


WAAS CH 40299 W10B	APP CRS 101°	Rwy Idg TDZE Apt Elev	8000 815 815
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RNAV (GPS) Y RWY 10L

JOHN GLENN COLUMBUS INTL (CMH)

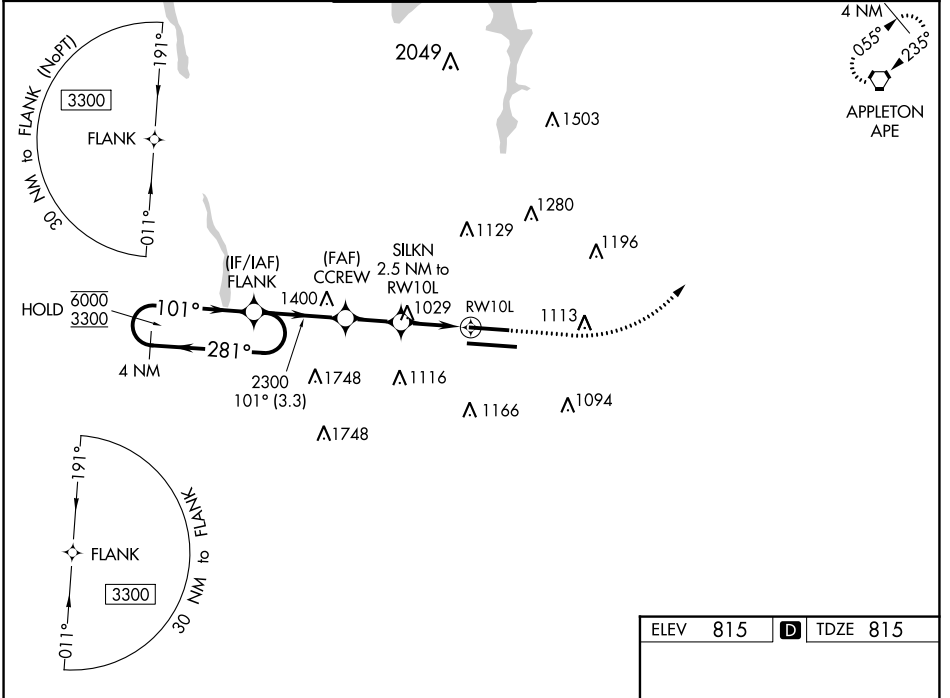
RNP APCH

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
 ▲ LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.
 # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRL


MISSED APPROACH:
 Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

D-ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	CPDLC
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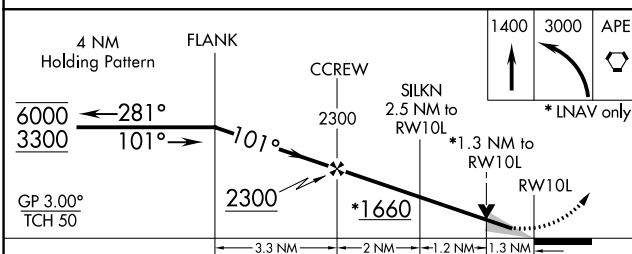


EC-2, 28 NOV 2024 to 26 DEC 2024

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ELEV 815	D TDZE 815
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Detailed diagram of the RWY 10L approach showing runway layout, taxiway, and navigation aids. Key features include:
 - Runway 10L (AS) and Runway 10R (AS).
 - Taxiway 10B (AS) and Taxiway 10C (AS).
 - Tower 1026 (AS).
 - Altitudes: 8000 X 150, 10114 X 150, 2180.
 - Heading: 101°.



CATEGORY	A	B	C	D
LPV DA #		1015/24	200 (200-½)	
LNAV/VNAV DA		1197/35	382 (400-⅓)	
LNAV MDA	1280/24	465 (500-½)	1280/50	465 (500-1)
C CIRCLING	1340-1	525 (600-1)	1520-2 705 (800-2)	1520-2¼ 705 (800-2¼)

TDZ/CL Rwy 10R-28L
 HIRL Rwy 10R-28L and 10L-28R