

WAAS CH 72625 W23A	APP CRS 229°	Rwy Idg TDZE 582 Apt Elev 589
--	------------------------	---

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF')

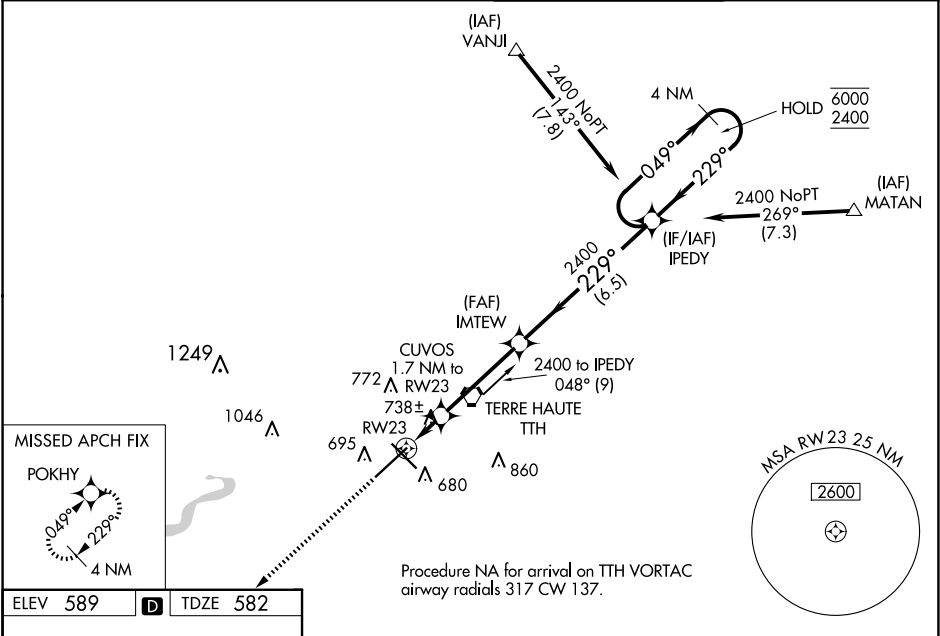
RNP APCH.

ASR

Baro-VNAV and VDP NA when using Paris altimeter setting. Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats $\frac{1}{8}$ SM, increase LNAV and Circling Cats C/D visibilities $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 2600 direct POKHY and hold.

ATIS 127.5 269.375	HULMAN APP CON 125.45 339.8	HULMAN TOWER 134.725 322.475	GND CON 121.6 348.6
------------------------------	---------------------------------------	--	-------------------------------



ELEV 589	D	TDZE 582
----------	----------	----------

2600 POKHY

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 50°).

4 NM Holding Pattern

GP 3.00°
TCH 55°

1160*

1.2 NM 0.5 NM 3.8 NM 6.5 NM

CATEGORY A B C D

LPV DA 890-7 $\frac{7}{8}$ 308 (400-7 $\frac{7}{8}$)

LNAV/VNAV DA 874-7 $\frac{7}{8}$ 292 (300-7 $\frac{7}{8}$)

LNAV MDA 1000-1 418 (500-1) 1000-1 $\frac{1}{8}$ 418 (500-1 $\frac{1}{8}$)

C CIRCLING 1040-1 451 (500-1) 1220-1 $\frac{3}{4}$ 631 (700-1 $\frac{3}{4}$) 1220-2 631 (700-2)

HIRL Rwy 5-23 and 14-32
REIL Rwy 14, 23 and 32