

WAAS CH <b>86900</b> <b>W32A</b>	APP CRS <b>326°</b>	Rwy Idg TDZE Apt Elev	<b>5058</b> <b>82</b> <b>85</b>
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RNAV (GPS) RWY 32  
MILLVILLE MUNI (MIV)

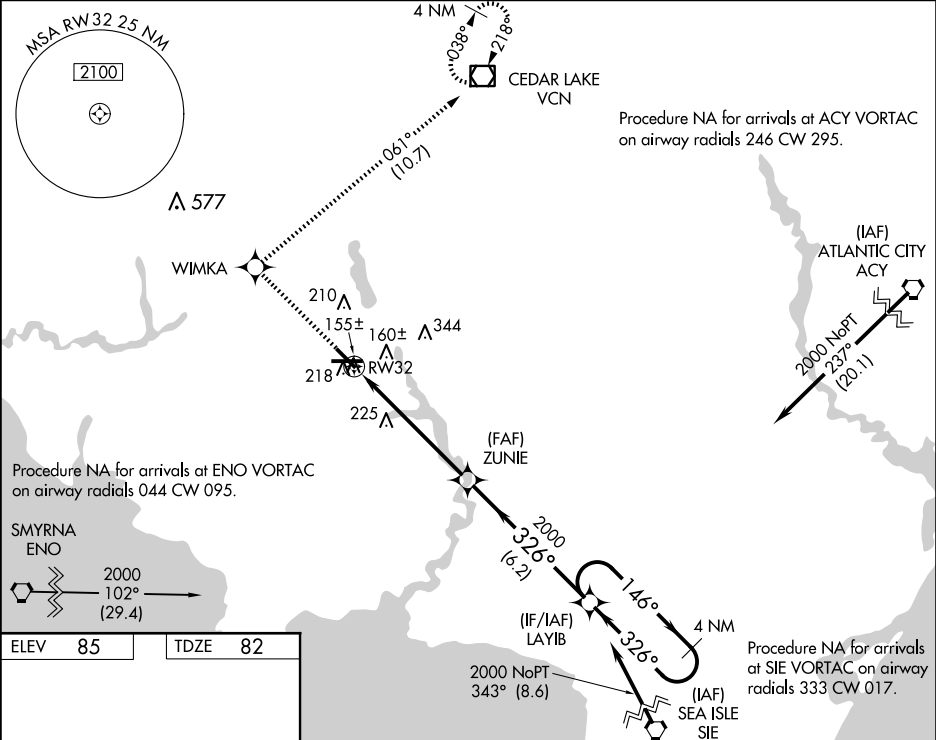
RNP APCH-GPS.

**▼** Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Baro-VNAV NA when using Atlantic City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-1.5^{\circ}\text{C}$  or above  $54^{\circ}\text{C}$ . When local altimeter setting not received, use Atlantic City altimeter setting: increase LPV DA to 441 feet; LNAV/VNAV DA to 475 feet and visibility  $\frac{1}{8}$  SM; increase all MDAs 60 feet and visibility Cat C and D  $\frac{1}{4}$  SM.

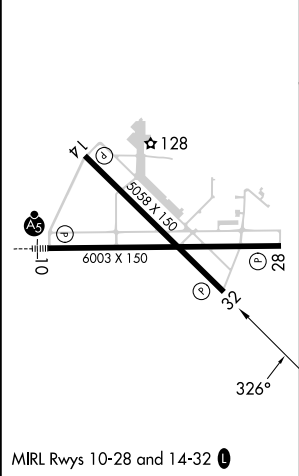
**▲ NA**

**MISSED APPROACH:** Climb to 2000 direct WIMKA and right turn on track  $061^{\circ}$  to VCN VOR/DME and hold.

ASOS <b>119.6</b>	ATLANTIC CITY APP CON <b>124.6 327.125</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 85	TDZE 82
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2000	WIMKA	VCN	VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 39).	4 NM
↑	✱	tr 061°	ZUNIE	Holding Pattern
RW32		2000	LAYIB	146° → 2000
				← 326°
		5.7 NM	6.2 NM	GP 3.00° TCH 60
CATEGORY	A	B	C	D
LPV DA	381-1 299 (300-1)			
LNAV/VNAV DA	415-1 333 (400-1)			
LNAV MDA	480-1 398 (400-1)		480-1 $\frac{1}{8}$ 398 (400-1 $\frac{1}{8}$ )	
CIRCLING	520-1 435 (500-1)	580-1 495 (500-1)	660-1 $\frac{1}{2}$ 575 (600-1 $\frac{1}{2}$ )	660-2 575 (600-2)

NE-2, 07 AUG 2025 to 04 SEP 2025

NE-2, 07 AUG 2025 to 04 SEP 2025