

WAAS CH 97630 W23A	APP CRS 234°	Rwy Idg 3520 TDZE 969 Apt Elev 977
--	------------------------	---

RNAV (GPS) RWY 23

T A NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDA 60 feet; increase LNAV Cats C/D visibility $\frac{1}{8}$ SM, increase LP Cats C/D visibility $\frac{1}{4}$ SM, and increase Circling Cats C/D visibility $\frac{1}{4}$ SM. When VGSi inop, Straight-in/Circling Rwy 23 procedure NA at night. Transition to Rwy 05 NA at night.	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct ZETAV and hold.
---------------------------------	---	---

AWOS-3 118.175	INDIANAPOLIS CENTER 135.575 290.5	UNICOM 123.05 (CTAF) 
-------------------	--------------------------------------	---

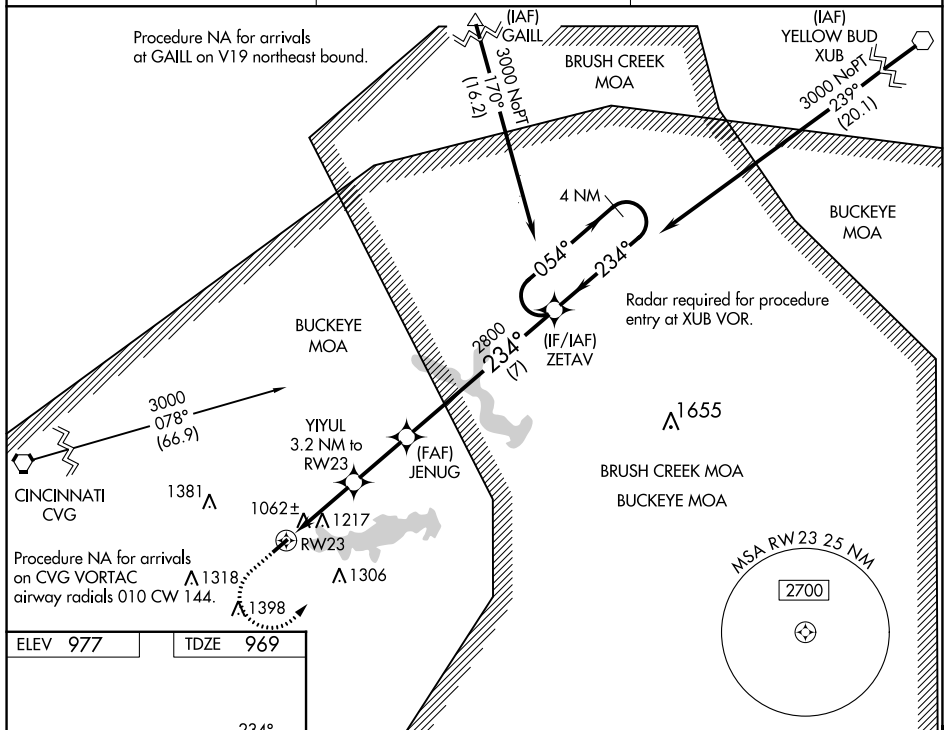


Diagram illustrating the RW23 approach procedure. The approach is a 1.3% UP climb. The diagram shows the 3.2 NM segment from the start of the approach to RW23, followed by the 2.5 NM segment to the JENUG intersection, and the 7 NM segment to the 4 NM Holding Pattern. The holding pattern is a 4 NM Holding Pattern with a 054° heading and a 234° turn. The diagram also shows the VGS1 and descent angles not coincident (VGS1 Angle 4.00/TCH 32).