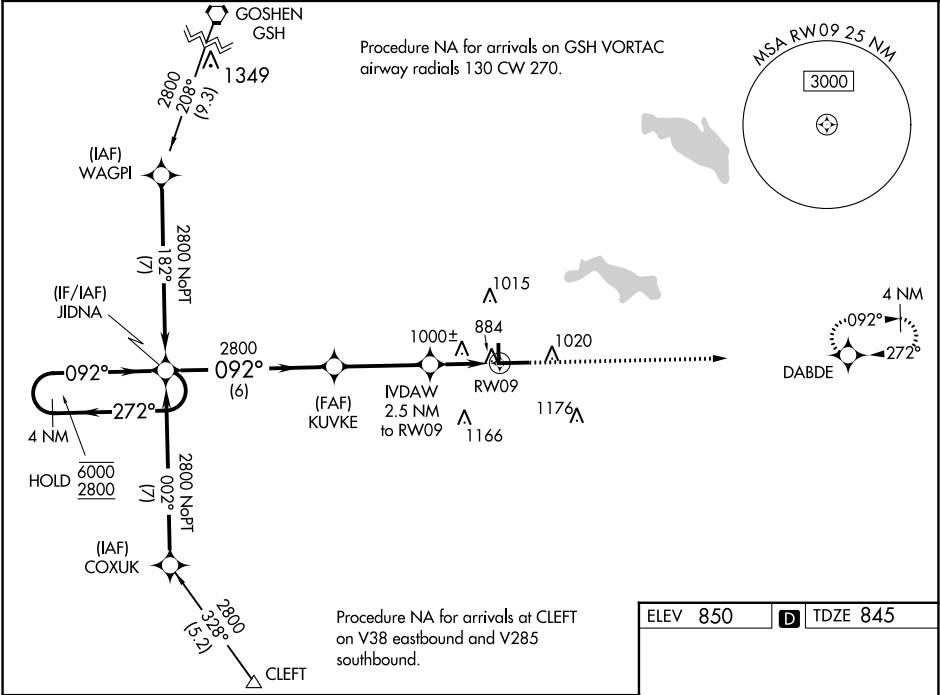


WAAS CH 97719 W09A	APP CRS 092°	Rwy ldg TDZE Apt Elev	5100 845 850
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RNAV (GPS) RWY 9

WARSAW MUNI (ASW)

RNP APCH - GPS		MISSED APPROACH: Climb to 3000 direct DABDE and hold.	
Circling Rwy 18, 36 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.			
AWOS-3 121.125	FORT WAYNE APP CON 127.2 284.6	CLNC DEL 134.05	UNICOM 122.7 (CTAF) 0



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).		3000	DABDE
JIDNA		KUVKE		↑	✦
6000 2800		2800		81	
GP 3.00° TCH 45		1660		4021 X 75	
272°		1.2 NM to RWY09		893	
092°		RWY09		6001 X 100	
092°		1.2 NM		27	
6 NM		3.5 NM		092°	
1.3 NM		1.2 NM			
CATEGORY	A	B	C	D	
LPV DA	1095-¾		250 (300-¾)		
LNAV/VNAV DA	1295-1⅜		450 (500-1⅜)		
LNAV MDA	1260-1	415 (500-1)	1260-1½	415 (500-1½)	
CIRCLING	1340-1	490 (500-1)	1480-1¾ 630 (700-1¾)	1480-2 630 (700-2)	

Diagram illustrating the holding pattern and approach for Runway 09. The holding pattern is a 4 NM holding pattern at 6000 and 2800 feet. The approach starts at 2800 feet, descends to 1660 feet, and then to 1.2 NM from Runway 09. The diagram also shows the VGSI and RNAV glidepaths, which are not coincident. The VGSI angle is 3.00 degrees and the TCH is 27 degrees. The diagram includes a scale bar and a north arrow.

Diagram illustrating the runway layout. Runway 09 is 6001 X 100 feet. Runway 27 is 6001 X 100 feet. Runway 18-36 is 6001 X 100 feet. The diagram also shows the HIRL, MIRL, and REIL lights for each runway.

HIRL Rwy 9-27 0

MIRL Rwy 18-36 0

REIL Rwy 9 and 27 0