

WAAS CH <b>72710</b> <b>W28A</b>	APP CRS <b>281°</b>	Rwy Idg <b>5500</b> TDZE <b>810</b> Apt Elev <b>820</b>
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RNAV (GPS) RWY 28  
COVINGTON MUNI (CVC)

RNP APCH - GPS.



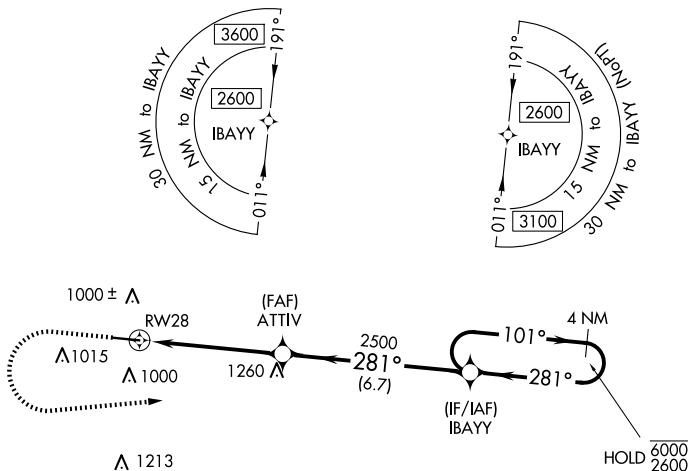
Circling Rwy 10 NA at night. Rwy 28 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to  $1\frac{3}{8}$  SM.



**MISSED APPROACH:** Climb to 1300 then climbing left turn to 2600 direct IBYY and hold.

AWOS-3 <b>118.725</b>	ATLANTA APP CON <b>128.575 343.675</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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A 2049



ELEV 820	<b>D</b>	TDZE 810
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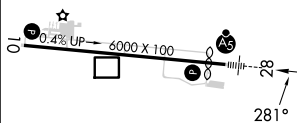


Diagram illustrating the 4 NM Holding Pattern for RW28. The pattern is a right-hand circuit. The inbound leg is 1.4 NM to RW28, followed by a 1.4 NM segment, then a 3.8 NM segment to the ATTIV fix, and finally a 6.7 NM segment to the IBAYY fix. The outbound leg is 6.0 NM. The holding pattern is at 2500 feet. The GP is 3.00° TCH 51. The diagram also shows the VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 32).

ATLANTA, GEORGIA  
Amdt 2A 11JUL24

33°38'N-83°51'W

COVINGTON MUNI (CVC)  
RNAV (GPS) RWY 28