

|                                        |                        |                                                             |
|----------------------------------------|------------------------|-------------------------------------------------------------|
| WAAS<br>CH <b>65815</b><br><b>W01A</b> | APP CRS<br><b>015°</b> | Rwy Idg <b>7012</b><br>TDZE <b>76</b><br>Apt Elev <b>80</b> |
|----------------------------------------|------------------------|-------------------------------------------------------------|

RNAV (GPS) RWY 1

NEW CASTLE (ILG)

▼

⚠

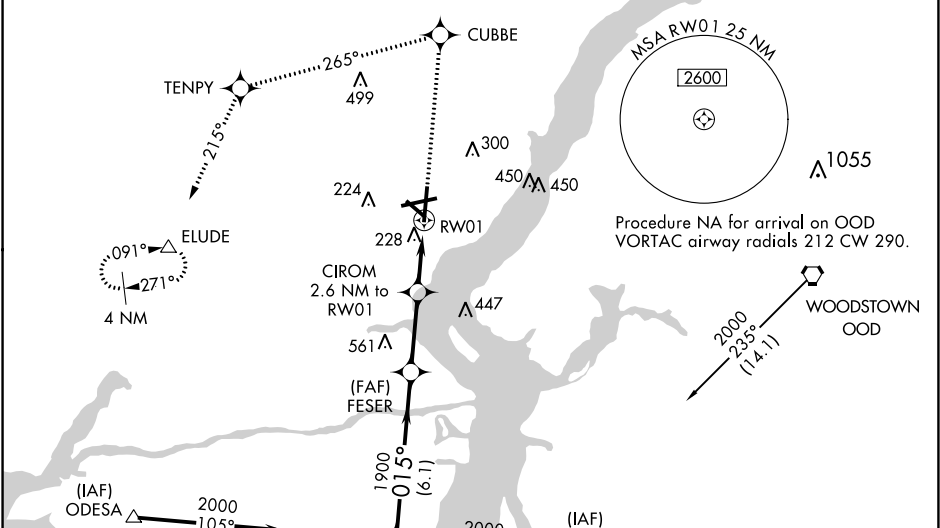
Inoperative table does not apply to LPV all Cats and LNAV Cats A and B.  
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 380, LNAV/VNAV DA to 579, and all MDAs 60 feet; increase LNAV/VNAV all Cats visibility to RVR 6000 and Circling Cat D visibility ¼ SM. For inoperative MALSR, increase LNAV Cats C and D visibility ¼ mile. For inoperative MALSR, when using Philadelphia Intl altimeter setting, increase LNAV visibility Cat C ¼ mile.

MALSR

MISSED APPROACH:

Climb to 2000 direct CUBBE and left turn via track 265° to TENPY and via track 214° to ELUDE and hold.

|                       |                                             |                                                        |                               |                           |                         |
|-----------------------|---------------------------------------------|--------------------------------------------------------|-------------------------------|---------------------------|-------------------------|
| ATIS<br><b>123.95</b> | PHILADELPHIA APP CON<br><b>118.35 323.1</b> | WILMINGTON TOWER★<br><b>126.0</b> (CTAF) <b>352.05</b> | GND CON<br><b>121.7 275.8</b> | CLNC DEL<br><b>119.95</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---------------------------------------------|--------------------------------------------------------|-------------------------------|---------------------------|-------------------------|



ELEV 80

TDZE 76

REIL Rwy 9, 19 and 27

HIRL Rwy 1-19 and 9-27

MIRL Rwy 14-32

|              |                      |                      |                        |                        |
|--------------|----------------------|----------------------|------------------------|------------------------|
| CATEGORY     | A                    | B                    | C                      | D                      |
| LPV DA       | 326/50 250 (300-1)   |                      |                        |                        |
| LNAV/VNAV DA | 525/50 449 (500-1)   |                      |                        |                        |
| LNAV MDA     | 480/50 404 (400-1)   |                      |                        |                        |
| CIRCLING     | 540-1<br>460 (500-1) | 560-1<br>480 (500-1) | 600-1½<br>520 (600-1½) | 800-2¼<br>720 (800-2¼) |

GP 3.00°  
TCH 52

Procedure Turn NA

2000

015°

1900

6.1 NM

2.9 NM

2.6 NM

2.6 NM

2000

CUBBE

tr 265°

TENPY

tr 214°

ELUDE

FESER

CIROM 2.6 NM to RW01

RW01

\*960

\*LNAV only

61

7015 X 150

4602 X 150

7012 X 150

6

191

32

1

015°

TWR 223

AS