

WAAS CH 86234 W22A	APP CRS 223°	Rwy Ldg 8748 TDZE 36 Apt Elev 40
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RNAV (GPS) RWY 22

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME-RNP 0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Solisbury altimeter setting; increase LPV DA to 367 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 489 and all Cats visibility ½ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Solisbury altimeter setting.

MISSED APPROACH:
Climb to 600 then
climbing right turn to
2000 direct MAGGO
and hold.

ASOS 119.175	PATUXENT APP CON★ 127.95 314.0	WALLOPS TOWER★ 126.5 (CTAF) 306.975 (CTAF)	GND CON 127.875 269.325
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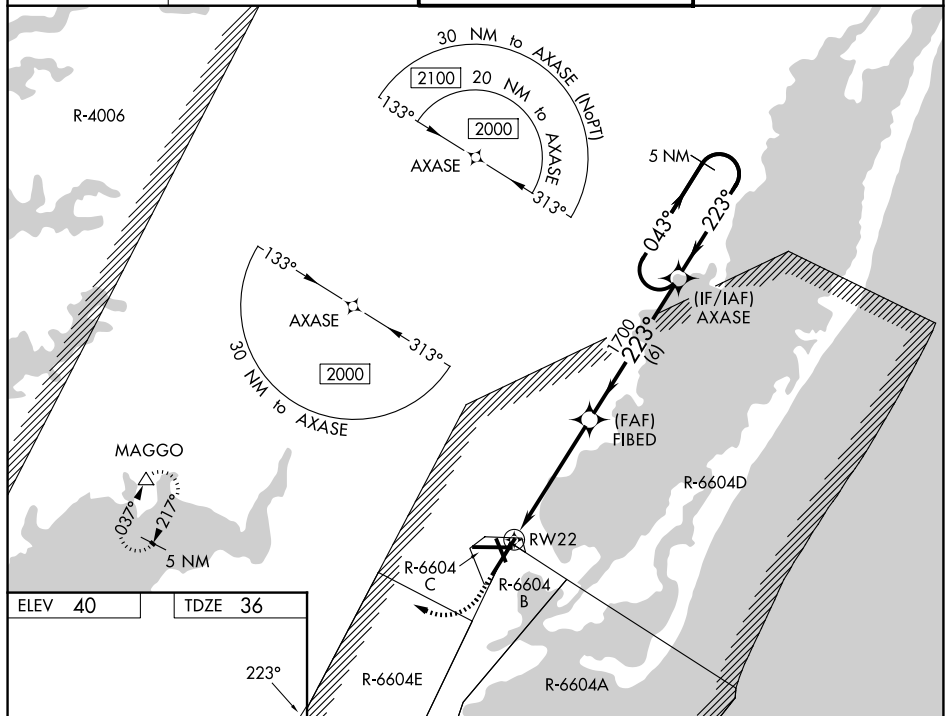


Diagram illustrating the RW22 instrument landing system (ILS) and associated data. The diagram shows the RW22 runway (1700m) and the 5 NM Holding Pattern. The glidepath is 3.00° TCH 50. The diagram also shows the 8005 X 200 runway and the 8748 X 1530 runway. The diagram includes a table of data for the RW22 ILS.

CATEGORY	A	B	C	D
LPV DA	314- $\frac{7}{8}$	278 (300- $\frac{1}{2}$)		
LNNAV/VNAV DA	436- $\frac{13}{8}$	400 (400- $\frac{1}{2}$)		
LNNAV MDA	500-1	464 (500-1)	500- $\frac{13}{8}$	464 (500- $\frac{1}{2}$)
CIRCLING	600-1	560 (600-1)	620- $1\frac{1}{2}$ 580 (600- $\frac{1}{2}$)	860- $2\frac{3}{4}$ 820 (900- $\frac{3}{4}$)