

WAAS CH 97540 W24A	APP CRS 238°	Rwy Idg 3396 TDZE 575 Apt Elev 575
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RNAV (GPS) RWY 24
PAGELAND (PYG)

T Baro-VNAV NA. Rwy 24 helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME/DME
A RNP-0.3 NA. Use Charlotte/Monroe Exec altimeter setting. When Charlotte/Monroe
NA Exec altimeter not received, use Charlotte/Douglas Intl altimeter setting and increase
LPV DA to 944 feet and all visibilities $\frac{1}{4}$ SM. Increase LNAV/VNAV DA to 986 feet
and all visibilities $\frac{1}{2}$ SM. Increase all MDA 60 feet.

MISSED APPROACH:
Climb to 2400 direct
WITHE and hold.

EQY ASOS	CHARLOTTE APP CON	(CTAF)
135.775	120.05 307.8	122.9

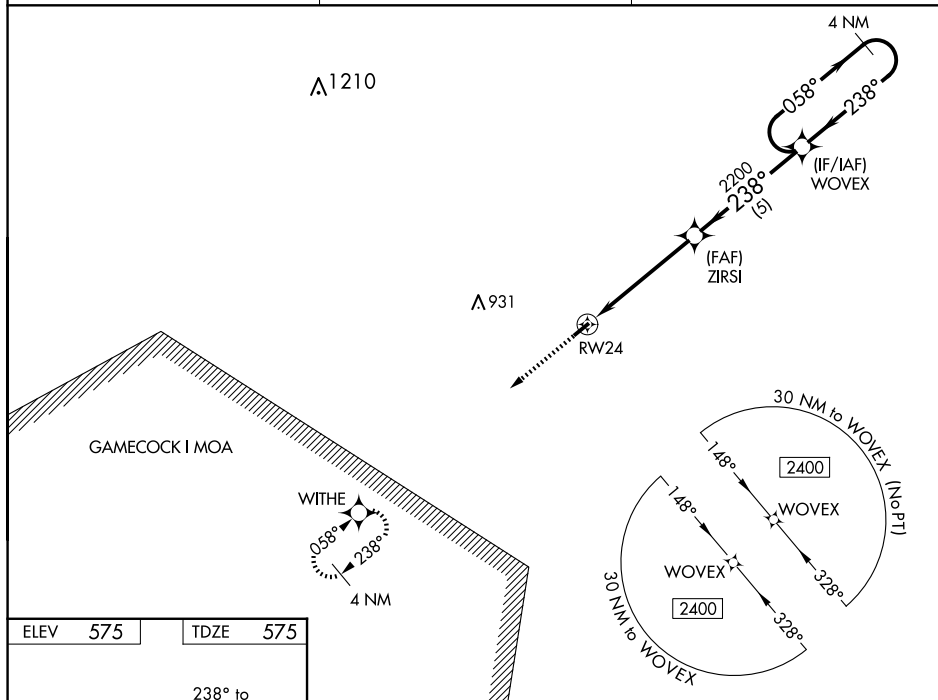


Figure 1: Instrument Landing System (ILS) and Visual Approach Slope Indicator (VASI) for RWY 24. The diagram shows the runway layout with RWY 24, RWY 24L, and RWY 24R. The ILS frequency is 113.1 MHz. The VASI is a 4-bar system with a 0.7% up-slope. The holding pattern is a 4 NM holding pattern at 2400 feet. The approach is a 238° approach with a 238° turn. The final approach is a 058° approach with a 238° turn. The final approach is a 058° approach with a 238° turn. The final approach is a 058° approach with a 238° turn.

MIRL Rwy 6-24
REIL Rwy 6 and 24