

WAAS CH <b>48999</b> <b>W28A</b>	APP CRS <b>281°</b>	Rwy Ldg TDZE Apt Elev	<b>10114</b> <b>815</b> <b>815</b>
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RNAV (GPS) Y RWY 28L  
JOHN GLENN COLUMBUS INTL (CMH)

RNP APCH.

**T** Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNP track guidance required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.

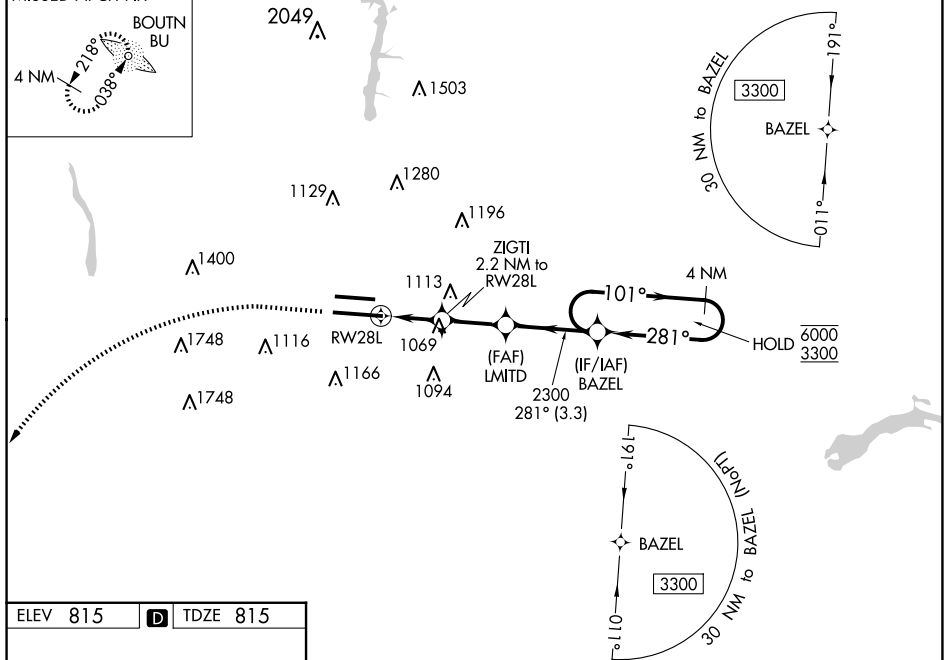
MALSR



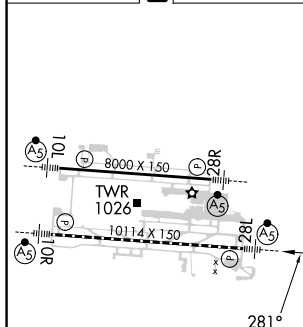
**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3000 direct BOUTN LOM and hold.

D-ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>	CPDLC
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MISSED APCH FIX
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ELEV 815	<b>D</b>	TDZE 815
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TDZ/CL Rwy 10R-28L  
HIRL Rwy 10R-28L and 10L-28R

<div><div>1400</div><div>3000</div><div>BU</div></div> <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).</div>		4 NM Holding Pattern			
<div><div>*LNAV only.</div><div><div>RW28L</div><div><div>ZIGTI 2.2 NM to RW28L</div><div><div>LIMTD</div><div>2300</div></div><div><div>BAZEL</div><div>6000 3300</div></div></div><div><div>101°</div><div>281°</div></div><div><div>*1.4 NM to RW28L</div><div><div>*1560</div><div>2300</div></div></div><div><div>GP 3.00° TCH 52</div></div></div></div>					
CATEGORY		A	B	C	D
LPV	DA	1015/18		200 (200-½)	
LNAV/ VNAV	DA	1237/40		422 (500-¾)	
LNAV MDA		1320/24	505 (600-½)	1320/55	505 (600-1)
<b>C</b> CIRCLING		1340-1	525 (600-1)	1520-2 705 (800-2)	1520-2¼ 705 (800-2¼)