

LOC I-ILG 110.3	APP CRS 015°	Rwy Idg 7012
		TDZE 78
		Apr Elev 80

ILS or LOC RWY 1

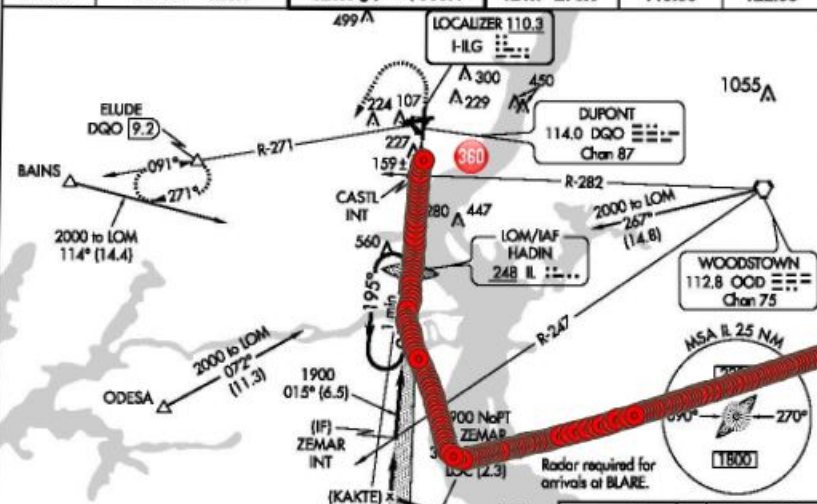
NEW CASTLE (ILG)

ADF or DME Required. When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA, SA feet and all MDA 60 feet, and increase S-LOC 1 Cats C and D visibility to RVR 6000; increase Circling Cat C visibility 1/2 mile; increase CASTL fix minimums S-LOC 1 Cats C and D visibility to RVR 4000. For inop MALSR, increase S-LOC 1 Cats C and D visibility to 1 1/2 mile. For inop MALSR when using CASTL fix minimums, increase S-LOC 1 all Cats visibility to RVR 5000. For inop MALSR when using Philadelphia Intl altimeter setting, increase S-LOC 1 Cats C and D visibility to 1 1/2 mile. For CASTL fix minimums, for inop MALSR when using Philadelphia Intl altimeter setting, increase S-LOC 1 Cats C and D visibility to 1 1/2 mile.



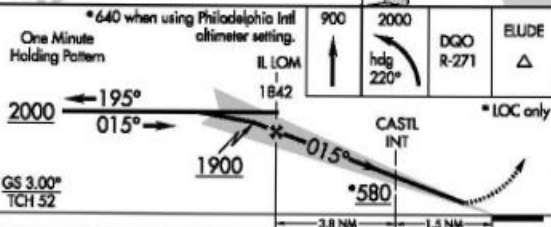
MISSED APPROACH:
Climb to 900 then climbing left turn to 2000 on heading 220° and DGO R-271 to ELUDE/DGO 9.2 DME and hold.

ATIS 123.95	PHILADELPHIA APP CON 118.35 323.1	WILMINGTON TOWER* 126.00 (CTAF) 305.4	GND CON 121.7 275.8	CLNC DEL 119.95	UNICOM 122.95
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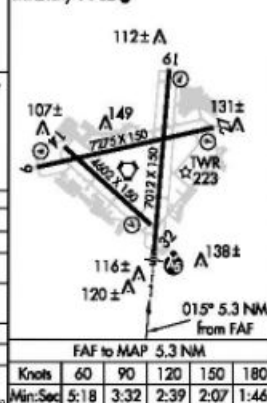
Radar required for arrivals at BLARE.

*640 when using Philadelphia Intl altimeter setting.



CATEGORY	A	B	C	D
S-ILS 1	276/24 200 (200-1/2)			
S-LOC 1	580/24	504 (500-1/2)	580/55	504 (500-1/4)
CIRCLING	580-1	500 (500-1)	600-1 1/2 520 (600-1 1/2)	640-2 560 (600-2)
CASTL FIX MINIMUMS				
S-LOC 1	420/24	344 (400-1/2)	420/30	344 (400-1/4)
CIRCLING	540-1	460 (500-1)	600-1 1/2 520 (600-1 1/2)	640-2 560 (600-2)

ELEV 80	TDZE 76
REIL Rwy 9, 27 and 19	
HIRL Rwy 9-27 and 1-19	
MIRL Rwy 14-32	



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

N62UP Radar Track Overhead View

Helicopter Radar Track with ILS Rwy 1 Approach fixes added.

ILG Rwy 1

Green Line =
Approximate ILS
Rwy 1 course

15:52:47 - LC
instructed pilot to fly
missed approach.
No response from
pilot.

15:52:15 - Pilot requests
go around and stated he
wasn't planning on a
missed approach.

15:52:35 - LC asked if pilot was
having a hard time getting field in
sight. Pilot responded that he
received "bad vectors earlier" and
wondered if he could line up and
come back around again. (Last
transmission by pilot)

15:50:46 - Pilot checked
into ILG tower crossing
HADIN at 2,000 ft msl.
LC issued landing
clearance.

15:51:02 - Pilot
acknowledged
clearance with call
sign only.

Missed Approach Procedure

900	2000	DGO	ELUDE
↑	hdg 220°	R-271	△



N62UP Radar Track

Helicopter Radar Track with ILS Rwy 1 Approach fixes added.

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15:52:15 - Pilot requests go around and stated he wasn't planning on a missed approach.

15:52:47 - LC instructed pilot to fly missed approach. No response from pilot.

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15:52:35 - LC asked if pilot was having a hard time getting field in sight. Pilot responded that he received "bad vectors earlier" and wondered if he could line up and come back around again. (Last transmission by pilot)

Yellow Line = Approximate ILS Rwy 1 glideslope.

