

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KDOV

Terminal Charts For KDOV

Airport Information For KILG

Terminal Charts For KILG

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Dover DE USA
IATA Code: DOV
Lat/Long: N39° 07.8' W075° 28.0'
Elevation: 28 ft

Airport Use: Joint
Magnetic Variation: 11.8°W
Sectional Chart: Washington

Fuel Types: Jet A, Jet A+, Jet 4
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1138 Z
Sunset: 2252 Z,

Runway Information

Runway: 01
Length x Width: 9602 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Runway: 14
Length x Width: 12902 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge
Displaced Threshold: 4249 ft
Stopway: 1000 ft

Runway: 19
Length x Width: 9602 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 1000 ft

Runway: 32
Length x Width: 12902 ft x 150 ft
Surface Type: asphalt

TDZ-Elev: 26 ft

Lighting: Edge

Stopway: 150 ft

Communication Information

ATIS 135.05

Dover Tower 126.35

Dover Ground Control 118.875

Dover Clearance Delivery 125.55

Dover Approach Control 125.9 Out to 25 mi.

Dover Approach Control 135.15 Secondary

Dover Approach Control 132.425 Arrival Service

Dover Departure Control 132.425 Departure Service

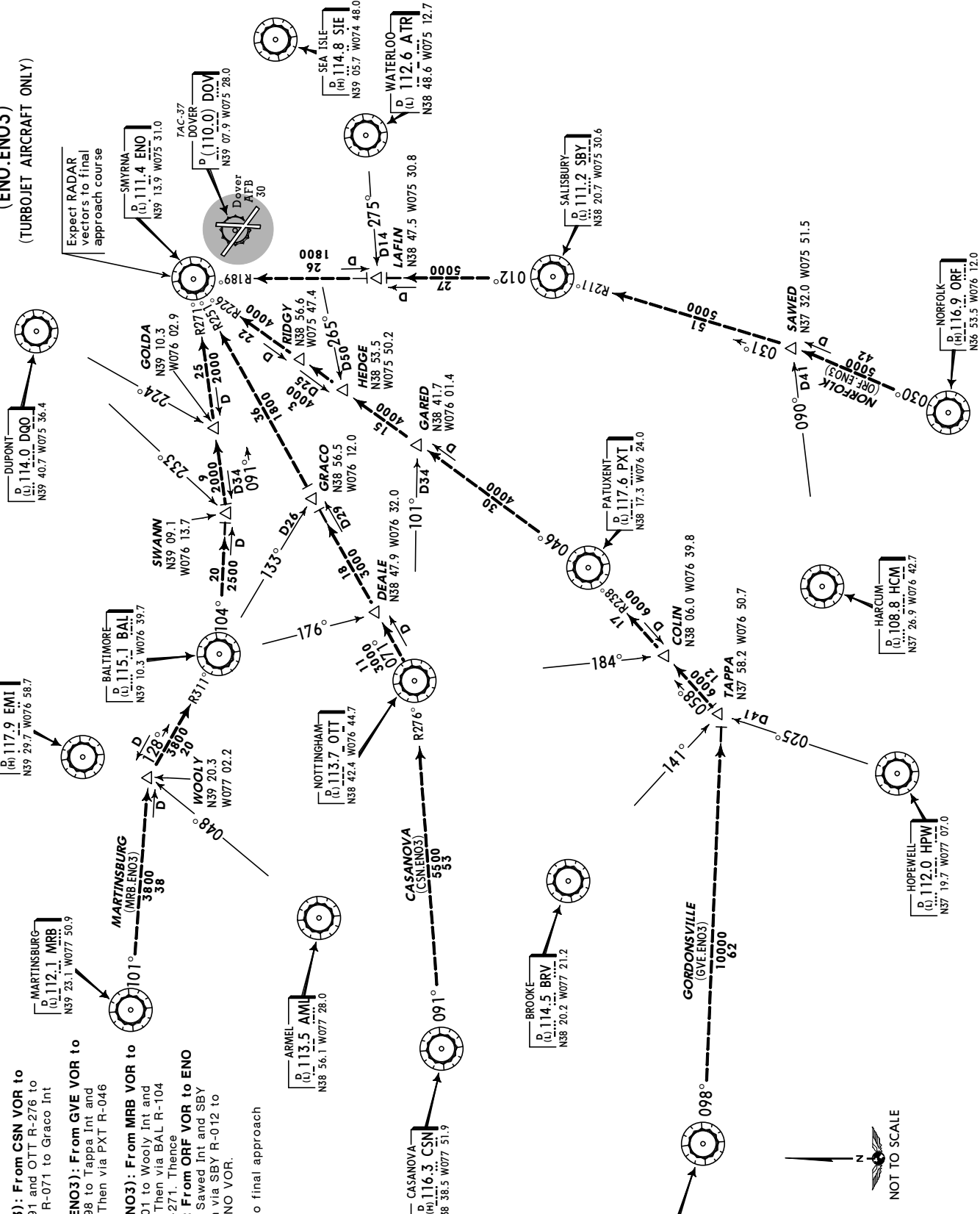
Dover Airlift Command Post 134.1

SMYRNA THREE ARRIVAL (ENO.ENO3)
(TURBOJET AIRCRAFT ONLY)

TRANSITIONS
CASANOVA (CSN.ENO3): From CSN VOR to ENO VOR: Via CSN R-091 and OTT R-276 to OTT VOR. Then via OTT R-071 to Graco Int and ENO R-251. Thence
GORDONSVILLE (GVE.ENO3): From GVE VOR to ENO VOR: Via GVE R-098 to Tappa Int and PXT R-238 to PXT VOR. Then via PXT R-046 and ENO R-226. Thence
MARTINSBURG (MRB.ENO3): From MRB VOR to ENO VOR: Via MRB R-101 to Woolly Int and BAL R-311 to BAL VOR. Then via BAL R-104 to Swann Int and ENO R-271. Thence
NORFOLK (ORF.ENO3): From ORF VOR to ENO VOR: Via ORF R-030 to Sawed Int and SBY R-211 to SBY VOR. Then via SBY R-012 to Lafin Int and R-189 to ENO VOR.

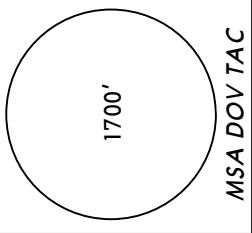
ARRIVAL
Expect RADAR vectors to final approach course after ENO VOR.

SMYRNA THREE ARRIVAL
(ENO.ENO3)
(TURBOJET AIRCRAFT ONLY)

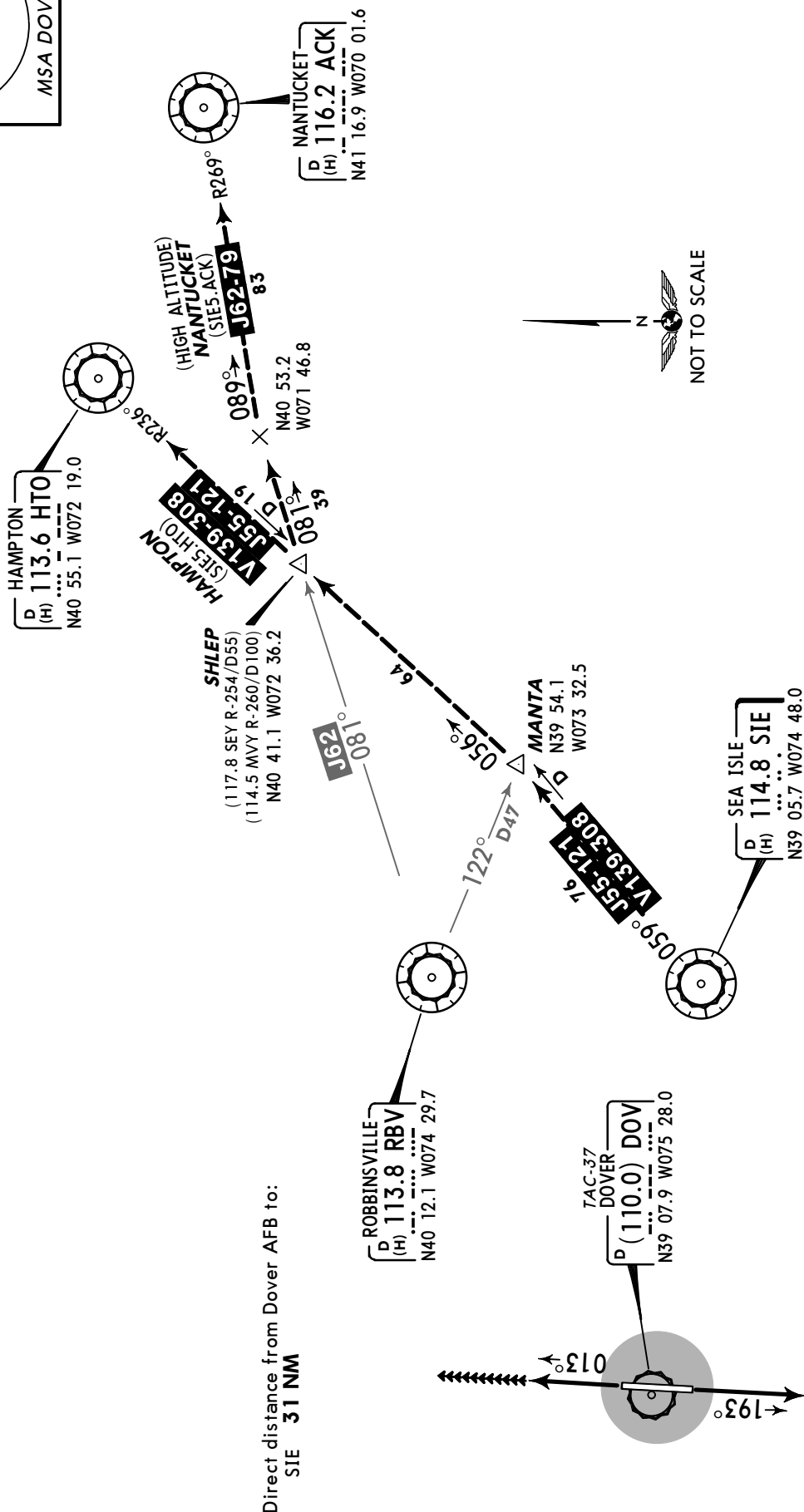


Apt Elev
24'

Trans level: FL180 Trans alt: 18000'



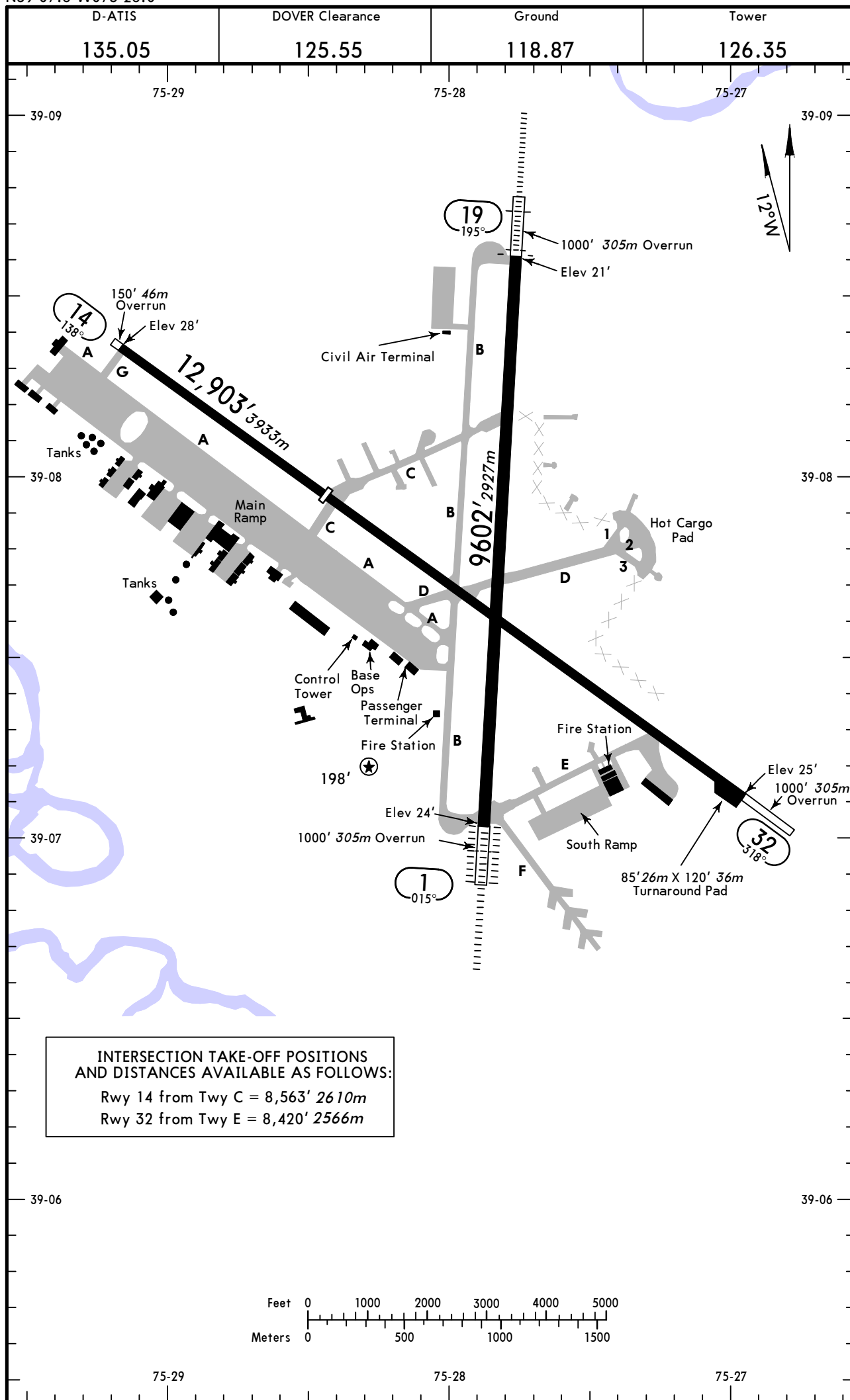
SEA ISLE FIVE DEPARTURE (SIE5.SIE)



KDOV/DOV
Apt Elev 28'
N39 07.8 W075 28.0

JEPPSEN
23 DEC 11 (30-9)

DOVER AFB
DOVER, DEL



CHANGES: Turnaround pad dimensions.

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Refer to DOD/NGA supplementary publications for additional information.

USABLE LENGTHS

① First 1000' 305m concrete, middle 7600' 2316m asphalt.

② Grooved full length except at the intersection of Rwy 1/19.

③ First 2000' 610m, 1000' 305m SE of Twy C, and last 1000' 305m concrete; remainder of runway asphalt.

[illegible]

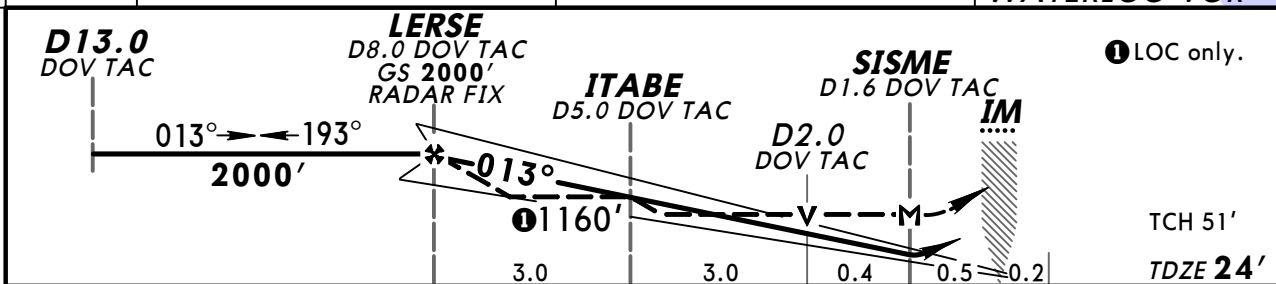
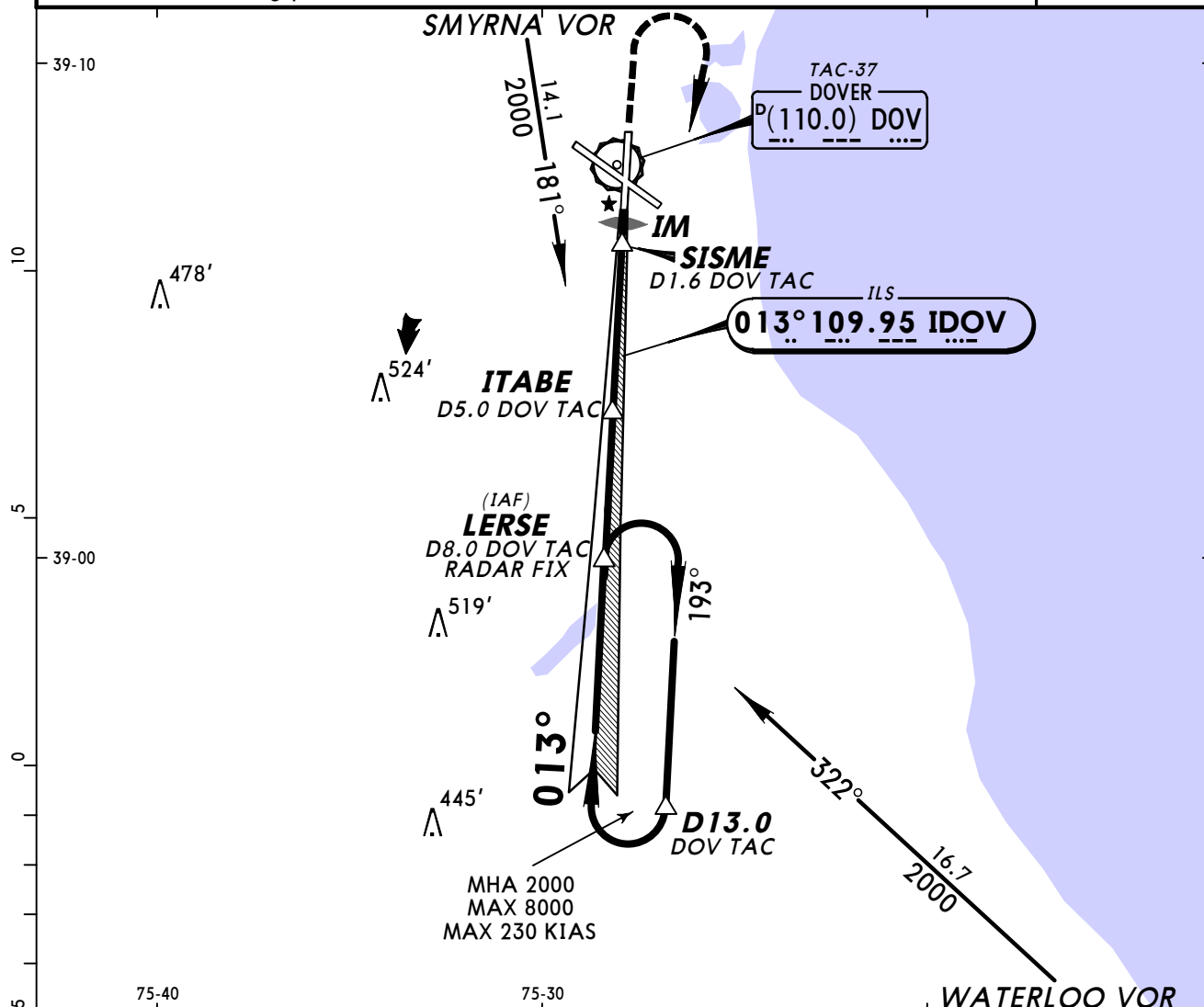
TAKE-OFF			
All Rwys			
CL & RCLM	Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	
3 & 4 Eng		RVR 24 or 1/2	

KDOV/DOV
DOVER, DEL

JEPPESSEN
14 MAY 10 (31-1)

DOVER AFB
ILS or LOC DME Rwy 1

D-ATIS 135.05	DOVER Approach (R) 132.42	DOVER Tower 126.35	Ground 118.87
LOC IDOV 109.95	Final Apch Crs 013°	GS LERSE 2000' (1976')	ILS DA(H) 224' (200')
Apt Elev 28' TDZE 24'			
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 2000' direct LERSE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 4500'. 2. VGSI and ILS glidepath not coincident except for aircraft with wingspan less than 170'.			
1700' MSA DOV TAC			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	2000'	→	LERSE
GS	2.50°	315	405	450	539	629	PAPI	↑	RT		
MAP at SISME											

STRAIGHT-IN LANDING RWY 1					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not Authorized Southwest of Rwy 1 and 14	
DA(H) 224' (200')			MDA(H) 380' (356')			
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
A	RVR 18	RVR 24	RVR 24 or 1/2		90	500' (472') - 1
B	or 1/2	or 1/2	RVR 40		120	520' (492') - 1
C	RVR 24 or 1/2		RVR 40 or 3/4		140	520' (492') - 1 1/2
D			RVR 60 or 1 1/4		165	580' (552') - 2

CHANGES: Missed approach timing removed, circle-to-land note, notes

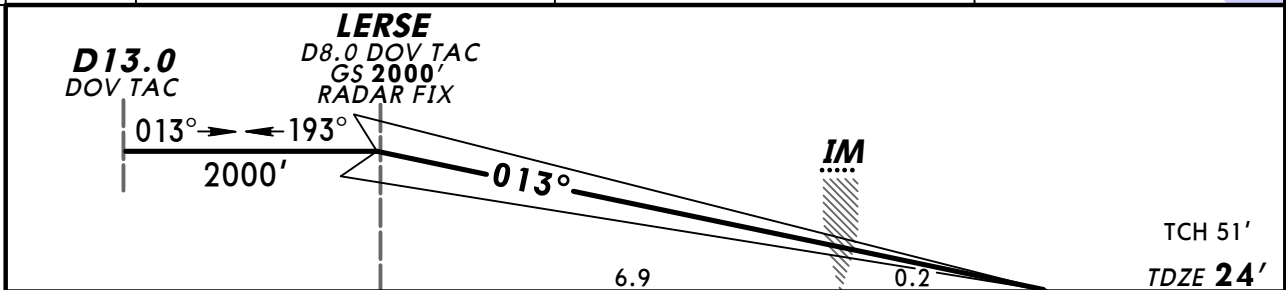
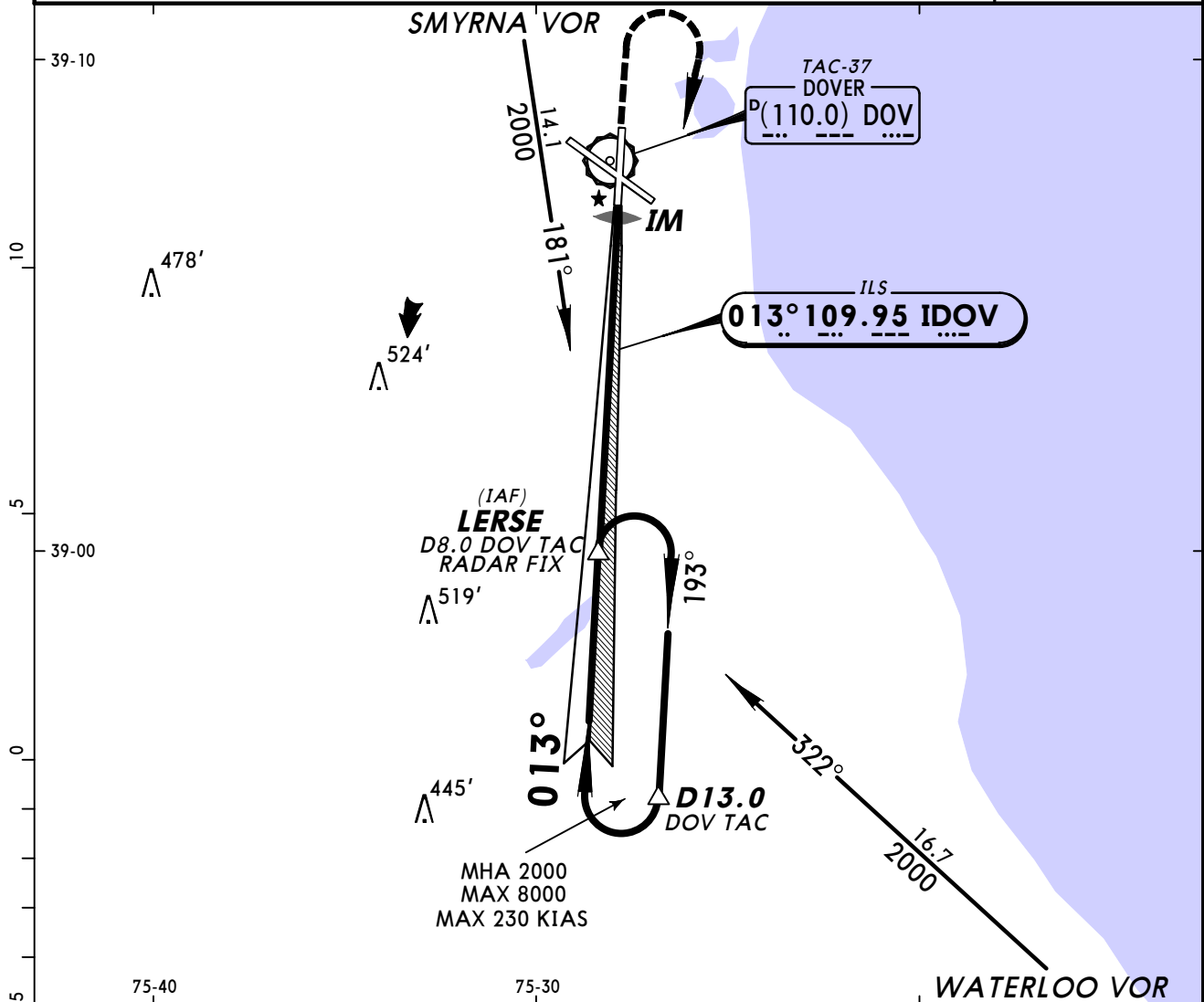
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KDOV/DOV
DOVER, DEL

JEPPESSEN
14 MAY 10 (31-1A)

DOVER AFB
ILS Rwy 1 CAT II

BRIEFING STRIP™	D-ATIS 135.05		DOVER Approach (R) 132.42		DOVER Tower 126.35		Ground 118.87	
	LOC IDOV 109.95	Final Apch Crs 013°	GS LERSE 2000' (1976')		CAT II ILS RA 95' DA(H) 124' (100')		Apt Elev 28' TDZE 24'	
	MISSED APCH: Climb to 1100', then climbing RIGHT turn to 2000' direct LERSE and hold.							1700' MSA DOV TAC
	Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	2000'	→	LERSE
GS	2.50°	315	405	450	539	629	PAPI	↑	RT	→	

STRAIGHT-IN LANDING RWY 1
CAT II ILS
RA 95'
DA(H) 124' (100')

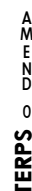
RVR 12

CHANGES: LERSE intersection, note.

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DOVER AFB
ILS or LOC DME Rwy 19

BRIEFING STRIP™

TERPS
AMEND
0TERPS
AMEND
0

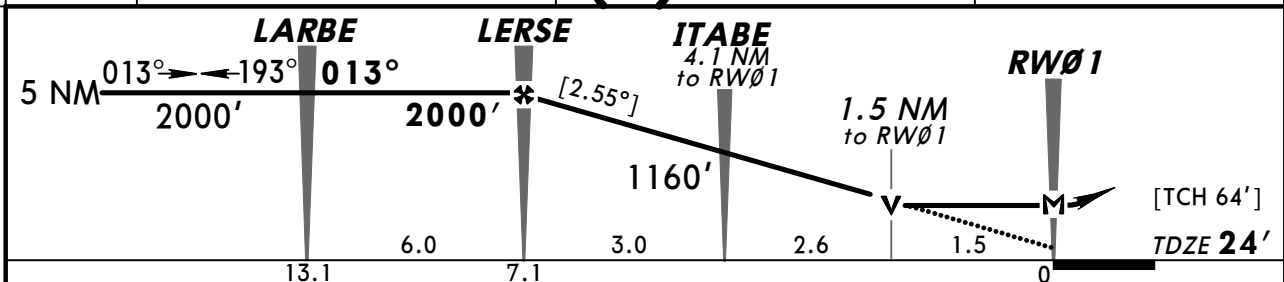
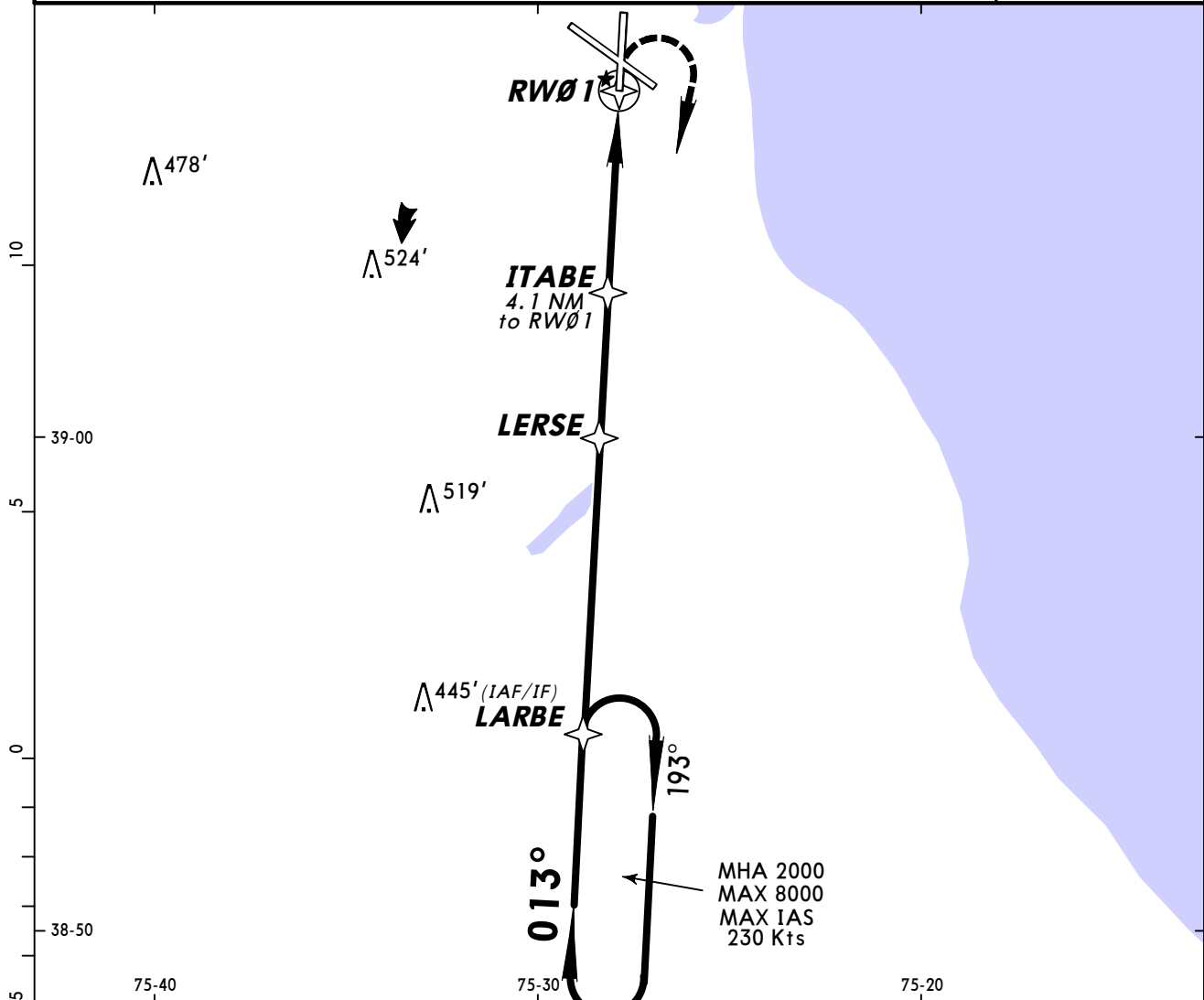
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KDOV/DOV
DOVER, DEL

JEPPESSEN
14 MAY 10 (32-1)

DOVER AFB
RNAV (GPS) Rwy 1

D-ATIS 135.05	DOVER Approach (R) 132.42	DOVER Tower 126.35	Ground 118.87
RNAV	Final Apch Crs 013°	Minimum Alt LERSE 2000' (1976')	RNAV MDA(H) 480' (456')
Apt Elev 28' TDZE 24'			
MISSED APCH: Climbing RIGHT turn to 2000' direct LARBE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. SAFE ALTITUDE WITHIN 100NM 4500'. 2. DME/DME RNP-0.30 not authorized.			
MSA RW01			



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	2000'	RT	LARBE
Descent angle [2.55°]	316	406	451	541	631	722	PAPI			
MAP at RW01										

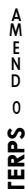
STRAIGHT-IN LANDING RWY 1				CIRCLE-TO-LAND			
LNAV				Not Authorized Southwest of Rwy 1 and 14			
MDA(H) 480' (456')				MDA(H)			
ALS out				Max Kts			
A	RVR 24 or 1/2	RVR 50 or 1		90	500' (472') - 1		
B				120	520' (492') - 1		
C	RVR 40 or 3/4	RVR 60 or 1/4		140	520' (492') - 1 1/2		
D	RVR 50 or 1	1 1/2		165	580' (552') - 2		

CHANGES: Circle-to-land note, note.

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DOVER AFB
RNAV (GPS) Rwy 19

BRIEFING STRIP™

TERPS
AMEND
0TERPS
AMEND
0

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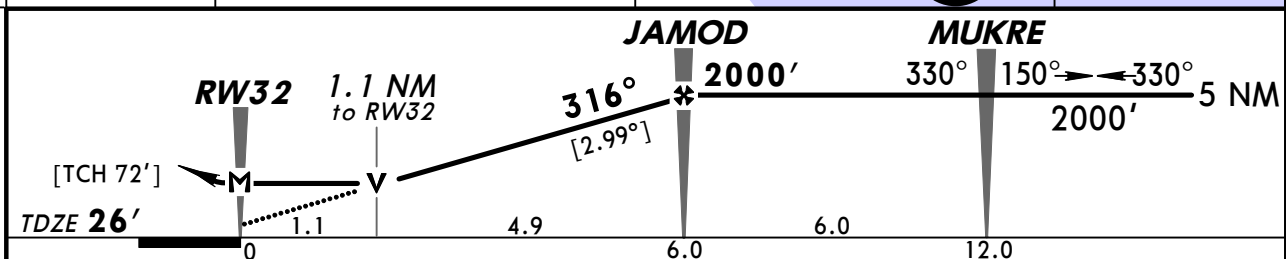
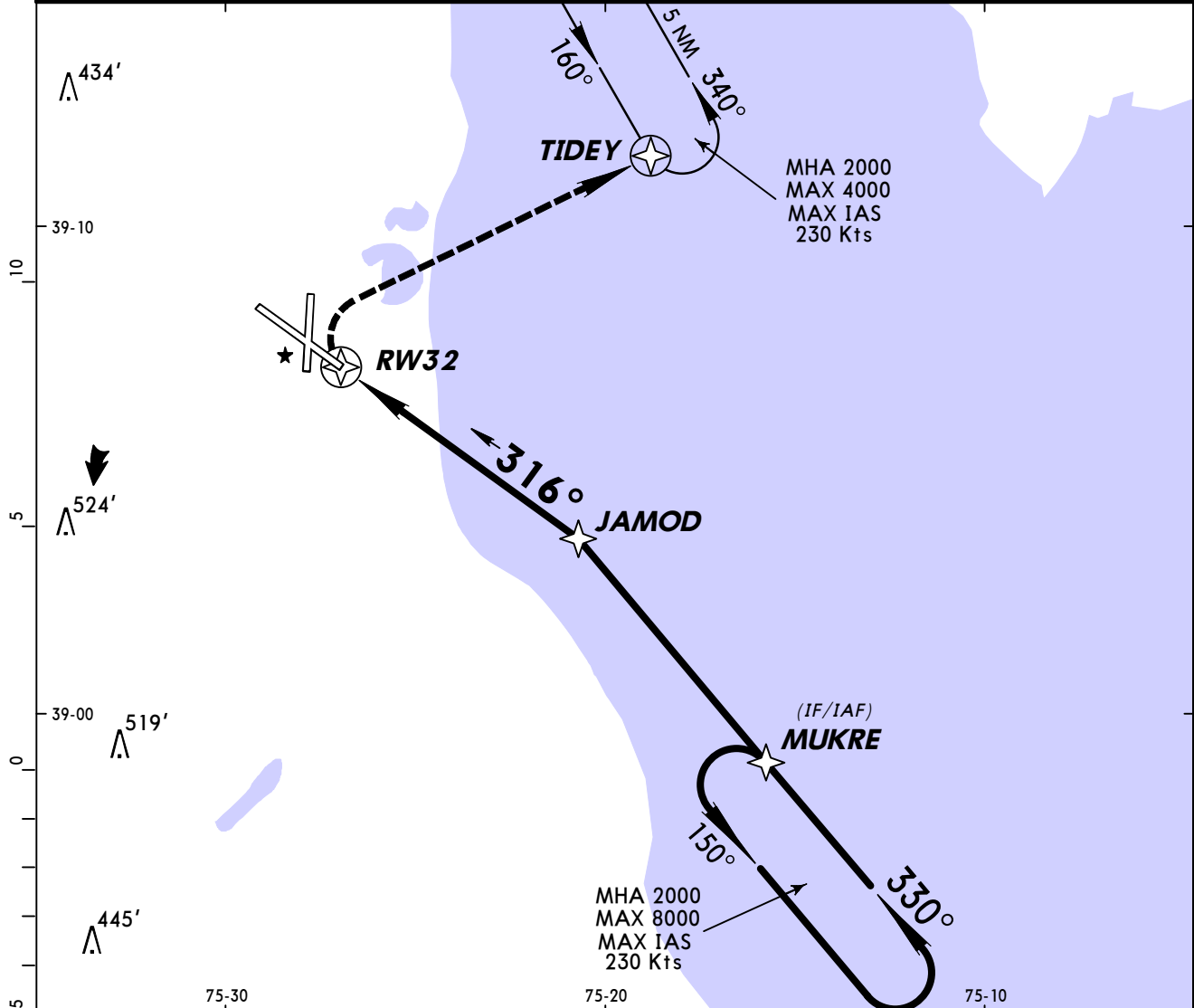
KDOV/DOV
DOVER, DEL

JEPPESSEN
29 MAY 09 **32-3**

Eff 4 Jun

DOVER AFB
RNAV (GPS) Rwy 32

D-ATIS 135.05	DOVER Approach (R) 132.42	DOVER Tower 126.35	Ground 118.87
RNAV	Final Apch Crs 316°	Minimum Alt JAMOD 2000' (1974')	LNAV MDA(H) 460' (434')
		Apt Elev 28' TDZE 26'	
MISSED APCH: Climbing RIGHT turn to 2000' direct TIDEY and hold.			
Alt Set: INCHES 1. DME/DME RNP-0.30 not authorized.		Trans level: FL 180 Trans alt: 18000'	
			1800' MSA RW32



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle	[2.99°]	370	476	529	635	741	846			
MAP at RW32										

STRAIGHT-IN LANDING RWY32						CIRCLE-TO-LAND			
LNAV						Not Authorized Southwest of Rwy 1 and 14			
MDA(H) 460' (434')						Max Kts	MDA(H)		
A	1					90	500' (472') - 1		
B						120	520' (492') - 1		
C	1 1/4					140	520' (492') - 1 1/2		
D	1 1/2					165	580' (552') - 2		

CHANGES: New procedure.

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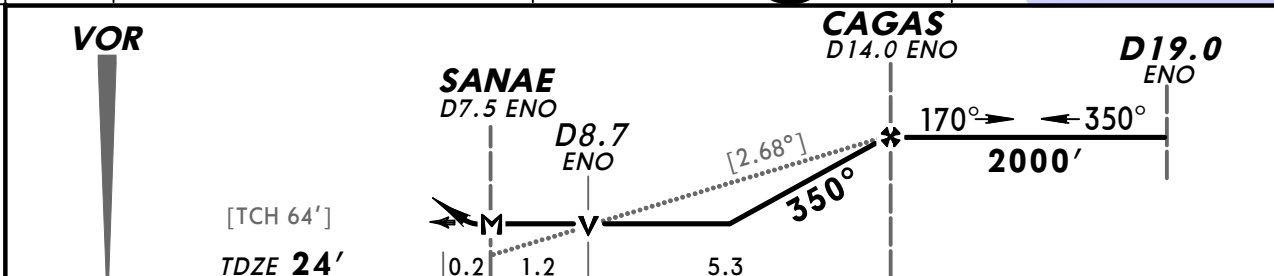
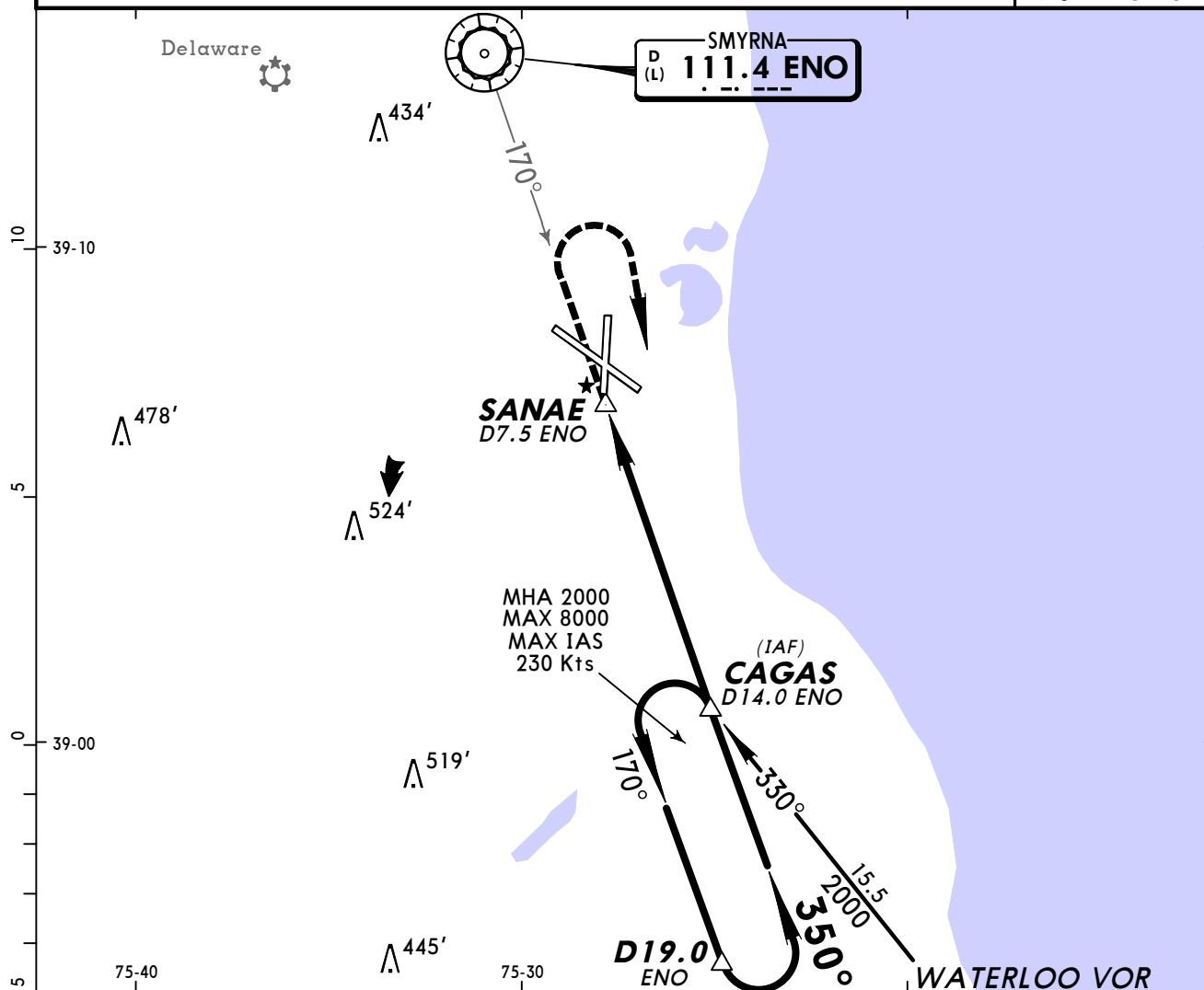
KDOV/DOV
DOVER, DEL

JEPPESEN
29 MAY 09 **(33-1)** **Eff 4 Jun**

DOVER AFB
VOR DME Rwy 1

BRIEFING STRIP

D-ATIS 135.05		DOVER Approach (R) 132.42		DOVER Tower 126.35		Ground 118.87	
VOR ENO 111.4	Final Apch Crs 350°	Minimum Alt CAGAS 2000' (1976')	MDA(H) 480' (456')		Apt Elev 28' TDZE 24'		1900' MSA ENO VOR
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 2000' direct CAGAS and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.68°]	332	427	474	569	664	758
MAP at SANAE						

STRAIGHT-IN LANDING RWY1			CIRCLE-TO-LAND		
MDA(H) 480' (456')			Not Authorized West of Rwy 1-19		
ALS out			Max Kts	MDA(H)	
A	RVR 24 or 1/2	RVR 50 or 1	90	500' (472') - 1	
B	RVR 40 or 3/4	RVR 60 or 1/4	120	520' (492') - 1	
C	RVR 50 or 1	1 1/2	140	520' (492') - 1 1/2	
D			165	580' (552') - 2	

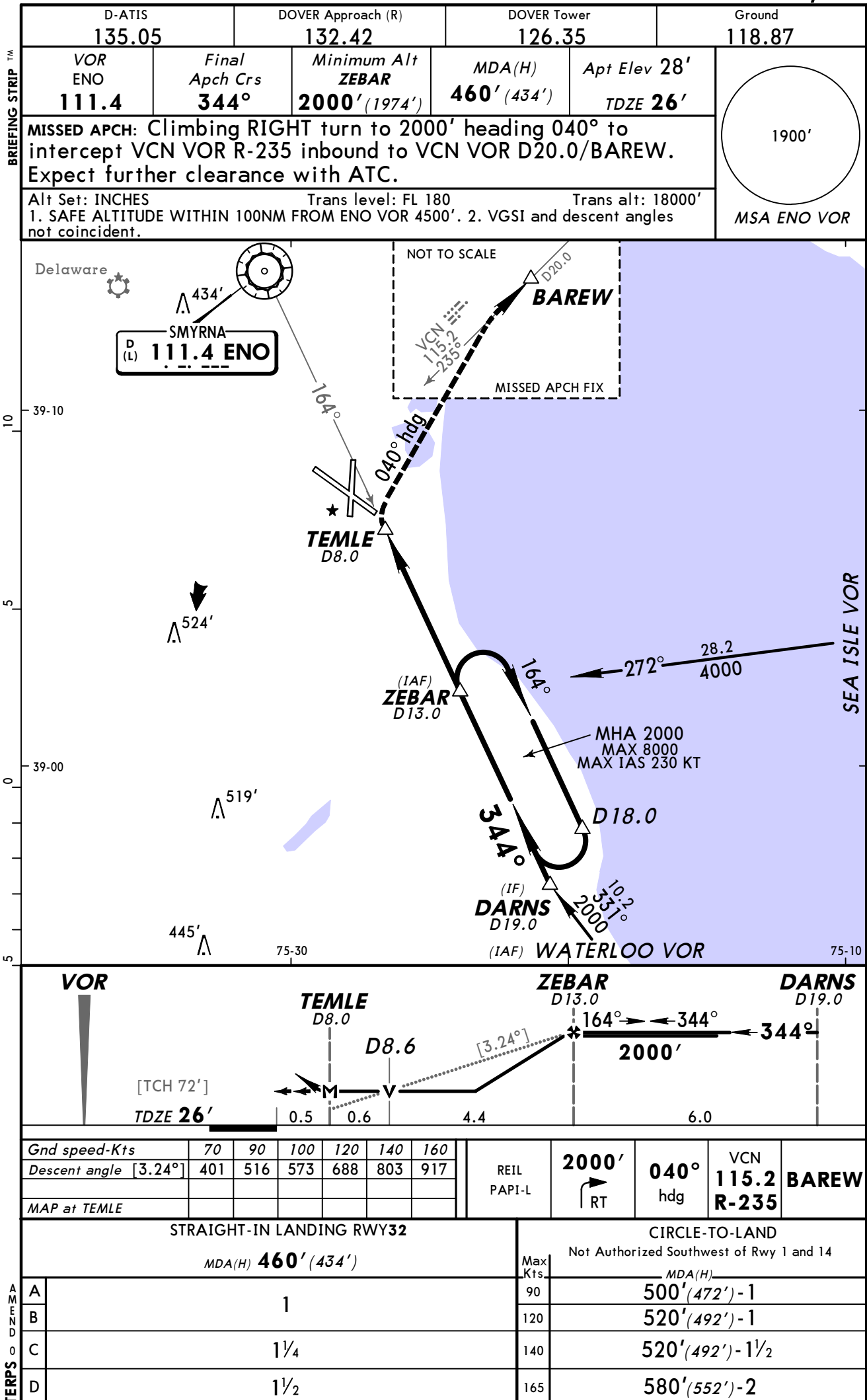
CHANGES: Printing sequence, runway 14/32 reopened, apt elev.

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KDOV/DOV
DOVER, DEL

JEPPesen
14 MAY 10 (33-2)

DOVER AFB
VOR DME Rwy 32



General Information

Location: Wilmington DE USA
IATA Code: ILG
Lat/Long: N39° 40.7' W075° 36.4'
Elevation: 80 ft

Airport Use: Public
Magnetic Variation: 11.9°W
Sectional Chart: Washington

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1139 Z
Sunset: 2252 Z,

Runway Information

Runway: 01
Length x Width: 7012 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 76 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 09
Length x Width: 7275 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 80 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 14
Length x Width: 4602 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 76 ft
Lighting: Edge, Pilot controlled

Runway: 19
Length x Width: 7012 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 71 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 27
Length x Width: 7275 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 72 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32
Length x Width: 4602 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 76 ft
Lighting: Edge, Pilot controlled

Communication Information

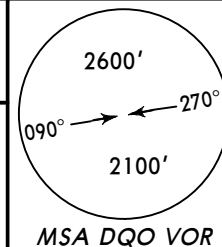
ATIS 123.95
Wilmington Tower 126.0 CTAF PCL
Wilmington Ground Control 121.7
Wilmington Clearance Delivery 119.95
Philadelphia Approach Control 118.35
Philadelphia Departure Control 118.35
New Castle Unicom 122.95
Millville Flight Service Station 122.1 RCO
Millville Flight Service Station 114.0 RCO

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ATIS
(ASOS when Twr inop)
123.95

Apt Elev
See graphic

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'



CEDAR LAKE EIGHT ARRIVAL (VCN.VCN8)

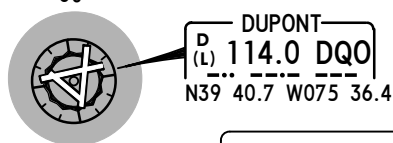
TRENTON NJ
Trenton Mercer
212

COATESVILLE PA
Chester Co Carlson
660

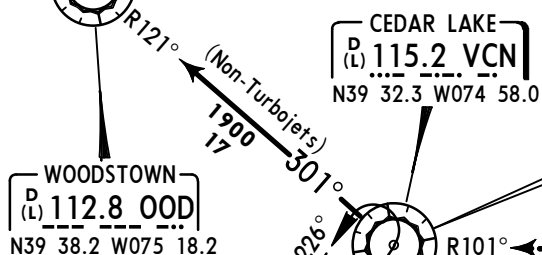
PHILADELPHIA PA
Northeast Philadelphia
120

PHILADELPHIA PA
Philadelphia Intl
36

New Castle
80

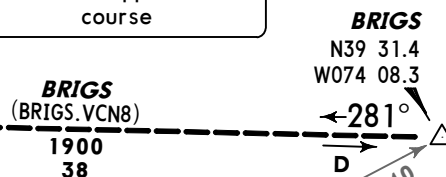


NON-TURBOJETS
EXPECT RADAR vectors
to final approach
course



Max hold **210 KT**
6001'-14000'

TURBOJETS
EXPECT RADAR vectors
to final approach
course



SEA ISLE
(H) 114.8 SIE
N39 05.7 W074 48.0

SNOW HILL
(L) 112.4 SWL
N38 03.4 W075 27.8

RADDS
N38 38.9 W075 05.3



Direct distance from OOD to:
New Castle Apt **14 NM**

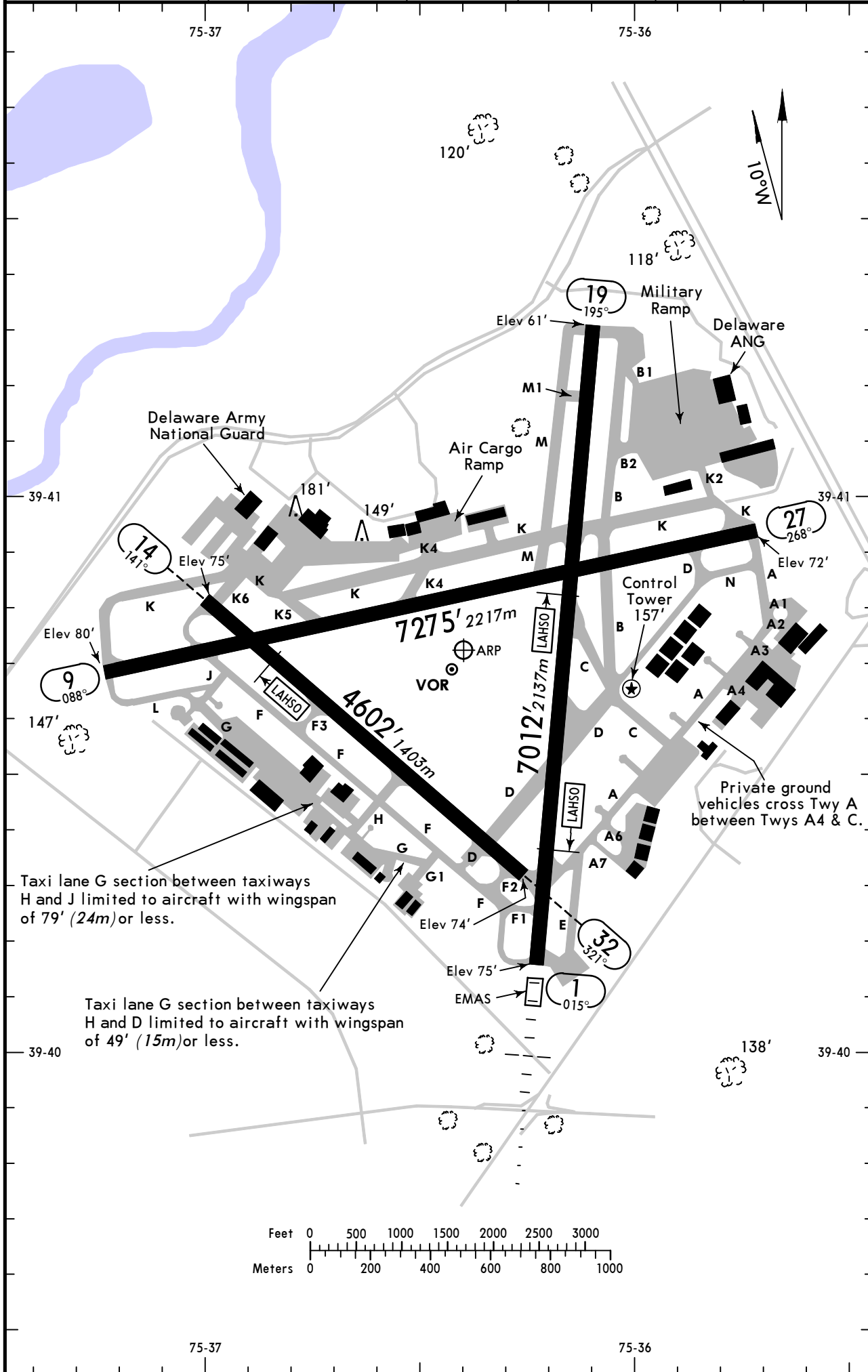
Direct distance from VCN to:
New Castle Apt **31 NM**

KILG/ILG
Apt Elev **80'**
N39 40.7 W075 36.4

JEPPESSEN
3 FEB 12 **(10-9)** Eff 9 Feb

WILMINGTON, DEL
NEW CASTLE

ATIS (ASOS when Twr inop)	*WILMINGTON Clearance	*Ground	*Tower	UNICOM	PHILADELPHIA Departure (R)
123.95	119.95	121.7	CTAF 126.0	122.95	118.35



CHANGES: None.

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GENERAL

When Tower inop, announce emergencies on CTAF to aircraft rescue and fire fighting station.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	USABLE LENGTHS BEYOND		LAHSO Distance	TAKE-OFF	WIDTH
			Glide Slope				
1 19	① HIRL REIL MALSR grooved RVR		6011' 1832m	9/27	4050' 1234m		150' 46m
	① HIRL REIL ① PAPI-L (angle 3.00°) grooved			14/32	5750' 1753m		

① Activate on 126.0 when Twr inop.

9 27	② HIRL ② REIL ② PAPI-L (angle 3.00°) grooved	③ 7000' 2134m			7000' 2134m	150' 46m
---------	--	------------------	--	--	----------------	-------------

② Activate on 126.0 when Twr inop.

③ Last 275' 84m is unavailable for landing distance computations.

14 ⑤ 32	④ MIRL			9/27	3600' 1097m	150' 46m
	④ MIRL ④ VASI-L					

④ Activate on 126.0 when Twr inop.

⑤ Rwy 14/32 closed to air carrier aircraft operations.

TAKE-OFF

	Rwys 1, 9, 14, 27, 32		Rwy 19		
	Adequate Vis Ref	STD	With Min climb of 266'/NM to 300'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	300-1
3 & 4 Eng		RVR 24 or 1/2		1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

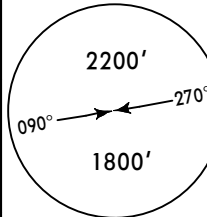
	Authorized Only When Twr Operating			RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 19 RNAV (GPS) Rwy 27
	ILS Rwy 1	LOC Rwy 1 VOR Rwy 9	VOR Rwy 27	
A	600-2	800-2	800-2	800-2
B				
C				
D			800-2 1/4	

KILG/ILG NEW CASTLE

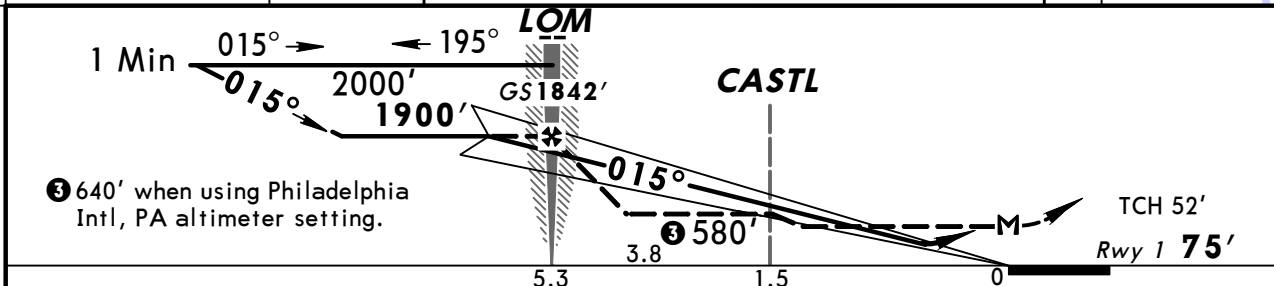
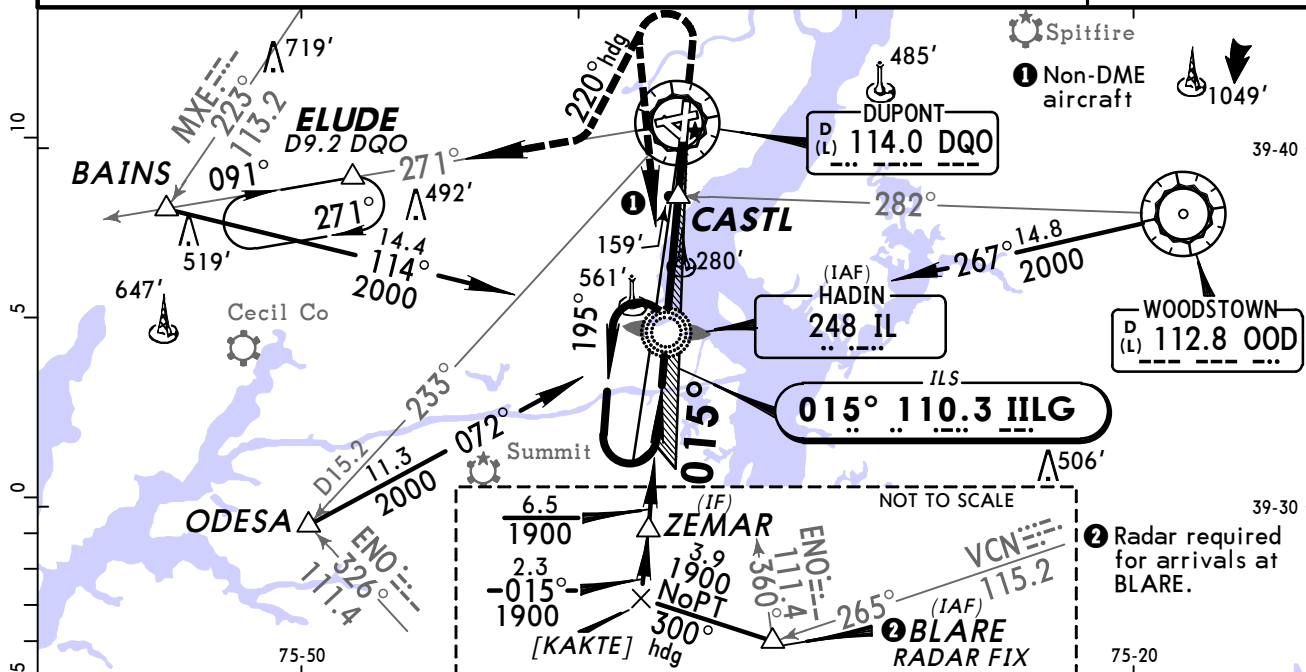
14 OCT 11 **11-1** Eff 20 Oct

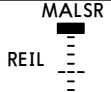
WILMINGTON, DEL
ILS or LOC Rwy 1

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 123.95		PHILADELPHIA Approach (R) 118.35		*WILMINGTON Tower CTAF 126.0		*Ground 121.7	
LOC ILG 110.3	Final Apch Crs 015°	GS LOM 1842' (1767')	ILS DA(H) (CONDITIONAL) 275' (200')	Apt Elev 80' Rwy 1 75'			
MISSED APCH: Climb to 900' then climbing LEFT turn to 2000' on heading 220° and outbound via DQO VOR R-271 to ELUDE/D9.2 DQO and hold. (Non-DME aircraft, climb to 900', then climbing LEFT turn to 2000' direct HADIN LOM and hold.), or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or ADF required. 2. Use local altimeter setting; if not received, use Philadelphia Intl, PA altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 126.0.							

MSA IL LOM



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch Above
GS	3.00°	372	478	531	637	743		
LOM to MAP	5.3	4:33	3:32	3:11	2:39	2:16		

STRAIGHT-IN LANDING RWY 1										CIRCLE-TO-LAND													
ILS			LOC (GS out)							With CASTL				Without CASTL									
With Local Altimeter Setting										With Local Altimeter Setting													
DA(H) 275' (200')			MDA(H) 420' (345')			MDA(H) 580' (505')																	
FULL			RAILout		ALSout				RAILout		ALSout												
A	RVR 40 or $\frac{3}{4}$					RVR 40 or $\frac{3}{4}$		RVR 50 or 1		RVR 40 or $\frac{3}{4}$		RVR 50 or 1		Max Kts		MDA(H)		MDA(H)					
90														540' (460') - 1		580' (500') - 1							
120																							
140														600' (520') - 1½		600' (520') - 1½							
C										RVR 55 or 1		1¼		1⅔		165		640' (560') - 2		640' (560') - 2			
D																							
With Philadelphia Intl, PA Altimeter Setting										With Philadelphia Intl, PA Altimeter Setting													
DA(H) 329' (254')			MDA(H) 480' (405')			MDA(H) 640' (565')																	
FULL			RAILout		ALSout				RAILout		ALSout				Max Kts		MDA(H)		MDA(H)				
A	RVR 40 or $\frac{3}{4}$					RVR 40 or $\frac{3}{4}$		RVR 50 or 1		RVR 40 or $\frac{3}{4}$		RVR 50 or 1		90		600' (520') - 1		640' (560') - 1					
120																							
140														660' (580') - 1½		660' (580') - 1½							
165														700' (620') - 2		700' (620') - 2							
C						RVR 40 or $\frac{3}{4}$		RVR 50 or 1		RVR 60 or 1½		RVR 60 or 1¼		1⅔		1⅝		165		700' (620') - 2		700' (620') - 2	
D																							

CHANGES: Threshold elevation, missed apch text, minimums.

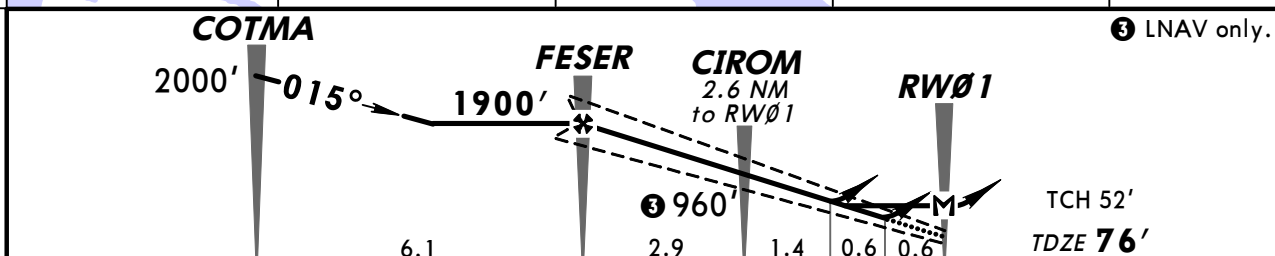
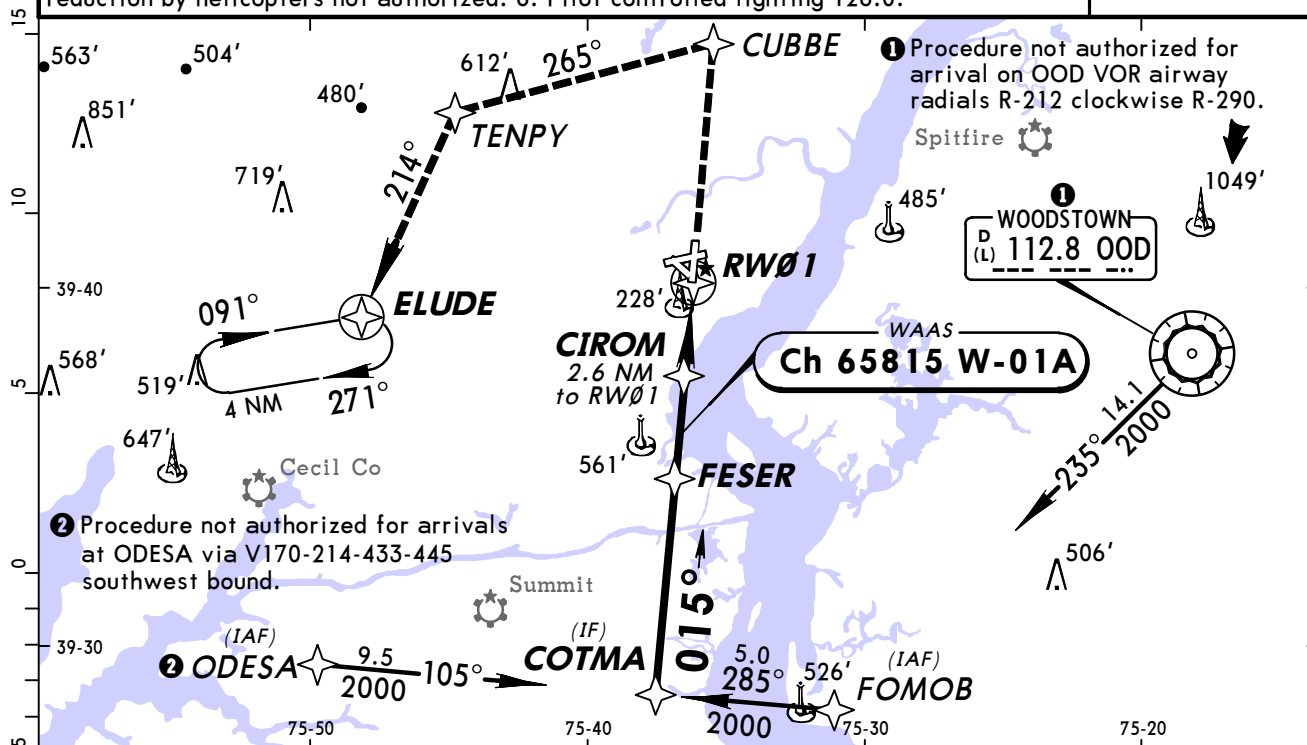
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KILG/ILG
NEW CASTLE

JEPPESSEN
28 OCT 11 (12-1)

WILMINGTON, DEL
RNAV (GPS) Rwy 1

NEW CASTLE		PHILADELPHIA Approach (R)		*WILMINGTON Tower		*Ground	
ATIS (ASOS when Twr inop)				CTAF			
123.95		118.35		126.0		121.7	
WAAS Ch 65815 W-01A	Final Apch Crs 015°	Minimum Alt FESER 1900' (1824')	LPV DA(H) (CONDITIONAL) 326' (250')	Apt Elev 80' TDZE 76'		2600' MSA RWØ1	
MISSED APCH: Climb to 2000' direct CUBBE and LEFT turn via track 265° to TENPY and via track 214° to ELUDE and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Philadelphia Intl, PA altimeter setting. 2. Baro-VNAV not authorized when using Philadelphia Intl, PA altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 126.0.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL 2000' ↑	D	CUBBE
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RWØ1									

STRAIGHT-IN LANDING RWY 1 With Local Altimeter Setting							CIRCLE-TO-LAND	
LPV DA(H) 326' (250')		LNAV/VNAV DA(H) 525' (449')		LNAV MDA(H) 480' (404')			Max Kts	With Local Altimeter Setting MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out				
A	RVR 50 or 1	RVR 50 or 1	1½	RVR 50 or 1	RVR 50 or 1		90	540' (460')-1 600' (520')-1½ 640' (560')-2
B					RVR 60 or 1¼		120	
C							140	
D							165	
With Philadelphia Intl, PA Altimeter Setting							Max Kts	With Philadelphia Intl, PA Altimeter Setting MDA(H)
LPV DA(H) 380' (304')		LNAV/VNAV DA(H) 579' (503')		LNAV MDA(H) 540' (464')				
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out				
A	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 50 or 1	RVR 50 or 1		90	600' (520')-1 660' (580')-1½ 700' (620')-2
B					1¼		120	
C							140	
D							165	

CHANGES: Lighting, LNAV minimums.

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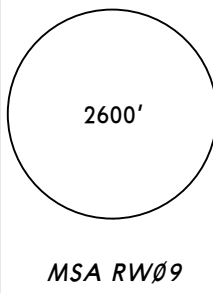
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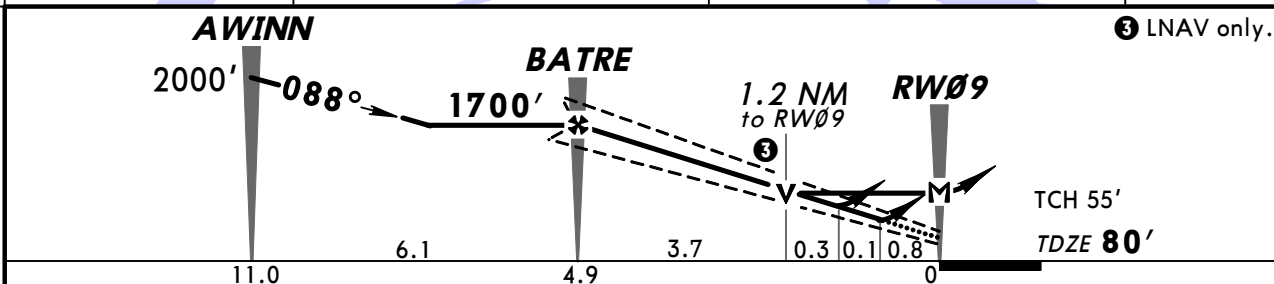
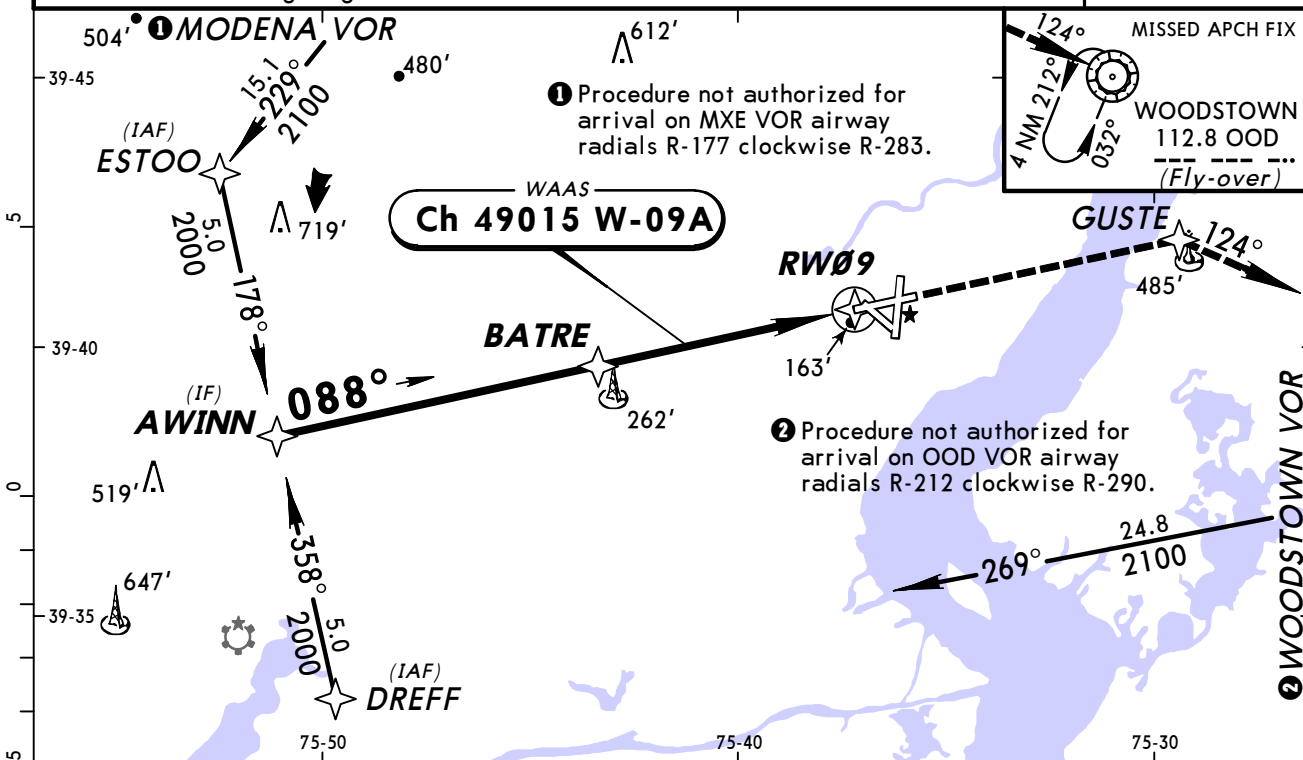
KILG/ILG
NEW CASTLE

JEPPESSEN
28 OCT 11 (12-2)

WILMINGTON, DEL
RNAV (GPS) Rwy 9

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 123.95		PHILADELPHIA Approach (R) 118.35		*WILMINGTON Tower CTAF 126.0		*Ground 121.7			
WAAS Ch 49015 W-09A		Final Apch Crs 088°		Minimum Alt BATRE 1700' (1620')		LPV DA(H) (CONDITIONAL) 394' (314')		Apt Elev 80' TDZE 80'	
MISSED APCH: Climb to 2100' direct GUSTE and via track 124° to OOD VOR and hold.									
Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2100' ↑	D→	GUSTE
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW09										

STRAIGHT-IN LANDING RWY 9						CIRCLE-TO-LAND			
With Local Altimeter Setting			With Local Altimeter Setting			With Local Altimeter Setting			
LPV DA(H) 394' (314')			LNAV/VNAV DA(H) 433' (353')			LNAV MDA(H) 520' (440')			Max Kts
1			1¼			1			90
									120
									140
									165
1			1¼			1			90
									120
									140
									165
With Philadelphia Intl, PA Altimeter Setting			With Philadelphia Intl, PA Altimeter Setting			With Philadelphia Intl, PA Altimeter Setting			
LPV DA(H) 448' (368')			LNAV/VNAV DA(H) 568' (488')			LNAV MDA(H) 580' (500')			Max Kts
1¼			1¾			1			90
									120
									140
									165

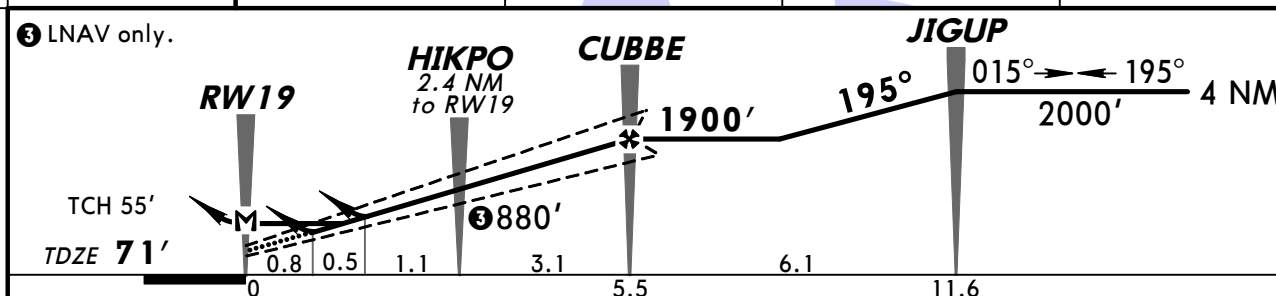
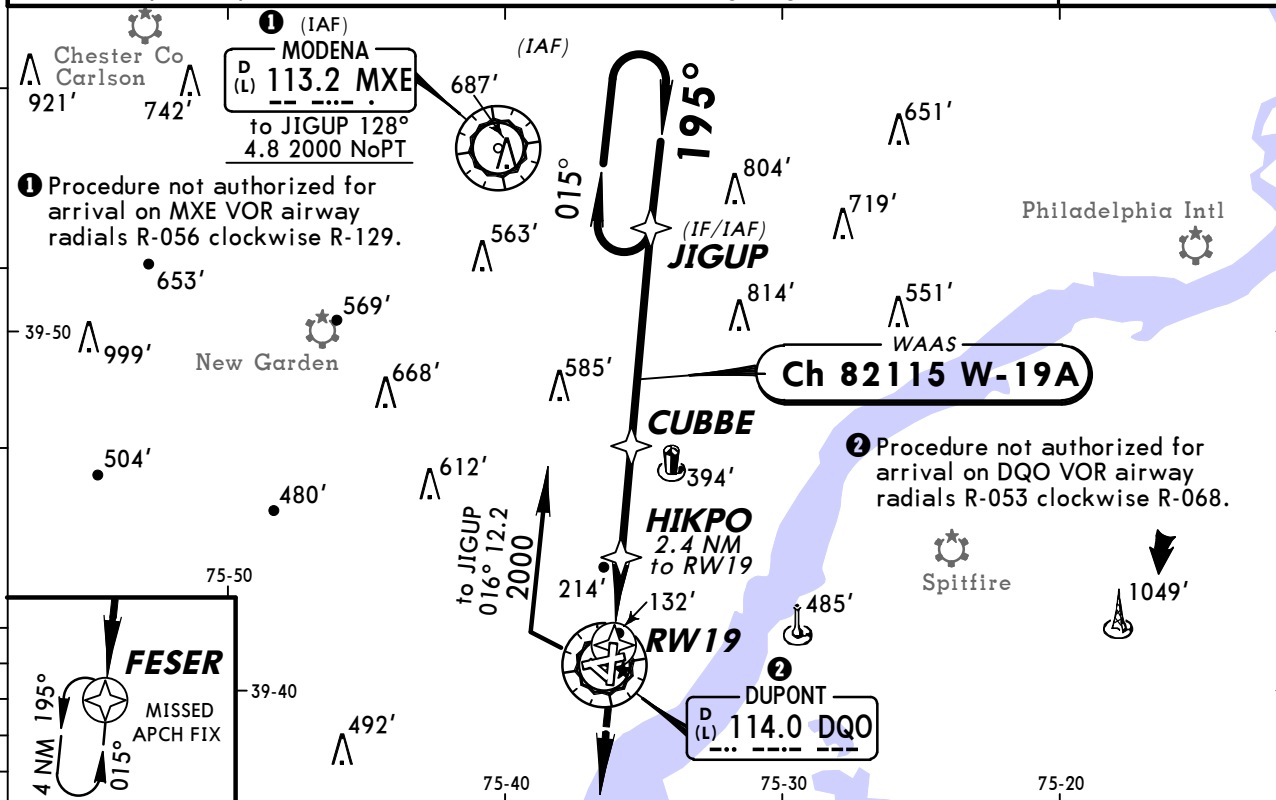
CHANGES: Lighting.

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TERPS AMEND 0 22 OCT 2009

TERPS AMEND 0 22 OCT 2009

ATIS (ASOS when Twr inop)		PHILADELPHIA Approach (R)		*WILMINGTON Tower		*Ground	
123.95		118.35		CTAF 126.0		121.7	
WAAS Ch 82115 W-19A	Final Aptch Crs 195°	Minimum Alt CUBBE 1900' (1829')	LPV DA(H) (CONDITIONAL) 371' (300')	Apt Elev 80' TDZE 71'			
MISSED APCH: Climb to 2000' direct FESER and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Philadelphia Intl, PA altimeter setting. 2. Baro-VNAV not authorized when using Philadelphia Intl, PA altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 126.0.							
						MSA RW19	



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		REIL PAPI-L	2000' ↑	D→	FESER
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849					
<i>MAP at RW19</i>											

STRAIGHT-IN LANDING RWY 19 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 371' (300')		LNAV/VNAV DA(H) 538' (467')	LNAV MDA(H) 480' (409')	Max Kts	MDA(H)
A	1	1¾	1	90	540' (460')-1
B			1¼	120	
C				140	600' (520')-1½
D				165	640' (560')-2
With Philadelphia Intl, PA Altimeter Setting				With Philadelphia Intl, PA Altimeter Setting	
LPV DA(H) 425' (354')		LNAV/VNAV DA(H) 592' (521')	LNAV MDA(H) 540' (469')	Max Kts	MDA(H)
A	1¼	1¾	1	90	600' (520')-1
B			1¼	120	
C				140	660' (580')-1½
D				165	700' (620')-2

BRIEFING STRIP

NEW ATIS

ATIS (ASOS when Twr inop)

123.95

PHILADELPHIA Approach (R)

118.35

*WILMINGTON Tower

CTAF 126.0

*Ground

121.7

WAAS

Ch 53515

W-27A

Final

Apch Crs

268°

Minimum Alt

GUSTE

1800' (1728')

LPV

DA(H)

(CONDITIONAL)

426' (354')

Apt Elev 80'

TDZE 72'

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

Alt Set: INCHES

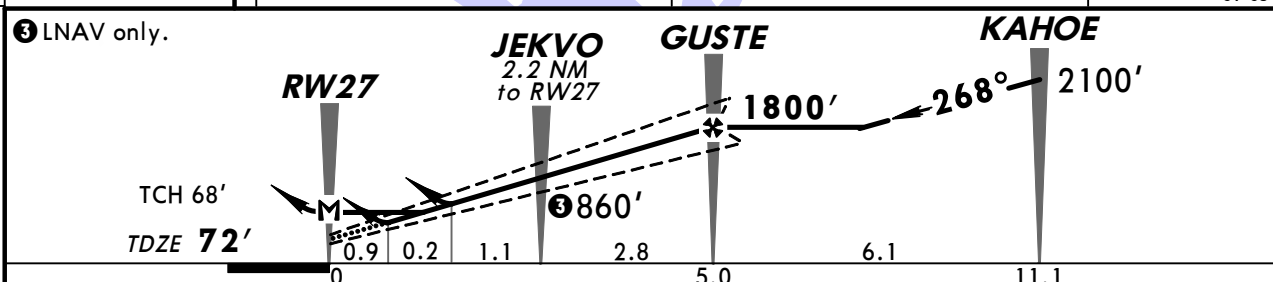
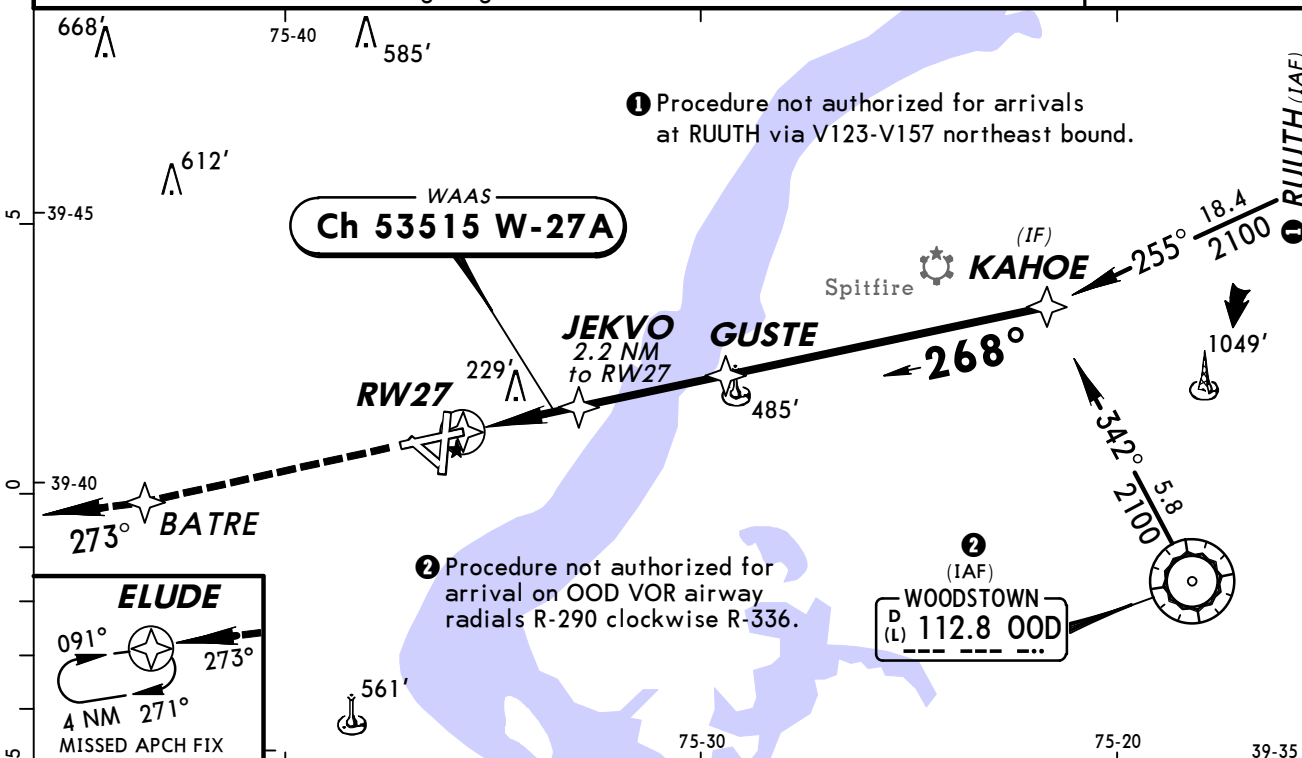
Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Philadelphia Intl, PA altimeter setting. 2. Baro-VNAV not authorized when using Philadelphia Intl, PA altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 39°C (102°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 126.0.

2600'

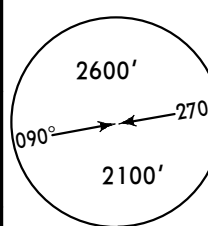
MSA RW27

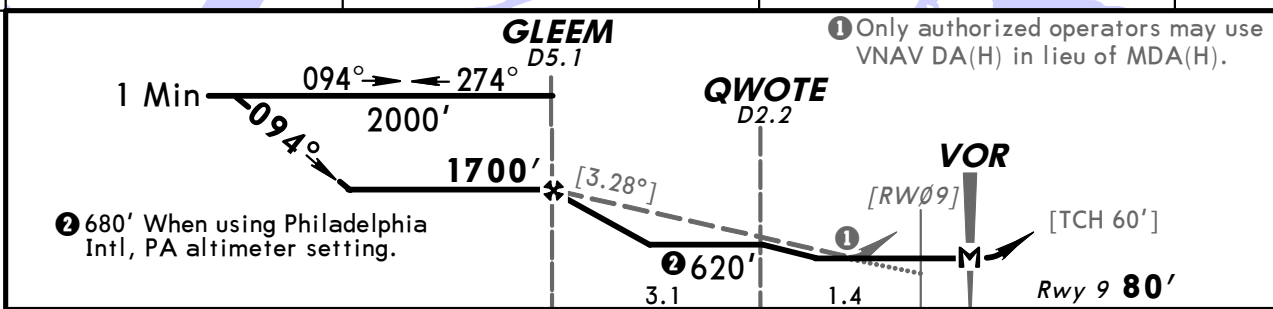
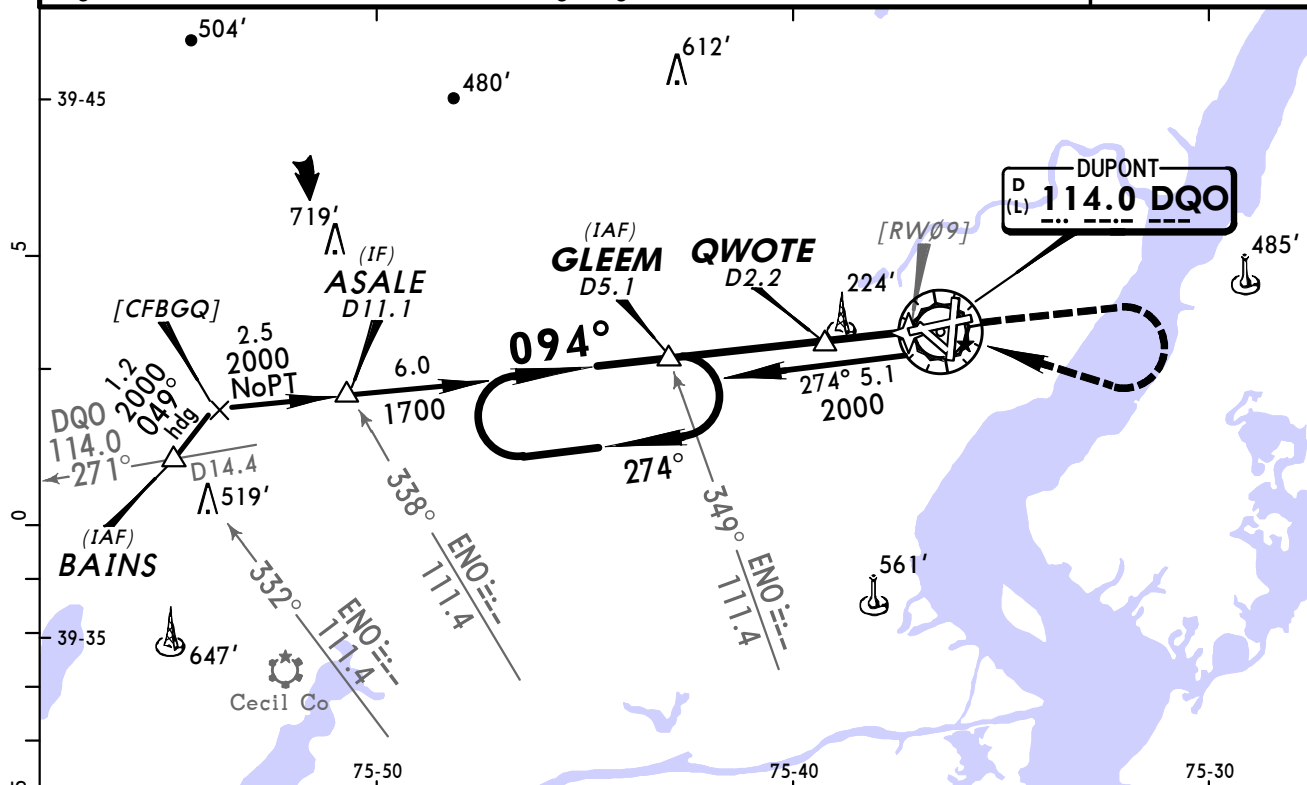


Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.10°	384	494	548	658	768	878			
MAP at RW27										

STRAIGHT-IN LANDING RWY 27 With Local Altimeter Setting							CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 426' (354')		LNAV/VNAV DA(H) 516' (444')		LNAV MDA(H) 480' (408')		Max Kts	MDA(H)	
A	1¼	1½	1	90	540' (460')-1			
B				120				
C			1¼	140	600' (520')-1½			
D				165		640' (560')-2		
With Philadelphia Intl, PA Altimeter Setting							With Philadelphia Intl, PA Altimeter Setting	
LPV DA(H) 480' (408')		LNAV/VNAV DA(H) 570' (498')		LNAV MDA(H) 540' (468')		Max Kts	MDA(H)	
A	1¼	1¾	1	90	600' (520')-1			
B				120				
C			1¼	140	660' (580')-1½			
D				165		700' (620')-2		

BRIEFING STRIP™

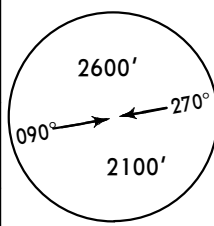
ATIS (ASOS when Twr inop)		PHILADELPHIA Approach (R)		*WILMINGTON Tower		*Ground	
123.95		118.35		CTAF 126.0		121.7	
VOR DQO 114.0	Final Apch Crs 094°	Minimum Alt GLEEM 1700' (1620')	MDA(H) (CONDITIONAL) 540' (460')	Apt Elev 80' Rwy 9 80'			
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 2000' direct DQO VOR then on DQO VOR R-274 to GLEEM INT/D5.1 and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Philadelphia Intl, PA altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 126.0.							
MSA DQO VOR							

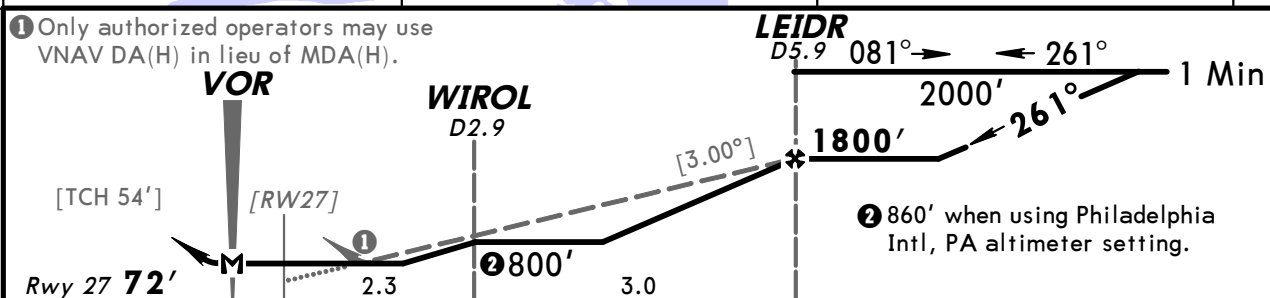
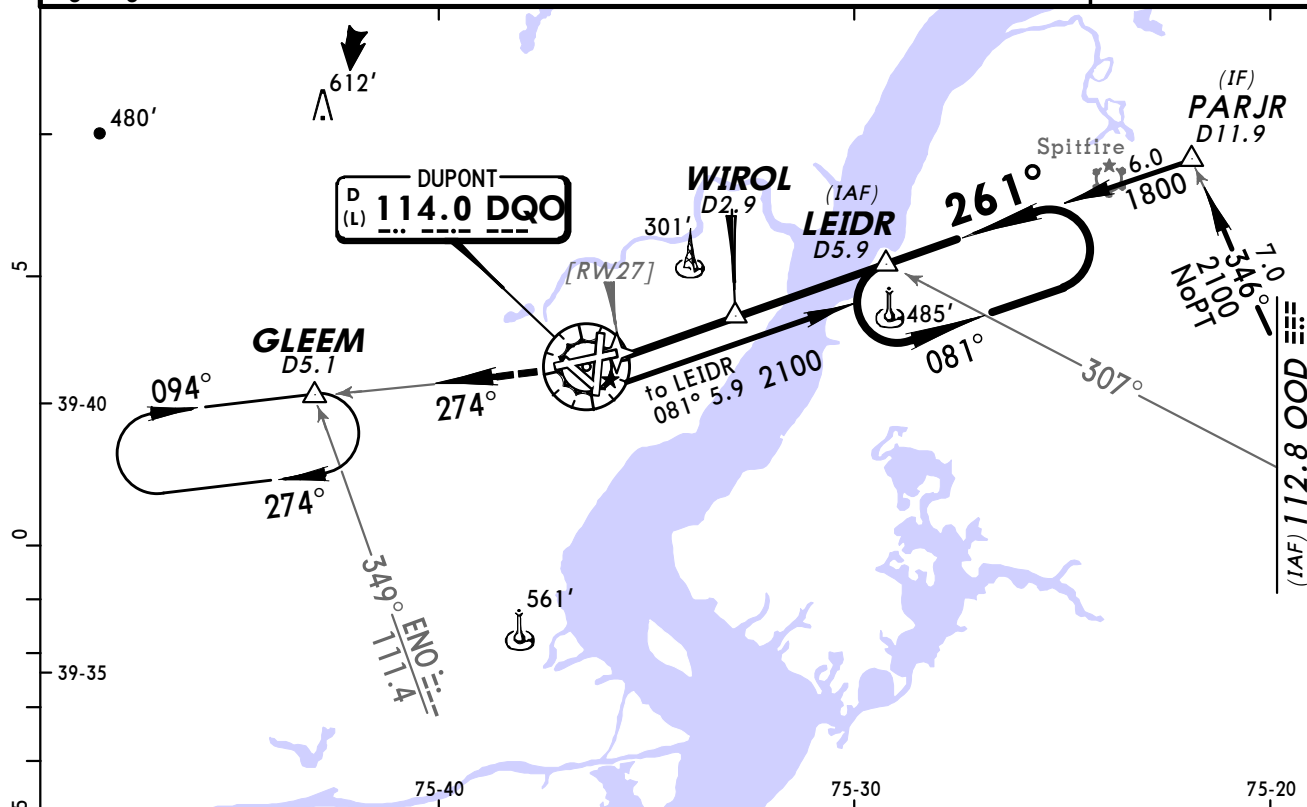


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1200'	2000'		DQO 114.0
Descent Angle [3.28°]	406	522	580	696	813	929					
MAP at VOR											

TERPS				STRAIGHT-IN LANDING RWY 9				CIRCLE-TO-LAND			
				With QWOTE		Without QWOTE					
				With Local Altimeter Setting				With Local Altimeter Setting			
				MDA(H) 540' (460')		MDA(H) 620' (540')		MDA(H) _____			
A	1			1			Max Kts. 90	540' (460') - 1		620' (540') - 1	
B							120				
C	1 3/8			1 1/2			140	600' (520') - 1 1/2		620' (540') - 1 1/2	
D							165	640' (560') - 2		640' (560') - 2	
				With Philadelphia Intl, PA Altimeter Setting				With Philadelphia Intl, PA Altimeter Setting			
				MDA(H) 600' (520')		MDA(H) 680' (600')		MDA(H) _____			
A	1			1			Max Kts. 90	600' (520') - 1		680' (600') - 1	
B							120				
C	1 5/8			1 3/4			140	660' (580') - 1 3/4		680' (600') - 1 3/4	
D							165	700' (620') - 2		700' (620') - 2	

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		PHILADELPHIA Approach (R)		*WILMINGTON Tower		*Ground	
123.95		118.35		CTAF 126.0		121.7	
VOR DQO 114.0	Final Apch Crs 261°	Minimum Alt LEIDR 1800' (1728')	MDA(H) (CONDITIONAL) 560' (488')	Apt Elev 80' Rwy 27 72'			
MISSED APCH: Climb to 2000' outbound on DQO VOR R-274 to GLEEM INT/D5.1 and hold.							
Alt Set: INCHES 1. Use local altimeter setting; if not received, use Philadelphia Intl, PA altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 126.0.							
		Trans level: FL 180		Trans alt: 18000'		MSA DQO VOR	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000' ↑ on 114.0 R-274	DQO GLEEM
Descent Angle	[3.00°]	372	478	531	637	743			
MAP at VOR									

TERPS				STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
		With WIROL		Without WIROL		With WIROL		Without WIROL			
		With Local Altimeter Setting		With Local Altimeter Setting		With Local Altimeter Setting		With Local Altimeter Setting			
		MDA(H) 560' (488')		MDA(H) 800' (728')		MDA(H)		MDA(H)			
A		1		1		Max Kts					
B		1		1		90		560' (480') - 1		800' (720') - 1	
C		1 3/8		2		120		600' (520') - 1 1/2		800' (720') - 2	
D		1 3/8		2		140		640' (560') - 2		800' (720') - 2 1/4	
		With Philadelphia Intl, PA Altimeter Setting		With Philadelphia Intl, PA Altimeter Setting							
		MDA(H) 620' (548')		MDA(H) 860' (788')		Max Kts					
A		1		1		90		620' (540') - 1		860' (780') - 1	
B		1		1 1/4		120		620' (540') - 1		860' (780') - 1 1/4	
C		1 5/8		2 1/2		140		660' (580') - 1 5/8		860' (780') - 2 1/2	
D		1 5/8		2 1/2		165		700' (620') - 2		860' (780') - 2 1/2	

WILMINGTON, DE (NEW CASTLE - KILG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KDOV

No Chart Change Notices for Airport KILG