

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>99624</b><br><b>W05A</b> | APP CRS<br><b>047°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>132</b><br><b>133</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 5

WAYNE EXECUTIVE JETPORT (GWW)

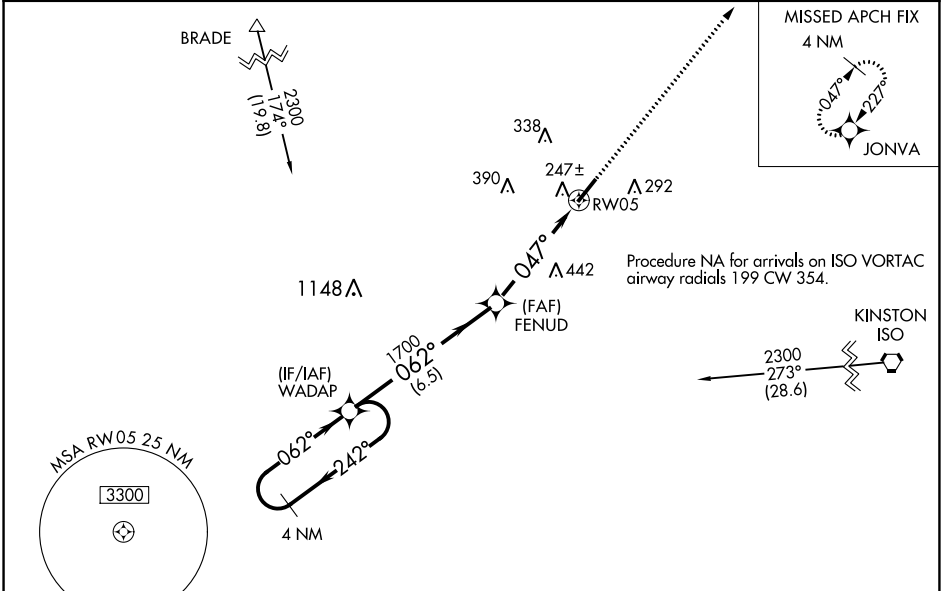
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Baro-VNAV NA when using Smithfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Smithfield altimeter setting. When local altimeter setting not received, use Smithfield altimeter setting and increase LPV DA to 490 feet, LNAV/VNAV DA to 462 feet, and all MDA 60 feet; increase LPV all Cats visibility to 1½ and LNAV/VNAV all Cats visibility to 1 mile.

MISSED APPROACH:  
Climb to 2000 direct JONVA and hold.

|                           |   |                                 |
|---------------------------|---|---------------------------------|
| AWOS-3P<br><b>118.975</b> | SEYMOUR JOHNSON APP CON ★<br><b>123.7 290.9</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|---------------------------|---|---------------------------------|



4 NM Holding Pattern WADAP 2300 242° 062° GP 3.00° TCH 60

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

2000 JONVA

\*1.3 NM to RW05 \*LNAV only

1700 1700 047° RW05 6.5 NM 3.5 NM 1.3 NM

| CATEGORY     | A                    | B                    | C                      | D                    |
|--------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA       |                      | 436-1                | 304 (400-1)            |                      |
| LNAV/VNAV DA |                      | 408-7/8              | 276 (300-7/8)          |                      |
| LNAV MDA     | 580-1                | 448 (500-1)          | 580-13/8               | 448 (500-13/8)       |
| CIRCLING     | 580-1<br>447 (500-1) | 600-1<br>467 (500-1) | 600-1½<br>467 (500-1½) | 700-2<br>567 (600-2) |

ELEV 133 TDZE 132

193 5600 X 100 047° to RW05

MIRL Rwy 5-23 0

REIL Rwy 5 and 23 0