

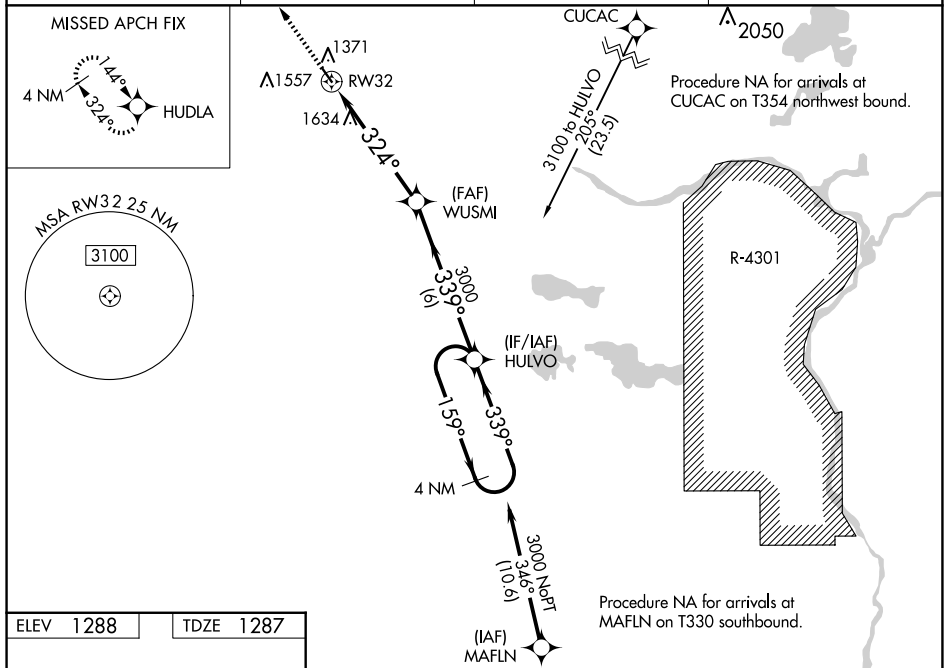
WAAS CH 97528 W32A	APP CRS 324°	Rwy Idg 3305 TDZE 1287 Apt Elev 1288
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RNAV (GPS) RWY 32
STAPLES MUNI (SAZ)

▼ Circling to Rwy 14 NA at night. Baro-VNAV NA when using Pine River altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine River altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility $\frac{1}{4}$ SM. Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 3000 direct
HUDLA and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 118.05 239.0	GCO 121.725	CTAF 122.9 0
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ELEV 1288		TDZE 1287
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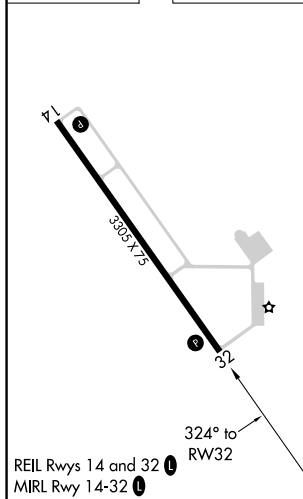


Diagram illustrating the RNAV/VNAV approach for RW32 at WUSMI. The diagram shows a 4 NM Holding Pattern at 3000 feet. The approach path is a 324° turn from the holding pattern, followed by a 339° turn to the final approach. The final approach is a 159° turn to the runway. The distance from the holding pattern to the runway is 5.3 NM. The distance from the runway to the final approach is 6 NM. The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 27).

RNAV (GPS) RWY 32