

WAAS CH 40125 W31A	APP CRS 315°	Rwy Idg 5500 TDZE 814 Apt Elev 814
--	------------------------	---

RNAV (GPS) RWY 31
CANANDAIGUA (TUA)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase LPV DA to 1146, LNAV/VNAV DA to 1328 and all MDA 100 feet; increase all Cats visibility LPV to 1½ mile, LNAV/VNAV to 1¾ mile and LNAV Cat C visibility to 1¾ mile and Circling Cat C visibility to 2½ mile. Rwy 31 helicopter visibility reduction below ¾ SM NA. Circling Rwy 13 NA at night. Baro-VNAV and VDP NA when using Greater Rochester altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3700 direct BUCHH and hold.

AWOS-3P 118.675	ROCHESTER APP CON 119.55 269.6	UNICOM 122.8 (CTAF) 0
---------------------------	--	--

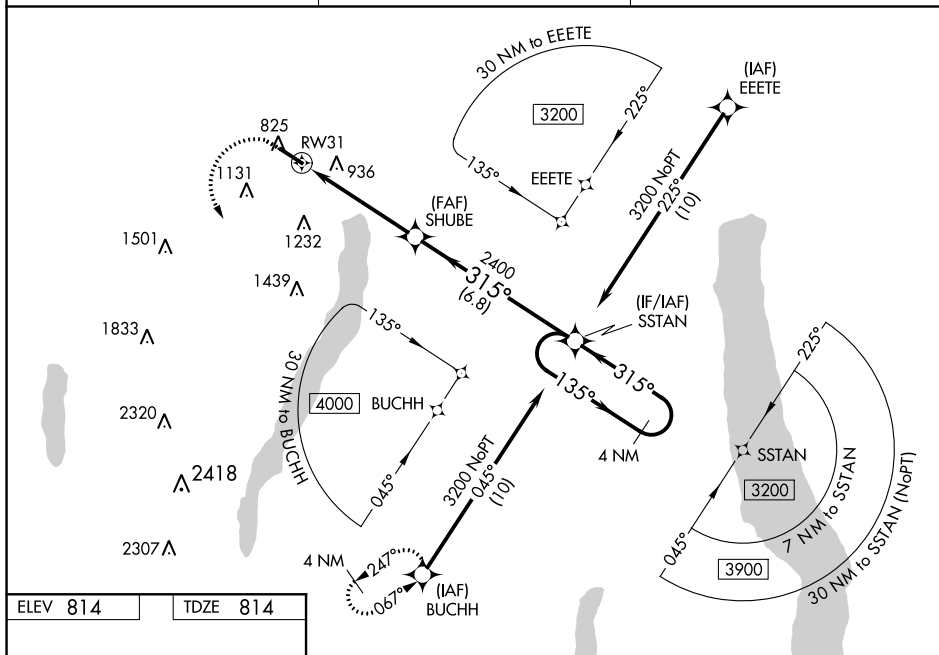


Diagram illustrating the RW31 holding pattern. The pattern is defined by a 4 NM Holding Pattern. The diagram shows the pattern's geometry with distances of 1.4 NM, 3.5 NM, and 6.8 NM. The pattern is labeled 'RW31' and 'SHUBE 2400'. The diagram also shows the pattern's orientation relative to the runway (RW31) and the holding pattern (Holding Pattern). The diagram includes a scale bar for 5500 X 100 and a 0.4% UP slope. The diagram also shows the pattern's orientation relative to the runway (RW31) and the holding pattern (Holding Pattern).