

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

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DME required.

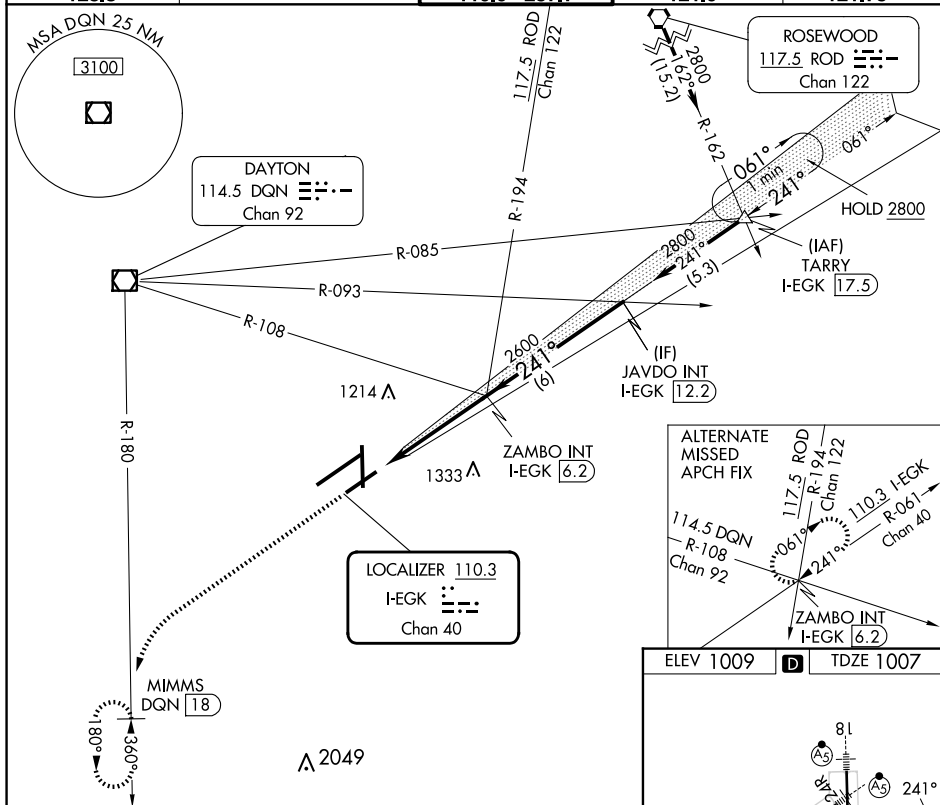
T Simultaneous approach authorized.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 3000 on heading 241° and DQN R-180 to MIMMS/DQN 18 DME and hold.

ATIS 125.8	COLUMBUS APP CON 134.45 323.15	DAYTON TOWER 119.9 257.7	GND CON 121.9	CLNC DEL 121.75
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3000
↑
hdg 241°
*LOC only.

DQN R-180

MIMMS DQN 18

VGSi and ILS glidepath not coincident
(VGSi Angle 3.00/TCH 54).

ZAMBO INT
I-EGK 6.2

JAVDO INT
I-EGK 12.2

2600

241°

2800

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)
C CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)

The diagram shows the TDZE 1007 approach for Runway 6R. It includes a HIRL all Rwy, TDZ/CL Rwy 6L, and REIL Rwys 6R and 36. The FAF to MAP distance is 4.9 NM. A table below provides time and speed information:

	Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38	