

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

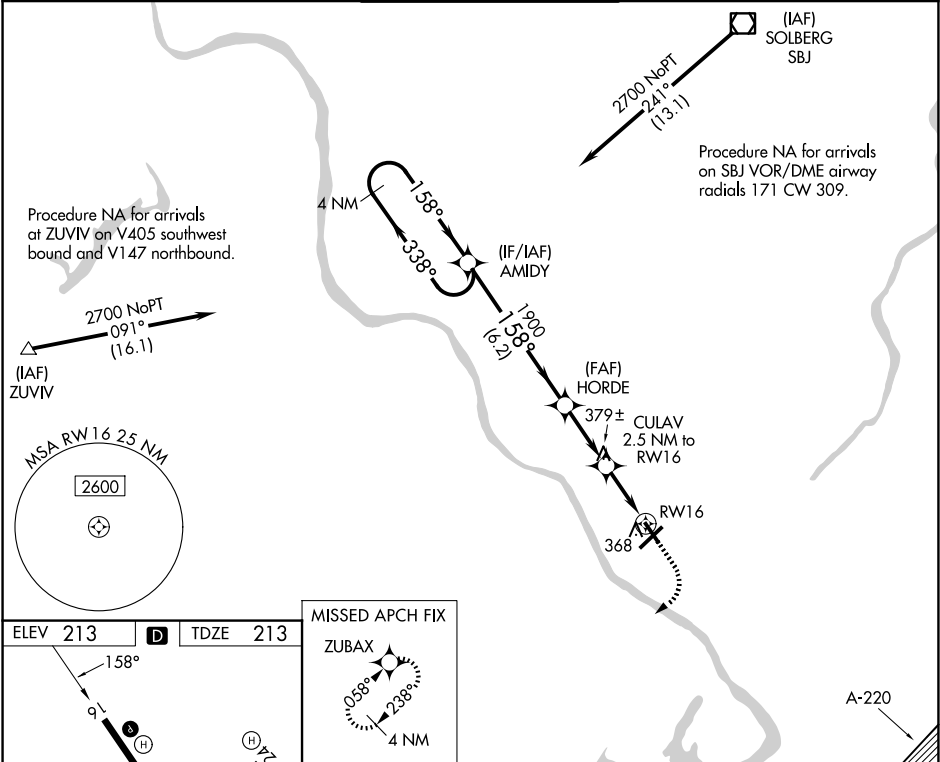
TRENTON MERCER (TTN)

▼ 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 126.775	PHILADELPHIA APP CON 123.8 291.7	TRENTON TOWER ★ 120.7 (CTAF) 0 257.8	GND CON 121.9 257.8	UNICOM 122.95
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ELEV 213 D TDZE 213	MISSED APCH FIX ZUBAX 058° 238° 4 NM	1500 2700 ZUBAX * LNAV only. 1.2 NM to RW16	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).	4 NM Holding Pattern
158° 4800 x 150 0.5% UP 0.8% UP 54 6000 x 150	CULAV 2.5 NM to RW16	HORDE 1900	AMIDY 338° 2700 158° 158°	GP 3.00° TCH 55
1.2 1.3 2.6 NM 6.2 NM	1060 1900			
CATEGORY	A	B	C	D
LPV DA	463-¾ 250 (300-¾)			
LNAV/VNAV DA	529-1 316 (400-1)			
LNAV MDA	640-1	427 (500-1)	640-1¼ 427 (500-1¼)	
CIRCLING	680-1	467 (500-1)	760-1½ 547 (600-1½)	960-2½ 747 (800-2½)

HIRL Rwy 6-24 and 16-34 **L**
REIL Rwy 16, 24 and 34 **L**

NE-2, 02 OCT 2025 to 30 OCT 2025

NE-2, 02 OCT 2025 to 30 OCT 2025