

WAAS CH 40125 W31A	APP CRS 315°	Rwy Ldg 5500 TDZE 814 Apt Elev 814
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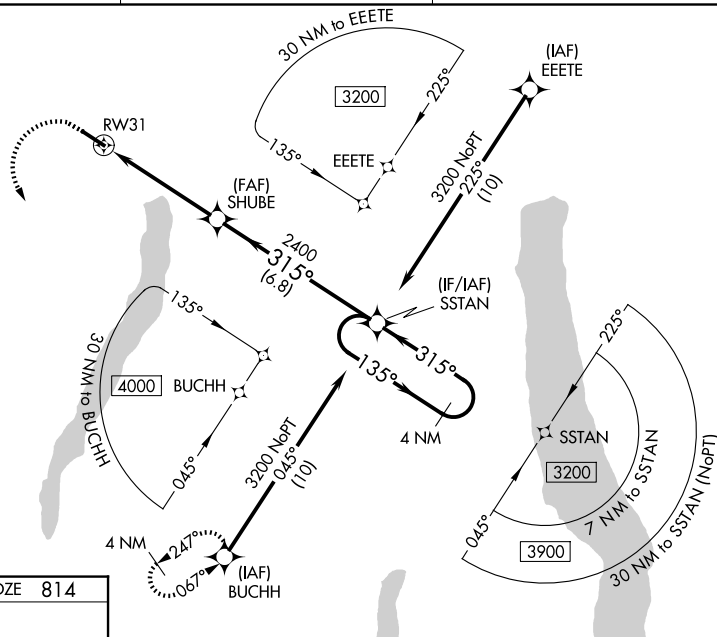
RNAV (GPS) RWY 31
CANANDAIGUA (TUA)

RNP APCH-GPS.

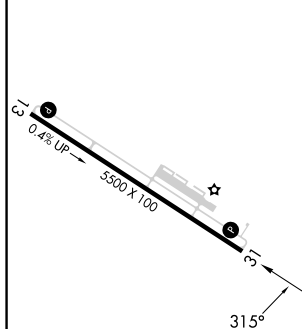
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use ROC altimeter setting and increase LPV DA to 1146 feet and all visibilities $\frac{1}{4}$ SM. Increase LNAV/VNAV DA to 1328 feet and all visibilities $\frac{1}{8}$ SM. Increase all MDAs 100 feet and LNAV visibility Cat C $\frac{3}{8}$ SM, and Circling visibility Cat C $\frac{1}{2}$ SM. Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using ROC altimeter setting.

MISSED APPROACH:
Climb to 1400 then
climbing left turn to
3700 direct BUCHH
and hold.

AWOS-3P 118.675	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) 0
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ELEV 814		TDZE 814
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MIRL Rwy 13-31 **L**
REIL Rwy 13 and 31 **L**

Diagram illustrating the 4 NM Holding Pattern for LPV DA 1064-1. The pattern is defined by a 315° inbound leg and a 135° outbound leg. Key distances and frequencies are indicated:

- 1.4 NM to RW31
- SHUBE 2400
- 2400
- 315°
- 135°
- 4 NM Holding Pattern
- GP 3.00° TCH 40

RNAV (GPS) RWY 31