

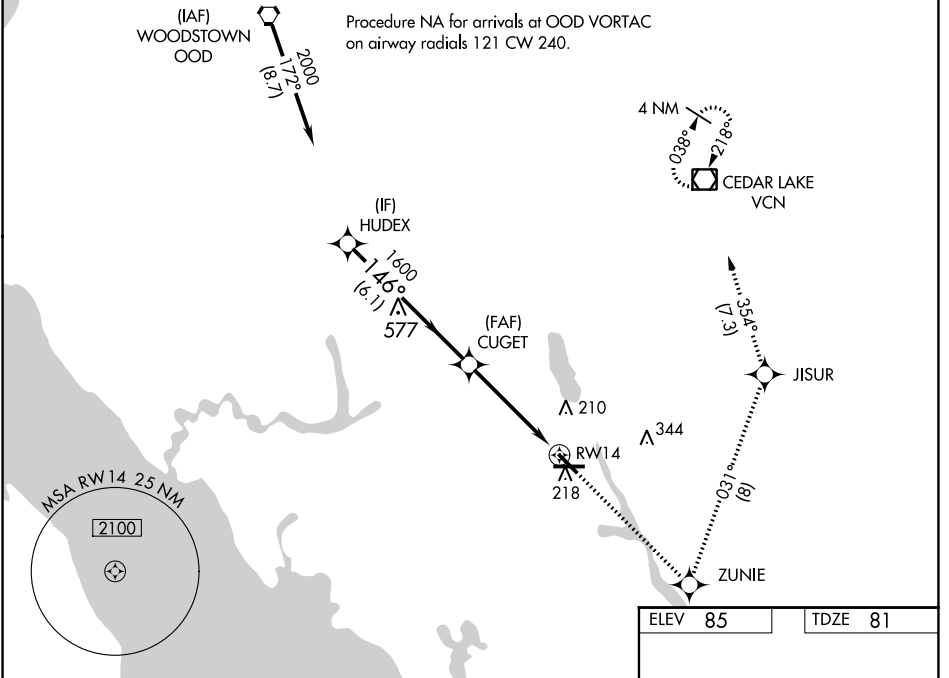
WAAS CH <b>82000</b> <b>W14A</b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev	<b>5058</b> <b>81</b> <b>85</b>
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# RNAV (GPS) RWY 14

MILLVILLE MUNI (MIV)

RNP APCH-GPS.	<p><b>▽</b> Rwy 14 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below <math>-1.5^{\circ}\text{C}</math> or above <math>54^{\circ}\text{C}</math>.</p> <p><b>⚠</b> MISSED APPROACH: Climb to 2000 direct ZUNIE and left turn on track <math>031^{\circ}</math> to JISUR and on track <math>354^{\circ}</math> to VCN VOR/DME and hold.</p>
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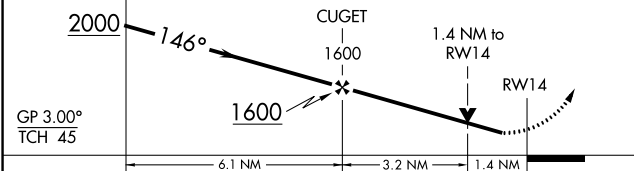
ASOS <b>119.6</b>	ATLANTIC CITY APP CON <b>124.6 327.125</b>	UNICOM <b>123.0 (CTAF) 0</b>
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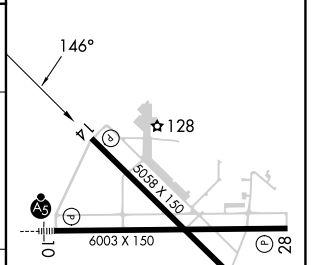
NE-2, 26 DEC 2024 to 23 JAN 2025

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VSGI and RNAV glidepath not coincident (VGS Angle $3.00^{\circ}$ /TCH 48).	2000	ZUNIE	JISUR	VCN
	↑	✧	tr $031^{\circ}$	✧



ELEV	85	TDZE	81
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CATEGORY	A	B	C	D
LPV DA		377- $\frac{7}{8}$	296 (300- $\frac{7}{8}$ )	
LNAV/VNAV DA		550-1 $\frac{3}{8}$	469 (500-1 $\frac{3}{8}$ )	
LNAV MDA	580-1	499 (500-1)	580-1 $\frac{3}{8}$	499 (500-1 $\frac{3}{8}$ )
CIRCLING	580-1	495 (500-1)	660-1 $\frac{1}{2}$ 575 (600-1 $\frac{1}{2}$ )	660-2 575 (600-2)

MIRL Rwy 10-28 and 14-32 0