

WAAS CH 72912 W24A	APP CRS 246°	Rwy Ldg TDZE Apt Elev	3801 635 635
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RNAV (GPS) RWY 24

JACK BARSTOW (IKW)

RNP APCH - GPS.

A Baro-VNAV and VDP NA when using MBS altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 18, 36 NA at night. Rwy 24 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use MBS altimeter setting and increase LPV DA to 944 feet; increase LNAV/VNAV DA to 1070 feet and all visibilities $\frac{1}{8}$ SM; increase all MDAs 40 feet and LNAV visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3000 direct
CADOB and hold.

AWOS-3P 119.525	GREAT LAKES APP CON ★ 126.45 235.625	UNICOM 122.8 (CTAF) 0
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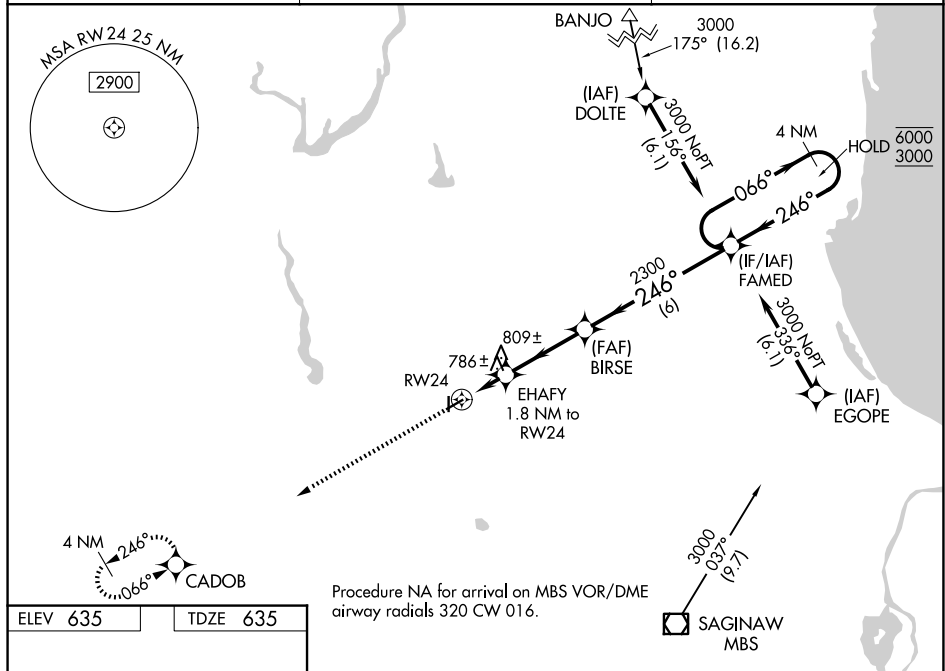


Diagram illustrating the RW24 approach. The left side shows a plan view of the runway layout, including RW24, RW24L, and RW24R. The right side shows a profile view of the approach path. The profile view includes a 4 NM Holding Pattern at 6000 feet, a 246° descent to 2300 feet, and a 066° climb to 3000 feet. The approach path is labeled with distances: 1.2 NM to RW24, 0.6 NM to RW24, and 3.3 NM to the 2300 foot fix. The profile view also shows the VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).

MIDLAND, MICHIGAN

Amdt 2 09JUL26

43°40'N-84°16'W

JACK BARSTOW (TKW)

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