

WAAS CH <b>65720</b> <b>W15A</b>	APP CRS <b>152°</b>	Rwy Idg <b>5100</b> TDZE <b>58</b> Apt Elev <b>58</b>
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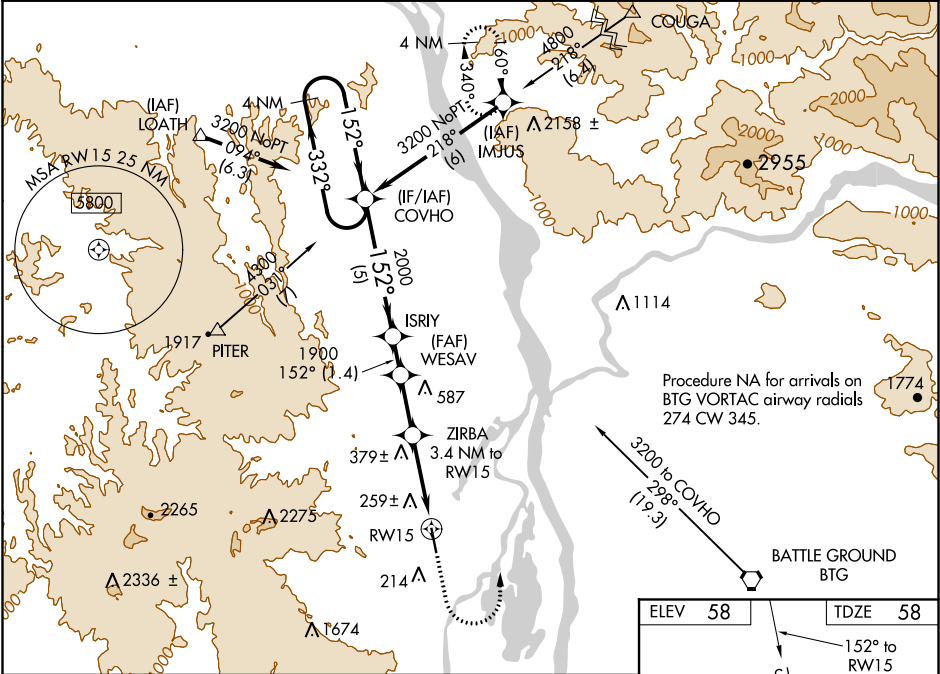
**RNAV (GPS) RWY 15**  
SCAPPOOSE INDUSTRIAL AIRPARK (SPB)

**⚠** Circling NA west of Rwy 15-33. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

**⚠** When VGSI inop, Straight in and Circling to Rwy 15 NA at night. When local altimeter setting not received, use Portland Intl altimeter setting and increase all DA/MDA 40 feet and increase LNAV/VNAV all Cats visibility  $\frac{1}{8}$  mile. Baro-VNAV NA when using Portland Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F).

**MISSED APPROACH:**  
Climb to 700 then climbing left turn to 3600 direct IMJUS and hold.

ASOS <b>135.875</b>	PORTLAND APP CON <b>124.35 299.2</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident. (VGSI Angle 3.73 / TCH 41).

GP 3.01° TCH 54

ISRIY

WESAV

ZIRBA 3.4 NM to RW15

RW15

IMJUS

\*LNAV only

5 NM 1.4 NM 2.2 NM 3.4 NM

CATEGORY	A	B	C	D
LPV DA		350-1	292 (300-1)	
LNAV/VNAV DA		580-1 $\frac{3}{4}$	522 (600-1 $\frac{3}{4}$ )	
LNAV MDA	640-1	582 (600-1)	640-1 $\frac{3}{4}$	582 (600-1 $\frac{3}{4}$ )
CIRCLING	640-1	582 (600-1)	640-1 $\frac{3}{4}$ 582 (600-1 $\frac{3}{4}$ )	640-2 582 (600-2)

ELEV 58 TDZE 58

152° to RW15

5100 x 100

0.63° UP

33

REIL Rwy 15 0

MIRL Rwy 15-33 0

NW-1, 31 DEC 2020 to 28 JAN 2021

NW-1, 31 DEC 2020 to 28 JAN 2021