

APP CRS <b>229°</b>	Rwy Idg TDZE Apt Elev	<b>3004</b> <b>394</b> <b>394</b>
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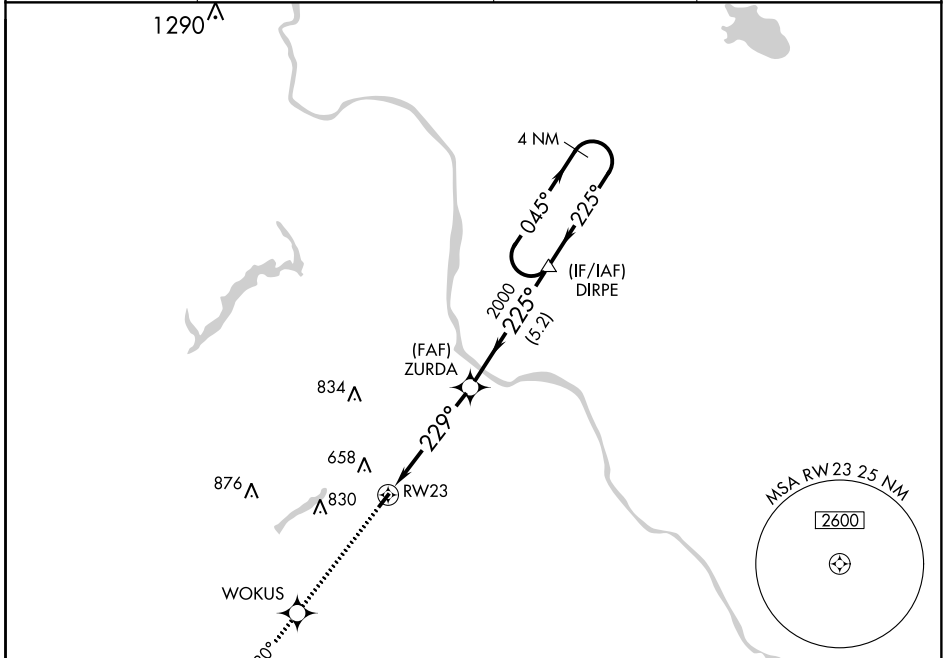
# RNAV (GPS) RWY 23

DOYLESTOWN (DYL)

**▽** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet. Rwy 23: helicopter visibility reduction below 1 SM NA.

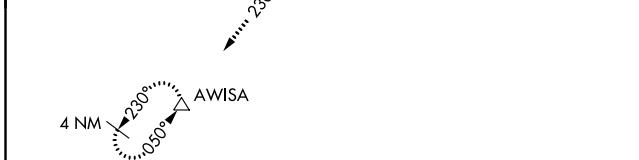
**▲** MISSED APPROACH: Climb to 3000 direct WOKUS and via track 230° to AWISA and hold.

ASOS <b>118.875</b>	PHILADELPHIA APP CON <b>123.8 291.7</b>	CLNC DEL <b>118.55</b>	UNICOM <b>122.975 (CTAF) 0</b>
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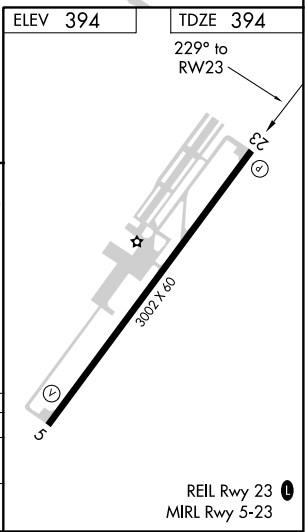


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3000	WOKUS	fr 230°	AWISA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20).	4 NM Holding Pattern



CATEGORY	A	B	C	D
LNVA MDA	1040-1	646 (700-1)	NA	
CIRCLING	1040-1	646 (700-1)	NA	

# RNAV (GPS) RWY 5

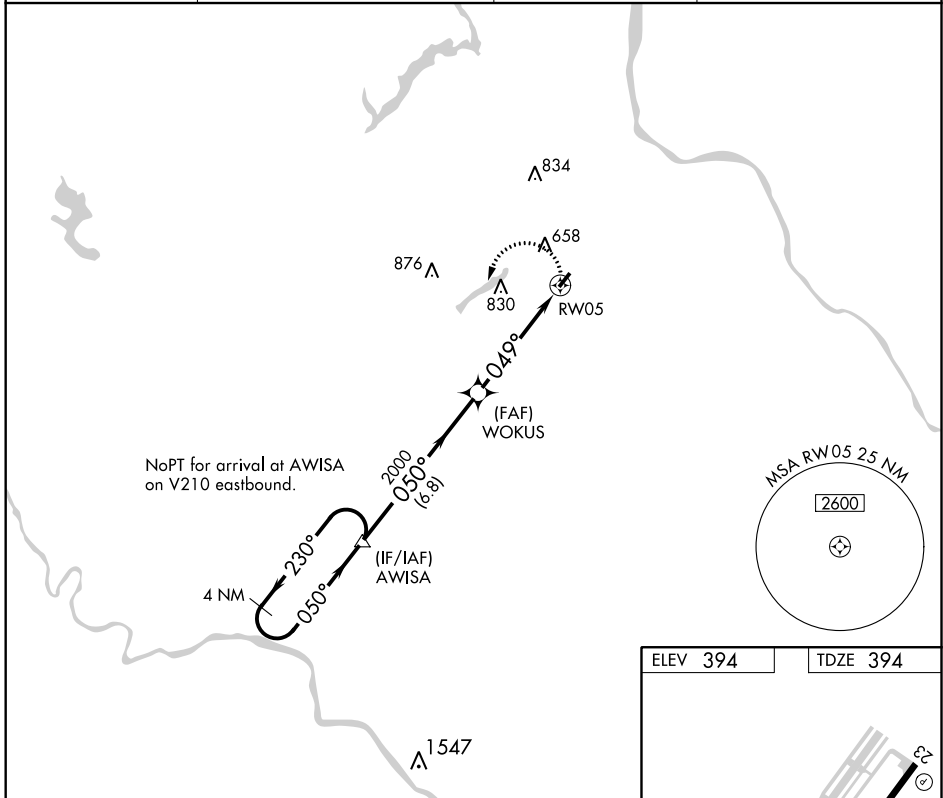
DOYLESTOWN (DYL)

APP CRS <b>049°</b>	Rwy Idg <b>3002</b>
	TDZE <b>394</b>
	Apt Elev <b>394</b>

**⚠** DME/DME RNP-0.3 NA. Rwy 5: helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**⚠** When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

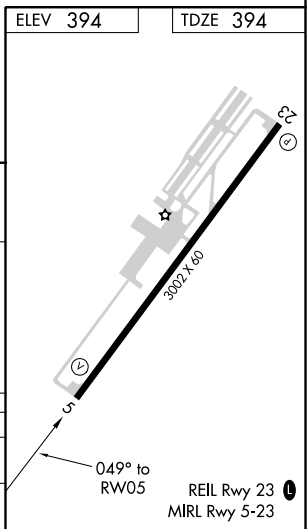
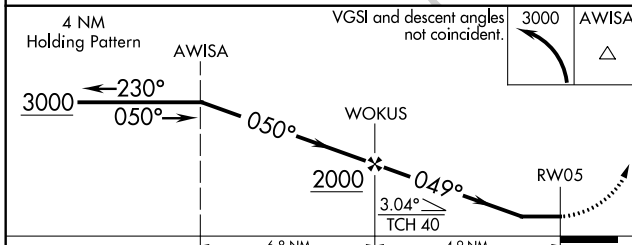
MISSED APPROACH: Climbing left turn to 3000 direct AWISA and hold.

ASOS <b>118.875</b>	PHILADELPHIA APP CON <b>123.8 291.7</b>	CLNC DEL <b>118.55</b>	UNICOM <b>122.975 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNVA MDA	880-1	486 (500-1)	NA	
<b>C</b> CIRCLING	960-1 566 (600-1)	1040-1 646 (700-1)	NA	

VOR/DME SBJ <b>112.9</b> Chan <b>76</b>	APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>3002</b> <b>394</b> <b>394</b>
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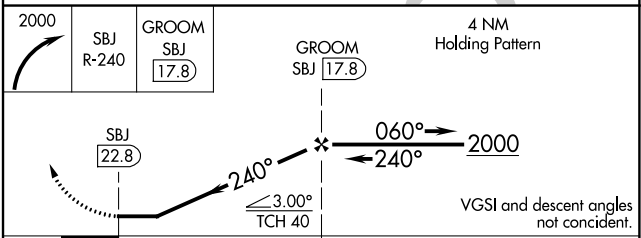
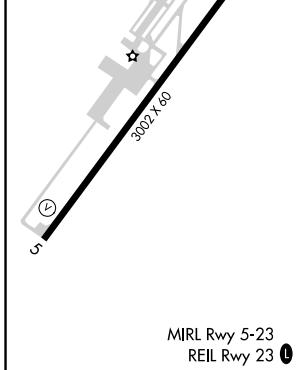
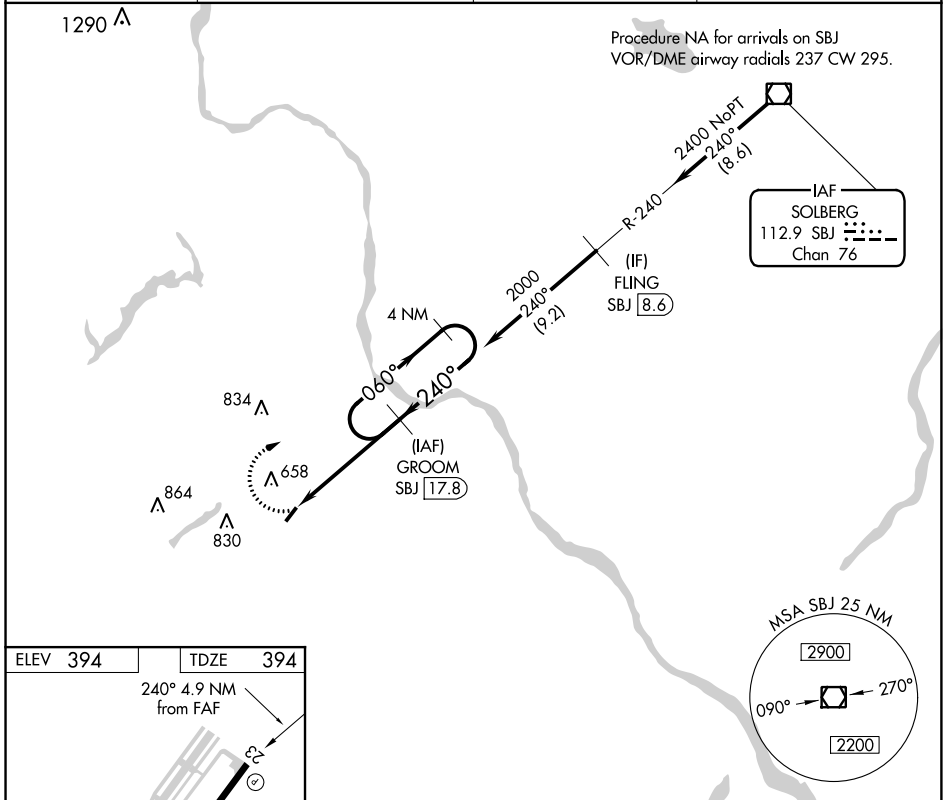
# VOR/DME RWY 23

DOYLESTOWN (DYL)

**⚠** When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet and increase S-23 Cat B visibility ¼ mile. Rwy 23: helicopter visibility reduction below 1 SM NA.

**⚠** MISSED APPROACH: Climbing right turn to 2000 on SBJ R-240 to GROOM/17.8 DME and hold.

ASOS <b>118.875</b>	PHILADELPHIA APP CON <b>123.8 291.7</b>	CLNC DEL <b>118.55</b>	UNICOM <b>122.975</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-23	1100-1	706 (800-1)	NA	
<b>C</b> CIRCLING	1100-1 706 (800-1)	1100-1¼ 706 (800-1¼)	NA	

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