

WAAS CH 50438 W19A	APP CRS 189°	Rwy Ldg TDZE 779 Apt Elev 779
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RNAV (GPS) RWY 19

PERU MUNI (I76)

RNP APCH.

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Rwy 19 Helicopter visibility reduction below ¾ SM NA.

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NA

Baro-VNAV NA. Use Grissom ARB altimeter setting; when not received use Logansport altimeter setting and increase all DAs 8 feet.

MISSED APPROACH:
Climb to 3000 direct
TONUE and hold.

KGUS ATIS 132.55 270.8	GRISSOM APP CON ★ 121.05 338.275	UNICOM 122.8 (CTAF) 0
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The main approach chart illustrates the RNP APCH for RWY 19. It begins with DENAM at 2600 ft, 171° (24) NM. A procedure NA for arrival at DENAM on V371 northbound is noted. The path continues through BOZOS (IAF) at 2600 ft, 129° (6) NM, and CARKS (IAF) at 2600 ft, 249° (6) NM. A HOLD at 6000 ft, 009° is indicated. The path then proceeds through NETTY (IF/IAF) at 2600 ft, 189° (5.9) NM, and POXAE (FAF) at 1145 ft. The final segment is ASUDE at 2600 ft, 2.8 NM to RW19, with an 871± ft elevation. The chart also shows the TWELVE MILE EAST MOA, HILL TOP MOA, and MSA RW19 25 NM. A missed approach fix at TONUE is shown with a 3000 ft climb and a 4 NM hold.

The inset chart shows the vertical profile of the runway. It indicates an elevation of 779 ft and a TDZE of 779 ft. The profile shows a 61 ft climb to 189° and a 4400 x 75 ft runway. A 0.3% up grade is noted. The chart also shows the MRL Rwy 1-19 and REIL Rwy 1 and 19.

3000	TONUE	POXAE	NETTY	4 NM Holding Pattern
ASUDE 2.8 NM to RW19	ASUDE 2.8 NM to RW19	2600	2600	009° → 6000 ← 189° 2600 GP 3.00° TCH 40
* LNAV only.	* 1700	2600	2600	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).
2.8 NM	2.8 NM	5.9 NM		
CATEGORY	A	B	C	D
LPV	DA	1053-1	274 (300-1)	
LNAV/VNAV	DA	1074-1	295 (300-1)	
LNAV	MDA	1160-1	381 (400-1)	1160-1½ 381 (400-1½)
CIRCLING		1280-1	501 (600-1)	1500-2 721 (800-2) 1500-2¼ 721 (800-2¼)

PERU, INDIANA
Amdt 1B 30JAN20

40°47'N-86°09'W

PERU MUNI (I76)

RNAV (GPS) RWY 19

EC-2, 06 AUG 2026 to 03 SEP 2026

EC-2, 06 AUG 2026 to 03 SEP 2026