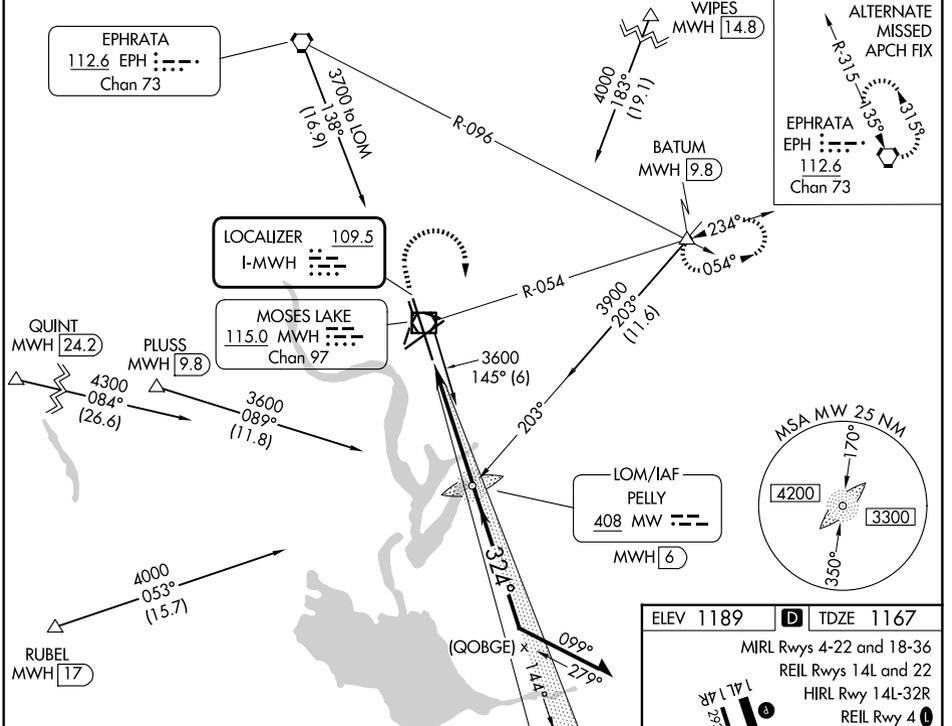


LOC I-MWH <b>109.5</b>	APP CRS <b>324°</b>	Rwy Ldg <b>13492</b> TDZE <b>1167</b> Apt Elev <b>1189</b>
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# ILS or LOC RWY 32R

GRANT COUNTY INTL (MWH)

ADF or DME required.		MALSR 	MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 on MWH R-054 to BATUM INT/MWH VOR/DME 9.8 DME and hold, continue climb-in-hold to 4000.	
ATIS <b>119.05</b>	GRANT COUNTY APP CON * <b>126.4 379.95</b>	GRANT COUNTY TOWER * <b>118.25 (CTAF) 257.8 (E)</b> <b>128.0 257.8 (W)</b>		GND CON <b>121.9</b>
				UNICOM <b>122.95</b>



ELEV 1189 **D** TDZE 1167

MIRL Rwy 4-22 and 18-36  
REIL Rwy 14L and 22  
HIRL Rwy 14L-32R  
REIL Rwy 4

Obstacle clearances for RWY 32R:

- Obstacle 1: 141' x 148' (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 2: 1303 x 200 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 3: 10000 x 100 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 4: 63 x 3227 x 25 (32R) - 0.4% DOWN
- Obstacle 5: 81 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 6: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 7: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 8: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 9: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 10: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 11: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 12: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 13: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 14: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 15: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 16: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 17: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 18: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 19: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 20: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 21: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 22: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 23: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 24: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 25: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 26: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 27: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 28: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 29: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 30: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 31: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 32: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 33: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 34: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 35: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 36: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 37: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 38: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 39: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 40: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 41: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 42: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 43: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 44: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 45: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 46: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 47: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 48: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 49: 22 (32R) - 3500 x 90 (-0.3% UP)
- Obstacle 50: 22 (32R) - 3500 x 90 (-0.3% UP)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

1800 4000 BATUM  
MWH R-054

MW LOM PELLY MWH 6

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76). Remain within 10 NM

2727 144° 3300 324° 2800

GS 3.00° TCH 55

CATEGORY	A	B	C	D
S-ILS 32R		1367-1/2	200 (200-1/2)	
S-LOC 32R	1620-1/2	453 (500-1/2)	1620-7/8	453 (500-7/8)
CIRCLING	1680-1	491 (500-1)	1720-1 1/2 531 (600-1 1/2)	1840-2 651 (700-2)

NW-1, 19 MAR 2026 to 16 APR 2026

NW-1, 19 MAR 2026 to 16 APR 2026