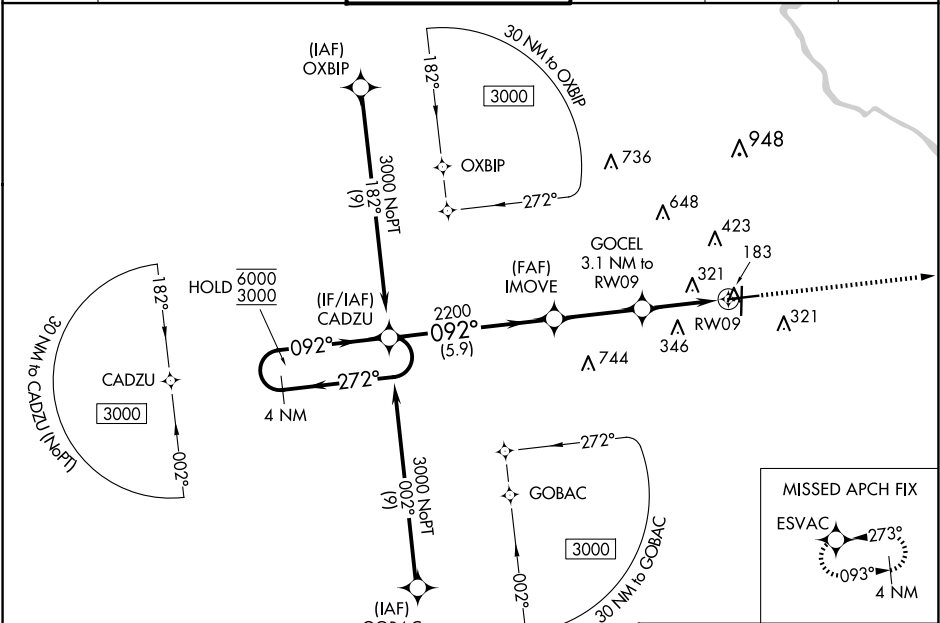


WAAS CH 70710 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev	6502 147 147
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 9

FLORENCE RGNL (F'L.O)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 2000 direct ESVAC and hold.		
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling Rwy 1, 19 NA at night.		⚠	ATIS	FLORENCE APP CON★	FLORENCE TOWER★
123.625		118.6 341.7 135.25 316.15		(256°-074°) (075°-255°)	125.1 (CTAF) 0 353.85
			GND CON	CLNC DEL	UNICOM
			121.9 353.85	121.9 353.85	122.95



4 NM Holding Pattern		CADZU		2000		ESVAC	
6000 ← 272° 3000 → 092°		IMOVE 2200		GOCEL 3.1 NM to RW09		1.2 NM to RW09	
GP 3.00° TCH 59		2200		1180		RW09	
		5.9 NM		3.2 NM		1.9 NM	
						1.2 NM	
CATEGORY	A	B	C	D			
LPV DA	347-1/2		200 (200-1/2)				
LNAV/VNAV DA	603-7/8		456 (500-7/8)				
LNAV MDA	580-1/2	433 (500-1/2)	580-3/4		433 (500-3/4)		
CIRCLING	640-1 493 (500-1)	660-1 513 (600-1)	900-2 1/4 753 (800-2 1/4)	900-2 1/2 753 (800-2 1/2)			

ELEV 147

TDZE 147

Diagram illustrating the missed approach procedure. The procedure starts at a holding pattern (4 NM) and proceeds to a missed approach point (IMOVE) at 2200 feet. From IMOVE, the procedure continues to a missed approach point (GOCEL) at 1180 feet. The missed approach procedure then follows a 0.4% climb to 253 feet and a 0.5% climb to 6502 feet. The diagram also shows the holding pattern (4 NM) and the missed approach point (IMOVE) at 2200 feet. The missed approach procedure is shown as a dashed line with arrows indicating the direction of flight. The missed approach procedure is shown as a solid line with arrows indicating the direction of flight. The missed approach procedure is shown as a solid line with arrows indicating the direction of flight. The missed approach procedure is shown as a solid line with arrows indicating the direction of flight.

REIL Rwys 1, 19 and 27

HIRL Rwy 9-27

MIRL Rwy 1-19

RNAV (GPS) RWY 9