

LOC/DME I-FOK
111.7
Chan **54**

APP CRS
236°

Rwy Ldg
TDZE **66**
Apt Elev **66**

9002
66
66

ILS or LOC RWY 24

FRANCIS S GABRESKI (F'OK)

RNP APCH - GPS. From ORCHA.
DME required for LOC only.
Rwy 24 helicopter visibility reduction below ¾ SM NA. Circling Rwy 15, 19 NA at night. VDP NA when using HWV altimeter setting. For inop ALS, increase S-ILS 24 all Cats visibility to ¾ SM and S-LOC 24 Cat A/B visibility to 1 SM and Cat C/D visibility to 1¾ SM. When local altimeter setting not received, use HWV altimeter setting and increase S-ILS 24 DA to 374 feet; increase all MDAs 40 feet and Circling visibility Cat C/D ¼ SM.

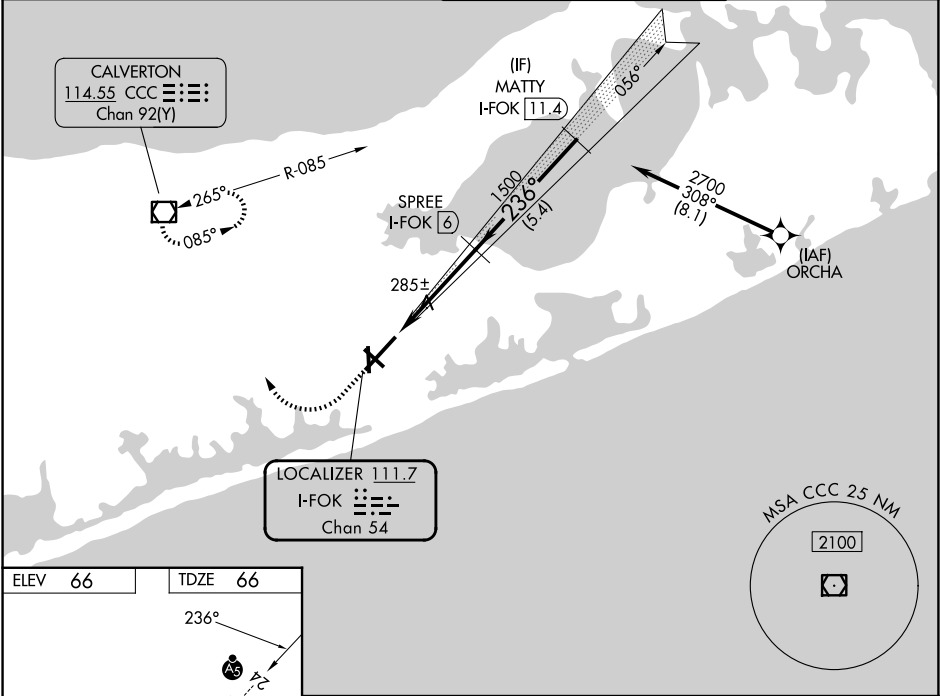
MALSR
AS
MISSED APPROACH: Climb to 880 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ASOS
119.925

NEW YORK APP CON
125.975 343.65

SUFFOLK TOWER★
125.3 (CTAF) 0 236.6

GND CON
121.8 225.4



ELEV 66 TDZE 66

Diagram of the approach path showing the glidepath and various navigational aids. The diagram includes the following information:

- Runway:** RWY 24, 285±, 056°.
- Localizer:** LOCALIZER 111.7 I-FOK Chan 54.
- Calverton:** CALVERTON 114.55 CCC Chan 92(Y).
- Spree:** SPREE I-FOK 6.
- Matty:** (IF) MATTY I-FOK 11.4.
- Orcha:** (IAF) ORCHA.
- MSA:** MSA CCC 25 NM 2100.
- Angles:** 265°, 085°, 2700 308° (8.1).
- Altitudes:** 1500, 236, 285±.

880 2000 CCC

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

SPREE I-FOK 6

I-FOK 1.7

I-FOK 3

MATTY I-FOK 11.4

2700

GS 3.00° TCH 60

1.2 NM

3.1 NM

5.4 NM

CATEGORY	A	B	C	D
S-ILS 24	344-¾	278 (300-¾)		
S-LOC 24	540-¾	474 (500-¾)	540-1	474 (500-1)
CIRCLING	600-1 534 (600-1)	620-1 554 (600-1)	700-1¾ 634 (700-1¾)	740-2¼ 674 (700-2¼)