

WAAS CH 99742 W12A	APP CRS 122°	Rwy Idg 4248 TDZE 59 Apt Elev 66
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RNAV (GPS) RWY 12

HALF MOON BAY (HAF)

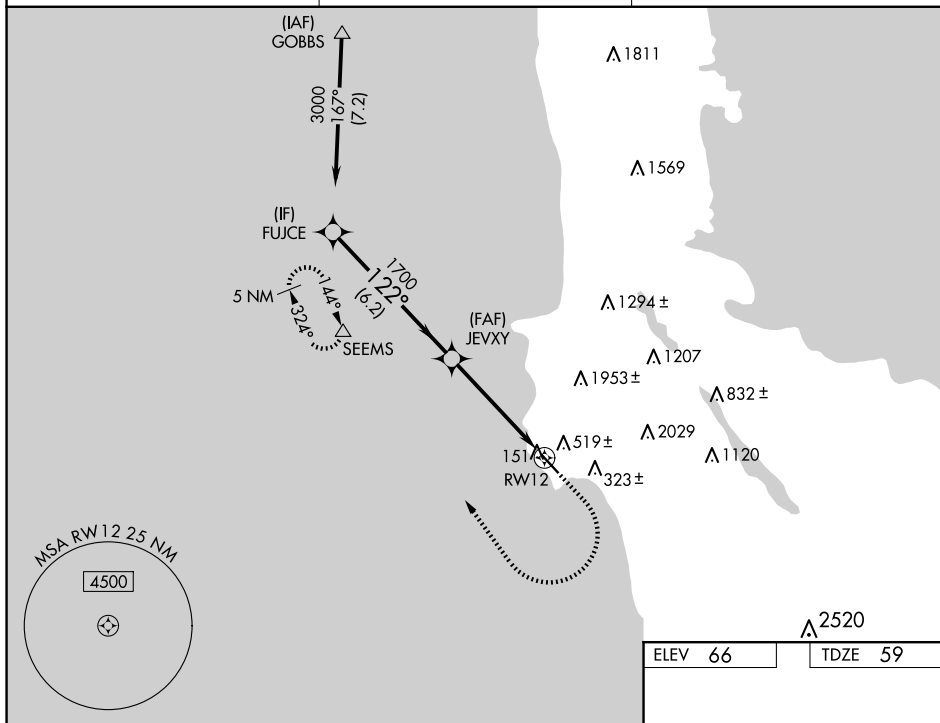
RNP APCH.

T Rwy 12 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C .

MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct SEEMS and hold, continue climb-in-hold to 4000.

AWOS
127.275

NORCAL APP CON
135.1 307.2

UNICOM
122.8 (CTAF) **L**

ELEV 66		TDZE 59
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).

Diagram illustrating a non-coincident VGSI and RNAV glidepath. The VGSI glidepath is a straight line from 3000 ft at FUJCE to 1700 ft at JEVXY, with a 122° angle. The RNAV glidepath is a curved line starting 1 NM before RW12, reaching 1700 ft at JEVXY, and then following the VGSI path. The diagram is divided into four categories: A (6.2 NM), B (3.9 NM), C (1 NM), and D. A table below provides MDA and DA values for each category.

CATEGORY	A	B	C	D
LPV DA	360-7/8 301 (300-7/8)			
RNAV/VNAV DA	652-13/4 593 (600-13/4)			
RNAV MDA	660-1 601 (600-1)	660-13/4 601 (600-13/4)		

