

WAAS CH 93929 W36A	APP CRS 005°	Rwy Ldg TDZE 862 Apt Elev 866
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RNAV (GPS) RWY 36

METTEL FLD (CEV)

RNP APCH.

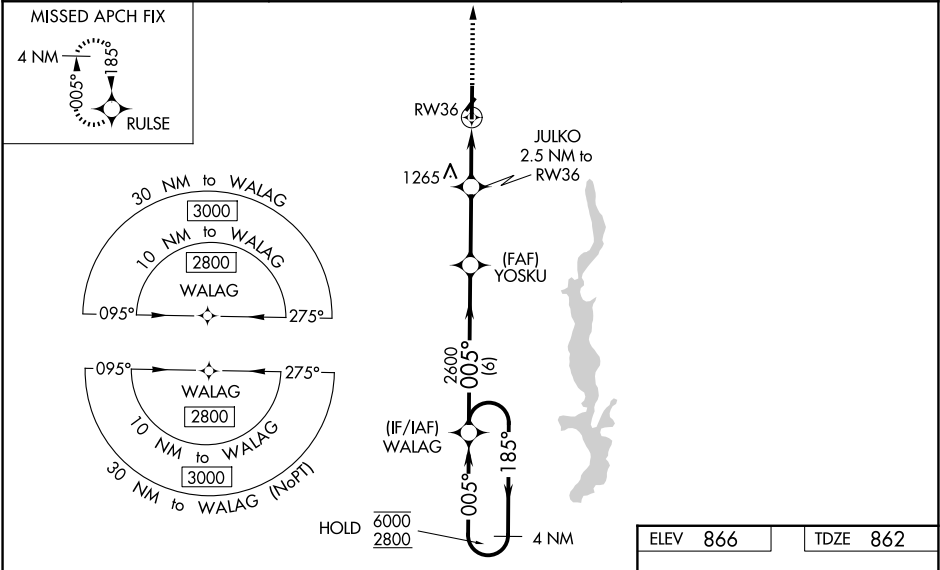
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▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP and Baro VNAV NA when using James M. Cox Dayton Intl altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase LPV DA to 1253 feet and visibility all Cats to 1½ SM, LNAV/VNAV DA to 1472 feet and visibility all Cats to 1¼ SM, increase all MDA 140 feet and LNAV Cats C/D visibility to 1½ SM, Circling Cat B to 1½ SM, Cat C to 2¾ SM, and Cat D to 3 SM.

MISSED APPROACH: Climb to 2800 direct RULSE and hold.

AWOS-3 118.325	COLUMBUS APP CON 134.45 352.05	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00°/TCH 34°)		2800 ↑ RULSE	
6000 2800		YOSKU		*LNAV only	
← 185° 005° →		2600		JULKO 2.5 NM to RW36	
GP 3.00° TCH 45		2600		*1.6 NM to RW36	
		*1700		RW36	
		6 NM		2.8 NM	
		0.9 NM		1.6 NM	
CATEGORY	A	B	C	D	
LPV DA	1132-7⁄8 270 (300-7⁄8)				
LNAV/ VNAV DA	1351-13⁄8 489 (500-13⁄8)				
LNAV MDA	1400-1	538 (600-1)	1400-1½	538 (600-1½)	
CIRCLING	1440-1 574 (600-1)	1540-1 674 (700-1)	1620-2¼ 754 (800-2¼)	1620-2½ 754 (800-2½)	
REIL Rwy 36 0		MIRL Rwy 18-36 0		81	
				22	
				6503 X 100	
				36	
				005°	