

WAAS CH <b>63021</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Ldg TDZE Apt Elev <b>775</b> <b>775</b>
--	------------------------	---

RNAV (GPS) RWY 23

GREATER CUMBERLAND RGNL (CBE)

⚠

⚠

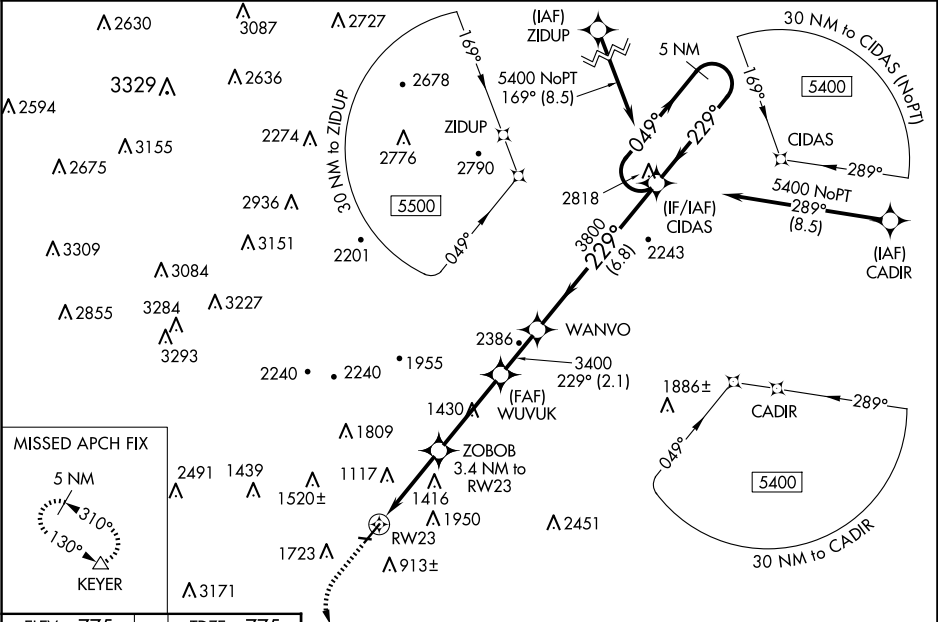
⚠

-14°C

Circling NA NW of Rwy 5-23. Baro-VNAV and VDP NA when using Winchester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winchester altimeter setting and increase all DAs/MDAs 100 feet; increase all LPV visibilities ¼ SM. Rwy 5, 29 helicopter visibility reduction below 1 SM NA. Circling Rwy 5, 29 NA at night. # Missed approach requires minimum climb of 424 feet per NM to 1950.

MISSED APPROACH: Climb to 1220 then climbing left turn to 5000 direct KEYER and hold, continue climb-in-hold to 5000.

AWOS-3 <b>128.625</b>	JOHNSTOWN APP CON ★ <b>121.2 299.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	---	---------------------------------



ELEV 775	TDZE 775	1220	5000	KEYER	VGSI and RNAV glidepath not coincident (VGSI Angle 3.59°/TCH 29°).	CIDAS	5 NM Holding Pattern
		*LNAV only.		ZOBOB 3.4 NM to RW23	WUVUK 3400	WANVO	049° → 5400
		*2.6 NM to RW23					← 229°
		*2080			3800		GP 3.50° TCH 55
		2.6 NM		0.8 NM	3.5 NM	2.1 NM	6.8 NM
		CATEGORY		A	B	C	D
		#LPV		DA	NA	1088-7/8 313 (400-7/8)	NA
		LPV		DA	1025-3/4 250 (300-3/4)	2168-5 1393 (1400-5)	NA
		LNAV/VNAV		DA	1930-4 1155 (1200-4)		NA
		LNAV		MDA	1780-1 1/4 1005 (1100-1 1/4)	1780-1 1/2 1005 (1100-1 1/2)	1780-3 1005 (1100-3)
		CIRCLING		1780-1 1/4 1005 (1100-1 1/4)	2140-1 1/2 1365 (1400-1 1/2)	2260-3 1485 (1500-3)	NA