

WAAS CH 90419 W24A	APP CRS 245°	Rwy Ldg TDZE Apt Elev	3700 295 302
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RNAV (GPS) RWY 24
WINGS FLD (LOM)

RNP APCH.

T Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated
A Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C
(130°F). When local altimeter setting not received, use Pottstown altimeter
setting and increase all DA 35 feet and all MDA 40 feet. Rwy 24 helicopter
visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2200
direct PHILA and hold.

AWOS-3 118.925	PHILADELPHIA APP CON 126.85 263.125	CLNC DEL 118.55	UNICOM 123.0 (CTAF) 0
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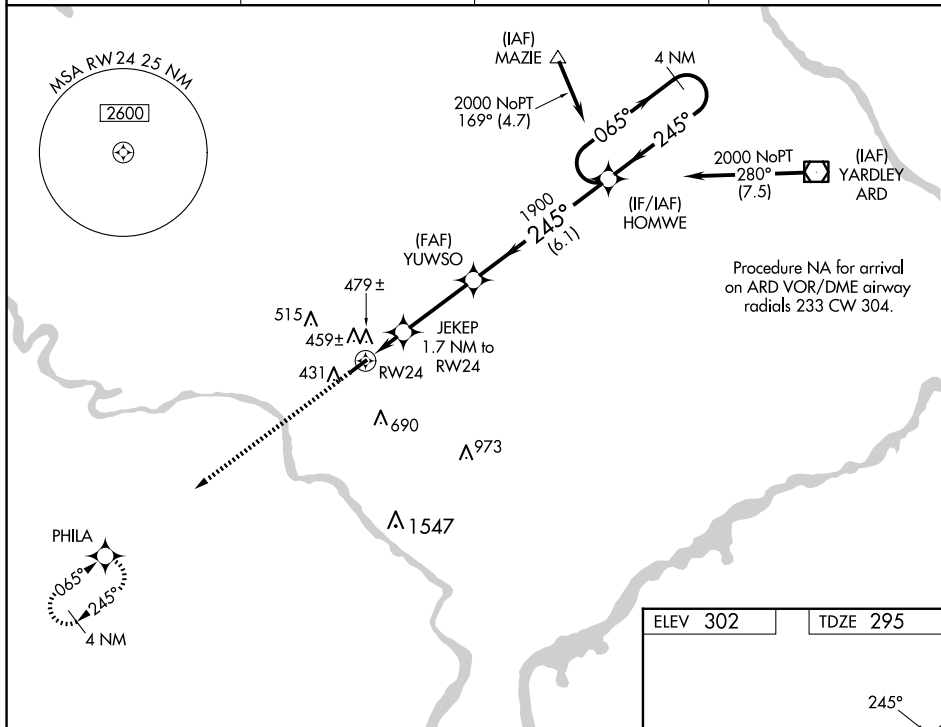


Diagram illustrating the VGS1 and RNAV glidepath for RW24. The diagram shows a 4 NM Holding Pattern at 2000 feet. The glidepath starts at 1.7 NM from RW24, passes through a 1900-foot fix, and ends at 6.1 NM from RW24. The glidepath angle is 245 degrees. The RNAV glidepath is 3.00 degrees TCH 59. The VGS1 glidepath is 4.00 degrees TCH 40. The diagram also shows the VGS1 and RNAV glidepaths not coincident at the 1900-foot fix.

CATEGORY	A	B	C	D
LPV DA	567-1	272 (300-1)		NA
LNAP/VNAV DA	775-1 $3\frac{3}{4}$	480 (500-1 $3\frac{3}{4}$)		NA
LNAP MDA	740-1	445 (500-1)		NA
CIRCLING	780-1	478 (500-1)		NA