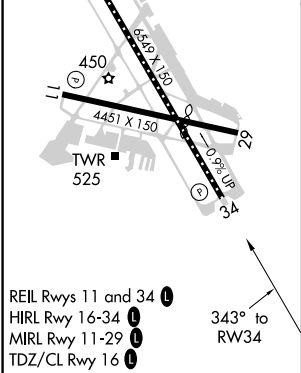
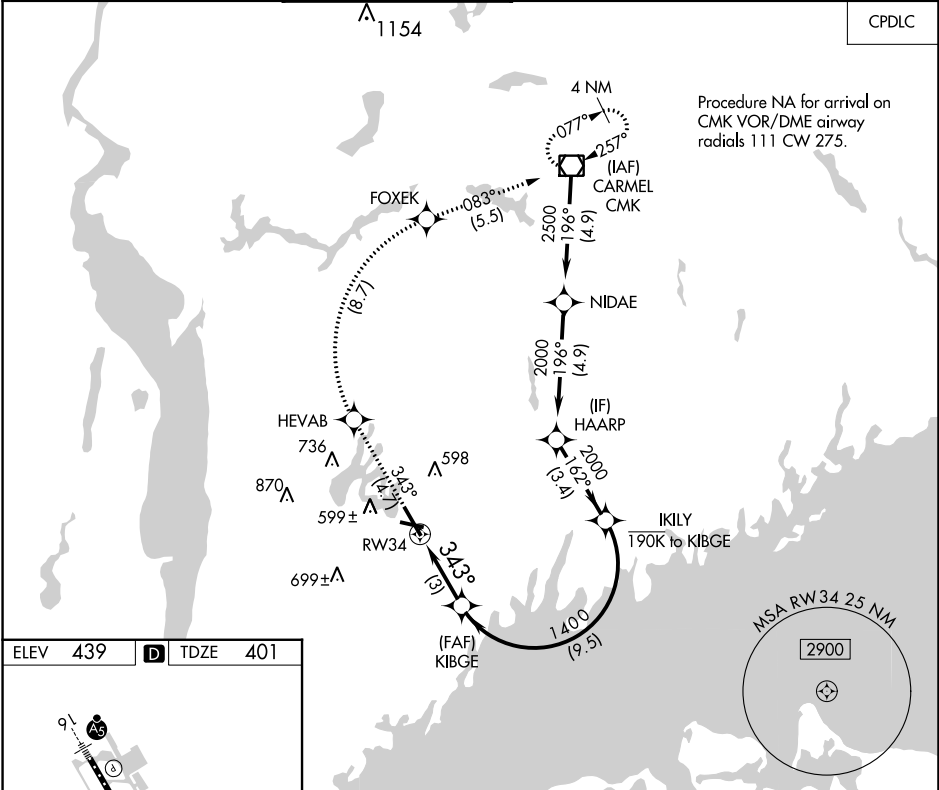
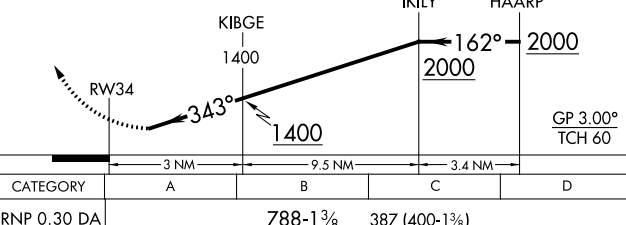


APP CRS	Rwy Idg	6549
343°	TDZE	401
	Apt Elev	439

RNAV (RNP) Z RWY 34
WESTCHESTER COUNTY (HPN)

▼ For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). RF required. GPS required.		MISSED APPROACH: Climb to 3000 on track 343° to HEVAB, right turn to FOXEK, then on track 083° to CMK VOR/DME and hold.			
D-ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	CLNC DEL
133.8	120.8 126.4 257.65	118.575 (CTAF) 0 284.65	121.825	127.25	126.4 (when twr closed)
					UNICOM 122.95



3000	↑ tr 343°	HEVAB	FOXEK	tr 083°	CMK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).										
 The diagram illustrates a flight path starting from a thick black line representing a runway. A dashed line leads to the first waypoint, RW34. From RW34, a solid line segment leads to KIBGE, with a turn angle of 343° and a distance of 3 NM. From KIBGE, another solid line segment leads to IKILY, with a distance of 9.5 NM. From IKILY, a final solid line segment leads to HAARP, with a distance of 3.4 NM. The angle at IKILY is 162°. The altitude at KIBGE is 1400, and at HAARP it is 2000. A note indicates the glidepath angle is 3.00° and TCH is 60. Below the diagram is a table with four columns labeled A, B, C, and D. Column A corresponds to the segment from RW34 to KIBGE, column B to KIBGE to IKILY, column C to IKILY to HAARP, and column D to the final segment. The RNP values are 0.30 DA for A, 788-1½ for B, 387 (400-1½) for C, and blank for D. <table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>RNP 0.30 DA</td><td colspan="2">788-1½</td><td colspan="2">387 (400-1½)</td></tr></table>							CATEGORY	A	B	C	D	RNP 0.30 DA	788-1½		387 (400-1½)	
CATEGORY	A	B	C	D												
RNP 0.30 DA	788-1½		387 (400-1½)													
AUTHORIZATION REQUIRED																