

WAAS
CH **93933**
W29A

APP CRS
294°

Rwy Idg **5103**
TDZE **579**
Apt Elev **585**

RNAV (GPS) RWY 29

EFFINGHAM COUNTY RGNL (1H2)

RNP APCH.

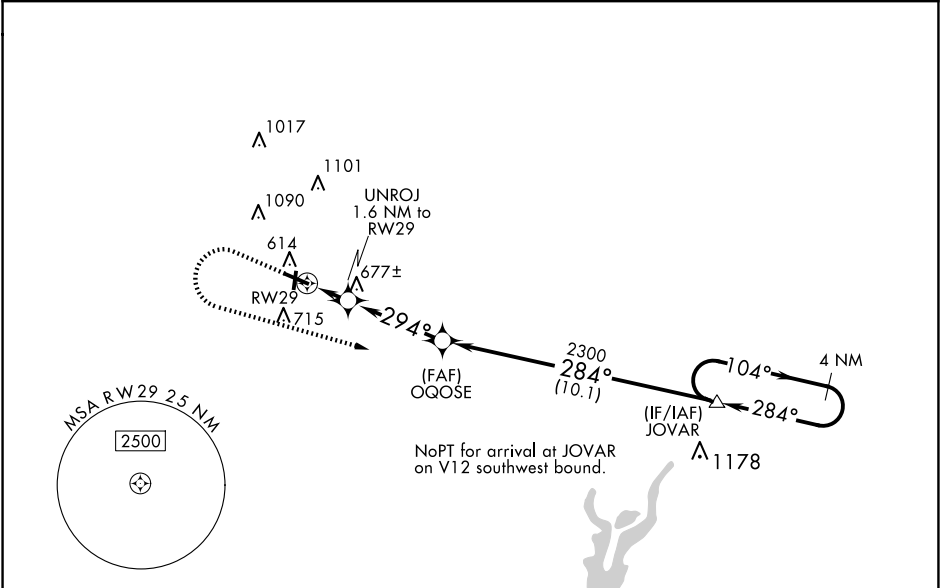
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Rwy 29 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Straight-in Rwy 1 NA at night, Circling Rwy 1, 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV below -16°C or above 54°C. Baro-VNAV and VDP NA when using Olney-Noble altimeter setting. When local altimeter setting not received, use Olney-Noble altimeter setting and increase all DA 77 feet and all MDA 80 feet; increase LPV all Cats and Circling Cat C/D visibility $\frac{1}{4}$ SM, increase LNAV/VNAV all Cats visibility $\frac{3}{8}$ SM.

MISSED APPROACH:
Climb to 1800 then climbing left turn to 2300 direct JOVAR and hold.

AWOS-3PT 118.375	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.725 (CTAF) ①
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ELEV 585	TDZE 579
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REIL Rwy 11 and 29 ①

MIRL Rwy 1-19 and 11-29 ①

	1800	2300	JOVAR	
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*LNAV only.

UNROJ 1.6 NM to RWY 29

*1 NM to RWY 29

RWY 29

294°

*1120

1 NM

0.6 NM

3.7 NM

10.1 NM

OQOSE 2300

JOVAR

4 NM Holding Pattern

284°

104°

2300

GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA		838- $\frac{7}{8}$	259 (300- $\frac{7}{8}$)	
LNAV/VNAV DA		859- $\frac{7}{8}$	280 (300- $\frac{7}{8}$)	
LNAV MDA		940-1	361 (400-1)	
ⓐ CIRCLING	1020-1 435 (500-1)	1140-1 555 (600-1)	1440-2 $\frac{1}{2}$ 855 (900-2 $\frac{1}{2}$)	1440-2 $\frac{3}{4}$ 855 (900-2 $\frac{3}{4}$)