

WAAS CH 72838 W28A	APP CRS 276°	Rwy Idg 5002 TDZE 236 Apt Elev 240
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RNAV (GPS) RWY 28

BERRIEN COUNTY (4J2)

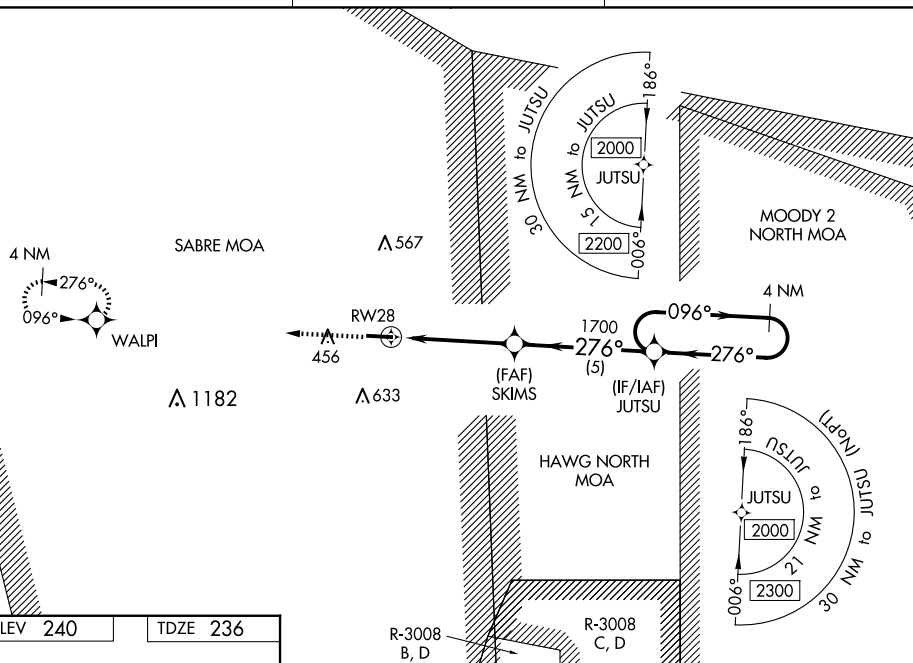
T
A NA

Baro-VNAV NA. Rwy 28 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Use Moody AFB altimeter setting. When not received, use Douglas altimeter setting and increase all LPV DA to 602 feet, LNAV/VNAV DA to 561 feet, and all MDA 40 feet. Increase LNAV and Circling Cat C visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 2200 direct WALPI and hold.

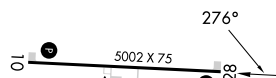
KVAD ATIS ★
273.5

VALDOSTA APP CON★
126.6 285.6

UNICOM
122.7 (CTAF) **L**

ELEV 240

TDZE 236



2200

WALP

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).

ncident

4 NM
Holding Pattern

GP 3.00°
TCH 60

Figure 1 illustrates a non-parallel VGS and TCH scenario. The flight path is defined by three points: WALPI, SKIMS, and JUTSU. The VGS (Vertical Guidance Slope) is 3.00° and the TCH (Touchdown Height) is 60 feet. The path is non-parallel because the VGS and TCH are not coincident. The diagram shows the holding pattern (4 NM) and the final approach (096°/276°).

MIRL Rwy 10-28 **L**
REIL Rwy 10 and 28 **L**

NASHVILLE, GEORGIA

Amdt 1 29MAR18

31°13'N-83°14'W

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