

WAAS CH <b>72625</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Idg TDZE <b>582</b> Apt Elev <b>589</b>
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RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF')

RNP APCH.

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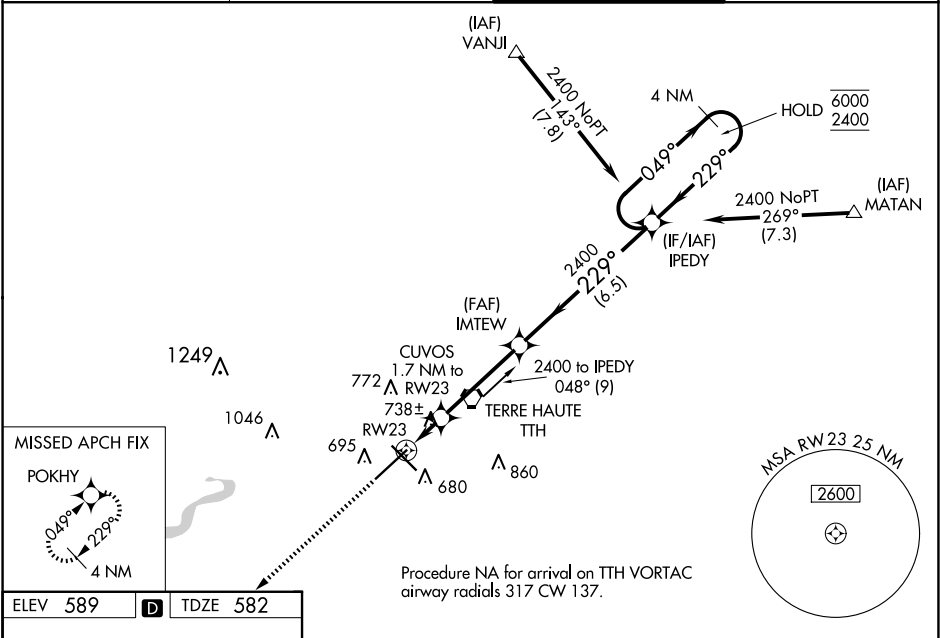
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ASR

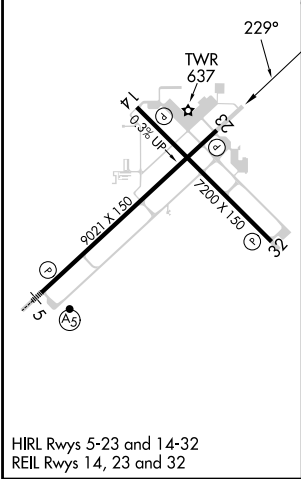
Baro-VNAV and VDP NA when using Paris altimeter setting. Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats  $\frac{1}{8}$  SM, increase LNAV and Circling Cats C/D visibilities  $\frac{1}{4}$  SM.

MISSED APPROACH:  
Climb to 2600 direct POKHY and hold.

ATIS <b>127.5 269.375</b>	HULMAN APP CON <b>125.45 339.8</b>	HULMAN TOWER <b>134.725 322.475</b>	GND CON <b>121.6 348.6</b>
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ELEV 589	<b>D</b>	TDZE 582
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2600 ↑	POKHY 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).	4 NM Holding Pattern	
*LNAV only	CUVOS 1.7 NM to RW23	IMTEW 2400	IPEDY	
	*1.2 NM to RW23	229°	049°→ 6000 ← 229° 2400	
1.2 NM 0.5 NM	1160*	2400	GP 3.00° TCH 55	
CATEGORY	A	B	C	D
LPV DA	890-7 $\frac{7}{8}$ 308 (400-7 $\frac{7}{8}$ )			
LNAV/ VNAV DA	874-7 $\frac{7}{8}$ 292 (300-7 $\frac{7}{8}$ )			
LNAV MDA	1000-1	418 (500-1)	1000-1 $\frac{1}{8}$	418 (500-1 $\frac{1}{8}$ )
CIRCLING	1040-1	451 (500-1)	1220-1 $\frac{3}{4}$ 631 (700-1 $\frac{3}{4}$ )	1220-2 631 (700-2)