

ILS or LOC RWY 24

▼ When local altimeter setting not received, use Chatham altimeter setting and increase all DA to 3200 feet and increase all MDA 40 feet, increase S-LOC 24 Cats C/D visibility to RVR 6000 and increase Circling Cats C/D visibility $\frac{1}{4}$ SM. Inop table does not apply to S-ILS 24 all Cats and S-LOC 24 Cats A/B. For inop ALS, increase S-LOC 24 Cats C/D visibility to $\frac{1}{4}$ SM. For inop ALS, when using Chatham altimeter setting, increase S-LOC 24 Cats C/D visibility to $\frac{1}{8}$ SM. Straight-in/Circling Rwy 24 at night, operational VGSi required, remain on or above VGSi glidepath until threshold. Rwy 24 helicopter visibility reduction below RVR 5000 NA.



MISSED APPROACH:
Climb to 700 then climbing
left turn to 1700 on heading
045° and on ACK VOR/
DME R-359 to BOGEY INT/
I-HYA 5.1 DME and hold.

GAIS △

MARCONI
114.7 LFV
Chan 94

1700
218°
(119.3)

066°
1 min
246°
R-359

(CFCFW)

423 (IAF)
BOGEY INT
I-HYA (5.1)

212
116.2 A/C K
Chan 109

LOCALIZER 109.15
I-HYA
Chan 28(Y)

MSA MVY 25 NM
180°
2100
090°
1700

ELEV 54 TDZE 43

246°

ALTERNATE MISSED
APCH FIX

059°
239°
R-059

BOGEY INT
MVY 26.9
116.2 A/C K
Chan 109
114.5 MVY
Chan 92

CATEGORY	A	B	C	D
S-ILS 24	293/50	250 (300-1)		
S-LOC 24	480/50	437 (500-1)		
CIRCLING	560-1 506 (600-1)	580-1 526 (600-1)	860-2½ 806 (900-2¼)	860-2½ 806 (900-2½)

NE-1, 06 AUG 2026 to 03 SEP 2026