

LOC/DME I-TZX <b>109.55</b> Chan <b>32</b> (Y)	APP CRS <b>324°</b>	Rwy Idg <b>5498</b> TDZE <b>715</b> Apt Elev <b>726</b>
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ILS or LOC RWY 32  
WINCHESTER RGNL (OKV)

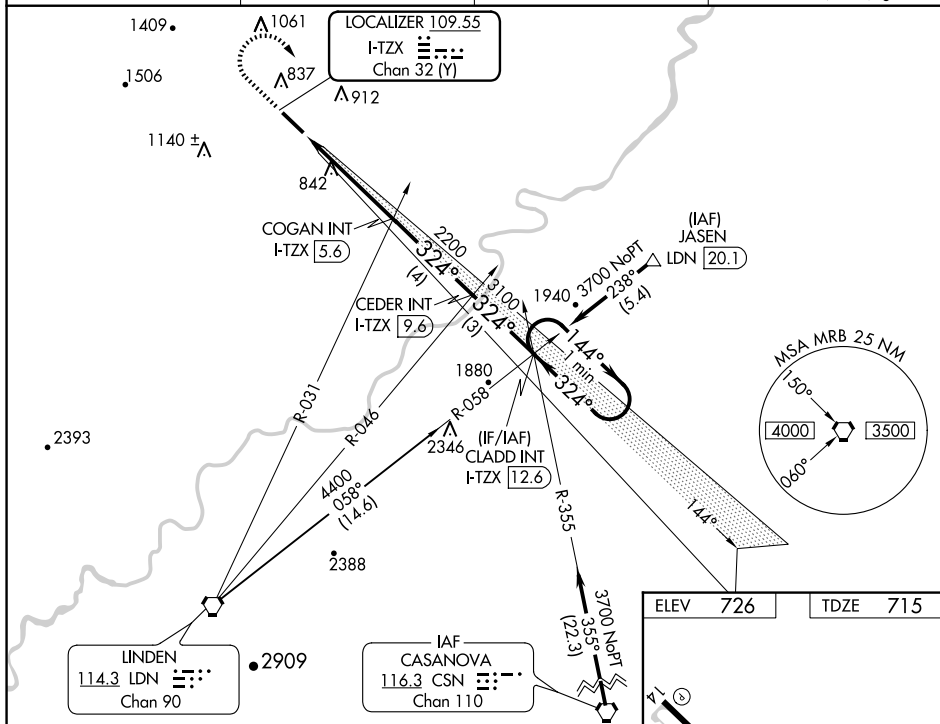
**V** Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility  $\frac{1}{4}$  mile. For inoperative MALSR, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSR when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility  $\frac{1}{2}$  mile. VDP NA when using Martinsburg altimeter setting.

MALSR



**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD INT/I-TZX 12.6 DME and hold.

AWOS-3 <b>124.85</b>	POTOMAC APP CON <b>120.45 306.925</b>	CLNC DEL <b>126.15</b>	UNICOM <b>122.975 (CTAF) 0</b>
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1400 ↑	3700 hdg 160°	I-TXZ SE crs	CLADD INT	CLADD INT I-TXZ 12.6	One Minute Holding Pattern
CATEGORY	A	B	C	D	
S-ILS 32	915-1/2 200 (200-1/2)				
S-LOC 32	1040-1/2 325 (400-1/2)				1040-3/4 325 (400-3/4)
<b>C</b> CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-13/4 654 (700-13/4)	1480-21/2 754 (800-21/2)	

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30