

WAAS CH <b>82336</b> <b>W33A</b>	APP CRS <b>333°</b>	Rwy Idg <b>2630</b> TDZE <b>147</b> Apt Elev <b>147</b>
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# RNAV (GPS) RWY 33

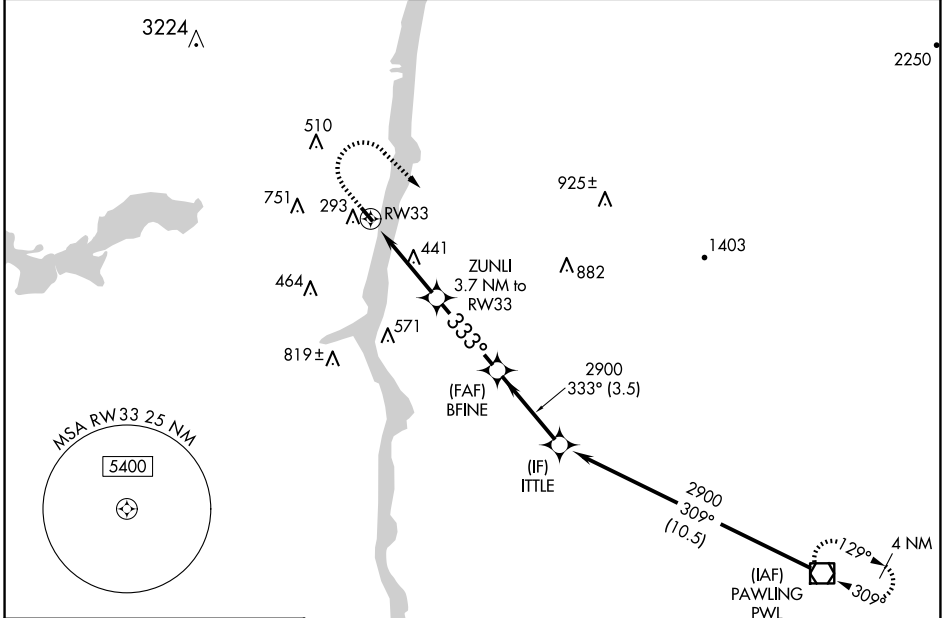
KINGSTON-ULSTER (20N)

RNP APCH - GPS.

Use Hudson altimeter setting. When not received, use Newburgh altimeter setting and increase all MDA 60 feet. Baro-VNAV NA. Rwy 33 helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct PWL VOR/DME and hold.

NEW YORK APP CON <b>132.75 363.1</b>	UNICOM <b>122.8 (CTAF)</b>	<b>123.3</b>
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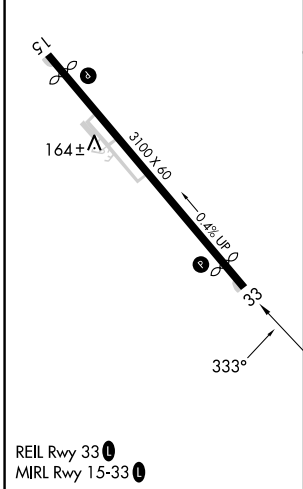
NE-2, 23 JAN 2025 to 20 FEB 2025

NE-2, 23 JAN 2025 to 20 FEB 2025

ELEV 147	<b>D</b>	TDZE 147
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△1999

Procedure NA for arrivals on PWL VOR/DME airway radials 250 CW 354.



600	3000	PWL	VGSI and RNAV glidepath not coincident (VGSI Angle 3.60/TCH 53).	
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*LNAV only.	ZUNLI 3.7 NM to RW33	BFINE 2900	ITTLE 2900	
RW33	1600*	333°	2900	
	3.7 NM	3.4 NM	3.5 NM	
			GP 3.59° TCH 60	
CATEGORY	A	B	C	D
LPV DA	499-1	352 (400-1)		NA
LNAV/VNAV DA	635-1 3/8	489 (500-1 3/8)		NA
LNAV MDA	880-1 733 (800-1)	880-1 1/4 733 (800-1 1/4)		NA
<b>C</b> CIRCLING	880-1 733 (800-1)	960-1 1/4 813 (900-1 1/4)		NA