

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

GRIFFISS INTL (RME)

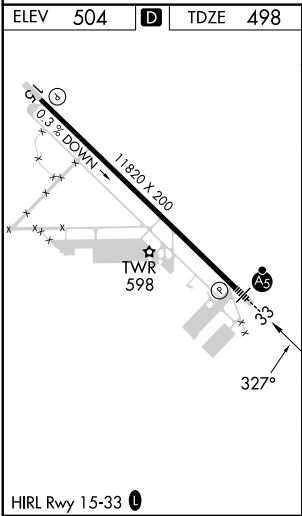
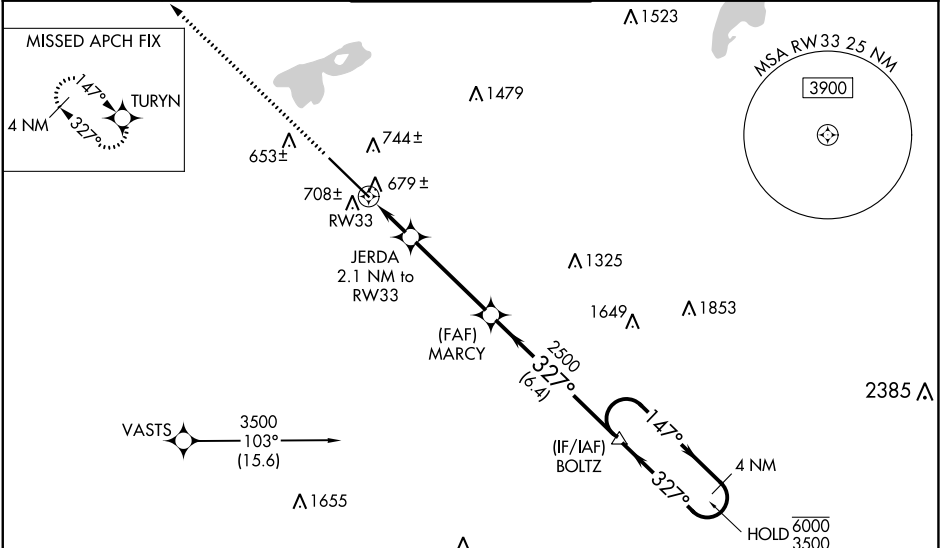
RNP APCH-GPS.

⚠ 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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3500 TURYN JERDA 2.1 NM to RW33 MARCY 2500 BOLTZ 4 NM Holding Pattern * LNAV only. * 1.5 NM to RW33 * 1220 2500 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)