

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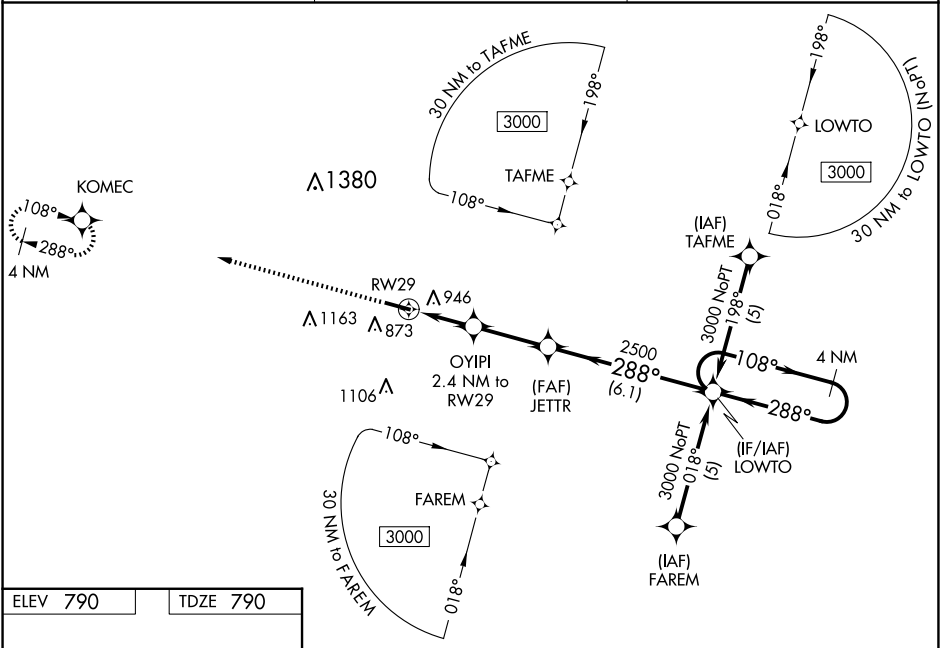
RNAV (GPS) RWY 29

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 <b>118.775</b>	SOUTH BEND APP CON★ <b>132.05 257.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 790 TDZE 790

Diagram of RWY 29 showing dimensions and angles. The runway is 5001 x 75 feet. The angle is 288°.

REIL Rwy 11 and 29 0  
MIRL Rwy 11-29 0

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 RW29	JETTR	288°	3000	
*0.9 NM to RW29				2500		GP 3.00° TCH 45
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)		