

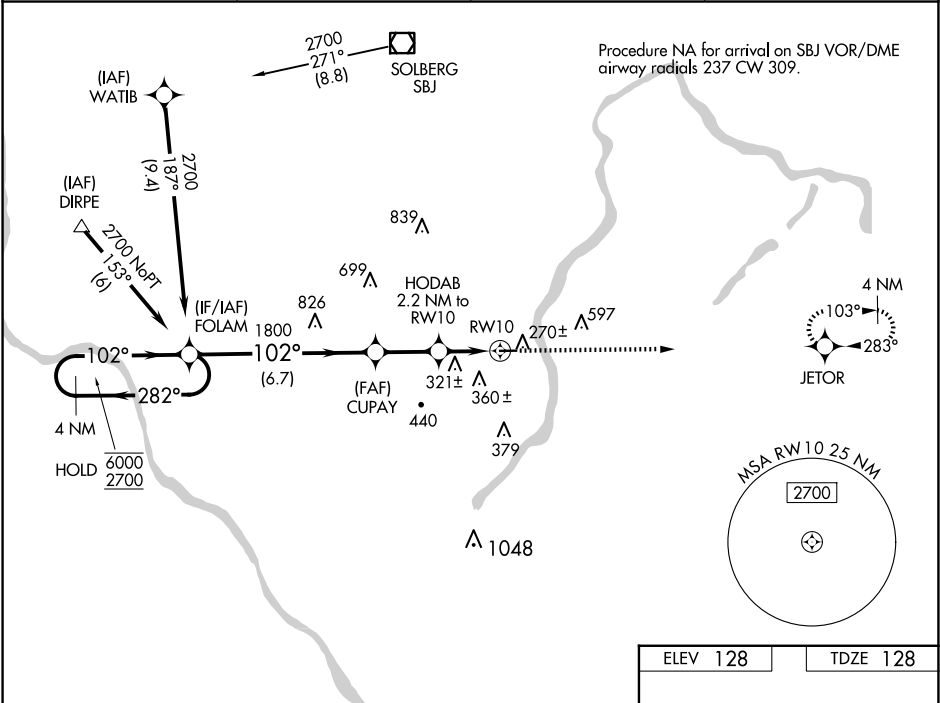
|                                        |                        |                                                   |             |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|
| WAAS<br>CH <b>86843</b><br><b>W10A</b> | APP CRS<br><b>102°</b> | Rwy Idg<br>TDZE <b>128</b><br>Apt Elev <b>128</b> | <b>3499</b> |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|

RNAV (GPS) RWY 10

PRINCETON (39N)

|                                                                                                                                    |                                                             |
|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| RNP APCH - GPS.                                                                                                                    | MISSED APPROACH:<br>Climb to 2700 direct<br>JETOR and hold. |
| Rwy 10 helicopter visibility reduction below ¾ SM NA. Circling Rwy 28 NA at night.<br>Baro-VNAV NA. Use Trenton altimeter setting. |                                                             |

|                            |                                      |                                 |                 |
|----------------------------|--------------------------------------|---------------------------------|-----------------|
| TTN ASOS<br><b>126.775</b> | NEWARK APP CON<br><b>132.8 379.9</b> | UNICOM<br><b>122.725</b> (CTAF) | <b>123.05 0</b> |
|----------------------------|--------------------------------------|---------------------------------|-----------------|



|                      |                   |                                                                  |                     |                      |                                   |
|----------------------|-------------------|------------------------------------------------------------------|---------------------|----------------------|-----------------------------------|
| 4 NM Holding Pattern |                   | VGSi and descent angles not coincident (VGSi Angle 3.45/TCH 42). |                     | 2700 JETOR           |                                   |
| 6000 2700            |                   | FOLAM                                                            |                     | *LNAV only.          |                                   |
| 282° 102°            |                   | CUPAY 1800                                                       |                     | RWY 10               |                                   |
| GP 3.45° TCH 51      |                   | HODAB 2.2 NM to RWY 10                                           |                     | *960                 |                                   |
| 6.7 NM               |                   | 2.3 NM                                                           |                     | 2.2 NM               |                                   |
| CATEGORY             | A                 | B                                                                | C                   | D                    |                                   |
| LPV DA               | 441-1             |                                                                  | 313 (400-1)         |                      |                                   |
| LNAV/VNAV DA         | 533-1½            |                                                                  | 405 (500-1½)        |                      |                                   |
| LNAV MDA             | 580-1 452 (500-1) |                                                                  | 580-1¾ 452 (500-1¾) |                      |                                   |
| CIRCLING             | 760-1 632 (700-1) | 840-1 712 (800-1)                                                | 940-2½ 812 (900-2½) | 1000-2¾ 872 (900-2¾) | MIRL Rwy 10-28 0<br>REIL Rwy 10 0 |