

VORTAC LMT 115.9 Chan 106	APP CRS 328°	Rwy Idg 10302 TDZE 4095 Apt Elev 4095
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VOR/DME or TACAN RWY 32
CRATER LAKE/KLAMATH RGNL (LMT)

T A For inop MALSR, increase S-32 Cat E visibility to 1¼ mile. Circling NA for Cat D and E east of Rwy 14-32. Procedure turn NA for Cat E aircraft.	MALSR 	MISSED APPROACH: Climb to 5100 then climbing left turn to 10000 via heading 263° and via LMT VORTAC R-293 to FNRR/LMT 10.6 DME then left turn direct LMT VORTAC and hold. (TACAN aircraft climb to 5000 then climbing left turn to 9000 via heading 230° and LMT VORTAC R-265 to OLEBY/15 DME.)
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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
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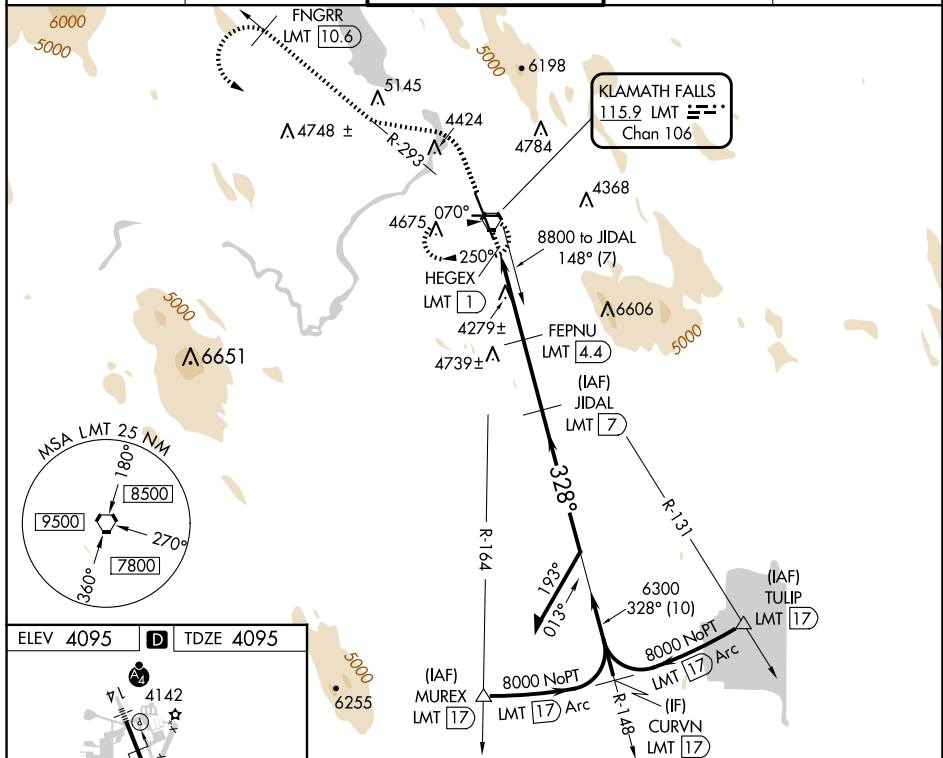


Diagram illustrating a 4th step climb profile. The profile shows a climb from 5100 ft to 10000 ft, followed by a descent to 5520 ft, and then a climb to 8000 ft. Key parameters include: LMT R-293, FNGRR LMT 10.6, LMT, VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 55), JIDAL LMT 7, 148°, 328°, 8000, 6300, 5520, 0.4, 0.9, 2.5 NM, 2.6 NM, REIL Rwy 26, MIRL Rwy 8-26, HIRL Rwy 14-32, 328°, 26, 5238 x 100, 100 x 150, TWR 4184, 25, 32, 328°.