

VORTAC LMT 115.9 Chan 106	APP CRS 328°	Rwy Idg 10302 TDZE 4095 Apt Elev 4095
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VOR/DME or TACAN RWY 32
CRATER LAKE/KLAMATH RGNL (LMT)

⚠ For inop MALSR, increase S-32 Cat E visibility to 1¾ mile. Circling NA for Cat D and E east of Rwy 14-32. Procedure turn NA for Cat E aircraft.	MALSR 	MISSED APPROACH: Climb to 5100 then climbing left turn to 10000 via heading 263° and via LMT VORTAC R-293 to FNGRR/LMT 10.6 DME then left turn direct LMT VORTAC and hold. (TACAN aircraft climb to 5000 then climbing left turn to 9000 via heading 230° and LMT VORTAC R-265 to OLEBY/15 DME.)
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ATIS 126.5 263.0	KINGSLEY APP CON 123.675 270.8	KINGSLEY TOWER* 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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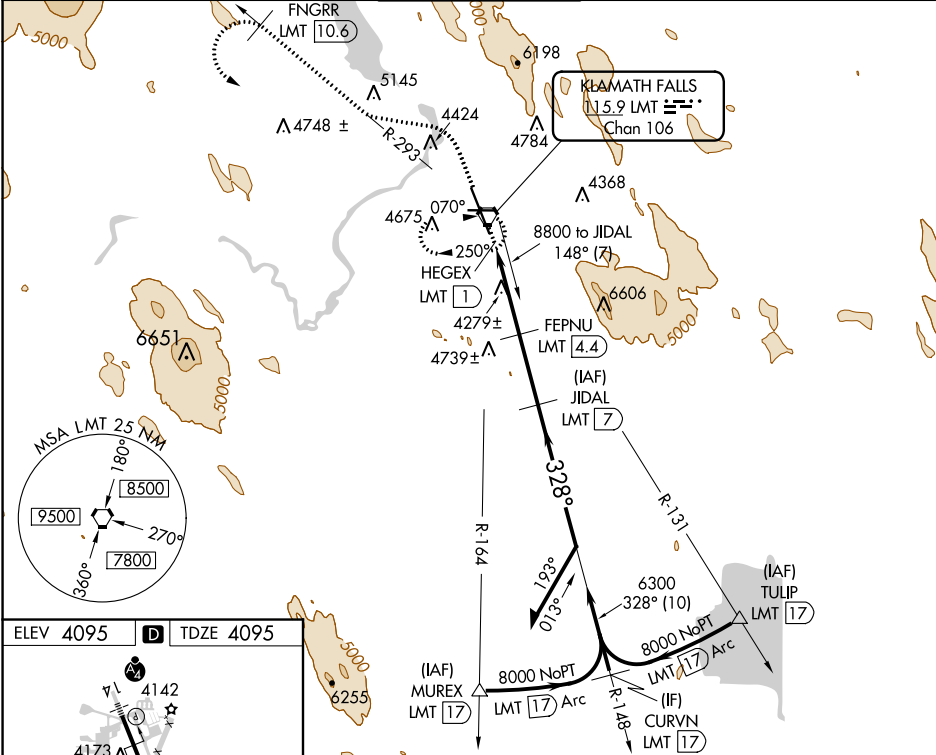


Diagram illustrating the final approach for Runway 25. Key features include:

- TWR 4184
- 5258 x 100
- 10020 x 150
- 32
- 328° 6.4 NM from FAF
- REIL Rwy 25
- MIRL Rwy 7-25
- HIRL Rwy 14-32

Diagram illustrating the final approach for Runway 25, showing the descent profile and altitudes. Key features include:

- 5100
- 10000
- LMT R-293
- FNGRR LMT 10.6
- LMT
- VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 55).
- JIDAL LMT 7
- Remain within 10 NM
- 148°
- 328°
- 8000
- 6300
- 5520
- 0.4
- 0.9
- 2.5 NM
- 2.6 NM
- CATEGORY A B C D E
- S-32 4560/24 465 (500- $\frac{1}{2}$) 4560/40 465 (500- $\frac{3}{4}$) 4560/50 465 (500-1) 4560/60 465 (500-1 $\frac{1}{4}$)
- C** CIRCLING 4840-1 745 (800-1) 4980-1 $\frac{1}{4}$ 885 (900-1 $\frac{1}{4}$) 5420-3 1325 (1400-3) 5660-3 1565 (1600-3) 5700-3 1605 (1700-3)

NW-1, 14 JUL 2022 to 11 AUG 2022

NW-1, 14 JUL 2022 to 11 AUG 2022