

WAAS CH <b>62912</b> <b>W10A</b>	APP CRS <b>101°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>928</b> <b>928</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 10

MIDDLETON MUNI/MOREY FLD (C29)

RNP APCH.

▼

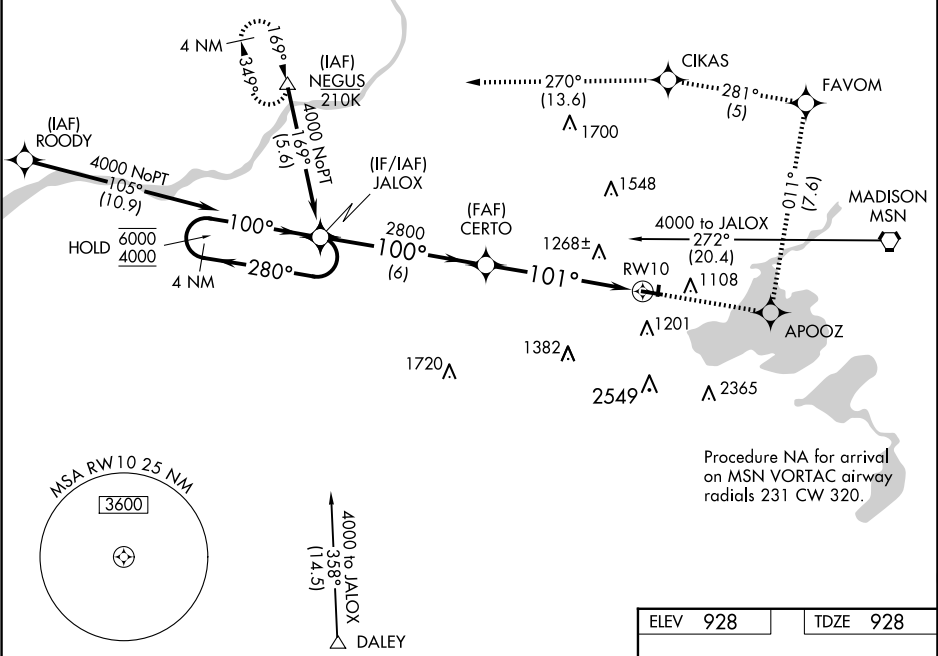
⚠

Circling NA to Rws 1 and 19. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: (Do not exceed 185K until APOOZ) Climb to 4000 direct APOOZ then climbing left turn on track 011° to FAVOM then climbing left turn on track 281° to CIKAS and track 270° to NEGUS and hold.

AWOS-3 <b>118.675</b>	MADISON APP CON * <b>135.45 343.7</b>	UNICOM <b>123.0 (CTAF) 0</b>
--------------------------	--	---------------------------------



4 NM Holding Pattern		4000	APOOZ	FAVOM	CIKAS	NEGUS
JALOX		CERTO	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/ TCH 31).			
6000 ← 280°		100° →	100°	2800	101°	
4000		GP 3.05°	TCH 40			
		6 NM	4.2 NM	1.5 NM		
CATEGORY	A	B	C	D		
LPV DA	1408-1 $\frac{3}{8}$		480 (500-1 $\frac{3}{8}$ )	NA		
LNAV/VNAV DA	1596-1 $\frac{7}{8}$		668 (700-1 $\frac{7}{8}$ )	NA		
LNAV MDA	1600-1	672 (700-1)	1600-1 $\frac{7}{8}$ 672 (700-1 $\frac{7}{8}$ )	NA		
CIRCLING	1600-1 672 (700-1)	1620-1 692 (700-1)	1640-2 712 (800-2)	NA		

ELEV 928 | TDZE 928

Diagram of RWY 10 showing dimensions: 4001 x 100, 1780 x 120, and 61. MDA is indicated as 1.

MIRL Rwy 10-28 0  
REIL Rws 10 and 28 0