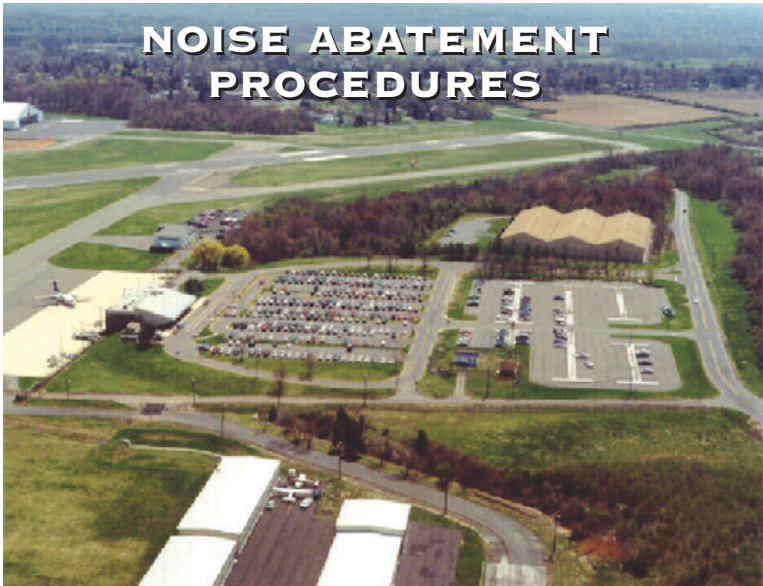




1100 TERMINAL CIRCLE DRIVE, SUITE 301  
W. TRENTON, NEW JERSEY 08628  
(609) 882-1601  
WWW.MERCERCOUNTY.ORG/AIRPORT/INDEX.HTM



GENERAL NOISE ABATEMENT PROVISIONS

\*\*WHILE NOISE ABATEMENT IS IMPORTANT, SAFETY IS OUR PRIMARY CONCERN. PROCEDURES LISTED IN THIS DOCUMENT ARE ONLY RECOMMENDED; WIND, OTHER WEATHER CONDITIONS, AIR TRAFFIC, ATCT INSTRUCTIONS, THE SAFE OPERATION OF THE AIRCRAFT, AND THE JUDGEMENT OF THE PILOT, PERMITTING.\*\*

\*\*ALL TIMES PROVIDED IN THIS DOCUMENT ARE LOCAL.\*\*

VOLUNTARY NIGHTTIME FLIGHT CURFEW 2400 - 0600.

NO TRAINING OPERATIONS 2200 - 0700 (PUBLIC SAFETY/MILITARY EXEMPTED).

TRAINING OPERATIONS ON RWY 16/34 PROHIBITED FOR AIRCRAFT EQUAL TO, OR GREATER THAN 12,500 POUNDS.

NO INTERSECTION DEPARTURES.

NO APU USE 2400 - 0530.

NO NON-ESSENTIAL ENGINE RUN-UPS 2200 - 0700.

TURBOJET AIRCRAFT UTILIZE PRIMARY RWY 6/24.

HELICOPTERS

USE HAI "FLY NEIGHBORLY PROGRAM" RECOMMENDATIONS FOR YOUR SPECIFIC HELICOPTER MODEL. AVOID OVERFLIGHTS OF NOISE SENSITIVE AREAS (SEE MAP).

DEPARTURES

ROUTE NOVEMBER

BEST RATE OF CLIMB (VY) TO 1,500' MSL, BEFORE REACHING I-95.

PROCEED N TO BALLFIELD.

CONTINUE CLIMB N TO MINIMUM 2,000' MSL, PROCEED ON COURSE.

ROUTE SIERRA

BEST RATE OF CLIMB (VY) TO 1,500' MSL BEFORE DELAWARE RIVER.

PROCEED SW ALONG RAILROAD DIRECT TO TRESTLE.

CONTINUE CLIMB TO MINIMUM 2,000' MSL TO CRUISE CONFIGURATION.

PROCEED SW ON COURSE ALONG RAILROAD.

ROUTE ECHO

BEST RATE OF CLIMB (VY) TO 1,500' MSL BEFORE I-95.

PROCEED TO INTERSECTION OF I-95 AND RAILROAD.

PROCEED E ALONG I-95 TOWARD CHANNEL 52 INTERCHANGE.

CONTINUE CLIMB TO MINIMUM 2,000' MSL TO CRUISE CONFIGURATION.

ROUTE WHISKEY

BEST RATE OF CLIMB (VY) TO 1,500' MSL BEFORE I-95.

PROCEED TO SCUDDER.

CONTINUE CLIMB TO MINIMUM 2,000' MSL TO CRUISE CONFIGURATION.

PROCEED W TO YARDLEY VOR.

ALTERNATE ROUTE: PROCEED NW ALONG DELAWARE RIVER TO CROSSING.

ROUTE PIPELINE

BEST RATE OF CLIMB (VY) TO 1,500' MSL BEFORE I-95.

PROCEED NE TO INTERSECTION OF ROUTE 31 AND PIPELINE.

CONTINUE CLIMB TO MINIMUM 2,000' MSL TO CRUISE CONFIGURATION.

ARRIVALS

ROUTE NOVEMBER

AT QUARRY PROCEED S TOWARD BALL FIELD.

MAINTAIN 1,500' MSL UNTIL INITIATING APPROACH FOR LANDING.

ROUTE SIERRA

FROM S, PROCEED NE ALONG RAILROAD TO TRESTLE, FROM MAKES, PROCEED NW ALONG DELAWARE RIVER TO TRESTLE.

FROM 1,500' MSL AT TRESTLE, DESCEND AND INITIATE APPROACH FOR LANDING.

ROUTE ECHO

FROM CHANNEL 52 INTERCHANGE, PROCEED W TO RAILROAD.

FROM 1,500' MSL AT RAILROAD, DESCEND AND INITIATE APPROACH FOR LANDING.

ROUTE WHISKEY

FROM YARDLEY VOR, PROCEED E TO SCUDDER.

ALTERNATE: FROM CROSSING PROCEED SE TO SCUDDER.

FROM 1,500' MSL AT SCUDDER, DESCEND AND INITIATE APPROACH FOR LANDING.

ROUTE PIPELINE

AT PRINCETON, CONTINUE SW TO PIPELINE.

FROM PIPELINE, DESCEND AND INITIATE APPROACH FOR LANDING.

TRANSITIONING TTN AIRSPACE  
MAINTAIN MINIMUM 2,500' MSL.

FIXED WING AIRCRAFT

DEPARTURES (ALL RUNWAYS)

AIR CARRIER JET AIRCRAFT: USE RECOMMENDED "CLOSE- IN" DEPARTURE PROCEDURES AS RECOMMEND- ED IN FAA AC 91-53A "NOISE ABATEMENT DEPARTURE PROFILES".

OTHER TURBOJET AIRCRAFT GREATER THAN, OR EQUAL TO 12,500 POUNDS: USE NBAA RECOMMENDED "CLOSE-IN" DEPARTURE PROCEDURES.

VFR AIRCRAFT LESS THAN 12,500 POUNDS: USE "BEST RATE OF CLIMB" (VY) AND MAINTAIN RUNWAY HEADING UNTIL 1,200' MSL.

VFR AIRCRAFT GREATER THAN, OR EQUAL TO 12,500 POUNDS: USE "BEST RATE OF CLIMB" (VY) AND MAIN- TAIN RUNWAY HEADING UNTIL 1,700' MSL.

ALL OTHER AIRCRAFT: USE "BEST RATE OF CLIMB" (VY).

ARRIVALS (ALL RUNWAYS)

VFR AIRCRAFT LESS THAN 12,500 POUNDS: MAINTAIN 1,200 MSL UNTIL TURNING BASE LEG.

VFR AIRCRAFT GREATER THAN, OR EQUAL TO 12,500 POUNDS: MAINTAIN 1,700 MSL UNTIL TURNING BASE LEG. USE NBAA RECOMMENDED APPROACH AND LANDING PROCEDURES.

VISUAL APPROACH: MAINTAIN PAPI/VASI APPROACH SLOPE GUIDANCE.

TRAFFIC PATTERN ALTITUDES

AIRCRAFT LESS THAN 12,500 POUNDS: 1,200' MSL.

AIRCRAFT GREATER THAN, OR EQUAL TO 12,500 POUNDS: 1,700 MSL.



BRIAN M. HUGHES, MERCER COUNTY EXECUTIVE  
AARON T. WATSON, DIRECTOR OF DOT&I  
JUSTIN P. EDWARDS, A.A.E., AIRPORT MANAGER

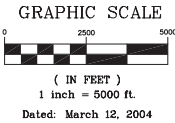
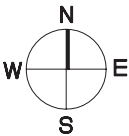
Legend

|   | Helo Points  | Lat (N)    | Long (W)   |
|---|--------------|------------|------------|
| 1 | 'Ball Field' | 40° 18.45' | 74° 48.81' |
| 2 | 'Crossing'   | 40° 17.67' | 74° 52.02' |
| 3 | 'Pipeline'   | 40° 18.06' | 74° 47.97' |
| 4 | 'Rail Road'  | 40° 17.26' | 74° 47.99' |
| 5 | 'Scudder'    | 40° 15.53' | 74° 50.77' |
| 6 | 'Trestle'    | 40° 14.57' | 74° 49.39' |

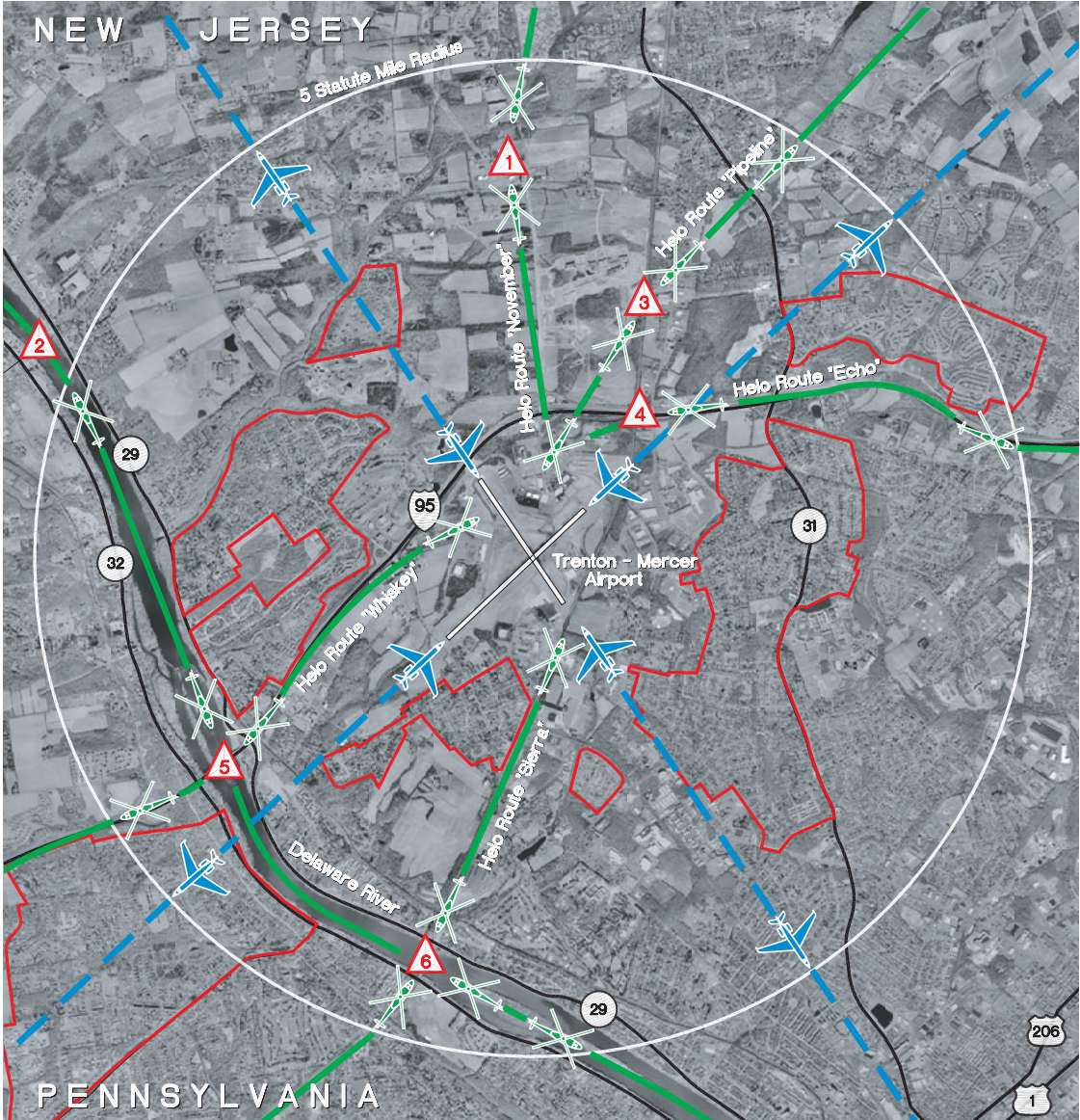
Note: The following helo points are not located within the boundary of this map.

|   |                          |            |            |
|---|--------------------------|------------|------------|
| • | 'Makes'                  | 40° 12.65' | 74° 46.18' |
| • | 'Quarry'                 | 40° 21.34' | 74° 48.26' |
| • | 'Yardley' VOR            | 40° 15.20' | 74° 54.45' |
| • | 'Princeton'              | 40° 23.88' | 74° 39.51' |
| • | 'Channel 52 Interchange' | 40° 17.12' | 74° 41.38' |

- Helicopter Route
- Fixed Wing Route
- State Or County Road
- Noise Sensitive Area



Trenton – Mercer Airport Noise Abatement Routes



"This document is not meant for navigation purposes. It is only a guide. The Pilot-In-Command carries the ultimate responsibility for the safe operation of the aircraft"