

LADYSMITH, WISCONSIN

AL-6704 (FAA)

22363

WAAS CH 70721 W32A	APP CRS 321°	Rwy Idg TDZE Apt Elev	4001 1233 1240
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RNAV (GPS) RWY 32
RUSK COUNTY (RCX)

RNP APCH.

T Circling to Rwy 1, 14, 19 NA at night. For uncompensated Baro-VNAV systems. LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Rice Lake altimeter setting: increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Rice Lake altimeter setting.

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

MISSED APPROACH: Climb to 5000 direct EKASE and hold, continue climb-in-hold to 5000.

AWOS-3
118.125

MINNEAPOLIS CENTER
133.65 281.5

UNICOM
122.8 (CTAF) 

MISSED APCH FIX

¹⁸⁸²Δ

RW32

1342

(FAF)
WUVRA

The diagram illustrates the FIMOG structure. It consists of a 5 nm thick layer of (IF/IAF) FIMOG on a substrate, with a 30 nm thick layer of FIMOG on top. The FIMOG layer is labeled '5000' and '30 NM to FIMOG (NoPT)'. The (IF/IAF) FIMOG layer is labeled '3000' and '321°'. The FIMOG layer is labeled '231°' and '051°'.

ELEV 1240

TDZE 1233

REIL Rwys 14 and 32 **L**
MIRL Rwys 14-32 and 1-19 **L**

5000	EKASE
	

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

5 NM
Holding Pattern

* LNAV only.

*1.4 NM to
BW32

Plan view of the proposed road layout. It shows a road segment with a centerline and right-of-way (RW) lines. A section of the road is labeled '3000' with a dimension line. The right-of-way lines are labeled 'RW32' and 'RW31'. A dashed line indicates a curve or boundary.

FIMOG

Holding Pattern

141° → 5000

2318

TCH 45

		1.4 NM	4 NM	8.1 NM		
CATEGORY		A	B	C	D	
LPV DA		1483-1	250 (300-1)		NA	
LNAV/VNAV DA		1510-1	277 (300-1)		NA	
LNAV MDA		1700-1	467 (500-1)		NA	
CIRCLING		1700-1	460 (500-1)		NA	

LADYSMITH, WISCONSIN
Orig-C 31JAN19

45°30'N-91°00'W

RUSK COUNTY(RCX)
RNAV (GPS) RWY 32

EC-3, 02 OCT 2025 to 30 OCT 2025

EC-3, 02 OCT 2025 to 30 OCT 2025