

WAAS CH 72829 W32A	APP CRS 321°	Rwy Idg 4001 TDZE 674 Apt Elev 674
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RNAV (GPS) RWY 32

RICHARD I BONG (SUW)

RNP APCH.

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A Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3100 direct JIBEG and hold.

AWOS-3 120.35	DULUTH APP CON 125.45 233.7	CLNC DEL 124.8	UNICOM 122.7 (CTAF) 0
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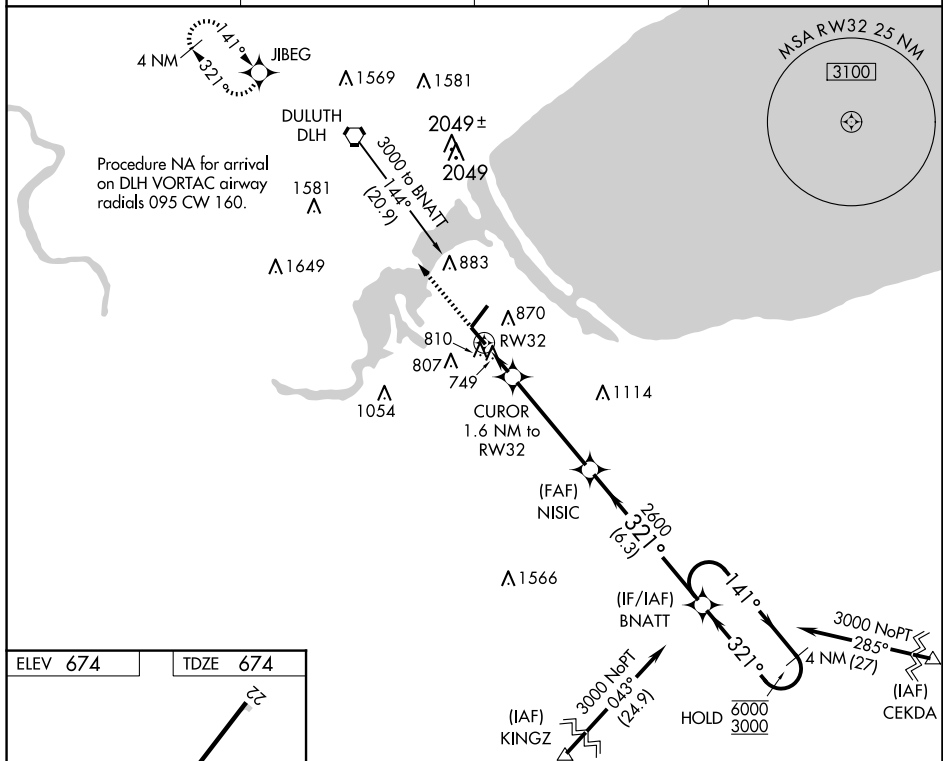


Diagram illustrating the RW32 approach procedure. The diagram shows the runway layout, including the 4001 X 75 runway and the 5100 X 75 extension. Key distances and altitudes are marked: 0.9 NM to RW32, 1.6 NM to CUROR, 4.3 NM to NISIC, and 6.3 NM to BNATT. The diagram also shows the 321° to RW32 heading and the 141° heading for the 6000 and 3000 altitudes. The diagram includes a star symbol indicating the runway location and a compass rose showing magnetic variation.

REIL Rws 4, 14, and 32
MIRL Rws 4-22 and 14-32

		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 41).			4 NM Holding Pattern	
CATEGORY		A	B	C	D	
LP	MDA	1000-1 326 (400-1)				
LNAV	MDA	1060-1 386 (400-1)	1060-1½ 386 (400-1½)			
CIRCLING		1220-1 546 (600-1)	1360-2 686 (700-2)		1360-2¼ 686 (700-2¼)	