

WAAS CH <b>86406</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg <b>10000</b> TDZE <b>790</b> Apt Elev <b>796</b>
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RNAV (GPS) Y RWY 23L  
INDIANAPOLIS INTL (IND)

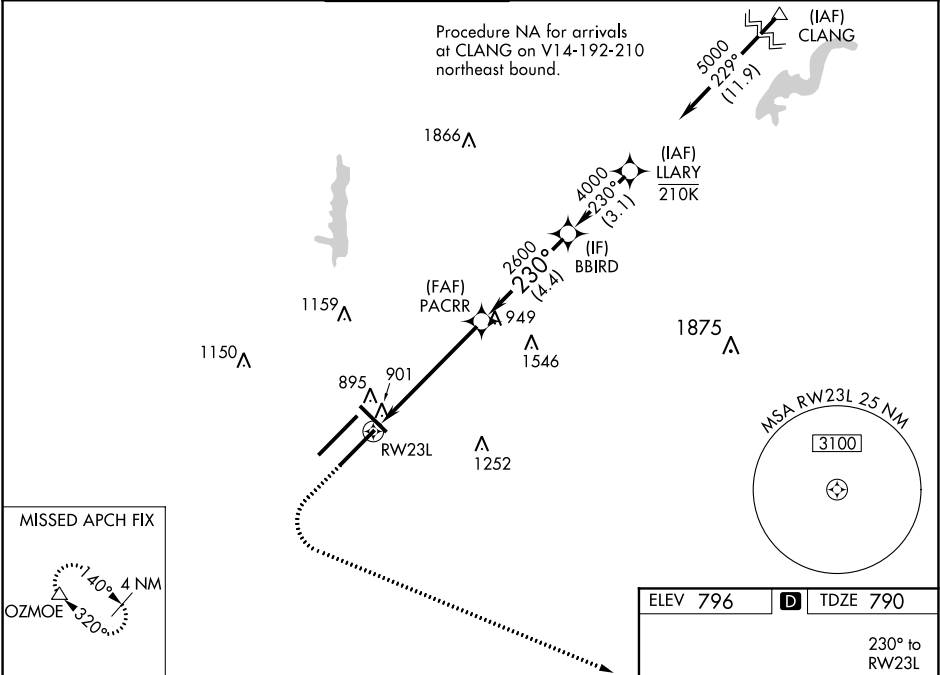
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cats C/D visibility to RVR 5500. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

**▲**

MALSR

MISSED APPROACH:  
Climb to 1500 then climbing left turn to 3000 direct OZMOE and hold.

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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1500

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3000

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OZMOE

△

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 75).

LLARY

5000

\* LNAV only.

\* 1 NM to RW23L

RW23L

1 NM

4.5 NM

4.4 NM

3.1 NM

PACRR

2600

BBIRD

2600

230°

4000

GP 3.00°

TCH 57

CATEGORY	A	B	C	D
LPV DA	** 990/24 200 (200-½)			
LNAV/VNAV DA	1078/24 288 (300-½)			
LNAV MDA	1160/24 370 (400-½)	1160/35 370 (400-¾)		
CIRCLING	1420-1 624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)	

