

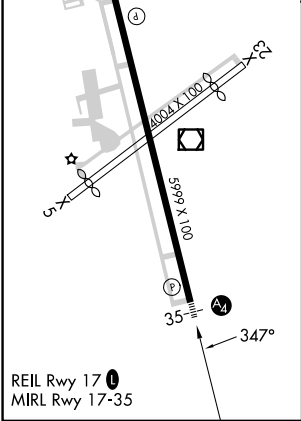
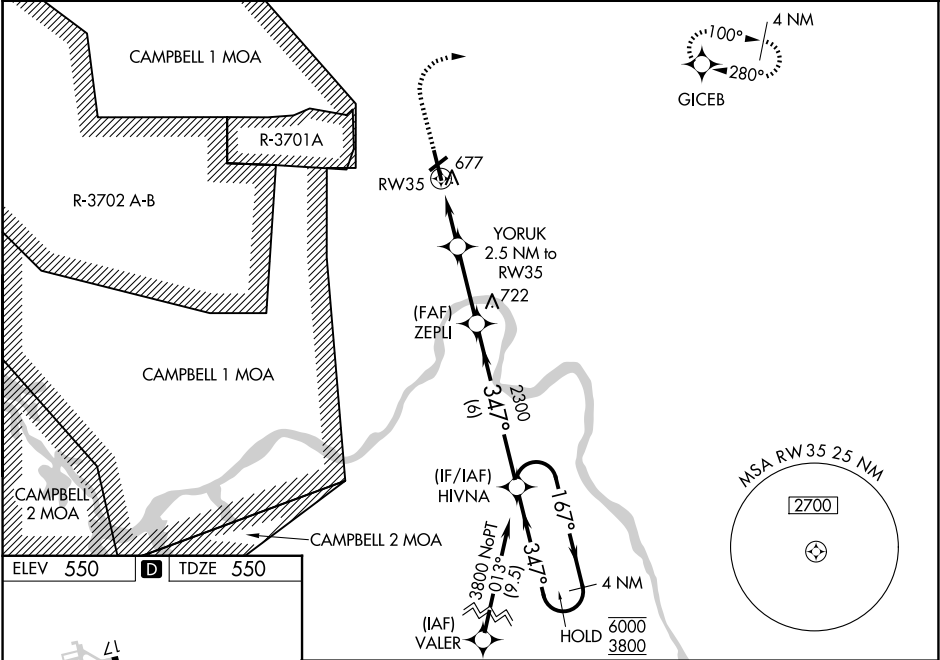
WAAS CH 58300 W35A	APP CRS 347°	Rwy Ldg 5999 TDZE 550 Apt Elev 550
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RNAV (GPS) RWY 35

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.
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ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8(CTAF) 0
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1000	3000	GICEB	ZEPLI	HIVNA	167°	6000	3800
↑	↶	✧	✧	✧	↶	↶	↶
RW35		YORUK 2.5 NM to RW35		ZEPLI 2300		HIVNA 2300	
1.1 NM to RW35		1.4 NM		2.8 NM		6 NM	
1380		1380		2300		2300	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).	
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)			