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| WAAS CH 42906 W33A | APP CRS 327° | Rwy Idg 11821 TDZE 498 Apt Elev 504 |
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RNAV (GPS) RWY 33

GRIFFISS INTL (RME)

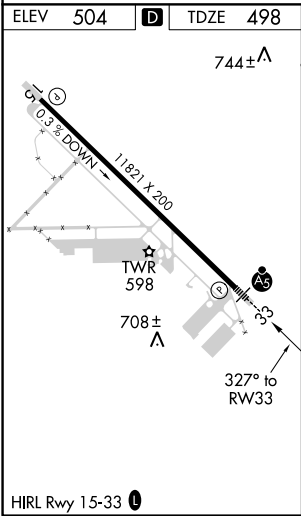
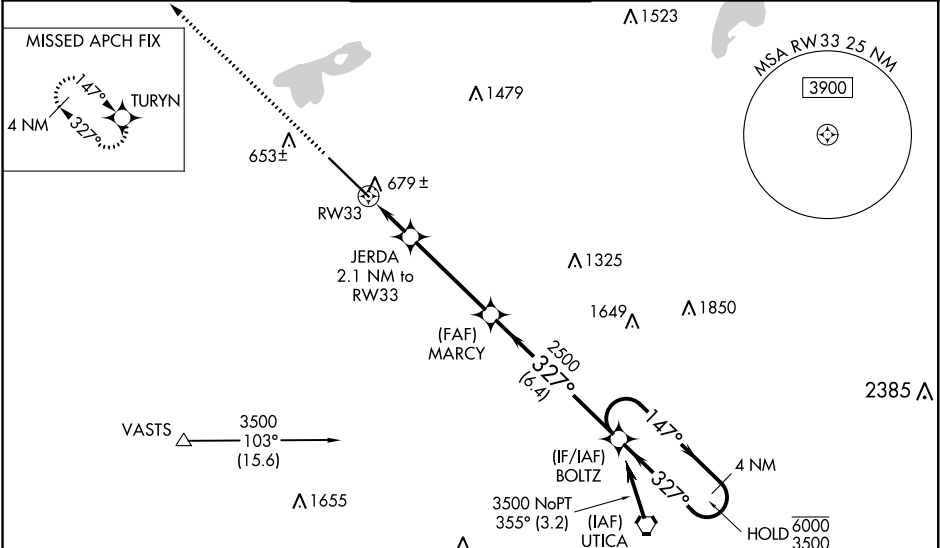
RNP APCH.

▼ Circling NA southwest of Rwy 15-33. Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 33 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. For inop ALS, increase LPV visibility to $\frac{1}{2}$ SM and LNAV/VNAV visibility to $1\frac{1}{2}$ SM and LNAV Cat A/B visibility to 1 SM. For inop ALS when using Syracuse Intl altimeter setting, increase LNAV Cat A/B visibility to 1 SM. When local altimeter setting not received, use Syracuse Intl altimeter setting: increase LPV DA to 869 feet, increase LNAV/VNAV DA to 1051 feet; increase all MDAs 100 feet and visibility LNAV Cat C/D and Circling Cat B/C visibility $\frac{1}{4}$ SM.

MALSR

MISSED APPROACH:
Climb to 3500 direct
TURYN and hold.

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| ATIS 118.7 | SYRACUSE APP CON 127.425 290.45 | GRIFFISS TOWER ★ 118.1 (CTAF) 0 291.7 | GND CON 121.9 | UNICOM 122.95 |
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| Procedure NA for arrival on UCA VORTAC airway radials 292 CW 039. | | | | |
| 4 NM Holding Pattern | | | | |
| GP 3.00° TCH 56 | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 784- $\frac{3}{4}$ 286 (300- $\frac{3}{4}$) | | | |
| LNAV/VNAV DA | 966-1 $\frac{1}{4}$ 468 (500-1 $\frac{1}{4}$) | | | |
| LNAV MDA | 1040- $\frac{3}{4}$ 542 (600- $\frac{3}{4}$) | 1040-1 $\frac{1}{8}$ 542 (600-1 $\frac{1}{8}$) | | |
| CIRCLING | 1140-1 636 (700-1) | 1260-1 756 (800-1) | 1400-2 $\frac{3}{4}$ 896 (900-2 $\frac{3}{4}$) | 1640-3 1136 (1200-3) |