

WAAS CH <b>56207</b> <b>W32A</b>	APP CRS <b>317°</b>	Rwy Idg <b>9002</b> TDZE <b>27</b> Apt Elev <b>28</b>	<b>RNAV (GPS) RWY 32</b> GULFPORT-BILOXI INTL (GPT)
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RNP APCH-GPS.

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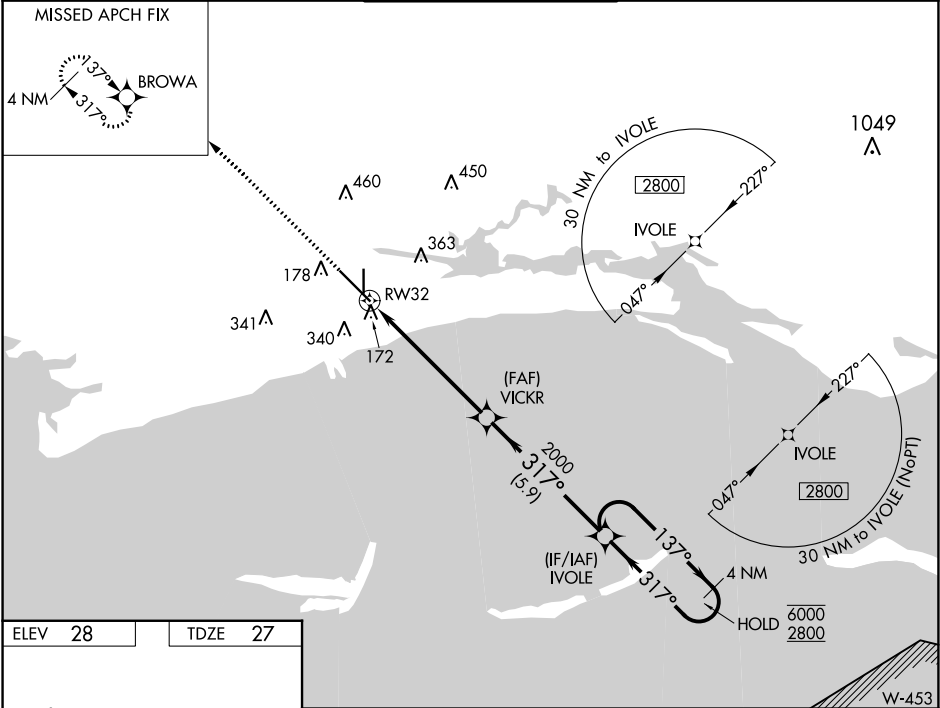
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Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D to RVR 6000.

MALSR

MISSED APPROACH:  
Climb to 2000 direct BROWA and hold.

ATIS <b>119.45</b>	GULFPORT APP CON ★ <b>127.5 254.25</b>	GULFPORT TOWER ★ <b>123.7 (CTAF) 0 339.8</b>	GND CON <b>120.4 348.6</b>	UNICOM <b>122.95</b>
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2000

BROWA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

4 NM Holding Pattern

IVOLE

VICKR 2000

1.1 NM to RW32

1.1 NM

5 NM

5.9 NM

137°

317°

6000

2800

GP 3.00° TCH 55

CATEGORY	A	B	C	D
LPV DA		277/40	250 (300-¾)	
LNAV/VNAV DA		466/40	439 (500-¾)	
LNAV MDA		440/40	413 (500-¾)	
CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2¼ 732 (800-2¼)

HIRL Rwy 14-32

MIRL Rwy 18-36