

WAAS CH 70518 W35A	APP CRS 350°	Rwy Idg 5014 TDZE 1135 Apt Elev 1137
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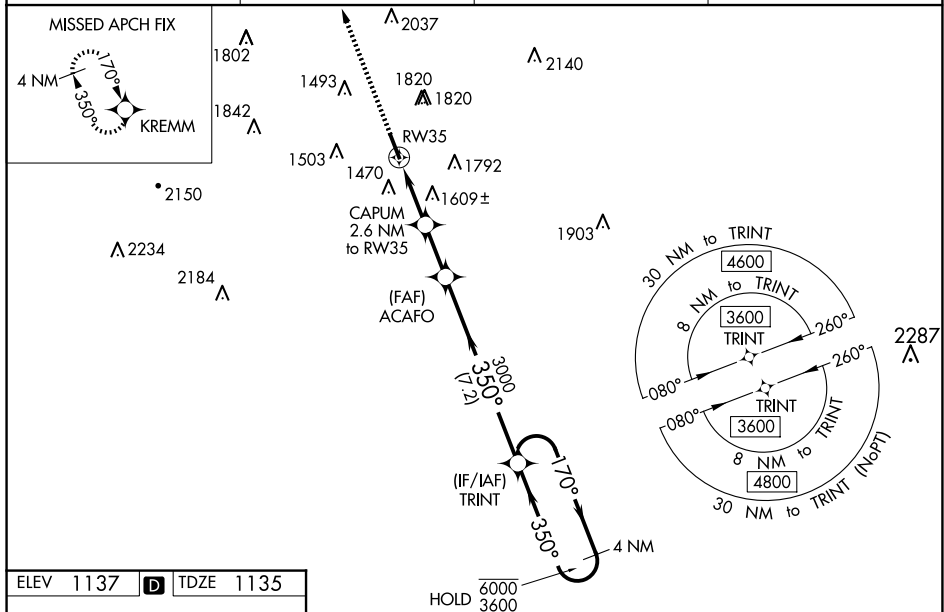
RNAV (GPS) RWY 35
HAMILTON MUNI (VGC)

RNP APCH.

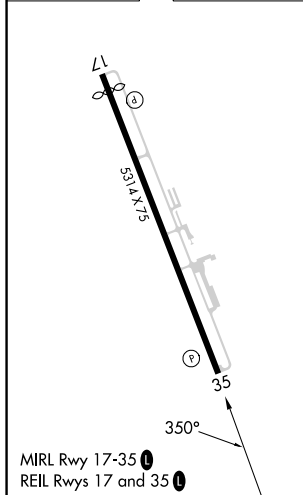
T Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 50°C. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 1748, LNAV/VNAV DA to 2164 and all MDA 180 feet; increase LPV visibility to $\frac{1}{4}$ SM and LNAV Cat A/B visibility to $\frac{1}{2}$ SM and Cat C visibility to $\frac{2}{3}$ 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	D	TDZE 1135
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3500 KREMM

VGS1 and RNAV glidepath not coincident (VGS1 Angle 4.00/TCH 40).

4 NM Holding Pattern

TRINT

170° → 6000
← 350° 3600

ACAFO 3000

350°

3000

*LNNAV only

*1.6 NM to RW35

RW35

*2200

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
RNAV/VNAV DA	1997-4	862 (900-4)		NA
RNAV 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

RNAV (GPS) RWY 35