

WAAS CH 69302 W21A	APP CRS 215°	Rwy Idg 13000 TDZE 3633 Apt Elev 3671
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RNAV (GPS) RWY 21

ROSWell AIR CENTER (ROW)

RNP APCH-GPS.					MALSR 	MISSED APPROACH: Climb to 6300 direct GICEC and hold.	
▼ ▲ ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C. When local altimeter setting not received, use Artesia altimeter setting: increase LPV DA to 3979 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 4075 feet and all visibilities 1/4 SM; increase all MDAs 80 feet and LNAV Cat C/D visibility 1/8 SM and Circling Cat D visibility 1/4 SM. Baro-VNAV and VDP NA when using Artesia altimeter setting. For inop ALS, increase LPV all Cats visibility to 7/8 SM, and LNAV/VNAV all Cats visibility to 1 SM. For inop ALS when using Artesia altimeter setting, increase LPV all Cats visibility to 1 SM and LNAV/VNAV all Cats visibility to 1 1/8 SM.							
ATIS 128.45 306.2		ROSWell APP CON ★ 119.6 239.0		ROSWell TOWER ★ 118.5 (CTAF) 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95

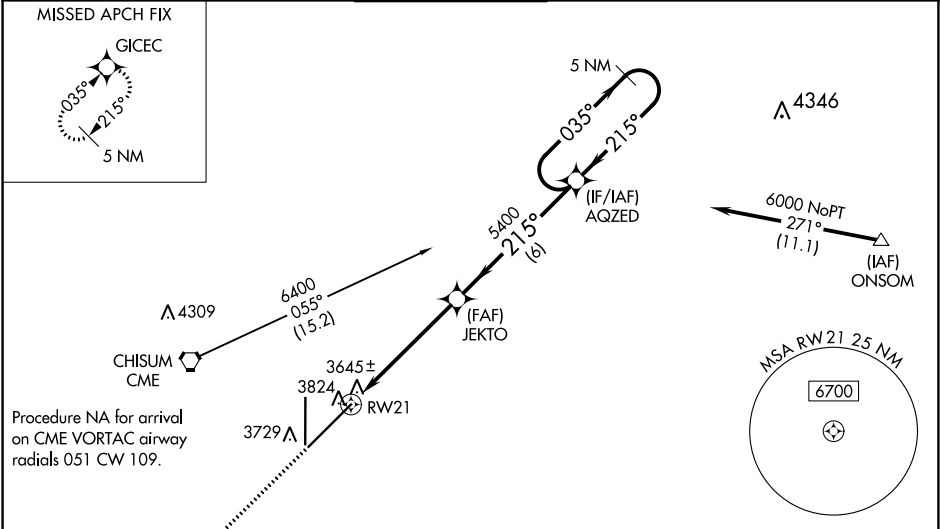


Diagram illustrating the missed approach procedure for runway 21 (RW21). The procedure starts at 6300 feet, proceeds to a 1.3 NM point, then to JETKO, and finally to AQZED. The altitude at AQZED is 6000 feet. The procedure includes a 5 NM holding pattern and a 035° heading. The altitude at JETKO is 5400 feet. The procedure is categorized by A, B, C, and D. The diagram also shows the runway layout and the approach path.

CATEGORY	A	B	C	D
LPV DA	3899- $\frac{1}{2}$	266 (300- $\frac{1}{2}$)		
LNAV/VNAV DA	3995- $\frac{5}{8}$	362 (400- $\frac{5}{8}$)		
LNAV MDA	4080- $\frac{1}{2}$	447 (500- $\frac{1}{2}$)	4080- $\frac{7}{8}$	447 (500- $\frac{7}{8}$)
CIRCLING	4140-1 $\frac{1}{4}$	469 (500-1 $\frac{1}{4}$)	4140-1 $\frac{1}{2}$ 469 (500-1 $\frac{1}{2}$)	4300-2 629 (700-2)

Diagram illustrating the airport layout and approach path. The diagram shows runway 21 (RW21) and runway 17-35 (RW17-35). The elevation of the runway is 3671 feet, and the TDZE is 3633 feet. The runway width is 1000 x 100 feet. The diagram also shows the runway layout and the approach path.

Diagram illustrating the missed approach procedure for runway 21 (RW21). The procedure starts at 6300 feet, proceeds to a 1.3 NM point, then to JETKO, and finally to AQZED. The altitude at AQZED is 6000 feet. The procedure includes a 5 NM holding pattern and a 035° heading. The altitude at JETKO is 5400 feet. The procedure is categorized by A, B, C, and D. The diagram also shows the runway layout and the approach path.

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