


WAAS CH 57925 W06A	APP CRS 059°	Rwy Idg 4201 TDZE 76 Apt Elev 81
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RNAV (GPS) RWY 6

BROOKHAVEN (HWV)

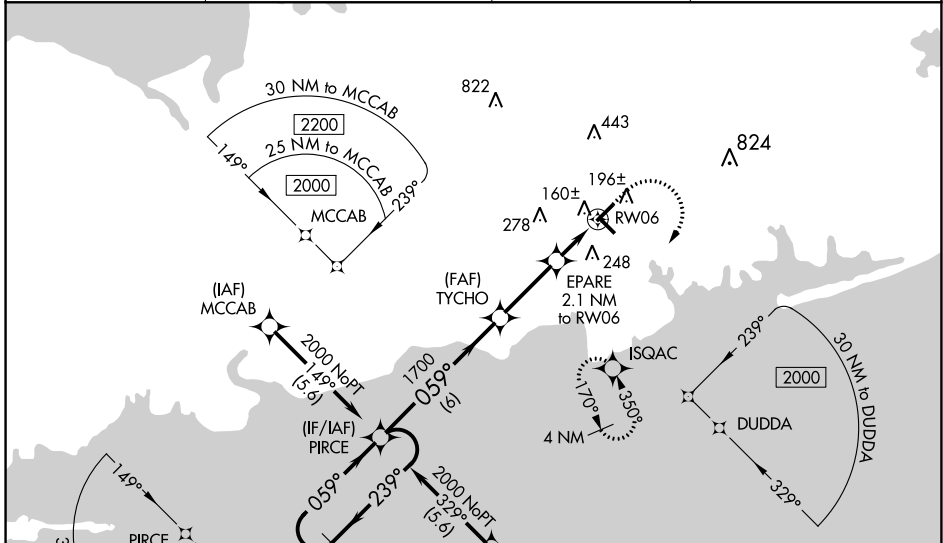
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet. Inoperative table does not apply to LNAV/VNAV. For inoperative MALSR, increase LPV all Cats visibility to $\frac{7}{8}$ mile, increase LNAV all Cats visibility to 1 mile. For inoperative MALSR when using Islip altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to $\frac{7}{8}$ mile, increase LNAV all Cats visibility to 1 mile. Baro-VNAV and VDP NA with Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

MALSR



MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct ISQAC and hold.

ASOS 119.625	NEW YORK APP CON 120.05 343.75	CLNC DEL 133.2	UNICOM 122.8 (CTAF) 1
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NE-2, 31 OCT 2024 to 28 NOV 2024

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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).

PIRCE TYCHO

2000 239° 059° 059° 1700

GP 3.00° TCH 51

6 NM 2.9 NM 1.1 1 NM

600 2000 ISQAC

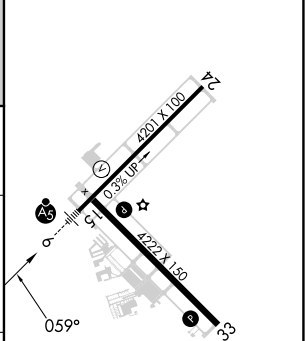
EPARE 2.1 NM to RW06

*LNAV only.

*1 NM to RW06

*780

ELEV 81	TDZE 76
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CATEGORY	A	B	C	D
LPV DA	339- $\frac{3}{4}$	263 (300- $\frac{3}{4}$)		NA
LNAV/VNAV DA	326- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		NA
LNAV MDA	420- $\frac{3}{4}$	344 (400- $\frac{3}{4}$)		NA
C CIRCLING	560-1	479 (500-1)		NA

REIL Rwy 15, 24 and 33 **1**

MIRL Rwy 6-24 and 15-33 **1**