

WAAS CH <b>86900</b> <b>W32A</b>	APP CRS <b>326°</b>	Rwy Idg TDZE Apt Elev	<b>5058</b> <b>82</b> <b>85</b>
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RNAV (GPS) RWY 32

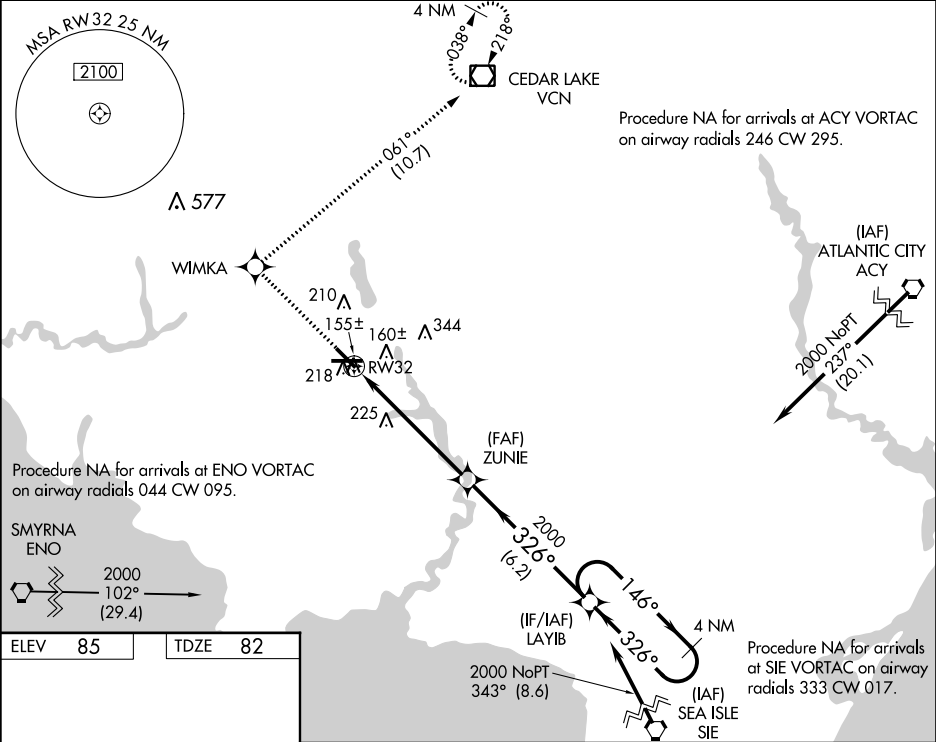
MILLVILLE MUNI (MIV)

▼ Circling Rwy 10 NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.

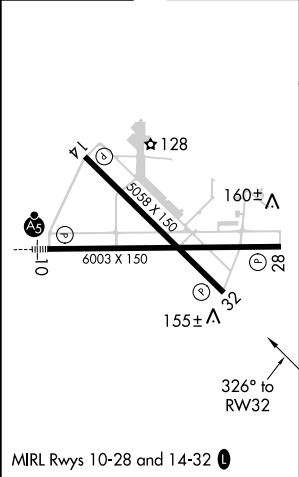
▲ NA Baro-VNAV NA when using Woodbine Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When VGSI inop, Straight-in/Circling Rwy 32 procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Woodbine Muni altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct WIMKA and right turn on track 061° to VCN VOR/DME and hold.

ASOS <b>119.6</b>	ATLANTIC CITY APP CON <b>124.6 327.125</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 85	TDZE 82
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2000	WIMKA	VCN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).		4 NM
			ZUNIE	LAYIB	Holding Pattern
			2000		
					146° → 2000
					← 326°
					GP 3.00° TCH 60
			5.7 NM	6.2 NM	
CATEGORY	A	B	C	D	
LPV DA		381-1	299 (300-1)		
LNAV/VNAV DA		415-1	333 (400-1)		
LNAV MDA		480-1	398 (400-1)	480-1¼ 398 (400-1¼)	
CIRCLING	520-1 435 (500-1)	540-1 455 (500-1)	560-1½ 475 (500-1½)	640-2 555 (600-2)	