

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>40145</b><br><b>W32A</b> | APP CRS<br><b>315°</b> | Rwy Idg <b>4000</b><br>TDZE <b>1392</b><br>Apt Elev <b>1402</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

RNAV (GPS) RWY 32  
GREENVILLE MUNI (3B1)

RNP APCH - GPS.

**NA**  
-18°C

Circling Rwy 3, 21 NA at night. Baro-VNAV and VDP NA when using Bangor altimeter setting. Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. When local altimeter not received, use Bangor altimeter setting: increase LPV DA to 1927 feet and all visibilities  $\frac{1}{2}$  SM, increase LNAV/VNAV DA to 2095 feet and all visibilities  $\frac{7}{8}$  SM; increase all MDA's 300 feet and LNAV visibilities Cat A/B  $\frac{1}{4}$  SM and Cat C/D  $\frac{1}{2}$  SM, and Circling visibility Cat A/B  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 2200 then climbing right turn to 5100 direct WEIPY and on track 313° to WELUG and hold, continue climb-in-hold to 5100.

|                          |                                      |                          |                                 |
|--------------------------|--------------------------------------|--------------------------|---------------------------------|
| AWOS-A<br><b>124.175</b> | BOSTON CENTER<br><b>120.25 346.4</b> | CLNC DEL<br><b>122.3</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|--------------------------------------|--------------------------|---------------------------------|

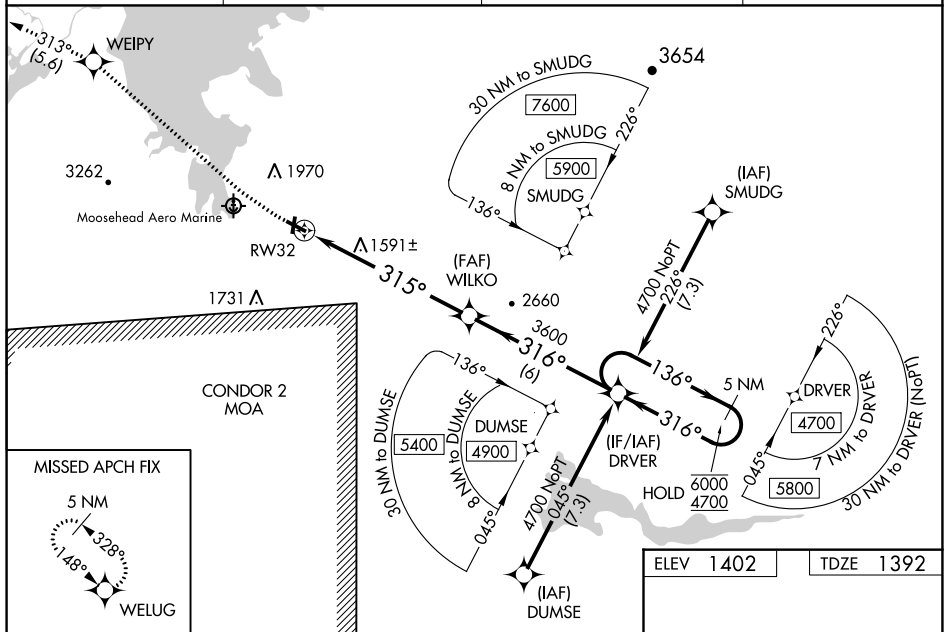


Diagram illustrating a flight path for a 5 NM Holding Pattern. The path starts at RW32, proceeds 1.8 NM to a 315° turn, then 4.9 NM to a 316° turn, and finally 6 NM to the 5 NM Holding Pattern. The holding pattern is a racetrack pattern with a 316° inbound leg and a 136° outbound leg. The pattern is centered on a 3600 frequency. The diagram also shows the locations of WEIPY, WELUG, and WILCO relative to the path.

