

WAAS CH <b>70518</b> <b>W35A</b>	APP CRS <b>350°</b>	Rwy Ldg TDZE <b>1135</b> Apt Elev <b>1137</b>
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# RNAV (GPS) RWY 35

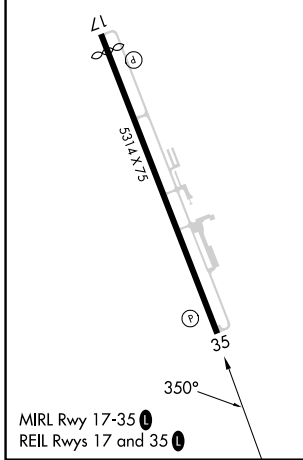
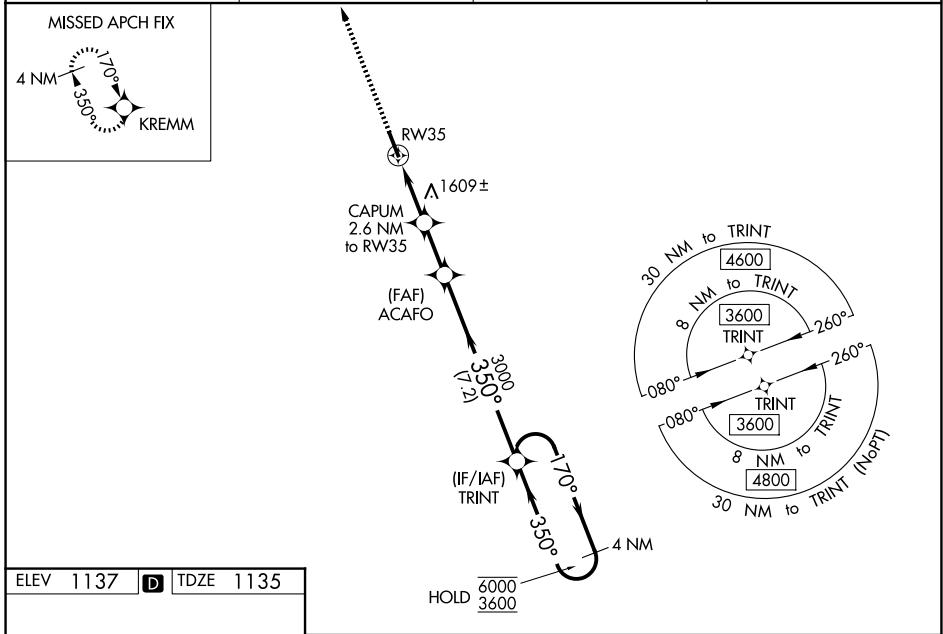
HAMILTON MUNI (VGC)

RNP APCH.

▼ Baro-VNAV and VDP NA when using Syracuse altimeter setting. Rwy 35 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 50°C. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 1748, LNAV/VNAV DA to 2164 and all MDA 180 feet; increase LPV visibility to  $1\frac{3}{4}$  SM and LNAV Cat A/B visibility to  $1\frac{1}{2}$  SM and Cat C visibility to  $2\frac{1}{2}$  SM.

▲ NA MISSED APPROACH: Climb to 3500 direct KREMM and hold.

AWOS-3P <b>119.425</b>	SYRACUSE APP CON <b>126.125 269.125</b>	UNICOM <b>123.0</b> (CTAF)	<b>122.7</b>
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3500 KREMM	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).	TRINT	4 NM Holding Pattern
*LNAV only	CAPJUM 2.6 NM to RW35	ACAFO 3000	170° → 6000 ← 350° 3600
RW35	*1.6 NM to RW35	*2200	GP 3.77° TCH 40
	1.6 NM	1 NM	2 NM
			7.2 NM

CATEGORY	A	B	C	D
LPV DA	1581-1 $\frac{3}{8}$		446 (500-1 $\frac{3}{8}$ )	NA
LNAV/VNAV DA	1997-4		862 (900-4)	NA
LNAV MDA	1860-1	725 (800-1)	1860-2 725 (800-2)	NA
CIRCLING	2040-1 $\frac{1}{4}$ 903 (1000-1 $\frac{1}{4}$ )	2120-1 $\frac{1}{2}$ 983 (1000-1 $\frac{1}{2}$ )	2340-3 1203 (1300-3)	NA

NE-2, 11 JUN 2026 to 09 JUL 2026

NE-2, 11 JUN 2026 to 09 JUL 2026