

WAAS
CH **81913**
W05A

APP CRS
047°

Rwy Idg
TDZE **1184**
Apt Elev **1201**

AL-5369 (FAA)

RNAV (GPS) RWY 5

SHENANDOAH VALLEY RGNL (SHD)

RNP APCH.

▼

▲

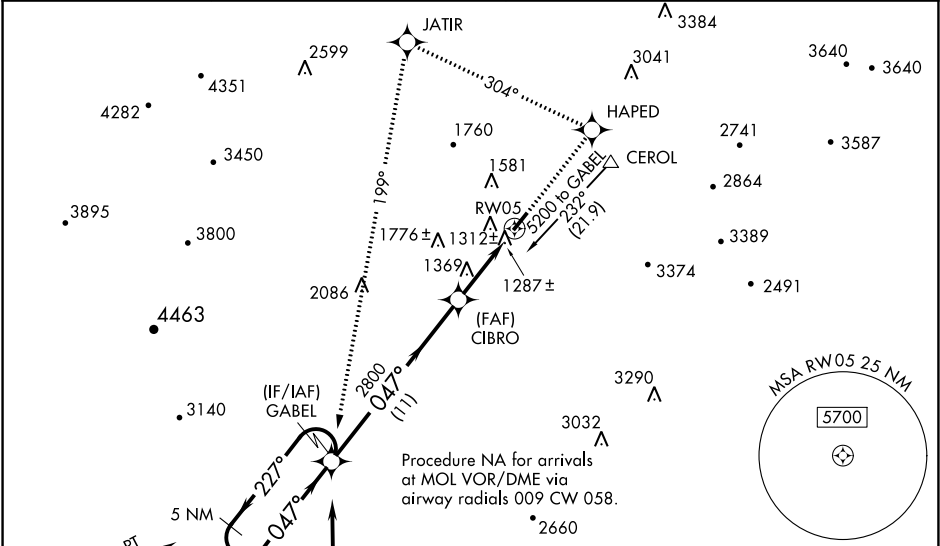
For inoperative MALSRS when using Charlottesville altimeter setting, increase LPV visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats ½ SM, LNAV Cat C/D ¼ SM, Circling Cat C ½ SM and Cat D ¼ SM.

MALSRS

AS

MISSED APPROACH: Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

AWOS-3 124.925	POTOMAC APP CON 132.85 323.125	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
--------------------------	--	---------------------------	---------------------------------



ELEV 1201

D

TDZE 1184

5 NM Holding Pattern

GABEL

5200

←227°

→047°

GP 3.00°

TCH 56

5200

↑

HAPED

↖tr 304°

JATIR

↖tr 199°

GABEL

↖tr 199°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).

*1.2 NM to RW05

*LNNAV only.

11 NM

3.7 NM

1.2

CATEGORY	A	B	C	D
LPV DA	1384-½ 200 (200-½)			
LNAV/VNAV DA	1563-¾ 379 (400-¾)			
LNAV MDA	1620-½ 436 (500-½)	1620-¾ 436 (500-¾)	1620-1 436 (500-1)	
CIRCLING	1660-1 459 (500-1)	1760-1 559 (600-1)	1900-2 699 (700-2)	2060-2¾ 859 (900-2¾)

REIL Rwy 23 0

HIRL Rwy 5-23 0