

WAAS CH 58225 W32A	APP CRS 324°	Rwy Idg 3600 TDZE 977 Apt Elev 992
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RNAV (GPS) RWY 32

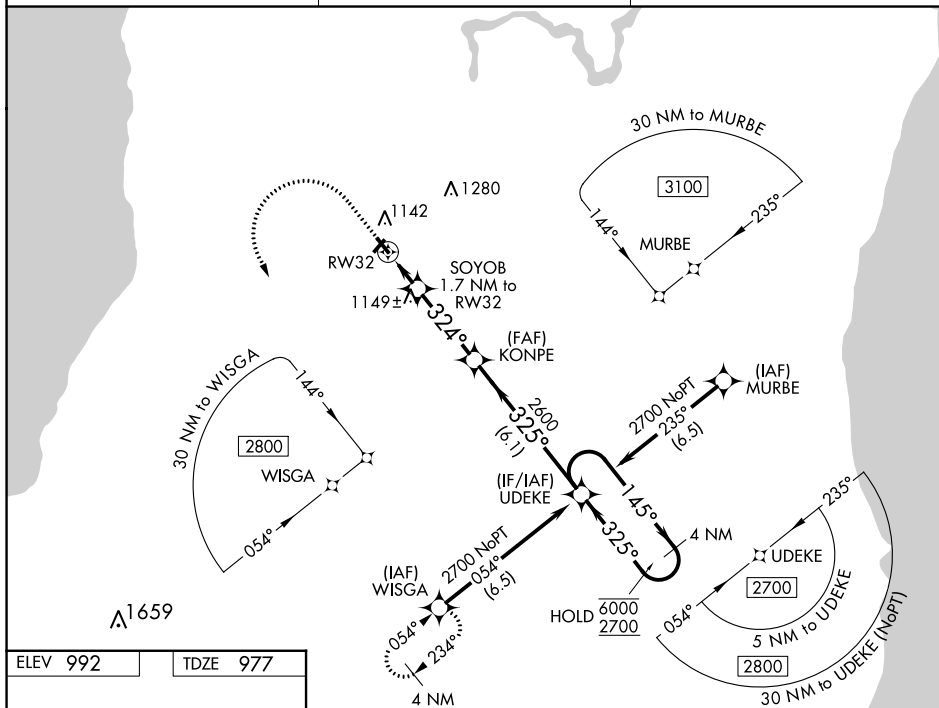
NEW HOLSTEIN MUNI (8D1)

RNP APCH.

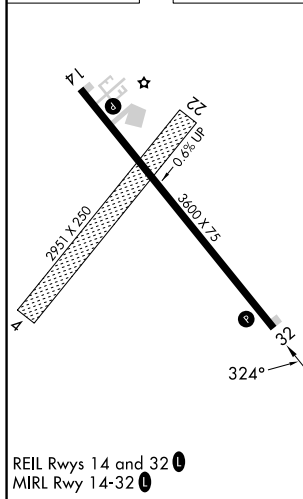
T Circling NA to Rwy 4 and 22. Rwy 32 helicopter visibility reduction below 1 SM NA.
A NA Baro-VNAV NA. Use Oshkosh altimeter setting, when not received use Appleton altimeter setting. Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct WISGA and hold.

OSH ASOS 125.9	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.0 (CTAF) 0
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ELEV 992		TDZE 977
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VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 23).

The diagram illustrates the intersection of two glidepaths. The VGSI glidepath starts at a distance of 1.7 NM from the runway end, with a 3.00° angle and TCH of 23. The RNAV glidepath starts at a distance of 1.7 NM from the runway end, with a 3.25° angle. The intersection point is marked with a cross and labeled 'KONPE'. The distance from the runway end to the intersection point is 1.7 NM. The distance from the intersection point to the runway end is 6.1 NM. The diagram also shows the LNAV and VNAV glidepaths, which are coincident with the VGSI glidepath. The MDA and Circling glidepaths are shown as dashed lines.

CATEGORY	A	B	C	D
LPV DA	1376-1 $\frac{3}{8}$	399 (400-1 $\frac{3}{8}$)		NA
LNAV/ VNAV	1509-1 $\frac{7}{8}$	532 (600-1 $\frac{7}{8}$)		NA
LNAV MDA	1480-1	503 (500-1)		NA
CIRCLING	1540-1	548 (600-1)		NA