

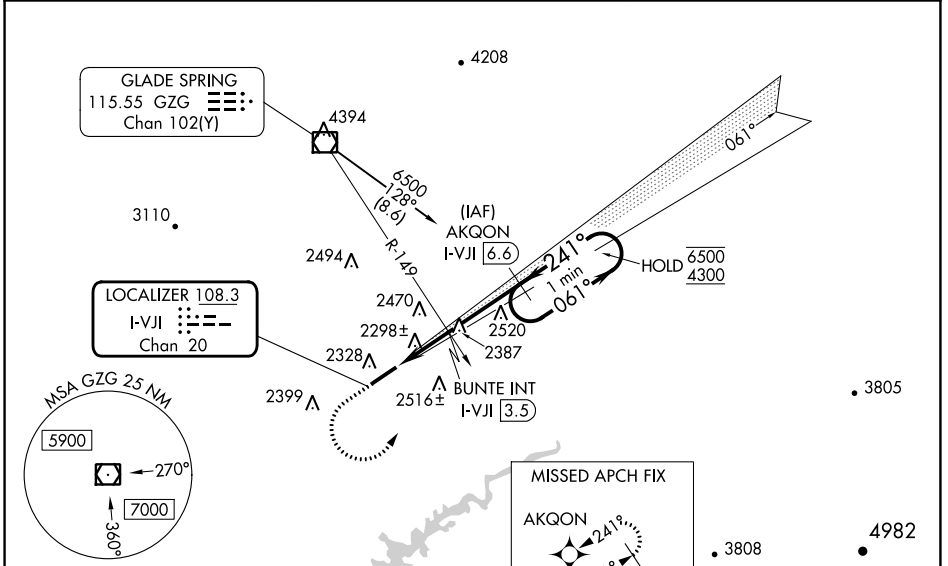
|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| LOC/DME I-VJI<br><b>108.3</b><br>Chan <b>20</b> | APP CRS<br><b>241°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>2087</b><br><b>2087</b> |
|---|------------------------|-----------------------------|---|

# LOC RWY 24

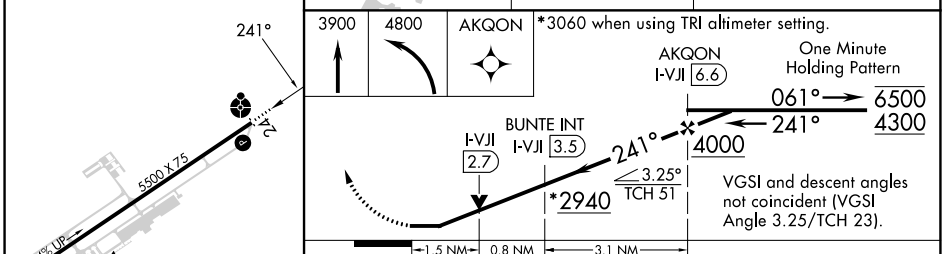
VIRGINIA HIGHLANDS (VJI)

|  |             |   |
|--|-------------|---|
| RNP APCH - GPS.  | ODALS<br>⬇️ | MISSED APPROACH: (Do not exceed 210K until AKQON)<br>Climb to 3900 then climbing left turn to 4800 direct AKQON and hold. |
| DME or RADAR required.   |             |   |
| <p>⚠️ Rwy 24 helicopter visibility reduction below 3/4 SM NA. VDP NA when using TRI altimeter setting. Inop table does not apply to S-LOC 24 Cat C and D. For inop ALS, increase BUNTE fix minimums S-LOC 24 Cat C and D visibility to 1 1/2 SM.</p> |             |   |

|                          |   |                              |
|--------------------------|---|------------------------------|
| AWOS-3<br><b>128.125</b> | TRI CITY APP CON *<br><b>125.25 349.0</b> | UNICOM<br><b>122.8(CTAF)</b> |
|--------------------------|---|------------------------------|



|           |           |
|-----------|-----------|
| ELEV 2087 | TDZE 2087 |
|-----------|-----------|



|      |      |                       |  |
|------|------|-----------------------|--|
| 3900 | 4800 | AKQON                 | *3060 when using TRI altimeter setting.                          |
| ↑    | ↘    | ⬠                     |  |
|      |      | AKQON I-VJI [6.6]     | One Minute Holding Pattern                                       |
|      |      |                       | 061° → 6500  |
|      |      |                       | ← 241° 4300  |
|      |      | BUNTE INT I-VJI [3.5] |  |
|      |      | I-VJI [2.7]           | *2940  |
|      |      | ≤ 3.25° TCH 51        | VGS1 and descent angles not coincident (VGS1 Angle 3.25/TCH 23). |
|      |      | 1.5 NM                | 0.8 NM   |
|      |      |                       | 3.1 NM   |

| CATEGORY           | A                         | B                     | C                             | D                      |
|--------------------|---------------------------|-----------------------|-------------------------------|------------------------|
| S-LOC 24 *         | 2940-3/4<br>853 (900-3/4) | 2940-1<br>853 (900-1) | 2940-2 1/2                    | 853 (900-2 1/2)        |
| CIRCLING           | 2940-1 1/4                | 853 (900-1 1/4)       | 2940-2 1/2<br>853 (900-2 1/2) | 3080-3<br>993 (1000-3) |
| BUNTE FIX MINIMUMS |                           |                       |                               |                        |
| S-LOC 24           | 2640-3/4                  | 553 (600-3/4)         | 2640-1 3/8                    | 553 (600-1 3/8)        |
| CIRCLING           | 2860-1                    | 773 (800-1)           | 2860-2 1/4<br>773 (800-2 1/4) | 3080-3<br>993 (1000-3) |

MIRL Rwy 6-24  
REIL Rwy 6 and 24

FAF to MAP 5.4 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

NE-3, 26 DEC 2024 to 23 JAN 2025

NE-3, 26 DEC 2024 to 23 JAN 2025