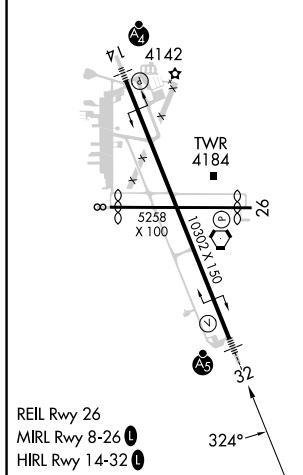
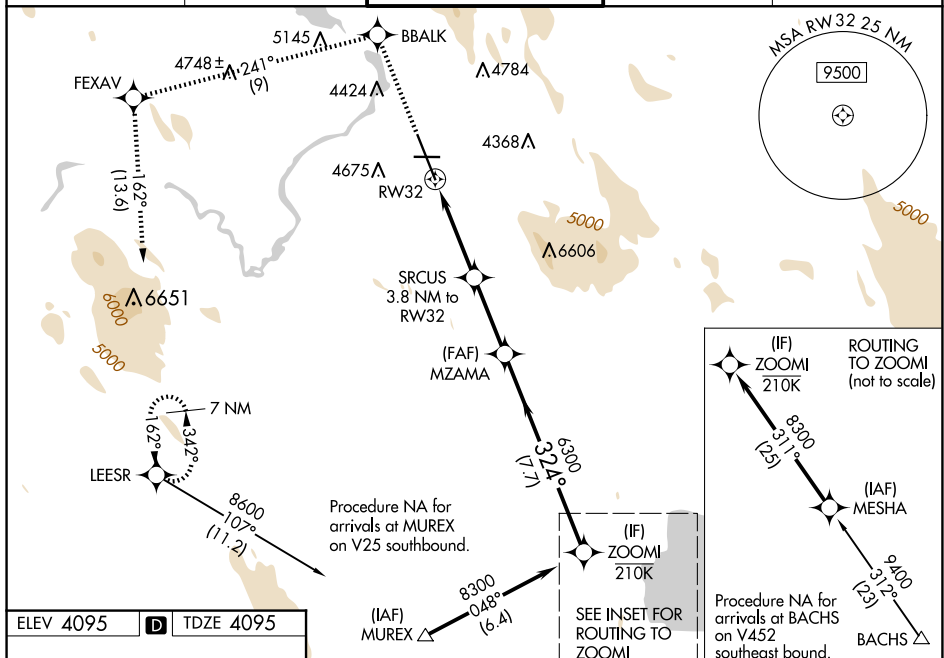


WAAS CH 70702 W32A	APP CRS 324°	Rwy Idg 10302 TDZE 4095 Apt Elev 4095
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RNAV (GPS) RWY 32
CRATER LAKE/KLAMATH RGNL (LMT)

RNP APCH - GPS.  Baro-VNAV NA. Circling NA for Cat D northeast of Rwy 14-32.  For inop ALS, increase LPV all Cats visibility to 1% SM, LPV* (CG 235) all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1% SM, and LNAV Cat C/D visibility to 2% SM.		MALSR 	MISSED APPROACH: Climb to 8600 direct BBALK and on track 241° to FEXAV and on track 162° to LEESR and hold. *Missed approach requires minimum climb of 235 feet per NM to 6100.	
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



The diagram illustrates the ZOOMI instrument approach procedure. Key features include:

- Navigation Aids:** 8600 (VOR), BBALK (NDB), FEHAV (VORTAC), and LEESR (NDB) are shown at the top.
- Distances:**
 - 2.3 NM from RW32 to the start of the final approach segment.
 - 1.5 NM from the start of the final approach segment to the 5360 MSL fix.
 - 3 NM from the 5360 MSL fix to the 6300 MSL fix.
 - 7.7 NM from the 6300 MSL fix to the runway threshold.
- Altitudes:**
 - 5360 MSL (Minimum Safe Altitude).
 - 6300 MSL (Obstacle clearance altitude).
 - 8300 MSL (Runway end elevation).
 - GP 3.00° TCH 55' (Glide path and touchdown height).
- Angles:** The final approach segment is aligned with a heading of 324°.
- Visual Cues:** RW32 (Runway 32) is indicated by a dashed line and arrow pointing towards the runway.