

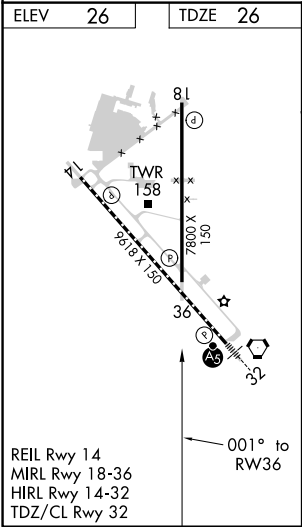
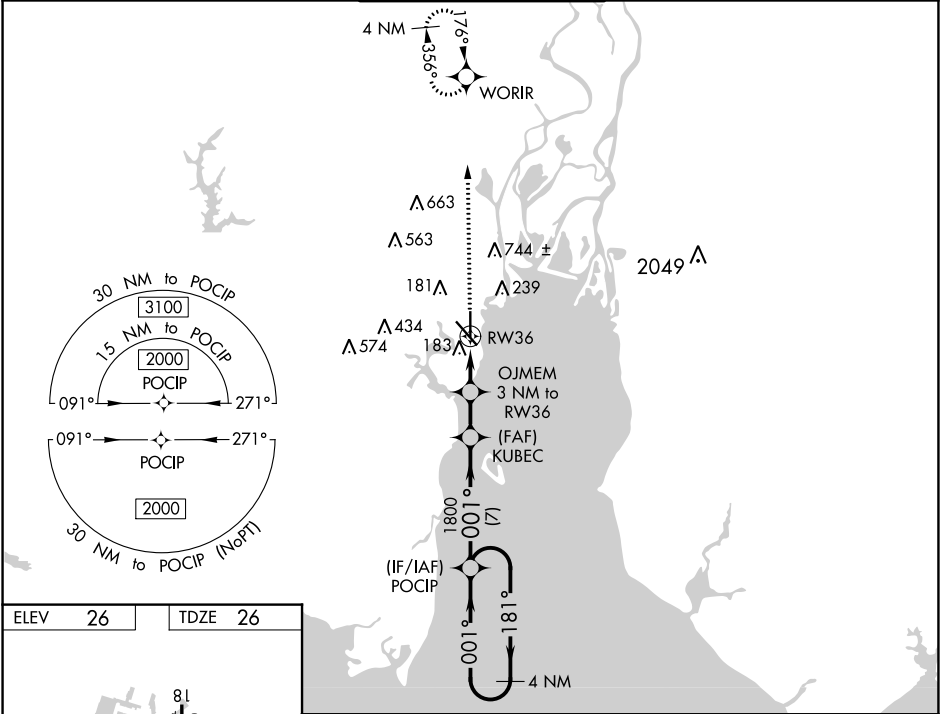
WAAS CH <b>56511</b> <b>W36A</b>	APP CRS <b>001°</b>	Rwy Idg <b>7800</b> TDZE <b>26</b> Apt Elev <b>26</b>
--	------------------------	---

RNAV (GPS) RWY 36  
MOBILE DOWNTOWN (BFM)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and MDA 60 feet and increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ⅓ mile, increase LNAV Cat C/D visibility ¼ mile, and increase Circling Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 13°C (56°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 2100 direct  
WORIR and hold.

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	DOWNTOWN TOWER ★ <b>118.8 (CTAF) 0 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
------------------------	--	---	-------------------------------	-------------------------



2100

↑

WORIR

✦

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 62).

4 NM  
Holding Pattern

POCIP

\*LNAV only.

RW36

1.1 NM to RW36

OJMEM  
3 NM to RW36

KUBEC  
1800

1020\*

1800

001°

181°

2000

GP 3.00°  
TCH 50

1.1 NM

1.9 NM

2.4 NM

7 NM

CATEGORY	A		B	C	D
LPV DA			308-7/8	282 (300-7/8)	
LNAV/VNAV DA			470-1½	444 (500-1½)	
LNAV MDA	440-1	414 (500-1)		440-1½	414 (500-1½)
CIRCLING	680-1	654 (700-1)		680-1¾	1100-3
				654 (700-1¾)	1074 (1100-3)