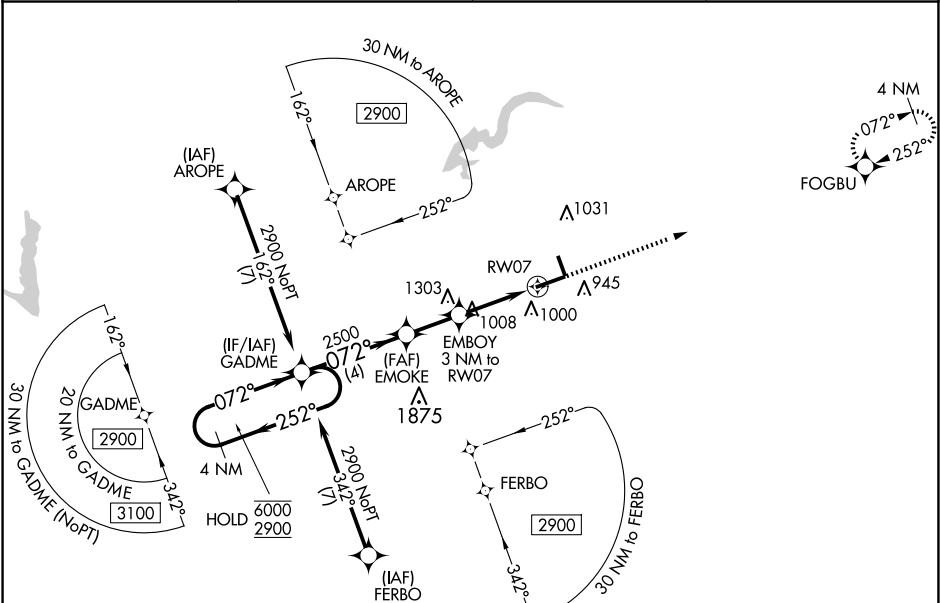


WAAS CH 69646 W07A	APP CRS 072°	Rwy Idg TDZE Apt Elev	6005 862 862
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RNAV (GPS) RWY 7

INDIANAPOLIS RGNL (MQJ)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2700 direct FOGBU and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 7 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using IND altimeter setting. When local altimeter setting not received, use IND altimeter setting and increase LPV DA to 1271 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1194 feet and all visibilities ½ SM; increase all MDAs 60 feet and LNAV visibility Cat C and D ¼ SM.			
AWOS-3PT 124.175	INDIANAPOLIS APP CON 127.15 317.8	CINC DEL 119.25	UNICOM 122.975 (CTAF) 0



		ELEV 862		TDZE 862	
4 NM Holding Pattern 6000 ← 252° 2900 → 072° GP 3.00° TCH 40		GADME 2500 EMOKE 2500 EMBOY 3 NM to RW07 1.1 NM to RW07 RW07		2700 FOGBU	
		4 NM 2 NM 1.9 NM 1.1 NM			
CATEGORY	A	B	C	D	
LPV DA	1216-1		354 (400-1)		
LNAV/VNAV DA	1139-7/8		277 (300-7/8)		
LNAV MDA	1260-1	398 (400-1)	1260-1 1/8	398 (400-1 1/8)	

Diagram illustrating the approach path for Runway 34, showing distances (4 NM, 2 NM, 1.9 NM, 1.1 NM) and altitudes (2500, 2700) relative to the runway (RW07). The path is marked with headings 252° and 072°. A 2500 ft altitude is indicated at EMOKE. A 2700 ft altitude and FOGBU (Fog Buoy) are also shown. The diagram includes a compass rose and a scale bar.

Diagram illustrating the REIL (Runway End Identifier Lights) and MRL (Middle Runway Lights) for Runways 7 and 34. The diagram shows a 6005 x 100 ft runway layout. The diagram includes a compass rose and a scale bar.

REIL Rws 7 and 34
 MRL Rwy 16-34
 HIRL Rwy 7-25

