

WAAS CH 69329 W23A	APP CRS 227°	Rwy Idg 5405 TDZE 716 Apt Elev 725
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RNAV (GPS) RWY 23

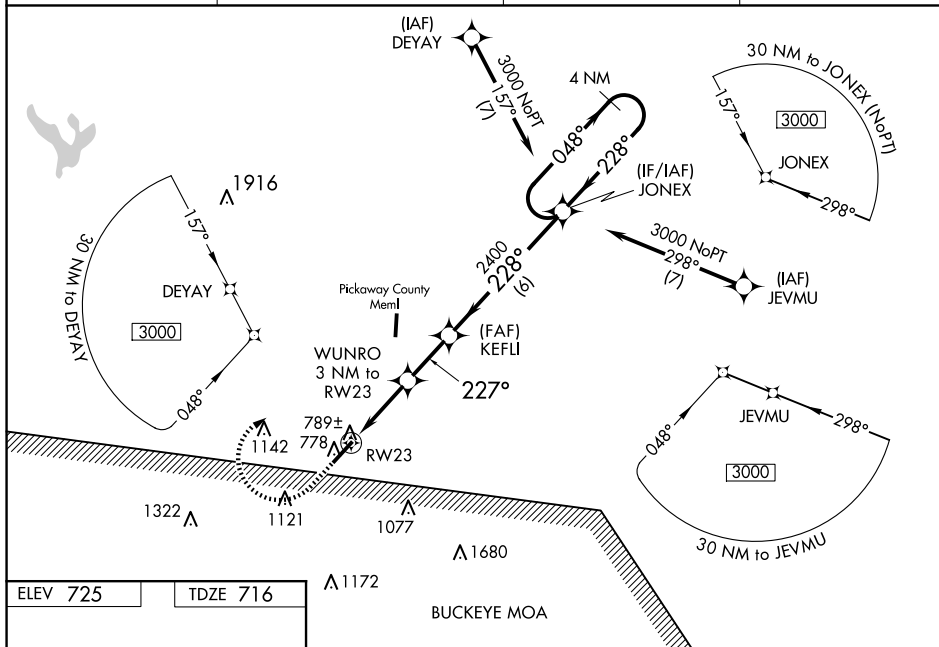
ROSS COUNTY (RZT)

RNP APCH - GPS.

- T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
- A** When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C and D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rickenbacker Intl altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 1500 then
climbing right turn to
3000 direct JONEX
and hold.

AWOS-3 119.225	COLUMBUS APP CON 134.0 279.6	UNICOM 122.8 (CTAF)	123.0
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The diagram illustrates the RW23 instrument landing system (ILS) and its associated data. It includes a 3D perspective view of the runway and a 2D plan view of the approach path.

3D Perspective View:

- Runway: 5405 X 100
- Approach Path: 227°
- Glideslope: 0.4% UP
- Visual Aids: Star symbol (VASI) and circle symbol (PAPI)

2D Plan View:

- WUNRO 3 NM to RW23:** A point 3 NM from the runway, with a 0.9 NM distance to the RW23.
- KEFLI 2400:** A point 2400 feet from the runway, with a 2.2 NM distance to the RW23.
- JONEX:** A point 4 NM from the runway, with a 6 NM distance to the RW23.
- Approach Path:** 227°
- Glideslope:** 0.4% UP
- Visual Aids:** Star symbol (VASI) and circle symbol (PAPI)

Table:

CATEGORY	A	B	C	D
LPV DA		966-3 $\frac{3}{4}$	250 (300-3 $\frac{3}{4}$)	
LNNAV/VNAV DA		1088-1 $\frac{1}{4}$	372 (400-1 $\frac{1}{4}$)	
LNNAV MDA		1040-1	324 (400-1)	
CIRCLING	1320-1 595 (600-1)	1380-1 655 (700-1)	1500-2 $\frac{1}{4}$ 775 (800-2 $\frac{1}{4}$)	1540-2 $\frac{3}{4}$ 815 (900-2 $\frac{3}{4}$)

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