

WAAS CH 82332 W36A	APP CRS 001°	Rwy Idg 4098 TDZE 572 Apt Elev 573
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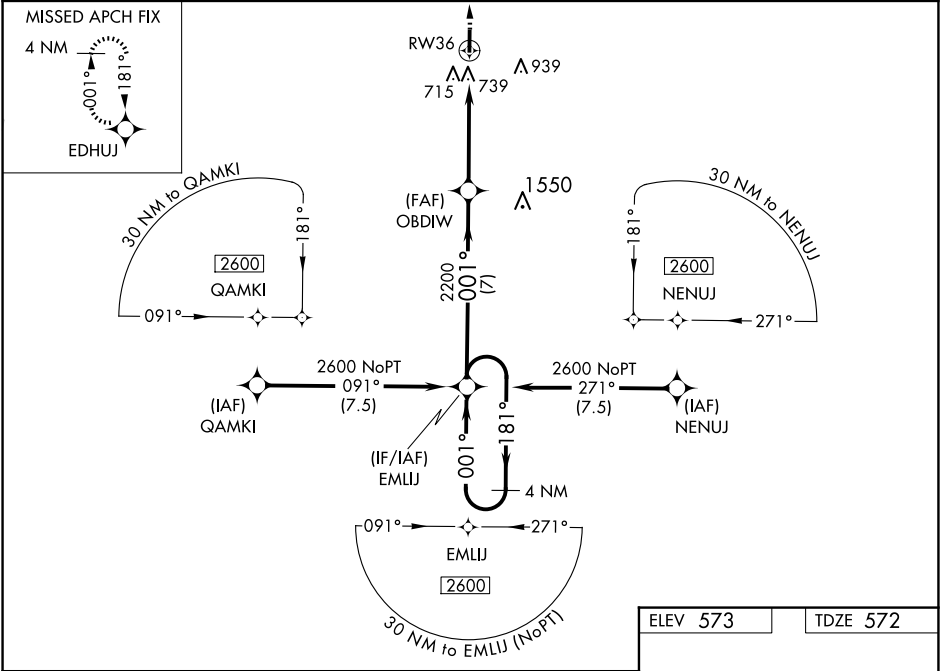
RNAV (GPS) RWY 36

SALEM-LECKRONE (SLO)

▼ Baro-VNAV NA when using Centralia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Centralia altimeter setting: increase LPV DA to 1045 feet and visibility 1/8 SM; increase LNAV/VNAV DA to 1093 feet; increase all MDAs 40 feet and Circling Cats C/D visibility 1/4 SM. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2600 direct EDHUJ and hold.

AWOS-3PT 118.525	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.725 (CTAF) 0
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2600 EDHUJ VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28). 4 NM Holding Pattern

This diagram provides a detailed view of the final approach and holding pattern. It shows the descent from 2200 feet to 2600 feet at a 001° heading, with a 4 NM holding pattern at 2600 feet. The chart also indicates the distance from the runway (RW36) and the holding pattern.

CATEGORY	A	B	C	D
LPV DA		1017-1½	445 (500-1½)	
LNAV/VNAV DA		1065-1¾	493 (500-1¾)	
LNAV MDA	1040-1	468 (500-1)	1040-1¾	468 (500-1¾)
CIRCLING	1040-1	467 (500-1)	1380-2¼ 807 (900-2¼)	1380-2½ 807 (900-2½)

ELEV 573 TDZE 572

This vertical profile view shows the descent from 81 feet to 36 feet, with a 4098 x 75 foot glide path. It also indicates the distance from the runway (RW36) and the holding pattern.

REIL Rwy 18-36 0
MIRL Rwy 18-36 0

EC-3, 25 DEC 2025 to 22 JAN 2026

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