

WAAS CH <b>90423</b> <b>W05A</b>	APP CRS <b>054°</b>	Rwy Idg TDZE <b>216</b> Apt Elev <b>216</b>	<b>6503</b>
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RNAV (GPS) RWY 5

LAURINBURG/MAXTON (MEB)

RNP APCH.

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Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 42°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, and LNAV Cat C/D visibility to 1 SM.

MALSR

AS

MISSED APPROACH: Climb to 2400 direct BAYPA and on track 059° to LORRY and hold.

ASOS <b>134.125</b>	FAYETTEVILLE APP CON <b>127.8 343.725</b>	GCO <b>135.075</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Diagram illustrating the RNP APCH procedure for RNAV (GPS) RWY 5. The procedure starts at TROCK (Elev 216, TDZE 216) and proceeds via ZIMAL, SUPIE, and BAYPA to the runway. Key altitudes and distances are marked: 2000 (6.9) NM from TROCK, 1900 (5.9) NM from SUPIE, and 1043 (11.4) NM from BAYPA. The missed approach procedure (MISSED APCH FIX) involves climbing to 2400 and then following the 059° track to LORRY and holding. A circular MSA (Minimum Safe Altitude) for RWY 05 is shown with a 3200 ft ceiling. A note indicates that the procedure is not applicable (NA) for arrivals at TROCK on the V56-157 southwest bound.

4 NM Holding Pattern		SUPIE	ZIMAL	APICE 1.5 NM to RW05	2400 BAYPA	LORRY
6000 ← 234°		2000 → 054°	1900	1 NM to RW05	tr 059°	△
GP 3.00° TCH 51		054°	1900	*740	*LNAV only.	
		5.9 NM	3.6 NM	0.5 NM	1 NM	
CATEGORY		A	B	C	D	
LPV DA			416-½	200 (200-½)		
LNAV/VNAV DA			472-½	256 (300-½)		
LNAV MDA		580-½	364 (400-½)	580-⅝	364 (400-⅝)	
CIRCLING		740-1	524 (600-1)	780-1½ 564 (600-1½)	1020-2½ 804 (900-2½)	

Inset diagram showing the runway layout and missed approach path. The runway is labeled RWY 5. The missed approach path is shown as a dashed line starting from the runway end, climbing to 2400, and then following the 054° track to RW05. The diagram also shows the runway width (6503 x 100) and the runway length (3534 x 75).

MAXTON, NORTH CAROLINA  
Amdt 1C 10OCT19

34°48'N-79°22'W

LAURINBURG/MAXTON (MEB)  
RNAV (GPS) RWY 5