

WAAS CH <b>97630</b> <b>W23A</b>	APP CRS <b>234°</b>	Rwy Idg <b>3520</b> TDZE <b>969</b> Apt Elev <b>977</b>
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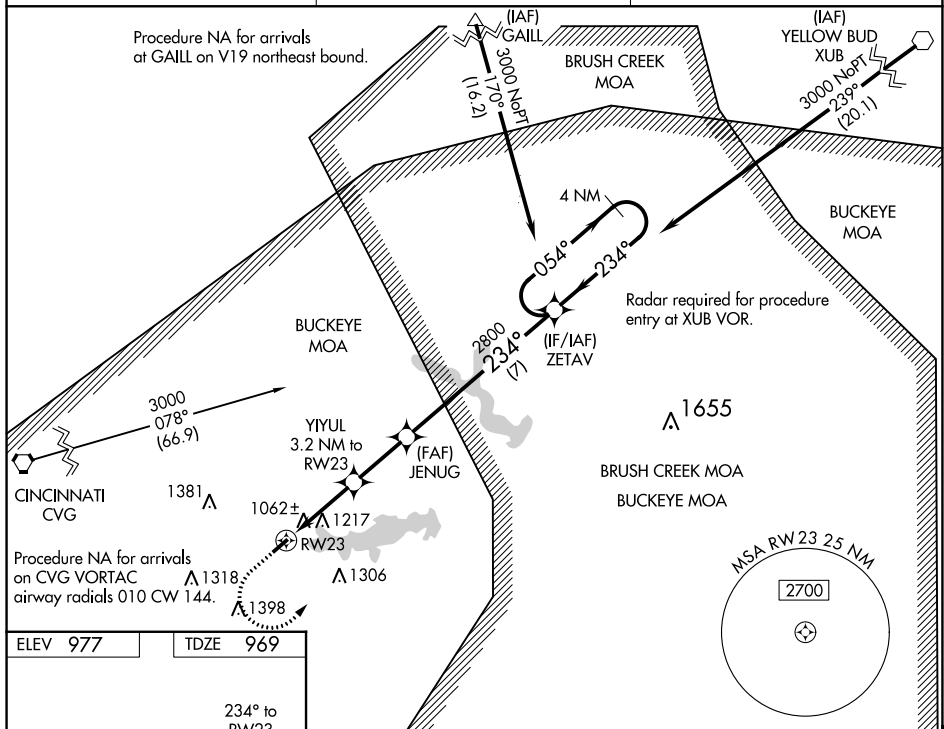
# RNAV (GPS) RWY 23

## HIGHLAND COUNTY (HOC)

**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDA 60 feet; increase LNAV Cats C/D visibility  $\frac{1}{8}$  SM, increase LP Cats C/D visibility  $\frac{1}{4}$  SM, and increase Circling Cats C/D visibility  $\frac{1}{4}$  SM. When VGSi inop, Straight-in/Circling Rwy 23 procedure NA at night. Circling to Rwy 05 NA at night.

**MISSED APPROACH:**  
Climb to 1600 then  
climbing left turn to 3000  
direct ZETAV and hold.

AWOS-3 118.175	INDIANAPOLIS CENTER 135.575 290.5	UNICOM 123.05 (CTAF) 
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ELEV 977		TDZE 969
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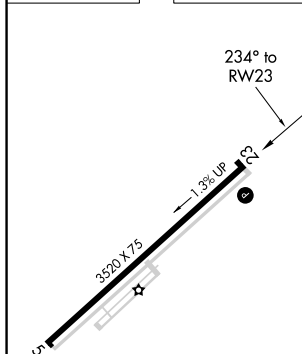


Figure 1 illustrates a flight profile with the following details:

- Altitudes:** 1600, 3000, 2000, 2800, and 4 NM Holding Pattern.
- Distances:** 3.2 NM from RW23 to YIYUL, 2.5 NM from YIYUL to JENUG, and 7 NM from JENUG to ZETAV.
- Angles:** 3.00° TCH 55 at JENUG, 234° climb angle, and 054° heading at the holding pattern.
- Notes:** VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 32).

CATEGORY	A	B	C	D
LP MDA	1320-1 351 (400-1)		1320-1 $\frac{1}{8}$ 351 (400-1 $\frac{1}{8}$ )	
LNAV MDA	1480-1 511 (600-1)		1480-1 $\frac{1}{8}$ 511 (600-1 $\frac{1}{8}$ )	
CIRCLING	1500-1 523 (600-1)	1520-1 543 (600-1)	1700-2 723 (800-2)	1700-2 $\frac{1}{4}$ 723 (800-2 $\frac{1}{4}$ )