

WAAS CH <b>93635</b>	APP CRS <b>324°</b>	Rwy Idg <b>4200</b>
<b>W32A</b>	TDZE <b>448</b>	
	Apt Elev <b>455</b>	

# RNAV (GPS) RWY 32

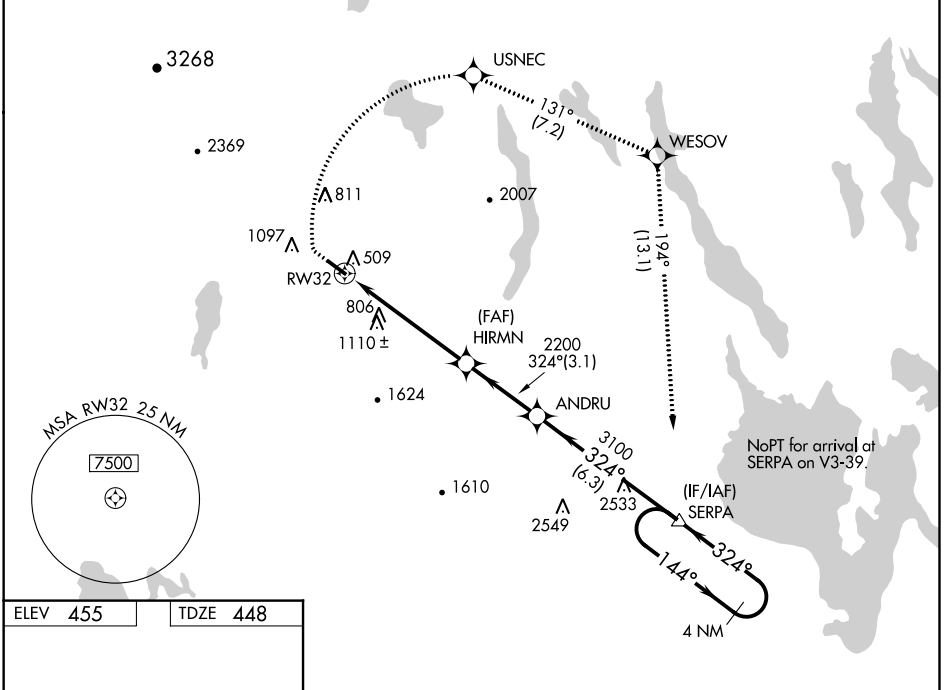
EASTERN SLOPES RGNL (IZG)

RNP APCH.

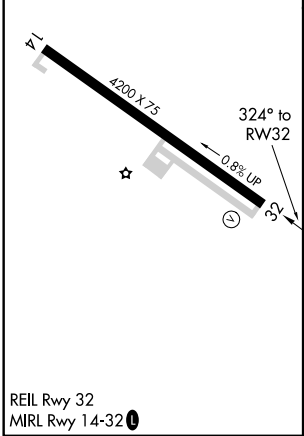
When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all DA to 1005 feet and increase LPV all Cats visibility  $\frac{1}{4}$  SM; increase all MDA 100 feet, and increase LNAV Cat B visibility  $\frac{1}{4}$  SM and Cat C visibility  $\frac{1}{2}$  SM, and increase Circling Cat B visibility  $\frac{1}{4}$  SM. Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using Auburn/Lewiston altimeter setting. Circling to Rwy 14 NA at night.

MISSED APPROACH: Climb to 1040 then climbing right turn to 3600 direct USNEC and on track 131° to WESOV and on track 194° to SERPA and on track 194° to SERPA and hold.

ASOS <b>135.775</b>	PORTLAND APP CON * <b>119.75 269.35</b>	UNICOM <b>122.8</b> (CTAF) <b>U</b>
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ELEV 455	TDZE 448
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1040	3600	USNEC	tr 131°	WESOV	tr 194°	SERPA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 17).
							4 NM Holding Pattern
*LNAV only.		ANDRU		SERPA		144° → 3600	
RW32		HIRMN 2200		3100		GP 3.00° TCH 51	
2.2 NM		3.2 NM		3.1 NM		6.3 NM	
CATEGORY	A		B		C		D
LPV DA	914-1 $\frac{3}{8}$		466 (500-1 $\frac{3}{8}$ )				NA
LNAV MDA	1140-1		692 (700-1)		1140-2		692 (700-2)
CIRCLING	1340-1 $\frac{1}{4}$		1400-1 $\frac{1}{4}$		1560-3		1105 (1200-3)
	885 (900-1 $\frac{1}{4}$ )		945 (1000-1 $\frac{1}{4}$ )				NA

NE-1, 15 JUL 2021 to 12 AUG 2021

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