

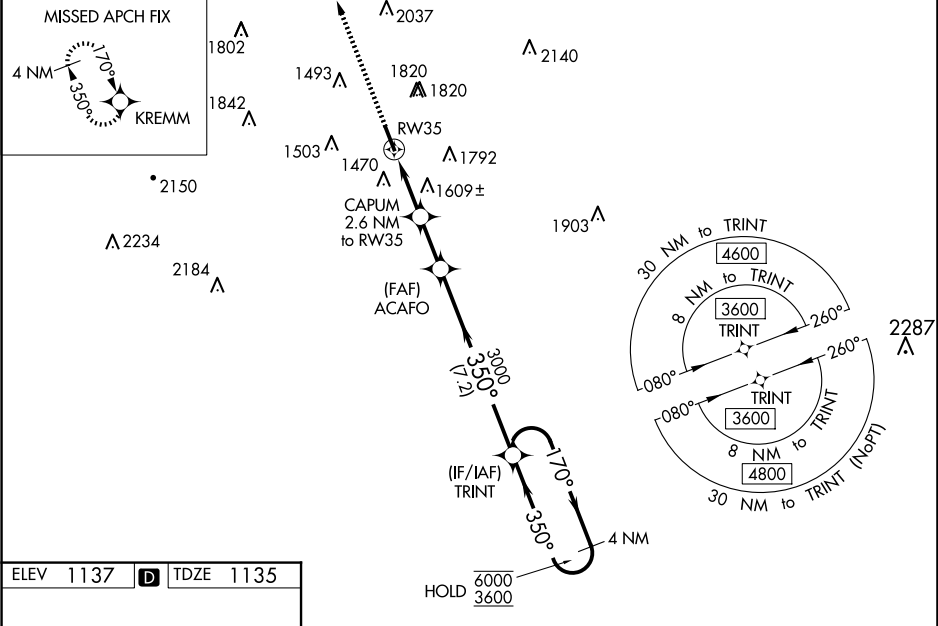
WAAS CH 70518 W35A	APP CRS 350°	Rwy Idg TDZE 1135 Apt Elev 1137
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RNAV (GPS) RWY 35

HAMILTON MUNI (VGC)

RNP APCH.	Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ 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 $1\frac{3}{4}$ SM and LNAV Cat A/B visibility to $1\frac{1}{2}$ SM and Cat C visibility to $2\frac{1}{2}$ 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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<div>3500 KREMM</div> <div><div>↑</div><div>✦</div></div>	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).	TRINT	4 NM Holding Pattern	
* LNAV only	<div>CAPUM 2.6 NM to RW35</div> <div>RW35</div> <div>* 1.6 NM to RW35</div>	<div>ACAF0 3000</div> <div>* 2200</div> <div>3000</div>	<div>170° → 6000</div> <div>← 350° 3600</div> <div>GP 3.77° TCH 40</div>	
<div>1.6 NM</div> <div>1 NM</div> <div>2 NM</div> <div>7.2 NM</div>				
CATEGORY	A	B	C	D
LPV DA	1581-1 $\frac{3}{8}$	446 (500-1 $\frac{3}{8}$)		NA
LNAV/VNAV DA	1997-4	862 (900-4)		NA
LNAV MDA	1860-1	725 (800-1)	1860-2 725 (800-2)	NA
<div>CIRCLING</div>	2040-1 $\frac{1}{4}$ 903 (1000-1 $\frac{1}{4}$)	2120-1 $\frac{1}{2}$ 983 (1000-1 $\frac{1}{2}$)	2340-3 1203 (1300-3)	NA