


WAAS CH 66013 W24B	APP CRS 241°	Rwy Idg 10900 TDZE 997 Apt Elev 1009
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RNAV (GPS) Z RWY 24R
JAMES M COX DAYTON INTL (DAY)

RNP APCH.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.	MALSR 	MISSED APPROACH: Climb to 3000 direct ZUXOT and on track 238° to ALIAS and hold.
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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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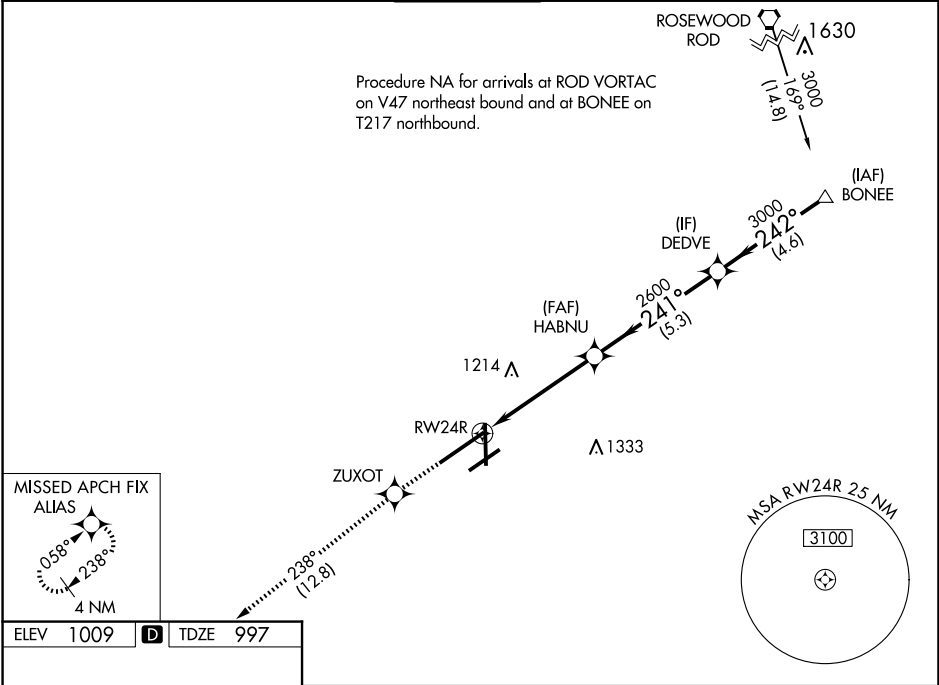


Diagram illustrating the approach path for RWY 24R. The path starts at ZUXOT (3000 ft) and proceeds through the transition fix (tr 238°) to the missed approach fix (ALIAS). The path then descends to the final approach fix (HABNU) and continues to the runway (RWY 24R). The diagram also shows the MSA circle (3000 ft) and the GP 3.00° TCH 55. The diagram includes various navigational aids and symbols, including a TWR 1260, a TDZ/CL Rwy 6L, and REIL Rwy's 6R and 36. The diagram also shows the HIRL all Rwy's and the TDZ/CL Rwy 6L.

	3000	ZUXOT	tr 238°	ALIAS	HABNU	DEDVE	BONEE
	*LNAV only.			*1.2 NM to RWY24R	2600	241°	242°
					2600	3000	3000
							GP 3.00° TCH 55
		1.2 NM	3.7 NM	5.3 NM	4.6 NM		
CATEGORY	A	B	C	D			
LPV DA		1203/24	206 (200-½)				
LNAV/VNAV DA		1294/24	297 (300-½)				
LNAV MDA	1440/24	443 (500-½)	1440/45	443 (500-¾)			
CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)			

HIRL all Rwy's
TDZ/CL Rwy 6L
REIL Rwy's 6R and 36