

WAAS CH 48999 W28A	APP CRS 281°	Rwy Idg TDZE Apt Elev	10113 815 815
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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 1 $\frac{3}{8}$ SM.

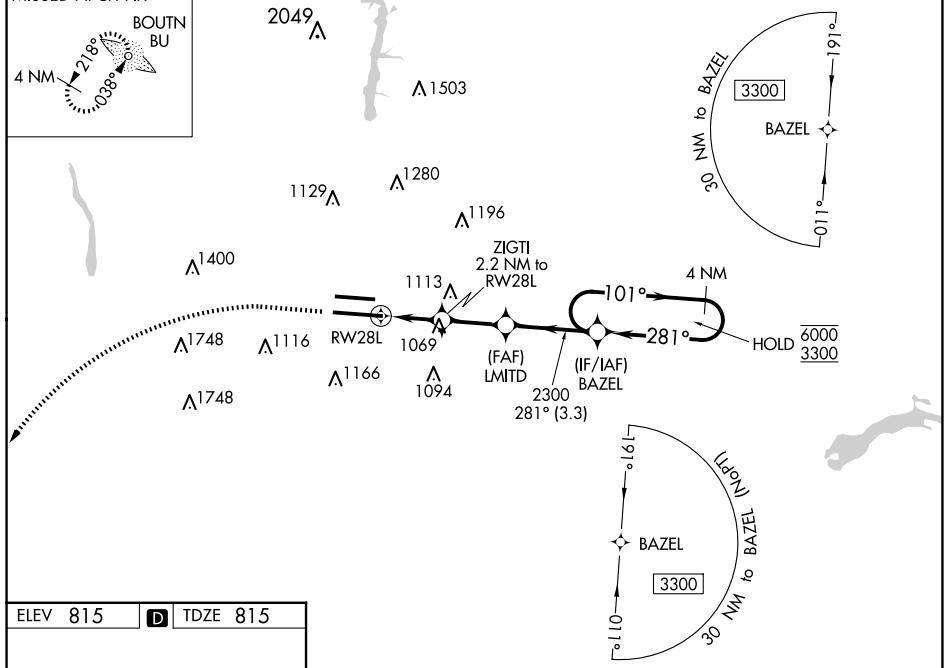
MALSR



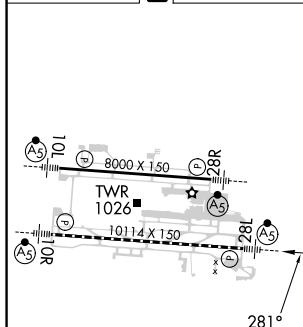
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct BOUTN LOM and hold.

D-ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	CPDLC
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MISSED APCH FIX



ELEV 815	D	TDZE 815
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TDZ/CL Rwy 10R-28L
HIRL Rwy 10R-28L and 10L-28R

Diagram illustrating a 4 NM Holding Pattern. The pattern is defined by a 4 NM Holding Pattern (4 NM) and a 4 NM Holding Pattern (4 NM). The diagram shows the pattern's geometry, including the 1400 and 3000 frequency markers, the BU (Bearing Unreliable) indicator, and the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 68). The pattern is divided into segments: 1.4 NM to RW28L, 0.8 NM, 2.3 NM, and 3.3 NM. The pattern is also defined by the 1560 and 2300 frequencies, the 101° and 281° angles, and the 1560 and 2300 frequencies. The pattern is also defined by the 1560 and 2300 frequencies, the 101° and 281° angles, and the 1560 and 2300 frequencies. The pattern is also defined by the 1560 and 2300 frequencies, the 101° and 281° angles, and the 1560 and 2300 frequencies.