

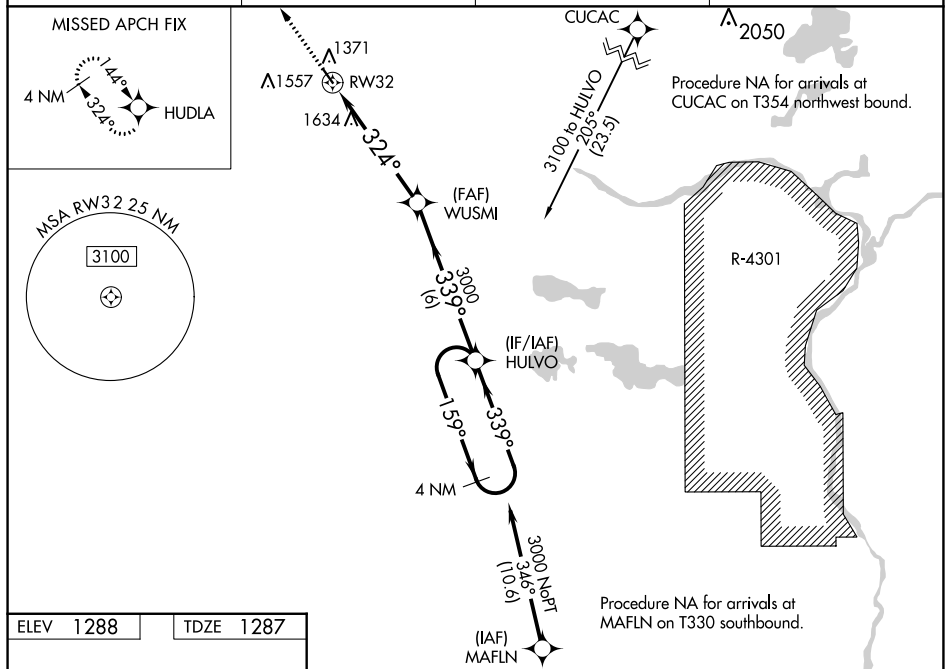
WAAS CH 97528 W32A	APP CRS 324°	Rwy Idg 3305 TDZE 1287 Apt Elev 1288
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RNAV (GPS) RWY 32
STAPLES MUNI (SAZ)

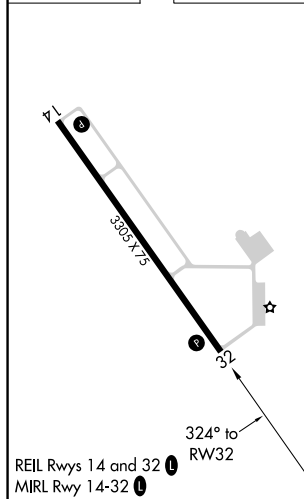
▼ Circling to Rwy 14 NA at night. Baro-VNAV NA when using Pine River altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine River altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility $\frac{1}{4}$ SM. Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 3000 direct
HUDLA and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 118.05 239.0	GCO 121.725	CTAF 122.9 0
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ELEV 1288		TDZE 1287
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 27).

3000
↑
HUDLA

WUSMI
3000

HULVO
4 NM Holding Pattern

339°
159°
339°
3000

RW32

324°

GP 3.00° TCH 40

5.3 NM
6 NM

CATEGORY	A	B	C	D
LPV DA	1592-1 305 (400-1)			NA
RNAV/VNAV DA	1965-2 1/2 678 (700-2 1/2)			NA
RNAV MDA	1900-1 613 (700-1)		1900-1 3/4 613 (700-1 3/4)	NA
CIRCLING	1900-1 612 (700-1)	1940-1 652 (700-1)	1940-1 3/4 652 (700-1 3/4)	NA

RNAV (GPS) RWY 32