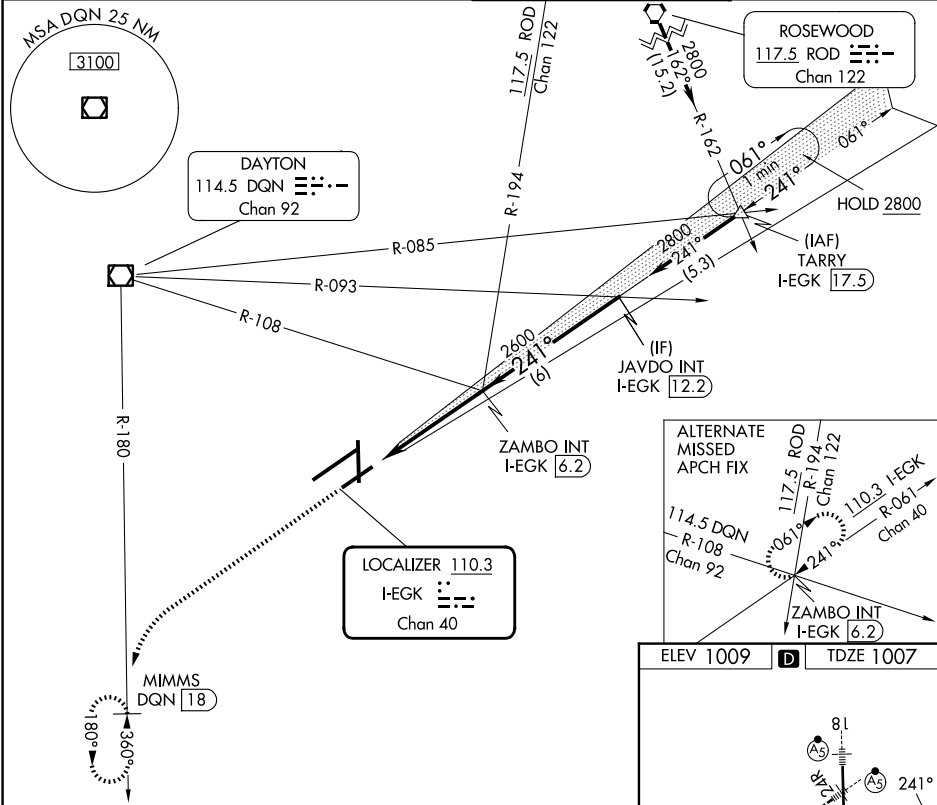


LOC I-EGK 110.3 Chan 40	APP CRS 241°	Rwy Ldg TDZE Apt Elev 7001 1007 1009
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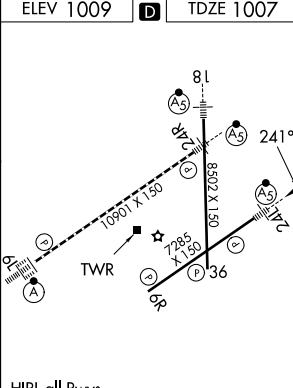
ILS or LOC RWY 24L
JAMES M COX DAYTON INTL (DAY)

DME required.	MALSR	MISSED APPROACH: Climb to 3000 on heading 241° and DQN R-180 to MIMMS/DQN 18 DME and hold.
Simultaneous approach authorized. # RVR 1800 authorized with use of FD or AP or HUD to DA.		

ATIS 125.8	COLUMBUS APP CON 118.85 305.2 (091°-180°) 134.45 323.15 (181°-090°)	DAYTON TOWER 119.9 257.7	GND CON 121.9
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3000	DQN R-180	MIMMS DQN 18	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 54). JAVDO INT I-EGK 12.2	
hdg 241°			ZAMBO INT I-EGK 6.2	2800
*LOC only.		*I-EGK 2.6	2600	GS 3.00° TCH 50
1.2 NM 3.7 NM 6 NM				
CATEGORY	A	B	C	D
S-ILS 24L #	1207/24		200 (200-½)	
S-LOC 24L	1440/24	433 (500-½)	1440/40	433 (500-¾)
CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)

ELEV 1009	D	TDZE 1007			
 The diagram shows a runway layout with four runways: RWY 24L (dashed line, 10901 x 150), RWY 6R (solid line, 8502 x 150), RWY 36 (solid line, 7785 x 150), and RWY 6L (solid line, 241°). The tower (TWR) is located near the intersection of RWY 24L and RWY 6R. Various navigation aids are indicated by symbols: a star for the TWR, a circle with a dot for the HIRL, and a circle with a cross for the TDZL/RCLS. The diagram also shows the REIL for RWYs 6R and 36.					
HIRL all Rwys					
TDZL/RCLS Rwy 6L					
REIL Rwys 6R and 36					
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38