

WAAS CH 42942 W32A	APP CRS 314°	Rwy Idg 4600 TDZE 987 Apt Elev 987
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RNAV (GPS) RWY 32

NORTHERN AROOSTOOK RGNL (FVE)

RNP APCH - GPS.	
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A VDP NA when using CAR altimeter setting. When local altimeter setting not received, use CAR altimeter setting and increase LPV to 1302, and all MDA 120 feet. Increase LNAV Cats C, D visibility $\frac{3}{8}$ SM, and increase Circling Cat C visibility $\frac{1}{2}$ SM and Cat D visibility $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3100 direct
CESGE and hold.

ASOS 135.725	BOSTON CENTER 124.75 239.05	UNICOM 122.7 (CTAF) 1
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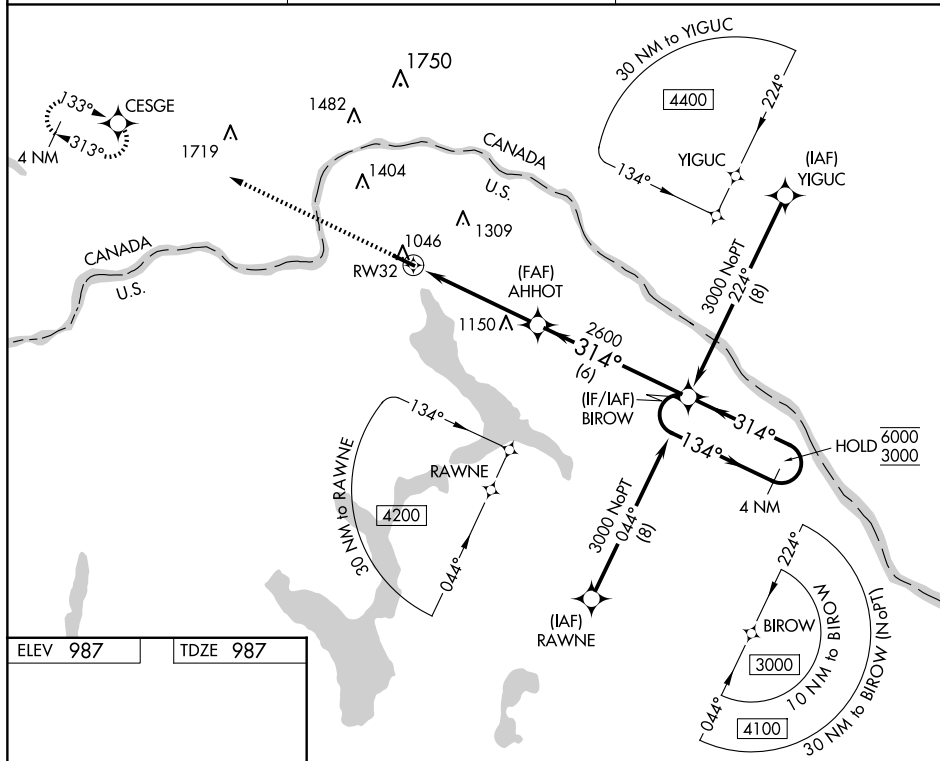


Figure 1: Example of a 4 NM Holding Pattern. The diagram illustrates a holding pattern for RW32. The pattern consists of a series of turns: a 134° turn to the right, followed by a 314° turn to the left, and another 134° turn to the right. The pattern is centered on the RW32 runway. The distance from the runway to the start of the pattern is 1.2 NM. The distance between the turns is 3.8 NM. The distance from the start of the pattern to the runway is 6 NM. The pattern is labeled '4 NM Holding Pattern'. The diagram also shows the 'BIROW' (Base of Initial Runway) and the 'AHOT' (Arrival Height) of 2600 feet. The diagram includes a scale bar for 4600 X 75 and a 314° angle. The diagram also shows the 'GP 3.00° TCH 40' (Ground Profile 3.00 degrees, Touchdown Height 40 feet).