

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> HWV	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 33	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>CITY</u> SHIRLEY	<u>STATE</u> NY
<u>AIRPORT ELEVATION</u> 81	<u>TDZE</u> 67	<u>SUPERSEDED</u> RNAV (GPS) RWY 33	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 06/13/2024
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 14W
				<u>EPOCH YEAR</u> 2000
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
BEDYA	IF/IAF	REENE		TF	FB	1.00	329.14	9.87	1400
REENE	FAF	RW33	MAP	TF	FO	0.30	329.04	4.02	
RW33	MAP	346 MSL		CA			329.04		
346 MSL		INOSE		DF	FB	1.00			
INOSE		CCC VOR/DME		TF	FO	1.00	083.14	7.56	2000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW33

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 DIRECT INOSE AND RIGHT TURN ON TRACK 083.14 TO CCC VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. PROFILE STARTS AT BEDYA					
3. FAC: 329.04	FAF: REENE		DIST FAF TO MAP: 4.02	DIST FAF TO THLD: 4.02	
4. MIN ALT: BEDYA 4000, REENE 1400					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	279 HAT: 0.75	GS ANT:
6. MIN GP INCPT: 1400	GP ALT AT PFAF: REENE 1400			OM:	MM:
7. GP ANGLE: 3.00	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH: 46.0		IM:
8. MSA FROM: RW33 1900					



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.
CHART NOTE: CIRCLING RWY 6,15 NA AT NIGHT.
CHART NOTE: RWY 33 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

ADDITIONAL FLIGHT DATA:

CHART W-106A.
CHART W-106B.

HOLD E, LT, 265.50 INBOUND.
FAS OBST: 214 AAO 404457N/0724845W.
CHART VDP AT 1.23 NM TO RW33.
WAAS CHANNEL # 40412
REFERENCE PATH ID: W33A
CHART CIRCLING ICON.
LTP HAE: -13 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	346	1	279	346	1	279		NA			NA				
LNAV/VNAV DA	449	1 1/8	382	449	1 1/8	382		NA			NA				
LNAV MDA	500	1	433	500	1	433		NA			NA				
CIRCLING	560	1	479	560	1	479		NA			NA				

CHANGES - REASONS

1. CHANGED CHART NOTE FROM "CIRCLING RWY 15 NA AT NIGHT" TO "CIRCLING RWY 6,15 NA AT NIGHT" - UNLIT 20:1 PENETRATION ON THE VOR RWY 6 STRAIGHT IN APPROACH; 8260.19J 8-6-12.O; 8260.3E 3-3-2.C(4)(B)2; CLEARS T-NOTAM 4/9555.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

ZBW ARTCC, NY TRACON, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

Digitally signed by

DAVID DANNER

Oct 30, 2024

DATE

DEVELOPED BY

TIMOTHY JOHNSON

Digitally signed by

Timothy Johnson

Jul 22, 2024

OFFICE

AJV-A421

DATE

07/22/2024

APPROVED BY

DAVID DANNER

Digitally signed by

DAVID DANNER

Oct 30, 2024

OFFICE

AJV-A421

DATE

12/26/2024

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
KHWV
RW33
0
0
W33A
404850.9415N
0725139.1470W
-00130
404953.9745N
0725302.1480W
00046.0
F
03.00
106.75
1464
40.0
50.0

CRC REMAINDER

736CC0DC

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K6
+00184
+00184



FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
HWV	RNAV (GPS) RWY 33	ORIG-C	SHIRLEY	NY	81	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM
BEDYA (IF/IAF)

TO
REENE

RNP 1.00 DISTANCE 9.87 PAT MAP HAT HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	404548.00N/0724548.00W	233	164	98	4E	500				AT569 AC98	1400
TERRAIN	404548.00N/0724548.00W	33 (0)								AS1000	1000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM
REENE

TO
RW33

RNP 0.30 DISTANCE 4.02 PAT MAP DA HAT 279 HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (36-024412)	404837.58N/0725113.75W	139	20	3	1A		33.66:1				346

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
34
CHECKED

FINAL: LNAV/VNAV

FROM

REENE

TO

RW33

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	4.02		DA	382	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	404854.00N/0725200.00W	169	215	8	4B	142				AC8 XP130	449

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP 130 ADJUSTMENT USED TO RETAIN PREVIOUSLY PUBLISHED MINIMUMS.

FINAL: LNAV

FROM

REENE

TO

RW33

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	4.02		RW33	433	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	404457.00N/0724845.00W	214	215	8	4B	250				XP36	500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP 36 ADJUSTMENT USED TO RETAIN PREVIOUSLY PUBLISHED MINIMUMS.



MISSED APPROACH: LPV

FROM

DA

TO

CCC VOR/DME

<div>RNP</div> <div>0.30-1.00</div>	DISTANCE	PAT	MAP			HAT	HMAS				
							142				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2000
TOWER (36-001107)	405323.02N/0725711.22W	822	250	50	4D	1000					1900
TERRAIN	405715.00N/0724945.00W	223 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

CCC VOR/DME

<div>RNP</div> <div>0.30-1.00</div>	DISTANCE	PAT	MAP			HAT	HMAS				
							307				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2000
TOWER (36-001107)	405323.02N/0725711.22W	822	250	50	4D	1000					1900
TERRAIN	405715.00N/0724945.00W	223 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW33

TO

CCC VOR/DME

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 400			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2000
TOWER (36-001107)	405323.02N/0725711.22W	822	250	50	4D	1000					1900
TERRAIN	405715.00N/0724945.00W	223 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER (36-000242)	404755.24N/0725238.75W	1.30	479	248	20	3	1A	300			560
CATEGORY B											
TOWER (36-000242)	404755.24N/0725238.75W	1.81	479	248	20	3	1A	300			560

CIRCLING REMARKS:

MSA

CENTER

RW33

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (36-001229)	405118.39N/0724610.32W	073	04.8	824	500	50	5D	1000			1900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

NEW YORK APP CON, ISP FSS, ZBW ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	HWV	24	HWV	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	ISP	24	ISP	10.72	Y	28

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KHWV 81, KISP 99
RA = 27.4

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW15 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		BSC-F	
RW24 - REIL (PCL), MIRL (PCL)		BSC-F	
RW33 - REIL (PCL), MIRL (PCL), PAPI-2L (PCL)		BSC-G	
RW06 - MALSR (PCL), MIRL (PCL), VASI-4L		PIR-F	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	60.3	46.0			3.00	46.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-15C	+54C	-15C	+14.84C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 717 HIGH TEMP 1124.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 15
20:1	
129 TREE (36-024375) 404931.4800N/0725228.9900W (0.15)	
FINAL TYPE	CIRCLING RWY 6



<u>AIRPORT ID</u> HWV		<u>PROCEDURE NAME</u> RNAV (GPS) RWY 33	<u>AMDT NO.</u> ORIG-C	<u>CITY</u> SHIRLEY	<u>STATE</u> NY	<u>AIRPORT ELEVATION</u> 81	<u>FACILITY</u> RNAV
20:1							
140 TREE (36-159174) 404902.6800N/0725230.1000W (5.35)							
FINAL TYPE	LPV, LNAV/VNAV, LNAV						
34:1							
121 TREE (36-158002) 404838.1700N/0725128.8000W (23.15)				117 TREE (36-157562) 404843.8000N/0725123.7900W (22.99)			
120 TREE (36-159466) 404842.8200N/0725121.2300W (19.84)				110 TREE (36-156236) 404844.1200N/0725124.9800W (18.57)			
139 TREE (36-024412) 404837.5800N/0725113.7500W (15.84)				115 TREE (36-158506) 404836.9400N/0725128.2000W (13.61)			
109 TREE (36-158202) 404839.3600N/0725128.5200W (13.21)				106 TREE (36-158100) 404839.8400N/0725129.3200W (12.50)			
105 TREE (36-158842) 404843.8000N/0725124.7100W (12.46)				112 TREE (36-157081) 404838.0400N/0725127.3300W (11.53)			
111 TREE (36-156296) 404837.9900N/0725127.6300W (10.90)				105 TREE (36-158024) 404839.5000N/0725129.1700W (10.54)			
108 TREE (36-158042) 404842.2800N/0725123.4800W (10.30)				100 TREE (36-156378) 404840.8500N/0725130.3200W (10.23)			
105 TREE (36-159387) 404839.2900N/0725128.8800W (9.64)				117 TREE (36-157773) 404840.8500N/0725119.2600W (9.54)			
103 TREE (36-158172) 404843.2700N/0725124.6700W (9.28)				99 TREE (36-157475) 404844.3100N/0725125.6900W (9.10)			
105 TREE (36-155822) 404839.0500N/0725128.7500W (8.93)				101 TREE (36-158921) 404843.7300N/0725125.0000W (8.78)			
104 TREE (36-157817) 404842.9500N/0725124.0200W (8.57)				105 TREE (36-156409) 404842.7000N/0725123.6100W (8.39)			
107 TREE (36-159297) 404842.3500N/0725122.6400W (8.10)				109 TREE (36-156267) 404838.1500N/0725126.8800W (8.04)			
102 TREE (36-156173) 404839.6200N/0725129.2000W (7.85)				98 TREE (36-158105) 404840.5200N/0725130.4900W (7.80)			
101 TREE (36-158289) 404843.5800N/0725124.4500W (7.58)				101 TREE (36-158618) 404843.1200N/0725124.3300W (6.42)			
104 TREE (36-158348) 404838.6500N/0725128.2400W (6.27)				108 TREE (36-159311) 404837.4300N/0725126.9300W (5.61)			
101 TREE (36-155682) 404842.8200N/0725124.1400W (5.49)				102 TREE (36-157301) 404842.6000N/0725123.7600W (5.42)			
104 TREE (36-156032) 404842.2000N/0725122.9700W (5.31)				96 TREE (36-155700) 404840.3100N/0725130.1900W (4.88)			
106 TREE (36-155726) 404837.7000N/0725127.2300W (4.65)				95 TREE (36-158421) 404844.1400N/0725125.3900W (4.27)			
101 TREE (36-157346) 404842.5700N/0725123.0800W (3.27)				102 TREE (36-157748) 404838.6200N/0725127.6000W (3.18)			
96 TREE (36-156003) 404843.4200N/0725124.9900W (3.11)				94 TREE (36-157144) 404843.9700N/0725125.3800W (2.89)			
94 TREE (36-156458) 404843.7900N/0725125.4300W (2.59)				104 TREE (36-157531) 404841.7600N/0725121.8000W (2.52)			
104 TREE (36-155691) 404837.7200N/0725127.0300W (2.38)				100 TREE (36-156766) 404842.4100N/0725122.9300W (1.69)			
100 TREE (36-156833) 404842.3300N/0725122.9200W (1.51)				126 TREE (36-156778) 404836.6200N/0725114.1500W (1.46)			
102 TREE (36-157066) 404841.9800N/0725121.9700W (1.25)				99 TREE (36-157454) 404838.9200N/0725127.8100W (1.15)			
100 TREE (36-157187) 404842.1600N/0725122.3400W (0.22)				99 TREE (36-155942) 404842.0600N/0725123.0000W (0.07)			
102 TREE (36-157871) 404837.6600N/0725126.8900W (0.03)							
<u>PENETRATIONS REMARKS:</u>							

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

20:1 PENETRATION FOUND IN THE VOR RWY 6 OFFSET VISUAL AREA DRIVES NA CIRCLING AT NIGHT IAW 8260.3 3-3-4.C(4)(B)2.

FOR CONTINGENCY PURPOSES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LONG ISLAND MAC ARTHUR ALTIMETER SETTING: INCREASE LPV DA TO 374 FEET; INCREASE LNAV/VNAV DA TO 477 FEET; INCREASE ALL MDAS 40 FEET.

BARO-VNAV AND VDP NA WHEN USING LONG ISLAND MAC ARTHUR ALTIMETER SETTING.

TAA NOT DEVELOPED PER ATC/FPT REQUEST.

RETAINED RWY 33 LPV CAT A/B VIS OF 1 SM PER NEW YORK AIRPORTS DISTRICT OFFICE/FPT. PERMISSIBLE REDUCTION BELOW 1 SM PER 8260.3E.1 TABLE 3-3-1 WILL REQUIRE EXPANSION OF RUNWAY PROTECTION ZONE AND EXPANDED AIRPORT SURVEYS.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.12
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.29
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	315.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	8.89
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	8.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	315.14
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD COORDINATES (IF STR-IN)	404850.94N/0725139.15W
ARP COORDINATES	404919.04N/0725200.87W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 33 DISTANCE 0.54 NM
FAF COORDINATES	404600.33N/0724754.83W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TIMOTHY JOHNSON	AJV-A421	07/22/2024	AERONAUTICAL INFORMATION SPECIALIST



AIRPORT ID
HWV

PROCEDURE NAME
RNAV (GPS) RWY 33

AMDT NO.
ORIG-C

CITY
SHIRLEY

STATE
NY

AIRPORT ELEVATION
81

FACILITY
RNAV