

WAAS CH 42906 W33A	APP CRS 327°	Rwy Ldg 11820 TDZE 498 Apt Elev 504
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RNAV (GPS) RWY 33

GRIFFISS INTL (RME)

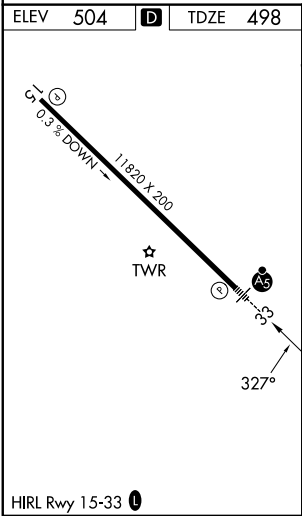
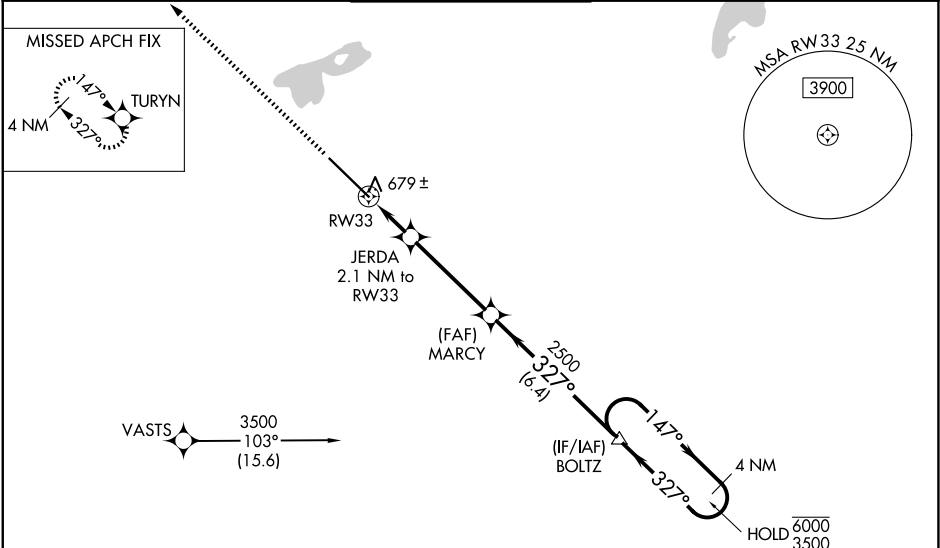
RNP APCH-GPS.

⚠ 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.

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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<div><div><div>3500</div><div>↑</div></div><div><div>TURYN</div><div></div></div></div>					<div><div><div>JERDA</div><div>2.1 NM to RW33</div></div><div><div>MARCY</div><div>2500</div></div><div><div>BOLTZ</div><div>4 NM Holding Pattern</div></div></div>				
<div>* LNAV only.</div>					<div><div><div>147° → 6000</div><div>← 327° 3500</div></div></div>				
<div><div><div>RW33</div><div>* 1.5 NM to RW33</div></div><div><div>* 1220</div></div></div>					<div><div><div>GP 3.00°</div><div>TCH 56</div></div></div>				
<div><div><div>1.5 NM</div><div>0.6</div><div>4 NM</div><div>6.4 NM</div></div></div>									
CATEGORY		A		B		C		D	
LPV DA				784-¾		286 (300-¾)			
LNAV/VNAV DA				966-1¼		468 (500-1¼)			
LNAV MDA		1040-¾ 542 (600-¾)		1040-1⅛ 542 (600-1⅛)					
CIRCLING		1140-1 636 (700-1)		1260-1 756 (800-1)		1400-2¾ 896 (900-2¾)		1640-3 1136 (1200-3)	