

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

SCAPPOOSE (SPB)

RNP APCH-GPS.

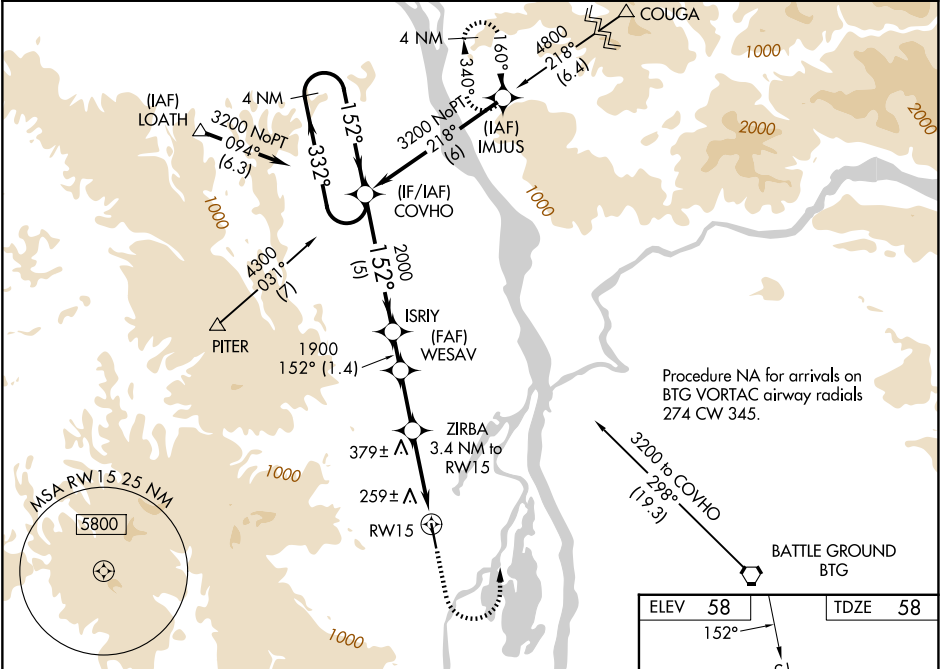
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Circling NA west of Rwy 15-33. Rwy 15 helicopter visibility reduction below 1 SM NA. When VGSi inop, Straight-in and Circling to Rwy 15 NA at night. When local altimeter setting not received, use Portland Intl altimeter setting; increase all DA/MDA 40 feet and increase LNAV/VNAV all Cats visibility 1/8 SM, Circling Cat D visibility 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) 0
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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	WESAV	ZIRBA	3.4 NM to RWY 15	*INAV only
3200 ← 332°		152° → 2000	1900	*1180	RWY 15	
GP 3.01° TCH 54		5 NM	1.4 NM	2.2 NM	3.4 NM	
CATEGORY	A	B	C	D		
LPV DA	350-1		292 (300-1)			
LNAV/VNAV DA	580-1 3/4		522 (600-1 3/4)			
LNAV MDA	640-1 582 (600-1)		640-1 3/4 582 (600-1 3/4)			
CIRCLING	660-1 602 (700-1)		660-1 3/4 602 (700-1 3/4)		860-2 1/2 802 (900-2 1/2)	

ELEV 58 TDZE 58

152°

SL

5100 x 100

0.6% UP

33

REIL Rwy 15 **0**

MIRL Rwy 15-33 **0**