


|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>42906</b><br><b>W33A</b> | APP CRS<br><b>327°</b> | Rwy Idg <b>11820</b><br>TDZE <b>498</b><br>Apt Elev <b>504</b> |
|--|------------------------|--|

# RNAV (GPS) RWY 33

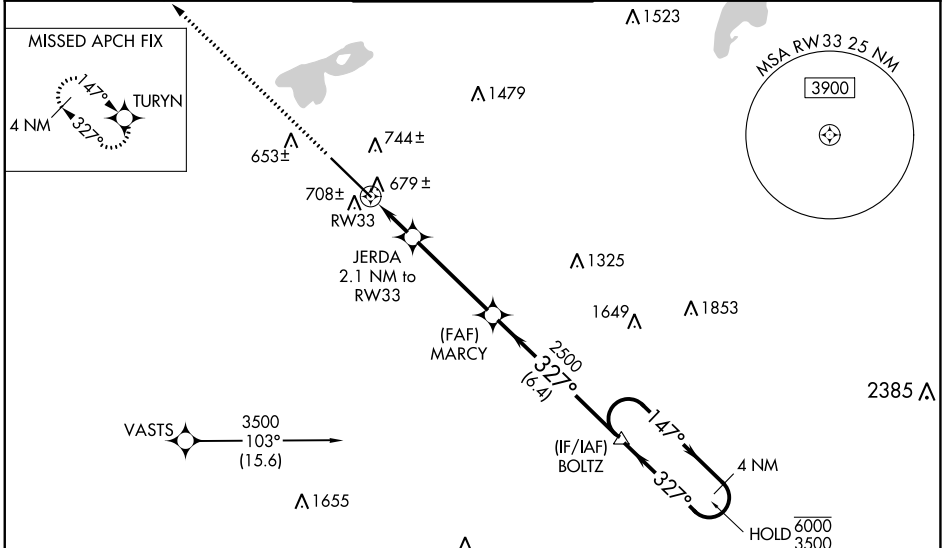
GRIFFISS INTL (RME)

RNP APCH-GPS.

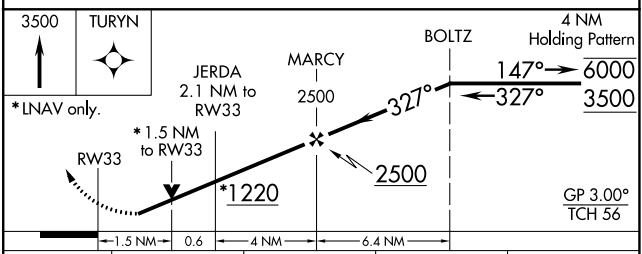
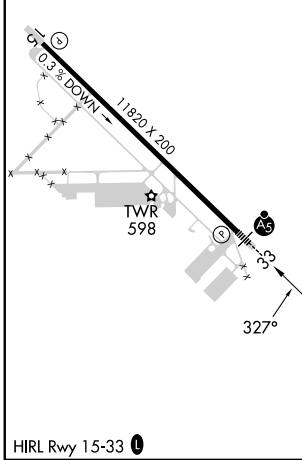
⚠ Circling NA southwest of Rwy 15-33. Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 33 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. For inop ALS, increase LPV visibility to  $\frac{1}{2}$  SM 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<br><b>118.7</b> | SYRACUSE APP CON<br><b>127.425 290.45</b> | GRIFFISS TOWER *<br><b>118.1 (CTAF) 0 291.7</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|----------------------|---|---|-------------------------|-------------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 504 | <b>D</b> | TDZE 498 |
|----------|----------|----------|



| 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 $\frac{1}{8}$ ) |
| <b>C</b> CIRCLING | 1140-1<br>636 (700-1) | 1260-1<br>756 (800-1)     | 1400-2 $\frac{3}{4}$<br>896 (900-2 $\frac{3}{4}$ ) | 1640-3<br>1136 (1200-3)    |

NE-2, 26 DEC 2024 to 23 JAN 2025

NE-2, 26 DEC 2024 to 23 JAN 2025