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| WAAS CH 93635 W32A | APP CRS 324° | Rwy Idg TDZE Apt Elev | 4200 448 455 |
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RNAV (GPS) RWY 32

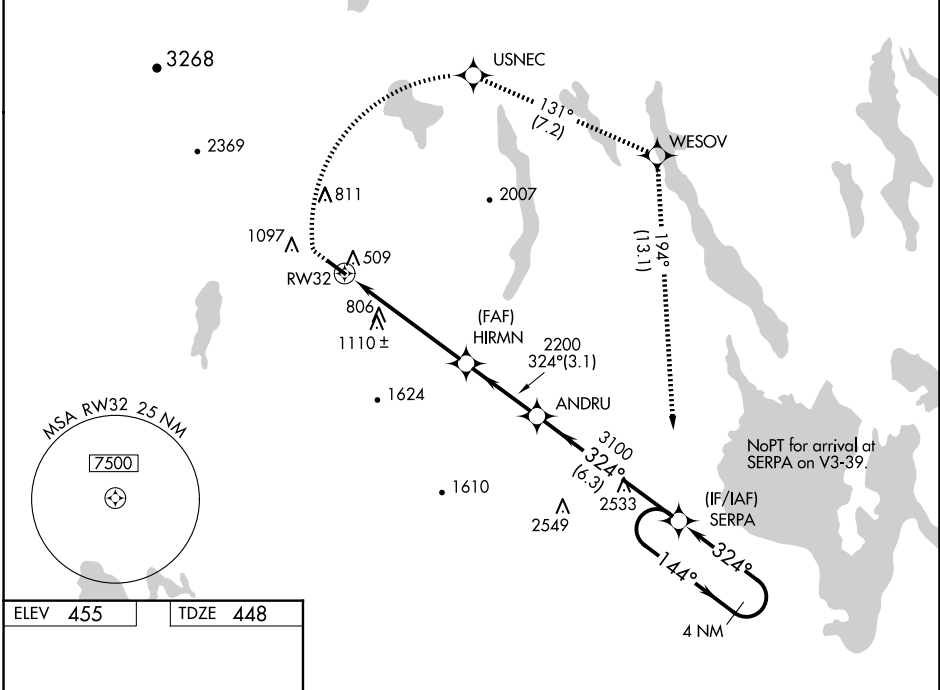
EASTERN SLOPES RGNL (IZG)

RNP APCH.

When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all DA to 1005 feet and increase LPV all Cats visibility $\frac{1}{4}$ SM; increase all MDA 100 feet, and increase LNAV Cat B visibility $\frac{1}{4}$ SM and Cat C visibility $\frac{1}{2}$ SM, and increase Circling Cat B visibility $\frac{1}{4}$ SM. Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Auburn/Lewiston altimeter setting. Circling to Rwy 14 NA at night.

MISSED APPROACH: Climb to 1040 then climbing right turn to 3600 direct USNEC and on track 131° to WESOV and on track 194° to SERPA and on track 194° to SERPA and hold.

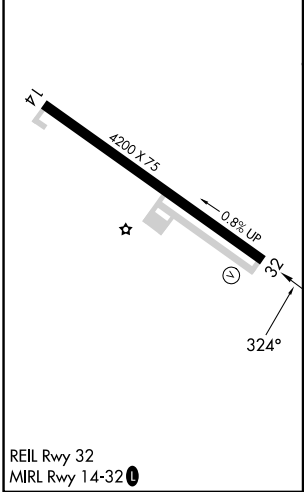
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| ASOS 135.775 | PORTLAND APP CON * 119.75 269.35 | UNICOM 122.8 (CTAF) |
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NE-1, 15 MAY 2025 to 12 JUN 2025

NE-1, 15 MAY 2025 to 12 JUN 2025

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| ELEV 455 | TDZE 448 |
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|-------------|----------------------------|------------|-----------------------------|------------|---------------|------------|---|
| 1040 | 3600 | USNEC | tr 131° | WESOV | tr 194° | SERPA | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 17). |
| *LNAV only. | | | | | | | SERPA Holding Pattern |
| RW32 | | HIRMN 2200 | | ANDRU 3100 | | SERPA 3600 | |
| 2.2 NM | | 3.2 NM | | 3.1 NM | | 6.3 NM | |
| CATEGORY | A | | B | | C | | D |
| LPV DA | 914-1 $\frac{3}{8}$ | | 466 (500-1 $\frac{3}{8}$) | | | | NA |
| LNAV MDA | 1140-1 | | 692 (700-1) | | 1140-2 | | NA |
| | 885 (900-1 $\frac{1}{4}$) | | 945 (1000-1 $\frac{1}{4}$) | | 1560-3 | | NA |
| CIRCLING | 1340-1 $\frac{1}{4}$ | | 1400-1 $\frac{1}{4}$ | | 1560-3 | | NA |
| | 885 (900-1 $\frac{1}{4}$) | | 945 (1000-1 $\frac{1}{4}$) | | 1105 (1200-3) | | NA |

REIL Rwy 32
MIRL Rwy 14-32

FRYEBURG, MAINE
Amdt 1B 30JAN20

43°59'N - 70°57'W

RNAV (GPS) RWY 32

EASTERN SLOPES RGNL (IZG)