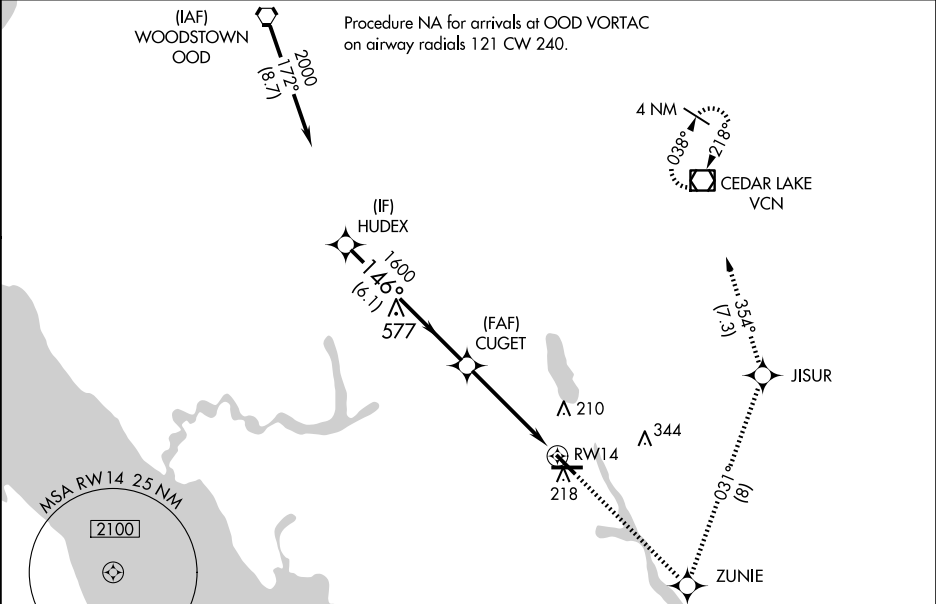


WAAS CH 82000 W14A	APP CRS 146°	Rwy Idg TDZE Apt Elev	5058 81 85
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RNAV (GPS) RWY 14
MILLVILLE MUNI (MIV)

RNP APCH+GPS.	MISSED APPROACH: Climb to 2000 direct ZUNIE and left turn on track 031° to JISUR and on track 354° to VCN VOR/DME and hold.
Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

ASOS 119.6	ATLANTIC CITY APP CON 124.6 327.125	UNICOM 123.0 (CTAF) 0
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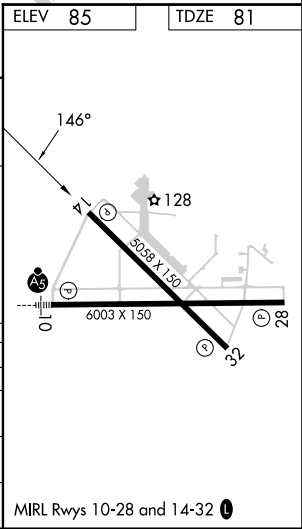


ELEV 85		TDZE 81				
VSGI and RNAV glidepath not coincident (VGS Angle 3.00/TCH 48).						
HUDEX		2000	ZUNIE	JISUR	tr 354°	VCN
GP 3.00° TCH 45		1600	CUGET	1.4 NM to RW14		
6.1 NM		3.2 NM	1.4 NM			
CATEGORY	A	B	C	D		
LPV DA	377-7/8		296 (300-7/8)			
LNAV/VNAV DA	550-13/8		469 (500-13/8)			
LNAV MDA	580-1 499 (500-1)		580-13/8 499 (500-13/8)			
CIRCLING	580-1 495 (500-1)		660-11/2 575 (600-11/2)		660-2 575 (600-2)	

The diagram illustrates the approach procedure. It shows a glidepath starting at 2000 feet and descending to 1600 feet at a 146° angle. The distance from the start of the glidepath to the 1600-foot altitude is 6.1 NM. From 1600 feet, the glidepath continues to 1400 feet at a 146° angle, with a distance of 3.2 NM. The final segment of the glidepath is 1.4 NM to the runway (RW14). The diagram also shows the vertical curve (VCN) and the vertical curve (VCN) at the end of the glidepath. The diagram includes a scale bar for 6003 X 150 and a scale bar for 5038 X 150. The diagram also shows a scale bar for 6003 X 150 and a scale bar for 5038 X 150.

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MIRL Rwy 10-28 and 14-32



NE-2, 17 APR 2025 to 15 MAY 2025

NE-2, 17 APR 2025 to 15 MAY 2025