

WAAS CH 40426 W29A	APP CRS 291°	Rwy Idg TDZE Apt Elev	8900 7078 7096
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RNAV (GPS) RWY 29
RALPH WENZ FLD (PNA)

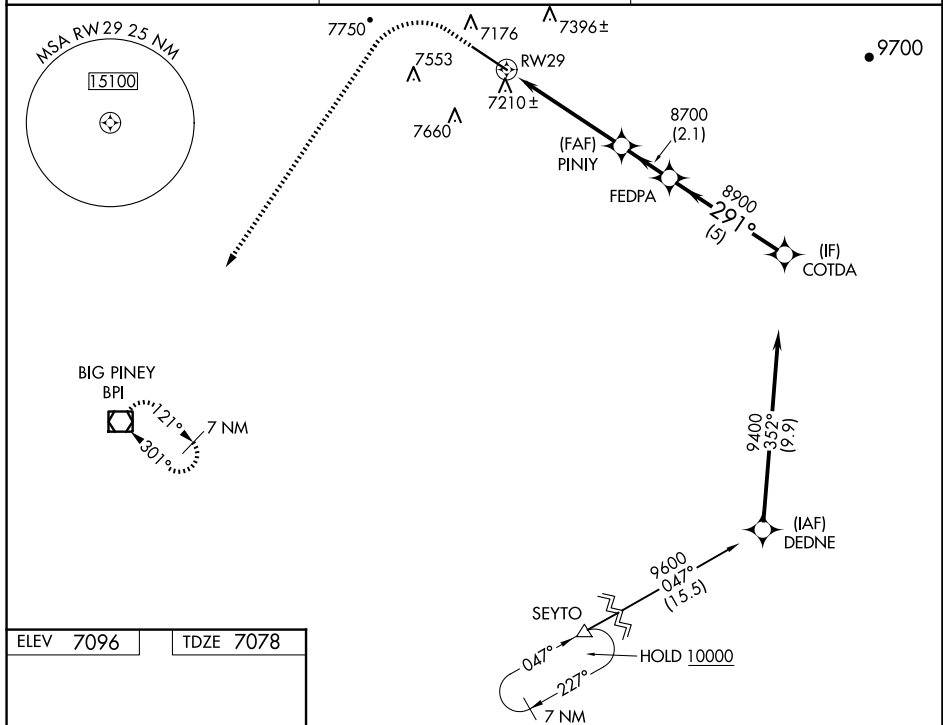
T Baro-VNAV NA. When local altimeter setting not received, use Big Piney altimeter setting and increase LPV DA to 7386 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 7664 feet and all visibilities $\frac{1}{8}$ SM; increase all MDA 60 feet and LNAV Cats C/D visibility $\frac{1}{4}$ SM. Circling NA south of Rwy 11/29. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with Big Piney altimeter setting.

ODALS

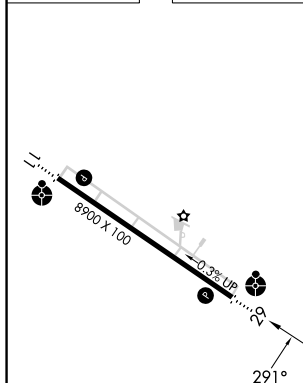


MISSED APPROACH: Climb to 7600 then climbing left turn to 10000 direct BPI VOR/DME and hold.

AWOS-3 118.325	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF) ①
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ELEV 7096		TDZE 7078
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7600 ↑	10000 ↖	BPI 	VGSI and RNAV glidepath not coincident (VGSI Angle 2.83/TCH 40).		COTDA
*LNAV only.		*1.5 NM to RW29	Diagram details: Runway length 1.5 NM. Segment 1: 1.5 NM. Segment 2: 3.5 NM. Segment 3: 2.1 NM. Segment 4: 5 NM. Total distance: 10.6 NM. Glide path starts at end of Segment 1, rises to 9400 feet at end of Segment 4. Angle 291°. Altitudes 8700 and 8800 marked on glide path. RW29 at start of Segment 1. BPI and VGSI symbols shown.		
CATEGORY	A		B	C	D
LPV DA	7328- ³ / ₄		250 (300- ³ / ₄)		
LNAV/VNAV DA	7606-1 ³ / ₄		528 (600-1 ³ / ₄)		
LNAV MDA	7600-1 522 (600-1)		7600-1 ¹ / ₂ 522 (600-1 ¹ / ₂)		
CIRCLING	7640-1 544 (600-1)		7840-2 ¹ / ₄ 744 (800-2 ¹ / ₄)		7980-3 884 (900-3)