

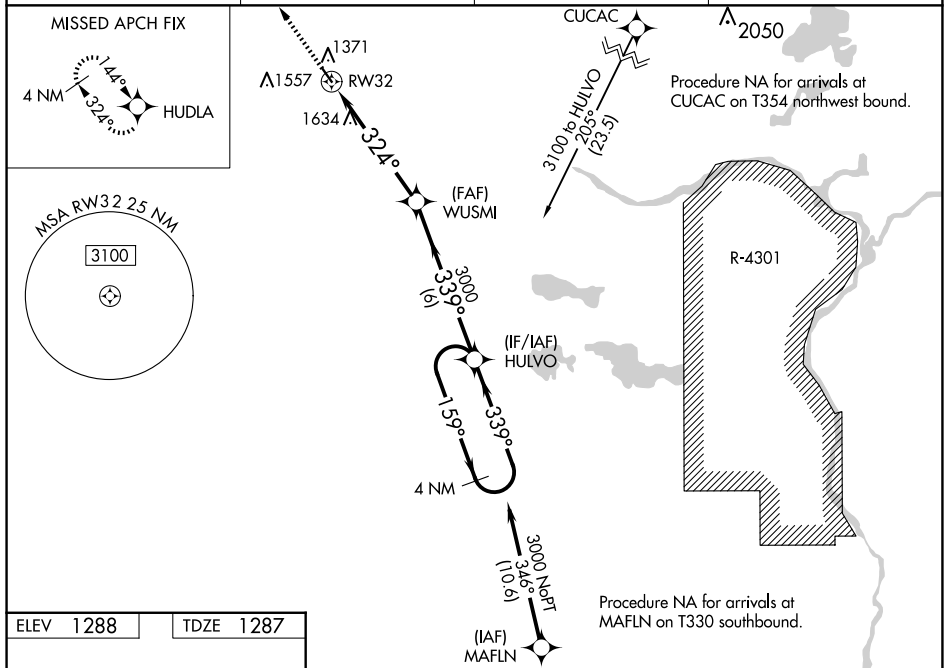
WAAS CH 97528 W32A	APP CRS 324°	Rwy Idg 3305 TDZE 1287 Apt Elev 1288
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RNAV (GPS) RWY 32
STAPLES MUNI (SAZ)

▼ Circling to Rwy 14 NA at night. Baro-VNAV NA when using Pine River altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine River altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility $\frac{1}{4}$ SM. Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 3000 direct
HUDLA and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 118.05 239.0	GCO 121.725	CTAF 122.9 0
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ELEV 1288		TDZE 1287
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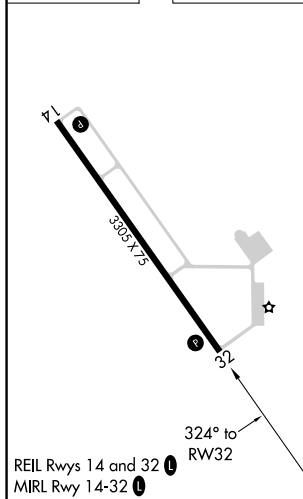


Diagram illustrating the RNAV/VNAV approach for RW32 at WUSMI. The diagram shows a 4 NM Holding Pattern at 3000 feet. The approach path starts at 3000 feet, descends to 324 degrees, then turns to 339 degrees, and finally to 159 degrees. The distance from the start of the approach to the holding pattern is 5.3 NM, and the distance from the holding pattern to the runway is 6 NM. The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 27).

RNAV (GPS) RWY 32