

WAAS CH 90429 W23A	APP CRS 233°	Rwy Ldg TDZE Apt Elev	5801 650 651
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RNAV (GPS) RWY 23

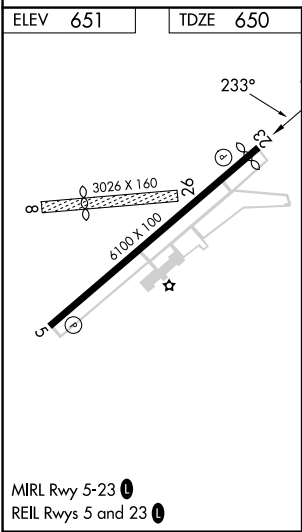
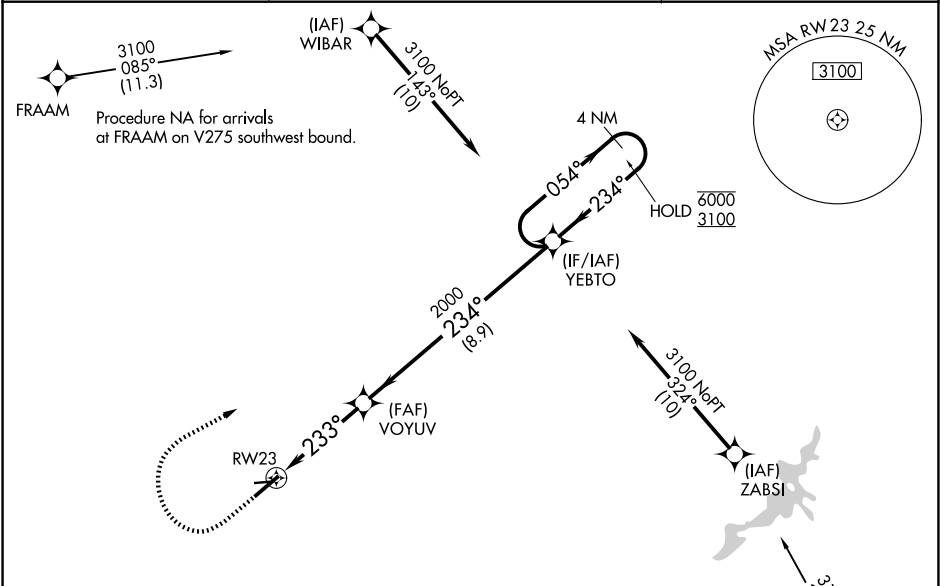
MIDDLETOWN RGNL/HOOK FLD (MWO)

RNP APCH.

Circling NA to Rwy 8 and 26. Circling Rwy 5 NA at night.
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.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 direct YEBTO and hold.

AWOS-3PT 120.025	COLUMBUS APP CON 118.85 269.275	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals at PRUDE on T217 south bound and on V5 southwest bound. 1800  3100  YEBTO  VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26). ELEV 651 TDZE 650 PRUDE  4 NM Holding Pattern YEBTO 054° → 6000 ← 234° 3100 GP 3.00° TCH 45  RW23  1.8 NM  233°  234°  VOYUV  2000  2000  8.9 NM  2.3 NM <table><tr><th colspan="2">CATEGORY</th><th colspan="2">A</th><th colspan="2">B</th><th colspan="2">C</th><th colspan="2">D</th></tr><tr><td colspan="2">LPV DA</td><td colspan="2"></td><td colspan="2">986-1$\frac{1}{8}$</td><td colspan="2">336 (400-1$\frac{1}{8}$)</td><td colspan="2"></td></tr><tr><td colspan="2">LNAV/VNAV DA</td><td colspan="2"></td><td colspan="2">1083-1$\frac{1}{2}$</td><td colspan="2">433 (500-1$\frac{1}{2}$)</td><td colspan="2"></td></tr><tr><td colspan="2">LNAV MDA</td><td colspan="2">1140-1</td><td colspan="2">490 (500-1)</td><td colspan="2">1140-1$\frac{3}{8}$</td><td colspan="2">490 (500-1$\frac{3}{8}$)</td></tr><tr><td colspan="2">CIRCLING</td><td colspan="2">1380-1</td><td colspan="2">729 (800-1)</td><td colspan="2">1720-3 1069 (1100-3)</td><td colspan="2">1840-3 1189 (1200-3)</td></tr></table>					CATEGORY		A		B		C		D		LPV DA				986-1 $\frac{1}{8}$		336 (400-1 $\frac{1}{8}$)				LNAV/VNAV DA				1083-1 $\frac{1}{2}$		433 (500-1 $\frac{1}{2}$)				LNAV MDA		1140-1		490 (500-1)		1140-1 $\frac{3}{8}$		490 (500-1 $\frac{3}{8}$)		CIRCLING		1380-1		729 (800-1)		1720-3 1069 (1100-3)		1840-3 1189 (1200-3)	
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