

APP CRS
011°

Rwy Idg **3496**
TDZE **49**
Apt Elev **49**

RNAV (GPS) RWY 1
FLYING W (N14)

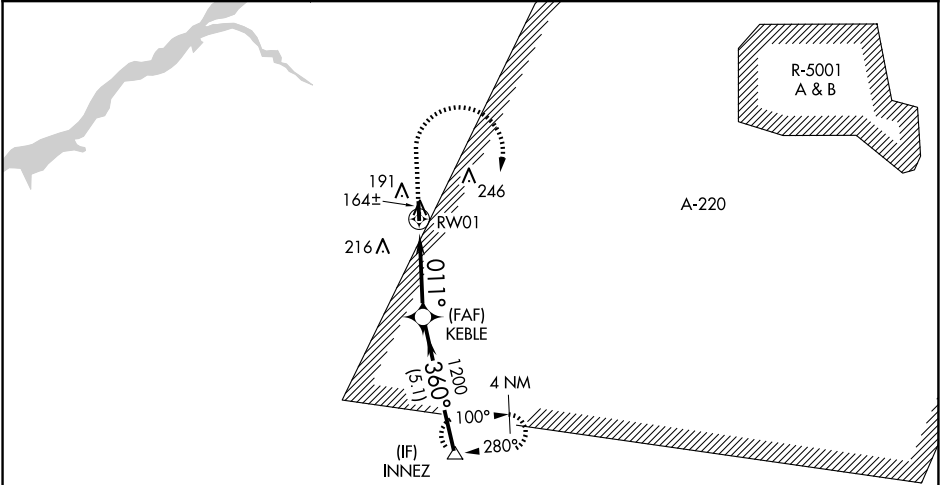
▼

▲ NA

Use Mount Holly altimeter setting; when not received, use Northeast Philadelphia altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Straight-in Rwy 1 NA at night, Circling Rwy 1 NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct INNEZ and hold.

VAY ASOS 119.325	MC GUIRE APP CON 126.475 363.8	UNICOM 122.8 (CTAF) 0
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ELEV **49**

TDZE **49**

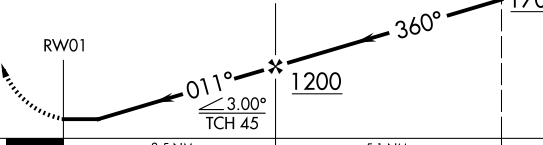
MIRL Rwy 1-19
REIL Rws 1 and 19

61

3496 x 75

0.4% UP

011°

500 ↑	2000 	INNEZ △	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).		INNEZ
 The diagram shows a profile view of a runway and its approach. RW01 is on the left. A solid line represents the runway and its initial approach, with a 011° angle. A dashed line represents the glide path, with a 360° angle. The vertical distance between the runway and the glide path is 1200. The horizontal distance from RW01 to KEBLE is 3.5 NM. The horizontal distance from KEBLE to INNEZ is 5.1 NM. The vertical distance from KEBLE to INNEZ is 1700. The angle between the runway and the glide path is 3.00° TCH 45.					
CATEGORY	A	B	C	D	
LNAV MDA	420-1	371 (400-1)	NA		
CIRCLING	520-1	471 (500-1)	NA		