

WAAS CH 78434 W12A	APP CRS 121°	Rwy Idg 3998 TDZE 2209 Apt Elev 2209
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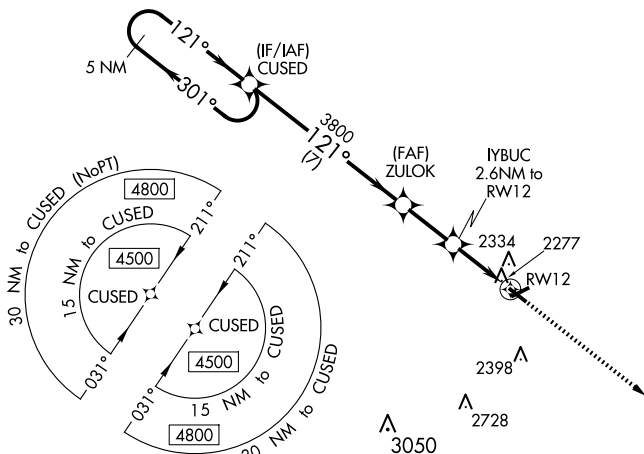
RNAV (GPS) RWY 12
PHILP (PHP)

PHILIP (PHP)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pierre altimeter setting and increase all DA 204 feet and MDA 220 feet and increase LPV and LNAV/VNAV all Cots visibility $\frac{1}{2}$ mile, increase LNAV COT visibility $\frac{1}{2}$ mile, and increase Circling COT visibility $\frac{3}{4}$ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.4°C (7°F) or above 54°C (130°F). Baro-VNAV NA when using Pierre altimeter setting.

MISSED APPROACH: Climb to 4500 direct UTMYY and hold.

ASOS 118.375	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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NC-1, 30 OCT 2025 to 27 NOV 2025

Diagram illustrating the intersection of MRL Rwy 12-30 and RWY 12. The diagram shows a runway intersection with dimensions 3588 X 120 and 3998 X 75. A 121° angle is indicated to RWY 12. The slope is 0.4% UP. A star symbol is also present.

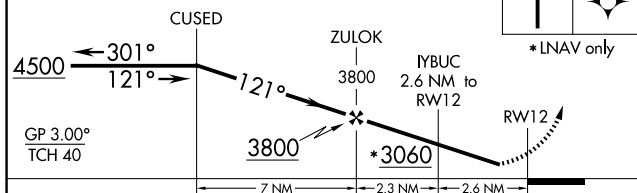
5 NM
Holding Pattern

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 31).

4500

UTMIY

* LNAV only



CATEGORY	A	B	C	D
LPV DA	2467-1 258 (300-1)			NA
LNAV/ VNAV DA	2742-1 $\frac{1}{8}$ 533 (600-1 $\frac{1}{8}$)			NA
LNAV MDA	2680-1 471 (500-1)		2680-1 $\frac{3}{8}$ 471 (500-1 $\frac{3}{8}$)	NA
 CIRCLING	2720-1 511 (600-1)	2760-1 551 (600-1)	2840-1 $\frac{3}{4}$ 631 (700-1 $\frac{3}{4}$)	NA

MIRL Rwy 12-30 **L**