

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.

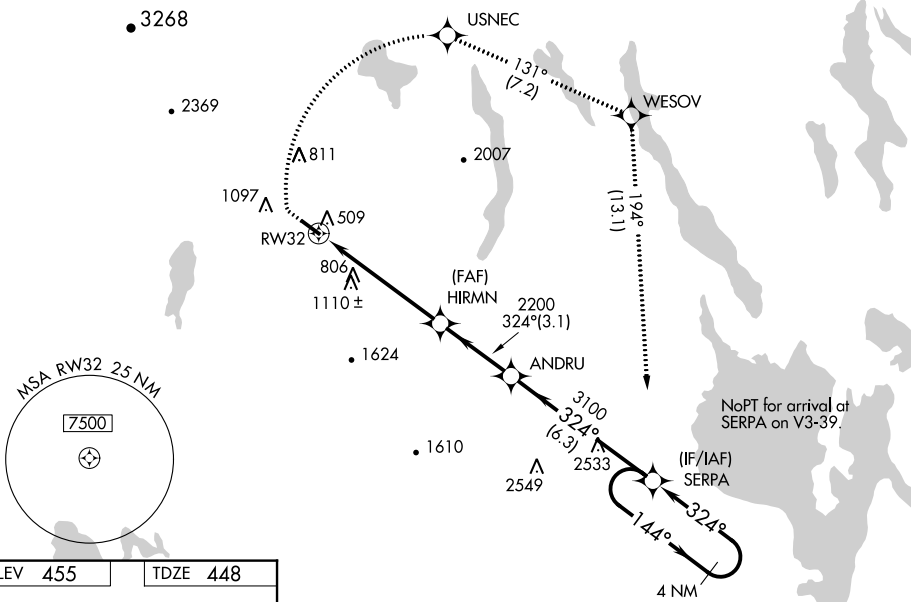
When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all DA to 1005 feet and increase LPV all Cats visibility  $\frac{1}{4}$  SM; increase all MDA 100 feet, and increase LNAV Cat B visibility  $\frac{1}{4}$  SM and Cat C visibility  $\frac{1}{2}$  SM, and increase 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.

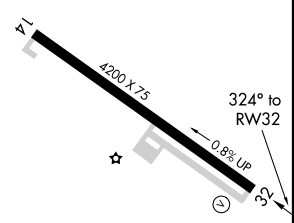
ASOS **135.775**

PORTLAND APP CON \* **119.75 269.35**

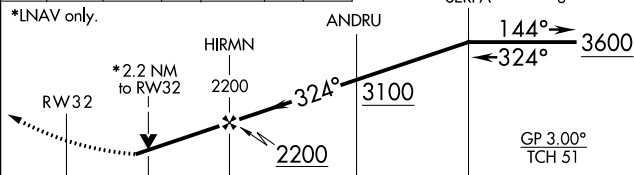
UNICOM **122.8** (CTAF) **U**



ELEV <b>455</b>	TDZE <b>448</b>
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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 SERPA Holding Pattern



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)	NA
<b>C</b> CIRCLING	1340-1 $\frac{1}{4}$ 885 (900-1 $\frac{1}{4}$ )	1400-1 $\frac{1}{4}$ 945 (1000-1 $\frac{1}{4}$ )	1560-3 1105 (1200-3)	NA

REIL Rwy 32  
MIRL Rwy 14-32 **U**

NE-1, 04 NOV 2021 to 02 DEC 2021

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