

WAAS CH 49120 W33A	APP CRS 329°	Rwy Idg 5186 TDZE 89 Apt Elev 99
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RNAV (GPS) RWY 33L

LONG ISLAND MAC ARTHUR (ISP)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase LPV DA to 367 feet, LNAV/VNAV DA to 440 feet and LPV and LNAV/VNAV visibility all Cats ½ mile, all MDA 40 feet, increase LNAV Cats C/D visibility ½ mile, and Circling Cats C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Shirley altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 600 then
climbing right turn to
2000 direct CCC
VOR/DME and hold.

ATIS 120.725	NEW YORK APP CON 120.05 343.75	LONG ISLAND TOWER* 119.3 (CTAF) 0 335.5	GND CON 135.3	CLNC DEL 121.85	UNICOM 122.95
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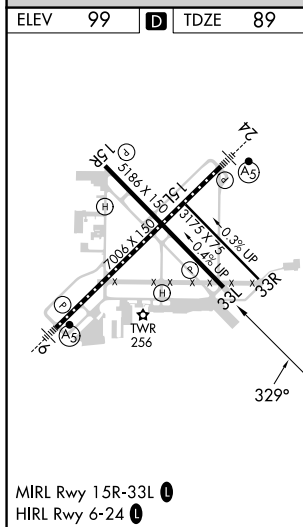
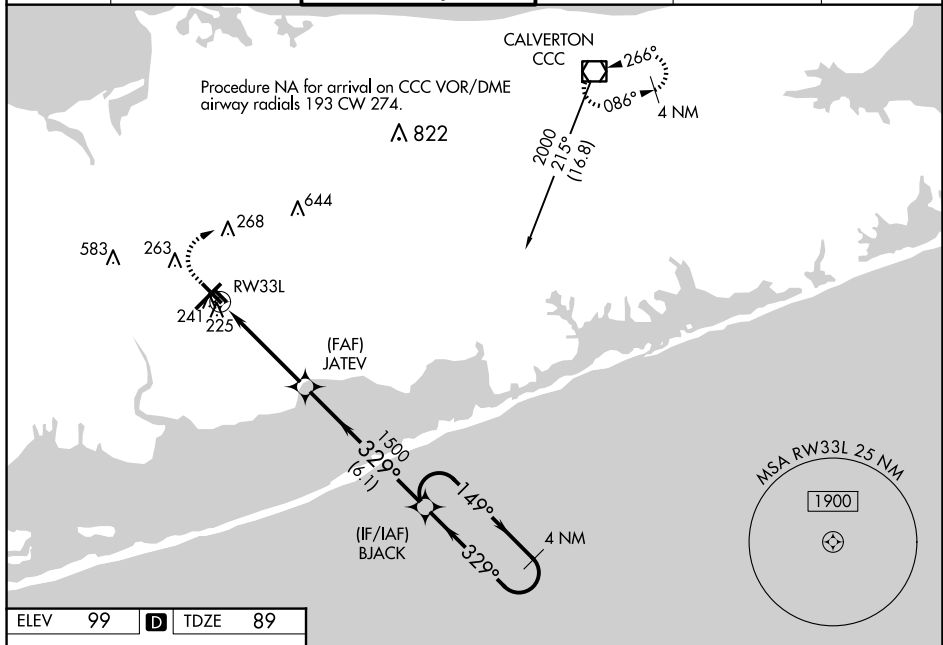


Diagram illustrating a 4 NM Holding Pattern (BJACK) with various flight paths and distances:

- 600** and **2000** altitude markers.
- CCC** (Course Change) symbol.
- VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).**
- 4 NM Holding Pattern** (BJACK).
- *INAV only.**
- *1.1 NM to RW33L** (dashed line).
- JATEV** (1500) and **1500** (1500) markers.
- 149°** and **329°** turn angles.
- GP 3.00° TCH 45** (Glide Path).
- 1.1**, **3.2 NM**, and **6.1 NM** distances.

CATEGORY	A	B	C	D
LPV DA	339- $\frac{7}{8}$	250 (300- $\frac{7}{8}$)		
LNAV/VNAV DA	412-1 $\frac{1}{8}$	323 (400-1 $\frac{1}{8}$)		
LNAV MDA	500-1	411 (500-1)	500-1 $\frac{1}{4}$	411 (500-1 $\frac{1}{4}$)
C CIRCLING	600-1 501 (600-1)	660-1 561 (600-1)	660-1 $\frac{1}{2}$ 561 (600-1 $\frac{1}{2}$)	960-2 $\frac{3}{4}$ 861 (900-2 $\frac{3}{4}$)