

WAAS CH <b>42913</b> <b>W06A</b>	APP CRS <b>061°</b>	Rwy Ldg <b>10900</b> TDZE <b>998</b> Apt Elev <b>1009</b>
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# RNAV (GPS) Z RWY 6L

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 visibility to RVR 5500 and LNAV Cats C/D to 1¼ SM.

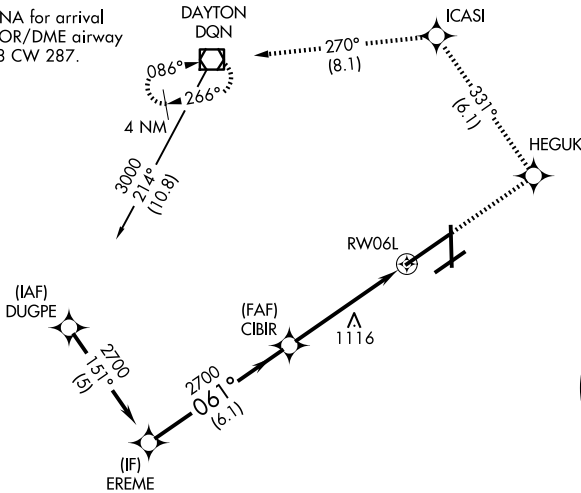
ALSf-2



MISSED APPROACH: Climb to 3000 direct HEGUK and on track 331° to ICASI and on track 270° to DQN VOR/DME and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.85 305.2</b> (091°-180°) <b>134.45 323.15</b> (181°-090°)	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>
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Procedure NA for arrival on DQN VOR/DME airway radials 208 CW 287.

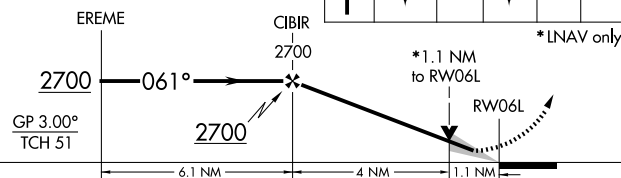


EC-2, 11 JUN 2026 to 09 JUL 2026

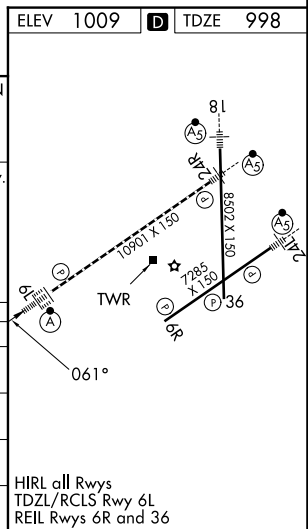
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).

ELEV 3000	HEGUK	ICASI	DQN
↑	tr 331°	tr 270°	☐



CATEGORY	A	B	C	D
LPV DA		1198/18	200 (200-½)	
LNAV/VNAV DA		1366/40	368 (400-¾)	
LNAV MDA	1420/24	422 (500-½)	1420/40 422 (500-¾)	1420/50 422 (500-1)
CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)



HIRL all Rwys  
TDZL/RCLS Rwy 6L  
REIL Rwys 6R and 36