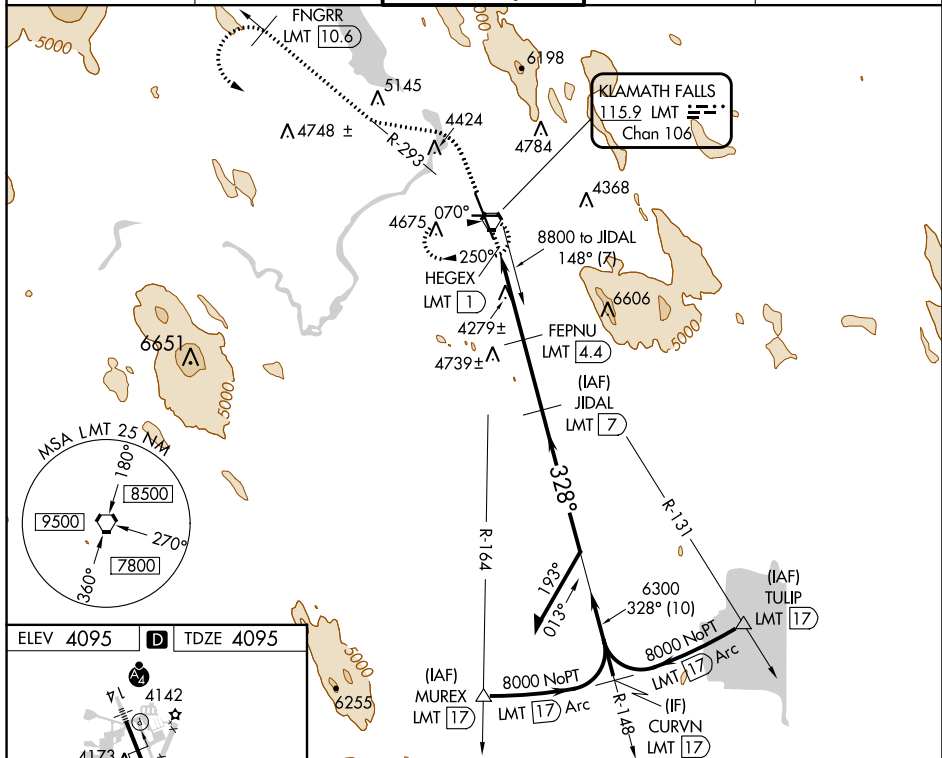


|                                               |                        |                                                                  |
|-----------------------------------------------|------------------------|------------------------------------------------------------------|
| VORTAC LMT<br><b>115.9</b><br>Chan <b>106</b> | APP CRS<br><b>328°</b> | Rwy Idg <b>10302</b><br>TDZE <b>4095</b><br>Apt Elev <b>4095</b> |
|-----------------------------------------------|------------------------|------------------------------------------------------------------|

VOR/DME or TACAN RWY 32  
CRATER LAKE/KLAMATH RGNL (LMT)

|                              |                                                                                                                                                            |                                                                                                |                                                                                                                                                                                                                                                                                                        |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>T</b><br/><b>A</b></p> | <p>For inop MALSR, increase S-32 Cat E visibility to 1½ mile.<br/>Circling NA for Cat D and E east of Rwy 14-32. Procedure turn NA for Cat E aircraft.</p> | <p>MALSR</p>  | <p>MISSED APPROACH: Climb to 5100 then climbing left turn to 10000 via heading 263° and via LMT VORTAC R-293 to FNRR/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.)</p> |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                     |                                   |                                           |                        |                  |
|---------------------|-----------------------------------|-------------------------------------------|------------------------|------------------|
| ATIS<br>126.5 263.0 | KINGSLEY APP CON<br>123.675 270.8 | KINGSLEY TOWER★<br>133.975 (CTAF) 0 257.8 | GND CON<br>121.9 348.6 | UNICOM<br>122.95 |
|---------------------|-----------------------------------|-------------------------------------------|------------------------|------------------|



|                                                                                                                                                                                                                  |                       |                         |                         |                         |                                                                                       |                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------|-------------------------|-------------------------|---------------------------------------------------------------------------------------|-------------------------|
| 5100<br>↑                                                                                                                                                                                                        | 10000<br>hdg<br>263°  | LMT<br>R-293            | FNGRR<br>LMT<br>10.6    | LMT<br>↖<br>◻           | VGSI and descent angles not coincident<br>(VGSI Angle 3.00/TCH 55).<br>JIDAL<br>LMT 7 |                         |
| <p>LMT VORTAC</p> <p>HEGEX LMT 1</p> <p>LMT 1.9</p> <p>FEPNU LMT 4.4</p> <p>3.41° TCH 50</p> <p>5520</p> <p>6300</p> <p>148°</p> <p>328°</p> <p>8000</p> <p>Remain within 10 NM</p> <p>0.4 0.9 2.5 NM 2.6 NM</p> |                       |                         |                         |                         |                                                                                       |                         |
| CATEGORY                                                                                                                                                                                                         | A                     |                         | B                       | C                       | D                                                                                     | E                       |
| S-32                                                                                                                                                                                                             | 4560/24               |                         | 465 (500-½)             | 4560/40<br>465 (500-¾)  | 4560/50<br>465 (500-1)                                                                | 4560/60<br>465 (500-1¼) |
| <b>C</b> CIRCLING                                                                                                                                                                                                | 4840-1<br>745 (800-1) | 4980-1¼<br>885 (900-1¼) | 5420-3<br>1325 (1400-3) | 5660-3<br>1565 (1600-3) | 5700-3<br>1605 (1700-3)                                                               |                         |