

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

## BROOKHAVEN (HWV)

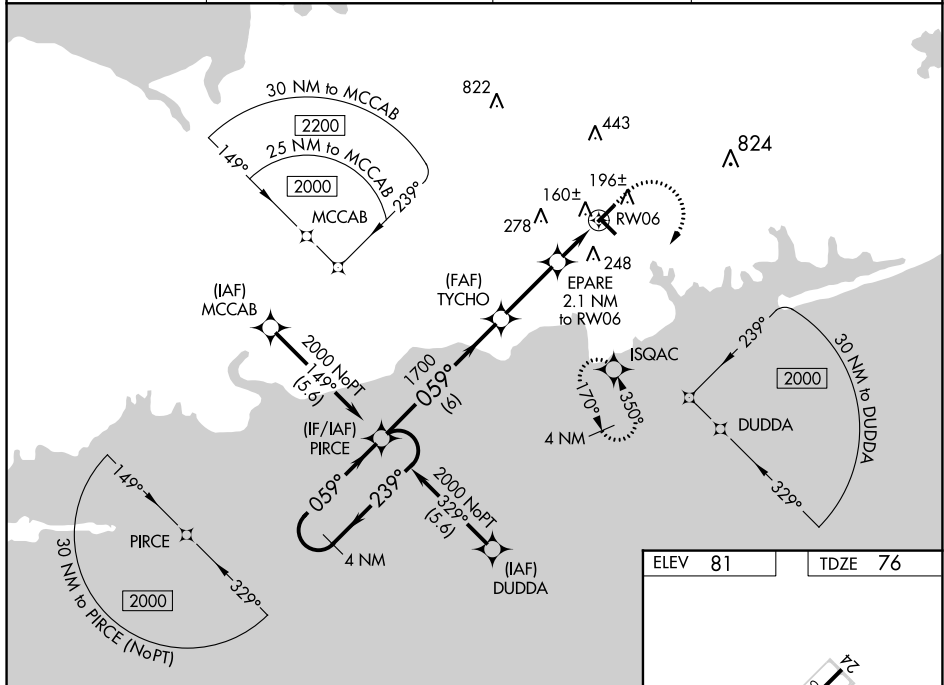
**V** **A** DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Isip altimeter setting and increase all DA 28 feet and all MDA 40 feet. Inoperative table does not apply to LNAV/VNAV. For inoperative MALSR, increase LPV all Cats visibility to  $\frac{1}{2}$  mile, increase LNAV all Cats visibility to 1 mile. For inoperative MALSR when using Isip altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to  $\frac{1}{2}$  mile, increase LNAV all Cats visibility to 1 mile. Baro-VNAV and VDP NA with Isip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F).

MALSR



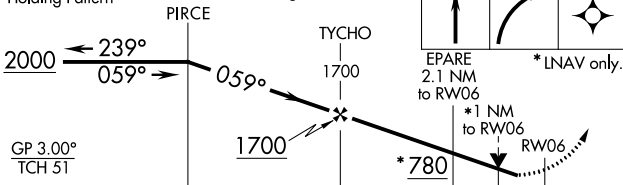
**MISSED APPROACH:**  
Climb to 600 then  
climbing right turn  
to 2000 direct  
ISQAC and hold.

ASOS <b>119.625</b>	NEW YORK APP CON <b>120.05 343.75</b>	CLINC DEL <b>133.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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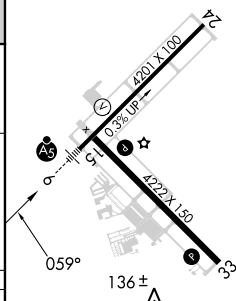


ELEV 81		TDZE 76
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4 NM Holding Pattern	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).
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CATEGORY		A	B	C	D
LPV	DA	339- <sup>3</sup> / <sub>4</sub>	263 (300- <sup>3</sup> / <sub>4</sub> )	NA	
LNAV/ VNAV	DA	326- <sup>3</sup> / <sub>4</sub>	250 (300- <sup>3</sup> / <sub>4</sub> )	NA	
LNAV MDA		420- <sup>3</sup> / <sub>4</sub>	344 (400- <sup>3</sup> / <sub>4</sub> )	NA	
CIRCLING		560-1	479 (500-1)	NA	



REIL Rwys 15, 24 and 33 **L**  
MIRL Rwys 6-24 and 15-33 **L**