

WAAS CH <b>97611</b> <b>W18A</b>	APP CRS <b>181°</b>	Rwy Idg <b>7800</b> TDZE <b>26</b> Apt Elev <b>26</b>
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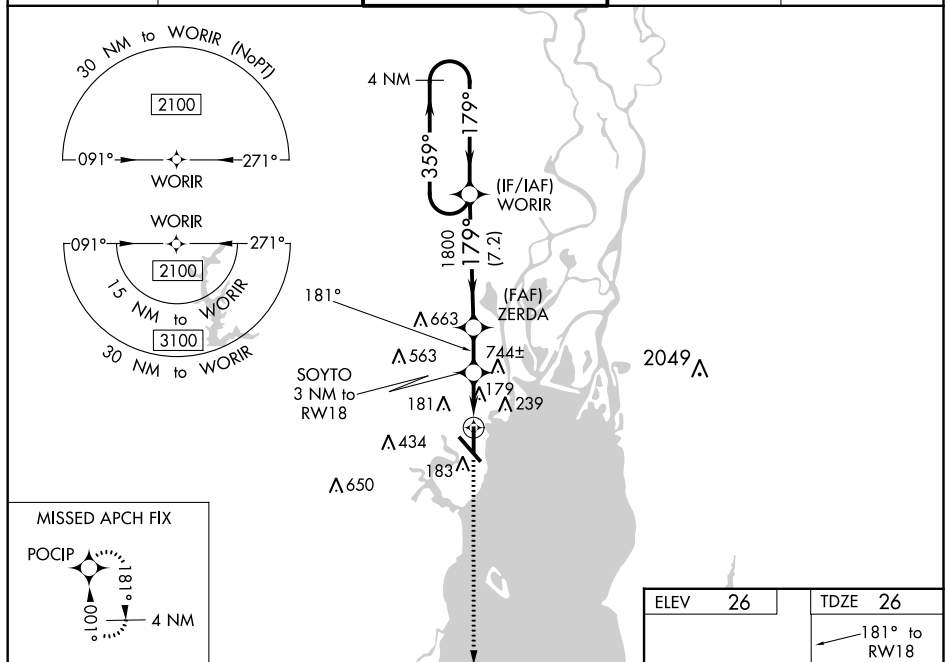
## RNAV (GPS) RWY 18

MOBILE DOWNTOWN (BFM)

**V** **A** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and MDA 60 feet and increase LPV all CATs visibility  $\frac{1}{4}$  mile, increase LNAV/VNAV all Cats visibility  $\frac{1}{8}$  mile, increase LNAV Cat C/D visibility  $\frac{1}{4}$  mile, and increase Circling Cat C visibility  $\frac{1}{4}$  mile. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 13°C (56°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct  
POCIP and hold.

ATIS 135.575	MOBILE APP CON ★ 118.5 269.3	DOWNTOWN TOWER ★ 118.8 (CTAF) 0 251.1	GND CON 121.7 239.3	UNICOM 122.95
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4 NM Holding Pattern

WORIR

ZERDA

SOYTO 3 NM to RW18

GP 3.00° TCH 50°

2100

359°

179°

179°

1800

181°

\*1020

\*1.1 NM to RW18

RW18

7.2 NM

2.4 NM

1.9

1.1

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 64)

2000

POCIP

\*LNAV only.

CATEGORY	A	B	C	D
LPV DA		276- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA		398-1 $\frac{1}{4}$	372 (400-1 $\frac{1}{4}$ )	
LNAV MDA	440-1	414 (500-1)	440-1 $\frac{1}{8}$	414 (500-1 $\frac{1}{8}$ )
<b>C</b> CIRCLING	680-1	654 (700-1)	680-1 $\frac{3}{4}$ 654 (700-1 $\frac{3}{4}$ )	1100-3 1074 (1100-3)

Diagram illustrating the RW18 runway layout. The runway is oriented 181° to RW18. Key features include:

- ELEV 26** (Elevation)
- TDZE 26** (Threshold Crossing Height)
- TWR 158** (Tower)
- 7900 X 150** (Area)
- 9618 X 150** (Area)
- 36** (Angle)
- 32** (Angle)