

WAAS
CH **72625**
W23A

APP CRS
229°

Rwy Idg
TDZE **582**
Apt Elev **589**

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF')

RNP APCH.

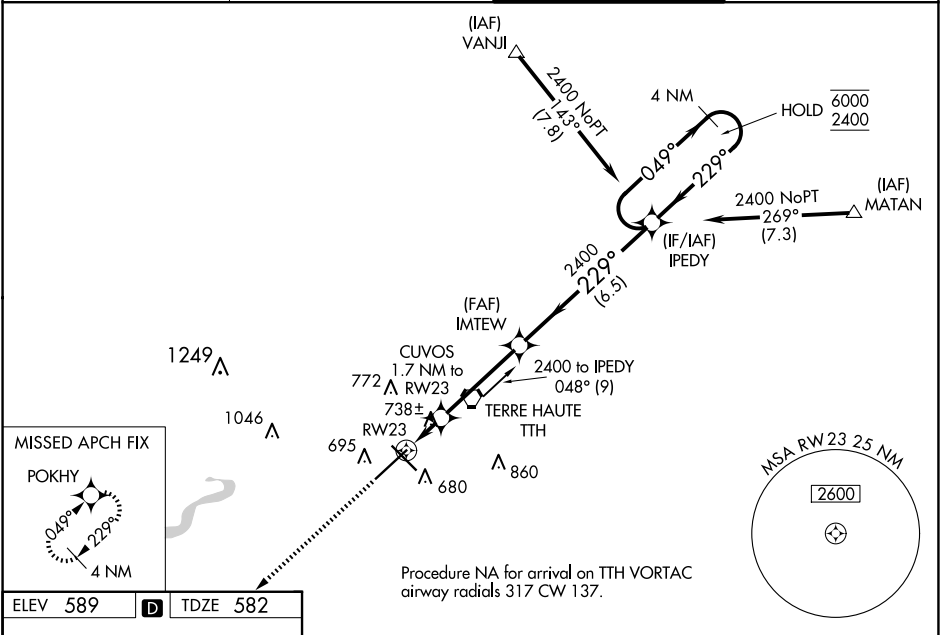
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ASR

Baro-VNAV and VDP NA when using Paris altimeter setting. Rwy 23 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 Paris altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats $\frac{1}{8}$ SM, increase LNAV and Circling Cats C/D visibilities $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 2600 direct POKHY and hold.

ATIS 127.5 269.375	HULMAN APP CON 125.45 339.8	HULMAN TOWER 134.725 322.475	GND CON 121.6 348.6
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ELEV 589

D

TDZE 582

2600 POKHY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 50°).

*LNAV only

CUVOS 1.7 NM to RW23

*1.2 NM to RW23

RW23

1160*

1.2 NM 0.5 NM

3.8 NM

6.5 NM

IMTEW 2400

IPEDY

049° 6000

229° 2400

GP 3.00° TCH 55

4 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA	890-7 $\frac{7}{8}$ 308 (400-7 $\frac{7}{8}$)			
LNAV/VNAV DA	874-7 $\frac{7}{8}$ 292 (300-7 $\frac{7}{8}$)			
LNAV MDA	1000-1	418 (500-1)	1000-1 $\frac{1}{8}$	418 (500-1 $\frac{1}{8}$)
C CIRCLING	1040-1	451 (500-1)	1220-1 $\frac{3}{4}$ 631 (700-1 $\frac{3}{4}$)	1220-2 631 (700-2)