

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

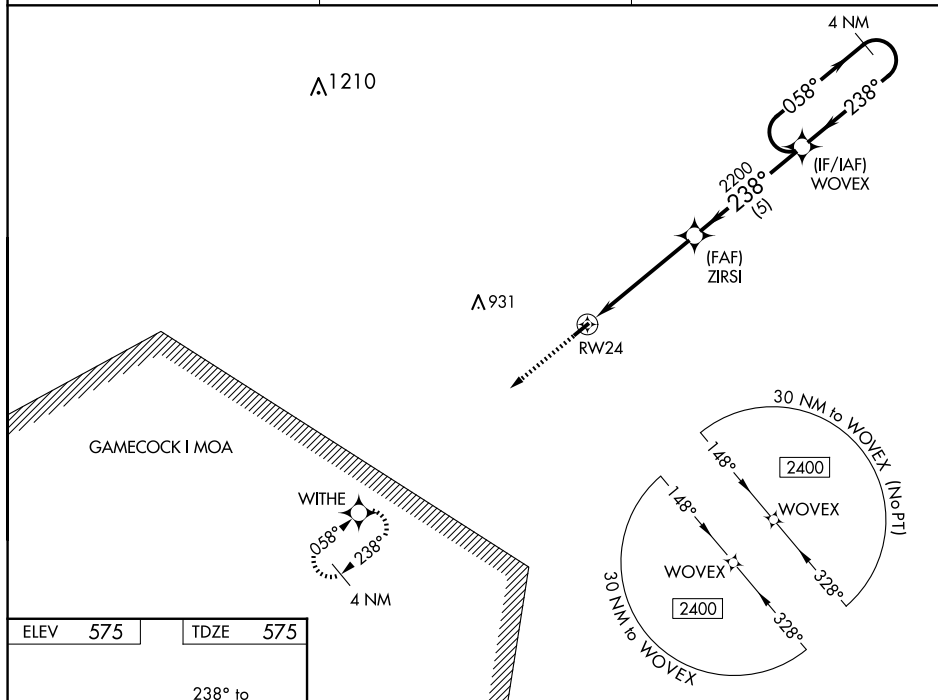


Figure 1: Instrument approach chart for RWY 24 at MIRA.

The chart displays the following information:

- Runway:** RWY 24, 3996 x 60 ft, 0.7% UP.
- Approach:** 238° turn to 2400 ft, 058° turn to 2400 ft.
- Holding Pattern:** 4 NM Holding Pattern at 2400 ft.
- Obstacles:** ZIRSI 2200, WOVEX.
- Minima Table:**

CATEGORY	A	B	C	D
LPV DA	890-1	315 (400-1)	NA	
LNAV/VNAV	932-1¼	357 (400-1¼)	NA	
LNAV MDA	1040-1	465 (500-1)	NA	
C CIRCLING	1100-1	525 (600-1)	NA	

MIRL Rwy 6-24
REIL Rwy 6 and 24