

WAAS CH 65720 W15A	APP CRS 152°	Rwy Idg TDZE Apt Elev	5100 58 58
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RNAV (GPS) RWY 15

SCAPPOOSE (SPB)

RNP APCH-GPS.

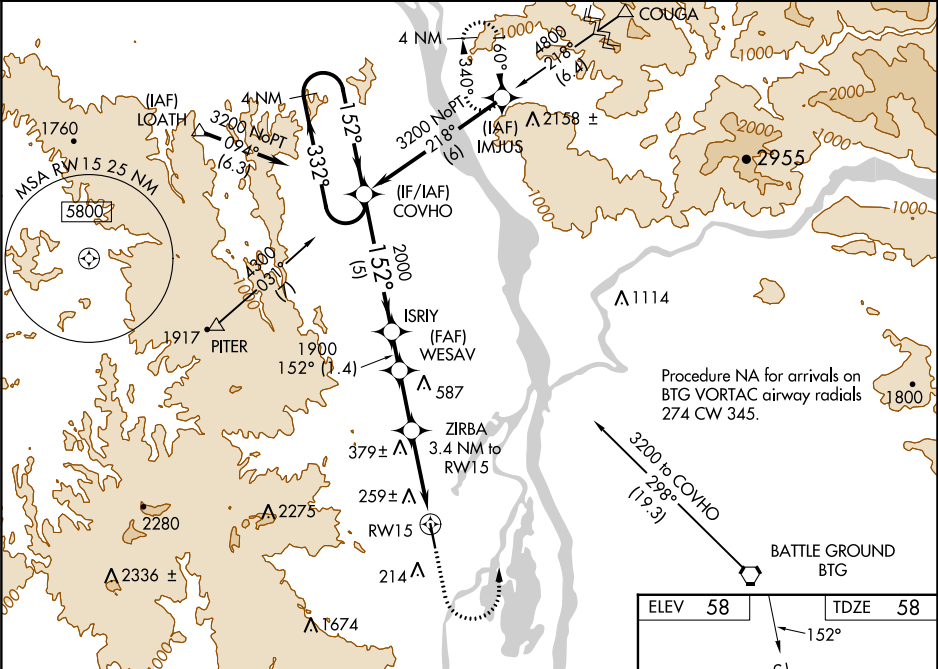
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Circling NA west of Rwy 15-33. Rwy 15 helicopter visibility reduction below 1 SM NA. When VGSi inop, Straight-in and Circling to Rwy 15 NA at night. When local altimeter setting not received, use Portland Intl altimeter setting; increase all DA/MDA 40 feet and increase LNAV/VNAV all Cats visibility $\frac{1}{8}$ SM, Circling Cat D visibility $\frac{1}{4}$ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F).

MISSED APPROACH:

Climb to 700 then climbing left turn to 3600 direct IMJUS and hold.

ASOS 135.875	PORTLAND APP CON 124.35 299.2	CLNC DEL 121.65	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.73/TCH 41).		700	3600	IMJUS
COVHO		ISRIY		*INAV only		
3200		152°		ZIRBA 3.4 NM to RW15		
GP 3.01°		TCH 54		RW15		
5 NM		1.4 NM		2.2 NM		
3.4 NM		1900		*1180		
CATEGORY	A	B	C	D		
LPV DA	350-1		292 (300-1)			
LNAV/VNAV DA	580-1 $\frac{3}{4}$		522 (600-1 $\frac{3}{4}$)			
LNAV MDA	640-1 582 (600-1)		640-1 $\frac{3}{4}$ 582 (600-1 $\frac{3}{4}$)			
CIRCLING	660-1 602 (700-1)		660-1 $\frac{3}{4}$ 860-2 $\frac{1}{2}$ 802 (900-2 $\frac{1}{2}$)			

