

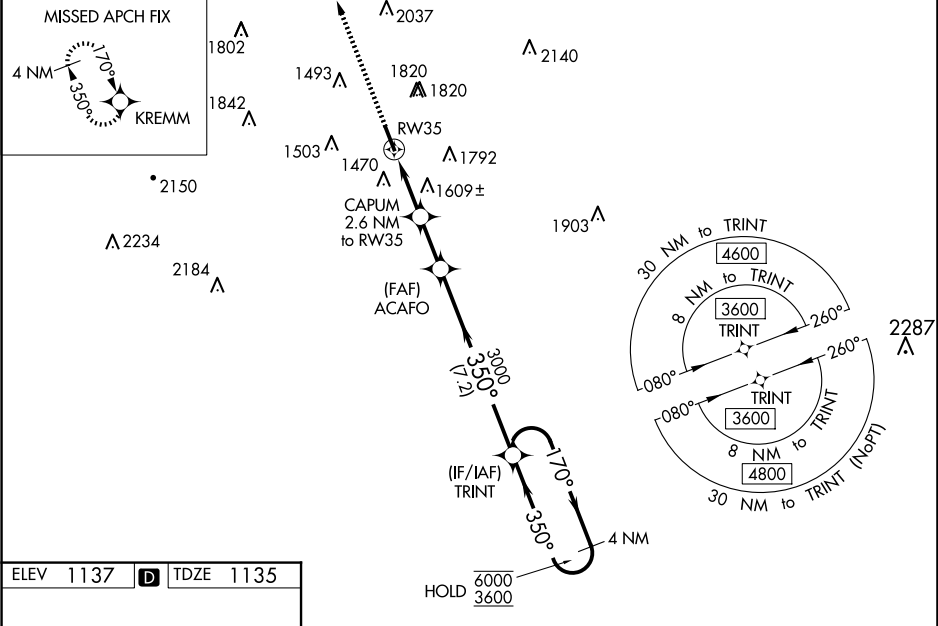
WAAS CH 70518 W35A	APP CRS 350°	Rwy Idg TDZE 1135 Apt Elev 1137
--	------------------------	---

RNAV (GPS) RWY 35

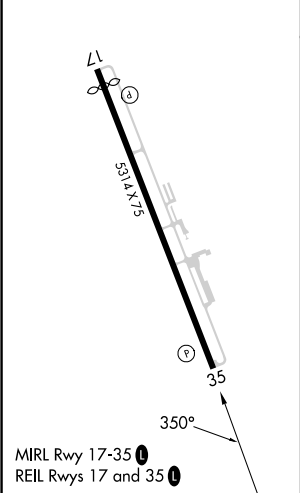
HAMILTON MUNI (VGC)

RNP APCH.	Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 35 helicopter visibility reduction below ¾ 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 1¾ SM and LNAV Cat A/B visibility to 1½ SM and Cat C visibility to 2½ SM.	MISSED APPROACH: Climb to 3500 direct KREMM and hold.
-----------	--	---

AWOS-3P 119.425	SYRACUSE APP CON 126.125 269.125	UNICOM 123.0 (CTAF)	122.7
---------------------------	--	-------------------------------	--------------



ELEV 1137	TDZE 1135
------------------	------------------



3500 ↑ KREMM	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).			TRINT	4 NM Holding Pattern
* LNAV only	CAPUM 2.6 NM to RW35	ACAFO 3000	350°	170°→ ←350°	6000 3600
RW35	* 1.6 NM to RW35	* 2200	3000	GP 3.77° TCH 40	
	1.6 NM	1 NM	2 NM	7.2 NM	
CATEGORY	A		B	C	D
LPV DA	1581-1 ³ / ₈		446 (500-1 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
CIRCLING	2040-1 ¹ / ₄ 903 (1000-1 ¹ / ₄)	2120-1 ¹ / ₂ 983 (1000-1 ¹ / ₂)	2340-3 1203 (1300-3)		NA