

WAAS CH <b>86433</b> <b>W24A</b>	APP CRS <b>243°</b>	Rwy Idg TDZE Apt Elev	<b>5835</b> <b>81</b> <b>86</b>
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RNAV (GPS) RWY 24

OCEAN COUNTY (MJX)

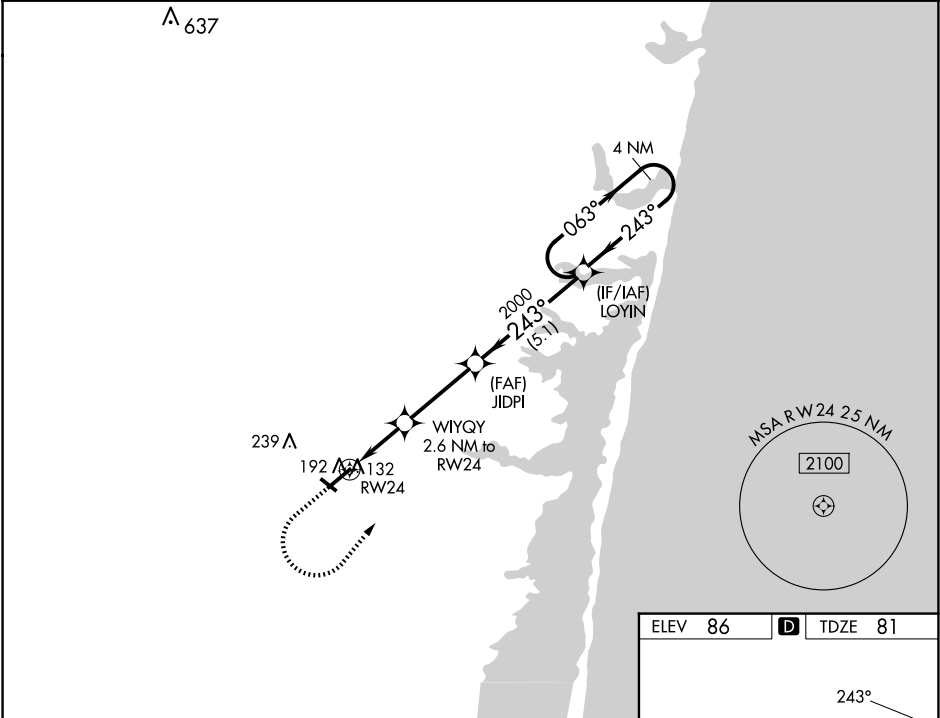
RNP APCH - GPS.

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Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C . Rwy 24 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct to LOYIN and hold.

AWOS-3PT <b>119.875</b>	MC GUIRE APP CON <b>126.475 363.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
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600

2000

LOYIN

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 55).

WYQY  
2.6 NM to  
RW24

JIDPI  
2000

LOYIN

4 NM  
Holding Pattern

1.1 NM to  
RW24

RW24

940

2000

GP 3.00°  
TCH 40

1.1 NM

1.5 NM

3.3 NM

5.1 NM

CATEGORY	A	B	C	D
LPV DA		331-¾	250 (300-¾)	
LNAV/VNAV DA		358-7/8	277 (300-7/8)	
LNAV MDA		460-1	379 (400-1)	
CIRCLING	540-1 454 (500-1)	560-1 474 (500-1)	580-1½ 494 (500-1½)	700-2 614 (700-2)

ELEV 86 D TDZE 81

The inset diagram provides a detailed view of the runway layout and the approach path. It shows the runway (RWY 24) with a 5350 x 100 foot surface. The approach path is defined by a 2.6 NM segment from the holding pattern to the final approach fix (FAF) JIDPI, and a 2.6 NM segment from JIDPI to the runway threshold. The glidepath is 3.00° with a threshold of 40 feet. The diagram also shows the missed approach procedure: climb to 600 feet, then a climbing left turn to 2000 feet direct to LOYIN. A 239° altitude is noted near the runway. A circular MSA (Minimum Safe Altitude) for RWY 24 is shown with a 2.5 NM radius and a 2100 feet MSL. The diagram is labeled with 'A 637' at the top.

MIRL Rwy 14-32 0  
HIRL Rwy 6-24 0  
REIL Rwys 14, 24 and 32 0