

|                                        |                        |                                                                          |
|----------------------------------------|------------------------|--------------------------------------------------------------------------|
| WAAS<br>CH <b>58326</b><br><b>W11A</b> | APP CRS<br><b>110°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>8900</b><br><b>7096</b><br><b>7096</b> |
|----------------------------------------|------------------------|--------------------------------------------------------------------------|

RNAV (GPS) RWY 11

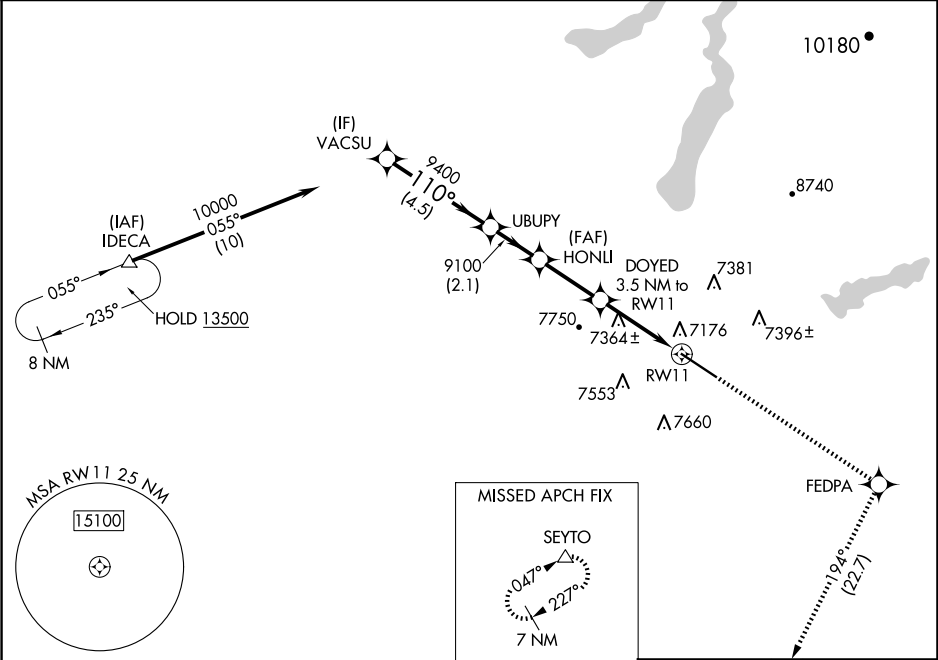
RALPH WENZ FLD (PNA)

▼ Baro-VNAV NA. When local altimeter setting not received, use Big Piney altimeter setting and increase LPV DA to 7404 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 7413 feet and all visibilities ¼ SM; increase all MDA 60 feet and LNAV Cat C/D visibility ¼ SM. Circling NA south of Rwy 11/29. DME/DME RNP- 0.3 NA. VDP NA with Big Piney altimeter setting.

ODALS

MISSED APPROACH: Climb to 10000 direct FEDPA and on track 194° to SEYTO and hold.

|                          |                                          |                                 |
|--------------------------|------------------------------------------|---------------------------------|
| AWOS-3<br><b>118.325</b> | SALT LAKE CENTER<br><b>128.35 239.25</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|------------------------------------------|---------------------------------|



|                                                                  |                    |             |                      |                    |        |         |                |           |           |
|------------------------------------------------------------------|--------------------|-------------|----------------------|--------------------|--------|---------|----------------|-----------|-----------|
| VGSi and RNAV glidepath not coincident (VGSi Angle 2.83/TCH 40). |                    |             |                      | 10000              | FEDPA  | tr 194° | SEYTO          | ELEV 7096 | TDZE 7096 |
| VACSU                                                            |                    |             |                      | UBUPY              | HONLI  | DOYED   | *LNAV only.    |           |           |
| 10000                                                            |                    |             |                      | 9400               | 9100   | *8260   | 1.5 NM to RW11 | RW11      |           |
| GP 3.00° TCH 55                                                  |                    |             |                      | 4.5 NM             | 2.1 NM | 2.6 NM  | 2 NM           | 1.5 NM    |           |
| CATEGORY                                                         | A                  | B           | C                    | D                  |        |         |                |           |           |
| LPV DA                                                           | 7346-¾ 250 (300-¾) |             |                      |                    |        |         |                |           |           |
| LNAV/VNAV DA                                                     | 7355-¾ 259 (300-¾) |             |                      |                    |        |         |                |           |           |
| LNAV MDA                                                         | 7620-1             | 524 (600-1) | 7620-1½              | 524 (600-1½)       |        |         |                |           |           |
| CIRCLING                                                         | 7640-1             | 544 (600-1) | 7840-2¼ 744 (800-2¼) | 7980-3 884 (900-3) |        |         |                |           |           |

The diagram illustrates the approach path for runway 11. It shows the VGSi glidepath (solid line) and the RNAV glidepath (dashed line). Key altitudes are 10000, 9400, 9100, and 8260. Distances from the final approach fix (HONLI) are 4.5 NM, 2.1 NM, 2.6 NM, 2 NM, and 1.5 NM. The VGSi angle is 2.83 degrees and the TCH is 40 feet. The RNAV angle is 110 degrees. The diagram also shows the runway (RW11) and the final approach fix (HONLI).

MIRL Rwy 11-29 0

REIL Rwys 11 and 29 0