

23334

ILS Y or LOC Y RWY 29R
FRESNO YOSEMITE INTL (FAT)

MISSED APPROACH: Climb to 800 then climbing right turn to 5500 on heading 330° and FRA VORTAC R-222 to NIVEE INT/FRA 8 DME and hold, continue climb-in-hold to 5500.

MISSED APCH FIX
NIVEE INT
FRA 8
114.2 HYP
R-094
Chan 89
115.6 FRA
Chan 103
R-222
042°
222°

LOCALIZER 111.3
I-FAT
Chan 50

ALTERNATE MISSED APCH FIX
BLEAR PXN 29.5
114.2 HYP
R-061
Chan 73
112.6 PXN
R-061
Chan 73
061°

FRIANT
115.6 FRA
Chan 103

Procedure NA for arrivals at FRA VORTAC on V230 northeast bound.

ZEMUX FRA 18
4700
155°
R-155
3000
155°
1800
292°
16.5
HOLD 6000/2800
min 292°
112°
R-155

STORI I-FAT 6.1
440 ±
505
432

SANGO INT I-FAT 12.6
(IF/IAF)

ALTTA I-FAT 24.1
(IAF)
2800 NoPT
(11.5)

MSA FRA 25 NM
120°
320°
12000
4700

ELEV 336
D TDZE 29R 333
TDZE 29L 331

Figure 1 illustrates a 4D flight path visualization. The top left shows a 3D perspective view of a runway layout with various taxiways and runways labeled (e.g., 362, 371, 391, 363, 291, 404). The top right shows a 2D plan view of the same flight path, including a 3D visualization of the glidepath (GS 3.00° TCH 55) and a 2D visualization of the glidepath (GS 3.00° TCH 55). The bottom part of the figure shows a table of flight path parameters for different categories (A, B, C, D, E).

CATEGORY	A	B	C	D	E
S-ILS 29R	533/18 200 (200-½)				
S-LOC 29R	700/24 367 (400-½)	700/35 367 (400-⅝)			
SIDESTEP 29L	700/55 369 (400-1)	700-1½ 369 (400-1½)	700-2 369 (400-2)		
C CIRCLING	820-1 484 (500-1)	920-1½ 584 (600-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)	

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SW-2, 22 FEB 2024 to 21 MAR 2024