

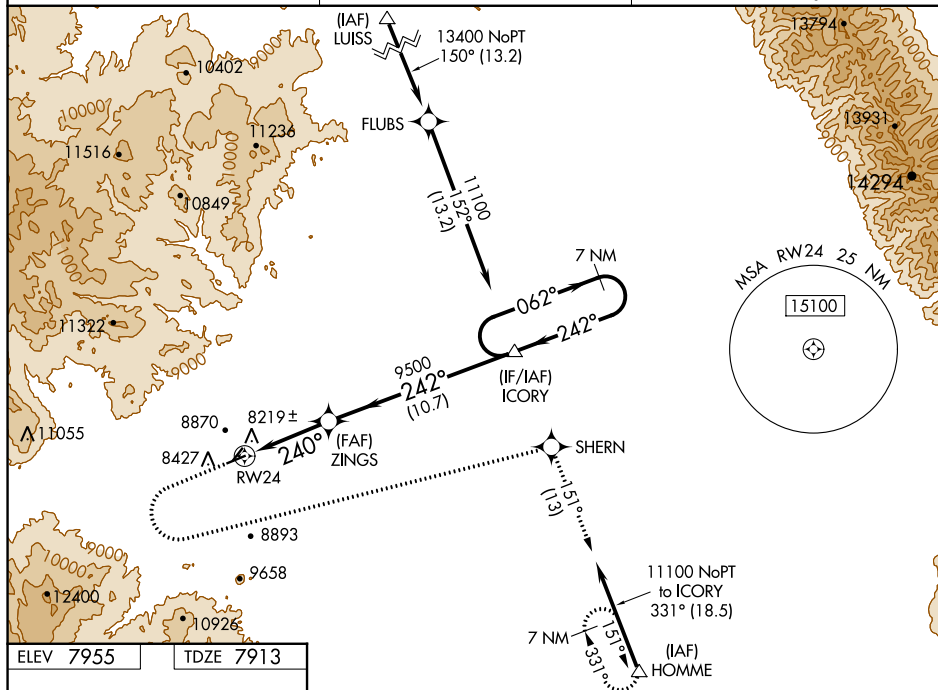
WAAS CH 93740 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	6051 7913 7955
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RNAV (GPS) RWY 24
ASTRONAUT KENT ROMINGER (RCV)

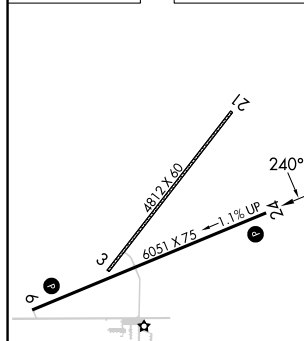
T For uncompensated Baro-VNAV systems, LNAV/VNAV
A NA below -30°C (-22°F) or above 54°C (130°F). Circling
NA northwest of Rwy 6-24. Circling Rwy 6 NA at night.
DME/DME RNP-0.3 NA. Circling NA to Rwy 3/21.

MISSED APPROACH: Climb to 8600 then climbing left turn to 11100 direct SHERN and on track 151° to HOMME and hold. #Missed approach requires a minimum climb of 310 feet per NM to 9200.

AWOS-3PT 118.275	DENVER CENTER 128.375 379.95	CTAF 122.90
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ELEV 7955		TDZE 7913
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MIRL Rwy 6-24 **L**

REIL Rwy 6 and 24 (L)

Figure 1: Example of a VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 40). The diagram shows a flight path starting from a runway (RW24) and following a 2.3 NM segment, then a 2.6 NM segment, and finally a 10.7 NM segment. The path is defined by a 240° heading, a 242° heading, and a 062° heading. The path is labeled with 'ZINGS' and '9500'. The path is also labeled with 'VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 40)'. The path is labeled with '7 NM Holding Pattern' and 'ICORY'. The path is labeled with 'GP 3.00° TCH 51°'.