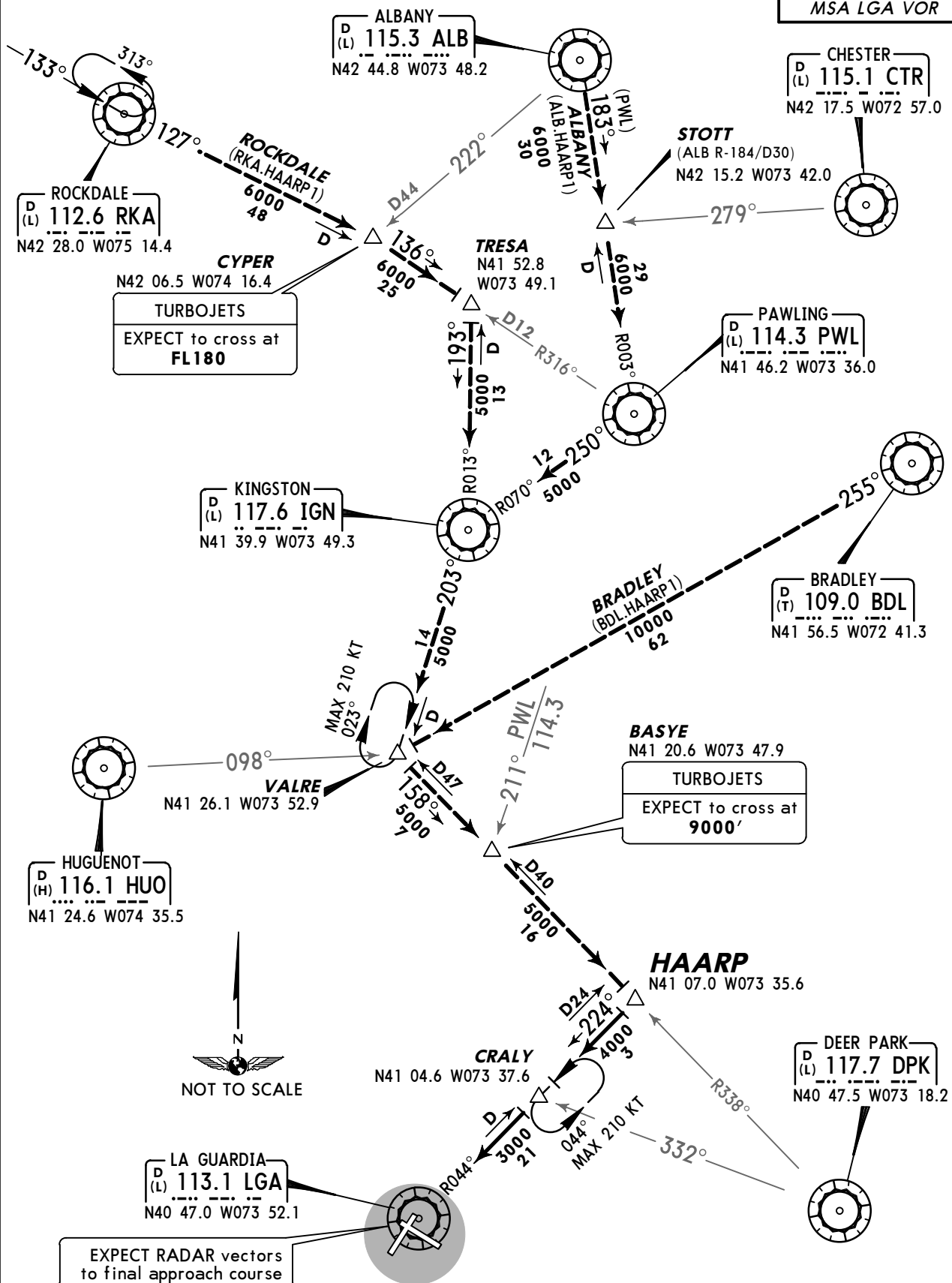
D-ATIS Arrival
125.95

Apt Elev
21'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. Applicable to turbojet and turboprop aircraft
operating at greater than 250 KT.
2. RADAR required.



HAARP ONE ARRIVAL (HAARP.HAARP1)



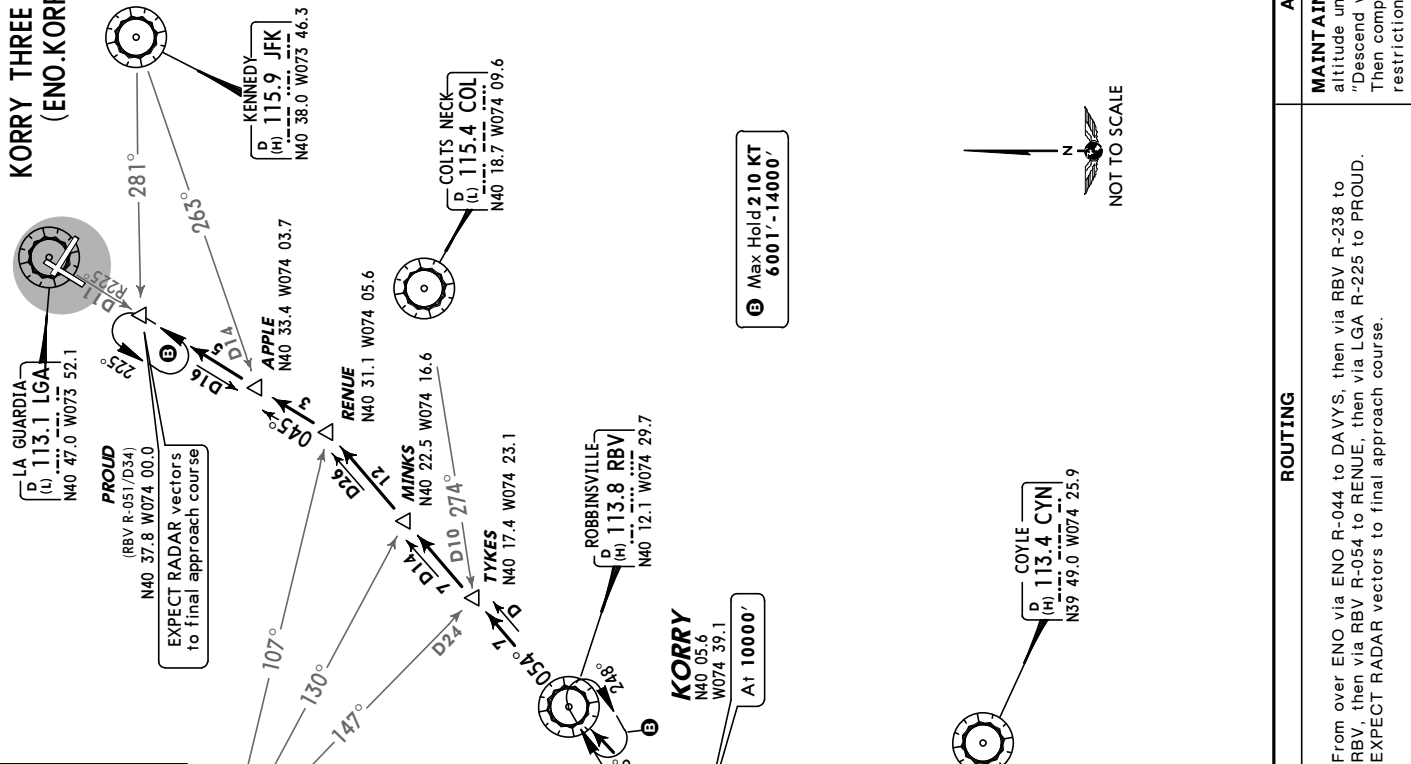
ROUTING

From over HAARP via LGA R-044 to CRALY, then via LGA R-044 to LGA. EXPECT RADAR vectors to final approach course.

1. Applicable to turbojet aircraft only.
2. MAINTAIN last assigned altitude until with altitude restrictions established.

1. Applicable to turbojet aircraft only.
2. MAINTAIN last assigned altitude until cleared to "Descend via the KORRY3". Then comply with altitude restrictions as published.

**KORRY THREE ARRIVAL
(ENO.KORRY3)**

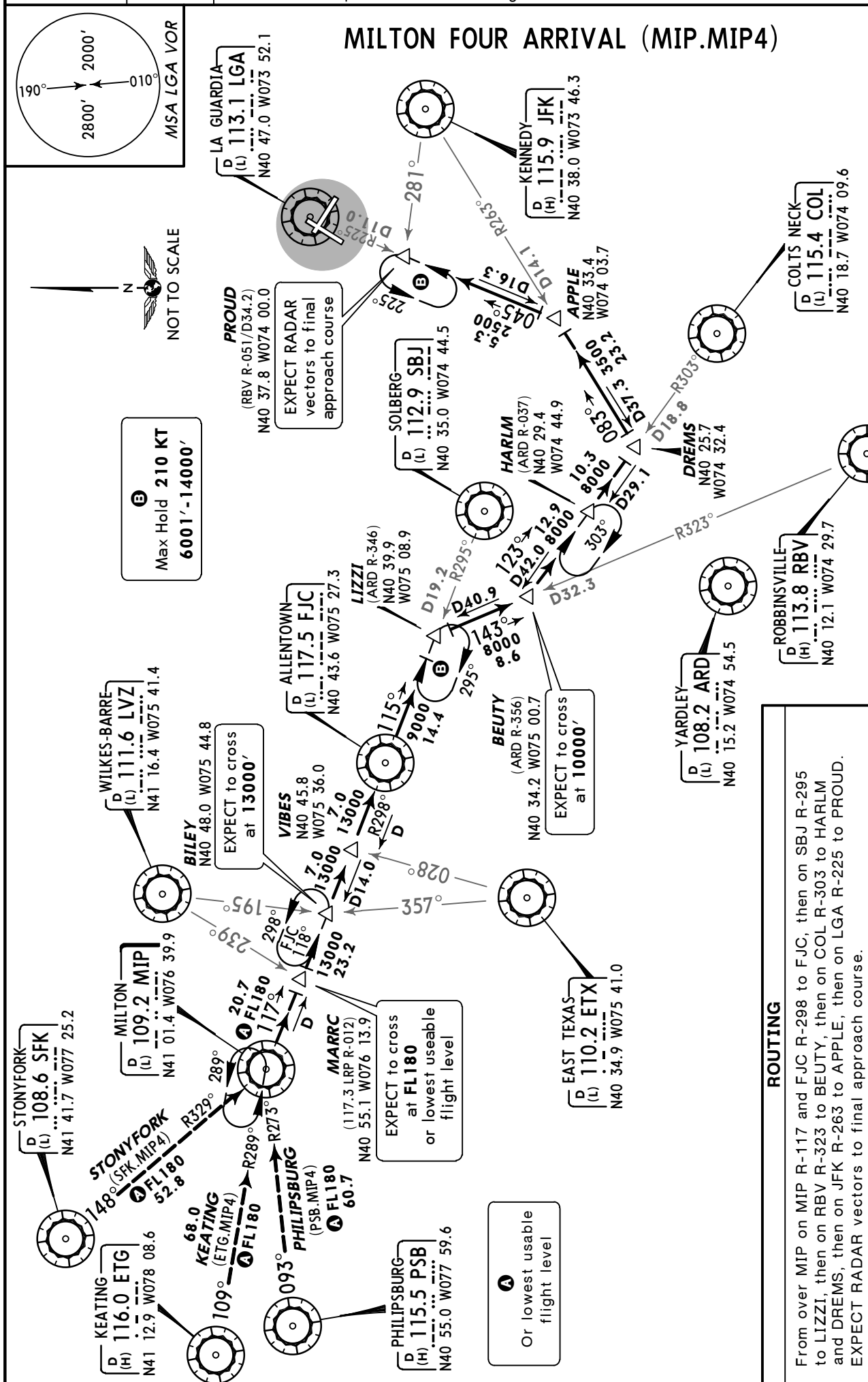


ROUTING	ALTITUDE
From over ENO via ENO R-044 to DAVYS, then via RBV R-238 to RBV, then via RBV R-054 to RENUE, then via LGA R-225 to PROUD. EXPECT RADAR vectors to final approach course.	MAINTAIN last assigned altitude until cleared to "Descend via the KORRY3". Then comply with altitude restrictions as published.

D-ATIS Arrival
125.95

Apt Elev
21'

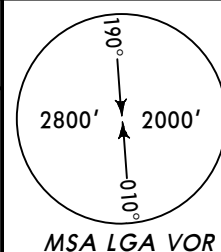
Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
For aircraft capable of 210 KT or greater.



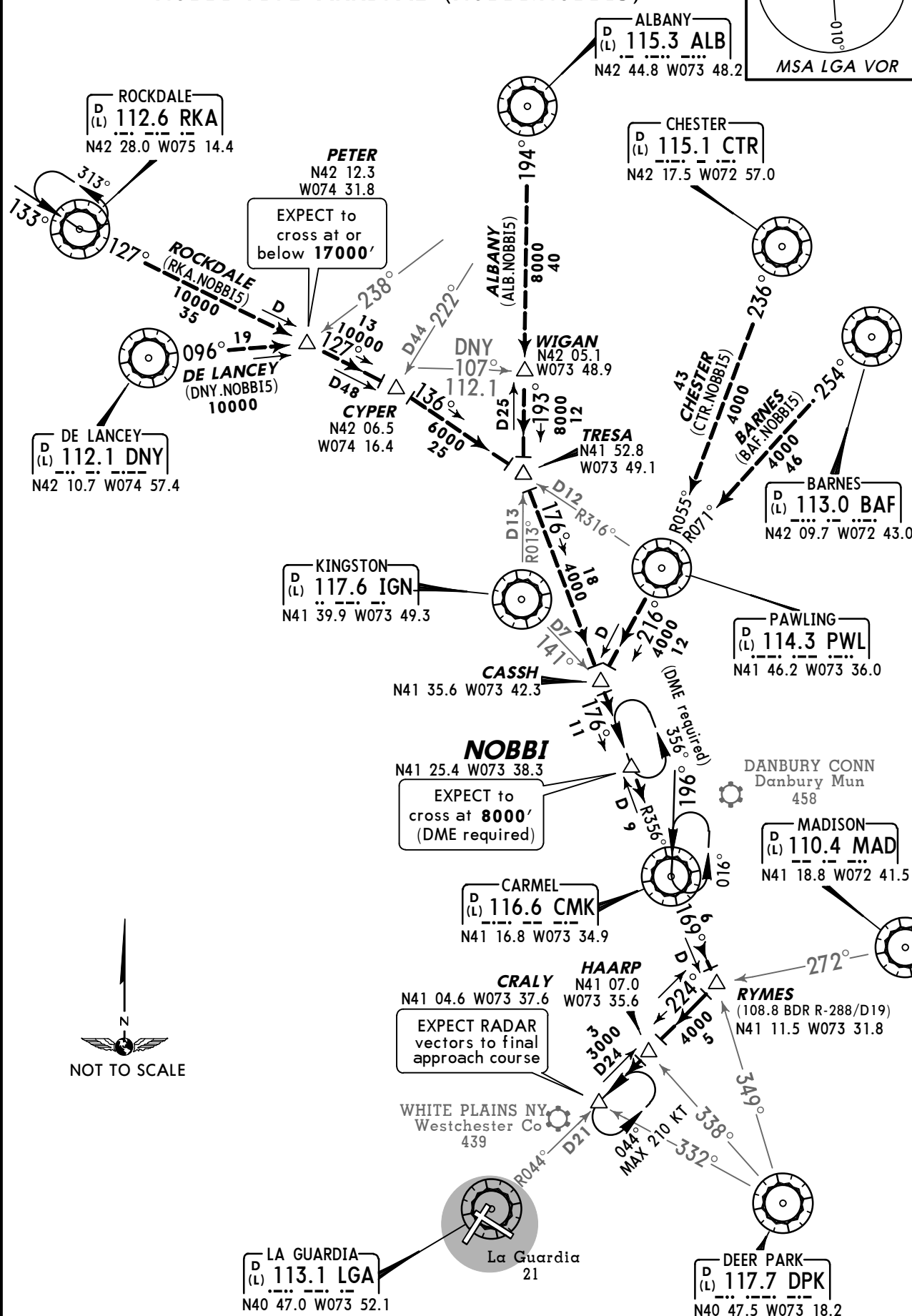
D-ATIS Arrival
125.95

Apt Elev
See
Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
This procedure is applicable to prop and turboprop
aircraft operating at 250 KT or less.



NOBBI FIVE ARRIVAL (NOBBI.NOBBI5)

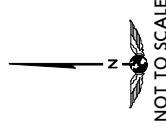


ROUTING

From over CASHH via CMK R-356 to CMK, then via CMK R-169 to RYMES, then via LGA R-044 to HAARP then to CRALY. EXPECT RADAR vectors to final approach course.

NEW YORK De

SPEED: DO NOT EXCEED:
210 KT UNTIL PASSING KIWIE,
220 KT UNTIL PASSING TRISK,
230 KT UNTIL PASSING GLDMN,
250 KT UNTIL REACHING 1000'

[illegible]

BIGGY, LANNA Transitions: ATC climb of 494' per NM to **9000'**, then ATC climb of 254' per NM to **11000'**.
COATE, GAYEL, HAAYS, NEION Transitions: ATC climb of 494' per NM to **6000'**.
ELIOT, NEWEL, PARKE, ZIMMZ Transitions: ATC climb of 494' per NM to **9000'**.

Ratio of time of 304' per	100	150	200	250	300
Gnd speed-KT	75	100	150	200	300
254' per NM	318	423	635	847	1058
494' per NM	618	823	1235	1647	2058
562' per NM	703	937	1405	1873	2342
					2810

INITIAL CLIMB	ALTITUDE
Climb heading 134° to intercept course 185° to cross KIWE between 2500' and 7000' ; then on track 248° to cross TRISK between 4000' and 7000' , then on track 301° to cross GLDMN between 6000' and 10000' .	MAINTAIN 7000' or as assigned by ATC
ROUTING	
EXPECT clearance to filed altitude within 10 minutes after departure.	

LGA RNAV SID ADVISORY NOTICE**Flight Crew Procedures for RNAV SIDs**

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En Route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. *Ensure all transitions are loaded correctly.*
2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify that the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s). For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. *If unable to comply with the RNAV SID, contact ATC prior to takeoff and request an amended clearance.*
3. **AFTER TAKEOFF:** Unless instructed to fly a heading by the Tower, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. *If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC.*
4. **HOT DAY CLIMB GRADIENT ADVISORY:** Mandatory crossing altitudes established on the GLDMN, TREEO, NTHNS, TNNIS and STBNZ departures are to de-conflict with LGA airspace and adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Compute takeoff and climb performance as soon as practicable. *Advise ATC as early as possible, prior to calling for takeoff, and request alternate instructions if unable to comply with published crossing altitude and speed restrictions.*

NEW YORK Departure (R)

120.4

Trans level: FL180

Trans alt: 18000'

1. DME/DME/IRU or GPS required.

2. RADAR required.

3. RNAV 1.

4. For turbojets only.

5. Strict compliance to track and altitude restrictions is mandatory.

Aircraft performance may require reduced airspeed to comply with altitude restrictions.

If unable to comply with climb gradient, notify ATC on initial contact.

6. All aircraft EXPECT vectors after TNNIS.

Apt Elev

21'

7. Traffic filed over BIGGY, ELIOT, LANNA, NEWEL, PARKE, ZIMMZ: Do not exceed 250 KT until reaching 11000'. 8. ELIOT authorized only for aircraft requesting a final altitude of 14000' or 16000'. 9. NEWEL authorized only for aircraft requesting a final altitude of FL180 and above. 10. ZIMMZ authorized only for aircraft requesting a final altitude of FL180 or above.

MSA LGA VOR

2800'

2000'

010°

190°

GREKI

△

TNNIS FOUR RNAV DEPARTURE

(TNNIS4.TNNIS)

(RWY 13)

~~SPEED~~ DO NOT EXCEED

220 KT UNTIL PASSING JUTES

MERIT

△

BAYYS

△

NOT TO SCALE

N

LA GUARDIA LGA

LA GUARDIA LGA

134°
Mag

TNNIS

At or above 5000'

0.45°

0.39°

0.35°

0.50°

JUTES

Do not exceed 220 KT until passing JUTES

At or above 3000'

NEWEL

△

ELIOT

△

ZIMMZ

△

PARKE

△

LANNA

△

BIGGY

△

SHIPP

△

WAVEY

△

DIXIE

△

WHITE

△

GAYEL

△

HAAYS

△

NEION

△

COATE

△

Kennedy Intl

INITIAL CLIMB		ALTITUDE
Climb heading 134° to intercept course 050° to cross JUTES at or above 3000', then on track 039° to cross TNNIS at or above 5000', then on track 045°. EXPECT vectors after TNNIS.		MAINTAIN 5000' or as assigned by ATC
ROUTING		
EXPECT clearance to filed altitude/flight level within 10 minutes after departure.		
BAYYS Departures	EXPECT vectors to BDR/BDR R-054.	
BIGGY Departures	EXPECT vectors to SBJ/SBJ R-237.	
COATE Departures	EXPECT vectors to SAX/SAX R-311.	
DIXIE Departures	EXPECT vectors to COL/COL R-192.	
ELIOT Departures	EXPECT vectors to SAX R-252.	
GAYEL Departures	EXPECT vectors to DPK R-320.	
GREKI Departures	EXPECT vectors to CMK R-057.	
HAAYS Departures	EXPECT vectors to HUO.	
LANNA Departures	EXPECT vectors to PTW R-059.	
MERIT Departures	EXPECT vectors to LGA R-055.	
NEION Departures	EXPECT vectors to LGA R-322.	
NEWEL Departures	EXPECT vectors to SAX R-264.	
PARKE Departures	EXPECT vectors to BWZ/BWZ R-250.	
SHIPP Departures	EXPECT vectors to JFK/JFK R-139.	
WAVEY Departures	EXPECT vectors to JFK/JFK R-156.	
WHITE Departures	EXPECT vectors to COL/COL R-204.	
ZIMMZ Departures	EXPECT vectors to SAX R-250.	

CHANGES: Procedure renumbered, revised.

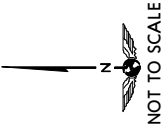
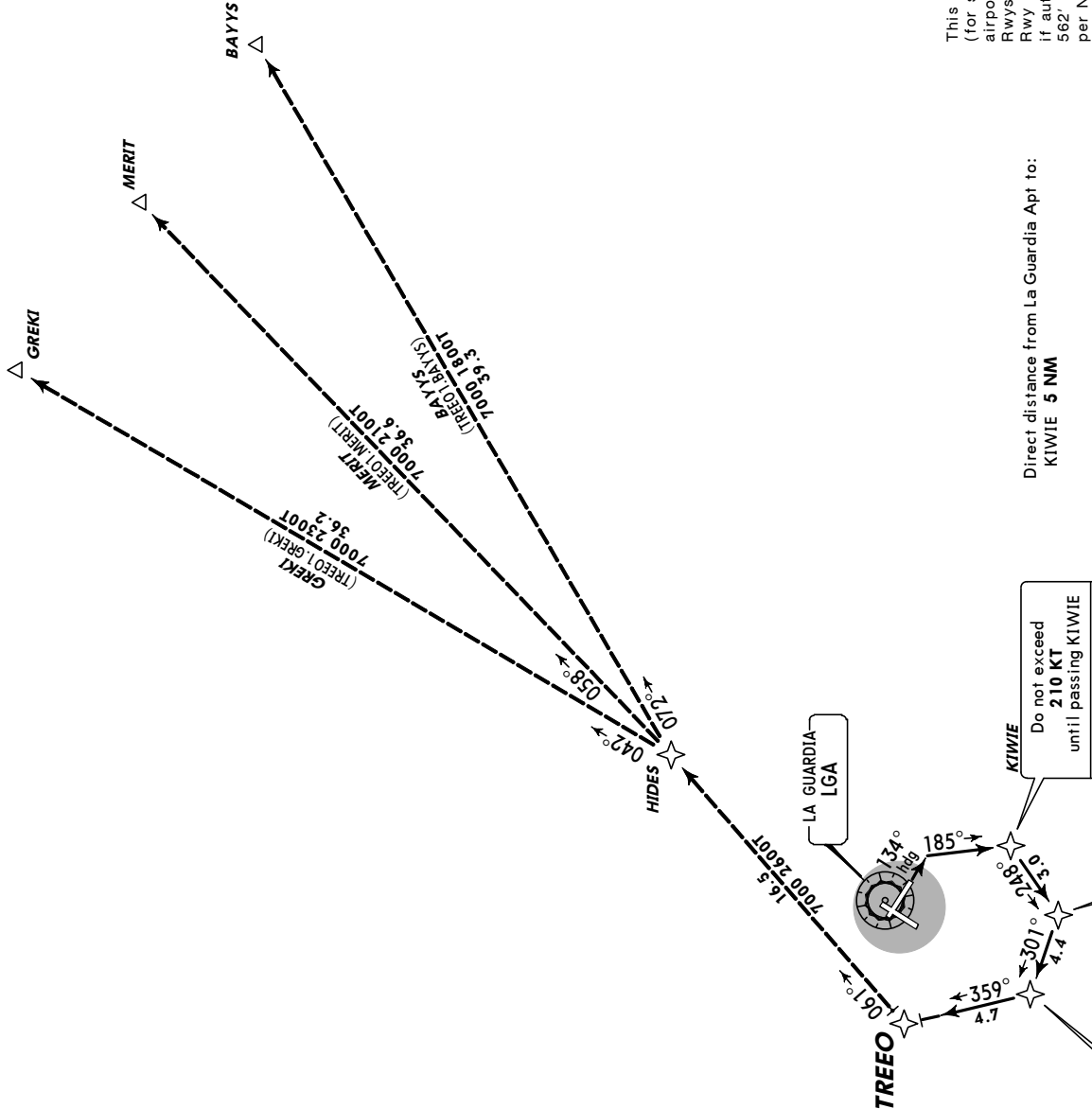
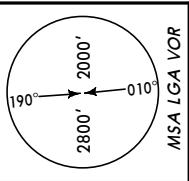
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NEW YORK Departure (R)
120.4

Apt Elev
21'

Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.
4. For turbojets only.

5. Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.



NOT TO SCALE

TREEO ONE RNAV DEPARTURE
(TREEO1.TREEO)
(RWY 13)
SPEED DO NOT EXCEED:
210 KT UNTIL PASSING KIWIE,
220 KT UNTIL PASSING TRISK,
230 KT UNTIL PASSING GLDMN.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 22, 31: Not authorized - ATC.
Rwy 13: Standard (or lower than standard, if authorized) with a minimum climb of 562' per NM to **2500'**. ATC climb of 494' per NM to **6000'**.

Gnd speed-KT	75	100	150	200	250	300
494' per NM	618	823	1235	1647	2058	2470
562' per NM	703	937	1405	1873	2342	2810

OBSTACLES
Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' LEFT of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' RIGHT of centerline, up to 13' AGL/22' MSL.

Do not exceed 230 KT until passing GLDMN	Between 6000' & 10000'
Do not exceed 220 KT until passing TRISK	Between 4000' & 7000'
Do not exceed 210 KT until passing KIWIE	Between 2500' & 7000'

INITIAL CLIMB		ALTITUDE
Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to TREEO.		MAINTAIN 7000' or as assigned by ATC
		ROUTING
		EXPECT clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES◦ **RWY 13:**

LOCALIZER 392' FROM DER, ON CENTERLINE, 18' AGL/19' MSL. STACK, FENCES, AND BUILDINGS BEGINNING 97' FROM DER, 171' LEFT OF CENTERLINE, UP TO 83' AGL/103' MSL. FENCES, BUILDINGS, AND TREES BEGINNING 28' FROM DER, 415' RIGHT OF CENTERLINE, UP TO 21' AGL/22' MSL. STACK 4934' FROM DER, 1513' LEFT OF CENTERLINE, 172' AGL/181' MSL. BUILDING 1.9 NM FROM DER, 758' RIGHT OF CENTERLINE, 280' AGL/345' MSL.

◦ **RWY 22:**

BUILDINGS AND TREES BEGINNING 165' FROM DER, 150' LEFT OF CENTERLINE, UP TO 72' AGL/101' MSL. BLAST FENCE, FENCE, STACK ON BUILDING, NAVAID, AND TREES BEGINNING 109' FROM DER, 138' RIGHT OF CENTERLINE, UP TO 55' AGL/104' MSL. TOWER 1.8 NM FROM DER, 566' RIGHT OF CENTERLINE, 222' AGL/302' MSL.

◦ **RWY 31:**

STACK 1.2 NM FROM DER, 2015' LEFT OF CENTERLINE, 250' AGL/268' MSL.

ACARS: D-ATIS PDC	LA GUARDIA Clearance (Cpt)	Ground	Tower	Copter Clearance	NEW YORK Departure (R)
127.05	135.2	121.7	118.7	121.87	120.4

73-53	73-52



LEGEND

① Start-up positions

MOVEMENT/NON-MOVEMENT AREA BOUNDARY

Runway Incursion Hot Spot

For information only, not to be construed as ATC instructions.

HS1 Intersection of Rwy 4 and Twys G, P, R, S.

HS2 Maintain vigilance when exiting Rwy 4 at Twy Q. Be sure to completely cross the hold line which requires crossing onto another taxiway.

B767-400 aircraft restricted to 10 knot taxi speed on all twys. Twys G, P, R & U restricted to 5 kt turns, 10 kt straight.

AA HOLD LINE

EMAS

CAUTION: Aircraft taxiing on Twy B for Rwy 4 departure, may be instructed to hold at the ILS Hold Line.

ILS HOLD LINE

B4 HOLD LINE

Rwy 4-22

Twy Y between Twys BB & AA closed to aircraft with wingspans in excess of 113' (34m).

MARINE AIR TERMINAL

CONTROL TOWER 240'

TERMINAL

Twy ZA closed 2300-0700 LT for aircraft parking.

ILS HOLD LINE

B4 HOLD LINE



GENERAL

Low-level wind shear alert system.

Birds in vicinity of airport.

ASDE-X surveillance system in use. Pilots should operate transponders with Mode C on all taxiways and runways.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS			TAKE-OFF	WIDTH
				LANDING BEYOND Threshold	Glide Slope	LAHSO Distance		
4 ① 22	HIRL CL MALSR ② PAPI-R	RVR		5899' 1798m	13/31	4600' 1402m		150'
	HIRL CL ALSF-I TDZ REIL ② PAPI-R	RVR		5979' 1822m			③	46m
13 ④ 31	HIRL CL MALSR TDZ REIL ⑤ PAPI-L	RVR		6058' 1846m			⑥	150'
	HIRL CL REIL PAPI-R (angle 3.00°)	RVR						46m

① Runway grooved. ③ Magnetic anomalies may affect compass heading when using extension Rwy 22 (Angle 3.0°).
② (Angle 3.0°).

④ Runway grooved. ⑥ Magnetic anomalies may affect compass heading when using extension Rwy 13 (portion NW of Rwy 4-22) for take-off.
⑤ (angle 3.10°). Unusable 8° left of centerline and 9° right of centerline.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwy 4**

Both RVRs are required & controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 31

With Mim climb of 330'/NM to 500'

Both RVRs are required & controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1 3/4

Rwy 22

① With Mim climb of 210'/NM to 400'

Both RVRs are required & controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-2 1/4

Rwy 13

With Mim climb of 280'/NM to 500'

Both RVRs are required & controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	400-2 1/4

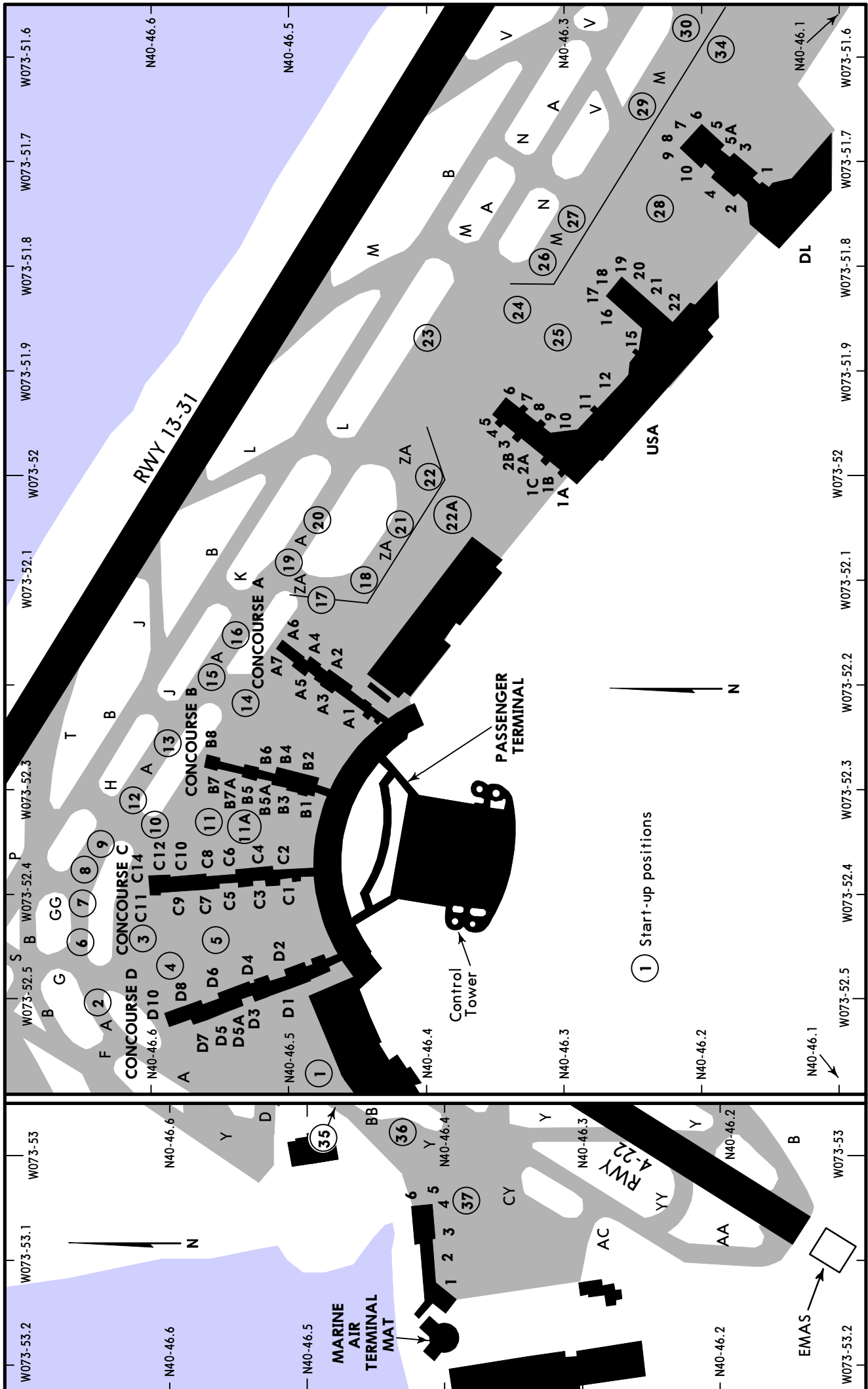
① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1100' prior to departure end of runway.

OBSTACLE DP

Rwy 4: Climb heading 044° to 800' before proceeding on course. 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.

FOR FILING AS ALTERNATE

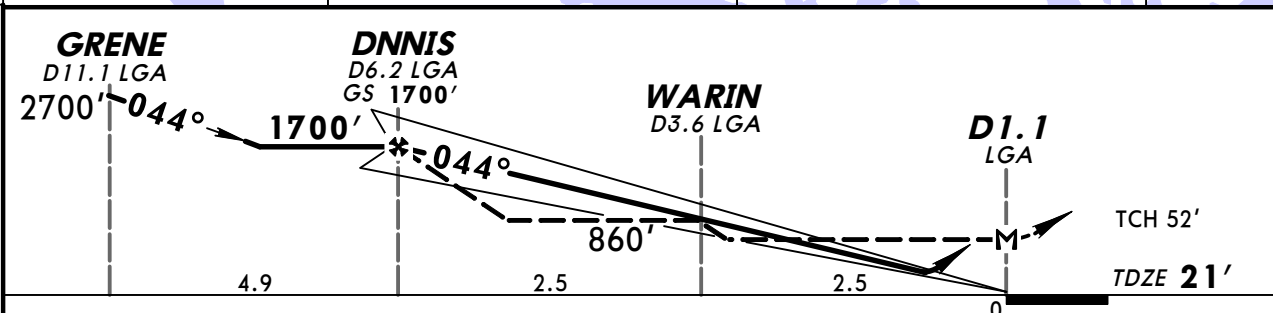
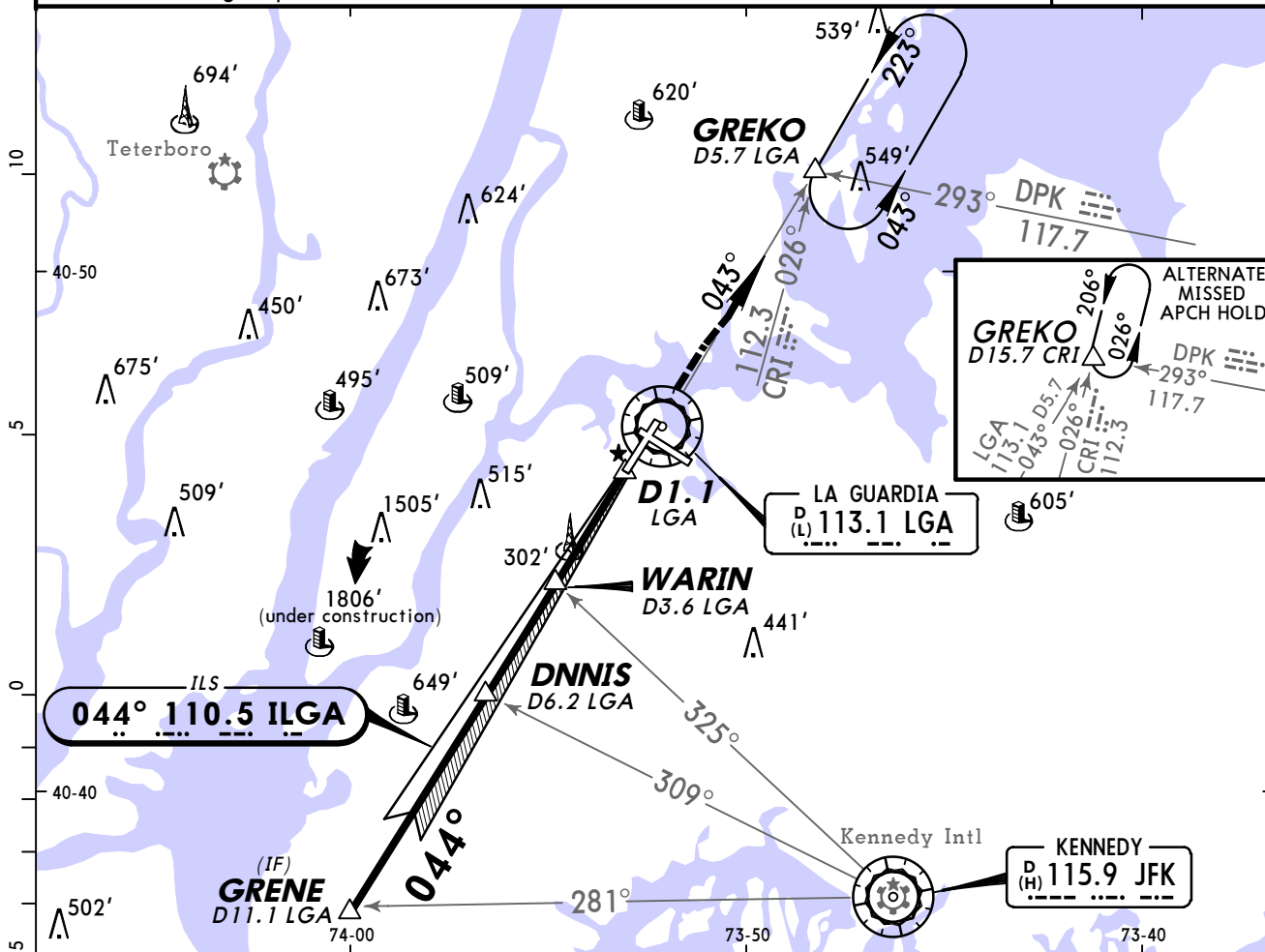
COPTER ILS Rwy 13 COPTER ILS DME Rwy 22		ILS Rwy 22	ILS Rwy 4	COPTER LOC Rwy 13 COPTER LOC DME Rwy 22	ILS Rwy 13 LOC Rwy 13	RNAV (GPS) Rwy 13	VOR-F	RNAV (RNP) Z Rwy 4 RNAV (RNP) Z Rwy 22 COPTER RNAV (GPS)-250°	Other
A	600-2	600-2	700-2	800-2	800-2	800-2 ¼	1000-2	NA	800-2
B									
C									
D									
		700-2 ¼	700-2 ¼		800-2 ½				800-2 ½



PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Passenger Terminal CONCOURSE A A1 thru A7 N40 46.5 W073 52.2		USA 1 thru 4 N40 46.3 W073 52.0 5 N40 46.4 W073 52.0 6 N40 46.3 W073 51.9 7 thru 9 N40 46.3 W073 51.9 10 N40 46.3 W073 52.0 11, 12 N40 46.3 W073 51.9 15 N40 46.2 W073 51.9 16 thru 19 N40 46.3 W073 51.8 20 thru 22 N40 46.2 W073 51.8	
CONCOURSE B B1 thru B6 N40 46.5 W073 52.3 B7 N40 46.6 W073 52.3 B7A N40 46.5 W073 52.3 B8 N40 46.6 W073 52.3		DL 1 thru 10 N40 46.2 W073 51.7	
CONCOURSE C C1 thru C6 N40 46.5 W073 52.4 C7 thru C12 N40 46.6 W073 52.4 C14 N40 46.6 W073 52.4		Marine Air Terminal 1 thru 3 N40 46.4 W073 53.1 4 thru 6 N40 46.4 W073 53.0	
CONCOURSE D D1 thru D4 N40 46.5 W073 52.5 D5 N40 46.6 W073 52.5 D5A N40 46.5 W073 52.5 D6 thru D8, D10 N40 46.6 W073 52.5			

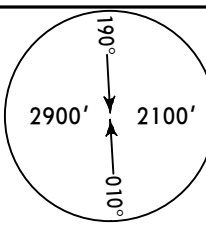
D-ATIS Arrival 125.95	NEW YORK Approach (R) 120.8	LA GUARDIA Tower 118.7	Ground 121.7
LOC ILGA 110.5	Final Apch Crs 044°	GS DNNIS 1700' (1679')	ILS DA(H) (CONDITIONAL) 305' (284')
MISSED APCH: Climb to 2000' outbound via LGA VOR R-043 to GREKO INT/D5.7 LGA and hold.			
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'			
1. Radar required. 2. Visibility reduction by helicopters not authorized. 3. VGSI and ILS glidepath not coincident.			
2600'			
MSA LGA VOR			

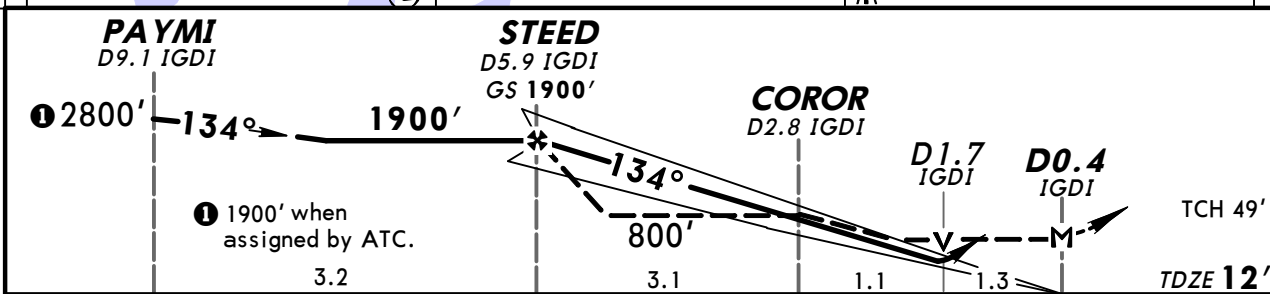
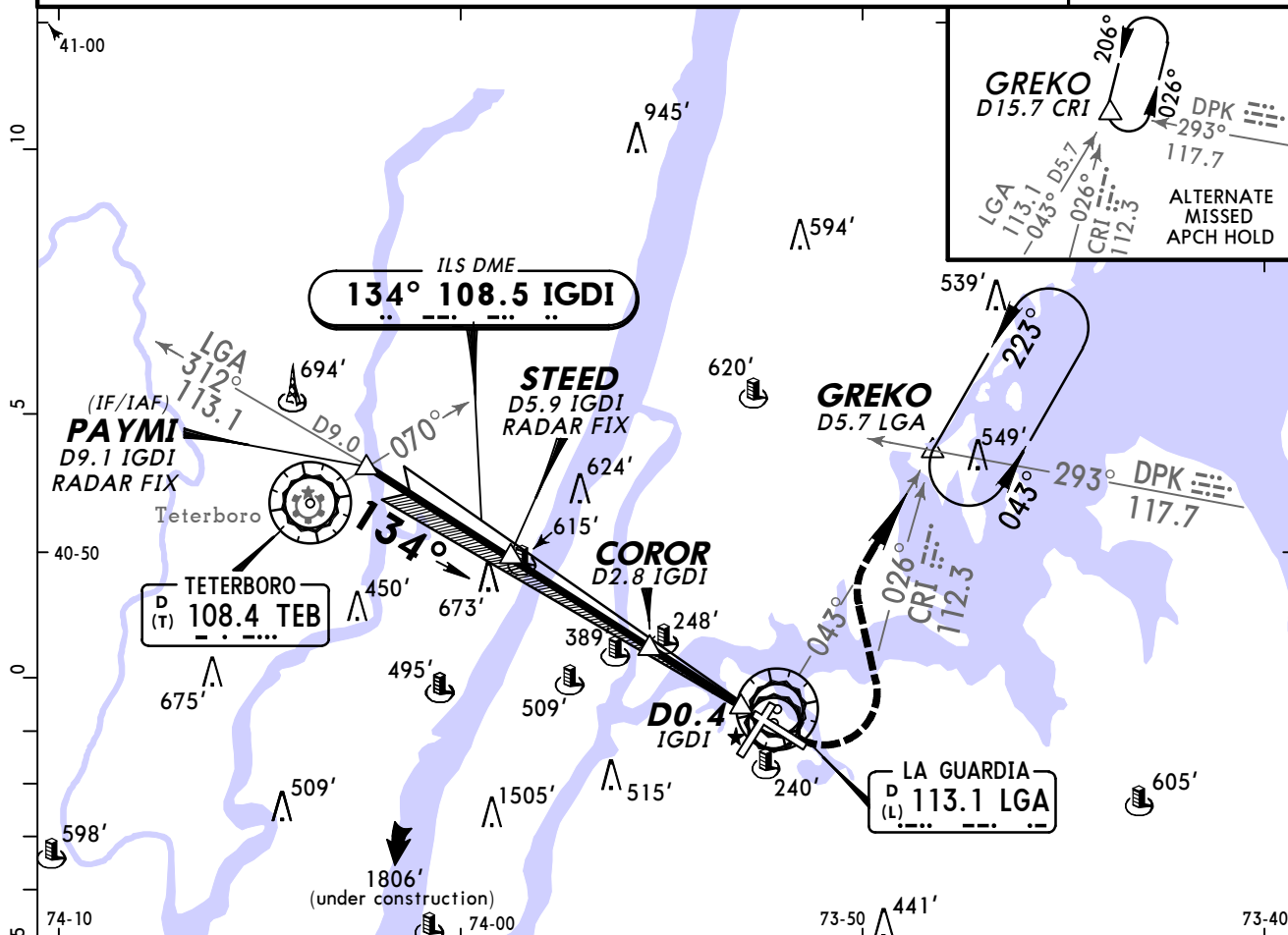


Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	LGA	GREKO
GS	3.00°	377	484	538	646	753	PAPI	↑	via 113.1 R-043	
MAP at D1.1 LGA or DNNIS to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53				

1 STRAIGHT-IN LANDING RWY 4				2 CIRCLE-TO-LAND	
ILS DA(H) 305' (284')		LOC (GS out) MDA(H) 560' (539')		Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out	90	640' (619') - 1
RVR 40 or 3/4		RVR 50 or 1	1 1/2	120	640' (619') - 1 3/4
RVR 50 or 1		RVR 60 or 1 1/4	1 3/4	140	700' (679') - 2 1/4
RVR 60 or 1 1/4				165	
1 Not authorized at night to Rwy 4 when VGSI inop.					

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IGDI 108.5	Final Apch Crs 134°	GS STEED 1900' (1888')	ILS DA(H) 214' (202')	Apt Elev 21' TDZE 12'			
MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' outbound via LGA VOR R-043 to GREKO/INT D5.7 LGA and hold, continue climb-in-hold to 2000', or as assigned by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Radar required. 2. VGSI and ILS glidepath not coincident.						MSA LGA VOR	

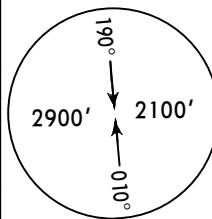


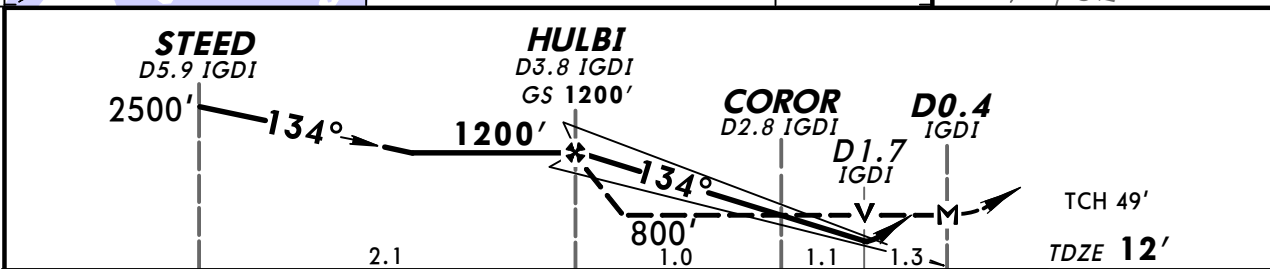
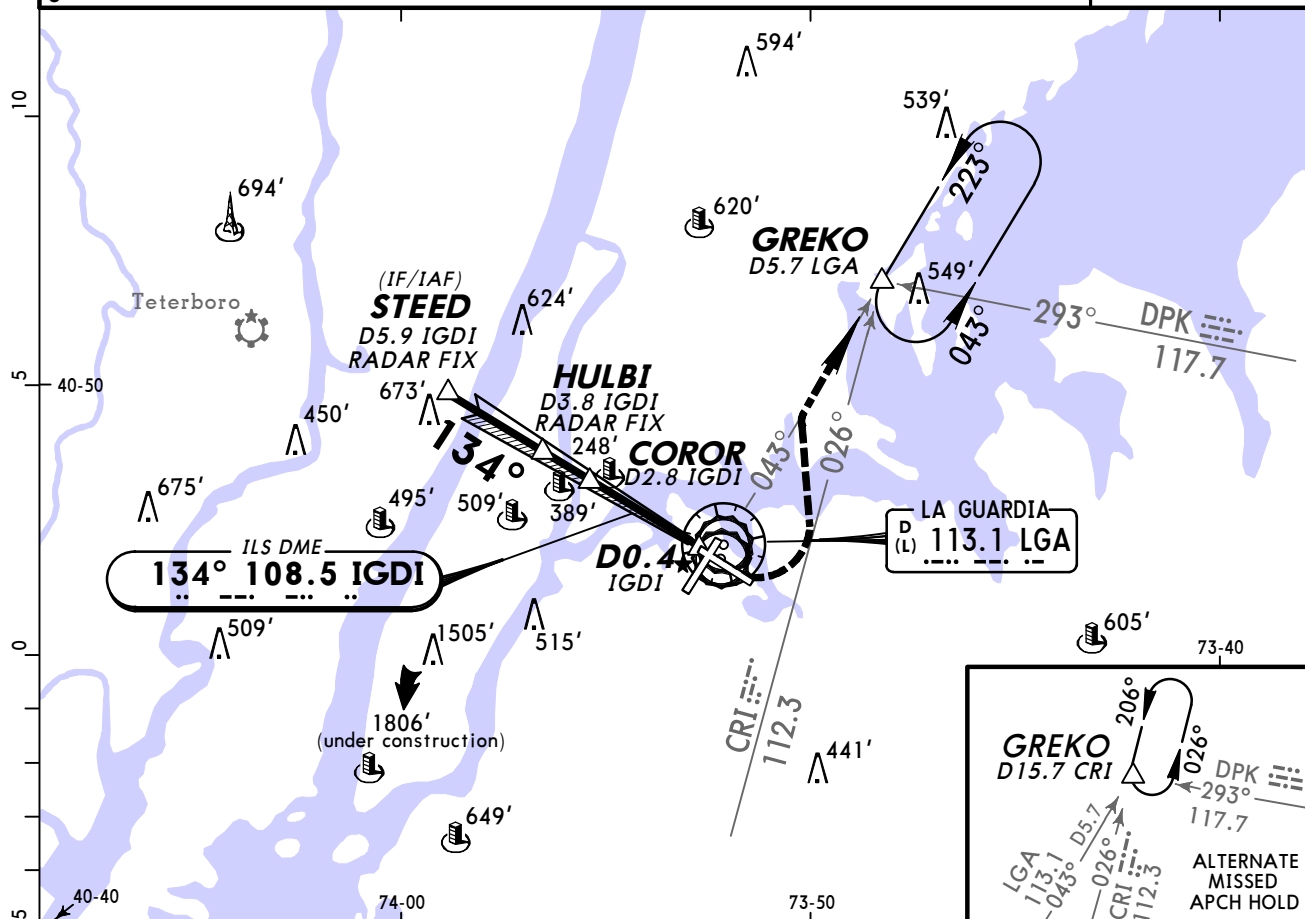
Gnd speed-Kts	70	90	100	120	140	160	MAISR REIL PAPI	800'	2000'	LGA	GREKO
GS	3.10°	389	500	556	667	778		↑	←	via 113.1	
MAP at D0.4 IGD I or STEED to MAP	5.5	4:43	3:40	3:18	2:45	2:21				R-043	

STRAIGHT-IN LANDING RWY 13								CIRCLE-TO-LAND			
ILS				2 LOC (GS out)				When VGSI inop, circling Rwy 31 not authorized at night.			
DA(H) 214' (202')				MDA(H) 500' (488') With COROR		MDA(H) 800' (788') Without COROR		With COROR		Without COROR	
FULL		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)	
A	1 RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	90	640' (619') - 1	800' (779') - 1	
B				RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	RVR 40 or 3/4	120		800' (779') - 1 1/4	
C				RVR 50 or 1	1 1/2	2	RVR 50 or 1	140		800' (779') - 2 1/4	
D								165		800' (779') - 2 1/2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** DME or RADAR required.

TERPS AMEND 1 18 NOV 2010

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IGDI 108.5	Final Apch Crs 134°	GS HULBI 1200' (1188')	ILS DA(H) 212' (200')	Apt Elev 21' TDZE 12'		 MSA LGA VOR	
MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' outbound via LGA VOR R-043 to GREKO INT/D5.7 LGA and hold, or as assigned by ATC.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		800'	2000'	LGA	GREKO
GS	3.10°	389	500	556	667	778	889	REIL	↑	LT	via 113.1 R-043	
MAP at D0.4 IGD or HULBI to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:16	PAPI				

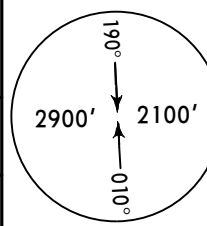
STRAIGHT-IN LANDING RWY 13					
ILS DA(H) 212' (200')		1 LOC (GS out) MDA(H) 500' (488') With COROR		MDA(H) 800' (788') Without COROR	
FULL	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out	RAIL or ALS out
RVR 12 or 1/4	RVR 24 or 1/2	RVR 12 or 1/4	RVR 24 or 1/2	RVR 12 or 1/4	RVR 24 or 1/2

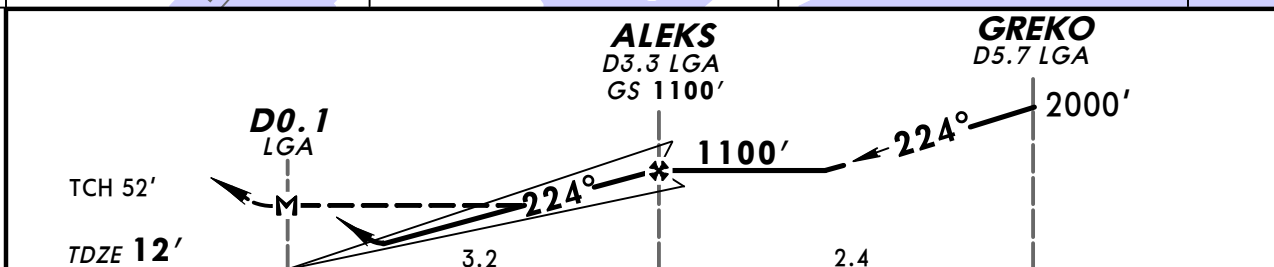
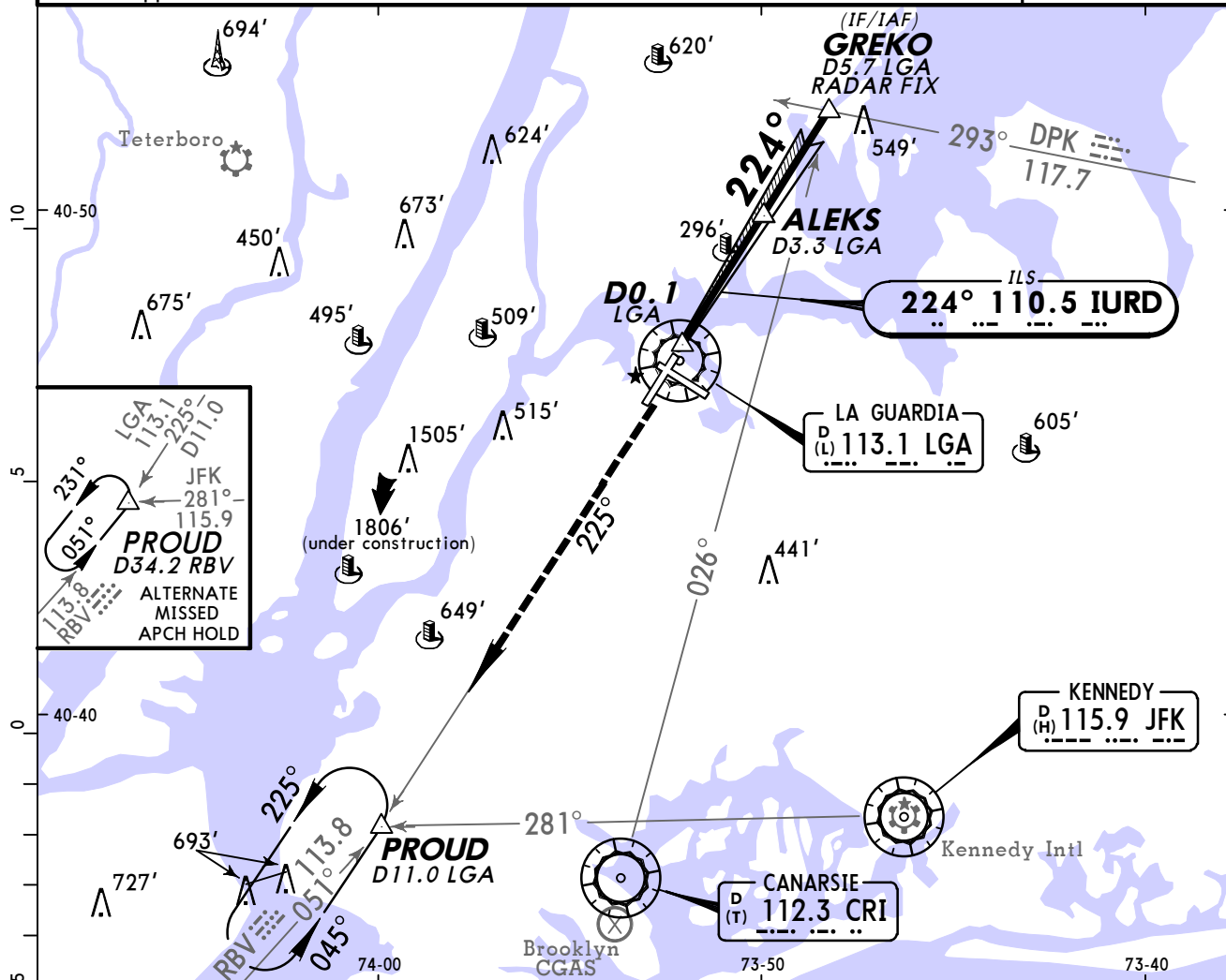
1 DME or RADAR required.

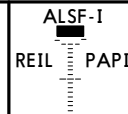
CHANGES: Lighting.

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BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7				
LOC IURD 110.5		Final Apch Crs 224°		GS ALEKS 1100' (1088')		ILS DA(H) 212' (200')		Apt Elev 21' TDZE 12'		
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, or as assigned by ATC.										
Alt Set: INCHES										



Gnd speed-Kts	70	90	100	120	140	160		2700'	LGA	PROUD
GS	3.00°	377	484	538	646	753		↑	via 113.1	
MAP at D0.1 LGA									R-225	

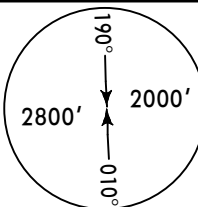
STRAIGHT-IN LANDING RWY 22			
ILS DA(H) 212' (200')		LOC (GS out) MDA(H) 560' (548')	
FULL	TDZ or CL out	ALS out	ALS out
RVR 12 or 1/4		RVR 24 or 1/2	RVR 12 or 1/4
RVR 24 or 1/2		RVR 12 or 1/4	RVR 24 or 1/2

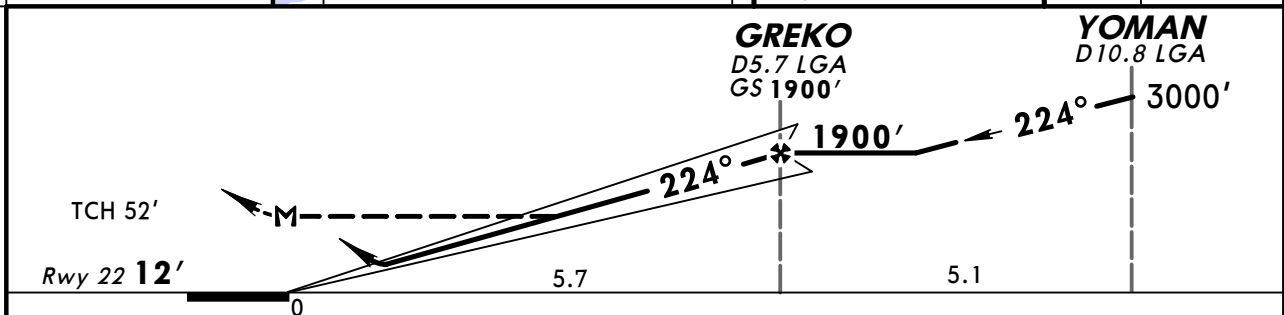
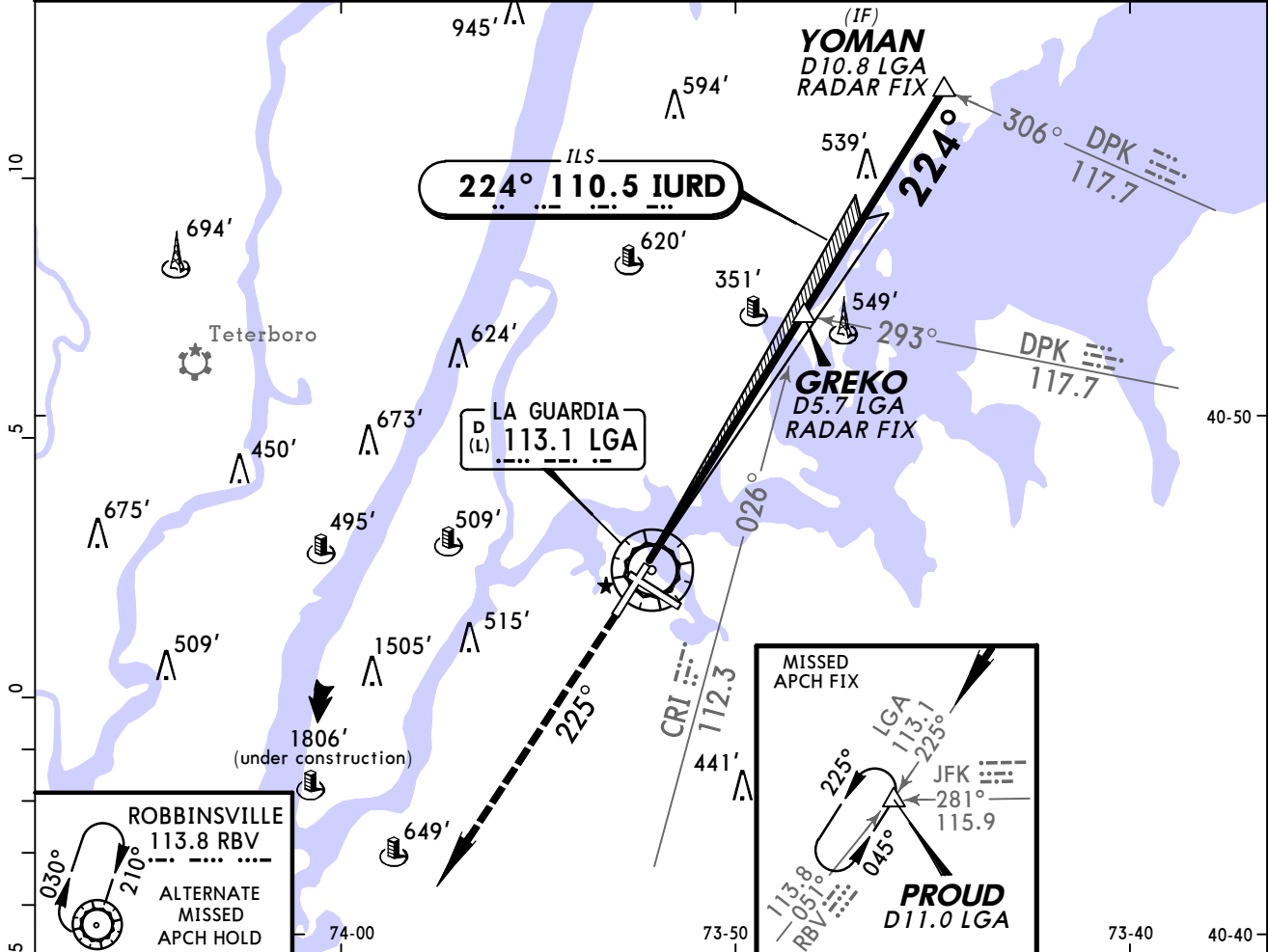
KLGA/LGA
LA GUARDIA

JEPPESEN
19 AUG 11 **(11-5)** **Eff 25 Aug**

NEW YORK, NY
ILS or LOC Rwy 22

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IURD 110.5	Final Apch Crs 224°	GS GREKO 1900' (1888')	ILS DA(H) 212' (200')	Apt Elev 21' Rwy 22 12'		 MSA LGA VOR	
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Radar required. 2. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts		70	90	100	120	140	160	ALSIF-I REIL PAPI	2700'	LGA	via 113.1	PROUD
GS 3.00°		372	478	531	637	743	849					
GREKO to MAP 5.7		4:53	3:48	3:25	2:51	2:27	2:08					

STRAIGHT-IN LANDING RWY22						CIRCLE-TO-LAND			
ILS <i>DA(H)</i> 212' (200')				LOC (GS out) <i>MDA(H)</i> 620' (608')		Max Kts	<i>MDA(H)</i>		
FULL		TDZ or CL out	ALS out		ALS out				
A	RVR 18 or 1½	RVR 24 or 1½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1	90	620' (599') - 1		
B						120			
C						1⅜	1¾	140	620' (599') - 1¾
D								165	700' (679') - 2¼

CHANGES: Missed approach, alternate missed approach, minimums, notes.

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TERPS AMEND 20 25 AUG 2011

KLGA/LGA
LA GUARDIA

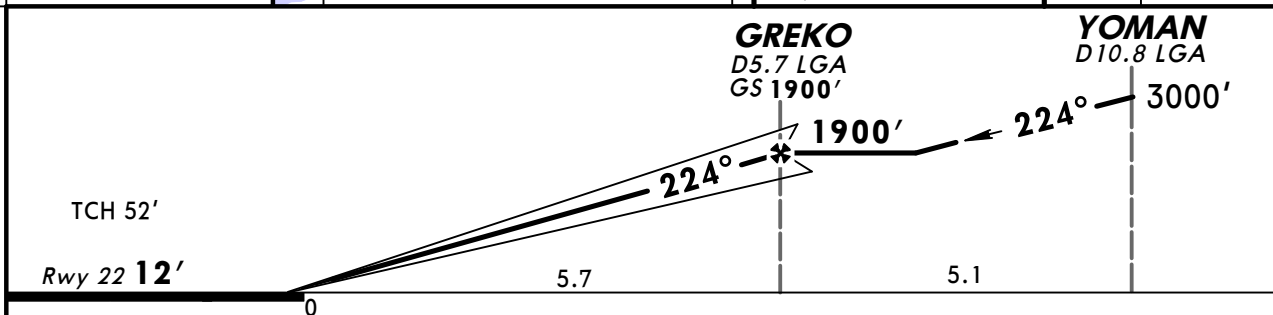
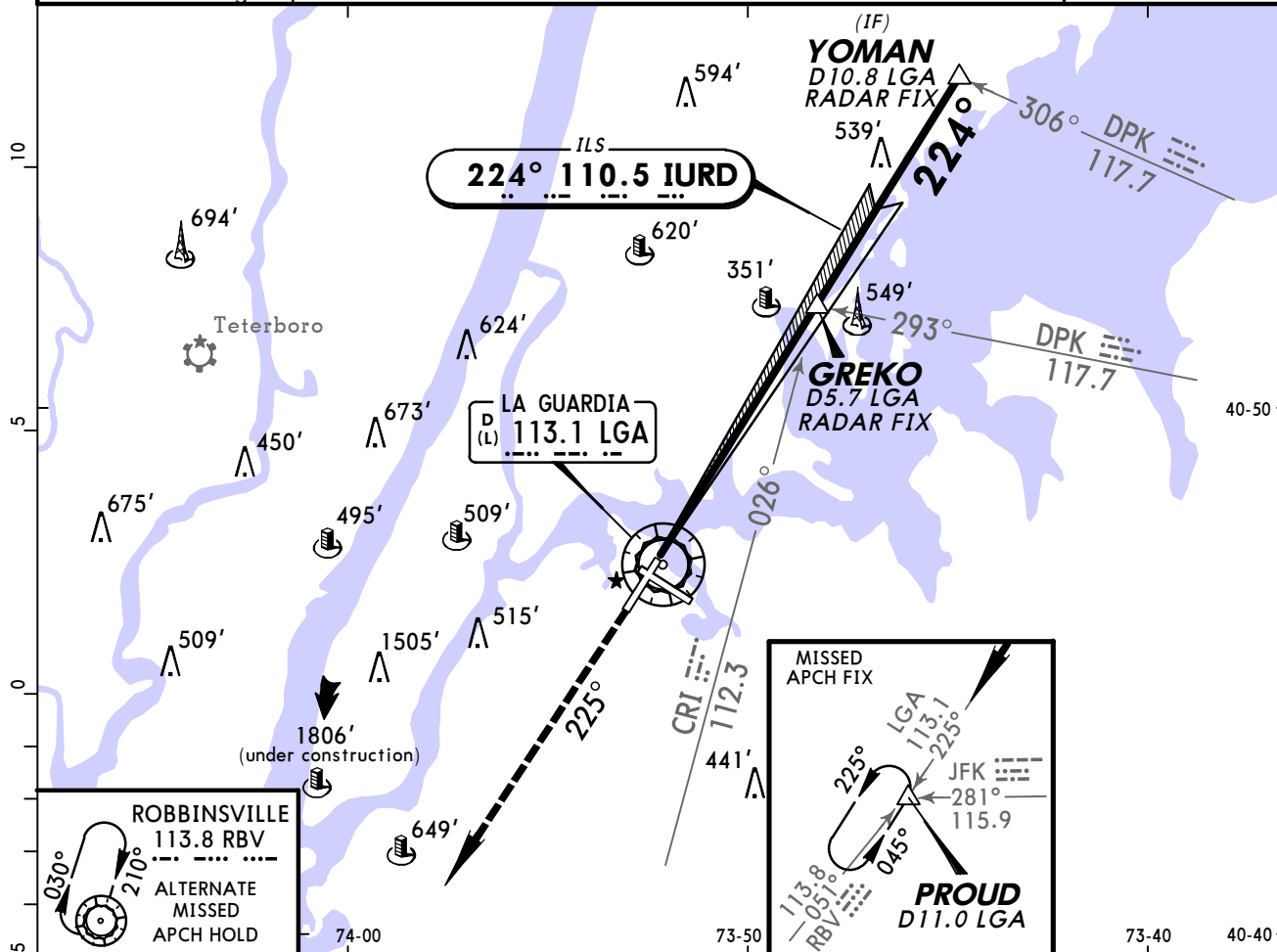
14 OCT 11

11-5A

NEW YORK, NY
ILS Rwy 22 SA CAT I

BRIEFING STRIP™

D-ATIS Arrival 125.95	NEW YORK Approach (R) 120.8	LA GUARDIA Tower 118.7	Ground 121.7
LOC IURD 110.5	Final Apch Crs 224°	GS GREKO 1900' (1888')	SA CAT I ILS RA 162' DA(H) 162' (150')
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, or as directed by ATC.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. Radar required. 3. VGSI and ILS glidepath not coincident.			
MSA LGA VOR			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	2700'	LGA	PROUD
GS	3.00°	372	478	531	637	743	849	REIL PAPI	via 113.1 R-225	

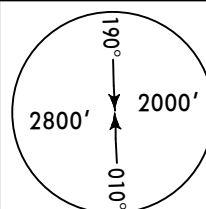
STRAIGHT-IN LANDING RWY 22
SA CAT I ILS
RA 162'
DA(H) 162' (150')

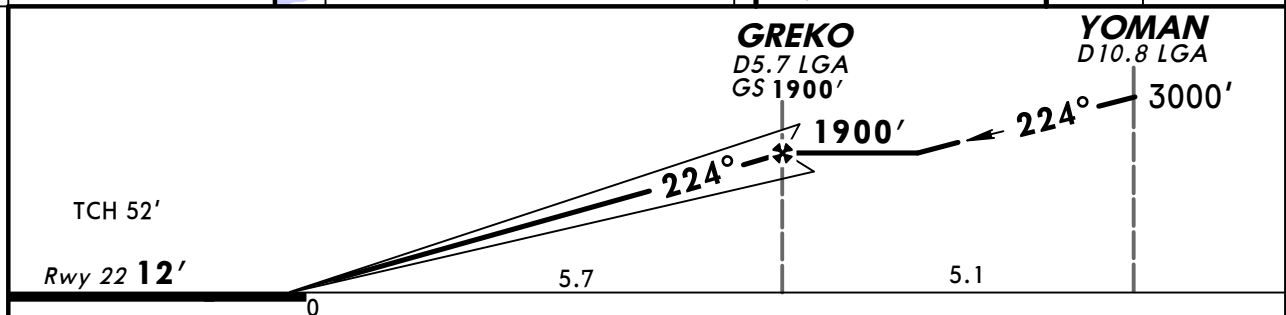
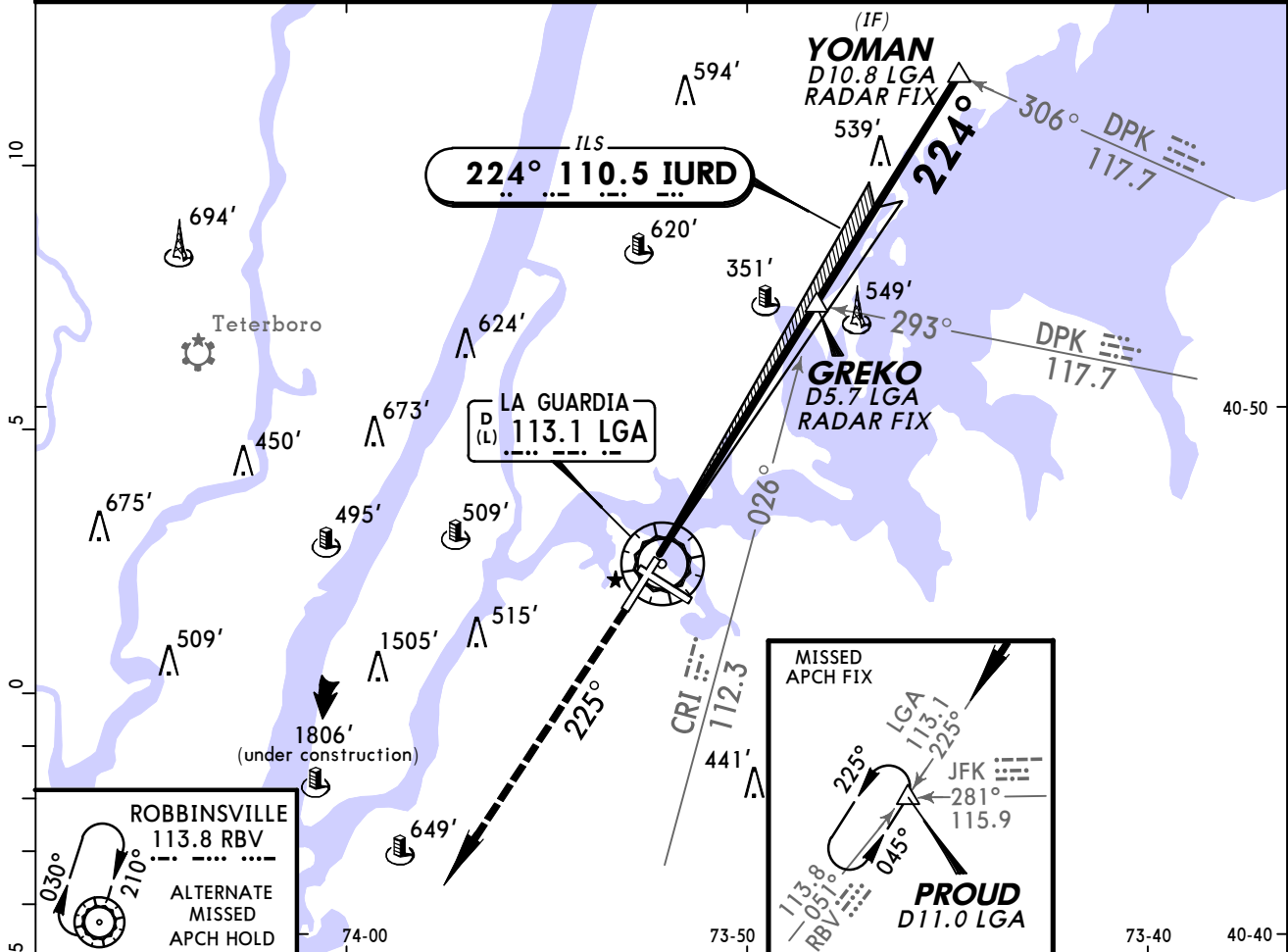
A	
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 20A 20 OCT 2011

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LOC IURD 110.5	Final Apch Crs 224°	GS GREKO 1900' (1888')	SA CAT II ILS RA 112' DA(H) 112' (100')		Apt Elev 21' Rwy 22 12'	 MSA LGA VOR	
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT/D11.0 LGA and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. Radar required. 3. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I		2700'	LGA	PROUD
GS	3.00°	372	478	531	637	743	849	REIL	PAPI	via 113.1 R-225	

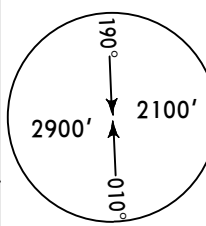
STRAIGHT-IN LANDING RWY 22
SA CAT II ILS
RA 112'
DA(H) 112' (100')

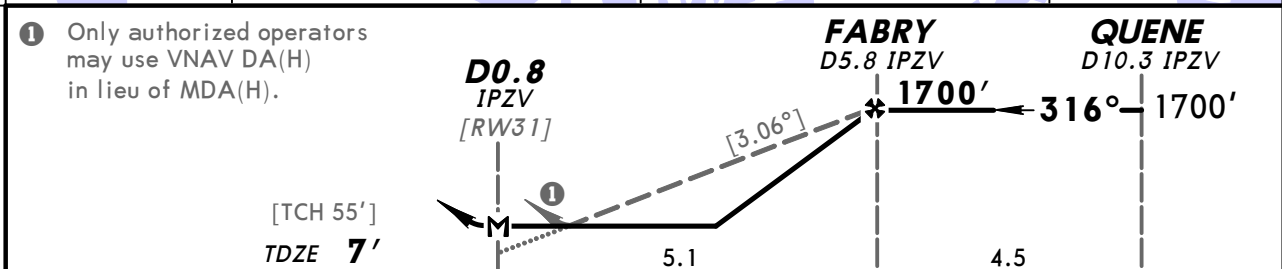
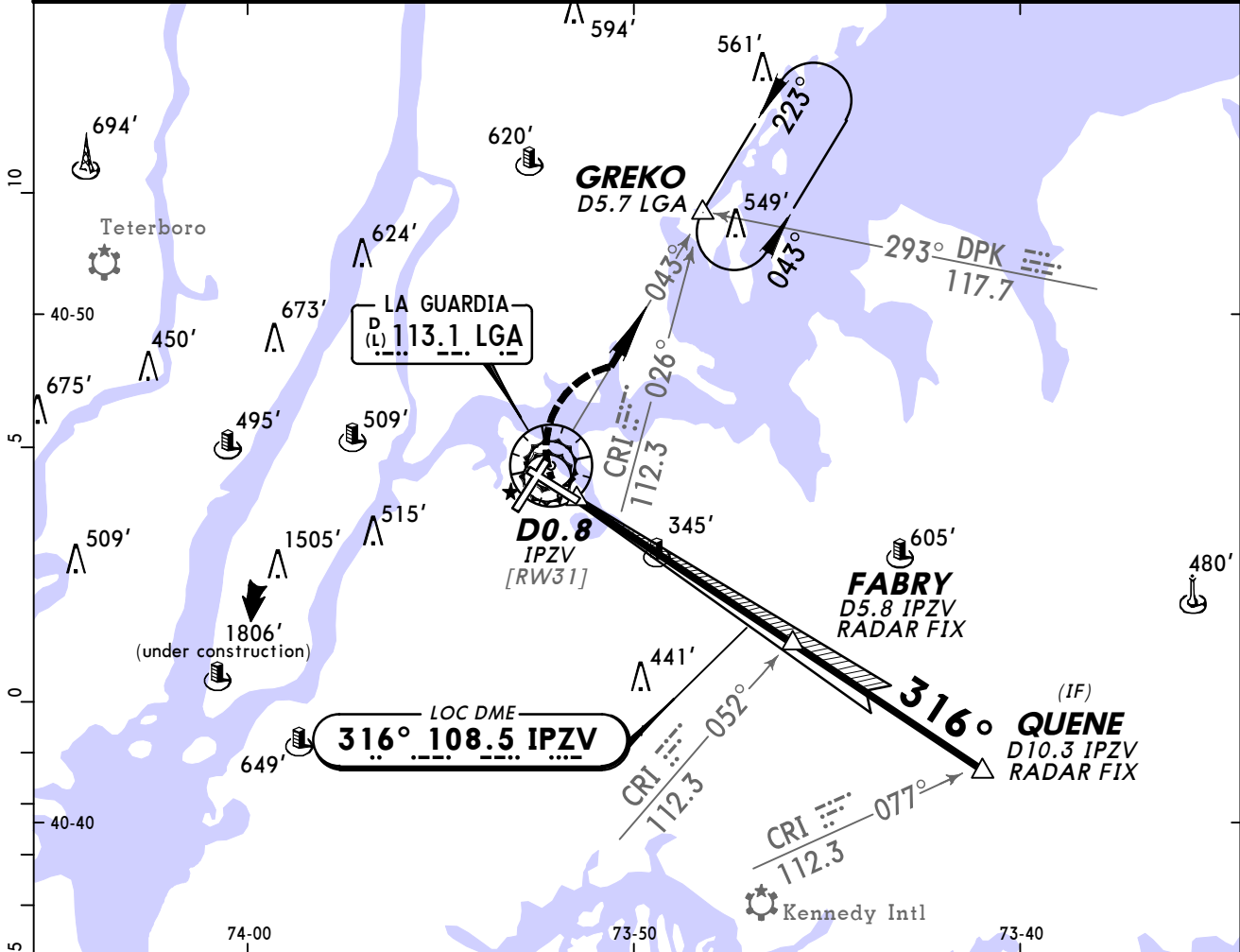
A	RVR 12
B	
C	
D	

Reduced lighting: Requires specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 20A 20 OCT 2011

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7
LOC IPZV 108.5	Final Apch Crs 316°	Minimum Alt FABRY 1700' (1693')	MDA(H) 600' (593')	Apt Elev 21' TDZE 7'		 MSA LGA VOR
MISSED APCH: Climbing RIGHT turn to 2000' outbound via LGA VOR R-043 to GREKO/INT D5.7 LGA and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Radar required. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized.						



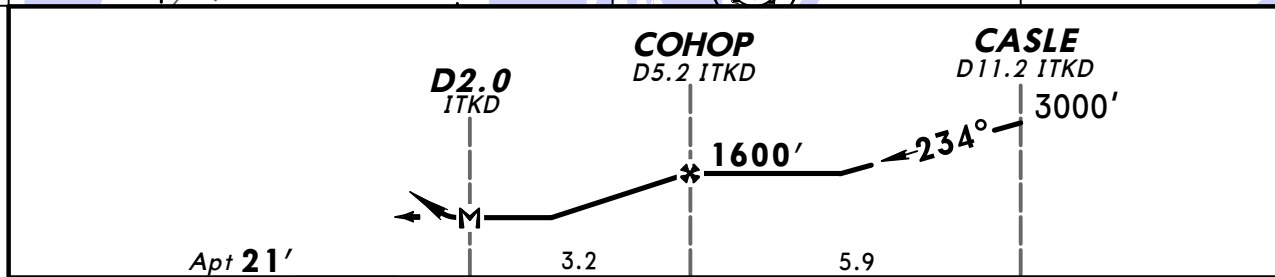
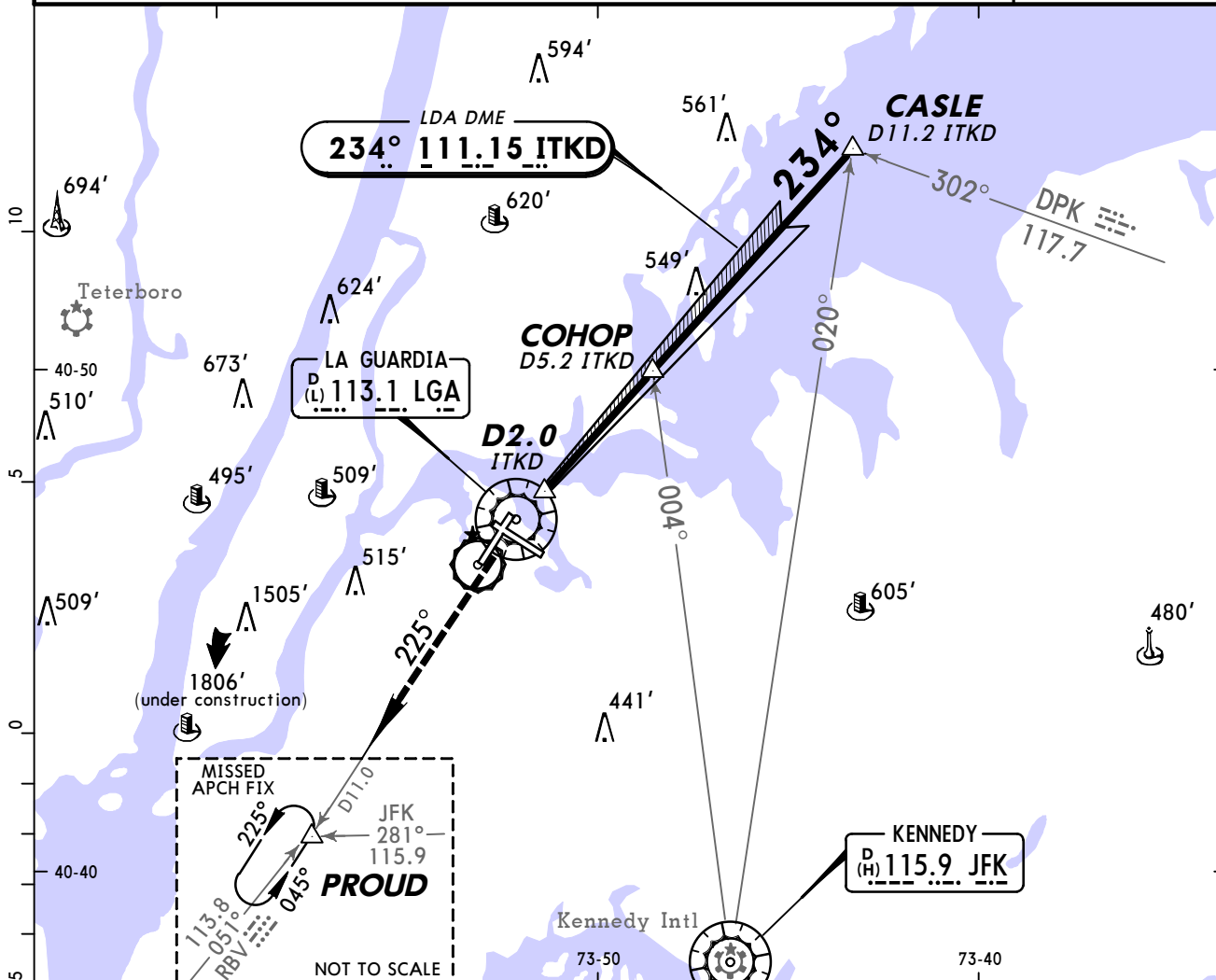
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	2000' via LGA RT R-043 GREKO
Descent Angle [3.06°]	379	487	541	650	758	866		
MAP at D0.8 IPZV or FABRY to MAP	5.1	4:22	3:24	3:04	2:33	2:11		

① STRAIGHT-IN LANDING RWY31				① CIRCLE-TO-LAND			
MDA(H) 600' (593')				Max Kts	MDA(H)		
A	RVR 50 or 1			90	640' (619') - 1		
B				120			
C				140	640' (619') - 1 3/4		
D				165	700' (679') - 2 1/4		

① When VGSI inop, straight-in/circling Rwy 31 procedure not authorized at night.

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
LDA ITKD 111.15	Final Apch Crs 234°	Minimum Alt COHOP 1600' (1579')	MDA(H) Refer to Minimums	Apt Elev 21'		190° 2800' ↓ ↑ 010° 2000' MSA LGA VOR	
MISSED APCH: Climb to 2700' outbound via LGA VOR R-225 to PROUD INT and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR required.							



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2700' ↑ via 113.1 R-225	PROUD
MAP at D2.0 ITKD or COHOP to MAP	3.2	2:45	2:08	1:55	1:36	1:22			

		CIRCLE-TO-LAND	
	Max Kts	MDA(H)	
A	90	640' (619')-1	
B	120		
C	140	640' (619')-1¾	
D	165	700' (679')-2¼	

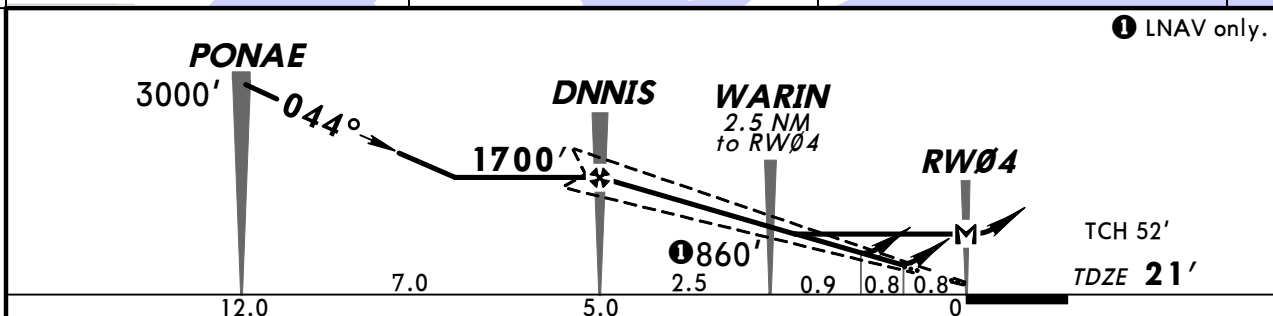
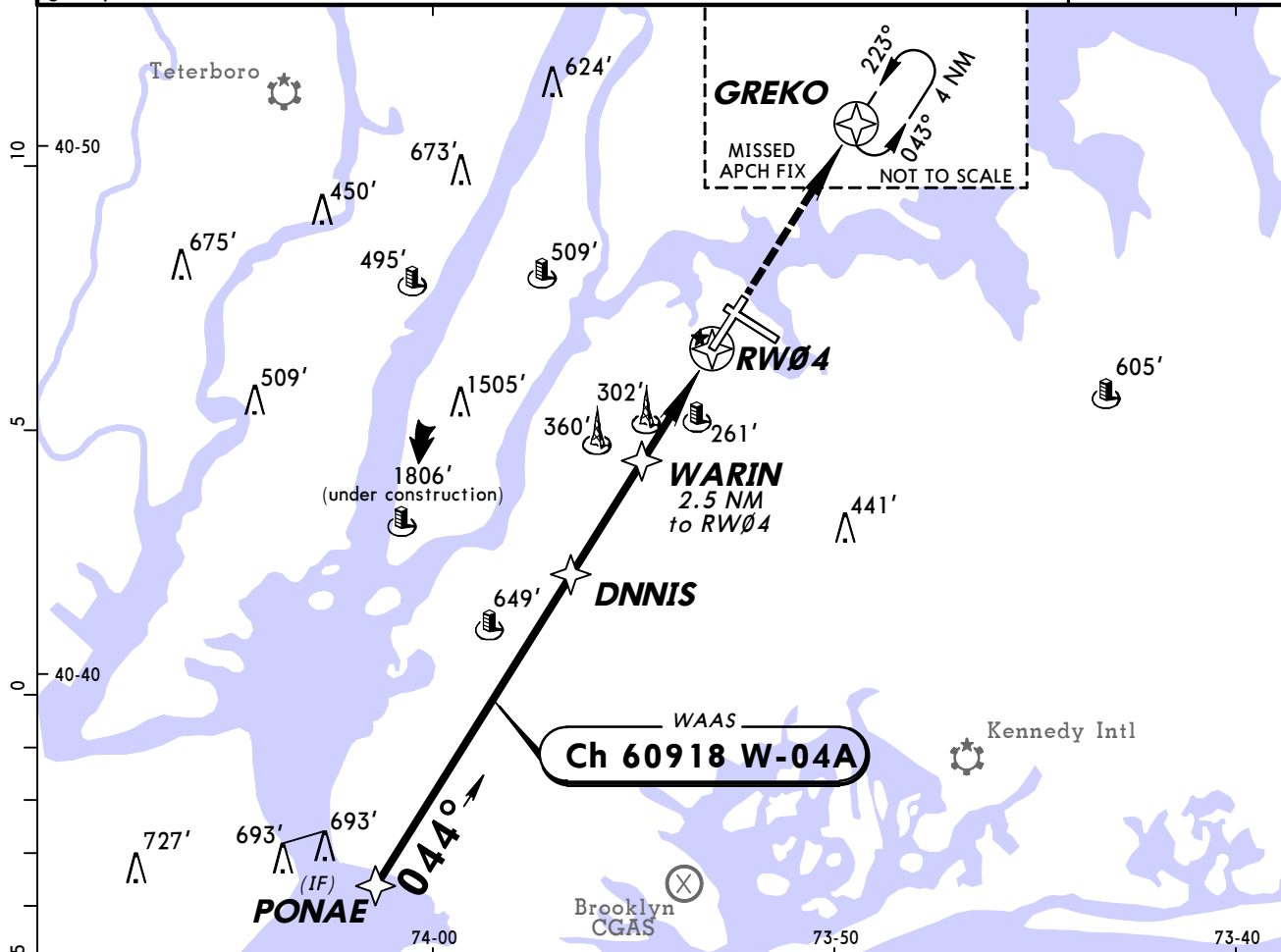
KLGA/LGA
LA GUARDIA

JEPPESSEN
21 JAN 11 **(12-1)**

NEW YORK, NY
RNAV (GPS) Y Rwy 4

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
WAAS Ch 60918 W-04A		Final Apch Crs 044°	Minimum Alt DNNIS 1700' (1679')	LPV DA(H) (CONDITIONAL) 323' (302')	Apt Elev 21' TDZE 21'		2600' MSA RW04
MISSED APCH: Climb to 2000' direct GREKO and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VANV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. VGSI and RNAV glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 2000' ↑		GREKO
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW04									

1 STRAIGHT-IN LANDING RWY 4					1 CIRCLE-TO-LAND		
LPV DA(H) 323' (302')		LNAV/VNAV DA(H) 566' (545')		LNAV MDA(H) 560' (539')	Max Kts	MDA(H)	
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out			
TERPS	A	RVR 50 or 1		RVR 50 or 1	90	640' (619') - 1	
	B						
	C				120	640' (619') - 1½	
	D				140		
				RVR 50 or 1	140	640' (619') - 1½	
				RVR 60 or 1¼	165	700' (679') - 2¼	

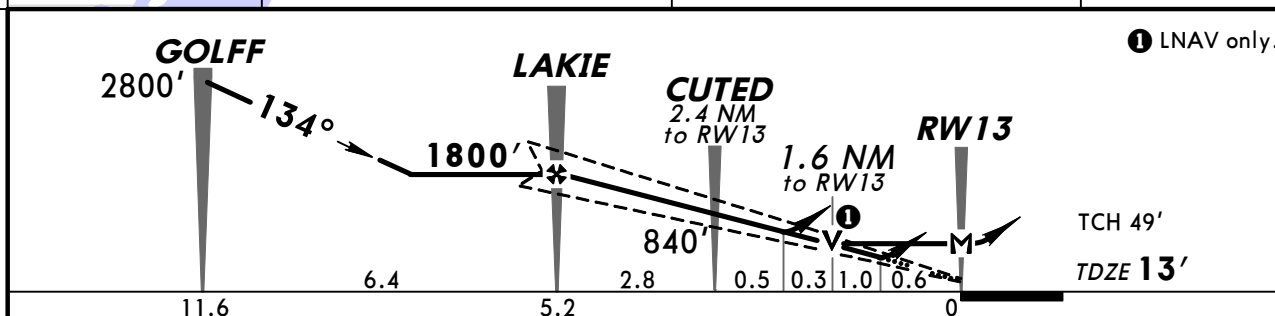
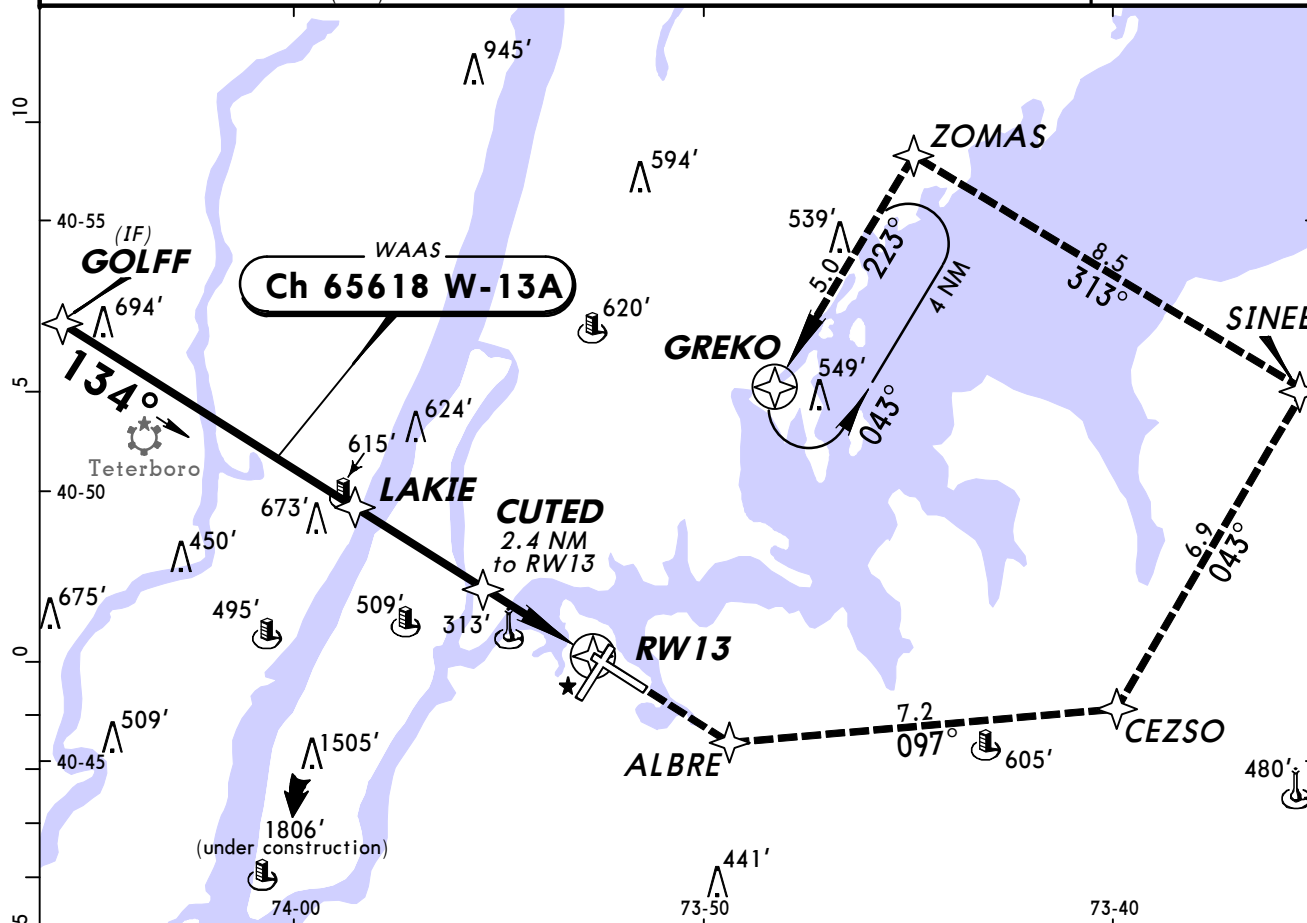
1 Not authorized at night to Rwy 4 when VGSI inop.

CHANGES: None.

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BRIEFING STRIP™

D-ATIS Arrival		NEW YORK Approach (R)		LA GUARDIA Tower		Ground	
125.95		120.8		118.7		121.7	
WAAS Ch 65618 W-13A	<i>Final</i> <i>Apch Crs</i> 134°	<i>Minimum Alt</i> LAKIE 1800' (1787')	<i>LPV</i> <i>DA(H)</i> 263' (250')	<i>Apt Elev 21'</i> <i>TDZE 13'</i>		2600' MSA RW13	
MISSED APCH: Climb to 2000' direct ALBRE and via 097° track to CEZSO and via 043° track to SINEE and LEFT turn via 313° track to ZOMAS and via 223° track to GREKO and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160		2000' ↑		ALBRE
Glide Path Angle 3.10°	384	494	548	658	768	878				
MAP at RW13										

STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND	
LPV DA(H) 263' (250')		LNAV/VNAV DA(H) 679' (666')		LNAV MDA(H) 580' (567')		Max Kts	MDA(H)
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out			
A				RVR 24	RVR 40	RVR 50	680' (659') - 2 1/4
B				or 1/2	or 3/4	or 1	
C	RVR 24 or 1/2	RVR 40 or 3/4	1 3/4	2 1/4	50 or 1	1 1/2	
D					60 or 1 1/4	1 3/4	700' (679') - 2 1/4

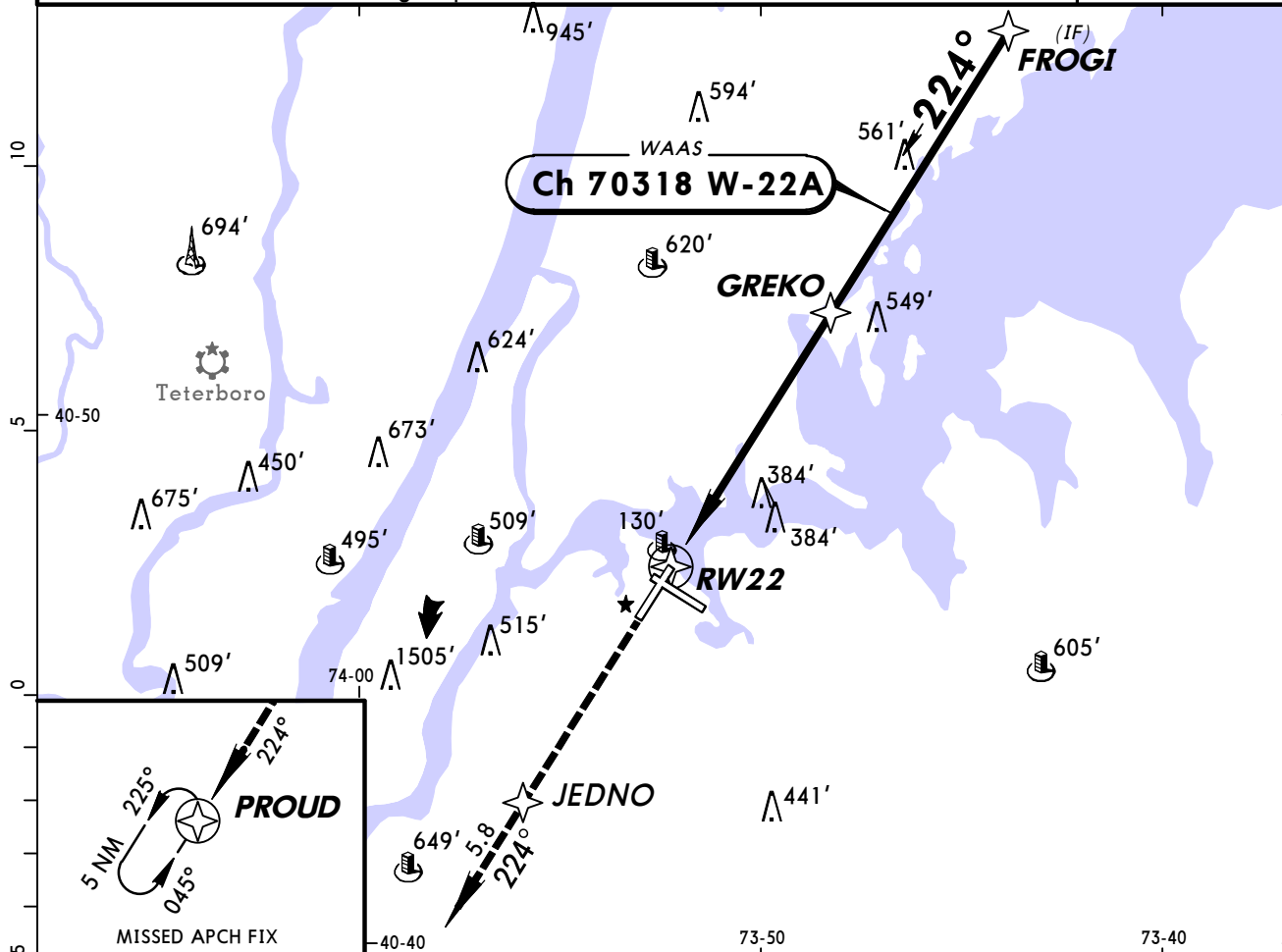
KLGA/LGA
LA GUARDIA

JEPPESEN
17 FEB 12 **(12-3)**

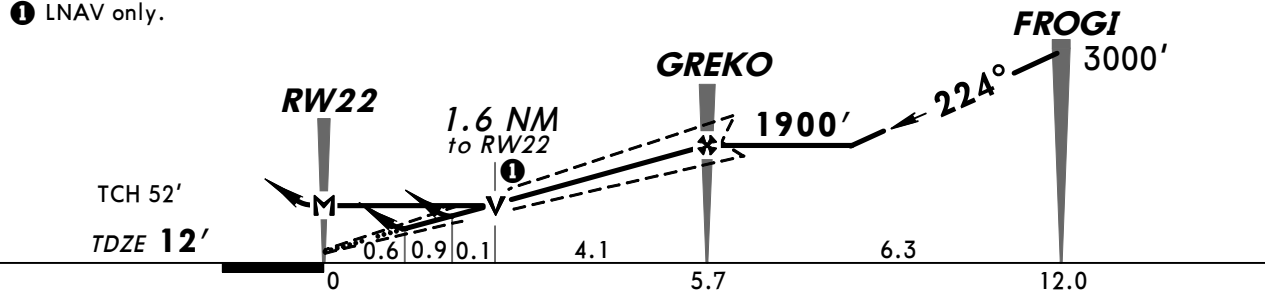
NEW YORK, NY
RNAV (GPS) Y Rwy 22

BRIEFING STRIP™

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
WAAS Ch 70318 W-22A		Final Apch Crs 224°	Minimum Alt GREKO 1900' (1888')	LPV DA(H) 262' (250')	Apt Elev 21' TDZE 12'		2600' MSA RW22
MISSED APCH: Climb to 2700' direct to JEDNO, and via 224° track to PROUD and hold.							
Alt Set: INCHES							



1 LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALS F-I REIL PAPI 2700' D JEDNO
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW22							

STRAIGHT-IN LANDING RWY 22							1 CIRCLE-TO-LAND			
LPV <i>DA(H)</i> 262' (250')			LNAV/VNAV <i>DA(H)</i> 527' (515')		LNAV <i>MDA(H)</i> 580' (568')		Max Kts	<i>MDA(H)</i>		
ALS out			ALS out		ALS out					
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	RVR 24 or 1/2	RVR 50 or 1	90	640' (619')- 1		
B							120			
C							RVR 50 or 1	1 1/2	140	640' (619')- 1 3/4
D							RVR 60 or 1 1/4	1 3/4	165	700' (679')- 2 1/4

1 Circling Rwy 4 not authorized at night when VGSI inop.

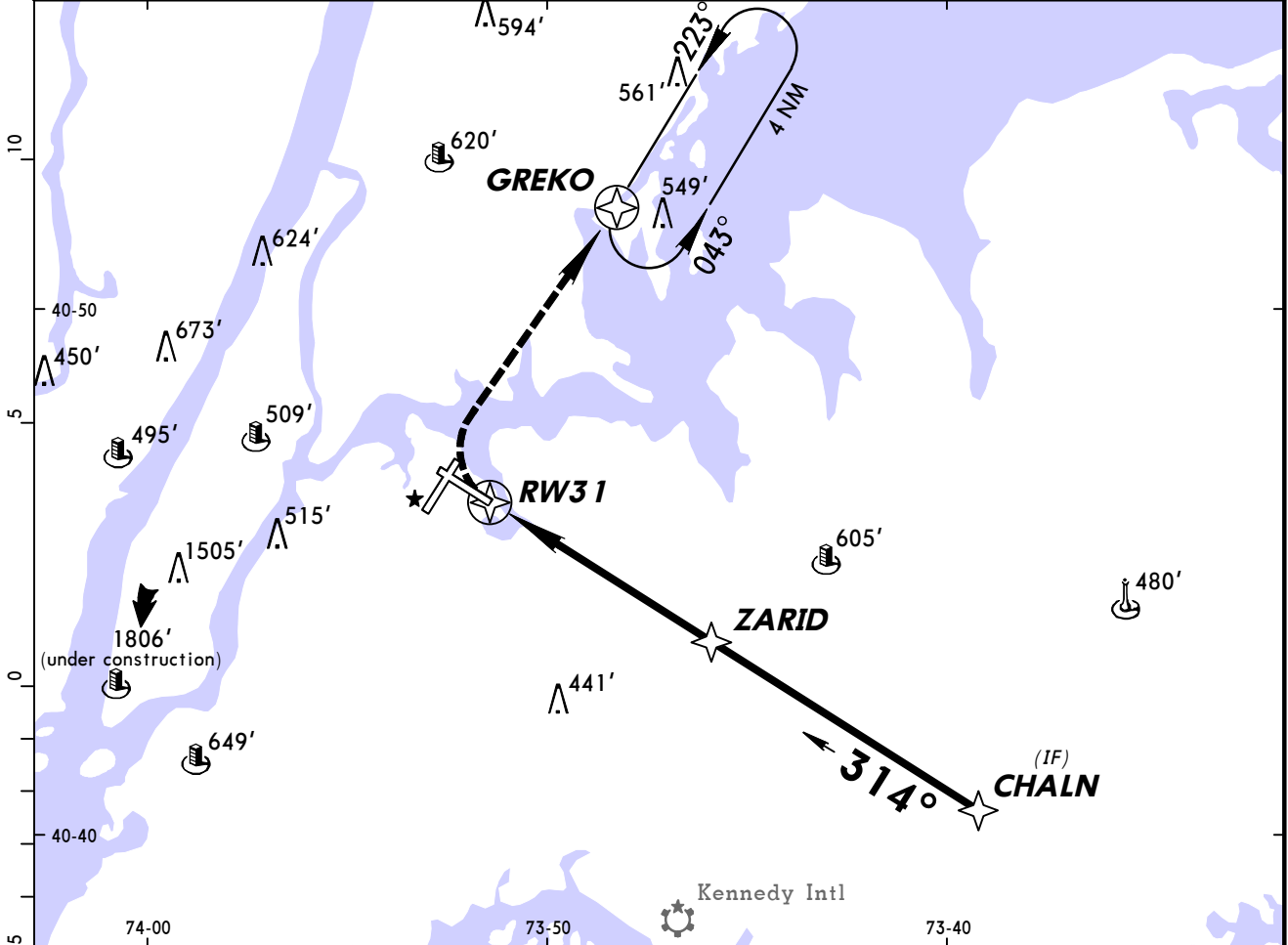
CHANGES: None.

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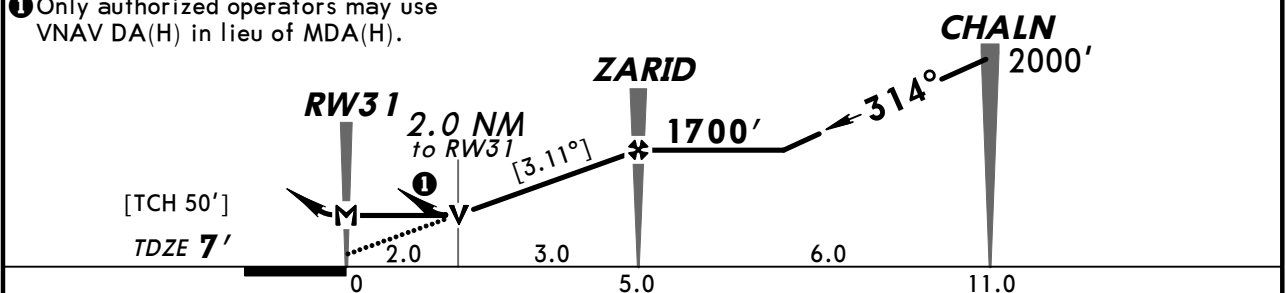
KLGA/LGA
LA GUARDIA

BRIEFING STRIP™

D-ATIS Arrival		NEW YORK Approach (R)		LA GUARDIA Tower		Ground	
125.95		120.8		118.7		121.7	
RNAV	Final Apch Crs 314°	Minimum Alt ZARID 1700' (1693')	RNAV MDA(H) 640' (633')	Apt Elev 21' TDZE 7'		2600' MSA RW31	
MISSED APCH: Climbing RIGHT turn to 2000' direct GREKO and hold.							
Alt Set: INCHES 1. Radar required. 2. VGSI and descent angles not coincident. 3. DME/DME RNP-0.30 not authorized.							
Trans level: FL 180				Trans alt: 18000'			



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	2000' RT	D	GREKO
Descent Angle [3.11°]	385	495	550	660	770	880				
MAP at RW31										

STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND			
RNAV						MDA(H)			
MDA(H) 640' (633')						Max Kts			
A	RVR 50 or 1					90	640' (619')-1		
B						120			
C	1 3/4					140	640' (619')-1 3/4		
D	2					165	700' (679')-2 1/4		

CHANGES: PAPI added.

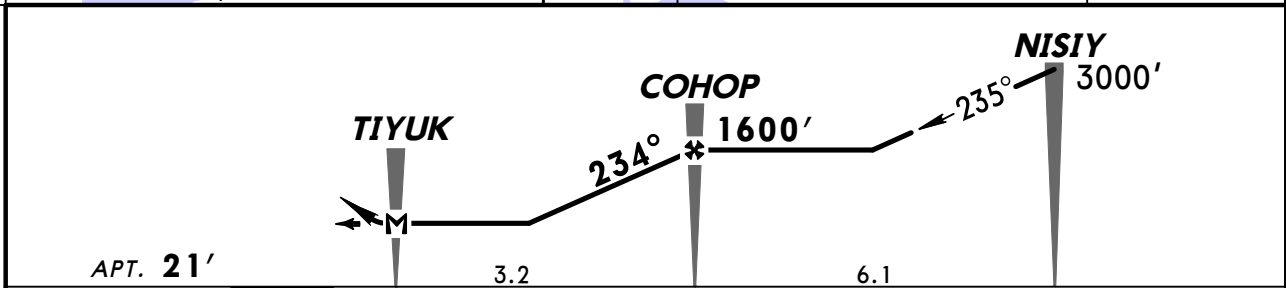
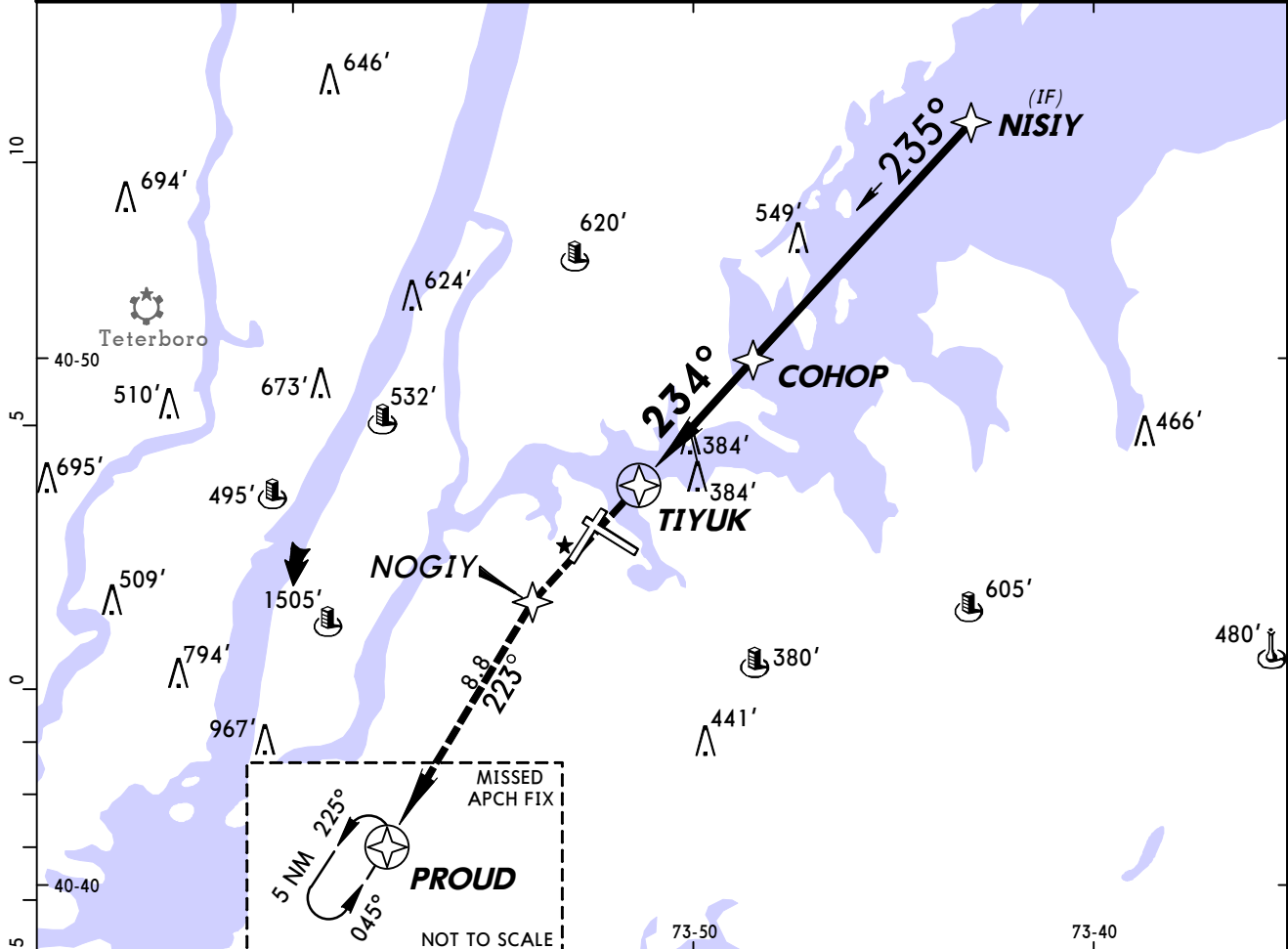
KLGA/LGA
LA GUARDIA

JEPPESSEN
29 MAY 09 **(12-5)**

NEW YORK, NY
RNAV (GPS)-B

BRIEFING STRIP™

D-ATIS Arrival		NEW YORK Approach (R)		LA GUARDIA Tower		Ground	
125.95		120.8		118.7		121.7	
RNAV	Final Apch Crs 234°	Minimum Alt COHOP 1600' (1579')		MDA(H) Refer to Minimums	Apt Elev 21'	2600' MSA TIYUK	
MISSED APCH: Climb to 2700' direct NOGIY and via 223° track to PROUD and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR required. 2. DME/DME RNP-0.30 not authorized.							



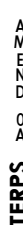
Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2700' ↑	→ NOGIY
MAP at TIYUK or COHOP to MAP	3.2	2:45	2:08	1:55	1:36	1:22			

		CIRCLE-TO-LAND	
	Max Kts	MDA(H)	
A	90	640' (619')-1	
B	120	640' (619')-1 3/4	
C	140	640' (619')-1 3/4	
D	165	700' (679')-2 1/4	

TERPS

CHANGES: Chart reindexed.

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BRIEFING STRIP™TERPS
AMEND
C
A

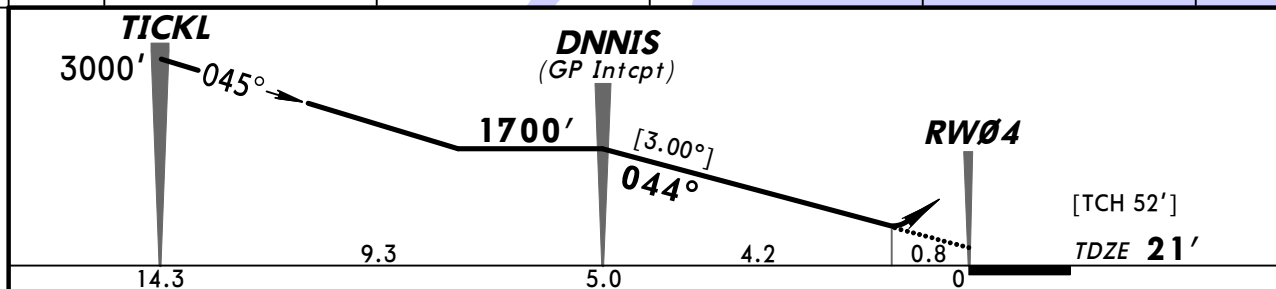
KLGA/LGA
LA GUARDIA

24 JUN 11

12-20

NEW YORK, NY
RNAV (RNP) Z Rwy 4

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7
RNAV	Final Apch Crs 044°	Minimum Alt DNNIS 1700' (1679')	RNP 0.18 DA(H) 337' (316')	Apt Elev 21' TDZE 21'		2600' MSA RW04
MISSED APCH: Climb to 2000' via 044° track GREKO and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RADAR required. 3. GPS required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 48°C (118°F). 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2000'	via 044°	GREKO
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 4					
RNP 0.18			RNP 0.30		
DA(H) 337' (316')			DA(H) 474' (453')		
RAIL out		ALS out	RAIL out		ALS out
A	RVR 50 or 1		RVR 50 or 1		1 1/2
B					
C					
D					

CHANGES: Procedure authorization note.

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TERPS AMEND 0A 30 JUN 2011

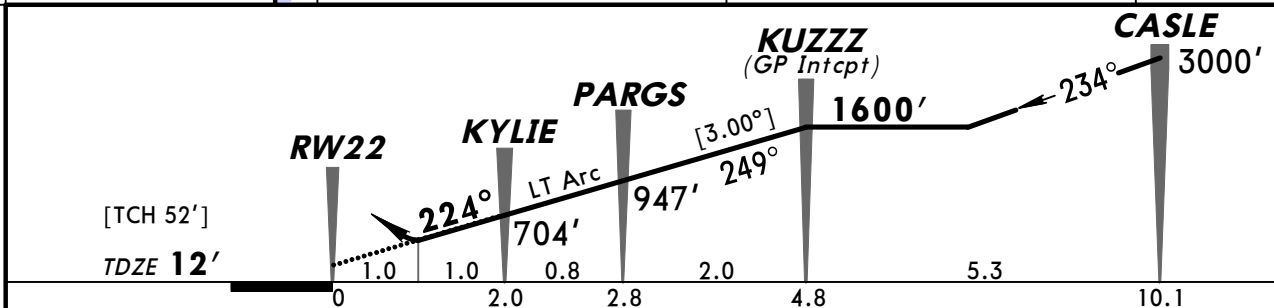
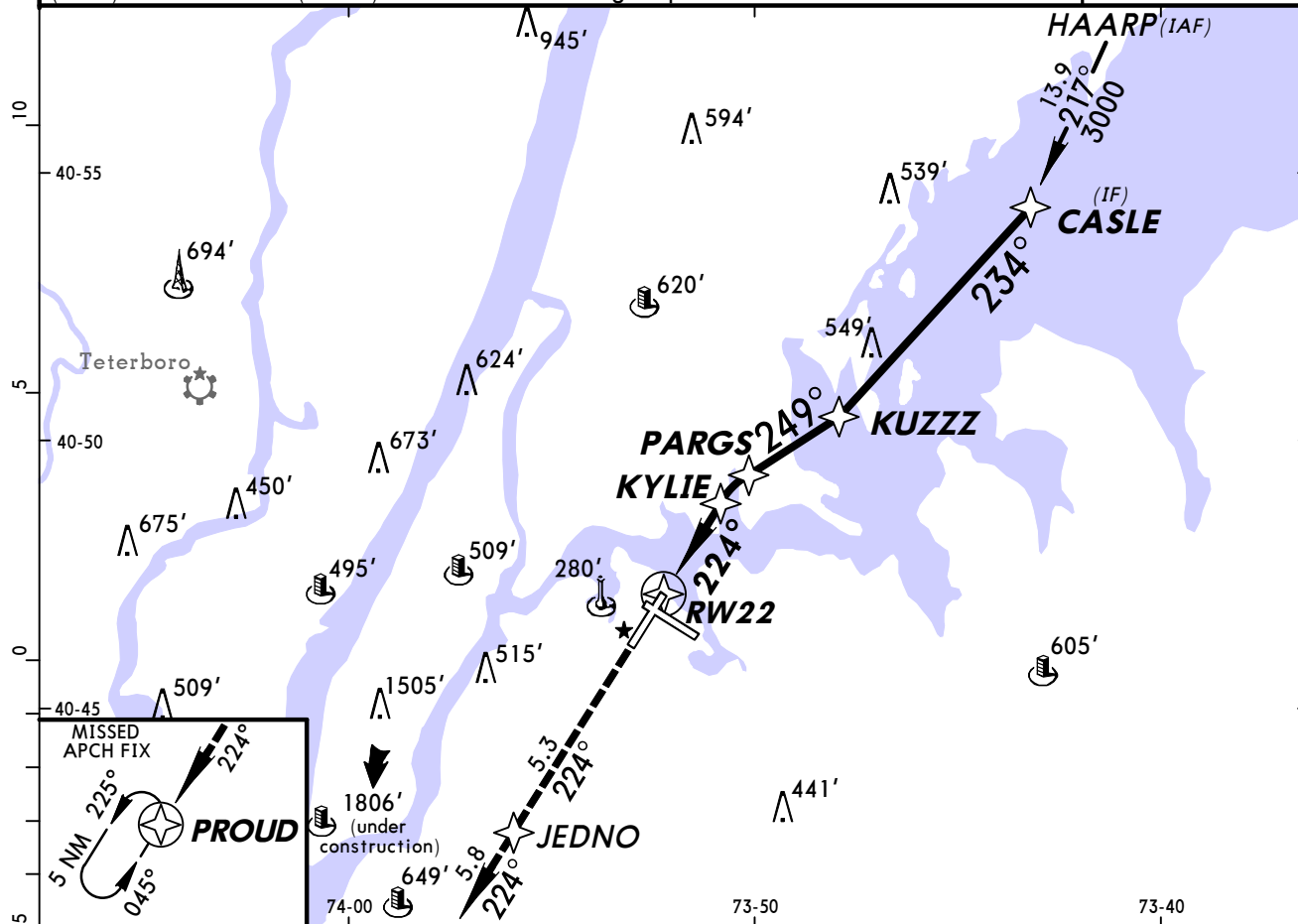
KLGA/LGA
LA GUARDIA

JEPPESSEN
24 JUN 11 **(12-21)**

NEW YORK, NY
RNAV (RNP) Z Rwy 22

BRIEFING STRIP™

D-ATIS Arrival		NEW YORK Approach (R)		LA GUARDIA Tower		Ground
125.95		120.8		118.7		121.7
RNAV	Final Apch Crs 224°	Minimum Alt KUZZZ 1600' (1588')	RNP 0.30 DA(H) (CONDITIONAL) 384' (372')	Apt Elev 21' TDZE 12'		2600' MSA RW22
MISSED APCH: Climb to 2700' via 224° track to JEDNO and 224° track to PROUD and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI 2700' via 224° JEDNO
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at DA							

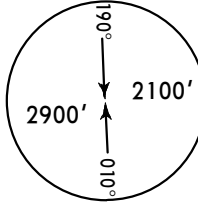
STRAIGHT-IN LANDING RWY 22				RNP 0.30			
RNP 0.30 Missed Apch Requires Minimum Climb of 397'/NM to 540' DA(H) 384' (372')				DA(H) 437' (425')			
ALS out				ALS out			
A							
B							
C	RVR 40 or 3/4			RVR 50 or 1			
D	1 1/4			1 3/8			

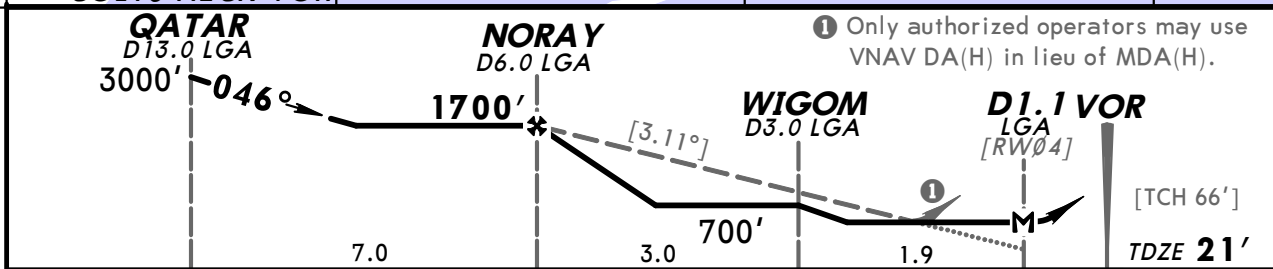
CHANGES: Procedure authorization note.

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TERPS AMEND 08 30 JUN 2011

BRIEFING STRIP™

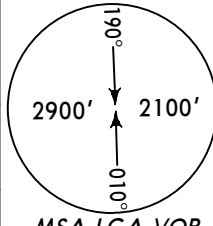
D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7			
VOR LGA 113.1		Final Apch Crs 046°		Minimum Alt NORAY 1700' (1679')		MDA(H) 560' (539')		Apt Elev 21' TDZE 21'	
MISSED APCH: Climb to 2000' outbound via LGA VOR R-043 to GREKO INT/D5.7 LGA and hold.									
Alt Set: INCHES									

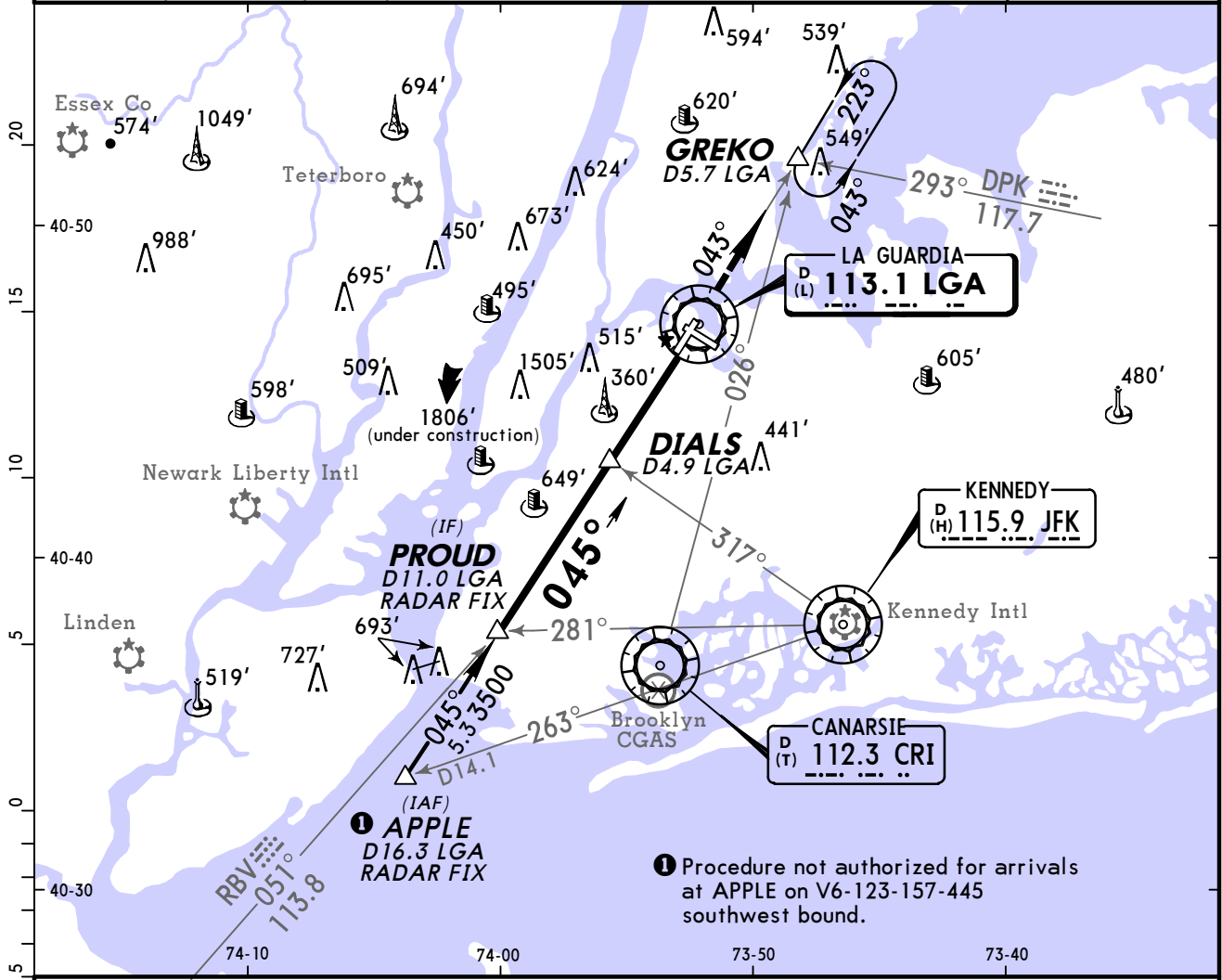


Gnd speed-Kts	70	90	100	120	140	160	2000' ↑ via 113.1 GREKO R-043	LGA
Descent angle [3.11°]	385	495	550	660	770	880		
MAP at D1.1 LGA or NORAY to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50		

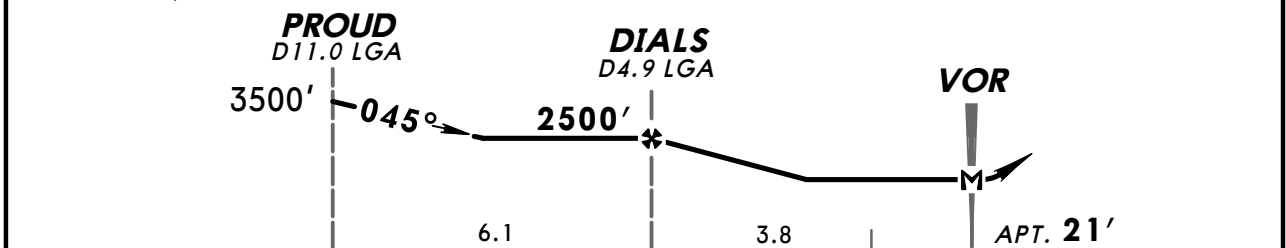
STRAIGHT-IN LANDING RWY 4				CIRCLE-TO-LAND	
MDA(H) 560' (539')				Max Kts	MDA(H)
RAIL out				90	640' (619') - 1
ALS out				120	640' (619') - 1 3/4
A	RVR 50 or 1			140	700' (679') - 2 1/4
B	RVR 50 or 1			165	
C	RVR 60 or 1 1/4				
D	RVR 60 or 1 1/4				

BRIEFING STRIP™

D-ATIS Arrival		NEW YORK Approach (R)		LA GUARDIA Tower		Ground	
125.95		120.8		118.7		121.7	
VOR LGA 113.1	Final Apch Crs 045°	Minimum Alt DIALS 2500' (2479')	MDA(H) Refer to Minimums	Apt Elev 21'		 2900' 2100' 0.10 MSA LGA VOR	
MISSED APCH: Climb to 2000' outbound via LGA VOR R-043 to GREKO/INT D5.7 LGA and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Visibility reduction by helicopters not authorized.							



① Procedure not authorized for arrivals at APPLE on V6-123-157-445 southwest bound.

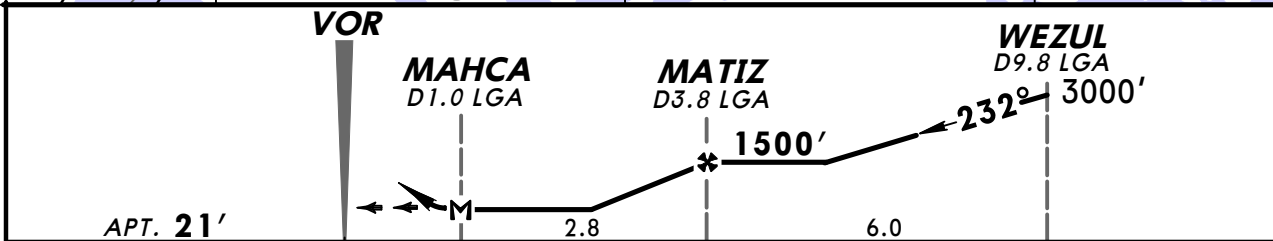
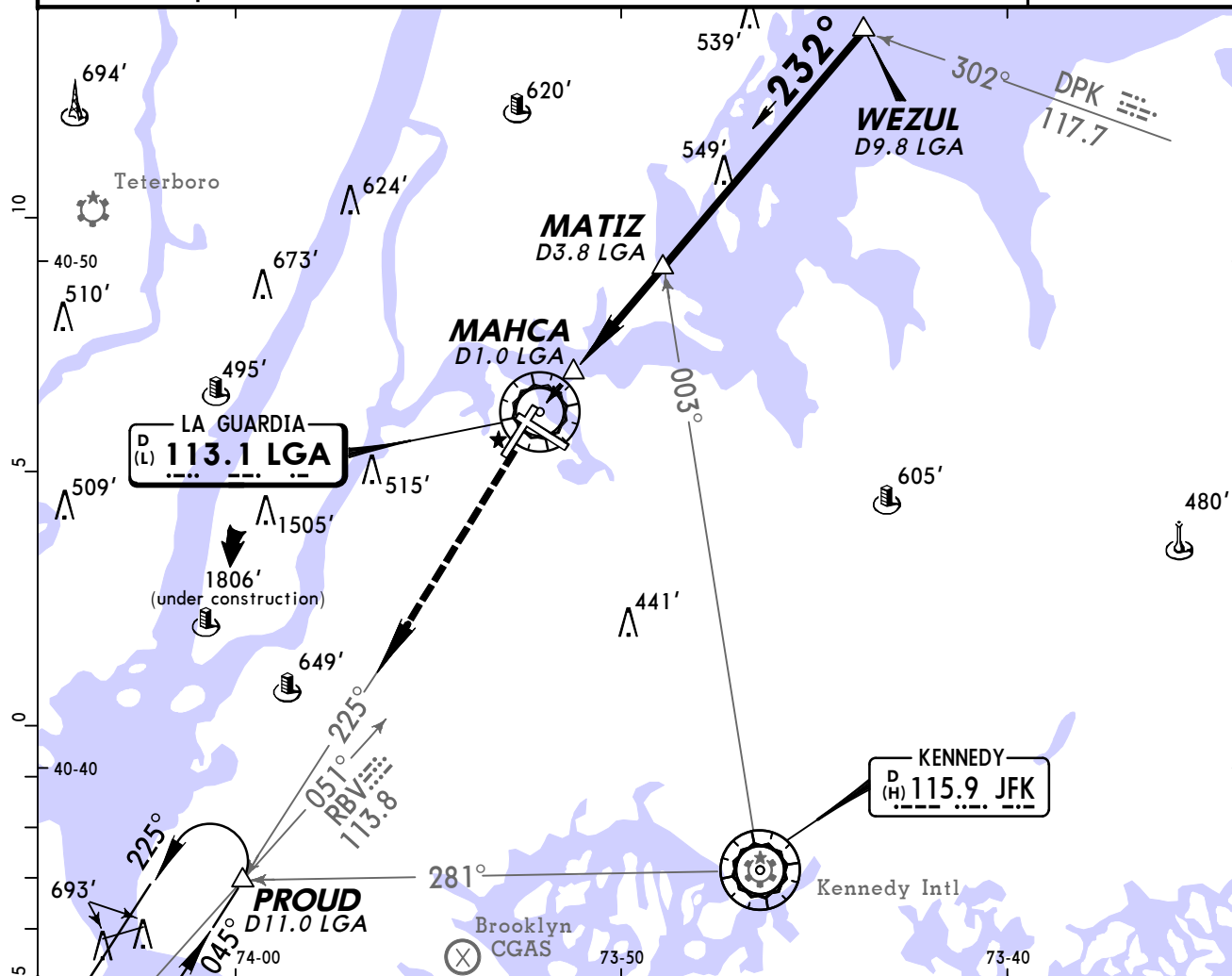


						Lighting - Refer to Airport Chart	2000' via 113.1 R-043	LGA GREKO
MAP at VOR								

			CIRCLE-TO-LAND	
		Max Kts.	MDA(H)	
		A 90	1000' (979') - 1 1/4	
		B 120	1000' (979') - 1 1/2	
		C 140	1000' (979') - 3	
		D 165		

BRIEFING STRIP™

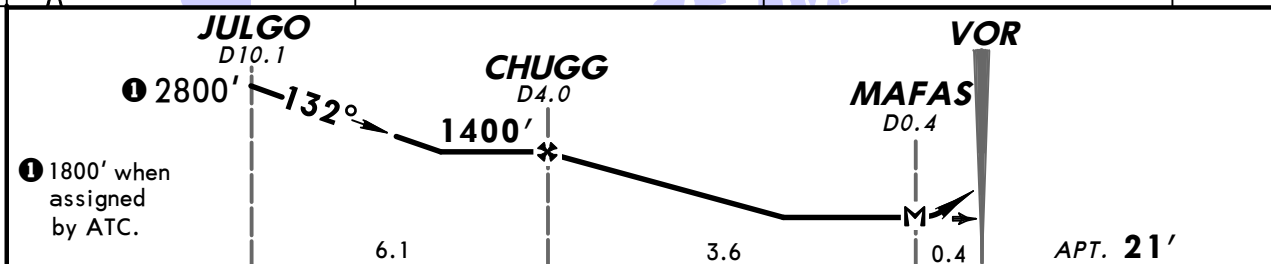
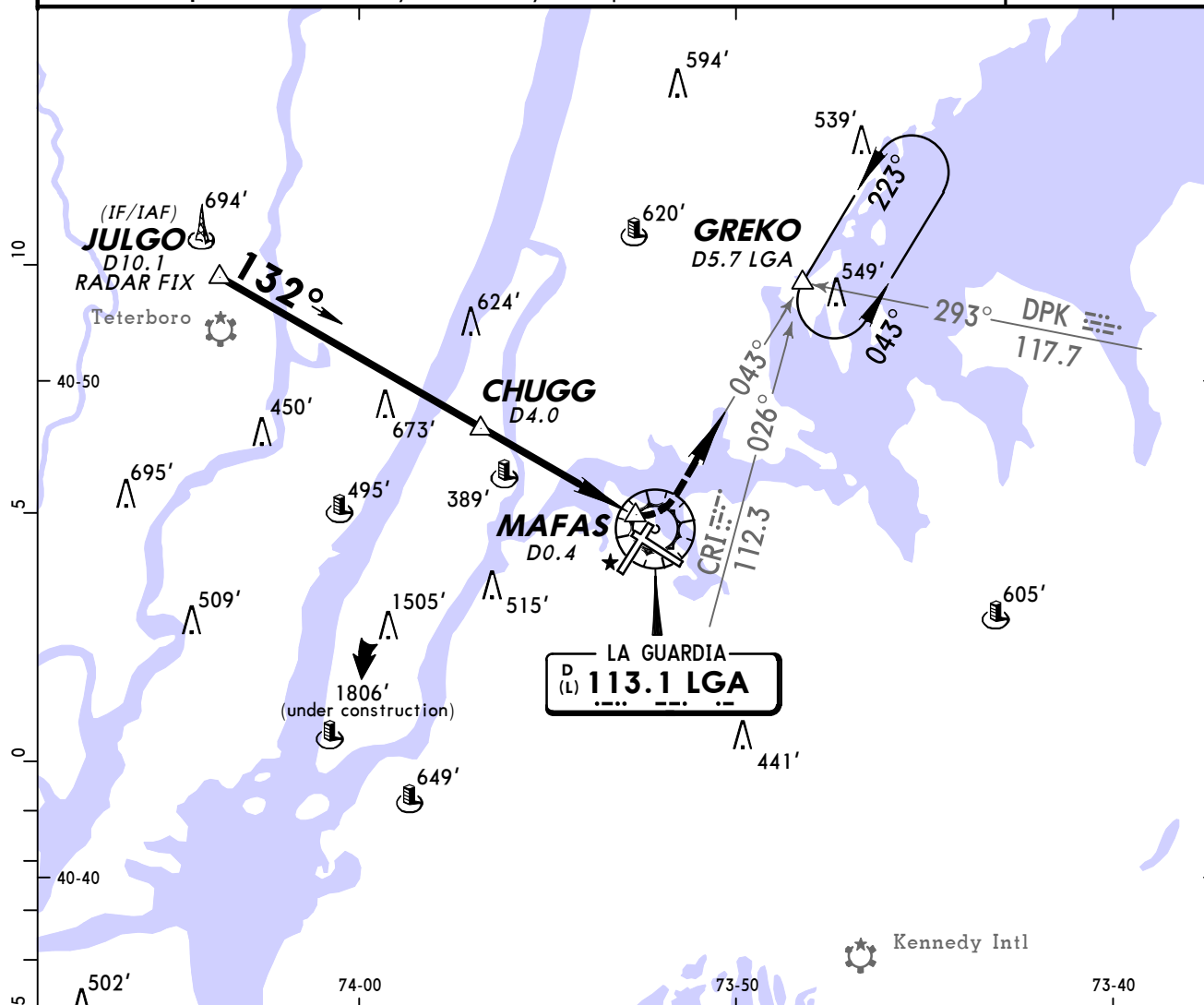
D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7				
VOR LGA 113.1		Final Apch Crs 232°		Minimum Alt MATIZ 1500' (1479')		MDA(H) Refer to minimums		Apt Elev 21'		
MISSED APCH: Climb to 900' on a 232° heading then climbing LEFT turn to 2700' outbound via LGA VOR R-225 to PROUD INT/D11.0 LGA and hold.										
Alt Set: INCHES 1. RADAR required.		Trans level: FL 180				Trans alt: 18000'				
MSA LGA VOR										



MAP at MAHCA				Lighting - Refer to Airport Chart	900' ↑	232° hdg	2700' LT	LGA via 113.1 R-225

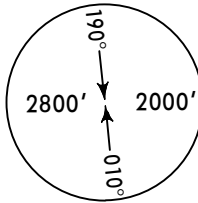
TERPS 2 A MM A			CIRCLE-TO-LAND	
		Max Kts	MDA(H)	
	A	90	640' (619') - 1 ¼	
	B	120		
	C	140	640' (619') - 1 ¾	
D	165	700' (679') - 2 ¼		

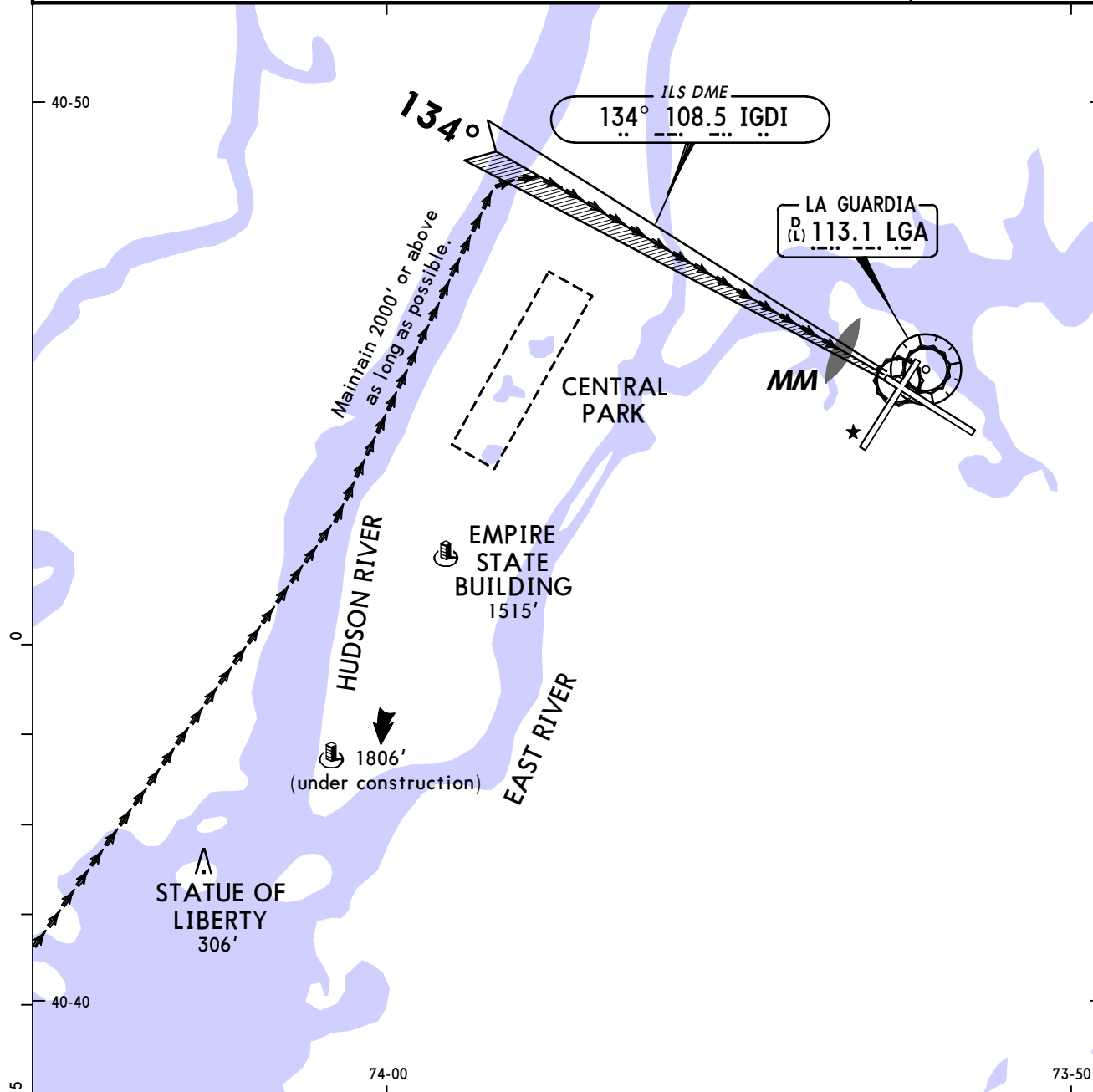
D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8		LA GUARDIA Tower 118.7		Ground 121.7	
VOR LGA 113.1	Final Apch Crs 132°	Minimum Alt CHUGG 1400' (1379')	MDA(H) Refer to Minimums		Apt Elev 21'		
MISSED APCH: Climbing LEFT turn to 2000' outbound via LGA VOR R-043 to GREKO/INT D5.7 LGA and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Visibility reduction by helicopters not authorized.							
							MSA LGA VOR

[illegible]

		CIRCLE-TO-LAND
	Max Kts.	<i>MDA(H)</i>
A	90	640' (619') - 1
B	120	
C	140	640' (619') - 1 ³ / ₄
D	165	700' (679') - 2 ¹ / ₄

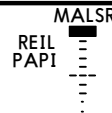
BRIEFING STRIP

D-ATIS Arrival		NEW YORK Approach (R)		LA GUARDIA Tower		Ground
125.95		120.8		118.7		121.7
VISUAL	Final Apch Crs 134°	No FAF	Ceiling-Vis 3200-5	Apt Elev 21'		
MISSED APCH: No missed approach procedure.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Radar required. 2. Vertical Guidance Navaid and angle: PAPI 3.10° TCH 55'.						



RIVER VISUAL RWY 13

When cleared for a River Visual Rwy 13 Approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500' until abeam Central Park (2500' when authorized by ATC).

WEATHER MINIMUMS
Ceiling **3200'** - VIS 5

AMEND
2

HUDSON RIVER

LA GUARDIA
D(L) 113.1 LGA

FLUSHING MEADOW PARK

CITI FIELD

ISLAND EXPRESSWAY

LONG

TWIN WHITE TANKS

DIALS
N40 42.9
W073 55.6

PROSPECT PARK
Overfly Prospect Park to the extent practical.

Kennedy Intl

KENNEDY
D(H) 115.9 JFK

Use when LGA VOR is not available.

ILS
044° 110.5 ILGA

045°

085° via Long Island Expressway

044°

225°

DA 9.9

317°

Cross at 2500' or Above

1515'

40-45

74-00

73-50

When cleared for a Expressway Approach to Rwy 31 (while on LGA VOR R-225), cross DIALS at 2500' or above. Turn right at DIALS heading 085° and descend to Rwy 31 via the Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.

NOTE: In the event of a go-around, pilots can expect to fly a westbound heading until the Hudson River, thence follow the Hudson River southbound for further instructions.

[illegible]

Ceiling **3000'** - VIS 5

General Information

Location: Plattsburgh NY USA
IATA Code: PBG
Lat/Long: N44° 39.1' W073° 28.1'
Elevation: 234 ft

Airport Use: Public
Magnetic Variation: 14.6°W
Sectional Chart: Montreal

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1800 ft AGL

Sunrise: 1135 Z
Sunset: 2238 Z,

Runway Information

Runway: 17
Length x Width: 11758 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 234 ft
Lighting: Edge, ALS, REIL, Part time, Pilot controlled

Runway: 35
Length x Width: 11758 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 177 ft
Lighting: Edge, ALS, Part time, Pilot controlled

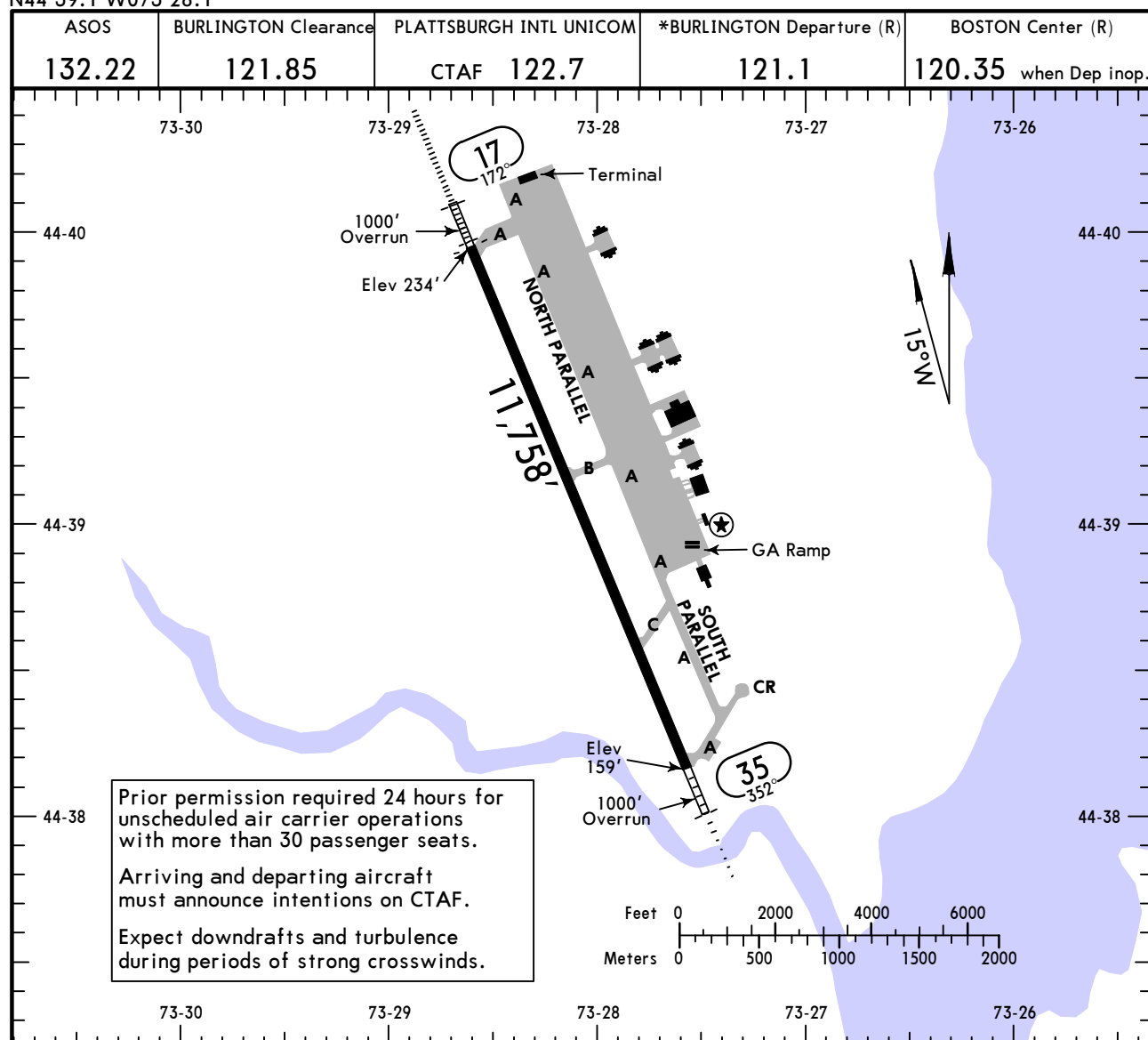
Communication Information

ASOS 132.225
Plattsburgh Intl Unicom 122.7 CTAF PCL
Burlington Clearance Delivery 121.85
Burlington Approach Control 121.1
Burlington Departure Control 121.1
Boston Center 120.35 Remote Communications Air-Ground

KPBG
Apt Elev 234'
 N44 39.1 W073 28.1

JEPPESSEN
 18 SEP 09 **(11-1)**

PLATTSBURGH, NY
PLATTSBURGH INTL



ADDITIONAL RUNWAY INFORMATION

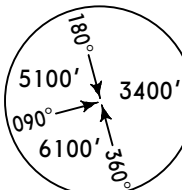
RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
17	① HIRL (non-std) ① REIL ① ALSF-I PAPI-L grooved				200'
35	① HIRL (non-std) ① MALSR PAPI-L grooved		10,780'		

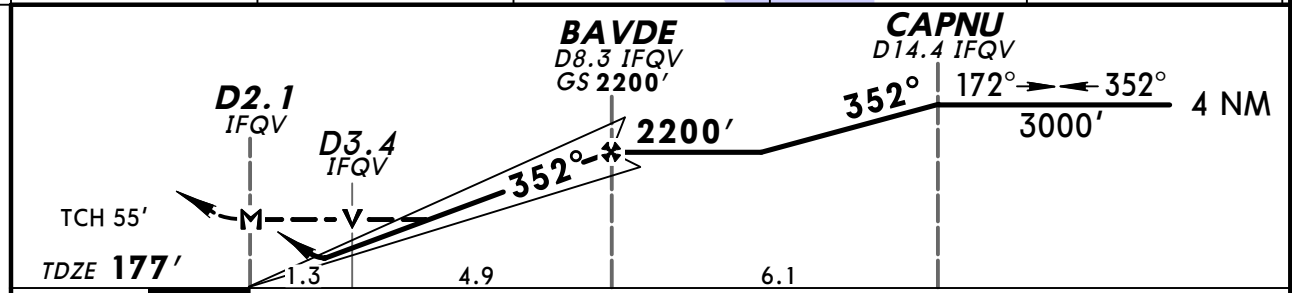
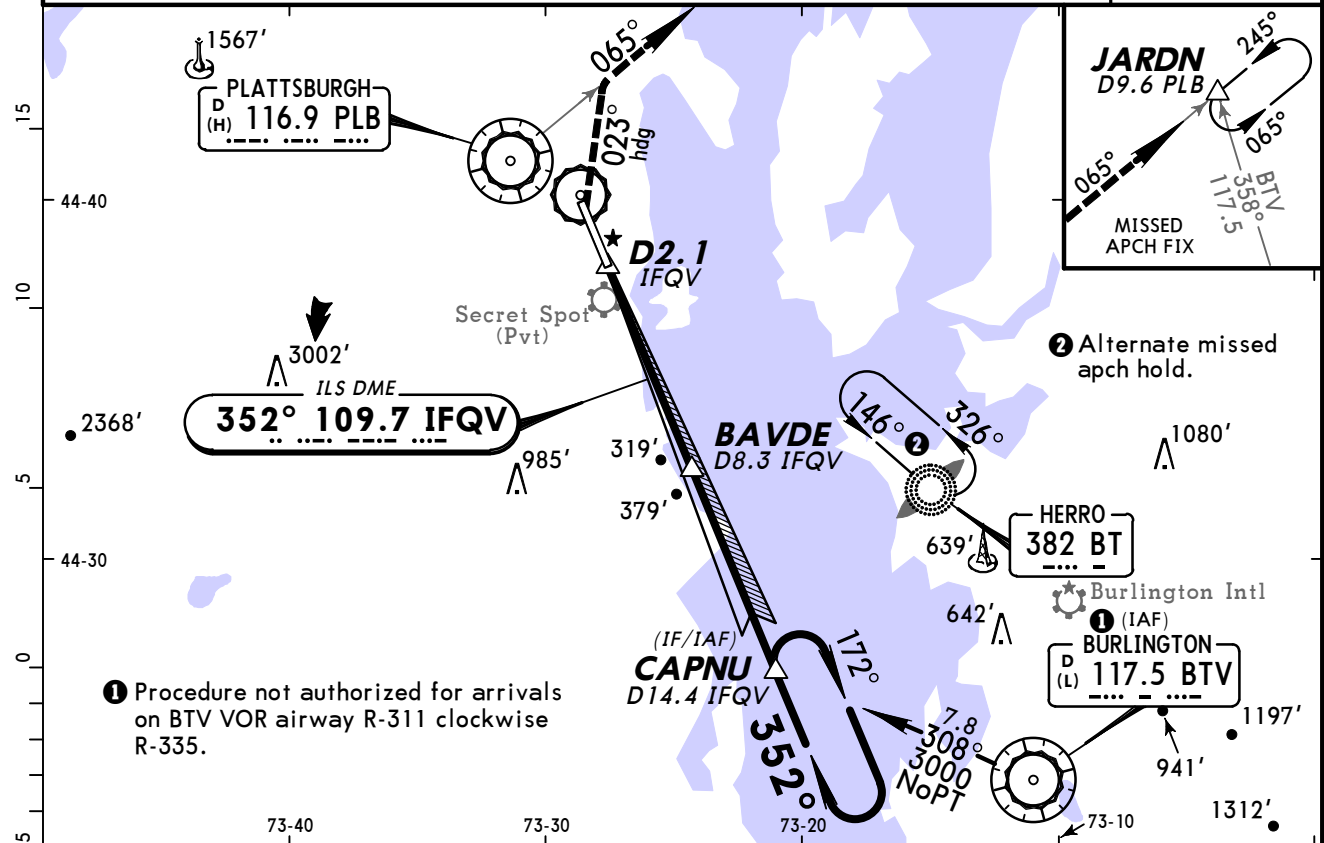
- ① Activate on 122.7.
- ② South end of runway, between Twy C and approach end of Rwy 35, pavement spalling, multidirectional cracks, sealant failure, areas of broken concrete at joints and corners of slabs.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE	
All Rwys			NA	
Adequate Vis Ref		STD		
1 & 2 Eng	1/4	1		
3 & 4 Eng		1/2		

OBSTACLE DP: Rwy 17, climb heading 172° to 2500' before turning on course. Rwy 35, climb heading 352° to 2800' before turning on course.

A
M
E
N
D
0

ASOS 132.22		*BURLINGTON Approach (R) 121.1		BOSTON Center (R) 120.35 when App inop.		PLATTSBURGH INTL UNICOM CTAF 122.7	
LOC IFQV 109.7	Final Apch Crs 352°	GS BAVDE 2200' (2023')	ILS DA(H) (CONDITIONAL) 377' (200')	Apt Elev 234' TDZE 177'			
MISSED APCH: Climb to 700' then climbing RIGHT turn to 3000' via heading 023° and outbound on PLB VOR R-065 to JARDN INT/ D9.6 PLB and hold. Continue climb in hold to 3000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use local altimeter setting; if not received, use Burlington Intl, VT altimeter setting. 3. VDP not authorized when using Burlington Intl, VT altimeter setting. 4. Maximum holding airspeed 230 KIAS. 5. Pilot controlled lighting 122.7.							

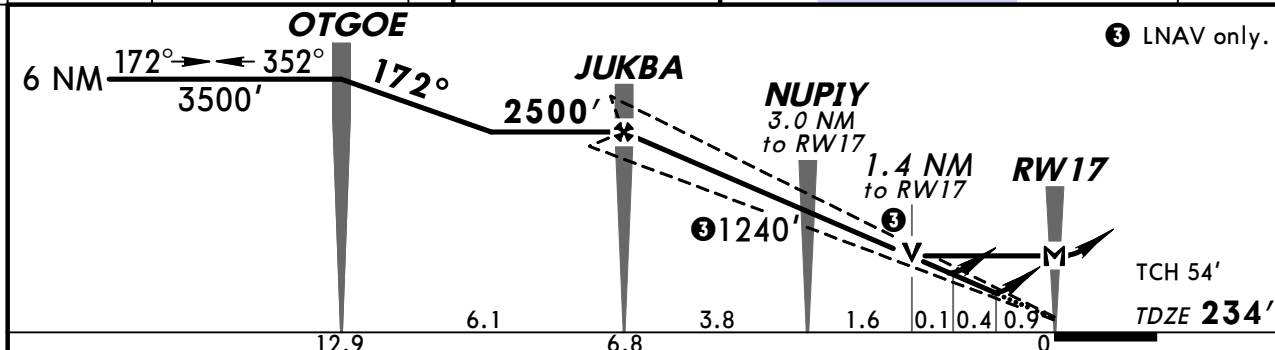
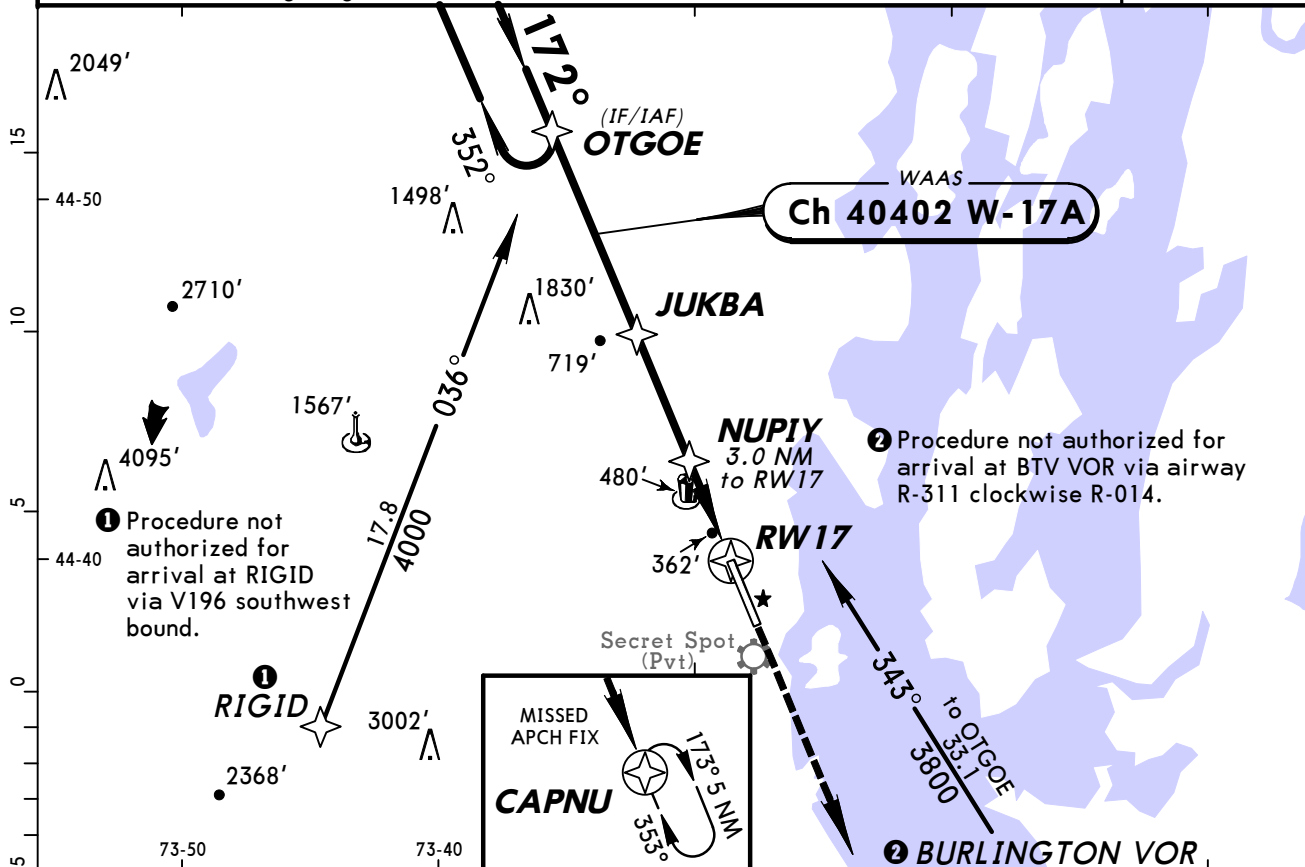


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	700'	3000'	via 023° hdg	PLB R-065
GS	3.00°	377	484	538	646	753		↑	↑ RT		
MAP at D2.1 IFQV											

STRAIGHT-IN LANDING RWY35					CIRCLE-TO-LAND	
1 ILS DA(H) 377' (200')		2 LOC (GS out) MDA(H) 580' (403')			With Local Altimeter Setting	With Burlington Intl, VT Altimeter Setting
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A		1/2	3/4	90	680' (446')-1	740' (506')-1
B				120	720' (486')-1	780' (546')-1
C	1/2	3/4	1 1/4	140	720' (486')-1 1/2	780' (546')-1 1/2
D				165	800' (566')-2	860' (626')-2

1 DA(H) 431' (254') with Burlington Intl, VT altimeter setting.
 2 MDA(H) 640' (463') with Burlington Intl, VT altimeter setting.

ASOS 132.22	*BURLINGTON Approach (R) 121.1	BOSTON Center (R) 120.35 when App inop.	PLATTSBURGH INTL UNICOM CTAF 122.7
WAAS Ch 40402 W-17A	Final Apch Crs 172°	Minimum Alt JUKBA 2500' (2266')	LPV DA(H) (CONDITIONAL) 561' (327')
Apt Elev 234' TDZE 234'			
MISSED APCH: Climb to 3100' direct CAPNU and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Burlington Intl, VT altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized. 4. VDP not authorized when using Burlington Intl, VT altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. 7. Visibility reduction by helicopters not authorized. 8. Maximum holding airspeed 230 KIAS. 9. Pilot controlled lighting 122.7.			
6100'			
MSA RW17			

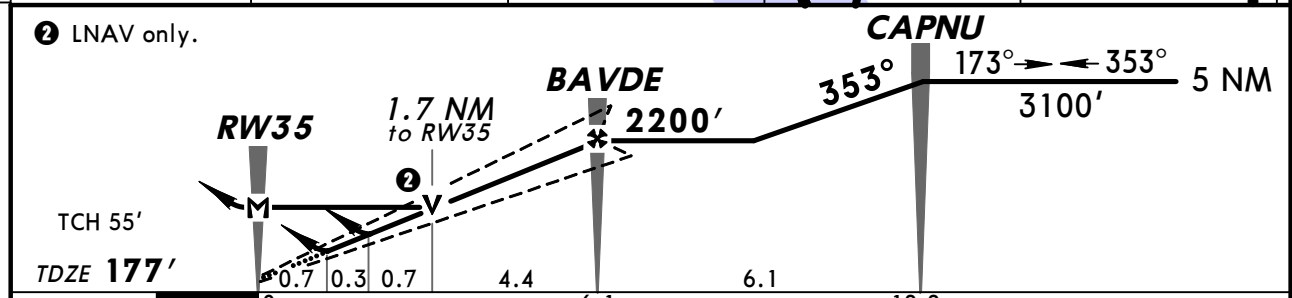
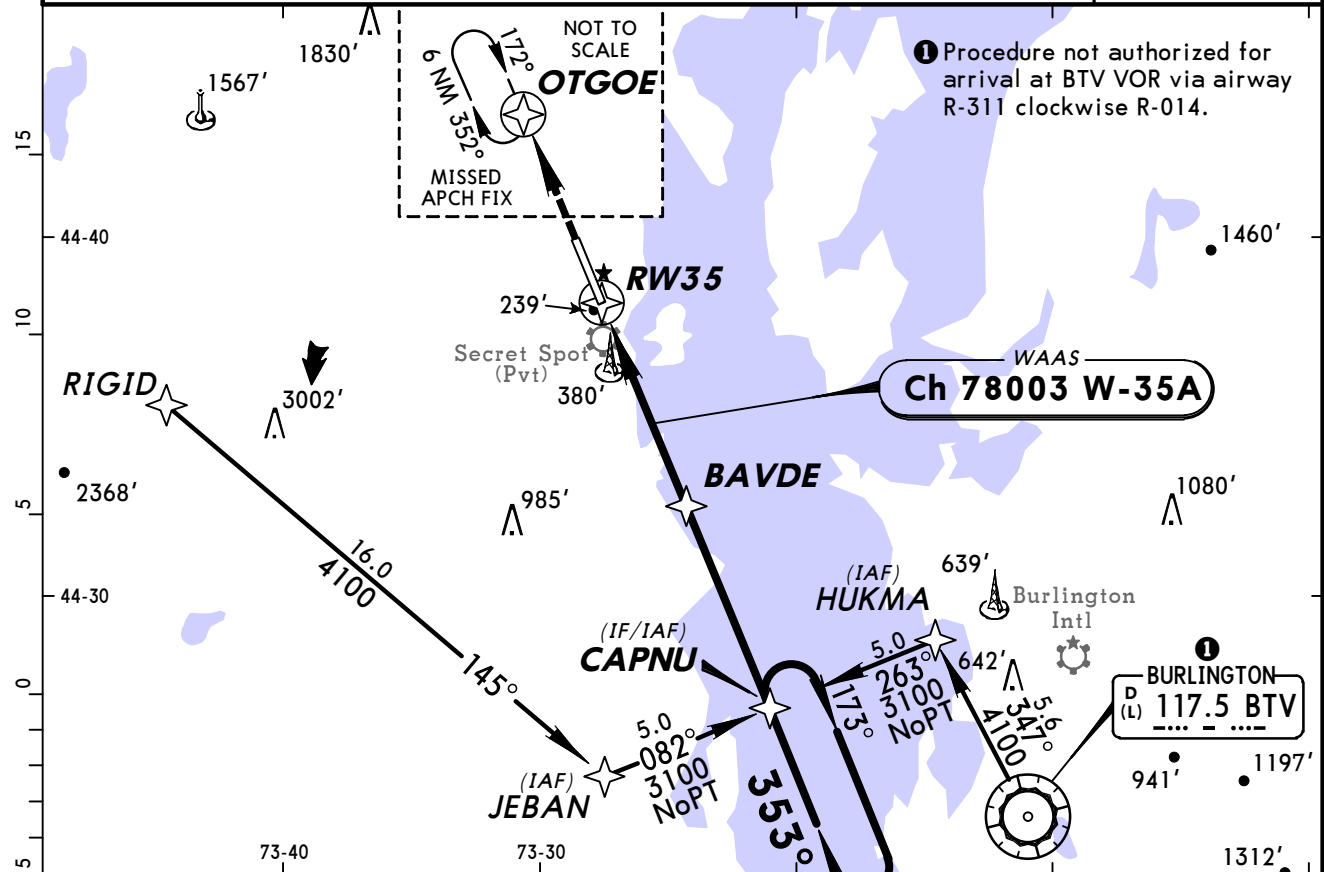


Gnd speed-Kts	70	90	100	120	140	160	ALS-I	3100'	REIL	PAPI	CAPNU
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW17											

STRAIGHT-IN LANDING RWY 17						CIRCLE-TO-LAND			
1 LPV DA(H) 561' (327')		2 LNAV/VNAV DA(H) 706' (472')		3 LNAV MDA(H) 740' (506')		With Local Altimeter Setting		With Burlington Intl, VT Altimeter Setting	
ALS out		ALS out		ALS out		Max Kts	MDA(H)	MDA(H)	
						90	740' (506') - 1	800' (566') - 1	
						120	740' (506') - 1 1/2	800' (566') - 1 1/2	
						140	800' (566') - 2	860' (626') - 2	
						165			

1 DA(H) 615' (381') with Burlington Intl, VT altimeter setting. 3 MDA(H) 800' (566') with Burlington Intl, VT altimeter setting.
2 DA(H) 794' (560') with Burlington Intl, VT altimeter setting.

ASOS 132.22		*BURLINGTON Approach (R) 121.1		BOSTON Center (R) 120.35 when App inop.		PLATTSBURGH INTL UNICOM CTAF 122.7				
WAAS Ch 78003 W-35A		Final Apch Crs 353°		Minimum Alt BAVDE 2200' (2023')		LPV DA(H) (CONDITIONAL) 427' (250')		Apt Elev 234' TDZE 177'		6100' MSA RW35
MISSED APCH: Climb to 3500' direct OTGOE and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. Use local altimeter setting; if not received, use Burlington Intl, VT altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized. 4. VDP not authorized when using Burlington Intl, VT altimeter setting. 5. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service not provided. 6. Maximum holding airspeed 230 KIAS. 7. Pilot controlled lighting 122.7.										

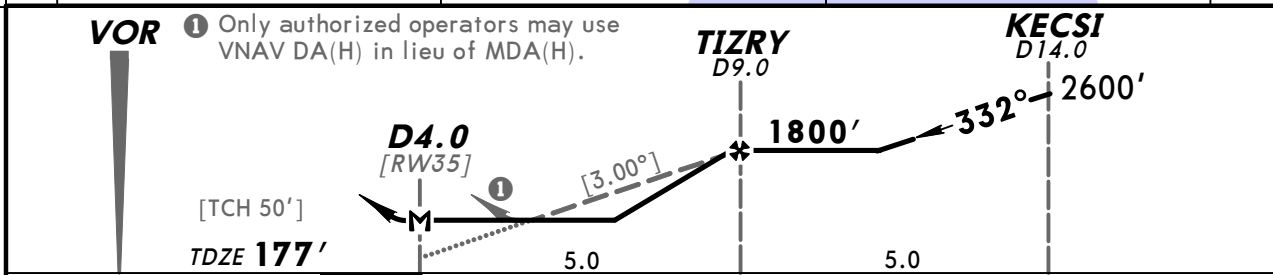
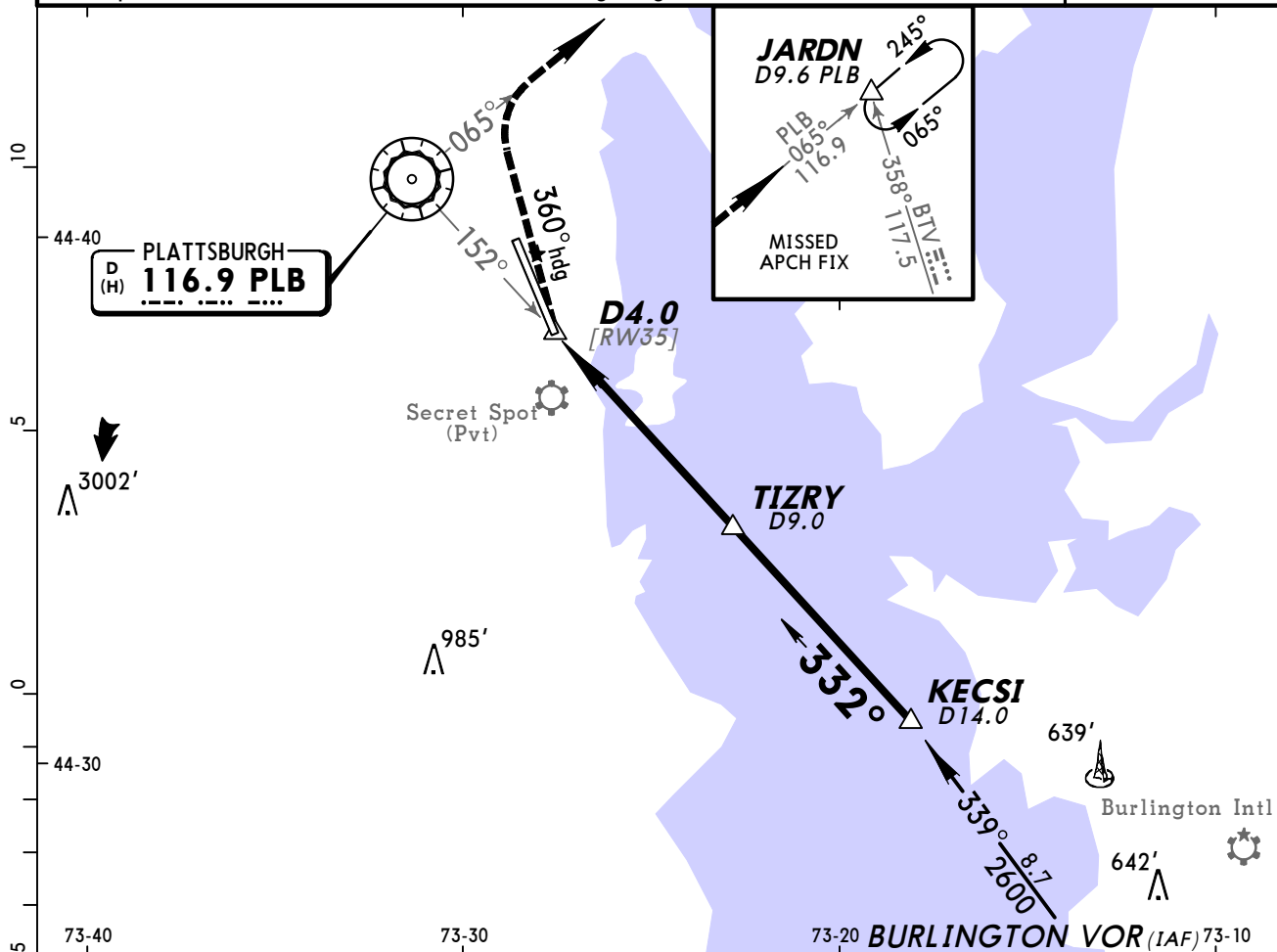
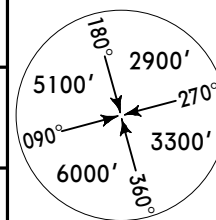


Gnd speed-Kts	70	90	100	120	140	160	MALSR	3500'	OTGOE
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW35									

STRAIGHT-IN LANDING RWY 35						CIRCLE-TO-LAND	
1 LPV DA(H) 427' (250')		2 LNAV/VNAV DA(H) 537' (360')		3 LNAV MDA(H) 700' (523')		With Local Altimeter Setting	With Burlington Intl, VT Altimeter Setting
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		Max Kts	MDA(H)
A				1/2	3/4	90	700'(466')-1
B						120	720'(486')-1
C	1/2	1	3/4	1	1 1/2	140	720'(486')-1 1/2
D				1 1/4	1 3/4	165	800'(566')-2

1 DA(H) 481'(304') with Burlington Intl, VT altimeter setting. 3 MDA(H) 760'(583') with Burlington Intl, VT altimeter setting.
2 DA(H) 591'(414') with Burlington Intl, VT altimeter setting.

ASOS 132.22	*BURLINGTON Approach (R) 121.1	BOSTON Center (R) 120.35 when App inop.	PLATTSBURGH INTL UNICOM CTAF 122.7
VOR PLB 116.9	Final Apch Crs 332°	Minimum Alt TIZRY 1800' (1623')	MDA(H) (CONDITIONAL) 640' (463')
MISSED APCH: Climbing RIGHT turn to 3000' via 360° heading and outbound via PLB VOR R-065 to JARDN INT/D9.6 PLB and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Burlington Intl, VT altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 122.7.			



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	360°	PLB	JARDN
Descent angle [3.00°]	372	478	531	637	743	849	PAPI	via RT	and hdg	R-065	
MAP at D4.0											

STRAIGHT-IN LANDING RWY 35						CIRCLE-TO-LAND				
MDA(H) 640' (463')			MDA(H) 700' (523')			Max Kts.	With Local Altimeter Setting		With Burlington Intl, VT Altimeter Setting	
With Local Altimeter Setting			With Burlington Intl, VT Altimeter Setting.				MDA(H) _____		MDA(H) _____	
	RAIL out	ALS out		RAIL out	ALS out					
A	1		1			90	700' (466')-1	760' (526')-1		
B						120				
C	1¼		1¼			140	720' (486')- 1½	780' (546')- 1½		
D	1½		1½			165	800' (566')-2	860' (626')-2		

General Information

Location: Rome NY USA
IATA Code: RME
Lat/Long: N43° 14.0' W075° 24.4'
Elevation: 504 ft

Airport Use: Public
Magnetic Variation: 13.0°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A, Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1142 Z
Sunset: 2247 Z,

Runway Information

Runway: 15
Length x Width: 11820 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 504 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 33
Length x Width: 11820 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 498 ft
Lighting: Edge, ALS, Pilot controlled

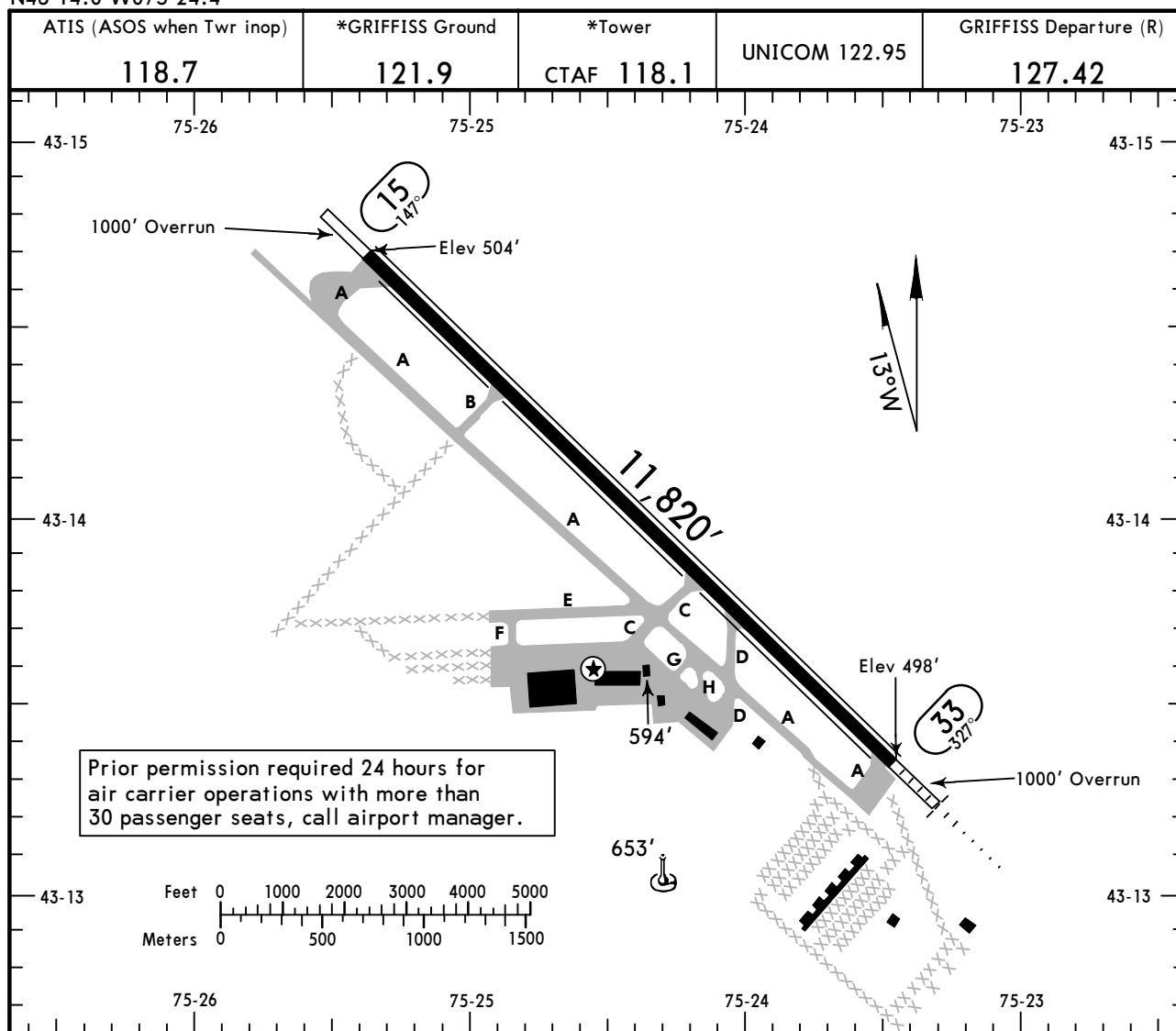
Communication Information

ATIS 118.7
ASOS 118.7
Griffiss Tower 118.1 CTAF PCL
Griffiss Ground Control 121.9
Syracuse Approach Control 120.925
Griffiss Approach Control 127.425 Initial Contact
Syracuse TRSA 120.925
Griffiss TRSA 127.425
Syracuse Departure Control 120.925
Griffiss Departure Control 127.425

KRME/RME
Apt Elev **504'**
N43 14.0 W075 24.4

JEPPESSEN
5 AUG 11 **(11-1)**

ROME, NY
GRIFFISS INTL



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS			WIDTH
			—LANDING BEYOND—			
			Threshold	Glide Slope	TAKE-OFF	
15 ① ② 33	③ HIRL (non-std)	③ REIL PAPI-L (angle 3.00°)				200'
	③ HIRL (non-std)	③ MALS R PAPI-L (angle 3.00°)		10,670'		

- ① Runway grooved.
- ② 50' wide paved shoulders.
- ③ Activate on 118.1 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwy's	
Adequate Vis Ref	STD
1 & 2 Eng	1
3 & 4 Eng	1/2

OBSTACLE DP

Rwy 15, climb heading 147° to 1000' before turning left.
Rwy 33, climb heading 327° to 1400' before turning right.

FOR FILING AS ALTERNATE

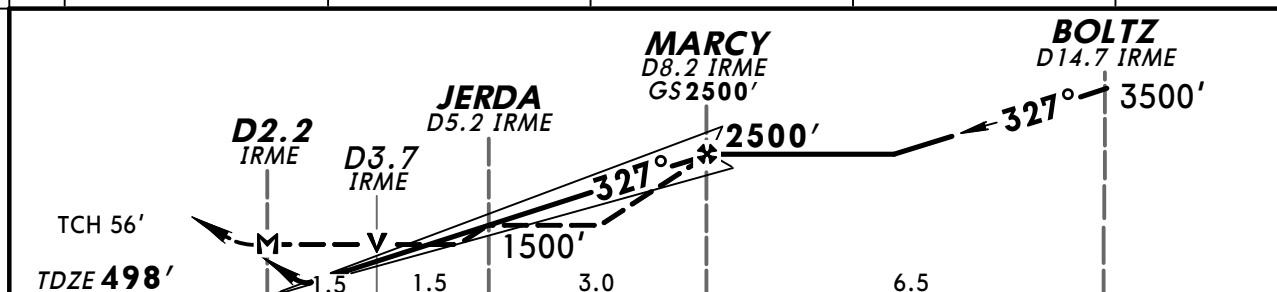
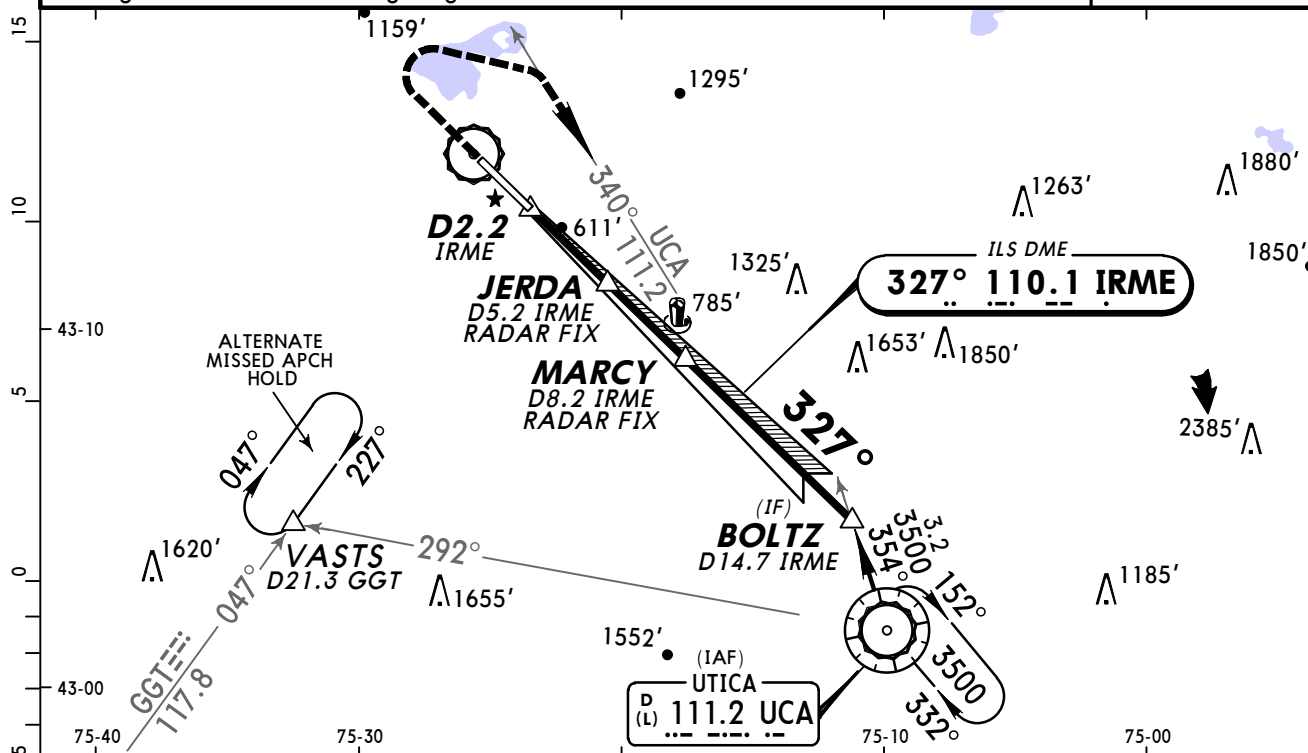
	Authorized Only When Twr Operating	Authorized Only When Twr Operating & When Local Weather Available	Authorized Only When Local Weather Available	
	ILS Rwy 33	LOC Rwy 33	RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33	Other
A	700-2	800-2	800-2	NA
B	700-2	800-2	800-2	
C	800-2	800-2 1/2	800-2 1/2	
D	800-2 1/2	800-2 1/2	800-2 1/2	

CHANGES: GRIFFISS Departure frequency.

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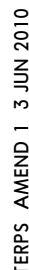
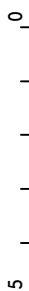
AMEND 1

ATIS (ASOS when Twr inop) 118.7	GRIFFISS Approach (R) 127.42	*GRIFFISS Tower CTAF 118.1	*Ground 121.9
LOC IRME 110.1	Final Apch Crs 327°	GS MARCY 2500' (2002')	ILS DA(H) (CONDITIONAL) 698' (200')
MISSED APCH: Climb to 1600' then climbing RIGHT turn to 3500' inbound via UCA VOR R-340 to UCA VOR and hold.			Apt Elev 504' TDZE 498'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or RADAR required. 2. Use local altimeter setting; if not received, use Syracuse altimeter setting. 3. VDP not authorized when using Syracuse altimeter setting. 4. Pilot controlled lighting 118.1.			3900' MSA UCA VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS R	1600'	3500'	UCA	UCA
GS	3.00°	372	478	531	637	743	849	PAPI	↑	via 111.2	111.2
MAP at D2.2 IRME or MARCY to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15		RT	R-340	

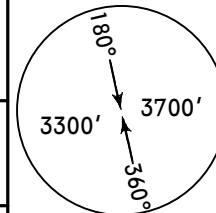
STRAIGHT-IN LANDING RWY 33						CIRCLE-TO-LAND	
With Local Altimeter Setting						Not Authorized West of Rwy 15-33	
ILS			LOC (GS out)			With Local Altimeter Setting	
DA(H) 698' (200')			MDA(H) 1040' (542')			MDA(H)	
FULL	RAIL or ALS out		RAIL out	ALS out		Max Kts	
A						90	1120' (616')-1
B						120	1160' (656')-1
C	1/2	3/4	1	1 1/2		140	1220' (716')-2
D			1 1/4	1 3/4		165	1300' (796')-2 1/2
With Syracuse Altimeter Setting						With Syracuse Altimeter Setting	
ILS			LOC (GS out)			MDA(H)	
DA(H) 783' (285')			MDA(H) 1140' (642')				
FULL	RAIL or ALS out		RAIL out	ALS out		Max Kts	
A						90	1220' (716')-1
B						120	1260' (756')-1
C	1/2	1	1 1/4	1 3/4		140	1320' (816')-2 1/4
D			1 1/2	2		165	1400' (896')-2 3/4

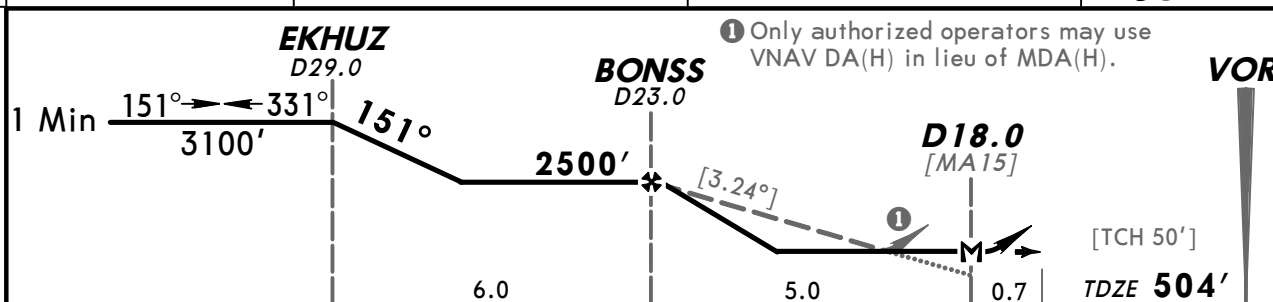
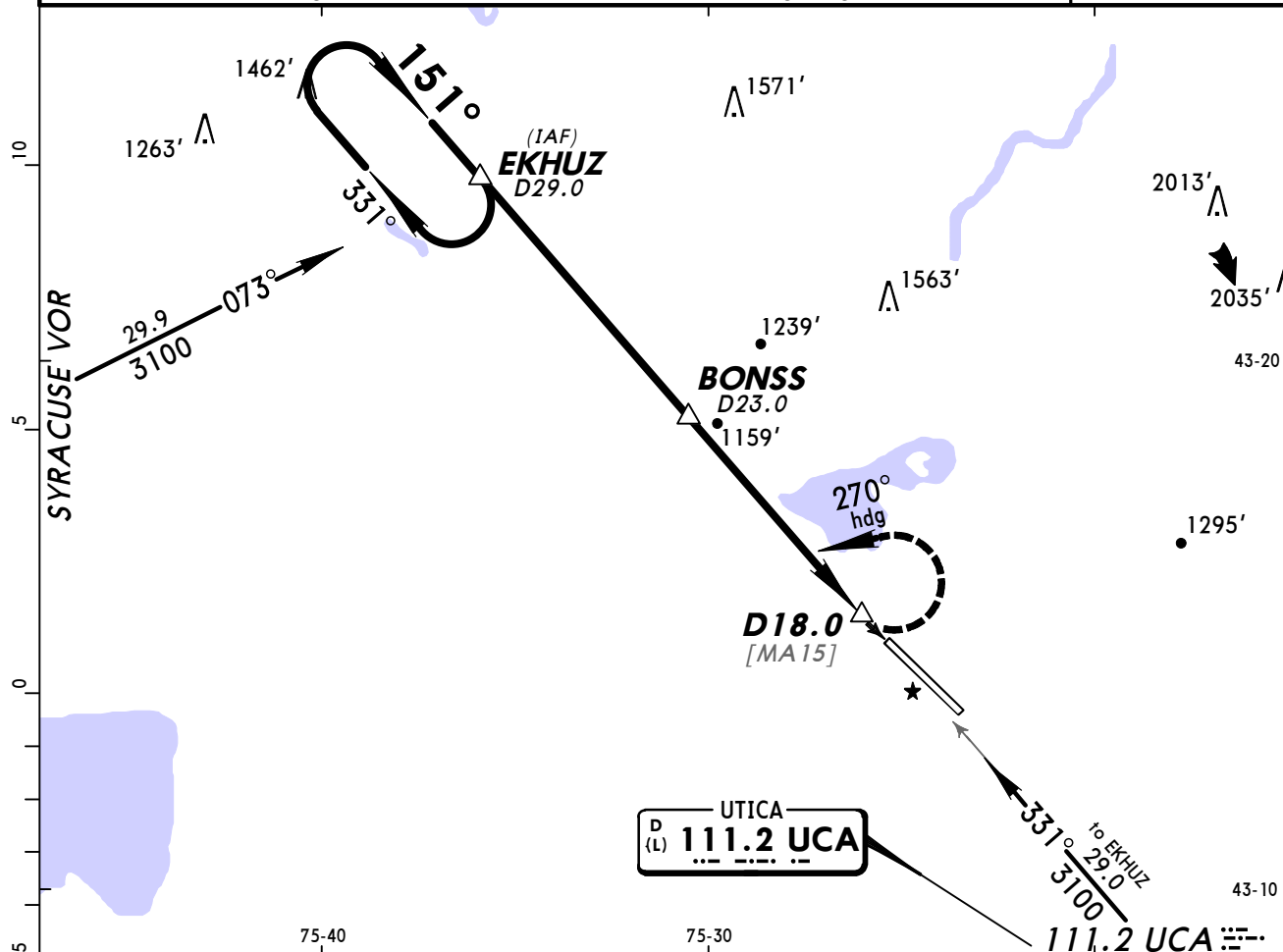
BRIEFING STRIP™TERPS AMEND 1 3 JUN 2010

BRIEFING STRIP TM

TERPS AMEND 1 3 JUN 2010

BRIEFING STRIP™

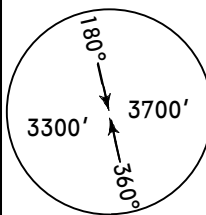
ATIS (ASOS when Twr inop) 118.7		GRIFFISS Approach (R) 127.42		*GRIFFISS Tower CTAF 118.1		*Ground 121.9	
VOR UCA 111.2	Final Apch Crs 151°	Minimum Alt BONSS 2500' (1996')	MDA(H) 1500' (996')	Apt Elev 504' TDZE 504'		 MSA UCA VOR	
MISSED APCH: Climbing LEFT turn to 3100' via 270° heading and outbound via UCA VOR R-331 to EKHUZ D29.0 and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 118.1.							

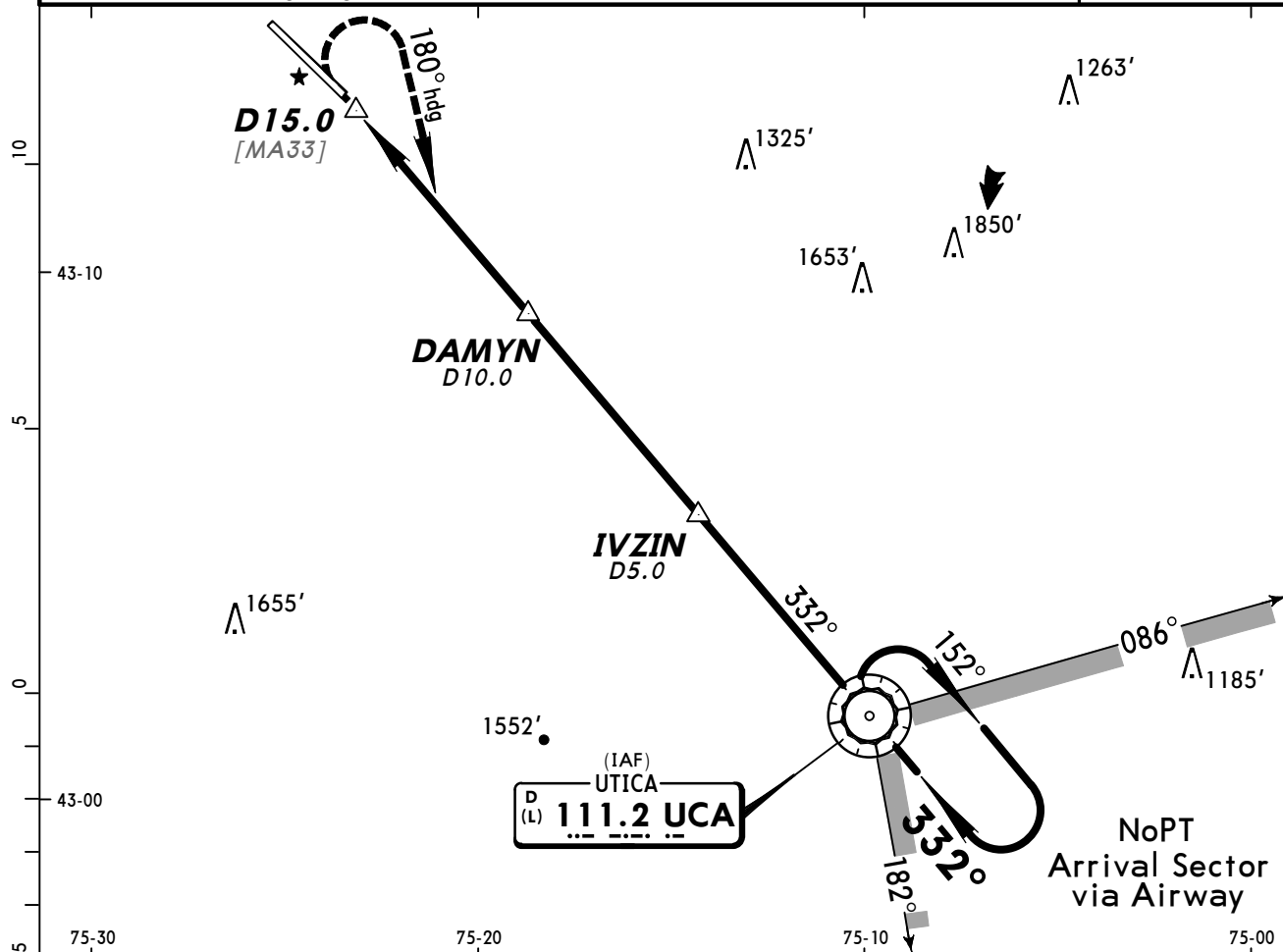


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 3100' via 270° and 111.2 UCA EKHUZ LT hdg R-331
Descent angle [3.24°]	401	516	573	688	803	917	
MAP at D18.0							

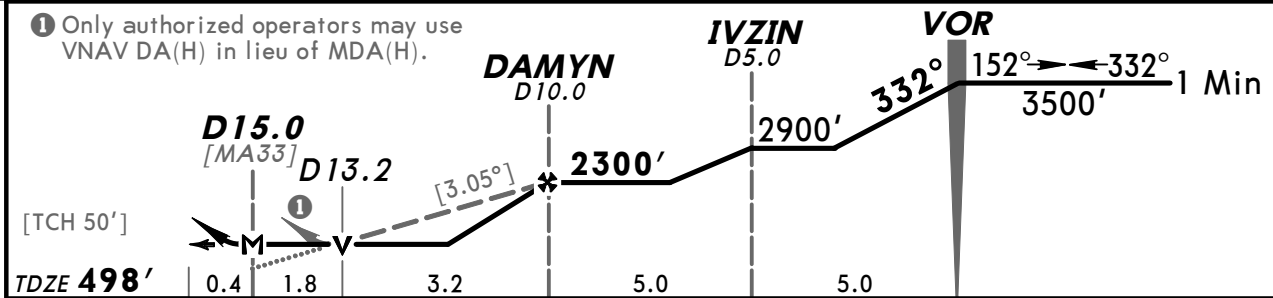
STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND			
MDA(H) 1500' (996')				Not Authorized West of Rwy 15-33			
A	1¼			Max Kts	MDA(H)		
B	1½			90	1500' (996') - 1¼		
C	3			120	1500' (996') - 1½		
D				140	1500' (996') - 3		
				165			

BRIEFING STRIP TM

ATIS (ASOS when Twr inop) 118.7		GRIFFISS Approach (R) 127.42		*GRIFFISS Tower CTAF 118.1		*Ground 121.9	
VOR UCA 111.2	Final Apch Crs 332°	Minimum Alt DAMYN 2300' (1802')	MDA(H) 1240' (742')	Apt Elev 504' TDZE 498'			
MISSED APCH: Climb to 1300' then climbing RIGHT turn to 3500' via 180° heading and inbound UCA VOR R-332 to UCA VOR and hold.							MSA UCA VOR
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Pilot controlled lighting 118.1.							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 1300' 3500' via 180° UCA 111.2 R-332
Descent angle [3.05°]	378	486	540	648	755	863	
MAP at D15.0							

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
MDA(H) 1240' (742')				Not Authorized West of Rwy 15-33	
	RAIL out	ALS out	Max Kts	MDA(H)	
A	1/2	3/4	90	1240' (736') - 1	
B	3/4	1 1/4	120	1240' (736') - 1 1/4	
C	1 3/4	2 1/4	140	1240' (736') - 2 1/4	
D	2	2 1/2	165	1260' (756') - 2 1/2	

General Information

Location: Rochester NY USA
IATA Code: ROC
Lat/Long: N43° 07.1' W077° 40.3'
Elevation: 559 ft

Airport Use: Public
Magnetic Variation: 11.6°W
Sectional Chart: Detroit

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1151 Z
Sunset: 2257 Z,

Runway Information

Runway: 04
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 535 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07
Length x Width: 4000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 549 ft
Lighting: Edge, REIL
Stopway: 150 ft

Runway: 10
Length x Width: 6401 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 556 ft
Lighting: Edge, REIL
Displaced Threshold: 300 ft

Runway: 22
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 559 ft
Lighting: Edge, ALS, Centerline

Runway: 25
Length x Width: 4000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 549 ft
Lighting: Edge, REIL
Stopway: 150 ft

Runway: 28
Length x Width: 6401 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 546 ft
Lighting: Edge, ALS
Displaced Threshold: 600 ft

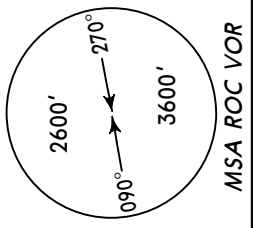
Communication Information

ATIS 124.825
Rochester Tower 118.3
Rochester Ground Control 121.7
Rochester Clearance Delivery 118.8
Rochester Pre-Taxi Clearance 118.8
Rochester Approach Control 123.7 (161°-329°)
Rochester Approach Control 119.55 (330°-160°) Initial Contact
Rochester App ARSA 123.7 (161°-329°)
Rochester App ARSA 119.55 (330°-160°)
Rochester Departure Control 127.325 Secondary
Rochester Departure Control 123.7 (161°-329°)
Rochester Departure Control 119.55 (330°-160°)
Greater Rochester Intl Unicom 122.95
Buffalo Flight Service Station 122.6 RCO

ROCHESTER Departure (R)
330°-160° 161°-329°
119.55 123.7

Apt Elev
559'

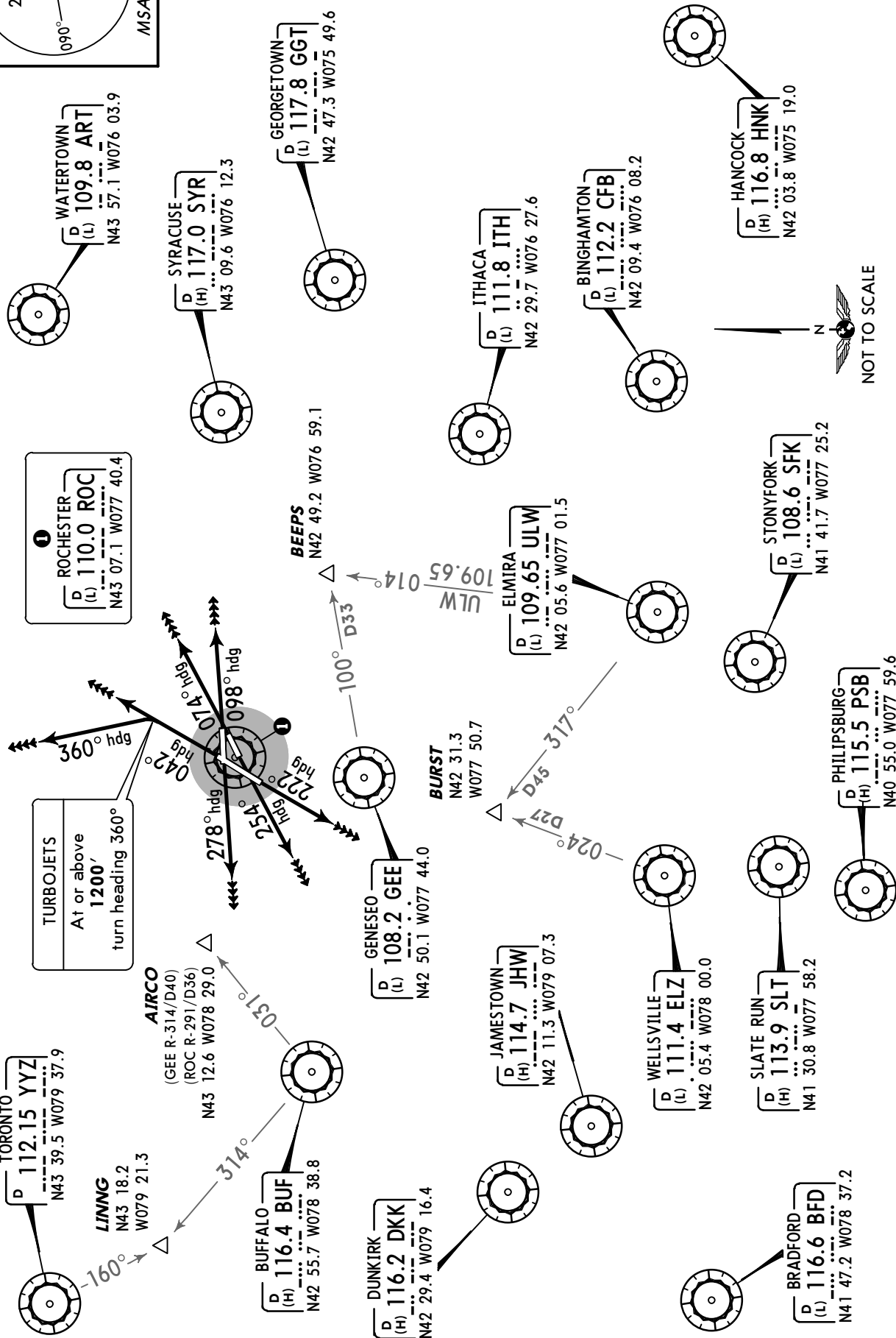
Trans level: FL180 Trans alt: 18000'
RADAR required.



MSA ROC VOR

XEROX TWO DEPARTURE (XEROX2.XEROX)

For Procedure Text, Takeoff Minimums
and Obstacle Notes see 10-3-1



XEROX TWO DEPARTURE (XEROX2.XEROX)

For Procedure Graphic see 10-3

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 25, 28: Standard (or lower than standard, if authorized).

Rwy 7: 300 - 1 3/4 or standard (or lower than standard, if authorized) with minimum climb of 206' per NM to **900'**, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

Rwy 10: Standard (or lower than standard, if authorized) with minimum climb of 250' per NM to **900'**.

Rwy 22: 400 - 2 3/4 or standard (or lower than standard, if authorized) with minimum climb of 240' per NM to **1100'**.

Gnd speed-KT	75	100	150	200	250	300
206' per NM	258	343	515	687	858	1030
240' per NM	300	400	600	800	1000	1200
250' per NM	313	417	625	833	1042	1250

OBSTACLES

Rwy 4: Tower 1806' from DER, 816' RIGHT of centerline, 60' AGL/611' MSL.
Tree 2081' from DER, 531' LEFT of centerline, 53' AGL/612' MSL.

Rwy 7: Dome 1.4 NM from DER, 1164' RIGHT of centerline, 213' AGL/756' MSL.
Trees beginning 2732' from DER, 426' LEFT of centerline, up to 78' AGL/622' MSL.

Rwy 10: Tree, poles and vehicles beginning 949' from DER, 112' RIGHT of centerline, up to 82' AGL/616' MSL. Vehicles, trees, dome beginning 139' from DER, 4' LEFT of centerline, up to 213' AGL/756' MSL.

Rwy 22: Tree 1997' from DER, 832' RIGHT of centerline, 68' AGL/587' MSL. Tower 2.2 NM from DER, 3550' RIGHT of centerline, 412' AGL/934' MSL. Tree 3026' from DER, 935' LEFT of centerline, 97' AGL/621' MSL.

Rwy 25: Tower and poles beginning 1523' from DER, 330' LEFT of centerline, up to 82' AGL/617' MSL.

Rwy 28: Railroad beginning 326' from DER, 539' RIGHT of centerline, 23' AGL/577' MSL. Trees beginning 887' from DER, 112' RIGHT of centerline, up to 88' AGL/632' MSL. Towers and trees beginning 807' from DER, 148' LEFT of centerline, up to 87' AGL/626' MSL.

RWY	INITIAL CLIMB	ALTITUDE
4	TURBOJETS: Climb heading 042° to 1200' , then heading 360°. ALL OTHERS: Climb heading 042°.	MAINTAIN 10000' or assigned lower altitude
7	Climb heading 074°.	
10	Climb heading 098°.	
22	Climb heading 222°.	
25	Climb heading 254°.	
28	Climb heading 278°.	
ROUTING		
EXPECT RADAR vectors to intercept file/assigned route or en route fix or NAVAID. EXPECT further clearance to requested altitude/flight level 10 minutes after departure.		

GENERAL

Weather System Processor.

Birds, deer and coyotes in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION**USABLE LENGTHS**

				USABLE LENGTHS				
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
4	HIRL CL ALSF-II TDZ grooved RVR					6986' 2129m		150' 46m
	22	HIRL CL MALSR VASI-L grooved RVR				6967' 2124m		
7	MIRL REIL							100' 30m
	25	MIRL REIL PAPI-R (angle 3.0°)						
10	HIRL REIL PAPI-L (angle 3.0°) grooved RVR				① 5501' 1677m			150' 46m
	28	HIRL MALSR grooved RVR				5801' 1768m		

① Last 600' (183m) not available for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 4					Rwy 22					
Both RVRs are required and controlling.		Adequate Vis Ref	STD		With Mim climb of 240'/NM to 1100'					Other
					Both RVRs are required and controlling.		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng						
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	400-2 3/4
Rollout RVR 5	Rollout RVR 10				Rollout RVR 5	Rollout RVR 10				
Rwy 10										
With Mim climb of 250'/NM to 900'									For Climb in Visual Conditions	
Both RVRs are required and controlling		Adequate Vis Ref	STD							
			3 & 4 Eng	1 & 2 Eng						
CL, or RCLM & HIRL										
TDZ RVR 10		RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1				1000- 2 1/2
Rollout RVR 10										
Rwys 25, 28					Rwy 7					
Adequate Vis Ref	STD		1 With Mim climb of 206'/NM to 900'					Other		
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD						
				3 & 4 Eng	1 & 2 Eng					
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1					300-1 3/4

① Alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1300' prior to departure end of runway.

OBSTACLE DP

Rwy 4, climb heading 042° to 1200' before turning LEFT.

Rwy 10, for climb in visual conditions, cross Greater Rochester Intl Airport at or above 1400' before proceeding on course.

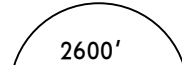
FOR FILING AS ALTERNATE

	ILS Rwy 4 ILS Rwy 22	ILS Rwy 28 LOC Rwy 28 LOC Rwy 22 LOC Rwy 4	RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 25 VOR Rwy 4 VOR DME Rwy 4	RNAV (GPS) Rwy 28	Other
A	600-2	800-2	800-2	800-2 1/4	NA
B					
C					
D	700-2 1/4	800-2 1/4	800-2 1/2		

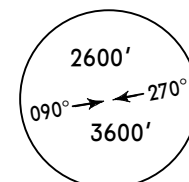
CHANGES: Rwy 10/28 note.

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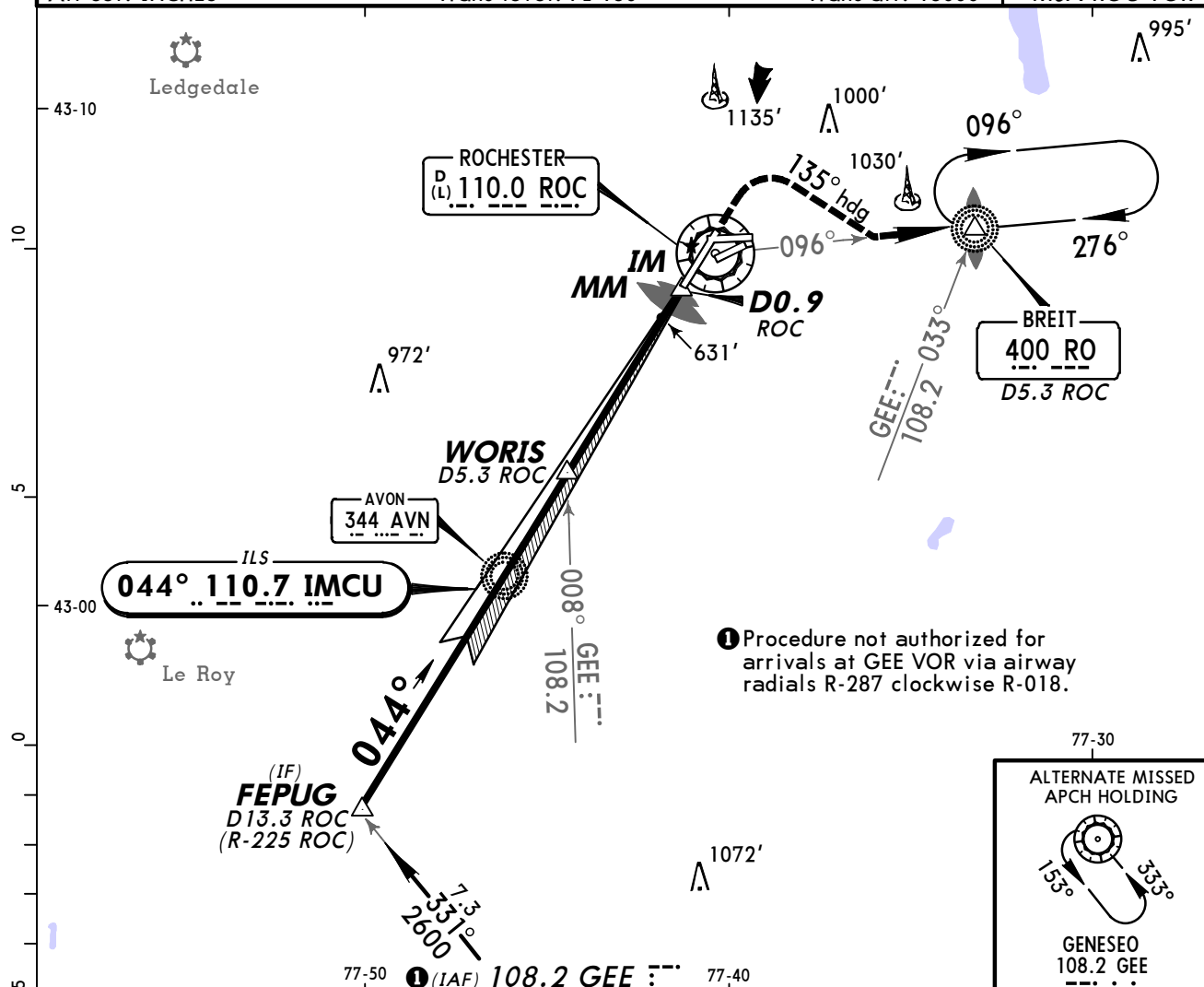
BRIEFING STRIP™

ATIS 124.82		ROCHESTER Approach (R) 119.55		ROCHESTER Tower 118.3		Ground 121.7	
LOC IMCU 110.7	Final Apch Crs 044°	GS WORIS 2000' (1465')	ILS DA(H) 735' (200')	Apt Elev 559' TDZE 535'			
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 3000' via heading 135° and outbound via ROC VOR R-096 to BREIT INT/RO LOM/D5.3 ROC and hold. Continue climb-in-hold to 3000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			

MSA ROC VOR

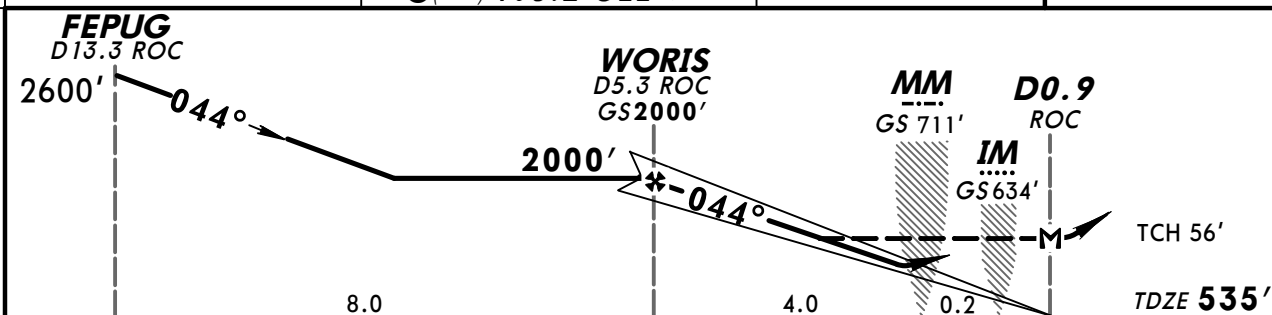


MSA ROC VOR



❶ Procedure not authorized for arrivals at GEE VOR via airway radials R-287 clockwise R-018.

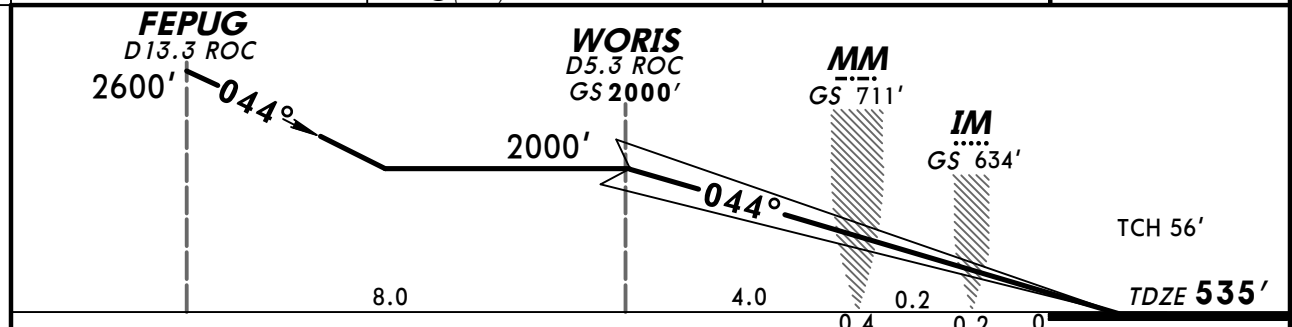
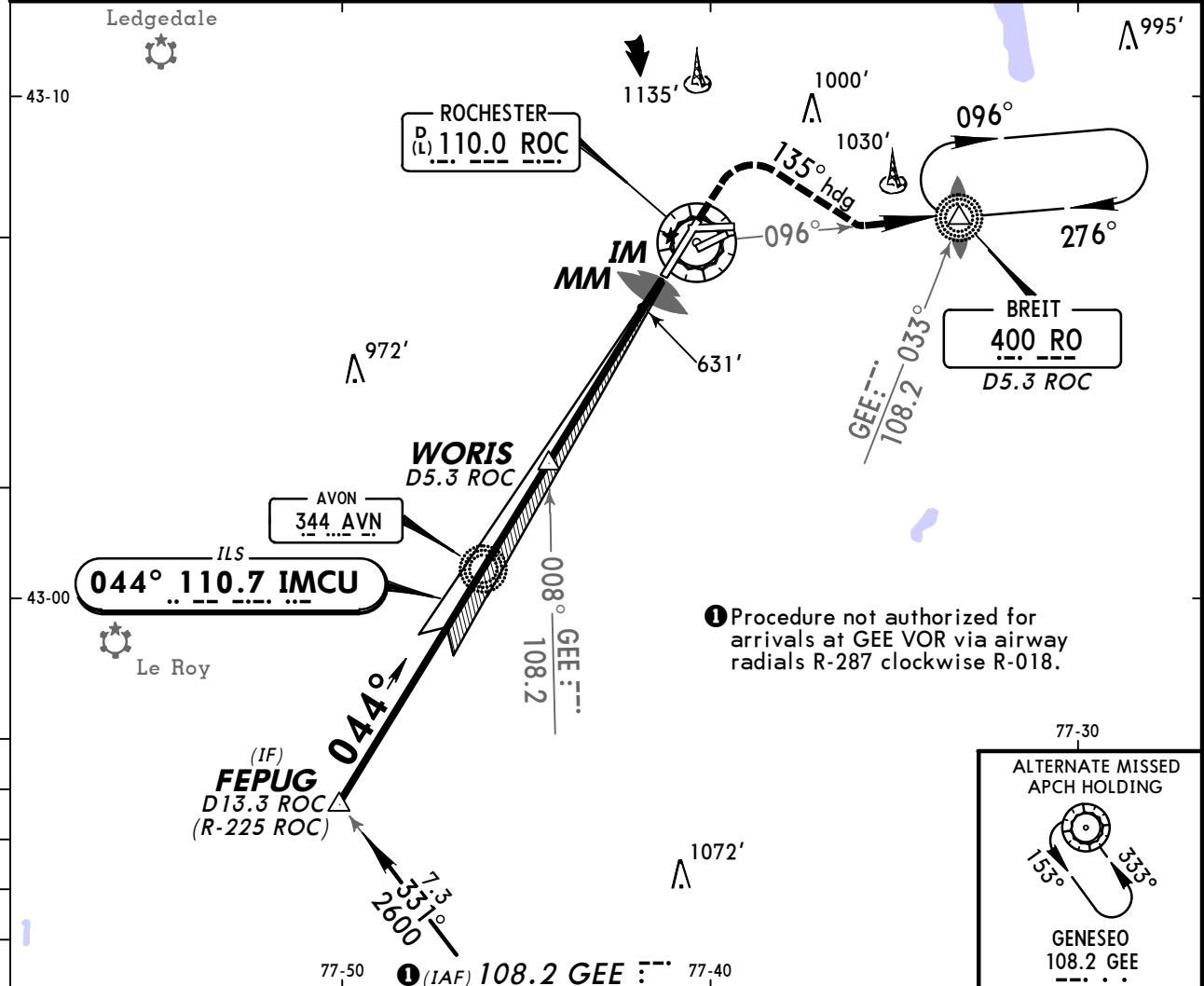
ALTERNATE MISSED APCH HOLDING



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		1100'	3000'	via 135° and 110.0 ROC	TDZE 535'
GS	3.00°	377	484	538	646	753	861					
MAP at D0.9 ROC or WORIS to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39						

STRAIGHT-IN LANDING RWY4				CIRCLE-TO-LAND	
ILS DA(H) 735' (200')			LOC (GS out) MDA(H) 920' (385')		Max Kts
FULL	TDZ or CL out	ALS out			MDA(H)
A					90
B					120
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	140
D			RVR 40 or 3/4	RVR 60 or 1 1/4	165

ATIS 124.82		ROCHESTER Approach (R) 119.55		ROCHESTER Tower 118.3	Ground 121.7
LOC IMCU 110.7	Final Apch Crs 044°	GS WORIS 2000' (1465')	CAT II ILS RA 119' DA(H) 635' (100')	Apt Elev 559' TDZE 535'	
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 3000' via heading 135° and outbound via ROC VOR R-096 to BREIT INT/RO LOM/D5.3 ROC and hold. Continue climb-in-hold to 3000'.					MSA ROC VOR
Alt Set: INCHES 1. Special Aircrew & Acft Certification Required.			Trans level: FL 180 Trans alt: 18000'		

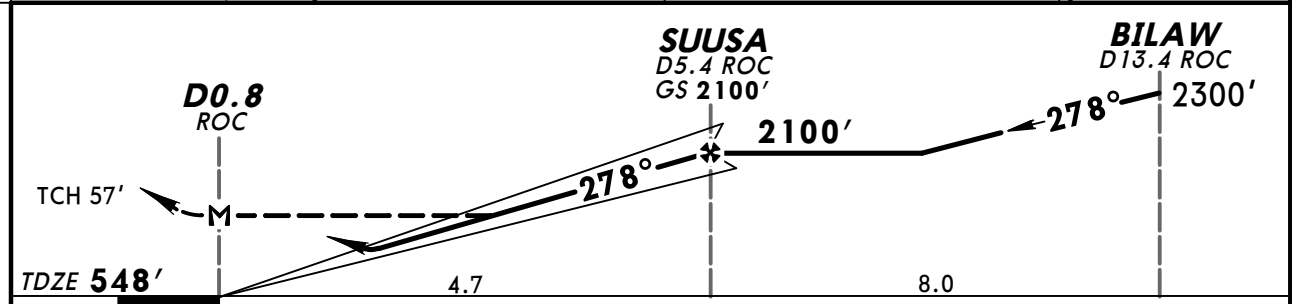
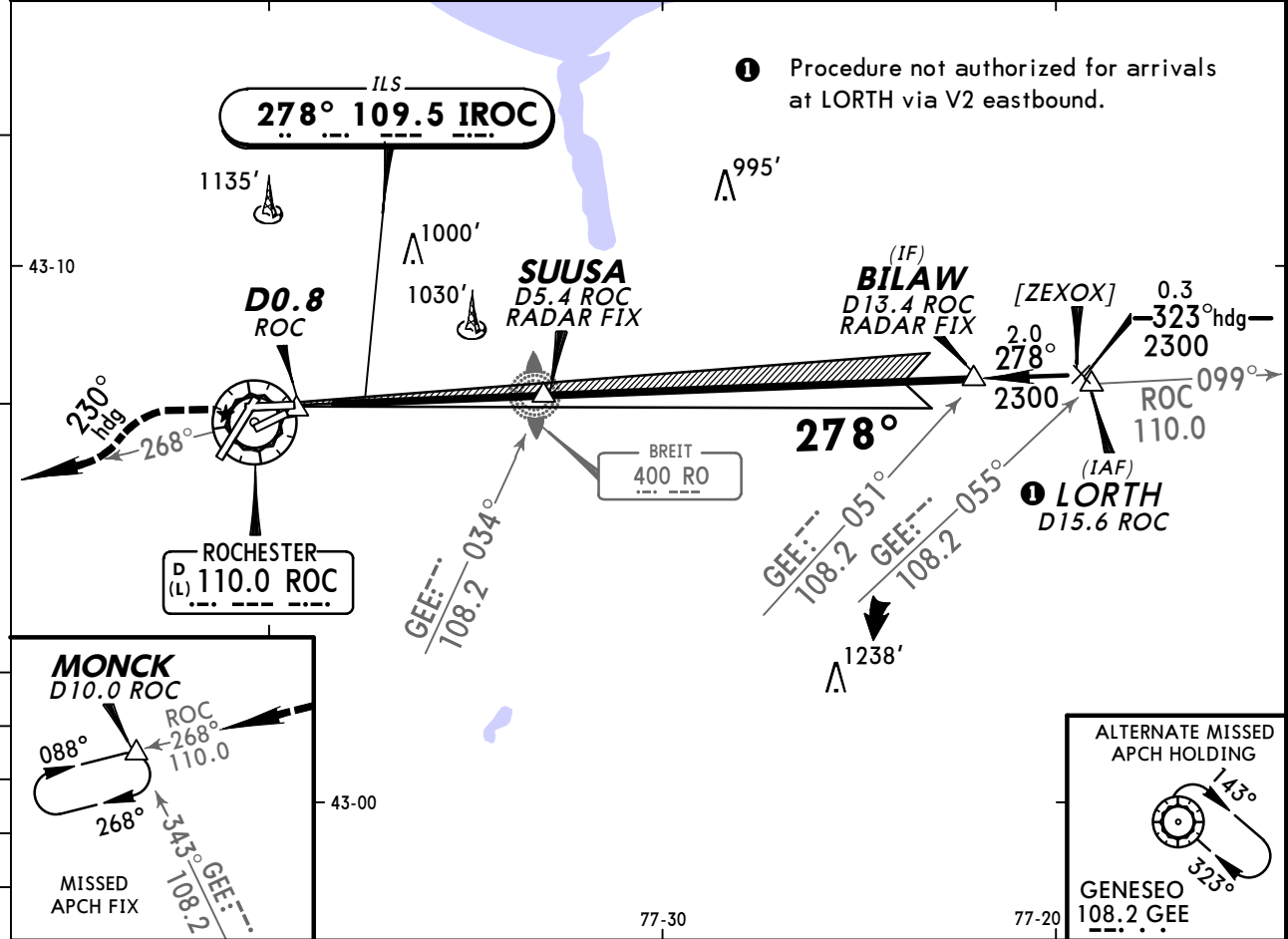


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		1100'	3000'	via 135° hdg	ROC 110.0 R-096
Gs	3.00°	377	484	538	646	753			↑	RT		

STRAIGHT-IN LANDING RWY4 CAT II ILS RA 119' DA(H) 635' (100')												
RVR 12												

TERPS AMEND 7 3 JUN 2010

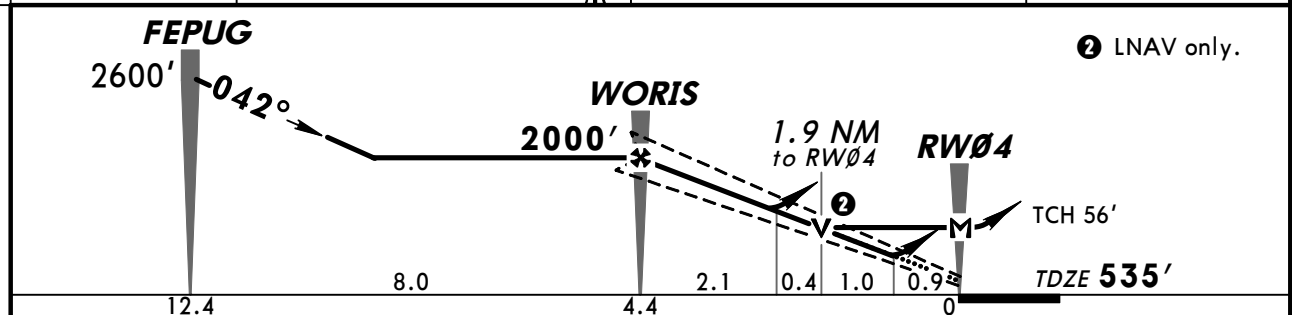
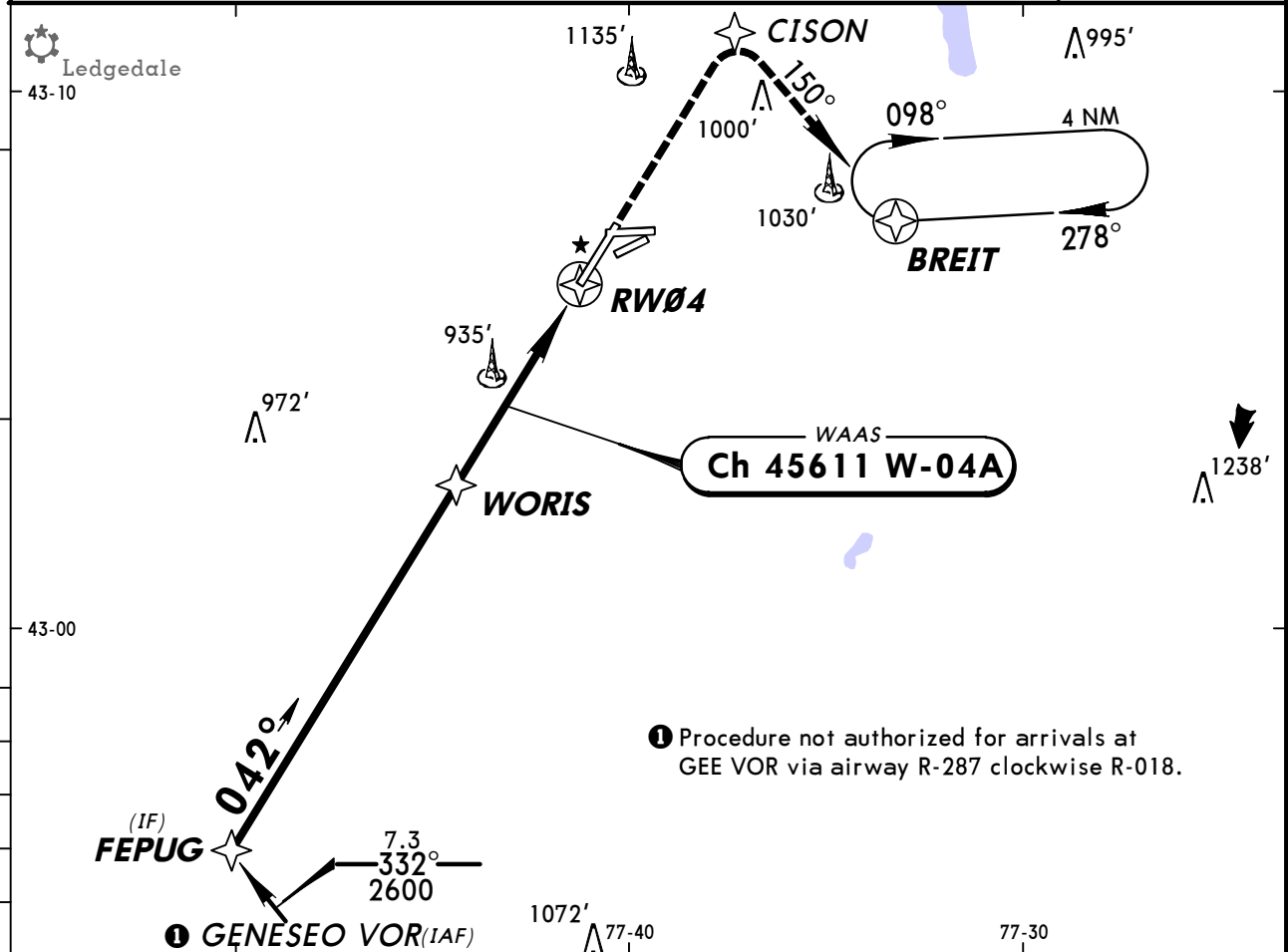
ATIS 124.82		ROCHESTER Approach (R) 119.55		ROCHESTER Tower 118.3		Ground 121.7	
LOC IROC 109.5	Final Apch Crs 278°	GS SUUSA 2100' (1552')	ILS DA(H) 798' (250')	Apt Elev 559' TDZE 548'		 MSA ROC VOR	
MISSED APCH: Climb to 2000' then climbing LEFT turn to 3000' via 230° heading and ROC VOR R-268 to MONCK INT/D10.0 ROC and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Multiple unshielded lights in final approach area. 2. Visibility reduction by helicopters not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	3000'	230° hdg	ROC
GS	3.00°	377	484	538	646	753	861				
MAP at D0.8 ROC or SUUSA to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46					

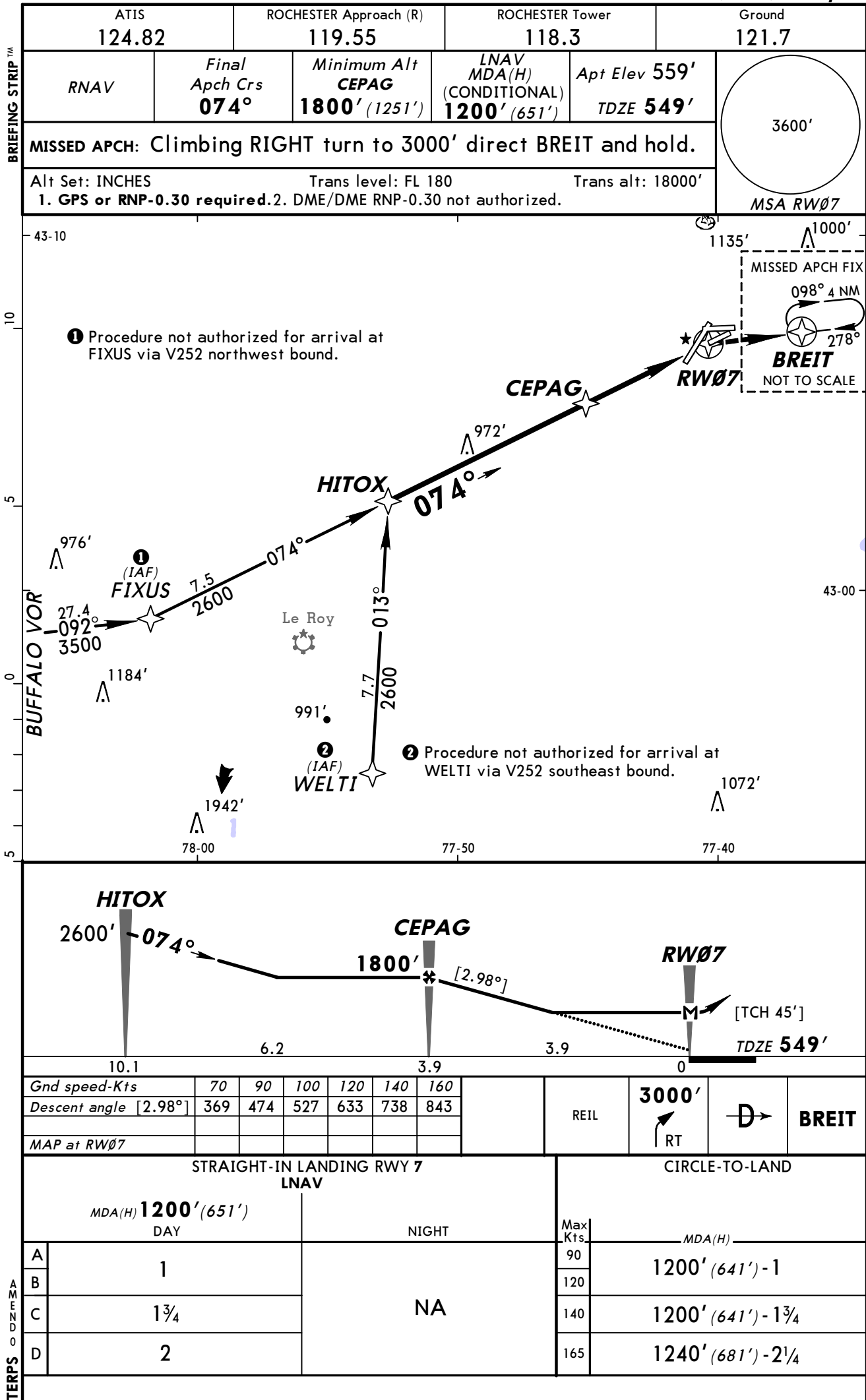
STRAIGHT-IN LANDING RWY28				CIRCLE-TO-LAND		
ILS		LOC (GS out)				
DA(H) 798' (250')		MDA(H) 1280' (732')				
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)	
RVR 50 or 1		RVR 50 or 1		90	1280' (721')-1	
				120		
		1½	2	140	1280' (721')-2	
		1¾	2¼	165	1280' (721')-2¼	

ATIS 124.82	ROCHESTER Approach (R) 119.55	ROCHESTER Tower 118.3	Ground 121.7
WAAS Ch 45611 W-04A	Final Apch Crs 042°	Minimum Alt WORIS 2000' (1465')	LPV DA(H) 866' (331')
Apt Elev 559'			
TDZE 535'			
MISSED APCH: Climb to 3000' direct CISON and RIGHT turn via 150° track to BREIT and hold. Continue climb-in-hold to 3000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F).			
3600' MSA RW04			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	D	CISON
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW04										

STRAIGHT-IN LANDING RWY 4						CIRCLE-TO-LAND	
LPV DA(H) 866' (331')		LNAV/VNAV DA(H) 1321' (786')		LNAV MDA(H) 1200' (665')		Max Kts	MDA(H)
ALS out		ALS out		ALS out		90	1200' (641') - 1
A						120	
B						140	1200' (641') - 1 3/4
C	RVR 40 or 3/4	RVR 60 or 1 1/4	2 1/4	2 3/4		165	1240' (681') - 2 1/4
D							



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1

Procedure not authorized for arrival at
FIXUS via V252 northwest bound.

2

Procedure not authorized for arrival at
WELTI via V252 southeast bound.

3600'

1135'

1000'

MISSED APCH FIX

098° 4 NM

278°

BREIT

NOT TO SCALE

CEPAG

HITOX

074°

972'

074°

976'

27.4°

3500

092°

1184'

7.5

2600

074°

Le Roy

991'

7.7

2600

013°

1942'

78-00

77-50

77-40

43-00

BUFFALO VOR

HITOX

2600'

074°

6.2

1800'

CEPAG

2.98°

3.9

0

RW07

TCH 45'

TDZE 549'

10.1

3.9

0

Gnd speed-Kts

70

90

100

120

140

160

Descent angle [2.98°]

369

474

527

633

738

843

MAP at RW07

REIL

3000'

RT

BREIT

STRAIGHT-IN LANDING RWY 7

LNAV

MDA(H) 1200' (651')

DAY

NIGHT

Max Kts

MDA(H)

A

1

90

1200' (641') - 1

B

1 3/4

120

1200' (641') - 1 3/4

C

2

140

1200' (641') - 1 3/4

D

165

1240' (681') - 2 1/4

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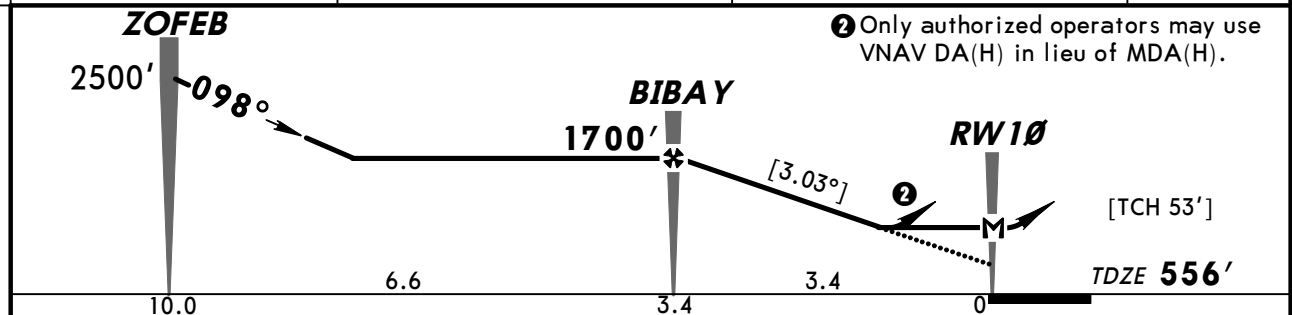
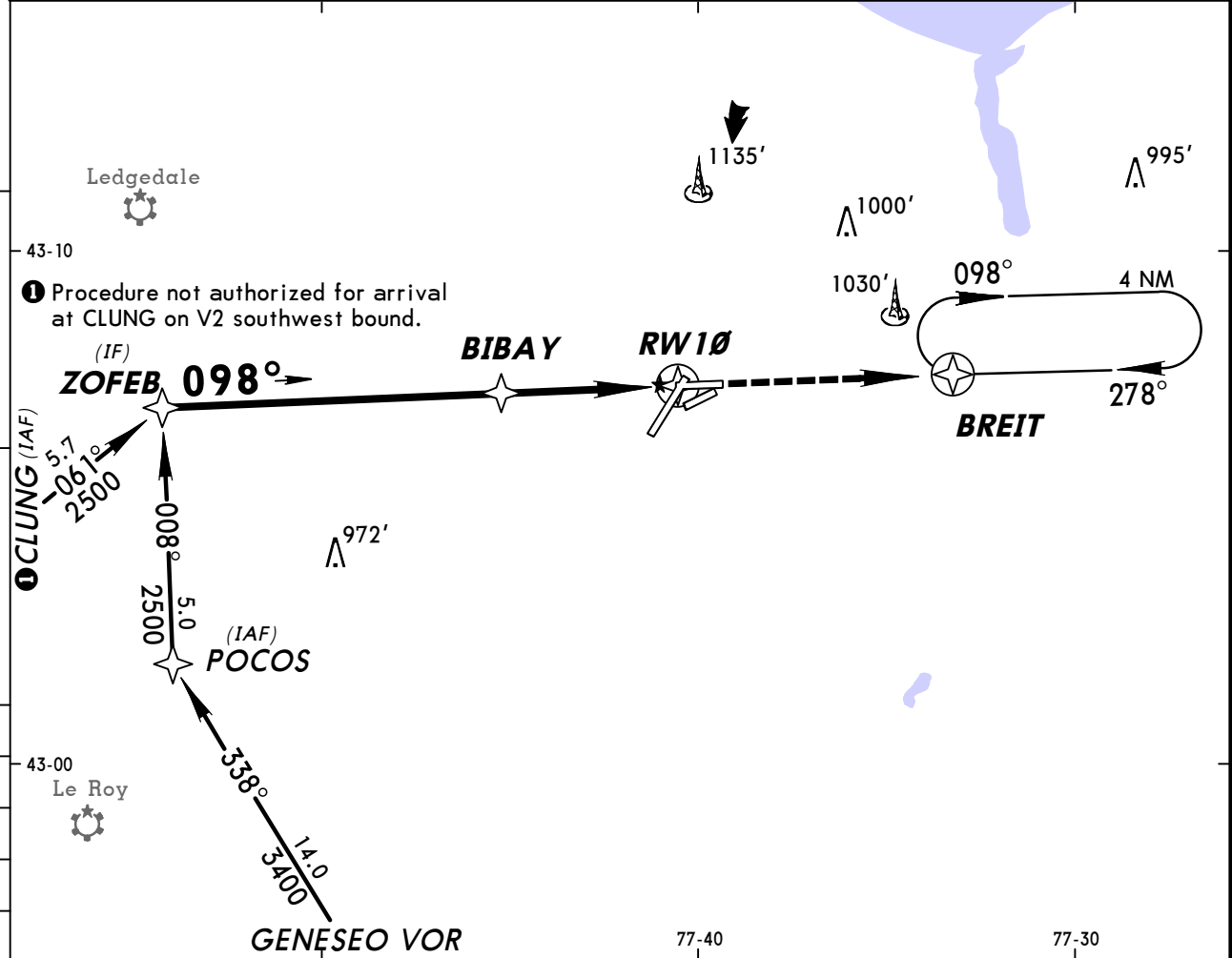
22.70

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<

ATIS 124.82		ROCHESTER Approach (R) 119.55		ROCHESTER Tower 118.3		Ground 121.7
RNAV	Final Apch Crs 098°	Minimum Alt BIBAY 1700' (1144')	LNAV MDA(H) 960' (404')	Apt Elev 559' TDZE 556'		3600' MSA RW10
MISSED APCH: Climb to 3000' direct BREIT and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.						



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' ↑	→ BREIT
Descent angle [3.03°]	375	482	536	643	750	858			
MAP at RW10									

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
LNAV							
MDA(H) 960' (404')				Max Kts	MDA(H)		
A	RVR 50 or 1			90	1060' (501') - 1		
B				120			
C	RVR 60 or 1¼			140	1060' (501') - 1½		
D				165	1240' (681') - 2¼		

ATIS 124.82		ROCHESTER Approach (R) 119.55		ROCHESTER Tower 118.3		Ground 121.7				
WAAS Ch 73016 W-22A		Final Apch Crs 222°		Minimum Alt CAPLU 2500' (1941')		LPV DA(H) 759' (200')		Apt Elev 559' TDZE 559'		3600' MSA RW22
MISSED APCH: Climb to 4000' direct FIDBA and on track 192° to GEE VOR and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F).										



③ LNAV only.		CAPLU		KECKE	
RW22 TCH 50' TDZE 559'		1.9 NM to RW22 0.5 0.7 0.7		2500' 3.9 5.8 6.1	
Gnd speed-Kts Glide Path Angle 3.00° MAP at RW22		MALSR VASI 4000' ↑		FIDBA	

STRAIGHT-IN LANDING RWY 22								CIRCLE-TO-LAND				
LPV <i>DA(H)</i> 759' (200')			LNAV/VNAV <i>DA(H)</i> 999' (440')		LNAV <i>MDA(H)</i> 1220' (661')			Max Kts	<i>MDA(H)</i>			
		RAIL or ALS out			RAIL out	ALS out						
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1220' (661') - 1			
B								120				
C								RVR 60 or 1 1/4	1 3/4		140	1220' (661') - 1 3/4
D								1 1/2	2		165	1240' (681') - 2 1/4

BRIEFING STRIP™

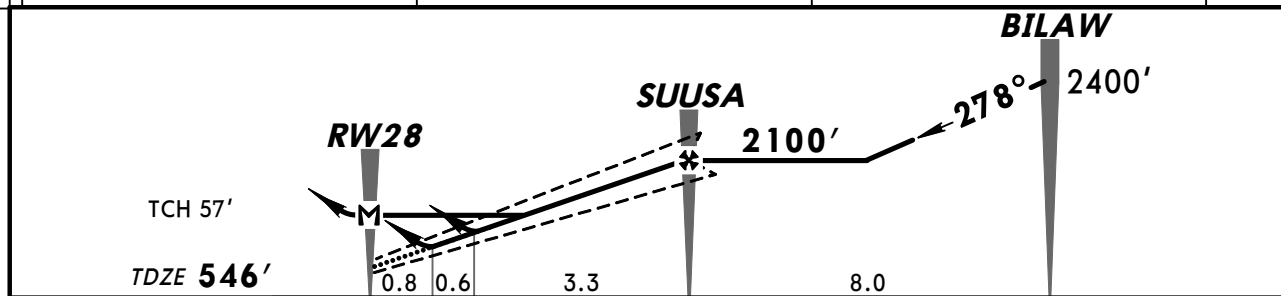
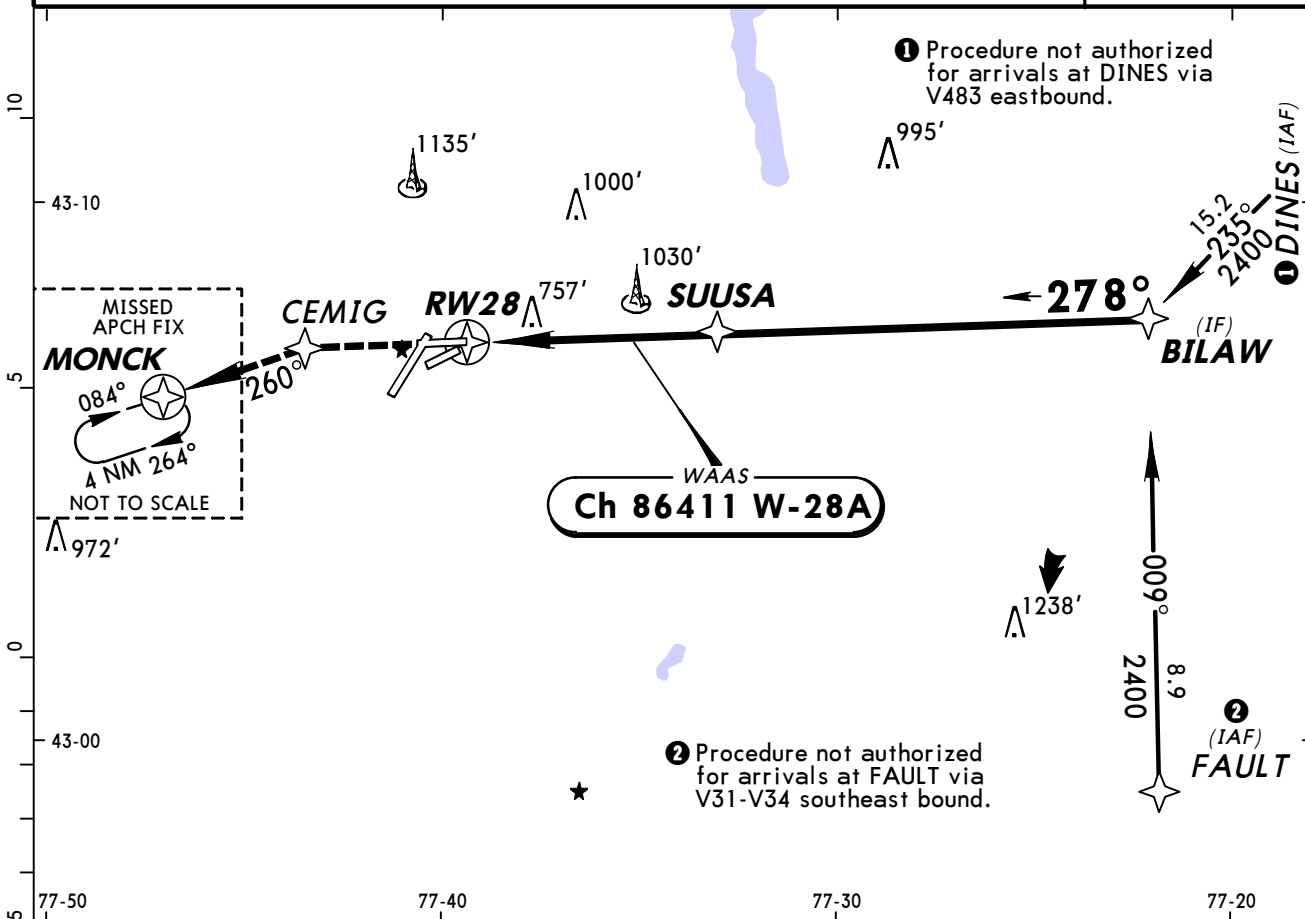
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-R	3000' ↑	D→	MONCK
<i>Descent Angle [3.05°]</i>	378	486	540	648	755	863				
<i>MAP at RW25</i>										

STRAIGHT-IN LANDING RWY 25 LNAV MDA(H) 1020' (471')		Max Kts	CIRCLE-TO-LAND Not Authorized at Night to Rwy 10 MDA(H)
A	1	90	1060' (501') - 1
B		120	
C	1¼	140	1060' (501') - 1½
D	1½	165	1240' (681') - 2¼

TERPS AMEND 0A 15 DEC 2011

BRIEFING STRIP™

ATIS 124.82		ROCHESTER Approach (R) 119.55		ROCHESTER Tower 118.3		Ground 121.7				
WAAS Ch 86411 W-28A		Final Apch Crs 278°		Minimum Alt SUUSA 2100' (1554')		LPV DA(H) (CONDITIONAL) 839' (293')		Apt Elev 559' TDZE 546'		3600' MSA RW28
MISSED APCH: Climb to 3000' direct CEMIG and via 260° track to MONCK and hold.										
Alt Set: INCHES										



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	D	CEMIG
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW28										

1 STRAIGHT-IN LANDING RWY 28						12 CIRCLE-TO-LAND	
LPV DA(H) 839' (293')		LNAV/VNAV DA(H) 1056' (510')		LNAV MDA(H) 1340' (794')		Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			
RVR 50 or 1		RVR 60 or 1 1/4		RVR 50 or 1	RVR 50 or 1	90	1340' (781') - 1
				RVR 60 or 1 1/4	RVR 60 or 1 1/4	120	1340' (781') - 1 1/4
				1 3/4	2 1/4	140	1340' (781') - 2 1/4
				2	2 1/2	165	1340' (781') - 2 1/2

1 Straight-in/Circling Rwy 28 procedure not authorized at night.
 2 When VGSI inop, Circling to Rwy 10 not authorized at night.

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BRIEFING STRIP™

MAP at VOR

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General Information

Location: Schenectady NY USA
IATA Code: SCH
Lat/Long: N42° 51.2' W073° 55.7'
Elevation: 378 ft

Airport Use: Public
Magnetic Variation: 13.8°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Minor Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1135 Z
Sunset: 2242 Z,

Runway Information

Runway: 04
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 338 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 10
Length x Width: 4850 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 325 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 200 ft

Runway: 15
Length x Width: 2864 ft x 50 ft
Surface Type: asphalt
TDZ-Elev: 339 ft

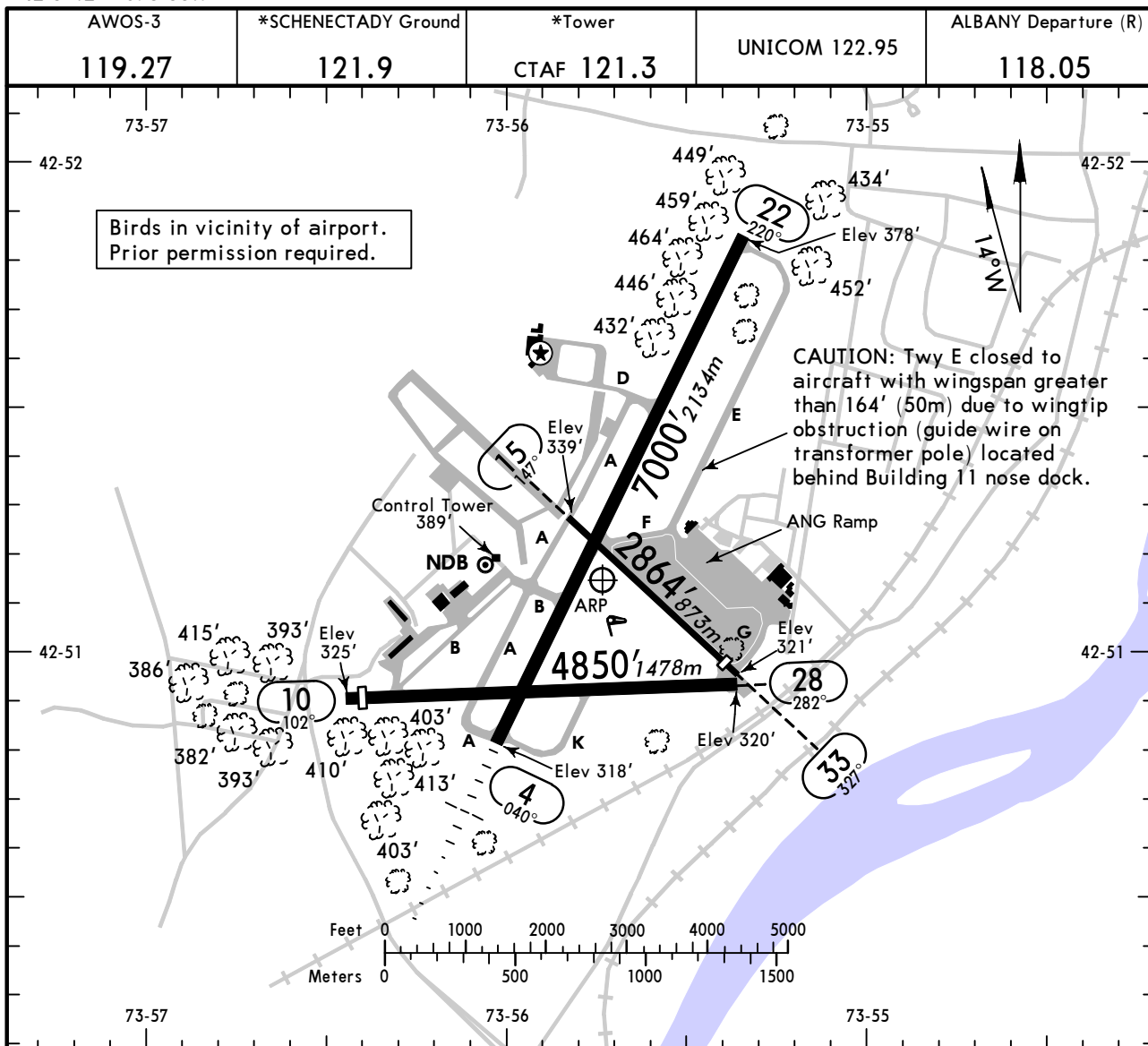
Runway: 22
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 378 ft
Lighting: Edge, Pilot controlled

Runway: 28
Length x Width: 4850 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 323 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 33
Length x Width: 2864 ft x 50 ft
Surface Type: asphalt
TDZ-Elev: 322 ft
Displaced Threshold: 219 ft

Communication Information

AWOS 119.275
Schenectady Tower 121.3 CTAF PCL
Schenectady Ground Control 121.9
Albany Approach Control 118.05
Albany Departure Control 118.05
Schenectady Co Unicom 122.95



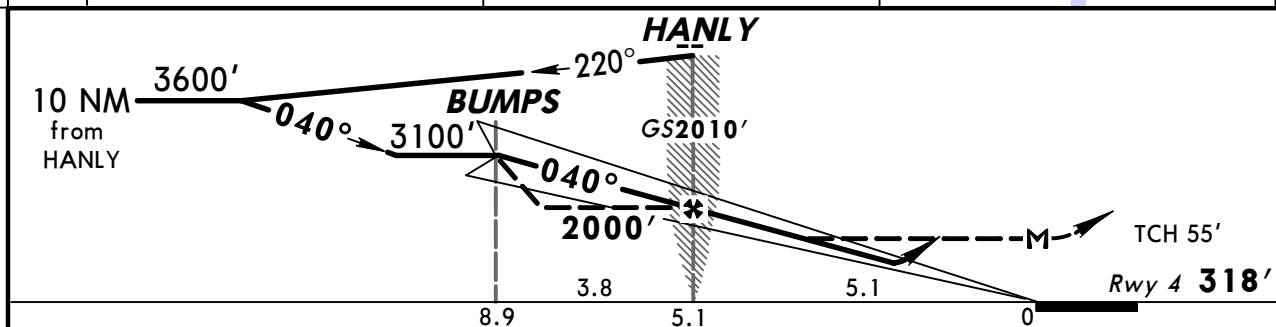
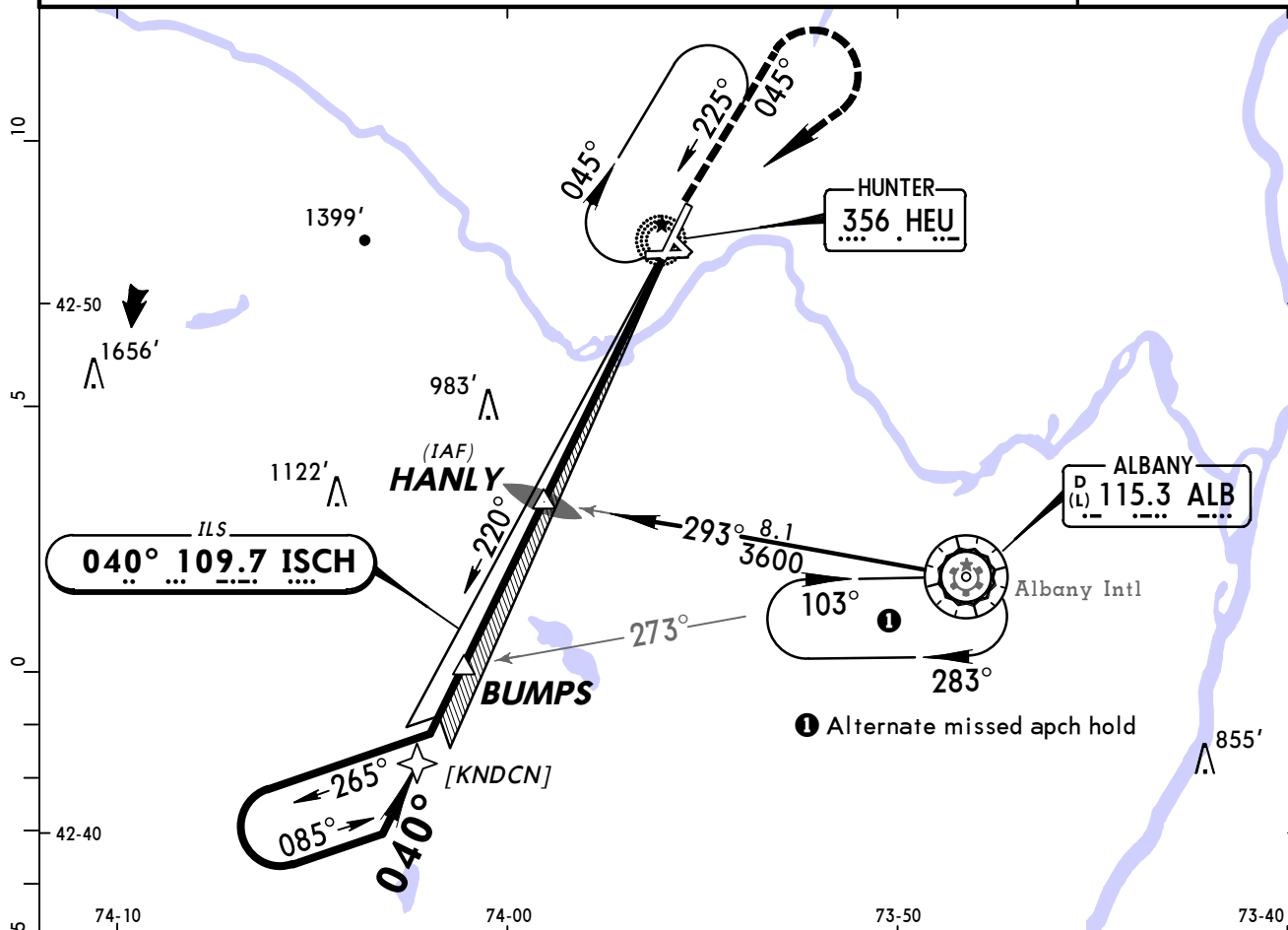
ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					Threshold	Glide Slope		
4	① HIRL	① MALSR	PAPI-L (angle 3.0°)	grooved		6060' 1847m		150' 46m
22	① HIRL		PAPI-L (angle 3.0°)	grooved				
10	① MIRL		PAPI-L (angle 4.0°)	grooved	4650' 1417m			150' 46m
28	① MIRL	REIL	PAPI-L (angle 3.0°)	grooved				
15	② 33							50' 15m
					2645' 806m			

- ① Activate on 121.3 when Twr inop.
 ② Rwy 15 available for take-off, and Rwy 33 available for landing. Available during daylight VFR conditions only. Closed to aircraft 12,500 lbs and over.

TAKE-OFF									FOR FILING AS ALTERNATE	
Rwys 10, 22			Rwy 4			Rwy 28				
Adequate Vis Ref	STD	With Mim climb of 220'/NM to 600'		Other	With Mim climb of 240'/NM to 2000'		Other			
		Adequate Vis Ref	STD		Adequate Vis Ref	STD				
1 & 2 Eng	1/4	1	1/4	300-1	1/4	1	1200-2	A	NA	
3 & 4 Eng		1/2				1/2		1/2		C
								D		

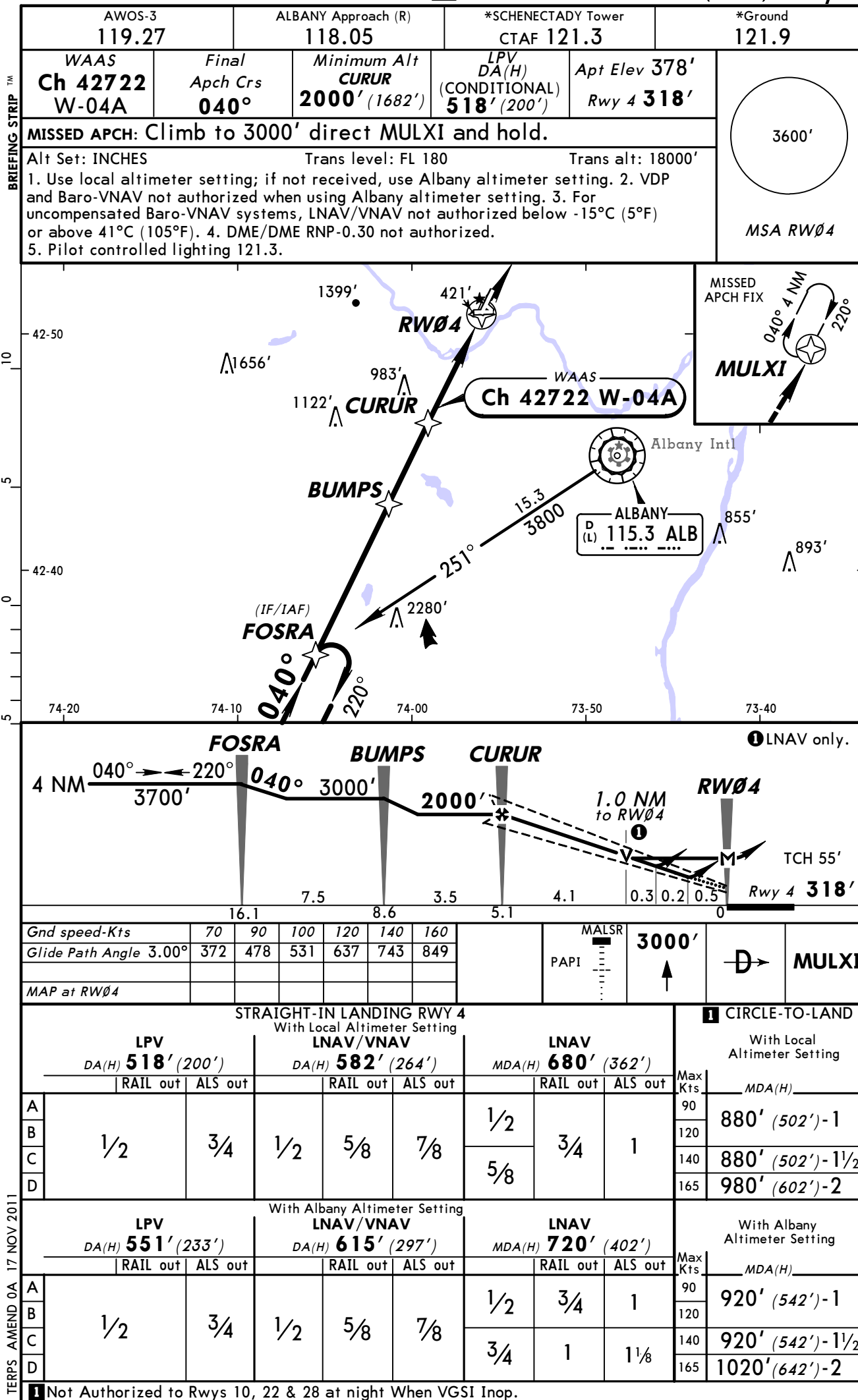
AWOS-3 119.27	ALBANY Approach (R) 118.05	*SCHENECTADY Tower CTAF 121.3	*Ground 121.9
LOC ISCH 109.7	Final Apch Crs 040°	GS HANLY 2010' (1692')	ILS DA(H) (CONDITIONAL) 518' (200')
Apt Elev 378' Rwy 4 318'			
MISSED APCH: Climb to 1500' on 045° bearing from HEU NDB, then climbing RIGHT turn to 3700' direct HEU NDB and hold, continue climb-in-hold to 3700'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. ADF required. 2. Use local altimeter setting; if not received, use Albany altimeter setting. 3. Pilot controlled lighting 121.3.			
			3700' MSA HEU NDB

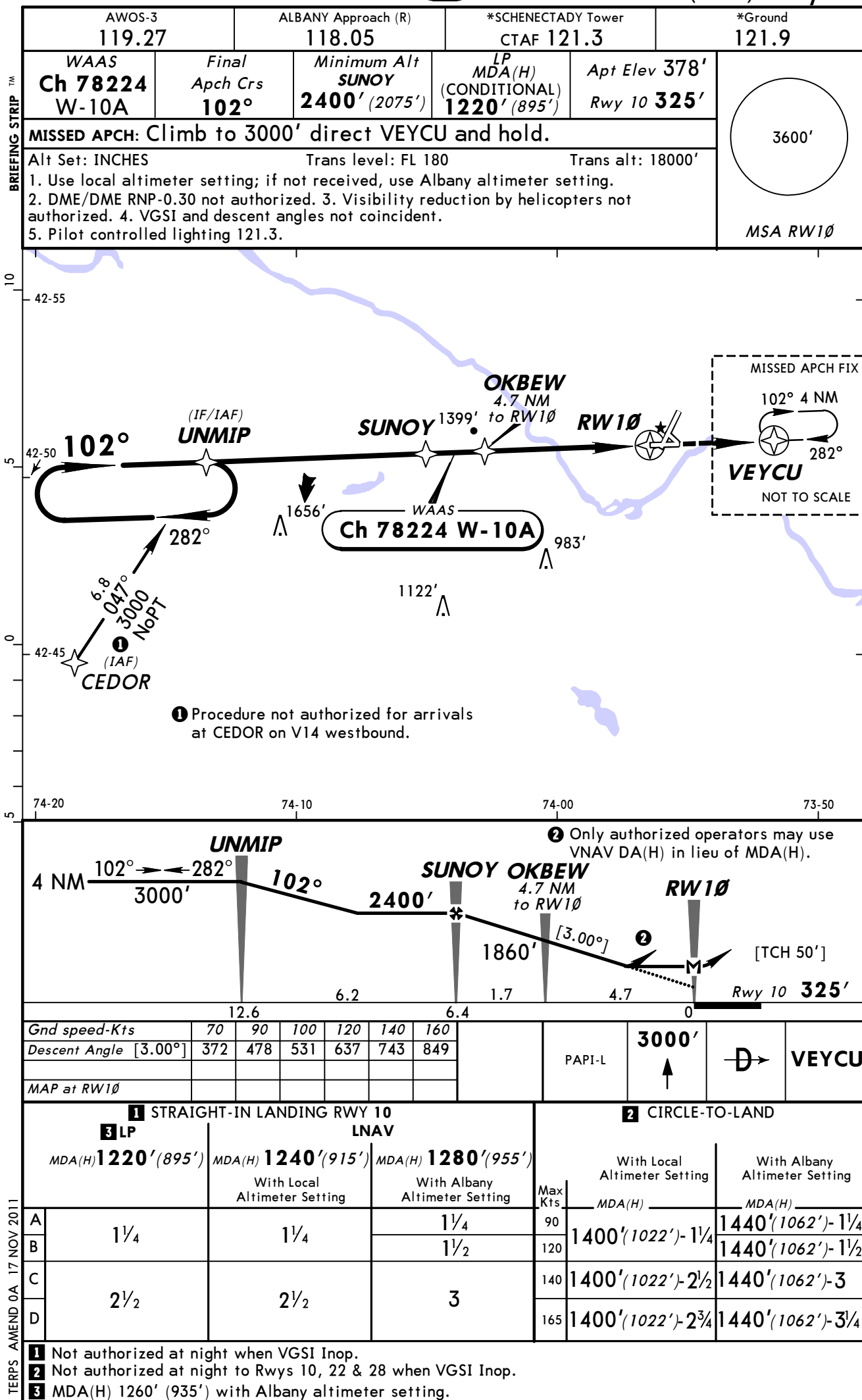


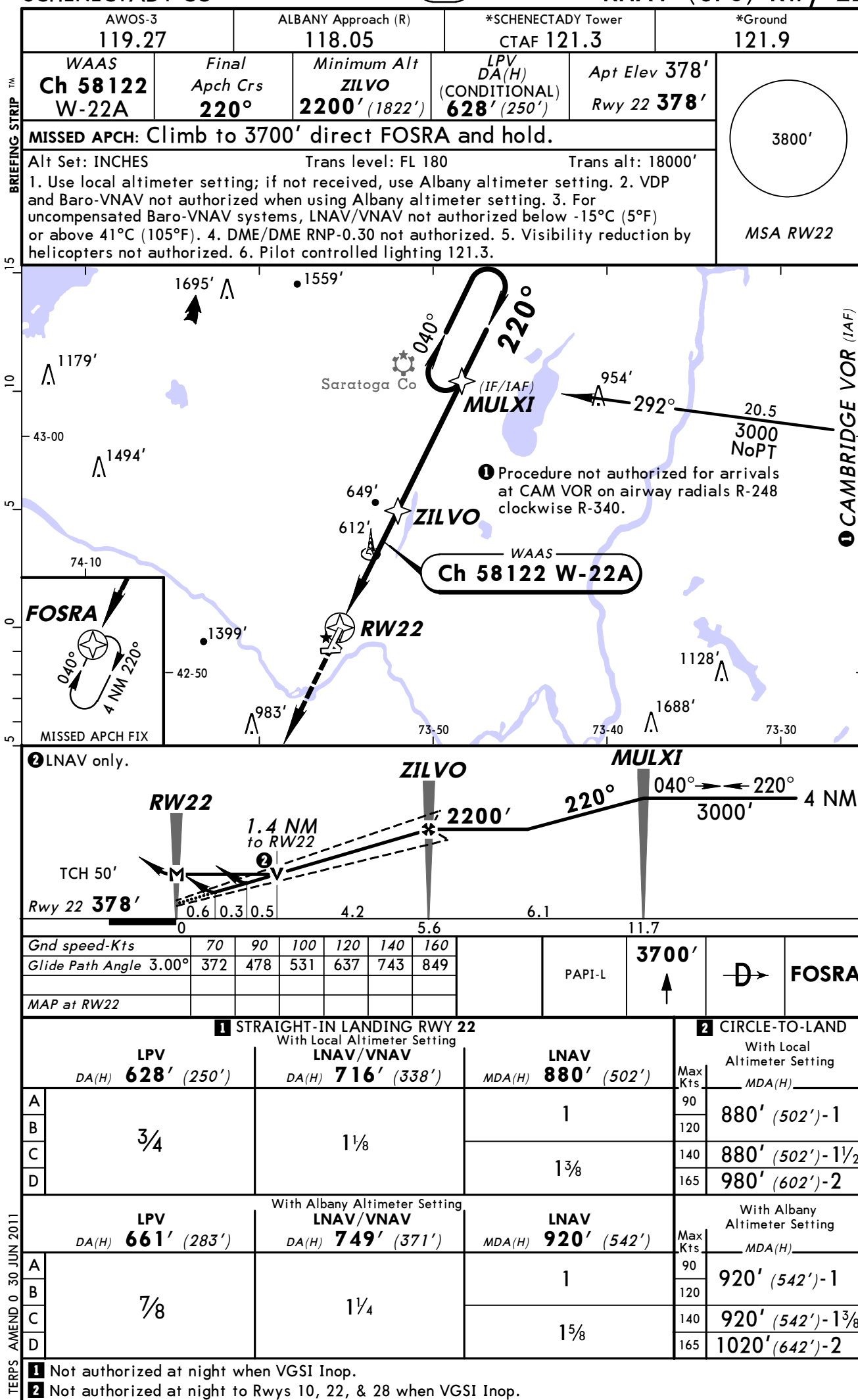
Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	372	478	531	637	743	849		
HANLY to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55			

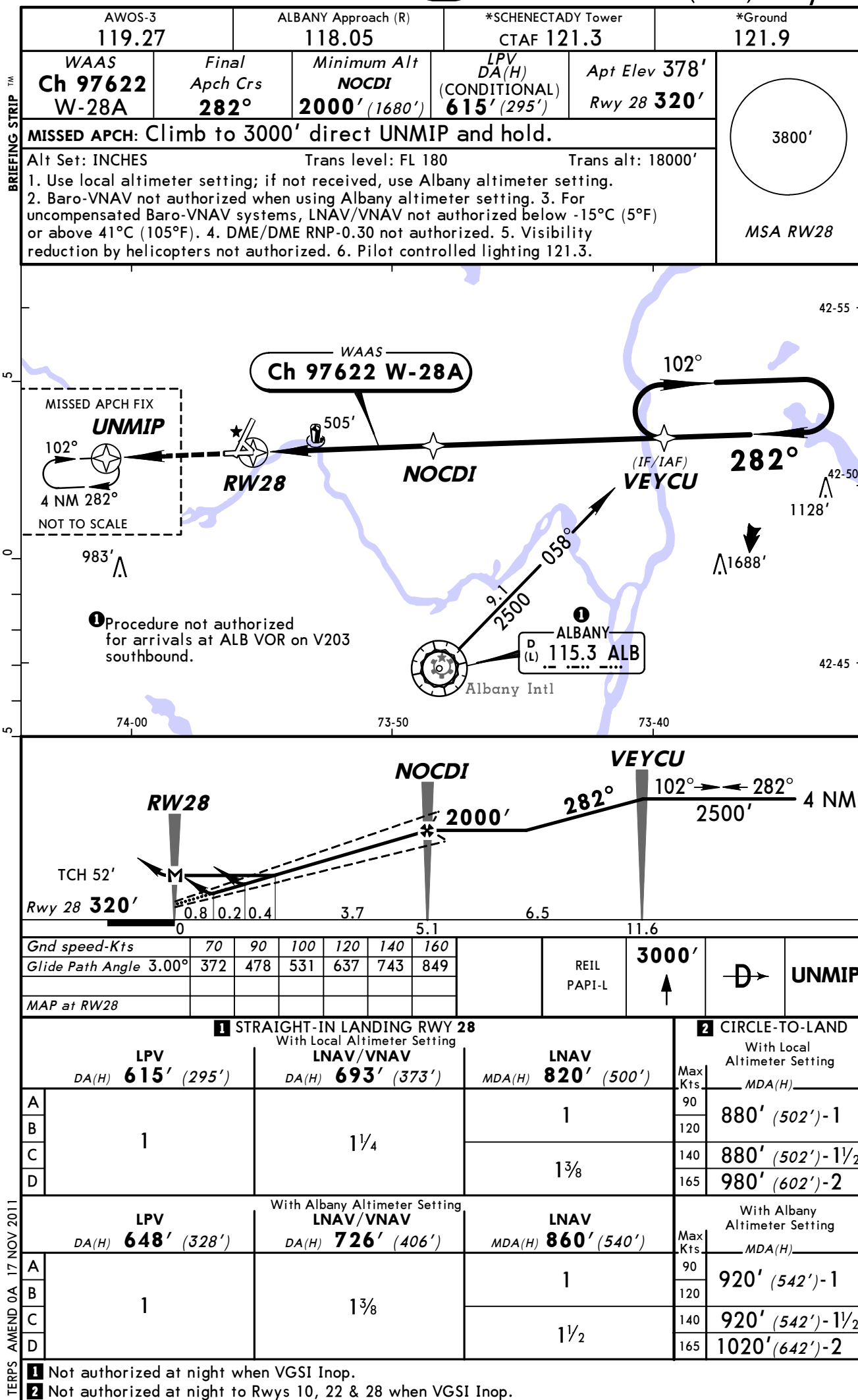
STRAIGHT-IN LANDING RWY 4									CIRCLE-TO-LAND	
1 ILS DA(H) 518' (200') With Local Altimeter Setting			LOC (GS out) MDA(H) 820' (502')			MDA(H) 860' (542')			Not Authorized to Rwy 10, 22 and 28 at Night when VGS I Inop	
FULL			RAILout			RAILout			With Local Altimeter Setting	With Albany Altimeter Setting
ALS out			ALS out			ALS out			MDA(H)	MDA(H)
A			1/2	3/4	1	1/2	3/4	1	880' (502') - 1	920' (542') - 1
B										
C	1/2	3/4							880' (502') - 1 1/2	920' (542') - 1 5/8
D			1	1 1/4	1 3/8	1 1/8	1 3/8	1 5/8	980' (602') - 2	1020' (642') - 2

1 DA(H) 551' (233') with Albany altimeter setting.

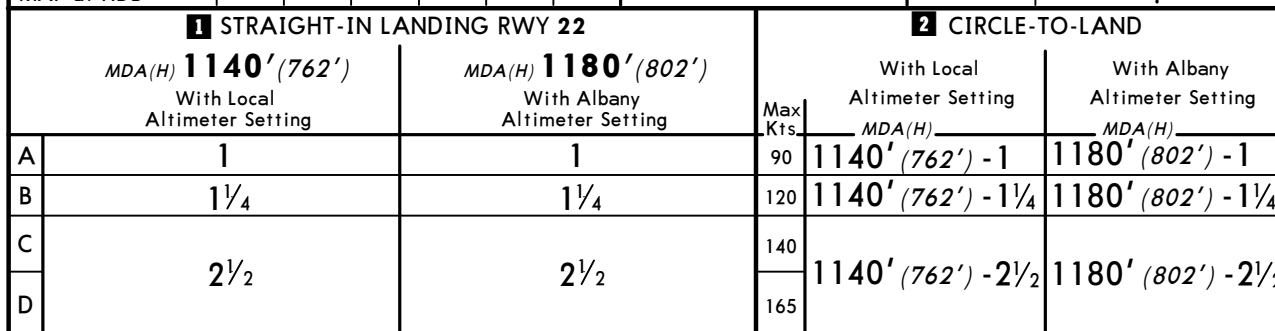
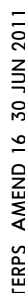








BRIEFING STRIP™



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General Information

Location: Saranac Lake NY USA
IATA Code: SLK
Lat/Long: N44° 23.1' W074° 12.4'
Elevation: 1663 ft

Airport Use: Public
Magnetic Variation: 14.1 °W
Sectional Chart: Montreal

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1138 Z
Sunset: 2241 Z,

Runway Information

Runway: 05
Length x Width: 6573 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1653 ft
Lighting: Edge, Pilot controlled

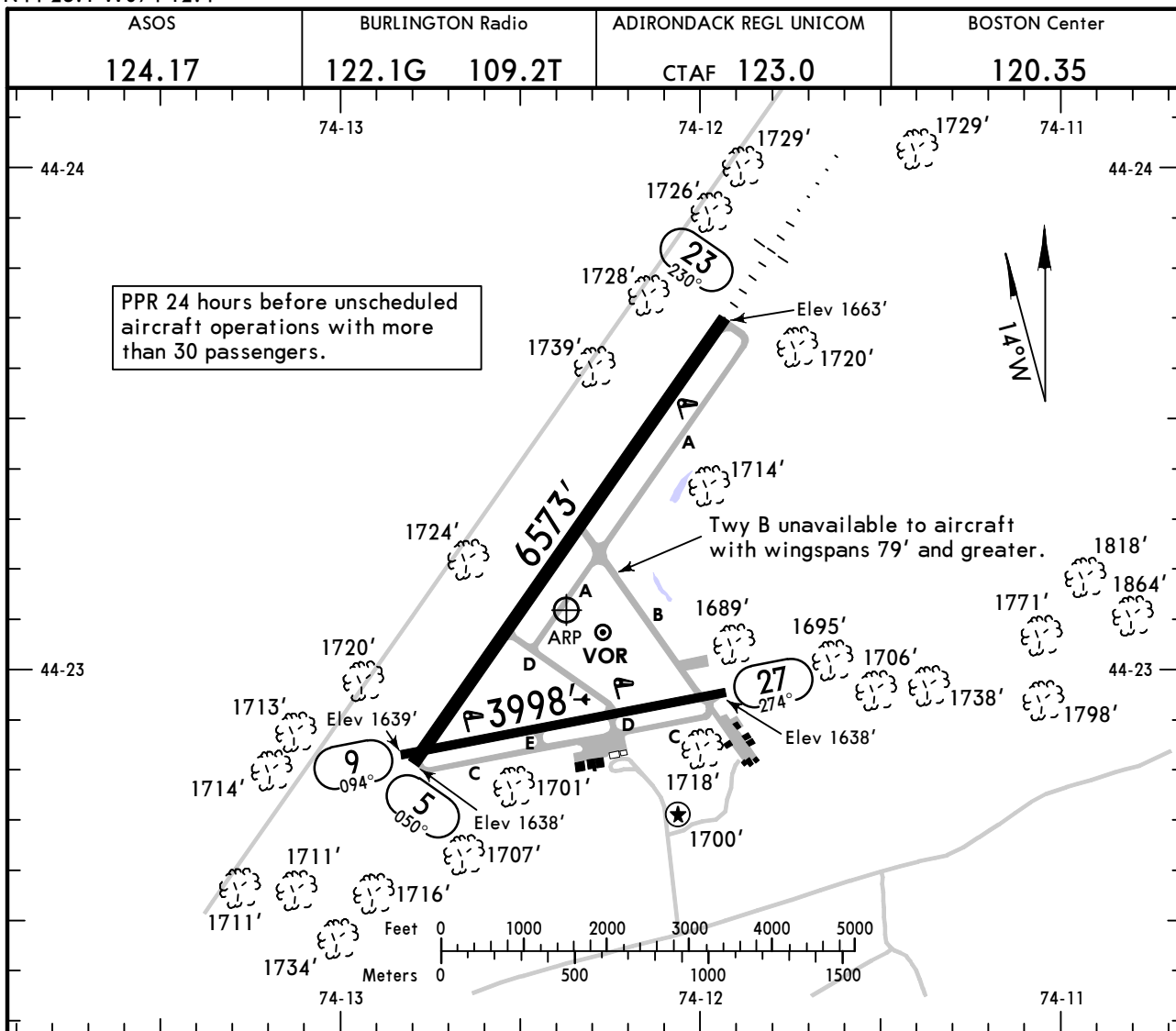
Runway: 09
Length x Width: 3998 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1643 ft
Lighting: Edge, Pilot controlled

Runway: 23
Length x Width: 6573 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1663 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 27
Length x Width: 3998 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1643 ft
Lighting: Edge, Pilot controlled

Communication Information

ASOS 124.175
Adirondack Regl Unicom 123.0 CTAF PCL
Burlington Flight Service Station 122.1 RCO
Burlington Flight Service Station 109.2 RCO
Boston Center 120.35 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

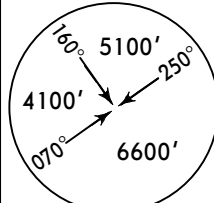
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
5	①② HIRL ① PAPI-L (angle 3.0°) grooved				150'
23	①② HIRL ① MALSR grooved	③ 6333'	5234'		
9	① MIRL				100'
27					

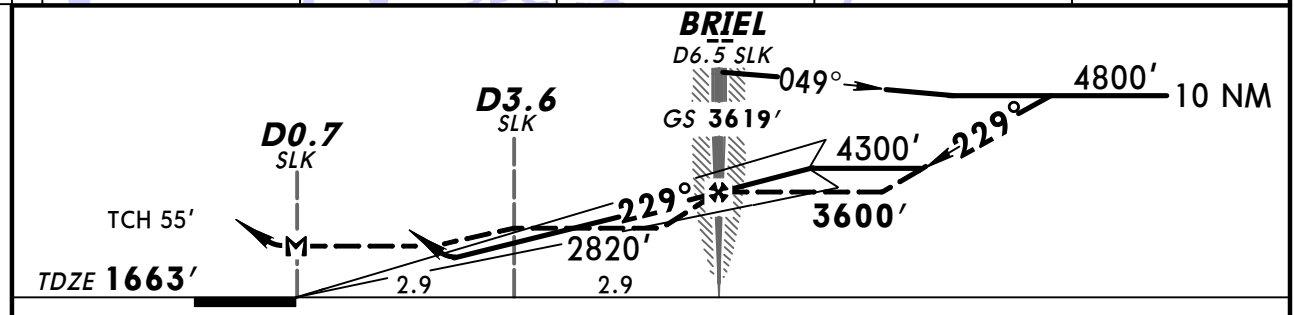
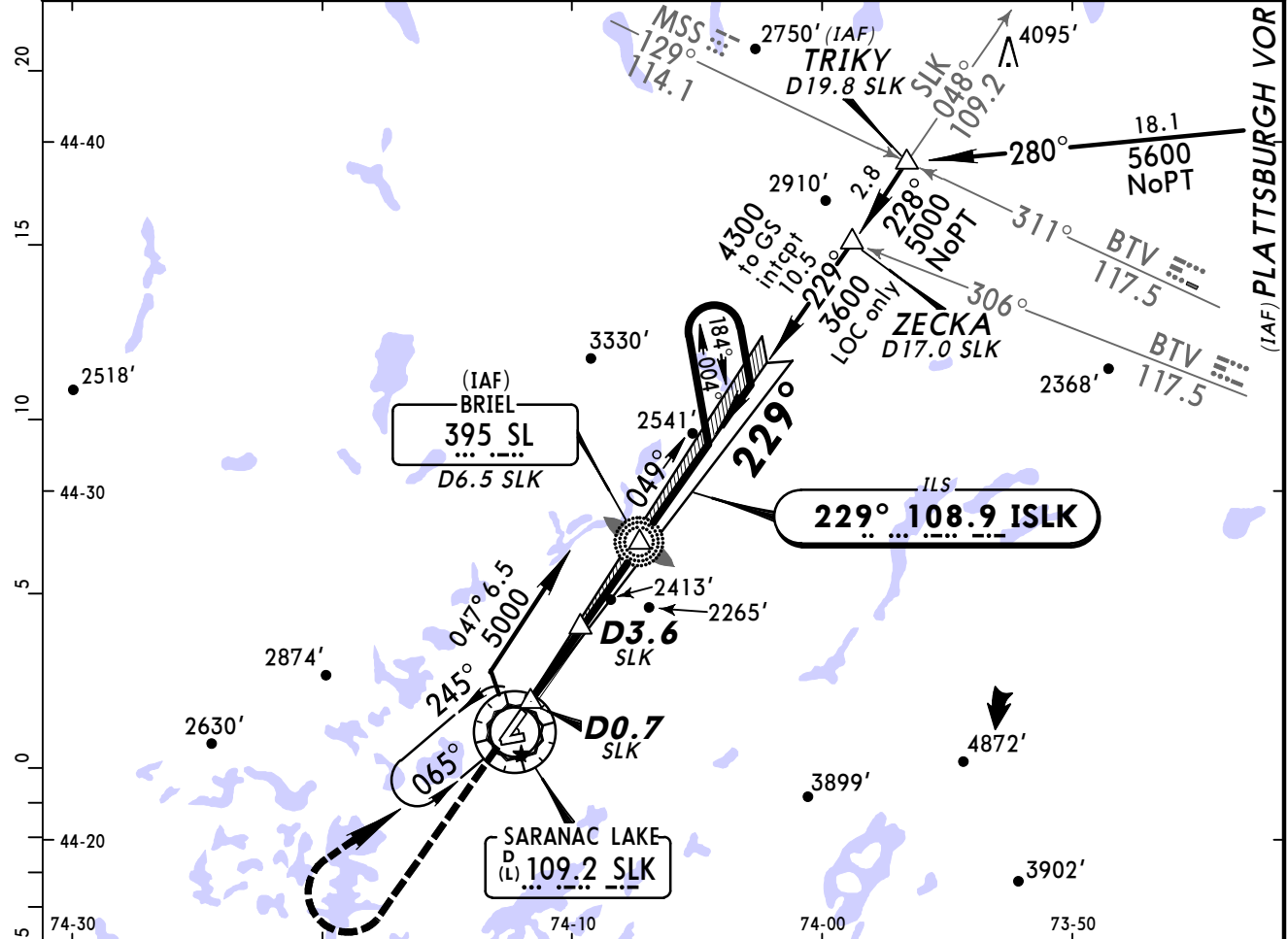
- ① Activate on 123.0.
- ② Available on medium intensity only.
- ③ Last 240' is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

										AS ALTERNATE			
Rwy 27		Rwy 23			Rwy 5			Rwy 9					
Adequate Vis Ref	STD	With Mim climb of 240'/NM to 2300'		Other	With Mim climb of 230'/NM to 2500'		Other			VOR DME Rwy 5		VOR Rwy 9	Other
		Adequate Vis Ref	STD		Adequate Vis Ref	STD							
1 & 2 Eng	1/4	1	1/4	600 -1	1/4	1	800 -1	600 -2	A	1100-2	1400-2		NA
									B	1200-2			
3 & 4 Eng	1/4	1/2	1/4		1/4	1/2			C	1200-3	1400-3		
									D				

OBSTACLE DP: Rwy 5 & 9 climb to 2500' via SLK VOR 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.

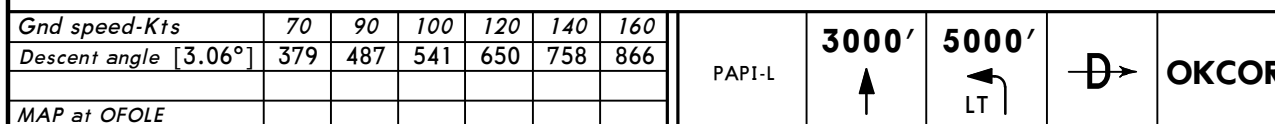
ASOS 124.17		BOSTON Center 120.35		BURLINGTON Radio 122.1G 109.2T		ADIRONDACK REGL UNICOM CTAF 123.0	
LOC ISLK 108.9	Final Apch Crs 229°	GS BRIEL 3619' (1956')	ILS DA(H) 1863' (200')	Apt Elev 1663' TDZE 1663'			
MISSED APCH: Climb to 3500' then climbing RIGHT turn to 5000' direct SLK VOR and hold.							
Alt Set: INCHES 1. Pilot controlled lighting 123.0.		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3500'	5000'	→	SLK 109.2
GS	3.00°	377	484	538	646	753		↑	RT		
MAP at D0.7 SLK or BRIEL to MAP	5.9	5:03	3:56	3:32	2:57	2:32					

STRAIGHT-IN LANDING RWY 23								CIRCLE-TO-LAND			
ILS		LOC (GS out)						With D3.6 SLK		Without D3.6 SLK	
DA(H) 1863' (200')		MDA(H) 2260' (597') With D3.6 SLK			MDA(H) 2820' (1157') Without D3.6 SLK			Max Kts.		MDA(H)	
FULL		RAIL or ALS out		ALS out	RAIL out		ALS out				
A	1/2	3/4	1/2	3/4	1	1 1/4	1 1/4	90	2700' (1037') -1	2820' (1157') -1 1/4	
B						1 1/4	1 1/2	120	2820' (1157') -1 1/2	2820' (1157') -1 1/2	
C			1	1 1/2		2 1/2	3	140	2820' (1157') -3	2820' (1157') -3	
D			1 1/4	1 3/4				165			

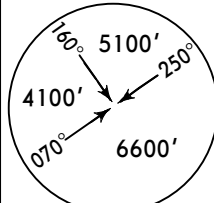
22 NOV 02 (12-1)

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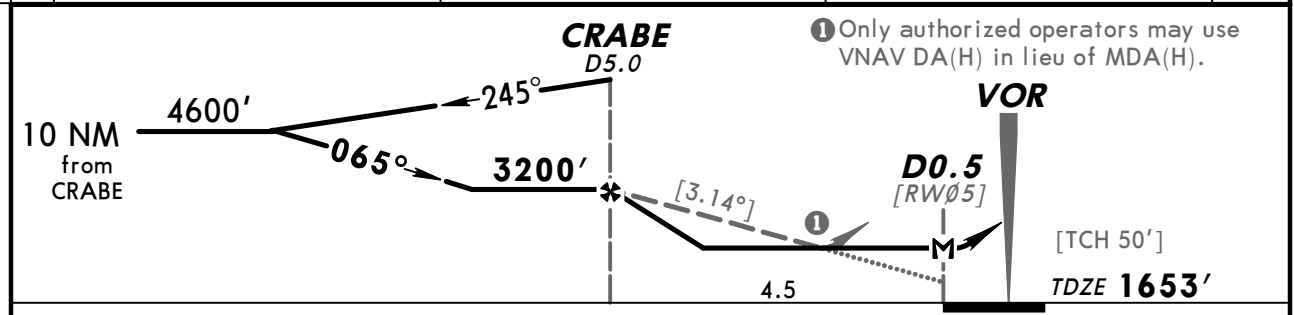
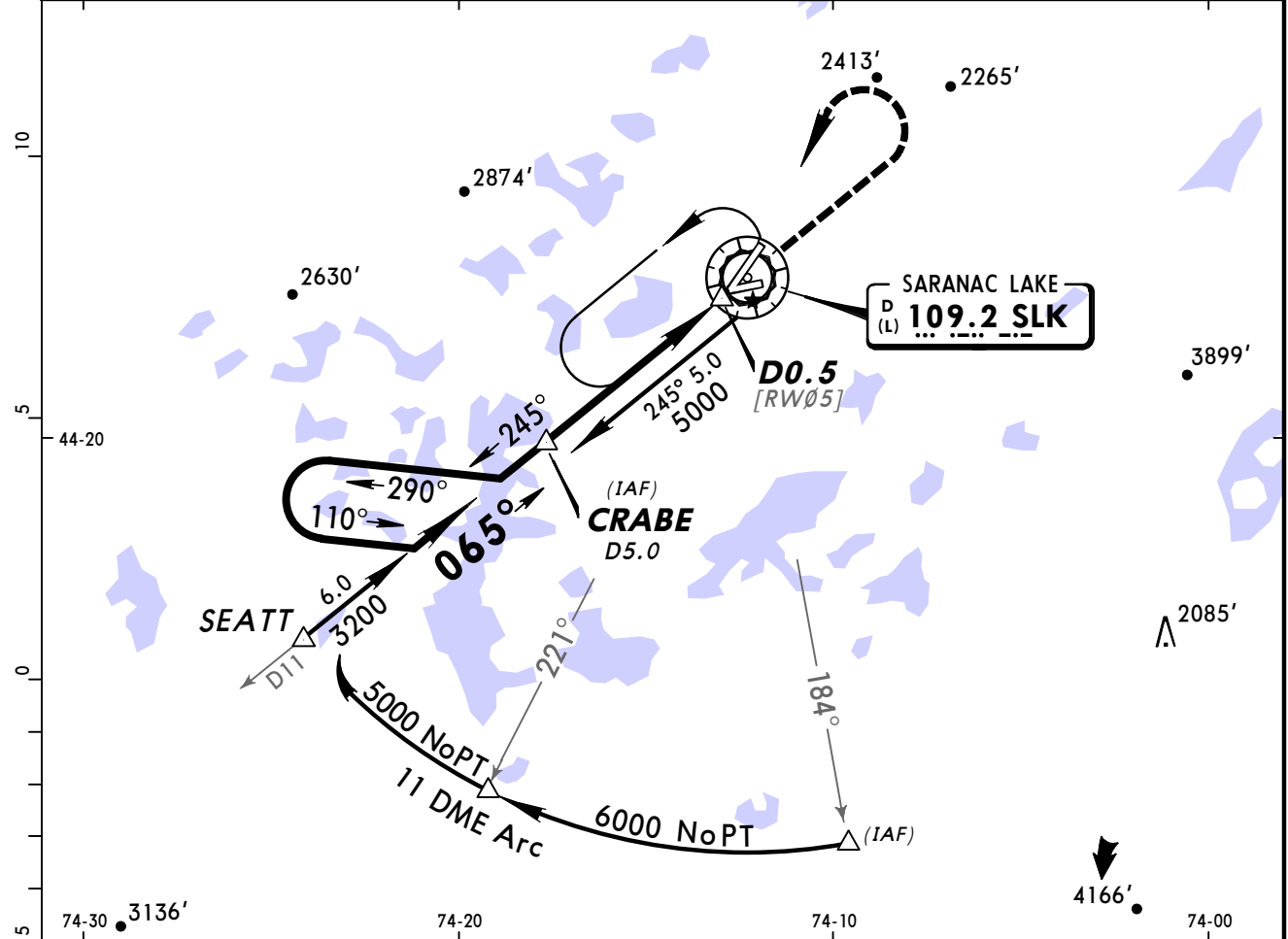
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BRIEFING STRIP™

ASOS 124.17		BOSTON Center 120.35		BURLINGTON Radio 122.1G 109.2T		ADIRONDACK REGL UNICOM CTAF 123.0
VOR SLK 109.2	Final Apch Crs 065°	Minimum Alt CRABE 3200'	MDA(H) 2460' (807')	Apt Elev 1663' TDZE 1653'		
MISSED APCH: Climb to 3500' then climbing LEFT turn to 5000' direct SLK VOR and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Pilot controlled lighting 123.0.						

MSA SLK VOR

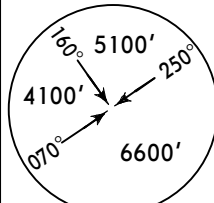


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		3500'	5000'	→	SLK 109.2
Descent angle [3.14°]	389	500	556	667	778	889			↑	LT		
MAP at D0.5												

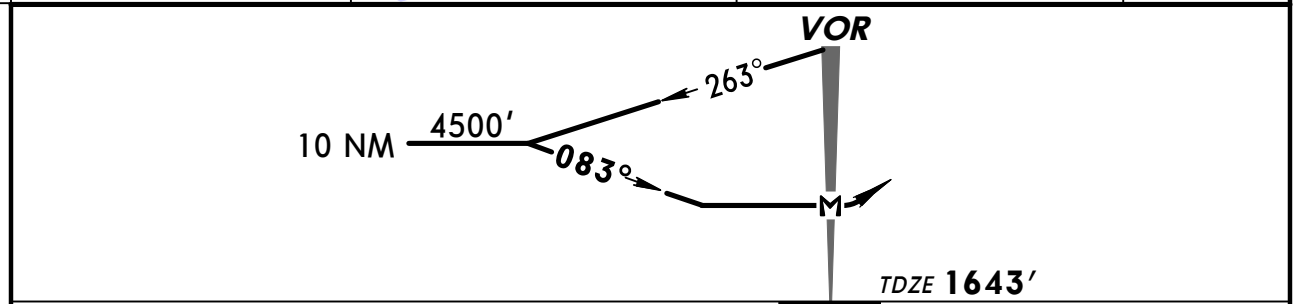
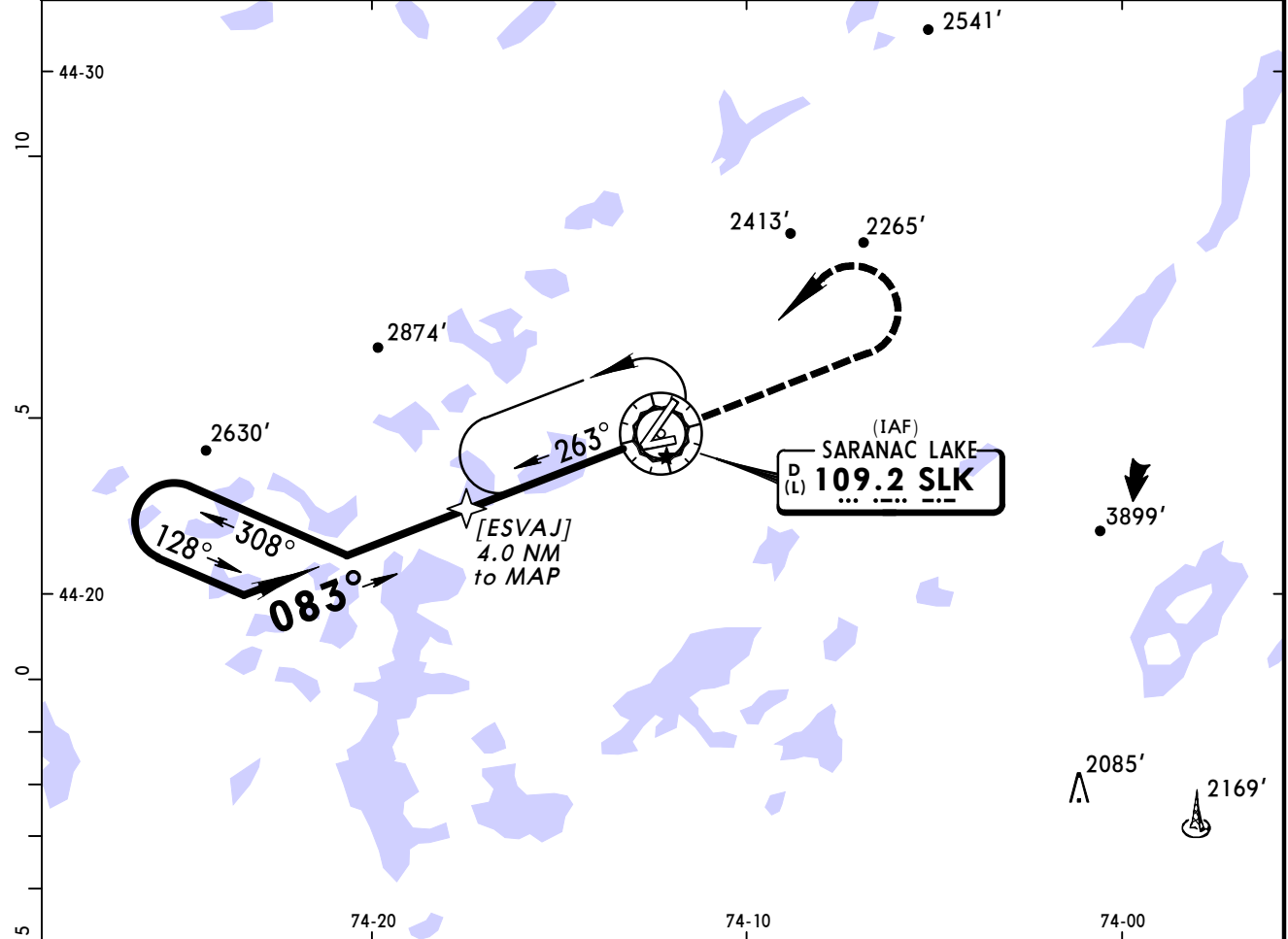
STRAIGHT-IN LANDING RWY 5						CIRCLE-TO-LAND	
MDA(H) 2460' (807')						Max Kts	MDA(H)
A	1					90	2600' (937') - 1¼
B	1¼					120	2720' (1057') - 1½
C	2¼					140	2720' (1057') - 3
D	2½					165	

AMENDED 3

BRIEFING STRIP™

ASOS 124.17		BOSTON Center 120.35		BURLINGTON Radio 122.1G 109.2T		ADIRONDACK REGL UNICOM CTAF 123.0
VOR SLK 109.2	Final Apch Crs 083°	No FAF		MDA(H) 3000' (1357')	Apt Elev 1663' TDZE 1643'	
MISSED APCH: Climb to 3500' then climbing LEFT turn to 5000' direct SLK VOR and hold.						
Alt Set: INCHES 1. Pilot controlled lighting 123.0.		Trans level: FL 180		Trans alt: 18000'		

MSA SLK VOR



						3500'	5000'	→	SLK 109.2
MAP at VOR						↑	LT		
STRAIGHT-IN LANDING RWY 9						CIRCLE-TO-LAND			
MDA(H) 3000' (1357')									
A	1¼					Max Kts 90	MDA(H) 3000' (1337')- 1¼		
B	1½					120	3000' (1337')- 1½		
C	3					140	3000' (1337')- 3		
D						165			

AMENDED 1

General Information

Location: Newburgh NY USA
IATA Code: SWF
Lat/Long: N41° 30.2' W074° 06.3'
Elevation: 491 ft

Airport Use: Public
Magnetic Variation: 13.2°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1135 Z
Sunset: 2244 Z,

Runway Information

Runway: 09
Length x Width: 11817 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 491 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 2000 ft

Runway: 16
Length x Width: 6004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 471 ft
Lighting: Edge, REIL

Runway: 27
Length x Width: 11817 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 470 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 2000 ft

Runway: 34
Length x Width: 6004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 462 ft
Lighting: Edge, REIL

Communication Information

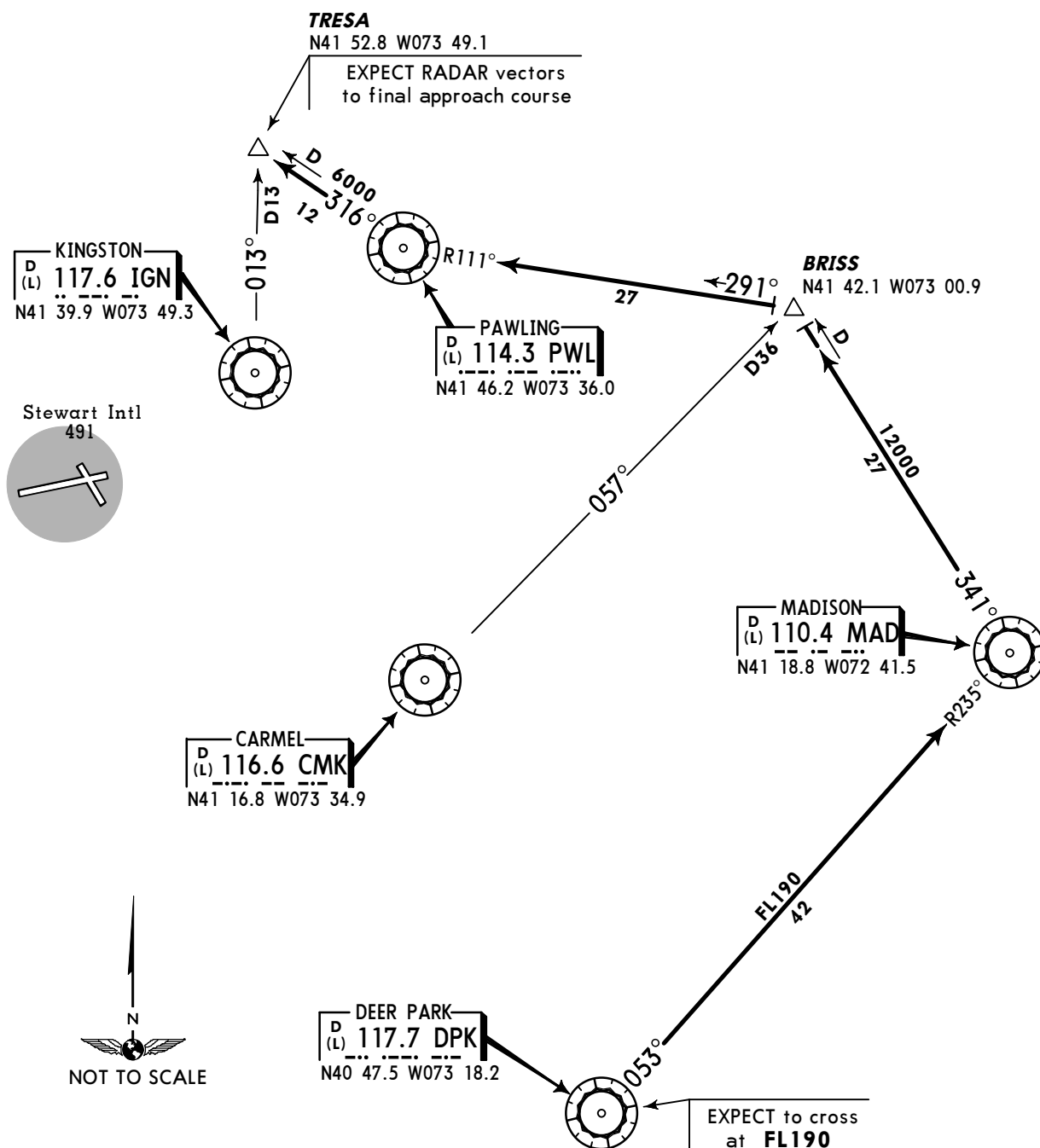
ATIS 124.575
Stewart Intl Tower 121.0
Stewart Intl Ground Control 121.9
New York Approach Control 132.75
New York Departure Control 132.75
Stewart Intl Unicom 122.95
Army Operations 126.2 Military

HUDSON ONE ARRIVAL (DPK.HUD1)

ARRIVAL

From over DPK VOR via DPK R-053 and MAD R-235 to MAD VOR. Then via MAD R-341 to Briss Int, then via PWL R-111 to PWL VOR. Then via PWL R-316 to Tresa Int. EXPECT RADAR vectors to final approach course.

Direct distance from Tresa Int to:
Stewart Intl **26 NM**



RUBER ONE ARRIVAL (RUBER.RUBER1) (APPLICABLE TO NON-JET AIRCRAFT)

RUBER ONE ARRIVAL (RUBER.RUBER1) (APPLICABLE TO NON-JET AIRCRAFT) ARRIVAL

From over LHY VOR via LHY R-088 to Ruber Int. EXPECT RADAR vectors to final approach course after Ruber Int. EXPECT clearance to cross LHY VOR at 10000'. EXPECT to cross Rager Int at 5000'.

Direct distance from Ruber Int to:

Stewart Intl 21 NM

1 AIRPORT SERVED

Sullivan County Intl 12 NM

Orange County 15 NM

MONTICELLO, NY
Sullivan Co Intl
1403

POUGKEEPSIE, NY
Dutchess Co
165

WILLIAMSPORT
D (L) 114.4 FQM
N41 20.3 W076 46.5

LAKE HENRY
D (L) 110.8 LHY
N41 28.5 W075 29.0

BINGHAMTON
D (L) 112.2 CFB
N42 09.4 W076 08.2

RAGER
N41 34.1 W074 54.8
EXPECT to cross at 5000'

HAWLY
N41 32.4 W075 05.4

WILKES-BARRE
D (L) 111.6 LVZ
N41 16.4 W075 41.4

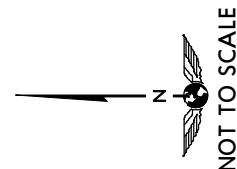
EXPECT clearance to
cross at 10000'

HUGUENOT
D (H) 116.1 HUO
N41 24.6 W074 35.5

STILLWATER
D (L) 109.6 STW
N40 59.7 W074 52.1

STEWART INTL
491
MONTGOMERY, NY
Orange Co
365

RUBER
N41 37.5 W074 33.1
EXPECT RADAR vectors
to final approach course



HANCOCK
D (H) 116.8 HNK
N42 03.8 W075 19.0

LAKE HENRY
D (L) 110.8 LHJ
N41 28.5 W075 29.0

HUGUENOT
D (H) 116.1 HUO
N41 24.6 W074 35.5

WEARD
N41 45.7 W074 31.5

KINGSTON
D (L) 117.6 IGN
N41 39.9 W073 49.3

PAWLING
D (L) 114.3 PWL
N41 46.2 W073 36.0

SOLBERG
D (L) 112.9 SBJ
N40 35.0 W074 44.5

COLTS NECK
D (L) 115.4 COL
N40 18.7 W074 09.6

WHITE
N40 00.4 W074 15.1

VALRE
(HUGO R-098)
N41 26.1 W073 52.9

HARTFORD
D (L) 114.9 HFD
N41 38.5 W072 32.8

LOVES
N41 32.3 W073 29.3

STUBY
(115.1 CTR R-236/D32)
(108.8 BDR R-354)
N41 54.1 W073 26.2

BRISS
(110.4 MAD R-341/D27)
N41 42.1 W073 00.9

COATE
N41 08.2 W074 41.7

LANNA
N40 33.6 W075 01.7

BIGGY
N40 25.2 W074 58.4

PTW
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059°

BWZ
208°
114.2

RBY
146°
113.8

CYN
204°
113.4

D21
019°

D25
279°

D30
021°

D36
057°

D37
027°

D40

D41
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D47
338°

D13
274°

D14
237°

D17
207°

D18
311°

D28
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D99
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D100
117.7

V167

V106

V58-167

DPK

CMK

AT OR ABOVE 3000'

AT OR ABOVE 2000'

R-5206

N

NOT TO SCALE

CAUTION: Glider activity between airport and WEARD intersection

COMMS ▼ **LOST COMMS** ▼ **LOST COMMS** ▼ **LOST COMMS** ▼ **LOST COMMS**

If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to **5000'**. Ten minutes after departure, climb to filed altitude/flight level.

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STEWART FIVE DEPARTURE (SWF5.SWF)For Procedure Graphic and Lost Comms see 10-3
PROCEDURE TEXT**OBSTACLES**

Rwy 9: Trees beginning 730' from DER, 23' LEFT of centerline, up to 66' AGL/566' MSL.
Bush 172' from DER, 193' LEFT of centerline, up to 43' AGL/483' MSL.

Rwy 16: Trees 785' from DER, 461' LEFT of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from DER, 563' RIGHT of centerline, up to 112' AGL/492' MSL.

Rwy 27: Trees beginning 685' from DER, 525' LEFT of centerline, up to 23' AGL/543' MSL.
Fence 430' from DER, 528' LEFT of centerline, 19' AGL/529' MSL. Middle marker 701' from DER, on runway centerline, 5' AGL/515' MSL.
Rwy 34: Trees beginning 608' from DER, 21' LEFT of centerline, up to 91' AGL/611' MSL.
Terrain and trees beginning 77' from DER, 71' RIGHT of centerline, up to 92' AGL/612' MSL.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

Rwy 9: Standard (or lower than standard, if authorized) with ATC climb of 225' per NM to **2700'**.

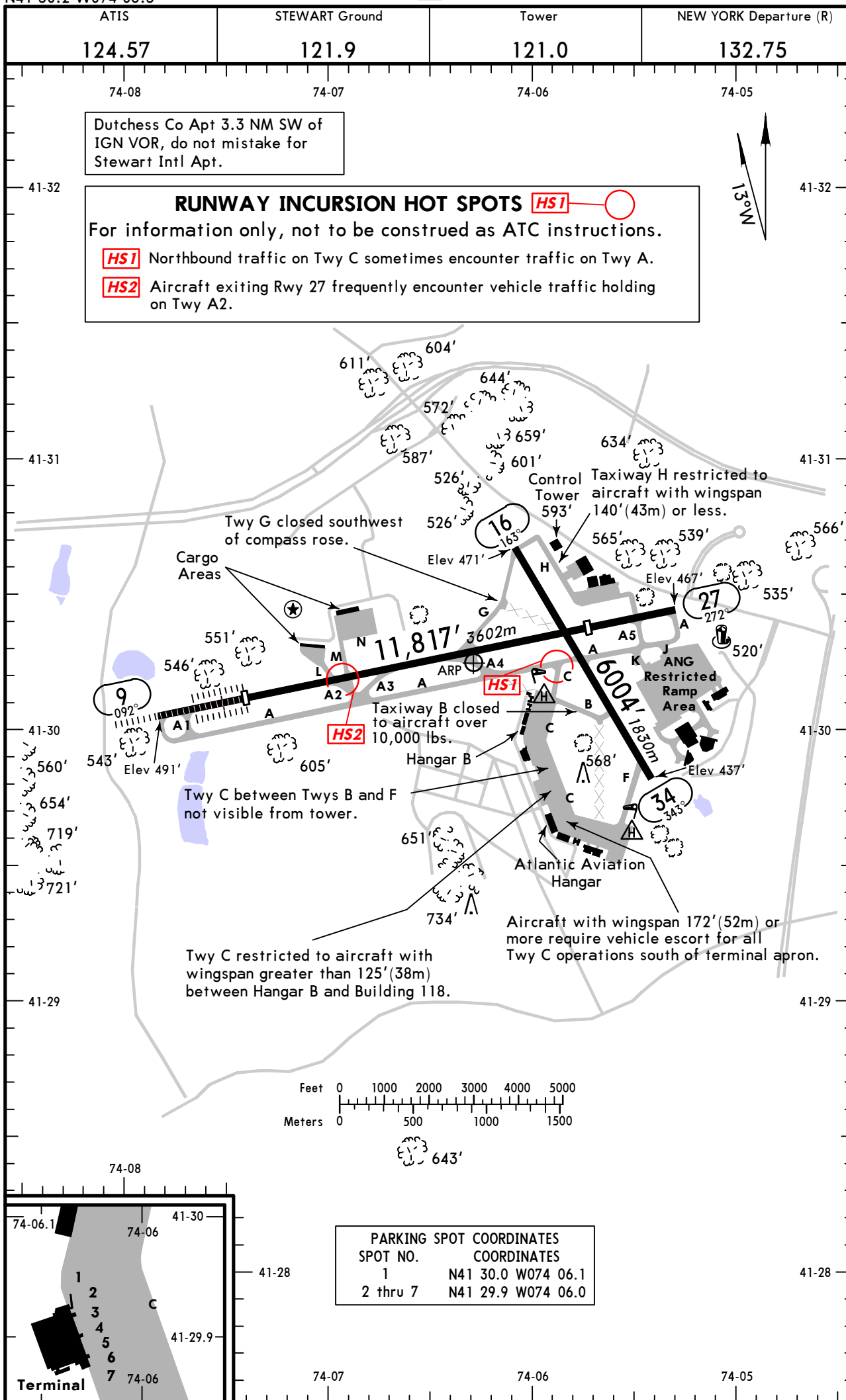
Rwy 16: Standard (or lower than standard, if authorized) with minimum obstacle climb of 255' per NM to **2000'**, ATC climb of 300' per NM to **2000'**.

Rwy 27: 300-1 or standard (or lower than standard, if authorized) with minimum climb of 366' per NM to **800'**.

Rwy 34: 300-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 503' per NM to **800'**.

Gnd speed-KT	75	100	150	200	250	300
225' per NM	281	375	563	750	938	1125
255' per NM	319	425	638	850	1063	1275
300' per NM	375	500	750	1000	1250	1500
366' per NM	458	610	915	1220	1525	1830
503' per NM	629	838	1258	1677	2096	2515

RWY	INITIAL CLIMB	ALTITUDE
9	Climb heading 092° to 2000' , then turn LEFT heading 080°.	MAINTAIN 3000'
16	Climb heading 163° to 2000' , then turn RIGHT heading 250°.	
27	Climb heading 272° to 3000' .	
34	Climb heading 343° to 3000' .	
ROUTING		
Via RADAR vectors to assigned route/fix, EXPECT clearance to filed altitude/flight level 10 minutes after departure.		



GENERAL

Be aware- Extensive glider activity 8 miles east of Huguenot VOR in a 5 mile radius.
 Extensive airline training daily.
 Birds and deer in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS			
RWY		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
9	HIRL CL ALSF-II TDZ ❶ PAPI-L grooved RVR ❹	8817' 2687m	7567' 2306m		150' 46m
27	HIRL CL REIL ❷ PAPI-L grooved ❸ RVR	9817' 2992m	8728' 2660m		

① Angle 3.00°. ② Angle 3.25°. ③ Authorized for take-off only.
 ④ Last 1000' (305m) not available for landing distance computations.

16	MIRL REIL grooved				150' 46m	
34	MIRL REIL PAPI-L (angle 3.0°) grooved					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 9						Rwy 27					
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		With Mim climb of 366'/NM to 800'				Other		
					2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD			
			CL & HIRL	CL, or RCLM & HIRL				3 & 4 Eng		1 & 2 Eng	CL & HIRL
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1	
Mid RVR 5	Mid RVR 10				Mid RVR 5	Mid RVR 10					
Rollout RVR 5	Rollout RVR 10				Rollout RVR 5	Rollout RVR 10					
Rwy 34						Rwy 16					
With Mim climb of 503'/NM to 800'			Other			With Mim climb of 255'/NM to 2000'			For Climb in Visual Conditions		
Adequate Vis Ref	STD					Adequate Vis Ref	STD				
	3 & 4 Eng	1 & 2 Eng					3 & 4 Eng	1 & 2 Eng			
1/4	1/2	1	300-1 1/4			1/4	1/2	1	1500- 2 1/2		

OBSTACLE DP

Rwy 9 - climb heading 092° to 2100' before turning southbound.

Rwy 16 - climb heading 163° to 2000' before proceeding on course; or for climb in visual conditions, cross Stewart Intl at or above 1800' before proceeding on course.

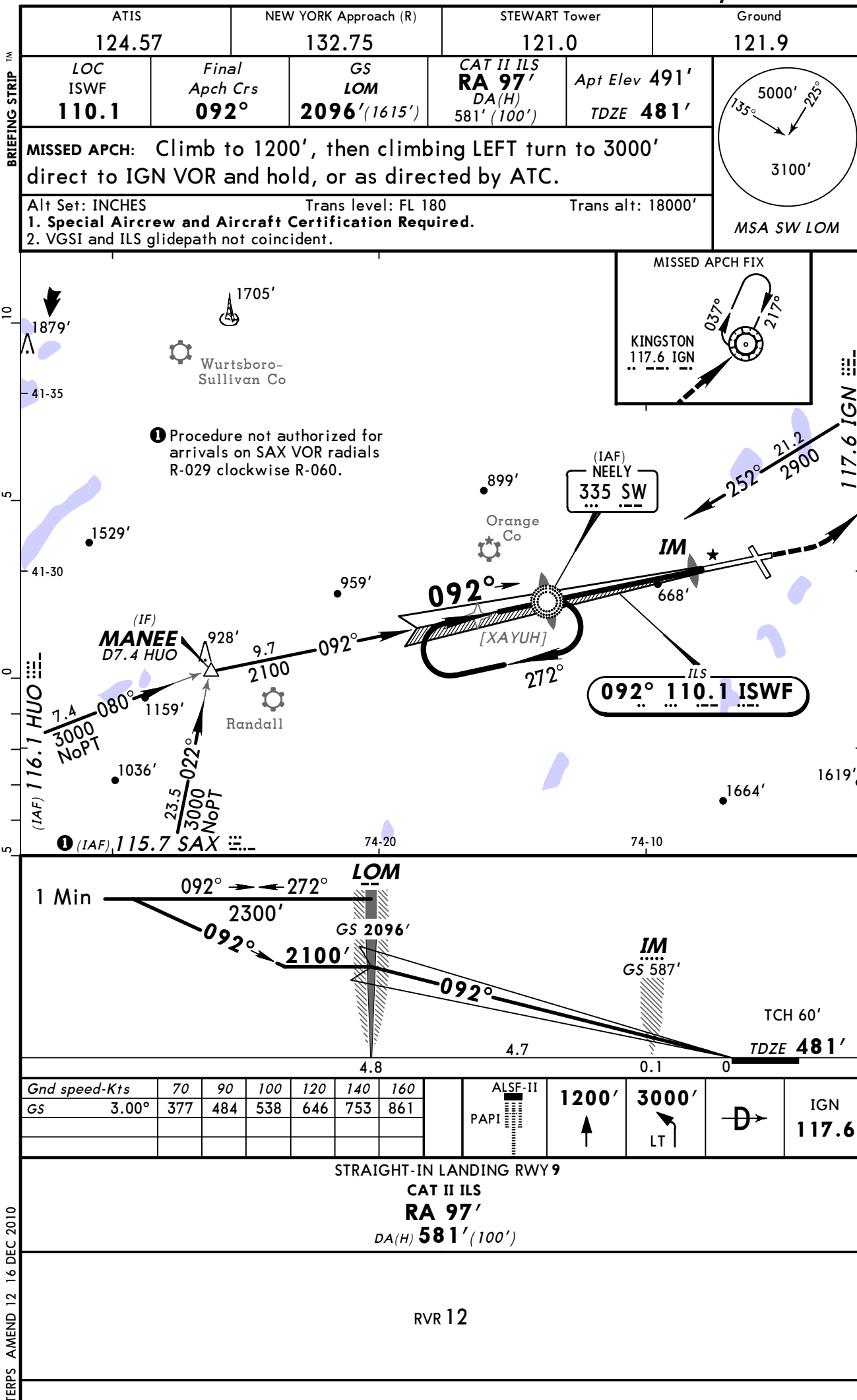
Rwy 27 - climb heading 272° to 1200' before turning southbound.

FOR FILING AS ALTERNATE

ILS Rwy 9 ILS Rwy 27		LOC Rwy 9 LOC Rwy 27 RNAV (GPS) Rwy 9	RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 27 RNAV (GPS) Rwy 34	VOR Rwy 27
A	600-2	800-2		800-2
B				
C	700-2			800-2¼
D				

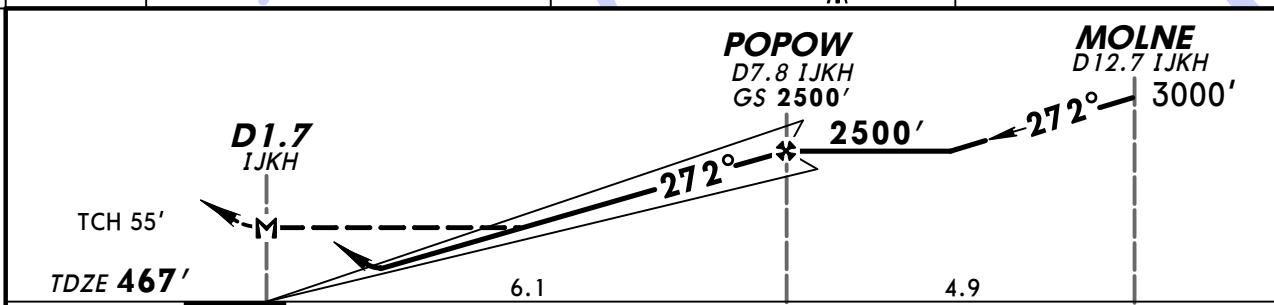
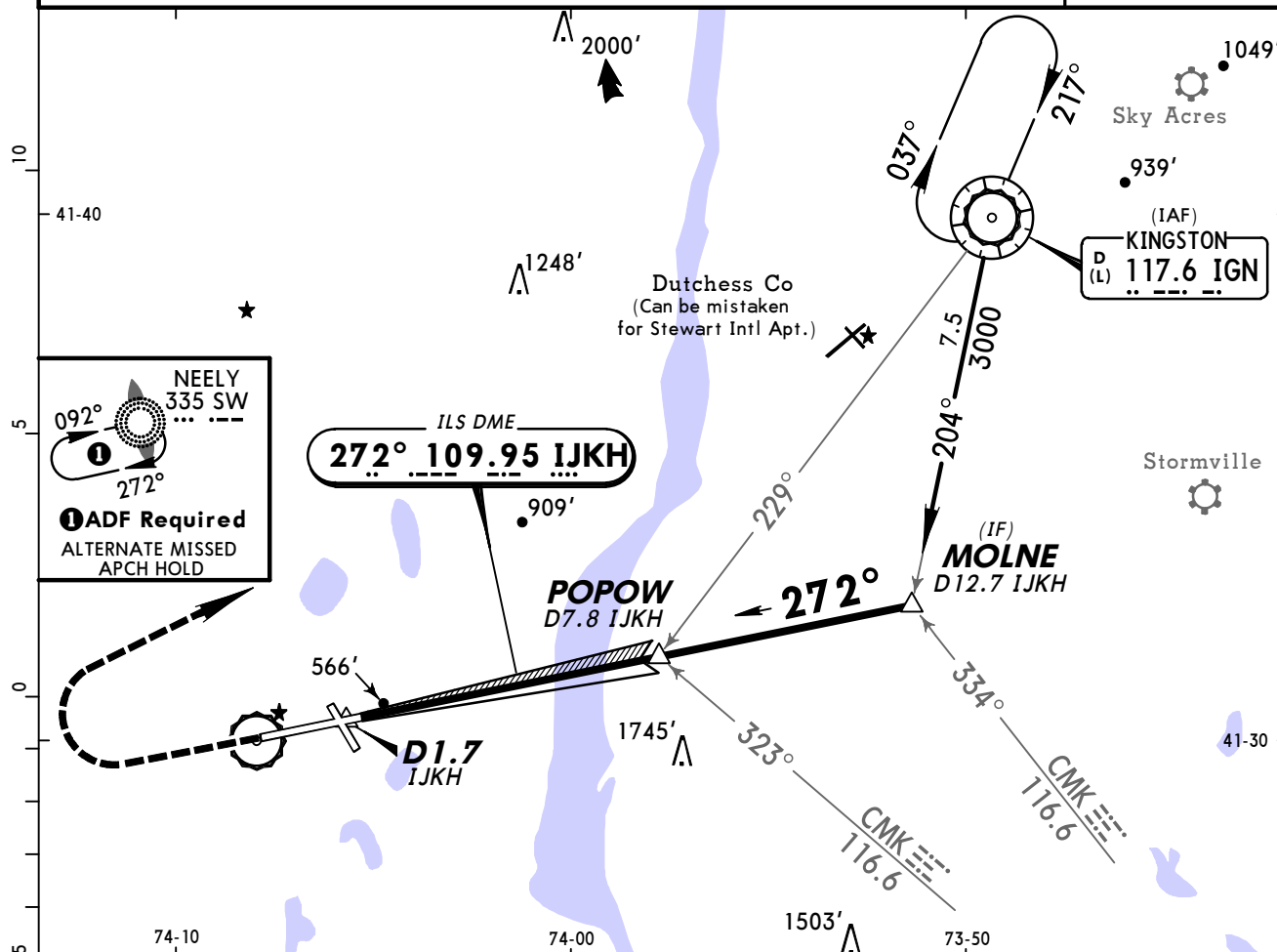
CHANGES: Rwy 9/27 usable lengths.

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BRIEFING STRIP™

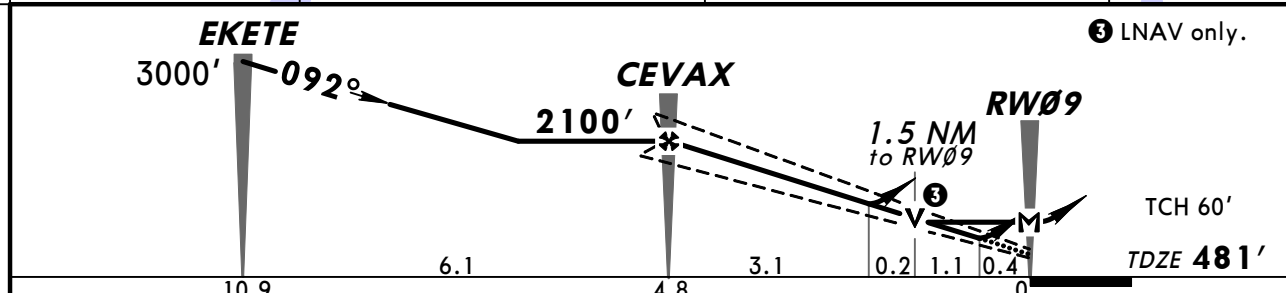
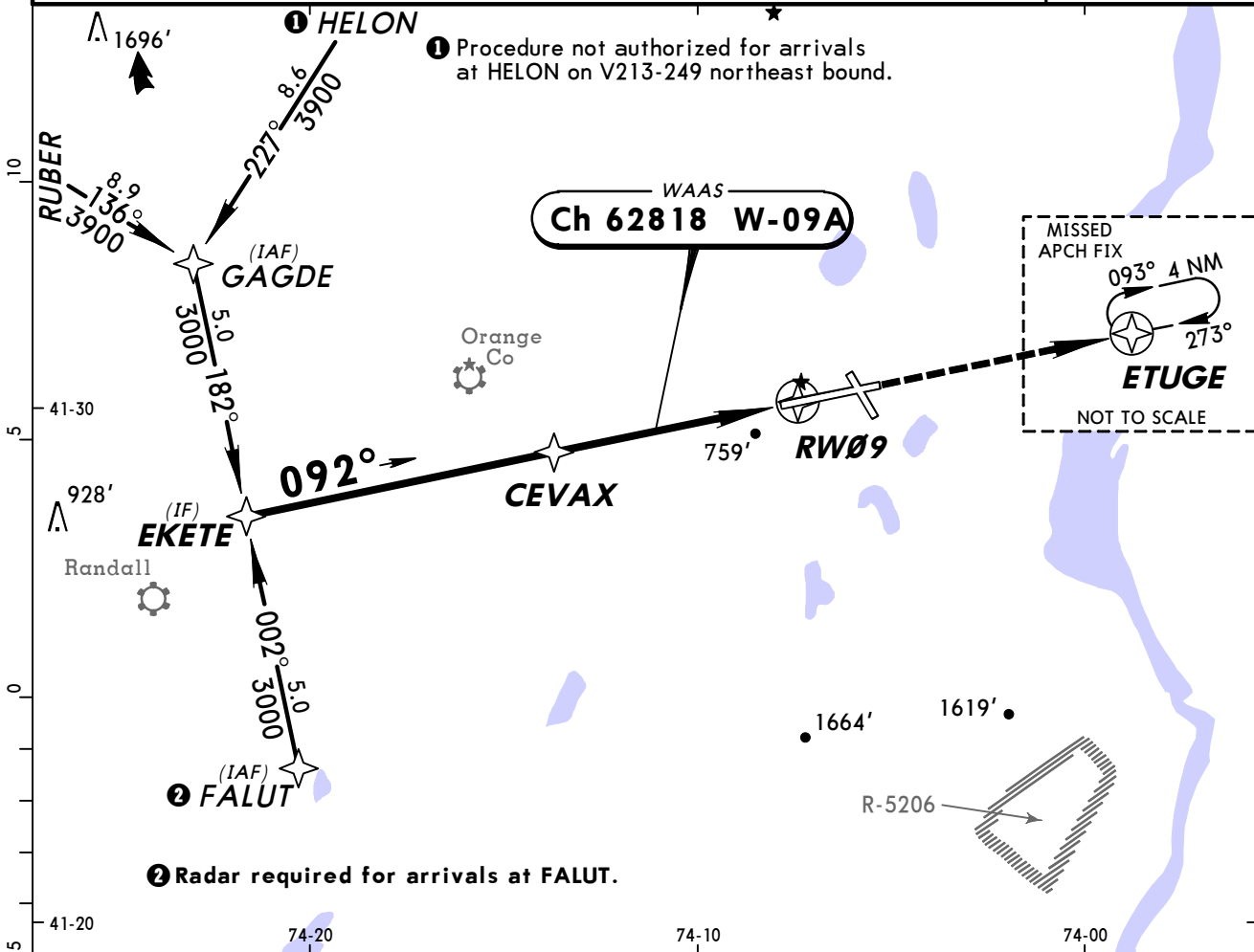
ATIS 124.57		NEW YORK Approach (R) 132.75		STEWART Tower 121.0		Ground 121.9	
LOC IJKH 109.95	Final Apch Crs 272°	GS POPOW 2500' (2033')	ILS DA(H) 717' (250')	Apt Elev 491' TDZE 467'			190° 4400' 3700' 100° 280° 3500' 2800' 010°
MISSED APCH: Climb to 1600' then climbing RIGHT turn to 3000' direct IGN VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Visibility reduction by helicopters not authorized.							
MSA IGN VOR							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1600' ↑	3000' RT	IGN 117.6
GS 3.00°	377	484	538	646	753	861				
MAP at D1.7 IJKH or POPOW to MAP	6.1	5:14	4:04	3:40	3:03	2:37				

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
ILS DA(H) 717' (250')		LOC (GS out) MDA(H) 840' (373')		Not Authorized to Rwy 16 at Night	
A	1	1	1 1/4	Max Kts	
				90	1060' (569') -1
				120	1100' (609') -1 3/4
				140	1120' (629') -2

ATIS 124.57	NEW YORK Approach (R) 132.75	STEWART Tower 121.0	Ground 121.9
WAAS Ch 62818 W-09A	Final Apch Crs 092°	Minimum Alt CEVAX 2100' (1619')	LPV DA(H) 681' (200')
Apt Elev 491' TDZE 481'			
MISSED APCH: Climb to 3100' direct ETUGE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RVAV glidepath not coincident.			
MSA RW09			

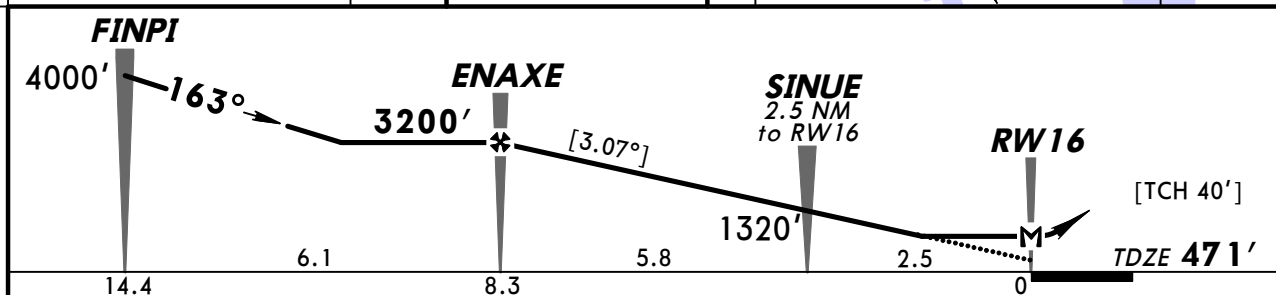
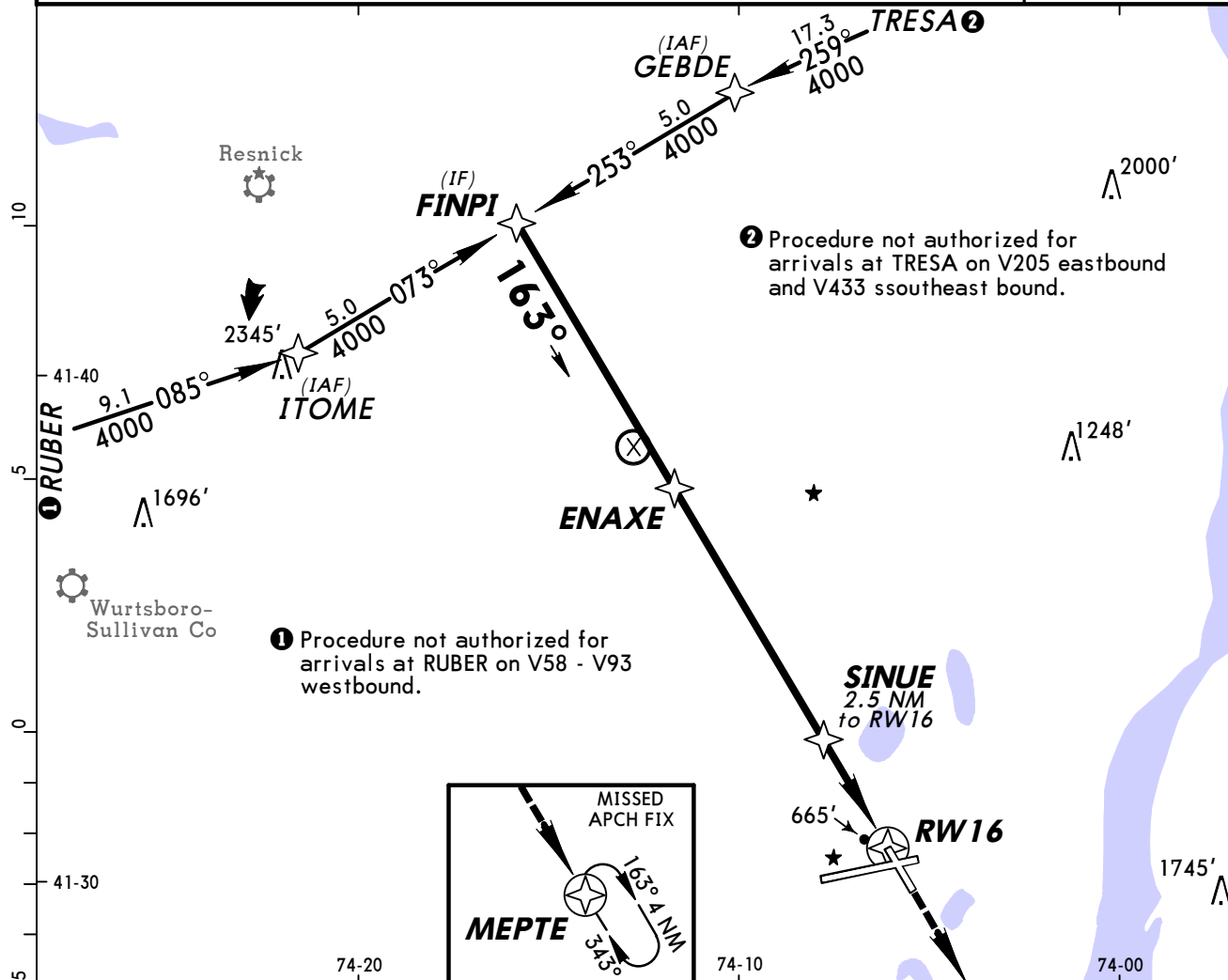


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3100'	ETUGE
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		
MAP at RW09									

STRAIGHT-IN LANDING RWY 9					CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV	Not Authorized to Rwy 16 at Night	
DA(H) 681' (200')		DA(H) 1097' (616')		MDA(H) 1020' (539')		
	ALS out		ALS out		Max Kts	
A					90	1060' (569') - 1
B					120	
C	RVR 24 or 1/2	RVR 40 or 3/4	2	RVR 24 or 1/2	140	1100' (609') - 1 3/4
D				RVR 50 or 1	165	1120' (629') - 2

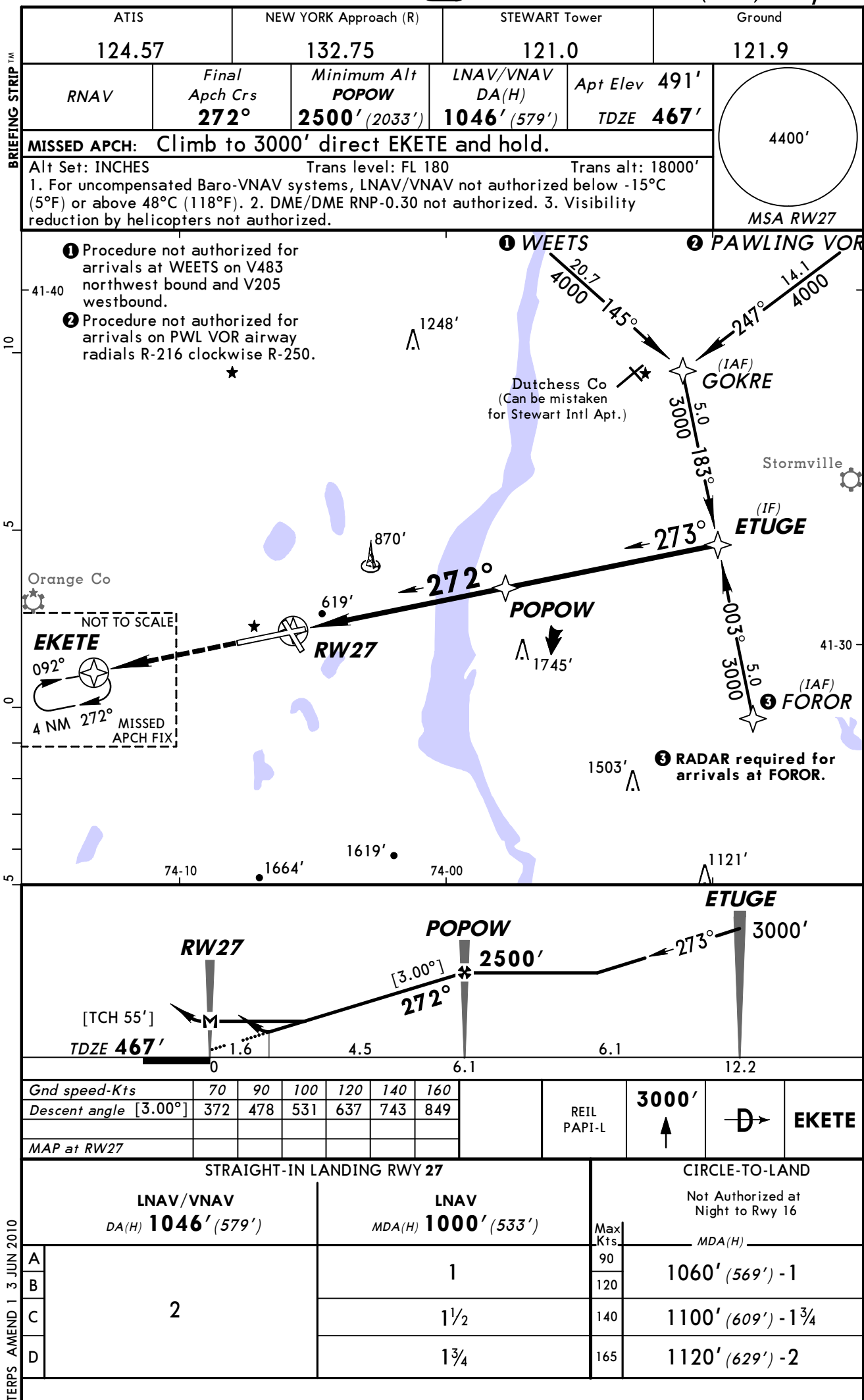
BRIEFING STRIP™

ATIS 124.57		NEW YORK Approach (R) 132.75		STEWART Tower 121.0		Ground 121.9	
RNAV	Final Apch Crs 163°	Minimum Alt ENAXE 3200' (2729')	LNAV MDA(H) 920' (449')	Apt Elev 491' TDZE 471'	4400' MSA RW16		
MISSED APCH: Climb to 4000' direct MEPTTE and hold, continue climb-in-hold to 4000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Procedure not authorized at night. 3. Visibility reduction by helicopters not authorized.							



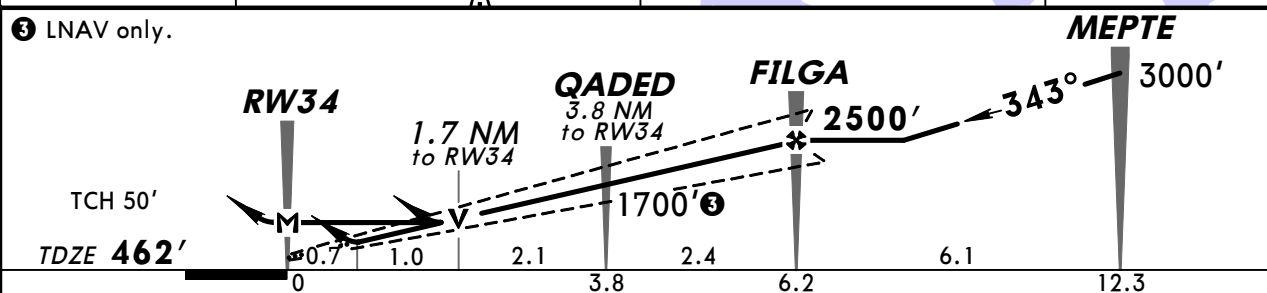
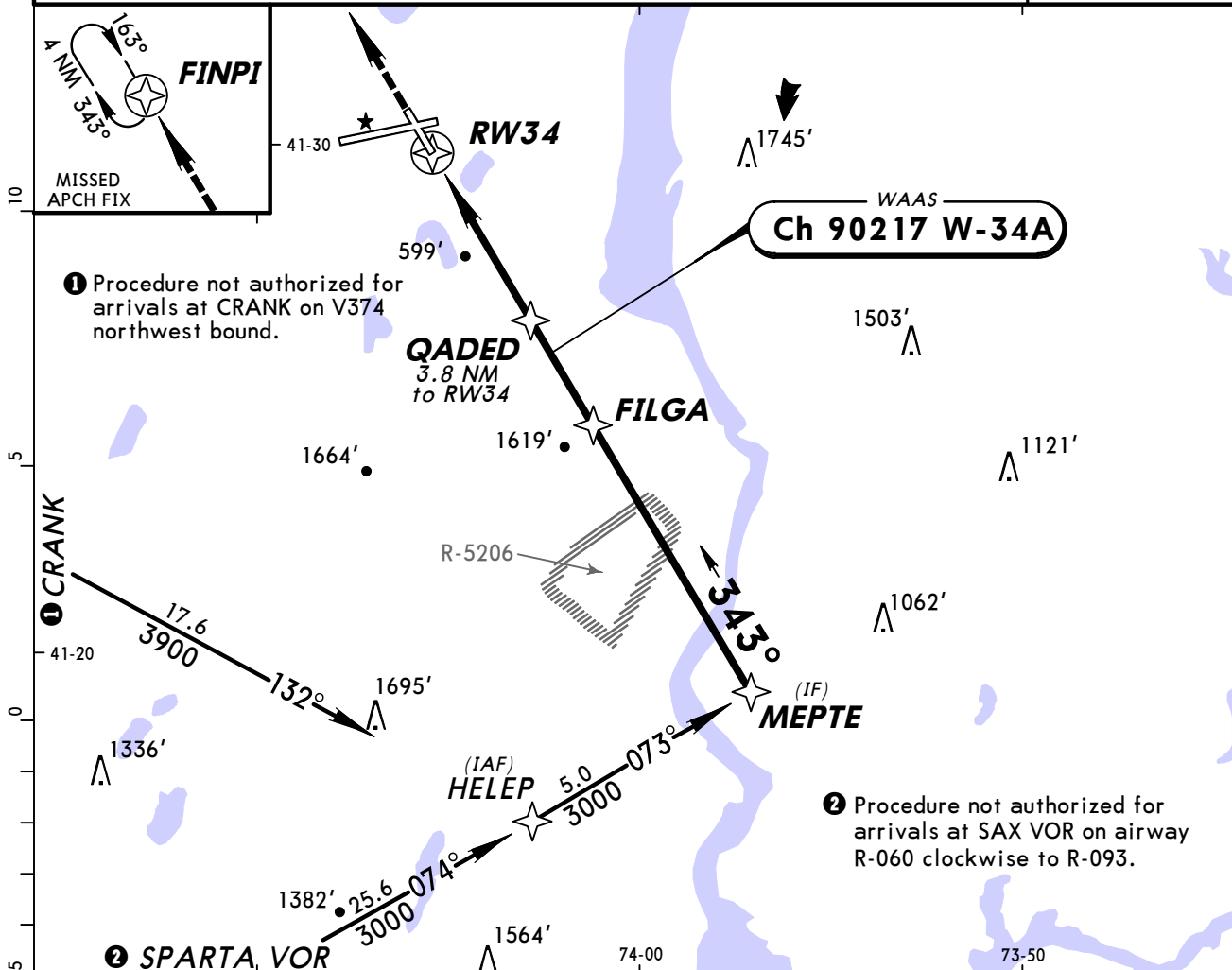
Gnd speed-Kts	70	90	100	120	140	160	REIL	4000'	D	MEPTTE
Descent angle [3.07°]	380	489	543	652	760	869				
MAP at RW16										

STRAIGHT-IN LANDING RWY16						CIRCLE-TO-LAND	
LNAV						Max Kts	MDA(H)
MDA(H) 920' (449')						90	1060' (569') - 1
A						120	1100' (609') - 1 3/4
B						140	1120' (629') - 2
C						165	
D							



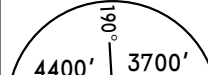
BRIEFING STRIP™

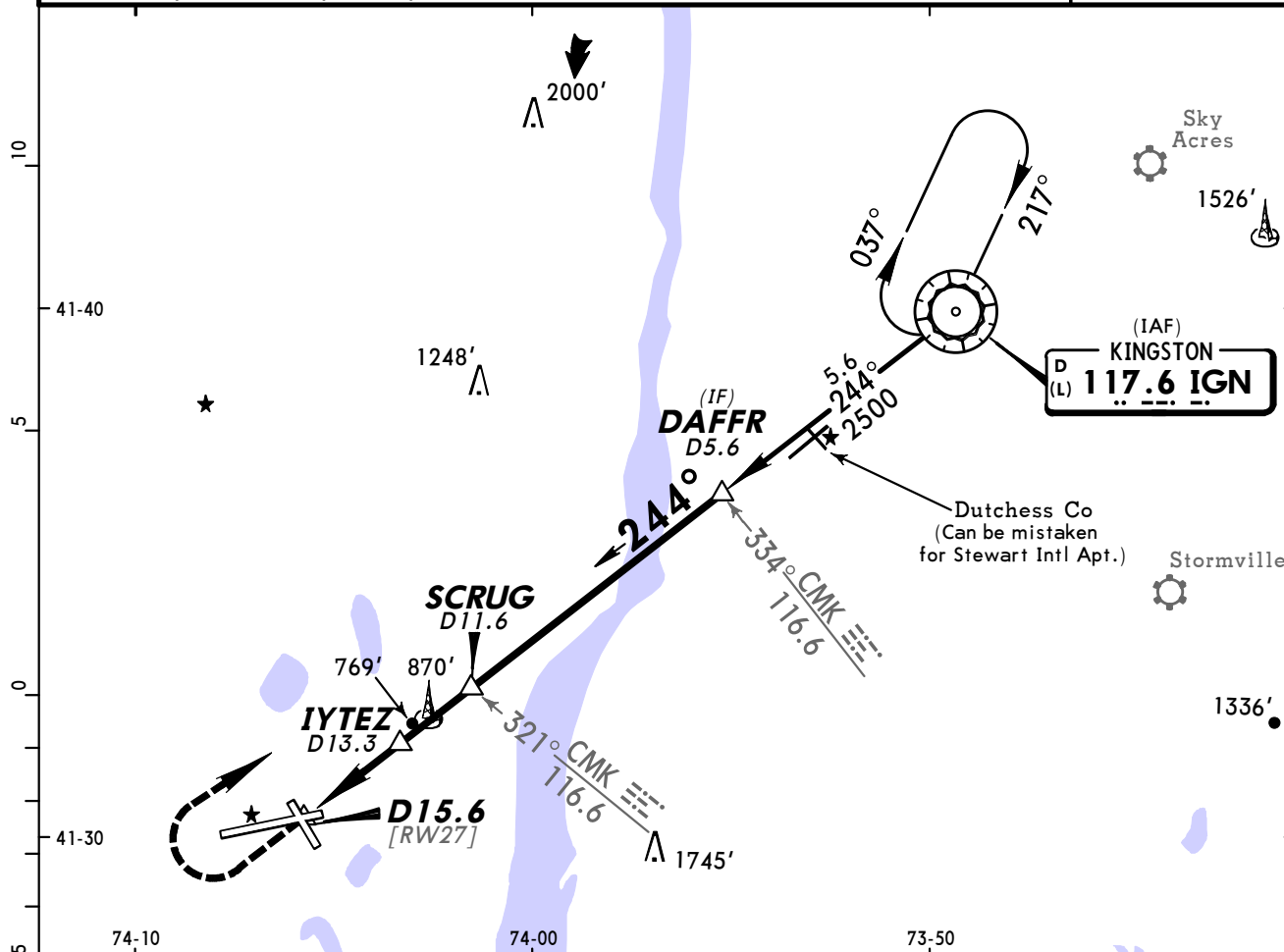
ATIS 124.57		NEW YORK Approach (R) 132.75		STEWART Tower 121.0		Ground 121.9	
WAAS Ch 90217 W-34A	Final Apch Crs 343°	Minimum Alt FILGA 2500' (2038')	LPV DA(H) 712' (250')	Apt Elev 491' TDZE 462'	4400' MSA RW34		
MISSED APCH: Climb to 3900' direct FINPI and hold.							
Alt Set: INCHES 1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.							
Trans level: FL 180					Trans alt: 18000'		



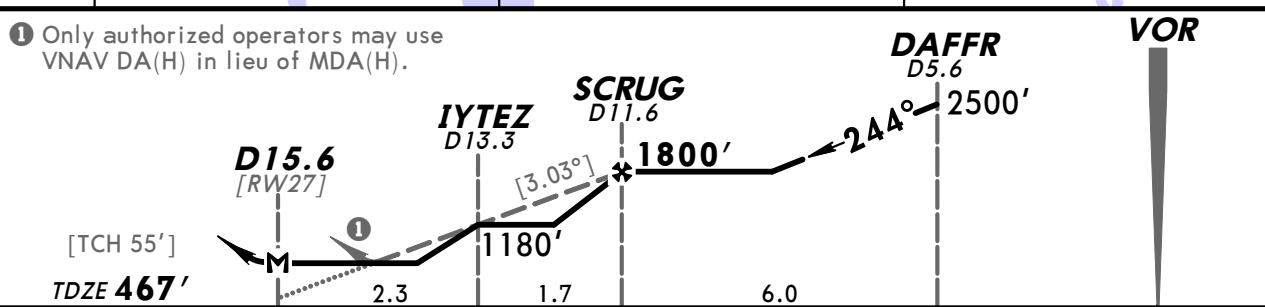
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3900' ↑	FINPI
Glide Path angle 3.00°	377	484	538	646	753	861			
MAP at RW34									

STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND	
LPV DA(H) 712' (250')		LNAV MDA(H) 1020' (558')		Circling to Rwy 16 not authorized at night. MDA(H)	
A	1			Max Kts 90	1060' (569') - 1
				120	
				140	1100' (609') - 1 3/4
				165	1120' (629') - 2

BRIEFING STRIP TM	ATIS 124.57		NEW YORK Approach (R) 132.75		STEWART Tower 121.0		Ground 121.9	
	VOR IGN 117.6	Final Apch Crs 244°	Minimum Alt SCRUG 1800' (1333')	MDA(H) (CONDITIONAL) 1020' (553')	Apt Elev 491' TDZE 467'			
	MISSED APCH: Climb to 1200' then climbing RIGHT turn to 3000' direct IGN VOR and hold.							
	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
	1. Visibility reduction by helicopters not authorized.							MSA IGN VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		1200'	3000'	IGN 117.6
Descent angle [3.03°]	375	482	536	643	750	858			↑	RT	
MAP at D15.6 or SCRUG to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30				

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
MDA(H) 1020' (553') With IYTEZ		MDA(H) 1180' (713') Without IYTEZ		Not Authorized at Night to Rwy 16			
				Max Kts	With IYTEZ MDA(H)	Without IYTEZ MDA(H)	
A	1	1		90	1060' (569')-1	1180' (689')-1	
B				120			
C	1½	2		140	1100' (609')-1¾	1180' (689')-2	
D	1¾	2¼		165	1120' (629')-2	1180' (689')-2¼	

General Information

Location: Syracuse NY USA
IATA Code: SYR
Lat/Long: N43° 06.7' W076° 06.4'
Elevation: 421 ft

Airport Use: Public
Magnetic Variation: 12.6°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1144 Z
Sunset: 2250 Z,

Runway Information

Runway: 10
Length x Width: 9003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 421 ft
Lighting: Edge, ALS, Centerline

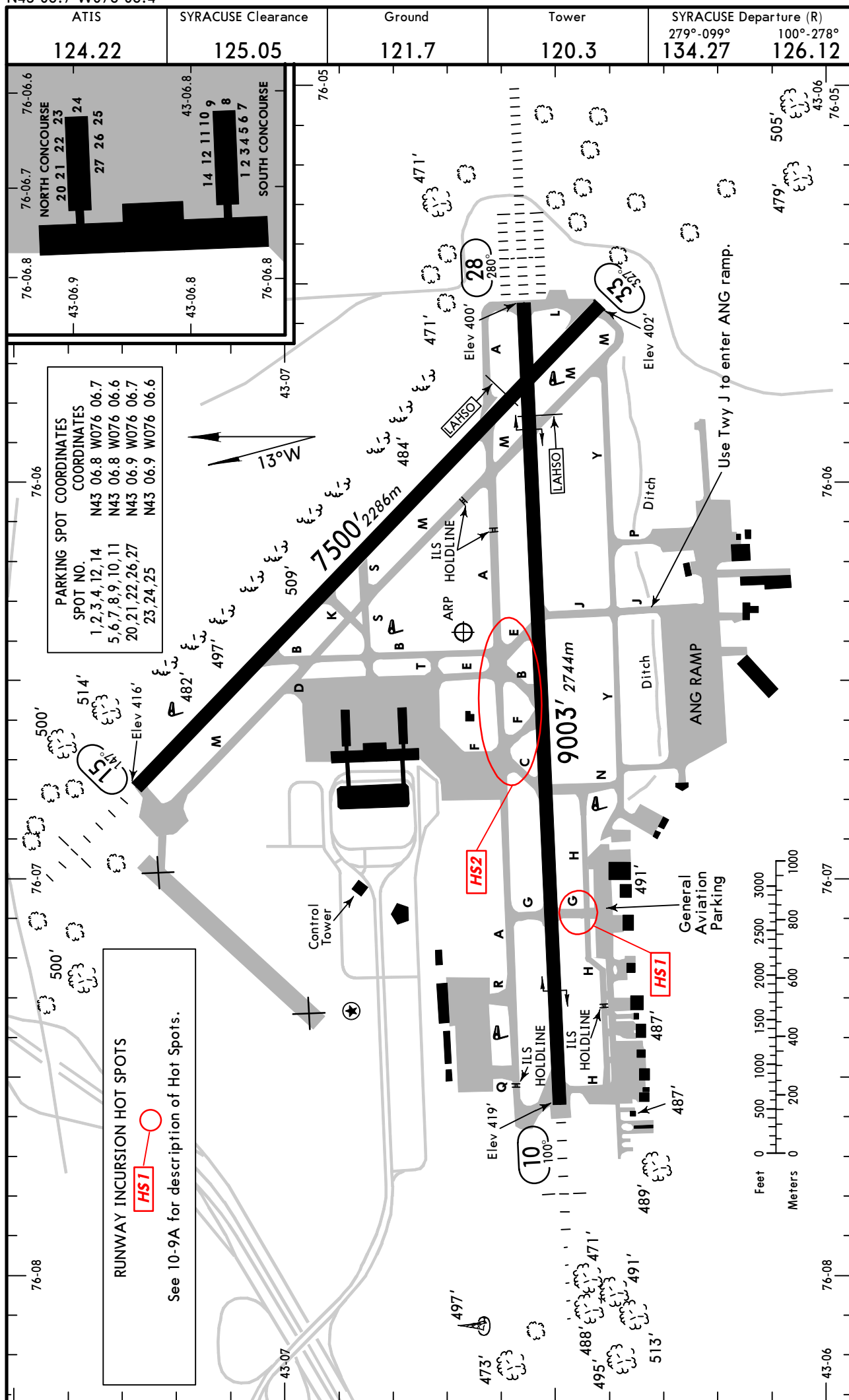
Runway: 15
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 417 ft
Lighting: Edge, ALS, Centerline

Runway: 28
Length x Width: 9003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 413 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 152 ft

Runway: 33
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 409 ft
Lighting: Edge, Centerline

Communication Information

ATIS 124.225
Syracuse Tower 120.3
Syracuse Ground Control 121.7
Syracuse Clearance Delivery 125.05
Syracuse Approach Control 134.275 (279°-99°) Initial Contact
Syracuse Approach Control 126.125 (100°-278°) Arrival Service
Syracuse App ARSA 134.275 (279°-99°) Initial Contact
Syracuse App ARSA 126.125 (100°-278°)
Syracuse Departure Control 134.275 (279°-99°) Departure Service
Syracuse Departure Control 126.125 (100°-278°) Departure Service
Syracuse Hancock Intl Unicom 122.95
Carnival Operations 139.625 Military



GENERAL

Deer, coyotes, and birds in vicinity of airport.

ANG operations 1100-2000Z weekdays excluding holidays. Prior permission required for transient aircraft official business only. Prior permission required for all transient aircraft due to limited transient services. Notify 138th FS operations of ETA delay over 30 min or mission control is required. Phone patch capability available.

Heavy aircraft contact airport commissioner for parking availability. Military parking ramp unlighted. All transient aircraft required noise abatement briefing.

ADDITIONAL RUNWAY INFORMATION

							USABLE LENGTHS			WIDTH
							LANDING BEYOND		LAHSO Distance	
RWY							Threshold	Glide Slope		
10	HIRL	CL	MALSR	VASI-L	grooved	RVR		7981' 2433m	15/33 7700' 2347m	150' 46m
	28	HIRL	CL	ALSF-II	TDZ	grooved		RVR	8028' 2447m	
15	HIRL	CL	MALS	VASI-L	grooved				10/28 6000' 1829m	150' 46m
	33	HIRL	CL	PAPI-L (angle 3.0°)		grooved		RVR		

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Traffic exiting General Aviation parking sometimes miss the turn onto Taxiway H and enter Runway 10/28 without authorization.

HS2 Aircraft taxiing southbound on Taxiways B, E or F miss the turn onto Taxiway A and enter the Runway without authorization.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwys 10, 28**

2 operating RVR's are required. All operating RVR's are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwys 15, 33

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

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.

FOR FILING AS ALTERNATE

ILS Rwy 10 ILS Rwy 28		LOC Rwy 10 LOC Rwy 28 VOR Rwy 15	RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 28 RNAV (GPS) Rwy 33
A B C D	600-2		800-2

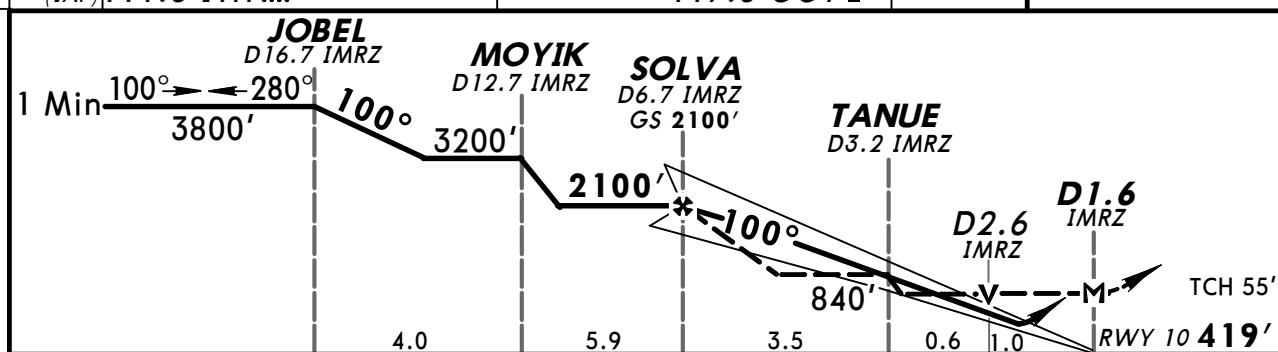
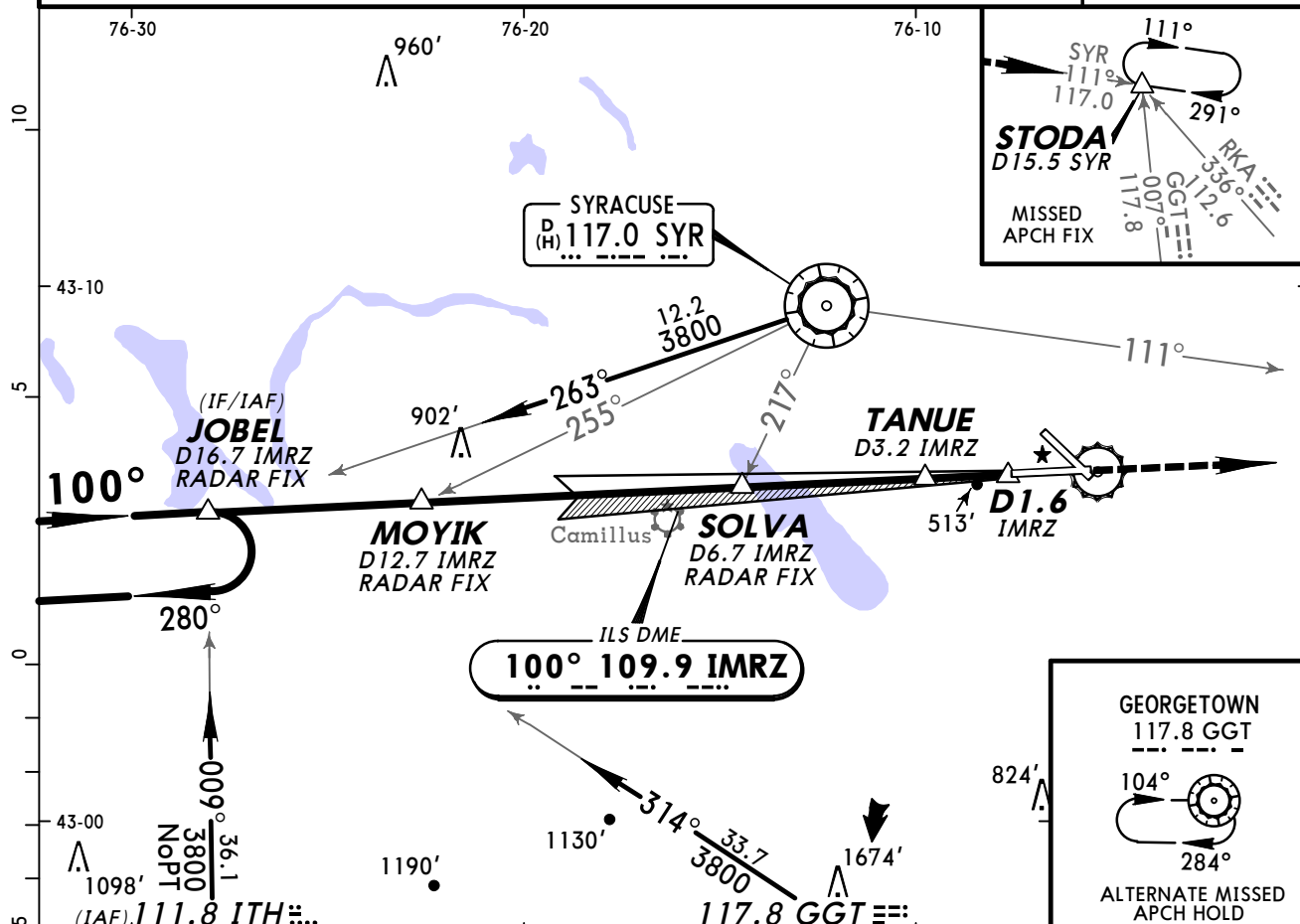
KSYR/SYR
-HANCOCK INTL

JEPPesen
1 APR 11 **11-1** Eff 7 Apr

SYRACUSE, NY
ILS or LOC Rwy 10

BRIEFING STRIP™

ATIS 124.22		SYRACUSE Approach (R) 279°-099° 100°-278° 134.27 126.12		SYRACUSE Tower 120.3		Ground 121.7
LOC IMRZ 109.9	Final Apch Crs 100°	GS SOLVA 2100' (1681')	ILS DA(H) 619' (200')	Apt Elev 421' Rwy 10 419'		MSA SYR VOR
MISSED APCH: Climb to 3000' via SYR VOR R-111 outbound to STODA INT/D15.5 SYR and hold, or as directed by ATC.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160		3000' via 117.0 SYR R-111	STODA
GS	3.00°	377	484	538	646	753			
MAP at D1.6 IMRZ or									
SOLVA to MAP	5.1	4:22	3:24	3:04	2:33	2:11			

STRAIGHT-IN LANDING RWY10						CIRCLE-TO-LAND			
ILS			LOC (GS out)						
DA(H) 619' (200')			MDA(H) 780' (361')			MDA(H) 840' (421')			
			With TANUE			Without TANUE			
FULL	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts
A			RVR 24 or 1/2		RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1		90
B	RVR 24 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 40 or 3/4	RVR 50 or 1	1 1/4		120
C			RVR 35 or 5/8		RVR 40 or 3/4	RVR 50 or 1			140
D									165

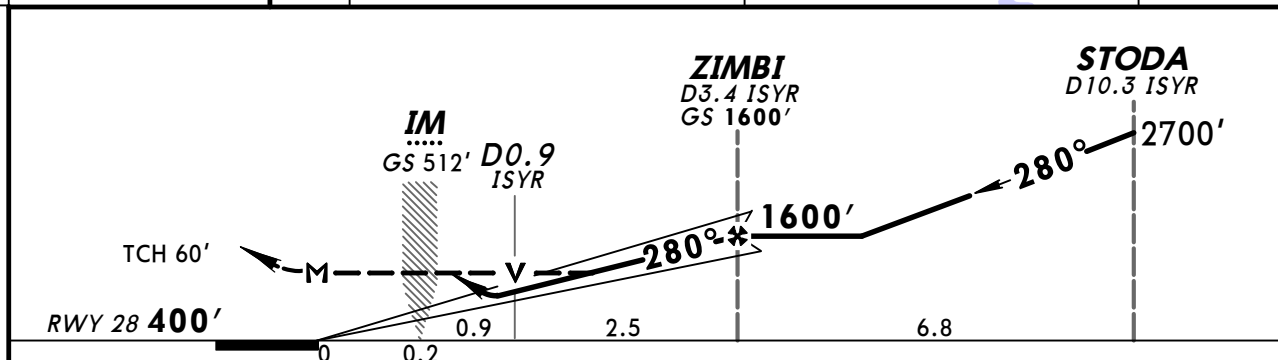
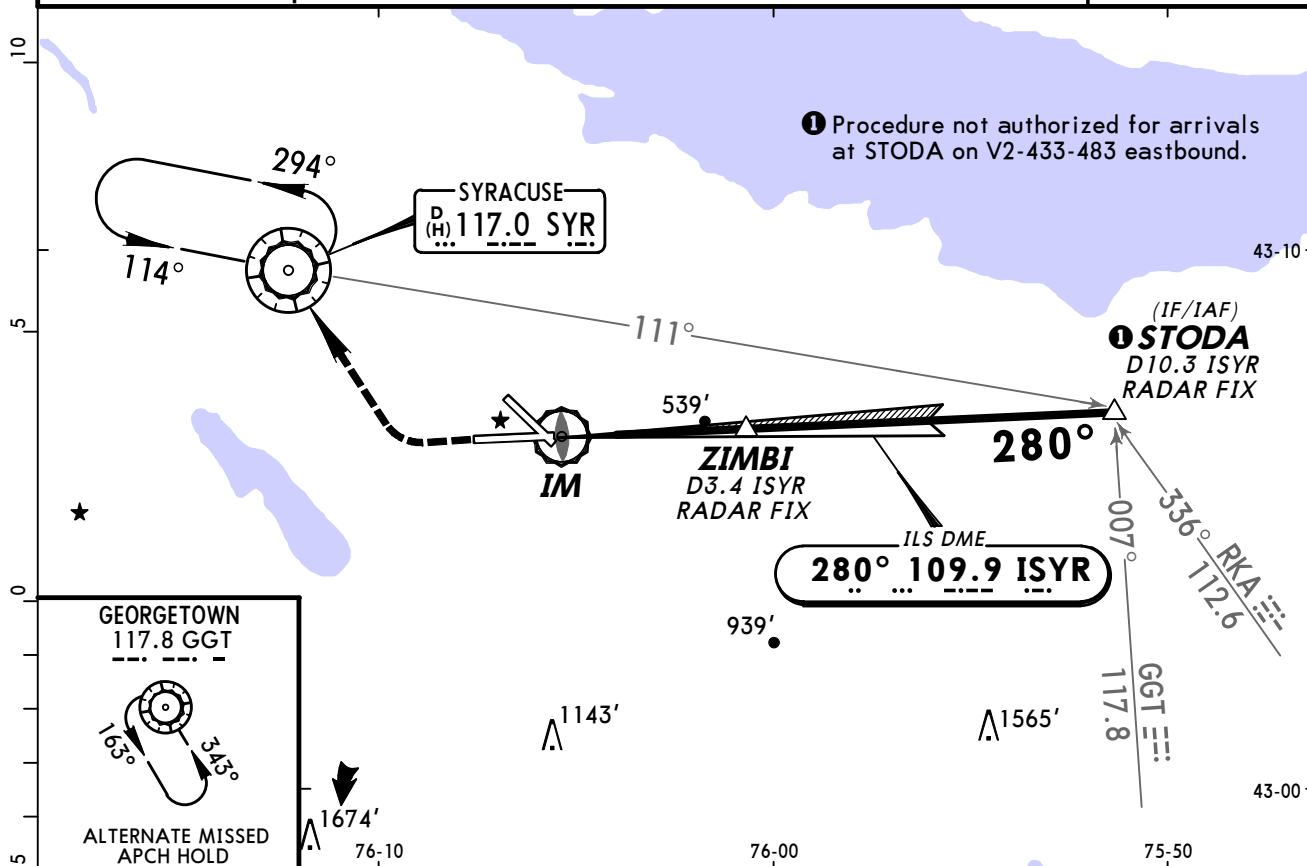
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

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BRIEFING STRIP™

ATIS 124.22		SYRACUSE Approach (R) 279°-099° 134.27		SYRACUSE Tower 100°-278° 126.12		120.3	Ground 121.7
LOC ISYR 109.9	Final Apch Crs 280°	GS ZIMBI 1600' (1200')	SA CAT I ILS RA 150'	ILS DA(H) 600' (200')	Apt Elev 421'	Rwy 28 400'	MSA SYR VOR
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 3000' direct SYR VOR and hold. Continue climb-in-hold to 3000', or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required for Special Auth CAT I ILS. 2. DME or Radar required.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	1100'	3000'		SYR 117.0
GS	3.00°	377	484	538	646	753		↑	RT		
ZIMBI to MAP	3.6	3:05	2:24	2:10	1:48	1:33					

STRAIGHT-IN LANDING RWY28				LOC (GS out)		CIRCLE-TO-LAND	
1 SA CAT I ILS RA 150' DA(H) 550' (150')				ILS DA(H) 600' (200')		MDA(H) 800' (400')	
				FULL	TDZ or CL out	ALS out	Max Kts
A							90
B							120
C	RVR 14	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	140
D					RVR 35 or 5/8	RVR 60 or 1 1/8	165
						MDA(H)	
						880' (459') - 1	
						900' (479') - 1 1/2	
						980' (559') - 2	

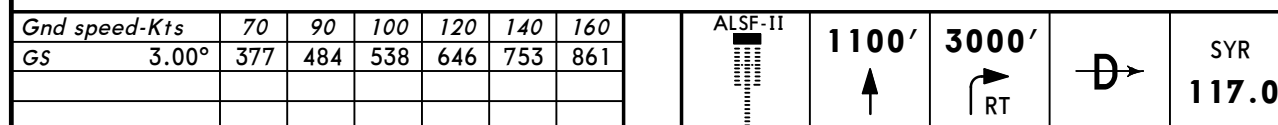
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H).

CHANGES: Procedure.

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SYRACUSE, NY
ILS Rwy 28 CAT II

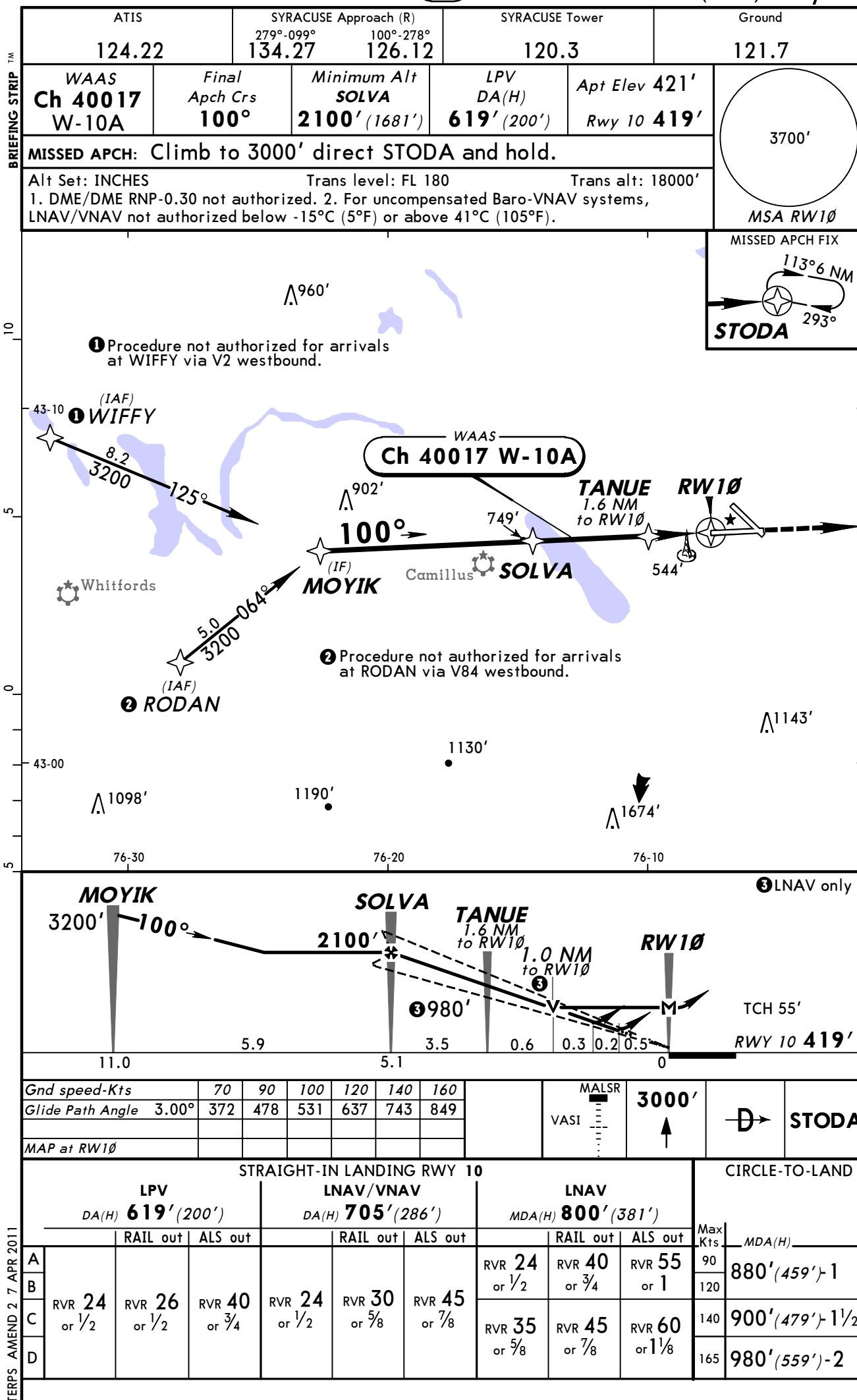
BRIEFING STRIP™

 $DA(H) \mathbf{500'} (100')$

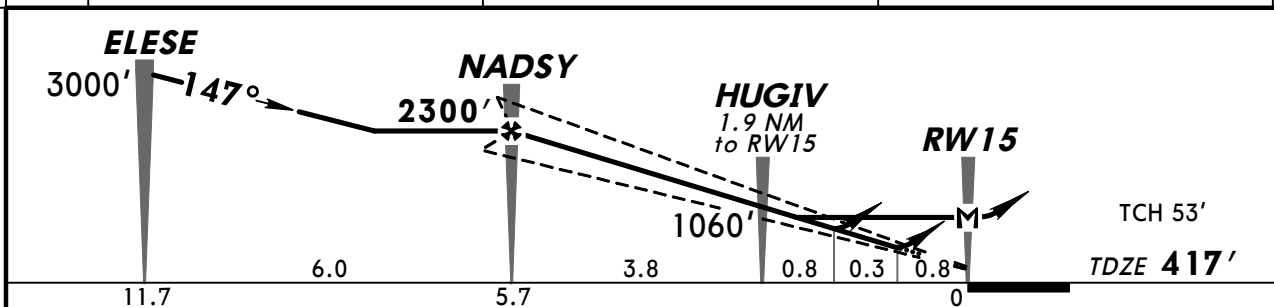
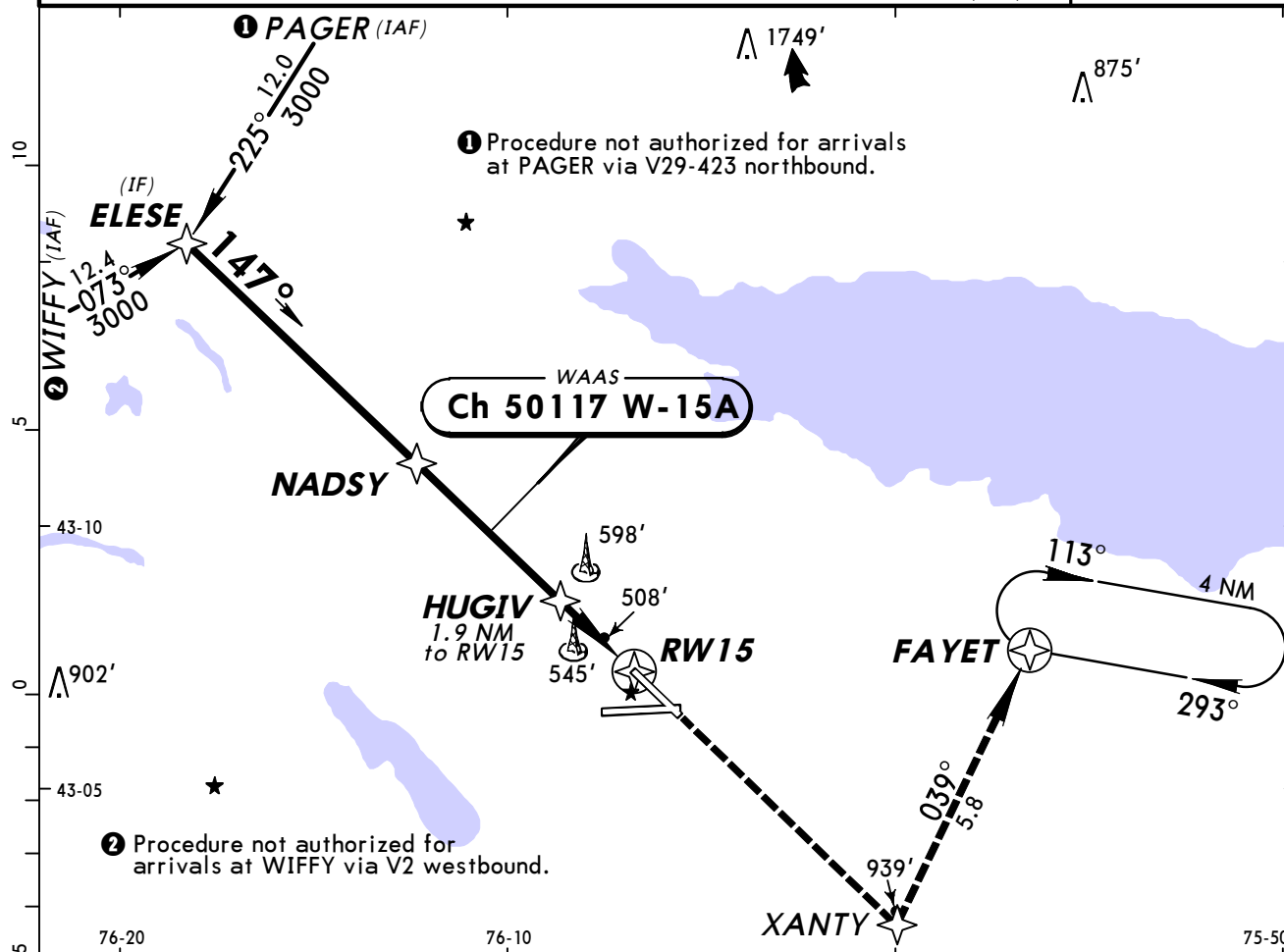
1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

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TERPS AMEND 34 7 APR 2011



BRIEFING STRIP TM	ATIS 124.22		SYRACUSE Approach (R) 279°-099° 134.27 100°-278° 126.12		SYRACUSE Tower 120.3	Ground 121.7
	WAAS Ch 50117 W-15A	Final Apch Crs 147°	Minimum Alt NADSY 2300' (1883')	LPV DA(H) 735' (318')	Apt Elev 421' TDZE 417'	3700' MSA RW15
	MISSED APCH: Climb to 3000' direct XANTY and LEFT turn via 039° track to FAYET and hold.					
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
	1. DME/DME RNP-0.30 not authorized. 2. Baro-VNAV not authorized below -15°C (5°F).					



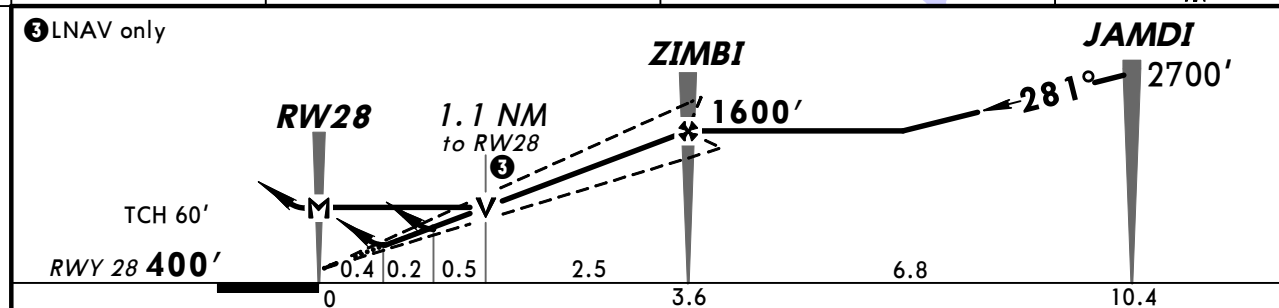
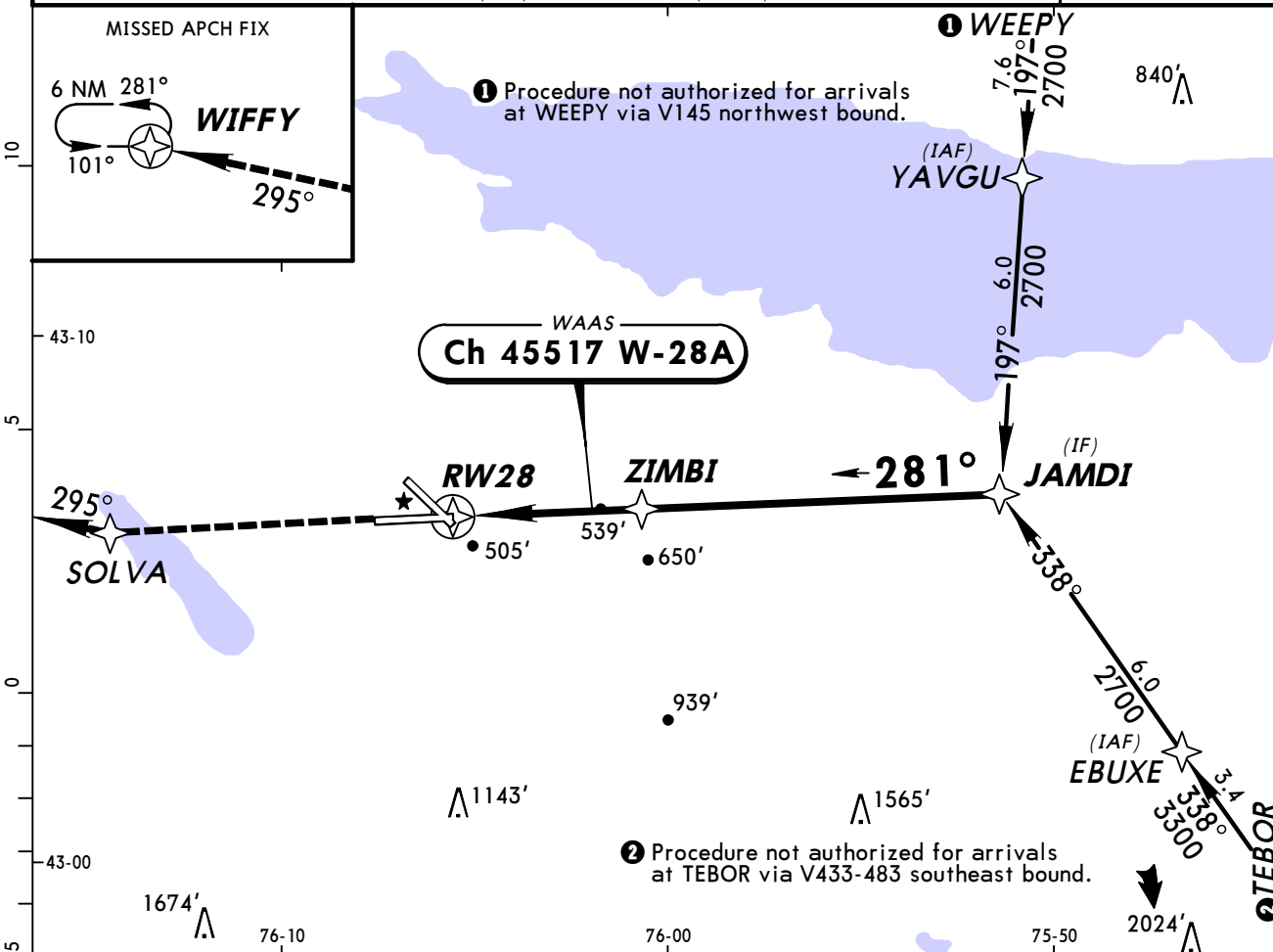
Gnd speed-Kts	70	90	100	120	140	160	MALS VASI 3000' → XANTY
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW15							

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND	
LPV DA(H) 735' (318')		LNAV/VNAV DA(H) 825' (408')		LNAV MDA(H) 900' (483')	
ALS out		ALS out		Max Kts	MDA(H)
1		1½		90	900' (479') - 1½
				120	
				140	
				165	980' (559') - 2

BRIEFING STRIP™

ATIS 124.22		SYRACUSE Approach (R) 279°-099° 100°-278° 134.27 126.12		SYRACUSE Tower 120.3	Ground 121.7
WAAS Ch 45517 W-28A	Final Apch Crs 281°	Minimum Alt ZIMBI 1600' (1200')	LPV DA(H) 600' (200')	Apt Elev 421' Rwy 28 400'	3700'
MISSED APCH: Climb to 3000' direct SOLVA and on track 295° to WIFFY and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F).					

MSA RW28

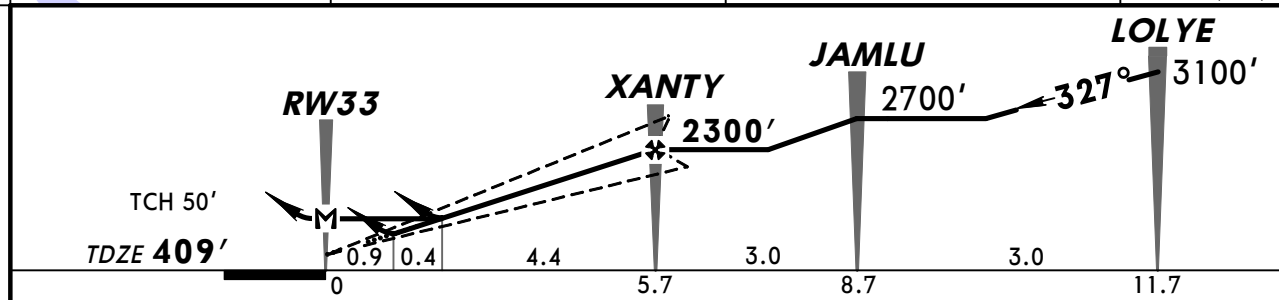
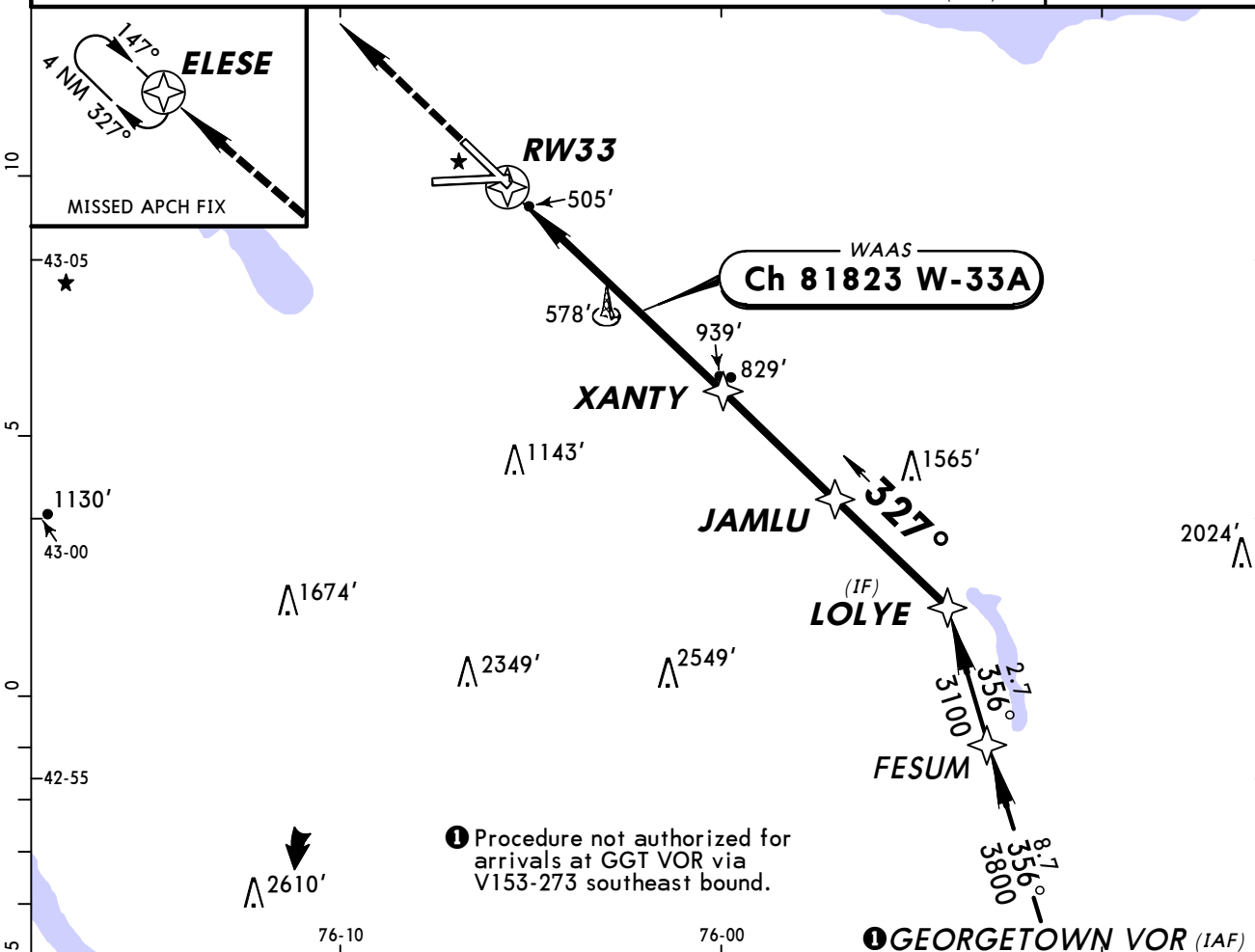


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II 	3000' ↑	D →	SOLVA
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RWY 28										

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
LPV DA(H) 600' (200')		LNAV/VNAV DA(H) 666' (266')		LNAV MDA(H) 800' (400')	
ALS out		ALS out		ALS out	
A					
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8	RVR 24 or 1/2
D					

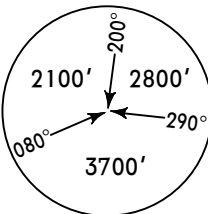
BRIEFING STRIP™

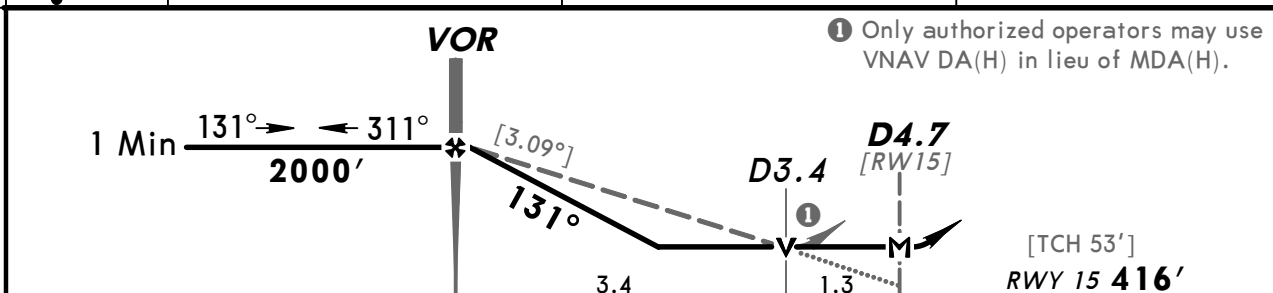
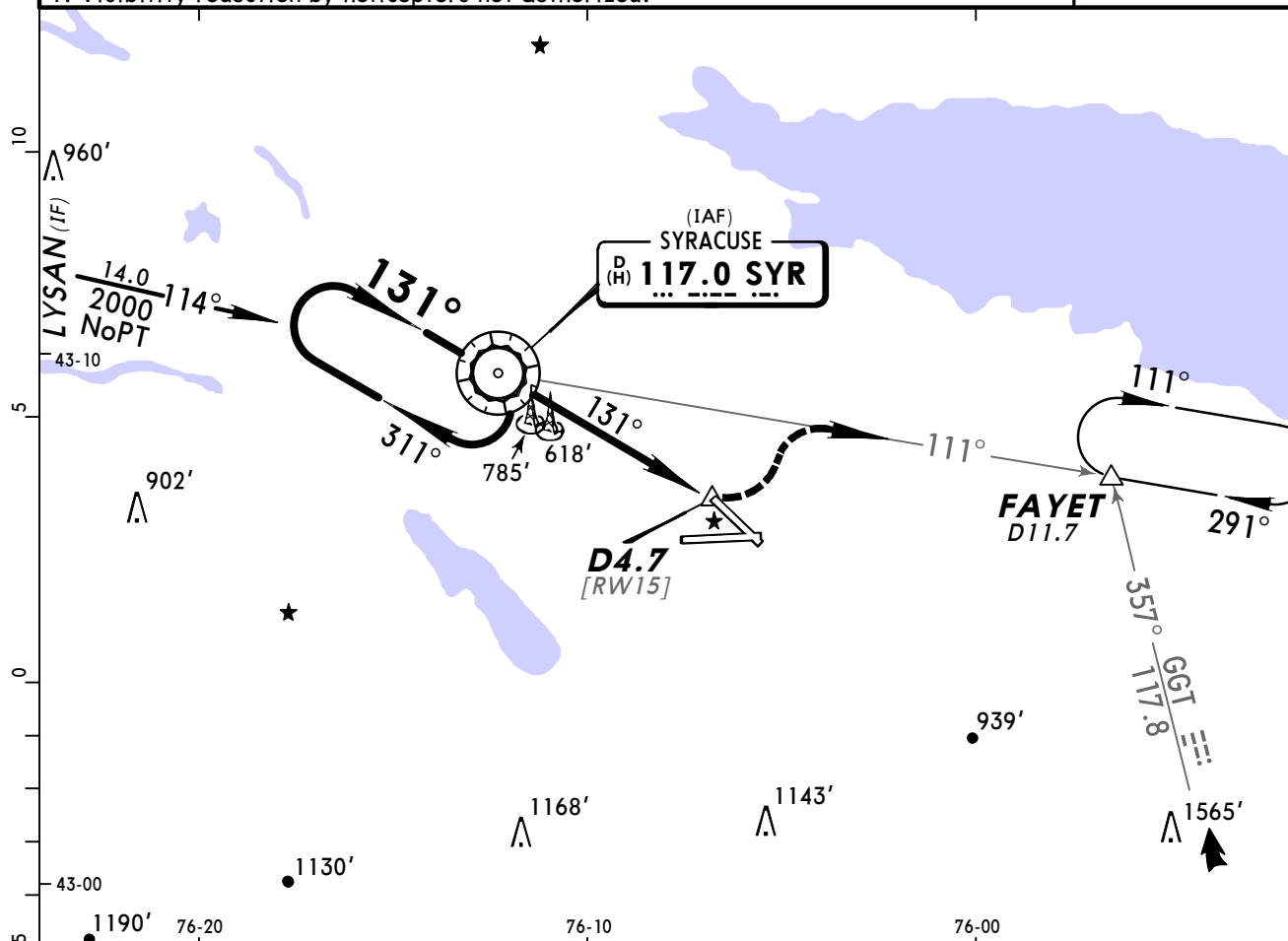
ATIS 124.22		SYRACUSE Approach (R) 279°-099° 100°-278° 134.27 126.12		SYRACUSE Tower 120.3	Ground 121.7
WAAS Ch 81823 W-33A	Final Apch Crs 327°	Minimum Alt XANTY 2300' (1891')	LPV DA(H) 734' (325')	Apt Elev 421' TDZE 409'	3700' MSA RW33
MISSED APCH: Climb to 3000' direct ELESE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Baro-VNAV not authorized below -15°C (5°F).					



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW33										

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV	
DA(H) 734' (325')		DA(H) 874' (465')		MDA(H) 880' (471')	
RVR 60 or 1¼		1¾			
				RVR 50 or 1	880' (459') - 1¾
				RVR 60 or 1¼	900' (479') - 1¾
				1½	980' (559') - 2

BRIEFING STRIP TM	ATIS 124.22		SYRACUSE Approach (R) 279°-099° 100°-278° 134.27 126.12		SYRACUSE Tower 120.3	Ground 121.7
	VOR SYR 117.0	Final Apch Crs 131°	Minimum Alt VOR 2000' (1584')	MDA(H) 880' (464')	Apt Elev 421' Rwy 15 416'	
	MISSED APCH: Climbing LEFT turn to 3100' outbound via SYR VOR R-111 to FAYET INT/D11.7 and hold, continue climb in hold to 3100'.					
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
	1. Visibility reduction by helicopters not authorized.					
						MSA SYR VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.09°]	383	492	547	656	765	875
MAP at D4.7 or						
VOR to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALS VASI	3100' via 117.0 LT R-111	SYR FAYET

STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND		
MDA(H) 880' (464')			MDA(H)		
ALS out			Max Kts		
A	1		90	880' (459') - 1	
B			120		
C	1 3/8		140	900' (479') - 1 1/2	
D			165	980' (559') - 2	

TERPS AMEND 23 7 APR 2011

Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ALBANY, NY (ALBANY INTL - KALB)				
BINGHAMTON, NY (GREATER BINGHAMTON REGL/LINK - KBGM)				
BUFFALO, NY (BUFFALO NIAGARA INTL - KBUF)				
ELMIRA, NY (ELMIRA/CORNING REGL - KELM)				
WESTHAMPTON BEACH, NY (GABRESKI - KFOK)				
FARMINGDALE, NY (REPUBLIC - KFRG)				
FT DRUM, NY (WHEELER-SACK AAF - KGTB)				
WHITE PLAINS, NY (WESTCHESTER CO - KHPN)				
NIAGARA FALLS, NY (NIAGARA FALLS INTL - KIAG)				
REV	AIRPORT, AIRPORT INFO	10-9	17 Feb 2012	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	17 Feb 2012	
NEW YORK, NY (LONG ISLAND MAC ARTHUR - KISP)				
ITHACA, NY (ITHACA TOMPKINS REGL - KITH)				
NEW YORK, NY (KENNEDY INTL - KJFK)				
NEW YORK, NY (LA GUARDIA - KLGA)				
REV	AIRPORT, AIRPORT INFO	10-9	17 Feb 2012	
REV	AIRPORT INFO (CONT), TAKE...	10-9A	17 Feb 2012	
REV	LOC RWY 31	11-6	17 Feb 2012	
REV	LDA-A	11-7	17 Feb 2012	
REV	RNAV (GPS) Y RWY 22	12-3	17 Feb 2012	
REV	RNAV (GPS) RWY 31	12-4	17 Feb 2012	
REV	RIVER VISUAL RWY 13	19-1	17 Feb 2012	
REV	EXPRESSWAY VISUAL RWY 31	19-2	17 Feb 2012	
PLATTSBURGH, NY (PLATTSBURGH INTL - KPBG)				
ROME, NY (GRIFFISS INTL - KRME)				
ROCHESTER, NY (GREATER ROCHESTER INTL - KROC)				
SCHENECTADY, NY (SCHENECTADY CO - KSCH)				
SARANAC LAKE, NY (ADIRONDACK REGL - KSLK)				
NEWBURGH, NY (STEWART INTL - KSWF)				
REV	AIRPORT, PARKING SPOTS & ...	10-9	17 Feb 2012	
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	17 Feb 2012	
SYRACUSE, NY (SYRACUSE HANCOCK INTL - KSyr)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KALB

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1) ILS or LOC Rwy 1 Amend 11 chgd to 11A, Reference date 20 OCT 2011.

No Chart Change Notices for Airport KBGM

No Chart Change Notices for Airport KBUF

No Chart Change Notices for Airport KELM

No Chart Change Notices for Airport KFOK

No Chart Change Notices for Airport KFRG

No Chart Change Notices for Airport KGTB

No Chart Change Notices for Airport KHPN

No Chart Change Notices for Airport KIAG

No Chart Change Notices for Airport KISP

No Chart Change Notices for Airport KITH

Chart Change Notices for Airport KJFK

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(21-2) ILS Rwy 4R, (21-2A) ILS Rwy 4R CAT II & III MM decmsnd.

Type: Terminal

Effectivity: Permanent

Begin Date: 20111020

End Date: No end date

Twy KK from Twy B northward to apron closed. Twy KG northwest of Twy KK between Twy B northward to apron opened.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Twy KK renamed KE.

No Chart Change Notices for Airport KLGA

Chart Change Notices for Airport KPBG

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Rwy 17 Right traffic pattern.

No Chart Change Notices for Airport KRME

Chart Change Notices for Airport KROC

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1) ILS or LOC Rwy 4, (11-1A) ILS or LOC Rwy 4 CAT II MM decmsnd. (11-2) ILS or LOC Rwy 22 MM decmsnd.

No Chart Change Notices for Airport KSCH

No Chart Change Notices for Airport KSLK

No Chart Change Notices for Airport KSWF

No Chart Change Notices for Airport KSYR