

WAAS CH 45904 W23A	APP CRS 228°	Rwy Idg 5000 TDZE 202 Apt Elev 202
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RNAV (GPS) RWY 23
HARNETT RGNL JETPORT (HRJ)

When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet, increase LPV visibilities ¼ mile, and LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Smithfield altimeter setting.

MISSED APPROACH:
Climb to 2500 direct
IRWOX and hold.

AWOS-3 119.025	FAYETTEVILLE APP CON 125.175 285.575	GCO 135.075	UNICOM 122.7 (CTAF) 0
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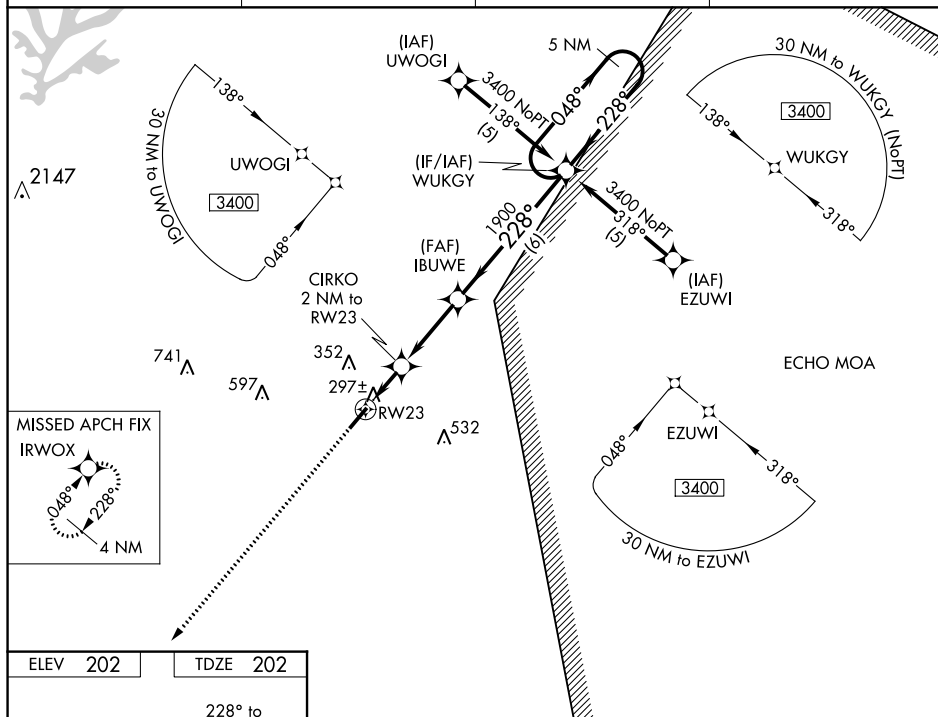


Diagram illustrating the RW23 instrument approach procedure. The diagram shows a 5000 K75 runway with a 0.5% UP slope. The approach starts at a 5 NM distance, followed by a 0.5% UP slope. The approach path includes a 1.1 NM segment to RW23, a 0.9 NM segment, a 3.1 NM segment, and a 6 NM segment. Key waypoints include RW23, CIRKO (2 NM to RW23), IBUWE, WUKGY, and 3400. The approach is for RW23, with a 5 NM Holding Pattern at 3400. The diagram also shows the VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 35).

CATEGORY	A	B	C	D
LPV DA	551-1¼	349 (400-1¼)		NA
LNAV MDA	600-1	398 (400-1)		NA
CIRCLING	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 518 (600-1½)	NA

REIL Rwy 5-23

MIRL Rwy 5-23

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