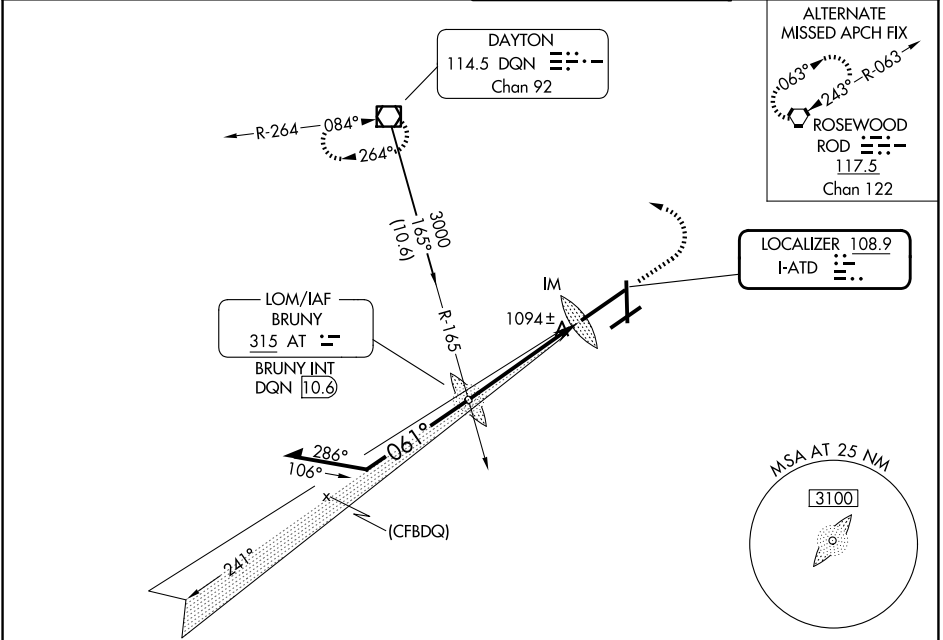


LOC I-ATD 108.9	APP CRS 061°	Rwy Ldg TDZE 998 Apt Elev 1009
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ILS RWY 6L (CAT II & III)
JAMES M COX DAYTON INTL (DAY)

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.	ALSF-2	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.
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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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ELEV 1009		D	TDZE 998
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Remain within 10 NM

BRUNY LOM/INT

2000 3000 DQN

241° 061° 2667 2700

GS 3.00° TCH 50

IM 1098

5 NM 967'

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67°).

CATEGORY	A	B	C	D
S-ILS 6L	CAT II RA 99/12 100 DA 1098			
S-ILS 6L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

The runway layout diagram shows RWY 6L, 6R, 36, and 36R. Key features include:
- **81** (Distance to RWY 6L).
- **7285 X 150** (Runway width).
- **8600 X 150** (Runway width).
- **36** (Distance to RWY 36).
- **TWR** (Tower).
- **AS** (Approach Lights).
- **REIL** (Runway End Identifier Lights).

EC-2, 01 OCT 2026 to 29 OCT 2026

EC-2, 01 OCT 2026 to 29 OCT 2026