# FEDERAL AVIATION ADMINISTRATION
# FLIGHT STANDARDS SERVICE
# ILS STANDARD INSTRUMENT APPROACH PROCEDURE
# TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

| AIRPORT ID | PROCEDURE NAME | ORIGINAL/AMENDMENT | CITY | STATE |
|---|---|---|---|---|
| MMU | ILS Y OR LOC Y RWY 23 | ORIG | MORRISTOWN | NJ |

| AIRPORT ELEVATION | TDZE | SUPERSEDED | ORIGINAL/AMENDMENT | DATED | MAG VAR | EPOCH YEAR |
|---|---|---|---|---|---|---|
| 187 | 184 | | NONE | | 13W | 2005 |

| FACILITY | COORDINATES OF FACILITIES | ACTUAL EFFECTIVE DATE | REQUIRED EFFECTIVE DATE | CANCEL/SUSPEND |
|---|---|---|---|---|
| I-MMU | 404732.37N/0742511.96W | | ROUTINE | |

**TERMINAL ROUTES**

| FROM | FIX TYPE | TO | FIX TYPE | LEG TYPE | FO/FB | RNP | COURSE | DISTANCE | ALTITUDE |
|---|---|---|---|---|---|---|---|---|---|
| EMRSN | IAF | FALTY | | TF | FB | 1.00 | 089.34 | 5.51 | 3000 |
| FALTY | IAF | GODLY | | TF | FB | 1.00 | 089.41 | 5.51 | 3000 |
| GODLY | IAF | BADDA INT/RADAR | | TF | FB | 1.00 | 159.28 | 5.51 | 3000 |
| BADDA INT/RADAR | IF | BINGG INT/RADAR | | | | | 229.11 (I-MMU) | 6.50 | 2000 |
| BINGG INT/RADAR | FAF | 5.53 NM AFTER BINGG INT/RADAR | MAP | | | | 229.11 (I-MMU) | 5.53 | |
| 5.53 NM AFTER BINGG INT/RADAR | MAP | 700 MSL | | CA | | | 229.11 | | 700 |
| 700 MSL | | BSPUR | | DF | FB | 1.00 | | | |
| BSPUR | | EMRSN | | TF | FO | 1.00 | 011.95 | 10.45 | 3000 |

**MISSED APPROACH**

**MAP:**

ILS: DA
LOC: 5.53 NM AFTER BINGG INT/RADAR

**MISSED APPROACH INSTRUCTIONS:**

(DO NOT EXCEED 185 KIAS UNTIL BSPUR) CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT BSPUR AND TRACK 012 TO EMRSN AND HOLD.*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 201 FEET PER NM TO 1900.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. PROFILE STARTS AT BADDA INT/RADAR
3. **FAC:** 229.11 **FAF:** BINGG INT/RADAR **DIST FAF TO MAP:** 5.53 **DIST FAF TO THLD:** 5.53
4. **MIN ALT:** BADDA INT/RADAR 3000, BINGG INT/RADAR 2000
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 1046
6. **MIN GS INCPT:** 2000 **GS ALT AT PFAF:** BINGG INT/RADAR 2000 **OM:** **MM:** **IM:**
7. **GS ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 55.1
8. **MSA FROM:** SBJ VOR/DME 090-270 2300, 270-090 2900

**PBN REQUIREMENTS NOTE:**

RNP APCH-GPS.

**NOTES:**

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 875.
CHART NOTE: CIRCLING RWY 13, 31 NA AT NIGHT.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 23 CATS C/D VISIBILITY TO 1 5/8 SM.
CHART SPEED ICON IN PLANVIEW AT GODLY: MAX 240 KIAS.

**ADDITIONAL FLIGHT DATA:**

CHART KCDW IN PLAN VIEW.
HOLD S, RT, 009.80 INBOUND.
CHART FAS OBST: 492 TREE (34-050229) 405330N/0742044W.

**MINIMUMS:**

**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT**

**ALTERNATE:** NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED., NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT C 900-2 1/2, CAT D 1100-3, NA WHEN CONTROL TOWER CLOSED., NA WHEN LOCAL WEATHER NOT AVAILABLE.

| CATEGORY: | A | | | B | | | C | | | D | | | E | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FINAL TYPE | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA |
| S-ILS 23* | 396 | 1/2 | 212 | 396 | 1/2 | 212 | 396 | 1/2 | 212 | 396 | 1/2 | 212 | | | |
| S-ILS 23 | 436 | 1/2 | 252 | 436 | 1/2 | 252 | 436 | 1/2 | 252 | 436 | 1/2 | 252 | | | |
| S-LOC 23 | 760 | 1/2 | 576 | 760 | 1/2 | 576 | 760 | 1 1/4 | 576 | 760 | 1 1/4 | 576 | | | |
| CIRCLING | 860 | 1 | 673 | 900 | 1 | 713 | 1000 | 2 1/2 | 813 | 1240 | 3 | 1053 | | | |

**CHANGES - REASONS**

10/01/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/29/2025.
1. TERMINAL ROUTES: BINGG INT/RADAR TO 5.53 NM AFTER BINGG INT/RADAR COURSE NAVAID CHANGED FROM "I-MMU R-049" TO "I-MMU".
2. PBN REQUIREMENTS NOTE: REMOVED "FROM EMRSN OR FALTY OR GODLY."
3. REMOVED EQUIPMENT REQUIREMENTS NOTE "RADAR REQUIRED FOR PROCEDURE ENTRY."

10/20/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/29/2025.
1. PROFILE LINE 6: MIN GS INCPT CHANGED FROM 3000 TO 2000 - GS INTERCEPT IS AT 2000 TO MATCH BINGG FAF ALT.

| AIRPORT ID | PROCEDURE NAME | ORIGINAL/AMENDMENT | CITY | STATE |
|---|---|---|---|---|
| MMU | ILS Y OR LOC Y RWY 23 | ORIG | MORRISTOWN | NJ |

**COORDINATED WITH:**

**A4A** ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZNY, NEW YORK APP CON, KMMU ATCT, AMGR

| FLIGHT CHECKED BY | | OFFICE | DATE |
|---|---|---|---|
| GALEN W COLLINS | *Digitally signed by* ***CASIMIR L TABAKA*** Sep 29, 2025 | AJF | 09/26/2025 |

| DEVELOPED BY | | OFFICE | DATE |
|---|---|---|---|
| CASIMIR L. TABAKA (SILVIA YOUNG) | *Digitally signed by* ***CASIMIR L TABAKA*** Sep 29, 2025 | AJV-A432 | 05/27/2025 |

| APPROVED BY | | OFFICE | DATE | TITLE |
|---|---|---|---|---|
| CASIMIR L. TABAKA | *Digitally signed by* ***CASIMIR L TABAKA*** Sep 29, 2025 | AJV-A432 | | MANAGER |

QUALITY 40 CHECKED

# FEDERAL AVIATION ADMINISTRATION
# FLIGHT STANDARDS SERVICE
# STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| MMU | ILS Y OR LOC Y RWY 23 | ORIG | MORRISTOWN | NJ | 187 | I-MMU |

**PART A: OBSTRUCTION DATA SEGMENTS**

**INITIAL**

| FROM | TO |
|---|---|
| EMRSN | FALTY |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 1.00 | 5.51 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 410112.00N/0743433.00W | 1595 | 215 | 8 | 4B | 1000 | | | | AT405 | 3000 |
| TERRAIN | 410027.00N/0743300.00W | 1381 (1400) | | | | | | | | AS1500 | 2900 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**INITIAL**

| FROM | TO |
|---|---|
| FALTY | GODLY |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 1.00 | 5.51 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 410239.00N/0742724.00W | 1441 | 215 | 8 | 4B | 1000 | | | | AT559 | 3000 |
| TERRAIN | 410321.00N/0742118.00W | 1217 (1200) | | | | | | | | AS1500 | 2700 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| MMU | ILS Y OR LOC Y RWY 23 | ORIG | MORRISTOWN | NJ | 187 | I-MMU |

**INITIAL**

**FROM**
GODLY

**TO**
BADDA INT/RADAR

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 1.00 | 5.51 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AAO | 410236.00N/0742121.00W | 1352 | 215 | 8 | 4B | 1000 | | | | AT648 | 3000 |
| TERRAIN | 405845.00N/0741300.00W | 856 (900) | | | | | | | | AS1500 | 2400 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**INTERMEDIATE**

**FROM**
BADDA INT/RADAR

**TO**
BINGG INT/RADAR

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 6.50 | | | | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| TREE | 405803.00N/0742006.00W | 1019 | 215 | 8 | 4B | 500 | | | | AT481 | 2000 |
| TERRAIN | 405803.00N/0742006.00W | 918 (900) | | | | | | | | AS1000 | 1900 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| MMU | ILS Y OR LOC Y RWY 23 | ORIG | MORRISTOWN | NJ | 187 | I-MMU |

**FINAL: ILS**

| FROM | TO |
|---|---|
| BINGG INT/RADAR | RW23 |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 5.53 | | DA | 212 | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 396 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**FINAL: ILS**

| FROM | TO |
|---|---|
| BINGG INT/RADAR | RW23 |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 5.53 | | DA | 252 | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASC | | | | 436 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| MMU | ILS Y OR LOC Y RWY 23 | ORIG | MORRISTOWN | NJ | 187 | I-MMU |

**FINAL: LOC**

| FROM | TO |
|---|---|
| BINGG INT/RADAR | 5.53 NM AFTER BINGG INT/RADAR |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | 5.53 | | 5.53 NM AFTER BINGG INT/RADAR | 576 | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| TREE (34-050229) | 405329.54N/0742044.40W | 492 | 20 | 10 | 1B | 250 | | | | SA-37 MA55 | 760 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**MISSED APPROACH: ILS**

| FROM | TO |
|---|---|
| DA | EMRSN |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | | | | | 230 |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| TOWER (34-000083) | 404920.60N/0743320.75W | 1457 | 20 | 3 | 1A | | ASC | 201 | 1900 | | 3000 |
| TOWER (34-000233) | 410035.58N/0743537.36W | 1612 | 20 | 3 | 1A | 1000 | | | | | 2700 |
| TERRAIN | 405954.00N/0743245.00W | 1309 (1300) | | | | | | | | AS1500 | 2800 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| MMU | ILS Y OR LOC Y RWY 23 | ORIG | MORRISTOWN | NJ | 187 | I-MMU |

**MISSED APPROACH: ILS**

| FROM | TO |
|---|---|
| DA | EMRSN |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| | | | | | 245 |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| TOWER (34-000083) | 404920.60N/0743320.75W | 1457 | 20 | 3 | 1A | | ASC | | | | 3000 |
| TOWER (34-000233) | 410035.58N/0743537.36W | 1612 | 20 | 3 | 1A | 1000 | | | | | 2700 |
| TERRAIN | 405954.00N/0743245.00W | 1309 (1300) | | | | | | | | AS1500 | 2800 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

**MISSED APPROACH: LOC**

| FROM | TO |
|---|---|
| 5.53 NM AFTER BINGG INT/RADAR | EMRSN |

| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
|---|---|---|---|---|---|
| 1.00 | | | | | 510 |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| TOWER (34-000083) | 404920.60N/0743320.75W | 1457 | 20 | 3 | 1A | | ASC | | | | 3000 |
| TOWER (34-000233) | 410035.58N/0743537.36W | 1612 | 20 | 3 | 1A | 1000 | | | | | 2700 |
| TERRAIN | 405954.00N/0743245.00W | 1309 (1300) | | | | | | | | AS1500 | 2800 |

**COMPUTATIONS**

| ALT | KIAS | KTAS | HAA | VKTW | TR | BA | DTA | COURSE CHANGE | DVEB | VEB OCS | RF CENTER FIX/DISTANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|

**SEGMENT REMARKS:**

| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|---|---|---|---|---|---|---|
| MMU | ILS Y OR LOC Y RWY 23 | ORIG | MORRISTOWN | NJ | 187 | I-MMU |

**CIRCLING** [ ] ALL CATS [X] CAT A [X] CAT B [X] CAT C [X] CAT D [ ] CAT E [ ] NOT AUTHORIZED

| OBSTRUCTION | COORDINATES | RADIUS | HAA | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY A | | | | | | | | | | | |
| TREE (34-020757) | 404749.04N/0742645.31W | 1.30 | 673 | 560 | 20 | 3 | 1A | 300 | | | 860 |
| CATEGORY B | | | | | | | | | | | |
| TREE (34-020684) | 404904.30N/0742726.28W | 1.81 | 713 | 596 | 50 | 20 | 2C | 300 | | | 900 |
| CATEGORY C | | | | | | | | | | | |
| TOWER (34-000026) | 404751.00N/0742136.00W | 2.85 | 813 | 683 | 50 | 3 | 2A | 300 | | | 1000 |
| CATEGORY D | | | | | | | | | | | |
| AAO | 404700.00N/0743003.00W | 3.72 | 1053 | 929 | 215 | 8 | 4B | 300 | | | 1240 |

**CIRCLING REMARKS:**

**MSA**

| CENTER | RADIUS |
|---|---|
| SBJ VOR/DME | 25 |

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 090-270 | AAO | 403145.00N/0752057.00W | 274 | 28.0 | 1208 | 215 | 8 | 4B | 1000 | | | 2300 |
| 270-090 | AAO | 405945.00N/0750306.00W | 340 | 28.5 | 1805 | 215 | 8 | 4B | 1000 | | | 2900 |

**MSA REMARKS:**

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**

**PART B: SUPPLEMENTAL DATA**

**COMMUNICATIONS WITH**

ZNY ARTCC, NYC TRACON, MMU TOWER

| WX SERVICE | LOCATION | HRS OPERATION | ALTIMETER SOURCE | DISTANCE | WMSCR | ADJUSTMENTS |
|---|---|---|---|---|---|---|
| AWOS-3 | MMU | 24 | MMU | | Y | 0 |
| **BACK-UP WX SERVICE** | **LOCATION** | **HRS OPERATION** | **ALTIMETER SOURCE** | **DISTANCE** | **WMSCR** | **ADJUSTMENTS** |
| ASOS | EWR | 24 | EWR | 12.91 | Y | 56 |

**WX REMARKS:**

RASS PRESSURE PATTERNS THE SAME
KMMU 187, KEWR 6
RA = 55.7.

| PRIMARY NAVAID | MONITOR POINT | HRS OPERATION | CAT |
|---|---|---|---|
| I-MMU | MMU ATCT | 15.75 | 1 |
| | | 8.25 | 3 |

| APPROACH AND RUNWAY LIGHTING SYSTEM | RUNWAY MARKINGS | RUNWAY VISUAL RANGE |
|---|---|---|
| RW13 - MIRL (PCL) | BSC-G | |
| RW31 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL) | BSC-G | |
| RW05 - REIL (PCL), HIRL (PCL) | PIR-G | |
| RW23 - MALSR (PCL), HIRL (PCL) | PIR-G | |

| GLIDESLOPE ANGLE | ELEV RWY THRESHOLD | TCH | ELEV GS ANTENNA | DISTANCE FROM RWY | VGSI ANGLE | TCH |
|---|---|---|---|---|---|---|
| 3.00 | 182.8 | 55.1 | 178.8 | 1046 | | |

**FINAL APPROACH COURSE AIMING**

| | | | |
|---|---|---|---|
| RUNWAY THRESHOLD | [X] | FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE |
| ON CENTERLINE | [X] | FT FROM CENTERLINE | |

**CRITICAL TEMPERATURES**

| CRITICAL LOW | CRITICAL HIGH | ACT | APT ISA |
|---|---|---|---|

**CRITICAL TEMPERATURE REMARKS:**

**"VISUAL PORTION OF FINAL" PENETRATIONS**

| | |
|---|---|
| FINAL TYPE | CIRCLING RWY 13 |
| 20:1 | |
| 321 TREE (34-061933) 404812.5600N/0742543.4000W (72.65) | 324 TREE (34-061743) 404814.2100N/0742547.8200W (56.73) |
| 271 TREE (34-061308) 404809.7800N/0742537.5800W (48.82) | 296 TREE (34-020696) 404812.0000N/0742545.1600W (42.62) |
| 285 TREE (34-060377) 404811.3700N/0742543.3800W (39.17) | 311 TREE (34-060683) 404814.6800N/0742549.9400W (35.32) |

| | |
|---|---|
| 274 TREE (34-062071) 404810.6100N/0742541.8100W (35.24) | 312 TREE (34-061685) 404815.7900N/0742550.2800W (32.84) |
| 298 TREE (34-060823) 404812.5300N/0742548.5800W (31.51) | 318 TREE (34-060203) 404816.5300N/0742552.3600W (30.01) |
| 351 TREE (34-020695) 404818.5000N/0742600.7500W (29.48) | 259 TREE (34-061526) 404810.3200N/0742539.7600W (28.04) |
| 353 TREE (34-052642) 404818.9400N/0742601.6800W (27.31) | 278 TREE (34-060596) 404811.0300N/0742545.1600W (26.61) |
| 325 TREE (34-060871) 404809.7500N/0742559.4200W (26.11) | 340 TREE (34-020694) 404815.6700N/0742600.4400W (25.38) |
| 318 TREE (34-020723) 404810.4200N/0742557.4500W (24.66) | 330 TREE (34-062028) 404811.1000N/0742601.0900W (22.47) |
| 292 TREE (34-061252) 404813.6400N/0742549.0000W (21.75) | 324 TREE (34-061043) 404808.6400N/0742601.0800W (21.56) |
| 340 TREE (34-060162) 404818.4800N/0742600.1800W (20.53) | 278 TREE (34-060175) 404811.9600N/0742546.4000W (20.34) |
| 295 TREE (34-061142) 404813.6100N/0742550.5500W (19.37) | 332 TREE (34-061424) 404815.2200N/0742600.3700W (18.55) |
| 331 TREE (34-061615) 404810.0900N/0742603.4000W (17.43) | 303 TREE (34-060651) 404813.1300N/0742553.7100W (17.25) |
| 202 TREE (34-020720) 404802.6200N/0742531.6900W (15.21) | 295 TREE (34-062403) 404814.8600N/0742551.2800W (14.24) |
| 218 TREE (34-020709) 404805.4300N/0742535.0700W (13.56) | 361 TREE (34-053683) 404811.5100N/0742612.3100W (13.19) |
| 243 TREE (34-062014) 404805.8000N/0742542.8300W (10.53) | 316 TREE (34-060123) 404809.7900N/0742601.3900W (10.11) |
| 345 TREE (34-060292) 404812.2100N/0742608.6400W (8.66) | 336 TREE (34-061472) 404810.4500N/0742607.1100W (8.65) |
| 253 TREE (34-061148) 404810.2400N/0742543.7300W (8.26) | 300 TREE (34-060702) 404815.6700N/0742554.0700W (7.77) |
| 323 TREE (34-060766) 404813.0900N/0742602.1600W (7.63) | 310 TREE (34-060612) 404816.8300N/0742556.3300W (7.45) |
| 333 TREE (34-020693) 404814.5000N/0742604.2400W (7.42) | 301 TREE (34-061079) 404816.6800N/0742553.9200W (7.22) |
| 316 TREE (34-060940) 404810.7300N/0742601.9100W (6.35) | 312 TREE (34-061553) 404816.2300N/0742557.8900W (5.19) |
| 276 TREE (34-061914) 404812.5900N/0742549.8800W (4.82) | 357 TREE (34-061547) 404815.9100N/0742611.0700W (4.52) |
| 336 TREE (34-062024) 404820.1900N/0742602.6800W (4.23) | 197 TREE (34-061782) 404802.8800N/0742533.4600W (3.46) |
| 249 TREE (34-060977) 404805.6700N/0742546.6700W (3.3) | 323 TREE (34-060406) 404812.9500N/0742603.8200W (2.08) |
| 310 TREE (34-061016) 404815.2900N/0742558.7600W (2.06) | 351 TREE (34-061563) 404812.5000N/0742612.1000W (1.9) |
| 240 TREE (34-060093) 404806.2900N/0742544.2800W (1.43) | 335 TREE (34-060533) 404816.2000N/0742605.5300W (1.4) |
| 310 TREE (34-061613) 404809.2400N/0742602.5800W (1.05) | 298 TREE (34-061353) 404811.0900N/0742558.1100W (0.97) |
| 342 TREE (34-061863) 404810.8600N/0742610.9400W (0.34) | |
| FINAL TYPE | CIRCLING RWY 31 |
| 20:1 | |
| 266 TREE (34-062374) 404744.4500N/0742418.8000W (11.37) | 260 TREE (34-061053) 404739.8700N/0742421.4500W (5.28) |
| 192 VEGETATION (34-020739) 404745.3100N/0742437.2800W (4.09) | 264 TREE (34-061343) 404741.3800N/0742418.9400W (3.56) |
| 252 TREE (34-061879) 404739.9400N/0742423.1600W (3.44) | 259 TREE (34-060961) 404740.8000N/0742420.5000W (2.85) |
| 256 TREE (34-061954) 404737.4000N/0742422.9600W (1.52) | 252 TREE (34-020765) 404737.3000N/0742423.8800W (0.55) |
| **PENETRATIONS REMARKS:** | |

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PENETRATIONS REMARKS:**

**PART C: GENERAL REMARKS:**

VDP NOT ESTABLISHED - DME SOURCE NOT AVAILABLE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100FT VEGETATION USED PER FPT.

FOR CONTINGENCY PURPOSES:
NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EWR ALTIMETER SETTING: INCREASE S-ILS 23* TO 452 FEET; INCREASE S-ILS 23 TO 466 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 23 VISIBILITY CATS C/D 1/8 SM.
NOTE: FOR INOPERATIVE ALS WHEN USING EWR ALTIMETER SETTING, INCREASE S-ILS 23* AND S-ILS 23 ALL CATS VISIBILITY TO 7/8 SM, INCREASE S-LOC 23 CATS C/D VISIBILITY TO 1 3/4 SM.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

**PART D: AIRSPACE**

**DOCKET #**

**ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE**

| | | | |
|---|---|---|---|
| **DISTANCE FROM** | THLD | **TO 1000FT POINT** | 3.65 |
| **WIDTH OF** | FINAL | **SEGMENT AT 1000FT POINT** | 1.01 |
| **TRUE COURSE OF** | FINAL | **SEGMENT CONTAINING 1000FT POINT** | 216.11 |
| **HIGH TERRAIN IN** | FINAL | **SEGMENT CONTAINING 1000FT POINT** | 400 |
| **DISTANCE FROM** | THLD | **TO 1500FT POINT** | 10.83 |
| **WIDTH OF** | INTERMEDIATE | **SEGMENT AT 1500FT POINT** | 6.18 |
| **TRUE COURSE OF** | INTERMEDIATE | **SEGMENT CONTAINING 1500FT POINT** | 216.11 |
| **HIGH TERRAIN IN** | INTERMEDIATE | **SEGMENT CONTAINING 1500FT POINT** | 900 |

| | |
|---|---|
| **THRESHOLD COORDINATES (IF STR-IN)** | 404823.06N/0742423.31W |
| **ARP COORDINATES** | 404757.62N/0742453.60W |
| **RUNWAY APCH END AND DIST FURTHEST FROM ARP** | RUNWAY 23 DISTANCE 0.57 NM |
| **FAF COORDINATES** | 405251.36N/0742005.35W |
| **FIX NAME COORDINATES** | IF BADDA 405806.17N/0741501.76W |

**REMARKS**

**PART E: PREPARED BY**

| NAME | OFFICE | DATE | TITLE |
|---|---|---|---|
| CASIMIR L. TABAKA (SILVIA YOUNG) | AJV-A432 | 05/27/2025 | AERONAUTICAL INFORMATION SPECIALIST |

QUALITY 40 CHECKED