

WAAS CH 50414 W24A	APP CRS 241°	Rwy Idg TDZE Apt Elev	7001 1007 1009
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 24L

JAMES M COX DAYTON INTL (DAY)

RNP APCH.

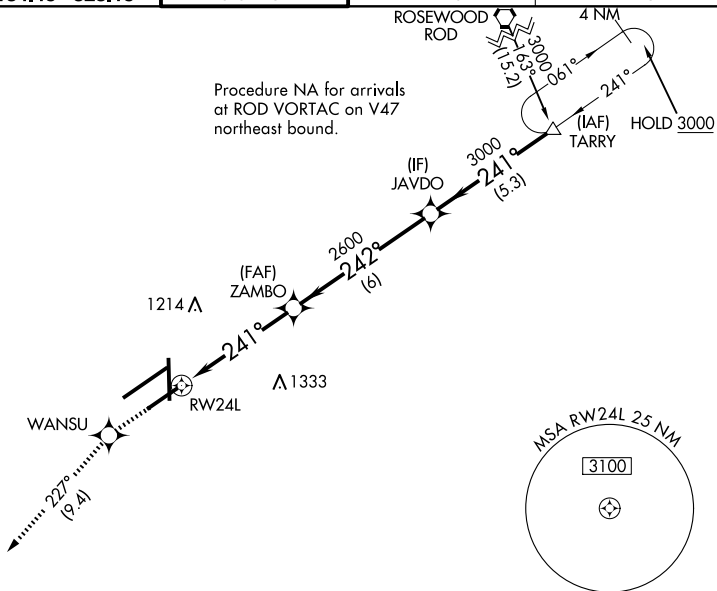
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats RVR to 4500. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH:
Climb to 3000 direct
WANSU and on
track 227° to
MIMMS and hold.

ATIS 125.8	COLUMBUS APP CON 134.45 323.15	DAYTON TOWER 119.9 257.7	GND CON 121.9	CLNC DEL 121.75
---------------	-----------------------------------	-----------------------------	------------------	--------------------



MSA RW24L 25 NM

3100

Δ 2049

3000 ↑ WANSU	tr 227°	MIMMS	VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00°/TCH 54).	
CATEGORY	A	B	C	D
LPV DA**	1207/24 200 (200-½)			
LNAV/ VNAV DA	1327/24 320 (400-½)			
LNAB MDA	1440/24 433 (500-½)		1440/40 433 (500-¾)	
C CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½)	1640-2 631 (700-2)

Diagram illustrating the HIRL system for Runway 6L and Runway 36. The diagram shows the runway layout, including Runway 6L (10901 x 150 ft) and Runway 36 (7785 x 150 ft). Key features include:

- Runway 6L:** 10901 x 150 ft, with a TWR 1260.
- Runway 36:** 7785 x 150 ft, with a TWR 1260.
- Lighting:** Various lights are shown, including A (1260), P (36), R (36), S (36), T (36), V (36), W (36), Y (36), and Z (36).
- Elevations:** ELEV 1009, TDZE 1007.
- Angles:** 241° and 12° are indicated.

DAYTON, OHIO

Amdt 2 03JAN19

39°54'N-84°13'W

JAMES M COX DAYTON INTL (DAY)

RNAV (GPS) RWY 24L