

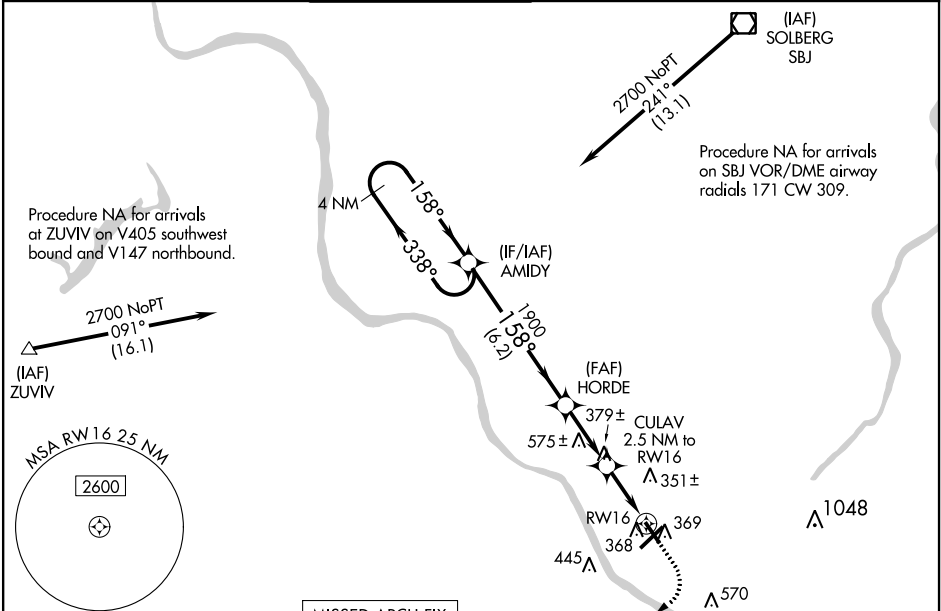
WAAS CH 99330 W16A	APP CRS 158°	Rwy Idg TDZE 213 Apt Elev 213
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RNAV (GPS) RWY 16
TRENTON MERCER (TTN)

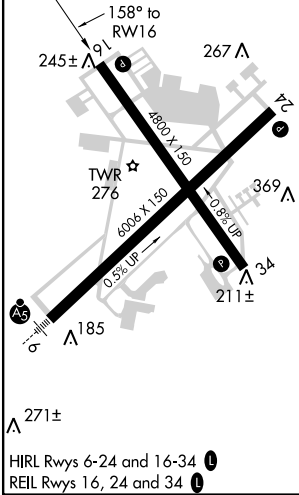
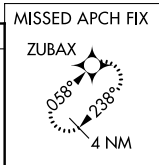
▼ Night Landing: Rwy 34 operational VGSi required, remain on or above VGSi glidepath until threshold.
Baro-VNAV NA when using Northeast Philadelphia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ Helicopter visibility 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 ½ 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	CLNC DEL 121.9 257.8	UNICOM 122.95
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ELEV 213	D	TDZE 213
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<div>1500 2700 ZUBAX</div> <div></div> <div>* LNAV only.</div>		<div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).</div> <div>CULAV 2.5 NM to RW16</div> <div>HORDE 1900</div> <div>AMIDY</div> <div>338°</div> <div>158°</div> <div>2700</div> <div>1900</div> <div>1060</div> <div>GP 3.00° TCH 55</div>		<div>4 NM Holding Pattern</div>				
<div></div>								
CATEGORY	A		B		C		D	
LPV DA			463-3/4		250 (300-3/4)			
LNAV/VNAV DA			529-1		316 (400-1)			
LNAV 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		960-2 1/2	
					547 (600-1 1/2)		747 (800-2 1/2)	

NE-2, 31 DEC 2020 to 28 JAN 2021

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