

WAAS CH 48910 W05A	APP CRS 051°	Rwy Idg 5722 TDZE 470 Apt Elev 480
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RNAV (GPS) RWY 5

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DECE RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting: increase LPV DA to 847 feet; increase LNAV/VNAV DA to 883 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat D and Circling Cat C ½ SM. Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MISSED APPROACH:
Climb to 2400 direct
OFEND and hold.

AWOS-3PT 118.2	KANSAS CITY CENTER 127.7 351.825	UNICOM 123.0 (CTAF) 0
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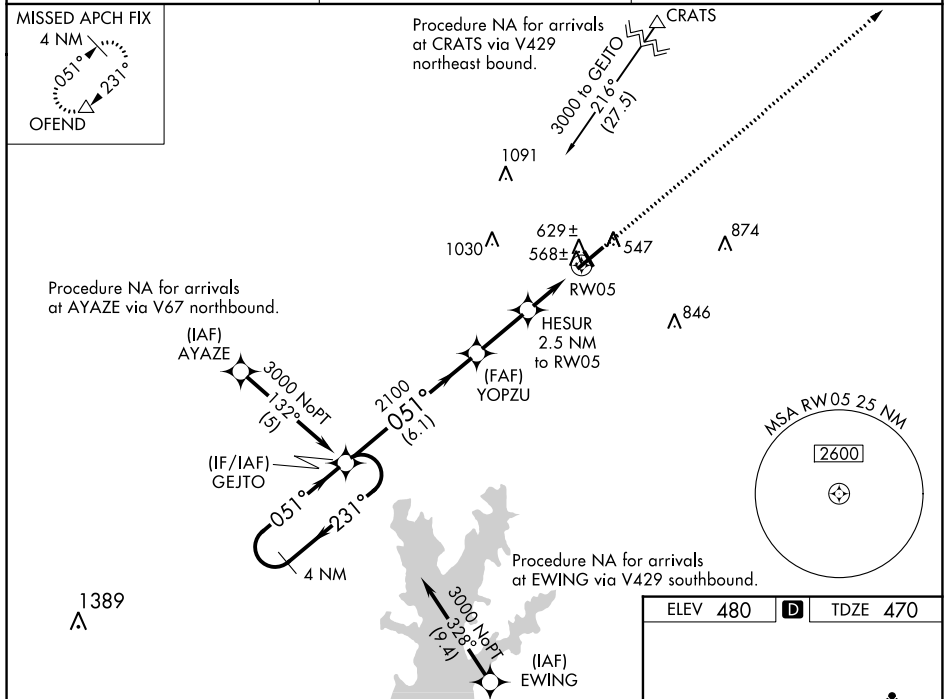


Diagram illustrating the HIRL and MIRL runways for Runway 5-23. The diagram shows the runway layout, including the 4 NM Holding Pattern, VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32), GEJTO, YOPZU, HESUR 2.5 NM to RW05, *RNAV only, RW05, GP 3.00° TCH 55, 2100, 1320, 2400, OFEND, 231°, 051°, 051°, 6.1 NM, 2.4 NM, 2.5 NM, CATEGORY, LPV DA, LNAV/ VNAV DA, LNAV MDA, CIRCLING, HIRL Rwy 5-23, and MIRL Rwy 15-33.

CATEGORY	A	B	C	D
LPV DA	802-1¼	332 (400-1¼)		
LNAV/ VNAV DA	838-1¼	368 (400-1¼)		
LNAV MDA	880-1 410 (400-1)	880-1¼ 410 (400-1¼)	1140-1¼ 660 (700-1¼)	1380-3 900 (900-3)
CIRCLING	1000-1 520 (600-1)			

HIRL Rwy 5-23
MIRL Rwy 15-33