

WAAS CH <b>45632</b> <b>W24A</b>	APP CRS <b>240°</b>	Rwy Idg <b>4601</b> TDZE <b>2573</b> Apt Elev <b>2573</b>
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# RNAV (GPS) RWY 24

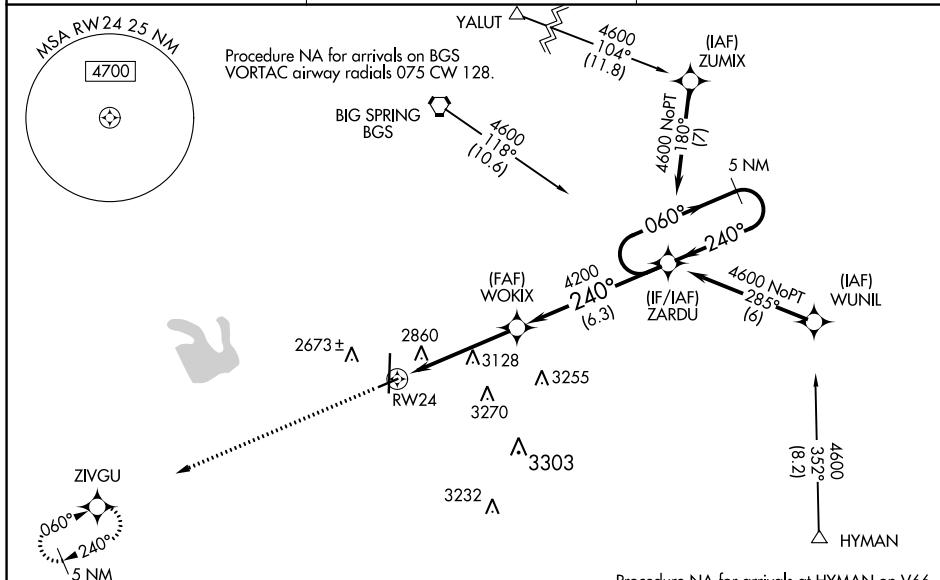
## BIG SPRING McMAHON-WRINKLE (BPG)

RNP APCH.

**V** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Midland Int'l Air and Space Port altimeter setting: increase all DA 130 feet and all MDA 140 feet; increase LPV and LNAV/VNAV Cats A/B visibility ½ SM, and LNAV Cat A visibility ½ SM. Baro-VNAV and VDP NA with Midland Int'l Air and Space Port altimeter setting. Rwy 24 helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb to 4600 direct ZIVGU and hold.

AWOS-3 <b>118.025</b>	FORT WORTH CENTER <b>133.7 350.2</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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Procedure NA for arrivals at HYMAN on V66 southwest bound, and on V94 westbound.

ELEV 2573		TDZE 2573
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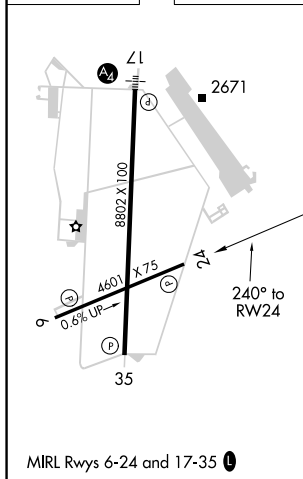


Diagram illustrating a VGS and RNAV glidepath not coincident scenario. The diagram shows a flight path starting from a runway (RW24) and proceeding through waypoints WOKIX and ZARDU to a holding pattern at 5 NM. The VGS (Visual Glide Slope) is shown as a dashed line, and the RNAV glidepath is shown as a solid line. The RNAV glidepath has a 240° angle at WOKIX and a 060° angle at ZARDU. The VGS is 3.00° TCH 45. The RNAV glidepath is 2.1 NM to RW24, 2.9 NM to WOKIX, and 6.3 NM to ZARDU. The diagram also shows the ZIVGU symbol and the VGS and RNAV glidepath not coincident warning.

CATEGORY	A	B	C	D
LPV DA	2823- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )	NA	
RNAV/VNAV DA	3236-2 $\frac{1}{4}$	663 (700-2 $\frac{1}{4}$ )	NA	
RNAV MDA	3380-1 807 (900-1)	3380-1 $\frac{1}{4}$ 807 (900-1 $\frac{1}{4}$ )	NA	