

WAAS

CH **56615**

**W15A**

APP CRS

**155°**

Rwy Ldg

**5900**

TDZE

**1403**

Apt Elev

**1403**

**RNAV (GPS) RWY 15**

SULLIVAN COUNTY INTL (MSV)

RNP APCH - GPS.

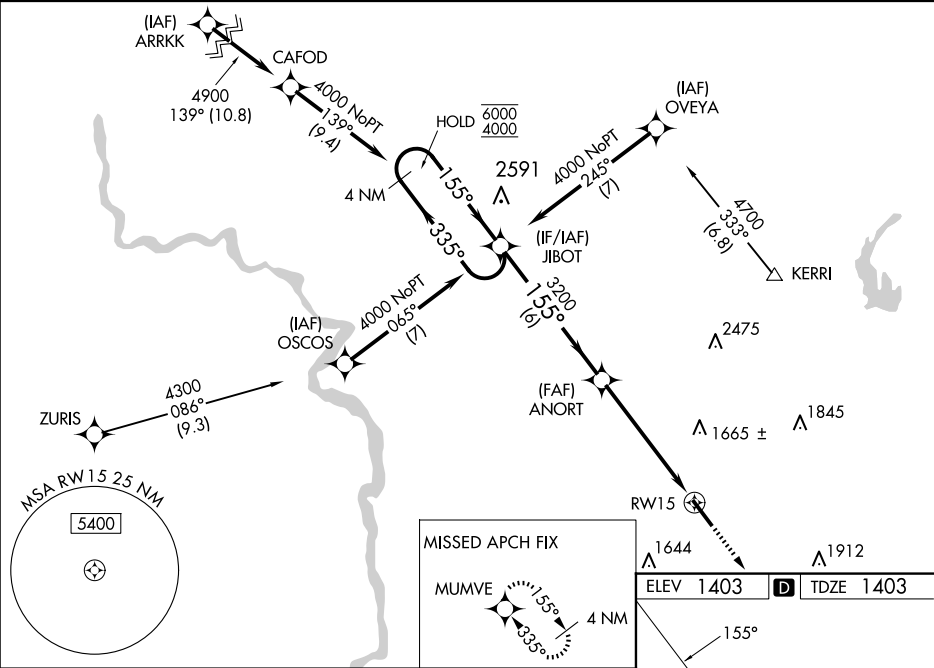
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Baro-VNAV and VDP NA when using New York Stewart Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use New York Stewart Intl altimeter setting; increase LPV DA to 1858 feet and all visibilities  $\frac{3}{8}$  SM; increase LNAV/VNAV DA to 2077 feet and all visibilities  $\frac{1}{2}$  SM; increase all MDAs 220 feet and LNAV visibility Cat B, C and D  $\frac{7}{8}$  SM, and Circling visibility Cat B, C, and D  $\frac{3}{4}$  SM.

MISSED APPROACH:  
Climb to 3300 direct MUMVE and hold.

|                            |                                         |                          |                                 |
|----------------------------|-----------------------------------------|--------------------------|---------------------------------|
| AWOS-3PT<br><b>124.725</b> | NEW YORK APP CON<br><b>132.75 363.1</b> | CLNC DEL<br><b>121.6</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|-----------------------------------------|--------------------------|---------------------------------|



4 NM Holding Pattern

JIBOT

6000 ← 335°

4000 → 155°

GP 3.00° TCH 41

ANORT 3200

1.6 NM to RWY 15

RWY 15

6 NM

3.9 NM

1.6 NM

| CATEGORY     | A                                               | B | C                                               | D                                               |
|--------------|-------------------------------------------------|---|-------------------------------------------------|-------------------------------------------------|
| LPV DA       | 1653- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ )   |   |                                                 |                                                 |
| LNAV/VNAV DA | 1872-1 $\frac{3}{8}$ 469 (500-1 $\frac{3}{8}$ ) |   |                                                 |                                                 |
| LNAV MDA     | 1980-1 577 (600-1)                              |   | 1980-1 $\frac{5}{8}$ 577 (600-1 $\frac{5}{8}$ ) |                                                 |
| CIRCLING     | 1980-1 577 (600-1)                              |   | 2020-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$ ) | 2180-2 $\frac{1}{2}$ 777 (800-2 $\frac{1}{2}$ ) |

REIL Rwy 15 and 33 0

HIRL Rwy 15-33 0