

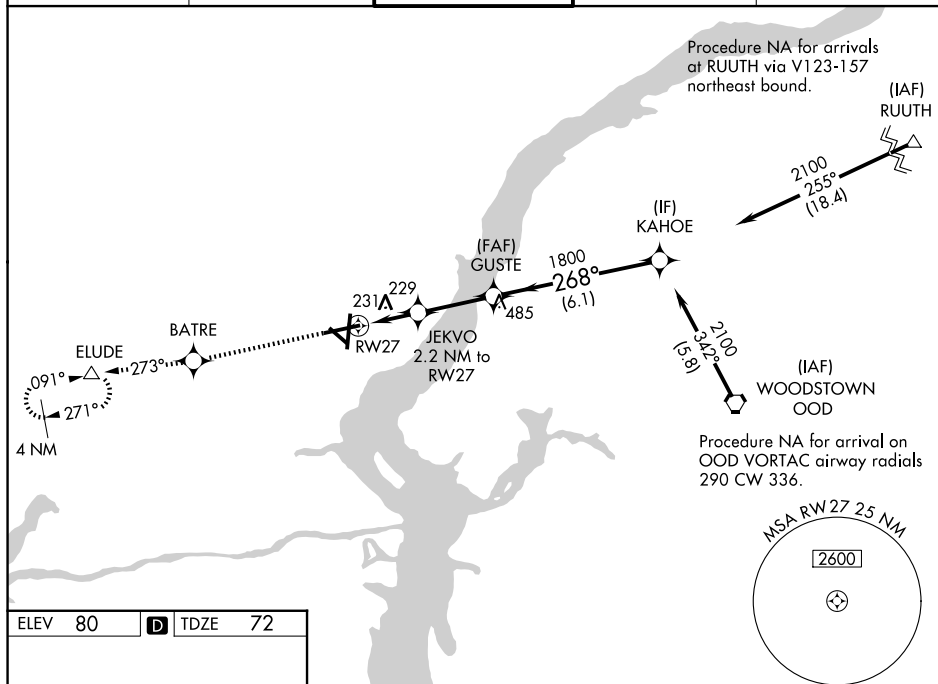
WAAS CH 53515 W27A	APP CRS 268°	Rwy Ldg 7000 TDZE 72 Apt Elev 80
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RNAV (GPS) RWY 27
NEW CASTLE (ILG)

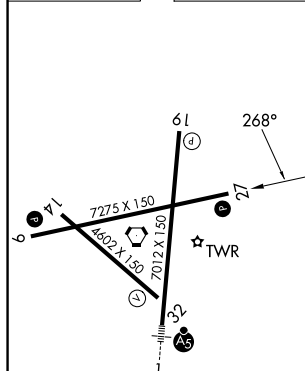
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, INAV/VNAV DA NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 480, INAV/VNAV DA to 584, and all MDAs 60 feet; increase LPV all Cats and INAV Cat C/D visibility ½ SM and INAV/VNAV all Cats and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct BATRE and via track 273° to ELUDE and hold.

ATIS 123.95	PHILADELPHIA APP CON 118.35 323.1	WILMINGTON TOWER * 126.0 (CTAF) 352.05	GND CON 121.7 275.8	UNICOM 122.95
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ELEV 80	D	TDZE 72
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REIL Rwys 9, 19 and 27 **L**
HIRL Rwys 1-19 and 9-27 **L**
MIRL Rwy 14-32 **L**

2000 ↑	BATRE ✦	tr 273°	ELUDE △	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 54).			
* LNAV only.				Procedure Turn NA KAHOE 2100 GP 3.10° TCH 68			
RW27 JEKVO 2.2 NM to RW27 860* 2.2 NM 2.8 NM 6.1 NM				GUSTE 268° 1800			
CATEGORY	A		B		C		D
LPV DA			426-1 $\frac{1}{8}$		354 (400-1 $\frac{1}{8}$)		
LNAV/VNAV DA			530-1 $\frac{3}{8}$		458 (500-1 $\frac{3}{8}$)		
LNAV MDA	500-1		428 (500-1)		500-1 $\frac{1}{4}$		428 (500-1 $\frac{1}{4}$)
CIRCLING	540-1 460 (500-1)		560-1 480 (500-1)		600-1 $\frac{1}{2}$ 520 (600-1 $\frac{1}{2}$)		800-2 $\frac{1}{4}$ 720 (800-2 $\frac{1}{4}$)

RNAV (GPS) RWY 27