

WAAS CH 82205 W25A	APP CRS 246°	Rwy Idg 5002 TDZE 2240 Apt Elev 2275
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RNAV (GPS) RWY 25

SOMERSET COUNTY (2G9)

NA Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, VNAV/VNAV NA below -19°C (-2°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 14-32. When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats and VNAV/VNAV all Cats visibility ½ mile and increase VNAV Cat C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 5600 direct
KAVGY and hold.

AWOS-3P 133.8	JOHNSTOWN APP CON ★ 121.2 299.2	UNICOM 122.8 (CTAF) 0
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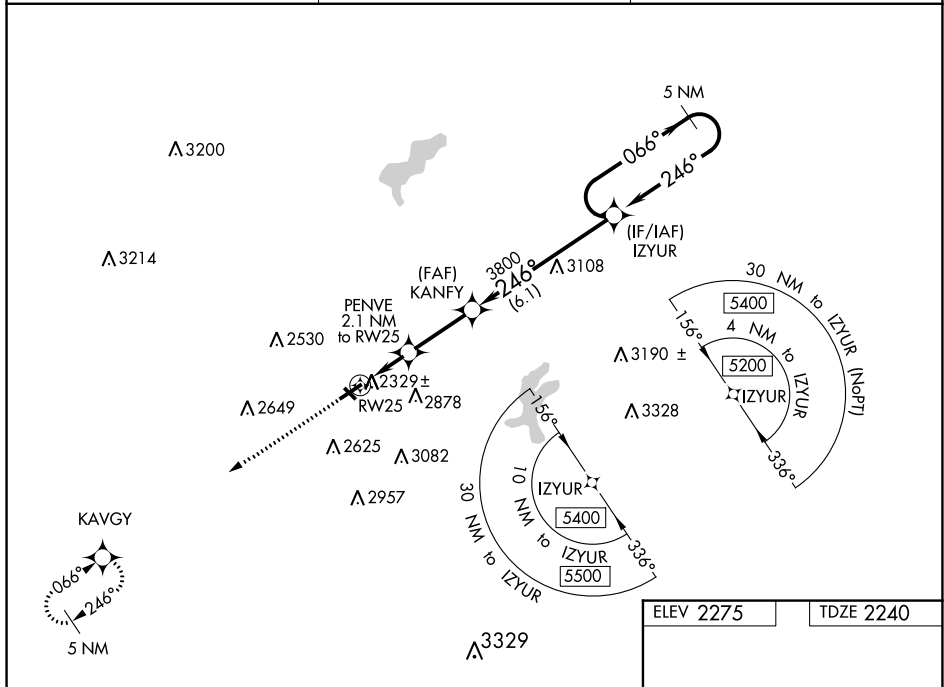


Diagram illustrating the IZUR 5 NM Holding Pattern. The pattern is a racetrack shape. The inbound leg is from IZUR to KANFY (3800) at 246°. The outbound leg is from KANFY to IZUR at 066°. The holding pattern is 5 NM. The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 29). The holding pattern is 5 NM. The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 29).

