

WAAS CH 48809 W29A	APP CRS 288°	Rwy Idg TDZE 790 Apt Elev 790	5001
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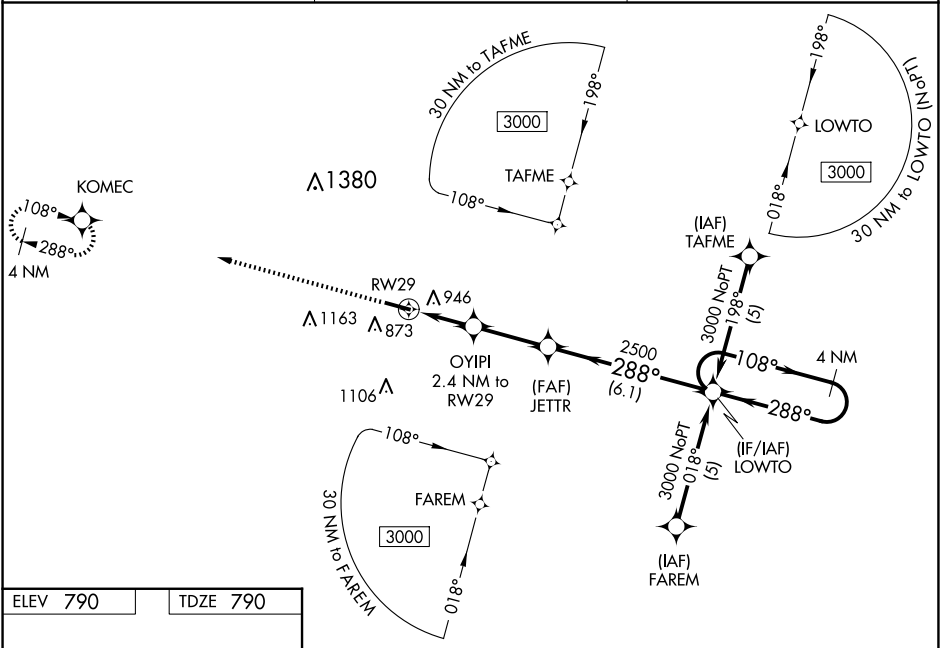
RNAV (GPS) RWY 29

FULTON COUNTY (R/C/R)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47° C (116°F). When local altimeter setting not received, use Goshen altimeter setting: increase LPV DA to 1208 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1325 and visibility all Cats ½ SM; increase all MDA 100 feet and visibility LNAV Cats C and D and Circling Cats C and D ¼ SM. Baro-VNAV and VDP NA when using Goshen altimeter setting.

MISSED APPROACH: Climb to 3000 direct KOMEC and hold.

AWOS-3 118.775	SOUTH BEND APP CON★ 132.05 257.8	UNICOM 122.7 (CTAF) 0
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ELEV 790 TDZE 790

Diagram of RWY 29 showing the glidepath and approach. The glidepath is 3.38° TCH 30. The approach is 288°. The runway is 5001 x 75. The diagram also shows the 11 and 29 runways.

3000	KOMEC	VGSI and RNAV glidepath not coincident (VGSI Angle 3.38/TCH 30).		4 NM
				Holding Pattern
*LNAV only.	OYIPI 2.4 NM to RWY29	JETTR	288°	3000
	*0.9 NM to RWY29		2500	
			1600	
	0.9 NM	1.5 NM	2.8 NM	6.1 NM
CATEGORY	A	B	C	D
LPV DA	1127-1¼		337 (400- 1¼)	
LNAV/VNAV DA	1244-1½		454 (500- 1½)	
LNAV MDA	1200-1	410 (500-1)	1200-1¼	410 (500-1¼)
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1480-2 690 (700-2)	1620-2¾ 830 (900-2¾)

REIL Rwy 11 and 29 0

MIRL Rwy 11-29 0