

WAAS CH <b>70413</b> <b>W32A</b>	APP CRS <b>320°</b>	Rwy Idg <b>3899</b> TDZE <b>782</b> Apt Elev <b>783</b>
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RNAV (GPS) RWY 32  
CHILICOTHE MUNI (CHT)

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RNP APCH

**T** Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.  
**A** NA Rwy 32 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 Kansas City Intl altimeter setting and increase LPV DA to 1329 and LNAV/VNAV DA to 1335 and all MDA 200 feet, increase all LPV visibilities  $\frac{3}{4}$  SM and LNAV/VNAV visibilities  $\frac{1}{2}$  SM.

**MISSED APPROACH:** Climb to 2900 direct NOUE and hold.

AWOS-3 <b>118.175</b>	KANSAS CITY CENTER <b>125.25 235.975</b>	UNICOM <b>122.8 (CTAF) 0</b>
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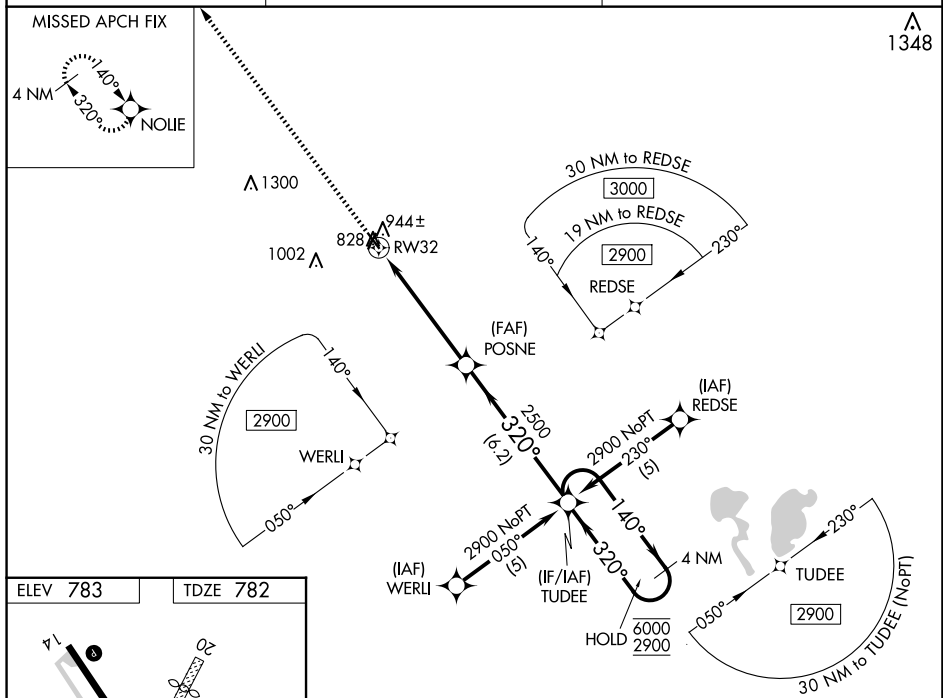


Diagram illustrating a 4 NM Holding Pattern for a VGS and RNAV glidepath. The diagram shows a holding pattern with a 140° inbound and 320° outbound. Key points include POSNE (2500), TUDEE, and RW32. The glidepath is 3.00° TCH 44. The diagram also shows the VGS and RNAV glidepaths not coincident, with a 3.50° angle. The diagram includes a scale bar with 1.1 NM, 4.1 NM, and 6.2 NM segments.