

LOC I-ATD <b>108.9</b>	APP CRS <b>061°</b>	Rwy Idg <b>10900</b> TDZE <b>998</b> Apt Elev <b>1009</b>
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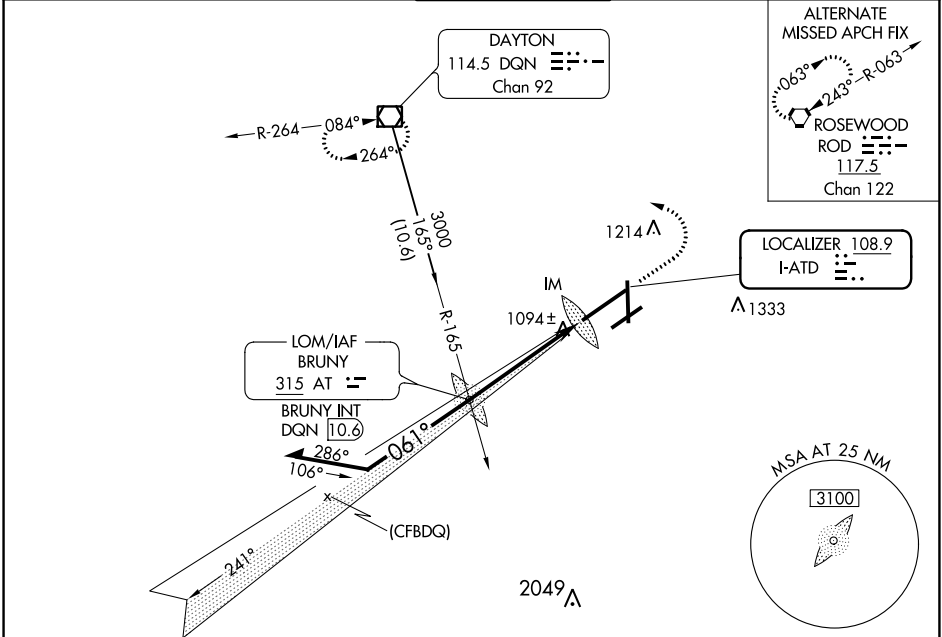
# ILS RWY 6L (CAT II & III)

## 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.

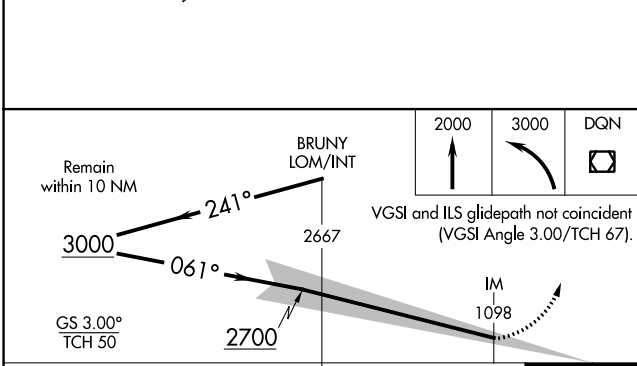
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CINC DEL <b>121.75</b>
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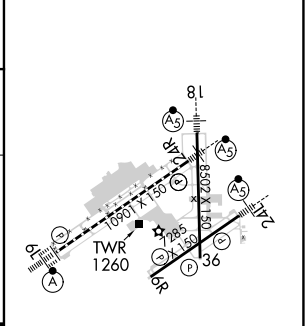


EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024



ELEV 1009	<b>D</b>	TDZE 998
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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  
 TDZ/CL Rwy 6L  
 REIL Rwys 6R and 36

LOC I-DAY <b>108.3</b>	APP CRS <b>185°</b>	Rwy Idg <b>8502</b>
		TDZE <b>996</b>
		Apt Elev <b>1009</b>

# ILS or LOC RWY 18

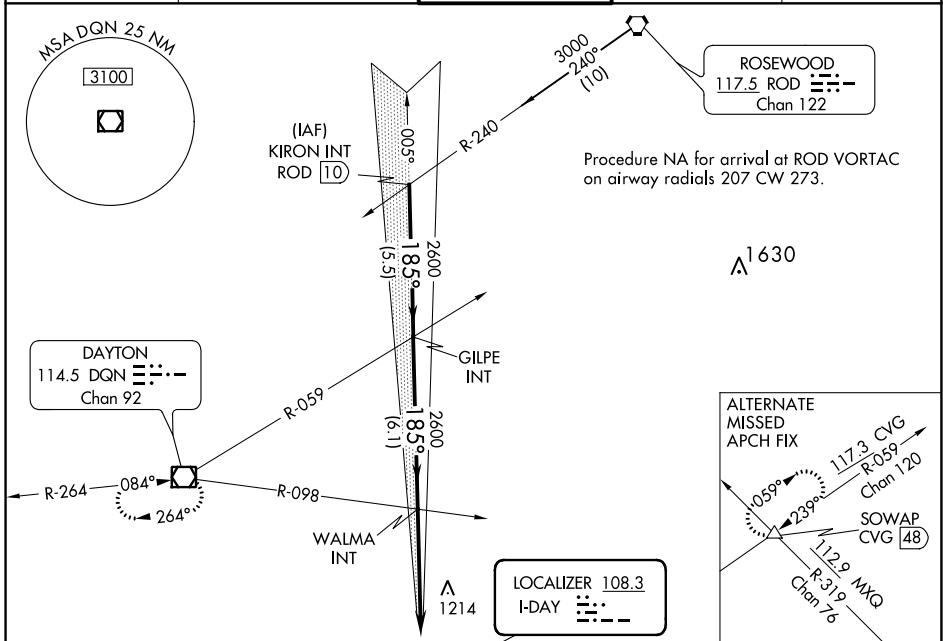
JAMES M COX DAYTON INTL (DAY)

**▼** For inop ALS, increase S-LOC 18 Cat C/D visibility to RVR 6000.  
**\*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.**

**MALSR**

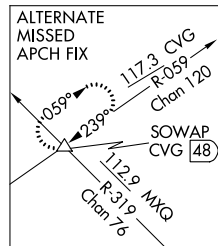
**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3100 direct DQN VOR/DME and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CINC DEL <b>121.75</b>
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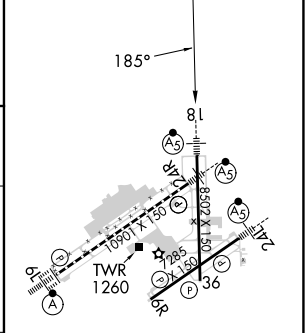
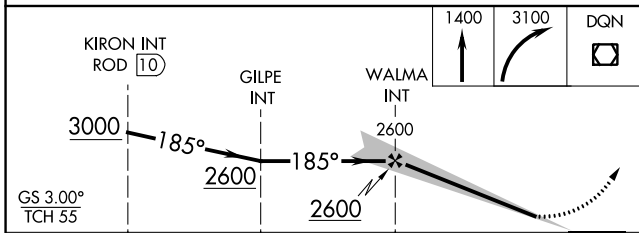
Procedure NA for arrival at ROD VORTAC on airway radials 207 CW 273.

▲ 1630



**LOCALIZER 108.3**  
I-DAY

ELEV 1009	<b>D</b>	TDZE 996
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CATEGORY	A	B	C	D
S-ILS 18 **	1196/24 200 (200-½)			
S-LOC 18	1400/24	404 (400-½)	1400/40	404 (400-¾)
<b>C</b> CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)

HIRL all Rwys  
 TDZ/CL 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

EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

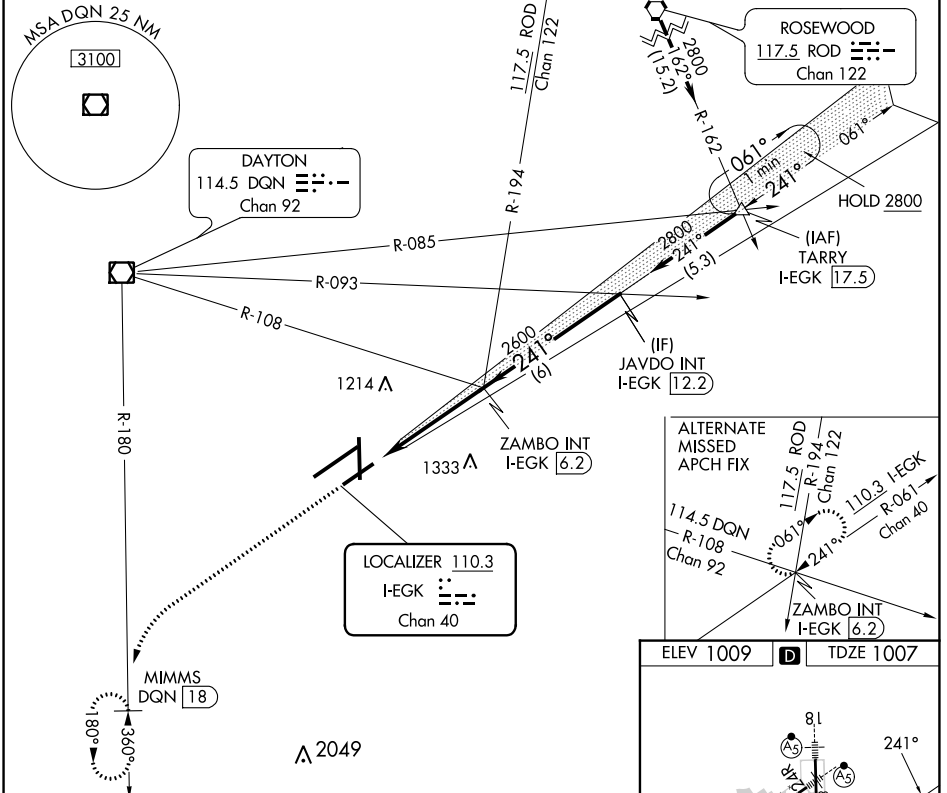
LOC I-EGK <b>110.3</b> Chan 40	APP CRS <b>241°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>1007</b> <b>1009</b>
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# ILS or LOC RWY 24L

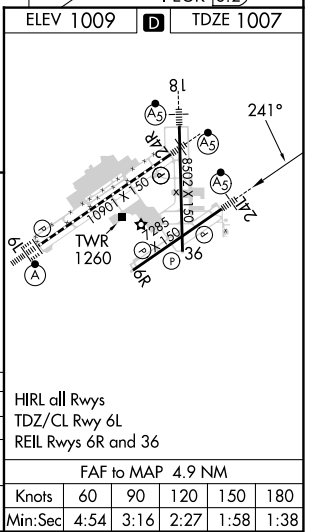
JAMES M COX DAYTON INTL (DAY)

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 <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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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	2600	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)



EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-VUQ <b>111.9</b> Chan <b>56</b>	APP CRS <b>241°</b>	Rwy Idg <b>10900</b> TDZE <b>997</b> Apt Elev <b>1009</b>
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# ILS or LOC RWY 24R

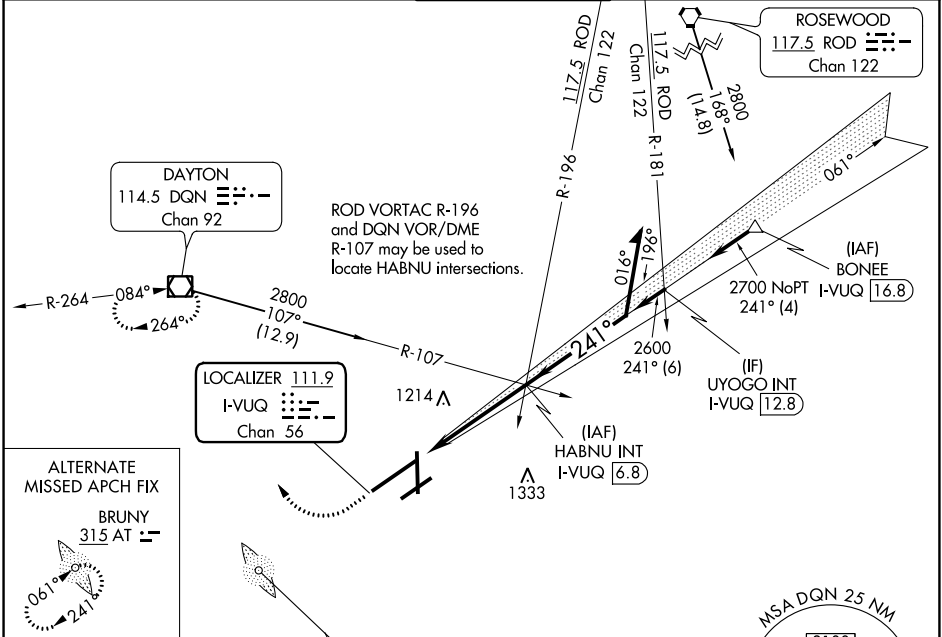
JAMES M COX DAYTON INTL (DAY)

Simultaneous approach authorized.  
For inop ALS, increase S-LOC 24R Cat C/D visibility to RVR 6000.

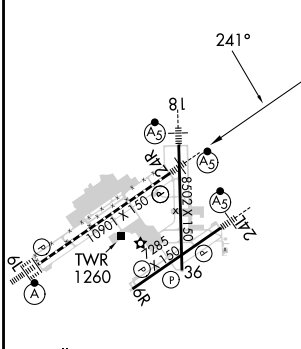
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct DQN VOR/DME and hold.

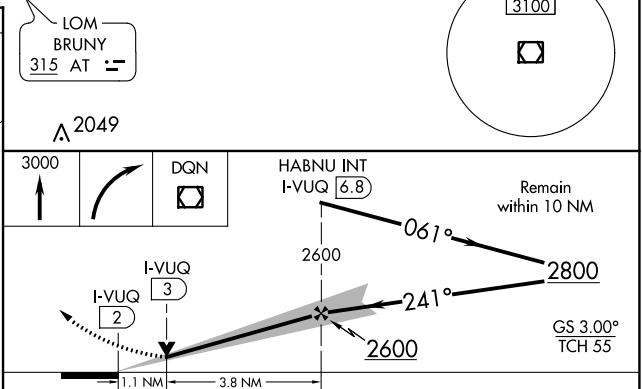
ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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ELEV 1009	TDZE 997
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Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 24R	1203/24		206 (200-½)	
S-LOC 24R	1400/24	403 (400-½)	1400/40	403 (400-¾)
CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)

EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

LOC I-ATD <b>108.9</b>	APP CRS <b>061°</b>	Rwy Idg <b>10900</b> TDZE <b>998</b> Apt Elev <b>1009</b>
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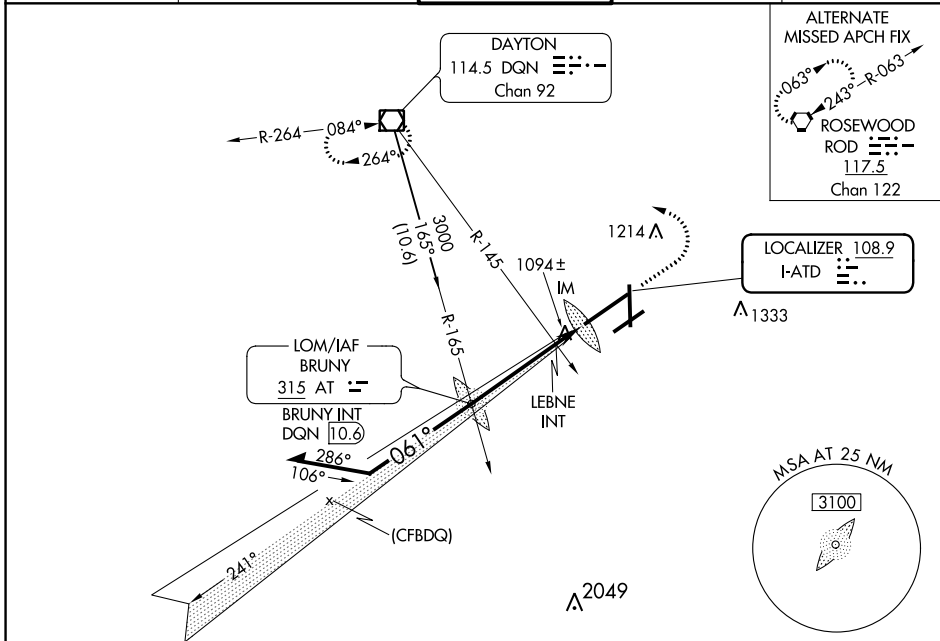
# ILS or LOC RWY 6L

JAMES M COX DAYTON INTL (DAY)

**Simultaneous approach authorized.**  
 For inop ALSF-2, increase S-LOC 6L Cat C/D visibility to 1½ mile.

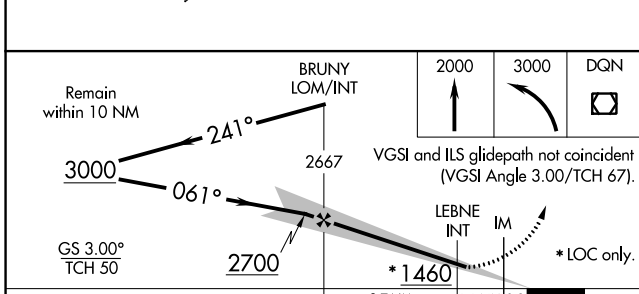
**ALSF-2**  
**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CINC DEL <b>121.75</b>
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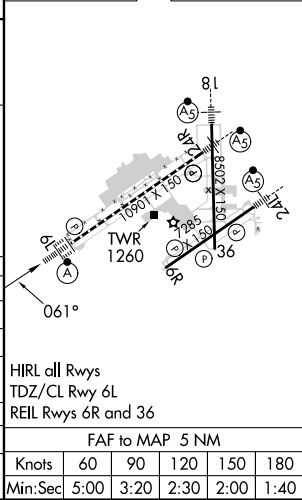
EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024



ELEV 1009	<b>D</b>	TDZE 998
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CATEGORY	A	B	C	D
S-ILS 6L	1198/18 200 (200-½)			
S-LOC 6L	1460/24	462 (500-½)	1460/50	462 (500-1)
<b>C</b> CIRCLING	1580-1	571 (600-1)	1580-1½	1640-2
			571 (600-1½)	631 (700-2)
LEBNE FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 6L	1380/24	382 (400-½)	1380/35	382 (400-¾)
<b>C</b> CIRCLING	1580-1	571 (600-1)	1580-1½	1640-2
			571 (600-1½)	631 (700-2)



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

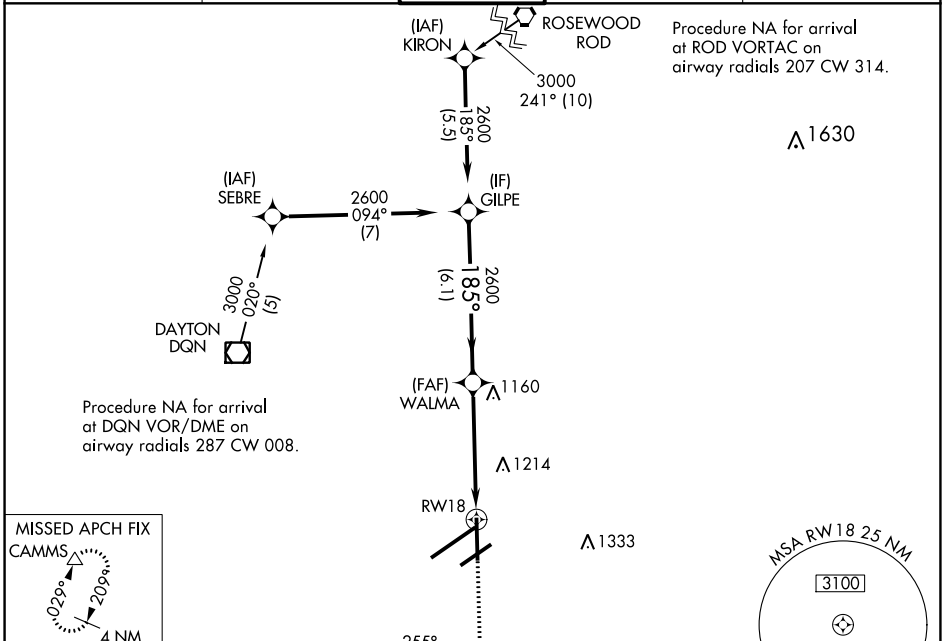
WAAS CH <b>86914</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev	<b>8502</b> <b>996</b> <b>1009</b>
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# RNAV (GPS) RWY 18

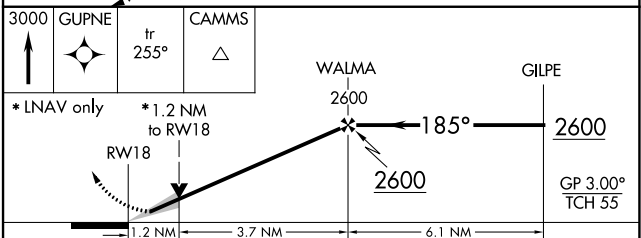
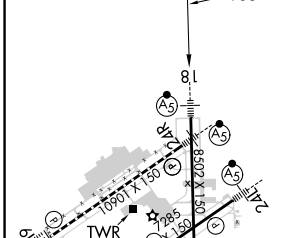
JAMES M COX DAYTON INTL (DAY)

RNP APCH.	MALSRS 	MISSED APPROACH: Climb to 3000 direct GUPNE and track 255° to CAMMS and hold.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cals visibility to RVR 4500. ** RVR 1800 authorized with use of FD or AP or HUD to DA.</p>		

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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ELEV 1009	<b>D</b>	TDZE 996
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CATEGORY	A	B	C	D
LPV DA **		1196/24	200 (200-½)	
LNAV/VNAV DA		1274/24	278 (300-½)	
LNAV MDA	1420/24	424 (500-½)	1420/40	424 (500-¾)
<b>C</b> CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)

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

EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>50414</b> <b>W24A</b>	APP CRS <b>241°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>1007</b> <b>1009</b>
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# RNAV (GPS) RWY 24L

JAMES M COX DAYTON INTL (DAY)

RNP APCH.

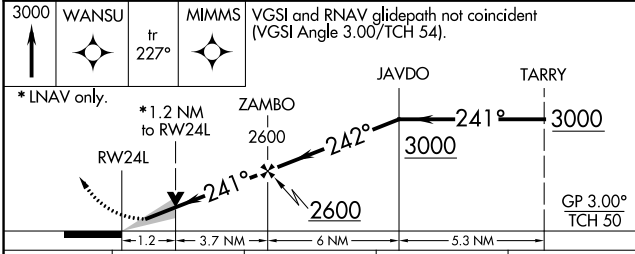
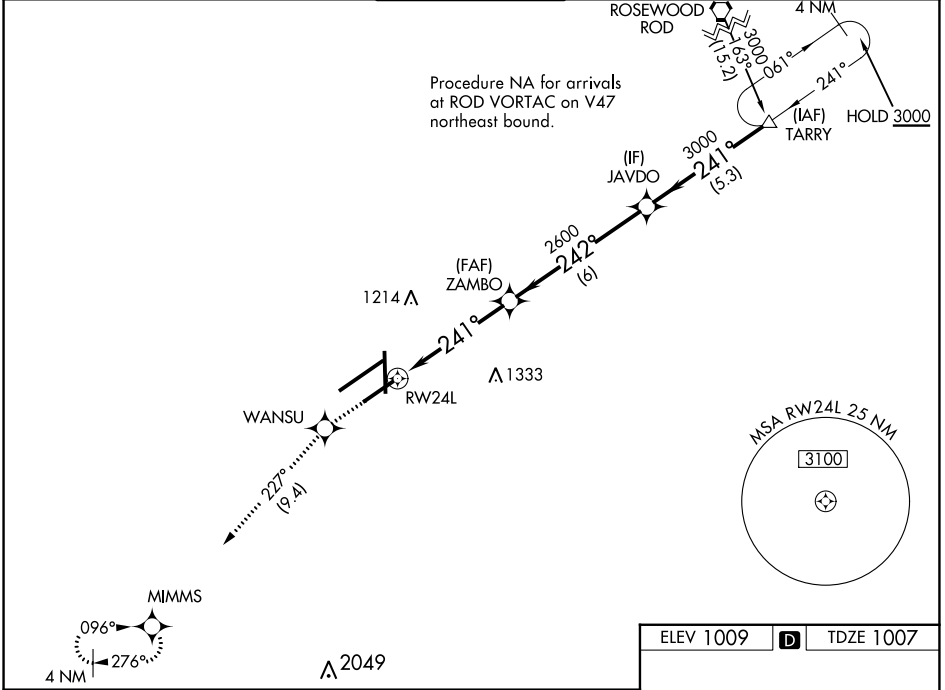
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats RVR to 4300. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRL

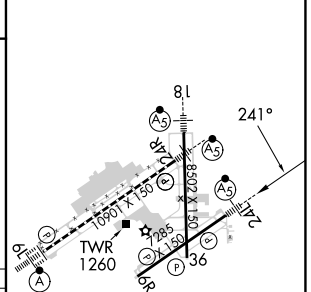


MISSED APPROACH:  
Climb to 3000 direct WANSU and on track 227° to MIMMS and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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ELEV 1009	<b>D</b>	TDZE 1007
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CATEGORY	A	B	C	D
LPV DA**	1207/24		200 (200-½)	
LNAV/VNAV DA	1327/24		320 (400-½)	
LNAV MDA	1440/24 433 (500-½)		1440/40 433 (500-¾)	
<b>C</b> CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½) 1640-2 631 (700-2)	

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

EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

APP CRS <b>005°</b>	Rwy Idg <b>8502</b>
	TDZE <b>1008</b>
	Apt Elev <b>1009</b>

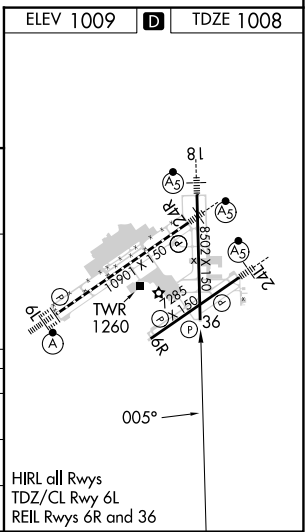
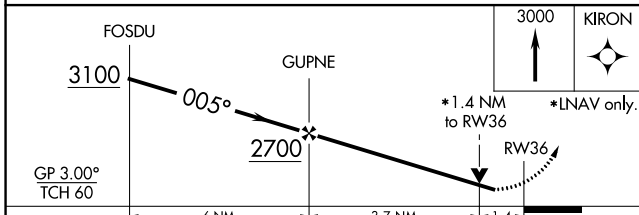
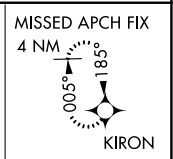
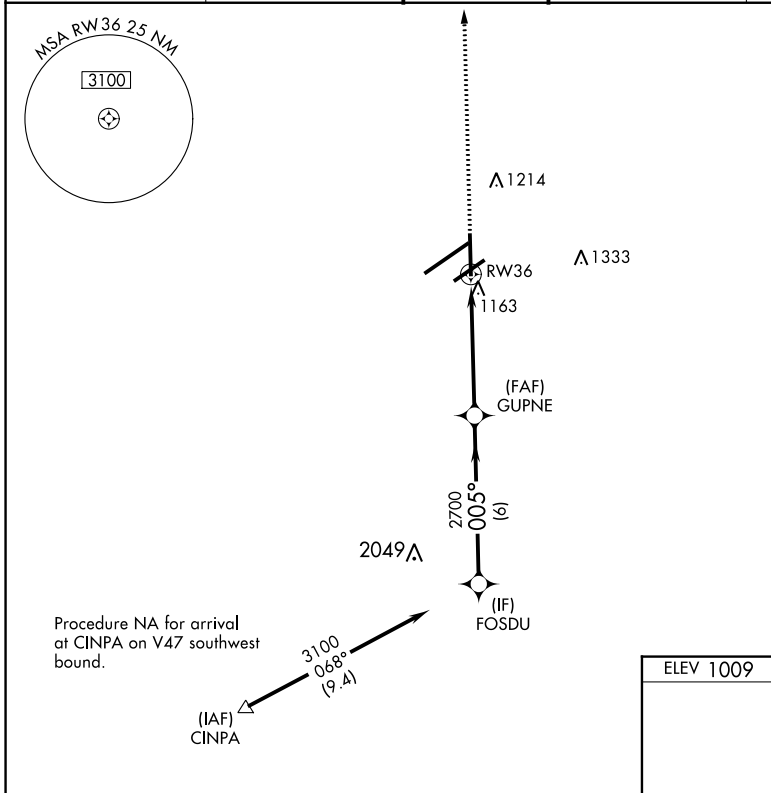
# RNAV (GPS) RWY 36

JAMES M COX DAYTON INTL (DAY)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct to KIRON and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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CATEGORY	A	B	C	D
LNAV/VNAV DA	1449-1½ 441 (500-1½)			
LNAV MDA	1500-1 492 (500-1)	1500-1¼ 492 (500-1¼)	1500-1½ 492 (500-1½)	1500-1½ 492 (500-1½)
<b>C</b> CIRCLING	1580-1 571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)	

EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024



WAAS CH <b>90414</b> <b>W06B</b>	APP CRS <b>061°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>1009</b> <b>1009</b>
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# RNAV (GPS) RWY 6R

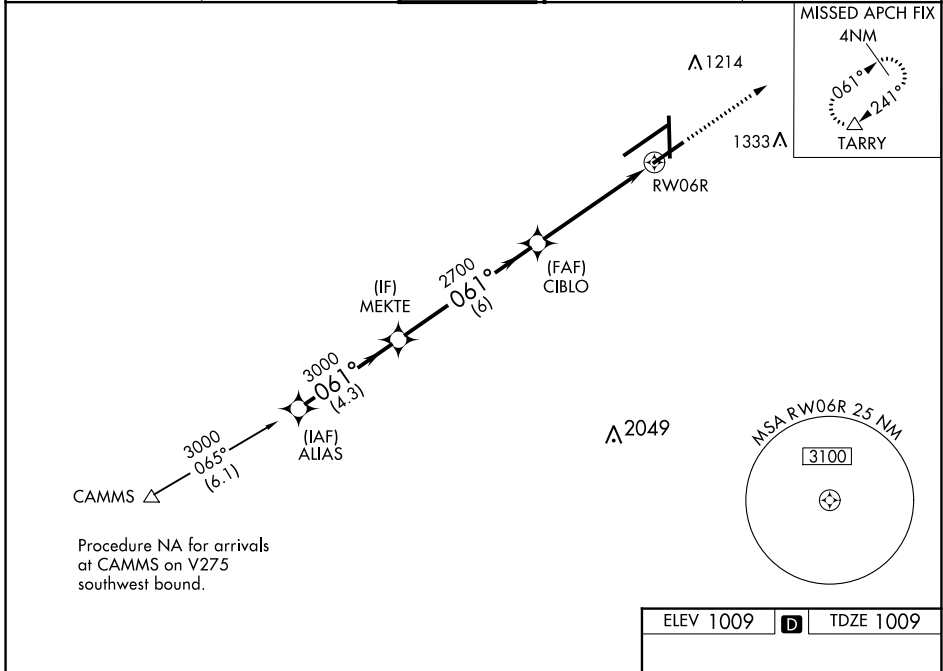
JAMES M COX DAYTON INTL (DAY)

RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 6R helicopter visibility reduction below 3/4 SM NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MISSED APPROACH: Climb to 3000 direct TARRY and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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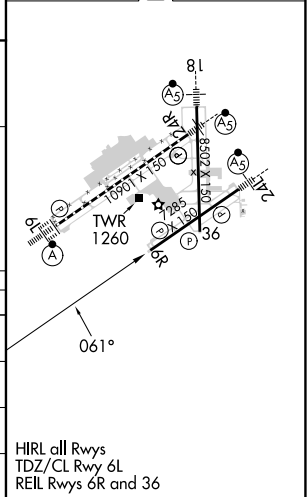


Procedure NA for arrivals at CAMMS on V275 southwest bound.

ELEV 1009	<b>D</b>	TDZE 1009
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

	ALIAS	MEKTE	CIBLO	RWY 6R
3000	3000	2700	2700	1.5 NM to RWY 6R
GP 3.00°	061°	061°		
TCH 53				
	4.3 NM	6 NM	3.6 NM	1.5 NM
CATEGORY	A	B	C	D
LPV DA		1259-3/4	250 (300-3/4)	
LNAV/VNAV DA		1496-13/4	487 (500-13/4)	
LNAV MDA	1520-1	511 (600-1)	1520-1 1/2 511 (600-1 1/2)	1520-1 3/4 511 (600-1 3/4)
<b>C</b> CIRCLING	1580-1	571 (600-1)	1580-1 1/2 571 (600-1 1/2)	1640-2 631 (700-2)



EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy Idg	<b>10900</b>
<b>241°</b>	TDZE	<b>997</b>
	Apf Elev	<b>1009</b>

# RNAV (RNP) Y RWY 24R

JAMES M COX DAYTON INTL (DAY)

RNP AR APCH.

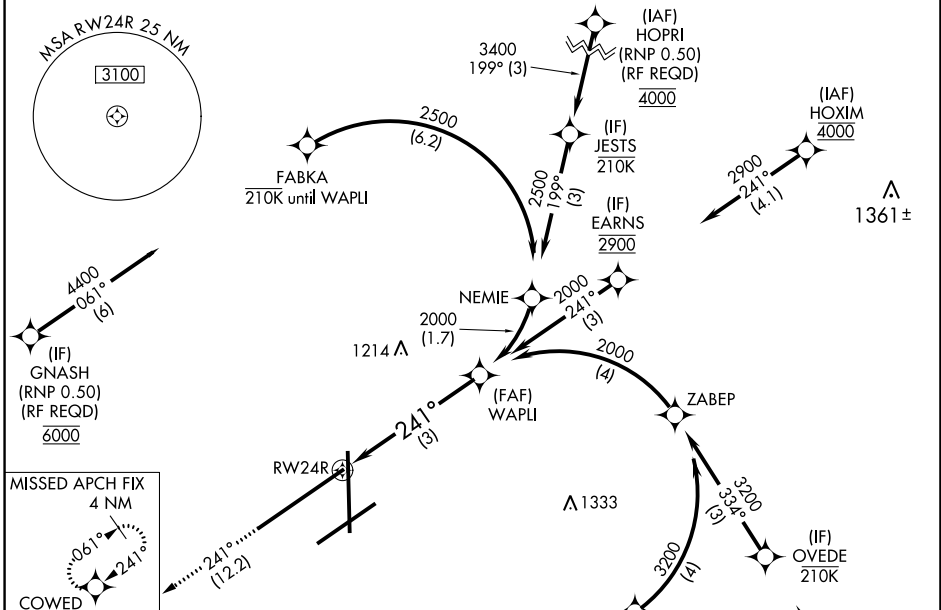
▼ For inop ALS, increase RNP 0.10 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1 3/8 SM. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.

MALSR

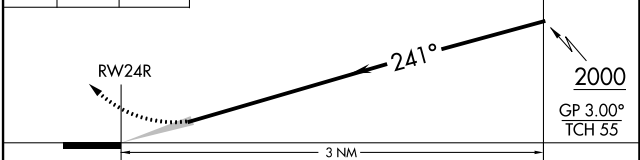
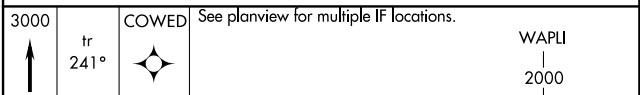
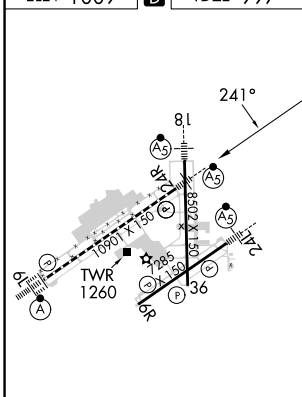


MISSED APPROACH: Climb to 3000 on track 241° COWED and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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ELEV 1009 **D** TDZE 997



CATEGORY	A	B	C	D
RNP 0.10 DA		1334/35	337 (400-5%)	
RNP 0.30 DA		1418/50	421 (500-1)	

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

DAYTON, OHIO  
Orig-C 16AUG18

JAMES M COX DAYTON INTL (DAY)  
39°54'N-84°13'W **RNAV (RNP) Y RWY 24R**

**AUTHORIZATION REQUIRED**

EC-2, 22 FEB 2024 to 21 MAR 2024


EC-2, 22 FEB 2024 to 21 MAR 2024

APP CRS <b>061°</b>	Rwy Idg <b>10900</b>
	TDZE <b>998</b>
	Apt Elev <b>1009</b>

# RNAV (RNP) Y RWY 6L

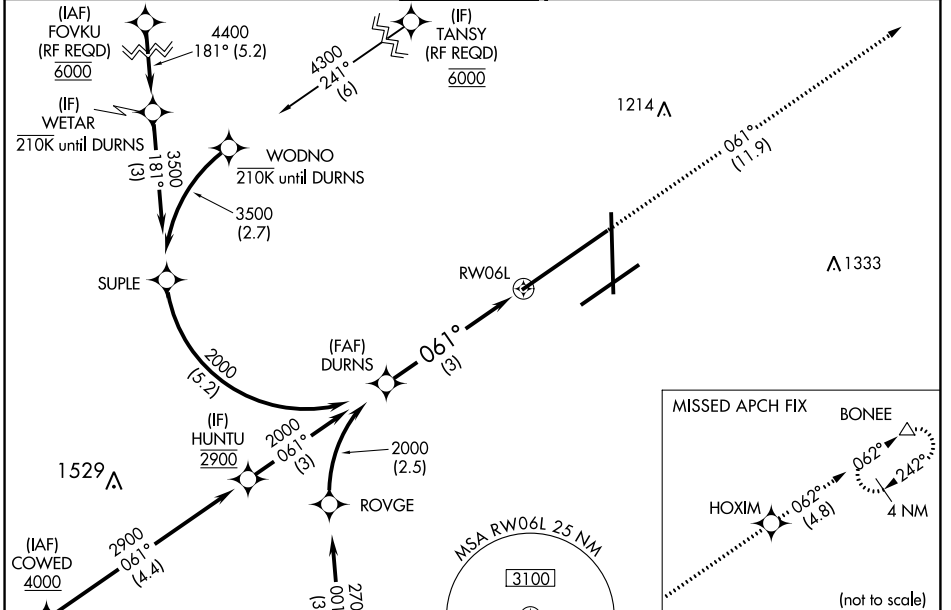
JAMES M COX DAYTON INTL (DAY)

**GPS required.** For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). For inop ALS, increase RNP 0.10 all Cats visibility to RVR 6000. For inop ALS, increase RNP 0.30 all Cats visibility to 1 ½.

**ALSIF-2**  


**MISSED APPROACH:** Climb to 3000 on the RNAV missed approach route to BONEE and hold.

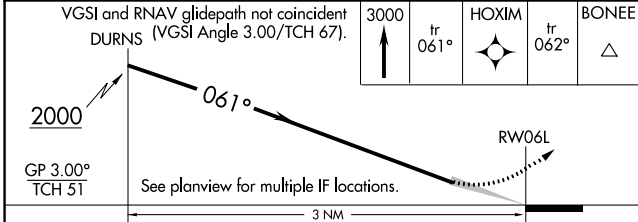
<b>ATIS</b> <b>125.8</b>	<b>COLUMBUS APP CON</b> <b>118,425 323.15</b>	<b>DAYTON TOWER</b> <b>119.9 257.7</b>	<b>GND CON</b> <b>121.9</b>	<b>CLNC DEL</b> <b>121.75</b>
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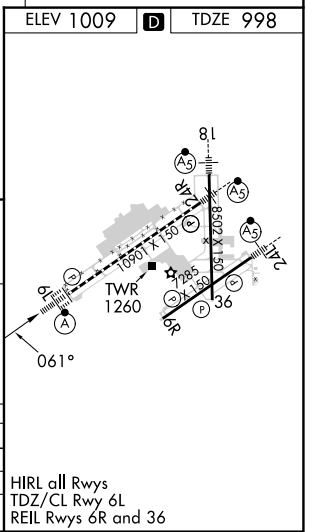
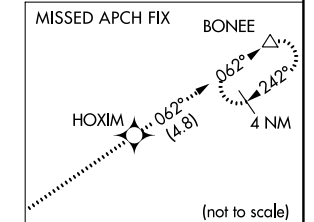
EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

<b>ELEV 1009</b>	<b>TDZE 998</b>
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CATEGORY	A	B	C	D
RNP 0.10 DA		1358/40	360 (400-¾)	
RNP 0.30 DA		1464/60	466 (500-1½)	




## AUTHORIZATION REQUIRED

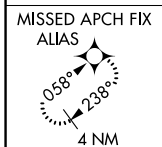
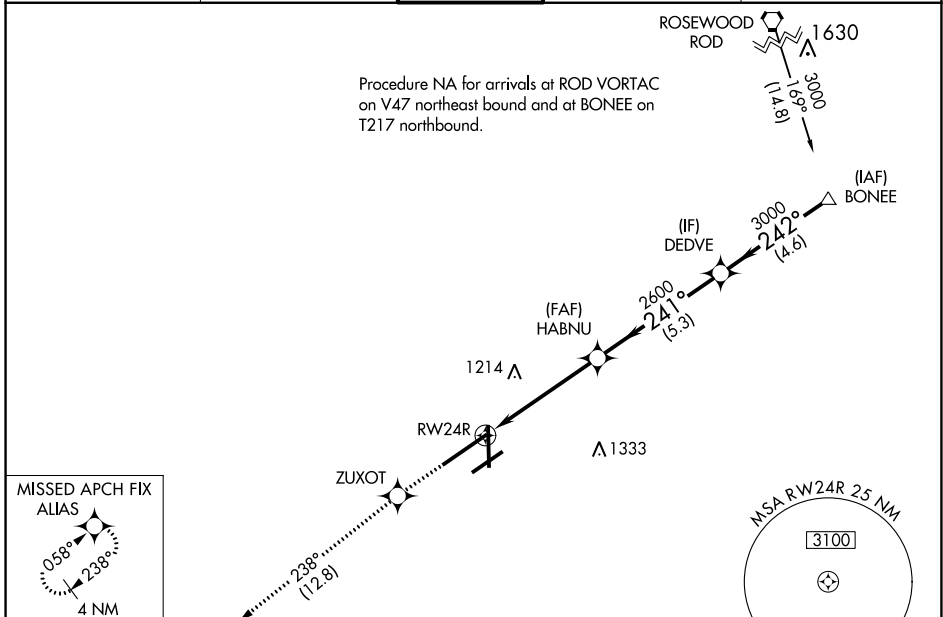
WAAS CH <b>66013</b> <b>W24B</b>	APP CRS <b>241°</b>	Rwy Idg <b>10900</b> TDZE <b>997</b> Apt Elev <b>1009</b>
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# RNAV (GPS) Z RWY 24R

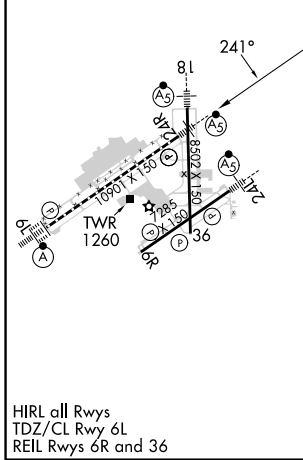
JAMES M COX DAYTON INTL (DAY)






RNP APCH.	<p>▼ 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.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 direct ZUXOT and on track 238° to ALIAS and hold.</p>
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ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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ELEV 1009	<b>D</b>	TDZE 997
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3000	ZUXOT	tr 238°	ALIAS	HABNU	DEDVE	BONEE
						
*LNAV only.		*1.2 NM to RWY 24R		2600	3000	3000
	RWY 24R					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)		
<b>C</b> CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)		

EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>42913</b> <b>W06A</b>	APP CRS <b>061°</b>	Rwy Idg <b>10900</b> TDZE <b>998</b> Apt Elev <b>1009</b>
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# RNAV (GPS) Z RWY 6L

JAMES M COX DAYTON INTL (DAY)

RNP APCH

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cats C/D to 1¼ SM.

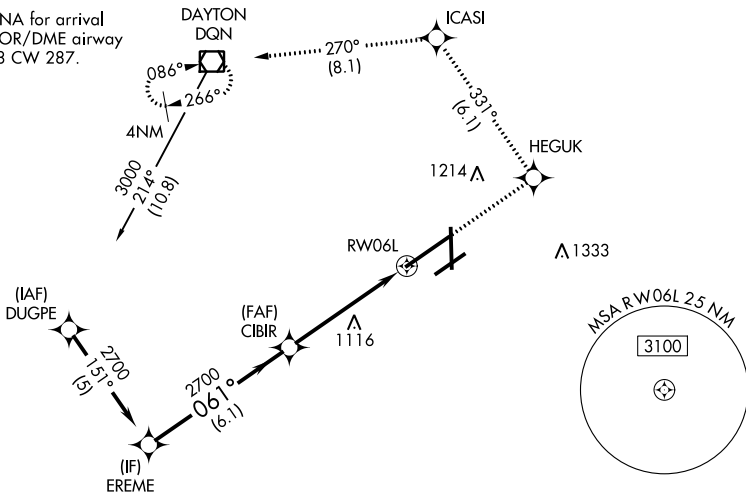
ALSf-2



MISSED APPROACH: Climb to 3000 direct HEGUK and on track 331° to ICASI and on track 270° to DQN VOR/DME and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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Procedure NA for arrival on DQN VOR/DME airway radials 208 CW 287.

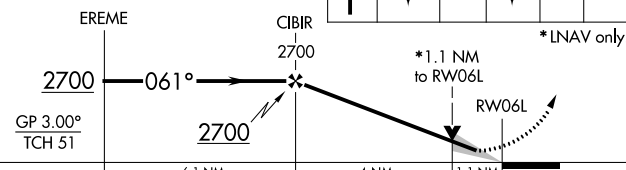


EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).

3000	HEGUK	ICASI	DQN
↑	tr 331°	tr 270°	☐



CATEGORY	A	B	C	D
LPV DA		1198/18	200 (200-½)	
LNAV/VNAV DA		1366/40	368 (400-¾)	
LNAV MDA	1420/24	422 (500-½)	1420/40 422 (500-¾)	1420/50 422 (500-1)
<b>C</b> CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)

ELEV 1009 **D** TDZE 998

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