

WAAS CH 40426 W29A	APP CRS 291°	Rwy Idg 8900 TDZE 7078 Apt Elev 7096
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RNAV (GPS) RWY 29
RALPH WENZ FLD (PNA)

T Baro-VNAV NA. When local altimeter setting not received, use Big Piney altimeter setting and increase LPV DA to 7386 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 7664 feet and all visibilities $\frac{1}{8}$ SM; increase all MDA 60 feet and LNAV Cats C/D visibility $\frac{1}{4}$ SM. Circling NA south of Rwy 11/29. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with Big Piney altimeter setting.

ODALS



MISSED APPROACH: Climb to 7600 then climbing left turn to 10000 direct RPI VOR/DME and hold

AWOS-3 118.325	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF) 0
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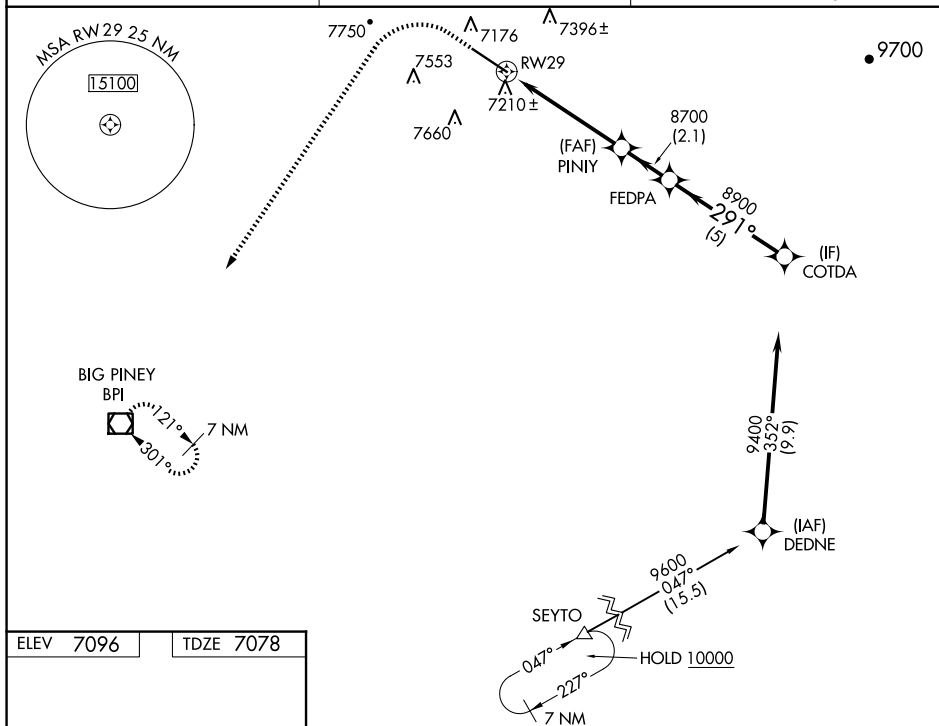


Figure 1-1: Example of a non-precision approach chart. The chart shows a 3D perspective view of the runway and a 2D plan view. The 3D view shows the runway (RW29) with a 291° heading, a 0.3% up-slope, and a 100m width. The 2D plan view shows the approach path with a 291° heading, a 0.3% up-slope, and a 100m width. The approach path is divided into segments: 1.5 NM, 3.5 NM, 2.1 NM, and 5 NM. The approach path is labeled with 'RW29', 'PINIY', 'FEDPA', and 'COTDA'. The approach path is also labeled with 'VGS and RNAV glidepath not coincident (VGS Angle 2.83/TCH 40)'. The approach path is also labeled with 'GP 3.00° TCH 55°'. The approach path is also labeled with 'MIRL Rwy 11-29', 'REIL Rws 11 and 29', and 'MIRL Rwy 11-29'.

PINEDALE, WYOMING

Amdt 2B 04NOV21

42°48'N-109°49'W

RAIPH WFN7 FID (PNA)

RNAV (GPS) RWY 29