

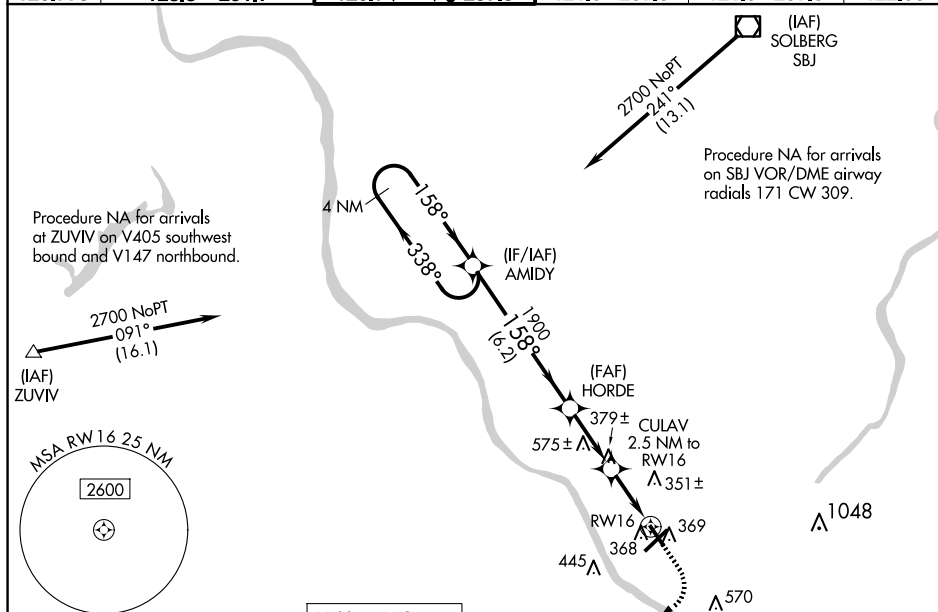
WAAS CH 99330 W16A	APP CRS 158°	Rwy Idg 4800 TDZE 213 Apt Elev 213
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RNAV (GPS) RWY 16
TRENTON MERCER (TTN)

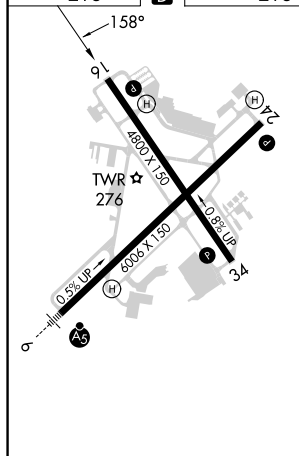
Night Landing: Rwy 34 operational VGSi required, remain on or above VGSi glidepath until threshold.
 Baro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Northeast Philadelphia altimeter setting; increase LPV DA to 510 feet and all Cats visibility ½ SM, LNAV/VNAV DA to 576 feet; increase all MDA 60 feet and LNAV Cat C/D visibility ½ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH:
Climb to 1500 then
climbing right turn to
2700 direct ZUBAX
and hold.

ATIS	PHILADELPHIA	APP CON	TRENTON TOWER ★	GND CON	CLNC DEL	UNICOM
126.775	123.8	291.7	120.7 (CTAF) 0 257.8	121.9 257.8	121.9 257.8	122.95



ELEV 213	D	TDZE 213
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HIRL Rwys 6-24 and 16-34 **L**
REIL Rwys 16, 24 and 34 **L**

TRENTON, NEW JERSEY
Orig-C 23APR20

MISSED APCH FIX



1500	2700	ZUBAX	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 40).		4 NM Holding Pattern
* RNAV only.			CULAV 2.5 NM to RW16	HORDE 1900	AMIDY
			1.2 NM to RW16	158°	338° → 2700 ← 158°
			* 1060	1900	GP 3.00° TCH 55
			1.2	1.3	2.6 NM
			6.2 NM		
CATEGORY	A		B		C
LPV DA			463-3/4		250 (300-3/4)
RNAV/ VNAV DA			529-1		316 (400-1)
RNAV MDA	640-1	427 (500-1)	640-1 1/4		427 (500-1 1/4)
CIRCLING	680-1	467 (500-1)	760-1 1/2 547 (600-1 1/2)		960-2 1/2 747 (800-2 1/2)

40°17'N-74°49'W

TRENTON MERCER (TTN)
RNAV (GPS) RWY 16