

TACAN CZQ Chan 76 (112.9)	APP CRS 307°	Rwy Ldg TDZE Apt Elev	29R 9227 333 336	29L 8008 331 336
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TACAN RWY 29R
FRESNO YOSEMITE INTL (FAT)

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| | <p>Rwy 29R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-29R Cat A/B visibility to RVR 5500 and Cat E visibility to 1/4 mile.</p> | | <p>ALSF-2
Rwy 29R</p> | <p>MISSED APPROACH: Climb to 5500 on heading 330° and FRA VORTAC R-222 to NIVEE INT/FRA 8 DME and hold. Continue climb-in-hold to 5500</p> |
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ATIS 121.35 273.6	FRESNO APP CON 119.6 351.95	FRESNO TOWER 118.2 251.1	GND CON 121.7 348.6	CLNC DEL 124.35 348.6
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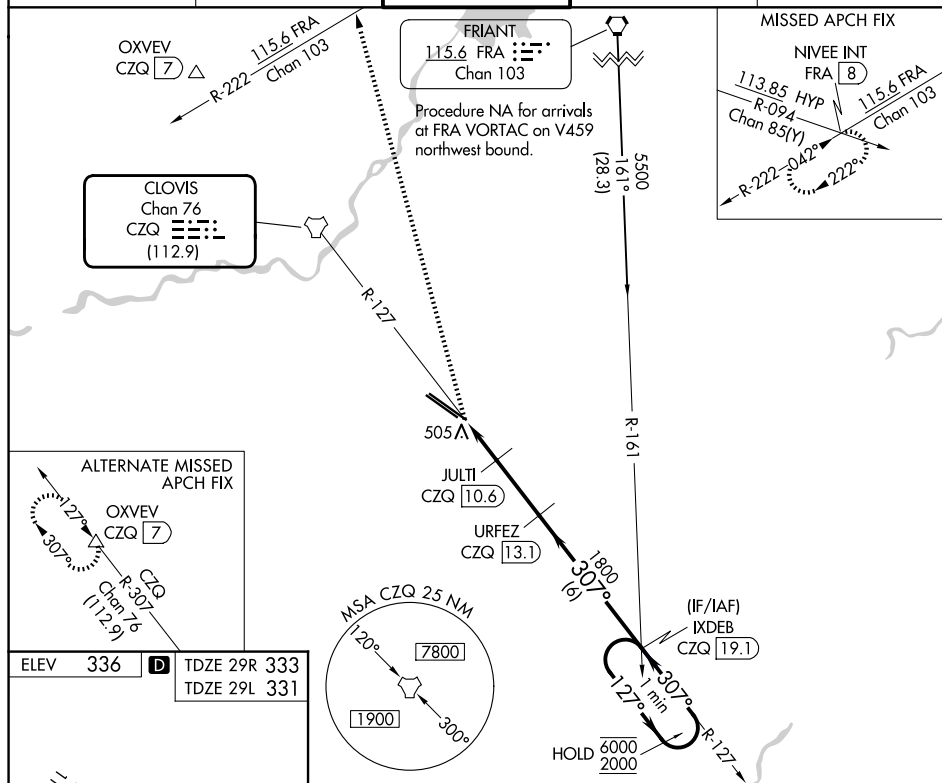


Diagram illustrating the S-29R instrument approach procedure. The diagram shows a 307° approach path starting from the south, passing through a 1800' altitude fix, and then a 307° climb to 6000' with a 127° turn. Key features include: a 330° heading for the initial approach, a 307° turn at 1.1 NM, a 307° climb at 0.8 NM, a 307° turn at 2.5 NM, and a 307° climb to 6000' at 6 NM. The diagram also shows the location of the TWR and the 29L and 29R runways. The diagram is labeled with 'S-29R' and '307°'.

CATEGORY	A	B	C	D	E
S-29R	760/40 427 (500-¾)				
SIDESTEP 29L	760/55 429 (500-1)	760-1½ 429 (500-1½)	760-2 429 (500-2)		
CIRCLING	820-1 484 (500-1)	820-1½ 584 (600-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)	

REIL Rwy 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R