

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 05/26/2015	Task #: 2015050613480701001	Request #: 20150506134807
Procedure: RNAV (GPS) Z RWY 19 AMDT 2				Airport ID: KMVL	Airport: MORRISVILLE-STOWE STATE	Reimbursable #: NO
City: MORRISVILLE	ST: VT	GPS #:	Estimated Chart Date: 06/22/2017		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: JEFFREY ROBINSON	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	10/31/2016					
QA:			J ZEDER 03/29/2017			
Liaison:						
Procedure Comments:			ENROUTE-NON	Remark Type: INFORMATION		
CONTACT: STEVE VARGAS, 405-954-0695						

MORRISVILLE-STOWE STATE (MVL)

MISSED APPROACH: (Do not exceed 165 KIAS until LIQED)
Climb to 2200 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.
Missed approach requires minimum climb of 325 feet per nm to 3000; if unable to meet climb gradient, see RNAV (GPS) 1 RWY 19.

UNICOM
122.8 (CTAF) **L**

2300

[illegible]

MORRISVILLE-STOWE STATE (MVL)
RNAV (GPS) Z RWY 19

WAAS CH 97531 W19B	APP CRS 194°	Rwy Idg TDZE Apt Elev	3700 733 733
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OLD

RNAV (GPS) Z RWY 19

MORRISVILLE-STOWE STATE (MVL)

T

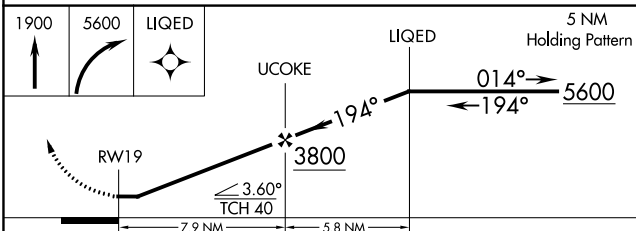
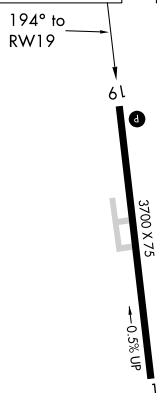
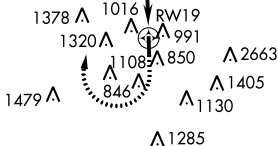
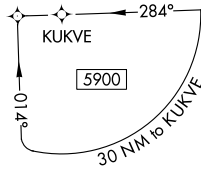
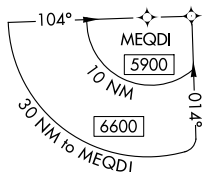
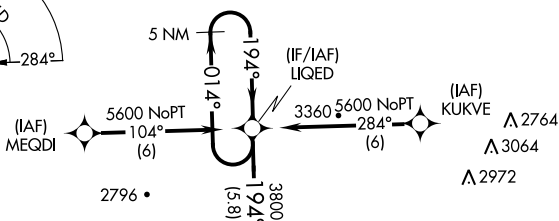
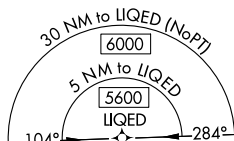
A
-15°C/5°F

When local altimeter setting not received, use Burlington altimeter setting and increase all MDA 120 feet, and increase LP Cat A/B visibility $\frac{1}{4}$ mile. DME/DME RNP-0.3 NA. Missed approach requires a minimum climb of 325 feet per NM to 2900; if unable to meet climb gradient, see RNAV (GPS) Y Rwy 19. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

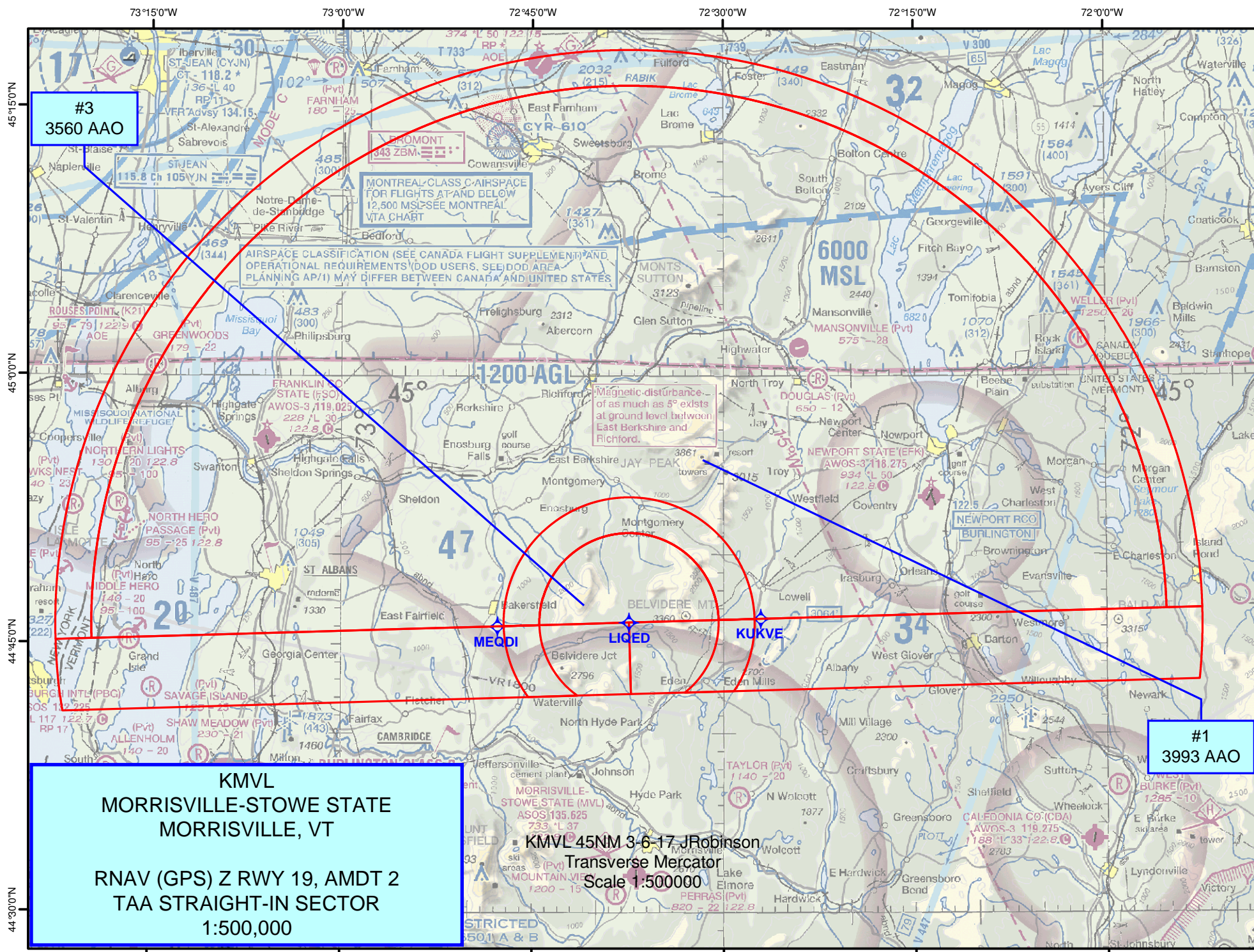
MISSED APPROACH: Climb to 1900 then climbing right turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

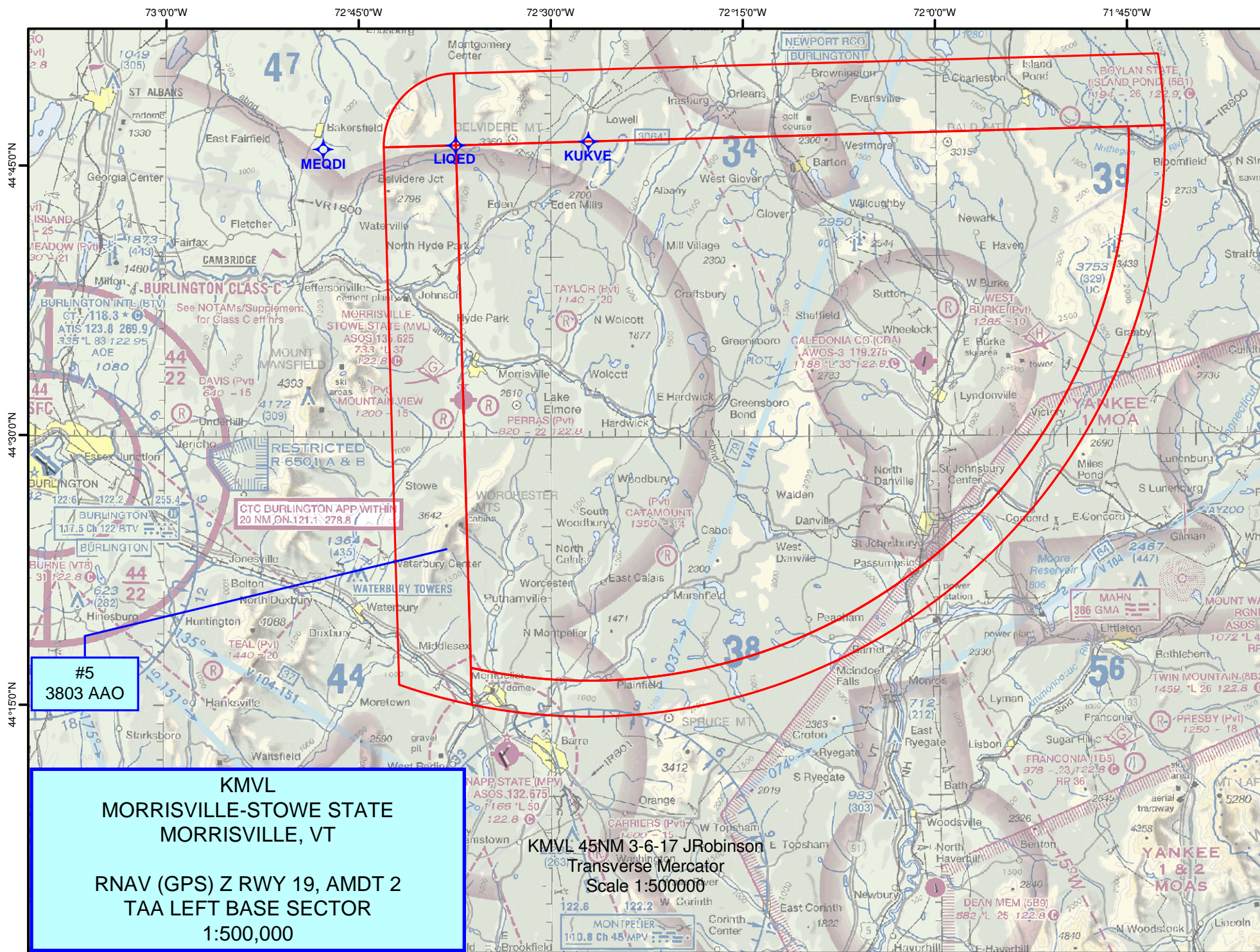
ASOS
135.625

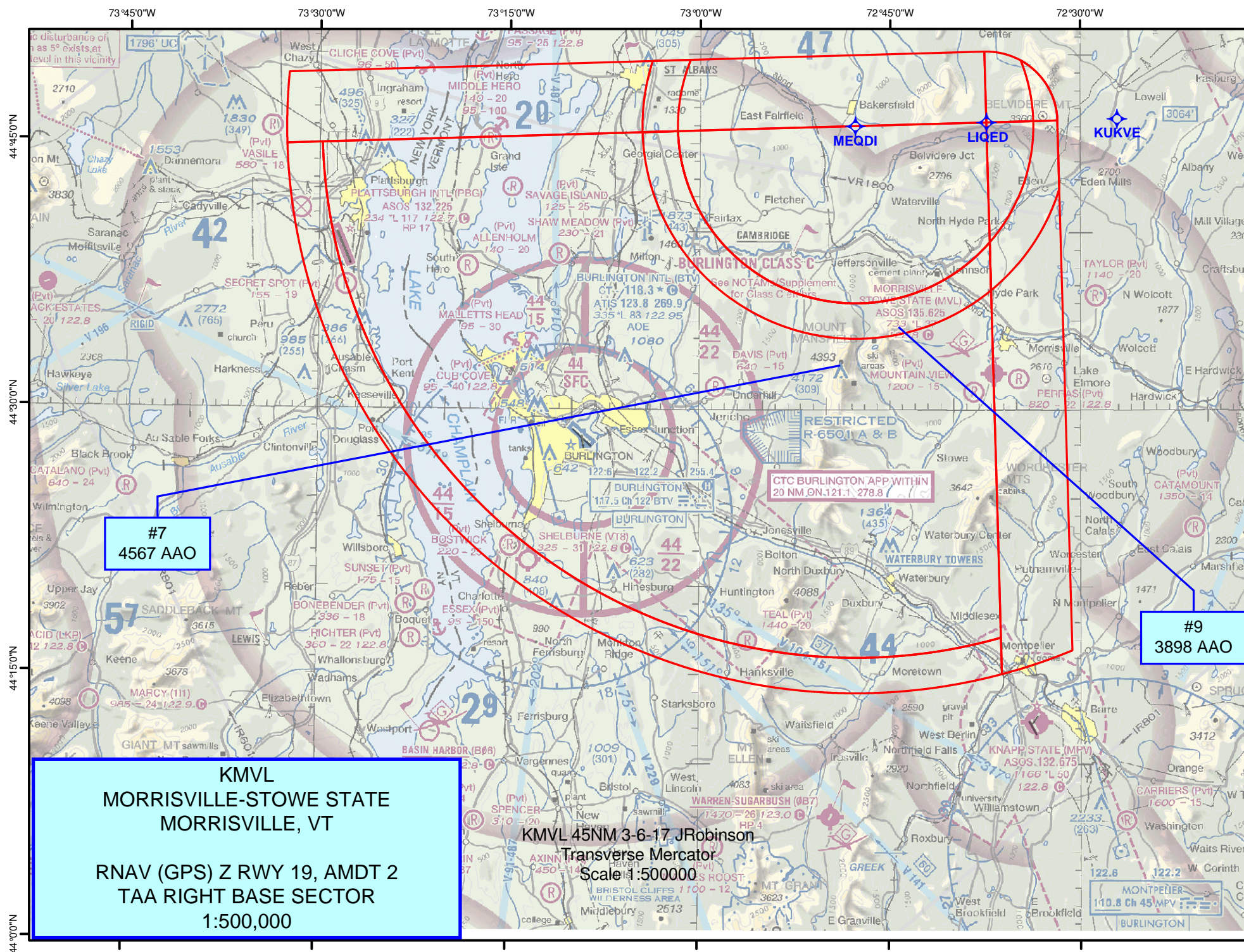
BOSTON CENTER
135-7 282-2

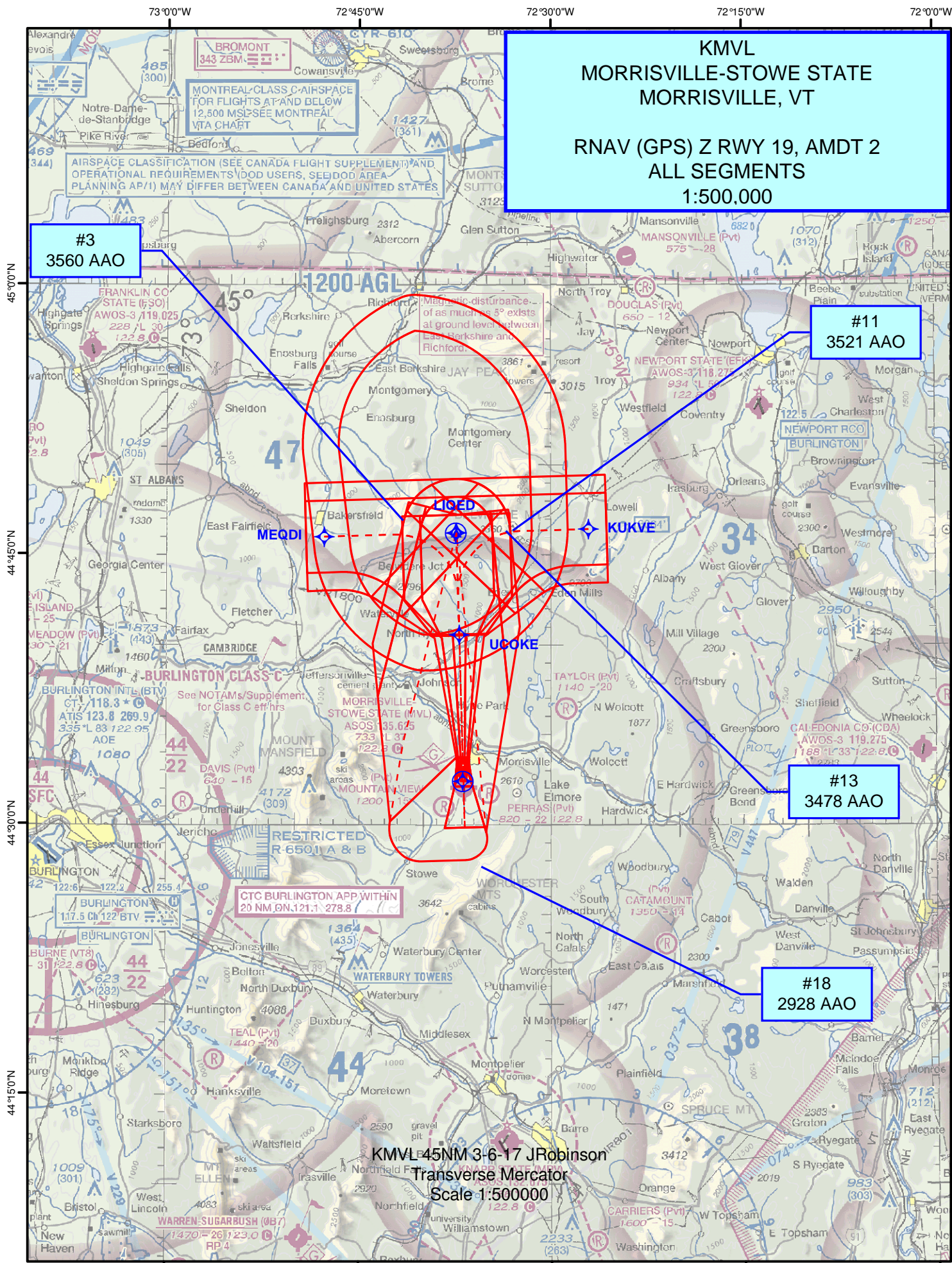
UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LP MDA	1580-1 847 (900-1)	1580-1½ 847 (900-1½)		NA
LNAV MDA	1760-1¼ 1027 (1100-1¼)	1760-1½ 1027 (1100-1½)		NA
CIRCLING	1760-1¼ 1027 (1100-1¼)	1860-1½ 1127 (1200-1½)		NA









72°45'0"W

44°3'00"N

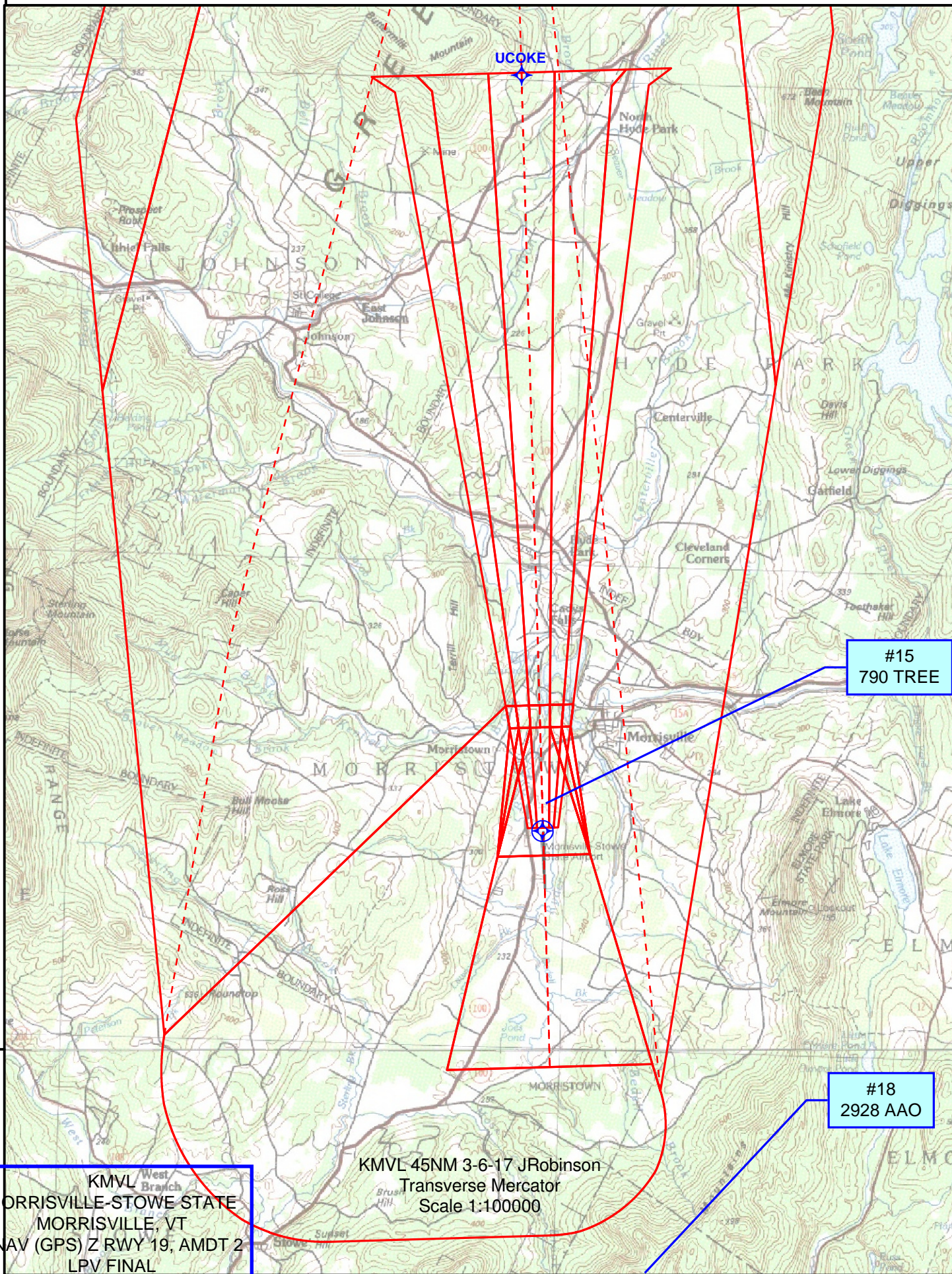
UCOKE

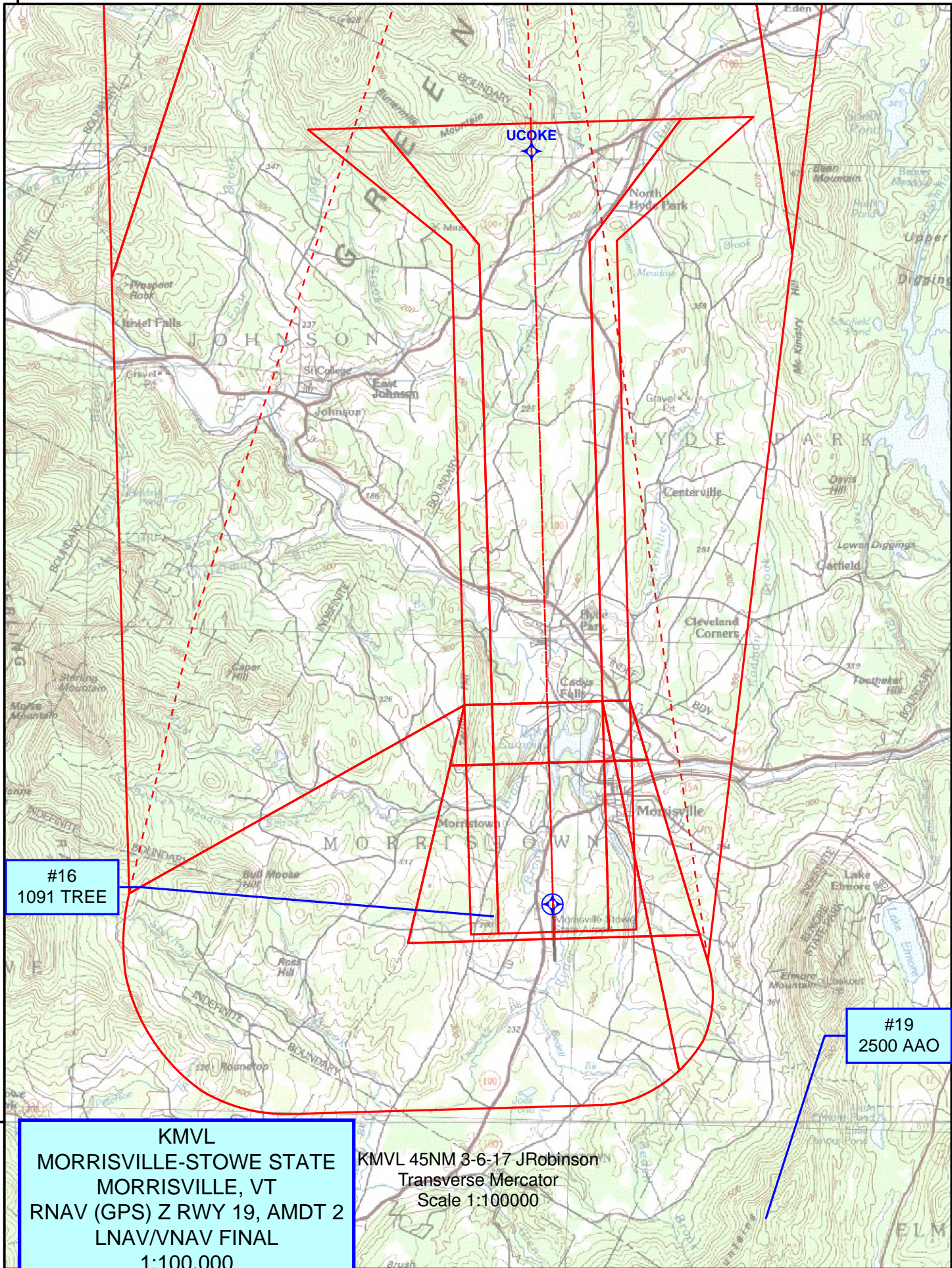
#15
790 TREE

#18
2928 AAO

KMVL West Branch
MORRISVILLE-STOWE STATE
MORRISVILLE, VT
RNAV (GPS) Z RWY 19, AMDT 2
LPV FINAL
1:100,000

KMVL 45NM 3-6-17 JRobinson
Transverse Mercator
Scale 1:100000



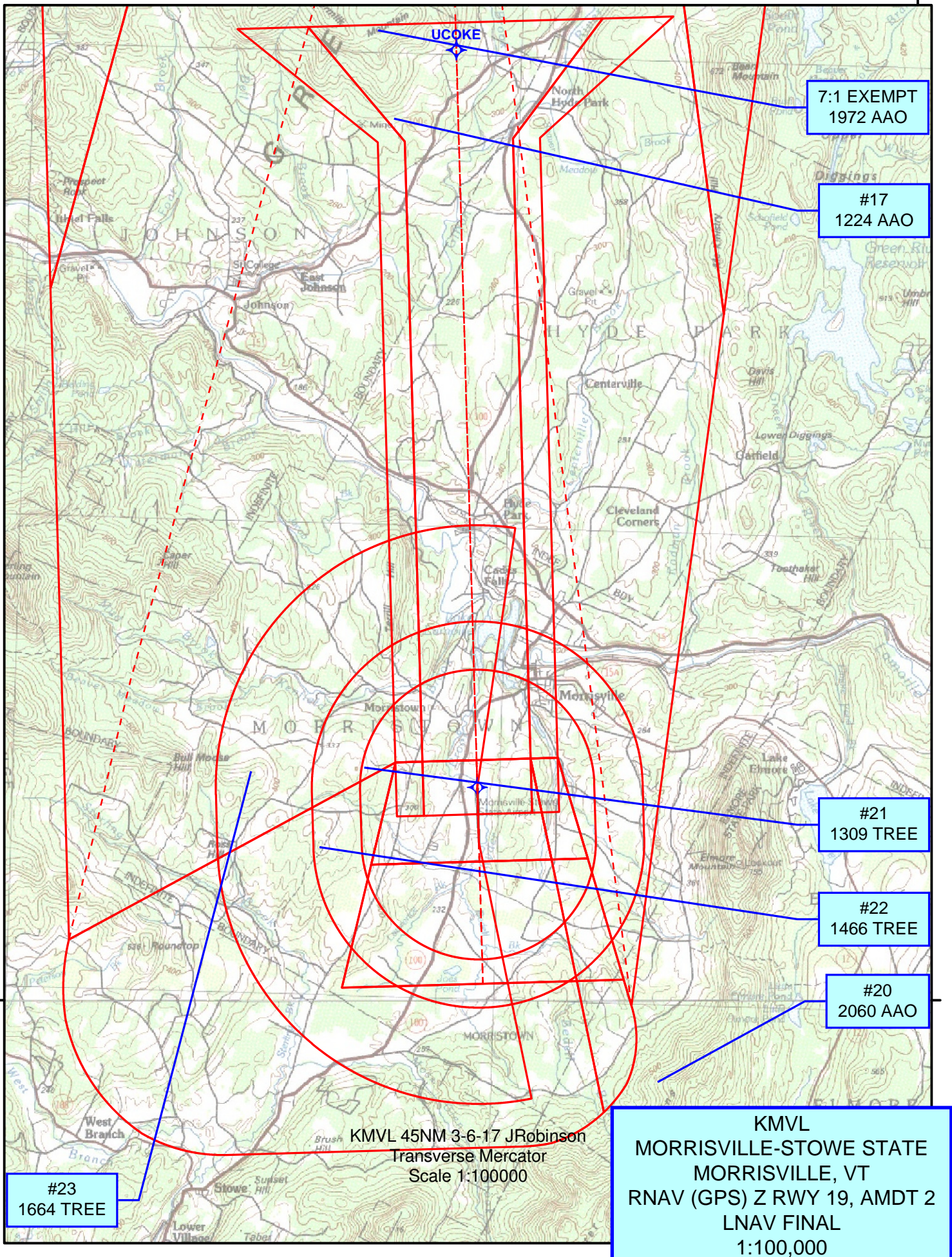


#16
1091 TREE

#19
2500 AAO

KMVL
MORRISVILLE-STOWE STATE
MORRISVILLE, VT
RNAV (GPS) Z RWY 19, AMDT 2
LNAV/VNAV FINAL
1:100,000

KMVL 45NM 3-6-17 JRobinson
Transverse Mercator
Scale 1:100000



TERMINAL AIRSPACE DATA REQUIREMENTS

City: MORRISVILLE Airport Name: MORRISVILLE-STOWE STATE Procedure: RNAV (GPS) Z RWY 19 Docket #:	State: VT ID: KMWL Amendment: 2																																																												
ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.																																																													
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">1.</td> <td style="width: 30%;">Distance from</td> <td style="width: 15%;">THLD</td> <td style="width: 30%;">to 1000' point</td> <td style="width: 20%; text-align: right;">4.95</td> </tr> <tr> <td>2.</td> <td>Width of</td> <td>FINAL</td> <td>segment at 1000' point</td> <td style="text-align: right;">1.20</td> </tr> <tr> <td>3.</td> <td>True Course of</td> <td>FINAL</td> <td>segment containing 1000' point</td> <td style="text-align: right;">178.36</td> </tr> <tr> <td>4.</td> <td>High Terrain in</td> <td>FINAL</td> <td>segment containing 1000' point</td> <td style="text-align: right;">1594</td> </tr> <tr> <td>5.</td> <td>Distance from</td> <td>THLD</td> <td>to 1500' point</td> <td style="text-align: right;">11.04</td> </tr> <tr> <td>6.</td> <td>Width of</td> <td>INTERMEDIATE</td> <td>segment at 1500' point</td> <td style="text-align: right;">4.00</td> </tr> <tr> <td>7.</td> <td>True Course of</td> <td>INTERMEDIATE</td> <td>segment containing 1500' point</td> <td style="text-align: right;">178.36</td> </tr> <tr> <td>8.</td> <td>High Terrain in</td> <td>INTERMEDIATE</td> <td>segment containing 1500' point</td> <td style="text-align: right;">2701</td> </tr> <tr> <td>9.</td> <td colspan="3">Threshold Coordinates (if straight-in)</td> <td style="text-align: right;">44 32 21.94 N / 072 36 51.10 W</td> </tr> <tr> <td>10.</td> <td colspan="3">ARP Coordinates</td> <td style="text-align: right;">44 32 03.68 N / 072 36 50.37 W</td> </tr> <tr> <td>11.</td> <td colspan="4">Runway Approach End and distance furthest from ARP: Runway 19 Distance 0.30 NM</td> </tr> <tr> <td>12.</td> <td colspan="3">FAF Coordinates</td> <td style="text-align: right;">44 40 31.99 N / 072 37 10.69 W</td> </tr> </table>		1.	Distance from	THLD	to 1000' point	4.95	2.	Width of	FINAL	segment at 1000' point	1.20	3.	True Course of	FINAL	segment containing 1000' point	178.36	4.	High Terrain in	FINAL	segment containing 1000' point	1594	5.	Distance from	THLD	to 1500' point	11.04	6.	Width of	INTERMEDIATE	segment at 1500' point	4.00	7.	True Course of	INTERMEDIATE	segment containing 1500' point	178.36	8.	High Terrain in	INTERMEDIATE	segment containing 1500' point	2701	9.	Threshold Coordinates (if straight-in)			44 32 21.94 N / 072 36 51.10 W	10.	ARP Coordinates			44 32 03.68 N / 072 36 50.37 W	11.	Runway Approach End and distance furthest from ARP: Runway 19 Distance 0.30 NM				12.	FAF Coordinates			44 40 31.99 N / 072 37 10.69 W
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Remarks: TAA 30NM RADIUS; STRAIGHT-IN SECTOR CENTERPOINT LIQED 444612.03N/0723724.36W, LEFT BASE SECTOR CENTERPOINT KUKVE 444624.22N/0722704.70W, RIGHT BASE SECTOR CENTERPOINT MEQDI 444558.91N/0724743.94W.																																																													