

WAAS CH <b>70704</b> <b>W32A</b>	APP CRS <b>318°</b>	Rwy Idg TDZE Apt Elev	<b>5425</b> <b>20</b> <b>20</b>
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RNAV (GPS) RWY 32

APALACHICOLA RGNL-CLEVE RANDOLPH FLD (AAF)

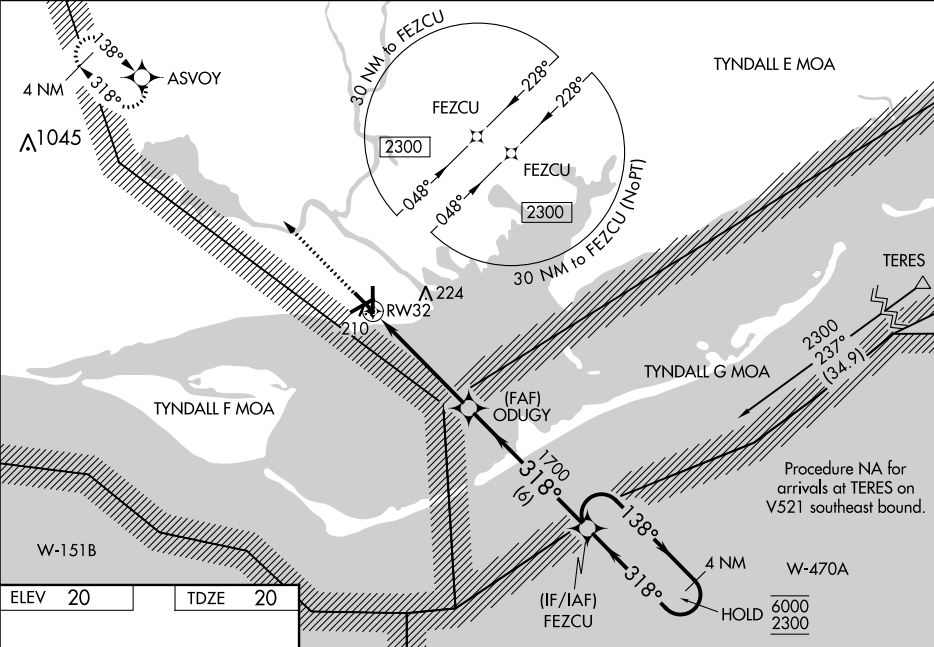
RNP APCH - GPS.

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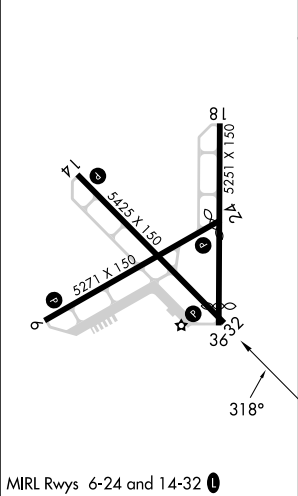
Rwy 32 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Northwest Florida Beaches Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Straight-in Rwy 32 NA at night, Circling Rwy 6, 18, 24, 32 NA at night. When local altimeter setting not received, use Northwest Florida Beaches Intl altimeter setting and increase LPV DA to 480 feet and all visibilities  $\frac{2}{3}$  SM. Increase LNAV/VNAV DA to 527 feet and all visibilities  $\frac{2}{3}$  SM. Increase all MDAs 140 feet and LNAV visibility Cat C/D  $\frac{2}{3}$  SM, and Circling visibility Cat C/D  $\frac{1}{2}$  SM.

MISSED APPROACH:  
Climb to 3000 direct ASVOY and hold, continue climb-in-hold to 3000.

ASOS <b>119.925</b>	TYNDALL APP CON ★ <b>124.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 20	TDZE 20
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3000

ASVOY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

4 NM Holding Pattern

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ODUGY

1700

FEZCU

138°→

←318°

6000

2300

GP 3.19°

TCH 40

RW32

4.8 NM

6 NM

1700

318°

CATEGORY	A	B	C	D
LPV DA	349-1 <sup>1</sup> / <sub>8</sub> 329 (400-1 <sup>1</sup> / <sub>8</sub> )			
LNAV/VNAV DA	396-1 376 (400-1)			
LNAV MDA	460-1 440 (500-1)	460-1 <sup>1</sup> / <sub>4</sub> 440 (500-1 <sup>1</sup> / <sub>4</sub> )		
<b>C</b> CIRCLING	520-1 500 (500-1)	680-1 <sup>3</sup> / <sub>4</sub> 660 (700-1 <sup>3</sup> / <sub>4</sub> )	680-2 660 (700-2)	