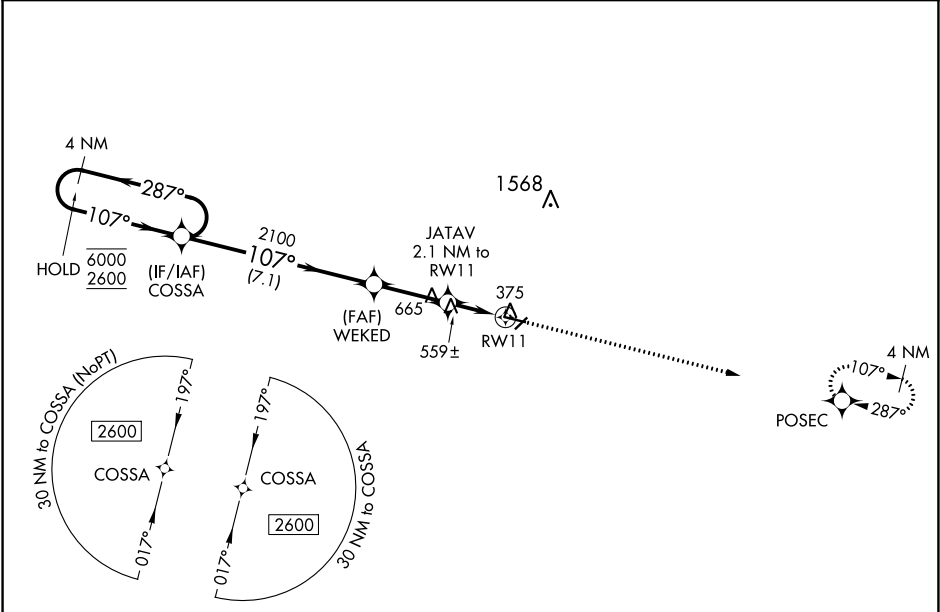


|                                        |                        |                                                   |
|----------------------------------------|------------------------|---------------------------------------------------|
| WAAS<br>CH <b>82521</b><br><b>W11A</b> | APP CRS<br><b>107°</b> | Rwy Idg<br>TDZE <b>377</b><br>Apt Elev <b>377</b> |
|----------------------------------------|------------------------|---------------------------------------------------|

RNAV (GPS) RWY 11

COCHRAN (48A)

|                                                                                                                                                                                                                                                                  |                                  |                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-------------------------------------------------------|
| RNP APCH - GPS.                                                                                                                                                                                                                                                  |                                  | MISSED APPROACH: Climb to 2600 direct POSEC and hold. |
| <div><div><div></div><div></div></div><div>Rwy 11 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Straight-in Rwy 11 NA at night, Circling Rwy 5, 11 and 23 NA at night.</div></div> |                                  |                                                       |
| AWOS-3PT<br>120.975                                                                                                                                                                                                                                              | ATLANTA APP CON ★<br>124.2 279.6 | UNICOM<br>122.8 (CTAF) 0                              |



|                      |  |                   |  |                   |                                                                  |                           |        |                   |                      |  |
|----------------------|--|-------------------|--|-------------------|------------------------------------------------------------------|---------------------------|--------|-------------------|----------------------|--|
|                      |  |                   |  |                   | ELEV 377                                                         |                           | D      |                   | TDZE 377             |  |
| 4 NM Holding Pattern |  |                   |  |                   | VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 45). |                           | 2600   |                   | POSEC                |  |
| COSSA                |  |                   |  |                   | WEKED                                                            |                           | 2100   |                   | JATAV 2.1 NM to RW11 |  |
| 6000 ← 287°          |  |                   |  |                   | 2100                                                             |                           | 1160   |                   | RW11                 |  |
| 2600 → 107°          |  |                   |  |                   | GP 3.25° TCH 54                                                  |                           | 7.1 NM |                   | 2.7 NM               |  |
|                      |  |                   |  |                   |                                                                  |                           | 2.1 NM |                   |                      |  |
| CATEGORY             |  | A                 |  | B                 |                                                                  | C                         |        | D                 |                      |  |
| LPV DA               |  | 678-1 301 (400-1) |  |                   |                                                                  |                           |        |                   |                      |  |
| LNAV/VNAV DA         |  | 690-1 313 (400-1) |  |                   |                                                                  |                           |        |                   |                      |  |
| LNAV MDA             |  | 820-1 443 (500-1) |  |                   |                                                                  | 820-1 3/8 443 (500-1 3/8) |        |                   |                      |  |
| CIRCLING             |  | 820-1 443 (500-1) |  | 860-1 483 (500-1) |                                                                  | 980-1 3/4 603 (700-1 3/4) |        | 980-2 603 (700-2) |                      |  |

Diagram illustrating the approach path and holding pattern. The VGSI and RNAV glidepaths are shown, with the VGSI Angle 3.25/TCH 45. The holding pattern is a 4 NM Holding Pattern. The approach path is shown with a 107° angle. The intersection point is marked with an 'X' and labeled 'WEKED'. The diagram also shows the runway (RW11) and the elevation (2600).

Diagram illustrating the approach path and holding pattern. The VGSI and RNAV glidepaths are shown, with the VGSI Angle 3.25/TCH 45. The holding pattern is a 4 NM Holding Pattern. The approach path is shown with a 107° angle. The intersection point is marked with an 'X' and labeled 'WEKED'. The diagram also shows the runway (RW11) and the elevation (2600).

MIRL Rwy 11-29