

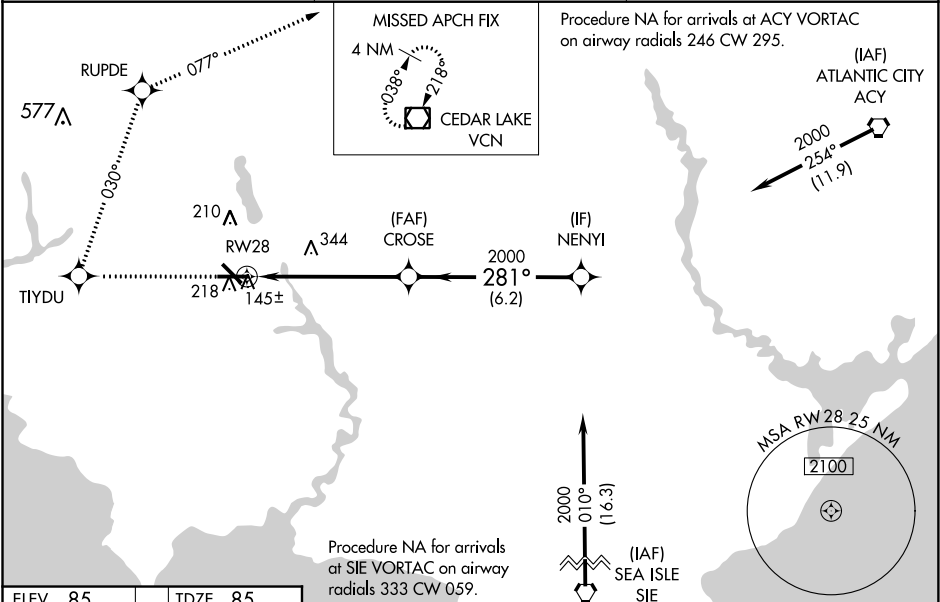
WAAS CH 42700 W28A	APP CRS 281°	Rwy Idg TDZE Apt Elev	6003 85 85
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RNAV (GPS) RWY 28
MILLVILLE MUNI (MIV)

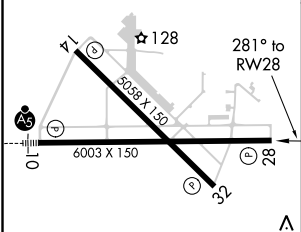
⚠ Circling Rwy 32 NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When local altimeter setting not received, use Atlantic City altimeter setting and increase all DA/MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Atlantic City altimeter setting.

MISSED APPROACH: Climb to 2000 direct TIYDU and right turn on track 030° to RUPDE and right turn 077° track to VCN VOR/DME and hold.

ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 0
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ELEV 85	TDZE 85
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2000 ↑	TIYDU ✦	RUPDE ✦ tr 030°	VCN ✦ tr 077°	✧	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/ TCH 29)
*LNAV only					
<p>The diagram illustrates the approach procedure. A horizontal line represents the runway (RW28). A dashed line indicates the glide path, starting from a point 1.7 NM from the runway and extending to a point 4.1 NM from the runway. The glide path is labeled with a 281° angle. A vertical line represents the centerline, with a distance of 6.2 NM from the runway to the centerline. The diagram also shows a 3.00° glide path angle and a 45° TCH (Touchdown Height) angle. The diagram is divided into four sections: A, B, C, and D.</p>					
CATEGORY	A	B	C	D	
LPV DA	344-1 259 (300-1)				
LNAV/ VNAV DA	405-1 320 (400-1)				
LNAV MDA	640-1 555 (600-1)	640-1½ 555 (600-1½)	640-1¾ 555 (600-1¾)		
CIRCLING	640-1 555 (600-1)	640-1½ 555 (600-1½)	640-2 555 (600-2)		

NE-2, 03 DEC 2020 to 31 DEC 2020

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