

WAAS CH 70413 W32A	APP CRS 320°	Rwy Idg 3899 TDZE 782 Apt Elev 783
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RNAV (GPS) RWY 32
CHILICOTHE MUNI (CHT)

RNP APCH

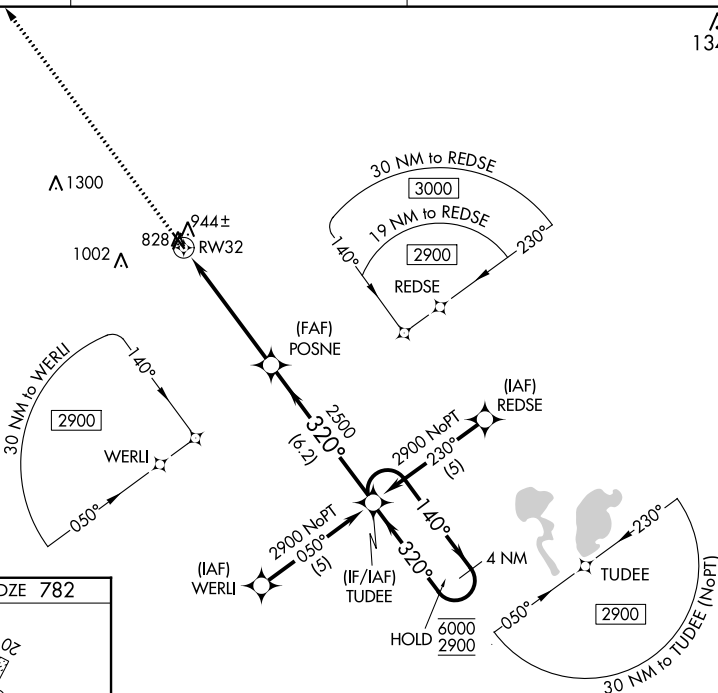
V Baro-VNAV and VDP NA when using Kansas City Inl altimeter setting.
A Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA between -16°C or above 54°C.
 When local altimeter setting not received, use Kansas City Inl altimeter setting and increase LPV DA to 1329 and LNAV/VNAV DA to 1335 and all MDA 200 feet, increase all LPV visibilities $\frac{3}{4}$ SM and LNAV/VNAV visibilities $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 2900 direct NOLIE and hold.

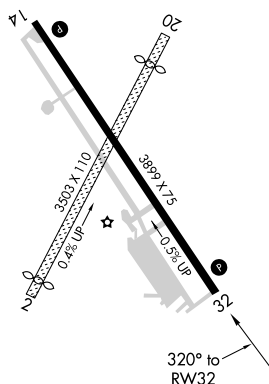

AWOS-3 118.175	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX

1348



ELEV 783		TDZE 782
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MIRL Rwy 14-32 

REIL Rwys 14 and 32 L

Diagram illustrating a VGS and RNAV glidepath not coincident (VGS Angle 3.50/TCH 44).

The diagram shows a 4 NM Holding Pattern at 2900 feet. The RNAV glidepath (GP 3.00° TCH 44) is 1.1 NM to RW32, then 4.1 NM to POSNE (2500 feet), and 6.2 NM to TUDEE. The VGS glidepath is 1.1 NM to RW32, then 320° to POSNE (2500 feet), and 140° to TUDEE. The VGS and RNAV glidepaths are not coincident.

CATEGORY	A	B	C	D
LPV DA	1148-1¼ 366 (400-1¼)			NA
RNAV/VNAV	1154-1½ 372 (400-1½)			NA
RNAV MDA	1200-1 418 (500-1)			NA

RNAV (GPS) RWY 32