

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

MILLVILLE MUNI (MIV)

RNP APCH-GPS

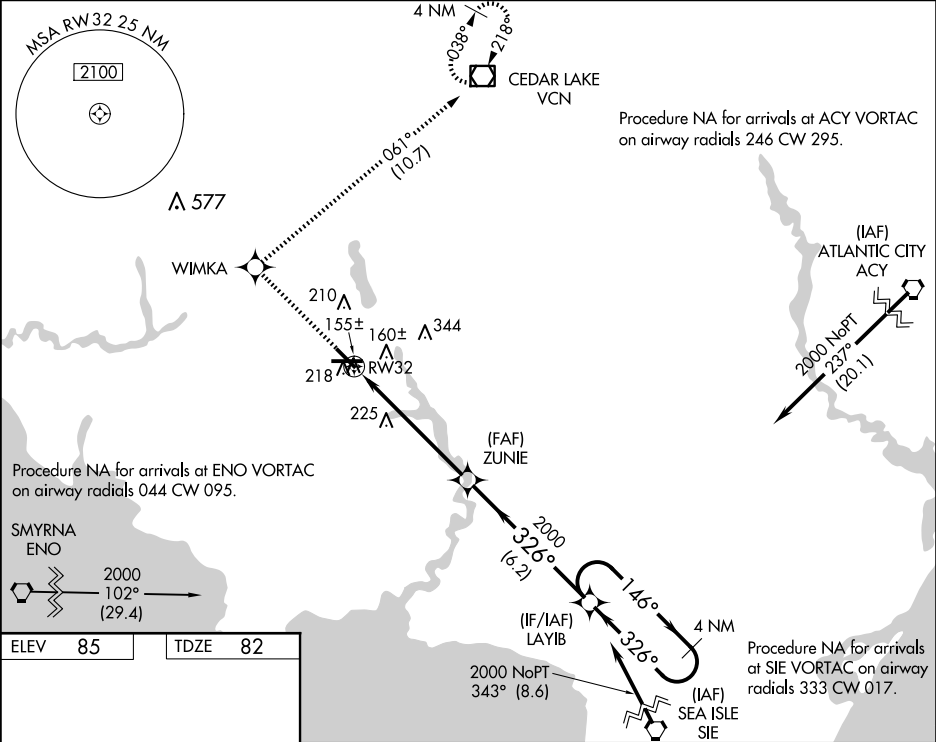
▼

▲ NA

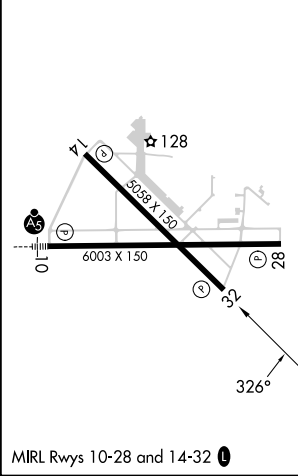
Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV NA when using Atlantic City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C . When local altimeter setting not received, use Atlantic City altimeter setting: increase LPV DA to 441 feet; LNAV/VNAV DA to 475 feet and visibility $\frac{1}{8}$ SM; increase all MDAs 60 feet and visibility Cat C and D $\frac{1}{4}$ SM.

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

ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 0
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ELEV 85	TDZE 82
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2000	WIMKA	VCN	VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00/TCH 39).		4 NM
↑	✧	tr 061°	ZUNIE	LAYIB	Holding Pattern
RW32		2000	2000	146° → 2000	← 326°
		5.7 NM	6.2 NM	GP 3.00° TCH 60	
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)		480-1 $\frac{1}{8}$	398 (400-1 $\frac{1}{8}$)	
CIRCLING	520-1 435 (500-1)	580-1 495 (500-1)	660-1 $\frac{1}{2}$ 575 (600-1 $\frac{1}{2}$)	660-2 575 (600-2)	