

WAAS CH <b>50411</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Ldg <b>9618</b> TDZE <b>26</b> Apt Elev <b>26</b>
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RNAV (GPS) RWY 14

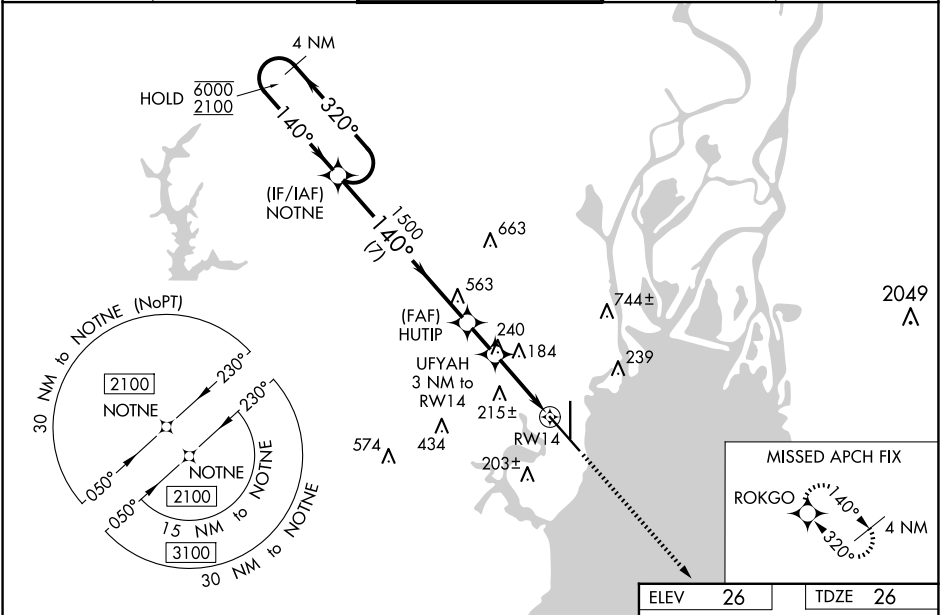
MOBILE INTL (BFM)

RNP APCH - GPS.

Rwy 14 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

MISSED APPROACH:  
Climb to 1700 direct ROKGO and hold.

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	INTERNATIONAL TOWER★ <b>118.8 (CTAF) 0 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).		1700 ROKGO	
GP 3.00° TCH 50		7 NM		1.1 NM to RW14	
CATEGORY	A	B	C	D	
LPV DA	308- $\frac{7}{8}$		282 (300- $\frac{7}{8}$ )		
LNAV/VNAV DA	396-1		370 (400-1)		
LNAV MDA	440-1	414 (500-1)	440-1 $\frac{1}{8}$	414 (500-1 $\frac{1}{8}$ )	
CIRCLING	680-1	654 (700-1)	680-1 $\frac{3}{4}$ 654 (700-1 $\frac{3}{4}$ )	1100-3 1074 (1100-3)	

REIL Rwy 14  
MIRL Rwy 18-36  
HIRL Rwy 14-32  
TDZ/CL Rwy 32