

WAAS CH 45829 W05A	APP CRS 053°	Rwy Idg TDZE Apt Elev	6100 645 651
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RNAV (GPS) RWY 5

MIDDLETOWN RGNL/HOOK FIELD(MWO)

RNP APCH.

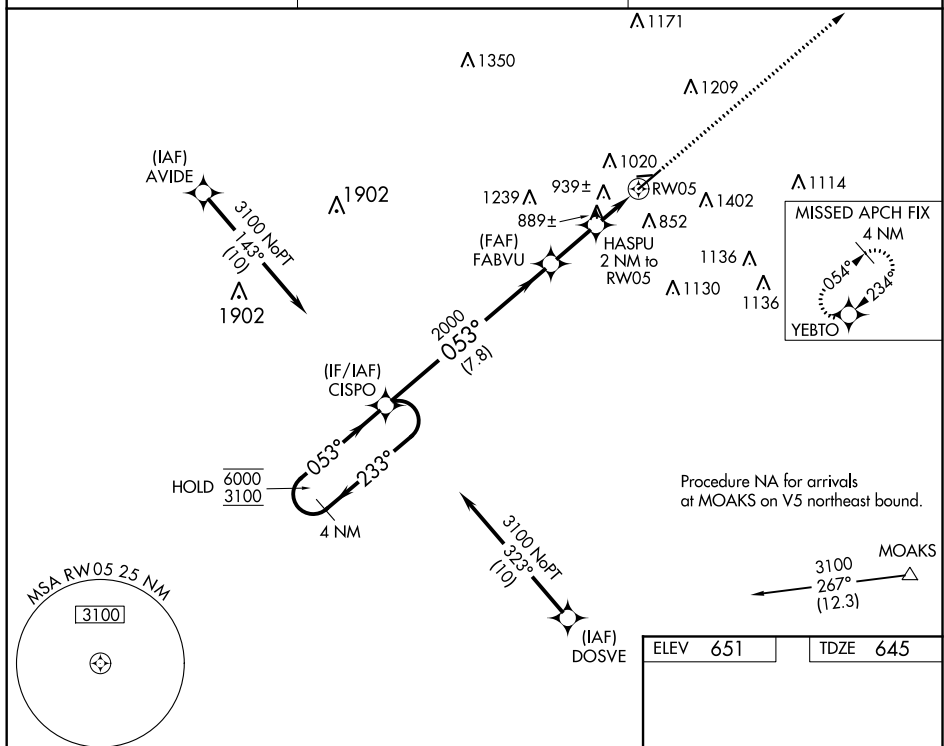


Circling NA to Rwy 8 and 26. Rwy 5 Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night.


MISSED APPROACH: Climb to 3100 direct YEBTO and hold.

AWOS-3
120.025

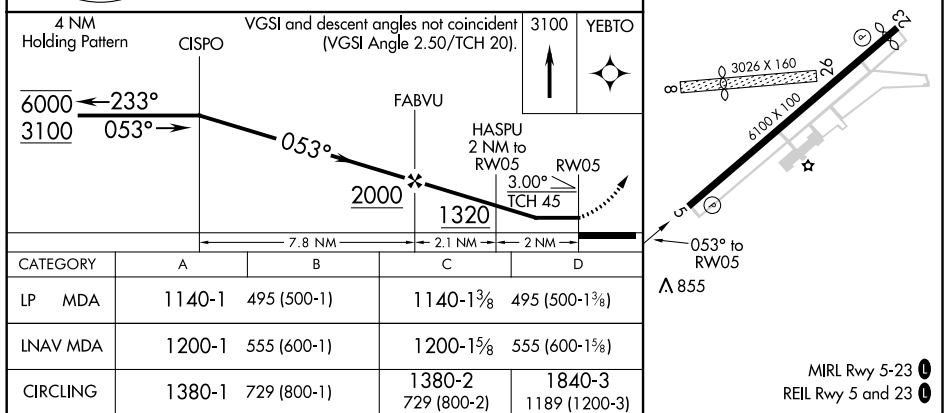
COLUMBUS APP CON
118.85 269.275

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrivals at MOAKS on V5 northeast bound.

MOAKS
3100
- 267°
(12.3) 

ELEV 651		TDZE 645
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CATEGORY	A	B	C	D
LP MDA	1140-1	495 (500-1)	1140-1 $\frac{3}{8}$	495 (500-1 $\frac{3}{8}$)
INAV MDA	1200-1	555 (600-1)	1200-1 $\frac{5}{8}$	555 (600-1 $\frac{5}{8}$)
CIRCLING	1380-1	729 (800-1)	1380-2 729 (800-2)	1840-3 1189 (1200-3)

Diagram illustrating the proposed rail alignment (MIRA Rwy 5-23) and the existing rail alignment (REIL Rwy 5 and 23). The diagram shows a section of the rail line with a proposed alignment (solid line) and an existing alignment (dashed line). The proposed alignment is labeled "MIRA Rwy 5-23" and "REIL Rwy 5 and 23". The existing alignment is labeled "3026 X 160" and "6100 X 100". The diagram also shows a "50' offset" from the existing alignment, a "50' offset" from the proposed alignment, and a "50' offset" from the proposed alignment. The diagram is labeled "MIRA" and "REIL".

MIRL Rwy 5-23 **L**
REIL Rwy 5 and 23 **L**