above 54°C.

(IAF) ROODY

4000 Nop

(10.5)

APP CRS

101°

AWOS-3

118.675

Rwy Idg

Apt Elev

TDŻE

4001

928

928

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

(IAF)

NEGUS

210K

(IF/IAF) JALOX

2800

WAAS

CH 62912

W10A RNP APCH

Δ

MADISON APP CON *

135.45 343.7

(FAF)

CERTO

DALEY

tr

011

CERTO

2800

480 (500-1%)

FAVOM

CIKAS

VGSI and RNAV glidepath not

coincident (VGSI Angle 4.00/

270°

tr

*1.5 NM to

RW10 RW10

281

4000 APOOZ

100°

1408-1%

1600-1 672 (700-1)

1600-1

672 (700-1)

2800

6 NM

1596-17/8 668 (700-17/8)

1620-1

692 (700-1)

JALOX

RNAV (GPS) RWY 10

MIDDLETON MUNI/MOREY FLD (C29)

Circling NA to Rwys 1 and 19. Helicopter visibility reduction below 3/4 SM NA.

.... 270°

A 1700

∧¹⁵⁴⁸

ELEV

101°

NEGUS

Δ

TCH 31).

* LNAV only

D

NA

NA

NA

NA

928

(13.6)

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.

UNICOM

CIKAS

4000 to JALOX

(5)

123.0 (CTAF) (

FAVOM

MADISON

MSN

EC-3, 13 JUL 2023 to 10 AUG 2023

on MSN VORTAC airway radials 231 CW 320.

> TDZE 928

APOOZ

MIDDLETON, WISCONSIN Amdt 2 05DEC19

4 NM Holding Pattern

> GP 3.05° TCH 40

> > DA

6000

4000

CATEGORY

LPV

LNAV/ DA

VNAV

LNAV MDA

C CIRCLING

280°

MIDDLETON MUNI/MOREY FLD (C29)

MIRL Rwy 10-28 0

REIL Rwys 10 and 28 🗓

43°07′N-89°32′W

1600-1%

672 (700-1%)

1640-2

712 (800-2)