

LOC I-MIV <u>110.9</u>	APP CRS 100°	Rwy Idg TDZE Apt Elev	6003 74 85
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ILS or LOC RWY 10
MILLVILLE MUNI (MIV)

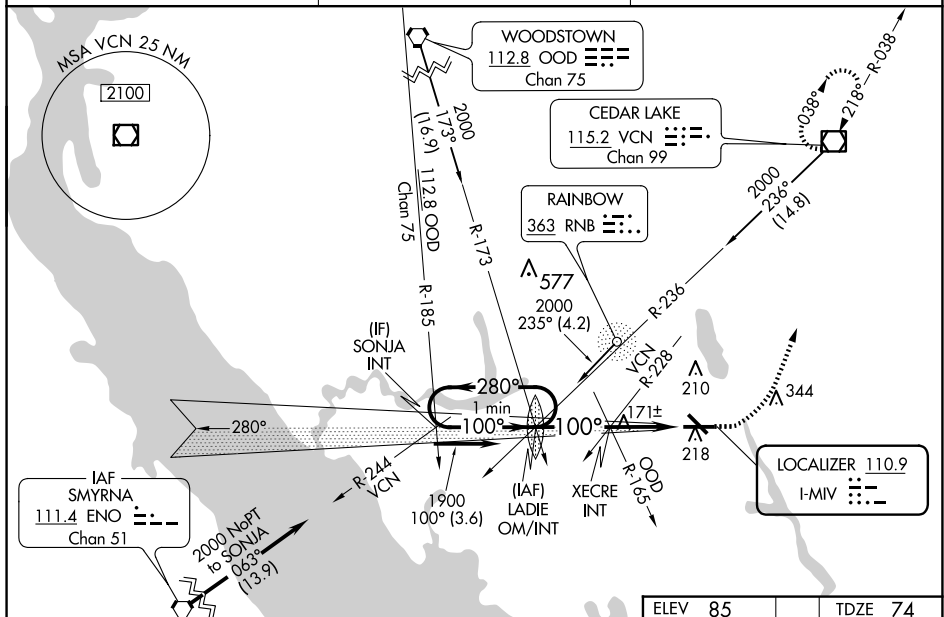
T Inoperative table does not apply. Rwy 10 helicopter visibility reduction below
A $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Atlantic City
altimeter setting: increase DA to 407 feet; increase all MDAs 60 feet and
visibility Cat B $\frac{3}{4}$ SM and Cats C and D $\frac{1}{2}$ SM. Autopilot coupled approach
NA below 300 MSL.

MALSR

MISSED APPROACH: Climb to 550 then climbing left turn to 2000 direct VCN VOR/DME and hold.

ASOS
119.6

ATLANTIC CITY APP CON
124.6 327.125

UNICOM
123.0 (CTAF) **L**

The diagram illustrates the MIRA VOR/DME station and its associated flight paths. At the top left, a 'One Minute Holding Pattern' is shown with a 280° inbound leg and a 100° outbound leg. The approach path starts at 2000 feet, descends to 1900 feet, and then to 980 feet at the XECRE INT. The final approach segment is 2.7 NM long. The airport layout on the right shows the runway (6003 X 150), taxiway (6003 X 150), and various navigational aids including a VOR (MIRA), DME (MIRA), and a 100° bearing line. The diagram also includes a table of approach minima and a table of circling minima.

CATEGORY	A	B	C	D
S-ILS 10	347-1 273 (300-1)			
S-LOC 10	980-1¼ 906 (900-1¼)	980-2½ 906 (900-2½)		
CIRCLING	980-1¼ 895 (900-1¼)	980-2¾ 895 (900-2¾)		980-3 895 (900-3)

XECRE FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 10	440-1 366 (400-1)			
CIRCLING	520-1 435 (500-1)	580-1 495 (500-1)	660-1½ 575 (600-1½)	660-2 575 (600-2)

MIRA Rwy 10-28 and 14-32					
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48