

WAAS CH 58003 W14A	APP CRS 136°	Rwy Idg 5502 TDZE 583 Apt Elev 583
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RNAV (GPS) RWY 14

FREEMAN MUNI (SE.R)

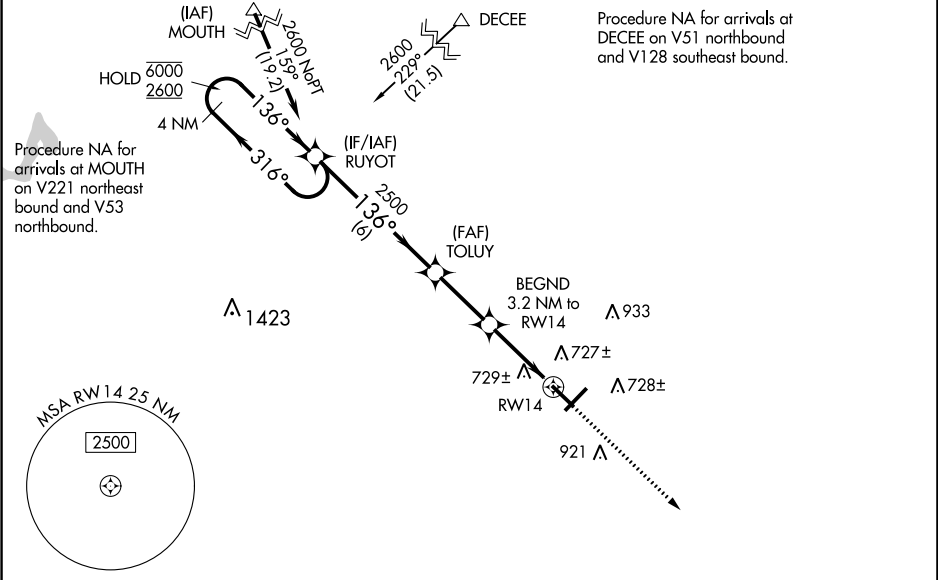
RNP APCH - GPS.

NA

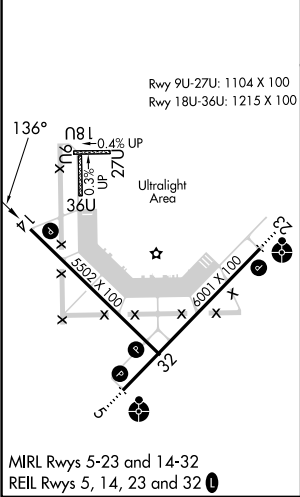
Baro-VNAV and VDP NA when using Louisville Muhammad Ali Intl altimeter setting. Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cats C/D visibility ¼ SM.

MISSED APPROACH:
Climb to 2400 direct ZEKAM and hold.

AWOS-3 119.425	INDIANAPOLIS CENTER 124.775 269.025	UNICOM 122.8 (CTAF)
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ELEV 583	TDZE 583
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4 NM Holding Pattern 6000 2600 ← 316° → 136° GP 3.00° TCH 40 ZEKAM 136° 316° 4 NM VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24). 2400 ↑ ZEKAM ✧ <tr><td colspan="10"> RUYOT TOLUY BEGND 2500 2500 3.2 NM to RW14 136° 1640 1.2 NM to RW14 1.2 NM RW14 6 NM 2.7 NM 2 NM 1.2 NM <tr><td colspan="2">CATEGORY</td><td colspan="2">A</td><td colspan="2">B</td><td colspan="2">C</td><td colspan="2">D</td></tr><tr><td colspan="2">LPV DA</td><td colspan="2"></td><td colspan="2">860-7⁸/₈</td><td colspan="2">277 (300-7⁸/₈)</td><td colspan="2"></td></tr><tr><td colspan="2">LNAV/ VNAV DA</td><td colspan="2"></td><td colspan="2">1037-1³/₈</td><td colspan="2">454 (500-1³/₈)</td><td colspan="2"></td></tr><tr><td colspan="2">LNAV MDA</td><td colspan="2">980-1</td><td colspan="2">397 (400-1)</td><td colspan="2">980-1¹/₈</td><td colspan="2">397 (400-1¹/₈)</td></tr><tr><td colspan="2">CIRCLING</td><td colspan="2">1040-1 457 (500-1)</td><td colspan="2">1100-1 517 (600-1)</td><td colspan="2">1300-2 717 (800-2)</td><td colspan="2">1300-2¹/₄ 717 (800-2¹/₄)</td></tr></td></tr>										RUYOT TOLUY BEGND 2500 2500 3.2 NM to RW14 136° 1640 1.2 NM to RW14 1.2 NM RW14 6 NM 2.7 NM 2 NM 1.2 NM <tr><td colspan="2">CATEGORY</td><td colspan="2">A</td><td colspan="2">B</td><td colspan="2">C</td><td colspan="2">D</td></tr> <tr><td colspan="2">LPV DA</td><td colspan="2"></td><td colspan="2">860-7⁸/₈</td><td colspan="2">277 (300-7⁸/₈)</td><td colspan="2"></td></tr> <tr><td colspan="2">LNAV/ VNAV DA</td><td colspan="2"></td><td colspan="2">1037-1³/₈</td><td colspan="2">454 (500-1³/₈)</td><td colspan="2"></td></tr> <tr><td colspan="2">LNAV MDA</td><td colspan="2">980-1</td><td colspan="2">397 (400-1)</td><td colspan="2">980-1¹/₈</td><td colspan="2">397 (400-1¹/₈)</td></tr> <tr><td colspan="2">CIRCLING</td><td colspan="2">1040-1 457 (500-1)</td><td colspan="2">1100-1 517 (600-1)</td><td colspan="2">1300-2 717 (800-2)</td><td colspan="2">1300-2¹/₄ 717 (800-2¹/₄)</td></tr>										CATEGORY		A		B		C		D		LPV DA				860-7 ⁸ / ₈		277 (300-7 ⁸ / ₈)				LNAV/ VNAV DA				1037-1 ³ / ₈		454 (500-1 ³ / ₈)				LNAV MDA		980-1		397 (400-1)		980-1 ¹ / ₈		397 (400-1 ¹ / ₈)		CIRCLING		1040-1 457 (500-1)		1100-1 517 (600-1)		1300-2 717 (800-2)		1300-2 ¹ / ₄ 717 (800-2 ¹ / ₄)	
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