

VORTAC LMT	APP CRS	Rwy Ldg
115.9	328°	10302
Chan 106		TDZE 4095
		Apt Elev 4095

VOR/DME or TACAN RWY 32

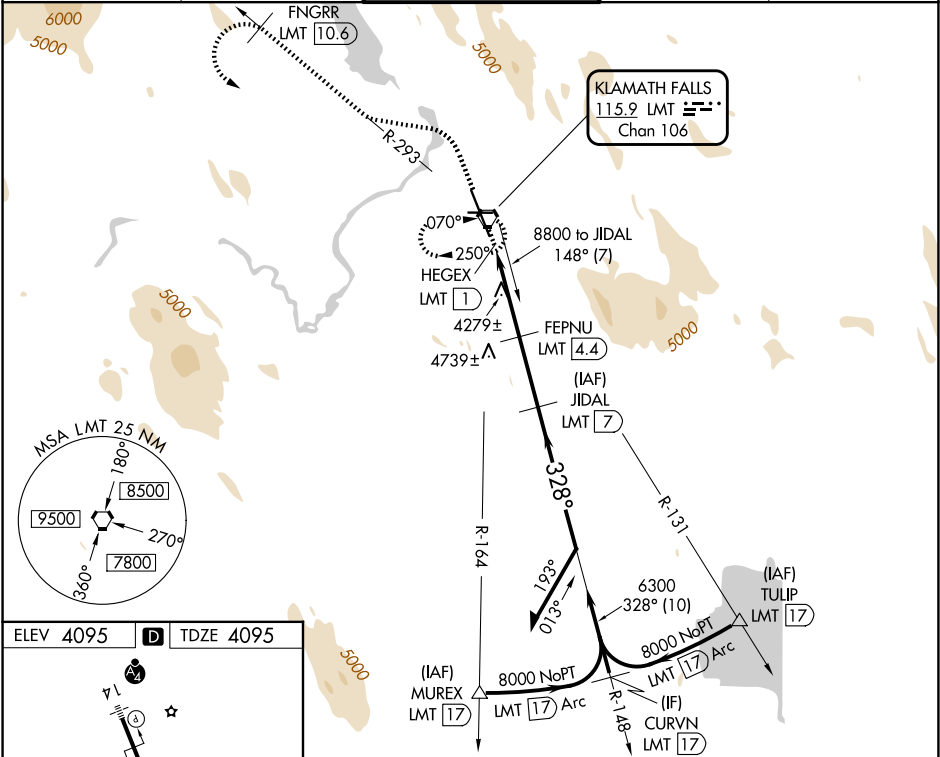
CRATER LAKE/KLAMATH RGNL (LMT)

For inop MALSR, increase S-32 Cat E visibility to 1¼ mile. Circling NA for Cat D and E east of Rwy 14-32. Procedure turn NA for Cat E aircraft.

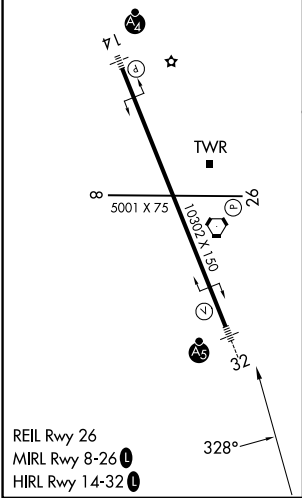
MALSR

MISSED APPROACH: Climb to 5100 then climbing left turn to 10000 via heading 263° and via LMT VORTAC R-293 to FNGRR/LMT 10.6 DME then left turn direct LMT VORTAC and hold. (TACAN aircraft climb to 5000 then climbing left turn to 9000 via heading 230° and LMT VORTAC R-265 to OLEBY/15 DME.)

ATIS	KINGSLEY APP CON *	KINGSLEY TOWER *	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) 0 257.8	121.9 348.6	122.95



ELEV 4095	D	TDZE 4095
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5100	10000	LMT R-293	FNGRR LMT 10.6	LMT	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 55).																		
↑	hdg 263°																						
LMT VORTAC HEGEX LMT 1 LMT 1.9 FEPNU LMT 4.4 3.41° TCH 50																							
0.4 0.9 2.5 NM 2.6 NM																							
148° 328° 8000 6300 5520																							
Remain within 10 NM																							
<table><tr><th>CATEGORY</th><th>A</th><th>B</th><th>C</th><th>D</th><th>E</th></tr><tr><td>S-32</td><td>4560/24 465 (500-½)</td><td>4560/40 465 (500-¾)</td><td>4560/50 465 (500-1)</td><td>4560/60 465 (500-1¼)</td><td>4560/60 465 (500-1½)</td></tr><tr><td>CIRCLING</td><td>4840-1 745 (800-1)</td><td>4980-1¼ 885 (900-1¼)</td><td>5420-3 1325 (1400-3)</td><td>5660-3 1565 (1600-3)</td><td>5700-3 1605 (1700-3)</td></tr></table>						CATEGORY	A	B	C	D	E	S-32	4560/24 465 (500-½)	4560/40 465 (500-¾)	4560/50 465 (500-1)	4560/60 465 (500-1¼)	4560/60 465 (500-1½)	CIRCLING	4840-1 745 (800-1)	4980-1¼ 885 (900-1¼)	5420-3 1325 (1400-3)	5660-3 1565 (1600-3)	5700-3 1605 (1700-3)
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