

WAAS CH <b>78572</b> <b>W32A</b>	APP CRS <b>324°</b>	Rwy Idg <b>7345</b> TDZE <b>153</b> Apt Elev <b>153</b>
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RNAV (GPS) Z RWY 32  
MONMOUTH EXEC (BLM)

RNP APCH - GPS.

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Lakehurst altimeter setting and increase LPV DA to 442 feet, increase LNAV/VNAV DA to 442 feet. Baro-VNAV NA when using Lakehurst altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct  
HAVOT, track 278° to  
RBV VORTAC and hold.

AWOS-3PT <b>121.625</b>	MC GUIRE APP CON <b>126.475 363.8</b>	CLNC DEL <b>126.15</b>	UNICOM <b>123.0 (CTAF)</b>
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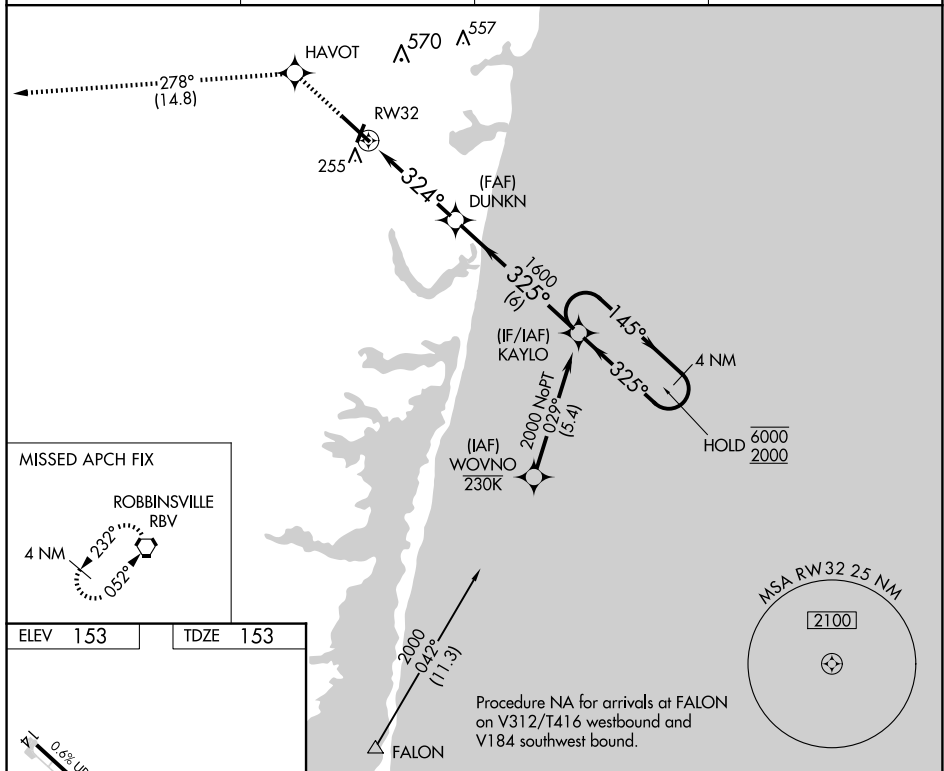


Figure 1-1: Example of a 4 NM Holding Pattern. The diagram shows a holding pattern for RW32. The pattern consists of a 4 NM holding pattern with a 145° turn. The inbound leg is 3.24 NM, and the outbound leg is 6.00 NM. The holding pattern is located 4.2 NM from the runway. The diagram also shows the runway (RW32) and the holding pattern (Holding Pattern).

NE-2, 10 JUL 2025 to 07 AUG 2025