

# RNAV (GPS) RWY 22R

WILMINGTON/ AIRBORNE AIRPARK (ILN)

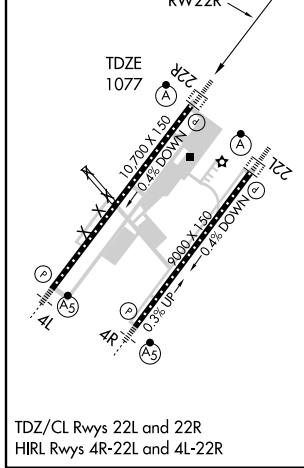
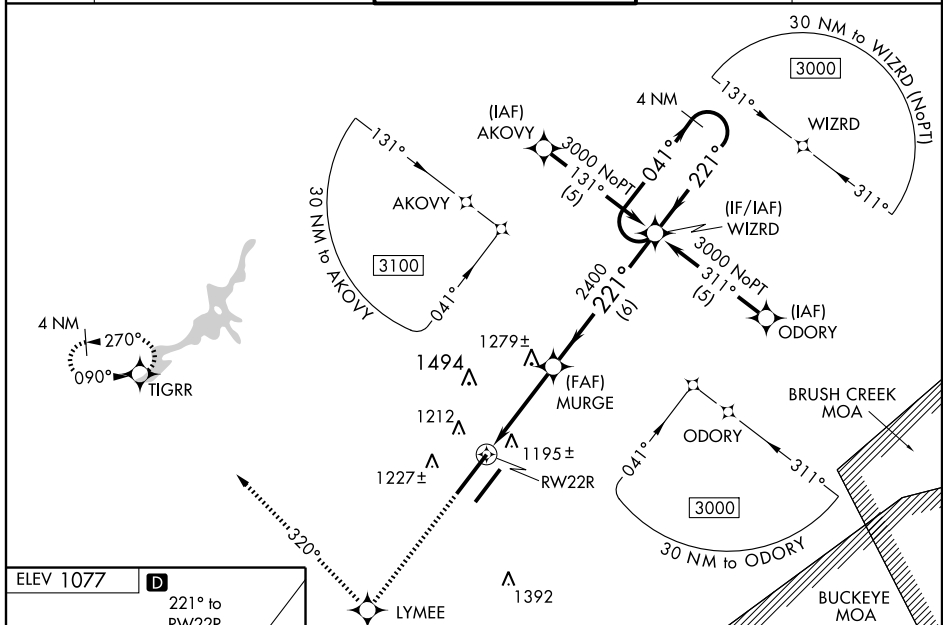
WAAS CH <b>40214</b> <b>W22A</b>	APP CRS <b>221°</b>	Rwy Idg TDZE <b>1077</b> Apt Elev <b>1077</b>	<b>10700</b>
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**⚠** For inoperative ALSF-2 when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LYMEE and right turn via track 320° to TIGRR and hold.

ATIS <b>124.925</b>	DAYTON APP CON <b>126.5 327.1</b>	WILMINGTON TOWER * <b>119.475 (CTAF)</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.6</b>
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3000	LYMEE	TIGRR	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
↑	✧	✧		
		TRK 320°		

\*LNAV Only

MURGE

RW22R

1.2 NM to RW22R

2400

221°

041°

3000

GS 3.00° TCH 55'

CATEGORY	A	B	C	D
LPV DA		1277/24	200 (200-½)	
LNAV/VNAV DA		1497/50	420 (500-1)	
LNAV MDA	1540/24	463 (500-½)	1540/40 463 (500-¾)	1540/50 463 (500-1)
CIRCLING	1640-1	563 (600-1)	1640-1½ 563 (600-1½)	1680-2 603 (700-2)

EC-2, 22 OCT 2009 to 19 NOV 2009

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