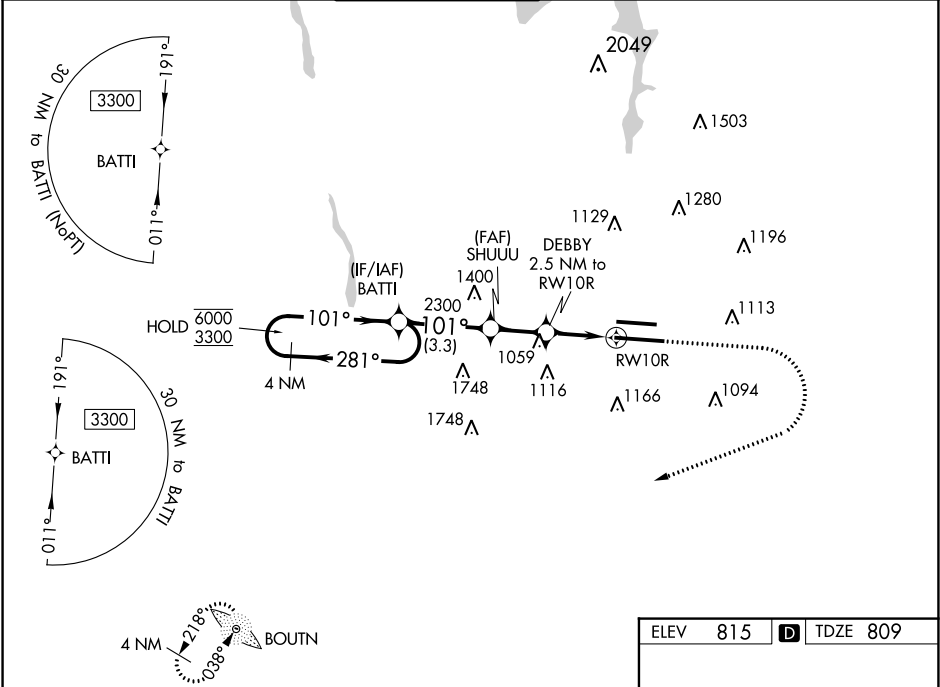


WAAS CH 99603 W10A	APP CRS 101°	Rwy Idg TDZE 809 Apt Elev 815	10113
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RNAV (GPS) Y RWY 10R

JOHN GLENN COLUMBUS INTL (CMH)

RNP APCH.					
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. Simultaneous approach authorized.</div></div></div></div></div>				<div><div><div>MALSR</div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div></div> <div>MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct BU LOM and hold.</div>	
<div>D-ATIS</div> <div>124.6</div>	<div>COLUMBUS APP CON</div> <div>125.95 371.975</div>	<div>COLUMBUS TOWER</div> <div>132.7 257.8</div>	<div>GND CON</div> <div>121.9 348.6</div>	<div>CLNC DEL</div> <div>126.3</div>	<div>CPDLC</div>



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).		1400	3000	BU
6000 ← 281° 3300 → 101°		BATTI	SHUUU	DEBBY	2.5 NM to RW10R	*1.4 NM to RW10R
GP 3.00° TCH 54		2300	2300	2300	2.5 NM to RW10R	*1.4 NM to RW10R
		3.3 NM	2 NM	1.1 NM	1.4 NM	
CATEGORY	A	B	C	D		
LPV DA	1009/18		200 (200-½)			
LNAV/VNAV DA	1194/35		385 (400-⅝)			
LNAV MDA	1320/24	511 (600-½)	1320/55	511 (600-1)		
CIRCLING	1340-1	525 (600-1)	1520-2 705 (800-2)	1520-2¼ 705 (800-2¼)		

