

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

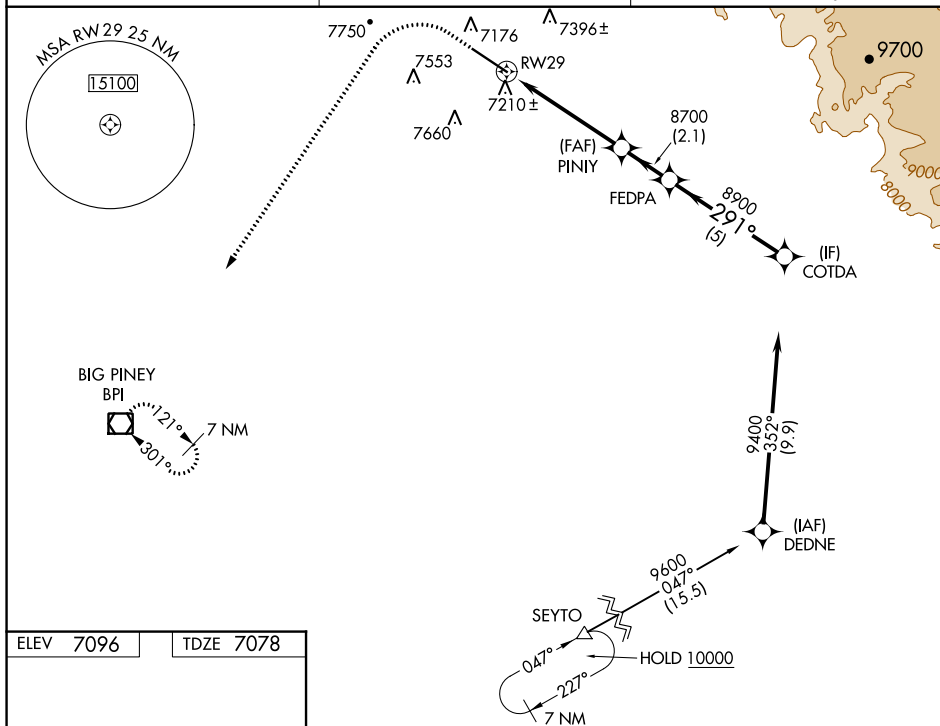
**⚠** Baro-VNAV NA. When local altimeter setting not received, use Big Piney altimeter setting and increase LPV DA to 7386 feet and all visibilities  $\frac{1}{4}$  SM; increase LNAV/VNAV DA to 7664 feet and all visibilities  $\frac{1}{8}$  SM; increase all MDA 60 feet and LNAV Cats C/D visibility  $\frac{1}{4}$  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 BPI VOR/DME and hold.

AWOS-3 <b>118.325</b>	SALT LAKE CENTER <b>128.35 239.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 7096		TDZE 7078
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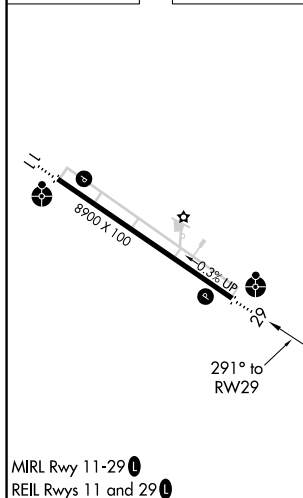


Diagram illustrating the VGSI and RNAV glidepath not coincident (VGSI Angle 2.83/TCH 40). The diagram shows a horizontal ground line with a vertical axis on the left. A solid line represents the RNAV glidepath, and a dashed line represents the VGSI glidepath. The RNAV glidepath has a 291° angle. Key points include RW29, 1.5 NM, 3.5 NM, 2.1 NM, 5 NM, and 8700. The VGSI glidepath is 2.83/TCH 40. The diagram also shows the COTDA (COTDA 9400) and GP 3.00° TCH 55.