

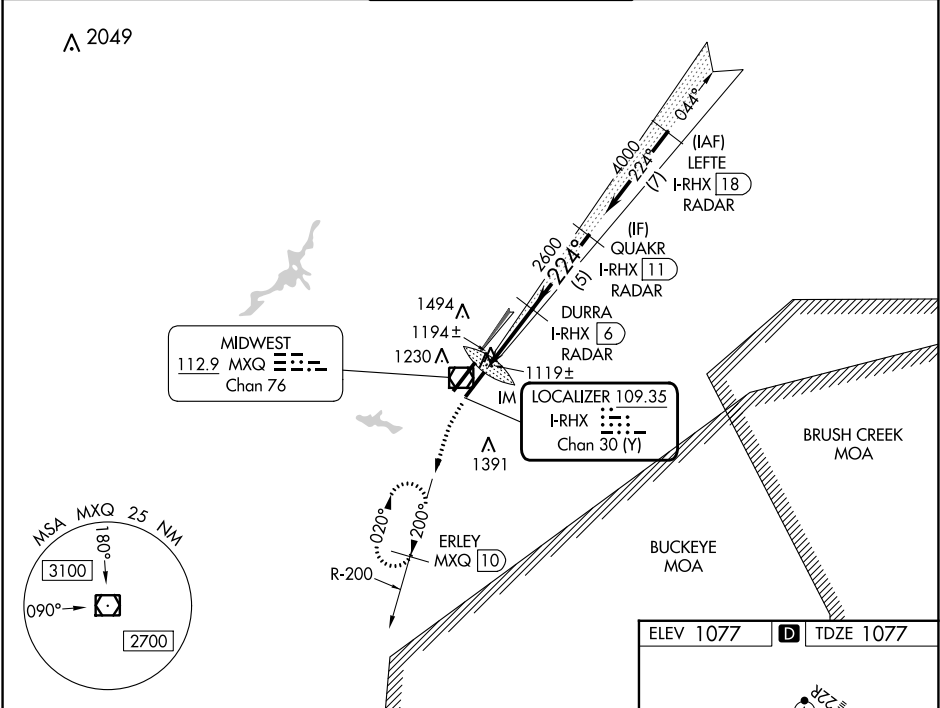
LOC/DME I-RHX 109.35 Chan 30 (Y)	APP CRS 224°	Rwy Idg TDZE 1077 Apt Elev 1077
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ILS RWY 22L (CAT II)

WILMINGTON AIR PARK (ILN)

DME required for missed approach. RADAR required for procedure entry.	ALS F-2 	MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on MXQ VOR/DME R-200 to ERLEY/MXQ 10 DME and hold.
Simultaneous approach authorized. Procedure NA when tower closed.		

D-ATIS 124.925	COLUMBUS APP CON 118.85 269.275	WILMINGTON TOWER 119.475	GND CON 121.6	CLNC DEL 128.85
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LOC/DME I-RHX 109.35 Chan 30 (Y)	APP CRS 224°	Rwy Idg 9000 TDZE 1077 Apt Elev 1077
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ILS RWY 22L (SA CAT I)
WILMINGTON AIR PARK (ILN)

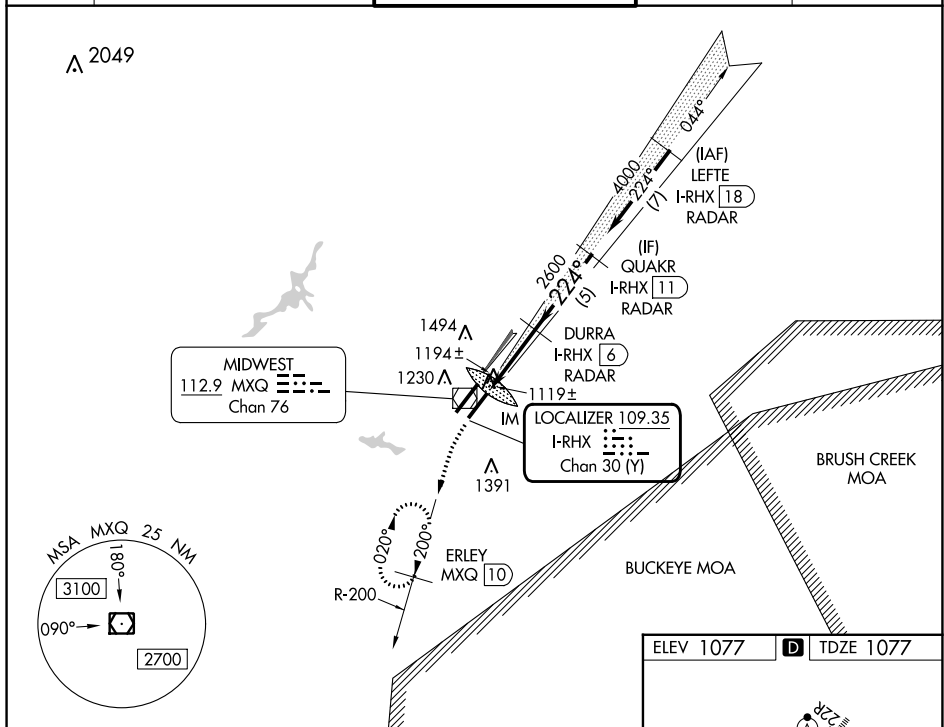
DME required for missed approach. RADAR required for procedure entry.

ALSF-2

T Simultaneous approach authorized.
A Requires specific OPSPEC, MSPEC, or LOA approval.
 Procedure NA when tower closed.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on MXQ VOR/DME R-200 to ERLEY/MXQ 10 DME and hold.

D-ATIS 124.925	COLUMBUS APP CON 118.85 269.275	WILMINGTON TOWER 119.475	GND CON 121.6	CLNC DEL 128.85
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1500
↑
4000
MXQ R-200
ERLEY MXQ 10

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).

QUAKR
I-RHX 11
RADAR

DURRA
I-RHX 6
RADAR

2535

224°

4000

GS 3.00°
TCH 55

IM

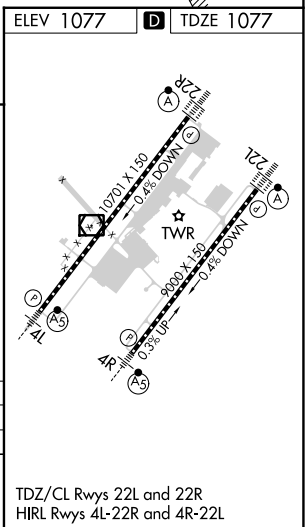
4.4 NM

5 NM

1095°

CATEGORY	A	B	C	D
S-ILS 22L	RA 152/16 150 DA 1227			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

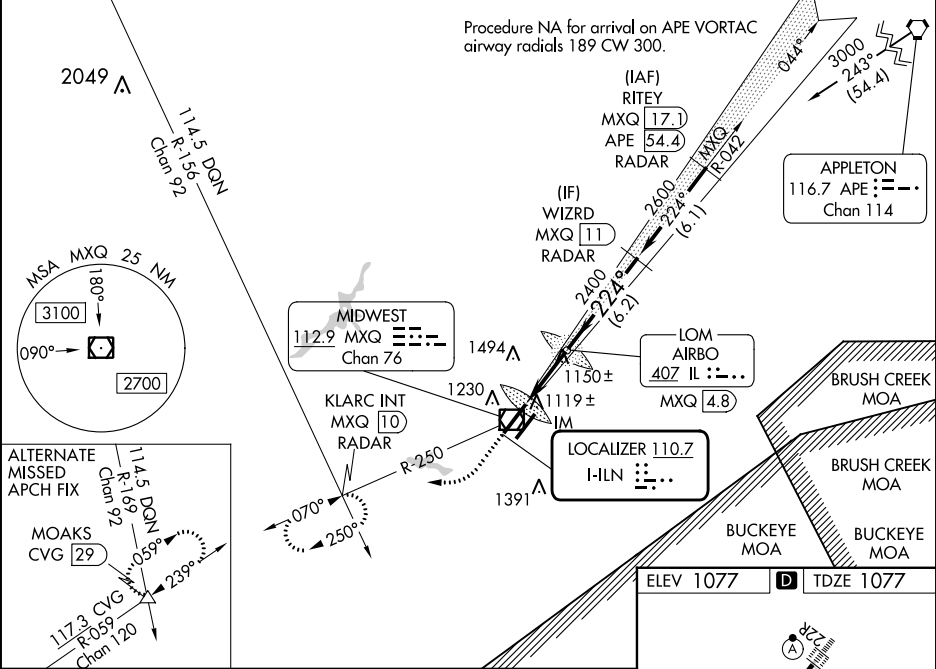


LOC I-ILN 110.7	APP CRS 224°	Rwy Idg 10701 TDZE 1077 Apt Elev 1077
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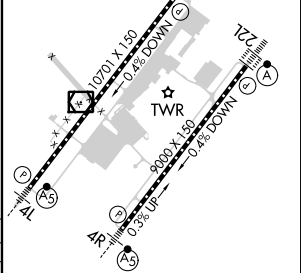
ILS RWY 22R (CAT II & III)

WILMINGTON AIR PARK (ILN)

DME or RADAR required for procedure entry.		ALSIF-2 	MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on MXQ VOR/DME R-250 to KLARC INT/MXQ 10 DME/RADAR and hold, continue climb-in-hold to 3500.	
 	Simultaneous approach authorized. Procedure NA when control tower closed. DME from MXQ VOR/DME. Simultaneous reception of I-ILN and MXQ DME required.			
D-ATIS 124.925	COLUMBUS APP CON 118.85 269.275	WILMINGTON TOWER 119.475	GND CON 121.6	CLNC DEL 128.85



1600	3500	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	
		KLARC INT	WIZRD MXQ 11 RADAR
MXQ R-250		AIRBO LOM MXQ 4.8	2600
IM 1180		2327	2400
1125'		3.8 NM	6.2 NM
CATEGORY	A	B	C D
S-ILS 22R	CAT II RA 106/12 100 DA 1177		
S-ILS 22R	CAT III RVR 06		



CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

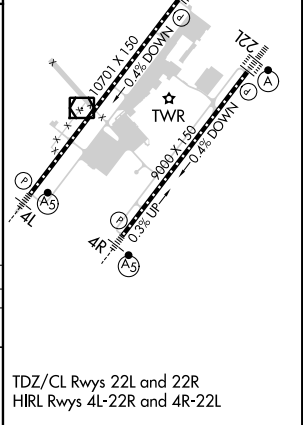
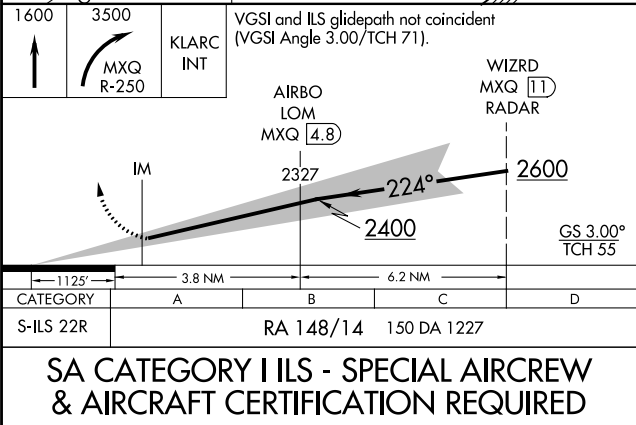
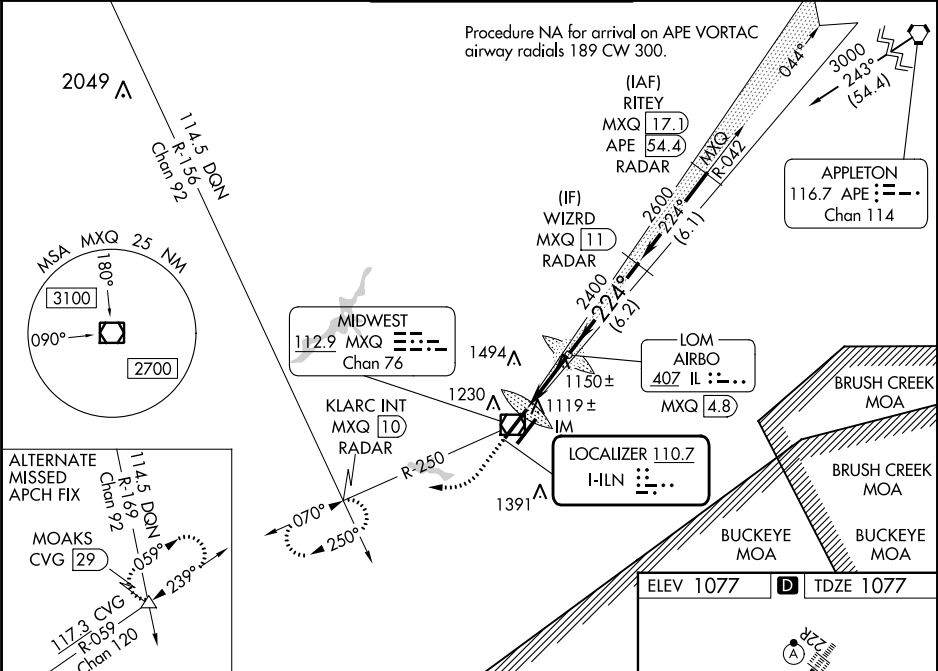
TDZ/CL Rwy's 22L and 22R
HIRL Rwy's 4L-22R and 4R-22L

LOC I-ILN 110.7	APP CRS 224°	Rwy Idg TDZE Apt Elev	10701 1077 1077
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ILS RWY 22R (SA CAT I)

WILMINGTON AIR PARK (ILN)

DME or RADAR required for procedure entry.		ALSIF-2 	MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on MXQ VOR/DME R-250 to KLARC INT/MXQ 10 DME/RADAR and hold, continue climb-in-hold to 3500.	
 Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval. Procedure NA when control tower closed. DME from MXQ VOR/DME. Simultaneous reception of I-ILN and MXQ DME required.			D-ATIS 124.925	COLUMBUS APP CON 118.85 269.275
			WILMINGTON TOWER 119.475	GND CON 121.6
				CLNC DEL 128.85



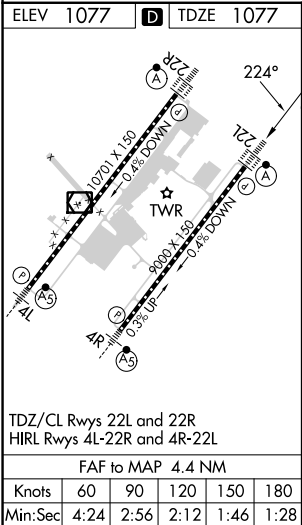
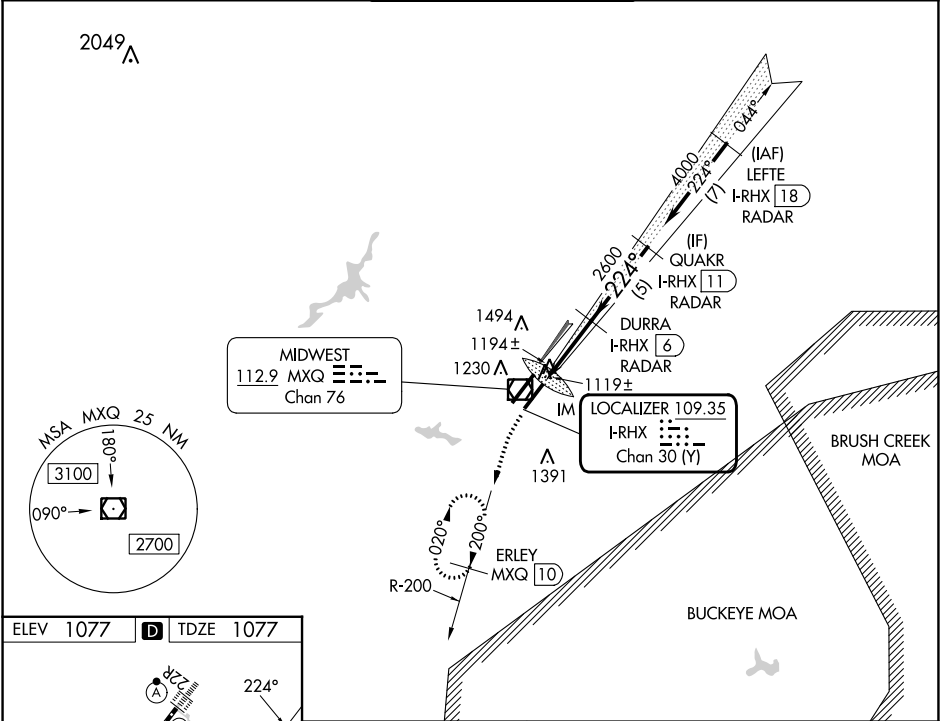
LOC/DME I-RHX 109.35 Chan 30 (Y)	APP CRS 224°	Rwy Idg 9000 TDZE 1077 Apt Elev 1077
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ILS or LOC RWY 22L

WILMINGTON AIR PARK (ILN)

DME required for missed approach. RADAR required for procedure entry.	ALSIF-2 	MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on MXQ VOR/DME R-200 to ERLEY/MXQ 10 DME and hold.
Simultaneous approach authorized. For inop ALS, increase S-LOC 22L Cats A/B visibility to RVR 5500.		

D-ATIS 124.925	COLUMBUS APP CON 118.85 269.275	WILMINGTON TOWER 119.475	GND CON 121.6	CLNC DEL 128.85
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1500 4000 ERLEY MXQ 10				VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			
				QUAKR I-RHX 11 RADAR			
DURRA I-RHX 6 RADAR				2535 224° 4000			
I-RHX 1.7 IM				GS 3.00° TCH 55			
0.1 0.9 3.4 NM 5 NM							
CATEGORY A				B C D			
S-ILS 22L				1277/18 200 (200-½)			
S-LOC 22L				1460/24 383 (400-½)		1460/35 383 (400-¾)	
CIRCLING				1540-1 463 (500-1)		1860-2¼ 783 (800-2¼) 1860-2½ 783 (800-2½)	

LOC I-HWM	APP CRS	Rwy Idg	10701
110.7	044°	TDZE	1057
		Apt Elev	1077

ILS or LOC RWY 4L

WILMINGTON AIR PARK (ILN)

DME required. RADAR required to define RHYNO and KNITE.

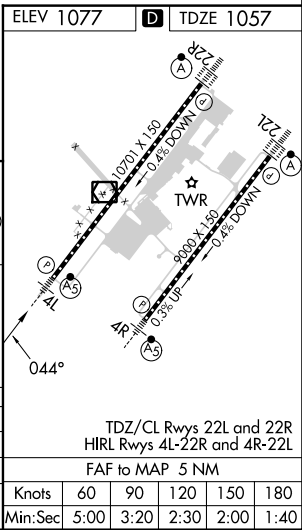
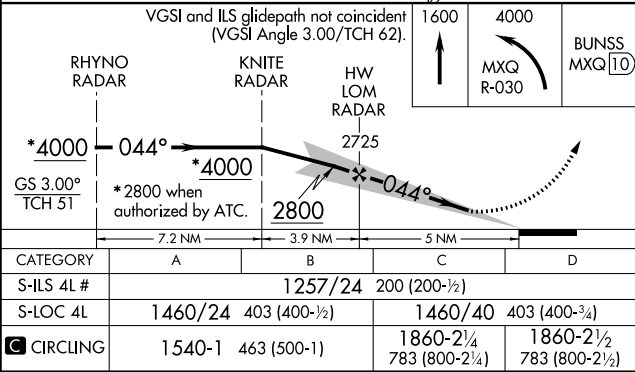
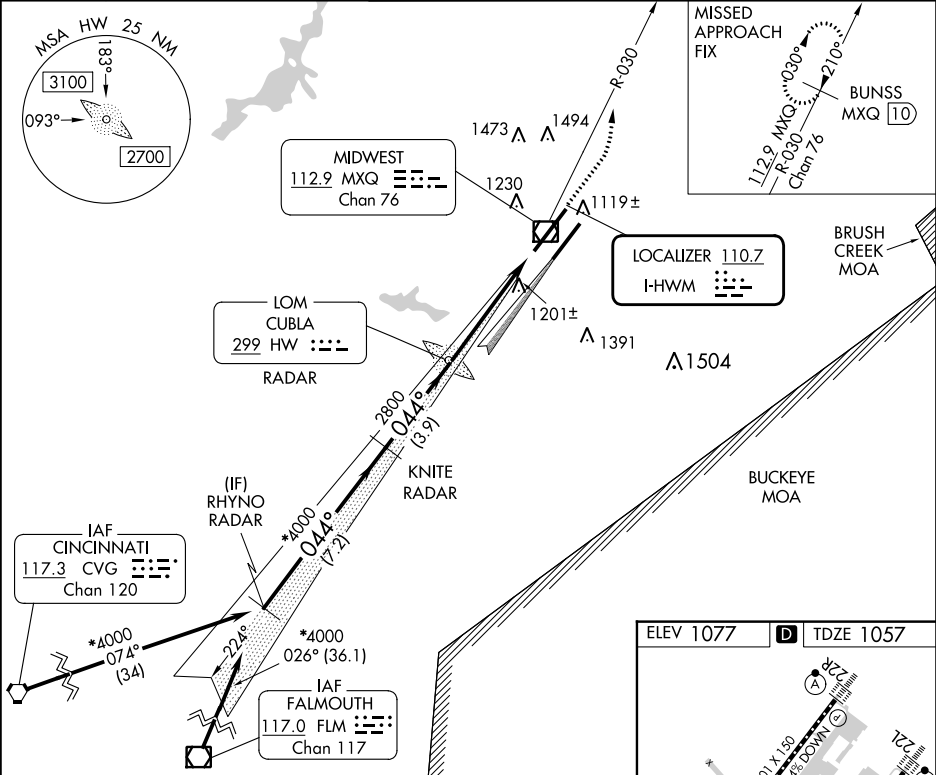
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Simultaneous approach authorized. For inop ALS, increase S-LOC 4L Cats A/B visibility to RVR 5500 and Cats C/D visibility to RVR 6000. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:
Climb to 1600 then climbing left turn to 4000 on MXQ VOR/DME R-030 to BUNSS/MXQ 10 DME and hold.

D-ATIS	COLUMBUS APP CON	WILMINGTON TOWER	GND CON	CLNC DEL
124.925	118.85 269.275	119.475	121.6	128.85



LOC/DME I-YV <u>109.35</u> Chan 30 (Y)	APP CRS 044°	Rwy Idg 9000 TDZE 1046 Apt Elev 1077
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ILS or LOC RWY 4R
WILMINGTON AIR PARK (ILN)

DME required for missed approach. RADAR required for procedure entry.

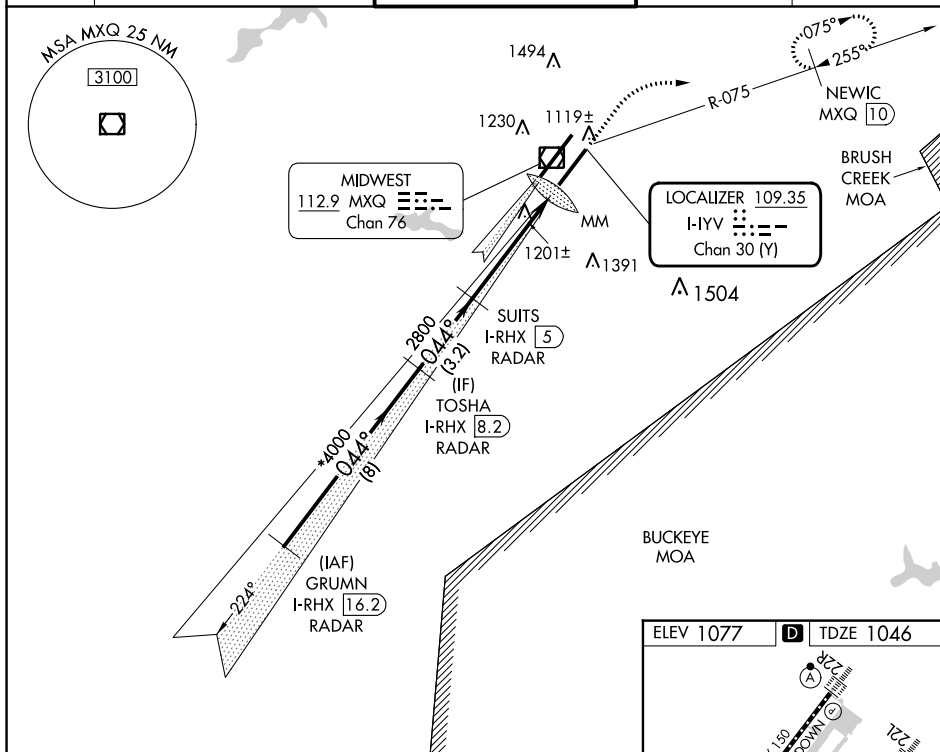
T Simultaneous approach authorized. For inop ALS, increase S-ILS 4R all
A Cats visibility to RVR 4500, increase S-LOC 4R Cats A/B visibility to
 RVR 5500, and S-LOC Cats C/D visibility to RVR 6000.
 # RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS R



MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 on MXQ VOR/DME R-075 to NEWIC/MXQ 10 DME and hold.

D-ATIS 124,925	COLUMBUS APP CON 118.85 269,275	WILMINGTON TOWER 119,475	GND CON 121.6	CLNC DEL 128.85
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VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).

GRUMM I-RHX 16.2
RADAR

TOSHA I-RHX 8.2
RADAR

SUITS I-RHX 5
RADAR

I-RHX 0.2

*4000 — 044° — *4000

GS 3.00°
TCH 55

*2800 when authorized by ATC.

2800

8 NM

3.2 NM

4.8 NM

0.4

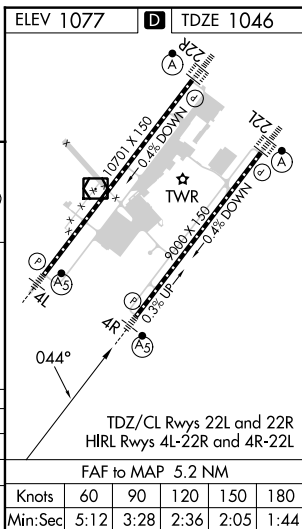
1700

4000

MXQ R-075

NEWIC MXQ 10

CATEGORY	A	B	C	D
S-ILS 4R #	1246/24 200 (200-½)			
S-LOC 4R	1460/24 414 (400-½)		1460/40 414 (400-¾)	
C CIRCLING	1540-1 463 (500-1)		1860-2½ 783 (800-2¼) 1860-2½ 783 (800-2½)	

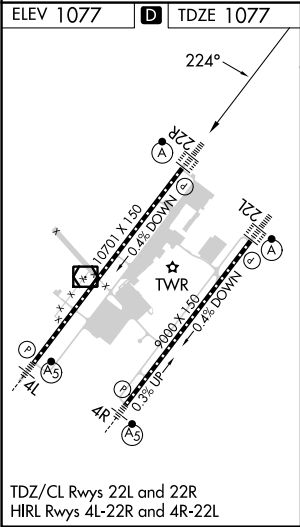
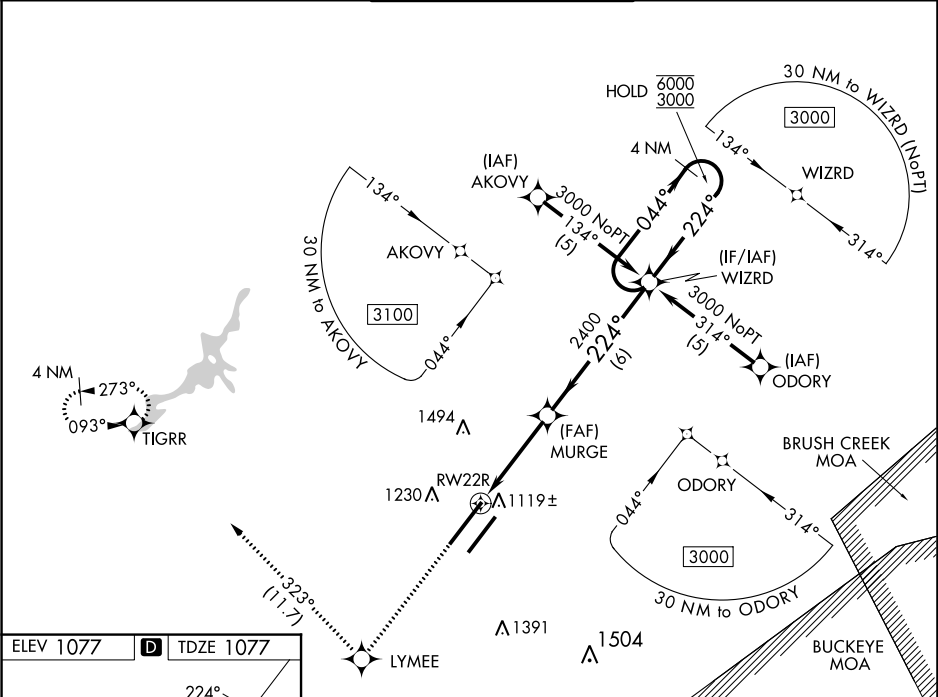


WAAS CH 40214 W22A	APP CRS 224°	Rwy Idg TDZE 1077 Apt Elev 1077
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RNAV (GPS) RWY 22R

WILMINGTON AIR PARK (ILN)

RNP APCH - GPS. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cats A/B to RVR 5500, and LNAV Cats C/D to 1 3⁄8 SM.			ALSF-2 	MISSED APPROACH: Climb to 3000 direct LYMEE and right turn on track 323° to TIGRR and hold.	
D-ATIS 124.925	COLUMBUS APP CON 118.85 269.275	WILMINGTON TOWER 119.475	GND CON 121.6	CLNC DEL 128.85	



3000 LYMEE		TIGRR		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	
↑		tr 323°		4 NM Holding Pattern	
1.2 NM to RWY 22R		MURGE		WIZRD	
RWY 22R		2400		044° → 6000 ← 224° 3000	
1.2 NM		2.7 NM		GP 3.00° TCH 55	
CATEGORY		A		B	
LPV DA		1277/18		200 (200-½)	
LNAV/VNAV DA		1497/40		420 (500-¾)	
LNAV MDA		1540/24		1540/50 463 (500-1)	
C CIRCLING		1540-1 463 (500-1)		1860-2¼ 783 (800-2¼)	
				1860-2½ 783 (800-2½)	

