

WAAS CH <b>40214</b> <b>W22A</b>	APP CRS <b>221°</b>	Rwy Idg TDZE <b>1077</b> Apt Elev <b>1077</b>
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RNAV (GPS) RWY 22R

WILMINGTON AIR PARK (ILN)

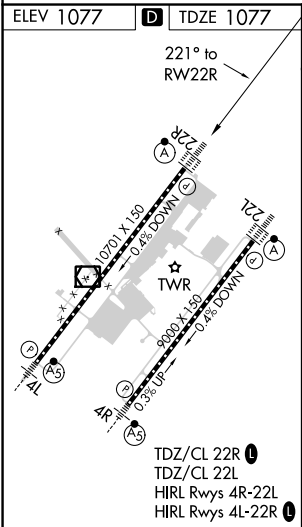
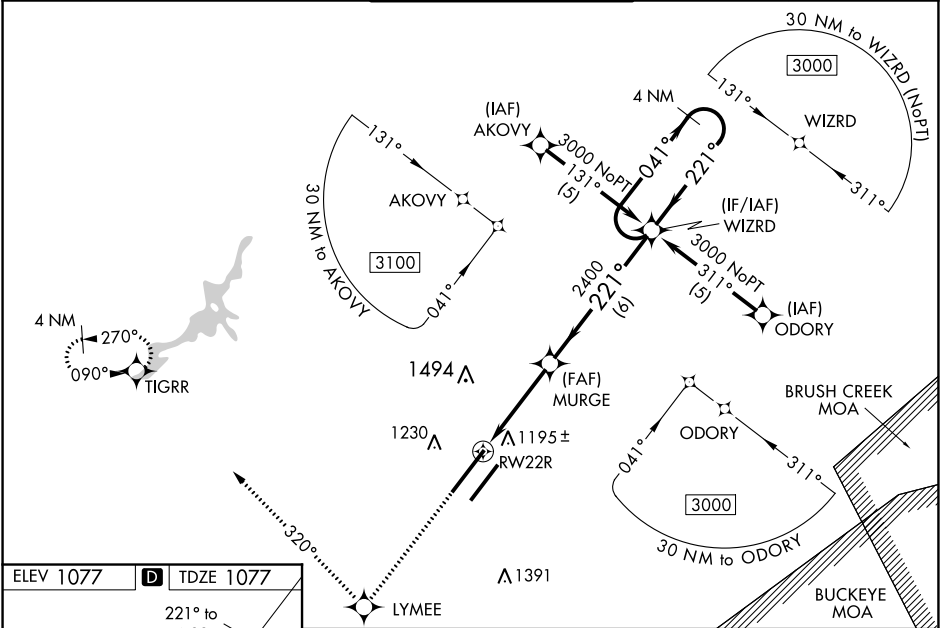
▼ For inoperative ALSF-2 when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting: increase LPV DA to 1367, LNAV/VNAV DA to 1587 and all visibilities to RVR 5500, increase all MDA 100 feet and LNAV Cat C/D visibility to RVR 5500 and increase Circling Cat C/D visibility ½ SM. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting. \*\* 2200 RVR when using James M. Cox Dayton Intl altimeter setting.

ALSF-2

MISSED APPROACH:

Climb to 3000 direct LYMEE and right turn on track 320° to TIGRR and hold.

ATIS <b>124.925</b>	COLUMBUS APP CON <b>118.85 269.275</b>	WILMINGTON TOWER ★ <b>119.475 (CTAF) 0</b>	GND CON <b>121.6</b>	CLNC DEL <b>128.85</b>
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3000	LYMEE	TIGRR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	
			WIZRD	4 NM Holding Pattern
* LNAV only.		MURGE	041°	3000
RW22R		2400	221°	GP 3.00° TCH 55
1.2 NM		2.7 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA **	1277/18		200 (200-½)	
LNAV/VNAV DA	1497/50		420 (500-1)	
LNAV MDA	1540/24	463 (500-½)	1540/40 463 (500-¾)	1540/50 463 (500-1)
CIRCLING	1540-1	463 (500-1)	1860-2¼ 783 (800-2¼)	1860-2½ 783 (800-2½)