

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>90505</b><br><b>W04A</b> | APP CRS<br><b>037°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>904</b><br><b>904</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

RNAV (GPS) RWY 4

BOLTON FLD (TZR)

RNP APCH.

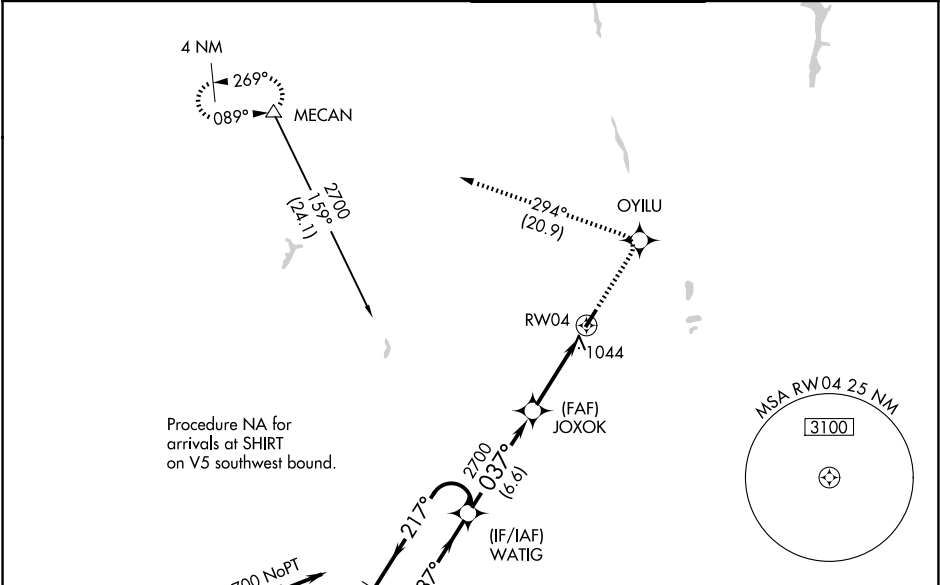
T

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cats C/D visibility to 1½ SM.

MALSR

MISSED APPROACH:  
Climb to 3000 direct OYILU and left turn on track 294° to MECAN and hold.

|                            |                                        |                                        |                         |
|----------------------------|----------------------------------------|----------------------------------------|-------------------------|
| AWOS-3PT<br><b>135.925</b> | COLUMBUS APP CON<br><b>134.0 279.6</b> | BOLTON TOWER★<br><b>128.1 (CTAF) 0</b> | GND CON<br><b>121.8</b> |
|----------------------------|----------------------------------------|----------------------------------------|-------------------------|



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

3000

OYILU

MECAN

↑

tr 294°

△

\*LNAV only.

WATIG

JOXOK

2700

2700

037°

037°

217°

6000

2700

GP 3.00°

TCH 39

6.6 NM

4 NM

1.4

RW04

\*1.4 NM to RW04

| CATEGORY     | A                  | B                  | C                    | D                  |
|--------------|--------------------|--------------------|----------------------|--------------------|
| LPV DA       | 1163-½ 259 (300-½) |                    |                      |                    |
| LNAV/VNAV DA | 1325-1 421 (500-1) |                    |                      |                    |
| LNAV MDA     | 1360-½ 456 (500-½) |                    | 1360-⅞ 456 (500-⅞)   | 1360-1 456 (500-1) |
| CIRCLING     | 1360-1 456 (500-1) | 1380-1 476 (500-1) | 1380-1½ 476 (500-1½) | 1500-2 596 (600-2) |

TWR★

REIL Rwy 22 0

MIRL Rwy 4-22 0