

GENERAL**Operational Hours****ATS Hours:** TWR H24**AD OPS Hours:** Attended continuously**Airport Information****RFF:** FAA INDEX C / CAT 7**Fuel:** Jet A**PCN:** RWY 09/27, RWY 16/34: 65/F/A/W/T**Operation****Low Visibility Procedur**

Surface Movement Guidance and Control System (SMGCS) in use and LVP activated when RVR is reported at or below 1200ft.

TWY Restrictions

TWY B, H MAX wingspan 36m / 118ft.

TWY C between Hangar B and BLDG 118 MAX wingspan 38m / 125ft.

TWY L CLSD, except 20 MIN PPR.

Taxi

ACFT with wingspan 52.4m / 172ft or more require follow-me for TWY C movement S of TERMINAL APN.

Warnings

Do not mistake Hudson Valley AD 3.3NM SW of IGN VOR/DME with Stewart Intl.

Glider activity 8NM E of HUO VOR/DME within radius of 5NM.

TWY C between TWY B & F not visible from TWR.

Grass cutting conducted between APR and OCT.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR United States.**Arrival Procedure****VFR Traffic Pattern:** RWY 16 and 27 right-hand circuit.**Non-standard GP intercept position on****RWY 09**

GP intercepts RWY 09 at 349m / 1145ft after landing threshold.

Remaining LDG DIST beyond GP is 2338m / 7672ft.

RWY 27

GP intercepts RWY 27 at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 2672m / 8768ft.

DEPARTURE**Take-off Minima**

RWY		09	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	SID STEWART: MNM climb gradient 3.7% up to 2700
3+4 ENG		0 - 2400R/0.5V	
RWY		27	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	MNM climb gradient 6.6% up to 800
3+4 ENG		0 - 2400R/0.5V	
RWY		16	
	ft - ft/SM	All other departures	
1+2 ENG		0 - 1.0V	MNM climb gradient 4.2% up to 2100
3+4 ENG		0 - 0.5V	
All ACFT		c1500 - 2.5V	climb in visual conditions
		SID STEWART	
1+2 ENG		0 - 1.0V	MNM climb gradient 5.0% up to 2100
3+4 ENG		0 - 0.5V	
RWY		34	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 8.3% up to 800
3+4 ENG		0 - 0.5V	
All ACFT		c300 - 1.0V	-

Speed

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR United States and in addition;

If no contact within 2min after TKOF, proceed on course and climb to 5000ft. 10min after TKOF, climb to filed ALT/FL.

06-SEP-2018
SWF-KSWF

United States New York Stewart Intl

AGC
AFC

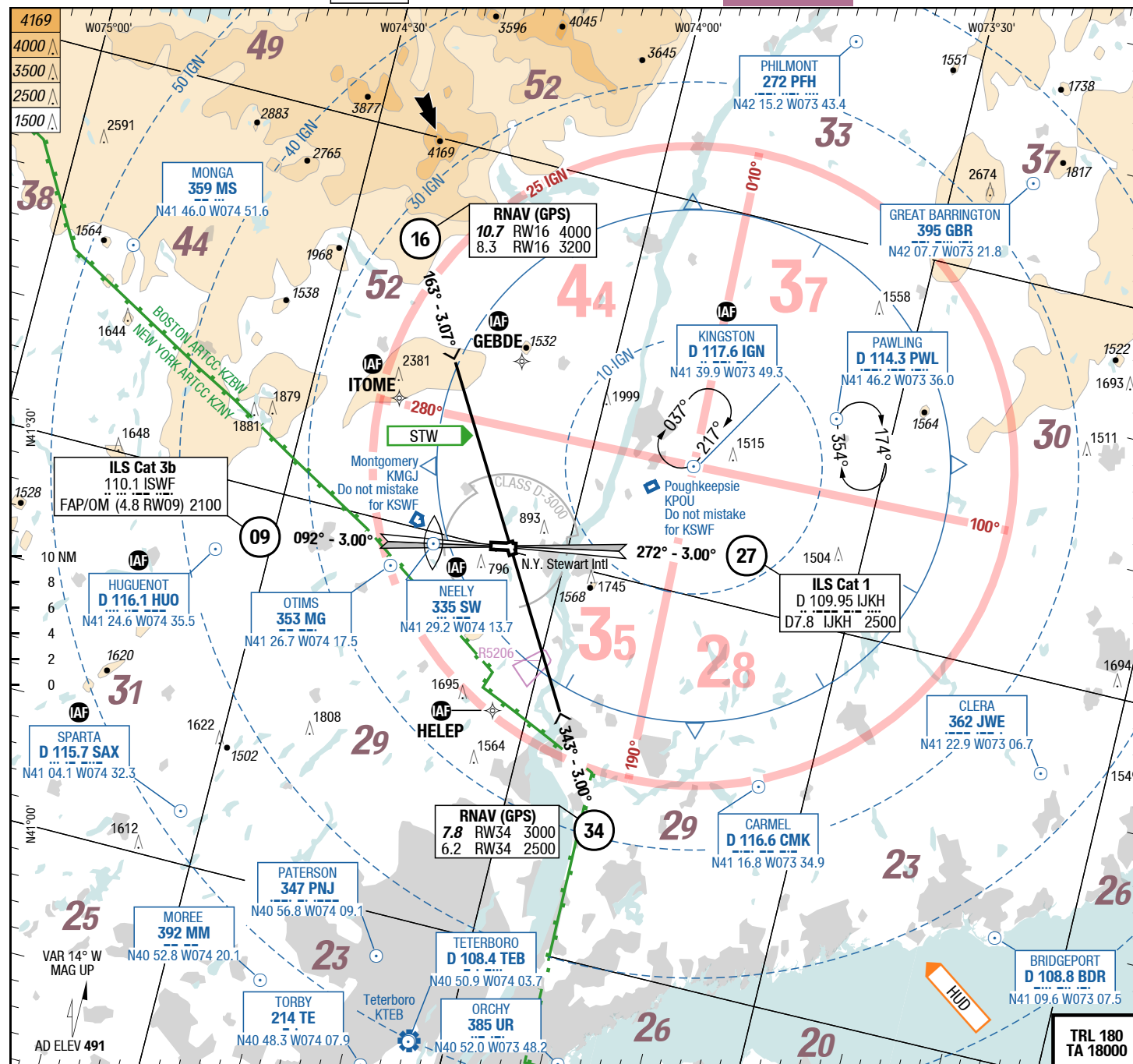
AFC

AFC

Stewart Intl New York United States

AGC
AFC

2-10



ATIS	124.575
New York APP	132.750
New York DEP	132.750
Stewart TWR	121.000
Unicom	122.950
GND	121.900

Landing RWY system:

09

HL-P2F 732

THR 482 (17hPa) / TDZ 482 (---%) -0.1%

27

60 HL 15 HL 46 G 2992 610

+0.1% TDZ 467 (---%) / THR 469 (17hPa)

16

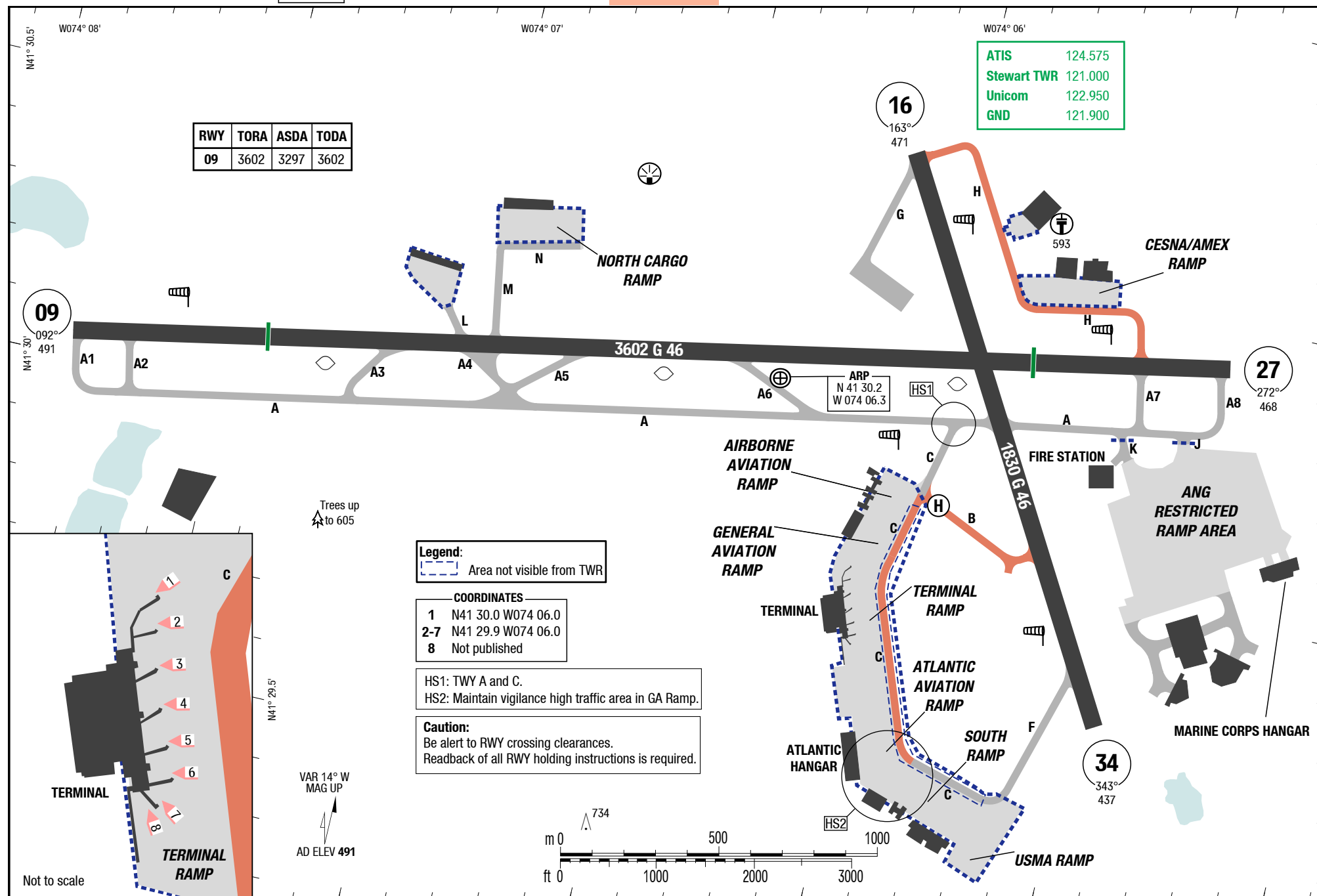
THR 471 (17hPa) / TDZ 471 (---%) -0.6%

34

60 HL 46 G 1830

+0.6% TDZ 462 (---%) / THR 437 (16hPa)

Changes: Nil



06-SEP-2018
SWF-KSWF

United States **New York** Stewart Intl


LVC

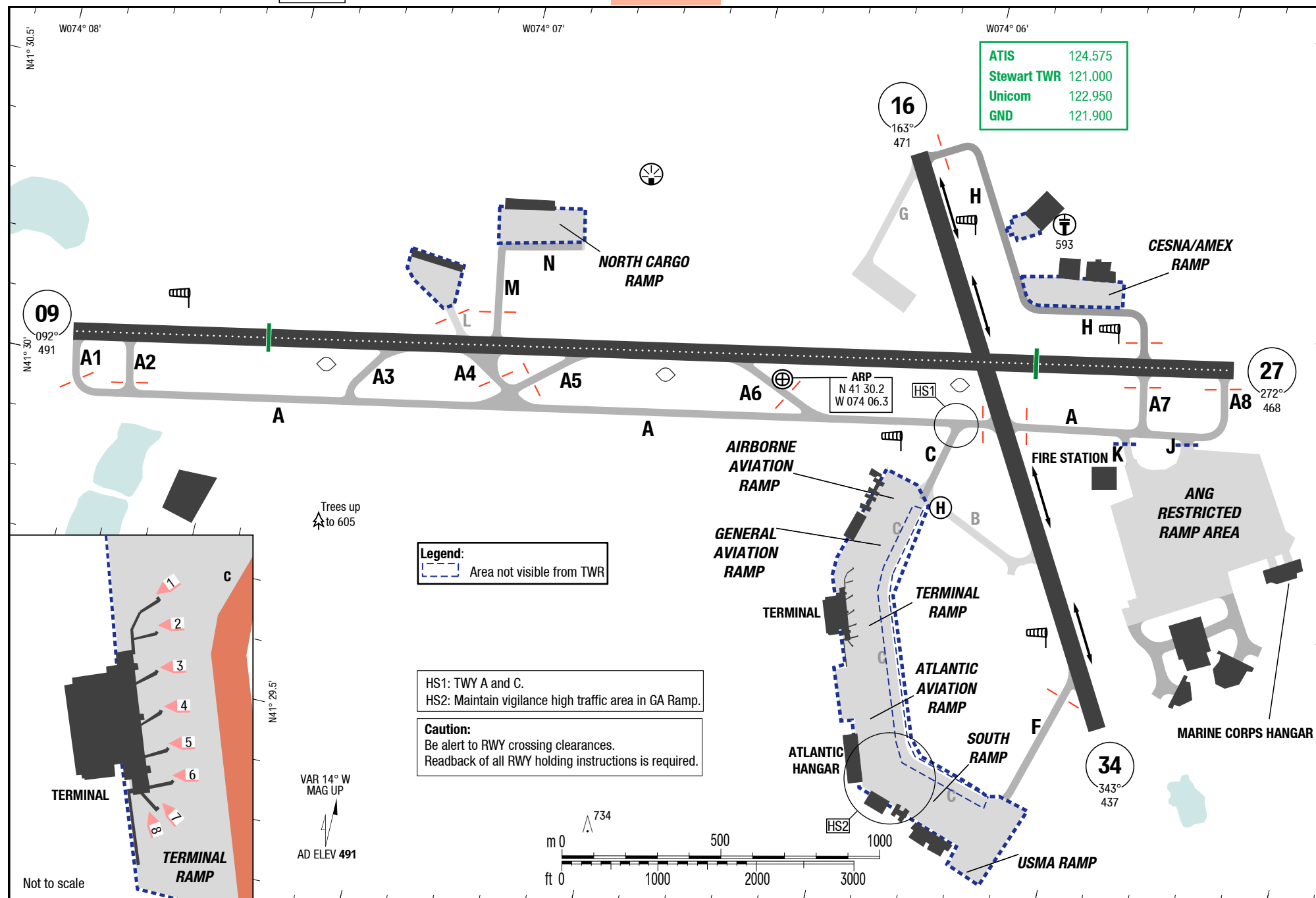
LVC

LVC

Stewart Intl **New York** United States


LVC

3-30



Changes: Helipad, APN, ABN, WDI

08-SEP-2016

United States **New York** Stewart Intl

SID

SID

Stewart Intl **New York** United States

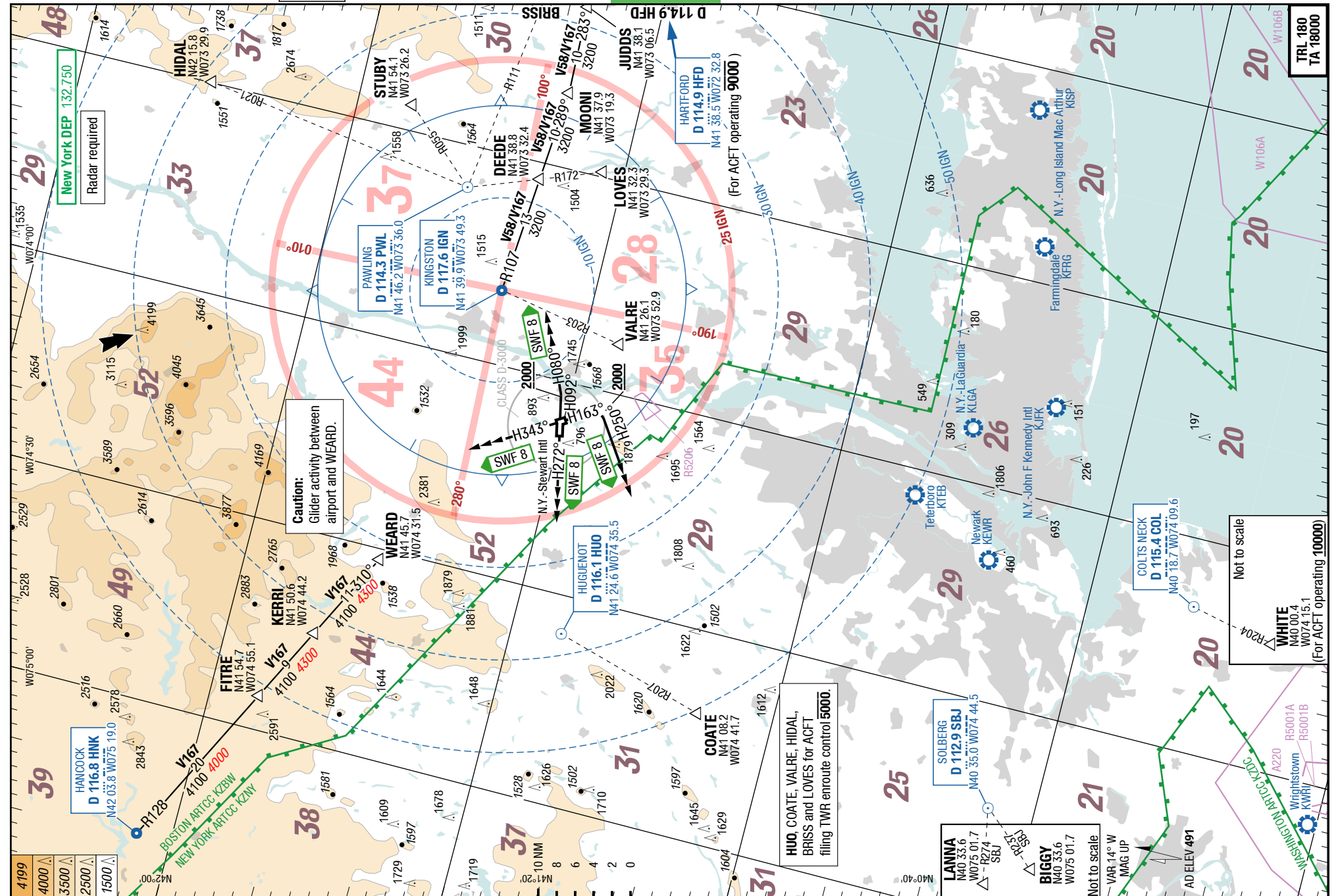
NIL

STEWART 8 (SWF 8)

SWF-KSWF

4-10

STEWART 8 (SWF 8)



Changes: Navaid , ALT, OBST, PROC renumbered, AD Name

SWF-KSWF

5-10

STEWART 8 (SWF 8)

STEWART 8

RWYs 09 (092°) / 16 (163°) / 27 (272°) / 34 (343°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
STEWART 8 SWF 8 3.7% to 2700 132.750 ①	HDG 092° - at MNM 2000 LT HDG 080° - vectors to assigned route/fix	initial climb 3000
STEWART 8 SWF 8 5.0% to 2100 132.750 ①	HDG 163° - at MNM 2000 RT HDG 250° - vectors to assigned route/fix	initial climb 3000
STEWART 8 SWF 8 6.6% to 800 132.750 ①	HDG 272° - vectors to assigned route/fix	initial climb 3000
STEWART 8 SWF 8 8.3% to 800 132.750 ①	HDG 343° - vectors to assigned route/fix	initial climb 3000

① Expect clearance to filed altitude/flight level within 10 minutes after departure.

SWF-KSWF

5-30

Obstacle Departure

Obstacle Departure	
RWY	Routing
09	Climb HDG 087° to 2100 before proceeding on course.
16	Climb HDG 161° to 1800 before proceeding on course. For climb in visual conditions: cross KSWF at MNM 1800 before proceeding on course. When executing VCOA, notify ATC prior to departure.
27	Climb RWY HDG - at 1200 turn south.
RWY	Notes
09	Trees beginning 68ft from DER, 132ft left of centerline, up to 43ft AGL/487ft MSL. Trees beginning 727ft from DER, 23ft left of centerline, up to 95ft AGL/546ft MSL. Trees beginning 955ft from DER, 21ft right of centerline, up to 86ft AGL/535ft MSL. Trees beginning 2692ft from DER, 659ft left of centerline, up to 78ft AGL/587ft MSL.
16	Trees beginning 785ft from DER, 462ft left of centerline, up to 70ft AGL/466ft MSL. Trees beginning 1255ft from DER, 562ft right of centerline, up to 109ft AGL/492ft MSL.
27	Airport sign 10ft from DER, 54ft left of centerline, 2ft AGL/491ft MSL. Building 694ft from DER, 2ft right of centerline, 16ft AGL/509ft MSL. Terrain, DME antenna and trees beginning 599ft from DER, 246ft left of centerline, up to 38ft AGL/537ft MSL. Trees beginning 2259ft from DER, 197ft left of centerline, up to 101ft AGL/640ft MSL. Trees 3454ft from DER, 1400ft left of centerline, up to 118ft AGL/667ft MSL. Trees beginning 4122ft from DER, 1441ft right of centerline, up to 108ft AGL/627ft MSL.
34	Terrain beginning 77ft from DER, 250ft right of centerline, up to 475ft MSL. Poles and trees beginning 1094ft from DER, 157ft right of centerline, up to 72ft AGL/571ft MSL. Trees 1045ft from DER, 597ft left of centerline, up to 83ft AGL/542ft MSL. Trees beginning 1773ft from DER, 49ft left of centerline, up to 98ft AGL/587ft MSL. Trees beginning 2422ft from DER, 70ft right of centerline, up to 72ft AGL/601ft MSL. Trees 2473ft from DER, 910ft right of centerline, up to 70ft AGL/629ft MSL. Trees 3207ft from DER, 1345ft right of centerline, up to 78ft AGL/657ft MSL. Trees beginning 4426ft from DER, 244ft left of centerline, up to 72ft AGL/611ft MSL. Trees 5527ft from DER, 83ft right of centerline, up to 83ft AGL/612ft MSL.

15-JUN-2017

United States **New York** Stewart Intl

STAR

STAR

Stewart Intl **New York** United States

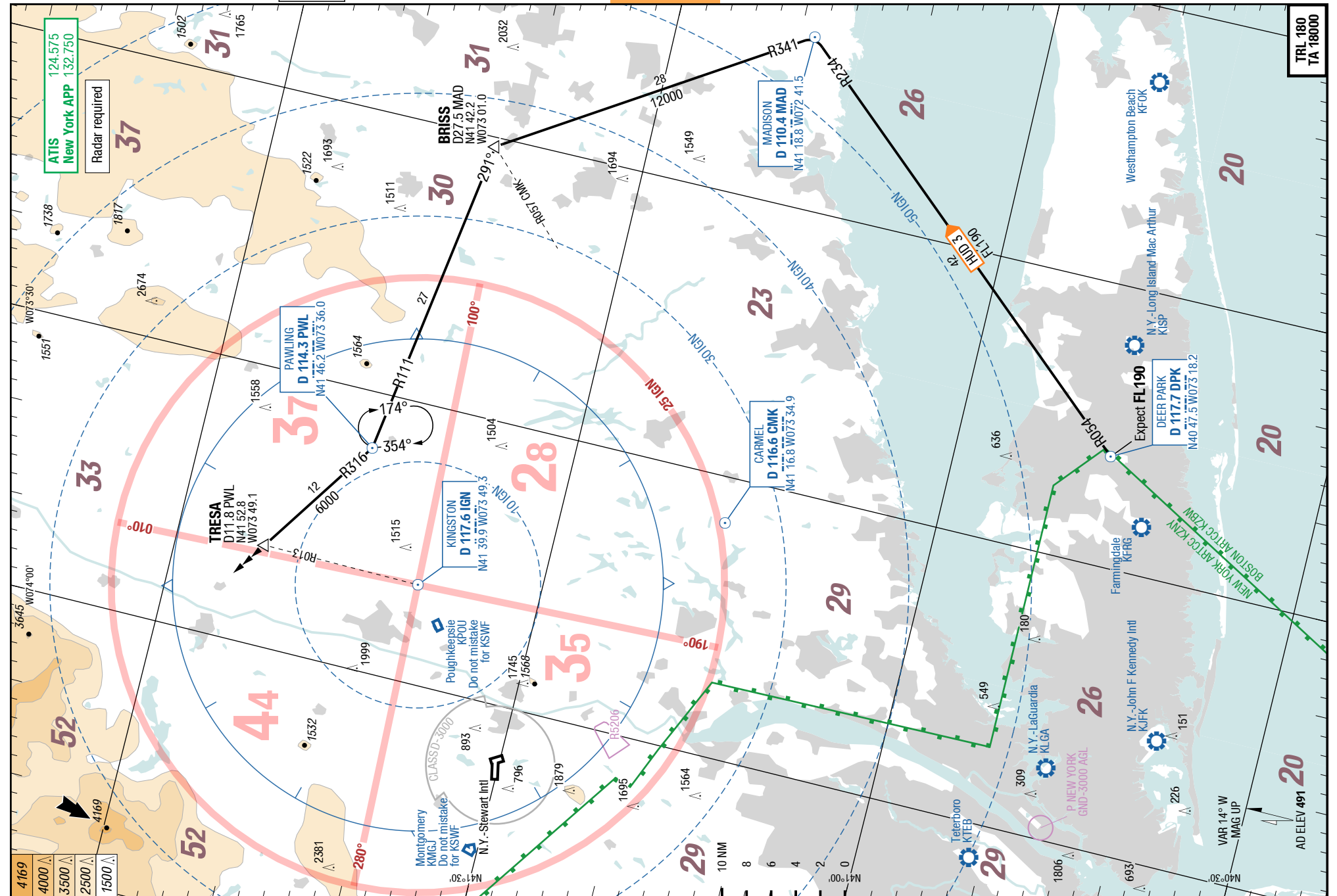
NIL

HUDSON 3 (HUD 3)

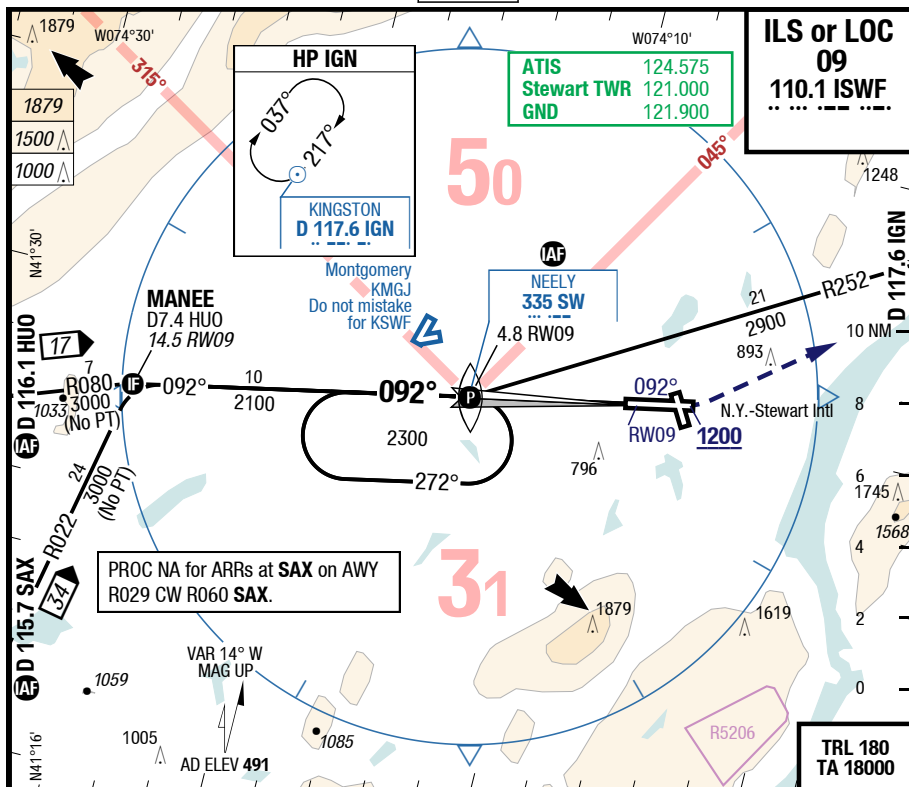
SWF-KSWF

6-10

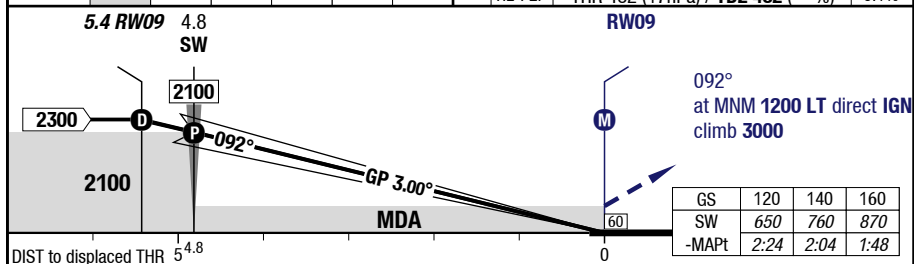
HUDSON 3 (HUD 3)



Changes: SUAs, MEA, PROC renumbered



LOC 3.07°						<p>THR 482 (17hpA) / TDZ 482 (---%) -0.1%</p>
RW09	5.4	5	4	3	2	
	2300	2170	1840	1510	1190	



09		Cat 3b	Cat 2 1)	Cat 1 2) <i>L_{TS}</i>	Cat 1 3)	LOC	Circling <i>New</i> TERPS
C	ft - ft/SM ft	0 - 600R Company	100 - 1000R 97 RA	200 - 1400R 690	200 - 1800R/0.5V 690	460 - 5000R/1.0V 940	710 - 2.0V 1200
D	ft - ft/SM ft	0 - 600R Company	100 - 1000R 97 RA	200 - 1400R 690	200 - 1800R/0.5V 690	460 - 5000R/1.0V 940	710 - 2.25V 1200

1) Specific OpSpec approval and AL or HUD to TDZ required, else RVR 1200ft 2) With EVS RVR 1200ft 3) With EVS RVR 1200ft/ VIS 0.2SM

08-SEP-2016

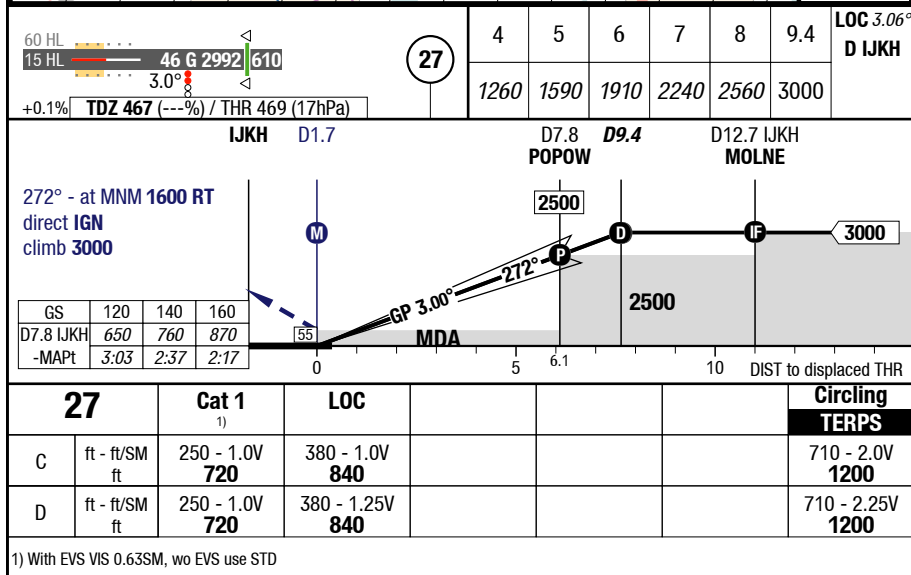
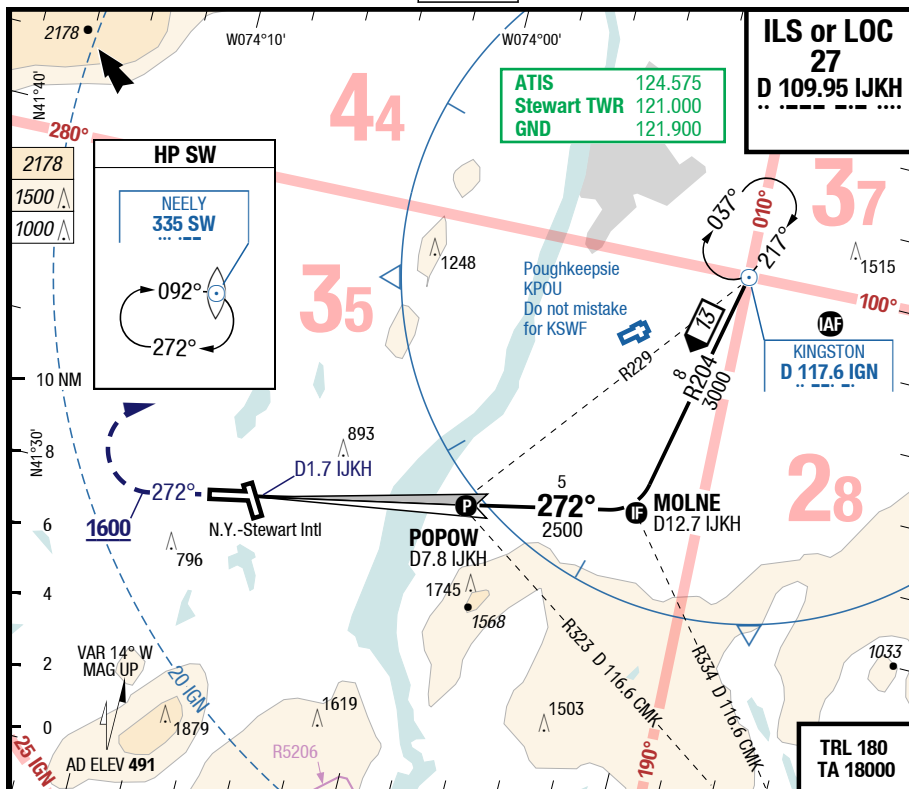
SWF-KSWF

United States New York Stewart Intl

7-20

ILS or LOC 27

IAC



Changes: APL, ALT, OBST, MISAP text, AD Name, AMDT No

AMDT 1C

06-SEP-2018

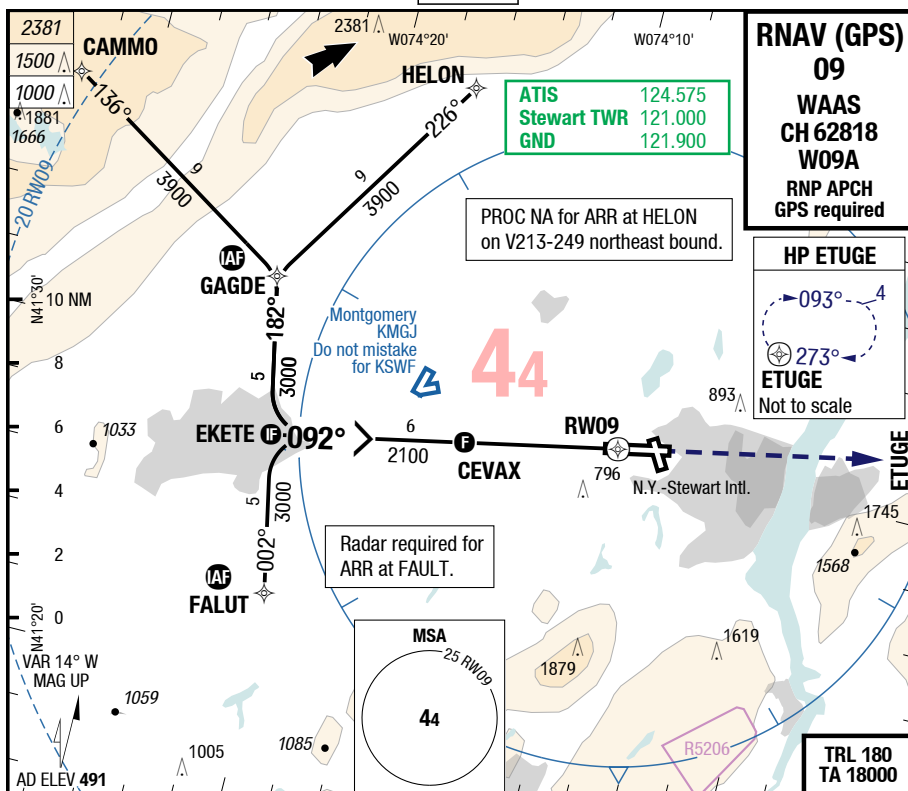
United States **New York** Stewart Intl

IAC

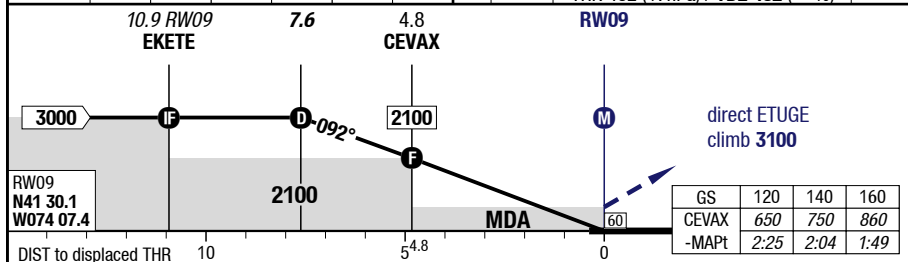
SWF-KSWF

7-30

RNAV (GPS) 09



3.00° RW09	7.6	6	5	4	3	2	<div><div>09</div><div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div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09		RNAV GPS LPV	RNAV GPS VNAV 1) 2)	RNAV GPS LNAV		Circling
C	ft - ft/SM ft	200 - 2400R/0.5V 690	620 - 2.0V 1100	540 - 5500R/1.0V 1020		710 - 2.0V 1200
D	ft - ft/SM ft	200 - 2400R/0.5V 690	620 - 2.0V 1100	540 - 6000R/1.25V 1020		710 - 2.25V 1200

1) Uncompensated BARO VNAV NA below -15°C (5°F) or above 54°C (130°F)

2) INOP table does not apply

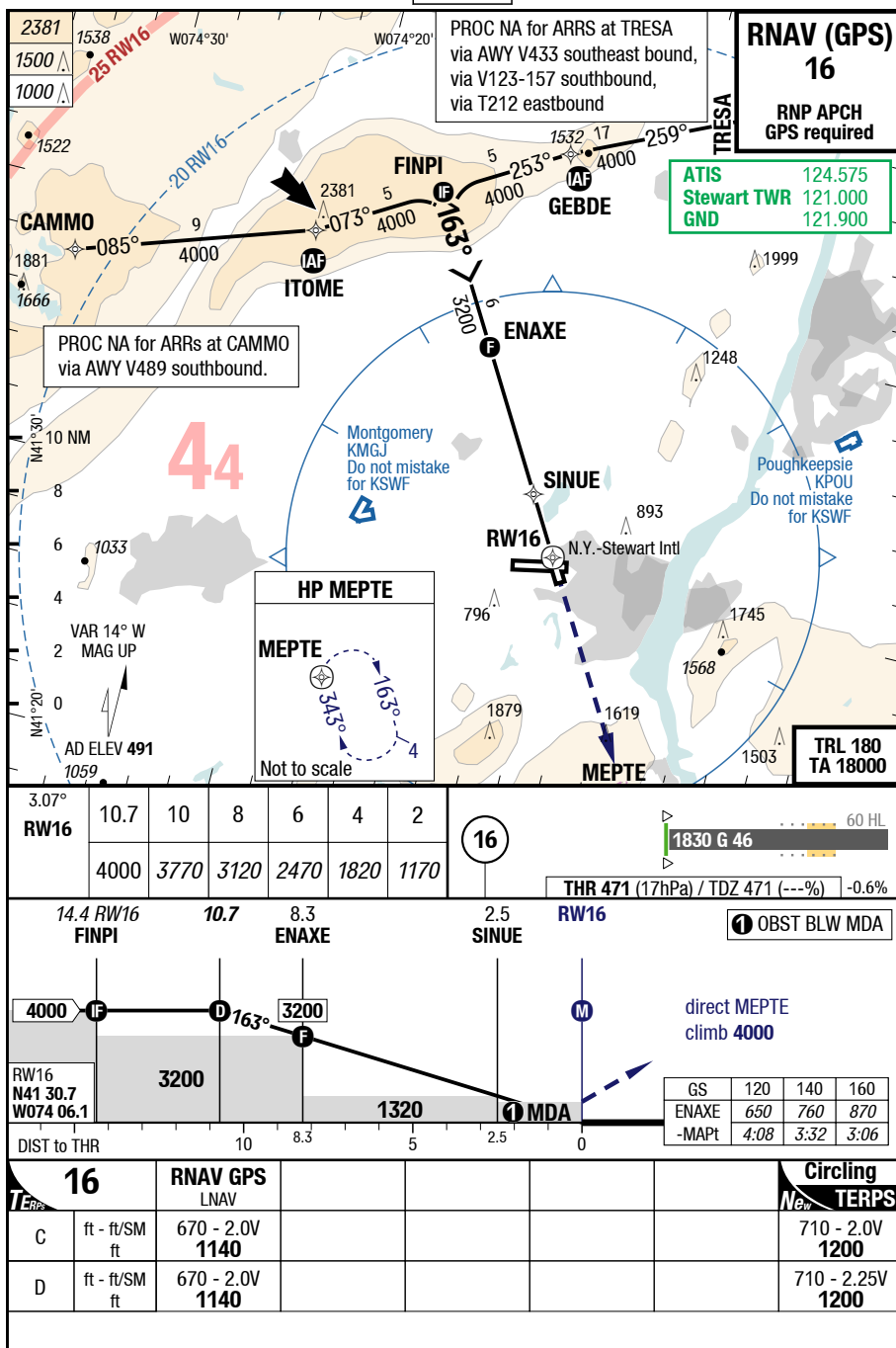
Changes: WPT , MIN, Note, AMDT No

AMDT 1D

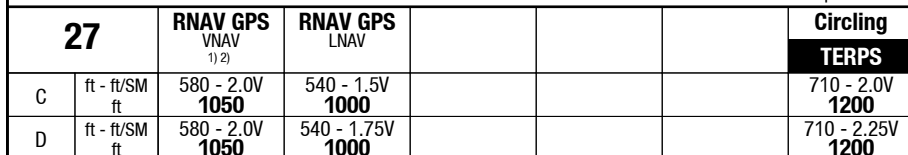
SWF-KSWF

7-40

RNAV (GPS) 16



RNAV (GPS) 27



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RNAV (GPS) 34

