

WAAS CH 58300 W35A	APP CRS 347°	Rwy Ldg 5999 TDZE 550 Apt Elev 550
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RNAV (GPS) RWY 35

OUTLAW FLD (CKV)

RNP APCH - GPS.

▼ 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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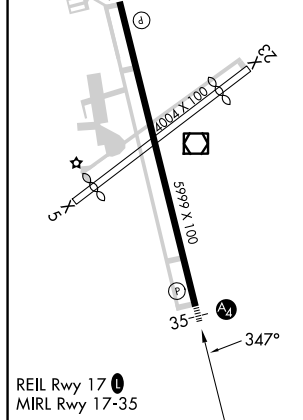
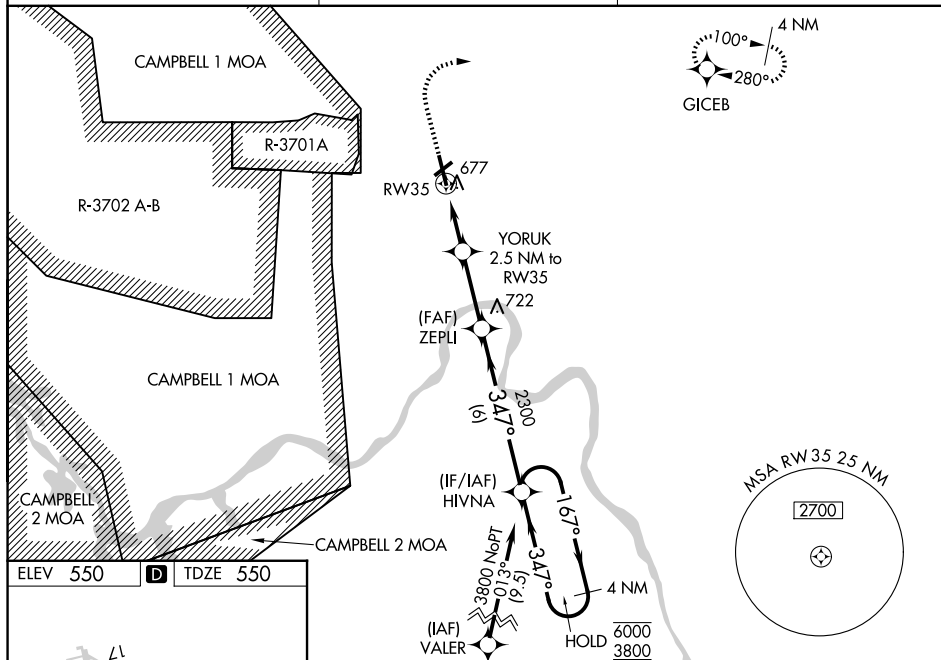


Diagram illustrating the RW35 instrument approach for GICEB. The approach path is shown with a 347° heading, starting from 6000/3800 MSL, passing through 2300 MSL, and ending at 1380 MSL. Key distances and altitudes are marked: 1.1 NM to RW35, 2.5 NM to RW35, and 2.8 NM to the runway. The diagram also shows the VGSB and RNAV glidepath (VGSB Angle 3.00/TCH 54) and the 4 NM Holding Pattern (GP 3.00° TCH 50).