

WAAS

CH **58300**

W35A

APP CRS

347°

Rwy Idg

5999

TDZE

550

Apt Elev

550

RNAV (GPS) RWY 35

OUTLAW FLD (CKV)

RNP APCH - GPS.

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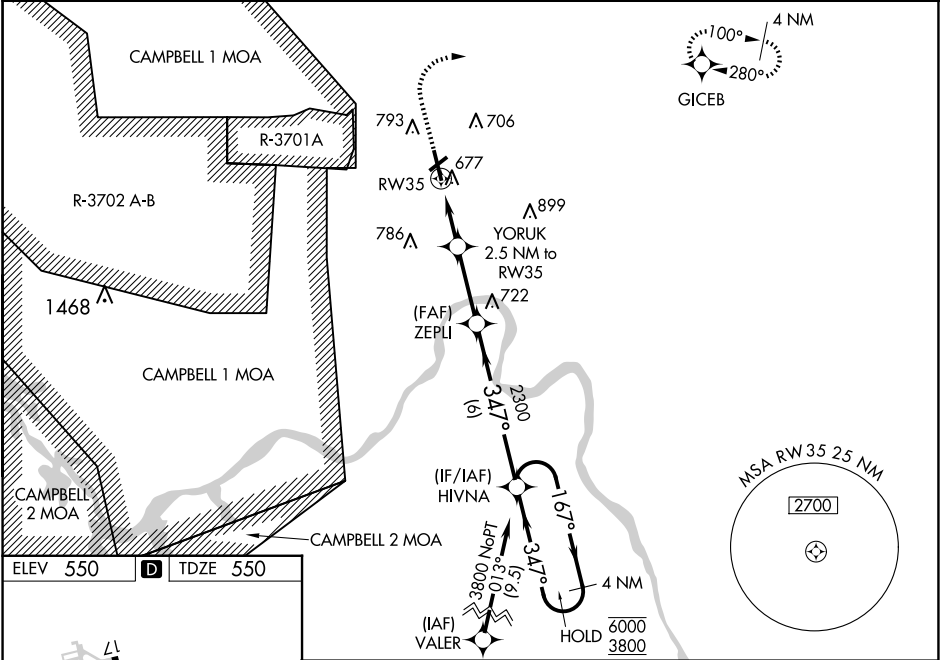
Circling Rwy 5, 17, 23 NA at night. Baro-VNAV and VDP NA when using Campbell AAF (Fort Campbell) altimeter setting. Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Circling NA W of Rwy 17-35. For inop ALS, increase LNAV/VNAV all Cats visibility to $\frac{7}{8}$ SM. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

MALS

MISSED APPROACH:

Climb to 1000 then climbing right turn to 3000 direct GICEB and hold.

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8(CTAF) 0
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ELEV 550

D

TDZE 550

REIL Rwy 17 0

MIRL Rwy 17-35

1000	3000	GICEB	ZEPLI	HIVNA
↑	↻		2300	167° → 6000
			YORUK 2.5 NM to RW35	← 347° 3800
			1.1 NM to RW35	4 NM Holding Pattern
			1380	GP 3.00°
				TCH 50
				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).
1.1 NM	1.4 NM	2.8 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA		805- $\frac{3}{4}$	255 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		838- $\frac{3}{4}$	288 (300- $\frac{3}{4}$)	
LNAV MDA	940- $\frac{3}{4}$	390 (400- $\frac{3}{4}$)	940- $\frac{7}{8}$	390 (400- $\frac{7}{8}$)
CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1 $\frac{1}{2}$ 470 (500-1 $\frac{1}{2}$)	1200-2 650 (700-2)