

RNAV (GPS) RWY 20
NUT TREE (VCB)

MISSED APPROACH: Climb to 520 then climbing left turn to 2100 direct IPENE and hold. # Missed approach requires minimum climb of 229 feet per NM to 1300.

The diagram illustrates the Instrument Landing System (ILS) for Runway 20 at MIRA Airfield. It shows the alignment of the runway (RW20) and the glidepath (GP) starting from the holding pattern. Key features include:

- Runway (RW20):** Indicated by a thick black line with a width of 4700 x 75 feet.
- Glidepath (GP):** A solid line representing the descent path, starting from the holding pattern and ending at the runway threshold. The glidepath angle is 3.00° TCH 40.
- Holding Pattern:** A rectangular pattern with a 4 NM side length, located at the top right of the diagram.
- Approach Fix (NUFKY):** Located 1.5 NM from the runway threshold along the glidepath.
- Final Approach Fix (IPENE):** Located 3.4 NM from the runway threshold along the glidepath.
- Threshold (TCH 40):** The point where the glidepath intersects the runway, marked with a star symbol.
- Data Table:** A table providing performance data for different aircraft categories (A, B, C, D) under various conditions (LPV, DA, LNAV/VNAV, MDA).

CATEGORY	A	B	C	D
LPV DA #		367- $\frac{7}{8}$	250 (300- $\frac{7}{8}$)	
LPV DA		384- $\frac{7}{8}$	267 (300- $\frac{7}{8}$)	
LNAV/VNAV DA		614-1 $\frac{3}{4}$	497 (500-1 $\frac{3}{4}$)	
LNAV MDA	720-1	603 (700-1)	720-1 $\frac{3}{4}$	603 (700-1 $\frac{3}{4}$)
CIRCLING	720-1	603 (700-1)	960-2 $\frac{1}{2}$ 843 (900-2 $\frac{1}{2}$)	1360-3 1243 (1300-3)

SW-2, 31 DEC 2020 to 28 JAN 2021