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General Information

Location: Allentown PA USA
IATA Code: ABE
Lat/Long: N40° 39.1' W075° 26.4'
Elevation: 393 ft

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

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
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: 1139 Z
Sunset: 2250 Z,

Runway Information

Runway: 06
Length x Width: 7600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 393 ft
Lighting: Edge, ALS, Centerline

Runway: 13
Length x Width: 5797 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 387 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 7600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 386 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 500 ft

Runway: 31
Length x Width: 5797 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 384 ft
Lighting: Edge, REIL

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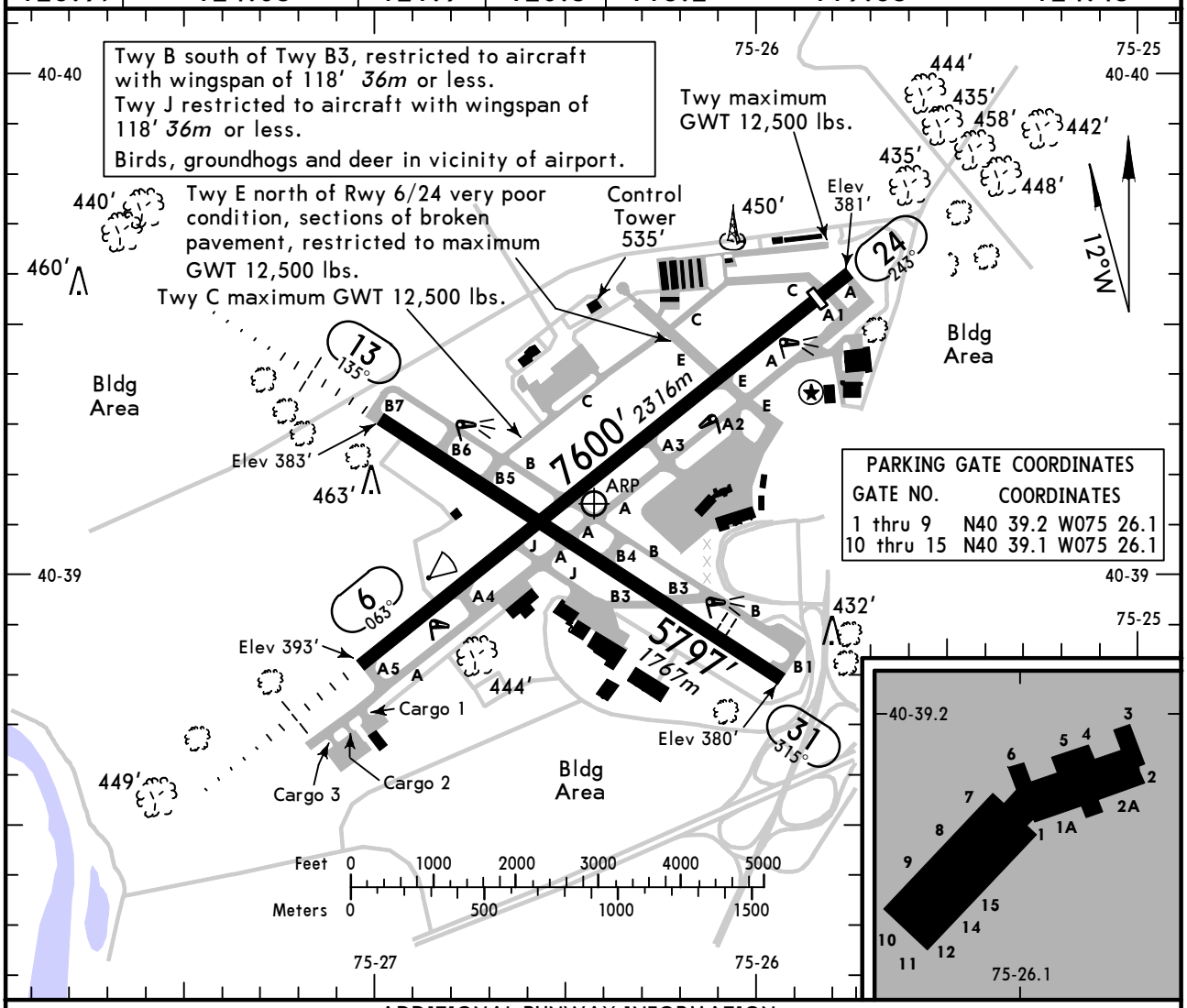
Communication Information

ATIS 126.975
Allentown Tower 120.5
Allentown Ground Control 121.9
Allentown Clearance Delivery 124.05
Allentown Approach Control 124.45 At or above 3001 ft
Allentown Approach Control 119.65 At or below 3000 ft Initial Contact
Allentown App ARSA 124.45 At or above 3001 ft
Allentown App ARSA 119.65 At or below 3000 ft
Allentown Departure Control 124.45 At or above 3001 ft
Allentown Departure Control 119.65 At or below 3000 ft
Lehigh Valley Intl Unicom 122.95
Williamsport Flight Service Station 122.1 RCO
Williamsport Flight Service Station 117.5 RCO

ATIS	ALLENTOWN Clearance	Ground	Tower	ALLENTOWN Departure (R) Below 3000′	3000′ & above North	3000′ & above South
126.97	124.05	121.9	120.5	118.2	119.65	124.45



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
6 ❶ 24	HIRL CL MALSR ❷ PAPI-L RVR		6381′ *1945m*		150′ *46m*
	HIRL REIL CL PAPI-L (angle 3.00°) RVR	❸ 7100′ *2164m*	6044′ *1842m*		
13 ❹ 31	HIRL MALSR grooved		5028′ *1533m*		150′ *46m*
	HIRL REIL PAPI-L (angle 3.00°) grooved				

❶ Grooved. ❷ Angle 3.00°. ❸ 6127′ *1868m* usable length beyond PAPI reference point.
❹ North 163′ *50m* converted to taxiway.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 6, 24					Rwy 31			Rwy 13			
Both RVRs are required and controlling.		Adequate Vis Ref	STD		Adequate Vis Ref	STD		With Mim climb of 270′/NM to 1600′			Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD 3 & 4 Eng	STD 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	1/4	1/2	1	1/4	1/2	1	800-1

OBSTACLE DP: Rwy 13, climb rwy hdg to 1600′ before proceeding on course.
Rwy 24, climb rwy hdg to 1600′ before proceeding southbound on course.

FOR FILING AS ALTERNATE

	ILS Rwy 6 ILS Rwy 24	ILS Rwy 13	LOC Rwy 6 LOC DME Rwy 24	Authorized Only When Local Weather Available VOR-A	LOC Rwy 13	RNAV (GPS) Rwy 31	Other
A	600-2	700-2	800-2	800-2	800-2	900-2	NA
B						900-2¾	
C							
D		700-2¼			800-2¼	900-3	

AMEND 7

CHANGES: Diagram.

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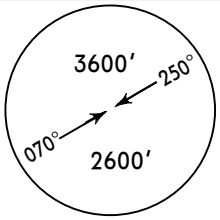
BRIEFING STRIP™

ATIS	ALLENTOWN Approach (R)	ALLENTOWN Tower	Ground
126.97	119.65	120.5	121.9

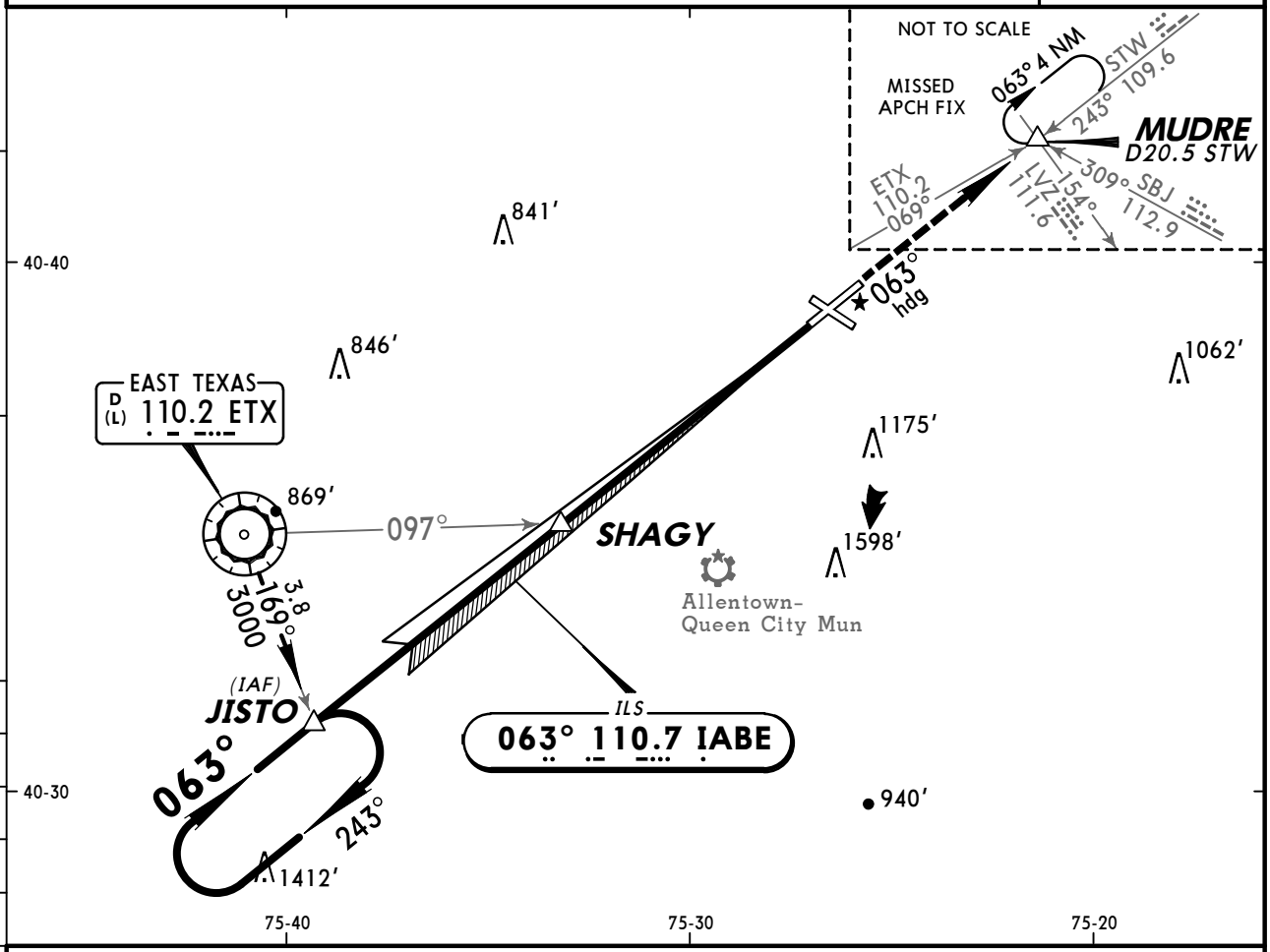
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 393′
IABE 110.7	063°	SHAGY 2400′ (2007′)	593′ (200′)	TDZE 393′

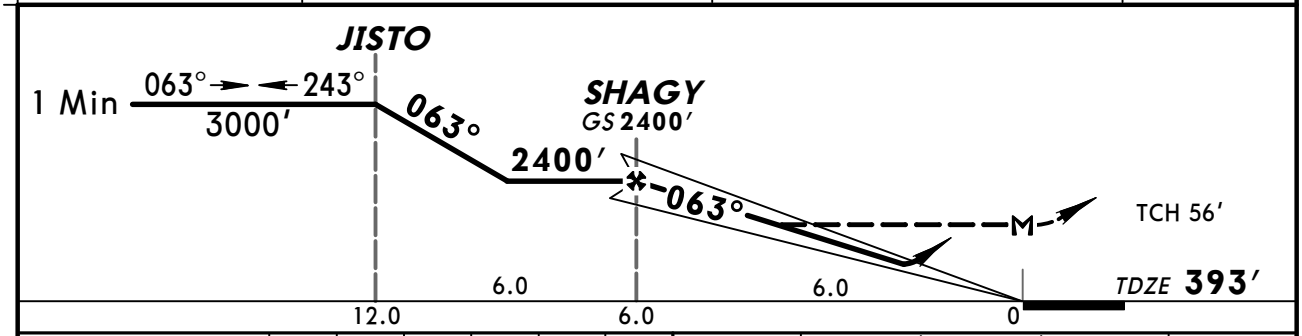
MISSED APCH: Climb to 3000′ via heading 063° and inbound on STW VOR R-243 to MUDRE INT/D20.5 STW and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



MSA ETX VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
SHAGY to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR | PAPI | 3000′ ↑ via 063° hdg and STW 109.6 R-243 | MUDRE

STRAIGHT-IN LANDING RWY 6

	ILS DA(H) 593′ (200′) FULL	ILS DA(H) 593′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 820′ (427′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D				1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	840′ (447′) - 1
120	860′ (467′) - 1
140	880′ (487′) - 1½
165	980′ (587′) - 2

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

TERPS AMEND 22A

CHANGES: Charted obstructions.

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BRIEFING STRIP™

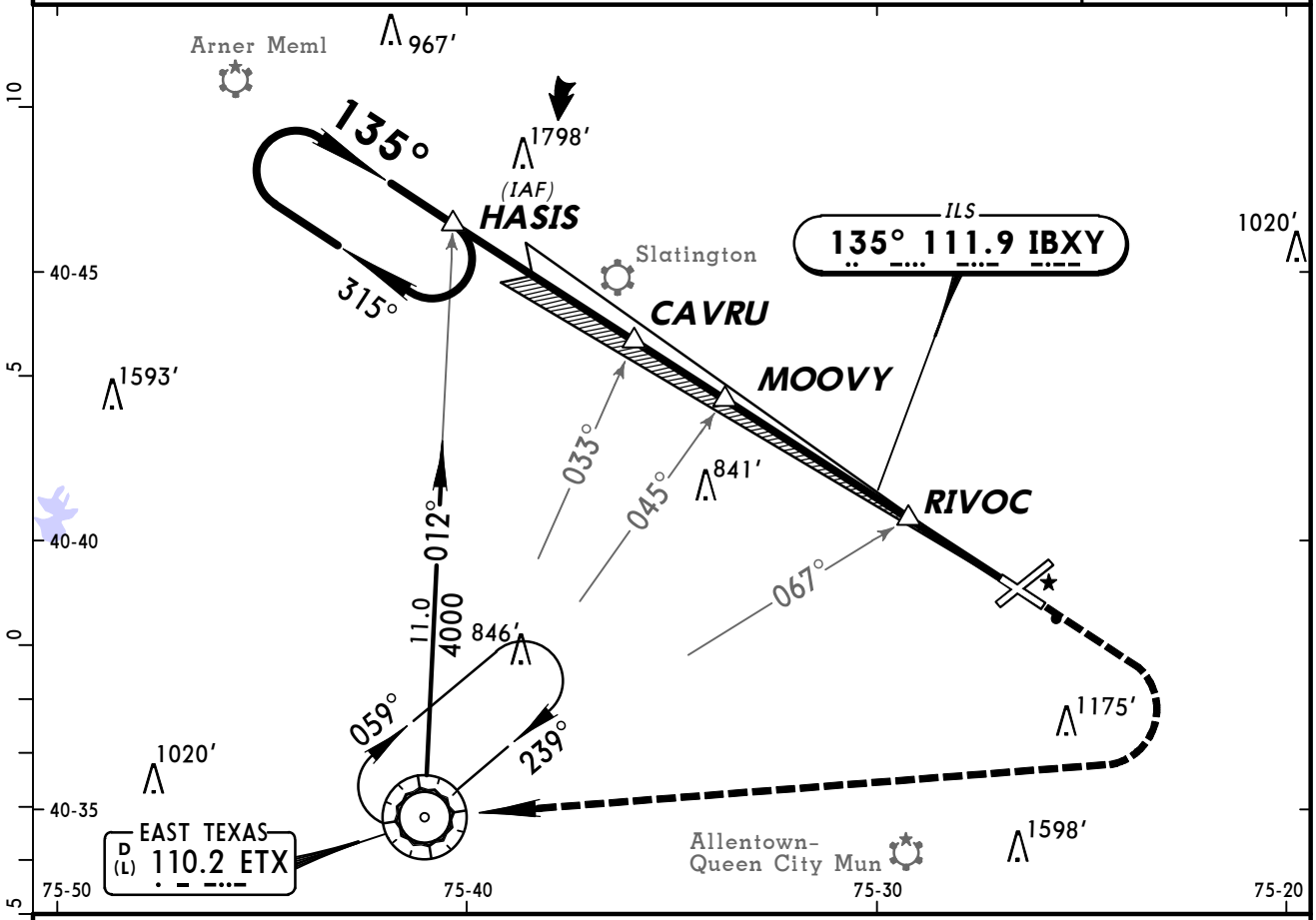
ATIS	ALLENTOWN Approach (R)	ALLENTOWN Tower	Ground
126.97	119.65	120.5	121.9

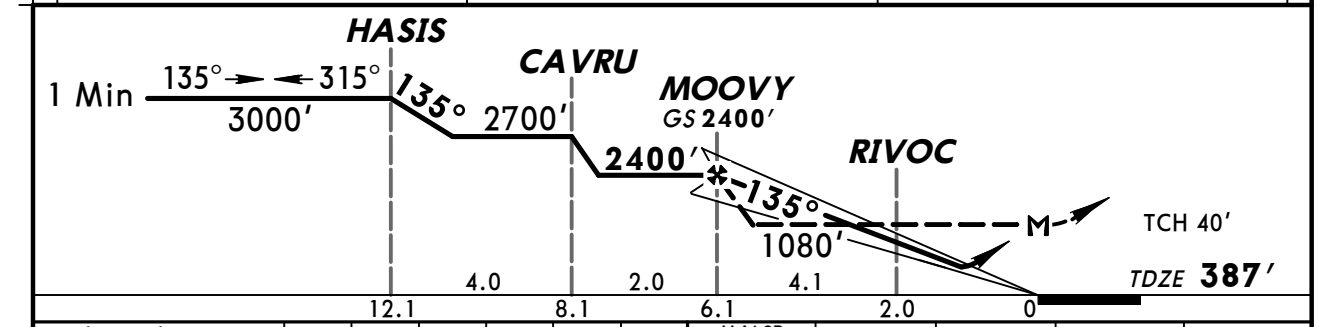
LOC IBXY	Final Apch Crs	GS MOOVY	ILS DA(H)	Apt Elev 393′
111.9	135°	2400′ (2013′)	587′ (200′)	TDZE 387′

MISSED APCH: Climb to 1200′ then a climbing RIGHT turn to 3000′ direct ETX VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA ETX VOR: 3600′ (250°), 2600′ (070°)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MOOVY to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

MALSR | 1200′ | 3000′ RT | D | ETX 110.2

STRAIGHT-IN LANDING RWY 13

	ILS DA(H) 587′ (200′) FULL	ILS DA(H) 587′ (200′) RAIL or ALS out	LOC (GS out) With RIVOC MDA(H) 720′ (333′)			LOC (GS out) Without RIVOC MDA(H) 1080′ (693′)		
				RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C						1 1/2	2	
D			3/4	1		1 3/4	2 1/4	

CIRCLE-TO-LAND

Max Kts	With RIVOC MDA(H)	Without RIVOC MDA(H)
90	840′ (447′)-1	1080′ (687′)-1
120	860′ (467′)-1	
140	880′ (487′)-1 1/2	1080′ (687′)-2
165	980′ (587′)-2	1080′ (687′)-2 1/4

AMEND 6 TERPS

CHANGES: None.

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KABE/ABE
LEHIGH VALLEY INTL

JEPPESEN
29 OCT 10 (11-3)

ALLENTOWN, PA
ILS or LOC DME Rwy 24

ATIS	ALLENTOWN Approach (R)	ALLENTOWN Tower	Ground
126.97	119.65	120.5	121.9

BRIEFING STRIP™

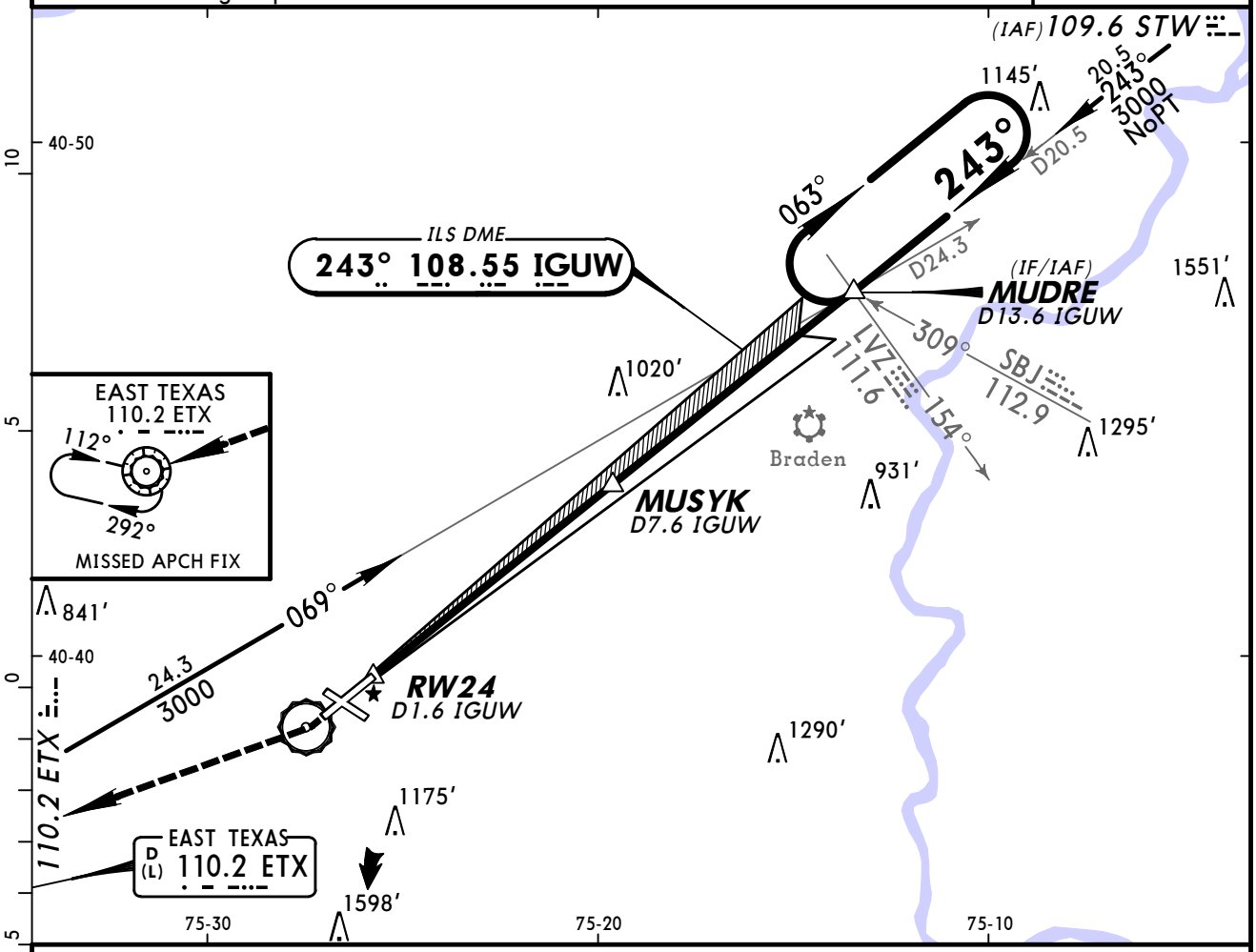
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 393′
IGUW 108.55	243°	MUSYK 2400′(2014′)	586′(200′)	TDZE 386′

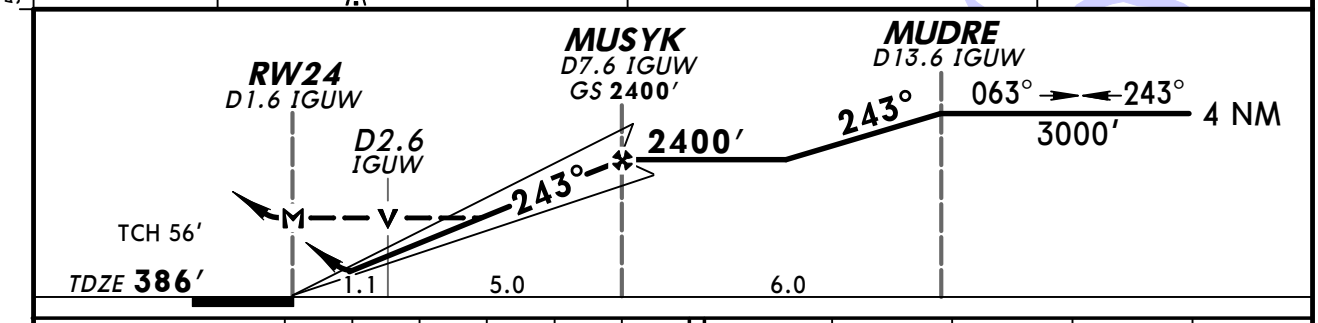
MISSED APCH: Climb to 900′ then climbing RIGHT turn to 3000′ direct ETX VOR and hold.

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

1. VGSI and ILS glidepath not coincident.

MSA ETX VOR: 3600′ (090°–270°); 3000′ (090°–360°); 2600′ (270°–360°)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at RW24						

REIL PAPI-L	900′	3000′ RT	D	ETX 110.2

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 586′(200′)	LOC (GS out) MDA(H) 780′(394′)
A	RVR 40 or ¾	RVR 50 or 1
B		
C		
D		RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	840′(447′)-1
120	860′(467′)-1
140	880′(487′)-1½
165	980′(587′)-2

TERPS AMEND

CHANGES: REIL added.

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KABE/ABE
LEHIGH VALLEY INTL

JEPPESEN
2 DEC 05 (12-1)

ALLENTOWN, PA
RNAV (GPS) Y Rwy 6

ATIS	ALLENTOWN Approach (R)	ALLENTOWN Tower	Ground
126.97	119.65	120.5	121.9

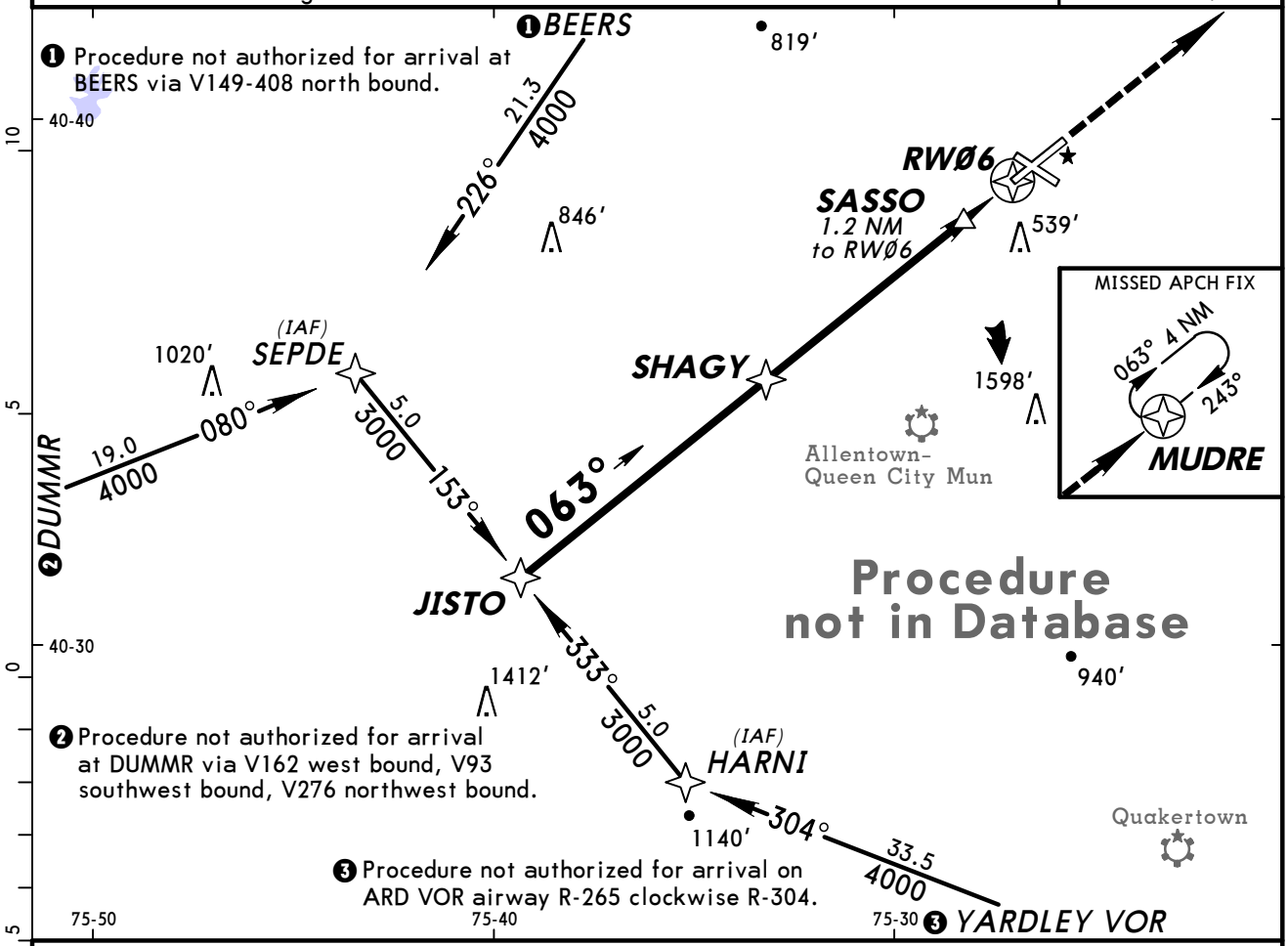
BRIEFING STRIP™

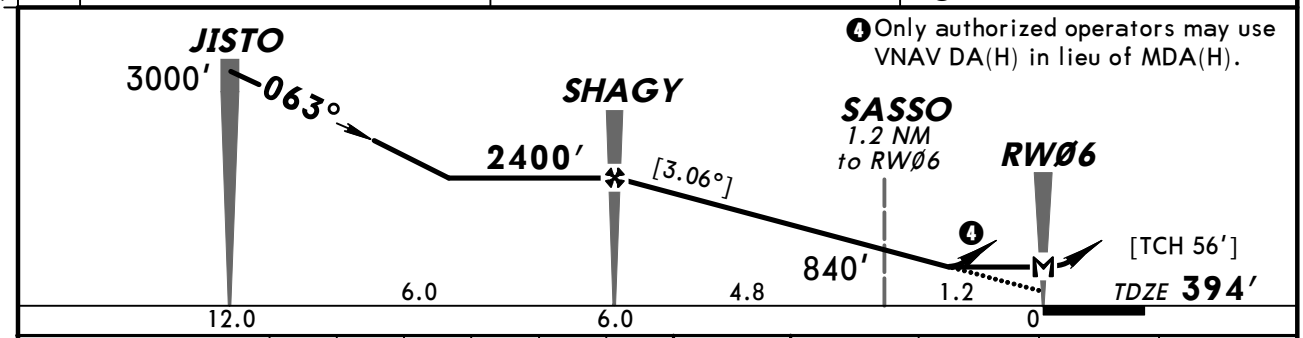
RNAV	Final Apch Crs	Minimum Alt SHAGY	LNAV MDA(H)	Apt Elev 394′
	063°	2400′ (2006′)	720′ (326′)	TDZE 394′

MISSED APCH: Climb to 3000′ direct MUDRE 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. VGSI and descent angles not coincident.

3600′
MSA RWØ6





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at RWØ6						

MALSR
PAPI
3000′
MUDRE

TERPS AMEND

STRAIGHT-IN LANDING RWY 6
LNAV
MDA(H) 720′ (326′)

	RAIL out	ALS out
A, B, C	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
D	RVR 50 or 1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	840′ (446′) - 1
120	860′ (466′) - 1
140	880′ (486′) - 1½
165	980′ (586′) - 2

CHANGES: Charted obstructions.

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KABE/ABE
LEHIGH VALLEY INTL

JEPPESEN
2 DEC 05 (12-2)

ALLENTOWN, PA
RNAV (GPS) Z Rwy 6

ATIS	ALLENTOWN Approach (R)	ALLENTOWN Tower	Ground
126.97	119.65	120.5	121.9

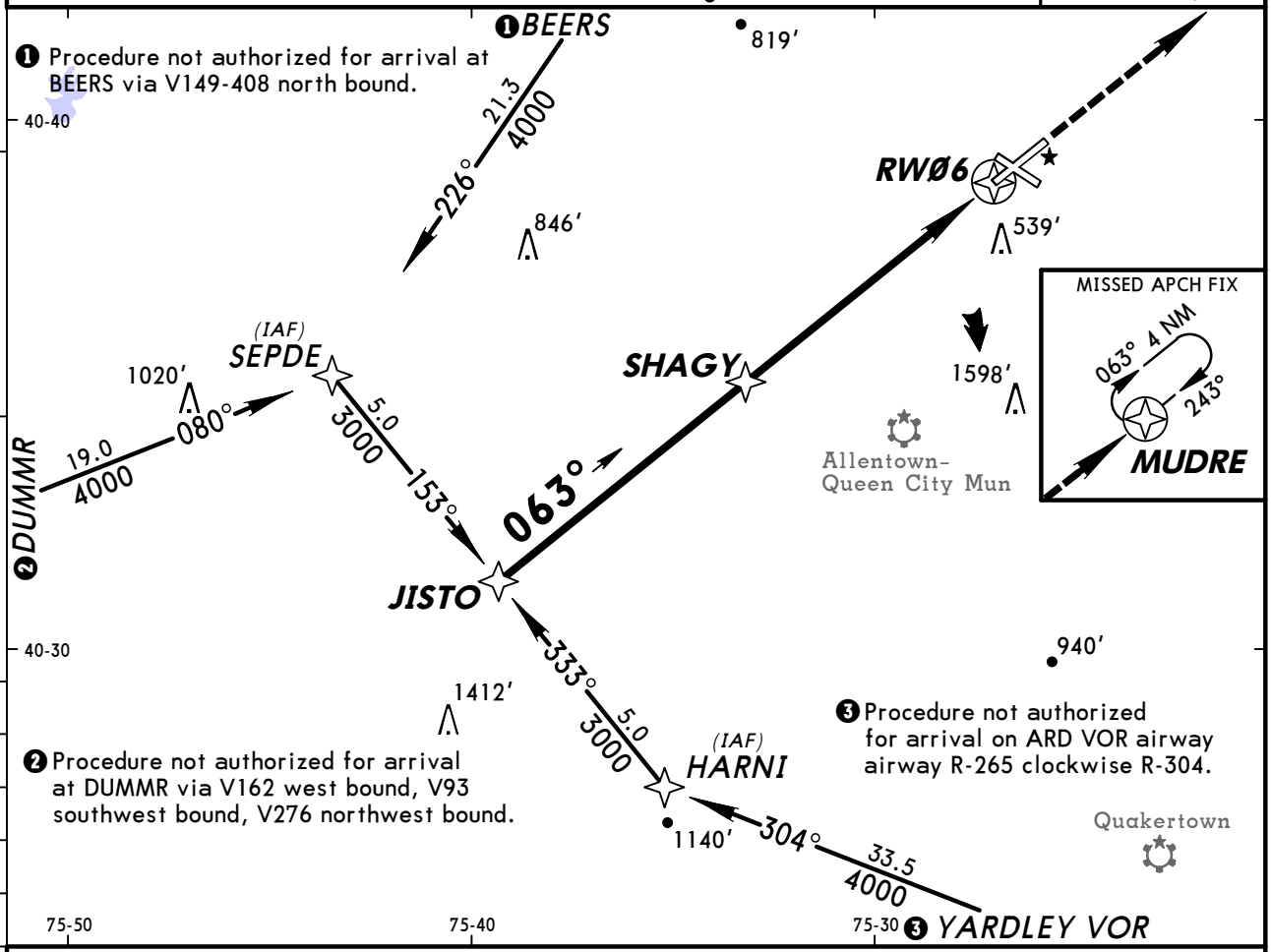
RNAV	Final Apch Crs	Minimum Alt SHAGY	LNAV/VNAV DA(H)	Apt Elev 394′
	063°	2400′ (2006′)	840′ (446′)	TDZE 394′

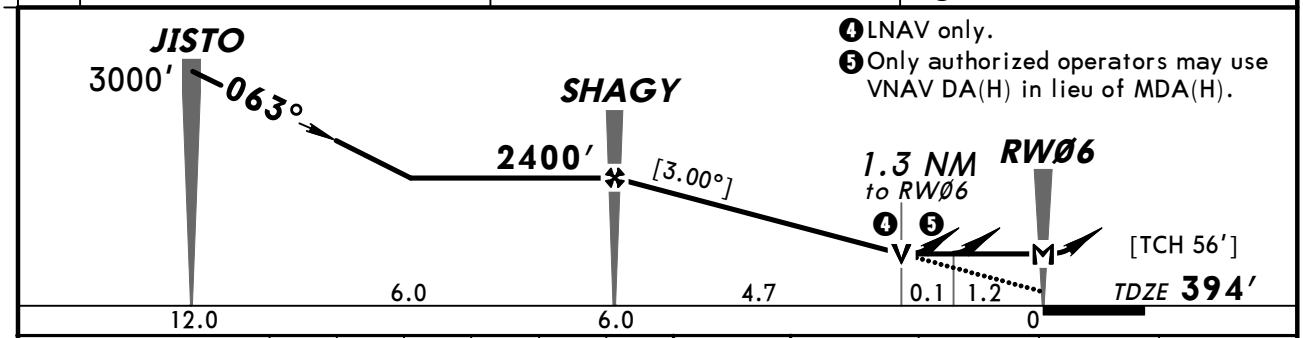
MISSED APCH: Climb to 3000′ direct MUDRE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Baro-VNAV not authorized below -15°C (5°F). 2. GPS or RNP-0.3 required.
3. DME/DME RNP-0.3 not authorized. 4. VGSI and descent angles not coincident.

3600′
MSA RWØ6

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ6						

MALSR
PAPI
3000′
MUDRE

STRAIGHT-IN LANDING RWY 6						CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 840′ (446′)			LNAV MDA(H) 840′ (446′)				
		RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	840′ (446′) - 1½
B						120	860′ (466′) - 1½
C			RVR 40 or ¾	RVR 60 or 1¼		140	880′ (486′) - 1½
D			RVR 50 or 1	1½		165	980′ (586′) - 2

AMEND TERPS

CHANGES: Charted obstructions.

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KABE/ABE
LEHIGH VALLEY INTL

JEPPESEN

28 OCT 11 (12-3)

ALLENTOWN, PA
RNAV (GPS) Y Rwy 13

BRIEFING STRIP™

ATIS	ALLENTOWN Approach (R)	ALLENTOWN Tower	Ground
126.97	119.65	120.5	121.9

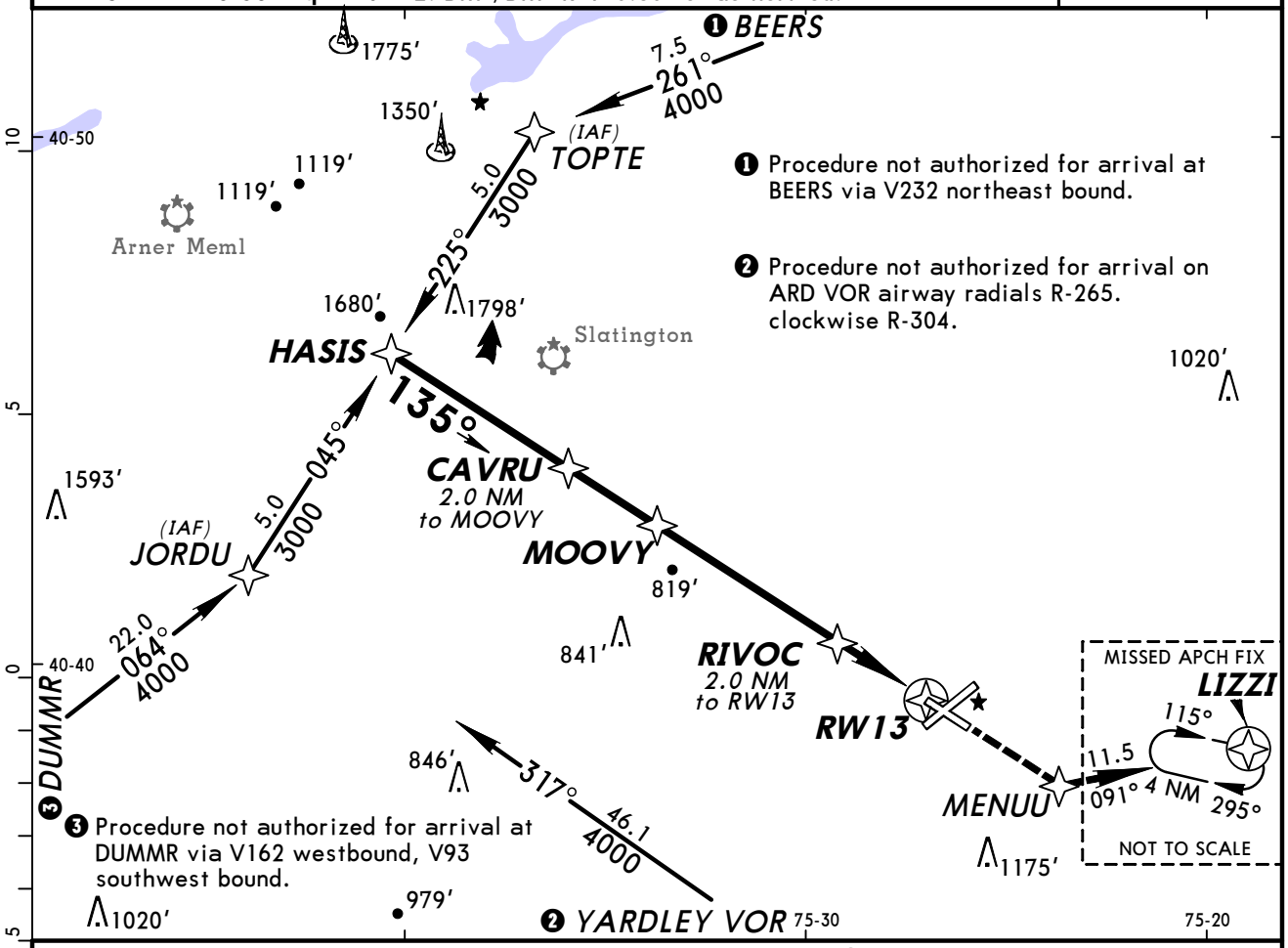
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 393′
	135°	MOOVY 2400′ (2013′)	800′ (413′)	TDZE 387′

MISSED APCH: Climb to 3000′ direct MENUU and via track 091° to LIZZI and hold.

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

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.

3600′ MSA RW13

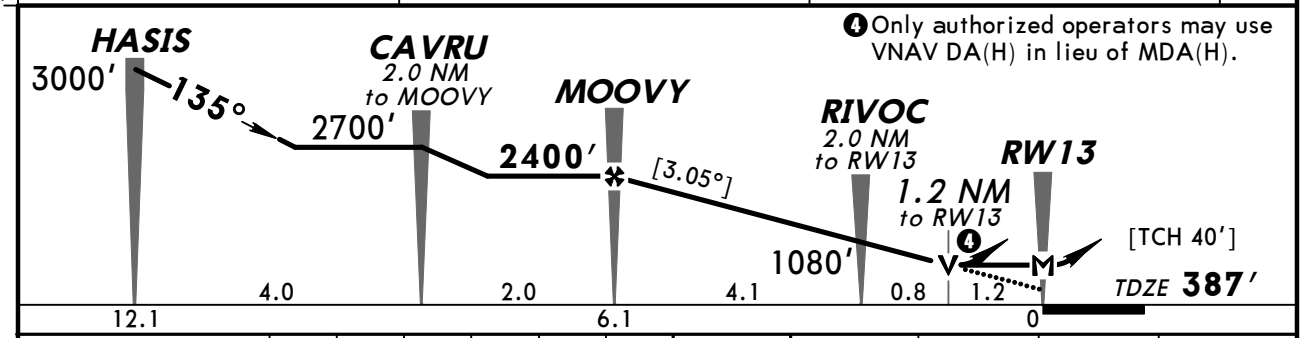


❶ Procedure not authorized for arrival at BEERS via V232 northeast bound.

❷ Procedure not authorized for arrival on ARD VOR airway radials R-265. clockwise R-304.

❸ Procedure not authorized for arrival at DUMMR via V162 westbound, V93 southwest bound.

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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW13						

MALSR 3000′ MENUU

STRAIGHT-IN LANDING RWY 13

LNAV

MDA(H) 800′ (413′)

		RAIL out	ALS out
A	1/2	3/4	1
B			
C	3/4	1 1/4	
D	1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	840′ (447′) - 1
120	860′ (467′) - 1
140	880′ (487′) - 1 1/2
165	980′ (587′) - 2

AMEND TERPS

CHANGES: LIZZI hold length.

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KABE/ABE
LEHIGH VALLEY INTL

JEPPESEN

28 OCT 11 (12-4)

ALLENTOWN, PA
RNAV (GPS) Z Rwy 13

BRIEFING STRIP™

ATIS	ALLENTOWN Approach (R)	ALLENTOWN Tower	Ground
126.97	119.65	120.5	121.9

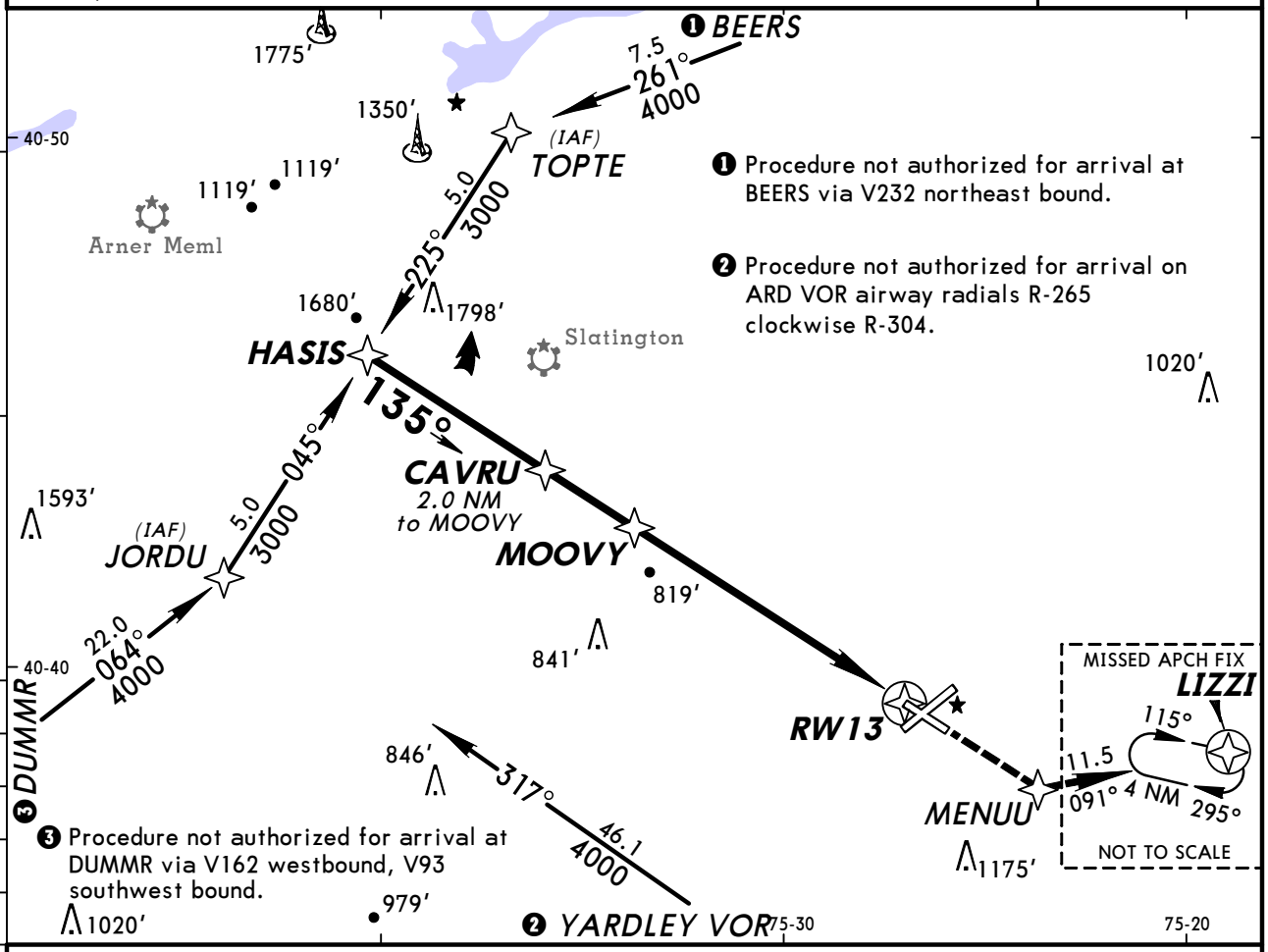
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 393′
	135°	MOOVY 2400′ (2013′)	800′ (413′)	TDZE 387′

MISSED APCH: Climb to 3000′ direct MENUU and via track 091° to LIZZI and hold.

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

1. GPS or RNP-0.30 required. 2. Baro-VNAV not authorized below -15°C (5°F).
3. DME/DME RNP-0.30 not authorized.

3600′
MSA RW13

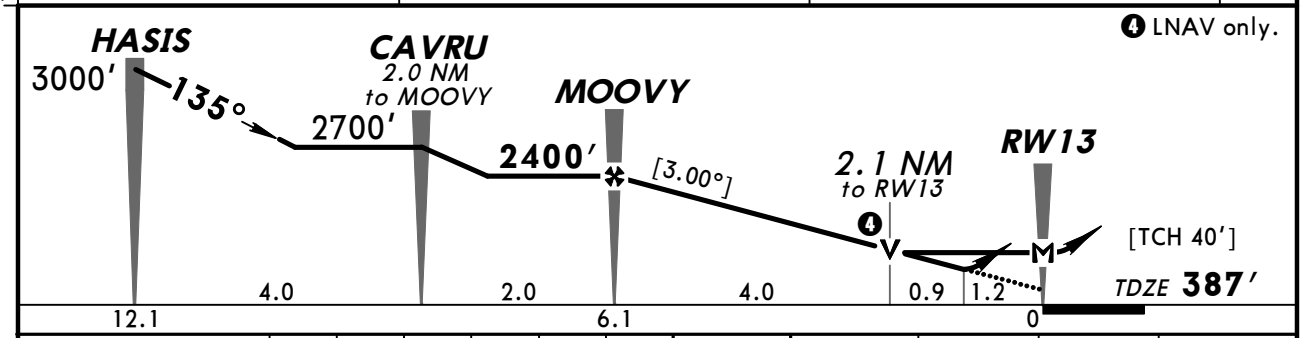


❶ Procedure not authorized for arrival at BEERS via V232 northeast bound.

❷ Procedure not authorized for arrival on ARD VOR airway radials R-265 clockwise R-304.

❸ Procedure not authorized for arrival at DUMMR via V162 westbound, V93 southwest bound.

❹ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW13						

MALSR 3000′ D MENUU

STRAIGHT-IN LANDING RWY 13

	LNAV/VNAV DA(H) 800′ (413′)		LNAV MDA(H) 1080′ (693′)		
		RAIL or ALS out		RAIL out	ALS out
A	1	1½	½	¾	1
B					
C			1½	2	
D			1¾	2¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1080′ (687′) -1½
120	
140	1080′ (687′) -2
165	1080′ (687′) -2¼

AMENDO TERPS

CHANGES: LIZZI hold length.

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ATIS	ALLENTOWN Approach (R)	ALLENTOWN Tower	Ground
126.97	119.65	120.5	121.9

RNAV	Final Apch Crs	Minimum Alt MUSYK	LNAV MDA(H)	Apt Elev 393′
	243°	2400′ (2014′)	820′ (434′)	TDZE 386′

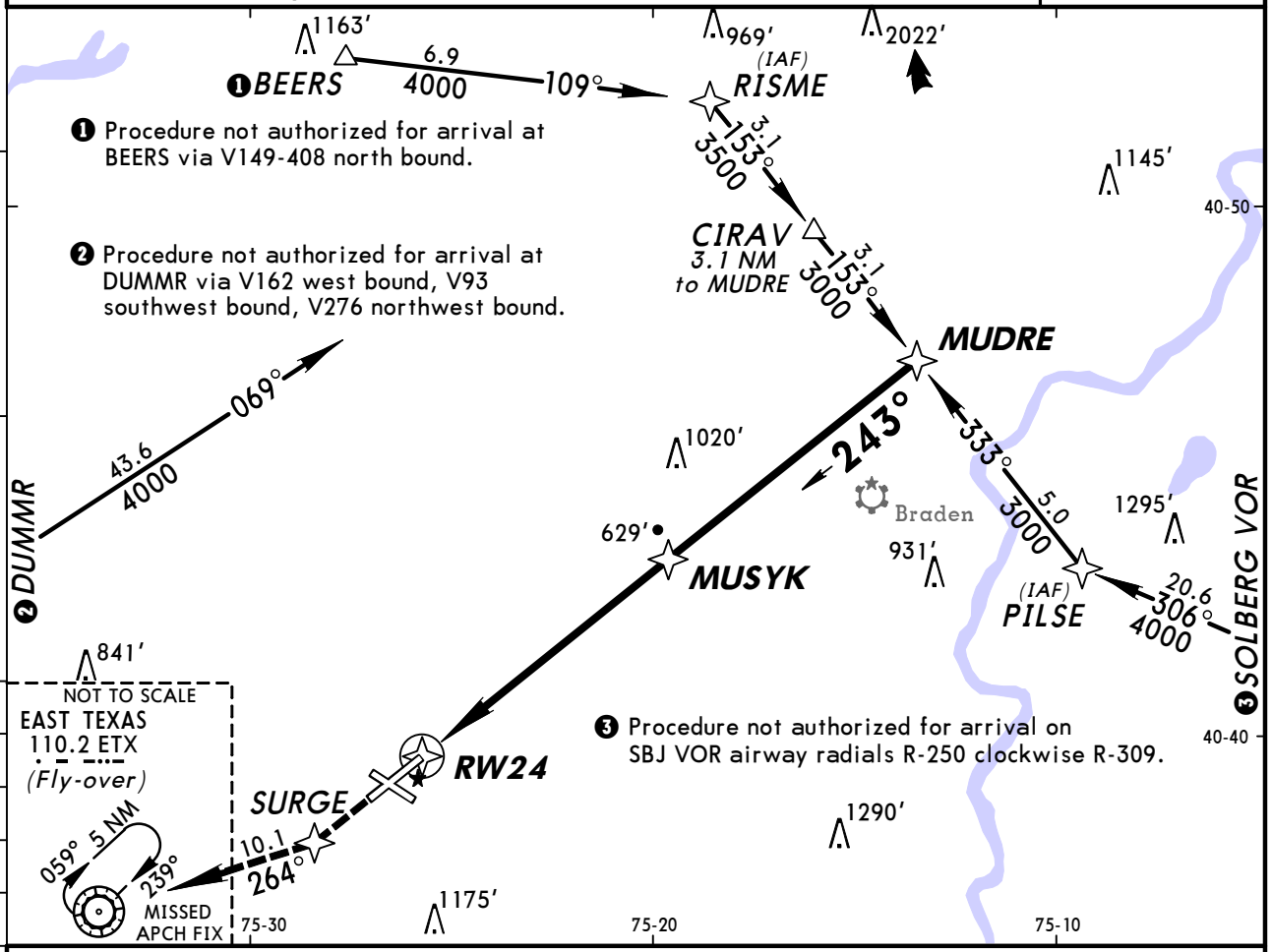
MISSED APCH: Climb to 3000′ direct SURGE and via track 264° to ETX VOR and hold.

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.

3600′
MSA RW24

BRIEFING STRIP™

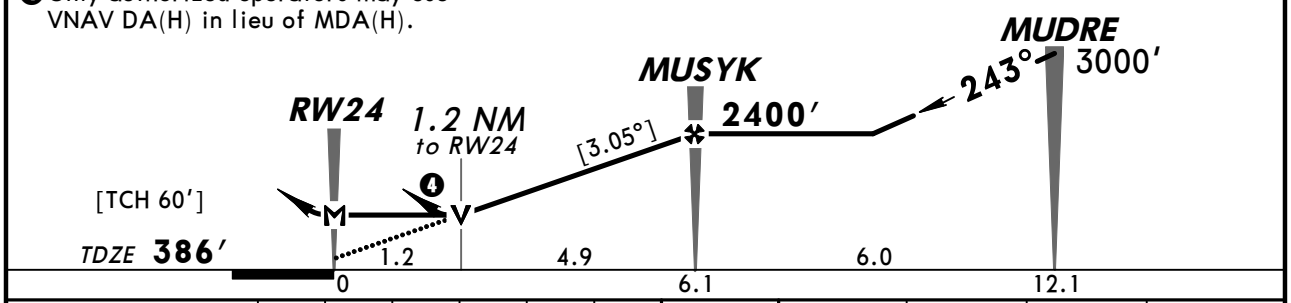


❶ Procedure not authorized for arrival at BEERS via V149-408 north bound.

❷ Procedure not authorized for arrival at DUMMR via V162 west bound, V93 southwest bound, V276 northwest bound.

❸ Procedure not authorized for arrival on SBJ VOR airway radials R-250 clockwise R-309.

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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW24						

REIL
PAPI-L
3000′
D
SURGE

STRAIGHT-IN LANDING RWY 24 LNAV MDA(H) 820′ (434′)		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	RVR 50 or 1	90	840′ (447′) - 1
B		120	860′ (467′) - 1
C	RVR 60 or 1¼	140	880′ (487′) - 1½
D	1½	165	980′ (587′) - 2

TERPS AMENDED

CHANGES: None.

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BRIEFING STRIP™

ATIS	ALLENTOWN Approach (R)	ALLENTOWN Tower	Ground
126.97	119.65	120.5	121.9

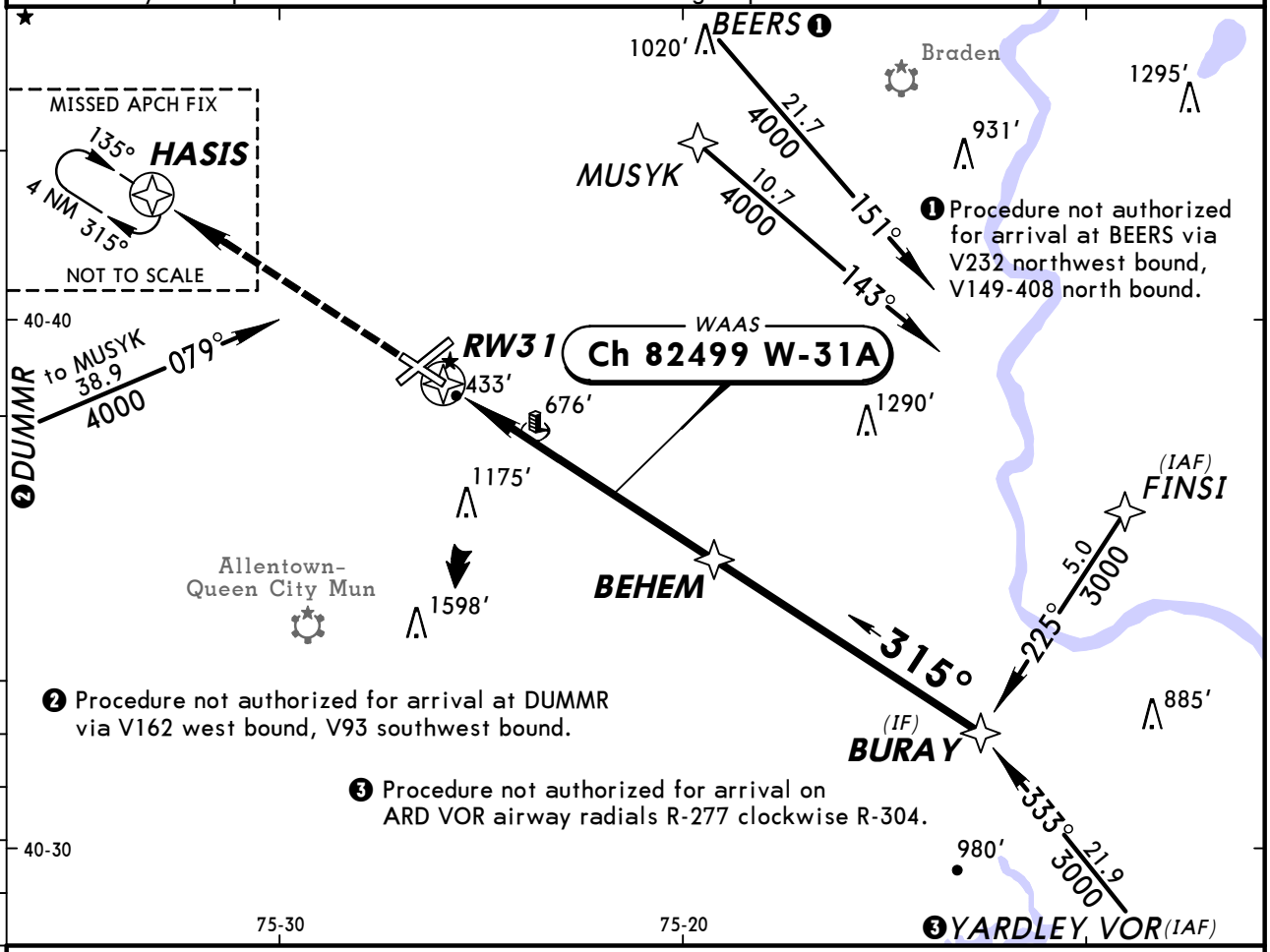
WAAS	Final Apch Crs	Minimum Alt BEHEM	LPV DA(H)	Apt Elev 393′
Ch 82499 W-31A	315°	2400′ (2016′)	641′ (257′)	TDZE 384′

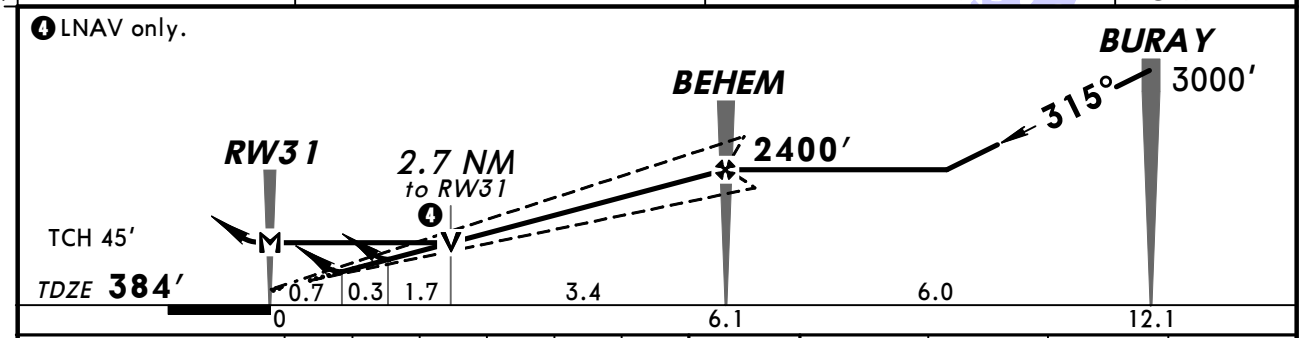
MISSED APCH: Climb to 3000′ direct HASIS and hold.

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 48°C (118°F). 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident.

3600′
MSA RW31





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

REIL
PAPI-L

3000′

D

HASIS

STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
	LPV DA(H) 641′ (257′)	LNAV/VNAV DA(H) 743′ (359′)	LNAV MDA(H) 1280′ (896′)	Max Kts	MDA(H)
A	1	1¼	1¼	90	1280′ (887′) - 1¼
B				120	
C			2¾	140	1280′ (887′) - 2¾
D			3	165	1280′ (887′) - 3

TERPS AMEND 1B 10 MAR 2011

CHANGES: Notes.

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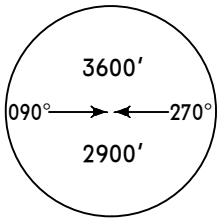
ATIS	ALLENTOWN Approach (R)	ALLENTOWN Tower	Ground
126.97	119.65	120.5	121.9

VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 393′
FJC 117.5	182°	2500′ (2107′)	Refer to Minimums	

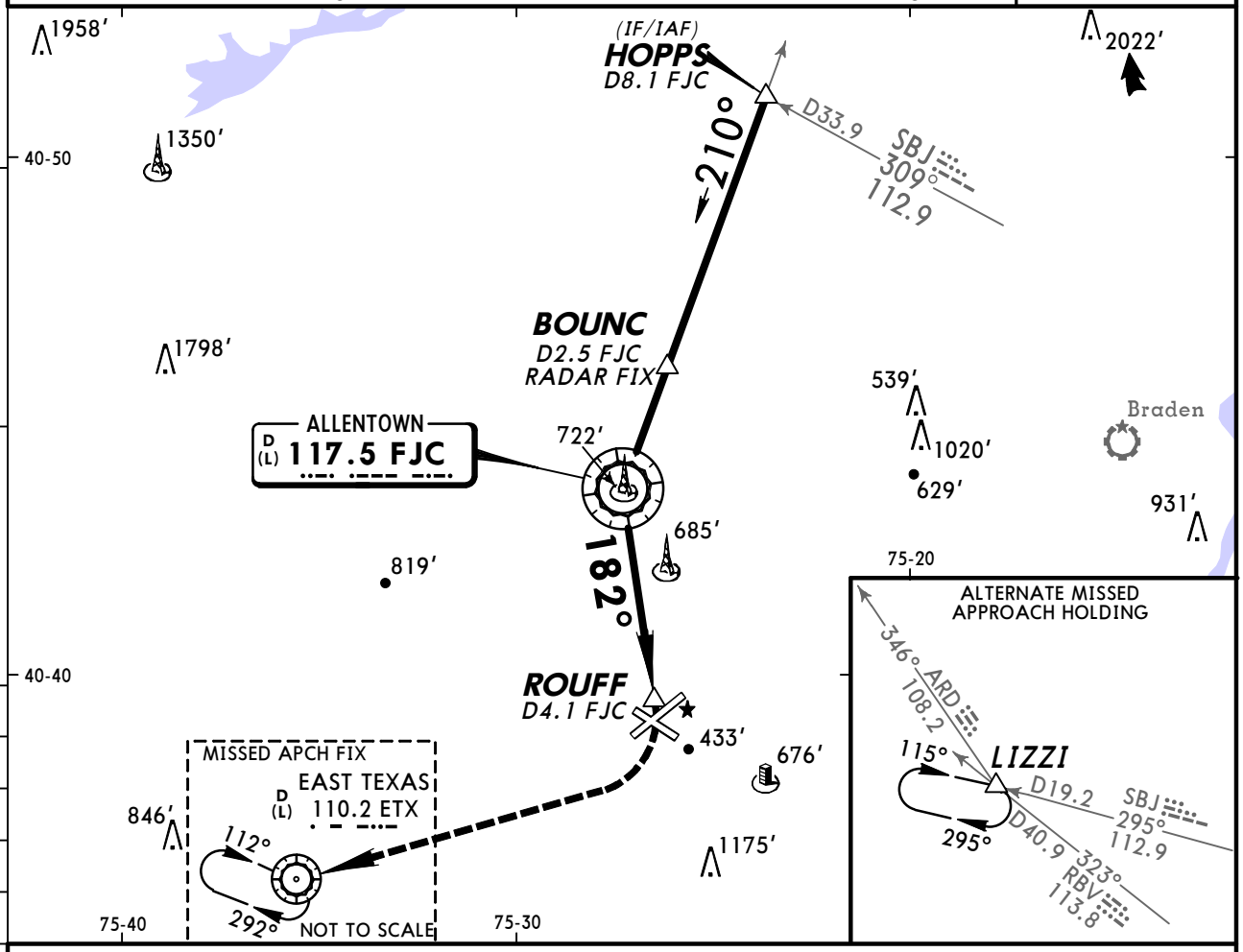
MISSED APCH: Climbing RIGHT turn to 3000′ direct ETX VOR and hold.

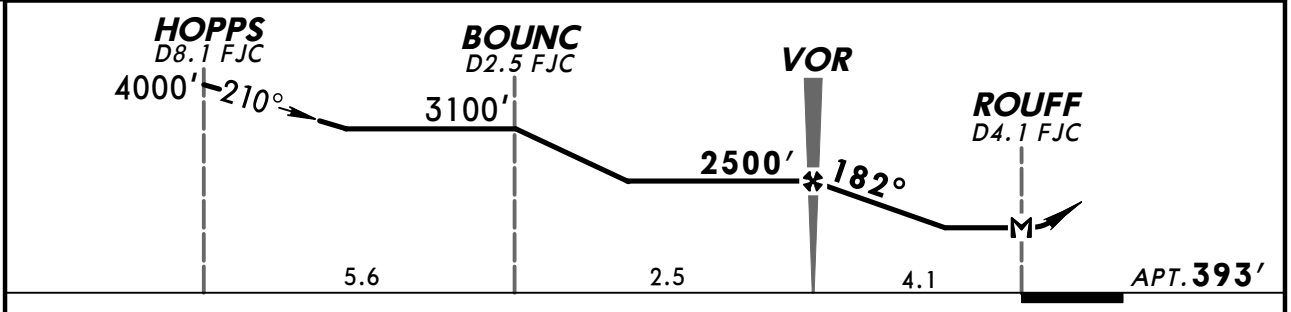
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **DME or RADAR required.**
2. Use local altimeter setting; if not recieved, use Quakertown altimeter setting.



MSA FJC VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at ROUFF or VOR to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32

Lighting - Refer to Airport Chart | 3000′ RT | D | ETX 110.2

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Quakertown Altimeter Setting MDA(H)
A	90	940′ (547′)-1	1000′ (607′)-1
B	120		
C	140	940′ (547′)-1½	1000′ (607′)-1½
D	165	980′ (587′)-2	1040′ (647′)-2

BRIEFING STRIP™

TERPS AMEND 9

CHANGES: Procedure.

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General Information

Location: Pittsburgh PA USA
IATA Code: AGC
Lat/Long: N40° 21.3' W079° 55.8'
Elevation: 1252 ft

Airport Use: Public
Magnetic Variation: 9.2°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: 1157 Z
Sunset: 2308 Z,

Runway Information

Runway: 10
Length x Width: 6501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1251 ft
Lighting: Edge, REIL

Runway: 13
Length x Width: 3825 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1245 ft
Lighting: Edge

Runway: 28
Length x Width: 6501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1251 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 3825 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1249 ft
Lighting: Edge, REIL

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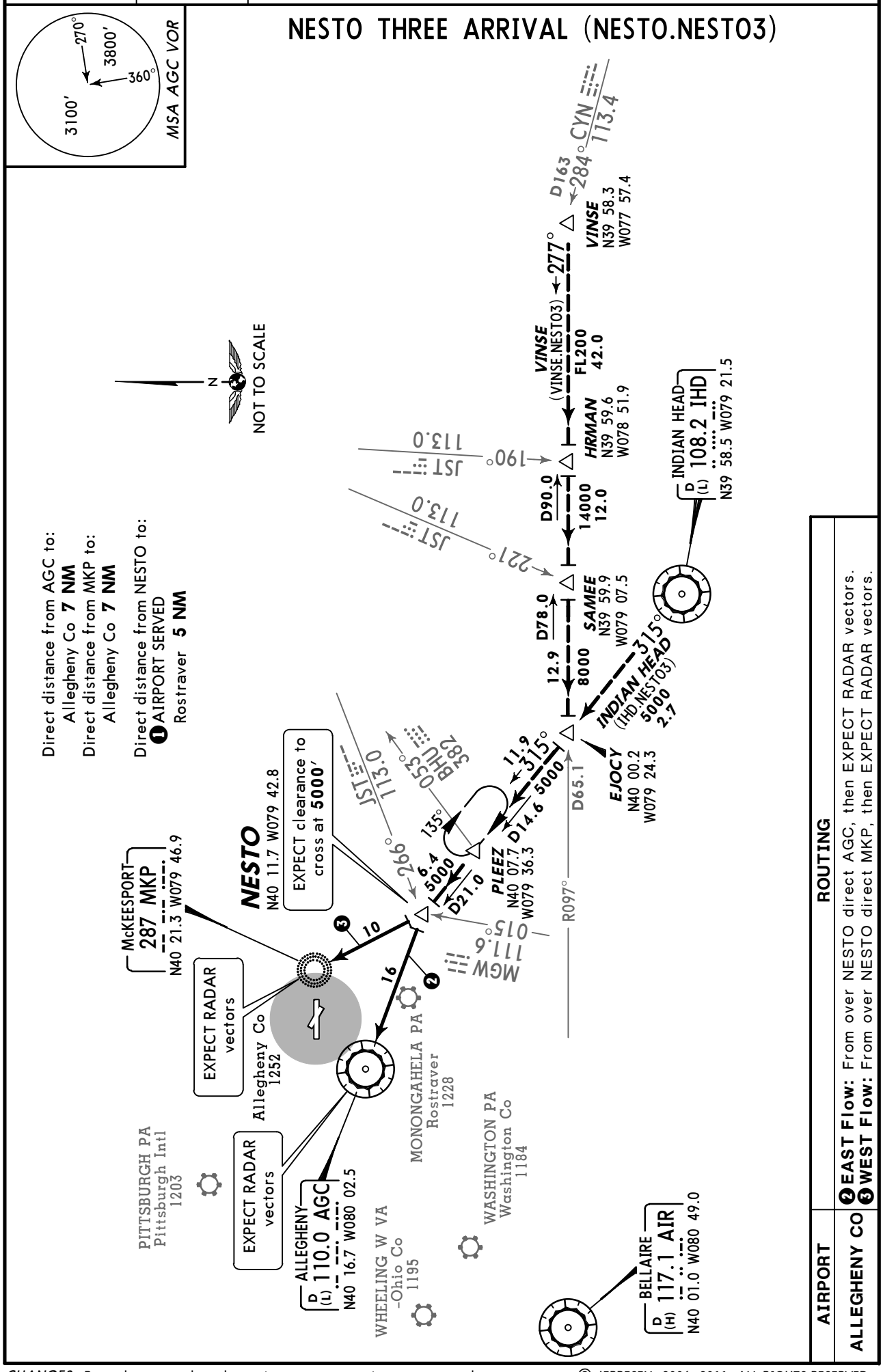
Communication Information

ATIS 120.55
Allegheny Co Tower 121.1
Allegheny Co Ground Control 121.7
Pittsburgh Approach Control 119.35
Pittsburgh Departure Control 119.35
Allegheny Co Unicom 122.95
Altoona Flight Service Station 122.4 RCO
Altoona Flight Service Station 122.2 RCO
Altoona Flight Service Station 122.1 RCO
Altoona Flight Service Station 110.0 RCO

ALLEGHENY CO ATIS 120.55	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Also Serves ❶

NESTO THREE ARRIVAL (NESTO.NESTO3)



AIRPORT	ROUTING
ALLEGHENY CO	❷ **EAST Flow:** From over NESTO direct AGC, then EXPECT RADAR vectors. ❸ **WEST Flow:** From over NESTO direct MKP, then EXPECT RADAR vectors.

CHANGES: Procedure renumbered, routing text, note, airways removed.

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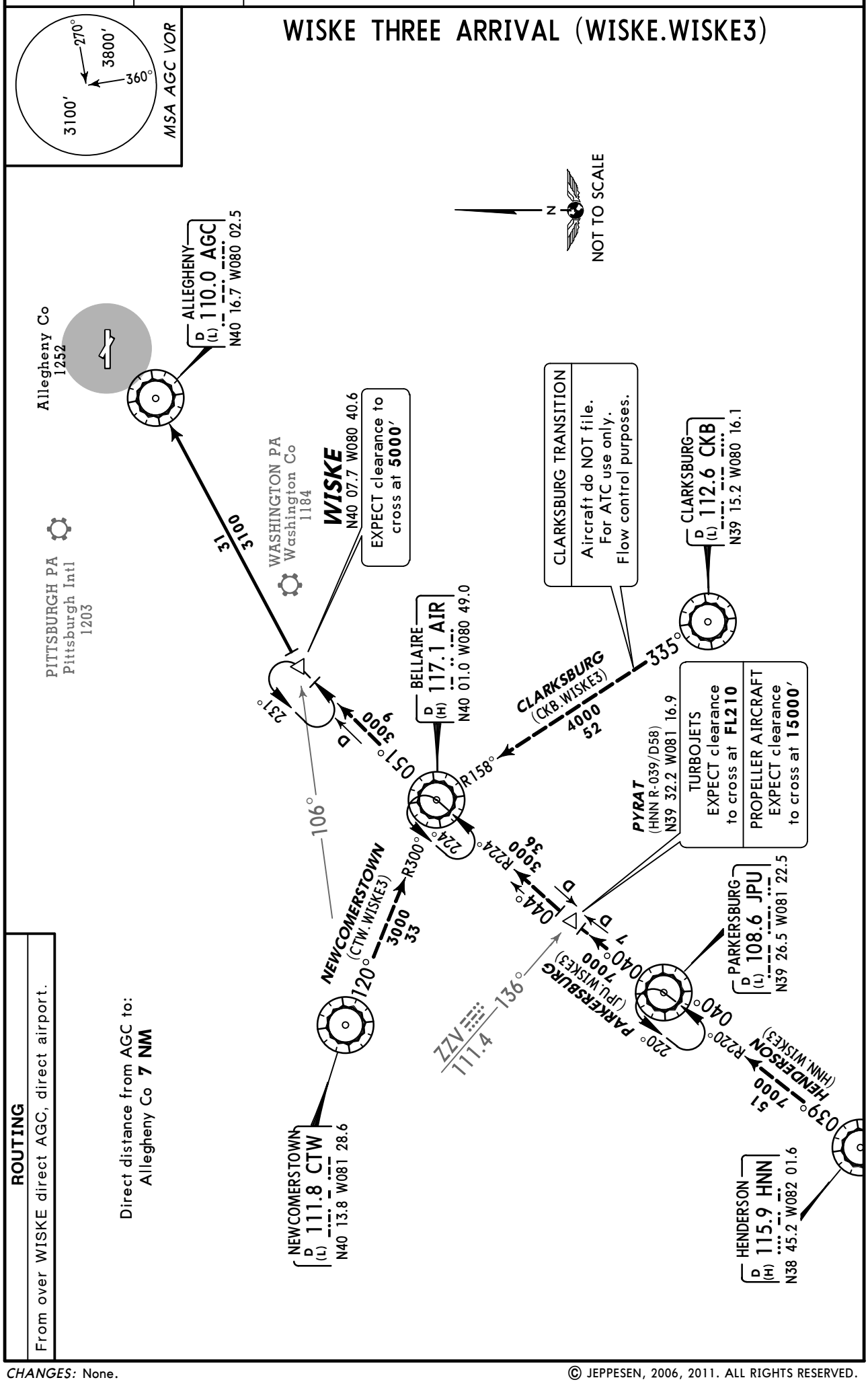
ATIS	Apt Elev	
120.55	See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

WISKE THREE ARRIVAL (WISKE.WISKE3)



ROUTING

From over WISKE direct AGC, direct airport.

Direct distance from AGC to: Allegheny Co **7 NM**

CHANGES: None.

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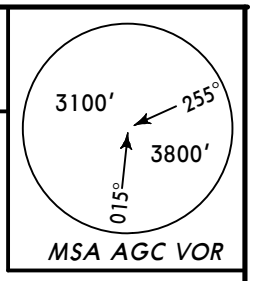
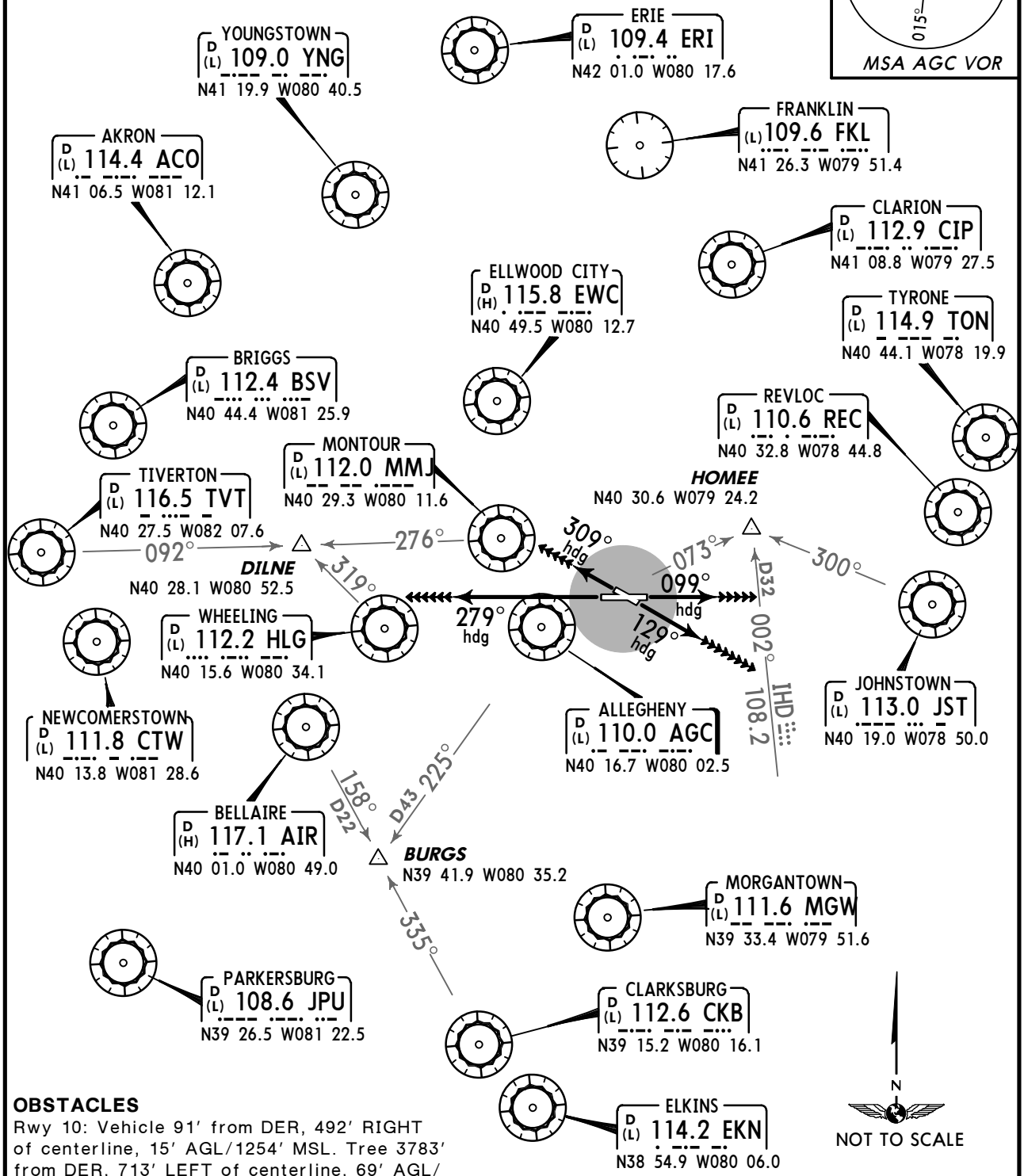
PITTSBURGH Departure (R)	Apt Elev	
119.35	1252′	Trans level: FL180 Trans alt: 18000′ RADAR required.



ALLEGHENY FIVE DEPARTURE (AGC5.AGC)



OBSTACLES

Rwy 10: Vehicle 91′ from DER, 492′ RIGHT of centerline, 15′ AGL/1254′ MSL. Tree 3783′ from DER, 713′ LEFT of centerline, 69′ AGL/1352′ MSL.

Rwy 13: Vehicle 73′ from DER, 412′ RIGHT of centerline, 15′ AGL/1254′ MSL. Trees beginning 385′ from DER, 120′ RIGHT of centerline, up to 40′ AGL/1268′ MSL.

Rwy 31: Pole 265′ from DER, 298′ RIGHT of centerline, 49′ AGL/1263′ MSL.

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

Rwys 10, 13, 28, 31: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB	ALTITUDE
10	Climb via heading 099° to **1700′.**	Climb and **MAINTAIN 3000′**
13	Climb via heading 129° to **1700′.**	
28	Climb via heading 279° to **1700′.**	
31	Climb via heading 309° to **1700′.**	

ROUTING

EXPECT RADAR vectors to filed/assigned route and/or depicted fix. All aircraft cleared as filed. EXPECT further clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised, runways 5/23 closed.

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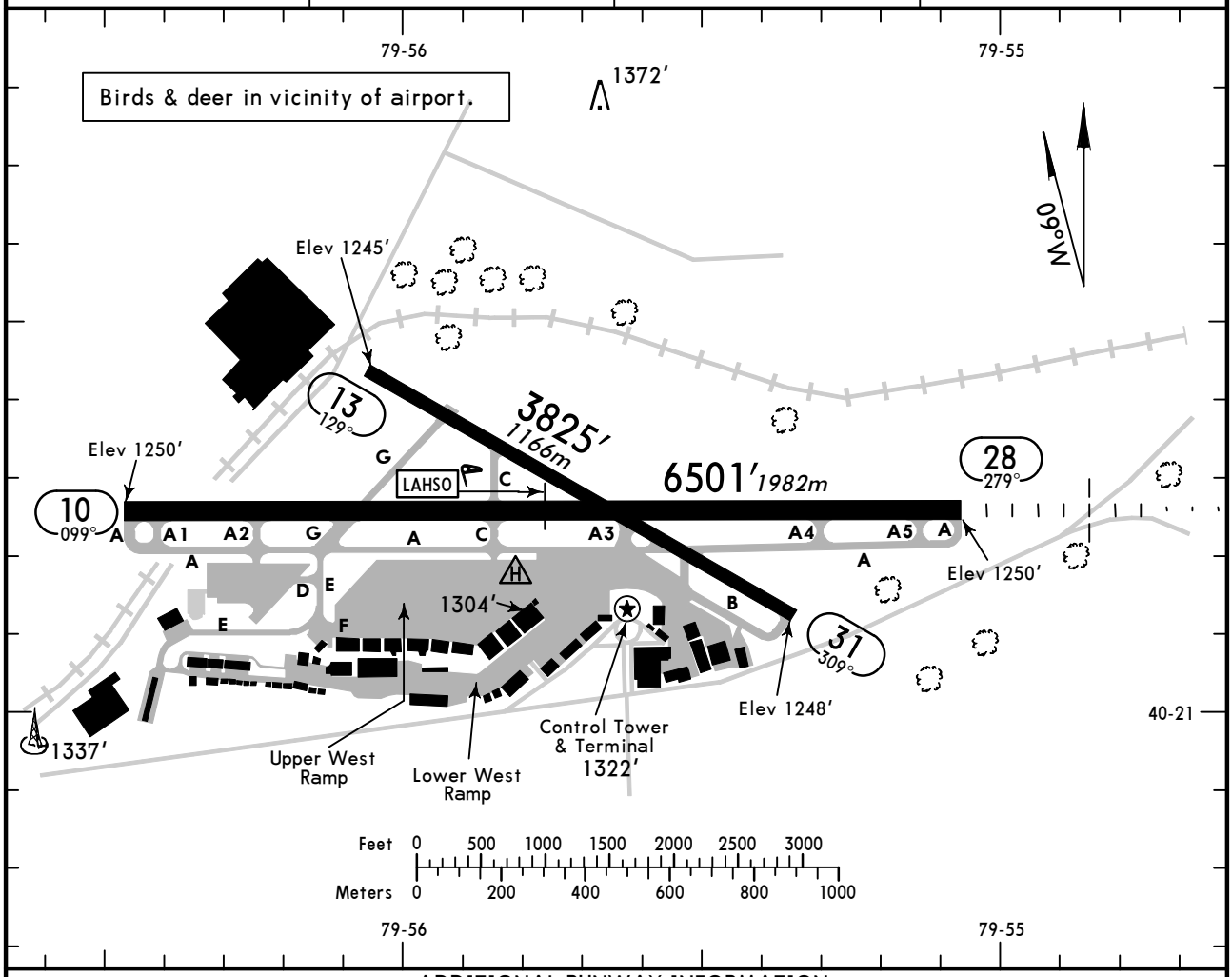
ATIS	ALLEGHENY Ground	Tower	PITTSBURGH Departure (R)
120.55	121.7	121.1	119.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
10	HIRL REIL VASI-L		5600′ *1707m*	13/31 3250′ *991m*		150′ *46m*
28	HIRL MALSR RVR		5541′ *1689m*			
13 31	HIRL REIL grooved					100′ *30m*

TAKE-OFF	All Rwys: Adequate Vis Ref	All Rwys: STD	FOR FILING AS ALTERNATE	ILS Rwy 10 ILS Rwy 28	RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28 LOC Rwy 10 LOC Rwy 28	Authorized Only When Local Weather Available: VOR-A
1 & 2 Eng	RVR 16 or ¼	RVR 50 or 1	A	600-2	800-2	800-2
			B			
3 & 4 Eng		RVR 24 or ½	C			NA
			D			

AMEND 8

CHANGES: Airport diagram.

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ATIS	PITTSBURGH Approach (R)	ALLEGHENY Tower	Ground
120.55	119.35	121.1	121.7

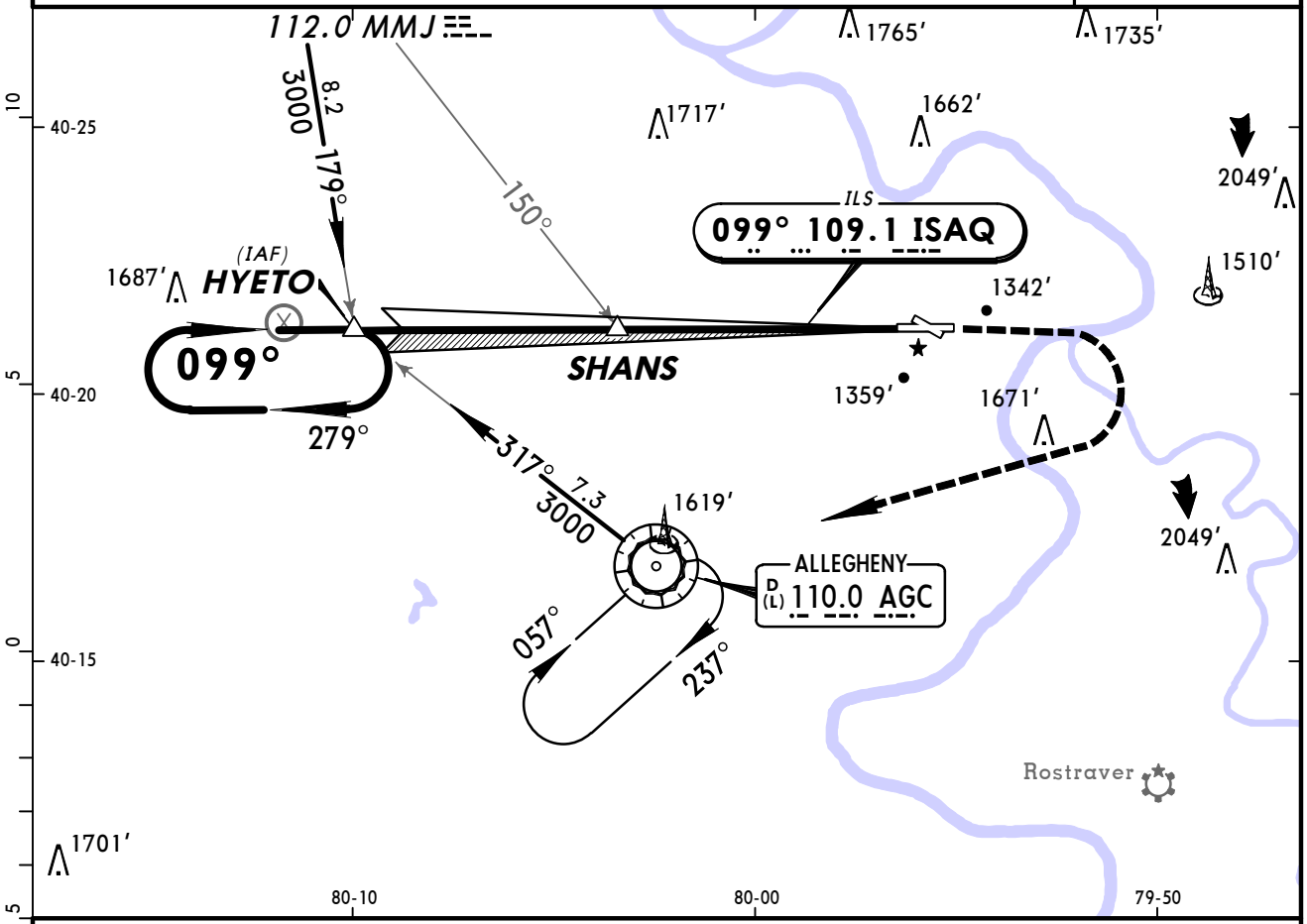
BRIEFING STRIP™

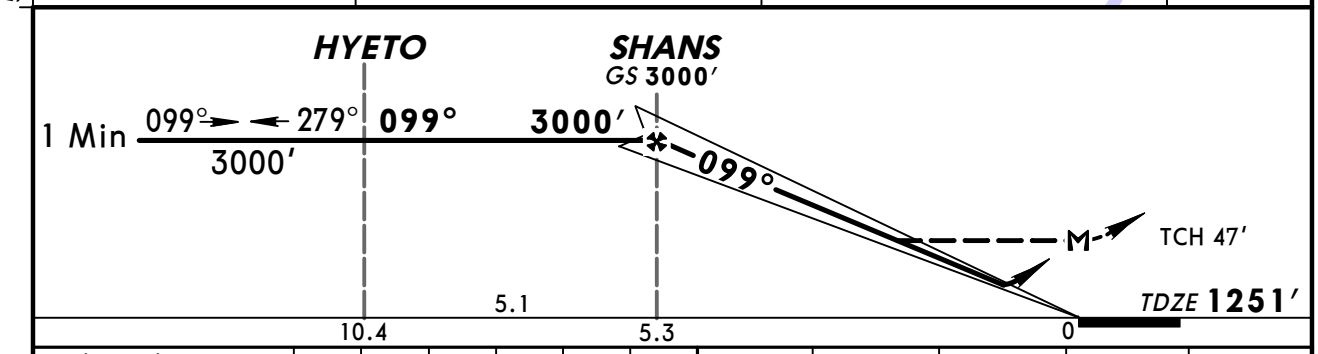
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1252′
ISAQ 109.1	099°	SHANS 3000′ (1749′)	1451′ (200′)	TDZE 1251′

MISSED APCH: Climb to 2000′, then climbing RIGHT turn to 3000′ direct AGC VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA AGC VOR: 3100′ (270°), 3800′ (360°)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
SHANS to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

REIL
VASI-L

2000′ ↑ | 3000′ ↱ RT | D | AGC 110.0

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 1451′ (200′)	LOC (GS out) MDA(H) 1740′ (489′)	Max Kts	CIRCLE-TO-LAND MDA(H)
A	3/4	1	90	1740′ (488′)-1
B			120	
C		1 1/4	140	1740′ (488′)-1 1/2
D		1 1/2	165	1820′ (568′)-2

TERPS AMEND 5A

CHANGES: None.

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ATIS	PITTSBURGH Approach (R)	ALLEGHENY Tower	Ground
120.55	119.35	121.1	121.7

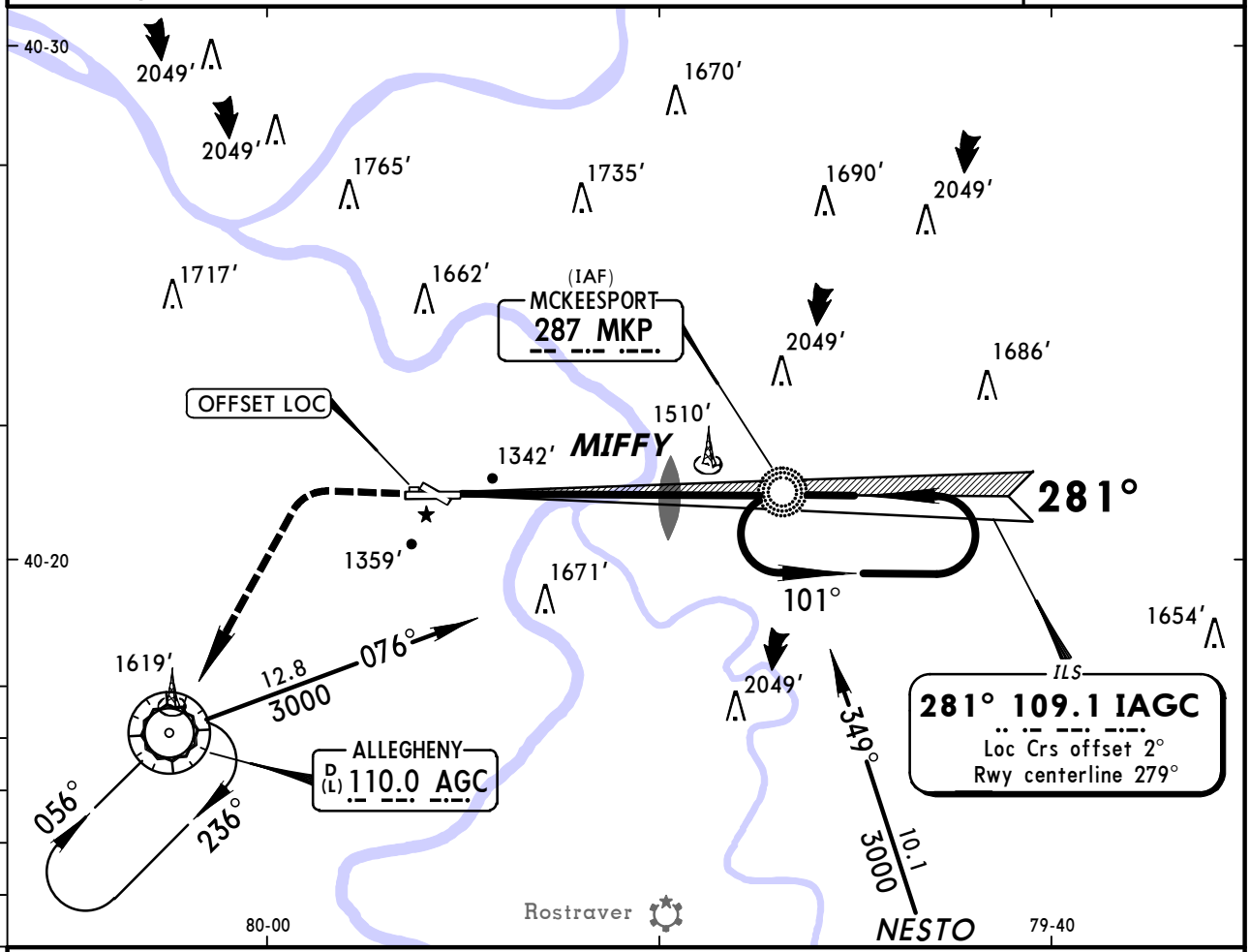
BRIEFING STRIP™

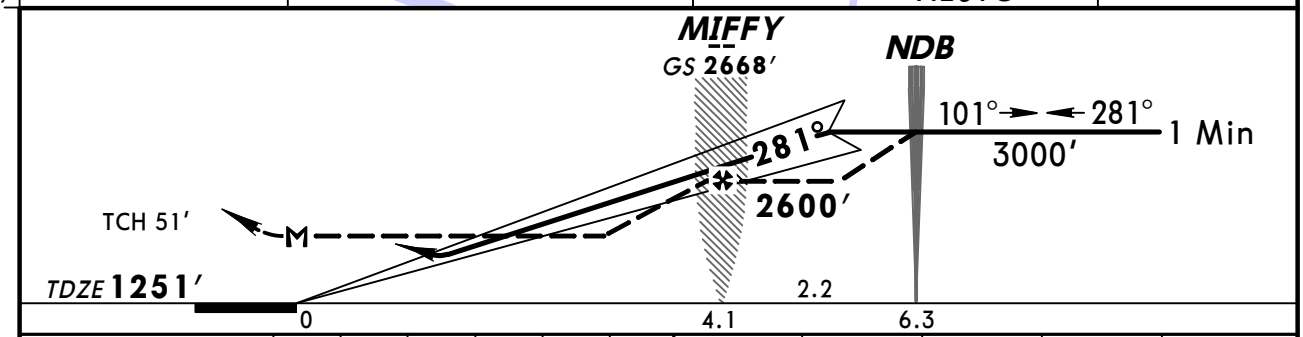
LOC IAGC	Final Apch Crs	GS MIFFY	ILS DA(H)	Apt Elev 1252′
109.1	281°	2668′ (1417′)	1451′ (200′)	TDZE 1251′

MISSED APCH: Climb to 2000′, then climbing LEFT turn to 3000′ direct AGC VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF required. 2. Offset Localizer.

3100′ 245° 4000′ 015°
MSA MKP NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MIFFY to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

MALSR | 2000′ | 3000′ LT | D | AGC 110.0

TERPS AMEND 28A

STRAIGHT-IN LANDING RWY 28

	ILS [1] DA(H) 1451′ (200′)		LOC (GS out) MDA(H) 1660′ (409′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D					

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

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (488′) - 1
120	
140	1740′ (488′) - 1½
165	1820′ (568′) - 2

CHANGES: Procedure title, minimums.

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KAGC/AGC
ALLEGHENY CO

JEPPESEN
19 OCT 07 (12-1) Eff 25 Oct

PITTSBURGH, PA
RNAV (GPS) Rwy 10

BRIEFING STRIP™

ATIS	PITTSBURGH Approach (R)	ALLEGHENY Tower	Ground
120.55	119.35	121.1	121.7

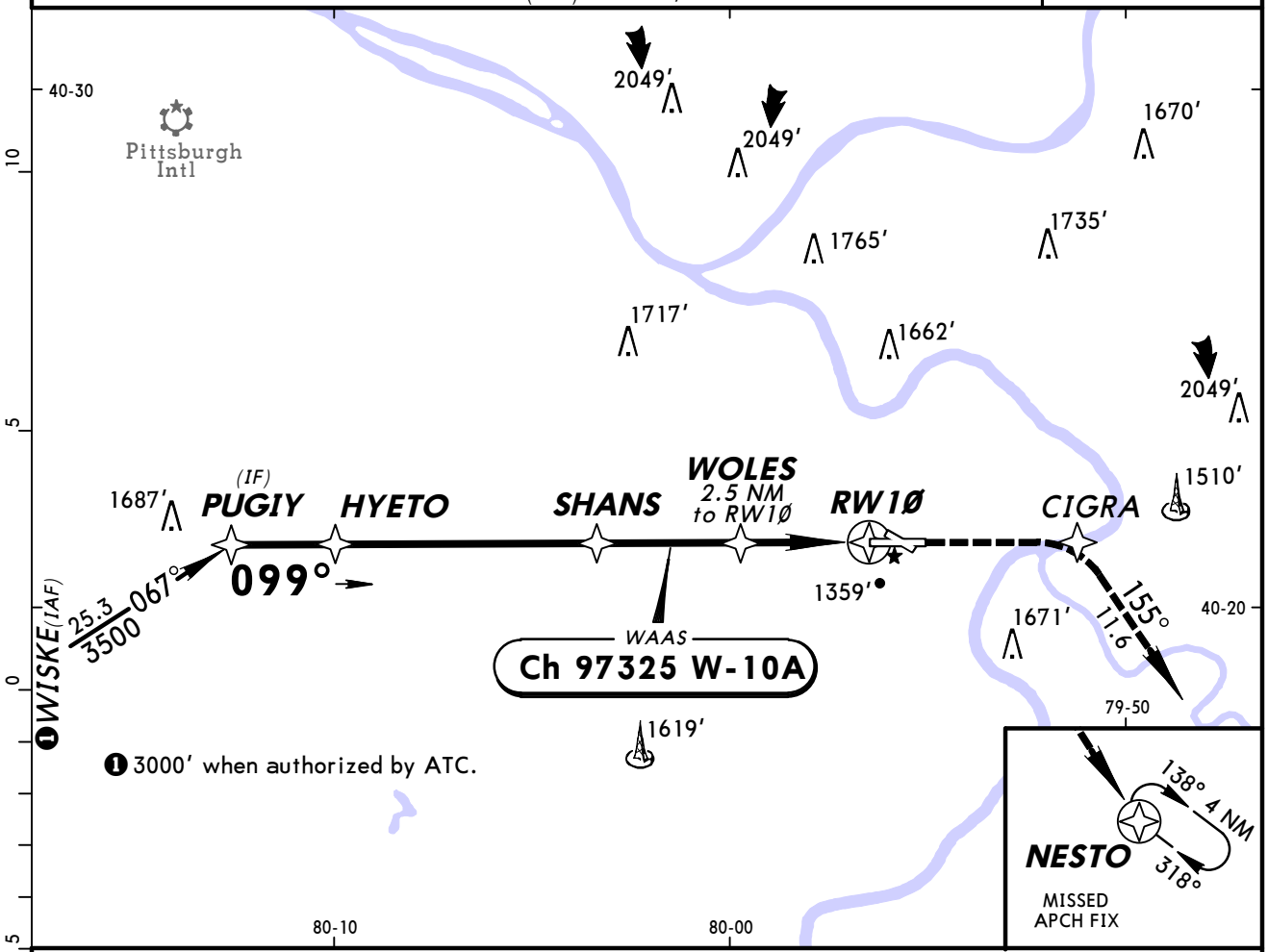
WAAS	Final Apch Crs	Minimum Alt SHANS	LPV DA(H)	Apt Elev 1252′
Ch 97325 W-10A	099°	3000′ (1749′)	1501′ (250′)	TDZE 1251′

MISSED APCH: Climb to 3100′ direct CIGRA and via 155° track to NESTO and hold.

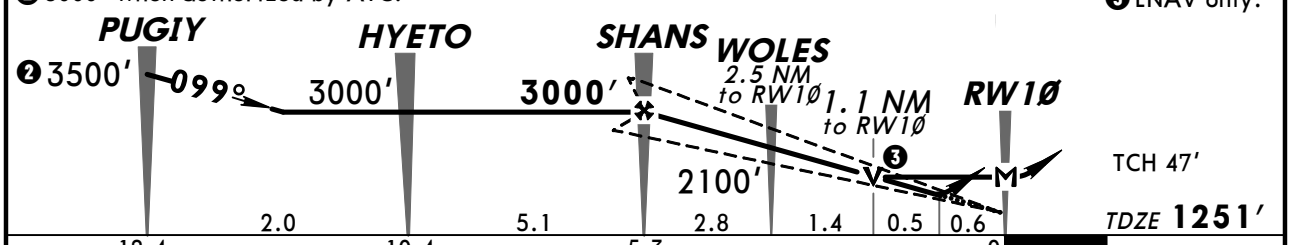
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. BARO-VNAV not authorized below -17°C (2°F). 2. DME/DME RNP-0.3 not authorized.

3800′
MSA RW1Ø



❷ 3000′ when authorized by ATC. ❸ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1Ø						

REIL
VASI-L
3100′
CIGRA

TERPS AMEND 3

STRAIGHT-IN LANDING RWY 10

	LPV DA(H) 1501′(250′)	LNAV/VNAV DA(H) 1642′(391′)	LNAV MDA(H) 1660′(409′)
A	3/4	1¼	1
B			
C			1¼
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′(488′) -1¼
120	
140	1740′(488′) -1½
165	1820′(568′) -2

CHANGES: Chart reindexed.

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KAGC/AGC
ALLEGHENY CO

JEPPESEN
19 OCT 07 (12-2) Eff 25 Oct

PITTSBURGH, PA
RNAV (GPS) Rwy 28

ATIS	PITTSBURGH Approach (R)	ALLEGHENY Tower	Ground
120.55	119.35	121.1	121.7

BRIEFING STRIP™

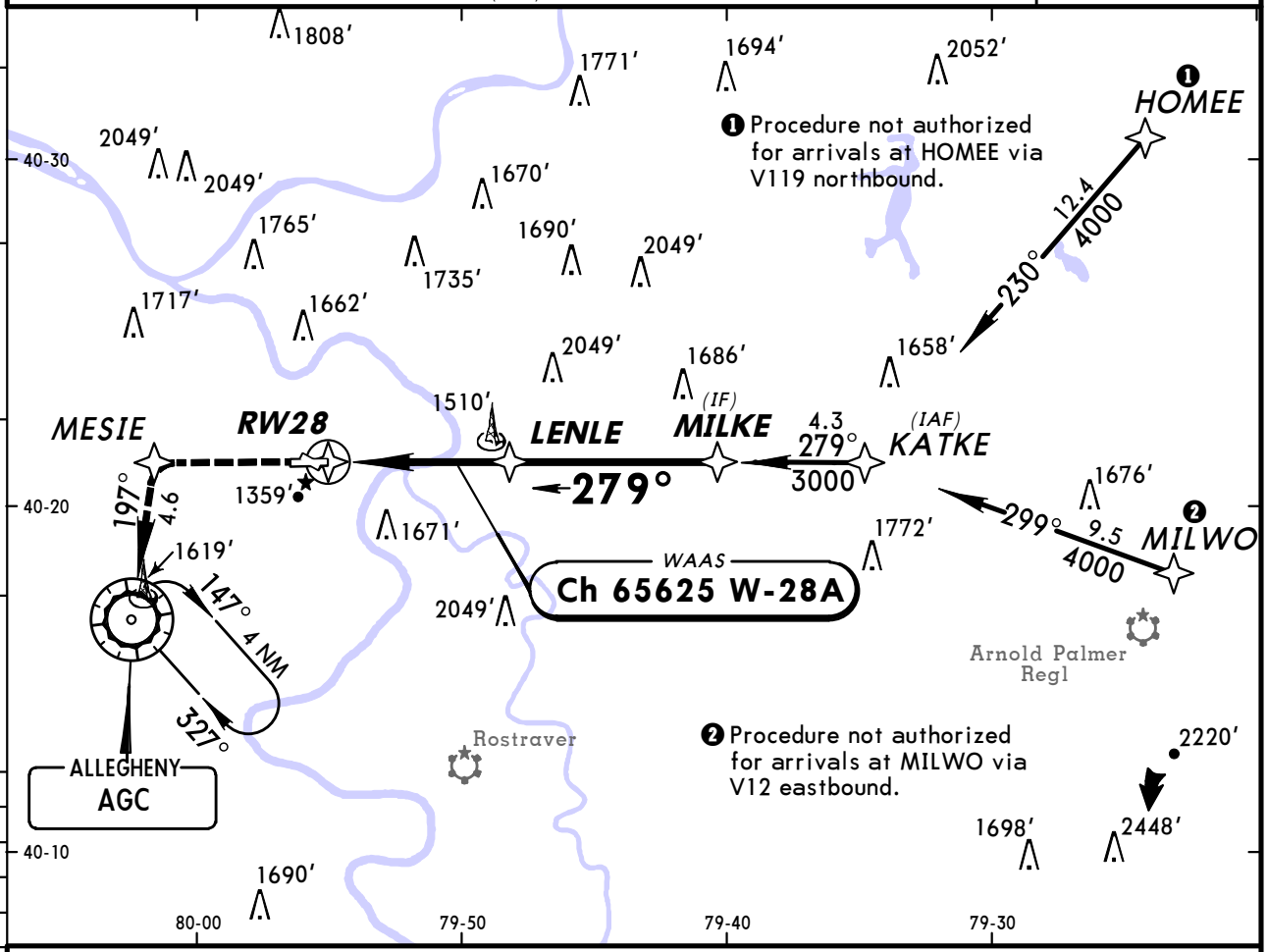
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1252′
Ch 65625 W-28A	279°	LENLE 3000′ (1749′)	1563′ (312′)	TDZE 1251′

MISSED APCH: Climb to 3000′ direct MESIE and via 197° track to AGC VOR and hold.

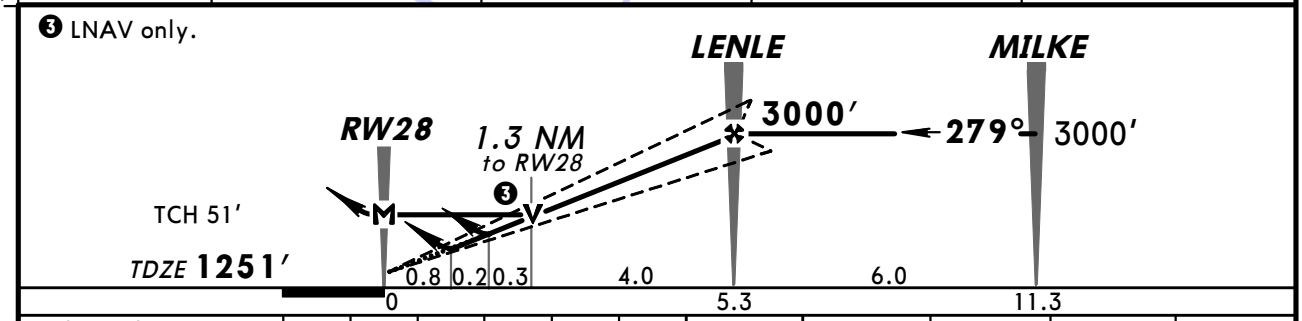
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. BARO-VNAV not authorized below -17°C (2°F). 2. DME/DME RNP-0.3 not authorized.

3800′
MSA RW28



❸ LNAV only.



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

MALSR 3000′ MESIE

STRAIGHT-IN LANDING RWY 28

	LPV DA(H)1563′(312′)		LNAV/VNAV DA(H)1625′(374′)		LNAV MDA(H)1700′(449′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′(488′)-1¼
120	
140	1740′(488′)-1½
165	1820′(568′)-2

AMEND 3 TERPS

CHANGES: Chart reindexed.

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ATIS	PITTSBURGH Approach (R)	ALLEGHENY Tower	Ground
120.55	119.35	121.1	121.7

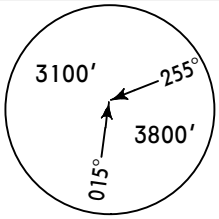
BRIEFING STRIP™

VOR AGC	Final Apch Crs	Minimum Alt VOR	MDA(H) Refer to Minimums	Apt Elev
110.0	056°	3000′ (1748′)		1252′

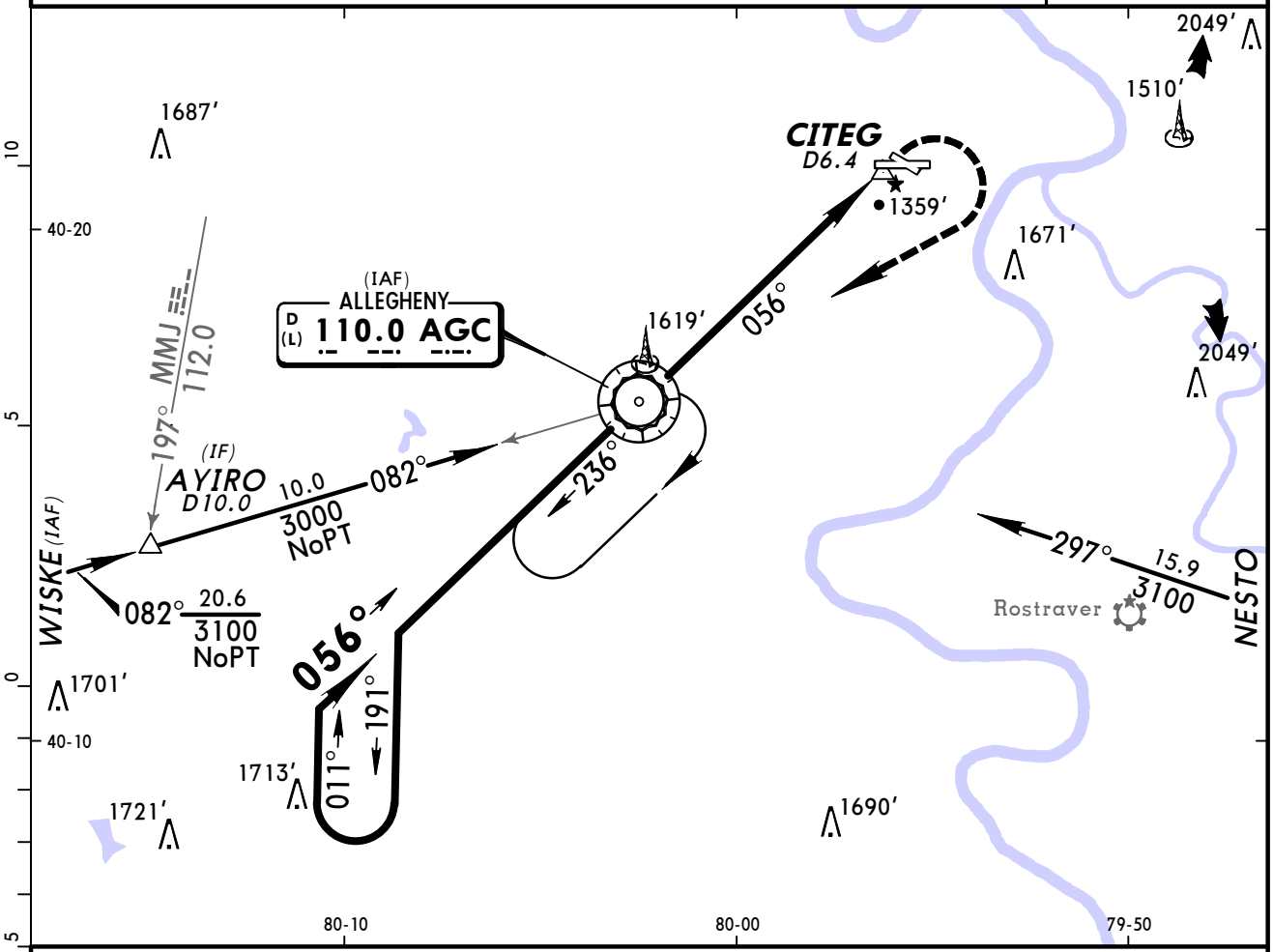
MISSED APCH: Climbing RIGHT turn to 3000′ direct AGC VOR and hold.

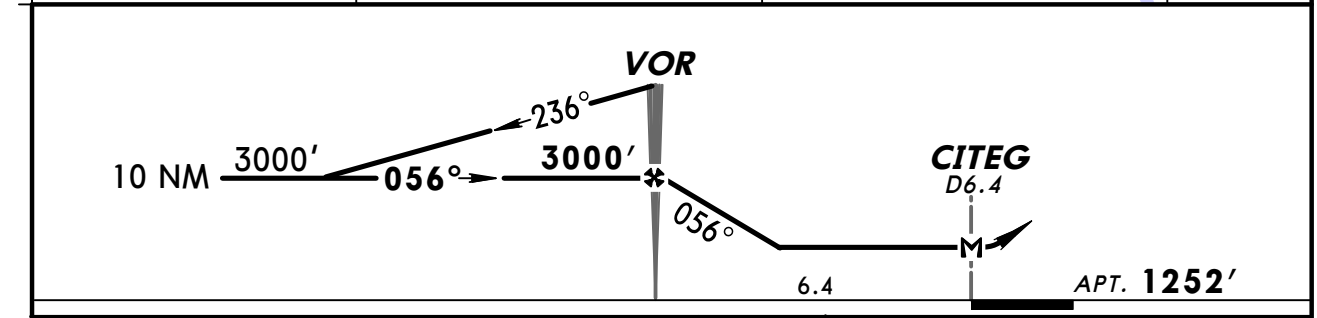
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Pittsburg Intl altimeter setting.



MSA AGC VOR





Gnd speed-Kts		70	90	100	120	140	160
MAP at CITEG or VOR to MAP	6.4	5:29	4:16	3:50	3:12	2:45	2:24

Lighting - Refer to Airport Chart | 3000′ RT | D | AGC 110.0

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Pittsburg Intl Altimeter Setting MDA(H)
A	90	1740′ (488′) -1	1800′ (548′) -1
B	120		
C	140	1740′ (488′) -1½	1800′ (548′) -1½
D		NA	NA

AMEND 0 TERPS

CHANGES: New procedure.

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General Information

Location: Wilkes-Barre PA USA
IATA Code: AVP
Lat/Long: N41° 20.3' W075° 43.4'
Elevation: 962 ft

Airport Use: Public
Magnetic Variation: 12.3°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure, 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: 1141 Z
Sunset: 2251 Z,

Runway Information

Runway: 04
Length x Width: 7501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 962 ft
Lighting: Edge, ALS

Runway: 10
Length x Width: 4300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 922 ft
Lighting: Edge, REIL

Runway: 22
Length x Width: 7501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 933 ft
Lighting: Edge, REIL

Runway: 28
Length x Width: 4300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 935 ft
Lighting: Edge, REIL

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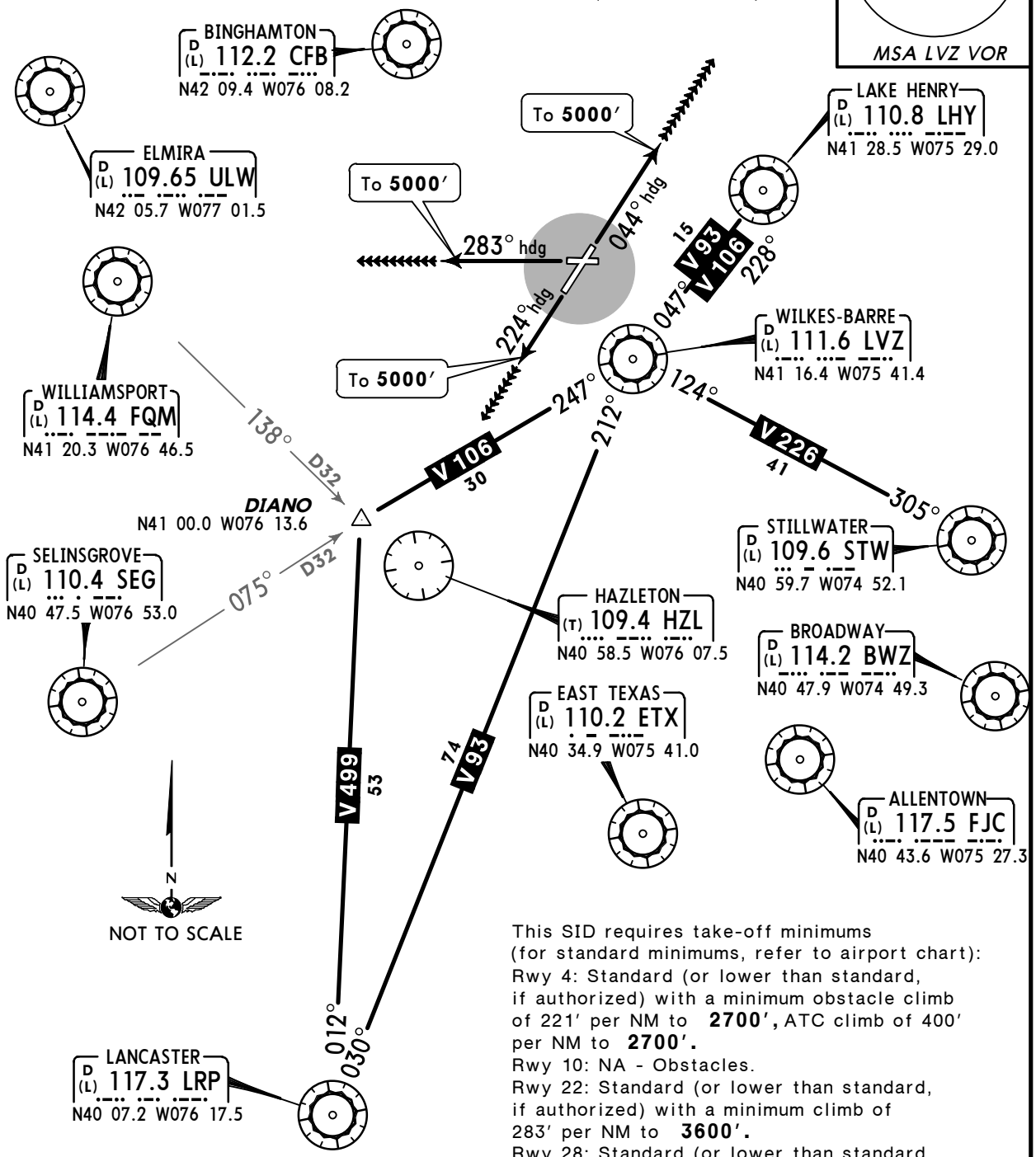
Communication Information

ATIS 111.6
Wilkes-Barre Tower 120.1
Wilkes-Barre Ground Control 121.9
Wilkes-Barre Approach Control 126.3 (101°-279°)
Wilkes-Barre Approach Control 124.5 (280°-100°)
Wilkes-Barre Approach TRSA 126.3 (101°-279°) Out to 20 mi.
Wilkes-Barre Approach TRSA 124.5 (280°-100°) Out to 20 mi.
Wilkes-Barre Departure Control 126.3 (101°-279°)
Wilkes-Barre Departure Control 124.5 (280°-100°)
Wilkes-Barre-Scranton Int Unicom 122.95
Williamsport Radio 122.6 RCO
Williamsport Radio 122.2 RCO

WILKES-BARRE Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000′
NORTH	SOUTH	962′	RADAR required.
124.5	126.3		

4000′
MSA LVZ VOR

SCRANTON FOUR DEPARTURE (AVP4.AVP)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 4: Standard (or lower than standard, if authorized) with a minimum obstacle climb of 221′ per NM to **2700′,** ATC climb of 400′ per NM to **2700′.**
Rwy 10: NA - Obstacles.
Rwy 22: Standard (or lower than standard, if authorized) with a minimum climb of 283′ per NM to **3600′.**
Rwy 28: Standard (or lower than standard, if authorized) with a minimum climb of 263′ per NM to **2100′.**

Gnd speed-KT	75	100	150	200	250	300
221′ per NM	276	368	553	737	921	1105
263′ per NM	329	438	658	877	1096	1315
283′ per NM	354	472	708	943	1179	1415
400′ per NM	500	667	1000	1333	1667	2000

OBSTACLES
Rwy 4: Tree 5852′ from DER, 1646′ LEFT of centerline, 73′ AGL/1064′ MSL. Tree 1.2 NM from DER, 172′ RIGHT of centerline, 100′ AGL/1119′ MSL.
Rwy 22: Tree 1.4 NM from DER, 2577′ LEFT of centerline, 100′ AGL/1279′ MSL. Tower 1.8 NM from DER, 2177′ RIGHT of centerline, 352′ AGL/1293′ MSL.

RWY	INITIAL CLIMB
4	Climb heading 044° to **5000′.**
22	Climb heading 224° to **5000′.**
28	Climb heading 283° to **5000′.**

ROUTING

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

CHANGES: Procedure renumbered, revised, communications.

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KAVP/AVP

Apt Elev **962′**

N41 20.3 W075 43.4

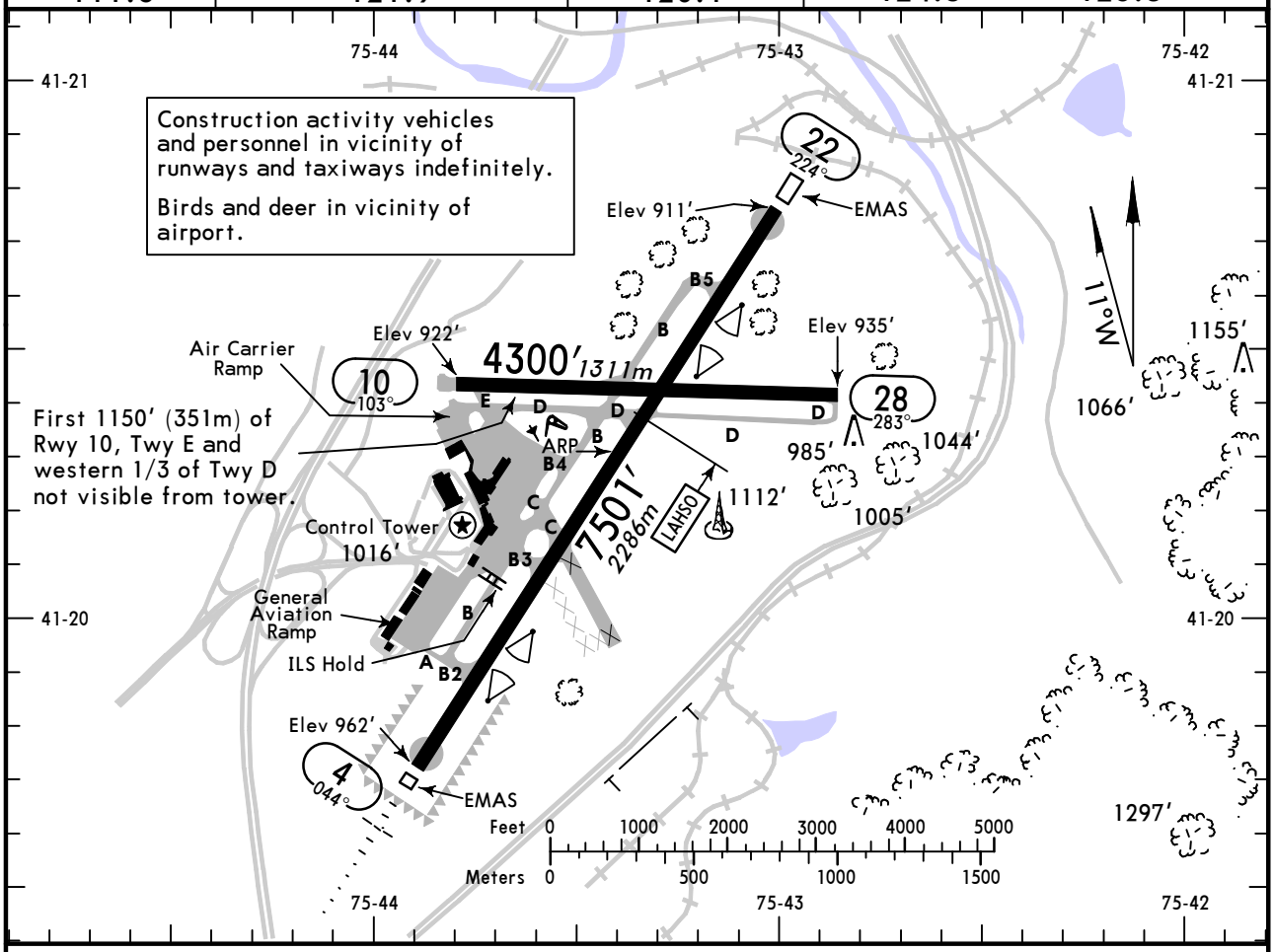
JEPPESEN

23 DEC 11 (10-9)

WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL

ATIS	WILKES-BARRE Ground	Tower	WILKES-BARRE Departure (R) 280°-100°	101°-279°
111.6	121.9	120.1	124.5	126.3



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
4 ❶ 22	HIRL	MALSR	❸PAPI-R	grooved	RVR		6300′*1920m*	10/28 4700′*1433m*		150′ *46m*
	HIRL	REIL	VASI-L	grooved	RVR		6653′*2028m*			
10 ❷ 28	MIRL	REIL		grooved						150′ *46m*

❶ Precipitous drop-off each runway end.
❷ Rwy 10 closed for landings.
❸ Angle 3.0°

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 28		Rwy 4			Rwy 22			Rwy 10
	Adequate Vis Ref	STD	With Mim climb of 240′/NM to 1300′ Adequate Vis Ref	STD	Other	With Mim climb of 240′/NM to 1400′ Adequate Vis Ref	STD	Other	
1 & 2 Eng	1/4	1	RVR 16 or 1/4	RVR 50 or 1	300-1½	RVR 16 or 1/4	RVR 50 or 1	400-2	NA
3 & 4 Eng		1/2		RVR 24 or 1/2			RVR 24 or 1/2		

OBSTACLE DP: Rwy 4, Climb via heading 044° and LHY VOR R-255 to cross LHY VOR at or above 3000′ before proceeding on course.
Rwy 22, Fly heading 224° to 1400′, then climbing right turn via heading 250° and LVZ VOR R-287 to 3000′ before proceeding on course.
Rwy 28, Fly heading 283° to 1400′, then climbing left turn via heading 250° and LVZ VOR R-287 to 3000′ before proceeding on course.

FOR FILING AS ALTERNATE

ILS Rwy 4 — LOC Rwy 4 — RNAV (GPS) Rwy 4
ILS Rwy 22 — LOC Rwy 22 — RNAV (GPS) Rwy 22

A	900-2
B	1000-2
C	1000-3
D	1300-3

AMEND 2

CHANGES: Rwy 22 RVR added, alternate minimums.

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KAVP/AVP — WILKES-BARRE/SCRANTON, PA

JEPPESEN

WILKES-BARRE/SCRANTON INTL — 11 NOV 11 — (11-1) — ILS or LOC DME Rwy 4

ATIS	WILKES-BARRE Approach (R) 280°-100°	101°-279°	WILKES-BARRE Tower	Ground
111.6	124.5	126.3	120.1	121.9

LOC IAVP	Final Apch Crs	GS JISAG	ILS DA(H)	Apt Elev 962′
109.9	045°	3900′ (2938′)	1212′ (250′)	TDZE 962′

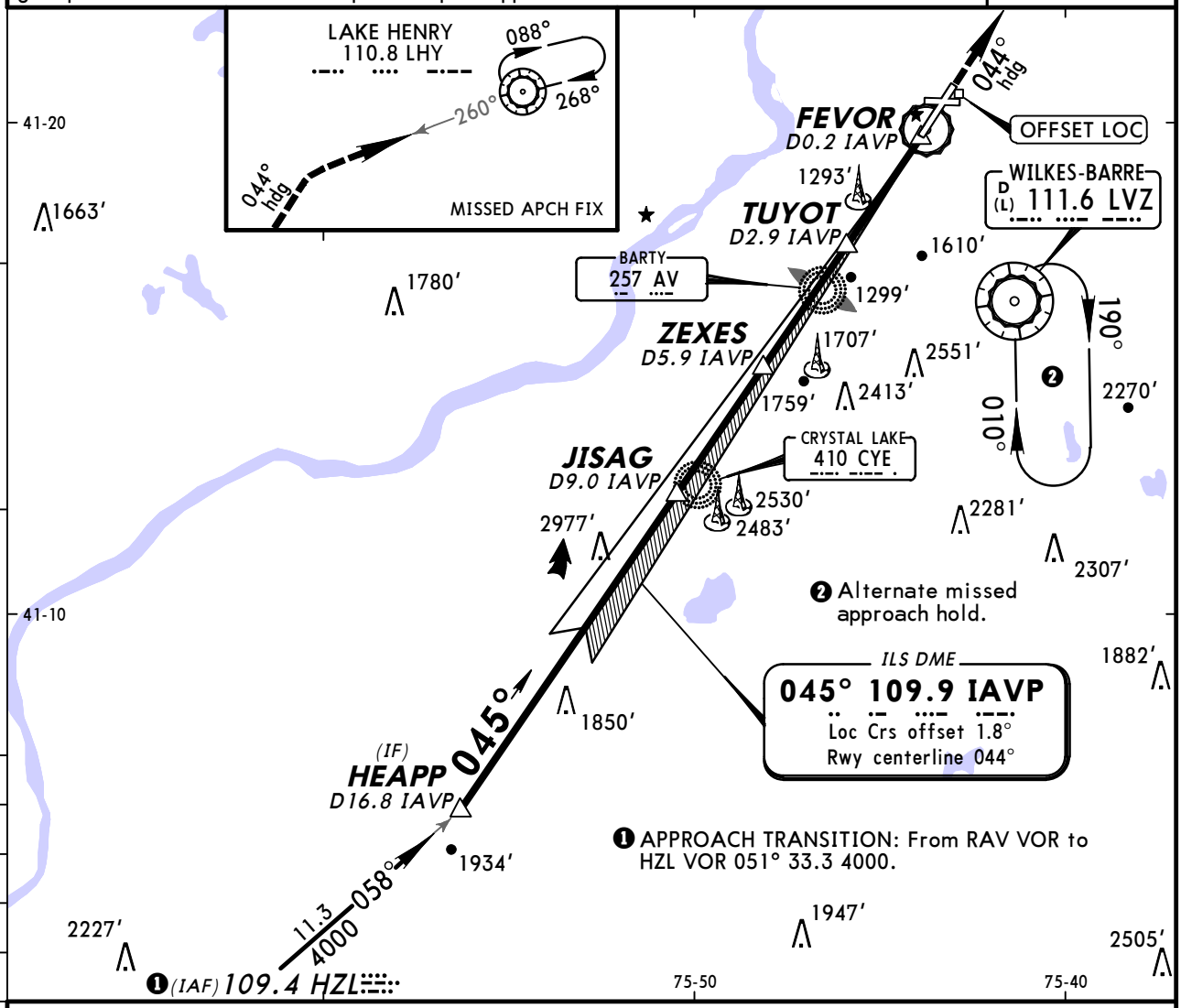
MISSED APCH: Climb to 4000′ via 044° heading and inbound on LHY VOR R-260 to LHY VOR and hold.

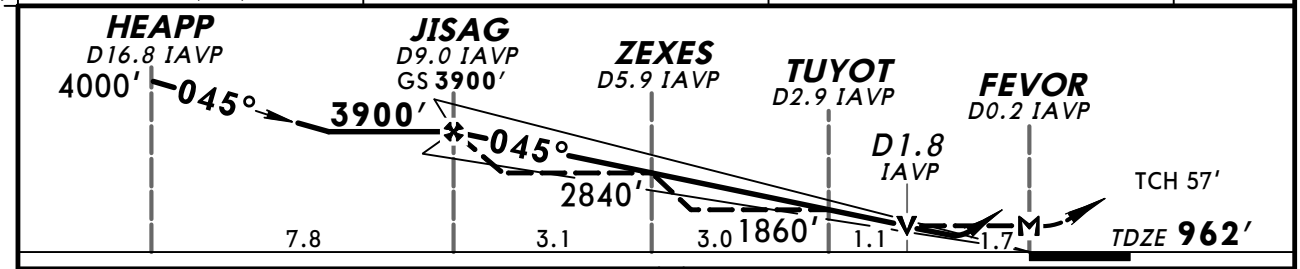
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. If local altimeter setting not received procedure not authorized. 2. VGSI and ILS glidepath not coincident. 3. Autopilot coupled approach not authorized below 2530′ MSL.

4000′ — MSA LVZ VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at FEVOR						

MALSR — PAPI — 4000′ via 044° hdg and LHY 110.8 R-260 — LHY 110.8

TERPS AMEND 35A 17 NOV 2011

	STRAIGHT-IN LANDING RWY 4					CIRCLE-TO-LAND	
	ILS DA(H) 1212′ (250′)		LOC (GS out) MDA(H) 1540′ (578′)				
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1840′ (878′)-1
B						120	1940′ (978′)-1½
C			RVR 50 or 1	1½		140	1940′ (978′)-3
D			RVR 60 or 1¼	1¾		165	2240′ (1278′)-3

CHANGES: Autopilot note added.

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KAVP/AVP
WILKES-BARRE/SCRANTON INTL

JEPPESEN 11 NOV 11 (11-2)

WILKES-BARRE/SCRANTON, PA
ILS or LOC DME Rwy 22

BRIEFING STRIP TM

ATIS	WILKES-BARRE Approach (R) 280°-100°	101°-279°	WILKES-BARRE Tower	Ground
111.6	124.5	126.3	120.1	121.9

LOC IIZK	Final Apch Crs	GS WEXIN	ILS DA(H)	Apt Elev 962'
109.9	225°	2800' (1867')	1183' (250')	TDZE 933'

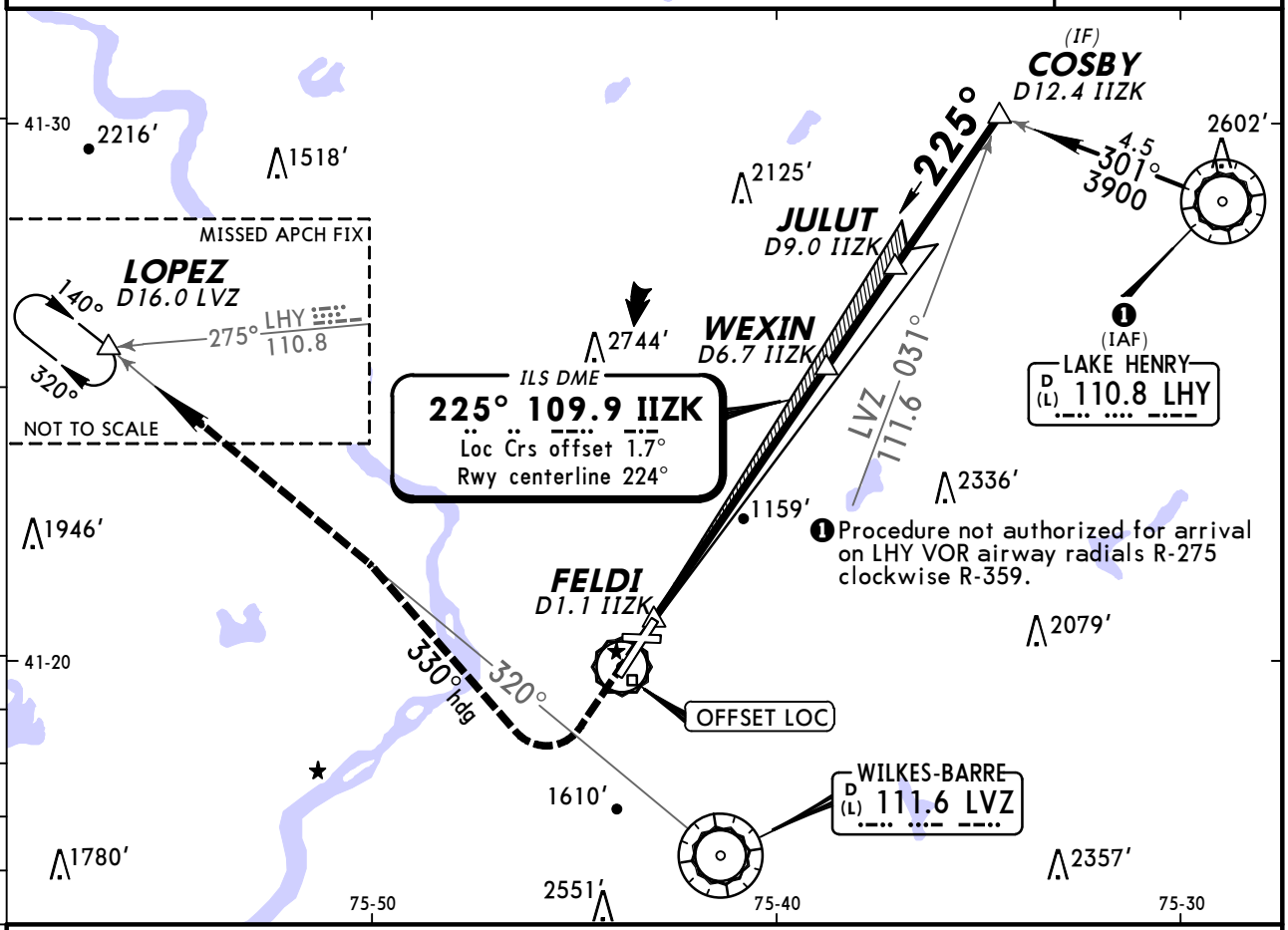
MISSED APCH: Climb to 1900' then climbing RIGHT turn to 4000' via 330° heading and outbound on LVZ VOR R-320 to LOPEZ INT/ D16.0 LVZ and hold.

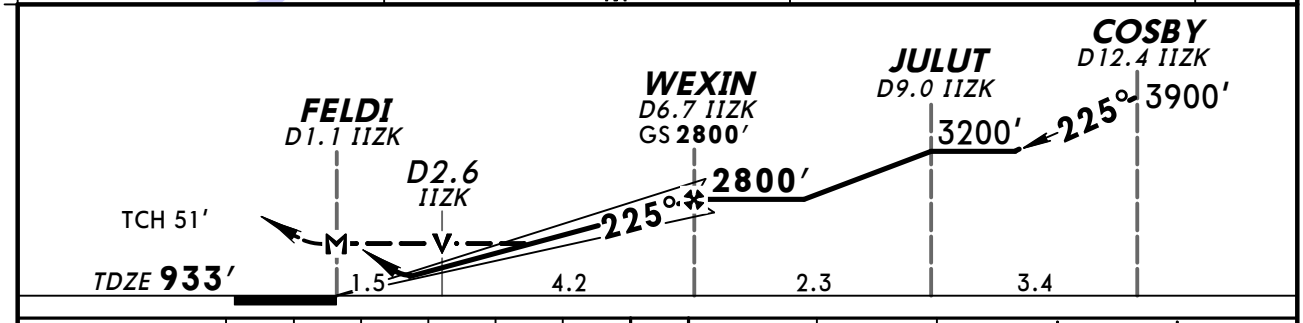
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. VGSI and ILS glidepath not coincident.

4000'

MSA LVZ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at FELDI						

REIL VASI-L 1900' 4000' RT via 330° hdg and LVZ 111.6 R-320

STRAIGHT-IN LANDING RWY 22

	ILS DA(H) 1183' (250')	LOC (GS out) MDA(H) 1420' (487')	Max Kts	CIRCLE-TO-LAND MDA(H)
A	1	1	90	1840' (878')-1
B			120	1940' (978')-1½
C		1¼	140	1940' (978')-3
D		1½	165	2240' (1278')-3

AMEND 6 TERPS

CHANGES: None.

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KAVP/AVP
WILKES-BARRE/SCRANTON INTL

JEPPESEN (12-1) 8 JAN 10 Eff 14 Jan

WILKES-BARRE/SCRANTON, PA
RNAV (GPS) Rwy 4

BRIEFING STRIP™

ATIS	WILKES-BARRE Approach (R) 280°-100°	101°-279°	WILKES-BARRE Tower	Ground
111.6	124.5	126.3	120.1	121.9

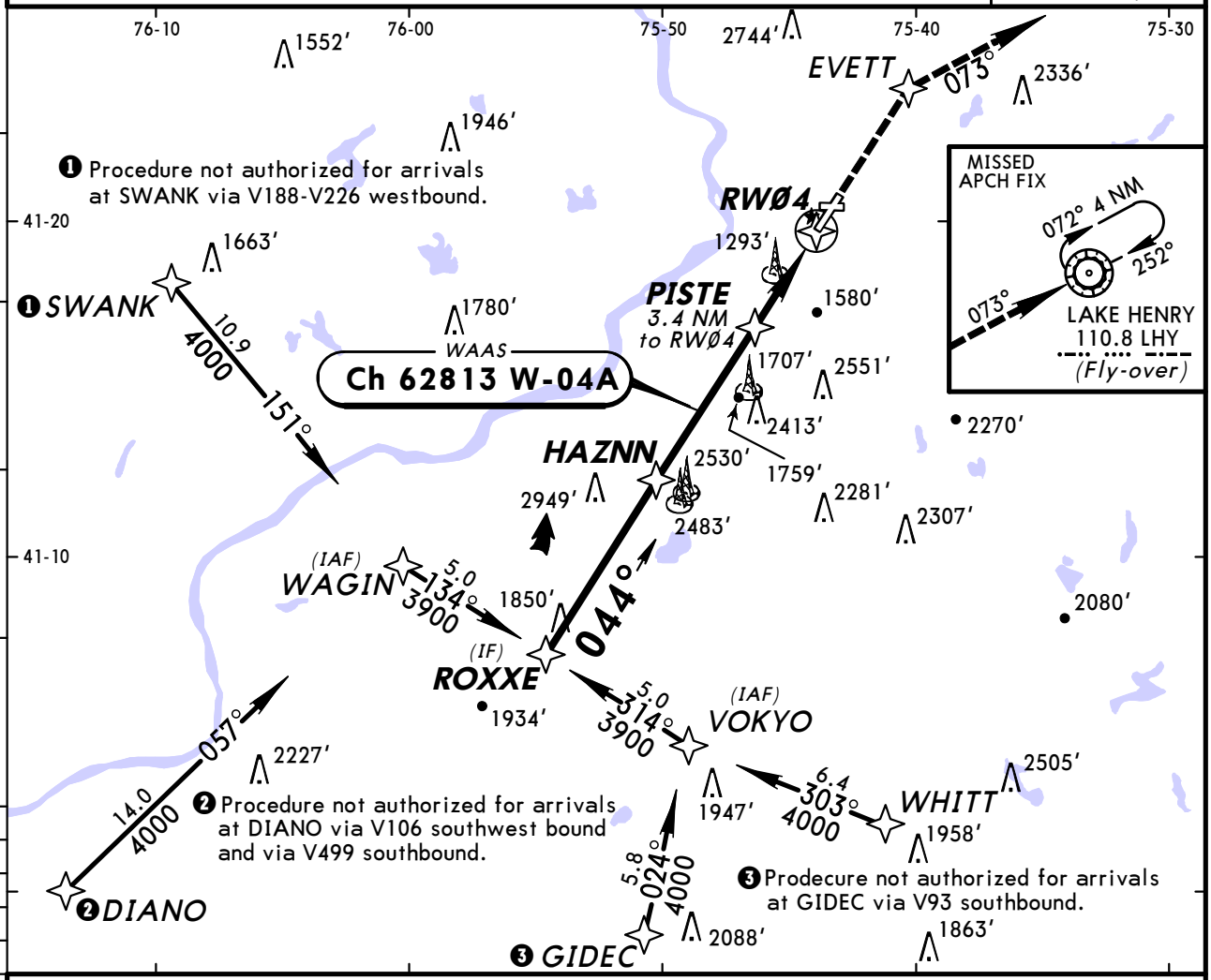
WAAS	Final Apch Crs	Minimum Alt HAZNN	LPV DA(H)	Apt Elev 962′
Ch 62813 W-04A	044°	3900′ (2938′)	1212′ (250′)	TDZE 962′

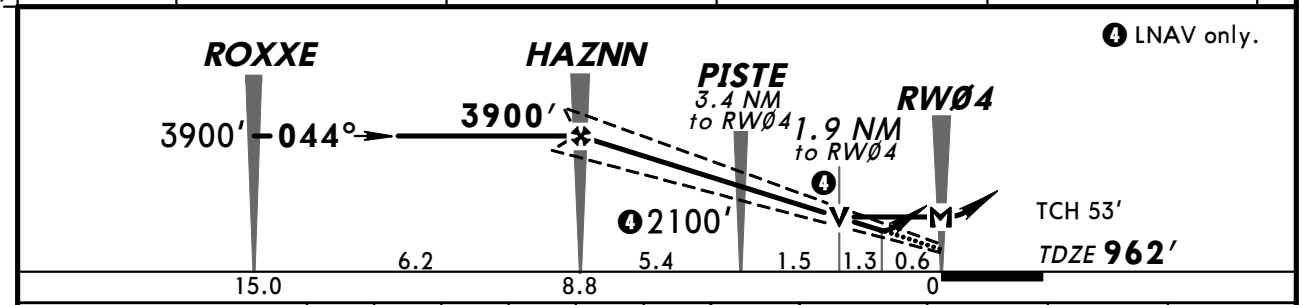
MISSED APCH: Climb to 4000′ direct EVETT and via 073° track to LHY VOR and hold.

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

1. DME/DME RNP-0.30 not authorized.

4000′ MSA RWØ4





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4							

MALSR PAPI 4000′ D EVETT

STRAIGHT-IN LANDING RWY 4

	LPV DA(H) 1212′ (250′)		LNAV MDA(H) 1620′ (658′)		
		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 60 or 1¼	1¾	
D			1½	2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1840′ (878′) -1
120	1940′ (978′) -1½
140	1940′ (978′) -3
165	2240′ (1278′) -3

AMEND TERPS

CHANGES: None.

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KAVP/AVP
WILKES-BARRE/SCRANTON INTL

JEPPESEN (12-2) 8 JAN 10 Eff 14 Jan

WILKES-BARRE/SCRANTON, PA
RNAV (GPS) Rwy 22

ATIS	WILKES-BARRE Approach (R) 280°-100°	101°-279°	WILKES-BARRE Tower	Ground
111.6	124.5	126.3	120.1	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 962′
Ch 69213 W-22A	224°	KONAA 2800′ (1867′)	1275′ (342′)	TDZE 933′

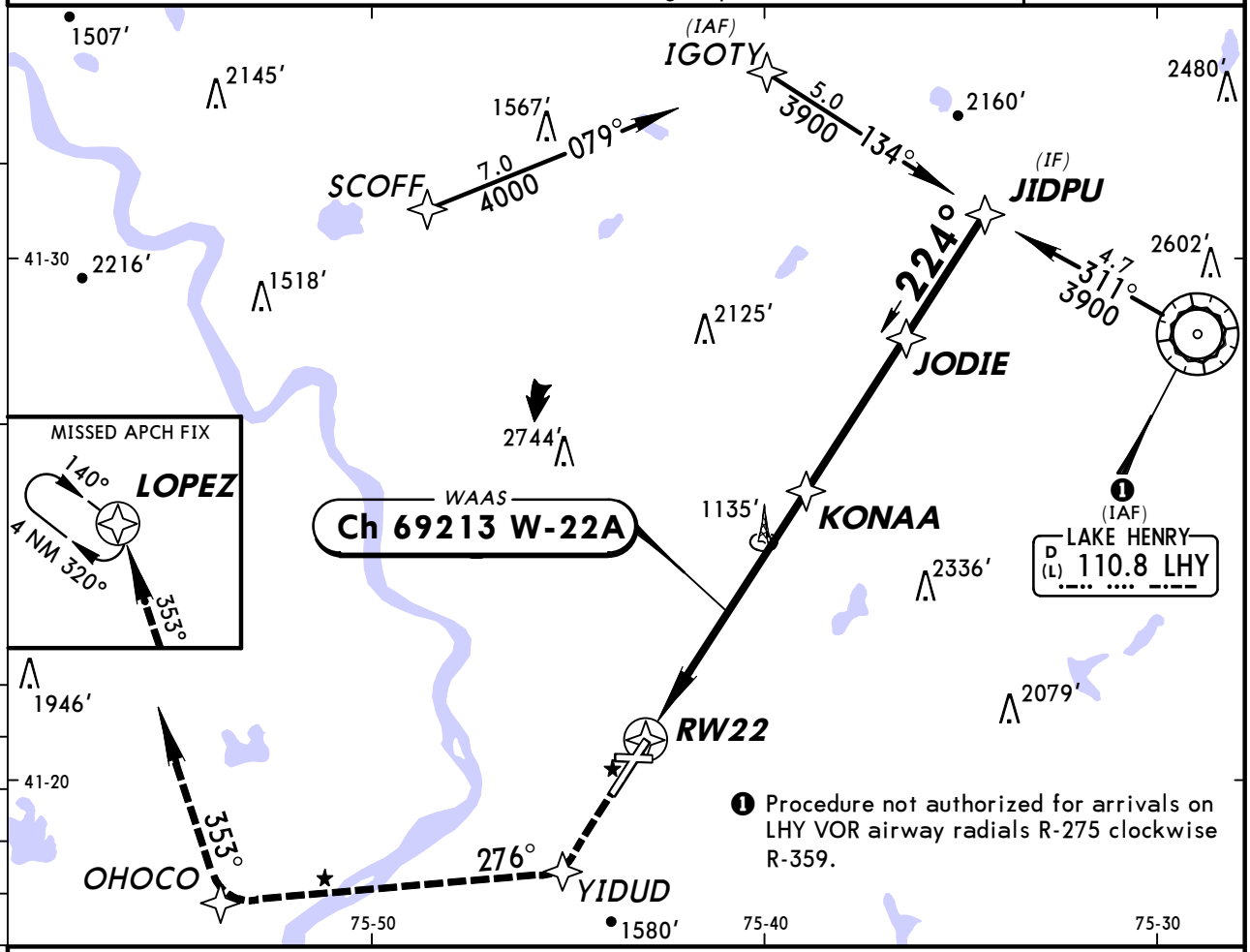
MISSED APCH: Climb to 4000′ direct YIDUD and via 276° track to OHOCO and via 353° track to LOPEZ and hold.

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

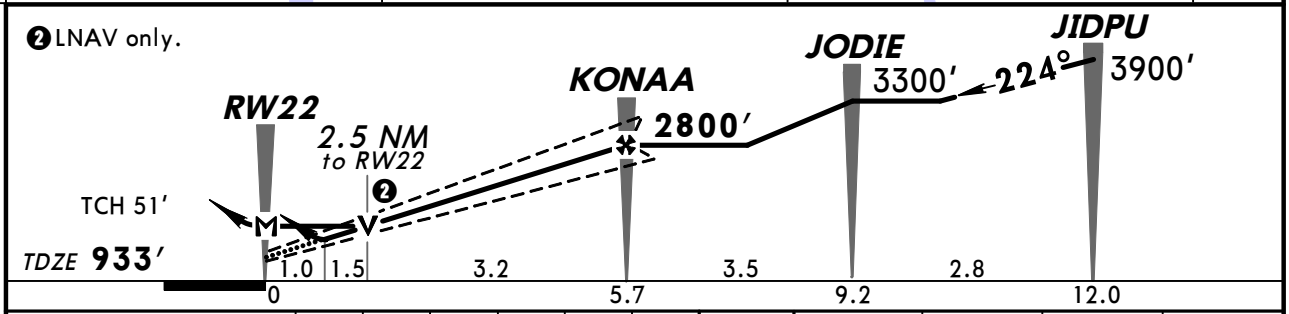
1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident.

4000′ MSA RW22

BRIEFING STRIP ™



❶ Procedure not authorized for arrivals on LHY VOR airway radials R-275 clockwise R-359.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW22							

REIL
VASI-L

4000′

YIDUD

STRAIGHT-IN LANDING RWY 22

	LPV DA(H) 1275′ (342′)	LNAV MDA(H) 1720′ (787′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	1¼	1	90	1840′ (878′) -1
B		1¼	120	1940′ (978′) -1½
C		2¼	140	1940′ (978′) -3
D		2½	165	2240′ (1278′) -3

TERPS AMEND 0A 14 JAN 2010

CHANGES: SEVNN renamed JIDPU.

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General Information

Location: Erie PA USA
IATA Code: ERI
Lat/Long: N42° 04.9' W080° 10.6'
Elevation: 733 ft

Airport Use: Public
Magnetic Variation: 9.5°W
Sectional Chart: Detroit

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
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: 1200 Z
Sunset: 2308 Z,

Runway Information

Runway: 02
Length x Width: 3507 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 731 ft
Lighting: Edge
Displaced Threshold: 816 ft

Runway: 06
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 733 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 20
Length x Width: 3507 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 733 ft
Lighting: Edge
Displaced Threshold: 306 ft

Runway: 24
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 732 ft
Lighting: Edge, ALS, Pilot controlled

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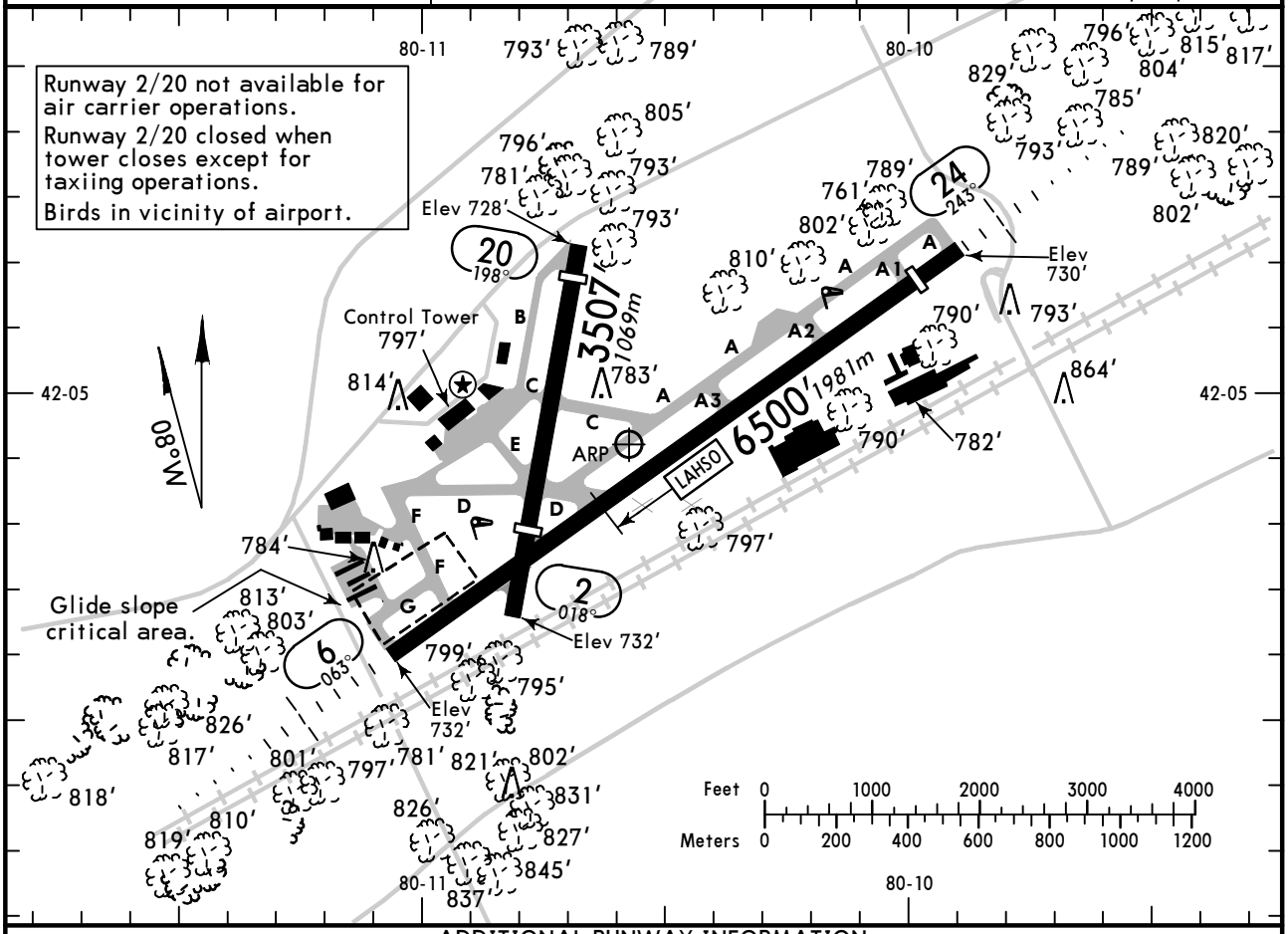
Displaced Threshold: 490 ft

Communication Information

ATIS 120.35
Erie Tower 118.1 CTAF PCL
Erie Ground Control 121.9
Erie Clearance Delivery 126.8
Erie Approach Control 121.0
Erie Approach TRSA 121.0 Out to 20 mi.
Erie Departure Control 121.0
Erie Intl Unicom 122.95
Erie Intl Radar 121.0
Altoona Flight Service Station 122.1 RCO
Altoona Flight Service Station 109.4 RCO
Cleveland Center 127.075 Remote Communications Air-Ground

*ATIS (ASOS when Twr inop)	*ERIE Clearance	*Ground	*Tower
120.35	126.8	121.9	CTAF 118.1

UNICOM 122.95	*ERIE Departure (R)	CLEVELAND Center
	121.0	127.07 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
2	❷ MIRL	2691′ 820m				150′ 46m
❶ 20	❷ MIRL ❸ VASI-L	3201′ 976m				
6	❸ HIRL ❸ MALSR grooved RVR		5378′ 1639m			150′ 46m
24	❸ HIRL ❸ MALSR grooved	6010′ 1832m	5442′ 1659m	2/20 4100′ 1250m		

❶ Closed to night landings.
❷ Unavailable when Twr inop.
❸ Activate on 118.1 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 2, 6, 24: Adequate Vis Ref	Rwys 2, 6, 24: STD	Rwy 20: With Mim climb of 314′/NM to 1100′: Adequate Vis Ref	Rwy 20: With Mim climb of 314′/NM to 1100′: STD	Rwy 20: Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-1¾
3 & 4 Eng		RVR 26 or 1/2		1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 6 ILS Rwy 24	LOC Rwy 6 LOC Rwy 24 (Authorized Only When Twr Operating)	NDB Rwy 6 NDB Rwy 24 (Authorized Only When Twr Operating)	VOR Rwy 6 VOR DME Rwy 24 RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24
A	700-2	800-2		800-2
B				
C				
D				

OBSTACLE DP: Rwy 2, climb heading 018° to 1300′ before turning right. Rwy 6, climb heading 062° to 1900′ before turning right. Rwy 20, climb heading 198° to 1700′ before turning left. Rwy 24, climb heading 242° to 1400′ before turning left.

AMEND 5

CHANGES: None.

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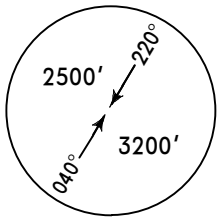
*ATIS (ASOS when Twr inop)	*ERIE Approach (R)	CLEVELAND Center	*ERIE Tower	*Ground
120.35	121.0	127.07 when App inop.	CTAF 118.1	121.9

LOC	Final Apch Crs	GS VOR	ILS DA(H) (CONDITIONAL)	Apt Elev 733'
IERI 110.3	062°	2737' (2004')	983' (250')	TDZE 733'

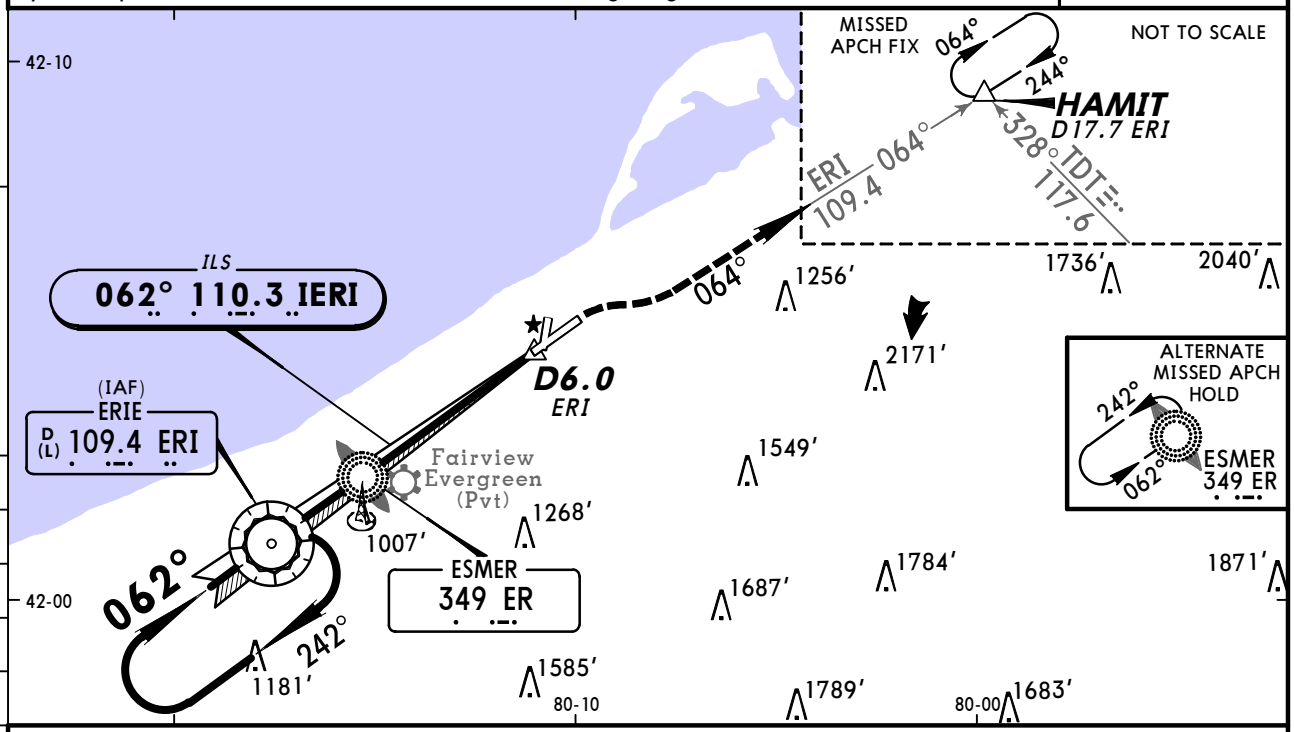
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3200' outbound via ERI VOR R-064 to HAMIT INT/D17.7 ERI and hold.

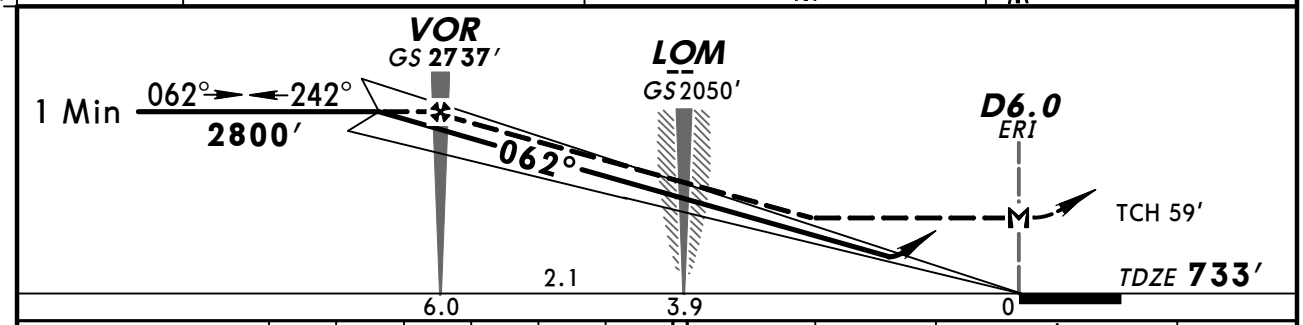
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Ashtabula, Ohio altimeter setting.
2. Autopilot coupled approaches not authorized below 1580'. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.1.



MSA ERI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D6.0 ERI or VOR to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR | 1500' | 3200' RT | ERI via 109.4 R-064 | HAMIT

STRAIGHT-IN LANDING RWY 6
With Local Altimeter Setting

	ILS DA(H) 983' (250') FULL	ILS DA(H) 983' (250') RAIL or ALS out	LOC (GS out) MDA(H) 1160' (427')	LOC (GS out) MDA(H) 1160' (427') RAIL out	LOC (GS out) MDA(H) 1160' (427') ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 50 or 1	
B					
C				RVR 60 or 1¼	
D			RVR 50 or 1	1½	

CIRCLE-TO-LAND
Not Authorized to Rwy 20 at Night

Max Kts	With Local Altimeter Setting MDA(H)
90	1340' (607')-1
120	
140	1340' (607')-1¾
165	1380' (647')-2

With Ashtabula, Ohio Altimeter Setting

	ILS DA(H) 1083' (350') FULL	ILS DA(H) 1083' (350') RAIL or ALS out	LOC (GS out) MDA(H) 1260' (527')	LOC (GS out) MDA(H) 1260' (527') RAIL out	LOC (GS out) MDA(H) 1260' (527') ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 40 or ¾	RVR 50 or 1	
B					
C			RVR 50 or 1	1½	
D			RVR 60 or 1¼	1¾	

Max Kts	With Ashtabula, Ohio Altimeter Setting MDA(H)
90	1440' (707')-1
120	
140	1440' (707')-2
165	1480' (747')-2½

CHANGES: Notes.

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ILS or LOC DME Rwy 24

*ATIS (ASOS when Twr inop)	*ERIE Approach (R)	CLEVELAND Center	*ERIE Tower	*Ground
120.35	121.0	127.07 when App inop.	CTAF 118.1	121.9

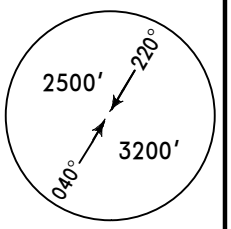
BRIEFING STRIP™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 733'
IAWY 110.3	242°	DEFJO 2400' (1668')	(CONDITIONAL) 935' (203')	TDZE 732'

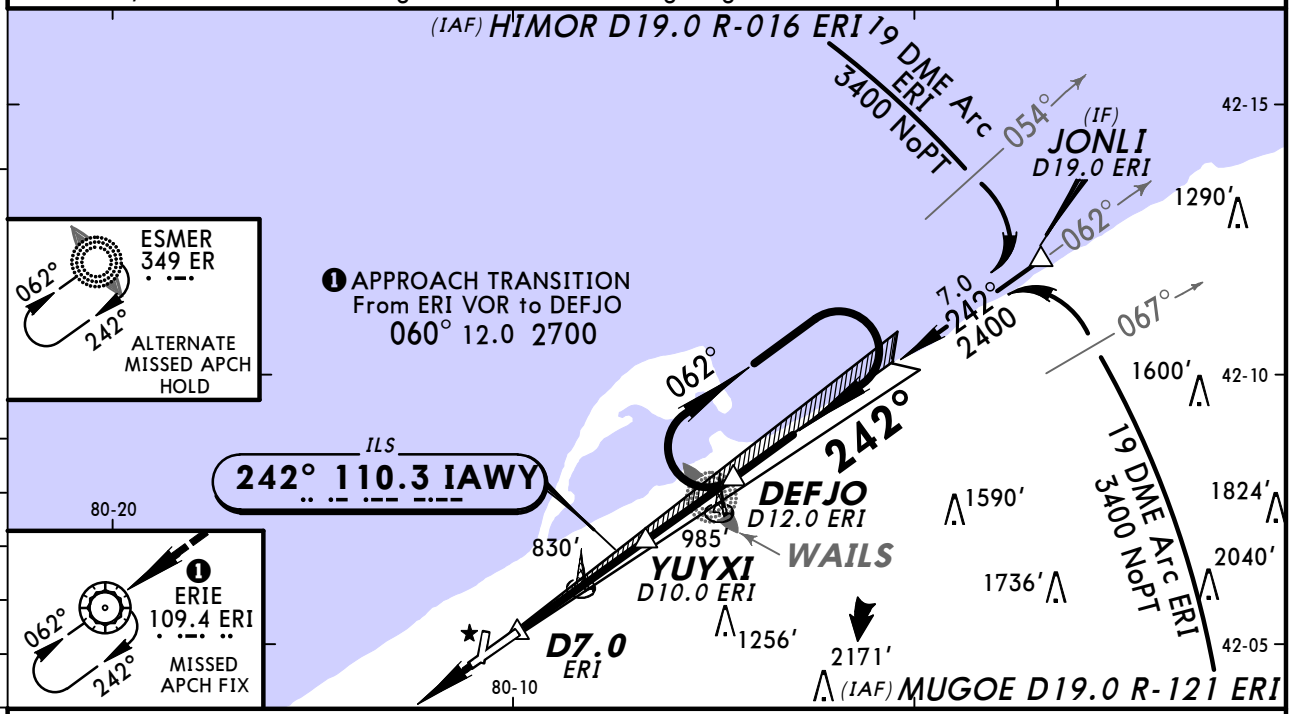
MISSED APCH: Climb to 3000' direct ERI VOR and hold, continue climb-in-hold to 3000'.

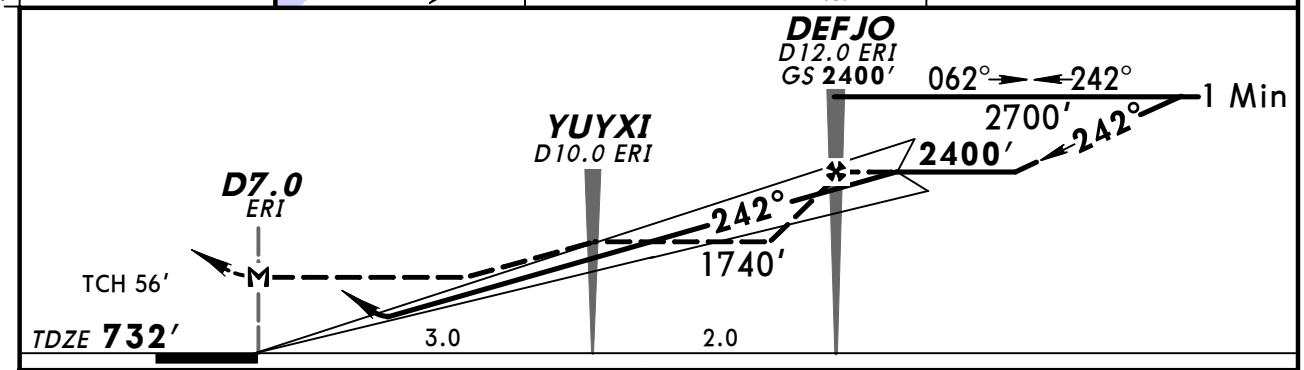
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or RADAR required. 2. Use local altimeter setting; if not received, use Ashtabula, Ohio altimeter setting. 3. Pilot controlled lighting 118.1.



MSA ERI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	754	861
MAP at D7.0 ERI						

MALSR 3000' D ERI 109.4

STRAIGHT-IN LANDING RWY 24
With Local Altimeter Setting

	ILS DA(H) 935' (203') FULL	ILS DA(H) 935' (203') RAIL or ALS out	LOC (GS out) MDA(H) 1140' (408')	LOC (GS out) MDA(H) 1140' (408') RAIL out	LOC (GS out) MDA(H) 1140' (408') ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D					

CIRCLE-TO-LAND
Not Authorized to Rwy 20 at Night

With Local Altimeter Setting

Max Kts	MDA(H)
90	1340' (607')-1
120	
140	1340' (607')-1 3/4
160	1380' (647')-2

With Ashtabula, Ohio Altimeter Setting

	ILS DA(H) 1035' (303') FULL	ILS DA(H) 1035' (303') RAIL or ALS out	LOC (GS out) MDA(H) 1240' (508')	LOC (GS out) MDA(H) 1240' (508') RAIL out	LOC (GS out) MDA(H) 1240' (508') ALS out
A	1/2	1	3/4	3/4	1
B					
C			1	1 1/2	
D					

With Ashtabula, Ohio Altimeter Setting

Max Kts	MDA(H)
90	1440' (707')-1
120	
140	1440' (707')-2
160	1480' (747')-2 1/2

AMEND 8 TERPS

CHANGES: Procedure.

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*ATIS (ASOS when Twr inop)	*ERIE Approach (R)	CLEVELAND Center	*ERIE Tower	*Ground
120.35	121.0	127.07 when App inop.	CTAF 118.1	121.9

BRIEFING STRIP™

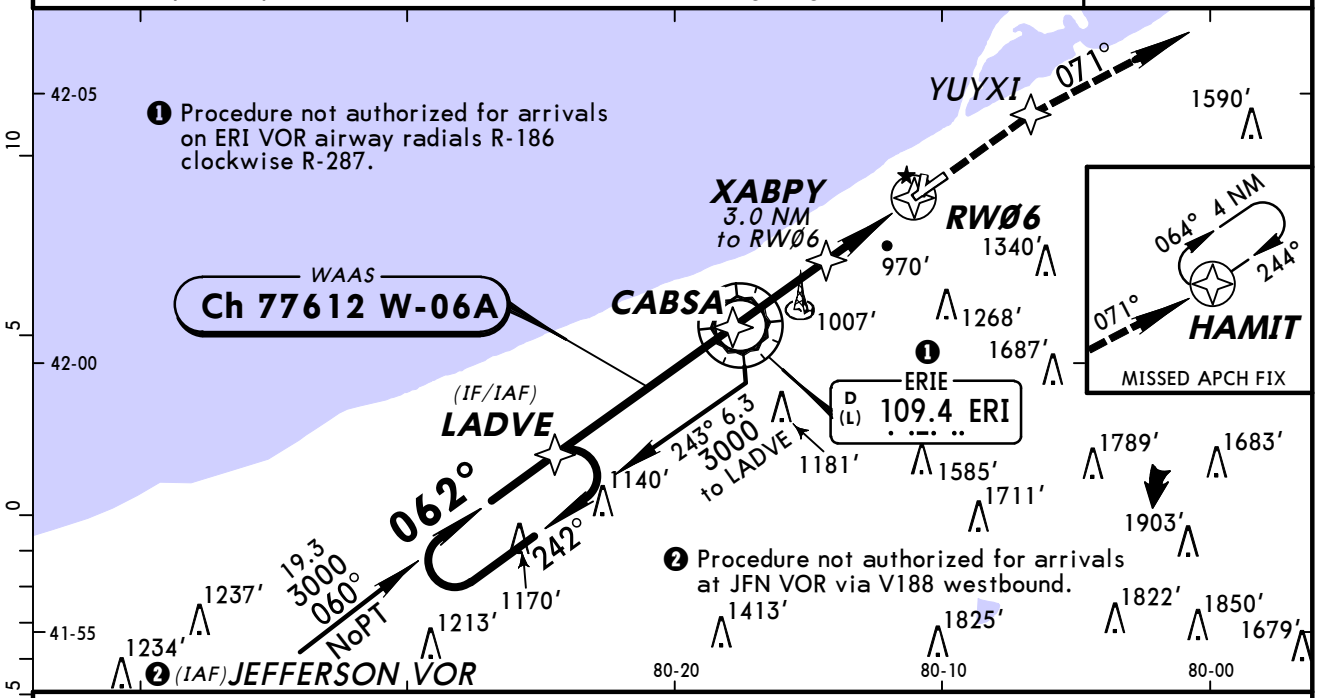
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 733'
Ch 77612 W-06A	062°	CABSA 2800'(2067')	983'(250')	TDZE 733'

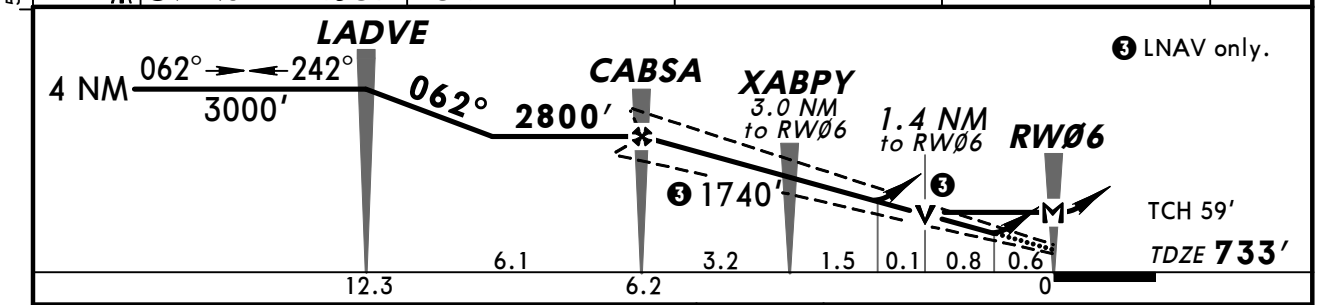
MISSED APCH: Climb to 3200' direct YUYXI and via 071° track to HAMIT and hold.

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

1. Use local altimeter setting; if not received, use Ashtabula, Ohio altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV and VDP not authorized when using Ashtabula, Ohio altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.1.

3200'
MSA RWØ6





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

MALSR 3200' D YUYXI

STRAIGHT-IN LANDING RWY 6
With Local Altimeter Setting

	LPV DA(H) 983'(250')		LNAV/VNAV DA(H) 1274'(541')		LNAV MDA(H) 1240'(507')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 40 or ¾		RVR 60 or 1¼	1¾	RVR 40 or ¾		RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D							

CIRCLE-TO-LAND
Not Authorized to Rwy 20 at Night

With Local Altimeter Setting

Max Kts	MDA(H)
90	1340'(607') -1
120	
140	1340'(607') -1¾
165	1380'(647') -2

With Ashtabula, Ohio Altimeter Setting

	LPV DA(H) 1083'(350')		LNAV/VNAV DA(H) 1374'(641')		LNAV MDA(H) 1340'(607')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 40 or ¾		RVR 60 or 1¼	2¼	RVR 40 or ¾		RVR 50 or 1
B							
C					RVR 60 or 1¼	1¾	
D					1½	2	

With Ashtabula, Ohio Altimeter Setting

Max Kts	MDA(H)
90	1440'(707') -1
120	
140	1440'(707') -2
165	1480'(747') -2½

AMEND 0 TERPS

CHANGES: New procedure.

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*ATIS (ASOS when Twr inop)	*ERIE Approach (R)	CLEVELAND Center	*ERIE Tower	*Ground
120.35	121.0	127.07 when App inop.	CTAF 118.1	121.9

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 733′
Ch 86812 W-24A	243°	DEFJO 2400′(1668′)	935′(203′)	TDZE 732′

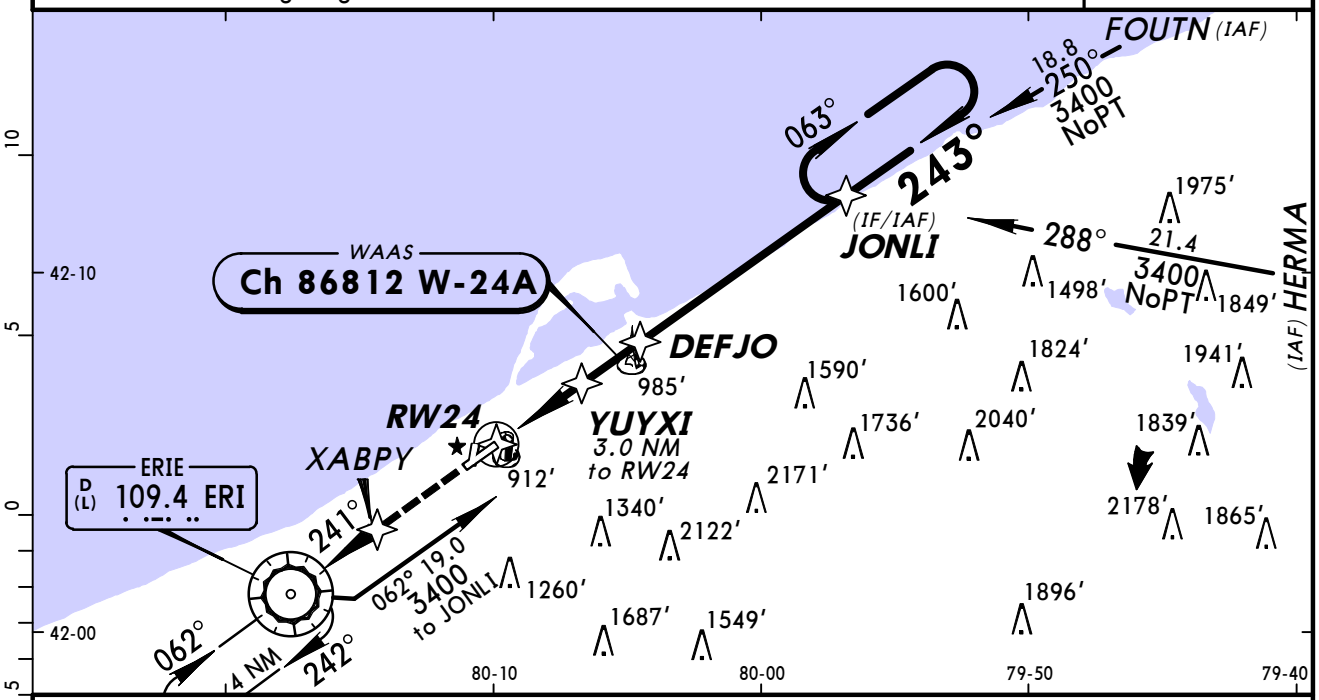
MISSED APCH: Climb to 3000′ direct XABPY and via 241° track to ERI VOR and hold, continue climb-in-hold to 3000′.

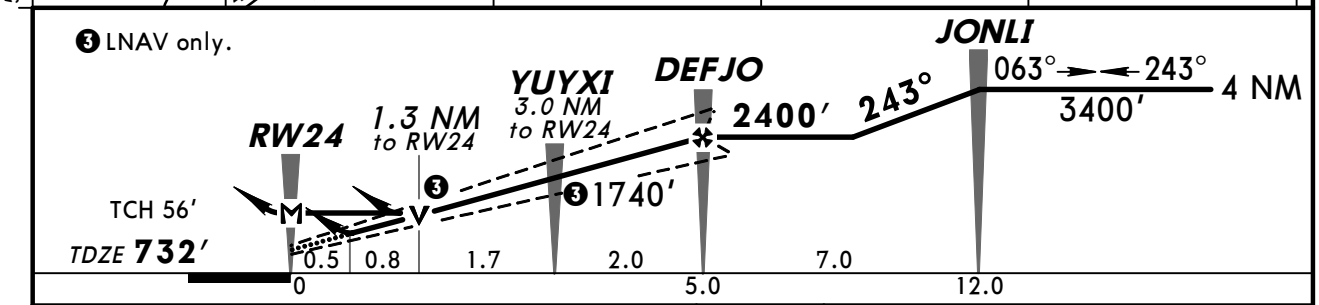
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ashtabula, Ohio altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV and VDP not authorized when using Ashtabula, Ohio altimeter setting. 4. DME/DME RNP-0.30 not authorized.
6. Pilot controlled lighting 118.1.

3200′

MSA RW24





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

MALSR 3000′ XABPY

STRAIGHT-IN LANDING RWY 24
With Local Altimeter Setting

	LPV DA(H) 935′ (203′)		LNAV/VNAV DA(H) 1207′ (475′)		LNAV MDA(H) 1200′ (468′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	¾	1¼	1¾	½	¾	1
B							
C					¾	1¼	
D					1	1½	

CIRCLE-TO-LAND
Not Authorized to Rwy 20 at Night

Max Kts	With Local Altimeter Setting MDA(H)
90	1340′(607′) -1
120	
140	1340′(607′) -1¾
165	1380′(647′) -2

With Ashtabula, Ohio Altimeter Setting

	LPV DA(H) 1035′ (303′)		LNAV/VNAV DA(H) 1307′ (575′)		LNAV MDA(H) 1300′ (568′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	½	1	1½	2	½	¾	1
B							
C					1	1½	
D					1¼	1¾	

With Ashtabula, Ohio Altimeter Setting

Max Kts	MDA(H)
90	1440′(707′)-1
120	
140	1440′(707′) -2
165	1480′(747′)-2½

AMEND 0 TERPS

CHANGES: New procedure.

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*ATIS (ASOS when Twr inop)	*ERIE Approach (R)	CLEVELAND Center	*ERIE Tower	*Ground
120.35	121.0	127.07 when App inop.	CTAF 118.1	121.9

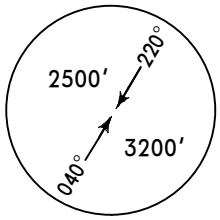
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 733′
ERI 109.4	060°	VOR 2700′(1967′)	1260′(527′)	TDZE 733′

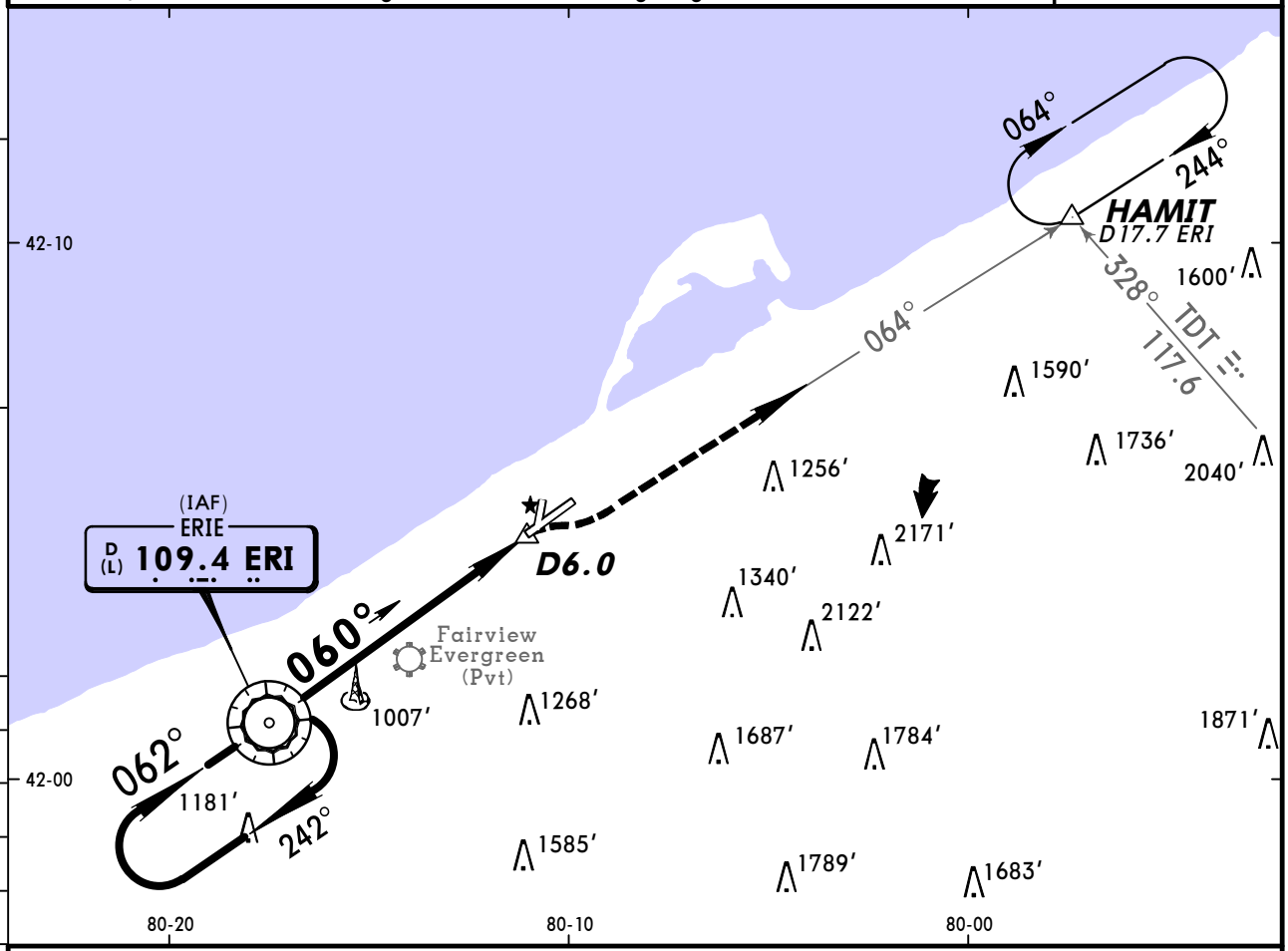
MISSED APCH: Climb to 3200′ outbound via ERI VOR R-064 to HAMIT INT/D17.7 ERI and hold.

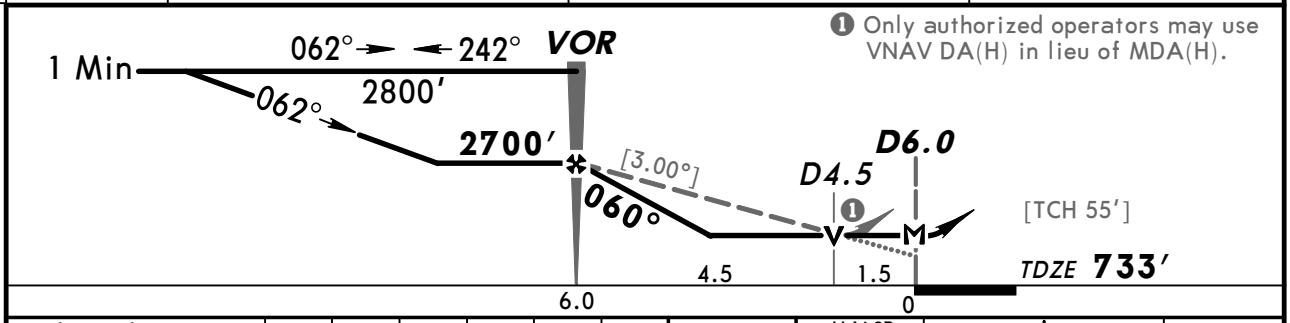
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ashtabula, Ohio altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. VDP not authorized when using Ashtabula, Ohio altimeter setting. 4. Pilot controlled lighting 118.1.



MSA ERI VOR





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

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D6.0 ERI or VOR to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR

3200′ ERI via 109.4 R-064 HAMIT

STRAIGHT-IN LANDING RWY 6

	With Local Altimeter Setting MDA(H) 1260′(527′) RAIL out	ALS out	With Ashtabula, Ohio Altimeter Setting MDA(H) 1360′(627′) RAIL out	ALS out
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1
B				
C	RVR 50 or 1		RVR 60 or 1¼	
D	RVR 60 or 1¼		1½	

CIRCLE-TO-LAND
Not Authorized to Rwy 20 at Night

Max Kts	With Local Altimeter Setting MDA(H)	With Ashtabula, Ohio Altimeter Setting MDA(H)
90	1340′(607′)-1	1440′(707′)-1
120		
140	1340′(607′)-1¾	1440′(707′)-2
165	1380′(647′)-2	1480′(747′)-2½

AMEND 16 TERPS

CHANGES: Procedure.

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*ATIS (ASOS when Twr inop)	*ERIE Approach (R)	CLEVELAND Center	*ERIE Tower	*Ground
120.35	121.0	127.07 when App inop.	CTAF 118.1	121.9

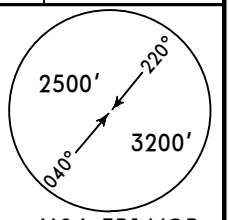
BRIEFING STRIP™

VOR ERI	Final Apch Crs	Minimum Alt PERMI	MDA(H) (CONDITIONAL)	Apt Elev 733′
109.4	240°	2200′ (1468′)	1260′ (528′)	TDZE 732′

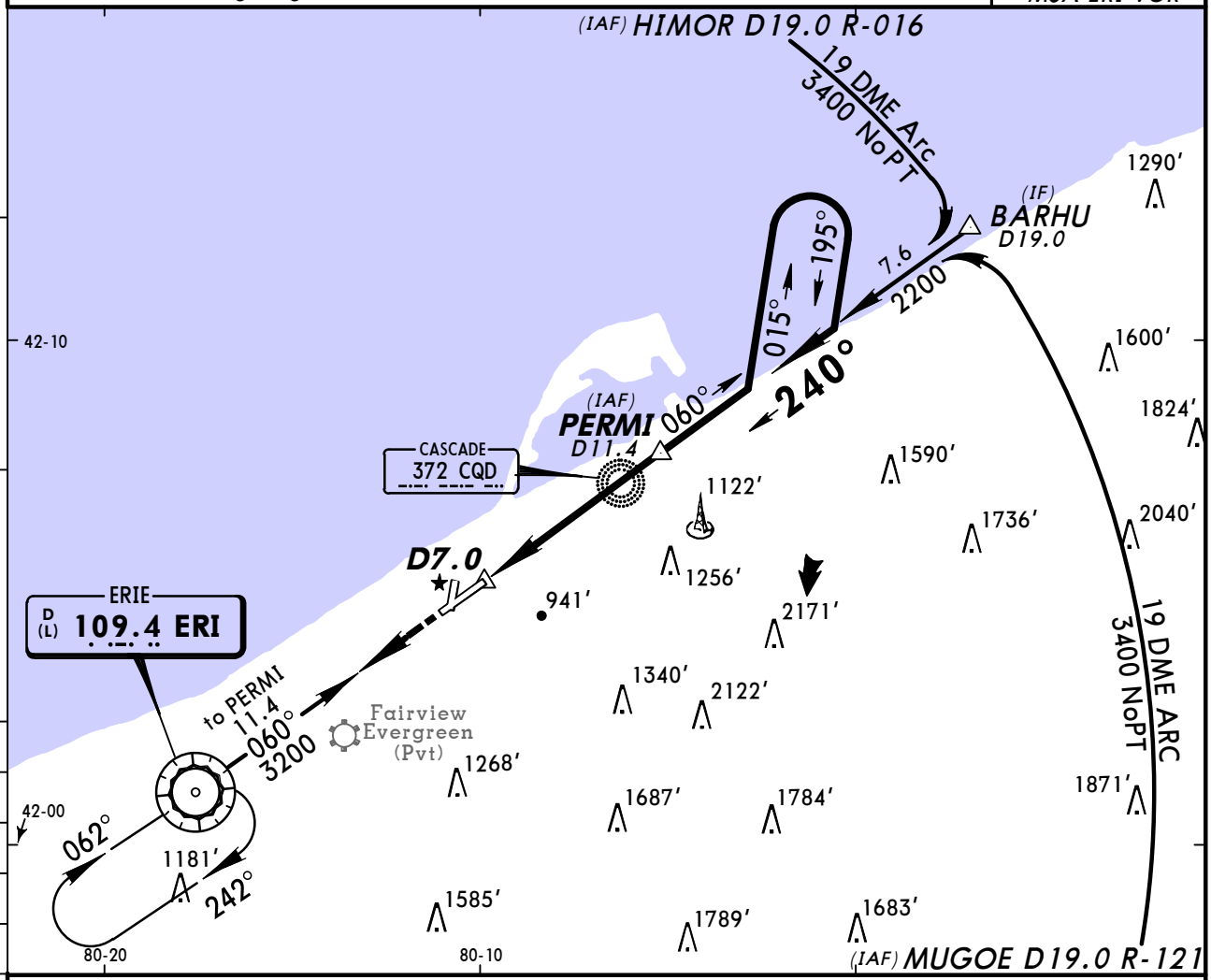
MISSED APCH: Climb to 3000′ direct ERI VOR and hold.

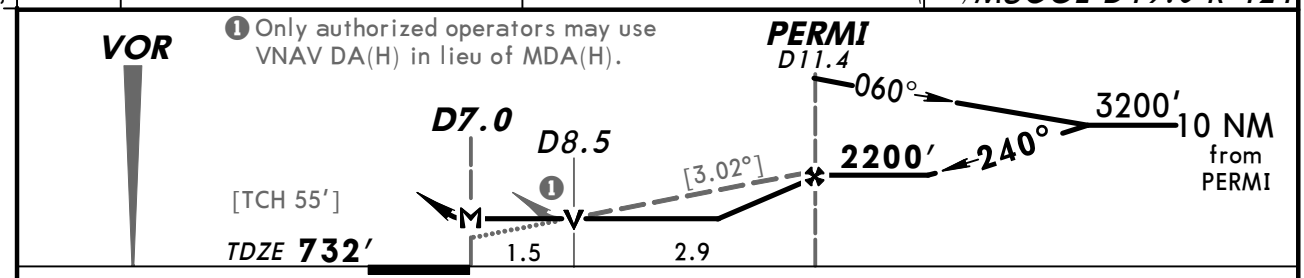
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ashtabula, Ohio altimeter setting.
2. Pilot controlled lighting 118.1.



MSA ERI VOR





Gnd Speed-Kts	70	90	100	120	140	165
Descent angle [3.02°]	374	481	534	641	748	855
MAP at D7.0						

MALSR | 3000′ | D | ERI 109.4

TERPS AMEND 12

STRAIGHT-IN LANDING RWY24

	With Local Altimeter Setting MDA(H) 1260′ (528′)			With Ashtabula, Ohio Altimeter Setting MDA(H) 1360′ (628′)		
		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1	3/4		1
B						
C	1	1 1/2		1 1/4	1 3/4	
D	1 1/4	1 3/4		1 1/2	2	

CIRCLE-TO-LAND
Not Authorized to Rwy 20 at Night

Max Kts.	With Local Altimeter Setting MDA(H)	With Ashtabula, Ohio Altimeter Setting MDA(H)
90	1340′ (607′)-1	1440′ (707′)-1
120		
140	1340′ (607′)-1 3/4	1440′ (707′)-2
165	1380′ (647′)-2	1480′ (747′)-2 1/2

CHANGES: Procedure.

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BRIEFING STRIP™

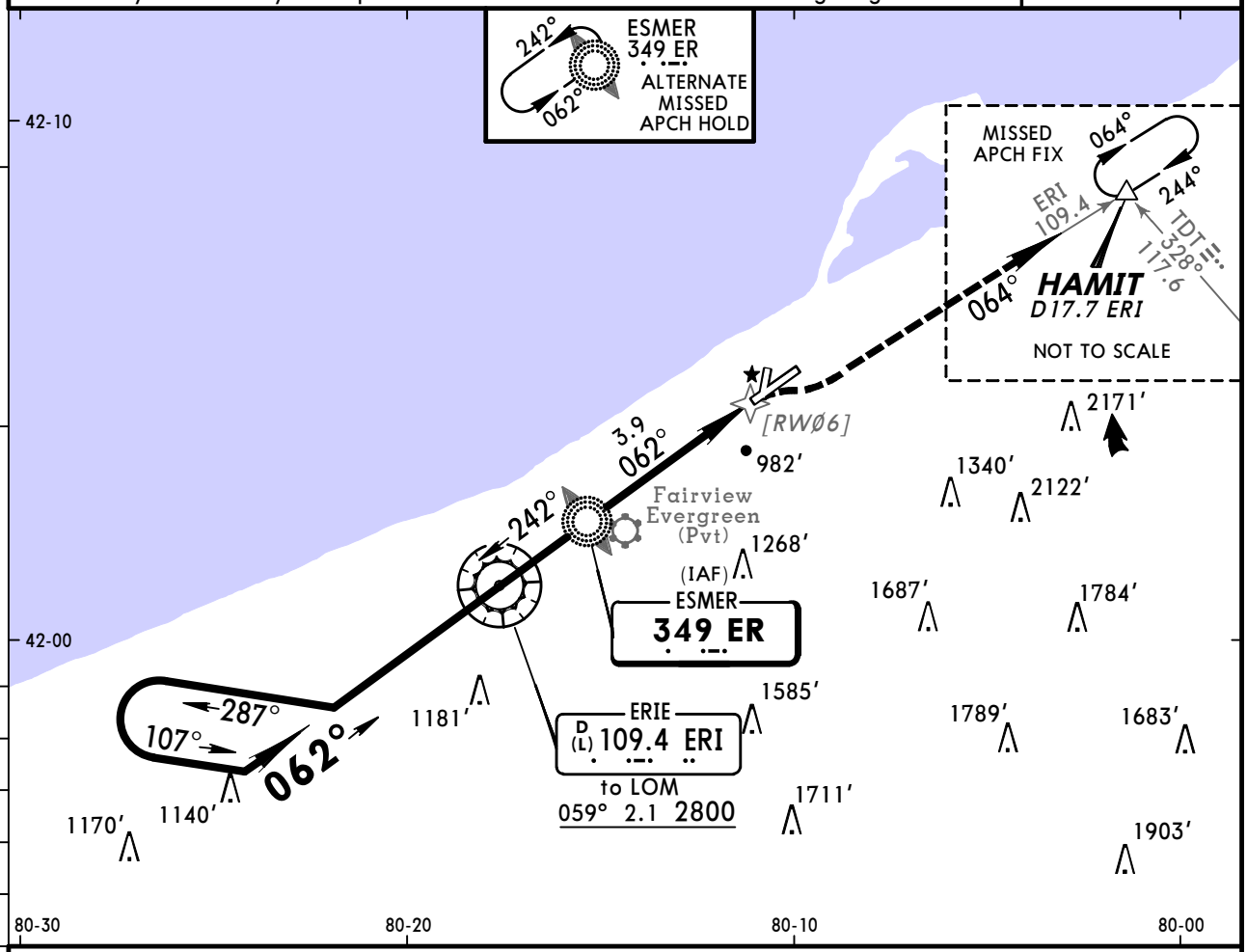
*ATIS (ASOS when Twr inop)	*ERIE Approach (R)	CLEVELAND Center	*ERIE Tower	*Ground
120.35	121.0	127.07 when App inop.	CTAF 118.1	121.9

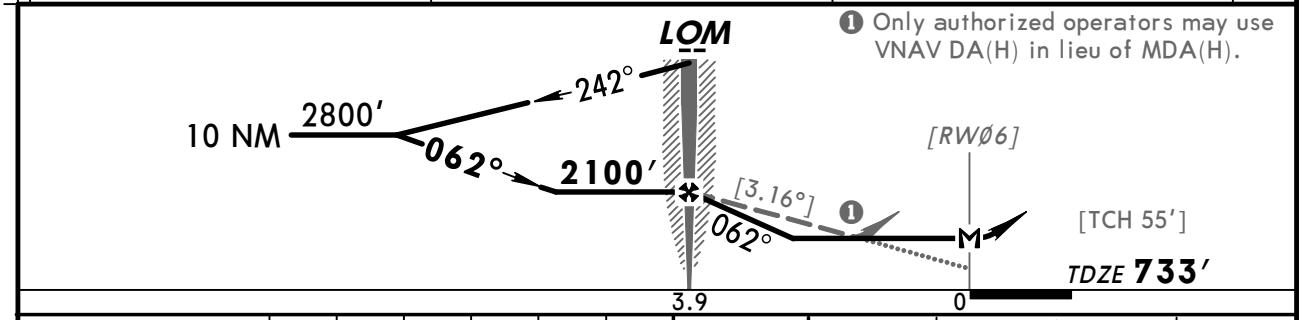
NDB	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 733'
ER 349	062°	LOM 2100' (1367')	1300' (567')	TDZE 733'

MISSED APCH: Climb to 3200' outbound via ERI VOR R-064 to HAMIT INT/D17.7 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Ashtabula, Ohio altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.1.

3200'
MSA ER LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.16°]	391	503	559	671	783	895
LOM to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28

MALSR | 3200' | ERI via 109.4 R-064 | HAMIT

	STRAIGHT-IN LANDING RWY 6 With Local Altimeter Setting MDA(H) 1300' (567') RAIL out	ALS out	With Ashtabula, Ohio Altimeter Setting MDA(H) 1400' (667') RAIL out	ALS out	CIRCLE-TO-LAND Not Authorized to Rwy 20 at Night Max Kts	With Local Altimeter Setting MDA(H)	With Ashtabula, Ohio Altimeter Setting MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	90	1340' (607') -1	1440' (707') -1
B					120		
C	RVR 50 or 1	1½	RVR 60 or 1¼	1¾	140	1340' (607') -1¾	1440' (707') -2
D	1½	1¾	1¾	2	165	1380' (647') -2	1480' (747') -2½

AMEND 1 TERPS

CHANGES: Procedure.

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*ATIS (ASOS when Twr inop)	*ERIE Approach (R)	CLEVELAND Center	*ERIE Tower	*Ground
120.35	121.0	127.07 when App inop.	CTAF 118.1	121.9

NDB CQD	Final Apch Crs	Minimum Alt NDB	MDA(H) (CONDITIONAL)	Apt Elev 733'
372	242°	1900' (1168')	1320' (588')	TDZE 732'

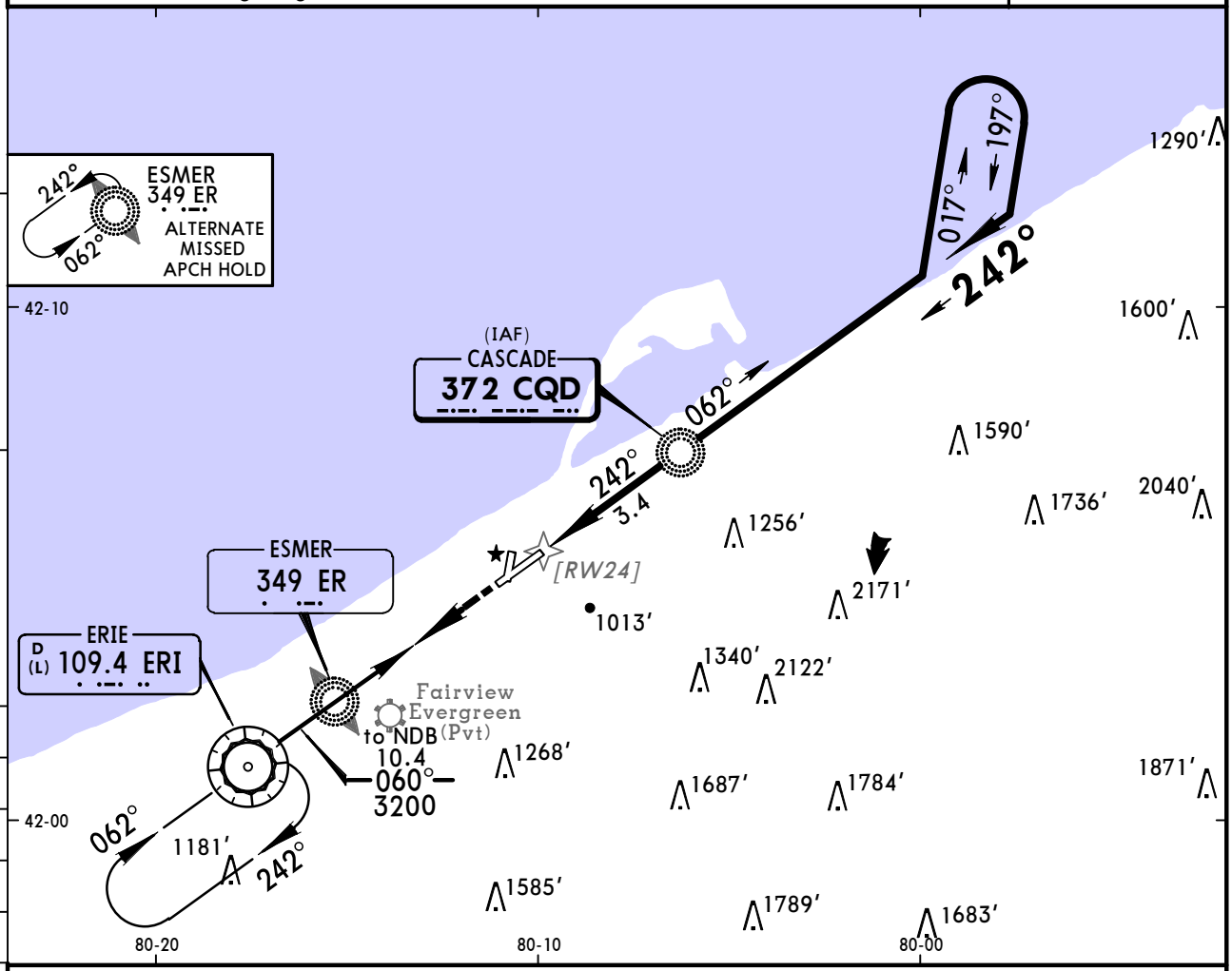
MISSED APCH: Climb to 3000' direct ERI VOR and hold.

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

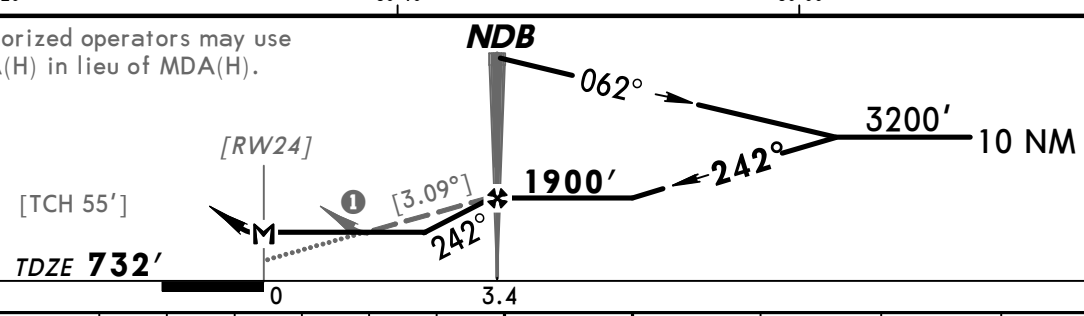
1. Use local altimeter setting; if not received, use Ashtabula, Ohio altimeter setting.
2. Pilot controlled lighting 118.1.

3200'
MSA CQD NDB

BRIEFING STRIP TM



❶ 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
NDB to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:17

MALSR 3000' D ERI 109.4

	STRAIGHT-IN LANDING RWY24 With Local Altimeter Setting MDA(H) 1320' (588') RAIL out	ALS out	With Ashtabula, Ohio Altimeter Setting MDA(H) 1420' (688') RAIL out	ALS out	CIRCLE-TO-LAND Not Authorized to Rwy 20 at Night Max Kts	With Local Altimeter Setting MDA(H)	With Ashtabula, Ohio Altimeter Setting MDA(H)
A	3/4	1	3/4	1	90	1340' (607') -1	1440' (707') -1
B					120		
C	1	1 1/2	1 1/2	2	140	1340' (607') -1 3/4	1440' (707') -2
D	1 1/2	1 3/4	2	2 1/4	165	1380' (647') -2	1480' (747') -2 1/2

AMEND 18 TERPS

CHANGES: Procedure.

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General Information

Location: Williamsport PA USA
IATA Code: IPT
Lat/Long: N41° 14.5' W076° 55.3'
Elevation: 528 ft

Airport Use: Public
Magnetic Variation: 11.5°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
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: 1146 Z
Sunset: 2255 Z,

Runway Information

Runway: 09
Length x Width: 6824 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 521 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 12
Length x Width: 4280 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 528 ft
Lighting: Edge, Part time

Runway: 27
Length x Width: 6824 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 527 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 30
Length x Width: 4280 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 528 ft
Lighting: Edge, Part time

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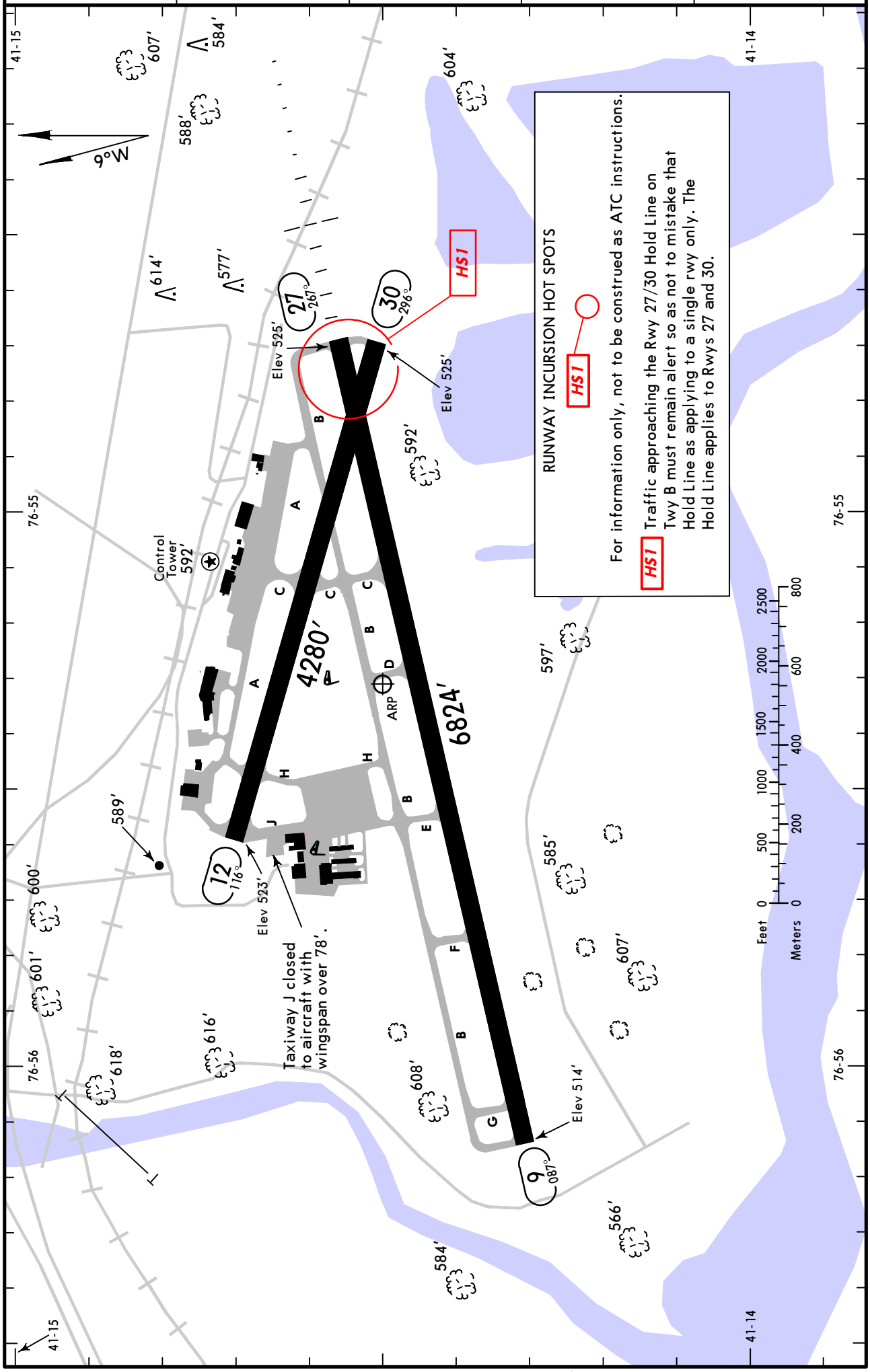
Communication Information

ASOS 125.225
Williamsport Tower 119.1 CTAF PCL
Williamsport Ground Control 121.9
Williamsport Rgnl Unicom 122.95
Williamsport Flight Service Station 122.65 RCO
Williamsport Flight Service Station 122.2 RCO
Williamsport Flight Service Station 122.1 RCO
Williamsport Flight Service Station 114.4 RCO
New York Center 124.9 Remote Communications Air-Ground

ASOS	*WILLIAMSPORT Ground	*TOWER	UNICOM 122.95	NEW YORK Center (R)
125.22	121.9	CTAF 119.1		124.9



CHANGES: None.

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GENERAL

Airport closed to banner towing operations.
Birds in vicinity of airport.
Unlighted crane 90′ AGL 0.5 miles southeast of approach end of Rwy 30.
Rwys 27 and 30 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
9	❶ HIRL ❶ REIL ❷ PAPI-L (angle 3.0°) grooved				150′
27	❶ HIRL ❶ MALSR grooved		5868′		

❶ Activate on 119.1 when Twr inop.
❷ Unusable beyond 2.0° right of course.

12	❸ MIRL PAPI-L (angle 3.75°)				150′
30	❸ MIRL PAPI-L (angle 4.0°)				

❸ Inop when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 30				Rwy 9			
	With Mim climb of 410′/NM to 1400′		With Mim climb of 285′/NM to 1900′	For climb in visual conditions	With Mim climb of 332′/NM to 1600′		With Mim climb of 287′/NM to 2000′	For climb in visual conditions
	Adequate Vis Ref	STD			Adequate Vis Ref	STD		
1 & 2 Eng	¼	1	300-1¼	2200-3	¼	1	300-2	2200-3
3 & 4 Eng		½				½		

	Rwy 27			Rwy 12		
	With Mim climb of 467′/NM to 1000′		For climb in visual conditions	With Mim climb of 475′/NM to 1000′		For climb in visual conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	¼	1	2200-3	¼	1	2200-3
3 & 4 Eng		½			½	

OBSTACLE DP: Rwy 9, climb heading 087° to 2300′ before proceeding on course or for climb in visual conditions, cross Williamsport Regl airport at or above 2600′ before proceeding on course.

Rwy 12, climbing left turn heading 090° to 2400′ before proceeding on course or for climb in visual conditions, cross Williamsport Regl airport at or above 2600′ before proceeding on course.

Rwy 27, climbing right turn heading 285° to 2700′ before proceeding on course or for climb in visual conditions, cross Williamsport Regl airport at or above 2600′ before proceeding on course.

Rwy 30, climb heading 296° to 2500′ before proceeding on course or for climb in visual conditions, cross Williamsport Regl airport at or above 2600′ before proceeding on course.

FOR FILING AS ALTERNATE

	RNAV (GPS) Rwy 12	RNAV (GPS) Rwy 9	RNAV (GPS) Rwy 30	Other
A	800-2	1500-2	1500-2	NA
B	900-2			
C	NA	1500-3	NA	
D		NA		

AMEND 5

CHANGES: Alternate minimums.

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ASOS	NEW YORK Center (R)	*WILLIAMSPORT Tower	*Ground
125.22	124.9	CTAF 119.1	121.9

BRIEFING STRIP ™

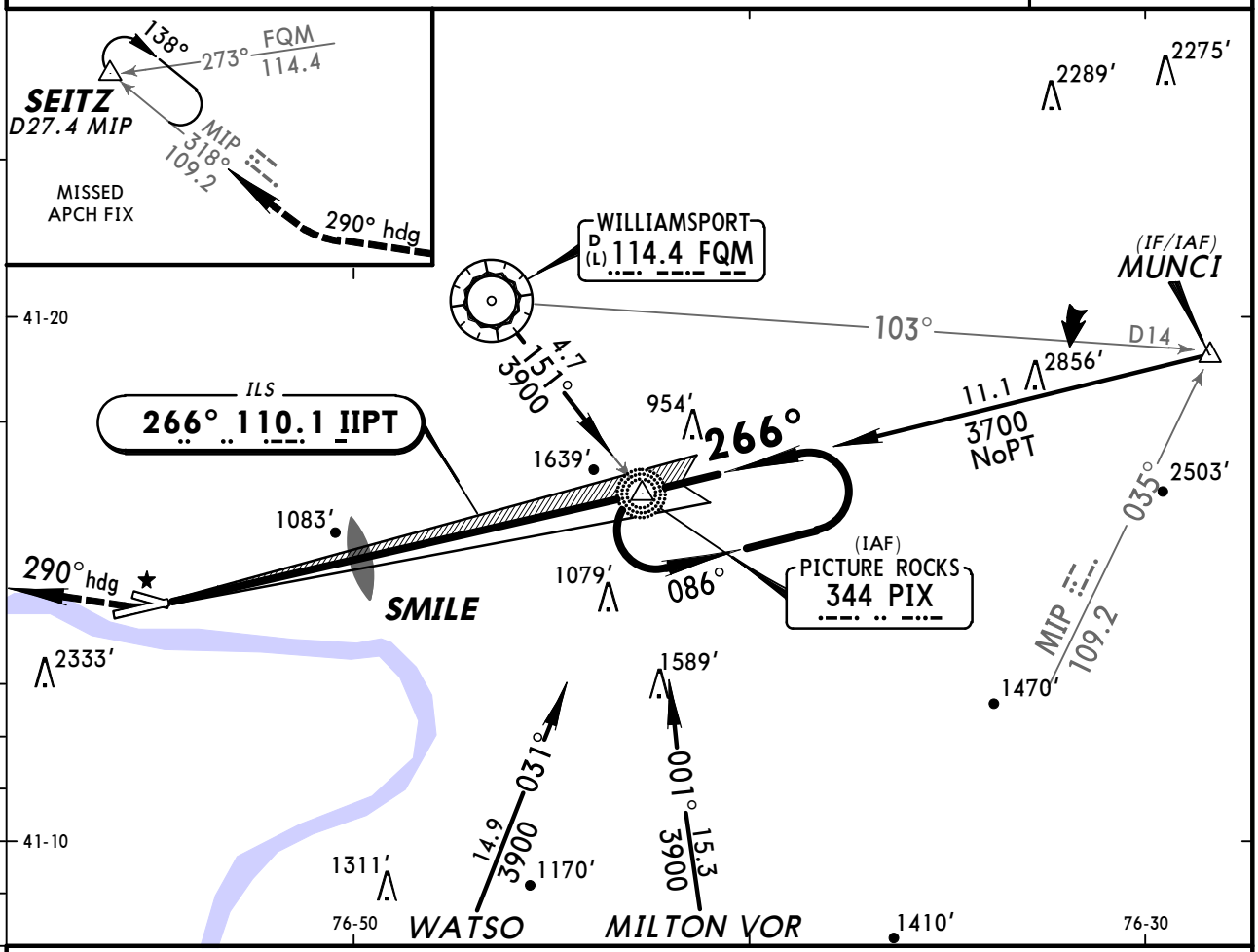
LOC IIPT	Final Apch Crs	GS PICTURE ROCKS	ILS DA(H)	Apt Elev 529'
110.1	266°	3631' (3104')	1022' (495')	TDZE 527'

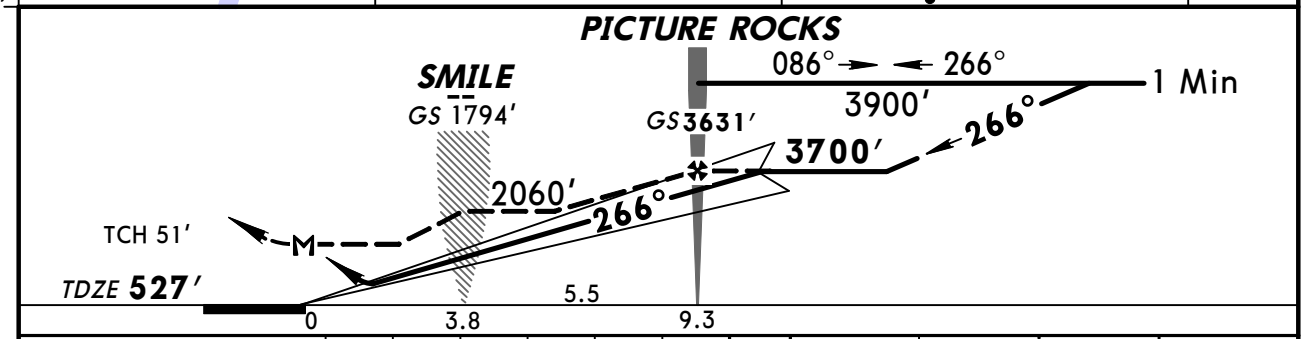
MISSED APCH: Climbing RIGHT turn to 3700' via 290° heading and outbound on MIP VOR R-318 to SEITZ INT/D27.4 MIP and hold.

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

1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 119.1.

3900'
MSA PIX NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
PICTURE ROCKS to MAP	9.3	7:58	6:12	5:35	4:39	3:59	3:29

MALSR

3700' RT via 290° hdg and MIP 109.2 R-318

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 1022' (495') FULL	ILS DA(H) 1022' (495') RAIL or ALS out	LOC (GS out) MDA(H) 1340' (813') With Smile		LOC (GS out) MDA(H) 2060' (1533') Without Smile	
				RAIL or ALS out		RAIL or ALS out
A	1¼	1¾	1		1¼	
B			1	1¼	1½	
C			2	2½	2½	3
D			2¼	2¾		

CIRCLE-TO-LAND
Not Authorized South of Rwy 9-27.
Not Authorized to Rwy 12 at Night.

Max Kts	With Smile MDA(H)	Without Smile MDA(H)
90	1340' (811')-1	2060' (1531')-1¼
120	1460' (931')-1¼	2060' (1531')-1½
140	1500' (971')-3	2060' (1531')-3
165		

TERPS AMEND 16A 3 JUN 2010

CHANGES: Printing sequence.

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KIPT/IPT
WILLIAMSPORT REGL

JEPPESEN

16 SEP 11 (12-1) CAT A, B & C

WILLIAMSPORT, PA
RNAV (GPS) Rwy 9

BRIEFING STRIP™

ASOS	NEW YORK Center (R)	*WILLIAMSPORT Tower	*Ground
125.22	124.9	CTAF 119.1	121.9

WAAS	Final Apch Crs	Minimum Alt JIPAS	LPV DA(H)	Apt Elev 528′
Ch 86924 W-09A	087°	2800′ (2286′)	1029′ (515′)	Rwy 9 514′

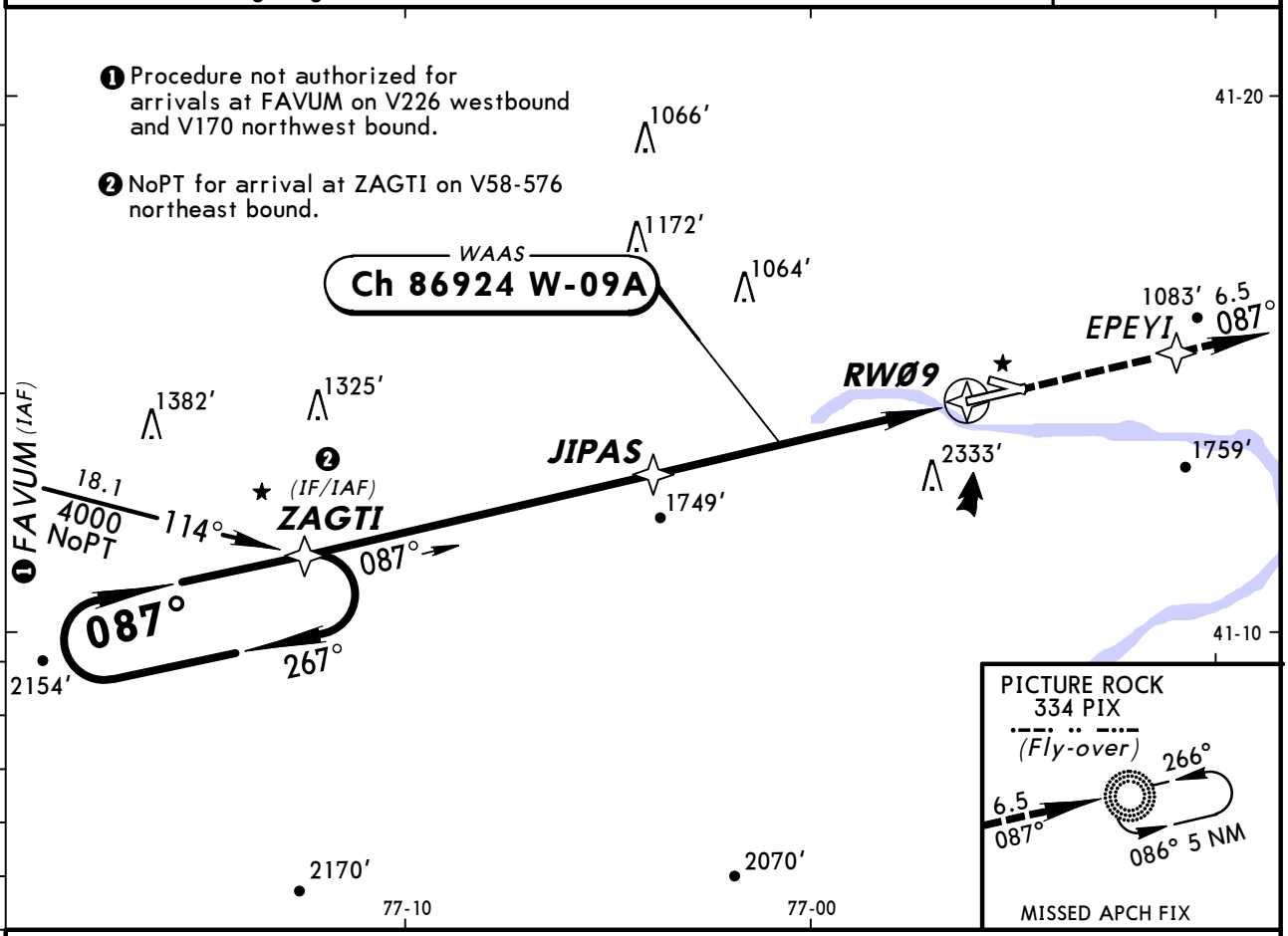
MISSED APCH: Climb to 4300′ direct EPEYI and on track 087° to PIX NDB and hold, continue climb-in-hold to 4300′.

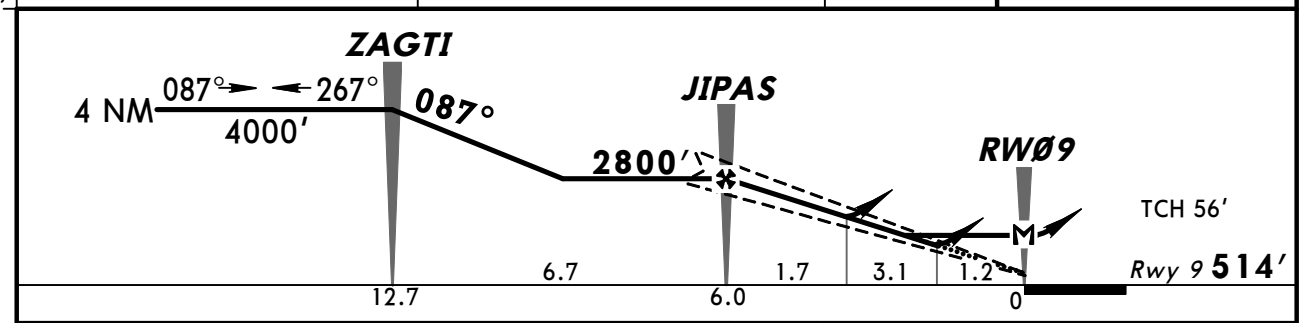
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. VGSI and RNAV glidepath not coincident.
4. Pilot controlled lighting 119.1.

3900′

MSA RWØ9





Gnd speed-Kts		70	90	100	120	140	160		REIL PAPI-L	4300′	D	EPEYI
Glide Path Angle	3.50°	434	557	619	743	867	991					
MAP at RWØ9												

❶ STRAIGHT-IN LANDING RWY 9

	LPV DA(H) 1029′ (515′)	LNAV/VNAV DA(H) 2155′ (1641′)	LNAV MDA(H) 1980′ (1466′)
A	1½	5	1¼
B			1½
C			3
D	NA	NA	NA

❶ CIRCLE-TO-LAND
Not Authorized South of Rwy 9 and Southwest of Rwy 30

Max Kts	MDA(H)
90	1980′ (1452′)-1¼
120	1980′ (1452′)-1½
140	1980′ (1452′) -3
D	NA

❶ When VGSI inop, straight-in/circling Rwy 9 and circling Rwy 12 and Rwy 30 not authorized at night.

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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KIPT/IPT
WILLIAMSPORT REGL

JEPPESEN

16 SEP 11 (12-2) CAT A & B

WILLIAMSPORT, PA
RNAV (GPS) Rwy 12

BRIEFING STRIP TM

ASOS	NEW YORK Center (R)	*WILLIAMSPORT Tower	*Ground
125.22	124.9	CTAF 119.1	121.9

WAAS	Final Apch Crs	Minimum Alt SOLYO	LP MDA(H)	Apt Elev 528′
Ch 49024 W-12A	100°	2800′ (2277′)	1040′ (517′)	Rwy 12 523′

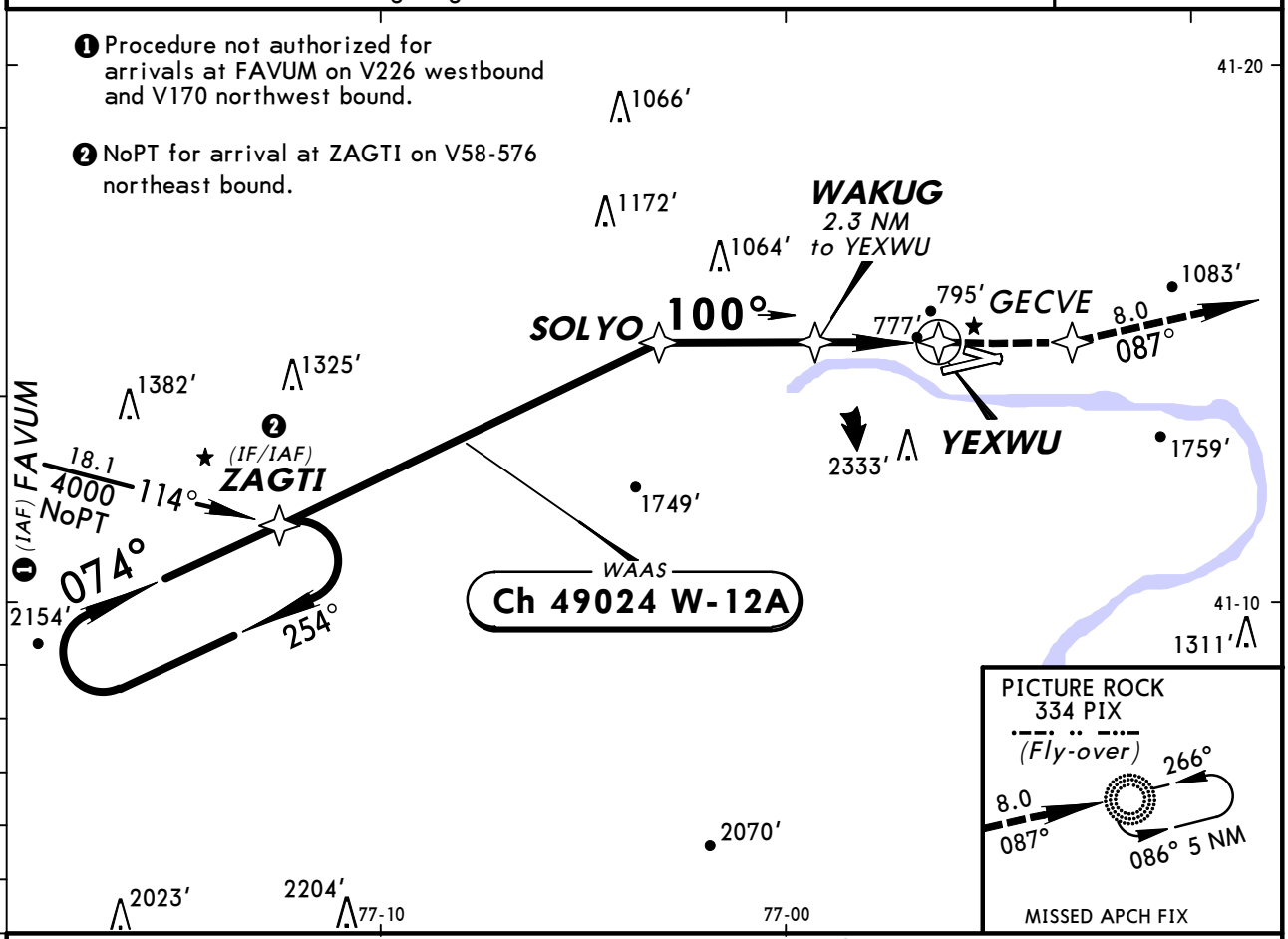
MISSED APCH: Climb to 4300′ direct GECVE and on track 087° to PIX NDB and hold, continue climb-in-hold to 4300′.

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

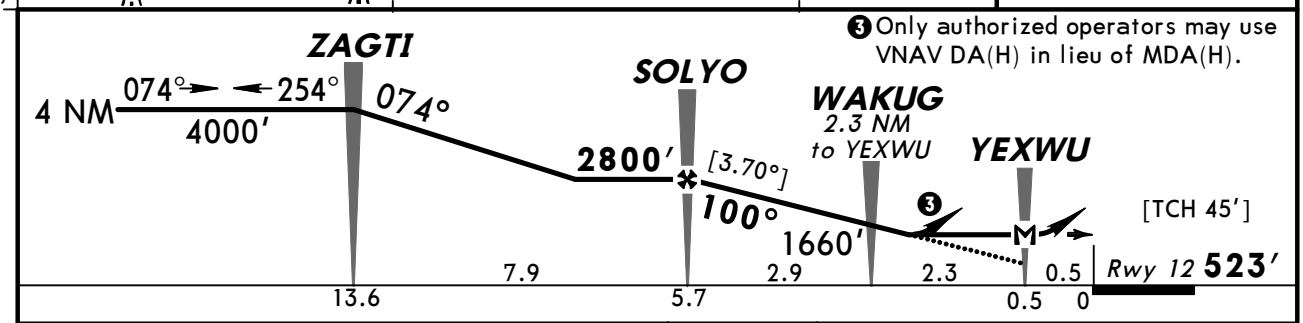
1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 119.1.

3900′

MSA YEXWU



PICTURE ROCK
334 PIX
(Fly-over)
266°
8.0
087°
086° 5 NM
MISSED APCH FIX



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.70°]	458	589	655	786	917	1048
MAP at YEXWU						

PAPI-L 4300′ GECVE

1 STRAIGHT-IN LANDING RWY 12

	LP MDA(H) 1040′(517′)	LNAV MDA(H) 1240′(717′)
A	1	1
B		
C	NA	NA
D		

1 CIRCLE-TO-LAND
Not Authorized South of Rwy 9 and Southwest of Rwy 30

Max Kts	MDA(H)
90	1240′(712′)-1
120	1400′(872′) - 1¼
C	NA
D	

1 When VGSI inop, straight-in/circling Rwy 12 and circling Rwy 30 not authorized at night.

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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BRIEFING STRIP™

ASOS	NEW YORK Center (R)	*WILLIAMSPORT Tower	*Ground
125.22	124.9	CTAF 119.1	121.9

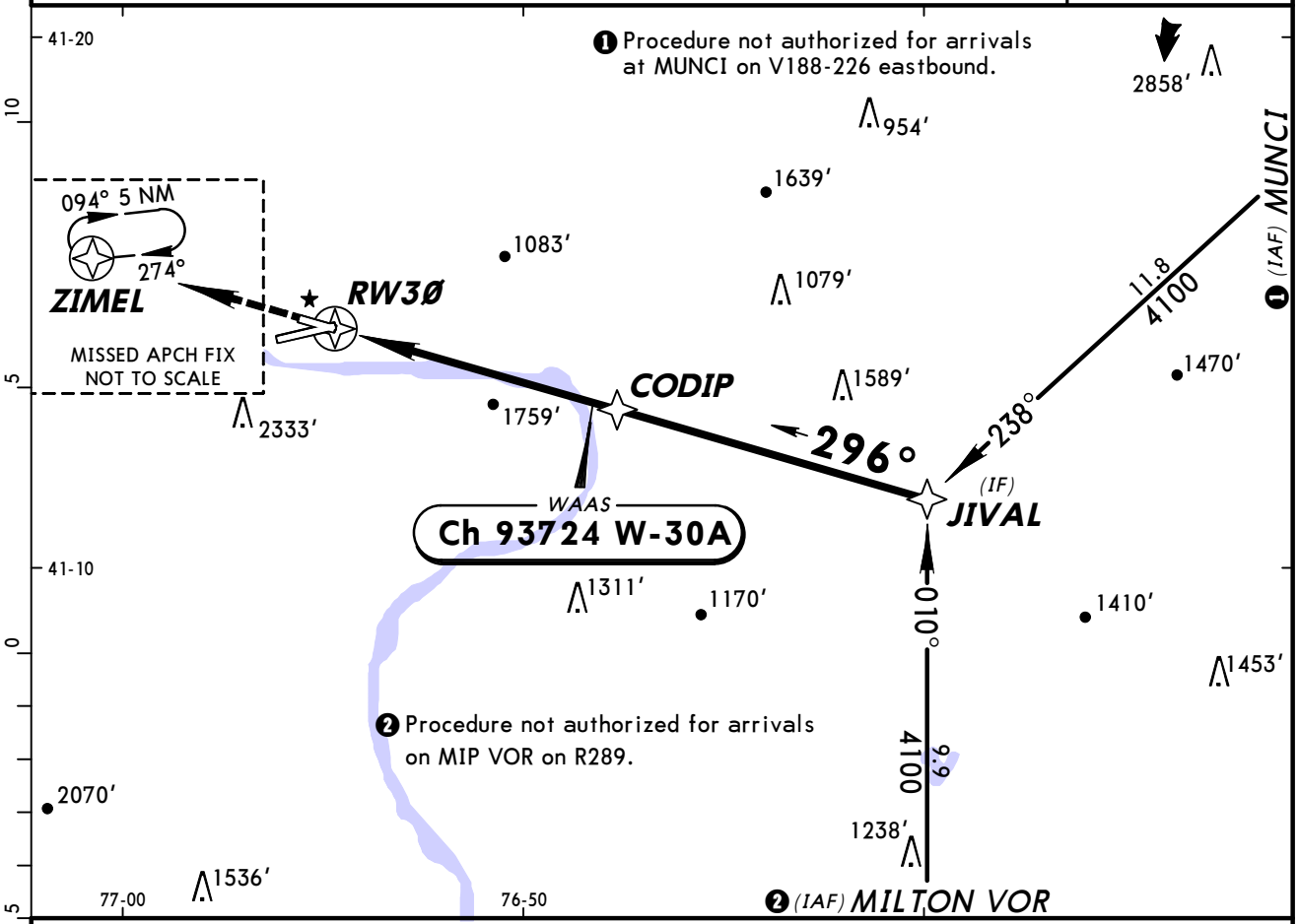
WAAS	Final Apch Crs	Minimum Alt CODIP	LPV DA(H)	Apt Elev 528′
Ch 93724 W-30A	296°	2800′ (2275′)	840′ (315′)	Rwy 30 525′

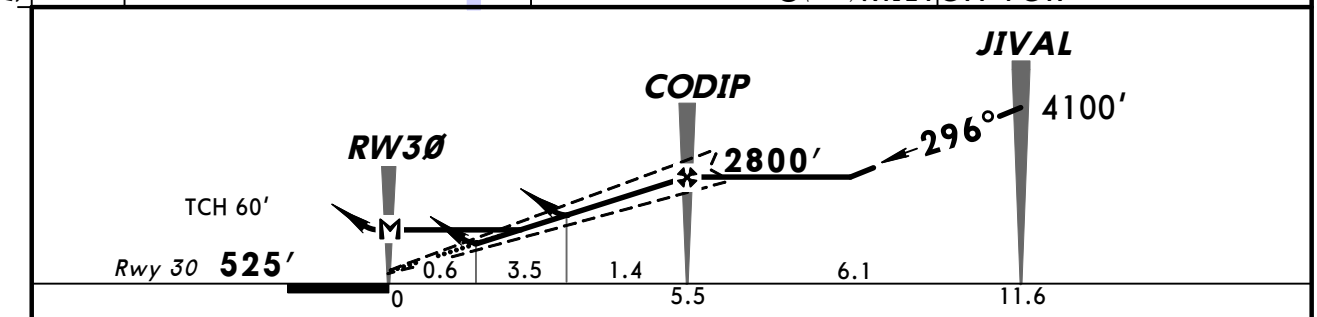
MISSED APCH: Climb to 4500′ direct ZIMEL and hold, continue climb-in-hold to 4500′.

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. 3. VGSI and RNAV glidepath not coincident.
4. Pilot controlled lighting 119.1.

3900′
MSA RW3Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.77°	467	601	667	801	934	1068
MAP at RW3Ø						

PAPI-L | 4500′ | D | ZIMEL

❶ STRAIGHT-IN LANDING RWY 30

	LPV DA(H) 840′ (315′)	LNAV/VNAV DA(H) 2209′ (1684′)	LNAV MDA(H) 2020′ (1495′)
A	1	5	1¼
B			1½
C	NA	NA	NA
D			

❶ CIRCLE-TO-LAND

Not Authorized South of Rwy 9 and Southwest of Rwy 30

Max Kts	MDA(H)
90	2020′ (1492′) - 1¼
120	2020′ (1492′) - 1½
C	NA
D	

❶ When VGSI inop, straight-in/circling Rwy 30 procedure and circling Rwy 12 not authorized at night.

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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General Information

Location: Johnstown PA USA
IATA Code: JST
Lat/Long: N40° 18.9' W078° 50.1'
Elevation: 2284 ft

Airport Use: Public
Magnetic Variation: 10.0°W
Sectional Chart: Detroit

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: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1152 Z
Sunset: 2304 Z,

Runway Information

Runway: 05
Length x Width: 4386 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2283 ft
Lighting: Edge, REIL

Runway: 15
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2276 ft
Lighting: Edge, Pilot controlled

Runway: 23
Length x Width: 4386 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2284 ft
Lighting: Edge, REIL

Runway: 33
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2281 ft
Lighting: Edge, ALS, Pilot controlled

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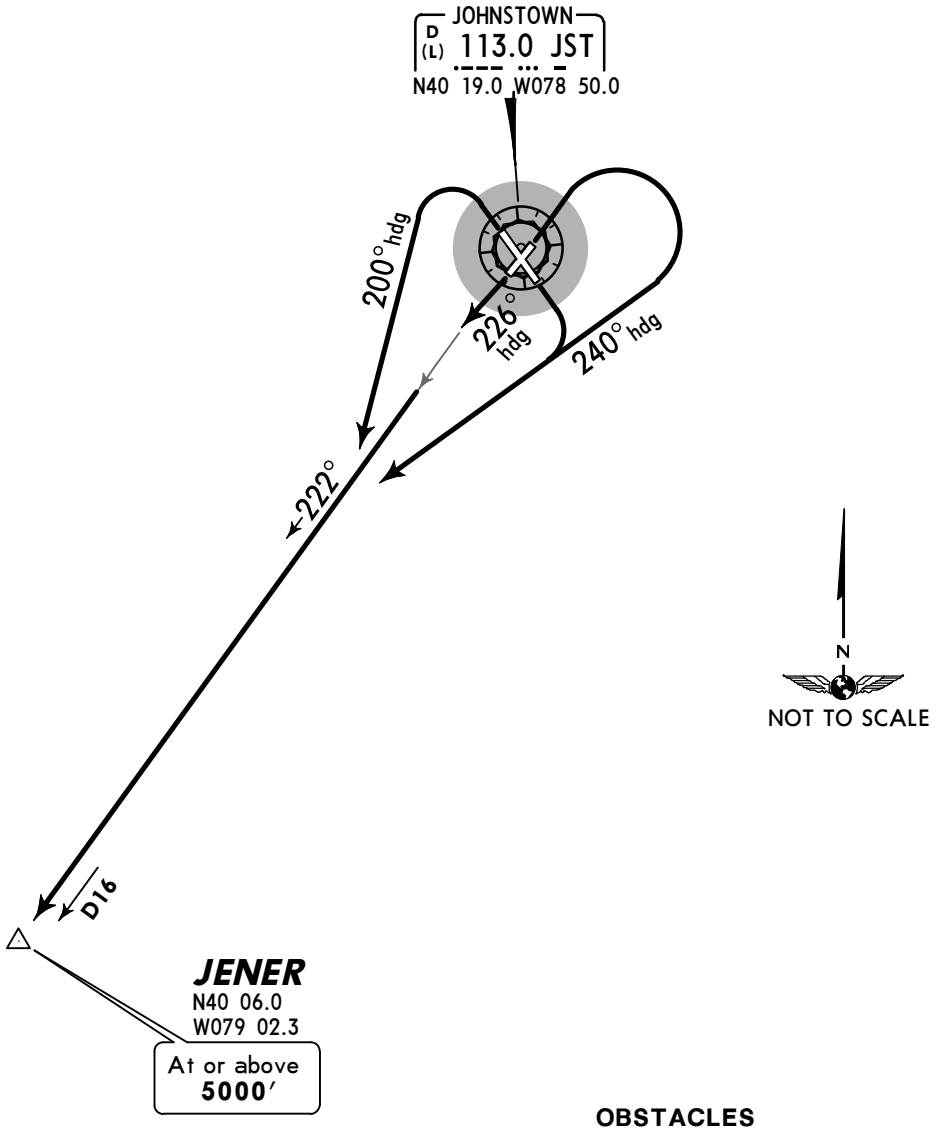
Communication Information

ATIS 118.325
ASOS 118.325
Johnstown Tower 125.75 Out to 10 mi. CTAF PCL
Johnstown Ground Control 121.6
Army Guard Ramp/Taxi Control 143.3 Military
Johnstown Clearance Delivery 126.85
Johnstown Approach Control 135.975
Johnstown Departure Control 135.975
Johnstown-Cambria Co Unicom 122.95
Keystone Operations 139.15 Military
Altoona Flight Service Station 122.65 RCO
Altoona Flight Service Station 122.1 RCO
Altoona Flight Service Station 113.0 RCO
Cleveland Center 121.2 Remote Communications Air-Ground

*JOHNSTOWN Departure (R)	Apt Elev	
135.97	2284′	Trans level: FL 180 Trans alt: 18000′ **1. DME and RADAR required.** 2. During VFR conditions watch for opposing traffic on JST R-222.

4400′
MSA JST VOR

JENER THREE DEPARTURE (JENER3.JENER)



OBSTACLES
Rwy 5: Trees beginning 326′ from DER, 342′ RIGHT of centerline, up to 100′ AGL/2358′ MSL. Trees beginning 887′ from DER, 384′ LEFT of centerline, up to 100′ AGL/2341′ MSL.
Rwy 23: Trees beginning 215′ from DER, 227′ RIGHT of centerline, up to 100′ AGL/2339′ MSL. Trees beginning 431′ from DER, 250′ LEFT of centerline, up to 100′ AGL/2379′ MSL.
Rwy 33: Trees beginning 359′ from DER, 318′ RIGHT of centerline, up to 100′ AGL/2409′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 5, 15, 23, 33: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB
5, 15	Turn RIGHT heading 240° to intercept JST R-222.
23	Climb heading 226° to intercept JST R-222.
33	Turn LEFT heading 200° to intercept JST R-222.

ROUTING

Via JST R-222 to JENER/D16 JST. Then via assigned route.

CHANGES: Communications.

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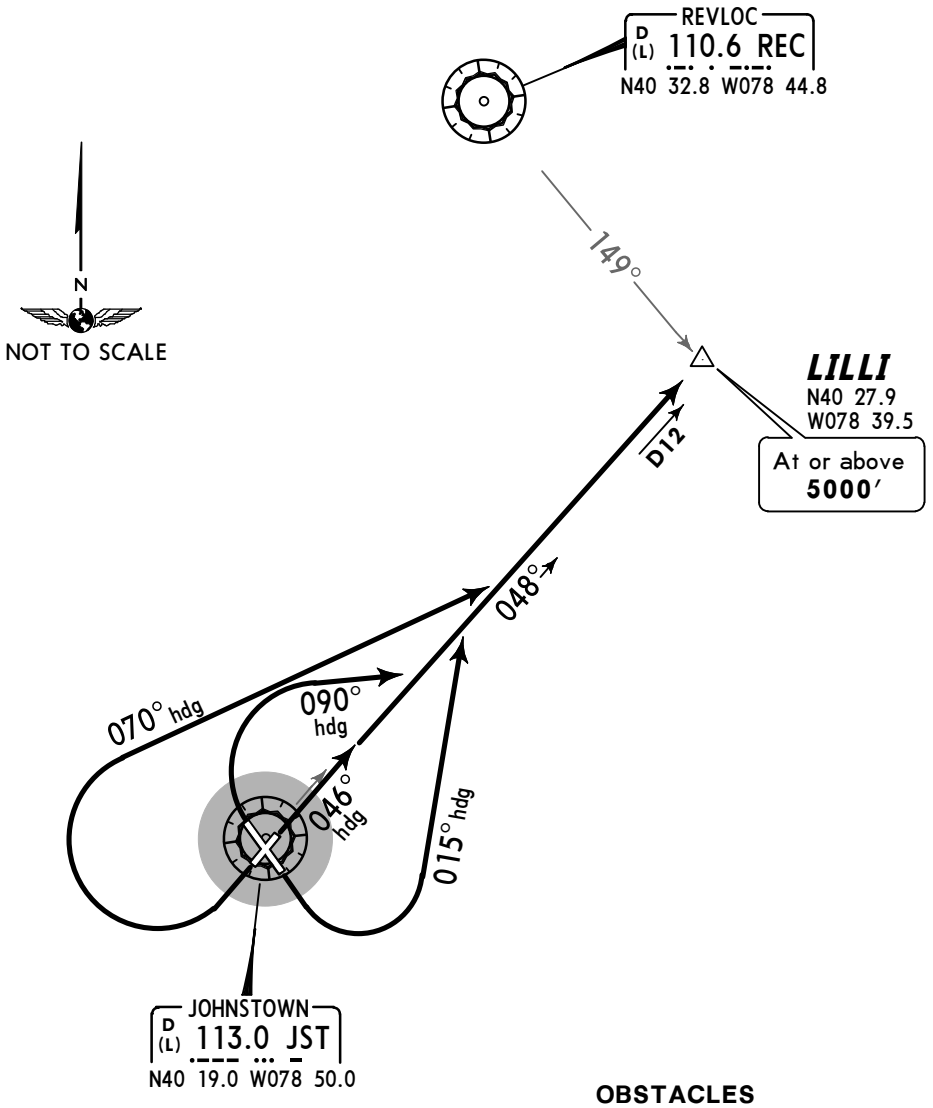
*JOHNSTOWN Departure (R)	Apt Elev	
135.97	2284′	Trans level: FL 180 Trans alt: 18000′ During VFR conditions watch for opposing traffic on JST R-048.

4400′
MSA JST VOR

LILLI THREE DEPARTURE (LILLI3.LILLI)



OBSTACLES
Rwy 5: Trees beginning 326′ from DER, 342′ RIGHT of centerline, up to 100′ AGL/2358′ MSL. Trees beginning 887′ from DER, 384′ LEFT of centerline, up to 100′ AGL/2341′ MSL.
Rwy 23: Trees beginning 215′ from DER, 227′ RIGHT of centerline, up to 100′ AGL/2339′ MSL. Trees beginning 431′ from DER, 250′ LEFT of centerline, up to 100′ AGL/2379′ MSL.
Rwy 33: Trees beginning 359′ from DER, 318′ RIGHT of centerline, up to 100′ AGL/2409′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 5, 15, 23, 33: Standard (or lower than standard, if authorized) with minimum ATC climb of 235′ per NM to **5000′.**

Gnd speed-KT	75	100	150	200	250	300
235′ per NM	294	392	588	783	979	1175

RWY	INITIAL CLIMB
5	Climb heading 046° to intercept JST R-048.
15	Turn LEFT heading 015° to intercept JST R-048.
23	Turn RIGHT heading 070° to intercept JST R-048.
33	Turn RIGHT heading 090° to intercept JST R-048.

ROUTING

Via JST R-048 to LILLI. Then via assigned route.

CHANGES: Communications.

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KJST/JST

Apt Elev **2284′**

N40 19.0 W078 50.0

JEPPESEN

19 AUG 11

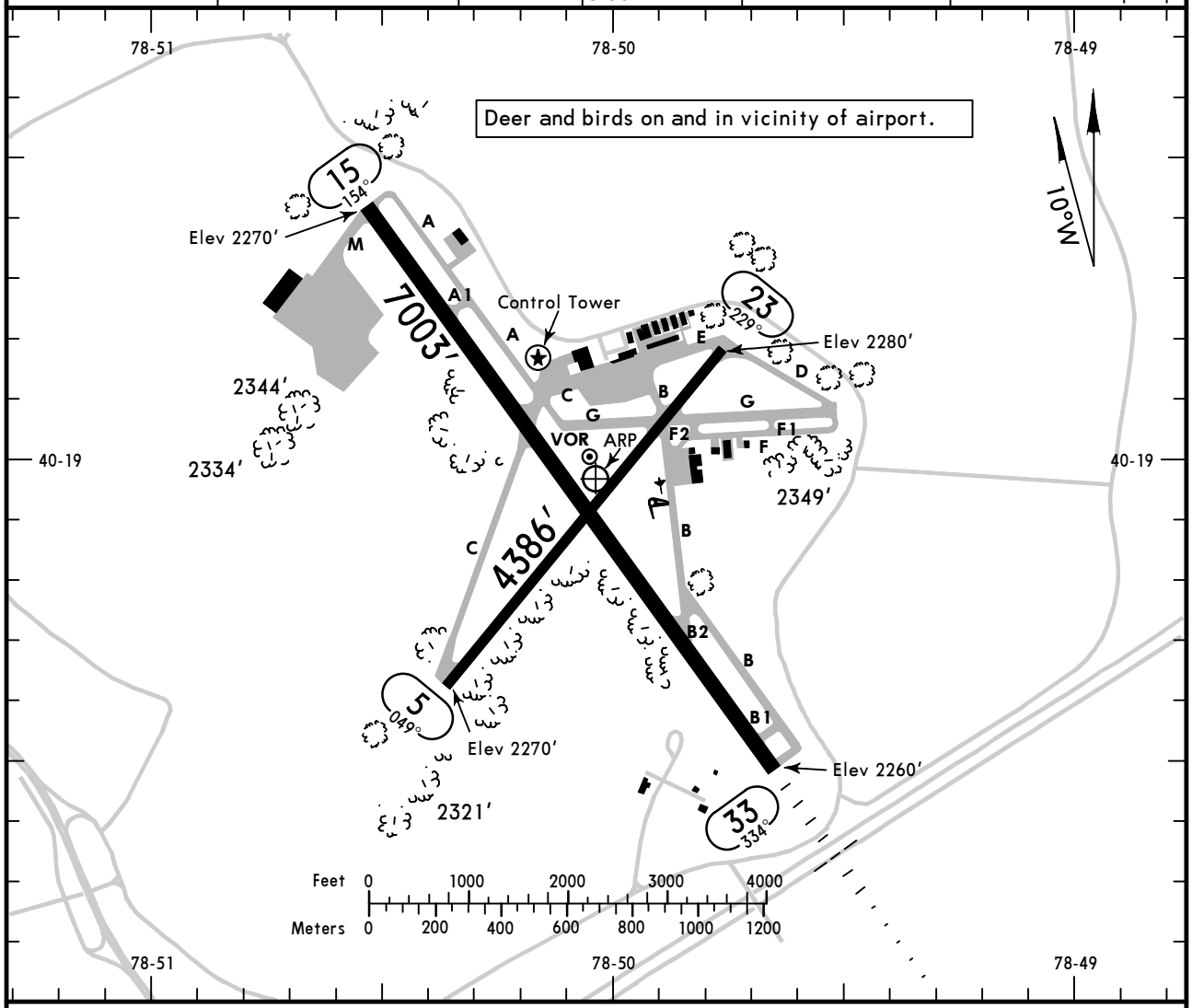
Eff 25 Aug

(11-1)

JOHNSTOWN, PA

MURTHA JOHNSTOWN-CAMBRIA CO

ATIS (ASOS when Twr inop)	*JOHNSTOWN Clearance	*Ground	*Tower	*JOHNSTOWN Dep (R)	CLEVELAND Center
118.32	126.85	121.6	CTAF 125.75	135.97	121.2 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶ MIRL REIL PAPI-L (angle 3.0°) grooved				100′
23	❶ MIRL REIL VASI-L grooved				
15	❷ HIRL VASI-L grooved				150′
33	❷ HIRL ❷MALSR ❷ PAPI-R (angle 3.0°) grooved		6049′		

❶ Unavailable when Twr inop.
❷ Activate on 125.75 when Twr inop.

TAKE-OFF	All Rwys		FOR FILING AS ALTERNATE			
	Adequate Vis Ref	STD	RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 33 VOR DME Rwy 15 VOR DME Rwy 23 VOR Rwy 23	Authorized Only When Local Weather Available VOR Rwy 5	Authorized Only When Twr Operating ILS Rwy 33 LOC Rwy 33	VOR Rwy 15
1 & 2 Eng	¼	1	800-2	800-2	800-2	900-2
3 & 4 Eng		½				900-2½
					800-2¼	900-2¾

A
B
C
D

AMEND 4

CHANGES: Departure and clearance delivery frequencies added.

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KJST/JST
MURTHA JOHNSTOWN-CAMBRIA CO

JEPPESEN (11-1) 19 AUG 11 Eff 25 Aug

JOHNSTOWN, PA
ILS or LOC Rwy 33

ATIS (ASOS when Twr inop)	*JOHNSTOWN App (R)	CLEVELAND Center	*JOHNSTOWN Tower	*Ground
118.32	135.97	121.2 when App inop.	CTAF 125.75	121.6

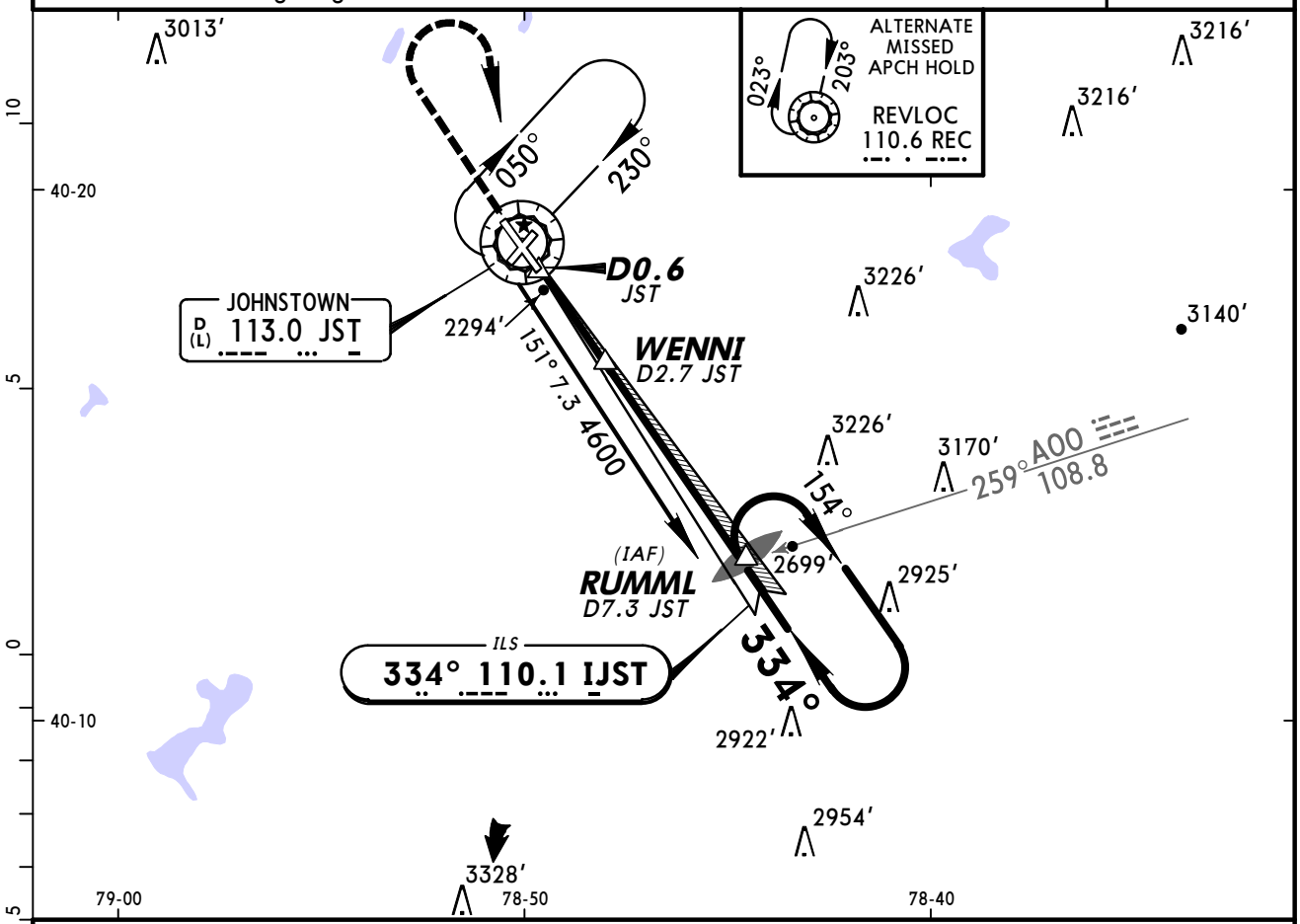
BRIEFING STRIP™

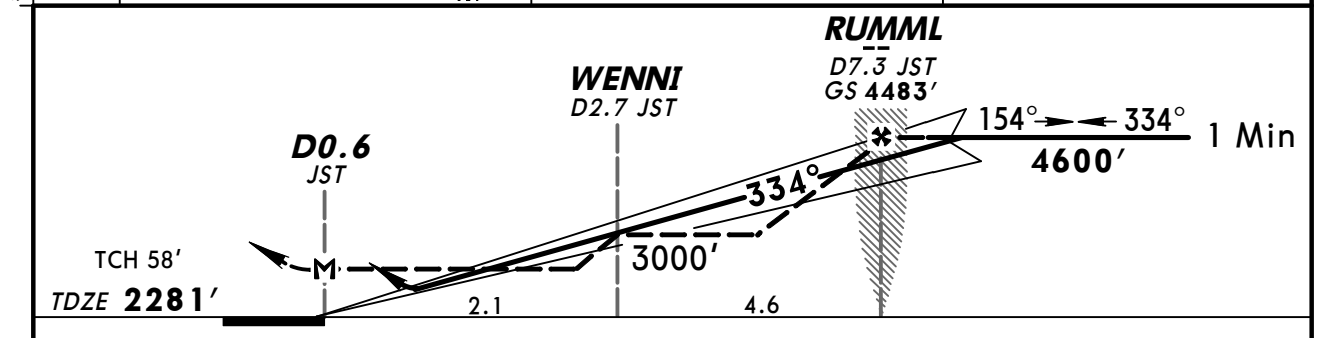
LOC IJST	Final Apch Crs	GS RUMML	ILS DA(H)	Apt Elev 2284′
110.1	334°	4483′ (2202′)	2481′ (200′)	TDZE 2281′

MISSED APCH: Climb to 3600′ then climbing RIGHT turn to 4600′ direct JST VOR and hold. Continue climb-in-hold to 4600′.

4400′ MSA JST VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Glideslope unsuable beyond 4° left of course. 2. VGSI and ILS glidepath not coincident.
3. Pilot controlled lighting 125.75.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.6 JST or RUMML to MAP 6.7	5:45	4:28	4:01	3:21	2:52	2:31

MALSR PAPI | 3600′ | 4600′ RT | D | JST 113.0

STRAIGHT-IN LANDING RWY 33

	ILS DA(H) 2481′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 2600′ (319′) With WENNI	RAIL out	ALS out	MDA(H) 3000′ (719′) Without WENNI	RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C						1 1/2	2	
D			3/4	1		1 3/4	2 1/4	

CIRCLE-TO-LAND

Max Kts	With WENNI MDA(H)	Without WENNI MDA(H)
90	2660′ (376′)-1	3000′ (716′)-1
120	2740′ (456′)-1	
140	2880′ (596′)-1 1/2	3000′ (716′)-2
165	2880′ (596′)-2	3000′ (716′)-2 1/4

AMEND 6 TERPS

CHANGES: Approach frequency added.

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KJST/JST
MURTHA JOHNSTOWN-CAMBRIA CO

JEPPESEN (12-1) 19 AUG 11 Eff 25 Aug

JOHNSTOWN, PA
RNAV (GPS) Rwy 5

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*JOHNSTOWN App (R)	CLEVELAND Center	*JOHNSTOWN Tower	*Ground
118.32	135.97	121.2 when App inop.	CTAF 125.75	121.6

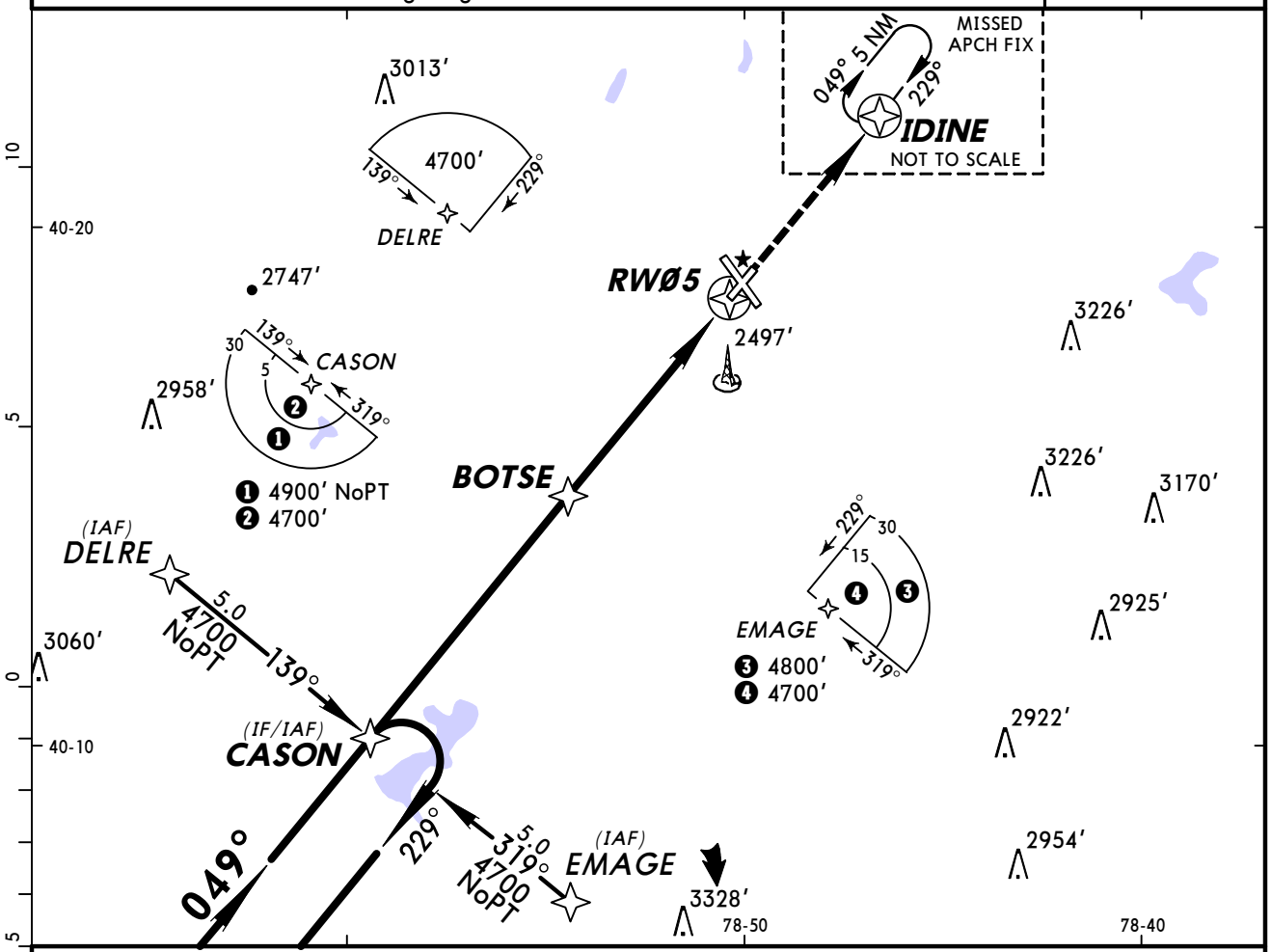
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 2284′
	049°	BOTSE 3900′ (1617′)	2640′ (357′)	TDZE 2283′

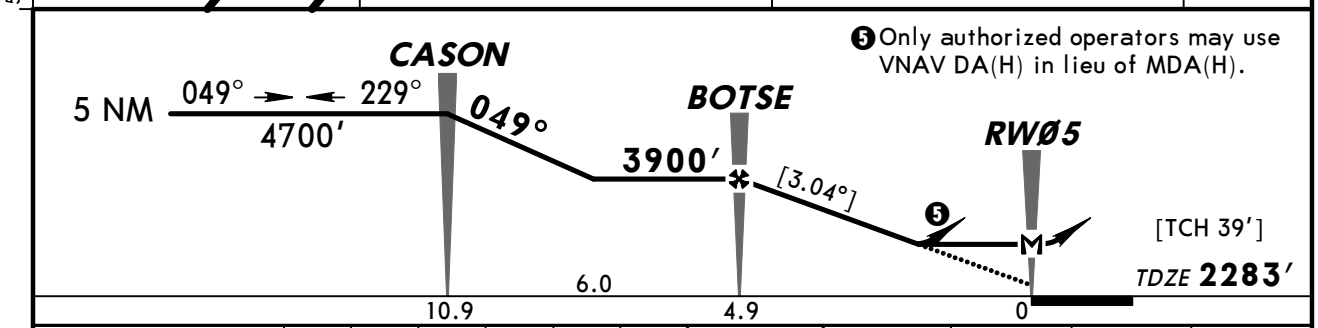
TAA 30 NM IAF

MISSED APCH: Climb to 4800′ direct IDINE 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. 3. Pilot controlled lighting 125.75.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RWØ5						

REIL
PAPI-L

4800′

IDINE

STRAIGHT-IN LANDING RWY 5 LNAV MDA(H) 2640′ (357′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	2660′ (376′)-1
B		120	2740′ (456′)-1
C		140	2880′ (596′)-1½
D	1¼	165	2880′ (596′)-2

AMEND 1 TERPS

CHANGES: Approach frequency added.

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ATIS (ASOS when Twr inop)	*JOHNSTOWN App (R)	CLEVELAND Center	*JOHNSTOWN Tower	*Ground
118.32	135.97	121.2 when App inop.	CTAF 125.75	121.6

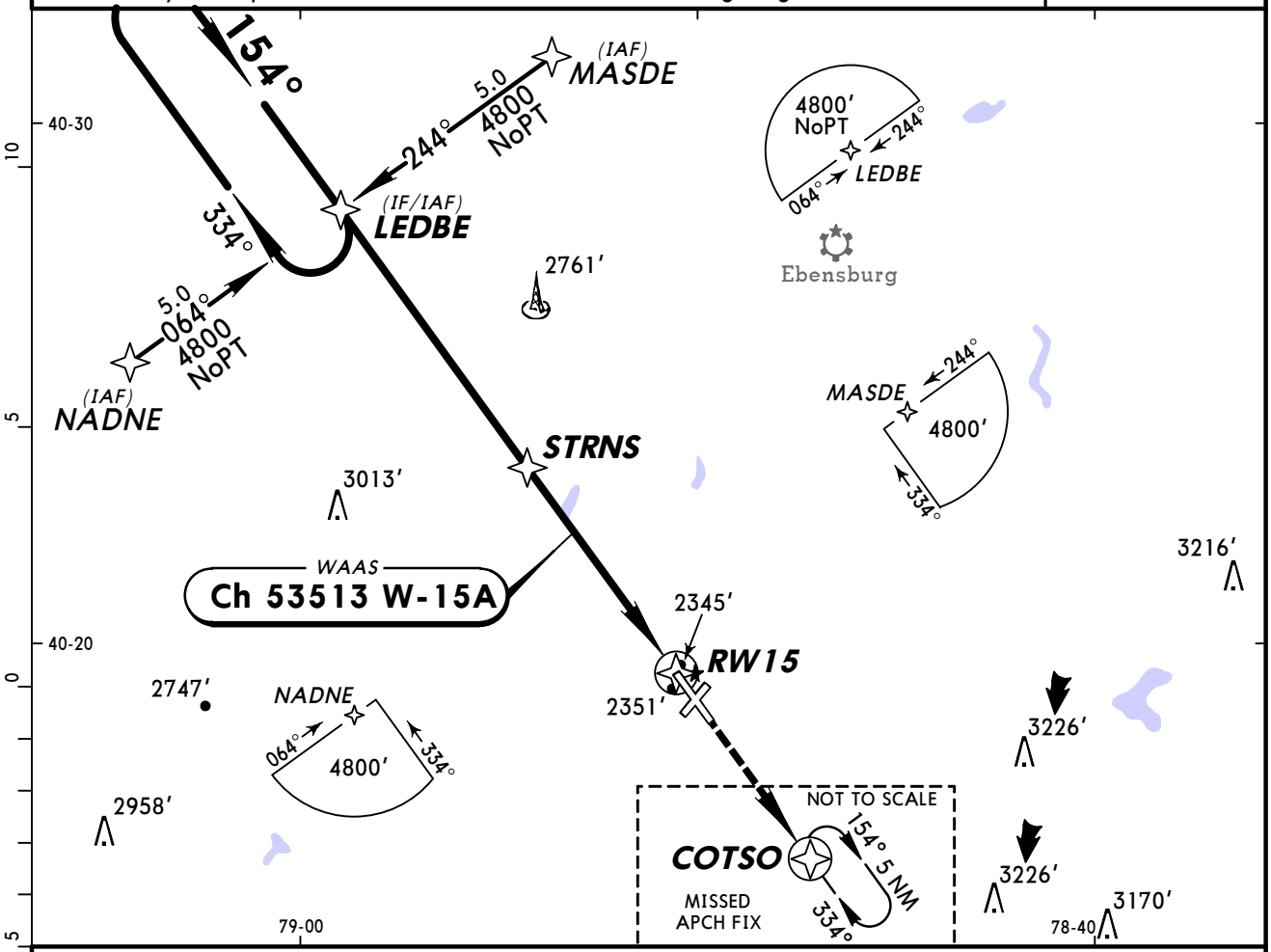
BRIEFING STRIP™

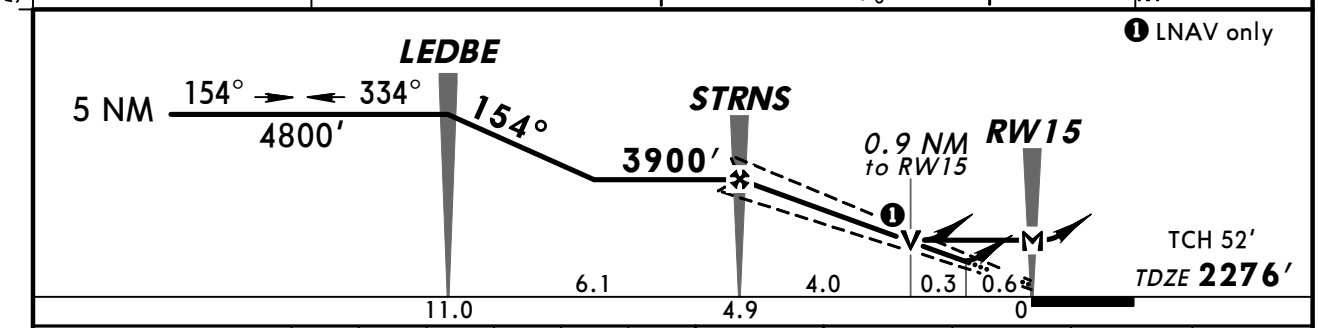
WAAS	Final Apch Crs	Minimum Alt STRNS	LPV DA(H)	Apt Elev 2284'
Ch 53513 W-15A	154°	3900' (1624')	2526' (250')	TDZE 2276'

MISSED APCH: Climb to 4900' direct COTSO and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 44°C (111°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 125.75.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW15						

VASI-L | 4900' | COTSO

STRAIGHT-IN LANDING RWY 15

	LPV DA(H) 2526' (250')	LNAV/VNAV DA(H) 2595' (319')	LNAV MDA(H) 2620' (344')
A	3/4	1	1
B			
C			
D			1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2660' (376')-1
120	2740' (456')-1
140	2880' (596')-1 1/2
165	2880' (596')-2

TERPS AMEND 1

CHANGES: Approach frequency added.

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BRIEFING STRIP™

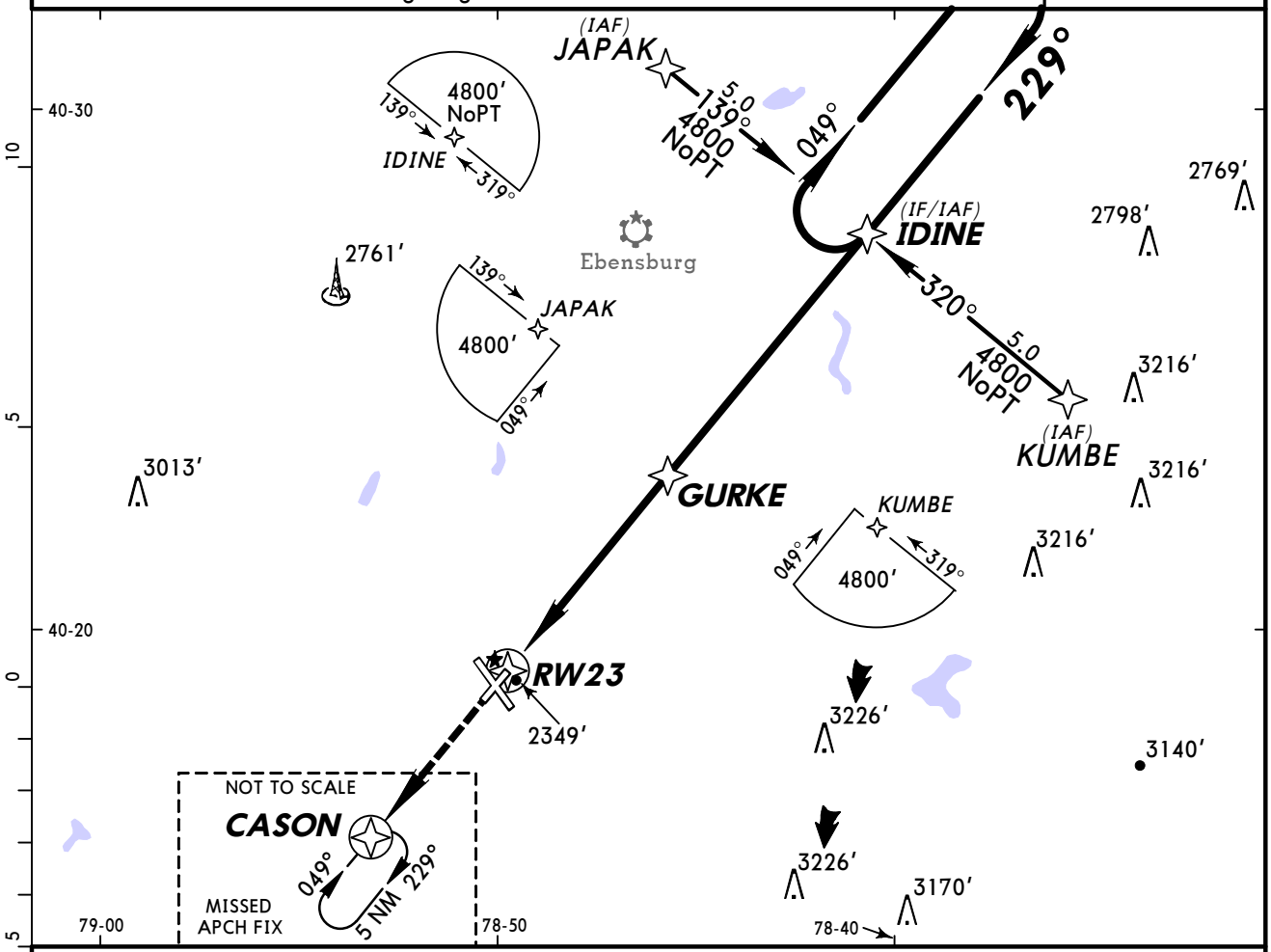
ATIS (ASOS when Twr inop)	*JOHNSTOWN App (R)	CLEVELAND Center	*JOHNSTOWN Tower	*Ground
118.32	135.97	121.2 when App inop.	CTAF 125.75	121.6

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 2284′
	229°	GURKE 3900′ (1616′)	2600′ (316′)	TDZE 2284′

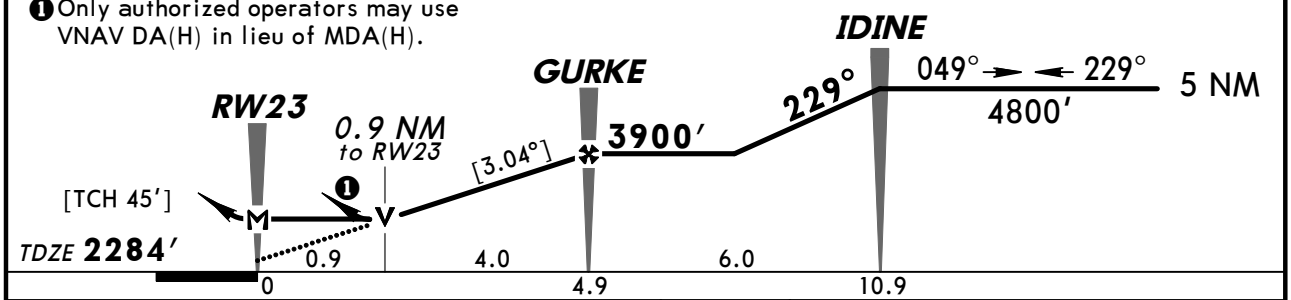
MISSED APCH: Climb to 4700′ direct CASON and hold.

TAA 30 NM IAF

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. 3. Pilot controlled lighting 125.75.



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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW23						

REIL
VASI-L
4700′
CASON

STRAIGHT-IN LANDING RWY 23
LNAV
MDA(H) 2600′ (316′)

A	1
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2660′ (376′)-1
120	2740′ (456′)-1
140	2880′ (596′)-1½
165	2880′ (596′)-2

AMEND 1
TERPS

CHANGES: Approach frequency added.

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KJST/JST
MURTHA JOHNSTOWN-CAMBRIA CO

JEPPESEN

(12-4) 19 AUG 11 Eff 25 Aug

JOHNSTOWN, PA
RNAV (GPS) Rwy 33

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*JOHNSTOWN App (R)	CLEVELAND Center	*JOHNSTOWN Tower	*Ground
118.32	135.97	121.2 when App inop.	CTAF 125.75	121.6

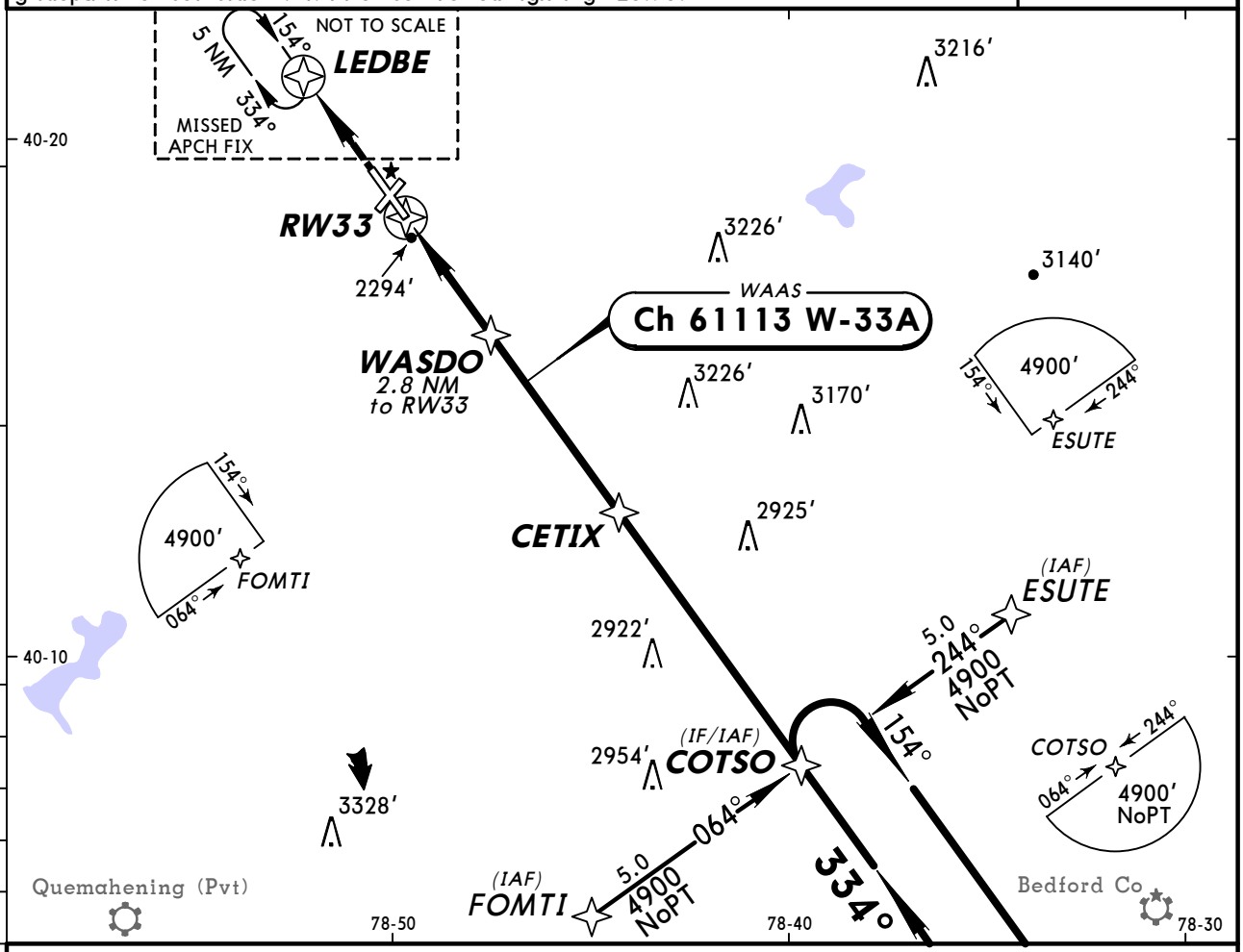
WAAS	Final Apch Crs	Minimum Alt	LPV	Apt Elev 2284′
Ch 61113 W-33A	334°	CETIX 4600′ (2319′)	DA(H) 2481′ (200′)	TDZE 2281′

MISSED APCH: Climb to 4800′ direct LEDBE and hold.

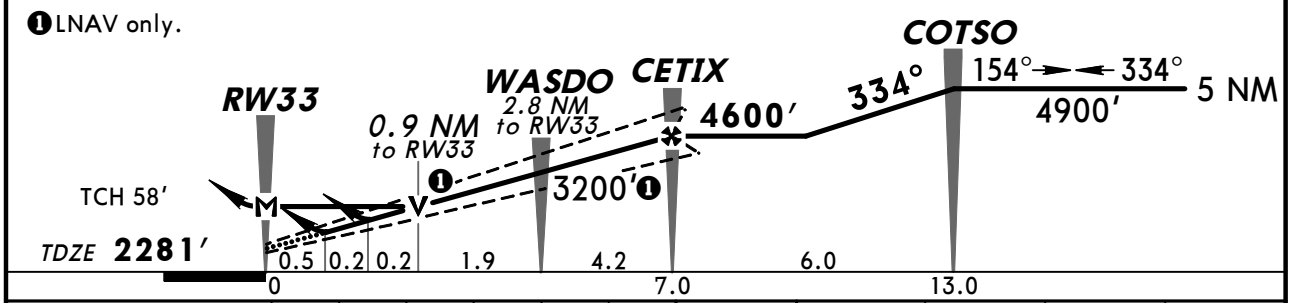
TAA 30 NM IAF

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 44°C (111°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 125.75.



❶LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW33						

MALSR PAPI 4800′ LEDBE

STRAIGHT-IN LANDING RWY 33

	LPV DA(H) 2481′ (200′)		LNAV/VNAV DA(H) 2552′ (271′)			LNAV MDA(H) 2600′ (319′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C								
D			3/4	1		1		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2660′ (376′)-1
120	2740′ (456′)-1
140	2880′ (596′)-1 1/2
165	2880′ (596′)-2

AMEND 1 TERPS

CHANGES: Approach frequency added.

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KJST/JST
MURTHA JOHNSTOWN-CAMBRIA CO

JEPPESEN

(13-1) 19 AUG 11 Eff 25 Aug

JOHNSTOWN, PA
VOR Rwy 5

BRIEFING STRIP™

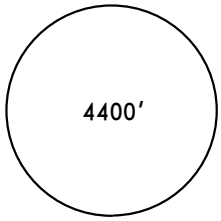
ATIS (ASOS when Twr inop)	*JOHNSTOWN App (R)	CLEVELAND Center	*JOHNSTOWN Tower	*Ground
118.32	135.97	121.2 when App inop.	CTAF 125.75	121.6

VOR JST	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 2284′
113.0	042°		2880′ (597′)	TDZE 2283′

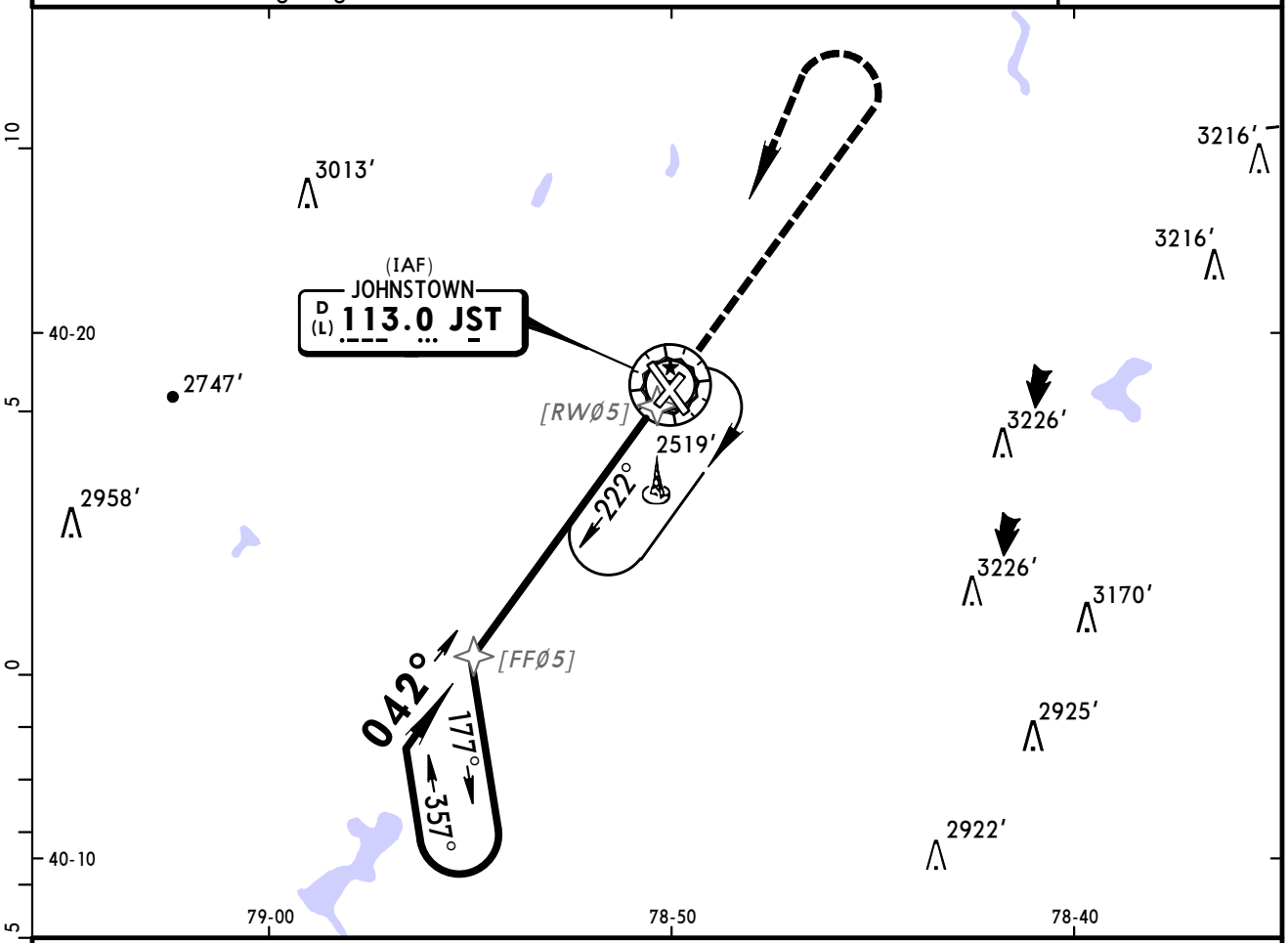
MISSED APCH: Climb to 4200′ then LEFT turn direct JST VOR and hold.

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

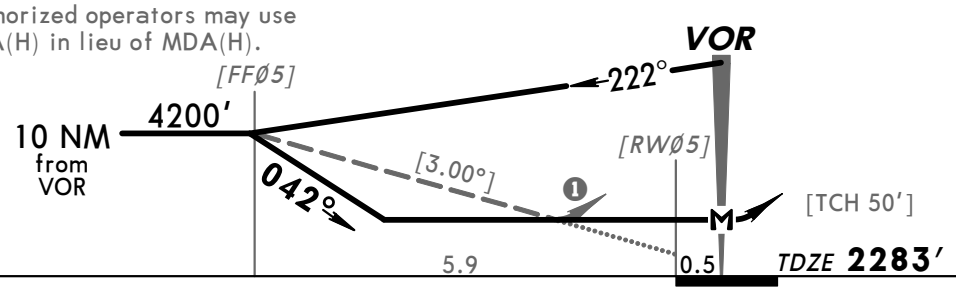
1. Use local altimeter setting; if not received, use Somerset altimeter setting.
2. During VFR conditions watch for opposing traffic on JST VOR R-222.
3. Pilot controlled lighting 125.75.



MSA JST VOR



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



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

REIL	4200′	LT	D	JST
PAPI-L				113.0

TERPS AMEND 6

	STRAIGHT-IN LANDING RWY 5		CIRCLE-TO-LAND		
	MDA(H) 2880′ (597′) With Local Altimeter Setting	MDA(H) 3160′ (877′) With Somerset Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Somerset Altimeter Setting MDA(H)
A	1	1	90	2880′ (596′) -1	3160′ (876′) -1
B			120		
C	1½	1½	140	2880′ (596′) -1½	3160′ (876′) -1½
D	1¾	1¾	165	2880′ (596′) -2	3160′ (876′) -2

CHANGES: Approach frequency added.

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KJST/JST
MURTHA JOHNSTOWN-CAMBRIA CO

JEPPESEN

(13-2) 19 AUG 11 Eff 25 Aug

JOHNSTOWN, PA
VOR DME Rwy 15

BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	*JOHNSTOWN App (R)	CLEVELAND Center	*JOHNSTOWN Tower	*Ground
118.32	135.97	121.2 when App inop.	CTAF 125.75	121.6

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2284′
JST 113.0	146°	HINKS 3100′ (830′)	2660′ (390′)	Rwy 15 2270′

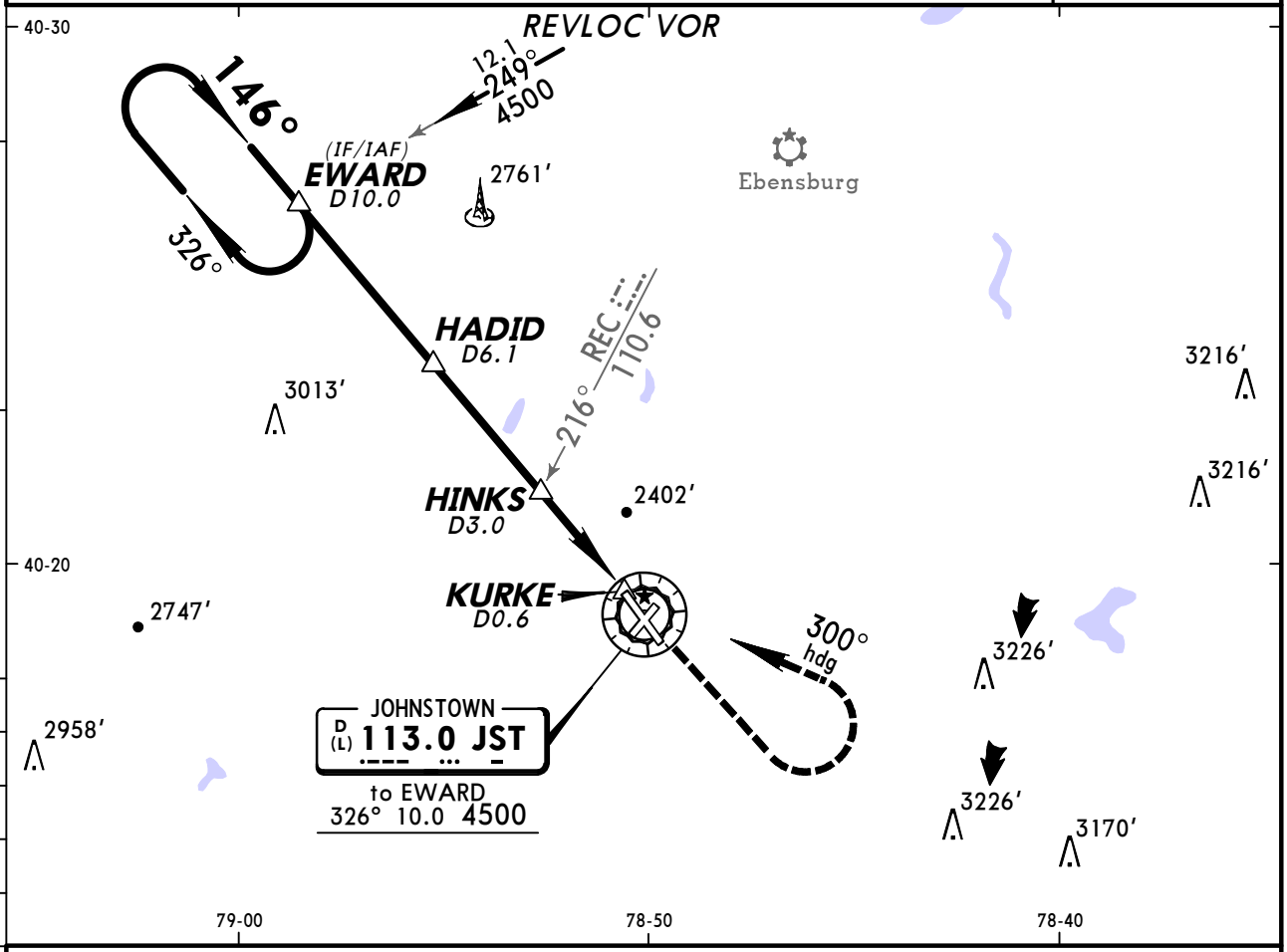
MISSED APCH: Climb to 3000′ then climbing LEFT turn to 4500′ on heading 300° and outbound on JST VOR R-326 to EWARD/D10.0 and hold.

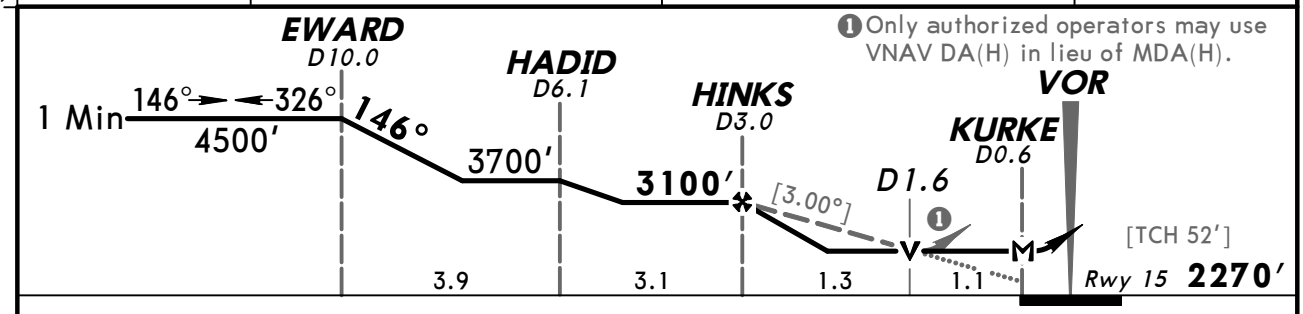
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visbility reduction by helicopters not authorized. 2. Pilot controlled lighting 125.75.

4400′

MSA JST VOR





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

Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at KURKE/D0.6						

VASI-L	3000′	4500′ LT	300° hdg	JST 113.0 R-326

STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND
MDA(H) 2660′(390′)		Not Authorized at Night to Rwy 5 when VGSI Inop

		Max Kts	MDA(H)
A	1	90	2660′(376′)-1
B		120	2740′(456′)-1
C	1⅛	140	2880′(596′)-1½
D		165	2880′(596′)-2

TERPS AMEND 6 30 JUN 2011

CHANGES: Approach frequency added.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*JOHNSTOWN App (R)	CLEVELAND Center	*JOHNSTOWN Tower	*Ground
118.32	135.97	121.2 when App inop.	CTAF 125.75	121.6

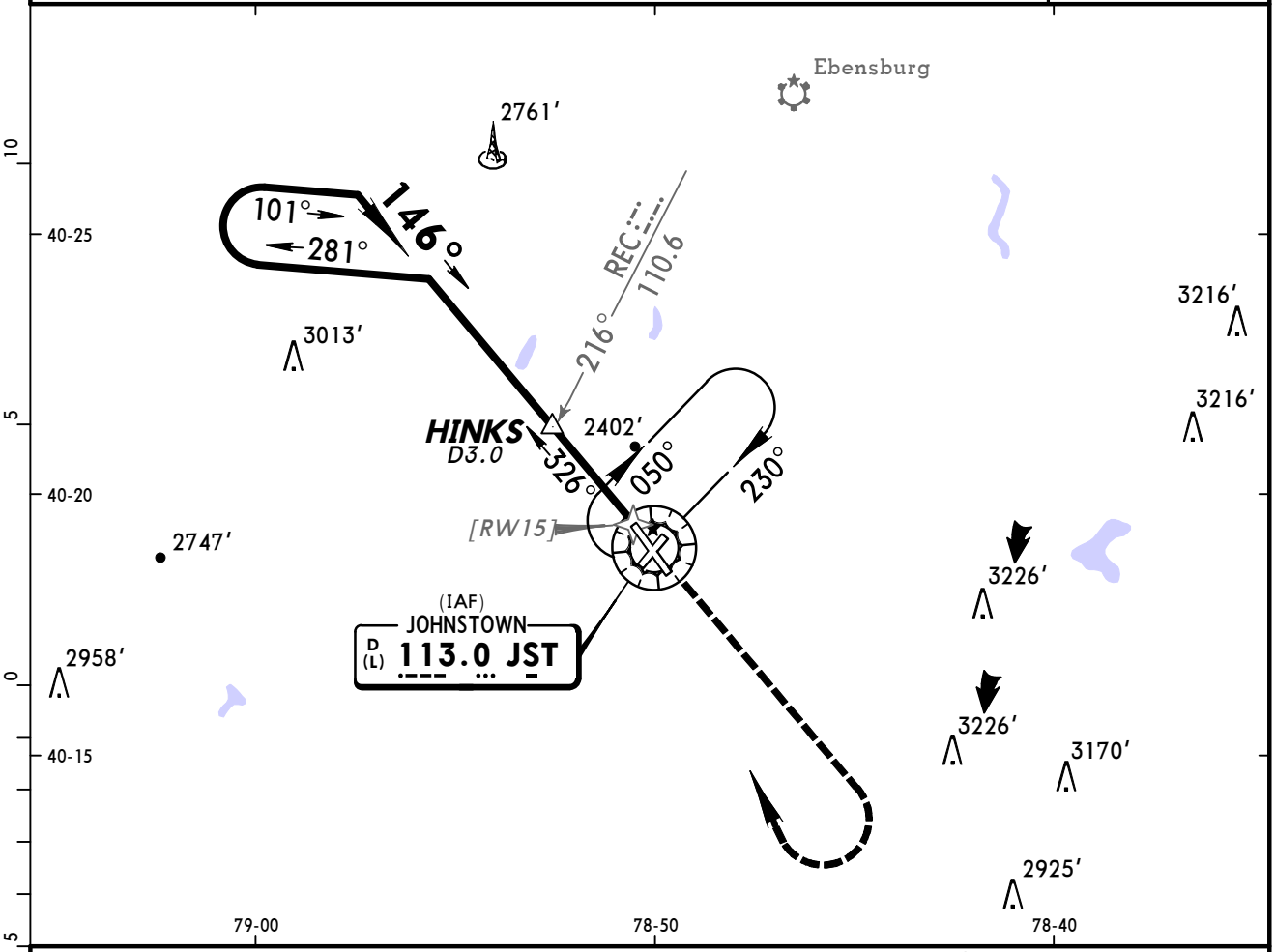
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 2284′
JST 113.0	146°	HINKS 3100′ (824′)	2660′ (384′)	TDZE 2276′

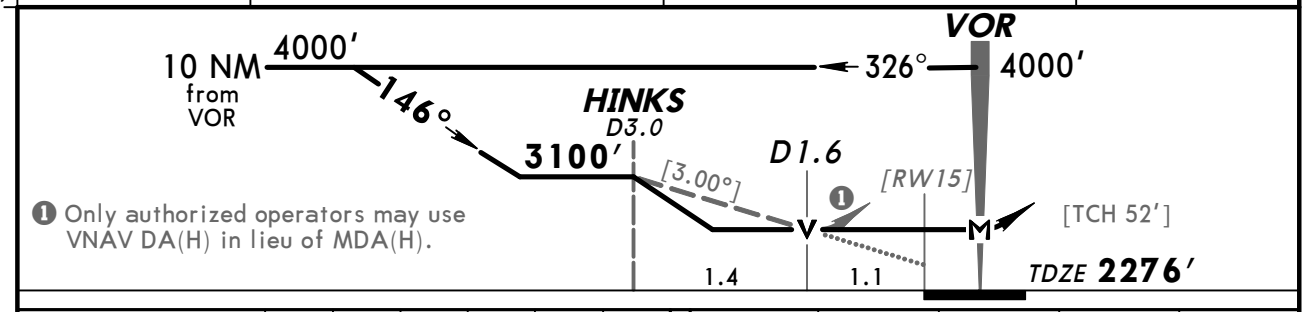
MISSED APCH: Climb to 4200′ then RIGHT turn direct JST VOR and hold.

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

1. Pilot controlled lighting 125.75.

4400′
MSA JST VOR





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

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

VASI-L | 4200′ ↑ | RT | D | JST 113.0

STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND		
MDA(H) 2660′ (384′) With HINKS		MDA(H) 3100′ (824′) Without HINKS	Max Kts	With HINKS MDA(H)	Without HINKS MDA(H)
A	1	1	90	2660′(376′)-1	3100′(816′)-1
B		1¼	120	2740′(456′)-1	3100′(816′)-1¼
C		2½	140	2880′(596′)-1½	3100′(816′)-2½
D	1¼	2¾	165	2880′(596′)-2	3100′(816′)-2¾

AMEND 9 TERPS

CHANGES: Approach frequency added.

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BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	*JOHNSTOWN App (R)	CLEVELAND Center	*JOHNSTOWN Tower	*Ground
118.32	135.97	121.2 when App inop.	CTAF 125.75	121.6

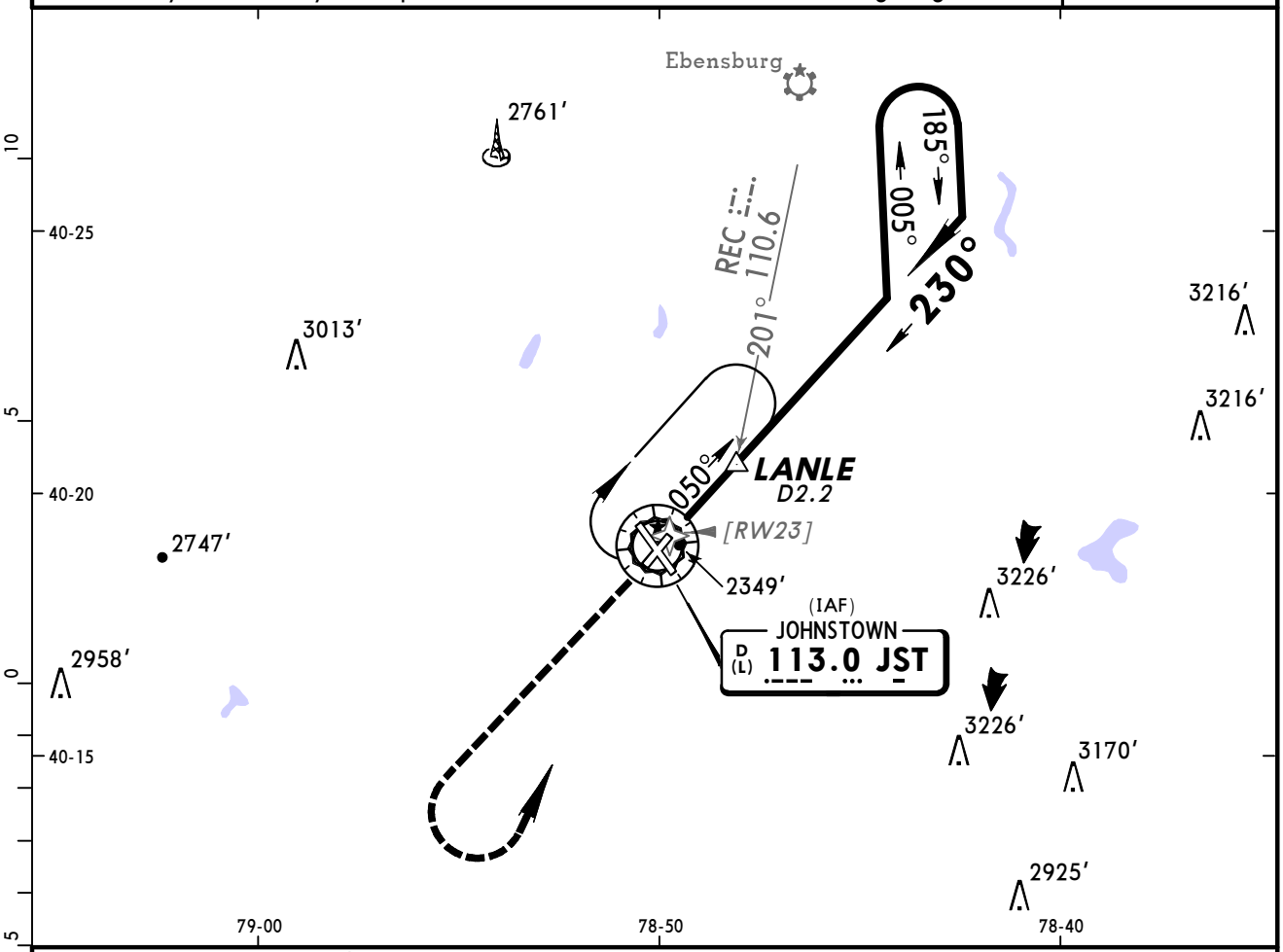
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 2284′
JST 113.0	230°	LANLE 2920′ (636′)	2660′ (376′)	TDZE 2284′

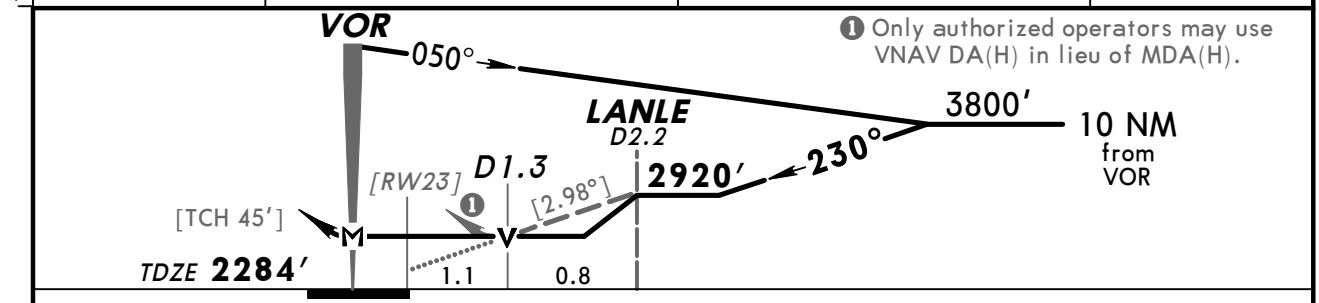
MISSED APCH: Climb to 4200′ then LEFT turn direct JST VOR and hold.

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

1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 125.75.

4400′
MSA JST VOR





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

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at VOR						

REIL
VASI-L
4200′
LT
D
JST 113.0

	STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND		
	MDA(H) 2660′ (376′) With LANLE	MDA(H) 2920′ (636′) Without LANLE		With LANLE	Without LANLE
			Max Kts	MDA(H)	MDA(H)
A	1	1	90	2660′ (376′)-1	2920′ (636′)-1
B			120	2740′ (456′)-1	
C		1¾	140	2880′ (596′)-1½	2920′ (636′)-1¾
D	1¼	2	165	2880′ (596′)-2	2920′ (636′)-2

AMEND 8 TERPS

CHANGES: Approach frequency added.

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KJST/JST
MURTHA JOHNSTOWN-CAMBRIA CO

JEPPESEN (13-5) 19 AUG 11 Eff 25 Aug

JOHNSTOWN, PA
VOR DME Rwy 23

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*JOHNSTOWN App (R)	CLEVELAND Center	*JOHNSTOWN Tower	*Ground
118.32	135.97	121.2 when App inop.	CTAF 125.75	121.6

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2284′
JST 113.0	230°	SHILL 3500′ (1220′)	2600′(320′)	Rwy 23 2280′

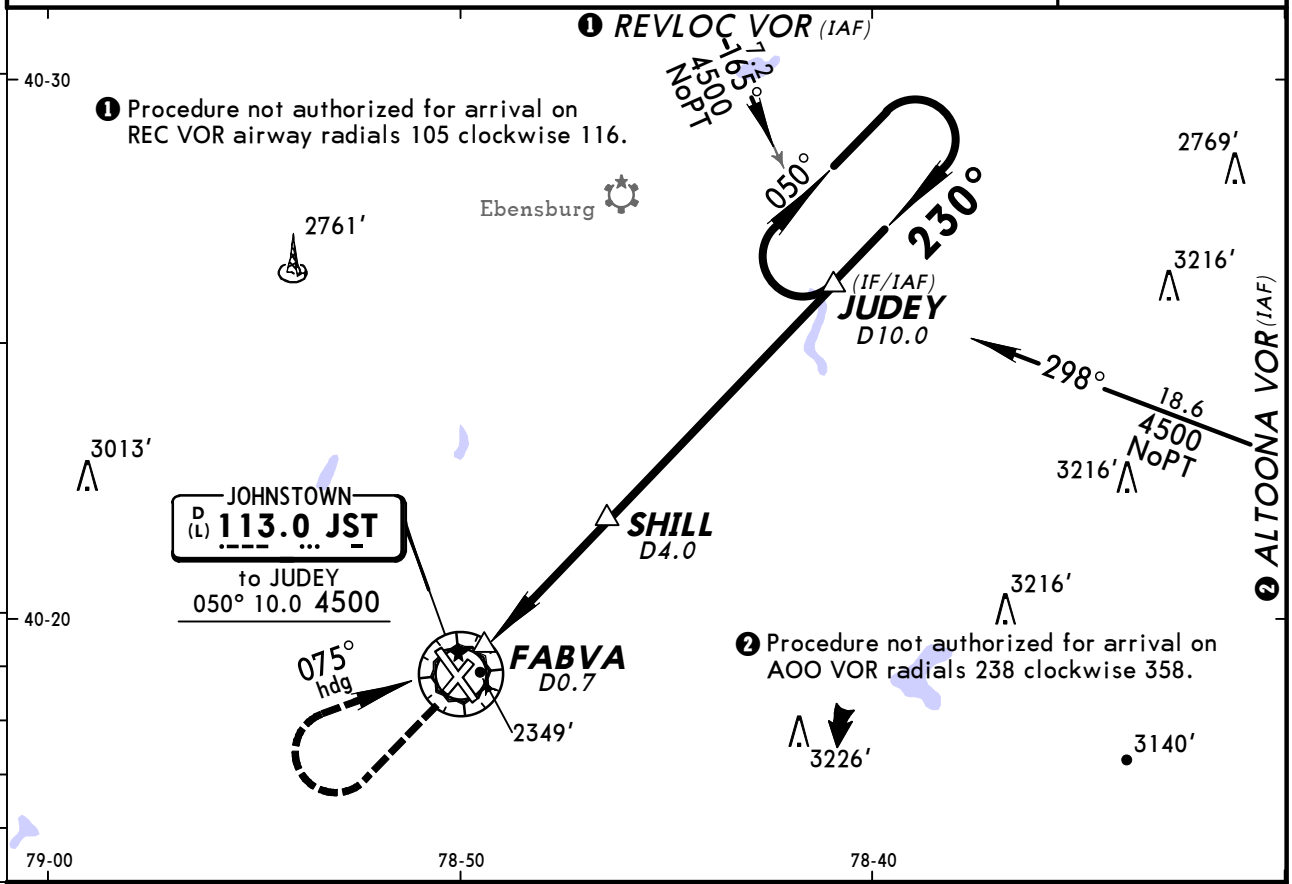
MISSED APCH: Climb to 3000′, then climbing RIGHT turn to 4500′ on heading 075° and outbound on JST VOR R-050 to JUDEY/D10.0 and hold.

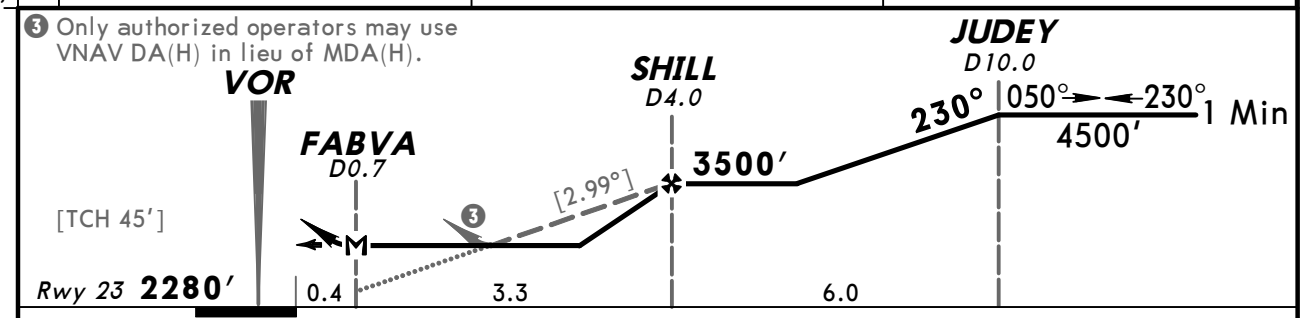
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 125.75.

4400′

MSA JST VOR





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at FABVA						

REIL	3000′	4500′	075°	JST
VASI-L	↑	↱ RT	hdg	113.0 R-050

STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND
MDA(H) 2600′(320′)		Not Authorized at Night to Rwy 5 when VGSI Inop
A	1	
B		
C	7/8	
D		

Max Kts	MDA(H)
90	2660′(376′)-1
120	2740′(456′)-1
140	2880′(596′)-1½
165	2880′(596′)-2

TERPS AMEND 3 30 JUN 2011

CHANGES: Approach frequency added.

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General Information

Location: Latrobe PA USA
IATA Code: LBE
Lat/Long: N40° 16.5' W079° 24.4'
Elevation: 1199 ft

Airport Use: Public
Magnetic Variation: 9.6°W
Sectional Chart: Detroit

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
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: 1155 Z
Sunset: 2306 Z,

Runway Information

Runway: 03
Length x Width: 3609 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1141 ft
Lighting: Edge, Part time

Runway: 05
Length x Width: 8222 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1199 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 3609 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1141 ft
Lighting: Edge, Part time

Runway: 23
Length x Width: 8222 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1145 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 850 ft

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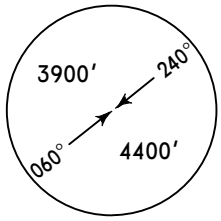
Communication Information

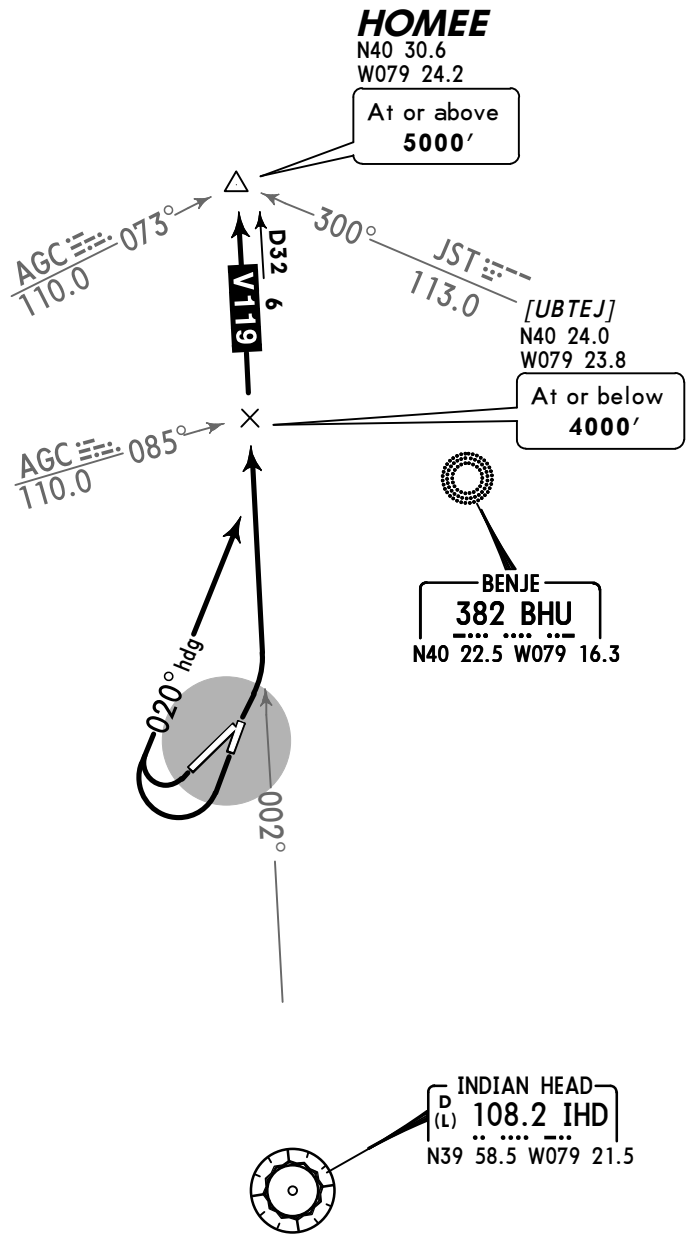
ATIS 118.375
AWOS 118.375
Palmer Tower 125.0 CTAF PCL
Palmer Ground Control 121.8
Johnstown Approach Control 135.975 Initial Contact
Johnstown Departure Control 135.975 Initial Contact
Cleveland Center 124.4 Remote Communications Air-Ground

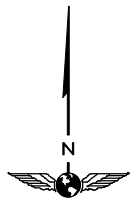
CLEVELAND Center (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
124.4	1185′	



MSA BHU NDB

HOMEE TWO DEPARTURE (HOMEE2.HOMEE)





NOT TO SCALE

Direct distance from Palmer Regl to:
HOMEE **14 NM**

RWY	INITIAL CLIMB
3,5	**MAINTAIN** runway heading to intercept IHD R-002.
21,23	Turn RIGHT heading 020° to intercept IHD R-002.

ROUTING

Via V-119 to HOMEE, thence via assigned route.

CHANGES: Communications.

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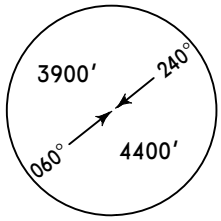
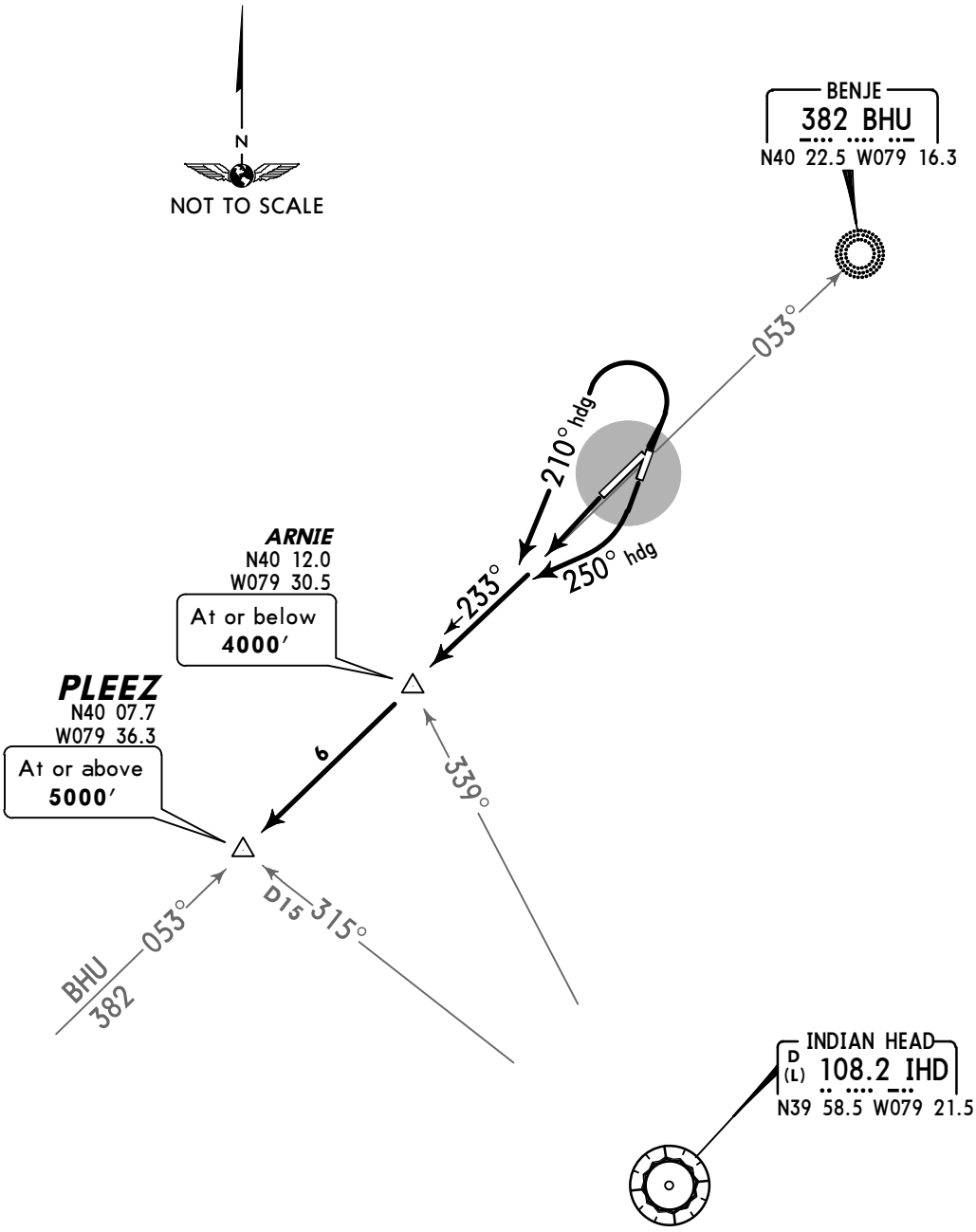
CLEVELAND Center (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
124.4	1185′	



MSA BHU NDB

PLEEZ TWO DEPARTURE (PLEEZ2.PLEEZ)



Direct distance from Palmer Regl to:
ARNIE **7 NM**

RWY	INITIAL CLIMB
3,5	Turn LEFT to a 210° heading to intercept 233° bearing from BHU.
21	Turn RIGHT to a 250° heading to intercept 233° bearing from BHU.
23	**MAINTAIN** runway heading to intercept 233° bearing from BHU.

ROUTING

Via 233° bearing from BHU to PLEEZ, thence via assigned route.

CHANGES: Communications.

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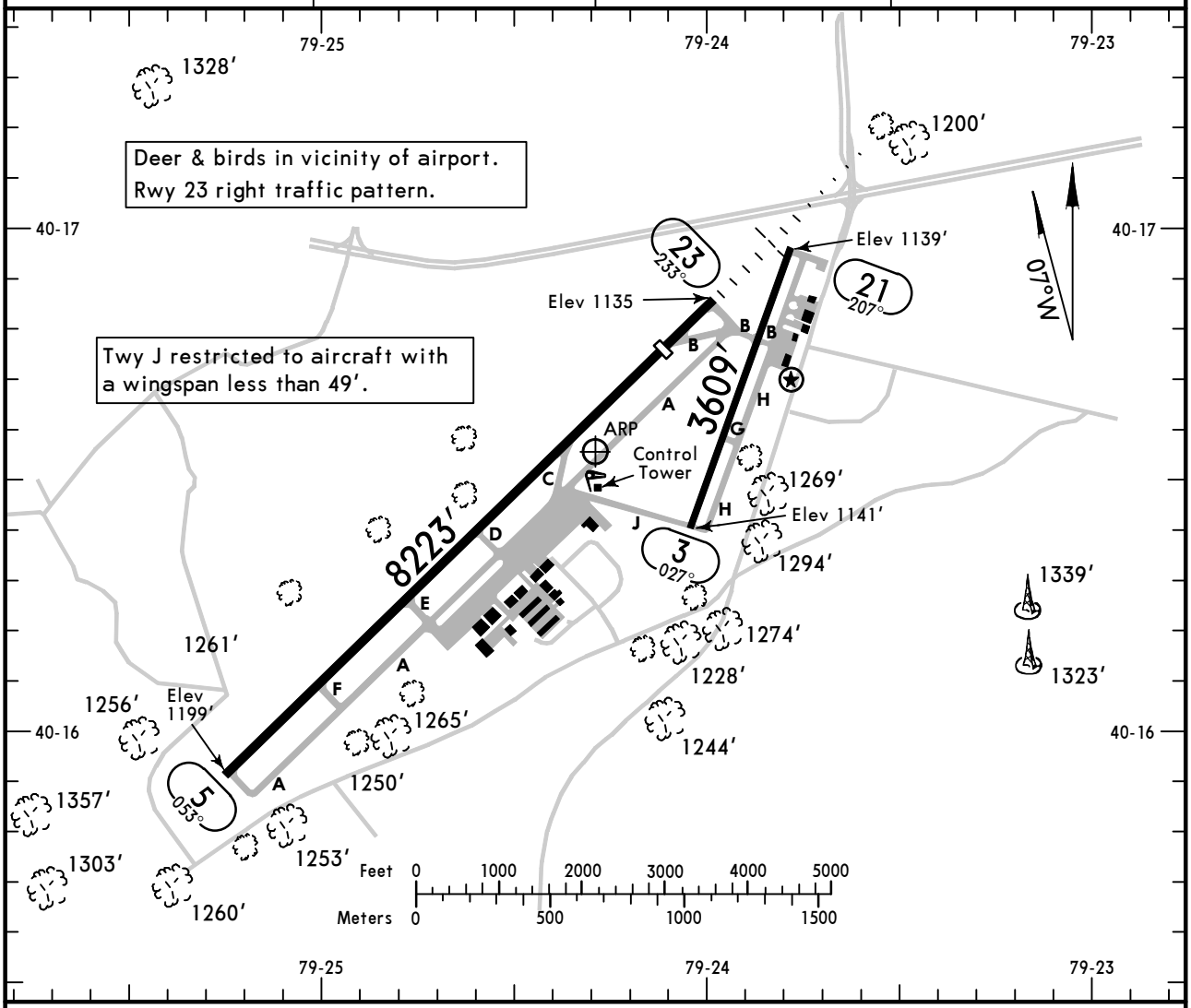
ATIS (AWOS-3 when Twr inop)	*PALMER Ground	*Tower	CLEVELAND Center
118.37	121.8	CTAF 125.0	124.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3 ❶ 21	❷ MIRL				75′
5	❸HIRL ❸REIL ❸PAPI-L (angle 3.0°) grooved				100′
23	❸HIRL ❸MALSR ❸PAPI-L (angle 3.0°) grooved	7373′	6371′		

❶ Closed to air carrier aircraft.
❷ Unavailable when Twr inop.
❸ Activate on 125.0 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 3, 5		Rwys 21, 23
	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	300-1
3 & 4 Eng		1/2	

OBSTACLE DP: Rwys 3 and 5, climb rwy heading to 2000′ then climbing left turn to 4000′ via heading 360° to intercept IHD VOR R-002. Rwys 21 and 23, climb to 4000′ via BHU NDB 233°.

FOR FILING AS ALTERNATE

Authorized Only When Tower Operating

	NDB Rwy 23	[1] ILS Rwy 23 [1] LOC Rwy 23	[1] RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23
A B	1100-2	1200-2	800-2
C D	1100-3	1200-3	

[1] Authorized Only When Local Weather Available.

AMEND 4

CHANGES: Runway 23 approach lighting.

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ATIS (AWOS-3 when Twr inop)	CLEVELAND Center	*PALMER Tower	*Ground
118.37	124.4	CTAF 125.0	121.8

BRIEFING STRIP™

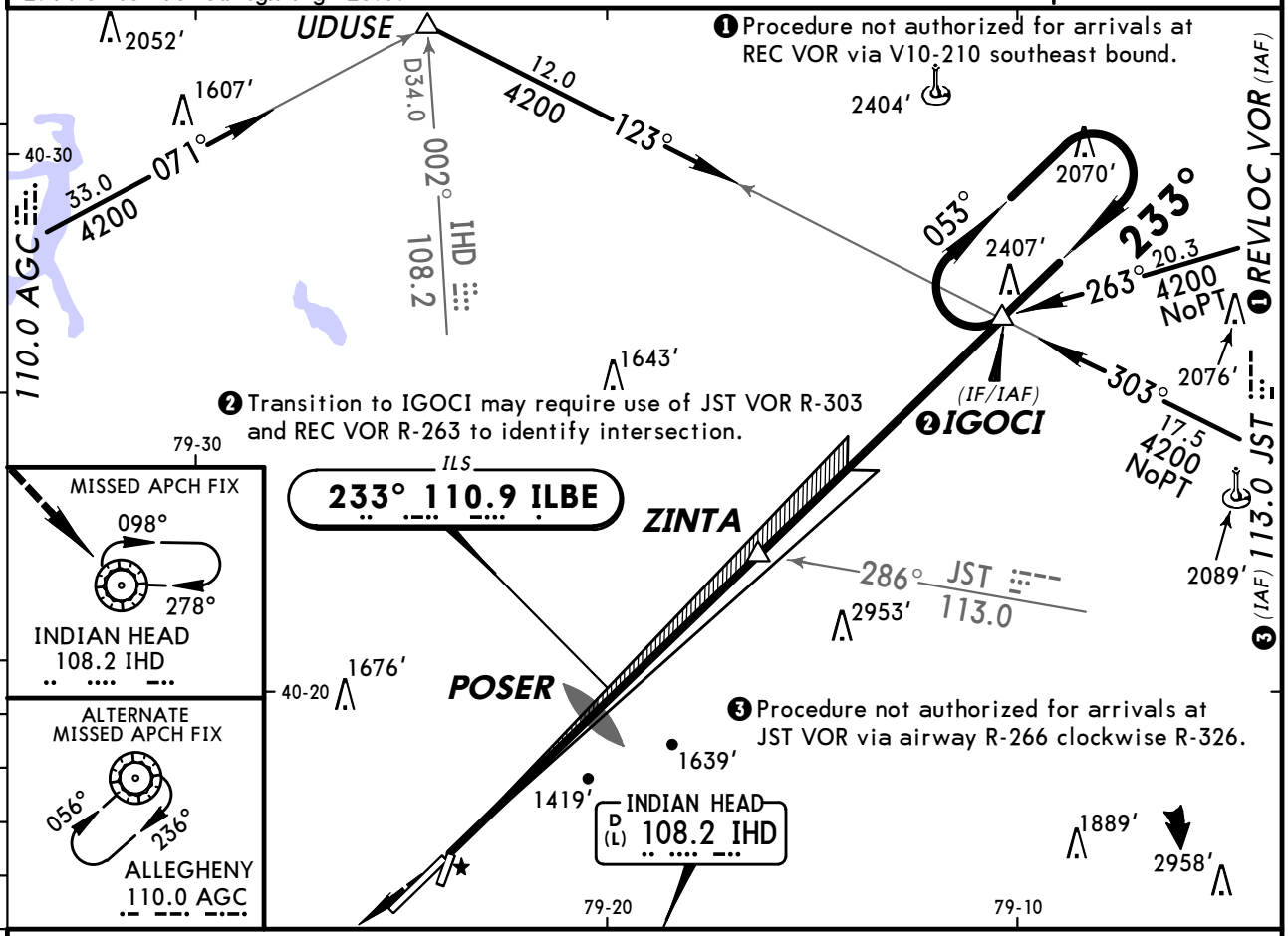
LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1199′
ILBE 110.9	233°	ZINTA 3900′ (2755′)	1345′ (200′)	TDZE 1145′

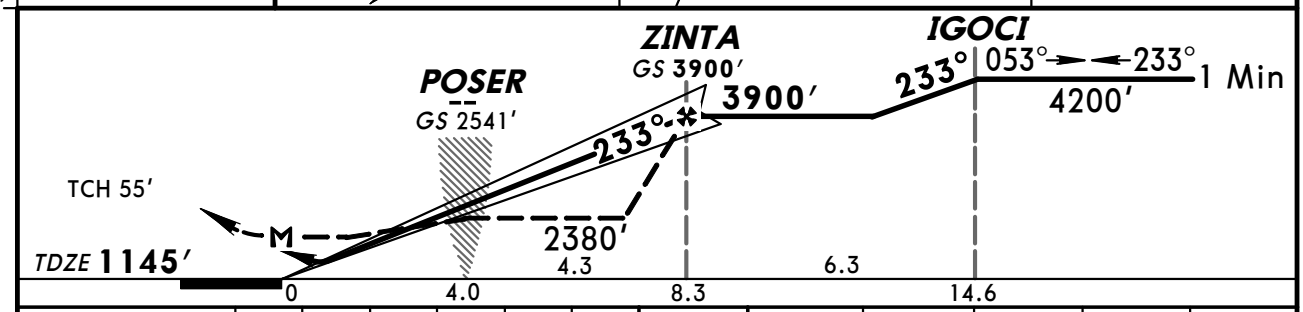
MISSED APCH: Climb to 3100′ then climbing LEFT turn to 5000′ direct IHD VOR and hold.

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

1. Use local altimeter setting; if not received use Allegheny County altimeter setting.
2. Pilot controlled lighting 125.0.

4500′
MSA IHD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
ZINTA to MAP 8.3	7:07	5:32	4:59	4:09	3:33	3:07

MALSR
PAPI
3100′
5000′ LT
IHD 108.2

STRAIGHT-IN LANDING RWY 23

ILS	LOC (GS out) With Poser	LOC (GS out) Without Poser
	With Local Altimeter Setting	
DA(H) 1345′ (200′)	MDA(H) 1680′ (535′)	MDA(H) 2380′ (1235′)
	With Allegheny County Altimeter Setting	
DA(H) 1409′ (264′)	MDA(H) 1760′ (615′)	MDA(H) 2460′ (1315′)

TERPS	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL or ALS out
A	1/2	3/4	1/2	3/4	1	1 1/4	
B						1 1/4	1 1/2
C			1	1 1/2		2 1/2	3
D			1 1/4	1 3/4			

AMEND 16A

CIRCLE-TO-LAND

Not Authorized Southeast of Rwy 3-21
Not Authorized to Rwy 3 at Night

Max Kts	With Poser	Without Poser
	With Local Altimeter Setting	
90	MDA(H) 1720′ (521′) - 1	MDA(H) 2380′ (1181′) - 1 1/4
120		2380′ (1181′) - 1 1/2
140	MDA(H) 1780′ (581′) - 1 1/2	2380′ (1181′) - 3
165	MDA(H) 1800′ (601′) - 2	
	With Allegheny County Altimeter Setting	
90	MDA(H) 1800′ (601′) - 1	MDA(H) 2460′ (1261′) - 1 1/4
120		2460′ (1261′) - 1 1/2
140	MDA(H) 1860′ (661′) - 1 1/2	2460′ (1261′) - 3
165	MDA(H) 1880′ (681′) - 2	

CHANGES: Lighting, minimums.

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BRIEFING STRIP TM

ATIS (AWOS-3 when Twr Inop)	CLEVELAND Center	*PALMER Tower	*Ground
118.37	124.4	CTAF 125.0	121.8

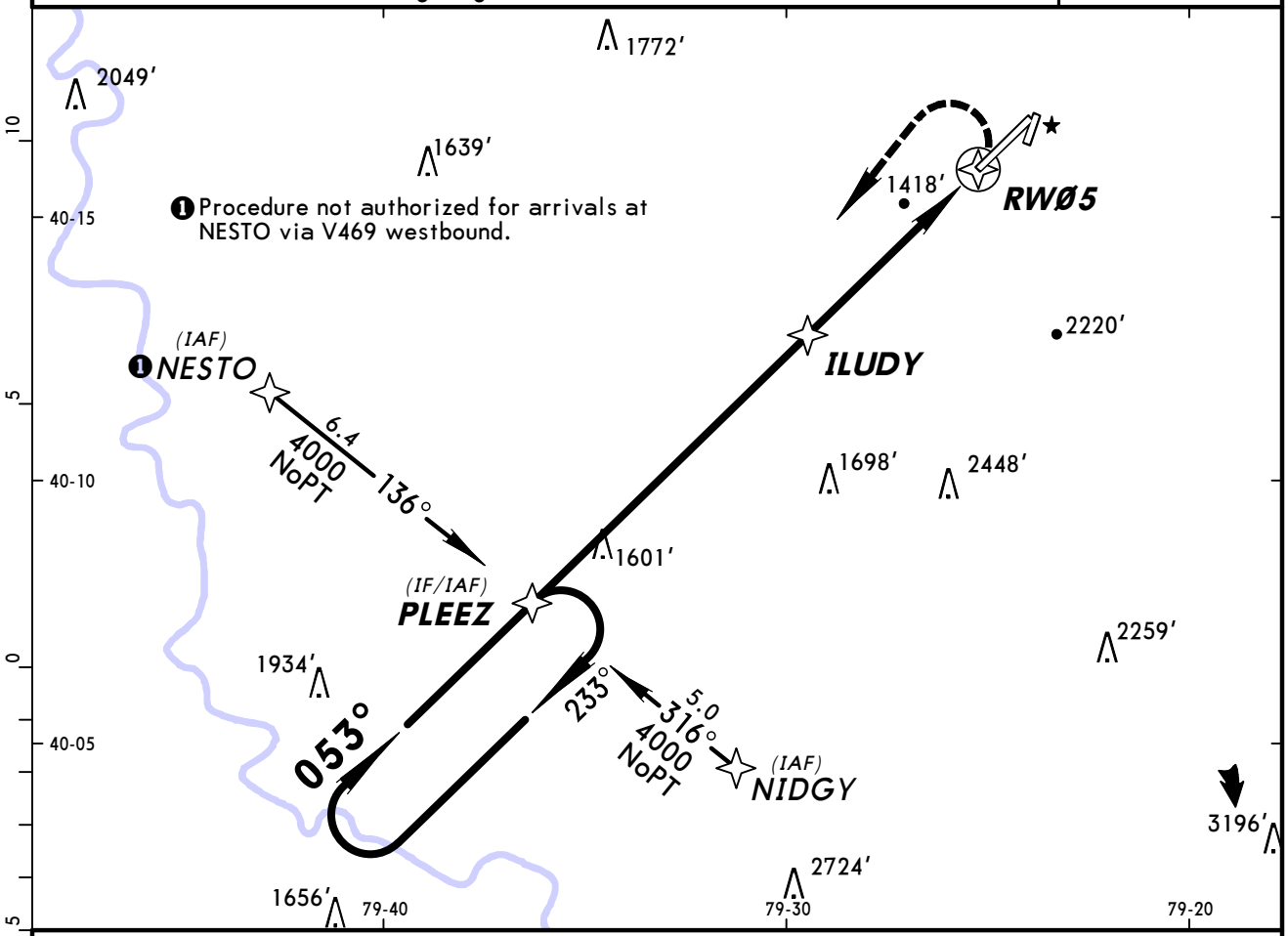
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 1199′
	053°	ILUDY 2700′ (1501′)	(CONDITIONAL) 1680′ (481′)	TDZE 1199′

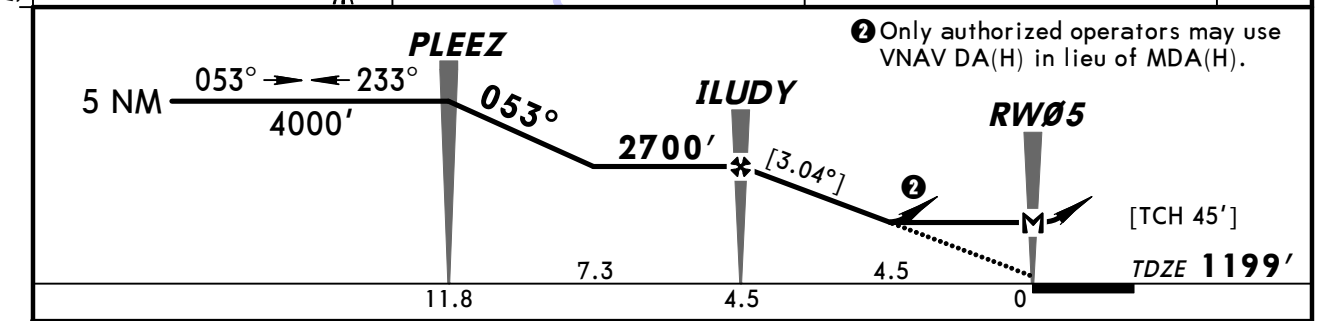
MISSED APCH: Climbing LEFT turn to 4000′ direct PLEEZ and hold.

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

1. Use local altimeter setting; if not received use Allegheny County altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 125.0.

4300′
MSA RWØ5





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RWØ5						

REIL
PAPI-L
4000′
LT
PLEEZ

TERPS AMEND 0A

	STRAIGHT-IN LANDING RWY 5 LNAV MDA(H) 1680′(481′) With Local Altimeter Setting	MDA(H) 1760′(561′) With Allegheny County Altimeter Setting	Max Kts	❶ CIRCLE-TO-LAND Not Authorized Southeast of Rwy 3-21 With Local Altimeter Setting MDA(H)	With Allegheny County Altimeter Setting MDA(H)
A	1	1	90	1720′(521′)-1	1800′(601′)-1
B			120		
C	1¼	1¼	140	1780′(581′)-1½	1860′(661′)-1½
D	1½	1½	165	1800′(601′)-2	1880′(681′)-2

❶ Not authorized to Rwy 3 at night.

CHANGES: Charted high points.

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ATIS (AWOS-3 when Twr Inop)	CLEVELAND Center	*PALMER Tower	*Ground
118.37	124.4	CTAF 125.0	121.8

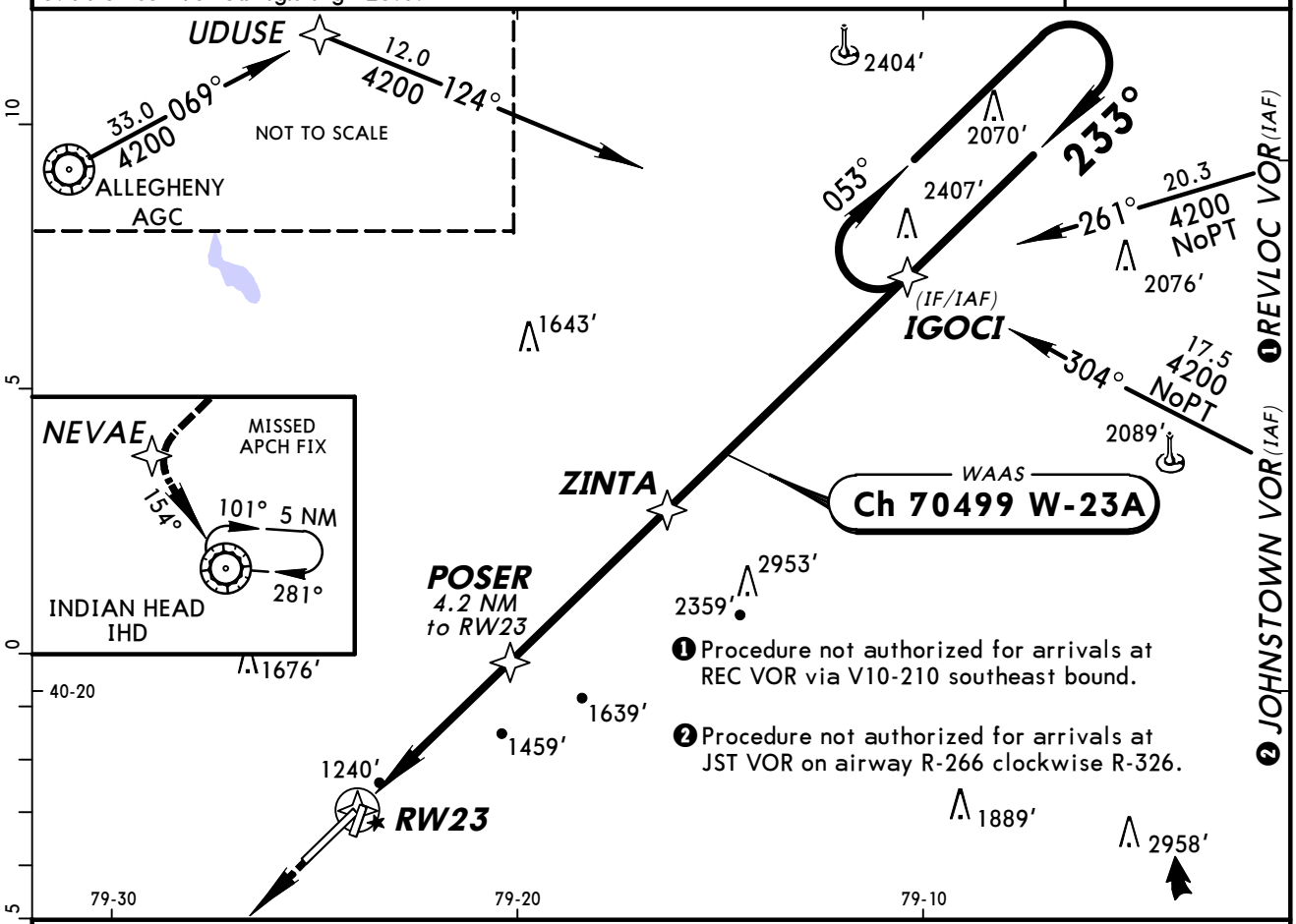
BRIEFING STRIP™

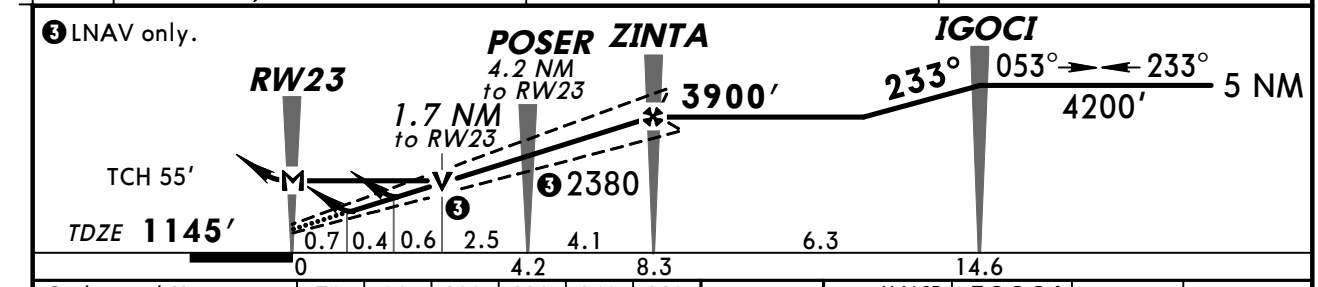
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1199′
Ch 70499 W-23A	233°	ZINTA 3900′ (2755′)	1420′ (275′)	TDZE 1145′

MISSED APCH: Climb to 5000′ direct NEVAE and via 154° track to IHD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received use Allegheny County altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. Baro-VNAV and VDP not authorized when using Allegheny County altimeter setting.
5. Pilot controlled lighting 125.0.

4300′
MSA RW23





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23						

MALSR PAPI 5000′ D NEVAE

STRAIGHT-IN LANDING RWY 23

	❶ LPV DA(H) 1420′(275′)		❷ LNAV/VNAV DA(H) 1544′(399′)			❸ LNAV MDA(H) 1720′(575′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	1	1	1½		1/2	3/4	1
B								
C						1	1½	
D						1¼	1¾	

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 3-21
Not authorized to Rwy 3 at night

Max Kts	With Local Altimeter Setting MDA(H)	With Allegheny County Altimeter Setting MDA(H)
90	1720′(521′)-1	1800′(601′)-1
120		
140	1780′(581′)-1½	1860′(661′)-1½
165	1800′(601′)-2	1880′(681′)-2

AMEND OA TERPS

❶ DA(H) 1484′(339′) with Allegheny County altimeter setting.
❷ DA(H) 1608′(463′) with Allegheny County altimeter setting.
❸ MDA(H) 1800′(655′) with Allegheny County altimeter setting.

CHANGES: Lighting, minimums.

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ATIS (AWOS-3 when Twr inop)	CLEVELAND Center	*PALMER Tower	*Ground
118.37	124.4	CTAF 125.0	121.8

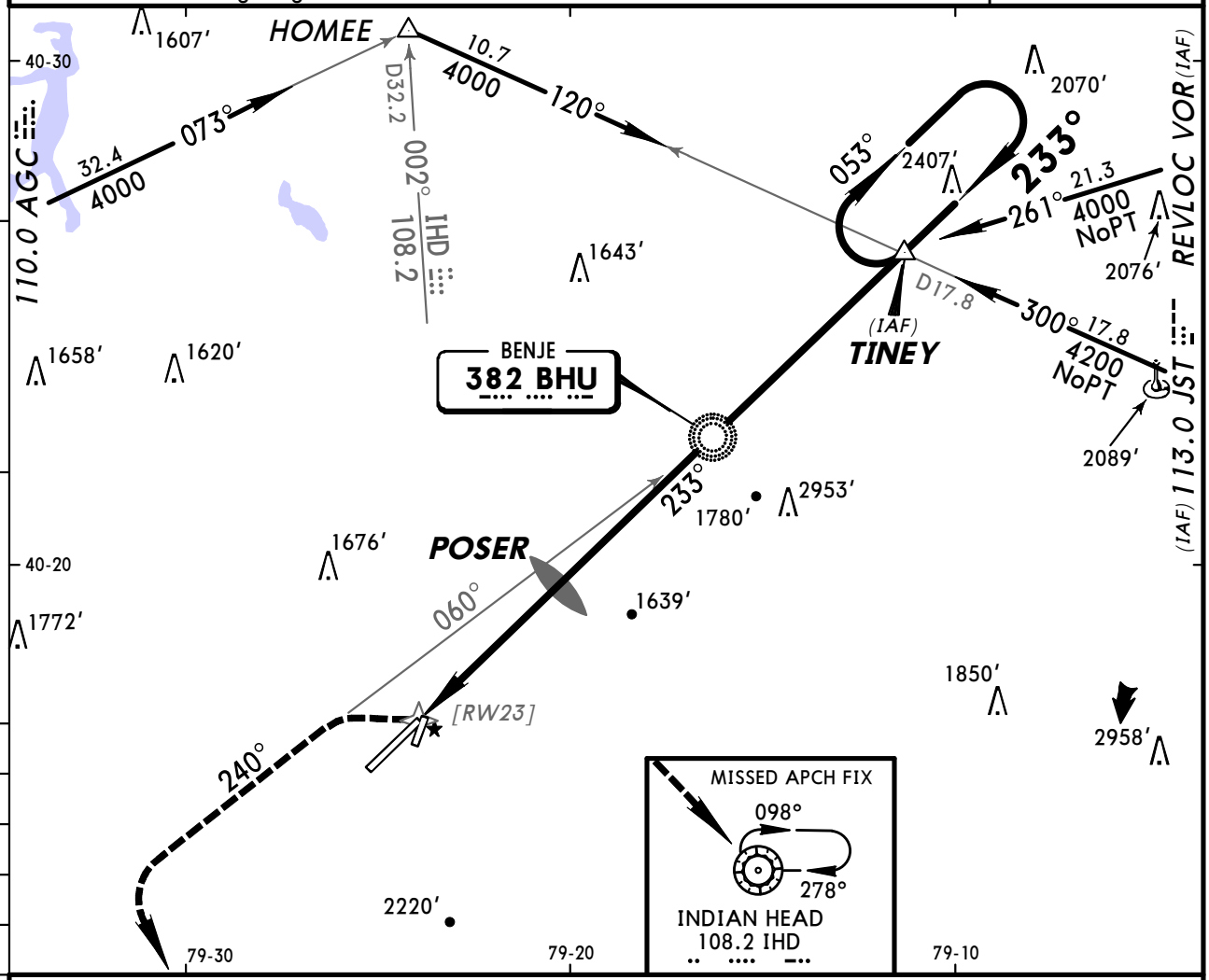
NDB	Final Apch Crs	Minimum Alt NDB	MDA(H) (CONDITIONAL)	Apt Elev 1199′
BHU 382	233°	3900′ (2755′)	2000′ (855′)	TDZE 1145′

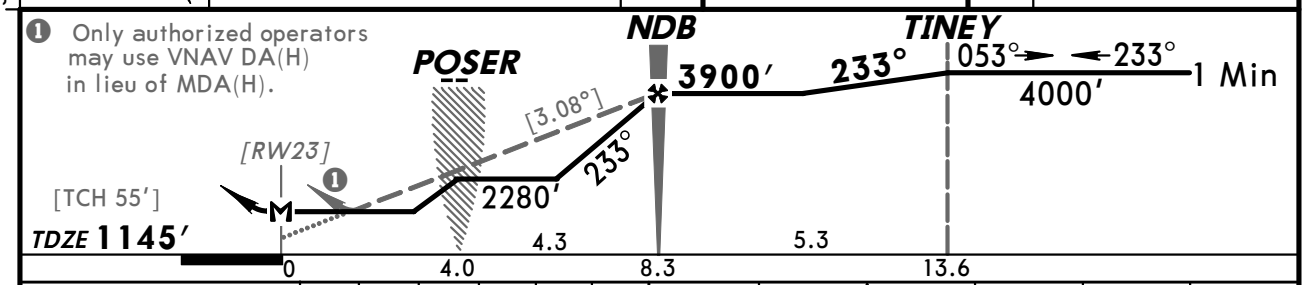
MISSED APCH: Climb to 4000′ via 240° bearing from BHU NDB then climbing LEFT turn to 5000′ direct IHD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 125.0.

MSA BHU NDB: 3900′ (240°–060°), 4400′

BRIEFING STRIP™





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.08°]	381	490	545	654	763	872
NDB to MAP	8.3	7:07	5:32	4:59	4:09	3:33	3:07

MALSR
PAPI

4000′ ↑ BHU via 382 240°

5000′ ↰ LT

IHD 108.2

STRAIGHT-IN LANDING RWY 23

	MDA(H) 2000′ (855′) With Poser		MDA(H) 2280′ (1135′) Without Poser	
	RAIL out	ALS out	RAIL out	ALS out
A	1		1¼	
B	1¼		1½	
C	2½		3	
D	2¾			

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 3-21
Not Authorized to Rwy 3 at Night

Max Kts.	With Poser MDA(H)	Without Poser MDA(H)
90	2000′(801′)-1	2280′(1081′)-1¼
120	2000′(801′)-1¼	2280′(1081′)-1½
140	2000′(801′)-2½	2280′(1081′)-3
165	2000′(801′)-2¾	

TERPS AMEND 13C 11 MAR 2010

CHANGES: FAF distance, MAP distance, minimums.

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General Information

Location: Lancaster PA USA
IATA Code: LNS
Lat/Long: N40° 07.3' W076° 17.7'
Elevation: 403 ft

Airport Use: Public
Magnetic Variation: 11.6°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure, LP Bottle
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
Pattern Altitude: 1000 ft AGL

Sunrise: 1142 Z
Sunset: 2254 Z,

Runway Information

Runway: 08
Length x Width: 6934 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 399 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 358 ft

Runway: 13
Length x Width: 4101 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 402 ft
Lighting: Edge, Pilot controlled

Runway: 26
Length x Width: 6934 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 384 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 59 ft

Runway: 31
Length x Width: 4101 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 403 ft

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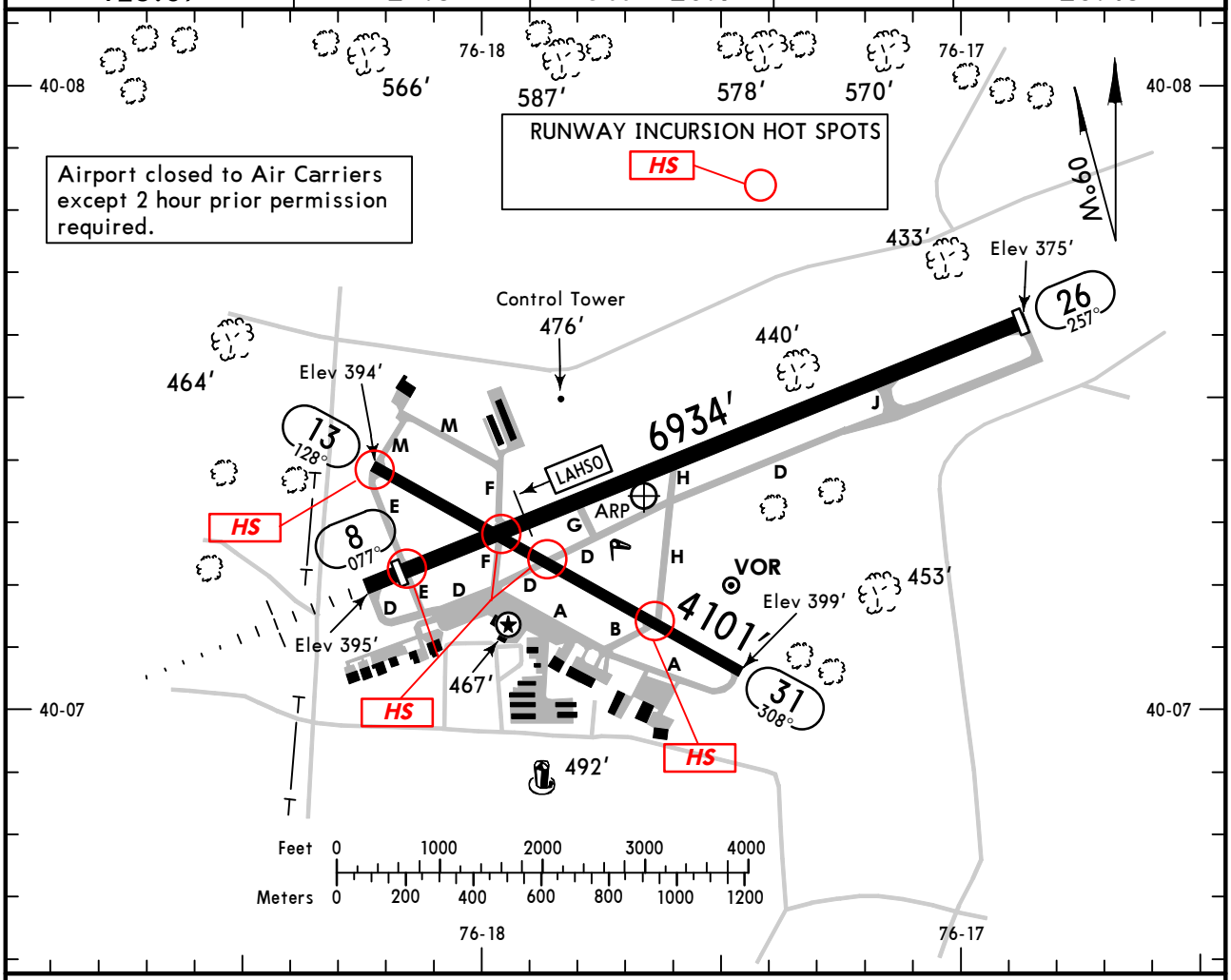
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 125.675
ASOS 125.675
Lancaster Tower 120.9 CTAF PCL
Lancaster Ground Control 121.8
Harrisburg Approach Control 126.45
Harrisburg Departure Control 126.45
Lancaster Unicom 122.95
Williamsport Flight Service Station 122.1 RCO
Williamsport Flight Service Station 117.3 RCO

ATIS (ASOS when Twr inop)	*LANCASTER Ground	*Tower	UNICOM 122.95	HARRISBURG Departure (R)
125.67	121.8	CTAF 120.9		126.45



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
8	❶ HIRL ❶ MALSR PAPI-R (angle 3.00°) grooved	❷ 6117′	5361′			150′
26	❶ HIRL PAPI-L (angle 3.0°) grooved	❸ 6325′		13/31 5190′		
13	❶ MIRL PAPI-L (angle 3.0°)					100′
31	❶ MIRL ❶ REIL PAPI-L (angle 3.0°)					

❶ Activate on 120.9 when Twr inop.
❷ Last 459′ is unavailable for landing distance computations.
❸ Last 550′ is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 13, 26		Rwy 8			Rwy 31		
	Adequate Vis Ref	STD	With Mim climb of 301′/NM to 700′ Adequate Vis Ref	STD	Other	❶ With Mim climb of 210′/NM to 700′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	300-1¼	1/4	1	300-1½
3 & 4 Eng		1/2		1/2			1/2	

❶ 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.

OBSTACLE DP: Rwy 8, Climb heading 077° to 800′ before turning left.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	Authorized Only When Tower Operating: ILS Rwy 8	LOC Rwy 8	RNAV (GPS) Rwy 8, RNAV (GPS) Rwy13, RNAV (GPS) Rwy 26, RNAV (GPS) Rwy 31, VOR DME Rwy 8	VOR DME Rwy 26, VOR DME Rwy 31	VOR Rwy 8	VOR Rwy 31
A	600-2	800-2	800-2	800-2	1000-2	800-2
B						
C					1000-3	
D	700-2			800-2¼		800-2¼

AMEND 1

CHANGES: Rwy 8 displaced threshold, usable lengths, alternate minimums.

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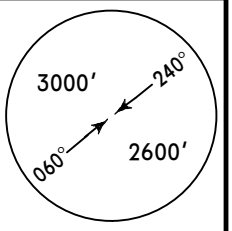
ATIS (ASOS when Twr inop)	HARRISBURG Approach (R)	*LANCASTER Tower	*Ground
125.67	126.45	CTAF 120.9	121.8

LOC ILNS	Final Apch Crs	GS POLCU	ILS DA(H) (CONDITIONAL)	Apt Elev 403'
108.7	077°	2500' (2101')	599' (200')	TDZE 399'

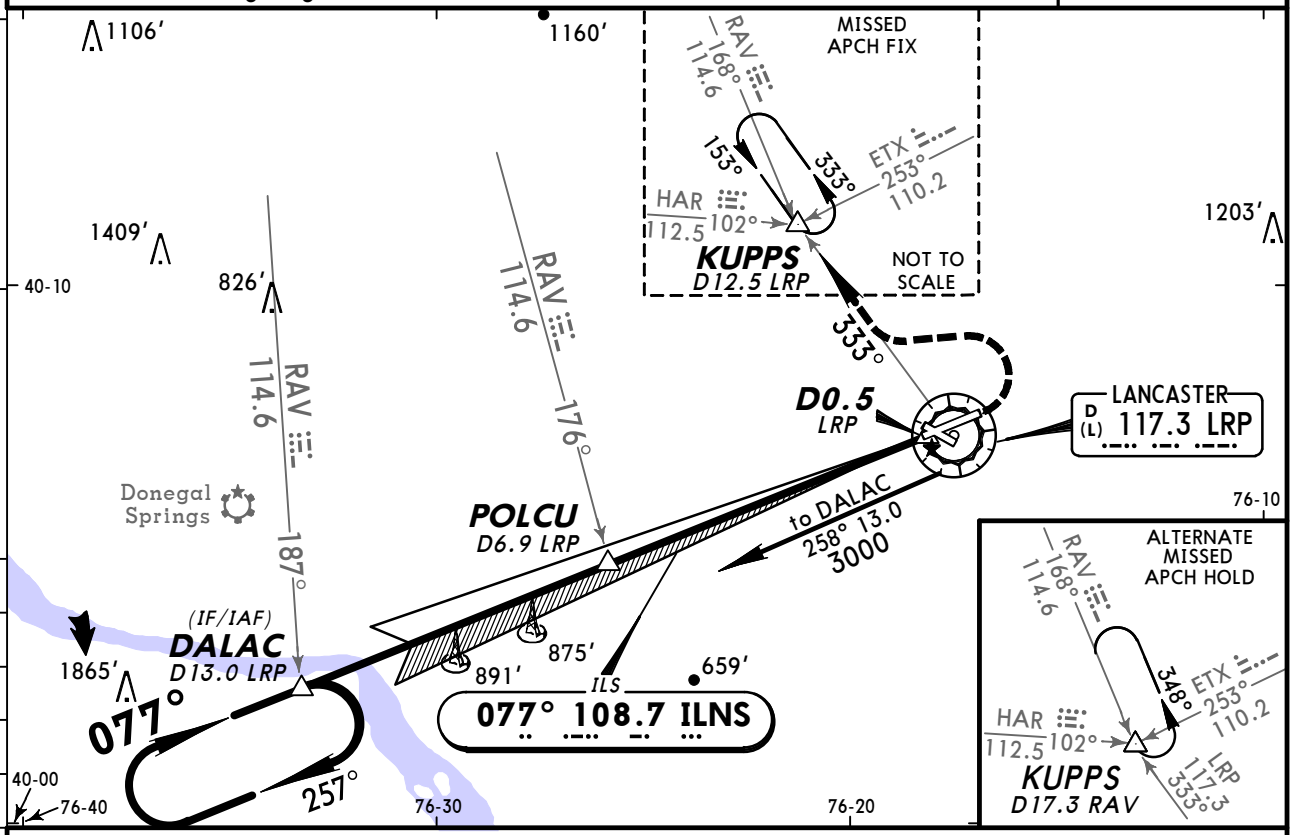
MISSED APCH: Climb to 1200', then climbing LEFT turn to 3000' outbound via LRP VOR R-333 to KUPPS INT/D12.5 LRP and hold.

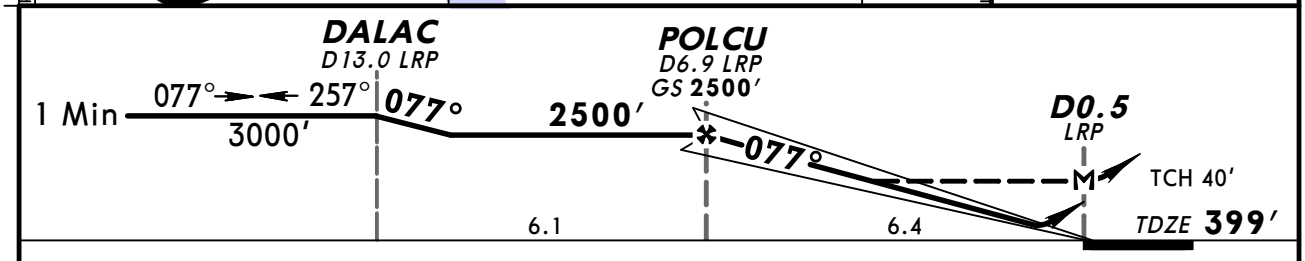
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Harrisburg Intl altimeter setting.
2. Pilot controlled lighting 120.9.



MSA LRP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.5 LRP or POLCU to MAP 6.4	5:29	4:16	3:50	3:12	2:45	2:24

MALSR
PAPI

1200'

3000' LT

LRP via 117.3 R-333

KUPPS

STRAIGHT-IN LANDING RWY 8
With Local Altimeter Setting

	ILS DA(H) 599' (200') FULL	ILS DA(H) 599' (200') RAIL or ALS out	LOC (GS out) MDA(H) 840' (441') RAIL out	LOC (GS out) MDA(H) 840' (441') ALS out	Max Kts	CIRCLE-TO-LAND With Local Altimeter Setting MDA(H)
A	3/4		1		90	940' (537') -1
B					120	
C			1 1/4		140	940' (537') -1 1/2
D			1 1/2		165	1060' (657') -2

With Harrisburg Intl Altimeter Setting

	ILS DA(H) 663' (264') FULL	ILS DA(H) 663' (264') RAIL or ALS out	LOC (GS out) MDA(H) 920' (521') RAIL out	LOC (GS out) MDA(H) 920' (521') ALS out	Max Kts	With Harrisburg Intl Altimeter Setting MDA(H)
A	3/4		1		90	1020' (617') -1
B					120	
C			1 1/2		140	1020' (617') -1 3/4
D			1 3/4		165	1140' (737') -2 1/4

TERPS AMEND 1 17 DEC 09

CHANGES: Charted obstacles.

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ATIS (ASOS when Twr inop)	HARRISBURG Approach (R)	*LANCASTER Tower	*Ground
125.67	126.45	CTAF 120.9	121.8

BRIEFING STRIP ™

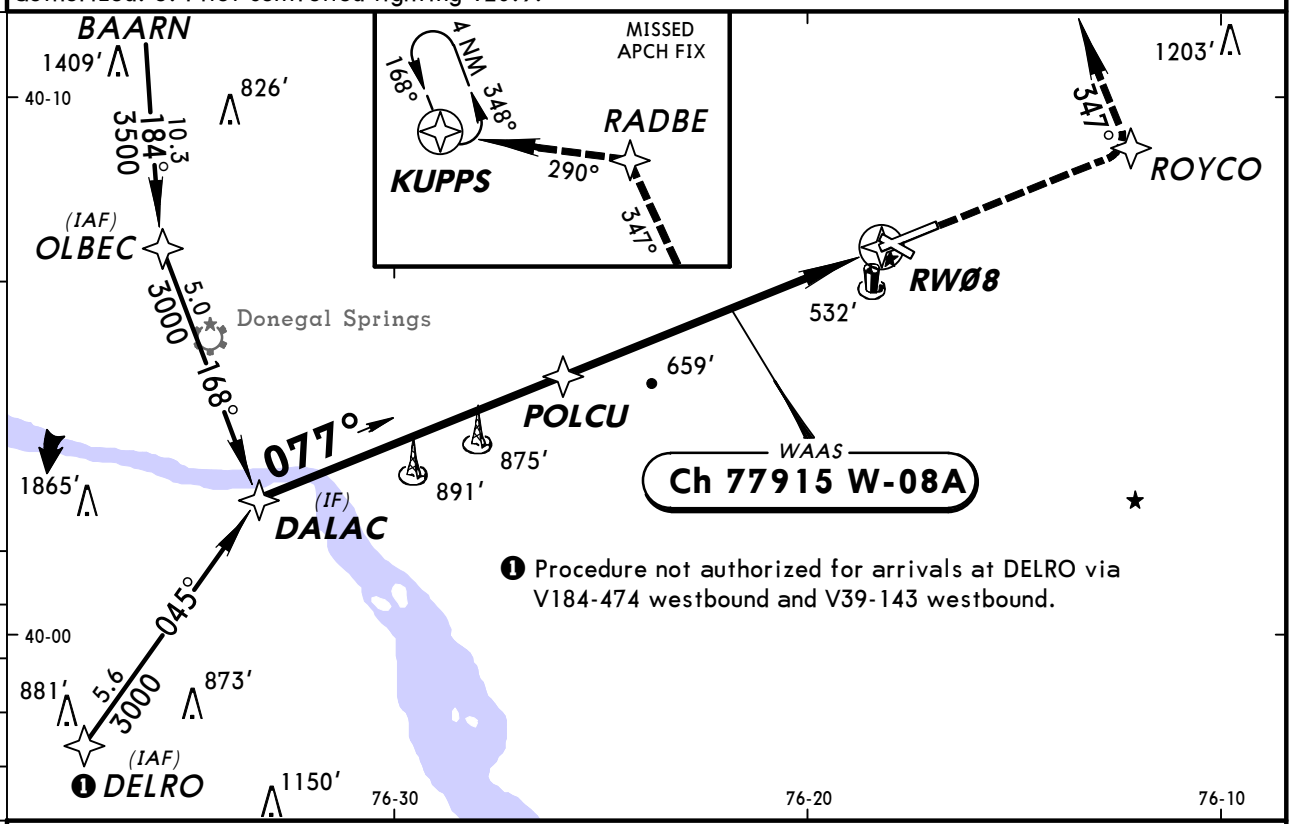
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 403′
Ch 77915 W-08A	077°	POLCU 2500′ (2101′)	649′ (250′)	TDZE 399′

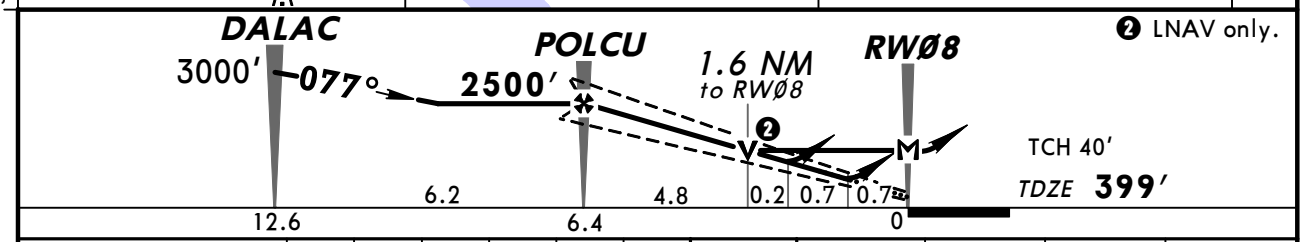
MISSED APCH: Climb to 3000′ direct ROYCO and via 347° track to RADBE and via 290° track to KUPPS and hold.

3000′ MSA RWØ8

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

1. Use local altimeter setting; if not received, use Harrisburg Intl altimeter setting. 2. Baro-VNAV and VDP not authorized when using Harrisburg Intl 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 120.9.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

MALSR PAPI 3000′ ROYCO

STRAIGHT-IN LANDING RWY 8
With Local Altimeter Setting

	LPV DA(H) 649′ (250′) RAIL or ALS out	LNAV/VNAV DA(H) 879′ (480′) RAIL or ALS out	LNAV MDA(H) 940′ (541′) RAIL out	LNAV MDA(H) 940′ (541′) ALS out
A	1	1¾	1	1
B				
C			1½	1½
D			1¾	1¾

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	940′ (537′)-1
120	
140	940′ (537′)-1½
165	1060′ (657′)-2

With Harrisburg Intl Altimeter Setting

	LPV DA(H) 713′ (314′) RAIL or ALS out	LNAV/VNAV DA(H) 943′ (544′) RAIL or ALS out	LNAV MDA(H) 1020′ (621′) RAIL out	LNAV MDA(H) 1020′ (621′) ALS out
A	1	2	1	1
B				
C			1¾	1¾
D			2	2

With Harrisburg Intl Altimeter Setting

Max Kts	MDA(H)
90	1020′ (617′)-1
120	
140	1020′ (617′)-1¾
165	1140′ (737′)-2¼

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CHANGES: None.

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ATIS (ASOS when Twr inop)	HARRISBURG Approach (R)	*LANCASTER Tower	*Ground
125.67	126.45	CTAF 120.9	121.8

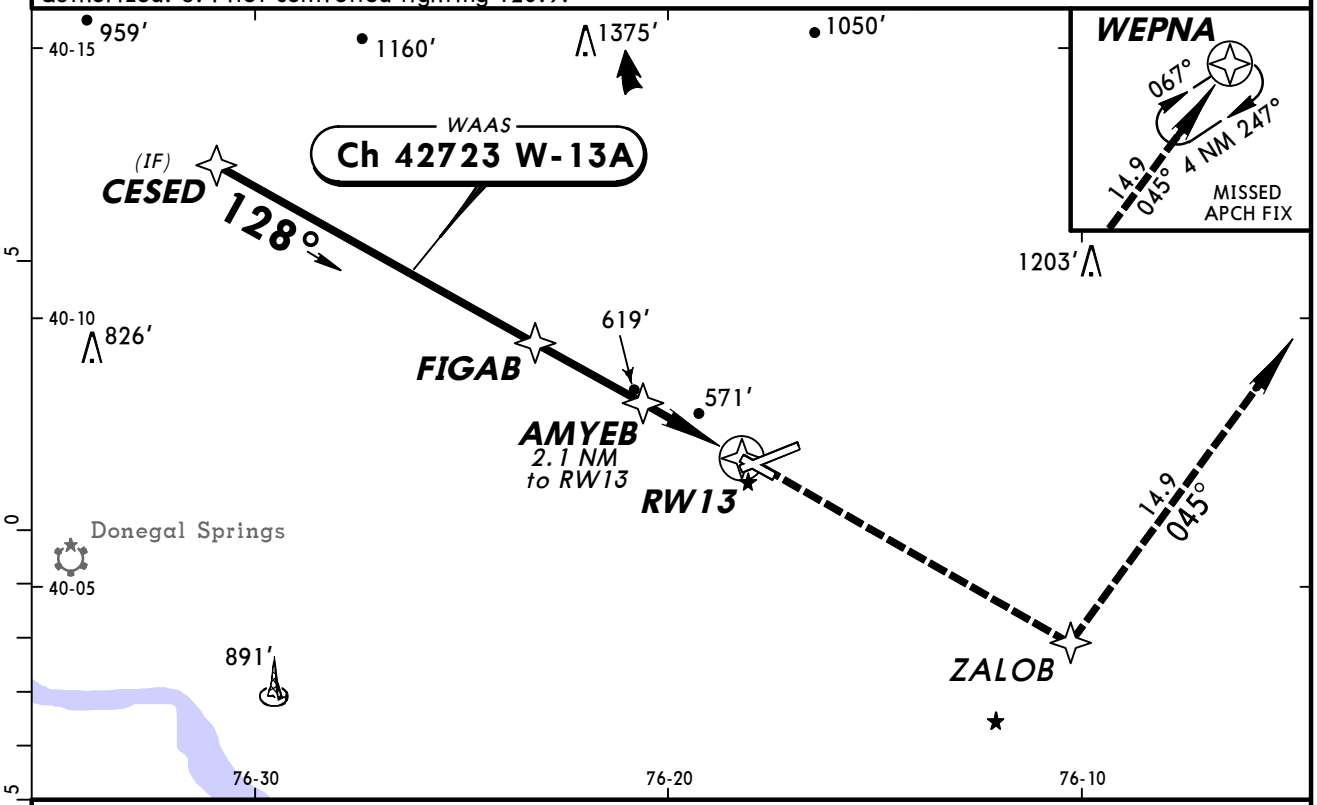
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 403′
Ch 42723 W-13A	128°	FIGAB 1900′ (1506′)	679′ (285′)	Rwy 13 394′

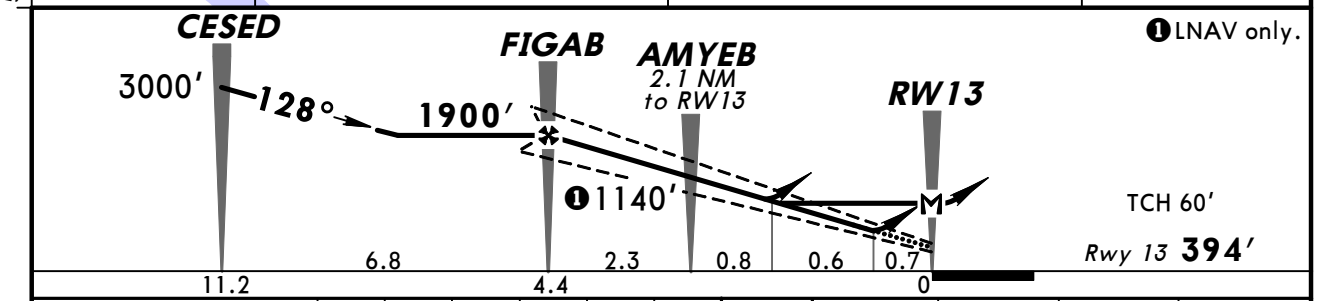
3000′ MSA RW13

MISSED APCH: Climb to 3000′ direct ZALOB and on track 045° to WEPNA and hold.

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

1. Radar required. 2. Use local altimeter setting; if not received, use Harrisburg Intl altimeter setting. 3. Baro-VNAV not authorized when using Harrisburg Intl altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 31°C (87°F). 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized. 8. Pilot controlled lighting 120.9.





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

PAPI-L | 3000′ | ZALOB

1 STRAIGHT-IN LANDING RWY 13
With Local Altimeter Setting

	LPV DA(H) 679′ (285′)	LNAV/VNAV DA(H) 886′ (492′)	LNAV MDA(H) 880′ (486′)
A	1	1⅝	1
B			
C			1⅜
D			

1 2 CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	940′ (537′)-1
120	
140	940′ (537′)-1½
165	1060′ (657′)-2

With Harrisburg Intl Altimeter Setting

	LPV DA(H) 743′ (349′)	LNAV/VNAV DA(H) 950′ (556′)	LNAV MDA(H) 960′ (566′)
A	1⅛	1¾	1
B			
C			1⅝
D			

With Harrisburg Intl Altimeter Setting

Max Kts	MDA(H)
90	1020′ (617′)-1
120	
140	1020′ (617′)-1¾
165	1140′ (737′)-2¼

1 When VGSI inop, straight-in/circling Rwy 13 procedure not authorized at night.
2 Not authorized at night to Rwy 31 when VGSI inop.

CHANGES: New procedure.

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LANCASTER, PA
RNAV (GPS) Rwy 26

ATIS (ASOS when Twr inop)	HARRISBURG Approach (R)	*LANCASTER Tower	*Ground
125.67	126.45	CTAF 120.9	121.8

WAAS	Final Apch Crs	Minimum Alt FERKO	LPV DA(H) (CONDITIONAL)	Apt Elev 403′ / Rwy 26 375′
Ch 78123 W-26A	257°	2200′ (1825′)	625′ (250′)	

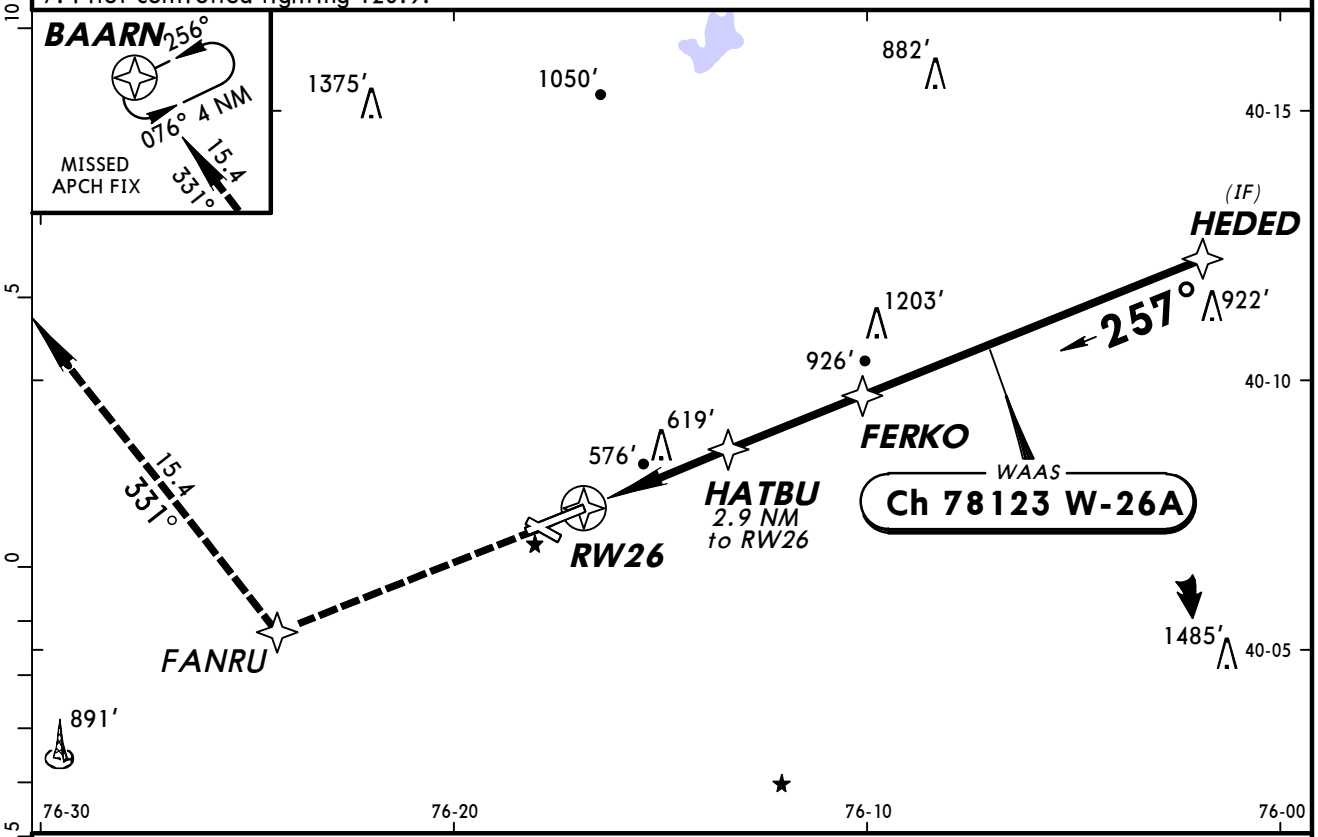
MISSED APCH: Climb to 3000′ direct FANRU and on track 331° to BAARN and hold.

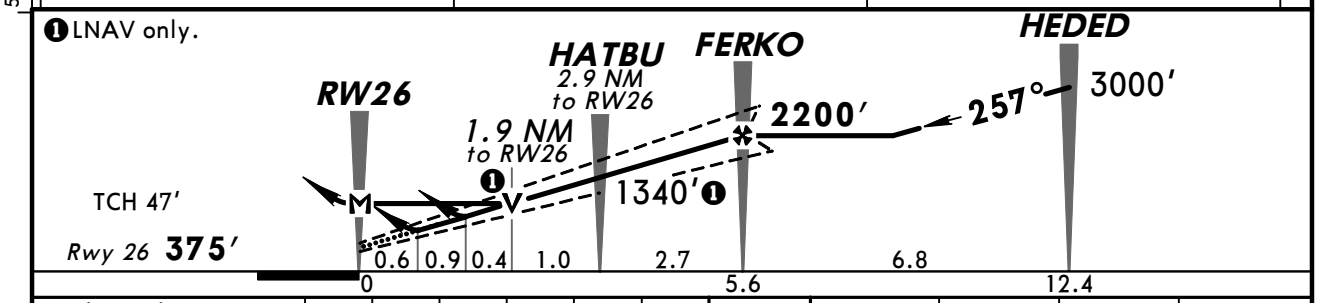
3000′ MSA RW26

BRIEFING STRIP™

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

1. Radar required. 2. Use local altimeter setting; if not received, use Harrisburg Intl altimeter setting. 3. Baro-VNAV and VDP not authorized when using Harrisburg Intl altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F). 5. DME/DME RNP-0.30 not authorized. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 120.9.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26						

PAPI-L 3000′ FANRU

STRAIGHT-IN LANDING RWY 26

With Local Altimeter Setting

	LPV DA(H) 625′ (250′)	LNAV/VNAV DA(H) 896′ (521′)	LNAV MDA(H) 1020′ (645′)
A	3/4	1 3/4	1
B			
C			1 7/8
D			

With Harrisburg Intl Altimeter Setting

	LPV DA(H) 689′ (314′)	LNAV/VNAV DA(H) 960′ (585′)	LNAV MDA(H) 1100′ (725′)
A	1	2	1
B			
C			2 1/8
D			

❶ CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1020′ (617′)-1
120	
140	1020′ (617′)-1 7/8
165	1060′ (657′)-2

With Harrisburg Intl Altimeter Setting

Max Kts	MDA(H)
90	1100′ (697′)-1
120	
140	1100′ (697′)-2 1/8
165	1140′ (737′)-2 1/4

❶ Not authorized at night to Rwy 13 and Rwy 31 when VGSI inop.

TERPS AMEND 2 25 AUG 2011

CHANGES: Procedure.

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ATIS (ASOS when Twr inop)	HARRISBURG Approach (R)	*LANCASTER Tower	*Ground
125.67	126.45	CTAF 120.9	121.8

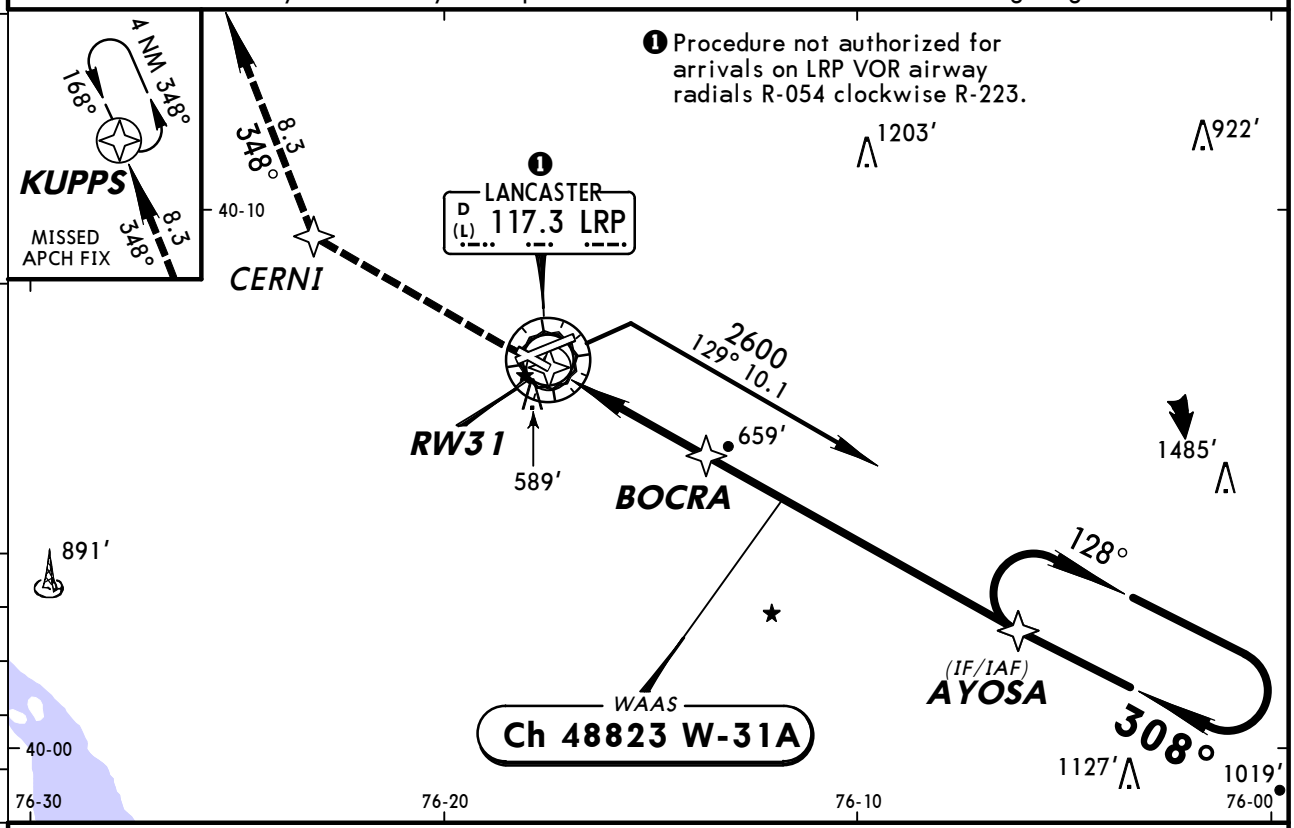
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 403′
Ch 48823 W-31A	308°	BOCRA 1500′ (1101′)	649′ (250′)	Rwy 31 399′

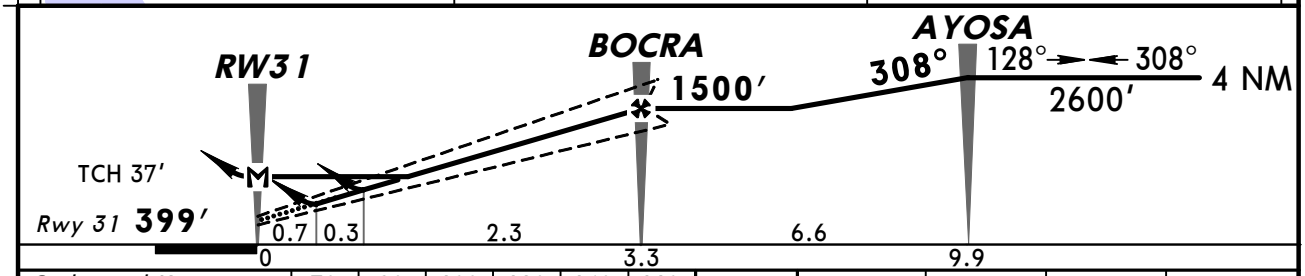
MISSED APCH: Climb to 3000′ direct CERNI and on track 348° to KUPPS and hold.

3000′ MSA RW31

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

1. Use local altimeter setting; if not received, use Harrisburg Intl altimeter setting. 2. Baro-VNAV not authorized when using Harrisburg Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 120.9.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

REIL
PAPI-L
3000′
CERNI

1 STRAIGHT-IN LANDING RWY 31
With Local Altimeter Setting

	LPV DA(H) 649′ (250′)	LNAV/VNAV DA(H) 770′ (371′)	LNAV MDA(H) 840′ (441′)
A	1	1¼	1
B			
C			1⅜
D			

1 2 CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	940′ (537′)-1
120	
140	940′ (537′)-1½
165	1060′ (657′)-2

With Harrisburg Intl Altimeter Setting

	LPV DA(H) 713′ (314′)	LNAV/VNAV DA(H) 834′ (435′)	LNAV MDA(H) 920′ (521′)
A	1	1½	1
B			
C			1⅝
D			

With Harrisburg Intl Altimeter Setting

Max Kts	MDA(H)
90	1020′ (617′)-1
120	
140	1020′ (617′)-1¾
165	1140′ (737′)-2¼

1 When VGSI inop, straight-in/circling Rwy 31 procedure not authorized at night.
2 Not authorized at night to Rwy 13 when VGSI inop.

BRIEFING STRIP™ TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	HARRISBURG Approach (R)	*LANCASTER Tower	*Ground
125.67	126.45	CTAF 120.9	121.8

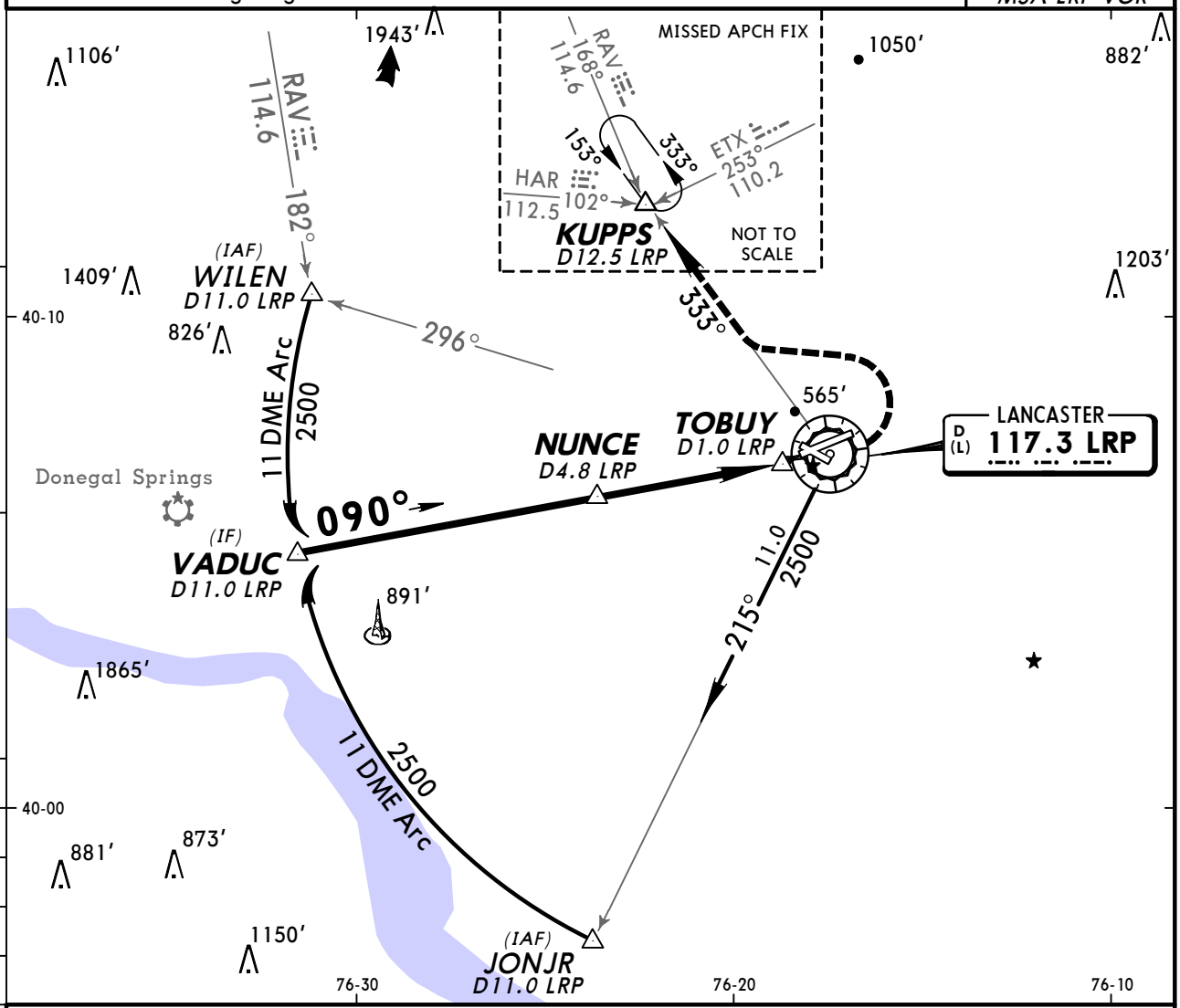
VOR LRP	Final Apch Crs	Minimum Alt NUNCE	MDA(H)	Apt Elev 403′
117.3	090°	1800′ (1401′)	820′ (421′)	TDZE 399′

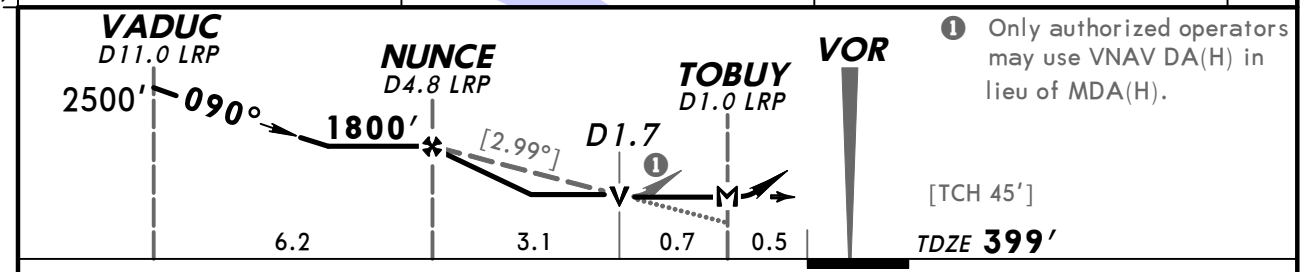
MISSED APCH: Climb to 1200′ then climbing LEFT turn to 3000′ outbound via LRP VOR R-333 to KUPPS INT/D12.5 LRP and hold.

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

1. Use local altimeter setting; if not received, use Harrisburg Intl altimeter setting.
2. Pilot controlled lighting 120.9.

MSA LRP VOR: 3000′ (240°–060°), 2600′





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

Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at TOBUY						

MALSR | 1200′ | 3000′ LT via LRP 117.3 R-333 | KUPPS

STRAIGHT-IN LANDING RWY 8

	MDA(H) 820′ (421′) With Local Altimeter Setting		MDA(H) 900′ (501′) With Harrisburg Intl Altimeter Setting	
	RAIL out	ALS out	RAIL out	ALS out
A	1		1	
B				
C	1¼		1½	
D				

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Harrisburg Intl Altimeter Setting MDA(H)
90	940′ (537′)-1	1020′ (617′)-1
120		
140	940′ (537′)-1½	1020′ (617′)-1¾
165	1060′ (657′)-2	1140′ (737′)-2¼

TERPS AMEND 6 17 DEC 2009

CHANGES: Procedure.

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BRIEFING STRIP ™

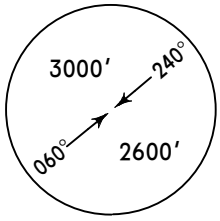
ATIS (ASOS when Twr inop)	HARRISBURG Approach (R)	*LANCASTER Tower	*Ground
125.67	126.45	CTAF 120.9	121.8

VOR LRP	Final Apch Crs	No FAF	MDA(H)	Apt Elev 403′
117.3	090°		1400′ (1001′)	TDZE 399′

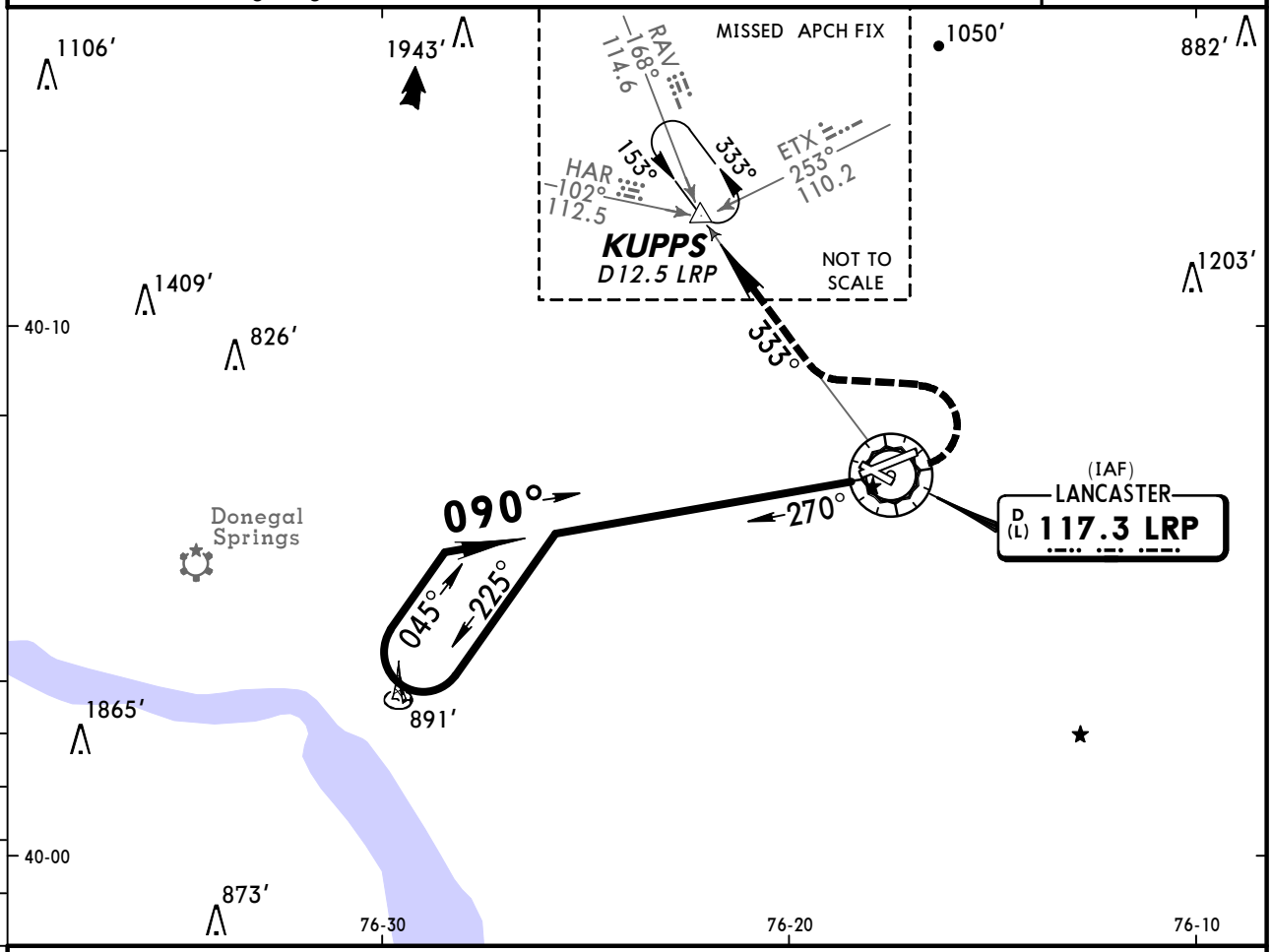
MISSED APCH: Climbing LEFT turn to 3000′ outbound via LRP VOR R-333 to KUPPS INT/D12.5 LRP and hold.

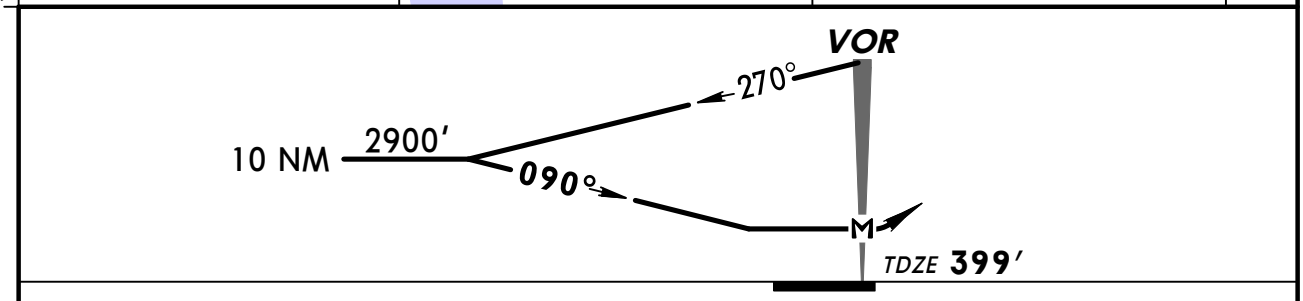
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Harrisburg Intl altimeter setting.
2. Pilot controlled lighting 120.9.



MSA LRP VOR





MAP at VOR								MALSR	3000′ LT	LRP via 117.3 R-333	KUPPS

STRAIGHT-IN LANDING RWY 8					CIRCLE-TO-LAND		
MDA(H) 1400′ (1001′) With Local Altimeter Setting			MDA(H) 1480′ (1081′) With Harrisburg Intl Altimeter Setting			With Local Altimeter Setting	With Harrisburg Intl Altimeter Setting
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1¼		1¼		90	1400′ (997′) - 1¼	1480′ (1077′) - 1¼
B	1½		1½		120	1400′ (997′) - 1½	1480′ (1077′) - 1½
C	3		3		140	1400′ (997′) - 3	1480′ (1077′) - 3
D					165		

TERPS AMEND 21 17 DEC 2009

CHANGES: Procedure.

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BRIEFING STRIP ™

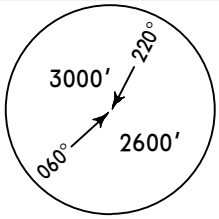
ATIS (ASOS when Twr inop)	HARRISBURG Approach (R)	*LANCASTER Tower	*Ground
125.67	126.45	CTAF 120.9	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 403′
LRP 117.3	247°	AVOCI 2200′ (1813′)	(CONDITIONAL) 1020′ (633′)	TDZE 387′

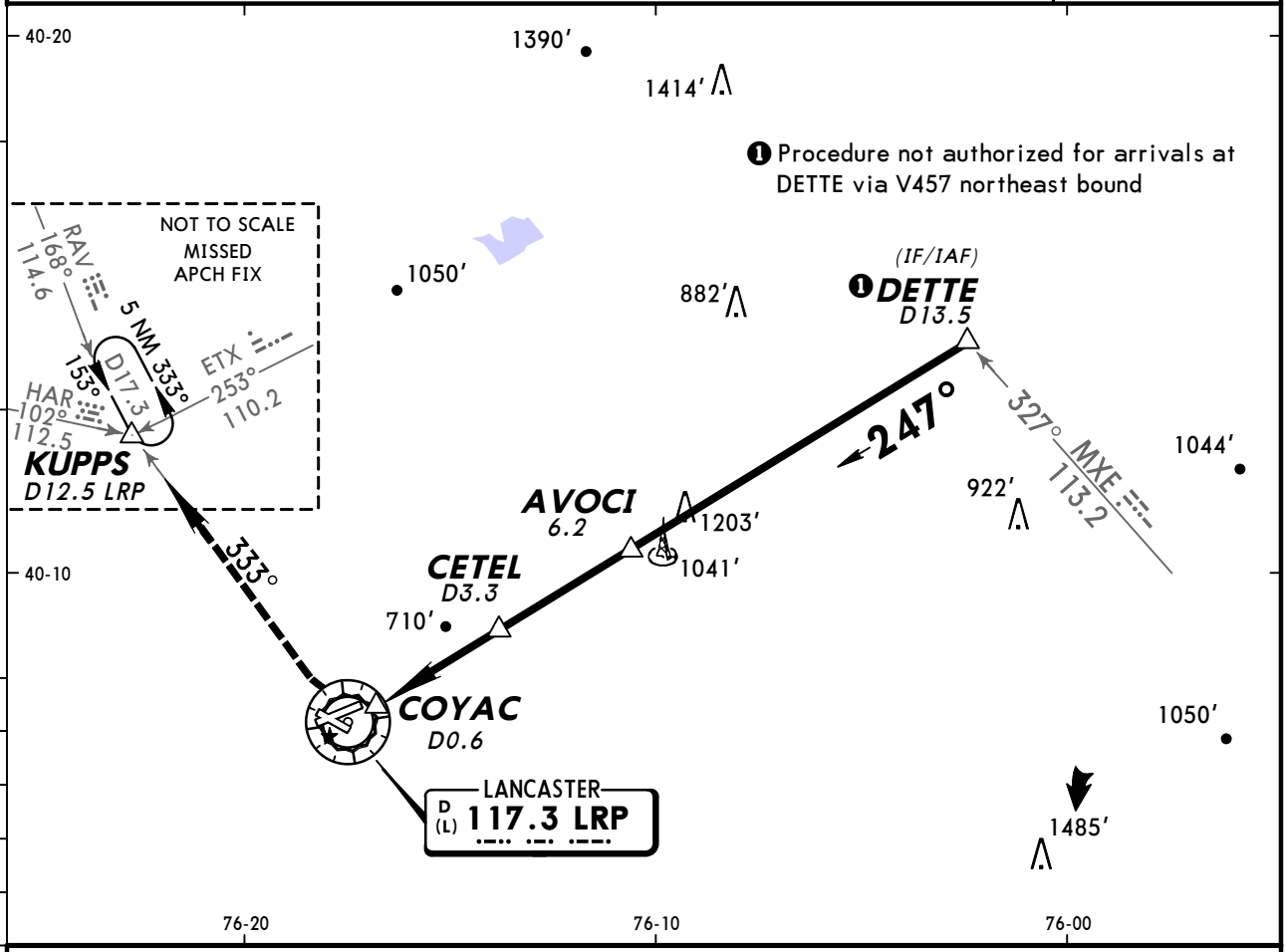
MISSED APCH: Climbing RIGHT turn to 3000′ outbound via LRP VOR R-333 to KUPPS INT/D12.5 LRP and hold.

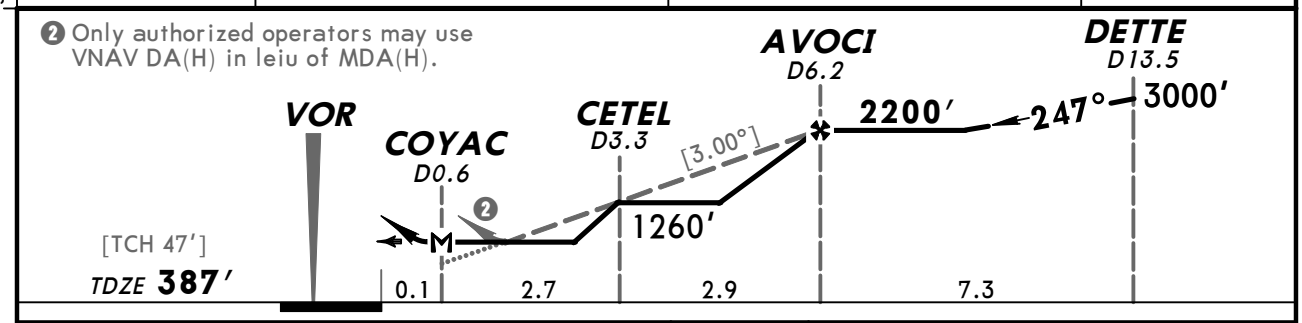
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Harrisburg Intl altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 120.9.



MSA LRP VOR





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

PAPI-L 3000′ RT via LRP 117.3 R-333 KUPPS

STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND		
	MDA(H) 1020′ (633′) With Local Altimeter Setting	MDA(H) 1100′ (713′) With Harrisburg Intl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Harrisburg Intl Altimeter Setting MDA(H)
A	1	1	90	1020′ (617′)-1	1100′ (697′)-1
B			120		
C	1¾	2	140	1020′ (617′)-1¾	1100′ (697′)-2
D	2	2¼	165	1080′ (677′)-2¼	1160′ (757′)-2½

AMEND 10 TERPS

CHANGES: Procedure.

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BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	HARRISBURG Approach (R)	*LANCASTER Tower	*Ground
125.67	126.45	CTAF 120.9	121.8

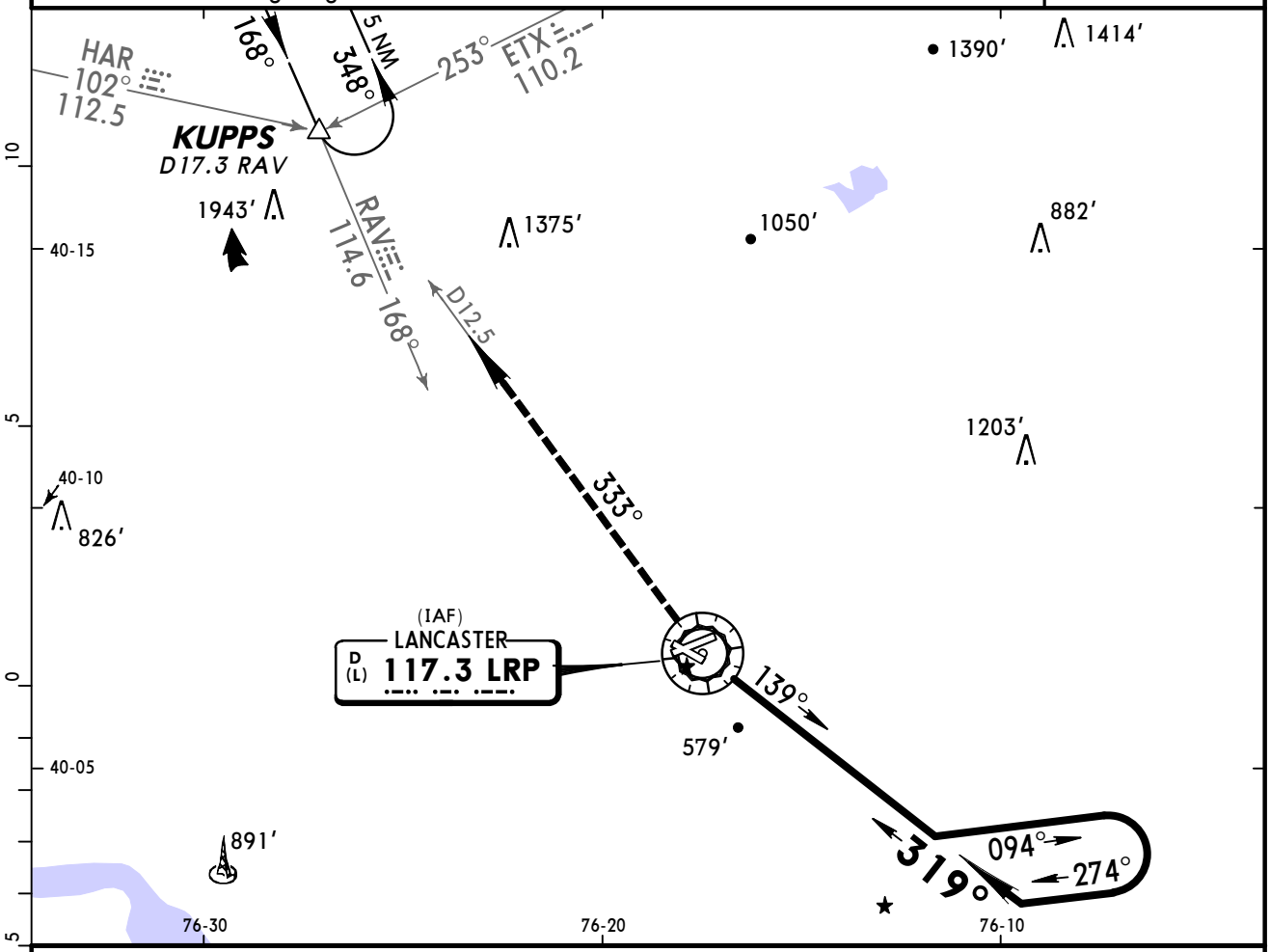
VOR LRP	Final Apch Crs	No FAF	MDA(H)	Apt Elev / TDZE
117.3	319°		1060′ (657′)	403′ / 403′

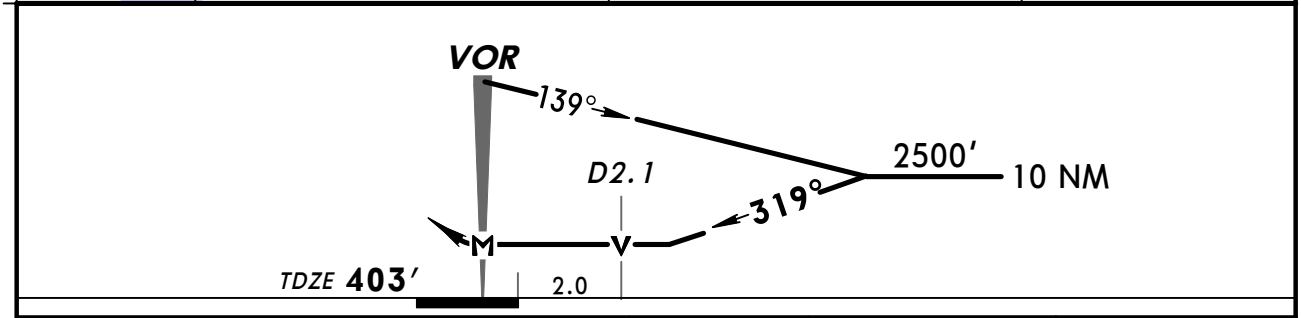
MISSED APCH: Climb to 3000′ outbound via LRP VOR R-333 to KUPPS INT/D17.3 RAV and hold.

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

1. Pilot controlled lighting 120.9.

MSA LRP VOR: 3000′ (220°–060°), 2600′





MAP at VOR								REIL VASI-L	3000′ ↑	LRP via 117.3 R-333	KUPPS

	STRAIGHT-IN LANDING RWY 31 MDA(H) 1060′ (657′)	Max Kts	CIRCLE-TO-LAND MDA(H)
A	1	90	1060′(657′)-1
B		120	
C	1¾	140	1060′(657′)-1¾
D	2	165	1080′(677′)-2¼

TERPS AMEND 16

CHANGES: None.

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BRIEFING STRIP ™

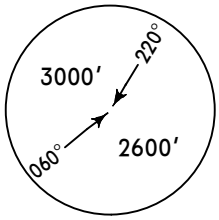
ATIS (ASOS when Twr inop)	HARRISBURG Approach (R)	*LANCASTER Tower	*Ground
125.67	126.45	CTAF 120.9	121.8

VOR LRP	Final Apch Crs	Minimum Alt QUALE	MDA(H) (CONDITIONAL)	Apt Elev 403′
117.3	319°	1500′ (1097′)	840′ (437′)	TDZE 403′

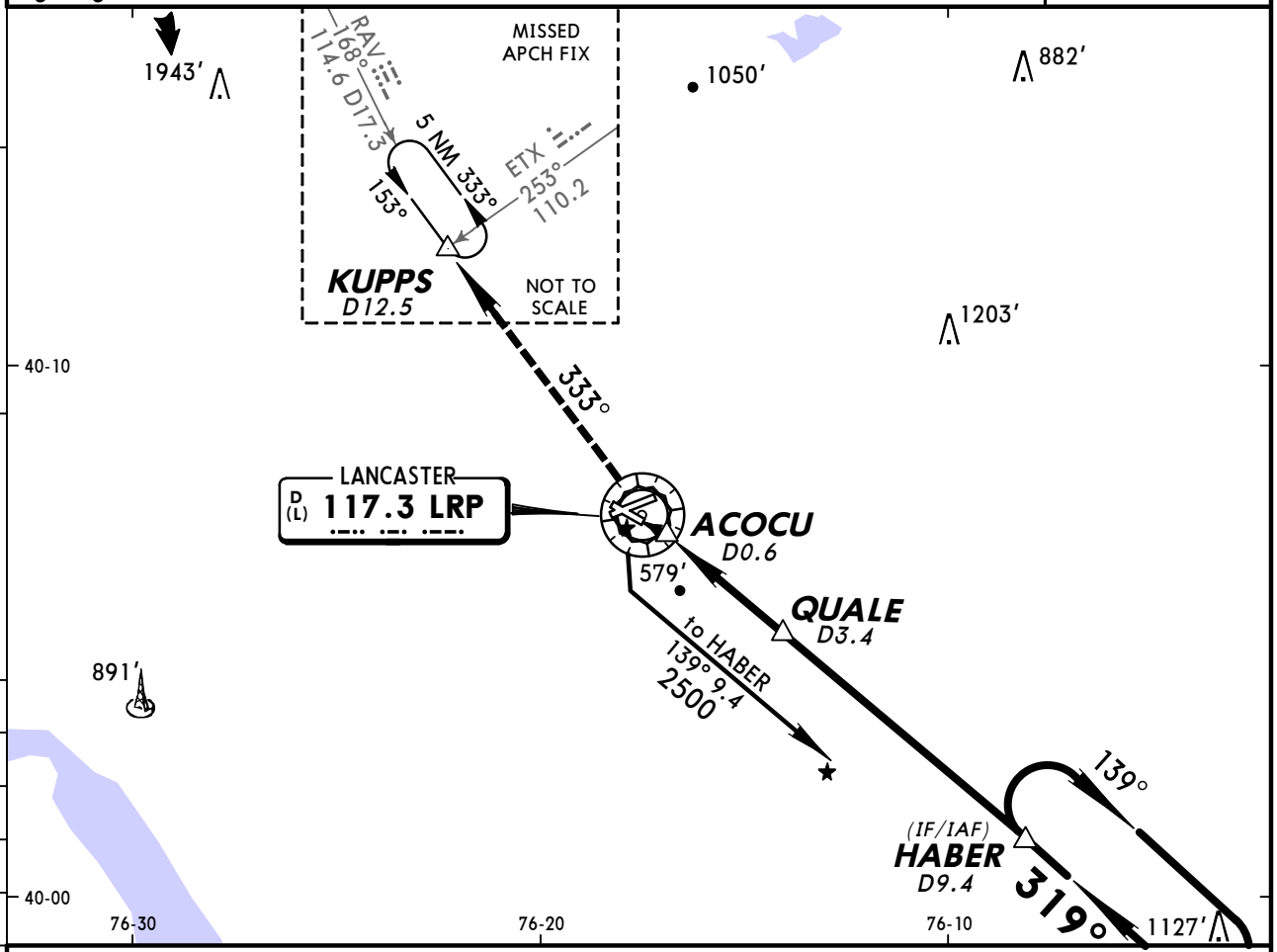
MISSED APCH: Climb to 3000′ outbound via LRP VOR R-333 to KUPPS INT/D12.5 and hold.

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

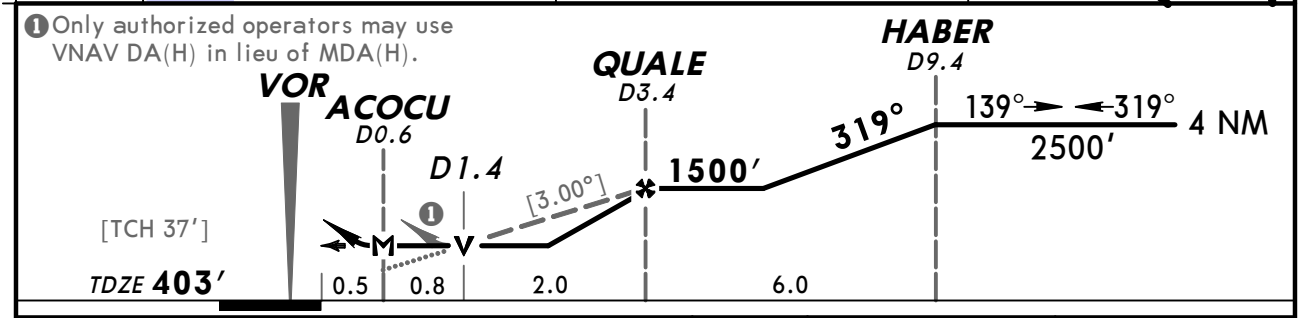
1. Use local altimeter setting; if not received, use Harrisburg Intl altimeter setting.
2. VDP not authorized when using Harrisburg Intl altimeter setting. 3. Pilot controlled lighting 120.9.



MSA LRP VOR



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



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

REIL
VASI-L

3000′ ↑ LRP via 117.3 R-333 KUPPS

STRAIGHT-IN LANDING RWY 31	With Local Altimeter Setting MDA(H) 840′ (437′)	With Harrisburg Intl Altimeter Setting MDA(H) 920′ (517′)
A	1	1
B		
C	1¼	1½
D	1½	1¾

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Harrisburg Intl Altimeter Setting MDA(H)
90	940′ (537′) - 1	1020′ (617′) - 1
120		
140	940′ (537′) - 1½	1020′ (617′) - 1¾
165	1080′ (677′) - 2¼	1160′ (757′) - 2½

TERPS AMEND 4A 18 NOV 2010

CHANGES: Minimums, profile note added.

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General Information

Location: Harrisburg PA USA
IATA Code: MDT
Lat/Long: N40° 11.6' W076° 45.8'
Elevation: 310 ft

Airport Use: Public
Magnetic Variation: 11.3°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: 1144 Z
Sunset: 2256 Z,

Runway Information

Runway: 13
Length x Width: 10001 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 308 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 993 ft

Runway: 31
Length x Width: 10001 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 308 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 993 ft

Communication Information

ATIS 118.8
Harrisburg Tower 124.8
Harrisburg Ground Control 121.7
Harrisburg Approach Control 126.45 (80°-179°)
Harrisburg Approach Control 124.1 (180°-309°)
Harrisburg Approach Control 118.25 (310°-79°)
Harrisburg Approach TRSA 126.45 (80°-179°) Out to 20 mi.
Harrisburg Approach TRSA 124.1 (180°-309°) Out to 20 mi.

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Harrisburg Approach TRSA 118.25 (310°-79°) Out to 20 mi.
Harrisburg Departure Control 126.45 (80°-179°) Out to 20 mi.
Harrisburg Departure Control 124.1 (180°-309°)
Harrisburg Departure Control 118.25 (310°-79°) Out to 20 mi.

KMDT/MDT

Apt Elev **310′**

N40 11.6 W076 45.8

JEPPESEN

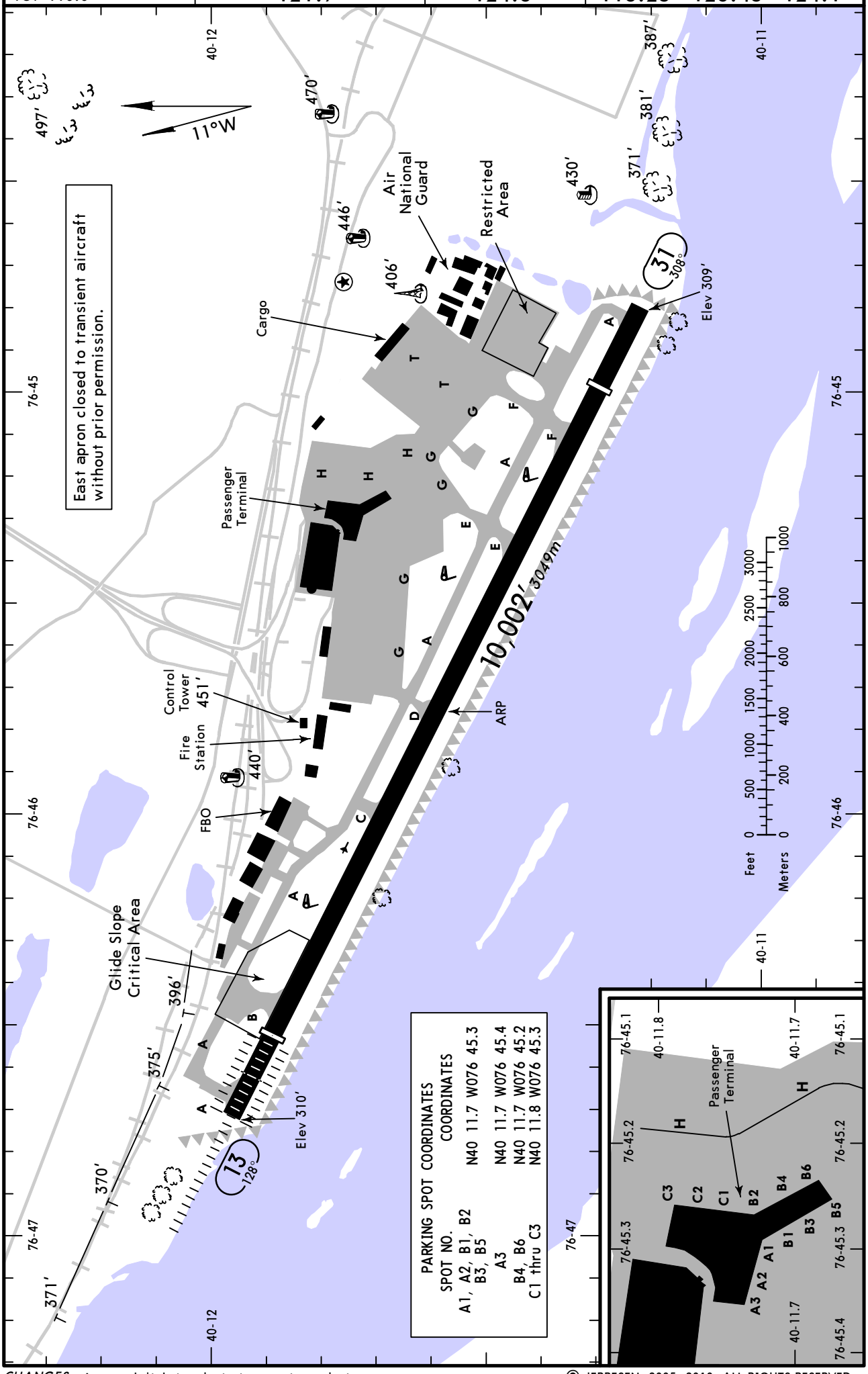
10 DEC 10

20-9

HARRISBURG, PA

HARRISBURG INTL

ATIS	HARRISBURG INTL Ground	Tower	HARRISBURG Departure (R)		
118.8	121.7	124.8	310°-079°	080°-179°	180°-309°
VOT 110.0			118.25	126.45	124.1



CHANGES: Approach lighting depiction, taxiway designators.

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GENERAL

Birds in vicinity of airport.
No touch and go landings 2300-0600LT.
Runway distance remaining signs unavailable indefinitely.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13	HIRL CL ALSF-II TDZ ❶ PAPI-L grooved RVR	❷ 8070′ *2460m*	6989′ *2130m*	10,001′ *3048m*	200′ *61m*
31	HIRL CL REIL PAPI-L (angle 3.0°) grooved RVR	❸ 8132′ *2479m*	7126′ *2172m*		

❶ Angle 3.0°.
❷ Last 939′ (286m) is unavailable for landing distance computations.
❸ Last 877′ (267m) is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 31

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 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 13

With Mim Climb of 260′/NM to 700′					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	
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-2¼

OBSTACLE DP

Rwy 13, climb heading 128° to 1700′ before proceeding on course.
Rwy 31, climb heading 308° to 1900′ before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwy 13	ILS Rwy 31	LOC Rwy 13 LOC Rwy 31	RNAV (GPS) Rwy 31	RNAV (GPS) Rwy 13 VOR Rwy 31
A	600-2	700-2	800-2	800-2	900-2
B					
C	700-2			800-2¼	900-2½
D				800-2½	900-2¾

AMEND 8

CHANGES: Usable lengths.

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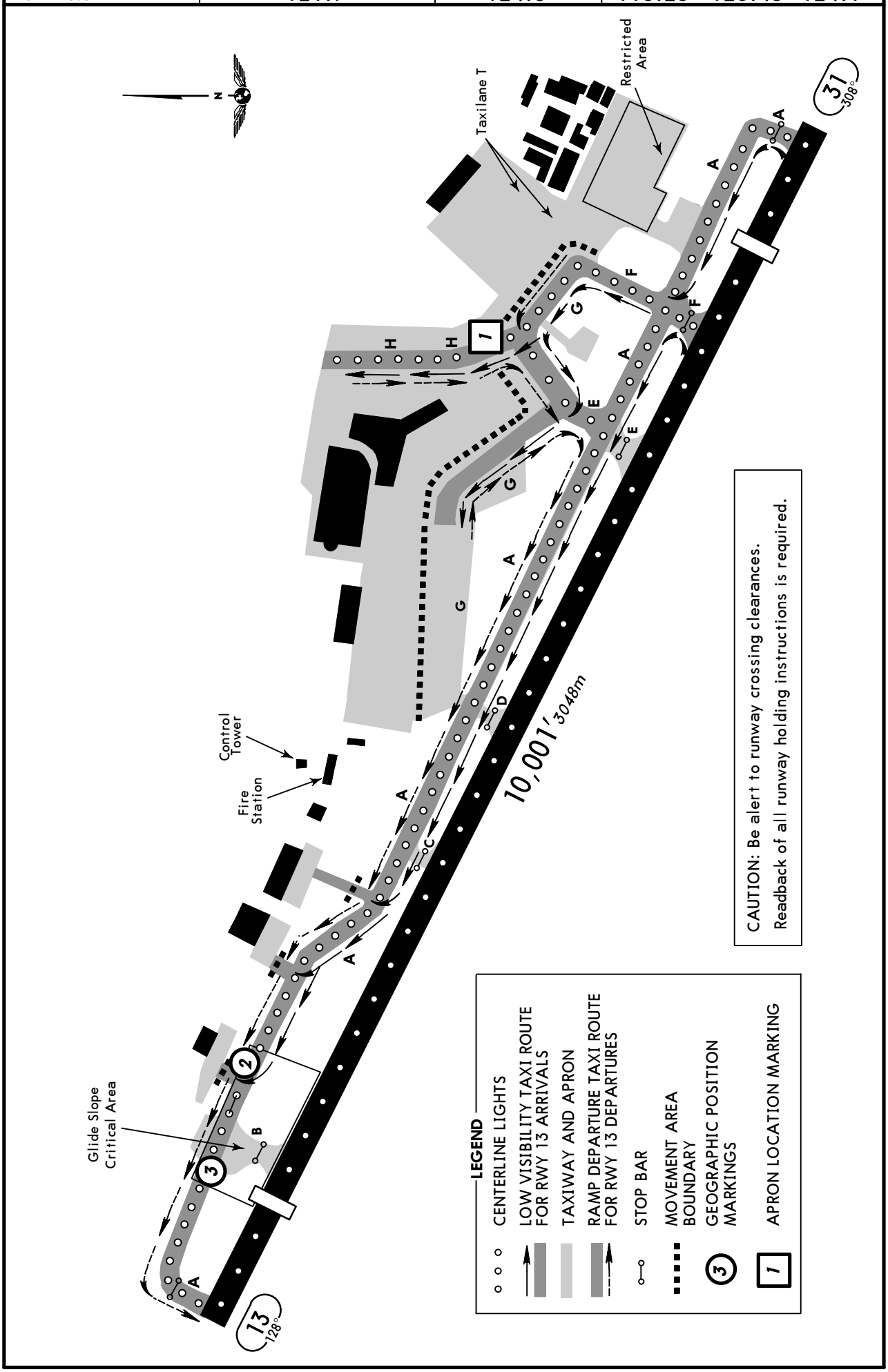
Apt Elev **310′**

ATIS	HARRISBURG INTL Ground	Tower	HARRISBURG Departure (R)		
118.8	121.7	124.8	310°-079°	080°-179°	180°-309°
VOT 110.0			118.25	126.45	124.1



CHANGES: Taxiway F.

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BRIEFING STRIP™

ATIS	HARRISBURG Approach (R)			HARRISBURG INTL Tower	Ground
	310°-079°	080°-179°	180°-309°		
118.8	118.25	126.45	124.1	124.8	121.7

LOC IMDT	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 310′
110.9	128°	2450′(2142′)	508′(200′)	TDZE 308′

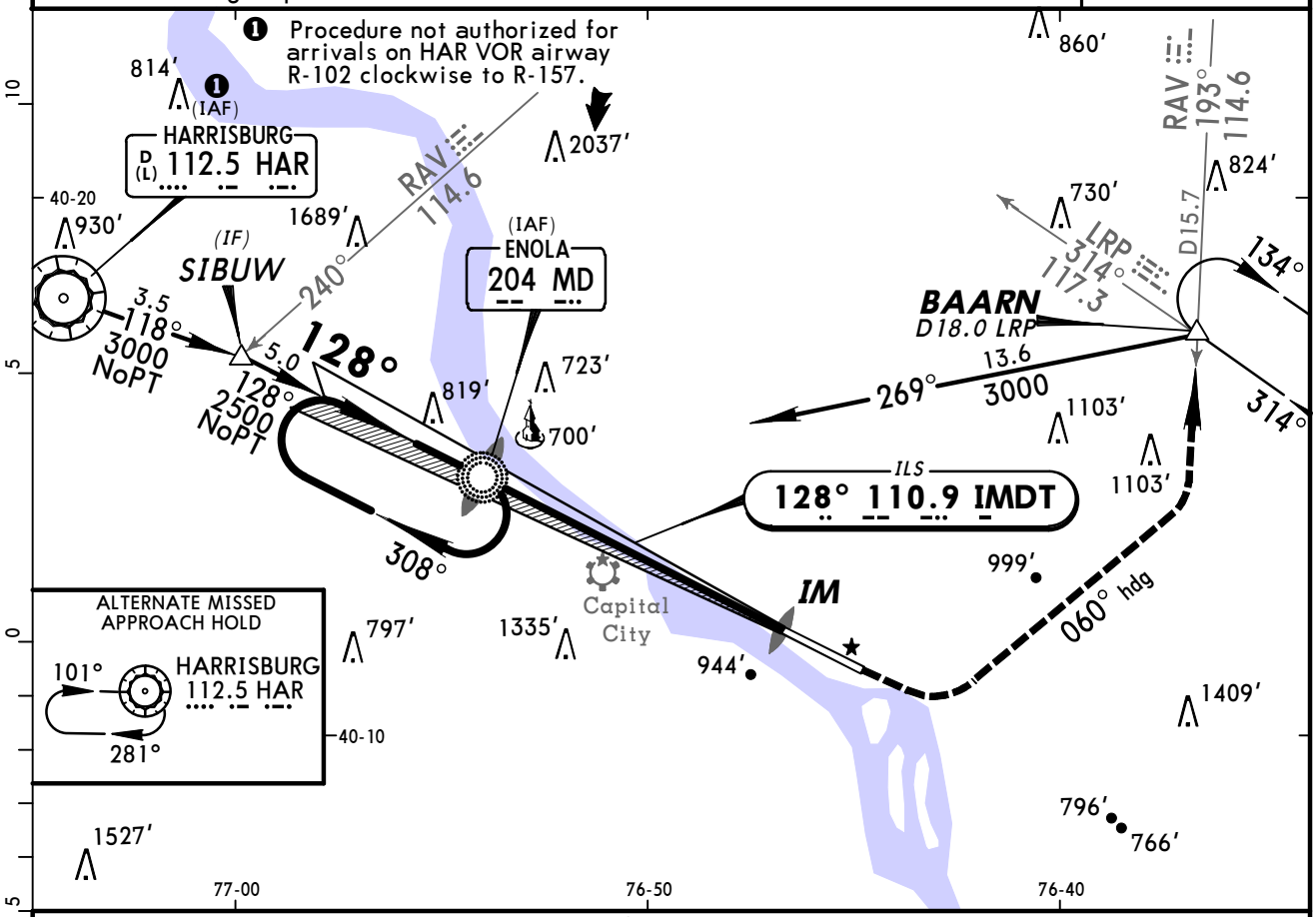
MISSED APCH: Climb to 900′, then climbing LEFT turn to 3000′ via 060° heading, intercept RAV VOR R-193 inbound to BAARN INT/ D18.0 LRP and hold.

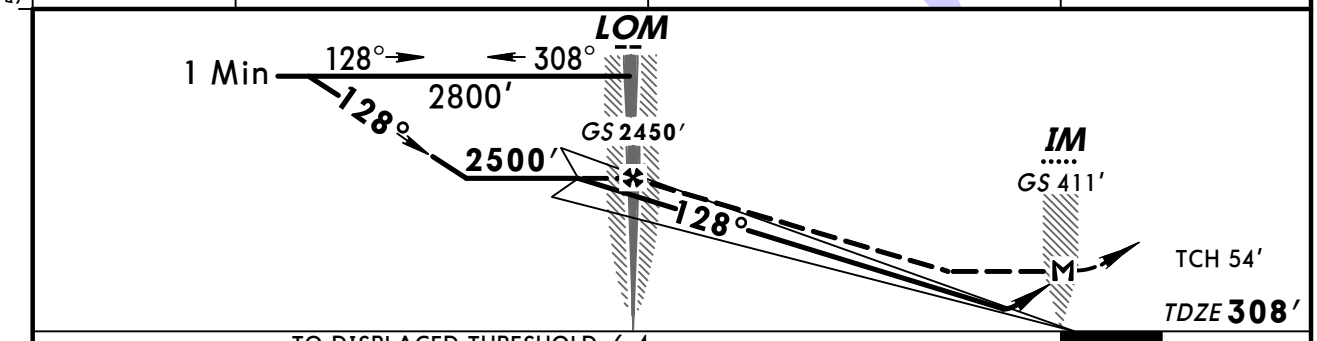
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and ILS glidepath not coincident.

3400′

MSA MD LOM





TO DISPLACED THRESHOLD 6.4

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
LOM to MAP 6.4	5:29	4:16	3:50	3:12	2:45	2:24

ALSF-II
PAPI

900′ ↑

3000′ LT ↰ via 060° hdg and RAV 114.6 R-193

STRAIGHT-IN LANDING RWY 13

	ILS DA(H) 508′(200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 900′(592′)	LOC ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized South of Runway 13-31 MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	900′(590′)-1
B						120	
C				RVR 50 or 1	1½	140	920′(610′)-1¾
D				RVR 60 or 1¼	1¾	165	980′(670′)-2

TERPS AMEND 2

CHANGES: Lighting.

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KMDT/MDT
HARRISBURG INTL

JEPPESEN

11 MAR 05 (21-1A)

HARRISBURG, PA
ILS Rwy 13 CAT II & III

BRIEFING STRIP™

ATIS	HARRISBURG Approach (R)			HARRISBURG INTL Tower	Ground
	310°-079°	080°-179°	180°-309°		
118.8	118.25	126.45	124.1	124.8	121.7

LOC IMDT	Final Apch Crs	GS LOM	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
110.9	128°	2450′ (2142′)	NA	Refer to Minimums		RA 101′ DA(H) 408′ (100′)	310′ TDZE 308′

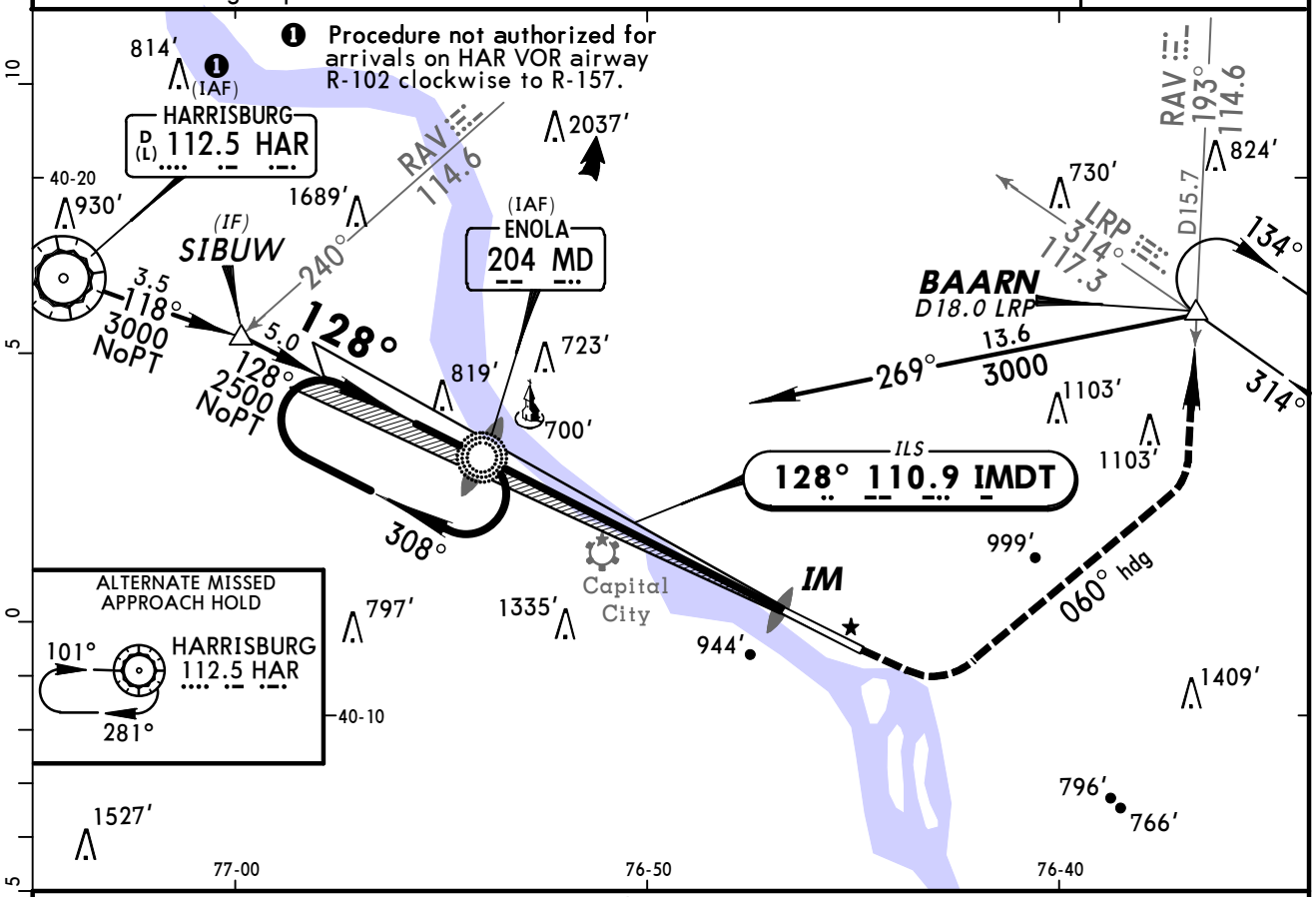
MISSED APCH: Climb to 900′, then climbing LEFT turn to 3000′ via 060° heading, intercept RAV VOR R-193 inbound to BAARN INT/ D18.0 LRP and hold.

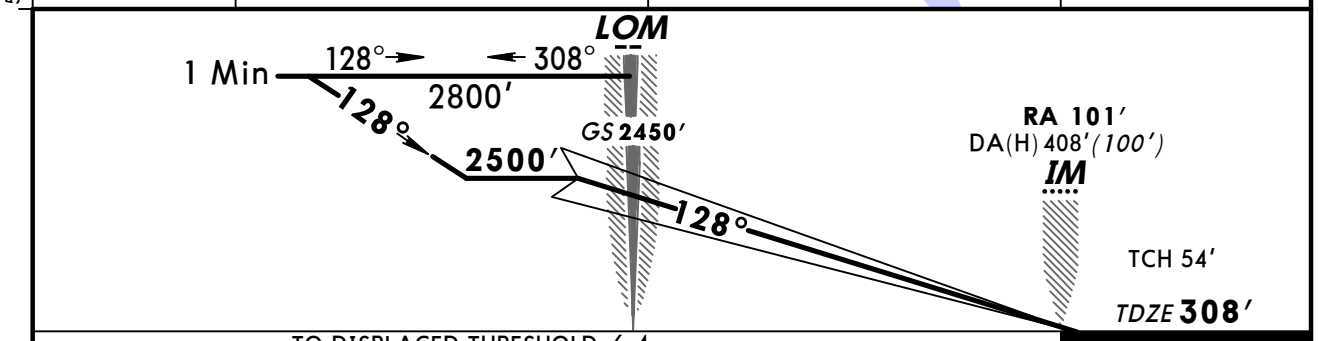
3400′

MSA MD LOM

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

1. CAT II & CAT III: Special Aircrew & Acft Certification Required.
2. VGSI and ILS glidepath not coincident.





TO DISPLACED THRESHOLD 6.4

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI

900′

3000′ LT via 060° hdg and RAV 114.6 R-193

STRAIGHT-IN LANDING RWY 13

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101′ DA(H) 408′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 2

CHANGES: Lighting.

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KMDT/MDT
HARRISBURG INTL

JEPPESEN

12 DEC 08 (21-2)

HARRISBURG, PA
ILS or LOC Rwy 31

ATIS	HARRISBURG Approach (R) 310°-079°	080°-179°	180°-309°	HARRISBURG INTL Tower	Ground
118.8	118.25	126.45	124.1	124.8	121.7

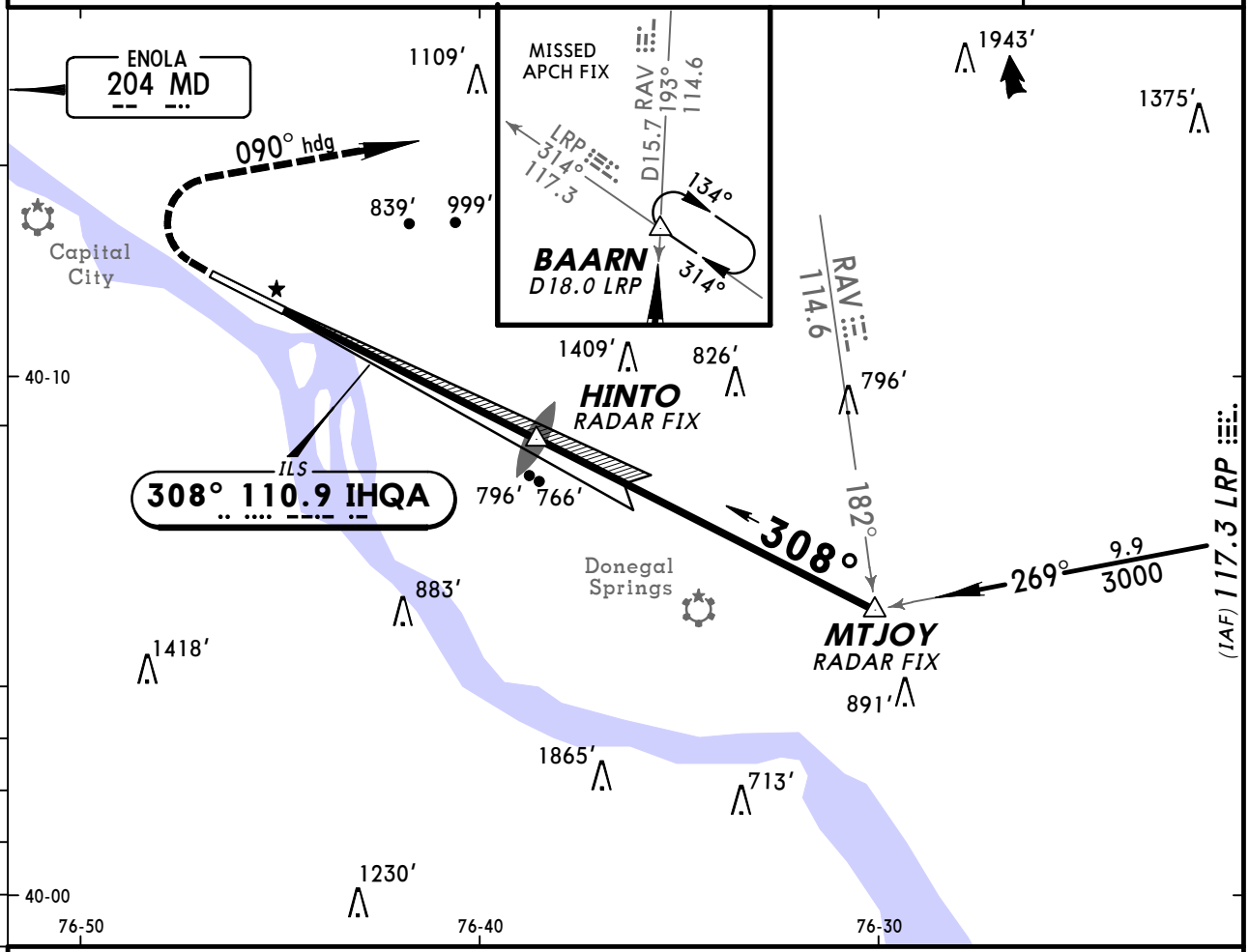
BRIEFING STRIP™

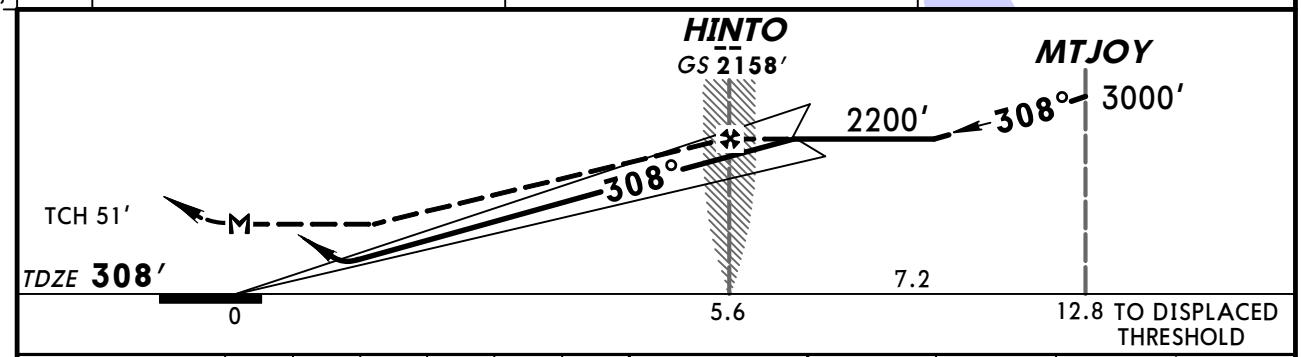
ILS IHQA	Final Apch Crs	GS HINTO	ILS DA(H)	Apt Elev 310′
110.9	308°	2158′ (1850′)	558′ (250′)	TDZE 308′

MISSED APCH: Climb to 800′, then climbing RIGHT turn to 3000′ via 090° heading, intercept RAV VOR R-193 to BAARN INT/ D18.0 LRP and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

3200′ MSA MD LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
HINTO to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

REIL
PAPI-L

800′ ↑

3000′ ↱ RT via 090° hdg

TERPS AMEND 1A

STRAIGHT-IN LANDING RWY 31	ILS DA(H) 558′ (250′)	LOC (GS out) MDA(H) 920′ (612′)	CIRCLE-TO-LAND Not authorized South of Runway 13-31 Max Kts	MDA(H)
A	RVR 50 or 1	RVR 50 or 1	90	920′ (610′) -1
B			120	
C		1¾	140	920′ (610′) -1¾
D		2	165	980′ (670′) -2

CHANGES: Proceedure name, ILS minimums.

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BRIEFING STRIP TM

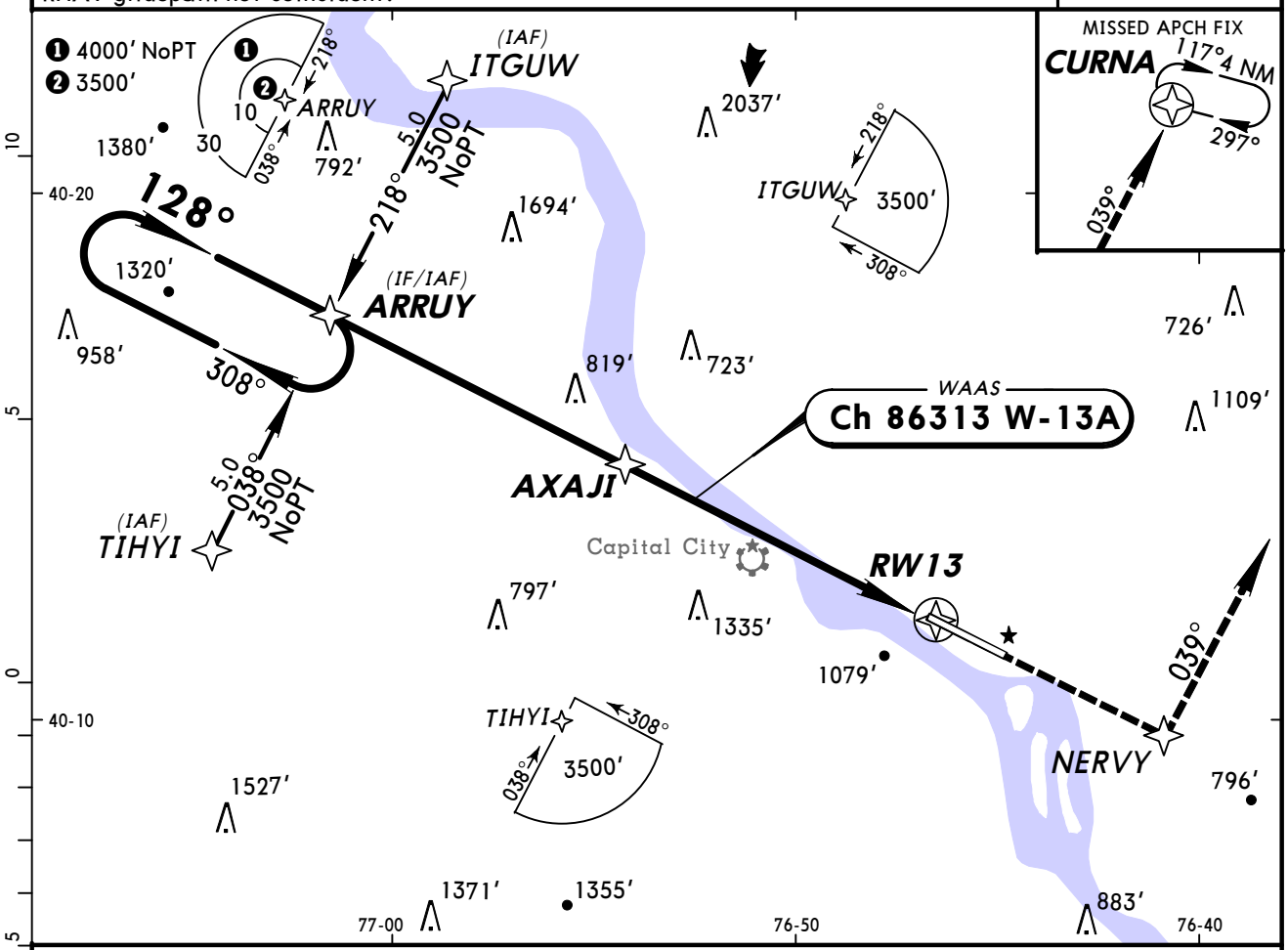
ATIS	HARRISBURG Approach (R) 310°-079° / 080°-179° / 180°-309°			HARRISBURG INTL Tower	Ground
118.8	118.25	126.45	124.1	124.8	121.7

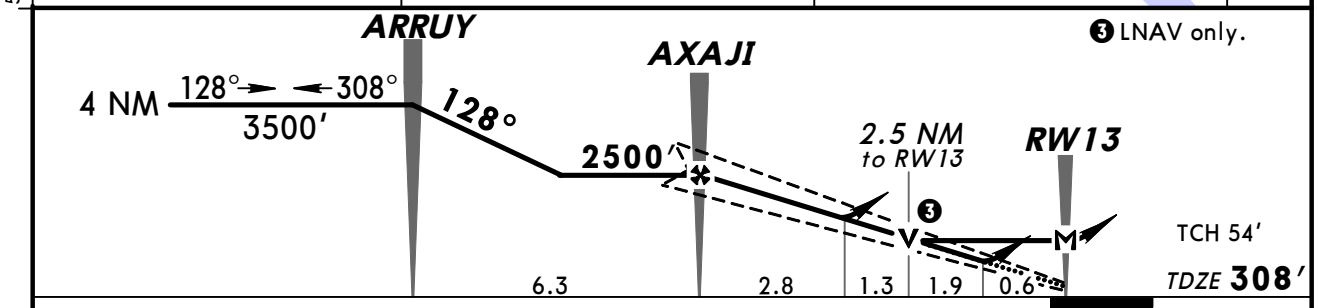
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 310′
Ch 86313 W-13A	128°	AXAJI 2500′ (2192′)	558′ (250′)	TDZE 308′

MISSED APCH: Climb to 3500′ direct NERVY and via 039° track to CURNA and hold, continue climb-in-hold to 3500′.

TAA 30 NM IAF

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 48°C (118°F). 3. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW13						

ALSF-II PAPI 3500′ D NERVY

STRAIGHT-IN LANDING RWY 13

	LPV DA(H) 558′ (250′)		LNAV/VNAV DA(H) 1572′ (1264′)		LNAV MDA(H) 1180′ (872′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	5		RVR 24 or ½	RVR 50 or 1
B					RVR 40 or ¾	RVR 60 or 1¼
C					2	2½
D					2¼	2¾

CIRCLE-TO-LAND
Not Authorized South of Runway 13-31

Max Kts	MDA(H)
90	1180′ (870′)-1
120	1180′ (870′)-1¼
140	1180′ (870′)-2½
165	1180′ (870′)-2¾

AMEND 1 TERPS

CHANGES: Procedure.

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KMDT/MDT
HARRISBURG INTL

JEPPESEN

26 JUN 09 (22-2) Eff 2 Jul

HARRISBURG, PA
RNAV (GPS) Rwy 31

ATIS	HARRISBURG Approach (R)			HARRISBURG INTL Tower	Ground
	310°-079°	080°-179°	180°-309°		
118.8	118.25	126.45	124.1	124.8	121.7

BRIEFING STRIP™

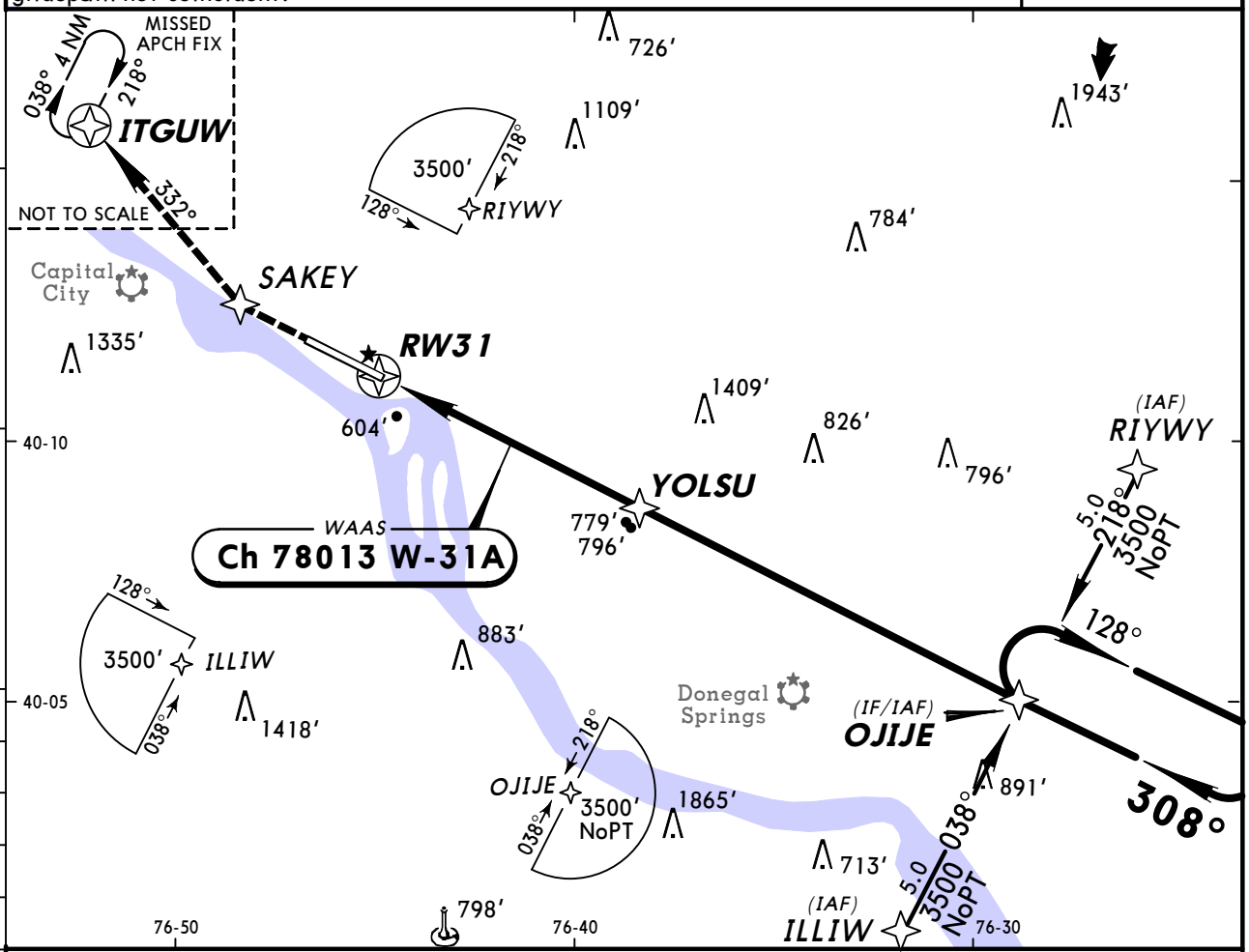
WAAS	Final Apch Crs	Minimum Alt YOLSU	LPV DA(H)	Apt Elev 310′
Ch 78013 W-31A	308°	2200′(1892′)	558′(250′)	TDZE 308′

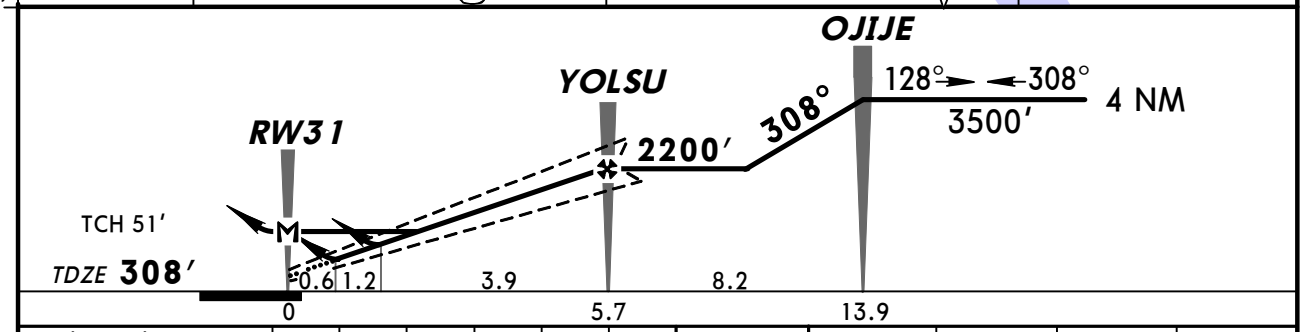
MISSED APCH: Climb to 3500′ direct SAKEY and via 332° track to ITGUW and hold.

TAA 30 NM IAF

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 48°C (118°F). 3. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW31						

REIL
PAPI-L

3500′

SAKEY

STRAIGHT-IN LANDING RWY 31

	LPV DA(H) 558′(250′)	LNAV/VNAV DA(H) 921′(613′)	LNAV MDA(H) 1100′(792′)
A	RVR 50 or 1	2¼	RVR 50 or 1
B			RVR 60 or 1¼
C			2¼
D			2½

CIRCLE-TO-LAND
Not Authorized South of Runway 13-31

Max Kts	MDA(H)
90	1100′(790′) -1
120	1100′(790′) -1¼
140	1100′(790′) -2¼
165	1100′(790′) -2½

TERPS AMEND 1

CHANGES: Procedure.

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ATIS	HARRISBURG Approach (R) 310°-079° / 080°-179° / 180°-309°	HARRISBURG INTL Tower	Ground
118.8	118.25 / 126.45 / 124.1	124.8	121.7

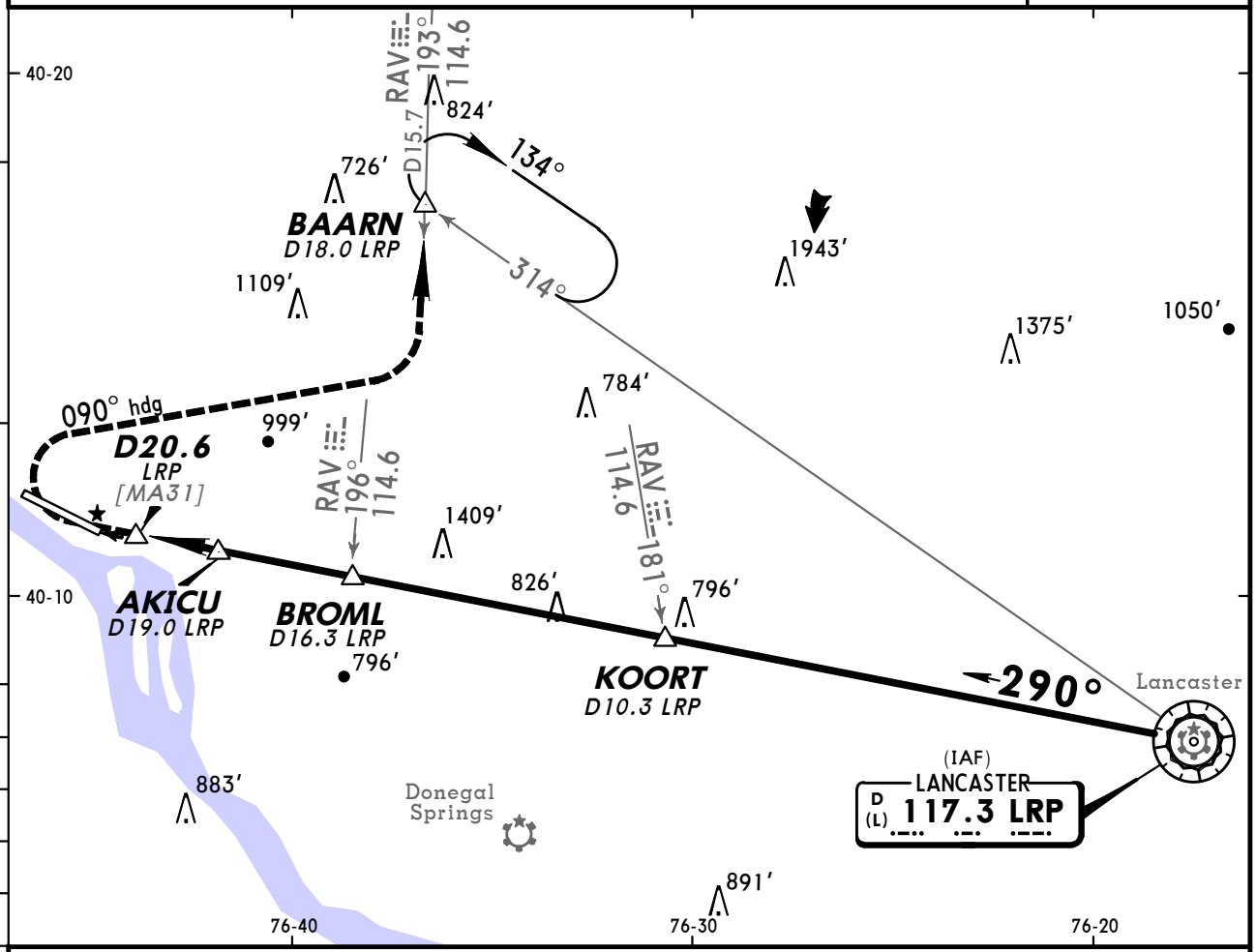
BRIEFING STRIP ™

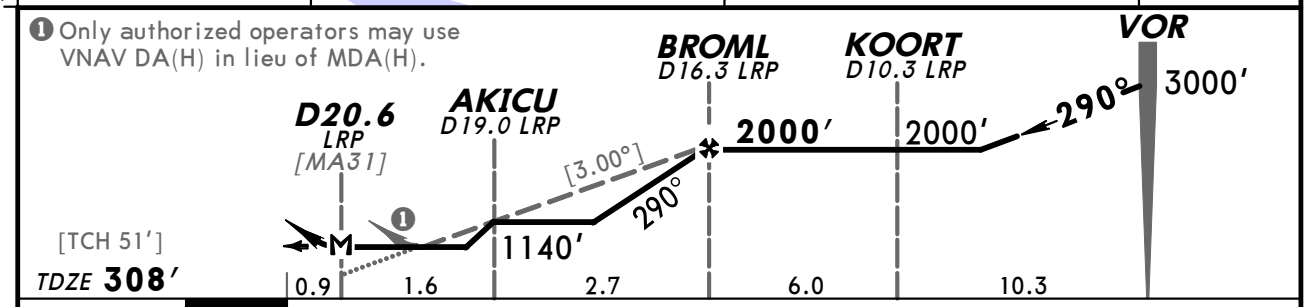
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 310′
LRP 117.3	290°	BROML 2000′ (1692′)	1080′ (772′)	TDZE 308′

MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 3000′ via 090° heading and RAV VOR R-193 to BAARN INT/D18.0 LRP and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

MSA LRP VOR: 3000′ (220°–060°), 2600′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D20.6 LRP or BROML to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

REIL
PAPI-L

1500′

3000′ RT via 090° hdg and RAV 114.6 R-193

TERPS AMEND 2A 11 FEB 2010

	STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND Not Authorized South of Runway 13-31		
	MDA(H) 1080′ (772′) With AKICU	MDA(H) 1140′ (832′) Without AKICU	Max Kts	With AKICU MDA(H)	Without AKICU MDA(H)
A	RVR 50 or 1	RVR 50 or 1	90	1080′ (770′)-1	1140′ (830′)-1
B	RVR 60 or 1¼	RVR 60 or 1¼	120	1080′ (770′)-1¼	1140′ (830′)-1¼
C	2¼	2½	140	1080′ (770′)-2¼	1140′ (830′)-2½
D	2½	2¾	165	1080′ (770′)-2½	1140′ (830′)-2¾

CHANGES: Minimums.

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General Information

Location: Philadelphia PA USA
IATA Code: PHL
Lat/Long: N39° 52.3' W075° 14.5'
Elevation: 36 ft

Airport Use: Public
Magnetic Variation: 12.1°W
Sectional Chart: Washington

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: 1138 Z
Sunset: 2250 Z,

Runway Information

Runway: 08
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, Centerline

Runway: 09L
Length x Width: 9500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 09R
Length x Width: 10506 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17
Length x Width: 6501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS

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Runway: 26
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 36 ft
Lighting: Edge, ALS, Centerline

Runway: 27L
Length x Width: 10506 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline

Runway: 27R
Length x Width: 9500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline

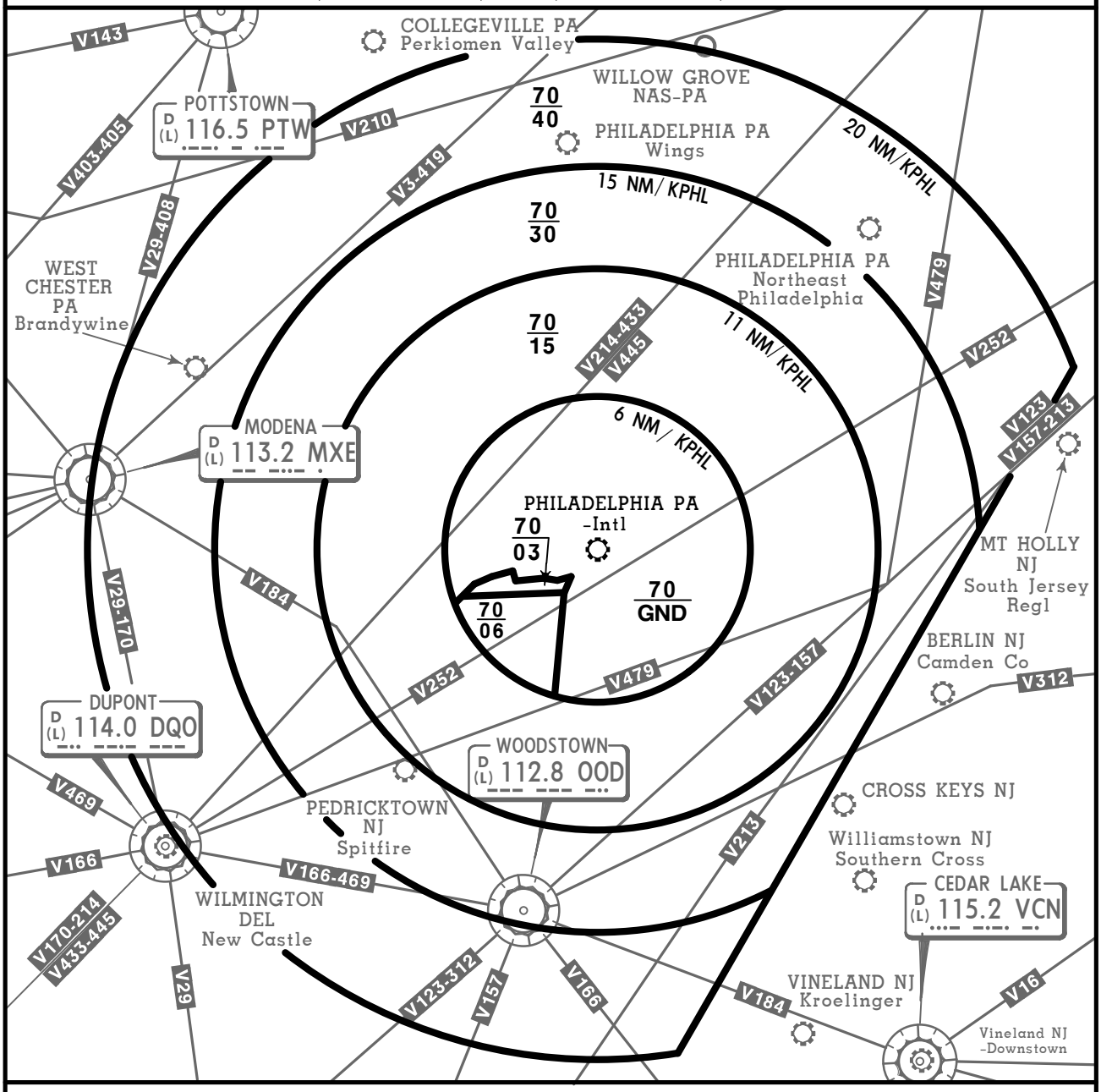
Runway: 35
Length x Width: 6501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, REIL

Communication Information

ATIS 135.925
ATIS 133.4
Philadelphia Tower 135.1
Philadelphia Tower 118.5
Philadelphia Tower 123.6 Initial Contact
Philadelphia Tower 120.425 Initial Contact
Philadelphia Ground Control 121.9
Philadelphia Ground Control 121.65 Secondary
Philadelphia Intl Ramp/Taxi Control 130.05
Philadelphia Clearance Delivery 118.85 Pre-Departure Clearance
Philadelphia Approach Control 124.35
Philadelphia Approach Control 126.6 (90°-269°) At or above 5001 ft
Philadelphia Approach Control 128.4
Philadelphia Approach Control 127.35
Philadelphia Approach Control 126.85
Philadelphia Approach Control 123.8
Philadelphia App TCA 133.875
Philadelphia App TCA 118.35 (226°-270°) At or below 6000 ft
Philadelphia App TCA 127.35
Philadelphia App TCA 119.75
Philadelphia App TCA 123.8
Philadelphia App TCA 124.35
Philadelphia App TCA 126.85 (271°-315°) At or below 7500 ft
Philadelphia App TCA 128.4
Philadelphia Departure Control 124.35
Philadelphia Departure Control 119.75
Philadelphia Intl Unicom 122.95
Philadelphia Radar 128.4

PHILADELPHIA CLASS B AIRSPACE

Philadelphia App
(N-NE, 6500'-7500') (NE, Rwy 27 active, 5500' & above) (W, Rwy 9 active, 8000' & below) 128.4
(NE, Rwy 9 active, 10000' & below) (W, Rwy 27 active, 10000' & below)
(W, Rwy 9 active, 8500'-10000') (NW, 8000'-10000') 124.35
(NE, Rwy 27 active, 5000' & below) 123.8
(SE, Rwy 9 active, 10000' & below) (SE, Rwy 27 active, 8500'-10000') 119.75
(SE, Rwy 27 active, 5500'-8000') (SW, 6500'-10000') 133.87
(SE, Rwy 27 active, 5000' & below) (S, 5000' & below) 127.35
(SW, 6000' & below) 118.35 (NW, 7500' & below) 126.85



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft or aircraft desiring to transit Class B airspace should contact Approach Control on the frequency depicted for the sector of flight with reference to the geographical center of airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding a VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radial/s.

b. Aircraft departing the primary airport are requested to advise the Philadelphia clearance delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies if route penetrates Class B airspace.

c. Aircraft desiring to transit Class B airspace will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

CHANGES: Communications.

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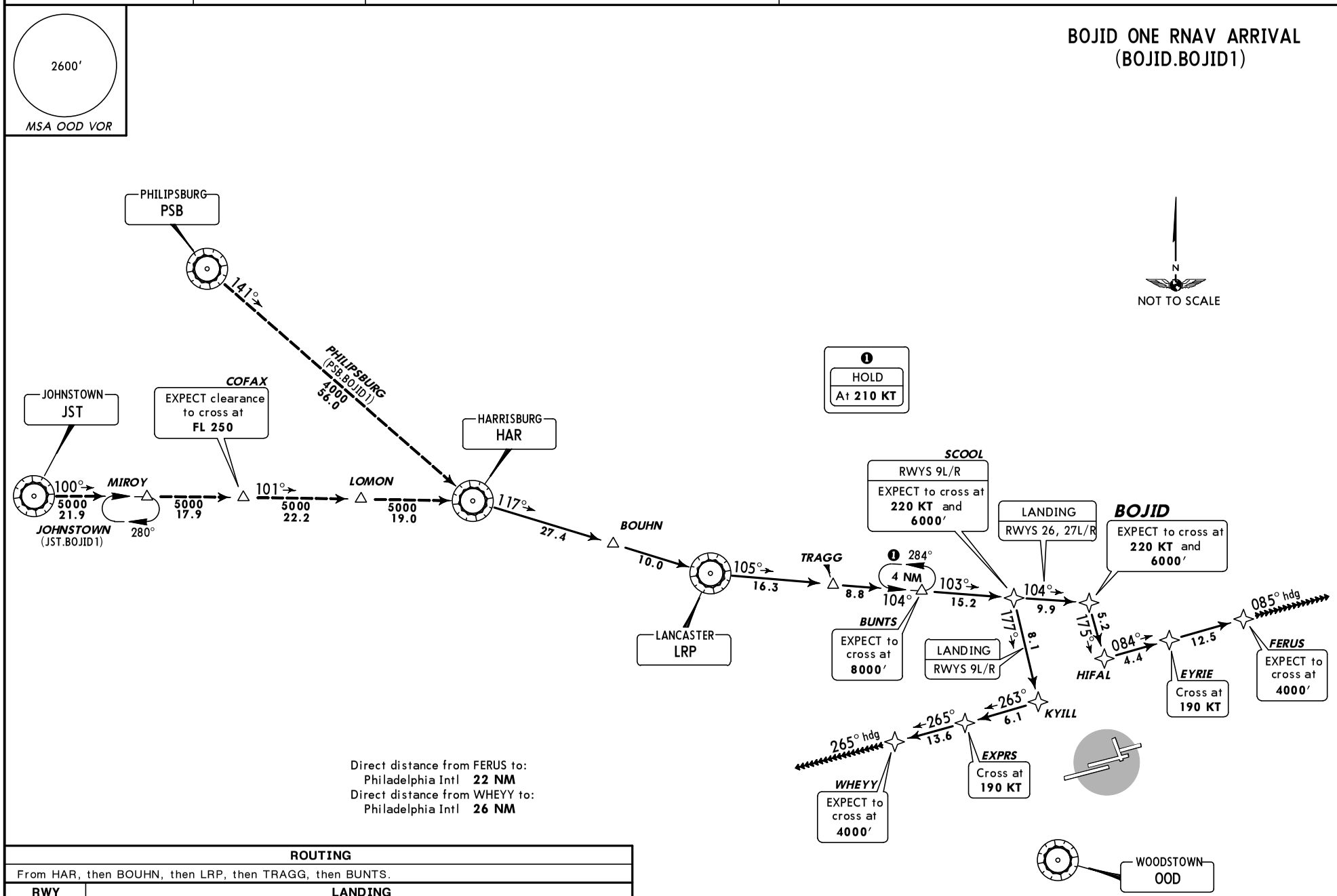
D-ATIS Arrival	Apt Elev		
133.4	36′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.

BOJID ONE RNAV ARRIVAL (BOJID.BOJID1)



Direct distance from FERUS to:
Philadelphia Intl **22 NM**
Direct distance from WHEYY to:
Philadelphia Intl **26 NM**

ROUTING	
From HAR, then BOUHN, then LRP, then TRAGG, then BUNTS.	
RWY	**LANDING**
9L/R	Then SCOOL, KYILL, EXPRS, WHEYY, depart WHEYY heading 265°. EXPECT RADAR vectors to final approach course.
26, 27L/R	Then SCOOL, BOJID, HIFAL, EYRIE, FERUS, depart FERUS heading 085°. EXPECT RADAR vectors to final approach course.

CHANGES: Equipment notes.

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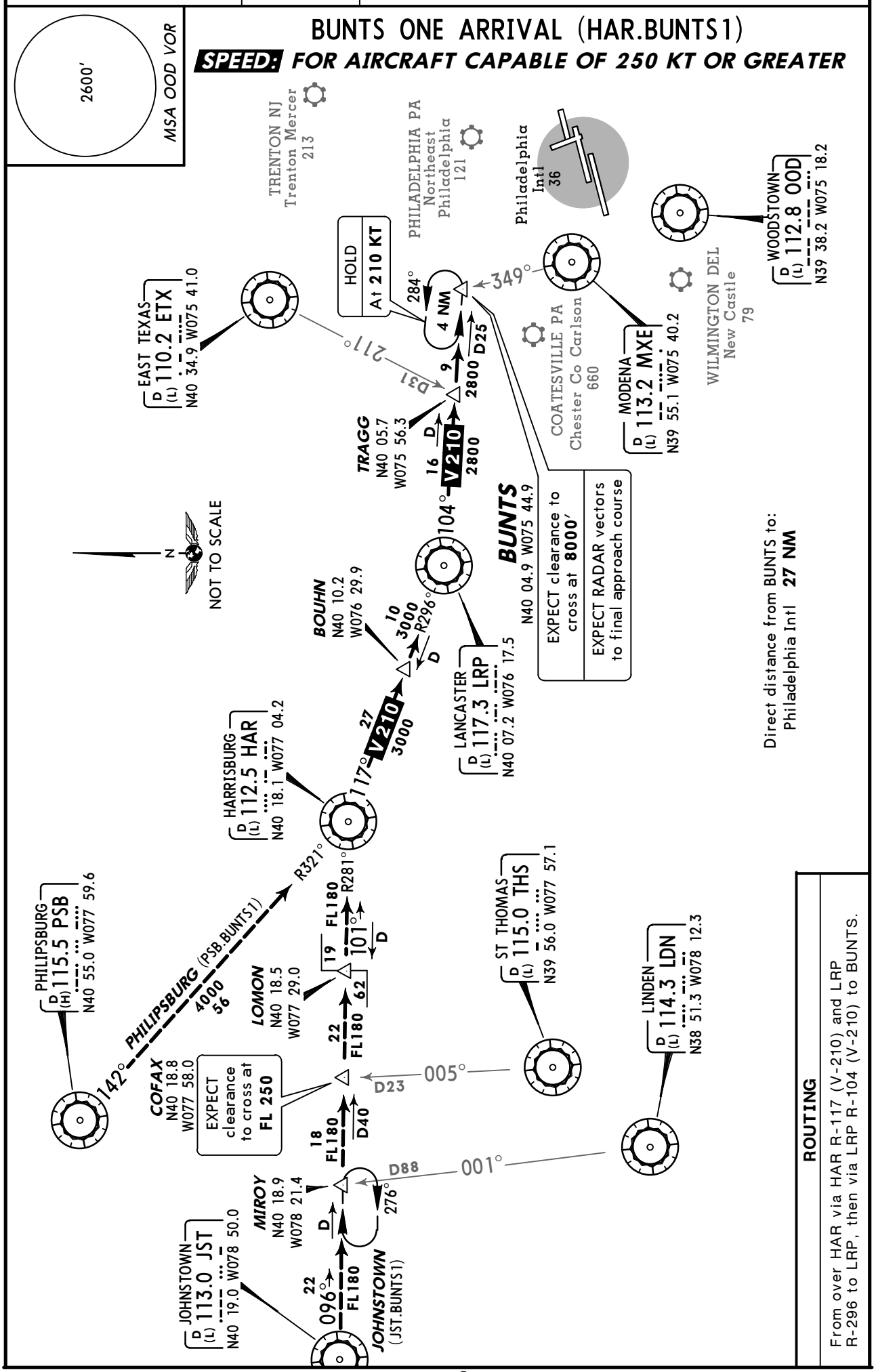
D-ATIS Arrival	Apt Elev	Alt Set: INCHES
133.4	*See graphic*	Trans level: FL180 Trans alt: 18000′

BUNTS ONE ARRIVAL (HAR.BUNTS1)

SPEED: ***FOR AIRCRAFT CAPABLE OF 250 KT OR GREATER***



CHANGES: None.

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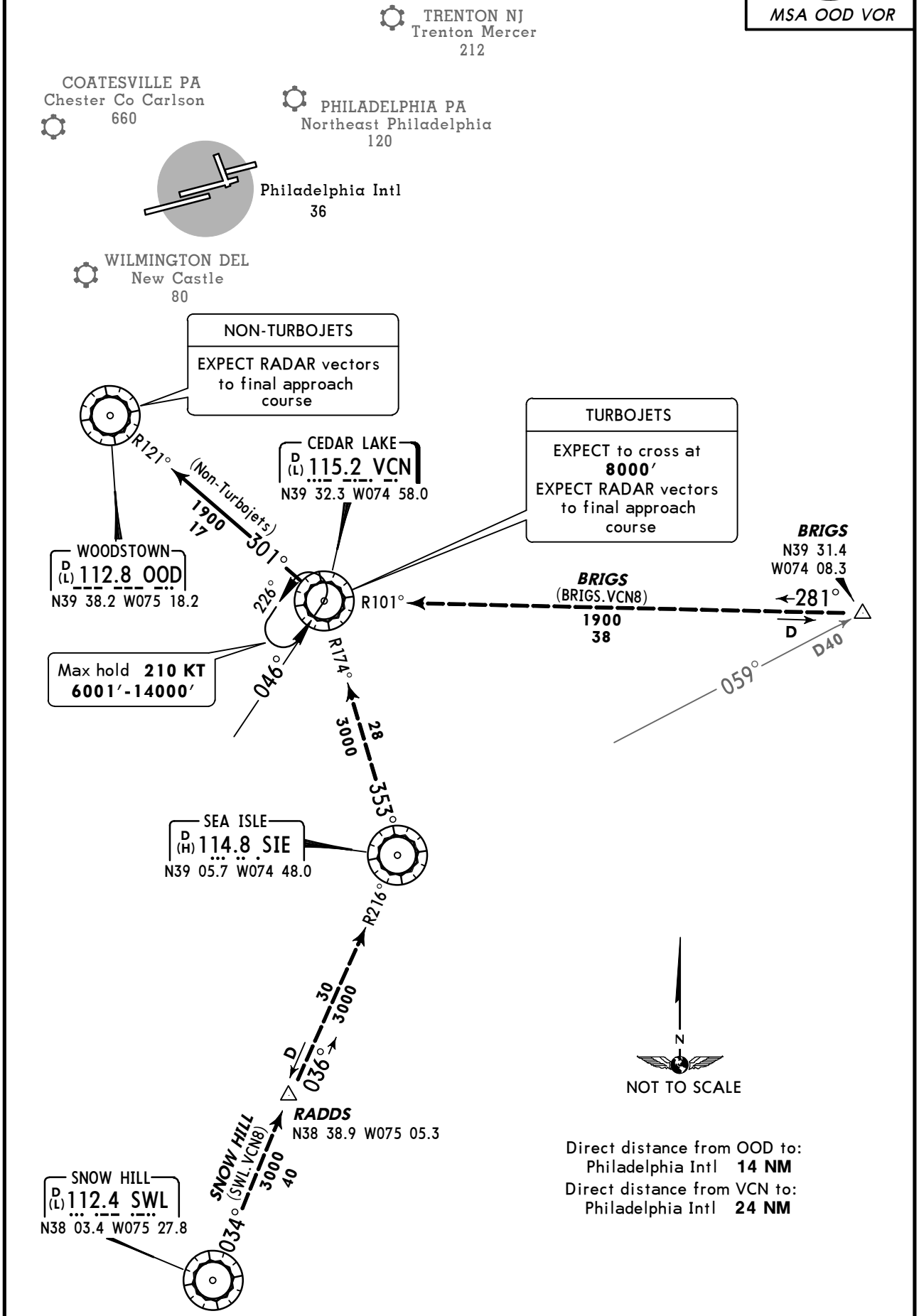
D-ATIS Arrival	Apt Elev	Alt Set: INCHES
133.4	See Graphic	Trans level: FL180 Trans alt: 18000′

CEDAR LAKE EIGHT ARRIVAL (VCN.VCN8)



CHANGES: Willow Grove NAS removed, apt elevations, apt renamed.

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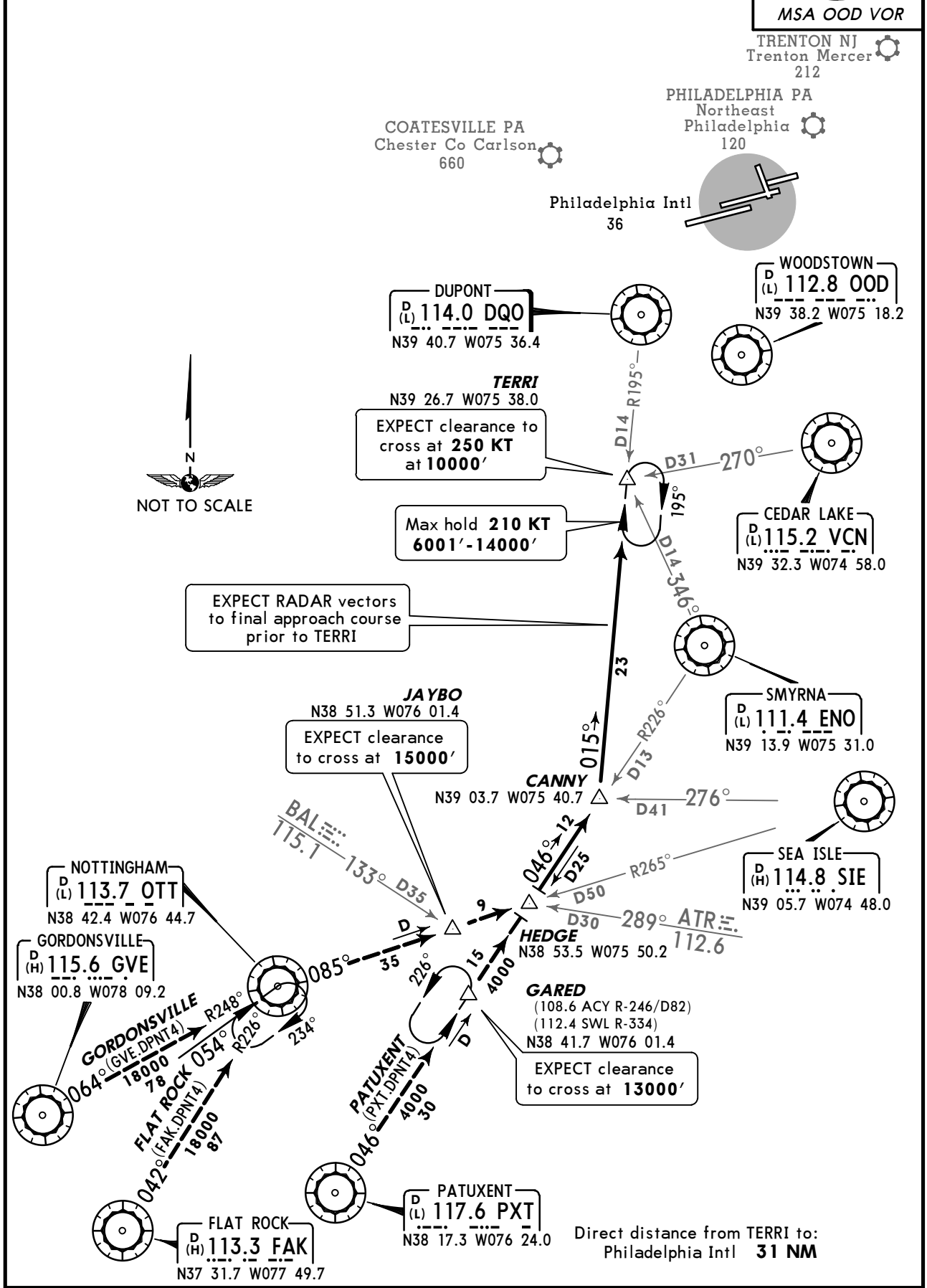
D-ATIS Arrival	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Turbojet aircraft only. 2. PATUXENT transition as assigned by ATC only.
133.4	See graphic	

DUPONT FOUR ARRIVAL (HEDGE.DPNT4)



ROUTING

From over HEDGE to CANNY via ENO R-226, then from CANNY via DQO R-195 to TERRI.
EXPECT RADAR vectors to final approach course prior to TERRI.

CHANGES: Willow Grove NAS removed, formations, airport elevations.

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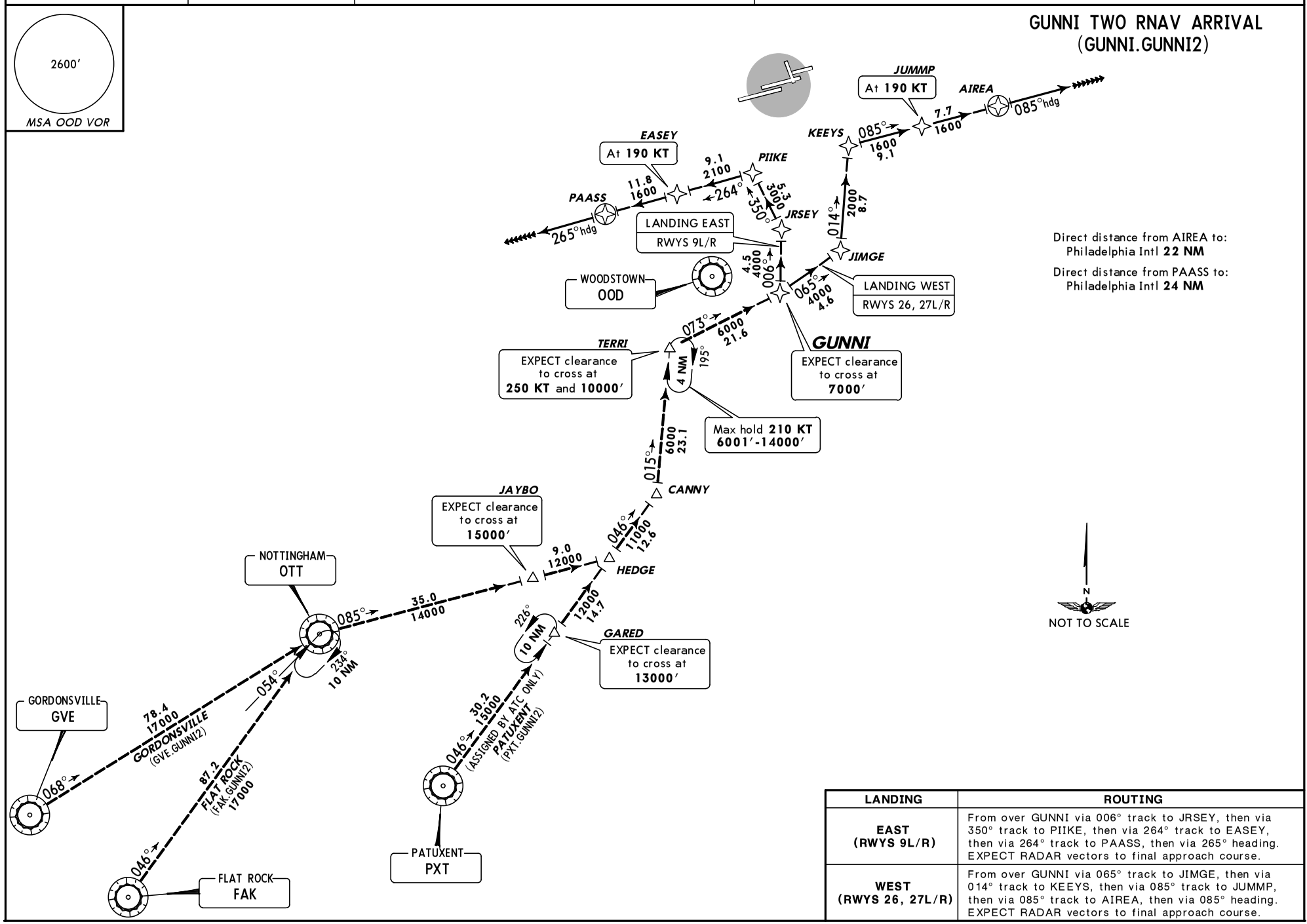
D-ATIS Arrival	Apt Elev		
133.4	36′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Applicable to turbojet aircraft only.

GUNNI TWO RNAV ARRIVAL (GUNNI.GUNNI2)



LANDING	ROUTING
EAST (RWYS 9L/R)	From over GUNNI via 006° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. EXPECT RADAR vectors to final approach course.
WEST (RWYS 26, 27L/R)	From over GUNNI via 065° track to JIMGE, then via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, CANNY to TERRI, MEA, TERRI holding pattern.

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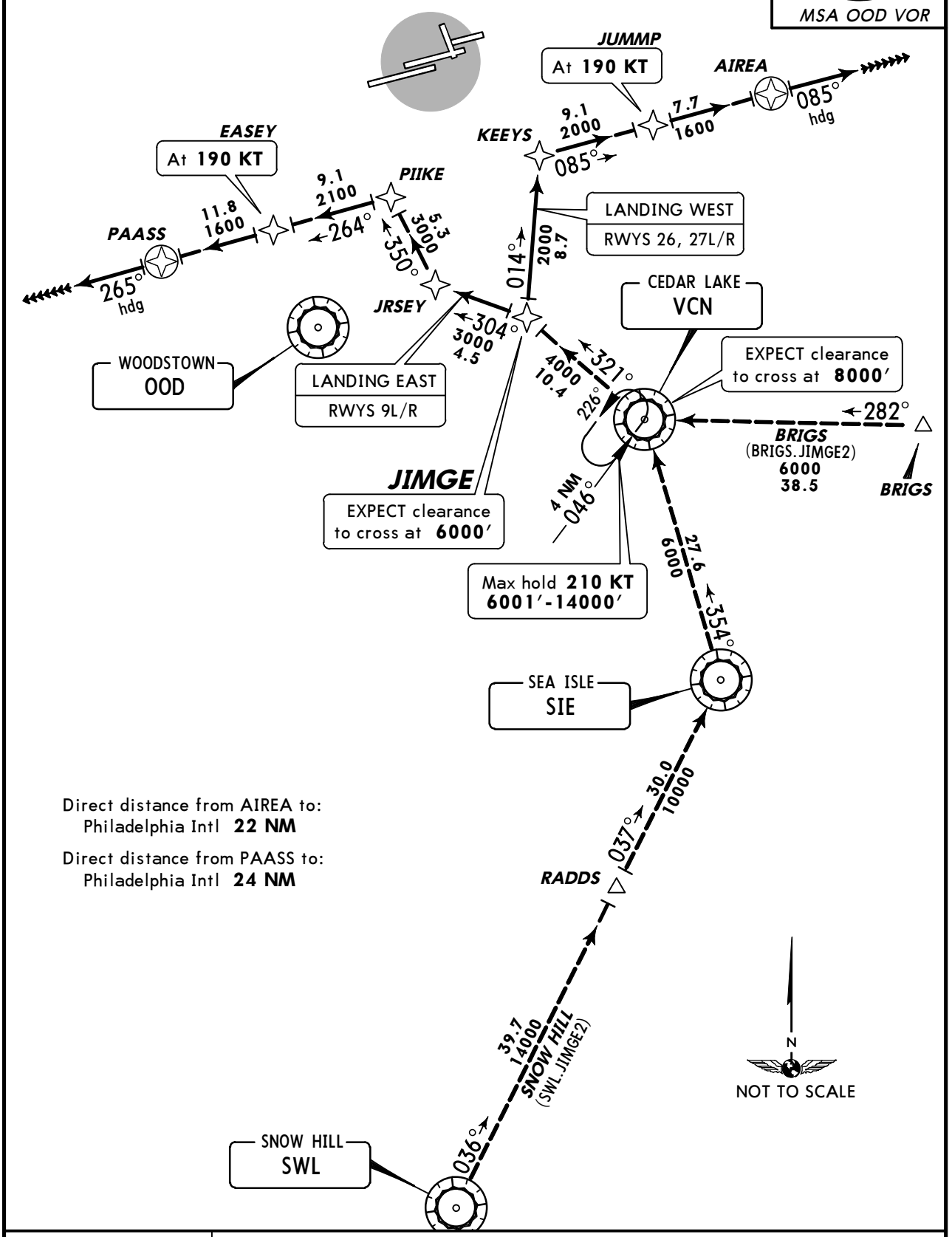
D-ATIS Arrival	Apt Elev	
133.4	36′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only.

JIMGE TWO RNAV ARRIVAL (JIMGE.JIMGE2)



LANDING	ROUTING
EAST (RWYS 9L/R)	From over JIMGE via 304° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. EXPECT RADAR vectors to final approach course.
WEST (RWYS 26, 27L/R)	From over JIMGE via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, VCN holding pattern.

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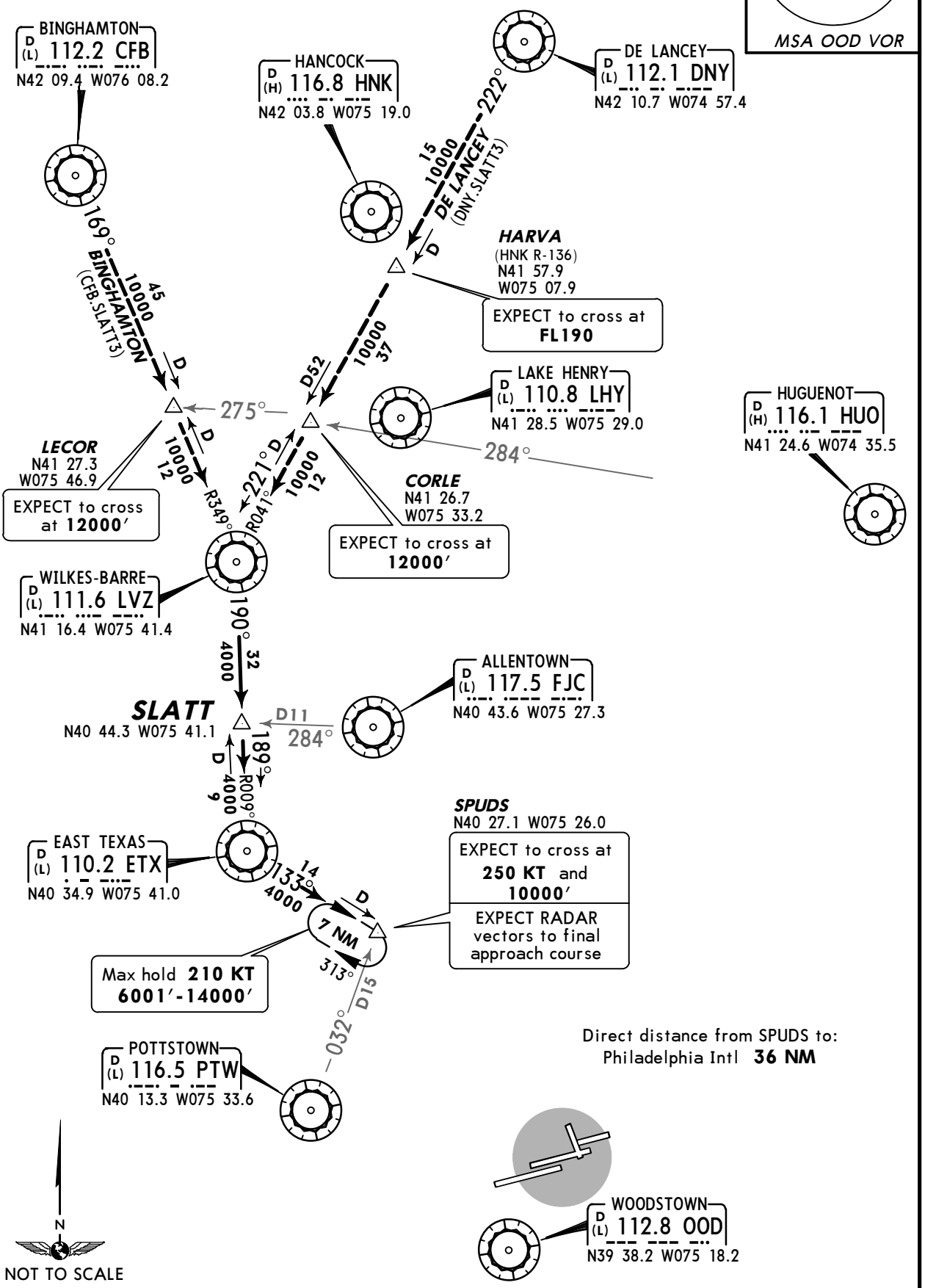
D-ATIS Arrival	Apt Elev	
133.4	36′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Turbojet aircraft only.

SLATT THREE ARRIVAL (LVZ.SLATT3)



ROUTING

From over LVZ via LVZ R-190 and ETX R-009 to SLATT, then via ETX R-009 to ETX, then via ETX R-133 to SPUDS. EXPECT RADAR vectors to final approach course.

CHANGES: None.

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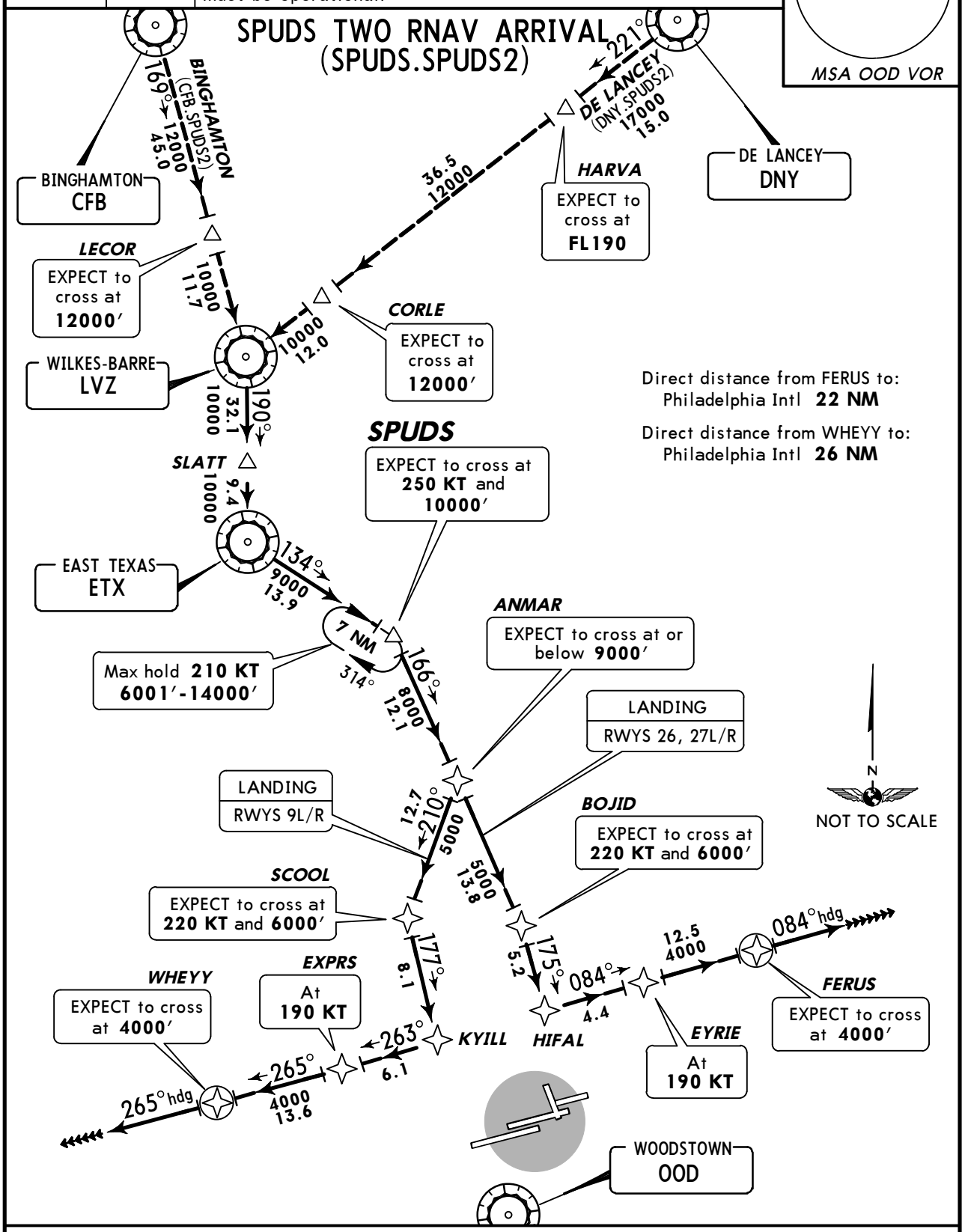
D-ATIS Arrival	Apt Elev	
133.4	36′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. Applicable to turbojet aircraft only. 5. For non-GPS equipped aircraft LHY and FJC DMEs must be operational.

2600′
MSA OOD VOR

SPUDS TWO RNAV ARRIVAL
(SPUDS.SPUDS2)



Direct distance from FERUS to:
Philadelphia Intl **22 NM**

Direct distance from WHEYY to:
Philadelphia Intl **26 NM**

ROUTING

From LVZ on track 190° to SLATT, then on track 190° to ETX, then on track 134° to SPUDS, then on track 166° to ANMAR.

RWY	LANDING
9L/R	Then on track 210° to SCOOL, then on track 177° to KYILL, then via RIGHT turn on track 263° to EXPRS, then on track 265° to WHEYY, depart WHEYY heading 265°. EXPECT RADAR vectors to final approach course.
26, 27L/R	Then on track 166° to BOJID, then on track 175° to HIFAL, then via LEFT turn on track 084° to EYRIE, then on track 084° to FERUS, depart FERUS heading 084°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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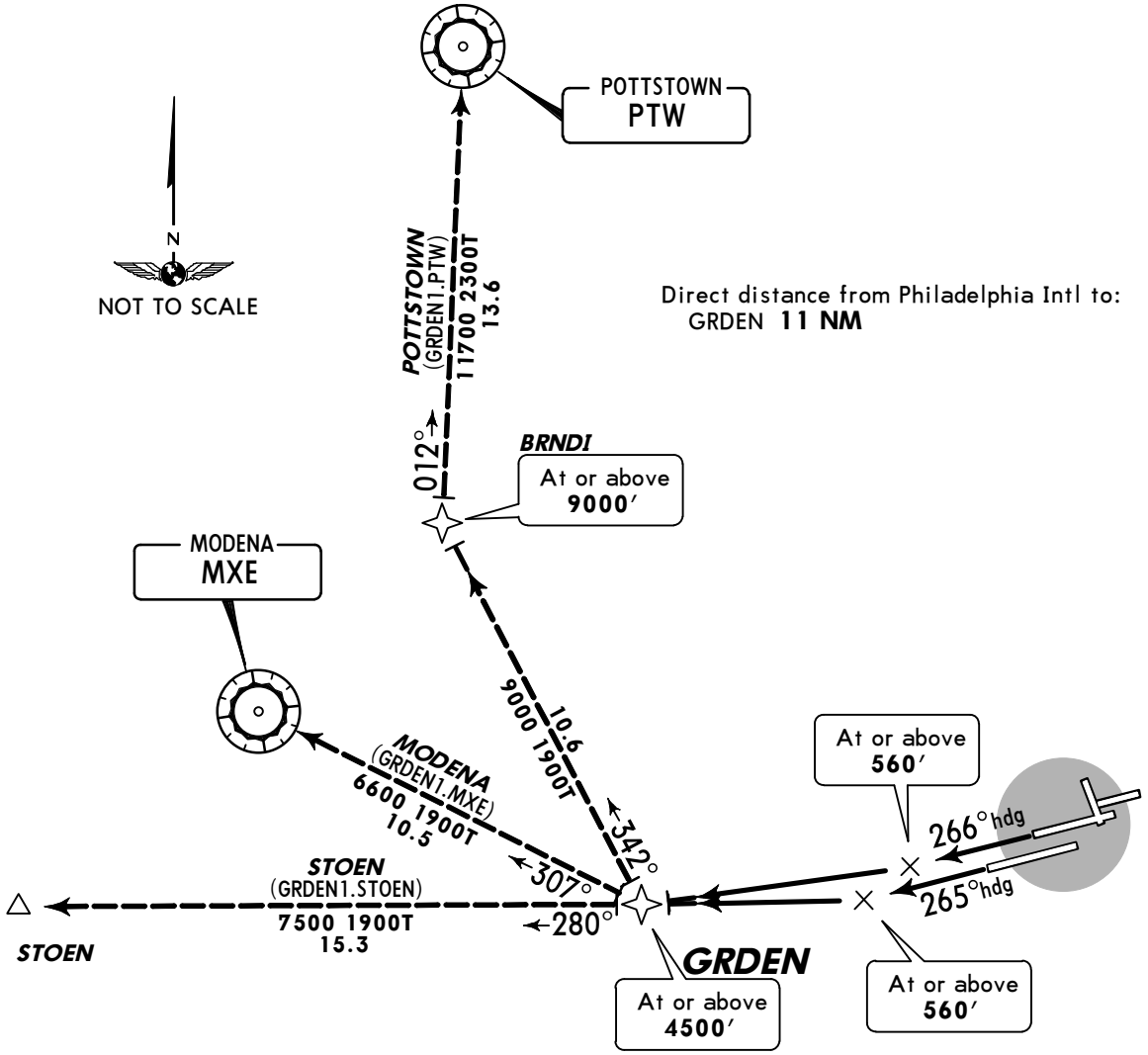
PHILADELPHIA Departure (R) 124.35	Apt Elev 36′	Trans level: FL180 Trans alt: 18000′ 1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. For turbojets only. 4. RADAR required. 5. ATC assigned only. 6. Operational hours: 0600 to 2200 local time.

2600′
MSA OOD VOR

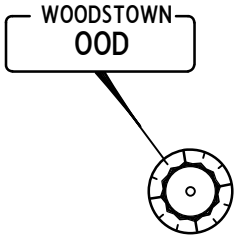
GRDEN ONE RNAV DEPARTURE (GRDEN1.GRDEN)



Direct distance from Philadelphia Intl to:
GRDEN **11 NM**

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8, 9L/R, 17, 26, 35: Not authorized - ATC.
Rwys 27L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **560′**, then ATC climb of 500′ per NM to **4500′.**
This SID requires the following minimum climb gradient:
POTTSTOWN Transition: ATC climb of 430′ per NM to **9000′** from GRDEN to BRNDI.

Gnd speed-KT	75	100	150	200	250	300
430′ per NM	538	717	1075	1433	1792	2150
500′ per NM	625	833	1250	1667	2083	2500



OBSTACLES
Rwy 27L: Multiple trees beginning 256′ from DER, 282′ RIGHT of centerline, up to 40′ AGL/49′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
27L	Climb heading 265° to **560′**, then RIGHT turn direct GRDEN.	MAINTAIN 10000′
27R	Climb heading 266° to **560′**, then RIGHT turn direct GRDEN.	

ROUTING

Via transition. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Communications, procedure notes added.

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PHL 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 via PDC or a verbal clearance from clearance delivery. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your ATC clearance, verify the assigned RNAV SID, planned departure runway and En-Route transition as programmed into the Flight Management System and navigation display, against your clearance. Ensure that the sequencing of waypoints displayed in the FMS coincides with the waypoints depicted on the appropriate chart. Do not modify or manually construct RNAV procedures. *Ensure all transitions are correctly selected and verified.*

2. PRE-DEPARTURE CLEARANCE VERIFICATION: All SIDs are ATC assigned and operators are requested not to file a specific departure procedure. It is imperative that pilots carefully verify their PDC for any amendments or differences from their anticipated routing.

3. BEFORE TAKEOFF: The PHL RNAV SIDs are "Runway Specific". Ensure that the departure runway assigned with your taxi instructions matches the departure runway selected in the FMS. Pay particular attention if you have received a runway change or revised ATC clearance. An EAST to WEST or WEST to EAST runway change (i.e., 27L to 9L) will result in the issuance of a new departure SID clearance. Follow good operating practices and/or company procedures for RNAV departures. *If unable to comply with/accept the RNAV SID, advise ATC prior to takeoff and request an amended clearance.*

4. LINE-UP/TAKEOFF: All RNAV SIDs are "RNAV Off the Runway" and pilots are expected to comply with all lateral and vertical guidance on the procedures. All departures will receive an "RNAV Path Takeoff Clearance" from the tower. Example: *"Cactus 123, RNAV to TBRIG, runway 27L, cleared for takeoff".* After verifying that the correct runway and departure are programmed and the lateral navigation mode is available for use, the verbatim pilot response is *"Cactus 123, RNAV to TBRIG, runway 27L, cleared for takeoff".* **DO NOT TRUNCATE THE REPLY.** If the takeoff clearance does not match the programmed departure, state "unable RNAV" to the local controller and request an initial heading or refuse the takeoff clearance until the discrepancy is resolved.

5. AFTER TAKEOFF: Unless otherwise cleared by ATC, engage lateral navigation flight guidance in accordance with company/aircraft operating procedures and navigate on the procedure. Strict compliance with lateral paths and vertical constraints is imperative, unless otherwise cleared by ATC. ***If unable to comply with the SID profile, either laterally or vertically, immediately advise ATC.***

Philadelphia International Airport Departure SIDs and Associated Departure Directions/Runways

EAST Operation

Direction	Runway	Procedure	Transition
NORTH	8, 9L/R	STADM	PTW
		STADM	MXE
		STADM	STOEN
SOUTH	8, 9L/R	MIFLN	DITCH
		MIFLN	TEBEE
		MIFLN	DQO

WEST Operation

Direction	Runway	Procedure	Transition
NORTH	27L/R	GRDEN	PTW
		GRDEN	MXE
		GRDEN	STOEN
SOUTH	27L/R	TBRIG	DITCH
		TBRIG	TEBEE
		TBRIG	DQO

CHANGES: Text revised, added.

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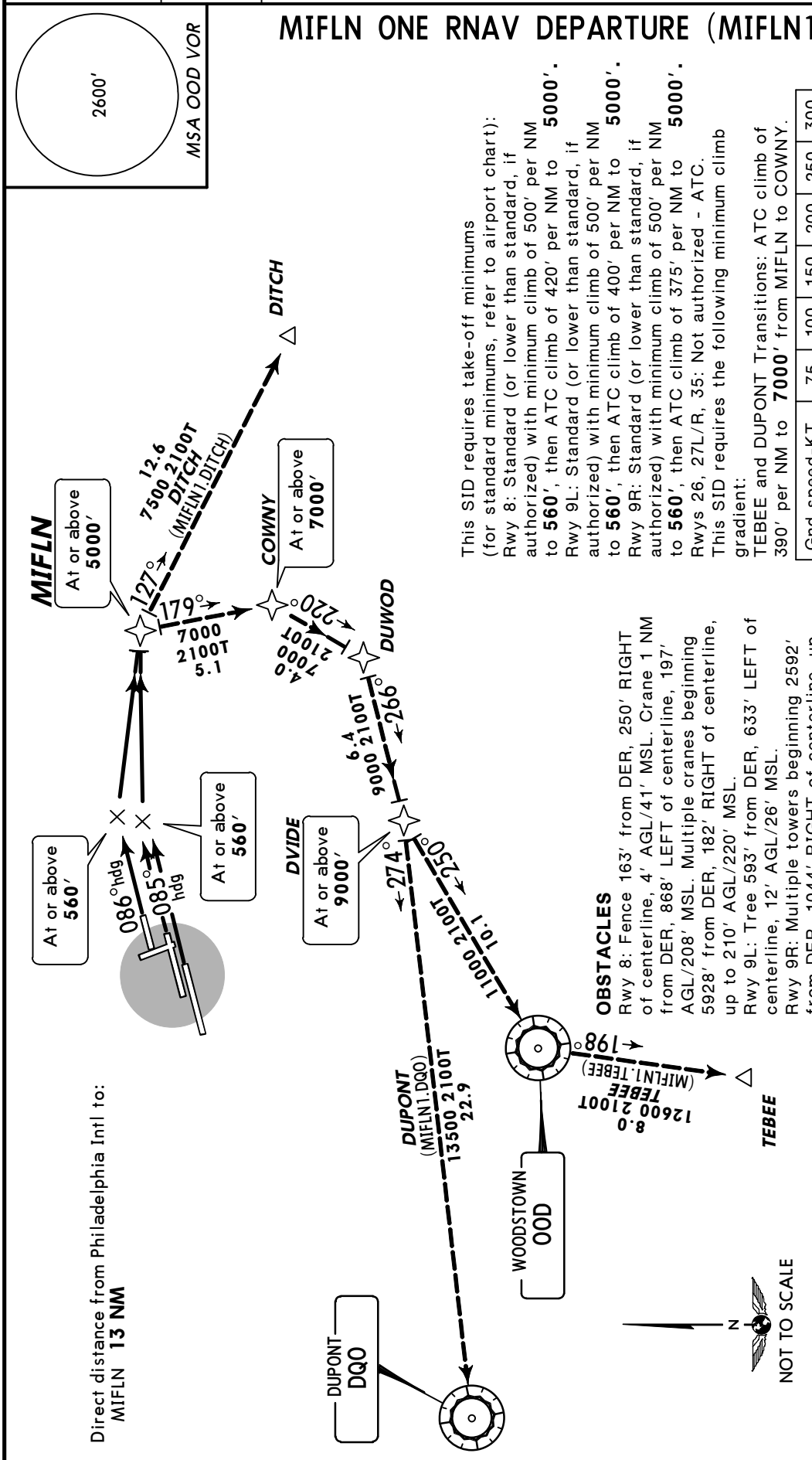
PHILADELPHIA Departure (R) 119.75	Apt Elev 36′	Trans level: FL180 Trans alt: 18000′ 1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. For turbojets only. 4. RADAR required. 5. ATC assigned only. 6. Operational hours: 0600 to 2200 local time.

MIFLN ONE RNAV DEPARTURE (MIFLN1.MIFLN)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **560′**, then ATC climb of 420′ per NM to **5000′**.
Rwy 9L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **560′**, then ATC climb of 400′ per NM to **5000′**.
Rwy 9R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **560′**, then ATC climb of 375′ per NM to **5000′**.
Rwys 26, 27L/R, 35: Not authorized - ATC.
This SID requires the following minimum climb gradient:
TEBEE and DUPONT Transitions: ATC climb of 390′ per NM to **7000′** from MIFLN to COWNY.

Gnd speed-KT	75	100	150	200	250	300
375′ per NM	469	625	938	1250	1563	1875
390′ per NM	488	650	975	1300	1625	1950
400′ per NM	500	667	1000	1333	1667	2000
420′ per NM	525	700	1050	1400	1750	2100
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 8: Fence 163′ from DER, 250′ RIGHT of centerline, 4′ AGL/41′ MSL. Crane 1 NM from DER, 868′ LEFT of centerline, 197′ AGL/208′ MSL. Multiple cranes beginning 5928′ from DER, 182′ RIGHT of centerline, up to 210′ AGL/220′ MSL.
Rwy 9L: Tree 593′ from DER, 633′ LEFT of centerline, 12′ AGL/26′ MSL.
Rwy 9R: Multiple towers beginning 2592′ from DER, 1044′ RIGHT of centerline, up to 140′ AGL/145′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
8	Climb heading 086° to **560′**, then RIGHT turn direct MIFLN.	**MAINTAIN 10000′**
9L/R	Climb heading 085° to **560′**, then RIGHT turn direct MIFLN.	

ROUTING

Via transition. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Communications, procedure notes added.

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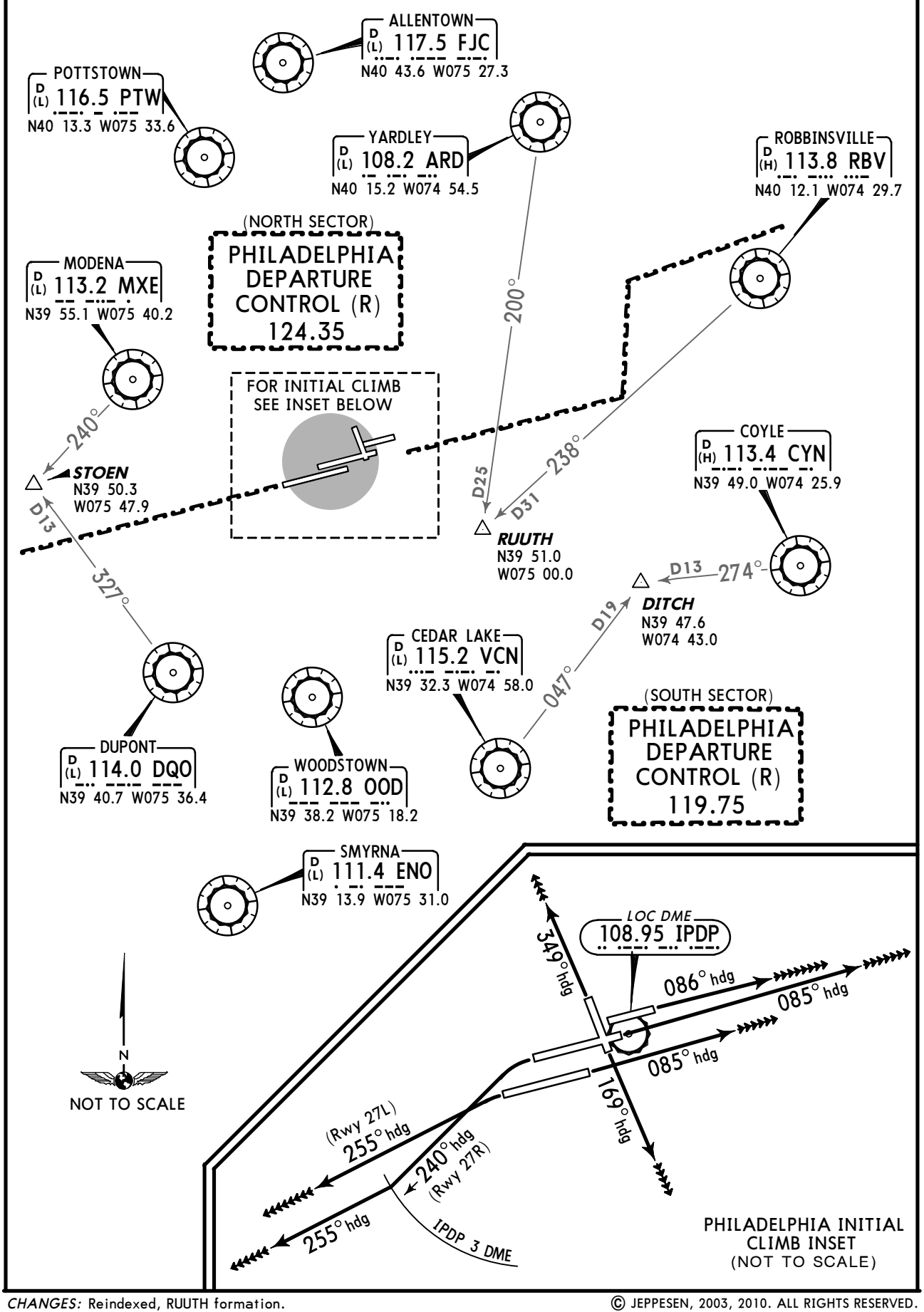
FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev 36′	Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. Rwy 27R: DME required. 3. For appropriate Departure Control frequency use frequency depicted within sector where first Fix/NAVAID for your route is located.

2600′
MSA OOD VOR

PHILADELPHIA EIGHT DEPARTURE (PHL8.PHL)

For Procedure Text, Takeoff Minimums, and Obstacle Notes see reverse side 10-3B-1



CHANGES: Reindexed, RUUTH formation.

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PHILADELPHIA EIGHT DEPARTURE (PHL8.PHL)

For Procedure Graphic see reverse side 10-3B

PROCEDURE TEXT

RWY	INITIAL CLIMB	ALTITUDE
8	Fly heading 086°.	Climb and **MAINTAIN 5000′** or assigned lower altitude
9L/R	Fly heading 085°, or as assigned by ATC climb heading 081° or 096°.	
17	Fly heading 169°.	
27L	Turn LEFT heading 255°, or as assigned by ATC climb heading 245° or 268°.	
27R	Turn LEFT heading 240°, at IPDP 3 DME turn RIGHT heading 255°, or after takeoff as assigned by ATC climb heading 245° or 268°.	
35	Fly heading 349°.	

ROUTING

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

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if authorized) with a minimum climb of 320′ per NM to **900′.**
Rwy 9L: Standard (or lower than standard, if authorized) with a minimum climb of 390′ per NM to **500′.**
Rwy 9R: Standard (or lower than standard, if authorized) with a minimum climb of 310′ per NM to **500′.**
Rwy 17: 200-1 or standard (or lower than standard, if authorized) with a minimum climb of 400′ per NM to **300′.**
Rwy 26: Not authorized - obstacles.
Rwy 27L: Standard (or lower than standard, if authorized).
Rwy 27R: Standard (or lower than standard, if authorized). ATC climb of 325′ per NM to **500′.**
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 264′ per NM to **1400′.**

Gnd speed-KT	75	100	150	200	250	300
264′ per NM	330	440	660	880	1100	1320
310′ per NM	388	517	775	1033	1292	1550
320′ per NM	400	533	800	1067	1333	1600
325′ per NM	406	542	813	1083	1354	1625
390′ per NM	488	650	975	1300	1625	1950
400′ per NM	500	667	1000	1333	1667	2000

OBSTACLES

Rwy 8: Fence 163′ from DER, 250′ RIGHT of centerline, 4′ AGL/41′ MSL.
Rwy 9L: Tree 593′ from DER, 633′ LEFT of centerline, 12′ AGL/26′ MSL.
Rwy 9R: Multiple towers beginning 2592′ from DER, 1044′ RIGHT of centerline, up to 140′ AGL/145′ MSL.
Rwy 17: Multiple trees beginning 1115′ from DER, 286′ LEFT of centerline, up to 56′ AGL/65′ MSL. Rod on tower 1617′ from DER, 847′ RIGHT of centerline, 68′ AGL/77′ MSL. Ship in channel 3500′ from DER, 86′ LEFT of centerline, 188′ AGL/188′ MSL.
Rwy 27L: Multiple trees beginning 256′ from DER, 282′ RIGHT of centerline, up to 40′ AGL/49′ MSL.
Rwy 35: Sign and multiple light poles and trees beginning 1232′ from DER, 205′ LEFT of centerline, up to 114′ AGL/128′ MSL. Multiple signs and light poles beginning 1709′ from DER, 644′ RIGHT of centerline, up to 69′ AGL/83′ MSL.

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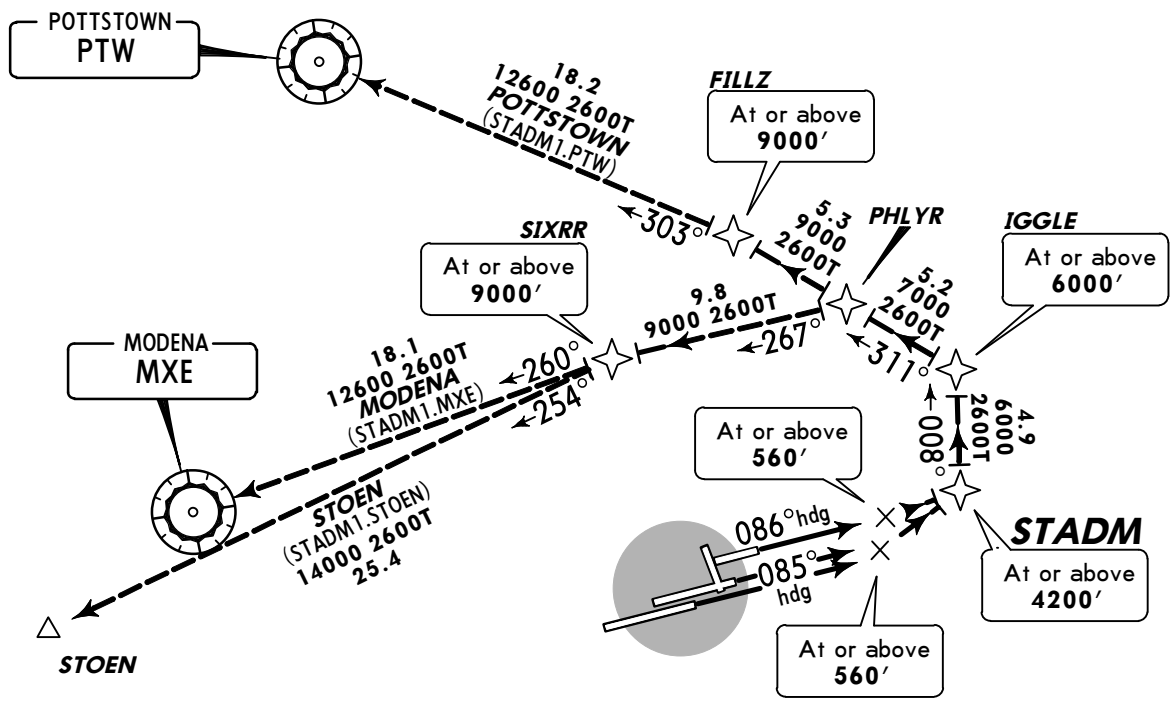
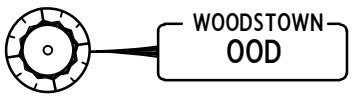
PHILADELPHIA Departure (R) 124.35	Apt Elev 36′	Trans level: FL180 Trans alt: 18000′ 1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. For turbojets only. 4. RADAR required. 5. ATC assigned only. 6. Operational hours: 0600 to 2200 local time.

2600′
MSA OOD VOR

STADM ONE RNAV DEPARTURE (STADM1.STADM)



Direct distance from Philadelphia Intl to:
STADM **12 NM**



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **560′**, then ATC climb of 390′ per NM to **6000′.**
Rwy 9L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **560′**, then ATC climb of 370′ per NM to **6000′.**
Rwy 9R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **560′**, then ATC climb of 350′ per NM to **6000′.**
Rwys 17, 26, 27L/R, 35: Not authorized - ATC.
This SID requires the following minimum climb gradient:
POTTSTOWN Transition: ATC climb of 290′ per NM to **9000′** from IGGLE to FILLZ.

Gnd speed-KT	75	100	150	200	250	300
290′ per NM	363	483	725	967	1208	1450
350′ per NM	438	583	875	1167	1458	1750
370′ per NM	463	617	925	1233	1542	1850
390′ per NM	488	650	975	1300	1625	1950
500′ per NM	625	833	1250	1667	2083	2500

NOT TO SCALE

OBSTACLES
Rwy 8: Fence 163′ from DER, 250′ RIGHT of centerline, 4′ AGL/41′ MSL. Crane 1 NM from DER, 868′ LEFT of centerline, 197′ AGL/208′ MSL. Multiple cranes beginning 5928′ from DER, 182′ RIGHT of centerline, up to 210′ AGL/220′ MSL.
Rwy 9L: Tree 593′ from DER, 633′ LEFT of centerline, 12′ AGL/26′ MSL.
Rwy 9R: Multiple towers beginning 2592′ from DER, 1044′ RIGHT of centerline, up to 140′ AGL/145′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
8	Climb heading 086° to **560′**, then LEFT turn direct STADM.	MAINTAIN 10000′
9L/R	Climb heading 085° to **560′**, then LEFT turn direct STADM.	

ROUTING
Via transition. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Communications, procedure notes added.

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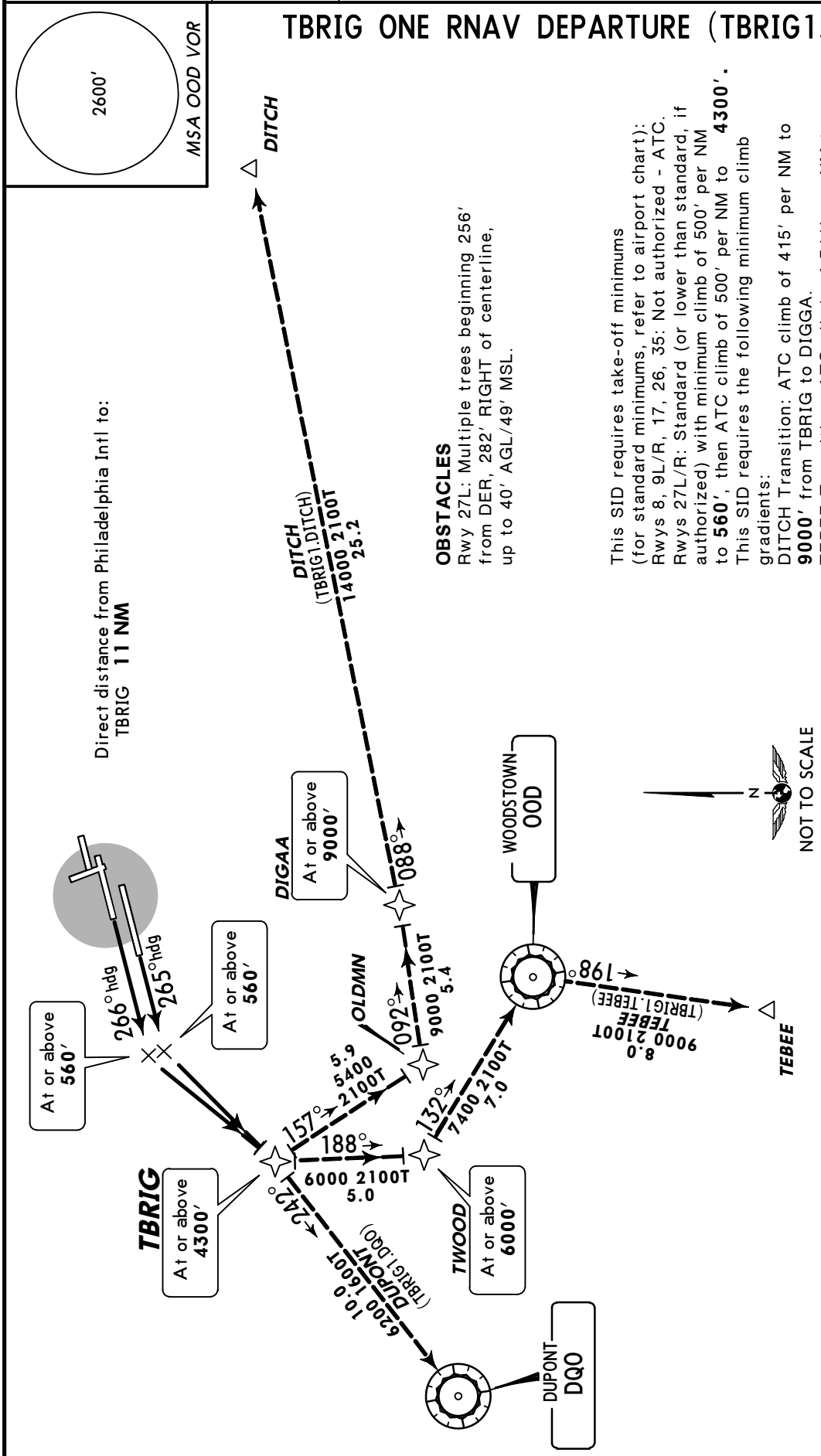
PHILADELPHIA Departure (R) 119.75	Apt Elev 36′	Trans level: FL180 Trans alt: 18000′ 1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. For turbojets only. 4. RADAR required. 5. ATC assigned only. 6. Operational hours: 0600 to 2200 local time.

TBRIG ONE RNAV DEPARTURE (TBRIG1.TBRIG)



OBSTACLES
Rwy 27L: Multiple trees beginning 256′ from DER, 282′ RIGHT of centerline, up to 40′ AGL/49′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8, 9L/R, 17, 26, 35: Not authorized - ATC. Rwys 27L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **560′**, then ATC climb of 500′ per NM to **4300′**.
This SID requires the following minimum climb gradients:
DITCH Transition: ATC climb of 415′ per NM to **9000′** from TBRIG to DIGGA.
TEBEE Transition: ATC climb of 341′ per NM to **6000′** from TBRIG to TWOOD.

Gnd speed-KT	75	100	150	200	250	300
341′ per NM	426	568	853	1137	1421	1705
415′ per NM	519	692	1038	1383	1729	2075
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
27L	Climb heading 265° to **560′**, then LEFT turn direct TBRIG.	**MAINTAIN 10000′**
27R	Climb heading 266° to **560′**, then LEFT turn direct TBRIG.	

ROUTING

Via transition. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Communications, procedure notes added.

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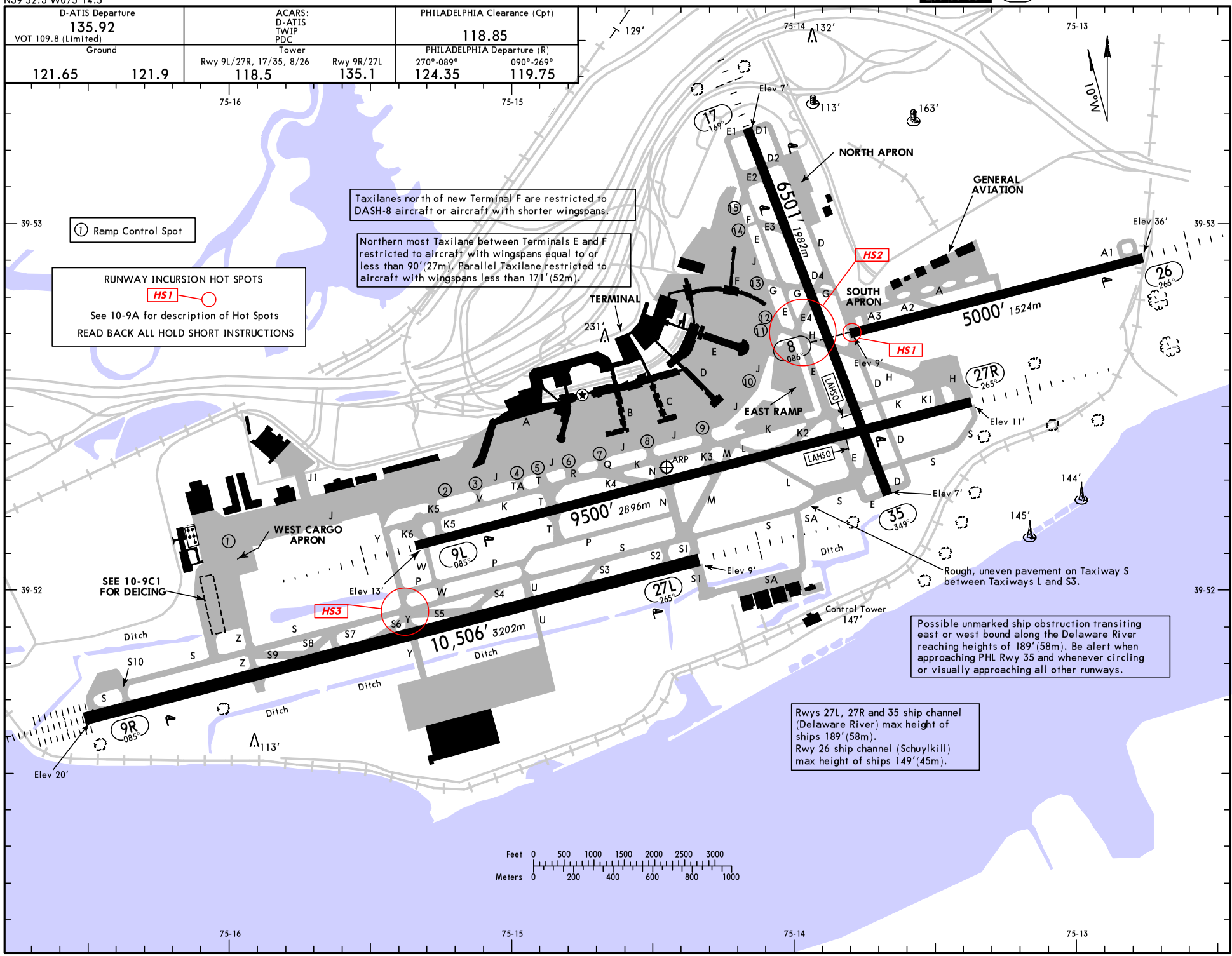
D-ATIS Departure	ACARS: D-ATIS TWIP PDC	PHILADELPHIA Clearance (Cpt)
135.92 VOT 109.8 (Limited)		118.85
Ground	Tower	PHILADELPHIA Departure (R)
121.65 121.9	Rwy 9L/27R, 17/35, 8/26 118.5 Rwy 9R/27L 135.1	270°-089° 124.35 090°-269° 119.75



CHANGES: Rwy 17-35 length, magnetic variation, runway bearings, notes.

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GENERAL
Birds on and in vicinity of airport.
Low-level wind shear alert system.
Terminal Doppler Weather Radar.
Monitor ground control for power back operations from airline gates.
Rwy 9R rollout RVR used for Rwy 9L midpoint RVR.
"Follow me" service available; contact Airport Operations.
ASDE-X Surveillance system in use. Operate transponder with Mode C on all Taxiways and Runways.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
8 ❶	HIRL CL	grooved RVR					150′ 46m
26	HIRL CL MALSR PAPI-R (angle 3.2°)	grooved RVR		3937′ 1200m			
❶ Land Rwy 26, Take-off Rwy 8.							
9R	HIRL CL ALSF-II TDZ	grooved RVR		9406′ 2867m			200′ 61m
27L	HIRL CL MALSR PAPI-R (angle 3.1°)	grooved RVR		9527′ 2904m			
9L	HIRL CL MALSR REIL PAPI-L(angle 3.0°)	grooved RVR		8450′ 2576m	17/35 7350′ 2240m		150′ 46m
27R	HIRL CL MALSR PAPI-L (angle 3.0°)	grooved RVR		8320′ 2536m			
17	HIRL MALSF PAPI-L (angle 3.0°)	grooved RVR		5553′ 1693m	9L/27R 5040′ 1536m		150′ 46m
35	HIRL REIL	grooved RVR					

RUNWAY INCURSION HOT SPOTS HS1

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

HS1 Aircraft taxiing on Twy D must remain alert not to enter Rwy 8/26 without proper clearance.

HS2 Aircraft exiting the ramp via Twy H must remain alert to not mistake Rwy 17/35 for Twy E.

HS3 Traffic taxiing south on Twy Y must be alert to not miss the turn at Twy S and enter onto Rwy 9R/27L.

TAKE-OFF

Rwy 27L

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 27R

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 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

TAKE-OFF

Rwy 9R

With Mim climb of 310′/NM to 500′

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 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 8

With Mim climb of 320′/NM to 900′

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 9L

With Mim climb of 390′/NM to 500′

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 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 35

With Mim climb of 264′/NM to 1400′

Both RVRs are required and controlling.	Adequate Vis Ref	STD	
RCLM & HIRL		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

Rwy 17

With Mim climb of 410′/NM to 300′

Both RVRs are required and controlling.	Adequate Vis Ref	STD		Other	**Rwy 26**
RCLM & HIRL		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	200-1	NA

FOR FILING AS ALTERNATE

	ILS PRM Rwy 27L	ILS Rwy 27R	ILS Rwy 27L	ILS Rwy 26 ILS PRM Rwy 26	LOC Rwy 27L LOC Rwy 27R RNAV (GPS) Y Rwy 9L RNAV (RNP) Z Rwy 9L RNAV (GPS) Y Rwy 9R RNAV (RNP) Z Rwy 9R RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 27L RNAV (GPS) Rwy 35	ILS Rwy 9R ILS Rwy 17 LOC Rwy 9R LOC Rwy 17 RNAV (GPS) Rwy 27R	LOC Rwy 26 RNAV (GPS) Rwy 26 VOR DME-A	ILS Rwy 9L LOC Rwy 9L	Other
A	600-2	600-2	700-2	700-2	800-2	800-2	800-2	800-2	NA
B		700-2						800-2¼	
C									
D				NA		800-2¼	NA	800-2½	

AMEND 8

CHANGES: Usable lengths, alternate minimums.

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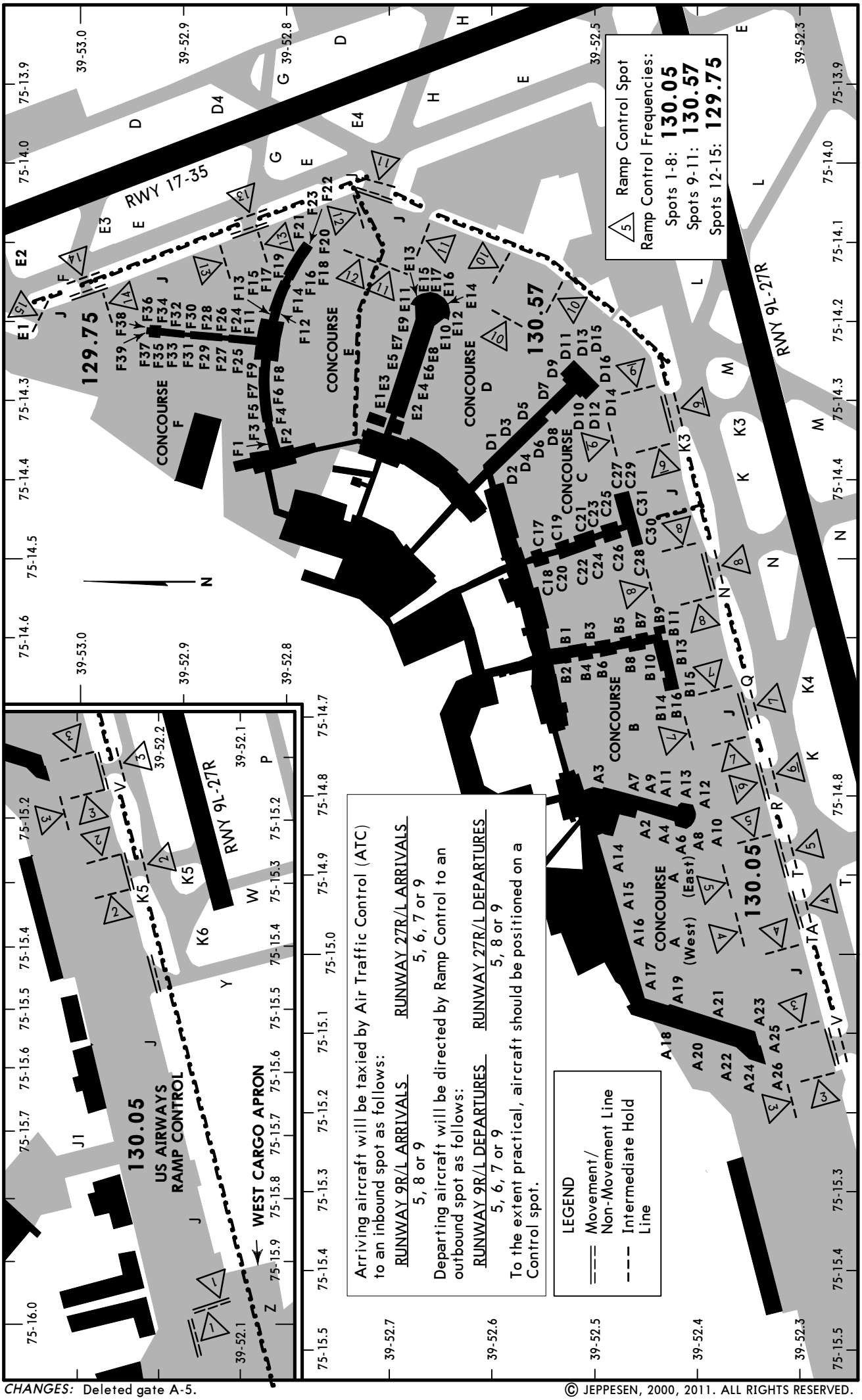

CHANGES: Deleted gate A-5.

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PARKING GATE COORDINATES

GATE NO.	COORDINATES
CONCOURSE A (EAST)	
A2, A3	N39 52.5 W075 14.8
A4, A6	N39 52.4 W075 14.8
A7	N39 52.5 W075 14.8
A8	N39 52.4 W075 14.9
A9	N39 52.5 W075 14.8
A10 thru A13	N39 52.4 W075 14.8
CONCOURSE A (WEST)	
A14, A15	N39 52.5 W075 14.9
A16, A17	N39 52.5 W075 15.0
A18 thru A22	N39 52.4 W075 15.1
A23	N39 52.3 W075 15.1
A24	N39 52.3 W075 15.2
A25	N39 52.3 W075 15.1
A26	N39 52.3 W075 15.2
CONCOURSE B	
B1 thru B8	N39 52.5 W075 14.6
B9 thru B11, B13	N39 52.4 W075 14.6
B14 thru B16	N39 52.4 W075 14.7
CONCOURSE C	
C17 thru C24	N39 52.5 W075 14.5
C25	N39 52.5 W075 14.4
C26	N39 52.5 W075 14.5
C27	N39 52.5 W075 14.4
C28	N39 52.5 W075 14.5
C29	N39 52.5 W075 14.4
C30	N39 52.5 W075 14.5
C31	N39 52.5 W075 14.4

GATE NO.	COORDINATES
CONCOURSE D	
D1 thru D4	N39 52.6 W075 14.4
D5, D6	N39 52.6 W075 14.3
D7 thru D16	N39 52.5 W075 14.3
CONCOURSE E	
E1 thru E6	N39 52.7 W075 14.3
E7 thru E11	N39 52.7 W075 14.2
E12	N39 52.6 W075 14.2
E13	N39 52.7 W075 14.2
E14	N39 52.6 W075 14.2
E15	N39 52.7 W075 14.2
E16	N39 52.6 W075 14.2
E17	N39 52.7 W075 14.2
CONCOURSE F	
F1, F2	N39 52.8 W075 14.4
F3 thru F9	N39 52.8 W075 14.3
F11 thru F15	N39 52.8 W075 14.2
F16 thru F23	N39 52.8 W075 14.1
F24, F25	N39 52.8 W075 14.2
F26 thru F39	N39 52.9 W075 14.2

CHANGES: Deleted gate A-5.

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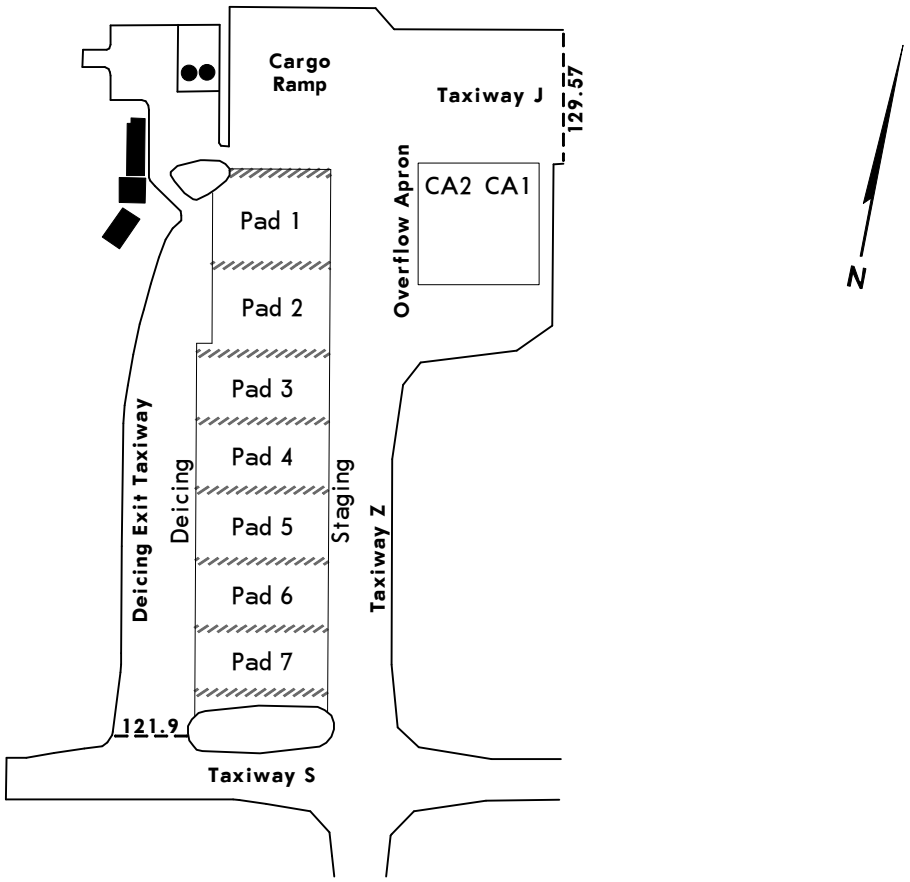
DEICING PROCEDURES
CENTRALIZED DEICING FACILITY (CDF)



Aircraft should be configured for deicing on approach to CDF.

All deicing operations performed with aircraft engines operating, unless otherwise advised by the Icehouse.

ENTRY PROCEDURE - "PAD CONTROL" VHF 129.57

1. At terminal gate position, contact Apron/Ramp Advisory for push Back clearance; advise "Aircraft deicing required".
2. Apron/Ramp Advisory will provide the pilot with taxi instructions to CDF entry/transfer point.
3. When approaching the CDF entry point (spot 1), the pilot will contact "PAD CONTROL" on 129.57.
4. PAD CONTROL will normally instruct pilot to:
   a) "Hold position", or
   b) "Taxi/Proceed to Staging bay # (e.g. Position 3) and contact "ICEMAN" on 128.87, 131.77, or 130.67.

No exchange of deicing information is necessary at this Stage.

5. After vacating Taxiway Z contact "ICEMAN".
6. "ICEMAN" shall instruct the pilot to HOLD POSITION in the Staging Bay or proceed into the deicing bay and request the pilot to "Report Brakes Set and Aircraft Configured".
   Stop guidance will be provided by means of a "Follow Me" sign or by a Marshaller.
   When the aircraft is at final stop position, brakes are set and aircraft configured for "engines-on" spray, contact ICEMAN and report "Brakes Set and Aircraft Configured".
7. ICEMAN shall advise "HOLD POSITION deicing will commence shortly".
8. ICEMAN will contact pilot to advise deicing is completed, fluid used for holdover, holdover start time, aircraft clean, and deicing vehicles are safe.
9. After pilot acknowledgement, ICEMAN shall state "HOLD POSITION" and contact PAD CONTROL on 129.57 for exit.
   CAUTION: DO NOT MOVE AIRCRAFT.

EXIT PROCEDURE

1. When ready to taxi call PAD CONTROL 129.57 and advise "Ready to taxi".
   CAUTION: DO NOT MOVE AIRCRAFT UNTIL PAD CONTROL GIVES VERBAL CLEARANCE.
2. PAD CONTROL will issue exit instructions to CDF exit point. Pilot shall taxi as instructed.
3. Proceed on exit taxiway to HOLD SHORT of Taxiway S and when number one in line contact Ground on 121.9 or 121.65 (as advised by PAD CONTROL) for onward clearance.

CHANGES: New chart.

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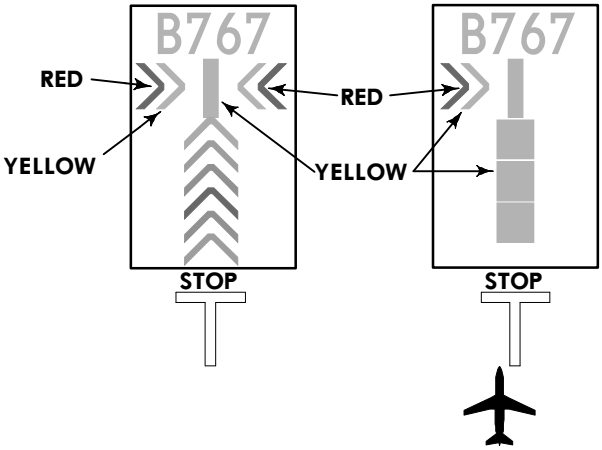
PILOT DOCKING INSTRUCTIONS, SAFEDOCK Type 2

Check that the correct aircraft type is displayed.

The scrolling arrows indicate that the system is activated.

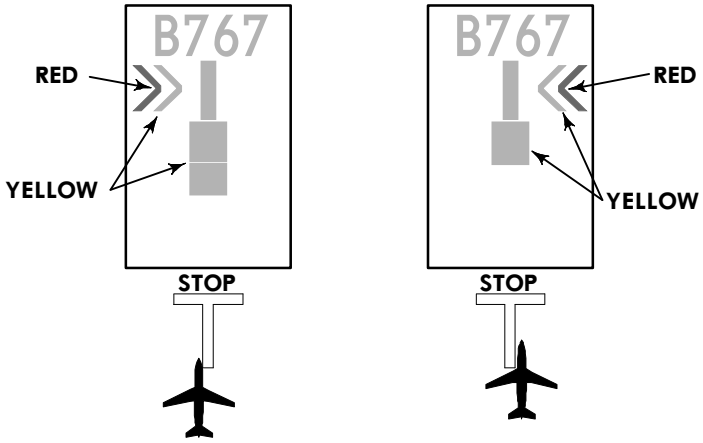
Follow the lead in line.

When the solid yellow stopping position indicator appears, the aircraft has been caught by the scanning unit. The scanning unit now checks that the aircraft is the correct type and the display provides azimuth guidance information.



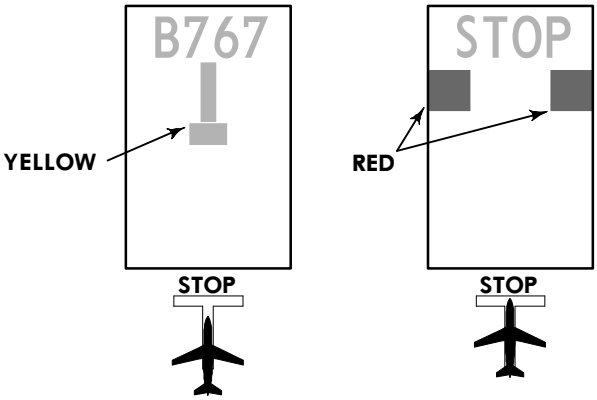
Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information.

The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off of the centerline.



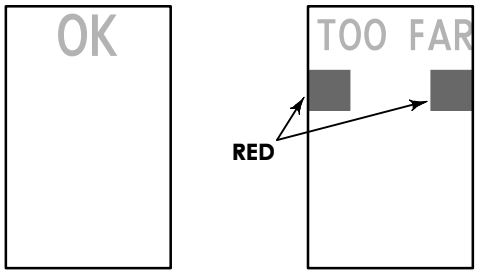
When the aircraft is 12 m from the stop position, closing rate information is given. "Distance to run" is indicated by turning off one row of LED's for each one-half meter that the aircraft advances toward the stop position.

When the correct stop position is reached, all of the LED's in the stopping position indicator will be closed, the word "STOP" appears in the display and two red rectangular fields will light in the azimuth guidance area of the display.

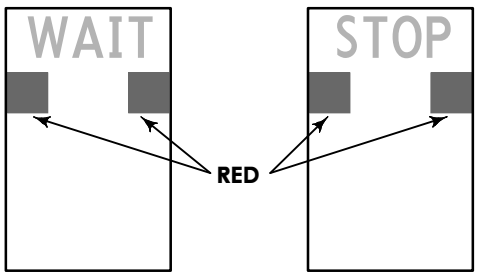


If the aircraft stops in the correct position, "OK" will be displayed after a few seconds.

If the aircraft has gone past the correct stop position, the display will show "TOO FAR".



The aircraft type must be verified at least 12 m before the correct stop position. If this does not occur, the system displays "STOP" with two red rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, the docking procedure will continue. If an unverified object is found in the scanning area during docking, the system will show "WAIT". When the object has disappeared, the procedure will be resumed.



CHANGES: New chart.

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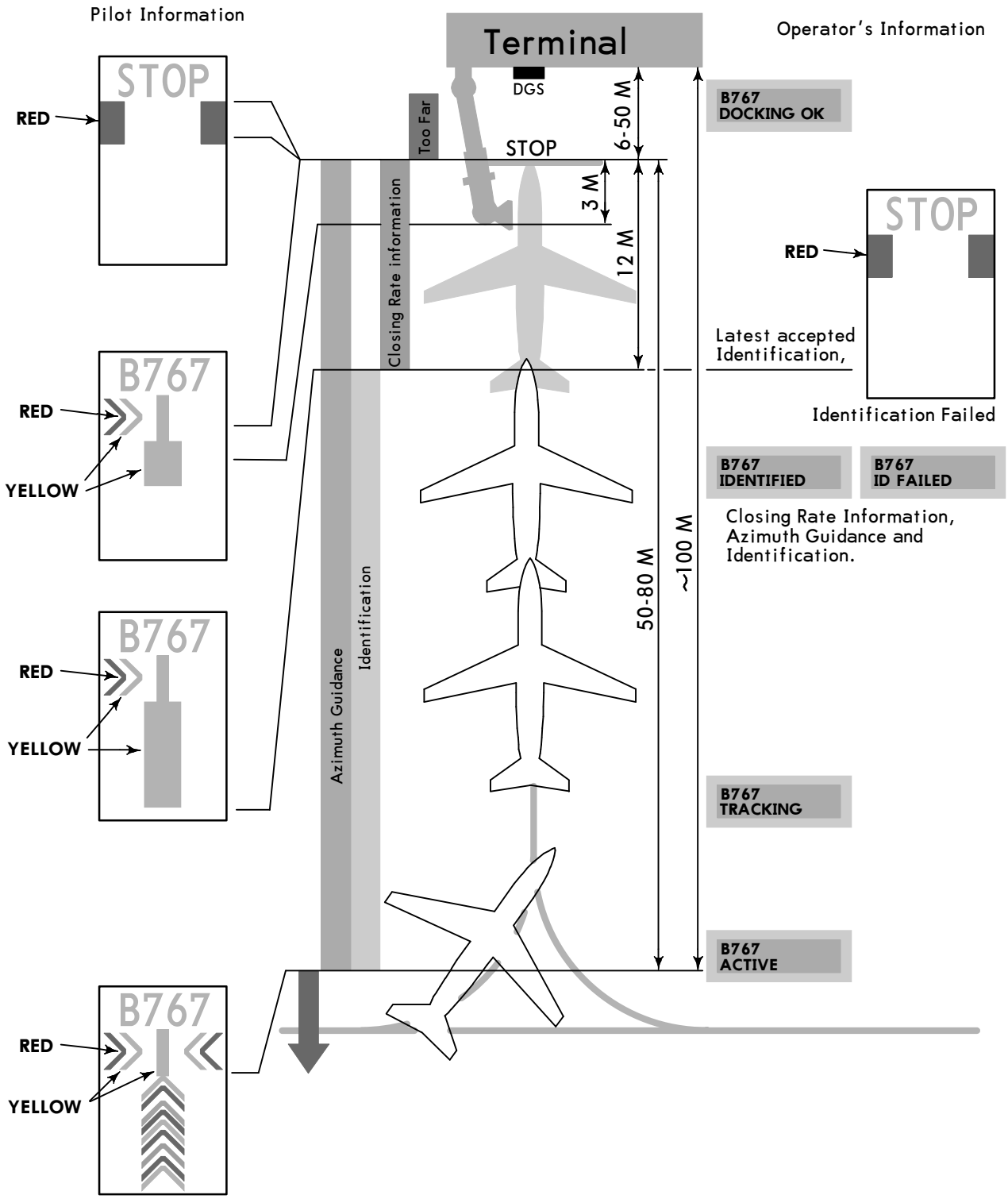
SAFEDOCK Type 2 DISTANCES



CHANGES: New chart.

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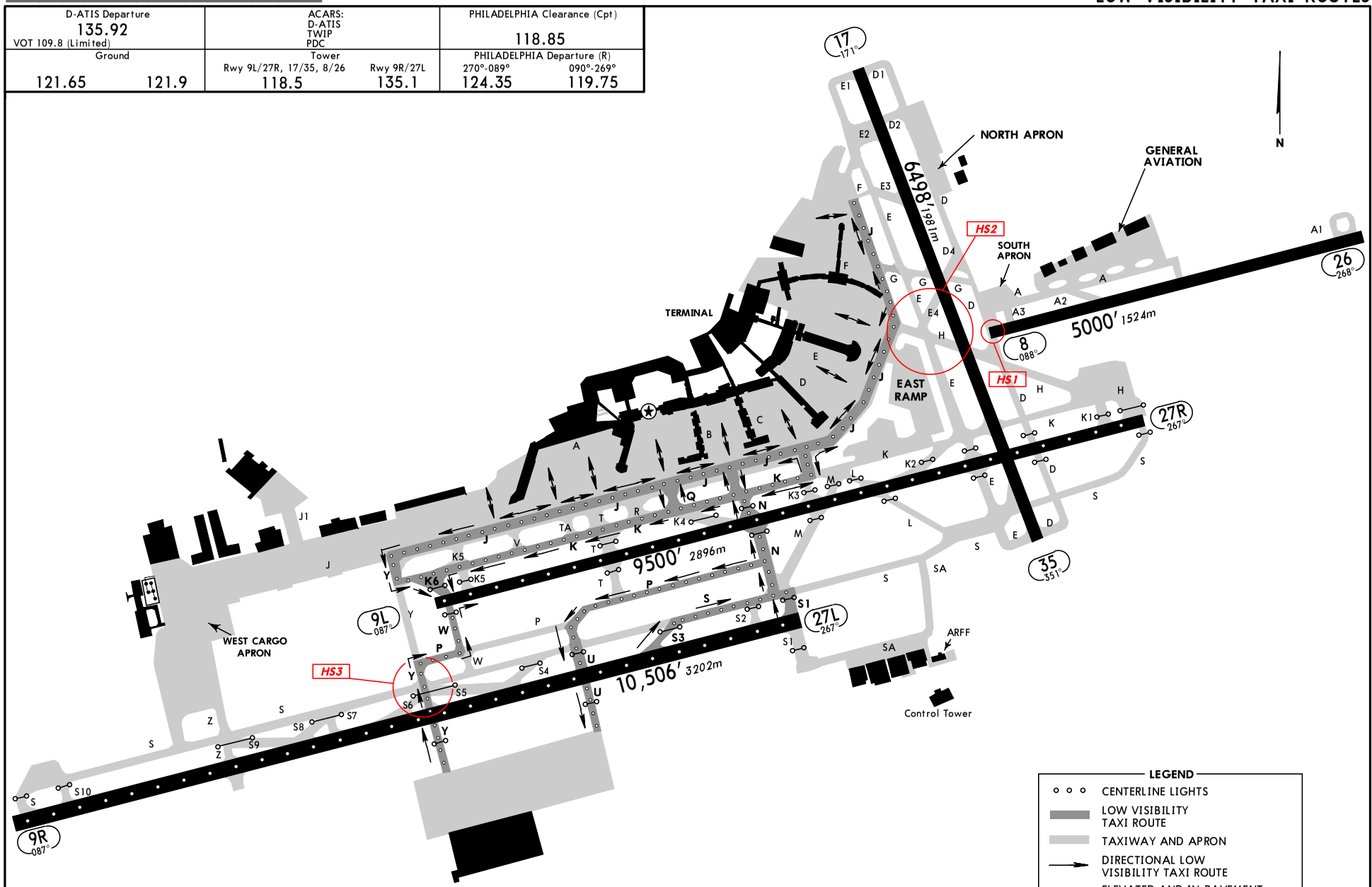
PHILADELPHIA, PA
LOW VISIBILITY TAXI ROUTES

D-ATIS Departure		ACARS: D-ATIS TWIP PDC		PHILADELPHIA Clearance (Cpt)	
135.92				118.85	
VOT 109.8 (Limited)					
Ground		Tower		PHILADELPHIA Departure (R)	
		Rwy 9L/27R, 17/35, 8/26	Rwy 9R/27L	270°-089°	090°-269°
121.65	121.9	118.5	135.1	124.35	119.75



"Follow me" service available; contact Airport Operations.

CHANGES: Hot Spots added.

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ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)
ILS PRM RWY 26
ILS PRM RWY 27L

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect the ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   - **(a) Minimums and missed approach procedures are unchanged.**
   - **(b) Monitor frequency no longer required.**
   - **(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.**
2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) **ATC Directed "Breakouts:"** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The MVA in the final approach segment is 1,800 feet at Philadelphia International Airport.

   (b) **Phraseology - "TRAFFIC ALERT:"** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
4. **ILS Navigation** Descending on ILS glideslope ensures complying with any charted crossing restrictions.

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KPHL/PHL
PHILADELPHIA INTL

JEPPESEN

21 MAR 08 (11-1)

PHILADELPHIA, PA
ILS or LOC Rwy 9L

BRIEFING STRIP™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground
133.4	124.35	118.5	135.1	121.65 121.9

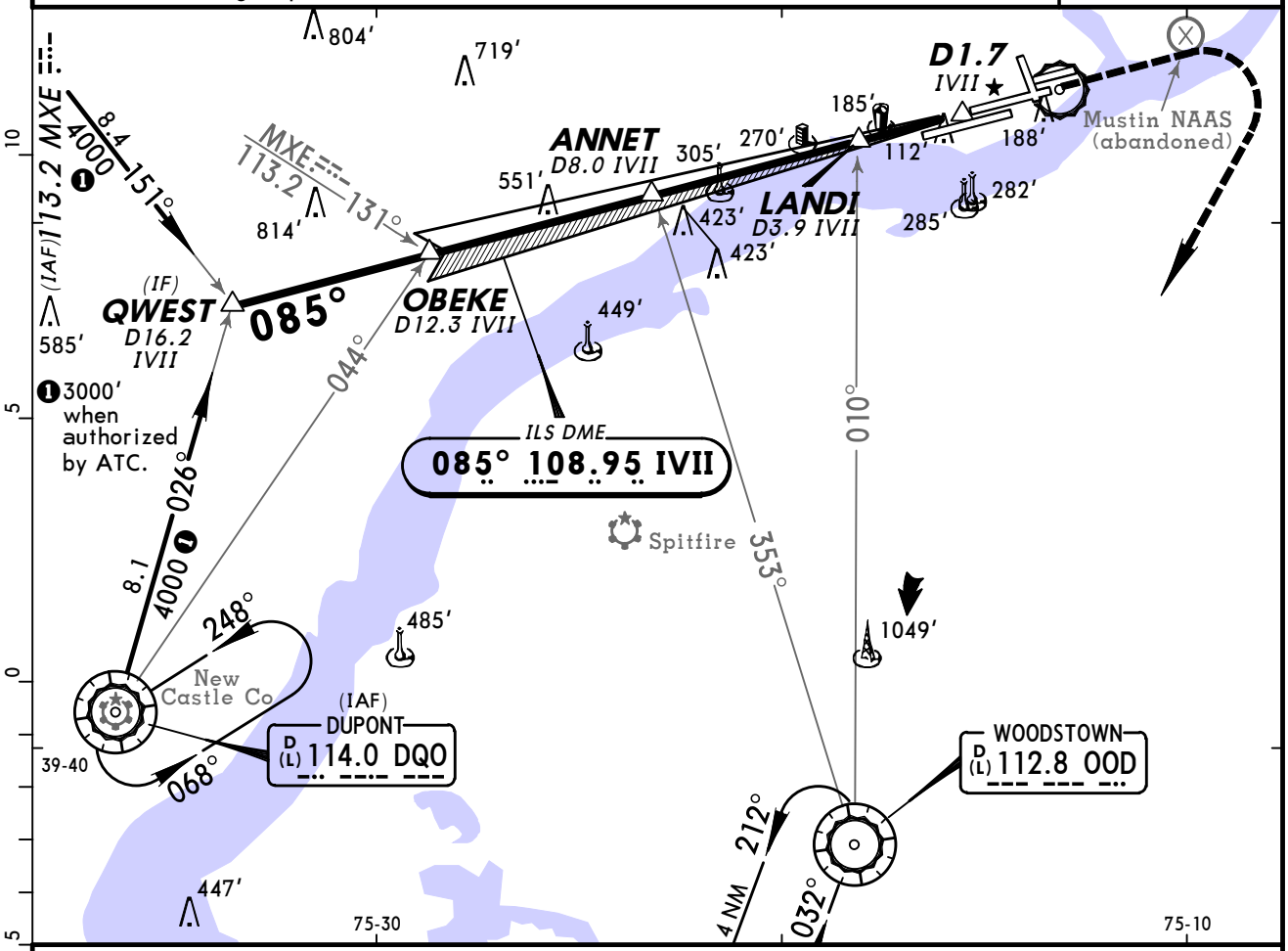
LOC IVII	Final Apch Crs	GS ANNET	ILS DA(H)	Apt Elev / TDZE
108.95	085°	2100′ (2087′)	213′ (200′)	36′ / 13′

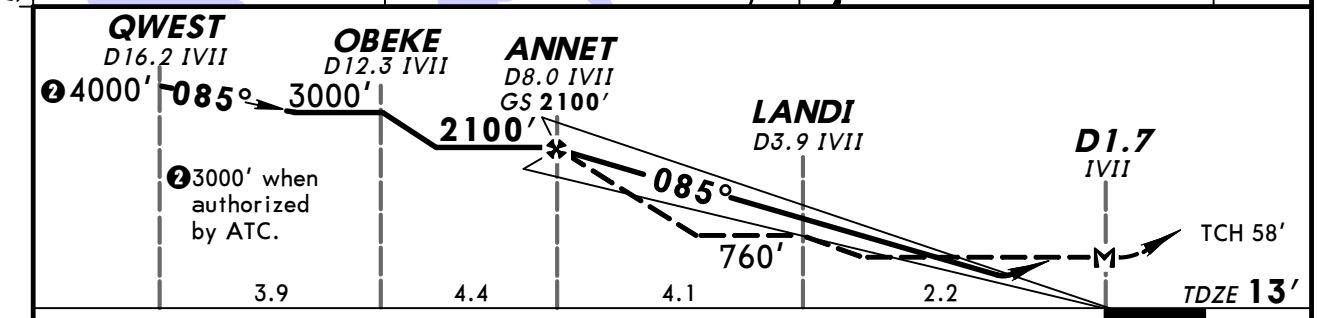
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 3000′ direct OOD VOR and hold.

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

1. VGSI and ILS glidepath not coincident.

2600′ MSA OOD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.7 IVII or ANNET to MAP 6.3	5:24	4:12	3:47	3:09	2:42	2:22

MALSR / REIL / PAPI | 1500′ | 3000′ RT | D | OOD 112.8

STRAIGHT-IN LANDING RWY 9L	ILS DA(H) 213′ (200′) FULL	ILS DA(H) 213′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 440′ (427′) With Landi			LOC (GS out) MDA(H) 760′ (747′) Without Landi		
				RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						RVR 40 or ¾	RVR 60 or 1¼	
C			RVR 40 or ¾	RVR 60 or 1¼		1¾	2¼	
D			RVR 50 or 1	1½		2	2½	

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

CIRCLE-TO-LAND Max Kts	With Landi MDA(H)	Without Landi MDA(H)
90	540′ (504′) -1	760′ (724′) -1
120	640′ (604′) -1	760′ (724′) -1¼
140	640′ (604′) -1¾	760′ (724′) -2¼
165	640′ (604′) -2	760′ (724′) -2½

AMEND 4C TERPS

CHANGES: Charted obstructions, minimums note.

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D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 9R/27L	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Ground
133.4	124.35	135.1	118.5	121.65 121.9

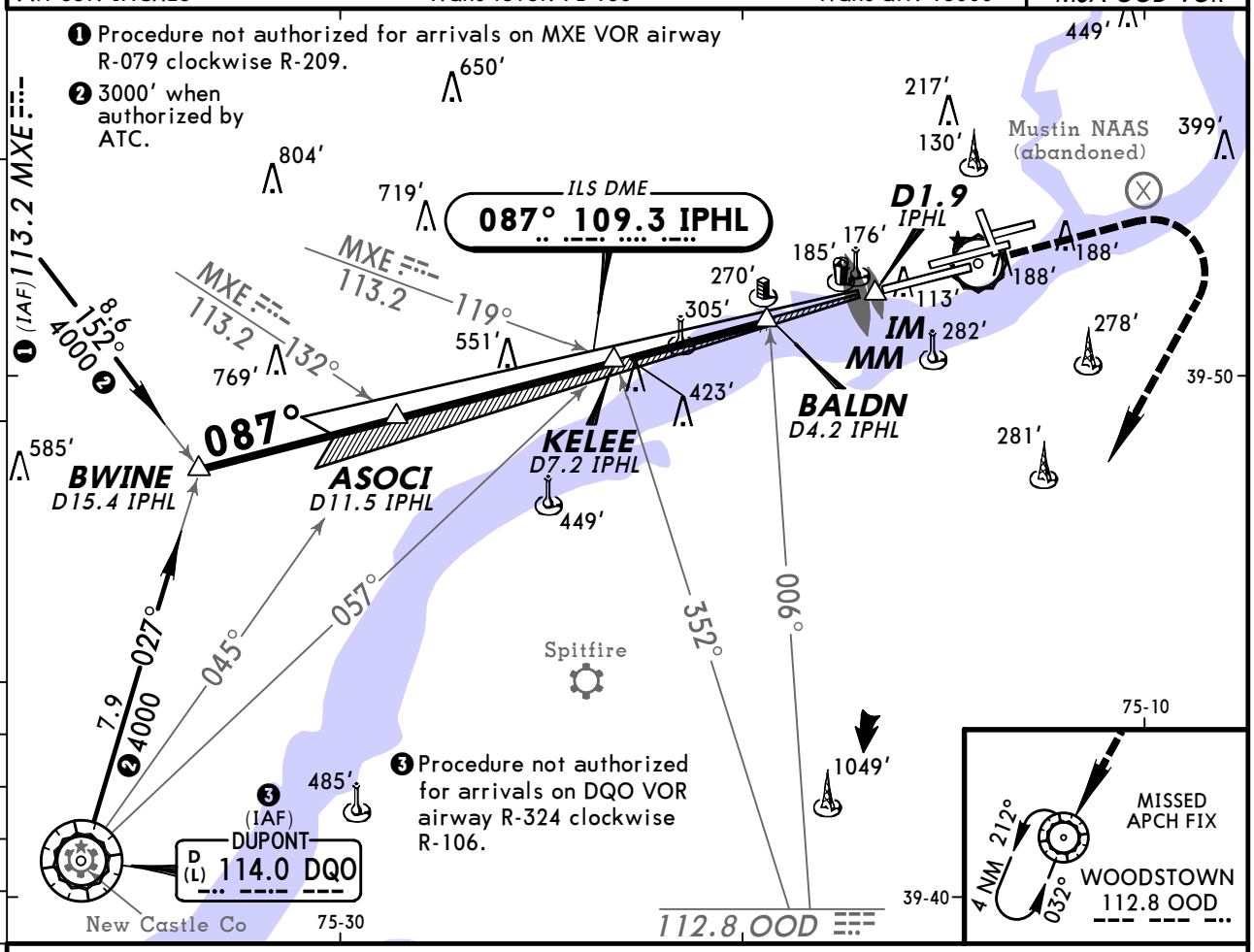
LOC IPHL	Final Apch Crs	GS KELEE	ILS DA(H)	Apt Elev 36'
109.3	087°	1800'(1779')	221'(200')	TDZE 21'

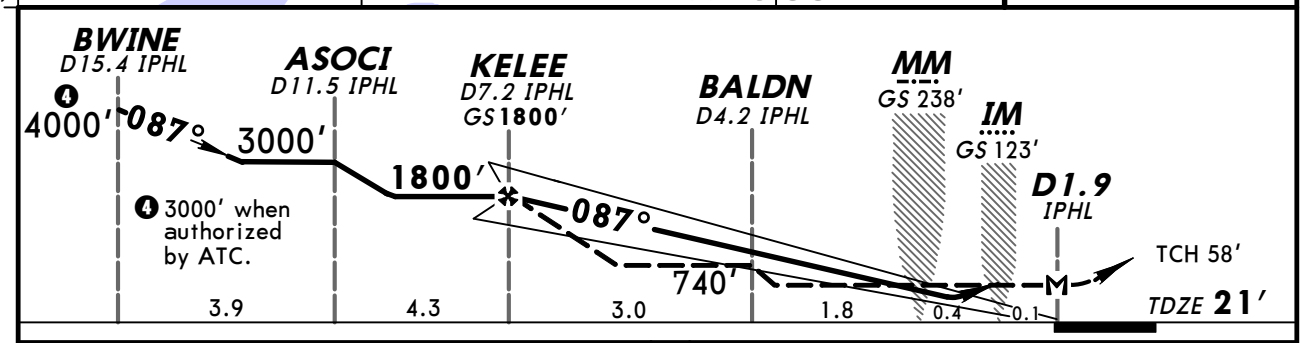
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' direct OOD VOR and hold.

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

2600'
MSA OOD VOR

BRIEFING STRIP™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.9 IPHL or KELEE to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALSF-II | 1500' | 3000' RT | D | OOD 112.8

STRAIGHT-IN LANDING RWY 9R

	ILS DA(H) 221'(200') FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 580'(559') With BALDN	LOC ALS out	LOC MDA(H) 740'(719') Without BALDN	LOC 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	RVR 24 or 1/2	RVR 50 or 1
B							
C				RVR 50 or 1	1 1/2	1 1/2	2
D				RVR 60 or 1 1/4	1 3/4	1 3/4	2 1/4

CIRCLE-TO-LAND

Max Kts	With BALDN MDA(H)	Without BALDN MDA(H)
90	580'(544')-1	740'(704')-1
120	640'(604')-1	
140	640'(604')-1 3/4	740'(704')-2
165	640'(604')-2	740'(704')-2 1/4

TERPS AMEND 9A

CHANGES: Procedure ident.

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KPHL/PHL
PHILADELPHIA INTL

JEPPESEN

15 JUN 07 (11-2A)

PHILADELPHIA, PA
ILS Rwy 9R CAT II & III

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 9R/27L	Rwys 8/26, 9L/27R, 17/35	Ground
133.4	124.35	135.1	118.5	121.65 121.9

BRIEFING STRIP™

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
IPHL 109.3	087°	KELEE 1800′(1779′)	NA	Refer to Minimums		RA 109′ DA(H) 121′(100′)	36′ TDZE 21′

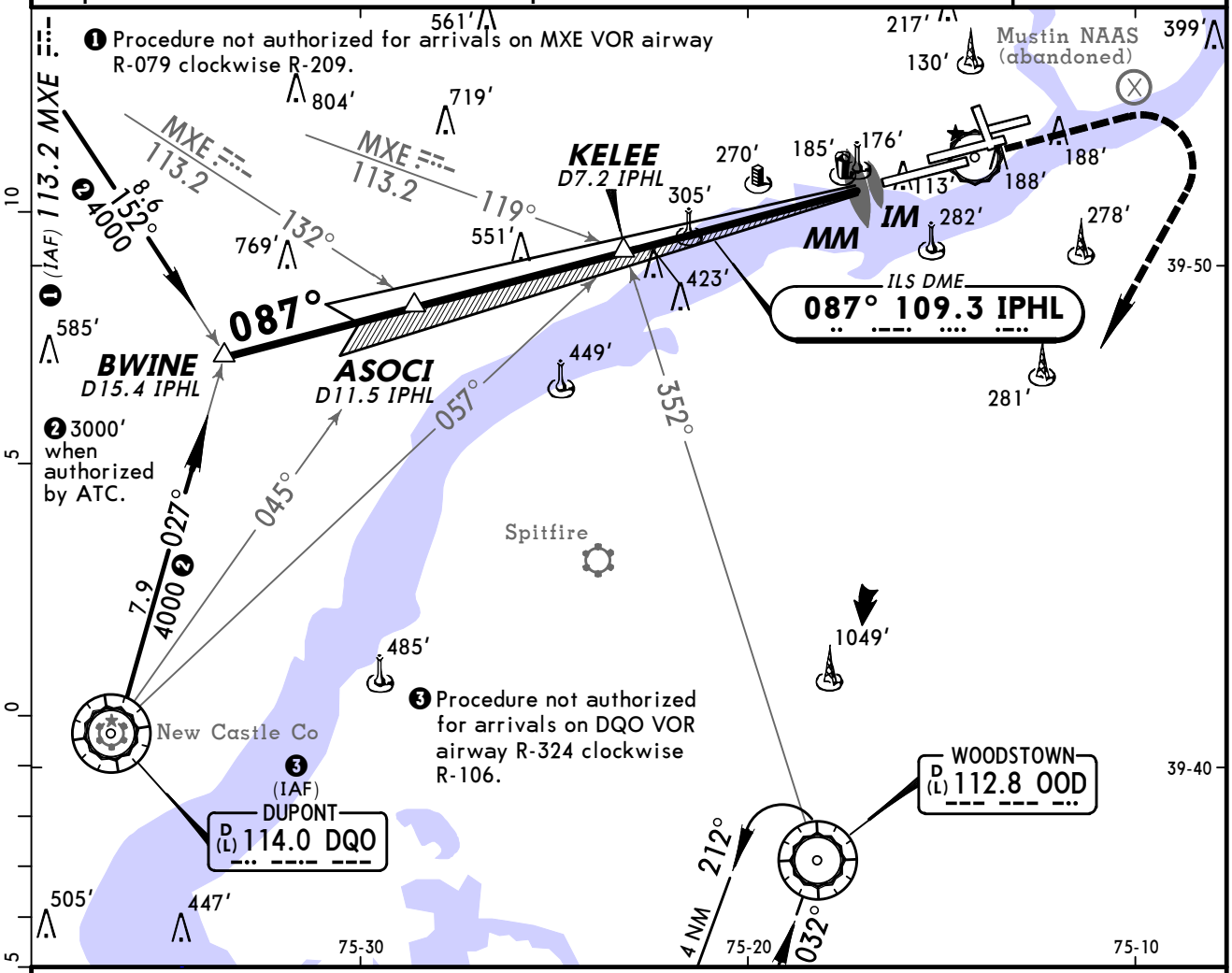
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 3000′ direct OOD VOR and hold.

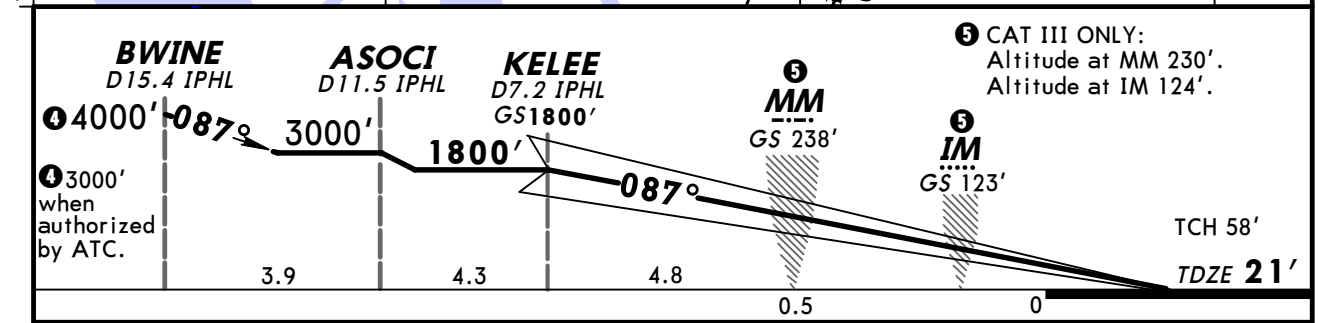
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required.

2600′

MSA OOD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II | 1500′ | 3000′ RT | D | OOD 112.8

STRAIGHT-IN LANDING RWY **9R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 109′ DA(H) 121′(100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 9A

CHANGES: Note added.

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BRIEFING STRIP™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 9R/27L	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Ground	
133.4	124.35	135.1	118.5	121.65	121.9

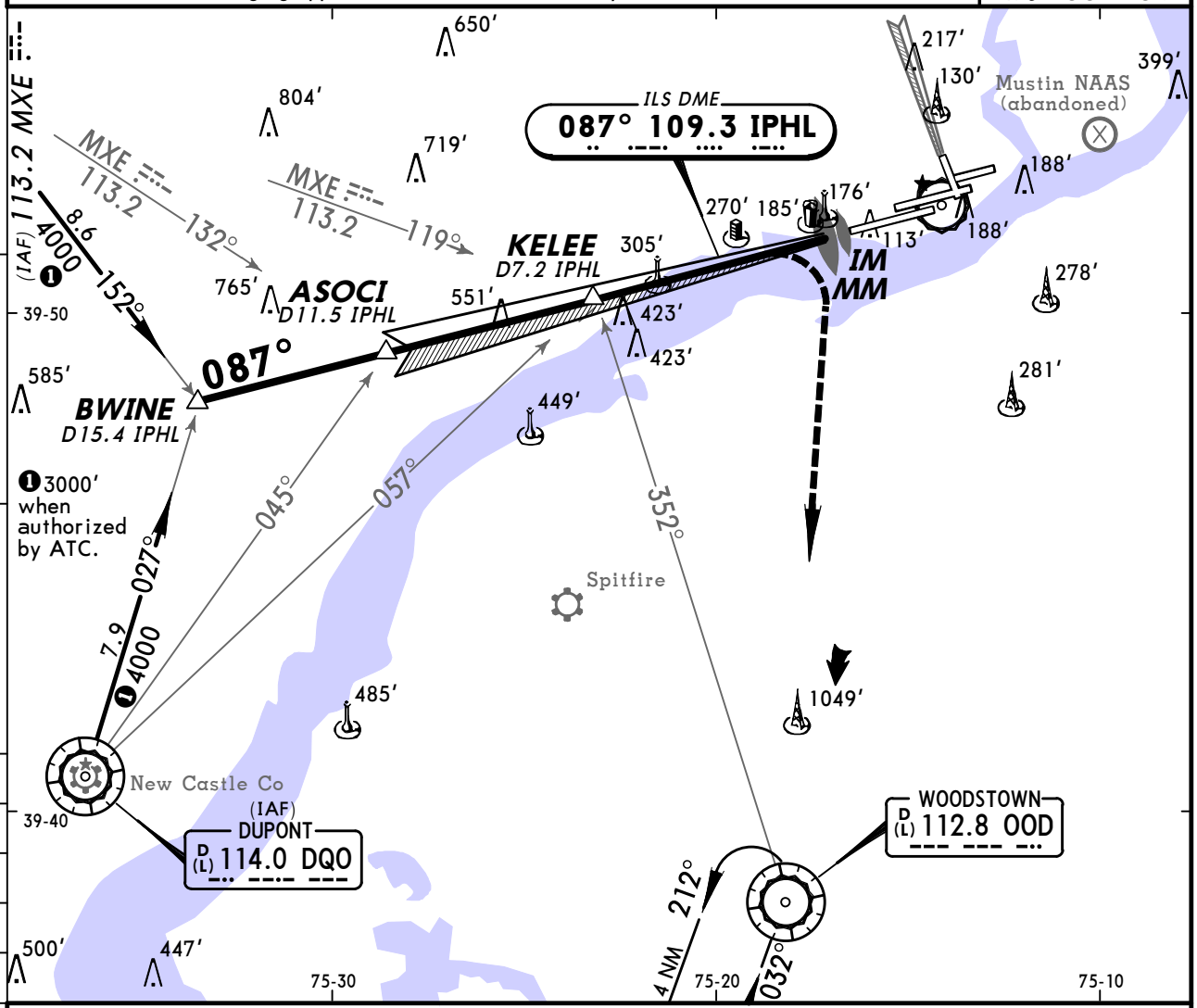
LOC IPHL	Final Apch Crs	GS KELEE	ILS DA(H)	Apt Elev 36′
109.3	087°	1800′ (1779′)	620′ (599′)	TDZE 21′

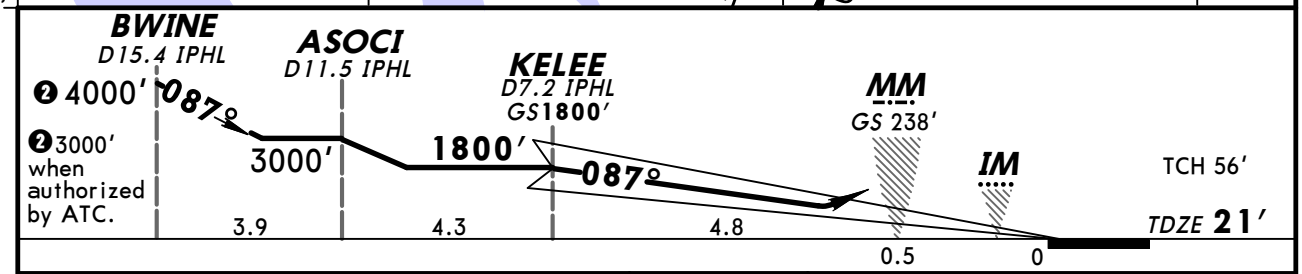
MISSED APCH: Climbing RIGHT turn to 3000′ direct OOD VOR and hold.

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

1. Simultaneous converging approaches authorized with Rwy 17.

2600′
MSA OOD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II

3000′ RT

D

OOD 112.8

STRAIGHT-IN LANDING RWY9R
ILS
DA(H) 620′(599′)

FULL	TDZ or CL out	ALS out

TERPS AMEND 4

A	
B	
C	1½
D	

CHANGES: ATIS, Apt & TDZ Elev, Woodstown hold.

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KPHL/PHL
PHILADELPHIA INTL

JEPPESEN

24 JUN 11 (11-4) Eff 30 Jun

PHILADELPHIA, PA
ILS or LOC Rwy 17

BRIEFING STRIP ™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground
133.4	124.35	118.5	135.1	121.65 121.9

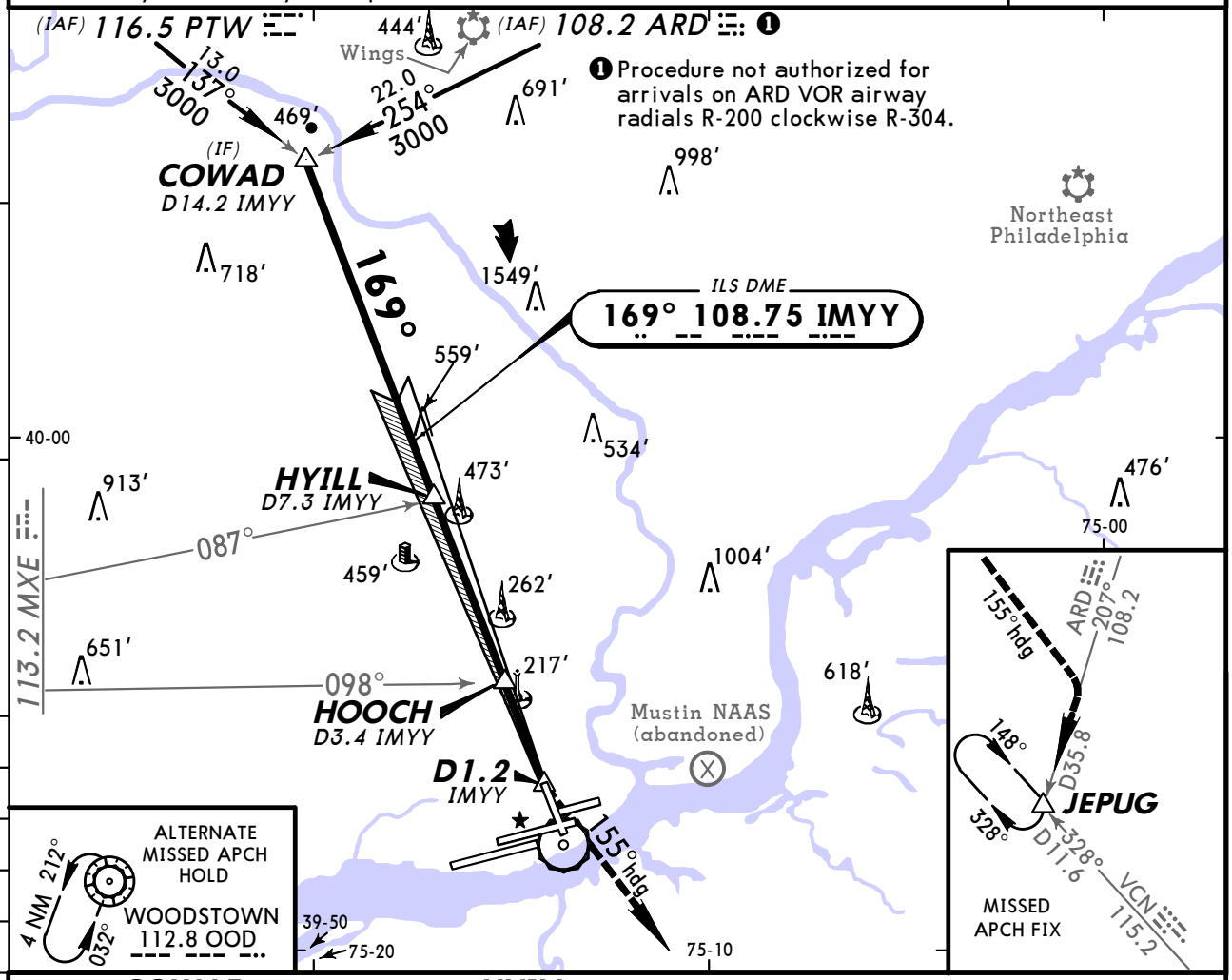
LOC IMYY	Final Apch Crs	GS HYILL	ILS DA(H)	Apt Elev 36' / Rwy 17 8'
108.75	169°	2000' (1992')	258' (250')	

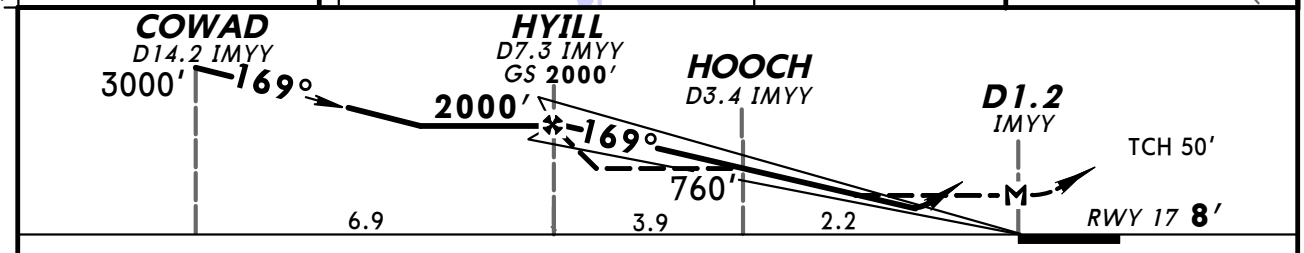
MISSED APCH: Climb to 3000' on heading 155° and outbound on ARD VOR R-207 to JEPUG and hold, or as directed by ATC.

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

1. Visibility reduction by helicopters not authorized.

2600'
MSA OOD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 IMYY or HYILL to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

MALSF / PAPI — 3000' on 155° hdg and ARD 108.2 R-207 — JEPUG

1 STRAIGHT-IN LANDING RWY17

	ILS DA(H) 258'(250') FULL	ILS DA(H) 258'(250') ALS out	LOC (GS out) MDA(H) 480'(472') With HOOCH	LOC (GS out) MDA(H) 480'(472') ALS out	LOC (GS out) MDA(H) 760'(752') Without HOOCH	LOC (GS out) MDA(H) 760'(752') ALS out
A	RVR 50 or 1		RVR 50 or 1	RVR 55 or 1	RVR 50 or 1	RVR 55 or 1
B					RVR 55 or 1	RVR 60 or 1¼
C			RVR 60 or 1⅛	1⅜	1⅞	2
D						

1 CIRCLE-TO-LAND
Not Authorized to Rwy 35 at Night
Not Authorized to Rwy 9L at Night when VGSI Inop

Max Kts	With HOOCH MDA(H)	Without HOOCH MDA(H)
90	540'(504') - 1	760'(724') - 1
120	640'(604') - 1	760'(724') - 1¼
140	640'(604') - 1¾	760'(724') - 2
165	640'(604') - 2	760'(724') - 2¼

1 Not authorized to Rwy 17 at Night when VGSI Inop.

TERPS AMEND 8 30 JUN 2011

CHANGES: Procedure.

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D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground
133.4	124.35	118.5	135.1	121.65 121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 36′
IMYY 108.75	169°	HYILL 2000′ (1992′)	Refer to Minimums	Rwy 17 8′

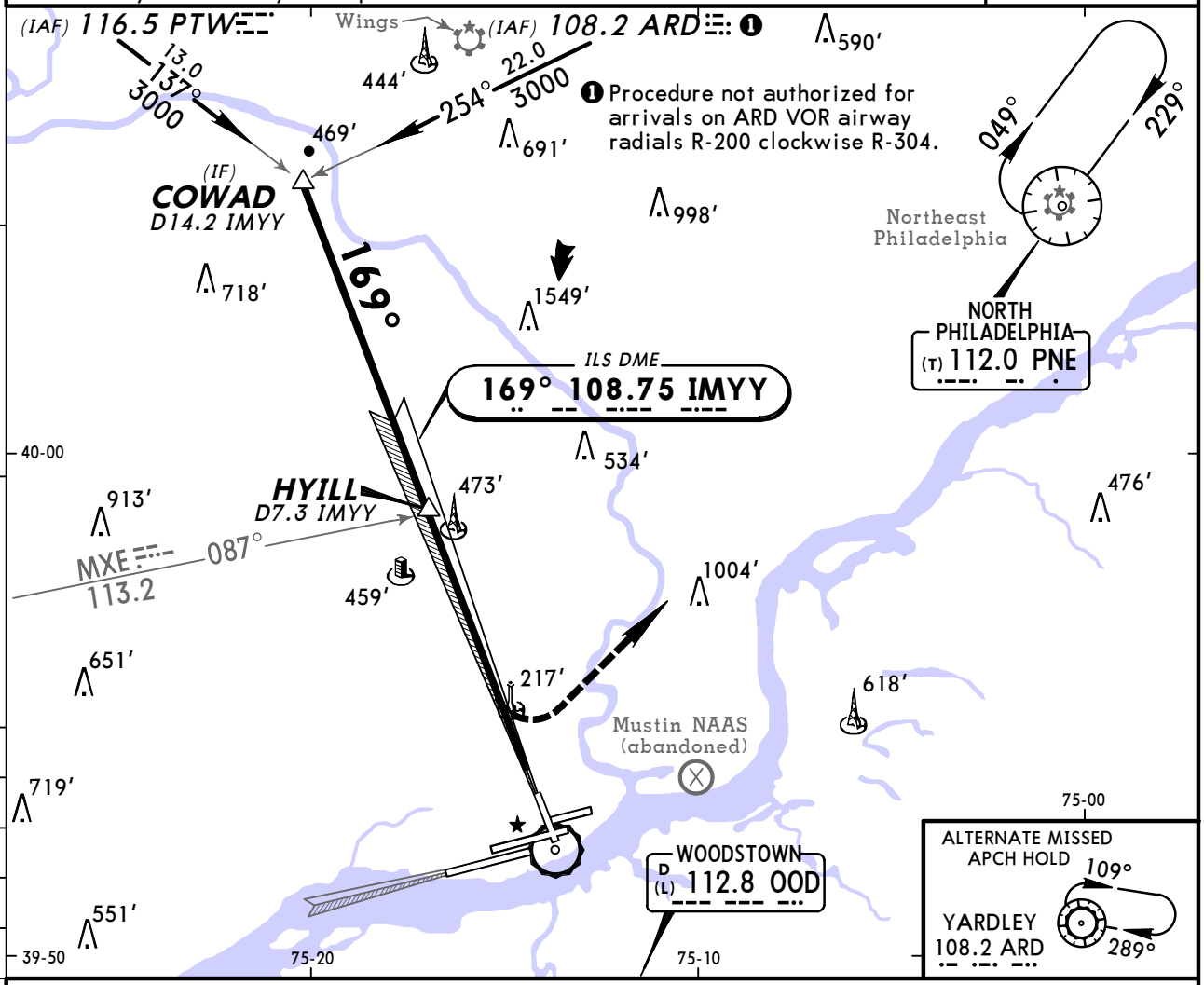
MISSED APCH: Climbing LEFT turn to 3000′ direct PNE VOR and hold, or as directed by ATC.

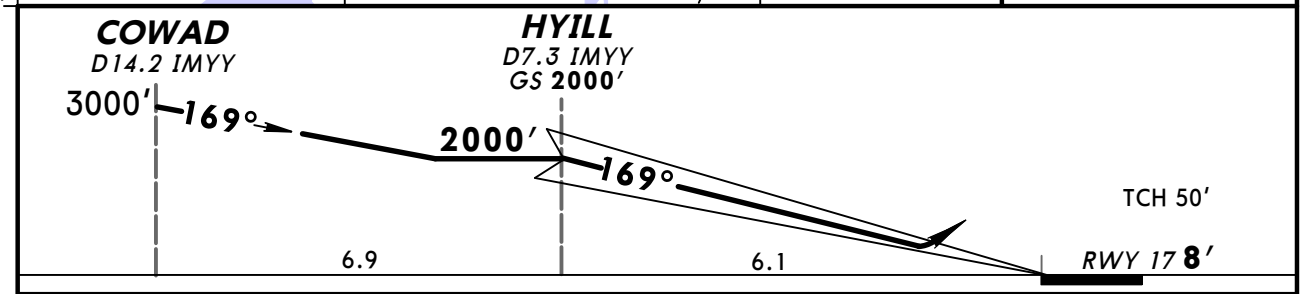
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous converging approaches authorized with Rwy 9R.
3. Visibility reduction by helicopters not authorized.

2600′
MSA OOD VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

MALSF
PAPI
3000′
LT
D
PNE
112.0

STRAIGHT-IN LANDING RWY17
ILS
Not Authorized at Night when VGSI Inop

DA(H) A,B,C: 630′(622′)
D: 670′(662′)

	FULL	ALS out
A, B, C	1⅞	2¼
D	2	

TERPS AMEND 6 30 JUN 2011

CHANGES: Procedure.

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KPHL/PHL
PHILADELPHIA INTL

JEPPESEN

2 SEP 11 (11-6) CAT A, B & C

PHILADELPHIA, PA
ILS or LOC Rwy 26

BRIEFING STRIP ™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground	
133.4	124.35	118.5	135.1	121.65	121.9

LOC ILLH	Final Apch Crs	GS ESKOE	ILS DA(H)	Apt Elev 36′
111.55	263°	2000′ (1964′)	299′ (263′)	Rwy 26 36′

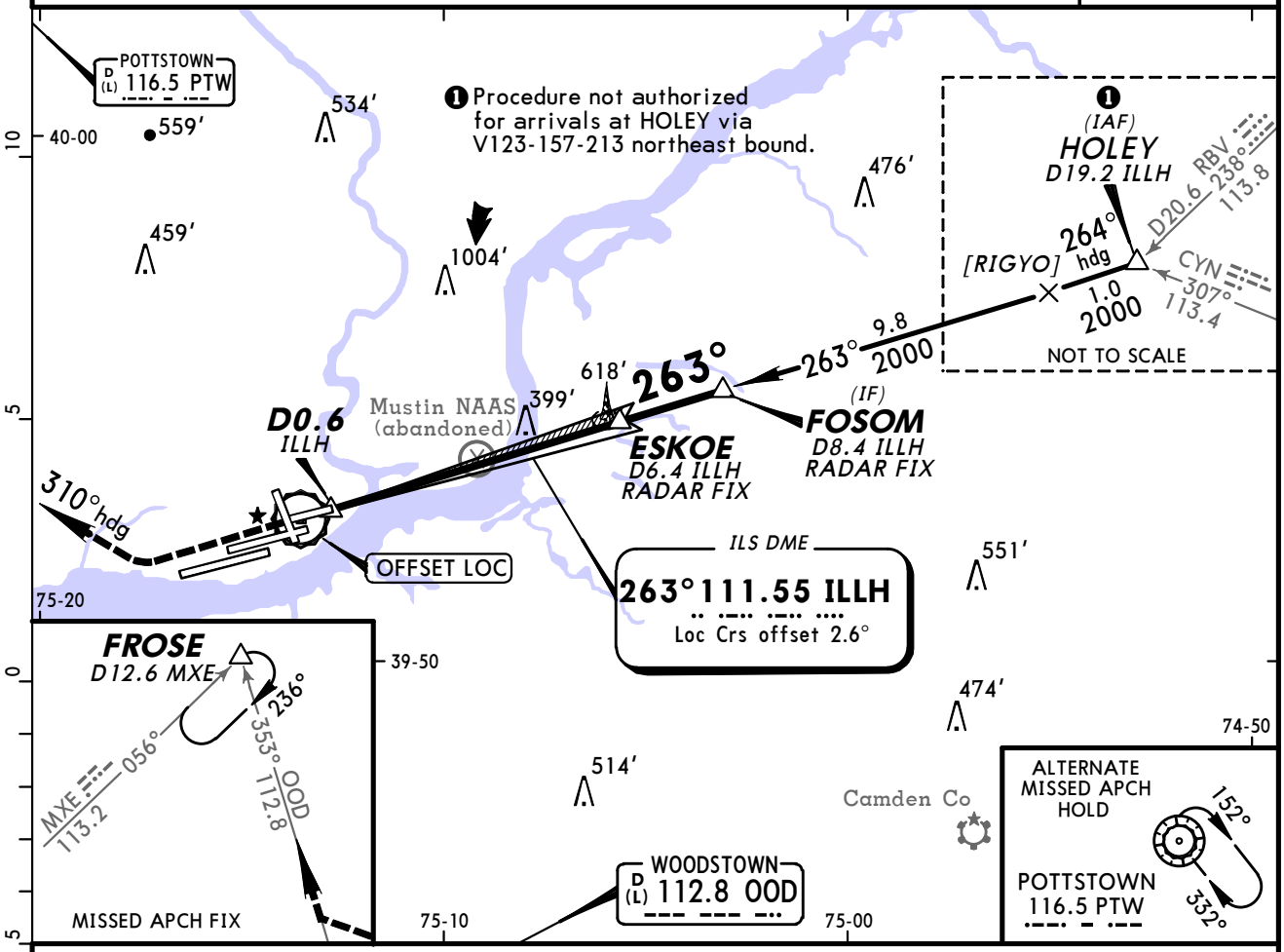
MISSED APCH: Climb to 800′, then climbing RIGHT turn to 3000′ on heading 310° and outbound on OOD VOR R-353 to FROSE INT/D12.6 MXE and hold, or as directed by ATC.

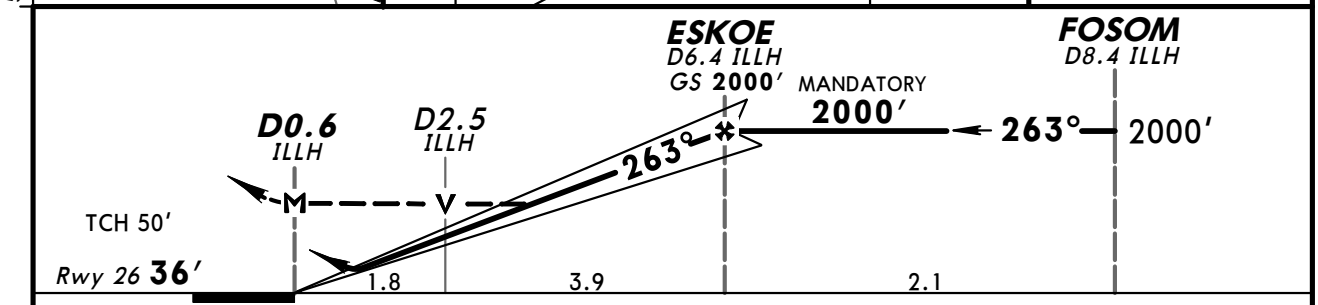
2600′

MSA OOD VOR

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

1. DME or RADAR required. 2. Visibility reduction by helicopters not authorized.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.15°	390	502	557	669	780	892
MAP at D0.6 ILLH or ESKOE to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR PAPI

800′

3000′ RT on 310° hdg and OOD 112.8 R-353

STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND	
ILS DA(H) 299′ (263′)			LOC (GS out) MDA(H) 700 (664′)				
	FULL	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾			RVR 40 or ¾	RVR 50 or 1	90	700′ (664′) - 1
B						120	
C				1½	1¾	1⅞	140	700′ (664′) - 1⅞
D	NA			NA			D	NA

TERPS AMEND 4 25 AUG 2011

CHANGES: None.

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KPHL/PHL
PHILADELPHIA INTL

JEPPESEN 2 SEP 11 (11-7)

CAT A, B & C (SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA, PA
ILS PRM Rwy 26

BRIEFING STRIP ™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground
133.4	124.35	118.5	135.1	121.65 121.9
		Monitor frequency 123.6		

LOC ILLH	Final Apch Crs	GS ESKOE	ILS DA(H)	Apt Elev 36′
111.55	263°	2000′ (1964′)	299′ (263′)	Rwy 26 36′

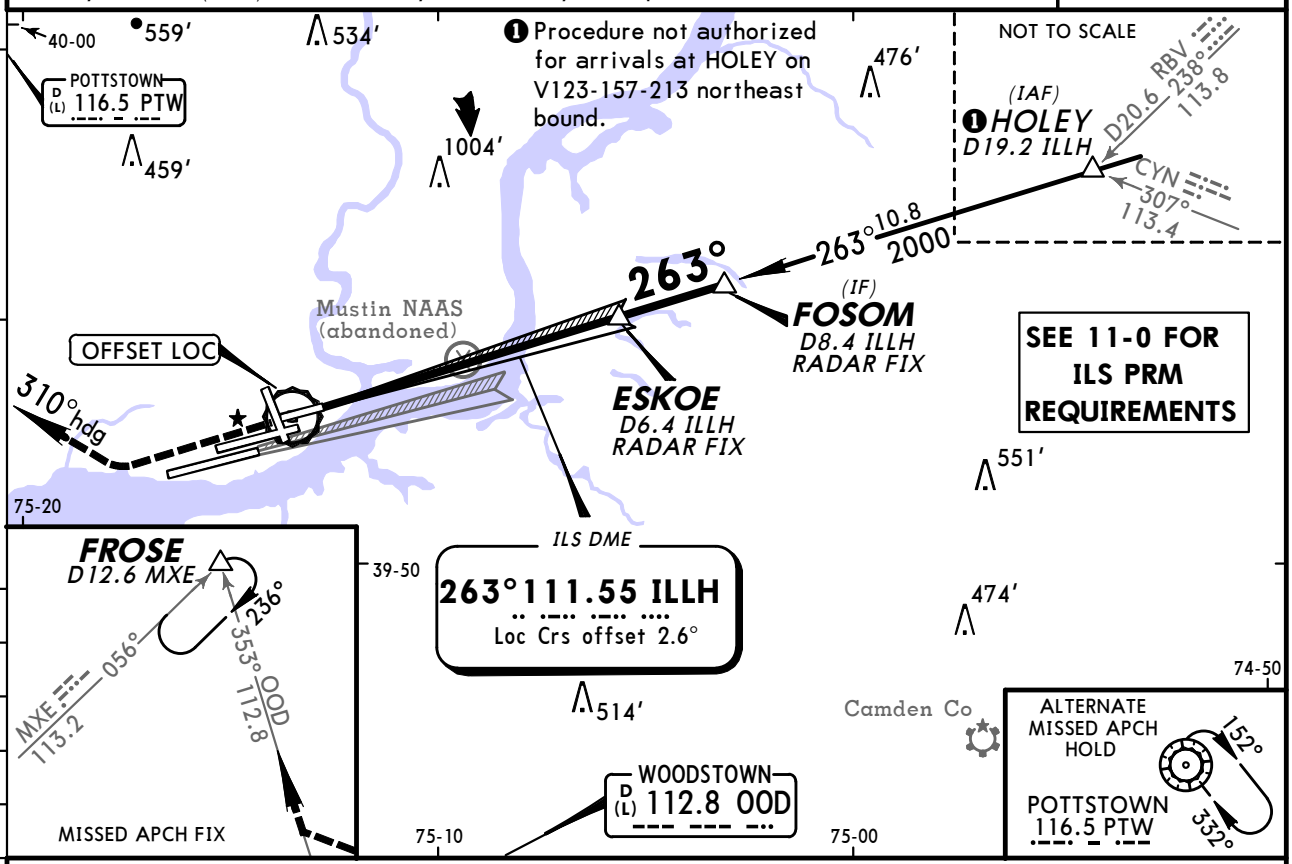
MISSED APCH: Climb to 800′, then climbing RIGHT turn to 3000′ on heading 310°and outbound on OOD VOR R-353 to FROSE INT/ D12.6 MXE and hold, or as directed by ATC.

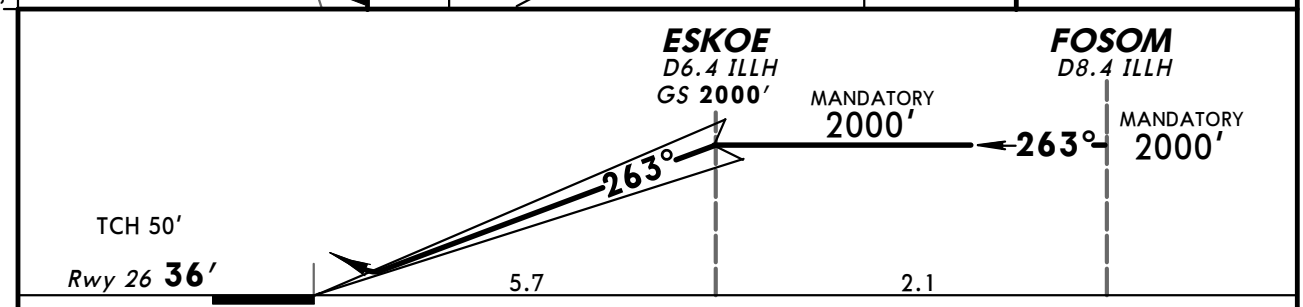
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. Dual VHF communication required. 3. Simultaneous close parallel approach authorized with ILS PRM Rwy 27L. 4. Procedure not authorized when glideslope not available. 5. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)." 6. Visibility reduction by helicopters not authorized.

2600′

MSA OOD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.15°	390	502	557	669	780	892

MALSR PAPI | 800′ | 3000′ RT on 310° hdg and OOD 112.8 R-353

STRAIGHT-IN LANDING RWY 26

ILS

DA(H) 299′ (263′)

	FULL	RAIL out	ALS out
A	RVR 40 or ¾		
B			
C			
D	NA		

TERPS AMEND 4 25 AUG 2011

CHANGES: Minimums.

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D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 9R/27L	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Ground	
133.4	124.35	135.1	118.5	121.65	121.9

BRIEFING STRIP™

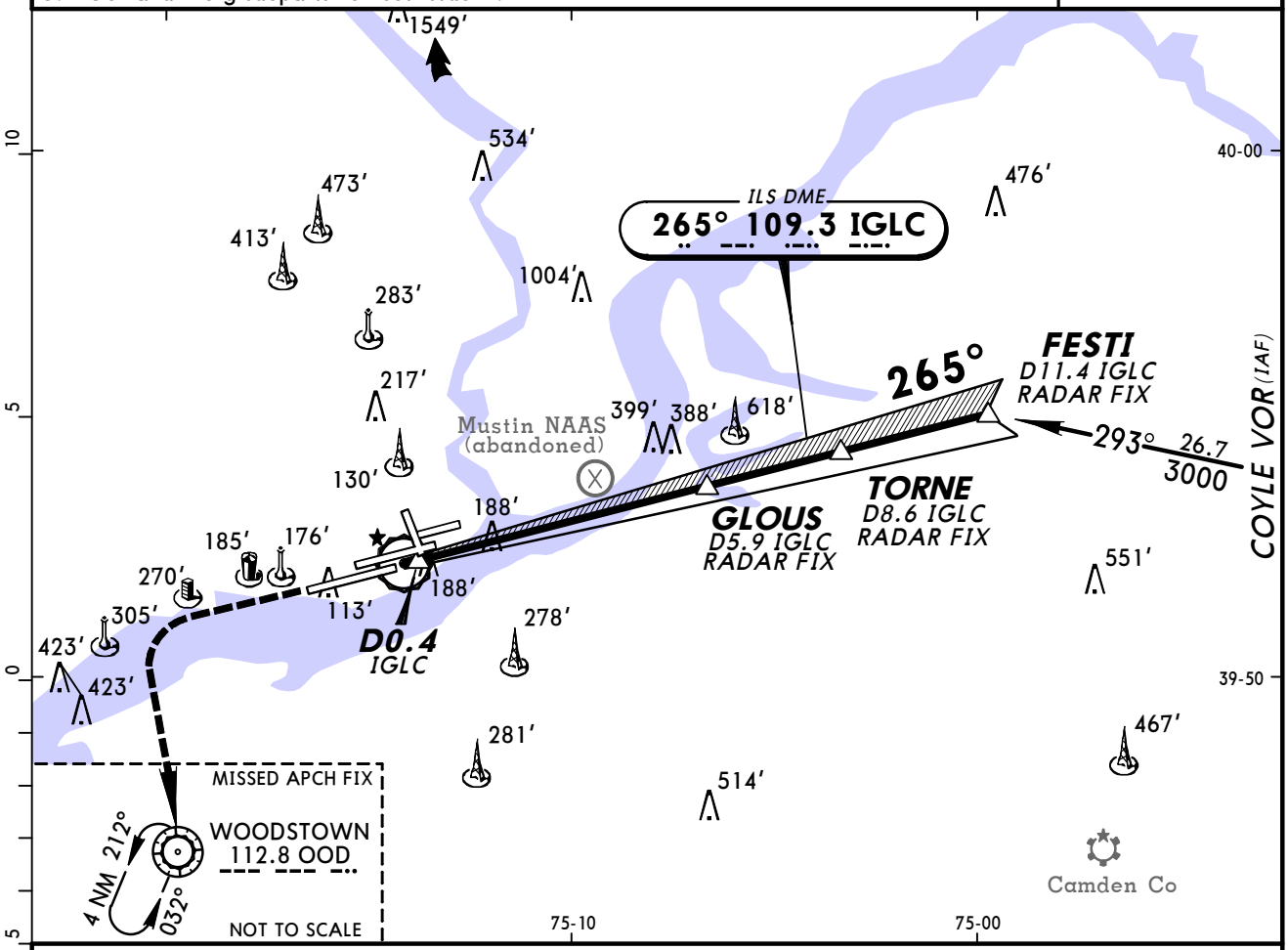
LOC IGLC	Final Apch Crs	GS TORNE	ILS DA(H)	Apt Elev 36′
109.3	265°	3000′ (2990′)	257′ (247′)	TDZE 10′

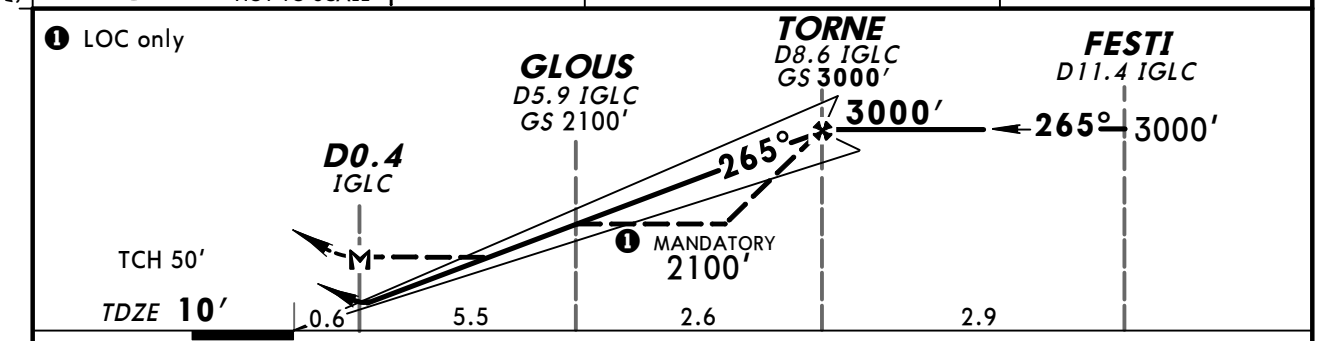
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 3000′ direct OOD VOR and hold.

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

1. Radar or DME required. 2. ILS unusable from 0.6 NM inbound to threshold.
3. VGSI and ILS glidepath not coincident.

2600′
MSA OOD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.10°	389	500	556	667	778	889
MAP at D0.4 IGLC or TORNE to MAP 8.1	6:57	5:24	4:52	4:03	3:28	3:02

MALSR PAPI | 1500′ | 3000′ LT | D | OOD 112.8

STRAIGHT-IN LANDING RWY 27L

TERPS	ILS DA(H) 257′ (247′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 660′ (650′)	LOC RAIL out	LOC ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	660′(624′)-1
B						120	
C			RVR 60 or 1¼	1¾		140	660′(624′)-1¾
D			1½	2		165	660′(624′)-2

AMEND 12B

CHANGES: None.

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BRIEFING STRIP TM

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 9R/27L	Rwys 8/26, 9L/27R, 17/35	Ground
133.4	124.35	135.1	118.5	121.65 121.9
		Monitor Frequency	120.42	

LOC IGLC	Final Apch Crs	GS TORNE	ILS DA(H)	Apt Elev 36′
109.3	265°	3000′ (2990′)	257′ (247′)	TDZE 10′

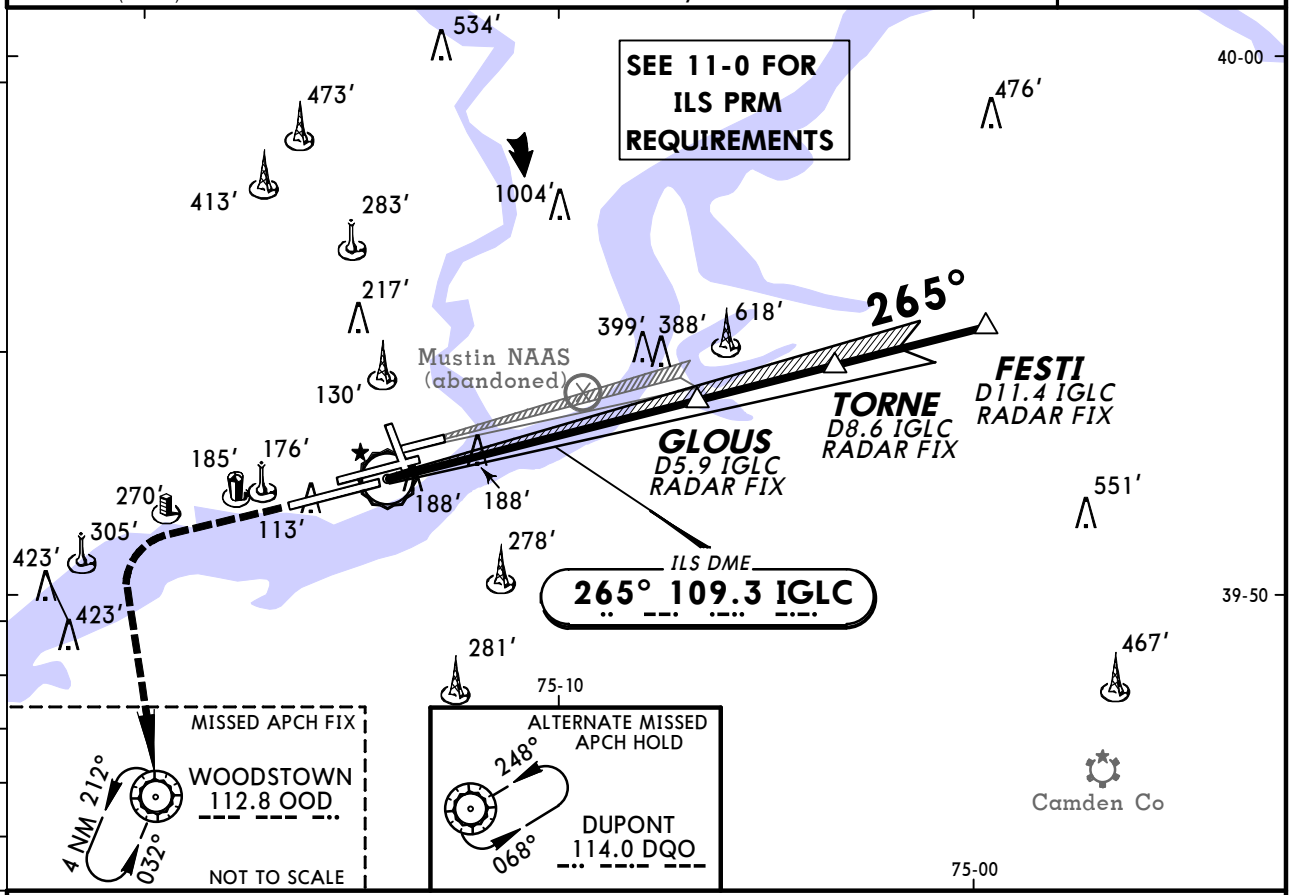
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 3000′ direct OOD VOR and hold.

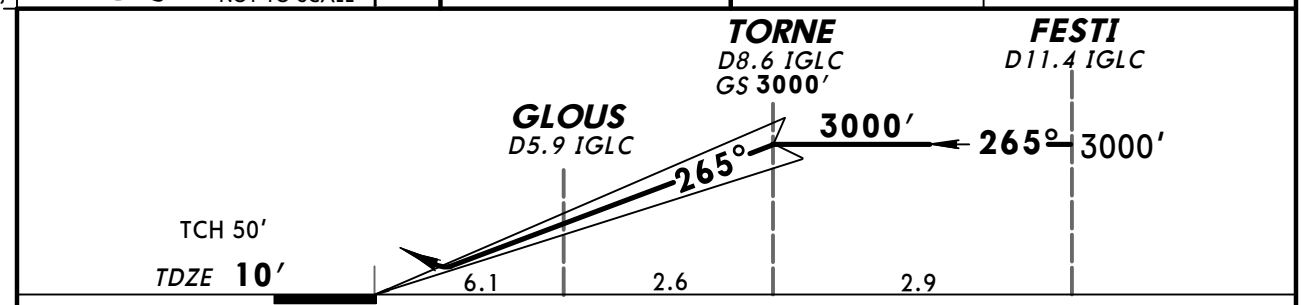
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. Dual VHF communication required. 3. ILS unusable from 0.6 NM to threshold. 4. VGSI and ILS glidepath not coincident. 5. Simultaneous close parralell approaches authorized with Rwy 26. 6. Procedure not authorized when glideslope not available. 7. See 11-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)." 8. Monitor PRM controller 120.42 on Rwy 27L.

2600′

MSA OOD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.10°	389	500	556	667	778	889

MALSR PAPI | 1500′ | 3000′ LT | D | OOD 112.8

STRAIGHT-IN LANDING RWY27L

ILS

DA(H) 257′ (247′)

TERPS	FULL	RAIL or ALS out
A	RVR 24 or ½	RVR 40 or ¾
B		
C		
D		

AMEND 3

CHANGES: DA(H), notes, TCH.

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KPHL/PHL
PHILADELPHIA INTL

JEPPESEN

3 FEB 12 (11-10)

PHILADELPHIA, PA
ILS or LOC DME Rwy 27R

BRIEFING STRIP™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground
133.4	124.35	118.5	135.1	121.65 121.9

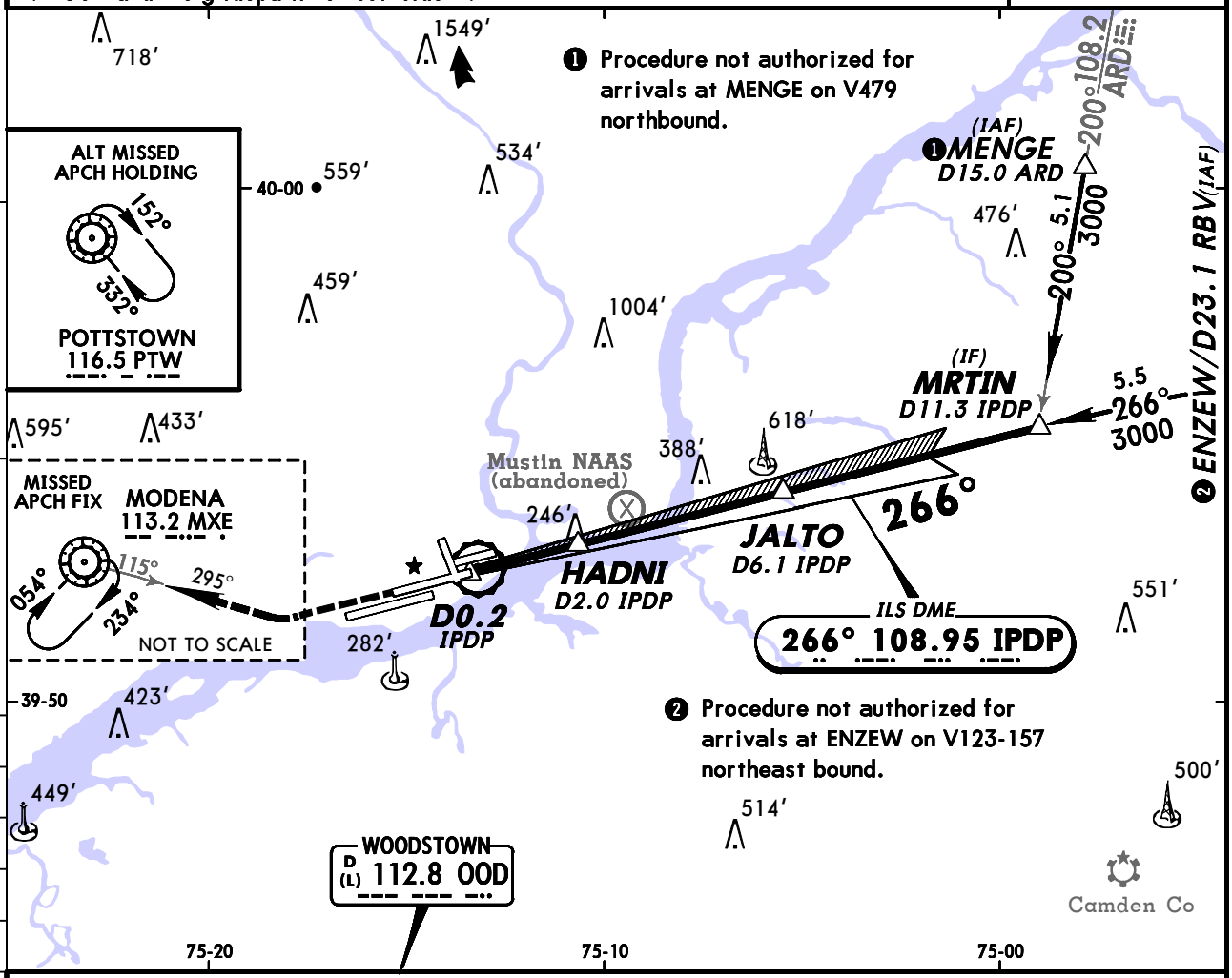
LOC IPDP	Final Apch Crs	GS JALTO	ILS DA(H)	Apt Elev 36′
108.95	266°	2100′ (2089′)	211′ (200′)	TDZE 27R 11′

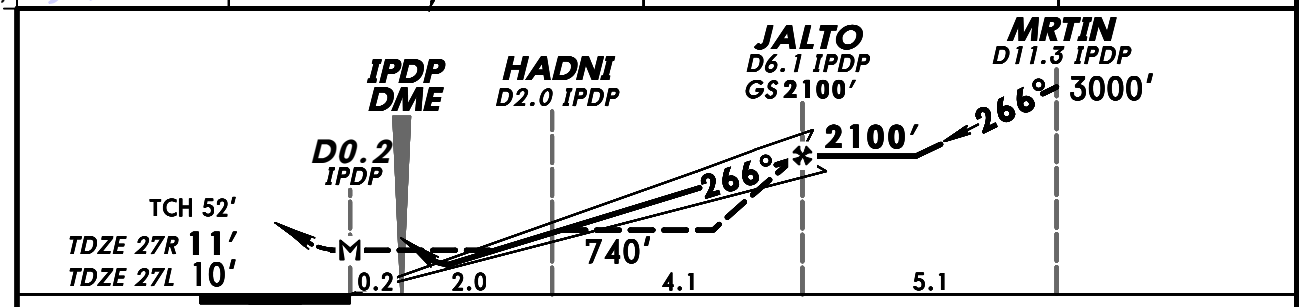
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 3000′ inbound via MXE VOR R-115 to MXE VOR and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. VGSI and ILS glidepath not coincident.

2600′ MSA OOD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IPDP or JALTO to MAP 6.3	5:24	4:12	3:47	3:09	2:42	2:22

MALSR / PAPI	1500′	3000′ RT	via MXE 113.2 R-115	MXE 113.2

STRAIGHT-IN LANDING RWY27R	ILS DA(H) 211′ (200′)		LOC (GS out) MDA(H) 500′ (489′)			SIDESTEP LANDING RWY 27L MDA(H) 500′ (490′)		CIRCLE-TO-LAND	
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL or ALS out	Max Kts	MDA(H)
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1		90	540′ (504′)-1
B								120	640′ (604′)-1
C			RVR 40 or ¾	RVR 60 or 1¼		1	1½	140	640′ (604′)-1¾
D			RVR 50 or 1	1½		1½	2	165	640′ (604′)-2

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

TERPS AMEND 10D 9 FEB 2012

CHANGES: None.

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KPHL/PHL
PHILADELPHIA INTL

JEPPESEN
3 FEB 12 (11-10A)

PHILADELPHIA, PA
ILS Rwy 27R SA CAT II

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground
133.4	124.35	118.5	135.1	121.65 121.9

LOC IPDP	Final Apch Crs	GS	SA CAT II ILS	Apt Elev 36′
108.95	266°	JALTO 2100′ (2089′)	RA 102′ DA(H)111′ (100′)	TDZE 11′

MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 3000′ inbound via MXE VOR R-115 to MXE VOR and hold.

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

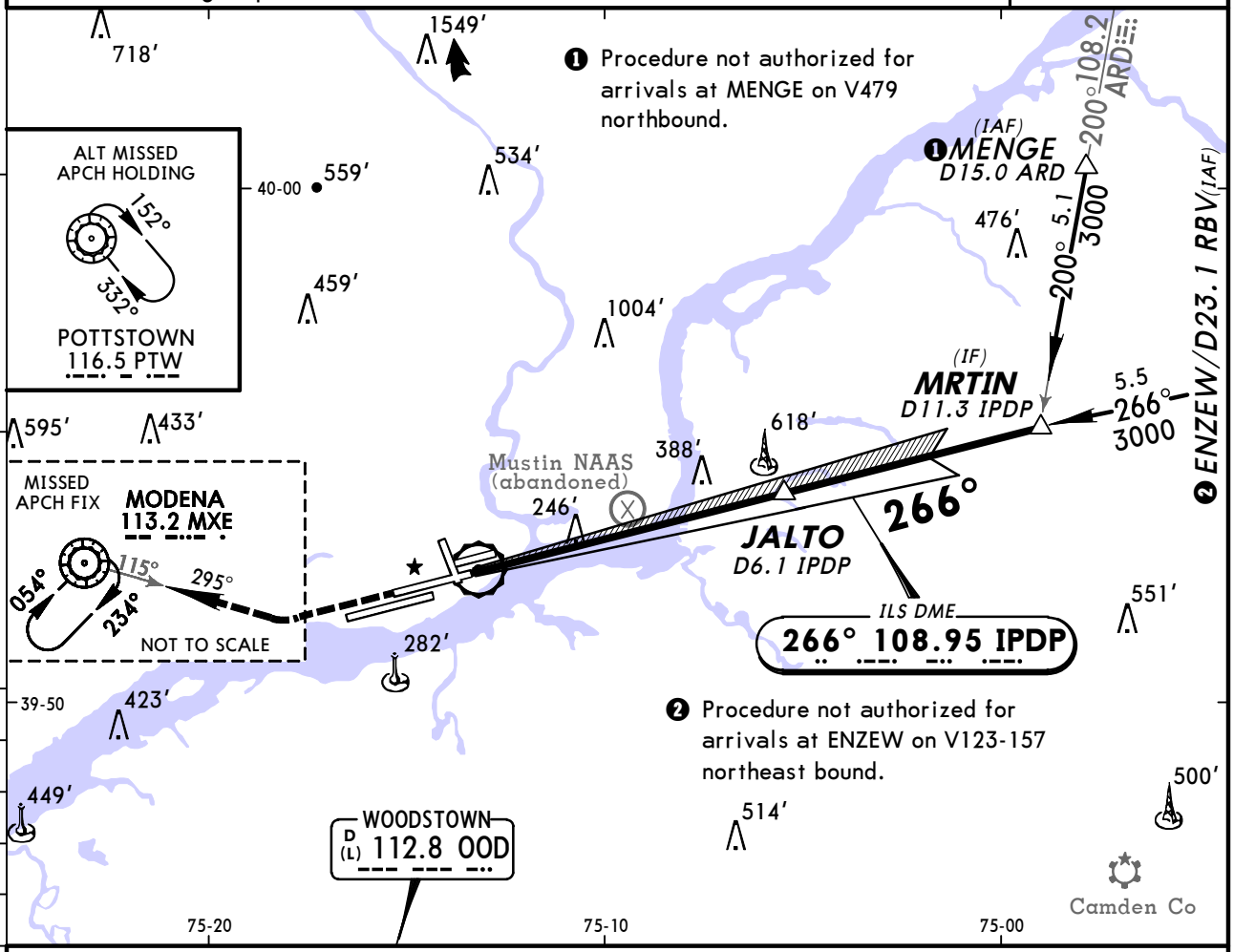
1. Special Aircrew and Aircraft Certification Required.

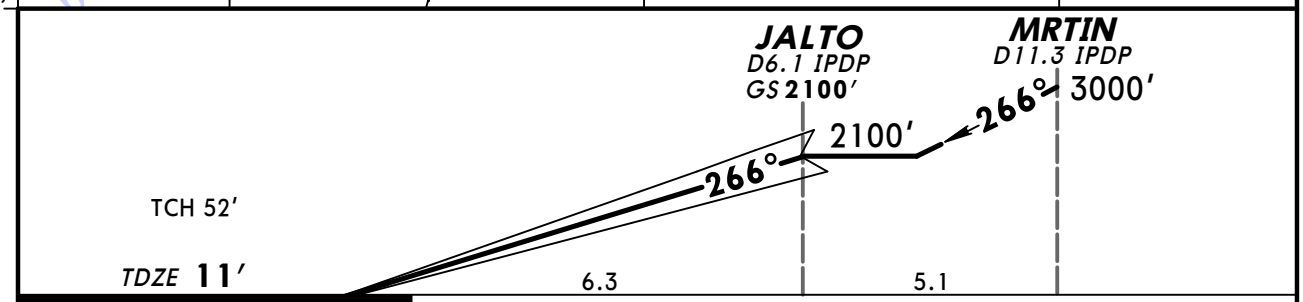
2. VGSI and ILS glidepath not coincident.

2600′

MSA OOD VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

MALSR
PAPI

1500′

3000′ RT via MXE 113.2 R-115

MXE 113.2

STRAIGHT-IN LANDING RWY **27R**

1 SA CAT II ILS

RA 102′

DA(H) **111′** (100′)

A	RVR 12
B	
C	
D	

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

TERPS AMEND 10D 9 FEB 2012

CHANGES: Printing sequence, procedure title, notes.

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BRIEFING STRIP ™

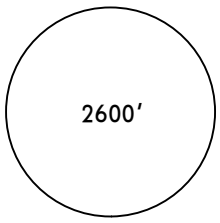
D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 8/26, 9L/27R, 17/35	PHILADELPHIA Tower Rwy 9R/27L	Ground	
133.4	124.35	118.5	135.1	121.65	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 36′
Ch 45523 W-09B	085°	ANNET 2100′ (2087′)	263′ (250′)	TDZE 13′

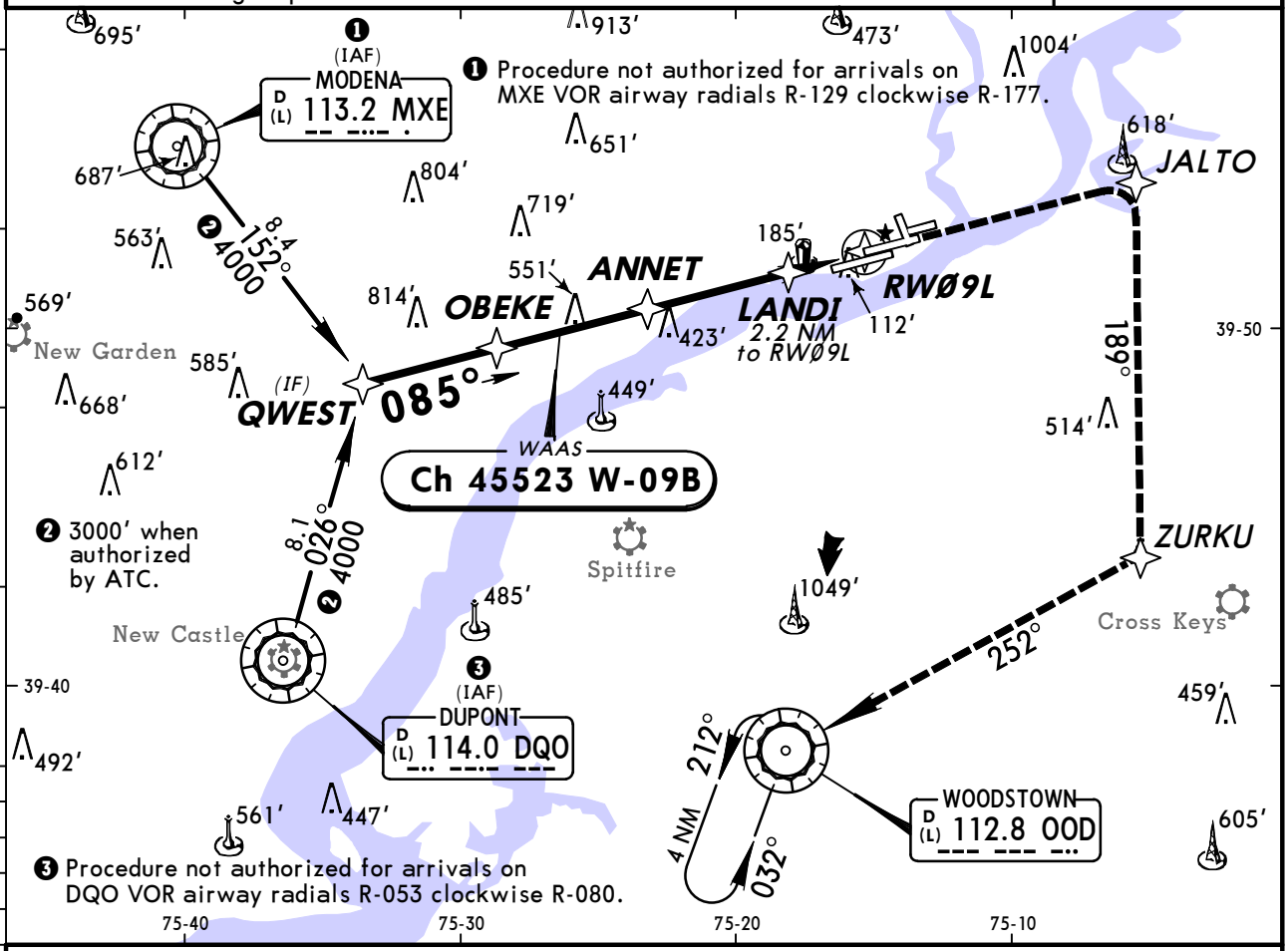
MISSED APCH: Climb to 3000′ direct JALTO and RIGHT turn via 189° track to ZURKU and via 252° track to OOD VOR and hold.

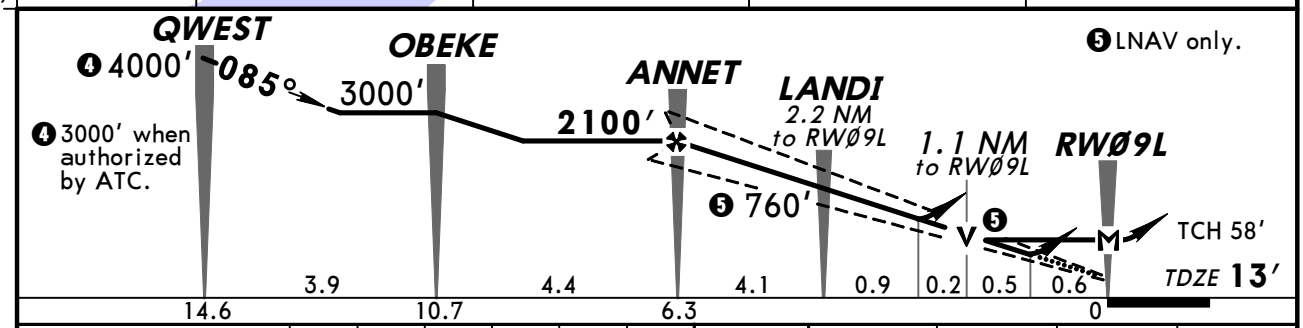
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

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.
3. VGSI and RNAV glidepath not coincident.



MSA RWØ9L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9L						

MALSR
REIL
PAPI
3000′
JALTO

STRAIGHT-IN LANDING RWY 9L

	LPV DA(H) 263′ (250′)		LNAV/VNAV DA(H) 471′ (458′)		LNAV MDA(H) 440′ (427′)		
		RAIL out / ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540′ (504′) -1
120	640′ (604′) -1
140	640′ (604′) -1¾
165	640′ (604′) -2

AMEND 1A TERPS

CHANGES: Procedure.

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D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 9R/27L	PHILADELPHIA Tower Rwy 8/26, 9L/27R, 17/35	Ground	
133.4	124.35	135.1	118.5	121.65	121.9

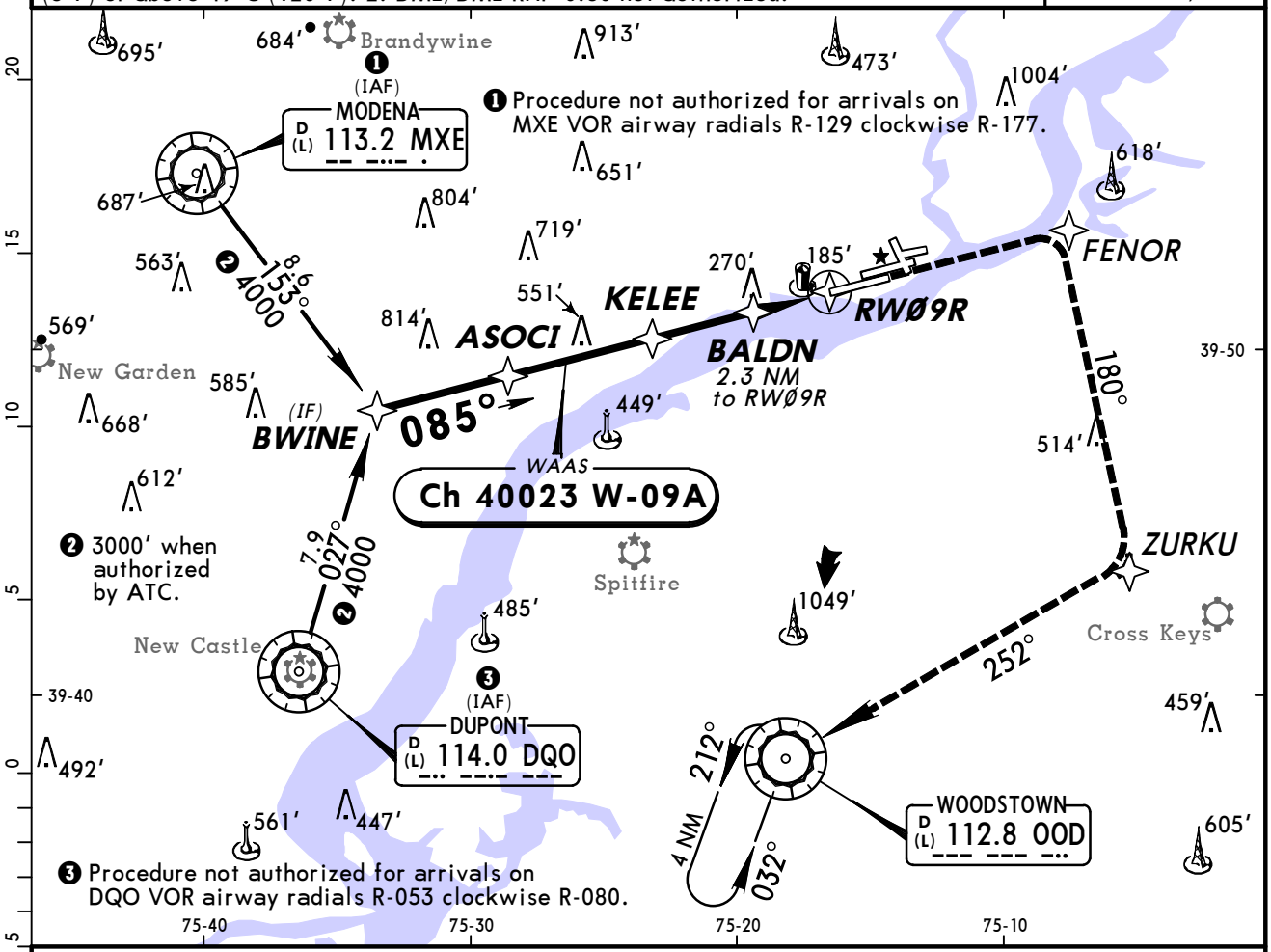
BRIEFING STRIP TM

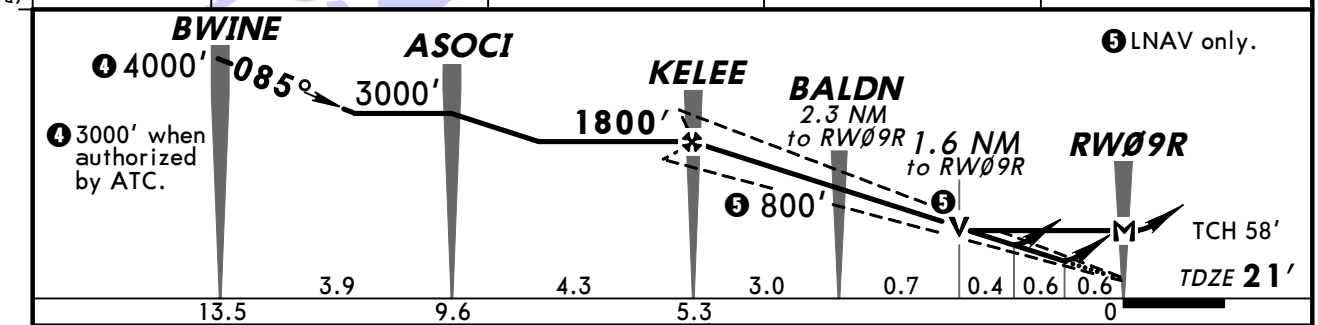
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 36′
Ch 40023 W-09A	085°	KELEE 1800′ (1779′)	271′ (250′)	TDZE 21′

MISSED APCH: Climb to 3000′ direct FENOR and RIGHT turn via 180° track to ZURKU and via 252° track to OOD 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.

2600′
MSA RWØ9R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9R						

ALSF-II 3000′ FENOR

STRAIGHT-IN LANDING RWY 9R

	LPV DA(H) 271′ (250′)		LNAV/VNAV DA(H) 473′ (452′)		LNAV MDA(H) 580′ (559)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	580′ (544′) -1
120	640′ (604′) -1
140	640′ (604′) -1¾
165	640′ (604′) -2

AMEND 2A TERPS

CHANGES: Procedure.

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BRIEFING STRIP ™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	PHILADELPHIA Tower Rwy 9R/27L	Ground	
133.4	124.35	118.5	135.1	121.65	121.9

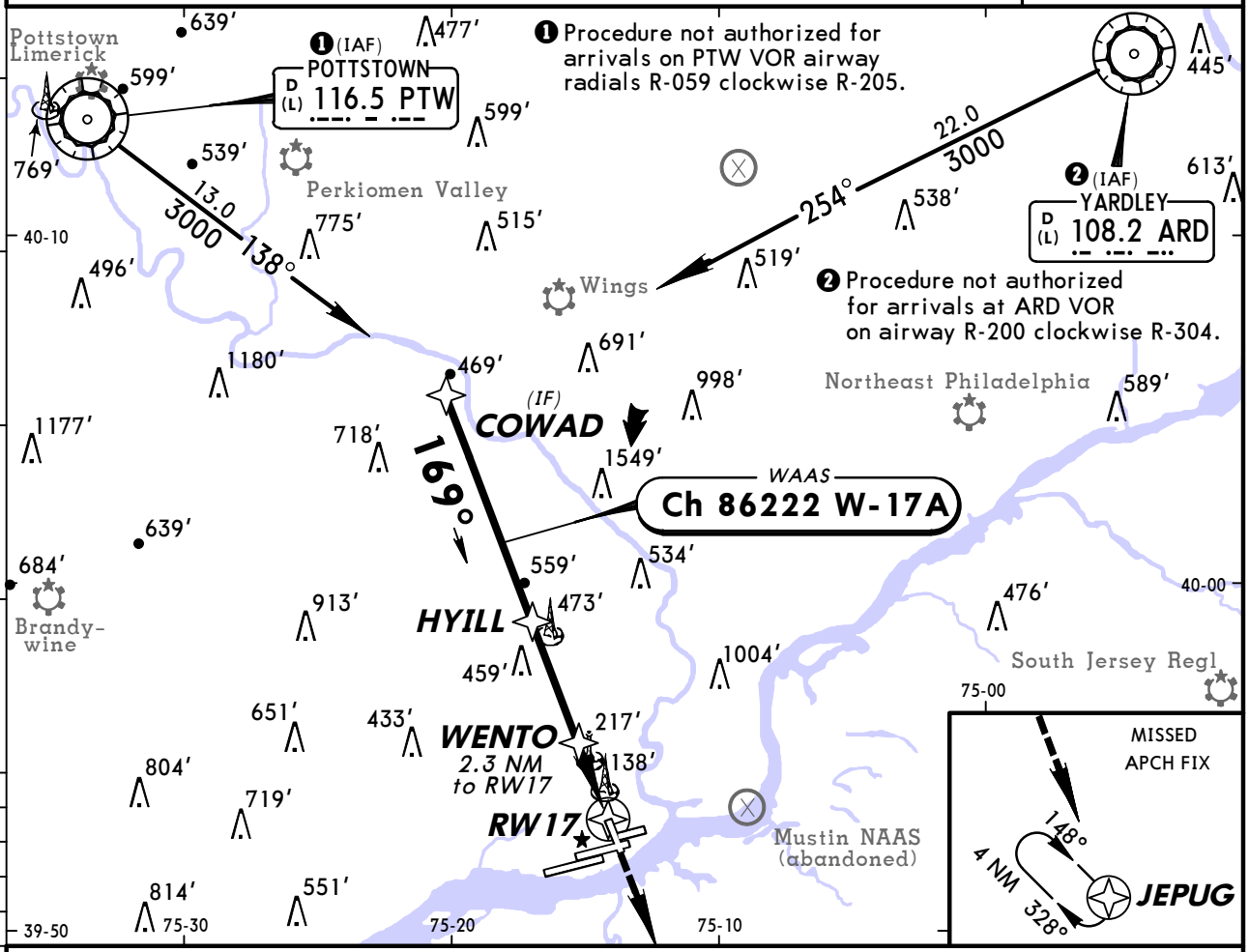
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy 17
Ch 86222 W-17A	169°	HYILL 2000′ (1992′)	258′ (250′)	Apt Elev 36′ / Rwy 17 8′

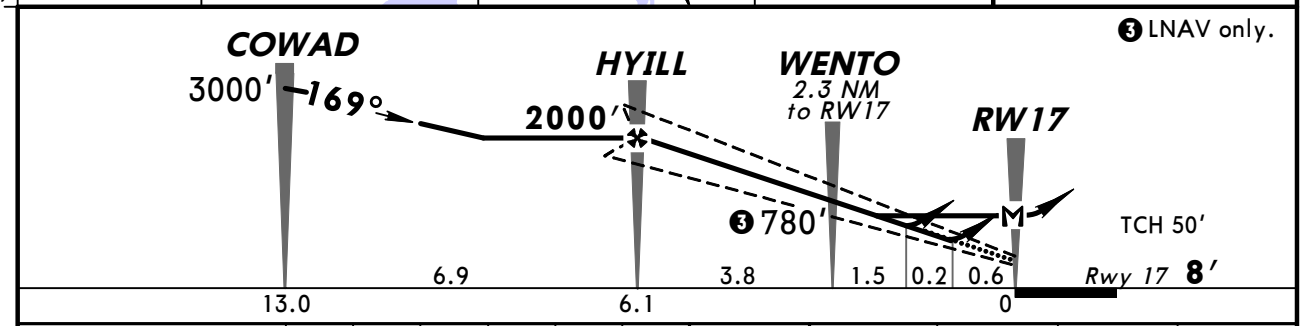
MISSED APCH: Climb to 3000′ direct JEPUG and hold.

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 43°C (109°F). 3. Visibility reduction by helicopters not authorized.

2600′
MSA RW17





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17						

MALSF
PAPI
3000′
JEPUG

1 STRAIGHT-IN LANDING RWY 17

	LPV DA(H) 258′ (250′)		LNAV/VNAV DA(H) 299′ (291′)		LNAV MDA(H) 480′ (472′)	
		ALS out		ALS out		ALS out
A	RVR 50 or 1		RVR 50 or 1		RVR 50 or 1	RVR 55 or 1
B						
C					RVR 60 or 1⅛	1⅜
D						

1 CIRCLE-TO-LAND
Not Authorized to Rwy 9L at Night when VGSI Inop
Not Authorized to Rwy 35 at Night

Max Kts	MDA(H)
90	540′ (504′)-1
120	640′ (604′)-1
140	640′ (604′)-1¾
165	640′ (604′)-2

1 Not authorized to Rwy 17 at Night when VGSI Inop.

TERPS AMEND 3 30 JUN 2011

CHANGES: None.

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BRIEFING STRIP ™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	PHILADELPHIA Tower Rwy 9R/27L	Ground
133.4	124.35	118.5	135.1	121.65 121.9

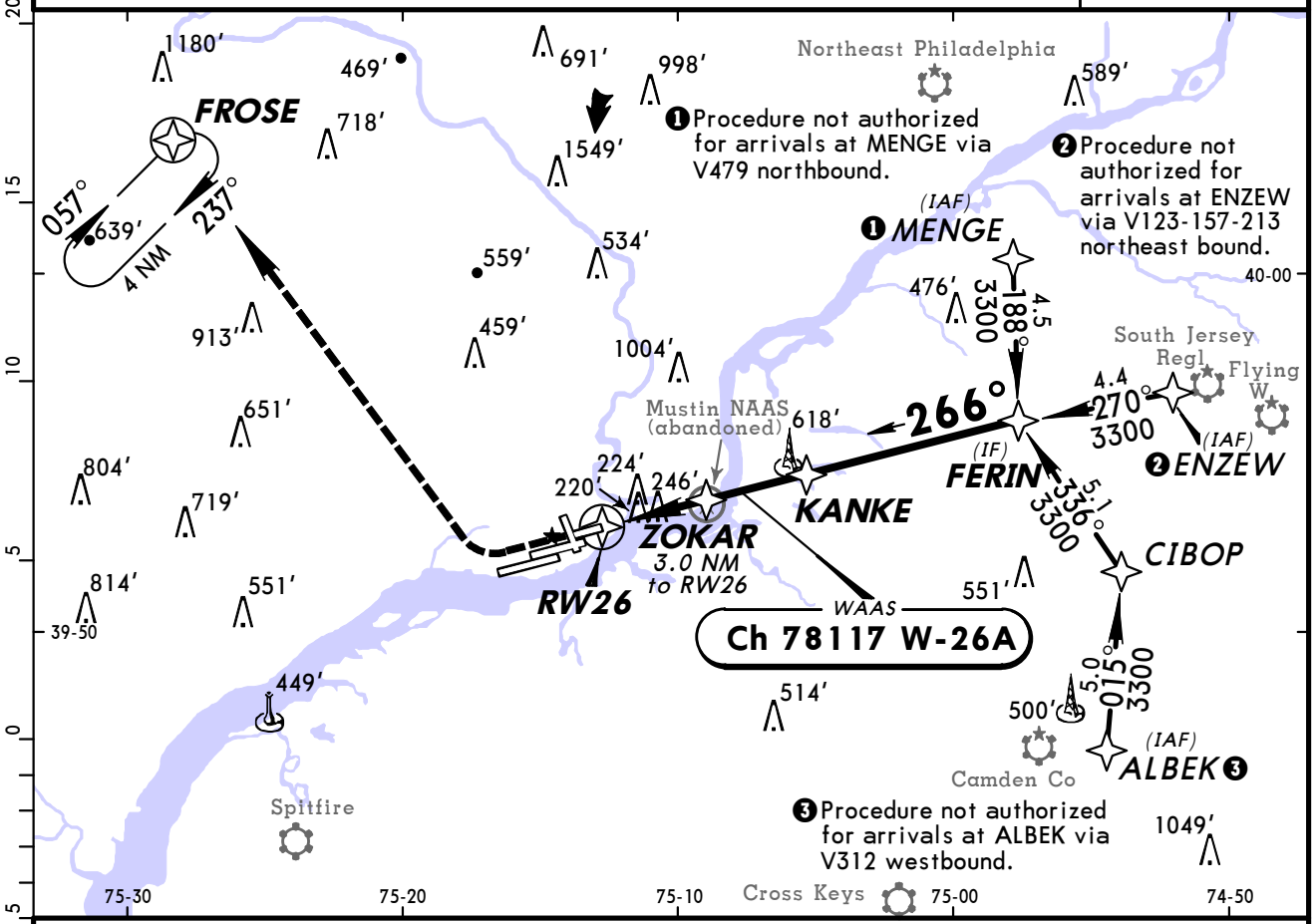
WAAS	Final Apch Crs	Minimum Alt KANKE	LPV DA(H)	Apt Elev 36′
Ch 78117 W-26A	266°	2000′ (1964′)	513′ (477′)	Rwy 26 36′

MISSED APCH: Climb to 800′ then climbing RIGHT turn to 3000′ direct FROSE and hold.

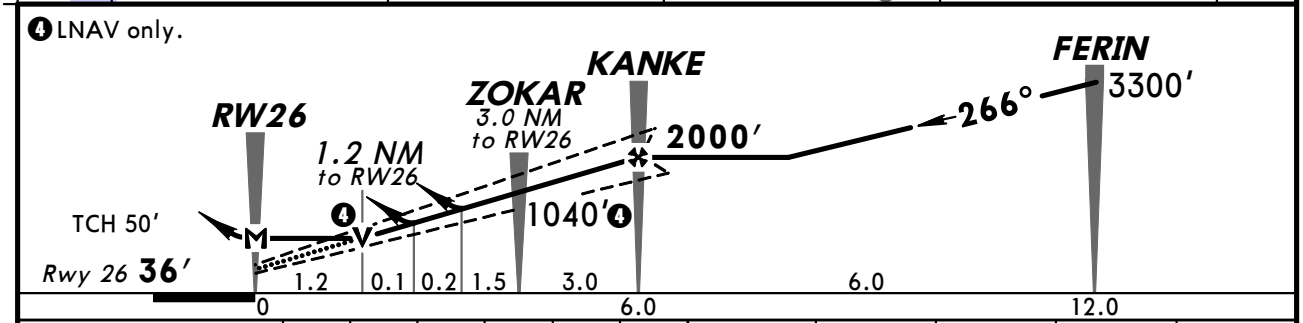
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C (13°F) or above 43°C (109°F). 3. Visibility reduction by helicopters not authorized.

2600′
MSA RW26



❹ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26						

MALSR PAPI | 800′ | 3000′ RT | FROSE

STRAIGHT-IN LANDING RWY 26

	LPV DA(H) 513′ (477′) RAIL out	LPV DA(H) 513′ (477′) ALS out	LNAV/VNAV DA(H) 573′ (537′) RAIL out	LNAV/VNAV DA(H) 573′ (537′) ALS out	LNAV MDA(H) 500′ (464′) RAIL out	LNAV MDA(H) 500′ (464′) ALS out
A	RVR 60 or 1⅛	1½	1⅜	1¾	RVR 40 or ¾	RVR 50 or 1
B						
C					RVR 50 or 1	RVR 60 or 1⅛
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	540′ (504′) -1
120	640′ (604′) -1
140	640′ (604′) -1¾
165	640′ (604′) -2

TERPS AMEND 1 25 AUG 2011

CHANGES: WAAS added, missed apch procedure, notes, minimums.

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BRIEFING STRIP ™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 9R/27L	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Ground
133.4	124.35	135.1	118.5	121.65 121.9

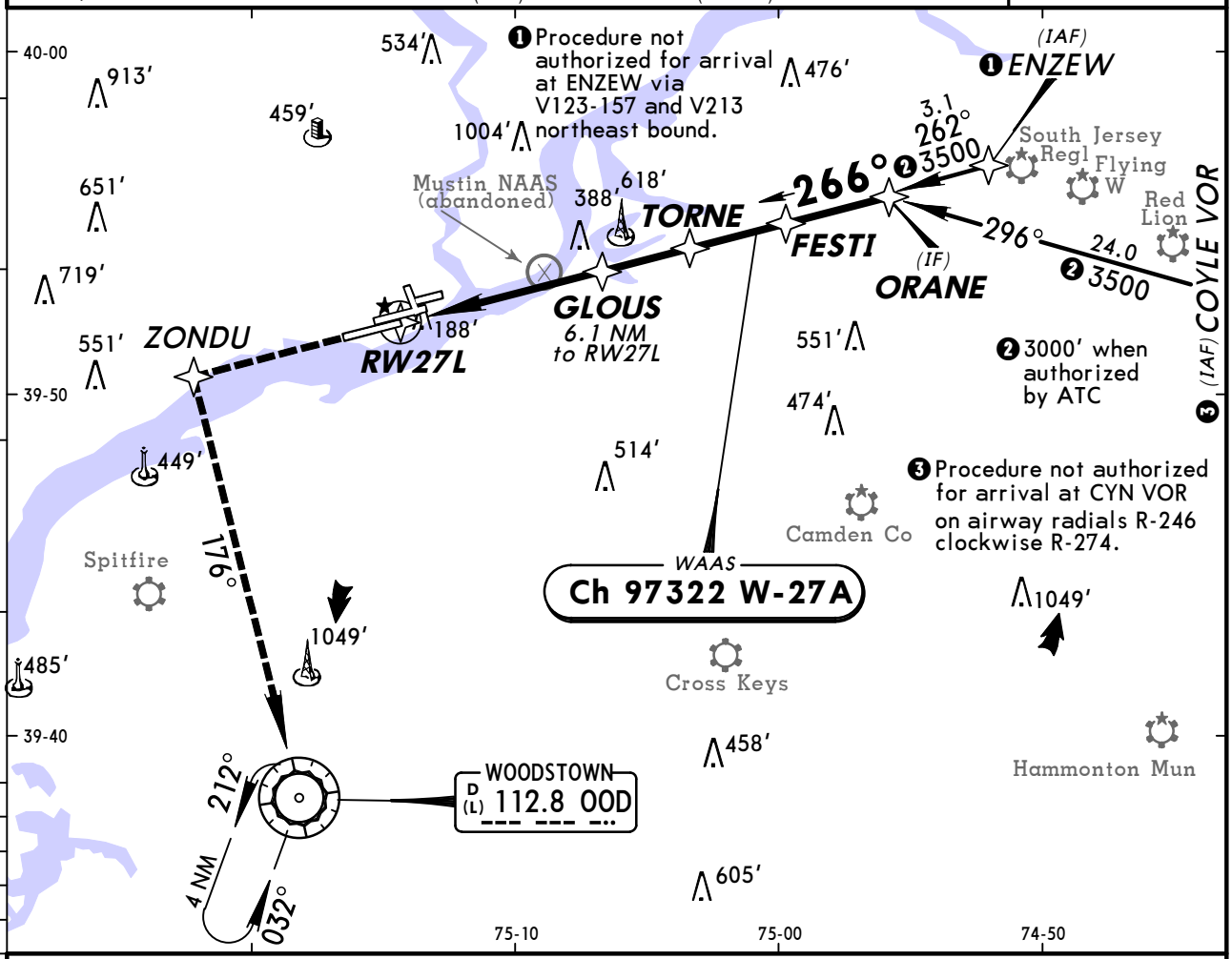
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 36′
Ch 97322 W-27A	266°	TORNE 3000′ (2990′)	260′ (250′)	TDZE 10′

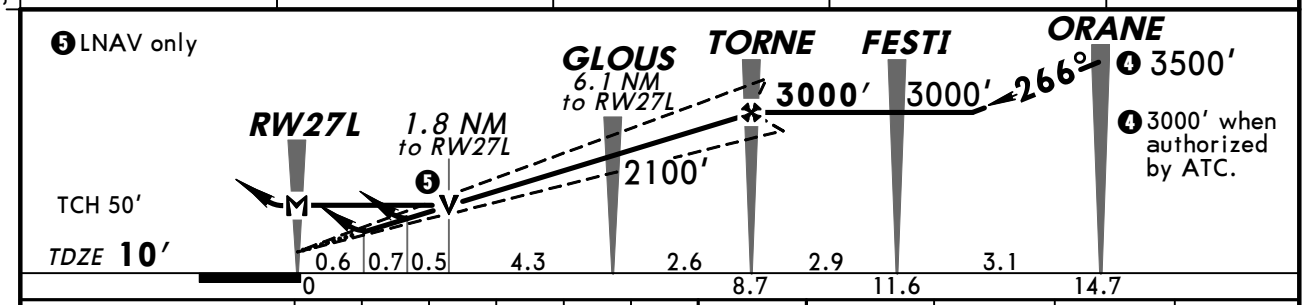
MISSED APCH: Climb to 3000′ direct ZONDU and via 176° track to OOD VOR and hold.

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

1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 39°C (102°F).

MSA RW27L 2600′





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.10°	384	494	548	658	768	878
MAP at RW27L						

MALSR PAPI 3000′ ZONDU

STRAIGHT-IN LANDING RWY 27L

	LPV DA(H) 260′ (250′) RAIL out	LPV DA(H) 260′ (250′) ALS out	LNAV/VNAV DA(H) 458′ (448′) RAIL out	LNAV/VNAV DA(H) 458′ (448′) ALS out	LNAV MDA(H) 660′ (650′) RAIL out	LNAV MDA(H) 660′ (650′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B						
C					RVR 60 or 1¼	1¾
D					1½	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	660′ (624′) -1
120	
140	660′ (624′) -1¾
165	660′ (624′) -2

AMEND 1A TERPS

CHANGES: None.

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D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground	
133.4	124.35	118.5	135.1	121.65	121.9

BRIEFING STRIP™

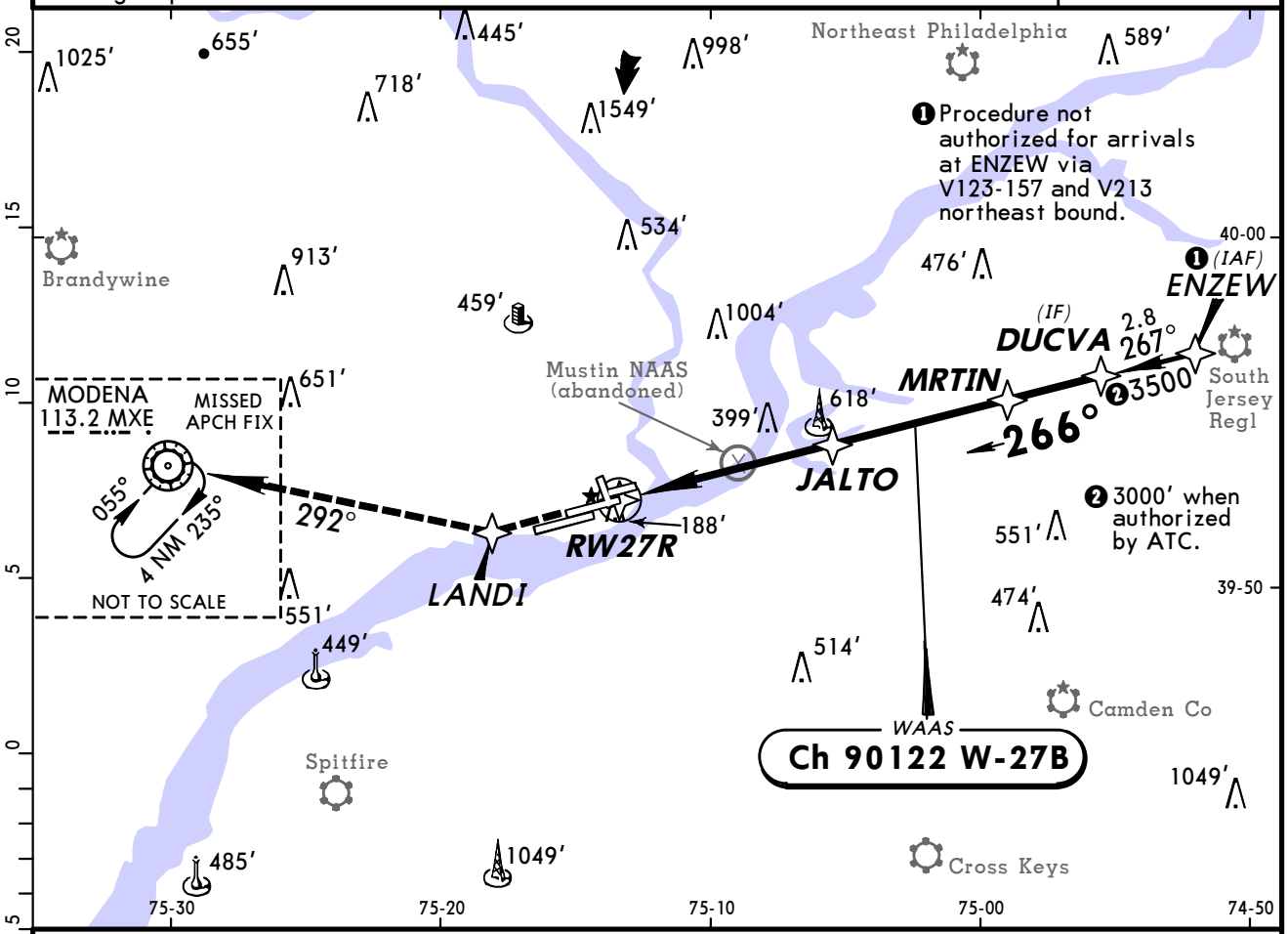
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 36′
Ch 90122 W-27B	266°	JALTO 2100′ (2089′)	267′ (256′)	TDZE 11′

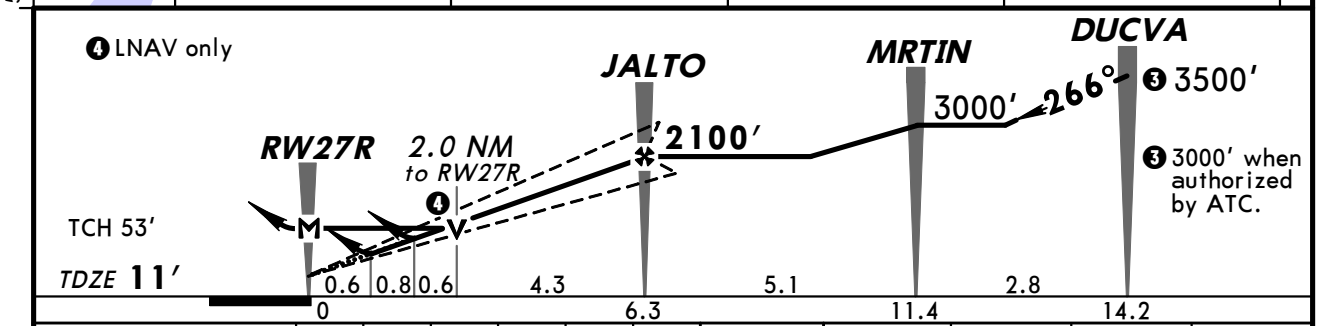
MISSED APCH: Climb to 3000′ direct LANDI and via 292° track to MXE VOR and hold.

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

1. DME/DME RNP-0.3 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. VGSI and RNAV glidepath not coincident.

2600′
MSA RW27R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW27R						

MALSR PAPI 3000′ LANDI

STRAIGHT-IN LANDING RWY 27R

TERPS AMEND 1B

	LPV DA(H) 267′ (256′)		LNAV/VNAV DA(H) 520′ (509′)		LNAV MDA(H) 720′ (709′)			CIRCLE-TO-LAND	
		RAIL out / ALS out		RAIL out / ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	720′ (684′) -1
B								120	
C					1½	2		140	720′ (684′) -2
D					1¾	2¼		165	720′ (684′) -2¼

CHANGES: KIRDE waypoint renamed MRTIN.

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KPHL/PHL
PHILADELPHIA INTL

JEPPESEN
24 JUN 11 (12-7) Eff 30 Jun

PHILADELPHIA, PA
RNAV (GPS) Rwy 35

BRIEFING STRIP ™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	PHILADELPHIA Tower Rwy 9R/27L	Ground	
133.4	124.35	118.5	135.1	121.65	121.9

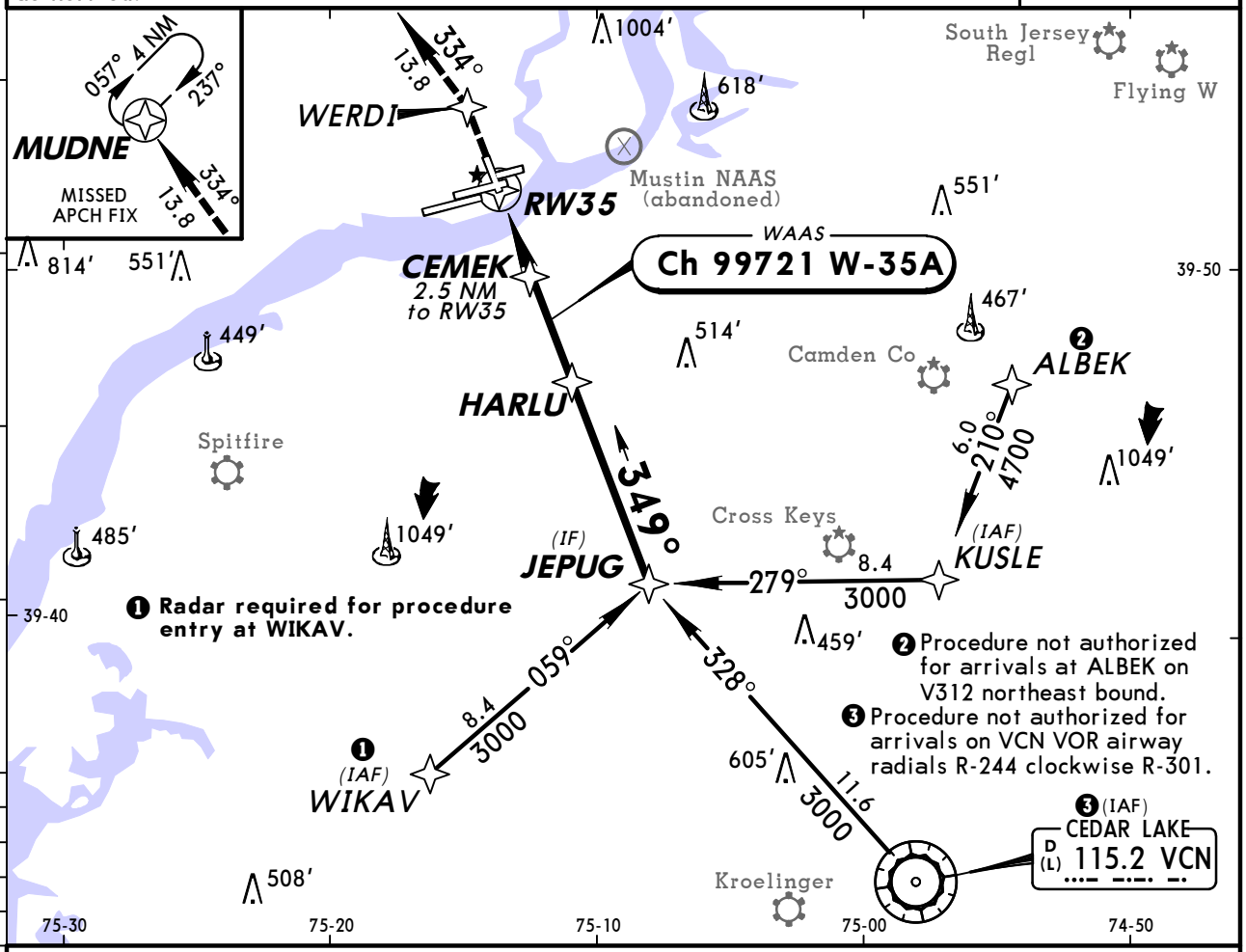
WAAS	Final Apch Crs	Minimum Alt HARLU	LP MDA(H) (CONDITIONAL)	Apt Elev 36′ / Rwy 35 13′
Ch 99721 W-35A	349°	2000′ (1987′)	440′ (427′)	

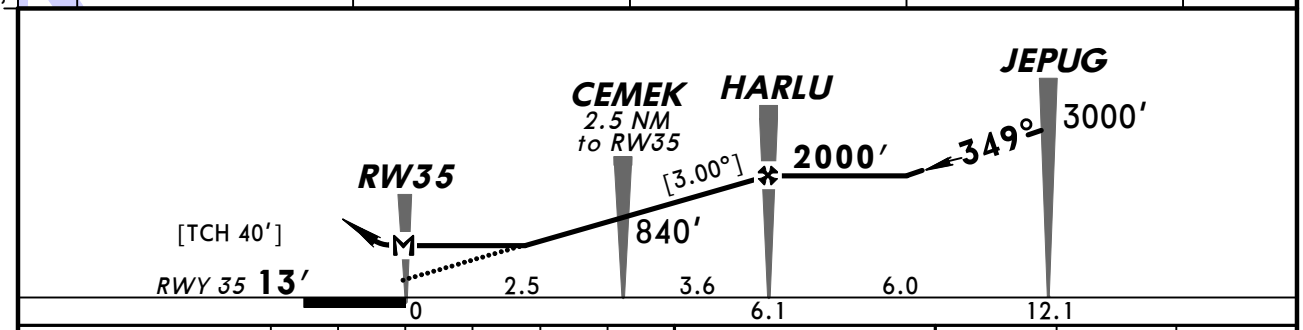
MISSED APCH: Climb to 3000′ direct WERDI and on track 334° to MUDNE and hold.

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.

2600′
MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW35						

3000′ ↑ | D | WERDI

STRAIGHT-IN LANDING RWY 35	LP DAY MDA(H) 440′ (427′)	LP NIGHT	LNAV DAY MDA(H) 440′ (427′)	LNAV NIGHT
A	RVR 55 or 1	NA	RVR 55 or 1	NA
B				
C	1¼		1¼	
D				

CIRCLE-TO-LAND Max Kts	DAY MDA(H)	NIGHT
90	540′ (504′) -1	NA
120	640′ (604′) -1	
140	640′ (604′) -1 ¾	
165	640′ (604′) -2	

TERPS AMEND 3 30 JUN 2011

CHANGES: Procedure.

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KPHL/PHL
PHILADELPHIA INTL

JEPPESEN

24 JUN 11 (12-20)

PHILADELPHIA, PA
RNAV (RNP) Z Rwy 9L

BRIEFING STRIP ™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 8/26, 9L/27R, 17/35	PHILADELPHIA Tower Rwy 9R/27L	Ground	
133.4	124.35	118.5	135.1	121.65	121.9

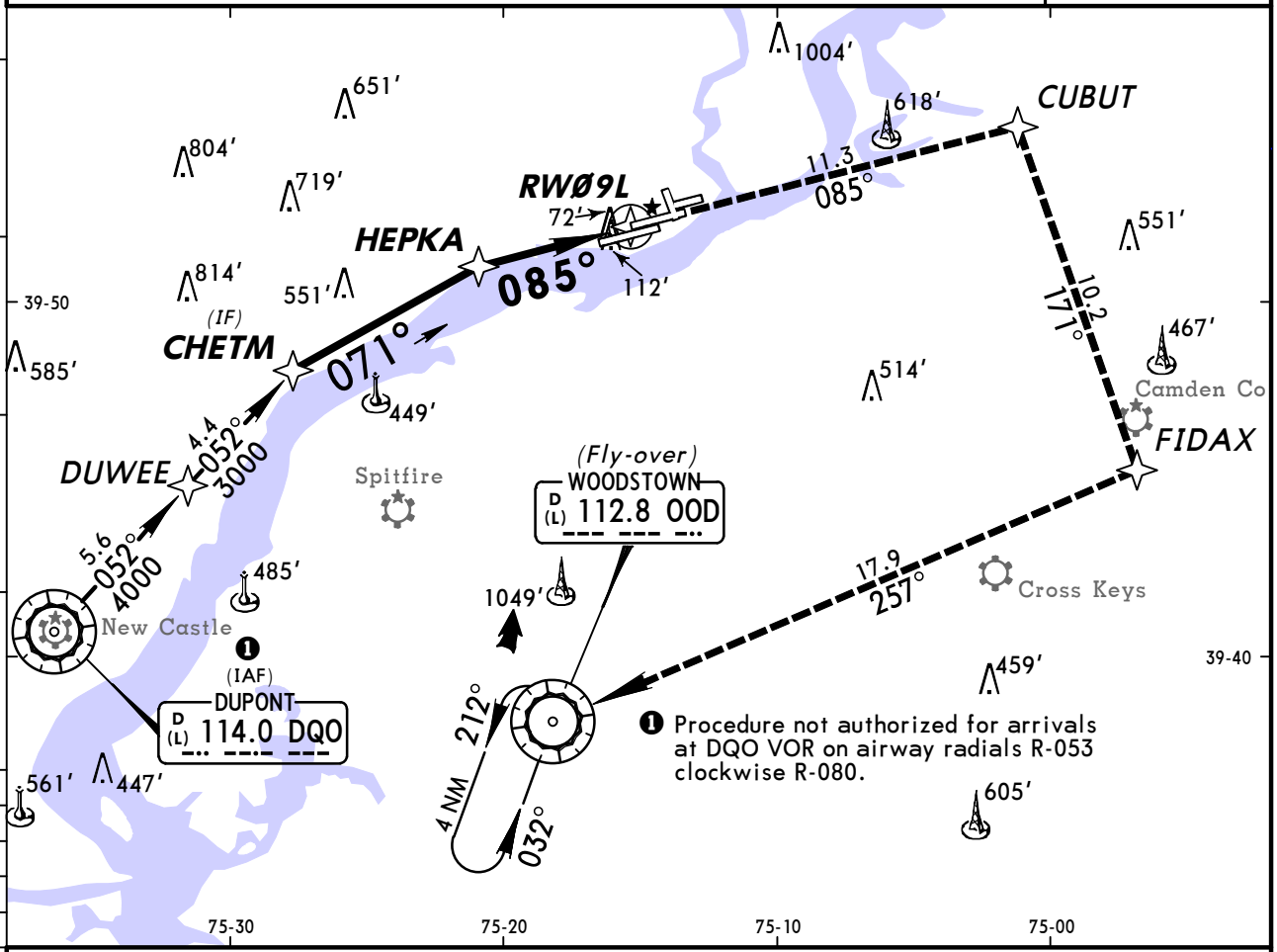
RNAV	Final Apch Crs	Minimum Alt HEPKA	RNP 0.11 DA(H)	Apt Elev 36′ TDZE 13′
	085°	1500′ (1487′)	316′ (303′)	

MISSED APCH: Climb to 3000′ via 085° track to CUBUT, and via 171° track to FIDAX, and via 257° track to OOD VOR and hold.

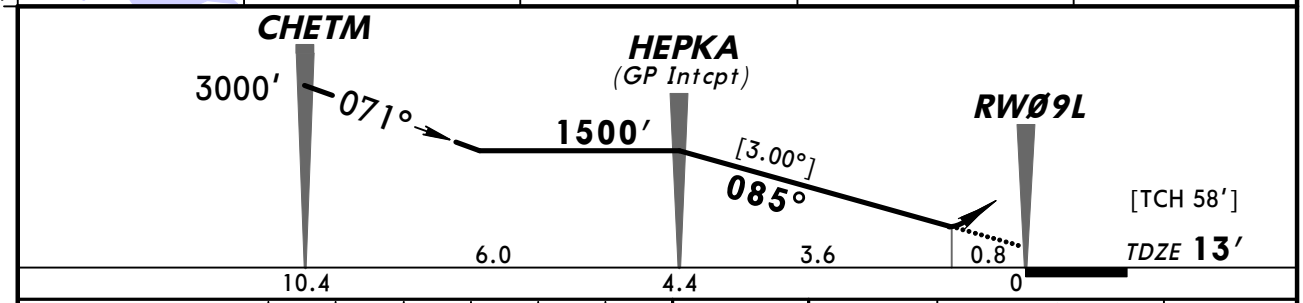
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (10°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

2600′
MSA RWØ9L



❶ Procedure not authorized for arrivals at DQO VOR on airway radials R-053 clockwise R-080.



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

MALSR
REIL
PAPI

3000′ via 085° CUBUT

STRAIGHT-IN LANDING RWY 9L

	RNP 0.11 DA(H) 316′(303′)			RNP 0.30 DA(H) 394′(381′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	
B						
C						
D		RVR 50 or 1				

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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KPHL/PHL
PHILADELPHIA INTL

JEPPESEN

24 JUN 11 (12-21)

PHILADELPHIA, PA
RNAV (RNP) Z Rwy 9R

BRIEFING STRIP ™

D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 9R/27L	PHILADELPHIA Tower Rwy 8/26, 9L/27R, 17/35	Ground
133.4	124.35	135.1	118.5	121.65 121.9

RNAV	Final Apch Crs	Minimum Alt ANDHW	RNP 0.16 DA(H)	Apt Elev 36′
	085°	1500′ (1479′)	271′ (250′)	TDZE 21′

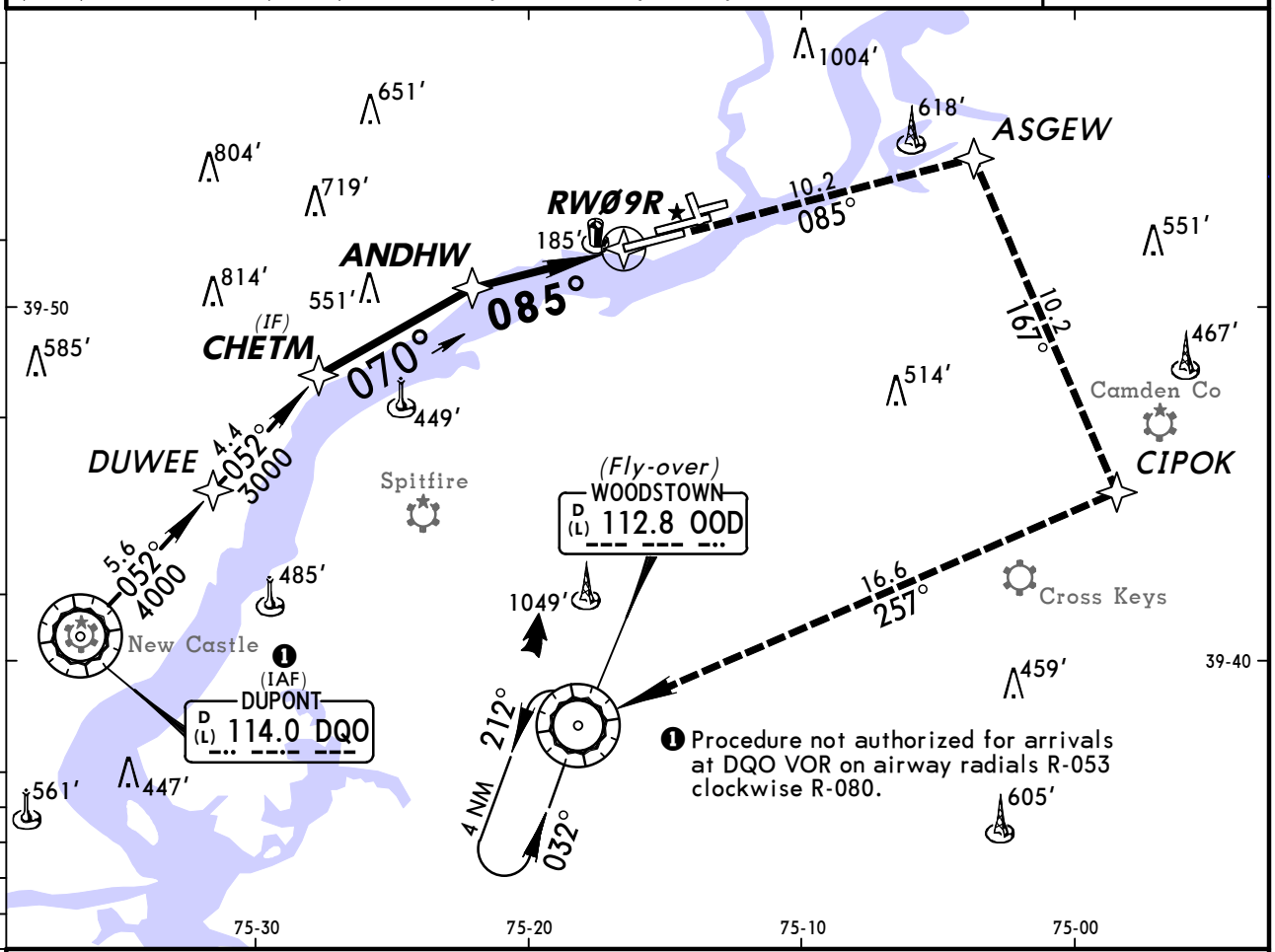
MISSED APCH: Climb to 3000′ via 085° track to ASGEW, and via 167° track to CIPOK, and via 257° track to OOD VOR and hold.

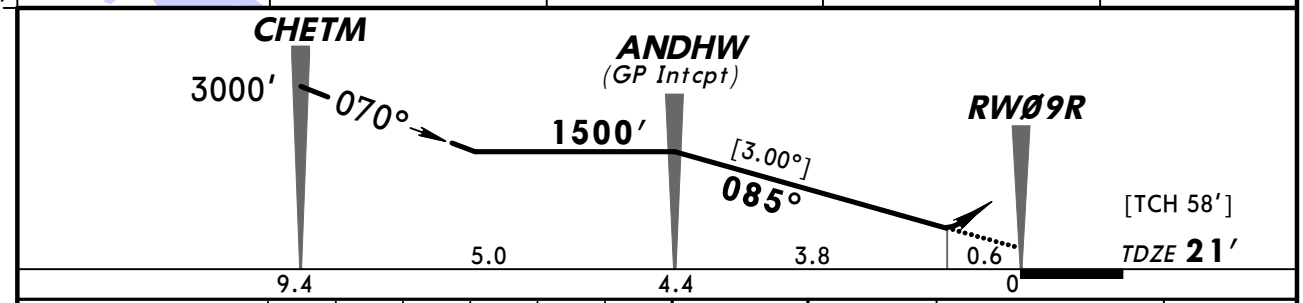
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (10°F) or above 48°C (119°F). 4. Visibility reduction by helicopters not authorized.

2600′

MSA RWØ9R





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

ALSF-II

3000′ via 085° ASGEW

STRAIGHT-IN LANDING RWY 9R

	RNP 0.16 DA(H) 271′ (250′)		RNP 0.30 DA(H) 460′ (439′)	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 50 or 1	RVR 50 or 1	1½
B				
C				
D				

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP TM

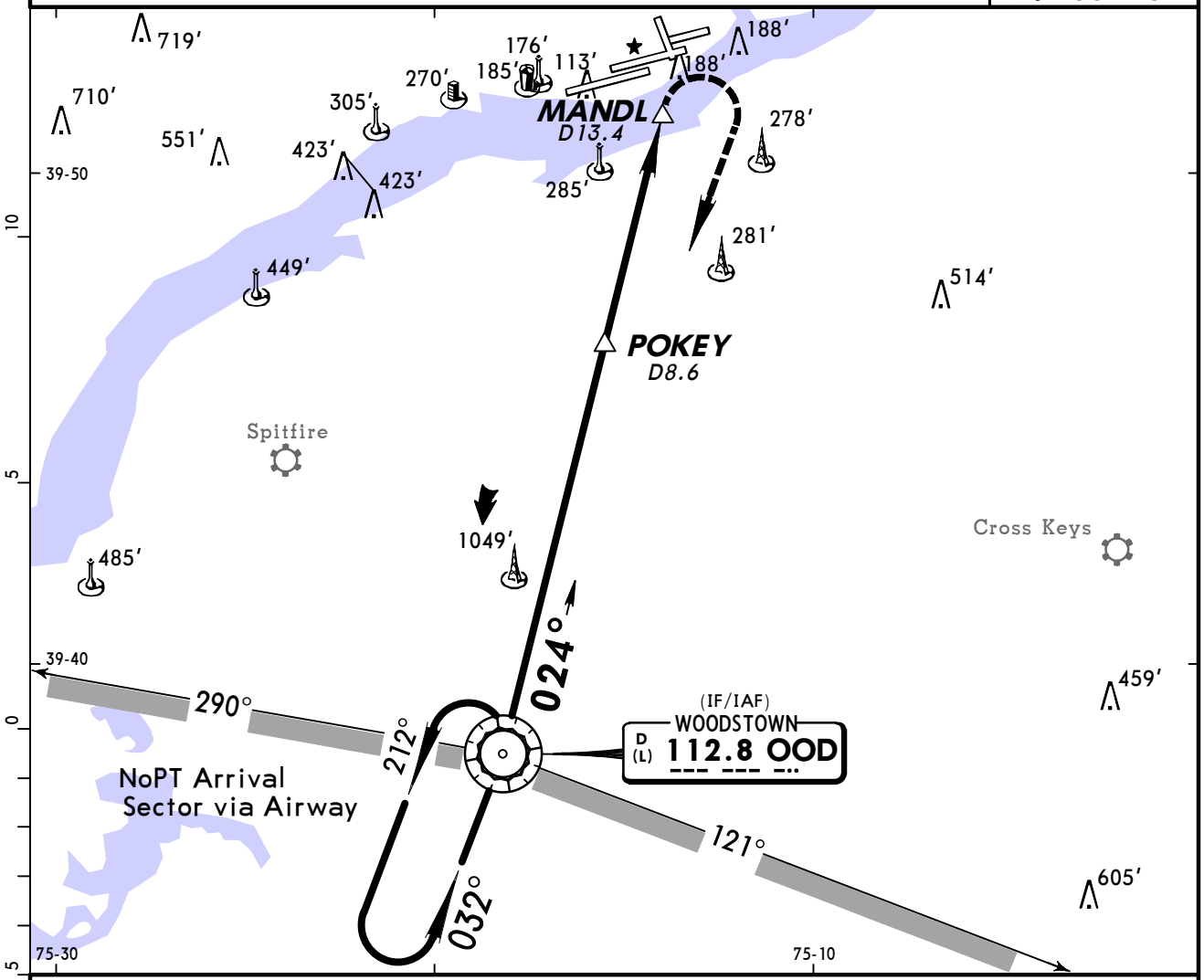
D-ATIS Arrival	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground
133.4	124.35	118.5	135.1	121.65 121.9

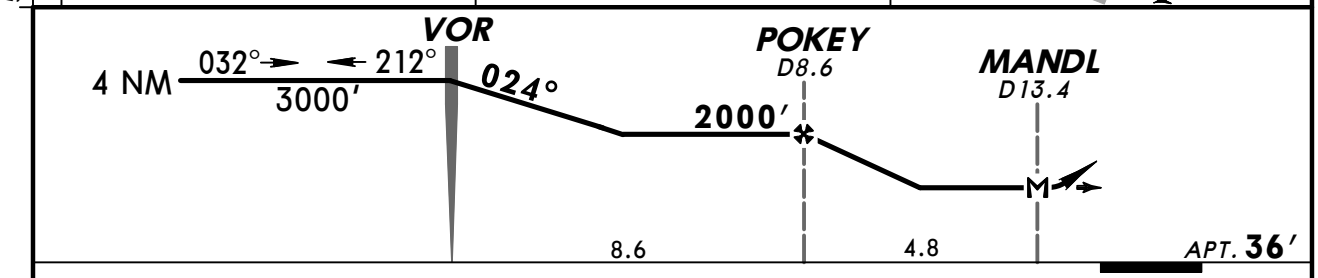
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 36′
OOD 112.8	024°	POKEY 2000′ (1964′)	Refer to Minimums	

MISSED APCH: Climbing RIGHT turn to 3000′ direct OOD VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

2600′
MSA OOD VOR





MAP at MANDL	Lighting - Refer to Airport Chart	3000′ RT	D	OOD 112.8

TERPS AMEND 3

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	540′(504′)-1
B	120	640′(604′)-1
C	140	640′(604′)-1¾
D		NA

CHANGES: Arrival note, minimums, MANDL.

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BRIEFING STRIP ™

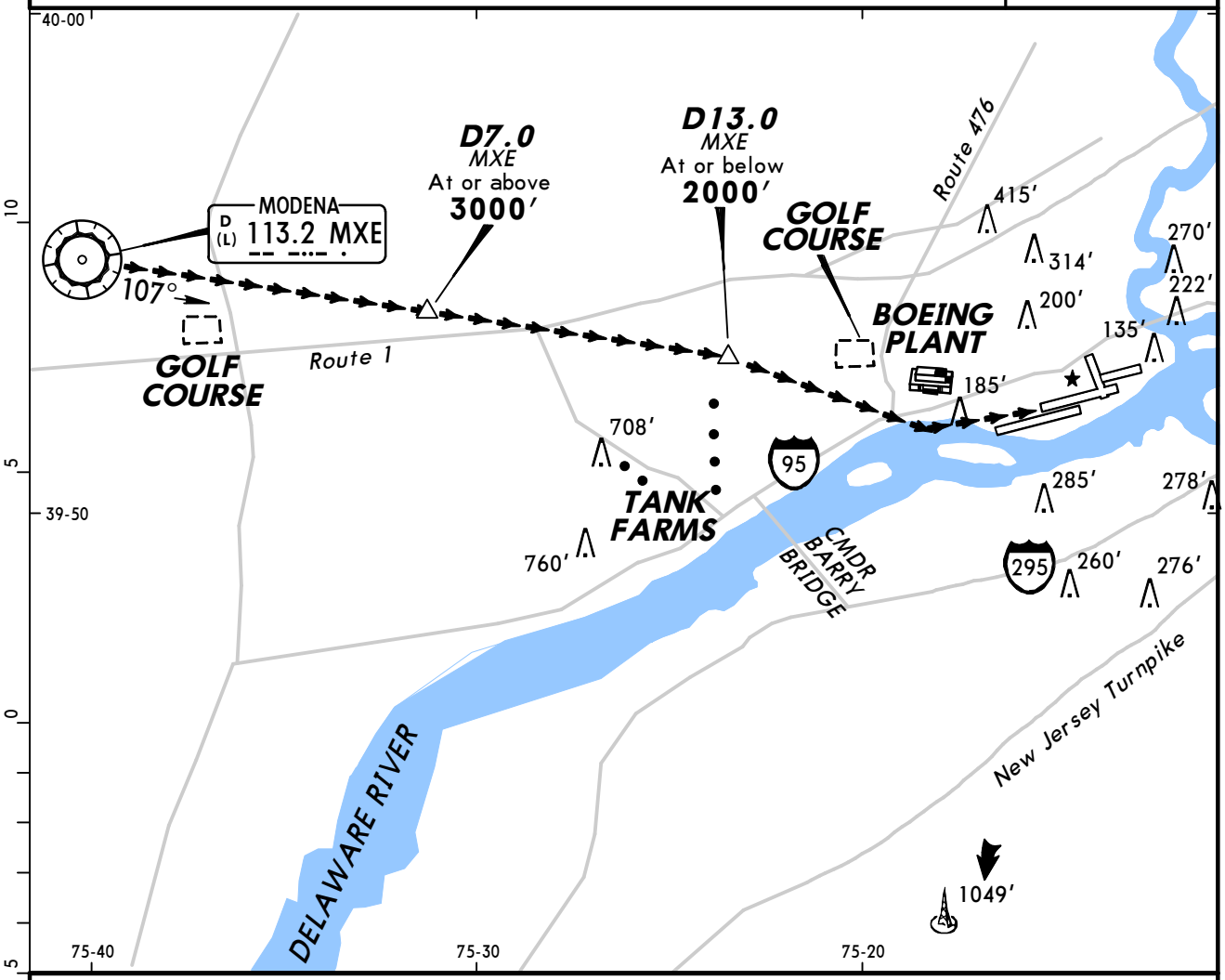
D-ATIS	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Rwy 9R/27L	Ground	
133.4	124.35	118.5	135.1	121.65	121.9

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3000′-7	Apt Elev 38′

No Missed Approach Procedure

1. RADAR required. 2. Vertical Guidance Navaid and Angle: PAPI-L-3.0°.

2600′
MSA OOD VOR



FREEDOM VISUAL APPROACH RWY 9L

Expect radar vectors to MXE VOR/MXE R-107.

Proceed Southeast on the MXE R-107 inbound for runway 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until MXE R-107/D13 then proceed visually to runway 9L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to runway 9R during this operation.

WEATHER MINIMUMS

Ceiling **3000′**– VIS 7

AMEND 0

CHANGES: Communications, MSA.

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BRIEFING STRIP TM

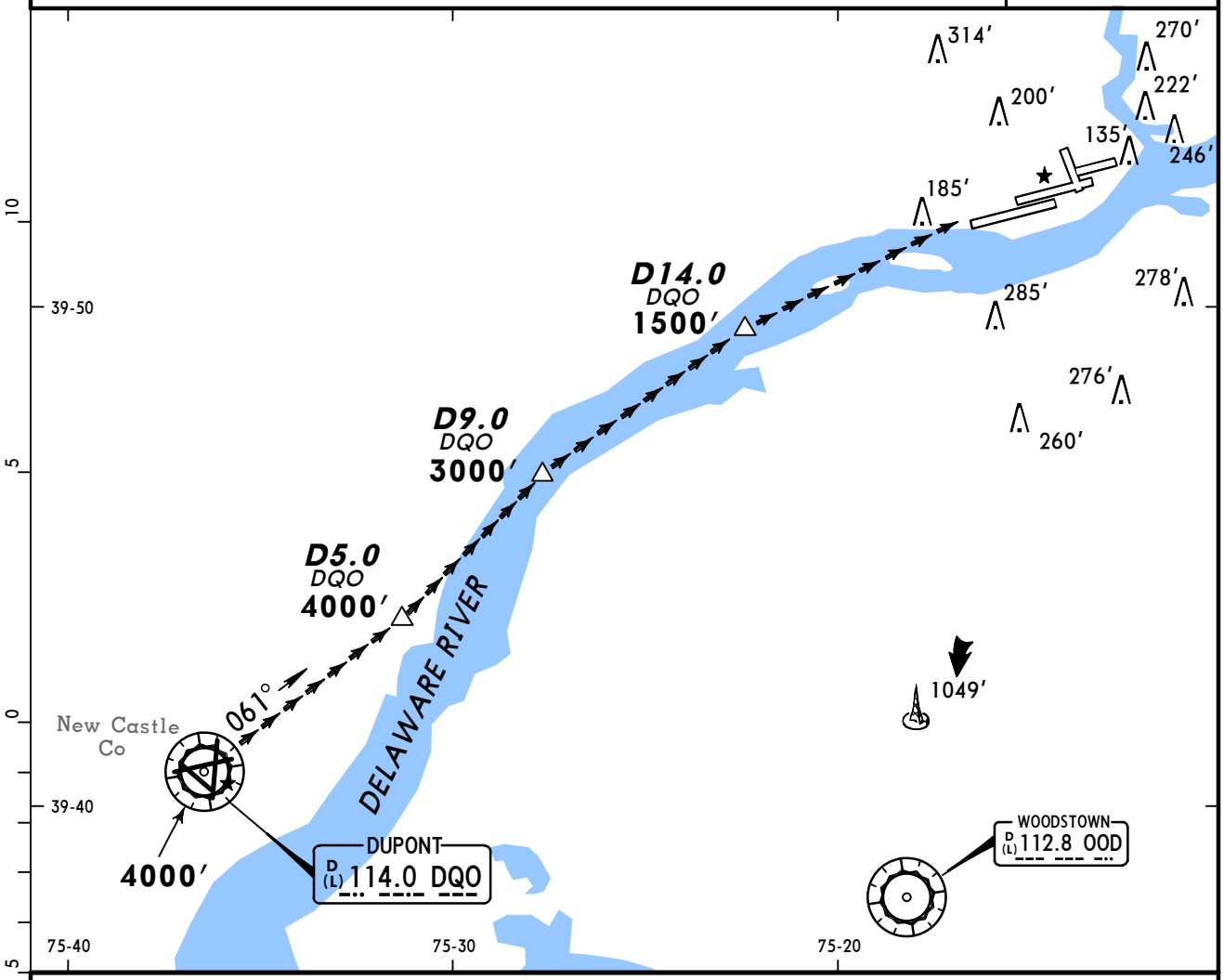
D-ATIS	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 9R/27L	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Ground
133.4	124.35	135.1	118.5	121.65 121.9

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 4500′-3	Apt Elev 38′

No Missed Approach Procedure

1. RADAR required. 2. Vertical Guidance Navaid and Angle: PAPI-L-3.0°.

2600′
MSA OOD VOR



RIVER VISUAL APPROACH RWYS 9L/R

Expect radar vectors to the DQO VOR R-061.
Aircraft may proceed to the DQO VOR R-061/D5.0, then descend from 4000′ over the Delaware river and follow the river to the airport.

WEATHER MINIMUMS

Ceiling **4500′**– VIS 3

AMEND 0

CHANGES: Communications, MSA.

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BRIEFING STRIP TM

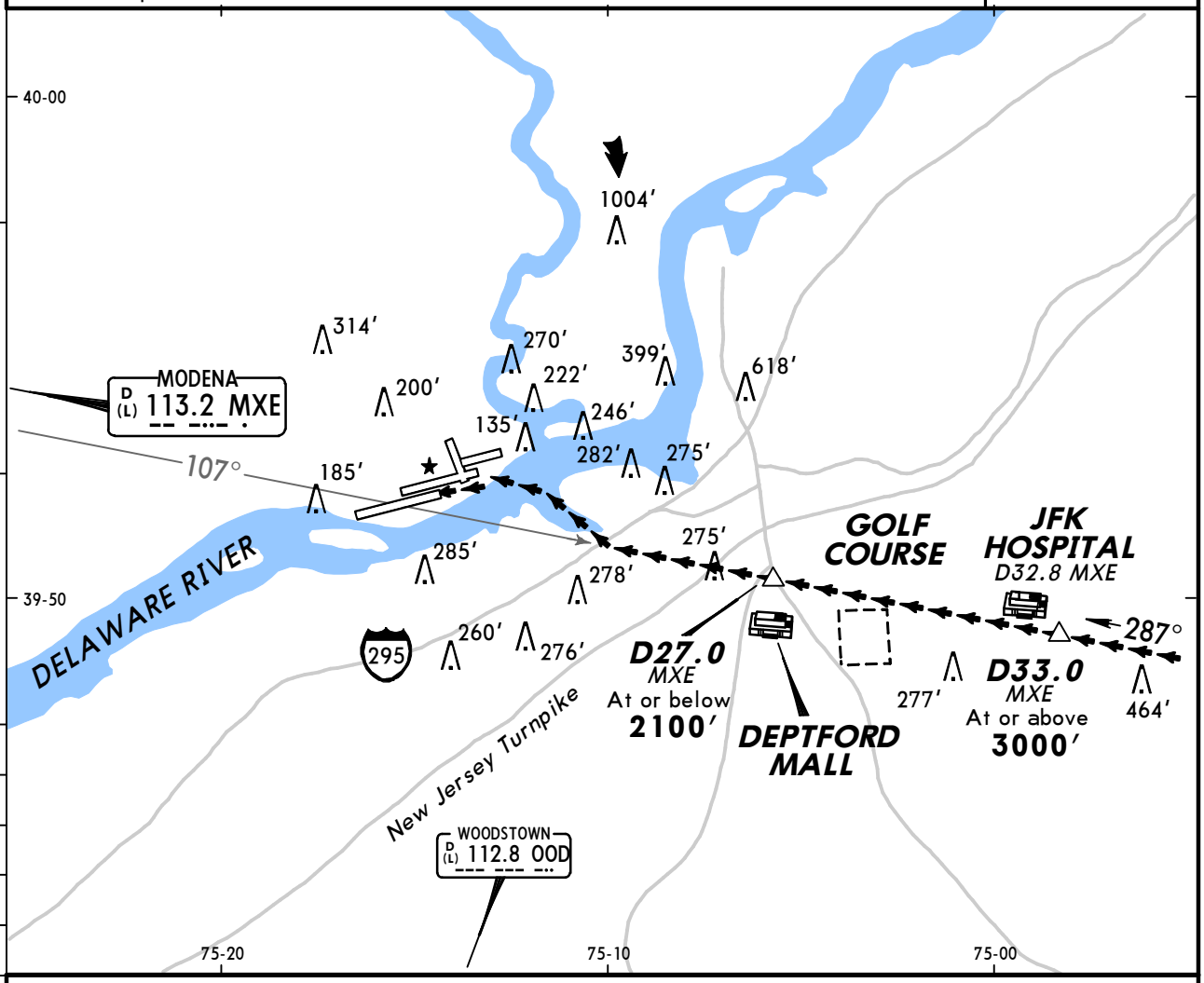
D-ATIS	PHILADELPHIA Approach (R)	PHILADELPHIA Tower Rwy 9R/27L	PHILADELPHIA Tower Rwys 8/26, 9L/27R, 17/35	Ground
133.4	124.35	135.1	118.5	121.65 121.9

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3000′-7	Apt Elev 38′

No Missed Approach Procedure

RADAR required.

2600′
MSA OOD VOR



LIBERTY VISUAL APPROACH RWY 27L

Expect radar vectors to the MXE VOR R-107.

Proceed Northwest on the MXE R-107 inbound for runway 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME fix then proceed visually to runway 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to runway 27R during this operation.

WEATHER MINIMUMS

Ceiling **3000′**– VIS 7

AMEND 0

CHANGES: Communications, MSA.

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General Information

Location: Pittsburgh PA USA
IATA Code: PIT
Lat/Long: N40° 29.5' W080° 14.0'
Elevation: 1203 ft

Airport Use: Public
Magnetic Variation: 9.1°W
Sectional Chart: Detroit

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

Sunrise: 1158 Z
Sunset: 2309 Z,

Runway Information

Runway: 10C
Length x Width: 9708 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1141 ft
Lighting: Edge, Centerline, REIL

Runway: 10L
Length x Width: 10502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1203 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 10R
Length x Width: 11500 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 1135 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 14
Length x Width: 8101 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1148 ft
Lighting: Edge, Centerline

Runway: 28C

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Length x Width: 9708 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1134 ft
Lighting: Edge, Centerline, TDZ

Runway: 28L
Length x Width: 11500 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 1125 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28R
Length x Width: 10502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1174 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32
Length x Width: 8101 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1115 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 335 ft

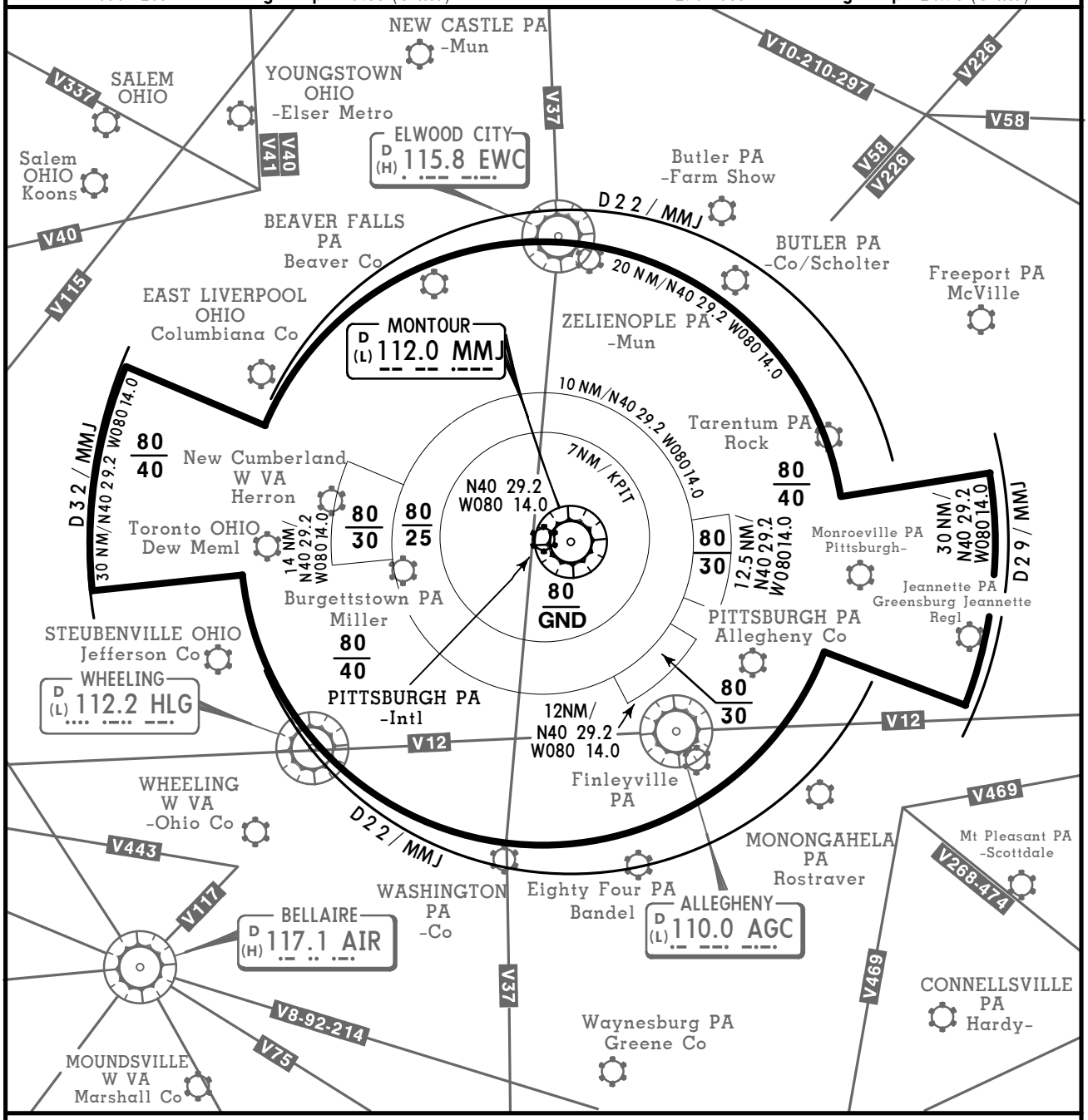
Communication Information

ATIS 135.9 Departure Service
ATIS 127.25 Arrival Service
Pittsburgh Tower 119.1
Pittsburgh Tower 128.3
Pittsburgh Tower 135.025
Pittsburgh Ground Control 121.9
Pittsburgh Ground Control 127.8
Pittsburgh Ramp/Taxi Control 131.375
Pittsburgh Ramp/Taxi Control 130.775
Pittsburgh Clearance Delivery 126.75
Pittsburgh Pre-Taxi Clearance 126.75
Pittsburgh Approach Control 133.7 (181°-270°) Arrival Service
Pittsburgh Approach Control 124.15 (1°-90°)
Pittsburgh Approach Control 123.95 (91°-180°) Initial Contact
Pittsburgh Approach Control 121.25 (271°-360°)
Pittsburgh App TCA 124.75 (270°-89°)
Pittsburgh App TCA 119.35 (90°-269°)
Pittsburgh App TCA 133.7 (181°-270°)
Pittsburgh App TCA 124.15 (1°-90°)
Pittsburgh App TCA 123.95 (91°-180°)
Pittsburgh App TCA 121.25 (271°-360°)
Pittsburgh Departure Control 125.275 Secondary
Pittsburgh Departure Control 124.75
Pittsburgh Departure Control 119.35
Pittsburgh Intl Unicom 122.95
Altoona Flight Service Station 122.1 RCO
Altoona Flight Service Station 112.0 RCO

PITTSBURGH CLASS B AIRSPACE

CLASS (B) AIRSPACE VFR COMMUNICATIONS

001°-090° **Pittsburgh App** 124.15 (PIT)
181°-270° **Pittsburgh App** 133.7 (PIT)
090°-269° **Pittsburgh Dep** 119.35 (Other)
091°-180° **Pittsburgh App** 123.95 (PIT)
271°-360° **Pittsburgh App** 121.25 (PIT)
270°-089° **Pittsburgh Dep** 124.75 (Other)



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft should contact Pittsburgh Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing on their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Pittsburgh International Airport whose route of flight would penetrate the Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit the Class B airspace may obtain ATC clearance and will be handled on an equitable "First-come, first-served basis", provided the requirements of FAR 91 are met.

CHANGES: Reissue.

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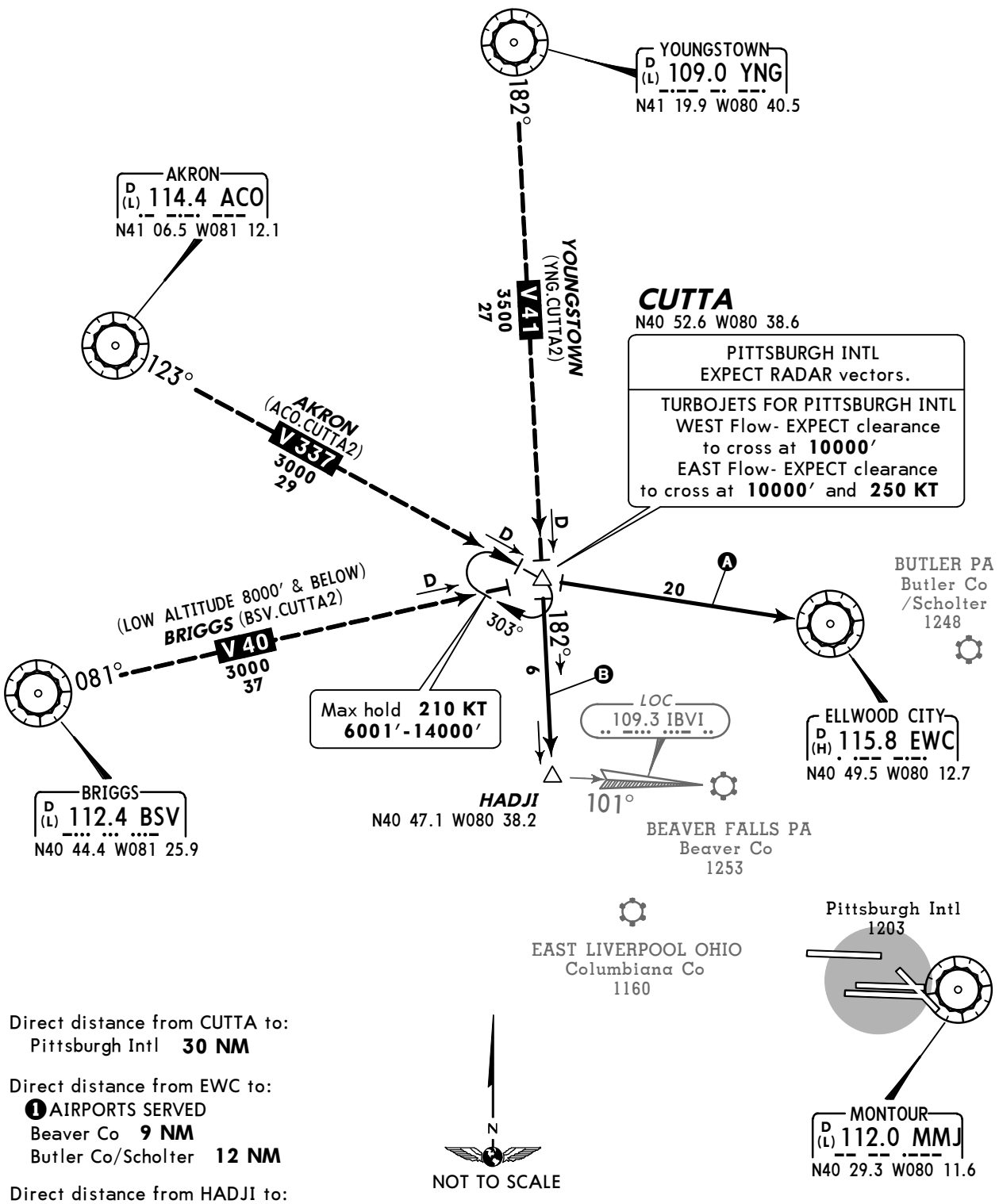
PITTSBURGH INTL D-ATIS Arrival 127.25	Apt Elev See graphic	Alt Set:INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶

CUTTA TWO ARRIVAL (CUTTA.CUTTA2)



Direct distance from CUTTA to:
Pittsburgh Intl **30 NM**

Direct distance from EWC to:
❶ AIRPORTS SERVED
Beaver Co **9 NM**
Butler Co/Scholter **12 NM**

Direct distance from HADJI to:
❶ AIRPORT SERVED
Beaver Co **11 NM**

AIRPORT	ROUTING
PITTSBURGH INTL	From over CUTTA, EXPECT RADAR vectors.
Ⓐ BEAVER Co (WEST flow)	From over CUTTA, direct EWC.
Ⓑ BEAVER Co (EAST flow)	From over CUTTA, direct HADJI.
Ⓐ BUTLER Co/ SCHOLTER	From over CUTTA, direct EWC.

CHANGES: CUTTA formation.

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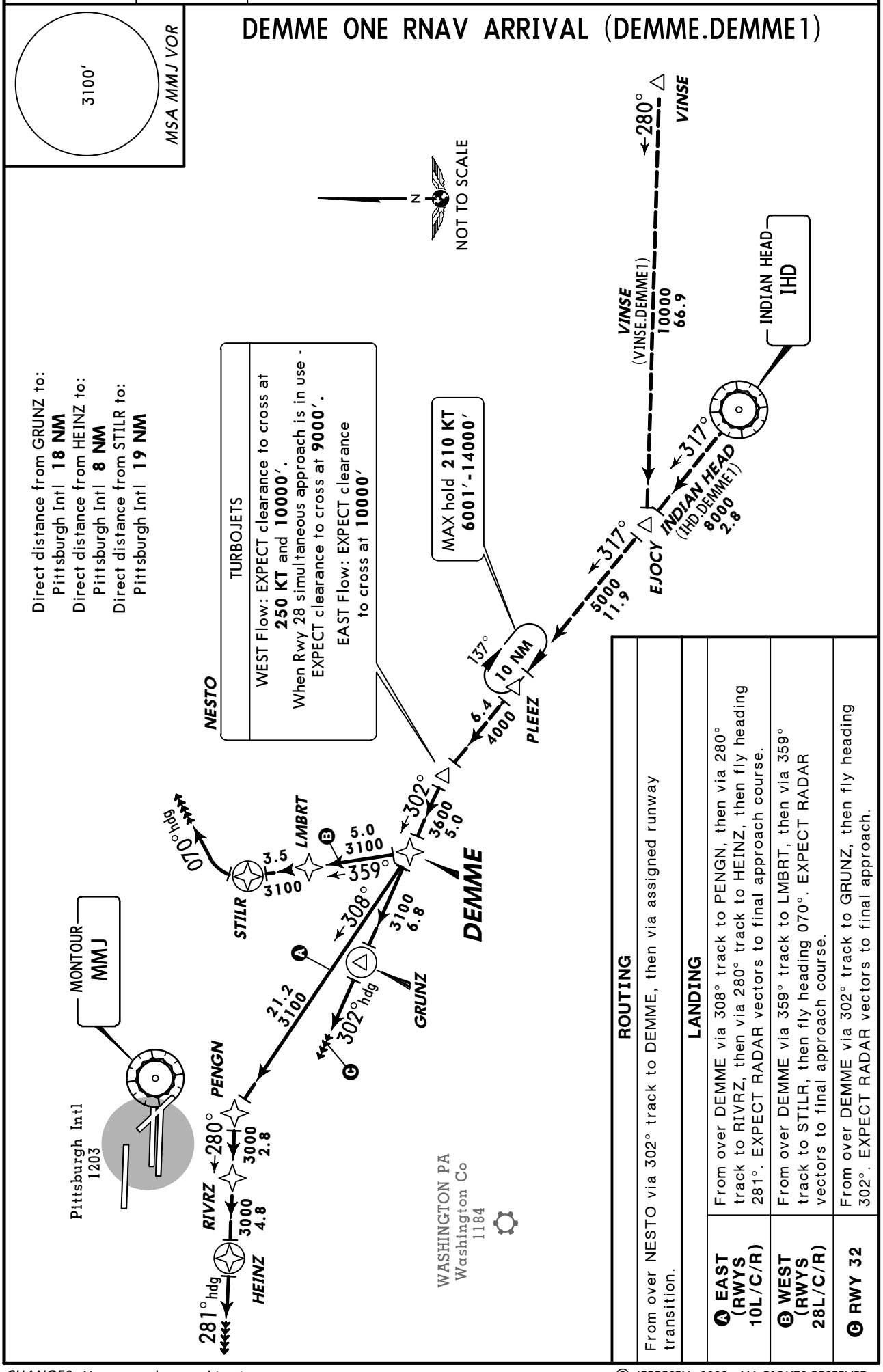
D-ATIS Arrival	Apt Elev	
127.25	See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.

DEMME ONE RNAV ARRIVAL (DEMME.DEMME1)



ROUTING

From over NESTO via 302° track to DEMME, then via assigned runway transition.

LANDING

A EAST (RWYS 10L/C/R)	From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. EXPECT RADAR vectors to final approach course.
B WEST (RWYS 28L/C/R)	From over DEMME via 359° track to LMBRT, then via 359° track to STILR, then fly heading 070°. EXPECT RADAR vectors to final approach course.
C RWY 32	From over DEMME via 302° track to GRUNZ, then fly heading 302°. EXPECT RADAR vectors to final approach.

CHANGES: New procedure at this airport.

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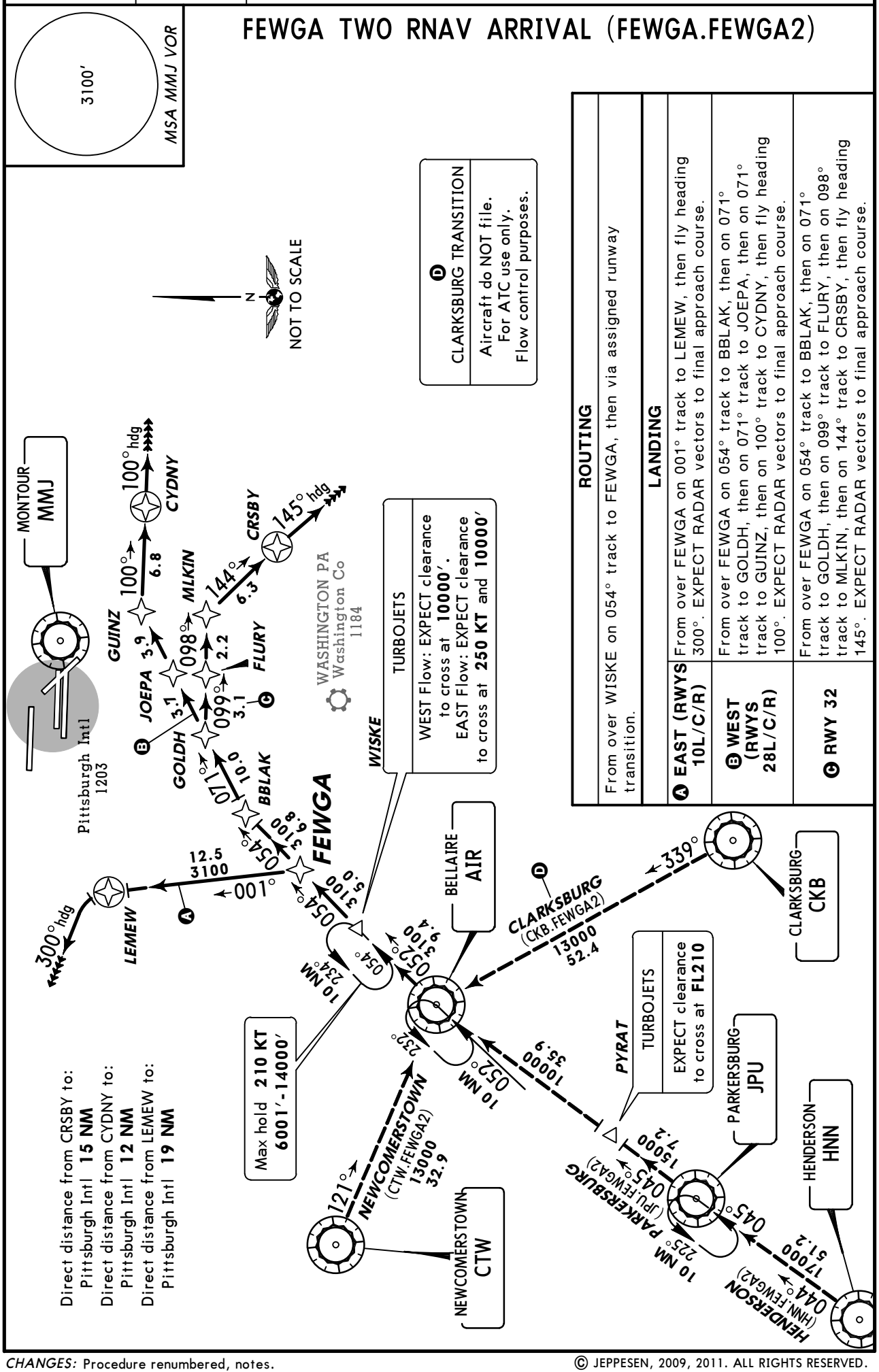
D-ATIS Arrival	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
127.25	See graphic	**1. RADAR required.** **2. DME/DME/IRU or GPS required.** **3. RNAV 1.**

FEWGA TWO RNAV ARRIVAL (FEWGA.FEWGA2)



D CLARKSBURG TRANSITION

Aircraft do NOT file.
For ATC use only.
Flow control purposes.

ROUTING	
From over WISKE on 054° track to FEWGA, then via assigned runway transition.	
LANDING	
A EAST (RWYS 10L/C/R)	From over FEWGA on 001° track to LEMEW, then fly heading 300°. EXPECT RADAR vectors to final approach course.
B WEST (RWYS 28L/C/R)	From over FEWGA on 054° track to BBLAK, then on 071° track to GOLDH, then on 071° track to JOEPA, then on 071° track to GUINZ, then on 100° track to CYDNY, then fly heading 100°. EXPECT RADAR vectors to final approach course.
C RWY 32	From over FEWGA on 054° track to BBLAK, then on 071° track to GOLDH, then on 099° track to FLURY, then on 098° track to MLKIN, then on 144° track to CRSBY, then fly heading 145°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, notes.

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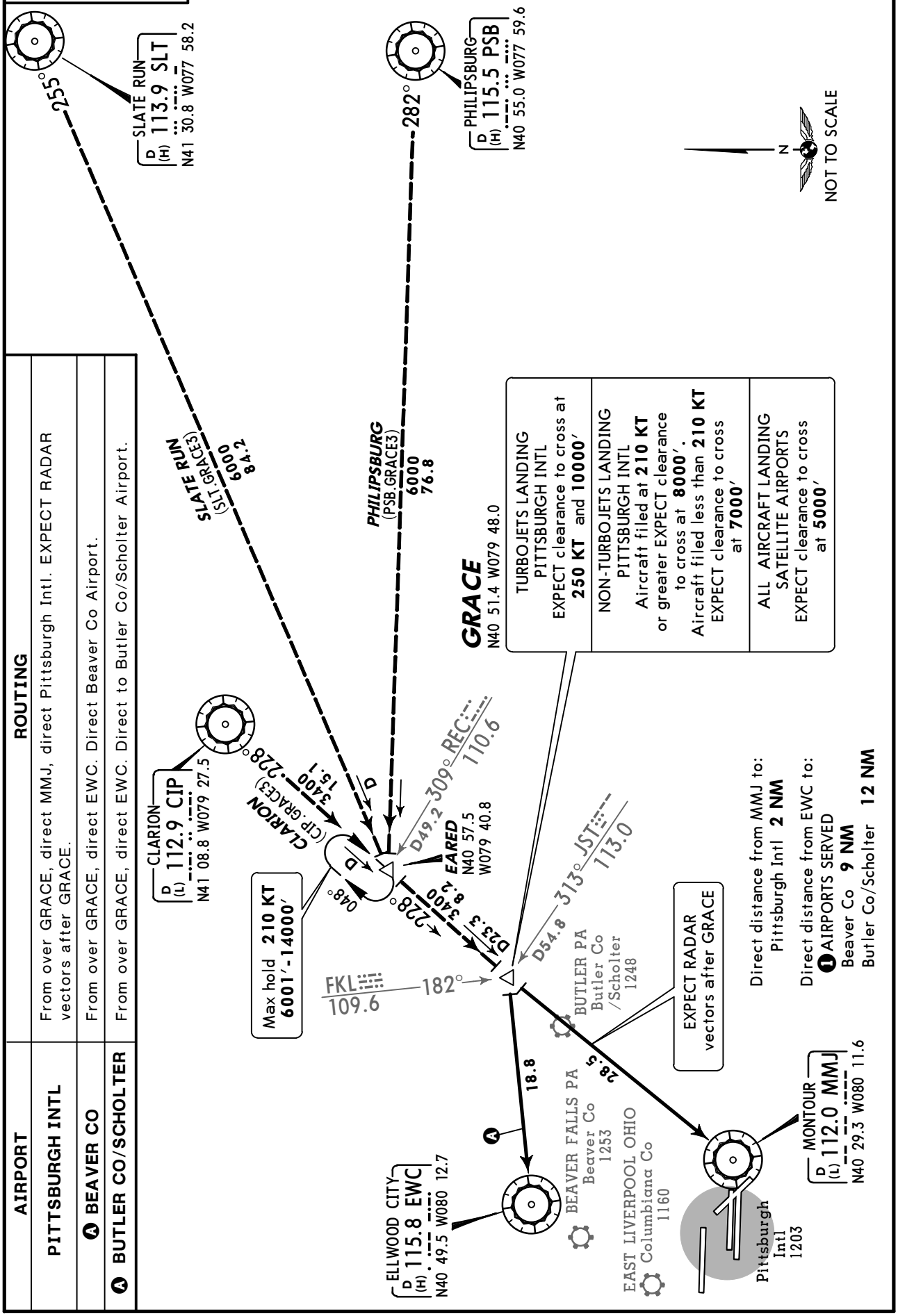
PITTSBURGH INTL D-ATIS Arrival 127.25	Apt Elev See graphic	Alt Set:INCHES Trans level: FL180 Trans alt: 18000′ Also Serves ❶

GRACE THREE ARRIVAL (GRACE.GRACE3)



AIRPORT	ROUTING
PITTSBURGH INTL	From over GRACE, direct MMJ, direct Pittsburgh Intl. EXPECT RADAR vectors after GRACE.
❶ BEAVER CO	From over GRACE, direct EWC. Direct Beaver Co Airport.
❶ BUTLER CO/SCHOLTER	From over GRACE, direct EWC. Direct to Butler Co/Scholter Airport.

CHANGES: None.

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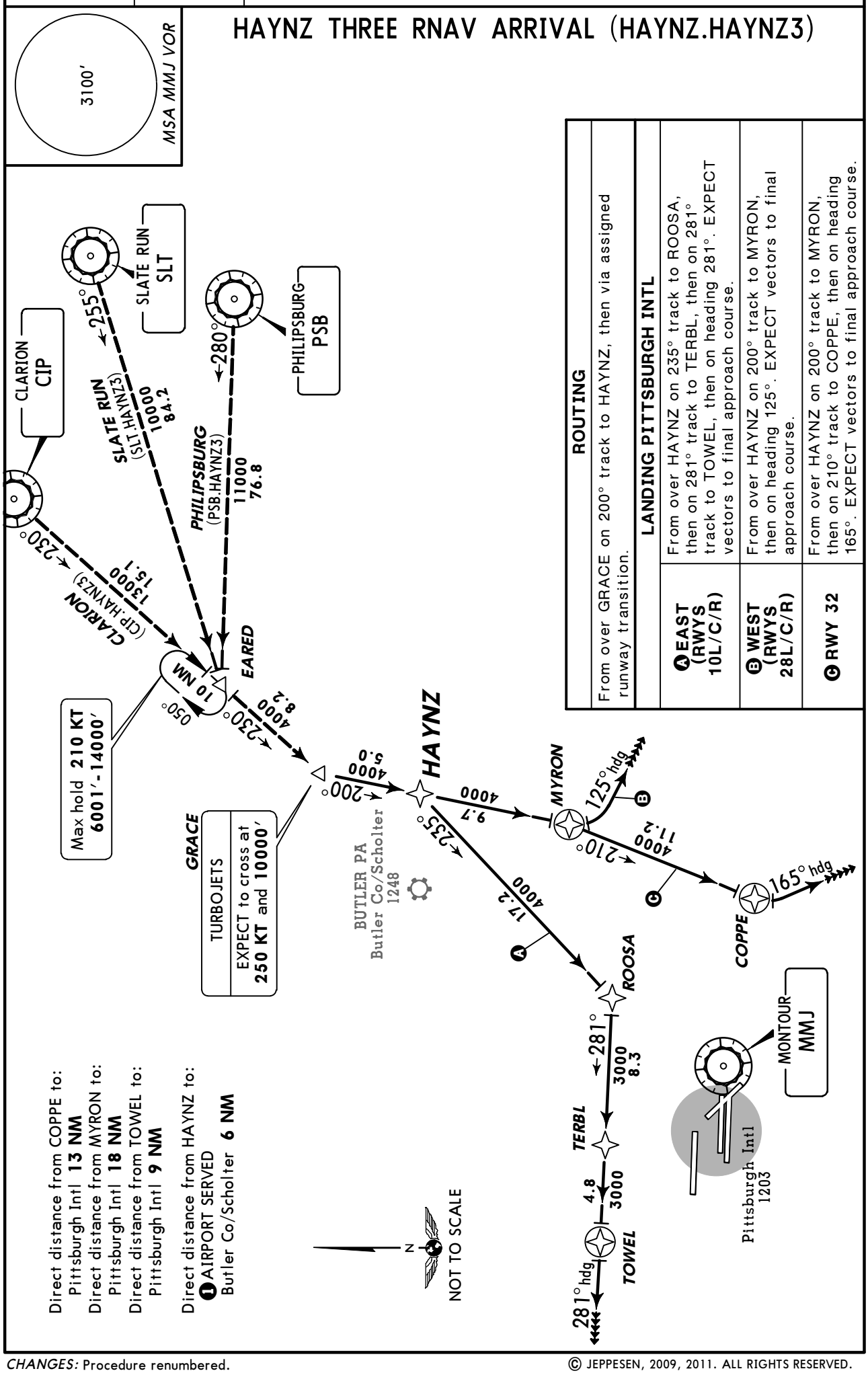
PITTSBURGH INTL D-ATIS Arrival 127.25	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Also Serves ❶

HAYNZ THREE RNAV ARRIVAL (HAYNZ.HAYNZ3)



ROUTING

From over GRACE on 200° track to HAYNZ, then via assigned runway transition.

LANDING PITTSBURGH INTL

Ⓐ EAST (RWYS 10L/C/R)	From over HAYNZ on 235° track to ROOSA, then on 281° track to TERBL, then on 281° track to TOWEL, then on heading 281°. EXPECT vectors to final approach course.
Ⓑ WEST (RWYS 28L/C/R)	From over HAYNZ on 200° track to MYRON, then on heading 125°. EXPECT vectors to final approach course.
Ⓒ RWY 32	From over HAYNZ on 200° track to MYRON, then on 210° track to COPPE, then on heading 165°. EXPECT vectors to final approach course.

CHANGES: Procedure renumbered.

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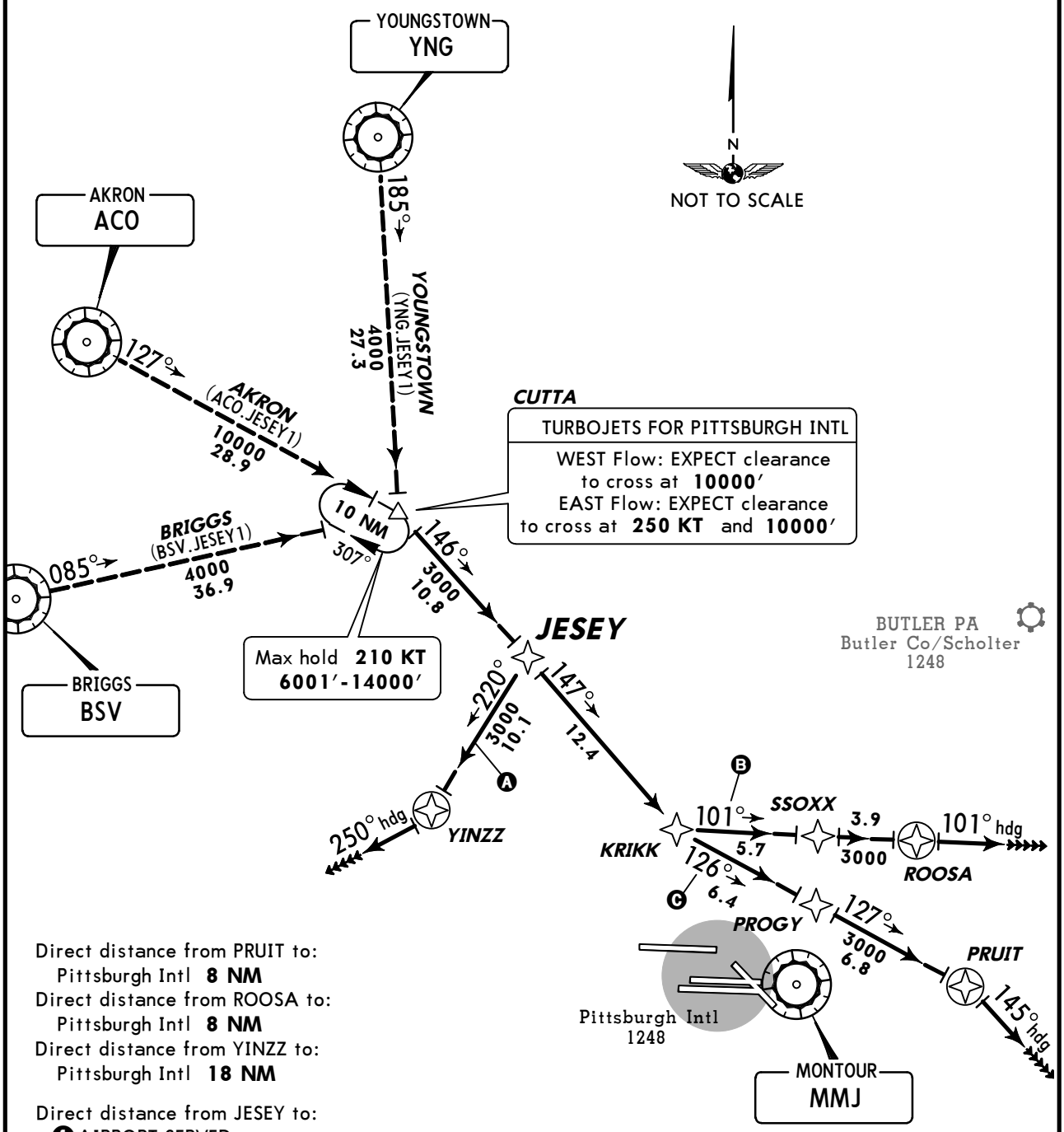
PITTSBURGH INTL D-ATIS Arrival 127.25	*Apt Elev See graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Also Serves ❶

3100′
MSA MMJ VOR

JESEY ONE RNAV ARRIVAL (JESEY.JESEY1)



Direct distance from PRUIT to:
Pittsburgh Intl **8 NM**
Direct distance from ROOSA to:
Pittsburgh Intl **8 NM**
Direct distance from YINZZ to:
Pittsburgh Intl **18 NM**

Direct distance from JESEY to:
❶ AIRPORT SERVED
Butler Co/Scholter **24 NM**

ROUTING

From CUTTA via 146° track to JESEY, then via assigned runway transition.

LANDING PITTSBURGH INTL

Ⓐ EAST (RWYS 10L/C/R)	From over JESEY via 220° track to YINZZ, then fly heading 250°. EXPECT RADAR vectors to final approach course.
Ⓑ WEST (RWYS 28L/C/R)	From over JESEY via 147° track to KRIKK, then via 101° track to SSOXX, then via 101° track to ROOSA, then fly heading 101°. EXPECT RADAR vectors to final approach course.
Ⓒ RWY 32	From over JESEY via 147° track to KRIKK, then via 126° track to PROGY, then via 127° track to PRUIT, then fly heading 145°. EXPECT RADAR vectors to final approach course.

CHANGES: None.

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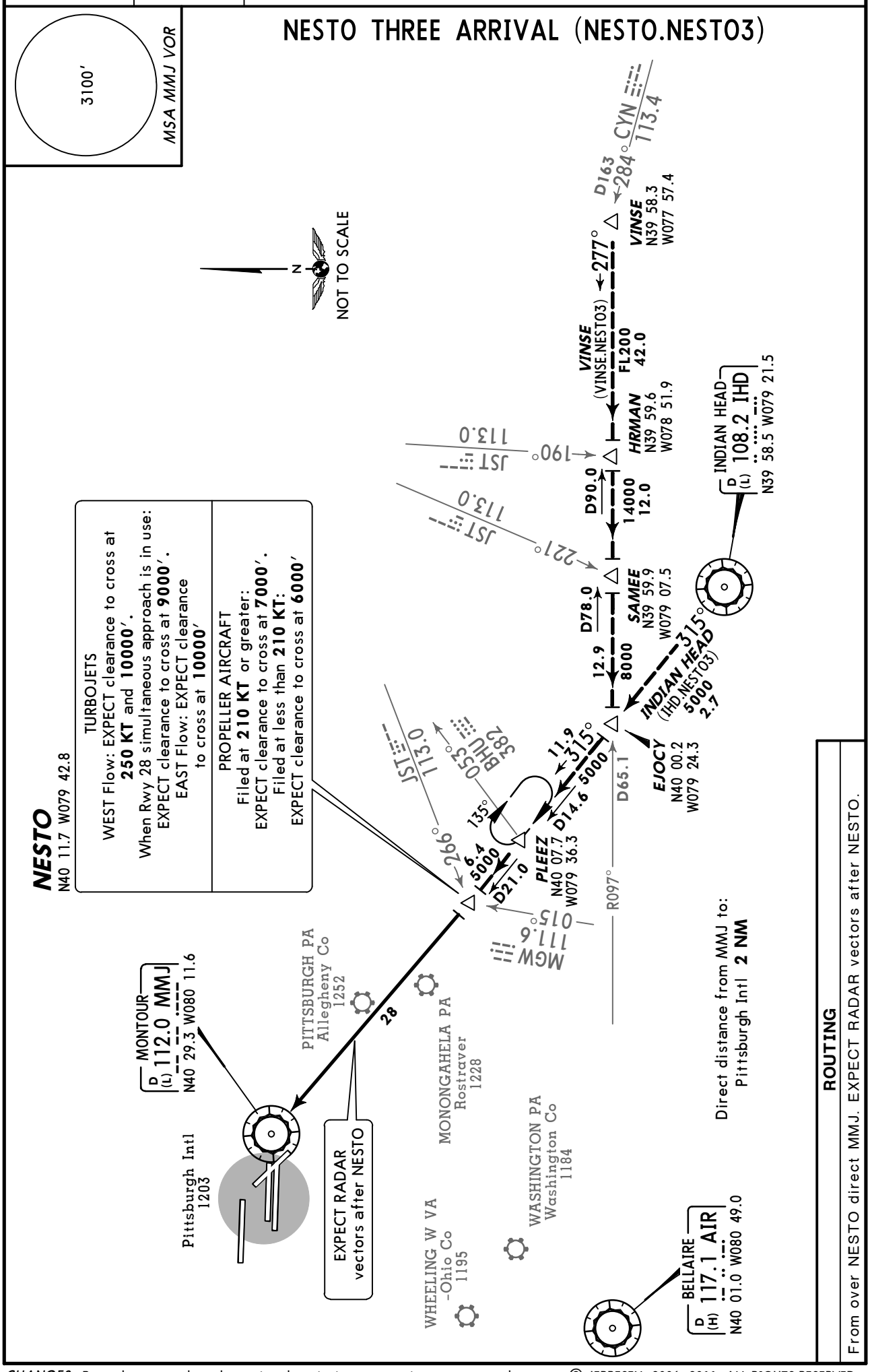
D-ATIS Arrival	Apt Elev	Alt Set: INCHES
127.25	See graphic	Trans level: FL180 Trans alt: 18000′ **RADAR required.**

NESTO THREE ARRIVAL (NESTO.NESTO3)



ROUTING

From over NESTO direct MMJ. EXPECT RADAR vectors after NESTO.

CHANGES: Procedure renumbered, routing description, note, airways removed.

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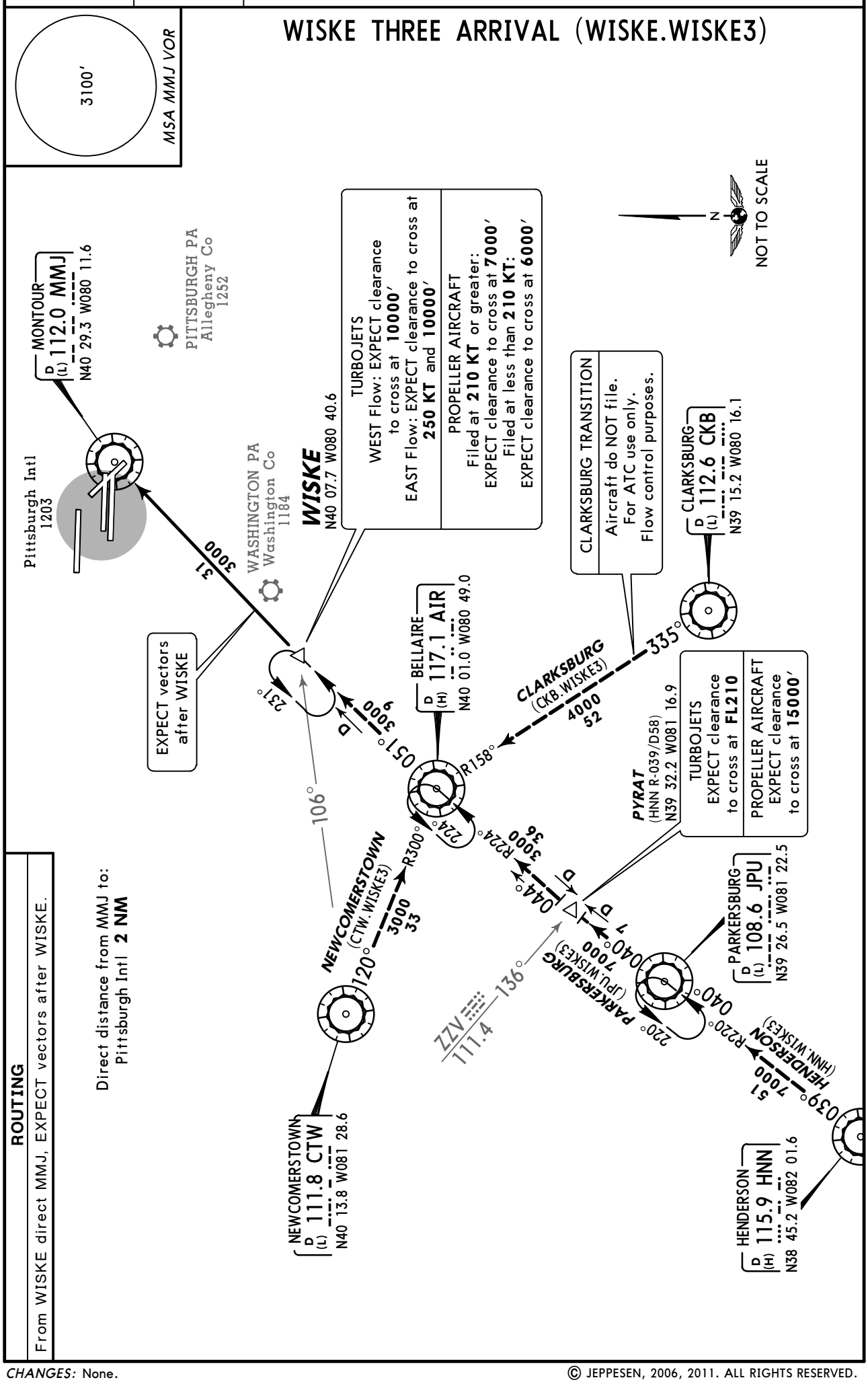
D-ATIS Arrival	Apt Elev	
127.25	See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

WISKE THREE ARRIVAL (WISKE.WISKE3)



ROUTING

From WISKE direct MMJ, EXPECT vectors after WISKE.

Direct distance from MMJ to: Pittsburgh Intl **2 NM**

CHANGES: None.

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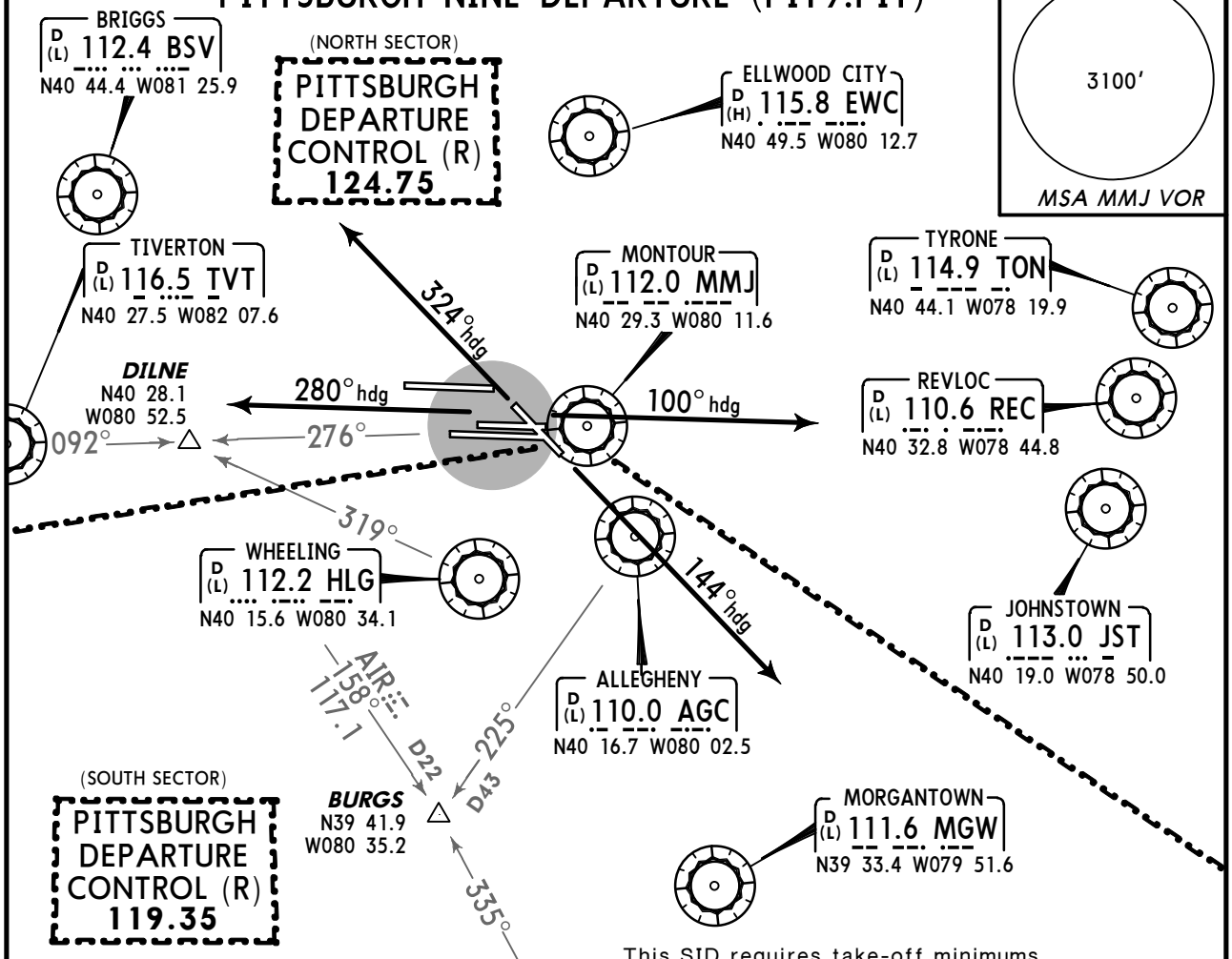
FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev 1203′	Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. The departure frequency is NOT based on the departure runway or the first sector entered on takeoff. Use frequency depicted within sector (NORTH or SOUTH) where first FIX/NAVAID/RADIAL for your route is located. 3. Due to varying internal airspace configurations, PITTSBURGH tower may specifically issue departure frequencies that supercede those indicated here.

PITTSBURGH NINE DEPARTURE (PIT9.PIT)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/C/R, 14, 28L/R: Standard (or lower than standard, if authorized).
Rwy 32: 200-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **1500′**, or alternatively, with standard takeoff minimums (or lower than standard, if authorized) and a normal climb of 200′ per NM. Takeoff must occur no later than **2100′** prior to departure end of runway.

Gnd speed-KT	75	100	150	200	250	300
200′ per NM	250	333	500	667	833	1000
240′ per NM	300	400	600	800	1000	1200

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 20-3OB1.

RWY	INITIAL CLIMB	
10L/C/R	Climb heading 100° until leaving	**1700′.**
14	Climb heading 144° until leaving	**1700′.**
28L/C/R	Climb heading 280° until leaving	**1700′.**
32	Climb heading 324° until leaving	**1700′.**

ROUTING	ALTITUDE
Make no turns until assigned by ATC or vectored to appropriate depicted fix. EXPECT further clearance to requested altitude 10 minutes after departure.	JETS **MAINTAIN 5000′** or requested altitude if lower ALL OTHER AIRCRAFT **MAINTAIN 4000′** or requested altitude if lower

CHANGES: Procedure renumbered, initial climb, RADAR note.

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TAKEOFF OBSTACLE NOTES

- RWY 10L:

  TREE 1387′ FROM DER, 733′ LEFT OF CENTERLINE, 59′ AGL/1233′ MSL. ROD ON OBSTRUCTION LIGHT TOWER, 4168′ FROM DER, 910′ LEFT OF CENTERLINE, 112′ AGL/1282′ MSL. TOWER 4175′ FROM DER, 864′ LEFT OF CENTERLINE, 112′ AGL/1282′ MSL. TREE 1463′ FROM DER, 672′ LEFT OF CENTERLINE, 38′ AGL/1212′ MSL.

- RWY 10R:

  MULTIPLE TREES BEGINNING 1082′ FROM DER, 102′ RIGHT OF CENTERLINE, UP TO 66′ AGL/1265′ MSL. OBSTRUCTION LIGHT ON MONITOR POLE 4590′ FROM DER, 1124′ LEFT OF CENTERLINE, 55′ AGL/1241′ MSL. POLE 4610′ FROM DER, 1138′ FROM CENTERLINE, 55′ AGL/1241′ MSL.

- RWY 10C:

  MULTIPLE TREES BEGINNING 3207′ FROM DER, 461′ LEFT OF CENTERLINE, UP TO 29′ AGL/1263′ MSL.

- RWY 14:

  TREE 968′ FROM DER, 516′ RIGHT OF CENTERLINE, 44′ AGL/1158′ MSL.

- RWY 28L:

  TREE 2272′ FROM DER, 1109′ LEFT OF CENTERLINE, 64′ AGL/1223′ MSL. TREE 39′ FROM DER, 498′ LEFT OF CENTERLINE, 9′ AGL/1144′ MSL.

- RWY 28R:

  TREE 1801′ FROM DER, 912′ RIGHT OF CENTERLINE, 34′ AGL/1273′ MSL. BUSH 73′ FROM DER, 477′ RIGHT OF CENTERLINE, 12′ AGL/1215′ MSL. POLE 465′ FROM DER, 633′ LEFT OF CENTERLINE, 20′ AGL/1233′ MSL.

- RWY 32:

  ANTENNA ON OBSTRUCTION LIGHT TOWER 1.1 NM FROM DER, 435′ LEFT OF CENTERLINE, 105′ AGL/1354′ MSL. TOWER 1.1 NM FROM DER, 497′ LEFT OF CENTRLINE, 96′ AGL/1342′ MSL. LIGHT ON POLE 454′ FROM DER, 515′ RIGHT OF CENTERLINE, 25′ AGL/1173′ MSL. MULTIPLE TREES BEGINNING 1717′ FROM DER, 1108′ RIGHT OF CENTERLINE, UP TO 61′ AGL/1312′ MSL. TREE 6074′ FROM DER, 1272′ RIGHT OF CENTERLINE, 61′ AGL/1321′ MSL. TREE 2577′ FROM DER, 1108′ RIGHT OF CENTERLINE, 74′ AGL/1233′ MSL. TREE 2480′ FROM DER, 1118′ RIGHT OF CENTERLINE, 33′ AGL/1212′ MSL.

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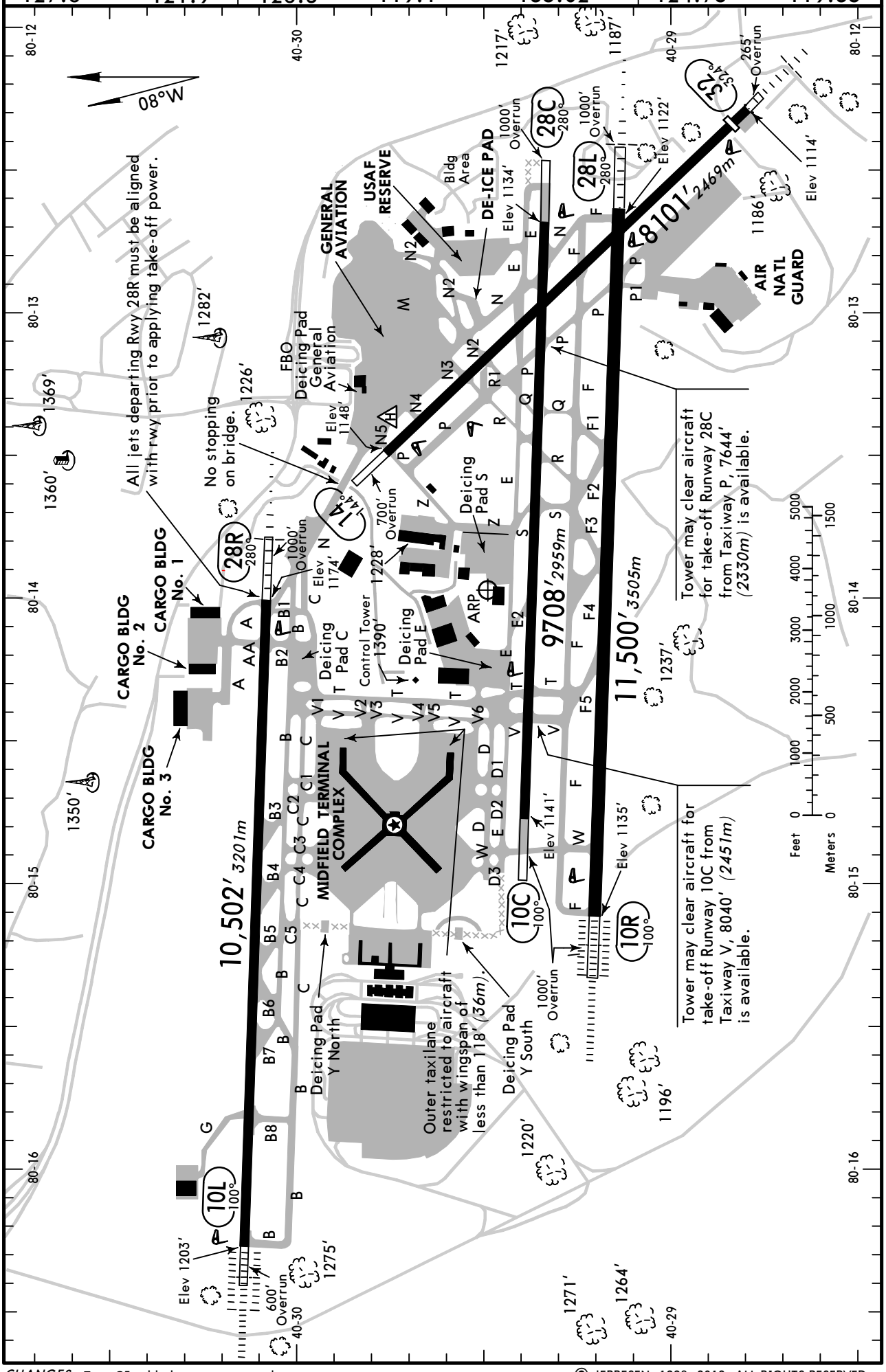
D-ATIS Departure	ACARS: D-ATIS TWIP PDC	PITTSBURGH Clearance (Cpt)
135.9		126.75

Ground		Tower			PITTSBURGH Departure (R)	
North	South	Rwys 10L, 28R	Rwys 10R, 28L	Rwys 10C, 14, 28C, 32	North	South
127.8	121.9	128.3	119.1	135.02	124.75	119.35



CHANGES: Twy C5 added, twys renamed.

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GENERAL

Deer and birds in vicinity of airport.
Low-level wind shear alert system.
Terminal Doppler Weather Radar.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10R	HIRL CL ALSF-II TDZ	❶ PAPI-L	grooved	RVR		10,500′ *3200m*		200′ *61m*
28L	HIRL CL MALSR TDZ	❶ PAPI-L	grooved	RVR				
❶ Angle 3.0°								
10C	HIRL CL REIL	❷ PAPI-L	grooved	RVR				150′ *46m*
28C	HIRL CL TDZ	❷ PAPI-L	grooved	RVR				
❷ Angle 3.0°								
10L	HIRL CL ALSF-II TDZ	❸ PAPI-L	grooved	RVR		9251′ *2820m*		150′ *46m*
28R	HIRL CL MALSR TDZ	❸ PAPI-L	grooved	RVR	❹10102′*3079m*	8992′ *2741m*		
❸ Angle 3.0°								
❹ Last 400′ (122m) not available for landing distance computations.								
14	HIRL CL	❺ PAPI-L	grooved	RVR				150′ *46m*
32	HIRL CL MALS TDZ	❺ PAPI-L	grooved	RVR	7766′ *2367m*	7101′ *2164m*		
❺ Angle 3.0°								

TAKE-OFF

Rwys 10L, 10C, 10R, 28L, 28C, 28R, 14

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 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or ¼	RVR 24 or ½	RVR 50 or 1

Rwy 32

❶ With Mim climb of 240′/NM to 1500′					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	
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or ¼	RVR 24 or ½	RVR 50 or 1	200-1½

❶ Alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 2100′ prior to departure end of runway.

FOR FILING AS ALTERNATE

	ILS Rwy 10L/R ILS Rwy 28L/R ILS Rwy 32	LOC Rwy 10L/R LOC Rwy 28L/R LOC Rwy 32	RNAV (GPS) Rwy 10L RNAV (GPS) Rwy 14 RNAV (GPS) Y Rwy 10C/R RNAV (GPS) Y Rwy 28L/C/R	RNAV (GPS) Y Rwy 32 RNAV (RNP) Z Rwy 10C RNAV (RNP) Z Rwy 28L/C/R RNAV (RNP) Z Rwy 32	RNAV (RNP) Z Rwy 10R
A B C D	600-2	800-2			800-2¼

AMEND 4

CHANGES: None.

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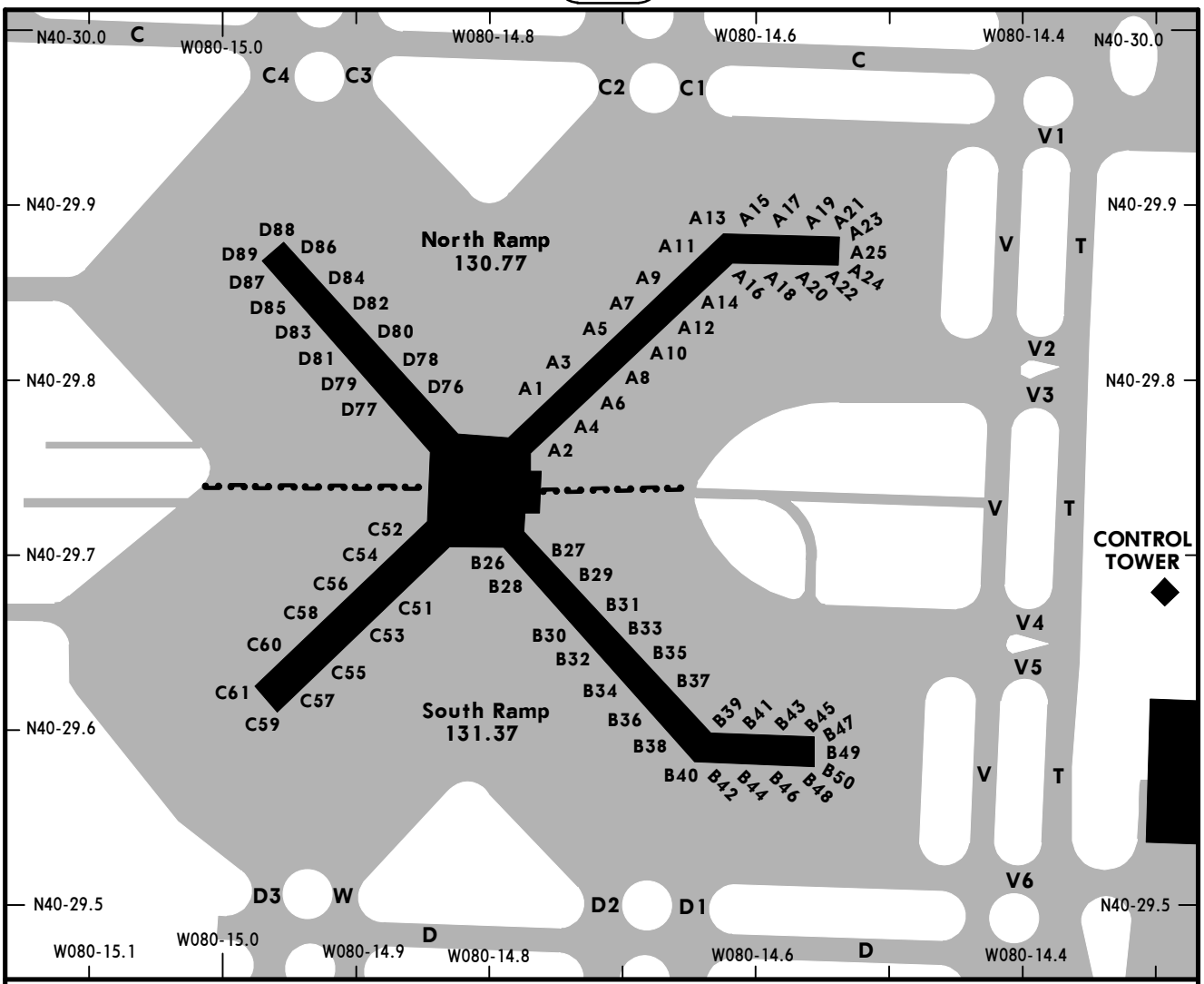

GATE COORDINATES

GATE No.	COORDINATES
A1, A2, A3	N40 29.8 W080 14.8
A4 thru A8	N40 29.8 W080 14.7
A9	N40 29.9 W080 14.7
A10	N40 29.8 W080 14.7
A11	N40 29.9 W080 14.7
A12	N40 29.8 W080 14.7
A13 thru A20	N40 29.9 W080 14.6
A21 thru A25	N40 29.9 W080 14.5
B26 thru B28	N40 29.7 W080 14.8
B29 thru B31	N40 29.7 W080 14.7
B32	N40 29.6 W080 14.7
B33	N40 29.7 W080 14.7
B34 thru B38	N40 29.6 W080 14.7
B39 thru B50	N40 29.6 W080 14.6

GATE No.	COORDINATES
C51 thru C54	N40 29.7 W080 14.9
C55	N40 29.6 W080 14.9
C56	N40 29.7 W080 14.9
C57	N40 29.6 W080 14.9
C58	N40 29.7 W080 14.9
C59 thru C61	N40 29.6 W080 15.0
D76	N40 29.8 W080 14.8
D77 thru D83	N40 29.8 W080 14.9
D84	N40 29.9 W080 14.9
D85	N40 29.8 W080 15.0
D86	N40 29.9 W080 14.9
D87 thru D89	N40 29.9 W080 15.0

CHANGES: Twys renamed.

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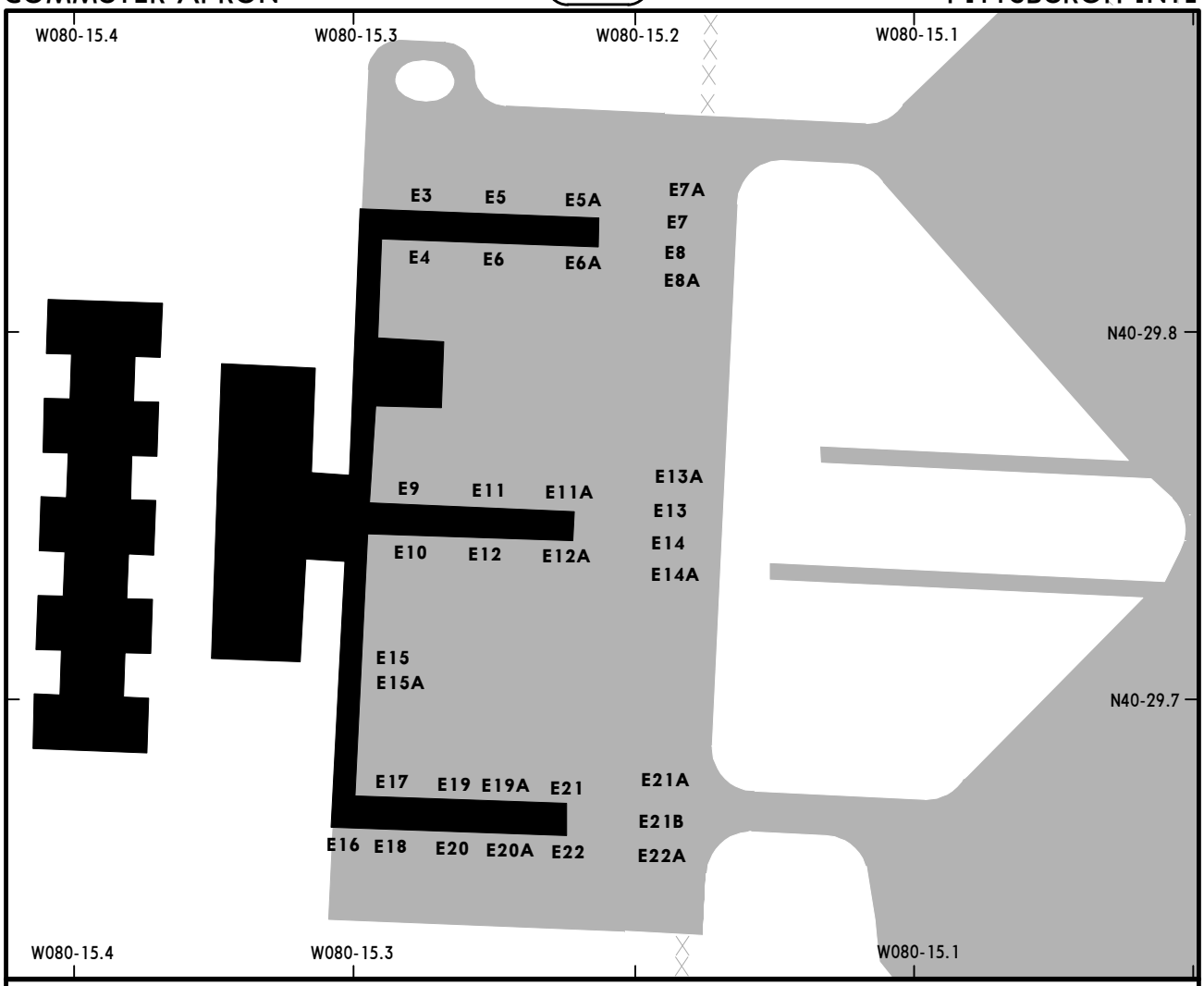

GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
E3, E4	N40 29.8 W080 15.3	E13, E13A	N40 29.8 W080 15.2
E5 thru E8A	N40 29.8 W080 15.2	E14, E14A	N40 29.7 W080 15.2
E9	N40 29.8 W080 15.3	E15 thru E19	N40 29.7 W080 15.3
E10	N40 29.7 W080 15.3	E19A	N40 29.7 W080 15.2
E11, E11A	N40 29.8 W080 15.2	E20	N40 29.7 W080 15.3
E12, E12A	N40 29.7 W080 15.2	E20A thru E22A	N40 29.7 W080 15.2

CHANGES: Taxiway Y closed.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN

4 JUN 04 (21-1) Eff 10 Jun

PITTSBURGH, PA
ILS Rwy 10L

BRIEFING STRIP™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10L, 28R	Rwys 10R, 28L	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	128.3	119.1	135.02	127.8	121.9

LOC ILXB	Final Apch Crs	GS RACOO	ILS DA(H)	Apt Elev 1204′
111.7	100°	3000′ (1796′)	1404′ (200′)	TDZE 1204′

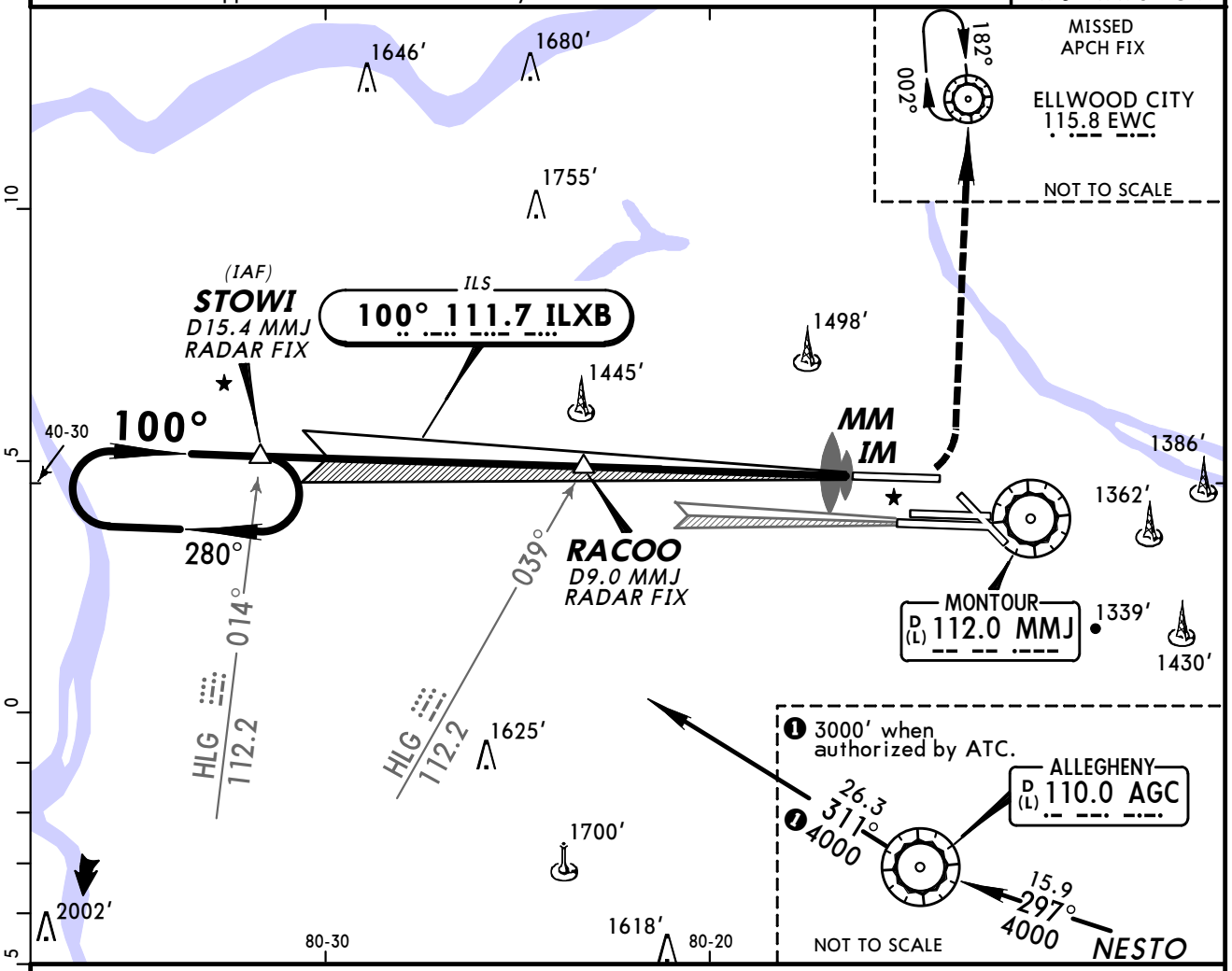
MISSED APCH: Climb to 1900′ then climbing LEFT turn to 4000′ direct EWC VOR and hold.

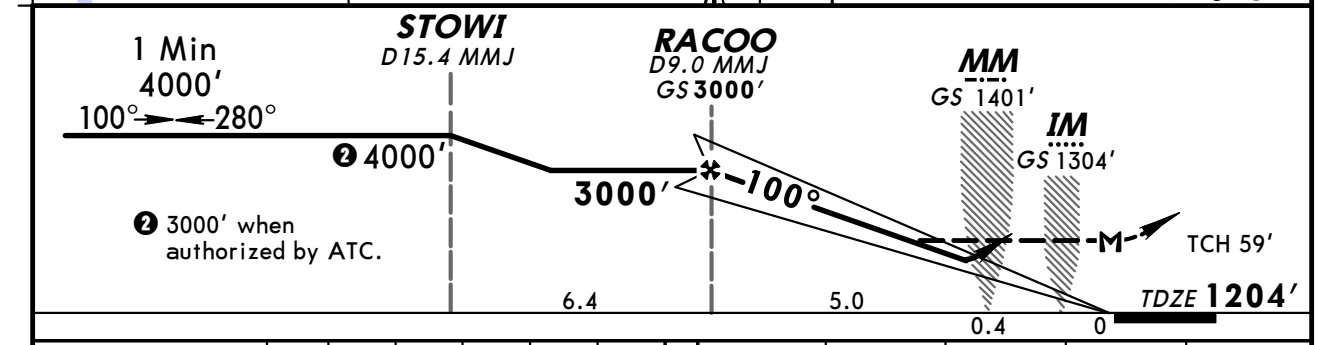
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 10R.

3100′

MSA MMJ VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
RACOO to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-II PAPI 1900′ 4000′ LT D EWC 115.8

STRAIGHT-IN LANDING RWY10L

	ILS DA(H) 1404′ (200′) FULL	TDZ or CL out	ALS out	❶ LOC (GS out) MDA(H) 1580′ (376′)	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C					
D				RVR 40 or ¾	RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1700′ (496′) -1
120	
140	1700′ (496′) -1½
165	1760′ (556′) -2

❶ DME or RADAR required.

TERPS AMEND 25A

CHANGES: FANVA renamed RACOO.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN

4 JUN 04
Eff 10 Jun

21-1A

PITTSBURGH, PA
ILS Rwy 10L CAT II & III

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10L, 28R	Rwys 10R, 28L	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	128.3	119.1	135.02	127.8	121.9

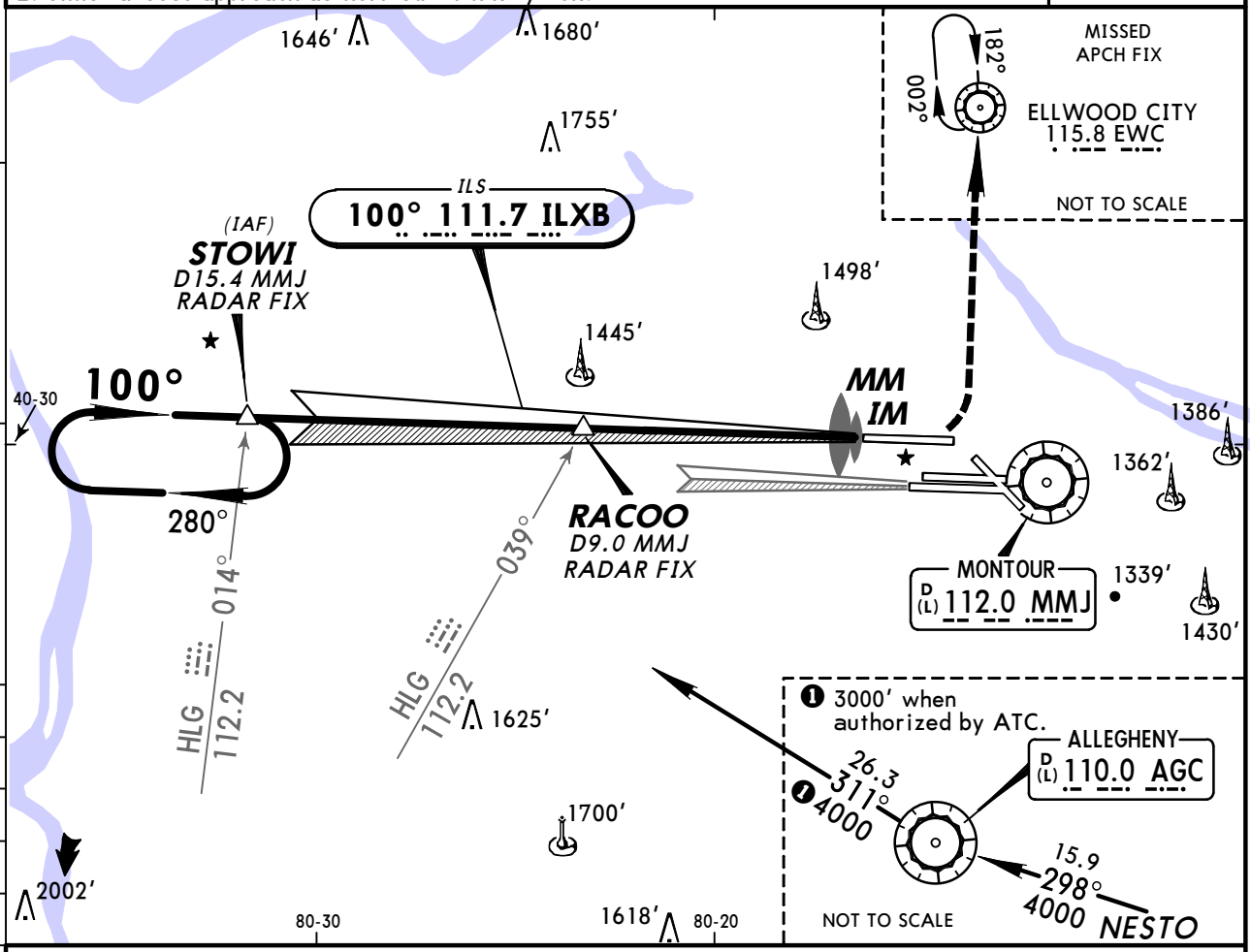
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
ILXB 111.7	100°	RACOO 3000′ (1796′)	NA	Refer to Minimums		RA NOT AUTH DA(H) 1304′ (100′)	1204′ TDZE 1204′

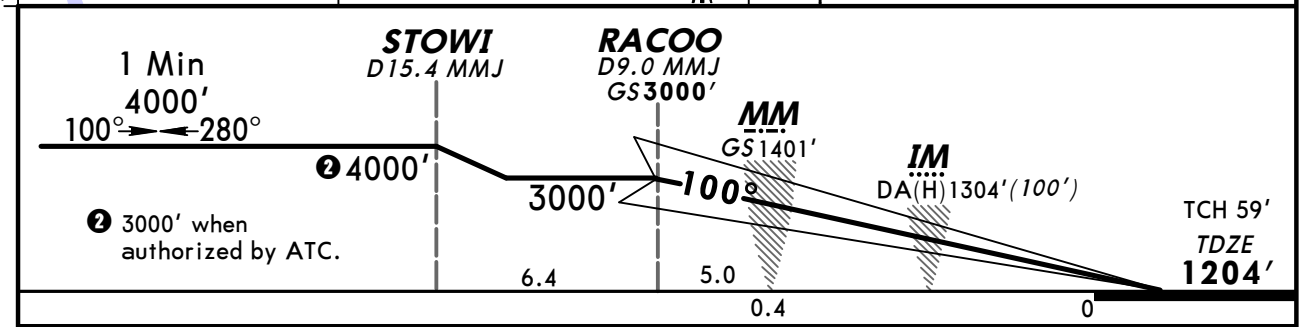
MISSED APCH: Climb to 1900′ then climbing LEFT turn to 4000′ direct EWC VOR and hold.

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

1. Special Aircrew & Aircraft Certification Required.
2. Simultaneous approach authorized with Rwy 10R.

3100′
MSA MMJ VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II PAPI 1900′ 4000′ LT D EWC 115.8

STRAIGHT-IN LANDING RWY10L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA NOT AUTH DA(H) 1304′ (100′)
NA	RVR 6	RVR 7	RVR 12

AMEND 25A TERPS

CHANGES: FANVA renamed RACOO.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN

10 JUL 09 (21-2)

PITTSBURGH, PA
ILS or LOC Rwy 10R

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10R, 28L	Rwys 10L, 28R	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	119.1	128.3	135.02	127.8	121.9

LOC IGUT	Final Apch Crs	GS STARG	ILS DA(H)	Apt Elev 1203'
108.9	100°	3000' (1865')	1335' (200')	TDZE 10R 1135'

MISSED APCH: Climb to 1900' then climbing RIGHT turn to 5000' direct AGC VOR and hold.

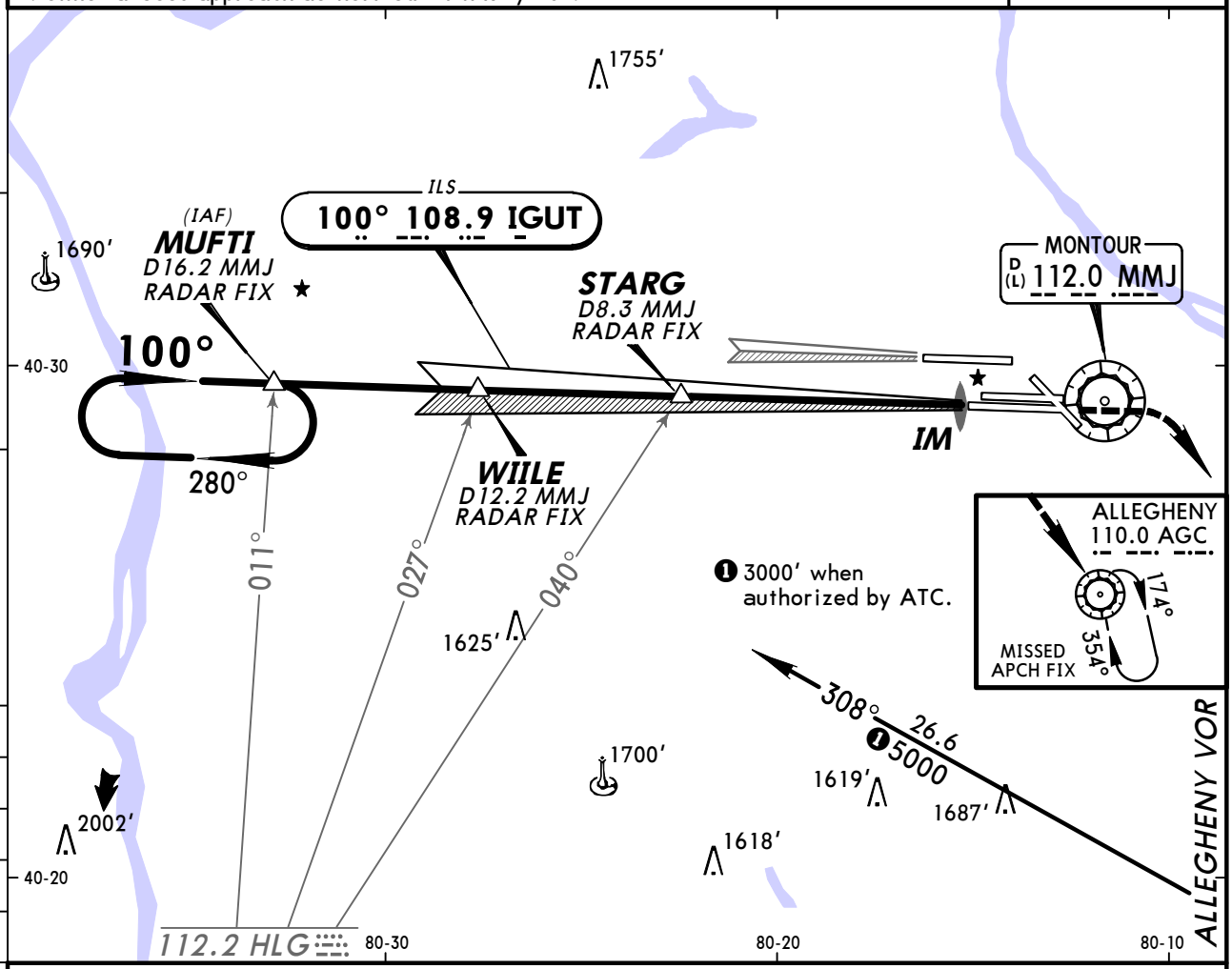
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

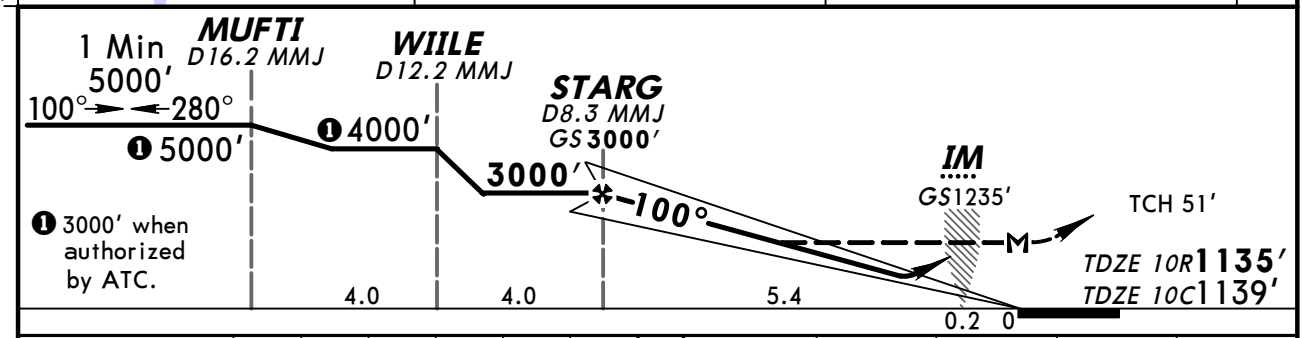
1. Simultaneous approach authorized with Rwy 10L.

3100'

MSA MMJ VOR

BRIEFING STRIP





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	648	753	861
STARG to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

ALSF-II PAPI 1900' 5000' RT D AGC 110.0

STRAIGHT-IN LANDING RWY 10R

	ILS DA(H) 1335' (200') FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1620' (485')	ALS out	SIDESTEP LANDING RWY 10C MDA(H) 1620' (481')	CIRCLE-TO-LAND Max Kts	MDA(H)
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	RVR 50 or 1	90	1700' (497')-1
B							120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4	1 1/2	140	1700' (497')-1 1/2
D				RVR 50 or 1	1 1/2	2	165	1760' (557')-2

TERPS AMEND 10C

CHANGES: Procedure title, MM deleted.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN

10 JUL 09 (21-2A)

PITTSBURGH, PA
ILS Rwy 10R CAT II & III

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10R, 28L	Rwys 10L, 28R	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	119.1	128.3	135.02	127.8	121.9

BRIEFING STRIP™

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IGUT 108.9	100°	STARG 3000′ (1865′)	NA	Refer to Minimums		RA NOT AUTH DA(H) 1235′ (100′)	1203′ TDZE 1135′

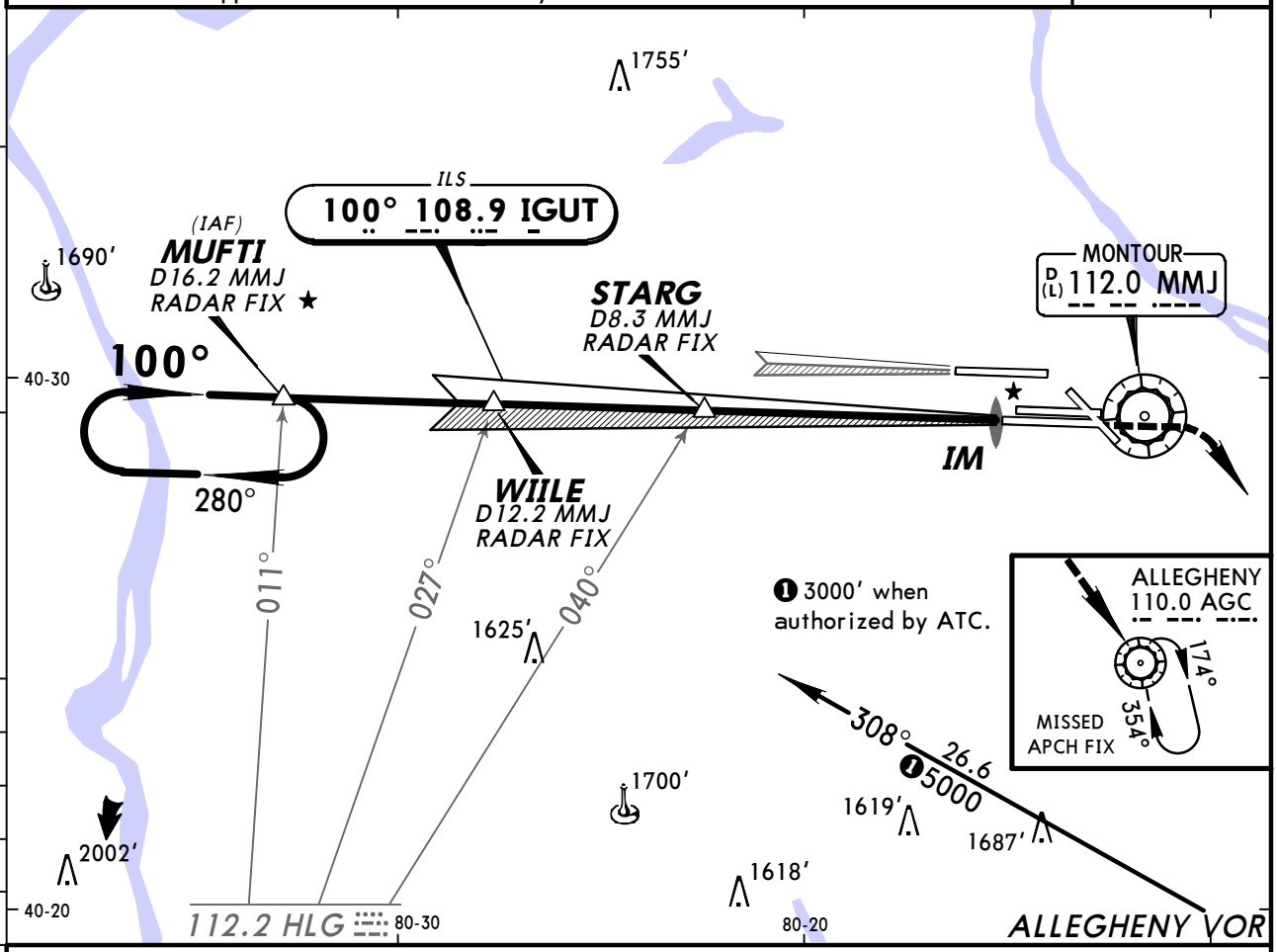
MISSED APCH: Climb to 1900′ then climbing RIGHT turn to 5000′ direct AGC VOR and hold.

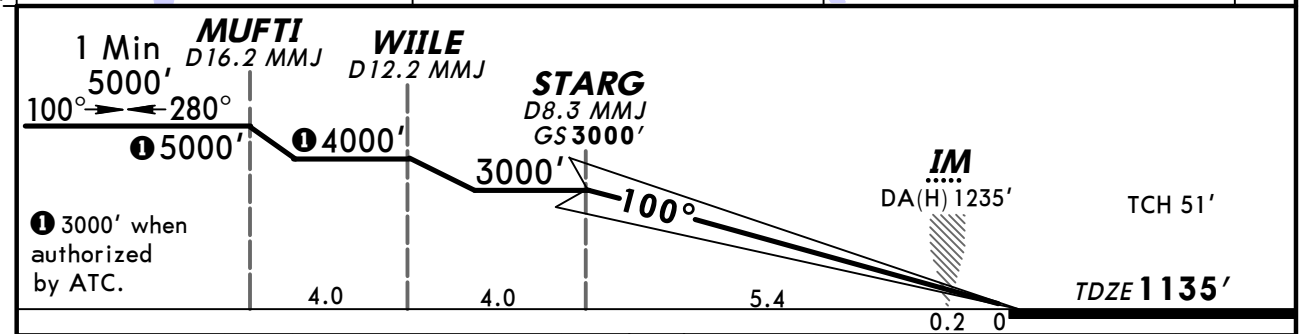
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Special Aircrew & Aircraft Certification Required.**
2. Simultaneous approach authorized with Rwy 10L.

3100′

MSA MMJ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI | 1900′ | 5000′ RT | D | AGC 110.0

STRAIGHT-IN LANDING RWY **10R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA NOT AUTH DA(H) 1235′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 10C

CHANGES: MM deleted.

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BRIEFING STRIP ™

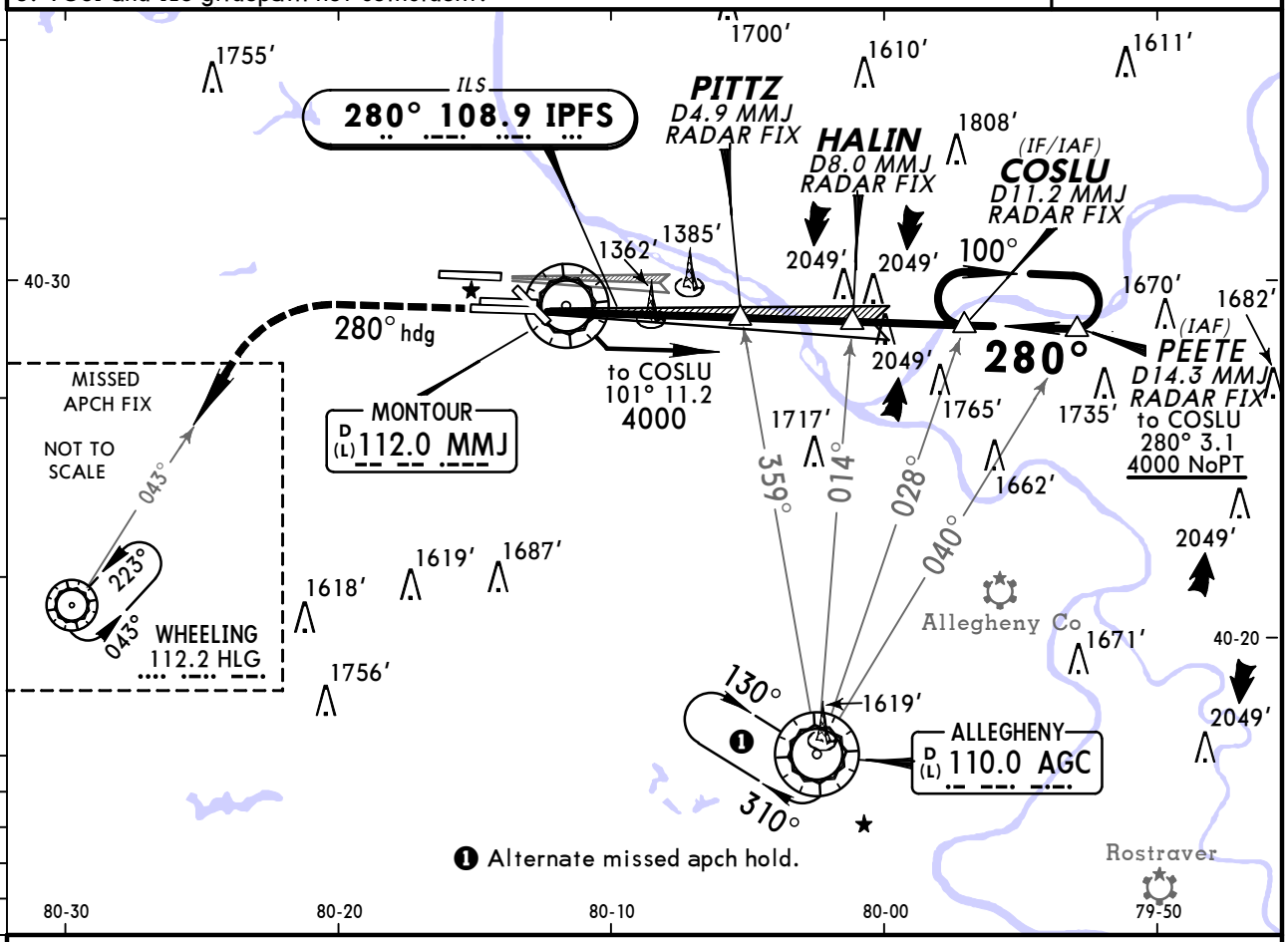
D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10R, 28L	Rwys 10L, 28R	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	119.1	128.3	135.02	127.8	121.9

LOC IPFS	Final Apch Crs	GS PITTZ	ILS DA(H)	Apt Elev 1203′
108.9	280°	3000′ (1875′)	1325′ (200′)	TDZE 28L 1125′

MISSED APCH: Climb to 4000′ via 280° heading and HLG VOR R-043 inbound to HLG VOR and hold.

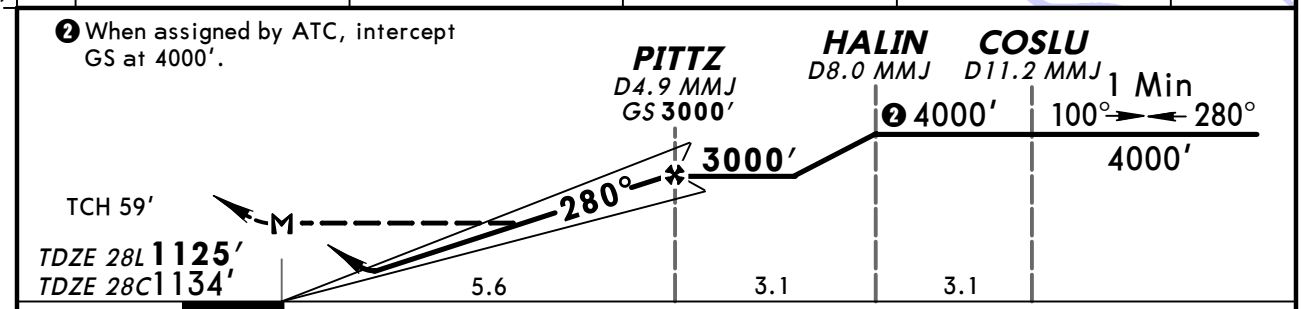
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Simultaneous approach authorized with Rwy 28R. 2. PAPI-L on Rwy 28C.
3. VGSI and ILS glidepath not coincident.

3100′
MSA MMJ VOR



❶ Alternate missed apch hold.

❷ When assigned by ATC, intercept GS at 4000′.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
PITTZ to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR
PAPI

4000′	via	280° hdg	HLG 112.2 R-043	HLG 112.2

STRAIGHT-IN LANDING RWY28L ILS DA(H) 1325′(200′)			LOC (GS out) MDA(H) 1620′(495′)			SIDESTEP LANDING RWY 28C MDA(H) 1640′(506′)	CIRCLE-TO-LAND 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	RVR 50 or 1	90	1700′(497′)-1
B								120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4		1 1/2	140	1700′(497′)-1 1/2
D				RVR 50 or 1	1 1/2		2	165	1760′(557′)-2

TERPS AMEND 10 13 JAN 2011

CHANGES: Minimums.

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BRIEFING STRIP TM

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10L, 28R	Rwys 10R, 28L	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	128.3	119.1	135.02	127.8	121.9

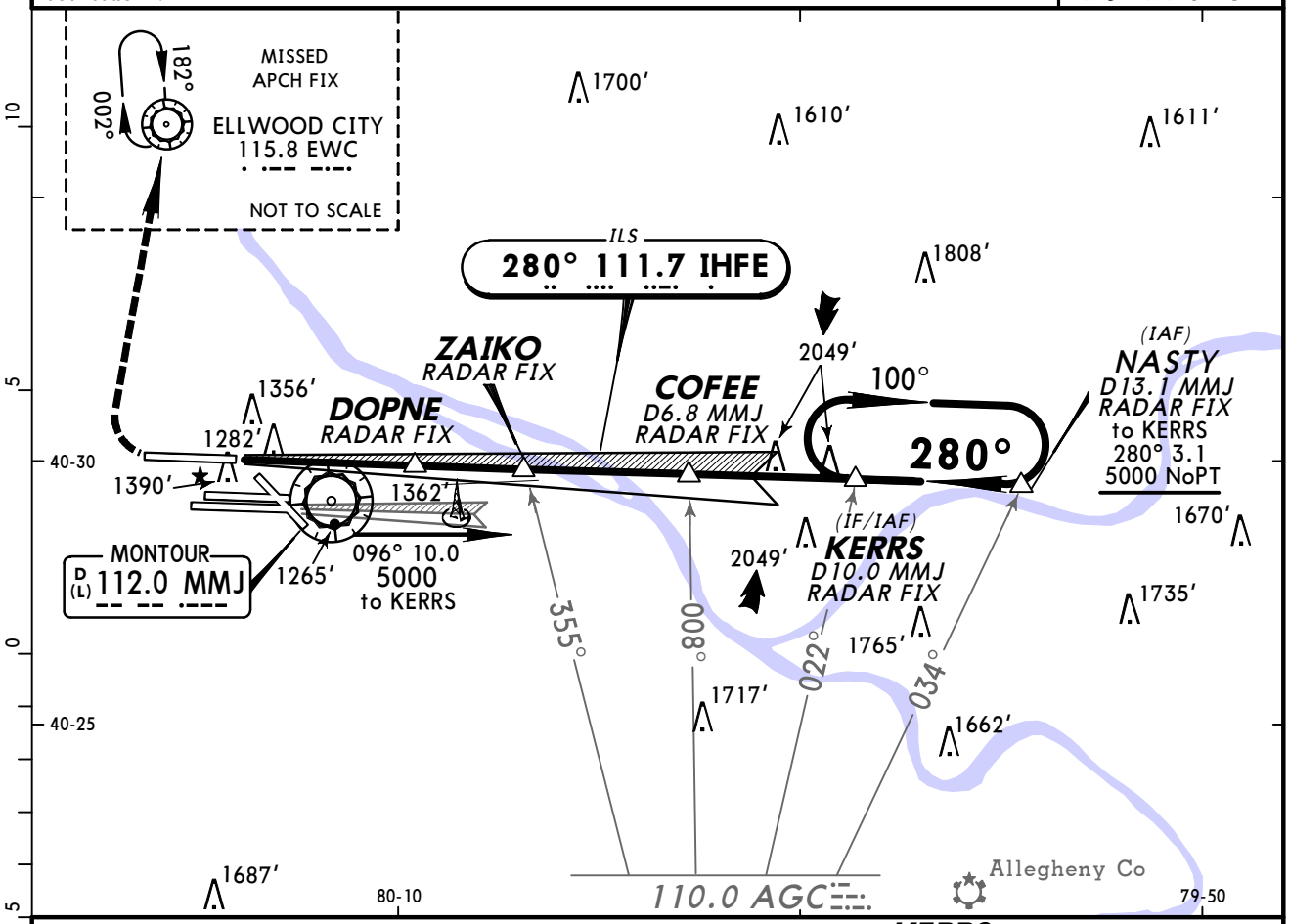
LOC IHFE	Final Apch Crs	GS ZAIKO	ILS DA(H)	Apt Elev 1203′
111.7	280°	3000′ (1826′)	1374′ (200′)	TDZE 1174′

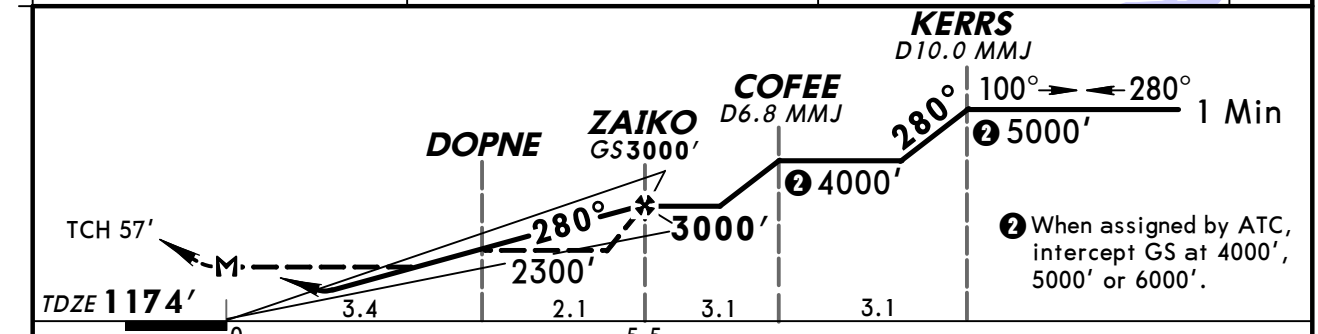
MISSED APCH: Climb to 1800′ then climbing RIGHT turn to 5000′ direct EWC VOR and hold.

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

1. Simultaneous approach authorized with Rwy 28L. 2. VGSI and ILS glidepath not coincident.

3100′
MSA MMJ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
ZAIKO to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR PAPI | 1800′ | 5000′ RT | D | EWC 115.8

STRAIGHT-IN LANDING RWY 28R

	ILS DA(H) 1374′ (200′) FULL	TDZ or CL out	RAIL or ALS out	1 LOC (GS out) MDA(H) 1540′ (366′)	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
B						
C						
D				RVR 40 or 3/4	RVR 60 or 1 1/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1700′ (497′) -1
120	
140	1700′ (497′) -1 1/2
165	1760′ (557′) -2

1 RADAR required.

AMEND 9 TERPS

CHANGES: Procedure.

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BRIEFING STRIP™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10L, 28R	Rwys 10R, 28L	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	128.3	119.1	135.02	127.8	121.9

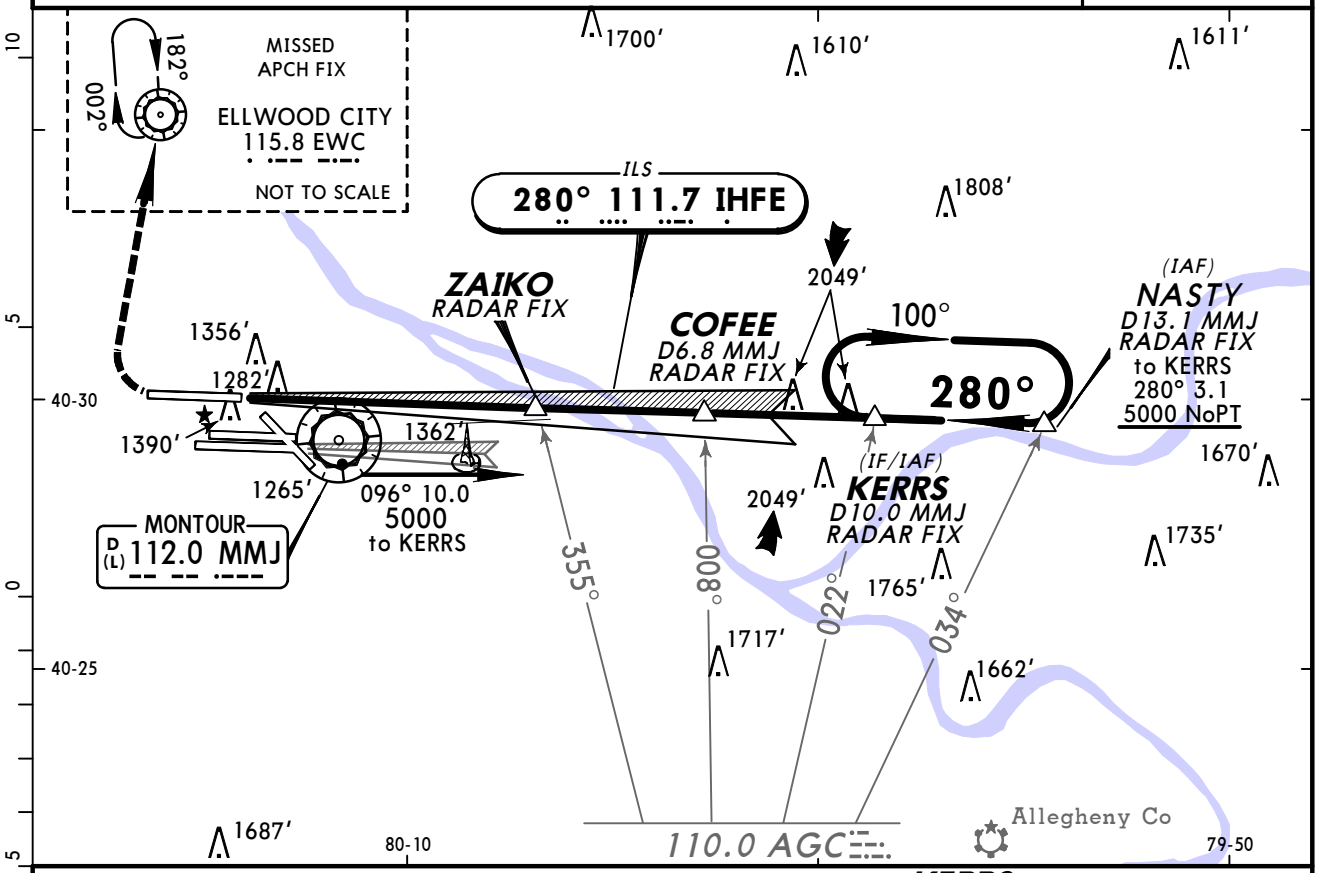
LOC	Final Apch Crs	GS	CAT II ILS		Apt Elev 1203′
IHFE 111.7	280°	ZAIKO 3000′ (1826′)	RA 146′ DA(H) 1274′ (100′)		TDZE 1174′

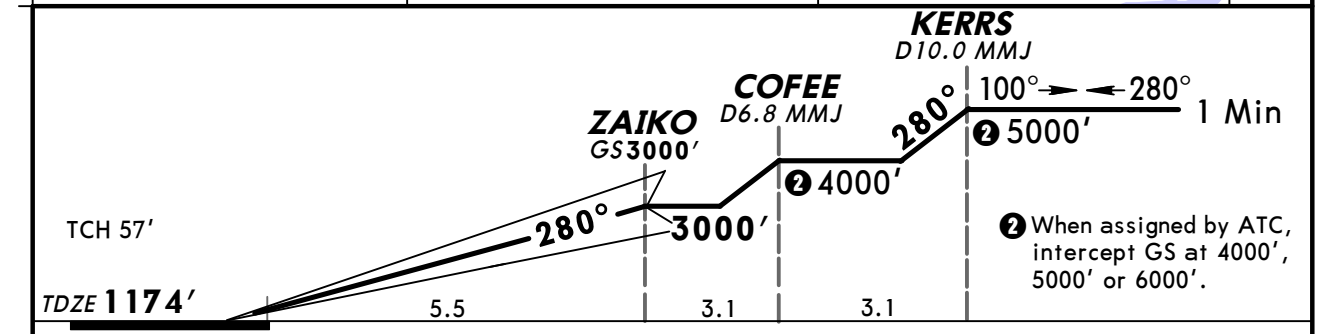
MISSED APCH: Climb to 1800′ then climbing RIGHT turn to 5000′ direct EWC VOR and hold.

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

1. SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED. 2. CAT II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific Ops spec approval of LOA for this runway.
3. Simultaneous approach authorized with Rwy 28L. 4. VGSI and ILS glidepath not coincident.

3100′
MSA MMJ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

MALSR
PAPI

1800′ | 5000′ RT | D | EWC 115.8

STRAIGHT-IN LANDING RWY 28R
CAT II ILS
RA 146′
DA(H) 1274′ (100′)

RVR 12

AMEND 9
TERPS

CHANGES: New procedure.

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BRIEFING STRIP ™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10C, 14, 28C, 32	Rwys 10L, 28R	Rwys 10R, 28L	Ground North	South
127.25	123.95	135.02	128.3	119.1	127.8	121.9

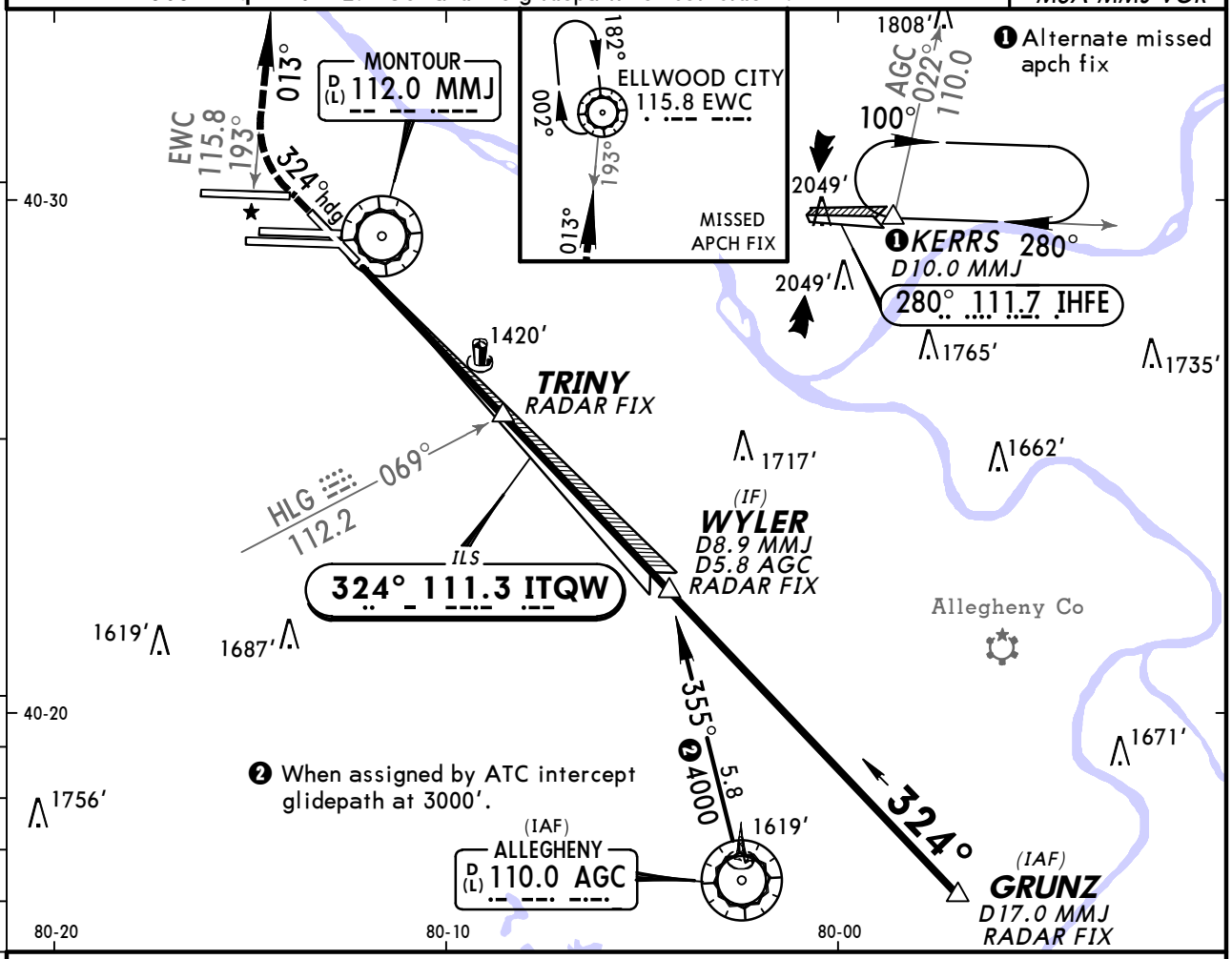
LOC ITQW	Final Apch Crs	GS TRINY	ILS DA(H)	Apt Elev 1203′
111.3	324°	2500′ (1377′)	1323′ (200′)	TDZE 1123′

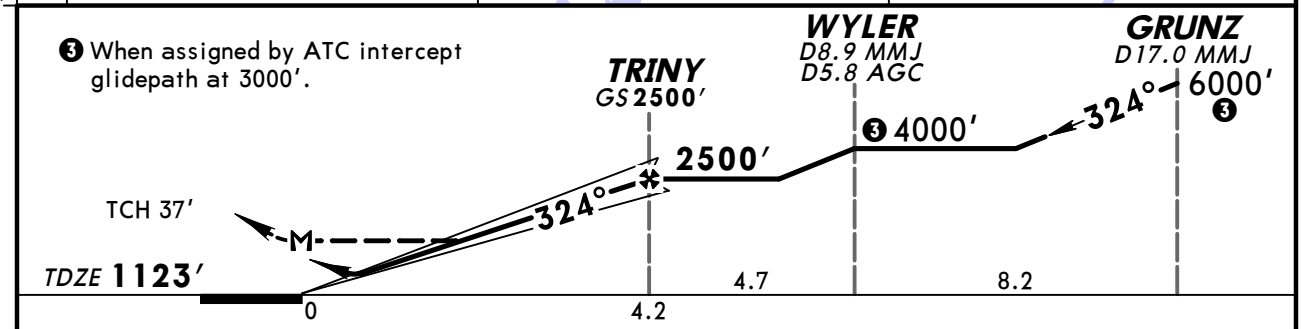
MISSED APCH: Climb to 4000′ on 324° heading and inbound on EWC VOR R-193 to EWC VOR and hold.

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

1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.

3100′
MSA MMJ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
TRINY to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALS / PAPI	4000′	on 324° hdg	and EWC 115.8 R-193	EWC 115.8

STRAIGHT-IN LANDING RWY32

	ILS DA(H) 1323′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1720′ (597′)	ALS out
A	RVR 40 or ¾			RVR 40 or ¾	RVR 50 or 1
B					
C				1½	
D				1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1720′(517′)-1
120	
140	1720′(517′)-1½
165	1760′(557′)-2

TERPS AMEND 10 10 FEB 2011

CHANGES: Procedure.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN

19 SEP 08 (22-1) Eff 25 Sep

PITTSBURGH, PA
RNAV (GPS) Rwy 10L

BRIEFING STRIP™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10L, 28R	Rwys 10R, 28L	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	128.3	119.1	135.02	127.8	121.9

WAAS	Final Apch Crs	Minimum Alt RACOO	LPV DA(H)	Apt Elev 1203′
Ch 81826 W-10B	100°	3000′ (1797′)	1484′ (281′)	TDZE 1203′

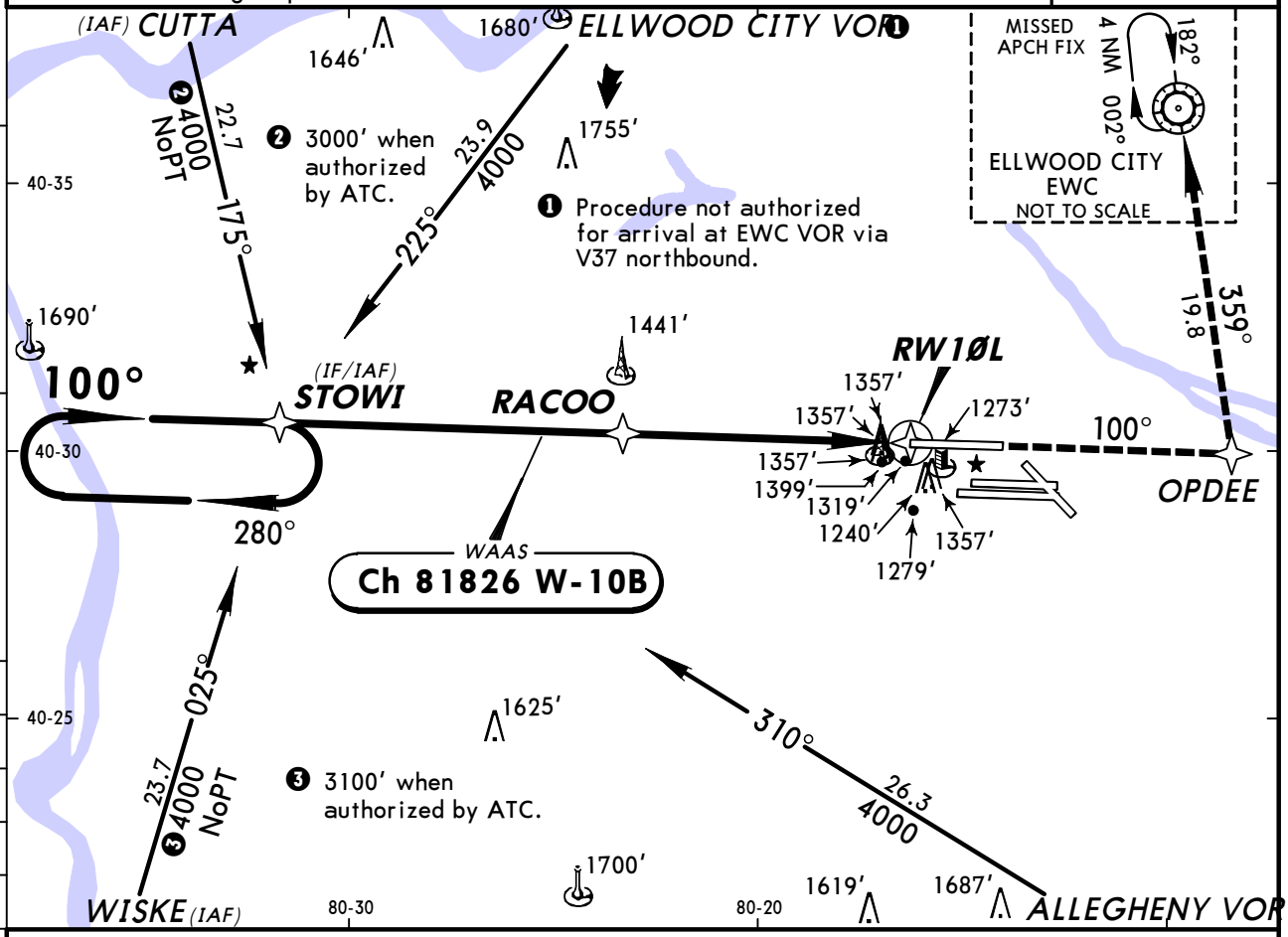
MISSED APCH: Climb to 4000′ direct OPDEE and LEFT turn via 359° track to EWC VOR and hold.

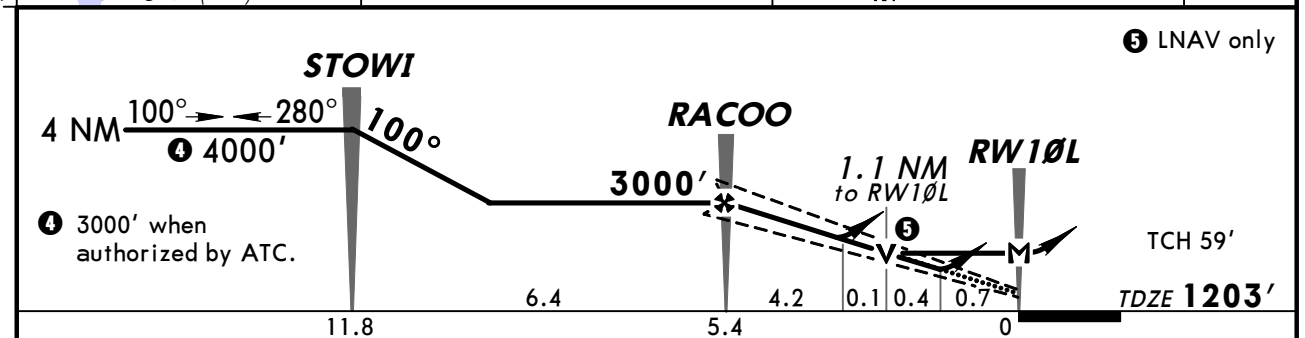
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -17°C (2°F). 2. DME/DME RNP-0.3 not authorized.
3. VGSI and RNAV glidepath not coincident.

3100′

MSA RW1ØL





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1ØL						

ALSF-II PAPI 4000′ OPDEE

TERPS AMEND 3

STRAIGHT-IN LANDING RWY 10L

	LPV DA(H) 1484′ (281′)		LNAV/VNAV DA(H) 1636′ (433′)		LNAV MDA(H) 1620′ (417′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1700′ (497′) - 1½
120	
140	
165	1760′ (557′) - 2

CHANGES: None.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN
19 SEP 08
Eff 25 Sep
22-2

PITTSBURGH, PA
RNAV (GPS) Y Rwy 10C

BRIEFING STRIP™

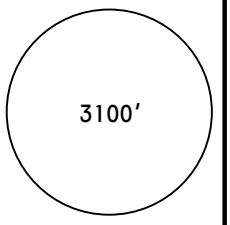
D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10C, 14, 28C, 32	Rwys 10L, 28R	Rwys 10R, 28L	Ground North	South
127.25	123.95	135.02	128.3	119.1	127.8	121.9

WAAS	Final Apch Crs	Minimum Alt FORMM	LPV DA(H)	Apt Elev 1203′
Ch 90126 W-10A	100°	3000′ (1859′)	1438′ (297′)	TDZE 1141′

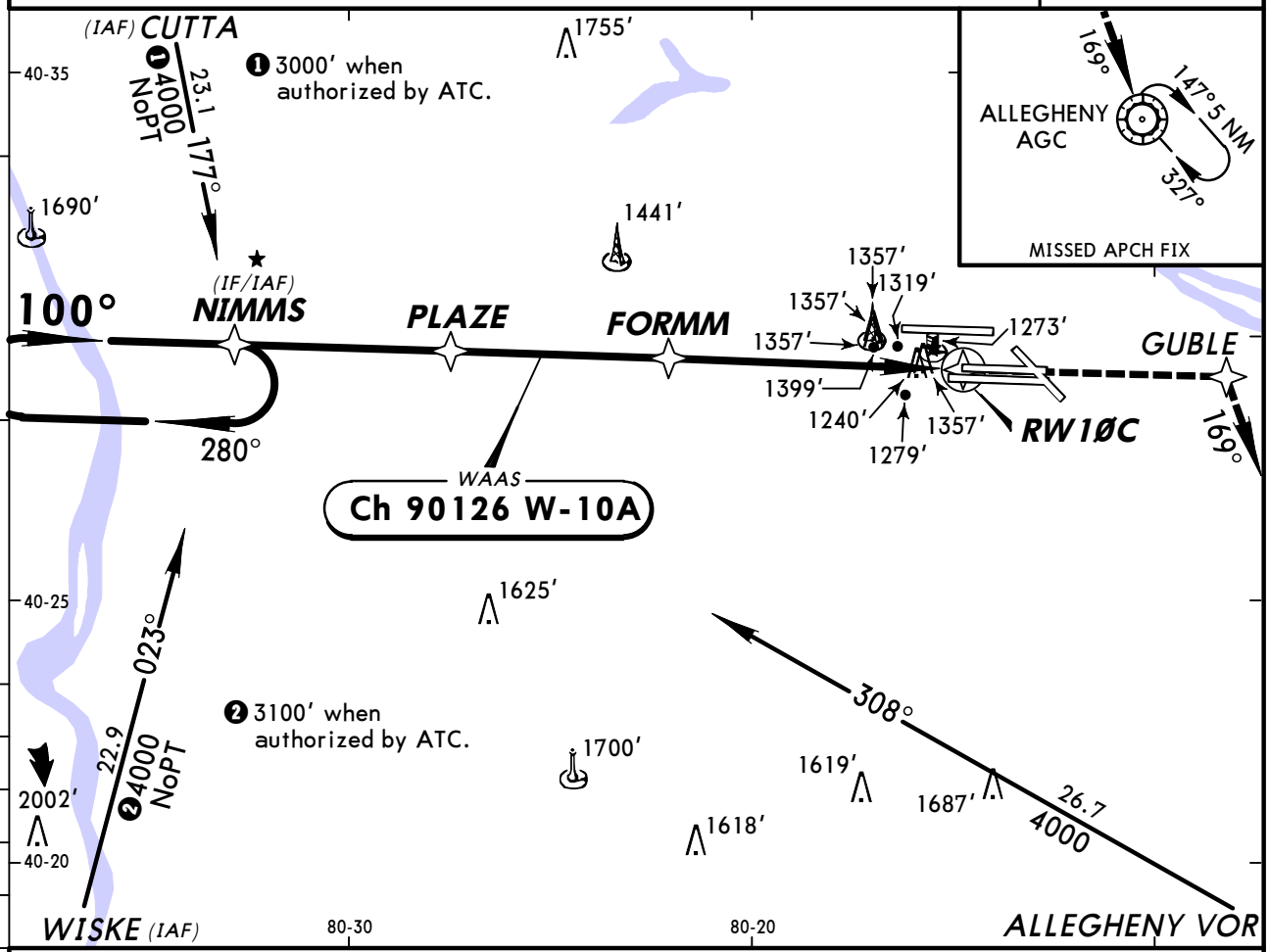
MISSED APCH: Climb to 4000′ direct GUBLE and RIGHT turn via 169° track to AGC VOR and hold.

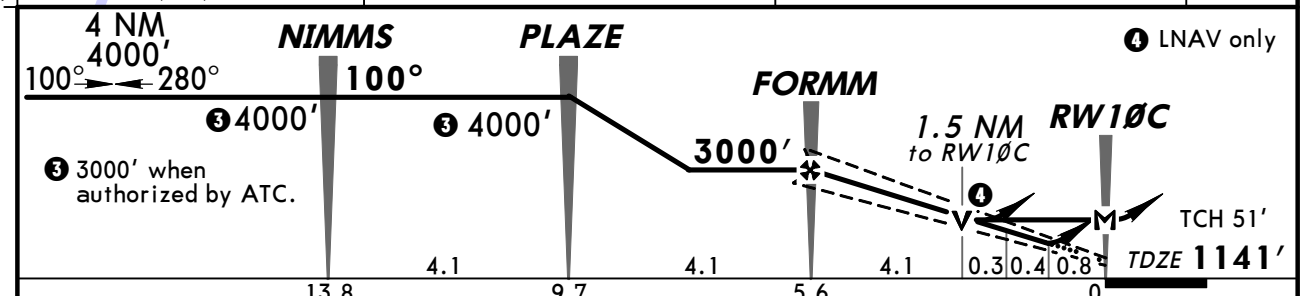
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.3 not authorized.



MSA RW1ØC





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1ØC						

REIL
PAPI-L

4000′

GUBLE

STRAIGHT-IN LANDING RWY 10C

	LPV DA(H) 1438′ (297′)	LNAV/VNAV DA(H) 1634′ (493′)	LNAV MDA(H) 1660′ (519′)	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 50 or 1	1¾	RVR 50 or 1	90	1700′(497′) -1
B				120	
C			1½	140	1700′(497′) -1½
D			1¾	165	1760′(557′) -2

TERPS AMEND 4

CHANGES: Procedure.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN

19 SEP 08
Eff 25 Sep

22-3

PITTSBURGH, PA
RNAV (GPS) Y Rwy 10R

BRIEFING STRIP™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10R, 28L	Rwys 10L, 28R	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	119.1	128.3	135.02	127.8	121.9

WAAS	Final Apch Crs	Minimum Alt STARG	LPV DA(H)	Apt Elev 1203′
Ch 86226 W-10D	100°	3000′ (1865′)	1443′ (308′)	TDZE 1135′

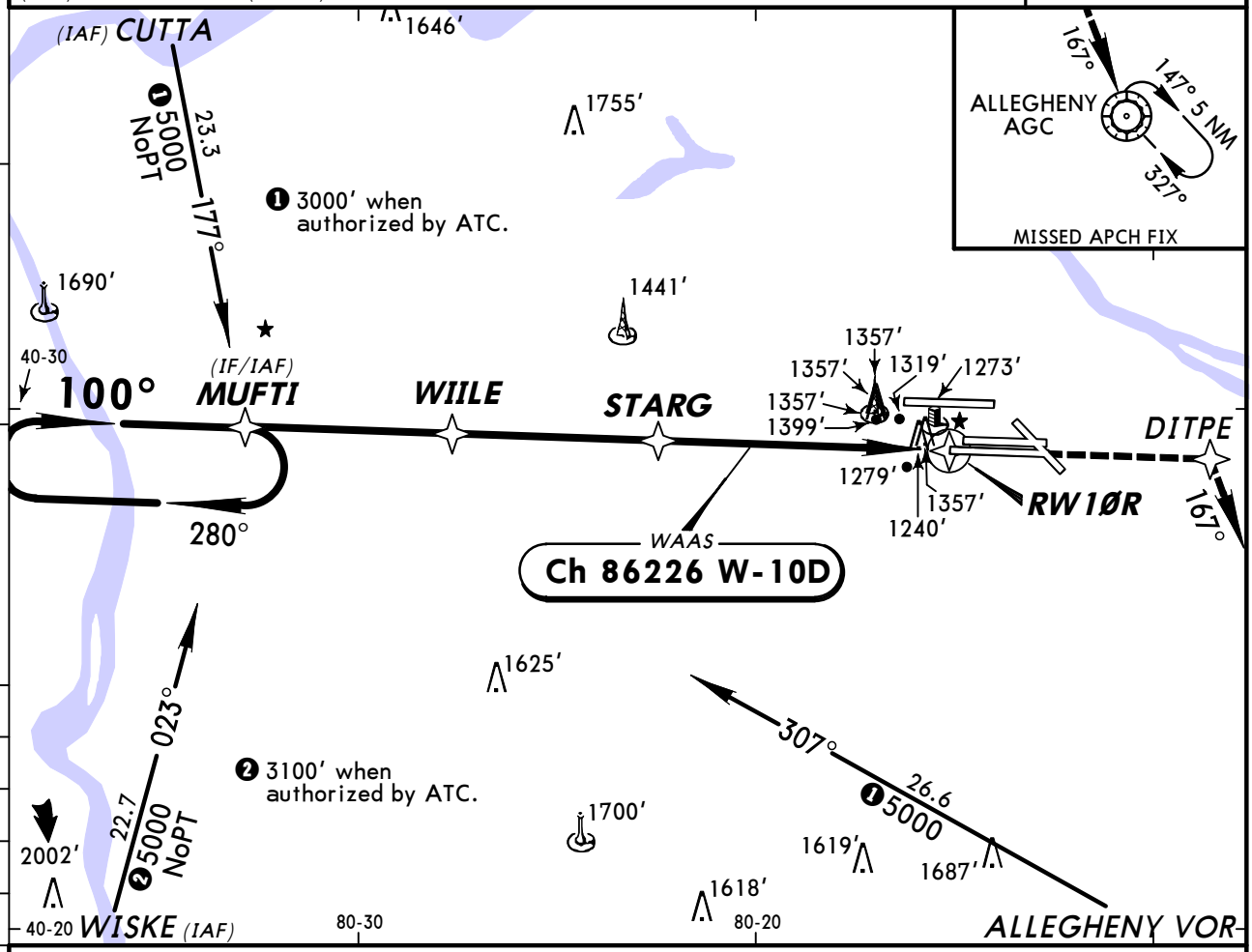
MISSED APCH: Climb to 4000′ direct DITPE and RIGHT turn via 167° track to AGC VOR and hold.

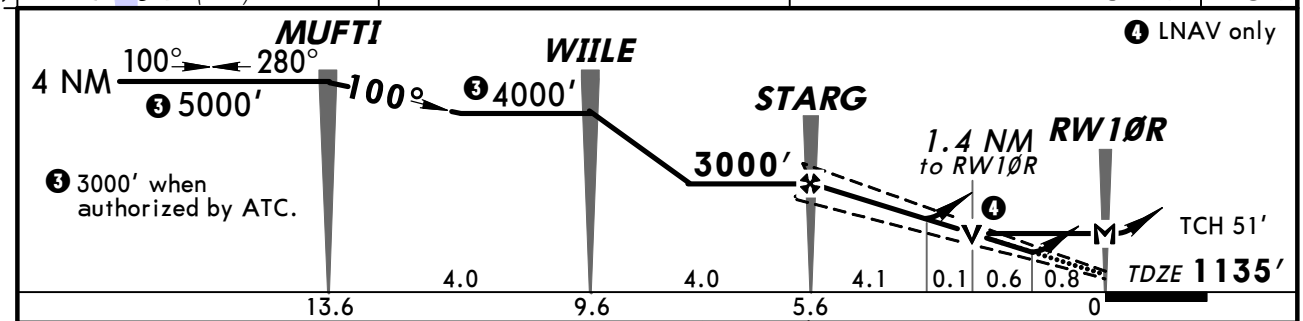
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.3 not authorized.

3100′

MSA RW1ØR





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1ØR						

ALSF-II PAPI 4000′ DITPE

TERPS AMEND 3A

STRAIGHT-IN LANDING RWY 10R

	LPV DA(H) 1443′ (308′)		LNAV/VNAV DA(H) 1658′ (523′)		LNAV MDA(H) 1620′ (485′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1700′ (497′) - 1
120	
140	1700′ (497′) - 1½
165	1760′ (557′) - 2

CHANGES: Procedure title, notes, minimums.

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BRIEFING STRIP™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10C, 14, 28C, 32	Rwys 10L, 28R	Rwys 10R, 28L	Ground North	South
127.25	123.95	135.02	128.3	119.1	127.8	121.9

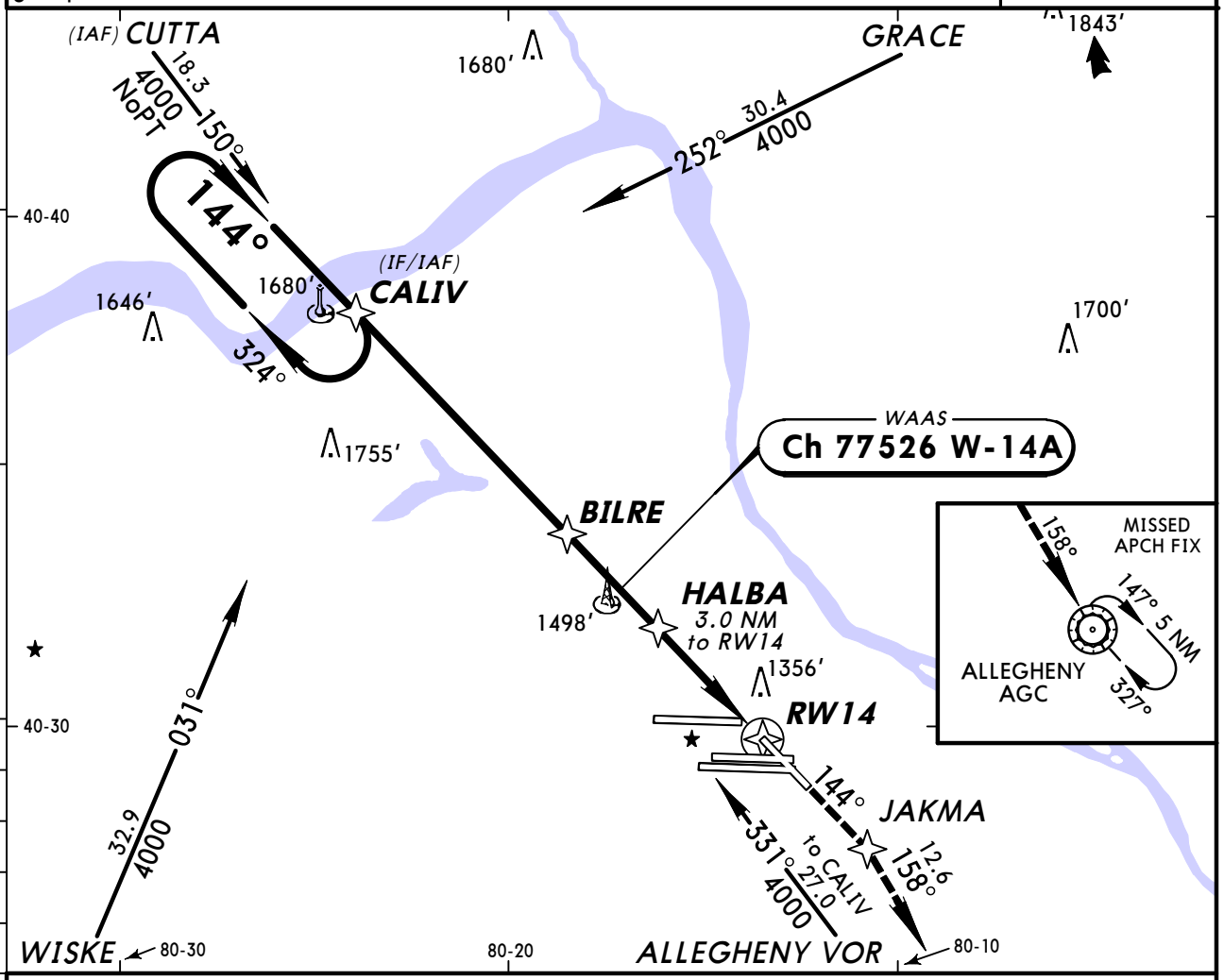
WAAS	Final Apch Crs	Minimum Alt BILRE	LPV DA(H)	Apt Elev 1203′
Ch 77526 W-14A	144°	3000′ (1852′)	1636′ (488′)	TDZE 1148′

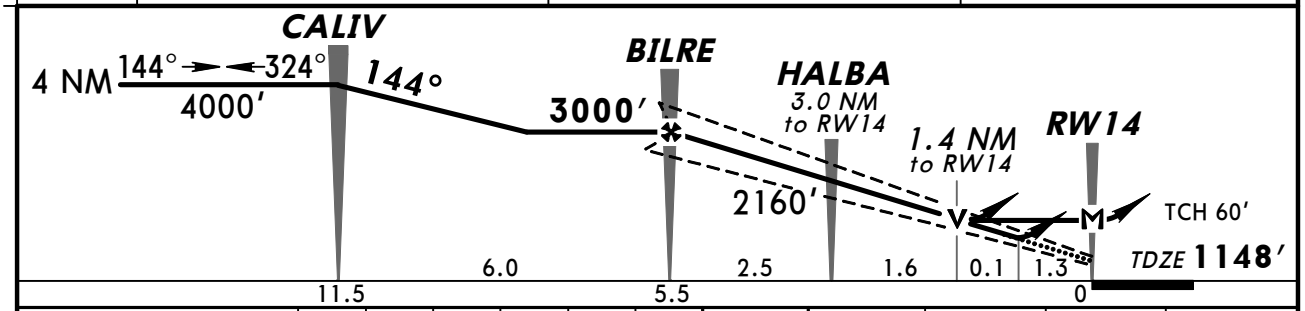
MISSED APCH: Climb to 4000′ direct JAKMA and via 158° track to AGC VOR and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.

3100′
MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

PAPI-L | 4000′ ↑ | D | JAKMA

STRAIGHT-IN LANDING RWY 14	LPV DA(H) 1636′ (488′)	LNAV/VNAV DA(H) 1654′ (506′)	LNAV MDA(H) 1640′ (492′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	1¾	1¾	RVR 50 or 1	90	1700′ (497′) - 1
B				120	
C			RVR 60 or 1¼	140	1700′ (497′) - 1½
D			1½	165	1760′ (557′) - 2

AMEND 3A TERPS

CHANGES: None.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN
19 SEP 08
Eff 25 Sep
22-5

PITTSBURGH, PA
RNAV (GPS) Y Rwy 28L

BRIEFING STRIP TM

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10R, 28L	Rwys 10L, 28R	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	119.1	128.3	135.02	127.8	121.9

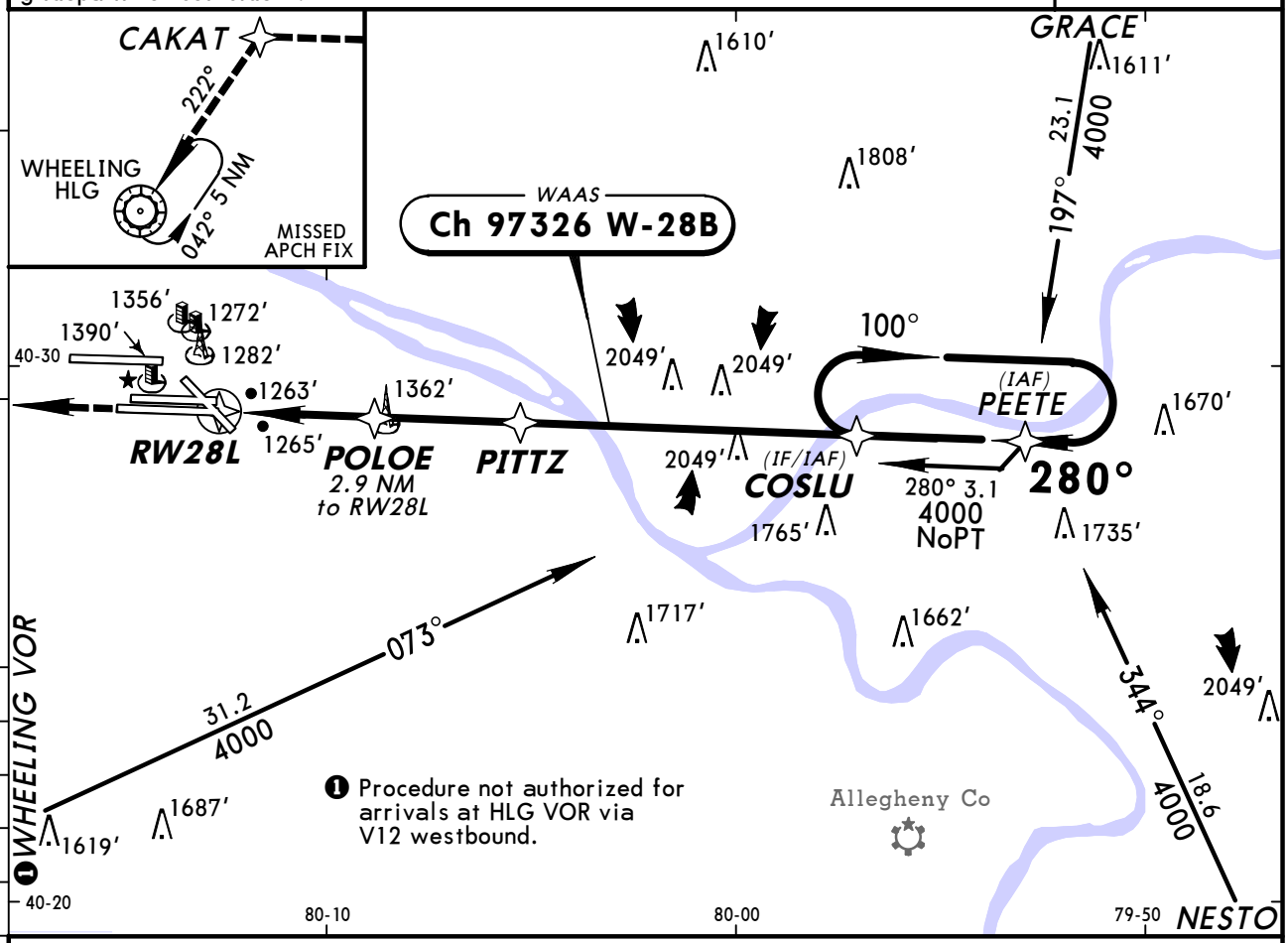
WAAS	Final Apch Crs	Minimum Alt PITTZ	LPV DA(H)	Apt Elev 1203'
Ch 97326 W-28B	280°	3000' (1875')	1514' (389')	TDZE 1125'

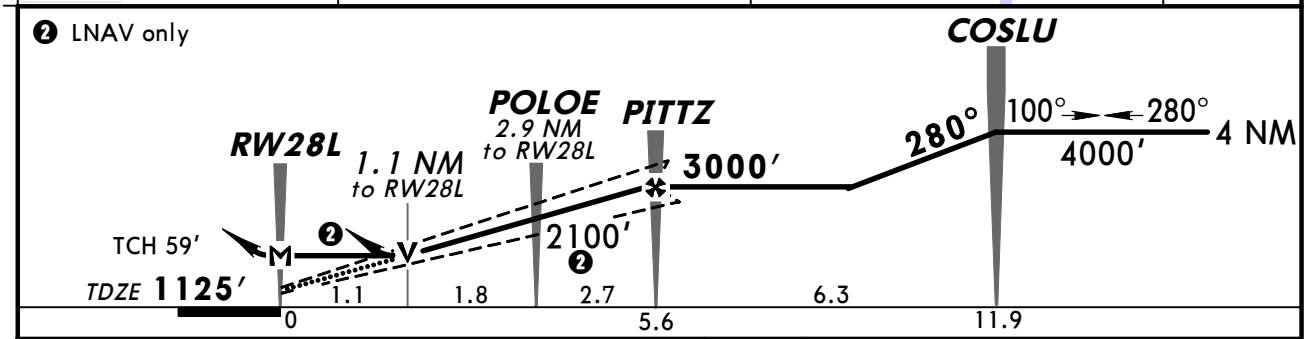
MISSED APCH: Climb to 4000' direct CAKAT and via 222° track to HLG VOR and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.

3100'
MSA RW28L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28L						

MALSR
PAPI
4000'
CAKAT

STRAIGHT-IN LANDING RWY 28L

	LPV DA(H) 1514' (389')		LNAV/VNAV DA(H) 1548' (423')		LNAV MDA(H) 1520' (395')		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1700' (497')-1
120	
140	1700' (497')-1½
165	1760' (557')-2

TERPS AMEND 4A

CHANGES: Procedure title, profile.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN

19 SEP 08 (22-6) Eff 25 Sep

PITTSBURGH, PA
RNAV (GPS) Y Rwy 28C

BRIEFING STRIP ™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10C, 14, 28C, 32	Rwys 10L, 28R	Rwys 10R, 28L	Ground North	South
127.25	123.95	135.02	128.3	119.1	127.8	121.9

WAAS	Final Apch Crs	Minimum Alt SUPPR	LPV DA(H)	Apt Elev 1203′
Ch 45527 W-28A	280°	3000′ (1866′)	1471′ (337′)	TDZE 1134′

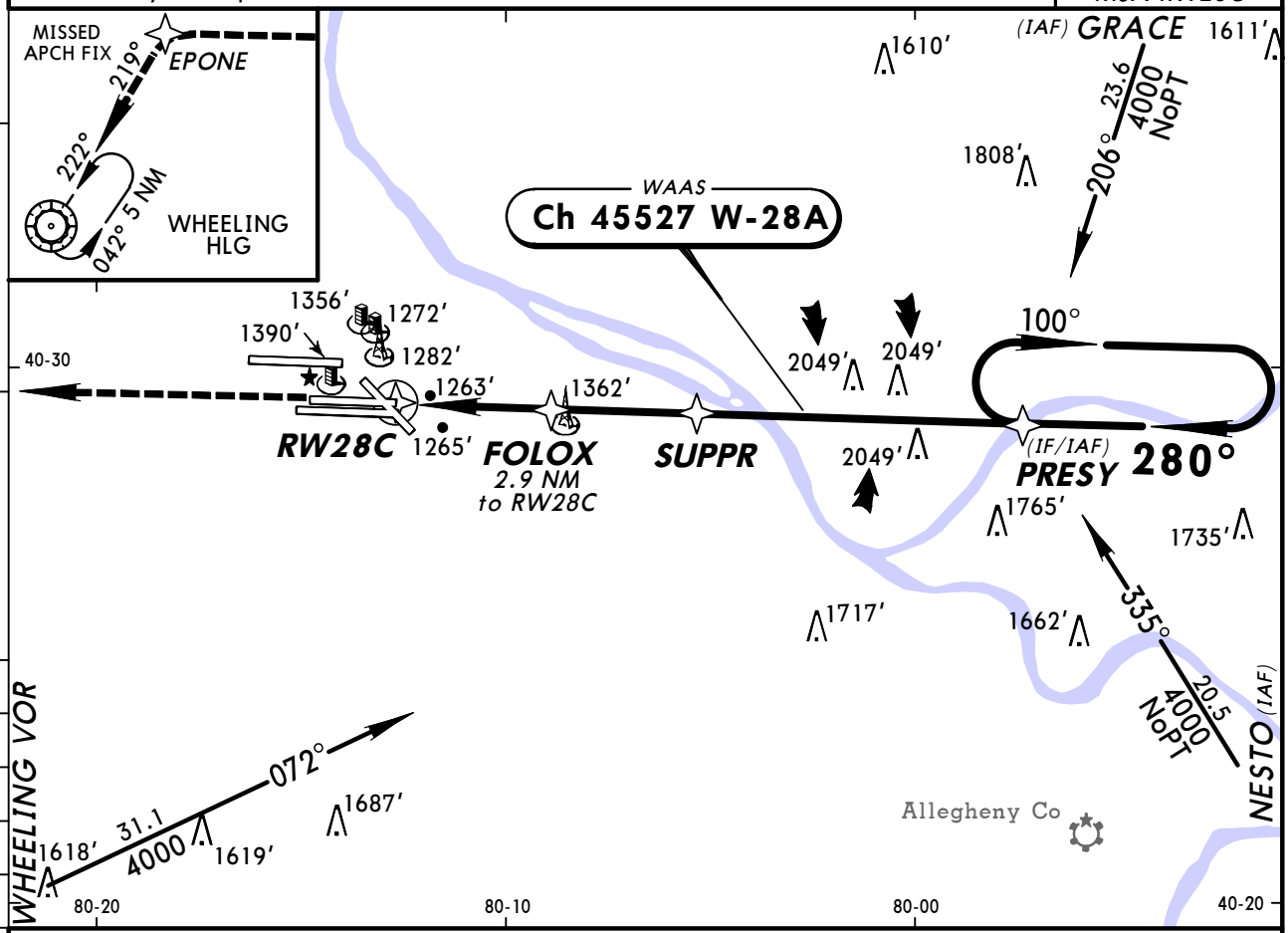
MISSED APCH: Climb to 4000′ direct EPONE and via 219° track to HLG VOR and hold.

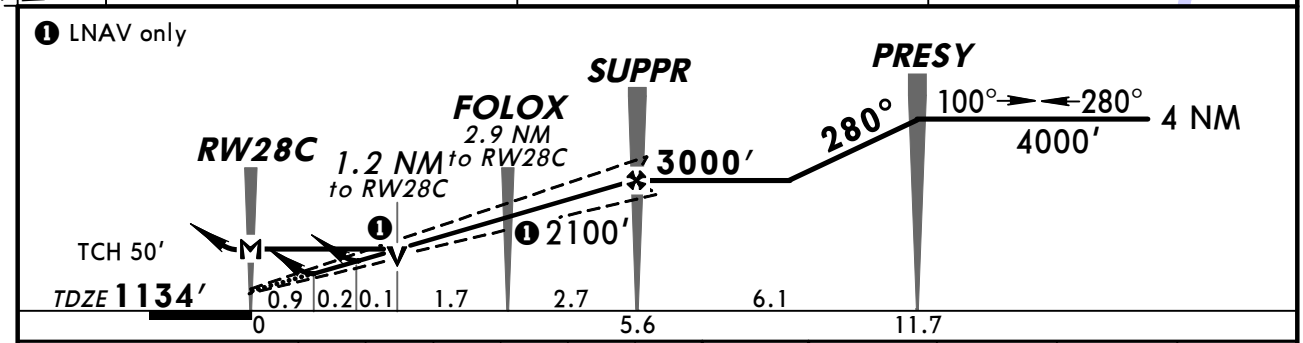
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized.

3100′

MSA RW28C





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28C						

PAPI-L 4000′ EPONE

STRAIGHT-IN LANDING RWY 28C

	LPV DA(H) 1471′ (337′)	LNAV/VNAV DA(H) 1545′ (411′)	LNAV MDA(H) 1580′ (446′)
A	RVR 60 or 1¼	1½	RVR 50 or 1
B			
C			RVR 60 or 1¼
D			1½

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1700′ (497′) - 1
120	
140	1700′ (497′) - 1½
165	1760′ (557′) - 2

TERPS AMEND 4

CHANGES: Procedure.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN

4 FEB 11 Eff 10 Feb (22-7)

PITTSBURGH, PA
RNAV (GPS) Y Rwy 28R

BRIEFING STRIP ™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10L, 28R	Rwys 10C, 14, 28C, 32	Rwys 10R, 28L	Ground North	South
127.25	123.95	128.3	135.02	119.1	127.8	121.9

WAAS	Final Apch Crs	Minimum Alt ZAIKO	LPV DA(H)	Apt Elev 1203′
Ch 40027 W-28D	280°	3000′ (1826′)	1453′ (279′)	TDZE 1174′

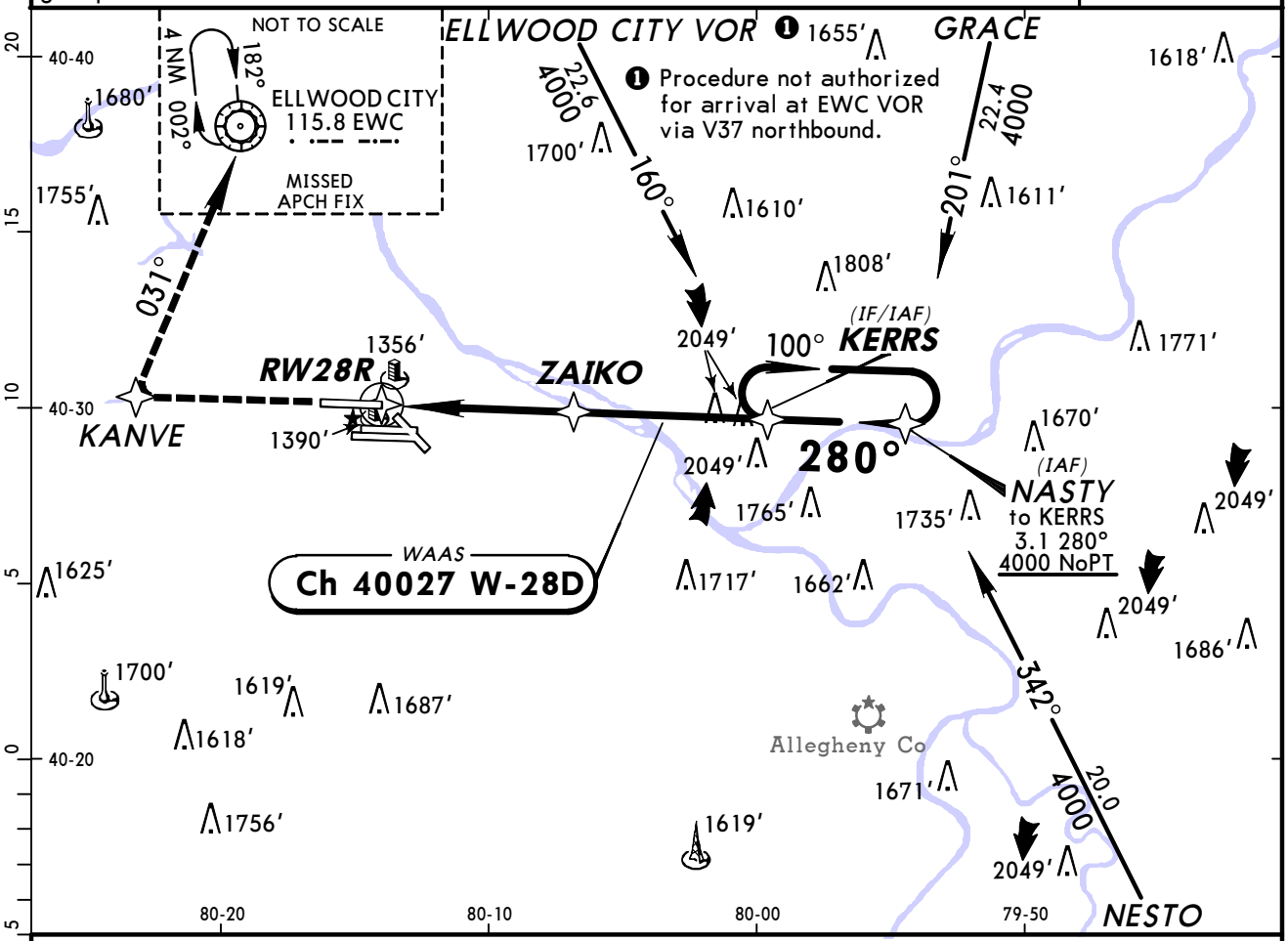
MISSED APCH: Climb to 4000′ direct KANVE and RIGHT turn via 031° track to EWC VOR and hold.

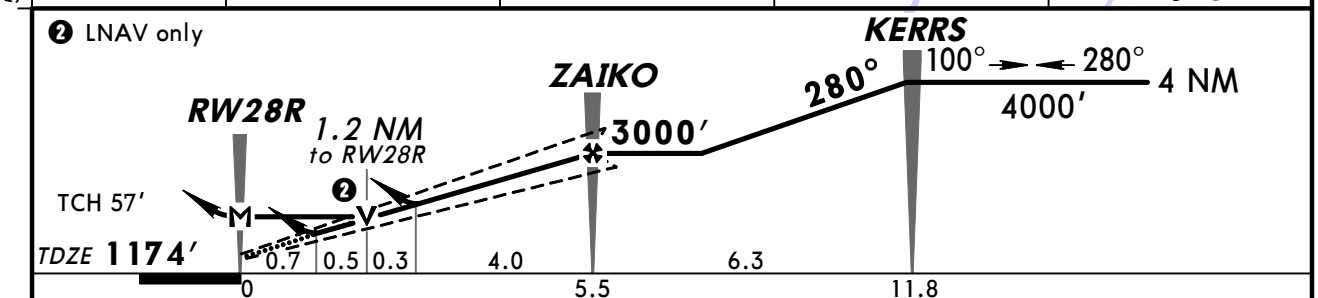
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2.DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

3100′

MSA RW28R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW28R							

MALSR PAPI 4000′ KANVE

TERPS AMEND 4A

STRAIGHT-IN LANDING RWY 28R

	LPV DA(H) 1453′ (279′)		LNAV/VNAV DA(H) 1710′ (536′)		LNAV MDA(H) 1640′ (466′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 40 or ¾	RVR 60 or 1¼	
D					RVR 50 or 1	1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1700′ (497′)-1
120	
140	1700′ (497′)-1½
165	1760′ (557′)-2

CHANGES: None.

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PITTSBURGH INTL

JEPPESEN

4 FEB 11 (22-8) Eff 10 Feb

PITTSBURGH, PA
RNAV (GPS) Y Rwy 32

BRIEFING STRIP ™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10C, 14, 28C, 32	Rwys 10L, 28R	Rwys 10R, 28L	Ground North	South
127.25	123.95	135.02	128.3	119.1	127.8	121.9

WAAS	Final Apch Crs	Minimum Alt TRINY	LPV DA(H)	Apt Elev 1203′
Ch 70326 W-32A	324°	2500′ (1377′)	1323′ (200′)	TDZE 1123′

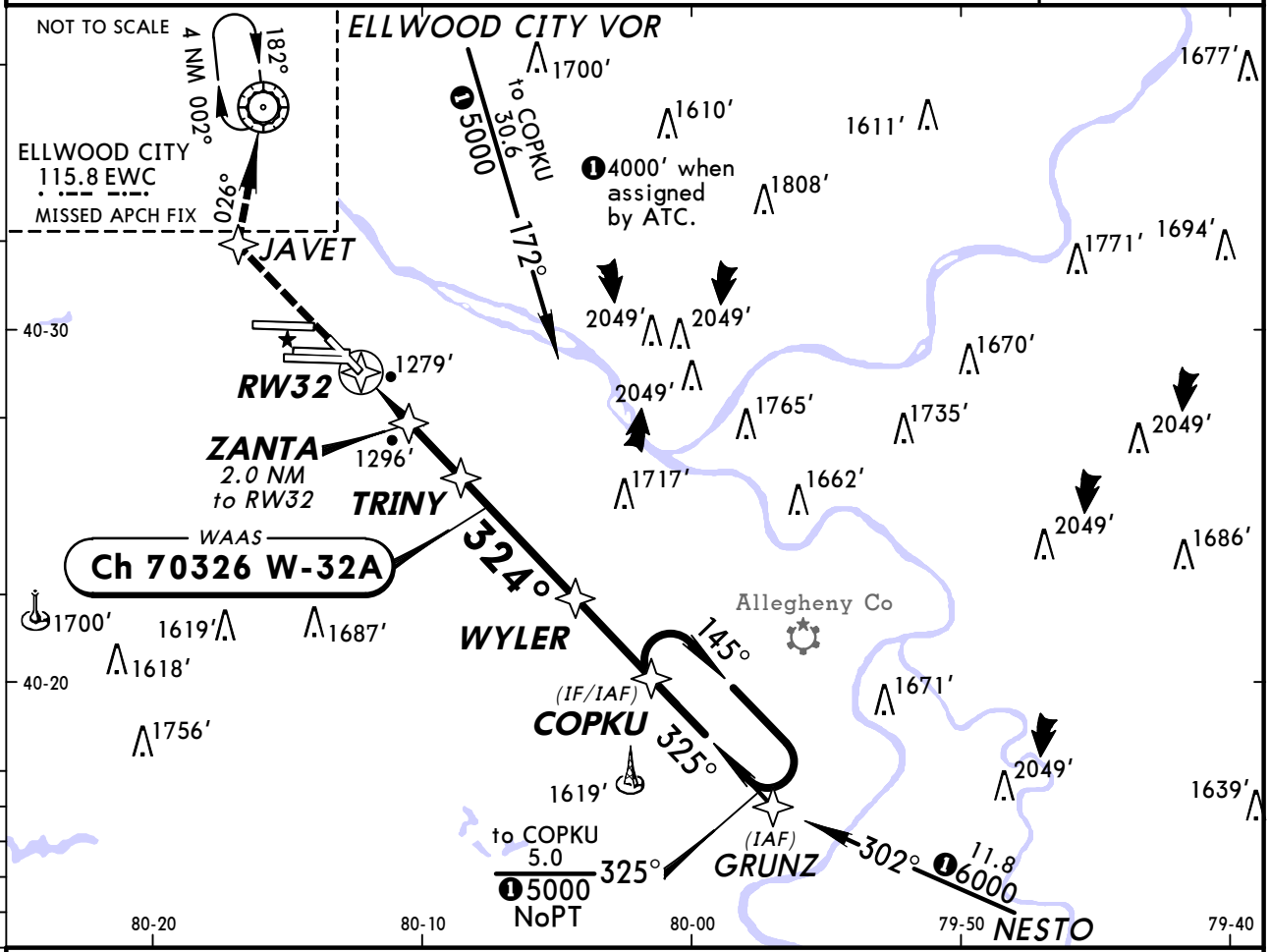
MISSED APCH: Climb to 4000′ direct JAVET and on track 026° to EWC VOR and hold.

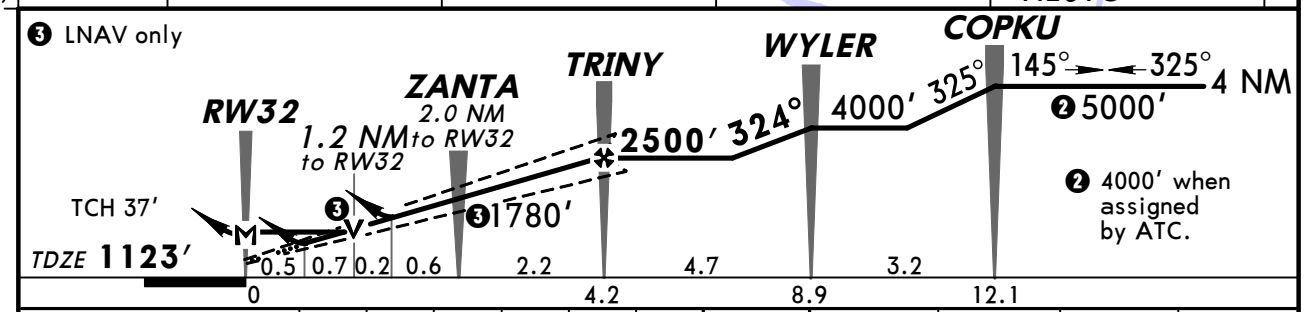
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized.

3100′

MSA RW32





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

MALS PAPI 4000′ D JAVET

STRAIGHT-IN LANDING RWY 32

	LPV DA(H) 1323′ (200′) ALS out	LNAV/VNAV DA(H) 1591′ (468′) ALS out	LNAV MDA(H) 1560′ (437′) ALS out		CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 40 or ¾	1¾	RVR 40 or ¾	RVR 50 or 1	90	1700′ (497′) -1
B					120	
C			RVR 60 or 1¼		140	1700′ (497′) -1½
D			1½		165	1760′ (557′) -2

TERPS AMEND 5 10 FEB 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10C, 14, 28C, 32	Rwys 10L, 28R	Rwys 10R, 28L	Ground North	South
127.25	123.95	135.02	128.3	119.1	127.8	121.9

RNAV	Final Apch Crs	Minimum Alt FORMM	RNP 0.11 DA(H)	Apt Elev 1203′
	100°	3000′ (1859′)	1540′ (399′)	TDZE 1141′

MISSED APCH: Climb to 4000′ via 100° track to HAVRU and via 146° track to JAPAV and via 197° track to AGC VOR and hold.

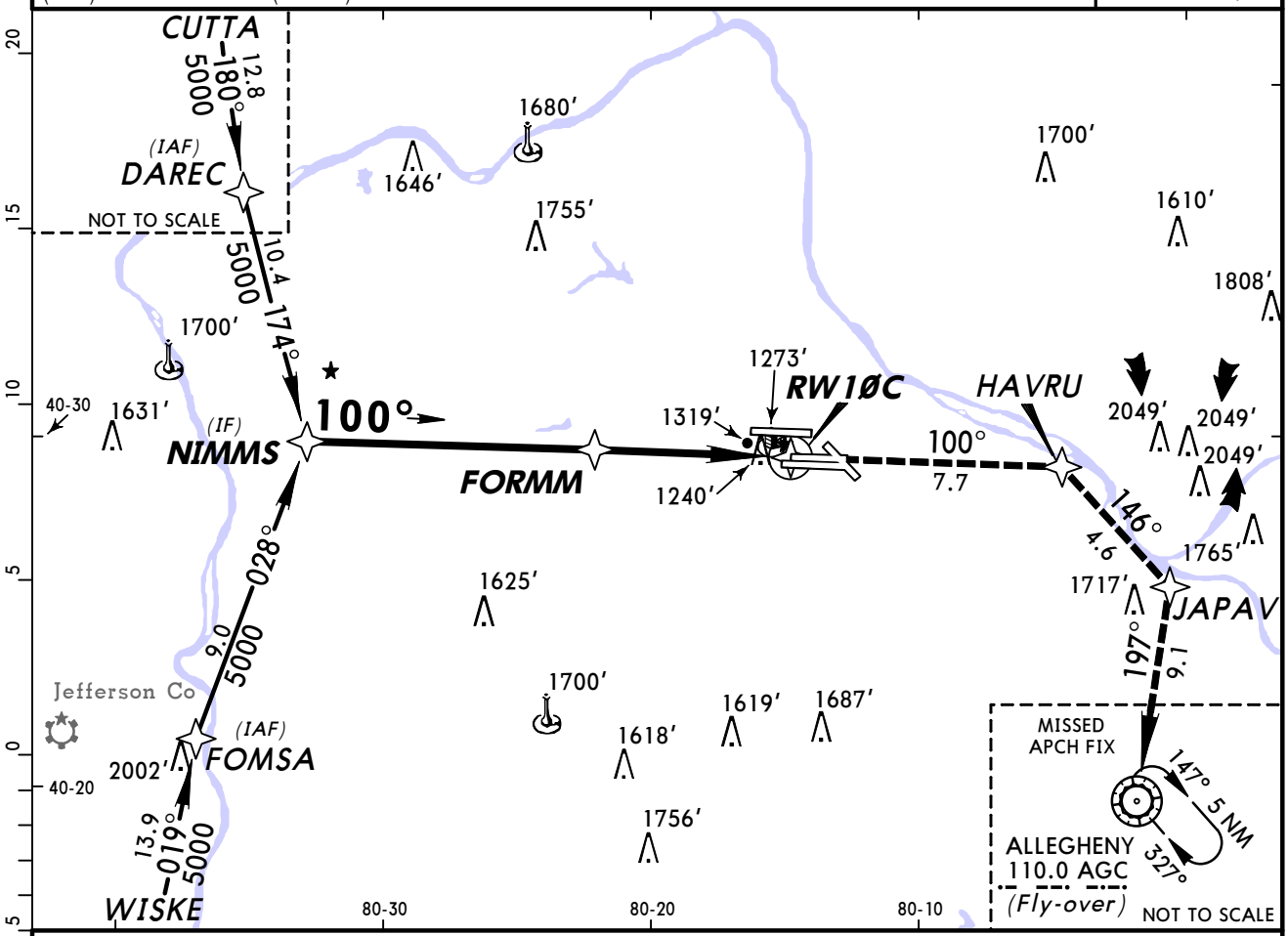
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

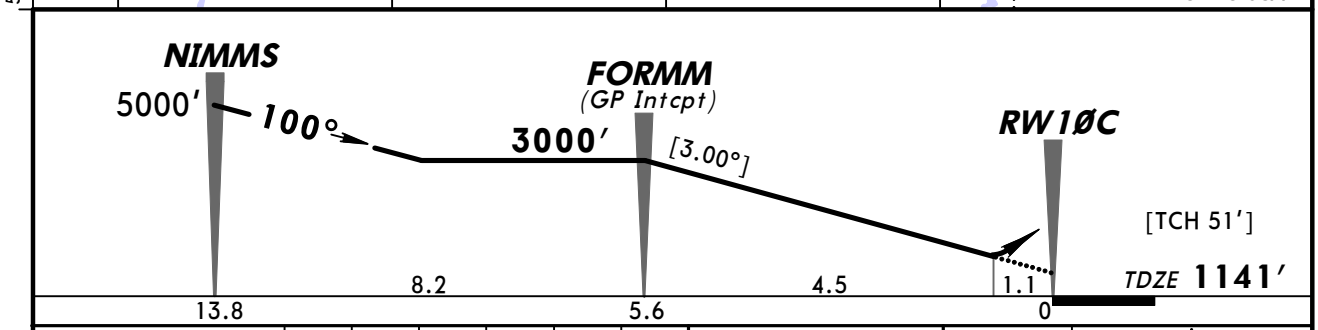
1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (1°F) or above 46°C (116°F).

3200′

MSA RW1ØC





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

REIL
PAPI-L

4000′ via 100°

STRAIGHT-IN LANDING RWY 10C

	RNP 0.11 DA(H) 1540′ (399′)	RNP 0.20 DA(H) 1566′ (425′)	RNP 0.30 DA(H) 1669′ (528′)
A	1½	1½	1¾
B			
C			
D			

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10R, 28L	Rwys 10L, 28R	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	119.1	128.3	135.02	127.8	121.9

RNAV	Final Apch Crs	Minimum Alt STARG	RNP 0.14 DA(H)	Apt Elev 1203′
	100°	3000′ (1865′)	1511′ (376′)	TDZE 1135′

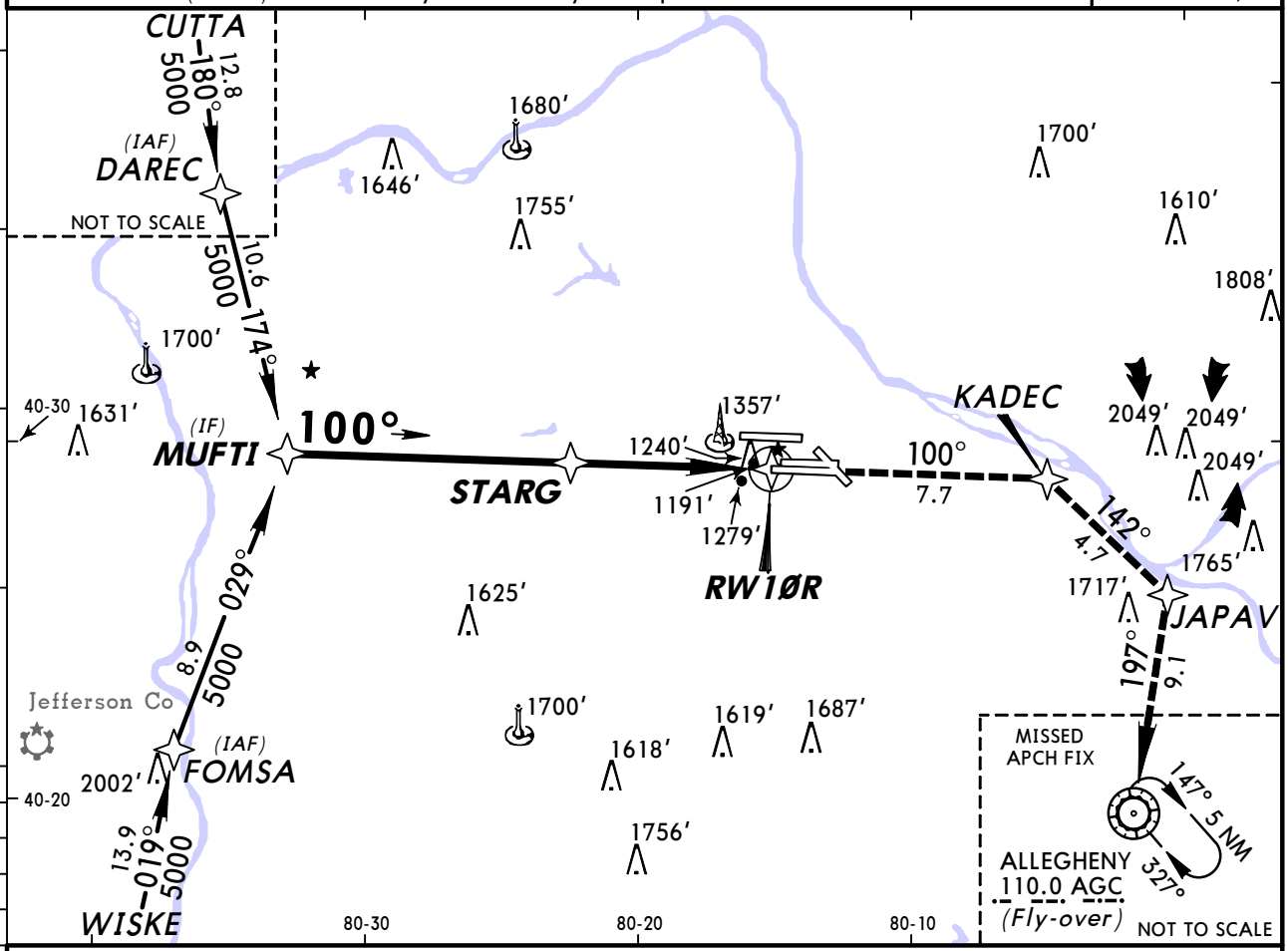
MISSED APCH: Climb to 4000′ via 100° track to KADEC and via 142° track to JAPAV and via 197° track to AGC VOR and hold.

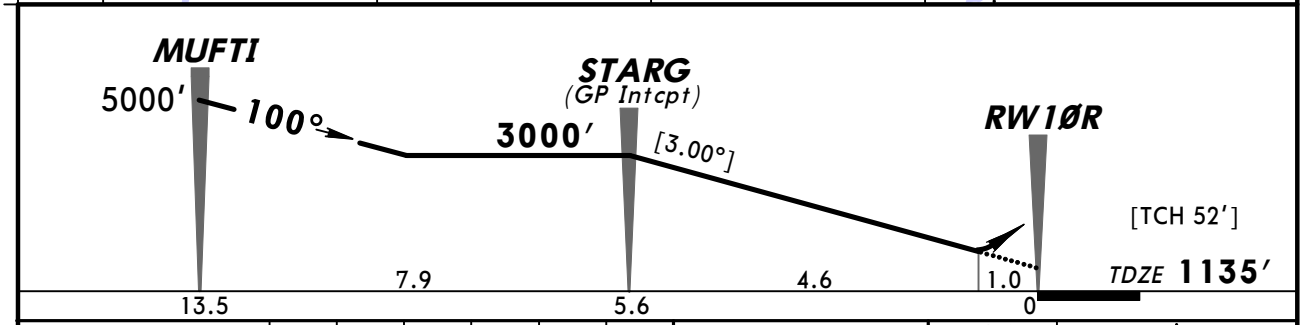
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (1°F) or above 46°C (116°F). 4. Visibility reduction by helicopters not authorized.

3200′
MSA RW1ØR

BRIEFING STRIP ™





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

ALSF-II
PAPI
4000′ via 100°

STRAIGHT-IN LANDING RWY **10R**

	RNP 0.14 DA(H) 1511′(376′)	ALS out	RNP 0.20 DA(H) 1558′(423′)	ALS out	RNP 0.30 DA(H) 1745′(610′)	ALS out
A, B, C, D	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½	1¾	2¼

TTERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN

24 JUN 11 (22-22)

PITTSBURGH, PA
RNAV (RNP) Z Rwy 28L

BRIEFING STRIP™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10R, 28L	Rwys 10L, 28R	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	119.1	128.3	135.02	127.8	121.9

RNAV	Final Apch Crs	Minimum Alt PITTZ	RNP 0.13 DA(H)	Apt Elev 1203′
	280°	3000′ (1875′)	1524′ (399′)	TDZE 1125′

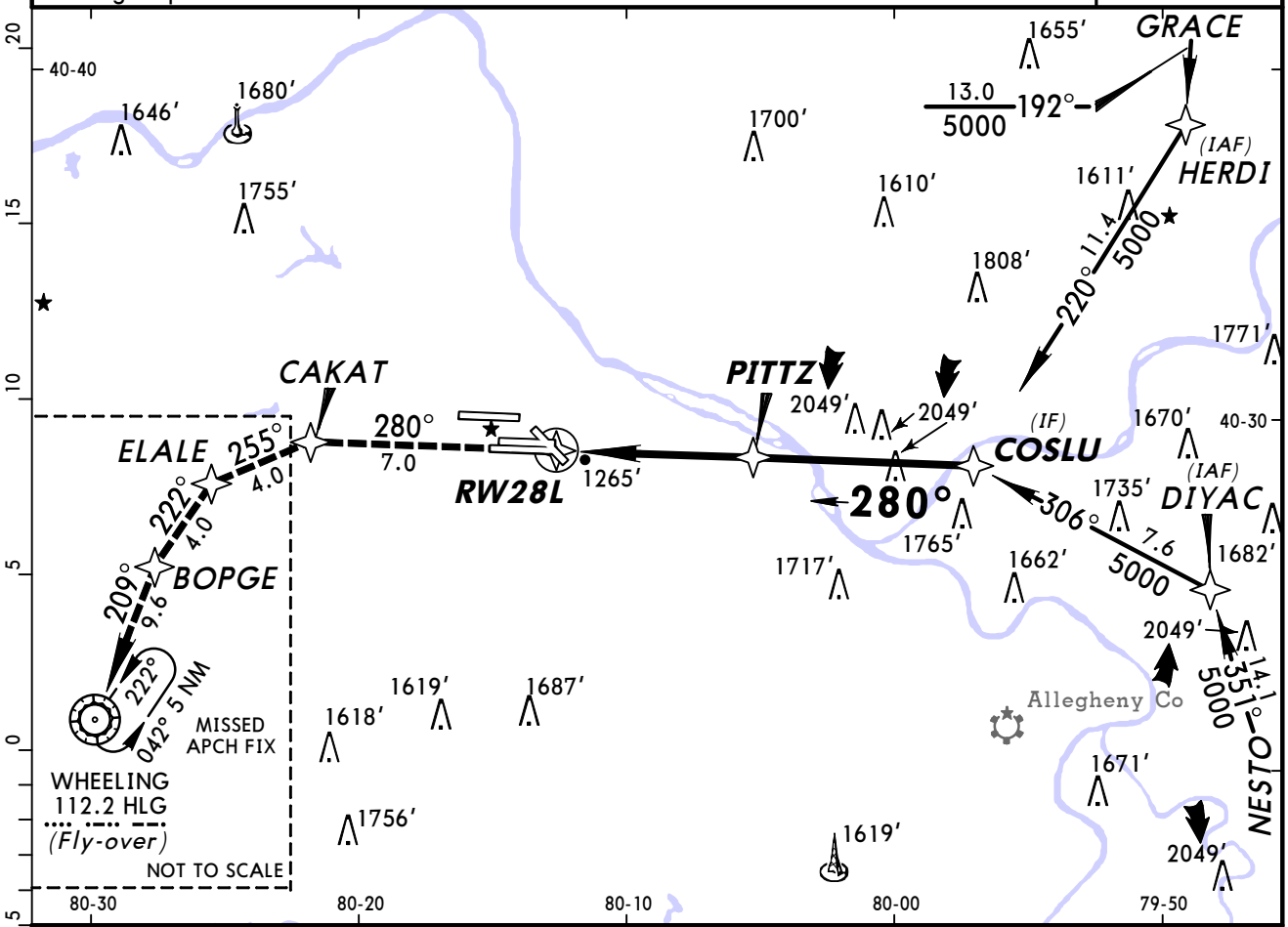
MISSED APCH: Climb to 4000′ via 280° track to CAKAT and via 255° track to ELALE and via 222° track to BOPGE and via 209° track to HLG VOR and hold.

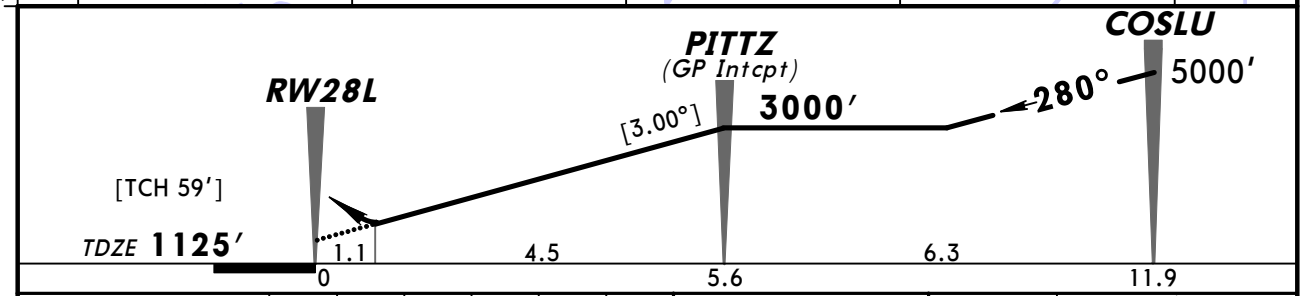
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (1°F) or above 46°C (116°F). 4. Visibility reduction by helicopters not authorized. 5. VGSI and RNAV glidepath not coincident.

3200′

MSA RW28L





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

MALSR
PAPI

4000′ via 280°

STRAIGHT-IN LANDING RWY 28L

	RNP 0.13 DA(H) 1524′(399′)	RAIL or ALS out	RNP 0.30 DA(H) 1569′(444′)	RAIL or ALS out
A	RVR 50 or 1	RVR 60 or 1¼	RVR 50 or 1	1½
B				
C				
D				

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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PITTSBURGH INTL

JEPPESEN

24 JUN 11 (22-23)

PITTSBURGH, PA
RNAV (RNP) Z Rwy 28C

BRIEFING STRIP™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10C, 14, 28C, 32	Rwys 10R, 28L	Rwys 10L, 28R	Ground North	South
127.25	123.95	135.02	119.1	128.3	127.8	121.9

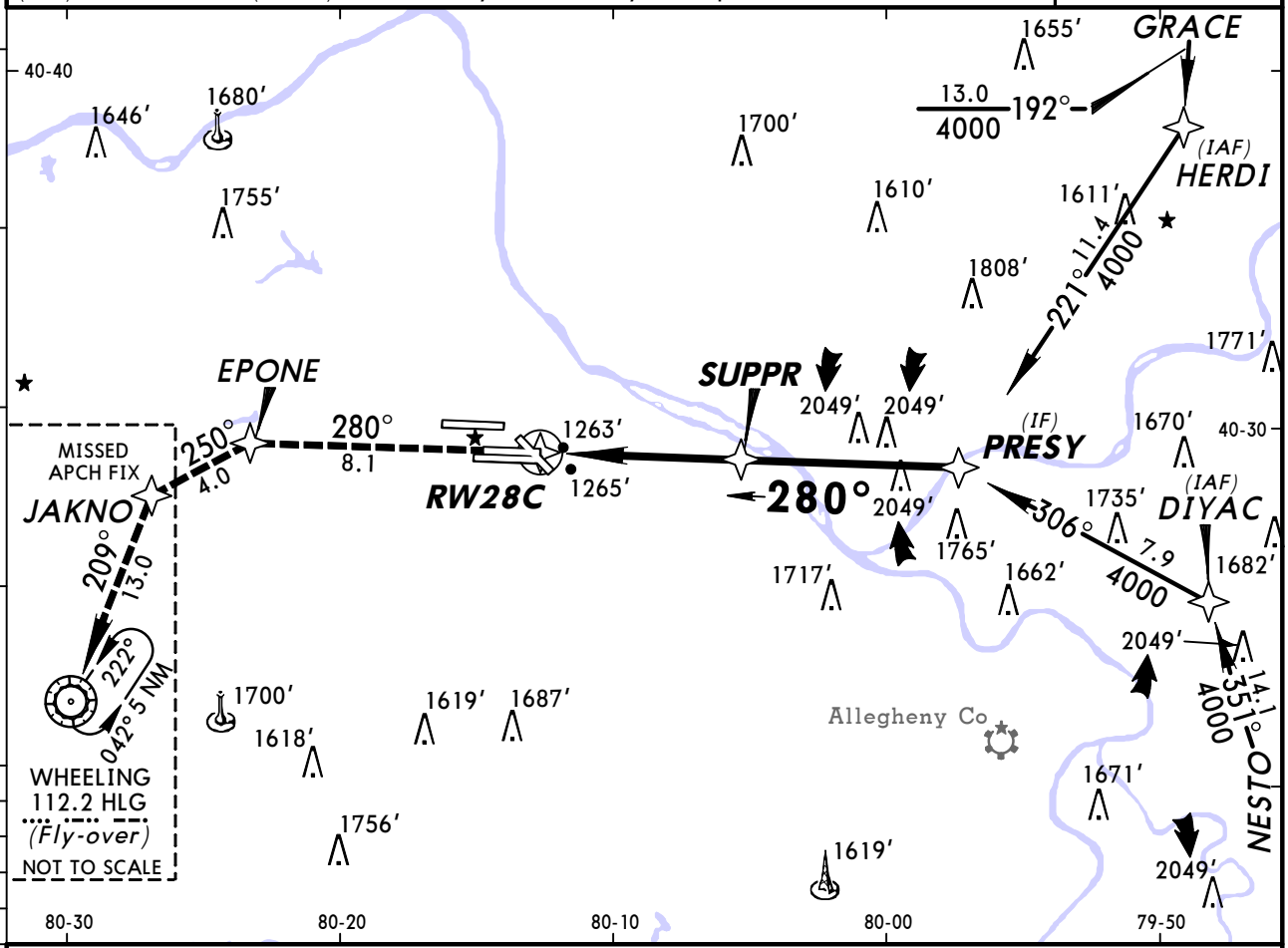
RNAV	Final Apch Crs	Minimum Alt SUPPR	RNP 0.14 DA(H)	Apt Elev 1203′
	280°	3000′ (1866′)	1527′ (393′)	TDZE 1134′

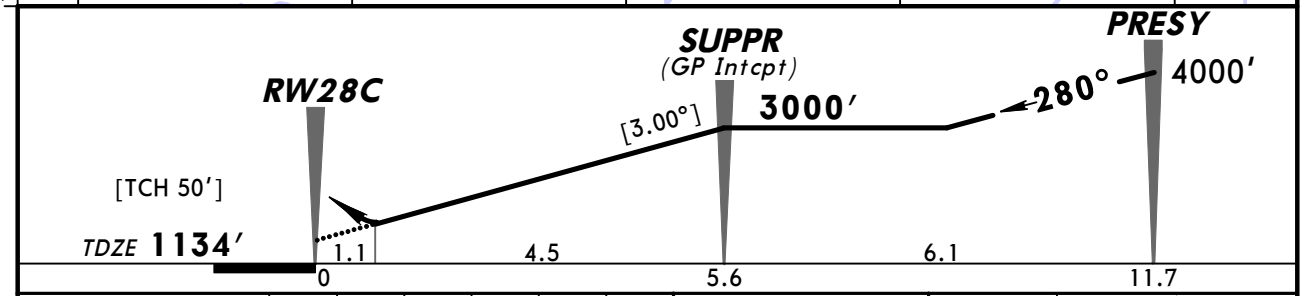
MISSED APCH: Climb to 4000′ via 280° track to EPONE and via 250° track to JAKNO then via 209° track to HLG VOR and hold.

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 -17°C (1°F) or above 46°C (116°F). 4. Visibility reduction by helicopters not authorized.

3200′
MSA RW28C





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

PAPI-L 4000′ via 280°

STRAIGHT-IN LANDING RWY 28C

	RNP 0.14 DA(H) 1527′ (393′)	RNP 0.16 DA(H) 1531′ (397′)	RNP 0.30 DA(H) 1576′ (442′)
A	RVR 60 or 1¼	1½	1½
B			
C			
D			

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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KPIT/PIT
PITTSBURGH INTL

JEPPESEN

24 JUN 11 (22-24)

PITTSBURGH, PA
RNAV (RNP) Z Rwy 28R

BRIEFING STRIP™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10L, 28R	Rwys 10R, 28L	Rwys 10C, 14, 28C, 32	Ground North	South
127.25	123.95	128.3	119.1	135.02	127.8	121.9

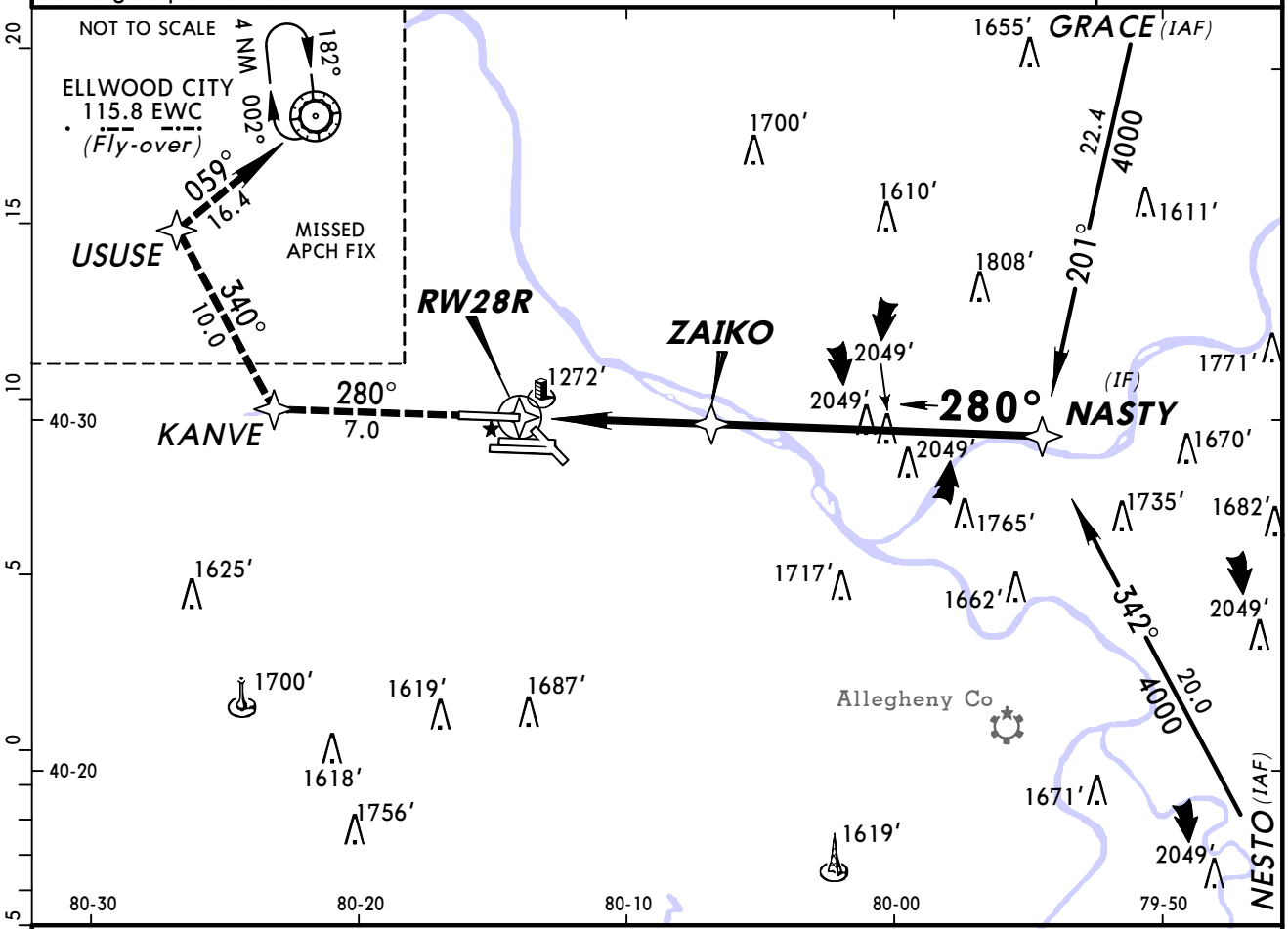
RNAV	Final Apch Crs	Minimum Alt ZAIKO	RNP 0.30 DA(H)	Apt Elev 1203′
	280°	3000′ (1826′)	1621′ (447′)	TDZE 1174′

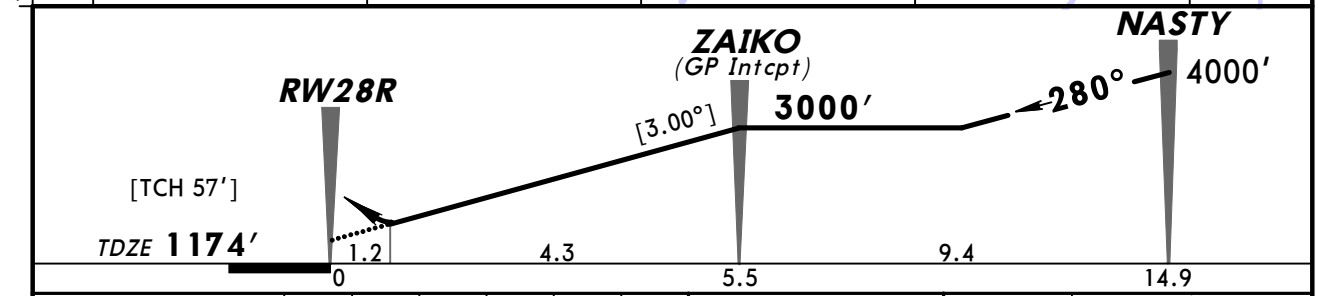
MISSED APCH: Climb to 4000′ via 280° track to KANVE and via 340° track to USUSE and via 059° track to EWC VOR and hold.

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 -17°C (1°F) or above 46°C (115°F). 4. Visibility reduction by helicopters not authorized. 5. VGSI and RNAV glidepath not coincident.

3200′
MSA RW28R





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

MALSR
PAPI
4000′ via 280°

STRAIGHT-IN LANDING RWY **28R**

RNP 0.30

DA(H) **1621′** (447′)

		RAIL or ALS out
A	RVR 50 or 1	1½
B		
C		
D		

TERPS AMEND 0B 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP™

D-ATIS Arrival	PITTSBURGH Approach (R)	PITTSBURGH Tower Rwys 10C, 14, 28C, 32	Rwys 10L, 28R	Rwys 10R, 28L	Ground North	South
127.25	123.95	135.02	128.3	119.1	127.8	121.9

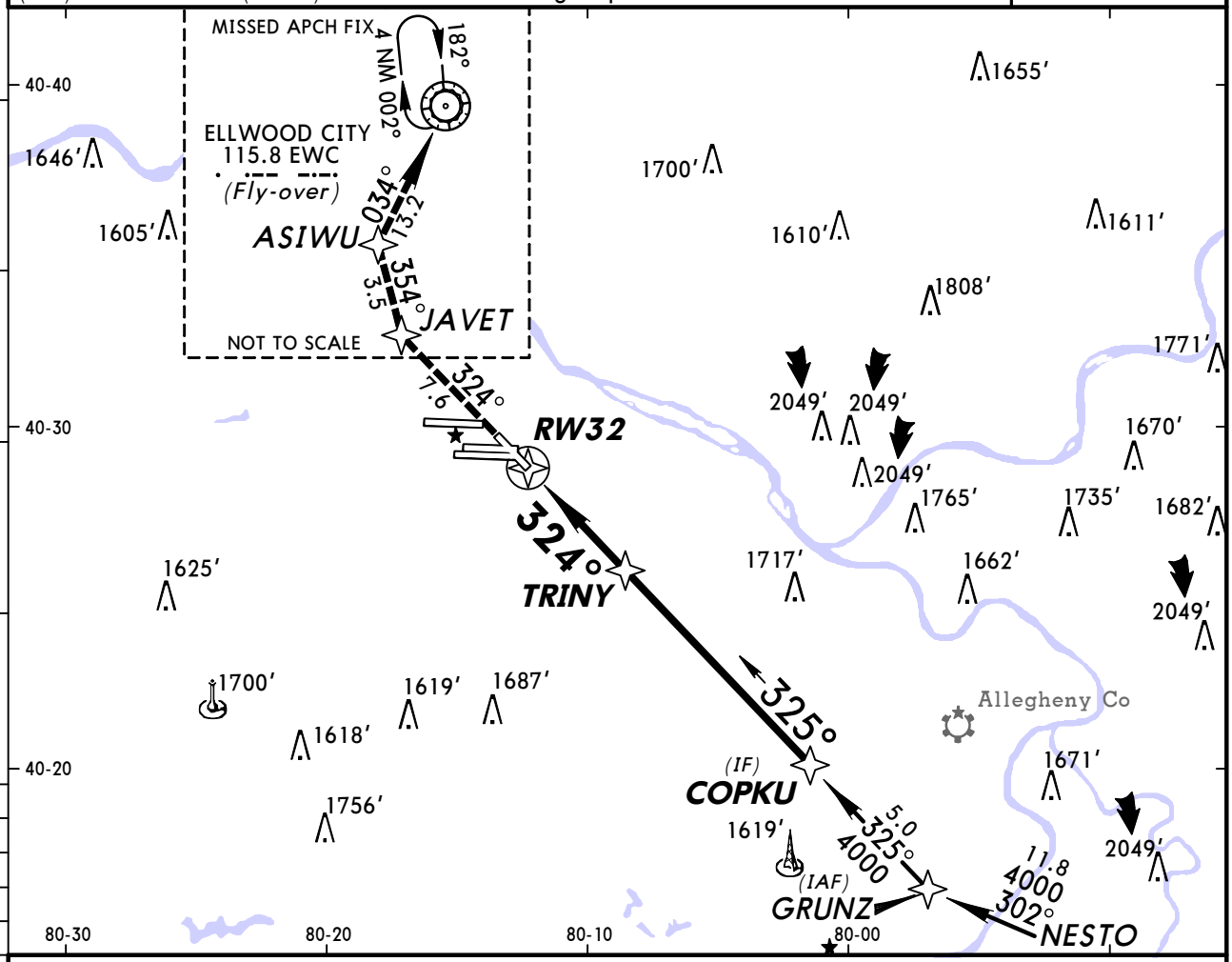
RNAV	Final Apch Crs	Minimum Alt TRINY	RNP 0.11 DA(H)	Apt Elev 1203′
	324°	2500′ (1377′)	1384′ (261′)	TDZE 1123′

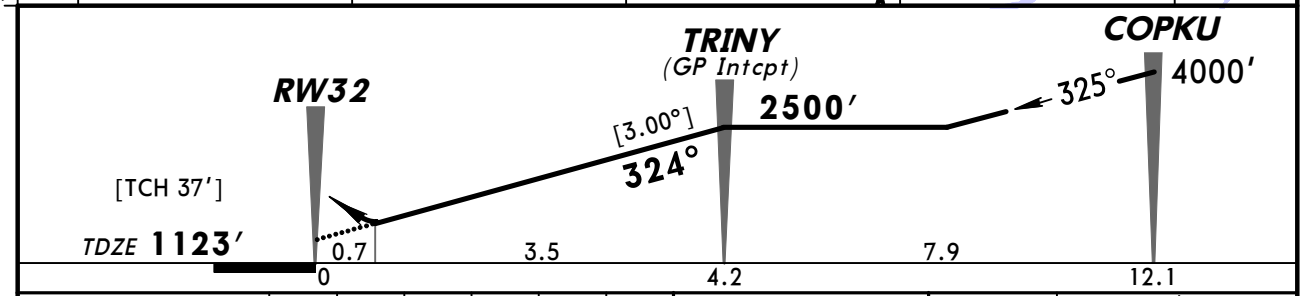
MISSED APCH: Climb to 4000′ on track 324° to JAVET and track 354° to ASIWU and track 034° to EWC VOR and hold.

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 -17°C (1°F) or above 46°C (115°F). 4. VGSI and RNAV glidepath not coincident.

3100′
MSA RW32





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

MALS
PAPI
4000′ on 324°

STRAIGHT-IN LANDING RWY 32

	RNP 0.11 DA(H) 1384′ (261′) ALS out	RNP 0.30 DA(H) 1504′ (381′) ALS out
A		
B		
C	RVR 50 or 1	1½
D		

TERPS AMEND 1B 30 JUN 2011

CHANGES: Procedure authorization note.

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General Information

Location: Philadelphia PA USA
IATA Code: PNE
Lat/Long: N40° 04.9' W075° 00.6'
Elevation: 120 ft

Airport Use: Public
Magnetic Variation: 12.3°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High 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: 1137 Z
Sunset: 2249 Z,

Runway Information

Runway: 06
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 116 ft
Lighting: Edge, REIL

Runway: 15
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 120 ft
Lighting: Edge, REIL

Runway: 24
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 115 ft
Lighting: Edge, ALS

Runway: 33
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 108 ft
Lighting: Edge, REIL

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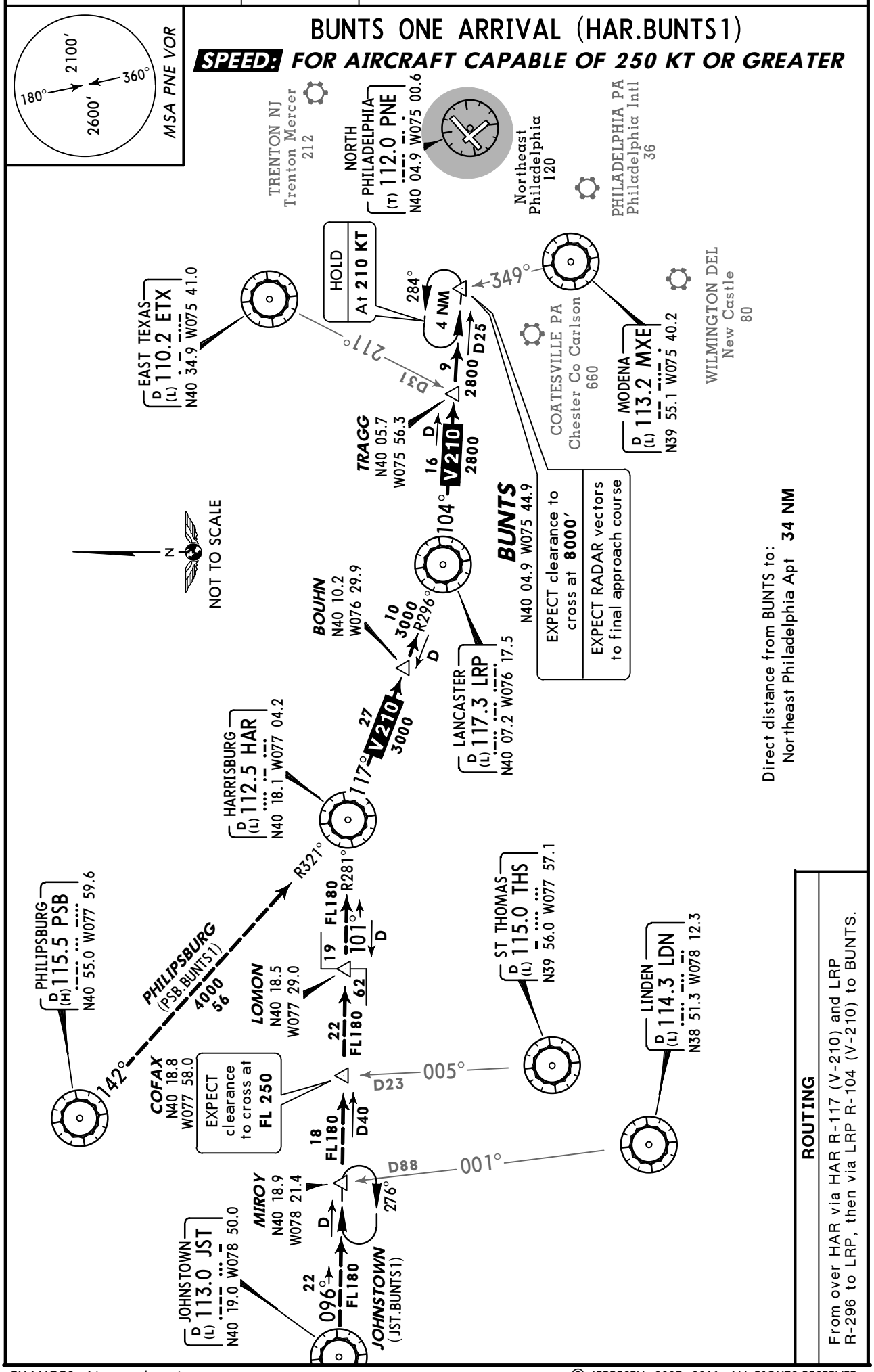
Communication Information

ATIS 121.15
ASOS 121.15
Northeast Philadelphia Tower 126.9 CTAF PCL
Northeast Philadelphia Ground Control 121.7
Northeast Philadelphia Clearance Delivery 127.25
Philadelphia Approach Control 123.8
Philadelphia Departure Control 123.8
Northeast Philadelphia Unicom 122.95
Williamsport Flight Service Station 122.6 RCO
Williamsport Flight Service Station 122.2 RCO

ATIS (ASOS when Twr inop) 121.15	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

BUNTS ONE ARRIVAL (HAR.BUNTS1)

SPEED: FOR AIRCRAFT CAPABLE OF 250 KT OR GREATER



ROUTING

From over HAR via HAR R-117 (V-210) and LRP R-296 to LRP, then via LRP R-104 (V-210) to BUNTS.

CHANGES: Airport elevations.

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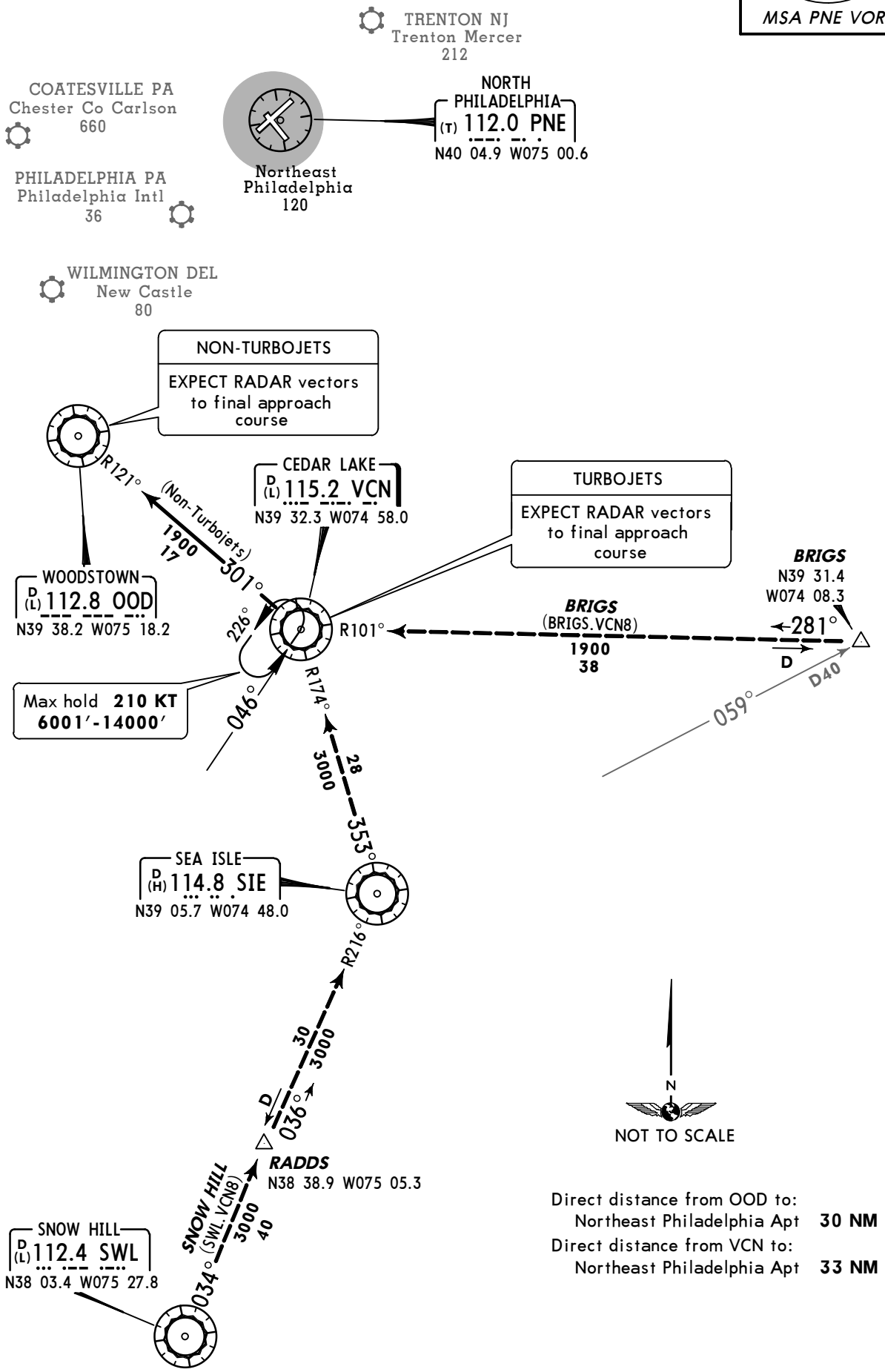
ATIS (ASOS when Twr inop) 121.15	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

CEDAR LAKE EIGHT ARRIVAL (VCN.VCN8)



CHANGES: Willow Grove NAS removed, apt elevations, VCN hold.

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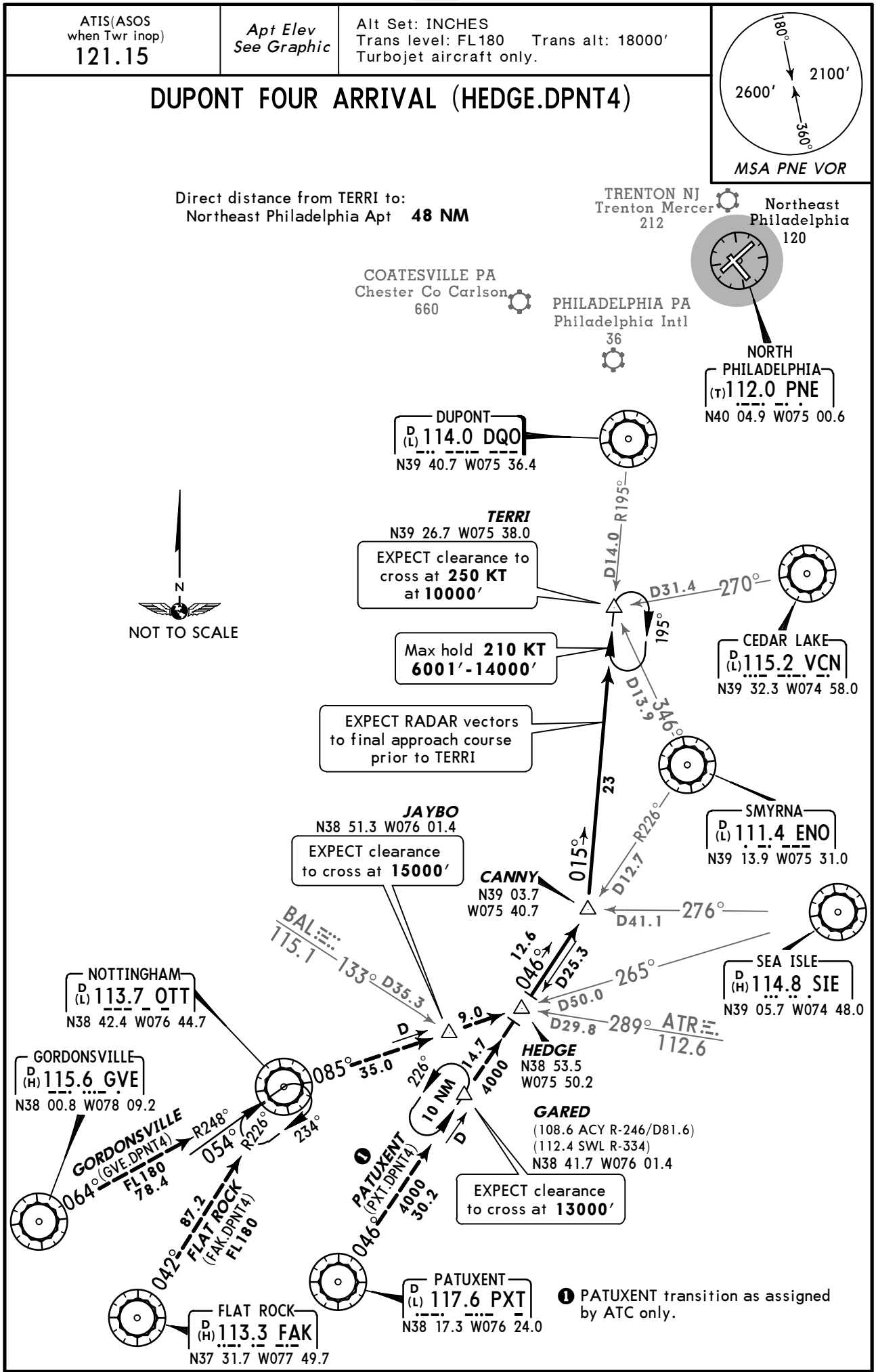
ATIS(ASOS when Twr inop)	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ Turbojet aircraft only.
121.15	See Graphic	

DUPONT FOUR ARRIVAL (HEDGE.DPNT4)



ROUTING

From over HEDGE to CANNY via ENO R-226, then from CANNY via DQO R-195 to TERRI.
EXPECT RADAR vectors to final approach course prior to TERRI.

CHANGES: Apt elev, graphic depiction, Willow Grove NAS removed, formations.

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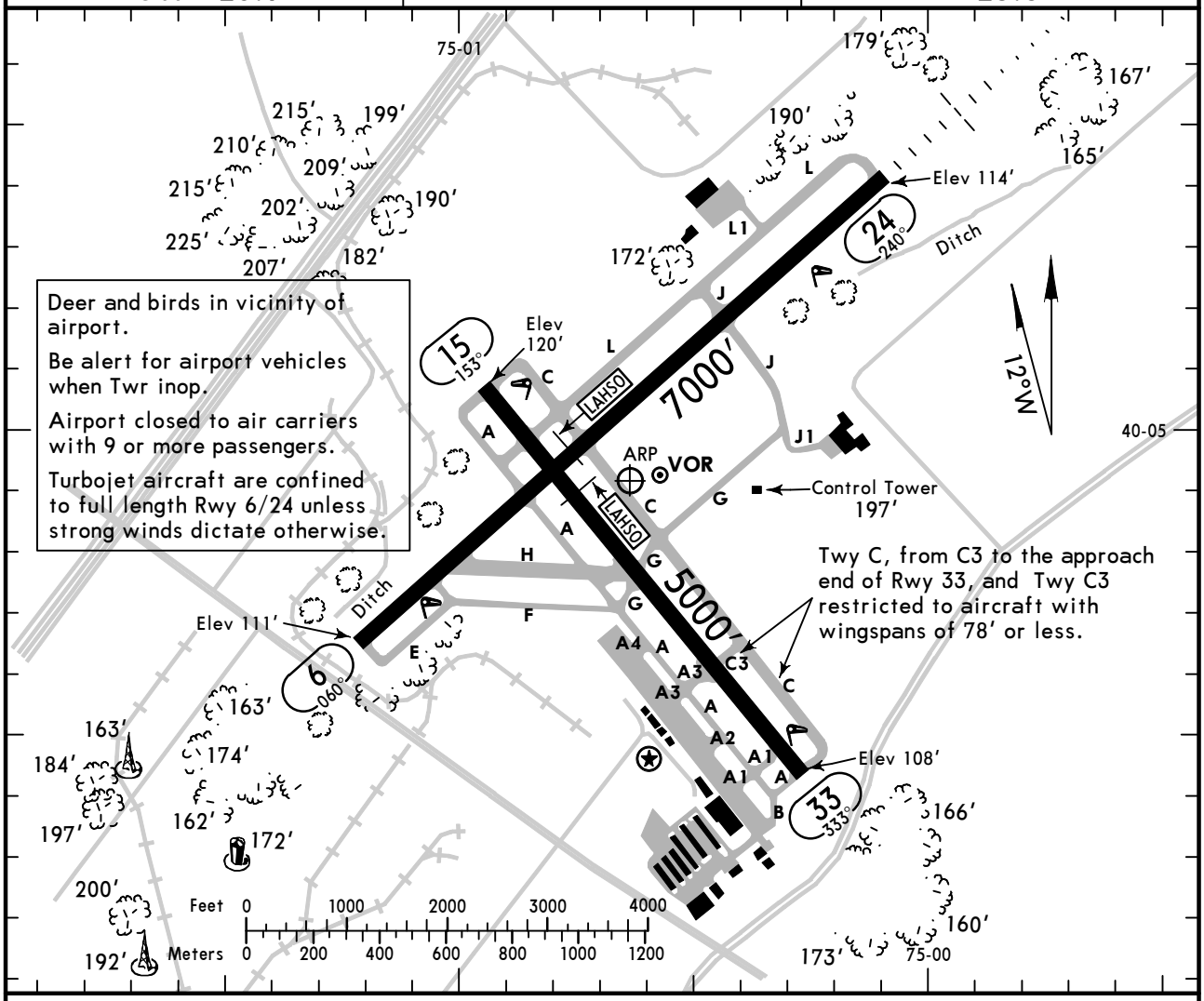
ATIS (ASOS when Twr inop)	*NORTHEAST PHILADELPHIA Clearance	*Ground
121.15	127.25	121.7
*Tower		PHILADELPHIA Departure (R)
CTAF 126.9	UNICOM 122.95	123.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	LAHSO Distance	WIDTH
6	❶HIRL REIL ❷PAPI-L (angle 3.0°) grooved				150′
24	❶HIRL ❷MALSR ❷PAPI-R (angle 3.0°) grooved		6000′	15/33 4150′	
15	MIRL REIL PAPI-L (angle 3.0°) grooved				150′
33				6/24 3600′	

❶ Preset on medium intensity when Twr inop.
❷ Activate on 126.9 when Twr inop.

TAKE-OFF

	Rwys 6, 15, 24		❶ Rwy 33		
	Adequate Vis Ref	STD	With Mim climb of 223′/NM to 400′ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	200-1¼
3 & 4 Eng		1/2		1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating and Local Weather Available		Authorized Only When Local Weather Available
	ILS Rwy 24	LOC (Back Crs) Rwy 6 LOC Rwy 24 VOR Rwy 6 VOR Rwy 24	RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 24 RNAV (GPS) Rwy 33
A B C D	600-2	800-2	800-2

❶ Alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1600′ prior to departure end of runway.

AMEND 0

CHANGES: Lighting.

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KPNE/PNE
NORTHEAST PHILADELPHIA

JEPPESEN

27 NOV 09 (21-1)

PHILADELPHIA, PA
ILS or LOC Rwy 24

ATIS (ASOS when Twr inop)	PHILADELPHIA Approach (R)	*NORTHEAST PHILADELPHIA Tower	*Ground
121.15	123.8	CTAF 126.9	121.7

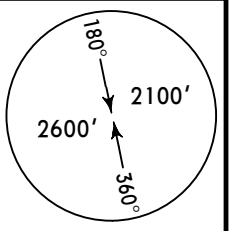
BRIEFING STRIP™

LOC	Final	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 120′
IPNE	Apch Crs	BORDA		TDZE 115′
111.1	240°	2000′ (1885′)	316′ (201′)	

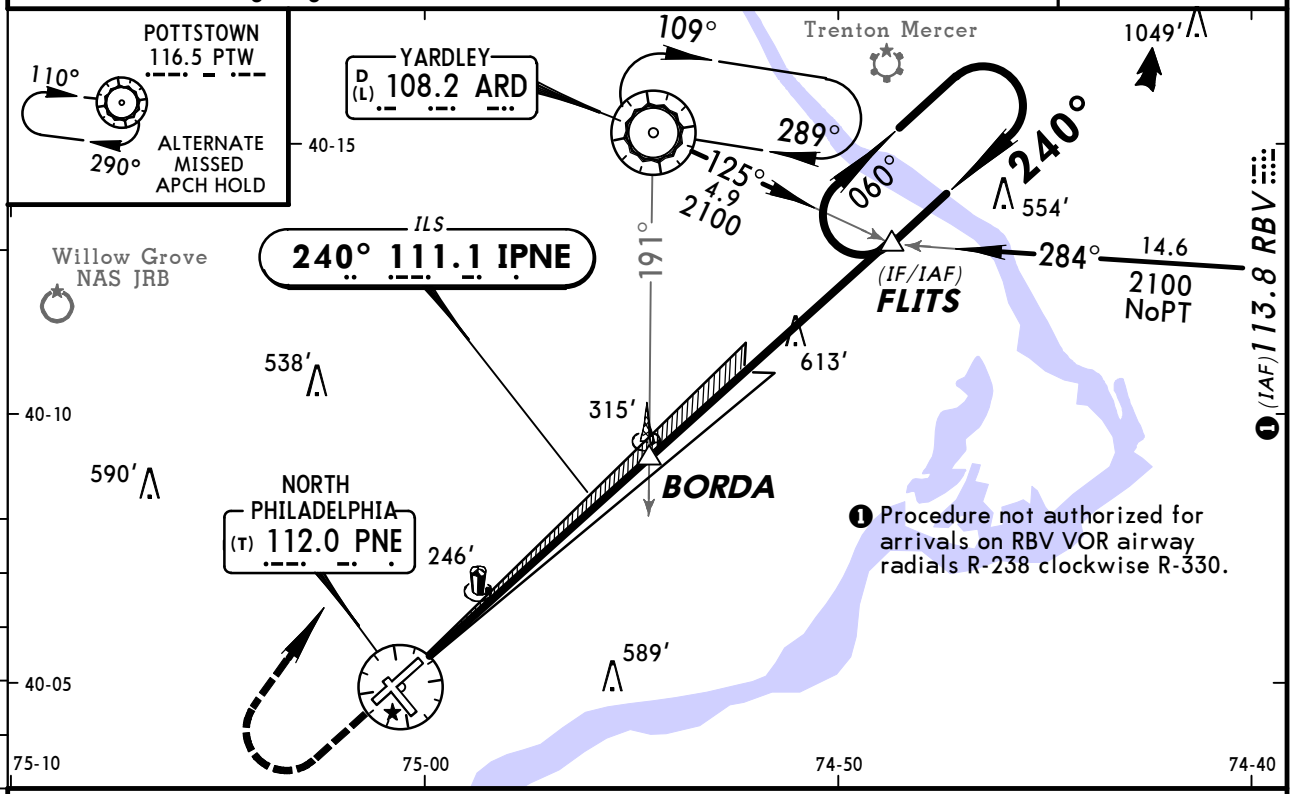
MISSED APCH: Climb to 800′, then climbing RIGHT turn to 3000′ direct ARD VOR and hold.

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

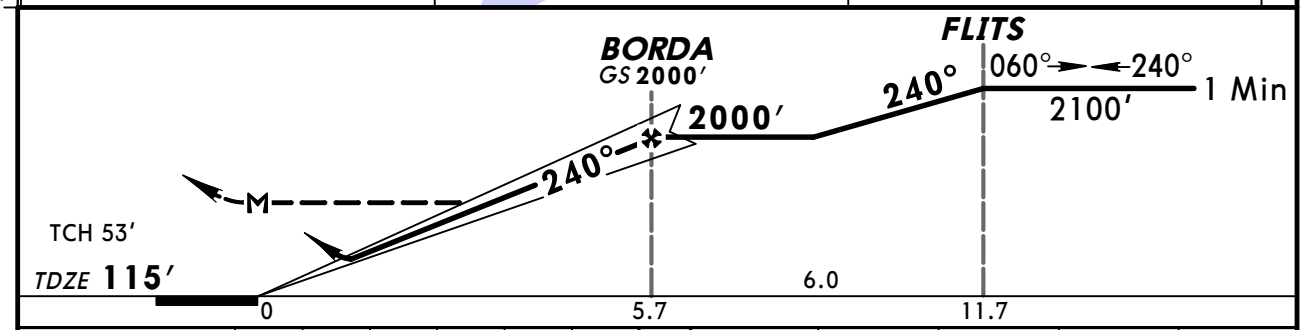
1. Use local altimeter setting; if not received, use Philadelphia Intl altimeter setting.
2. Pilot controlled lighting 126.9.



MSA PNE VOR



❶ Procedure not authorized for arrivals on RBV VOR airway radials R-238 clockwise R-330.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
BORDA to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR PAPI 800′ 3000′ RT D ARD 108.2

STRAIGHT-IN LANDING RWY 24
With Local Altimeter Setting

	ILS DA(H) 316′ (201′) FULL	ILS DA(H) 316′ (201′) RAIL or ALS out	LOC (GS out) MDA(H) 560′ (445′)	LOC (GS out) MDA(H) 560′ (445′) RAIL out	LOC (GS out) MDA(H) 560′ (445′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			3/4	1 1/4	
D			1	1 1/2	

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 15-33 when VGSI Inop

Max Kts	With Local Altimeter Setting MDA(H)
90	640′ (520′) -1
120	
140	640′ (520′) - 1 1/2
165	700′ (580′) -2

With Philadelphia Intl Altimeter Setting

	ILS DA(H) 376′ (261′) FULL	ILS DA(H) 376′ (261′) RAIL or ALS out	LOC (GS out) MDA(H) 620′ (505′)	LOC (GS out) MDA(H) 620′ (505′) RAIL out	LOC (GS out) MDA(H) 620′ (505′) ALS out
A	1/2	1	1/2	3/4	1
B					
C			1	1 1/2	
D					

Max Kts	With Philadelphia Intl Altimeter Setting MDA(H)
90	700′ (580′) -1
120	
140	700′ (580′) - 1 1/2
165	760′ (640′) -2

TERPS AMEND 12A

CHANGES: None.

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KPNE/PNE
NORTHEAST PHILADELPHIA

JEPPESEN 4 SEP 09 (21-2)

PHILADELPHIA, PA
LOC (BACK CRS) Rwy 6

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	PHILADELPHIA Approach (R)	*NORTHEAST PHILADELPHIA Tower	*Ground
121.15	123.8	CTAF 126.9	121.7

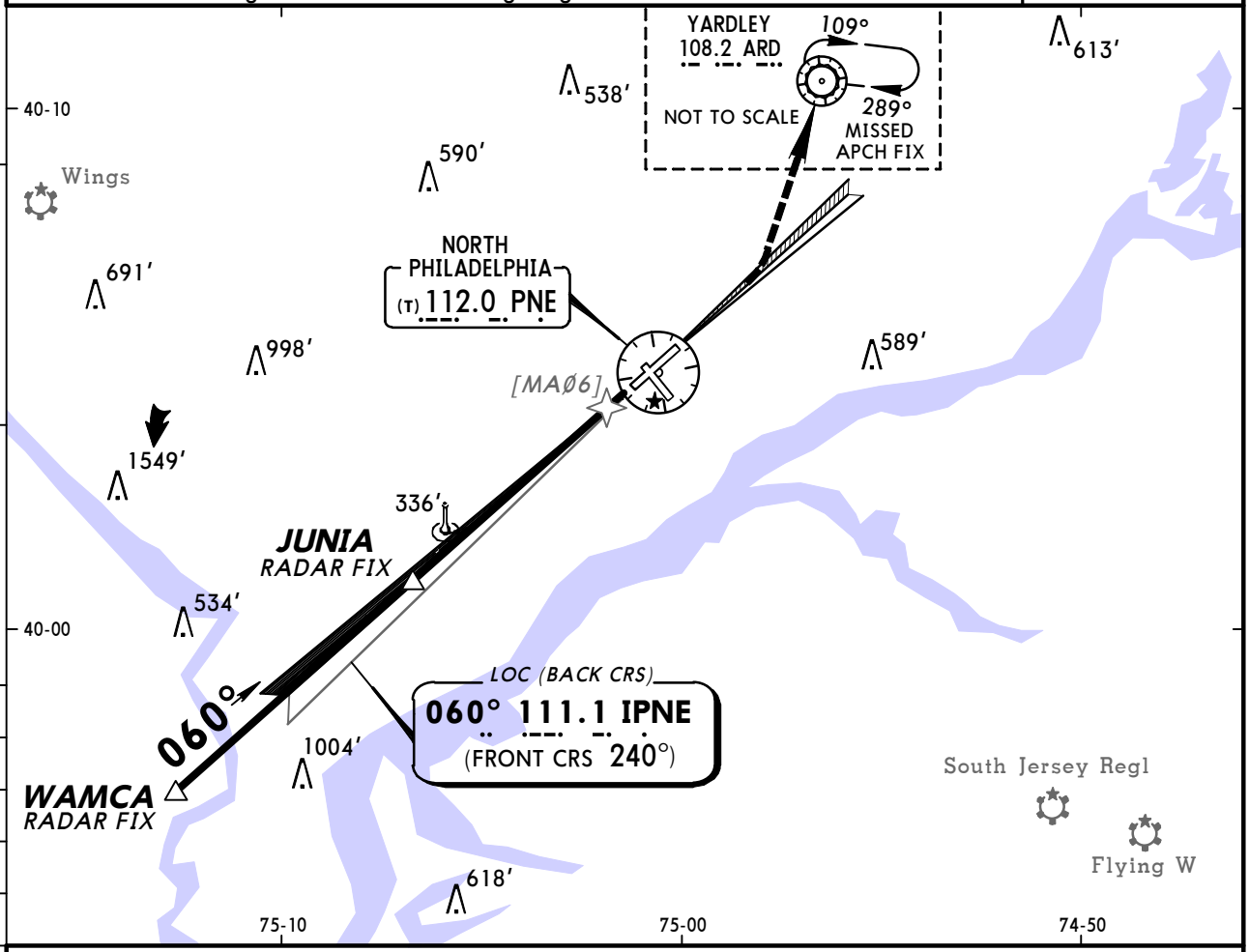
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 121′
IPNE 111.1	060° (Front Crs 240°)	JUNIA 2000′ (1884′)	(CONDITIONAL) 600′ (484′)	TDZE 116′

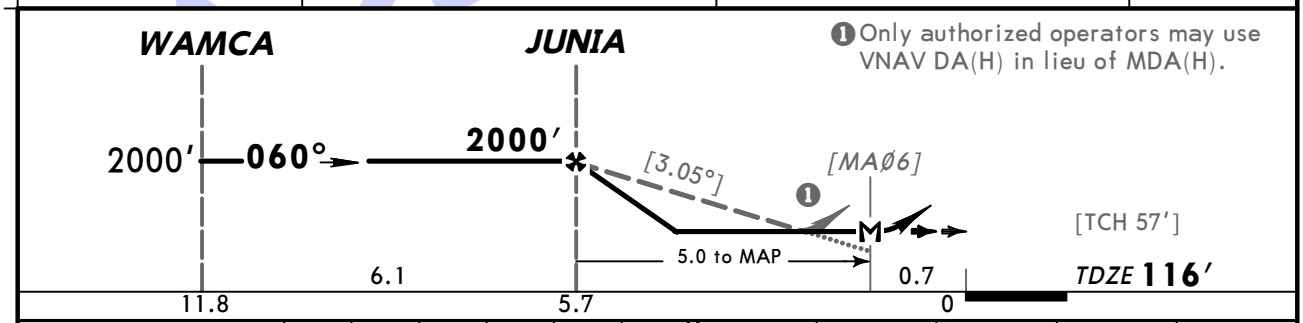
MISSED APCH: Climb to 1000′, then climbing LEFT turn to 3000′ direct ARD VOR and hold.

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

1. RADAR required. 2. Use local altimeter setting; if not received, use Philadelphia Intl altimeter setting. 3. Pilot controlled lighting 126.9.

MSA PNE VOR: 180° 2600′; 2100′; 360°





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

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
JUNIA to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL	1000′	3000′	D	ARD
PAPI-L	↑	LT		108.2

STRAIGHT-IN LANDING RWY 6

	MDA(H) 600′ (484′) With Local Altimeter Setting	MDA(H) 660′ (544′) With Philadelphia Intl Altimeter Setting
A	1	1
B		
C	1¼	1½
D	1½	1¾

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 15, 33 When VGSI Inop

Max Kts	With Local Altimeter Setting MDA(H)	With Philadelphia Intl Altimeter Setting MDA(H)
90	640′ (519′) - 1	700′ (579′) - 1
120		
140	640′ (519′) - 1½	700′ (579′) - 1½
165	700′ (579′) - 2	760′ (639′) - 2

AMEND 7A TERPS

CHANGES: Minimums.

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KPNE/PNE
NORTHEAST PHILADELPHIA

JEPPESEN 27 NOV 09 (22-1)

PHILADELPHIA, PA
RNAV (GPS) Rwy 6

ATIS (ASOS when Twr inop)	PHILADELPHIA Approach (R)	*NORTHEAST PHILADELPHIA Tower	*Ground
121.15	123.8	CTAF 126.9	121.7

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 120′
Ch 65622 W-06A	060°	JUNIA 2000′ (1884′)	490′ (374′)	TDZE 116′

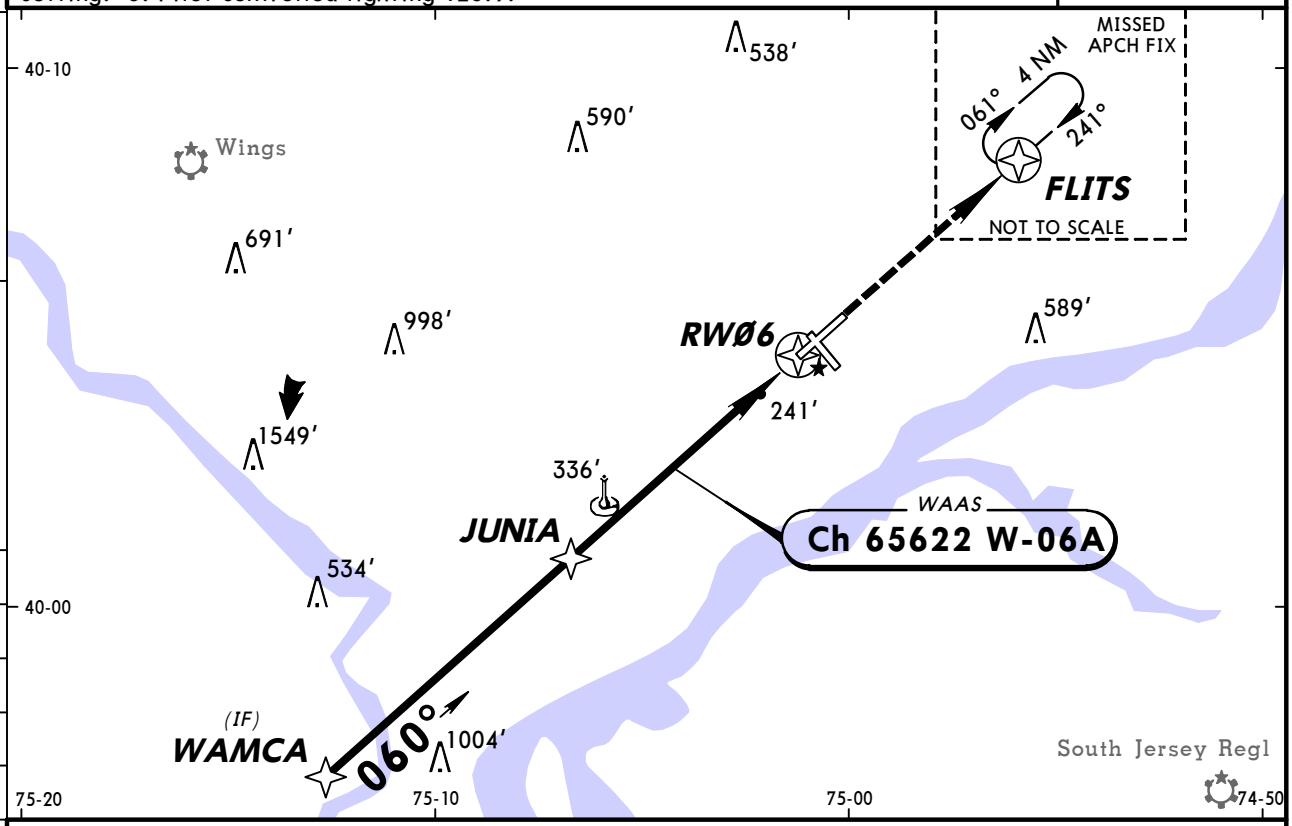
MISSED APCH: Climb to 2100′ direct FLITS and hold.

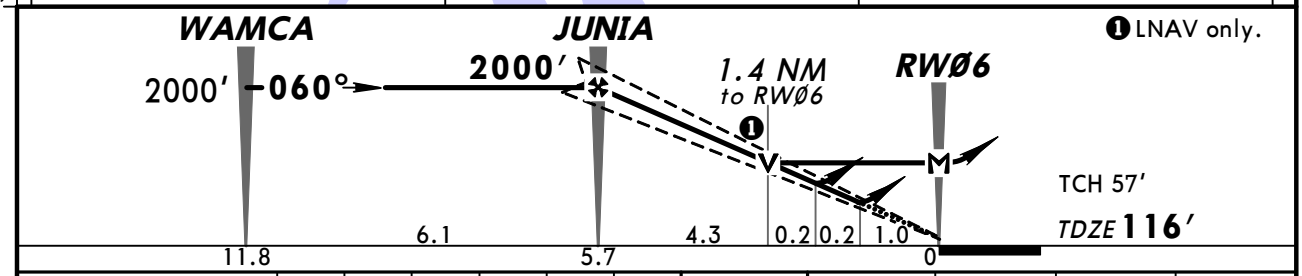
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. Use local altimeter setting; if not received, use Philadelphia Intl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. VDP and Baro-VNAV not authorized when using Philadelphia Intl altimeter setting. 6. Pilot controlled lighting 126.9.

2600′

MSA RWØ6





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

REIL
PAPI-L

2100′

FLITS

TERPS AMENDMENT 0A

STRAIGHT-IN LANDING RWY 6
With Local Altimeter Setting

	LPV DA(H) 490′ (374′)	LNAV/VNAV DA(H) 540′ (424′)	LNAV MDA(H) 600′ (484′)
A	1¼	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 15, 33 When VGSI Inop
With Local Altimeter Setting

Max Kts	MDA(H)
90	640′ (520′) -1
120	
140	640′ (520′) -1½
165	700′ (580′) -2

With Philadelphia Intl Altimeter Setting

	LPV DA(H) 550′ (434′)	LNAV/VNAV DA(H) 600′ (484′)	LNAV MDA(H) 660′ (544′)
A	1½	1¾	1
B			
C			1½
D			1¾

With Philadelphia Intl Altimeter Setting

Max Kts	MDA(H)
90	700′ (580′) -1
120	
140	700′ (580′) -1½
165	760′ (640′) -2

CHANGES: Airport elevation.

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BRIEFING STRIP TM

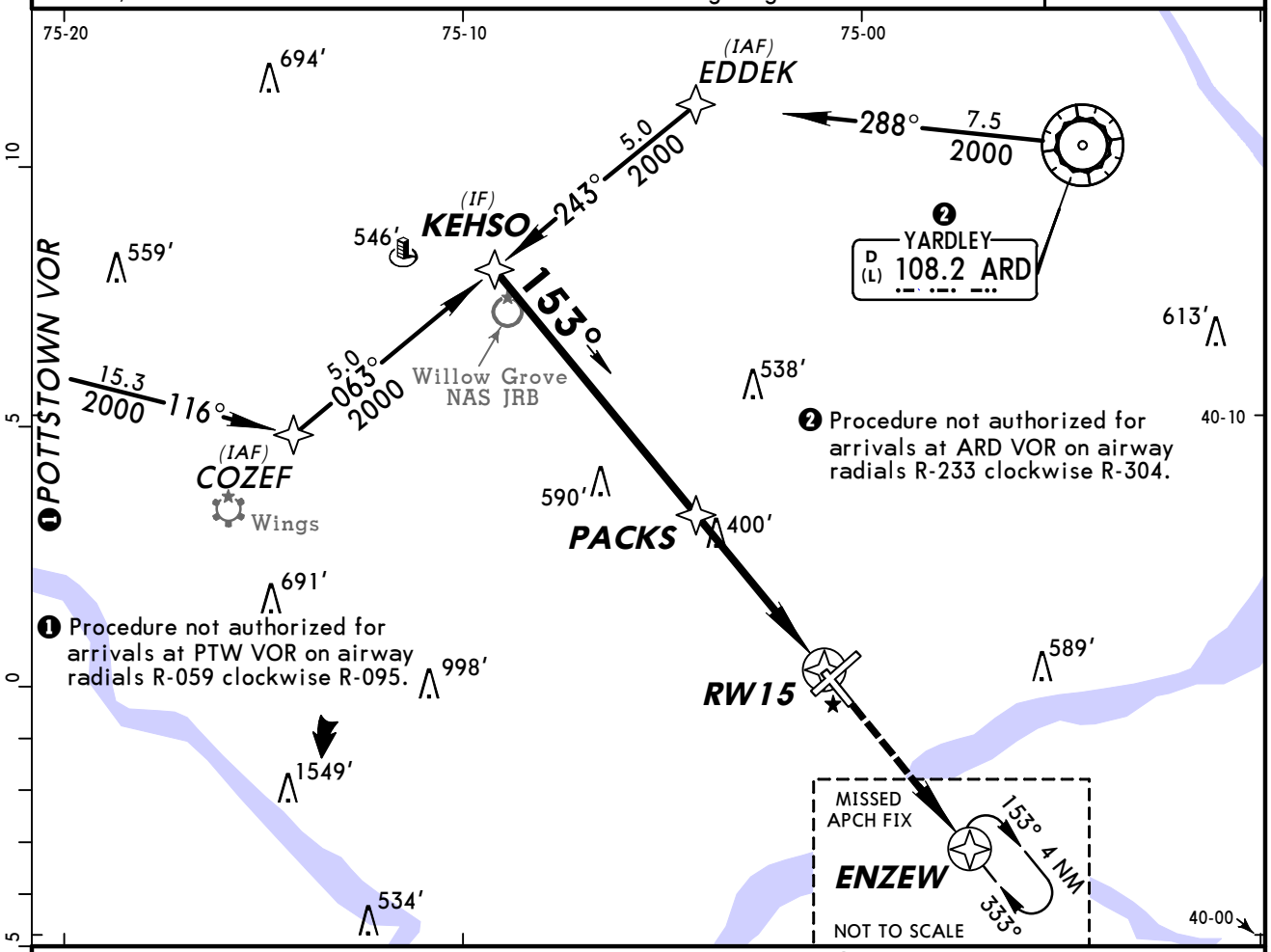
ATIS (ASOS when Twr inop)	PHILADELPHIA Approach (R)	*NORTHEAST PHILADELPHIA Tower	*Ground
121.15	123.8	CTAF 126.9	121.7

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 120′
	153°	PACKS 1400′ (1280′)	660′ (540′)	TDZE 120′

MISSED APCH: Climb to 2000′ direct ENZEW and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Philadelphia Intl altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 126.9.

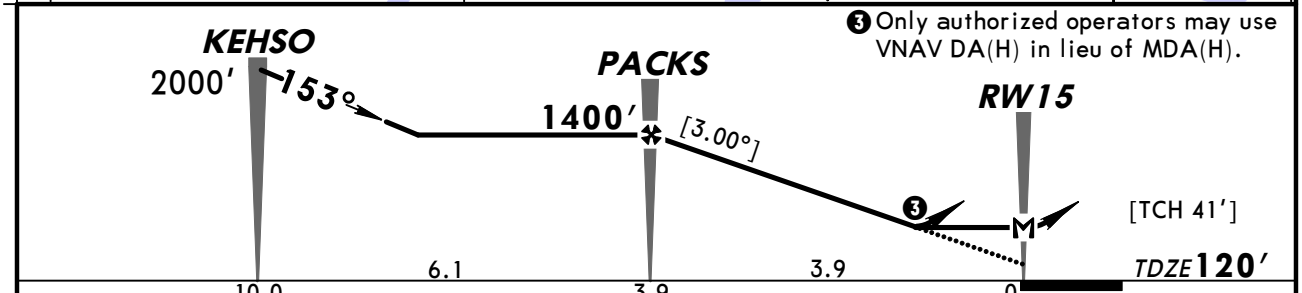
2600′
MSA RW15



❷ Procedure not authorized for arrivals at ARD VOR on airway radials R-233 clockwise R-304.

❶ Procedure not authorized for arrivals at PTW VOR on airway radials R-059 clockwise R-095.

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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW15						

REIL
PAPI-L
2000′
ENZEW

1 STRAIGHT-IN LANDING RWY 15
LNAV

	MDA(H) 660′ (540′) With Local Altimeter Setting	MDA(H) 720′ (600′) With Philadelphia Intl Altimeter Setting
A	1	1
B		
C	1½	1½
D	1¾	1¾

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 15-33 when VGSI Inop

Max Kts	With Local Altimeter Setting MDA(H)	With Philadelphia Intl Altimeter Setting MDA(H)
90	660′ (540′)-1	720′ (600′)-1
120		
140	660′ (540′)-1½	720′ (600′)-1½
165	700′ (580′)-2	760′ (640′)-2

❶ Not authorized at night when VGSI inop.

AMEND OA TERPS

CHANGES: Airport elevation, TDZE, lighting.

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KPNE/PNE
NORTHEAST PHILADELPHIA

JEPPESEN
27 NOV 09 (22-3)

PHILADELPHIA, PA
RNAV (GPS) Rwy 24

ATIS (ASOS when Twr inop)	PHILADELPHIA Approach (R)	*NORTHEAST PHILADELPHIA Tower	*Ground
121.15	123.8	CTAF 126.9	121.7

BRIEFING STRIP™

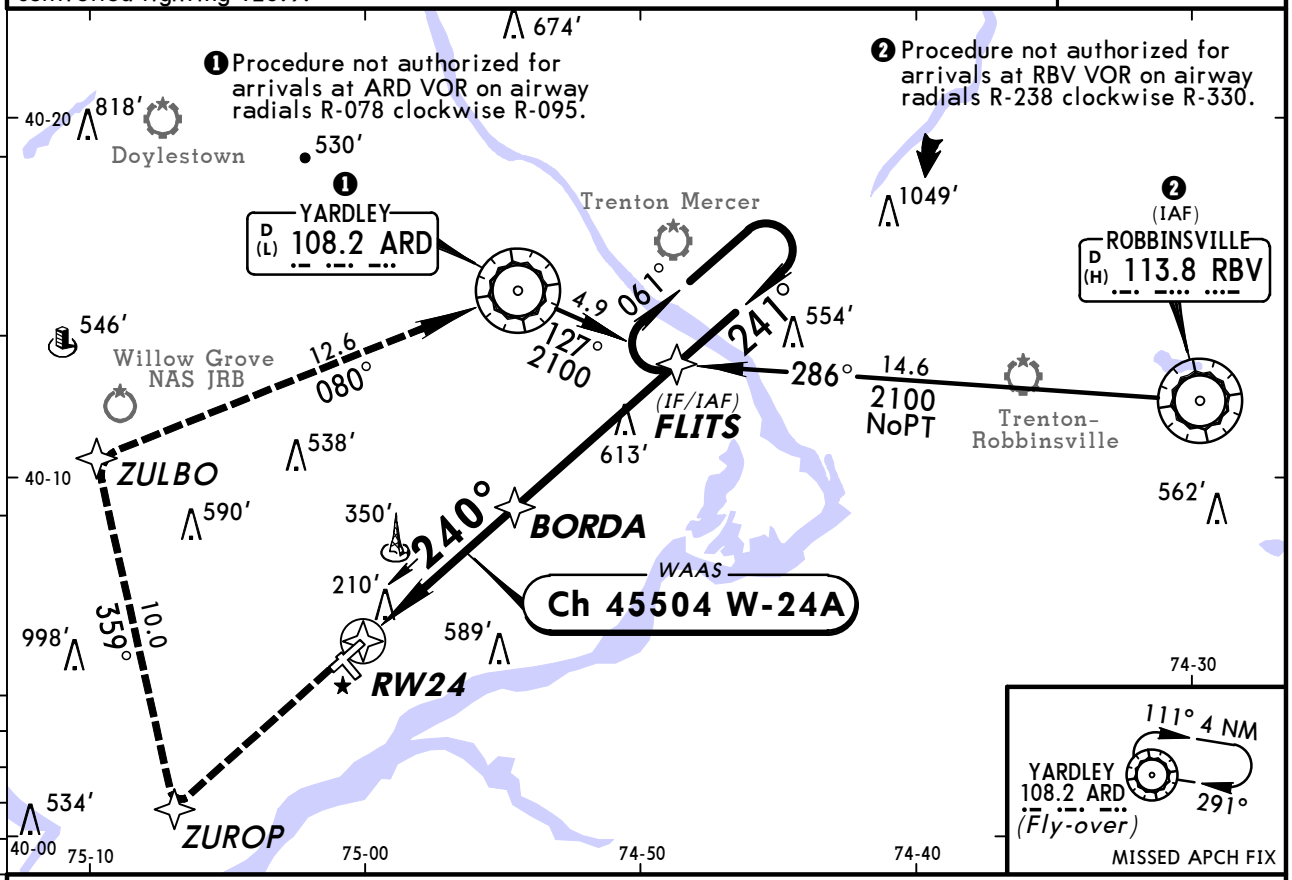
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 120′
Ch 45504 W-24A	240°	BORDA 2000′ (1885′)	430′ (315′)	TDZE 115′

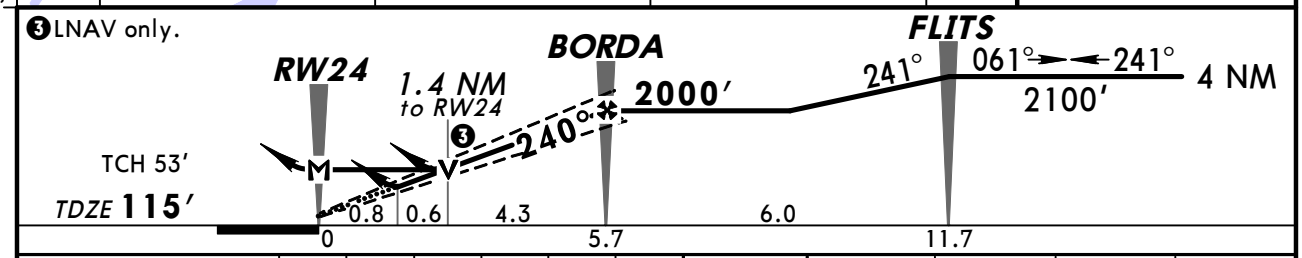
MISSED APCH: Climb to 3000′ direct ZUROP, and RIGHT turn via 359° track to ZULBO and via 080° track to ARD VOR and hold.

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

1. Use local altimeter setting; if not received, use Philadelphia Intl 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 48°C (118°F). 4. VDP and Baro-VNAV not authorized when using Philadelphia Intl altimeter setting. 5. Pilot controlled lighting 126.9.

2600′
MSA RW24





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

MALSR
PAPI
3000′
ZUROP

STRAIGHT-IN LANDING RWY 24
With Local Altimeter Setting

	LPV DA(H) 430′ (315′)		LNAV/VNAV DA(H) 620′ (505′)		LNAV MDA(H) 600′ (485′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1	1 1/4	1 3/4	1/2	3/4	1
B							
C					3/4	1 1/4	
D					1	1 1/2	

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 15-33 when VGSI Inop

Max Kts	With Local Altimeter Setting MDA(H)
90	640′ (520′)-1
120	
140	640′ (520′)-1 1/2
165	700′ (580′)-2

With Philadelphia Intl Altimeter Setting

	DA(H) 490′ (375′)		DA(H) 680′ (565′)		MDA(H) 660′ (545′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	3/4	1 1/4	1 1/2	2	1/2	3/4	1
B							
C					1	1 1/2	
D					1 1/4	1 3/4	

Max Kts	With Philadelphia Intl Altimeter Setting MDA(H)
90	700′ (580′)-1
120	
140	700′ (580′)-1 1/2
165	760′ (640′)-2

TERPS AMENDMENT

CHANGES: Airport elevation, TDZE.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	PHILADELPHIA Approach (R)	*NORTHEAST PHILADELPHIA Tower	*Ground
121.15	123.8	CTAF 126.9	121.7

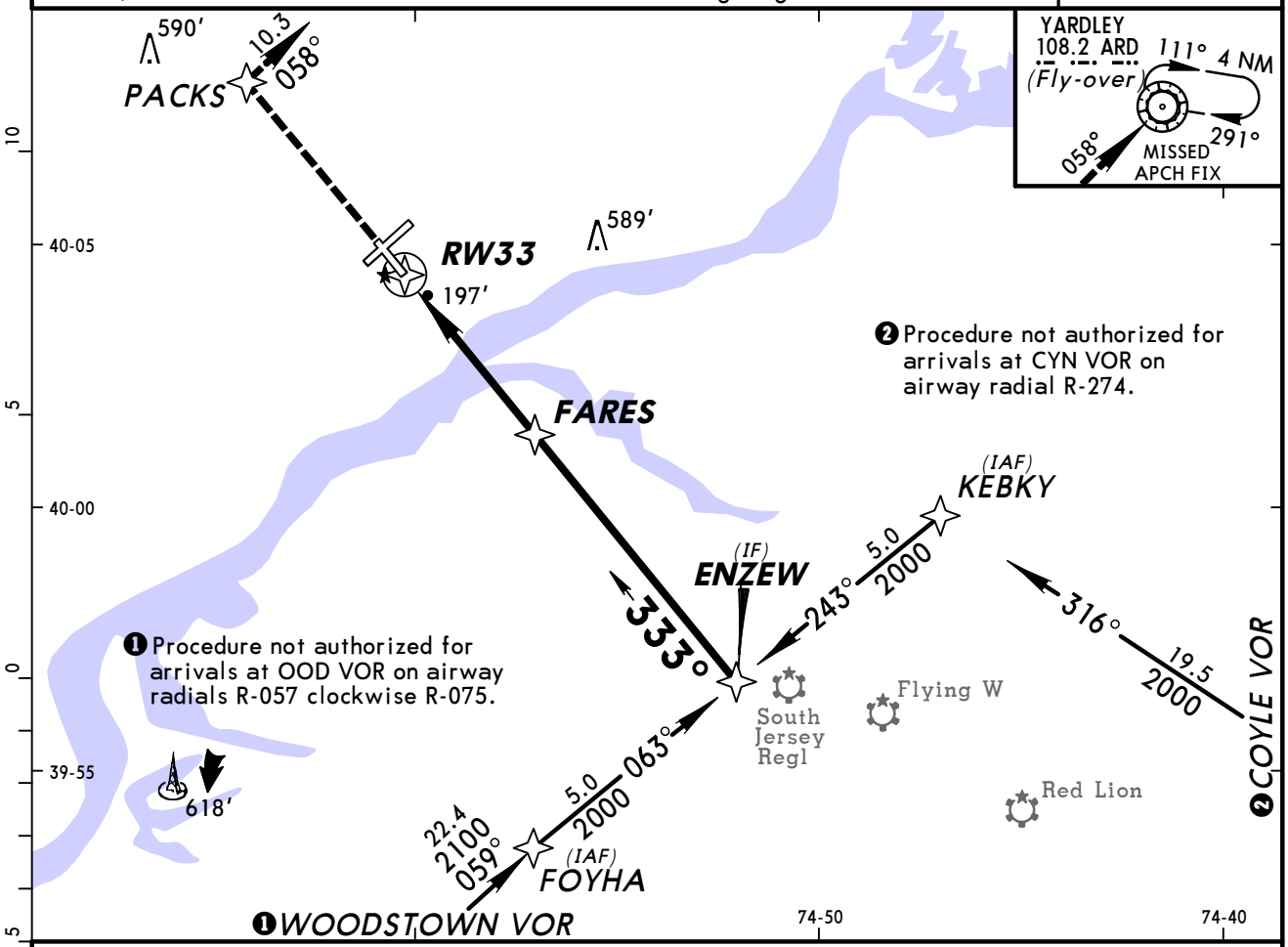
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 120′
	333°	FARES 1400′ (1292′)	480′ (372′)	TDZE 108′

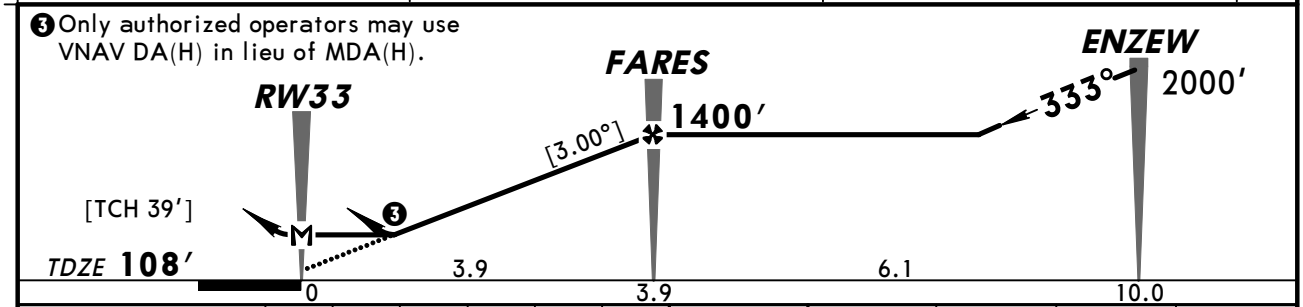
MISSED APCH: Climb to 2000′ direct PACKS and via 058° track to ARD VOR and hold.

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

1. Use local altimeter setting; if not received, use Philadelphia Intl altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 126.9.

2600′
MSA RW33





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW33						

REIL
PAPI-L
2000′
PACKS

1 STRAIGHT-IN LANDING RWY 33
LNAV

	MDA(H) 480′(372′) With Local Altimeter Setting	MDA(H) 540′(432′) With Philadelphia Intl Altimeter Setting
A	1	1
B		
C		1¼
D	1¼	1½

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 15, 33 When VGSI Inop

Max Kts	With Local Altimeter Setting MDA(H)	With Philadelphia Intl Altimeter Setting MDA(H)
90	640′(520′)-1	700′(580′)-1
120		
140	640′(520′)-1½	700′(580′)-1½
165	700′(580′)-2	760′(640′)-2

1 Not authorized at night when VGSI inop.

TERPS AMEND 0A

CHANGES: Airport elevation, TDZE, lighting.

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BRIEFING STRIP

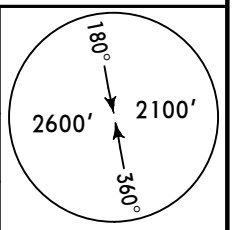
ATIS (ASOS when Twr inop)	PHILADELPHIA Approach (R)	*NORTHEAST PHILADELPHIA Tower	*Ground
121.15	123.8	CTAF 126.9	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 121′
PNE 112.0	065°	SALLE 2000′ (1884′)	(CONDITIONAL) 600′ (484′)	TDZE 116′

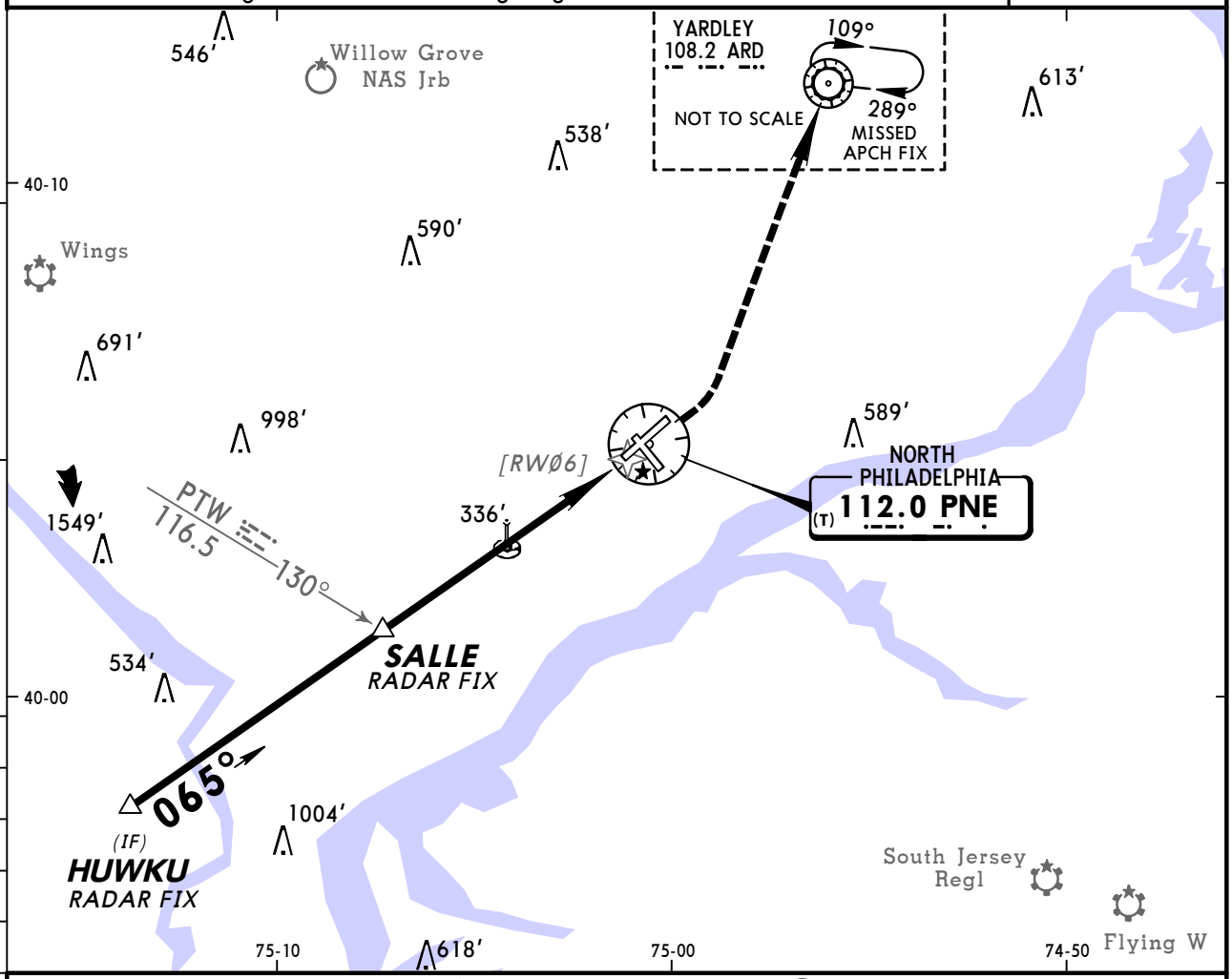
MISSED APCH: Climb to 1000′ then climbing LEFT turn to 3000′ direct ARD VOR and hold.

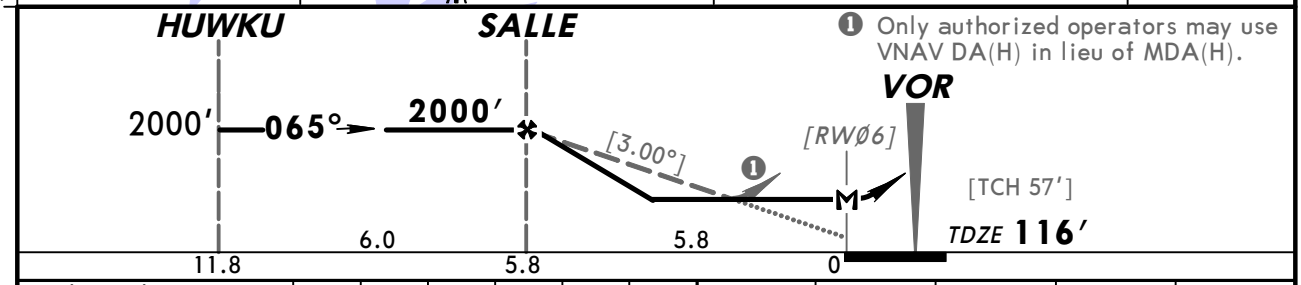
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. Use local altimeter setting; if not received, use Philadelphia Intl altimeter setting. 3. Pilot controlled lighting 126.9.



MSA PNE VOR





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

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
SALLE to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

REIL
PAPI-L

1000′ 3000′ LT

ARD 108.2

TERPS

	STRAIGHT-IN LANDING RWY 6 MDA(H) 600′ (484′) With Local Altimeter Setting	MDA(H) 660′ (544′) With Philadelphia Intl Altimeter Setting	CIRCLE-TO-LAND Not Authorized at Night to Rwy 15, 33 When VGSI Inop Max Kts.	With Local Altimeter Setting MDA(H)	With Philadelphia Intl Altimeter Setting MDA(H)
A	1	1	90	640′ (519′)-1	700′ (579′)-1
B			120		
C	1¼	1½	140	640′ (519′)-1½	700′ (579′)-1½
D	1½	1¾	165	700′ (579′)-2	760′ (639′)-2

AMEND 12A

CHANGES: Minimums.

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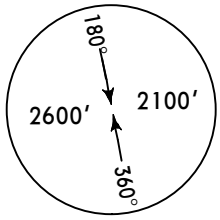
BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	PHILADELPHIA Approach (R)	*NORTHEAST PHILADELPHIA Tower	*Ground
121.15	123.8	CTAF 126.9	121.7

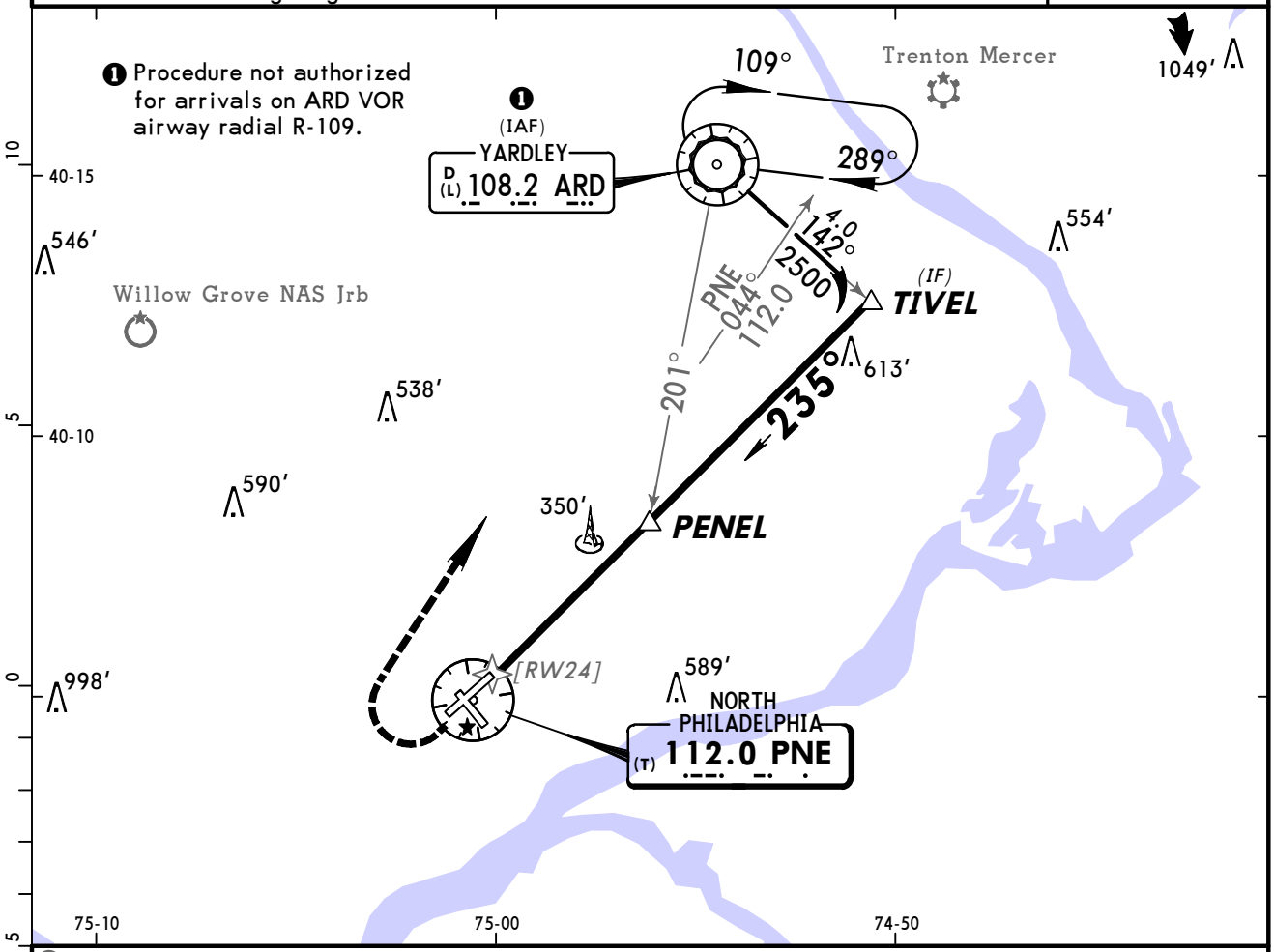
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 121′
PNE 112.0	235°	PENEL 1500′ (1384′)	(CONDITIONAL) 600′ (484′)	TDZE 116′

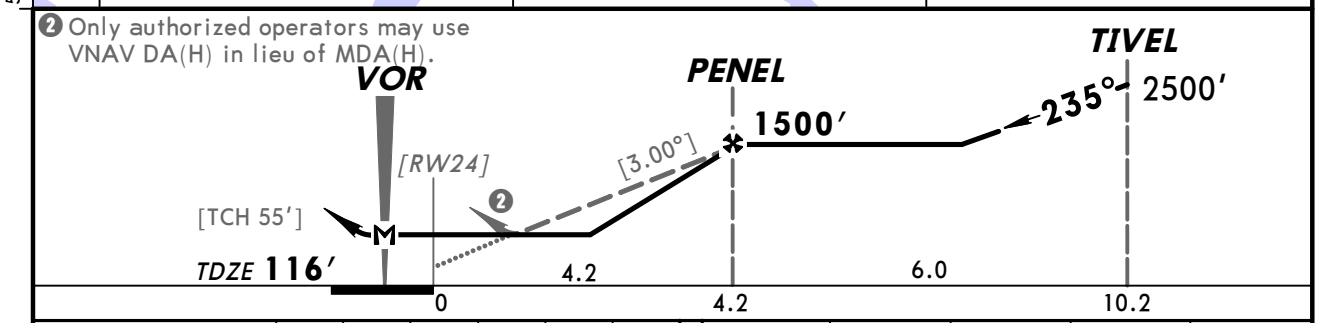
MISSED APCH: Climb to 800′, then climbing RIGHT turn to 3000′ direct ARD VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Philadelphia Intl altimeter setting.
2. Pilot controlled lighting 126.9.



MSA PNE VOR





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

MALSR
PAPI
800′
3000′ RT
D
ARD 108.2

STRAIGHT-IN LANDING RWY 24							CIRCLE-TO-LAND Not Authorized at Night to Rwy 15, 33 When VGSI Inop		
	MDA(H) 600′ (484′) With Local Altimeter Setting			MDA(H) 660′ (544′) With Philadelphia Intl Altimeter Setting				With Local Altimeter Setting	With Philadelphia Intl Altimeter Setting
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1/2	3/4	1	1/2	3/4	1	90	640′ (519′) -1	700′ (579′) -1
B							120		
C	3/4	1 1/4		1	1 1/2		140	640′ (519′) -1 1/2	700′ (579′) -1 1/2
D	1	1 1/2		1 1/4	1 3/4		165	700′ (579′) -2	760′ (639′) -2

AMEND 19A
TERPS

CHANGES: Circling minimums.

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General Information

Location: State College PA USA
IATA Code: SCE
Lat/Long: N40° 51.0' W077° 50.9'
Elevation: 1239 ft

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

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

Sunrise: 1149 Z
Sunset: 2300 Z,

Runway Information

Runway: 06
Length x Width: 6701 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1231 ft
Lighting: Edge, REIL, Pilot controlled

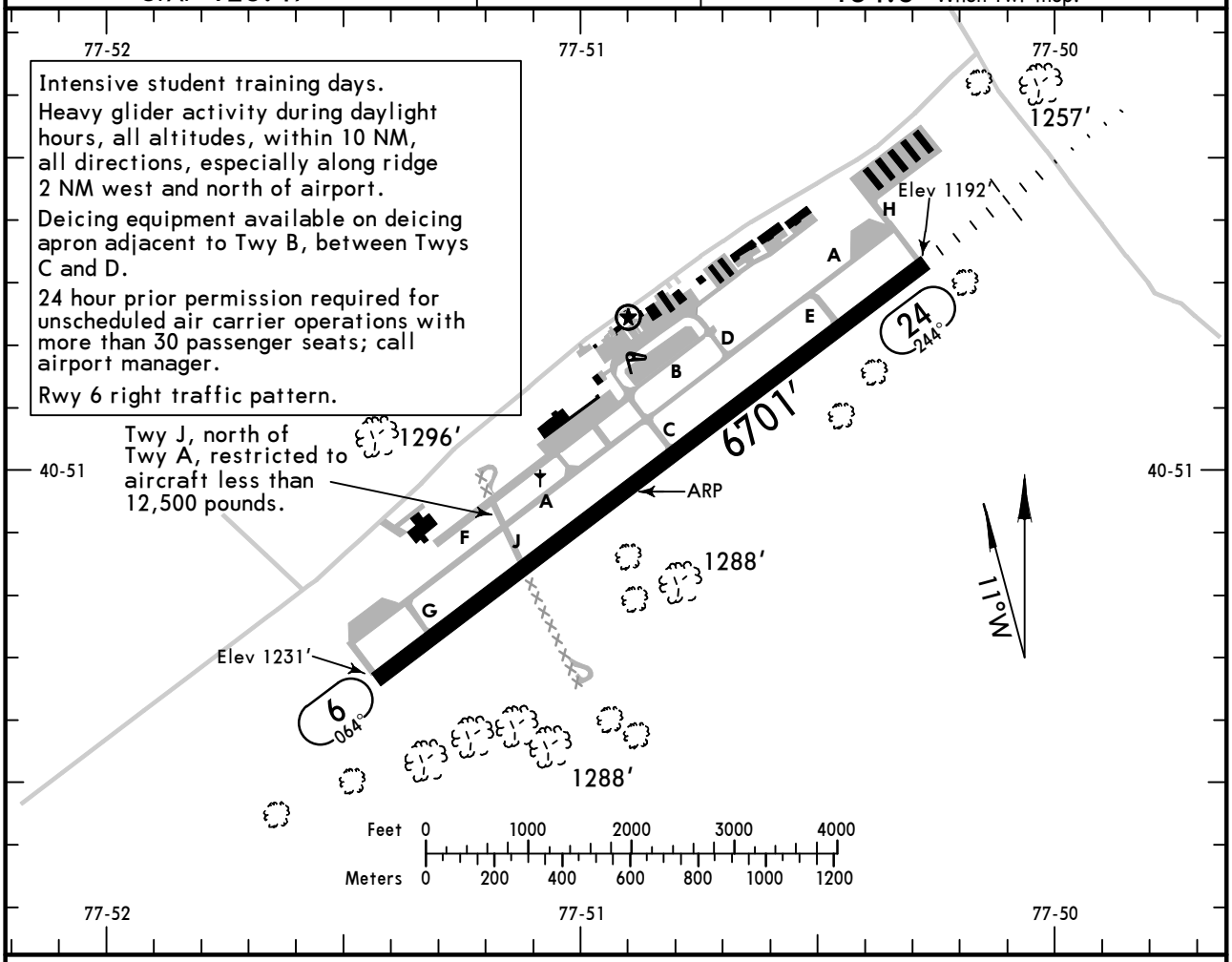
Runway: 24
Length x Width: 6701 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1192 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

AWOS 127.65
University Park Tower 128.475 CTAF
University Park Ground Control 119.625
University Park Clearance Delivery 119.625
New York Center Clearance Delivery 118.55
University Park Unicom 122.8 CTAF PCL
New York Center 134.8 Remote Communications Air-Ground

ATIS	*UNIVERSITY PARK Clearance	NEW YORK Clearance	*UNIVERSITY PARK Ground
127.65	119.62	118.55 When Twr inop.	119.62

*Tower	UNICOM	NEW YORK Center (Dep)
CTAF 128.47	128.8	134.8 When Twr inop.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
6	❶ HIRL	❶ REIL	PAPI-L (angle 3.0°) grooved				150′
24	❶ HIRL	❶ MALSR	PAPI-R (angle 3.0°) grooved		5766′		

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

OBSTACLE DP: Rwys 6 & 24, climb runway heading to 2600′ before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 24	LOC Rwy 24 RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24	VOR-B
A	600-2	800-2	1500-2
B			
C			1500-3
D			

AMEND 4

CHANGES: Communications.

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ATIS	*UNIVERSITY PARK Tower	NEW YORK Center (App)	*Ground
127.65	CTAF 128.47	134.8 When Twr inop.	119.62

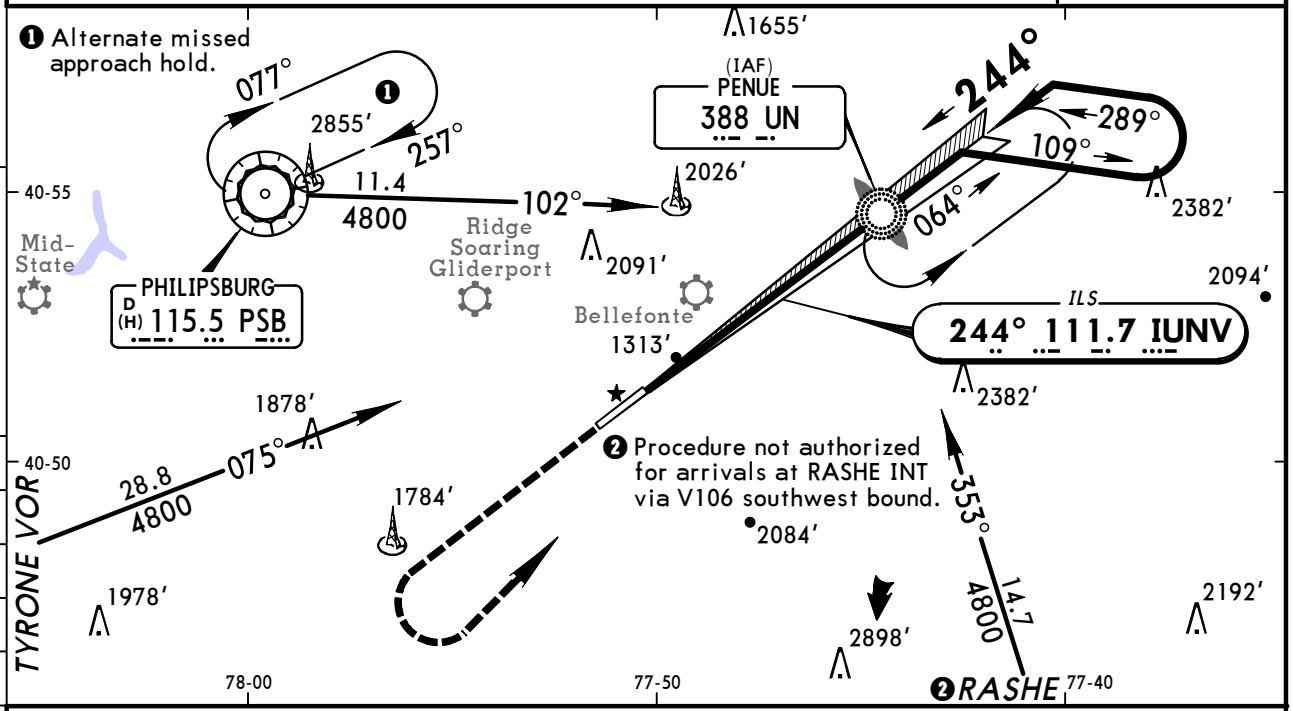
LOC IUNV	Final Apch Crs	GS LOM	ILS DA(H) (CONDITIONAL)	Apt Elev 1239′ TDZE 1218′
111.7	244°	3016′ (1798′)	1418′ (200′)	

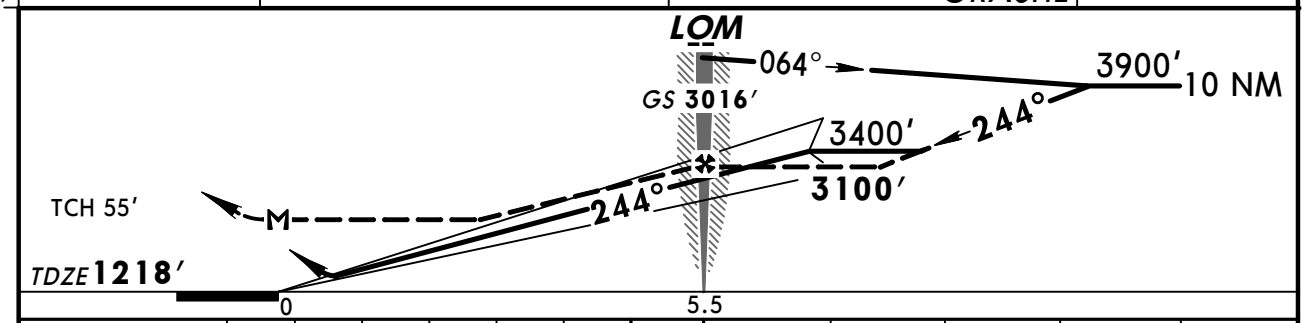
MISSED APCH: Climb to 2600′, then climbing LEFT turn to 4000′ direct UN LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF required. 2. Use local altimeter setting; if not received, use Clearfield altimeter setting. 3. Pilot controlled lighting 122.8.

3900′
MSA UN LOM

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
LOM to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR PAPI | 2600′ | 4000′ LT | D | UN 388

STRAIGHT-IN LANDING RWY24

With Local Altimeter Setting

	ILS DA(H) 1418′ (200′) FULL	ILS DA(H) 1418′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1580′ (362′)	LOC (GS out) MDA(H) 1580′ (362′) RAIL out	LOC (GS out) MDA(H) 1580′ (362′) ALS out
A	½	¾	½	¾	1
B					
C					
D			¾	1¼	

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 6/24
With Local Altimeter Setting

Max Kts	MDA(H)
90	1640′ (401′)-1
120	1700′ (461′)-1
140	1700′ (461′)-1½
165	1800′ (561′)-2

With Clearfield Altimeter Setting

	ILS DA(H) 1522′ (304′) FULL	ILS DA(H) 1522′ (304′) RAIL or ALS out	LOC (GS out) MDA(H) 1700′ (482′)	LOC (GS out) MDA(H) 1700′ (482′) RAIL out	LOC (GS out) MDA(H) 1700′ (482′) ALS out
A	½	1	½	¾	1
B					
C			¾	1¼	
D			1	1½	

Not Authorized Northwest of Rwy 6/24
With Clearfield Altimeter Setting

Max Kts	MDA(H)
90	1760′ (521′)-1
120	1820′ (581′)-1
140	1820′ (581′)-1½
165	1920′ (681′)-2¼

AMEND 9 TERPS

CHANGES: Communications.

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KUNV/SCE
UNIVERSITY PARK

JEPPESEN

17 FEB 12 (12-1)

STATE COLLEGE, PA
RNAV (GPS) Rwy 6

ATIS	*UNIVERSITY PARK Tower	NEW YORK Center (App)	*Ground
127.65	CTAF 128.47	134.8 When Twr inop.	119.62

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1239′
Ch 87109 W-06A	064°	TOYOS 3200′ (1969′)	1481′ (250′)	TDZE 1231′

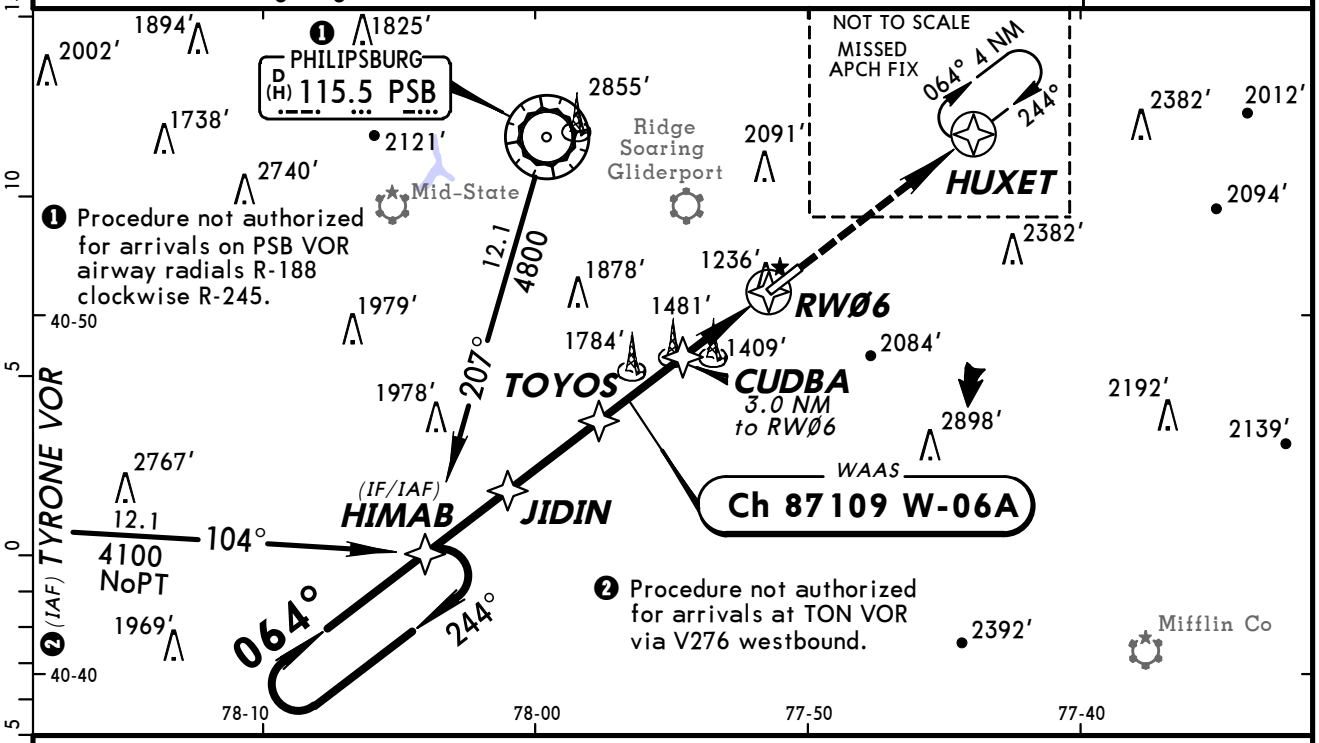
MISSED APCH: Climb to 4000′ direct HUXET and hold.

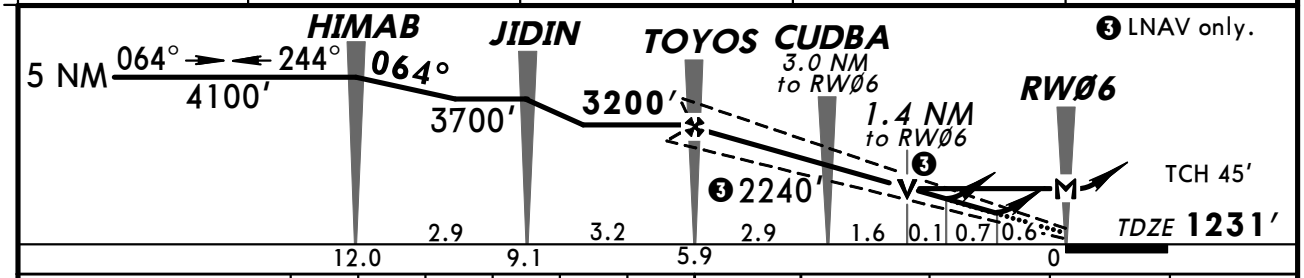
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Clearfield altimeter setting.
2. VDP and Baro-VNAV not authorized when using Clearfield altimeter setting.
3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F).
5. Pilot controlled lighting 122.8.

3900′

MSA RWØ6





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

REIL
PAPI-L

4000′

HUXET

STRAIGHT-IN LANDING RWY 6

With Local Altimeter Setting

	LPV DA(H) 1481′ (250′)	LNAV/VNAV DA(H) 1681′ (450′)	LNAV MDA(H) 1720′ (489′)
A	3/4	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Not Authorized Northwest of Rwy 6/24

With Local Altimeter Setting

Max Kts	MDA(H)
90	1720′ (481′) - 1
120	
140	1720′ (481′) - 1½
165	1800′ (561′) - 2

With Clearfield Altimeter Setting

	LPV DA(H) 1585′ (354′)	LNAV/VNAV DA(H) 1785′ (554′)	LNAV MDA(H) 1840′ (609′)
A	1¼	2	1
B			
C			1¾
D			2

Not Authorized Northwest of Rwy 6/24

With Clearfield Altimeter Setting

Max Kts	MDA(H)
90	1840′ (601′) - 1
120	
140	1840′ (601′) - 1¾
165	1920′ (681′) - 2¼

AMEND 1 TERPS

CHANGES: Communications.

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ATIS	*UNIVERSITY PARK Tower	NEW YORK Center (App)	*Ground
127.65	CTAF 128.47	134.8 When Twr inop.	119.62

BRIEFING STRIP™

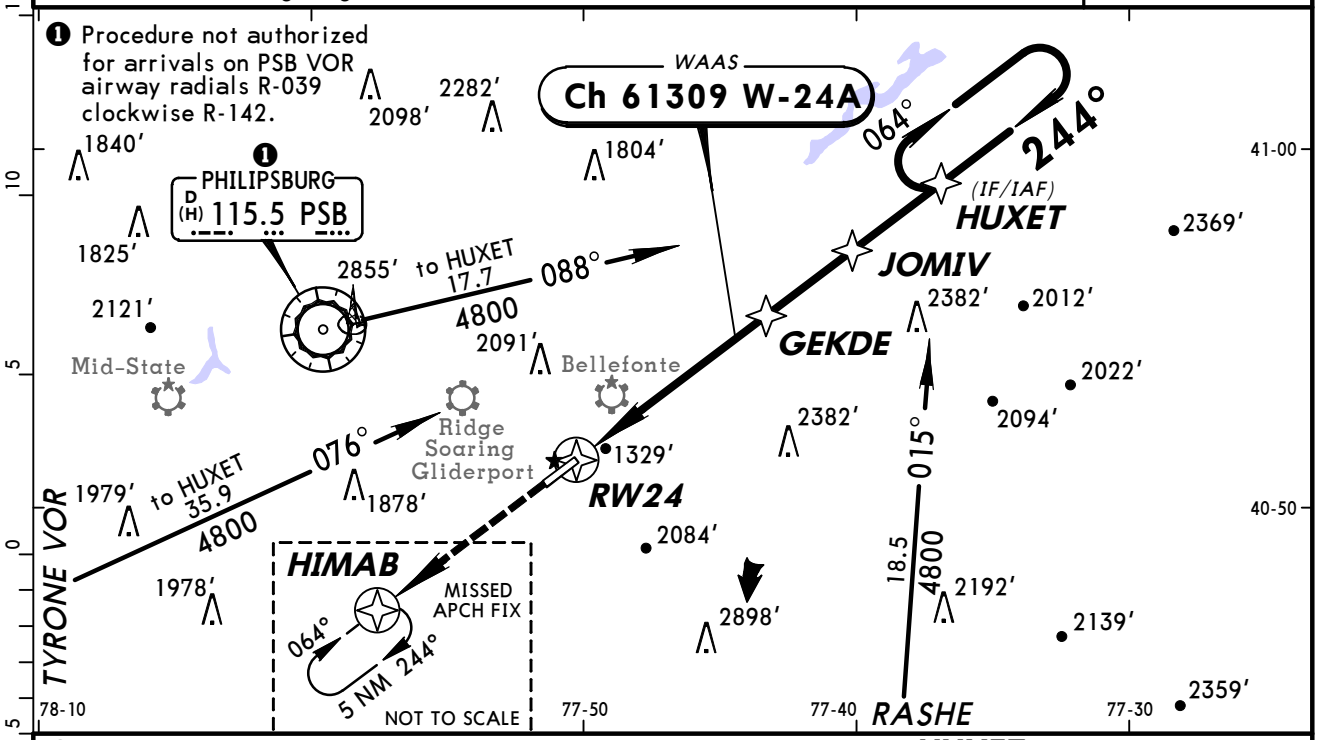
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1239′
Ch 61309 W-24A	244°	GEKDE 3400′ (2182′)	1418′ (200′)	TDZE 1218′

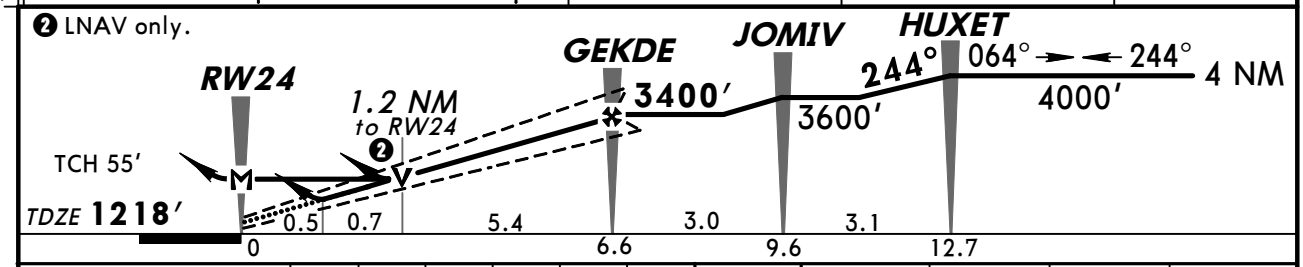
MISSED APCH: Climb to 4100′ direct HIMAB and hold.

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

1. Use local altimeter setting; if not received, use Clearfield altimeter setting.
2. VDP and Baro-VNAV not authorized when using Clearfield altimeter setting.
3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F).
5. Pilot controlled lighting 122.8.

3900′
MSA RW24





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

MALSR
PAPI
4100′
HIMAB

STRAIGHT-IN LANDING RWY24
With Local Altimeter Setting

	LPV DA(H) 1418′ (200′)		LNAV/VNAV DA(H) 1635′ (417′)			LNAV MDA(H) 1620′ (402′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	½	¾	1	1½		½	¾	1
B								
C						¾	1¼	
D						1		

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 6/24
With Local Altimeter Setting

Max Kts	MDA(H)
90	1640′ (401′) - 1
120	1700′ (461′) - 1
140	1700′ (461′) - 1½
165	1800′ (561′) - 2

With Clearfield Altimeter Setting

	LPV DA(H) 1522′ (304′)		LNAV/VNAV DA(H) 1739′ (521′)			LNAV MDA(H) 1740′ (522′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	½	1	1½			½	¾	1
B								
C						1	1½	
D						1¼	1¾	

Not Authorized Northwest of Rwy 6/24
With Clearfield Altimeter Setting

Max Kts	MDA(H)
90	1760′ (521′) - 1
120	1820′ (581′) - 1
140	1820′ (581′) - 1½
165	1920′ (681′) - 2¼

AMENDO TERPS

CHANGES: Communications.

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ATIS	*UNIVERSITY PARK Tower	NEW YORK Center (App)	*Ground
127.65	CTAF 128.47	134.8 When Twr inop.	119.62

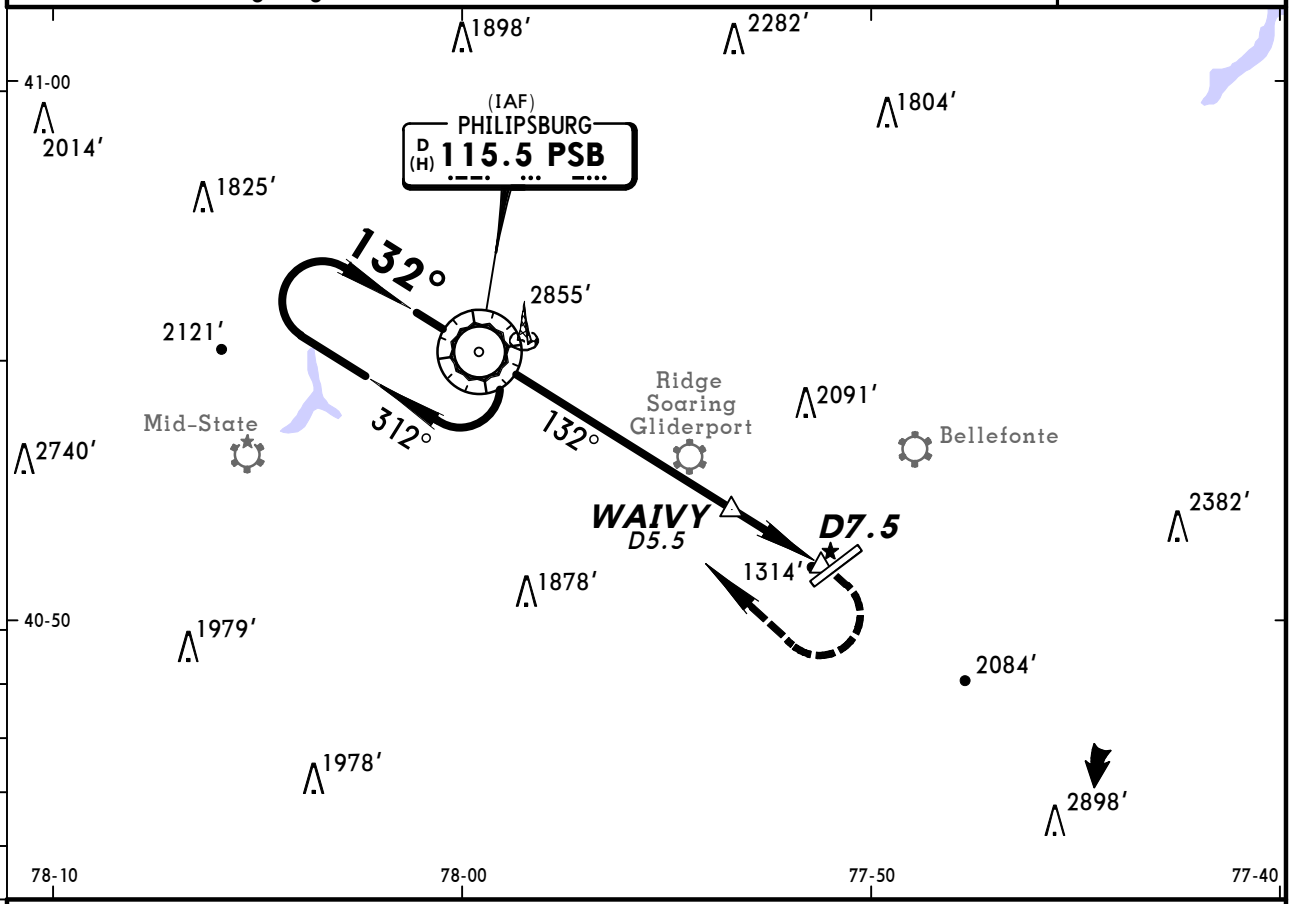
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 1239′
PSB 115.5	132°	4000′ (2761′)	Refer to Minimums	

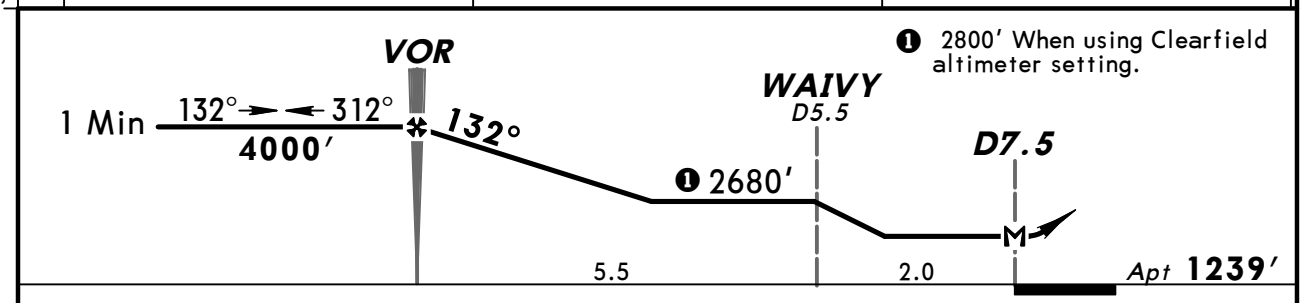
MISSED APCH: Climbing RIGHT turn to 4000′ direct PSB VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Clearfield altimeter setting.
2. Pilot controlled lighting 122.8.

4200′
MSA PSB VOR

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
MAP at D7.5 or VOR to MAP 7.5	6:26	5:00	4:30	3:45	3:13	2:49

Lighting - Refer to Airport Chart | 4000′ RT | D | PSB 115.5

CIRCLE-TO-LAND
Not Authorized Northwest of Rwy 6/24

	Max Kts	With Local Altimeter Setting: With Waivy MDA(H)	With Local Altimeter Setting: Without Waivy MDA(H)	With Clearfield Altimeter Setting: With Waivy MDA(H)	With Clearfield Altimeter Setting: Without Waivy MDA(H)
A	90	1960′ (721′)-1	2680′ (1441′)-1¼	2080′ (841′)-1	2800′ (1561′)-1¼
B	120		2680′ (1441′)-1½	2080′ (841′)-1¼	2800′ (1561′)-1½
C	140	1960′ (721′)-2	2680′ (1441′)-3	2080′ (841′)-2½	2800′ (1561′)-3
D	165	1960′ (721′)-2¼		2080′ (841′)-2¾	

TERPS AMEND 10

CHANGES: Communications.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ALLENTOWN, PA (LEHIGH VALLEY INTL - KABE)				
PITTSBURGH, PA (ALLEGHENY CO - KAGC)				
WILKES-BARRE, PA (WILKES-BARRE-SCRANTON INTL - KAVP)				
ERIE, PA (ERIE INTL - KERI)				
WILLIAMSPORT, PA (WILLIAMSPORT RGNL - KIPT)				
JOHNSTOWN, PA (MURTHA JOHNSTOWN-CAMBRIA CO - KJST)				
REV	JENER 3 DEP	10-3	17 Feb 2012	
REV	LILLI 3 DEP	10-3A	17 Feb 2012	
LATROBE, PA (ARNOLD PALMER REGL - KLBE)				
LANCASTER, PA (LANCASTER - KLNS)				
HARRISBURG, PA (HARRISBURG INTL - KMDT)				
PHILADELPHIA, PA (PHILADELPHIA INTL - KPHL)				
PITTSBURGH, PA (PITTSBURGH INTL - KPIT)				
REV	AIRPORT, AIRPORT INFO	20-9	17 Feb 2012	
REV	AIRPORT INFO (CONTD), TAK...	20-9A	17 Feb 2012	
REV	PARKING GATES & COORDS (A...	20-9B	17 Feb 2012	
REV	PARKING GATES & COORDS (C...	20-9C	17 Feb 2012	
PHILADELPHIA, PA (NORTHEAST PHILADELPHIA - KPNE)				
STATE COLLEGE, PA (UNIVERSITY PARK - KUNV)				
REV	ILS OR LOC RWY 24	11-1	17 Feb 2012	
REV	RNAV (GPS) RWY 6	12-1	17 Feb 2012	
REV	RNAV (GPS) RWY 24	12-2	17 Feb 2012	
REV	VOR-B	13-1	17 Feb 2012	
REV	AIRPORT, AIRPORT INFO, TA...	APT	17 Feb 2012	

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KABE

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(12-1) RNAV (GPS) Y Rwy 6 Procedure not in Database note removed.

No Chart Change Notices for Airport KAGC

No Chart Change Notices for Airport KAVP

Chart Change Notices for Airport KERI

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-2) ILS or LOC DME Rwy 24 OM decmsnd.

No Chart Change Notices for Airport KIPT

No Chart Change Notices for Airport KJST

No Chart Change Notices for Airport KLBE

No Chart Change Notices for Airport KLNS

No Chart Change Notices for Airport KMDT

Chart Change Notices for Airport KPHL

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-2) ILS or LOC Rwy 9R and (11-2A) ILS Rwy 9R CAT II & III MM decmsnd.

Chart Change Notices for Airport KPIT

Type: Terminal

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Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(21-1 ILS Rwy 10L, (21-1A) ILS Rwy 10L CAT II & III MM decmsnd.

Type: Terminal
Effectivity: Permanent
Begin Date: 20100603
End Date: No end date

(21-2) ILS or LOC Rwy 10R, (21-2A) ILS Rwy 10R CAT II & III Amendment 10C changed to 10D, amendment reference date 3 June 2010.

No Chart Change Notices for Airport KPNE

No Chart Change Notices for Airport KUNV