

WAAS CH <b>63021</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Idg TDZE Apt Elev	<b>5047</b> <b>775</b> <b>775</b>
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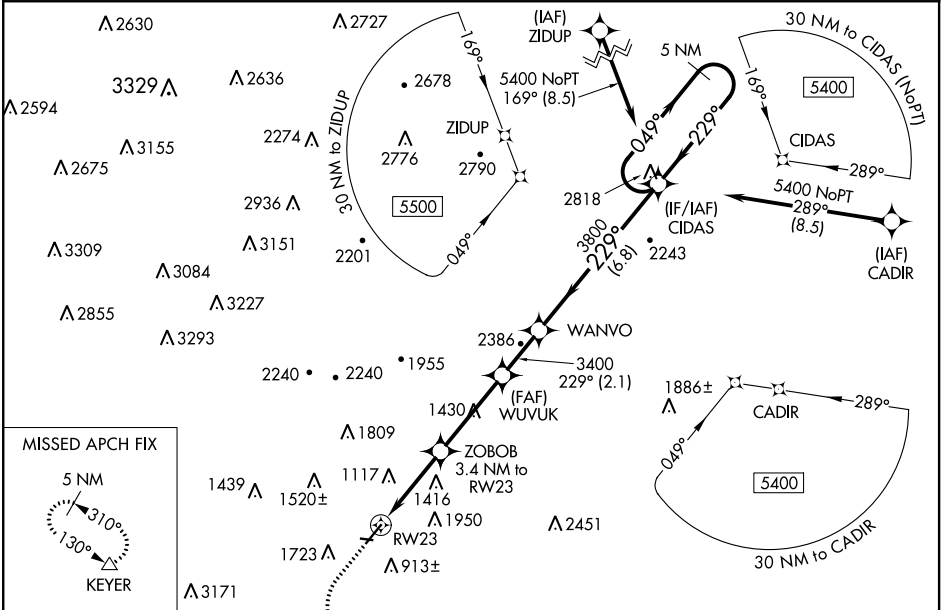
# RNAV (GPS) RWY 23

GREATER CUMBERLAND RGNL (CBE)

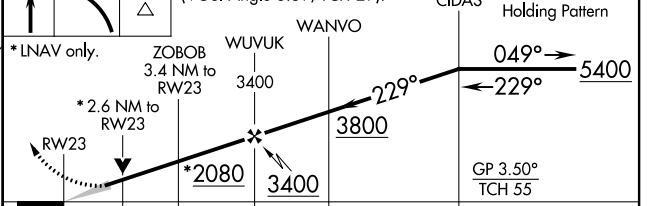
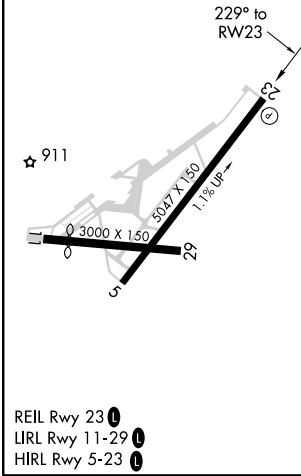
**⚠** Circling NA NW of Rwy 5-23. Baro-VNAV and VDP NA when using Winchester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winchester altimeter setting and increase all DAs/MDAs 100 feet; increase all LPV visibilities ¼ SM. Rwy 5, 29 helicopter visibility reduction below 1 SM NA. Circling Rwy 5, 29 NA at night. # Missed approach requires minimum climb of 424 feet per NM to 1950.

**⚠** MISSED APPROACH: Climb to 1220 then climbing left turn to 5000 direct KEYER and hold, continue climb-in-hold to 5000.

AWOS-3 <b>128.625</b>	JOHNSTOWN APP CON * <b>121.2 299.2</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 775	TDZE 775	1220	5000	KEYER	VGSI and RNAV glidepath not coincident (VGSI Angle 3.59/TCH 29).	CIDAS	5 NM Holding Pattern
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CATEGORY	A	B	C	D
#LPV DA	NA	NA	1088-7/8 313 (400-7/8)	NA
LPV DA	1025-3/4	250 (300-3/4)	2168-5 1393 (1400-5)	NA
LNAV/VNAV DA	1930-4 1155 (1200-4)			NA
LNAV MDA	1780-1 1/4 1005 (1100-1 1/4)	1780-1 1/2 1005 (1100-1 1/2)	1780-3 1005 (1100-3)	NA
<b>C</b> CIRCLING	1780-1 1/4 1005 (1100-1 1/4)	2140-1 1/2 1365 (1400-1 1/2)	2260-3 1485 (1500-3)	NA

NE-3, 30 DEC 2021 to 27 JAN 2022

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REIL Rwy 23 **Ⓛ**  
LIRL Rwy 11-29 **Ⓛ**  
HIRL Rwy 5-23 **Ⓛ**