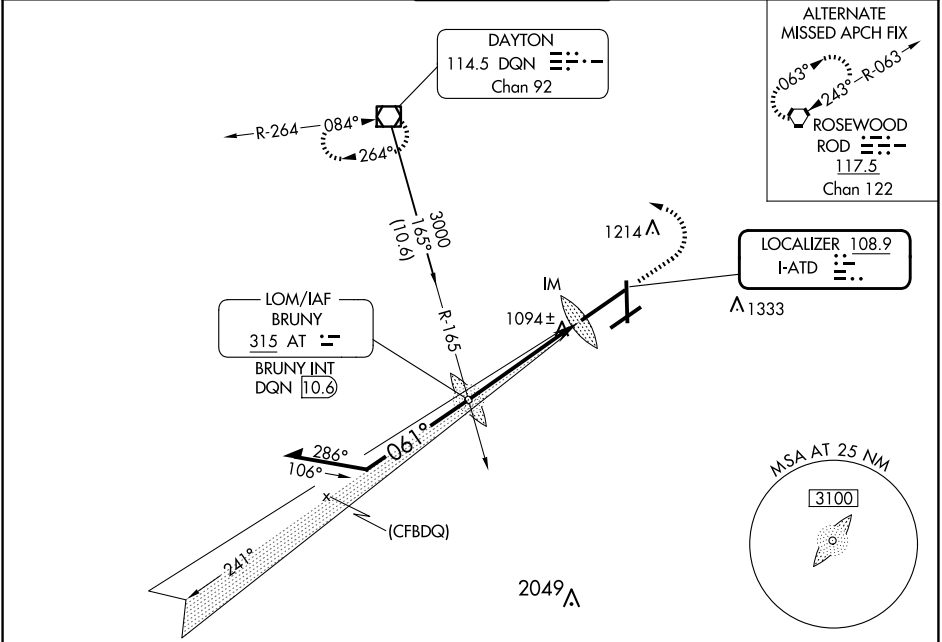


LOC I-ATD 108.9	APP CRS 061°	Rwy Idg TDZE 998 Apt Elev 1009
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ILS RWY 6L (CAT II & III)
JAMES M COX DAYTON INTL (DAY)

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 134.45 323.15	DAYTON TOWER 119.9 257.7	GND CON 121.9	CINC DEL 121.75
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ELEV 1009	D	TDZE 998
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This detailed diagram shows the final descent and runway alignment. It includes the **BRUNY LOM/INT** at 2667 feet, the **IM** at 1098 feet, and the **GLIDE PATH** at 061°. The **GS 3.00° TCH 50** is also shown. The **REIL** (Runway End Identifier Lights) are located at 36 feet. The **TWR** (Tower) is at 1260 feet. The **ILS** (Instrument Landing System) is at 1000 feet. The **ILS** (Instrument Landing System) is at 1000 feet. The **ILS** (Instrument Landing System) is at 1000 feet.

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