

WAAS CH <b>69210</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg TDZE <b>872</b> Apt Elev <b>878</b>
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RNAV (GPS) RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

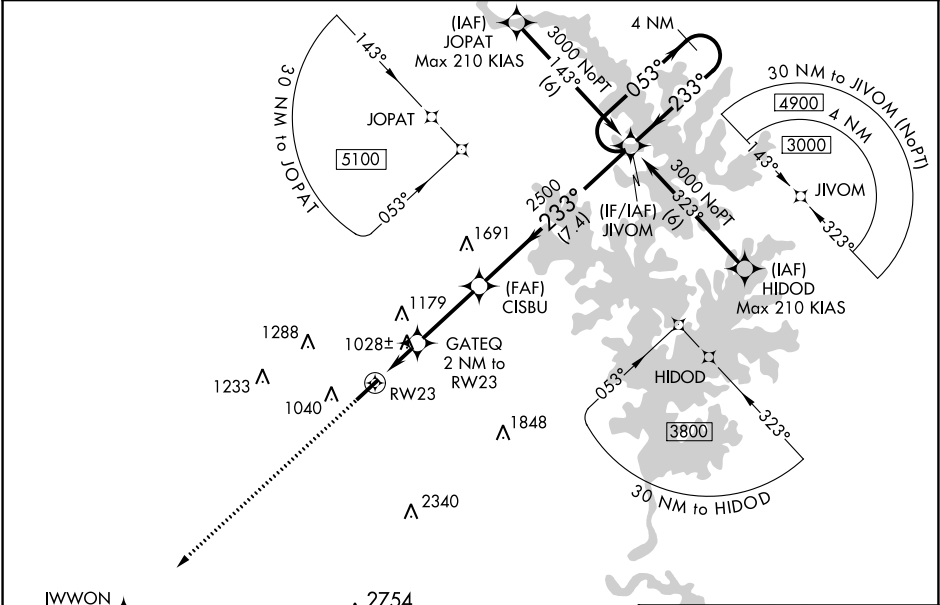
RNP APCH.

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When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 1212 feet, LNAV/VNAV DA to 1204 feet and all visibilities  $\frac{1}{8}$  SM; increase all MDAs 80 feet and visibility Cats C and D  $\frac{1}{4}$  SM. Baro-VNAV and VDP NA when using Charlotte altimeter setting. Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:  
Climb to 3200 direct  
IWWON and hold.

AWOS-3 <b>119.675</b>	CHARLOTTE APP CON <b>134.75 257.2</b>	CLNC DEL (GCO) <b>124.9</b>	UNICOM <b>123.05</b> (CTAF) <b>0</b>
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ELEV 878

TDZE 872

3200 IWWON

\* LNAV only

RW23

GATEQ 2 NM to RW23

CISBU 2500

JIVOM

4 NM Holding Pattern

053° → 3000

233° ← 233°

GP 3.00° TCH 47

1.2 NM 0.8 NM 3 NM 7.4 NM

1540 \* 2500

CATEGORY	A	B	C	D
LPV DA		1149- $\frac{7}{8}$	277 (300- $\frac{7}{8}$ )	
LNAV/VNAV DA		1141- $\frac{7}{8}$	269 (300- $\frac{7}{8}$ )	
LNAV MDA	1280-1 408 (500-1)		1280-1 $\frac{1}{8}$ 408 (500-1 $\frac{1}{8}$ )	
CIRCLING	1400-1 522 (600-1)	1440-1 562 (600-1)	1640-2 $\frac{1}{4}$ 762 (800-2 $\frac{1}{4}$ )	1640-2 $\frac{1}{2}$ 762 (800-2 $\frac{1}{2}$ )

REIL Rwys 5 and 23 **0**

MIRL Rwy 5-23 **0**