

WAAS CH 65720 W15A	APP CRS 152°	Rwy Idg TDZE Apt Elev	5100 58 58
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 15

SCAPPOOSE (SPB)

RNP APCH-GPS.

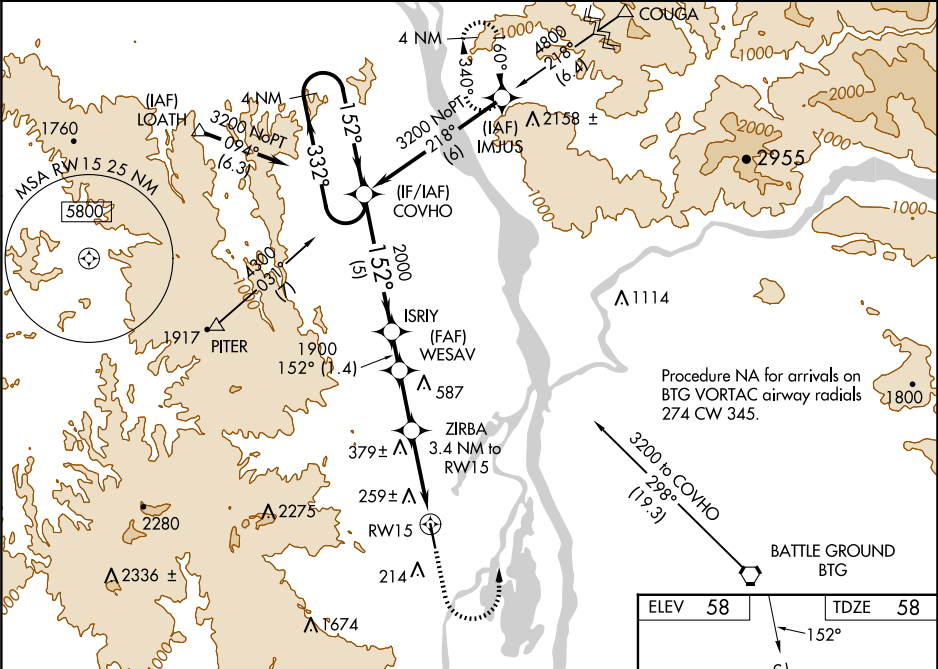
⚠

Circling NA west of Rwy 15-33. Rwy 15 helicopter visibility reduction below 1 SM NA. When VGSi inop, Straight-in and Circling to Rwy 15 NA at night. When local altimeter setting not received, use Portland Intl altimeter setting; increase all DA/MDA 40 feet and increase LNAV/VNAV all Cats visibility $\frac{1}{8}$ SM, Circling Cat D visibility $\frac{1}{4}$ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F).

MISSED APPROACH:

Climb to 700 then climbing left turn to 3600 direct IMJUS and hold.

ASOS 135.875	PORTLAND APP CON 124.35 299.2	CLNC DEL 121.65	UNICOM 122.8 (CTAF)
------------------------	---	---------------------------	-------------------------------



4 NM Holding Pattern

VGSi and RNAV glidepath not coincident (VGSi Angle 3.73/TCH 41).

GP 3.01°
TCH 54

3200 ← 332°
152° → 2000

ISRIY

WESAV

ZIRBA

RW15

5 NM

1.4 NM

2.2 NM

3.4 NM

*INAV only

700

3600

IMJUS

*1180

CATEGORY	A	B	C	D
LPV DA		350-1	292 (300-1)	
LNAV/VNAV DA		580-1 $\frac{3}{4}$	522 (600-1 $\frac{3}{4}$)	
LNAV MDA	640-1	582 (600-1)	640-1 $\frac{3}{4}$	582 (600-1 $\frac{3}{4}$)
CIRCLING	660-1	602 (700-1)	660-1 $\frac{3}{4}$ 602 (700-1 $\frac{3}{4}$)	860-2 $\frac{1}{2}$ 802 (900-2 $\frac{1}{2}$)

ELEV 58

TDZE 58

152°

51

5100 x 100

0.6% UP

33

REIL Rwy 15

MIRL Rwy 15-33