

WAAS CH <b>40402</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE <b>234</b> Apt Elev <b>234</b>	<b>11759</b>
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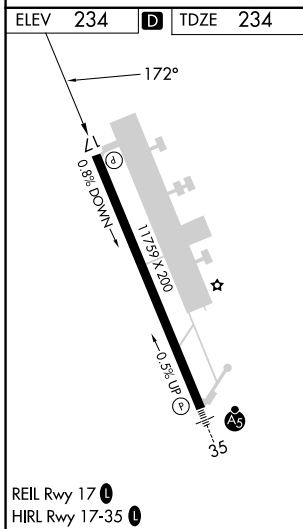
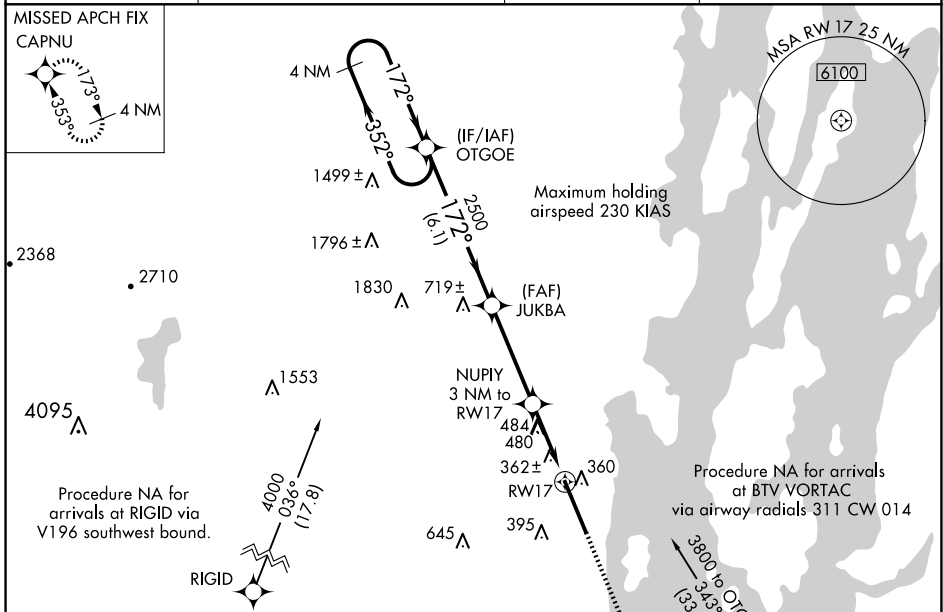
# RNAV (GPS) RWY 17

PLATTSBURGH INTL (PBG)

**NA** When local altimeter setting not received, use Patrick Leahy Burlington Intl altimeter setting and increase all DA 54 feet, all MDA 60 feet, LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C, D and E visibility ¼ mile and Circling Cat C/D visibility ¼ mile. VDP NA when using Patrick Leahy Burlington Intl altimeter setting. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 3100 direct CAPNU and hold.

ASOS <b>132.225</b>	BURLINGTON APP CON * <b>121.1 278.8</b>	CLNC DEL <b>121.85</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 234	TDZE 234	VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00/TCH 40).		3100	CAPNU
4 NM Holding Pattern		OTGOE	JUKBA	NUPIY 3 NM to RWY 17	*1.4 NM to RWY 17
3500 ← 352° → 172° → 172° → 2500		*1240		RWY 17	
GP 3.00° TCH 54		← 6.1 NM → ← 3.8 NM → ← 1.6 NM → ← 1.4 NM →			
CATEGORY	A	B	C	D	E
LPV DA	561-1 327 (400-1)				
LNAV/VNAV DA	706-1 5/8 472 (500-1%)				
LNAV MDA	740-1	506 (600-1)	740-1 3/8	506 (600-1%)	
CIRCLING	740-1	506 (600-1)	800-1 1/2	960-2 1/4	1100-3
			566 (600-1 1/2)	726 (800-2 1/4)	866 (900-3)

NE-2, 23 JAN 2025 to 20 FEB 2025

NE-2, 23 JAN 2025 to 20 FEB 2025