

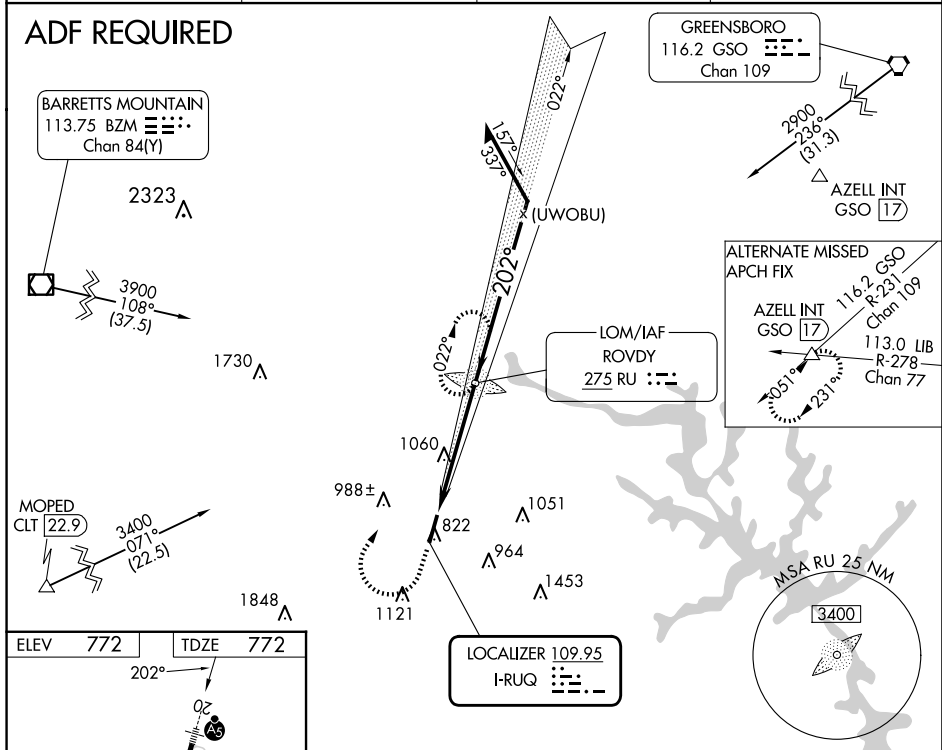
LOC I-RUQ 109.95	APP CRS 202°	Rwy Idg 5501 TDZE 772 Apt Elev 772
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ILS or LOC RWY 20
MID-CAROLINA RGNL (BUQ)

	<p>ADF required. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-LOC Cats C/D visibility $\frac{1}{8}$ SM and Circling Cat D visibility $\frac{1}{4}$ SM. For inop ALS when using Lexington altimeter setting, increase S-LOC 20 Cats C and D visibility to $\frac{1}{4}$ mile.</p>		<p>MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct ROVDY LOM and hold.</p>
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AWOS-3 118.175	CHARLOTTE APP CON 128.325 307.8	CLNC DEL 127.35	UNICOM 122.725 (CTAF) 0
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ADF REQUIRED



The figure consists of three main parts:

- Map:** A map of the Mirl Rwy 2-20 area. It shows a runway labeled "MIRL Rwy 2-20" and "REIL Rwy 2 and 20". A distance of "5501 X 100" is indicated. A star symbol is present near the runway.
- ROV DY Diagram:** A diagram showing the ROV DY (Right of Way) for the approach. It includes a heading of "1600", a turn of "2900", and a "ROV DY" symbol. The diagram shows a "ROV DY RU LOM" (Right of Way Upwind Limit of Movement) at "2422". The approach is defined by a "022°" heading and a "2500" distance. A "202°" heading is also shown. The "GS 3.00°" and "TCH 46" are indicated. A "5 NM" distance is marked between the runway and the approach point.
- Table:** A table with columns for "CATEGORY", "A", "B", "C", and "D". The rows are "S-LS 20", "S-LOC 20", and "CIRCLING". The "S-LS 20" row shows "972-1/2" for category B and "200 (200-1/2)" for category C. The "S-LOC 20" row shows "1360-1/2" for category A, "588 (600-1/2)" for category B, "1360-1 1/4" for category C, and "588 (600-1 1/4)" for category D. The "CIRCLING" row shows "1360-1" for category A, "588 (600-1)" for category B, "1440-1 3/4" for category C, and "1440-2" for category D. The "1440-2" is further specified as "668 (700-1 1/4)".