

WAAS CH 56326 W23A	APP CRS 227°	Rwy Idg 4004 TDZE 12 Apt Elev 13
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RNAV (GPS) RWY 23
DARE COUNTY RGNL (MQI)

T Baro-VNAV NA when using Elizabeth City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). When VGSi inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elizabeth City altimeter setting and increase LPV DA to 404, LNAV/VNAV DA to 357 and all MDA 80 feet; increase LPV all Cats visibility and Circling Cat C visibility $\frac{1}{4}$ mile; increase LNAV/VNAV all Cats visibility $\frac{1}{8}$ mile; and increase LNAV Cat C visibility $\frac{3}{8}$ mile.

MISSED APPROACH:
Climb to 600 then
climbing right turn to
4000 direct NORTN
and hold continue
climb-in-hold to 4000.

AWOS-3
128.275

CHERRY POINT APP CON
124.725 350.35

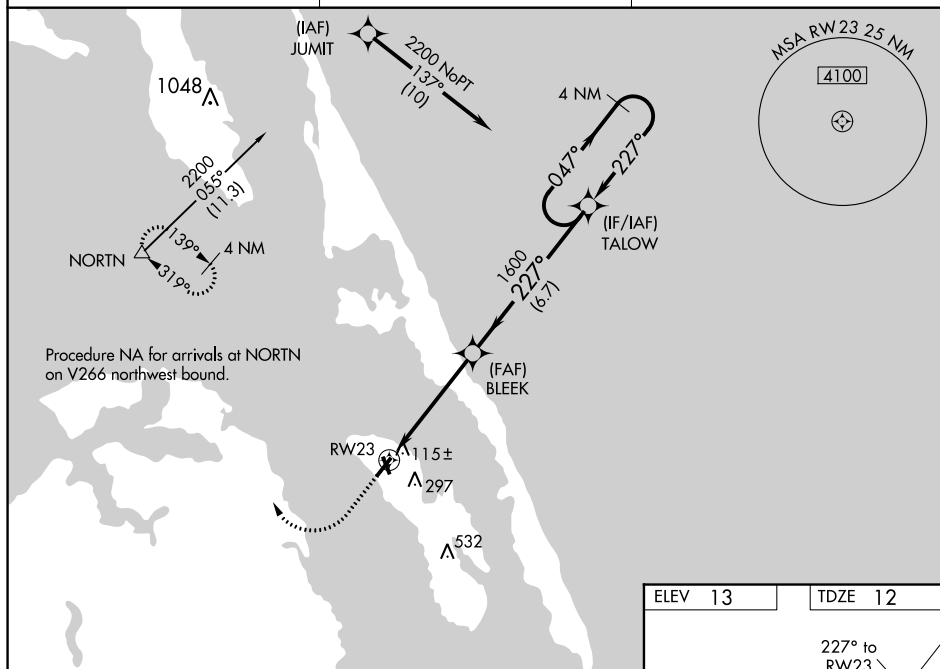
UNICOM
122.8 (CTAF) **L**

Diagram illustrating the VGS1 and RNAV glidepath not coincident scenario. The diagram shows a 4 NM Holding Pattern at 2200 feet. The RNAV glidepath is 227° from the final approach fix (FAF) to the runway threshold (RW23). The VGS1 glidepath is 047° from the FAF to the runway threshold. The distance between the FAF and the runway threshold is 4.8 NM. The distance between the FAF and the holding pattern is 6.7 NM. The holding pattern altitude is GP 3.00° TCH 45°. The diagram also shows the NORTN (North) direction and the BLEEK (Bleek) point.

