

WAAS CH <b>49003</b> <b>W32A</b>	APP CRS <b>316°</b>	Rwy Idg <b>5489</b> TDZE <b>2408</b> Apt Elev <b>2413</b>
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## RNAV (GPS) RWY 32

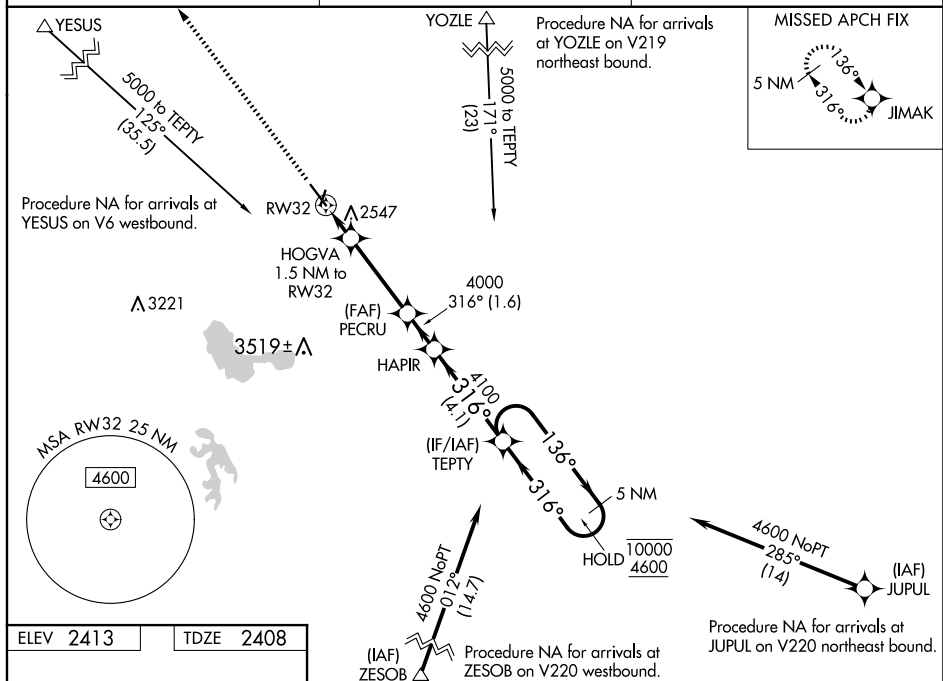
JIM KELLY FLD (LXN)

RNP APCH.

**T** Circling NA to Rwy 1 and 19. Rwy 32 helicopter visibility reduction  
**A** below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV  
 NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 4600 direct JIMAK and hold.

AWOS-3 <b>121.025</b>	DENVER CENTER <b>132.7 226.675</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 2413		TDZE 2408
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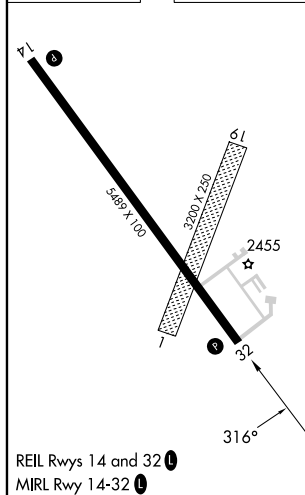


Figure 1 illustrates a 5 NM Holding Pattern. The pattern is defined by a 1.5 NM radius (RW32) and a 4.1 NM radius (HAPIR). The pattern is a series of turns around a fix (HOGVA). The pattern is defined by a 1.5 NM radius (RW32) and a 4.1 NM radius (HAPIR). The pattern is a series of turns around a fix (HOGVA). The pattern is defined by a 1.5 NM radius (RW32) and a 4.1 NM radius (HAPIR).