

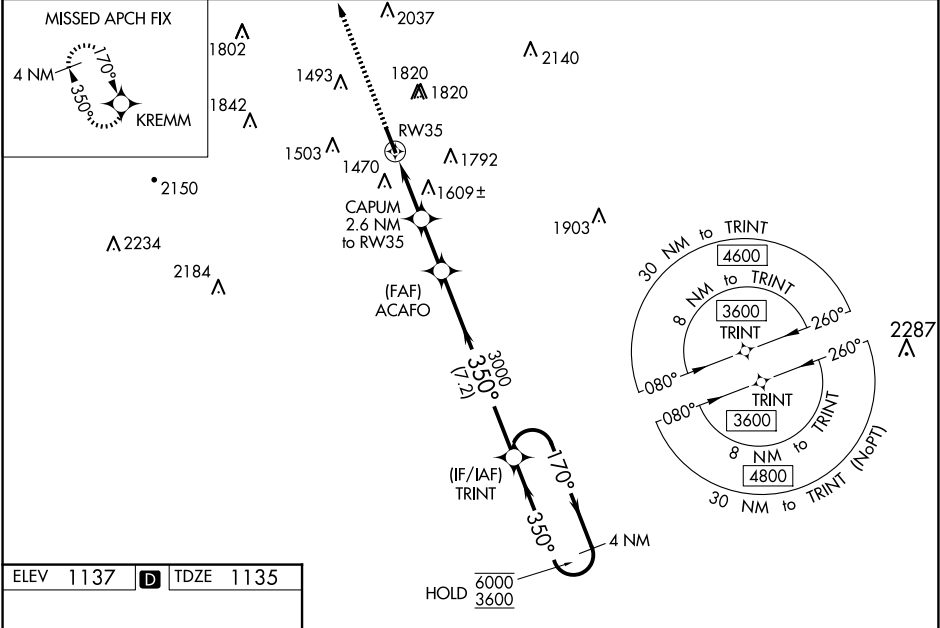
WAAS CH 70518 W35A	APP CRS 350°	Rwy Idg TDZE 1135 Apt Elev 1137
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RNAV (GPS) RWY 35

HAMILTON MUNI (VGC)

RNP APCH.	Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 35 helicopter visibility reduction below ¾ 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 1¾ SM and LNAV Cat A/B visibility to 1½ SM and Cat C visibility to 2½ SM.	MISSED APPROACH: Climb to 3500 direct KREMM and hold.
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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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MRL Rwy 17-35 **L**
 REIL Rwy 17 and 35 **L**

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	170° → 6000 ← 350° 3600
RW35		* 1.6 NM to RW35	* 2200	GP 3.77° TCH 40
		1.6 NM	1 NM	2 NM
CATEGORY		A		B
LPV DA		1581-1⅓		446 (500-1⅓)
LNAV/VNAV DA		1997-4		862 (900-4)
LNAV MDA		1860-1	725 (800-1)	
C CIRCLING		2040-1¼ 903 (1000-1¼)	2120-1½ 983 (1000-1½)	1860-2 725 (800-2) 2340-3 1203 (1300-3)
				NA