

WAAS CH 77834 W02A	APP CRS 023°	Rwy Idg 5000 TDZE 805 Apt Elev 812
--	------------------------	---

RNAV (GPS) RWY 2

RNP APCH - GPS.

T Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using SBN altimeter setting. When local altimeter setting not received, use SBN altimeter setting: increase LPV DA to 1151 feet and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 1274 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 60 feet and LNAV visibility Cat C and D $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 2500 direct
BOOTE and hold.

AWOS-3PT 119.825	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 123.0 (CTAF) 0
----------------------------	---	---------------------------------

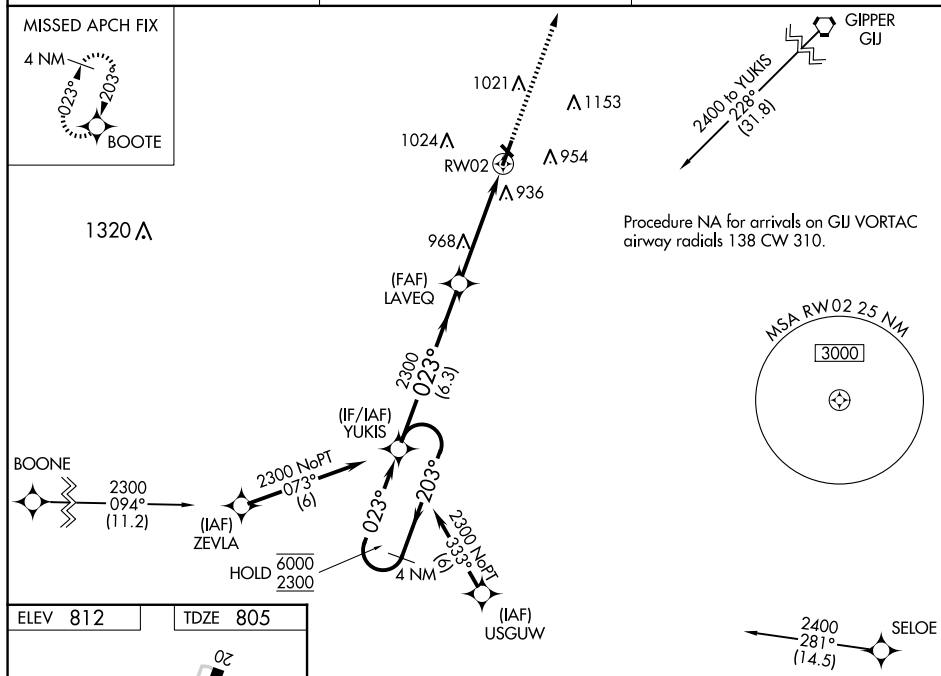


Diagram illustrating the intersection of Reil Rwy 2, 14, 20, and 32, and Mirl Rwy 2-20 and 14-32. The diagram shows a 023° bearing and a 0.4% UP 0.32 grade. A star symbol is also present.

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 24).

CATEGORY	A	B	C	D
LPV DA		1098- $\frac{7}{8}$	293 (300- $\frac{7}{8}$)	
LNAV/ VNAV DA		1221-1 $\frac{1}{8}$	416 (500-1 $\frac{1}{8}$)	
LNAV MDA	1220-1	415 (500-1)	1220-1 $\frac{1}{8}$	415 (500-1 $\frac{1}{8}$)
C CIRCLING	1320-1	508 (600-1)	1560-2 $\frac{1}{4}$ 748 (800-2 $\frac{1}{4}$)	1560-2 $\frac{1}{2}$ 748 (800-2 $\frac{1}{2}$)