

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>40318</b><br><b>W35A</b> | APP CRS<br><b>354°</b> | Rwy Idg <b>5000</b><br>TDZE <b>648</b><br>Apt Elev <b>657</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

## RNAV (GPS) RWY 35

CHESTER CATAWBA RGNL (DCM)

**Y** Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDAs 40 feet; increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct  
SUNYO and hold.

|                          |                                          |                                 |
|--------------------------|------------------------------------------|---------------------------------|
| AWOS-3<br><b>120.975</b> | CHARLOTTE APP CON<br><b>120.05 307.8</b> | UNICOM<br><b>122.7 (CTAF) ①</b> |
|--------------------------|------------------------------------------|---------------------------------|

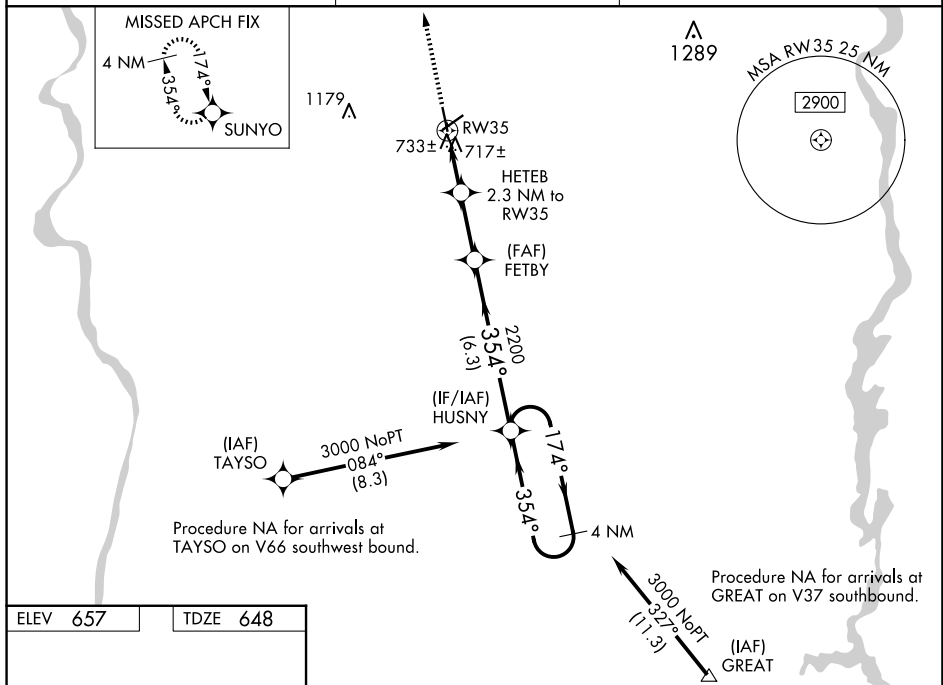


Diagram illustrating the MRL Rwy 17-35 instrument approach. The diagram shows the runway (35) and the approach path. Key features include:

- Runway heading: 35°
- Approach path: 354° and 174°
- Distance markers: 5000 X 100, 4998 X 100, 0.4% UP
- Obstacle symbols (circles with numbers) and terrain symbols (dotted areas)

Diagram illustrating the MRL Rwy 17-35 instrument approach. The diagram shows the runway (35) and the approach path. Key features include:

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- Approach path: 354° and 174°
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