

WAAS CH <b>53515</b> <b>W27A</b>	APP CRS <b>268°</b>	Rwy Idg <b>7000</b> TDZE <b>72</b> Apt Elev <b>80</b>
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RNAV (GPS) RWY 27

NEW CASTLE (ILG)

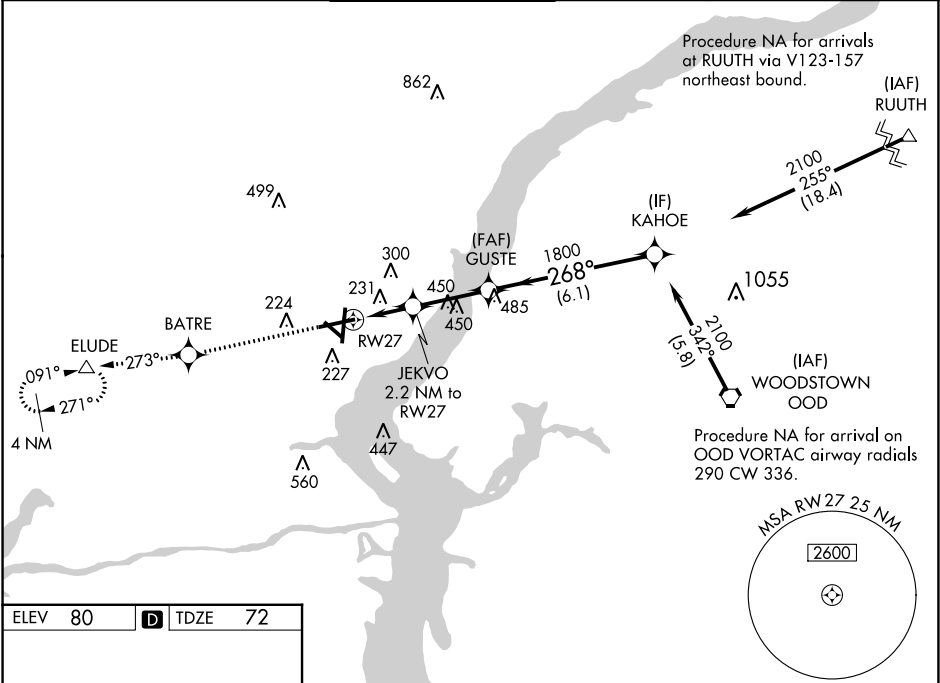
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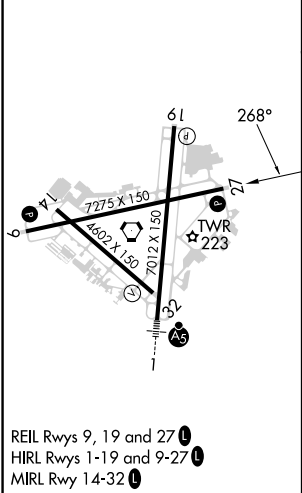
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 480, LNAV/VNAV DA to 584, and all MDAs 60 feet; increase LPV all Cats and LNAV Cat C/D visibility ½ SM and LNAV/VNAV all Cats and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct BATRE and via track 273° to ELUDE and hold.

ATIS <b>123.95</b>	PHILADELPHIA APP CON <b>118.35 323.1</b>	WILMINGTON TOWER★ <b>126.00 (CTAF) 352.05</b>	GND CON <b>121.7 275.8</b>	CLNC DEL <b>119.95</b>	UNICOM <b>122.95</b>
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ELEV 80	D	TDZE 72
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REIL Rwy 9, 19 and 27  
HIRL Rwy 1-19 and 9-27  
MIRL Rwy 14-32

2000	BATRE	tr 273°	ELUDE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).	Procedure Turn NA
*LNAV only.	JEKVO 2.2 NM to RW27	GUSTE	KAHOE	GP 3.10° TCH 68	
	RW27	860*	1800	2100	
	2.2 NM	2.8 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA	426-1½	354 (400-1½)			
LNAV/VNAV DA	530-1¾	458 (500-1¾)			
LNAV MDA	500-1	428 (500-1)	500-1¼	428 (500-1¼)	
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)	