

WAAS CH 77706 W23B	APP CRS 230°	Rwy Ldg 11200 TDZE 783 Apt Elev 796
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RNAV (GPS) Y RWY 23R
INDIANAPOLIS INTL (IND)

T or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV CAT/D visibility to RVR 6000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

A **RVR 1800 authorized with use of FD or AP or HUD to DA.

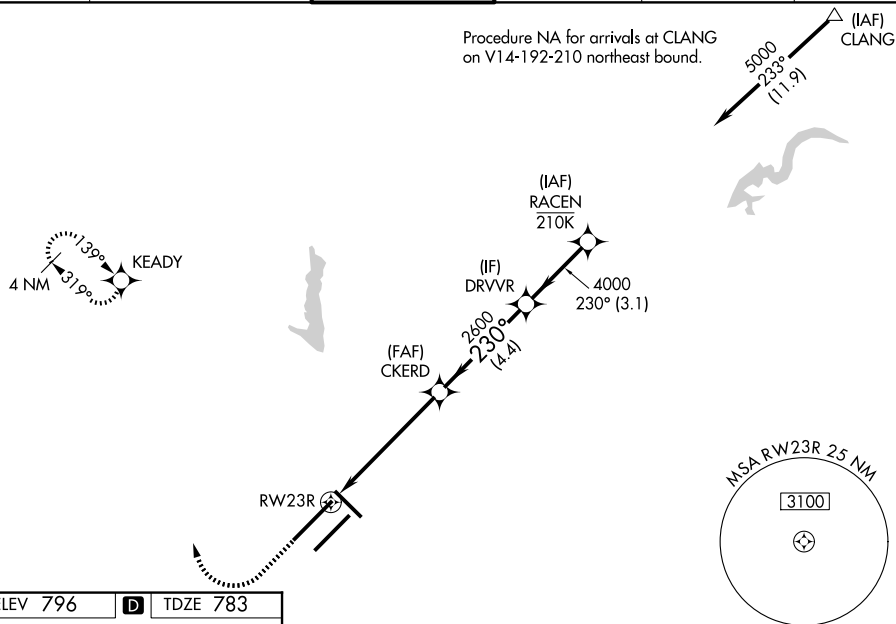
MALSR



MISSED APPROACH:
Climb to 1500 then
climbing right turn to
3000 direct KEADY
and hold.

D-ATIS 134.25	INDIANAPOLIS APP CON 128.175 317.8	INDY TOWER 120.9 251.1	GND CON 121.9	CLNC DEL 128.75 251.1	CPDLC
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Procedure NA for arrivals at CLANG
on V14-192-210 northeast bound.



ELEV 796	D	TDZE 783
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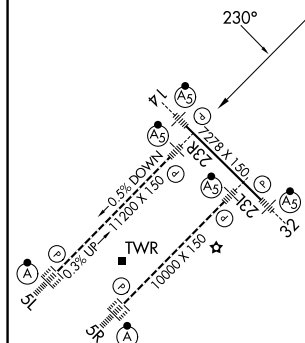


Figure 1 illustrates a scenario where the VGS and RNAV glidepaths are not coincident. The diagram shows a flight path starting from a runway (RW23R) and following a 230-degree heading. Key points include: 1.1 NM to RW23R, 4.4 NM to CKERD (2600), 4.4 NM to DRVVR (4000), and 3.1 NM to RACEN (5000). The VGS angle is 3.00 degrees TCH 55. The RNAV glidepath is shown as a dashed line. The diagram is divided into four categories: A, B, C, and D.

CATEGORY	A	B	C	D
LPV DA	**983/24 200 (200-½)			
RNAV/ VNAV DA	1165/40 382 (400-¾)			
RNAV MDA	1200/24 417 (500-½)	1200/40 417 (500-¾)		
CIRCLING	1420-1 624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)	