

WAAS CH <b>97606</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Ldg TDZE <b>826</b> Apt Elev <b>826</b>	<b>6050</b>
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RNAV (GPS) RWY 27

GOSHEN MUNI (GSH)

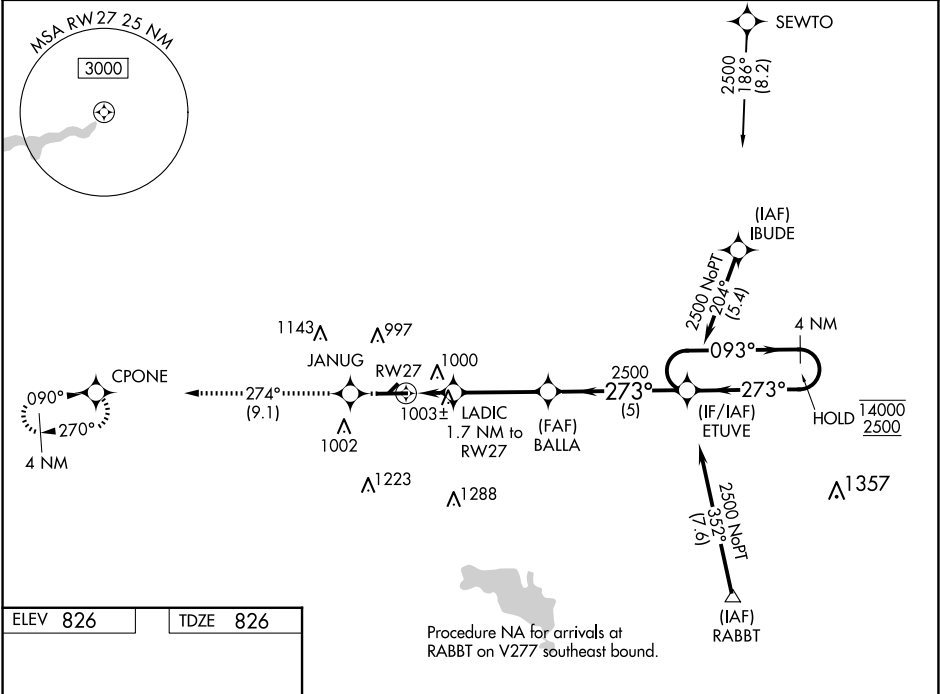
RNP APCH - GPS.

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Baro-VNAV and VDP NA when using ASW altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwy 5 and 23. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use ASW altimeter setting and increase LPV DA to 1251 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1346 feet. Increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat D ¼ SM.

MISSED APPROACH:  
Climb to 2500 direct JANUG and on 274° track to CPONE and hold.

ASOS <b>121.45</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	CLNC DEL <b>125.25</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV 826      TDZE 826

HIRL Rwy 9-27 0

REIL Rwy 9 and 27 0

2500	JANUG	CPONE				
↑	tr 274°		BALLA	ETUVE	4 NM Holding Pattern	
1.2 NM to RW27		1.7 NM to RW27	2500	273°	093° → 14000	
1400			2500	← 273°	2500	GP 3.00° TCH 49
1.2 NM		0.5	3.4 NM	5 NM		
CATEGORY	A		B		C	D
LPV DA	1212-1⅛		386 (400-1⅛)			
LNAV/VNAV DA	1307-1⅛		481 (500-1⅛)			
LNAV MDA	1260-1	434 (500-1)	1260-1¼	434 (500-1¼)	1260-1½	434 (500-1½)
CIRCLING	1300-1	474 (500-1)	1320-1	494 (500-1)	1500-2	734 (800-2¼)
					674 (700-2)	734 (800-2¼)