

WAAS CH <b>86433</b> <b>W24A</b>	APP CRS <b>243°</b>	Rwy Idg <b>5834</b> TDZE <b>81</b> Apt Elev <b>86</b>
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RNAV (GPS) RWY 24  
OCEAN COUNTY (MJX)

RNP APCH.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (110°F). Rwy 24 helicopter visibility reduction below ¾ SM NA. Circling Rwy 13, 32 NA at night.

**MISSED APPROACH:** Climb to 600 then climbing left turn to 2000 direct to LOYIN and hold.

AWOS-3PT <b>119.875</b>	MC GUIRE APP CON <b>126.475 363.8</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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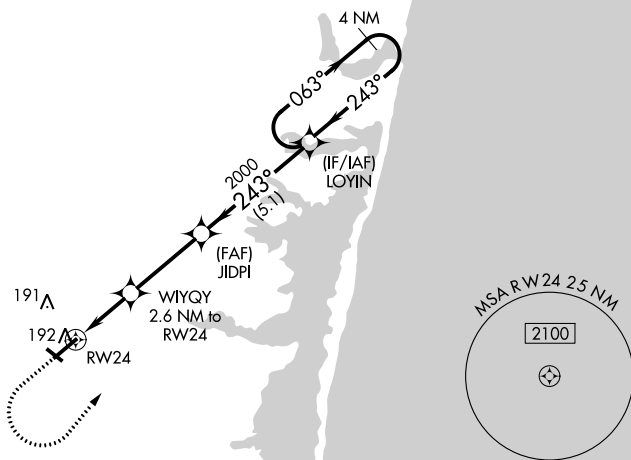


Diagram illustrating a 4 NM Holding Pattern for the JIDPI 2000 frequency. The pattern is defined by the following segments and distances:

- Segment A:** 1.1 NM (dashed line) and 1.5 NM (solid line).
- Segment B:** 3.3 NM (solid line).
- Segment C:** 5.1 NM (solid line).
- Segment D:** 700-2 (solid line).

The holding pattern is centered on the JIDPI 2000 frequency. The inbound leg is 3.3 NM at 243°. The outbound leg is 5.1 NM at 063°. The pattern is divided into four segments: A, B, C, and D. The diagram also shows the 2000 MSL fix, the 2000 MSL frequency, and the 2000 MSL holding pattern. The diagram includes a scale bar for 1.1 NM and 1.5 NM, and a scale bar for 3.3 NM and 5.1 NM. The diagram also includes a scale bar for 1.1 NM and 1.5 NM, and a scale bar for 3.3 NM and 5.1 NM.

ELEV 86

TDZE 81

243° to RW24

121°

3520 X 75

5930 X 100

0.3% UP

MIRA

MIRL Rwy 14-32

HIRL Rwy 6-24

REIL Rwy 14, 24 and 32