

WAAS CH <b>77602</b> <b>W24A</b>	APP CRS <b>242°</b>	Rwy ldg TDZE Apt Elev	<b>5131</b> <b>2684</b> <b>2684</b>
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RNAV (GPS) RWY 24

LONESOME PINE (LNP)

RNP APCH.

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Circling to Rwy 6 NA at night. Rwy 24 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Inop table does not apply to LPV all Cats and LNAV Cats A/B. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1½ SM and LNAV Cat C/D visibility to 1¾ SM.

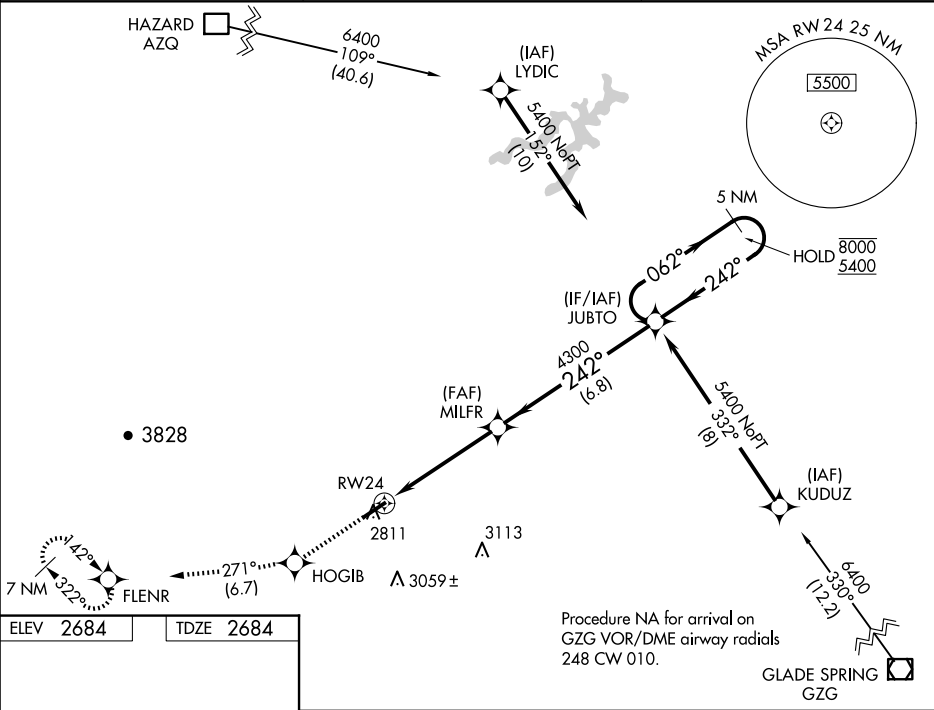
ODALS

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MISSED APPROACH:

Climb to 6400 direct HOGIB and on track 271° to FLENR and hold, continue climb-in-hold to 6400.

AWOS-3 <b>118.6</b>	INDIANAPOLIS CENTER <b>126.575 257.85</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 2684

TDZE 2684

REIL Rwy 6 0

MIRL Rwy 6-24 0

6400	HOGIB	tr 271°	FLENR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).	
*LNAV only				JUBTO	5 NM Holding Pattern
CATEGORY	A		B	C	D
LPV DA	2962-1		278 (300-1)		
LNAV/ VNAV DA	3112-1½		428 (500-1½)		
LNAV MDA	3140-1	456 (500-1)	3140-1½	456 (500-1½)	
CIRCLING	3240-1 556 (600-1)	3360-1 676 (700-1)	3360-2 676 (700-2)	3560-2¾ 876 (900-2¾)	