

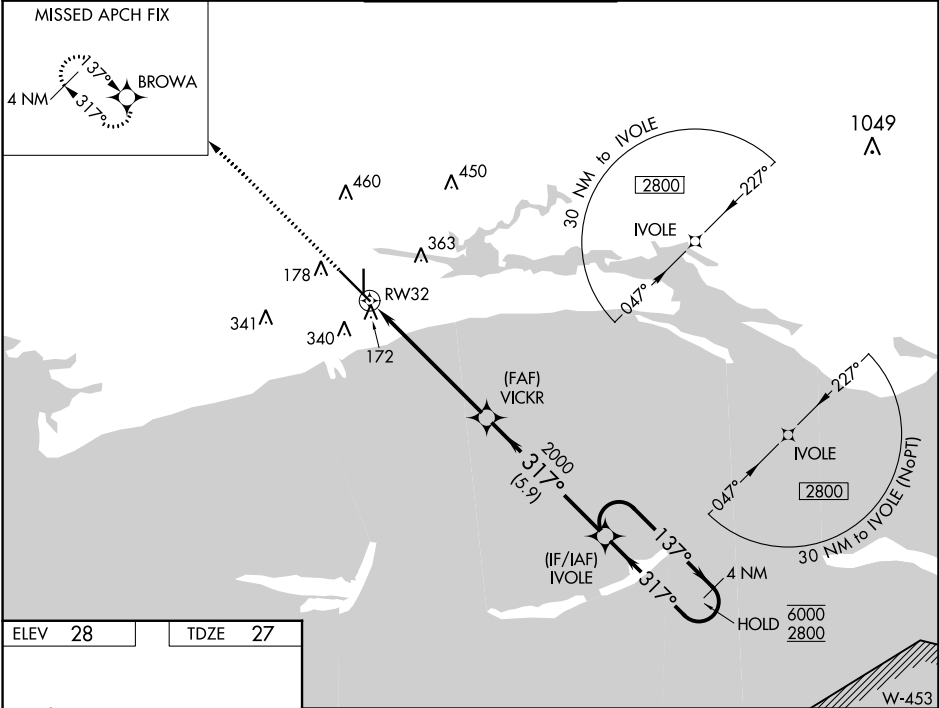
WAAS CH 56207 W32A	APP CRS 317°	Rwy Idg 9002 TDZE 27 Apt Elev 28
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RNAV (GPS) RWY 32
GULFPORT-BILOXI INTL (GPT)

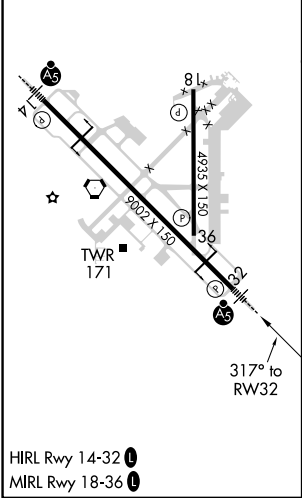
RNP APCH-GPS.

⚠ 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.	MALSR AS	MISSED APPROACH: Climb to 2000 direct BROWA and hold.
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ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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ELEV 28	TDZE 27
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2000

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BROWA

✦

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

4 NM Holding Pattern

2000

VICKR

1.1 NM to RW32

1.1 NM

5 NM

5.9 NM

137° → 6000

← 317° 2800

GP 3.00°

TCH 55

CATEGORY

A

B

C

D

LPV DA

277/40

250 (300-¾)

LNAV/VNAV DA

466/40

439 (500-¾)

LNAV MDA

440/40

413 (500-¾)

✪ CIRCLING

520-1

492 (500-1)

640-1

612 (700-1)

760-2

732 (800-2)

760-2¼

732 (800-2¼)