

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>
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# RNAV (GPS) RWY 32

GULFPORT-BILOXI INTL (GPT)

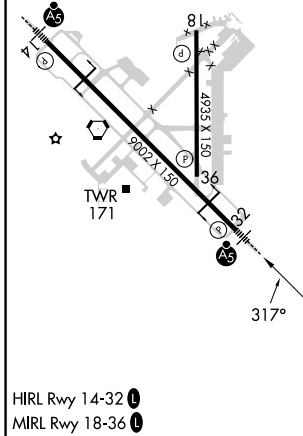
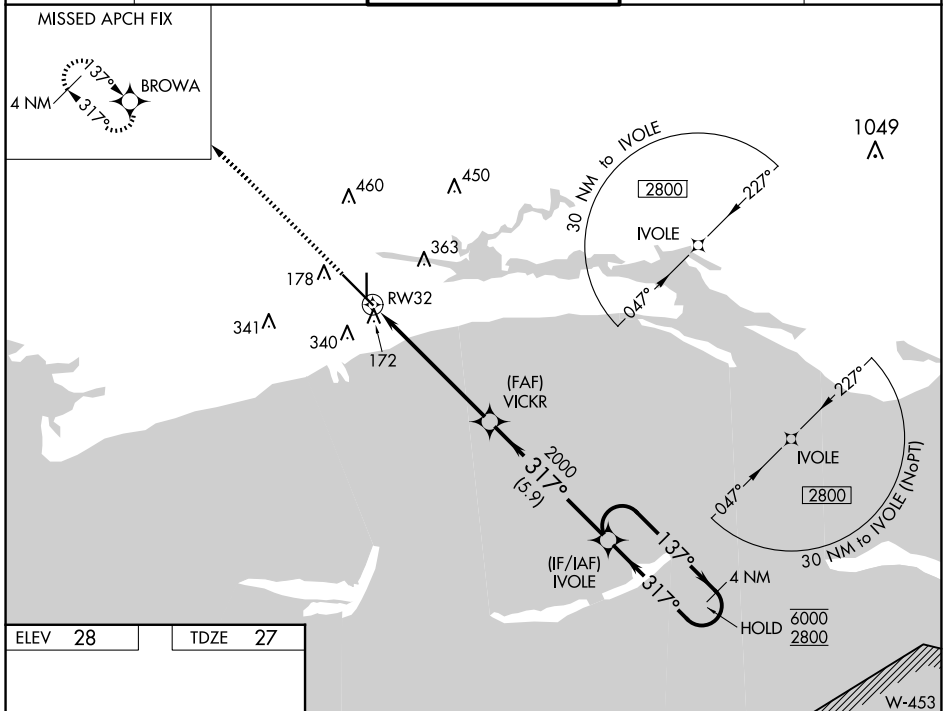
RNP APCH-GPS

**ASR** 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.



**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
$\uparrow$	$\star$		IVOLE	
			VICKR 2000	137° $\rightarrow$ 6000
				$\leftarrow$ 317° 2800
			1.1 NM to RW32	
			2000	
			1.1 NM	5 NM
			5.9 NM	
CATEGORY	A	B	C	D
LPV DA		277/40	250 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA		466/40	439 (500- $\frac{3}{4}$ )	
LNAV MDA		440/40	413 (500- $\frac{3}{4}$ )	
<b>C</b> CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2 $\frac{1}{4}$ 732 (800-2 $\frac{1}{4}$ )
				GP 3.00° TCH 55

SC-4, 20 FEB 2025 to 20 MAR 2025

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