

WAAS CH 70518 W35A	APP CRS 350°	Rwy Idg TDZE 1135 Apt Elev 1137
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RNAV (GPS) RWY 35

HAMILTON MUNI (VGC)

RNP APCH.

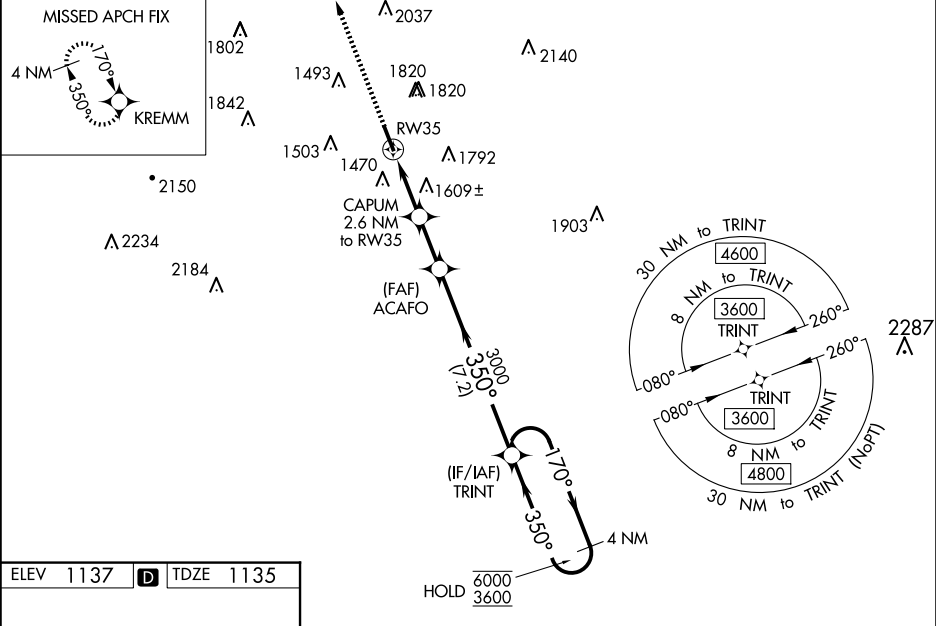
▼

▲ NA

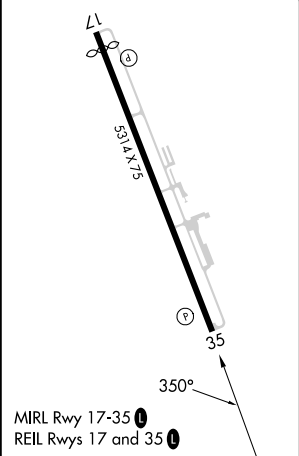
Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 50°C. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 1748, LNAV/VNAV DA to 2164 and all MDA 180 feet; increase LPV visibility to $1\frac{3}{4}$ SM and LNAV Cat A/B visibility to $1\frac{1}{2}$ SM and Cat C visibility to $2\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 3500 direct KREMM and hold.

AWOS-3P 119.425	SYRACUSE APP CON 126.125 269.125	UNICOM 123.0 (CTAF)	122.7
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ELEV 1137	TDZE 1135
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3500 ↑ KREMM	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).			TRINT	4 NM Holding Pattern
* LNAV only	CAPUM 2.6 NM to RW35	ACAFO 3000	350°	170°→ ←350°	6000 3600
RW35	*1.6 NM to RW35	*2200	3000	GP 3.77° TCH 40	
	1.6 NM	1 NM	2 NM	7.2 NM	
CATEGORY	A		B	C	D
LPV DA	1581-1 $\frac{3}{8}$ 446 (500-1 $\frac{3}{8}$)				NA
LNAV/ VNAV DA	1997-4 862 (900-4)				NA
LNAV MDA	1860-1	725 (800-1)	1860-2 725 (800-2)		NA
CIRCLING	2040-1 $\frac{1}{4}$ 903 (1000-1 $\frac{1}{4}$)	2120-1 $\frac{1}{2}$ 983 (1000-1 $\frac{1}{2}$)	2340-3 1203 (1300-3)		NA