Final

RWY 06 – Final Approach

The primary instrument approach for RWY 06 is the ILS RWY 06 procedure.

ILS Information

- **ILS Identifier:** IFHE
- **Frequency:** 111.9 MHz
- **Course:** 057°
- **Glideslope:** 3.10°

Final Approach Characteristics

The final approach segment for RWY 06 is comparatively short due to the compact airspace environment around EDNY and the operational preference for shortened vectoring patterns. Aircraft are typically established on final between 6 and 10 NM from touchdown, depending on traffic conditions and arrival routing.

Standard intercept altitude for the glideslope is approximately 4,000 ft during conventional ILS intercept setups. However, due to the flexible vectoring environment around EDNY, lower intercept altitudes and shortened final approaches are common during low traffic situations.

During visual conditions, ATC may combine the ILS environment with visual vectoring techniques, particularly for arrivals transitioning via LAGOS and the southern shoreline area.

Despite the compact approach environment, the RWY 06 ILS provides stable guidance and good situational awareness throughout the final approach phase.

CAT I Minima

- **Decision Altitude (DA):** 1,539 ft
- **Decision Height (DH):** 204 ft
- **Required Visibility / RVR:** 750 m

RNP Alternative

As an alternative to the ILS procedure, RNAV (RNP) approaches for RWY 06 are available and may be used during:

- ILS unavailability
- operational preference
- ATC sequencing requirements

The RNP approach generally follows a similar arrival environment but may involve slightly different descent profiles and lateral guidance characteristics compared to the ILS procedure.

RWY 24 – Final Approach

The primary approach infrastructure for RWY 24 is the ILS RWY 24 procedure, which represents the standard arrival environment during most operational conditions at EDNY.

ILS Information

- **ILS Identifier:** IFHW
- **Frequency:** 111.9 MHz
- **Course:** 236°
- **Glideslope:** 3.00°

Final Approach Characteristics

RWY 24 generally supports longer and more stable final approach profiles compared to RWY 06 operations. Aircraft are commonly established on final between 8 and 12 NM from touchdown, depending on traffic density and arrival direction.

Standard glideslope interception normally occurs around 4,000 ft during conventional ILS setups. Due to the favorable runway geometry and open terrain environment west of the airport, RWY 24 operations usually provide stable and predictable approach conditions.

Arrivals transitioning via UMTEX or HOFAZ commonly receive vectoring onto base leg before interception of the final approach course, while arrivals from ARFAS may receive near straight-in setups with minimal vectoring requirements.

The RWY 24 ILS environment is generally considered the standard and operationally preferred final approach setup at EDNY. RWY 24 additionally supports operations up to CAT III depending on aircraft capability, operator approval and current airport infrastructure status, making it the preferred low visibility runway at the airport.

CAT I Minima

- **Decision Altitude (DA):** 1,631 ft
- **Decision Height (DH):** 264 ft
- **Required Visibility / RVR:** 600 m

RNP Alternative

RNAV (RNP) procedures are also available for RWY 24 and provide a suitable alternative to the ILS approach environment.

The RNP approach is commonly used during:

- training operations
- navigation redundancy scenarios
- specific ATC sequencing requirements

Due to the relatively uncomplicated terrain environment west of the airport, the RNP procedure for RWY 24 generally allows stable descent management and predictable final approach guidance comparable to the conventional ILS environment.

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