

|                                        |                        |                                                                |
|----------------------------------------|------------------------|----------------------------------------------------------------|
| WAAS<br>CH <b>70412</b><br><b>W36A</b> | APP CRS<br><b>357°</b> | Rwy Idg <b>6103</b><br>TDZE <b>995</b><br>Apt Elev <b>1016</b> |
|----------------------------------------|------------------------|----------------------------------------------------------------|

## RNAV (GPS) RWY 36

ADA RGNL (ADH)

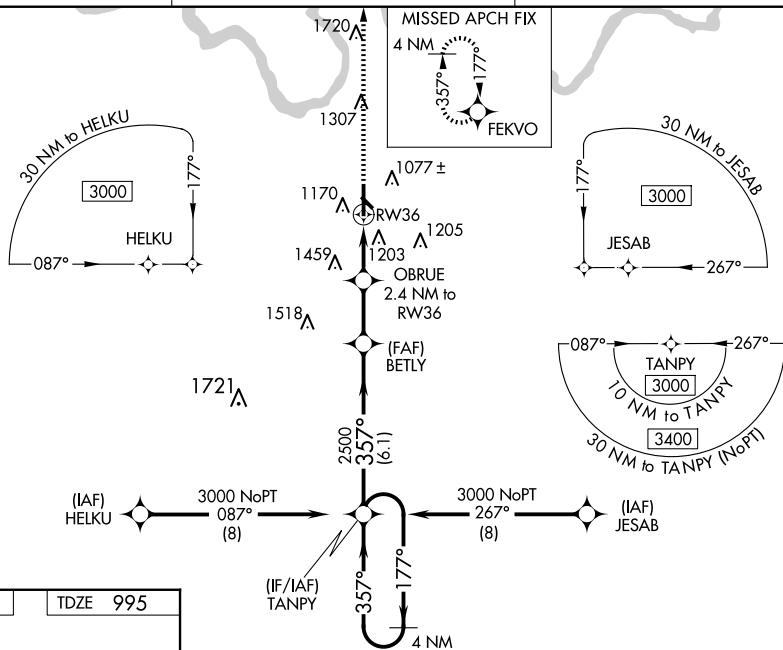
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Seminalte altimeter setting.

**▲** Circling Rwy 31 NA at night. Rwy 36 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminalte altimeter setting: increase LPV DA to 1311 feet, LNAV/VNAV DA to 1600 feet and all MDA 80 feet. Increase LPV all Cots and LNAV Cots C and D visibility ¼ SM, increase LNAV/VNAV all Cots visibility to 2 ½ SM. Increase Circling Cots C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3000  
direct FEKVO and hold.

AWOS-3PT  
118.725

FORT WORTH CENTER  
132.2 338.35

UNICOM  
122.8 (CTAF) **L**

The diagram shows a vertical runway labeled "MIRL Rwy 18-36" at the bottom right. At the top left, there is a compass rose indicating North. A horizontal dimension line across the top indicates a width of 6203 X 100. To the right of the runway, a diagonal taxiway labeled "T3" intersects it. The intersection point is marked with a circle containing the letter "H". Further down the runway, another intersection point is marked with a circle containing the letter "P". At the very bottom of the runway, there is a circle containing the number "36". A curved arrow pointing upwards along the runway is labeled "0.6% UP". To the right of the T3 taxiway, another diagonal line is shown, labeled "2717 X 90" and "0.92% UP". A star symbol is located to the left of the runway, near the T3 intersection.

Diagram illustrating the VTSI Angle 3.00/TCH 43.3° approach for RW36. The diagram shows a 4 NM Holding Pattern at 3000 feet. The approach path starts at 3000 feet, descends to 2500 feet at a 357° angle, and then descends to 1780 feet at a 357° angle. The final approach segment is at 1780 feet, 357° angle, with a 1.4 NM distance to RW36. The diagram also shows the VTSI Angle 3.00/TCH 35.3° approach, which starts at 3000 feet, descends to 2500 feet at a 357° angle, and then descends to 1780 feet at a 357° angle. The final approach segment is at 1780 feet, 357° angle, with a 1.4 NM distance to RW36.