

RNAV (GPS) RWY 5

SHENANDOAH VALLEY RGNL (SHD)

WAAS CH 81913 W05A	APP CRS 047°	Rwy Idg TDZE Apt Elev	6002 1184 1201
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RNP APCH.

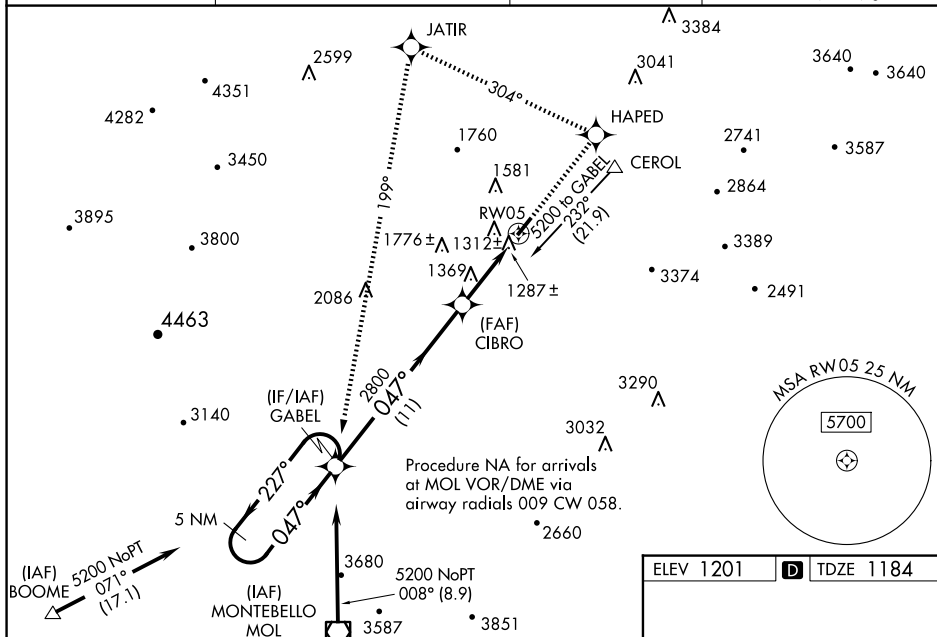
⚠ For inoperative MALSR when using Charlottesville altimeter setting, increase LPV visibility to 1½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats ½ SM, LNAV Cat C/D ¾ SM, Circling Cat C ½ SM and Cat D ¾ SM.

MALSR



MISSED APPROACH: Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

AWOS-3 124.925	POTOMAC APP CON 132.85 323.125	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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5 NM Holding Pattern

GABEL

5200

227°

047°

GP 3.00°

TCH 56

047°

2800

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 56).

* 1.2 NM to RW05

RW05

*LNAV only.

Diagram illustrating the GABEL VOR/DME station layout and glidepath alignment. The diagram shows the VGS1 and RNAV glidepaths, which are not coincident due to a 1.2 NM offset to RW05. The RNAV glidepath is only for LNAV.

CATEGORY	A	B	C	D
LPV DA	1384- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
LNAV/ VNAV DA	1563- $\frac{3}{4}$ 379 (400- $\frac{3}{4}$)			
LNAV MDA	1620- $\frac{1}{2}$ 436 (500- $\frac{1}{2}$)		1620- $\frac{3}{4}$ 436 (500- $\frac{3}{4}$)	1620-1 436 (500-1)
CIRCLING	1660-1 459 (500-1)	1760-1 559 (600-1)	1900-2 699 (700-2)	2060-2 $\frac{3}{4}$ 859 (900-2 $\frac{3}{4}$)

