

WAAS CH <b>50223</b> <b>W23A</b>	APP CRS <b>235°</b>	Rwy Idg <b>5004</b> TDZE <b>921</b> Apt Elev <b>921</b>
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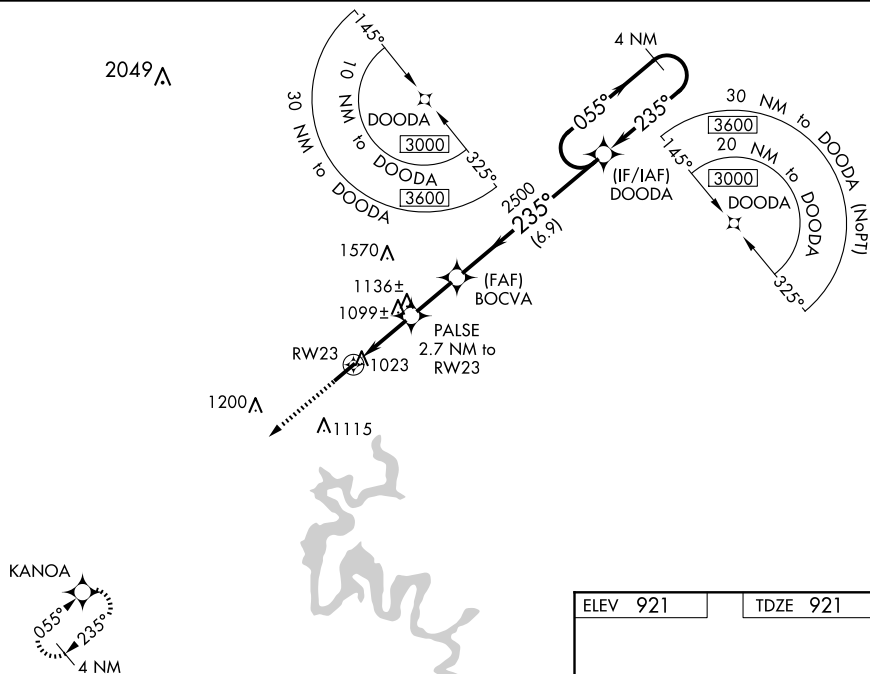
## RNAV (GPS) RWY 23

TAYLOR COUNTY (AAS)

**Baro-VNAV NA** when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility  $\frac{1}{4}$  mile, increase LNAV/VNAV all Cats visibility  $\frac{3}{8}$  mile, increase LNAV Cats C and D visibility  $\frac{1}{4}$  mile, and increase Circling Cats C visibility  $\frac{1}{4}$  mile and Cat D visibility  $\frac{1}{2}$  mile. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct  
KANOA and hold.

AWOS-3 <b>121.125</b>	INDIANAPOLIS CENTER <b>124.625 353.65</b>	UNICOM <b>122.7 (CTAF) 0</b>
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3000 KANOA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 40).

RNAV (L) glidepath not coincident (VGSI Angle 3.25/TCH 40)

RNAV (T) glidepath not coincident (VGSI Angle 3.25/TCH 40)

4 NM Holding Pattern

DOODA

055° → 3000

← 235°

235°

2500

BOCVA

2500

235°

2500

1820

2.7 NM

2.1 NM

6.9 NM

RW23

PAUSE 2.7 NM to RW23

GP 3.00° TCH 48

CATEGORY	A	B	C	D
LPV DA	1177- <sup>3</sup> / <sub>4</sub>	256 (300- <sup>3</sup> / <sub>4</sub> )		
RNAV/ VNAV DA	1366-1 <sup>1</sup> / <sub>2</sub>	445 (500-1 <sup>1</sup> / <sub>2</sub> )		
RNAV MDA	1360-1	439 (500-1)	1360-1 <sup>1</sup> / <sub>4</sub>	439 (500-1 <sup>1</sup> / <sub>4</sub> )
<b>C</b> CIRCLING	1380-1 459 (500-1)	1400-1 479 (500-1)	1480-1 <sup>1</sup> / <sub>2</sub> 559 (600-1 <sup>1</sup> / <sub>2</sub> )	1660-2 <sup>1</sup> / <sub>4</sub> 739 (800-2 <sup>1</sup> / <sub>4</sub> )

